MAAC OUTDOOR FIELD SITE RULES
Winnipeg Radio Control Club Inc. (WRCC)

MAAC Approved June 10, 2026

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: Winnipeg Radio Control Club (#69, Zone D)

Location: WRCC Main Field Wheels
115 Ed Spencer Drive, Winnipeg, Manitoba R2N 4G3

Pilot Stations Coordinates: 49° 47' 40.3"N, 97° 05' 38.7"W
(49.794444, -97.093889)

Contacts: Brian Korchinski, MAAC # 35260-L , Club President
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Phone: 1-306-514-0839

Conditions for Use - All persons using this modelling site must:

1. be MAAC members in good standing.
2. be members of WRCC, or an invited guest of WRCC 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 breifing occurs for each modeller using the site.

Site Administrative rules

1. Potential new club members may be allowed one or two “trial” flights under the direct supervision and responsibility of a qualified WRCC club member (both must be MAAC members). Only pilots who have been qualified by a WRCC approved instructor shall be allowed to fly solo.
2. Guests (including children) shall be the direct responsibility of the host/sponsoring member. The safety of guests and visitors/spectators is paramount and they are to remain in the marked spectator

area. Guests are to be escorted at all times when forward of the spectator fence, and children in particular are to be closely supervised.

3. All vehicles must park in the designated parking area. No vehicles shall access or be parked on the flying field. Under no circumstances are vehicles to be parked on the waste treatment plant paved roadways.
4. All members, guests, visitors and spectators shall be responsible for their own refuse and shall endeavor to keep the field in as clean a condition as possible. Please note that glow plugs, bolts and similar pieces of refuse can become lethal projectiles when picked up by a propeller or power lawn mower.
5. There will be no smoking, vaping or open flame sources east of the spectator fence line.
6. A washroom facility is located at the south end of the parking lot.
7. These Rules will be available to club members electronically either through email and/or saved to the clubs' website where members can obtain and review them whenever necessary.
8. Members, visitors and spectators are expected to follow all directions given by the WRCC Safety Officers. In short, if a question arises concerning a judgment, the WRCC Safety Officers' directions shall be followed and the matter may be brought up later with the WRCC executive. Our Safety Officers are working on behalf of the membership - Safety is everyone's responsibility, and everyone is expected to help out in this respect.
9. These Rules contained herein will be reviewed and updated by the Club Executive on a regular basis, and when new regulations and/or requirements are implemented.

Site/event emergency response requirements

In the event of an emergency, call 9-1-1, or City of Winnipeg Police Non-Emergency at 204-986-6222. The address to be provided to first responders is:

115 Ed Spencer Drive

accessible from Seniuk Road running parallel to the South Perimeter Highway. Seniuk Road intersects with St. Mary's Road just past the South Perimeter Highway.

1. First Aid Kit is located in the locked metal box on the north side of the sunshade.

2. Red Sand pails are located by the set up tables in case of battery fires. If there is a battery fire, pour sand from one of the pails onto the battery fire until it is completely covered and the fire is being extinguished.

3. If a downed model starts a fire in the grass or the surrounding field, call 9-1-1 immediately for fire service and clear the hazardous area of people and objects**.**

4. A fire extinguisher, sufficient for the type of model(s) being flown, is the responsibility of each pilot.

5. **FOR EVENTS ONLY** – a general type fire extinguisher will be provided by the club and will be located in a highly visible location at or near the sunshade. Each pilot should bring their own individual fire extinguisher for the type of model(s) they intend to fly.

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/600'AGL
Tethered (Control-Line)	3kg/.25ci	3 flying circles
Free flight	Not approved	
Space Models	<1.5kg/F engines	N/A
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	600’agl
RPAS Altitude and Weight >25kg	Not approved	
RPIC	See section below	600’agl

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements – mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements. mRPAS at advertised events must comply with the MAAC Event SFOC.
2. RPAS CAR requirements - There are no special CAR restrictions on RPAS models operated under 400'agl. All RPAS operated over must conform to the MAAC Manufacturer Declaration/Safety Assurance provision.
3. Club/Site/Event requirements - All models being flown shall conform to regulations governing safety and noise emission.
    a. All internal combustion model engines must have attached an effective silencing device (muffler). Internal combustion engine powered model aircraft (including helicopters) shall be operated only between the hours of 10:00 a.m. and 9:00 p.m and with a 90 decibel (slow C-weighting) maximum noise level measured as described below.
    b. Electric powered aircraft may be operated outside these hours but must comply with an 80 decibel maximum noise level measured as described below.
    c. The standard of acceptable noise level for operation at the field will be measured at (7) meters from the model, with the engine/motor set at full throttle.
4. MAAC Add-on requirements – RPAS operated over 400’agl must comply with the MAAC/SFOC RPAS requirements listed in the add on section. 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 CAR900.06 and part VI of the CAR. Except for Advertised Events, **there are no MAAC or CAR age restrictions on mRPAS flight**.
2. All RPAS pilots using this site must have **BASIC RPAS certification.**
3. Club/Site requirements - Only pilots who have been qualified, either by completing the WINGS program and/or by a check flight by a WRCC approved instructor shall be allowed to fly solo.
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

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not require crew at this site.
2. RPAS CAR requirements - The VO may be any responsible person who has been briefed on the site procedures. A Visual Observer and spotter are mandatory for events. The spotter is positioned at each pilot station where a flight is being conducted from. One visual observer shall be located near the flight line per the rules below.
3. Club/Site requirements - Helpers/spotters can be used by any pilot at any time at their discretion.
4. MAAC Add-0n Requirements - RPAS Pilots operating over 400'agl or RPAS over 25kg must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document.

