Victoria Radio Control Modellers
Mitchell Airpark
2025 Rules

MAAC Approved August 28, 2025

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

This site is located in controlled airspace. All RPAS operators shall conform to the Canadian Aviation Regulations, MAAC policies and site rules contained in this document.

Administrative Rules

Site Operator Name: Victoria Radio Control Modellers Society (#275, Zone H)

Site Name: Michell Airpark

Location: 6700 Block of Lochside Drive, Central Saanich, BC.

Pilot Station Coordinates: 48° 33' 57.20" N 123° 23' 29.04" W
(48.565889, -123.391400)

Site Contact(s): Lawrence Lewis, MAAC #97029, President
lawrence@vrcms.org / 250 889-1582

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

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

Site Administrative rules

1. RPAS activities are permitted from 9:00AM to 30 minutes before sunset. The time of sunset will be determined using any weather or aviation site data for Victoria or CYYJ.
2. A Full Member may sponsor a Guest to fly at Michell Airpark. If so, that Guest is flying on the Full Member's membership obligations. It is up to the Full Member to ensure that all regulations (MAAC, VRCMS Policy, Standards, Aircraft Inspection, Flying Proficiency, etc.) are being adhered to, and the Full Member accepts full responsibility for their Guest. A Guest must be approved by a member of the Safety Committee and, in the opinion of the Safety Committee member, must understand and meet all club safety and field regulations. Any member of the Executive or Safety Committee can

revoke privileges should it become apparent that the Guest's actions have: (1) violated club rules; (2) jeopardized safety; (3) risked ongoing operation of Michell Airpark.

3. These rules will be reviewed by the club at least annually.

Site/event emergency response requirements

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

6700 Block of Lochside Drive, Central Saanich, BC. Coordinates are: 48° 33' 57.20" N 123° 23' 29.04" W. In addition, provide your first and last name and contact phone number.

1. Emergency contact information, including the local airport towers, regional air traffic control, the executive, safety committee, MAAC, Transport Canada and others are posted in the covered pilot seating area.
2. Class ABC on-site fire extinguishers are provided in pilot pit area suitable for all fires except LIPO. Water and sand filled buckets are provided for extinguishing of LIPO fires.
3. Each member is responsible for their own personal safety and medical equipment/supplies.
4. Other special conditions, which may arise from time to time are also posted

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	**As approved by NAV CANADA or 1700’agl maximum**
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. Members are responsible to ensure the RPA weight is below 250 grams (all up weight). Violations will not be tolerated
2. RPAS CAR requirements – All RPAS must conform a Manufacturer Declaration/Safety Assurance provision, either MAAC's (if above 400 or over 25kg) or another manufacturers (controlled airspace only). Operation over 400'agl is only permitted under the MAAC Manufacturer Declaration.
3. Event requirements This site is in a noise sensitive area and all IC powered models must be muffled and checked for excessive loudness. No model louder than 95db measured at 3ft, is permitted – or similar.
4. MAAC Add-on requirements – RPAS operated over 400'agl must comply with the MAAC/SFOC RPAS requirements listed in the add on section and any requirements from the controlling agency. All event visitors must be briefed to ensure compliance with these requirements.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements –mRPAS do not require an RPAS operators' certificate however are regulated under CAR 900.06 and part VI of the CAR. Except for Advertised Events, t**here are no MAAC or CAR age restrictions on mRPAS flight**.
2. RPAS Pilot CAR requirements. All RPAS pilots using this site must have Advanced RPAS certification.
3. Club/Site/Event requirements.
   a. Completed VRCMS Flight School - Instructor Assigned, "A" Wings certification, Passed Club Rules and Operations Exam (80% min)
   b. Successfully Completed "Probationary" period - 3 months - 24 logged flights observed by Club Safety Committee members
4. MAAC Add-on requirements - RPAS Pilots operating over 400'agl must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document and any requirements from the controlling agency.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - Visual Observers are required. Visual observers shall be certified RPAS pilots (basic or advanced).
3. Club/Site/Event requirements – Spotters are required at this site.
4. MAAC Add-on requirements - RPAS Pilots operating over 400'agl must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document and any requirements from the controlling agency.

Crew Rules

Visual Observers

1. Visual observers (VO) are mandatory for RPAS operations in controlled airspace. 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/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. VO or other responsible person shall 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. 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. 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.
   d. 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.
   e. **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.
   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. If any "official person" such as a peace officer, ATC or their delegate, has given a stop flying order, guidance or similar, all model flying **shall** stop immediately and shall not resume until permission to do so is obtained from person or body that issued the stop flying order.
   h. Thereafter modeling activities may resume as normal.

