West Kootenay Model (WKMC)
Poupore Flying Site.
Rules 2025

MAAC Approved May 13, 2025

This site is in Controlled Airspace. All RPAS pilots shall comply with the relevant Canadian Aviation Regulations and MAAC policy.

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: West Kootenay Model Club (WKMC) (#193, Zone C)

Field Name: Poupore Flying Field

Location: Lot 70, Columbia Road, Castlegar, BC

Pilot Station Coordinates: 49 13' 17.80”N, 117 40' 9.5”W

Contact(s): Greg Speirs # 65193 : Club President
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Tom Idle #42708 : Vice President
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Conditions for use – All persons using this modelling site must:
1. be MAAC members in good standing.
2. be members of WKMC or an invited guest of WKMC 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 Club or site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

1. Model aircraft have right of way over vehicles arriving or leaving the pit area on the South end of the Poupore Site. Please drive up with care.

2. All vehicles must use the designated parking area any time flight operations are in progress.
3. Parking at the pit area, only equipment is allowed to be loaded or unloaded.

4. The discharge of firearms is prohibited.

5. Pyrotechnics are not allowed on the premises.

6. No alcoholic drinks or drugs are allowed on the property. No flying will be allowed under the influence of alcohol or drugs. WKMC is a non-smoking field.

7. Garbage can be available on-site and not intended for disposal of crashed models. Take all garbage with you and pick up any litter. We will 'leave the site cleaner than we found it.'

8. There is no restroom on the flying site, but there are outhouses west of it. Follow the road down to the old cemetery site by the river.

9. Visitors are welcome at the site. Guests must remain behind the barrier unless invited into the pit area by a club member.

10. All spectators and guests must remain behind the barrier in the designated spectator's area no crossing into the pit and pilot's area unless invited into the pit area by a club member.

11. Pets must be always on a leash. Owners must clean up after their pets immediately.

12. Be respectful and courteous to each other and the property owner (U.S.C.C. of Grand Forks B.C)

13. Any new member joining the WKMC Club or visiting pilots will be given the rules in print or online.

14. The Club executive will review these rules at least once a year.

Site/event emergency response requirements

In the event of an emergency, phone 911, and the civic address for first responders is
Lot 70, District Lot 4598, Kootenay District Plan 4882. GPS 49.2216/-117.6693
(The local people say it's at the end of Columbia Road the rock quarry.)

KOOTENAY BOUNDARY REGIONAL HOSPITAL (CKB3)
709 – 10 street Castlegar, B.C.
Emergencies: 866-541-4101, (250) 365-7711

1. The club will ensure additional fire safety equipment including a fire extinguisher, shovels, sand, and fire extinguisher required in the startup area.

2. Each pilot is responsible for maintaining a fire extinguisher (Co2 or similar) and having 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	Less than 250 grams	400'agl
RPAS	25kg or less	400'agl
Tethered (Control-Line)	Not approved	
Free flight		
Space Models		
Surface Vehicles		

MAAC Approved Site Add-ons

This site has not been approved for any MAAC add-ons.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight (25-35kg)	Not Approved	
RPAS Altitude		
RPAS Altitude and Weight (>25kg)		
RPIC	Approved – see program details 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.
2. RPAS CAR requirements –All RPAS must conform to a Manufacturer Declaration/Safety Assurance provision, either MAAC's or another manufacturer. Each RPAS must be registered with Transport Canada with a Manufacturer Safety Assurance Declaration, either under the MAAC declaration (Model Aircraft, Rotary Wing or Hybrid) or with another established manufacturer and each RPAS must have the required documentation available (owners/maintenance "manual")
3. Club/Site/Event requirements - No Limits on noise level or speed.

