

## **Letenje modelima zrakoplova u okviru nove Europske UAS Uredbe**

The aeromodeller community has been looking for some clarifications as to how the recent EU UAS Regulation should be understood by aeromodellers in Europe who are concerned that drones could pose a threat to their hobby.

*Zrakoplovno modelarska zajednica je tražila pojašnjenja kako bi modelari, koji su zabrinuti da najnovija EU Uredba predstavlja prijetnju njihovom hobiju, trebali razumjeti Uredbu.*

Natale Di Rubbo is the UAS project manager at EASA, who, since 2016, has been leading the working group that developed the new EU Regulation on UAS. Natale and the team are currently developing procedures that will support the implementation of the Regulation. We asked him a few questions to understand what the Regulation means for modellers.

*Natale je voditelj projekta za dronove i od 2016. godine vodi radnu grupu koja je izradila EU Uredbu za dronove. Natale i grupa trenutno razvijaju postupke koji će podržati uvođenje Uredbe. Upitali smo ga nekoliko pitanja da bismo razumijeli što Uredba znači za zrakoplovne modelare.*

1. Does the new EU Regulation on drones<sup>1</sup> also apply to model aircraft?

*Primjenjuje li se nova EU Uredba na modele zrakoplova?*

*Yes, the EU Regulation applies also to model aircraft. However, model aircraft are not the main 'target' of the new rules. EASA is aware that aeromodelling is a hobby that has been practised for almost a century by many pilots throughout Europe, with an excellent safety record. EASA is also aware that it's a hobby that has always been important for the development of aviation technology and attracts young people to aviation-related professions.*

*Da, EU Uredba se primjenjuje i na modele zrakoplova. Ipak, modeli zrakoplova nisu glavna "meta" novih pravila. EASA je svjesna da je modelarstvo hobi koji piloti upražnjavaju skoro jedno stoljeće širom Europe, s odličnom poviješću sigurnosti. EASA je također svjesna da je to hobi koji je uvijek bio važan za razvoj zrakoplovne tehnologije i da privlači mlade ljude u zanimanja povezana sa zrakoplovstvom.*

2. Why have model aircraft been considered the same as drones?

*Zašto se modeli zrakoplova poistovjećuju s dronovima?*

*Both model aircraft and drones are unmanned aircraft and therefore it makes sense that both need to be considered for the same regulation*

*With the inclusion of model aircraft in the EU Drone Regulation, the intention of the legislator was not to introduce new restrictions, but to enable EASA Member States<sup>2</sup> to continue applying their current requirements for model aircraft. It explicitly encourages States to do so and provides various options for doing so, with one important exception: the need for model aircraft owner to register themselves as UAS operator and make their registration number visible on (or easily accessible within) the aircraft while on the ground.*

*Modeli zrakoplova i dronovi su bespilotni zrakoplovi, pa ima smisla da su obuhvaćeni istim propisom. Uključivanjem modela zrakoplova u EU Uredbu o dronovima, namjera zakonodavca nije bila uvođenje ograničenja, već omogućavanje EASA zemljama članicama nastavak primjene postojećih pravila za modele zrakoplova. Uredba izrijeком na to potiče države i pruža različite mogućnosti za provedbu, s jednom važnom iznimkom: potrebom registracije vlasnika modela zrakoplova kao operatora sustava bespilotnog zrakoplova i označavanjem svojih modela zrakoplova registarskim brojem na način da je on vidljiv dok je zrakoplov na zemlji.*

3. What distinguishes a model aircraft from a drone?

*Što razlikuje model zrakoplova od drona?*

*They both have a flying part and a remote control. In addition, both may be used for recreational purposes. In reality, the difference between them lies more in how the aircraft is operated:*

- Pilots of model aircraft are generally more interested in the pleasure of the flight and in directly controlling the aircraft's flight surfaces.*
- Pilots of drones on the other hand are generally more interested in checking the video being filmed with the on-board camera in the drone and prefer to use automatic functions to stabilise the drone.*

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<sup>1</sup> You can find the EU Drone Regulation (EU) 2019/947 in all EU languages at *Uredbu (EU) 2019/947 možete pronaći na svim EU jezicima ovdje*: <https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32019R0947>.