Program Director, Air Boss, ATC Coordinator

NAV CANADA Airspace - This site has not been approved for a Program Director or an Air Boss. RPAS pilots must obtain individual airspace approval from NAV CANADA using NAV DRONE.

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

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**.

This site is in NAV CANADA controlled airspace. The Advanced Certificate holder who obtained NAV DRONE permission must be on site at all times.

1. **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, or
   b. supervise a **single** Basic Certificate holder.

2. **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. 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,
   b. The ratio of RPIC to students of any type is one-to-one, and
   c. The RPIC shall not assume any other roles while supervising a student.

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

Instructors/Demo flights
Our club has a TC registered flight school and Instructors - VRCMS Flight School. All members are required to complete the flight school curriculum, and depending on the assessed flight experience and demonstrated flying skills/capacity and demonstrated understanding of our field operation rules and protocols may operate at the discretion of the Instructor with or without a buddy-box. However, while completing the flight school and during their probationary period assessment - all pilots require a Supervisor and if operating using a buddy-box must also have an observer

Spotters
There is a one-on-one Spotter per pilot requirement and typically accompanying the pilot at the flight station and shall assist with:
   a. Assisting the pilot with pre-flight or start up duties.
   b. Carrying or helping taxi the model from startup area to flight line area.
   c. Calling out permission to taxi on to the flight line area.
   d. Calling out/coordinating take off with other pilots flying/hand launching or similar.

e. Monitoring the flight, calling out potential collision risks, calling out/coordinating maneuvers with other pilots.
f. Calling out emergencies such as DEAD STICK
g. Coordinating or calling out landing and clear of runway
h. Recovering the model, sometimes from on the flying area, sometimes to help taxi/carry the model back to the pits.
i. Any other duties as requested by the pilot flying.

Airspace requirements or permissions

1. mRPAS requirements – none
2. This site is in the Victoria International Airport Class C control zone. The site is located at or near the outer marker (5.1 Nautical Miles from Control Tower).
3. RPAS pilots must obtain individual airspace approval from NAV CANADA using NAV DRONE.

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

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

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

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

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

3. Each RPAS pilot is responsible to ensure the following MAAC procedures and requirements have been met prior to commencement of any RPAS operation:
   a. Any required MAAC manufacturer declaration provisions have been met, including all RPAS technical specifications verified, pilot and crew requirements, and
   b. All RPA and required equipment have been maintained and all mandatory actions completed before the flight, in accordance with the manufacturer declaration and
   c. all paperwork such as pilot declarations, required operating manuals or similar is present, and
   d. That any required crew members are properly qualified, have made any required declarations and are briefed on the operation.

4. Members shall not operate an RPAS at night. RPAS activities are permitted from 9:00am to 30 minutes before sunset. Members shall use the Victoria weather channel time to determine legal night.

5. Pilots may fly in formation provided they agree to do so.

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

7. MAAC required buffer distances are variable and at this site are:
   a. 7m from flight line to pilot stations, 10m from flight line to pits, and 30m from flight line to spectator and parking.

8. All models will be assembled in the pit or designated assembly area. Unpowered testing of controls and failsafe may occur here as well. All powered testing must occur in a start up area. Failsafe must be confirmed active.

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

10. Refer to the attached map for a depiction of the flying area, including any no-fly zones, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
    a. No flying is permitted during grass cutting or field maintenance or similar.

b. No flying is permitted
    i. within 50m of field workers or euquipment,
    ii. beyond the designated flight boundaries of Michell Airpark,
    iii. within any Special, Seasonal or Temporary “no fly” areas designated from time to time by VRCMS,
    iv. over any person or persons at any time, or
    v. outside of Hours of Operations

11. The following are the site take-off, approach, landing and recovery procedures:
    a. Pilots, or their spotter, shall call out all model movements.
    b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
    c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
    d. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
    e. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.

Emergency Procedures

Fly-away or lost link.

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

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

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

   This site is located in NAV CANADA controlled Victoria International Airport Class C control zone. Refer to the NAV DRONE approval for current contact information.

Controlled Airspace – Fly-away -				
Location	Name, Class Type	Based at	Other	Contact Info
Site	Victoria Class C Control Zone	SFC to 3000AAE		Per NAV CANADA approval notice OR Victoria ATC Tower Emergency Number 250-655-2866

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 othe 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.