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. **There are no MAAC or CAR age restrictions on mRPAS flight**. Compliance with MAAC safety code meets all requirements.
2. RPAS Pilot CAR requirements. All RPAS pilots using this site must have **Advanced** RPAS certification or comply with the MAAC RPIC program. RPAS owners/pilots must complete the owner's declaration per MAAC policy.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - The use of a visual observer (VO) is **mandatory** at this site for all RPAS operations regardless of altitude or weight. VO must be an RPAS Certificate holder (Basic or Advanced) and trained/briefed on the procedures listed below.
3. Club/Site/Event requirements - **Spotters are mandatory for all airborne RPA, one spotter per pilot while flying. No flying of kind without a spotter.**

Crew Rules

Visual Observers

1. Visual observers (VO) are **mandatory**. 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.
   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/modelers.
   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. The VO may be assigned VHF radio monitoring duties as well as ATC communication responsibilities. The VO or other responsible person may monitor ALL cell phone numbers provided in the individual NAV DRONE approvals. **Under no circumstances shall pilots flying monitor their cell phones for ATC coordination**.

2. 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.
   a. Upon spotting/hearing or being advised (ATC or otherwise) of any airplane that might pose a hazard with modeling activities, the VO shall yell in a loud clear voice "AIRPLANE". **If in doubt, issue the warning.**
   b. For operations in controlled airspace, if the VO or the person monitoring communications with ATC were to yell "AIRPLANE" the response by RPA pilots is expected to be the same.
   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. **IF ATC or their delegate, has given a stop flying order, guidance or similar, flying shall not resume until permission to do so is obtained from ATC.**
   f. 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".
   g. Thereafter modeling activities may resume as normal.

Program Director/Air Boss – ATC Coordinator

This site has not been approved for a Program Director or an Air Boss. Each RPAS pilot must obtain individual airspace approval as listed below.

Events require special approval from NAV CANADA – MAAC has not finalized that process yet (As of May 2025)

RPIC – RPAS Pilot in command

The following explains the options for any MAAC member to provide RPAS Pilot in Command (RPIC) direct supervision to another person. These rules in full shall be listed in all RPIC approved site rules:

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. Shall not supervise any other member at this site.

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 a **single** Basic Certificate holder in **controlled airspace**, all scenarios.

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** Basic Certificate holder in **controlled airspace**, all scenarios.

   Notes:
   b. PPL+ cannot supervise a non-certificate holder in **controlled** airspace – at least one person must have a valid RPAS operator's certificate.
   c. PPL+ only holders may not independently operate an RPAS in controlled airspace unless supervised by an appropriately rated RPAS Certificate holder
   d. 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 operator's certificate.
   e. If the PPL+ has a valid and current RPAS operators' certificate, then the higher of either provision applies.

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.

As this site flying area is wholly or partially in **controlled or restricted airspace:**

   a. Demonstration flights for non-MAAC or non-RPAS Certificate holders require a dedicated Advanced RPAS certificate holder,
   b. Any RPA student must be a MAAC member but does not need to possess any type of RPAS certificate to be supervised by an appropriate type of RPIC,
   c. The ratio of RPIC to students of any type is one-to-one, and
   d. The RPIC shall not assume any other roles while supervising a student.

Instructors/Demo flights

See RPIC above

Spotters

1. Spotters are mandatory - one per flying pilot, for all flying activities.
2. Spotters must be briefed on the event and site rules.

Airspace requirements or permissions

1. mRPAS operation inside controlled airspace cannot use and do not need NAV DRONE for permission.
2. RPAS CAR requirements - This site is in NAV CANADA controlled airspace (Castlegar (CYCG) Class E control zone (SFC to 6500')) and NAV CANADA permission is required for every RPAS Session.
   a. **Prior to RPAS operation, each pilot/member must obtain individual airspace permission using NAV DRONE**.
   b. The default automatic altitude approval grid for this site is 400'agl. Requests for higher will require manual processing by NAV CANADA and members can expect delays or denials. All such denials are the sole prerogative of NAV CANADA and shall not be challenged by MAAC members. NAV CANADA determinations are final.

3. **RPAS Operations above 400'agl require additional permissions from NAV CANADA.**
   a. Members may submit a request for above 400' using NAV DRONE
   b. Members shall comply with all provisions of the MAAC SFOC for operations above 400'. (see add-on section)

Adjacent Aerodrome Procedures (within 3nm)

There are no aerodromes within 3nm of this site, therefore MAAC see and avoid procedures are deemed adequate for aviation safety.

