

**CIAM Education Sub-committee**  
**National Regulations of Model Flying Comparison**

*Questionnaire February 2010/ List of Results compiled by Gerhard Wöbbeking*

(Last update April 15<sup>th</sup>, 2010)

**I. Insurance for Model Aircraft**

NAC	1. Obligatory?	2. Available at all?	3. Provided by?	4. Maxim. Limit?	5. Excess?	6. Cost per Year?	7. Member to Member covered?
ARG	Not by law	Yes	FAA (Federación Argentina Aeromodelismo)	110,000 €		6 €	Yes
AUT	Yes, except space models + aerostats	Yes	Included in NAC membership	1.5 Mio. €	No	9 € per member	Yes, it depends
AUS	No national demand	Yes	MAAA provides to all members	13 Mio. €	3230 €	6.37 € per member	Yes
BEL	Yes		Yes	5 Mio.€, personal injuries 500,000 €		About 2 €	No
CZE	Not yet, but in preparation	Yes	Members of the SMCR covered at competitions	80,000 €	No	0.4 € incl. in membership fee (4 €)	Yes
DEN	Yes for > 7 kg and for jet propulsion	Yes	NAC/ Aeromodelling Organisation	1 Mio.	No	10 € per member	Genuine third party
ESP	For competition models	Yes	Regional Aeromodelling Authorities	150,000 €, unlimited for medical care	No	42 € per member	Depends on the region
FRA	No official national demand	Yes	FFAM members are obliged to be licensed	6.100,000 €	No	3.10 € per license	Yes
GBR	No	Yes	BMFA provides insurance as membership benefit	11.400,000 € Civil, 28,500 € Personal accident claim	57 €	11.24 € of the membership fee (33 €)	Yes
GER	Yes, for all aircraft	Yes. Different suppliers	Yes. Part of membership fees	Insurance for 1 Mio. € minimum, higher amount possible	DAeC no DMFV 2000 €	1 Mio. € about 15 € per member	Yes. Cover for all damages
GRE	Yes, for all aircraft	Yes	Club members are obliged to	60,000 € Personal, 30,000 € Civil accident claim	200 €	6 € per member	Yes, if members are considered as spectators
HKG	No	Yes	Yes	288,000 €	480 €	360 € total	Yes
IRL	Yes, for all MACI registered models	Yes	Yes	8.000,000 €	No	20 € per member	Yes
ISR	Yes, for all pilots flying models with motors or engines	Yes	Part of the membership fee	100,000 €	200 €	70 € for adults, 50 € for juniors	Yes
JPN	No, but strongly recommended	Yes. Different suppliers	Part of Japan Model Aeronautic Federation membership	1.6 Mio. €	No	20 € of the membership fee	Yes, but limited
LUX	Yes, clubs ask for it	Yes	Provided by clubs	80,000 € Civil, 800,000 € Personal accident claim	No	8.75 € to 12.5 € per member	Yes
NED	No	Yes	Yes	1.250.000 € per case; 2.500.000 per year	125 €	1.38 € per member	Genuine 3 <sup>rd</sup> party
NOR	No, except for models > 20 kg	Yes	Part of the membership fee	940,000 € for individuals, 1.200,000 for events + clubs	No	4.50 € per member	Yes

NAC	1. Obligatory?	2. Available at all?	3. Provided by?	4. Maxim. Limit?	5. Excess?	6. Cost per Year?	7. Member to Member covered?
NZL	No	Yes	Members of the NZMAA are covered			3,790 € for 2000 members = 1,89 € per member	
POR	No	Yes	Part of the national license provided by the FPAm	250,000 € per accident	5%, min. 25 €; for member to member 10%, min. 100 €	35 € national license fee	Yes
SAR	Yes, for all pilots	Yes	SAMAA	1.36 Mio. €	450 € 3 <sup>rd</sup> party, 900 € member to member	1.50 € per member	Yes
SRB	No	Yes	No	To be negotiated with the insurance company	Depends	About 50 € to cover a 10,000 € claim	Depends on negotiation
SUI	Yes		Yes	3.3 Mio. €	none	10 €	Yes
SVE	Yes	Yes	SMFF has one insurance cover for all members	1.8 Mio. €	400 €	4000 €, covers club properties + accidents as well	Yes
USA	Standard for flying sites	Yes	Part of AMA membership	1.85 Mio €	no	Included in the membership fee	Yes, with few limitations

## II. Definition of Model Aircraft

NAC	8. National Definition of Model Aircraft related to the Insurance?	9. Model Aircraft (including Aerostats + Space Models) regarded as Aeronautical Vehicles?	10. Special Regulations for Models with Camera and/or GPS controlled UAV?	11. Indoor Models regarded as Aeronautical Vehicles?
ARG	Small up to 20 lbs, big up to 90 lbs	Yes, but neither Space Models nor Aerostats	No	No
AUT	Up to 25 kg	Yes, but neither Space Models nor Aerostats	No	Yes
AUS	Defined by MAAA with up to 50 kg/ms for all powerplants	Yes	Currently investigated. Models with cameras accepted by MAAA	Civil Aviation Safety Authority says no, MAAA says yes
BEL	Up to 12 kg; larger models require authorizations	Yes	Aerial photography is forbidden, not yet regulations for UAV	No
CZE	Up to 20 kg	No, but new bylaw may introduce new definitions	Subject of new bylaw	Not regulated
DEN	Up to 25 kg	Yes	Yes	No
ESP	No	No	No	No
FRA	No. Same insurance for all kind and sizes of model aircraft	Yes, unmanned and always in view of its operator. No space modelling activity, but special regulation	Automatic control for model aircraft forbidden, special regulations for UAV	Yes
GBR	Up to 150 kg	Yes	Guidelines for model aircraft with cameras; all models have to flown in visual range (except free flight). UAV not under remit of BMFA	Strictly speaking yes
GER	Normal up to 25 kg; up to 150 kg with type approval	Yes, all flying objects incl. aerostats, space models and kites	Yes. UAV are no model aircraft (commercial, flying out of sight)	Air law: No. Insurances: Yes
GRE	FAI definition of model aircraft (up to 25 kg etc.)	No, considered as sporting or recreational vehicles	For models with camera, yes. for UAV in preparation	No
HKG	Yes	No	No	No
IRL	None as yet	No	No	No
ISR	No	Yes, according to flying regulation	Yes, by security authority	No
JPN	FAI definition	No	No	No
LUX	Varies from club to club and their insurance	No	No	No

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NED	Up to 25 kg	Yes	Not yet	No
NOR	Up to 70 kg	No	Not for the time being, but worked on by the Civil Aviation Authority	No
NZL	NZMAA insurance covers up to 100 kg with conditions on inspection	Yes	Commercial use of UAV not controlled by NZMAA	Yes, if over 100 g
POR	No. Same insurance for all kind and sizes of model aircraft	Yes, unmanned and always in view of its operator. No space modelling activity	Automatic control for model aircraft forbidden, special regulations for UAV	Yes
SAR	Up to 25 kg and 6 m wingspan	Model aircraft for hobby and sporting activity	Definition in progress between Civil Aviation Authority and industry	No
SRB	No	No. They are "model aircraft", but some regulations relate to them	Yes. Separately treated by law	No
SUI	30 kg max. for airplanes, 1 kg max. for rockets	Yes	Yes	Up to 0,5 kg not
SVE		Yes	Models with cameras have to comply with FAI definition, be in visual range and controlled. GPS equipped are UAV	Yes
USA	Up to 55 lb, with process of inspection up to 110 lb	In general yes	Restricted by the AMA, but not yet by the Government	No

### III. Model Flying as a Sport

NAC	12. Is Flying with Model Aircraft officially regarded as a Sport?	13. If yes, any Advantage occurring of this Acceptance?	14. If no, would Acceptance gain more Support?	15. Does Aeromodelling receive any Financial Support?
ARG	No		We would like to be considered as sport	No
AUT	Yes	Yes		Yes
AUS	Yes, by the Australian Sport Commission (ASC)	Image and profile and that it opens up other public funding possibilities		With recognition by the ASC additional funding will be available on application by members of MAAA
BEL	In Flanders yes, in Walloon region not	Yes	Yes	In Flanders yes, not in Walloon
CZE	Yes	Yes		In a small scale. National support differs between Olympic and non-Olympic sports 50:1
DEN	No		Yes	No
ESP	Yes	Not now		Yes, but only for competition activities
FRA	FFAM is recognized by the Ministry in charge of sports and member of the French National Olympic Committee	Yes		FFAM receives every year financial supports from Direction des Sports and Direction Générale de l'Aviation Civile
GBR	Yes	Some Local Councils have been more helpful in providing facilities/flying sites		Some competitors have received limited financial support, mainly by Local Councils
GER	Yes. DAeC (NAC) with all airports is member of the German Olympic Sports Federation	Differs from land to land		No. National financial support concentrates on Olympic disciplines
GRE	Yes, recognised by Ministry of Sports together with the other airports	Competitors may benefit to work on the public sector, or get a bonus to enter the university		Federation used to get some money for all airports. Currently under consideration
HKG	No		Yes	No
IRL	No		Yes	No

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<b>ISR</b>	Yes	Funding for equipments, for the international teams, general support		From the government as a sport and from the sports gambling council
<b>JPN</b>	No		Yes, it may increase local government interests	No
<b>LUX</b>	Yes	Yes		Yes
<b>NED</b>	Yes	Yes		Not yet anymore
<b>NOR</b>	Yes, member of the Norwegian Federation of Sports and Olympic Committee	General recognition. Access to sporting arenas		In line with all other sports. Depending on number of memberships, activity and young members
<b>NZL</b>	Unclear	Yes, access to funding	Definitely	
<b>POR</b>	FPAm is recognized by the Ministry in charge of sports and member of the Portuguese National Olympic Committee	Yes, financial subvention		Yes, because recognised as a Sporting Public Utility Federation.
<b>SAR</b>	Yes	Yes, national sporting colours awarded		No, future project
<b>SRB</b>	Yes	Yes. WCh- + CCh-medallists get scholarships of about 4000 €/year paid monthly by the Ministry of Youth and Sports through the NAC (10 in 2009)		Yes, for national and international championships, for members of national teams or for summer camps with talented beginners
<b>SUI</b>	Yes	Yes		Yes
<b>SVE</b>	Yes. SMFF is a recognized sport organisation and part of the Swedish Sports Confederation	Yes. SMFF take part in the Swedish Sport Education programmes		SMFF can get financial support both from government and local authorities
<b>USA</b>	Generally not considered as a "sport", rather as a "hobby"	Advantages and disadvantages	Being considered a "sport" wouldn't have many advantages in the USA	Private support for education efforts

## IV. Flying Sites

NAC	16. Flying restricted to special areas?	17. Definition of these areas?	18. Other restrictions?	19. Air Control Zones?	20. Definition of Model Air Fields?	21. Full Size Airfields permitted?	22. Flying in Nature Reserves?	23. Expert Advise for Clubs?
ARG	No, but clubs have to meet the FAA security code		Code restrictions refer to populated areas and noise limitations	Varies between allowed and restricted	See the security code	Some clubs are located in full size airfields	No regulation	Yes
AUT	No		No	Flying restricted	No	Depends	Not allowed	Yes
AUS	No, but keep 30 m distance to anything not involved		Noise; matter of the development application with the Local Government Council	Below 400 feet within 3 miles with authorisation from Air-space Control	No	Part of an organised public display	At the Local Government Council discretion	Yes, but seldom needed
BEL	Yes, about 120 authorized fields	Recognition by the authority for general aviation	Noise limit to 86dB (a)	10 km distance, everywhere height limit to 120 m	No flying closer than 200 m to houses	Few	Probably, not yet well identified instances	Yes
CZE	No		Noise; distance to roads and power lines	New bylaw demands 5 km distance to airports	No	Depends on the management of the airfield	No regulation	
DEN	Only models >7 kg and/or jet propulsion	Fields have to be registered	150 m from populated areas or primary roads	5 km distance to civil airports, 8 km to military air fields	Airspace must measure at least 100 x 300 meters	Yes	With permission	Yes
ESP	No		No	Flying restricted	Not now. Being worked on	No	Depends on the reserve	Yes, within the regions
FRA	Yes, for the aeromodelling activities organised by FFAM	Owned by the associations		Subject of regulation by the ministry in charge of Civil Aviation	No, but recommendations regarding noise defined by FFAM	Yes. Licenses for military airfields	With special agreement	Yes, by a national commission with regional representatives
GBR	Few restrictions in general		Government 'Code of Practice' for controlling noise	Allowed with some restrictions	Point of launch 500 m from housing	Yes. Licenses for military airfields	Yes. Wildlife studies commissioned to investigate the effect	BMFA employs a Flying Site Adviser to assist clubs
GER	No		Distance to housing; take off allowance needed for models >5kg	In agreement with the regional Civil Aviation Safety Authority	Fields with take off allowance (not regarded as Air Fields!)	Yes. Licenses for some military areas	Yes, with permission	Yes. Experienced advisers within the NAC
GRE	No. Safety and common sense prevent from flying everywhere		No flying near residential or otherwise restricted areas	Only with special permission	Basic guidelines, no rules	Yes	No, restricted areas	Yes
HKG	Yes	One official, government licensed airfield		Forbidden	Yes	Yes. restricted	No	
IRL	No, but encouraged	Model flying club sites		Very restricted	Yes	No	Yes, slope soaring in National Park areas	No. Subcommittee working
ISR	Yes	Restricted by regulations		Allowed with some restrictions		Upon request; most are rejected	No such issue	Aero Club gives advise

