REGOLAMENTO

(REGULATION)

MEZZI AEREI A PILOTAGGIO REMOTO

(REMOTELY PILOTED AERIAL VEHICLES)

Courtesy English Translation

Edition No. 1 dated 16.12.2013

STATUS OF AMENDMENT

Amendment	Date	ENAC Board Deliberation No.
1st Edition	16.12.2013	No. 42/2013

Table of Contents

Section I – General

Article 1
Introduction

1. Article 743 - "Concept of aircraft" of the Italian Navigation Code introduces in the definition of aircraft, the notion of *remotely piloted aerial vehicle*:

   "Aircraft shall mean any machine designed for the transportation by air of persons or property. *Remotely piloted aerial vehicles* are also considered aircraft, as defined by special laws, ENAC regulations and, for the military, by decrees of the Ministry of Defence. The distinctions of the aircraft, according to their technical specifications and use shall be established by ENAC with its regulations and, in any case, by special legislation in this field".

2. This Regulation, pursuant to art. 743 of the Italian Navigation Code defines, for the purpose of applying the provisions of the Code, remotely piloted aerial vehicles in *Remotely Piloted Aircraft Systems* and *Model Aircraft*.

3. A remotely piloted aerial vehicle used, or intended to be used, for specialised operations or experimental activities constitute a *Remotely Piloted Aircraft System* (RPAS) and the provisions of the Navigation Code shall be applied to them, in accordance with this Regulation.

4. Model aircraft shall not be regarded as aircraft for the applicability of the provisions of the Navigation Code and may only be used for recreational and sporting activities. Nevertheless, this Regulation sets out specific provisions applicable to the use of the model aircraft to guarantee the safety of persons and property on the ground and of other aircraft.

Article 2
Applicability

1. This Regulation applies to the operations of the RPAS pertaining to the competence of ENAC and to the activities of model aircraft.

2. Pursuant to the Regulation of the European Parliament and of the Council (EC) No 216/2008, RPAS of maximum take off mass not exceeding 150 kg and those designed or modified for research, experimental or scientific purposes are under ENAC responsibility.

3. Moreover, are not subject to the provisions of this Regulation:
   a. State RPAS, as referred to in Articles 744, 746 and 748 of the Navigation Code;
   b. RPAS that have design features such that the pilot does not have the ability to intervene in the control of the flight;
   c. indoor RPAS operations;
   d. balloons used for scientific observations or tethered balloons.

Article 3

Purpose

1. This Regulation contains, in Sections II and III, in respect of the maximum take-off mass of the vehicle, the requirements to be complied with to operate the different categories of RPAS.
2. Section IV provides common rules for the operation of all RPAS.
3. Section V provides the requirements to be complied with for the use of model aircraft.

Article 4

References

- Italian Navigation Code;
- Regulation (EC) No 216/2008 of the European Parliament and of the Council – otherwise called "Basic Regulation";
- Regulation (EC) No 785/2004 of the European Parliament and of the Council – otherwise called "Insurance Requirements";
- ENAC Technical Regulation;
- ENAC Regulation "Rules of the Air";
- ENAC Regulation "Air Traffic Services";
- ENAC Regulation "Medical Organisation and medical certificates of fitness for the achievement of licenses and aeronautical certificates".

Article 5

Definitions and Acronyms

1. Definitions

Model aircraft operator: means a person who flies a model aircraft.

Model Aircraft: remotely piloted device, without people on board, used exclusively for recreational and sports purposes that does not install equipment enabling autonomous flight, and it is used under the direct and continuous visual control of the model aircraft operator, without visual aids.

Remotely piloted aircraft (RPA): remotely piloted aerial vehicle without persons on board, not used for recreation and sports.

Congested areas: residential, industrial, commercial, sporting areas or settlements, and, in general, areas where gatherings, even temporary, of people are possible.