Normal mRPAS/RPAS/model operating procedures

1. 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. Sites operating in controlled airspace must have a copy of the recent site survey with them (electronic or in print)
   d. Prior to each flying session, members must check Aviation NOTAM for critical flight safety information, or changes to airspace or aerodromes. At least one member shall check the Aviation NOTAM for West Kootenay Regional Airport (CYCG) using either the NAV CANADA website or RPAS Wilco. They may share the results with other site users either verbally, electronically or in print. Every member is still responsible to ensure they have the latest NOTAM information in some fashion.
   e. Members may share NOTAM information verbally or in print with other members at the site.
   f. 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 (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.

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. Members shall use the CYCG aerodrome data or Castlegar weather channel time to determine legal night.

5. The club will limit the number of aircraft in the air to a maximum of 5. Pilots may fly in formation provided they agree to do so.

6. Refer to the attached map/diagram for normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas.
   a. Absolutely no other structure or heavy gear is allowed within 30m of the runway (no sunshades, start-up stands, large tool kits etc. – every item must be easily and immediately able to be removed with the pilots)
   b. Absolutely no parking of vehicles, or other permanent objects within 30m of the runway.

7. 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.

8. The following are mandatory pre-flight assembly and daily testing requirements.
   a. All pilots shall ensure models are equipped with a functional fail-safe system and that system is in operating condition.
   b. All pre-flight inspections or model assembly shall be done in the designated area away from the active modeling area.

9. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
   a. A fire extinguisher must be present for all power model operations. Also use a bucket of sand for damaged Lipo batteries.
   b. Batteries shall not be connected to electric-powered models unless the model is restrained in the designated start-up area – no exceptions.
   c. Gas/glow models must be restrained and start in the start-up stands or similar, located in the start-up area. Do not conduct prolonged tuning if other members are modeling. All engine run-ups should be inside the designated pit area.

10. Refer to the map below of the Flying area, no-fly zones, flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
    a. Except as permitted, no other flying/modeling when anyone (members, animals, vehicles) is past the safety line or flight line.
    b. NO FLY ZONE IS DIRECTLY WEST OF THE RUNWAY FLIGHT LINE. No flying over the Pilot stations, Startup area, Pit area, Spectators, and Parking area which will be strictly enforced, may result in a pilot being grounded if violated.
    c. Pilot Stations 25 ft/7.62m From Runway Flight Line
    d. Startup Area 55 ft / 16.7m From Runway Flight Line
    e. Pit Area 100 ft. / 30.4m From Runway Flight Line
    f. Spectators Area 125 ft / 38.1m From Runway Flight
    g. Parking Area 140 ft / 42.6m From Runway Flight
    h. Flight boundary is 1550 feet / 472m wide and 500 feet / 152m deep.
    i. Normal flying area is 800 feet / 244m wide by 250 feet / 76m deep. Most flying patterns are some sort of 'race track' of horizontal 'figure 8' within the normal flyover area.
    j. The '*high-speed low pass'* maneuver shall be no closer than the centerline of the runway, with no minimum height.
    k. No modeling activities allowed during grass cutting and field maintenance.

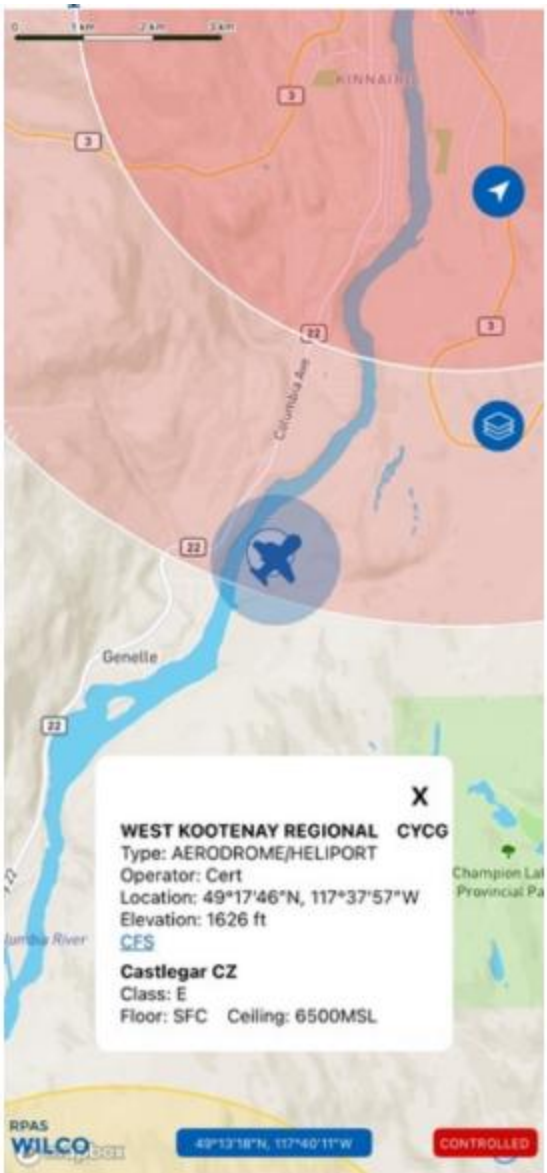
11. The following are the site take-off, approach, landing and recovery procedures:
    a. All airplane pilots will stand in the designated or agreed-upon operator area when flying/modeling at WKMC
    b. Pilots, or their spotters, shall call out all model movements.
    b. Hand launching and bungee 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. Landing is also recommended to occur into the prevailing wind but may occur with the wind in an emergency (ex, flame-out event)
e. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
f. 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.