2. 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

This site is in the Victoria International Airport Controlled Airspace (CYYJ Class C Control Zone). In the event of a conflict between this document and any stipulations or conditions contained in any NAV CANADA approval, NAV CANADA requirements shall prevail. However, **NAV CANADA does not have authority** to remove, reduce, revise or revoke the MAAC Transport Canada Manufacturer Declaration requirements, or the MAAC technical specifications. Please contact MAAC national office immediately if a NAV CANADA representative attempts otherwise.

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 **MAAC minimum requirements** for members to operate an RPAS above 400' at this site.

Airspace Assessment

Regardless of altitude, no member may operate an RPAS without NAV CANADA written approval. NAV CANADA may add other conditions, and such will be listed in the individual NAV DRONE permissions. Members are required to comply with all NAV CANADA requirements.

1. Subject to NAV CANADA approval, the maximum permissible RPAS altitude **MAAC can approve is 1700' AGL (above ground level).**

Sufficient Communication requirements

There are no aerodromes within 3nm of this site. This site is located immediately adjacent to a published VFR arrival and departure route (CORDOVA BAY). **Unless NAV CANADA specifies otherwise**, assessment of the normally expected traffic patterns yields the following:

1. Prior to commencing RPAS operations above 400'agl:
   a. The VO shall be briefed on the current Victoria Intl VFR Terminal Procedures Chart (VTPC)
   b. The VO, or other responsible and qualified adult (has a ROC-A) shall be briefed on acceptable MAAC VHF communication etiquette (see attached)
2. While operating RPA above 400', the VO or other nearby responsible and qualified adult (ROC-A) **shall:**
   a. Monitor Victoria ATC Inner Tower frequency 119.7 and
   b. Pay closer attention to aircraft arriving or departing via "CORDOVA BAY", or those aircraft who indicate they are transiting the zone via "highway 17" or "Patricia Bay Highway"
   c. **Not transmit on ATC frequencies unless clearly instructed to do so by ATC**

Visual Observer (VO) assessment

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

1. At least one VO shall be positioned near the flight line, within earshot at normal conversational voice levels. If need be, equip the VO with a noise-making device to supplement any aircraft warnings.
2. The VO shall be equipped with any required aviation communication devices, such as VHF radios, cell phones or other devices.
3. The VO shall be equipped with any support equipment determined by the club to be relative to the duration of duties, such as water, a chair, or shade from the sun provided it does not interfere with VO duties.
4. 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.

The Club/site/event shall:

1. Ensure a copy of these rules, in their entirety are available to all RPAS pilots at the site.
2. 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. **Obtain NAV CANADA approval** for all operations above 400'agl and keep such approval on site while operating the RPA.
2. **Only** operate an RPAS registered, declared and meeting the MAAC Manufacturer Declaration requirements. Other manufacturer's declarations are **not** transferable to this policy.
3. 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.
4. 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.
5. Ensure a recent site survey and NOTAM check have been completed,
6. Ensure any crew declare themselves as properly trained in accordance MAAC policy. Verbal confirmation is sufficient.
7. 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.
8. 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.
9. 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

Controlled Airspace VHF Communication Guide:

Unless NAV CANADA/Controlling Agency specifies otherwise, members will adhere to the following:

1. ATC frequencies are for full scale aviation, do not speak unless spoken to or as required to do so as per NAV Canada approval.
2. The reason for VHF communication capability is to assist in flight safety. In all instances where VHF communications are confusing or unclear pilots should descend and land immediately.
3. MAAC Sites and operators DO NOT have the authority to issue instructions advice or guidance to any other party using ATC frequencies.
4. Do identify yourself on the start of all calls, MAAC recommends you use the following name, unless NAV CANADA specifies otherwise.

"MAAC Mitchell Airpark drone ops"

5. If you encounter any problems, please contact your Zone Director.

RPAS Operations Above 25kg - Not approved

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

RPAS Pilot In Command

General site rules
This site is in controlled airspace, MAAC does not allow more than one-on-one direct supervision. 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. The RPIC may or may not provide hands-on "instruction" to any student at their discretion.
2. The RPIC shall be positioned and remain within earshot, at a normal conversational level, of the student while the RPA is airborne.

   a. Conversely, regardless of physical pilot stations arrangements, RPIC shall not occur unless the student is within earshot of the RPIC.
3. The site shall ban or otherwise prohibit all extraneous noise to ensure a solid verbal communication ability between RPIC and students.

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, **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.

