UNMANNED AIRCRAFT: CIVIL USE AND THREATS
IN THE REPUBLIC OF NORTH MACEDONIA

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Abstract

In the last decade we have been witnessing the expansive development of the Unmanned Aircraft (UNR) in the world also known as “drones”. Initially, they were developed in the military sector during the World War II, but today they have a mass application for military and civilian goals. The Governments in the World usually use drones for reconnaissance, surveillance, or combined target acquisition and precision strikes, and they also carry out a wider range of tasks for commercial uses including transport in delivery of goods, agriculture, civil infrastructure inspection, search and rescue, aerial images and videos, wireless covering, for leisure use by private individuals, etc. In the Republic of North Macedonia about 1000 UNR are used by civilian personnel and companies;¹ only 84 UNR were registered in the Civil Aviation Agency of the Republic of North Macedonia (CAA)² during the last year.

Most of the flights with UNR on the territory of the Republic of North Macedonia are carried out more in urban areas than in rural, and 40% of the flights were made in Skopje from June to December 2018. In the upcoming years, following the world trends, the development of the UNR technology, the relatively low price (from few tens up to a hundred thousand of euros) and the big accessibility, will cause a rapid proliferation in the civil use of UARs in the country. Of course, the large diffusion of UARs raises a series of discussions about the security and privacy of the people and their property and risks to other airspace user. In this paper we will present an overview of UAVs applicability and potential threats in the civil sector in the Republic of North Macedonia.

The main source of data are statistical data from CAA. Various contents (study papers, newspaper articles, interviews, guides, regulations, etc.) related to the civil use of UAVs and the threats of it, will be analyzed.

**Keywords:** Unmanned Aircraft (UNR), drone, civil use of UNR, threat

1. UNMANNED AIRCRAFT (UNR) - TERMS AND DEFINITIONS

The most frequently used term for Unmanned Aircraft – UNR by the media and the population is the term drone. The first use of the term drone was in a military context and it is usually used for an aircraft without a human pilot aboard. Drone is originally the English word for a male bee. In other languages, such as French, German, Italian, Spanish, Russian and Dutch the word drone is also commonly used, although sometimes it is written slightly differently (drohne in German, dron in Spanish, дрон in Russia and the Republic of North Macedonia). According to Merriam Webster Dictionary, drone implies an unmanned aircraft or ship guided by a remote control or onboard computers. Drone is a pilotless aircraft that can operate autonomously, i.e., one that does not require a constant user control.

Apart from the term drone, the most used terms in the literature and in practice are: UAV (unmanned aerial vehicle); UNR (unmanned aircraft); RPAS (Remotely Piloted Aircraft Systems); UAS (unmanned aircraft systems); UCAV (unmanned combat aerial vehicle), etc.

RPAS, as the name suggests, are controlled by a pilot, normally on the ground, who may directly control or intervene in the management of the flight. The basic components of an RPAS are the aircraft which flies in the air, the pilot station (ground station), and the command and control link (C2) connecting the two. The command and control link is a radio data link between the pilot station and the aircraft, which enables the pilot to give commands and download data from the aircraft along radio waves on a selected frequency.

Unmanned Aircraft Systems, or UAS, is a more extensive term which includes RPAS, and involves unmanned aerial vehicles (UAV) - UNR, ground stations, command and control link and a great variety of equipment excluding missile, model aircraft for hobby and reactional purpose. The difference between RPAS and UAS is that UAS, apart from being remotely piloted by a pilot or a computerized piloting system, it can be fully autonomous without the assistance of a pilot, while UAV, as part of UAS, is a powered, aerial vehicle that does not carry a human operator, uses aerodynamic forces to provide vehicle lift, it can fly autonomously or be piloted remotely, it can be expendable or recoverable, and it can carry a lethal or non-lethal payload. As a minimum, a typical unmanned aerial system is composed by UAV, one or more ground control station (GCS) and/or mission planning and control station (MPCS), payload and data link. In addition, many systems include launch and recovery subsystems, air vehicle carries and other ground handling and maintenance equipment.

