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**Decision No 2/2019 of 14 November 2019,
On Determination of conditions for unmanned aircraft flight operations and restriction
of specific categories aircrafts flight operations in the airspace of the Slovak Republic**

FIRST PART

**Conditions for unmanned aircraft flight operations in the airspace of the Slovak
Republic**

**FIRST CHAPTER
General conditions**

**Article 1
Subject matter**

(1) According to §7 Art. 2 of Act No 143/1998 Coll. On civil aviation in the form of its later changes and amendments, the Transport Authority as the competent state authority in connection with Article 1 Subpar. of Commission Implementing Decision (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Decision (EU) No 1035/2011 and Decisions (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010¹⁾ in its current form according to annex IX Decision (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Decisions (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Decisions (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Decision (EEC) No 3922/91²⁾ and respecting other specific laws³⁾, In order of agreement with Ministry of Defence of the Slovak Republic hereby defines the conditions for unmanned aircraft flight operations⁴⁾ in the airspace of the Slovak Republic.

¹⁾ Official Journal EU L 281, 13.10.2012

²⁾ Official Journal EU L 212, 22.8.2018

³⁾ For example Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 (Official Journal EU L 281, 13.10.2012) In its Current form, Commission Delegated Regulation (EU) No 2019/945 of 12 March 2019 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems (Official Journal EU L 152, 11.6.2019), Act No 124/1992 Coll. on Military police as amended, Convention on International Civil Aviation (Notification of the Ministry of Foreign Affairs of the Slovak Republic No 196/1995 Coll.)

⁴⁾ Article No 3 (30) Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations

- (2) This decision shall not apply for flight operations of
- a) Kite,
 - b) Unmanned free balloon,⁵⁾
 - c) Category HALE⁶⁾ unmanned aircraft in the Slovak Republic property, in State Administration, in use of the Ministry of Defence of the Slovak Republic or the Slovak Republic Armed forces or in the North Atlantic Treaty Organization property or in the North Atlantic Treaty Organization member state property, providing that flight operation is performed at flight level⁷⁾ 510 or above.
- (3) This decision shall also apply, within an appropriate extent, from an unmanned aircraft flight operations in vicinity of an airplace.⁸⁾
- (4) Unmanned aircraft flight operations for the purposes of Financial Administration in the Field of Customs, rescue services of the integrated rescue system⁹⁾, the Armed Forces, the Armed Security Forces, Information and Intelligence Services only general conditions for unmanned aircraft flight operation according to Article 5 and in coordination according to Article 9, shall apply unless otherwise provided.

Article 2 **Definitions**

For the purpose of this decision

- a) Autonomous aircraft means an unmanned aircraft equipped with independent flight control system, shall not allow human control intervention to a flight operation,
- b) Remotely piloted aircraft means remote pilot¹⁰⁾ operated unmanned aircraft by remote pilot station not located on board of an unmanned aircraft,
- c) Model aircraft means model aircraft according to specific laws¹¹⁾ with or without engine, unable of automatic flight operation to a designated place, remote pilot controls by remote pilot station in visual line of sight entire model aircraft flight operation,
- d) Unmanned aircraft flight operation means any unmanned aircraft activity from first movement to its final stop,
- e) Automatic flight operation means an unmanned aircraft flight operation in which an unmanned aircraft independently performs predefined manoeuvres or flight operation tasks, while remote pilot is able to intervene unmanned aircraft flight operation at any stage of flight operation,

(EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (Official Journal. EU L 212, 22.8.2018)

Article 3 (1) Regulations (EU) No 2019/945.

