Princeton R/C Jet Flyers
Cache Creek Regional Airport (CAZ5)
Site Rules 2025

MAAC Approved November 3, 2025

The following rules package must be available to all RPAS Pilots while operating RPAS at this site, either electronically or in print. Nothing in these rules relieves the RPAS pilot of their individual CAR compliance requirements.

Administrative Rules

Site Operator Name: Princeton R/C Jet Flyers (#630, Zone C)

Site Name: CACHE CREEK REGIONAL AIRPORT (CAZ5)

Location: 785 Airport Rd, Cache Creek, BC V0K 1H0

Pilot Station Coordinates: 50°46'42.0"N 121°19'20.8"W
(50.778320, -121.322436)

Site Contact(s): Dean Wichmann, MAAC # 14436, Vice President
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Paul Dries MAAC# 65385, President
Paul.dries@icloud.com 1-604-786-5530

Conditions for Use - All persons using this modelling site must:
1. be MAAC members in good standing.
2. be members of Princeton Jet Flyers, or an invited guest of Princeton Jet Flyers and
3. agree to follow the MAAC Safety code and all other site rules.

Any MAAC member attending an Event at this site must agree to attend any modeller briefing, or otherwise read and follow all site/Event rules. The site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

Site Administrative rules

1. We will leave the site cleaner than we found it.
2. Pets must be always on leash or otherwise contained in their vehicle, camping unit. Owners must clean up after their pets immediately.
3. Portable washrooms available on site for pilots and guests
4. If garbage cans are available on site please use them appropriately (they can fill up quickly if misused, so please take most of your trash with you. These are not intended for disposal of crashed models - for example…)
5. Guests must remain behind the rope barrier unless invited into the pit area by a club member temporarily. Ex, temporary assistance with moving something, inviting a guest in to look at a model

or feature, arranged static demo between flying sessions. Guests must return to behind the rope barrier immediately afterwards.
6. No smoking anywhere on Airport grounds – this is a condition of use from the Town
7. These rules will be reviewed in a pilots' briefing each day, prior to the start of any flying.
8. Pilots who unintentionally break any rule shall be warned (and / or grounded if deemed necessary) by any one or more of the organizers / Club Executives.
9. This rule package shall be reviewed annually, or after any situation where any one or more of the club executives feels that a rule change may be necessary.

Site/event emergency response requirements

In the event of an emergency, call 9-1-1 - the site address to be provided to first responders is:

785 Airport Rd, Cache Creek, BC V0K 1H0

1. The club will ensure additional fire safety equipment including, C02, Water extinguishers, shovels, sand, and at least one dedicated fire response vehicle are available. This is in addition to the fire extinguisher required in the startup area.

2. Each pilot is responsible to maintain a fire extinguisher (Co2 or similar) and have it within 2m of their aircraft when starting and during any run up tests. A selection of fire extinguishers may be shared in the startup area.

3. There will be at least one first aid kit on site.

Modelling Rules

MAAC Approved Modelling Categories

The following categories of MAAC modelling are approved at this site/event. In addition to the MAAC Safety Code, there may be site specific rules contained in this document.

Approved Category	Weight/Power Limits	Altitude/operating limits
mRPAS	Not Approved	
RPAS	25kg or less	400'agl/1700' AGL
Tethered (Control-Line)	Not Approved	
Free flight		
Space Models		
Surface Vehicles		

MAAC Approved Site Add-ons

The following "add-ons" have been approved at this site, provided all relevant MAAC rules, policy and SFOC conditions are adhered to by the site and its users.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight (25-35kg)	Not approved	
RPAS Altitude	Less than 25kg	1700'agl
RPAS Altitude and Weight >25kg	Not approved	
RPIC	See section below	1700'agl

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements –mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements. mRPAS at advertised events must comply with the MAAC Event SFOC.
2. RPAS CAR requirements - There are no special CAR restrictions on RPAS models operated under 400'AGL. All RPAS operated over 400'AGL must conform to the MAAC Manufacturer Declaration/Safety Assurance provisions.
3. Club/Site/Event requirements - There are no site limitations for speed, sound, etc. Priority for flying at this site shall be given to turbine and Electric Ducted Fan (EDF) models, over that of other R/C aircraft.
4. MAAC Add-on requirements – RPAS operated over 400'agl must comply with the MAAC/SFOC RPAS requirements listed in the add on section. All event visitors must be briefed to ensure compliance with these requirements.

RPAS Pilot/operator qualifications or requirements

1. mRPAS do not require an RPAS operators' certificate, however, are regulated under CAR900.06 and part VI of the CAR. There are no MAAC or CAR age restrictions on mRPAS flights. Compliance with MAAC safety code meets all requirements.
2. RPAS Pilot CAR requirements - All RPAS pilots using this site **must** have Basic RPAS certification
3. Club/Site/Event requirements - The Club recommends all RPAS Pilots have MAAC Wings, however its use is not mandatory. Most R/C pilots who attend this site are mutually known to each other. In the case of new pilots, their building / flying skills may be assessed by any of the club executives. If concerns are valid, the pilot(s) will be asked not to fly or limited to 'buddy box' operation by a pilot to be selected by club executives.
4. MAAC Add-on requirements – RPAS Pilots operating over 400'agl must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document.

CREW qualifications or requirements.

1. mRPAS operation does not require crew.
2. The use of a visual observer (VO) is **mandatory** at this site for all RPAS operations regardless of altitude or weight. VO must be a RPAS certificate holder (Basic **or** advanced) and trained/briefed on procedures listed below.
3. Spotters are **mandatory** for all airborne RPA, one spotter per pilot while flying. No flying of any kind without a spotter.
4. MAAC Add-on requirements - RPAS Pilots operating over 400'agl must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document.

Crew Rules

Visual Observers

1. Visual observers (VO) are mandatory for RPAS operations, those occurring above 400'agl, and RPAS events open to the public or where specified by MAAC. As required at this site, no member shall operate an RPAS unless:
   i. A visual observer(s) is present who has been briefed or trained on any site/event procedures upon spotting a potential conflict with full-scale aircraft.
      i. Ops above 400' requires a briefing on VFR routes and airport pros. Daily, brief the VO on the CAZ5 aerodrome operating environment, with a focus on normal traffic patterns and the VFR route north/south along the valley
   b. A minimum of one visual observer per flight line is required.
   c. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.
   d. Position the VO where they have unobstructed sight lines – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have a reasonable communication ability with all pilots/modellers.
   e. Use visual aids as required – sunglasses, wide brim hats, sunshades, binoculars or similar. If positioned far from pilot stations, provide suitable notification means such as air horns, lights, radios etc.
   f. While operating RPA above 400', the VO, or other nearby responsible adult **shall** monitor and be able to broadcast/transmit on the CAZ5 Aerodrome Traffic Frequency (ATF-123.3mhz) as required.
      i. Any person broadcasting/transmitting on an aviation radio frequency is required to possess a valid ROC-A as well as follow the MAAC radio frequency protocols.
      ii. Failure or inability to monitor/transmit on the ATF shall result in all RPAS operations above 400' stopping and remain below 400'agl until radio operation resumes

2. Per CAR (901.23(vii)) each site must have rules to ensure a clear full-scale detection and avoidance command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:
   a. MAAC models/RPA shall give way/get out of the way of full-scale aircraft in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.
   b. Upon spotting/hearing or being advised (ATC or otherwise) of any airplane that might pose a hazard with modeling activities, the VO or any other person on site, shall yell in a loud clear voice "AIRPLANE". **If in doubt, issue the warning.**
   c. Upon hearing this command, all pilots shall descend to as low as altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
   d. **Lateral deconfliction maneuvers are prohibited above 60'AGL.** Descending to 60'agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
   e. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice "ALL CLEAR".
   f. If any "official person" such as a peace officer, ATC or their delegate, has given a stop flying order, guidance or similar, all model flying **shall** stop immediately and shall not resume until permission to do so is obtained from person or body that issued the stop flying order.

g. Thereafter modeling activities may resume as normal.