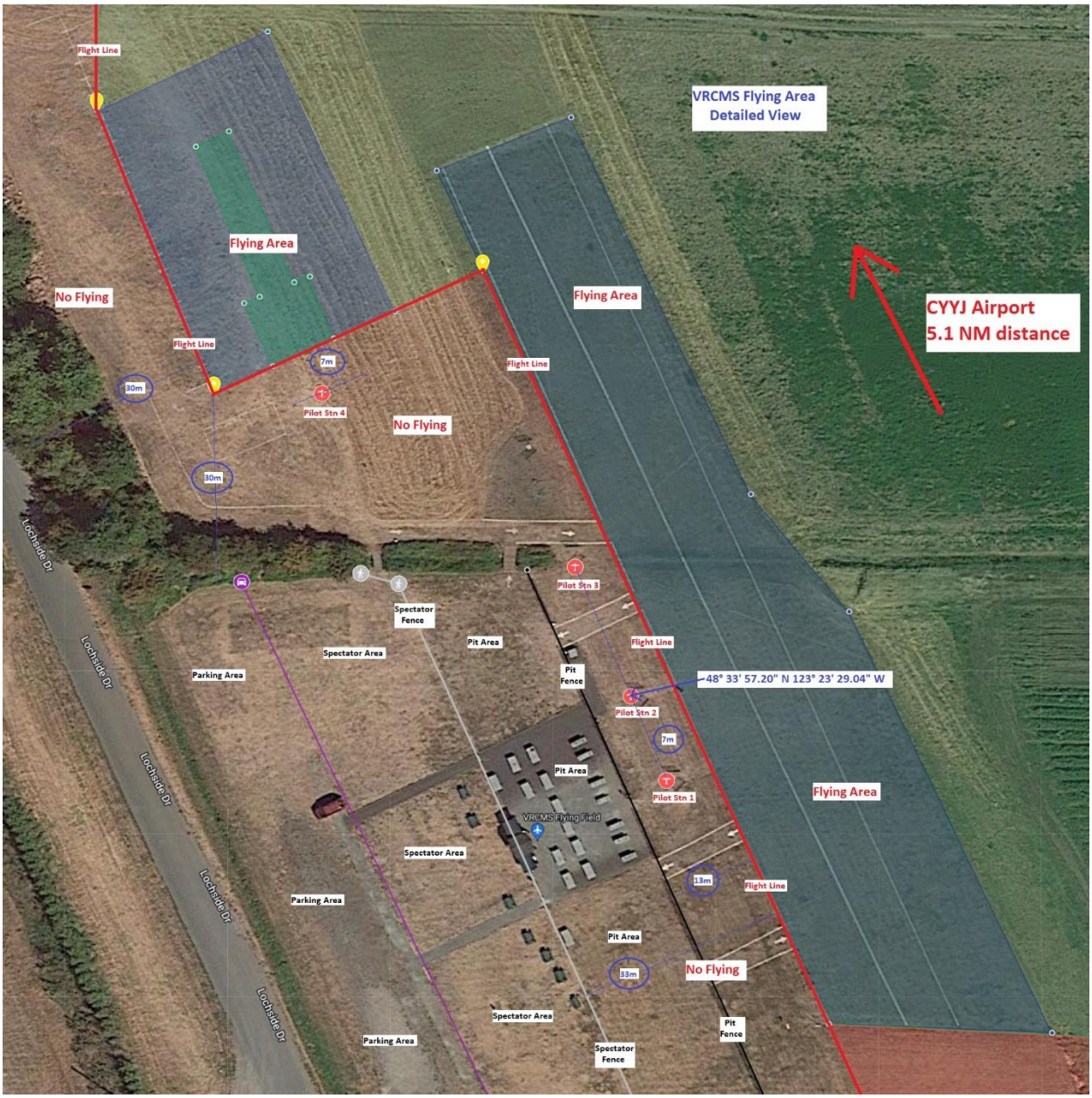
1. The club/event organizers shall:
   a. Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
   b. Ensure the site meets all MAAC event organizational and logistic requirements 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.

