Pursuant to Article 14(5) of the Law on Air Transport ("Official Gazette of Montenegro", No. 30/12), with the consent of the Ministry of Transport and Maritime Affairs, the Civil Aviation Agency hereby issues

THE REGULATION ON CONDITIONS FOR OPERATING UNMANNED AIRCRAFT SYSTEMS AND MODEL AIRCRAFT

Scope

Article 1

(1) This Regulation lays down conditions for safe operation of unmanned aircraft systems and model aircraft with operational mass of 20 kg and below, used in Montenegro, as well as conditions to be met by the person operating unmanned aircraft system and model aircraft.

(2) Provisions of this Regulation shall not apply to unmanned aircraft systems:

1) when used for operational needs of state administration authorities competent for defence, interior and customs affairs, with the exemption of provisions of Art. 10, 11 and 12 of this Regulation, in case the activities are performed in accordance with the general air transport (GAT) procedures and rules within the airspace of Montenegro and airspace assigned to Montenegro pursuant to international treaty,

2) which cannot develop kinetic energy above 79 J, or which have the operational mass less than 0,5 kg in case their maximum speed does not exceed 20 m/s and which develop maximum range up to 15 m and maximum height up to 10 m,

3) when used in closed space.

Definitions

Article 2

For the purpose of this Regulations, the following terms shall mean:

1) **unmanned aircraft** is aircraft intended for flights without pilot in the aircraft, which is remotely controlled or programmed and autonomous;

2) **flight within the visual line of sight** is an unmanned aircraft system, where the person operating the unmanned aircraft system is in constant visual contact with the unmanned aircraft without using optical or electronic aids, with the exemption of contact lenses or corrective glasses;

3) **flight operations** are operations of unmanned aircraft system, irrelevant whether they are conducted for remuneration or not, where the unmanned aircraft is used for air services (i.e. air filming, aerial advertising, air oversight, fire protection, initiation of avalanches, scientific-investigation flights, flights for media needs, special events, air shows, competition flights, etc.);

4) **pilot of unmanned aircraft system** is a person operating the unmanned aircraft system, considered to be the pilot-in-command (hereinafter referred to as the "pilot");

5) **operational mass of unmanned aircraft** is total mass of unmanned aircraft at the moment of take-off;

6) **operator of unmanned aircraft system** is natural person or legal entity, or state authority which performs flight operations with unmanned aircraft;

7) **flight area** is an airspace within which the flight of unmanned aircraft is conducted;

8) **auxiliary commercial facilities** are stables, garbage disposal locations, barns, storages, etc.;

9) **accompanying observer** is a person assisting (helping) the pilot when conducting unmanned aircraft system flights, when the pilot operates the unmanned aircraft using the first-person-view (FPV) sight system;

10) **gathered people** are people gathered at particular space in order to attend or participate the organised event (such as concerts, weddings, shows, celebrations, demonstrations, etc.) or to use common places (such as beaches, amusement parks, etc.);

11) **sport and leisure flight** is flight performed exclusively with model aircraft;

12) **unmanned aircraft system – UAS** is a system intended for flight of unmanned aircraft which are remotely controlled or programmed and autonomous and consisting of unmanned aircraft and other components for operating or programming which are necessary for control of unmanned aircraft, by one or more individuals;

13) **model aircraft** is unmanned aircraft exclusively intended for leisure and sport;

14) **global navigation satellite system (GNSS)** is a global navigation system by which the receiver determines its geographical position using time and position data received from the satellite;

15) **first person view (FPV)** is a system which by the camera installed in aircraft and by the ground device with display enables the pilot the first person view from the aircraft.

Classification of unmanned aircraft used for flight operations

Article 3

Unmanned aircraft used for flight operations depending on their operational mass, may be unmanned aircraft of:

1) class 5: below 5 kilograms;

2) class 10: from 5 to 10 kilograms;

3) class 20: from 10 to and including 20 kilograms.

Classification of flight areas

Article 4

Flight areas, depending on construction development, population number and presence of people, shall be divided in following classes:

1) **class I** is non-constructed area with no erected constructions of facilities and with no people, apart from pilot and personnel required for flying;

2) **class II** is developed uninhabited area with auxiliary commercial facilities or constructions which are not intended for staying of people, where there are no people, apart from pilot and personnel required for flying, where only temporary staying is allowed, with no detaining of people through the area (bicyclists, pedestrians, etc.);

3) **class III** is an inhabited area with constructions or facilities primarily intended for staying, business or recreation (apartment buildings, apartment houses, schools, offices, sport pitches, parks, etc.);

4) **class IV** is area of narrow urban zones (downtown, settlements, etc.).

