

Pursuant to paragraph one of Article 21 of the Government of the Republic of Slovenia Act (Official Gazette of the Republic of Slovenia [*Uradni list RS*], No 24/05 – official consolidated version, 109/08, 38/10 – ZUKN, 8/12, 21/13, 47/13 – ZDU-1G and 65/14) and the enforcement of paragraph two of Article 10 and paragraph two of Article 77 of the Aviation Act (Official Gazette of the Republic of Slovenia [*Uradni list RS*], No 81/10 – official consolidated version and 46/16), the Government of the Republic of Slovenia issues

DECREE of unmanned aircraft systems

Article 1 (Content)

(1) This Decree shall provide general technical and operating conditions for the safe use of unmanned aircraft, unmanned aircraft system and aircraft models, and conditions that apply to the persons involved in operating such aircraft and systems.

(2) The provisions of this Decree shall apply to unmanned aircraft systems with the take off operation mass of up to 150 kilogrammes, which are used in the Republic of Slovenia.

(3) Notwithstanding the preceding paragraph, the provisions of this Decree shall not apply to unmanned aircraft systems used for the performance of military, customs, police, search, rescue and fire fighting activities, coast guard activities or similar activities (hereinafter: state activities).

(4) Notwithstanding the preceding paragraph, the flights with unmanned aircraft systems for the performance of state activities shall be performed in accordance with the proceedings and regulations applicable to general air traffic (hereinafter: GAT) within the airspace of the Republic of Slovenia, provided for in Articles 10 to 12 of this Decree unless otherwise envisaged by other regulations.

(5) Notwithstanding the paragraph three of this Article, operators of an unmanned aircraft system, who shall perform the fire fighting activities, must have proof of competency to operate the system referred to in indent two of paragraph three of Article 20 of this Decree.

(6) Notwithstanding the paragraph two of this Article, free use of unmanned aircraft with the take off operation mass of 500 grams or less shall be allowed, if they are not used to perform aviation activities.

(7) The provisions of this Decree shall not apply to unmanned aircraft systems which shall be used in an indoor non-private area.

Article 2 (Definitions)

For the purposes of this Decree, these terms shall have the following meaning:

1. The Agency shall mean Civil Aviation Agency of the Republic of Slovenia.
2. Unmanned aircraft shall mean an aircraft intended for performing flights without a pilot or other persons on board, which is remotely controlled or programmed or autonomous.

3. Global Navigation Satellite System (hereinafter: GNSS) shall mean a global navigation system which is used by the receiver to determine its geographical position using satellite data.
4. Performance of aviation activities shall mean the use of an unmanned aircraft system, for remuneration or not, required for the purposes of carrying out tasks from the air (e.g. aerial photography, aerial advertising, aerial surveillance, fire protection, avalanche control, flying for scientific research purposes, flying for television and film making purposes and purposes of reporting, flying for the purposes of special events).
5. Aircraft model shall mean an unmanned aircraft intended exclusively for recreation and sports.
6. Visual line of sight (VLOS) shall mean the performance of flights with an unmanned aircraft system, whereby the operator of an unmanned aircraft system has uninterrupted visual contact with the unmanned aircraft without the use of optical or electronic devices. Contact lenses or prescription glasses shall not be regarded as optical devices under this Decree.
7. An operator of an unmanned aircraft system (hereinafter: operator) shall mean a natural or legal person performing aviation activities with an unmanned aircraft system.
8. Flying area shall mean an airspace where a flight of an unmanned aircraft is performed.
9. Ancillary facilities shall mean facilities not intended for residential use (e.g. byres, depots, hangars, warehouses).
10. An associated observer shall mean a person assisting an operator in performing flights with an unmanned aircraft system when the operator is operating an unmanned aircraft using the first-person view (FPV) system.
11. A group of people shall mean at least 12 persons gathered to carry out cultural, sports, entertainment, educational, religious or other activities, express opinions or to use public spaces, such as beaches, amusement parks, etc.
12. An unmanned aircraft system (UAS) shall mean a system for performing flights with an aircraft without a pilot, which is remotely controlled or programmed or autonomous. It shall consist of an unmanned aircraft and other components for operating or programming which are necessary for the operation of the unmanned aircraft by one or more persons.
13. First-person view (FPV) system shall mean a system that enables a first-person view from the aircraft to the operator via a built-in camera and a display on the ground.
14. Operator of an unmanned aircraft system (hereinafter: operator) shall mean a person operating an unmanned aircraft system and shall be, in accordance with the Act governing aviation, considered as the commander of an aircraft.
15. Take off operation mass (TOM) of an unmanned aircraft shall mean the mass of an unmanned aircraft at the moment of take-off. For an aircraft, lighter than air, mass volume of an aircraft shall be used instead of operation mass or the sum of the displaced air mass and mass of the aircraft in the conditions of the international standard atmosphere shall be used.
16. Indoor non-public area shall mean an area physically separated from the other indoor areas and not intended for the activities in the field of health care, child care, education, social protection, transport, public transport, distributive trade, catering industry and tourism, sports and recreation, and culture (e.g. waiting areas, meeting rooms, cinemas, theatres, health care institutions, residential care institutions, educational institutions, social institutions, restaurants and shops, sports halls, public transport vehicles, elevators, cable cars, public toilets and other facilities where people may be exposed to the unmanned aircraft).

Article 3

(Classification of unmanned aircraft used to perform aviation activities)

In terms of operation mass, unmanned aircraft used to perform aviation activities, shall be divided into:

- Class 5: up to and including 5 kilogrammes;
- Class 25: over 5 up to and including 25 kilogrammes;
- Class 150: over 25 up to 150 kilogrammes.