Crew Rules

Visual Observers

1. Visual observers (VO) are mandatory for RPAS operations in controlled airspace, above 400'agl, RPAS events open to the public or where specified by MAAC. However, the use of visual observers to alert pilots to presence to full sized air traffic is strongly encouraged. When required at this site, no member shall operate an RPAS unless:
   a. A visual observer(s) is present who has been briefed or trained on any site/event procedures upon spotting a potential conflict with full-scale aircraft.
   b. A minimum of one visual observer per flight line is required.
   c. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.
   d. Position the VO where they have unobstructed sight lines – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have a reasonable communication ability with all pilots/modellers.
   e. Use visual aids as required – sunglasses, wide brim hats, sunshades, binoculars or similar. If positioned far from pilot stations, provide suitable notification means such as air horns, lights, radios etc.
   f. While operating RPA above 400', the VO or other non-flying person shall monitor the CYWG Terminal 121.0 or CYWG Tower 118.3 or VFR enroute 126.7 for traffic advisories. If radio monitoring is not possible, all flying above 400' shall cease until radio monitoring resumes.

2. Per CAR (901.23(vii)) each site must have rules to ensure a clear full-scale detection and avoidance command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:

    a. **MAAC models/RPA shall give way/get out of the way of full-scale aircraft in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.**
    b. Upon spotting/hearing or being advised (ATC or otherwise) of any airplane that might pose a hazard with modeling activities, the VO or any other person on site, shall yell in a loud clear voice "AIRPLANE". **If in doubt, issue the warning.**
    c. Upon hearing this command, all pilots shall descend to as low as altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
    d. **Lateral deconfliction maneuvers are prohibited above 60'AGL.** Descending to 60'agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
    e. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice "ALL CLEAR".
    f. If any "official person" such as a peace officer, ATC or their delegate, has given a stop flying order, guidance or similar, all model flying **shall** stop immediately and shall not resume until permission to do so is obtained from person or body that issued the stop flying order.
    g. Thereafter modeling activities may resume as normal.

Program Director, Air Boss, ATC Coordinator

Uncontrolled Airspace – This site is in uncontrolled airspace – a Program Director or an Air Boss is not required

RPIC – RPAS Pilot in command

These are the options for any MAAC member to provide RPAS Pilot in Command (RPIC) direct supervision to another person at this site. **THESE RULES ARE SPECIFIC TO THIS SITE.**

1. **Basic RPAS Certificate Holder - Direct Supervision options** – any MAAC member with a current and valid Basic RPAS certificate may perform RPIC duties as follows:
    a. supervise a **single** non-certificate holder at a Basic site
    b. Shall not supervise a group of other people regardless of any certificates.
    c. Shall not supervise any other member in any "advanced scenario".

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 **any site** or Basic scenario,
    b. supervise up to 5 "Basic" Certificate holders in **uncontrolled airspace** advanced 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** non-certificate holder at any Basic site,
    b. supervise up to 5 Basic Certificate holders in **uncontrolled airspace** advanced scenario.

    Notes:

c. PPL+ only holders may not independently operate an RPAS in basic or advanced scenarios unless supervised by an appropriately rated RPAS Certificate holder
d. If the PPL+ has a valid and current RPAS operators certificate, then the higher of either provisions apply.

4. **RPAS Flight Reviewer – Direct Supervision options** – any MAAC member with a current and valid Flight reviewer Certification may perform all the duties of an Advanced RPAS Certificate holder. RPIC does not affect the Transport Canada flight reviewer program or CAR regulations associated with it.

NOTE - While able to provide direct supervision (only), RPIC members cannot operate an RPAS on their own, unless meeting the CAR RPAS Pilot certification level (Basic or Advanced). Meaning a member with a PPL **only** cannot legally fly an RPAS in Canada, unless supervised by a Basic or Advanced RPAS Certificate holder. Equally, two PPL holders do not equal one RPAS Certificate holder and cannot supervise one another – one of them must have a valid RPAS certificate for the airspace/scenario being conducted.

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

Instructors/Demo flights
Introductory flights to prospective new club members who are not yet members of MAAC be conducted by a designated flight instructor of the club provided that the flights are conducted in accordance with the MAAC Safety Code and that a buddy box system is used. Non MAAC members participating in such flights under the above conditions are covered by the MAAC Insurance Policy.

Spotters
Helpers/spotters can be used by any pilot at any time at their discretion.

FOR EVENTS ONLY – it is mandatory to have a spotter at each pilot station where a flight is being conducted from

Airspace requirements or permissions

This site is in uncontrolled Class G airspace.

The nearest controlled airspace vertically is Class E Winnipeg Transition Area starting at 700'agl.

The nearest controlled airspace laterally is James Armstrong Richardson Intl aerodrome (CYWG) Class C Control zone (SFC-3000') located 1.94nm northwest.

Site Elevation: 229m/751'ASL

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.

Nearby aerodromes nearby include:
1. Lyncrest Aerodrome (CJL5) uncontrolled – 5.8nm North East

2. Winnipeg (City of Winnipeg) Heliport (CWG2) – 6.34nm North
3. Winnipeg (Health Sciences Centre) Heliport (CWH7) – 7.0nm North
4. James Armstrong Richardson Intl Aerodrome, DND (CYWG) – 8.94nm North West

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 print a current copy of the site survey from the MAAC database under your club profile as per the schedule below.

2026	2027	2028
22-Jan-26	18-Feb-27	20-Jan-28
19-Mar-26	15-Apr-27	16-Mar-28
14-May-26	10-Jun-27	11-May-28
09-Jul-26	05-Aug-27	06-Jul-28
03-Sep-26	30-Sep-27	31-Aug-28
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 to be obtained using CYWG aviation weather (available on the NAV CANADA portal or RPAS Wilco):
   a. no cloud ceiling (BKN or OVC) present less than 1000’ agl (OVC 010 or BKN 010), and
   b. the RPA will be able to remain 500’ vertically and 1 sm (statute mile) horizontally clear of any cloud, and
   c. a horizontal visibility of 3sm (5km) or more around the flying area exists, and
   d. no other local obscuring conditions (fog, smoke, haze etc.) exist which could make spotting full-scale aircraft difficult.

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 unless it is brightly lit, weighs less than 25kg, and remains below 400'agl. Members shall use the Winnipeg weather channel time to determine legal night.

