

**Ottawa Valley Jets
Snake Island Airfield Rules
2026**

MAAC Approved September 23, 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

Club: Ottawa Valley Jets (#800, Zone G)

Site Name: SNAKE ISLAND AIRFIELD

Location: 2789 McGuire Road, Osgoode, Ontario

Pilot Station Coordinates: 45 10' 35.8"N, 75 35' 13.8"W
(45.176611, -75.587167)

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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 Ottawa Valley Jets 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 Club or site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

1. Any spectators are to be instructed to remain in the parking area. Spectators must remain away from the turbine start up area, unless accompanied by an OVJ member.
2. All parking on field will be limited to the area indicated on the site layout diagram. Extreme care must be taken not to cause any harm to the grass runway: this includes turning around on the runway. Pilots, and guests are requested to drive to the end of the runway and turn around at the end. Take care during the spring season when that area is very wet. There is a port-a-potty at the field from May until October. Pets are required to be kept on a leash.
3. Vehicles are to be parked along the ditch, leaving as much room for pits and runway area.
4. No garbage is to be left at the site. If you bring it take it home with you.

5. When an event is taking place, the event coordinator must ensure that visiting pilots are briefed on these rules. They are also to be made aware of the location on the Club's Web site where the rules are posted.
6. These rules shall be reviewed and updated annually or whenever:
 - a. The field owner requests a change in the way the field is used, or
 - b. A situation arises that indicates the need for a change for reasons of safety or other operational requirements.

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:

2789 McGuire Road, Osgoode or GPS coords 45.17661N 75.58701W.

1. There is no storage for any emergency response items such as fire extinguishers, first aid kits or similar on site. Pilots are advised to carry such items in their vehicles to ensure that they are available if they should be needed.
2. All pilots/operators of gas turbine models are required to bring a Fire Extinguisher with them. This must be present in the start-up area during flight operations.

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	Approved Weight/Power Limits	Approved Altitude/operating limits
mRPAS (<250g)	Less than 250 grams	400'AGL
SRPAS (250g-25kg)	250g or less than 25kg	400'AGL / 700'AGL*
MRPAS (25kg - 35kg)	25kg – 35kg	400'AGL / 700'AGL
Tethered (Control-Line)	Not approved	
Free flight		
Space Models		
Surface Vehicles		

MAAC Approved Site Add-ons

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

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight (25-35kg)	35kg	400'AGL
RPAS Altitude	Less than 25kg	700'agl
RPAS Altitude and Weight >25kg	Not approved	
RPIC	See section below	700'agl

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements – mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements. mRPAS at advertised events must comply with the MAAC Event SFOC.
2. RPAS CAR requirements – There are no special CAR restrictions on RPAS models **<25kg or operating below 400'agl.**
3. Club/Site/Event requirements:
 - a. No flying of gas or nitro powered aircraft or helicopters – this site is for turbine or electric powered models only.
 - b. Flying is not to start before 9am and end no later than 6pm
4. MAAC Add-on requirements:
 - a. RPAS Pilots operating over 400'AGL must comply with the MAAC/SFOC RPAS requirements listed in the add on section.
 - b. Pilots operating RPAS weighing between 25 - 35 kg must comply with the requirements listed in the add-on section.
 - c. All site/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 operating below 400'agl or RPAS weighing less than 25kg must have **BASIC** RPAS certification.
3. Club/Site/Event requirements. There are no other qualification requirements.
4. MAAC Add-on requirements:
 - a. RPAS Pilots operating over 400'agl or RPA weighing more than 25kg must have an Advanced operator certificate or be operating under the strict supervision of another person in accordance with any Transport Canada or MAAC provisions.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - Visual Observers are optional for flying below 400'
3. Club/Site/Event requirements - Spotters shall be used at any time a turbine powered aircraft is flown. Helper and mechanic use are up to each individual member to decide.
4. MAAC Add-on requirements:
 - a. A Visual Observer with at least a Basic RPAS certificate is mandatory for all RPAS operations 400'agl or above.
 - b. RPA weighing 25kg or more require either a Visual Observer or spotter to monitor for unprotected bystanders as stipulated in the add-on section.
 - c. Visual Observer should be a MAAC member.