<sup>2</sup> EASA Member States are *EASA zemlje članice su*: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Norway, Iceland, Liechtenstein, and Switzerland.

*What is the result? Pilots of model aircraft are passionate aviators and normally quite well informed about the safety rules, especially when they operate within the framework of a model aircraft club or association.*

*Oboje imaju svoj leteći dio i daljinski upravljač. Dodatno, oboje mogu biti korišteni za rekreativne svrhe.*

*U stvari, razliku čini način upravljanja zrakoplovom:*

- Piloti modela zrakoplova su općenito više zainteresirani za zadovoljstvo letenja i direktnu kontrolu letnih površina zrakoplova.*
- Piloti dronova, u drugu ruku, su općenito više zainteresirani za provjeru snimaka sašinjenih kamerom ugrađenom na dronu i nastoje koristiti automatske mogućnosti stabilizacije drona.*

*Što je rezultat? Piloti modela zrakoplova su strastveni zrakoplovci i općenito dobro upoznati s pravilima sigurnosti, osobito ako izvode svoje aktivnosti u okviru modelarskih klubova i udruga.*

4. In some specialised forums we see some discussions on the applicability date of the EU Regulation on drones. Can you confirm that it has been in force since December 31, 2020? Are you aware of any EASA Member States requesting a postponement of the application of the Regulation?

*U nekim specijaliziranim forumima vidimo razgovore o datumu primjene EU Uredbe na dronove. Možete li potvrditi da se ona primjenjuje od 31. prosinca 2020. godine? Imate li saznanja o bilo kojoj zemlji članici EASA-e koja je zatražila odgodu primjene Uredbe?*

*Correct! On December 31, 2020 the EU Drone Regulation became applicable in all EU Member States, plus two of the EFTA<sup>3</sup> States: Norway and Liechtenstein. It is expected that it will soon become applicable in Switzerland and Iceland too. The Regulation includes transitional provisions so that certain elements become applicable later and the full Regulation will become applicable on the 1st of January 2023. There are no plans to postpone this.*

*It is important to note that until January 1, 2023 the EU Drone Regulation does not apply to operations conducted in the context of model aircraft clubs and associations. After this date clubs or associations could receive an authorisation from their State (according to Article 16 of the EU Drone Regulation) allowing them to operate with different limitations and conditions, as set in that authorisation. Therefore, model aircraft clubs and associations need to address this with their national aviation authorities. Other elements of the Regulation, like the definition of geographical zones, etc. have been already applicable since December 31, 2020.*

*Točno je! 31. prosinca 2020. godine EU Uredba je postala primjenjiva u svim zemljama članicama EU, plus dvije zemlje članice EFTA-e: Norveškoj i Lihtenštajnu. Za očekivati je da će uskoro biti primjenjiva u Švicarskoj i Islandu. Uredba uključuje prijelazne odredbe koje omogućuju da neki elementi postanu primjenjivi kasnije, a Uredba će se u cijelosti primjenjivati od 1. siječnja 2023. godine.*

*Važno je napomenuti da se Uredba ne primjenjuje na aktivnosti u okviru modelarskih klubova i udruga do 1. siječnja 2023. godine. Nakon tog datuma, klubovi i udruge mogu dobiti odobrenje za rad svojih zemalja (u skladu s odredbom članka 16 Uredbe), koje im omogućuje operacije s različitim ograničenjima i uvjetima kako je određeno odobrenjem. U tu svrhu, modelarski klubovi i udruge moraju stupiti u kontakt s nadležnim tijelima svojih zemalja.*

*Ostali elementi Uredbe, poput određivanja zemljopisnih područja itd. su u primjeni od 31. prosinca 2020. godine.*

5. EASA's Basic Regulation (EU) 2018/1139 (as the name indicates) is the top-level regulation that defines the main scope of EASA's functions and its limits in terms of delegation provided by the European Commission. On this basis, the EU Drone Regulation states in the recitals: '(27) Since model aircraft are considered as UAS and given the good safety level demonstrated by model aircraft operations in clubs and associations, there should be a seamless transition from the different national systems to the new Union regulatory framework, so that model aircraft clubs and associations can continue to operate as they do today, as well as taking into account existing best practices in the Member States'. Has this indication been taken into account? If so, how?

