

whether it has stabilisation or not).

If you present with a model with stabilisation, you will take a BPC (irrespective of mass).

If you present with a model without stabilisation and >1kg, you will take an 'A'.

Consideration is being given to the development of video format guidance documents for these proficiencies, as it is an ideal medium to illustrate the new technologies and associated safety procedures, such as Atti & GPS modes on Multi-rotors and three axis stabilisation systems in FW aircraft.

The second major change within the scheme has been stimulated by the raised profile that 'drones' have brought to model flying. Whether we like it or not, it has become apparent that many model flyers appear to be unaware of their legal responsibilities when operating model aircraft.

As a result of this, the ASRC has considered it prudent to introduce

mandatory questions, relating to the legal considerations of operating model aircraft, to all Achievement Scheme tests. The rationale is that it is better to self-regulate, rather than have external regulation, which could well be unnecessarily restrictive, imposed upon us.

As a result, from March 31, 2016 onwards, all Achievement Scheme tests will require the candidate to correctly answer five legally based questions, in addition to those currently required for each of the individual tests. The questions will be chosen by the examiner, at the point of test. These five questions will be taken from a published list of 20 questions, which are included at the end of this article and will also be published shortly on the BMFA website. The 20 questions are all based on CAP 658 and a number of ANOs – see how many of them you can answer without looking them up!

The final important development within the scheme is the publication of the new, dedicated, Achievement Scheme

Handbook. For the first time, the new handbook allows all of the achievement scheme materials to appear in the same publication, and importantly, the guidance documents for each of the tests will accompany the relevant test schedule.

All achievement scheme materials have been removed from the main BMFA Handbook. The new Achievement Scheme Handbook, which will include all of the above developments, will be published very shortly in time for the coming season. Publication is anticipated following final approval at the next ASRC meeting, which is scheduled for early March 2016.

To further help the dissemination of these developments, the scheme controller has sent individual letters to all Area Chief Examiners nationally detailing the changes. In addition, all Areas are being encouraged to include briefings and discussions on the above, in their Examiner / Instructor workshops they are organising for the coming year.

## BMFA Achievement Scheme

### Mandatory legal questions for all future tests.

Candidates must correctly answer five questions, chosen from the list below by the examiner during the test.

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|--|---|
| Q(1) Who Regulates all civil flying activities over the United Kingdom, including model aircraft?  | Q(14) What are the separation requirements of Article 167 - for small unmanned surveillance aircraft - when operating over or within a congested area or organised open-air assembly of more than 1,000 persons?  |
| Q(2) How are the rules and regulations for flying established in law by Parliament (statute)?  | Q(15) What are the separation requirements of Article 167 - for small unmanned surveillance aircraft - in respect of any vessel, vehicle or structure which is not under the control of the person in charge of the aircraft?                           |
| Q(3) What does Article 137 of the ANO state?   | Q(16) Except during take-off and landing, what are the separation requirements of Article 167 - for small unmanned surveillance aircraft – excluding the person in charge of the aircraft or anyone under their control?                                |
| Q(4) What does Article 138 of the ANO state?   | Q(17) What must be obtained before any flight within controlled airspace or an ATZ?   |
| Q(5) Who is legally responsible to ensure that a model is flown safely?  | Q(18) CAA General Exemption E 4049 - permits FPV flight without a buddy box, but with a competent observer. (a) How must the competent observer monitor the flight and (b) What is the maximum mass of aircraft that may be flown under this exemption? |
| Q(6) Which Civil Aviation Publication (CAP) relates specifically to the use of model aircraft, and for which specific purposes only?           | Q(19) Who has legal responsibility for the safety of an FPV flight (a) conducted with a buddy box lead and (b) conducted without a buddy box lead?  |
| Q(7) According to CAP 658, which model aircraft are required to have an operating failsafe and what is the minimum setting? – three key points | Q(20) According to CAP 658 what are the 8 'Only fly if' checks for an FPV flight of an aircraft over 3.5kg?   |
| Q(8) What does Article 166 of the ANO say about the responsibilities of the person in charge of a small unmanned aircraft?                     |   |
| Q(9) What does Article 166 of the ANO say about visual contact with small unmanned aircraft?   |   |
| Q(10) What does Article 166 of the ANO say about small unmanned aircraft over 7Kg? – three key points  |   |
| Q(11) What does Article 166 of the ANO say about 'aerial work' for small unmanned aircraft?  |   |
| Q(12) How is a flight for the purpose of 'aerial work' defined?  |   |
| Q(13) How is 'a small unmanned surveillance aircraft' defined?   |   |