

**Forest Lakeside Flyers
Club Field 6047 Proof Line Lambton Shores
2026**

MAAC Approved September 14, 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: Forest Lakeside Flyers (#140, Zone M)

Site Name: Club Field 6047 Proof Line Lambton Shores, ON

Location: 6047 Proof Line , Lampton Shores, Pt Lot 12, Con 15

Pilot Station Coordinates: 43° 8' 15.5"N, 82° 00' 6.5"W
(43.137625, -82.001791)

Site Contact(s): Stuart Schroeder, 27830L, President
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Conditions for Use - All persons using this modelling site must:

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

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

Site Administrative rules

1. Guests are permitted to fly one time, after which they must be paid members.
2. Pilots must fly from the pilot stands except when required for retrieval of an aircraft.
3. Spectators must at all times stay behind the safety fence.
4. Pilots using 2.4 gigahertz frequency radio have the freedom to when they to, using common sense to space themselves out to limit the number of aircraft to 4 at time. Pilots using the old 7.2 transmitters wil be self-controlling of their frequencies.
5. There shall be no operation of internal combustion engines before 9:00 AM on any day of the week.
6. Everyone is responsible for taking all of their own garbage home.
7. The last member leaving the field shall ensure that the shed is locked and the cable is put up and across the end of the laneway.
8. Guests must be briefed as to club rules and safety procedures by the inviting and supervising member.

- These rules will be reviewed by the club executive on an annual basis.

Site/event emergency response requirements

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

6047 Proof Line Lambton Shores

- Pilots flying jet turbines must provide or have available their own CO2 fire extinguishers. All pilots are encouraged to provide their own first aid kits, and it is also encouraged to provide your own fire extinguisher if you are flying a gas aircraft.
- Forest Lakeside Flyers have provided a ABC Fire extinguisher and a first aid kit that is inside the shed, that is on site.

Modelling Rules

MAAC Approved Modelling Categories

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

Approved Category	Weight/Power Limits	Altitude/operating limits
mRPAS (<250g)	Less than 250 grams	400' AGL
Small RPAS (250g - 25kg)	25kg or Less	400' AGL
Medium RPAS (25kg-35kg)	Not approved	
Tethered (Control-Line)	5 kg or less	1 flying circle permitted
Free flight	Not Approved	
Space Models		
Surface Vehicles		

MAAC Approved Site Add-ons

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

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

RPAS/Model technical specifications or requirements or restriction

- mRPAS requirements – Pilots should be aware that mRPAS are regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code is required

2. RPAS CAR requirements – There are no special CAR restrictions on RPAS models operating under 400'agl.
3. Club/Site/Event requirements - Aircraft over 25 kg are not permitted to be flown at this club.
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 CAR900.06 and part VI of the CAR. There are no MAAC or CAR age restrictions on mRPAS flights. Compliance with MAAC safety code meets all requirements.
2. RPAS Pilot CAR requirements. All RPAS pilots using this site operating under 400'agl must have a minimum BASIC RPAS certification.
3. Club/Site/Event requirements. This site requires that all mRPAS/RPAS Pilots have MAAC Wings and fly in accordance with all applicable MAAC Safety Codes.
4. MAAC Add-on requirements - None.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not require crew.
2. RPAS CAR requirements - The VO may be any responsible person who has been briefed on the site procedures. Visual Observers are optional for flying **below 400'agl**.
3. Club/Site/Event requirements – Spotters shall be used at any time if there are 5 or more pilots stations in operation
4. MAAC Add-on requirements - None.

Crew Rules

Visual Observers

1. Visual observers (VO) are mandatory for RPAS operations over 400'agl or at RPAS events open to the public. However, the use of Visual observers or spotters to alert pilots flying under 400'agl to full sized air traffic is strongly encouraged, especially in the case of pilots flying large gas / electric powered aircraft or turbine powered jets. 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. Detection or notification of an approaching full-scale aircraft. 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.**
 - b. Upon spotting/hearing or being advised of any airplane that might pose a hazard with modelling activities, pilots 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. Upon determining the full-scale aircraft is no longer a threat, pilots or other persons shall yell in a loud clear voice “ALL CLEAR”.
 - e. 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.
 - f. Thereafter modelling activities may resume as normal.

Program Director, Air Boss, ATC Coordinator

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

Student pilots only fly under the direct supervision of a qualified instructor.

Spotters

Spotters are mandatory when flying a NORTH/ SOUTH direction when flying over Proof Line. With that being said, it is encouraged to use a spotter when flying at any other time.

Airspace requirements or permissions

This site is in uncontrolled Class G airspace.

