

1. Sadržaj

- 1.1 Nadležni organi: Civilni vazdušni saobraćaj, carina, fitosanitarna i veterinarska inspekcija (Srbija); Carina, imigracija, zdravstvo, fitosanitarna i veterinarska inspekcija i ispitivanje udesa vazduhoplova (Crna Gora) – Izmene
- 1.2 Dolazak, tranzit i odlazak putnika i posade: Imigracioni zahtevi, zahtevi u vezi sa zaštitom javnog zdravlja – Izmene
- 1.3 Međunarodni sporazumi/konvencije (Crna Gora) – Izmene
- 1.4 Odstupanja od ICAO standarda, preporučene prakse i postupaka (Crna Gora): Aneks 6 – Izmene; Aneks 7, Aneks 14 i Aneks 18 – Uvođenje
- 1.5 Državni praznici (Srbija) – Izmene
- 1.6 Izlazi i zalazi Sunca – Izmene
- 1.7 NOTAM-i o predviđenoj nedostupnosti funkcije GPS RAIM: KRALJEVO/Morava – Uvođenje
- 1.8 Aerodromske/helidromske naknade: AD PODGORICA i AD TIVAT – Izmene
- 1.9 Naknade za usluge u vazdušnoj plovidbi – Izmene
- 1.10 Pravila vizuelnog letenja (Crna Gora) – Izmene
- 1.11 Presretanje civilnih vazduhoplova – Izmene
- 1.12 AD KRALJEVO/Morava: Automatska osmatranja RVR – Uvođenje (prethodno objavljeno NOTAM-om)
- 1.13 AD NIŠ/Konstantin Veliki: Službe i sredstva za opsluživanje (sredstva za snabdevanje gorivom/kapacitet) – Izmene
- 1.14 AD PODGORICA: Radno vreme (Odleđivanje), lokalni propisi na AD – Izmene
- 1.15 AD PODGORICA: Meteorološke informacije (MET biro TEL) – Izmene (prethodno objavljeno NOTAM-om)
- 1.16 AD TIVAT: Meteorološke informacije (MET biro TEL) – Izmene (prethodno objavljeno NOTAM-ima)
- 1.17 AD TIVAT: Prilazna svetla RWY 32 – Ukidanje (prethodno objavljeno NOTAM-om)
- 1.18 AD UŽICE/Ponikve: Radno vreme (Operator AD) – Izmene (prethodno objavljeno NOTAM-om)
- 1.19 Uređivačke izmene

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- 1.1 Designated authorities: Civil aviation, customs and agricultural quarantine (Serbia); Customs, immigration, health, agricultural quarantine and aircraft incident investigation (Montenegro) – Changes
 - 1.2 Entry, transit and departure of passengers and crew: Immigration requirements, public health requirements – Changes
 - 1.3 International agreements/conventions (Montenegro) – Changes
 - 1.4 Differences from ICAO standards, recommended practices and procedures (Montenegro): Annex 6 – Changes; Annex 7, Annex 14 and Annex 18 – Introduction
 - 1.5 Public holidays (Serbia) – Changes
 - 1.6 Sunrise / sunset – Changes
 - 1.7 RAIM prediction NOTAM: KRALJEVO/Morava – Introduction
 - 1.8 Aerodrome/heliport charges: PODGORICA AD and TIVAT AD – Changes
 - 1.9 Air navigation services charges – Changes
 - 1.10 Visual flight rules (Montenegro) – Changes
 - 1.11 Interception of civil aircraft – Changes
 - 1.12 KRALJEVO/Morava AD: Automatic observation of RVR – Introduction (previously published by NOTAM)
 - 1.13 NIŠ/Konstantin Veliki AD: Handling services and facilities (fuelling facilities / capacity) – Changes
 - 1.14 PODGORICA AD: Operational hours (De-icing), local AD regulations – Changes
 - 1.15 PODGORICA AD: Meteorological information provided (MET office TEL) – Changes (previously published by NOTAM)
 - 1.16 TIVAT AD: Meteorological information provided (MET office TEL) – Changes (previously published by NOTAM)
 - 1.17 TIVAT AD: RWY 32 approach lighting – Withdrawal (previously published by NOTAM)
 - 1.18 UŽICE/Ponikve AD: Operational hours (AD Operator) – Change (previously published by NOTAM)
 - 1.19 Editorial changes
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2. Uklonite sledeće stranice 24 APR 20 /
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3. Uložite sledeće stranice 24 APR 20 /
On 24 APR 20 insert the following pages:

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4. Uneti ručne ispravke AIP koje su objavljene u GEN 0.5.

4. Insert hand amendments to the AIP published in GEN 0.5.

5. Uneti ispravke na kartama koje nisu deo AIP objavljene u GEN 3.2.

5. Insert corrections to charts not contained in the AIP published in GEN 3.2.

6. Sledeće AIP dodatke poništite 24 APR 20, jer sadrže informacije koje su obuhvaćene ovim amandmanom:

6. This amendment incorporates information contained in the following AIP supplements which are hereby cancelled on 24 APR 20:

NIL

7. Sledeći NOTAM-i sadrže informacije obuhvaćene ovim amandmanom:

7. This amendment incorporates information contained in the following NOTAM:

A0324/20, A0374/20, A0431/20, A1220/20, A1250/20, A1287/20, A1288/20

Napomena: NOTAMC će biti objavljen(i) 7 dana nakon datuma objavljivanja ovog AIP AMDT.

Note: NOTAMC will be issued 7 days after the publication date of this AIP AMDT.

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AIP AMDT			
NR/godina NR/Year	Datum objavljivanja Publication date	Datum ulaganja Date inserted	Uložio Inserted by
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ENR 6.5-4E	5 DEC 19	AD 2 LYBE 1.1-16	6 JAN 17	AD 2 LYKV 5.1-2	27 FEB 20
ENR 6.5-3F	5 DEC 19	AD 2 LYBE 1.1-17	5 DEC 19	AD 2 LYKV 5.1-5	27 FEB 20
ENR 6.5-4F	5 DEC 19	AD 2 LYBE 1.1-18	5 DEC 19	AD 2 LYKV 5.1-6	27 FEB 20
ENR 6.5-5	5 DEC 19	AD 2 LYBE 1.1-19	26 MAR 20	AD 2 LYKV 5.2-1	27 FEB 20
ENR 6.5-6	5 DEC 19	AD 2 LYBE 1.1-20	26 MAR 20	AD 2 LYKV 5.2-2	27 FEB 20
ENR 6.5-7	5 DEC 19	AD 2 LYBE 2.1-1	10 OCT 19	AD 2 LYKV 5.2-5	27 FEB 20
ENR 6.5-8	5 DEC 19	AD 2 LYBE 2.1-2	10 OCT 19	AD 2 LYKV 5.2-6	27 FEB 20
ENR 6.5-9	30 JAN 20	AD 2 LYBE 2.2-1	10 OCT 19	AD 2 LYKV 6.4-1	27 FEB 20
ENR 6.5-10	30 JAN 20	AD 2 LYBE 2.2-2	10 OCT 19	AD 2 LYKV 6.4-2	27 FEB 20
ENR 6.5-11	5 DEC 19	AD 2 LYBE 3.1-1	1 MAR 18	AD 2 LYKV 6.4-5	27 FEB 20
ENR 6.5-12	5 DEC 19	AD 2 LYBE 3.1-2	1 MAR 18	AD 2 LYKV 6.4-6	27 FEB 20
ENR 6.5-13	5 DEC 19	AD 2 LYBE 3.1-3	1 MAR 18	AD 2 LYKV 6.6-1	12 SEP 19
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ENR 6.5-15	5 DEC 19	AD 2 LYBE 3.4-1	15 DEC 11	AD 2 LYKV 6.7-1	27 FEB 20
ENR 6.5-16	5 DEC 19	AD 2 LYBE 3.4-2	15 DEC 11	AD 2 LYKV 6.7-2	27 FEB 20
		AD 2 LYBE 5.1-1	26 APR 18	AD 2 LYKV 8.1-1	12 SEP 19
		AD 2 LYBE 5.1-2	26 APR 18	AD 2 LYKV 8.1-2	12 SEP 19
		AD 2 LYBE 5.1-5	26 APR 18	AD 2 LYKV 8.1-5	12 SEP 19
		AD 2 LYBE 5.1-6	26 APR 18	AD 2 LYKV 8.1-6	12 SEP 19
		AD 2 LYBE 5.2-1	26 APR 18	AD 2 LYKV 8.2-1	12 SEP 19
		AD 2 LYBE 5.2-2	26 APR 18	AD 2 LYKV 8.2-2	12 SEP 19
		AD 2 LYBE 5.2-3	26 APR 18	AD 2 LYKV 8.2-5	12 SEP 19
		AD 2 LYBE 5.2-4	26 APR 18	AD 2 LYKV 8.2-6	12 SEP 19
		AD 2 LYBE 5.2-5	26 APR 18		
		AD 2 LYBE 5.2-6	26 APR 18	AD 2 LYNI 1.1-1	24 APR 20
		AD 2 LYBE 5.2-7	26 APR 18	AD 2 LYNI 1.1-2	24 APR 20
		AD 2 LYBE 5.2-8	26 APR 18	AD 2 LYNI 1.1-3	1 MAR 18
		AD 2 LYBE 6.2-1	1 MAR 18	AD 2 LYNI 1.1-4	1 MAR 18
		AD 2 LYBE 6.2-2	1 MAR 18	AD 2 LYNI 1.1-5	25 APR 19
		AD 2 LYBE 6.2-3	25 MAY 17	AD 2 LYNI 1.1-6	25 APR 19
		AD 2 LYBE 6.2-4	25 MAY 17	AD 2 LYNI 1.1-7	5 DEC 19
		AD 2 LYBE 6.4-1	25 MAY 17	AD 2 LYNI 1.1-8	5 DEC 19
		AD 2 LYBE 6.4-2	25 MAY 17	AD 2 LYNI 1.1-9	26 MAR 20
		AD 2 LYBE 6.4-3	25 MAY 17	AD 2 LYNI 1.1-10	26 MAR 20
		AD 2 LYBE 6.4-4	25 MAY 17	AD 2 LYNI 2.1-1	24 APR 20
		AD 2 LYBE 6.5-1	25 MAY 17	AD 2 LYNI 2.1-2	24 APR 20
		AD 2 LYBE 6.5-2	25 MAY 17		
AD 0.1-1	10 FEB 11				
AD 0.1-2	10 FEB 11				
AD 0.2-1	1 FEB 18				
AD 0.2-2	1 FEB 18				
AD 0.3-1	1 FEB 18				
AD 0.3-2	1 FEB 18				
AD 0.4-1	10 FEB 11				
AD 0.4-2	10 FEB 11				
AD 0.5-1	1 FEB 18				
AD 0.5-2	1 FEB 18				
AD 0.6-1	24 APR 20				
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AD 1.1-1	25 MAY 17				
AD 1.1-2	25 MAY 17				
AD 1.1-3	24 APR 20				
AD 1.1-4	24 APR 20				

**DEO 3 – AERODROMI
PART 3 – AERODROMES (AD)**

AD 2 LYNI 3.1-1	1 MAR 18	AD 2 LYPG 6.5-5	8 NOV 18	AD 2 LYTV 8.1-1	30 JAN 20
AD 2 LYNI 3.1-2	1 MAR 18	AD 2 LYPG 6.5-6	8 NOV 18	AD 2 LYTV 8.1-2	30 JAN 20
AD 2 LYNI 3.1-3	1 MAR 18	AD 2 LYPG 6.7-1	26 MAR 20	AD 2 LYTV 8.1-5	30 JAN 20
AD 2 LYNI 3.1-4	1 MAR 18	AD 2 LYPG 6.7-2	26 MAR 20	AD 2 LYTV 8.1-6	30 JAN 20
AD 2 LYNI 5.1-1	12 SEP 19	AD 2 LYPG 7.1-1	6 DEC 19	AD 2 LYTV 8.2-1	30 JAN 20
AD 2 LYNI 5.1-2	12 SEP 19	AD 2 LYPG 7.1-2	6 DEC 19	AD 2 LYTV 8.2-2	30 JAN 20
AD 2 LYNI 5.1-5	12 SEP 19	AD 2 LYPG 8.1-1	5 MAR 15	AD 2 LYTV 8.2-5	30 JAN 20
AD 2 LYNI 5.1-6	12 SEP 19	AD 2 LYPG 8.1-2	5 MAR 15	AD 2 LYTV 8.2-6	30 JAN 20
AD 2 LYNI 5.2-1	16 AUG 18	AD 2 LYPG 8.1-5	5 MAR 15	AD 2 LYTV 9.1-1	30 JAN 20
AD 2 LYNI 5.2-2	16 AUG 18	AD 2 LYPG 8.1-6	5 MAR 15	AD 2 LYTV 9.1-2	30 JAN 20
AD 2 LYNI 5.2-5	11 OCT 18	AD 2 LYPG 8.2-1	14 SEP 17		
AD 2 LYNI 5.2-6	11 OCT 18	AD 2 LYPG 8.2-2	14 SEP 17	AD 2 LYUZ 1.1-1	24 APR 20
AD 2 LYNI 6.2-5	12 SEP 19	AD 2 LYPG 8.2-5	14 SEP 17	AD 2 LYUZ 1.1-2	24 APR 20
AD 2 LYNI 6.2-6	12 SEP 19	AD 2 LYPG 8.2-6	14 SEP 17	AD 2 LYUZ 1.1-3	12 SEP 19
AD 2 LYNI 6.2-7	12 SEP 19	AD 2 LYPG 9.1-1	30 JAN 20	AD 2 LYUZ 1.1-4	12 SEP 19
AD 2 LYNI 6.2-8	12 SEP 19	AD 2 LYPG 9.1-2	30 JAN 20	AD 2 LYUZ 1.1-5	12 SEP 19
AD 2 LYNI 6.4-1	12 SEP 19			AD 2 LYUZ 1.1-6	12 SEP 19
AD 2 LYNI 6.4-2	12 SEP 19	AD 2 LYPR 1.1-1	10 FEB 11	AD 2 LYUZ 2.1-1	20 JUN 19
AD 2 LYNI 6.4-3	12 SEP 19	AD 2 LYPR 1.1-2	10 FEB 11	AD 2 LYUZ 2.1-2	20 JUN 19
AD 2 LYNI 6.4-4	12 SEP 19	AD 2 LYPR 2.1-1	13 MAR 08	AD 2 LYUZ 5.1-5	26 APR 18
AD 2 LYNI 6.6-1	5 DEC 19	AD 2 LYPR 3.1-1	13 MAR 08	AD 2 LYUZ 5.1-6	26 APR 18
AD 2 LYNI 6.6-2	5 DEC 19	AD 2 LYPR 3.1-3	13 MAR 08	AD 2 LYUZ 6.5-3	26 APR 18
AD 2 LYNI 6.7-1	26 MAR 20	AD 2 LYPR 5.1-1	13 MAR 08	AD 2 LYUZ 6.5-4	26 APR 18
AD 2 LYNI 6.7-2	26 MAR 20	AD 2 LYPR 6.2-1	13 MAR 08	AD 2 LYUZ 8.1-1	26 APR 18
AD 2 LYNI 6.7-3	26 MAR 20	AD 2 LYPR 6.5-1	13 MAR 08	AD 2 LYUZ 8.1-2	26 APR 18
AD 2 LYNI 6.7-4	26 MAR 20	AD 2 LYPR 7.1-1	13 MAR 08	AD 2 LYUZ 8.1-5	26 APR 18
AD 2 LYNI 8.1-1	12 SEP 19	AD 2 LYPR 8.1-1	13 MAR 08	AD 2 LYUZ 8.1-6	26 APR 18
AD 2 LYNI 8.1-2	12 SEP 19	AD 2 LYPR 8.1-3	13 MAR 08		
AD 2 LYNI 8.1-5	12 SEP 19	AD 2 LYPR 8.1-5	13 MAR 08	AD 2 LYVR 1.1-1	11 OCT 18
AD 2 LYNI 8.1-6	12 SEP 19	AD 2 LYPR 8.1-7	13 MAR 08	AD 2 LYVR 1.1-2	11 OCT 18
AD 2 LYNI 8.2-1	26 APR 18			AD 2 LYVR 1.1-3	27 FEB 20
AD 2 LYNI 8.2-2	26 APR 18	AD 2 LYTV 1.1-1	20 JUN 19	AD 2 LYVR 1.1-4	27 FEB 20
AD 2 LYNI 8.2-5	26 APR 18	AD 2 LYTV 1.1-2	20 JUN 19	AD 2 LYVR 1.1-5	5 DEC 19
AD 2 LYNI 8.2-6	26 APR 18	AD 2 LYTV 1.1-3	1 MAR 18	AD 2 LYVR 1.1-6	5 DEC 19
AD 2 LYNI 9.1-1	5 DEC 19	AD 2 LYTV 1.1-4	1 MAR 18	AD 2 LYVR 1.1-7	5 DEC 19
AD 2 LYNI 9.1-2	5 DEC 19	AD 2 LYTV 1.1-5	1 MAR 18	AD 2 LYVR 1.1-8	5 DEC 19
		AD 2 LYTV 1.1-6	1 MAR 18	AD 2 LYVR 1.1-9	5 DEC 19
AD 2 LYPG 1.1-1	24 APR 20	AD 2 LYTV 1.1-7	24 APR 20	AD 2 LYVR 1.1-10	5 DEC 19
AD 2 LYPG 1.1-2	24 APR 20	AD 2 LYTV 1.1-8	24 APR 20	AD 2 LYVR 2.1-1	5 DEC 19
AD 2 LYPG 1.1-3	30 JAN 20	AD 2 LYTV 1.1-9	24 APR 20	AD 2 LYVR 2.1-2	5 DEC 19
AD 2 LYPG 1.1-4	30 JAN 20	AD 2 LYTV 1.1-10	24 APR 20	AD 2 LYVR 2.2-1	16 OCT 15
AD 2 LYPG 1.1-5	24 APR 20	AD 2 LYTV 1.1-11	5 DEC 19	AD 2 LYVR 2.2-2	16 OCT 15
AD 2 LYPG 1.1-6	24 APR 20	AD 2 LYTV 1.1-12	5 DEC 19	AD 2 LYVR 5.1-1	1 FEB 18
AD 2 LYPG 1.1-7	24 APR 20	AD 2 LYTV 1.1-13	30 JAN 20	AD 2 LYVR 5.1-2	1 FEB 18
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AD 2 LYPG 2.2-2	12 SEP 19	AD 2 LYTV 3.1-6	6 DEC 19	AD 2 LYVR 6.5-3	1 FEB 18
AD 2 LYPG 3.1-1	6 DEC 19	AD 2 LYTV 3.2-1	6 DEC 19	AD 2 LYVR 6.5-4	1 FEB 18
AD 2 LYPG 3.1-2	6 DEC 19	AD 2 LYTV 3.2-2	6 DEC 19	AD 2 LYVR 7.1-1	26 APR 18
AD 2 LYPG 3.1-5	6 DEC 19	AD 2 LYTV 5.1-1	30 JAN 20	AD 2 LYVR 7.1-2	26 APR 18
AD 2 LYPG 3.1-6	6 DEC 19	AD 2 LYTV 5.1-2	30 JAN 20	AD 2 LYVR 8.1-1	1 FEB 18
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AD 2 LYPG 5.1-1	11 OCT 18	AD 2 LYTV 6.3-5	30 JAN 20	AD 2 LYVR 8.1-6	1 FEB 18
AD 2 LYPG 5.1-2	11 OCT 18	AD 2 LYTV 6.3-6	30 JAN 20	AD 2 LYVR 9.1-1	5 DEC 19
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AD 2 LYPG 5.2-2	14 SEP 17	AD 2 LYTV 6.3-8	30 JAN 20		
AD 2 LYPG 6.2-1	5 MAR 15	AD 2 LYTV 6.5-1	30 JAN 20	AD 2 LYBT 1.1-1	27 FEB 20
AD 2 LYPG 6.2-2	5 MAR 15	AD 2 LYTV 6.5-2	30 JAN 20	AD 2 LYBT 1.1-2	27 FEB 20
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AD 2 LYPG 6.4-1	5 MAR 15	AD 2 LYTV 6.5-5	30 JAN 20	AD 2 LYBT 1.1-5	1 MAR 19
AD 2 LYPG 6.4-2	5 MAR 15	AD 2 LYTV 6.5-6	30 JAN 20	AD 2 LYBT 1.1-6	1 MAR 19
AD 2 LYPG 6.4-3	5 MAR 15	AD 2 LYTV 6.5-7	30 JAN 20	AD 2 LYBT 1.1-7	26 APR 18
AD 2 LYPG 6.4-4	5 MAR 15	AD 2 LYTV 6.5-8	30 JAN 20	AD 2 LYBT 1.1-8	26 APR 18
AD 2 LYPG 6.5-1	5 MAR 15	AD 2 LYTV 7.1-1	24 APR 20	AD 2 LYBT 2.1-1	10 OCT 19
AD 2 LYPG 6.5-2	5 MAR 15	AD 2 LYTV 7.1-2	24 APR 20	AD 2 LYBT 2.1-2	10 OCT 19
AD 2 LYPG 6.5-3	5 MAR 15	AD 2 LYTV 7.1-3	24 APR 20	AD 2 LYBT 5.1-1	6 DEC 18
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AD 2 LYBT 6.2-1	6 DEC 18
AD 2 LYBT 6.2-2	6 DEC 18
AD 2 LYBT 6.5-1	6 DEC 18
AD 2 LYBT 6.5-2	6 DEC 18
AD 2 LYBT 6.5-3	12 OCT 17
AD 2 LYBT 6.5-4	12 OCT 17
AD 2 LYBT 8.1-1	12 OCT 17
AD 2 LYBT 8.1-2	12 OCT 17
AD 2 LYBT 8.1-5	12 OCT 17
AD 2 LYBT 8.1-6	12 OCT 17

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**GEN 0.5 SPISAK RUČNIH ISPRAVKI AIP
LIST OF HAND AMENDMENTS TO THE AIP**

<i>AIP page(s) affected</i>	<i>Amendment text</i>	<i>Introduced by</i>
AD 2 LYPG 6.2-1 AD 2 LYPG 6.2-3 AD 2 LYPG 6.4-1 AD 2 LYPG 6.4-3 AD 2 LYPG 6.5-1 AD 2 LYPG 6.5-3 AD 2 LYPG 8.1-1/2 AD 2 LYPG 8.1-5/6	DME POD, ELEV: 161 FT change into 158 FT.	AIRAC AMDT 7/18
AD 2 LYPG 6.5-1 AD 2 LYPG 6.5-3	DME POD, COORD: 422310.3N 0191516.6E change into 422310.7N 0191516.7E.	AIRAC AMDT 7/18
AD 2 LYBE 6.2-1 AD 2 LYBE 6.2-3 AD 2 LYBE 6.4-1 AD 2 LYBE 6.4-3 AD 2 LYBE 6.5-1 AD 2 LYBE 6.5-3	At location COORD: 4439N 02008E, delete chart symbol for the obstacle with ELEV at top (in FT): 525.	AIRAC AMDT 8/19
AD 2 LYKV 8.1-1/2 AD 2 LYKV 8.1-5/6	DME KRV, ELEV: 722 FT change into 720 FT.	AIRAC AMDT 1/20
GEN 3.2-6 GEN 3.2-9 AD 2 LYBT 2.1-1 AD 2 LYBT 5.1-1 AD 2 LYBT 5.1-5 AD 2 LYBT 6.2-1 AD 2 LYBT 6.5-1 AD 2 LYBT 6.5-3 AD 2 LYBT 8.1-1 AD 2 LYBT 8.1-5	AD name BEOGRAD/Batajnica change into BEOGRAD/Batajnica - Pukovnik-pilot Milenko Pavlović.	AIRAC AMDT 2/20

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GEN 1 DOMAĆI PROPISI I ZAHTEVI NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 NADLEŽNI ORGANI DESIGNATED AUTHORITIES

Adrese organa nadležnih za međunarodni vazdušni saobraćaj su:

a) SRBIJA

1. CIVILNI VAZDUŠNI SAOBRAĆAJ

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AFS: LYBNYAYX

SITA: BEGOMYA

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SITA: BEGOMYA

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FAX: + 381 11 319 5728

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AFS: NIL

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e-mail: NIL

AFS: NIL

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The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

a) SERBIA

1. CIVIL AVIATION

Address: Civil Aviation Directorate
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SITA: BEGOMYA

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2. METEOROLOGY

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FAX: + 381 11 311 7562

e-mail: dgca@cad.gov.rs

AFS: LYBNYAYX

SITA: BEGOMYA

Website: <http://www.cad.gov.rs>

3. CUSTOMS

Address: Ministry of Finance
Customs Administration
Customs office on Airport Belgrade
11180 Beograd
Serbia

TEL: + 381 11 209 7297

FAX: + 381 11 319 5728

e-mail: NIL

AFS: NIL

Website: <http://www.carina.rs>

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Customs Administration
Customs office Airport Nikola Tesla
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TEL: + 381 11 319 0907

FAX: + 381 11 319 5727

e-mail: NIL

AFS: NIL

Website: <http://www.carina.rs>

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Carinski referat Aerodrom Konstantin Veliki
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e-mail: NIL
AFS: NIL
Internet: <http://www.carina.rs>

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Customs office Airport Konstantin Veliki
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TEL: + 381 18 415 0581
FAX: NIL
e-mail: NIL
AFS: NIL
Website: <http://www.carina.rs>

4. IMIGRACIJA

Adresa: Ministarstvo unutrašnjih poslova
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TEL: + 381 11 311 8890
FAX: + 381 11 311 8890
e-mail: borderpolice@mup.gov.rs
AFS: NIL
Internet: <http://www.mup.gov.rs>

4. IMMIGRATION

Address: Ministry of Interior Affairs
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Bulevar Mihajla Pupina 2
11070 Beograd
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TEL: + 381 11 311 8890
FAX: + 381 11 311 8890
e-mail: borderpolice@mup.gov.rs
AFS: NIL
Website: <http://www.mup.gov.rs>

5. ZDRAVSTVO

AD BEOGRAD/Nikola Tesla

Adresa: Ministarstvo zdravlja Republike Srbije
Sektor za inspekcijske poslove
Odeljenje za sanitarnu inspekciju
Odsek za sanitarni nadzor
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Internet: <http://www.zdravlje.gov.rs>

5. HEALTH

BEOGRAD/Nikola Tesla AD

Address: Ministry of Health of the Republic of Serbia
Inspection operations Sector
Sanitary inspection Department
Border Sanitary Inspection
for Belgrade Area
Omladinskih brigada 1
11070 Beograd
Serbia
TEL: + 381 11 311 2150, + 381 11 311 1521,
+ 381 11 228 6392
FAX: + 381 11 311 2150, + 381 11 311 1521
e-mail: granिकासanitarnainspekcija@zdravlje.gov.rs
AFS: NIL
Website: <http://www.zdravlje.gov.rs>

AD NIŠ/Konstantin Veliki

Adresa: Ministarstvo zdravlja Republike Srbije
Sektor za inspekcijske poslove
Odeljenje za sanitarnu inspekciju
Odsek za sanitarni nadzor
za granično područje Dimitrovgrad
Vazduhoplovaca bb
18000 Niš
Srbija
TEL: + 381 18 458 0495
FAX: + 381 18 458 0495
e-mail: granिकासanitarnainspekcija@zdravlje.gov.rs
AFS: NIL
Internet: <http://www.zdravlje.gov.rs>

NIŠ/Konstantin Veliki AD

Address: Ministry of Health of the Republic of Serbia
Inspection operations Sector
Sanitary inspection Department
Border Sanitary Inspection
for Dimitrovgrad Area
Vazduhoplovaca bb
18000 Niš
Serbia
TEL: + 381 18 458 0495
FAX: + 381 18 458 0495
e-mail: granिकासanitarnainspekcija@zdravlje.gov.rs
AFS: NIL
Website: <http://www.zdravlje.gov.rs>

6. RUTNE I AERODROMSKE/HELIDROMSKE NAKNADE

6.1 Rutne naknade

Adresa: EUROCONTROL
Central Route Charges Office
Rue de la Fusee 96
B – 1130 Brussels
Belgium
TEL: + 32 2 729 3813
FAX: + 32 2 729 9093
e-mail: r3.crco@eurocontrol.int
Internet: <http://www.eurocontrol.int/crco>

6.2 Terminalne naknade

Adresa: Kontrola letenja Srbije i Crne Gore
SMATSA doo Beograd
Finansijska služba
Odeljenje za naplatu
Trg Nikole Pašića 10, P.F. 640
11000 Beograd
Srbija
TEL: + 381 11 321 8080
FAX: + 381 11 324 0456, Attn. FIN
e-mail: routechargesoffice@smatsa.rs
AFS: LYBBYAYX
Internet: NIL

6.3 Aerodromske naknade

Operateri aerodroma
Videti AD 2.2 tačka 6

7. FITOSANITARNA I VETERINARSKA INSPEKCIJA

Adresa: Ministarstvo poljoprivrede,
šumarstva i vodoprivrede
Uprava za zaštitu bilja
Odeljenje granične fitosanitarne inspekcije
Načelnik: Dragoljub Brajović
Omladinskih brigada 1
11070 Beograd
Srbija
TEL: + 381 11 212 0462
FAX: + 381 11 212 0462
e-mail: dragoljub.brajovic@minpolj.gov.rs
AFS: NIL
Internet: <http://www.minpolj.gov.rs>

Adresa: Ministarstvo poljoprivrede,
šumarstva i vodoprivrede
Uprava za zaštitu bilja
Odeljenje granične fitosanitarne inspekcije
Odsek granične fitosanitarne inspekcije Beograd
Šef Odseka: Ivan Gregus
Stari Surčinski put 4
11070 Beograd
Srbija
TEL: + 381 11 719 0461
FAX: + 381 11 719 0461
e-mail: ivan.gregus@minpolj.gov.rs
AFS: NIL
Internet: <http://www.minpolj.gov.rs>

6. EN-ROUTE AND AERODROME/HELIPORT CHARGES

6.1 En-route charges

Address: EUROCONTROL
Central Route Charges Office
Rue de la Fusee 96
B – 1130 Brussels
Belgium
TEL: + 32 2 729 3813
FAX: + 32 2 729 9093
e-mail: r3.crco@eurocontrol.int
Website: <http://www.eurocontrol.int/crco>

6.2 Terminal charges

Address: Serbia and Montenegro Air Traffic
Services SMATSA llc
Financial Service
Route Charges Office
Trg Nikole Pašića 10, P.B. 640
11000 Beograd
Serbia
TEL: + 381 11 321 8080
FAX: + 381 11 324 0456, Attn. FIN
e-mail: routechargesoffice@smatsa.rs
AFS: LYBBYAYX
Website: NIL

6.3 Aerodrome charges

Aerodrome operators
See AD 2.2 item 6

7. AGRICULTURAL QUARANTINE

Address: Ministry of Agriculture,
Forestry and Water Management
Plant Protection Directorate
Border Phytosanitary Inspection Department
Head of Department: Dragoljub Brajović
Omladinskih brigada 1
11070 Beograd
Serbia
TEL: + 381 11 212 0462
FAX: + 381 11 212 0462
e-mail: dragoljub.brajovic@minpolj.gov.rs
AFS: NIL
Website: <http://www.minpolj.gov.rs>

Address: Ministry of Agriculture,
Forestry and Water Management
Plant Protection Directorate
Border Phytosanitary Department
Section for Border Phytosanitary Inspection
Beograd
Chief of Section: Ivan Gregus
Stari Surčinski put 4
11070 Beograd
Serbia
TEL: + 381 11 719 0461
FAX: + 381 11 719 0461
e-mail: ivan.gregus@minpolj.gov.rs
AFS: NIL
Website: <http://www.minpolj.gov.rs>

Adresa: Ministarstvo poljoprivrede,
šumarstva i vodoprivrede
Uprava za veterinu
Odeljenje granične veterinarske inspekcije
Načelnik: Slađana Panić Srdić
Omladinskih brigada 1
11070 Novi Beograd
Srbija
TEL: + 381 11 260 2774, + 381 64 868 0164
FAX: NIL
e-mail: sladjana.panicsrdic@minpolj.gov.rs
AFS: NIL
Internet: <http://www.minpolj.gov.rs>

Address: Ministry of Agriculture,
Forestry and Water Management
Veterinary Administration
Department of Border Veterinary Inspection
Head of Department: Slađana Panić Srdić
Omladinskih brigada 1
11070 Novi Beograd
Serbia
TEL: + 381 11 260 2774, + 381 64 868 0164
FAX: NIL
e-mail: sladjana.panicsrdic@minpolj.gov.rs
AFS: NIL
Website: <http://www.minpolj.gov.rs>

Adresa: Ministarstvo poljoprivrede,
šumarstva i vodoprivrede
Uprava za veterinu
Grupa granične veterinarske
inspekcije Beograd
Rukovodilac grupe: Danijela Živanović
Granični prelaz aerodrom
BEOGRAD/Nikola Tesla
Aerodrom BEOGRAD/Nikola Tesla
11180 Beograd
Srbija
TEL: + 381 11 228 6391, + 381 64 868 0119
FAX: NIL
e-mail: gvsaaerodrom@gmail.com,
danijela.zivanovic@minpolj.gov.rs
AFS: NIL
Internet: <http://www.minpolj.gov.rs>

Address: Ministry of Agriculture,
Forestry and Water Management
Veterinary Administration
Border Veterinary Inspection Group Beograd
Head of group: Danijela Živanović
Border crossing on BEOGRAD/
Nikola Tesla airport
BEOGRAD/Nikola Tesla airport
11180 Beograd
Serbia
TEL: + 381 11 228 6391, + 381 64 868 0119
FAX: NIL
e-mail: gvsaaerodrom@gmail.com,
danijela.zivanovic@minpolj.gov.rs
AFS: NIL
Website: <http://www.minpolj.gov.rs>

8. ISPITIVANJE UDESA VAZDUHOPLOVA

Adresa: Centar za istraživanje nesreća u saobraćaju
Republike Srbije
Nemanjina 11
11000 Beograd
Srbija
TEL: + 381 11 414 4424, + 381 64 803 3509
FAX: NIL
e-mail: office@cins.gov.rs
AFS: NIL
SITA: NIL
Internet: <http://www.cins.gov.rs>

8. AIRCRAFT ACCIDENT INVESTIGATION

Address: Center for investigation of accidents in transport of
the Republic of Serbia
Nemanjina 11
11000 Beograd
Serbia
TEL: + 381 11 414 4424, + 381 64 803 3509
FAX: NIL
e-mail: office@cins.gov.rs
AFS: NIL
SITA: NIL
Website: <http://www.cins.gov.rs>

b) CRNA GORA

1. CIVILNI VAZDUŠNI SAOBRAĆAJ

Adresa: Agencija za civilno vazduhoplovstvo
Josipa Broza Tita bb
81000 Podgorica
Crna Gora
TEL: + 382 20 625 506, + 382 20 625 507
FAX: + 382 20 625 517
e-mail: acv@caa.me
AFS: LYPGYAYX
Internet: <http://www.caa.me>

b) MONTENEGRO

1. CIVIL AVIATION

Address: Civil Aviation Agency
Josipa Broza Tita bb
81000 Podgorica
Montenegro
TEL: + 382 20 625 506, + 382 20 625 507
FAX: + 382 20 625 517
e-mail: acv@caa.me
AFS: LYPGYAYX
Website: <http://www.caa.me>

2. METEOROLOGIJA

Adresa: Agencija za civilno vazduhoplovstvo
Josipa Broza Tita bb
81000 Podgorica
Crna Gora
TEL: + 382 20 625 506, + 382 20 625 507
FAX: + 382 20 625 517
e-mail: acv@caa.me
AFS: LYPGYAYX
Internet: <http://www.caa.me>

3. CARINA

Adresa: Ministarstvo finansija
Uprava carina
Oktobarske revolucije 128
81000 Podgorica
Crna Gora
TEL: + 382 20 442 000, + 382 20 620 433
FAX: + 382 20 620 459
e-mail: pr.sluzba@carina.gov.me
AFS: NIL
Internet: <http://www.upravacarina.gov.me/uprava>

4. IMIGRACIJA

Adresa: Ministarstvo unutrašnjih poslova
Bulevar Svetog Petra Cetinjskog 22
81000 Podgorica
Crna Gora
TEL: + 382 20 241 590, + 382 20 225 341
FAX: + 382 20 246 779, + 382 20 203 275
e-mail: kabinet@mup.gov.me, upravno@mup.gov.me
AFS: NIL
Internet: <http://www.mup.gov.me>

5. ZDRAVSTVO

Adresa: Ministarstvo zdravlja
Rimski trg 46
81000 Podgorica
Crna Gora
TEL: + 382 20 482 133
FAX: + 382 78 113 128
e-mail: kabinet@mzd.gov.me
AFS: NIL
Internet: <http://www.mzdravlja.gov.me>

6. RUTNE I AERODROMSKE/HELIDROMSKE NAKNADE

6.1 Rutne naknade

Adresa: EUROCONTROL
Central Route Charges Office
Rue de la Fusee 96
B – 1130 Brussels
Belgium
TEL: + 32 2 729 3813
FAX: + 32 2 729 9093
e-mail: r3.crco@eurocontrol.int
Internet: <http://www.eurocontrol.int/crco>

2. METEOROLOGY

Address: Civil Aviation Agency
Josipa Broza Tita bb
81000 Podgorica
Montenegro
TEL: + 382 20 625 506, + 382 20 625 507
FAX: + 382 20 625 517
e-mail: acv@caa.me
AFS: LYPGYAYX
Website: <http://www.caa.me>

3. CUSTOMS

Address: Ministry of Finance
Customs Administration
Oktobarske revolucije 128
81000 Podgorica
Montenegro
TEL: + 382 20 442 000, + 382 20 620 433
FAX: + 382 20 620 459
e-mail: pr.sluzba@carina.gov.me
AFS: NIL
Website: <http://www.upravacarina.gov.me/uprava>

4. IMMIGRATION

Address: Ministry of the Interior
Bulevar Svetog Petra Cetinjskog 22
81000 Podgorica
Montenegro
TEL: + 382 20 241 590, + 382 20 225 341
FAX: + 382 20 246 779, + 382 20 203 275
e-mail: kabinet@mup.gov.me, upravno@mup.gov.me
AFS: NIL
Website: <http://www.mup.gov.me>

5. HEALTH

Address: Ministry of Health
Rimski trg 46
81000 Podgorica
Montenegro
TEL: + 382 20 482 133
FAX: + 382 78 113 128
e-mail: kabinet@mzd.gov.me
AFS: NIL
Website: <http://www.mzdravlja.gov.me>

6. EN-ROUTE AND AERODROME/HELIPORT CHARGES

6.1 En-route charges

Address: EUROCONTROL
Central Route Charges Office
Rue de la Fusee 96
B – 1130 Brussels
Belgium
TEL: + 32 2 729 3813
FAX: + 32 2 729 9093
e-mail: r3.crco@eurocontrol.int
Website: <http://www.eurocontrol.int/crco>

6.2 Terminalne naknade

Adresa: Kontrola letenja Srbije i Crne Gore
SMATSA doo Beograd
Finansijska služba
Odeljenje za naplatu
Trg Nikole Pašića 10, P.F. 640
11000 Beograd
Srbija
TEL: + 381 11 321 8080
FAX: + 381 11 324 0456, Attn. FIN
e-mail: routechargesoffice@smatsa.rs
AFS: LYBBYAYX
Internet: NIL

6.3 Aerodromske naknade

Operatori aerodroma
Videti AD 2.2 tačka 6

7. FITOSANITARNA I VETERINARSKA INSPEKCIJA

Adresa: Uprava za bezbjednost hrane, veterinu i
fitosanitarne poslove
Serdara Jola Piletića 26
81000 Podgorica
Crna Gora
TEL: + 382 20 201 945
FAX: + 382 20 201 946
e-mail: upravazabezbjednosthrane@ubh.gov.me
AFS: NIL
Internet: <http://www.ubh.gov.me/uprava>

8. ISPITIVANJE UDESA VAZDUHOPLOVA

Adresa: Nacionalna komisija za istraživanje nesreća i
ozbiljnih nezgoda vazduhoplova,
vanrednih događaja koji ugrožavaju
bezbjednost željezničkog saobraćaja i
pomorskih nezgoda i nesreća
Đoka Miraševića 19
81000 Podgorica
Crna Gora
TEL: + 382 69 066 223
FAX: + 382 20 652 160
e-mail: prijava.kinns@kinns.me
AFS: NIL
Internet: <http://www.kinns.gov.me>

6.2 Terminal charges

Address: Serbia and Montenegro Air Traffic
Services SMATSA Ilc
Financial Service
Route Charges Office
Trg Nikole Pašića 10, P.B. 640
11000 Beograd
Serbia
TEL: + 381 11 321 8080
FAX: + 381 11 324 0456, Attn. FIN
e-mail: routechargesoffice@smatsa.rs
AFS: LYBBYAYX
Website: NIL

6.3 Aerodrome charges

Aerodrome operators
See AD 2.2 item 6

7. AGRICULTURAL QUARANTINE

Address: Directorate for Food Safety, Veterinary and
Phytosanitary Affairs
Serdara Jola Piletića 26
81000 Podgorica
Montenegro
TEL: + 382 20 201 945
FAX: + 382 20 201 946
e-mail: upravazabezbjednosthrane@ubh.gov.me
AFS: NIL
Website: <http://www.ubh.gov.me/uprava>

8. AIRCRAFT ACCIDENT INVESTIGATION

Address: National Commission for Investigation of
Aircraft Accidents and Serious Incidents,
Safety Related Occurrences in
Railway Transport and
Maritime Incidents and Accidents
Đoka Miraševića 19
81000 Podgorica
Montenegro
TEL: + 382 69 066 223
FAX: + 382 20 652 160
e-mail: prijava.kinns@kinns.me
AFS: NIL
Website: <http://www.kinns.gov.me>

3.1.5 Posebni slučajevi za letove u vanrednom avio-prevozu proizilaze iz odredbi Multilateralnog sporazuma o komercijalnim pravima u vanrednom vazдушnom avio-prevozu u Evropi od 30. aprila 1956. (Zakon o potvrđivanju Multilateralnog sporazuma o komercijalnim pravima u vanrednom vazдушnom avio-prevozu u Evropi „Službeni glasnik Republike Srbije – Međunarodni ugovori“, broj 11/16).

3.2 Isprave potrebne za kontrolu vazduhoplova

Zahtevaju se iste isprave kao i za redovne letove.

4. LETOVI ZA SOPSTVENE POTREBE I OSTALI LETOVI OPŠTE AVIJACIJE

4.1 Opšte

Letovi za sopstvene potrebe i ostali letovi opšte avijacije, za koje nije potrebno odobrenje iz tačke 1.3 mogu se izvršavati na osnovu podnetog plana leta.

4.2 Isprave potrebne za kontrolu vazduhoplova

Ne zahtevaju se nikakve isprave za kontrolu vazduhoplova.

4.3 U skladu sa ECAC preporukom 35-1, letenje istorijskim vazduhoplovom stranih registarskih oznaka dozvoljeno je u Srbiji bez ikakvih ograničenja, osim onih navedenih u potvrdi o plovidbenosti ili „dozvoli za let“ izdatoj od strane druge države članice ECAC, za one vazduhoplove koji su originalno fabrički proizvedeni i za koje je prethodno izdata potvrda o plovidbenosti u skladu sa ICAO zahtevima, a naknadno su korišćeni prema nacionalnim pravilima posredstvom nacionalno ograničene „dozvole za let“ ili nacionalno ograničene potvrde o plovidbenosti i koji spadaju u kategoriju a(i), Aneksa II, Uredbe EZ, broj 216/2008. Navedeno se primenjuje isključivo u odnosu na vazduhoplove sa maksimalnom masom pri poletanju manjom od 5700 KG koji se ne koriste u komercijalne svrhe.

5. MERE ZDRAVSTVENE ZAŠTITE KOJE SE PRIMENJUJU NA VAZDUHOPLOV

5.1 Za vazduhoplov koji dolazi u Republiku Srbiju ne zahteva se preduzimanje mera zdravstvene zaštite osim u slučajevima koji su predviđeni Pravilnikom Svetske zdravstvene organizacije.

5.2 Vazduhoplov koji dolazi iz zaraženog područja može sleteti na međunarodni aerodrom na kome je organizovana zdravstvena kontrola, pod uslovom da je izvršena dezinfekcija vazduhoplova približno 30 minuta pre dolaska na aerodrom.

Ako u izuzetnim okolnostima zdravstvena kontrola zahteva ponovnu dezinfekciju na zemlji, putnicima i posadi će biti dozvoljeno da se iskrcaju pre toga.

b) CRNA GORA

1. OPŠTE

1.1 Svi letovi u, iz i preko teritorije Crne Gore i sletanje na toj teritoriji moraju se sprovoditi u skladu sa važećim propisima koji se odnose na civilno vazduhoplovstvo (videti GEN 1.6).

1.2 Vazduhoplov može da leti u vazдушnom prostoru Crne Gore na osnovu prethodno podnetog plana leta. Način podnošenja plana leta dat je u podsekciji ENR 1.10.

1.3 Informacije o letovima koji podležu prethodnom odobravanju mogu se dobiti od nadležnih organa za civilni vazdušni saobraćaj (videti GEN 1.1) ili od nadležnih organa iz tačke 1.6.

3.1.5 Special cases for flights of non-scheduled air traffic on a commercial basis arise from the Multilateral agreement on commercial rights in non-scheduled air traffic in Europe of 30 April 1956 (Law on the ratification of the Multilateral agreement on commercial rights in non-scheduled air traffic in Europe of 30 April 1956 “Official Gazette of the Republic of Serbia – International Agreements”, number 11/16).

3.2 Documentary requirements for clearance of aircraft

Same requirements as for scheduled flights.

4. PRIVATE AND OTHER INTERNATIONAL GENERAL AVIATION FLIGHTS

4.1 General

Flights for private purposes or other general aviation flights, where no approval from item 1.3 is required, may be operated on the basis of submitted flight plan.

4.2 Documentary requirements for clearance of aircraft

No documents are required for the clearance of aircraft.

4.3 In accordance with ECAC recommendation 35-1, flight with foreign registered aircraft in Serbia is allowed without any restrictions, other than those stated in the certificate of airworthiness or “permit to fly” issued by another ECAC Member State, historical aircraft originally factory manufactured and previously holding an ICAO compliant Certificate of Airworthiness and subsequently operated under national rules through a National Restricted Permit to Fly or National Restricted Certificate of Airworthiness, and falling under Regulation (EC), number 216/2008, Annex II, Category a(i). This applies only to aircraft of maximum take-off weight of less than 5700 KG and operated in non-commercial flights.

5. PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

5.1 For aircraft entering the Republic of Serbia no public health measures are required to be carried out, except in cases prescribed by International Health Regulations of the World Health Organization.

5.2 Aircraft arriving from an infected area may land at any international airport providing the health protection, under condition that the aircraft has been disinfected approximately 30 minutes before arrival at the airport.

If in special circumstances, a second spraying of the aircraft is deemed necessary on the ground, passengers and crew are permitted to disembark before that operation.

b) MONTENEGRO

1. GENERAL

1.1 All flights to, from or over the territory of Montenegro and landings on that territory shall be carried out in accordance with civil aviation regulations in force (see GEN 1.6).

1.2 An aircraft may operate in the airspace of Montenegro on the basis of a previously submitted flight plan. The procedure for submission of the flight plan is described in subsection ENR 1.10.

1.3 Information on flights that are subject to prior approval may be obtained from designated authorities for the civil aviation (see GEN 1.1) or from responsible authorities listed in item 1.6.

1.4 Vazduhoplov koji sleće na teritoriju Crne Gore ili poleće sa te teritorije prvo sletanje i poslednje poletanje mora obaviti na međunarodnom vazduhoplovnom pristaništu (videti AD 1.3).

1.4.1 Prvo sletanje i poslednje poletanje stranog vazduhoplova može se obaviti i sa aerodroma koji nije otvoren za međunarodni vazdušni saobraćaj ukoliko je operator aerodroma obezbedio uslove za prelazak državne granice.

1.5 Zahtev za izdavanje odobrenja stranim državnim vazduhoplovima za obavljanje leta u vazdušnom prostoru Crne Gore podnosi se na adresu:

Adresa: Ministarstvo vanjskih poslova Crne Gore
Generalni direktorat za konzularne poslove i
dijasporu
Stanka Dragojevića 2
81000 Podgorica
Crna Gora

TEL: + 382 20 416 370

FAX: + 382 20 225 650

e-mail: overflights@mfa.gov.me,
arhiva.konzularno@mfa.gov.me

Radno vreme: 0600–1400 (0500–1300 tokom letnjeg računjanja vremena).

1.6 Zahtev za izdavanje odobrenja stranim civilnim vazduhoplovima za obavljanje leta u vazdušnom prostoru Crne Gore podnosi se Agenciji za civilno vazduhoplovstvo (videti GEN 1.1–4, tačka 1).

1.6.1 Izuzetno, odobrenje se ne zahteva u slučajevima kada je potvrđenim međunarodnim ugovorom predviđeno da odobrenje nije potrebno ili za sledeće letove:

- 1) nekomercijalni let, odnosno prevoz za sopstvene potrebe, vazduhoplovom čije je uverenje o plovidbenosti izdato u skladu sa ICAO standardima – privatni let;
- 2) let vazduhoplovom u uslovima potrebe sletanja u nuždi;
- 3) let vazduhoplovom u humanitarne svrhe;
- 4) let vazduhoplovom u svrhu traganja i spašavanja;
- 5) hitni medicinski let;
- 6) komercijalne letove stranih civilnih vazduhoplova u povremenom vazdušnom prevozu čiji broj komercijalno iskoristivih putničkih sedišta ne prelazi 10;
- 7) letove stranih civilnih vazduhoplova u povremenom vazdušnom prevozu čiji komercijalno iskoristivi kapacitet robnog dela ne prelazi 300 KG ili čija najveća dopuštena masa na poletanju ne prelazi 5700 KG.

1.6.2 Uz zahtev za izdavanje odobrenja, podnosilac zahteva je dužan da priloži kopije sledećih dokumenata:

- 1) sertifikat vazdušnog operatora ili drugi odgovarajući sertifikat;
- 2) operativne specifikacije sa potvrdom o osposobljenosti za obavljanje komercijalnog vazdušnog saobraćaja;
- 3) operativna licenca, ako je ima;
- 4) uverenje o osiguranju od odgovornosti za štetu pričinjenu putnicima, prtljagu, teretu, pošti, i trećim licima;
- 5) uverenje o registraciji vazduhoplova, za svaki vazduhoplov koji je naveden u zahtevu;
- 6) potvrdu o proveri plovidbenosti vazduhoplova za svaki vazduhoplov koji je naveden u zahtevu, ako je to primenljivo;
- 7) potvrdu o proveri plovidbenosti vazduhoplova za svaki vazduhoplov koji je naveden u zahtevu, ako je to primenljivo;

1.4 First landing or the first take-off of an aircraft landing at or departing from the territory of Montenegro shall take place on/ from an aerodrome intended for international commercial air transport (see AD 1.3).

1.4.1 First landing and last take-off of a foreign aircraft may be conducted on aerodrome not intended for international air transport if aerodrome operator has provided conditions for state border crossing in Montenegro.

1.5 Request for granting a permit to foreign state aircraft for the conduct of flight in the airspace of Montenegro shall be submitted to:

Address: Ministry of Foreign Affairs of Montenegro
Directorate General for Consular Affairs and
Diaspora
Stanka Dragojevića 2
81000 Podgorica
Montenegro

TEL: + 382 20 416 370

FAX: + 382 20 225 650

e-mail: overflights@mfa.gov.me,
arhiva.konzularno@mfa.gov.me

Operational hours: 0600–1400 (0500–1300 during Summer time).

1.6 Request for granting a permit to foreign civil aircraft for the conduct of flight in the airspace of Montenegro shall be submitted the Civil Aviation Agency (see GEN 1.1–4, item 1).

1.6.1 Exceptionally, permit is not required if foreseen in a ratified international agreement that permit is not necessary or for the following flights:

- 1) Non-commercial flight of aircraft with airworthiness certificate issued in accordance with ICAO Standards – private flight;
- 2) Flight of aircraft in need of emergency landing;
- 3) Flight with humanitarian purpose;
- 4) Search and rescue flight;
- 5) Medical emergency flight;
- 6) Commercial flights in non-scheduled air transport of foreign civil aircraft with the number of commercially usable seats not greater than 10;
- 7) Flights in non-scheduled air transport of foreign civil aircraft with commercially usable cargo compartment capacity not greater than 300 KG or with the maximum take-off weight not greater than 5700 KG.

1.6.2 The request for granting a permit shall be supplemented by the copies of the following documents:

- 1) Air Operator Certificate (AOC) or other corresponding certificate;
- 2) Operations specifications supplementing AOC or other corresponding certificate;
- 3) Operating License, if any;
- 4) Liability and insurance cover for passengers, baggage, post, cargo and third parties;
- 5) Aircraft Registration Certificate, for each aircraft specified in the request;
- 6) Certificate of Airworthiness, for each aircraft specified in request;
- 7) Airworthiness Review Certificate, if applicable, for each aircraft specified in the request;

- 8) potvrdu o buci vazduhoplova, za svaki vazduhoplov koji je naveden u zahtevu;
- 9) dozvolu za rad radio-stanice, za svaki vazduhoplov koji je naveden u zahtevu.

