

## Test for obtaining the certificate for the operation of unmanned aircraft

Subjects — Aviation regulations

(Note: The correct answers are under a). The order of answers will be different in the test)

For the answers in this test, you can refer to the following regulations:

1. Air Transport Law;
2. Regulation on unmanned aircraft;
3. Regulation on airspace management;
4. Aviation information regulation;
5. The law on mandatory insurance coverage in all modes of transport;
6. Decree on the procedure for issuing aerial survey of the territory of the Federal Republic of Yugoslavia and issuing of cartographic and other publications;
7. Rules of the air

The appropriate references are given in brackets in front of each question along with the article containing the reference.

1. (2/2) Definition of an unmanned aircraft is:

- a. an unmanned aircraft is an aircraft whose crew is not on board an aircraft operated remotely or whose flight is autonomous;
- b. an aircraft whose flight is not controlled by an on-board computer;
- c. aircraft lighter than air;
- d. remotely controlled aircraft;

2. (1,2,3,4,5) The regulation operating unmanned aircraft is:

- a. Regulation on unmanned aircraft
- b. Air Traffic Law;
- c. Law on mandatory insurance coverage in all modes of transport;
- d. Decree on Airspace Management;

Which of the above is the combination of the correct answers:

- a. a, b, c and d;
- b. a, c, d;
- c. a, b, d;
- d. a, b, c;

3. (2/1) The Regulation on unmanned aircraft does not apply to:

- a. Unmanned aircraft with a maximum take-off mass (MTOM) of less than 0,25 kg, provided that their maximum speed does not exceed 19 m / s and that they cannot achieve kinetic energy greater than 80 J;
- b. Unmanned aircraft with a maximum take-off mass (MTOM) of more than 150 kg;
- c. Unmanned aircraft operated for the operational needs of bodies responsible for defence, home affairs and customs;
- d. Unmanned aircraft flying indoors;
- e. Indoors and outdoors flying;

Which of the above is the combination of the correct answers:

- a. a, b, c and d;
- b. a, c, d;
- c. a, b, e;
- d. a, b, c;

4. (2/1) The following are not responsible for the safety of persons while flying an unmanned aircraft indoors:

- a. Civil Aviation Directorate of the Republic of Serbia;
- b. Unmanned aircraft operator and Ministry of Interior of the Republic of Serbia;
- c. Ministry of Interior of the Republic of Serbia and the event organizer;
- d. Indoor event organizer;

5. (2/26, 6) The authority responsible for approving aerial filming (video, film and other filmmaking purposes) must be:

- a. Ministry of Defense of the Republic of Serbia;
- b. Ministry of Interior of the Republic of Serbia;
- c. Ministry of Defense and the Ministry of Interior of the Republic of Serbia;
- d. Civil Aviation Directorate of the Republic of Serbia;

6. (1/3) Aircraft model is:

- a. Unmanned aircraft with an operating mass of maximum 20 kg, excluding fuel, operated for sporting or recreational purposes, to which the provisions of the 1944 Chicago Convention on International Civil Aviation do not apply.

b. Unmanned aircraft with an operating mass maximum 50 kg, excluding fuel, operated for sporting or recreational purposes, to which the provisions of the 1944 Chicago Convention on International Civil Aviation do not apply.

c. Unmanned aircraft with an operating mass maximum 20 kg, excluding fuel, operated for sporting or recreational purposes, to which the provisions of the 1944 Chicago Convention on International Civil Aviation apply.

d. Unmanned aircraft to which the provisions of the Convention on International Civil Aviation, Chicago, 1944 apply.

7. (1/3) Aircraft model is an unmanned aircraft:

a. Weighing maximum 20 kg, excluding fuel

b. Weighing maximum 20 kg, including fuel

c. Operated for sporting or recreational purposes

d. Operated for commercial purposes

e. Not subject to the provisions of the Convention on International Civil Aviation, Chicago, 1944

f. To which the provisions of the Convention on International Civil Aviation, Chicago, 1944 apply

G. Weighing maximum 30 kg, excluding fuel

h. Weighing maximum 30 kg, including fuel.

Which of the above is the combination of the correct answers:

a. a, c, e

b. a, d, e

c. c, e, g

d. c, f, h

8. (2/2) What does a "line of sight" mean?

a. An unmanned aircraft flight where unmanned aircraft operator maintains constant visual contact with the unmanned aircraft without using any external optical or electronic aids, where the vision correction devices (glasses or contact lenses) are not being considered as external visual aids.

b. An unmanned aircraft flight where unmanned aircraft operator does not have visual contact with the unmanned aircraft.

c. An unmanned aircraft flight where unmanned aircraft operator maintains continual line of sight with the unmanned aircraft by way of using the external visual or electronic aids, where the vision correction devices (glasses or contact lenses) are not being considered as external visual aids.

d. An unmanned aircraft flight where unmanned aircraft operator maintains continual visual contact with the unmanned aircraft without operating external optical or electronic aids, where the vision correction devices (glasses or contact lenses) are not being considered as external visual aids.

9. (2/2) "Flying within the line of sight" means an unmanned aircraft flight:

a. where unmanned aircraft operator does not need to maintain visual line of sight with the aircraft if there are cameras providing the image of the unmanned aircraft position.

b. where unmanned aircraft operator maintains continual line of sight with the unmanned aircraft.

c. operated without external optical aids, where the vision correction devices (glasses or contact lenses) are not being considered as external visual aids.

d. operated with external optical aids, where the vision correction devices (glasses or contact lenses) are not being considered as external visual aids.

e. operated with electronic aids.

f. operated without electronic aids.

Which of the above is the combination of the correct answers:

a. b, c, f

b. a, c, f

c. b, 4, f

d. b, c, e

10. (2/2) Unmanned aircraft operator may be:

a. An operator on the ground, or a natural person directly operating an unmanned aircraft system, controlling its flight, programming the unmanned aircraft control system who is responsible for its flight.

b. An operator on the ground, or a legal entity that directly controls an unmanned aircraft system through optical devices, controlling its flight, programming the unmanned aircraft control system who is responsible for its flight.

c. An operator in the air, or a natural person directly operating an unmanned aircraft system through optical devices, controlling its flight, programming the unmanned aircraft control system who is responsible for its flight;

d. An operator on the ground, or a natural person who does not influence the unmanned aircraft flight but is responsible for the programming of the unmanned aircraft system and for its flight;

11. (2/2) The unmanned aircraft area I means:

a. The part of the airspace where the unmanned aircraft flies, above the undeveloped and uninhabited area where there are no people other than unmanned aircraft operator.

b. The part of the airspace where the unmanned aircraft flies, above the developed but uninhabited area where there are structures not intended for residence, and occasional shorter terms of occupancy.

c. The part of the airspace where the unmanned aircraft flies, above the populated area, where there are buildings intended for permanent occupancy.

d. The part of the airspace where the unmanned aircraft flies, above a densely populated area, urban or central city area, as well as all areas where larger number of people may gather.

12. (2/2) The unmanned aircraft area II means:

a. The part of the airspace where the unmanned aircraft flies, located above the developed but uninhabited area where there are non-human-made structures meant for occasional shorter terms of occupancy.

b. The part of the airspace where the unmanned aircraft flies, above the unconstructed and uninhabited area where there are no people other than the unmanned aircraft operator.

c. The part of the airspace where the unmanned aircraft flies, and which is above the populated area, where there are buildings intended for permanent residence of people.

d. The part of the airspace where the unmanned aircraft flies and which is located above a densely populated area, urban or central city area, as well as all areas where larger number of people may gather.

13. (2/2) An unmanned aircraft area III means:

a. The part of the airspace where the unmanned aircraft flies, and which is located above the populated area, where there are buildings intended for permanent occupancy.

b. The part of the airspace where the unmanned aircraft flies, and which is located above the built-up but uninhabited area where there are non-human-made structures meant for occasional shorter terms of occupancy.

c. The part of the airspace where the unmanned aircraft flies, and which is above the unconstructed and uninhabited area where there are no people other than unmanned aircraft operator.

d. The part of the airspace where the unmanned aircraft flies, which is located above a densely populated area, urban or central city area, as well as all areas where large numbers of people gather.