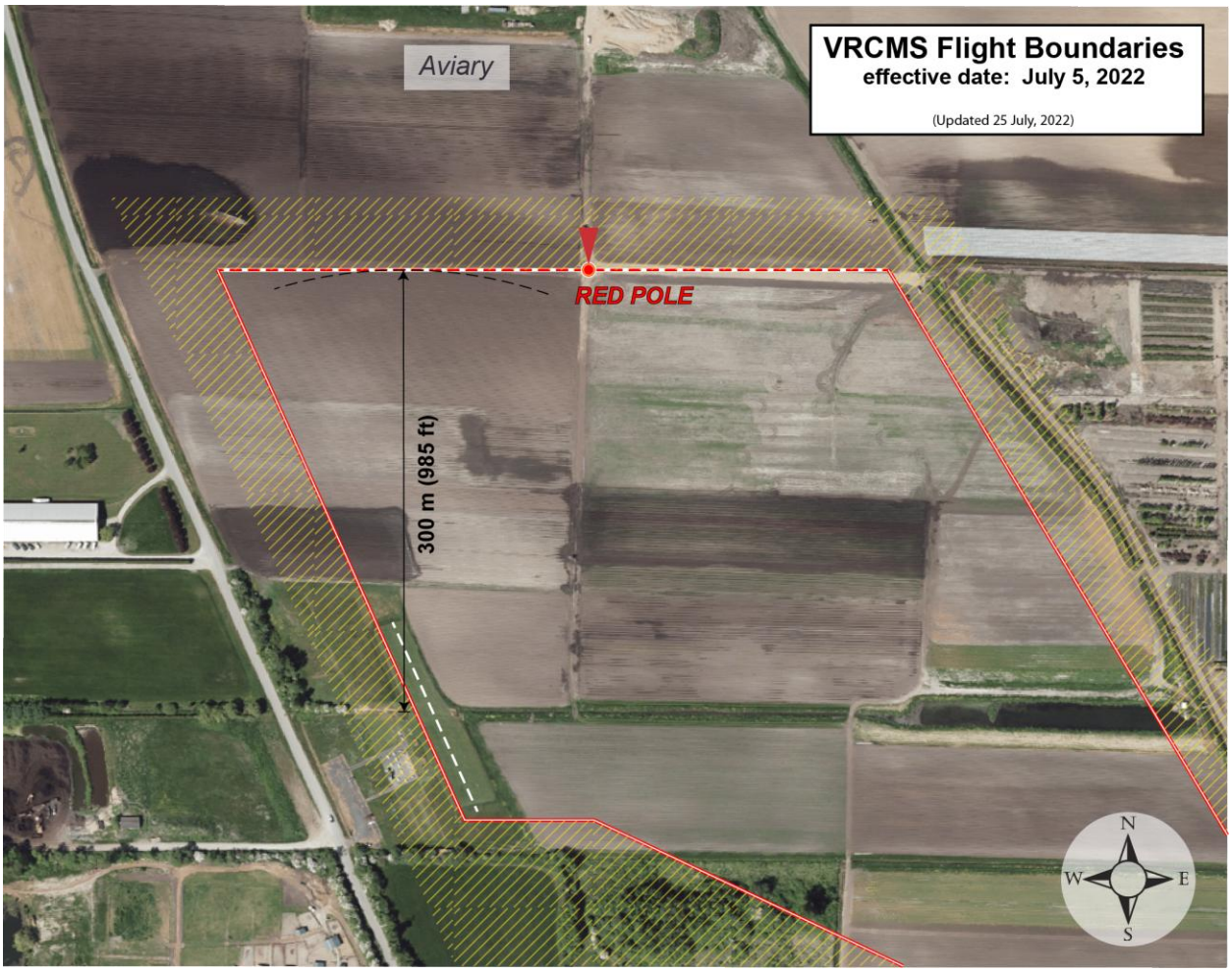
d. Ensure all attending modellers/RPAS pilot are **current MAAC members**.
e. Take reasonable steps to ensure all attending modellers pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).

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.