1.6.3 Ako je zahtevano za nameravani let Pravilnikom o uslovima i načinu izdavanja odobrenja za let stranih civilnih vazduhoplova u vazдушnom prostoru Crne Gore, uz zahtev za izdavanje odobrenja, podnosilac zahteva je dužan da priloži i kopije drugih dokumenata.

2. REDOVNI LETOVI

2.1 Opšte

2.1.1 Strani vazdušni prevoznik podnosi zahtev za izdavanje odobrenja za obavljanje redovnog vazdušnog prevoza sa Crnom Gorom Agenciji za civilno vazduhoplovstvo, posebno za letnji, a posebno za zimski saobraćajni period, najkasnije 40 dana pre dana kada se planira obavljanje prvog leta.

Izmene i dopune zahteva za izdavanje odobrenja podnose se najkasnije 10 dana pre dana kada se planira obavljanje prvog leta po izmenjenom i dopunjenom zahtevu.

2.1.2 Zahtev za izdavanje odobrenja za vršenje saobraćaja iz tačke 2.1.1 mora da sadrži sledeće podatke:

- 1) ime avio-prevozioca i njegovu adresu (poštansku, SITA i/ili AFS) i broj telefaksa;
- 2) period i dan(e) u nedelji kada se letovi nameravaju obavljati;
- 3) pozivni znak, tip i oznaku vazduhoplova;
- 4) aerodrome poletanja i sletanja;
- 5) oznake vazdušnih puteva kojim će leteti, kao i ulazno-izlazne tačke sa predviđenim vremenom ulaska/izlaska.

Zahtev se dostavlja putem faksa ili elektronskom poštom.

2.2 Isprave potrebne za kontrolu vazduhoplova

2.2.1 Avio-prevozioci, odnosno vazdušni prevoznici su dužni da dole navedene isprave vazduhoplova podnesu radi kontrole prilikom dolaska i odlaska vazduhoplova u i iz Crne Gore. Te isprave moraju biti standardnog ICAO formata, kako je propisano u odgovarajućim dodacima Aneksa 9 i priznaju se ako su sastavljeni na engleskom, ruskom, španskom ili crnogorskom jeziku i popunjeni čitkim rukopisom. Uz takve isprave ne zahtevaju se vize.

2.2.2 Robni manifest u dve kopije se zahteva za vazduhoplove u dolasku i odlasku za potrebe Uprave carina.

Osim toga, za naknadno upućivanje robe podnosi se Jedinstvena carinska isprava (JCI).

Napomene:

- a) Jednu kopiju Robnog manifesta carinarnica zadržava za svoje potrebe, a drugu overenu vraća avio-prevoziocu, odnosno vazdušnom prevozniku.
- b) Robni manifest se mora podneti carinarnici i kada se roba ne prevozi vazduhoplovom koji dolazi iz inostranstva i odlazi u inostranstvo.

2.2.3 Opšta deklaracija i manifest putnika se ne zahtevaju.

- 8) Certificate of generated noise, for each aircraft specified in the request;
- 9) License for the operation of radio station, for each aircraft specified in request.

1.6.3 If it is required for the intended flight by the Regulation on conditions and the procedure of issuing flight approvals to foreign aircraft in the airspace of Montenegro, the request for granting a permit shall be supplemented by copies of other documents as well.

2. SCHEDULED FLIGHTS

2.1 General

2.1.1 Foreign air carrier submits request for granting a permit for the conduct of scheduled air transport with Montenegro to the Civil Aviation Agency, separately for summer and winter traffic periods, not later than 40 days before the day when conduct of the first flight is planned.

Amendments to the request for granting a permit shall be submitted not later than 10 days before the first flight is planned in accordance with the amended request.

2.1.2 Request for granting a permit specified in item 2.1.1 shall contain following data:

- 1) Air carrier's name and address (postal, SITA and/or AFS), as well as telefax number;
- 2) Period and day(s) per week of intended flights;
- 3) Call sign, type and designation of aircraft;
- 4) Departure and destination aerodromes;
- 5) ATS route designations to be flown, as well as entry/exit points with estimated times over those points.

The request shall be submitted by fax or e-mail.

2.2 Documentary requirements for clearance of aircraft

2.2.1 For the purpose of clearance on entry/departure of the aircraft to/from Montenegro, aircraft operators are required to submit under listed aircraft documents. All documents listed below shall follow standard ICAO format as set forth in relevant Appendices to Annex 9 and are acceptable when furnished in English, Russian, Spanish or Montenegrin language and completed in legible handwriting. No visas are required in connection with such documents.

2.2.2 Two copies of Cargo Manifest are required by the Customs Authority for arriving and departing aircraft.

In addition to that, a Single Administrative Document (JCI) shall be submitted for subsequent transportation of cargo.

Notes:

- a) Customs shall keep one copy of Cargo Manifest for their needs, while the other copy is to be endorsed and returned to the aircraft operator.
- b) Cargo Manifest shall be submitted to the Customs authorities even if the cargo is not being carried by an aircraft coming from/or departing abroad.

2.2.3 Presentation of a General Declaration and a Passenger Manifest are not required.

3. POVREMENI LETOVI

3.1 Opšte

3.1.1 Zahtev za izdavanje odobrenja stranim vazдушnim prevoznicima za obavljanje povremenog vazdušnog prevoza sa Crnom Gorom podnosi se Agenciji za civilno vazduhoplovstvo (videti GEN 1.1–4, tačka 1) u sledećim rokovima:

- 1) za pojedinačne povremene letove, najkasnije 3 dana pre dana kada se planira obavljanje leta;
- 2) za serije povremenih letova, najkasnije 15 dana pre dana kada se planira obavljanje prvog leta.

3.1.2 Zahtev za izdavanje odobrenja za obavljanje povremenog vazdušnog prevoza mora da sadrži sledeće podatke:

- 1) naziv i adresu vazdušnog prevoznika;
- 2) svrhu leta/letova;
- 3) datum obavljanja letova;
- 4) broj leta;
- 5) tip i registarske oznake vazduhoplova;
- 6) podatke o aerodromima poletanja i sletanja i vremenima poletanja i sletanja;
- 7) naziv i adresu naručioca prevoza;
- 8) u slučaju zahteva za izdavanje odobrenja za obavljanje povremenog prevoza u cilju deportacije državljana Crne Gore, umesto ugovora o prevozu, podnosilac zahteva dostavlja listu lica koja se deportuju.

3.2 Isprave potrebne za kontrolu vazduhoplova

Zahtevaju se iste isprave kao i za redovne letove.

4. LETOVI ZA SOPSTVENE POTREBE I OSTALI LETOVI OPŠTE AVIJACIJE

4.1 Opšte

Letovi za sopstvene potrebe i ostali letovi opšte avijacije, za koje nije potrebno odobrenje iz tačke 1.3 mogu se izvršavati na osnovu podnetog plana leta.

4.2 Isprave potrebne za kontrolu vazduhoplova

Ne zahtevaju se nikakve isprave za kontrolu vazduhoplova.

5. MERE ZDRAVSTVENE ZAŠTITE KOJE SE PRIMENJUJU NA VAZDUHOPLOV

5.1 Mere zdravstvene zaštite koje se primenjuju na vazduhoplov sprovode se u skladu sa Zakonom o zaštiti stanovništva od zaraznih bolesti i Međunarodnog zdravstvenog pravilnika, kao i na osnovu preporuka koje izdaje Ministarstvo zdravlja u saradnji sa Institutom za javno zdravlje Crne Gore prema tekućim epidemiološkim informacijama i po potrebi uključuju:

- pregled aviona, prtljaga, tereta i poštanskih pošiljki;
- zahtev za sprovođenje deratizacije, dezinfekcije ili dezinfekcije aviona;
- zadržavanje aviona pri dolasku.

3. NON-SCHEDULED FLIGHTS

3.1 General

3.1.1 Request for granting a permit to foreign air carriers for conduct of non-scheduled air transport with Montenegro shall be submitted to the Civil Aviation Agency (see GEN 1.1–4, item 1) within the following time limits:

- 1) for individual non-scheduled flights, not later than 3 days prior to the planned day of operation of the first flight;
- 2) for series of non-scheduled flights, not later than 15 days prior to the planned day of operation of the first flight.

3.1.2 Request for granting a permit for the operation of non-scheduled air transport shall contain following data:

- 1) Air carrier's name and address;
- 2) Purpose of flight(s);
- 3) Date of operations;
- 4) Flight number;
- 5) Aircraft type and registration;
- 6) Data on departure and arrival aerodromes and departure and arrival times;
- 7) Name and address of a party ordering the transport;
- 8) List of departing persons instead of contract for transport, in case of a request for granting a permit for the operation of non-scheduled transport for the purpose of deportation of citizens of Montenegro.

3.2 Documentary requirements for clearance of aircraft

Same requirements as for scheduled flights.

4. PRIVATE AND OTHER INTERNATIONAL GENERAL AVIATION FLIGHTS

4.1 General

Flights for private purposes or other general aviation flights, where no approval from item 1.3 is required, may be operated on the basis of submitted flight plan.

4.2 Documentary requirements for clearance of aircraft

No documents are required for the clearance of aircraft.

5. PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

5.1 Public health measures applied to aircraft are performed in accordance with the Law on Population Protection and International Health Regulation, as well as recommendations issued by the Ministry of Health in cooperation with the Institute of Public Health of Montenegro based on the current epidemiological information and, where appropriate, include:

- inspection of aircraft, luggage, cargo and mail;
- a request to conduct aircraft deratisation, disinsection or disinfection;
- detaining an arriving aircraft.

GEN 1.3 DOLAZAK, TRANZIT I ODLAZAK PUTNIKA I POSADE ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1. CARINSKI ZAHTEVI

1.1 Carinske ispostave na aerodromima sprovode odgovarajuću carinsku proceduru u skladu sa Carinskim zakonom i pratećim propisima donetim na osnovu istog u Republici Srbiji, kao i u skladu sa Zakonom o deviznom poslovanju i pratećim propisima donetim na osnovu istog u Republici Srbiji, kojima se reguliše unos i iznos efektivnog stranog novca prilikom ulaska i izlaska iz zemlje, odnosno u skladu sa Zakonom o carinskoj službi i Carinskim zakonom i pratećim propisima donetim na osnovu istih u Crnoj Gori.

Detaljne informacije mogu se dobiti od Uprave carina (videti GEN 1.1, pod a), tačka 3 za Republiku Srbiju, odnosno GEN 1.1, pod b), tačka 3 za Crnu Goru).

2. IMIGRACIONI ZAHTEVI

a) SRBIJA

2.1 Ulazak i izlazak iz Republike Srbije vrši se na graničnim prelazima, a granična provera i druga kontrola vrši se na području graničnog prelaza, u skladu sa odredbama Zakona o graničnoj kontroli, Zakona o strancima i Zakona o putnim ispravama.

Detaljne informacije mogu se dobiti od Ministarstva unutrašnjih poslova (videti GEN 1.1, pod a), tačka 4).

2.2 Granična kontrola se ne vrši nad licima koja su u tranzitu preko teritorije Republike Srbije u međunarodnom vazдушnom saobraćaju, ako nakon sletanja vazduhoplova na aerodrom otvoren za međunarodni saobraćaj, bez nepotrebnog odlaganja, nastave putovanje i za to vreme ne napuste vazduhoplov ili ako to vreme provedu u za to posebno određenom prostoru na aerodromu.

Iz bezbednosnih razloga, ako postoji sumnja o zloupotrebi propisa o tranzitnoj vizi, na ovim letovima mogu se preduzimati dodatne provere. Granične provere vrše se nad licima koja napuštaju vazduhoplov i nalaze se u tranzitnoj zoni ako je to opravdano na osnovu analize rizika ugroženosti bezbednosti granice, kao i u slučaju provere posedovanja aerodromske tranzitne vize.

2.3 Putnici koji ulaze u Republiku Srbiju moraju imati važeću putnu ispravu i vizu, ako je viza potrebna. Na internet stranici Ministarstva spoljnih poslova Republike Srbije (www.mfa.gov.rs) mogu se naći detalji o tome za koje zemlje je potrebna viza.

2.4 Za članove posade važe ista pravila kao i za putnike, osim što se granična kontrola u Republici Srbiji, radi bržeg prelaska državne granice, obavlja na službenom šalteru.

2.5 Avio-prevoznik, odnosno vazdušni prevoznik, na zahtev granične policije, dužan je da, odmah po završetku prijave putnika na let, graničnoj policiji na graničnom prelazu na kojem će putnici ući u Republiku Srbiju dostavi potpune i tačne podatke o putnicima.

2.6 Lica koja ne ispunjavaju uslove za ulazak na teritoriju Republike Srbije vraćaju se na polaznu destinaciju o trošku avio-prevoznika, odnosno vazdušnog prevoznika.

2.7 Putnici u odlasku podležu sigurnosnoj proveru i graničnoj proveru, a dodatno im se mogu tražiti dokazi da poseduju vizu za ulazak u drugu državu.

1. CUSTOMS REQUIREMENTS

1.1 Customs stations at airports carry out an appropriate customs procedure in accordance with the Customs Law and associated regulations that emanate from the law in the Republic of Serbia, as well as the Law on Foreign Exchange Operations and associated regulations that emanate from the law in the Republic of Serbia, laying down provisions on the import and export of effective foreign money when entering and leaving the country and in accordance with the Law on Customs Service and the Customs Law and associated regulations that emanate from those laws in Montenegro.

Further information can be obtained from the Customs Administration (see GEN 1.1, under a), item 3 for the Republic of Serbia, i.e. GEN 1.1, under b), item 3 for Montenegro).

2. IMMIGRATION REQUIREMENTS

a) SERBIA

2.1 Entry into and departure from the Republic of Serbia shall be done at border stations, while border check and other control are performed on the territory of border stations, in accordance with provisions of the Law on Border Control, Law on Foreigners and Law on Travel Documents.

Further information can be obtained from the Ministry of Interior Affairs (see GEN 1.1, under a), item 4).

2.2 Border control is not carried out when persons are in transit through the territory of the Republic of Serbia in the international air traffic, providing that after landing at the international airport, they continue their journey without undue delay, and during that time they do not leave the aircraft, or if they spend time in, for this purpose, specially designated area at the airport.

For safety reasons, if there is a doubt in the abuse of regulations on transit visa, additional checks may be carried out on these flights. Subjects to border checks are persons who leave aircraft and are located in the transit zone if this is justified by the risk analysis of the threats to the State border, as well as in case of checks of the possession of aerodrome transit visas.

2.3 Passengers entering into the Republic of Serbia must have a valid passport and a visa if a visa is required. On the website of the Ministry of Foreign Affairs of the Republic of Serbia (www.mfa.gov.rs) can be found details about the countries for which a visa is required.

2.4 Crew members have to respect the same rules as the passengers, except that, for the reason of more expeditive border crossing, border control in the Republic of Serbia is carried out at "staff only" counter.

2.5 At the border police request, air carrier is obliged to submit complete and correct data on passengers to the border police at the border crossing where passengers are going to enter the Republic of Serbia immediately upon finishing passenger check-in.

2.6 Persons who are not eligible to enter the territory of the Republic of Serbia shall be returned to the origination at the expense of air carrier.

2.7 Departing passengers are subject to security checks and border check, and in addition, they may be required to have a visa to enter another country.

b) CRNA GORA

2.1 Ulazak i izlazak iz Crne Gore, vrši se na graničnim prelazima, a granična kontrola i druga kontrola vrši se na području graničnog prelaza, u skladu sa odredbama Zakona o graničnoj kontroli, Zakona o strancima i Zakona o putnim ispravama u Crnoj Gori.

2.2 Granična kontrola se ne vrši nad licima koja su u tranzitu preko teritorije Crne Gore u međunarodnom vazдушnom saobraćaju, ako nakon sletanja vazduhoplova na aerodrom otvoren za međunarodni saobraćaj, bez nepotrebnog odlaganja, nastave putovanje i za to vreme ne napuste vazduhoplov ili ako to vreme provedu u za to posebno određenom prostoru na aerodromu.

2.3 Putnici koji ulaze u Crnu Goru moraju imati važeću putnu ispravu i vizu, ako je viza potrebna. Na internet stranici Ministarstva vanjskih poslova i evropskih integracija Crne Gore (www.mip.gov.me), mogu se naći detalji o tome za koje zemlje je potrebna viza.

2.4 Za članove posade važe ista pravila kao i za putnike.

2.5 Na zahtev granične policije, vazdušni prevoznik, je dužan da lične podatke i podatke o putnim dokumentima putnika koje prevozi, dostavi graničnoj policiji pre sletanja vazduhoplova na aerodrom.

2.6 Lica koja ne ispunjavaju uslove za ulazak na teritoriju Crne Gore vraćaju se na polaznu destinaciju o trošku vazdušnog prevoznika.

2.7 Putnici u odlasku podležu bezbednosnoj proveru i graničnoj kontroli, a dodatno im se mogu tražiti dokazi da poseduju vizu za ulazak u drugu državu.

3. ZAHTEVI U VEZI SA ZAŠTITOM JAVNOG ZDRAVLJA

a) SRBIJA

3.1 Sanitarna inspekcija za granično područje radi na osnovu Zakona o zaštiti stanovništva od zaraznih bolesti i Međunarodnog zdravstvenog pravilnika, kao i na osnovu uputstava koje prema tekućim epidemiološkim informacijama izdaje Institut za javno zdravlje Republike Srbije.

Detaljne informacije mogu se dobiti od Ministarstva zdravlja (videti GEN 1.1, pod a), tačka 5).

3.2 Od putnika u dolasku može se tražiti da se podvrgnu obaveznom zdravstvenom nadzoru ako dolaze sa područja zahvaćenih epidemijom zaraznih bolesti.

3.3 Putnicima u dolasku, koji nisu državljani Republike Srbije može se odbiti ulazak u zemlju, ako nemaju potvrdu o vakcinaciji, odnosno potvrdu da nisu oboleli od zarazne bolesti, ako dolaze sa područja zahvaćenih epidemijom zaraznih bolesti.

3.4 Za putnike u odlasku ne postoje formalni zahtevi koji se tiču zdravlja.

b) CRNA GORA

3.1 Mere zdravstvene zaštite sprovode se u skladu sa Zakonom o zaštiti stanovništva od zaraznih bolesti i Međunarodnim zdravstvenim pravilnikom, kao i na osnovu preporuka koje izdaje Ministarstvo zdravlja u saradnji sa Institutom za javno zdravlje Crne Gore prema tekućim epidemiološkim informacijama.

3.2 Ukoliko se u avionu nalazi osoba sa simptomima zarazne bolesti, vođa vazduhoplova ima obavezu da to prijavi pre sletanja, kao i da dostavi informacije o njenom zdravstvenom stanju.

b) MONTENEGRO

2.1 Entry into and departure from Montenegro shall be done at border stations, while border control and other control are performed on the territory of border stations, in accordance with provisions of the Law on Border Control, Law on Foreigners and Law on Travel Documents in Montenegro.

2.2 Border control is not carried out when persons are in transit through the territory of Montenegro in the international air traffic, providing that after landing at the international airport, they continue their journey without undue delay, and during that time they do not leave the aircraft, or if they spend time in, for this purpose, specially designated area at the airport.

2.3 Passengers entering into Montenegro must have a valid passport and a visa if a visa is required. On the website of the Ministry of Foreign Affairs and European Integration of Montenegro (www.mip.gov.me) can be found details about the countries for which a visa is required.

2.4 Crew members have to respect the same rules as the passengers.

2.5 At the border police request, air carrier is obliged to submit the personal data and information on travel documents of the passengers to the border police before the landing of the aircraft at the airport.

2.6 Persons who are not eligible to enter the territory of Montenegro shall be returned to the origination at the expense of air carrier.

2.7 Departing passengers are subject to security checks and border control, and in addition, they may be required to have a visa to enter another country.

3. PUBLIC HEALTH REQUIREMENTS

a) SERBIA

3.1 The work of Sanitary inspection of the border area is regulated by the Law on Population Protection and by the International Health Regulation, as well as by instructions issued by the Institute of Public Health of the Republic of Serbia based on the current epidemiological information.

Further information can be obtained from the Ministry of Health (see GEN 1.1, under a), item 5).

3.2 Arriving passengers may be required to submit to the mandatory health checks if coming from areas affected by epidemics of infectious diseases.

3.3 Arriving passengers who are not the citizens of the Republic of Serbia may be refused entry, if they do not have a certificate of immunization or certificate that they are not suffering from infectious diseases, if they come from areas affected by epidemics of infectious diseases.

3.4 There are no formal health requirements for departing passengers.

b) MONTENEGRO

3.1 Public health measures are performed in accordance with the Law on Population Protection and International Health Regulation, as well as recommendations issued by the Ministry of Health in cooperation with the Institute of Public Health of Montenegro based on the current epidemiological information.

3.2 If there is a persons with symptoms of infectious disease onboard, pilot in command is required to report it before landing, as well as provide information on their health condition.

3.3 Medicinsko osoblje na aerodromu, ima ovlašćenja da, po potrebi:

- pregleda osobu i proveri njenu zdravstvenu dokumentaciju i dokaze o vakcinaciji;
- zahteva vakcinaciju ili drugu vrstu profilakse;
- primeni odabir prema osobama koje dolaze iz područja zahvaćenog zaraznom bolešću;
- zahteva izolaciju ili karantin;
- zabrani osobi napuštanje aviona ili ukrcavanje na avion;

- zahteva od osobe ime i adresu planirane destinacije, kao i informacije o prethodnim kretanjima u ili blizu područja zahvaćenog zaraznom bolešću;
- izdvoji zaraženu osobu iz aviona;
- uskrati ulazak u zemlju osobi oboleloj od zarazne bolesti ili osobi pod sumnjom da je zaražena;
- uskrati ulazak osobi koja ne pokazuje simptome bolesti u područje zahvaćeno zaraznom bolešću;
- stavi osobu pod nadzor ili da sprovode druge odgovarajuće mere zaštite zdravlja.

3.3 Medical personnel at the airport is, where appropriate, authorized to:

- perform medical exam and check person's medical documentation and vaccination certificates;
- require vaccination or other kind of prophylaxis;
- apply screening for persons coming from the area affected by infectious disease;
- require isolation or quarantine;
- prohibit a person to disembark from or embark on the aircraft;

- require a person to provide name and address of planned destination, as well as information on previous movement in or close to the area affected by infectious disease;
- take an infected person out of the aircraft;
- refuse entry in the country to a person suffering from or suspected to be infected by infectious disease;
- refuse entry into the area affected by infectious disease to a person not showing symptoms of the disease;
- put a person under surveillance or conduct other appropriate public health measures.

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GEN 1.4 DOLAZAK, TRANZIT I ODLAZAK ROBE ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. CARINSKI ZAHTEVI KOJI SE TIČU ROBE

1.1 Carinske ispostave na aerodromima u Republici Srbiji sprovode odgovarajuću carinsku proceduru u skladu sa Carinskim zakonom i pratećim propisima donetim na osnovu istog, a na aerodromima u Crnoj Gori – u skladu sa Zakonom o carinskoj službi i Carinskim zakonom i pratećim propisima donetim na osnovu istih.

Detaljnije informacije se mogu dobiti od Uprave carina (videti GEN 1.1, pod a), tačka 3 za Republiku Srbiju, odnosno GEN 1.1, pod b), tačka 3 za Crnu Goru).

2. ZAHTEVI KOJI SE TIČU UNOŠENJA BILJAKA I ŽIVOTINJA

a) SRBIJA

2.1 Informacije o fitosanitarnoj inspekciji i veterinarskoj inspekciji mogu se dobiti od Ministarstva poljoprivrede, šumarstva i vodoprivrede (videti GEN 1.1, pod a), tačka 7).

2.2 Pošiljke životinja, proizvoda životinjskog porekla i hrane za životinje, podležu veterinarsko-sanitarnoj kontroli na određenim graničnim prelazima na kojima postoji organizovana granična veterinarska inspekcija. Pošiljke mora pratiti veterinarski sertifikat i rešenje Ministarstva poljoprivrede, šumarstva i vodoprivrede kojim se utvrđuje da ne postoje smetnje za uvoz, odnosno provoz pošiljke. Kontrolu identifikacije i prateće dokumentacije kućnih ljubimaca u uvozu ili provozu obavljaju službenici Uprave carina.

2.3 Pošiljke bilja, biljnih proizvoda i propisanih objekata koje nisu prošle termičku obradu, sredstava za zaštitu bilja i sredstava za ishranu bilja i oplemenjivača zemljišta, podležu kontroli fitosanitarne inspekcije. Izuzetak od fitosanitarnog pregleda su male količine koje su regulisane Pravilnikom o načinu i uslovima za uvoz malih količina bilja, biljnih proizvoda i propisanih objekata i o određivanju malih količina za pojedine vrste bilja i biljnih proizvoda („Službeni glasnik Republike Srbije“, broj 48/11). Ovim pravilnikom bliže se propisuju način i uslovi za uvoz malih količina bilja, biljnih proizvoda i propisanih objekata i određuju male količine za pojedine vrste bilja i biljnih proizvoda za koje nije obavezan fitosanitarni pregled. Male količine bilja, biljnih proizvoda i propisanih objekata uvoze fizička lica prilikom ulaska u Republiku Srbiju u skladu sa Zakonom. Fitosanitarni pregled nije obavezan za male količine bilja, biljnih proizvoda i propisanih objekata (u daljem tekstu: male količine) koje su poreklom iz evropskih zemalja i koje u Republiku Srbiju unose fizička lica za neindustrijske i nekomercijalne svrhe ili se koriste za konzumaciju tokom putovanja, pod uslovom da nema opasnosti od širenja štetnih organizama.

1. CUSTOMS REQUIREMENTS CONCERNING CARGO

1.1 Customs stations at airports in the Republic of Serbia carry out an appropriate customs procedure in accordance with the Customs Law and associated regulations that emanate from the law, while at airports in Montenegro – in accordance with the Law on Customs Service and Customs Law, as well as with associated regulations that emanate from these laws.

Further information can be obtained from the Customs Administration (see GEN 1.1, under a), item 3 for the Republic of Serbia, i.e. GEN 1.1, under b), item 3 for Montenegro).

2. REQUIREMENTS REGARDING ANIMALS AND PLANTS

a) SERBIA

2.1 Information on phytosanitary inspection and veterinary inspection can be obtained from the Ministry of Agriculture, Forestry and Water Management (see GEN 1.1, under a), item 7).

2.2 Shipments of animals, animal products, and animal food are subject to veterinary-sanitary control on specified border crossings where organized veterinary inspection is established. Shipments must be supplemented by veterinary certificate, as well as Declaration issued by the Ministry of Agriculture, Forestry and Water Management, confirming that there are no obstacles for import and transit of the shipment. Control of identification and supplementary documentation of pets in import or transit is performed by personnel of the Customs Administration.

2.3 Shipments of plants, plant products and specified products that did not undergo the thermal treatment, plant protection products and plant nutrition products, as well as ground breeders are subject to phytosanitary inspection. Exemption from a phytosanitary check is made for small amounts regulated by the Regulation on manner and conditions for import of small amounts of plants, plant products and specific products and on definition of small amounts for certain species of plants and plant products (“Official Gazette of the Republic of Serbia”, number 48/11). This Regulation lays down detailed manners and conditions for import of small amounts of plants, plant products and specific products and defines small amounts for specific species of plants and plant products that shall not mandatory be subject to phytosanitary check. Small amounts of plants, plant products and specific product are imported by natural persons who enter the Republic of Serbia in accordance with the Law. Phytosanitary check is not mandatory for small amounts of plants, plant products and specified objects (hereinafter referred to as: small amounts) originating in European countries and brought into the Republic of Serbia by private persons for non-industrial and non-commercial purposes or used for the consummation during trip, under condition that there is no danger of spreading of harmful organisms.

Male količine bilja, u smislu Pravilnika o malim količinama su:

- Sveže voće i povrće (isključujući krompir): ukupne težine do 5 KG;
- Rezano cveće i delovi bilja povezani u buket ili venac: jedan buket ili venac;
- Seme cveća i povrća u originalnom pakovanju ukupne težine do 100 grama, koje nije namenjeno prodaji: do pet pakovanja;
- Lukovice i gomolji ukrasnog bilja: ukupne težine do 3 KG;
- Sobno bilje i lončanice (isključujući bonsai): najviše tri biljke;
- Balkonsko bilje i neodrvnjeno ukrasno grmlje: najviše deset biljaka.

Pošiljke koje putnici nose sa sobom iz Kine, Tajlanda, Južnoafričke Republike poput biljaka: bonsai, rezanih ruža, rezanog cveća, orhideja, obavezno treba prijaviti graničnom fitosanitarnom inspektoratu radi pregleda jer mogu biti prenosioci štetnih organizama.

2.4 Unos i iznos zaštićenih biljnih i životinjskih vrsta vrši se na osnovu dozvole koju izdaje Ministarstvo zaštite životne sredine, a prema odredbama Zakona o potvrđivanju Konvencije o međunarodnom prometu ugroženih vrsta divlje faune i flore („Službeni list SRJ – Međunarodni ugovori“, broj 11/2001) i Pravilnika o prekograničnom prometu i trgovini zaštićenim vrstama („Službeni glasnik Republike Srbije“, broj 99/2009 i 06/2014).

b) CRNA GORA

2.1 Informacije o fitosanitarnoj inspekciji i veterinarskoj inspekciji mogu se dobiti od Uprave za bezbjednost hrane, veterinu i fitosanitarne poslove (videti GEN 1.1, pod b), tačka 7).

2.2 Pošiljke životinja, semena, jajnih ćelija i embriona moraju imati veterinarske sertifikate i ostalu prateću dokumentaciju i podležu pregledu granične veterinarske inspekcije. Pošiljka se najavljuje graničnom veterinarskom inspektoratu najmanje 24 sata pre prispeća pošiljke na granični prelaz.

2.3 Pošiljke bilja, biljnih proizvoda, sredstava za zaštitu i sredstava za ishranu bilja, moraju imati fitosertifikate i ostalu prateću dokumentaciju i podležu pregledu fitosanitarne inspekcije. Pošiljka se najavljuje graničnom fitosanitarnom inspektoratu najmanje 24 sata pre prispeća pošiljke na granični prelaz.

3. ZAHTEVI U VEZI SA PREVOZOM OPASNOG TERETA I NAORUŽANJA I VOJNE OPREME

a) SRBIJA

3.1 Prevoz opasnog tereta se obavlja u skladu sa ICAO Aneksom 18 i ICAO Doc 9284 – Tehničke instrukcije za bezbedan prevoz opasnog tereta.

3.2 Direktor civilnog vazduhoplovstva Republike Srbije (videti GEN 1.2, pod a), tačka 1.6.1), izdaje izuzeće od zabrane transporta opasnog tereta u skladu sa uslovima iz tačke 1.1.3 ICAO Doc 9284.

Small amounts of plants, in the sense of Regulation on small amounts are:

- Fresh fruits and vegetables (excluding potatoes): total weight up to 5 KG;
- Cut flowers and parts of plants gathered in a bouquet or wreath: one bouquet or wreath;
- Seeds of flowers or vegetables in the original pack of total weight up to 100 grams, not intended for the purpose of trade: up to five packs;
- Bulbs of decorative plants: total weight up to 3 KG;
- Home and potted plants (excluding bonsai): up to three plants;
- Balcony plants and non-woody decorative shrubs: up to ten plants.

Shipments brought by passengers travelling from China, Thailand, South African Republic, such as: bonsai, cut roses, cut flowers, orchids, being potential carriers of harmful organisms, shall be mandatory reported to a border phytosanitary inspector.

2.4 Carrying in and out of protected plant and animal species is based on the permission issued by the Ministry of Environmental Protection and in accordance with provisions of the Law on ratification of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (“Official Gazette of the Federal Republic of Yugoslavia – International Agreements”, number 11/2001), as well as Regulation on cross-border circulation and trade in protected species (“Official Gazette of the Republic of Serbia”, number 99/2009 and 06/2014).

b) MONTENEGRO

2.1 Information on phytosanitary inspection and veterinary inspection can be obtained from the Directorate for Food Safety, Veterinary and Phytosanitary Affairs (see GEN 1.1, under b), item 7).

2.2 Shipments containing animals, semen, ova and embryos must have veterinary certificates and other accompanying documentation and are subject to inspection performed by the border veterinary inspector. The shipment must be announced to the border veterinary inspector at least 24 hours before the arrival of the shipment to the border crossing point.

2.3 Shipments containing plants, plant products, plant protection and plant nutrition products must have phytocertificates and other accompanying documentation and are subject to control performed by the border phytosanitary inspector. The shipment must be announced to the border phytosanitary inspector at least 24 hours before the arrival of the shipment to the border crossing point.

3. REQUIREMENTS CONCERNING TRANSPORT OF DANGEROUS GOODS AND THE ARMAMENT AND MILITARY EQUIPMENT

a) SERBIA

3.1 Transportation of dangerous goods is performed in accordance with ICAO Annex 18 and ICAO Doc 9284 – Technical instructions for the safe transport of dangerous goods.

3.2 The Civil Aviation Directorate of the Republic of Serbia (see GEN 1.2, under a), item 1.6.1) may grant an exemption from the forbiddance of transport of dangerous goods in accordance with the requirements set out in point 1.1.3 of the ICAO Doc 9284.

b) CRNA GORA

1. NACIONALNI VAZDUHOPLOVNI PROPISI

Neophodno je da svi učesnici u vazdušnom saobraćaju budu upoznati sa odgovarajućim propisima. Vazduhoplovni propisi se objavljuju u Službenom listu Crne Gore, na crnogorskom jeziku i mogu se poručiti od:

Adresa: Javna ustanova Službeni list Crne Gore
Novaka Miloševa 10/I
81000 Podgorica
Crna Gora

TEL: + 382 20 230 525, + 382 20 230 533

Zakon o vazdušnom saobraćaju, podzakonski propisi o vazdušnom saobraćaju, podzakonski propisi o vazduhoplovnom osoblju, podzakonski propisi o vazduhoplovima i podzakonski propisi o aerodromima mogu se naći na internet stranici Agencije za civilno vazduhoplovstvo Crne Gore:

<http://www.caa.me>

2. MEĐUNARODNI SPORAZUMI/KONVENCIJE

- Konvencija o izjednačavanju izvesnih pravila o međunarodnom prevozu vazduhom (Varšava, 12.10.1929);
- Konvencija o međunarodnom civilnom vazduhoplovstvu (Čikago, 07.12.1944);
- Sporazum o tranzitu u međunarodnom vazdušnom saobraćaju (Čikago, 07.12.1944);
- Protokol o izmeni Konvencije o izjednačavanju izvesnih pravila o međunarodnom prevozu vazduhom (Hag, 28.09.1955);
- Međunarodna konvencija o saradnji na sigurnosti vazdušne plovidbe – EUROCONTROL iz 1960. sa protokolima iz 1970, 1978, 1981. i 1997;
- Konvencija kojom se dopunjuje Varšavska konvencija o izjednačavanju izvesnih pravila o međunarodnom prevozu vazduhom koji obavlja lice koje nije ugovorni prevoznik (Gvadalajara, 18.09.1961);
- Konvencija o krivičnim delima i drugim aktima izvršenim u vazduhoplovima (Tokio, 14.09.1963);
- Konvencija o suzbijanju nezakonite otmice vazduhoplova (Hag, 16.12.1970);
- Konvencija o zakonu koji se primenjuje na saobraćajne nesreće (Hag, 04.05.1971);
- Konvencija o suzbijanju nezakonitih akata uperenih protiv sigurnosti civilnog vazduhoplovstva (Montreal 23.09.1971);
- Dodatni protokoli broj 1, 2 i 4 Varšavske konvencije o izjednačavanju izvesnih pravila o međunarodnom prevozu vazduhom (Montreal, 25.09.1975);
- Multilateralni sporazum o rutnim naknadama (Brisel, 12.02.1981);
- Protokol o suzbijanju nezakonitih akata nasilja na aerodromima koji služe međunarodnom civilnom vazduhoplovstvu kojim se dopunjuje Konvencija o suzbijanju nezakonitih akata uperenih protiv sigurnosti civilnog vazduhoplovstva (Montreal, 24.02.1988);
- Konvencija o objedinjavanju izvesnih pravila za međunarodni prevoz vazduhom (Montreal, 28.05.1999);
- Konvencija o nadoknadi štete trećim stranama, koju su uzrokovali vazduhoplovi (Montreal, 02.05.2009);

b) MONTENEGRO

1. NATIONAL AIR NAVIGATION REGULATIONS

It is essential that anyone engaged in air operations be acquainted with the relevant regulations. Air navigation regulations are published by the Official Gazette of Montenegro, in Montenegrin language and may be obtained from:

Address: Javna ustanova Službeni list Crne Gore
Novaka Miloševa 10/I
81000 Podgorica
Montenegro

TEL: + 382 20 230 525, + 382 20 230 533

Air Traffic Law, Air Traffic Bylaws, Aeronautical Personnel Bylaws, Aircraft Bylaws and Aerodromes Bylaws are available at the website of the Civil Aviation Agency of Montenegro:

<http://www.caa.me>

2. INTERNATIONAL AGREEMENTS/CONVENTIONS

- Convention for the Unification of Certain Rules relating to International Carriage by Air (Warsaw, 12.10.1929);
- Convention on International Civil Aviation (Chicago, 07.12.1944);
- International Air Services Transit Agreement (Chicago, 07.12.1944);
- Protocol to Amend the Convention for the Unification of Certain Rules relating to International Carriage by Air (The Hague, 28.09.1955);
- International Convention Relating to Co-operation for the Safety of Air Navigation – EUROCONTROL of 1960 with protocols of 1970, 1978, 1981 and 1997;
- Convention Supplementary to the Warsaw Convention for the Unification of Certain Rules relating to International Carriage by Air Performed by a Person Other than the Contracting Carrier (Guadalajara, 18.09.1961);
- Convention on Offences and Certain Other Acts Committed on Board Aircraft (Tokyo, 14.09.1963);
- Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague, 16.12.1970);
- Convention on the Law Applicable to Traffic Accidents (The Hague, 04.05.1971);
- Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (Montreal, 23.09.1971);
- Additional Protocols Number 1, 2 and 4 to the Warsaw Convention for the Unification of Certain Rules relating to International Carriage by Air (Montreal, 25.09.1975);
- Multilateral Agreement on Route Charges (Brussels, 12.02.1981);
- Protocol for the Suppression of Unlawful Acts of violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (Montreal, 24.02.1988);
- Convention for the Unification of Certain Rules for International Carriage by Air (Montreal, 28.05.1999).
- Convention on Compensation for Damage Caused by Aircraft to Third Parties (Montreal, 02.05.2009);

- Konvencija o nadoknadi štete trećim stranama, koja je proistekla iz radnji nezakonitog ometanja u koje su uključeni vazduhoplovi (Montreal, 02.05.2009.);
- Protokol kojim se menja i dopunjava član 50(a) Konvencije o međunarodnom civilnom vazduhoplovstvu (Montreal, 06.10.2016.);
- Protokol kojim se menja i dopunjava član 56 Konvencije o međunarodnom civilnom vazduhoplovstvu (Montreal, 06.10.2016.);
- Multilateralni sporazum između Evropske zajednice i njenih država članica, Republike Albanije, Bosne i Hercegovine, Republike Bugarske, Republike Hrvatske, Bivše Jugoslovenske Republike Makedonije, Republike Island, Republike Crne Gore, Kraljevine Norveške, Rumunije, Republike Srbije i Misije privremene uprave Ujedinjenih nacija na Kosovu* o uspostavljanju Zajedničkog evropskog vazduhoplovnog područja (ECAA) *u skladu sa rezolucijom Saveta bezbednosti UN 1244 od 10.06.1999.
- Convention on Compensation for Damage to Third Parties, Resulting from Acts of Unlawful Interference Involving Aircraft (Montreal, 02.05.2009);
- Protocol amending Article 50(a) of the Convention on International Civil Aviation (Montreal, 06.10.2016);
- Protocol amending Article 56 of the Convention on International Civil Aviation (Montreal, 06.10.2016);
- ECAA Multilateral Agreement between the European Community and its Member States, the Republic of Albania, Bosnia and Herzegovina, the Republic of Bulgaria, the Republic of Croatia, the former Yugoslav Republic of Macedonia, the Republic of Iceland, the Republic of Montenegro, the Kingdom of Norway, Romania, the Republic of Serbia and the United Nations Interim Administration Mission in Kosovo* on the Establishment of a European Common Aviation Area (ECAA) *pursuant to UN Security Council Resolution 1244 of 10.06.1999.

6. ANEKS 6 – OPERACIJE VAZDUHOPLOVA

Knjiga I Međunarodni komercijalni vazdušni transport – avioni

Jedanaesto izdanje, 2018.

Poglavlje 4 – Operacije

Tačka 4.2.8.3

Nova klasifikacija prilaza nije uvedena.

Tačka 4.3.4.1.3 i tačka 4.3.4.3.1

Umesto procenjenog vremena upotrebe primenjuje se vremenski period koji počinje jedan sat pre i završava se jedan sat nakon procenjenog vremena dolaska na aerodrom.

Poglavlje 6 – Instrumenti, oprema i dokumentacija za let aviona

Tačka 6.3.1.4

Minimalno trajanje snimanja FDR-a je 25 sati ili 10 sati.

Tačka 6.3.2.1.3 i tačka 6.3.2.3.1

Minimalno trajanje CVR-a je 2 sata u slučaju kada je individualni sertifikat o plovidbenosti prvi put izdat na dan ili posle 1. aprila 1998. godine.

Tačka 6.3.2.1.4

Standard se primenjuje na sve avione čija maksimalna sertifikovana masa pri poletanju iznosi više od 5700 KG, bez obzira na datum izdavanja individualnog sertifikata o plovidbenosti.

Tačka 6.3.2.1.5

Standard se primenjuje na sve avione čija maksimalna sertifikovana masa pri poletanju iznosi više od 5700 KG, bez obzira na datum izdavanja individualnog sertifikata o plovidbenosti.

Tačka 6.4.1

Zahtevaju se dodatni instrumenti:

- Sredstva za merenje i prikazivanje vertikalne brzine, skretanja i klizanja, položaja, pravca, spoljašnje temperature vazduha i Mahovog broja ako su ograničenja brzine izražena Mahovim brojem;
- Sredstva koja označavaju kada napajanje potrebnih letaćkih instrumenata nije adekvatno.

Tačka 6.24.1

Pravila za SVS i EVS nisu uvedena.

Knjiga II Međunarodna opšta avijacija – Avioni Deseto izdanje, 2018.

NIL

Knjiga III Međunarodne operacije – Helikopteri Deveto izdanje, 2018.

Poglavlje 2 – Operacije

Tačka 2.3.4.2.2

Umesto procenjenog vremena upotrebe primenjuje se vremenski period koji počinje jedan sat pre i završava se jedan sat nakon procenjenog vremena dolaska na aerodrom.

6. ANNEX 6 – OPERATION OF AIRCRAFT

Part I International Commercial Air Transport – Aeroplanes

Eleventh edition, 2018

Chapter 4 – Flight Operations

Paragraph 4.2.8.3

The new approach classification is not implemented.

Paragraph 4.3.4.1.3 and Paragraph 4.3.4.3.1

Instead of estimated time of use a time period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome is applied.

Chapter 6 – Aeroplane instruments, equipment and flight documents

Paragraph 6.3.1.4

The minimum recording duration for the FDR is 25 hours or 10 hours.

Paragraph 6.3.2.1.3 and Paragraph 6.3.2.3.1

Minimum CVR duration is 2 hours when the individual certificate of airworthiness was first issued on or after 1st April 1998.

Paragraph 6.3.2.1.4

Standard applies to all aeroplanes with a maximum certificated take-off mass of more than 5700 KG, disregarding the date of the individual certificate of airworthiness issuance.

Paragraph 6.3.2.1.5

Standard applies to all aeroplanes with a maximum certificated take-off mass of more than 5700 KG, disregarding the date of the individual certificate of airworthiness issuance.

Paragraph 6.4.1

Additional instruments are required:

- A means of measuring and displaying: vertical speed, turn and slip, attitude, heading, outside air temperature and Mach number if speed limitations are expressed in terms of Mach number;
- A means of indicating when the supply of power to the required flight instruments is not adequate.

Paragraph 6.24.1

Rules for SVS and EVS are not implemented.

Part II International General Aviation – Aeroplanes Tenth Edition, 2018

NIL

Part III International Operations – Helicopters Ninth Edition, 2018

Chapter 2 – Flight Operations

Paragraph 2.3.4.2.2

Instead of estimated time of use a time period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome is applied.

Tačka 2.7.1

Za izolovane heliportove se dodatno zahteva da minimalni meteorološki uslovi utvrđeni u 2.6.2.2 moraju biti ispunjeni.

Poglavlje 3 – Operativna ograničenja za performanse helikoptera

Tačka 3.4.1, tačka 3.4.2 i tačka 3.4.3

Takve operacije nisu dozvoljene.

Poglavlje 4 – Instrumenti, oprema i dokumentacija za let helikoptera

Tačka 4.2.2

Zahtevaju se dodatni instrumenti za nekomercijalne operacije kompleksnim vazduhoplovom na motorni pogon:

- Sredstva za sprečavanje kvara sistema za pokazivanje brzine;
- Sredstva koja označavaju kada napajanje energijom potrebnih žiroskopskih instrumenata nije adekvatno.

Tačka 4.2.3

Zahtevaju se dodatni instrumenti:

- Alternativni izvor statičkog pritiska;
- Dodatna nezavisna sredstva za prikazivanje visine po pritisku, indicirane brzine, vertikalne brzine, klizanja i stabilizovanog smera kada god su potrebna 2 pilota.

Tačka 4.3.1.1.3

Dodatno se zahteva da FDR mora da snima parametre potrebne za precizno utvrđivanje rada motora.

Tačka 4.3.1.2.2

Helikopteri koji imaju maksimalnu sertifikovanu masu pri poletanju veću od 7000 KG ili konfiguraciju sa najvećim operativnim brojem putničkih sedišta većim od devet i kojima je prvi put izdat pojedinačni sertifikat o plovidbenosti na dan ili posle 1. januara 1989. godine, ali pre 1. avgusta 1999. godine, moraju da budu opremljeni FDR-om koji koristi digitalnu metodu snimanja i čuvanja podataka i za koji je raspoloživa metoda kojom se lako preuzimaju podaci iz medija za skladištenje.

Tačka 4.16.2

Dozvoljeni su operativni krediti za HUD i EVS.

7. ANEKS 7 – OZNAKE DRŽAVNE PRIPADNOSTI I REGISTRACIJE VAZDUHOPLOVA **Šesto izdanje, 2012.**

NIL

8. ANEKS 8 – PLOVIDBENOST VAZDUHOPLOVA **Jedanaesto izdanje, 2010.**

Knjiga IV – Helikopteri

Poglavlje 2 – Let

Tačka 2.2.2.1, tačka 2.2.3.1, tačka 2.2.3.1.1, tačka 2.2.3.1.2, tačka 2.2.3.1.3, tačka 2.2.3.1.4 i tačka 2.2.3.3.1

Primenjuje se evropska kategorizacija helikoptera po performansama (kategorije A i B helikoptera), a ne klase 1, 2 i 3.

9. ANEKS 9 – OLAKŠICE

Biće obrađeno

Paragraph 2.7.1

For isolated heliports it is additionally required that the minimum weather conditions defined in 2.6.2.2 have to prevail.

Chapter 3 – Helicopter Performance Operating Limitations

Paragraph 3.4.1, Paragraph 3.4.2 and Paragraph 3.4.3

Such operations are not allowed.

Chapter 4 – Helicopter instruments, equipment and flight documents

Paragraph 4.2.2

Additional instruments are required for non-commercial operations with complex motor-powered aircraft:

- A means of preventing malfunction of the air speed indicator;
- A means of indicating when the supply of power to gyroscopic instruments is not adequate.

Paragraph 4.2.3

Additional instruments are required:

- Alternate source of static pressure;
- An additional separate means of indicating pressure altitude, IAS, vertical speed, slip, and stabilised heading whenever 2 pilots are required.

Paragraph 4.3.1.1.3

Additionally it is required that FDR must record the parameters required to determine accurately the engine operation.

Paragraph 4.3.1.2.2

Helicopters with a maximum certificated take-off mass of more than 7000 KG or a configuration with maximum operational passenger seating number of more than nine, and were first issued with an individual certificate of airworthiness on or after 1st January 1989 but before 1st August 1999, must be equipped with an FDR that uses a digital method of recording and storing data and for which a method of readily retrieving that data from the storage medium is available.

Paragraph 4.16.2

Operational credits for HUD and EVS are allowed.

7. ANNEX 7 – AIRCRAFT NATIONALITY AND REGISTRATION MARKS **Sixth Edition, 2012**

NIL

8. ANNEX 8 – AIRWORTHINESS OF AIRCRAFT **Eleventh Edition, 2010**

Part IV – Helicopters

Chapter 2 – Flight

Paragraph 2.2.2.1, Paragraph 2.2.3.1, Paragraph 2.2.3.1.1, Paragraph 2.2.3.1.2, Paragraph 2.2.3.1.3, Paragraph 2.2.3.1.4 and Paragraph 2.2.3.3.1

European helicopter performance categorization is applied (helicopter category A and B), not classes 1, 2 and 3.

9. ANNEX 9 – FACILITATION

To be developed

10. ANEKS 10 – VAZDUHOPLOVNE TELEKOMUNIKACIJE

**Knjiga I Radio-navigaciona sredstva
Šesto izdanje, 2006.**

NIL

**Knjiga II Postupci komunikacije, uključujući postupke sa
statusom PANS
Sedmo izdanje, 2016.**

NIL

**Knjiga III Komunikacioni sistemi
Drugo izdanje, 2007.**

NIL

**Knjiga IV Nadzorni radari i sistemi za izbegavanje sudara
Peto izdanje, 2014.**

NIL

**Knjiga V Korišćenje spektra vazduhoplovnih radio-
frekvencija
Treće izdanje, 2013.**

NIL

11. ANEKS 11 – USLUGE U VAZDUŠNOM SAOBRAĆAJU Trinaesto izdanje, 2001.

Poglavlje 2 – Opšte

Tačka 2.25.5

Prilikom provere vremena, vreme se najviše može zaokružiti na najbliži minut.

Tačka 2.6.1

Dozvoljeno je vazduhoplovu da prekorači ograničenje brzine od 250 KT kada je to odobreno od strane nadležnih vlasti za tipove vazduhoplova, koji zbog tehničkih ili sigurnosnih razloga, ne mogu da održavaju ovu brzinu.

Poglavlje 3 – Usluga kontrole letenja

Propisani su zahtevi pod kojima specijalni VFR letovi mogu odobrenjem kontrole letenja da se dozvole u okviru kontrolisane zone.

Tačka 3.7.3.1

Dodatno se zahteva da letaćka posada ponovi instrukcije za taksiranje i novo-dodeljene komunikacione kanale.

Tačka 3.7.3.1.1

Standard se dodatno primenjuje i na instrukcije za taksiranje.

12. ANEKS 12 – TRAGANJE I SPASAVANJE

Biće obrađeno

13. ANEKS 13 – ISTRAŽIVANJE NESREĆA I NEZGODA VAZDUHOPLOVA

Biće obrađeno

14. ANEKS 14 – AERODROMI

**Knjiga I Izgradnja i korišćenje aerodroma
Osmo izdanje, 2018.**

NIL

10. ANNEX 10 – AERONAUTICAL TELECOMMUNICATIONS

**Volume I Radio Navigation Aids
Sixth Edition, 2006**

NIL

**Volume II Communication Procedures including those
with PANS status
Seventh Edition, 2016**

NIL

**Volume III Communication Systems
Second Edition, 2007**

NIL

**Volume IV Surveillance Radar and Collision Avoidance
Systems
Fifth Edition, 2014**

NIL

**Volume V Aeronautical Radio Frequency Spectrum
Utilization
Third Edition, 2013**

NIL

11. ANNEX 11 – AIR TRAFFIC SERVICES Thirteenth Edition, 2001

Chapter 2 – General

Paragraph 2.25.5

Time checks shall be given at least to the nearest minute.

Paragraph 2.6.1

It is allowed for the aircraft to exceed the 250 KT speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.

Chapter 3 – Air Traffic Control Service

The requirements under which special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance, are prescribed.

Paragraph 3.7.3.1

Additionally it is required that the flight crew reads back taxi instructions and newly assigned communication channels.

Paragraph 3.7.3.1.1

The standard is additionally applied to taxi instructions.

12. ANNEX 12 – SEARCH AND RESCUE

To be developed

13. ANNEX 13 – AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION

To be developed

14. ANNEX 14 – AERODROMES

**Volume I Aerodrome Design and Operations
Eighth Edition, 2018**

NIL

Knjiga II Helidromi
Četvrto izdanje, 2013.

NIL

15. ANEKS 15 – USLUGE VAZDUHOPLOVNOG
INFORMISANJA
Petnaesto izdanje, 2016.

Poglavlje 1 – Opšte odredbe

Tačka 1.2.1.4

Ako postoji razlika u vrednostima rezolucije navedenim u Aneksu 4 i Aneksu 15, za prikazivanje geografskih koordinata se usvaja veća (stroža) od navedenih vrednosti.

Tačka 1.2.2.5

Ako postoji razlika u vrednostima rezolucije navedenim u Aneksu 4 i Aneksu 15, za prikazivanje nadmorske visine i undulacije geoida se usvaja veća (stroža) od navedenih vrednosti.

