



EUROPEAN MODEL FLYING UNION
REPRESENTING MODEL FLYERS IN EUROPE

An introduction to the EMFU

Dave Phipps
President



About me

- Lifelong interest in aviation
 - Built first RC Aircraft in 1982
 - Joined first club and the British Model Flying Association in 1983
 - Started employment with BMFA in 2003 and became CEO in 2005
 - Became Secretary of the Royal Aero Club of the UK in 2009
 - Became Europe Air Sports 'Technical Officer for Unmanned Aircraft' in 2014
 - Became President of the EMFU in 2017
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- Live on the edge of the Peak District National Park in Derbyshire
 - Married to Janine for last 28 years, two children, six horses and two cats



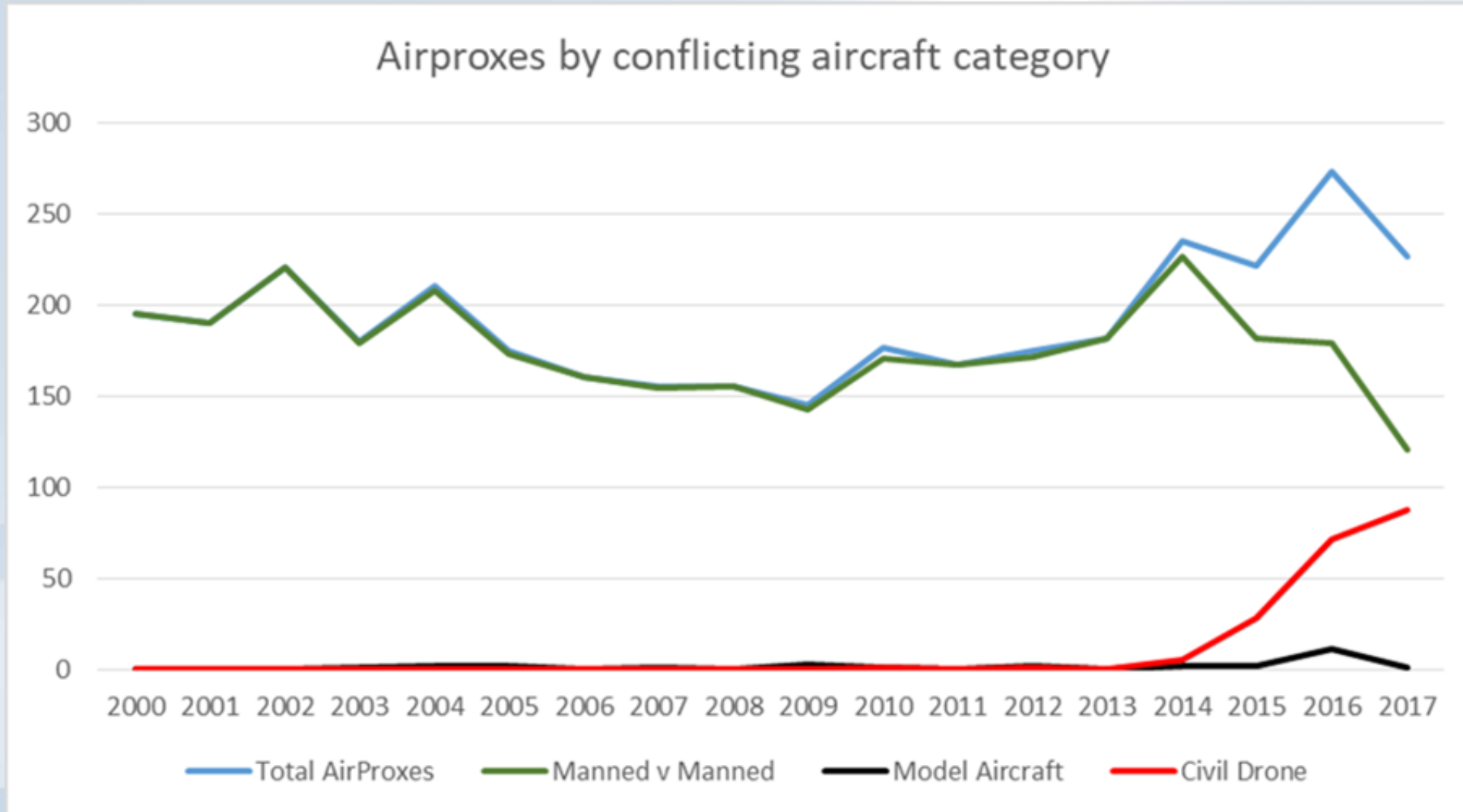
Why did we form the EMFU?

- Previously - Model Flying was regulated solely within Member States – very different rules
- 100 years of safe operation!

What has changed?