Crew Rules

Visual Observers

1. Visual observers (VO) are **mandatory for RPAS operation over 400'agl, operation of RPAS weighing more than 25kg and RPAS events open to the public or where specified by MAAC**. 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. The VO shall be positioned where they have unobstructed sight lines – at this site particular attention must be given to the obstructions created by the tree line immediately south of the site. Ensure the VO is situated or is equipped 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. The VO may be assigned VHF radio monitoring duties, if the club requires any radio monitoring.
2. Per CAR (901.23(vii)) each site must have rules to ensure a clear full-scale detection and avoidance command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:
 - a. **MAAC models/RPA shall give way/get out of the way of full-scale aircraft in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.**
 - b. Upon spotting/hearing or being advised of any airplane that might pose a hazard with modeling activities, the VO shall yell in a loud clear voice “AIRPLANE”. **If in doubt, issue the warning.**
 - c. Upon hearing this command, all pilots shall descend to as low as altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
 - d. **Lateral deconfliction maneuvers are prohibited above 60'AGL.** Descending to 60'agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
 - e. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice “ALL CLEAR”.
 - f. If any "official person" such as a peace officer, ATC or their delegate, has given a stop flying order, guidance or similar, all model flying **shall** stop immediately and shall not resume until permission to do so is obtained from person or body that issued the stop flying order.
 - g. Thereafter modeling activities may resume as normal.

Program Director, Air Boss, ATC Coordinator

This site is in uncontrolled airspace – a Program Director or 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, as outlined in Appendix C.

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 Addon Section below for rules, procedures and details

Instructors/Demo flights

Training flights must not exceed 400’AGL in altitude. The use of a buddy-box or equivalent system is recommended. The instructor may request exclusive use of the site airspace for the duration of the training mission. Agreement from other pilots for exclusive use must be reached **before** the initiation of the training mission.

Demo flights or introductory flights where the student is not a MAAC member **require** the use of a spotter, exclusive use of the airspace, and a buddy-box or equivalent system.

Spotters

Spotters are required to be present for all Turbine powered operations, from start up to spool down.

Spotters or Visual Observers are required for all operation of RPA weighing between 25-35kg to monitor for bystanders in the buffer area.

Airspace requirements or permissions

This site is wholly in uncontrolled airspace – no airspace permission is required for any RPAS operations.

The nearest controlled airspace vertically is Ottawa Class C TCA at 1500'msl (1220'agl).

The nearest controlled airspace laterally is Ottawa Class C control zone (SFC - 3000') located 2.42 NM N of the pilot stations.

Site elevation: 305'MSL.

Adjacent Aerodrome Procedures (within 3nm)

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

Normal mRPAS/RPAS/model operating procedures

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

NAV CANADA 56-Day Publication schedule - ensure you 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.

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. RPAS night operations are not allowed at this site. Flying is not to start before 9am and end no later than 6pm.
5. A maximum of three aircraft (including helicopters and drones) may be in the air at any one time in the traffic pattern. Pilots may fly in formation provided they agree to do so.
6. See map 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.
 - b. Flying is not permitted during as grass cutting or field maintenance.

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. RPA failsafe settings must be confirmed and active for all operations under the MAAC SFOC (over 400', RPA weighing between 25-35kg, public events).
9. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas. Turbine start up area and jet blast deflector are to be used at all times.
 - a. Turbine start up must be done in the startup area. The spotter should be prepared with a fire extinguisher in case of a wet start.
 - b. No person shall arm, make ready for flight or start an RPA weighing more than 25kg, unless restrained in any designated area, and in the event of restraint failure, the RPA is positioned such that the path is away from any unprotected persons (excluding crew of that specific RPA).
10. See 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. There is NO FLYING permitted:
 - i. behind the flight line.
 - ii. When there is farm work occurring in the surrounding fields.
 - b. There are 2 flying areas defined for this site as marked on the flying area map.
 - i. The area marked in yellow for operation of RPA weighing less than 25kg
 - ii. The area marked in blue for operation of RPA weighing between 25 - 35kg. The 500' buffer zone for 25-35kg operation is marked on the site map. If there are any bystanders in this zone operation of MRPA (25-35kg) is not permitted and any airborne MRPA must land immediately.
 - c. No Fly zones:
 - i. The houses located around the edge of the flying area (2 located west, 2 southeast) are no fly zones (see attached map)
 - ii. The public roads surrounding the site are no fly zones.
 - d. No person shall conduct a maiden flight, or test flight after repairs, of a 25kg+ RPA if unprotected spectators are present at the site. The site must be limited to MAAC crew only, or any spectators must be provided with physical shelter of adequate strength to prevent incursion by an errant RPA.
 - e. When MRPA (25-35kg) are being operated all RPA shall use the MRPA flying area (marked in blue on the flying area map).
11. The following are the site take-off, approach, landing and recovery procedures:
 - a. Pilots, or their spotter, are to announce their intentions to taxi on the runway, takeoff or launch, execute a low pass and land.
 - 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 will follow the general traffic pattern established according to wind direction when more than one aircraft is airborne.
 - d. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
 - e. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.

