

**Apple Valley Flyers
Walter Gates Field
Rules - 2026**

MAAC Approved August 21, 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

Site Operator Name: Apple Valley Flyers (# 166, Zone B)

Site Name: Walter Gates Field

Location: 337 Long Point Road, Berwick, Nova Scotia

Pilot Station Coordinates: 45° 02' 41.5" N, 64° 47' 19.1" W
(45.044872, -64.788631)

Site Contact(s): Anthony Watton, MAAC# 92881, President
tbrcwings@gmail.com, 1-902-389-3397

Site Operator website: <https://www.facebook.com/groups/415208688588038>

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

1. be MAAC members in good standing.
2. be members of Apple Valley Flyers, or an invited guest of Apple Valley Flyers and
3. agree to follow the MAAC Safety code and all other site rules.

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

Site Administrative rules

1. Parking is only allowed in the designated parking area.
2. Visitors and Spectators must remain behind the designated barriers at all times.
3. Garbage will be removed from the site daily.
4. Pets are to remain on a leash at all times.
5. Signage will be prominently displayed indicating the site rules for members and guests.
6. The club executive will review and table any rule amendments suggested by members at monthly meetings. Rules will be updated as and when required.

7. Visiting pilots must receive a verbal safety briefing from a club executive regarding the 14 Wing Greenwood Control Zone boundaries and the 400' AGL altitude ceiling prior to their first flight.

Site/event emergency response requirements

In the event of an emergency, call 911 - the site address is:

337 Long Point Road, Berwick, Nova Scotia.

1. Fire extinguishers are located in the following areas: the pits area, the garden shed, the washroom and one located on a post on the corner of the Long and Short runways.
2. First aid kits are located in the main washroom and another in the sun shelter behind the pits area.

Modelling Rules

MAAC Approved Modelling Categories

The following categories of MAAC modelling that can be approved at this site/event. In addition to the MAAC Safety Code, there may be site specific rules contained in this document.

Approved Category	Approved Weight/Power Limits	Approved Altitude/operating limits
mRPAS	Less than 250 grams	400'AGL
SRPAS	250g or less than 25kg	400'AGL
MRPAS	Not Approved	
Tethered (Control-Line)		
Free flight		
Space Models		
Surface Vehicles		

MAAC Approved Site Add-ons

The following “add-ons” have been approved at this site, provided all relevant MAAC rules, policy and SFOC conditions are adhered to by the site and its users.

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

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements – mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements. mRPAS at advertised events and Special Aviation Events must comply with the MAAC Event SFOC.
2. RPAS CAR requirements – All RPAS must conform a Manufacturer Declaration/Safety Assurance provision, either MAAC's or another manufacturer (controlled airspace only).

3. Club/Site/Event requirements:
 - a. There are no formal mechanical noise level restrictions at this site. However, out of respect for neighbors opposite the flying field, members shall not operate internal combustion (IC) aircraft on Sundays until after 9:00 AM
 - b. Night operations are NOT PERMITTED at this site
4. MAAC Add-on requirements – None.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements – mRPAS do not require an RPAS operators' certificate however are regulated under CAR 900.06 and part VI of the CAR. Except for Advertised Events, **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.
3. Club/Site/Event requirements. None
4. MAAC Add-on requirements – None

CREW Qualifications or Requirements

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - Visual Observers are required. Visual observers shall be certified RPAS pilots (basic or advanced) and have been briefed on the site procedures.
3. Club/Site/Event requirements – Helper and mechanic use are up to each individual member to decide.
4. MAAC Add-on requirements - None

Crew Rules

Visual Observers

1. **Visual observers (VO) are mandatory for RPAS operations 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. VO or other responsible person shall monitor ALL communication required by ATC. Under no circumstances shall pilots flying monitor their cell phones for ATC coordination

2. Per CAR (901.23(vii)) each site must have rules to ensure a clear full-scale detection and avoidance command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:
 - a. **MAAC models/RPA shall give way/get out of the way of full-scale aircraft in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.**
 - b. Upon spotting/hearing or being advised (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. For operations in controlled airspace, if the VO or the person monitoring communications with ATC were to yell “AIRPLANE” the response by RPA pilots is expected to be the same.
 - d. Upon hearing this command, all pilots shall descend to as low as altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
 - e. **Lateral deconfliction maneuvers are prohibited above 60’AGL.** Descending to 60’agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
 - f. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice “ALL CLEAR”.
 - g. If any "official person" such as a peace officer, ATC or their delegate, has given a stop flying order, guidance or similar, all model flying **shall** stop immediately and shall not resume until permission to do so is obtained from person or body that issued the stop flying order.
 - h. Thereafter modeling activities may resume as normal.

