

MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA



REMOTELY PILOTED AERIAL SYSTEMS

MOP065

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Paragraph	Brief description of change	Change incorporated by
General	Remove term 'UAV' and replace with RPAS	MAAA Secretary May 2017
4.1 Policy	Addition of 'except with the approval of the MAAA Executive'	

This Policy and/or Procedure forms part of the MAAA Manual of Procedures. This entire document is for the use of all classes of members of the MAAA only in the conduct of activities associated with the MAAA and is not be used for any other purpose, in whole or in part, without the written approval of the MAAA Executive.

REMOTELY PILOTED AERIAL SYSTEMS

1. INTRODUCTION.

1.1 In recent years the use of miniature aircraft for commercial activities has grown considerably as has the technical complexity and capabilities of these machines. In the publication of CAR (1998) Part 101, CASA included a section on Remotely Piloted Aerial Systems, RPAS. Visually there may be no difference between a Model Aircraft and a RPAS. **The difference is in the use of the machine.**

2. PURPOSE

2.1 The purpose of this publication is to document the MAAA policy with respect to Remotely Piloted Aerial Systems.

3. DEFINITIONS

A.A.A.O.	Approved Aviation Administration Organisation
Affiliate Member	A person properly affiliated with a Club that is properly affiliated to an M.A.A.A. Ordinary Member
CASA	Civil Aviation Safety Authority
Club	A Club properly affiliated with a State Association
Club Member	A financial member of a Club
MAAA	Model Aeronautical Association of Australia Inc.
MAAA Ordinary Member.	A State Association properly affiliated with the M.A.A.A. Inc.
Model Aircraft	A miniature aircraft under 150 kilograms operated for sport and pleasure only
MOP	MAAA Manual of Procedure
Ordinary Member	See MAAA Ordinary Member
State Association	See MAAA Ordinary Member
Remotely Piloted Aerial System	See Remotely Piloted Aerial System
Remotely Piloted Aerial System.	A miniature aircraft that is either operated commercially (which includes for financial gain or reward), or does not comply with the definition of a model aircraft under MOP044. Commercial operation is intended to include aircraft whose purpose is to carry out those tasks whilst they are being prepared, developed, and tested prior to operation under those conditions.

4. POLICY

- 4.1 The MAAA prohibits the operation of a commercial RPAS from or at recognised MAAA flying sites except with the approval of the MAAA Executive.
- 4.2 The operation, testing and preparation of RPAS shall be subject to MAAA Policy document MOP057 - Insurance Conditions.
- 4.3 Model aircraft used by an MAAA recognised Paid Instructor, (see MOP023 – Commercial Instructors), for the purposes of training MAAA Affiliate Members or those covered by the MAAA document MOP042 – Visitor Insurance, are not considered to be RPAS for the purpose of this Policy.
- 4.4 In the event that the definition of RPAS in this Policy is not adequate to determine whether an aircraft is considered to be a RPAS in a particular situation the MAAA Secretary should be contacted to make a ruling.