Poglavlje 3 – Upravljanje vazduhoplovnim informacijama

Tačka 3.3.2.1

Ako postoji razlika u vrednostima rezolucije za geografske koordinate značajnih tačaka koje se objavljuju i u ENR i u AD delu ili značajnih tačaka koje se koriste i u konvencionalnim i u postupcima prostorne navigacije, za njihovo prikazivanje se usvaja veća (stroža) od navedenih vrednosti.

Poglavlje 5 – NOTAM

Tačka 5.1.1.4

NOTAM o aktiviranju uspostavljenih opasnih, uslovno zabranjenih ili zabranjenih zona i aktivnostima koje zahtevaju privremena ograničenja u korišćenju vazdušnog prostora, u hitnim i svim ostalim slučajevima, se objavljuje manje od sedam dana unapred.

Poglavlje 10 – Podaci o terenu i preprekama u elektronskom obliku

Na raspolaganju su samo podaci o terenu za Oblast 1.

Poglavlje 11 – Podaci o mapiranju aerodroma

Podaci o mapiranju aerodroma nisu na raspolaganju.

16. ANEKS 16 – ZAŠTITA ŽIVOTNE SREDINE

Biće obrađeno

17. ANEKS 17 – BEZBEDNOST

Biće obrađeno

18. ANEKS 18 – SIGURAN TRANSPORT OPASNOG
TERETA
Četvrto izdanje, 2011.

NIL

19. ANEKS 19 – UPRAVLJANJE SIGURNOŠĆU

Biće obrađeno

Volume II Heliports
Fourth Edition, 2013

NIL

15. ANNEX 15 – AERONAUTICAL INFORMATION
SERVICES
Fifteenth Edition, 2016

Chapter 1 – General

Paragraph 1.2.1.4

When there is a difference between resolution values stated in Annex 4 and Annex 15, the order of resolution of geographical coordinates represent higher (more stringent) of stated values.

Paragraph 1.2.2.5

When there is a difference between resolution values stated in Annex 4 and Annex 15, the order of resolution of elevation and geoid undulation represent higher (more stringent) of stated values.

Chapter 3 – Aeronautical information management

Paragraph 3.3.2.1

When there is a difference between resolution values for geographical coordinates of significant points published in both ENR and AD parts, or significant points used in both conventional and RNAV procedures, the order of resolution represent higher (more stringent) of stated values.

Chapter 5 – NOTAM

Paragraph 5.1.1.4

NOTAM on the activation of established danger, restricted or prohibited areas and of activities requiring temporary airspace restrictions for emergency or any other operations is published less than seven days in advance.

Chapter 10 – Electronic terrain and obstacle data

Only Area 1 electronic terrain data are provided.

Chapter 11 – Aerodrome Mapping Data

Aerodrome mapping data are not provided.

16. ANNEX 16 – ENVIRONMENTAL PROTECTION

To be developed

17. ANNEX 17 – SECURITY

To be developed

18. ANNEX 18 – THE SAFE TRANSPORT OF
DANGEROUS GOODS BY AIR
Fourth Edition, 2011

NIL

19. ANNEX 19 – SAFETY MANAGEMENT

To be developed

5. OZNAKE DRŽAVNE PRIPADNOSTI I OZNAKE REGISTRACIJE VAZDUHOPLOVA

a) SRBIJA

Oznaka državne pripadnosti za vazduhoplove registrovane u Republici Srbiji sastoji se od slova „YU“.

Iza oznake državne pripadnosti „YU“ stavlja se crta i oznaka registracije.

Oznaka registracije sastoji se od kombinacije slova ispisanih latiničnim pismom, ili kombinacije brojeva, ili kombinacije slova ispisanih latiničnim pismom i brojeva, pri čemu se slova „Q“, „Š“, „C“, „Č“, „Đ“ i „Ž“ ne mogu koristiti.

Pri određivanju oznake registracije se ne može koristiti kombinacija slova koja se u civilnom vazduhoplovstvu koristi za obaveštavanje u slučajevima opasnosti („SOS“, „XXX“, „PAN“, „TTT“ i sl.).

Ultralaki vazduhoplovi se označavaju jednim slovom i kombinacijom tri broja, i to:

1. slovom „A“ i kombinacijom tri broja se označava ultralaki avion;
2. slovom „H“ i kombinacijom tri broja se označava ultralaki helikopter;
3. slovom „J“ i kombinacijom tri broja se označava ultralaka jedrilica;
4. slovom „T“ i kombinacijom tri broja se označava motorni zmaj;
5. slovom „G“ i kombinacijom tri broja se označava ultralaki žiroplan.

Jedrilice (osim ultralakih jedrilica) se označavaju kombinacijom četiri broja.

Slovom „D“ i kombinacijom tri broja označava se bespilotni vazduhoplov.

Ostali vazduhoplovi se označavaju kombinacijom tri slova.

Primenjuje se Pravilnik o oznakama registracije i obaveznim natpisima vazduhoplova („Službeni glasnik Republike Srbije“, broj 33/13 i 39/16).

b) CRNA GORA

Oznaka državne pripadnosti za vazduhoplove registrovane u Crnoj Gori sastoji se od zastave Crne Gore i od karaktera „4O“.

Primenjuje se Pravilnik o mjestu i načinu nanošenja oznaka državne pripadnosti i registarskih oznaka na vazduhoplovima („Službeni list Crne Gore“, broj 57/12).

5. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

a) SERBIA

The nationality mark for aircraft registered in the Republic of Serbia consists of letters “YU”.

The nationality mark “YU” is followed by hyphen and the registration mark.

Registration mark consists of the combination of Roman letters, or combination of numbers, or combination of Roman letters and numbers, where letters “Q”, “Š”, “C”, “Č”, “Đ” and “Ž” cannot be used.

When assigning registration marks, no combination of letters used in civil aviation for emergency notifications (“SOS”, “XXX”, “PAN”, “TTT”, etc.) can be used.

Ultra light aircraft are marked with one letter and combination of three numbers, namely:

1. letter “A” and combination of three numbers denoting an ultra light airplane;
2. letter “H” and combination of three numbers denoting an ultra light helicopter;
3. letter “J” and combination of three numbers denoting an ultra light glider;
4. letter “T” and combination of three numbers denoting a motor hang glider;
5. letter “G” and combination of three numbers denoting an ultra light gyroplane.

Gliders (except ultra light gliders) are denoted with four-number combinations.

Unmanned aircraft are denoted with letter “D” and combination of three numbers.

Other aircraft are denoted with combination of three letters.

Regulation on aircraft registration marks and mandatory placards and markings (“Official Gazette of the Republic of Serbia”, number 33/13 and 39/16) is applicable.

b) MONTENEGRO

The nationality mark for aircraft registered in Montenegro consists of Montenegro flag and characters “4O”.

By-law on the Position and the Method of Placing Nationality and Registration Marks on Aircraft (“Official Gazette of Montenegro”, number 57/12) is applicable.

6. DRŽAVNI PRAZNICI

a) SRBIJA

<i>Naziv</i>	<i>Datum</i>
Nova godina	1 i 2 JAN
Božić (pravoslavni)	7 JAN
Sretenje – Dan državnosti Republike Srbije	15 i 16 FEB
Vaskršnji praznici (pravoslavni) od Velikog petka do drugog dana Vaskrsa	17, 18, 19 i 20 APR 2020 30 APR, 1, 2 i 3 MAY 2021 22, 23, 24 i 25 APR 2022
Praznik rada	1 i 2 MAY
Dan primirja u Prvom svetskom ratu	11 NOV

Napomene:

- Nisu navedeni praznici koji se praznuju radno.
- Ako neki od navedenih praznika (izuzev Božića i Vaskrsa) pada u nedelju, ne radi se prvog narednog radnog dana.

b) CRNA GORA

<i>Naziv</i>	<i>Datum</i>
Nova godina	1 i 2 JAN
Praznik rada	1 i 2 MAY
Dan nezavisnosti	21 i 22 MAY
Dan državnosti	13 i 14 JUL

Napomene:

- Ako prvi praznični dan pada u nedelju, neradna su dva naredna dana.
- Ako drugi praznični dan pada u nedelju, smatra se kao neradan prvi naredni radni dan.

6. PUBLIC HOLIDAYS

a) SERBIA

<i>Name</i>	<i>Date</i>
New Year's Day	1 and 2 JAN
Christmas (Orthodox)	7 JAN
Candlemas – The Republic of Serbia Sovereignty Day	15 and 16 FEB
Easter holidays (Orthodox) from Good Friday to Easter Monday	17, 18, 19 and 20 APR 2020 30 APR, 1, 2 and 3 MAY 2021 22, 23, 24 and 25 APR 2022
Labour Day	1 and 2 MAY
Armistice Day in World War I	11 NOV

Notes:

- Holidays not listed herein are working days.
- If any of these holidays (except Christmas and Easter Holidays) falls on Sunday, the following working day will be non-working.

b) MONTENEGRO

<i>Name</i>	<i>Date</i>
New Year's Day	1 and 2 JAN
Labour Day	1 and 2 MAY
The Independence Day	21 and 22 MAY
The Sovereignty Day	13 and 14 JUL

Notes:

- If the first day of these holidays falls on Sunday, the following two days will be regarded as a non working days.
- If the second day of these holidays falls on Sunday, the first following working day will be regarded as non working day.

		F	
EMERG	Opasnost Emergency		
END	Dalji deo poletno-sletne staze (<i>odnosi se na RVR</i>) Stop-end (<i>related to RVR</i>)	F	Utvrđen, stalan Fixed
ENE	Istok-severoistok East-north-east	FA	Kurs od fiksa na apsolutnu visinu Course from a fix to an altitude
ENG	Motor Engine	FAC	Sredstva Facilities
ENR	Rutni <i>ili</i> na ruti <i>ili</i> vazdušni prostor En-route	FAF	Sredstvo (fiks) za završno prilaženje Final approach fix
ENRC	Rutna karta (<i>sledi naziv/naslov</i>) Enroute chart (<i>followed by name/title</i>)	FAL	Olakšice u međunarodnom vazdušnom saobraćaju
EOBT	Predviđeno vreme početka voženja Estimated off-block time	FAP	Facilitation of international air transport
EQPT	Oprema Equipment		Tačka za završno prilaženje Final approach point
ESE	Istok-jugoistok East-south-east	FAS	Završno prilaženje Final approach segment
EST	Predvideti <i>ili</i> predviđen <i>ili</i> predviđanje (<i>oznaka tipa poruke</i>) Estimate <i>or</i> estimated <i>or</i> estimation (<i>message type designator</i>)	FATO	Zona završnog prilaza i poletanja Final approach and take-off area
ETA	Predviđeno vreme dolaska <i>ili</i> predviđen dolazak Estimated time of arrival <i>or</i> estimating arrival *‡	FAX	Faksimilna predaja Facsimile transmission
ETD	Predviđeno vreme odlaska <i>ili</i> predviđen odlazak Estimated time of departure <i>or</i> estimating departure ‡	FBL	Slab (<i>koristi se da ukaže na intenzitet vremenske pojave, ili smetnje u izveštajima, npr. FBL RA = slaba kiša</i>) Light (<i>used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain</i>)
ETO	Predviđeno vreme iznad značajne tačke Estimated time over significant point	FBZ	Zaštitni sloj za planiranje letenja Flight Plan Buffer Zone (♣)
EUR RODEX	European regional OPMET data exchange	FC	Levkast oblak (<i>tornado ili vodena pijavica</i>) Funnel cloud (<i>tornado or water spout</i>)
EUROCONTROL	Evropska organizacija za bezbednost vazdušne plovidbe European Organization for the Safety of Air Navigation (♣)	FCST	Prognoza vremena Forecast
EV	Svaki Every	FCT	Koeficijent trenja Friction coefficient
EVS	Unapređeni sistem prikaza Enhanced vision system	FDPS	Sistem za obradu podataka leta Flight data processing system
EXC	Osim Except	FDR	Uređaj za snimanje podataka leta Flight data recorder (♣)
EXER	Vežbe <i>ili</i> vežbanje <i>ili</i> vežbati Exercises <i>or</i> exercising <i>or</i> to exercise	FEB	Februar February
EXP	Očekivati <i>ili</i> očekivan <i>ili</i> očekivanje Expect <i>or</i> expected <i>or</i> expecting	FEW	Maloblačnost Few
EXTD	Proširiti <i>ili</i> proširenje <i>ili</i> prošireno Extend <i>or</i> extending <i>or</i> extended	FG	Magla Fog
		FIC	Centar za informisanje vazduhoplova u letu Flight information centre
		FIR	Oblast informisanja u letu Flight information region ‡
		FIS	Usluga informisanja u letu Flight information service
		FISA	Automatizovano informisanje u letu Automated flight information service
		FL	Nivo leta Flight level
		FLD	Polje Field
		FLG	Bljeskanje Flashing
		FLOS	Šema orijentacije nivoa leta Flight Level Orientation Scheme (♣)
		FLR	Rakete Flares

FLT	Let Flight	FTP	Fiktivna tačka praga Fictitious threshold point
FLTCK	Provera u letu Flight check	FTT	Tolerancija pilotiranja Flight technical tolerance
FLUC	Promenljivo <i>ili</i> promenljivost <i>ili</i> promenljiv Fluctuating <i>or</i> fluctuation <i>or</i> fluctuated	FU	Dim Smoke
FLW	Slediti <i>ili</i> sledeći Follow(s) <i>or</i> following	FUA	Fleksibilno korišćenje vazdušnog prostora
FLY	Leteti <i>ili</i> letenje Fly <i>or</i> flying	FZ	Flexible Use of Airspace (♣) Zamrzavanje (<i>mržnjenje, leđenje</i>)
FM	Od, iz From	FZDZ	Freezing Rosulja koja se ledi
FM	Kurs od fiksa do manuelnog završnog prilaženja (<i>koristi se u navigaciji za kodovanje baze podataka</i>) Course from a fix to manual termination (<i>used in navigation database coding</i>)	FZFG	Freezing drizzle Magla koja se ledi
FM	Od (<i>sledi čas početka prognozirane promene vremena</i>) From (<i>followed by time weather change is forecast to begin</i>)	FZRA	Freezing fog Kiša koja se ledi Freezing rain
FMC	Računar za upravljanje letom Flight management computer		
FMP	Mesto za upravljanje protokom Flow management position (♣)		
FMS	Sistem upravljanja letom Flight management system ‡		
FMU	Jedinica za upravljanje protokom Flow management unit		
FNA	Završni prilaz Final approach		
FPAP	Tačka poravnanja putanje leta Flight path alignment point		
FPL	Plan leta Flight plan		
FPM	Stope u minuti Feet per minute		
FPR	Ruta iz plana leta Flight plan route		
FR	Preostalo gorivo Fuel remaining		
FRA	Prostor slobodnog planiranja ruta Free Route Airspace (♣)		
FREQ	Frekvencija Frequency		
FRI	Petak Friday		
FRNG	Gađanje Firing		
FRONT	Front (<i>odnosi se na vreme</i>) Front (<i>relating to weather</i>) †		
FROST	Mraz (<i>koristi se u aerodromskim upozorenjima</i>) Frost (<i>used in aerodrome warnings</i>) †		
FRQ	Učestao Frequent		
FSL	Sletanje sa potpunim zaustavljanjem Full stop landing		
FSS	Stanica za informisanje vazduhoplova u letu Flight service station		
FST	Prvi First		
FT	Stope (<i>jedinica mere</i>) Feet (<i>dimensional unit</i>)		
FTE	Greška pilotiranja Flight technical error		

MOD	Umeren (<i>koristi se da ukaže na intenzitet vremenske pojave ili smetnje u izveštajima, npr. MOD RA = umerena kiša</i>) Moderate (<i>used to indicate the intensity of weather phenomena, interference or static reports, e.g. MOD RA = moderate rain</i>)	MVDF	Radio-goniometri srednje i vrlo visoke frekvencije (<i>na istoj lokaciji</i>) Medium and very high frequency direction-finding stations (<i>at the same location</i>)
		MWO	Biro za meteorološko bdenje Meteorological watch office
MON	Iznad planina Above mountains	MX	Kombinovana vrsta formiranog leda (<i>beo i proziran</i>) Mixed type of ice formation (<i>white and clear</i>)
MON	Ponedeljak Monday		
MOPS	Standardi za minimalne operativne performanse Minimum operational performance standards †		
MOV	Kretati <i>ili</i> kretanje <i>ili</i> pokret Move <i>or</i> moving <i>or</i> movement		
MPS	Metara u sekundi Metres per second		
MRA	Minimalna apsolutna visina prijema (<i>radio-signala</i>) Minimum reception altitude		
MRCC	Koordinacioni centar traganja i spasavanja na moru Maritime Search and Rescue Coordination Centre (♣)		
MRG	Srednji domet Medium range		
MRP	Tačka javljanja ATS/MET ATS/MET reporting point		
MS	Minus Minus		
MSA	Minimalna sektorska apsolutna visina Minimum sector altitude		
MSAS	(<i>to be pronounced "EM-SAS"</i>) Multifunktionalni transport satelita (MTSAT) satelita-bazirano pojačavanje sistema †		
MSAW	Upozorenje o minimalnoj bezbednoj apsolutnoj visini Minimum safe altitude warning		
MSG	Poruka Message		
MSL	Srednji nivo mora Mean sea level		
MSR	Poruka ... (<i>identifikacija predaje</i>) je pogrešno upućena (<i>koristi se u AFS kao proceduralni signal</i>) Message ... (<i>transmission identification</i>) has been misrouted (<i>to be used in AFS as a procedure signal</i>) #		
MSSR	Monopulsni sekundarni nadzorni radar Monopulse secondary surveillance radar		
MT	Planina Mountain		
MTA	Zona za vojnu vežbu i obuku Military exercise and training area (♣)		
MTOM	Maksimalna masa u poletanju Maximum take-off mass		
MTOW	Maksimalna sertifikovana masa vazduhoplova na poletanju Maximum take-off weight		
MTU	Metričke jedinice Metric units		
MTW	Planinski talasi Mountain waves		

N			
		NOF	Međunarodni NOTAM biro International NOTAM Office
N	Bez značajne promene (za RVR u prethodnih 10 minuta) No distinct tendency (in RVR during previous 10 minutes)	NONFUA	Ne podleže fleksibilnom korišćenju vazdušnog prostora Not subject to flexible use of airspace (♣)
N	Sever ili severna geografska širina North or northern latitude	NONSTD	Nestandardni Non-standard
NA	Nije odobreno Not authorized (♣)	NOSIG	Bez značajne promene (koristi se u prognozi tipa trend za sletanje) No significant change (used in trend-type landing forecasts) †
NADP	Postupak smanjenja buke u odlasku Noise abatement departure procedure	NOTAM	Telekomunikacijski distribuirana poruka koja sadrži informacije o uspostavljanju, stanju ili izmeni vazduhoplovnog sredstva, službe, postupka ili opasnosti, čije je blagovremeno poznavanje neophodno osoblju koje učestvuje u pripremi i izvršenju letenja A notice distributed by means of telecommunications containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations †
NASC	Nacionalni centar AIS sistema National AIS system centre †		
NAT	Severni Atlantik North Atlantic		
NATO	Severno-atlantski savez North Atlantic Treaty Organization		
NAV	Navigacija Navigation		
NB	Na sever Northbound		
NBFR	Ne pre Not before		
NC	Bez promene No change		
NCD	Nema registrovanih oblaka (koristi se u automatizovanom METAR/SPECI) No cloud detected (used in automated METAR/SPECI)	NOTAMC	NOTAM kojim se poništava prethodno objavljeni NOTAM Cancelling NOTAM
NDB	Neusmereni radio-far Non-directional radio beacon ‡	NOTAMN	Novi NOTAM New NOTAM
NDV	Nisu dostupna odstupanja po pravcima (koristi se u automatizovanom METAR/SPECI) No directional variations available (used in automated METAR/SPECI)	NOTAMR	NOTAM kojim se menja prethodno objavljeni NOTAM Replacing NOTAM
NE	Severoistok North-east	NOV	Novembar November
NEB	Na severoistok North-eastbound	NOZ	Zona normalnih operacija Normal operating zone ‡
NEG	Ne ili negativan ili dozvola nije izdata ili to nije ispravno No or negative or permission not granted or that is not correct	NPA	Neprecizno prilaženje Non precision approach
NGT	Noć Night	NPZ	Zona u kojoj nije dozvoljeno planiranje letova No Planning Zone (♣)
NIL	Ništa ili nemam šta da vam pošaljem None or I have nothing to send to you *†	NR	Broj Number
NM	Nautičke milje Nautical miles	NRH	Ne čuje se odgovor No reply heard
NML	Normalan Normal	NS	Nimbostratus Nimbostratus
NMOC	Network Manager Operations Centre (♣)	NSC	Nema značajnih oblaka Nil significant cloud
NN	Neimenovan No name, unnamed	NSE	Greška navigacionog sistema Navigation system error
NNE	Sever-severoistok North-north-east	NSW	Nema značajnog vremena Nil significant weather
NNW	Sever-severozapad North-north-west	NTL	Nacionalni, domaći National
NO	Ne (negativno) (koristi se u AFS kao proceduralni signal) No (negative) (to be used in AFS as a procedure signal)	NTZ	Nepovrediva zona No transgression zone ‡
		NWB	Severozapad North-west
		NWB	Na severozapad North-westbound
		NXT	Sledeći Next

SMATSA	Kontrola letenja Srbije i Crne Gore SMATSA doo Beograd	SS	Peščana oluja Sandstorm
	Serbia and Montenegro Air Traffic Services SMATSA Ilc (♣)	SS	Zalaz Sunca Sunset
SMC	Kontrola kretanja na zemlji Surface movement control	SSB	Jedan bočni opseg Single sideband
SMR	Radar za kontrolu kretanja na zemlji Surface movement radar	SSE	Jug-jugoistok South-south-east
SN	Sneg Snow	SSR	Sekundarni nadzorni radar Secondary surveillance radar ‡
SNOCLO	Aerodrom zatvoren zbog snega (<i>koristi se u METAR/SPECI</i>) Aerodrome closed due to snow (<i>used in METAR/SPECI</i>)	SST	Supersonični transport Supersonic transport
		SSW	Jug-jugozapad South-south-west
SNOWTAM	Posebna serija NOTAM-a koja pomoću utvrđenog obrasca obaveštava o prisustvu ili otklanjanju opasnih uslova prouzrokovanih snegom, ledom, lapavicom ili stajaćom vodom nastalom topljenjem snega, lapavice i leda na površinama za kretanje vazduhoplova Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format †	ST	Stratus
		STA	Stratus
		STAR	Prilaženje iz pravca Straight-in approach
		STD	Standardni instrumentalni dolazak Standard instrument arrival †
		STF	Standard
		STN	Standard U obliku stratusa Stratiform
		STNR	Stanica Station
SOC	Početak penjanja Start of climb	STOL	Nepokretan Stationary
SPECI	Specijalni meteorološki izveštaj za aerodrom (<i>u meteorološkom kodu</i>) Aerodrome special meteorological report (<i>in meteorological code</i>) †	STOL	Kratko poletanje i sletanje Short take-off and landing
		STS	Stanje Status
SPECIAL	Lokalni specijalni meteorološki izveštaj (<i>u skraćenom otvorenom tekstu</i>) Local special meteorological report (<i>in abbreviated plain language</i>) †	STS	Sektor za traganje i spasavanje (♣)
		STWL	Svetla produžetka za zaustavljanje Stopway light(s)
		SUBJ	U zavisnosti od Subject to
SPI	Posebni pokazivač pozicije Special position indicator	SUN	Nedelja Sunday
SPL	Dopuna plana leta (<i>oznaka tipa poruke</i>) Supplementary flight plan (<i>message type designator</i>)	SUN	Dodatak (<i>AIP dodatak</i>) Supplement (<i>AIP Supplement</i>)
		SUPPS	Dopunski regionalni postupci Regional supplementary procedures
SPOC	Tačka kontakta za SAR SAR point of contact	SVC	Službeno (<i>samo u vidu poruke</i>) Service (<i>message type only</i>)
SPOT	Vetar na visini iznad određene tačke Spot wind †	SVCBL	Ispravan Serviceable
SQ	Olujni udari vetra Squall	SVS	Sintetički vizion sistem (♣)
SQL	Linija nestabilnosti (nepogoda) ili olujnih udara vetra Squall line	SW	Jugozapad South-west
		SWB	Na jugozapad South-westbound
SR	Izlaz Sunca Sunrise	SWC	Karta značajnog vremena Significant weather chart (♣)
SRA	Prilaženje po nadzornom radaru Surveillance radar approach	SWL	Karta prognoze za oblast za letove na malim visinama Chart for area forecasts for low-level flights (♣)
SRE	Nadzorni radarski element radarskog sistema za precizno prilaženje Surveillance radar element of precision approach radar system	SWY	Produžetak za zaustavljanje Stopway
SRG	Mali domet Short range		
SRR	Oblast traganja i spasavanja Search and rescue region		
SRU	Search and Rescue Unit (♣)		
SRY	Sekundarni Secondary		

T			
		TGL	Sletanje sa ponovljenim poletanjem Touch-and-go landing
T	Stvarni (<i>prethodi smer u odnosu na stvarni/geografski sever</i>) True (<i>preceded by a bearing to indicate reference to True North</i>)	TGL	Privremeno uputstvo Temporary guidance leaflet (♣)
		TGS	Sistem za vođenje pri rulanju Taxiing guidance system
T	Temperatura Temperature	THR	Prag Threshold
T-VASIS	(<i>izgovara se „TEE-VASIS“</i>) T pokazivač nagiba vizuelnog prilaznja (<i>to be pronounce “TEE-VASIS”</i>) T visual approach slope indicator system †	THRU	Kroz Through
		THU	Četvrtak Thursday
TA	Prelazna apsolutna visina Transition altitude	TIBA	Emitovanje informacija o saobraćaju iz vazduhoplova Traffic information broadcast by aircraft †
TA	Savet u vezi sa saobraćajem Traffic advisory	TIL	Do Until †
TA/H	Zaokret na apsolutnoj/relativnoj visini Turn at an altitude/height	TIP	Do prethodnog ... (<i>mesto</i>) Until past ... (<i>place</i>)
TAA	Apsolutna visina dolaska u završnu kontrolisanu oblast Terminal arrival altitude	TKOF	Poletanje Take-off
TACAN	UHF taktičko sredstvo za vazduhoplovnu navigaciju UHF tactical air navigation aid †	TL	Do (<i>sledi trenutak prognoziranog završetka promene vremena</i>) Till (<i>followed by time by which weather change is forecast to end</i>)
TAF	Prognoza za aerodrom Aerodrome forecast †	TLOF	Zona prizemljenja i uzleta Touchdown and lift-off area
TAIL	Leđni vetar Tail wind †	TM	Početak jutarnjeg građanskog sumraka Beginning of morning civil twilight (♣)
TAR	Nadzorni radar u završnoj kontrolisanoj oblasti Terminal area surveillance radar	TMA	Završna kontrolisana oblast Terminal control area ‡
TAS	Stvarna brzina True airspeed	TN	Minimalna temperatura (<i>slede cifre u TAF</i>) Minimum temperature (<i>followed by figures in TAF</i>)
TAX	Voženje (rulanje) Taxiing or taxi	TNA	Apsolutna visina zaokreta Turn altitude
TC	Tropski ciklon Tropical cyclone	TNH	Relativna visina zaokreta Turn height
TCAC	Savetodavni centar za tropske ciklone Tropical cyclone advisory centre	TO	Ka ... (<i>mesto</i>) To ... (<i>place</i>)
TCAS RA	(<i>izgovara se „TEE-CAS-AR-AY“</i>) Savet za razrešenje konflikta sistema za upozorenje na saobraćaj i izbegavanje sudara (<i>to be pronounced “TEE-CAS-AR-AY”</i>) Traffic alert and collision avoidance system resolution advisory †	TOC	Završetak penjanja Top of climb
		TODA	Raspoloživa dužina za poletanje Take-off distance available
TCH	Relativna visina preleta praga Threshold crossing height	TODAH	Raspoloživa dužina za poletanje, helikopter Take-off distance available, helicopter
TCU	Kumululus kongestus Towering cumulus	TOP	Visina oblaka <i>ili</i> oblačnog sloja Cloud top †
TDO	Tornado Tornado	TORA	Raspoloživa dužina za zalet pri poletanju Take-off run available
TDZ	Zona dodira Touchdown zone	TOX	Otrovan Toxic
TE	Kraj večernjeg građanskog sumraka End of evening civil twilight (♣)	TP	Tačka zaokreta Turning point
TECR	Tehnički razlog Technical reason	TR	Putanja Track
TEL	Telefon Telephone	TRA	Privremeno rezervisan vazdušni prostor Temporary Reserved Area (♣)
TEMPO	Privremen <i>ili</i> privremeno Temporary <i>or</i> temporarily †	TRANS	Predaja <i>ili</i> predajnik Transmits <i>or</i> transmitter
TF	Putanja ka fiksi Track to fix	TREND	Trend prognoza Trend forecast †
TFC	Saobraćaj Traffic	TRG	Obuka Training

GEN 2.7 IZLAZI I ZALAZI SUNCA SUNRISE / SUNSET

1. OPŠTE

1.1 Tablice sadrže vremena početka jutarnjeg građanskog sumraka (TM), izlaza Sunca (SR), zalaza Sunca (SS) i kraja večernjeg građanskog sumraka (TE) za svaki dan u godini za određeni aerodrom.

1.2 Tablice važe za period od aprila 2020. do decembra 2021. godine.

1.3 Za aerodrome koji nisu dati u sledećim tabelama, vremena se mogu računati u odnosu na najbliži prikazani aerodrom. Vremenska razlika za 1 stepen geografske dužine je približno 4 minuta.

1.4 Vremena u tablicama su data u UTC. Lokalno vreme se dobija tako što se na vremena iz tablice dodaje 1 čas u zimskom i 2 časa u letnjem periodu.

1.5 Noćnim letom smatra se let koji se vrši u vremenskom periodu od pola časa posle zalaza sunca do pola časa pre izlaza sunca.

1.6 Računi vremena su izvršeni na osnovu JPL DE405 efemerida tela Sunčevog sistema objavljenih od strane laboratorije NASA (Jet Propulsion Laboratory – JPL), 1997. godine.

1.7 Korišćenjem ovih efemerida, prividni položaj Sunca je određen na osnovu uputstva opisanog u Astronomskom almanahu i njegovom dodatku (Astronomical Almanac i Explanatory Supplement to Astronomical Almanac) objavljenih od strane Američke nautičke opservatorije (United States Naval Observatory), 1992. godine.

1.8 Prema toj proceduri, vremena izlaza Sunca, zalaza Sunca i građanskog sumraka se odnose na trenutak kada zenitsko rastojanje centralne tačke Sunčevog diska uzima vrednost iz naredne tabelle:

Izlaz i zalaz Sunca	$90^{\circ}50' + 1,17\sqrt{H}$
Građanski sumrak	96°

gde je H nadmorska visina u FT.

2. PREGLED TABLICA

<i>Aerodrom</i> <i>Aerodrome</i>	<i>Strana</i> <i>Page</i>
BEOGRAD/Batajnica - Pukovnik-pilot Milenko Pavlović LYBT	GEN 2.7-3
BEOGRAD/Nikola Tesla LYBE	GEN 2.7-7
KRALJEVO/Morava LYKV	GEN 2.7-11
NIŠ/Konstantin Veliki LYNI	GEN 2.7-15
PODGORICA LYPG	GEN 2.7-19
PRIŠTINA LYPR	GEN 2.7-23
TIVAT LYTV	GEN 2.7-27
UŽICE/Ponikve LYUZ	GEN 2.7-31
VRŠAC LYVR	GEN 2.7-35

1. GENERAL

1.1 Tables includes the times of beginning of morning civil twilight (TM), sunrise (SR), sunset (SS) and the end of evening civil twilight (TE) for every day in the year for certain aerodrome.

1.2 The tables are valid for the period from April 2020 to December 2021.

1.3 For the aerodromes which are not listed in the following tables, times should be computed in relation to the closest listed aerodrome. Time difference per 1 degree longitude is approximately 4 minutes.

1.4 The times in the tables are given in UTC. To obtain the local time, 1 hour during winter and 2 hours during summer should be added to the times in the tables.

1.5 A flight at night is considered to be a flight that is conducted half an hour after sunset until half an hour before sunrise.

1.6 The calculations of the times are done on the basis of JPL DE405 solar system bodies ephemeris published by NASA Jet Propulsion Laboratory in 1997.

1.7 By using this ephemeris, the apparent position of the Sun is calculated according to the procedure described in Astronomical Almanac and Explanatory Supplement to Astronomical Almanac produced by United States Naval Observatory in 1992.

1.8 According to this procedure, sunrise, sunset and civil twilight times refer to the instant when the true geocentric zenith distance of the central point of the disk of the Sun takes the value given in the following table:

Sunrise and sunset	$90^{\circ}50' + 1.17\sqrt{H}$
Civil twilight	96°

where H is altitude in FT.

2. ALPHABETICAL INDEX

NAMERNO OSTAVLJENA PRAZNA STRANA
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3. TABLICE IZLAZA (SR) I ZALAZA (SS) SUNCA

3. SUNRISE (SR) / SUNSET (SS) TABLES

3.1 BEOGRAD/Batajnica - Pukovnik-pilot Milenko Pavlović
LYBT 445627.61N 0201502.62E

LYBT BEOGRAD/Batajnica - Pukovnik-pilot Milenko Pavlović																	
445627.61N 0201502.62E																	
Month	Day	TM	SR	SS	TE	Month	Day	TM	SR	SS	TE	Month	Day	TM	SR	SS	TE
APR 2020	1	0350	0417	1709	1737	MAY 2020	1	0256	0326	1747	1817	JUN 2020	1	0219	0253	1821	1855
	2	0348	0415	1710	1738		2	0254	0325	1748	1819		2	0219	0253	1822	1856
	3	0346	0414	1711	1739		3	0253	0323	1749	1820		3	0218	0252	1822	1857
	4	0344	0412	1713	1741		4	0251	0322	1750	1821		4	0218	0252	1823	1858
	5	0342	0410	1714	1742		5	0250	0320	1752	1823		5	0217	0252	1824	1858
	6	0340	0408	1715	1743		6	0248	0319	1753	1824		6	0217	0251	1825	1859
	7	0338	0406	1717	1745		7	0247	0318	1754	1825		7	0216	0251	1825	1900
	8	0336	0404	1718	1746		8	0245	0316	1755	1827		8	0216	0251	1826	1901
	9	0334	0403	1719	1747		9	0244	0315	1757	1828		9	0216	0250	1827	1901
	10	0333	0401	1720	1749		10	0242	0314	1758	1829		10	0215	0250	1827	1902
	11	0331	0359	1722	1750		11	0241	0312	1759	1831		11	0215	0250	1828	1903
	12	0329	0357	1723	1751		12	0240	0311	1800	1832		12	0215	0250	1828	1903
	13	0327	0356	1724	1753		13	0238	0310	1801	1833		13	0215	0250	1829	1904
	14	0325	0354	1725	1754		14	0237	0309	1802	1835		14	0215	0250	1829	1904
	15	0323	0352	1727	1755		15	0236	0308	1804	1836		15	0215	0250	1830	1905
	16	0321	0350	1728	1757		16	0234	0307	1805	1837		16	0215	0250	1830	1905
	17	0320	0349	1729	1758		17	0233	0306	1806	1838		17	0215	0250	1830	1906
	18	0318	0347	1730	1800		18	0232	0305	1807	1840		18	0215	0250	1831	1906
	19	0316	0345	1732	1801		19	0231	0303	1808	1841		19	0215	0250	1831	1906
	20	0314	0343	1733	1802		20	0230	0303	1809	1842		20	0215	0250	1831	1906
	21	0313	0342	1734	1804		21	0229	0302	1810	1843		21	0215	0250	1831	1907
	22	0311	0340	1735	1805		22	0228	0301	1811	1844		22	0215	0251	1832	1907
	23	0309	0339	1737	1806		23	0227	0300	1812	1846		23	0216	0251	1832	1907
	24	0307	0337	1738	1808		24	0226	0259	1813	1847		24	0216	0251	1832	1907
	25	0306	0335	1739	1809		25	0225	0258	1814	1848		25	0216	0251	1832	1907
	26	0304	0334	1741	1810		26	0224	0257	1815	1849		26	0217	0252	1832	1907
	27	0302	0332	1742	1812		27	0223	0257	1816	1850		27	0217	0252	1832	1907
	28	0301	0331	1743	1813		28	0222	0256	1817	1851		28	0218	0253	1832	1907
	29	0259	0329	1744	1815		29	0221	0255	1818	1852		29	0218	0253	1832	1907
	30	0257	0328	1746	1816		30	0221	0255	1819	1853		30	0219	0254	1832	1906
					31	0220	0254	1820	1854								
JUL 2020	1	0219	0254	1831	1906	AUG 2020	1	0251	0323	1807	1839	SEP 2020	1	0331	0359	1717	1746
	2	0220	0255	1831	1906		2	0252	0324	1806	1837		2	0332	0401	1716	1744
	3	0221	0255	1831	1906		3	0254	0325	1804	1836		3	0334	0402	1714	1742
	4	0221	0256	1831	1905		4	0255	0326	1803	1834		4	0335	0403	1712	1740
	5	0222	0257	1830	1905		5	0256	0327	1802	1833		5	0336	0404	1710	1738
	6	0223	0257	1830	1904		6	0258	0328	1800	1831		6	0337	0405	1708	1736
	7	0224	0258	1829	1904		7	0259	0330	1759	1830		7	0339	0407	1706	1734
	8	0225	0259	1829	1903		8	0300	0331	1757	1828		8	0340	0408	1704	1732
	9	0225	0300	1828	1903		9	0301	0332	1756	1827		9	0341	0409	1703	1730
	10	0226	0301	1828	1902		10	0303	0333	1755	1825		10	0342	0410	1701	1728
	11	0227	0301	1827	1901		11	0304	0334	1753	1823		11	0344	0411	1659	1726
	12	0228	0302	1827	1901		12	0305	0336	1751	1822		12	0345	0413	1657	1724
	13	0229	0303	1826	1900		13	0307	0337	1750	1820		13	0346	0414	1655	1723
	14	0230	0304	1825	1859		14	0308	0338	1748	1818		14	0347	0415	1653	1721
	15	0231	0305	1825	1858		15	0309	0339	1747	1817		15	0348	0416	1651	1719
	16	0232	0306	1824	1857		16	0311	0340	1745	1815		16	0350	0417	1649	1717
	17	0233	0307	1823	1856		17	0312	0342	1744	1813		17	0351	0418	1647	1715
	18	0234	0308	1822	1855		18	0313	0343	1742	1811		18	0352	0420	1645	1713
	19	0236	0309	1821	1854		19	0314	0344	1740	1810		19	0353	0421	1644	1711
	20	0237	0310	1820	1853		20	0316	0345	1739	1808		20	0355	0422	1642	1709
	21	0238	0311	1820	1852		21	0317	0346	1737	1806		21	0356	0423	1640	1707
	22	0239	0312	1819	1851		22	0318	0348	1735	1804		22	0357	0424	1638	1705
	23	0240	0313	1818	1850		23	0320	0349	1733	1802		23	0358	0426	1636	1703
	24	0241	0314	1817	1849		24	0321	0350	1732	1801		24	0359	0427	1634	1701
	25	0242	0315	1815	1848		25	0322	0351	1730	1759		25	0401	0428	1632	1659
	26	0244	0316	1814	1847		26	0323	0352	1728	1757		26	0402	0429	1630	1658
	27	0245	0317	1813	1845		27	0325	0353	1726	1755		27	0403	0431	1628	1656
	28	0246	0318	1812	1844		28	0326	0355	1725	1753		28	0404	0432	1626	1654
	29	0247	0319	1811	1843		29	0327	0356	1723	1751		29	0406	0433	1625	1652
	30	0249	0320	1810	1841		30	0329	0357	1721	1749		30	0407	0434	1623	1650
	31	0250	0322	1808	1840		31	0330	0358	1719	1748						

LYBT BEOGRAD/Batajnica - Pukovnik-pilot Milenko Pavlović																	
445627.61N 0201502.62E																	
Month	Day	TM	SR	SS	TE	Month	Day	TM	SR	SS	TE	Month	Day	TM	SR	SS	TE
APR 2021	1	0350	0418	1709	1736	MAY 2021	1	0256	0326	1746	1817	JUN 2021	1	0219	0254	1821	1855
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	3	0346	0414	1711	1739		3	0253	0324	1749	1820		3	0218	0253	1822	1857
	4	0344	0412	1712	1740		4	0251	0322	1750	1821		4	0218	0252	1823	1857
	5	0342	0410	1714	1742		5	0250	0321	1751	1822		5	0217	0252	1824	1858
	6	0341	0409	1715	1743		6	0248	0319	1753	1824		6	0217	0251	1824	1859
	7	0339	0407	1716	1744		7	0247	0318	1754	1825		7	0216	0251	1825	1900
	8	0337	0405	1717	1746		8	0245	0317	1755	1826		8	0216	0251	1826	1901
	9	0335	0403	1719	1747		9	0244	0315	1756	1828		9	0216	0250	1826	1901
	10	0333	0401	1720	1748		10	0243	0314	1757	1829		10	0215	0250	1827	1902
	11	0331	0400	1721	1750		11	0241	0313	1759	1830		11	0215	0250	1828	1903
	12	0329	0358	1723	1751		12	0240	0312	1800	1832		12	0215	0250	1828	1903
	13	0327	0356	1724	1752		13	0239	0310	1801	1833		13	0215	0250	1829	1904
	14	0326	0354	1725	1754		14	0237	0309	1802	1834		14	0215	0250	1829	1904
	15	0324	0352	1726	1755		15	0236	0308	1803	1836		15	0215	0250	1830	1905
	16	0322	0351	1728	1756		16	0235	0307	1805	1837		16	0215	0250	1830	1905
	17	0320	0349	1729	1758		17	0234	0306	1806	1838		17	0215	0250	1830	1905
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	25	0306	0336	1739	1809		25	0225	0258	1814	1848		25	0216	0251	1832	1907
	26	0304	0334	1740	1810		26	0224	0258	1815	1849		26	0217	0252	1832	1907
	27	0303	0333	1741	1811		27	0223	0257	1816	1850		27	0217	0252	1832	1907
	28	0301	0331	1743	1813		28	0222	0256	1817	1851		28	0218	0253	1832	1907
	29	0259	0329	1744	1814		29	0222	0255	1818	1852		29	0218	0253	1832	1907
	30	0258	0328	1745	1816		30	0221	0255	1819	1853		30	0219	0254	1832	1906
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	20	0236	0309	1821	1854		20	0315	0345	1739	1808		20	0354	0422	1642	1709
	21	0237	0310	1820	1853		21	0317	0346	1737	1806		21	0355	0423	1640	1708
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	25	0242	0315	1816	1848		25	0322	0351	1730	1759		25	0400	0428	1633	1700
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	29	0247	0319	1811	1843		29	0327	0356	1723	1752		29	0405	0433	1625	1652
	30	0248	0320	1810	1842		30	0328	0357	1721	1750		30	0406	0434	1623	1650
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LYBT BEOGRAD/Batajnica - Pukovnik-pilot Milenko Pavlović																	
445627.61N 0201502.62E																	
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	15	0425	0453	1556	1624		15	0505	0534	1512	1542		15	0536	0608	1500	1532
	16	0426	0454	1554	1622		16	0506	0536	1511	1541		16	0537	0609	1501	1532
	17	0428	0455	1553	1620		17	0507	0537	1510	1540		17	0538	0609	1501	1532
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	21	0433	0501	1546	1614		21	0512	0542	1507	1537		21	0540	0612	1503	1534
	22	0434	0502	1544	1612		22	0513	0544	1506	1536		22	0541	0612	1503	1535
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	30	0444	0513	1532	1600		30	0523	0553	1502	1532		30	0543	0615	1509	1540
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LYBE BEOGRAD/Nikola Tesla																	
444909.78N 0201825.44E																	
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	8	0337	0405	1717	1745		8	0246	0316	1755	1826		8	0216	0251	1825	1900
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	11	0331	0359	1721	1749		11	0241	0313	1758	1830		11	0215	0250	1827	1902
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	13	0327	0356	1724	1752		13	0239	0310	1801	1832		13	0215	0250	1828	1903
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	18	0318	0347	1730	1759		18	0233	0305	1806	1839		18	0215	0250	1830	1905
	19	0317	0345	1731	1800		19	0231	0304	1807	1840		19	0215	0250	1830	1905
	20	0315	0344	1732	1801		20	0230	0303	1809	1841		20	0215	0250	1831	1905
	21	0313	0342	1734	1803		21	0229	0302	1810	1842		21	0215	0250	1831	1906
	22	0311	0340	1735	1804		22	0228	0301	1811	1843		22	0216	0251	1831	1906
	23	0310	0339	1736	1805		23	0227	0300	1812	1845		23	0216	0251	1831	1906
	24	0308	0337	1737	1807		24	0226	0259	1813	1846		24	0216	0251	1831	1906
	25	0306	0336	1739	1808		25	0225	0258	1814	1847		25	0217	0251	1831	1906
	26	0304	0334	1740	1810		26	0224	0258	1815	1848		26	0217	0252	1831	1906
	27	0303	0332	1741	1811		27	0224	0257	1816	1849		27	0218	0252	1831	1906
	28	0301	0331	1742	1812		28	0223	0256	1817	1850		28	0218	0253	1831	1906
	29	0259	0329	1744	1814		29	0222	0255	1817	1851		29	0219	0253	1831	1906
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JUL 2021	1	0220	0254	1831	1905	AUG 2021	1	0251	0322	1807	1838	SEP 2021	1	0331	0359	1718	1746
	2	0220	0255	1831	1905		2	0252	0323	1806	1837		2	0332	0400	1716	1744
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	6	0223	0257	1829	1904		6	0257	0328	1800	1831		6	0337	0405	1708	1736
	7	0224	0258	1829	1903		7	0259	0329	1759	1829		7	0338	0406	1707	1734
	8	0225	0259	1829	1903		8	0300	0330	1758	1828		8	0339	0407	1705	1732
	9	0226	0300	1828	1902		9	0301	0332	1756	1826		9	0341	0408	1703	1730
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	11	0227	0301	1827	1901		11	0304	0334	1753	1823		11	0343	0411	1659	1727
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	13	0229	0303	1826	1859		13	0306	0336	1750	1820		13	0346	0413	1655	1723
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	19	0236	0308	1821	1854		19	0314	0343	1740	1810		19	0353	0420	1644	1711
	20	0237	0309	1820	1853		20	0315	0345	1739	1808		20	0354	0421	1642	1709
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	30	0249	0320	1810	1841		30	0328	0357	1721	1749		30	0406	0433	1623	1650
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LYBE BEOGRAD/Nikola Tesla																	
444909.78N 0201825.44E																	
Month	Date	TM	SR	SS	TE	Month	Date	TM	SR	SS	TE	Month	Date	TM	SR	SS	TE
OCT 2021	1	0407	0435	1621	1648	NOV 2021	1	0446	0515	1529	1558	DEC 2021	1	0523	0554	1502	1532
	2	0409	0436	1619	1646		2	0448	0516	1528	1556		2	0524	0555	1501	1532
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	11	0420	0447	1603	1630		11	0459	0528	1517	1546		11	0533	0604	1500	1531
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	28	0441	0509	1535	1603		28	0520	0550	1503	1533		28	0542	0613	1507	1539
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	30	0444	0512	1532	1600		30	0522	0553	1502	1533		30	0543	0614	1509	1540
	31	0445	0513	1531	1559								31	0543	0614	1510	1541

LYKV KRALJEVO/Morava

434905.17N 0203509.93E

Month	Date	TM	SR	SS	TE	Month	Date	TM	SR	SS	TE	Month	Date	TM	SR	SS	TE
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	6	0412	0438	1612	1638		6	0450	0517	1525	1552		6	0524	0554	1504	1533
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	8	0415	0441	1609	1635		8	0452	0520	1522	1550		8	0526	0556	1503	1533
	9	0416	0442	1607	1633		9	0454	0521	1521	1549		9	0527	0556	1503	1533
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	12	0419	0445	1602	1628		12	0457	0525	1518	1546		12	0530	0559	1504	1533
	13	0421	0447	1600	1626		13	0459	0526	1517	1545		13	0530	0600	1504	1533
	14	0422	0448	1559	1625		14	0500	0528	1516	1544		14	0531	0601	1504	1533
	15	0423	0449	1557	1623		15	0501	0529	1515	1543		15	0532	0601	1504	1534
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	20	0429	0455	1549	1615		20	0507	0535	1511	1539		20	0535	0605	1506	1536
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LYNI NIŠ/Konstantin Veliki																	
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	19	0422	0448	1546	1612		19	0500	0528	1508	1536		19	0528	0557	1502	1531
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	30	0436	0502	1530	1556		30	0512	0541	1501	1530		30	0532	0602	1509	1538
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3.5 PODGORICA
LYPG 422133.82N 0191506.76E

LYPG PODGORICA																	
422133.82N 0191506.76E																	
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	3	0353	0420	1713	1740		3	0304	0334	1746	1816		3	0234	0306	1816	1849
	4	0351	0419	1714	1741		4	0303	0333	1748	1817		4	0233	0306	1817	1850
	5	0350	0417	1715	1742		5	0302	0331	1749	1819		5	0233	0306	1818	1851
	6	0348	0415	1716	1743		6	0300	0330	1750	1820		6	0232	0305	1818	1851
	7	0346	0414	1717	1745		7	0259	0329	1751	1821		7	0232	0305	1819	1852
	8	0344	0412	1718	1746		8	0258	0328	1752	1822		8	0232	0305	1820	1853
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	10	0341	0409	1720	1748		10	0255	0325	1754	1825		10	0231	0304	1821	1854
	11	0339	0407	1722	1749		11	0254	0324	1755	1826		11	0231	0304	1821	1855
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	13	0336	0404	1724	1752		13	0251	0322	1757	1828		13	0231	0304	1822	1856
	14	0334	0402	1725	1753		14	0250	0321	1758	1829		14	0231	0304	1823	1856
	15	0332	0400	1726	1754		15	0249	0320	1759	1830		15	0231	0304	1823	1856
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	19	0326	0354	1731	1759		19	0245	0316	1803	1835		19	0231	0304	1824	1858
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	21	0323	0351	1733	1801		21	0243	0314	1805	1837		21	0231	0305	1825	1858
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								31	0235	0308	1814		1847				
JUL 2020	1	0236	0309	1825	1858	AUG 2020	1	0304	0334	1803	1834	SEP 2020	1	0339	0407	1718	1745
	2	0236	0309	1825	1858		2	0305	0336	1802	1833		2	0341	0408	1716	1744
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	4	0237	0310	1824	1857		4	0307	0338	1800	1830		4	0343	0410	1713	1740
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	6	0239	0312	1824	1857		6	0310	0340	1757	1827		6	0345	0412	1709	1736
	7	0239	0312	1823	1856		7	0311	0341	1756	1826		7	0346	0414	1707	1735
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	9	0241	0314	1822	1855		9	0313	0343	1753	1823		9	0348	0416	1704	1731
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	30	0302	0332	1806	1836		30	0337	0405	1721	1749		30	0411	0438	1627	1654
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LYPG PODGORICA																	
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Month	Date	TM	SR	SS	TE	Month	Date	TM	SR	SS	TE	Month	Date	TM	SR	SS	TE
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3.6 PRIŠTINA
LYPR 423426.80N 0210208.68E

LYPR PRIŠTINA																	
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	21	0428	0452	1548	1612		21	0504	0530	1513	1539		21	0530	0557	1511	1538
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	29	0437	0501	1537	1601		29	0513	0539	1509	1536		29	0533	0600	1516	1543
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	29	0523	0548	1550	1616								29	0355	0419	1703	1727
	30	0522	0547	1552	1617								30	0353	0417	1704	1728
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LYPR PRIŠTINA																	
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	9	0336	0400	1716	1740		9	0249	0315	1750	1817		9	0224	0253	1818	1847
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	19	0319	0344	1727	1752		19	0237	0305	1800	1828		19	0223	0253	1822	1852
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JUL 2021	1	0227	0257	1823	1852	AUG 2021	1	0256	0323	1801	1828	SEP 2021	1	0332	0356	1715	1739
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	15	0238	0306	1817	1845		15	0312	0338	1742	1808		15	0347	0411	1650	1714
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	20	0243	0311	1813	1841		20	0318	0343	1734	1800		20	0353	0416	1641	1705
	21	0244	0312	1812	1840		21	0319	0344	1733	1758		21	0354	0418	1639	1703
	22	0245	0313	1811	1839		22	0320	0345	1731	1756		22	0355	0419	1638	1701
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	27	0250	0318	1806	1834		27	0326	0351	1723	1748		27	0400	0424	1629	1652
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LYPR PRIŠTINA																	
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Month	Date	TM	SR	SS	TE	Month	Date	TM	SR	SS	TE	Month	Date	TM	SR	SS	TE
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	7	0411	0435	1611	1635		7	0447	0512	1526	1551		7	0520	0547	1508	1534
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	13	0418	0442	1601	1625		13	0454	0520	1520	1545		13	0525	0552	1508	1535
	14	0419	0443	1600	1624		14	0456	0521	1519	1544		14	0526	0553	1508	1535
	15	0420	0444	1558	1622		15	0457	0522	1518	1544		15	0527	0553	1508	1535
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	18	0424	0448	1553	1617		18	0500	0526	1516	1541		18	0529	0555	1509	1536
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	20	0426	0450	1550	1614		20	0503	0528	1514	1540		20	0530	0557	1510	1537
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	22	0428	0453	1547	1611		22	0505	0531	1513	1539		22	0531	0558	1511	1538
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	30	0438	0502	1536	1600		30	0513	0540	1509	1535		30	0533	0600	1517	1543
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3.7 TIVAT
LYTV 422416.79N 0184323.83E