⁵⁾ Article 2 (138) Commission Implementing Regulation (EU) No 923/2012 As amended

⁶⁾ High Altitude Long Endurance

⁷⁾ Article 2 (78) Commission Implementing Regulation (EU) No 923/2012 As amended

⁸⁾ § 2 of Act No 143/1998 Coll. On civil aviation in the form of its later changes and amendments

⁹⁾ § 7 to 9a Act No 129/2002 Coll. About integrated rescue system of its later changes and amendments

¹⁰⁾ Article 3 (31) regulation (EU) No 2018/1139

Article 3 (27) Commission Delegated Regulation (EU) No 2019/945

¹¹⁾ Article 2 (95a) Commission Implementing Regulation (EU) No 923/2012 As amended

- f) Unmanned aircraft operator means a person operating an unmanned aircraft as owner or on other legal basis, responsible for maintaining safety of unmanned aircraft flight operation,
- g) Class C0 unmanned aircraft means a remotely piloted aircraft or a model aircraft with a maximum take-off mass¹²⁾, less than 250g,
- h) Class C1 unmanned aircraft means a remotely piloted aircraft or a model aircraft with a maximum take-off mass more than 250g, less than 900g,
- i) Class C2 unmanned aircraft means a remotely piloted aircraft or a model aircraft with a maximum take-off mass more than 900g, less than 4kg,
- j) Class C3 unmanned aircraft means a remotely piloted aircraft or a model aircraft with a maximum take-off mass more than 4kg, less than 25kg with a typical measurement up to 3m,
- k) Class C4 unmanned aircraft means model aircraft with a maximum take-off mass more than 4kg, less than 25kg,
- l) Remotely piloted aircraft system means system consisting of remote pilot station, at least one remotely piloted aircraft or model aircraft and any other element required for flight operation, in particular a data link connection to control flight operation and communication link,
- m) Command and Control link – C2 Link means data link established between remotely piloted aircraft or model aircraft and a remote pilot station used for an unmanned aircraft flight operation,
- n) Remote pilot station means a station, being a part of remotely piloted aircraft system and containing equipment required to control remotely piloted aircraft or model aircraft flight operation, by which remote pilot conduct control of remotely piloted aircraft or model aircraft flight operation,
- o) Visual line of sight (VLOS) means continuous unaided visual contact between remote pilot and unmanned aircraft without use of any visual aids except prescription glasses or contact lenses,
- p) Detect and avoid means ability to see, perceive or detect potential conflict in air traffic¹³⁾ or other hazards and take appropriate measures to avert collisions and ensure air traffic safety,
- q) Uninvolved person means a person not involved in the preparation, operation or evaluation of an unmanned aircraft flight operation,
- r) Involved person means a person other than remote pilot, involved in preparation, operation, evaluation of an unmanned aircraft flight operation, being informed of the risks associated with an unmanned aircraft flight operation and which expressly agree to participate in preparation, operation or evaluation of an unmanned aircraft flight operation,
- s) Flight emergency means any occurrence which adversely affects flight operations safety or an unmanned aircraft flight operation or capable of having such effect, in particular a remotely piloted aircraft technical failure, human error, collision or imminent collision with an obstacle,¹⁴⁾ persons or other aircraft or any circumstance that may adversely affect unmanned aircraft flight operation safety.

Article 3

Remote pilot certificate

¹²⁾ Article 3 (28) Commission Delegated Regulation (EU) No 2019/945

¹³⁾ Article 2 (26) Commission Implementing Regulation (EU) No 923/2012 As amended

¹⁴⁾ Article 2 (98) Commission Implementing Regulation (EU) No 923/2012 As amended

- (1) Remote pilot certificate is issued by the Transport Authority after demonstrating theoretical knowledge and practical skills necessary to ensure an unmanned aircraft flight operation safety.
- (2) Remote pilot certificate is a condition for Category B unmanned aircraft flight operations.

Article 4
Unmanned aircraft registration at the Transport Authority

Unmanned aircraft registration at the Transport Authority is a condition for Category B unmanned aircraft flight operations.