This site is located in NAV CANADA controlled airspace (Castlegar (CYCG) Class E control zone (SFC to 6500').

In the event of any type of loss link on fly away event, immediately notify NAV CANADA at their contact phone number listed in the NAV DRONE approval. If no number was provided, contact the Vancouver Area Control Center (ACC) Shift Manager – 604-586- 4500.

NOTE – this process is not required for crashes or minor deviations immediately outside the flying area – see reporting requirements or CAR901.49. Members are expected to exercise good judgment such that if the transgression is of very short duration and the model returns to our flying area, do NOT notify NAV CANADA.

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 Requests for Operations Above 400'AGL - NAV CANADA
MAAC has not conducted an airspace and site review per the SFOC SORA (specific operations risk assessment). Approval for operations above 400'AGL remain the sole prerogative of NAV CANADA under CAR. NAV CANADA may require any additional provisions as they deem appropriate.

Airspace Assessment
This site is wholly within the Castlegar (CYCG) Class E Control Zone. Approval to operate RPAS at any altitude remains solely at NAV CNAADA's prerogative.
1. Each member is required to obtain any permission independently using NAV DRONE
2. Approvals or denials remain with NAV CANADA.

Sufficient Communication requirements
NAV CANADA may stipulate additional communication requirements. Members are reminded to comply with all applicable laws and regulations:
1. No member shall operate a VHF Aviation radio without a valid ROC-A.
2. No member shall give guidance, advice or otherwise attempt to influence full scale aviation operations.

Visual Observer (VO) assessment
NAV CANADA may stipulate additional VO requirements. MAAC policy requires 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. Non-essential ambient noise shall be kept to an absolute minimum (generators, music, etc)
5. As the MAAC approved altitude flying area is within controlled airspace, the VO cannot assume any other roles.

If approved for above 400' operations:
The Club/site/event shall:
1. Ensure a copy of the MAAC SFOC #930344 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

Event Approval

RPAS Event approval requires permission from NAV CANADA. At a minimum they will require the event organizers to appoint a "Program Director" who will be the contact point for all event processing and approvals. Please contact your Zone Director directly for information on how to begin the event approval process. The following is MAAC only process – NAV CANADA has the right to ask for additional requirements and information.

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, you **must** meet the MAAC SFOC requirements (the SAG will work with clubs on the rules required). 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 (MPPD14 approved July 2023). Foreign pilots simply join MAAC and follow the provisions of MPPD14 (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Over 400'agl and above 25kg - Not approved

Event Rules

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 the MAAC events warning sign is posted for the event.
   e. Ensure all attending modellers/RPAS pilot are **current MAAC members**.