Categorisation of flight operations

Article 5

1) Flight operations category shall be determined pursuant to the level of risk which their conducting poses to the environment, in accordance with Appendix 1 of this Regulation.

2) Without prejudice to paragraph 1 of this Article, flying above gathered people or above industrial area where there is a possibility of fire or explosion due to the fall of unmanned aircraft shall be categorised as category D flight operation.

Flight of model aircraft

Article 6

Flight of model aircraft shall be conducted only in Class I and Class II flight areas.

Compulsory insurance

Article 7

1) Unmanned aircraft system operator shall have liability insurance contract for damage caused to the third parties by using unmanned aircraft system, in accordance with the law defining the compulsory traffic insurance.

2) Without prejudice to paragraph 1 of this Article, for flying model aircraft, the owner shall have insurance contract in accordance with the law defining compulsory traffic insurance, as applicable.

Use of radio-frequencies

Article 8

During the operating of unmanned aircraft systems and model aircraft, the unmanned aircraft system operator and owner of model aircraft may use radio-frequencies in accordance with the law defining electronic communications and shall have approval for use of radio-frequency spectre in accordance with the law defining electronic communications, as applicable.

Marking and recording of unmanned aircraft

Article 9

(1) Unmanned aircraft used in flight operations and model aircraft with operational mass above 5 kg shall be marked with identification fire-resistant plate.

(2) Without prejudice to paragraph 1 of this Article, unmanned aircraft with operational mass below 5 kg, used in flight operations may be marked with the identification placard.

(3) Unmanned aircraft operator shall mark unmanned aircraft used in flight operations, and the owner of model aircraft shall mark the model aircraft.

(4) Identification fire-resistant plate or placard shall contain:

(1) identification mark of unmanned aircraft in accordance with paragraphs 7 and 8 of this Article;

(2) name, address and contact information of operator or owner in accordance with paragraph 3 of this Article.

(5) Identification fire-resistant plate or placard shall have adequate size providing for clear identification and be securely attached to the unmanned aircraft.

(6) The operator of unmanned aircraft system in flight operations or owner of model aircraft shall change identification fire-resistant plate or placard, in case of change of data referred to in paragraph 4 of this Article, if it is unrecognisably damaged or lost.

(7) Identification mark for unmanned aircraft used in category D flight operations shall be assigned by the Civil Aviation Agency (hereinafter referred to as the “Agency”).

(8) The owner shall determine identification mark in case of model aircraft, or operator in case of unmanned aircraft, used in category A, B and C flight operations, so it may not start with Latin letter “D”.

(9) Unmanned aircraft systems shall be entered in unmanned aircraft systems register managed by the Agency.

Applicability of rules of the air

Article 10

Manner, rules and procedures of unmanned aircraft flying shall be subjected to provisions of regulations determining manner, rules and procedures of flying the aircraft, as well as provisions of regulations determining use of airspace of Montenegro.

General conditions for flying of unmanned aircraft

Article 11

(1) Pilot shall ensure that the flight of unmanned aircraft is conducted so it does not jeopardise lives, health or property of people due to impact or loss of control over the unmanned aircraft system and it does not jeopardise or disturb public order and peace.

(2) Pilot shall:

1) ensure that the flight of unmanned aircraft is performed during the day;

2) verify serviceability of unmanned aircraft system before the flight;

3) gather all the necessary information for planned flight and verify that meteorological and other conditions in flight area provide safe flight;

4) ensure that all equipment or cargo on unmanned aircraft is promptly attached so it will not fall;

5) ensure that unmanned aircraft safely clears of all obstacles on take-off and landing;

6) ensure safe distance between unmanned aircraft and people, animals, facilities, vehicles, vessels, other aircraft, roads, railroads, water routes or high-voltage cables, of at least 30 metres during the flight;

7) ensure that minimum distance between unmanned aircraft and gathered people is 150 metres;

8) ensure that the flight of unmanned aircraft is within visual range of pilot and at the distance of at most 500 metres from the pilot;

9) ensure that the flight of unmanned aircraft is conducted outside of controlled air space;

10) ensure that the flight of unmanned aircraft is at the height of at most 150 metres above the ground level or sea level;

11) ensure that during the flight no objects are thrown from unmanned aircraft.