*EASAINA Osnovna Uredba (EU) 2018/1139 (kao što joj naziv i govori), je krovni propis koji određuje glavni opseg EASAINIH aktivnosti, kao i ograničenja koja su joj dodijeljena od Europske Komisije.*

*Temeljem toga, EU Uredba o dronovima navodi u uvodu: "(27) S obzirom da se modeli zrakoplova smatraju sustavima bespilotnih zrakoplova i uzimajući u obzir dokazano dobru razinu sigurnosti operacija modela zrakoplova u klubovima i udrugama, mora se omogućiti jednostavni prijelaz iz različitih nacionalnih sustava u novi EU zakonski okvir, kako bi modelarski klubovi i udruge mogli nastaviti svoje*

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<sup>3</sup> <https://www.efta.int/about-efta/european-free-trade-association>

aktivnosti kao i danas, uzimajući u obzir najbolje prakse zemalja članica.” Uzima li Uredba ovaj navod u obzir i ako da, kako?

Yes! When drafting the legislation, we took into consideration the multiple comments provided by European aeromodellers. This is the main reason why the legislator has not introduced new restrictions for European aeromodellers. The regulator offered instead three options to pilots of model aircraft:

Da! Kada smo pisali Uredbu, uzeli smo u obzir više komentara europskih zrakoplovnih modelara. To je glavni razlog zašto zakonodavac nije uveo nova ograničenja za europske zrakoplovne modelare.

Zakonodavac je umjesto toga ponudio tri mogućnosti za pilote modela zrakoplova:

**a. Operate within the framework of a model aircraft club or association (according to Article 16)**

Model aircraft clubs and associations provide an environment emphasising a strong safety culture and, in many cases, offering extensive guidance, safety information and courses to their members and the wider model flying community. This creates a safety culture that all pilots operating within the framework of the model aircraft club or association are willing to follow.

Model aircraft clubs and associations may receive from their national aviation authority an operational authorisation that sets the conditions for the operation of model aircraft. This can be based on relevant national rules or the established procedures defined by the club or association. The limits defined by the authorisation may be different from those for the 'open' category (e.g. flying with drones/model aircraft heavier than 25 kg, at a height more than 120 m, etc.). EASA considers this the best way to operate model aircraft.

**Izvoditi aktivnosti u okviru zrakoplovno modelarskih klubova ili udruga (u skladu s odredbom članka 16 Uredbe)**

Zrakoplovno modelarski klubovi i udruge predstavljaju okruženja s naglašenom kulturom sigurnosti i u mnogim slučajevima, pružanja opsežnih uputa, sigurnosnih informacija i osposobljavanja svojim članovima i široj zrakoplovno modelarskoj zajednici. To stvara kulturu sigurnosti koju su svi piloti unutar zrakoplovnih klubova i udruga voljni slijediti.

Zrakoplovno modelarski klubovi i udruge mogu od nadležnih tijela svojih zemalja ishoditi odobrenje za rad koje određuje uvjete za operacije modela zrakoplova. Ono može biti temeljeno na odgovarajućim nacionalnim pravilima ili propisanim postupcima kluba ili udruge. Ograničenja određena odobrenjem mogu biti različita od onih koja su primjenjiva za "otvorenu" kategoriju (na primjer, letenje dronovima/modelima zrakoplova mase veće od 25 kg, na visinama većim od 120 m itd.). EASA smatra da je to najbolji način za operacije modela zrakoplova.

**b. Operate in a UAS geographical zone where drone and model aircraft operations are exempt from some of the 'open' category requirements (according to Article 15)**

States may identify geographical zones where drone and model aircraft operations are exempt from some of the 'open' category requirements (e.g. flying with drones/model aircraft heavier than 25 kg, at a height more than 120 m, etc.). Each pilot operating in these zones can benefit from these exemptions.

**Izvoditi aktivnosti u zemljopisnim područjima za sustave bespilotnih zrakoplova, u kojima su operacije dronova i modela zrakoplova izuzete od nekih pravila za "otvorenu" kategoriju (u skladu s odredbom članka 15 Uredbe)**

Države mogu odrediti zemljopisna područja u kojima su operacije dronova i modela zrakoplova izuzete od nekih pravila za "otvorenu" kategoriju (na primjer, letenje dronovima/modelima zrakoplova mase veće od 25 kg, na visinama većim od 120 m itd.). Svaki udaljeni pilot koji leti u tim područjima može koristiti ova izuzeća.