Article 5
General conditions for unmanned aircraft flight operations

- (1) For unmanned aircraft flight operation, essential requirements according to specific laws;¹⁵⁾ shall be followed. This shall not apply for unmanned aircraft flight operations in conduct of the tasks according to Article 1 Subpar. 4.
- (2) Remote pilot shall not perform an unmanned aircraft flight operation under psychoactive substance¹⁶⁾ influence.
- (3) Unmanned aircraft flight operation in uncontrolled Class G¹⁷⁾ airspace shall be performed in height¹⁸⁾ not greater than 120m (400ft) above highest obstacle within a 30m (0,016NM) radius from an unmanned aircraft; this shall not apply to unmanned aircraft flight operation in uncontrolled aerodrome air traffic zone (ATZ)¹⁹⁾ if flight operation is coordinated with the aerodrome operator.
- (4) Unmanned aircraft shall not be equipped with pulse or rocket engine; shall not apply if rocket engine is used only for take-off purpose.
- (5) Unmanned aircraft flight operation shall be performed in such way to not compromise other aircrafts, persons, property on the ground safety and to ensure environment protection from noise level and pollutants emissions of an unmanned aircraft.
- (6) Endangering other aircrafts restriction shall not apply between remotely piloted model aircrafts, subject to a remote pilot prior agreement and appropriate safety measures shall be taken to maintain other air traffic, persons, and property on the ground safety.
- (7) Remote pilot shall maintain flight operation in visual line of sight and at the same time using appropriate technical means, if a remotely piloted aircraft system is equipped to observe surrounding area, obstructions, air traffic and avoid other air traffic according to see and avoid method.

¹⁵⁾ Annex IX Regulation (EU) No 2018/1139

¹⁶⁾ Article 2 (104) Commission Implementing Regulation (EU) No 923/2012 As amended

¹⁷⁾ Annex Section 6 SERA.6001 (g) Regulations (EU) No 923/2012 As amended

¹⁸⁾ Article 2 (84) Commission Implementing Regulation (EU) No 923/2012 As amended

¹⁹⁾ Article 2 (11) Commission Implementing Regulation (EU) No 923/2012 As amended

- (8) If flight emergency situation occurs during an unmanned aircraft flight operation, remote pilot shall immediately terminate an unmanned aircraft flight operation.
- (9) Unmanned aircraft shall not be used for commercial air transport operations.²⁰⁾
- (10) Unmanned aircraft shall not be used to spray any chemical substances or to drop objects; shall not apply for performance of aerial work, unmanned aircraft flight operations on the basis of consent according to Article 8 Subpar. 1 (b) and performance of the tasks according to Article 1 Subpar. 4.
- (11) Aerial work²¹⁾ shall be performed by a remotely piloted aircraft only with authorization by the Transport Authority issued according to specific decision.²²⁾
- (12) Within specified uncontrolled aerodrome air traffic zone (ATZ) horizontal and vertical boundaries, an unmanned aircraft flight operation shall be performed in uncontrolled aerodrome air traffic zone (ATZ) only in coordination with the aerodrome operator; shall not apply for unmanned aircraft flight operations in conduct of the tasks according to Article 1 Subpar. 4.
- (13) Prior to performance of unmanned aircraft flight operation remote pilot is required to get acquainted and shall perform flight operation in accordance with, in particular:
- a) Meteorological situation at the location of flight operation,
 - b) Use of airspace at the time of flight operation location,
 - c) Unmanned aircraft operating conditions,
 - d) Manufacturer instructions for safe unmanned aircraft flight operation,
 - e) Performance limitations of unmanned aircraft flight operation, manufacturing limitations and airworthiness limitations,
 - f) Unmanned aircraft flight operation procedures and emergency procedures specified by manufacturer.
- (14) Unmanned aircraft flight operations at night²³⁾ are restricted, unless otherwise provided. Restriction according to first sentence, shall not apply for unmanned aircraft flight operations in performance of the tasks according to Article 1 Subpar. 4.
- (15) Unmanned aircraft flight operations shall not be performed within specified horizontal and vertical boundaries of restricted airspace,²⁴⁾ activated restricted airspace,²⁵⁾ temporary restricted airspace²⁶⁾ and temporary reserved airspace;²⁹⁾, shall not apply for unmanned aircraft flight operations in conduct of the tasks according to Article 1 Subpar. 4.

