THIS SITE IS RESERVED

FOR MODEL AIRCRAFT OPERATION ONLY

NO

UNAUTHORIZED DRONE

PERMITTED

MODEL AIRCRAFT OPERATION MAY BE HAZARDOUS – PROCEED AT OWN RISK

PLEASE CONTACT WWW.MAAC.CA FOR ADDITIONAL INFORMATION

MOOSE JAW RC AIRCRAFT CLUB
Ash St. & 16th Ave
2026 RULES

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.

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

Club: Moose Jaw RC Aircraft Club (#114 Zone K)

Field Name: Ash St & 16th Ave

Location: Ash St and 16th Avenue, Moose Jaw, Saskatchewan
Road access coordinates are 50° 23' 21.20" N, 105° 35' 6.70"W.

Pilot Station Coordinates: 50° 23' 20.9N 105° 35' 6.0"W
(50.389139, -105.585000)

Contact(s): Glenn Maxwell, 19470, Secretary/Treasurer, gsmaxwell@shaw.ca, unlisted
Derek McCutheon, 59988, Safety Officer, haircutboss@outlook.com, unlisted

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

1. be MAAC members in good standing;
2. be members of MJRCC, or an invited guest of MJRCC; 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 executive shall ensure that at any event hosting RPAS, these rules are made available and briefed to all RPAS pilots.

Site Administrative rules

1. All persons using this modelling site must:
   a. be a current member of MAAC in good standing and have paid their MJRCC yearly club dues or be a visitor of a member or another club in good standing.
   b. read and understand that they will abide by these rules while modeling at MJRCC.
   c. operating an mRPAS or RPAS at this site **must** have a copy of these rules available at the site either electronically or in print. The club will ensure a current copy is posted in the clubhouse.

2. No member shall operate a model until they have demonstrated they can control the model in a safe and competent manner, unless under the supervision of an instructor.
3. Flying models are not permitted during field maintenance or when the MJ Police are conducting nearby training exercises.
4. No pets are allowed at our site.
5. All members using this site are responsible to ensure any visiting RPAS pilots have read and will comply with these rules.
6. The Club executive shall ensure there is a process to brief all visiting RPAS pilots for any events or gathering held at this site.
7. These rules will be reviewed by the Club Executive once per year.

Site/event emergency response requirements

If there is an accident requiring emergency services, call 9-1-1. Cell phone service is adequate for this call. The address to be provided to first responders is:

Ash St. & 16th Ave

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.

Per our agreement with the DND/CFB Moose Jaw, modelling activities are permitted when CFB Moose Jaw class D MTCA airspace is active. When the DND/CFB Moose Jaw class D airspace is "closed/inactive" the airspace reverts to Class E controlled Airspace controlled by NAV CANADA at the Winnipeg Area Control Center (ACC) in Winnipeg.

RPAS operation when CFB Moose Jaw airspace is under NAV CANADA control is prohibited.

Approved Category	Weight/Power Limits	Altitude/operating limits
mRPAS (<250g)	Less than 250 grams	400'agl
Small RPAS (250g-25kg)	25kg or less	400'agl
Medium RPAS (25 - 35kg)	Not approved	
Tethered (Control-Line)	3kg/.25ci	1 flying circles
Free flight	Not approved	
Space Models	Not approved	
Surface Vehicles	25kg/50cc	Site racetrack

MAAC Approved Site Add-ons

The following "add-ons" have been approved at this site, provided all relevant MAAC rules, policy and special flight operations certificate (SFOC) conditions are adhered to by the site and its users. The rules are explained in each sub-section of this document.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight (25-35kg)	Not approved	
RPAS Altitude >400'AGL		
RPAS Altitude and Weight >25kg		
RPIC	See section below	