In the Republic of North Macedonia for the first time the term unmanned aircraft (UNR) was used in Aviation act, while with Regulation, the term “Unmanned Aircraft

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4 Dougherty J. M., Drones: An Illustrated Guide to the Unmanned Aircraft that are Filling our Skies, Amber Books Ltd, December 17th, 2015
8 Aviation Act "Official Gazette of the Republic of Macedonia" no.14 / 06.
9 Regulation on the conditions under which unmanned aircraft may operate within the Macedonian airspace “Official Gazette of the Republic of Macedonia” no. 187/17
System” (UAS) was adopted and it is defines as an unmanned aircraft10 with all the accompanying devices and items needed to carry out the task of flight including the remote control station, while “unmanned aircraft” is defined as an aircraft designed for carrying out operations without crew, which is remotely controlled or programmed and is autonomous. In this paper, we use the term Unmanned Aircraft - UNR.

2. CIVIL USE OF UNR IN THE REPUBLIC OF NORTH MACEDONIA

UNRs for the first time were used in the Macedonian national space during the crisis on the Balkans in 1999, when NATO used the United States Army Hunter surveillance of plane flights from the Skopje airfield as part of the electronic warfare in Serbia.11 In the last ten years in the Republic of North Macedonia a relative rise in the UNR in the civil sector began. First of all, young enthusiasts started making the models and using them for leisure activity, but today, everyone can buy a different type of unmanned aircraft - drone from online shops or shops for electronic and digital equipment12 and use it for different activities.

Until August 2018, about 1000 unmanned aircraft were used by the civilian personnel and companies in our country, but only 52 UNRs have been registered in the Civil Aviation Agency of the Republic of North Macedonia (CAA).13 For half a year, in the period from 06.05.2018 to 01.02.2019, a total number of registered UNRs increase up to 87 UNRs. The most common unmanned aircraft are UNRs with a maximum take-off weight (MTOW) from 0.5 to 5 kg and there are not registered UNRs with MTOW over 20 kg or 150 kg. More than half of the UNRs have been registered by physical persons, while 36 UNRs have been recorded by legal entities.

![Registered UNRs according MTOW (06.05.2018-01.02.2019)](image)

Fig.1 Registered UNRs according MTOW (06.05.2018-01.02.2019)

10 The term aircraft is any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface (article 1, paragraph 17 of Aviation Act).
12 Some of the more famous stores in Northern Macedonia where can buy a dron are: “LOGING Electronics”, “Anhoch”, “DDStore”, “AMC”, “Neptun” and “Setec”.
The total number of flight operation with UNRs is 737; most of them were performed for personal uses or 49.39%, about 28.63% for commercial purposes and 21.98% for recreation. There is not a registered flight operation for sport activity.

![Number of UNR's operation](image)

**Fig.2 Total Number of UNR’s operation (06.05.2018-01.02.2019)**

Flight operation with UNR is significantly different in urban and rural environment. Regarding cities, most of the flying operation (40%) with an UNR was noticed in Skopje, and 20% in Ohrid. In the other cities there were less than 5% from the total flight operations in the territory of the Republic of North Macedonia.\(^{14}\)

In the Registry by CAA, some types and models of UNRs have been registered, but the most of them are from the Chinese technology company “DJI” - the world's leader in commercial and civilian drone industry as: Phantom1, Phantom2, Phantom3, Phantom4, Phantom2 pro, Phantom3 pro, Phantom4 pro, Phantom4 pro+, Phantom4 advanced, Inspire 1 pro, Inspire 2, Mavic pro, Mavic air, Mavic2 zoom, Mavic pro platinum, Spreading wings S900 and Spark. The other registered models of UNR are from “YUNEEC” model H520, SenseflyeBee Plus RTK and Anabatic SarlRC Blimp 7000. All of the registered UNRs are with a multiple set of blades - with 4 blades or quadcopter, vertical takeoff and landing, and they are battery powered.\(^{15}\)

In regards of the technical characteristics of the above-mentioned types and models of unnamed aircrafts,\(^{16}\) the most of UARs can fly from 15 to 30 minutes with one battery; such values are similar or slightly vary, mainly due to recent advances in rechargeable battery materials. The fly speed of UNRs also varies, ranging between 5 and 20 m/s, because


15The data is from a survey questionnaire answered by Dragi Stojanoski- Head of Division of Aviation Safety and Air Navigation, Civil Aviation Agency of the Republic North of Macedonia.