Flight with use of first person view (FPV) system on unmanned aircraft

Article 12

(1) Flight with unmanned aircraft when first person view (FPV) system is used shall be conducted only with model aircraft.

(2) In case of paragraph 1 of this Article, the pilot shall conduct flight followed by the accompanying observer and inform accompanying observer with all significant data form the planned flight, and particularly with height and planned route.

(3) Accompanying observer shall during entire flight maintain constant visual contact with unmanned aircraft and warn pilot about all deviations from planned flight, possible violations of minimum distance and inform the operator about all data significant for safe flight.

(4) Accompanying observer and pilot, during the flight, shall be at distance which allows undisturbed verbal communication without technical aids.

Right of conducting technical operations by categories

Article 13

(1) Operator of unmanned aircraft system shall conduct the following flight operations:

1) category A and B flight operations if, before flight operations, the operator submitted declaration referred to in Article 18 of this Regulation to the Agency;

2) category C flight operations if the operator has operations manual and if before the flight operations the operator submitted declaration referred to in Article 18 of this Regulation to the Agency;

3) category D flight operations if the operator has the Agency approval, issued in accordance with provisions of this Regulation.

Conditions and manner of conducting flight operations

Article 14

(1) Pilot shall operate unmanned aircraft system in accordance with provisions of this Regulation, regulations referred to in Article 10 of this Regulation and flight manual or user manual.

(2) When conducting flight operations, the operator of unmanned aircraft system sham comply with operational and technical requirements referred to in Appendix 4 of this Regulation for intended flight operation category.

(3) Without prejudice to Article 11 paragraph 2 points 6 and 7 of this Regulation, flight operations of unmanned aircraft system can be conducted also at distances smaller than prescribed in case the operator of unmanned aircraft system previously obtained the Agency approval.

(4) Without prejudice to Article 11 paragraph 2 point 8 of this Regulation, flight operations of unmanned aircraft system can be conducted at distances larger than prescribed and outside of visual range of operator in case the operator of unmanned aircraft system previously obtained the Agency approval.

(5) Without prejudice to Article 11 paragraph 2 point 9 of this Regulation, flight operations of unmanned aircraft system can be conducted in controlled air space in case the operator of unmanned aircraft system previously obtained the approval for use of controlled air space by the competent air traffic control.

(6) Without prejudice to Article 11 paragraph 2 point 11 of this Regulation, flight operations for the purpose of throwing objects in flight can be conducted in case the operator of unmanned aircraft system previously obtained the Agency approval.

Obligations of operator of unmanned aircraft system

Article 15

(1) Operator of unmanned aircraft system shall designate person accountable for activities of the operator.

(2) Operator of unmanned aircraft shall establish system for reporting occurrences significant for air traffic safety pursuant to regulation defining the manned of reporting such occurrences.

(3) Operator of unmanned aircraft system shall establish system of maintaining and keeping flight records containing of the following data:

1) date of flight;

2) time of start and finish of flight operations and flight duration;

3) first and last name of pilot who conducted the flight;

4) location of conducting flight operation;

5) classification of flight area;

6) operational mass of unmanned aircraft; and

7) notes on occurrences the operator finds important for conducting flight operations.

(4) Flight records shall be kept no less than two years after the day of conducted flight.

(5) Operator of unmanned aircraft system shall evaluate needs for conducting risk management activities and, if necessary, conduct those activities before the category C or D flight operations.

(6) Risk management shall contain hazard identification, risk assessment and if necessary, measures of risk mitigation to the least possible level.

(7) For recording of conducted risk management procedure, the operator may use form referred to in Appendix 3 of this Regulation.

(8) Risk management records shall be kept no less than two years after the day of termination of relevant operations.

Operations manual

Article 16

(1) Operations manual shall contain the following:

1) table of contents;

2) status of changes and list of valid pages;

3) duties and responsibilities of personnel included in operator activities;

4) standard operational procedures;

5) maintenance of unmanned aircraft system;

6) emergency procedures;

7) flight operations limitations;

8) reporting;

9) risk management;

10) competence of pilot; and

11) types of records and deadlines for record keeping.

(2) Operator of unmanned aircraft system shall ensure continuous compliance of operations manual with applicable regulations and provisions of flight manual or user manuals.

(3) Operator of unmanned aircraft system shall make the operations manual available of personnel.

(4) Personnel of operator of unmanned aircraft system shall be introduced with parts of operations manual related to their obligations.

(5) Operator of unmanned aircraft system shall conduct activities in accordance with provisions of operations manual.