5. There is no maximum limit on the number of airborne RPAS permitted, provided all pilots agree to any additional airborne RPAS that exceed available pilot stations, and those pilots stand near the pilots stations. 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. 15m flight line to pilot stations, 25m flight line to pits, 40m flight line to spectator and parking area.
   b. Refer to the **Diagrams/Maps** section near the end of this document for the **Tethered Circles Flying Diagram** showing the flight (safety) line, the "no spectators" area, the spectator line and parking area.

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 All models, including electric powered models, will be restrained before being tested, armed or started in the designated startup areas Pre-flight assembly and daily testing requirements:
   a. All model components must be inspected to ensure they are in working order and ready for safe flying operation.
   b. All pilots must perform a range check to verify components are working properly and that fail-safe setting are active.
   c. Pilots using 72 MHz radios must do the following:
      i. All 72 MHz radios must be narrow band. Only RC aircraft frequencies, as approved by the D.O.C. may be used. Permitted Tx frequencies are listed in the MAAC Safety Code.
      ii. 72 MHz Frequency control procedures shall be in effect. Members are required to provide their own frequency pins indicating the frequency in use. Unpin from the frequency board when not flying. Pins are not to be left on top of the board, as this normally indicates someone that is awaiting a frequency to become available. Pins abandoned on the board are to be put in the frequency board lock box.
      iii. The maximum recommended time pins are to be left on the frequency board is 15 minutes, particularly when another member, present at the field, is sharing the same frequency.

9. All models, including electric powered models, will be restrained before being tested, armed or started in the designated startup areas. All planes must be started in either of the two designated starting areas at the north and south ends of the pit area.
   a. Plane restraints must be used; either a tail fork, a person holding the plane, or using a start table. A wing up against a field box is not considered proper restraint.

b. Observe proper field etiquette by avoiding the positioning of your aircraft in such a way that the prop wash or exhaust blows onto other members' aircraft, or otherwise poses a hazard or problem.
c. Propeller driven planes are to be started facing towards the runway/away from the spectator area.
d. Electric powered planes are to be armed facing towards the runway/away from the spectator area.
e. Jet aircraft must be started with the exhaust facing away from the spectator area.
f. Refrain from running engines at full throttle for extended periods in the pit area – if necessary take your plane to the engine test area at the north end of the field.

10. Refer to the Diagrams/Maps section near the end of this document for the Site Flying Diagram showing the flying area length and depth, and showing the no-fly zones, a depiction of the flight line and runway.
    a. WRCC allows tethered operations on the same flying area. Refer to the **Diagrams/Maps** section near the end of this document for the **Tethered Circles Flying Diagram** showing the flying circle areas, flight (safety) line**.**

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. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
    c. All flying and landings are to be done while the pilot remains at a pilot station.
    d. Aircraft shall not be brought to the flight line by passing between or near the pilot stations. Every effort must be made to keep running aircraft away from the pilots at the pilot stations.
    e. There will be no free taxiing behind the pilot stations and the flight line, except from the start areas directly to the flight line.
    f. Aircraft may be either carried or taxied from the start areas/tables to the flight line. The model may also be taken directly to the ends of the runway or with permission of pilots at the pilot stations, to the edge of the flight line in front of the start areas/tables.
    g. To avoid placing any transmitters between pilots and their airborne models. Pilots ready to take off should never proceed to any pilot station by walking in front of the occupied pilot stations. Only proceed to an available pilot station by walking around and approach from behind the pilot stations
    h. All flying will be done to the East (far side) of the North-South runway. Pilots are encouraged to fly parallel to the runway. The 'flight line' is a line extending to infinity, parallel to and on the inner edge of the runway. There will be NO FLYING west (on the pilots' side) of the flight line under ANY CIRCUMSTANCES. Do not fly near the highway or service road. This rule may be modified under special circumstances (e.g. pylon racing events). However, it should be recognized that it is a hazardous condition when any aircraft is allowed to pass between the pilot and the pit area.
    i. Upon landing, pilots may taxi their planes off the west side of the runway, no nearer than 15m from the end of either the north-edge or south-edge of the runway pavement, depending on the landing direction and at an angle <u>away</u> from the starting tables.
    j. No person shall proceed to the flightline in front of the pilot stations without permission of other pilots at pilot stations.
    k. The recovery of landed models in the flying area shall not be done without the agreement of all pilots occupying the pilot stations. This includes landed planes that have stopped while still on

the runway and not taxied off under their own power. No other models may take-off until any downed models are recovered. No flying directly over the recovery crew.

l. When retrieving aircraft, the transmitter (Tx)must stay inside the flying field. The Tx shall not be taken to the aircraft (for retrieval outside field limits) and it is recommended that the Tx be left at the pilot station. Two people maximum are allowed in the farmer's crop to retrieve aircraft (to minimize crop damage).
m. Pilots shall not stand on the surface of the active runway at any time. It should not be necessary to or cross the active runway or flight path except when taking off, or for the retrieval of downed aircraft.
n. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.

12. Helicopter Specific Field Rules. All helicopter pilots shall follow all rules addressed to the fixed wing aircraft and are entitled to all fixed wing privileges.
    a. No hovering behind the flight line.
    b. Keep hovering to a minimum when the runway is in use.
    c. Hovering only flights or set-up flights are to be done in the hovering area, which is on the runway or on the grass area east of the runway.

Non-RPAS Normal Modeling procedures

Tethered model operations

General safety rules

Tethered model operations will not take place concurrently with any other model operations actively taking place at the site. For demonstration purposes and during events, all other model activities will be suspended during the tethered model demonstration.