Program Director, Air Boss, ATC Coordinator

DND Airspace – This site has not been approved for a Program Director or an Air Boss.

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. **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 a **single** Basic Certificate holder in **controlled airspace**, all scenarios.
2. **PPL+ with no RPAS Certificate - Direct Supervision options** - any MAAC member with a current or expired PPL, may perform RPIC duties as follows:
 - a. supervise a **single** Basic Certificate holder in **controlled airspace**, all scenarios.

Notes:

- b. PPL+ cannot supervise a non-certificate holder in **controlled** airspace – at least one person must have a valid RPAS operator’s certificate.
- c. PPL+ only holders may not independently operate an RPAS in basic or advanced scenarios unless supervised by an appropriately rated RPAS Certificate holder

- d. A PPL+ only holder cannot supervise another PPL+ only holder while in **controlled** airspace – at least one person must have at least a valid basic RPAS operator's certificate.
 - e. If the PPL+ has a valid and current RPAS operators' certificate, then the higher of either provisions apply.
3. **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 (Advanced). Meaning a member with a PPL **only** cannot legally fly an RPAS in Canada, unless supervised by an 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

Fully supervised with immediate physical and verbal oversight. Instructors will utilize a buddy box system to assume command of the aircraft instantly if needed.

Spotters

- **Manned Flight Awareness:** Spotters are highly recommended during all flights to actively watch for military assets from 14 Wing Greenwood (e.g., CP-140 Aurora, CH-149 Cormorant) and private aircraft from the Freedom Aviation Society.
- **Mandatory Triggers:** A dedicated spotter is mandatory anytime four (4) or more pilot stations are active simultaneously, or during any club-sanctioned events where non-club members are present.
- **Positioning:** Spotters and visual observers must stand directly adjacent to or behind the pilot-in-command (PIC) so they do not obstruct the pilot's view.
- **Duties:** The sole purpose of the spotter is to maintain continuous scanning of the airspace. If a manned aircraft is heard or spotted, the spotter must immediately instruct the pilot to lower altitude below the tree line or land.

Airspace requirements or permissions

This site is in Greenwood Class D control zone (SFC-5000' (4900'AAE).

Site Elevation: 105'MSL

Prior to RPAS operation all pilots must obtain airspace approval from DND as specified by the agreement with DND:

- a. Direct Communication: The Club Liaison will contact Wing Operations at 902-765-1494 ext. 568-5457, or via alternative methods as agreed upon with Wing Operations, to provide notification of the start and end of daily club activities if required.
- b. Unconditional Right of Way: Our pilots will yield the right of way to all aircraft (military and civilian) immediately upon sighting or hearing them.
- c. Awareness of Local Traffic: We will maintain high situational awareness for civilian training aircraft and private general aviation movements associated with the airfield.
- d. Visual Line of Sight: All operations will be conducted within continuous Visual Line of Sight (VLOS).
- e. Lateral Limits: Flight is strictly confined to a 0.5nm radius centered on the coordinates 45.044872, -64.788631. Pilots are responsible for ensuring no part of the flight path exits this bubble toward the 14 Wing aerodrome.
- f. Vertical Ceiling: The maximum altitude is 400 feet AGL. This ceiling is mandatory to ensure vertical separation from military and private civilian aircraft transitioning through the area.
- g. Visual Line of Sight: All operations must be conducted within Visual Line of Sight (VLOS)

Adjacent Aerodrome Procedures (within 3nm)

This site is located is located **6.56 nautical miles West** of **CFB Greenwood (CYZX)** and within the Class D control zone.