Failure modes and effects analysis

Article 17

(1) Operator of unmanned aircraft system shall perform the failure modes analysis related to significant components/functions of unmanned aircraft system whenever applicable in accordance with requirements referred to in Appendix 4 of this Regulation.

(2) Operator of unmanned aircraft system shall perform the failure modes analysis related to significant components/functions of unmanned aircraft system indicating that the failure of individual component or function does not cause termination of significant unmanned aircraft function/system.

(3) Operator of unmanned aircraft system shall examine operation of unmanned aircraft system in case of individual failure and verify that significant functions/systems are redundant and in case of failure the backup system automatically or on pilot's command takes the function or that there is an emergency action that can compensate failed system operation (for example, by pilot's manual operating).

(4) Conducted failure modes and effects analysis as well as configuration of unmanned aircraft system which is subject of the analysis shall be documented on form referred to in Appendix 5 of this regulation.

(5) Without prejudice to paragraph 2 of this Article, operator of unmanned aircraft system does not have to demonstrate the operation of unmanned aircraft system by testing in case of individual failure of significant function/system in case there is manufacturer documentation which specifies failure mode and its effects.

(6) Unmanned aircraft operator system shall for each change on unmanned aircraft affecting significant unmanned aircraft functions/system, perform failure modes and effects analysis in order to take into account effects influence of relevant change.

(7) Valid failure modes analysis of unmanned aircraft system shall be kept minimum six months after termination of flight operations with the unmanned aircraft system.

Declaration of operator of unmanned aircraft system

Article 18

(1) The operator of unmanned aircraft system, intending to conduct flight operations, shall make a Declaration that the operator is capable and has resources for taking responsibilities related to conducting flight operations with unmanned aircraft system, that unmanned aircraft systems intended for flight operations meet applicable technical standards and that the flight operations shall be conducted in accordance with provisions of this Regulation.

(2) The Declaration referred to in paragraph 1 of this Article shall be submitted using the form referred to in Appendix 2 of this Regulation.

(3) Unmanned aircraft operator shall:

1) maintain compliance with applicable requirements and information contained in the Declaration,

2) in case of changes, with no delay notify the Agency by submitting new Declaration, and

3) inform the Agency upon termination of flight operations.

The Agency approval

Article 19

(1) Operator of unmanned aircraft system shall submit the application for approval for flight operations with unmanned aircraft system to the Agency.

(2) The application referred to in paragraph 1 of this Article shall contain:

1) name and address of the applicant;

2) description of intended flight operations;

3) number and types of unmanned aircraft systems that shall be used for flight operation within the scope of required approval;

4) evidence on meeting operational and technical requirements of unmanned aircraft system to be used;

5) photos of unmanned aircraft systems to be used;

6) documents on risk assessment related to intended flight operations;

7) operations manual; and

8) the Declaration referred to in Article 18 of this Regulation, in case of application for approval for category D flight operations.

(3) The Agency may, prior the issuance of approval, conduct direct oversight of operator of unmanned aircraft system and require demonstration flights.

(4) Approval for flight operations with unmanned aircraft system shall be valid up to two years.

Mandatory documents when conducting flight operations

Article 20

(1) When conducting category A and B flight operations, the pilot shall have on-site the following documents:

1) flight manual or user manual for unmanned aircraft system,

2) insurance contract referred to in Article 7 paragraph 1 of this Regulation, if stipulated,

3) evidence on knowing applicable air regulations, and

4) evidence on medical fitness and competence for operating type/model of unmanned aircraft system in accordance with Appendix 4 of this Regulation;

(2) When conducting category C and D flight operations the pilot shall have on-site the following documents:

1) flight manual or user manual for unmanned aircraft system,

2) original or certified copy of the approval for flight operations, in case the pilot conducts category D flight operations,

3) insurance contract referred to in Article 7 paragraph 1 of this Regulation, if stipulated,

4) operations manual,

5) evidence on competence for operating the system in accordance with Appendix 4 of this Regulation,

6) pilot licence or statement on passed theory exam on knowledge of air regulations conducted by the Agency, and

7) evidence on medical fitness in accordance with Appendix 4 of this Regulation, for operating unmanned aircraft system.

Entry into force

Article 21

This Regulation shall enter into force on the eighth day following its publication in the "Official Gazette of Montenegro".