16Technical specification for all models are accessible on web sites [https://store.dji.com](https://store.dji.com), [https://www.yuneec.com/](https://www.yuneec.com/), and [https://geo-matching.com/](https://geo-matching.com/).
of their specific aerodynamic configuration, left technology and propulsion system of UNRs. From this, we can conclude that almost all registered UNRs by CAA in our country, regardless the use by natural persons or legal entities, are primarily applied for capturing exclusive or presentation video, photo materials, to record events, real estate, live transitions directly from application (livestream), 360° interactive panoramas, etc. Some companies started using UNR for inspection of facilities. The Macedonian company AD “MEPSO” (the Electricity Transmission System Operator of Macedonia) procure UNRs (special drone) for carrying out extraordinary inspections of the power transmission lines to detect the exact location of an eventual defect, while, some insurance companies started using UNRs for assessment of a different form of damages. The City of Skopje uses UNR for 3D mapping to determine the locations of air pollution.

Recently, a team of students from the Skopje secondary school "Georgi Dimitrov" presented their project - a drone that can be used in difficult access points for extinguishing fires or for spraying forests.

Although the Republic of North Macedonia is in the initial development of the application of unmanned aircraft, it is certain that their number will rapidly increase in the upcoming years in various areas following the trends in the world, technology development of drones and their benefits.

As Draper said “Everything from pizza delivery to personal shopping can be handled by drones”. In the European Union, for the potential scale of the drone market, it is estimated that in the next 10 years it could be worth 10% of the EU aviation market (i.e., about €15 billion per year). By 2050, the drone industry could, according to the European Commission, create some 150 000 jobs, spread across manufacturers, operators, and other actors providing drone-enabling technologies (such as: flight control, sensors, and energy).

3. TREATS OF THE CIVIL USE OF DRONES

UNR’s offer a lot of benefits and opportunities; they significantly aid in search and rescue, disaster relief, delivery, business and consumer applications. But beside that, their accessibility, capabilities, and easy way of operating make them easy to use by offenders as a tool for committing various forms of criminal activities. The biggest safety threat of the civil use of drones is a potential collision with airplanes, especially during the take-off and landing of airplanes or aircrafts which fly below 150 meters. If a drone collides with an aircraft, it would cause a catastrophic damage. In January 2019, the London Heathrow airport (the largest airport in the United Kingdom) was closed, nearly an hour because of a drone sighting in the area of the airport and thousands of passengers were stranded on the taxiways. A similar incident happened in December 2018 at Gatwick Airport near London.

when a drone sightings close to the runway caused major disruption, affecting approximately 140,000 passengers and 1,000 flights.\textsuperscript{22}

Unmanned aircraft can be an instrument for delivery of some type of load. Smugglers attempted to use a drone to fly illegal drugs over the frontier separating Turkish Cypriot (northern Cyprus) with the rest of the island, one of the most heavily guarded areas in Europe.\textsuperscript{23} Drones can also be a tool for disruption facilities. To show that French nuclear facilities are not sufficiently protected, Greenpeace activists flew drones over the Orano La Hague plant and dropped smoke bombs onto the roof of a building containing irradiated fuel.\textsuperscript{24}

In Serbia, in 2014, during the European Qualifications between Serbia and Albania, Albanian extremists flew a drone (type Phantom 2 Vision + from the Chinese manufacturer DJI Innovations) which carried a flag of Great Albania. If the drone was carrying an explosive device, the consequences for over 30,000 spectators who were at the stadium would have been catastrophic.\textsuperscript{25}

Unmanned aircraft represents an enormous threat to the individual privacy because it has the ability to collect massive amounts of unsolicited data which can be used to compromise or to be distributed over the Internet. They can also cause damage to properties and individuals.

In our country by CAA are recorded just 3 complaints for unauthorized flight of unmanned aircraft in the Macedonian airspace, but there are not any official data about the type of incidents or penalties. Some Macedonian newspapers wrote about some incidents with drones; in April 2017 a Slovenian agent was arrested in the Republic of North Macedonia because he shot a presidential villa in Ohrid with a drone. Macedonian police detained the agent for espionage but later he was released by a fine of 500 Euros.\textsuperscript{26} The same year in April, during a football match in Chair - Skopje between the football teams of Shkupi and Vardar, a drone carried a map of the so-called "Great Albania".\textsuperscript{27}

The small number of registered incidents in the Republic of North Macedonia does not mean that there are not treats of civil use of UARs. Parallel with the increase of UARs, it is expected that the risks and treats of UARs in our country will also rise. One of the measures for preventing drone unauthorized activity in Macedonian airspace is the Regulation on the conditions under which unmanned aircraft may operate within the Macedonian airspace. This will be analyzed in the next subsection.