**c. Operate in subcategory A3 of the 'open' category**

All model aircraft may be operated in subcategory A3, following the operational limitation defined in the Regulation. New 'ready to fly' model aircraft (sold as a complete system) purchased after the 1<sup>st</sup> of January 2023 need to have a C4 class identification label if they are to be operated within the 'open' category. This label will ensure that the aircraft comes with proper instructions from the manufacturer. The requirement for C4 labelling does not apply to privately built (or assembled) model aircraft.

**Izvoditi aktivnosti u potkategoriji A3 "otvorene" kategorije**

Svi modeli zrakoplova mogu letjeti u potkategoriji A3, pridržavajući se operativnih ograničenja propisanih Uredbom. Novi "spremni za letenje" modeli zrakoplova (u prodaji kao cjeloviti sustavi), kupljeni nakon 1. siječnja 2023. godine, moraju imati C4 oznaku klase ako se njima leti u otvorenoj kategoriji. Ova oznaka će osigurati da zrakoplov dolazi s odgovarajućim uputama proizvođača. Zahtjev za C4 oznaku ne primjenjuje se na privatno izrađene (ili sastavljene) modele zrakoplova.

6. You mentioned that the Member States have the power to identify designated areas for the purpose of aeromodelling where drone and model aircraft operations are exempt from some of the 'open' category requirements. What are the advantages/disadvantages of this 'option'?

*Spomenuli ste da su zemlje članice ovlaštene odrediti područja u svrhu zrakoplovnog modelarstva gdje su operacije dronova i modela zrakoplova izuzete od nekih zahtjeva "otvorene" kategorije. Koje su prednosti i mane ove mogućnosti?*

*This is a very flexible tool at the disposition of the States. Depending on their risk, drone and model aircraft operations in some areas in the country may be exempt from some of the 'open' category requirements. This may apply also to mountainous areas where slope soaring flights with model sailplanes are conducted. For example, the Regulation allows slope soaring flights with unmanned sailplanes up to 10 kg to exceed the 120 m limit from the ground, as long as the aircraft remains below 120 m from the position of the remote pilot (see picture below).*

*Ovo je vrlo fleksibilan alat na raspolaganju država. Zavisno od rizika, operacije dronova i modela zrakoplova u nekim područjima zemlje mogu biti izuzete od nekih zahtjeva "otvorene" kategorije. To može biti primjenjivo na planinska područja u kojima se izvode operacije letenja bespilotnih jedrilica niz padinu. Na primjer, Uredba dozvoljava takvim letovima bespilotnih jedrilica mase do 10 kg, da lete na visinama većim od 120 m od tla, dok god zrakoplov ostaje ispod 120 m od pozicije udaljenog pilota (vidi sliku ispod).*

## Operacije bespilotnih jedrilica mase do 10 kg

### Operations with unmanned sailplanes up to 10 kg



*The State authorities may create a zone where the limitations are even extended; for instance, the maximum height limit or the maximum weight can be increased.*

*Several of these zones have already been published and EASA is aware of initiatives of citizens discussing with the State authorities to obtain exemptions in some areas.*

*The exemption defined under these requirements is applicable to all pilots operating in such areas.*

*Nadležno tijelo zemlje članice može odrediti područja u kojima su ograničenja i proširena, na primjer, najveća dozvoljena masa i/ili visina leta može biti povećana.*

*Nekoliko ovakvih područja je već objavljeno i EASA je upoznata s inicijativama građana koji razgovaraju s nadležnim tijelima kako bi ishodili izuzeća u nekim područjima.*

*Tako ishodaena izuzeća primjenjiva su na sve udaljene pilote koji lete u tim područjima.*

7. Regarding Article 16 (authorisations to model aircraft clubs and associations), is it in the 'spirit' of the Regulation to have 'few and concentrated' clubs/associations or to facilitate clubs/associations distributed throughout the national territory to access this 'authorisation'?

