



**Wainwright Aeromodelling Club
Wainwright Aeromodelling Field
Rules 2025**

MAAC Approved November 18, 2025

This site is within 3nm of an aerodrome operated by the Department of National Defence (DND). All RPAS operations are contingent upon following these rules. **The use of cameras or video recording devices directed towards Camp Wainwright, or any nearby military aircraft is strictly prohibited.**

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

Club: Wainwright Aeromodelling Club (#727, Zone A)

Field Name: Wainwright Aeromodelling Field

Location: 402 - 4th Avenue South

Pilot Station Coordinates: 52°49'48.532" N, 110°52'23.555" W
(52.830148, -110.873210)

Site Contacts: Chris Nickel, President, MAAC# 66184
780-806-9550, cjnickel@telus.net

Site Owner: Trevor Miller, Director of Public Works, Town of Wainwright
780-842-8990, tmiller@wainwright.ca

Range Control: Dispatcher, 780-842-1363 ext. 1610

Military Police: Dispatcher, 780-842-1363 ext. 1700

RCMP Non-Emergency: Dispatcher/Voicemail 780-842-4461

Municipal Airport: Town of Wainwright
Work Hrs: 780-842-3381 After Hrs: 780-842-2564

Terms and Conditions for use – All persons using this modelling site must:

1. Be MAAC members in good standing;
2. Be members of the Wainwright Aeromodelling Club, or an invited guest;
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 Club or site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

- 1.
2. Visiting MAAC pilots will be provided with a safety briefing outlining the site-specific regulations.
3. Spectators are required to remain in the designated areas while RPAS models are operating, and they are expected to clean up after themselves.
4. Everyone is expected to use available garbage cans and keep the grounds free of litter.
5. Pets must be on leash or secured in vehicles while RPAS models are operating. Pet owners are responsible for cleaning up after their pets.
6. Portable washroom is available for all members and guests. Users are expected to maintain facility cleanliness, and report to the club executive when the facility requires maintenance/cleaning.
7. The Club executive will review these rules at least once a year.

Site Emergency Response Requirements

In the event of an emergency, phone 9-1-1, the civic address is

**402 - 4th Ave South (Canola Road); on the East side of the Base Buffalo Paddock,
South of Battle River Transit Mix and Daveco.**

1. Fire Extinguisher is located inside the club shed.
2. First Aid Kit is located inside the club shed.
3. Spade is located inside the club shed. Use to fight fire, or transport smoking batteries to Bunker.
4. Battery Bunker (steel garbage can) is in the pit area. Discharge tool is located inside Battery Bunker.

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	Less than 250 grams	400'agl
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	

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: RPAS operated below 400'AGL do not require any special specifications. All RPAS operated above 400'AGL must conform to a Manufacturer Declaration/Safety Assurance provision.
3. Club/Site/Event requirements: All internal combustion powered models must be muffled and checked for excessive loudness. There are no restrictions on model loudness within reason.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements: mRPAS do not require an RPAS operators' certificate however are regulated under CAR900.06 and part VI of the CAR. Except for Advertised Events there are no MAAC or CAR age restrictions on mRPAS flight.
2. RPAS Pilot CAR requirements: All RPAS pilots using this site must have BASIC RPAS certification. RPAS operations above 400'AGL require an Advanced RPA operators certificate, or direct supervision.
3. Club/Site/Event requirements. This site recommends all mRPAS/RPAS Pilots have MAAC Wings, however its use is not mandatory. There are no other qualification requirements for other modelling categories.

Crew qualifications or requirements.

1. mRPAS requirements: mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements: Visual observers may be any responsible adult per MAAC policy.
3. Club/Site/Event requirements: no special qualifications are required.