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements – All mRPAS must be flown in direct control mode only. “Drones” are prohibited. mRPAS cannot be registered with Transport Canada. Compliance with MAAC safety code meets those requirements. mRPAS at advertised events must comply with the MAAC Event SFOC
2. RPAS CAR requirements - **All RPAS operating at this site must conform to the MAAC Manufacturer Declaration - permitted operations.**
3. Club/Site/Event requirements
   a. Due to noise affecting the surrounding community, no internal Combustion Engines are permitted to start before 9:00am on weekends at Grabber Green until further notice. Electric planes are permitted.
   b. Members are **not permitted to fly “drones or quad copters”** at this site.
   c. Control line models should normally have a muffler or can be flown with no muffler (1/2 A size motors for example). For larger models/motors, if there are no noise complaints, and the flights are for short duration, then these models may be flown.
   d. mRPAS will be operated in accordance with all other site and MAAC rules such as honouring the flight line. Spotters are at member discretion.
      i. All members intending to operate mRPAS at this site must have each of their mRPAS weighed in and registered with club officials before the first flight. Where a manufacturer lists the weight of the mRPAS, that will be an accepted weight. The Club will keep track of what mRPAS have been approved for which members.
      ii. The Club reserves the right to conduct spot inspections and weigh ins of any mRPAS used at this site.
      iii. Any member found to fly an unapproved mRPAS, an overweight approved mRPAS or an RPAS at this site will be removed from the club-no exceptions.
      iv. Junior Members (including members under age 14) may operate a mRPAS independently provided they have demonstrated competency to an adult member.
      v. mRPAS do not require a MAAC “manufacturer operations manual” or similar.
      vi. Visual observers as optional for mRPAS.

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. RPAS Pilot CAR requirements. All RPAS pilots using this site must have **Advanced** RPAS certification or be operating under the direct supervision of a person qualified in accordance with Transport Canada or MAAC policy.
3. Club/Site/Event requirements
   a. PPR/CC members (Junior member) must be at least 16 years of age to operate an mRPAS or RPAS model independently.
   b. A Junior member shall always be accompanied by a parent or guardian (club member) and be under their direct supervision. **When a Junior member is flying, no other members may be flying** at the same time.
   c. The PPR/CC member supervising a junior member is wholly responsible for the safety and actions of the junior member while they are operating their model from preparing the model for flight (pre-flight), to final shutdown (post flight).
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 under the CAR.
2. RPAS CAR requirements – there are no special crew requirements.
3. Club/Site/Event requirements – no special requirements
4. MAAC Add-on requirements - RPAS pilots operating over 400'agl **must comply with the MAAC/SFOC CREW requirements** listed in the add-on section.

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 the presence of full-sized air traffic is strongly encouraged at all times. 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.

2. These rules ensure a clear 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 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 and safely land their model. The goal is to vacate the airspace and then determine when and if it is safe to resume RPA operations safely.
e. **Lateral deconfliction maneuvers are prohibited above 60'AGL.** Descending to 60'agl (tree top level) is the accepted Transport Canada initial response.
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

While this site is in controlled airspace released to a third party, a Program Director or an Air Boss is not required unless otherwise mandated by KF Aero Contracted Flying Training & Support (CFTS) or NAV CANADA.

RPIC – RPAS Pilot in command – Not Approved

Instructors/Demo flights

MAAC allows club members to provide hands-on demonstration flights to non-members provided the members doing so has complete control ability (buddy-box) of the RPA.

Spotters

Spotter and helper use is up to the individual modelers. The club may require spotters during events, and this will be included in the daily pilot briefing.

Airspace requirements or permissions

Do not contact NAV CANADA – do NOT use NAV DRONE at this site.

The site is in **controlled airspace** with variable airspace classifications and ownership as follows:

- **Normally**, from Monday to Friday 0800 to 1700 the airspace is **class D controlled airspace operated by the DND – CFB Moose Jaw, 15 Wing**. The airspace may also be active later during the week or on weekends.
- Per our agreement with the DND/CFB Moose Jaw, modelling activities **are permitted** when CFB Moose Jaw class D **MTCA airspace is active**.
- At all other times when the DND/CFB Moose Jaw class D airspace is "**closed/inactive**" the airspace reverts to **Class E controlled Airspace controlled by NAV CANADA** at the Winnipeg Area Control Center (ACC) in Winnipeg.

- **RPAS operation when CFB Moose Jaw airspace is under NAV CANADA control is prohibited.**

RPAS operation under the DND/CFB Moose Jaw 15 Wing agreement.

Per the 2024 Memorandum of Understanding:

a. Advise CYMJ Tower at 306-694-5575 prior to commencing daily flying operations at Ash St and 16th avenue. IF permission is not obtainable via phone – RPAS operations are prohibited.
b. Ensure all RPAS operate within ½ mile and no higher than 400' AGL when conducting operations at the Ash St and 16th avenue field.
c. Advise CYMJ Tower 306-694-5575 upon completion of daily flying operations at the Ash St and 16th avenue field.
d. Land all Model Aircraft immediately if requested by 15 Wing ATC due to operational requirements.