The nearest controlled airspace vertically is Southern Ontario Low Level CAE Class E at 2500 MSL (1,824' AGL).

The nearest controlled airspace laterally is:

- Sarnia (Chris Hadfield) CYZR Class E Control Zone (SFC-3600) approximately 10.84NM southwest.
- Sarnia (CYZR) Class E Transition Area based at 700' AGL is located 0.84NM southwest.
- CYR514 Ipperwash Class R (SFC-6000) located 2.3NM northeast.

Site elevation is 209m/686' 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.

Normal mRPAS/RPAS/model operating procedures

1. MAAC endorses the use of a single shared RPAS Wilco site survey provided:
 - a. A new site survey is conducted/checked at least once every 56 days (NAV CANADA schedule), and if there are changes the updated site survey is made available to all members.
 - b. All site survey information is readily available to all RPAS pilots on site (electronically or in print).
 - c. Prior to each flying session, members must check Aviation NOTAM for critical flight safety information, or changes to airspace or aerodromes, using either the NAV CANADA website or RPAS Wilco. They may share the results with other site users either verbally, electronically or in print. Every member is still responsible for ensuring they have the latest NOTAM information in some fashion.
 - d. Members may share NOTAM information verbally or in print with other members at the site.
 - e. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.

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

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 (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 3 nm (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 this site so 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 for ensuring 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 equipment required have been maintained and all mandatory actions completed before the flight, in accordance with the manufacturer declaration and
 - c. All paperwork such as pilot declarations, required operating manuals or similar is present, and
 - d. That any required crew members are properly qualified, have made any required declarations and are briefed on the operation.
4. Members shall not operate an RPAS at night. Members will use Lampton Shores weather channel to determine legal night.
5. The maximum number of RPAS permitted in the air at any one time is 4 aircraft. Pilots may fly in formation provided they agree to do so prior to the flights.
6. See site maps below for normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas.
7. MAAC required buffer distances are variable and at this site are:
 - a. 7m from flight line to pilot stations, 10m from flight line to pits, and 30m from flight line to spectator and parking.
8. All models will be assembled in the pit or designated assembly area. Unpowered testing of controls and failsafe may occur here as well. All powered testing must occur in a start up area.
 - a. All pilots shall ensure that fail-safe settings are set for their aircraft. These should be tested and verified in accordance with the manufacturer's instructions. As a minimum throttle setting must return to idle in the event of a lost radio link / connection.
9. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
10. See diagram below for 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. Any control line flying must occur in the runway area of the flying field in front of the pilot flight stations.
 - b. Control line flying is not permitted during RPAS operations.
 - c. RPAS operation is not permitted during control line operations.
 - d. Grass cutting or field maintenance activities will be given priority over flying activities. Pilots shall yield to these activities until grass cutting or maintenance is completed.
 - e. No flying is permitted if there is field work or equipment in the the surrounding farm fields. All RPAS operation must remain 100' laterally clear of equipment and field work.
 - f. No fly zones are as illustrated on the flying area diagram.
 - g. No flying is permitted over Proof Line if there are vehicles or pedestrians on the road.
11. The following are the site take-off, approach, landing and recovery procedures:
 - a. Pilots, or their spotter, shall call out all model movements.
 - b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
 - c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
 - d. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
 - e. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.

Non-RPAS Normal Modeling procedures

Tethered model operations (Control Line)

1. The flying area/circle edge must be clearly marked with surveyors tape, yellow cones or similar. If no tape is available, a spotter may be placed near this area to monitor for by-standers. During events both may be required.
2. The control line circle is located in the runway area of the field well ahead of the pilot stations.
3. The control line circle is 100' (30.48m)
4. Spectators should always remain behind the safety fence.
5. 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.
 - 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. If the pilot can walk with model over to another area they should do so, or as a last resort ground the model.
6. In all cases the pilot shall take all actions to prevent contact between a flying model and a person regardless of reason.
7. Members shall ensure any control line models are restrained in a start-up area prior to tuning or other powered maintenance.
8. 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.
9. 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.

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. Pilots need to exercise good judgment if a fly away occurs in the following circumstances:
 - a. In the event of a fly-away towards the town of Innerkip, pilots should use good judgement before calling 911 or advising local police of the event.