\textsuperscript{25}Milojkovic B., Optimization of the model of unmanned vehicle for the needs of the police, p.15-16, 2015, Criminal Police Academy - Belgrade.
4. REGULATION OF THE CONDITIONS UNDER WHICH UNMANNED AIRCRAFT MAY OPERATE WITHIN MACEDONIAN AIRSPACE

Out of approximately 200 countries in the world, about 71 countries have not provided laws on drones, which is about 36%, while 15 countries, or about 7% of the world countries ban the use of drones completely.28 The European Union does not regulate the civilian use of UAS with a mass of 150 kg or less. Such aircraft are governed by national rules adopted by the EU Member States. UAS above the threshold of 150 kg fall within the mandate of the European Aviation Safety Agency (EASA).29

In the Republic of North Macedonia, the use of unmanned aircraft (UAR) in the airspace is regulated by the Aviation Act and Regulation on the conditions under which unmanned aircraft may operate within the Macedonian airspace.30 According to Paragraph 1 of Article 17 of the Aviation Act,31 operation of an aircraft without crew shall be prohibited within the control zone of the airports, but with amendments of the Aviation Act32 in 2010 this paragraph was changed and it states: “operation of an unmanned aircraft within the aerodrome control zone is prohibited unless it is equipped with an identification device - transponder.” The use of an aircraft without a crew out of the aerodrome control zone in Macedonian airspace was not regulated until 2015. The first steps to set out the rules for operation of unmanned aircraft in Macedonian airspace are made with the Regulation on the conditions under which unmanned aircraft may operate within the Macedonian airspace.33 This Regulation was completely changed in 2017 with a new Regulation adopted by the Government of the Republic of North Macedonia,34 the rules are developed and are implemented by the Macedonian Civil Aviation Regulatory Agency, the Civil Aviation Authority (CAA).35

In this Regulation36 for the first time the term “Unmanned Aircraft System” (UAS) was used, and it was defined as an aircraft37 without a crew with all the accompanying devices and items needed to carry out the task of flight including the remote-control station, while “Unmanned Aircraft” UNR was defined as an aircraft designed for carrying out operations without a crew, which is remotely controlled or programmed and is autonomous.

The subject of this regulation is civilian commercial and non-commercial UNR with maximum mass of take off (MTOW) of over 0.5 kg or maximum speed greater than 19 m/s, but it is not applicable for state UNR, model aircrafts and for models which operate in a

30 Regulation on the conditions under which unmanned aircraft may operate within the Macedonian airspace "Official Gazette of the Republic of Macedonia" no. 13/15
31 Aviation Act "Official Gazette of the Republic of Macedonia" no.14 / 06.
33 Regulation on the conditions under which unmanned aircraft may operate within the Macedonian airspace "Official Gazette of the Republic of Macedonia" no. 13/15 and Amendment no. 47/15.
34 Regulation on the conditions under which unmanned aircraft may operate within the Macedonian airspace "Official Gazette of the Republic of Macedonia" no. 187/17
36 Regulation on the conditions under which unmanned aircraft may operate within the Macedonian airspace "Official Gazette of the Republic of Macedonia" no. 187/17
37 The term aircraft is any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface (article1, paragraph 17 of Aviation Act).
closed space without people in it. In this Regulation provisions for Registration of UNR are provided, as well as Licensing Requirements for UNR’s operators, Operational Restrictions, and Insurance.

**Registration of UNR.** UNR must be included in the State Registry of Civil Aviation Authority of the Republic of North Macedonia (CAA). Registration is required for UNR weighing more than 150 kg (class 5). For UAR weighing between 0.5 kg and 150 kg (class 2, 3 or 4) or maximum speed greater than 19 m/s, it is required recording in the Registry for Unmanned Aircraft. The marking with the registration number, maintenance and specific requirements for design, construction and airworthiness for UNR should be in accordance with the Rules of Civil Aircraft Flight in the Airspace of Macedonia.

