

Model weight and Registrations

Notice to all MACI members. 3rd March 2017.

At the last Council meeting a number of questions were raised about weight limits and the requirements for registering and flying these models. I have therefore compiled the following explanations for all MACI members for their information. All models (fixed wing, heli, gliders and multi rotors) are now classed by the IAA as SUAs (Small Unmanned Aircraft) and that is the term I shall use in this summary.

There are two sets of rules concerning SUAs that MACI members should be aware of and members should understand the differences between them. The first is **S.I. 563 of 2015** which is the law of the land and which applies to **everybody** flying SUAs including MACI members. The second, which are the MACI rules that apply to all MACI members on MACI registered sites.

There are slight differences between them and I will set them out below. The main difference is that the IAA has agreed with MACI that our A + B scheme is an IAA recognised safety scheme. This has resulted in the Appendix N (Large Models) being adapted to comply with the requirements of **S.I. 563** to the benefit of MACI members. I would urge all members to familiarise yourselves with Appendix N especially if you intend or are flying SUAs over 4 kgs and upwards.

S.I. 563 of 2015.

Does not apply to SUAs weighing less than 1 kg made of wood, paper or frangible plastic (very light and easily broken) with no substantial parts and being operated at a maximum height of 15 meters above ground.

The **S.I. 563** applies to everything else up to a maximum weight of 150 kgs. Therefore if your SUA does not fit into that first definition and weighs up to 150 kgs then the S.I. applies which means it must be registered with the IAA and must have its IAA sticker affixed before its first flight.

In addition, SUAs of 4 kgs and over up to 150 kgs can only be flown when the pilot/operator has completed and passed an IAA recognised safety training course.

So in summary:

0—1 kg: generally no IAA registration required.

1 kg—4 kgs: IAA registration and registration sticker affixed to SUA

4 kgs—25 kgs: IAA registration and registration sticker affixed to SUA + IAA recognised safety training course for the pilot/operator

25 kgs—150 kg: IAA registration and registration sticker affixed to SUA + IAA recognised safety training course for the pilot/operator + specific permission from the IAA.

These IAA rules apply to **everybody** including MACI members with the exception that for MACI members the IAA will accept the MACI A + B scheme as evidence of an approved safety training course. The MACI rules are listed below and are in addition to **S.I. 563** with the differences as listed.

MACI Rules specific to MACI members:

0—1 kg: generally no IAA registration required.

1 kg—4 kg: IAA registration and registration sticker affixed to SUA.

4 kgs—7 kgs: IAA registration and registration sticker affixed to SUA + MACI “A” certificate for the pilot/operator

7 kgs—25 kgs: IAA registration and registration sticker affixed to SUA + MACI “A” certificate for the pilot/operator + MACI Large Model registration for each SUA.

25 kgs—150 kgs: IAA registration and registration sticker affixed to SUA + MACI Large Model registration for each SUA + MACI “B” certificate for the pilot/operator + specific written permission from the IAA for each SUA.

All references to safety training course and/or A + B certificate refer to the pilot/operator actually controlling the SUA. At present the Multi-rotor rules are being revised and for the moment a fixed wing/heli A + B Cert is acceptable to comply with the MACI and IAA rules. If any MACI pilot/operator does not have any qualifications then he must comply with existing rules.

I trust this document will help clarify any questions you may have but if further information is required please do not hesitate to contact me.

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MACI.