Program Director, Air Boss, ATC Coordinator

This site is in uncontrolled airspace – a Program Director or an Air Boss is not required

RPIC – RPAS Pilot in command

These are the options for any MAAC member to provide RPAS Pilot in Command (RPIC) direct supervision to another person at this site. **THESE RULES ARE SPECIFIC TO THIS SITE**.

1. **Basic RPAS Certificate Holder - Direct Supervision options** – any MAAC member with a current and valid Basic RPAS certificate may perform RPIC duties as follows:
   a. supervise a **single** non-certificate holder at a Basic site
   b. Shall not supervise a group of other people regardless of any certificates.
   c. Shall not supervise any other member in any "advanced scenario".

2. **Advanced RPAS Certificate Holder - Direct Supervision options** – any MAAC member with a current and valid Advanced RPAS Certificate may perform RPIC duties as follows:
   a. supervise a **single** non-certificate holder at **any site** or Basic scenario,
   b. supervise up to 5 "Basic" Certificate holders in **uncontrolled airspace** advanced scenarios (above 400').

3. **PPL+ with no RPAS Certificate - Direct Supervision options** - any MAAC member with a current or expired PPL, may perform RPIC duties as follows:
   a. supervise a **single** non-certificate holder at any Basic site,
   b. supervise up to 5 Basic Certificate holders in **uncontrolled airspace** advanced scenario (above 400").

   Notes:
   c. PPL+ only holders may not independently operate an RPAS in basic or advanced scenarios unless supervised by an appropriately rated RPAS Certificate holder. A PPL+ only holder cannot supervise another PPL+ only holder while in controlled airspace – at least one person must have at least a valid basic RPAS operators certificate. If the PPL+ has a valid and current RPAS operators certificate, then the higher of either provision apply.

4. **RPAS Flight Reviewer – Direct Supervision options** – any MAAC member with a current and valid Flight reviewer Certification may perform all the duties of an Advanced RPAS Certificate holder. RPIC does not affect the Transport Canada flight reviewer program or CAR regulations associated with it.

NOTE - While able to provide direct supervision (only), RPIC members cannot operate an RPAS on their own, unless meeting the CAR RPAS Pilot certification level (Basic or Advanced). Meaning a member with a PPL **only** cannot legally fly an RPAS in Canada, unless supervised by a Basic or Advanced RPAS Certificate holder. Equally, two PPL holders do not equal one RPAS Certificate holder and cannot supervise one another – one of them must have a valid RPAS certificate for the airspace/scenario being conducted.

See RPIC Add-on Section below for rules, procedures and details

Instructors/Demo flights

1. As of April 01, 2025, non-RPAS certificate holders can manipulate the controls of an RPAS in any airspace scenario, if under the direct supervision of a properly certified RPAS pilot.

2. Use of a "buddy box" is required for the above.

Spotters

- Spotters are mandatory - one per flying pilot, for all flying activity.
- Spotters are in addition to the VO – a spotter cannot perform VO duties at the same time
- Spotters must be briefed on the event and site rules.
- A spotter must be positioned to be able to watch for traffic on Airport Rd. (no fly if traffic is present). Radio communication may be necessary if the spotter does not have a clear view of the road.
- Spotters must be generally familiar with the operation of the model being flown, but not necessarily capable of flying it.

Airspace requirements or permissions

This site is located in uncontrolled Class G airspace.

This site is under controlled airspace vertically - Class E T774 Airway based at 2200'AGL.

The nearest controlled airspace laterally is:

- Kamloops (CYKA)Class E control zone (SFC-4100) located 28.4NM east
- Kamloops (CYKA) Class E Transition area based at 700'AGL located 16.2NM east

Adjacent Aerodrome Procedures (within 3nm)

This site is located on Cache Creek Aerodrome (CAZ5). Procedures are listed below. There are no other aerodromes within 3nm of this site, therefore MAAC see and avoid VO procedures are deemed adequate for aviation safety.

MAAC Safety rules for operations on an Aerodrome

MAAC members conducting modeling activities on an aerodrome shall give way or otherwise immediately get out of the way of all full-scale aircraft and any support equipment or persons – no exceptions.

No member shall:

1. Operate any category of model at "night" on this aerodrome.
2. Add, alter, tamper or interfere in the operation or presence of any aerodrome equipment, including markings on maneuvering area surfaces, lights or markers, signage, windsocks or any other aerodrome infrastructure.
3. Operate on or park any type of motor vehicle within 30m of an aircraft maneuvering area.

4. Erect any permanent or semi-permanent obstruction, device or piece of modeling support gear/equipment or apparatus within 30m of any maneuvering surface, unless the object can be immediately removed by the RPAS pilot as he vacates the area.
5. Leave behind any debris, parts or other objects on or within 30m of a maneuvering area, that could cause potential damage to an aircraft in operation, including but not limited to broken model propeller blades, crash damage or anything else that could damage an aircraft wheel, float or ski, or could otherwise be blown about by slipstream and create projectile damage possibilities.
6. Fail to immediately report to the aerodrome operator (250-457-6237) any damage to any aerodrome infrastructure or property caused by the modeling activity.

If using an aviation radio capable of transmitting, no member shall:

1. Operate such radio except in compliance with ROC-A and aviation phraseology,
2. Make any transmission other than for information purposes.
3. Make any transmission indicating permission or guidance in the operation of a full-scale aircraft.
4. Activate or deactivate any aerodrome lighting system such as ARCAL.