Emergency procedures

Fly-away or lost link.

Ottawa (CYOW) Class C control zone (sfc-3000') is located 2.42 nm N of the pilot stations.

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

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

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

- a. Laterally. The nearest controlled airspace volume is:

Nearest Controlled Airspace – Fly-away - Laterally				
Altitude	Name, Class, Type	Distance and Direction	Altitude	Contact Info
Below 400'	CYOW Class C Control Zone	2.4nm North	SFC-3000	Montreal Flight Information Region (514) 633-3365
Above 400'-1600'				

- 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	CYOW Class C Terminal Control Area	1500'MSL (1200'AGL)		Ottawa Terminal Controllers ATC - emerg only 514-633-3365



See below in the Diagrams/Maps section for a diagram of the nearest controlled space.

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 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 greater than 25 kg is involved in an accident as defined in 2(1)(a) of the TSB Regulation;
 - b. if a person is killed or sustains a serious injury as a result of coming into direct contact with any part of an RPA, including parts that have become detached from the RPA; and
 - c. if a collision occurs between any RPA and a traditional aircraft.

A full report shall be forwarded to the TSB within 30 days of the occurrence:

<https://www.tsb.gc.ca/eng/incidents-occurrence/aviation/index.html>

Model damage/repair protocol

1. In the event of any normally expected modelling mishap which requires any degree of repair, the model may only be “field repaired” if all normal modelling supplies and tools are present and used in accordance with established modeling practices or manufacturer instructions.
 - a. Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.
 - b. Any repair that cannot be fixed at the field, shall only be repaired at the modellers/owners shop or other repair facility. Ensure RPAS logbook entries are made.

Service Difficulties

A service difficulty is defined as any condition that affects or that if not corrected, is likely to affect the safety of aircraft or any other person. As MAAC has made a safety assurance declaration to Transport Canada that is used in many of our RPAS flying privileges, it is critical and a regulatory requirement MAAC is informed of any issues related to our safety assurance declaration. Bear in mind MAAC has fully adopted a Just Culture and will not penalize or discipline members for reporting safety concerns, not matter how large or small, when done in good faith.

1. If a mRPAS or an RPAS is being operated under any manufacturer declaration (MAAC or other), the RPAS pilot shall ensure, without delay, a report is filed with the manufacturer if they encounter any of the following:
 - a. Any inability to meet the position determination standards (Standard 622) associated with the manufacturer declaration, related to equipment or the performance of equipment.
 - b. Any failure of a critical command and control component not attributable to normal wear and tear or obvious misuse (example dead/low battery), and
 - c. any other aspect of RPAS operation where the safety assurance declaration was not met.

MAAC Add-ons

RPAS Operations Above 400'AGL

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

Airspace Assessment

There are no controlled airspace volumes (based at the SFC or starting higher) within 2nm laterally of this site. The nearest controlled airspace laterally is Ottawa International Airport (CYOW) Class C Control Zone 2.4nm north. Controlled airspace vertically over this site is based at 1200'AGL (Ottawa Class C Terminal Control Area (TCA)).

1. To determine the maximum permissible RPAS altitude above ground level, subtract site elevation (305'ASL) from the base of controlled airspace (1500'ASL) which equals 1195'AGL. Rounded up the base of controlled airspace is 1200'AGL.
2. RPA are required to remain 500' below the base of any overlying controlled airspace, and 2nm laterally clear of any controlled airspace volume and there are no authorized reductions these circumstances (Class C TCA = 500') therefore **the highest altitude MAAC can approve is 700' AGL (above ground level).**

Sufficient Communication requirements

There are no aerodromes within 3nm of this site. There are no protected airspace volumes, depicted air routes, or commonly used tracks near this site that require communication capabilities. there is an active soaring area (CYA534 and CYA528) however those operations are not expected to affect this site. Assessment of the normally expected traffic patterns yields the following:

1. The site may monitor the southern soaring area frequency of 123.4mHz. This is 100% optional.

Visual Observer (VO) assessment

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

1. At least one VO shall be positioned near the flight line, within earshot at normal conversational voice levels. If need be, equip the VO with a noise-making device to supplement any aircraft warnings.
2. The VO shall be equipped with any required aviation communication devices, such as VHF radios, cell phones or other devices.
3. The VO shall be equipped with any support equipment determined by the club to be relative to the duration of duties, such as water, a chair, or shade from the sun provided it does not interfere with VO duties.
4. As the MAAC approved altitude flying area is within 2nm laterally or 500' vertically of adjacent controlled airspace, the VO cannot assume any other roles.

The Club/site/event shall:

1. Ensure a copy of the MAAC SFOC #25-26-00044088 and SFOC application form 26-0835 are present and available to all RPAS pilots when operations are occurring.
2. Ensure a copy of these rules, in their entirety are available to all RPAS pilots at the site.
3. Communicate to all Club members and mark this site as closed for RPA operations above 400'AGL, **if there are any substantial changes to the site survey criteria** (CAR901.27 a through h), unless or until MAAC has been advised, has conducted a new SORA, and issued new permission.

The RPA pilot shall:

1. **Only** operate an RPAS registered, declared and meeting the MAAC Manufacturer Declaration requirements. Other manufacturer's declarations are **not** transferable to this policy.
2. Not operate an RPAS above 400'agl unless in possession of a valid and current Advanced RPAS operators' certificate, or under the direct supervision of an RPIC in accordance with MAAC policy.
3. Ensure all RPAS pilot CAR and SFOC paperwork requirements have been met and are available,
 - a. Certificates of registration, pilot RPAS certification and recency proof,
 - b. Govt issued photo identification,
 - c. Manufacturer owner's declaration for each RPA,
 - d. An altitude determination declaration as appropriate (pilot or each RPA) and
 - e. RPAS Pilot has completed Crew training and fitness requirements and signed declaration.
4. Ensure a recent site survey and NOTAM check have been completed,
5. Ensure any crew declare themselves as properly trained in accordance MAAC policy. Verbal confirmation is sufficient.
6. Ensure the RPA meets the MAAC technical requirements, including the MAAC Manufacturer declaration, before flight commences, and terminate any flight if technical requirements are no longer met.
7. Ensure the RPA is operated VLOS only (no FPV permitted – including with a spotter) and that it remains within the site approved flying area at all times.
8. Ensure the RPA does not carry "cargo" or any other items onboard that are not required for flight. On board cameras and associate gear are permitted provided all components are securely affixed to the airframe or housed in a compartment that cannot be easily opened in flight.

Any RPAS Crew shall:

1. Ensure all SFOC paperwork requirements have been met and are available (crew training declaration)
2. Comply with the instructions of the pilot in command
3. Perform their duties diligently and in accordance with MAAC policy and
4. Inform any person responsible of any issue that prevents them from meeting their obligations.

The RPA shall be equipped with

1. Functional "fail- safe" type device(s) or design per the MAAC manufacture declaration.
2. Anti-collision beacon/light(s) per MAAC policy,
3. Sufficient fuel/energy to complete the intended flight duration, plus 25% at the minimum throttle setting sufficient for controlled level flight and includes a MAAC required minimum reserve to enable one balked landing/missed approach and circuit back to a successful landing. Fuel/energy spent taxiing to the pits or any shut down procedures thereafter does not count in these calculations. Non-powered RPA (gliders) must have sufficient receiver battery power for the flight plus reserves as noted above, excluding a balked landing attempt.

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

RPAS Operations Above 25kg

MAAC has conducted an airspace and site review and determined the following requirements for members to operate an RPAS weighing 25kg - 35kg at this site.

Airspace Assessment

There are no controlled airspace volumes (based at the SFC or starting higher) within the lateral confines of this site flying area.

- The nearest controlled airspace laterally is Ottawa International Airport (CYOW) Class C Control Zone 2.4nm north.
- Controlled airspace vertically over this site is based at 1200'AGL (Ottawa Class C Terminal Control Area (TCA)).

There are/no restricted airspace volumes within the lateral confines of this site flying area.

Aerodrome Traffic Pattern conformance and Communication requirements

There are no protected airspace volumes, depicted air routes, or commonly used tracks near this site that require modification of RPA operation to conform to traffic patterns or aviation communication capabilities.

RPA Kinetic Energy Assessment

Assessed buildings or vehicles meeting protection status

The assessment found the following areas where unprotected bystanders may be present. (all distances and direction relative to the pilot stations):

These area may also be **Secondary spectator areas** where MAAC cannot control congregation of “spectators”. The site shall take reasonable steps to control 25kg- 35kg RPA operation if these areas might reasonably be occupied by spectators.

1. Cluster of houses - 1880' NW
2. Building - 1205' NW
3. House & building - 1835' NW
4. Homestead - 1662' W
5. Homestead - 1876' W
6. Homestead - 1711' E
7. House - 1889' W
8. Farmstead - 2118'W
9. House - 2387' W
10. Blanchfield Rd - 2130' E
11. McGuire Rd 2067' W
12. Snake Island Rd 1830' N

The following additional requirements are based on the kinetic energy of each model flown. If the site does not wish to apply these to individual models, then they shall adopt the higher requirements for all models weighing more than 25kg:

SPEED	BARRIER	SPOTTER	PRE-FLIGHT INSPECTION	# OF AIRBORNE MODELS
➤ 60 MPH	Optional	Optional	Daily	Club decides
60-90 MPH	Mandatory	Mandatory	Daily	Club decides
90 MPH +	Mandatory	Mandatory	Each flight	One (1***) only

Notes

- Speed** refers to max flying speed and may be estimated by the pilot, in good faith. The logic is kinetic energy (impact damage potential) is weight X speed squared. The higher the speed for the same weight, the higher the damage potential therefore the need for more stringent “safety” mitigations.
- Barrier** refers to pilot stations barriers only – there is no need for other barriers although they may be employed. MAAC does not specify a technical standard of barrier construction, however we expect sites to employ barriers of suitable construction and strength to protect the pilot (s) from the type of models being flown.
- Spotter** are the crew members who monitor the model to ensure model to model safety. For heavier models, this role is important as extra eyes and especially an extra voice may be needed to alert others to any potential safety concerns.
- Pre-flight inspection** refers to an inspection of the **assembled** model. This is the normal inspection all are supposed to do before the first flight of the day, however with higher performing models, this inspection shall be done before every flight.
- # of Airborne models** is as the title implies – the number of models in the air. With higher speed models the risk of mid-air collision increases and at higher weights, the kinetic energy creates significantly more risk to ground based damage. To mitigate risks, the only aircraft permitted airborne is the single high performance heavy RPA, unless (***) the pilots involved agree and have briefed on how they will operate models in the same airspace safely.

Controlled Ground Assessment

RPA weighing 25kg or more **shall not be flown if:**

- any other uninvolved and unprotected persons are inside the controlled ground area.

Spotter/Visual Observer (VO) assessment

The VO, or **designated spotter** shall monitor the controlled ground area for use and all participants shall follow this protocol:

- The VO or spotter shall be positioned where they can monitor the buffer zone for bystander presence. If required, the VO or spotter shall be equipped with a communication device to provide RPA pilots direct bystander notification and relevant warnings.
- Prior to starting any RPA weighing 25kg for the purpose of flight, the RPA pilot shall confirm with the VO/spotter the no unsheltered persons are in the buffer zone. IF there are by-standers in the buffer zone, all 25kg+ flight operations must wait until the bystanders leave – no exceptions.
- The VO, spotter or RPA pilot shall monitor the entire flying area and adjacent containment zone for any other unsheltered persons. Upon spotting any unprotected bystanders, all flight of RPA weighing more than 25kg shall cease until the persons are no longer a concern.
- The VO/spotter shall be equipped with any support equipment determined by the club to be relative

to the duration of duties, such as water, a chair, or shade from the sun provided it does not interfere with VO duties.

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

MAAC RPAS SAE Flying Display Area/Flying area Assessment

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

1. While flying RPA in the **flying display area**, it shall be positioned and flown with reference to the appropriate flight line, no closer than the minimum MAAC distances away from any spectator area, or other areas where unprotected persons are present. Notwithstanding the flight line rules, the following RPA flight profiles are **prohibited in the flying display area**:
 - a. Takeoff or landing at any angle less than 90 degrees from the edge of any spectator area, as established relative to a flight line or lines.
 - b. Take off or landing where the crosswind component is 45 degrees or more **to or from** the spectator area as expressed via the flight line, and **strong enough** that in the opinion of the RPAS pilot, RPIC, site safety officer/ED/CD or similar, may constitute an unacceptable risk of an uncommanded flight path immediately after take-off/landing towards the spectator area.
 - c. At any altitude, flight in a direction directly towards unsheltered people
 - d. Aerobatic maneuvers where any lateral kinetic energy component (except momentary direction changes such as spins, snap rolls, wing overs, hammerheads etc) of the maneuver is in a direction towards unsheltered people.
 - e. Formation flight joining or breaking regardless of direction of flight or altitude.

Transport Canada Pre-Validated Declarations (PVD) 25kg+ RPA ops

Before exercising the privileges of a Transport Canada PVD, a MAAC member is required to:

1. Provide a copy of the approved PVD to the site operators (Club or event organizers),
2. Obtain site approval before operation of the RPA,
3. Comply with all site/event restrictions and
4. Ensure all site or Transport Canada paperwork is submitted after operations, or as stipulated in the PVD or event approval process.

General Conditions

The Club/site/event shall:

1. Ensure the 25kg+ flying area MAP is posted in a conspicuous manner available to all pilots prior to any 25kg operations commencing.
2. Ensure a copy of these rules, in their entirety are available to all RPAS pilots at the site.
3. Communicate to all Club members and mark this site as closed for RPA weighing more than 25kg, **if there are any substantial changes to the site survey criteria** (CAR901.27 a through h), unless or until MAAC has been advised, has conducted a new SORA, and issued new permission.

The RPA pilot shall:

1. Comply with MAAC and club rules/policy.
2. Ensure all RPAS pilot CAR and PVD paperwork requirements have been met and are available
3. Ensure a recent site survey and NOTAM check have been completed,
4. Possess a valid Advanced RPAS operator certificate,

5. Comply with all MAAC Declaration requirements as outlined in the “user manual” stated below.
6. Ensure the RPA is equipped with a redundant onboard system to power the control system (receiver)
7. Ensure the RPA is equipped with a functional “fail safe” system,
8. Ensure the RPA maximum speed is less than 80m/s, or 180mph, as determined by the Pilot using reasonable speed determination methods,
9. Terminate any flight if any of the above requirements are no longer met.

Any RPAS Crew shall:

1. Comply with the instructions of the pilot in command
2. Perform their duties diligently and in accordance with MAAC policy and
3. Inform any responsible persons of any issue that prevents them from meeting their obligations.

25kg+ RPA Registration requirements

There are no special registration requirements for 25kg+ RPA.

RPA **owned by foreigners** cannot be registered with Transport Canada but are permitted to operate under the MAAC Declaration (see MAAC Foreign pilot policy).

1. If there are multiple different pilots of the same RPA at the same location or event, every pilot must ensure the log books capture who was pilot in command for each flight.

Flying Area and Buffer Zone for MRPAS (25-35kg) operation



<25kg flying area - outlined in yellow
25-35kg flying area - outlined in blue
25-35kg buffer zone - outlined in red
Display area - outlined in green
No Fly zones apply to all RPAS operation.

The **controlled ground** area is defined as 500' (152.4m) surrounding the flying area in all directions. No unsheltered bystanders are allowed in this area – conversely no 25kg+ RPA flight is permitted if unsheltered bystanders are in this area. This is a CAR requirement. (901.26 (b))

The **flying area** is the normal flying area for sub-25kg RPA, or if required, as specified for 25kg+ RPA. There are no special requirements other than no unsheltered uninvolved persons are permitted in this area. There are no restrictions on flight maneuvers in this area.

The **flying display area** is a 500' X 500' X 500' box centred on the edges of the pilot stations, extending outward from the pilot station area parallel to the flight line. Inside this area, RPA flight must not contain a lateral component directing the model's kinetic energy towards the crew or spectator areas. Essentially, in this area all flight must be left/right or vertical in nature along the established flight line or directed away from the “crowd”.

RPAS Operations Above 400'AGL and Above 25kg

All conditions for RPA weighing less than 25kg, apply equally to RPA weighing more than 25kg.

MAAC Declaration – Permitted Operations RPA Operator Manual

Each RPA Owner is responsible to construct a simple Operator Manual for each RPA weighing 25kg or more. It is highly recommended to append this manual to the RPA logbook.

MAAC Declaration Operator Manual sample

MAAC RPAS Declaration – Owners Declaration

Owner Name and MAAC # _____

RPA Make or manufacturer name _____

RPA Model _____

Transmitter _____

RPA category ☐ Fixed wing ☐ Rotary Wing ☐ Hybrid

List any instructions related to assembly, servicing and maintaining the RPA and control system.

List any inspection program to maintain system readiness, or command and control link, during all phases of flight.

List any weight limits or center of gravity concerns or related special requirements.

List RPA design features such as limitations on speed, altitude, or operational restrictions

Specify Weather conditions or limitations affecting RPAS operation,

List Special or unique features of the system that could result in severe injury to crew members during operation.

List Special or unique design features of the system, and the operating procedures, that are intended to protect against injury any person not involved in the operation,

Specify Warning information notifying any degraded system performance,

List Special or procedures for operating in normal or emergency conditions,

List any post flight dis-assembly, adjustment, or post flight inspection requirements

Describe availability of other manuals or component operating instructions.

Owner

Signature

Date

RPAS Pilot In Command

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

- 8. IF forming part of an RPA flight line (at the pilot stations) that includes one of the maximum allotted “student” spaces (up to 5), and where there is more than one-on-one RPIC supervision be provided,
 - a. Other RPA pilots agree they **shall** follow all RPIC commands related to RPA operation as if they were a student receiving direct supervision. If they do not agree, either suspend RPIC operations or do not permit individuals to operate other RPA during the time RPIC is active – this is a site responsibility.
 - b. The RPIC direction will most commonly be associated with commands to descend, land or otherwise cease RPA operations because of aviation safety concerns.
 - i. This rule is intended to ensure there is ultimately no confusion about who is doing what. All other active modellers must comply, so the RPIC knows the scenario is safely under control.
 - ii. Other pilots may still exercise independent control authority for landings etc., provided they inform the RPIC of their intentions.
- 9. NO other RPA pilot may join an already active multi-student RPIC session without the permission of the RPIC.
 - a. Thereafter they agree to follow the same RPIC rules as if they were there at the start of the session.

Event Approval

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.

Field Layout



An aerial photograph of a field with several colored overlays and labels. A red line outlines the entire area, with 'No Fly' written in red in several locations. A yellow line outlines a large central area. A blue line outlines a smaller area within the yellow one, labeled 'Flying Area <25kg'. A green line outlines a rectangular area within the blue one, labeled 'Display area 500'L 500'R 500'D'. Other labels include '3500' in yellow, '3000' in red, and 'No Fly Corridor' in red. There are also some handwritten-style notes like 'No Fly' in red and 'No Fly' in blue.

MAAC SFOC # 25-26-00044088
Updated May 22, 2026 V2

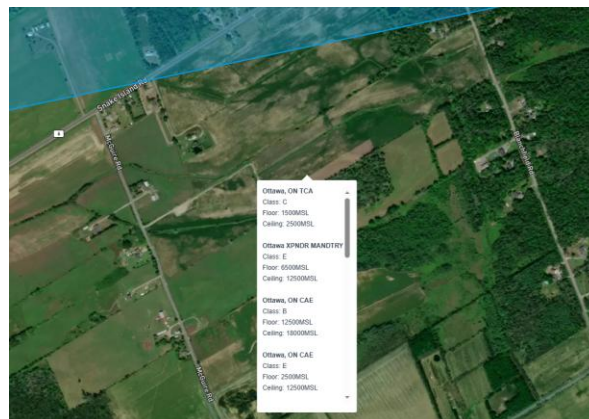
Ottawa Valley Jets - No Fly zones



Site Flying area diagram. <25kg Only



Airspace Map.





WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

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

**PROCÉDEZ À VOS PROPRES
RISQUES!**