- The need to regulate the widespread operation of drones & establish a market
- EASA granted competence for regulating aircraft below 150Kg
- Political desire to harmonise regulations across the EU
- Model flyers throughout Europe suddenly found they all shared the same problem – unwelcome and disproportionate regulations!
- EASA prefer to work with organisations representing as many stakeholders as possible rather than individual clubs/associations
- EMFU Formed in 2017 to provide co-ordinated representation for model flyers

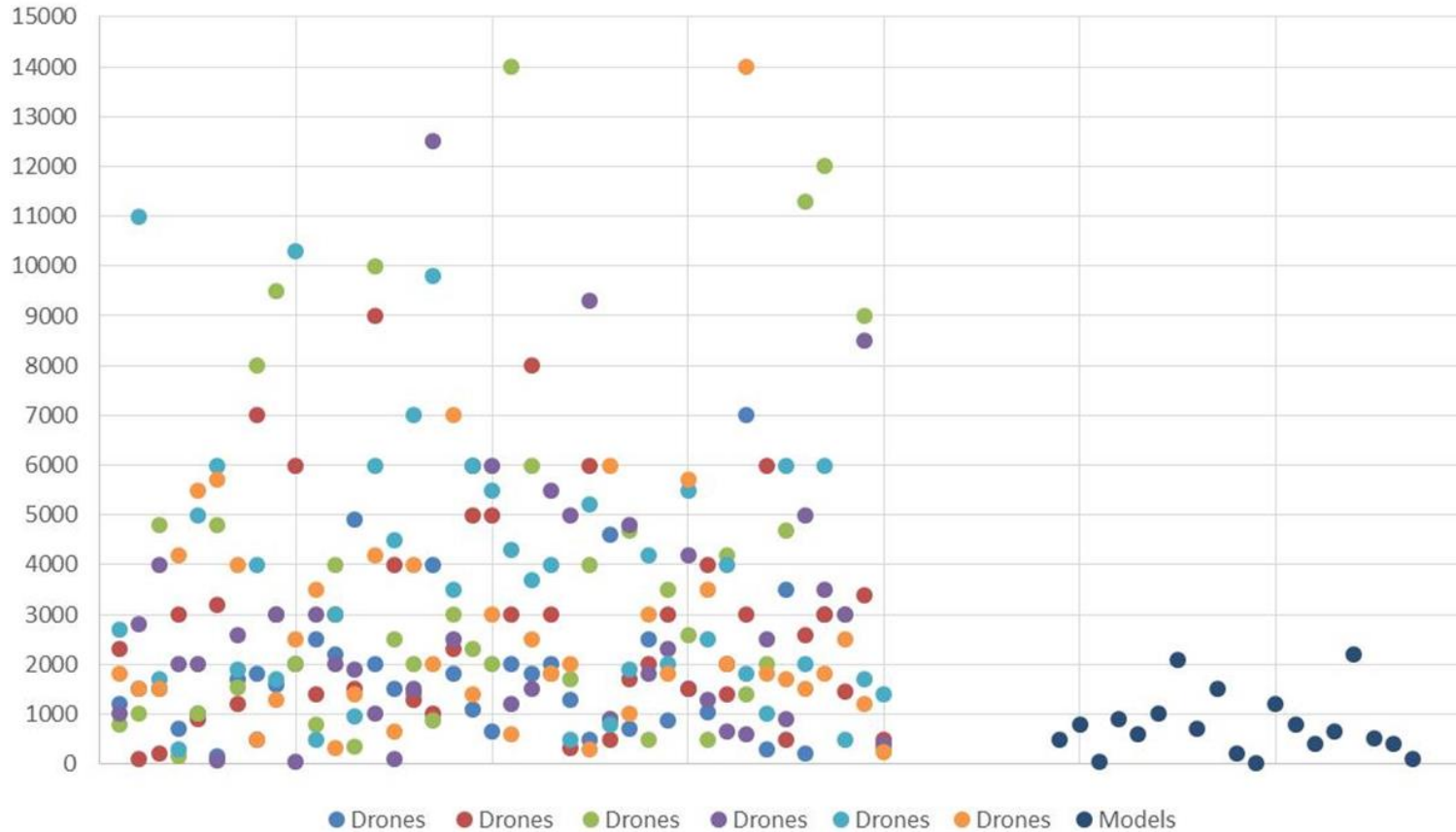
The Drone Problem – UK Experience



No history of significant conflict between models and manned aviation

The Drone Problem – UK Experience

REPORTED ALTITUDES OF AIRPROXES
MANNED VS UNMANNED AIRCRAFT 2010-2017



- Data for models – 17 year period
- No conflicts with commercial aircraft
- Only 2 above 2000ft
- Data for drones – just 4 years!
- Numerous conflicts with commercial aircraft
- Significant numbers >2000ft

This perhaps explains one of the reasons for regulators wanting to regulate unmanned aircraft

The Timeline - 2015

2015

- **August** - EASA published A-NPA 2015/10 – Introduction of a regulatory framework for the operation of drones.
- **September** - Europe Air Sports responded to this to ask for ‘special treatment for model flyers’
- **December** - EASA published its Technical Opinion - Introduction of a regulatory framework for the operation of drones.