- b. Pilots should be prepared to provide information including altitude, battery / fuel flight time estimation, RPAS color, and direction.
3. MAAC has assessed this site and determined the following:

This site is wholly in uncontrolled airspace. The nearest controlled airspace volume is

- a. Laterally

The nearest controlled airspace volume is:

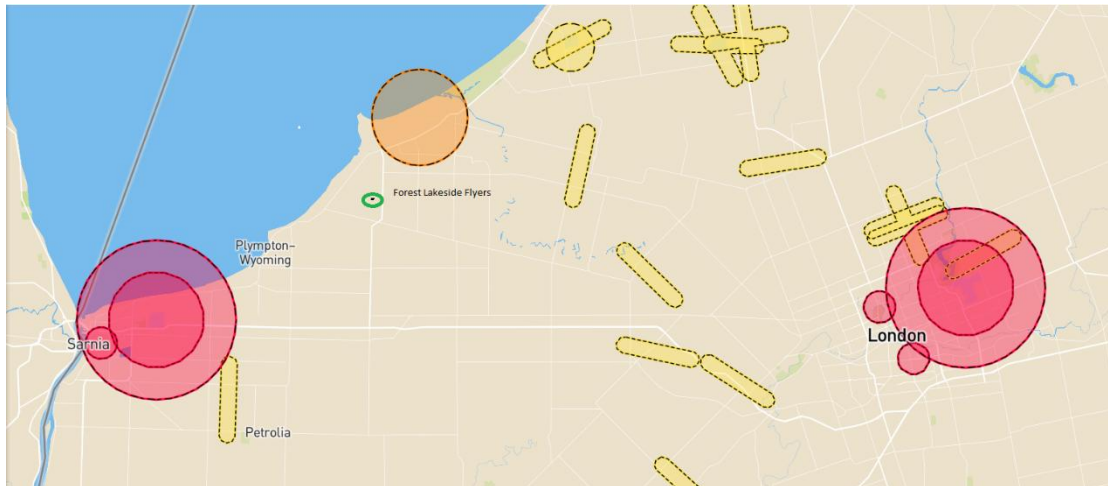
Nearest Controlled Airspace – Fly-away - Laterally				
Altitude	Name, Class, Type	Distance and Direction	Altitude	Contact Info
Below 400'	CYZR Class E Control zone CYR514 Ipperwash Class R	10.8 NM SW 2.3 NM northeast	SFC-3600' SFC - 6000'	Toronto Flight Information Region(905) 676-4509
Above 400'	Sarnia Class E TA	0.84NM SW	700 AGL'	

- 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 as soon as possible.

Nearest Controlled Airspace – Fly-away - Vertically				
Location	Name, Class Type	Based at	Other	Contact Info
Over site	Southern Ontario Class E CAE	2500'msl (1500'AGL)		Toronto Flight Information Region(905) 676-4509





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 400'AGL and Above 25kg - Not approved

RPAS Pilot In Command

RPIC - General site rules – More than one-to-one Direct Supervision

General site rules – More than one-to-one Direct Supervision

This site is in **uncontrolled airspace**. 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 a RPICs 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

1. 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.
2. 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

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.

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





CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 09012 29 December 2022 to 09012 23 February 2023

ONTARIO

AERODROME/FACILITY DIRECTORY

SARNIA (CHRIS HADFIELD) ON

CYZR

REF	N42 59 59 W82 18 34 4ENE 8°W UTC-5(4) Elev 595' A5000 LO6 HI5 CAP
OPR	City 519-542-7767 Cert
PF	B-1,2,6 C-3,4,5
CUST	AOE/30 888-226-7277 13-04Z† PN
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) TAF 10-03Z†, issue times: 0840, 1340, 1940Z (DT 0740, 1340, 1940Z). WxCam



SERVICES	Corporate & Commercial after hrs call out 519-381-3444. Chgs may apply.
FUEL	100LL 13-01Z†, JA-1 HPR 13-23Z†
OIL	65, 80, 100 13-01Z†
S	1,4,5,6 Ltd stor
PVT ADV	Piston FBO 519-542-6599, after hrs call out 519-402-2199. Chgs may apply. Jet/Turbine FBO 519-542-7767 PN.
RWY DATA	Rwy 15(145°)33(325°) 5106x100 ASPH Rwy 06(055°)24(235°) 2990x75 ASPH
TWY	Twy C rstd day use only. Twy A rstd pvt use only.
RCR	Opr 13-22Z† Mon-Fri, 13-20Z† Sat-Sun and hols, O/T 2hr PN call out chg.
LIGHTING	15-AS(TE HI) P1, 33-AN(TE HI) P1 ARCAL-123.0 type K
COMM	
RCO	London rdo 123.475 (FISE)
ATF	tfc 123.0 5NM 3600 ASL
PAL	Toronto Ctr 134.375
AWOS	119.125
PRO	Rgt hand circuits Rwy 24 (CAR 602.96).
CAUTION	5' bdry fence aprx 380' SW Thld 15. Snowy Owl presence Nov 1 - Mar 31.

WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

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

**PROCÉDEZ À VOS PROPRES
RISQUES!**