Beyond Line Of Sight (BLOS): operations conducted at a distance that do not allow the remote pilot to continuously remain in direct visual contact with the RPA, or to comply with the applicable rules of the concerned volume of the airspace.

Extended Visual Line Of Sight (EVLOS): operations performed exceeding the limits of the VLOS conditions, for which the direct visual contact with the RPA can be satisfied through the use of alternative means.

Specialised Operations: For the purpose of the Regulation, means those activities involving carrying out, with a RPAS, a service, whether remunerated or not, such as surveillance of land or installations, environmental monitoring, agricultural use, photogrammetric activities, advertising, etc..

RPAS Observer: a person designated by the operator to assist, even by visual observation of the remotely piloted aircraft, the pilot in the conduct of the flight.

Remote pilot: the person, designated by the operator as responsible for the conduct of the flight, who operates the flight controls, as appropriate, of a RPAS.

Sense and Avoid (S & A) or Detect and Avoid (D & A): any function of a RPAS, able to allow the pilot the separation of the aircraft, in a manner equivalent to the *see and avoid* function expected for aircraft with a pilot on board.

Remotely piloted aircraft System (RPAS): a system consisting of an aerial vehicle (remotely piloted aircraft) without persons on board, not used for recreation and sports, and the related components necessary for the control and command by a remote pilot.

Autonomous system: RPAS for which the pilot has no real time ability to control the flight of the aircraft.

Indoor space: space confined within a closed space.

Visual Line of Sight (VLOS): indicates that the operations are carried out under conditions in which the remote pilot remains in visual direct contact with the aircraft, without the aid of optical and/or electronic devices, to manage and comply with the rules of the air applicable to the concerned volume of the airspace.

V70: volume of space of 70 m (230 ft) maximum height above the ground and 200 m radius. The rules applicable to air operations in "V70" are the standard ones of the airspace concerned, including the ability to "*see and avoid*" for the pilot and with the exception to the principle of "*to be seen*" by other aircraft.

V150: space volume of 150 m (500 ft) maximum height above the ground and 500 m radius. The fulfilment of the "Rules of the Air" implies the ability to "*see and avoid"* for the pilot and compliance to the concept of "*to be seen*" for the RPA by other aircraft.

2. Acronyms

RPA	Remotely Piloted Aircraft
ATZ	Aerodrome Traffic Zone
BLOS	Beyond Line of Sight
Q & A	Detect and Avoid
EASA	European Aviation Safety Agency
EVLOS	Extended Visual Line Of Sight
RPAS	Remotely Piloted Aircraft System

S & A	Sense and Avoid
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VLOS	Visual Line of Sight.

Article 6

RPAS Operation

1. RPAS operations are allowed subject to the possession of appropriate authorisation issued by ENAC to the operator or by an operator declaration to ENAC in accordance with the provisions of Sections II and III of this Regulation.
2. The RPAS can be used for:
   a. specialised operations
   b. experimental activities.
3. In addition to the requirements of paragraph 1, in case of specialised operations carried out for third parties, an agreement must be signed between the RPAS operator and the client, by which the parties define their respective responsibilities and agree on the suitability of RPAS for the planned operation and any relevant limitation.
4. The operations are defined as VLOS or BLOS.
5. Dangerous goods transportation is not allowed with RPAS.

Article 7

Classification of RPAS

1. The RPAS, under ENAC competence are classified, in accordance with the maximum take-off mass of the RPA, in:
   a. Systems with a vehicle of maximum take-off mass of less than 25 kg
   b. Systems with a vehicle of maximum take-off mass equal to or more than 25 kg.