Article 4 (Classification of the flying area)

Relative to the construction, population density and the presence of people, flying areas shall be divided into the following classes:

- Class I shall mean an area where there are no structures and people, except for operators and personnel necessary to perform flying;
- Class II shall mean an area where there are ancillary structures or structures not intended for residential purposes of people and where there are no people, except for operators and personnel necessary to perform flying, and where only the occasional passage without stopping of people in this area (e.g. cyclists, walkers) is allowed;
- Class III shall mean an area where there are structures intended for housing, conducting business or recreation (e.g. residential buildings, residential houses, schools, office spaces, sports facilities, parks) or where there are civil engineering structures with people present (e.g. motorways);
- Class IV shall mean an area of denser urban zones (e.g. city centres, settlements, towns).

Article 5 (Categorisation for the performance of aviation activities)

(1) Category for the performance of aviation activities shall be determined by the degree of risk posed by the aviation activity to the surroundings in accordance with Annex 1, which is an integral part of this Decree.

(2) Notwithstanding the preceding paragraph, flying over a group of people or an industrial area, where there is a possibility of fire or explosion in case of a crash of an unmanned aircraft, and performance of aviation activities in the first-person view (FPV) system shall be considered as performance of aviation activities in category D.

Article 6 (Flying an aircraft model)

Flying an aircraft model shall be permitted within the flying areas of Classes I and II.

Article 7 (Compulsory insurance)

Operator, owner of the unmanned aircraft system or owner of the aircraft model must take out insurance on the unmanned aircraft system in accordance with the regulations governing compulsory insurance in transport.

Article 8 (Use of radio frequency spectrum)

(1) Operator and owner of the aircraft model must obtain a permit to use radio frequency spectrum on the basis of the Act governing electronic communications and in accordance with the technical limitations listed in the plan for using radio frequencies.

(2) Operators shall exchange information in regard to the use of the frequency spectrum.

Article 9 (Identification of unmanned aircraft)

(1) An unmanned aircraft with an operation mass exceeding 5 kilogrammes must be affixed with a non-flammable identification plate.

(2) An unmanned aircraft with an operation mass of 5 kilogrammes or less must be affixed with an identification label.

(3) An unmanned aircraft, used for the performance of aviation activities, shall be marked by the operator, and the aircraft model shall be marked by its owner.

(4) The non-flammable identification plate and label shall contain the following information:

- identification mark;
- an indication of the operator or the owner of the aircraft model;
- address and contact information of the operator or the owner of the aircraft model;
- operation mass of the unmanned aircraft or aircraft model.

(5) The identification mark referred to in indent one of the preceding paragraph shall be determined by the operator of an unmanned aircraft, used for the performance of aviation activities in categories A, B, and C, and the owner of the aircraft model, in such manner that the identification mark shall not start with the capital letter "D". The identification mark for the unmanned aircraft, intended for the performance of aviation activities in category D shall be issued by the Agency.

(6) The non-flammable identification plate and label shall be of an adequate size that allows for clear identification and shall be permanently affixed.

(7) The operator or the owner of the aircraft model shall replace the non-flammable identification plate or label in the event of modification of the data referred to in paragraph four of this Article or in case of damage that makes it unrecognisable or in the event of a loss.

Article 10 (Validity of regulations)

Flying an unmanned aircraft shall be performed in accordance with applicable regulations governing rules of the air and the provisions of this Decree.

Article 11 (Tasks of the operator concerning rules of the air)

(1) The operator shall ensure that the flight of an unmanned aircraft is performed in a manner that does not pose a threat to the life, health or property of people due to the

impact or loss of control over the unmanned aircraft system and that does not jeopardise or interfere with safety in air traffic, law and order.

(2) The operator:

- a) shall ensure that the flight of an unmanned aircraft takes place during the day, and at night with the prior approval by the Agency, if there is a justified operational need;
- b) shall check the proper functioning of the unmanned aircraft system before the flight;
- c) shall obtain all necessary information for the planned flight and check whether meteorological and other conditions in the flying area ensure its safe performance;
- č) shall ensure that all equipment or cargo being carried on board of the unmanned aircraft is affixed in a manner that prevents it from falling off;
- d) shall ensure that the unmanned aircraft safely avoids all obstacles in the air and on the ground during take-off or landing;
- e) Shall ensure a safe distance of the unmanned aircraft from people, animals, facilities, vehicles, vessels, other aircraft, roads, railways, waterways or power lines during the flight, that is not less than 30 metres;
- f) shall ensure that the minimum distance of the unmanned aircraft from a group of people is at least 150 metres;
- g) shall ensure that the flight of the unmanned aircraft takes place within the operator's line of sight at a distance of not more than 500 metres from the operator;
- h) shall ensure that the flight of the unmanned aircraft takes place outside of the controlled airspace up to a height of 150 metres, and higher after prior approval by the Agency of the determined and published flying area;
- i) shall ensure that the flight of the unmanned aircraft does not take place in the controlled traffic region (CTR) within a radius of 5 kilometres from the airport reference point (ARP), and that outside of a radius of 5 kilometres it takes place up to a maximum height of 50 metres above the ground, and higher only with prior approval by the Agency for air events and competitions;
- j) shall ensure that, at airports with no air traffic services ensured, the flight of an unmanned aircraft takes place up to a maximum height of the determined airport space, which is restricted horizontally, sideways, and by the approach and take-off plains, except where procedures for flying the unmanned aircraft are specifically provided in the instructions by the airport operator for the use of the airport. Flying in accordance with this point shall be permitted after prior consent of the airport operator. At the airfield, the flight of an unmanned aircraft shall take place after the consent of the airfield operator within a radius of 500 metres from the airfield reference point;
- k) shall ensure that no objects fall down during the flight of an unmanned aircraft, except in the case of an aircraft model which may release another aircraft model into the air;
- l) shall ensure that the flight is not performed in the area for the performance of state activities;
- m) shall ensure that manned aircraft always have priority over unmanned aircraft. The operator of an unmanned aircraft system or the associated observer shall monitor the air traffic during the performance of the flying within the first-person view (FPV) system. In the event of a conflict, the operator of the unmanned aircraft system shall start performing manoeuvres to ensure proper horizontal or vertical separation immediately.