**Operational Restrictions.** There are many restrictions on where UNR can be operated. Some of these restrictions are summarized below:

- UAV in the visual line of side (VLOS)\(^\text{41}\) can fly at a maximum of 500 meters horizontal and 100 meters vertical of the ground. Special permits are required to operate UNR class 4 and 5 (UNR weighing more than 20kg.) in VLOS at a distance of more than 500 meters. Beyond the visual light of side (BVLOS), flights are possible with an approved method by the Air Traffic Control for separation and avoiding collision with any other aircraft (procedure according to Regulation on Rules of the Air\(^\text{42}\) and Document 4444 of ICAO - PANS ATM);
- UNR flights within the aerodrome control zone (CTR)\(^\text{43}\) are prohibited. Special permission is required from the CAA and Air traffic service for flights within the aerodrome control region;
- An unmanned aircraft cannot fly directly or fly at a distance of less than 100 meters from facilities of significance for the security, or facilities of the state organs such as: the Ministry of Defense and Interior, the Army, the Government, the Assembly of the Republic of North Macedonia, the residence of the President of the State, diplomatic missions, power plants, electrical high voltage installations, storage facilities and water purification, penitentiary facilities, etc. At a distance of 100 or

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38 Regulation on method and place of marking of the aircraft, registered in Republic of Macedonia with aircraft nationality marks, registration marks and other marks “Official Gazette of the Republic of Macedonia” no. 13/15, available: http://www.caa.gov.mk/

39 Regulation on maintenance methodology and maintenance technical control of aircraft, aircraft engine, propeller and equipment, development of technical and technological documentation regarding the maintenance and special requirements in respect of required staff, equipment and other special requirements necessary for safe and regular operation, as well as form, content, record and procedure for issuing, renewal, reissuing and modification of the maintenance certificate “Official Gazette of the Republic of Macedonia” no. 139/17 and 75/18, available: http://www.caa.gov.mk/.

40 Regulation on specific requirements for design, construction and modifications of aircraft, engine, propeller and equipment, technical control of construction and development of technical and technological documentation, type certification, procedures and method for determination of aircraft airworthiness, as well as form, content, record and procedure for issuing, renewal, reissuing and modification of the production certificate, type certificate, airworthiness certificate, noise certificate and gas emissions certificate “Official Gazette of the Republic of Macedonia” no. 141/17 and 75/18, available: http://www.caa.gov.mk/.

41 VLOS is direct visual contact of pilot with unmanned aircraft, without using external optical or electronic devices (glasses or contact lenses do not consider to external devices).


43 CTR - (controlled traffic region) means a controlled airspace extending upwards from the surface of the earth to a specified upper limit. (It is part of airspace within a radius of 5NM from the aerodrome reference point (for International Airport Skopje extended to 8.5 NM in the direction of the south-east side along the extended axis of the runway in the direction 1.7).
more than 100 meters, UNR can fly only with the approval of the Agency and upon prior approval from the Ministry of Interior and/or the Ministry of Defense;

- An unmanned aircraft can fly only during the day (not in the dark); special permits are required for flight of drones in the dark;
- Operations of UNR cannot be performed in less than 30 meters distance from a ship, vehicle or infrastructure;
- UNR operation in a radius of less than 3km from the boundary belt is prohibited only with approval from the Agency;
- UNR cannot fly towards persons, animals and towards a group of people. An unmanned aircraft can be flown at a minimum of 50 meters away from people in an open or closed space;
- Transport of people, animals, dangerous goods or any cargo by an unmanned aircraft is not permitted. Operations of UNR from an object in motion or operations of multiple UNR at the same time by one pilot of UNR are not allowed. It is not allowed to drop any items from an aircraft without a crew;
- A pilot cannot fly an UNR in a prohibited zone of operation, marked at the map of the website of CAA;
- Every flight of an UNR in Macedonian airspace should be announced 24 hours before the flight, to an electronic application on the website of CAA.