Section II - Remotely Piloted Aircraft System with maximum take-off mass of less than 25 kg

Article 8

RPAS operation requirements

1. The RPAS operator's capability to fulfil the obligations of this Regulation shall be recognised by ENAC authorisation in cases of critical flight operations. For non-critical flight operations, this capability is declared by the operator in accordance with the provisions of this Regulation.
2. Except as provided in paragraph 4 below, the declaration or authorisation, as applicable, covers all aspects concerning the safety of the RPAS operations (airworthiness, flight operations, pilot competence). The RPAS must be identified by a plate attached to the RPA containing the identification of the system and the operator data. The same plate must also be installed on the ground station.
3. All RPAS must be provided with a Flight Manual or equivalent document.
4. For RPAS that fall within the provisions of this section, a restricted type certificate may be issued only if the RPAS is intended to be built in series. In such case, the same rules provided for those RPAS with a maximum take-off mass more than or equal to 25 kg shall apply (Section III); the conformity of each unit produced is ensured by the issue of a statement of conformity by the manufacturer.
5. The RPAS that fall under the provisions of this section can be used in specialised operations either non-critical or critical.
   a. Non-critical specialised operations are those operations that do not involve overflights, even in the event of failures and malfunctions, of the following:
      i. congested areas, gatherings of people, urban areas and infrastructures;
      ii. restricted areas;
      iii. railway lines and stations, highways and industrial plants.

      They are conducted in the volume of space "V70" and under the following conditions:
      - at an adequate horizontal safety distance from congested areas, but not less than 150 m, and at a distance of at least 50 m from persons and property, which are not under the direct control of the operator;
      - in daylight conditions;
      - in uncontrolled airspace;
      - outside the ATZ, and anyway at a minimum distance of 8 km from the perimeter of an airport and from the paths of approach/take-off to/from an airport.

   b. Critical specialised operations are those operations conducted in VLOS, that do not meet, even if only partially, the limitations/conditions indicated in the paragraph 5a above.

6. In the event the activities cannot be conducted in the volume of airspace "V70“, in uncontrolled airspace or outside ATZ, and anyway at a minimum distance of 8 km from the perimeter of an airport or from the paths of approach/take-off to/from an airport, the applicant must submit, in accordance with ENAC rules, an application for the use of the airspace.
7. To carry out specialised operations, whether for remuneration or otherwise, the operator must establish a technical and operational organisation adequate for the activities to be done and adopt a manual providing the procedures necessary to manage the flight operations and maintenance of the system.
8. The application for authorisation or the declaration to carry out specialised operations can be submitted to ENAC only after the operator has successfully completed its experimental flight test activities in accordance with the provisions of paragraph 16 of this article.
9. In the declaration for non-critical operations, the operator must state compliance with the Regulation and indicate the conditions and limitations applicable to the planned flight operations, including, where appropriate, the need to operate in segregated airspace.

   The following documentation must also be provided:

   a. the description and configuration of the system to be used, as well as the information on its features and performance, that ensure safe operation, or the declaration of conformity issued by the manufacturer in the case of type certificated RPAS;
   b. the results of the initial experimental tests;
   c. the kind of specialised operations that are intended to be carried out;
   d. the results of the risk assessment performed in order to substantiate the safety of the planned operations;
   e. the RPAS flight manual or equivalent document;
   f. the operations manual and the maintenance programme of the RPAS.
10. On the basis of the declaration submitted by the operator, ENAC verifies that it contains all the required information and takes note of the presented documentation. The applicant receives notification of the positive outcome of the verification referred to above. If the declaration does not contain the required information, or non-compliances with the Regulation arise, ENAC requests additional information, and if necessary carries out an inspection.
11. In the case of critical operations, the operator shall submit an application for authorisation to ENAC declaring compliance with the Regulation and indicating the conditions and limitations applicable to flight operations envisaged, including, where appropriate, the need to operate in segregated airspace. It shall also provide the documents referred to in paragraph 9.
12. Upon receiving the application, ENAC shall issue the authorisation, after the successful completion of the evaluation of the documentation provided by the operator to substantiate the capability to perform the activity safely. As part of the

evaluation, ENAC reserves the right to conduct further analysis and testing, and to conduct any inspection.