Crew Rules

Visual Observers

1. Visual observers (VO) are mandatory for RPAS operations above 400'agl, RPAS events open to the public or where specified by MAAC. However, the use of visual observers to alert pilots to presence to full sized air traffic is strongly encouraged. When required at this site, no member shall operate an RPAS unless:
 - a. 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. Full scale traffic patterns at Wainwright civilian aerodrome (CYWV) runway 31 requires a right turn which may place low level traffic directly over the RPAS site. The VO must be aware of this traffic potential.
 - ii. Military Helicopter operations at Camp Wainwright (CFF7) should remain clear or West of 1st street, however RPAS VO shall exercise discretion when visually scanning for traffic, and
 - iii. **No person may operate an RPAS west of 1st street because of CYR203 – which is restricted Class F DND airspace.**
 - 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** full scale aviation communications on the CYWV aerodrome traffic (ATF) frequency 122.8mhz.
 - i. Inability or failure to monitor aviation communications requires all RPA to immediately descend and remain below 400'AGL until radio monitoring 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 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 Military Officer, 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.

Yearly permission is required from the Department of National defence as this site is within 3nm of a DND aerodrome.

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” (above 400' AGL).
 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 **this site**,
 - b. supervise up to 5 “Basic” Certificate holders in **uncontrolled airspace** advanced scenarios (above 400' AGL).
 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 this site,
 - b. supervise up to 5 Basic Certificate holders in **uncontrolled airspace** advanced scenario (above 400'), as outlined in site rules.
- 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
 - d. If the PPL+ has a valid and current RPAS operators certificate, then the higher of either provisions 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 they meet 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

Instructor/student flights and demo flights are to be given the 'right-of-way' by other members and should mainly occupy the central airspace over the runway.

1. Members other than the instructor/student or demo pilot are not to fly their model unless agreed upon by the instructor/demo pilot and all pilots stay within their agreed upon airspace.
2. Student pilots have the 'right-of-way' for landings unless a dead-stick situation is declared by other pilots in the air.

Spotters

Spotters **shall** be used at any time there are 4 or more pilot stations in operation and for any events where non-club members are present. Helper and mechanic use are up to each individual member to decide.

Airspace requirements or permissions

This site is in uncontrolled Class G airspace; however, it is within 3nm of a DND aerodrome.

1. The RPAS site operators must obtain permission from the Base Commander prior to commencing RPA operations seasonally, and
2. Daily, prior to RPAS operations, at least one RPA pilot shall contact Camp Wainwright "Range Control Dispatch" at **780-842-1363 local 1610 to ensure** RPAS operations do not interfere with DND operations.
 - a. **The first club member on site** is to contact DND Range Control to advise them that RPAS activity is commencing at our flying field.
 - b. The last member to leave the site at the end of the day/flying session shall contact DND Range Control to advise them that RPAS activity has concluded.
3. **No video recording or photography of DND property is permitted from RPAS of any kind.**

The nearest controlled civilian airspace laterally is the Class E control zone at Lloydminster (CYLL) 30nm Northeast. Vertically controlled airspace over the site starts at 18,000' - both of which have no impact on this site's RPAS operations.

Camp Wainwright restricted Class F airspace (CYR203 SFC-17000) is located 300' west of the pilot stations – immediately the other side (west side of 1st street). No person shall intentionally operate an RPA of any size west of 1st Street. For inadvertent entry, see the emergency fly-away procedures..

Adjacent Aerodrome Procedures (within 3nm)

This site operates within 3nm of two aerodromes as listed in the CFS or CWAS and is required to provide all members with the following information.

1. The aerodrome names are CYWV and CFF7. CYWV is located 2 nautical miles Southeast of our modelling site. CFF7 is located 1 nautical mile West of our modelling site.
2. CFF7 is a military heliport within restricted airspace. General notice directs military pilots to avoid flight over CFB Wainwright, which generally keeps helicopter traffic to the North or South of our RPAS site. If military aircraft are seen or heard in the vicinity, follow typical manned aircraft avoidance procedure. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.