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<b>JPN</b>	Yes	Signboard posted	Local clubs have own rules for types of models, hours of operation	Restricted, in some cases forbidden	Local clubs have their own rules	Case by case	No governmental rules	Case by case
<b>LUX</b>	No		Yes, noise		Distance to housing	Depends on the event	Not allowed	Yes
<b>NED</b>	No		Environmental law, including noise	Within 3 km only with acceptance of airport authorities	Environmental law: distance from nearest house. Not yet for jets	Special arrangements on military airfields	Yes. Quite new is Natura 2000, with restricts model flying	We try
<b>NOR</b>	No		Noise emission is regulated by law	Restricted, in cooperation with airspace control	Being worked on	Yes, promoted by NAC	All motorsports are generally forbidden	Yes
<b>NZL</b>	No	NZMAA membership insurance only covers registered sites	Noise is a sensitive issue	In general no closer than 4km and no higher than 400ft	No	Yes	Yes	Yes
<b>POR</b>	Yes. Model air field rules for aeromodelling within FPAM	Different sizes and equipments		4 km distance to airports	Recommendations defined by FPAM for a quiet guaranty for people living near by	A protocol with the Portuguese Air Force allows using their tracks on weekends	No	In charge of INAC (Civil Aviation National Institute)
<b>SAR</b>	Flying sites are registered	Sites specially developed for this purpose		Restricted regarding height, distance etc.	No specific limits	On occasion, with approval	Yes, mostly for slope soaring	Yes
<b>SRB</b>	Yes, in principle – not strictly applied	Sporting air fields or special flying fields	FAI rules	Allowed, with permission of the Flight Control authority	No, but distance to housing due to noise of internal combustion engines	To be planned on yearly basis. Permits from Ministry of Defence for WChs or CChs	No	Yes, through aeromodelling commission or NAC office
<b>SUI</b>	No		Type of propulsion system, max. 30 Kg	Restricted	Yes; electrics or gliders only, no turbines	Yes	Few	Yes
<b>SVE</b>	Yes	Defined both by the Civil Aviation Dep. and the Swedish Environment Protection Agency		Restricted or forbidden, depends on the local air traffic control	Noise, distance to housing. No extra rules for models with jet propulsion	Yes, on many smaller air fields	Yes, if great care and responsibility is taken	Yes, SMFF has been doing on several occasions
<b>USA</b>	No, but many flying sites become embroiled with local land use restrictions		Varies widely, includes type of models, hours of operation etc.	Even when dealing with Federal rules, a lot of variability in local application	Not in any national rules, except for some "guidelines", but, locally is another matter	Yes, in some cases	Varies widely, depends on the attitude of the local authorities	Yes, this is a major part of the association's work