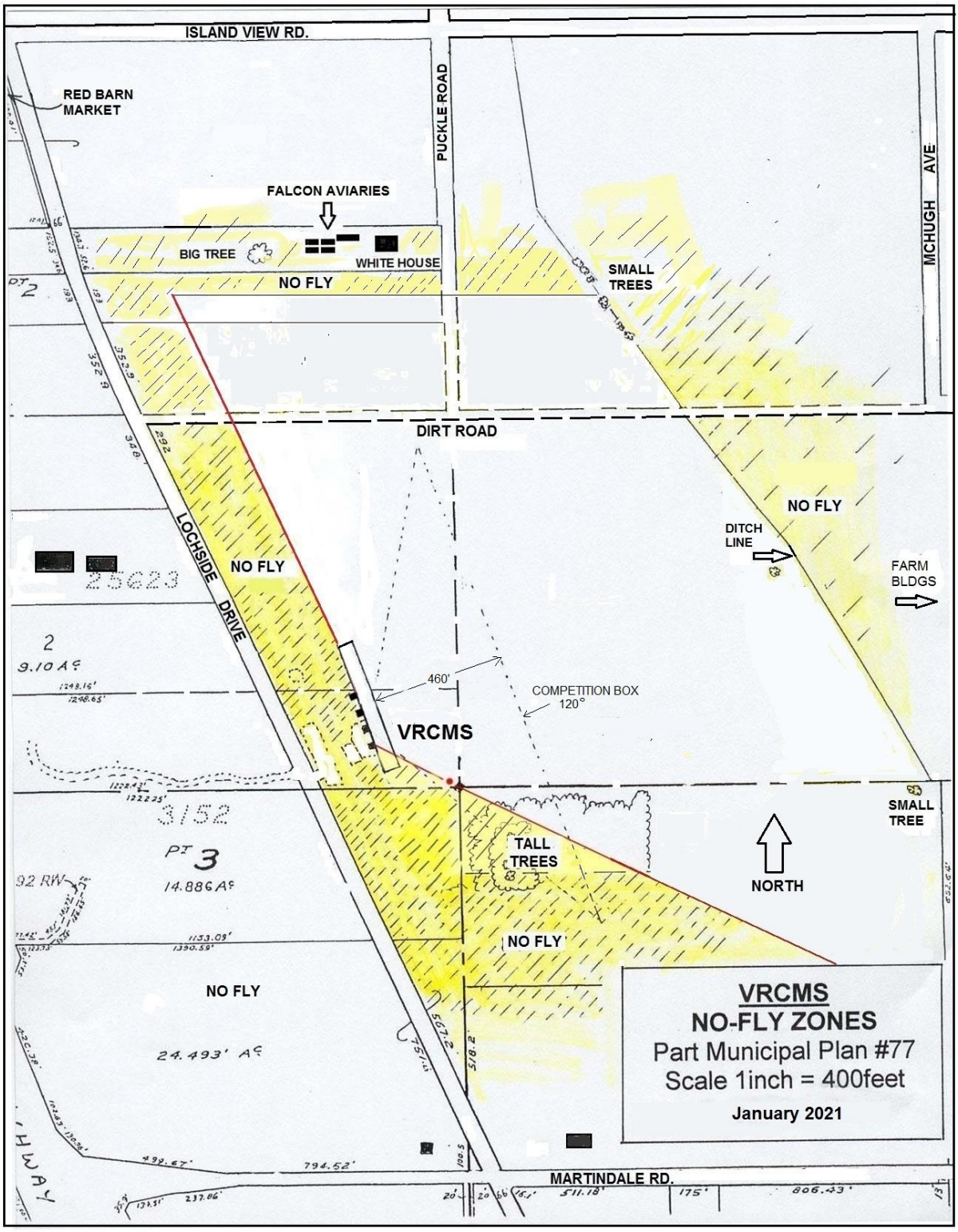
3. Any member attending an event shall
   a. Comply with all CAR, SFOC, MAAC and club/event rules as required.
   b. Not operate a model or RPAS unless they attend or obtain a pilot briefing.