1. The flying area/circle edge will be clearly marked as shown in the **Tethered Circles Flying Diagram** in the **Diagrams/Maps** section near the end of this document. There can be three flying circles each measuring approximately 21m in diameter with a 3m buffer outer zone.
2. All tethered/control line flying will be done to the East (far side) of the North-South runway. The 'flight line' is a line extending to infinity, parallel to and on the inner edge of the runway. There will be NO FLYING west of the flight line under ANY CIRCUMSTANCES.
3. Should any non-flying person (spotter) observe a person moving towards the circle they will move towards the individual while raising their hand and yelling - **STOP!** - repeatedly until the person has stopped. The spotter will counsel the person as to where it is safe to stand. Understand some people may not speak English.
    a. The pilot will upon hearing - STOP! - will climb the model to a 30-degree high level flight altitude immediately and monitor the situation until it is resolved by the spotter.
    b. If the person continues their approach, the spotter SHALL continue to try to establish communications/visually warn with the individual. The pilot SHALL continue high level flight at 30 degrees and evaluate the situation.
    c. There must NEVER be any potential for contact between a tethered flying model and a person regardless of reason. If required, you are expected to intentionally crash your model to avoid any risk for a bystander.
    d. If the pilot can walk with model over to another area they should do so, or as a last resort ground the model.

4. In all cases the pilot shall take all actions to prevent contact between a flying model and a person regardless of reason.

Member safety

1. All pre-flight inspections or assembly shall be done in a designated area
2. Prior to operating a tethered model, the operator shall ensure all other members/crew/spectators are aware of the flying area/control-line circle dimensions, either verbally or with surface markings.
3. A safety thong must be used when flying a tethered model.
4. Members shall not use the control line circle if any RPAS activities are occurring, without permission of the pilots present. Conversely, RPAS pilots shall not start or make flight ready any RPAS until the control line circle has finished their current flight. Any disagreements shall be referred to the most senior site member, but in any event RPAS have priority for field use.
5. No model shall be armed or started unless it is restrained. Plane restraints must be used; either a tail fork, a person holding the plane, or using a start table.
   a. A wing up against a field box is not considered proper restraint.
   b. Observe proper field etiquette by avoiding the positioning of your aircraft in such a way that the prop wash or exhaust blows onto other members' aircraft, or otherwise poses a hazard or problem.
   c. Refrain from running engines at full throttle for extended periods in the pit area – if necessary take your plane to the engine test area at the north end of the field.
   d. Members shall ensure any control line models are restrained in a start up area prior to tuning or other powered maintenance.

<u>Space model operations</u>

1. All space model operations at this site must take place in accordance with the MAAC safety documents.
2. No space model launches will occur below the site mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:
   a. If cloud is present below 1000' above the model flying area
   b. a horizontal visibility requirement of less than 3sm around the modeling area, and
   c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft **or bystanders** difficult.
3. All members shall ensure that the launching area is clear of all obstructions and persons except for mechanics and/or officials.
4. The launch areas at this site are the same circle areas used for tethered model operations. Refer to the **Diagrams/Maps** section near the end of this document for the **Tethered Circles Flying Diagram** showing the flight (safety) line, the "no spectators" area, the spectator line and parking area. The spectator line is 25m from the yellow flight line and approximately 34m from the red flying circles.
5. No member may launch a rocket unless 10 seconds before launch and again immediately before ignition they conduct a 360-degree scan of the sky for any full-scale aircraft which may enter the rocket flight envelope during ascent or descent.
   a. If prior to launch, any member spots an approaching full-scale airplane they are to yell our "AIRPLANE" in a loud clear voice.
   b. Upon hearing this, any persons controlling the launch shall immediately render the launch system inoperative (remove launch key, remove power etc.) and stop all launch activities.

c. The involved members shall then monitor the full-scale aircraft and not resume launch activities until they are assured there is no safety risk.

6. MAAC "spotters" are mandatory at this site. The following are site procedures for ensuring by-stander safety:
   a. When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
   b. ALL members must immediately stop any launch preparations and disarm the power/launch system.
   c. If a model has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

Spectator safety
Launch sites must be roped off with hi visibility tape and/or marker pylons and rope to restrict access into the launch area and keep guests and spectators a safe distance back from the launch site. The spectator line is 25m from the yellow flight line and approximately 34m from the red flying circles. Refer to the **Diagrams/Maps** section near the end of this document for the **Tethered Circles Flying Diagram** showing the flight (safety) line, the "no spectators" area, the spectator line and parking area. The spectator line is 25m from the yellow flight line and approximately 34m from the red flying circles.

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 wholly in uncontrolled airspace. The nearest controlled airspace volume is

   a. Laterally

Nearest Controlled Airspace – Fly-away - Laterally				
Altitude	Name, Class, Type	Distance and Direction	Altitude	Contact Info
Below 400' Above 400'	CYWG Class C CZ	1.3nm NW	SFC	Winnipeg Flight Information Region(204) 983-8338 OR emerg only 204-983-6705

b. Vertically
If you experience a fly away while operating at higher altitudes (above 400'), or if the model is climbing uncontrollably and in the pilot in command's judgement may enter overlying or adjacent controlled airspace, contact the listed agency above as soon as possible.

Nearest Controlled Airspace – Fly-away - Vertically				
Location	Name, Class Type	Based at	Other	Contact Info
Over site	Winnipeg, MB TA Class E and Winnipeg MB b) CAE Class E	700'AGL		Winnipeg Flight Information Region(204) 983-8338 OR emerg only 204-983-6705

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 Operations Above 400'AGL

MAAC has conducted an airspace and site review per the SFOC SORA (specific operations risk assessment) and determined the following requirements for members to operate an RPAS above 400' at this site.

Airspace Assessment

There is one controlled airspace volume (based at the SFC or starting higher) within 1.3nm Northwest of this site (Winnipeg CYWG Class C control zone (CZ)) and controlled airspace vertically over this site is based at 700'AGL (CYWG Class E transition area (TA)).