3. CYWV is a municipal airport catering mostly to small, fixed wing civilian aircraft. Aircraft departing runway 31 will turn right to avoid CYR203 and may pass directly over our RPA site at low level. The same is true for aircraft landing runway 13 – CYR203 may result in unusual flight paths over our site. In the event any aircraft are heard or seen, follow manned aircraft avoidance procedure. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
4. In the event of a “fly-away” towards CFB Wainwright you must call the Military Police at 780-842-1363 local 1700 and advise them of the issue and to coordinate model recovery. The base is in restricted air space so you must also contact Range Control at 780-842-1363 local 1610 and advise them of the issue as well. Include information on the color, size and weight of the model, approximate speed, elevation, and direction.
5. There are no other CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
6. In the event of a “fly-away” towards the town of Wainwright, you may call the RCMP non-emergency dispatch at 780-842-4461 and advise them of the issue. Include information on the color, size and weight of the model, approximate speed, elevation, and direction. This is optional.
7. In the event of a “fly-away” towards the municipal airport CYWV, you may call the Town of Wainwright at 780-842-3381 during office hours or 780-842-2564 evenings/weekends to advise them of the issue. Include information on the color, size and weight of the model, approximate speed, elevation, and direction. This is optional.
8. The club executive has contacted the operator (OPR) of CYWV (The Town of Wainwright) and the DND OPR of CFF7 and they have expressed no issues with our RPAS site. DND has requested that Range Control Dispatch is notified each time our airfield is in use, when RPAS operations end for the day and that no video recording or photography of DND property occur from RPAS of any kind.

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
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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. Prior to any flights, one member must contact CFB Wainwright Range Control to advise them that RPAS operations are commencing at the club airfield. This is typically the first member on site.
3. MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:
 - a. no cloud ceiling (BKN or OVC) **estimated** at 1000'agl if the site approved altitude is less than 400', or 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.

4. 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.
5. Members shall not operate an RPAS at night unless it is brightly lit, weighs less than 25kg, and remains below 400'agl. Members shall use the Weather Network website to determine legal night.
6. No more than three (3) aircraft will be airborne at any one time at the field unless a timed contest or durability event is taking place. Pilots may fly in formation provided they agree to do so.
7. See maps below in the Diagram/Maps section for Wainwright Aeromodeller Field diagrams illustrating normal site set-up areas such as parking, spectator areas, pit or assembly areas, and start-up/run-up areas.
8. MAAC required buffer distances are variable and at this site are:
 - a. 7m from flight line to pilot stations, 10m from flight line to pits, and 30m from flight line to spectator and parking.

9. Frequency control is in effect by frequency board. If you use older 72.XXX MHz radio equipment, **before** powering on your radio you must check the frequency board and collect the clip associated with your frequency. If your frequency is already in use, you may not power your radio on until the member also using that frequency is finished their flight. Members sharing frequencies will make an agreement to take turns flying. Modern radio equipment operating in the 2.4 GHz band does not suffer the same interference issues and you do not have to consult other members prior to powering on your equipment.
10. 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. Pre-flight assembly and daily testing requirements:
 - a. Pilots will perform a radio range check prior to first flight of the day.
 - b. Models with receivers capable of storing pre-programmed control surface positions in the event of signal-loss must at a minimum have set the control surfaces to terminate the flight quickly – we suggest throttle to idle/zero and a full rudder deflection in either direction. Correct operation of this feature must be tested in the pits prior to first flight of each model.
 - c. For gas/glow models, do not conduct prolonged tuning without agreement from any pilots flying.
11. All models, including electric powered models, will be restrained before connecting batteries, being armed or started in the designated startup areas and pointed away from spectators – no exceptions.
12. See Diagrams/Maps section below for Wainwright Aeromodeller Field diagrams which illustrate flying area, no-fly zones, and flight line.
 - a. Our flying area is approximately 100m (330 feet) East to West by 250m (820 feet) North to South.
 - b. There are no-fly zones to the West (CFB Wainwright) and to the North beyond 4th Ave South (Canola Road). Areas to the East and South of the flying area have verbal permission to fly over and for foot access for model recovery to avoid damage to crops.
 - c. Only pilots and/or pit crews are allowed in or near the pit, pilot station or flight line.
 - d. Pilot stations are clearly marked and must be used
 - e. Modellers will not intentionally fly their model aircraft over 4th Ave South (Canola Road) when on final approach for landing
13. 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 either North or South of the pilot stations depending on wind direction. No launching towards the pilot stations.
 - 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. MAAC has assessed this site and determined the following:

This site is in **uncontrolled airspace** immediately adjacent to DND **uncontrolled restricted** airspace (CYR203 Camp Wainwright Class F (SFC- 17000)). The required fly-away notifications are as follows:

- a. Laterally

Nearest Restricted/Controlled Airspace – Fly-away - Laterally				
Altitude	Name, Class, Type	Distance and Direction	Altitude	Contact Info
Below 400'	CYR203 Camp Wainwright Class F Same	300' west	SFC-17000	Military Police at 780-842-1363 local 1700
Above 400'				And Range Control at 780-842-1363 local 1610

1. In the event of a “fly-away” towards CFB Wainwright you must call the Military Police at 780-842-1363 local 1700 and advise them of the issue and to coordinate model recovery. The base is restricted airspace so you must also contact Range Control at 780-842-1363 local 1610 and advise

them of the issue as well. Include information on the color, size and weight of the model, approximate speed, elevation, and direction.

Incident Accident

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 Club Executive and follow MAAC policy.

1. 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 Club Executive when able and recall if this involved RPAS you must keep this form for one year (CAR901.49 (2)). Resume flying/modelling when done.
2. If the member or Club Executive deems the event serious, flying/modeling will not resume until members are given permission by the Club Executive – in writing.
3. 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.
4. 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 (MAAC) 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

MAAC Add-ons

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 Lloydminster Aerodrome Class E control Zone located 35nm NE. Controlled airspace vertically over this site is based at Flight Level 180 (FL180) - or roughly 18,000'AGL. CYR203 (CFB Wainwright restricted airspace) is Class F **uncontrolled** airspace, located 300' west of the site.

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

There are two aerodromes within 3nm of this site –Wainwright civilian aerodrome (CYWV – 2.12nm south) and a DND aerodrome at Canadian Forces Camp Wainwright Field (CFF7) located 1.12nm West. There are no protected airspace volumes, depicted air routes, or commonly used tracks near this site that require communication capabilities. Assessment of the normally expected traffic patterns yields the following:

1. Prior to commencing RPAS operations above 400'agl:
 - a. Seasonally, the site operators shall contact the DND/Base operator for CFF7 to obtain permission to operate RPAS (CAR901.47(4)).
 - b. The VO shall be briefed on the normally expected full scale aircraft operations at the following locations (per attached diagrams):
 - i. Wainwright aerodrome (CYWV)
 - ii. DND Camp Wainwright Field (CFF7)
 - iii. CYR203
2. While operating RPA above 400', the VO, or other nearby responsible adult **shall monitor** full scale aviation communications on the CYWV aerodrome traffic (ATF) frequency 122.8mhz.
3. Inability or failure to monitor aviation communications requires all RPA to immediately descend and remain below 400'AGL until radio monitoring 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 needed 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

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 in **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. 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.
2. **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.

3. **“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).

Events with RPAS operations above 400'agl and/or weighing more than 25kg - not approved

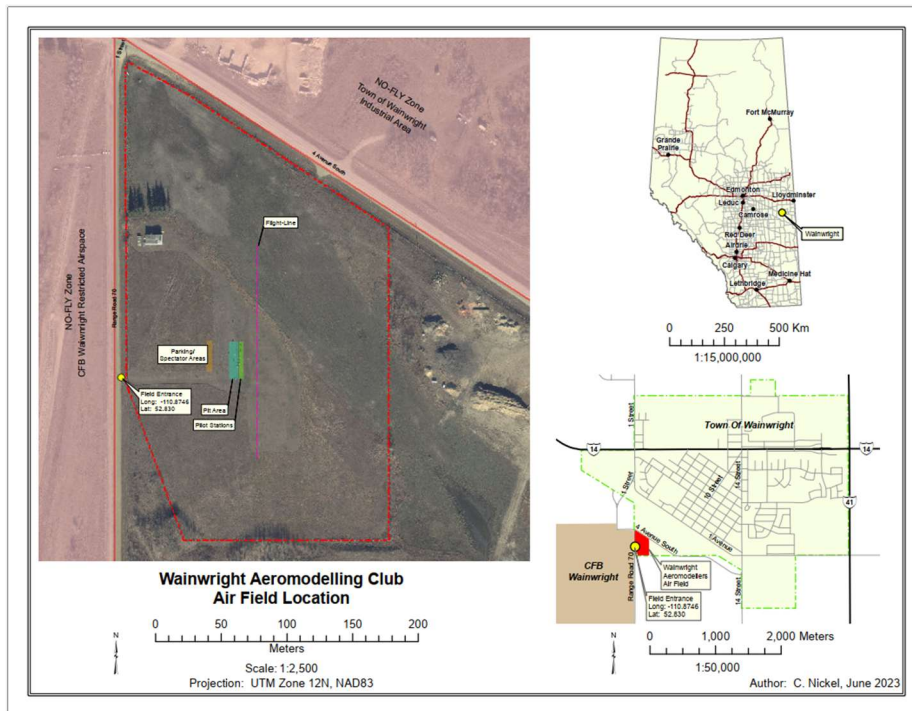
The following are the normally expected process and rules for an event.