²⁰⁾ Article 2 Subpar. 4 Regulation (EU) No 1008/2008 Of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community (Recast) (Official Journal EU L 293, 31. 10. 2008) As amended Article 3 (24) Regulations (EU) No 2018/1139

²¹⁾ § 44 Subpar. 1 Act No 143/1998 Coll. As amended

²²⁾ § 44 Subpar. 2 Act No 143/1998 Coll. As amended

²³⁾ Article 2 (97) Commission Implementing Regulation (EU) No 923/2012 As amended

²⁴⁾ Article 2 (103) Commission Implementing Regulation (EU) No 923/2012 As amended

²⁵⁾ Article 2 (111) Commission Implementing Regulation (EU) No 923/2012 As amended

²⁶⁾ Annex No 15 Convention on international civil aviation (Notification of the Ministry of Foreign Affairs of the Slovak Republic No 196/1995 Coll.

(16) In object or at location according to specific decision²⁷⁾ unmanned aircraft flight operations shall be performed after fulfilling conditions according to specific decision²⁸⁾.

(17) Class C0 to C4 Unmanned aircraft and unmanned aircraft with a maximum take-off mass¹²⁾ 25kg or more shall be equipped with a backup radio communication and control system which in the event of interruption or failure of any part of remotely piloted aircraft system, in particular flight control system and control means, including flight control Data link shall perform safe forced landing or if the design of the unmanned aircraft does not allow it, it shall be equipped with an independent backup safety system that shut down the engine and the rudders or other aircraft controls shall be brought to a predefined normally extreme position; shall not apply for Class C0 to C4 unmanned aircraft system according to specific decision²⁹⁾.

SECOND CHAPTER

Category A flight operations

Article 6

Category A unmanned aircraft flight operations shall be performed without prior authorization by the Transport Authority subject to fulfilling of conditions in Article 7.

Article 7

Conditions for Subcategories A1, A2 and A3 unmanned aircraft flight operations

(1) Subcategory A1 unmanned aircraft flight operations shall be performed

- a) In compliance with general conditions of unmanned aircraft flight operations according to Article 5,
- b) So, that people assemblies are not overflown³⁰⁾,
- c) By Class C0 and C1 unmanned aircraft,
- d) Under visual meteorological conditions³¹⁾, unless otherwise provided by unmanned aircraft manufacturer,
- e) Maintaining an unmanned aircraft in visual line of sight,
- f) In horizontal distance of an unmanned aircraft not more than 1000m (0,54NM) from remote pilot,
- g) In airport control traffic region (CTR) without coordination with relevant air traffic control unit

1. In distance at least 3,7km (2NM) from the airport reference point (ARP)³²⁾ and

²⁷⁾ For example Act No 124/1992 Coll. As amended, Act No 4/2001 Coll. As amended, Act No 543/2002 Coll. As amended

²⁸⁾ For example Act No 124/1992 Coll. As amended, Act No 4/2001 Coll. As amended Act No 543/2002 Coll. As amended

²⁹⁾ Annex part 1 to 5 Commission Delegated Regulation (EU) No 2019/945

³⁰⁾ Article 3 (37) Commission Delegated Regulation (EU) No 2019/945

³¹⁾ Article 2 (142) Commission Implementing Regulation (EU) No 923/2012 As amended

³²⁾ Annex II (7.1) Commission Regulation (EU) No 1089/2010 of 23 November 2010 implementing Directive 2007/2/EC of the European Parliament and of the Council as regards interoperability of spatial data sets and services (Official Journal EU L 323, 08.12.2010) As amended

2. up to 30m (100ft) above ground level (AGL),

h) In follow-me mode³³⁾ up to 30m (100ft) above ground level and distance of an unmanned aircraft not more than 30m (0,016NM) from remote pilot under condition that follow-me mode allows remote pilot to take at any time full control or safely terminate remotely piloted aircraft flight operation.

(2) Subcategory A2 unmanned aircraft flight operations shall be performed:

- a) In compliance with general conditions of unmanned aircraft flight operations according to Article 5,
- b) In distance of more than 50m (0,27NM) from uninvolved people; shall not apply for remote pilots of other unmanned aircraft subject to prior agreement of remote pilots and appropriate safety measures shall be taken,
- c) By Class C2 unmanned aircraft,
- d) Under visual meteorological conditions, unless otherwise provided by unmanned aircraft manufacturer,
- e) Maintaining an unmanned aircraft in visual line of sight,
- f) In horizontal distance of an unmanned aircraft not more than 1000m (0,54NM) from remote pilot,
- g) In airport control traffic region (CTR) without coordination with relevant air traffic control unit

- 1. In distance at least 3,7km (2NM) from the airport reference point (ARP) and
- 2. up to 30m (100ft) above ground level (AGL),

h) In a way, that densely populated locations of cities, villages, zones or urban concentrations, open air people assemblies, constructions, airport protection zones, air ground equipment protective zone and protected areas³⁴⁾ are not overflowed.