**Insurance.** All insurance obligations for aircraft without crew operations in the Republic of North Macedonia are governed by the Law on Obligatory and Real-Legal Relations in the Air Traffic, the Law on compulsory insurance in traffic, the Regulation 785/2004 and the Regulation on the conditions under which unmanned aircraft may operate within the Macedonian airspace (Article 9 came into force on April 1, 2019). In accordance with it, regardless of whether an operator uses UNR for commercial operations or operations for private goals, for flight within the region category II, III and IV they have to purchase a third-party liability insurance. The Law on compulsory insurance in the traffic contains limits for the minimum amount of a third-party liability insurance based on the mass of aircraft during take-off. For UAR with MTOM more than 20kg and less than 500kg, the minimum cover required is 500.000 SDR in national currency.

**Licensing Requirements.** Pilots of UNR must possess an appropriate license issued by the Agency for flight in the category region II, III and IV. To obtain a UNR pilot license applicants must be at least eighteen years of age (as an exception, a minor can fly only under the supervision of an adult, and for an UNR of a higher class only at a sport airport or airfield), to possess a medical check-up certificate, a proof of theoretical and practical training (in an authorized organization or a school center in accordance with the program approved by the Agency) and to pass theoretical and practical tests conducted by the Agency.

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46 There are four region categories: I- An undeveloped and uninhabited area in which there is no presence of people except operator operating an unmanned aircraft; II- Built, but uninhabited place where there are built objects that are not intended for people's lives, in which it is possible occasionally short retention of people; III- Populated area, in which there are built objects intended for permanent residence and stay of people; IV- Densely populated areas, urban or central city zones, as well as all areas where a large number of people are gathered.
47 SDR- means a Special Drawing Right as defined by the International Monetary Fund.
examiner. For UNR weighing more than 150kg, applicants need to have a proof of being trained for flying in controlled airspace and managing of UNR. To receive a license, operators must meet certain conditions. If an operator is a legal entity, it has to be registered in the Central Registry, or if it is a natural person, then they have to submit a proof of non-conviction, and to have at least one UNR registered to possess Registration Certificate issued by the CAA. All above, licensing requirements are provided in the provisions and came into force on April 1, 2019.

The Regulation does not specifically address the use of camera, audio recording, or other surveillance equipment of unmanned aircraft. According to information from CAA, in our country only one company has shown interest in insurance of this kind of aircraft – UNR up to the present moment.

**Enforcement and Penalties.** CAA is responsible for enforcing the provisions in the Aviation Law and the Regulation. Accidents and serious incidents on aircraft are examined by the Investigation Committee. The Ministry of Interior performs control and supervision according to its regulations. A police officer will identify the person operating an unmanned aircraft and within 48 hours the personal data (name and surname of the pilot of the unmanned aircraft; place and time of operation and type /model and record of the unmanned aircraft) will be submitted to the Agency.

Various criminal offense provisions that may be relevant to the operation of unmanned aircraft are contained in the Aviation Act. For example, a legal entity will pay a fine from 2.000 to 10.000 euro into national currency if it operates an aircraft without a certificate of airworthiness, where such a certificate is required by the regulations. It is the same with operators who fly UNR in an airport control zone without a transponder or do not follow other provisions in the Regulation of the conditions under which unmanned aircraft may operate within the Macedonian airspace. A fine from 1.000 to 5.000 euro shall also be imposed on the responsible person in the legal entity. A fine in the amount of 1.000 to 1.500 euros in national currency shall be imposed on the natural person.

Regulations do not address the issue of personal data protection and privacy concerning the use of UNR; however, flights above another person’s property may constitute an infringement of personal rights according to the corresponding laws, such as the Law on Protection of Personal Data.

5. **CONCLUSION**

The conducted analysis shows that unmanned aircrafts in our country are primarily applied for capturing exclusive or presentation videos, photo materials, recording events, live transmission directly from application (livestream), 360° interactive panoramas, 3D mapping, inspection of infrastructure and energy facilities, etc. The population and the companies in our countries are becoming aware of the benefits and wide range of applicability of unmanned aircraft and the number of UNRs is certainly going to grow in the upcoming years. With the increase of the number of unmanned aircraft in the civil sector, it is expected that the threats for other airspace users and for both people and property on the ground will grow. For minimizing the risk of unmanned aircraft, a legal framework for unmanned aircraft was established in the Republic of North Macedonia but it has not been fully implemented in practice, yet. In addition to the legal regulation, one of the important tasks of opposing new threats with the use of UNR is to establish an effective anti-drone systems and to define new goals and methods for the realization of the national security.
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