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:

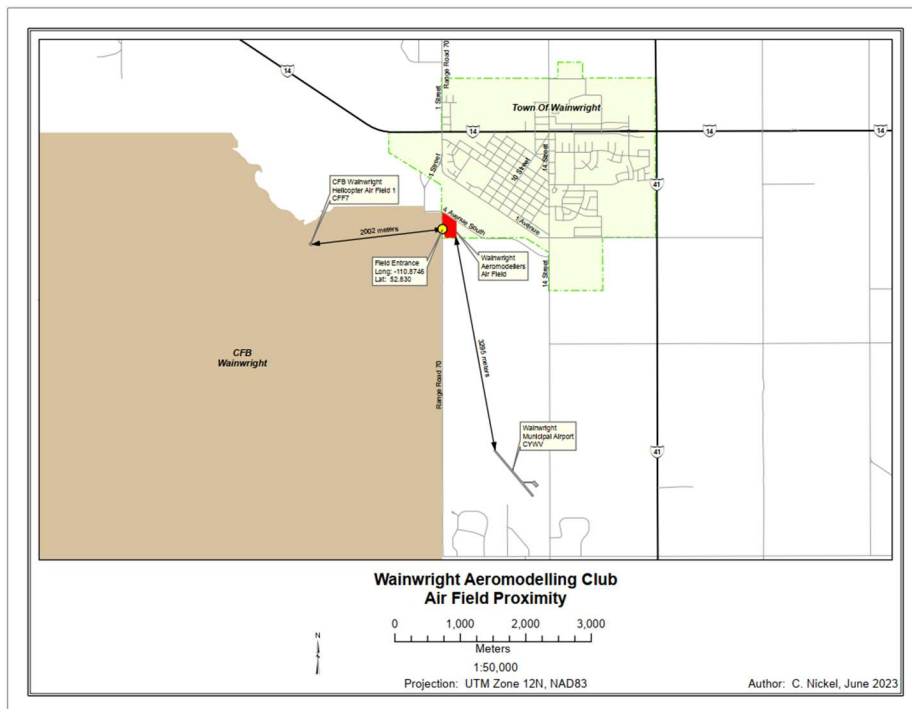
- a. MAAC warning signs are posted at all public entry points.
 - b. A copy of the MAAC SFOC and application are on site and available to all RPAS pilots.
 - c. All RPAS pilots sign the Transport Canada sign in sheet.
 - d. All RPAS pilots receive a briefing on site rules using the MAAC minimum checklist (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.