(3) Subcategory A3 unmanned aircraft flight operations shall be performed:

- a) In compliance with general conditions of unmanned aircraft flight operations according to Article 5,
- b) In distance from uninvolved people, taking into account method of propulsion and characteristics of an unmanned aircraft flight operation so they are not exposed to excessive noise level and not endangered by remotely piloted aircraft or model aircraft in flight emergency situation, but at least 50m (0,27NM) from such persons; shall not apply for remote pilots of other unmanned aircraft subject to prior agreement of remote pilots and appropriate safety measures shall be taken,
- c) By Class C3 and C4 unmanned aircraft,
- d) Under visual meteorological conditions, unless otherwise provided by unmanned aircraft manufacturer,
- e) Maintaining an unmanned aircraft in visual line of sight,
- f) In horizontal distance of an unmanned aircraft not more than 1000m (0,54NM) from remote pilot,

³³⁾ Article 3 (30) Commission Delegated Regulation (EU) No 2019/945

³⁴⁾ For example § 29 Act No 143/1998 Coll. As amended, Act No 50/1976 Coll. On land-use planning and building code (Building Act), as amended

- g) In airport control traffic region (CTR) without coordination with relevant air traffic control unit
 - 3. In distance at least 5,6km (3NM) from the airport reference point (ARP) and
 - 4. up to 30m (100ft) above ground level (AGL),
- h) In a way, that densely populated locations of cities, villages, zones or urban concentrations, open air people assemblies, constructions, airport protection zones, air ground equipment protective zone and protected areas are not overflown,
- i) Under condition that unmanned aircraft operator with unmanned aircraft maximum take-off weight³⁵⁾ 20kg or more conduct and fulfils insurance contract for liability of damage caused by unmanned aircraft flight operation to the third parties according to specific decision.³⁶⁾

THIRD CHAPTER

Category B flight operations

Article 8

Conditions for Category B unmanned aircraft flight operations

- (1) Category B unmanned aircraft flight operations shall be performed
 - a) In compliance with general conditions of unmanned aircraft flight operations according to Article 5,
 - b) With authorization by the Transport Authority and specific conditions of unmanned aircraft flight operations unless otherwise provided, if an unmanned aircraft flight operation is performed in manner other than those under Category A flight operations, in particular
 - 1. At night if an unmanned aircraft is equipped with adequate lighting,
 - 2. In controlled airspace if unmanned aircraft flight operation is in coordination with relevant air traffic control unit,
 - 3. In distance from uninvolved persons other than the distance conditions specified for Category A unmanned aircraft flight operation or
 - 4. By unmanned aircraft with maximum take-off mass is more than 25kg,
 - c) On condition that unmanned aircraft operator
 - 1. Conduct and fulfils insurance contract for liability of damage caused by unmanned aircraft flight operation to the third parties; compliance with this obligation shall be present upon request to the Transport Authority,
 - 2. Maintain flight operation records to unmanned aircraft logbook or document replacing it,

³⁵⁾ Article No 3 (f) Regulation (EC) No 785/2004 Of the European Parliament and of the Council of 21 April 2004 on insurance requirements for air carriers and aircraft operators (Official Journal EU L 138, 30.04.2004) As amended

³⁶⁾ Regulation (ES) No 785/2004 As amended
§ 13 Act No 143/1998 Coll. As mended

d) On condition that remote pilot

1. Is holder of remote pilot certificate,
2. Carry remote pilot certificate with him through performance of unmanned aircraft flight operation, authorization by the Transport Authority according to Subpar. (b), unmanned aircraft register confirmation letter, insurance contract for liability of damage caused by unmanned aircraft flight operation to the third parties confirmation, unmanned aircraft logbook or document replacing it,
3. After termination of unmanned aircraft flight operation, maintain records to unmanned aircraft logbook or document replacing it; records shall include in particular flight operation date, remote pilot name and surname, registration number, take-off and landing location, take-off and landing time, total flight time, flight operation type, description of malfunction or events that have affected the airworthiness remotely piloted or model aircraft flight operations,

e) On condition that unmanned aircraft is registered at the Transport Authority.

