



Flying Model Aircraft under new EU regulations

New EASA Regulations:

(EU) 2019/947 on the rules and procedures for the operation of Unmanned Aircraft &

(EU) 2019/945 on unmanned aircraft systems (UAS) and third-country operators of UAS

Under the new EASA Regulation (EU) 2019/947, a model aircraft is considered to be an Unmanned Aircraft System (UAS) and is given the C4 class mark.

This means that the provisions of the EU regulations for drones do not only apply to the classic "drone", but also to the traditional model aircraft.

*“Considering the good level of safety achieved by model aircraft already made available on the market, it is appropriate to create the **C4 class of UAS** which should not be subject to disproportionate technical requirements for the benefit of model aircraft operators “*

Regulation (EU) 2019/945

Basic information

The operation of drones is classified into three categories: "Open", "Specific" or "Certified".

According to this risk-based approach, additional technical requirements are placed on the drone itself, the Remote Pilot and on the operation of the drone, depending on the risk involved

For operators of Model Aircraft, there are three options for practicing model flying under the new EU regulations:

1. The operation takes place within the framework of "Open" category. Above all, it is important to ensure that the prescribed safety distances are observed and that the Remote Pilot has completed the required online course and online test for A1/A3 Remote Pilot Certificate.
2. For operations that cannot take place within the framework of the "Open" category, the operator of the flight model applies for an Operational Authorization under the "Specific" category (e.g. for flights over 120 m or with model aircraft over 25 kg).
3. In addition, there is the possibility for model flying clubs, to apply for special permits to operate within the association, under predefined Operational Limitations.

The Department of Civil Aviation Authorities of Cyprus (DCAC) supports the sport of Model flying and wants to work along the Cyprus Airsports Federation (KAO) and its clubs/associations, to ensure the safest and best possible operations for Model Flying enthusiasts and encourage younger generations to follow the sport.

What is a model aircraft club or model aircraft association?

According to the definition of the EU regulation, a "model aircraft club or association" is an organization based in an EU member state that serves the purpose of conducting leisure flights, air events, sporting activities or competitions with unmanned aircraft.

Flying Model Aircraft in the “Open” Category

If the Remote Pilot operates within the conditions predefined in UAS.OPEN.040 of (EU) 2019/947, there is no need for Approval from DCAC, as operations lie under subcategory A3 of the “Open” Category. Model Aircraft with MTOM under 250g, can even operate in subcategory A1 (US.OPEN.020).

“Open” - Subcategory	Main Characteristics
A1 Urban Areas, but not over assemblies of People or outside of Urban Areas	Drones with: MTOM < 250g (including fuel and payload) and Speed < 19m/s
A3 Outside of Urban Areas (150m from any commercial, industrial or residential building)	Drones with: MTOM < 25kg (including fuel and payload) and

For license-free operations in the "Open" Category, a number of requirements must be met, which are listed below:

1. Operator’s Registration

According to the new EU regulations, operators of model aircraft must register through DCAC website:

drones.gov.cy

For registration, the operator must:

- ➔ be over 18 years of age
- ➔ have their main residence or main place of business (for legal entities) in the Republic of Cyprus.

During registration, the Operator’s personal details are required (Name, Date of Birth, address, telephone number, e-mail address and ID/Passport number).

- ➔ The user has to attach a document as Proof of Address (Utility bill, Bank statement or any other official governmental document, not older than 6 months old); and a valid ID/Passport photo.
- ➔ There is a fee of €15 for Registration. After the user pays this fee, the system is autogenerating a Unique Operator's Registration number.

- Place the operator's registration ID number on any drones you own. If you have more than one drone the same number needs to be shown on all of them.
- You have to ensure this number is fairly visible on the drone/s (see sample). An engraved plate is the best way. Some authorities issue a QR code instead of a number. It needs to be readable / scannable from close up when the drone is on the ground.