The site operates under authorization from the **14 Wing Commander (MOU File 1243-1)**, which establishes a self-contained 0.5 NM radius operational safety bubble.

- Standard airfield flight circuits and runway traffic patterns do not cross over or affect the Walter Gates Field. Normal club operations do not conflict with active airport routing. Modellers will maintain standard visual and auditory scanning for general transit aircraft in the wider area.
- This site has been formally submitted by 14 Wing Air Traffic Control for permanent publication in the **Canada Flight Supplement (GPH 205)** under the official Greenwood "Caution" entry: *"RPAS, 6.7 NM NE of aerodrome, YZX R073 6.7 DME posn (N45 02 42 W64 47 19) max alt 400 AGL."*
- Per the 14 Wing Deputy Wing Command Branch, individual or daily NOTAMs **are NOT required** for flight operations at this field. A permanent "pub amendment NOTAM" is being issued by Air Traffic Management to cover the transition period until the GPH 205 publication cycle is complete.
- The club executive has coordinated directly with the **14 Wing Commander and 14OSS OC ATC**. The military operator has formally approved the site and has no safety or operational issues, provided modellers remain within the 0.5 NM bubble and adhere to the 400' AGL ceiling.

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

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

3. Each RPAS pilot is responsible to ensure the following MAAC procedures and requirements have been met prior to commencement of any RPAS operation:
 - a. Any required MAAC manufacturer declaration provisions have been met, including all RPAS technical specifications verified, pilot and crew requirements, and
 - b. All RPA and required equipment have been maintained and all mandatory actions completed before the flight, in accordance with the manufacturer declaration and
 - c. all paperwork such as pilot declarations, required operating manuals or similar is present, and
 - d. That any required crew members are properly qualified, have made any required declarations and are briefed on the operation.
4. **Night Operations:** Night operations are **NOT PERMITTED** at this site. All club flight activities must take place during daylight hours.
5. **Multiple Pilots & Formation Flying:** There is no maximum limit on the number of airborne RPAS permitted at this field, provided all active pilots explicitly agree to additional aircraft. Formation flying is permitted, provided the participating pilots explicitly agree on the flight path prior to take-off and stand together at the designated pilot stations to maintain clear communication.

6. **Site Map & Layout Reference:** All flight and ground operations must strictly follow the designated runway and pit boundaries. Please refer to the attached **Apple Valley Flyers Field Layout Map** for the exact locations of the primary 412' x 55' North-South runway, the intersecting 310' x 55' East-West runway, the three designated pilot stations, the two ditch footbridges, and the 30' x 80' fenced pit area.
7. MAAC required buffer distances are variable and at this site are:
 - a. 7m from the flight line to the pilot stations, 10m from the flight line to the pits, and 30m from the flight line to the spectator area and parking.
 - b. All flight operations are strictly suspended during field maintenance, grass cutting, or rolling. No aircraft may be armed or airborne while any person is on the North-South or East-West runways.
8. All models will be assembled in the pit or designated assembly area. Unpowered testing of controls and failsafes may occur here as well. All powered testing must occur in a startup area. Prior to the first flight of the day, every pilot must physically verify that their aircraft's fail-safe settings (such as programmed cut-throttle or return-to-home) are active and fully operational to ensure compliance with our 0.5 NM bubble limit.
9. All models, including electric-powered models, will be physically restrained before being tested, armed, or started in the designated startup areas. No models may be armed or started inside the open pit lanes or spectator zones.
 - a. There are no other modeling activities (such as tethered circles, free flight, rockets, or surface vehicles) authorized or operated at this site. Therefore, there are no airspace or start-up interactions with other categories to manage.
10. All flight operations are strictly confined within the 0.5 NM radius safety bubble centered on the coordinates. Please refer to the attached field layout map, which clearly defines the 412' x 55' North-South runway, the 310' x 55' East-West runway, the flight line, and the safety line. No-fly zones are strictly enforced over the pits, parking lot, spectator area, and Long Point Road.
 - a. All flying activities are strictly suspended during any grass cutting, rolling, or general field maintenance. No aircraft may be airborne or armed while maintenance personnel or equipment are on either runway.
11. The following are the site take-off, approach, landing and recovery procedures:
 - a. All pilots or spotters must clearly and loudly call out "taking off," "landing," or "low pass" to maintain absolute flight line awareness.
 - b. Hand launching or bungee launching must be coordinated with all active pilots and performed strictly to the side of the active pilot stations.
 - c. Take-offs and landings must occur into the prevailing wind or by total consensus of the flight line using either the active 412' North-South runway or the 310' East-West runway.
 - d. No member may cross the ditch footbridges or step past the pilot stations onto the active field without receiving explicit verbal clearance from all other active pilots on the line.
 - e. Downed model recovery requires unanimous consensus on the flight line. Active aircraft must remain clear at a low level or land immediately, and no aircraft may take off or fly over the recovery area while a member is on the field.