*U svezi s člankom 16 (odobrenja za modelarske klubove i udruge), je li u duhu Uredbe imati manje i koncentrirane klubove/udruge ili omogućiti klubove/udruge raširene diljem nacionalnog teritorija, kako bi ishodili odobrenje?*

*It was certainly not the intention of the regulator to limit or concentrate in any way access to an authorisation, or bring advantage to certain clubs or associations over others. The intent is to foster a safety culture that has been preserved and encouraged within clubs and associations.*

*EASA is aware of the very frequent international competitions as well as the importance of model aircraft tourism, also for the local economy (hotels, restaurants, etc.) in some regions. For this reason, the phrase 'operations in the framework of' was used in the Regulation. By requiring the authorisation under Article 16 to apply to operations 'in the framework of', the legislator allows Member States to grant this authorisation to a broader set of pilots than members alone. This also includes, for instance, guest pilots, competitors, and all the persons listed in the authorisation provided by the State. It is decisive that the national legislator is sufficiently satisfied that the pilots operating under this authorisation are aware of and adhere to the requirements under the authorisation. How this is done is for the national authorities (and authorisation holders) to decide.*

*Namjera zakonodavca sasvim sigurno nije bila ograničiti ili koncentrirati na bilo koji način pristup odobrenju. Namjera je bila ojačati kulturu sigurnosti koja je sačuvana i poticana unutar klubova i udruga. EASA je svjesna vrlo različitih međunarodnih natjecanja, kao i važnosti zrakoplovno modelarskog turizma, također za lokalne ekonomije (hotele, restorane itd.) u nekim područjima. Iz tog je razloga izraz "operacije u okviru", korišten u Uredbi. Obvezom ishoda odobrenja u skladu s člankom 16, primjenjivog na operacije "u okviru", zakonodavac dozvoljava zemljama članicama da izdaju ova odobrenja širem broju udaljenih pilota, osim članovima. To uključuje, na primjer, goste pilote, natjecatelje i sve osobe navedene u odobrenju koje je izdalo nadležno tijelo. Ključno je da je nadležno tijelo zemlje uvjereni da su piloti koji lete u okviru odobrenja svjesni zahtjeva odobrenja i da će se njih pridržavati. Način na koji se to provodi, ostavljen je nadležnim tijelima zemalja članica (i imateljima odobrenja) na odluku.*

8. In what ways may the requirements for an Article 16 authorisation differ from those for the 'open' category?

*Na koje se načine zahtjevi odobrenja u skladu s člankom 16 mogu razlikovati od onih primjenjivih za otvorenu kategoriju?*

*The only compulsory requirement is that related to the operator's registration. However, with the agreement of the competent authority, even this can be carried out by the club/association on behalf of its members.*

*Everything else can be agreed between the club/association and the competent authority including height limits, weight limits, age limits and competency requirements.*

*Jedini obavezni zahtjev se odnosi na registraciju operatora.*

*Ipak, uz suglasnost nadležnog tijela, čak i to može činiti klub ili udruga u ime svojih članova.*

9. Are control line (circular tethered) flights within the scope of the EU Drone Regulation? What about tethered and non-tethered free-flight aircraft?

*Jesu li letovi vezanih dronova u opsegu EU Uredbe o dronovima? Što je vezanim i nevezanim zrakoplovima u slobodnim letovima?*

*Yes. In general, the EU Regulation applies to all tethered drones heavier than 1 kg and having a propulsion system. If they are tethered free-flight aircraft (such as kites), the EU Regulation applies only if the weight is more than 25 kg. Changing this requirement would require a change in the Basic Regulation and this cannot be done through an implementing regulation.*

*Non-tethered free-flight aircraft weighing less than 250 g do not need to comply with any requirement.*

*Da. Općenito, EU Uredba o dronovima se primjenjuje na sve vezane dronove mase veće od 1 kg, koji imaju pogonski sustav. Ako se radi o vezanim zrakoplovima u slobodnim letovima (poput kite-a), EU Uredba se primjenjuje samo ako je masa zrakoplova veća od 25 kg. Izmjena ovog zahtjeva obvezala bi izmjenu Osnovne Uredbe i to se ne može napraviti provedbenom uredbom.*

*Nevezani zrakoplovi u slobodnim letovima lakši od 250 g ne moraju udovoljavati uvjetima Uredbe.*

10. According to the EU Drone Regulation, States 'may' issue national regulations for allowing for model aircraft operations. Can the 'national' Regulation be in contraposition with the 'European' Regulation?