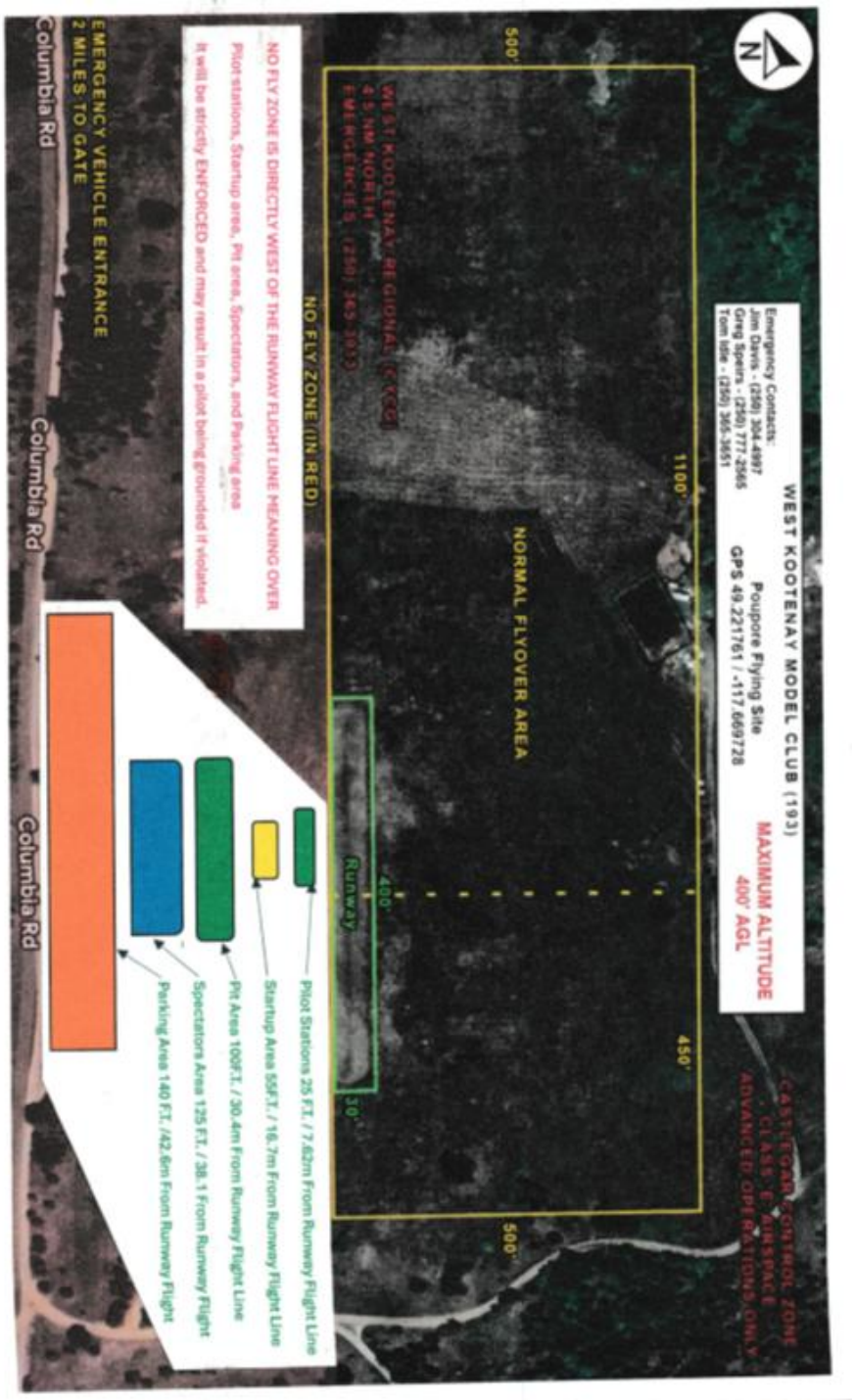
f. Take reasonable steps to ensure all attending modellers/RPAS pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).

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 and
   e. A visual observer is always present RPAS are flying.
   f. Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.