13. Both in the case of critical and non-critical operations, the operator must commit itself to report accidents and serious incidents which may occur and any damage caused to persons or property.
14. The authorisation or declaration shall remain valid provided the operations are carried out under the conditions and limitations of the authorisation or declaration. It automatically expires in the event that changes are made to the system, operations are carried out outside of the terms of the authorisation/declaration or in case of accidents.
15. ENAC reserves the right to conduct inspections on how the operations are carried out.
16. Experimental activity allows to perform test flights for the purpose of research and development or initial test flights for the submission of the application for authorisation or for the presentation of declaration for specialised operations. This activity shall be carried out in unpopulated areas, at a suitable distance from congested areas and in segregated airspace.

    In the case of initial preparatory activities, they must be set up to determine under which conditions and limitations specialised operations can be conducted safely.

    Experimental activities for the purpose of “research and development" or those required to apply for authorisation to carry out critical specialised operations, must be authorised by ENAC.
17. For the fulfilment of the above obligations, the operator can make use of organisations approved by ENAC, including for carrying out experimental activity and the preparation of the necessary documentation.
18. ENAC may provide simplified procedures for the RPAS with maximum take-off mass of less than or equal to 2 kg.

Section III - Remotely Piloted Aircraft System with aircraft of maximum take-off mass more than or equal to 25 kg

Article 9

Registration and identification

1. The RPA of maximum take-off mass more than or equal to 25 kg, carrying out activities within Italian airspace, are registered by ENAC in the *Remote Piloted Aircraft Register*, assigning dedicated registration marks. The same registration marks have also to be affixed to the ground control station. An identification plate must also be attached to the RPA and to the ground station.

Article 10

Airworthiness

1. Airworthiness is granted by the issuance of a Permit to Fly for the RPAS, or of a Restricted Certificate of Airworthiness to the RPA, in the case of RPAS holding a Restricted Type Certificate.
2. A Permit to Fly may be issued for the purpose of:
   a. carrying out experimental activities for research and development or demonstration of compliance with the certification basis in the case of an RPAS for which a restricted type certificate has been requested;
   b. carrying out specialised operations in the case of RPAS not manufactured in series and therefore not in possession of a restricted type certificate.
3. The Permit to Fly specifies conditions and/or limitations applicable to the operations, including those regarding the areas of operations and the use of airspace.
4. To obtain the Permit to Fly referred to in 2a, an application must be submitted to ENAC providing the necessary documentation to substantiate the system's capability to safely carry out the experimental activities. The experimental activity must be performed in unpopulated areas, in segregated airspace, by pilots holding an authorisation issued by ENAC.

   The applicant shall submit, in accordance with the provisions in force, an application for use of airspace.
5. ENAC shall issue the Permit to Fly after the positive outcome of the evaluation of the documentation submitted. A Permit to Fly for experimental activity is issued for the period of time necessary to perform the relevant activities.
6. The Permit to Fly for specialised operations referred to in 2b can be obtained after successful completion of initial test flights performed under the Permit to Fly for experimental activity.
7. The Permit to Fly for specialised operations is issued by ENAC after the positive result of the investigations necessary to verify that the planned operations can be

conducted with an adequate level of safety. The Permit to Fly is valid for a maximum of three years. Where the conditions allow and upon specific request, ENAC may, as applicable, renew the permit or issue a new one. The Permit to Fly automatically expires if the limitations and conditions applicable are not complied with, in the case of changes to the system, not previously approved by ENAC, or for non-compliance with the requirements of art. 15.

8. For RPAS intended to be manufactured in series an application for the issuance of a restricted type certificate shall be submitted to ENAC. The certificate states the compliance of the type design with the certification requirements established by ENAC, determined taking into account the characteristics of the system and the kind of operations. The associated Type Specification data sheet defines the conditions and/or limitations under which the system can be used, including also the restrictions on the areas of operations and of the use of airspace.

   In the case of RPAS which has been granted a type certificate, the relevant RPA can be issued with a restricted certificate of airworthiness, if it conforms to the type specification and it is demonstrated that is in conditions for safe operations.