(3) One operator may simultaneously operate one unmanned aircraft.

(4) The operator shall be able to terminate the programmed and autonomous flight at any given moment and assume full control over operating the unmanned aircraft. The operator shall be obliged to take care of their own competence in order to be able to take appropriate action in emergency situations.

(5) Notwithstanding the points e) and f) of paragraph two of this Article, performance of aviation activities with the unmanned aircraft system or flying the aircraft

models shall also be performed with smaller distances than prescribed, if a prior approval is obtained from the Agency by the operator or owner of the aircraft model.

(6) Notwithstanding the point g) of paragraph two of this Article, performance of aviation activities with the unmanned aircraft system or flying the aircraft model shall also be performed with greater distances than prescribed and outside the operator's line of sight, if a prior approval is obtained from the Agency by the operator or owner of the aircraft model.

(7) Notwithstanding the point k) of paragraph two of this Article, performance of aviation activities of the unmanned aircraft system or flying the aircraft model to dump objects during the flight shall be performed, if a prior approval is obtained from the Agency by the operator or owner of the aircraft model.

Article 12 **(Flying using the first-person view (FPV) system)**

(1) Flying with the first-person view (FPV) system shall be performed with the aircraft model or upon performing aviation activities in accordance with the operations manual referred to in Article 16 of this Decree, where additional conditions concerning the distance and visual contact of the associated observer with the unmanned aircraft shall be identified.

(2) The operator shall perform flights only when accompanied by the associated observer.

(3) The operator shall inform the associated observer about the details of the planned flight, in particular with the altitude and planned air route.

(4) The associated observer shall maintain continuous visual contact with the unmanned aircraft throughout the flight and shall warn the operator of any deviation from the planned flight and possible violation of minimum distance and inform the operator on other matters, relevant to the safe performance of the flight.

(5) The associated observer and operator shall be within a distance that enables uninterrupted voice communication without technical aids during the flight.

(6) Notwithstanding the paragraph two of this Article, when flying with the first-person view (FPV) system within the radius of 200 metres up to a height of 50 metres and mass of the unmanned aircraft up to 5 kilogrammes in the range of Class I:

- in the event of sporting activities (e.g. competitions, trainings), where there are multiple operators with first-person view (FPV) system present at the same time in one area, there shall only be one associated observer;
- the operator may perform flying alone with the first-person view (FPV) system, with at least 5 hours of experience flying with the first-person view (FPV) system with the associated observer on familiar ground.

Article 13 **(Performance of aviation activities)**

(1) When performing aviation activity in categories A and B, the operator shall submit to the Agency the statement referred to in Article 18 of this Decree prior to the start of the performance of aviation activity. The Agency shall issue a confirmation of receipt, based on which the operator shall start with the performance of aviation activity.

(2) When performing aviation activity in category C, the operator shall produce an operations manual and submit the statement referred to in Article 18 of this Decree prior to the start of the performance of aviation activity. The Agency shall issue a confirmation of receipt, based on which the operator shall start with the performance of aviation activity.

(3) The operator shall obtain a permit from the Agency referred to in Article 19 of this Decree prior to the start of the performance of aviation activity in category D.

(4) Performance of aviation activity shall not be considered as such if the activity is performed for its own non-commercial purposes, using an aircraft model of operation mass up to 25 kilogrammes according to the restrictions applicable to the aircraft models.

Article 14 (Manner of performance of aviation activities)

(1) The operator shall perform aviation activities in accordance with the applicable legislation and the provisions of the flight manual or manufacturer's instructions for use.

(2) The operator shall meet the operational and technical requirements referred to in Annex 4, which is an integral part of this Decree when performing aviation activities for the intended category in the performance of aviation activities.

(3) The operator of an unmanned aircraft system used to perform aviation activities in category D and whose operation mass is over 25 kilogrammes, or operator of an unmanned aircraft system used to perform aviation activities and whose operation mass is over 40 kilogrammes, regardless of the category, must, in addition to the requirements referred to in the preceding paragraph, hold attestation in accordance with Article 15 of the Rules on Ultralight Aircraft (Official Gazette of the Republic of Slovenia [*Uradni list RS*], No. 49/16).

Article 15 (Operator's tasks)

(1) The operator shall appoint a person responsible for the activities of the operator.

(2) The operator shall inform the Agency about the intended aviation activity prior to the performance of aviation activities.

(3) The operator shall establish a reporting system for events related to air traffic safety in accordance with the applicable legislation.

(4) The operator shall establish a record keeping and storing system for flights containing at least the following information:

- a) date of the flight;
- b) start and end time of the performance of aviation activities and flight duration;
- c) name and surname of the operator that performed the flight;
- č) location of the performance of aviation activities;
- d) classification of the flying area;
- e) operation mass of the unmanned aircraft;
- f) notes on the events which the operator shall regard as important for the performance of the aviation activities.

(5) The operator shall keep records about the flight for at least two years from the date of the performance of the flight.

(6) Prior to performance of aviation activities in category C or D, the operator shall assess the need and perform the activities related to risk management in emergency cases.

(7) Risk management must include danger identification, risk assessment and, when necessary, the measures to reduce the risk to an acceptable level.

(8) The performed risk management procedure shall be documented by the operator in the form referred to in Annex 3, which is an integral part of this Decree.

(9) The operator shall keep records on risk management for at least two years from the date of termination of the performance of aviation activities to which they relate.

(10) To ensure the safety of the operators and associated observers, a fire extinguisher and first aid car kit must be within reach, the operators and associated observers must wear a safety vest in vivid colour at all times of performance and protect the area in which activities are performed with the appropriate signs.

(11) The operator shall be able to terminate the programmed and autonomous flight at any given moment and assume full control over operating the unmanned aircraft.