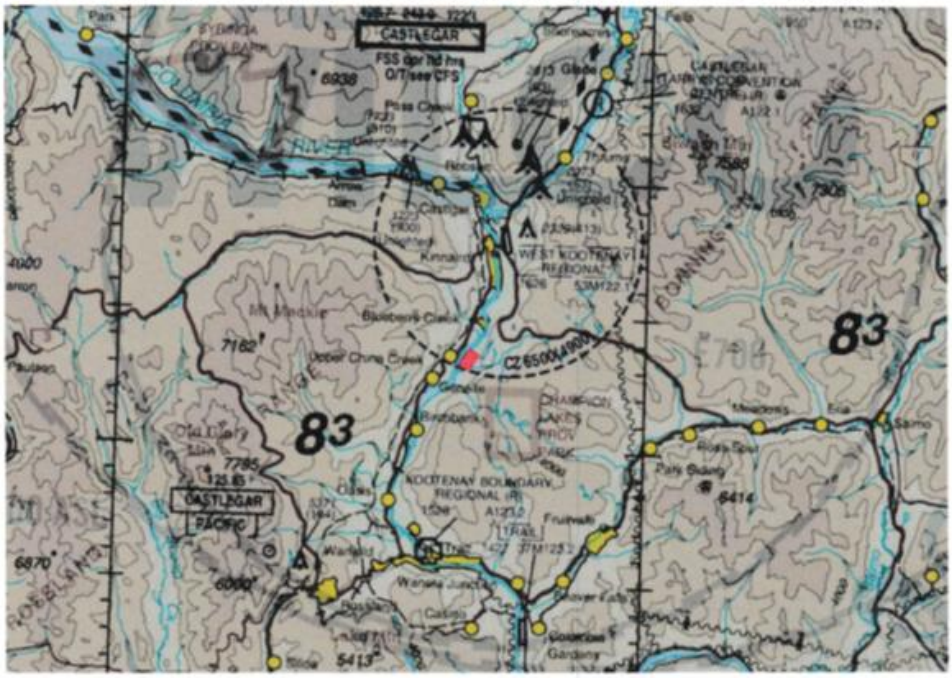
3. Any member attending an event shall

   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.