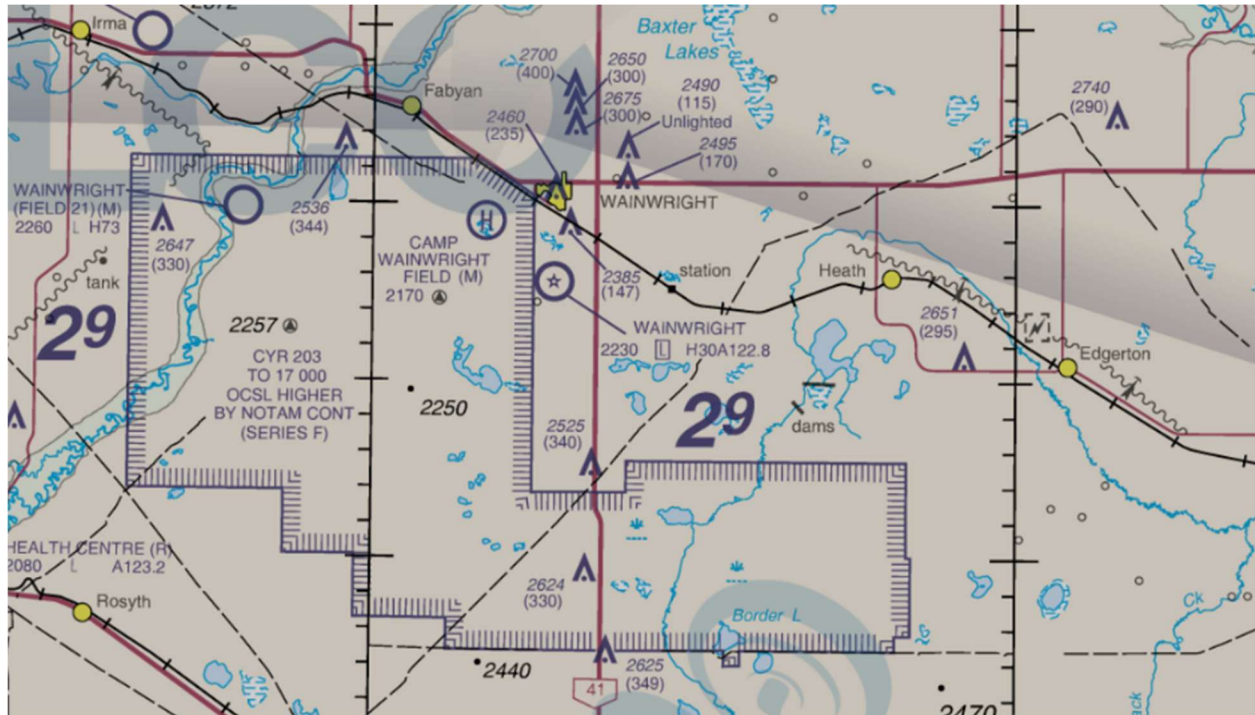
Diagrams/maps

Field Location and Layout:



Proximity Map: Wainwright Municipal Airport: CYWV





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

ALBERTA

AERODROME/FACILITY DIRECTORY

WAINWRIGHT AB

CYWV

REF	N52 47 48 W110 51 31 1.7S 13°E (2016) UTC-7(6) Elev 2230' A5015 LO2 HI3 CAP
OPR	Town 780-842-3381 O/T 780-842-2564 Reg
PF	A-1,2 C-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
RWY DATA	Rwy 13(127°)/31(307°) 3000x75 ASPH/SNOW AGN IIIA
RCR	Opr Ltd maint, snow may be plowed or compacted.
LIGHTING	13-(TE ME), 31-(TE ME) P1 ARCAL-122.8 type K
COMM	
ATF	O/T t/c 122.8 5NM 5300 ASL
PRO	Rgt hand circuits Rwy 31 (CAR 602.96).

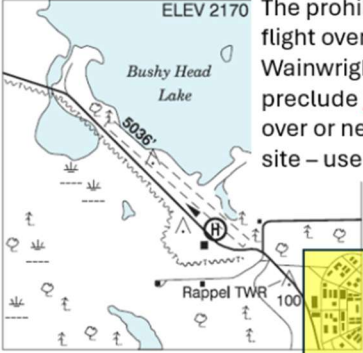


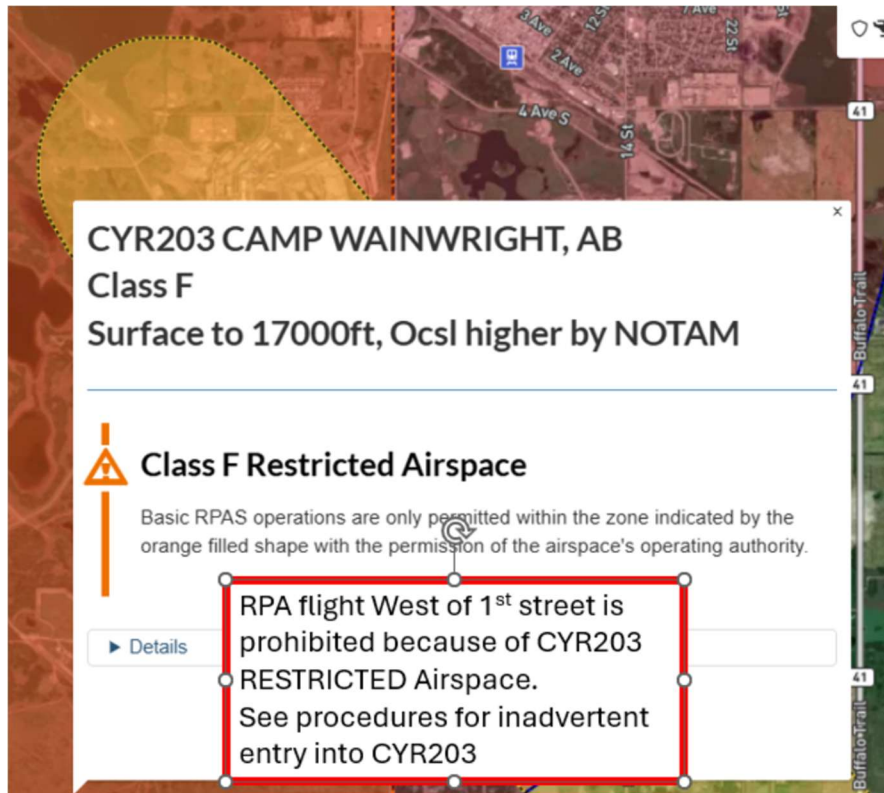
Right hand circuits on
RWY31 plus the
proximity of CYR203
may cause aircraft to
proceed OVER the
RPAS site – use
caution

CFB Wainwright Airfield 1 Heliport: CFF7

CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 12 June 2025 to 0901Z 7 August 2025

ALBERTA**AERODROME/FACILITY DIRECTORY****WAINWRIGHT / CAMP WAINWRIGHT FIELD AB (Heli)****CFF7**

REF	N52 49 41 W110 54 16 Adj NW 14°E (2013) UTC-7(6) Elev 2170' A5015	
OPR	DND 780-842-1363 Ext 1610 CSN 319-530-1610 Mil PPR	
PF	C-1,2,3,4,5	
FLT PLN		
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
ACC	Edmonton IFR 888-358-7526	<p>The prohibition of flight over CFB Wainwright should preclude <u>helo</u> flights over or near the RPAS site – use caution</p>
HELI DATA	FATO 4000x100 GRASS/SNOW PAD 132x100 concrete.	
RCR	Opr	
COMM		
MIL	Range ctl 49.9 FM 122.8 229.8 780-842-1363 Ext 1610, CSN 319-530-1610	
PRO	Ltd within CYR 203, cont instv jet, transport & heli t/c & live firing surface to 17,000 ASL without advanced ntc	<p>Avoid overflight of CFB Wainwright</p>
CAUTION	P-Line along road S of heli. Extv bird activity in vic of heli. FATO area is soft/rutted with numerous obstacles. Rappel twr aprx 100' high loc 1000' SE of pad on apch.	



CYR203 CAMP WAINWRIGHT, AB
Class F
Surface to 17000ft, Ocs1 higher by NOTAM

Class F Restricted Airspace

Basic RPAS operations are only permitted within the zone indicated by the orange filled shape with the permission of the airspace's operating authority.

RPA flight West of 1st street is prohibited because of CYR203 RESTRICTED Airspace.
See procedures for inadvertent entry into CYR203

[Details](#)

Q Select...

CAMP WAINWRIGHT (CYR203)

Geozone type

Class F - Restricted Area

Lower limit

GND

Upper limit

17000 ft AMSL

Contact

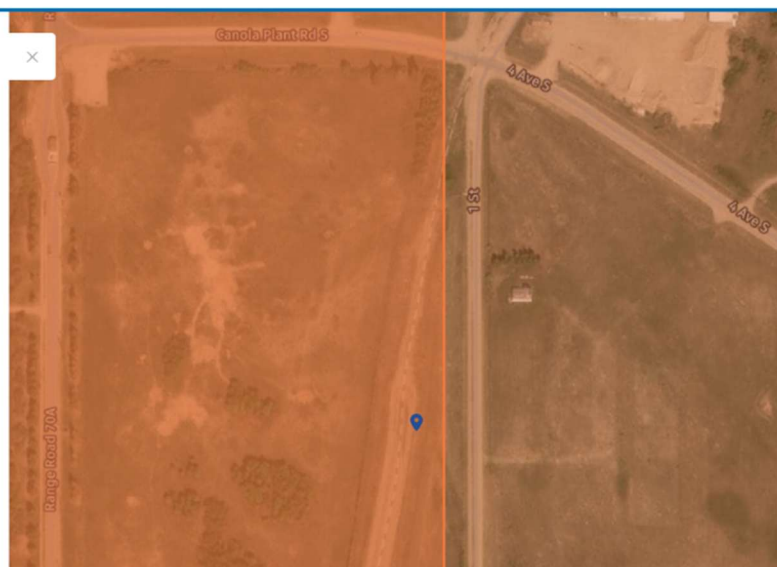
Last name

Base Operations -

Camp Wainwright

Time designation

Cont



DND Authorization

PROTECTED A

Canadian Forces Base Wainwright
3rd Canadian Division Support Group
GD Stn Main
Denwood, AB T0B 1B0



Base des Forces Canadiennes Wainwright
Groupe de soutien de la 3e Division du Canada
Pr Succ Main
Denwood, AB T0B 1B0

22 October 2025

Model Aeronautics Association of Canada
Unit 9, 5100 South Service Road
Burlington, ON L7L 6A5

AUTHORIZATION FOR RC MODEL AIRCRAFT OPERATIONS ADJACENT TO DND PROPERTY

Dear Sir/Madam,

The Department of National Defence (DND) hereby authorizes the Wainwright Aeromodelling Club to conduct recreational model aircraft operations on Town of Wainwright property adjacent to Canadian Forces Base (CFB) Wainwright. The Wainwright Aeromodelling Club field is located due East of CFB Wainwright property at 1026 4th Avenue South, or more specifically: 52°49'48.532" N, 110°52'23.555" W.

This authorization is granted under the following conditions:

1. The club shall operate in full compliance with **Part IX of the Canadian Aviation Regulations (CAR)**, including but not limited to:
 - Registration of all Remotely Piloted Aircraft Systems (RPAS) with Transport Canada.
 - Possession of valid RPAS Pilot Certificates by all operators.
 - Adherence to altitude restrictions and operational limitations as outlined by Transport Canada.
2. The club shall maintain a **Site Operating Certificate** issued by Transport Canada and ensure that all activities are conducted within the scope of that certificate.
3. The club shall coordinate with DND to ensure that operations do not interfere with military activities by checking in with Range Control Dispatch prior to and after model flight operations.
4. The club members shall not under any circumstances photograph or video record DND property or in any other manner compromise base security.
5. The club shall maintain appropriate liability insurance and follow all safety protocols as outlined in the MAAC Safety Code or equivalent.

1/2

PROTECTED A

PROTECTED A

6. This authorization is contingent upon Transport Canada's approval and may be revoked at any time should safety, regulatory, or operational concerns arise.

We trust that this letter will assist in facilitating the necessary approvals for the club's continued operation. Should you require further information or coordination, please contact: Major Leah Schutte, Leah.schutte@forces.gc.ca.

Sincerely,



D.C. MacLeod
Lieutenant-Colonel
Base Commander
Canadian Forces Base Wainwright

2/2

PROTECTED A

WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

**L'AÉROMODÉLISME
PEUT CAUSER
DES BLESSURES GRAVES!**

**PROCÉDEZ À VOS PROPRES
RISQUES!**