14. (2/2) An unmanned aircraft area IV means:

a. The part of the airspace where the unmanned aircraft flies, which is located above a densely populated area, urban or central city area, as well as all areas where large numbers of people gather.

b. The part of the airspace where the unmanned aircraft flies, and which is above the unconstructed and uninhabited area where there are no people other than unmanned aircraft operator.

c. The part of the airspace where the unmanned aircraft flies, and which is located above the built-up but uninhabited area where there are non-human-made structures meant for occasional shorter terms of occupancy.

d. The part of the airspace where the unmanned aircraft flies, and which is located above the populated area, where there are buildings intended for permanent occupancy.

15. (2/2) The definition of "part of the airspace where an unmanned aircraft flies and which is located above an unconstructed and unoccupied area where there are no people other than unmanned aircraft operator" means:

a. Region I;

b. Region II;

c. Region III;

d. Region IV;

16. (2/2) The definition of "part of the airspace where an unmanned aircraft flies and which is located above constructed but uninhabited area where there are non-human-made structures where occasional shorter terms of occupancy is possible" means:

a. Region II

b. Region III

c. Region I

d. Region IV

17. (2/2) The definition of "part of the airspace where an unmanned aircraft flies and which is located above an inhabited area where there are structures intended for the permanent living and residence of persons" means:

a. Region III

b. Region II

c. Region IV

d. Region I

18. (2/2) Definitions "the part of the airspace where an unmanned aircraft flies and which is located above a densely populated area, urban or central urban area, as well as all areas where large numbers of people gather" means:

a. Region IV

b. Region II

c. Region I

d. Region III

19. (2/2) What does the unmanned aircraft system mean?

- a. A set of unmanned aircraft elements that make up an unmanned aircraft, the components necessary to manage or program the flight, and the components necessary to control the unmanned aircraft.
- b. A set of unmanned aircraft elements that make up an unmanned aircraft and the components necessary to manage or program the flight.
- c. A set of elements that enable the unmanned aircraft to fly, or, the components necessary to control or program the flight.
- d. A set of unmanned aircraft elements that make up an unmanned aircraft and the components required to control an unmanned aircraft.

20. (2/2) What does the abbreviation ARP (Aerodrome Reference Point) stand for?

- a. Airport reference point.
- b. A reference point of the aerodrome terminal building.
- c. Runway reference point.
- d. Half the distance between the control tower and the PSS.

21. (2/2) Which of the following most accurately describes an aerodrome reference point?

- a. The specific geographical location of the aerodrome, expressed in degrees, minutes and seconds of latitude and longitude, operating the World Geodetic System - 1984 (WGS-84) as the Reference Geodetic System;
- b. The specific geographical location of the radio navigation aid (VOR / DME or NDB);
- c. The specific geographical location of the runway;
- d. A point halfway between the control tower and the PSS;

22. (4/3) What does the abbreviation WGS-84 mean?

- a. World Surveying System - 1984 (WGS-84);
- b. World Geographic System - 1984 (WGS-84);
- c. 84 ° west longitude;
- d. 84 ° east;

23. (4 / P2) What document publishes information on aerodromes and aerodrome reference points?

- a. AIP;
- b. AIC;
- c. Air Transport Law;
- d. Regulation on unmanned aircraft;

24. (2/2) Who can be an unmanned aircraft operator?

- a. An unmanned aircraft operator is a natural person who directly controls an unmanned aircraft system, controls its flight, programs an unmanned aircraft management system and is responsible for its flight;
- b. Any natural person who directly operate s or intends to operate one or more unmanned aircraft or unmanned aircraft systems;
- c. Only an individual who operate s or intends to operate one or more unmanned aircraft or unmanned aircraft systems;
- d. Only a legal entity that operate s or intends to operate one or more unmanned aircraft or unmanned aircraft systems;

25. (1/10) Unmanned aircraft may be operated in:

- a. Commercial purposes;
- b. Scientific and educational purposes;
- c. Sports and other purposes;
- d. Commercial and/or non-commercial purposes;

Which of the following is the correct answer or the combination of the correct answers:

- a. a, b and c;
- b. b and c;
- c. c;
- d. d and c;

26. (1/10) What purpose are unmanned aircraft operate d for?

- a. Commercial, scientific, educational and other purposes so as not to endanger the safety of air traffic;
- b. Commercial, sporting and recreational purposes so as not to endanger the life or health of the citizens on the ground;
- c. Commercial and recreational purposes in a safe manner;
- d. Economic, scientific-educational and other purposes so as not to endanger the safety of the citizens on the ground and their property;



27. (2/3) Unmanned aircraft are classified according to:

- a. maximum take-off mass;
- b. operating mass;
- c. operating mass and performance;
- d. performance;

28. (2/3) Into how many categories can unmanned aircraft be classified according to maximum take-off mass?

- a. 4 categories;
- b. 6 categories;
- c. two categories;
- d. 4 categories and two subcategories (depending on aircraft type).

29. (2/3) Category 1 unmanned aircraft include:

- a. unmanned aircraft with a maximum take-off mass of less than 0,9 kg;
- b. unmanned aircraft with an operating mass of less than 0.5 kg, with a maximum flight altitude of maximum 50 m, the maximum flight speed of maximum 30 m/s and a maximum range of maximum 100 m;
- c. unmanned aircraft with a maximum take-off mass of maximum 5 kg including 5 kg;
- d. unmanned aircraft with an operating mass of less than 0,5 kg, with a maximum flight altitude of maximum 50 m, the maximum flight speed of maximum 10 m/s and a maximum range of maximum 130 m;

30. (2/10) The maximum range of a Category 1 unmanned aircraft is:

- a. limited, under the Regulation, at 500 m without the prior approval from the Directorate for all categories;
- b. maximum 100 m from the operator`s position;
- c. restricted to 200 m from the operator`s position;
- d. maximum 250 m from operator`s position;

31. (2/7) The maximum flight altitude of a Category 1 unmanned aircraft is:

- a. limited, under the Regulation, at 100 m without the prior approval from the Directorate for all categories;
- b. maximum 30 m above ground;
- c. maximum 75 m above ground;

d. maximum 100 m above ground;

32. (2/3) The maximum flight speed of a Category 1 unmanned aircraft is:

- a. not limited, under the Unmanned Aircraft Regulation;
- b. maximum 30 m/s;
- c. maximum 50 m/s;
- d. maximum 55 m/s;

33. (2/3) The maximum take-off mass of Category 1 unmanned aircraft is:

- a. less than 0.9 kg
- b. larger than 0.5 kg to 1 kg;
- c. from 0.5 kg to 5 kg;
- d. maximum 5 kg including fuel/energy required.

34. (2/3) Category 2 unmanned aircraft include:

- a. unmanned aircraft with a maximum take-off mass of less than 0,9 kg to 4 kg (not including 4 kg);
- b. unmanned aircraft with an operating mass of less than 5 kg, with a maximum flight altitude of maximum 50 m, the maximum flight speed of maximum 30 m/s and a maximum range of maximum 100 m;
- c. unmanned aircraft with a maximum take-off mass of 1 kg to 5 kg including 5 kg;
- d. unmanned aircraft with an operating mass of 5 kg, with a maximum flight altitude of maximum 50 m, the maximum flight speed of maximum 10 m/s and a maximum range of maximum 130 m;

35. (2/10) The maximum range of a Category 2 unmanned aircraft is:

- a. limited, under the Regulation, at 500 m without the prior approval from the Directorate for all categories;
- b. maximum 100 m from the operator`s position;
- c. restricted to 200 m from the operator`s position;
- d. maximum 250 m from operator`s position;

36. (2/7) The maximum flight altitude of a Category 2 unmanned aircraft is:

- a. limited, under the Regulation, at 100 m without obtaining the prior approval from the Directorate for all categories;

- b. maximum 50 m above ground;
- c. maximum 75 m above ground;
- d. more than 100 m above the ground;

37. (2/3) The maximum flight speed of a Category 2 unmanned aircraft is:

- a. not restricted as per the Regulation on Unmanned Aircraft;
- b. from 50 m/s to 75 m/s;
- c. from 50 m/s to 100 m/s;
- d. maximum 120 m/s;

38. (2/3) The maximum take-off mass of Category 2 unmanned aircraft is:

- a. from 0.9 kg to 4 kg (not including 4 kg);
- b. more than 1 kg to 5 kg (including 1 kg);
- c. from 1 kg to 5 kg (not including 5 kg);
- d. maximum 5 kg including fuel/energy required;

39. (2/3) Category 3 unmanned aircraft include:

- a. unmanned aircraft with maximum take-off mass of less than 4 kg to 25 kg (not including 25 kg);
- b. unmanned aircraft with an operating mass of 20 kg, with a maximum flight altitude of maximum 50 m, the maximum flight speed of maximum 30 m / s and a maximum range of maximum 100 m;
- c. unmanned aircraft with maximum take-off mass of 20 kg (not including 20 kg);
- d. unmanned aircraft with an operating mass of 25 kg, with a maximum flight altitude of maximum 150 m, the maximum flight speed of maximum 50 m / s and a maximum range exceeding 500 m;

40. (2/10) The maximum range of a Category 3 unmanned aircraft is:

- a. limited under the regulation at 500 m without the prior approval from the Directorate for all categories;
- b. 300 m to 500 m from the operator`s position;
- c. restricted to 300 m from the operator`s position (including 300);
- d. maximum 500 m from the operator`s position (not including 500 m);

41. (2/7) The maximum flight altitude of a Category 3 unmanned aircraft is:

- a. limited, under the Regulation, at 100 m without the prior approval from the Directorate for all categories;
- b. maximum 50 m above ground;
- c. maximum 150 m above the ground;
- d. more than 100 m above the ground - no restrictions;

42. (2/3) The maximum speed of a Category 3 unmanned aircraft is:

- a. it is not restricted under the Regulation on Unmanned Aircraft;
- b. from 75 m/s to 100 m/s;
- c. from 100 m/s to 150 m/s;
- d. more than 120 m/s - no limits;

43. (2/3) The maximum take-off mass of Category 3 unmanned aircraft is:

- a. from 4 kg to 25 kg (not including 25 kg);
- b. more than 10 kg to 20 kg (including 20 kg);
- c. from 2 kg to 25 kg (including 25 kg);
- d. maximum 25 kg including fuel/energy required.

44. (2/3) Category 4 unmanned aircraft include:

- a. unmanned aircraft with a maximum take-off mass of less than 25 kg to 150 kg;
- b. unmanned aircraft with an operating mass of maximum 100 kg, with a maximum flight altitude of maximum 150 m, the maximum flight speed of maximum 55 m/s and a maximum range of maximum 500 m;
- c. unmanned aircraft with a maximum take-off mass of 100 to 150 kg (not including 150 kg);
- d. unmanned aircraft with an operating mass of 150 kg, with a maximum flight altitude of maximum 150 m, the maximum flight speed of maximum 55 m/s and a maximum range exceeding 500 m.

45. (2/3) The maximum range of a Category 4 unmanned aircraft is:

- a. limited under the regulation at 500 m without the prior approval from the Directorate;
- b. 400 m to 500 m from the operator`s position;
- c. limited to 500 m from the operator`s position (including 500);
- d. no restrictions on flying.

46. (2/3) The maximum altitude of a Category 4 unmanned aircraft is:

- a. limited to the Regulation at 100 m without the prior approval from the Directorate for all categories;
- b. maximum 100 m above ground;
- c. maximum 150 m above the ground;
- d. more than 100 m above the ground - no restrictions;

47. (2/3) The maximum flight speed of a Category 4 unmanned aircraft is:

- a. it is not restricted by the Regulation on Unmanned Aircraft;
- b. from 55 m/s to 75 m/s;
- c. from 75 m/s to 100 m/s;
- d. more than 100 m/s - no limits;

48. (2/3) The maximum take-off mass of Category 4 unmanned aircraft is:

- a. from 25 kg to 150 kg;
- b. more than 10 kg to 20 kg (including 20 kg);
- c. from 4 kg to 150 kg;
- d. Maximum 25 kg, including fuel/energy required.

49. (2/4) Which unmanned aircraft are recorded in the records kept by the Directorate:

- a. All unmanned aircraft belonging to categories 3 and 4;
- b. Unmanned aircraft belonging to Categories 1 or 2 under the conditions specified in the Regulation;
- c. Unmanned aircraft of categories 3 and 4 under the conditions under the Regulations;
- d. Unmanned aircraft of categories 2, 3 and 4;
- e. All unmanned aircraft

Which of the following is the correct answer or the combination of the correct answers:

- a. a and b
- b. b and c
- c. only c
- d. only e

50. (2/4) Which categories 1 and 2 unmanned aircraft are to be recorded in the records kept by the Directorate:

- a. flying at altitudes greater than 100 m;
- b. flying near aerodromes;
- c. flying at a horizontal distance of more than 500 m from an unmanned aircraft operator;
- d. flying above people;
- e. flying near people;
- f. flying in a restricted area;
- g. flying at night;
- h. ejecting fluid or objects or carrying an external cargo or not an element of the unmanned aircraft structure.

Which of the following is the correct answer or the combination of the correct answers:

- a. a, b, c, d, e, f, g and h
- b. b, d, e, g and h
- c. b, d, e, g
- d. a, c, d, g and h
- e. a, b, c, d, e, g and h

52. (2/4) Which categories 1 and 2 unmanned aircraft are recorded in the records kept by the Directorate:

- a. Categories 1 and 2 unmanned aircraft operated at altitudes greater than 100 m;
- b. Categories 1 and 2 unmanned aircraft operated in the vicinity of an aerodrome;
- c. Categories 1 and 2 unmanned aircraft operated at a horizontal distance greater than 500 m from an unmanned aircraft operator;
- d. Categories 1 and 2 unmanned aircraft operated above people;
- e. Categories 1 and 2 unmanned aircraft flying in the vicinity of people;
- f. Categories 1 and 2 unmanned aircraft operated for flying in the restricted area;
- g. Categories 1 and 2 unmanned aircraft operated for night flying;
- h. Categories 1 and 2 unmanned aircraft operated for ejecting liquids or objects or carrying external cargo or not an element of the structure of an unmanned aircraft;
- i. All category 1 and 2 unmanned aircraft;

Which of the following is the correct answer or the combination of the correct answers:

- a. a, b, c, d, e, f, g, h, i
- b. a, c, d, e, and g

c. b, d, e, h

d. a, c, d, e, g and h

e. i

54. (2/5) In addition to the application for entry in the Aircraft Records, the owner or operator must also submit:

a. For unmanned aircraft of all categories, proof of payment of customs duty if the aircraft was manufactured abroad or a certified written statement by the owner of the aircraft was manufactured in the Republic of Serbia, i.e. a document proving ownership;

b. For amateur-made unmanned aircraft, a certified written statement of the person who manufactured the aircraft must be submitted, as well as a document proving ownership if the aircraft producing person is not the owner of that aircraft;

c. For the unmanned aircraft of Categories 1, 2 and 3 manufacturer's instructions for operating an unmanned aircraft, in Serbian or English;

d. For an unmanned aircraft belonging to category 4, the applicant must submit to the Directorate technical documentation on the basis of which the aircraft's ability to fly safely can be determined, as well as to enable a demonstration flight to be conducted in the presence of an authorized official of the Directorate

e. For all categories of unmanned aircraft, a liability insurance contract for damage cooperate d by operating unmanned aircraft to third parties, in accordance with the law governing compulsory traffic insurance.

