

## Guideline: Model aircraft operations in the DMFV

- Check 1:** I operate my model aircraft in such a way that nobody is impaired, endangered or disturbed. I do not fly over crowds of people and keep a safe distance of 50 metres from them. It is not permitted to approach or fly low over people and animals below a height of 25 metres above the ground. If this minimum height is not reached, a lateral safety distance of at least 25 metres from uninvolved persons must be maintained.
- Check 2:** I observe the provisions of aviation law and the local airspace regulations, as well as the geographical areas specified in Section 21h (3) LuftVO without exception, analogous to operation in the Open category.
- Check 3:** No fully autonomous flights are performed. The remote pilot must be able to manually intervene in the flight or interrupt the autonomous flight at any time. Support systems such as gyro/gyro or RTH (coming home) are permitted and serve the purpose of safety.
- Check 4:** I am aware that passenger-carrying aircraft always have priority. I observe the airspace carefully and take evasive action downwards if necessary. If necessary, I make an immediate landing.
- Check 5:** I comply with the data protection regulations set out in the GDPR (EU) and in Section 20 of the DMFV statutes and the associated personal rights of third parties. This applies in particular to the use of a camera on my model aircraft.
- Check 6:** My model aircraft has an internal combustion engine: If it does not have a licence from the relevant state aviation authority, it may only be used at a distance of more than 1.5 km from residential areas. Applicable noise regulations must always be complied with.
- Check 7:** My model aircraft is subject to the legal obligation to have owner's liability insurance. If it is heavier than 1,000 g and is operated outside of model airfields, insurance cover in the DMFV Comfort, Premium or Premium Gold tariffs is required. Members of other associations who wish to fly under the DMFV operating licence must provide evidence of equivalent insurance cover.
- Check 8:** If my model aircraft has a total mass of more than 12 kg, I must obtain a take-off permit from the responsible aviation authority in my federal state. This is also required if my model aircraft is equipped with an internal combustion engine and I want to operate it closer than 1.5 km to a populated area.
- Check 9:** I always ensure that my model aircraft is always operated within visual range. Up to a flight altitude of 30 metres above ground level, the use of video goggles (FPV) is also considered to be operation within visual range. In this case, the model aircraft may not be flown further away than it could be safely controlled in natural visibility without video goggles. Above 30 metres, FPV flights are permitted if a second person warns the pilot of dangers during flight (spotter). The maximum flight altitude for multicopters is 120 metres.
- Check 10:** I do not consume alcohol or other psychoactive substances before or during the operation of my model aircraft.
- Check 11:** When using my model aircraft on another person's property, the property owner or tenant must be asked for their consent before the property is used. Consent can also be given verbally. In the case of residential properties, consent must also be obtained prior to an overflight.
- Check 12:** I do not use my model aircraft for commercial purposes, but exclusively for sporting and recreational purposes. The commercial operation of model aircraft cannot be carried out in accordance with the association's operating rules.
- Check 13:** For model aircraft over 250g or with camera equipment, EU registration is mandatory. The DMFV can carry out the registration for its members at the Luftfahrt-Bundesamt. I will affix my registration number (eID) to a suitable place on my model aircraft. If necessary, I will update my data independently on the LBA website.
- Check 14:** If my model aircraft has a weight of more than 2,000 g or I want to fly over 120 m above ground, I must obtain a certificate of knowledge. As a DMFV member, I can obtain this proof of knowledge directly from the association at [www.kenntnisnachweis.de](http://www.kenntnisnachweis.de). Members of associations of other EASA and non-EASA countries, as well as non-associated model pilots who wish to fly within the scope of the DMFV operating licence, also require the DMFV proof of knowledge when operating model aircraft weighing less than 2,000 g.
- Check 15:** I report accidents and safety-relevant incidents to the DMFV. I use the internet platform "FIDA Modellflug database (incident and accident database for air sports equipment and model aircraft)" for this purpose. I also report accidents involving personal injury or major damage to property to the police and to the DMFV as part of my insurance report.
- Check 16:** In order to expand or refresh my knowledge of model flying, the applicable aviation legislation and the safe operation of model aircraft, I regularly take part in DMFV Academy training courses.