The Timeline – 2016

2016

- **April** – EASA representatives attended the Europe Air Sports conference and I raised concerns about the treatment of model flyers. A direct meeting was offered.
- **June** – Europe Air Sports & FAI attended a meeting with the EASA rulemaking team to discuss model flying and then worked with them on some ‘acceptable’ wording (initially a proposed amendment to the Basic Regulation to remove model flying completely)
- **August** – EASA published its ‘Prototype Rules for Unmanned Aircraft’ which didn’t reflect our previous discussions about model flying.
- **September** – I published a ‘Call to Action’ through Europe Air Sports and the FAI to explain the potential impact and ask model flyers to respond directly to EASA



The Timeline - 2016

2016

- **September** – EASA surprised at the big negative response from model flyers. Europe Air Sports invited to a further direct meeting with EASA as a result.
- Europe Air Sports attended ‘Mini Hearing’ on drones at the European Parliament to argue the case for model flying
- The BMFA, DAeC, ÖAeC and SMFV discussed the requirement for a ‘union’

- **October** – Europe Air Sports canvassed members of the EC TRANS committee to support proposed amendments to the Basic Regulation – including recognition of model flying.
- Model flying Associations met in Friedrichshafen and agreed to proceed with the formation of a ‘union’

- **November** – Dave Phipps (EAS) and Bruno Delor (FAI) joined the EASA ‘Expert Group’ to work with them on ‘improving’ the regulations.

The Timeline - 2017

2017

- **February** – European model flying Associations met in Vienna to progress the formation of a ‘union’ for model flyers under the Europe Air Sports umbrella
- **March** - The first formal meeting of the EMFU took place in Wesel, Germany
- EASA ‘Expert Group’ meetings continued until July. Model flyers were represented at every meeting.
- **July** - EMFU arranges meeting between EMFU members and the EASA rulemaking team



The Timeline

2018

- EMFU provided ongoing input into EASA 'standard scenarios' and the development of Acceptable Means of Compliance & Guidance Material to support the regulations.

2019

- EU regulations published, but implementation delayed until 31st December 2020
- UK first to issue model flyers with an Article 16 Authorisation (see <https://rcc.bmfa.uk/article-16>)

Today we continue to work positively with the EASA Rulemaking team & there will be more challenges



- Recognition of model flying in the Basic Regulation achieved by Europe Air Sports

Model aircraft are considered to be unmanned aircraft for the purposes of this Regulation and are used primarily for leisure activities. Delegated and implementing acts concerning unmanned aircraft, adopted on the basis of this Regulation, should take into account that such model aircraft have so far had a good safety record, especially those operated by members of model aircraft associations or clubs which have developed specific codes of conduct for such activities. In addition, when adopting those delegated and implementing acts, the Commission should take account of the need for a seamless transition from the different national systems to the new Union regulatory framework so that model aircraft can continue to operate as they do today, as well as take into account existing best practices in the Member States.

Whilst not legally binding, this statement expresses the will of the legislator and is important guidance for implementation

EMFU Successes

- Helped negotiate and develop a range of options for model flyers – in particular the terms of ‘Article 16’

1. **OPEN CATEGORY**

Sets out operating requirements for unmanned aircraft. Class A3, C4 was written with model flying in mind.

2. **Article 15**

Member States can define zones where requirements of OPEN Category can be varied/exempted on the basis of a risk assessment.

3. **Article 16**

Member States can issue an Authorisation to model flying clubs and associations in accordance with national rules or established procedures and may also register their members with the NAA