Which of the following is the correct answer or the combination of the correct answers:

a. a, b, c, d and e

b. a, b and e

c. a, b, c and e

d. c, d and e

55. (2/6) Who is responsible for the maintenance of the unmanned aircraft:

a. owner or operator;

b. owner or operator;

c. manufacturer and owner;

d. directorate, owner or operator;

56. (2/6) The maintenance of an unmanned aircraft is performed:

a. in accordance with the manufacturer's instructions;

b. in accordance with the instructions by the Directorate;

c. in authorized maintenance organization;

d. individually, utilizing best practices;

57. (2/7) The maximum permitted altitude for unmanned aircraft to be operated without prior approval is:

- a. maximum 100 m above the ground;
- b. maximum 150 m above ground (500 ft);
- c. in G Class airspace maximum 150 m above ground (500 ft);
- d. the maximum flight altitude of an unmanned aircraft is not limited under the Regulation;

58. (2/7) An unmanned aircraft operated at altitudes greater than 100 m above the ground must:

- a. obtain prior approval from the Directorate and allocation of airspace;
- b. obtain prior approval from the Directorate;
- c. have the allocation of airspace done;
- d. obtain the approval from the Ministry of Defense of the Republic of Serbia;

59. (2/7) For an unmanned aircraft flying at altitudes greater than 100 m above the ground, the operator must:

- a. submit the application to the Directorate and allocate airspace;
- b. submit to the Directorate evidence of the airspace allocated;
- c. submit the approval obtained from the Ministry of Defense of the Republic of Serbia to the competent air traffic control authority;
- d. None of the above;

60. (2/8) For an unmanned aircraft to fly at aerodromes (enclosed part of aerodrome/helidrome) the operator must obtain:

- a. approval from aerodrome operator;
- b. approval from the Directorate and the approval from the aerodrome/helidrome operator;
- c. approval from the Directorate and allocate airspace;
- d. approval from the aerodrome/helidrome operator and allocate airspace;

61. (2/8) An unmanned aircraft flight within the aerodrome/helidrome boundary means:

- a. flight within the enclosed part of the aerodrome/helidrome;



- b. flight within 1.5 km of the aerodrome reference point (ARP);
- c. flight within 5 km of the aerodrome reference point (ARP);
- d. class D flight maximum 30m altitude;

62. (2/8) An unmanned aircraft flight in the vicinity of an aerodrome/helidrome means:

- a. a flight outside the boundaries of the aerodrome within the radius of 5 km or 1.5 km from the aerodrome reference point;
- b. a flight within the enclosure of the aerodrome/helidrome;
- c. a flight within 1.5 km of the aerodrome reference point (ARP);
- d. a flight within 5 km of the aerodrome reference point (ARP);
- e. a flight within 5 km or 1.5 km from the aerodrome reference point;

63. (2/8) For an unmanned aircraft flight in the vicinity of an aerodrome, the operator must:

- a. Obtain approval from the Directorate and allocate airspace;
- b. Obtain the approval from the Directorate and the approval from the aerodrome/helidrome operator;
- c. Allocate airspace;
- d. Obtain aerodrome/helidrome operator approval and allocate airspace;

64. (2, 3) For an unmanned aircraft within and/or near (maximum 5 km from the ARP) military or mixed aerodrome/helidrome operator must obtain:

- a. approval from the Ministry of Defense and allocate airspace;
- b. approval from the Directorate and allocate airspace;
- c. approval from the Directorate and the approval from the aerodrome/helidrome operator;
- d. approval from the aerodrome/helidrome operator and allocate airspace;

65. (3/15) For an unmanned aircraft flying within the Air Safety Zone within 1,000 m of an administrative line with the Autonomous Province of Kosovo and Metohija, an operator must obtain:

- a. approval from the Ministry of Defense;
- b. approval from the Ministry of Defense and allocate airspace;
- c. approval from the Directorate and approval from the Ministry of Defense;
- d. approval from the Ministry of Defense and allocate airspace;

66. (3/15) An unmanned aircraft operator for an unmanned aircraft flight in an administrative air traffic zone with the Autonomous Province of Kosovo and Metohija must seek approval from the Ministry of Defense if the flight is:

- a. within 1000 m from the administrative line;
- b. within 1500 m from the administrative line;
- c. within 500 m from the administrative line;
- d. within 250 m from the administrative line, if the airspace has been previously allocated;

67. (2/8 / P) The vicinity of an aerodrome of 5 km from the aerodrome/helidrome reference point (ARP) must apply to the following aerodromes / helidromes:

- a. LYBE, LYBT, LYVR, LYNI, LYKV, LYUZ;
- b. LYBE, LYVR, LYNI, LYBJ, LYNS, LYPN;
- c. LYBJ, LYNS, LYBT, LYNI, LYKV, LYBE;
- d. LYBE, LYBA, LYBJ, LYBT, LYNI, LYKV;

68. (2/8 / P) The vicinity of an aerodrome of 5 km from the aerodrome/helidrome reference point (ARP) must apply to the following aerodromes/helidromes:

- a. Nikola Tesla, Batajnica-Colonel-pilot Milenko Pavlovic, Vrsac, Constantine the Great, Morava, Ponikve;
- b. Nikola Tesla, LYVR, LYNI, LYBJ, LYNS, LYPN;
- c. Lisicij Jarak, Novi Sad-Cenej, Batajnica, Nis, Kraljevo, Belgrade;
- d. Belgrade, LYBA, LYBJ, LYBT, Nis, Kraljevo-Morava;

69. (3) Official information on aerodromes/helidromes for which the proximity of the aerodrome/helidrome is considered to be 1.5 km from the aerodrome/helidrome reference point (ARP) is as follows:

- a. at AIP, which is available on the official SMATSA website;
- b. in AIP and AIC;
- c. in NOTAM messages, which are available on the official SMATSA website;
- d. in NOTAM messages and AIC, which are available on the official SMATSA website;

70. (3/15) An unmanned aircraft operator must notify the local competent police unit at the latest 5 working days before the intended flight, or at the latest 24 hours before the intended flight if the matters of urgency so require, if the operator intends to operate the flight:

- a. above or near people, with the permission of the Directorate;
- b. in the vicinity of infrastructure or other critical facilities;
- c. in the restricted area, subject to the approval obtained from the Directorate, unless the flight is conducted for the needs of the Ministry of Defence, the Ministry of Interior and the Ministry of Customs.
- d. near a military aerodrome/helidrome;
- e. above military facilities;
- f. above the Directorate;

Which of the following is the correct answer or the combination of the correct answers:

- a. a, b, and c
- b. a, b and f
- c. a b, c and f
- d. c, d and f

71. (3/15) If the operator intends to operate an unmanned aircraft above or near people, critical infrastructure or other facilities, or in the restricted area, the operator must notify the following:

- a. the local competent police unit;
- b. the nearest police station and Directorate;
- c. directorate and allocate airspace;
- d. the Ministry of Defense, if it performs aerial photography or allocates airspace;

72. If an unmanned aircraft is operated above or near people, critical infrastructural or other facilities or, in the restricted area, the operator must notify the local competent police unit about the intended flight:

- a. 5 working days before the intended flight, or 24 hours at the latest, if urgent reasons require it;
- b. 5 working days before the intended flight, or 48 hours at the latest, if urgent reasons require it;
- c. 7 working days before the intended flight, or 24 hours at the latest, if urgent reasons require it;
- d. 5 working days before the intended flight, or not later than 12 hours if urgent reasons require it;

73. (2/9) If an unmanned aircraft flight is scheduled to be flown at altitudes greater than 100 m above the ground:

- a. the allocation of airspace must be made beforehand;

- b. prior approval from the Directorate and the responsible air traffic control unit must be obtained;
- c. prior approval from the Directorate and the Ministry of Defense must be obtained;
- d. the approval from the Ministry of Interior and local self-government must be obtained;

74. (2/9) If an unmanned aircraft is intended to be operated near an aerodrome irrespective of the intended flight altitude:

- a. the allocation of airspace must be made beforehand;
- b. prior approval from the Directorate and the aerodrome operator must be obtained;
- c. prior approval from the Directorate and the responsible air traffic control unit must be obtained;
- d. the approval from the aerodrome operator and the responsible air traffic control unit must be obtained;

75. (2/9) If an unmanned aircraft is scheduled to be operated near the aerodrome at the height of less than 50 m above the ground:

- a. the allocation of airspace must be made beforehand;
- b. prior approval from the Directorate and the aerodrome operator must be obtained;
- c. then no approvals are required;
- d. the approval from the aerodrome operator and the responsible air traffic control unit must be obtained;

76. (2/9) If an unmanned aircraft is scheduled to be operated near the aerodrome or at a height greater than 100 m above the ground:

- a. the allocation of airspace must be made beforehand;
- b. prior approval from the Directorate and the aerodrome operator must be obtained;
- c. then no approvals are required;
- d. the approval from the aerodrome operator and the responsible air traffic control unit must be obtained;

77. (2/9) If an unmanned aircraft is scheduled to be operated near the aerodrome or at an altitude of more than 100 m above the ground, the application for the allocation of airspace must be submitted by:

- a. the owner or operator of an unmanned aircraft;
- b. Directorate or Ministry of Defense;
- c. unmanned aircraft operator;

d. the operator or operator of an unmanned aircraft;

78. (2/9) If an unmanned aircraft is intended to be in the vicinity of an aerodrome or at a height greater than 100 m above the ground, an application for the allocation of airspace must be submitted to:

- a. Airspace Management Unit of SMATSA;
- b. Airspace Management Unit of the Ministry of Defense;
- c. Airspace Management Unit of the Directorate;
- d. Search and Rescue Service (SAR)
- e. No airspace allocation is required;

79. (3/6) The airspace management unit to which an application for airspace allocation is submitted is located at:

- a. Air Navigation Services Providers, i.e. SMATSA;
- b. Ministry of Defense;
- c. The Directorate;
- d. The Directorate and the Ministry of Defense;

80. (2/9) An application for the allocation of airspace must be submitted to the Airspace Management Unit of the SMATSA:

- a. not later than two business days before the intended unmanned aircraft flight;
- b. not later than five working days before the intended unmanned aircraft flight;
- c. not earlier than five and not later than two business days before the unmanned aircraft is scheduled to be flown;
- d. 5 business days at the latest, and exceptionally 2 hours before the intended unmanned aircraft flight if the Application is urgent;

81. (2/9) An application for the allocation of airspace must be submitted:

- a. by fax, email, or operating the appropriate application or Internet platform, if available;
- b. by express mail or registered mail;
- c. by e-mail exclusively;
- d. by e-mail, internet application or SMS message;

82. (2, 3) The decision on the application for the allocation of airspace is made by:

- a. the Airspace Management Unit of SMATSA;
- b. Directorate and Ministry of Defense;
- c. the Ministry of Defense and the Ministry of Interior;
- d. No-one; the allocation implies that the flight is approved and accepted as intended;

83. (2/9) When deciding on airspace allocation application, the Airspace Management Unit:

- a. decides on the allocation of airspace, publishes it and, where necessary, repeals it;
- b. decides on the allocation of airspace and publishes it;
- c. **If he disapprove the Application;**
- d. approves the application (once approved allocation cannot be changed until the expiration of the appropriate time);

84. (3/7) under what regulation the Airspace Management Unit acts when deciding on an airspace allocation Application:

- a. The regulation governing airspace management (Airspace Management Regulation);
- b. The Law on Air Transport;
- c. Daily airspace operate plan and daily flight plans;
- d. Daily Flight Plans and Priority Rules;

85. (2/9) In airspace previously allocated for the needs of another operator:

- a. Unmanned aircraft flying is not permitted;
- b. Unmanned aircraft flying is permitted;
- c. Unmanned aircraft are allowed to fly, provided that the other operator is an unmanned aircraft;
- d. Unmanned aircraft are permitted to fly only in visibility conditions;

86. (2/9) When deciding on airspace allocation, the Airspace Management Unit must proceed:

- a. According to the priority rules given in the regulation governing airspace management;
- b. According to the meteorological situation in the reported flight area;
- c. Depending on the number of operators who have signed up;
- d. Depending on the significance of the operators who have signed up;

87. (2, 3) An application for the allocation of airspace must be submitted:

- a. On the form as established by the regulation governing airspace management;
- b. As free text and accompanying table;
- c. On a memorandum from the Directorate;
- d. On the form of the Competent Flight Control Unit;

88. (2/9) In addition to the Application for the allocation of airspace, the owner or operator must ensure also submit:

- a. Approval from the Directorate referred to in Article 7 (1) or Article 8 (2) of the Regulation on Unmanned Aircraft;
- b. Approval from the Directorate and approval from other competent authorities;
- c. Approval under Articles 11, paragraphs 2 and 12, paragraph 2 of the UAV;
- d. Unmanned aircraft insurance policy;

89. (3/14) The competent air traffic control unit or airspace management unit may interrupt activities in the allocated airspace in the following cases:

- a. If an emergency aircraft is to pass through an allocated space;
- b. In the case of OAT emergency operations flights (MOI and Serbian Armed Forces);
- c. If the aircraft avoids a meteorological phenomenon which is dangerous to fly;
- d. In case of flights by aircraft with STS indicators MEDEVAC / SAR / FFR in the flight plan.

90. (3/14) Who can terminate the activities in allocated airspace in the case of emergency, OAT flights (Serbian Armed Forces and MOI) for emergency operational reasons, if the aircraft attempts avoiding a meteorological phenomenon that is detrimental to the flight or in the case of a flight with STS indicators MEDEVAC / SAR / FFR that are specified in the flight plan:

- a. A competent air traffic control unit or competent airspace management unit;
- b. Only a responsible air traffic control unit;
- c. Airspace management unit only;
- d. The Ministry of Defense or the Ministry of Interior;
- e. Directorate;
- f. No one is authorized to terminate activities in an allocated space;

91. (3/14) When an airspace management unit or a competent air traffic control service terminates the operations within the allocated airspace, the unmanned aircraft operator must ensure:

- a. Immediately upon notification, to terminate the flight of the unmanned aircraft safely and must notify the authority that interrupted the activity;

- b. performs descent onto the safe altitude;
- c. performs thorough observation of air space and avoids possible collisions;
- d. changes flight region at the lower altitude from the reported.

92. (2/10) The maximum allowed distance of the unmanned aircraft from the operator is:

- a. 500 m unless the Directorate has approved a greater distance and the applicant has not submitted a risk assessment;
- b. 500 m in class D airspace, and 1000 m in class G airspace;
- c. 500 m to a flight altitude of 100 m above the ground and 250 m above the altitude of 100 m above the ground;
- d. Maximum 1000 m with appropriate risk assessment;

93. Who approves a flight at a distance of more than 500 m from the operator to the unmanned aircraft:

- a. Directorate if there is a submitted risk assessment;
- b. responsible air traffic control service;
- c. airspace Management Unit;
- d. Directorate and responsible air traffic control unit;

94. (2/10) Flying over people is not allowed:

- a. unless the Directorate approves it;
- b. unless the Ministry of the Interior of the Republic of Serbia approves it;
- c. is not defined in the Unmanned Aircraft Regulation;
- d. except for flights at altitudes greater than 100 m above the ground;

95. (2/11) In order for the Directorate to approve flying over people, it is necessary:

- a. that the unmanned aircraft is of Category 1 or Category 2 with a maximum speed of maximum 19 m/s and a kinetic energy of maximum 80 J;
- b. unmanned aircraft is of category 1 with a maximum speed of 5 m/s with the kinetic energy of maximum 8 J;
- c. the mass of the unmanned aircraft is maximum 4 kg, the maximum speed 19 m/s;
- d. not defined in the Unmanned Aircraft Regulation;

96. (2/12) The horizontal distance of an unmanned aircraft from people must not be less than:



- a. 30 m, unless the conditions, for the Directorate to approve otherwise, are met;
- b. 25 m, unless otherwise approved by the Ministry of the Interior of the Republic of Serbia;
- c. 5 m;
- d. 15 m;
- e. and if the persons are insured against injuries;
- f. if the unmanned aircraft is of category 1 or 2;

Which of the following is the correct answer or a combination of correct answers:

- a. a
- b. c, e and f
- c. b and f
- d. b, e and f
- e. b, d and f

97. (2/12) The flight of an unmanned aircraft at a horizontal distance of less than 30 m from people is approved by the Directorate in the following cases:

- a. if the unmanned aircraft is not flown at a horizontal distance of less than 5 m from people;
- b. if the unmanned aircraft is of category 1 or 2;
- c. if the unmanned aircraft is of category 1;
- d. if the unmanned aircraft is of category 2;
- e. if the flight of the unmanned aircraft is at the horizontal distance of less than 3 m from people;
- f. if category 2 unmanned aircraft may fly at the speed of less than 3 m/s (low speed mode);
- g. if category 1 unmanned aircraft may fly at the speed of less than 3 m/s (low speed mode);
- h. If the kinetic energy is up to 80 J and the unmanned aircraft is equipped with "low speed mode";

Which of the following is the correct answer or a combination of correct answers:

- a. a, b, f
- b. b
- c. b, e, f
- d. b, e, f and d
- e. c, d, e and x

98. (2,3) The flight of an unmanned aircraft at a horizontal distance of less than 500 m from the premises of the National Assembly, the Government, the General Secretariat of the President of the

Republic, republic and provincial bodies of state administration and local self-government, the Army of Serbia, courts, public prosecutor's offices, foreign diplomatic missions, as well as critical infrastructure facilities in the fields of energy, transport, telecommunications and water supply:

a. is prohibited without prior approval from the building owner or operator, and informing the local responsible police unit;

b. the flight is allowed if the operator or owner of the unmanned aircraft has obtained the approval from the owner or operator of the facility;

c. the flight is allowed if the responsible local police unit of the Ministry of the Interior of the Republic of Serbia has been notified;

d. the flight is allowed if it has been previously approved by the Ministry of the Interior of the Republic of Serbia and the Ministry of Defense of the Republic of Serbia;

e. if unmanned aircraft is of category 1 or 2 and that airspace has been allocated;

Which of the following is the correct answer or a combination of correct answers:

a. a

b. a, e

c. b, e

d. b, c

e. d,

f. d, e

99. (3/15) Notification to the locally responsible police unit for the flight of an unmanned aircraft at a horizontal distance of less than 500 m from the facilities of the National Assembly, the Government, the General Secretariat of the President of the Republic, republic and provincial state administration and local self-government bodies, public prosecutor's offices, foreign diplomatic missions, as well as significant infrastructure facilities in the field of energy, transport, telecommunications and water supply:

a. is sent no later than 5 working days before the intended flight, or no later than 24 hours if the reasons of urgency so require;

b. is sent no later than 48 hours before the intended flight, or no later than 24 hours if the reasons of urgency so require;

c. is sent immediately before the flight through the Directorate;

d. is sent by e-mail or fax;

e. is sent in writing no later than 48 hours before the intended flight through the office of the Directorate;

100. (2/14) Category 1 and 2 unmanned aircraft may be operated:

a. in areas I, II, III and IV without the prior approval from the Directorate;

b. in Regions I and II;

c. in Regions I and II and Regions III and IV with the approval from the Directorate;

d. in all regions with the prior approval from the Directorate;

101. (2/14) Category 1 unmanned aircraft may be operated:

a. in areas I, II, III and IV without the prior approval from the Directorate;

b. in Regions I and II;

c. in Regions I and II and Regions III and IV with the approval from the Directorate;

d. in all regions with the prior approval from the Directorate;

102. (2/14) Category 2 unmanned aircraft may be operated:

a. In Regions I, II, III and IV without the prior approval from the Directorate;

b. In Regions I and II;

c. In Regions I and II and Regions III and IV with the approval from the Directorate;

d. In all areas with the prior approval from the Directorate;

103. (2/14) Category 3 unmanned aircraft may be operated:

a. in Regions I, II without the prior approval from the Directorate and in Regions III and IV with the prior approval from the Directorate;

b. in areas I and II, III and IV with the prior approval from the Directorate;

c. in Regions I and II;

d. in all areas without the prior approval from the Directorate;

104. (2/14) Category 4 unmanned aircraft may be operated:

a. in Regions I and II;

b. in Regions I, II without the prior approval from the Directorate and in Regions III and IV with the prior approval from the Directorate;

c. in Regions I and II, III and IV with the prior approval from the Directorate;

d. in all regions without the prior approval from the Directorate;

105. (2/14) Unmanned aircraft of the following classes may be operated in regions I and II:

a. unmanned aircraft of all classes without obtaining the prior approval from the Directorate;

b. unmanned aircraft 3 and 4;

c. Class 1 and 2 unmanned aircraft without prior approval and Class 3 and 4 with the prior approval from the Directorate;

d. Class 1 and 2 unmanned aircraft without the prior approval from the Directorate and Classes 3 and 4 with prior airspace allocation;

106. Unmanned aircraft of the following classes may be operated in regions III:

a. Class 1, 2 and Class 3 unmanned aircraft with the prior approval from the Directorate;

b. Unmanned aircraft 1 and 2;

c. Class 1 and 2 unmanned aircraft without prior approval and Class 3 and 4 with the prior approval from the Directorate;

d. Class 1 and 2 unmanned aircraft without the prior approval from the Directorate and Classes 3 and 4 with the prior airspace allocation;

107. (2/14) Unmanned aircraft of the following classes may be operated in regions IV:

a. Class 1, 2 and Class 3 unmanned aircraft with the prior approval from the Directorate;

b. Unmanned aircraft class 1 and 2;

c. Class 1 and 2 unmanned aircraft without prior approval and Class 3 and 4 with the prior approval from the Directorate;

d. Class 1 and 2 unmanned aircraft without the prior approval from the Directorate and Classes 3 and 4 with prior airspace allocation;

108. (1, 2) In the restricted zone LYR-8 Belgrade, unmanned aircraft may fly:

a. with the prior approval from the Directorate, which obtains the opinion of the Ministry of the Interior and the Ministry of Defense of the Republic of Serbia;

b. unmanned aircraft cannot fly without airspace allocation;

c. with the prior approval from the Directorate and the Ministry of the Interior of the Republic of Serbia;

d. with the prior approval from the Ministry of Defense of the Republic of Serbia and notification to the locally competent police unit;

109. (2/16) Unmanned aircraft may fly in visibility conditions that allow:

a. That the operator maintains uninterrupted visual line of sight of the unmanned aircraft day and night with the prior approval from the Directorate;

b. Day and night without prior approval if the unmanned aircraft is constantly in the operator's visual line of sight;

- c. That the unmanned aircraft is constantly in the operator's visual line of sight day and night if it is equipped with lights;
- d. That the unmanned aircraft is constantly in the line of sight of the operator day and night only in regions I and II;

110. (2/16) Unmanned aircraft is considered to be in the operator's visual line of sight if:

- a. the operator is in uninterrupted visual contact with the unmanned aircraft, without the operation of external optical or electronic aids;
- b. the operator may determine the position in space, position, altitude, speed and direction of flight of the unmanned aircraft;
- c. an operator may, at least 95% of the flight time, determine the position in space, position, altitude, speed and direction of flight of the unmanned aircraft;
- d. an unmanned aircraft flies during the day when the operator sees the unmanned aircraft during the flight and at night if it can determine the position of the unmanned aircraft during the flight;

111. (2/16) Vision correction devices (glasses or contact lenses) are not considered as external aids:

- a. they are not considered to be an optical or electronic aid for maintaining visual contact between the operator and the unmanned aircraft;
- b. they are considered to be an optical or electronic aid for maintaining visual contact between the operator and the unmanned aircraft;
- c. they are not considered to be an optical or electronic aid for maintaining visual contact between the operator and the unmanned aircraft, if the first-person view flight equipment is operated;
- d. they are considered to be an optical or electronic device for maintaining visual contact between the operator and the unmanned aircraft and if the first-person view flight equipment is operated;

112. (2/16) Unmanned aircraft may fly in visibility conditions:

- a. day and night with the prior approval from the Directorate;
- b. day and night without prior approval, and performed airspace allocation;
- c. during the day;
- d. during the day in all regions and at night only in regions I and II;

113. (2/17) The following is prohibited to be transported by unmanned aircraft:

- a. transport of people, animals and dangerous goods;
- b. transport of dangerous goods and people, while animals can be transported only during the day in regions I and II;

- c. transport of people and animals;
- d. transport of dangerous goods;

114. (2/17) When operating unmanned aircraft it is prohibited to:

- a. operate multiple unmanned aircrafts simultaneously or operate from or from a moving facility;
- b. operate multiple unmanned aircraft simultaneously;
- c. operate an unmanned aircraft from a moving object;
- d. operate multiple unmanned aircraft simultaneously without the approval from the Directorate or operate from a moving object;

115. (2/17) When operating unmanned aircraft it is prohibited to:

- a. transport people, animals and dangerous goods;
- b. transport people and dangerous goods;
- c. transport animals without the approval from the Directorate;
- d. operate unmanned aircraft with or from a moving vehicle;
- e. operate an unmanned aircraft from another aircraft;
- f. operate multiple unmanned aircraft simultaneously;
- g. operate multiple unmanned aircraft simultaneously, unless they are Category 1;
- h. transport people, dangerous goods and operate several unmanned aircraft at the same time;