Cache Creek Regional Airport

1. Cache Creek Regional Airport (CAZ5) regional “Airport” is an uncertified registered aerodrome for general aviation usage. There are currently no scheduled airline carriers, nor are there scheduled GA activities. The aerodrome can support transient GA traffic but has no aviation services. There are currently 2 aircraft permanently based at CYDC.
2. The CAZ5 aerodrome Traffic Frequency (ATF) is 123.2 - monitor this frequency.
3. The aerodrome has one runway (15/33 – 3281’ x75’)
    a. aircraft conducting an approach will normally make a radio call about 5 minutes/5miles out before landing, and one more again on short final approach. While these aircraft should overfly the airport to observe wind direction for the active runway some may land “straight in”.
    b. IF YOU MISS the 5 minute/5mile call out from the pilot, the next radio call will give you very little time to notify RPAS pilots. This means you must pay very close attention to the radio and SCAN each end of the runway carefully for approaching aircraft.
4. Aerodrome traffic study has shown a maximum of 1-2 full scale aircraft per day during peak seasons. At other times there may be days or weeks with no traffic movements. A “movement” includes a landing, takeoff, or practice approach (no landing – low IFR approaches) as individual events.
5. Aircraft are typically single engine fixed wing (Ex: Cessna 172 or similar), or small helicopter.
6. A text description of our approved specific modeling site set up on the aerodrome in contained in the “diagrams and maps area’. This clearly describes the location of modelling flight area, startup and shutdown area, and pit area.
7. By flying RPAS at this site, members agree they may need to intentionally land/crash their model away from full-scale aircraft movements to assure their safety. The area inside and below the flightline – directly in front and to the right of the pilots stations but not on the runway - has been assessed as a safer option.
8. All members shall report any damage to aerodrome property or infrastructure.
    a. If any member damages or sees damage to any aerodrome property or infrastructure, they must report it immediately to Damian Couture - 250-457-6237
    b. If there is damage to a full-scale airplane, this must be reported to MAAC National Office and the involved member(s) must complete a Transport Canada occurrence reporting form.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, an RPAS Wilco site survey shall be consulted. MAAC endorses the use of a single shared RPAS Wilco site survey provided:
   a. A new site survey is conducted/checked at least once every 56 days (NAV CANADA schedule), and if there are changes the updated site survey is made available to all members.
   b. All site survey information is readily available to all RPAS pilots on site (electronically or in print).
   c. Prior to each flying session, members must check Aviation NOTAM for critical flight safety information, or changes to airspace or aerodromes. Members may share NOTAM information verbally or in print with other members at the site.
   d. Members must confirm there are no changes to site layout affecting distances to unsheltered bystanders
   e. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.

NAV CANADA 56-Day Publication schedule - ensure you complete a new RPAS Wilco Site Survey on these dates:

2025	2026	2027	2028
20-Feb-25	22-Jan-26	18-Feb-27	20-Jan-28
17-Apr-25	19-Mar-26	15-Apr-27	16-Mar-28
12-Jun-25	14-May-26	10-Jun-27	11-May-28
07-Aug-25	09-Jul-26	05-Aug-27	06-Jul-28
02-Oct-25	03-Sep-26	30-Sep-27	31-Aug-28
27-Nov-25	29-Oct-26	25-Nov-27	26-Oct-28
	24-Dec-26		21-Dec-28

2. The MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:
   a. no cloud ceiling (broken or overcast sky) estimated lower than 1000'agl if the site approved altitude is less than 400', or no cloud ceiling estimated less than 1000' above any higher site approved altitude, and
   b. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and
   c. an estimated horizontal visibility of 3sm (5km) or more around the flying area, and
   d. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

   NOTE – RPAS pilots may estimate cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to ensure we can see approaching full-scale aircraft.

3. Each RPAS pilot is responsible to ensure the following MAAC procedures and requirements have been met prior to commencement of any RPAS operation:
   a. Any required MAAC manufacturer declaration provisions have been met, including all RPAS technical specifications verified, pilot and crew requirements, and
   b. All RPA and required equipment have been maintained and all mandatory actions completed before the flight, in accordance with the manufacturer declaration and

c. all paperwork such as pilot declarations, required operating manuals or similar is present, and
d. That any required crew members are properly qualified, have made any required declarations and are briefed on the operation.

4. Members shall not operate an RPAS at night from this site (on an aerodrome). Members shall use the website Time and Date to determine legal night: *https://www.timeanddate.com/astronomy/night/@5913049*

5. Pilots may fly in formation provided they agree to do so and have informed other pilots of their intentions.

6. Refer to the attached map for normal site set-up areas such as spectator areas, pit, or assembly areas, and start-up/run-up areas.

7. MAAC required buffer distances are variable and at this site are:
   a. 7m from flight line to pilot stations, 15m from flight line to start up area, and 50m from flight line to spectator, 100m to Pitts, Camping and parking.

8. All models will be assembled in the pit or designated assembly area. Unpowered testing of controls and failsafe may occur here as well. All powered testing must occur in a start up area.
   a. A daily range test is required.
   b. Pilots will demonstrate fail safe shut down of the power system before first flight of any event.

9. All models, including electric powered models, will be restrained before being tested, armed or started in the designated startup areas.

10. Refer to the attached map for a depiction of the flying area, including any no-fly zones, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
    a. No permanent equipment, including tents, tables, portable structures my be set up within 30 of the flightline. In the event of full-scale activity at the airport, all start up equipment and RPAS must be moved to a location minimum 30m from the runway and so as not to disrupt taxiing of a landed aircraft.
    b. **Airport Rd. runs through the flying area. No flying is permitted at any altitude over or within 100 laterally of the road if there is traffic or people on it.**
    c. **The following are no fly zones: over the landfill, Trans Canada highway, tow company, service centre.**
    d. Flying over the hill towards highways must be limited unless a spotter with a radio is positioned to have clear view of the highways.

11. The following are the site take-off, approach, landing and recovery procedures:
    a. Pilots, or their spotter, shall call out all model movements.
    b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
    c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
    d. No person shall proceed past abeam the pilot stations without permission of other pilots flying.

e. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.

Emergency Procedures

Fly-away or lost link.
RPAS pilots are required to know who to notify in the event of a RPAS fly-away outside our MAAC approved flying areas **which could reasonably enter** the nearest controlled airspace volume. Note this process is not required for temporary flight immediately outside the MAAC approved flying area, or for known crashes/off site "landing" outside the MAAC approved flying area.

1. If you experience a RPA fly-away, and in your judgement as the RPA pilot in command (including RPIC scenarios) the RPA has sufficient energy or capability to fly to and enter the identified controlled airspace volume (either laterally or vertically, or both), you are legally required to attempt contact with listed agencies below and advise them of the fly-away situation.

2. MAAC has assessed this site and determined the following:

   This site is wholly in uncontrolled airspace. The nearest controlled airspace volume is:

   a. Laterally

Nearest Controlled Airspace – Fly-away - Laterally				
Altitude	Name, Class, Type	Distance and Direction	Altitude	Contact Info
Below 400'	Kamloops Class E Control Zone	28.7nm East	SFC to 3000'	**Vancouver Flight Information Region** (604) 586-4500
Above 400'	Same			

   b. Vertically
   If you experience a fly away while operating at higher altitudes (above 400'), or if the model is climbing uncontrollably and in the pilot in command's judgement may enter overlying or adjacent controlled airspace, contact the listed agency as soon as possible.

Nearest Controlled Airspace – Fly-away - Vertically				
Location	Name, Class Type	Based at	Other	Contact Info
Over site	T774 Airway Class E	2200'AGL		**Vancouver Flight Information Region** (604) 586-4500

Incident Accident

1. If there is any type of near miss or safety concern between a full-scale aircraft, bystander and our RPA/models, **ALL FLYING/MODELLING** SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the Site/Event organizer and follow MAAC policy.

a. If the member(s) involved believe the risk was very minimal, they may complete their own self declaration or risk assessment using the MAAC form. Submit a copy of the form to the Site/Event organizers when able and recall if this involved RPAS you must keep this form for one year (CAR901.49 (2)). Resume flying/modelling when done.
b. If the member or Site/Event operators deems the event serious, flying/modeling will not resume until members are given permission by the Site/Event organizers – in writing.
c. If there is physical contact between a full-scale aircraft, a by-stander, a spectator and a MAAC RPAS/model – all flying/modelling will cease until MAAC confirms you may resume operations.
d. This process is for **your** protection.

Transportation Safety Board (TSB) Protocols

1. In addition to MAAC reporting requirements, according to TSB Regulations and policies, RPAS occurrences shall be reported to the TSB to 819-994-3741 or 1-800-387-3557 as soon as possible after the occurrence:
   a. if an RPA with a MTOW (maximum take off weight) greater than 25 kg is involved in an accident as defined in 2(1)(a) of the TSB Regulation;
   b. if a person is killed or sustains a serious injury as a result of coming into direct contact with any part of an RPA, including parts that have become detached from the RPA; and
   c. if a collision occurs between any RPA and a traditional aircraft.

A full report shall be forwarded to the TSB within 30 days of the occurrence:
https://www.tsb.gc.ca/eng/incidents-occurrence/aviation/index.html

Model damage/repair protocol

1. In the event of any normally expected modelling mishap which requires any degree of repair, the model may only be "field repaired" if all normal modelling supplies and tools are present and used in accordance with established modeling practices or manufacturer instructions.
   a. Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.
   b. Any repair that cannot be fixed at the field, shall only be repaired at the modellers/owners shop or other repair facility. Ensure RPAS logbook entries are made.

Service Difficulties

A service difficulty is defined as any condition that affects or that if not corrected, is likely to affect the safety of aircraft or any other person. As MAAC has made a safety assurance declaration to Transport Canada that is used in many of our RPAS flying privileges, it is critical and a regulatory requirement MAAC is informed of any issues related to our safety assurance declaration. Bear in mind MAAC has fully adopted a Just Culture and will not penalize or discipline members for reporting safety concerns, not matter how large or small, when done in good faith.

1. If a mRPAS or an RPAS is being operated under any manufacturer declaration (MAAC or other), the RPAS pilot shall ensure, without delay, a report is filed with the manufacturer if they encounter any of the following:
   a. Any inability to meet the position determination standards (Standard 622) associated with the manufacturer declaration, related to equipment or the performance of equipment.
   b. Any failure of a critical command and control component not attributable to normal wear and tear or obvious misuse (example dead/low battery), and
   c. any other aspect of RPAS operation where the safety assurance declaration was not met.

MAAC Add-ons

RPAS Operations Above 400'AGL

RPAS Operations Above 400'AGL

MAAC has conducted an airspace and site review per the SFOC SORA (specific operations risk assessment) and determined the following requirements for members to operate an RPAS above 400' at this site.

Airspace Assessment

There are no controlled airspace volumes (based at the SFC or starting higher) within 2nm laterally of this site. The nearest controlled airspace laterally is the Kamloops Class E Control Zone 22.8nm East. Controlled airspace vertically over this site is based at 2200'AGL (T744 low level airway – Class E).

1. RPA are required to remain 500' below the base of any overlying-controlled airspace, and 2nm laterally clear of any controlled airspace volume, therefore **the highest altitude MAAC can approve is 1700' AGL (above ground level).**

Sufficient Communication requirements

This site is on an aerodrome (Cache Creek) however there are no other aerodromes within 3nm of this site. There are no other aviation routes or infringements other than one published VFR route running north/south up the valley. Assessment of the normally expected traffic patterns yields the following:

1. Prior to commencing RPAS operations above 400'agl, the site operators shall:
    a. Seasonally, before operations commence, contact the OPR of Cache Creek Aerodrome (CAZ5 – OPR – 250-457-6237) and advise them of intended RPAS operations, consistent with TC AIM section 3.4.5. Site operators shall expend all reasonable efforts to meet any aerodrome operator requests for RPAS operations.
    b. Daily, brief the VO on the CAZ5 aerodrome operating environment, with a focus on normal traffic patterns and the VFR route north/south along the valley.
2. While operating RPA above 400', the VO, or other nearby responsible adult **shall** monitor and be able to broadcast/transmit on the CAZ5 Aerodrome Traffic Frequency (ATF-123.3mhz) as required.
    a. Any person broadcasting/transmitting on an aviation radio frequency is required to possess a valid ROC-A as well as follow the MAAC radio frequency protocols.
    b. Failure or inability to monitor/transmit on the ATF shall result in all RPAS operations above 400' stopping and remain below 400'agl until radio operation resumes.

Visual Observer (VO) assessment

The location of the pilot stations, general assessment of the topography and direction of the flight line and flying area generate the following requirements for the VO:

1. At least one VO shall be positioned near the flight line, within earshot at normal conversational voice levels. If need be, equip the VO with a noise making device to supplement any aircraft warnings.
2. The VO shall be equipped with any required aviation communication devices, such as VHF radios, cell phones or other devices.
3. The VO shall be equipped with any support equipment determined by the club to be relative to the duration of duties, such as water, a chair, or shade from the sun provided it does not interfere with VO duties.
4. As the MAAC approved altitude flying area is more than 2nm or 500' or more below the base of controlled airspace, the VO may also be an RPIC.

The Club/site/event shall:

1. Ensure a copy of the MAAC SFOC #930433 and SFOC application form 26-0835 are present and available to all RPAS pilots when operations are occurring.
2. Ensure a copy of these rules, in their entirety are available to all RPAS pilots at the site.
3. Communicate to all Club members and mark this site as closed for RPA operations above 400'AGL, **if there are any substantial changes to the site survey criteria** (CAR901.27 a through h), unless or until MAAC has been advised, has conducted a new SORA, and issued new permission.

The RPA pilot shall:

1. **Only** operate an RPAS registered, declared and meeting the MAAC Manufacturer Declaration requirements. Other manufacturer's declarations are **not** transferable to this policy.
2. Not operate an RPAS above 400'agl unless in possession of a valid and current Advanced RPAS operators' certificate, or under the direct supervision of an RPIC in accordance with MAAC policy.
3. Ensure all RPAS pilot CAR and SFOC paperwork requirements have been met and are available,
   a. Certificates of registration, pilot RPAS certification and recency proof,
   b. Govt issued photo identification,
   c. Manufacturer owner's declaration for each RPA,
   d. An altitude determination declaration as appropriate (pilot or each RPA) and
   e. RPAS Pilot has completed Crew training and fitness requirements and signed declaration.
4. Ensure a recent site survey and NOTAM check have been completed,
5. Ensure any crew declare themselves as properly trained in accordance MAAC policy. Verbal confirmation is sufficient.
6. Ensure the RPA meets the MAAC technical requirements, including the MAAC Manufacturer declaration, before flight commences, and terminate any flight if technical requirements are no longer met.
7. Ensure the RPA is operated VLOS only (no FPV permitted – including with a spotter) and that it remains within the site approved flying area at all times.
8. Ensure the RPA does not carry "cargo" or any other items onboard that are not required for flight. On board cameras and associate gear are permitted provided all components are securely affixed to the airframe or housed in a compartment that cannot be easily opened in flight.

Any RPAS Crew shall:

1. Ensure all SFOC paperwork requirements have been met and are available (crew training declaration)
2. Comply with the instructions of the pilot in command
3. Perform their duties diligently and in accordance with MAAC policy and
4. Inform any person responsible of any issue that prevents them from meeting their obligations.

The RPA shall be equipped with

1. Functional "fail- safe" type device(s) or design per the MAAC manufacture declaration.
2. Anti-collision beacon/light(s) per MAAC policy,
3. Sufficient fuel/energy to complete the intended flight duration, plus 25% at the minimum throttle setting sufficient for controlled level flight and includes a MAAC required minimum reserve to enable one balked landing/missed approach and circuit back to a successful landing. Fuel/energy spent taxiing to the pits or any shut down procedures thereafter does not count in these calculations. Non-powered RPA (gliders) must have sufficient receiver battery power for the flight plus reserves as noted above, excluding a balked landing attempt.

MAAC Declared minimum fuel/energy guidelines 25%		
Intended flight duration	Required reserve (@25%)	Total Fuel/energy required
15 mins	3.75 mins	18.75 mins
10 mins	2.5 mins	12.5 mins
6 mins	1.5 mins	7.5 mins
5 mins	1.25 mins	6.25 mins
3 mins	45 seconds	3 mins 45 seconds

MAAC suggested VO/Radio Operator Phrases - On aerodrome

Per aviation radio rules, always identify the station you are calling first, then identify yourself, and then state your message. Always end you call with the Aerodrome name (ex "NAME"), so anyone tuning in mid call knows where the call is for.

The below examples are also some of the more common phrases you will normally make. Recall MAAC policy does not allow MAAC members to issue instructions or make suggested actions to full-scale pilots. Your **only role** is to **provide information** to full scale pilots, so they choose what to do – you have NO authority to tell pilots what to do and must vacate the runway regardless of any radio calls. Ultimately, if the VO has done their job, no full-scale aircraft should ever pose a collision risk on an aerodrome.

Scenario	Phrase	Example
What to call yourself? Your MAAC "name/callsign"	**Location (Aerodrome name) Drone OPS** MAAC has not obtained a Radio Telephony operators registered name – use the Aerodrome name followed by "Drone Ops". Do not make up your own name.	*CACHE CREEK Traffic,* ***this is CACHE CREEK Drone OPS*** *starting Drone operations up to 1700' (pronounced as seventeen hundred feet – or one seven zero zero feet) at CACHE CREEK aerodrome*
How to make an announcement to all aircraft in the vicinity	**Location (Aerodrome name) Traffic**	***CACHE CREEK Traffic****, this is CACHE CREEK Drone OPS all drones are done for the day at CACHE CREEK Aerodrome*
How to "talk" to a single airplane pilot	**Use the last three letters of the Aircraft Registration – preferably in Aviation phonetics**	**Ex – CF-TXT calls inbound to CACHE CREEK for landing:** ***Tango Xray Tango*** *this is XX Drone OPS, be advised we have 2 model aircraft directly over the aerodrome at 600' and descending to clear the airspace for you – we will advise when they are clear of the runway – CACHE*

		CREEK
How to make a blind transmission to an unidentified approaching aircraft warning them of the RPA operation	**As concise as possible brief description of airplane and direction – identify yourself – followed by brief message**	***High wing aircraft approaching CACHE CREEK from the west,*** *this is CACHE CREEK Drone OPS, be advised we have 1 model aircraft at 600' descending over the aerodrome for landing – will advise when clear of the runway – CACHE CREEK****.***
How to express a concern that something is unsafe	**General broadcast (CACHE CREEK Traffic) or aircraft ident if known, Identify yourself – brief description of issue.** If urgent stating location twice is a cue to pilots to pay attention.	***CACHE CREEK Traffic – CACHE CREEK Traffic,*** *this is CACHE CREEK Drone ops, be advised we have NOT cleared the runway, I repeat there are still men and equipment on the runway – CACHE CREEK.*
How to clearly state landing on the runway is not safe/possible (maybe a model crash is being cleaned up etc.)	**General broadcast (CACHE CREEK Traffic) or aircraft ident if known, Identify yourself – brief description of issue.**	*Tango Xray Tango, CACHE CREEK Drone OPS, be advised there is debris on the runway,* ***landing is not advised, what are your intentions,*** *CACHE CREEK.* This can be followed up a more casual conversation, and you can work out a plan of action directly with the pilot – provided the pilot is in charge of his safety. *Roger, we will clean up the runway and advise you when clear. We understand you will orbit until we are done. Standby for further CACHE CREEK.*
Do not make suggestions	**DO NOT attempt to issue "instructions" to full scale pilots**	**If anything "bad" or questionable happens, take notes and secure witnesses. Report the issue to MAAC per MAAC policy.**

RPAS Operations Above 25kg - Not approved

RPAS Operations Above 400'AGL and Above 25kg - Not approved

RPAS Pilot In Command

General site rules – More than one-to-one Direct Supervision
This site is **uncontrolled airspace.** MAAC allows more than one-on-one direct supervision provided the terms of this program are met. RPIC in this regard is not to be considered RPA instruction or how to fly – its intended to be supervised flying of **competent students** who do not possess the correct ratings or paperwork. The following constitutes the MAAC program under the MAAC Manufacturer declaration instruction provisions:

1. The primary role of the RPIC is to provide airspace regulatory compliance, safety and situational awareness. In one to five scenarios, the RPIC is not expected to provide hands-on "instruction" to each student, which is why each student must possess at least a Basic RPAS operator certificate and competent RPA piloting experience.
2. In all cases, the RPIC is the "control station" and while RPIC is being provided their decisions, directions, and commands on the flight line are final and definitive as follows:
    a. No other person, including Club or event officials, shall attempt to override or countermand a RPIC command related to the provision of the RPIC program.
    b. The RPIC, however, shall obey all cease flying orders based on decisions or directions of Site, Club or event officials.
    c. The RPIC shall obey any flight safety directions issued by other members, such as detect and avoid call outs "Airplane" and shall direct an appropriate response to all students without reservations or delay.
3. All students shall be briefed and agree the RPIC is in charge and all his decisions, commands and instructions are final and shall be complied with immediately, including up to potential destruction of the RPA (intentional crashing in a safe location/manner).
    a. Students shall not start or arm or otherwise make an RPA ready for flight unless directed by the RPIC.
    b. No student shall move an RPA from any designated start up area until directed to by the RPIC. The intent being an orderly "launching" of all models under the RPIC control.
    c. No student shall take off or launch an RPIC unless permitted by the RPIC. Such permissions may be issued to all students/pilots or given individually.
    d. Thereafter, once their RPA is airborne, the students shall operate their RPA independently, but under the general direction of the RPIC.
        i. RPA to RPA traffic patterns, collision avoidance and similar remain the domain of the students, unless spotters or other parties intercede.
        ii. Any commands a RPICs issue to an individual RPA shall be acknowledged by the individual pilot (student)
        iii. Any group RPIC commands shall be acknowledged by all students.
    e. Students, upon hearing any flight safety directions such as "airplane" are free to comply with stipulated site responses without waiting for the RPIC to issue the command. They shall, however, confirm any such action with the RPIC as soon as possible thereafter.
    f. Any student experiencing a dead stick or urgent landing situation is permitted to take whatever actions they deem appropriate to ensure the safety of their model, and the site occupants.
    g. In the event of a disagreement between RPIC and students, other site officials or members, the student shall follow the RPIC directions or commands.
4. The maximum number of students to one RPIC ratio is five,

a. all students shall possess a "Basic" RPAS operators certificate and be able to independently operate their RPA.
b. The RPIC shall have a valid advanced/flight reviewer RPAS certificate or PPL+
c. The type of "instructional control" system is irrelevant (buddy-box or voice command)

5. The RPIC shall be positioned and remain within earshot, at a normal conversational level, of all students while any RPA is airborne.
   a. Conversely, regardless of physical pilot stations arrangements, RPIC shall not occur unless all students are within earshot of the RPIC.
   b. Where this is not possible, additional RPIC shall be utilized or limitations placed on the number of students to remain within earshot.
6. The site shall ban or otherwise prohibit all extraneous noise to ensure a solid verbal communication ability between RPIC and students.
7. The site rules shall contain provisions mandating the operating condition for all other categories of models.

Rules for other attendees/pilots at a site where multiple students are receiving RPIC

8. IF forming part of an RPA flight line (at the pilot stations) that includes one of the maximum allotted "student" spaces (up to 5), and where there is more than one-on-one RPIC supervision be provided,
   a. Other RPA pilots agree they **shall** follow all RPIC commands related to RPA operation as if they were a student receiving direct supervision. If they do not agree, either suspend RPIC operations or do not permit individuals to operate other RPA during the time RPIC is active – this is a site responsibility.
   b. The RPIC direction will most commonly be associated with commands to descend, land or otherwise cease RPA operations because of aviation safety concerns.
      i. This rule is intended to ensure there is ultimately no confusion about who is doing what. All other active modellers must comply, so the RPIC knows the scenario is safely under control.
      ii. Other pilots may still exercise independent control authority for landings etc., provided they inform the RPIC of their intentions.
9. NO other RPA pilot may join an already active multi-student RPIC session without the permission of the RPIC.
   a. Thereafter they agree to follow the same RPIC rules as if they were there at the start of the session.

Event Approval

1. **Events with RPAS operations weighing more than 25kg** - Not approved

2. ALL MAAC events that require approval or want MAAC insurance must occur at SOC sites and be approved by MAAC. All outdoor events with operable RPAS must be approved by MAAC.

3. **Outdoor events that are clearly listed as "member-only" events (**regardless of reason such as competitions, fun-fly's, fly-in's, airshows, air racing, demonstrations or any other organized gatherings) do **not** require MAAC Event SFOC compliance. **All advertising/notice including internal to MAAC must include the following phrase**:

   This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised.

4. **"Advertised events"** - regardless of what you "named" your event, if your outdoor event includes operable (flying) RPAS **and** is open/advertised to the general public in any fashion, **must** meet the MAAC SFOC requirements. All advertising/notice, including internal to MAAC **must** include the following phrase:

   This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required.

Foreign RPAS Pilots (US or other)
MAAC has already obtained Transport Canada approval for foreign RPAS pilots to operate RPAS at our MAAC sites and events (Policy approved July 2023). Foreign pilots must join MAAC and follow the provisions of MAAC policy (on the website). Also see the RPAS Wilco NOTAM (2024-02).

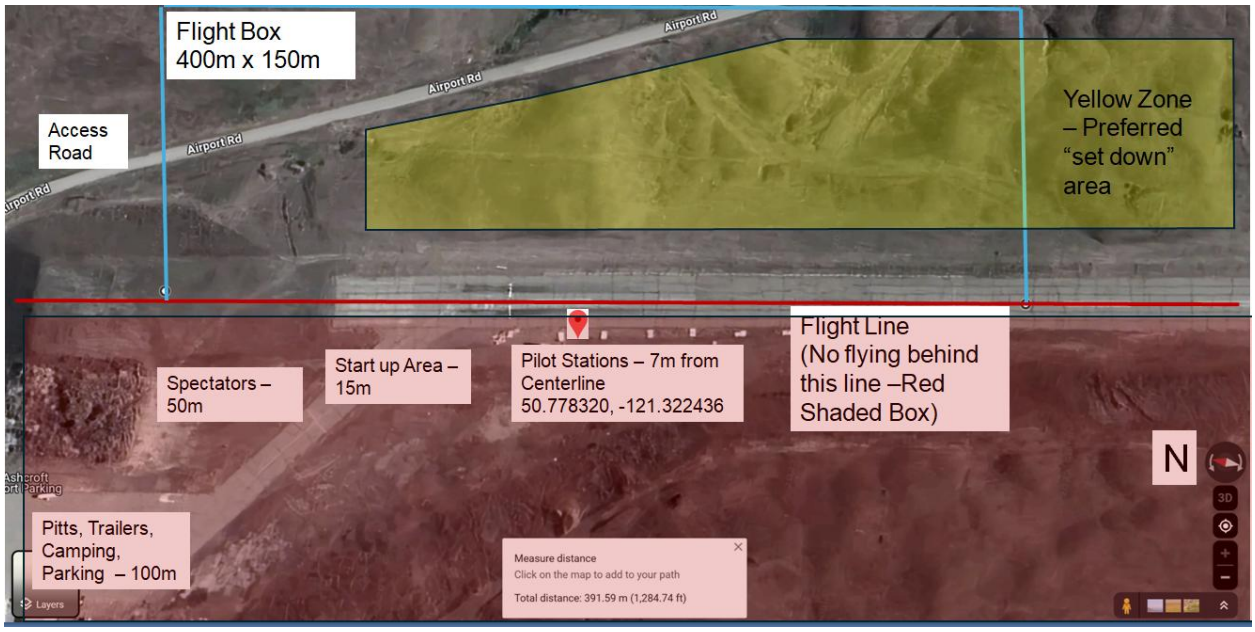
The following are the normally expected process and rules for an event.

1. The club/event organizers shall:
   a. Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
   b. Ensure the site meets all MAAC event organizational and logistic requirements such as signage, parking control, spectator safety barriers, washroom and food provisions, and fire/medical safety requirements commensurate with the expected attendance.
   c. Ensure the event complies with MAAC event policy and any CAR or SFOC requirements.
   d. Ensure all attending modellers/RPAS pilot are **current MAAC members**.
   e. Take reasonable steps to ensure all attending modellers pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).

2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:
   a. MAAC warning signs are posted at all public entry points.
   b. A copy of the MAAC SFOC and application are on site and available to all RPAS pilots.
   c. All RPAS pilots sign the Transport Canada sign in sheet.
   d. All RPAS pilots receive a briefing on site rules using the MAAC minimum checklist (attached).
   e. A visual observer is always present when RPAS are flying.
   f. Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.

3. Any member attending an event shall
   a. Comply with all CAR, SFOC, MAAC and club/event rules as required.
   b. Not operate a model or RPAS unless they attend or obtain a pilot briefing.