Reference number: 01/2-1870/3-15

Done in Podgorica, 15 February 2016

The Director

Dragan Djurovic

APPENDIX 1

Categories of flight operations

Class of unmanned aircraft system	Class of flight operations area			
	I	**II**	**III**	**IV**
5 OM <5 kg	**A**	**A**	**B**	**C**
10 5≤ OM< 10 kg	**A**	**B**	**C**	**D**
20 10≤ OM≤ 20 kg	**B**	**C**	**D**	**D**

Note (1): OM – operational mass of unmanned aircraft

APPENDIX 2

Form of the Declaration for conducting flight operations with unmanned aircraft systems

THE DECLARATION in accordance with Regulation on unmanned aircraft systems and model aircraft
Operator
Name:
Place and address in which the operator is established or residing and place and address from which the operations are directed:
Name and contact details of the accountable pilot:
Flight operations
Starting date of operation/date of applicability of change:
Flight operations category: ☐ A ☐ B ☐ C ☐ D
Type(s) of unmanned aircraft systems, identification marks (as applicable) and main base:
Statements
☐ All flights shall be conducted in accordance with the provisions of Regulation on unmanned aircraft systems and model aircraft and other applicable requirements **Note: Only for category A and B flight operations**
☐ Operations manual is in compliance with applicable requirements stipulated in Regulation on unmanned aircraft systems and model aircraft
☐ All flights shall be carried out in accordance with the procedures and instructions specified in the operations manual. **Note: Only for category C and D flight operations**
☐ Unmanned aircraft system used in flight operations shall be in compliance with technical requirements specified in Appendix 4 of Regulation on unmanned aircraft systems
☐ Unmanned aircraft system shall be operated by the person qualified in accordance with Regulation on unmanned aircraft systems and model aircraft
☐ Operator shall inform the Civil Aviation Agency about any change that affects the information contained in this Declaration.
☐ Operator shall guarantee the validity of the information contained in this Declaration.

Date, name and signature of the accountable pilot

APPENDIX 3

Unmanned aircraft system operations hazard log

Activity/Operation/Process							
Hazard							
Occurrence jeopardising safety/final consequence	Risk assessment with actual safety measures			Risk mitigation measures	Risk assessment after risk mitigation measures		
	Occurrence probability	Seriousness of occurrence effects	Risk assessment		Occurrence probability	Seriousness of occurrence effects	Risk assessment

Seriousness of occurrence effects	Occurrence probability				
	Extremely insignificant (1)	Insignificant (2)	Rare (3)	Occasional (4)	Frequent (5)
Insignificant (E)	1E	2E	3E	4E	5E
Small (D)	1D	2D	3D	4D	5D
Significant (C)	1C	2C	3C	4C	5C
Hazardous (B)	1B	2B	3B	4B	5B
Catastrophic (A)	1A	2A	3A	4A	5A

APPENDIX 4

Operational and technical requirements for flight operations

Operational requirements for flight operations				
Operation category / Requirement	**A**	**B**	**C**	**D**
Age of pilot	16 years of age or more	18 years of age or more		
Psycho-physical fitness	Declaration of pilot or Medical certificate class I, II, LAPL, or medical certificate of sport pilot or medical certificate for operating vehicles issued to drivers for whom operating vehicles is not primary profession, up to 5 years or valid driver licence		Medical certificate class I, II, LAPL, or medical certificate of sport pilot or medical certificate for operating vehicles issued to drivers for whom operating vehicles is not primary profession, up to 5 years or valid driver licence	
Knowledge of applicable air regulations	Declaration of pilot or pilot licence or evidence on passed theory exam from knowing air regulations		Pilot licence or evidence on passed theory exam from knowing air regulations	
Competence for system operation	Declaration of pilot			

Technical requirements for flight operations				
Operation category / Requirement	**A**	**B**	**C**	**D**
System of operating	Encrypted radio connection between operating station	Encrypted radio connection between operating station and receiver with undisturbed frequency auto-choice,	Encrypted radio connection between operating station and receiver with undisturbed frequency auto-choice, artificial	Encrypted radio connection between operating station and receiver with undisturbed frequency auto-choice,

	and receiver with undisturbed frequency auto-choice	artificial stabilisation – except for naturally stabile airplanes and air ships	stabilisation and Return-To-Home navigation (RTH)	artificial stabilisation and Return-To-Home navigation (RTH)
Indication of telemetric parameters for pilot	Not applicable	Intensity of radio-signal, power voltage	Intensity of radio-signal, power voltage, distance and direction according the pilot, height, speed, direction, failure indication / backup system indication	Intensity of radio-signal, number of GNSS satellite, power voltage, distance and direction according the pilot, height, speed, direction, failure indication / backup system indication
Safety system	Not applicable		Parachute, kinetic energy at descending shall be <79 J, parachute activation shall be independent from main power, automatic activation in case of power loss	