LYTV TIVAT																	
422416.79N 0184323.83E																	
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	2	0357	0425	1713	1741		2	0308	0338	1747	1817		2	0236	0310	1817	1851
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	30	0447	0516	1541	1610		30	0522	0553	1514	1545		30	0542	0614	1522	1553
	31	0448	0517	1540	1609								31	0542	0614	1523	1554

3.8 UŽICE/Ponikve
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	30	0255	0321	1814	1840		30	0333	0356	1726	1750		30	0409	0432	1629	1652
	31	0256	0322	1812	1839		31	0334	0358	1724	1748						

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	3	0413	0436	1624	1647		3	0450	0514	1535	1559		3	0526	0551	1511	1537
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	7	0417	0440	1617	1640		7	0455	0519	1530	1554		7	0529	0555	1510	1536
	8	0419	0441	1615	1638		8	0456	0521	1529	1553		8	0530	0556	1510	1536
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	11	0422	0445	1610	1633		11	0500	0525	1526	1550		11	0533	0559	1510	1536
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	14	0426	0449	1605	1628		14	0504	0528	1522	1547		14	0535	0601	1511	1537
	15	0427	0450	1603	1626		15	0505	0530	1522	1546		15	0536	0602	1511	1537
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	30	0445	0509	1540	1604		30	0522	0548	1512	1537		30	0543	0608	1519	1545
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JAN 2021	1	0543	0609	1521	1547	FEB 2021	1	0528	0552	1558	1622	MAR 2021	1	0449	0512	1636	1659
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	4	0543	0609	1524	1550		4	0524	0548	1602	1626		4	0444	0507	1640	1702
	5	0543	0609	1525	1551		5	0523	0547	1604	1628		5	0442	0505	1641	1704
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Month	Date	TM	SR	SS	TE	Month	Date	TM	SR	SS	TE	Month	Date	TM	SR	SS	TE
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	30	0445	0509	1540	1604		30	0522	0548	1512	1537		30	0542	0608	1519	1545
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3.9 VRŠAC
LYVR 450851.75N 0211835.05E

LYVR VRŠAC																	
450851.75N 0211835.05E																	
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	13	0322	0351	1720	1749		13	0233	0305	1758	1830		13	0209	0245	1825	1901
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	15	0319	0348	1723	1752		15	0231	0303	1800	1832		15	0209	0245	1826	1902
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	19	0311	0341	1728	1757		19	0226	0259	1805	1837		19	0209	0245	1828	1903
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JUL 2020	1	0214	0249	1828	1903	AUG 2020	1	0246	0318	1803	1835	SEP 2020	1	0326	0355	1713	1742
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	6	0218	0252	1826	1901		6	0253	0324	1757	1828		6	0333	0401	1704	1732
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	12	0538	0609	1517	1548		12	0510	0538	1600	1629		12	0424	0451	1639	1706
	13	0538	0609	1519	1549		13	0508	0537	1602	1630		13	0422	0449	1640	1707
	14	0537	0608	1520	1551		14	0507	0535	1603	1631		14	0420	0447	1641	1709
	15	0537	0608	1521	1552		15	0506	0534	1604	1633		15	0418	0445	1643	1710
	16	0536	0607	1522	1553		16	0504	0532	1606	1634		16	0416	0444	1644	1711
	17	0536	0607	1524	1554		17	0503	0531	1607	1636		17	0414	0442	1645	1713
	18	0535	0606	1525	1555		18	0501	0529	1609	1637		18	0412	0440	1647	1714
	19	0535	0605	1526	1557		19	0500	0528	1610	1638		19	0410	0438	1648	1715
	20	0534	0604	1528	1558		20	0458	0526	1612	1640		20	0409	0436	1649	1717
	21	0533	0604	1529	1559		21	0456	0524	1613	1641		21	0407	0434	1650	1718
	22	0533	0603	1530	1600		22	0455	0523	1614	1642		22	0405	0432	1652	1719
	23	0532	0602	1532	1602		23	0453	0521	1616	1644		23	0403	0430	1653	1721
	24	0531	0601	1533	1603		24	0452	0519	1617	1645		24	0401	0428	1654	1722
	25	0530	0600	1534	1604		25	0450	0518	1618	1646		25	0359	0427	1656	1723
	26	0529	0559	1536	1606		26	0448	0516	1620	1648		26	0357	0425	1657	1725
	27	0529	0558	1537	1607		27	0447	0514	1621	1649		27	0355	0423	1658	1726
	28	0528	0557	1539	1608		28	0445	0513	1623	1650		28	0353	0421	1659	1727
	29	0527	0556	1540	1610								29	0351	0419	1701	1728
	30	0526	0555	1541	1611								30	0349	0417	1702	1730
	31	0525	0554	1543	1612								31	0347	0415	1703	1731

LYVR VRŠAC																	
450851.75N 0211835.05E																	
Month	Date	TM	SR	SS	TE	Month	Date	TM	SR	SS	TE	Month	Date	TM	SR	SS	TE
APR 2021	1	0346	0413	1704	1732	MAY 2021	1	0251	0322	1743	1813	JUN 2021	1	0214	0249	1817	1851
	2	0344	0412	1706	1734		2	0250	0320	1744	1815		2	0214	0248	1818	1852
	3	0342	0410	1707	1735		3	0248	0319	1745	1816		3	0213	0248	1819	1853
	4	0340	0408	1708	1736		4	0247	0317	1746	1817		4	0212	0247	1820	1854
	5	0338	0406	1710	1738		5	0245	0316	1748	1819		5	0212	0247	1820	1855
	6	0336	0404	1711	1739		6	0243	0315	1749	1820		6	0212	0246	1821	1856
	7	0334	0402	1712	1740		7	0242	0313	1750	1821		7	0211	0246	1822	1857
	8	0332	0400	1713	1742		8	0240	0312	1751	1823		8	0211	0246	1822	1857
	9	0330	0359	1715	1743		9	0239	0310	1753	1824		9	0210	0245	1823	1858
	10	0328	0357	1716	1745		10	0238	0309	1754	1826		10	0210	0245	1824	1859
	11	0327	0355	1717	1746		11	0236	0308	1755	1827		11	0210	0245	1824	1859
	12	0325	0353	1719	1747		12	0235	0307	1756	1828		12	0210	0245	1825	1900
	13	0323	0351	1720	1749		13	0234	0305	1757	1830		13	0209	0245	1825	1900
	14	0321	0350	1721	1750		14	0232	0304	1759	1831		14	0209	0245	1826	1901
	15	0319	0348	1722	1751		15	0231	0303	1800	1832		15	0209	0245	1826	1901
	16	0317	0346	1724	1753		16	0230	0302	1801	1833		16	0209	0245	1827	1902
	17	0315	0344	1725	1754		17	0228	0301	1802	1835		17	0209	0245	1827	1902
	18	0314	0343	1726	1755		18	0227	0300	1803	1836		18	0209	0245	1827	1903
	19	0312	0341	1727	1757		19	0226	0259	1804	1837		19	0209	0245	1828	1903
	20	0310	0339	1729	1758		20	0225	0258	1805	1838		20	0210	0245	1828	1903
	21	0308	0338	1730	1800		21	0224	0257	1806	1840		21	0210	0245	1828	1903
	22	0306	0336	1731	1801		22	0223	0256	1808	1841		22	0210	0245	1828	1904
	23	0305	0334	1733	1802		23	0222	0255	1809	1842		23	0210	0246	1828	1904
	24	0303	0333	1734	1804		24	0221	0254	1810	1843		24	0211	0246	1828	1904
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	26	0300	0329	1736	1806		26	0219	0253	1812	1845		26	0211	0247	1828	1904
	27	0258	0328	1738	1808		27	0218	0252	1813	1846		27	0212	0247	1828	1904
	28	0256	0326	1739	1809		28	0217	0251	1814	1847		28	0212	0248	1828	1904
	29	0255	0325	1740	1811		29	0216	0250	1814	1849		29	0213	0248	1828	1903
	30	0253	0323	1741	1812		30	0216	0250	1815	1850		30	0213	0249	1828	1903
					31	0215	0249	1816	1851								
JUL 2021	1	0214	0249	1828	1903	AUG 2021	1	0246	0318	1804	1835	SEP 2021	1	0326	0355	1714	1742
	2	0215	0250	1828	1903		2	0247	0319	1802	1834		2	0327	0356	1712	1740
	3	0215	0250	1827	1902		3	0248	0320	1801	1833		3	0329	0357	1710	1738
	4	0216	0251	1827	1902		4	0250	0321	1800	1831		4	0330	0358	1708	1737
	5	0217	0252	1827	1902		5	0251	0322	1758	1830		5	0331	0359	1706	1735
	6	0218	0252	1826	1901		6	0252	0323	1757	1828		6	0332	0401	1705	1733
	7	0218	0253	1826	1901		7	0254	0325	1756	1826		7	0334	0402	1703	1731
	8	0219	0254	1826	1900		8	0255	0326	1754	1825		8	0335	0403	1701	1729
	9	0220	0255	1825	1859		9	0256	0327	1753	1823		9	0336	0404	1659	1727
	10	0221	0255	1825	1859		10	0258	0328	1751	1822		10	0337	0405	1657	1725
	11	0222	0256	1824	1858		11	0259	0329	1750	1820		11	0339	0407	1655	1723
	12	0223	0257	1823	1857		12	0300	0331	1748	1818		12	0340	0408	1653	1721
	13	0224	0258	1823	1857		13	0301	0332	1747	1817		13	0341	0409	1651	1719
	14	0225	0259	1822	1856		14	0303	0333	1745	1815		14	0342	0410	1649	1717
	15	0226	0300	1821	1855		15	0304	0334	1743	1813		15	0344	0411	1647	1715
	16	0227	0301	1821	1854		16	0305	0335	1742	1812		16	0345	0413	1646	1713
	17	0228	0302	1820	1853		17	0307	0337	1740	1810		17	0346	0414	1644	1711
	18	0229	0303	1819	1852		18	0308	0338	1738	1808		18	0347	0415	1642	1709
	19	0230	0304	1818	1851		19	0309	0339	1737	1806		19	0349	0416	1640	1707
	20	0231	0305	1817	1850		20	0311	0340	1735	1805		20	0350	0417	1638	1705
	21	0232	0306	1816	1849		21	0312	0341	1733	1803		21	0351	0419	1636	1703
	22	0234	0307	1815	1848		22	0313	0343	1732	1801		22	0352	0420	1634	1702
	23	0235	0308	1814	1847		23	0315	0344	1730	1759		23	0354	0421	1632	1700
	24	0236	0309	1813	1846		24	0316	0345	1728	1757		24	0355	0422	1630	1658
	25	0237	0310	1812	1845		25	0317	0346	1726	1755		25	0356	0424	1628	1656
	26	0238	0311	1811	1843		26	0318	0347	1725	1754		26	0357	0425	1626	1654
	27	0240	0312	1810	1842		27	0320	0349	1723	1752		27	0358	0426	1624	1652
	28	0241	0313	1809	1841		28	0321	0350	1721	1750		28	0400	0427	1623	1650
	29	0242	0314	1808	1840		29	0322	0351	1719	1748		29	0401	0428	1621	1648
	30	0243	0315	1806	1838		30	0324	0352	1718	1746		30	0402	0430	1619	1646
	31	0245	0316	1805	1837		31	0325	0353	1716	1744						

LYVR VRŠAC																	
450851.75N 0211835.05E																	
Month	Date	TM	SR	SS	TE	Month	Date	TM	SR	SS	TE	Month	Date	TM	SR	SS	TE
OCT 2021	1	0403	0431	1617	1644	NOV 2021	1	0443	0512	1524	1553	DEC 2021	1	0520	0551	1456	1527
	2	0405	0432	1615	1643		2	0444	0513	1523	1552		2	0521	0552	1456	1527
	3	0406	0433	1613	1641		3	0445	0514	1522	1551		3	0522	0553	1456	1527
	4	0407	0435	1611	1639		4	0447	0516	1520	1549		4	0523	0554	1455	1527
	5	0408	0436	1609	1637		5	0448	0517	1519	1548		5	0524	0555	1455	1526
	6	0410	0437	1608	1635		6	0449	0518	1518	1547		6	0525	0556	1455	1526
	7	0411	0438	1606	1633		7	0451	0520	1516	1546		7	0526	0557	1455	1526
	8	0412	0440	1604	1632		8	0452	0521	1515	1544		8	0527	0558	1455	1526
	9	0413	0441	1602	1630		9	0453	0523	1514	1543		9	0528	0559	1455	1526
	10	0415	0442	1600	1628		10	0455	0524	1513	1542		10	0529	0600	1455	1526
	11	0416	0444	1559	1626		11	0456	0525	1512	1541		11	0530	0601	1455	1526
	12	0417	0445	1557	1624		12	0457	0527	1511	1540		12	0530	0602	1455	1526
	13	0418	0446	1555	1623		13	0458	0528	1509	1539		13	0531	0603	1455	1527
	14	0420	0447	1553	1621		14	0500	0529	1508	1538		14	0532	0604	1455	1527
	15	0421	0449	1551	1619		15	0501	0531	1507	1537		15	0533	0604	1455	1527
	16	0422	0450	1550	1618		16	0502	0532	1506	1536		16	0533	0605	1456	1527
	17	0423	0451	1548	1616		17	0503	0533	1506	1535		17	0534	0606	1456	1528
	18	0425	0453	1546	1614		18	0505	0535	1505	1535		18	0535	0606	1456	1528
	19	0426	0454	1545	1613		19	0506	0536	1504	1534		19	0535	0607	1457	1528
	20	0427	0455	1543	1611		20	0507	0537	1503	1533		20	0536	0608	1457	1529
	21	0429	0457	1541	1609		21	0508	0539	1502	1532		21	0536	0608	1458	1529
	22	0430	0458	1540	1608		22	0510	0540	1501	1532		22	0537	0609	1458	1530
	23	0431	0459	1538	1606		23	0511	0541	1501	1531		23	0537	0609	1459	1530
	24	0432	0501	1536	1605		24	0512	0543	1500	1530		24	0538	0610	1459	1531
	25	0434	0502	1535	1603		25	0513	0544	1459	1530		25	0538	0610	1500	1532
	26	0435	0503	1533	1602		26	0514	0545	1459	1529		26	0539	0610	1500	1532
	27	0436	0505	1532	1600		27	0516	0546	1458	1529		27	0539	0611	1501	1533
	28	0438	0506	1530	1559		28	0517	0548	1458	1528		28	0539	0611	1502	1534
	29	0439	0507	1529	1557		29	0518	0549	1457	1528		29	0539	0611	1503	1534
	30	0440	0509	1527	1556		30	0519	0550	1457	1528		30	0540	0611	1504	1535
	31	0441	0510	1526	1555								31	0540	0611	1504	1536

Svaka stranica AIP-a i svaka stranica amandmana, uključujući i naslovnu stranu amandmana (u štampanom i pdf obliku), sadrži datum. Taj datum je datum objavljivanja za redovan AIP AMDT, a AIRAC datum stupanja na snagu za AIRAC AIP AMDT. Svaka naslovna strana AIP AMDT ostvaruje vezu, ako postoji, sa NOTAM-om, AIP SUP-om ili AIC-om i naznačava da su oni tim amandmanom uneti u AIP i zbog toga poništeni.

Svakom AIP AMDT-u i svakom AIRAC AIP AMDT-u sukcesivno se dodeljuju odvojeni serijski brojevi na bazi kalendarske godine. Godina se označava sa dve cifre i čini serijski broj amandmana, na primer AIP AMDT 1/12; AIRAC AIP AMDT 1/12.

3.4 AIP dodaci (AIP SUP)

Privremene dugoročne izmene (tri meseca i duže) i kratkoročne informacije koje sadrže obiman tekst i/ili grafičke prikaze, i dopunjuju stalne informacije sadržane u AIP-u, objavljuju se kao AIP dodaci (AIP SUP). Operativno značajne privremene izmene AIP-a objavljuju se u skladu sa AIRAC sistemom i utvrđenim datumima stupanja na snagu i jasno su označene akronimom AIRAC AIP SUP.

AIP SUP u štampanom obliku se ulažu na početku AIP-a i predstavljaju prvi odeljak u koricama AIP-a.

AIP SUP se štampaju na žutom papiru radi uočljivosti i kako bi se razlikovali od ostalog dela AIP-a. Svakom AIP SUP-u (redovan ili AIRAC) dodeljuju se uzastopni serijski brojevi bazirani na kalendarskoj godini. AIP SUP ostaje u AIP-u sve dok je ceo sadržaj ili deo tog sadržaja na snazi. AIP SUP sadrži i period važnosti informacija koje se u njemu daju, ukoliko je taj period poznat. Osim toga, moguće izmene perioda važnosti ili sadržaja mogu se dati NOTAM-om.

Kontrolna lista važećih AIP SUP objavljuje se Mesečnom listom važećih NOTAM-a serije A i C.

3.5 Vazduhoplovni informativni cirkulari (AIC)

Vazduhoplovni informativni cirkulari (AIC) sadrže: informacije o dugoročnim predviđanjima većih izmena u zakonskoj regulativi, pravilima, postupcima ili opremi; informacije instruktivnog ili savetodavnog karaktera sa mogućim uticajem na bezbednost letenja; informacije ili najave instruktivnog ili savetodavnog karaktera koje se odnose na tehnička, zakonska ili administrativna pitanja.

AIC-ovi se izdaju u četiri serije: A, C, D i E. Informacije koje se odnose na IFR međunarodni vazdušni saobraćaj objavljuju se kroz seriju A, koja ima međunarodnu distribuciju. Serija C sadrži informacije o IFR vazdušnom saobraćaju od interesa samo za korisnike u Srbiji i u Crnoj Gori. Serija D sadrži informacije koje se odnose na VFR letenje i ima međunarodnu distribuciju u skladu sa zahtevima korisnika. Ukoliko su navedene informacije o VFR letenju od interesa samo za korisnike u Srbiji i u Crnoj Gori objavljuju se kroz seriju E.

AIC serije A i D se objavljuju na srpskom i engleskom jeziku. Serije C i E se objavljuju samo na srpskom jeziku i imaju distribuciju samo u Srbiji i u Crnoj Gori.

Svako seriji AIC-a sukcesivno se dodeljuju brojevi na bazi kalendarske godine, koja je sastavni deo serijskog broja AIC-a. U štampanom i pdf obliku, godina se predstavlja sa dve cifre (na primer AIC A1/12, AIC C1/12, AIC D1/12, AIC E1/12), dok se u obliku eAIP-a predstavlja sa četiri (na primer AIC A001/2012, AIC C001/2012).

Kontrolna lista AIC-ova na snazi izdaje se minimum jednom godišnje na kraju svake kalendarske godine.

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet (in printed and pdf form), are dated. The publication date is stated for a regular AIP AMDT and the AIRAC effective date for an AIRAC AIP AMDT. Each AIP AMDT cover sheet includes references to NOTAM, AIP SUP or AIC, if any, and means that they have been incorporated by the AIP AMDT and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT are allocated consecutive separate serial numbers based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIP AMDT 1/12; AIRAC AIP AMDT 1/12.

3.4 AIP Supplements (AIP SUP)

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

AIP SUP in printed form should be held in the beginning of AIP as the first item in an AIP binder.

AIP SUP are printed on yellow paper in order to be conspicuous and to stand out from the rest of the AIP. Each AIP SUP (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year. An AIP SUP is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP SUP, if the period is defined, is normally given in the supplement itself. Alternatively, possible changes concerning the period of validity or contents may be issued by NOTAM.

The checklist of valid AIP SUP is issued through the Monthly list of valid NOTAM series A and C.

3.5 Aeronautical Information Circulars (AIC)

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative nature.

AIC are issued in four series: A, C, D and E. Information on IFR international aviation are published through series A and have international distribution. Series C contains information on IFR aviation of concern to users in Serbia and in Montenegro only. Series D contains information of concern to VFR flying and has international distribution in accordance with customer requirements. In case that these VFR information are intended for users in Serbia and in Montenegro only, they are published through series E.

AIC issued in series A and D are published in Serbian and English language. Series C and E are published in Serbian language only and have distribution in Serbia and in Montenegro only.

Each AIC is numbered consecutively within each series on a calendar year basis. The year is a part of the serial number of AIC. In printed and pdf form, the year is indicated by two digits (e.g. AIC A1/12, AIC C1/12, AIC D1/12, AIC E1/12), while in eAIP form, it is indicated by four digits (e.g. AIC A001/2012, AIC C001/2012).

Checklist of AIC currently in force is issued at least once a year, at the end of every calendar year.

3.6 NOTAM i Pretpoletni informativni bilteni (PIB)

NOTAM-i sadrže informacije o uspostavljanju, stanju ili izmeni vazduhoplovnog sredstva, službe, postupka ili opasnosti čije je blagovremeno poznavanje neophodno osoblju koje učestvuje u pripremi i izvršenju letenja.

Tekst svakog NOTAM-a sadrži informacije date redosledom u skladu sa ICAO NOTAM obrascem. Sastavljen je od značenja koda/standardizovane skraćene terminologije koja je dodeljena ICAO NOTAM kodu koji je dopunjen ICAO skraćenicama, indikatorima, identifikatorima, oznakama, pozivnim znacima, frekvencijama, ciframa i otvorenim tekstom.

NOTAM-i se distribuiraju u tri serije označene slovima A, C i S. Serija A – sadrži obaveštenja od značaja za međunarodni civilni vazdušni saobraćaj i ima međunarodnu distribuciju. NOTAM-i o predviđenoj nedostupnosti funkcije GPS RAIM se objavljuju u seriji A za sledeće aerodrome: BEOGRAD/Nikola Tesla, KRALJEVO/Morava, NIŠ/Konstantin Veliki, PODGORICA i TIVAT.

Serija C – sadrži obaveštenja od značaja za obavljanje civilnog vazdušnog saobraćaja u Srbiji i u Crnoj Gori i ima distribuciju samo u Srbiji i u Crnoj Gori.

Serija S – (SNOWTAM). Informacije se odnose na prisustvo snega, lapavice, leda ili vode pomešane sa snegom, lapavicom i ledom na površinama za kretanje. SNOWTAM-i se pripremaju u skladu sa ICAO Doc 10066, Dodatak 4, a izdaje ih svaki aerodrom pojedinačno. Početkom zimskog perioda NOTAM-i serije S za svaki aerodrom dobijaju serijski broj koji počinje sa 0001. Detaljni podaci se daju u planu čišćenja snega u delu Aerodromi (AD).

Pretpoletni informativni bilten (PIB) je pregled operativno značajnih NOTAM-a na snazi, pripremljen neposredno pred let. PIB-ovi se pripremaju u skladu sa ICAO Aneksom 15 i ICAO Doc 8126.

U ARO-ima je moguće preuzeti sledeće tipove PIB-a:

- aerodromski PIB;
- oblasni PIB;
- rutni PIB;
- uskorutni PIB.

3.7 Kontrolne liste i Mesečne liste važećih NOTAM-a

Kontrolne liste važećih NOTAM-a serija A i C objavljuju se jednom mesečno, svakog prvog u mesecu, preko vazduhoplovne fiksne veze (AFS).

Mesečne liste važećih NOTAM-a serije A i C distribuiraju se istog dana kao i Kontrolne liste. Ove liste se kao pdf fajl, generisan preko EAD-a, distribuiraju elektronskom poštom. Prijava na listu distribucije je moguća u bilo kom trenutku slanjem zahteva na e-mail adresu: nof@smatsa.rs.

Liste sadrže pregled važećih NOTAM-a na engleskom jeziku za NOTAM-e serije A i na srpskom za NOTAM-e serije C.

Mesečne liste važećih NOTAM-a serija A i C sadrže informacije o poslednjim objavljenim AIP AMDT, AIRAC AIP AMDT, VFR AIP AMDT i AIRAC VFR AIP AMDT, kontrolne liste važećih AIP SUP, AIRAC AIP SUP, VFR AIP SUP, AIRAC VFR AIP SUP, AIC serije A, AIC serije C, AIC serije D i AIC serije E.

3.8 Zbornik vazduhoplovnih informacija za letenje po vizuelnim pravilima (VFR AIP)

VFR AIP je vazduhoplovna publikacija, koja sadrži stalne vazduhoplovne informacije i privremene dugoročne izmene bitne za bezbedno obavljanje domaćeg i međunarodnog VFR vazdušnog saobraćaja.

3.6 NOTAM and Pre-flight Information Bulletins (PIB)

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations.

The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format. It is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language.

NOTAM are distributed in three series A, C and S.

Series A – contains information of concern to international civil aviation and has international distribution. RAIM prediction NOTAM are published in series A for the following aerodromes: BEOGRAD/Nikola Tesla, KRALJEVO/Morava, NIŠ/Konstantin Veliki, PODGORICA and TIVAT.

Series C – contains information of concern to civil aviation in Serbia and in Montenegro and has distribution in Serbia and in Montenegro only.

Series S – (SNOWTAM). Information concerning snow, slush, ice or standing water associated with snow, slush and ice on the movement areas. SNOWTAM are prepared in accordance with ICAO Doc 10066, Appendix 4, and are issued by the individual aerodrome directly. At the beginning of every winter period, NOTAM series S for each aerodrome are assigned numbers started with 0001. Details are given in the Snow plan in the Aerodrome (AD) Part.

Pre-flight information bulletin (PIB) is a presentation of current NOTAM information of operational significance, prepared prior to flight. PIB-s are prepared in accordance with the rules described in ICAO Annex 15 and ICAO Doc 8126.

Following types of PIB can be obtained at ARO-s:

- Aerodrome PIB;
- Area PIB;
- Route PIB;
- Narrow route PIB.

3.7 Checklists and Monthly lists of valid NOTAM

Checklists of valid NOTAM series A and C are issued once per month, every first day in a month, via the Aeronautical Fixed Service (AFS).

Monthly lists of valid NOTAM series A and C are issued on the same day as Checklists. These lists are distributed via e-mail as a pdf file generated by EAD. Subscription to the distribution list is possible at every moment by submission of request to the e-mail address: nof@smatsa.rs.

The lists contain presentation of valid NOTAM in English for NOTAM series A and in Serbian for NOTAM series C.

Monthly lists of valid NOTAM series A and C contain information about the latest issued AIP AMDT, AIRAC AIP AMDT, VFR AIP AMDT and AIRAC VFR AIP AMDT, the checklists of valid AIP SUP, AIRAC AIP SUP, VFR AIP SUP, AIRAC VFR AIP SUP, AIC series A, AIC series C, AIC series D and AIC series E.

3.8 Aeronautical Information Publication for flying under visual flight rules (VFR AIP)

The VFR AIP is aeronautical publication which contains permanent aeronautical information and long duration temporary changes essential for safe conduct of domestic and international VFR air traffic.

6. INDEKS SVETSKE VAZDUHOPLOVNE KARTE – ICAO 1:1000000

Umesto Svetske vazduhoplovne karte – ICAO 1:1000000 objavljuje se Vazduhoplovna karta – ICAO 1:500000.

Vazduhoplovna karta – ICAO 1:500000 se objavljuje u tri dela i nije sastavni deo AIP-a. U narednoj tabeli su dati datumi stupanja na snagu pojedinih delova karte:

Part	Date
Part 1 – Beograd	23 MAY 19
Part 2 – Niš	23 MAY 19
Part 3 – Podgorica	23 MAY 19

Položaj Vazduhoplovne karte – ICAO 1:500000 u odnosu na Svetsku vazduhoplovnu kartu – ICAO 1:1000000 je dat na sledećoj slici.

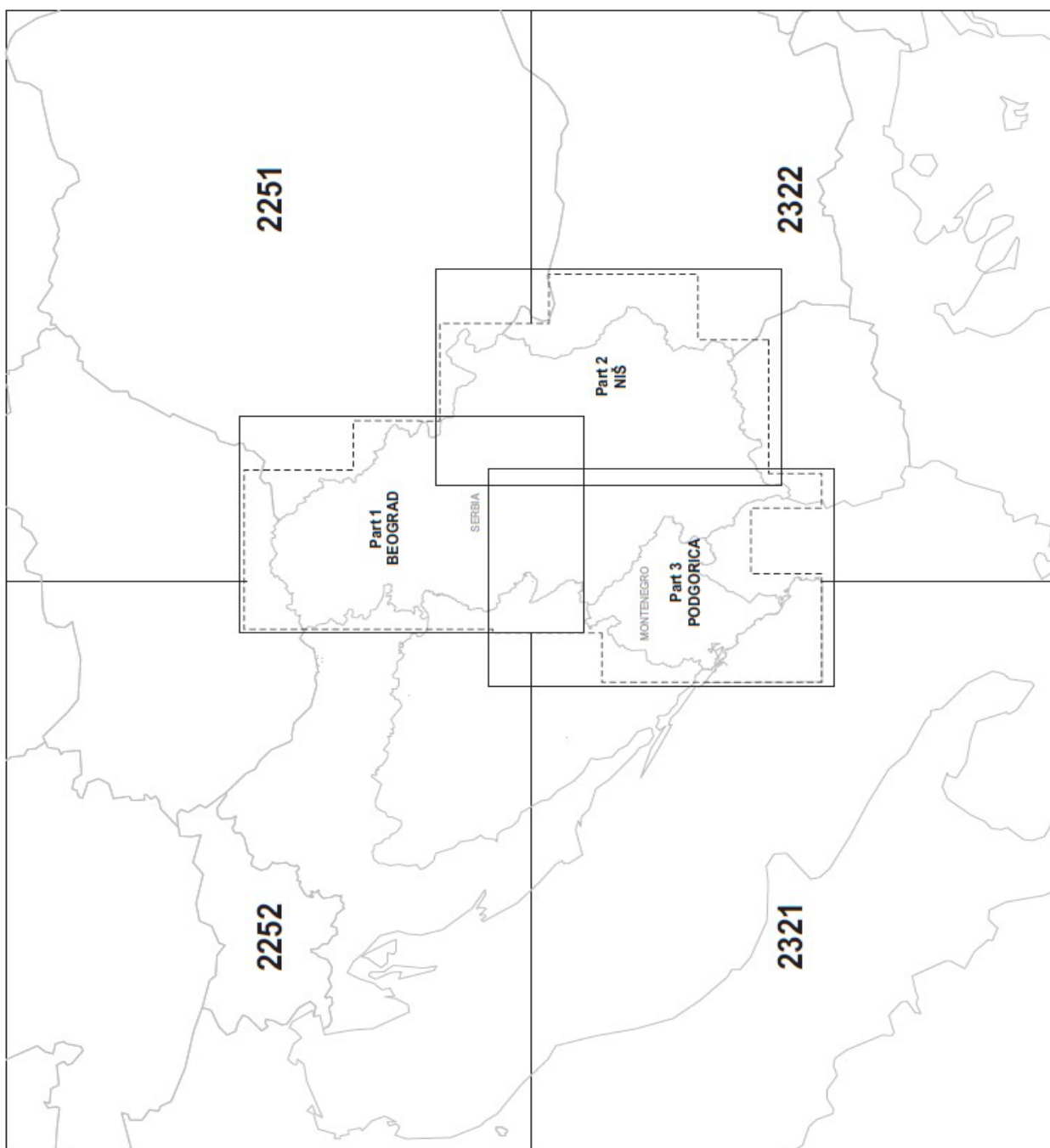
6. INDEX TO THE WORLD AERONAUTICAL CHART (WAC) – ICAO 1:1000000

Instead of the World Aeronautical Chart – ICAO 1:1000000, the Aeronautical Chart – ICAO 1:500000 is published.

The Aeronautical Chart – ICAO 1:500000 is published into three separate sheets (parts) and is not a part of the AIP. Effective dates of the separate sheets are given in the following table:

Index to the World Aeronautical Chart – ICAO 1:1000000 is given on the next figure.

INDEX TO WORLD AERONAUTICAL CHART - ICAO 1: 1 000 000



7. TOPOGRAFSKE KARTE

a) SRBIJA

Biće obrađeno

b) CRNA GORA

Informacije o raspoloživosti topografskih karata za teritoriju Crne Gore se mogu dobiti od Uprave za nekretnine (videti GEN 3.1, tačka 6, pod b).

7. TOPOGRAPHICAL CHARTS

a) SERBIA

To be developed

b) MONTENEGRO

Information on the availability of topographical charts for the territory of Montenegro may be obtained from the Real Estate Administration (see GEN 3.1, item 6, under b).

8. ISPRAVKE NA KARTAMA KOJE NISU DEO AIP

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

<i>Karta Chart</i>	<i>Lokacija Location</i>	<i>Izmena Correction</i>	<i>Uvedeno sa Introduced by</i>
Vazduhoplovna karta – ICAO Aeronautical Chart – ICAO 1:500000 Part 1 – BEOGRAD 23 MAY 19	Naslovna strana Cover page	U paragrafu 4 AD 2 LY** 4.4–1 promenjeno u AD 2 LY** 9.1–1. In paragraph 4, AD 2 LY** 4.4–1 changed into AD 2 LY** 9.1–1.	AIRAC AMDT 8/19
		Izmeniti paragraf 6 tako da glasi: / Change paragraph 6 to read as follows: For information regarding aerial sporting and recreational activities see index charts: AIP/VFR AIP, ENR 6.5–11 and ENR 6.5–13.	AIRAC AMDT 8/19
		Izmeniti paragraf 7 tako da glasi: / Change paragraph 7 to read as follows: For information regarding TSA/TRA see all ENR 6.5–3 index charts in AIP/VFR AIP.	AIRAC AMDT 8/19
	4359N 02114E	Obrisati VFR aerodrom: / Withdraw VFR aerodrome: – JAGODINA/Barutana 548 - - 590	AIRAC AMDT 4/19
	4547N 01901E	Obrisati VFR aerodrom: / Withdraw VFR aerodrome: – SOMBOR/Kora 262 - - 505	AMDT 1/20
	4506N 02119E	Uneti helidrom: / Insert heliport: – VRŠAC/Swisslion Vršac, ELEV 433	AIRAC AMDT 6/19
	4349N 02035E	Izmeniti kartografski simbol (videti GEN 2.3) za aerodrom LYKV iz vojnog u mešoviti civilni vojni. / Change chart symbol (see GEN 2.3) for LYKV aerodrome from military to joint civil and military.	AIRAC AMDT 6/19
	4351N 02037E	U kartografskom simbolu VOR/DME KRALJEVO, DME ELEV: 722ft promeniti u 720ft. / In chart symbol of KRALJEVO VOR/DME, DME ELEV: 722ft change into 720ft.	AIRAC AMDT 1/20
	4348N 02034E	Pripadajuće podatke za AD KRALJEVO/Morava, promeniti u: / Related data for KRALJEVO/Morava AD, change into: – LYKV, 694 L H 2265	AIRAC AMDT 2/20
4456N 02013E	Uneti ATZ/RMZ VOJKA G GND/ 2000 AMSL spajanjem sledećih COORD: / Insert ATZ/RMZ VOJKA G GND/ 2000 AMSL connecting next COORD: 4459N 02007E, 4458N 02010E, 4456N 02013E, 4455N 02012E, 4456N 02010E, 4458N 02007E i/and 4459N 02007E.	AIRAC AMDT 8/19	
Tabela Aerodromi i helidromi (poledina karte) Aerodromes and heliports Table (the chart backside)	Obrisati podatke za aerodrom: / Withdraw data for aerodrome: – JAGODINA/Barutana	AIRAC AMDT 4/19	
	Obrisati podatke za aerodrom: / Withdraw data for aerodrome: – SOMBOR/Kora	AMDT 1/20	
	Uneti podatke za nove helidrome: / Insert data for new heliports: – LJUBIŠ/LJUBIŠ - Zlatibor, 433802.00N 0194552.00E – VRŠAC/Swisslion Vršac, 450613.13N 0211906.74E	AIRAC AMDT 6/19	

Karta Chart	Lokacija Location	Izmena Correction	Uvedeno sa Introduced by
		Uneti podatke za nov helidrom: / Insert data for new heliport: – Aerodrome/heliport name: TIVAT/Porto Montenegro – Location indicator: LYTP – Coordinates: 422615.83N 0184127.73E	AIRAC AMDT 8/19
		Obrisati podatke za aerodrom: / Withdraw data for aerodrome: – KRALJEVO/Lađevci	AIRAC AMDT 6/19
		Uneti podatke za aerodrom: / Insert data for aerodrome: – Aerodrome/heliport name: KRALJEVO/Morava – Location indicator: LYKV – Coordinates: 434905.17N 0203509.93E	AIRAC AMDT 6/19
		Aerodrome/heliport name BEOGRAD/Batajnica promeniti u BEOGRAD/Batajnica - Pukovnik-pilot Milenko Pavlović. / Aerodrome/heliport name BEOGRAD/Batajnica change into BEOGRAD/Batajnica - Pukovnik-pilot Milenko Pavlović.	AIRAC AMDT 2/20
		Tabela Tačke javljanja (poleđina karte) Reporting points Table (the chart backside)	Izmeniti koordinate za tačku VEBAR tako da glase: / Change coordinates for VEBAR point to read as follows: – 440812.0N 0191049.0E
Vazduhoplovna karta – ICAO Aeronautical Chart – ICAO 1:500000 Part 2 – NIŠ 23 MAY 19	Naslovna strana Cover page	U paragrafu 4 AD 2 LY** 4.4–1 promenjeno u AD 2 LY** 9.1–1. In paragraph 4, AD 2 LY** 4.4–1 changed into AD 2 LY** 9.1–1.	AIRAC AMDT 8/19
		Izmeniti paragraf 6 tako da glasi: / Change paragraph 6 to read as follows: For information regarding aerial sporting and recreational activities see index charts: AIP/VFR AIP, ENR 6.5–11 and ENR 6.5–13.	AIRAC AMDT 8/19
		Izmeniti paragraf 7 tako da glasi: / Change paragraph 7 to read as follows: For information regarding TSA/TRA see all ENR 6.5–3 index charts in AIP/VFR AIP.	AIRAC AMDT 8/19
	4359N 02114E	Obrisati VFR aerodrom: / Withdraw VFR aerodrome: – JAGODINA/Barutana 548 - - 590	AIRAC AMDT 4/19
	4320N 02151E	Izmeniti kartografski simbol (videti GEN 2.3) za aerodrom LYNI u mešoviti civilni vojni. / Change chart symbol (see GEN 2.3) for LYNI aerodrome into joint civil and military.	AIRAC AMDT 7/19
	Tabela Aerodroma i helidroma (poleđina karte) Aerodromes and heliports Table (the chart backside)	Obrisati podatke za aerodrom: / Withdraw data for aerodrome: – JAGODINA/Barutana	AIRAC AMDT 4/19
		Obrisati podatke za aerodrom: / Withdraw data for aerodrome: – SOMBOR/Kora	AMDT 1/20
		Uneti podatke za nove helidrome: / Insert data for new heliports: – LJUBIŠ/LJUBIŠ - Zlatibor, 433802.00N 0194552.00E – VRŠAC/Swisslion Vršac, 450613.13N 0211906.74E	AIRAC AMDT 6/19
		Uneti podatke za nov helidrom: / Insert data for new heliport: – Aerodrome/heliport name: TIVAT/Porto Montenegro – Location indicator: LYTP – Coordinates: 422615.83N 0184127.73E	AIRAC AMDT 8/19
		Obrisati podatke za aerodrom: / Withdraw data for aerodrome: – KRALJEVO/Lađevci	AIRAC AMDT 6/19

Karta Chart	Lokacija Location	Izmena Correction	Uvedeno sa Introduced by
		Uneti podatke za aerodrom: / Insert data for aerodrome: – Aerodrome/heliport name: KRALJEVO/Morava – Location indicator: LYKV – Coordinates: 434905.17N 0203509.93E	AIRAC AMDT 6/19
		Aerodrome/heliport name BEOGRAD/Batajnica promeniti u BEOGRAD/Batajnica - Pukovnik-pilot Milenko Pavlović. / Aerodrome/heliport name BEOGRAD/Batajnica change into BEOGRAD/Batajnica - Pukovnik-pilot Milenko Pavlović.	AIRAC AMDT 2/20
	Tabela Tačke javljanja (poledina karte) Reporting points Table (the chart backside)	Izmeniti koordinate za tačku VEBAR tako da glase: / Change coordinates for VEBAR point to read as follows: – 440812.0N 0191049.0E	AIRAC AMDT 1/20
		Uneti podatke za tačku: / Insert data for point: – OSLUD, 432838.0N 0184714.0E	AIRAC AMDT 1/20
Vazduhoplovna karta – ICAO Aeronautical Chart – ICAO 1:500000 Part 3 – PODGORICA 23 MAY 19	Naslovna strana Cover page	U paragrafu 4 AD 2 LY** 4.4–1 promenjeno u AD 2 LY** 9.1–1. In paragraph 4, AD 2 LY** 4.4–1 changed into AD 2 LY** 9.1–1.	AIRAC AMDT 8/19
		Izmeniti paragraf 6 tako da glasi: / Change paragraph 6 to read as follows: For information regarding aerial sporting and recreational activities see index charts: AIP/VFR AIP, ENR 6.5–11 and ENR 6.5–13.	AIRAC AMDT 8/19
		Izmeniti paragraf 7 tako da glasi: / Change paragraph 7 to read as follows: For information regarding TSA/TRA see all ENR 6.5–3 index charts in AIP/VFR AIP.	AIRAC AMDT 8/19
	4338N 01946E	Uneti helidrom: / Insert heliport: – LJUBIŠ/LJUBIŠ - Zlatibor, ELEV 3980	AIRAC AMDT 6/19
	4226N 01841E	Uneti helidrom: / Insert heliport: – LYTP, ELEV 6	AIRAC AMDT 8/19
	4329N 01847E	Uneti kartografski simbol tačke obaveznog javljanja: / Insert chart symbol for compulsory reporting point: – OSLUD	AIRAC AMDT 1/20
	4159N 01912E	Uneti vetropark: 4200N 01910E – 4159N 01912E – 4158N 01915E – 4157N 01914E – 4158N 01912E – 4159N 01909E – 4200N 01910E Nadmorska visina najvišeg vrha vetrogeneratora je 2525 FT AMSL. Prepreke su obeležene i osvetljene. / Insert wind farm: 4200N 01910E – 4159N 01912E – 4158N 01915E – 4157N 01914E – 4158N 01912E – 4159N 01909E – 4200N 01910E Elevation of the highest top of wind turbine is 2525 FT AMSL. Obstacles are marked and lighted.	AIRAC AMDT 1/20
	4349N 02035E	Izmeniti kartografski simbol (videti GEN 2.3) za aerodrom LYKV iz vojnog u mešoviti civilni vojni. / Change chart symbol (see GEN 2.3) for LYKV aerodrome from military to joint civil and military.	AIRAC AMDT 6/19
	4222N 01915E	Izmeniti kartografski simbol (videti GEN 2.3) za aerodrom LYPG u mešoviti civilni vojni. / Change chart symbol (see GEN 2.3) for LYPG aerodrome into joint civil and military.	AIRAC AMDT 7/19
	4351N 02037E	U kartografskom simbolu VOR/DME KRALJEVO, DME ELEV: 722ft promeniti u 720ft. / In chart symbol of KRALJEVO VOR/DME, DME ELEV: 722ft change into 720ft.	AIRAC AMDT 1/20
4348N 02034E	Pripadajuće podatke za AD KRALJEVO/Morava, promeniti u: / Related data for KRALJEVO/Morava AD, change into: – LYKV, 694 L H 2265	AIRAC AMDT 2/20	

Karta Chart	Lokacija Location	Izmena Correction	Uvedeno sa Introduced by
	Tabela Aerodroma i helidroma (poleđina karte) Aerodromes and heliports Table (the chart backside)	Obrisati podatke za aerodrom: / Withdraw data for aerodrome: – JAGODINA/Barutana	AIRAC AMDT 4/19
		Obrisati podatke za aerodrom: / Withdraw data for aerodrome: – SOMBOR/Kora	AMDT 1/20
		Uneti podatke za nove helidrome: / Insert data for new heliports: – LJUBIŠ/LJUBIŠ - Zlatibor, 433802.00N 0194552.00E – VRŠAC/Swisslion Vršac, 450613.13N 0211906.74E	AIRAC AMDT 6/19
		Uneti podatke za nov helidrom: / Insert data for new heliport: – Aerodrome/heliport name: TIVAT/Porto Montenegro – Location indicator: LYTP – Coordinates: 422615.83N 0184127.73E	AIRAC AMDT 8/19
		Obrisati podatke za aerodrom: / Withdraw data for aerodrome: – KRALJEVO/Lađevci	AIRAC AMDT 6/19
		Uneti podatke za aerodrom: / Insert data for aerodrome: – Aerodrome/heliport name: KRALJEVO/Morava – Location indicator: LYKV – Coordinates: 434905.17N 0203509.93E	AIRAC AMDT 6/19
		Aerodrome/heliport name BEOGRAD/Batajnica promeniti u BEOGRAD/Batajnica - Pukovnik-pilot Milenko Pavlović. / Aerodrome/heliport name BEOGRAD/Batajnica change into BEOGRAD/Batajnica - Pukovnik-pilot Milenko Pavlović.	AIRAC AMDT 2/20
Tabela Tačke javljanja (poleđina karte) Reporting points Table (the chart backside)	Izmeniti koordinate za tačku VEBAR tako da glase: / Change coordinates for VEBAR point to read as follows: – 440812.0N 0191049.0E	AIRAC AMDT 1/20	
	Uneti podatke za tačku: / Insert data for point: – OSLUD, 432838.0N 0184714.0E	AIRAC AMDT 1/20	

NAMERNO OSTAVLJENA PRAZNA STRANA
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GEN 3.5 METEOROLOŠKE USLUGE METEOROLOGICAL SERVICES

1. NADLEŽNA SLUŽBA

Meteorološke usluge za civilno vazduhoplovstvo obezbeđuje Kontrola letenja Srbije i Crne Gore SMATSA doo Beograd.

Kontrola letenja Srbije i Crne Gore SMATSA doo Beograd je sertifikovana na osnovu zajedničkih evropskih zahteva za pružanje usluga u vazdušnoj plovitbi. Sertifikat SMATSA doo pod brojem 002/2012 je izdat 19. oktobra 2012. i važi sve dok imalac sertifikata ispunjava neophodne zahteve.

Sistem menadžmenta kvalitetom Kontrole letenja Srbije i Crne Gore SMATSA doo Beograd sertifikovan je u skladu sa zahtevima standarda ISO 9001.

Adresa: Kontrola letenja Srbije i Crne Gore
SMATSA doo Beograd
Trg Nikole Pašića 10, P.F. 640
11000 Beograd
Srbija

TEL: + 381 11 321 8067

FAX: + 381 11 324 0456, Attn. MET

e-mail: met@smatsa.rs

AFS: LYBBYMYP

Radno vreme: ponedeljak–petak 0630–1430 (0530–1330 tokom letnjeg računanja vremena); izuzev praznika

Meteorološke usluge se pružaju u skladu sa odredbama sadržanim u sledećim ICAO dokumentima:

Aneks 3 Meteorološke usluge za međunarodnu vazdušnu plovitbu

Aneks 11 Usluge u vazdušnom saobraćaju

Aneks 14 Aerodromi

Doc 7030 Regionalni dopunski postupci

Doc 7754 Regionalni Navigacioni Plan – Evropski Region

Odstupanja u praksi od odredbi Aneksa 3 data su u GEN 1.7.

2. OBLAST NADLEŽNOSTI

Meteorološke usluge vrše se u FIR BEOGRAD.

1. RESPONSIBLE SERVICE

The meteorological services for civil aviation are provided by Serbia and Montenegro Air Traffic Services SMATSA llc.

Serbia and Montenegro Air Traffic Services SMATSA llc has been certified according to the common European requirements for the provision of air navigation services. The SMATSA llc certificate under number 002/2012 was issued on 19th October 2012 and remains valid until the certificate holder meets the necessary requirements.

Quality management system of Serbia and Montenegro Air Traffic Services SMATSA llc has been certified according to the requirements of ISO 9001.

Address: Serbia and Montenegro Air Traffic
Services SMATSA llc
Trg Nikole Pašića 10, P.B. 640
11000 Beograd
Serbia

TEL: + 381 11 321 8067

FAX: + 381 11 324 0456, Attn. MET

e-mail: met@smatsa.rs

AFS: LYBBYMYP

Operational hours: Monday–Friday 0630–1430 (0530–1330 during Summer time); HOL excluded

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 3 Meteorological Service for International Air Navigation

Annex 11 Air Traffic Services

Annex 14 Aerodromes

Doc 7030 Regional Supplementary Procedures

Doc 7754 Regional Air Navigation Plan – European Region

Differences in practice to the provisions of Annex 3 are detailed in GEN 1.7.

2. AREA OF RESPONSIBILITY

Meteorological service is provided within BEOGRAD FIR.

3. METEOROLOŠKA OSMATRANJA I IZVEŠTAJI

3. METEOROLOGICAL OBSERVATIONS AND REPORTS

Tabela / Table GEN 3.5.3 Meteorološka osmatranja i izveštaji
Meteorological observations and reports

<i>Naziv stanice i lokacijski indikator</i>	<i>Vrsta i čestina osmatranja i automatska oprema za osmatranje</i>	<i>Vrsta MET izveštaja i dostupnost trend prognoze</i>	<i>Sistem osmatranja i mesto(a)</i>	<i>Radno vreme</i>	<i>Klimatološke informacije</i>
<i>Name of station and location indicator</i>	<i>Type and frequency of observation and automatic observing equipment</i>	<i>Types of MET reports and availability of trend forecast</i>	<i>Observation system and site(s)</i>	<i>Hours of operation</i>	<i>Climatological information</i>
1	2	3	4	5	6
SRBIJA / SERBIA					
BEOGRAD LYBE	Polučasovna i specijalna osmatranja. Automatsko osmatranje: prizemnog vetra, temperature, vlage, pritiska, baze oblaka i RVR. Half hourly plus special observations. Automatic observation of: surface wind, temperature, humidity, pressure, height of cloud base and RVR.	METAR MET REPORT SPECIAL TREND	Anemometri, RVR EQPT, Silometri: Videti AD kartu Anemometers, RVR EQPT, Ceilometers: See AD chart	H24	Klimatološke tabele na raspolaganju* Climatological tables AVBL*
BATAJNICA LYBT	Polučasovna i specijalna osmatranja. Automatsko osmatranje: prizemnog vetra, temperature, vlage, pritiska, baze oblaka i RVR. Half hourly plus special observations. Automatic observation of: surface wind, temperature, humidity, pressure, height of cloud base and RVR.	METAR MET REPORT SPECIAL TREND	Anemometri, RVR EQPT, Silometar: Videti AD kartu Anemometers, RVR EQPT, Ceilometer: See AD chart	H24	Klimatološke tabele na raspolaganju* Climatological tables AVBL*
KRALJEVO LYKV	Polučasovna i specijalna osmatranja. Automatsko osmatranje: prizemnog vetra, temperature, vlage, pritiska, baze oblaka i RVR. Half hourly plus special observations. Automatic observation of: surface wind, temperature, humidity, pressure, height of cloud base and RVR.	METAR MET REPORT SPECIAL TREND	Anemometri, RVR EQPT, Silometar: Videti AD kartu Anemometers, RVR EQPT, Ceilometer: See AD chart	H24	Klimatološke tabele na raspolaganju* Climatological tables AVBL*
NIŠ LYNI	Polučasovna i specijalna osmatranja. Automatsko osmatranje: prizemnog vetra, temperature, vlage, pritiska, baze oblaka i RVR. Half hourly plus special observations. Automatic observation of: surface wind, temperature, humidity, pressure, height of cloud base and RVR.	METAR MET REPORT SPECIAL TREND	Anemometri, RVR EQPT, Silometar: Videti AD kartu Anemometers, RVR EQPT, Ceilometer: See AD chart	H24	Klimatološke tabele na raspolaganju* Climatological tables AVBL*
PRIŠTINA LYPR	Nema podataka/Data not AVBL				
UŽICE LYUZ	Polučasovna i specijalna osmatranja. Automatsko osmatranje: prizemnog vetra, temperature, vlage, pritiska, baze oblaka i vidljivosti. Half hourly plus special observations. Automatic observation of: surface wind, temperature, humidity, pressure, height of cloud base and visibility.	METAR MET REPORT SPECIAL –	Anemometri, Silometar, Vizibilimetri: Videti AD kartu Anemometers, Ceilometer, Visibilimeters: See AD chart	H24	Klimatološke tabele na raspolaganju* Climatological tables AVBL*
VRŠAC LYVR	Polučasovna i specijalna osmatranja. Automatsko osmatranje: prizemnog vetra, temperature, vlage, pritiska, baze oblaka i RVR. Half hourly plus special observations. Automatic observation of: surface wind, temperature, humidity, pressure, height of cloud base and RVR.	METAR MET REPORT SPECIAL TREND	Anemometri, RVR EQPT, Silometar: Videti AD kartu Anemometers, RVR EQPT, Ceilometer: See AD chart	H24	Klimatološke tabele na raspolaganju* Climatological tables AVBL*
* Vazduhoplovne klimatološke informacije za aerodrome u Republici Srbiji dostupne su na adresi: http://www.hidmet.gov.rs/latin/meteorologija/klimatologija_aerodromi.php Aeronautical climatological information for aerodromes in the Republic of Serbia are available on address: http://www.hidmet.gov.rs/eng/meteorologija/klimatologija_aerodromi.php					

6. IZVEŠTAJI IZ VAZDUHOPLOVA

Redovni izveštaji iz vazduhoplova se ne zahtevaju u FIR BEOGRAD.