1. RPA are required to remain 500' below the base of any overlying controlled airspace, and 2nm laterally clear of any controlled airspace volume. However, MAAC may authorize reductions in certain circumstances therefore **the highest altitude MAAC can approve is 600' AGL (above ground level).**

Sufficient Communication requirements

There are no aerodromes within 3nm of this site. There are protected airspace volumes, depicted air routes, or commonly used tracks near this site that require communication capabilities, notably this site is located directly under the approach path to Winnipeg Runway 31. Assessment of the normally expected traffic patterns yields the following:

1. Prior to commencing RPAS operations above 400'agl, there shall be a functioning VHF communication device capable of monitoring the following VHF frequencies
   a. Winnipeg Tower on 118.0mhz
   b. Winnipeg VFR advisory on 121.0mhz or
   c. VFR Enroute monitoring on 126.7mhz
2. While operating RPA above 400', the VO or other responsible person **shall monitor** those frequencies, paying particular attention to the listed VFR reporting points, or indications that aircraft may be transiting south of CYWG near the modeling site. in the event radio monitoring is no longer possible, all RPA flight above 400 shall cease and not resume until monitoring resumes.
3. VFR reporting points to monitor for are as follows:
   a. CABOT
   b. STARBUCK
   c. BRUNKILD
   d. STE. AGATHE
   e. LORETTE

If the winds are out of the northwest, be prepared to see increased traffic using Runway 31 at Winnipeg.

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 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.
3. Non-essential ambient noise shall be kept to an absolute minimum (generators, music, etc)

4. As the MAAC approved altitude flying area is within 2nm laterally or 500' vertically of adjacent controlled airspace, the VO cannot assume any other roles.

The Club/site/event shall:

1. Ensure a copy of the MAAC SFOC #25-26-00044088 and SFOC application form 930433 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 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,
      i. Each RPA Owner is responsible to construct a simple Operator Manual for each RPA operating above 400'. It is highly recommended to append this manual to the RPA logbook.
   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 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 responsible persons of any issue that prevents them from meeting their obligations.

The RPA shall be equipped with

1. Functional "fail- safe" type device(s) or design per the MAAC manufacture declaration.
2. Anti-collision beacon/light(s) per MAAC policy,
3. Sufficient fuel/energy to complete the intended flight duration, plus 25% at the minimum throttle setting sufficient for controlled level flight, and includes a MAAC required minimum reserve to enable one balked landing/missed approach and circuit back to a successful landing. Fuel/energy

spent taxiing to the pits or any shut down procedures thereafter does not count in these calculations. Non-powered RPA (gliders) must have sufficient receiver battery power for the flight plus reserves as noted above, excluding a balked landing attempt.

MAAC Declared minimum fuel/energy guidelines 25%		
Intended flight duration	Required reserve (@25%)	Total Fuel/energy required
15 mins	3.75 mins	18.75 mins
10 mins	2.5 mins	12.5 mins
6 mins	1.5 mins	7.5 mins
5 mins	1.25 mins	6.25 mins
3 mins	45 seconds	3 mins 45 seconds

RPAS Operations Above 25kg - not approved

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

RPAS Pilot In Command

General site rules – More than one-to-one Direct Supervision
At "advanced scenario" sites in **uncontrolled airspace only**, MAAC allows more than one-on-one direct supervision provided the terms of this program are met. RPIC in this regard is not to be considered RPA instruction or how to fly – its intended to be supervised flying of **competent students** who do not possess the correct ratings or paperwork. The following constitutes the MAAC program under the MAAC Manufacturer declaration instruction provisions:

1. The primary role of the RPIC is to provide airspace regulatory compliance, safety and situational awareness. In one to five scenarios, the RPIC is not expected to provide hands-on "instruction" to each student, which is why each student must possess at least a Basic RPAS operator certificate and competent RPA piloting experience.
2. In all cases, the RPIC is the "control station" and while RPIC is being provided their decisions, directions, and commands on the flight line are final and definitive as follows:
   a. No other person, including Club or event officials, shall attempt to override or countermand a RPIC command related to the provision of the RPIC program.
   b. The RPIC, however, shall obey all cease flying orders based on decisions or directions of Site, Club or event officials.
   c. The RPIC shall obey any flight safety directions issued by other members, such as detect and avoid call outs "Airplane" and shall direct an appropriate response to all students without reservations or delay.

3. All students shall be briefed and agree the RPIC is in charge and all his decisions, commands and instructions are final and shall be complied with immediately, including up to potential destruction of the RPA (intentional crashing in a safe location/manner).
   a. Students shall not start or arm or otherwise make an RPA ready for flight unless directed by the RPIC.
   b. No student shall move an RPA from any designated start up area until directed to by the RPIC. The intent being an orderly "launching" of all models under the RPIC control.

c. No student shall take off or launch an RPIC unless permitted by the RPIC. Such permissions may be issued to all students/pilots or given individually.
d. Thereafter, once their RPA is airborne, the students shall operate their RPA independently, but under the general direction of the RPIC.
   i. RPA to RPA traffic patterns, collision avoidance and similar remain the domain of the students, unless spotters or other parties intercede.
   ii. Any commands an RPIC issue to an individual RPA shall be acknowledged by the individual pilot (student)
   iii. Any group RPIC commands shall be acknowledged by all students.
e. Students, upon hearing any flight safety directions such as "airplane" are free to comply with stipulated site responses without waiting for the RPIC to issue the command. They shall, however, confirm any such action with the RPIC as soon as possible thereafter.
f. Any student experiencing a dead stick or urgent landing situation is permitted to take whatever actions they deem appropriate to ensure the safety of their model, and the site occupants.
g. In the event of a disagreement between RPIC and students, other site officials or members, the student shall follow the RPIC directions or commands.

4. The maximum number of students to one RPIC ratio is five,
   a. all students shall possess a "Basic" RPAS operators certificate and be able to independently operate their RPA.
   b. The RPIC shall have a valid advanced/flight reviewer RPAS certificate or PPL+
   c. The type of "instructional control" system is irrelevant (buddy-box or voice command)

5. The RPIC shall be positioned and remain within earshot, at a normal conversational level, of all students while any RPA is airborne.
   a. Conversely, regardless of physical pilot stations arrangements, RPIC shall not occur unless all students are within earshot of the RPIC.
   b. Where this is not possible, additional RPIC shall be utilized or limitations placed on the number of students to remain within earshot.
6. The site shall ban or otherwise prohibit all extraneous noise to ensure a solid verbal communication ability between RPIC and students.
7. The site rules shall contain provisions mandating the operating condition for all other categories of models.