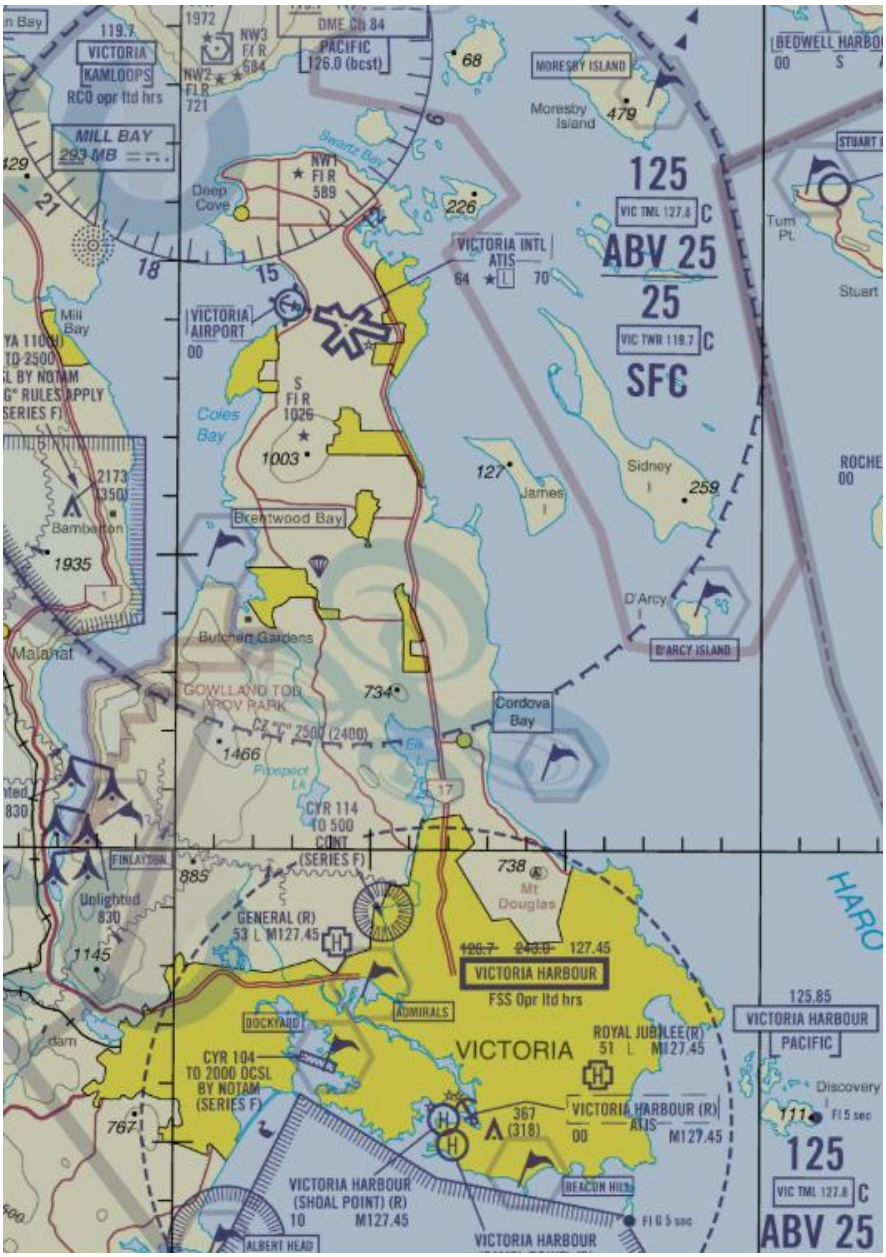
Diagrams/maps




VRCMS Flight Boundaries
effective date: July 5, 2022
(Updated 25 July, 2022)
Aviary
RED POLE
300 m (985 ft)
N
W
E
S


No Flying
535 meters
48° 34' 10.20" N 123° 23' 37.71" W
Seasonal Northern Flying Area
VRCMS Flying Area Overview
48° 34' 10.23" N 123° 23' 11.54" W
No Flying
No Flying
Year Round Flying Area
685 meters
48° 33' 57.20" N 123° 23' 29.04" W
No Flying
CYYJ Airport
5.1 NM distance
870 meters
No Flying
No Flying
Special Events Southern Flying Area
48° 33' 44.71" N 123° 23' 20.00" W
48° 33' 44.67" N 123° 22' 52.17" W
570 meters
No Flying


ISLAND VIEW RD.
RED BARN MARKET
PUCKLE ROAD
MCHUGH AVE
FALCON AVIARIES
BIG TREE
WHITE HOUSE
NO FLY
SMALL TREES
DIRT ROAD
LOCHSIDE DRIVE
NO FLY
DITCH LINE
NO FLY
FARM BLDGS
25623
2
9.10 Ac
460'
COMPETITION BOX
120°
VRCMS
SMALL TREE
3152
PT 3
14.886 Ac
TALL TREES
NORTH
NO FLY
NO FLY
24.493' Ac
VRCMS
NO-FLY ZONES
Part Municipal Plan #77
Scale 1inch = 400feet
January 2021
HWAY
MARTINDALE RD.


VICTORIA
KAMLOOPS
RCO opr ltd hrs
MILL BAY
293 MB
PACIFIC
126.0 (bcst)
MORESBY ISLAND
Moresby Island
125
VIC TML 127.8 C
ABV 25
25
VIC TWR 119.7 C
SFC
VICTORIA INTL
ATIS
VICTORIA AIRPORT
Mill Bay
Coles Bay
Brentwood Bay
Bamberton
Butchart Gardens
Malahat
Sidney
James
D'Arcy
D'ARCY ISLAND
Cordova Bay
GOWLLAND TOD PROV PARK
CYR 114
TO 500
CONT
(SERIES F)
Mt Douglas
GENERAL (R)
53 L M127.45
VICTORIA HARBOUR
FSS Opr ltd hrs
ADMIRALS
DOCKYARD
VICTORIA
ROYAL JUBILEE (R)
51 L M127.45
CYR 104
TO 2000 DCSL
BY NOTAM
(SERIES F)
VICTORIA HARBOUR (R)
ATIS
M127.45
VICTORIA HARBOUR
(SHOAL POINT) (R)
10 M127.45
BEACON HILL
ALBERT HEAD
Discovery
Fl 5 sec
125.85
VICTORIA HARBOUR
PACIFIC