2. Remote Pilot Certificate

For flights in the "Open" category, the pilot will need a proof of competency. For all model aircraft and classic drone pilots, DCAC requires a Remote Pilot Certificate (example shown below) to be obtained. This will give pilots the basic knowledge for UA and UAS operations and ensure safety in the skies, as model flyers will now be able to operate in A3.



Conditions for Remote Pilots:

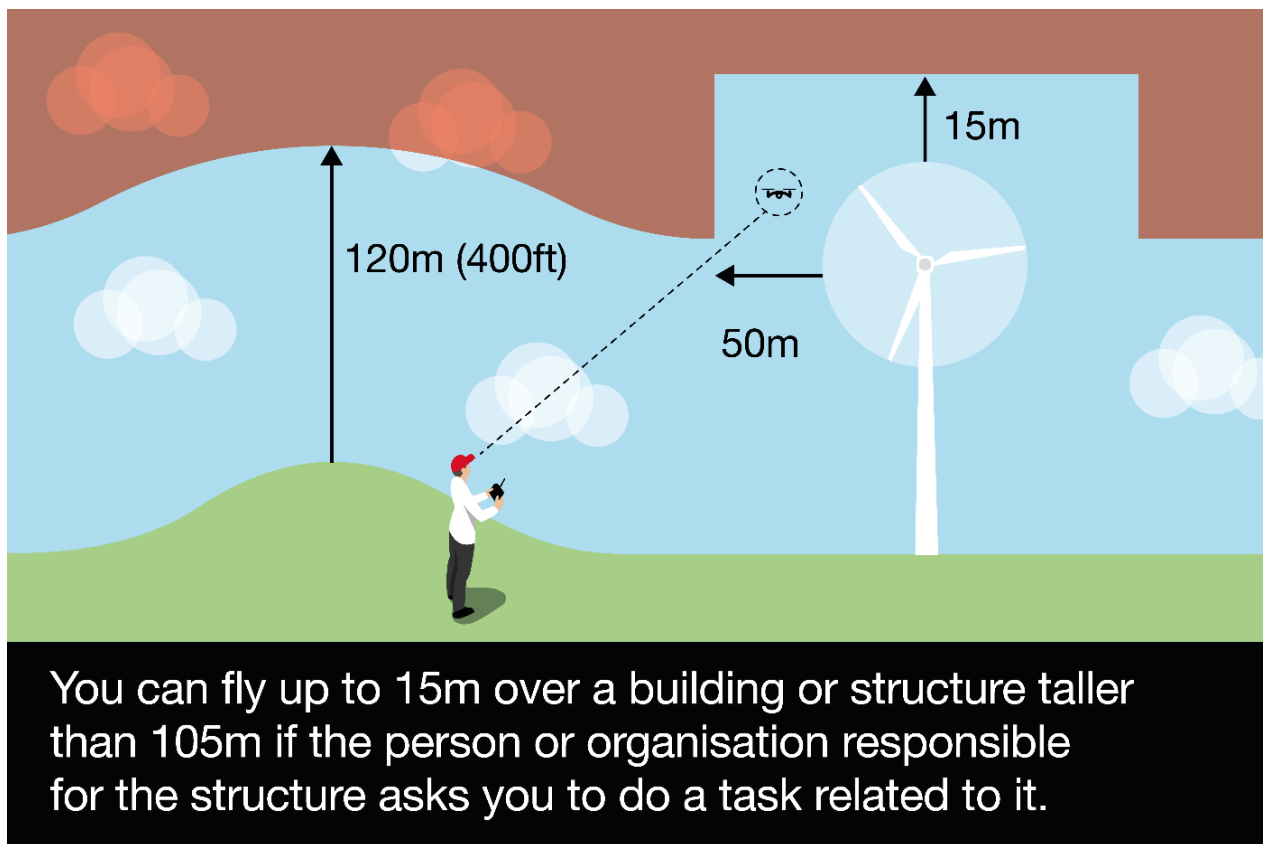
- ➔ Minimum age for obtaining the certificate is 16 years old.
- ➔ No minimum age applies to pilots when operating the device under the direct supervision of another pilot who is at least 16 years old and has a certificate of competency.
- ➔ Cost of the exam is €15 and the user has 3 attempts. All training material is provided with the payment.
- ➔ The test consists of 40 multiple choice questions and the pass grade is 30/40 (75%)
- ➔ The following subject areas are covered in the online course:

Aviation safety, Airspace restrictions, Aviation law, Human capabilities and limitations, Operational procedures, General knowledge of unmanned aerial vehicles, Privacy and data protection, Insurance and Aviation security.

3. Flight altitude and distance

Model aircraft is allowed in the "Open" category only in direct line of sight to the remote pilot (**visual line of sight operation, VLOS**). This means that the Remote Pilot must keep the UA within a distance that can be seen with uninterrupted and unsupported visual contact (with naked eye).

The **maximum altitude** (height) that a UA can be operated, is 120m above the ground (AGL). This can only be exceeded in case the pilot has to avoid an obstacle taller than 105m; which in this case, the UA has to be flown 15m above the obstacle.



4. Where can you fly your model aircraft?

In the "Open" category, flights may only be operated in areas where the pilot can assume that no uninvolved people are endangered within the flight area. In addition, a Horizontal Safety distance of at least 150 m to residential, commercial, industrial or recreational areas be kept.

What are uninvolved people?

‘**An uninvolved person** is a person who is not participating in the UAS operation or who is not aware of the instructions and safety precautions given by the UAS (drone) operator’.

A person is considered involved if he/she decides to be a part of the operation, understands the risk and is able to check the position of the drone while it is flying.

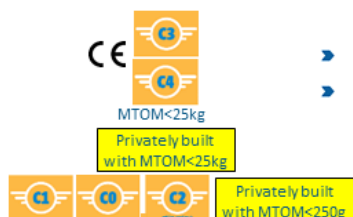
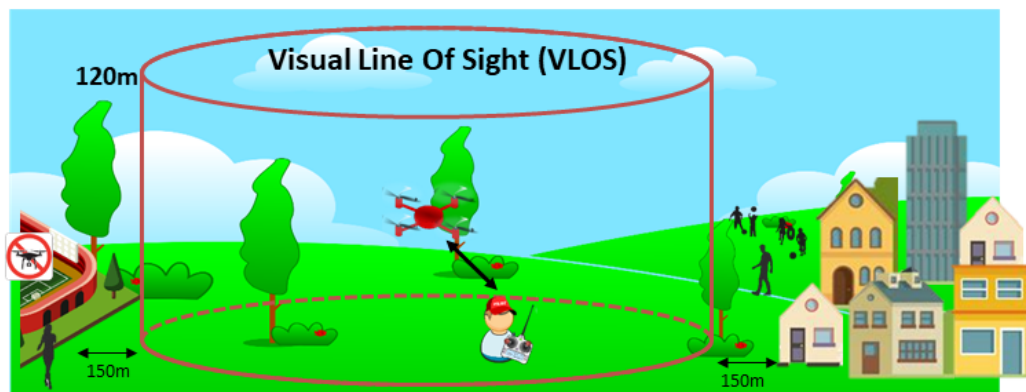
Therefore, in order to be considered 'involved' in the operation, a person needs to:

- give consent to be a part of the operation (e.g. consent to be overflowed by the drone); the consent needs to be explicit;
- receive from the drone operator/remote pilot instructions and safety precautions to be applied in case of an emergency situation; and
- not be busy with any other activities that would make the person unable to check the position of the drone and, in case of an incident, take action to avoid being hit.

Examples of uninvolved people:

- spectators gathered for sport activities, concerts or other mass events;
- people in a beach or in a park, or walking on the streets.