Emergency Procedures

Fly-away or lost link.

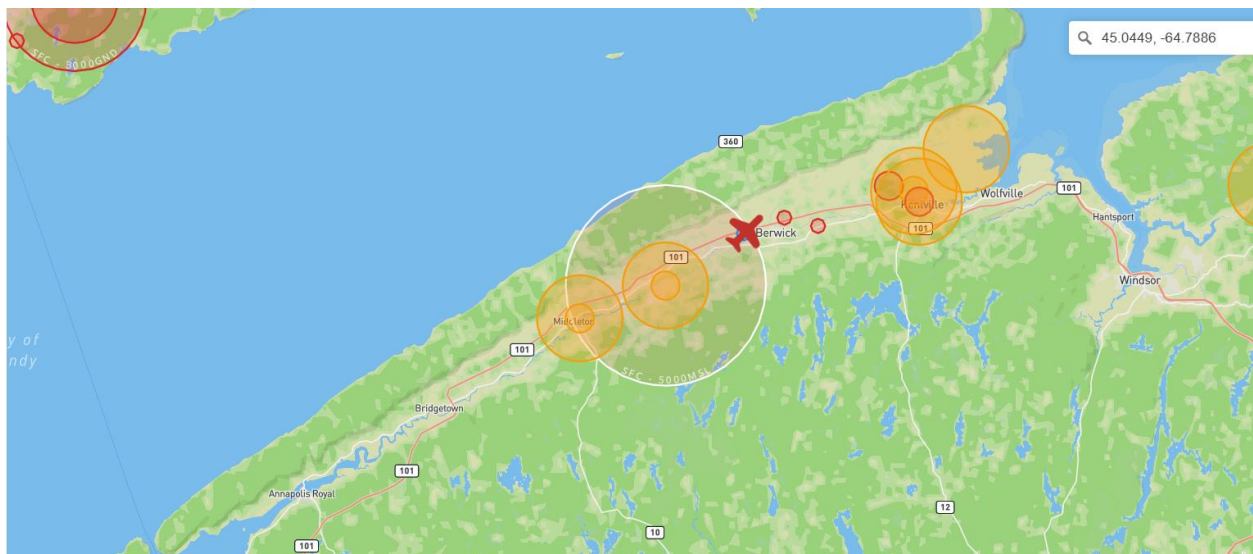
RPAS pilots are required to know who to notify in the event of a RPAS fly-away outside our MAAC approved flying areas **which could reasonably enter** the nearest controlled airspace volume. Note this process is not required for temporary flight immediately outside the MAAC approved flying area, or for 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 DND controlled airspace Greenwood NS Class D control zone (SFC-4000') classification).

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. In the event of an aircraft "fly-away" toward the 14 Wing control zone, it is a mandatory requirement to immediately notify the following parties:
 - 14 Wing Tower
 - 14 Wing Operations
 - The Club Safety Officer



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 - Not approved

RPAS Operations Above 25kg - Not approved

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

RPAS Pilot In Command

General site rules

This site is in DND 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. 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. The student 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 a RPICs issue to an individual RPA shall be acknowledged by the individual pilot (student)
 - 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 one,
 - 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 the student while the RPA is airborne.
 - a. Regardless of physical pilot stations arrangements, RPIC shall not occur unless the student is within earshot of the RPIC.
- 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.

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 this site.

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.