Adjacent Aerodrome Procedures (within 3nm)

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

The nearest aerodrome is Southport (CYPG) located 4.43nm west which is both a registered aerodrome for fixed wing aircraft and a certified military heliport. There are no CAR or CFS specific rules required for Southport.

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

   NOTE – there is no aviation weather available for CYPG so RPAS pilots may estimate cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to safely operate their model (VLOS), and ensure they can see approaching full-scale aircraft. As a guide, the visual distance from the centre of Grabber Green to the treeline (north) is approx ½ sm.

   NOTE – pilots operating RPAS above 400' AGl must ensure there is no ceiling 1000' above the maximum approved altitude for the site (1700' = no BKN or OVC below 2700')

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 at this site. Members shall use the Moose Jaw weather channel time to determine legal night.
   a. NOTE: RPAS operation above 400'AGL are not permitted at "night" per the SFOC.

5. There is no maximum limit on the number of airborne RPAS permitted (other than when a junior member is flying rule), 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**/diagram of normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas including confirmation of the MAAC required buffer distances.
   a. There is an established pit area on the south side of the field. When any group of flyers is at the field, the first flyer may establish a pit area other than the established pit area on the south side. Other flyers should then plan to set up their equipment and assemble their models in this area away from the flight path. Vehicles can be used to load and unload equipment but must be parked so not to interfere with the flying activities.

b. At times of the year when the ground is soft, vehicles are strictly prohibited on the grass area of Grabber Green. This must be absolutely adhered to. When in doubt, park the vehicle and carry your models and equipment to the flying area. The conditions of the field will be circulated by e-mail with any pertinent information with respect to the date of the field closure/opening.
c. During MAAC sanctioned events held at Grabber Green, the established pit area on the south side shall be used, with vehicles parked south away from the pit area or past the South Orange markers (orange dog houses).

2. Please ensure all pre-flight assembly and daily testing requirements are done in the designated area.
   a. Prior to flying any RPAS, at least once per day members must confirm fail-safe settings are active where required (per MAAC manufacturer declaration).
   b. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas. All pilots flying gas/nitro powered models, turbines and "Open Flame Engines" must have fire extinguishers available for immediate use if necessary. Restrictions may be placed on Turbines and/or Open Flame aircraft during certain times of the year when dry conditions (within a 2-mile radius or provincial fire ban is in place) may be an issue – in such cases permission must be obtained from the executive.
   c. No taxiing of aircraft in the pit area. No taxiing into the pits and for safety reasons aircraft should be shut down before entering the pit area after flight.
   d. As a consideration for spectators and other pilots, a full power run up in the pits is not allowed. Aircraft should be run up downwind safely away from the pit area and spectators, OR aircraft that are excessively noisy shall be run up on the flight line. Do not conduct prolonged engine tuning if other pilots are flying.

3. Refer to the attached **map** 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. It is preferred that small electrics and helicopters fly on the downwind side of the flight line. This will allow other fixed wing pilots to keep these aircraft types visual during landing.
   b. When R/C gliders are being flown, the "Hi-Start" should be positioned so that when extended, or once released it does not fall onto the cut "flying field" or the pit area. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.

4. The following are the site take-off, approach, landing and recovery procedures:
   a. mRPAS may be operated anywhere within the designated overall flying area, provided they do not conflict with other modeling activities. The site shall use a first come first to fly protocol. Please share the space amongst fellow modelers.
   b. Pilots, or their spotter, shall call out all model movements.
   c. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
   d. The direction of take-off landing and traffic pattern will be determined by the prevailing winds. If there is no wind, all take-offs etc. shall be made using the east or west area of the field, with the flyers back to the sun. For glider operations, a determination will be made by the contest director, with the vehicles and pit area situated along the edge of the field outside of the "Orange field Markers".
   e. The pilot of a model that has lost power will yell "Dead stick", to advise others flying that he is committed to landing. All pilots intending to land or take off must also advise others by yelling "landing", "Taking Off" or "Launching" as applicable.

f. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Flyers must not wander to the middle of the field while others are flying. The pilot must remain close to, but behind the established flight lines as directed by MAAC field layouts and noted by the PPR/CC Inner Field Required Safety Distances. The exception to this is for the purpose of picking up a plane on the field to remove any danger to pilots landing their models. The pilot must inform all other flyers with planes in the air that they are doing so, and only proceed on the field when safe to do so. A safety spotter will monitor the recovery of the model and advise all fliers when the field is clear. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.