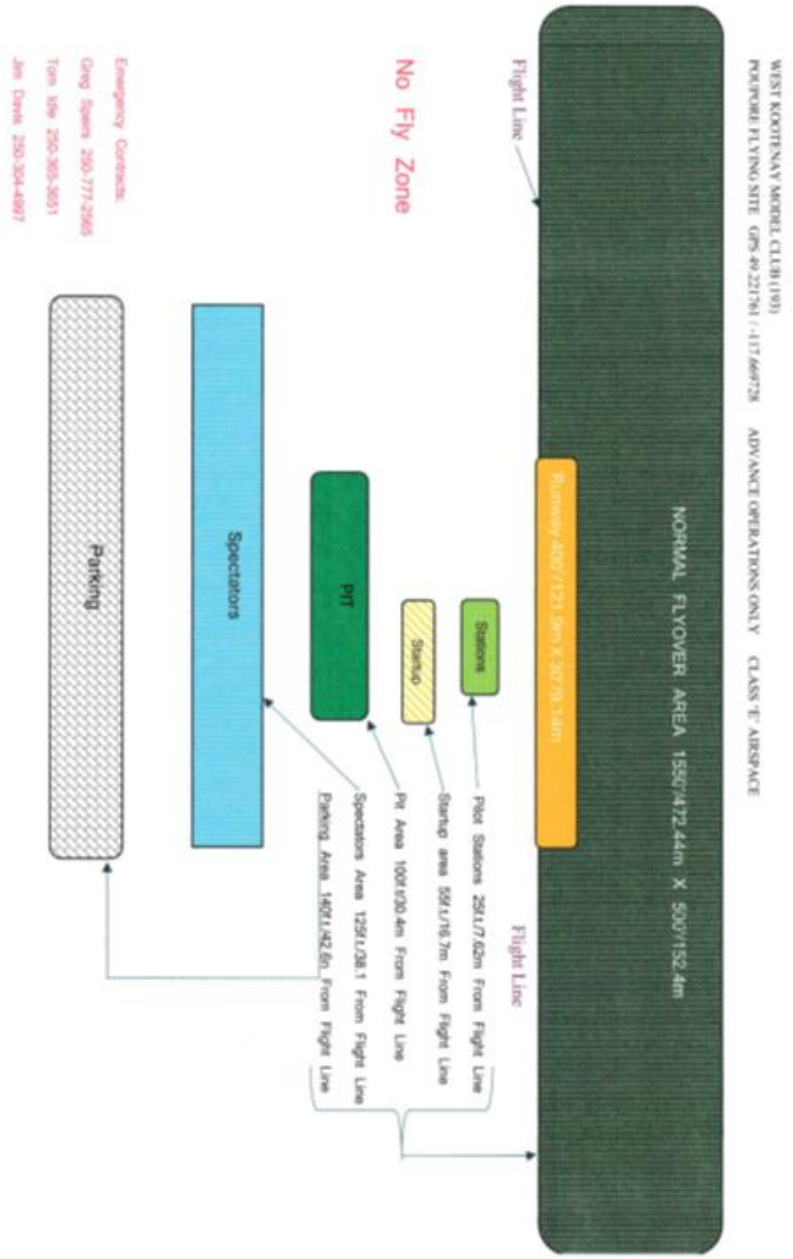
Diagrams/maps



Poupore site location indicated in red on south end of Control Zone
Note flight paths for full-scale aircraft approximately 7.5 NM north of Poupore



Site set-up diagram



NAV Drone

Search for locations...

CYCG (CYCG)

Lower limit
GND

Upper limit
400 ft AGL

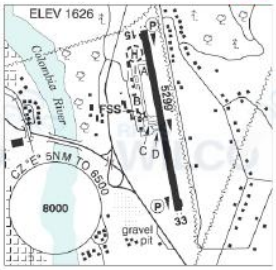
Contact

Last name
NAV CANADA

BRITISH COLUMBIA AERODROME/FACILITY DIRECTORY

CASTLEGAR / WEST KOOTENAY REGIONAL BC CYCG

REF	N49 17 46 W117 37 57 2SSE 15°E (2016) UTC-8(7) Elev 1626´ A5005 LO2 HI3 CAP
OPR	City 250-365-7227 Cert day only
PF	A-1,2,3,6 C-4,5
CUST	AOE/CAN 888-226-7277
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR 14-01Z (DT 13-04Z) O/T LWIS TAF 16-01Z (DT 15-04Z), issue times: 16, 21Z (DT 15, 21Z).



SERVICES	
FUEL	100LL, JA, SP 250-365-5935
OIL	All
S	1,2,4,5,6 16Z-SS
RWY DATA	Rwy 15(154°)/33(334°) 5299x150 ASPH
RWY CERT	Rwy 15/33 AGN IIIA
TWY	Twy B: Straight section 49' (15.0m) wide. Twy C, D: Pvt.
APRON	Apron I: Acft movement behind parked Acft is not avb when OPR stands #1 or #2 are in use by a DH8-Q400 or DH8-300.
RCR	FSS CRFI, PLR/PCN.
HELI DATA	Parking Pad 49' dia ASPH
LIGHTING	15-AS(TE ME) P2, 33-SF(4 lead-in lights and offset 11° left) (TE ME) P2 2.9° (offset 5° West). PAPI will not read correctly unless acft positioned on 11° offset apch flt path. PAPI limitation/restriction. PAPI Rwy 15 to be used only within 3NM of thld; PAPI Rwy 33 to be used only within 2NM of thld.
COMM	Comm at 10NM may not be possible all quads due to terrain
RADIO	122.1 PTC avbl (V) 1330-0130Z (DT 1230-0430Z) (emerg only 250-365-3013)
RCO	Pacific rdo 125.85 (FISE)
MF/ATF	rdo 1330-0130Z (DT 1230-0430Z) O/T tfc 122.1 5NM 6500 ASL (CAR 602.98)
PAL	Vancouver Ctr 134.2 227.3
PRO	**AIRPORT RESTRICTION:** Pursuant to CAR 602.96 (3) (d) aprt use rstd to daylight hrs only exc for emergencies. Rgt hand circuits Rwy 15 (CAR 602.96). When arriving via Kootenay River route, proceed to GOLF COURSE then join rgt hand circuit Rwy 15/left hand circuit Rwy 33 (CAR 602.96).
CAUTION	Mtns sur the aprt & protrude into tkof/apch areas of both rwys. P-line 40 AGL crosses apch to Rwy 33 aprx 1500´ fr thld. Acft on inst apchs may use high rates of descent (see hatched area on VTPC). Hi terrain reduces operational lengths of Rwys 15 and 33 PAPI.

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!