Open category - Subcategory A3



- **No fly over uninvolved people**
- conducted in an area where the remote pilot reasonably expects that no uninvolved person will be endangered within the range where the unmanned aircraft is flown during the entire time of the UAS operation

5. Obligations of the Operator of Model Aircraft

The operator of the RC Aircraft operating in the open category, must:

- Register as an operator in DCAC website - drones.gov.cy
- Be aware of EASA and Local Regulations (EU) 2019/947 and (EU) 2019/945
- Designate a Remote Pilot with A1/A3 Certificate obtained (unless UAS is <250g)

- Be aware of Geo-Zones (restricted or limited areas for UAS operations) – Digital map:
[Cyprus Restricted/Allowed Areas for Drones - Google My Maps](#)
- Make sure there are no uninvolved persons or inform attendees for the risks

6. Remote Pilot Duties

The remote pilot is the person assigned to fly to model aircraft, which comes with the following responsibilities:

- Has already obtained Proof of Competency (Remote Pilot Certificate for UAS <250g).
- Be aware of Geo-Zones (restricted or limited areas for UAS operations) – digital map:
[Cyprus Restricted/Allowed Areas for Drones - Google My Maps](#)
- Inspect the Flight Area. Check the surroundings, obstacles, roads, vehicles, make sure they are at a distance of 150m from any building or uninvolved persons.
- Observe the Visibility and Weather conditions and make sure it's ok to operate safely.
- Make a preliminary check on the model aircraft for any possible damages or anything that might disturb the pilot from a safe flight.

During the flight, the pilot must:

- NOT be under the influence of psychoactive substances or alcohol or disabled by injury, fatigue, medication, illness or any other reason.
- Keep the model aircraft in direct line of sight (VLOS) and study the airspace to avoid any risk of collision with a manned aircraft.
- If manned aircraft or other airspace users (e.g. parachutists) approach, the device must be landed immediately. Incidents must be reported immediately to DCAC. Stop the flight as soon as the operation poses a risk to another aircraft, people, animals, the environment or property.
- A safe distance from uninvolved persons must be maintained at all times.
- NOT fly in areas where an emergency response is taking place (unless instructed to do so by the relevant authority in command).

Flying Model Aircraft in the “Specific” Category

In the case where ANY one of the "Open" category requirements is violated i.e model aircraft weight is more than 25kgs, intended height of flight is more than 120m, flights are to be performed beyond visual line of sight (BVLOS) then the flight is considered to be in the “Specific category” . In such a case, the Operator or the Club/Association has to contact DCAC to request information on how to apply for authorization to operate in the “Specific” category.

Each party will be treated differently. As DCAC respects and supports the sport of Model Flying and its long history in the island, the process for applying for special limitations within an Aeromodel Airport will be different than an individual Operator requesting a permit to operate outside their dedicated Aeromodel Airport.

Aeromodel Club/Association

According to Article 16 of Commission Implementing Regulation 2019/947, a model club / association may request special operational deviations from the “Open” category, as some of their members have larger aircraft that might require more height or fly at really high speeds. The model club / association can fill an Application Form prepared by DCAC, specifying their requests and submit the club’s operational and security procedures

The DCAC will study their application and invite the President of the club for a meeting to discuss their requests. The DCAC will inform the applicant for their decision and the new deviations / limitations set for their model club / association.

Individual Applicants

There are cases where individuals will want to apply for an authorization to operate their model aircraft elsewhere, with special conditions. This process is more complicated, as operating outside a controlled airspace of a model airport, involves more risks and an Operational Authorization will be required according to Article 11 of Regulation 2019/947. If the operation does not fall under the Standard Scenarios published by EASA, the Operator will have to carry out and submit a risk assessment (SORA) as well as an Operations Manual and go through a more complicated process.

The DCAC will then go through the application and decide whether the applicant should be granted the Operational Authorizations and under what conditions (where to operate, what hours, for how long, height, etc)

Do you have any questions related to UAS and Aircraft Models?

Drop us an email or give us a call

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