Non-RPAS Normal Modeling procedures

Tethered model operations - Control Line

1. Control line models may only be operated in the designated circles when other modeling activities are not taking place. Please use a common sense first come first served method.
2. Please remove all support gear when done flying control line.
3. In the event of a by-stander or other member inappropriately approaching the flying area, ALL control line Pilots must immediately climb the model to as high an altitude as is possible (above head height) OR land immediately. This may require an intentional forced landing/crash away from the approaching bystander.
   a. The spotter or pilot should endeavor to warn the bystander to remain clear of the flying area and outside the safety buffer distance. Call in a firm loud voice “STOP - stay back” and waving your arm(s) is recommended; and
   b. If you perceive the bystander to be in danger, and do not have a reasonable expectation to ensure their safety, “ground/crash/stop” your model by any means possible away from the bystander and in a manner that is as safe as possible.

Surface Vehicles (cars/boats) model operations

1. Surface models may only be operated in the designated area as outlined on the site map when other modeling activities are not taking place. Please use a common sense first come first served method.
2. Please be courteous to other drivers and their vehicles, do not crash into other vehicles on purpose.
3. Drive from the driver’s stand.
4. Do not stop on the track intentionally.
5. Before entering the track area to recover or upright a vehicle, ensure other drivers know your intentions. Do not proceed onto the track until it is safe to do so.
6. ALL members must immediately stop their vehicles or steer them to an area away from the where the bystander is approaching from; and
7. If the bystander is in immediate danger, the spotter or modeler should YELL in a firm loud voice “STOP - stay back” and waving your arm(s) is suggested.

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.

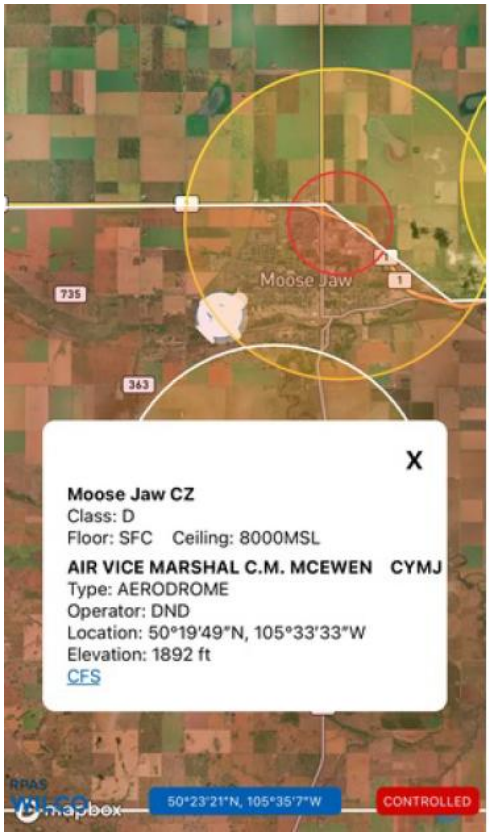
2. MAAC has assessed this site and determined the following:

   This site is located in **controlled airspace** with variable airspace classifications and ownership as follows:

   a. **Normally**, from Monday to Friday 0800 to 1700 the airspace is **class D controlled airspace operated by the DND – CFB Moose Jaw, 15 Wing**. The airspace may also be active later during the week or on weekends.
   b. Per our agreement with the DND/CFB Moose Jaw, modelling activities **are permitted** when CFB Moose Jaw class D **MTCA airspace is active**
   c. At all other times when the DND/CFB Moose Jaw class D airspace is "**closed/inactive**" the airspace reverts to **Class E controlled Airspace controlled by NAV CANADA** at the Winnipeg Area Control Center (ACC) in Winnipeg.
   d. **RPAS operation when CFB Moose Jaw airspace is under NAV CANADA control is prohibited.**

   In the event of a fly-away, loss or orientation or any other type of event where control of the RPAS is lost and the flight path heads out of the flying area:

   a) Per the DND/CFB Moose Jaw 15 Wing agreement, the member must call Moose Jaw ATC Tower at 1-306-694-5575



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 modeling activities will cease until MAAC confirms you may resume operations; and
    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 -Not approved

RPAS Operations 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

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.***

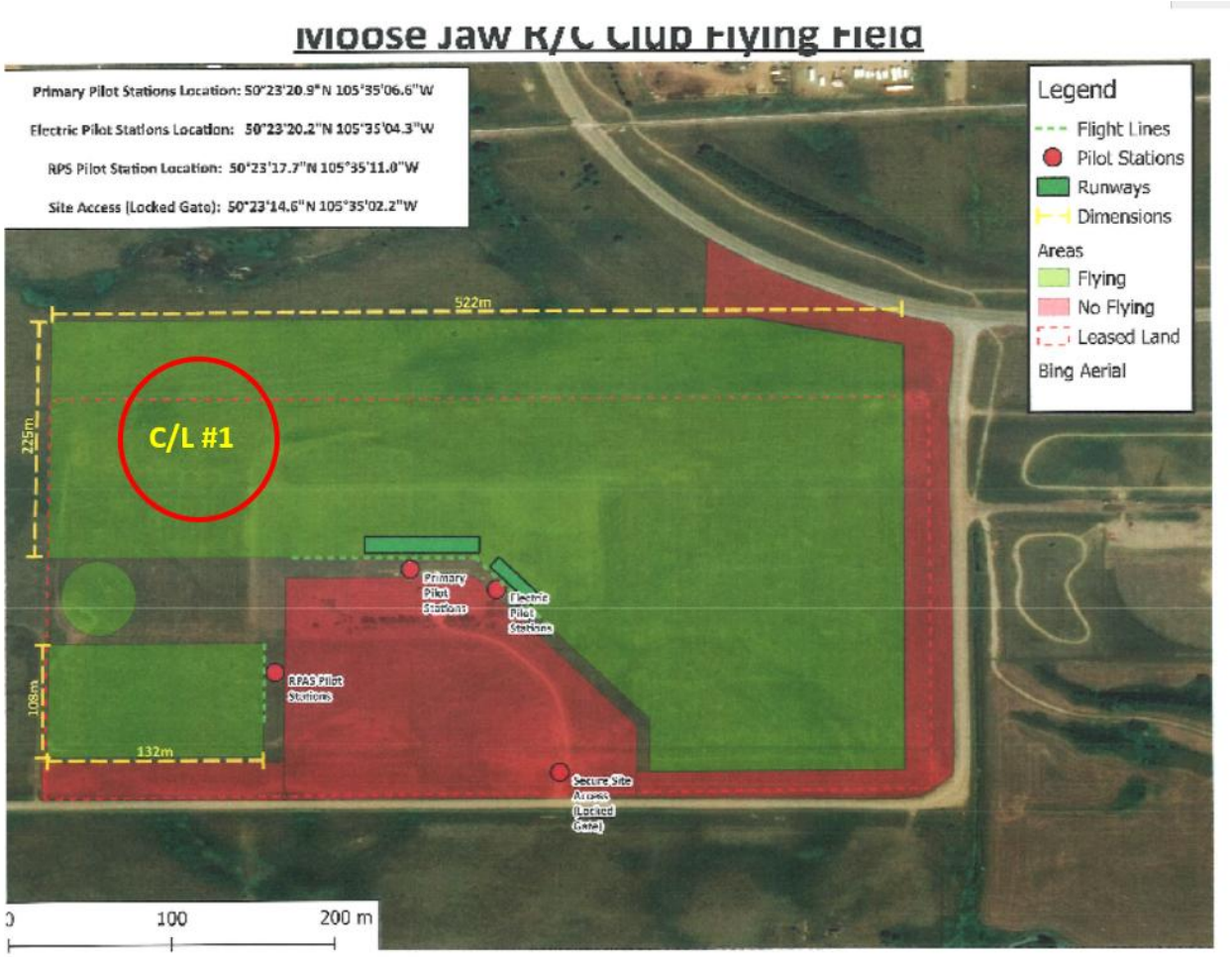
Operation of any RPAS over 400'AGL or over 25kg is not permitted at any public event.

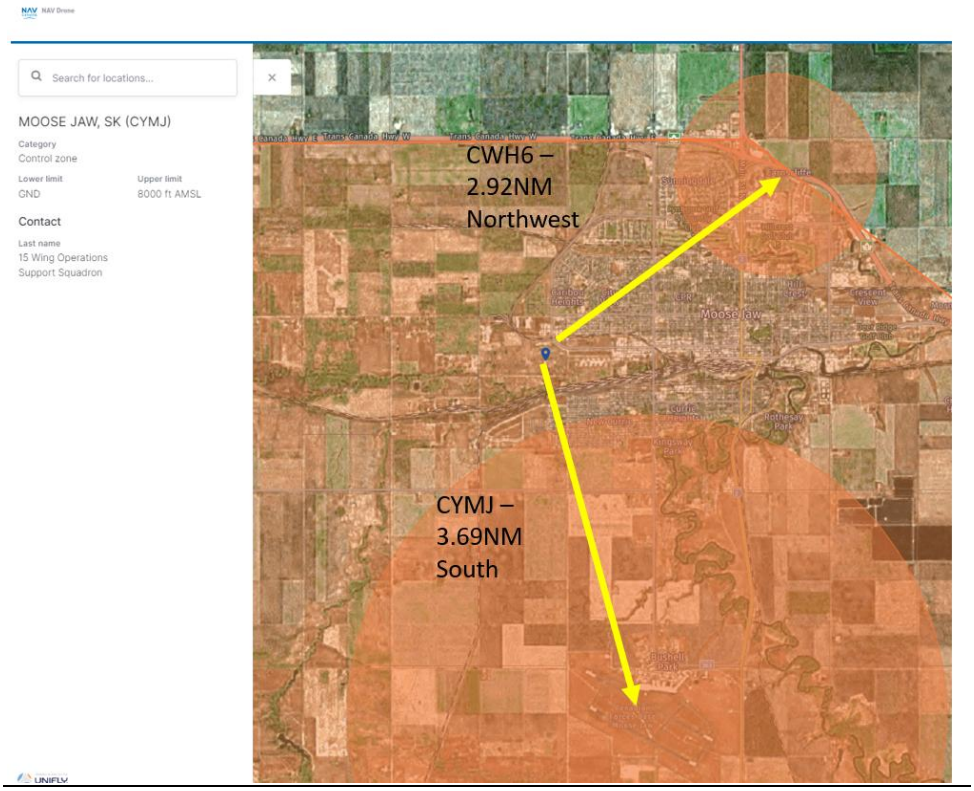
Foreign RPAS Pilots (US or other)

MAAC has obtained Transport Canada approval for foreign RPAS pilots to operate RPAS at our MAAC sites and events (MPPD14 approved July 2023). Foreign pilots simply join MAAC and follow the provisions of MPPD14 (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Diagrams/maps

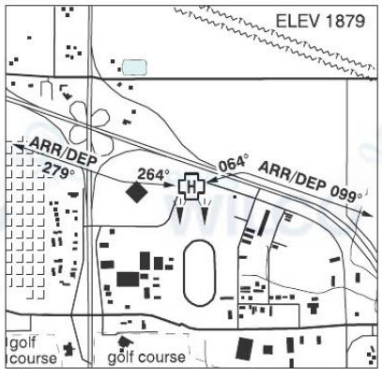
Site set-up diagram.





MOOSE JAW (DR. F. H. WIGMORE REGIONAL HOSP) SK (Heli) **CWH6**

REF	N50 25 12 W105 31 32 Adj N 10°E (2016) UTC-6 Elev 1879' A5006
OPR	Dr. F.H. Wigmore Regional Hosp 306-694-0275 Cert PPR
PF	A-1,2,4 C-3,5,6,7,8
FLT PLN FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia CONC Safety Area 115' dia Max heli overall length 57.4'
RCR	Opr
LIGHTING	RW (LO) yellow
COMM MF	Moose Jaw (CYMJ) TWR 126.2 ctc within 10NM 4900 ASL
PRO	Arr/dep curved 064° to 099° fr heli, slope 16% (H2), day/night use. Arr/dep curved 264° to 279° fr heli, slope 16% (H2), day/night use.
CAUTION	Lgt poles W, N, E of heli, marked with obst lgts. Hosp S of heli marked with lgts.




NO RPAS PERMITTED
Parking/spectator area
Safety Barrier
Control line circle 70 ft
Grabber Green Helicopter
Rocketry Area
Free Flight Launch area
Surface RC vehicles area


SOUTHPORT ATZ
PORTAGE
OAKVILLE
125.
30
BLW 30
7 AGL
125
ABV 40
40
SFC
D (MODE C)

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!