Article 16 (Operations manual)

(1) To perform the aviation activity in categories C and D, the operator shall produce an operations manual that shall contain:

- a) content;
- b) modification number of the operations manual and a list of effective pages;
- c) tasks of the personnel involved in the operator's activities;
- č) standard operating procedures;
- d) unmanned aircraft system maintenance;
- e) emergency procedures;
- f) procedures in the event of accidents or serious incidents;
- g) check-lists for critical phases of flight;
- h) restrictions for the performance of aviation activities;
- i) communication;
- j) risk management;
- k) competence of the performer;
- l) types and time limits for storage of the records.

(2) The operator shall be obliged to act in accordance with the operations manual and ensure that the operations manual continues to comply with the applicable regulations and acceptable means of compliance prescribed by the Agency and with the provisions of the flight manual or the manufacturer's instructions for use.

(3) The operator shall ensure that the personnel have access to the operations manual.

(4) The personnel shall be familiar with those parts of the manual that pertain to their tasks.

Article 17

(Failure mode and effects analysis)

(1) The operator shall perform a failure mode analysis for major components or functions of an unmanned aircraft system in accordance with the requirements referred to in Annex 4 of this Decree.

(2) The operator shall perform a failure mode analysis for major components or functions of an unmanned aircraft system which shows whether their individual failures will lead to the termination of the operation.

(3) The operator shall verify the operation of the unmanned aircraft system by testing it in the event of individual failure and verify whether important systems are duplicated and whether a back-up system will become operational automatically or at the behest of the operator in the event of failure, and whether there is an emergency mode that could replace the operation of the system upon failure (e.g. by manual operation).

(4) The performed failure mode and effects analysis, and the configuration of the unmanned aircraft system, for which the analysis has been performed, shall be documented in the form referred to in Annex 5, which is an integral part of this Decree.

(5) Notwithstanding the paragraph two of this Article, the operator shall not be obliged to demonstrate the operation of the unmanned aircraft system by verifying it in the event of the individual failure of a major component or function of the system if the operator holds the manufacturer's documentation which defines the failure and its effect.

(6) The operator shall, upon any modification to the unmanned aircraft which effects the operation of major components or functions of the unmanned aircraft system, perform a failure mode and effects analysis on the operation.

(7) The operator shall store the relevant failure mode analysis of the unmanned aircraft system for at least 6 months after the termination of the performance of aviation activities with this particular unmanned aircraft system.

Article 18 (Statement by the operator)

(1) Prior to performance of aviation activity, the operator shall state their qualifications and that they assume responsibility for the performance of aviation activities with the unmanned aircraft system, and that the unmanned aircraft system, they intend to use to perform the aviation activities, meets the relevant technical requirements, and that they will perform the aviation activities in accordance with the provisions of this Decree.

(2) The statement shall be submitted to the Agency in the form referred to in Annex 2, which is an integral part of this Decree. The Agency shall, on the basis of the received statement, issue a confirmation of receipt for the performance of aviation activity in categories A, B and C or a permit for performance of aviation activity in category D, based on which the operator may start the performance of aviation activities.

(3) The operator shall be responsible for compliance with the relevant requirements and data contained in the statement, and they shall inform the Agency of changes relating to the permit for the performance of aviation activities, as well as of permanent termination of the performance of aviation activities.

Article 19

(Permit)

(1) The following data shall be submitted to the Agency with the application for a permit to perform aviation activities with an unmanned aircraft system by the operator:

- a) name and address of the applicant;
- b) description of the intended types of performances of aviation activities;
- c) number and types of unmanned aircraft systems that will be used in performance of aviation activities under the requested permit;
- č) proof regarding compliance with operational and technical requirements for the performance of aviation activities;
- d) photographs of the unmanned aircraft system that will be used;
- e) risk assessment documentation for intended types of performance of aviation activities;
- f) operations manual;
- g) the statement referred to in Article 18 of this Decree to obtain the permit for the performance of aviation activities in category D.

(2) The Agency shall determine the manner of submission of the application to obtain the permit for the performance of aviation activities with unmanned aircraft systems.

(3) For the purposes of the permit issuance, the Agency may monitor the operator and may demand the performance of demonstration flights.

(4) The permits referred to in point a) of paragraph two and paragraphs five, six and seven of Article 11 of this Decree shall be issued in the event of a justified operational need and for a period regarded as appropriate by the Agency, considering the level of assessed risk the proceedings pose to the area where they are performed.

(5) Prior to performance of aviation activities, the operator shall perform an impact assessment related to the protection of personal data, in the form referred to in Annex 6, which is an integral part of this Decree. The operator shall submit the filled-out form referred to in Annex 2 and copy of the filled-out form referred to in Annex 6 to the Information Commissioner.

Article 20

(Compulsory documentation for the performance of aviation activities)

(1) When performing the aviation activities, the operator shall carry:

- a) a flight manual or the manufacturer's instructions for the use of the unmanned aircraft system;
- b) the original or a certified copy of the permit to perform the aviation activity, when required;
- c) an insurance policy, when prescribed.

(2) For the performance of aviation activities in categories A and B, the operator shall, in addition to the documents referred to in the preceding paragraph, be in possession of a document certifying the knowledge of regulations current in the aviation, the physical and mental ability and competence to operate this type or this model of the unmanned aircraft system in accordance with Annex 4 to this Decree.

(3) For categories A and B concerning performance of aviation activities, the operator shall, in addition to the documents referred to in the paragraph one of this Article, be in possession of:

- operations manual;

- a proof of competency of the operator or the associated observer to operate the system in accordance with Annex 4 of this Decree;
- a certificate attesting success in an examination of knowledge of rules of the air, issued by the Agency, whereby the Agency may acknowledge specific content to holders of pilot permits;
- document certifying the physical and mental ability to operate the unmanned aircraft system in accordance with Annex 4 of this Decree.

Article 21 (Supervision)

(1) Supervision of the implementation of this Decree shall be carried out by the Agency.

(2) Notwithstanding the preceding paragraph, the supervision of the implementation of paragraph five of Article 19 shall be carried out by the Information Commissioner.