   The organisation in charge of the design and the production of the RPAS must be approved by ENAC.

9. The restricted type certificate, and the relevant type specification is issued, after the positive outcome of the experimental activity, confirming that the RPAS design complies with the type certification requirements.

10. The restricted certificate of airworthiness is issued to an individual RPA following the presentation by the owner of a statement from the manufacturer attesting that it conforms to the type certificate. The certificate of airworthiness has unlimited validity. The validity expires if the limitations and conditions applicable are not complied with, in the case of changes to the system not previously approved by ENAC, or non-compliance with the requirements of art. 12. ENAC reserves the right to conduct random checks to verify that the conditions of validity of the restricted certificate of airworthiness are maintained.

Article 11

Noise Certificate

1. A Noise Certificate is not required.

Article 12

Operator's Authorisation

1. In order to carry out specialised operations, whether for remuneration or not, the operator of the RPAS must obtain an authorisation from ENAC, providing evidence that it complies with the requirements set forth in Articles 13, 14 and 15.

2. The investigation carried out by ENAC is based on the level of criticality of the operations themselves.

Article 13

Operator Organisation

1. In order to be granted an authorisation, the operator must state that:
   a. holds a technical and operational organisation adequate for the activities it intends to perform and for the type and size of the fleet. The pilots employed by the operator must have the qualifications required to conduct the planned activity;
   b. has appointed a Technical Manager for the management of operations, airworthiness and training;
   c. operates a RPAS with the required certification/authorisation, and equipped as specified in the configuration applicable for the conduct of the required specialised operations;
   d. has established an "Operations Manual", providing instructions or procedures necessary for the management of operations, airworthiness and training and makes the manual available to all personnel involved in the activities;
   e. is able to conduct operations in accordance with the limitations and conditions set forth in the application for authorisation.

Article 14

Maintenance of the RPAS

1. The RPAS operator must establish, on the basis of manufacturer instructions adapted as necessary with the type of operations to be carried out, a proper maintenance programme to ensure the continued airworthiness of the system.
2. The operator must establish a system of recording the data relating to flight time, significant events concerning safety, maintenance and replacement of parts.
3. The manufacturer or other organisations recognized by the manufacturer, are authorised to carry out maintenance of their RPAS.
4. Routine maintenance may also be performed by the operator having attended an adequate maintenance course held by the manufacturer or by other organisations authorised by the manufacturer.

Article 15

Communication of events

1. The operator, the manufacturer, the design organisation, the pilot or the maintenance organisation, in accordance with their respective responsibilities, are required to notify ENAC any accident and serious incident.

Article 16

Rules of the Air

1. Admission to the national airspace is subject to the ability to comply with the rules of the air, as well as the other regulations issued by ENAC, applicable to the airspace concerned by the operations.
2. The operations in uncontrolled airspace must be conducted under VLOS conditions and in accordance with the rules of the air applicable to the volume of the airspace concerned by the operations, as specified below, unless otherwise authorised by ENAC.
3. The operations must be conducted in the volume of space "V70 " or " V150 " and under the following conditions:
   a. at a horizontal safety distance from congested areas, of not less than 150 m, and at a distance of at least 50 m from persons and property, which are not under the direct control of the operator;
   b. in daylight conditions;
   c. outside the ATZ and in any case at a distance of at least 8 km from the perimeter of an airport, and from the approach / take-off paths to/from the airport.
4. Where it is not possible to ensure the above conditions or for operations in controlled airspace, the applicant must submit, in accordance with ENAC provisions, an application for the use of airspace.

   Limitations/conditions are established by ENAC based on the kind of operations and the results of the risk assessment carried out by the operator.
5. Should conditions so allow and upon request, ENAC may authorise, provided that safety is not compromised, operations for which, for short phases of flight, the pilot has no direct visual contact with the RPA, or operations conducted at greater distances (EVLOS) of those referred to in paragraph 3 of this Article. In the latter case, alternative methods must be adopted to ensure the VLOS conditions by the use of observers and/or additional ground pilot stations.