Specijalni izveštaji iz vazduhoplova, u FIR-u BEOGRAD, zahtevaju se uvek kada se naiđe na, ili osmotri jedna ili više sledećih pojava:

- umerena ili jaka turbulencija ili
- umereno ili jako zaleđivanje ili
- jaki planinski talasi ili
- grmljavinske nepogode bez grada, koje su sakrivene, maskirane, široko rasprostranjene ili su kao linija nestabilnosti ili
- grmljavinske nepogode sa gradom, koje su sakrivene, maskirane, široko rasprostranjene ili su kao linija nestabilnosti ili
- jake prašinske ili peščane oluje ili
- oblak vulkanskog pepela ili
- prederuptivna vulkanska aktivnost ili vulkanska erupcija.

Dodatno, u Crnoj Gori specijalni izveštaji iz vazduhoplova zahtevaju se uvek kada se naiđe na, ili osmotri jedna ili više sledećih pojava:

- umereno ili jako smicanje vetra,
- oblak levkastog oblika,
- obilne padavine, koje nisu navedene u ažurnim meteorološkim izveštajima.

7. VOLMET

Tabela / Table GEN 3.5.7 VOLMET
VOLMET service

Naziv stanice <i>Name of station</i>	Pozivni znak/ IDENT Skracenicica (EM) <i>Call sign/ IDENT Abbreviation (EM)</i>	FREQ	Vreme emisije <i>Broadcast period</i>	Radno vreme <i>Hours of service</i>	Aerodromi/helidromi koji su uključeni <i>Aerodromes/Heliports included</i>	Izveštaji, prognoze, SIGMET i Napomene <i>REP, FCST, SIGMET and Remarks</i>
1	2	3	4	5	6	7
BEOGRAD	VHF VOLMET BROADCAST BEOGRAD (A3E)	126.400 MHZ	CONS	H24	BEOGRAD/Nikola Tesla NIŠ/Konstantin Veliki ZAGREB/Franjo Tuđman PODGORICA SARAJEVO BUDAPEST/Liszt Ferenc BUCURESTI/Henri Coanda SOFIA THESSALONIKI/Makedonia	METAR, TREND METAR, TREND METAR, TREND METAR, TREND METAR, TREND METAR, TREND METAR, TREND METAR, TREND

8. SIGMET I AIRMET

Tabela / Table GEN 3.5.8 SIGMET i AIRMET
SIGMET and AIRMET service

Naziv MWO/ Lokacijski indikator <i>Name of MWO/ Location indicator</i>	Radno vreme <i>Hours of service</i>	FIR ili CTA <i>FIR or CTA served</i>	Period važenja <i>Validity period</i>	Posebni postupci SIGMET <i>Specific SIGMET procedures</i>	Postupci AIRMET <i>AIRMET procedures</i>	ATS jedinica koja se opslužuje <i>ATS unit served</i>	Dodatne informacije <i>Additional information</i>
1	2	3	4	5	6	7	8
BEOGRAD/ LYBE	H24	Beograd FIR	4 HR	NIL	Izdavanje H24 Issued H24	BEOGRAD ATCC BEOGRAD ATSU	NIL

6. AIRCRAFT REPORTS

Routine aircraft reports are not required within BEOGRAD FIR.

Special aircraft reports are required within BEOGRAD FIR whenever one or more of the following conditions is encountered or observed:

- moderate or severe turbulence or
- moderate or severe icing or
- severe mountain waves or
- thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines or
- thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines or
- heavy duststorm or heavy sandstorm or
- volcanic ash cloud or
- pre-eruption volcanic activity or a volcanic eruption.

Additionally, in Montenegro special aircraft reports are required whenever one or more of the following conditions is encountered or observed:

- moderate or strong wind shear,
- funnel cloud,
- heavy precipitations not stated in updated meteorological reports.

7. VOLMET SERVICE

8. SIGMET AND AIRMET SERVICE

8.1 Opšte

Radi bezbednosti vazdušnog saobraćaja, Kontrola letenja Srbije i Crne Gore SMATSA doo Beograd ustanovila je neprekidno meteorološko bdenje u FIR/UIR BEOGRAD i kada je potrebno Biro za meteorološko bdenje (MWO) Beograd izdaje SIGMET i AIRMET, a svi aerodromski meteorološki biroi izdaju upozorenja za aerodrom u skladu sa lokalnim dogovorom.

8.2 Meteorološko bdenje

Meteorološko bdenje u oblasti (FIR/UIR BEOGRAD) vrši Biro za meteorološko bdenje (MWO) Beograd.

Biro za meteorološko bdenje Beograd pruža sledeće usluge:

- izrađuje SIGMET, AIRMET i druge informacije koje se odnose na njegovu oblast odgovornosti;
- snabdeva SIGMET i AIRMET informacijama i, na zahtev, drugim meteorološkim informacijama odgovarajuće jedinice kontrole letenja; i
- dostavlja u razmenu SIGMET i AIRMET informacije.

8.3 Upozorenja za aerodrom

Na svim aerodromima obezbeđena su upozorenja za aerodrom kada se na aerodromu osmotri ili prognozira jedna ili više sledećih pojava:

- grmljavinska nepogoda;
- grad;
- sneg (uključujući očekivanu ili osmotrenu visinu novonapalog snega);
- padavine koje se lede;
- inje ili slana;
- peščana oluja;
- prašinska oluja;
- pesak ili prašina koji se dižu u vis;
- jak prizemni vetar i udari;
- olujni udari vetra;
- mraz;
- vulkanski pepeo (i naslage ako ih ima);
- otrovne materije;
- druge pojave prema lokalnom dogovoru.

Kvantitativni kriterijumi, jezik na kom se upozorenja izdaju, sredstva putem kojih se upozorenja dostavljaju i lista distribucije su predmet lokalnog dogovora.

9. DRUGE AUTOMATIZOVANE METEOROLOŠKE USLUGE

Meteorološke informacije za letove na malim visinama su na raspolaganju na internet stranici:

<http://www.smatsa.rs/Lat/meteo/MeteoInfo.aspx>

Ova internet stranica sadrži sledeće informacije: METAR, TAF, AIRMET, SIGMET, GAMET i SWL kartu.

Meteorološke informacije na ovoj internet stranici su namenjene vazduhoplovnim korisnicima i to isključivo u informativne svrhe i ne zamenjuju meteorološku dokumentaciju za let.

8.1 General

For the safety of air traffic, Serbia and Montenegro Air Traffic Services SMATSA llc maintains a continuous watch over meteorological conditions within the BEOGRAD FIR/UIR and, when necessary, Beograd Meteorological Watch Office (MWO) issues SIGMET and AIRMET and all aerodrome meteorological offices issue aerodrome warnings in accordance with local arrangements.

8.2 Meteorological watch

The area meteorological watch service (BEOGRAD FIR/UIR) is performed by the Beograd Meteorological Watch Office (MWO).

Beograd Meteorological Watch Office provides the following area meteorological watch service:

- prepare SIGMET, AIRMET and other information relating to its area of responsibility;
- supply SIGMET and AIRMET and, on request, other meteorological information to associated air traffic services units; and
- disseminate SIGMET and AIRMET information.

8.3 Aerodrome warnings

Aerodrome warnings are provided at all aerodromes when one or more of the following phenomena is observed or expected to occur at the airport:

- thunderstorm;
- hail;
- snow (including the expected or observed snow accumulation);
- freezing precipitation;
- hoar frost or rime;
- sandstorm;
- duststorm;
- rising sand or dust;
- strong surface wind and gusts;
- squall;
- frost;
- volcanic ash (and deposit if any);
- toxic chemicals;
- other phenomena as agreed locally.

Quantitative criteria, language on which warnings are issued, means by which warnings are supplied and distribution list are subject to local agreement.

9. OTHER AUTOMATED METEOROLOGICAL SERVICES

Meteorological information for low level flights are available on the dedicated website:

<http://www.smatsa.rs/Eng/meteo/MeteoInfo.aspx>

This website contains the following information: METAR, TAF, AIRMET, SIGMET, GAMET and SWL chart.

Meteorological information on this website are dedicated to aeronautical users as information only and do not replace meteorological flight documentation.

3. AERODROM PODGORICA

3.1 Sletanje vazduhoplova

Naknade za sletanje izračunavaju se na osnovu maksimalne mase vazduhoplova u poletanju (MTOM).

Svaka započeta tona smatraće se kao cela tona.

<i>MTOM vazduhoplova (tona)</i> <i>Aircraft MTOM (tonne)</i>	<i>Naknada (EUR po toni)</i> <i>Charge (EUR per tonne)</i>
Do / Up to 24.0	8.50
Preko / Over 24.0	10.50

3.2 Parkiranje, parkiranje u hangaru i dugotrajno parkiranje vazduhoplova

Jedinica mere je maksimalno dozvoljena težina vazduhoplova pri poletanju (MTOW), prema dokumentu o plovidbenosti vazduhoplova, izražena u metričkim tonama (deo tone obračunava se kao cela tona).

Usluga se obračunava za svaka započeta 24 HR. Svaka započeta metrička tona od MTOW se obračunava 3,00 EUR. Od plaćanja naknade za parkiranje su izuzeti vazduhoplovi koji se zadržavaju do 4 HR.

U slučaju prekoračenja besplatnog perioda parkiranja od 4 HR, vreme obračuna naknade boravka započinje od stvarnog početka parkiranja.

U periodu od 1. juna do 30. septembra, za sve vazduhoplove čiji boravak nije prouzrokovan tehničkim kvarom ili drugom okolnošću na koju Operator vazduhoplova nije mogao objektivno uticati, cene se uvećavaju, i to:

- Naknada se uvećava za 50% ukoliko boravak vazduhoplova traje od 24 HR do 48 HR, a primenjuje se za celo vreme boravka,
- Naknada se uvećava za 100% ukoliko boravak vazduhoplova traje od 48 HR do 72 HR, a primenjuje se za celo vreme boravka,
- Naknada se uvećava za 200% ukoliko boravak vazduhoplova traje preko 72 HR, a primenjuje se za celo vreme boravka.

3.3 Putničke usluge

Naknada za svakog odlazećeg putnika registrovanog na let iznosi:

- a) putnik u međunarodnom saobraćaju: 15,00 EUR;
- b) putnik u domaćem saobraćaju: 5,00 EUR;
- c) putnik u transferu: 4,00 EUR.

Naknada za putnike sa posebnim potrebama (PRM naknada) za komercijalne i nekomercijalne letove iznosi 0,25 EUR po odlazećem putniku. Osnova za obračun PRM naknade je svaki odlazeći putnik koji nije izuzet od naknade za putnički servis.

3.4 Obezbeđivanje

Naknada za obezbeđivanje naplaćuje se u iznosu od 2,50 EUR za sve odlazeće putnike u međunarodnom i transfernom saobraćaju.

3.5 Buka

NIL

3.6 Prihvat i otprema vazduhoplova, putnika i prtljaga

Prihvat i otprema vazduhoplova, putnika i prtljaga obračunava se na osnovu maksimalne dozvoljene mase vazduhoplova pri poletanju (MTOM).

3. PODGORICA AERODROME

3.1 Landing of aircraft

Landing charges are calculated on the basis of the maximum take-off mass (MTOM).

Each commenced tonne is considered as a whole tonne.

3.2 Parking, hangarage and long-term storage of aircraft

Unit of measure is maximum take-off weight (MTOW) in accordance with Certificate on Airworthiness, expressed in metric tonnes (every part of started tonne is to be calculated as a whole tonne).

The charge is calculated for every started period of 24 HR. Each tonne or part thereof will be charged EUR 3.00. First 4 HR of aircraft parking is free of charge.

In case of exceeding the charge-free time of 4 HR, the calculation period starts from the beginning of actual block-to-block time.

In period starting on June 1st and ending on September 30th, for all aircraft the parking of which is not a consequence of a technical failure or other circumstances which are beyond reasonable control of the aircraft operator, the charges will be increased, as follows:

- The charge will be increased by 50% for aircraft parking from 24 HR up to 48 HR, applicable to the total parking period,
- The charge will be increased by 100% for aircraft parking from 48 HR up to 72 HR, applicable to the total parking period,
- The charge will be increased by 200% for aircraft parking over 72 HR, applicable to the total parking period.

3.3 Passenger service

The charge for each "checked-in" departing passenger is:

- a) passenger in international traffic: EUR 15.00;
- b) passenger in domestic traffic: EUR 5.00;
- c) passenger in transfer: EUR 4.00.

Charge for persons with reduced mobility (PRM charge) for commercial and non-commercial flights is EUR 0.25 per departing passenger. The basis for calculation of PRM charge is every departing passenger that is not exempted from passenger service charge.

3.4 Security

Security charge in amount of EUR 2.50 is levied for every departing passenger in international and transfer traffic.

3.5 Noise-related items

NIL

3.6 Handling of aircraft, passengers and baggage

Handling of aircraft, passengers and baggage is calculated on the basis of the aircraft maximum take-off mass (MTOM).

3.6.1 Naknade za upotrebu centralne infrastrukture

3.6.1 Charges for use of central infrastructure

3.6.1.1 Naknada za putnički i operativni prihvat

Naknada za putnički i operativni prihvat po odlazećem putniku iznosi 1,00 EUR.

3.6.1.1 Passenger and operational handling charge

Passenger and operational handling charge for every departing passenger is EUR 1.00.

3.6.1.2 Naknade za tehnički prihvat

3.6.1.2 Technical handling charges

<i>MTOM vazduhoplova (KG) Aircraft MTOM (KG)</i>	<i>Naknada (EUR po vazduhoplovu) Charge (EUR per aircraft)</i>
Do / Up to 2000	9.00
2001 – 5000	12.00
5001 – 10000	18.00
10001 – 16000	30.00
16001 – 24000	53.00
24001 – 40000	70.00
40001 – 60000	80.00
60001 – 80000	93.00
80001 – 99000	112.00
99001 – 150000	204.00
150001 – 180000	300.00
180001 – 215000	330.00
Preko / Over 215001	396.00

3.6.1.3 Generalna avijacija

3.6.1.3 General aviation

<i>MTOM vazduhoplova (KG) Aircraft MTOM (KG)</i>	<i>Naknada (EUR po vazduhoplovu) Charge (EUR per aircraft)</i>
Do / Up to 5000	–
Preko / Over 5000	20.00

3.6.2 Naknade za usluge prihvata i otpreme

3.6.2 Charges for handling services

<i>MTOM vazduhoplova (KG) Aircraft MTOM (KG)</i>	<i>Naknade za putnički i operativni prihvat (EUR po vazduhoplovu) Passenger and operational handling charges (EUR per aircraft)</i>	<i>Naknade za tehnički prihvat (EUR po vazduhoplovu) Technical handling charges (EUR per aircraft)</i>	<i>Ukupno (EUR po vazduhoplovu) Total (EUR per aircraft)</i>
Do / Up to 2000	22.00	34.00	56.00
2001 – 5000	32.00	48.00	80.00
5001 – 10000	48.00	72.00	120.00
10001 – 16000	80.00	120.00	200.00
16001 – 24000	141.00	211.00	352.00
24001 – 40000	184.00	276.00	460.00
40001 – 60000	211.00	317.00	528.00
60001 – 80000	248.00	372.00	620.00
80001 – 99000	299.00	449.00	748.00
99001 – 150000	544.00	816.00	1360.00
150001 – 180000	800.00	1200.00	2000.00
180001 – 215000	880.00	1320.00	2200.00
Preko / Over 215001	1056.00	1584.00	2640.00

Cena obuhvata celoukupnu operaciju prihvata i otpreme vazduhoplova i pri obračunu je nedeljiva. Svako dalje pružanje usluga, koje prelazi obim i vreme propisano standardima za određenu vrstu vazduhoplova i vrstu prometa, obračunava se posebno po Cenovniku usluga na poseban zahtev. Cenovnik se može dobiti zahtevom na kontakte date u sekciji AD 2 LYPG, tačka LYPG AD 2.2.

The price includes the total handling operation of the aircraft and when calculating is indivisible. Any other service provision, exceeding the scope and time prescribed by standards for the specific aircraft type and type of traffic, will be calculated specially according to the Price list of services on special request. The Price list is available upon request; for contact details see AD 2 LYPG section, item LYPG AD 2.2.

3.7 Izuzeća i umanjenja

Izuzeća

Vazduhoplovi Vlade Crne Gore, Ministarstva unutrašnjih poslova Crne Gore, Vojske Crne Gore, Crvenog krsta i aeroklubovi čiji je matični aerodrom AD PODGORICA oslobođeni su plaćanja naknada za osnovne aerodromske usluge.

Od plaćanja aerodromskih naknada izuzete su i sledeće kategorije:

- vazduhoplovi uključeni u operacije traganja i spasavanja;
- vazduhoplovi koji se koriste za humanitarnu pomoć u slučaju prirodnih nepogoda ili stanja nužde;
- vazduhoplovi u nevolji;
- državni vazduhoplovi koji pružaju hitnu medicinsku pomoć;
- državni vazduhoplovi koji obavljaju letove za protivpožarnu zaštitu; i
- državni vazduhoplovi koji obavljaju letove za posebna delovanja.

Putničku naknadu i naknadu za obezbeđivanje ne plaćaju deca do dve godine starosti, tranzitni putnici i posada aviona.

Umanjenja

Naknade za sletanje iz tačke 3.1 se umanjuju za 50% kod:

- sletanja u slučaju nužde;
- sletanja helikoptera;
- tehničkog sletanja (punjenje gorivom).

Naknade za sletanje iz tačke 3.1 se umanjuju za 75% kod:

- obuke posade (svako dodirivanje RWY se naplaćuje);
- povratnog leta bez promene korisne mase.

Naknade za usluge prihvata i otpreme iz tačke 3.6.2 se umanjuju za 25% u slučaju praznog leta u jednom smeru.

Naknade za usluge prihvata i otpreme iz tačke 3.6.2 se umanjuju za 50% u slučaju:

- tehničkog i povratnog leta, pod pretpostavkom da nije nastupila promena korisne mase vazduhoplova;
- opsluživanja helikoptera.

Naknade za usluge prihvata i otpreme iz tačke 3.6.2 se umanjuju za 75% u slučaju školovanja pilota (pod opsluživanjem se smatra svaki dolazak vazduhoplova na platformu sa gašenjem i startovanjem motora).

Uvećanja

Naknade za sletanje iz tačke 3.1 se uvećavaju za 25% kad se koristi svetlosni sistem na poletno-sletnoj stazi.

Naknade za usluge prihvata i otpreme iz tačke 3.6.2 se uvećavaju za 30% u slučaju kašnjenja leta više od 60 minuta, ukoliko operator aerodroma ne primi obaveštenje najmanje 6 sati pre najavljenog leta.

Naknade za usluge prihvata i otpreme iz tačke 3.6.2 se uvećavaju za 25% u slučaju ponovnog utovara/istovara izazvanog greškom avio-prevozioca.

Naknade za usluge prihvata i otpreme iz tačke 3.6.2 se uvećavaju za čekanje leta na zahtev i to 150,00 EUR za svakih 30 MIN izvan službenog vremena otvorenosti aerodroma.

3.8 Načini plaćanja

Za redovne kompanije: plaćanje je nakon pruženih usluga – preko računa.

Za ostale: plaćanje je unapred na račun ili neposredno po izvršenim uslugama – kreditnim karticama ili u gotovom.

3.7 Exemptions and reductions

Exemption

Aircraft performing flights for the Government of Montenegro, Ministry of the Interior of Montenegro, Army of Montenegro, Red Cross service and aero-clubs home-based at PODGORICA AD are exempted from the payment of charges for basic aerodrome services.

From payment of aerodrome charges the following categories are exempted:

- aircraft involved in search and rescue operations;
- aircraft used in humanitarian assistance in case of natural disaster or state of emergency;
- aircraft in distress;
- state aircraft that provide emergency medical assistance;
- state aircraft performing flights for fire protection; and
- state aircraft that perform flights for the special operation.

Children under two years, transit passengers and aircraft crew on duty are exempted from passenger and security charges.

Reductions

Landing charges from item 3.1 are reduced by 50% for:

- emergency landing;
- helicopters;
- technical landings (re-fuelling).

Landing charges from item 3.1 are reduced by 75% for:

- crew training (each "touch and go" will be charged);
- round trip flight without change of payload.

Charges for handling services from item 3.6.2 are reduced by 25% in case of one leg empty flight.

Charges for handling services from item 3.6.2 are reduced by 50% for:

- technical landing and returning flight, where no commercial change of load occurs;
- helicopters.

Charges for handling services from item 3.6.2 are reduced by 75% in case of training flights (handling refers to each aircraft arriving on the apron with engine stop and start).

Surcharges

Landing charges from item 3.1 will be increased by 25% when the runway is used with the lighting system.

Charges for handling services from item 3.6.2 are increased by 30% in case of more than 60 minutes flight delay, if the aerodrome operator does not receive the delay notification at least 6 hours before the announced flight.

Charges for handling services from item 3.6.2 are increased by 25% for reloading/unloading caused by aircraft operator's mistake.

Charges for handling services from item 3.6.2 are increased for waiting a flight on request in the amount of EUR 150.00 for each 30 MIN beyond the official aerodrome operational hours.

3.8 Methods of payment

For regular users: charges are payable upon rendered services – via bank transfer.

For others: prepayment by bank transfer or immediate payment upon rendered services – by credit cards or in cash.

4. AERODROM PRIŠTINA

Nema podataka

4. PRIŠTINA AERODROME

Data not AVBL

5. AERODROM TIVAT

5.1 Sletanje vazduhoplova

Naknade za sletanje izračunavaju se na osnovu maksimalne mase vazduhoplova u poletanju (MTOM).

Svaka započeta tona smatraće se kao cela tona.

<i>MTOM vazduhoplova (tona)</i> <i>Aircraft MTOM (tonne)</i>	<i>Naknada (EUR po toni)</i> <i>Charge (EUR per tonne)</i>
Do / Up to 24.0	8.50
Preko / Over 24.0	10.50

5.2 Parkiranje, parkiranje u hangaru i dugotrajno parkiranje vazduhoplova

Jedinica mere je maksimalno dozvoljena težina vazduhoplova pri poletanju (MTOW), prema dokumentu o plovidbenosti vazduhoplova, izražena u metričkim tonama (deo tone obračunava se kao cela tona).

Usluga se obračunava za svaka započeta 24 HR. Svaka započeta metrička tona od MTOW se obračunava 3,00 EUR. Od plaćanja naknade za parkiranje su izuzeti vazduhoplovi koji se zadržavaju do 4 HR.

U slučaju prekoračenja besplatnog perioda parkiranja od 4 HR, vreme obračuna naknade boravka započinje od stvarnog početka parkiranja.

U periodu od 1. juna do 30. septembra, za sve vazduhoplove čiji boravak nije prouzrokovan tehničkim kvarom ili drugom okolnošću na koju Operator vazduhoplova nije mogao objektivno uticati, cene se uvećavaju, i to:

- Naknada se uvećava za 50% ukoliko boravak vazduhoplova traje od 24 HR do 48 HR, a primenjuje se za celo vreme boravka,
- Naknada se uvećava za 100% ukoliko boravak vazduhoplova traje od 48 HR do 72 HR, a primenjuje se za celo vreme boravka,
- Naknada se uvećava za 200% ukoliko boravak vazduhoplova traje preko 72 HR, a primenjuje se za celo vreme boravka.

5.3 Putničke usluge

Naknada za svakog odlazećeg putnika registrovanog na let iznosi:

- a) putnik u međunarodnom saobraćaju: 15,00 EUR;
- b) putnik u domaćem saobraćaju: 5,00 EUR;
- c) putnik u transferu: 4,00 EUR.

Naknada za putnike sa posebnim potrebama (PRM naknada) za komercijalne i nekomercijalne letove iznosi 0,25 EUR po odlazećem putniku. Osnova za obračun PRM naknade je svaki odlazeći putnik koji nije izuzet od naknade za putnički servis.

5.4 Obezbeđivanje

Naknada za obezbeđivanje naplaćuje se u iznosu od 2,50 EUR za sve odlazeće putnike u međunarodnom i transfernom saobraćaju.

5.5 Buka

NIL

5.6 Prihvat i otprema vazduhoplova, putnika i prtljaga

Prihvat i otprema vazduhoplova, putnika i prtljaga se obračunava na osnovu maksimalne dozvoljene mase vazduhoplova pri poletanju (MTOM).

5. TIVAT AERODROME

5.1 Landing of aircraft

Landing charges are calculated on the basis of the maximum take-off mass (MTOM).

Each commenced tonne is considered as a whole tonne.

5.2 Parking, hangarage and long-term storage of aircraft

Unit of measure is maximum take-off weight (MTOW) in accordance with Certificate on Airworthiness, expressed in metric tonnes (every part of started tonne is to be calculated as a whole tonne).

The charge is calculated for every started period of 24 HR. Each tonne or part thereof will be charged EUR 3.00. First 4 HR of aircraft parking is free of charge.

In case of exceeding the charge-free time of 4 HR, the calculation period starts from the beginning of actual block-to-block time.

In period starting on June 1st and ending on September 30th, for all aircraft the parking of which is not a consequence of a technical failure or other circumstances which are beyond reasonable control of the aircraft operator, the charges will be increased, as follows:

- The charge will be increased by 50% for aircraft parking from 24 HR up to 48 HR, applicable to the total parking period,
- The charge will be increased by 100% for aircraft parking from 48 HR up to 72 HR, applicable to the total parking period,
- The charge will be increased by 200% for aircraft parking over 72 HR, applicable to the total parking period.

5.3 Passenger service

The charge for each "checked-in" departing passenger is:

- a) passenger in international traffic: EUR 15.00;
- b) passenger in domestic traffic: EUR 5.00;
- c) passenger in transfer: EUR 4.00.

Charge for persons with reduced mobility (PRM charge) for commercial and non-commercial flights is EUR 0.25 per departing passenger. The basis for calculation of PRM charge is every departing passenger that is not exempted from passenger service charge.

5.4 Security

Security charge in amount of EUR 2.50 is levied for every departing passenger in international and transfer traffic.

5.5 Noise-related items

NIL

5.6 Handling of aircraft, passengers and baggage

Handling of aircraft, passengers and baggage is calculated on the basis of the aircraft maximum take-off mass (MTOM).

5.6.1 Naknade za upotrebu centralne infrastrukture

5.6.1 Charges for use of central infrastructure

5.6.1.1 Naknada za putnički i operativni prihvat

Naknada za putnički i operativni prihvat po odlazećem putniku iznosi 1,00 EUR.

5.6.1.1 Passenger and operational handling charge

Passenger and operational handling charge for every departing passenger is EUR 1.00.

5.6.1.2 Naknade za tehnički prihvat

5.6.1.2 Technical handling charges

<i>MTOM vazduhoplova (KG) Aircraft MTOM (KG)</i>	<i>Naknada (EUR po vazduhoplovu) Charge (EUR per aircraft)</i>
Do / Up to 2000	6.00
2001 – 5000	9.00
5001 – 10000	18.00
10001 – 16000	36.00
16001 – 24000	54.00
24001 – 40000	83.00
40001 – 60000	108.00
60001 – 80000	132.00
80001 – 99000	144.00
99001 – 150000	204.00
150001 – 180000	300.00
180001 – 215000	330.00
Preko / Over 215001	396.00

5.6.1.3 Generalna avijacija

5.6.1.3 General aviation

<i>MTOM vazduhoplova (KG) Aircraft MTOM (KG)</i>	<i>Naknada (EUR po vazduhoplovu) Charge (EUR per aircraft)</i>
Do / Up to 5000	–
Preko / Over 5000	20.00

5.6.2 Naknade za usluge prihvata i otpreme

5.6.2 Charges for handling services

<i>MTOM vazduhoplova (KG) Aircraft MTOM (KG)</i>	<i>Naknade za putnički i operativni prihvat (EUR po vazduhoplovu) Passenger and operational handling charges (EUR per aircraft)</i>	<i>Naknade za tehnički prihvat (EUR po vazduhoplovu) Technical handling charges (EUR per aircraft)</i>	<i>Ukupno (EUR po vazduhoplovu) Total (EUR per aircraft)</i>
Do / Up to 2000	16.00	24.00	40.00
2001 – 5000	22.00	34.00	56.00
5001 – 10000	48.00	72.00	120.00
10001 – 16000	96.00	144.00	240.00
16001 – 24000	144.00	216.00	360.00
24001 – 40000	221.00	331.00	552.00
40001 – 60000	288.00	432.00	720.00
60001 – 80000	352.00	528.00	880.00
80001 – 99000	384.00	576.00	960.00
99001 – 150000	544.00	816.00	1360.00
150001 – 180000	800.00	1200.00	2000.00
180001 – 215000	880.00	1320.00	2200.00
Preko / Over 215001	1056.00	1584.00	2640.00

Cena obuhvata celoukupnu operaciju prihvata i otpreme vazduhoplova i pri obračunu je nedeljiva. Svako dalje pružanje usluga, koje prelazi obim i vreme propisano standardima za određenu vrstu vazduhoplova i vrstu prometa, obračunava se posebno po Cenovniku usluga na poseban zahtev. Cenovnik se može dobiti zahtevom na kontakte date u sekciji AD 2 LYTV, tačka LYTV AD 2.2.

The price includes the total handling operation of the aircraft and when calculating is indivisible. Any other service provision, exceeding the scope and time prescribed by standards for the specific aircraft type and type of traffic, will be calculated specially according to the Price list of services on special request. The Price list is available upon request; for contact details see AD 2 LYTV section, item LYTV AD 2.2.

5.7 Izuzeća i umanjenja

Izuzeća

Vazduhoplovi Vlade Crne Gore, Ministarstva unutrašnjih poslova Crne Gore, Vojske Crne Gore, Crvenog krsta i aeroklubovi čiji je matični aerodrom AD TIVAT oslobođeni su plaćanja naknada za osnovne aerodromske usluge.

Od plaćanja aerodromskih naknada izuzete su i sledeće kategorije:

- vazduhoplovi uključeni u operacije traganja i spasavanja;
- vazduhoplovi koji se koriste za humanitarnu pomoć u slučaju prirodnih nepogoda ili stanja nužde;
- vazduhoplovi u nevolji;
- državni vazduhoplovi koji pružaju hitnu medicinsku pomoć;
- državni vazduhoplovi koji obavljaju letove za protivpožarnu zaštitu; i
- državni vazduhoplovi koji obavljaju letove za posebna delovanja.

Putničku naknadu i naknadu za obezbeđivanje ne plaćaju deca do dve godine starosti, tranzitni putnici i posada aviona.

Umanjenja

Naknade za sletanje iz tačke 5.1 se umanjuju za 50% kod:

- sletanja u slučaju nužde;
- sletanja helikoptera;
- tehničkog sletanja (punjenje gorivom).

Naknade za sletanje iz tačke 5.1 se umanjuju za 75% kod:

- obuke posade (svako dodirivanje RWY se naplaćuje);
- povratnog leta bez promene korisne mase.

Naknade za usluge prihvata i otpreme iz tačke 5.6.2 se umanjuju za 25% u slučaju praznog leta u jednom smeru.

Naknade za usluge prihvata i otpreme iz tačke 5.6.2 se umanjuju za 30% u periodu korišćenja zimskog reda letenja (novembar – april).

Naknade za usluge prihvata i otpreme iz tačke 5.6.2 se umanjuju za 50% u slučaju:

- tehničkog i povratnog leta, pod pretpostavkom da nije nastupila promena korisne mase vazduhoplova;
- opsluživanja helikoptera.

Naknade za usluge prihvata i otpreme iz tačke 5.6.2 se umanjuju za 75% u slučaju školovanja pilota (pod opsluživanjem se smatra svaki dolazak vazduhoplova na platformu sa gašenjem i startovanjem motora).

Uvećanja

Naknade za sletanje iz tačke 5.1 se uvećavaju za 25% kad se koristi svetlosni sistem na poletno-sletnoj stazi.

Naknade za usluge prihvata i otpreme iz tačke 5.6.2 se uvećavaju za 30% u slučaju kašnjenja leta više od 60 minuta, ukoliko operator aerodroma ne primi obaveštenje najmanje 6 sati pre najavljenog leta.

Naknade za usluge prihvata i otpreme iz tačke 5.6.2 se uvećavaju za 25% u slučaju ponovnog utovara/istovara izazvanog greškom avio-prevozioca.

Naknade za usluge prihvata i otpreme iz tačke 5.6.2 se uvećavaju za čekanje leta na zahtev i to 150,00 EUR za svakih 30 MIN izvan službenog vremena otvorenosti aerodroma.

5.7 Exemptions and reductions

Exemption

Aircraft performing flights for the Government of Montenegro, Ministry of the Interior of Montenegro, Army of Montenegro, Red Cross service and aero-clubs home-based at TIVAT AD are exempted from the payment of charges for basic aerodrome services.

From payment of aerodrome charges the following categories are exempted:

- aircraft involved in search and rescue operations;
- aircraft used in humanitarian assistance in case of natural disaster or state of emergency;
- aircraft in distress;
- state aircraft that provide emergency medical assistance;
- state aircraft performing flights for fire protection; and
- state aircraft that perform flights for the special operation.

Children under two years, transit passengers and aircraft crew on duty are exempted from passenger and security charges.

Reductions

Landing charges from item 5.1 are reduced by 50% for:

- emergency landing;
- helicopters;
- technical landings (re-fuelling).

Landing charges from item 5.1 are reduced by 75% for:

- crew training (each "touch and go" will be charged);
- round trip flight without change of payload.

Charges for handling services from item 5.6.2 are reduced by 25% in case of one leg empty flight.

Charges for handling services from item 5.6.2 are reduced by 30% for operations during winter (November – April).

Charges for handling services from item 5.6.2 are reduced by 50% for:

- technical landing and returning flight, where no commercial change of load occurs;
- helicopters.

Charges for handling services from item 5.6.2 are reduced by 75% in case of training flights (handling refers to each aircraft arriving on the apron with engine stop and start).

Surcharges

Landing charges from item 5.1 will be increased by 25% when the runway is used with the lighting system.

Charges for handling services from item 5.6.2 are increased by 30% in case of more than 60 minutes flight delay, if the aerodrome operator does not receive the delay notification at least 6 hours before the announced flight.

Charges for handling services from item 5.6.2 are increased by 25% for reloading/unloading caused by aircraft operator's mistake.

Charges for handling services from item 5.6.2 are increased for waiting a flight on request in the amount of EUR 150.00 for each 30 MIN beyond the official aerodrome operational hours.

5.8 Načini plaćanja

Redovne kompanije: plaćanje je nakon pruženih usluga – preko računa.

Za ostale: plaćanje je unapred na račun ili neposredno po izvršenim uslugama – kreditnim karticama ili u gotovom.

5.8 Methods of payment

For regular users: charges are payable upon rendered services – via bank transfer.

For others: prepayment is by bank transfer or immediate payment upon rendered services – by credit cards or in cash.

6. AERODROM UŽICE/Ponikve

Nema podataka

6. UŽICE/Ponikve AERODROME

Data not AVBL

7. AERODROM VRŠAC

Sve dole nabrojane naknade se izračunavaju na osnovu maksimalne mase vazduhoplova u poletanju (MTOM).

Svaka započeta tona smatraće se kao cela tona.

7.1 Sletanje vazduhoplova

Naknada za sletanje iznosi 10,00 EUR po toni.

Naknada za upotrebu svetlosnog sistema poletno-sletne staze za sletanje iznosi 10,00 EUR po toni.

7.2 Parkiranje, parkiranje u hangaru i dugotrajno parkiranje vazduhoplova

Za parkiranje do 4 HR ne naplaćuje se naknada.

Za parkiranje preko 4 HR do 24 HR za svaku započetu tonu naplaćuje se 10,00 EUR po danu.

Parkiranje u hangaru se naplaćuje 30,00 EUR po toni po danu.

Svaki naredni započeti dan naplaćuje se kao ceo dan.

7.3 Putničke usluge

NIL

7.4 Obezbeđivanje

NIL

7.5 Buka

NIL

7.6 Prihvat i otprema vazduhoplova, putnika i prtljaga

NIL

7.7 Izuzeća i umanjenja

Izuzeća

Naknade za sletanje i parkiranje se ne naplaćuju vazduhoplovima u nuždi i vazduhoplovima koji obavljaju letove za potrebe Crvenog krsta – nekomercijalni letovi.

7.8 Načini plaćanja

Plaćanje se vrši isključivo virmanski po ispostavljenoj fakturi (RSD, srednji kurs Narodne banke Srbije).

7. VRŠAC AERODROME

Following charges are calculated on the basis of the aircraft maximum take-off mass (MTOM).

Each part of a tonne (i.e. each commenced tonne) is considered as a whole tonne.

7.1 Landing of aircraft

Landing charge will be charged EUR 10.00 per tonne.

Use of runway lighting system for landing will be charged EUR 10.00 per tonne.

7.2 Parking, hangarage and long-term storage of aircraft

For aircraft parking up to 4 HR no charge will be applicable.

For parking over 4 HR up to 24 HR, each tonne or part there of will be charged EUR 10.00 per day.

Parking in hangar will be charged EUR 30.00 per tonne per day.

Each next commenced day will be charged as a whole day.

7.3 Passenger service

NIL

7.4 Security

NIL

7.5 Noise-related items

NIL

7.6 Handling of aircraft, passengers and baggage

NIL

7.7 Exemptions and reductions

Exemption

Aircraft in Red Cross service when they fly for Red Cross purpose – Non-revenue flights and aircraft in emergency, are exempted from landing and parking charges.

7.8 Methods of payment

Payment shall be effectuated exclusively via bank transfer upon delivery of the invoice (RSD, middle exchange rate of National Bank of Serbia).

GEN 4.2 NAKNADE ZA USLUGE U VAZDUŠNOJ PLOVIDBI AIR NAVIGATION SERVICES CHARGES

1. OPŠTE

1.1 Naknade za usluge u vazdušnoj plovidbi regulisane su sledećim propisima:

- Zakon o ratifikaciji Multilateralnog sporazuma o rutnim naknadama („Službeni list Srbije i Crne Gore – Međunarodni ugovori“, broj 4/05);
- Pravilnik o merilima za obračun i određivanje visine naknada za pružanje usluga u vazdušnoj plovidbi („Službeni glasnik Republike Srbije“, broj 98/11, 71/13, 16/15, 114/17 i 55/19);
- Pravilnik o načinu obračuna i određivanja visine naknada za pružanje usluga u vazdušnoj plovidbi („Službeni list Crne Gore“, broj 41/18);
- Zaključak Vlade Republike Srbije 05 broj: 343-7454/2019-1 od 25. jula 2019. godine;
- Odluka o načinu obračuna terminalne naknade za korišćenje usluga u vazdušnoj plovidbi („Službeni list Crne Gore“, broj 53/19);
- Odluka Proširene komisije Evrokontrola broj 19/162 od 28. novembra 2019. godine („Službeni glasnik Republike Srbije“, broj 93/19);
- Izvod iz Odluke Proširene komisije Evrokontrola broj 19/161 od 28. novembra 2019. godine („Službeni glasnik Republike Srbije“, broj 93/19).

1.2 Propisi iz prethodne tačke se primenjuju na strane i domaće korisnike vazduhoplova za letove u vazdušnom prostoru Republike Srbije i vazdušnom prostoru Crne Gore i van tog prostora, ako je to predviđeno ugovorom o koordinaciji sa službom kontrole letenja susedne države.

1.3 Korisnici usluga u vazdušnoj plovidbi plaćaju pružaocima usluga u vazdušnoj plovidbi naknade za pružanje usluga u vazdušnoj plovidbi.

Naknade se obračunavaju i njihova visina se određuje po merilima koja su predviđena potvrđenim međunarodnim ugovorima.

2. TERMINALNE NAKNADE

2.1 Za korišćenje usluga Kontrole letenja Srbije i Crne Gore SMATSA doo Beograd u oblasti terminalnih kontrola letenja, operater vazduhoplova plaća terminalnu naknadu.

2.2 U svrhu obračuna terminalne naknade, let u dolasku i let u odlasku se računa kao jedan let.

2.3 Za obračun terminalne naknade koristi se let u odlasku, odnosno poletanje.

2.4 Terminalna naknada za dati let je jednaka proizvodu jedinice terminalne naknade i broja jedinica terminalnih usluga za dati let, kako je dato u sledećoj jednačini:

$$R = t \times p$$

gde je:

- R – terminalna naknada;
- t – jedinica terminalne naknade;
- p – broj jedinica terminalnih usluga za dati let.

1. GENERAL

1.1 The Air Navigation Services charges are administered by the following regulations:

- Law on Ratification of Multilateral Agreement Relating Route Charges (“Official Gazette of the Serbia and Montenegro – International agreements”, number 4/05);
- Regulation on calculating and determining charges for air navigation services (“Official Gazette of the Republic of Serbia”, number 98/11, 71/13, 16/15, 114/17 and 55/19);
- Regulation laying down a common charging scheme for air navigation services (“Official Gazette of Montenegro”, number 41/18);
- Decision of the Government of the Republic of Serbia 05 number: 343-7454/2019-1 as from 25th July 2019;
- Decision on the manner of calculation of terminal charges for air navigation services (“Official Gazette of Montenegro”, number 53/19);
- EUROCONTROL enlarged Commission Decision number 19/162 as from 28th November 2019 (“Official Gazette of the Republic of Serbia”, number 93/19);
- Extract from the EUROCONTROL enlarged Commission Decision number 19/161 as from 28th November 2019 (“Official Gazette of the Republic of Serbia”, number 93/19).

1.2 Regulations from previous paragraph are applied to foreign and domestic aircraft users for flights operating within airspace of the Republic of Serbia and airspace of Montenegro, as well as outside that airspace, if envisaged in an agreement on coordination with the air traffic control of the adjacent state.

1.3 Users of air navigation services shall pay air navigation charges to providers of air navigation services.

Charges are calculated and their unit rate is determined in accordance with principles stemming from international agreements.

2. TERMINAL CHARGES

2.1 For the use of Serbia and Montenegro Air Traffic Services SMATSA llc air navigation services in terminal area, aircraft operator shall pay terminal charge.

2.2 For the purpose of calculation of terminal charge, approach and departure of a flight shall count as a single flight.

2.3 Departure (take-off) is used for the calculation of terminal charge.

2.4 Terminal charge for a specific flight shall be equal to the product of the terminal unit rate and the number of terminal service units for this flight, according to the following formula:

$$R = t \times p$$

where is:

- R – terminal charge;
- t – terminal unit rate;
- p – number of terminal service units for a specific flight.

2.5 Jedinica terminalne usluge (p) iz tačke 2.4 je jednaka faktoru mase za predmetni vazduhoplov. Faktor mase predstavlja količnik dobijen deljenjem maksimalne sertifikovane mase vazduhoplova na poletanju (MTOW) u metričkim tonama, sa brojem 50 i stepenovanjem dobijenog količnika eksponentom 0,7, kako je dato u sledećoj formuli:

$$p = (MTOW/50)^{0.7}$$

2.6 Faktor mase iz tačke 2.5 se izražava kao broj sa dva decimalna mesta.

2.7 Kada MTOW nije poznata faktor mase se računa tako što se koristi poznata masa najtežeg vazduhoplova istog tipa.

2.8 Kada neki vazduhoplov ima više maksimalnih sertifikovanih masa na poletanju onda se koristi najveća od njih.

2.9 Ako neki operater vazduhoplova koristi dva ili više vazduhoplova koji su različite verzije istog tipa, za svaki vazduhoplov tog tipa se koristi prosek maksimalnih masa na poletanju svih vazduhoplova tog tipa.

2.10 Obračunavanje faktora mase po tipu vazduhoplova i po operateru vrši se jednom godišnje.

2.11 Visina jedinice terminalne naknade (t), sa početkom primene od 1. septembra 2019. godine u Republici Srbiji, odnosno 16. septembra 2019. godine u Crnoj Gori, iznosi:

- 135,00 EUR – za vazduhoplove čija je MTOW manja od 10 metričkih tona;
- 260,00 EUR – za vazduhoplove čija je MTOW 10 i više metričkih tona.

3. RUTNE NAKNADE

3.1 Za korišćenje usluga u vazdušnoj plovidbi u zoni naplate Srbija/Crna Gora/KFOR, korisnik usluga plaća rutnu naknadu.

Rutne naknade se određuju i naplaćuju u skladu sa Multilateralnim sporazumom o rutnim naknadama i Pravilnikom o merilima za obračun i određivanje visine naknada za pružanje usluga u vazdušnoj plovidbi.

Rutne naknade u zoni naplate Srbija/Crna Gora/KFOR naplaćuje Evropska organizacija za bezbednost vazdušne plovidbe (EUROCONTROL) – Centralni biro za naplatu rutnih naknada (CRCO), na osnovu međunarodnog ugovora koji obavezuje Republiku Srbiju i Crnu Goru.

Ukupna naplaćena sredstva EUROCONTROL uplaćuje na račun Direktorata civilnog vazduhoplovstva Republike Srbije, Agencije za civilno vazduhoplovstvo Crne Gore, Kontrole letenja Srbije i Crne Gore SMATSA doo Beograd i HungaroControl-a, u skladu sa učešćem troškova Direktorata civilnog vazduhoplovstva Republike Srbije, Agencije za civilno vazduhoplovstvo Crne Gore, Kontrole letenja Srbije i Crne Gore SMATSA doo Beograd, odnosno HungaroControl-a u jedinstvenoj troškovnoj osnovi zajedničke zone naplate. Deo naplaćenih sredstava koji se odnosi na troškove EUROCONTROL-a se, shodno protokolu za predmetnu godinu između učesnika u zoni naplate rutnih naknada, uplaćuje na račun EUROCONTROL-a po instrukcijama navedenim u računu za plaćanje EUROCONTROL kontribucije.

2.5 Terminal service unit (p) from item 2.4 is equal to the weight factor for the aircraft concerned. Weight factor shall be the quotient, obtained by dividing by 50 the number of metric tons in the highest maximum certified take-off weight of the aircraft (MTOW) to the power of 0.7, according to the following formula:

$$p = (MTOW/50)^{0.7}$$

2.6 The weight factor from item 2.5 is expressed as a figure taken to two decimal places.

2.7 Where MTOW is unknown the weight of the heaviest aircraft of the same type known to exist shall be used for the calculation of weight factor.

2.8 Where an aircraft has multiple certificated maximum take-off weights, the maximum one shall be used.

2.9 Where an aircraft operator operates two or more aircraft which are different versions of the same type, the average of the MTOW of all his aircraft of that type shall be used for each aircraft of that type.

2.10 The calculation of the weight factor per aircraft type and per operator shall be effected once a year.

2.11 Terminal unit rate (t) for the period of application commencing 1st September 2019 in the Republic of Serbia and 16th September 2019 in Montenegro shall be:

- EUR 135.00 – for aircraft with MTOW less than 10 metric tons;
- EUR 260.00 – for aircraft with MTOW 10 metric tons and more.

3. ROUTE CHARGES

3.1 Each aircraft operator shall pay route charges for the provision of the air navigation services in Serbia/Montenegro/KFOR en-route charging zone.

Route charges shall be established and collected in accordance with Multilateral Agreement Relating Route Charges and Regulation on calculating and determining charges for air navigation services.

Route charges for Serbia/Montenegro/KFOR en-route charging zone are collected by the European Organisation for the Safety of Air Navigation (EUROCONTROL) – Central Route Charges Office (CRCO), in accordance with international agreement binding the Republic of Serbia and Montenegro.

Total amount of charges collected by EUROCONTROL shall be paid to the account of the Civil Aviation Directorate of the Republic of Serbia, the Civil Aviation Agency of Montenegro, Serbia and Montenegro Air Traffic Services SMATSA Ilc and HungaroControl, in accordance with cost shares of the Civil Aviation Directorate of the Republic of Serbia, the Civil Aviation Agency of Montenegro, Serbia and Montenegro Air Traffic Services SMATSA Ilc and HungaroControl in the joint cost base of the common charging zone. Part of collected charges that is attributable to the costs of EUROCONTROL shall be paid to the account of EUROCONTROL, in accordance with Protocol between participants in en-route charging zone for respective year, and as well as per instructions stipulated in invoice for the EUROCONTROL contribution.

Klauzula 2

Osim u slučaju odredbe stava 2. ove klauzule, iznos naknade isplaćuje se u evrima.

Svaki korisnik, koji ima državnu pripadnost države ugovornice, može isplatiti dug u konvertibilnoj valuti države čiju državnu pripadnost ima, kad god izvrši uplatu u nekoj od određenih banaka na teritoriji te države.

Ako se korisnik služi mogućnošću iz prethodne tačke, konverzija iznosa naknade u evrima u nacionalnu valutu obavlja se po deviznom kursu koji se koristi za komercijalne transakcije na dan isplate u mestu isplate.

Klauzula 3

Smatra se da je EUROCONTROL primio uplatu na dan polaganja dugovanog iznosa na određeni bankovni račun EUROCONTROL-a. Datum dospeća je datum od kojeg EUROCONTROL može da koristi uplaćena sredstva.

Klauzula 4

Uz uplatu se dostavlja izveštaj koji sadrži podatke, datume i iznose u evrima vezane za plaćene račune i knjižna odobrenja, ukoliko postoje. Zahtev za prikazivanje fakturisanih iznosa u evrima se odnosi i na korisnika koji se služi mogućnošću plaćanja u nacionalnoj valuti.

Ako uz uplatu nisu dostavljeni podaci iz stava 1. ove klauzule, a koji se primenjuju na određeni račun ili račune, EUROCONTROL koristi uplatu:

- prvo za pokriće kamate, a potom
- za pokriće najstarijih neplaćenih računa.

Klauzula 5

Prigovori na račune se moraju podneti EUROCONTROL-u u pisanoj formi ili elektronskim putem koji prethodno odobri EUROCONTROL. Rok u kome EUROCONTROL-u mora biti dostavljen prigovor je naznačen na računima i iznosi 60 dana od dana izdavanja računa.

Datum podnošenja prigovora je datum prijema prigovora od strane EUROCONTROL-a.

Prigovor mora biti detaljan i praćen relevantnim dokazima.

Podnošenje prigovora ne ovlašćuje korisnika da izvrši odbijanje od odnosnog računa, osim ukoliko mu to odobri EUROCONTROL.

Ako su EUROCONTROL i korisnik u obostranom dužničko-poverilačkom odnosu, kompenzacijske uplate/isplate ne mogu biti izvršene bez prethodne saglasnosti EUROCONTROL-a.

Klauzula 6

Na naknadu koja nije plaćena u roku plaća se kamata po stopi koju određuju nadležni organi, a koja se objavljuje u službenom glasniku. Kamata pod nazivom „kamata na zakasnelu uplatu“ je jednostavna kamata koja se računa za svaki dan kašnjenja u plaćanju.

Kamata se izračunava i fakturiše u evrima.

Kamatna stopa na zakasnelu uplatu rutne naknade za korišćenje usluga u zoni naplate Srbija/Crna Gora/KFOR iznosi 9,72% godišnje (od 1 JAN 2020).

Clause 2

Except as provided in paragraph 2 of this clause, the amount of the charge shall be paid in euros.

Any user who is a national of a Contracting State may, whenever payment is made by him into a designated banking establishment situated in the State of which he is a national, discharge the debt in the convertible currency of that State.

Where a user avails himself of the facility referred to in the foregoing paragraph, the conversion into national currency of the euro amount shall be effected at the daily exchange rate used for commercial transactions for the value date and place of payment.

Clause 3

Payment shall be deemed to have been received by EUROCONTROL on the value date on which the amount due was credited into a designated bank account of EUROCONTROL. The value date shall be the date on which EUROCONTROL can use the funds.

Clause 4

Payments shall be accompanied by a statement giving the references, dates and euro amounts in respect of bills paid and of any credit notes deducted. The requirement to show the amounts of bills in euro shall apply also to users availing themselves of the facility to pay in national currency.

Where a payment is not accompanied by the details specified in paragraph 1 above so as to allow its application to a specific bill or bills, EUROCONTROL will apply the payment:

- first to interest, and then
- to the oldest bills unpaid.

Clause 5

Claims against bills must be submitted to EUROCONTROL in writing or by an electronic medium previously approved by EUROCONTROL. The latest date by which claims must be received by EUROCONTROL shall be shown on the bill and is 60 days from the date of the bill.

The date of submission of claims shall be the date on which the claims are received by EUROCONTROL.

Claims must be detailed and should be accompanied by any relevant supporting evidence.

Submission of a claim by a user shall not entitle him to make any deduction from the relevant bill unless so authorised by EUROCONTROL.

Where EUROCONTROL and a user are mutually debtor and creditor no compensation payments shall be effected without EUROCONTROL's prior agreement.

Clause 6

Any charge, which has not been paid by the latest date for payment, shall be increased by the addition thereto of interest decided by the competent bodies, and published in the official gazette. Interest entitled Interest on Late Payment, is simple interest calculated from day to day on the unpaid overdue amount.

The interest is calculated and billed in euros.

Interest on Late Payment of the air navigation services charges in Serbia/Montenegro/KFOR en-route charging zone is 9.72% per annum (as from 1 JAN 2020).

Klauzula 7

Prema operaterima vazduhoplova koji odmah ne postupe prema instrukcijama za plaćanje naknade za pružanje usluga u vazdušnoj plovidbi i koji, u ostavljenom roku, u celosti, ne plate tu naknadu, biće preduzete prinudne mere i to privremeno uskraćenje, ograničeno ili kompletno otkazivanje pružanja tih usluga i druge raspoložive mere u skladu sa važećim propisima.

Clause 7

Where aircraft operator did not acted in accordance to the instructions stipulated in bill for payment of air navigation charges, and where, within deadline, total amount of route charges is not paid, measures shall be taken to enforce recovery and that temporary withhold, limited or complete denial of the provision of air navigation services as well as other available measures in accordance with applicable law.

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b) CRNA GORA

1. MINIMALNA SIGURNA VISINA

Zabranjeno je letenje vazduhoplova ispod određene visine iznad naseljenih oblasti gradova, naselja ili sela, ili iznad većih skupova ljudi na otvorenom. Minimalne visine za IFR i VFR letove propisane su Pravilnikom o načinu, pravilima i postupcima letenja vazduhoplova i operativnim uslugama u vazдушnom saobraćaju („Službeni list Crne Gore“, broj 11/16, 40/18 i 35/19).

Za letenje ispod propisane minimalne visine neophodno je prethodno dobiti odobrenje Agencije za civilno vazduhoplovstvo.

2. IZBACIVANJE PREDMETA

Dozvoljeno je izbacivanje predmeta i ispuštanje tečnosti, koja nije gorivo, iz vazduhoplova u letu uz odobrenje nadležne jedinice kontrole letenja iznad nenaseljenih područja, osim industrijskih područja, na sigurnoj udaljenosti od većih skupova ljudi na otvorenom.

Predmeti i tečnost koja nije gorivo, iz vazduhoplova u letu, mogu da se izbace, odnosno ispuste i iznad naseljenih mesta u skladu sa propisima o pružanju usluga iz vazduha.

3. AKROBATSKO LETENJE

Akrobatsko letenje je zabranjeno iznad gradova, naselja, industrijskih objekata i većih skupova lica na otvorenom.

Akrobatsko letenje se obavlja izvan vazdušnih puteva, u skladu sa pravilima vizuelnog letenja, propisanom minimalnom visinom i informacijama i savetima nadležne jedinice za usluge u vazдушnom saobraćaju. Za akrobatske letove ispod propisane visine neophodno je prethodno dobiti odobrenje Agencije za civilno vazduhoplovstvo.

Svako lice koje se nalazi u vazduhoplovu za vreme akrobatskog leta, pri kojem se dostižu uzdužni nagibi veći od 30° i/ili poprečni nagibi veći od 60°, mora da nosi padobran koji je spreman za upotrebu.

4. AERO ZAPREGA I REKLAMIRANJE IZ VAZDUHA

Vazduhoplov može da vuče drugi vazduhoplov ili predmet ako je vazduhoplov koji obavlja vuču sertifikovan za takve operacije, i u skladu sa informacijama, savetima i/ili odobrenjem nadležne jedinice za usluge u vazдушnom saobraćaju. Vođa vazduhoplova koji obavlja vuču mora da poseduje ovlašćenje za takve operacije, obavi odgovarajuće pripreme pre poletanja i utvrdi postupke i signale za sve faze leta, a posebno postupke za promenu brzine leta i za slučaj nužde.

5. PADOBRANSKI SKOKOVI

Padobranski skokovi mogu se izvoditi u vazдушnom prostoru Crne Gore. Za padobranske skokove potrebna je koordinacija sa nadležnom jedinicom za usluge u vazдушnom saobraćaju, a operator vazduhoplova iz koga se izvode padobranski skokovi mora imati standardne operativne procedure razvijene za takvu vrstu operacija.

b) MONTENEGRO

1. MINIMUM SAFE HEIGHT

Aircraft operations over the congested areas of cities, towns or settlements or over an open-air assemblies of persons below a specific height are forbidden. The minimum heights for IFR and VFR flights are prescribed by the Rulebook on method, rules and procedures of air and air traffic services (“Official Gazette of Montenegro”, number 11/16, 40/18 and 35/19).

For aircraft operations below the prescribed minimum height a prior approval from the Civil Aviation Agency is necessary.

2. DROPPING OF OBJECTS

Dropping of objects and spraying of fluid, other than fuel, from an aircraft in flight are allowed with the approval from the appropriate air traffic control unit above unpopulated areas, except over industrial areas, and at a safe distance from open-air assemblies of persons.

Objects and fluid other than fuel, from an aircraft in flight may be dropped or sprayed above populated areas in accordance with the rules for aerial work provision.

3. ACROBATIC FLYING

Acrobatic flying is forbidden above cities, towns, industrial objects and open-air assemblies of persons.

Acrobatic flying may be performed outside airways, in accordance with visual flight rules, prescribed minimum height and information and advice from the appropriate air traffic services unit. For acrobatic flights below the prescribed minimum height a prior approval from the Civil Aviation Agency is necessary.

Every person on board the aircraft during an acrobatic flight, where pitch angles greater than 30° and/or bank angles greater than 60° are achieved, has to carry a parachute that is ready for use.

4. TOWING AND ADVERTISING FLIGHTS

An aircraft may tow another aircraft or object if the aircraft performing towing is certified for such operations and in accordance with information, advice and/or clearance from the appropriate air traffic services unit. Pilot in command of the aircraft performing towing has to be authorised for such operations, conduct the appropriate preparations before departure and establish procedures and signals for all flight phases, especially the speed change and emergency procedures.

5. PARACHUTE DESCENTS

Parachute descents may be performed in airspace of Montenegro. For parachute descents coordination with the appropriate air traffic services unit is needed and operator of the aircraft from which parachute jumps are performed has to have standard operating procedures developed for such operations.

6. BALONI, ZMAJEVI I PARAGLAJDERI, SISTEMI BESPILOTNIH VAZDUHOPLOVA I VAZDUHOPLOVNI MODELI

Bespilotni slobodni balon mora da se koristi na takav način da predstavlja minimalnu opasnost po lica, imovinu ili druge vazduhoplove. Bespilotnim slobodnim balonom ne smeju da se izvode operacije bez odobrenja države iz koje je lansiran. Teškim bespilotnim slobodnim balonom ne smeju da se izvode operacije iznad otvorenog mora bez prethodne koordinacije sa nadležnom jedinicom za usluge u vazдушnom saobraćaju.

Zmajevima i paraglajderima može se leteti u vazдушnom prostoru Crne Gore po pravilima vizuelnog letenja tokom dana, odnosno od 30 minuta pre izlaza Sunca do 30 minuta nakon zalaza Sunca. Za let u kontrolisanom vazдушnom prostoru obavezno je prethodno odobrenje nadležne jedinice za usluge u vazдушnom saobraćaju i radio komunikacija sa tom jedinicom. Mesta uzletanja i sletanja moraju biti takva da obezbede sigurne operacije, a operator vazduhoplova mora biti ovlašćen za operacije vanaerodromskog sletanja i poletanja. Za upotrebu mesta uzletanja i sletanja kod organizovanog letenja zmaja i paraglajdera (tandem, obuka, sportske priredbe i takmičenja) neophodno je prethodno dobiti odobrenje Agencije za civilno vazduhoplovstvo.

Sistemima bespilotnih vazduhoplova i vazduhoplovnim modelima može se leteti u vazдушnom prostoru Crne Gore, pri čemu je letenje vazduhoplovnim modelom dozvoljeno samo u nenaseljenim oblastima u kojima nema okupljanja ljudi niti građevina u kojima ljudi borave. Let mora biti obavljen tokom dana na visini ne većoj od 150 M iznad terena, unutar vidnog polja operatora sistema bespilotnog vazduhoplova ili vazduhoplovnog modela, i na udaljenosti od najviše 500 M od njega. U toku leta mora da se obezbedi udaljenost od najmanje 30 M od ljudi, životinja, građevina, vozila, plovila, drugih vazduhoplova, puteva, železničkih pruga, vodenih puteva ili dalekovoda, i od najmanje 150 M od većih skupova ljudi na otvorenom. Za udaljenosti manje od minimalne, odnosno veće od maksimalne propisane, neophodno je prethodno dobiti odobrenje Agencije za civilno vazduhoplovstvo.

Područja sa ograničenjem letenja opisana su u ENR 2.2 tačka 6.

Za letove u kontrolisanim zonama, ali izvan područja sa ograničenjem letenja u vertikalnim granicama do 50 M iznad terena (AGL) i letove u nekontrolisanom vazдушnom prostoru nije potrebno odobrenje od nadležne jedinice za usluge u vazдушnom saobraćaju.

Za letove u kontrolisanim zonama, ali izvan područja sa ograničenjem letenja u vertikalnim granicama do 150 M iznad terena (AGL) i letove u području sa ograničenjem letenja obavezno je prethodno odobrenje nadležne jedinice za usluge u vazдушnom saobraćaju. Zahtev za odobrenje od strane nadležne jedinice za usluge u vazдушnom saobraćaju podnosi se minimum dva radna dana pre planiranih letaćkih operacija.

7. ZABRANJENE ZONE I RESTRIKCIJE LETENJA

U vazдушnom prostoru Crne Gore nisu ustanovljene zabranjene zone.

Uslovno zabranjene i opasne zone objavljene su u ENR 5.1, a vreme aktiviranja opasnih zona objavljuje se kroz NOTAM.

6. BALLOONS, KITES AND PARAGLIDERS, UNMANNED AIRCRAFT SYSTEMS AND AIRCRAFT MODELS

An unmanned free balloon shall be operated in such a manner as to minimise hazards to persons, property or other aircraft. An unmanned free balloon shall not be operated without authorisation from the State from which the launch is made. A heavy unmanned free balloon shall not be operated over the high seas without prior coordination with the appropriate air traffic services unit.

Kites and paragliders may fly in the airspace of Montenegro in accordance with the visual flight rules during daytime, meaning from 30 minutes before sunrise until 30 minutes after sunset. For a flight in controlled airspace a prior approval from the appropriate air traffic services unit and radio communication with that unit are mandatory. Take-off and landing sites must be such as to ensure safe operations and aircraft operator has to be authorized for out of aerodrome landing and take-off operations. For the use of take-off and landing sites for organized kite and paraglider flying (tandem, training, air shows and competitions), a prior approval from the Civil Aviation Agency is necessary.

Unmanned aircraft systems and aircraft models may fly in the airspace of Montenegro, where flying of aircraft models is only allowed in unpopulated areas where there are no gatherings of people nor building in which people dwell. The flight has to be performed during daytime at height not greater than 150 M above ground level, within field of view of the operator of unmanned aircraft system or aircraft model, and at a distance of maximum 500 M from him. During the flight a distance of minimum 30 M from people, animals, buildings, vehicles, vessels, other aircraft, roads, railways, water ways and power lines and of minimum 150 M from open-air assemblies of persons has to be ensured. For distances smaller than the minimum or greater than the maximum prescribed a prior approval from the Civil Aviation Agency is necessary.

Areas where flight operations are restricted are described in ENR 2.2 item 6.

For flights in control zones, but outside of areas where flight operations are restricted, with vertical limits up to 50 M above ground level (AGL) and flights in uncontrolled airspace an approval from the appropriate air traffic services unit is not needed.

For flights in control zones, but outside of areas where flight operations are restricted, with vertical limits up to 150 M above ground level (AGL) and flights in area where flight operations are restricted a prior approval from the appropriate air traffic services unit is mandatory. A request for an approval from the appropriate air traffic services unit is submitted at least two working days prior to planned flight operations.

7. PROHIBITED AREAS AND FLIGHT RESTRICTIONS

No prohibited areas are established within the airspace of Montenegro.

Restricted and danger areas are published in ENR 5.1, but time of activation of danger areas is promulgated by NOTAM.

ENR 1.2 PRAVILA VIZUELNOG LETENJA VISUAL FLIGHT RULES

1. OPŠTE

a) SRBIJA

1.1 VFR let predstavlja let koji se odvija u vizuelnim meteorološkim uslovima (VMC) kako je dato u tački 2.

1.2 VFR letenje iznad FL 200 i letenje sa transoničnim i supersoničnim brzinama nije dozvoljeno, osim za vojne vazduhoplove.

1.3 VFR letovi se mogu odvijati i danju i noću ako pilot vazduhoplova za sve vreme leta vidi zemlju i orijentire na zemlji.

1.4 Vizuelno letenje noću može se vršiti ako su vođa vazduhoplova i vazduhoplov osposobljeni za takvo letenje i ako aerodrom ispunjava uslove za noćno letenje.

1.5 Noćnim letom smatra se let koji se vrši u vremenskom periodu od pola časa posle zalaza Sunca do pola časa pre izlaza Sunca.

b) CRNA GORA

1.1 VFR let predstavlja let koji se odvija u vizuelnim meteorološkim uslovima (VMC) kako je dato u tački 2.

1.2 VFR letenje iznad FL 195 i letenje sa transoničnim i supersoničnim brzinama nije dozvoljeno, osim za vojne vazduhoplove.

1.3 Noćnim letom smatra se let koji se vrši u vremenskom periodu od pola časa posle zalaza Sunca do pola časa pre izlaza Sunca.

1.4 VFR letovi noću dozvoljeni su pod sledećim uslovima:

1. mora da se uspostavi i održava dvosmerna radio veza na odgovarajućem kanalu nadležne ATS jedinice, kad god je moguće;
2. ako se napušta blizina aerodroma, mora da se podnese plan leta;
3. primenjuju se pri vizuelnim meteorološkim uslovima, kako je dato u tački 2, i dodatno:
 - visina baze oblaka ne sme biti niža od 1500 FT (450 M);
 - vidljivost u letu ne sme biti manja od 5 KM;
 - pilot mora da održava stalni vizuelni kontakt sa tlom na ili ispod 3000 FT (900 M) AMSL ili 1000 FT (300 M) iznad terena, u zavisnosti od toga šta je više;
4. izuzev kada je to potrebno za poletanje ili sletanje, ili kada je posebno odobreno od strane Agencije za civilno vazduhoplovstvo, VFR let noću se obavlja na nivou koji je najmanje 1000 FT (300 M), odnosno 2000 FT (600 M) u slučaju brdskih ili planinskih oblasti, iznad najviše prepreke koja se nalazi u krugu od 8 KM od procenjene pozicije vazduhoplova.

2. VIZUELNI METEOROLOŠKI USLOVI (VMC)

Osim za specijalne letove u kontrolisanoj zoni, VFR let se može obavljati tako da se vazduhoplov nalazi u uslovima vidljivosti i udaljenosti od oblaka jednakim ili većim od onih koji su navedeni u koloni 5 tabele u podsekciji ENR 1.4.

1. GENERAL

a) SERBIA

1.1 VFR flight refers to a flight conducted in accordance with Visual Flight Rules under Visual Meteorological Conditions (VMC) as specified in item 2.

1.2 VFR flying above FL 200, at transonic and supersonic speeds is not permitted except for military aircraft.

1.3 VFR flights may be conducted during day and night, if the pilot can maintain visual reference to the ground.

1.4 Visual flights at night may be conducted if the pilot-in-command and the aircraft are capable of conducting such a flight and if the aerodrome fulfils conditions for night operations.

1.5 VFR flight at night is considered to be a flight which is conducted in the period between half an hour after sunset and half an hour before sunrise.

b) MONTENEGRO

1.1 VFR flight refers to a flight conducted in accordance with Visual Flight Rules under Visual Meteorological Conditions (VMC) as specified in item 2.

1.2 VFR flying above FL 195, at transonic and supersonic speeds is not permitted except for military aircraft.

1.3 VFR flight at night is considered to be a flight which is conducted in the period between half an hour after sunset and half an hour before sunrise.

1.4 VFR flights at night are permitted under the following conditions:

1. two-way radio communication must be established and maintained on the appropriate ATS communication channel, when available;
2. if leaving the vicinity of an aerodrome, a flight plan must be submitted;
3. visual meteorological minima, as specified in item 2, apply and additionally:
 - the ceiling shall not be less than 1500 FT (450 M);
 - flight visibility shall not be less than 5 KM;
 - the pilot shall maintain continuous sight of the surface at or below 3000 FT (900 M) AMSL or 1000 FT (300 M) above terrain, whichever is higher;
4. except when necessary for take-off or landing, or except when specifically authorised by the Civil Aviation Agency, VFR flight at night must be flown at a level which is at least 1000 FT (300 M), or at least 2000 FT (600 M) over high terrain or in mountainous areas, above the highest obstacle located within 8 KM of the estimated position of the aircraft.

2. VISUAL METEOROLOGICAL CONDITIONS (VMC)

Except for special VFR flights within control zones, VFR flight shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the column 5 of the table in ENR 1.4 subsection.

Izuzev ako je od jedinice kontrole letenja dobijeno odobrenje za specijalan VFR let, vođa vazduhoplova koji obavlja VFR let ne sme da poleti ili da sleti na aerodrom unutar kontrolisane zone, da uđe u aerodromsku saobraćajnu zonu niti u aerodromski saobraćajni krug, ako je na osnovu objavljenih meteoroloških izveštaja:

1. baza oblaka niža od 1500 FT (450 M); ili
2. vidljivost pri zemlji manja od 5 KM.

3. MINIMALNE VISINE ZA VFR LETOVE

Osim ako je potrebno za poletanje ili sletanje vazduhoplova ili ako to odobri Direktorat civilnog vazduhoplovstva Republike Srbije u Republici Srbiji, odnosno Agencija za civilno vazduhoplovstvo u Crnoj Gori, VFR letovi ne mogu da se obavljaju:

1. iznad gusto naseljenih delova gradova, mesta ili naselja ili iznad skupova lica na otvorenom prostoru, na visini manjoj od 1000 FT (300 M) iznad najviše prepreke unutar kruga poluprečnika 600 M od vazduhoplova;
2. u područjima koja nisu obuhvaćena tačkom 1, na visini manjoj od 500 FT (150 M) iznad tla ili vode ili 500 FT (150 M) iznad najviše prepreke unutar kruga poluprečnika 150 M od vazduhoplova.

4. SPECIJALNI VFR LETOVI

a) SRBIJA

4.1 Aerodromska kontrola letenja – TWR može odobriti da se VFR let obavi kao specijalni VFR let (SVFR) unutar kontrolisane zone (CTR).

4.2 Da bi se VFR let obavljao kao SVFR, moraju biti ispunjeni sledeći uslovi:

1. za pilota:
 - let se mora odvijati izvan oblaka i uz stalni vizuelni kontakt sa tlom;
 - let se odvija pri brzinama manjim od 140 KT IAS;
 - minimalna vidljivost u letu: 1500 M (800 M za helikoptere);
2. za ATC:
 - let se mora odvijati danju;
 - minimalna vidljivost u letu: 1500 M (800 M za helikoptere);
 - donja baza oblaka: 600 FT (180 M).

b) CRNA GORA

4.1 Aerodromska kontrola letenja – TWR može odobriti da se VFR let obavi kao specijalni VFR let (SVFR) unutar kontrolisane zone (CTR). Ovakvi letovi mogu se sprovesti samo tokom dana.

4.2 Da bi se VFR let obavljao kao SVFR, moraju biti ispunjeni sledeći uslovi:

1. za pilota:
 - let se mora odvijati izvan oblaka i uz stalni vizuelni kontakt sa tlom;
 - let se odvija pri brzini od 140 KT IAS ili manjoj koja pruža adekvatnu mogućnost da se uoči drugi saobraćaj i sve prepreke na vreme da bi se izbegao sudar;
 - vidljivost u letu nije manja od 1500 M ili, za helikoptere, nije manja od 800 M;
2. za ATC:
 - minimalna vidljivost u letu: 1500 M (800 M za helikoptere);
 - donja baza oblaka: 600 FT (180 M).

Unless approval for special VFR flight is obtained from an ATS unit, pilot performing VFR flight shall not take-off or land at an aerodrome within controlled zone, enter aerodrome traffic zone or aerodrome traffic circuit, if on the basis of published meteorological reports:

1. ceiling is lower than 1500 FT (450 M); or
2. visibility is less than 5 KM.

3. MINIMUM LEVELS FOR VFR FLIGHTS

Except when necessary for take-off or landing, or except approved by the Civil Aviation Directorate of the Republic of Serbia in the Republic of Serbia, or the Civil Aviation Agency in Montenegro, a VFR flight shall not be flown:

1. less than 1000 FT (300 M) above congested areas of cities, towns or settlements or over an open-air assembly of persons, as well as above the highest obstacle within a radius of 600 M from the aircraft;
2. elsewhere than as specified in 1, less than 500 FT (150 M) above the ground or water, or 500 FT (150 M) above the highest obstacle within a radius of 150 M from the aircraft.

4. SPECIAL VFR FLIGHTS

a) SERBIA

4.1 Aerodrome control unit – TWR may clear a VFR flight to operate as Special VFR flight (SVFR) within control zone (CTR).

4.2 SVFR may be approved if all following conditions are fulfilled:

1. for a pilot:
 - Flight shall be operated outside the clouds and with continuous visual contact with the ground;
 - Flight is conducted at speed less than 140 KT IAS;
 - Minimum visibility is 1500 M (800 M for helicopters);
2. for ATC:
 - Flight is operated during a daylight;
 - Minimum visibility is 1500 M (800 M for helicopters);
 - Cloud base minimum: 600 FT (180 M).

b) MONTENEGRO

4.1 Aerodrome control unit – TWR may clear a VFR flight to operate as Special VFR flight (SVFR) within control zone (CTR). Such flights may be conducted during day only.

4.2 SVFR may be approved if all following conditions are fulfilled:

1. for a pilot:
 - Flight shall be operated outside the clouds and with continuous visual contact with the ground;
 - Flight is conducted at a speed of 140 KT IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision;
 - Flight visibility is not less than 1500 M or, for helicopters, not less than 800 M;
2. for ATC:
 - Minimum visibility is 1500 M (800 M for helicopters);
 - Cloud base minimum: 600 FT (180 M).

5. VFR LETOVI U CTR ILI ATZ/RMZ

a) SRBIJA

5.1 U Republici Srbiji, posada vazduhoplova je obavezna da uspostavi i održava stalnu dvostranu radio-komunikaciju prilikom ulaska u aktivnu ATZ/RMZ.

5.2 VFR letenje noću u CTR ili ATZ/RMZ može se vršiti ako je pored standardnih vizuelnih meteoroloških uslova, definisanih u Pravilniku o letenju vazduhoplova, ispunjen i dodatni uslov da se sa bilo koje tačke unutar zone mogu identifikovati svetla RWY, prilazna svetla i svetla za obeležavanje prepreka na zemlji.

b) CRNA GORA

Vođa vazduhoplova je dužan da uspostavi i održava stalnu dvostranu radio-komunikaciju prilikom ulaska u aktivnu ATZ ili RMZ.

6. VFR LETOVI IZNAD I IZMEĐU OBLAKA

a) SRBIJA

VFR letenje iznad i između oblaka može vršiti pilot koji je osposobljen za takvo letenje ako su ispunjeni sledeći uslovi:

- da vazduhoplov ima uređaj za održavanje radio-veze sa nadležnom jedinicom kontrole letenja;
- da visina iznad terena ili prepreke bude najmanje 1000 FT (300 M);
- da se vazduhoplov može pridržavati rute iz plana leta bez ulaska u oblak;
- da su na aerodromu opredeljenja ispunjeni uslovi meteorološke vidljivosti (tačka 2).

b) CRNA GORA

NIL

7. ZAHTEVI ZA VAZDUHOPLOVE

7.1 VFR letenje vazduhoplova u vazдушnom prostoru Republike Srbije i u vazдушnom prostoru Crne Gore vrši se u skladu sa pravilima za VFR letenje.

7.2 Pre ulaska u vazdušni prostor Republike Srbije i u vazdušni prostor Crne Gore vazduhoplov je dužan da uspostavi dvostranu radio-vezu sa nadležnom ATS 5 minuta pre preleta graničnog koridora i da najavi:

- vreme dolaska na koridor;
- visinu (FL) na koridoru.

7.3 Vazduhoplov može ući u vazdušni prostor Republike Srbije i u vazdušni prostor Crne Gore, odnosno izaći iz tog prostora samo na graničnom koridoru. Nadležna jedinica kontrole letenja može samo izuzetno odobriti ulazak odnosno izlazak vazduhoplova van graničnog koridora i to samo u slučaju opasnosti ili nepovoljnih meteoroloških uslova ili elementarnih nepogoda ili ako su u pitanju humanitarne akcije.

7.4 Za izvršenje VFR leta vazduhoplov mora imati opremu za održavanje radio-veze sa mogućnošću rada u frekventnom opsegu 118.00–135.95 MHz.

5. VFR FLIGHTS IN CTR OR ATZ/RMZ

a) SERBIA

5.1 In the Republic of Serbia, continuous two-way radio communication is mandatory in ATZ/RMZ, when active.

5.2 Visual flights at night within CTR/ATZ may be conducted if, beside standard Visual Meteorological Conditions, specified in the Regulation on aircraft operations, additional condition is fulfilled that RWY lights, approach lights and obstacle lights can be clearly identified from any point within CTR or ATZ/RMZ.

b) MONTENEGRO

Pilot in command is obliged to establish and maintain continuous two-way radio communication when entering an active ATZ or RMZ.

6. VFR FLIGHTS ABOVE AND BETWEEN CLOUD LAYERS

a) SERBIA

VFR flights above and between cloud layers may be conducted by the pilot trained for such flights provided that:

- aircraft is equipped with radio communication aid for maintaining radio contact with air traffic control service;
- the height above ground or an obstacle is at least 1000 FT (300 M);
- the route of flight from the flight plan can be maintained out of clouds;
- visual meteorological conditions are fulfilled at an aerodrome of destination (item 2).

b) MONTENEGRO

NIL

7. REQUIREMENTS FOR AIRCRAFT

7.1 VFR flying of national aircraft within the airspace of the Republic of Serbia and the airspace of Montenegro is conducted in accordance with visual flight rules – VFR.

7.2 Before entering the airspace of the Republic of Serbia and the airspace of Montenegro, aircraft is obliged to establish two-way radio contact with competent ATS 5 minutes before overflying entry/exit corridor and to report:

- arrival time on corridor;
- flight level (FL) on corridor.

7.3 Aircraft may enter or leave the airspace of the Republic of Serbia and the airspace of Montenegro only at the designated entry/exit corridors. Competent ATC unit may only exceptionally authorize entering or leaving of aircraft outside designated entry/exit corridors and that is only in case of emergency or bad meteorological conditions or humanitarian actions.

7.4 For conducting VFR flight, aircraft must be equipped with radio communication aid (frequency band 118.00–135.95 MHz).

7.5 Vođa vazduhoplova mora biti osposobljen za održavanje radio-veze uz upotrebu standardnih međunarodnih izraza na engleskom jeziku za letenje u vazdušnom prostoru klase C i D u Republici Srbiji, i u vazdušnom prostoru klase C, D i E u Crnoj Gori. Za letenje u vazdušnom prostoru klase G (pruža se usluga informisanja o vazduhoplovima u letu), vođa vazduhoplova održava radio-vezu uz upotrebu izraza na engleskom i/ili srpskom jeziku u Republici Srbiji, i na engleskom jeziku u Crnoj Gori.

7.6 Prijemnik VOR-a mora biti ugrađen u:

- avion i helikopter opšte kategorije, za osnovno školovanje letačkog osoblja, u kome nije ugrađen radio-kompas (ADF);
- avion i helikopter za javni prevoz u vazdušnom saobraćaju, koji leti po VFR.

7.7 Prijemnik ADF-a mora biti ugrađen u avion opšte kategorije za osnovno školovanje letačkog osoblja i u vazduhoplov koji se koristi za noćno letenje u koji nije ugrađen prijemnik VOR-a.

8. IZVEŠTAJ O POZICIJI

Za letove preko granice Republike Srbije i granice Crne Gore (granični koridori) izveštaji o poziciji vazduhoplova su obavezni. Izveštaj o poziciji se upućuje CKL BEOGRAD (BEOGRAD ATCC) u FIR-u BEOGRAD ili nadležnoj jedinici koja pruža uslugu prilazne kontrole letenja.

U slučaju da ne može da se uspostavi radio-veza sa ovim jedinicama, prelet graničnog koridora mora se javiti drugoj najbližoj jedinici kontrole letenja.

Javljanje preleta svih tačaka obaveznog javljanja i primopredaje veze na vazdušnim putevima i na VFR rutama je obavezno, ukoliko nadležna ATS ne zahteva drugačije. Izveštaj o poziciji sadrži sledeće podatke:

- identifikaciju vazduhoplova;
- aerodrom sletanja;
- poziciju i vreme; i
- nivo leta (FL).

9. POLETANJE I SLETANJE VAZDUHOPLOVA IZVAN AERODROMA

a) SRBIJA

Za poletanje i sletanje vazduhoplova van aerodroma potrebno je pribaviti odobrenje Direktorata civilnog vazduhoplovstva Republike Srbije.

Poletanje i sletanje vazduhoplova izvan aerodroma može da se izvodi samo danju, prema pravilima vizuelnog letenja (VFR).

Za poletanje i sletanje izvan aerodroma, a unutar naseljenog područja, operater helikoptera mora da poseduje odobrenje koje izdaje Direktorat civilnog vazduhoplovstva Republike Srbije.

Odobrenje za vanaerodromsko poletanje i sletanje ne oslobađa operatera vazduhoplova obaveze da pribavi saglasnost vlasnika ili korisnika zemljišta na kome se nalazi mesto za vanaerodromsko poletanje ili sletanje, za korišćenje tog zemljišta u svrhu poletanja, odnosno sletanja.

7.5 The pilot-in-command shall be qualified to maintain radio communication using standard international phraseology in English language when flying within airspace classes C and D in the Republic of Serbia, and within airspace classes C, D and E in Montenegro. When flying within class G airspace, (flight information service provided), pilot-in-command shall maintain radio communication using phraseology in English and/or Serbian language in the Republic of Serbia, and in English language in Montenegro.

7.6 VOR receiver must be included in aircraft equipment for:

- general aviation airplane or helicopter for basic crew training if it is not equipped with ADF receiver;
- airplane or helicopter used for public air transport when conducting VFR flight.

7.7 ADF receiver must be included in airplane equipment for general aviation airplane used for basic crew training and in aircraft used for night flights, if it is not equipped with VOR receiver.

8. POSITION REPORTING

For flights across entry/exit corridors of the Republic of Serbia and corridors of Montenegro, position reports are mandatory. They shall be reported to BEOGRAD ATCC within BEOGRAD FIR or to the competent unit that provides the approach air traffic control service.

In case that radio contact cannot be established with these services, position report shall be submitted to the other nearest air traffic control unit.

Reporting of overflight of all compulsory reporting and transfer points on airways and VFR air corridors is mandatory unless otherwise is requested by the competent ATS unit. Position report contains the following data:

- aircraft identification;
- aerodrome of destination;
- position and time; and
- flight level (FL).

9. TAKING-OFF AND LANDING OF AN AIRCRAFT OUTSIDE AN AERODROME

a) SERBIA

For aircraft take-off and landing outside an aerodrome, an approval shall be granted by the Civil Aviation Directorate of the Republic of Serbia.

Taking-off and landing of an aircraft outside an aerodrome can be performed only during the day, according to visual flight rules (VFR).

For taking-off and landing outside an aerodrome, but within residential area, operator of a helicopter shall have an approval issued by the Civil Aviation Directorate of the Republic of Serbia.

Approval for taking-off and landing outside an aerodrome does not release an aircraft operator from obligation to grant an agreement from owner or user of a land where the place for taking-off and landing outside an aerodrome is located, for using that land for the purpose of taking-off and landing.

b) CRNA GORA

Operator vazduhoplova može vršiti vanaerodromsko sletanje i poletanje samo uz odobrenje za vršenje vanaerodromskog sletanja i poletanja izdato od strane Agencije za civilno vazduhoplovstvo Crne Gore u skladu sa Pravilnikom o uslovima i načinu za vanaerodromsko slijetanje i polijetanje vazduhoplova („Službeni list Crne Gore“, broj 79/17).

Operator vazduhoplova je dužan da se, pre izvršenja operacije vazduhoplovom koja uključuje vanaerodromsko sletanje i poletanje, informiše o zonama u kojima je zabranjeno vanaerodromsko sletanje i poletanje vazduhoplova i da pribavi saglasnost vlasnika ili korisnika površine, koja se koristi za sletanje i poletanje.

Površine koje su zabranjene za operacije vanaerodromskog sletanja i poletanja su:

1. BISAG

Kružna zona poluprečnika 300 M sa centrom u 420543N 0192047E

2. GOLUBOVO OSTRVO

Kružna zona poluprečnika 300 M sa centrom u 421011N 0191317E

3. OMEROVA GLAVICA

Kružna zona poluprečnika 300 M sa centrom u 420926N 0191405E

4. GRMOŽUR

Kružna zona poluprečnika 300 M sa centrom u 421411N 0190756E

5. GORNJE MALO BLATO

Zona ograničena linijama koje spajaju redom sledeće tačke:

422157N 0190920E - 422153N 0190943E -
422132N 0191022E - 422106N 0191046E -
422004N 0191049E - 421928N 0191012E -
421914N 0190923E - 421945N 0190919E -
422021N 0190915E - 422058N 0190905E -
422137N 0190847E - 422157N 0190920E

6. SKADARSKO JEZERO

Zona ograničena linijama koje spajaju redom sledeće tačke:

421958N 0190700E - 421950N 0190735E -
421936N 0190802E - 421930N 0190800E -
421852N 0190926E - 421800N 0191003E -
421747N 0191058E - 421828N 0191447E -
421829N 0191541E - 421824N 0191637E -
421822N 0191750E - 421812N 0191916E -
421842N 0192022E - 421835N 0192119E -
421834N 0192238E - 421948N 0192501E -
421951N 0192510E - 421938N 0192520E -
421841N 0192413E - 421735N 0192303E -
421700N 0192305E - 421617N 0192221E -
421424N 0192056E - 421343N 0192009E -
421440N 0191736E - 421533N 0191552E -
421544N 0191446E - 421544N 0191416E -
421549N 0191321E - 421555N 0191134E -
421541N 0191110E - 421505N 0191051E -
421534N 0190945E - 421522N 0190915E -
421521N 0190817E - 421606N 0190730E -
421658N 0190657E - 421830N 0190509E -
421958N 0190700E

b) MONTENEGRO

Aircraft operator may perform landing and take-off outside an aerodrome only with the approval for performing landing and take-off outside and aerodrome issued by the Civil Aviation Agency of Montenegro in accordance with the By-law on conditions and manner for aircraft landing and take-off outside an aerodrome (“Official Gazette of Montenegro”, number 79/17).

Aircraft operator is obliged, prior to performing an aircraft operation involving landing and take-off outside an aerodrome, to get informed about areas in which landing and take-off outside an aerodrome is prohibited and to obtain consent of owner or user of the surface used for aircraft landing and take-off.

Areas prohibited for landing and take-off outside an aerodrome operations are as follows:

1. BISAG

Circular area with radius 300 M centered on 420543N 0192047E

2. GOLUBOVO OSTRVO

Circular area with radius 300 M centered on 421011N 0191317E

3. OMEROVA GLAVICA

Circular area with radius 300 M centered on 420926N 0191405E

4. GRMOŽUR

Circular area with radius 300 M centered on 421411N 0190756E

5. GORNJE MALO BLATO

Area bounded by lines joining successively the following points:

422157N 0190920E - 422153N 0190943E -
422132N 0191022E - 422106N 0191046E -
422004N 0191049E - 421928N 0191012E -
421914N 0190923E - 421945N 0190919E -
422021N 0190915E - 422058N 0190905E -
422137N 0190847E - 422157N 0190920E

6. SKADARSKO JEZERO

Area bounded by lines joining successively the following points:

421958N 0190700E - 421950N 0190735E -
421936N 0190802E - 421930N 0190800E -
421852N 0190926E - 421800N 0191003E -
421747N 0191058E - 421828N 0191447E -
421829N 0191541E - 421824N 0191637E -
421822N 0191750E - 421812N 0191916E -
421842N 0192022E - 421835N 0192119E -
421834N 0192238E - 421948N 0192501E -
421951N 0192510E - 421938N 0192520E -
421841N 0192413E - 421735N 0192303E -
421700N 0192305E - 421617N 0192221E -
421424N 0192056E - 421343N 0192009E -
421440N 0191736E - 421533N 0191552E -
421544N 0191446E - 421544N 0191416E -
421549N 0191321E - 421555N 0191134E -
421541N 0191110E - 421505N 0191051E -
421534N 0190945E - 421522N 0190915E -
421521N 0190817E - 421606N 0190730E -
421658N 0190657E - 421830N 0190509E -
421958N 0190700E

7. SOLILA

Zona ograničena linijama koje spajaju redom sledeće tačke:

422401N 0184238E - 422348N 0184258E -
422355N 0184302E - 422406N 0184257E -
422405N 0184305E - 422356N 0184309E -
422356N 0184325E - 422353N 0184336E -
422341N 0184334E - 422341N 0184325E -
422340N 0184308E - 422332N 0184318E -
422328N 0184331E - 422322N 0184331E -
422319N 0184327E - 422317N 0184322E -
422319N 0184309E - 422326N 0184250E -
422328N 0184246E - 422328N 0184242E -
422336N 0184219E - 422401N 0184238E

8. BIOGRADSKO JEZERO

Kružna zona poluprečnika 600 M sa centrom u
425353N 0193603E.

7. SOLILA

Area bounded by lines joining successively the following
points:

422401N 0184238E - 422348N 0184258E -
422355N 0184302E - 422406N 0184257E -
422405N 0184305E - 422356N 0184309E -
422356N 0184325E - 422353N 0184336E -
422341N 0184334E - 422341N 0184325E -
422340N 0184308E - 422332N 0184318E -
422328N 0184331E - 422322N 0184331E -
422319N 0184327E - 422317N 0184322E -
422319N 0184309E - 422326N 0184250E -
422328N 0184246E - 422328N 0184242E -
422336N 0184219E - 422401N 0184238E

8. BIOGRADSKO JEZERO

Circular area with radius 600 M centered on
425353N 0193603E.

ENR 1.3 PRAVILA INSTRUMENTALNOG LETENJA INSTRUMENT FLIGHT RULES

1. PRAVILA KOJA SE PRIMENJUJU NA SVE IFR LETOVE

1.1 Oprema vazduhoplova

Vazduhoplov mora da bude opremljen instrumentima i navigacionom opremom koja odgovara ruti po kojoj se leti.

1.2 Minimalna IFR apsolutna visina leta

a) SRBIJA

1.2.1 IFR let se odvija na visini koja nije manja od propisane minimalne visine leta, osim ako je to potrebno za poletanje ili sletanje vazduhoplova ili ako to izuzetno odobri Direktorat civilnog vazduhoplovstva Republike Srbije.

1.2.2 Ako minimalna visina leta nije propisana, IFR let se obavlja:

- a) Iznad brdskog ili planinskog područja, na visini koja je najmanje 600 M (2000 FT) iznad najviše prepreke koja se nalazi unutar kruga čiji je poluprečnik 8 KM, računajući od predviđene pozicije vazduhoplova;
- b) u ostalim područjima, na visini koja je najmanje 300 M (1000 FT) iznad najviše prepreke koja se nalazi unutar kruga čiji je poluprečnik 8 KM, računajući od predviđene pozicije vazduhoplova.

1.2.3 Najniži upotrebljivi nivo leta za IFR letove određuje odgovarajuća jedinica kontrole letenja uzimajući u obzir minimalnu apsolutnu visinu leta i atmosferski pritisak (vrednosti QNH, videti ENR 1.7).

b) CRNA GORA

1.2.1 Osim kada je to potrebno za polijetanje ili slijetanje ili osim kada je posebno ovlašćen od strane nadležnih vlasti, IFR let se odvija na nivou koji nije ispod minimalne visine leta uspostavljene od strane države čija se teritorija prelijeće ili, gdje takva minimalna visina leta nije uspostavljena:

- a) preko visokog terena ili u planinskim oblastima iznad 1500 M (4921 FT) nadmorske visine, na nivou koji je najmanje 600 M (2000 FT) iznad najviše prepreke koja se nalazi u krugu od 8 KM od procijenjene pozicije vazduhoplova;
- b) svugdje osim gdje je navedeno pod (a), na nivou koji je najmanje 300 M (1000 FT) iznad najviše prepreke koja se nalazi u krugu od 8 KM od procijenjene pozicije vazduhoplova.

1.2.2 Najniži upotrebljivi nivo leta za IFR letove određuje odgovarajuća jedinica kontrole letenja uzimajući u obzir minimalnu apsolutnu visinu leta i atmosferski pritisak (vrednosti QNH, videti ENR 1.7).

1.3 Prelazak sa IFR na VFR letenje

1.3.1 Prelazak sa letenja po pravilima instrumentalnog letenja na letenje po pravilima vizuelnog letenja će se izvršiti ukoliko je podnet plan leta i ako je obaveštena nadležna jedinica kontrole letenja da je IFR let poništen i ako su joj saopštene izmene koje se vrše u važećem planu leta.

1. RULES APPLICABLE TO ALL IFR FLIGHTS

1.1 Aircraft equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.2 Minimum IFR flight altitudes

a) SERBIA

1.2.1 IFR flight shall be flown at an altitude that is not below prescribed minimum flight altitude, except when necessary for aircraft take-off and landing or when specifically authorized by the Civil Aviation Directorate of the Republic of Serbia.

1.2.2 If a minimum flight altitude is not prescribed, an IFR flight is conducted:

- a) over high terrain or in mountainous areas, at an altitude which is at least 600 M (2000 FT) above the highest obstacle located at a circle radius 8 KM centered on the estimated position of the aircraft;
- b) elsewhere, at an altitude which is at least 300 M (1000 FT) above the highest obstacle located at a circle radius 8 KM centered on the estimated position of the aircraft.

1.2.3 The lowest usable flight level for IFR flights is determined by appropriate air traffic control unit considering the minimum flight altitude and the atmospheric pressure (QNH values, see ENR 1.7).

b) MONTENEGRO

1.2.1 Except when necessary for take-off and landing or when specifically authorized by the appropriate authorities, an IFR flight shall be flown at a level that is not below minimum flight altitude established by the State which territory is overflown or, where such minimum flight altitude is not established:

- a) over high terrain or in mountainous areas above 1500 M (4921 FT) elevation, at a level which is at least 600 M (2000 FT) above the highest obstacle located at a circle radius 8 KM centered on the estimated position of the aircraft;
- b) elsewhere than as specified in a), at a level which is at least 1000 FT (300 M) above the highest obstacle located at a circle radius 8 KM centered on the estimated position of the aircraft.

1.2.2 The lowest usable flight level for IFR flights is determined by appropriate air traffic control unit considering the minimum flight altitude and the atmospheric pressure (QNH values, see ENR 1.7).

1.3 Change from IFR flight to VFR flight

1.3.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic control unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

1.3.2 Ako vazduhoplov leti po pravilima instrumentalnog letenja i naiđe na uslove letenja pri spoljnoj vidljivosti, IFR let neće biti poništen sve dok se ne sagledava ili ne namerava da se let izvršava u nepromenjenim vizuelnim meteorološkim uslovima u dužem vremenskom periodu.

2. PRAVILA IFR LETENJA U KONTROLISANOM VAZDUŠNOM PROSTORU

a) SRBIJA

2.1 IFR letovi izvršavaće se u skladu sa odredbama Zakona o vazdušnom saobraćaju, kada se vrše u kontrolisanom vazdušnom prostoru.

2.2 IFR let u krstarenju u kontrolisanom vazdušnom prostoru mora se vršiti na nivoima krstarenja iz tabele nivoa krstarenja ENR 1.7.

b) CRNA GORA

2.1 IFR letovi izvršavaće se u skladu sa ICAO pravilima instrumentalnog letenja kada se vrše u kontrolisanom vazdušnom prostoru.

2.2 IFR let u krstarenju u kontrolisanom vazdušnom prostoru mora se vršiti na nivoima krstarenja iz tabele nivoa krstarenja ENR 1.7.

3. PRAVILA IFR LETENJA IZVAN KONTROLISANOG VAZDUŠNOG PROSTORA

3.1 Nivoi krstarenja

IFR let u horizontalnom krstarenju izvan kontrolisanog vazdušnog prostora vršiće se na nivoima krstarenja koji odgovaraju putanjama koje su navedene u tabeli nivoa krstarenja ENR 1.7 osim ako nadležna jedinica kontrole letenja nije drugačije odredila za letove na ili ispod 3000 FT (900 M) iznad srednjeg morskog nivoa.

3.2 Veze

IFR let koji se obavlja izvan kontrolisanog vazdušnog prostora ali unutar prostora ili u prostorima ili duž ruta, koje je odredila nadležna jedinica kontrole letenja u skladu sa ICAO Aneksom 2, 3.3.1.2 pod c) ili d), biće na slušanju na odgovarajućoj frekvenciji i uspostaviće dvostranu radio-vezu, ako je neophodno, sa jedinicom kontrole letenja koja vrši informisanje u letu.

3.3 Izveštaj o poziciji

Svi IFR letovi koji se obavljaju izvan kontrolisanog vazdušnog prostora i od kojih nadležna ATS vlast zahteva da:

- podnesu plan leta, i
- budu na slušanju na odgovarajućoj radio-frekvenciji i uspostave dvostranu radio-vezu, ako je neophodno, sa jedinicom kontrole letenja koja vrši informisanje u letu,

izvešće o poziciji kao što je utvrđeno u ICAO Aneksu 2, tačka 3.6.3 za kontrolisane letove.

4. PROSTOR SLOBODNOG PLANIRANJA RUTA – OPŠTE PROCEDURE

4.1 Primena

4.1.1 Oblast primene

Za horizontalne i vertikalne granice SECSI FRA videti:

- ENR 2.2 AIP Austrija, AIP Bosna i Hercegovina, AIP Hrvatska, AIP Srbija/Crna Gora, AIP Slovenija;
- ENR 6 AIP Austrija, AIP Bosna i Hercegovina, AIP Hrvatska, AIP Srbija/Crna Gora, AIP Slovenija.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be conducted for a reasonable period of time in uninterrupted visual meteorological conditions.

2. RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

a) SERBIA

2.1 IFR flights shall comply with the provisions of Air Traffic Law when operated in controlled airspace.

2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level selected from the table of cruising levels, ENR 1.7.

b) MONTENEGRO

2.1 IFR flights shall comply with the ICAO instrumental flight rules when operated in controlled airspace.

2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level selected from the table of cruising levels, ENR 1.7.

3. RULES APPLICABLE TO IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE

3.1 Cruising levels

An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the table of cruising levels ENR 1.7 except when otherwise specified by the appropriate air traffic control unit for flights at or below 3000 FT (900 M) above mean sea level.

3.2 Communications

An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate air traffic control unit in accordance with 3.3.1.2 c) or d) of ICAO Annex 2 shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with air traffic control unit providing flight information service.

3.3 Position reports

All IFR flights operating outside controlled airspace and required by the appropriate ATS authority to:

- submit a flight plan, and
- maintain a listening watch on the appropriate radio frequency and establish two-way radio communication, as necessary, with the air traffic services unit providing flight information service,

shall report position as specified in item 3.6.3 of ICAO Annex 2 for controlled flights.

4. FREE ROUTE AIRSPACE – GENERAL PROCEDURES

4.1 Applicability

4.1.1 Area of Applicability

For lateral and vertical limits of SECSI FRA see:

- ENR 2.2 of AIP Austria, AIP Bosnia and Herzegovina, AIP Croatia, AIP Serbia/Montenegro, AIP Slovenia;
- ENR 6 of AIP Austria, AIP Bosnia and Herzegovina, AIP Croatia, AIP Serbia/Montenegro, AIP Slovenia.

4.1.2 Vreme primene

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4.1.3 Definicije

Prostor slobodnog planiranja ruta (FRA): Naznačen vazdušni prostor, unutar kog korisnici slobodno planiraju rutu između definisanih tačaka ulaska i izlaska iz tog prostora, sa mogućnošću planiranja letova preko (objavljenih ili neobjavljenih) tačaka, bez pozivanja na mrežu ATS ruta, prema raspoloživosti vazdušnog prostora. Unutar ovog vazdušnog prostora, letovi ostaju pod nadležnošću ATC.

Inicijativa za zajedničko jugoistočno nebo (SECSI): Inicijativa nekoliko evropskih država/pružaoca usluga u vazdušnoj plovidbi na jugoistočnoj osi saobraćaja za primenu prekograničnog koncepta slobodnog planiranja ruta.

Prostor primene koncepta slobodnog planiranja ruta u Inicijativi za zajedničko jugoistočno nebo (SECSI FRA): Vazdušni prostor koji se sastoji od delova vazdušnog prostora definisanih u ENR 2.2 odgovarajućih AIP-ova država u kojima se primenjuje prekogranični koncept FRA.

Prekogranična primena koncepta slobodnog planiranja ruta (u SECSI FRA): Primena koncepta slobodnog planiranja ruta na način kojim se dozvoljava prelazak u oblast nadležnosti jedinica kontrole letenja na bilo kojoj poziciji, bez obzira na državne granice ili granice FIR-a, ukoliko nije drugačije određeno RAD Dokumentom.

Tačka za povezivanje FRA i rute za dolaženje (A): Publikovana značajna tačka do koje je dozvoljeno korišćenje FRA pravila za planiranje rute, za dolazeći saobraćaj na određene aerodrome. Indikator FRA upotrebe ovih tačaka za operacije unutar FRA se objavljuje u podsekciji ENR 4.1 ili ENR 4.4 kao (A). Indikatori za njihovu upotrebu za dolaske do određenih aerodroma biće objavljeni putem RAD-a (Dokument o raspoloživosti ruta).

Tačka za povezivanje FRA i rute za odlazanje (D): Publikovana značajna tačka od koje je dozvoljeno korišćenje FRA pravila, za odlazeći saobraćaj sa određenih aerodroma. Indikator FRA upotrebe ovih tačaka za operacije unutar FRA se objavljuje u podsekciji ENR 4.1 ili ENR 4.4 kao (D). Indikatori za njihovu upotrebu za odlaske od određenih aerodroma biće objavljeni preko RAD Dokumenta.

Tačka ulaska u FRA u horizontalnoj ravni (E): Publikovana značajna tačka na horizontalnoj granici FRA od koje su dozvoljene FRA operacije. Indikator FRA upotrebe ovih tačaka za operacije unutar FRA se objavljuje u podsekciji ENR 4.1 ili ENR 4.4 kao (E). Posebni uslovi korišćenja ovih tačaka se, ukoliko postoje, opisuju u RAD Dokumentu.

Tačka izlaska iz FRA u horizontalnoj ravni (X): Publikovana značajna tačka na horizontalnoj granici FRA do koje su dozvoljene FRA operacije. Indikator FRA upotrebe ovih tačaka za operacije unutar FRA se objavljuje u podsekciji ENR 4.1 ili ENR 4.4 kao (X). Posebni uslovi korišćenja ovih tačaka će, ukoliko postoje, biti opisani u RAD Dokumentu.

Tačka dozvoljena za planiranje letova u FRA (I): Publikovana značajna tačka ili nepublikovana tačka, koja je definisana geografskim koordinatama ili smerom i rastojanjem, preko koje su dozvoljene FRA operacije. Indikator FRA upotrebe ovih tačaka za operacije unutar FRA, ukoliko su publikovane, daje se u podsekciji ENR 4.1 ili ENR 4.4 kao (I). Posebni uslovi korišćenja ovih tačaka se, ukoliko postoje, opisuju u RAD Dokumentu.

4.1.2 Time of Applicability

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4.1.3 Definitions

Free Route Airspace (FRA): A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) waypoints, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to ATC.

South East Common Sky Initiative (SECSI): Initiative of several States/ANSPs on European Southeast Axis traffic flow to implement cross-border FRA.

South East Common Sky Initiative Free Route Airspace (SECSI FRA): The airspace volume consisting of airspace volumes defined in ENR 2.2 of the corresponding AIPs where cross-border application of FRA is implemented.

Cross-border application of FRA (in SECSI FRA): Application of FRA operations in a manner to allow crossing of inter and intra ATC units boundaries respectively State or FIR boundaries at any position if not otherwise regulated via the RAD.

FRA Arrival Connecting Point (A): A published significant point to which FRA operations are allowed for arriving traffic to specific aerodromes. The FRA relevance of such points shall be included in ENR 4.1/ENR 4.4 columns as (A). Indications on their use for arrivals to specific aerodromes shall be notified via the RAD.

FRA Departure Connecting Point (D): A published significant point from which FRA operations are allowed for departing traffic from specific aerodromes. The FRA relevance of such points shall be included in ENR 4.1/ENR 4.4 columns as (D). Indications on their use for departures from specific aerodromes shall be notified via the RAD.

FRA Horizontal Entry Point (E): A published significant point on the horizontal boundary of the Free Route Airspace from which FRA operations are allowed. The FRA relevance of such points shall be included in ENR 4.1/ENR 4.4 columns as (E). If this point has specific conditions of utilization, this shall be described in the RAD.

FRA Horizontal Exit Point (X): A published significant point on the horizontal boundary of the Free Route Airspace to which FRA operations are allowed. The FRA relevance of such points shall be included in ENR 4.1/ENR 4.4 columns as (X). If this point has specific conditions of utilization, this shall be described in the RAD.

FRA Intermediate Point (I): A published significant point or unpublished point, defined by geographical coordinates or by bearing and distance via which FRA operations are allowed. If published, the FRA relevance of such points shall be included in ENR 4.1/ENR 4.4 columns as (I). If this point has specific conditions of utilization, this shall be described in the RAD.

4.2 Postupci za letenje i postupci planiranja letenja unutar SECSI FRA

Postupci za letenje i postupci planiranja letenja unutar SECSI FRA su objavljeni u ENR 1.10 odgovarajućih AIP-ova. Ograničenja, izuzeci i zabrane u vezi postupaka za letenje i planiranje letova u SECSI FRA, ukoliko postoje, biće objavljeni putem RAD Dokumenta i primenjeni u skladu sa ENR 1.10.

4.2 SECSI FRA flight procedures and flight planning procedures

SECSI FRA flight procedures and flight planning procedures are published in ENR 1.10 of the corresponding AIPs. SECSI FRA constraints, exceptions and restrictions, if any, will be published via RAD and promulgated in accordance with ENR 1.10.

ENR 1.12 PRESRETANJE CIVILNIH VAZDUHOPLOVA INTERCEPTION OF CIVIL AIRCRAFT

1. POSTUPCI PRESRETANJA

Vođa presretnutog vazduhoplova dužan je:

- da se pridržava instrukcija dobijenih od vazduhoplova presretača, tumačeći i odgovarajući na vizuelne signale koji su prikazani u tački 2;
- da neprekidno obaveštava nadležnu jedinicu kontrole letenja o svojim postupcima koje vrši po nalogu i instrukcijama vazduhoplova presretača;
- ako se radio-veza sa nadležnom jedinicom kontrole letenja ne može uspostaviti na radnoj frekvenciji, da koristi frekvenciju 121.500 MHZ, a ako kontakt nije uspostavljen i ako je izvodljivo, da ponavlja ovaj poziv na frekvenciji za slučaj nužde 243.000 MHZ;
- ako se radio-veza sa nadležnom jedinicom kontrole letenja iz tačke c) ne može uspostaviti, a vazduhoplov je opremljen SSR transponderom, da uključi mod A kod 7700.

2. SIGNALI U UPOTREBI U SLUČAJU PRESRETANJA

2.1 Signali koje daje presretač i odgovori presretnutog vazduhoplova

1. INTERCEPTION PROCEDURES

The pilot-in-command of the intercepted aircraft shall immediately:

- follow the instructions given by the intercepting aircraft, interpreting and responding to the visual signals listed under item 2;
- keep competent air traffic control unit fully informed of the actions undertaken in accordance with requests and instructions given by the intercepting aircraft;
- if radio contact with competent air traffic control unit cannot be established on the operating frequency, use the emergency frequency 121.500 MHZ and if no contact has been established and if practicable, repeat this call on the emergency frequency 243.000 MHZ;
- if radio contact with competent air traffic control unit from item c) cannot be established and, if aircraft is equipped with SSR transponder, select Mode A, code 7700.

2. SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

2.1 Signals initiated by intercepting aircraft and responses by intercepted aircraft

Rubrika Series	Signali vazduhoplova PRESRETAČA INTERCEPTING Aircraft Signals	Značenje Meaning	Odgovori PRESRETNUTOG vazduhoplova INTERCEPTED Aircraft Responds	Značenje Meaning
1	<p>DANJU ili NOČU – Ljuljanje vazduhoplova i brzo paljenje i gašenje navigacionih svetala u nejednakim intervalima (i svetala za sletanje u slučaju helikoptera) sa pozicije malo iznad i ispred i, uobičajeno levo od, presretnutog vazduhoplova (ili desno ako je presretnuti vazduhoplov helikopter), a nakon potvrde, spori horizontalni zaokret, u levo (ili u desno u slučaju helikoptera) na željeni kurs.</p> <p>Napomena 1 Meteorološki uslovi ili teren mogu da zahtevaju da vazduhoplov presretač promeni pozicije i pravce zaokreta datih gore u rubrici 1.</p> <p>Napomena 2 Ako presretnuti vazduhoplov nije u stanju da drži korak sa vazduhoplovom presretačem, od drugog se očekuje da leti niz putanja čekanja i da zaljulja vazduhoplov svaki put kada prolazi presretnuti vazduhoplov.</p>	Presretnuti ste. Pratite me.	DANJU ili NOČU – Ljuljanje vazduhoplova i brzo paljenje i gašenje navigacionih svetala u nejednakim intervalima i praćenje.	Razumeo, izvršiću.

Rubrika Series	Signali vazduhoplova PRESRETAČA INTERCEPTING Aircraft Signals	Značenje Meaning	Odgovori PRESRETNUTOG vazduhoplova INTERCEPTED Aircraft Responds	Značenje Meaning
	<p>DAY or NIGHT – Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left (or to the right in the case of a helicopter) on the desired heading.</p> <p>Note 1 Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.</p> <p>Note 2 If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.</p>	<p>You have been intercepted. Follow me.</p>	<p>DAY or NIGHT – Rocking aircraft, flashing navigational lights at irregular intervals and following.</p>	<p>Understood, will comply.</p>
2	<p>DANJU ili NOĆU – Iznenadni razdvajajući manevar od presretnutog vazduhoplova koji se sastoji od zaokreta u penjanju pod uglom od 90 stepeni ili više bez presecanja linije leta presretnutog vazduhoplova.</p> <p>DAY or NIGHT – An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.</p>	<p>Možete da produžite.</p> <p>You may proceed.</p>	<p>DANJU ili NOĆU – Ljuljanje vazduhoplova.</p> <p>DAY or NIGHT – Rocking the aircraft.</p>	<p>Razumeo, izvršiću.</p> <p>Understood, will comply.</p>
3	<p>DANJU ili NOĆU – Izvlačenje stajnog trapa (ukoliko je ugrađen), sa upaljenim svetlima za sletanje i preletanje poletno-sletne staze u upotrebi, ili u slučaju presretanja helikoptera, preletanje oblasti za sletanje helikoptera. U slučaju helikoptera, helikopter presetač izvodi prilaz za sletanje, lebdeći u blizini oblasti za sletanje.</p> <p>DAY or NIGHT – Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.</p>	<p>Sletite na ovaj aerodrom.</p> <p>Land at this aerodrome.</p>	<p>DANJU ili NOĆU – Izvlačenje stajnog trapa (ukoliko je ugrađen), sa upaljenim svetlima za sletanje i praćenje vazduhoplova presretnutog i, ukoliko nakon preletanja poletno-sletne staze u upotrebi ili oblasti za sletanje helikoptera, smatra da je sletanje sigurno, nastavlja ka sletanju.</p> <p>DAY or NIGHT – Lowering landing gear (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.</p>	<p>Razumeo, izvršiću.</p> <p>Understood, will comply.</p>

2.2 Signali koje daje presretnuti vazduhoplov i odgovori presretnutog

2.2 Signals initiated by intercepted aircraft and responses by intercepting aircraft

Rubrika Series	Signali PRESRETNUTOG vazduhoplova INTERCEPTED Aircraft Signals	Značenje Meaning	Odgovori vazduhoplova PRESRETAČA INTERCEPTING Aircraft Responds	Značenje Meaning
4	<p>DANJU ili NOĆU – Uvlačenje stajnog trapa (ukoliko je ugrađen) i brzo paljenje i gašenje svetala za sletanje tokom preletanja poletno-sletne staze u upotrebi, ili oblasti za sletanje helikoptera na relativnoj visini većoj od 300 M (1000 FT) ali ne više od 600 M (2000 FT) (u slučaju helikoptera, na relativnoj visini većoj od 50 M (170 FT) ali ne većoj od 100 M (330 FT)) iznad nivoa aerodroma i nastavljanje kruženja iznad poletno-sletne staze u upotrebi ili oblasti za sletanje helikoptera. Ako nije u stanju da pali i gasi svetla za sletanje, brzo pali i gasi bilo koja raspoloživa svetla.</p>	<p>Aerodrom koji ste odredili ne odgovara.</p>	<p>DANJU ili NOĆU – Ukoliko je potrebno da presretnuti vazduhoplov prati vazduhoplov presretnutog do alternativnog aerodroma, vazduhoplov presretnutog uvlači stajni trap (ukoliko je ugrađen) i koristi signale iz rubrike 1 za vazduhoplov presretnutog.</p> <p>Ukoliko je odlučeno da se pusti presretnuti vazduhoplov, vazduhoplov presretnutog koristi signale iz rubrike 2 za vazduhoplov presretnutog.</p>	<p>Razumeo, pratite me.</p> <p>Razumeo, možete da produžite.</p>

Rubrika Series	Signali PRESRETNUTOG vazduhoplova INTERCEPTED Aircraft Signals	Značenje Meaning	Odgovori vazduhoplova PRESRETAČA INTERCEPTING Aircraft Responds	Značenje Meaning
	DAY or NIGHT – Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 M (1 000 FT) but not exceeding 600 M (2 000 FT) (in the case of a helicopter, at a height exceeding 50 M (170 FT) but not exceeding 100 M (330 FT)) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT – If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. Understood, you may proceed.
5	DANJU ili NOĆU – Paljenje i gašenje svih raspoloživih svetala u jednakim intervalima, ali na takav način da se razlikuje od svetala koja se brzo pale i gase. DAY or NIGHT – Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Ne mogu da izvršim. Cannot comply.	DANJU ili NOĆU – Koristite signale iz rubrike 2 za vazduhoplov presretač. DAY or NIGHT – Use Series 2 signals prescribed for intercepting aircraft.	Razumeo. Understood.
6	DANJU ili NOĆU – Brzo paljenje i gašenje svih raspoloživih svetala u nejednakim intervalima. DAY or NIGHT – Irregular flashing of all available lights.	U nevolji. In distress.	DANJU ili NOĆU – Koristite signale iz rubrike 2 za vazduhoplov presretač. DAY or NIGHT – Use Series 2 signals prescribed for intercepting aircraft.	Razumeo. Understood.

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ENR 5.6 KRETANJE PTICA I OBLASTI SA OSETLJIVOM FAUNOM BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

a) SRBIJA

1. KRETANJE PTICA

1.1 Kretanje ptica je prisutno tokom cele godine, a najizraženije je tokom prolećne i jesenje seobe, kao i tokom zimskog perioda u blizini vodenih površina.

Seobe su uglavnom frontalnog karaktera i, osim nekoliko vodenih staništa na kojima se javljaju veće koncentracije, nema uskih grla/koridora.

Područja izraženijeg kretanja ptica tokom prolećne i jesenje seobe prikazana su na karti ENR 6.5–15.

Takođe, postoje i dnevno-noćne migracije ptica između gnezdišta ili noćilišta i mesta na kojima se preko dana ptice hrane. Ova kretanja su na manjim visinama (uglavnom do 200 M iznad tla), a brojnost ptica (najčešće vrana i galebova) se kreće od nekoliko stotina do nekoliko desetina hiljada jedinki.

1.2 Prolećna seoba

Prolećna seoba je najizraženija u periodu od marta do maja. Tokom ovog perioda najveće koncentracije ptica se javljaju uz vodene površine (reke, jezera, ribnjaci) i to pre svega uz veće reke – Dunav, Savu, Tamiš, Tisu, Veliku i Južnu Moravu.

Putanje i visine kretanja ptica u toku prolećne seobe

Na osnovu iskustvenih podataka, pretpostavlja se da je kretanje izraženije tokom noći, odnosno da tada ptice prelaze veće distance i kreću se na većim visinama. Tokom dana ptice se kreću uglavnom u okolini odmorišta i prelaze manje udaljenosti na manjim visinama. Ne postoje precizni podaci o visini leta ptica tokom seobe, mada se može reći da su u okolini područja gde se ptice zadržavaju veoma česta kretanja na manjim visinama (do nekoliko stotina metara iznad tla).

1.3 Jesenja seoba

Jesenja seoba je najizraženija u periodu od avgusta do oktobra. U toku ovog perioda ptice se javljaju u sličnim brojnostima i na istim lokalitetima kao i u toku prolećne seobe. Takođe, podaci o putanjama i visinama kretanja ptica u toku jesenje seobe se podudaraju sa podacima navedenim za prolećnu seobu.

1.4 Broj i koncentracija ptica

Brojnost ptica koje se zadržavaju na značajnim lokacijama u toku prolećne i jesenje seobe se kreće od nekoliko hiljada do nekoliko desetina hiljada jedinki.

Sa aspekta bezbednosti vazdušnog saobraćaja najznačajnije su ptice močvarice (patke, guske, čaplje, ždralovi) i pojedine vrste grabljivica, kako zbog svoje veličine tako i zbog brojnosti u kojoj se javljaju.

Područja okupljanja velikog broja ptica su prikazana na karti ENR 6.5–15. Najveće koncentracije ptica javljaju se u zimskom periodu oko vodenih staništa. Tako se u srednjem toku Dunava u ovom periodu redovno okuplja oko 100 hiljada močvarica. Tokom reproduktivnog perioda (mart – jul) koncentracije ptica su manje izražene. Nešto veći broj ptica se javlja oko mesta na kojima se gnezde kolonijalne vrste (čaplje, kormorani, lešinari).

a) SERBIA

1. BIRD MIGRATION

1.1 Bird migration occurs during the whole year, but culminates in the periods of spring and autumn migrations, as well as during winter periods in the vicinity of water resorts.

Migrations are mainly of frontal nature and, except several water habitats where large concentrations of birds are present, there are no bottlenecks/corridors.

Areas of significant movement of birds during spring and autumn migrations are shown on the chart ENR 6.5–15.

In addition, there are bird migrations on a daily basis from nesting or roosting areas to foraging areas. Those migrations occur on lower heights (usually up to 200 M), and number of birds (most often crows and gulls) varies from several hundreds to several tens of thousands of birds.

1.2 Spring migration

Spring migration culminates in the period from March to May. During this period there are largest concentrations of birds in the vicinity of water resorts (rivers, lakes, fishponds), but mainly near larger rivers – Danube, Sava, Tamiš, Tisa, Velika Morava and Južna Morava.

Migration patterns and altitudes during spring migration

According to the data based on experience, it is supposed that migration occurs mainly during night, that is: birds then fly larger distances and on higher altitudes. During the day birds migrate mainly in the vicinity of resting areas and fly smaller distances on lower altitudes. There are no precise data on migration altitudes, though it can be said that there are very frequent movements on lower altitudes (up to several hundreds of meters above ground) in the vicinity of resting areas.

1.3 Autumn migration

Autumn migration culminates in the period from August to October. Number and locations of birds during this period are similar to those for spring migration. In addition, data on migration patterns and altitudes are similar to those for spring migration.

1.4 Number and concentration of birds

Number of birds that stay at significant locations during spring and autumn migrations varies from several thousands to several tens of thousands of birds.

From the aspect of safety of air transport the most important bird species are the waterfowl (ducks, geese, herons, cranes) and some birds of prey, because of their size and number.

Resting areas of large number of birds are shown on chart ENR 6.5–15. Largest concentrations of birds are during winter period near water habitats. During this period approximately 100 thousands of the Charadriiformes are regularly concentrated in the middle course of the Danube. Concentrations of birds are less present during breeding period (March – July). Larger numbers of birds are present in the vicinity of nesting areas of colonial species (herons, cormorans, vultures).

Ptice se u periodu gneždenja uglavnom kreću tokom dana i na manjim visinama (do nekoliko stotina metara od tla). Lešinari mogu leteti i na nešto većim visinama (do nekoliko hiljada metara od tla) mada je većina kretanja na manjim visinama.

Najveća koncentracija galebova (do 100 hiljada jedinki) se javlja na Dunavu kod Vinče (istočno od Beograda).

1.5 Izveštavanje o udarima ptica

Izveštavanje o udaru ptica se sprovodi popunjavanjem obrasca Prijava događaja u vazдушnom saobraćaju, na način opisan u podsekciji ENR 1.14.

2. OBLASTI SA OSETLJIVOM FAUNOM

Za sve vazduhoplovne aktivnosti iznad zaštićenih područja neophodno je obratiti se Zavodu za zaštitu prirode Srbije u Beogradu, odnosno Pokrajinskom zavodu za zaštitu prirode u Novom Sadu, sa zahtevom za izdavanje uslova zaštite prirode u formi rešenja, u skladu sa članovima 9. i 57. Zakona o zaštiti prirode („Službeni glasnik Republike Srbije“, broj 36/09, 88/10, 91/10-ispravka, 14/16 i 95/18-drugi zakon).

b) CRNA GORA

1. KRETANJE PTICA

1.1 Kretanje ptica prisutno je tokom cele godine, a najizraženije je tokom prolećne i jesenje seobe, kao i tokom zimskog perioda u blizini vodenih površina.

S obzirom da Jadranski seobeni koridor prolazi kroz Crnu Goru, seobe su uglavnom frontalnog karaktera i nema uskih grla.

Takođe, postoje i dnevno-noćne migracije ptica između gnezdišta ili noćilišta i mesta na kojima se preko dana ptice hrane.

1.2 Prolećna seoba

Prolećna seoba je najizraženija u periodu od februara do aprila. Tokom ovog perioda najveće koncentracije ptica se javljaju uz vodene površine (reke, jezera, morska obala) i to pre svega uz: deltu reke Bojane, reku Zetu, kanjon reke Cijevne, Skadarsko jezero, Plavsko jezero, Nikšićke akumulacije, plažu Buljarica i Tivatska solila.

1.3 Jesenja seoba

Jesenja seoba je najizraženija u periodu od avgusta do novembra. U toku ovog perioda ptice se javljaju u sličnim brojnostima i na istim lokalitetima kao i u toku prolećne seobe.

1.4 Visine kretanja ptica u toku seoba

Ne postoje precizni i kompletni podaci o visini leta ptica tokom seobe. U okolini područja gde se ptice zadržavaju česta su kretanja na manjim visinama (do nekoliko stotina metara iznad tla).

2. OBLASTI SA OSETLJIVOM FAUNOM

Na teritoriji Crne Gore ne postoje zabrane i ograničenja letenja vazduhoplova iznad stalnih ili privremenih boravišta ugroženih ptičijih vrsta.

During nesting periods birds usually fly during the day and on lower altitudes (up to several hundreds of meters above ground). Vultures can fly on higher altitudes (up to several thousands of meters above ground), though majority of flying occurs on lower altitudes.

The largest concentration of gulls (up to 100 thousands of birds) is present on the Danube river, near Vinča (east from Belgrade).

1.5 Reporting of bird strike

Bird strikes shall be reported by using the Air Traffic Occurrence Report Form, in the manner described in subsection ENR 1.14.

2. AREAS WITH SENSITIVE FAUNA

For all aeronautical activities above protected areas it is necessary to address Institute for nature conservation of Serbia in Belgrade or Institute for nature conservation of Vojvodina Province in Novi Sad with application for granting conditions for nature conservation in form of a decision, in accordance with Articles 9 and 57 of the Law on nature conservation (“Official Gazette of the Republic of Serbia”, number 36/09, 88/10, 91/10-corrigendum, 14/16 and 95/18-other law).

b) MONTENEGRO

1. BIRD MIGRATION

1.1 Bird migration occurs during the whole year, but culminates in the periods of spring and autumn migrations, as well as during winter periods in the vicinity of water resorts.

Considering that Adriatic migration corridor passes through Montenegro, migrations are mainly of frontal nature and there are no bottlenecks.

In addition, there are bird migrations on a daily basis from nesting or roosting areas to foraging areas.

1.2 Spring migration

Spring migration culminates in the period from February to April. During this period there are largest concentrations of birds in the vicinity of water resorts (rivers, lakes, sea coast), but mainly near: the Bojana river delta, Zeta river, the canyon of Cijevna river, Lake Skadar, Lake Plav, artificial lakes near Nikšić, Buljarice beach and Tivatska solila.

1.3 Autumn migration

Autumn migration culminates in the period from August to November. Number and locations of birds during this period are similar to those for spring migration.

1.4 Altitudes of bird migration

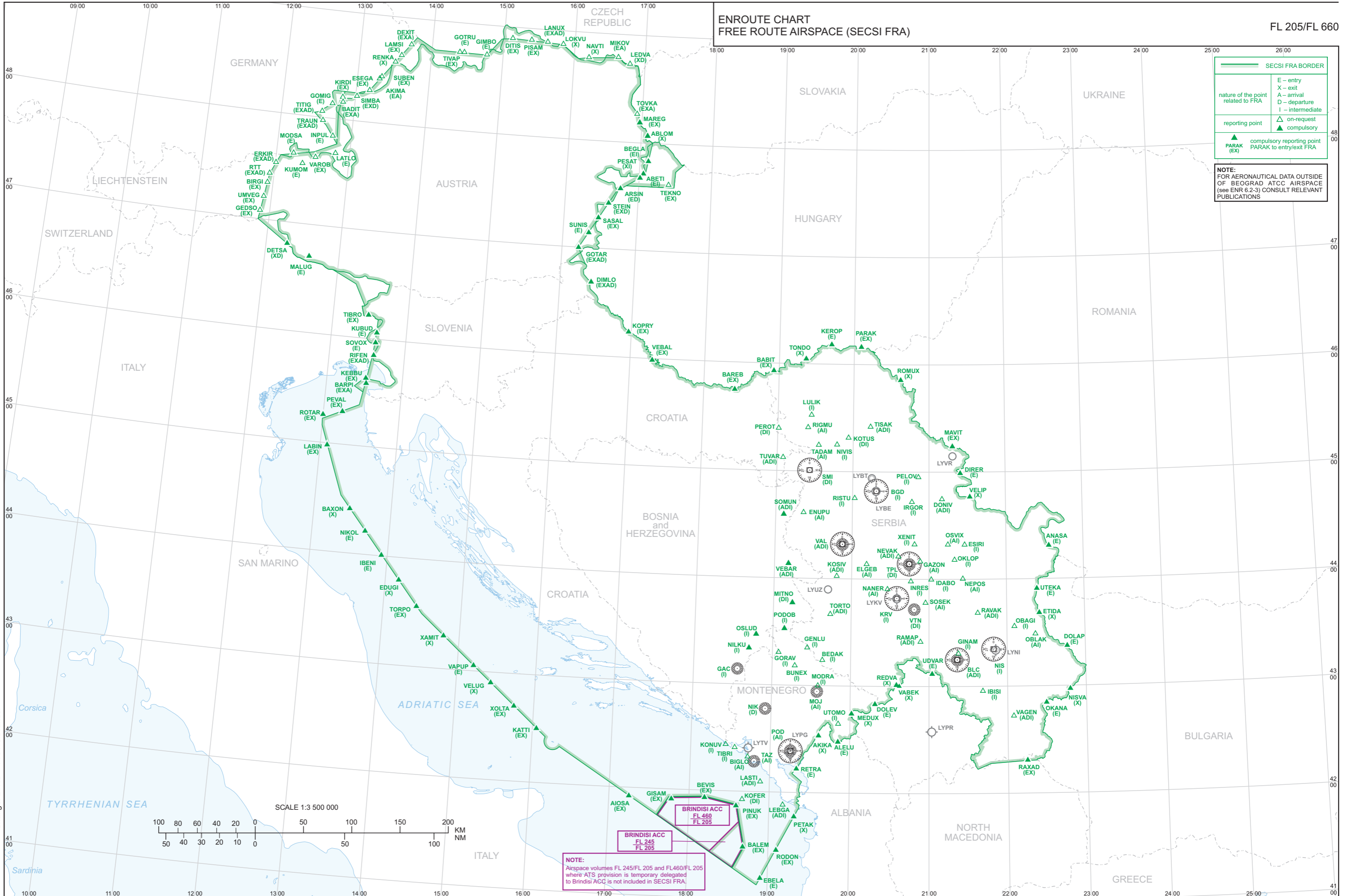
There are no precise and complete data about bird migration altitudes. In the vicinity of resting areas, birds usually fly on lower heights (up to several hundreds of meters above ground).

2. AREAS WITH SENSITIVE FAUNA

There are no restrictions or limitations of aircraft operations above permanent or temporary habitats of the sensitive bird species on the territory of Montenegro.

ENROUTE CHART
FREE ROUTE AIRSPACE (SECSI FRA)

FL 205/FL 660



SECSI FRA BORDER	
nature of the point related to FRA	E - entry X - exit A - arrival D - departure I - intermediate
reporting point	△ on-request ▲ compulsory
PARAK (EX)	compulsory reporting point PARAK to entry/exit FRA

NOTE:
FOR AERONAUTICAL DATA OUTSIDE
OF BEOGRAD ATCC AIRSPACE
(see ENR 6.2-3) CONSULT RELEVANT
PUBLICATIONS

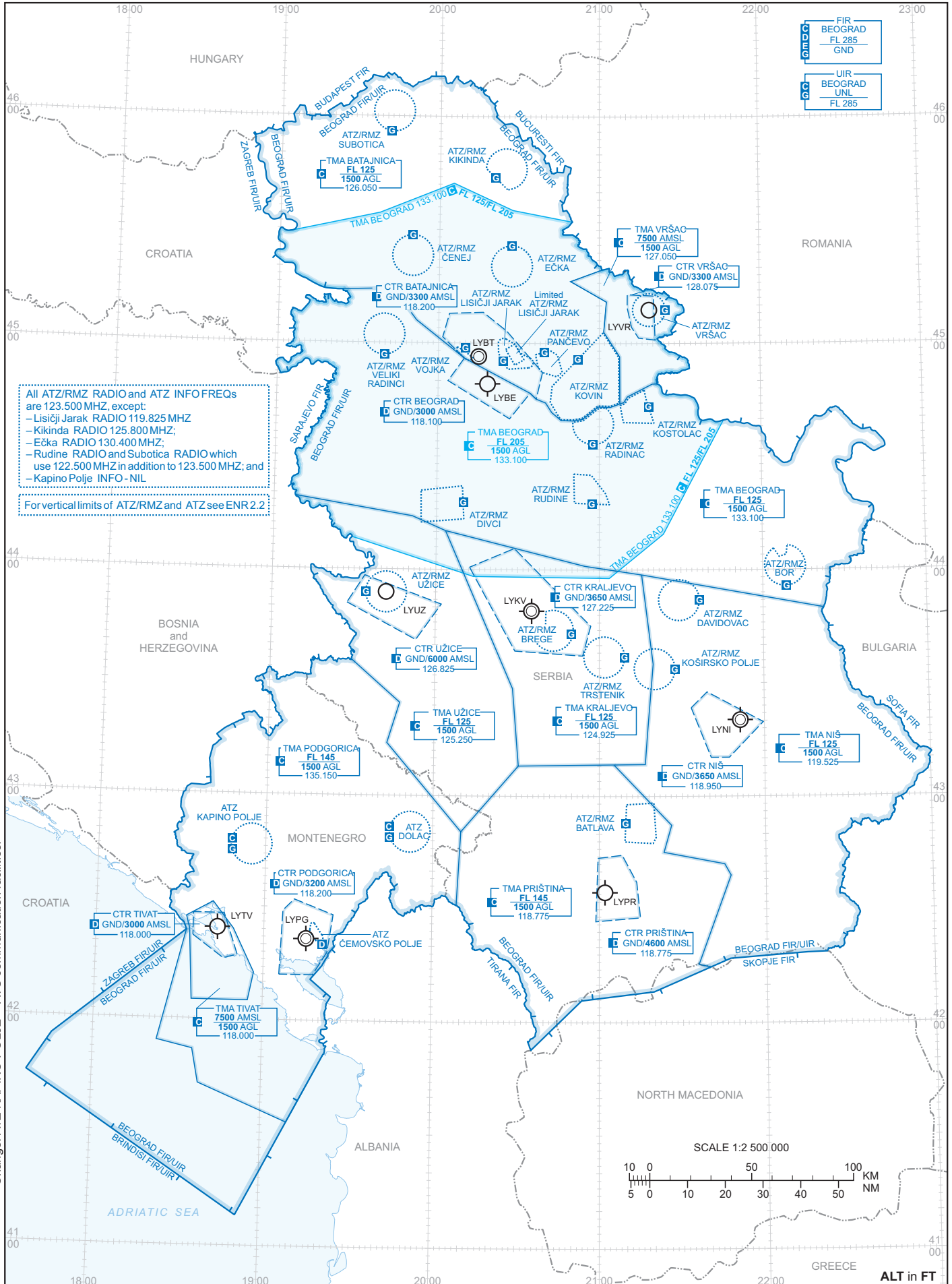
Change: DITIS - FRA relevance.

NAMERNO OSTAVLJENA PRAZNA STRANA
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INDEX CHART

ATS AIRSPACE

DEPICTION AND CLASSIFICATION



All ATZ/RMZ RADIO and ATZ INFO FREQs are 123.500 MHz, except:
 - Lisići Jarak RADIO 119.825 MHz;
 - Kikinda RADIO 125.800 MHz;
 - Ečka RADIO 130.400 MHz;
 - Rudine RADIO and Subotica RADIO which use 122.500 MHz in addition to 123.500 MHz; and
 - Kapino Polje INFO- NIL

For vertical limits of ATZ/RMZ and ATZ see ENR 2.2

Change: ATZ KAPINO POLJE – ATS communication facilities.

NAMERNO OSTAVLJENA PRAZNA STRANA
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AD 0

AD 0.1 – AD 0.5 NIL

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**AD 2 AERODROMI
AERODROMES**

LYBE BEOGRAD/Nikola Tesla

LYKV KRALJEVO/Morava

LYNI NIŠ/Konstantin Veliki

LYPG PODGORICA

LYPR PRIŠTINA

LYTV TIVAT

LYUZ UŽICE/Ponikve

LYVR VRŠAC

LYBT BEOGRAD/Batajnica - Pukovnik-pilot Milenko Pavlović

Po pristanišnoj platformi putnici se mogu kretati samo sa službenim licima koje odredi operater, odnosno operater aerodroma.

Kretanje vozila

U restriktivnoj zoni aerodroma mogu se kretati samo vozila kojima se obavljaju službeni poslovi i u njima se mogu nalaziti samo službena lica.

Vozila koja se kreću po pristanišnoj platformi moraju se pridržavati obeleženih pravaca kretanja, propisanih brzina i drugih uputstava nadležne službe operatera, odnosno operatera aerodroma.

Vozila koja se kreću po manevarskim površinama moraju održavati neprekidnu radio-vezu sa aerodromskom službom kontrole letenja i postupati po njenim uputstvima.

Opšta načela bezbednosti

a) SRBIJA

Operater aerodroma, u skladu sa ovlašćenjima utvrđenim zakonom, dužan je da se stara o bezbednosti na aerodromu.

O bezbednosti na aerodromu, pored nosioca prava raspolaganja vazduhoplovom, dužni su da se staraju i preduzeće koje snabdeva vazduhoplov gorivom i mazivom, nadležna jedinica kontrole letenja, nadležni organ unutrašnjih poslova i nadležni carinski organ na aerodromu, u okviru svojih prava i dužnosti, a na mešovitom aerodromu i Ministarstvo odbrane.

Poletanje i sletanje vazduhoplova na određeni aerodrom ne sme da se vrši ako nisu utvrđeni postupci za bezbedno poletanje i sletanje za taj aerodrom.

b) CRNA GORA

Biće obrađeno

Uslovi za korišćenje helidroma

a) SRBIJA

Na korišćenje helidroma primenjuju se odredbe Pravilnika o uslovima i postupku za izdavanje dozvole za korišćenje helidroma („Službeni glasnik Republike Srbije“, broj 103/18).

Poletanje i sletanje helikoptera izvan aerodroma, odnosno helidroma, može se vršiti ako to odobri nadležni organ i pod uslovom da pilot helikoptera ima najmanje 350 časova letenja helikopterom.

U tom slučaju, poletanje i sletanje helikoptera mora se vršiti pod uslovima navedenim u odobrenju nadležnih organa. Mesto poletanja i sletanja helikoptera na kome je odobreno poletanje, odnosno sletanje, mora biti propisno obeleženo i označeno.

b) CRNA GORA

Na korišćenje helidroma primenjuju se opšte odredbe nacionalnih propisa koji se odnose na aerodrome.

Movement of passengers on the apron is permitted only with an official person appointed by the aerodrome operator.

Movement of vehicles

The movement of vehicles in the restricted zone is strictly limited to the vehicles driven or used by the official staff and intended for official duties only.

The movement of vehicles on apron must be in accordance with the designated directions, speed limits and other instructions given by the competent service of aerodrome operator.

Vehicles moving on the manoeuvring areas shall maintain continuous radio contact with the aerodrome air traffic control service and follow its instructions.

Policing

a) SERBIA

In accordance with authorizations defined by the law, an aerodrome operator is obliged to take care of safety at aerodrome.

In addition to an aircraft user, aircraft fuel and oil supplier, relevant ATS unit, relevant Interior Affairs Authority and relevant Customs Authority at the aerodrome are also obliged to take care of safety at aerodrome, within their rights and responsibilities, as well as the Ministry of Defense at civil-military aerodromes.

Take-off and landing from/to specific aerodrome shall not be made if there are no procedures for safe take-off and landing from/to that aerodrome established.

b) MONTENEGRO

To be developed

Use of heliports

a) SERBIA

Provisions of Regulation on requirements and procedure for issuing heliport licence (“Official Gazette of the Republic of Serbia”, number 103/18) are applicable to heliports.

Take-off and landing of helicopters made other than at aerodromes or heliports are possible if approved by relevant authority and if a pilot has at least 350 flight hours on the helicopter.

In that case, take-off and landing of a helicopter shall be made under conditions given in an approval by relevant authorities. Point of take-off and landing of a helicopter from/to which take-off or landing is approved shall be properly marked and signed.

b) MONTENEGRO

General provisions of national regulations related to aerodromes are applicable to heliports as well.

Sletanje, parkiranje i čuvanje vazduhoplova na aerodromima / helidromima u nadležnosti civilnih vazduhoplovnih vlasti

U Republici Srbiji operater aerodroma ima pravo na aerodromsku naknadu koju plaćaju korisnici aerodroma za korišćenje objekata, sredstava, uređaja i usluga, koje isključivo pruža operater aerodroma i koje se odnose na sletanje, poletanje, sisteme osvetljenja, boravak parkiranog vazduhoplova, kao i brigu o putnicima i robi.

U Crnoj Gori operatori aerodroma imaju pravo na naknadu za sletanje, naknadu za parkiranje, parkiranje u hangaru i dugotrajno parkiranje vazduhoplova na aerodromu i naknadu za pružanje usluga prihvata i otpreme vazduhoplova, putnika i prtljaga.

Visinu naknade za sletanje i boravak vazduhoplova na aerodromu, kao i putničke aerodromske takse, utvrđuje operater, odnosno operator aerodroma.

Operater, odnosno operator aerodroma dužan je da 30 dana pre početka primene utvrđenih naknada i taksi obavesti Kontrolu letenja Srbije i Crne Gore SMATSA doo Beograd koja će ih objaviti u AIP-u. Takse i naknade za sletanje, parkiranje ili boravak aviona se objavljuju u delu GEN 4.1.

Primenjeni ICAO dokumenti

U primeni su standardi i preporučena praksa ICAO Aneksa 14, Tom I i II.

Odstupanja od tih standarda i preporučene prakse: biće obrađeno

2. UPOTREBA VOJNIH AERODROMA

a) SRBIJA

Vojni aerodromi se mogu upotrebljavati samo uz odobrenje izdato od strane Ministarstva odbrane Republike Srbije.

Zahtev se podnosi na sledeću adresu:

Adresa: Ministarstvo odbrane Republike Srbije
Birčaninova 5
11000 Beograd
Srbija

b) CRNA GORA

Vojne avio-baze se mogu upotrebljavati samo uz odobrenje izdato od strane Ministarstva odbrane Crne Gore.

Zahtev se podnosi na sledeću adresu:

Adresa: Ministarstvo odbrane Crne Gore
Jovana Tomaševića 29
81000 Podgorica
Crna Gora

Landing, parking and storage of aircraft on aerodromes / heliports under control of the civil aviation administration

In the Republic of Serbia the operator of an aerodrome shall be entitled to aerodrome charges paid by aerodrome users for using facilities, devices and services, exclusively provided by the operator of an aerodrome and which relate to landing, take-off, illumination systems, aircraft parking, as well as passengers and freights handling.

In Montenegro aerodrome operators shall be entitled to landing charge, parking, hangarage and long-term storage of aircraft charge and charge for providing aircraft with handling services.

An aerodrome operator shall determine the amount of charges for landing and storage of aircraft at the aerodrome, as well as for passenger aerodrome taxes.

An aerodrome operator is obliged to notify Serbia and Montenegro Air Traffic Services SMATSA Ilc 30 days prior to starting the implementation of determined charges and taxes, so that they can be published in AIP. Taxes and charges for landing, parking and storage of an aircraft are published in section GEN 4.1.

Applicable ICAO documents

The Standards and Recommended Practices of ICAO Annex 14, Volume I and II, are applied.

Differences from those Standards and Recommended Practices: to be developed

2. USE OF MILITARY AIR BASES

a) SERBIA

Military air bases could be used only with permission issued by the Ministry of Defence of the Republic of Serbia.

Request should be submitted to:

Address: Ministry of Defence of the Republic of Serbia
Birčaninova 5
11000 Beograd
Serbia

b) MONTENEGRO

Military air bases can be used for civil purposes only with permission issued by the Ministry of Defence of Montenegro.

Request should be submitted to:

Address: Ministry of Defence of Montenegro
Jovana Tomaševića 29
81000 Podgorica
Montenegro

3. POSTUPCI U USLOVIMA SMANJENE VIDLJIVOSTI(LVP)

a) SRBIJA

3.1 Opšte

Objavljivanje raspoloživosti aerodroma za operacije CAT II/III podrazumeva da na aerodromu postoji odgovarajuća oprema, da su ustanovljeni postupci za takve operacije i da se primenjuju kada je potrebno.

Takvo objavljivanje podrazumeva da su na raspolaganju bar sledeći uređaji i sredstva CAT II/III: ILS, svetlosno obeležavanje i sistem RVR.

Dole navedeni postupci i uslovi predstavljaju osnovne informacije za avio-prevoziocce i pilote, i odnose se na specifična pravila i propise za operacije pri smanjenoj vidljivosti u Republici Srbiji uključujući prilaženje i sletanje po CAT II/III i poletanje pri smanjenoj vidljivosti.

ATC primenjuje posebne bezbednosne mere i postupke za operacije pri smanjenoj vidljivosti koje stupaju na snagu zavisno od određenih vremenskih uslova. Ovi postupci su namenjeni da pruže zaštitu vazduhoplova koji vrši operacije pri smanjenoj vidljivosti i da spreče remećenje signala ILS-a.

Tokom rulanja vazduhoplovi se vode radiotelefonijom (RTF) i uz pomoć vozila „Follow me“ sa maksimalnom brzinom kretanja od 10 KT.

Napomena: Radar za kontrolu kretanja po zemlji ne postoji na aerodromima u Republici Srbiji.

Pilot vazduhoplova koji je sleteo obavezan je da preko RTF-a javi „RUNWAY VACATED“ tek kada je vazduhoplov kompletno prešao kraj žuto/zelenih svetala ose rulne staze (mesto čekanja CAT II/III).

Vazduhoplov u odlasku ne sme preći mesto čekanja CAT II/III bez odobrenja ATC i dok se ne isključe svetla prečke za zaustavljanje.

U aktuelnim meteorološkim uslovima CAT II/III, piloti mogu očekivati da su sva objavljena sredstva namenjena za operacije pri smanjenoj vidljivosti operativna. Svaka neispravnost tih sredstava biće objavljena kroz NOTAM, o čemu će i ATC obavestiti pilote tako da oni mogu izmeniti svoje minimume, ako je to neophodno, prema svojim operativnim priručnicima.

3.2 Kategorije operacija preciznog prilaženja i sletanja

Operacije kategorije I (CAT I)

Precizno instrumentalno prilaženje i sletanje sa visinom odluke ne manjom od 60 M (200 FT) i uz jedan od sledeća dva uslova: vidljivost ne manja od 800 M ili RVR ne manji od 550 M.

Operacije kategorije II (CAT II)

Precizno instrumentalno prilaženje i sletanje sa visinom odluke manjom od 60 M (200 FT), ali ne manjom od 30 M (100 FT) i RVR-om ne manjim od 300 M.

Operacije kategorije IIIA (CAT IIIA)

Precizno instrumentalno prilaženje i sletanje sa:

- visinom odluke manjom od 30 M (100 FT) ili bez visine odluke; i
- RVR-om ne manjim od 175 M.

3. LOW VISIBILITY PROCEDURES (LVP)

a) SERBIA

3.1 General

Promulgation of an aerodrome as available for CAT II/III operations means that it is suitably equipped and that procedures appropriate to such operations have been determined and are applied when relevant.

Promulgation implies that at least the following facilities CAT II/III are available: ILS, lighting and RVR system.

The procedures and items listed below are basic information to operators and pilots concerning specific rules and regulations for low visibility operations in the Republic of Serbia including CAT II/III approach, landing and low visibility take-off.

ATC applies special safeguards and procedures for low visibility operations that will become effective in relation to specified weather conditions. These procedures are intended to provide protection for aircraft operating in low visibility and to avoid disturbances to the ILS signals.

Taxiing aircraft are guided by RTF and assisted by “Follow me” with maximum maneuvering speed of 10 KT.

Note: Surface movement radar is not provided for any aerodrome in the Republic of Serbia.

A pilot of arriving aircraft is required to make a “RUNWAY VACATED” call on RTF only when aircraft has completely passed the end of the yellow/green colour coded taxiway centre line lights (CAT II/III holding position).

Departing aircraft shall not pass CAT II/III holding position unless cleared by ATC and stop bar lights switched off.

In actual CAT II/III weather conditions, pilots may expect that published facilities provided for low visibility operations are operative. Any unserviceabilities of these facilities will be promulgated by NOTAM, and pilots will be informed of that unserviceabilities by ATC, so that they can amend their minima, if necessary, according to their operations manual.

3.2 Categories of precision approach and landing operations

Category I (CAT I) operation

A precision instrument approach and landing with a decision height not lower than 60 M (200 FT) and with either a visibility not less than 800 M or RVR not less than 550 M.

Category II (CAT II) operation

A precision instrument approach and landing with a decision height lower than 60 M (200 FT), but not lower than 30 M (100 FT) and RVR not less than 300 M.

Category IIIA (CAT IIIA) operation

A precision instrument approach and landing with:

- decision height lower than 30 M (100 FT) or no decision height; and
- RVR not less than 175 M.

Operacije kategorije IIIB (CAT IIIB)

Precizno instrumentalno prilaženje i sletanje sa:

- a) visinom odluke manjom od 15 M (50 FT) ili bez visine odluke; i
- b) RVR-om manjim od 175 M ali ne manjim od 50 M.

Napomena: Kada visina odluke (DH) i vidljivost duž poletno-sletne staze (RVR) padaju u dve različite kategorije operacija, operacije instrumentalnog prilaženja i sletanja bi se sprovodile u skladu sa najzahtevnijom kategorijom (na primer operacija sa DH u rangu CAT IIIA ali sa RVR-om u rangu CAT IIIB smatrala bi se operacijom CAT IIIB, ili operacija sa DH u rangu CAT II, ali sa RVR-om u rangu CAT I smatrala bi se operacijom CAT II).

Poletanje pri smanjenoj vidljivosti

Svako poletanje pri RVR manjem od 400 M je poletanje pri smanjenoj vidljivosti.

3.3 Primenjeni dokumenti

- Pravilnik o uslovima i postupku za izdavanje sertifikata aerodroma („Službeni glasnik Republike Srbije“, broj 11/17 i 16/19);
- Pravilnik o uslovima i postupku za izdavanje dozvole za korišćenje aerodroma („Službeni glasnik Republike Srbije“, broj 23/18);
- Pravilnik o uslovima i postupku za izdavanje dozvole za korišćenje helidroma („Službeni glasnik Republike Srbije“, broj 103/18);
- ICAO Aneks 6 – Operacije vazduhoplova;
- ICAO Aneks 10 Tom I – Vazduhoplovne komunikacije;
- ICAO Aneks 14 – Aerodromi;
- ICAO Doc 4444 – Upravljanje vazdušnim saobraćajem (ATM/501);
- ICAO Doc 8168 PANS-OPS – Operacije vazduhoplova;
- ICAO Doc 8071 – Priručnik o testiranju radio-navigacionih uređaja;
- ICAO Doc 9365-AN/910 – Priručnik za operacije u svim meteorološkim uslovima (izuzev poglavlja 4 tačka 2 i poglavlja 6 tačka 1);
- ICAO Doc 9476-AN/927 – Priručnik o sistemima za vođenje i kontrolu kretanja po površini.

Najznačajnije odredbe, postupci i odstupanja od njih ili dopunski propisi sumirani su u sledećim tačkama.

3.4 Aerodromski uređaji

3.4.1 Fizičke karakteristike

Poletno-sletne i rulne staze na aerodromu su projektovane i koriste se u skladu sa standardima i preporučenom praksom iz ICAO Aneksa 14 i odredbama Pravilnika o uslovima i postupku za izdavanje sertifikata aerodroma („Službeni glasnik Republike Srbije“, broj 11/17 i 16/19), Pravilnika o uslovima i postupku za izdavanje dozvole za korišćenje aerodroma („Službeni glasnik Republike Srbije“, broj 23/18) i Pravilnika o uslovima i postupku za izdavanje dozvole za korišćenje helidroma („Službeni glasnik Republike Srbije“, broj 103/18), saglasno odobrenoj kategoriji operacija.

Category IIIB (CAT IIIB) operation

A precision instrument approach and landing with:

- a) a decision height lower than 15 M (50 FT) or no decision height; and
- b) RVR less than 175 M but not less than 50 M.

Note: Where decision height (DH) and runway visual range (RVR) fall into different categories of operation, the instrument approach and landing operation would be conducted in accordance with the requirements of the most demanding category (e.g. an operation with DH in the range of CAT IIIA but with an RVR in the range of CAT IIIB would be considered a CAT IIIB operation or an operation with a DH in the range of CAT II but with an RVR in the range of CAT I would be considered a CAT II operation).

Low visibility take-off

Take-off on runway where the RVR is less than 400 M is low visibility take-off.

3.3 Applicable documents

- Regulation on requirements and procedure for issuing aerodrome certificate (“Official Gazette of the Republic of Serbia”, number 11/17 and 16/19);
- Regulation on requirements and procedure for issuing aerodrome licence (“Official Gazette of the Republic of Serbia”, number 23/18);
- Regulation on requirements and procedure for issuing heliport licence (“Official Gazette of the Republic of Serbia”, number 103/18);
- ICAO Annex 6 – Operation of aircraft;
- ICAO Annex 10, Volume I – Aeronautical telecommunications;
- ICAO Annex 14 – Aerodromes;
- ICAO Doc 4444 – Air traffic management (ATM/501);
- ICAO Doc 8168 PANS-OPS – Aircraft operations;
- ICAO Doc 8071 – Manual on testing of radio navigation aids;
- ICAO Doc 9365-AN/910 – Manual of all weather operations (except chapter 4, paragraph 2 and chapter 6, paragraph 1);
- ICAO Doc 9476-AN/927 – Manual of surface movement guidance and control system.

The most significant provisions, procedures and deviations therefrom or additional regulations are summarised in the following paragraphs.

3.4 Aerodrome facilities

3.4.1 Physical characteristics

Runways and taxiways of aerodromes are designed and operated according to the Standards and Recommended Practices laid down in ICAO Annex 14, as well as provisions of the Regulation on requirements and procedure for issuing aerodrome certificate (“Official Gazette of the Republic of Serbia”, number 11/17 and 16/19), Regulation on requirements and procedure for issuing aerodrome licence (“Official Gazette of the Republic of Serbia”, number 23/18) and Regulation on requirements and procedure for issuing heliport licence (“Official Gazette of the Republic of Serbia”, number 103/18), appropriate to the category of their certified operation.

Za sada su operacije pri smanjenoj vidljivosti moguće samo na AD BEOGRAD/Nikola Tesla (LYBE):

- prilaženje i sletanje CAT II/III na RWY 12; i
- poletanje pri smanjenoj vidljivosti sa RWY 12 i RWY 30.

3.4.2 Kriterijumi za nadvišavanje prepreka i zona bez prepreka (OFZ)

Na aerodromima i u okolini aerodroma se ne podižu prepreke koje bi probijale površine za ograničavanje prepreka za precizno prilaženje koje su definisane u ICAO Aneksu 14, poglavlje 4, Pravilniku o uslovima i postupku za izdavanje sertifikata aerodroma („Službeni glasnik Republike Srbije“, broj 11/17 i 16/19), Pravilniku o uslovima i postupku za izdavanje dozvole za korišćenje aerodroma („Službeni glasnik Republike Srbije“, broj 23/18) i Pravilniku o uslovima i postupku za izdavanje dozvole za korišćenje helidroma („Službeni glasnik Republike Srbije“, broj 103/18) i ICAO Doc 8168 PANS-OPS, tom II. Objekat koji probija neku od površina za ograničavanje prepreka postaje kontrolna prepreka za izračunavanje OCA/OCH.

U toku operacija CAT II ili CAT III, zona bez prepreka (OFZ) se štiti od svih prepreka, kao što su vozila, lica i vazduhoplovi sve vreme tokom kojeg se vazduhoplov u prilaženju nalazi ispod 200 FT AGL.

Oprema i instalacije u blizini poletno-sletne staze čije funkcionisanje je neophodno za vazduhoplovnu navigaciju (na primer antena GP, uređaji za procenu RVR-a, itd.) smešteni su izvan OFZ, a masa im je minimalna i lako su lomljivi.

3.4.3 Teren ispred praga

Karta terena za precizno prilaženje (PATC) izrađuje se za svaku poletno-sletnu stazu odobrenu za operacije CAT II i CAT III i usaglašena je sa standardima i preporučenom praksom u ICAO aneksima 4 i 14, kao i odredbama Pravilnika o uslovima i postupku za izdavanje sertifikata aerodroma („Službeni glasnik Republike Srbije“, broj 11/17 i 16/19), Pravilnika o uslovima i postupku za izdavanje dozvole za korišćenje aerodroma („Službeni glasnik Republike Srbije“, broj 23/18) i Pravilnika o uslovima i postupku za izdavanje dozvole za korišćenje helidroma („Službeni glasnik Republike Srbije“, broj 103/18). Karte se nalaze u sekciji AD 2 odgovarajućeg aerodroma.

3.5 Vizuelni uređaji

3.5.1 Prilazna svetla

Prilazna svetla za poletno-sletne staze sa preciznim prilaženjem su u skladu sa standardima i preporučenom praksom koja je navedena u ICAO Aneksu 14 i odredbama Pravilnika o uslovima i postupku za izdavanje sertifikata aerodroma („Službeni glasnik Republike Srbije“, broj 11/17 i 16/19), Pravilnika o uslovima i postupku za izdavanje dozvole za korišćenje aerodroma („Službeni glasnik Republike Srbije“, broj 23/18) i Pravilnika o uslovima i postupku za izdavanje dozvole za korišćenje helidroma („Službeni glasnik Republike Srbije“, broj 103/18).

Za detaljniji opis sistema prilaznih svetala videti tabelu AD 2.14 odgovarajućeg aerodroma.

At present low visibility operations are available only at BEOGRAD/Nikola Tesla AD (LYBE):

- CAT II/III approach and landing RWY 12; and
- Low visibility take-off RWY 12 and RWY 30.

3.4.2 Obstacle clearance criteria and obstacle free zone (OFZ)

The aerodromes and the airspace around the aerodromes are kept free of obstacles rising above the precision approach obstacle limitation surfaces as defined in ICAO Annex 14, Chapter 4, the Regulation on requirements and procedure for issuing aerodrome certificate (“Official Gazette of the Republic of Serbia”, number 11/17 and 16/19), Regulation on requirements and procedure for issuing aerodrome licence (“Official Gazette of the Republic of Serbia”, number 23/18) and Regulation on requirements and procedure for issuing heliport licence (“Official Gazette of the Republic of Serbia”, number 103/18) and ICAO Doc 8168 PANS-OPS, Volume II. An object which penetrates one of the obstacle limitation surfaces becomes the controlling obstacle for calculating the OCA/OCH.

During CAT II or CAT III Operations the Obstacle Free Zone (OFZ) is kept clear of all obstacles, such as vehicles, persons and aircraft at all time when an aircraft making an approach is below 200 FT AGL.

Essential equipment and installations in the vicinity of the runway which are necessary because of their function for air navigation purposes (e.g. GP antenna, RVR assessment units, etc.) are situated clear of the OFZ and of minimum mass and frangible mounted.

3.4.3 Pre-threshold terrain

A Precision Approach Terrain Chart (PATC) according to the Standards and Recommended Practices of Annex 4 and 14, as well as provisions of the Regulation on requirements and procedure for issuing aerodrome certificate (“Official Gazette of the Republic of Serbia”, number 11/17 and 16/19), Regulation on requirements and procedure for issuing aerodrome licence (“Official Gazette of the Republic of Serbia”, number 23/18) and Regulation on requirements and procedure for issuing heliport licence (“Official Gazette of the Republic of Serbia”, number 103/18) is provided for each runway certified for CAT II and CAT III ILS operations. The charts are included in the section AD 2 of the aerodrome concerned.

3.5 Visual aids

3.5.1 Approach lighting

Approach lighting for precision approach runways is in compliance with Standards and Recommended Practices laid down in ICAO Annex 14, as well as provisions of the Regulation on requirements and procedure for issuing aerodrome certificate (“Official Gazette of the Republic of Serbia”, number 11/17 and 16/19), Regulation on requirements and procedure for issuing aerodrome licence (“Official Gazette of the Republic of Serbia”, number 23/18) and Regulation on requirements and procedure for issuing heliport licence (“Official Gazette of the Republic of Serbia”, number 103/18).

