



This document contains safety rules and forms part of the Model Aeronautics Association of Canada (MAAC) Safety Code for all activities described herein. Ensure that you have the latest version; always check the MAAC Web Site.

1.0 Title: MSD 6 - Remotely Piloted Aircraft (R/C Model Aircraft).

2.0 Purpose: To list and describe the Remotely Piloted Aircraft (RPA) Safety Rules and how they apply.

3.0 Definitions Glossary of Terms:

4.0 Discussion / Background:

4.1 All members flying RPA shall adhere to the following rules. Required Action:

5.1 No member shall operate an RPA weighing 250g or more (Small RPA as defined in the Canadian Aviation Regulations Part IX) at a MAAC site unless in possession of a valid Transport Canada issued RPA Pilot certificate or under the direct supervision of a MAAC qualified instructor. Demonstration flights where provided to non-members, must be conducted by a qualified pilot with immediate and direct control of the RPA available at all times.

5.2 No member shall fly a RPA in competition or at an event to which the public has been invited until the model has successfully completed a test flight or series of test flights to prove that it is airworthy.

5.3 RPA must be equipped with a means for the operator or helper to quickly shut down the various types of motor power, either while on the ground, or in the air by radio control.

5.4 All members shall prior to the first flight of the day conduct a thorough preflight inspection of all control linkages and control surfaces for correct direction of movement and secure installation. Where possible carry out a functional check of:

a. **Range Check:** Where prescribed by the manufacturers operating instructions; all members shall perform a range check before the first use of the day and after any mishap that requires repairs; and

b. **Fail Safe:** where equipped and able to be tested without disassembly, ensure the Fail Safe functions as described in the operators manual. Fail safe settings are up to the individual to decide, however should be set to terminate the flight upon loss of signal and minimize any fly-away situation.

5.5 All members shall use an appropriate method of restraining their model during starting, ground running or during range checks when conducted with the motor running or

where there is any danger of the motor starting as in the case of electric powered models.

- 5.6** No member shall taxi a model in a pit area or in any other area immediately adjacent to people. Except where starting areas have direct access away from all people to the runway, all models shall be physically moved/carried from the start up area to an area where safe ground movement may commence, either ground taxi or take-off.
- 5.7** All pilots shall fly from a designated pilot area and/or designated pilot-station where provided. Standing behind a model for take-off or hand launching a model from a position on the runway is permitted but once airborne the pilot shall move to the pilot area as soon as possible. All movement on and off the field shall be called out to other pilots. Club officials and/or event organizers may designate other areas of the field from which pilots may fly for certain events.
- 5.8** No member shall fly an RPA directly over MAAC related pits, vessels, vehicles, structures, no-fly zones as designated on the club field layout or any other areas where there are MAAC people or personnel performing their duties.
- 5.9** All initial turns after take-off shall be made away from the pit, spectator and parking areas.
- 5.10** All takeoffs, flying and landings must be carried out on the side of the flight line opposite the pilot stations.
- 5.11** All members shall utilize the assistance of a Spotter, Safety Spotter and/or a Helper when deemed necessary.
- 5.12** All RPA flying shall be conducted in an area of the sky and at an appropriate altitude where the consequences of any mishap will minimize the danger to all persons or property.

6.0 Current version

Version 1, Approved by the BOD, (March 24, 2013)

Version 2, Revised by the BOD, (January 23, 2014)

Version 3, Revised by the BOD, (March 17, 2016)

Version 4, Draft revision, revised to new MSD format standards, (Aug 17, 2017)

Version 4.1, Revised to remove links and references to outdated documents (Feb 15, 2023).

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