Which of the following is the correct answer or a combination of correct answers:

- a. a, d, f
- b. b
- c. b, c, e, f
- d. b, e, f
- e. b, e, g

116. (2/17) When operating unmanned aircraft it is prohibited:

- a. to carry external cargo that is not an element of the structure and equipment of that unmanned aircraft, or dump objects and liquids without the prior approval for the Directorate;
- b. to carry external cargo or dump objects and liquids without the prior approval for the Directorate;
- c. to carry external cargo or dump objects or liquids without the prior approval for the Directorate;

d. to carry external cargo that is not an element of the structure and equipment of that unmanned aircraft;

117. (2/17) When using an unmanned aircraft it is prohibited to:

a. carry external cargo that is not an element of the structure and equipment of that unmanned aircraft without the prior approval for the Directorate;

b. carry external cargo heavier than the weight of the aircraft (max 1.25 weight);

c. transport people, animals and dangerous goods;

d. transport people and dangerous goods;

e. operate an unmanned aircraft from another aircraft;

f. operate an unmanned aircraft with or from moving objects;

g. operate multiple unmanned aircraft simultaneously;

h. operate multiple unmanned aircraft simultaneously, unless they are Category 1 aircraft;

i. dispose of objects and liquids without the prior approval from the Directorate;

Which of the following is the correct answer or the combination of correct answers:

a. a, c, f, g, i

b. a, c, f, x, i

c. b, d, f, g, i

d. b, d, f, g, h

e. b, d, e, x, i

118. (2/18) When it is appropriate by the Regulation on unmanned aircraft, the application for approvals to be obtained from the Directorate are:

a. As a rule, applications are submitted not later than 15 days before the intended flight or series of flights on the appropriate form with the delivery of a valid insurance policy to third parties;

b. As a rule, applications are submitted on the appropriate form not later than 15 days before the intended flight or series of flights;

c. As a rule, applications are submitted on the appropriate form not later than 10 days before the intended flight or series of flights;

d. As a rule, applications are submitted not later than 5 days before the intended flight or 10 days for the intended series of flights with the valid insurance policy for the given period;

119. (2/18) When specified in the Regulation on Unmanned Aircraft, applications for approvals of the Directorate shall be submitted:

- a. As a rule, not later than 15 days before the intended flight or series of flights on the appropriate form along with the valid insurance policy to third parties;
- b. Not later than 10 days before the intended flight or series of flights on the appropriate form, by e-mail;
- c. Not later than 10 days before the intended flight or series of flights on the appropriate form, in writing;
- d. As a rule, not later than 10 days before the intended flight or at least 15 days for the intended series of flights, in writing submitted to the office of the Directorate if possible;

120. (2/18) The approval for issuing the approval to be obtained from the Directorate according to the provisions of the Regulation on unmanned aircraft, usually submitted not later than 15 days before the intended flight:

- a. Submits on the appropriate forms with the valid insurance contract to third parties, in any way provided by the regulation prescribing the general administrative procedure;
- b. Submits on the appropriate forms with a valid insurance contract to third parties, exclusively by e-mail;
- c. Submits on the appropriate forms, exclusively by e-mail;
- d. Submits on the appropriate forms, in writing to the office of the Directorate whenever possible;

121. (2/18) The request for the issuance of the Directorate's approval according to the provisions of the Regulation on Unmanned Aircraft, which is usually submitted not later than 15 days before the intended flight, may be:

- a. Refers to 1 flight or series of flights for a maximum period of 30 days, counting from the day when the first flight is intended;
- b. It refers to a total of 10 flights individually or in series, for a maximum period of 30 days, counting from the day when the first flight was intended;
- c. It refers to a total of 50 flights individually or in series, for a period of a maximum of 60 days, counting from the day when the first flight was intended;
- d. Refers to a single flight or series of flights without time restrictions and other restrictions;

122. (2/18) Pursuant to the Regulation on Unmanned Aircraft, the Directorate may:

- a. Depending on the circumstances, determine the additional conditions that the applicant must meet, if on the basis of the facts within the procedure it has been established that the fulfillment of these additional conditions is necessary for the safety of the unmanned aircraft;



b. Depending on the circumstances, require that the operation of the particular flight is additionally approved by another competent authority;

c. reject or dismiss the application in the manner provided for in the regulation governing the administrative procedure;

d. Only reject or approve a flight under the initial conditions given in the application;

123. (2/18) Application for the approval of flight to be submitted to the Directorate:

a. is submitted not later than 15 days before the intended flight, on forms whose content and form are determined by the Directorate;

b. is submitted not later than 10 days before the start of the series of flights;

c. refers to 1 flight or series of flights for a maximum period of 30 days, starting from the day when the first flight is intended;

d. refers to a single flight or to a maximum of 30 flights over a maximum period of 60 days;

e. contains a copy of the valid contract on liability insurance for damage cooperate d to third parties by the operate of unmanned aircraft;

f. contains the approvals of other competent bodies when it is so prescribed by a special regulation;

Which of the following is the correct answer or the combination of correct answers:

a. a, c, e

b. b, c, f

c. b, d, f

d. b, d, e

e. b, c, e

124. (2/19) The operator of an unmanned aircraft must ensure that the flight of the unmanned aircraft:

a. Not to endanger the life, health and property of people as well as not to disturb order and peace;

b. Not to endanger the life and health of people, as well as not to disturb public order and peace;

c. Not to endanger the life and health of people, as well as not to violate the privacy of persons;

d. Not to endanger the life, health and property of people, nor the privacy of persons;

125. (2/19) The operator of an unmanned aircraft must:

a. Operate the unmanned aircraft in a manner that ensures compliance with the flight rules prescribed by the Regulation on Unmanned Aircraft;

b. Operate the unmanned aircraft in a manner that ensures compliance with the flight rules provided for in the Regulation on Rules of the Air;

c. Operate the unmanned aircraft in a manner that ensures compliance with all provisions of the Regulation on Unmanned Aircraft;

d. operate the unmanned aircraft safely;

126. (2/19) The unmanned aircraft operator is responsible for:

a. the flight of the unmanned aircraft, once the airspace has been allocated, and its taking place entirely within the boundaries of that air space, as well as to be available to the competent air traffic control unit for possible termination of the flight;

b. the flight of the unmanned aircraft, once the airspace has been allocated, and its taking place entirely within the boundaries of that air space (it does not have to be available - the space has been previously allocated);

c. the flight of the unmanned aircraft, once the airspace has been allocated, and its taking place within the boundaries of that air space, whenever possible, and that every exiting the allocated air space is reported to the responsible air traffic control unit;

d. In case of flight termination or cancellation, to report to the responsible air traffic control unit to cancel the allocation, and to be available to the responsible air traffic control unit for possible termination of the commenced flight;

127. (2/19) The operator of an unmanned aircraft must:

a. ensure that the system of the unmanned aircraft is functional, as well as to check the amount of fuel, and the battery status;

b. verify that the unmanned aircraft system is properly functional, including the battery status;

c. provide maintenance of the unmanned aircraft in accordance with the manufacturer's instructions and check the battery status before the flight;

d. check the amount of fuel before the flight, or the battery status and make wind assessment in the flight area;

128. (2/19) The operator of an unmanned aircraft must:

a. ensure that the unmanned aircraft equipment, including objects and external cargo are properly secured;

b. ensure that all the equipment of the unmanned aircraft is adjusted and the items are fastened;

c. ensure that objects and external loads are properly secured and that the amount of spraying liquid is in accordance with the manufacturer's instructions;

d. That the external cargo, not a component of the structure of the unmanned aircraft, is properly secured and that the amount of spraying liquid is in accordance with the manufacturer's instructions;

129. (2/19) The operator of an unmanned aircraft must:

- a. Ensure that the unmanned aircraft is safely cleared from obstacles during the flight;
- b. Preliminary assessment of all obstacles within the intended flight region;
- c. Preliminary assessment of wind and all obstacles in the intended flight region;
- d. Ensure that the unmanned aircraft is kept at least 30m away from obstacles during the flight;

130. (2/19) Unmanned aircraft operator:

- a. must not be under the influence of alcohol or any psycho-active substances, nor in such a mental or physical condition that makes it impossible for him to safely operate the unmanned aircraft;
- b. must not be under the influence of alcohol or any psychoactive substances;
- c. must not be in such a mental or physical state preventing him to safely operate the unmanned aircraft;
- d. must not be under the influence of alcohol or medications leading to unsafe operation of the unmanned aircraft (medication with a “triangle” marking);

131. (2/19) The operator of an unmanned aircraft must:

- a. gather all the necessary information for the safe performance of the intended flight;
- b. ensure that meteorological and other conditions in the flight area are favorable for its safe performance;
- c. ensure that air space has not been previously allocated to another user;
- d. ensure that there are no restrictions for the intended flight;
- e. warn public in advance if the flight is intended in regions III and IV;
- f. obtain the prior approval from the Directorate when necessary, contact the local competent police station and allocate airspace;

Which of the following is the correct answer or a combination of correct answers:

- a. a, b, c, d
- b. a, b, d, e, f
- c. a, c, d, e, f
- d. a, c, d, e
- e. b, c, d, e

132. (2/19) The duties of the operator are:

- a. not to endanger the life, health and property of people as well as not to disturb order and peace;

- b. to operate the unmanned aircraft in a manner that ensures compliance with the flight rules provided for in the Regulation on Unmanned Aerial Vehicles;
- c. when the airspace is allocated, ensure that the flight of the unmanned aircraft takes place completely within the boundaries of that air space, as well as to be available to the responsible air traffic control unit for possible flight termination;
- d. to make sure that the system of the unmanned aircraft is functioning properly, and to check the amount of fuel or the battery status;
- e. to ensure that the equipment, including objects and external cargo, is properly secured;
- f. to ensure that the unmanned aircraft is safely cleared from obstacles during the flight;
- g. to ensure he is not under the influence of alcohol or any psychoactive substances, nor in such a mental and physical state that makes it impossible for him to safely operate an unmanned aircraft;
- h. to gather all the necessary information for the safe performance of the intended flight;
- i. to ensure that meteorological and other conditions in the flight area are such so as to enable its safe performance;
- j. if he does not allocate airspace, to ensure that the air space has not been previously allocated to another user;
- k. to make sure that there are no restrictions for performing the intended flight;

Which of the following is the correct answer or a combination of correct answers:

- a. a, b, c, d, e, f, g, x, i, j, k
- b. a, b, c, d, e, f, g
- c. a, b, d, e, f, g, x, i, k
- d. a, b, c, d, e, f, g,
- e. a, b, d, e, f, g, x, i, j, k

133. (4 / 29-38) The unmanned aircraft operator can find all the necessary information on airspace and potential airspace restrictions:

- a. in AIP and NOTAMs, which are publicly available on SMATSA website;
- b. in AIP which is publicly available on SMATSA website;
- c. in NOTAMs, which are publicly available on the on SMATSA website;
- d. in the media and the Integrated Aeronautical Information Package;

134. (3, 4) Airspace users can find data on allocated parts of airspace:

- a. In AUP and Updated Usage Plan, in Aeronautical Information Publication and in NOTAMs available on SMATSA website;
- b. In AUP (Airspace Usage Plan) and UUP (Updated Usage Plan), available on SMATSA website;
- c. In AIP available on SMATSA website;
- d. In NOTAMs available on SMATSA website;

135. (2/25) In accordance with the provisions of the Regulation on Unmanned Aircraft, any event that occurred during the use of an unmanned aircraft, which endangered or could have endangered the safety of air traffic, as well as the safety of persons and property:

- a. The owner or user of an unmanned aircraft is obliged to report to the Directorate immediately upon learning of the occurrence, and no later than 72 hours from the occurrence, as well as to another competent authority if such an obligation is established by another regulation;
- b. The operator of the unmanned aircraft is obliged to report to the Directorate no later than 36 hours from the occurrence;
- c. The owner or user of an unmanned aircraft is obliged to report to the Directorate immediately upon learning of the event, and no later than 12 hours from the occurrence, as well as to the Ministry of the Interior of the Republic of Serbia;
- d. The owner or user of the unmanned aircraft is obliged to report to the Directorate immediately upon learning of the occurrence, and no later than 72 hours from the occurrence;

136. (2/25) In accordance with the provisions of the Regulation on Unmanned Aircraft, any event that occurred during the operation of an unmanned aircraft, which endangered or could endanger the safety of air traffic, as well as the safety of persons and property, reports to the Directorate:

- a. unmanned aircraft owner or operator;
- b. unmanned aircraft operator;
- c. every citizen;
- d. air inspector;

137. (2/25) In accordance with the provisions of the Ordinance on Unmanned Aircraft, any event that occurred during the use of an unmanned aircraft, which endangered or could have endangered the safety of air traffic, as well as the safety of persons and property, aircraft are required to:

- a. reports to the Directorate and other competent authority if such an obligation is established by another regulation;
- b. only to the competent authority if such an obligation is established by another regulation
- c. only to the Directorate;
- d. he is not obliged to report the event to anyone if there was no material damage and / or casualties;

138. (2/26) In addition to the approval of the Directorate, the owner or operator must:

- a. obtain the permits of other competent bodies that are necessary for the performance of the activity he intends to engage in;
- b. obtain the approval of the Ministry of the Interior of the Republic of Serbia and the Ministry of Defense;
- c. only contacts the Directorate, which will obtain all permits for him;
- d. he is not obliged to obtain any approvals outside the Regulation on Unmanned Aircraft;

139. (2/26) Licenses, to be obtained from other competent bodies, necessary for performing the intended activity:

- a. required to be obtained by the owner or operator of the unmanned aircraft;
- b. required to be obtained by the owner or user of the unmanned aircraft;
- c. required to be procured by the operator of the unmanned aircraft;
- d. for the owner or user, it can also be obtained by a third party with authorization;

140. (2/20) The operator of an unmanned aircraft in the Republic of Serbia may be a following person:

- a. medically fit adult who has passed the prescribed knowledge test;
- b. an adult or a minor over the age of 15 intending to use a Category 1 unmanned aircraft without the obligation to allocate airspace;
- c. a minor under the age of 15 under the direct supervision of an adult intending to use a Category 1 unmanned aircraft with the obligation to allocate airspace;
- d. a medically fit adult person who has passed the required knowledge test for all categories of unmanned aircraft;
- e. a minor older than 10 years of age, medically fit person for unmanned aircraft of categories 1 and 2;
- f. a minor over the age of 10 medically fit for unmanned aircraft of categories 1 and 2, and under the direct supervision of an adult medically fit person who has passed the required knowledge test for unmanned aircraft of categories 3 and 4;
- g. also applicable to foreign nationals;

Which of the following is the correct answer or a combination of correct answers:

- a. a, b, c, d
- b. b, c, e, g
- c. a, b, f, g

d. a, b, d, f

141. (2/21) The operator of an unmanned aircraft in the Republic of Serbia may be a medically fit person, mentally and physically fit who:

a. is the holder of a valid Class 1, 2, or 3 medical certificate issued in accordance with the regulations governing licenses, training centers and medical fitness of flight crew and air traffic controllers;

b. has a valid driver's license;

c. has a medical certificate issued in accordance with the law governing road safety, which is not older than five years;

d. holds or has held a pilot's or air traffic controller's license;

e. has a valid driver's license in the following categories A, B, C and D;

f. To undergo regular health examination;

Which of the following is the correct answer or a combination of correct answers:

a. a, b, c

b. b, d, f

c. d, e, f

d. a, e, f

142. (2/23) The operator of an unmanned aircraft must have the following documentation when operating unmanned aircraft:

a. certificate of passed knowledge test when required by the rules;

b. approvals obtained from the Directorate provided by the Regulation on unmanned aircraft, if they are so required by the Regulation on Unmanned Aircraft;

c. unmanned aircraft manufacturer's manual in paper or electronic form;

d. a document proving the medical fitness of the unmanned aircraft operator;

e. approvals from the Ministry of the Interior of the Republic of Serbia and the Ministry of Defense;

f. copies of approvals of other competent authorities when required;

g. valid driver's license;

h. certified health insurance card;

Which of the following is the correct answer or a combination of correct answers:

a. a, b, c, d

b. a, c, d, e

c. a, c, d, e, f, g, h

d. a, e, g, h