

General Operational Statement

- MAAC Canada and DOT regulations and requirements
- MAAC SOC requirements
- Young's Point Radio Control Flying Club Field Regulations

- RPAS that do not have the minimum MAAC identification indicated and DOT registration number indicated on them will not be allowed to fly at YPRCFC sanctioned sites.**

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YPRCFC FLOAT REGULATIONS: 2026 CHEMONG FLOAT SITE

12. At float sites where access to the flying area (lake) not under the control of the club, extra safety procedures should be implemented. These should include;
 - the use of a spotter is required, to watch for changing safety conditions (boats, wave conditions, planes etc)
13. RPAS shall yield to full size aircraft without exception. The following are club procedures for ensuring full scale aviation safety.
 - (i) When any member or other person, spots a full-scale air plane that might come near the site, they are to yell out “AIRPLANE” in a loud voice or use the airhorn in the club house or ring the bell.
 - (ii) ALL pilots must immediately descend to as low an altitude as possible and then land as soon as safely able
 - (iii) When the full-scale airplane is no longer a threat, the person who gave the warning shall yell “ALL CLEAR”, or the pilots may make that determination themselves, and resume flying
14. If there are any type of near miss or safety concern between a full-scale aircraft and our RPA, ALL FLYING SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to the Club Executive and follow MAAC policy with the following exceptions:
 - (i) 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 you must keep this form for one year (CAR901.49(2)). Resume flying when done.
 - (ii) If the member or Club Executive deem the event serious. Flying will not resume until members are given permission by the Club Executive – in writing
 - (ii) If there is actual contact between an aircraft and a NAAC RPAS – all flying will cease until MAAC confirms that flying operations may resume
 - (iv) This process is for your protection
15. 14. An RPAS shall not be flown directly at the pit area, nor shall they be flown over the pit area or observation area (shoreline area)
16. No FPV flying is permitted at the Chemong Lake float site
17. .RPAS will observe a maximum vertical flying height restriction of 400’.
- 18.(i) No RPA or other model aircraft flying will occur below the Club mandated weather minimum. Members may determine the weather themselves with direct observation or use of any other source:
 - If cloud is present below 1000’ above the model flying area
- (ii) A horizontal visibility requirement of less than 3sm around the flying area, and if there are other obscuring conditions (fog, smoke, haze etc) which could make spotting full-scale aircraft difficult
19. (a) Pyrotechnic and explosive devices are not to be carried or activated by an RPAS.
 - (b) Internally mounted pulse jets, rocket or thrust engines are not to be used re: the danger of fire.
20. A first aid kit must be located onsite.
21. Garbage of any kind including crash debris must be removed from the float site by club members.
 - If you bring it to the float site, you must take it away from the float site.
22. With renewal of annual flying privileges, each flyer agrees to the rules and regulations of MAAC, YPRCFC and DOT to ensure that all model operations are conducted in a safe a manner
- 23, Repeat infractions of club field and safety rules will be subject to disciplinary action at the discretion of the club executive. If corrective action is not taken by the member in question, their flying privileges will be revoked
- 24 .Changes to the above rules will be made by the club executive as required