Section IV - General Provisions for Remote Piloted Aircraft Systems

Article 17

Pilot

1. Pursuant to the Code of Navigation, the pilot of the RPAS is responsible for the safe operation of the flight. The pilot shall be designated by the operator and must be at least 18 years of age.
2. The pilot is required to know the applicable rules of the air. Such knowledge can be attested by the possession of a civil pilot's license or of an Italian VDS (pleasure flying) pilot attestation, issued in accordance with the Presidential Decree No 133/2010.
3. Pilots must have attended, either at the manufacturer, at organisations authorised by the manufacturer, or at the operator itself, if authorised by ENAC, a training program for the specific RPAS.
4. Concerning medical fitness, the pilot must hold a valid second-class medical certificate in accordance with ENAC "Medical Organisation and medical certificates of fitness for the achievement of licenses and aeronautical certificates"
5. For RPAS with maximum take-off mass of less than 25 kg and used in non-critical operations, the operator must ensure in the declaration to be presented to ENAC that the pilot is qualified for the system, as he/she has the necessary knowledge of the Rules of Air, the competencies to operate the system and holds an appropriate medical certificate.
6. In the case of critical specialised operations of RPAS with maximum take-off mass more than or equal to 25 kg, the pilot qualification provided by the operator shall be recognised by ENAC who verifies the appropriateness of the qualifications, the experience, and the adequacy of the training carried out.
7. On the basis of the recognition issued by ENAC referred to in paragraph 6 above, the pilot is authorised to operate the system for a maximum of five years, unless otherwise provided by ENAC.
8. A qualified pilot, as referred to in paragraph 5 or 6, cannot conduct flight activities, if in the 90 days preceding the date of the operations he/she has not performed at least three takeoffs and three landings with the authorised RPAS.

Article 18

Equipment

1. The RPAS must be equipped with devices/systems necessary to carry out the operations in accordance with the applicable rules of the air and as required for the air space concerned, including equipment that allow the pilot to communicate with Air Traffic Control. A transponder is required unless the operations are conducted in uncontrolled airspace.

2. Depending on the type of operations, ENAC may require the installation of either automatic or manual devices for the termination of the flight, to allow safe landing in an emergency.
3. For activities conducted under VLOS conditions, in uncontrolled airspace, ENAC may require the installation on the RPA of lights or other means that can enhance their visibility to the remote pilot and possibly to other airspace users.

Article 19

Data Link

1. The *data link* that is part of the RPAS must ensure the execution of the functions of *Command and Control* with the necessary continuity and reliability in relation to the area of operations.
2. The *data link* must use frequencies authorised and suitably selected so as to minimize the possibility of voluntary and involuntary interference that might affect the safety of operations.

Article 20

Insurance

1. A RPAS cannot be operated without valid, adequate third party insurance, not less than the minimum insurance coverage of the table in Article 7 of Regulation (EC) No 785/2004.

Article 21

Security

1. The operator must take appropriate measures to protect the RPAS from unlawful acts during operations also to prevent deliberate interference of the radio link.
2. The operator must establish procedures to prevent access by unauthorised personnel to the area of operations, in particular to the control station, and to the storage location of the RPAS.

Article 22

Data protection and privacy

1. Where the operations carried out by a RPAS could lead to the treatment of personal data, this fact must be referred in the documentation submitted for the granting of the relevant authorisation.
2. Personal data must processed in respect of Decree 30 June 2013 No 196, as amended (*data protection code*), particularly with regard to the use of modalities that allow for a person to be identified only in case of necessity, pursuant to Art. 3 of the Code, as well as in accordance with the measures and precautions to safeguard people concerned as prescribed by the Authority in charge of the protection of personal data.

