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NAV CANADA and Transport Canada Member Contacts

1 message

MAAC <admin@maac.ca>
Reply-To: president@maac.ca
To: kenkalynuk@gmail.com

Thu, Mar 23, 2023 at 7:06 AM

This message is being sent to MAAC members whose membership expired in 2022 and who have chosen to receive emails from MAAC.

In past communications, I've described our relationship with Transport Canada and NAV CANADA as cordial and cooperative. All three entities want the same thing; for MAAC to continue representing model aircraft hobbyists in Canada.

On Tuesday morning, I was about to call my counterpart at NAV CANADA to discuss restarting discussions on access to controlled airspace when my counterpart at Transport Canada called to share some conversations that happened at a regular meeting between the NAV CANADA and Transport Canada teams. Here are the notes I took from that call:

1. Clubs and members have contacted NAV CANADA to initiate agreements for controlled airspace access. Their 'applications' demonstrate that 'they have poor knowledge of airspace', in our contact's words. NAV CANADA thinks this shows how unready MAAC is to be taken seriously to operate in controlled airspace.
2. TC has received multiple ATIP (Access to Information) requests asking who knew what and when related to the 2019 exemption and the MAAC / TC relationship. Our contact surmises these ATIP requesters are trying to build a case against the MAAC leadership.
3. These ATIP requests must be processed and consume TC resources. (The last ATIP request concerning MAAC took over a year to process). Our contact characterized this as 'sand in the gearbox'.
4. Our contact said, "It doesn't look good for the organization".
5. Our contact reiterated that MAAC needs an enforcement process to take action against individuals and club leadership that don't adhere to MAAC policies and procedures, which he described as 'not optional'. Enforcement is essential to regaining credibility and building a new exemption.

No Contact Requests

In several earlier communications, I have asked the members to refrain from contacting Transport Canada or NAV CANADA and keep discussions internal with MAAC. Despite members claiming this request was 'censorship' and 'undemocratic', there was good reason to **ask** for your support. We were and are entering a **sensitive period of discussions** with our aviation partners. We need to demonstrate that MAAC is a unified and cohesive organization and that these entities can deal with MAAC confidently and in good faith.

Working against the interests of MAAC

Now it is plain to see that the actions of some members are damaging MAAC's ability to work in good faith with our two principal aviation partners towards new agreements. Through their contacts with NAV CANADA and TC ATIP requests, these members are **working against the interests of the greater membership** who want to return to flying.

In addition to not helping with our efforts to secure better agreements, dealing with these issues, like writing messages to members, takes hours away from working towards getting our members back in the air to enjoy their hobby. It's a huge time-wasting distraction, and it must stop.

Choices

We've been tolerant of 'alternate' approaches and viewpoints in the past. Now it's different. In any large member-based organization, factions may feel wronged or mistreated or want whatever leadership team is in place to go away. These **actions sabotage efforts** to secure a better future for most members who want to enjoy their hobby. These members have a choice: support the program and the leadership team and stand down or take up a new hobby outside of MAAC.

Staying the course

Despite these occasional setbacks, we keep going because, to quote Winston Churchill, “When you’re going through hell ... keep going.” Your leadership team remains energized and dedicated to the task at hand; to get as many of our members flying again as possible. The groundwork has been laid and is about to pay dividends. Please don’t let our efforts be in vain.

Latest SOC update

The review program is working. As of Wednesday evening, we’ve issued 142 Site Operating Certificates for sites in uncontrolled airspace outside of three nautical miles of aerodromes. Soon we’ll start issuing SOC’s for sites inside three nautical miles of an aerodrome.

Model Aviation Canada

The 2023 January/February edition of Model Aviation Canada has been cancelled. So many fast-moving and demanding changes have affected our operating regime that we couldn’t pin down anyone for contributions. Look for a February/March issue coming soon.

Mike Anderson, President (president@maac.ca)