Article 22 (Minor offences relating to flying the aircraft models)

(1) Any individual who owns an aircraft model and performs the flights in contravention of Article 6 of this Decree shall be fined between EUR 200 and EUR 800.

(2) Any owner of an aircraft model who is a legal person and performs flights in contravention of Article 6 of this Decree shall be fined between EUR 800 and EUR 2,000.

Article 23 (Offences relating to insurance)

(1) Any individual who operates, owns an unmanned aircraft system or aircraft model and fails to take out an insurance in accordance with Article 7 of this Decree shall be fined between EUR 100 and EUR 600.

(2) An operator who is a legal person shall be fined between EUR 800 and EUR 2,000 for committing an offence referred to in the preceding paragraph.

(3) An individual sole trader shall be fined between EUR 400 and EUR 1,200 for committing an offence referred to in paragraph one of this Article.

(4) The responsible person of the legal person and the responsible person of the individual sole trader shall be fined between EUR 300 and EUR 1,200 for committing an offence referred to in the paragraph one of this Article.

Article 24 (Offences relating to identification)

(1) Any individual who operates or owns an aircraft model shall be fined between EUR 100 and EUR 600 should they fail to mark the unmanned aircraft in accordance with Article 9 of this Decree.

(2) An operator who is a legal person shall be fined between EUR 800 and EUR 2,000 for committing an offence referred to in the preceding paragraph.

(3) An individual sole trader shall be fined between EUR 400 and EUR 1,200 for committing an offence referred to in paragraph one of this Article.

(4) The responsible person of the legal person and the responsible person of the individual sole trader shall be fined between EUR 300 and EUR 1,200 for committing an offence referred to in the paragraph one of this Article.

Article 25 **(Offences relating to rules of the air)**

(1) Any individual who acts as an operator shall be fined between EUR 200 and EUR 800, if, contrary to the Article 11 of this Decree they do not:

- a) ensure that the flight of an unmanned aircraft is performed in a manner that does not pose a threat to the life, health or property of people due to the impact or loss of control over the unmanned aircraft system and that does not jeopardise or interfere with safety in air traffic, law and order (paragraph one of Article 11);
- b) ensure that the flight of an unmanned aircraft takes place during the day, and by night with the prior approval by the Agency, if there is a justified operational need (point a) of paragraph two of Article 11);
- c) check the proper functioning of the unmanned aircraft system before the flight (point b) of paragraph two of Article 11);
- č) obtain all necessary information for the planned flight and check whether meteorological and other conditions in the flying area ensure its safe performance (point c) of paragraph two of Article 11);
- d) ensure that all equipment or cargo being carried on board of an unmanned aircraft is affixed in a manner that prevents it from falling off (point č) of paragraph two of Article 11);
- e) ensure that an unmanned aircraft safely avoids all obstacles in the air as well as on the ground during take-off or landing (point d) of paragraph two of Article 11);
- f) ensure a safe distance of an unmanned aircraft towards people, animals, facilities, vehicles, vessels, other aircraft, roads, railways, waterways or power lines during the flight that is not less than 30 metres (point e) of paragraph two of Article 11);
- g) ensure that the minimum distance of an unmanned aircraft from the group of people is at least 150 metres (point f) of paragraph two of Article 11);
- h) ensure that the flight of an unmanned aircraft takes place within the operator's line of sight at a distance of not more than 500 metres from the operator (point g) of paragraph two of Article 11);
- i) ensure that the flight of an unmanned aircraft takes place outside of the controlled airspace up to a height of 150 metres, and higher after prior approval by the Agency of the determined and published flying area (point h) of paragraph two of Article 11);
- j) ensure that the flight of an unmanned aircraft does not take place in the controlled traffic region (CTR) within a radius of 5 kilometres from the airport reference point (ARP), and that outside of radius of 5 kilometres it takes place up to a maximum height of 50 metres above the ground, and higher only with prior approval by the Agency for air events and competitions (point i) of paragraph two of Article 11);
- k) ensure that, at airports with no air traffic services ensured, the flight of an unmanned aircraft takes place up to a maximum height of the determined airport space, which is restricted horizontally, sideways, and by the approach and take-off plains, except where procedures for flying the unmanned aircraft are specifically provided in the instruction by the airport operator for the use of the airport and after prior consent of the airport operator, or ensure that the flight of an unmanned aircraft takes place at the airfield after

the consent of the airfield operator within a radius of 500 metres from the airfield reference point (point j) of paragraph two of Article 11);

- l) ensure that no objects fall down during the flight of an unmanned aircraft, except in the case of the aircraft model which can release another aircraft model into the air (point k) of paragraph two of Article 11);
- m) ensure that the flight is not be performed in the area for the performance of state activities (point l) of paragraph two of Article 11);
- n) ensure that manned aircraft always have priority over unmanned aircraft, and in the event of a conflict, fail to start performing manoeuvres to ensure proper horizontal or vertical separation immediately (point m) of paragraph two of Article 11);
- o) operate only one unmanned aircraft at a time (paragraph three of Article 11).

(2) An operator who is a legal person shall be fined between EUR 800 and EUR 2,000 for committing an offence referred to in the preceding paragraph.

(3) An individual sole trader shall be fined between EUR 400 and EUR 1,200 for committing an offence referred to in the paragraph one of this Article.

(4) The responsible person of the legal entity and the responsible person of the individual sole trader shall be fined between EUR 300 and EUR 1,200 for committing an offence referred to in the paragraph one of this Article.

Article 26

(Offences relating to the first-person view (FPV) system)

(1) Any individual who acts as an operator or associated observer shall be fined between EUR 200 and EUR 800 if they use the first-person view (FPV) system in contravention of Article 12 of this Decree.

(2) An operator who is a legal person shall be fined between EUR 800 and EUR 2,000 for committing an offence referred to in the preceding paragraph.

(3) An individual sole trader shall be fined between EUR 400 and EUR 1,200 for committing an offence referred to in paragraph one of this Article.