VICTORIA	ATIS	CLNC DEL	GND	TWR (INNER)	TWR (OUTER)	TML	
	118.8 (O/T LWIS WIND & ALTIMETER) 118.8	126.4	121.9	119.7	119.1	127.8	
				O/T RAAS 119.7 (MF 7 NM) (KAMLOOPS FSS)			

ARRIVAL PROCEDURES

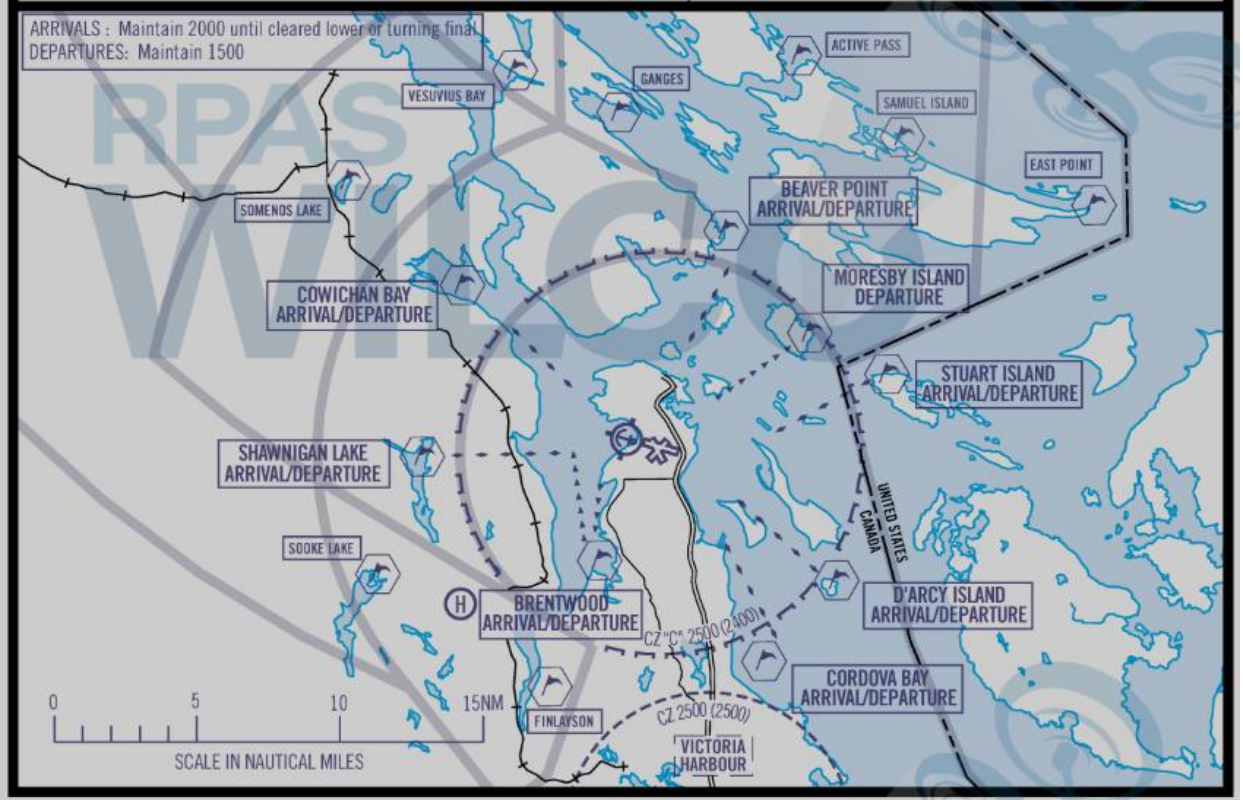
- Initial contact 119.1;
- Fly the assigned arrival route;
- Maintain 2000 until cleared lower or turning final;
- Contact 119.7 at the arrival check point for landing instructions;
- If unable contact on 119.7 at the check point, maintain 2000 and proceed to final approach

- Procedure not authorized outside of Tower hours of operation.

DEPARTURE PROCEDURES

- Fly direct to the assigned departure check point;
- Maintain 1500;
- Contact 119.1 leaving 1000.

- Procedure not authorized outside of Tower hours of operation.



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!