(2) Application for authorization and determination of conditions according to Subpar. 1 (b) unmanned aircraft operator deliver 30 days prior planned flight operation date. Attachment to application according to the first sentence is also the risk analysis created according to the procedure published on the website of the Transport Authority, shall include in particular

- a) Purpose of unmanned aircraft flight operation,
- b) Characteristics of unmanned aircraft flight operation,
- c) Geographic characteristics of a location of unmanned aircraft flight operation,
- d) Threat level to property and health of persons on the ground that may be caused by unmanned aircraft flight operation,
- e) Class of air space in location of unmanned aircraft flight operation,
- f) Class of unmanned aircraft, construction, performance and safety systems used by an unmanned aircraft,
- g) Organisational measures and risk mitigation measures proposal for the unmanned aircraft flight operation.

(3) Prior to issue authorization by the Transport Authority to perform a flight operation according to Subpar. 1 (b) assess the risks associated with such flight operation and risk mitigation measures taken by unmanned aircraft operator.

(4) Authorization of the Transport Authority according to Subpar. 1 (b) shall not be required from holder of aerial work operator certificate. Holder of aerial work operator certificate conduct the risk analysis associated with unmanned aircraft flight operations and take appropriate risk mitigation measures to not compromise other air traffic safety, persons and property on the ground. Holder of aerial work operator certificate shall present upon request the risk analysis according to the second sentence to the Transport Authority.

CHAPTER FOUR

Special conditions for Category B unmanned aircraft flight operations

Article 9

Coordination in controlled airspace

(1) Coordination with relevant air traffic control unit according to Article 8 Subpar. 1 (b) Point 2 means that

- a) Unmanned aircraft operator shall at least 24 hours prior to unmanned aircraft flight operation deliver by e-mail to relevant air traffic control unit application for authorization of unmanned aircraft flight operation in controlled airspace³⁷⁾,
- b) Remote pilot or other involved person in preparation of unmanned aircraft flight operation informs 15 minutes before estimated take-off time using one of telephone contacts according to Subpar. 2 (i) and request authorization from relevant air traffic control unit to perform a unmanned aircraft flight operation in controlled airspace; relevant air traffic control shall determine if necessary different location for unmanned aircraft flight operation, maximum flight operation altitude, an unmanned aircraft take-off or landing time as unmanned aircraft operator stated in application according to (a),
- c) Remote pilot or other involved person in preparation of unmanned aircraft flight operation shall immediately inform relevant air traffic control unit by telephone about flight operation interruption, flight operation termination and other intentions concerning performance of unmanned aircraft flight operation,
- d) Remote pilot shall keep with the instruction to immediately terminate, interrupt or restrict unmanned aircraft flight operation, in particular altitude, location, time and get informed by air traffic control unit by telephone if necessary,
- e) Remote pilot shall immediately inform about flight emergency situation if this situation happens.

(2) Application according to Subpar. 1 (a) shall include

- a) Controlled air space name,
- b) Remote pilot name and surname,
- c) Unmanned aircraft registration number,
- d) Class and maximum take of mass of an unmanned aircraft,
- e) Established take-off time of an unmanned aircraft,
- f) Established landing time of an unmanned aircraft,
- g) Marked airspace boundaries where unmanned aircraft flight operation is planned with attached map image showing unmanned aircraft location,
- h) Maximum required altitude above ground level.
- i) Two of remote pilot or involved person telephone contact numbers; remote pilot or involved person shall be reachable by telephone through the whole unmanned aircraft flight operation time.