## V. National Proficiency Scheme

NAC	24. Does the Aeromodelling Organisation run a nationwide proficiency scheme?	25. Which types of models?	26. Is the proficiency scheme progressive?	27. Who are the target fliers?
ARG	Yes	All types	Progressive	All pilots
AUT	No, but aeromodelling centres with special courses	According to the demand	Progressive	Any pilot
AUS	Yes	RC Fixed Wing, Rotary Wing, RC Gliding, Space Models	Three levels including instructor level	All pilots, with a minimum standard for public display
BEL	Being implemented right now	All types of RC models	Only level 1, more in preparation	All pilots
CZE	No			
DEN	No			
ESP	No			
FRA	Yes; scheme exists for a long time	Free flight, control line, RC motor and RC gliding	Three levels: regional, national, international	All aeromodellers licensed to FFAM
GBR	Yes, BMFA runs such a scheme	RC fixed wing, RC gliding (both Thermal and Slope and Electric), RC helicopter	Yes	Any pilot, but display pilots are expected to hold a 'B' certificate
GER	No; pilots with models >25 kg need a pilots license			
GRE	No			
HKG	No			
IRL	Yes	RC fixed wing powered and helicopters	Progressive	Any pilot
ISR	Yes	RC models	Progressive	Any pilot
JPN	No			
LUX	No			
NED	Yes	RC fixed wing powered, RC gliders, helicopters, jets	Single, additional for completing performance	Any pilot
NOR	Yes, on a voluntary basis	All, except control line + free flight	A-level for all pilots, B-level for large models, being worked on. 150 instructors educated	Any pilot
POR	Yes, since 2006	Control line, RC soaring, RC motorised, helicopters and jets	Three levels	All aeromodellers licensed by FPAm
SAR	Yes	Control line, RC fixed wing, helicopters, gliders, jets	Progressive with differentiation between types	All pilots, only top ratings allowed to do display flying
SRB	Yes, related to sporting successes – not to model classes		Progressive	National team members
SUI	Yes	RC fixed wings, Free flight gliders, CL	Progressive	Any pilot
SVE	Yes	RC fixed wing, RC helicopters and RC gliders	One level only; for heavy models and display pilots a second one in preparation	All RC pilots
USA	No, but common locally within clubs	All types	Generally progressive, sometimes single levelled	Any pilot

## VI. General

NAC	28. Any Dialogue between NAC/Aeromodelling Organisation and Governmental Authorities?	29. Personal Opinion: Do Regulations in your Country meet the Demands?
ARG	FAA is in contact with a governmental agency called ANAC	Regulations for model aircraft are issued by the <i>FAA</i>
AUT	Yes, by the president of the Aeromodelling Commission	Yes
AUS	Yes, a <u>constant dialogue</u> with Government Authorities and their appointed agents. This is prior to any changes in formal regulation but more importantly CASA delegates many of their responsibilities to the MAAA and then just audits for effectiveness	MAAA have our own regulations which far exceed that put in place by Civil Aviation Safety Authority in order to promote safe operation of model aircraft
BEL	Yes, but very difficult	NO. The main obstacle is the ceiling of 120m (floor for general aviation is 500 ft – 150 m!)
CZE	Yes, but the power of the aeromodelling organisation is low	The new bylaw will in every case discourage many pilots
DEN	Yes	We have a very good relation to the authorities, and they do take our comments and suggestions into consideration
ESP	No	Not now. We have a working group to improve in the next future
FRA	FFAM is the official interlocutor of the governmental authorities regarding all aeromodelling questions	Negotiations during the years 2008-2009 with the governmental authorities produced simplified and - now - satisfying regulations (published in 2010)
GBR	Yes. The BMFA has been consulted in relation to a number of issues including noise, bylaws for public parks, Civil Aviation Authority legislation and radio-communications legislation	Yes in general terms
GER	Yes. Governmental regulations are to be discussed within the aeromodelling federations before they become effective	In principle, yes. But differs from land to land, authority to authority
GRE	Yes	Regulations are not causing major problems
HKG	Yes	No
IRL	Slight	Could be very much improved
ISR	Yes, in general cases for insurance, air fields, restrictions	No, there should be more effort to understand the sport, and regulations from 1981 are still effective
JPN	Yes	Yes
LUX	Yes	Yes, for the moment
NED	Yes. Recently more after the event	More or less
NOR	Yes. There are agreed and documented channels for this	No, not for the moment. With the development of large/heavy/fast models more regulations have to be enforced
NZL	Yes	Regulations are O.K. but the opinions and (pre)conceptions of authorities are a problem
POR	From time to time the FPAm serves as official interlocutor of the governmental authorities regarding aeromodelling questions	Well, more or less
SRB	Yes, for some matters	Partly yes, but should be improved to meet requests of sophisticated aero/space modelling technology
SAR	Yes	Yes
SUI	Yes	Yes
SVE	Yes	Yes, but we are concerned that all rules within the European Union will be harmonized within 5 to 10 years
USA	Yes. We even have a contracted governmental affairs employee	Yes, in the past there were few regulations. A real concern is that aeromodelling (RC) is getting caught up in the process of the FAA needing to write regulations for UAV's, and the differences are difficult to codify