Rules for other attendees/pilots at a site where multiple students are receiving RPIC

8. IF forming part of an RPA flight line (at the pilot stations) that includes one of the maximum allotted "student" spaces (up to 5), and where there is more than one-on-one RPIC supervision be provided,
   a. Other RPA pilots agree they **shall** follow all RPIC commands related to RPA operation as if they were a student receiving direct supervision. If they do not agree, either suspend RPIC operations or do not permit individuals to operate other RPA during the time RPIC is active – this is a site responsibility.
   b. The RPIC direction will most commonly be associated with commands to descend, land or otherwise cease RPA operations because of aviation safety concerns.
      i. This rule is intended to ensure there is ultimately no confusion about who is doing what. All other active modellers must comply, so the RPIC knows the scenario is safely under control.
      ii. Other pilots may still exercise independent control authority for landings etc., provided they inform the RPIC of their intentions.

9. NO other RPA pilot may join an already active multi-student RPIC session without the permission of the RPIC.
    a. Thereafter they agree to follow the same RPIC rules as if they were there at the start of the session.

Event Approval

MAAC RPAS SAE – Event Rules

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.

ALL "MAAC Members Only" and "RPAS Special Aviation Event (SAE) Compliant" (Public) events are approved separately through the MAAC website.

It is the club's responsibility to ensure they adhere to MPPD25 (Events Rules) and comply with the information package [MAAC Outdoor Special Aviation Event (SAE) RPAS Events Package 2026] that will be provided for any SAE SFOC compliant Public Events.

It is the club's responsibility to ensure when requesting "MAAC Members Only" events that the description on the MAAC website includes 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.**

RPAS Special Aviation 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. 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.***

Operation of any RPAS over 400'AGL or over 25kg is not permitted at any public event.

The following are the normally expected process and rules for a MAAC member only 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 pilots are current MAAC members.
    e. Ensure all attending modellers pilots receive a briefing on site or event rules.

2. 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.

WRCC Event Rules – in addition to the above

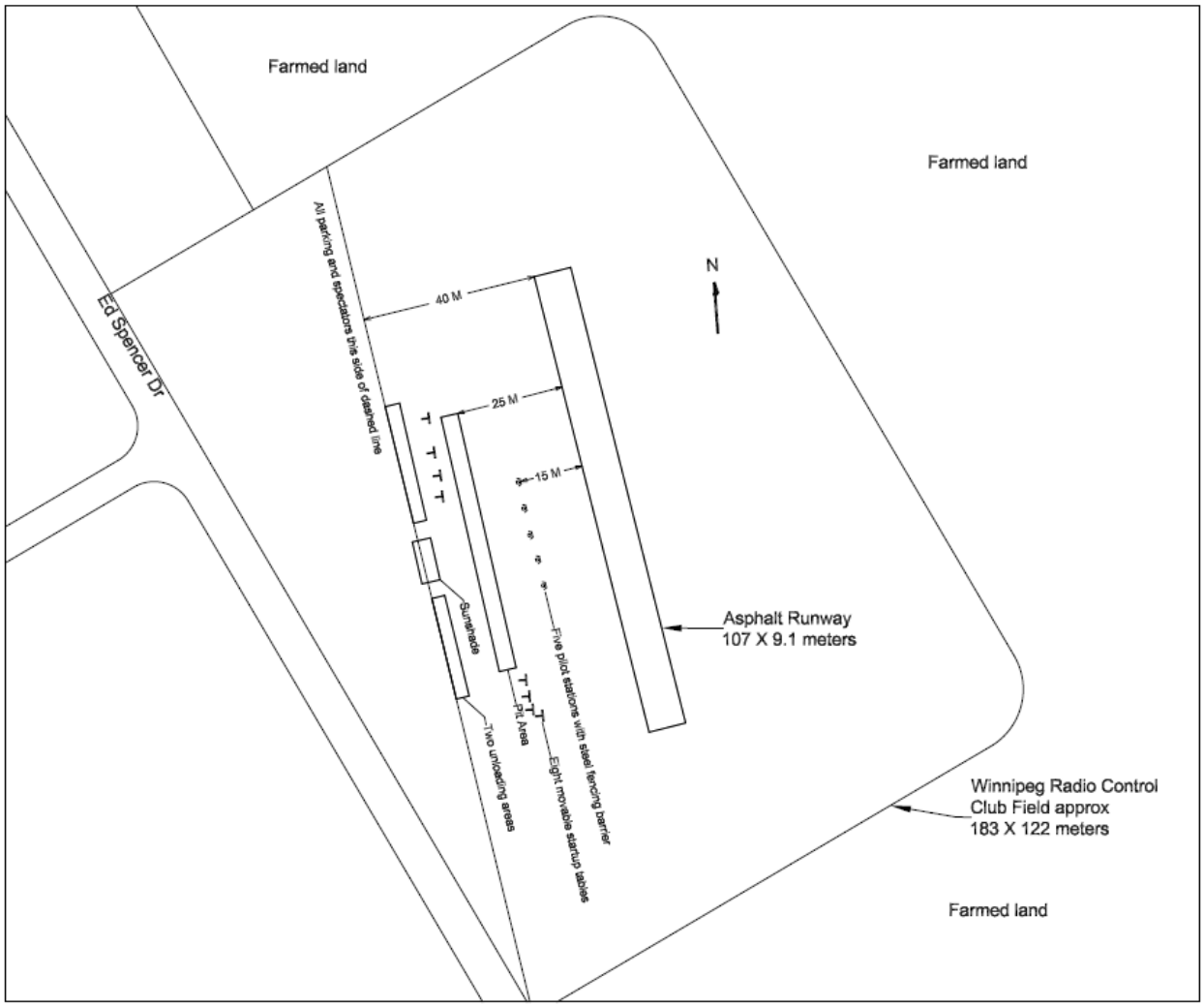
1. A general type fire extinguisher will be provided by the club and will be located in a highly visible location at or near the sunshade. Each pilot should bring their own individual fire extinguisher for the types of model(s) they intend to fly.
2. First Aid kit will be checked to ensure all items are accounted for, in good working order and placed in a visible area.
3. Visiting pilots will require sign in, MAAC registration verified and be briefed on the site rules and field details.
4. Parking and spectators will be managed and coordinated by event volunteers.
5. Washroom facility is present and may be expanded for expected crowd size.
6. Spotters are required at each pilot station where a flight is being conducted from.
7. A Visual Oberver may be used to monitor the airspace during flights.
8. Event volunteers will be briefed to keep a look out for any issues or developing issues that need to be immediate addressed. IF YOU SEE SOMETHING, SAY SOMETHING.