(3) To perform unmanned aircraft flight operations in controlled airspace for the tasks according to Article 1 (4) shall be in coordination with the relevant air traffic control unit in manner specified in agreement concluded between the State Administrative body on behalf of which task according to Article 1 (4) fulfils, and air navigation service provider.³⁸⁾

Article 10

Operation of unmanned aircraft with maximum take-off mass more than 25kg

³⁷⁾ Article 2 (58) Commission Implementing Regulation (EU) No 923/2012 As amended

³⁸⁾ § 8 Act No 143/1998 Coll. As amended

- (1) Model aircraft with maximum take-off mass¹²⁾ more than 25kg and less than 150kg shall be performed during the day
- a) With authorization by the Transport Authority according to Article 8 Subpar. 1(b) or
 - b) Without prior authorization by the Transport Authority, provided that
 - 1. Is in compliance with conditions for Subcategory A3 unmanned aircraft flight operation according to Article 7 (3),
 - 2. Remote pilot holds valid Remote pilot certificate issued by the Transport Authority or other equivalent document issued by a competent authority of European Union Member State or State member to the agreement on the European Economic Area,
 - 3. Model aircraft is registered at the Transport Authority or similarly registered or registered in European Union Member State or State member to the agreement on the European Economic Area,
 - 4. Model aircraft operator conduct and fulfils insurance contract for liability of damage caused by model aircraft flight operation to the third parties.
- (2) Remotely piloted aircraft with maximum take of mass ¹²⁾ more than 25kg and less than 150kg may be flown
- a) With authorization by the Transport Authority according to Article 8 Subpar. 1(b) or
 - b) With aerial work operator certificate²²⁾ authorization.

CHAPTER FIVE

Article 11

Conditions for an unmanned aircraft system flight operation

- (1) Class C0 unmanned aircraft system³⁹⁾ flight operation shall be performed according to conditions applicable for Class C0 unmanned aircraft flight operation.
- (2) Class C1 unmanned aircraft system⁴⁰⁾ flight operation shall be performed according to conditions applicable for Class C1 unmanned aircraft flight operation.
- (3) Class C2 unmanned aircraft system⁴¹⁾ flight operation shall be performed according to conditions applicable for Class C2 unmanned aircraft flight operation.
- (4) Class C3 unmanned aircraft system⁴²⁾ flight operation shall be performed according to conditions applicable for Class C3 unmanned aircraft flight operation.

³⁹⁾ Annex part 1 Commission Delegated Regulation (EU) No 2019/945

⁴⁰⁾ Annex part 2 Commission Delegated Regulation (EU) No 2019/945

⁴¹⁾ Annex part 3 Commission Delegated Regulation (EU) No 2019/945

⁴²⁾ Annex part 4 Commission Delegated Regulation (EU) No 2019/945

- (5) Class C4 unmanned aircraft system⁴³⁾ flight operation shall be performed according to conditions applicable for Class C4 unmanned aircraft flight operation.
- (6) For the purpose of this decision unmanned aircraft operator shall also mean unmanned aircraft system operator according to Subpar. 1 to 5.

SECOND PART
Restriction of specific categories aircrafts flight operations in the airspace

Article 12

The Transport Authority as State administrative body by the § 7 Subpar. 1 Act No 143/1998 Coll. in the form of its later changes and amendments, restrict flight operations in airspace for

- a) Autonomous aircraft and
- b) Unmanned aircraft with maximum take-off mass more than 150kg.

Article 13
Interim provisions

- (1) Unmanned aircraft flight operation authorization issued by the Transport Authority until entry into force of this Decision shall remain valid.
- (2) Registered unmanned aircraft at Transport Authority capable to fly without pilot until entry into force of this Decision shall be considered as registered unmanned aircraft at Transport Authority register according to this Decision.

Article 14
Repeals

Repeals:

- 1. Decision of the Transport Authority No 1/2015 of 19 august 2015, on determination of conditions for unmanned aircraft flight operation in the airspace of the Slovak Republic.
- 2. Decision No 1/2019 of 30 October 2019, On determination of conditions for unmanned aircraft flight operations and restriction of specific categories aircraft flight operations in the airspace of the Slovak Republic

Article 15
Entry into force

This Decision enter into force by 15 November 2019.

Ing. Ján Breja
Chairman

⁴³⁾ Annex part 5 Commission Delegated Regulation (EU) No 2019/945