*U skladu s EU Uredbom o dronovima, države mogu objaviti nacionalne propise koji uređuju operacije modela zrakoplova. Mogu li nacionalni propisi biti u suprotnosti s EU Uredbom?*

*The regulator included in the Regulation the option for the States to issue the operational authorisation to model aircraft clubs or associations on the basis of either national rules or on procedures established by the club or association, defining the purpose of such procedures.*

*Other than this, States cannot develop national regulations related to the safety of flights. In case of security, privacy or environmental risk, then the Member States may define additional requirements.*

Zakonodavac je uključio u Uredbu mogućnost za države da izdaju odobrenja za rad zrakoplovno modelarskih klubova i udruga, temeljenih na nacionalnim pravilima ili propisanim postupcima klubova i/ili udruga, određujući svrhu takvih postupaka.

Pored toga, države ne smiju razvijati nacionalne propise u području sigurnosti letenja. U slučaju zaštite, privatnosti i rizika za okolinu, države članice mogu odrediti dodatne zahtjeve.

11. Can we 'Sunday aeromodellers' report/suggest changes to the Regulation? Who should we contact?

**Možemo li mi "nedjeljni zrakoplovni modelari" izvijestiti/predložiti promjene Uredbe? Kome bismo se trebali obratiti?**

*Sure! EASA has set up a mailbox ([drones@easa.europa.eu](mailto:drones@easa.europa.eu)), which is monitored regularly, to receive questions and comments from all involved stakeholders. However, it would be more effective if proposals are discussed at the level of the EU associations (such as the European Model Flying Union (EMFU)) so that a consolidated position is provided to EASA. We encourage model aircraft flyers to monitor the EASA website (<https://www.easa.europa.eu/drones>) and subscribe to receive news since we constantly publish informative material.*

*We would love to hear — from you particularly — what we can do to clarify any aspects of the rules, e.g. more concrete articles, webinars, podcasts, explanatory leaflets, more translations, etc. There are a few EASA staff members too who are keen aeromodellers. They would also be more than happy to support.*

*Periodically we hold consultations with stakeholders leading to changes to the acceptable means of compliance (AMC) and guidance material (GM). These support aeromodellers in complying with the Regulation. However, it is worth pointing out that modifications to the regulations require a completely different and longer process.*

**Naravno! EASA je izradila poštanski sandučić ([drones@easa.europa.eu](mailto:drones@easa.europa.eu)) koji je redovito nadgledan, kako bi zaprimala pitanja i komentare svih uključenih strana. Ipak, bilo bi učinkovitije kada bi prijedlozi bili razmatrani na razini EU udruga (poput Europske udruge za letenje modela (EMFU)), kako bi EASA-i bilo predstavljeno objedinjeno mišljenje. Potičemo letače u modelarskim klubovima da prate mrežnu stranicu EASA-e (<https://www.easa.europa.eu/drones>) i da se pretplate na primanje novosti, budući da stalno objavljujemo informativne materijale.**

*Voljeli bismo čuti, od vas posebno, što možemo napraviti kako bismo pojasnili bilo koji aspekt propisa, na primjer konkretnije članke, webinare, podcaste, informativne letke, više prijevoda itd. Više EASA zaposlenika je također zainteresiranih zrakoplovnih modelara. I oni bi bili sretni ako mogu pomoći.*

*Periodički održavamo dogovore sa strankama koji dovode do promjena prihvatljivih načina udovoljavanja (AMC) i materijala s uputama (GM). AMC/GM pruža podršku zrakoplovnim modelarima u postizanju usklađenosti s Uredbom. Ipak, treba napomenuti da izmjena propisa zahtijeva potpuno drugačiji i dugotrajniji postupak.*

*Note to Editors: If you have further questions or any comments on this article, or even if you would like to know more about anything you have read here, please send an email to: [drones@easa.europa.eu](mailto:drones@easa.europa.eu).*

**Napomena: Ako imate dodatnih pitanja ili osvrst na ovaj članak ili čak ako biste željeli znati više o bilo čemu što ste ovdje pročitali, pošaljite nam elektroničku poštu na: [drones@easa.europa.eu](mailto:drones@easa.europa.eu).**