Diagrams/maps

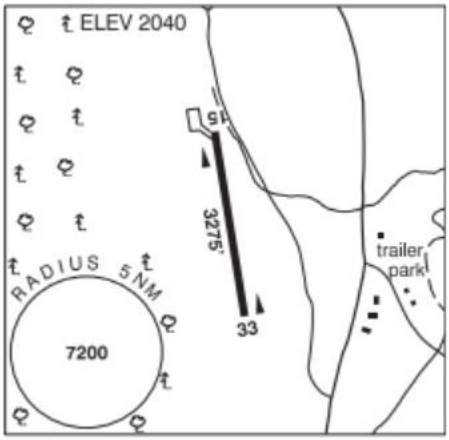


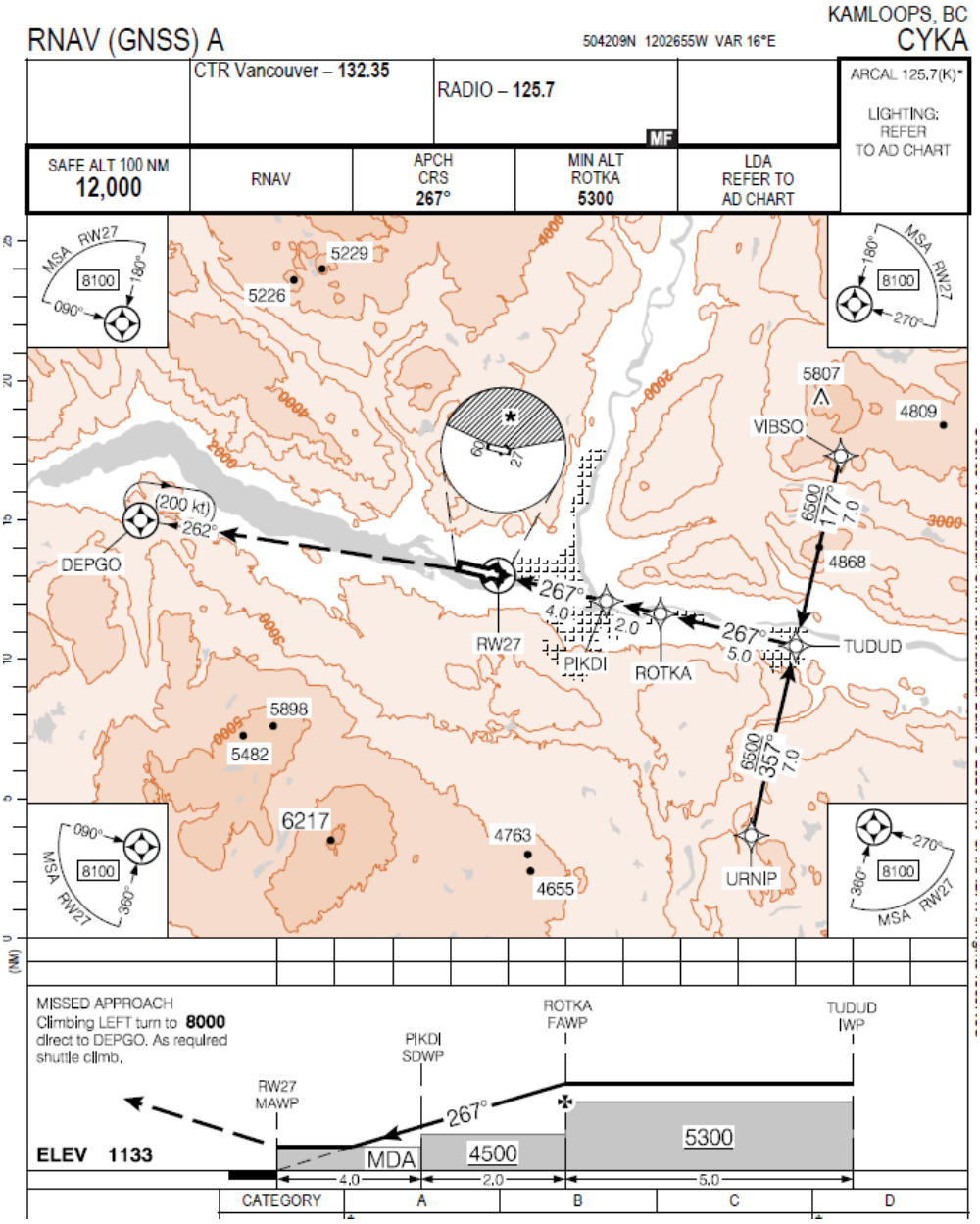
CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 2 October 2025 to 0901Z 27 November 2025

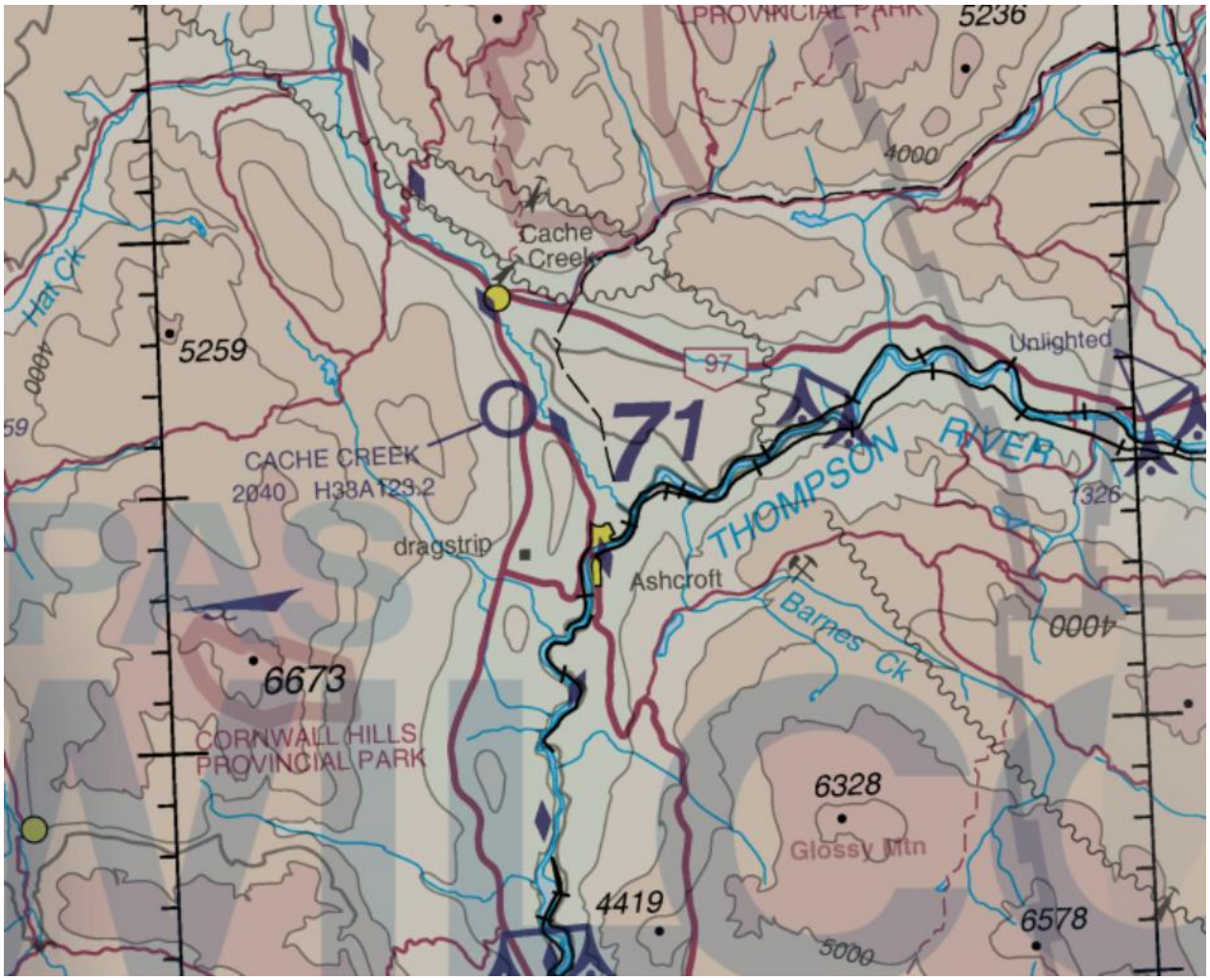
BRITISH COLUMBIA — AERODROME / FACILITY DIRECTORY

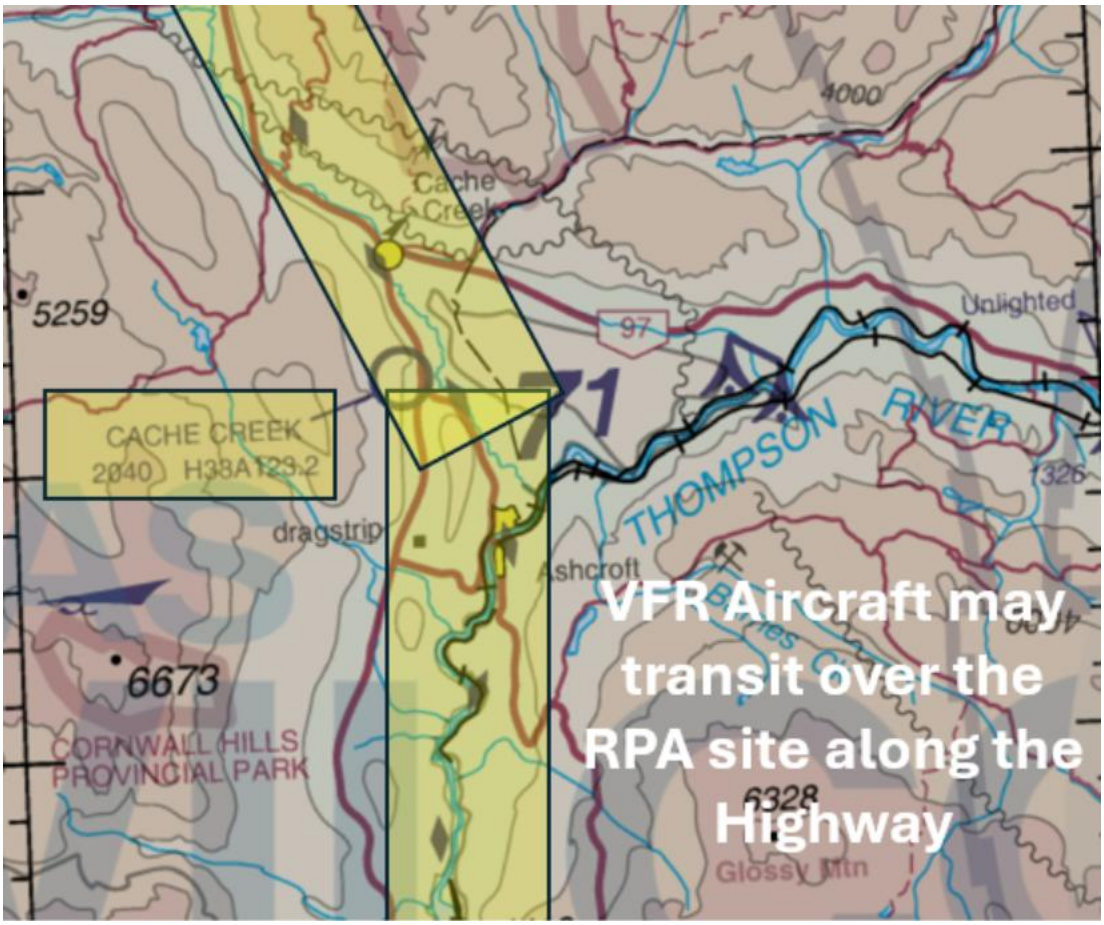
CACHE CREEK BC — CAZ5

REF	N50 46 30 W121 19 16 17°E (2013) UTC-8(7) Elev 2040´ A5004 LO2
OPR	Village 250-457-6237 Reg
PF	B-1 C-2,3,4,5,6
FLT PLN FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 15(152°)/33(332°) 3275x75 asphalt Rwy 33 up 1.25% Sharp fall-off thld Rwys 15 & 33.
RCR	Caretaker 250-457-1214/9347 Ltd win maint Rwy ruf
COMM ATF	tfc 123.2 2NM 3600 ASL
PRO	Rgt hand circuit Rwy 33 (CAR 602.96)
CAUTION	Cattle on rwy.




KAMLOOPS, BC
CYKA
RNAV (GNSS) A
504209N 1202655W VAR 16°E
CTR Vancouver – 132.35
RADIO – 125.7
MF
ARCAL 125.7(K)*
LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM 12,000
RNAV
APCH CRS 267°
MIN ALT ROTKA 5300
LDA REFER TO AD CHART
MSA RW27
8100
090°
180°
270°
360°
5229
5226
5807
4809
VIBSO
6500
177°
7.0
4868
(200 kt)
262°
DEPGO
267°
4.0
2.0
5.0
RW27
PIKDI
ROTKA
TUDUD
5898
5482
6217
4763
4655
357°
7.0
URNIP
MISSED APPROACH
Climbing LEFT turn to 8000
direct to DEPGO. As required
shuttle climb.
RW27
MAWP
PIKDI
SDWP
ROTKA
FAWP
TUDUD
IWP
267°
ELEV 1133
MDA
4500
5300
4.0
2.0
5.0
CATEGORY
A
B
C
D


PROVINCIAL PARK
5236
4000
Cache Creek
Hat Ck
5259
97
Unlighted
71
CACHE CREEK
2040 H38A123.2
THOMPSON RIVER
1326
dragstrip
Ashcroft
Barnes Ck
4000
6673
CORNWALL HILLS PROVINCIAL PARK
6328
Glossy Mtn
4419
6578
5000


4000
Cache Creek
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THOMPSON RIVER
1326
dragstrip
Ashcroft
6673
CORNWALL HILLS
PROVINCIAL PARK
6328
Glossy Mtn
VFR Aircraft may transit over the RPA site along the Highway

W A R N I N G !

AEROMODELING MAY CAUSE SERIOUS INJURY!

PROCEED AT YOUR OWN RISK!

AVERTISSEMENT !

L'AÉROMODÉLISME PEUT CAUSER DES BLESSURES GRAVES!

PROCÉDEZ À VOS PROPRES RISQUES!