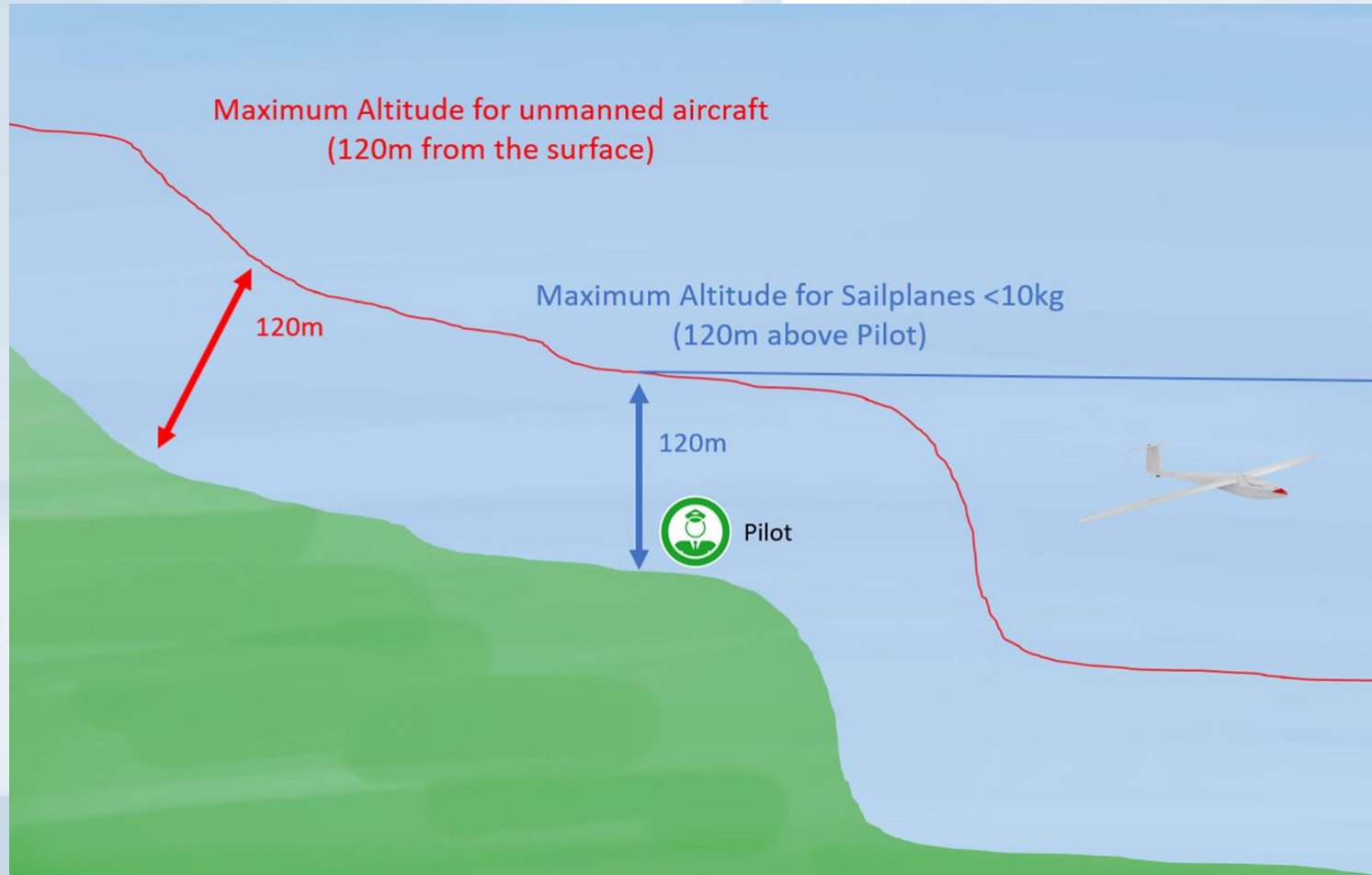
31 December 2022: activities in the framework of model aircraft clubs and associations automatically fall under OPEN CATEGORY unless exempted

Article 16 requirements

Issue	Article 16 authorisation		Open Category
	<i>EU Requirements</i>	<i>Authorisation?</i>	
Where	None	?	VLOS Safe distance from uninvolved persons and not over assemblies of persons Not endanger uninvolved persons At least 150m distance from residential, commercial, industrial or recreational areas
Max. Weight	None	?	25 kg
Max. Height	None	?	120m from surface or 120m above pilot (sailplanes <10kg)
Transporting and dropping materials	None	?	No transport dangerous substances and no dropping of any materials
Minimum age	Member State to determine	?	16 years (>250gr), can be reduced to 12 years
Competence of pilot	Member State to determine	?	Online training and exam
Registration Pilot	Mandatory, but can be done through club or association	Individual or through ass./club?	Mandatory
Registrationnr. Pilot	Registrationnr. must be displayed on model	requirements?	Registrationnr. must be displayed on model

EMFU Successes

- Agreed special provision for sailplanes <10Kg in the Open Category to operate 120m above the pilot rather than surface



EMFU Members

EMFU members are mainly NW Europe but interest is spreading



Current Work

- EMFU helping EASA develop guidance material for model flyers and NAA's on Article 16
- EMFU providing ongoing input to regulatory development and to EASA AMC/GM documentation
- EMFU providing input into the U-Space regulations and supporting EASA AMC/GM to defend the rights of model flyers
- EMFU members liaising with each other to try and make cross border operations easier
- EMFU members sharing information to assist each other with Article 16 negotiations
- Better together!

Find out more about us at www.emfu.eu

Thanks for listening & Happy Flying!