(4) The responsible person of the legal person and the responsible person of the individual sole trader shall be fined between EUR 300 and EUR 1,200 for committing an offence referred to in the paragraph one of this Article.

Article 27

(Offences relating to performance of aviation activity)

(1) Any individual who acts as an operator and performs aviation activity in contravention of Article 13 or 14 of this Decree shall be fined between EUR 200 and EUR 800.

(2) An operator who is a legal person shall be fined between EUR 800 and EUR 2,000 for committing an offence referred to in the preceding paragraph.

(3) An individual sole trader shall be fined between EUR 400 and EUR 1,200 for committing an offence referred to in paragraph one of this Article.

(4) The responsible person of the legal person and the responsible person of the individual sole trader shall be fined between EUR 300 and EUR 1,200 for committing an offence referred to in the paragraph one of this Article.

Article 28 **(Offences relating to operator's tasks)**

(1) Any individual who acts as an operator shall be fined between EUR 150 and EUR 600, if, contrary to the Article 15 of this Decree they fail to:

- appoint a person responsible for the activities of the operator;
- inform the Agency about the intended aviation activity;
- establish a system for reporting events related to safety;
- establish the record keeping and storing system on flights, or
- ensure the safety of the operators and associated observers.

(2) An operator who is a legal person shall be fined between EUR 800 and EUR 2,000 for committing an offence referred to in the preceding paragraph.

(3) An individual sole trader shall be fined between EUR 400 and EUR 1,200 for committing an offence referred to in the paragraph one of this Article.

(4) The responsible person of the legal entity and the responsible person of the individual sole trader shall be fined between EUR 300 and EUR 1,200 for committing an offence referred to in the paragraph one of this Article.

Article 29 **(Offences relating to communication of documents to the Information Commissioner)**

(1) Any individual who acts as an operator shall be fined between EUR 200 and EUR 800, if, contrary to the Article 19 of this Decree they fail to communicate the filled-out forms referred to in paragraph five of Article 19 to the Information Commissioner.

(2) An operator who is a legal person shall be fined between EUR 800 and EUR 2,000 for committing an offence referred to in the preceding paragraph.

(3) An individual sole trader shall be fined between EUR 400 and EUR 1,200 for committing an offence referred to in the paragraph one of this Article.

(4) The responsible person of the legal entity and the responsible person of the individual sole trader shall be fined between EUR 300 and EUR 1,200 for committing an offence referred to in the paragraph one of this Article.

Article 30 **(Offences relating to possession of the documents)**

(1) Any individual who acts as an operator shall be fined between EUR 150 and EUR 600 should they fail to carry documents in accordance with Article 20 of this Decree upon performance of aviation activities.

(2) An operator who is a legal person shall be fined between EUR 500 and EUR 1,500 for committing an offence referred to in the preceding paragraph.

(3) An individual sole trader shall be fined between EUR 400 and EUR 1,200 for committing an offence referred to in paragraph one of this Article.

(4) The responsible person of the legal person and the responsible person of the individual sole trader shall be fined between EUR 300 and EUR 1,200 for committing an offence referred to in the paragraph one of this Article.

Article 31
(End of validity and use)

(1) On the day this Decree enters into force, Article 174 of the Rules on the Flying of Aircraft (Official Gazette of the Socialist Federative Republic of Yugoslavia [*Uradni list SFRJ*], No 10/79 and 4/83, Official Gazette of the Republic of Slovenia [*Uradni list RS*], No 18/01 – ZLet, 72/03, 51/07 and 17/15) shall cease to be in force.

(2) On the day this Decree enters into force, point 2 of Article 2, paragraph three of Article 3 and point 2 of paragraph two of Article 14 of the Rules on nationality, registration and other marks on civil aircraft (Official Gazette of the Republic of Slovenia [*Uradni list RS*], No 88/14, 12/15 and 90/15) shall cease to be in force.

(3) On the day this Decree enters into force, point 7 of paragraph two and point 4 of paragraph three of Article 3 of the Rules on Ultralight Aircraft (Official Gazette of the Republic of Slovenia [*Uradni list RS*], No. 49/16) shall cease to be in force.

Article 32
(Entry into force)

This Decree shall enter into force on the fifteenth day after its publication in the Official Gazette of the Republic of Slovenia.

No. 00710-20/2016
Ljubljana, 28 July 2016
EVA 2016-2430-0045

**Government of the Republic of
Slovenia**
Miroslav Cerar, m.p.
President

Categories concerning performance of aviation activities

Class of unmanned aircraft system	Class of area in the performance of flying			
	I	II	III	IV
5 TOM (1) \geq 5 kg	A	A	B	C
25 5 < TOM \leq 25	A	B	C	D
150 25 < TOM < 150	B	C	D	D

Note (1): TOM – take off operation mass of an unmanned aircraft.

Statement form for performance of aviation activities with unmanned aircraft systems

STATEMENT

In accordance with the Decree of unmanned aircraft systems /

Operator /

Name:

Place and address where the operator is established or has a business address, and
place and address of provision of services /

Name and contact details of the responsible controller /

Aviation activities /

Date of performance of aviation activities / date of entry into force of modifications /

Category in the performance of aviation activities /

Type of unmanned aircraft system(-s), identification marks (if any) and main base /

Statements /

All flights shall be performed in accordance with the provisions of the Decree of
unmanned aircraft systems and other applicable regulations /

Note / : Only for performance of aviation activities in categories A and B

Operations manual shall be harmonised with the applicable requirements, prescribed
by the Decree of unmanned aircraft systems /

Note / : Only for performance of aviation activities in categories C and D

All flights shall be performed in accordance with the procedures and instructions in
the operations manual /

Note / : Only for performance of aviation activities in categories C and D

Unmanned aircraft system used to perform aviation activities shall meet the technical
requirements referred to in Annex 5 to Decree of unmanned aircraft systems /