The least number of multi-copter engines	Not applicable	6 Note: less number of engines shall be also considered acceptable in case the multi-copter is equipped with the parachute. Kinetic energy at descending shall be <79 J, parachute activation shall be independent from the main power.	8	8
Significant functions/systems that shall not be compromised in case of individual failure – Failure Mode and Effects Analysis (FMEA) is required.	Not applicable		Power supply, receiving signal, artificial stabilisation and flight management	Power supply, receipt of signal, artificial stabilisation and flight management, GNSS, magnetometer
Conducting Failure Modes and Effects Analysis (FMEA), in accordance with Appendix 5 of this Regulation	Not applicable		Self-evaluation - analysis table should be kept, the Agency should be provided with Declaration, repeat in case of modifications	Mass <5kg: self-evaluation - analysis table should be kept, the Agency should be provided with Declaration, repeat in case of modifications, and self-evaluation should be submitted to the Agency for adoption

Reviewing, handling and maintenance of UAS	Not applicable	According to the checklists in compliance with manufacturer recommendations, in case of lack of manufacturer recommendations it has to develop its own, records on all performed activities shall be kept for the period of 3 years.

APPENDIX 5

Form of failure modes and effects analysis

<table>
<tr><td colspan="6">Failure Mode and Effect Analysis (FMEA) of unmanned aircraft system
for risk category C and D flight operations</td></tr>
<tr><td colspan="6">Unmanned aircraft system configuration</td></tr>
<tr><td colspan="2">Identification mark:</td><td></td><td colspan="2">Flight operation category:</td><td></td></tr>
<tr><td colspan="2">Manufacturer and model:</td><td></td><td colspan="2">Aircraft type:</td><td></td></tr>
<tr><td colspan="2">Operator:</td><td></td><td colspan="2">Address of the operator:</td><td></td></tr>
<tr><td colspan="2">Date and revision:</td><td></td><td colspan="2">Operational mass:</td><td>kg</td></tr>
<tr><td colspan="6">Unmanned aircraft system components</td></tr>
<tr><td>Battery</td><td>Manufacturer:

Model:</td><td>Number of units:
Battery voltage (S):
Discharging current (C):
Capacity:</td><td colspan="2">Additional batteries:
Battery voltage (S):
Discharging current (C):
Capacity:</td><td>Additional batteries:
Battery voltage (S):
Discharging current (C):
Capacity:</td></tr>
<tr><td>Receiver</td><td>Manufacturer:

Model:</td><td>Number of units:
Channel number:
Frequency:</td><td colspan="2">System
Protocol
Telemetry</td><td>Firmware:</td></tr>
<tr><td>Air traffic controller</td><td>Manufacturer:

Model:</td><td>Number of units:
GNSS:
Barometer:</td><td colspan="2">Magnetometer:
Ultrasound:
Opt. sensor:</td><td>Voltage/Power sensor:
OSD:
Firmware:</td></tr>
<tr><td>Engine</td><td>Manufacturer:
Model:
Mark:</td><td>Number of engines: KV:
Power: When S is:
Prop: Max power:</td><td>Propeller:</td><td>Manufacturer:

Model:</td><td>Dimensions:
Type:</td></tr>
<tr><td>Engine controller</td><td>Manufacturer:

Model:</td><td>Maximum continuous current:
Firmware: Ver.:</td><td>Propeller:
(additional)</td><td>Manufacturer:

Model:</td><td>Dimensions:
Type:</td></tr>
</table>

Parachute	Manufacturer: Model: Mark: Type:	Number of units: Max. power: Automatic activation: Manual activation:	Safety valve	Manufacturer: Model:	Notes:

Failure Modes and Effects Analysis

No.	Function/system	Failure description	Consequence	Prevention of consequences
1	Voltage			
2	Signal receipt			
3	Artificial stabilisation and flight management			
4	Propulsion system			
5	GNSS positioning			
6	Magnetic field sensor (magnetometer)			

The applicant confirms that:

- the failure mode and effect analysis was conducted for stated unmanned aircraft system which presents that failure of individual component does not cause complete termination of functioning of individual system,
- the consequences of individual failure were examined – in case the manufacturer documents does not contain prevention of consequences of individual failure,

Date:	Responsible person within the operator:	Signature: