Gentlemen of the MAAC Control Line Committee & C/L friends,

With all these empty soccer and football fields in my area, I couldn't help but use a local field at the far end of a group of 12 soccer / football fields near my house to get in some stunt patterns.

During one (solo) flight, a rather miffed city official stopped by and accosted me claiming I'm not allowed to fly my "drone" there per the posted signs.

I had to explain to her that my model was a " Fly by Wire Control Line model" that is not a RPAS (Remote Piloted Aerial System) but rather a kite by Transport Canada's definition. She also claimed she was uncomfortable with me flying underneath a flight approach path. I answered telling her that part was quite true, but my airplane tethered by steel lines at a maximum of 70' from the ground was not in any restricted airspace. As well the YEG Navigation Tower has no interest in any non RPAS models. She left not knowing whether to believe me or not and said she had alerted the RCMP anyways. Shortly an RCMP officer arrived to investigate a complaint lodged about a drone being flown in that field.  I gave the same speech to the attending young officer who claimed that he had never seen a C/L model in his life. After collecting my personal information, he determined it was certainly not a drone & left me to carry on. Should this happen to you, the following may be of assistance.

The MAAC.ca  website offers assistance under the  **Transport Canada FAQ** area. Page 2 shows the Control Line Model exemption. (\*\* You may recall that I with the help of Chris Cox had to get that officially changed quite some time ago by our Transport Canada Committee Chairman, Roger Williams when C/L models were initially all lumped in with the R/C models\*\*).

Also, if you go to maac.ca -> Resources ->  Documents -> Advisory Group -> Transport Canada -> NPA Response unmanned Air Vehicles 28 May RDIMS #10477932 Attachment page 1.

Under **RE: Part 1 Defining a "Model Aircraft"**. You will find this  Note:  Model aircraft are not necessarily RPAS as not all model aircraft are *"remotely piloted"*,  e.g. : free flight or control line models.

I have printed off these 2 documents which I now keep in my car just in case I get any further questioning from local officials.  Oh, and of course along with those I have my **MAAC Pilots License and Aero Club of Canada license attached** which also seems to help with my case. People ignorant about our type of flying love to see (educational & official looking) paperwork!

Any questions & comments, I'm here for you!  Cheers,

Paul - MAAC C/L Committee Chairman -

-Note: I've taken the liberty of copying the two above mentioned documents below & highlighted in red the important parts.

**Transport Canada FAQ**

**What does our exemption mean?**

Transport Canada is allowing MAAC members to fly as we traditionally have, follow MAAC safety code and looking to MAAC Guidelines for best practices. There are responsibilities, as there always have been, to know what airspace you are flying in and to make arrangement with the appropriate authorities if needed.

**Is there a defining principle to the exemption?**

Basically, there should be no circumstance where model airplanes and full-size airplanes will cross paths. It is the modellers responsibility to ensure this doesn’t happen. Beyond that, MAAC Members are basically being allowed to enjoy our hobby according to our rules.

**Do I need a basic operator license from transport Canada?**

No. MAAC Members only need to be members in good standing and follow our safety code and looking to MAAC Guidelines for best practices.

**Do I need to register my models with transport Canada?**

No. MAAC asks members to have their MAAC number and contact information on, or in, each model and that meets the identification requirement.

**Am I restricted to a maximum altitude?**

No, unless restricted by the MAAC safety code or guidelines. As models fly higher, the risk of conflict with full size airplanes increases and modellers should have a plan in place to avoid that conflict. Be aware of any airspace changes you might experience with increased altitude as this might involve coordinating with the appropriate authorities.

**What restrictions do I face at my club field?**

You can fly as you always have at your club field, following the MAAC Safety Code, your Club Rules, and looking to MAAC guidelines for best practices.

**Do I need to belong to a MAAC Club?**

No, but being a member of a club has benefits that include being a part of a group of like-minded people and having an existing structure and safety culture.

**Do I have to fly at a MAAC club field?**

No. But you do need the permission from the land owner and you need to follow the MAAC Safety Code and look to the MAAC Guidelines for best practices.

**Do I have to fly at a MAAC sanctioned event?**

No, our hobby is about going out and flying for fun, and this exemption allows us to continue heading out to our favorite site and getting some flights in when we want to.

**Do I need to register my own property or a neighbours field as MAAC flying site?**

No, but registering the site can extend insurance coverage to the land owner.

**Can I start my own club?**

MAAC doesn’t recognize a club of one person, but if you regularly fly with a small group then there are benefits to forming a club and your Zone Director can help you with that process.

**Can I still fly my glider above the Transport Canada altitude limit?**

Yes, as long as you are following the MAAC Safety Code and looking to the MAAC Guidelines for best practices, and are conscious of what type of airspace you are flying in. In particular, make sure you make efforts to identify and avoid full size aircraft when flying.

**Can I still fly my model rockets above the Transport Canada altitude limit?**

Yes, as long as you are following the MAAC Safety Code and looking to the MAAC Guidelines for best practices, and are conscious of what type of airspace you are flying in.

**Can I still fly Free Flight models above the Transport Canada altitude limit?**

Yes, but make sure your model is equipped with a working dethermalizer and that you follow the MAAC safety code and look to the MAAC Guidelines for best practices.

**Are my Control Line models covered by this exemption?**

Yes, as a MAAC Member you can continue to fly your control line models as you have in the past.

**What if my model weighs more than 25kg?**

MAAC members are allowed to fly models up to 35kg under our exemption, which is 10kg heavier than the Part IX regulations allow without a specific permit (SFOC.)

**What if my model weights under 250g?**

Models under 250g are not regulated by Transport Canada, but any flying activity as a MAAC Member would have to comply with MAAC Safety Code and and look to the MAAC Guidelines for best practices.

**Why did MAAC get this exemption?**

This exemption recognises MAAC’s 70 years record of continually promoting a culture of safety. Our current rules, policies, and guidelines were also reviewed and found to be appropriate to our activities. Keeping this exemption involves maintaining that record and culture of safety, which requires vigilance from every member.

**When does this exemption expire?**

This exemption doesn’t expire, but should we prove to be more of a hazard than expected it may be revisited by Transport Canada at any time. If we continue to fly as we have historically, there is no reason to expect the exemption to be withdrawn.

**Do I need to complete a MAAC Wings Program?**

No. While MAAC offers a range of Wings programs for training, each club still has the ability to set their own training and qualifications for proficiency. Under the exemption, you would need to be recognised as being competent before flying unassisted.

**If I accidentally don’t meet the conditions of the exemption, is it revoked for everyone?**

No, but if you don’t meet the conditions you will be subject to the normal Part IX regulations and penalties.

[Transport Canada FAQ](https://www.maac.ca/en/transport_canada_faq.php)[Transport Canada Exemption](https://www.maac.ca/en/transport_canada_exemption.php)[About Us](https://www.maac.ca/en/about.php)[What We Fly](https://www.maac.ca/en/what_we_fly.php)[Where We Fly](https://www.maac.ca/en/where_we_fly.php)[Fly With Us](https://www.maac.ca/en/fly_with_us.php)

**- Attachment to MAAC Comments on NPA RDIMS # 10477932**

Acknowledgement / Approach Philosophy:

MAAC recognizes the safety concern that a small percentage of irresponsible modellers have created, primarily as the result of the increasing availability of semi-automated, camera carrying models. However, responsibility for safety must remain with the individual, not by attempting to control the technology.    This proposal defines reasonable, and measurable, limitations of responsible conduct for all recreational aero modelers that will stand the test of time.

Further, it provides needed flexibility by leveraging partnerships and expertise found in recognized aero modeling organizations under established safety codes. These partnerships will be key for the Minister in the challenge of public education as the regulations are enacted.

MAAC’s proposed approach allows for continued safe model aircraft recreational flight for all responsible hobbyist’s, whether members of an aero modeling organization or not. However, it also provides the necessary balance by ensuring there are reasonable measures in place for holding all operators of model aircraft accountable for aviation safety.

RE: Part 1 Defining a “Model Aircraft”

Current:

“Model Aircraft means an aircraft the total weight of which does not exceed 35kg (77.2 lbs) that is mechanically driven or launched into flight for recreational purposes and that is not designed to carry persons or other living creatures.”

MAAC Committee Def Recommendation Draft: (as of Jun 18/15)

Model Aircraft means an unmanned aircraft the total weight of which does not exceed 35kg (77.2 lbs) that is operated for recreational purposes.

Justification:

• “Model Aircraft means an unmanned aircraft……”

As per proposed adoption of new terminology within the CARs, model aircraft are, and will always be; “unmanned aircraft”, thus added.

Note: Model aircraft are not necessarily RPAS as not all model aircraft are “remotely piloted”, e.g. : free flight or control line models

“Mechanically driven or launched into flight” removed – replaced with “operated”:

Redundant ◊ must consider future possible means of propulsion not yet invented that may be pioneered in the recreational model environment.

Must not inhibit innovation with short-sighted / dated terminology

“that is not designed to carry persons or other living creatures” removed:

1. Redundant from a “human perspective” with “unmanned aircraft” designation.