Foreign RPAS Pilots (US or other)

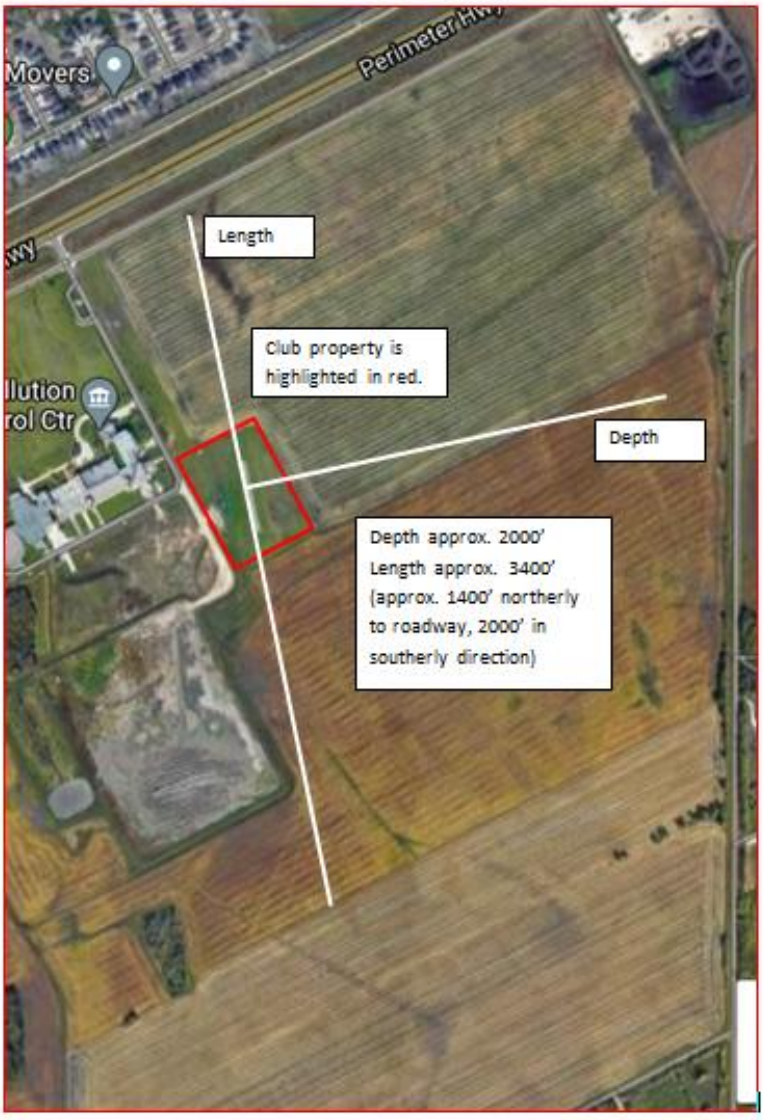
MAAC has already obtained Transport Canada approval for foreign RPAS pilots to operate RPAS at our MAAC sites and events (Policy approved July 2023). Foreign pilots must join MAAC and follow the provisions of MAAC policy (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Diagrams/maps

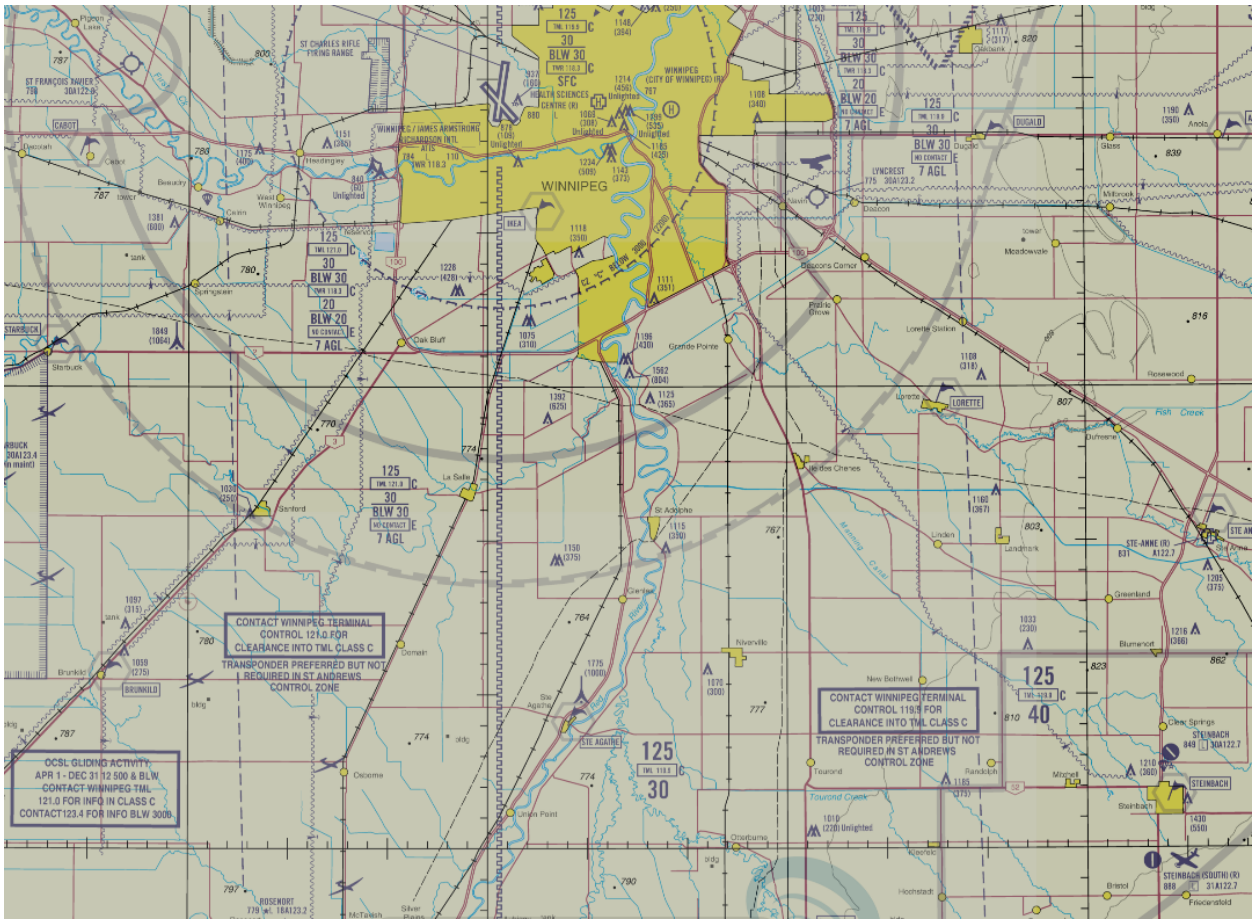
FIELD LAYOUT showing distances from flight line for pilot stations, pit area and starting tables, parking and spectator areas.



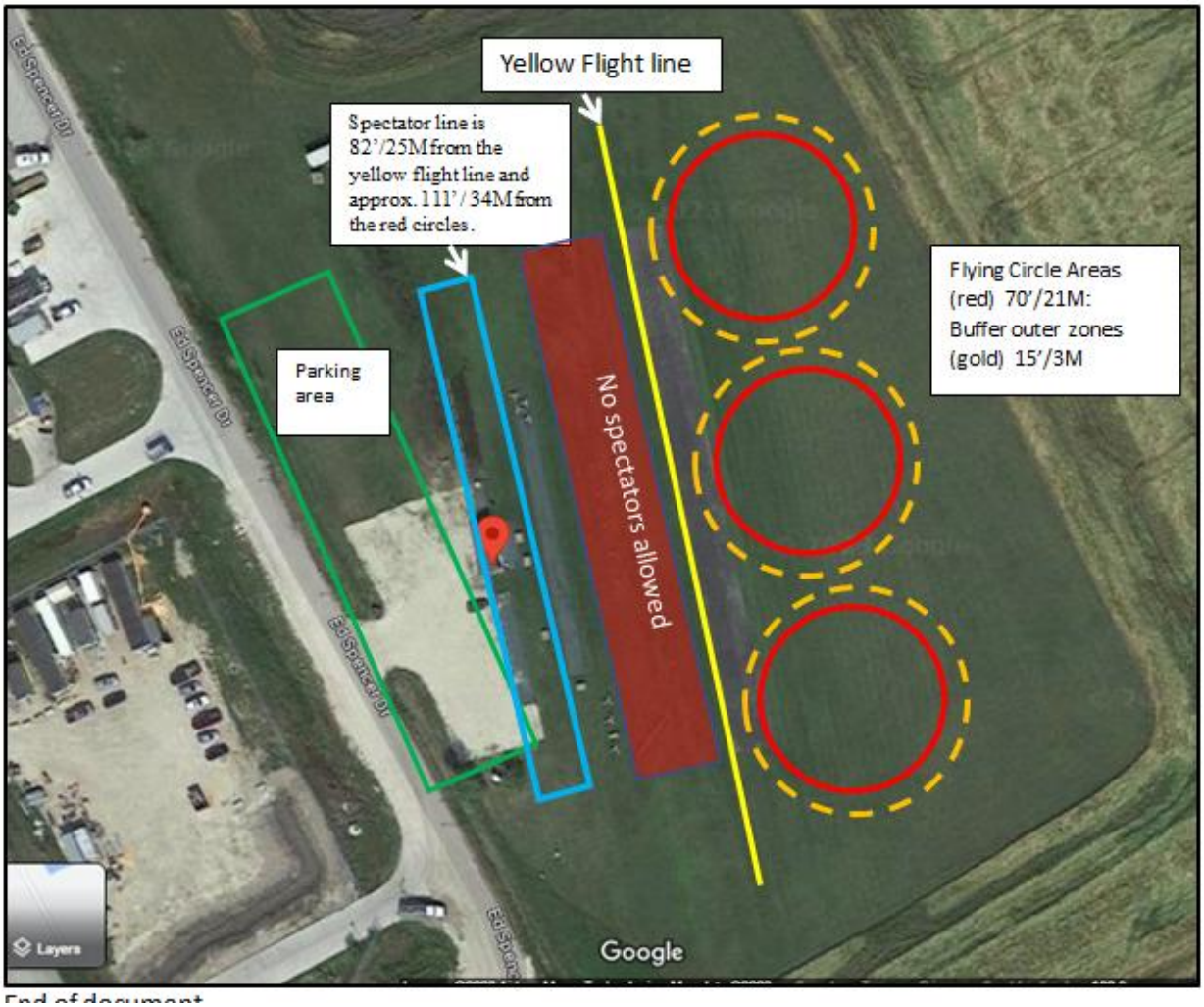
Site Flying area diagram



Flight Line and No Fly Zones around field location diagram.


WINNIPEG
CONTACT WINNIPEG TERMINAL CONTROL 121.0 FOR CLEARANCE INTO TML CLASS C
TRANSPONDER PREFERRED BUT NOT REQUIRED IN ST ANDREWS CONTROL ZONE
CONTACT WINNIPEG TERMINAL CONTROL 119.1 FOR CLEARANCE INTO TML CLASS C
TRANSPONDER PREFERRED BUT NOT REQUIRED IN ST ANDREWS CONTROL ZONE
OCSL GLIDING ACTIVITY
APR 1 - DEC 31 12 500 & BLW
CONTACT WINNIPEG TML
121.0 FOR INFO IN CLASS C
CONTACT123.4 FOR INFO BLW 3000

Tethered Circles Flying Diagram



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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!