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



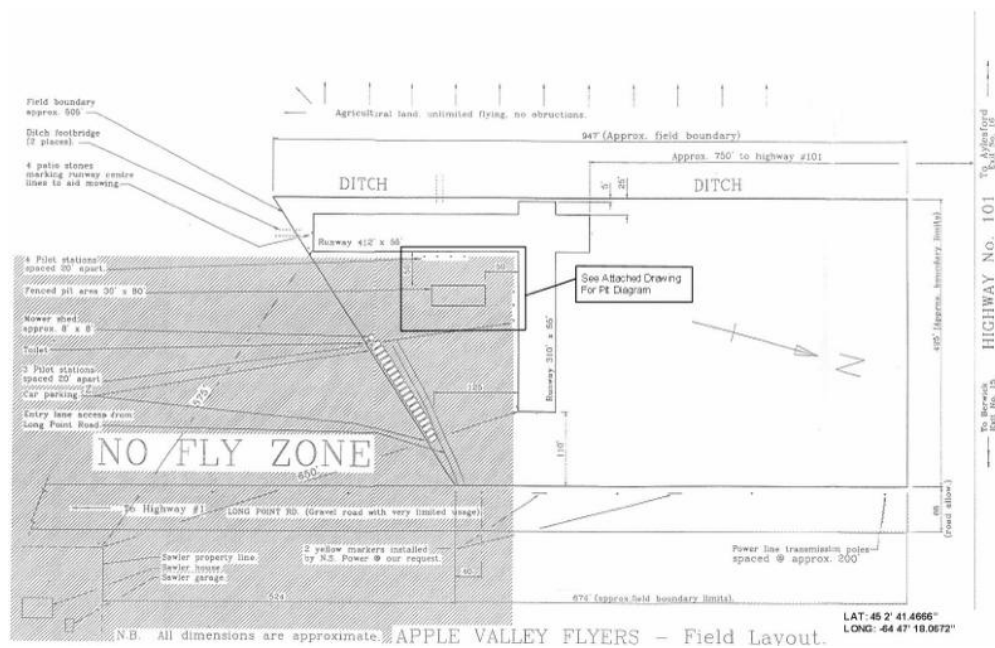
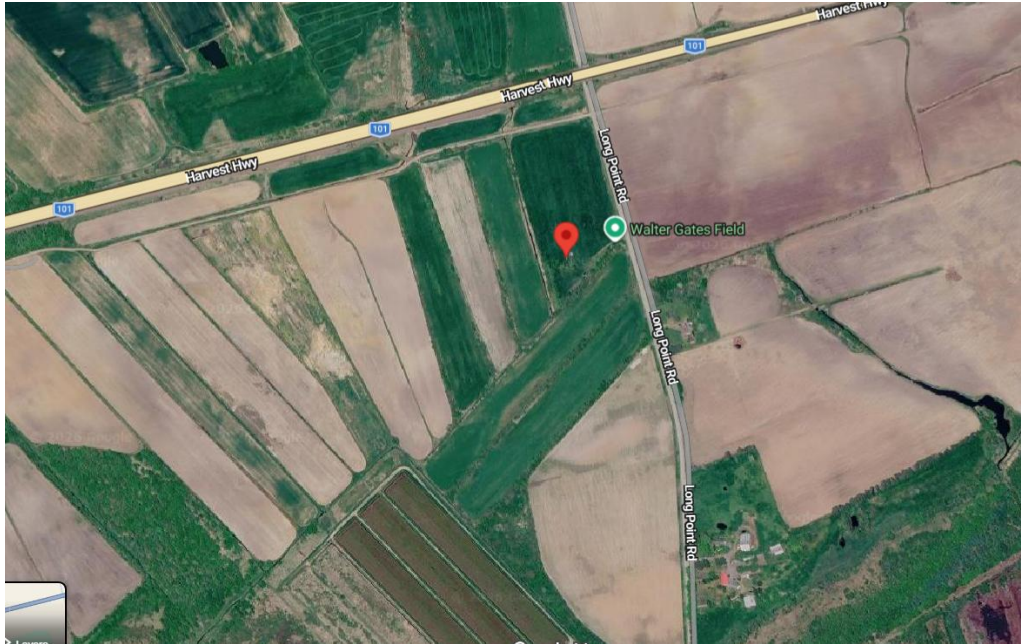
Field Layout Diagram

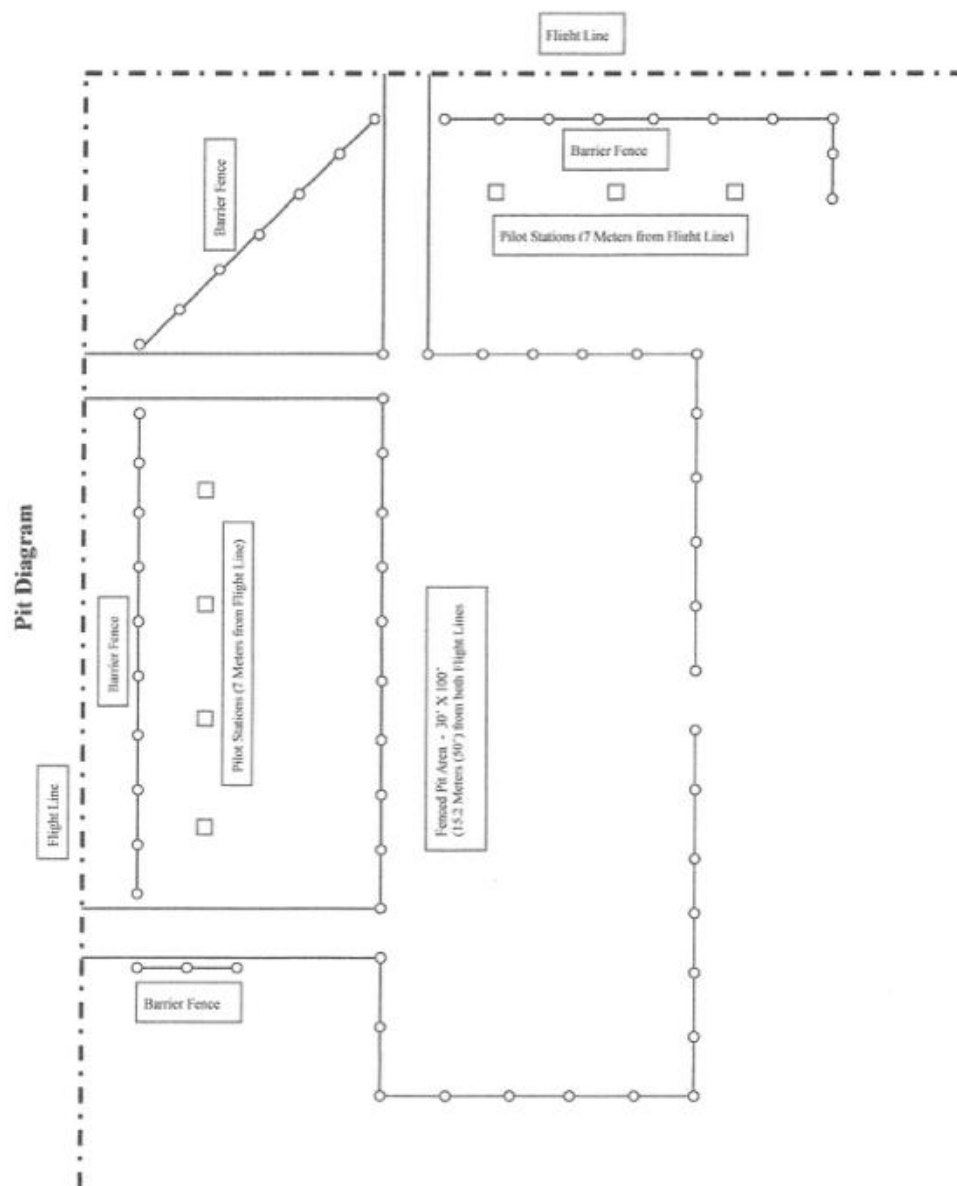




Pits Layout Diagram







WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

**L'AÉROMODÉLISME
PEUT CAUSER
DES BLESSURES GRAVES!**

**PROCÉDEZ À VOS PROPRES
RISQUES!**