Section V - Model Aircraft

Article 23

General

1. A model aircraft operator is responsible for using the device in a way that does not endanger persons or property on the ground and other airspace users. The operator is also required to maintain an appropriate distance from obstacles, avoid collisions in flight and give priority to everyone.
2. A model aircraft operator is responsible for obtaining any permissions concerning the electromagnetic spectrum for the frequency used for the radio-control.
3. Model aircraft with maximum take-off mass of less than 25 kg which meet the following limits :
   - maximum wing area of 500 dm^2;
   - maximum wing loading of 250 g/dm^2;
   - maximum total displacement of piston engines of 250 cm^3, or
   - maximum voltage of the power source for electric motors, 72 V, measured without loads or
   - maximum total thrust of turbine engines of 25 kg (250 N);
   - free flight or circular tethered model aircraft, or
   - hot-air balloons with the total weight of the gas container for the burners not exceeding 5 kg;

   can fly in daylight as long as the model aircraft operator maintains direct visual contact with the model aircraft, without the aid of optical and/or electronic devices, provided that the activity does not present any risk to people and property.

   Such activities may be carried out in areas that are not populated and properly selected by the model aircraft operator of maximum radius of 200 m and a height of not more than 70 m, and for which it can ensure control in order not to cause danger to persons and property. The area must also be outside the ATZ and in any case at a distance of at least 8 km from the perimeter of an airport and the related approach/take-off paths to/from the airport. The user must also comply with the applicable rules of the air including the ability to “*see and avoid*". The flight activity can be also made in areas of height not exceeding 150 m and radius of up to 300 m, provided that the model aircraft operator is holding a qualification for piloting radio-controlled model aircraft issued by a school approved by the Aero Club of Italy and the applicable rules of the air are complied with, including the ability to "*see and avoid*" for the model aircraft operator and the respect of the concept of "*to be seen* " for the model aircraft by other aircraft.

   If one or more of the above limitations are not met, flight activity must be carried out in regulated airspace (permanent) or segregated (temporary).
4. A model aircraft operator using model aircraft of a maximum take-off mass more than or equal to 25 kg, or with a propulsion system that does not fall within the above limits must be at least 18 years of age.

The activity must be carried out in daylight, at a maximum height from the ground to allow the model aircraft operator to maintain continuous direct visual contact with the model aircraft without the aid of optical and/or electronic devices in areas established by ENAC and reserved for model aircraft activities. These areas are located in regulated or segregated airspace.

The model aircraft operator is responsible for ensuring that during activity in these areas there are no persons except those necessary for the conduct of the activity.

5. The model aircraft operator must comply with any provisions issued by the local authorities.
6. Model flying displays and the use of model aircraft during the display must be performed in accordance with the provisions issued by the Aero Club of Italy.
7. For the operations of model space aircraft (rocket models), not having systems that allow control by the model aircraft operator, an application for use of the airspace shall be made to ENAC (regulated airspace or segregated).
8. "Indoor" model aircraft do not fall within the scope of this Regulation.

Section VI - Final Provisions

Article 24

Suspension and Revocation

1. In accordance with Law No 241/1990 and subsequent amendments and additions, ENAC may adopt either measures of total or partial suspension of issued authorisations/certificates or cancel the privileges obtained by means of a declaration, in the case of non-compliance with the requirements of this Regulation or when an operator is not able to ensure compliance. The authorisations, approvals and privileges obtained by means of a declaration, may also be suspended if the operator does not allow ENAC to carry out inspections.
   The period of suspension shall not exceed 6 months. ENAC will notify the operator of the suspension, the reasons and the time allowed to resume compliance with the requirements concerned.
   The authorisation/certification or privileges obtained as a result of a declaration, are revoked in the event that the operator fails to resume compliance with the requirements in the time allowed.

Article 25

Fees and charges

1. As regards the administrative aspects related to the fulfilment of what is contained in this Regulation, the provisions of ENAC Fees and Charge Regulation in force shall apply.

Article 26

Entry into force

1. This Regulation shall enter into force on the sixtieth day following the publication on the ENAC website.