Unmanned aircraft system shall be operated by the person who fulfils the conditions
prescribed by the Decree of unmanned aircraft systems /

The operator shall inform the Civil Aviation Agency of any modification which would
affect the data provided in this statement /

The operator shall guarantee the accuracy of the data provided in this statement /

Date, name and signature of the responsible controller /

Risk log for the performance of aviation activities

Action/activity/process							
Danger							
Dangerous event/final consequence	Risk assessment under existing safety measures			Risk reduction measures	Risk assessment following risk reduction measures		
	The probability of the event	The severity of the consequences of the event	Risk assessment		The probability of the event	The severity of the consequences of the event	Risk assessment

<i>Risk potential</i>		<i>Risk severity</i>				
		disastrous A	dangerous B	greater C	Lower D	insignificant E
frequent	5	5A	5B	5C	5D	5E
occasional	4	4A	4B	4C	4D	4E
infrequent	3	3A	3B	3C	3D	3E
unlikely	2	2A	2B	2C	2D	2E
extremely unlikely	1	1A	1B	1C	1D	1E

*Safety risk assessment = potential x severity

**The colour red indicates a high degree of risk (= unacceptable).

The colour yellow indicates a medium level of risk (= permissible).

The colour green indicates low risk (= acceptable).

Operational requirements for the performance of aviation activities

Operational requirement	Activity category			
	A	B	C	D
1. Operator's age	at least 16 years of age (written consent of the legal representatives)	at least 18 years of age		
2. Operator's physical and mental abilities	Statement by the operator or medical certificate for classes I, II or LAPL or medical certificate of medical fitness for driving vehicles of category B which is issued to drivers who are not professional drivers and which is not more than 5 years old		medical certificate for classes I, II or LAPL or medical certificate of medical fitness for driving vehicles of category B which is issued to drivers who are not professional drivers and which is not more than 5 years old	
3. Knowledge of current regulations in aviation	Statement by the operator or certificate attesting success in an examination, issued by the Agency		Certificate attesting success in an examination, issued by the Agency	
4. Capacity to operate the system by the operator/associated observer	Statement by the operator			

Technical requirements for the performance of aviation activities

Technical requirement	Activity category			
	A	B	C	D
1. Operating system	Encrypted digital data transmission with a direct link between the control station and the receiver with automatic selection of frequency without interference	Encrypted digital data transmission with a direct link between the control station and the receiver with automatic selection of frequency without interference – artificial stabilisation, except for naturally stable aircraft and Zeppelin airships	Encrypted digital data transmission with a direct link between the control station and the receiver with automatic selection of frequency without interference – artificial stabilisation and navigation to return to home (RTH)	
2. Telemetry parameters view	Not being used	Strength of radio signal, supply voltage	Strength of radio signal, the number of the GNSS satellite, supply voltage, power consumption, distance and direction of the operator, height, speed, direction, failures/back-up	

			system operation view
3. Safety system for operating	Not being used		Parachute, kinetic energy upon descending must be <79 J, activation of the parachute must be independent from the main power supply, automatic activation in case of loss of power supply

Technical requirements for the performance of aviation activities

Technical requirement	Activity category			
	A	B	C	D
4. Minimum number of multicopters' motors	Not being used	6 Note: even smaller number of motors is acceptable if the multicopter is equipped with a parachute. Kinetic energy upon descending must be <79 J, activation of the parachute must be independent from the main power supply.	6 Note: if the multicopter is equipped with a parachute. Kinetic energy upon descending must be <79 J, activation of the parachute must be independent from the main power supply.	8
5. Important functions/systems which should not be compromised due to failure – failure mode analysis (FMEA) is required	Not being used		Power supply, signal reception, artificial stabilisation and flight operation	Power supply, signal reception, artificial stabilisation and flight operation, GNSS magnetometer
6. Failure Mode and Effect Analysis – FMEA, in accordance with the Annex 5 of this Decree	Not being used		Self-assessment – the table shall be stored, the statement shall be delivered to the Agency, it shall be repeated in the event of modifications	Mass < 5 kg: Self-assessment – the table shall be stored, the statement shall be delivered to the Agency, it shall be repeated in the event of modifications, the self-assessment shall be delivered to the Agency to be reviewed
7. Review, servicing and maintenance of UAS	Not being used		In accordance with the check-list and manufacturer's instructions, personal records on all of the work undertaken shall be produced and stored for 3 years	

Annex 5

Failure Mode and Effects Analysis (FMEA) form of the unmanned aircraft system for the performance of aviation activities in categories C and D

Configurations of unmanned aircraft system					
Identification mark		Category in flight operations			
Manufacturer and model		Type of aircraft			
Operator		Operator's address			
Date and revision		Take off operation mass			kg
Components of unmanned aircraft system					
Battery	Manufacturer:	Pcs:	Spare batteries (additional):		Spare batteries (additional):
	Model:	Battery voltage (S):	Battery voltage (S):		Battery voltage (S):
		Discharge current:	Discharge current:		Discharge current:
		Capacity:	Capacity:		Capacity:
Receiver	Manufacturer:	Pcs:	System:		Firmware:
	Model:	No. of channels:	Protocol:		
		Frequency:	Telemetry:		
Flight controller	Manufacturer:	Pcs:	Magnetometer:		Voltage/current sensor:
	Model:	GNSS:	Ultrasound:		
		Barometer:	Optical sensor:		
Motor	Manufacturer:	Motor No.:	Propeller:	Manufacturer:	Dimensions:
	Model:	KV:			
	Code:	Power:			
		For S:			
		Prop:			
		Max. current:			
Motor controller	Manufacturer:	Load:	Propeller (spare):	Manufacturer:	Dimensions:
	Model:	Firmware:			
		Ver.:			
Parachute	Manufacturer:	Pcs:	Safety valve:	Manufacturer:	Notes:
	Model:	Max. energy:			
	Code:	Automatic activation:			
	Type:	Manual activation:			

Failure mode and effects analysis				
No.:	Function/system:	Failure description:	Consequence:	Prevention of the consequence
1	Power supply			
2	Signal reception			
3	Artificial stabilisation and flight operation			
4	Propulsion system			
5	GNSS positioning			
6	Sense of magnetic direction			

The applicant shall confirm:

- that the failure mode and effects analysis (FMEA) was performed for the mentioned unmanned aircraft system, which showed that the failure of an individual component does not lead to a complete termination of the individual system;
- that the examination of consequences for individual failures was performed – if the manufacturer's documentation does not contain explanations for the prevention of the consequences for each failure.

Date:	Person in charge for the operator:	Signature:

Impact assessment form relating to the protection of personal data

A set of personal data to be gathered, stored or otherwise processed (*mark the appropriate*):

<input type="checkbox"/> Photos of the individuals	<input type="checkbox"/> Systematic surveillance of public areas	<input type="checkbox"/> Special types of personal data (sensitive personal data)	
<input type="checkbox"/> Videos of individuals	<input type="checkbox"/> RFID tags	<input type="checkbox"/> Data on religious belonging of individuals	<input type="checkbox"/> Data on trade union membership
<input type="checkbox"/> Audio recordings of individuals	<input type="checkbox"/> Data on electrical, water or gas consumption points	<input type="checkbox"/> Data on health status of individuals	<input type="checkbox"/> Genetic data
<input type="checkbox"/> Registration plates of cars or other vehicles of individuals	<input type="checkbox"/> Positional data of individuals	<input type="checkbox"/> Data on racial or ethnic origin	<input type="checkbox"/> Biometric data for purposes of authentication or identification of an individual
<input type="checkbox"/> Device identifiers of individuals (<i>circle as appropriate</i>): IMEI/IMSI, Bluetooth, IP-, MAC-addresses, SSID, etc.	<input type="checkbox"/> Data on the movement of individuals (e.g. data on locations and travel speed, travel patterns)	<input type="checkbox"/> Data on political opinion	<input type="checkbox"/> Data relating to individual's sex life or sexual orientation
Other data on individuals (<i>please specify</i>): _____ _____		<input type="checkbox"/> Data on religious or philosophical conviction	

or

- We shall not gather, store or otherwise process any personal data.

Legality

The legal basis for gathering of, storing or otherwise processing personal data (*mark the appropriate*):

- individual, to whom the personal data pertains, has **consented** to the processing of personal data for one or more specific purposes;
- processing is necessary for the **implementation of the contract**, whose contracting party is an individual, to whom the personal data pertains, or for the implementation of the measures at the request of such individual before the contract is concluded;
- processing is necessary for the **compliance with a legal obligation** of the operator;
- processing is necessary to **protect the vital interests of an individual**, to whom the personal data pertains, or other natural person;
- processing is **necessary for the performance of a task carried out in the public interest** or in the exercise of an official authority vested in the operator;
- processing is necessary for the purposes of the **legitimate interests** pursued by the operator or a third person, **except where such interests are overridden by the interests or the fundamental rights and freedoms of the individual**, to whom the personal data pertains, which require the protection of personal data, especially in the case of children.

Transparency

Individuals and public shall be informed on gathering of personal data by the following means (*mark the appropriate*):

<input type="checkbox"/> flyers (e.g. for events of the closed type)	<input type="checkbox"/> other printed materials (e.g. tickets, brochures)	<input type="checkbox"/> notices in the press	<input type="checkbox"/> information in organisational units
<input type="checkbox"/> information on the website	<input type="checkbox"/> fixed notices (signboards)	<input type="checkbox"/> notices on web media	<input type="checkbox"/> other (<i>specify</i>): _____ _____

Contact details of an authorised person for the protection of personal data (*if any*):

Purpose limitation

Personal data shall be used for the following purposes (*state all purposes*):

- _____
- _____
- _____
- The primary purpose shall not be gathering, storage or other kind of processing of personal data (e.g. monitoring of infrastructure facilities).

Proportionality – minimum amount of data

To reduce the amount of gathered personal data, we shall use the following procedures and measures (*mark the appropriate*):

- adjustment of flight schedules and routes (e.g. avoiding private lands, private areas, avoiding time periods when a larger number of individuals are expected);
- selection of emergency sensors only (e.g. without gathering videos, if not necessary);
- time limitation of data gathering (e.g. only upon arrival at the destination location or upon the performance of the task, and not during the entire performance of flying);
- the use of anonymisation technology (e.g. blurring of faces, registration plates);
- real-time and post-viewing/editing of recordings and gathered data and swift subsequent elimination or deletion of unnecessary personal data.

Accuracy and currency

- Procedures for amendment, deletion or correction of inaccurate and non-current data are foreseen.
- Due to the nature of gathered data or circumstances for data gathering, accuracy and currency are not relevant.

Storage limitation

- We shall adapt the storage period for personal data to the shortest possible time to achieve the objective pursued; storage period for personal data is _____ days/weeks/months/years/until consent is revoked (mark the appropriate).
- The storage period for data shall not be possible to define (e.g. due to public disclosure).

Information security

Personal data must be protected appropriately during processing with procedures and measures, which shall allow us to prevent the accessibility of the data to unauthorised persons and for data to be destroyed, modified or misused in some other way.

We adopted the following measures to control *general risks* in relation to data security:

- we have adopted internal acts on personal data security;
- we have concluded relevant contracts with contractual processors of personal data;
- we shall use measures for physical and communicational data security; data shall be encrypted during transfer and during storage;
- users' rights to access data shall be defined and maintained;
- we shall record accesses to personal data;
- persons concerned were made aware concerning the legislation on personal data protection;
- other (*specify*): _____

Following *specific risks* were analysed:

- crash of the unmanned aircraft and loss of data;
- the possibility of interception of communication between unmanned aircraft and the base station;
- the possibility of taking over control of the unmanned aircraft and gathered data;
- inadequate management of information security when outsourcing (contractual processing of personal data).