For detailed description of the approach lighting system see section AD 2.14 of the aerodrome concerned.

3.5.2 Dnevne oznake i svetla RWY

Dnevne oznake i svetla RWY su u skladu sa standardima i preporučenom praksom koja je navedena u ICAO Aneksu 14 i odredbama Pravilnika o uslovima i postupku za izdavanje sertifikata aerodroma („Službeni glasnik Republike Srbije“, broj 11/17 i 16/19), Pravilnika o uslovima i postupku za izdavanje dozvole za korišćenje aerodroma („Službeni glasnik Republike Srbije“, broj 23/18) i Pravilnika o uslovima i postupku za izdavanje dozvole za korišćenje helidroma („Službeni glasnik Republike Srbije“, broj 103/18).

RWY odobrene za CAT II i CAT III operacije su odgovarajuće opremljene, uključujući svetla i dnevne oznake praga RWY, ivica RWY, kraja RWY, ose RWY i TDZ. Za detaljniji opis dnevnih oznaka i svetla RWY videti tabele AD 2.9 i AD 2.14 odgovarajućih aerodroma.

3.5.3 Dnevne oznake i svetla TWY i prečke za zaustavljanje

Dnevne oznake i svetla TWY su u skladu sa standardima i preporučenom praksom koja je navedena u ICAO Aneksu 14 i odredbama Pravilnika o uslovima i postupku za izdavanje sertifikata aerodroma („Službeni glasnik Republike Srbije“, broj 11/17 i 16/19), Pravilnika o uslovima i postupku za izdavanje dozvole za korišćenje aerodroma („Službeni glasnik Republike Srbije“, broj 23/18) i Pravilnika o uslovima i postupku za izdavanje dozvole za korišćenje helidroma („Službeni glasnik Republike Srbije“, broj 103/18).

Prečke za zaustavljanje, međumesta čekanja i osvetljene table su instalirane kako bi se obezbedilo odgovarajuće razdvajanje vazduhoplova koji taksira od RWY.

Rulne staze koje vode do/od poletno-sletnih staza koje su namenjene za operacije tokom CAT II i CAT III vremenskih uslova su opremljene svetlima ose TWY. Svetla ose TWY u okviru osetljive oblasti LOC su obojena žuto-zeleno kako bi pilot koji napušta RWY imao informaciju da je van osetljive oblasti LOC-a.

3.5.4 Rezervno napajanje

Rezervno napajanje za vizuelna sredstva (vreme uključivanja je 1 SEC) je u skladu sa zahtevima ICAO Aneksa 14 i Pravilnika o uslovima i postupku za izdavanje sertifikata aerodroma („Službeni glasnik Republike Srbije“, broj 11/17 i 16/19), Pravilnika o uslovima i postupku za izdavanje dozvole za korišćenje aerodroma („Službeni glasnik Republike Srbije“, broj 23/18) i Pravilnika o uslovima i postupku za izdavanje dozvole za korišćenje helidroma („Službeni glasnik Republike Srbije“, broj 103/18).

Primerba: Svaki kvar rezervnog napajanja ima za posledicu degradiranje ILS operacija, shodno tablicama u tački AD 2.22 odgovarajućeg aerodroma u sekciji AD 2.

3.6 Nevizuelni uređaji

3.6.1 Uređaji

Zemaljski ILS uređaji koji opslužuju instrumentalne RWY su udvojeni sistemi sa neprekidnim napajanjem. Uređaji su postavljeni i rade u skladu sa standardima i preporučenom praksom ICAO Aneksa 10, Tom I, deo I, poglavlje 3, tačka 3.1.

3.5.2 RWY lighting and marking

RWY lighting and marking is in compliance with the Standards and Recommended Practices laid down in ICAO Annex 14, as well as provisions of the Regulation on requirements and procedure for issuing aerodrome certificate (“Official Gazette of the Republic of Serbia”, number 11/17 and 16/19), Regulation on requirements and procedure for issuing aerodrome licence (“Official Gazette of the Republic of Serbia”, number 23/18) and Regulation on requirements and procedure for issuing heliport licence (“Official Gazette of the Republic of Serbia”, number 103/18).

RWY certified for CAT II and CAT III ILS operations are equipped accordingly including RWY threshold lighting, RWY edge lighting, RWY end lighting and marking, RWY centre line lighting and marking and TDZ lighting and marking. For detailed description of the RWY lighting and marking see tables AD 2.9 and AD 2.14 of the aerodrome concerned.

3.5.3 TWY lighting and markings, stop bars

TWY lighting and marking are in compliance with the Standards and Recommended Practices laid down in ICAO Annex 14, as well as provisions of the Regulation on requirements and procedure for issuing aerodrome certificate (“Official Gazette of the Republic of Serbia”, number 11/17 and 16/19), Regulation on requirements and procedure for issuing aerodrome licence (“Official Gazette of the Republic of Serbia”, number 23/18) and Regulation on requirements and procedure for issuing heliport licence (“Official Gazette of the Republic of Serbia”, number 103/18).

Stop bars, taxi-holding positions and illuminated notice boards are installed to provide adequate clearance for taxiing aircraft from RWY.

Taxiways leading to or from runways intended to be used during CAT II and CAT III weather conditions are equipped with TWY centre line lights. TWY centre line lights within the LOC sensitive area are colour coded (yellow/green) in order to advise the pilot exiting RWY when the aircraft is clear of LOC sensitive area.

3.5.4 Secondary power supply

Secondary power supply for the visual aids (switch over time is 1 SEC) is provided in accordance with the requirements of ICAO Annex 14 and the Regulation on requirements and procedure for issuing aerodrome certificate (“Official Gazette of the Republic of Serbia”, number 11/17 and 16/19), Regulation on requirements and procedure for issuing aerodrome licence (“Official Gazette of the Republic of Serbia”, number 23/18) and Regulation on requirements and procedure for issuing heliport licence (“Official Gazette of the Republic of Serbia”, number 103/18).

Remark: Any failure of the secondary power supply equipment is affecting a down-grading of ILS operations, refers to tables in the section AD 2, item AD 2.22 of the aerodrome concerned.

3.6 Non-visual aids

3.6.1 Equipment

ILS ground equipment serving instrument RWY are no-break power supplied dual systems and located and operated according to the Standards and Recommended Practices laid down in ICAO Annex 10, Volume I, part I, chapter 3, item 3.1.

4. AERODROMSKI OPERATIVNI MINIMUMI

a) SRBIJA

Biće obrađeno

b) CRNA GORA

U Crnoj Gori nisu uspostavljeni drugi minimumi osim onih objavljenih na pojedinačnoj karti.

5. MERENJE KOEFICIJENTA TRENJA RWY

5.1 Koeficijent trenja mokre RWY

Uslovi kočenja na poletno-sletnoj stazi pokrivenoj vodom proveravaju se najmanje jedanput godišnje ili kada se promeni stanje koje može da dovede do promene koeficijenta trenja (promena teksture kolovoznog zastora, naslage guma, nanosi ulja i maziva, mogućnost emulgovanja nanesenih čestica prašine i pepela).

Ako se vrednost koeficijenta trenja na površini poletno-sletne staze koja je pokrivena vodom, smanji ispod granične vrednosti iz kolone 3 u sledećoj tabeli, objavljuje se NOTAM da je poletno-sletna staza klizava kada je pokrivena vodom. Takođe se preduzimaju mere za poboljšanje uslova kočenja (povećanje hrapavosti, obnavljanje zastora i čišćenje).

4. AERODROME OPERATING MINIMA

a) SERBIA

To be developed

b) MONTENEGRO

No minima other than those published on a particular chart are established in Montenegro.

5. RWY FRICTION MEASURING

5.1 Wet RWY friction coefficient

Wet runway surface friction tests should be taken once a year, or when it is suspected that the braking characteristics of a runway are reduced (changes of the surface texture, mud, dust, rubber and oil deposits and other contaminants).

When the friction coefficient of a wet runway is found to be below the values of maintenance level in column 3 of the table below, information that runway is slippery when wet, will be disseminated by NOTAM. At the same time the appropriate maintenance action will be initiated to improve the braking conditions (grooving, resurfacing and cleaning).

<i>Merni uređaj</i> <i>Test equipment</i>	<i>Vrednost za nove površine RWY</i> <i>Design objective for new RWY surface</i>	<i>Granične vrednosti održavanja</i> <i>Maintenance level</i>	<i>Dubina vode pri merenju (mm)</i> <i>Water depth test (mm)</i>	<i>Brzina pri merenju (KMH)</i> <i>Test speed (KMH)</i>
1	2	3	4	5
Mu-metar / Mu-meter metod 1 / method 1	0.7 0.64	0.5 0.4	1.0 1.0	65 L 95 L
metod 2 / method 2	0.65	0.45	0.5	130 L
Skidometar i Uređaj za merenje površinskog trenja / Skiddometer and Surface Friction Tester	0.7 0.6 0.5	0.5 0.4 0.35	1.0 1.0 1.0	65 H 95 H 130 H
Skidometar / Skiddometer	0.8 0.7	0.67 0.55	1.0 1.0	65 L 95 L
Uređaj za merenje površinskog trenja i Uređaj za merenje trenja RWY / Surface Friction Tester and RWY Friction Tester	0.8 0.7	0.6 0.5	1.0 1.0	65 L 95 L
<i>Napomene/Notes:</i> Vrednosti u kolonama 2 i 3 su srednje vrednosti koje su reprezentativne za poletno-sletnu stazu ili njene određene delove. The values in columns 2 and 3 are averaged values representative of the runway or significant points thereof. L: Sa niskim pritiskom pneumatika / With low pressure tire H: Sa visokim pritiskom pneumatika / With high pressure tire				

5.2 Informacije o stanju RWY pokriveno vodom bez snega, lapavice ili leda

Operater, odnosno operator aerodroma izveštava nadležnu jedinicu kontrole letenja o prisustvu vode na centralnoj polovini širine poletno-sletne staze.

Prisustvo vode, uključujući dubinu i lokaciju ako je primenljivo, saopštava se sledećim terminima:

- vlažno
- mokro
- barice
- vodeni sloj.

6. OSTALE INFORMACIJE

NIL

5.2 Information on RWY affected by standing water not associated with snow, slush or ice

Aerodrome operator will report the presence of water on the centre half of the width of the runway to the appropriate ATS unit.

The presence of water, including the depth and location if applicable, will be reported in the following terms:

- damp
- wet
- water patches
- flooded.

6. OTHER INFORMATION

NIL

AD 1.2 SPASILAČKO-VATROGASNA SLUŽBA I PLAN ČIŠĆENJA SNEGA RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

1. SPASILAČKO-VATROGASNA SLUŽBA

Na svim aerodromima je organizovana spasilačko-vatrogasna služba u skladu sa međunarodnim standardima i preporučenom praksom sadržanim u Poglavlju 9 ICAO Aneksa 14 i Delu 1 Priručnika o aerodromskim službama (ICAO Doc 9137), kao i Pravilnikom o uslovima i postupku izdavanja sertifikata aerodroma („Službeni glasnik Republike Srbije“, broj 11/17 i 16/19), Pravilnikom o uslovima i postupku izdavanja dozvole za korišćenje aerodroma („Službeni glasnik Republike Srbije“, broj 23/18) i Pravilnikom o uslovima i postupku za izdavanje dozvole za korišćenje helidroma („Službeni glasnik Republike Srbije“, broj 103/18) u Republici Srbiji, odnosno Pravilnikom o pružanju usluga spasilačko-vatrogasne zaštite na aerodromima („Službeni list Crne Gore“, broj 47/12) u Crnoj Gori.

Zavisno od širine trupa i dužine vazduhoplova koji koriste aerodrom, aerodromi se razvrstavaju u vatrogasne kategorije od 1 do 10. Spasilačko-vatrogasna služba je organizovana tako da zadovolji zahteve u pogledu vrste i broja spasilačko-vatrogasnih vozila, opreme, sredstava i osoblja za svoju vatrogasnu kategoriju aerodroma.

Nivo organizovanosti svake službe izražen kao vatrogasna kategorija aerodroma, dat je na odgovarajućoj stranici za svaki aerodrom (tačka AD 2.6). Privremene izmene će se objavljivati kroz NOTAM.

Spasilačko-vatrogasnu službu organizuje operater/operator aerodroma, a služba je obezbeđena tokom radnog vremena aerodroma.

2. PLAN ČIŠĆENJA SNEGA

2.1 Organizacija zimske službe

2.1.1 U toku zimskog perioda kada su prognozirane snežne padavine ili mogućnost zaleđivanja ili kada takve pojave postoje, aerodromska služba za čišćenje snega na aerodromima koji su nabrojani u tački 2.1.2 izvršavaće sledeće poslove:

- Nadzor manevarskih površina i pristanišne platforme u cilju uočavanja prisustva leda, snega ili lapavice;
- Merenje koeficijenta trenja ili procena mogućnosti kočenja kada su sneg, led i/ili lapavica prisutni na više od 10% ukupne površine poletno-sletne staze, i u granicama mogućnosti, na rulnim stazama i pristanišnim platformama;
- Primena mera za održavanje upotrebljivosti poletno-sletne staze i dr.;
- Izveštavanje koje se odnosi na uslove navedene u tačkama a) do c).

2.1.2 Zimska služba je organizovana na sledećim aerodromima: BEOGRAD/Nikola Tesla, KRALJEVO/Morava, NIŠ/Konstantin Veliki i PODGORICA.

2.2 Nadzor površina za kretanje

Aerodromska služba za čišćenje snega redovno prati meteorološke izveštaje i prognoze i vrši preglede poletno-sletne staze i drugih površina za kretanje. Na aerodromima koji nisu otvoreni H24, prvi dnevni izveštaj o izvršenom pregledu dostavlja se ATS prijavnom birou (ARO) dva časa pre otvaranja aerodroma.

1. RESCUE AND FIRE FIGHTING SERVICES

Fire Fighting and Rescue Services are established at all aerodromes in accordance with international standards and recommended practices contained in ICAO Annex 14, Chapter 9 and Doc 9137 – Aerodrome Services Manual, Part 1, as well as Regulation on requirements and procedure for issuing aerodrome certificate (“Official Gazette of the Republic of Serbia”, number 11/17 and 16/19), Regulation on requirements and procedure for issuing aerodrome licence (“Official Gazette of the Republic of Serbia”, number 23/18) and Regulation on requirements and procedure for issuing heliport licence (“Official Gazette of the Republic of Serbia”, number 103/18) in the Republic of Serbia or By-law on rescue and fire fighting services at aerodromes (“Official Gazette of Montenegro”, number 47/12) in Montenegro.

Depending on the fuselage width and length of aircraft using the aerodrome, aerodromes are categorized into aerodrome categories for fire fighting from 1 to 10. Fire Fighting and Rescue Service is organized to meet the requirements for type and number of fire fighting and rescue vehicles, equipment, facilities and personnel, for the respective aerodrome category.

The extent of each individual service expressed in terms of aerodrome category for fire fighting is given on the relevant page for each aerodrome (paragraph AD 2.6). Temporary changes will be published by NOTAM.

Each Rescue and Fire Fighting Service is organized by the aerodrome operator, and the service is provided during aerodrome operational hours.

2. SNOW PLAN

2.1 Organization of winter service

2.1.1 During the winter period when snowfall or icing conditions are forecasted or when such occurrences exist, the aerodrome snow removal service at the aerodromes listed in paragraph 2.1.2 will conduct the following duties:

- Surveillance of the manoeuvring areas and apron with a view to note presence of ice, snow or slush;
- Measurement of the friction coefficient or estimate of the braking action when ice, snow, and/or slush are present at more than 10% of the total area of the runway, and as far as possible at taxiways and apron;
- Implementation of measures to maintain the usability of the runway etc;
- Reporting concerning the conditions mentioned in items a) to c) above.

2.1.2 Winter service is established at the following aerodromes: BEOGRAD/Nikola Tesla, KRALJEVO/Morava, NIŠ/Konstantin Veliki and PODGORICA.

2.2 Surveillance of the movement areas

The aerodrome snow clearance service regularly follows meteorological reports and forecasts and conducts inspections of the runway and other movement areas. At the aerodromes which are not opened H24, the first daily report on the conducted inspection is submitted to ARO two hours before aerodrome opening.

2.3 Merni metodi i merenja

2.3.1 Debljina snega i lapavice

Debljina snežnog pokrivača ili lapavice meri se običnom mernom šipkom. Merenja se vrše na velikom broju mesta kako bi mogla da se izračuna reprezentativna srednja vrednost. Srednja vrednost za poletno-sletnu stazu računa se za svaku trećinu staze. Hemijska sredstva se koriste za uklanjanje leda i zbijenog snega koji se ne može ukloniti mehaničkim sredstvima.

2.3.2 Koeficijenti trenja

2.3.2.1 Kad god se informacije o mogućnosti kočenja, objavljene u skladu sa ovim planom čišćenja snega i izražene koeficijentima trenja, koriste kao osnova za procenu sposobnosti zaustavljanja i manevrisanja vazduhoplova, najvažnije je imati u vidu da se ti koeficijenti trenja odnose na merni uređaj i da zbog toga predstavljaju objektivni parametar samo za taj specifični uređaj. Eksperimentalno je utvrđeno da rezultati merenja, dobijeni simultanim testiranjem na istoj površini različitim mernim uređajima nisu isti, a u nekim slučajevima se znatno razlikuju.

Isto tako, neosporno je da ni jedna od do sada razvijenih metoda merenja ne može da obezbedi podatke, na osnovu kojih bi se, u svim uslovima, moglo sa potrebnom pouzdanošću predvideti ponašanje vazduhoplova u pogledu performansi zaustavljanja i manevrisanja. U tom smislu, nedostaci izmerenih vrednosti trenja su posebno izraženi u situacijama u kojima je klizavost posledica podmazujućeg dejstva lapavice, vlažnog snega ili vode između gume i površine.

U takvim uslovima, kao i u uslovima prisustva leda ili zbijenog snega pri površinskim temperaturama blizu tačke zamrzavanja, strogo se savetuje da se predvidi i pripremi za mogućnost da zaustavljanje i upravljivost mogu biti znatno lošiji od onih koji bi se očekivali kada se izolovano posmatraju vrednosti izmerenog trenja.

2.3.2.2 U primeni su sledeći metodi merenja koeficijenta trenja:

- a) Kontinualni metod kojim se koeficijent trenja beleži kontinualno pomoću specijalnih uređaja za ovu namenu: merač trenja SAAB (SFT) i skidometar (SKH ili SKL);
- b) Merenje usporenja korišćenjem instrumenta koji pokazuje samo najveću vrednost usporenja koja je postignuta u toku svakog kočenja: taplej metar (TAP).

2.3.2.3 Na AD BEOGRAD/Nikola Tesla koristi se merač trenja SAAB (SFT) i kao rezervni uređaj taplej metar (TAP).

Skidometar (SKH) se koristi na AD NIŠ/Konstantin Veliki.

2.3.2.4 Uslovi kočenja će se procenjivati ako se koeficijent trenja ne može izmeriti zbog nedostatka uređaja ili zbog bilo kog drugog razloga.

2.3.2.5 Kada su led, sneg ili lapavica prisutni na 10% ili manje ukupne površine poletno-sletne staze, koeficijent trenja se ne meri niti se procenjuju uslovi kočenja. Ako je u takvim situacijama prisutna voda, izvestiće se da je poletno-sletna staza vlažna (WET). Ako je na poletno-sletnoj stazi prisutna samo voda neće se vršiti nikakvo merenje.

2.3 Measuring methods and measurements taken

2.3.1 Depth of snow and slush

The depth of a layer of snow or slush is measured by an ordinary measuring rod. Measurements will be taken at a large number of places and a representative mean value calculated. On a runway the mean value will be calculated for each third of the runway. For removal of ice and compacted snow which cannot be removed with mechanical equipment, chemicals are used.

2.3.2 Friction coefficients

2.3.2.1 Whenever information on braking action promulgated in accordance with this snow plan in terms of friction coefficients is used as a basis for assessing stopping and maneuvering capability of an aircraft, it is of utmost importance to keep in mind, that these friction coefficients are those pertaining to a measuring device, and therefore as objective parameters valid for that specific device only. From experiments it is known that the measuring results obtained by simultaneous testing on the same surface with different measuring devices are not the same and in certain cases can deviate considerably.

It is also a well established fact that none of the measuring methods so far developed have proved the ability to provide information, which under all circumstances can be used with confidence as guidance for the prediction of aircraft behavior in respect to stopping and maneuvering performance. In this respect, the shortcomings of the measured friction value are particularly pronounced in situations where slipperiness is a consequence of the lubrication action of slush, wet snow or water between tires and surface.

Under such circumstances, and also when ice or compacted snow is present at surface temperatures near freezing point, it is strongly advised to plan and prepare for the possibility that stopping and steering qualities may be far inferior to what may be expected when considering the measured friction numbers in isolation.

2.3.2.2 The following methods of measurement of friction coefficient will apply:

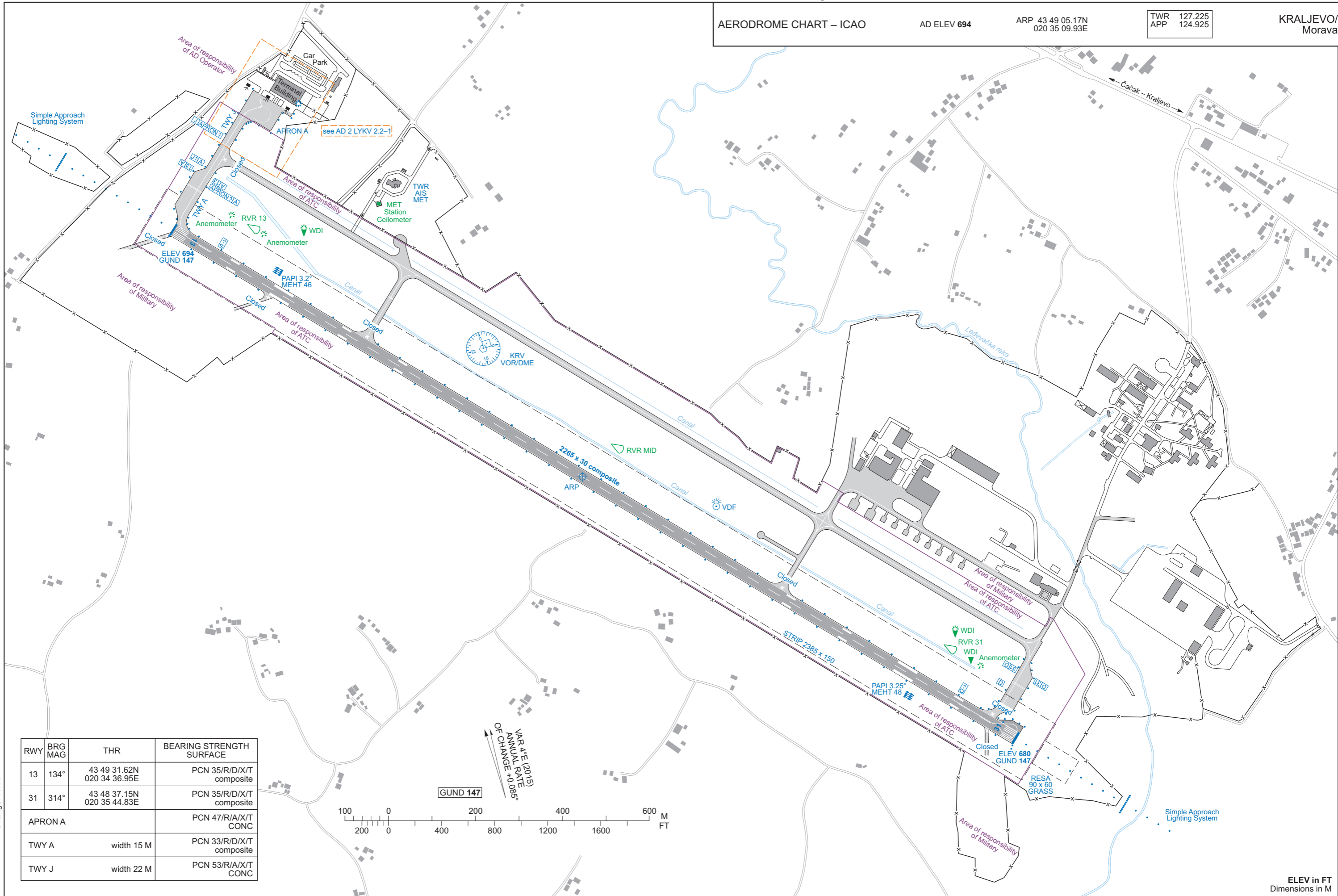
- a) Continuous method, whereby the friction coefficient is recorded continuously by means of special devices constructed for this purpose: SAAB friction tester (SFT) and skidometer (SKH or SKL);
- b) Retardation measurements with the use of an instrument that only indicates the peak value of the retardation reached during each braking: Tapley-meter (TAP).

2.3.2.3 At BEOGRAD/Nikola Tesla AD SAAB friction tester (SFT) is used and as a reserve device Tapley-meter (TAP).

Skidometer (SKH) is used at NIŠ/Konstantin Veliki AD.

2.3.2.4 Braking action will be estimated if the friction coefficient cannot be measured due to lack of equipment or for any other reason.

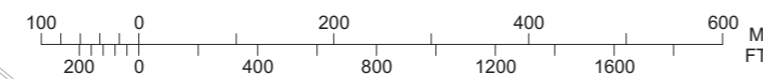
2.3.2.5 When ice, snow or slush is present at 10% or less of the total area of a runway, the friction coefficient will not be measured and braking action will not be estimated. If in such a situation water is present, the runway will be reported WET. If only water is present on a runway no measuring will take place.



RWY	BRG MAG	THR	BEARING STRENGTH SURFACE
13	134°	43 49 31.62N 020 34 36.95E	PCN 35/R/D/X/T composite
31	314°	43 48 37.15N 020 35 44.83E	PCN 35/R/D/X/T composite
APRON A			PCN 47/R/A/X/T CONC
TWY A		width 15 M	PCN 33/R/D/X/T composite
TWY J		width 22 M	PCN 53/R/A/X/T CONC

Change: RVR.

VAR 4°E (2015)
ANNUAL RATE
OF CHANGE +0.085°



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LYNI NIŠ/Konstantin Veliki

**LYNI AD 2.1 LOKACIJSKI INDIKATOR I NAZIV AERODROMA
AERODROME LOCATION INDICATOR AND NAME**

LYNI NIŠ/Konstantin Veliki

**LYNI AD 2.2 GEOGRAFSKI I ADMINISTRATIVNI PODACI O AERODROMU
AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	432014.24N 0215113.40E	114° GEO / 881 M from displaced THR 11
2	Direction and distance of ARP from city center	305° GEO, 4 KM from centre of Niš	
3	ELEV / Reference temperature	650 FT / 30.2°C (JUL)	
4	Geoid undulation at AD ELEV PSN	145 FT	
5	MAG VAR / Annual change	4°E (2015) / +0.082°	
6	AD Operator	address:	Aerodromi Srbije d.o.o. Niš Vazduhoplovaca 24 18000 Niš Srbija
			Airports of Serbia Ltd Niš Vazduhoplovaca 24 18000 Niš Serbia
		TEL:	Office: + 381 18 415 0555 Operations center / Airport Duty Manager: + 381 18 458 5858, + 381 18 415 0556 + 381 64 880 3540 (primary number) + 381 64 880 3570 (secondary number)
		FAX:	Office: + 381 18 458 3003 Operations center / Airport Duty Manager: + 381 18 458 5885
		e-mail:	office@nis-airport.com Operations center / Airport Duty Manager: operations@nis-airport.com
		AFS:	LYNIYDYX
		SITA:	INIAPXH
		Website:	www.nis-airport.com
7	Types of traffic permitted	IFR-VFR	
8	Remarks	AD reference code: 4D E category ACFT: minimum one week prior announcement is mandatory. AD not to be used for E category ACFT diverted flights.	

**LYNI AD 2.3 RADNO VREME
OPERATIONAL HOURS**

1	AD Operator	See NOTAM
2	Customs and immigration	HO
3	Health and sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	As AD Operator
10	Security	H24
11	De-icing	As AD Operator
12	Remarks	Offices from items 4 and 5 of this table form one unit assigned as ARO

**LYNI AD 2.4 SLUŽBE I SREDSTVA ZA OPSLUŽIVANJE
HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	All modern facilities handling cargo up to 7 tonnes / 5.65 M
2	Fuel / oil types	JET A-1 / NIL
3	Fuelling facilities / capacity	Naftna industrija Srbije j.s.c. Novi Sad Aeroservis Niš JET A-1: 1 truck / 18500 litres Delivery rate 1 x 1000 litres/MIN, 1 x 300 litres/MIN 1 truck / 32000 litres Delivery rate 1 x 1000 litres/MIN, 1 x 300 litres/MIN TEL: + 381 18 507 032 e-mail: marija.jovovic@nis.eu <i>Methods of payment:</i> Foreign customers without supply contract with NIS: 1. VISA, MASTER, AMERICAN; 2. WFS credit card; 3. Via reseller (customer must contact reseller who will send all necessary announcements). Domestic customers: Supply contract and prior coordination required. Cash payment: Not AVBL.
4	De-icing facilities	2 De/anti-icing trucks, ADF (Aircraft De-icing Fluid) Type I and Type II
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Handling AVBL on FREQ: 121.650 MHZ, call sign: NIŠ HANDLING.

**LYNI AD 2.5 POGODNOSTI ZA PUTNIKE
PASSENGER FACILITIES**

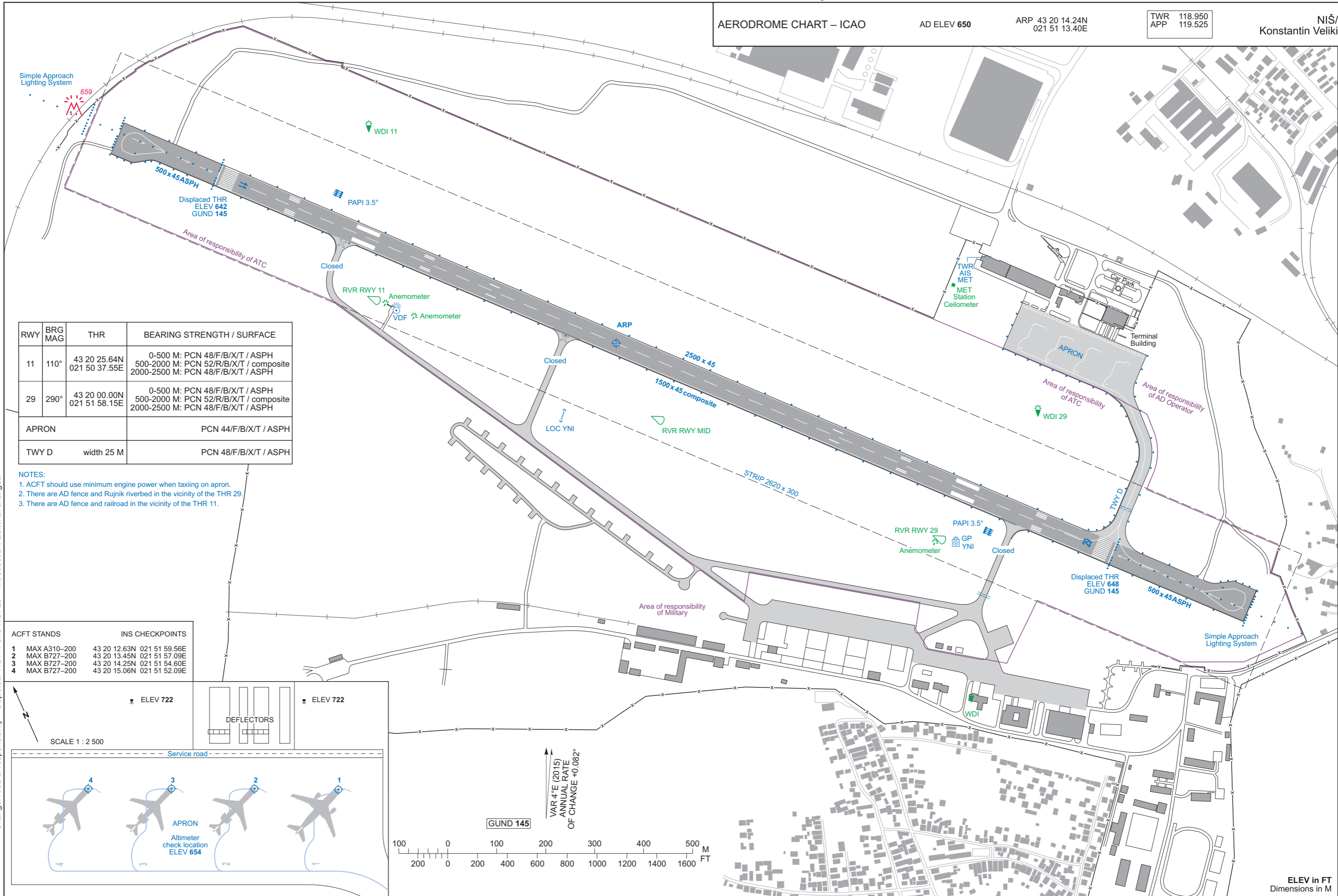
1	Hotels	In Niš and Niška Banja
2	Restaurants	At AD and in Niš
3	Transportation	Bus, taxi and car hire
4	Medical facilities	First aid at AD; hospital in Niš (6 KM)
5	Bank and Post Office	Banks in Niš; Post Office in Niš; ATM at AD
6	Tourist Office	In Niš
7	Remarks	NIL

**LYNI AD 2.6 SPASILAČKO-VATROGASNA SLUŽBA
RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	Category 7
2	Rescue equipment	AVBL in accordance with Category 7
3	Capability for removal of disabled aircraft	Largest type of ACFT B738
4	Remarks	NIL

**LYNI AD 2.7 SEZONSKA UPOTREBLJIVOST – ČIŠĆENJE
SEASONAL AVAILABILITY – CLEARING**

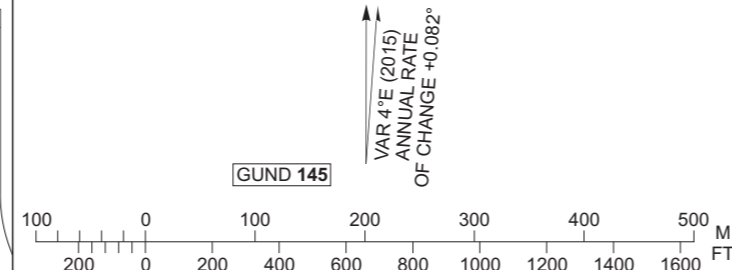
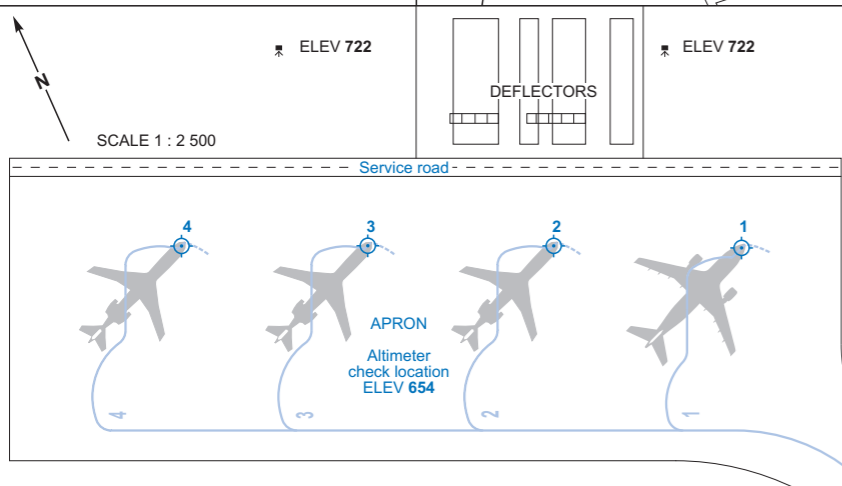
1	Types of clearing equipment	4 snow removal units (plough+brush+blow), 1 snow cutter, 1 solid spreader, 1 RWY Multi de-icer
2	Clearance priorities	1. RWY 2. TWY 3. Aprons
3	Remarks	Caution advised in winter during ice conditions. Information on snow clearance promulgated by SNOWTAM.



RWY	BRG MAG	THR	BEARING STRENGTH / SURFACE
11	110°	43 20 25.64N 021 50 37.55E	0-500 M: PCN 48/F/B/X/T / ASPH 500-2000 M: PCN 52/R/B/X/T / composite 2000-2500 M: PCN 48/F/B/X/T / ASPH
29	290°	43 20 00.00N 021 51 58.15E	0-500 M: PCN 48/F/B/X/T / ASPH 500-2000 M: PCN 52/R/B/X/T / composite 2000-2500 M: PCN 48/F/B/X/T / ASPH
APRON			PCN 44/F/B/X/T / ASPH
TWY D	width 25 M		PCN 48/F/B/X/T / ASPH

- NOTES:
1. ACFT should use minimum engine power when taxiing on apron.
 2. There are AD fence and Rujnik riverbed in the vicinity of the THR 29.
 3. There are AD fence and railroad in the vicinity of the THR 11.

ACFT STANDS	INS CHECKPOINTS
1 MAX A310-200	43 20 12.63N 021 51 59.56E
2 MAX B727-200	43 20 13.45N 021 51 57.09E
3 MAX B727-200	43 20 14.25N 021 51 54.60E
4 MAX B727-200	43 20 15.06N 021 51 52.09E



Change: Area of responsibility — Depicted. WDI 11 and WDI 29 — Introduction. Editorial changes.

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LYPG PODGORICA

LYPG AD 2.1 LOKACIJSKI INDIKATOR I NAZIV AERODROMA AERODROME LOCATION INDICATOR AND NAME

LYPG PODGORICA

LYPG AD 2.2 GEOGRAFSKI I ADMINISTRATIVNI PODACI O AERODROMU AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	422133.82N 0191506.76E	184° GEO / 1250 M from THR 18
2	Direction and distance of ARP from city center	190° GEO, 8 KM from centre of Podgorica	
3	ELEV / Reference temperature	122 FT / 31°C (JUL)	
4	Geoid undulation at AD ELEV PSN	127 FT	
5	MAG VAR / Annual change	4°E (2015) / +0.087°	
6	AD Operator	address: „Aerodromi Crne Gore“ AD Podgorica Aerodrom Podgorica 81000 Podgorica, P.F. 202 Crna Gora TEL: + 382 20 444 233, + 382 20 444 222 Operative center: + 382 20 444 242 FAX: + 382 20 444 231, + 382 20 444 221 Operative center: + 382 20 444 241 e-mail: dispatch.podgorica@apm.co.me AFS: LYPGYDYX SITA: TGDAPXH Website: www.montenegroairports.com	“Airports of Montenegro” JSC Podgorica Airport Podgorica 81000 Podgorica, P.B. 202 Montenegro
7	Types of traffic permitted	IFR-VFR	
8	Remarks	AD reference code: 4D ACFT type B763, IL76, IL86 and C17 (code letter D): minimum two weeks prior announcement is mandatory. ACFT type A332 (code letter E): minimum two weeks prior announcement is mandatory. Operations exceptionally permitted. AD not to be used as diversion or alternate AD for ACFT with code letter D and E.	

LYPG AD 2.3 RADNO VREME OPERATIONAL HOURS

1	AD Operator	See NOTAM
2	Customs and immigration	As AD Operator
3	Health and sanitation	As AD Operator
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	As AD Operator
9	Handling	As AD Operator
10	Security	As AD Operator
11	De-icing	As AD Operator
12	Remarks	Offices from items 4 and 5 of this table form one unit assigned as ARO

**LYPG AD 2.4 SLUŽBE I SREDSTVA ZA OPSLUŽIVANJE
HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	All modern facilities handling cargo up to 3.5 tonnes
2	Fuel / oil types	JET A-1 / Not AVBL
3	Fuelling facilities / capacity	JET A-1: 1 truck / 35000 litres Delivery rate 2 x 1200 litres/MIN 1 truck / 25000 litres Delivery rate 800 and 1400 litres/MIN
4	De-icing facilities	1 towed de-icer (capacity of 1000 litres), ADF SAE (Aircraft De-icing Fluid Society of Automotive Engineers) Type I, typical mixture of water and fluid: 50%. Working height is up to 5 M, with limited possibility for the treatment of the fuselage. Fluid heating time is up to 4 HR upon request for treatment (requests have to be forwarded via contacts of Operative center listed in table AD 2.2, row 6).
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

**LYPG AD 2.5 POGODNOSTI ZA PUTNIKE
PASSENGER FACILITIES**

1	Hotels	In Podgorica
2	Restaurants	In Podgorica
3	Transportation	Bus, taxi, car hire
4	Medical facilities	First aid at AD; hospitals in Podgorica
5	Bank and Post Office	Bank 1 KM from AD / Post Office in Podgorica
6	Tourist Office	In Podgorica
7	Remarks	NIL

**LYPG AD 2.6 SPASILAČKO-VATROGASNA SLUŽBA
RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	Category 6
2	Rescue equipment	AVBL in accordance with Category 6
3	Capability for removal of disabled aircraft	AVBL
4	Remarks	NIL

**LYPG AD 2.7 SEZONSKA UPOTREBLJIVOST – ČIŠĆENJE
SEASONAL AVAILABILITY – CLEARING**

1	Types of clearing equipment	2 trucks with snowplough 1 truck with snowplough or snowcutter 1 snowcutter 1 snow removal unit (brush+blow) 3 tractors with urea spreader 1 snowcutter for clearing RWY edge lights
2	Clearance priorities	1. RWY 2. TWY 3. Apron
3	Remarks	NIL

Area 3					
OBST ID	OBST Type	Coordinates	ELEV at TOP / HGT	Markings / LGT type / colour	Remarks
1	2	3	4	5	6
To be developed					

**LYPG AD 2.11 METEOROLOŠKE INFORMACIJE
METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	PODGORICA
2	Hours of service MET Office outside these hours	H24 –
3	Office responsible for TAF preparation Periods of validity (Interval of issuance)	PODGORICA MET Office 24 HR (issued every 6 hours)
4	Trend forecast Interval of issuance	TREND 30 MIN
5	Briefing / consultation provided	Personal / Personal
6	Flight documentation Language(s) used	METAR/TAF, SIGMET, AIRMET, GAMET Charts, abbreviated plain language text English
7 ¹⁾	Charts and other information available for briefing or consultation	S, U ₈₅ , U ₇₀ , U ₅₀ , U ₃₀ , P ₈₅ , P ₇₀ , P ₅₀ , P ₃₀ , SWC, SWL, W/T–Charts, METAR/TAF, SIGMET, AIRMET, GAMET
8	Supplementary equipment available for providing information	Local area network for receiving SADIS data
9	ATS units provided with information	PODGORICA ATSU
10	Additional information (limitation of service, etc.)	PODGORICA MET Office TEL: + 382 20 414 021 1) Explanation refers to item 7: P _{nn} Prognostic upper air chart S Surface analysis (current chart) U _{nn} Upper air analysis (current chart) nn Standard isobaric surface indicator 850, 700, 500, 300 mb

**LYPG AD 2.12 FIZIČKE KARAKTERISTIKE POLETNO-SLETNE STAZE
RUNWAY PHYSICAL CHARACTERISTICS**

RWY designator	GEO BRG (DEG)	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY end COORD THR GUND	THR ELEV and highest ELEV of TDZ of precision APP RWY
1	2	3	4	5	6
18	184.32	2500 x 45	PCN 55/R/A/X/T ASPH	422214.22N 0191510.88E 422053.42N 0191502.65E 127 FT	THR 122 FT Not applicable
36	004.32	2500 x 45	PCN 55/R/A/X/T ASPH	422053.42N 0191502.65E 422214.22N 0191510.88E 127 FT	THR 85 FT TDZ 98 FT

RWY designator	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	OFZ
1	7	8	9	10	11	12
18	–0.4% (2500 M)	NIL	NIL	2620 x 300	210 x 90	NIL
36	+0.4% (2500 M)	NIL	NIL	2620 x 300	240 x 90	NIL
13	Remarks	RWY 18 – Non-instrument approach RWY 36 – Precision instrument approach CAT I RWY 18/36 – Turn pad not AVBL. 180° turn on RWY limited to ACFT with code letter C. For additional information about arrival/departure procedures see LYPG AD 2.20.				

**LYPG AD 2.13 DEKLARISANE DUŽINE
DECLARED DISTANCES**

<i>RWY designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
18	2500	2500	2500	2500	NIL
18	2005	2005	2005		Take-off from intersection with TWY B
36	2500	2500	2500	2500	NIL
36	2007	2007	2007		Take-off from intersection with TWY E

**LYPG AD 2.14 PRILAZNA SVETLA I SVETLA POLETNO-SLETNE STAZE
APPROACH AND RUNWAY LIGHTING**

<i>RWY desi- gnator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ LGT LEN</i>	<i>RWY CL LGT LEN spacing colour INTST</i>	<i>RWY edge LGT LEN spacing colour INTST</i>	<i>RWY end LGT colour WBAR</i>	<i>SWY LGT LEN (M) colour</i>
1	2	3	4	5	6	7	8	9
18	SALS 420 M LIL/LIM	GRN GRN	PAPI BOTH / 3.2° (51 FT)	NIL	NIL	2500 M 60 M W YCZ 600 M LIH	RED –	NIL
36	CAT I 900 M LIH	GRN GRN	PAPI BOTH / 3.2° (51 FT)	NIL	NIL	2500 M 60 M W YCZ 600 M LIH	RED –	NIL
10	Remarks	RWY 36: a) Sequenced flashing lights from 900 M up to 300 M before THR b) THR identification lights						

**LYPG AD 2.15 OSTALE SVETLOSNE OZNAKE, REZERVNO NAPAJANJE
OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN / IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: See AD Chart – ICAO for location; lighted
3	TWY edge and centre line lighting	Edges: All TWY Centre line: NIL
4	Secondary power supply / switch-over time	UPS / 1 SEC: RWY edge and RWY end lights (in case of UPS failure, engine generator is in use); Engine generator / 10 SEC: all other lighting (approach, other RWY and other lighting)
5	Remarks	WDI: See AD Chart – ICAO

**LYPG AD 2.16 POVRŠINA ZA SLETANJE HELIKOPTERA
HELICOPTER LANDING AREA**

TLOF ili FATO ne postoji. Za sletanje i poletanje helikoptera koristi se RWY.
TLOF or FATO not AVBL. RWY is used for landing and take-off of helicopters.

**LYPG AD 2.17 VAZDUŠNI PROSTOR U KOME SE PRUŽAJU ATS USLUGE
ATS AIRSPACE**

1	Designation and lateral limits	PODGORICA CTR 423201N 0191042E 422801N 0192441E 421801N 0192241E 421201N 0191742E 421201N 0190542E 422901N 0190642E 423201N 0191042E
2	Vertical limits	3200 FT AMSL / GND
3	Airspace classification	Class D
4	ATS unit call sign Languages	PODGORICA TOWER English
5	Transition altitude	10000 FT
6	Hours of applicability	H24
7	Remarks	NIL

**LYPG AD 2.18 SREDSTVA ZA KOMUNIKACIJU U PRUŽANJU ATS USLUGA
ATS COMMUNICATION FACILITIES**

Service designation	Call sign	FREQ (MHZ)	Hours of operation	Remarks
1	2	3	4	5
APP	PODGORICA RADAR [#]	135.150 358.825 136.150/ALTN 121.500/EMERG 243.000/EMERG	H24	[#] See ENR 1.6, item 1.3.3
APP	PODGORICA APPROACH	135.150 358.825 136.150/ALTN 121.500/EMERG 243.000/EMERG	H24	
TWR	PODGORICA TOWER	118.200 118.700/ALTN	H24	

LYPG AD 2.19 RADIO-NAVIGACIONI I UREĐAJI ZA SLETANJE
RADIO NAVIGATION AND LANDING AIDS

Type of aid (MAG VAR) ILS CAT	ID	FREQ	Hours of operation	COORD	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 4°E (2015)	POD	113.00 MHZ CH 77X	H24	422310.3N 0191516.6E	158 FT	DME COORD: 422310.7N 0191516.7E Coverage at 10000 FT ALT: Sector GEO 20 NM 045° – 123° 25 NM 347° – 045° 30 NM 183° – 209°, 253° – 347° 40 NM 123° – 183°, 209° – 253°
NDB 4°E (2015)	DAN	312 KHZ	H24	423242.0N 0190724.6E		Range: 50 NM
NDB 4°E (2015)	MOJ	308 KHZ	H24	425640.7N 0193431.9E		Range: 100 NM
NDB 4°E (2015)	NIK	302 KHZ	H24	424635.1N 0185527.0E		Range: 100 NM
NDB 4°E (2015)	POD	335 KHZ	H24	422318.9N 0191517.5E		Range: 50 NM
L 4°E (2015)	GO	420 KHZ	H24	421756.0N 0191444.6E		Range: 25 NM
LOC 36 ILS CAT I 4°E (2015)	YUI	109.90 MHZ	H24	422223.3N 0191511.8E		
GP 36		333.80 MHZ	H24	422101.0N 0191509.4E		3.2°, RDH 49 FT
MM 36	Dots and Dashes	75 MHZ	H24	422017.8N 0191459.3E		Location: 000° MAG/0.59 NM to RWY 36 Intersect height: 248 FT
OM 36	Dashes	75 MHZ	H24	421755.8N 0191444.7E		Location: 000° MAG/2.97 NM to RWY 36 Intersect height: 1065 FT

LYPG AD 2.20 LOKALNI PROPISI NA AERODROMU
LOCAL AERODROME REGULATIONS

1. Koordinacija letenja

1.1 Poletanja i sletanja sa/na AD PODGORICA vanrednih letova, letova za sopstvene potrebe i ostalih letova opšte avijacije (IFR/VFR) moraju biti usaglašeni sa Operativnim centrom AD PODGORICA.

1.2 Izvršilac leta je dužan da najmanje 36 HR pre planiranog poletanja/sletanja, a za hitne slučajeve na sam dan izvršenja leta dostavi Operativnom centru sledeće podatke:

- naziv izvršioca leta;
- tip vazduhoplova;
- pozivni znak vazduhoplova ili oznaku registracije vazduhoplova;
- planirani datum i vreme (UTC) poletanja/sletanja; i
- ICAO lokacijski indikator aerodroma poletanja i sletanja.

1.3 Ovi podaci se dostavljaju na:

TEL/FAX: + 382 20 444 241

e-mail: dispatch.podgorica@apm.co.me

SITA: TGDAPXH

1. Flight coordination

1.1 Take-offs and landings from/to PODGORICA AD of non-scheduled, private and other general aviation flights (IFR/VFR) shall be coordinated with the Operative center of PODGORICA AD.

1.2 An operator shall submit the following data to the Operative center 36 HR prior to the planned take-off/landing or in case of urgency on the same day when a flight is to be carried out:

- name of aircraft operator;
- aircraft type;
- call sign or aircraft registration mark;
- planned date and time (UTC) of take-off/landing; and
- ICAO location indicator of departure and destination aerodromes.

1.3 These data shall be submitted to:

TEL/FAX: + 382 20 444 241

e-mail: dispatch.podgorica@apm.co.me

SITA: TGDAPXH

Area 3					
OBST ID	OBST Type	Coordinates	ELEV at TOP / HGT	Markings / LGT type / colour	Remarks
1	2	3	4	5	6
LYTV_OBST_0046	Fence	422449.3N 0184249.4E	13.1 FT / 4.9 FT	NIL	
LYTV_OBST_0047	Fence	422449.2N 0184249.0E	13.1 FT / 4.9 FT	NIL	
LYTV_OBST_0048	Fence	422449.2N 0184248.9E	13.1 FT / 4.9 FT	NIL	
LYTV_OBST_0049	Fence	422449.2N 0184248.8E	13.1 FT / 4.9 FT	NIL	
LYTV_OBST_0050	Fence	422449.2N 0184248.6E	13.0 FT / 4.9 FT	NIL	
LYTV_OBST_0051	Fence	422449.1N 0184248.3E	12.9 FT / 4.9 FT	NIL	
LYTV_OBST_0052	Fence	422448.9N 0184248.0E	12.7 FT / 4.9 FT	NIL	
LYTV_OBST_0053	Fence	422448.9N 0184247.9E	12.8 FT / 4.9 FT	NIL	
LYTV_OBST_0054	Fence	422448.8N 0184247.7E	12.7 FT / 4.9 FT	NIL	
LYTV_OBST_0055	Fence	422448.5N 0184247.2E	12.6 FT / 4.9 FT	NIL	
LYTV_OBST_0056	Fence	422448.2N 0184246.8E	12.3 FT / 4.9 FT	NIL	
LYTV_OBST_0057	Fence	422448.0N 0184246.5E	12.0 FT / 4.9 FT	NIL	
LYTV_OBST_0058	Fence	422447.9N 0184246.3E	11.8 FT / 4.9 FT	NIL	
LYTV_OBST_0059	Fence	422447.8N 0184246.1E	11.7 FT / 4.9 FT	NIL	
LYTV_OBST_0060	Fence	422447.6N 0184246.0E	11.6 FT / 4.9 FT	NIL	
LYTV_OBST_0061	Fence	422447.5N 0184245.8E	11.5 FT / 4.9 FT	NIL	
LYTV_OBST_0062	Fence	422447.2N 0184245.6E	11.2 FT / 4.9 FT	NIL	
LYTV_OBST_0063	Fence	422447.0N 0184245.5E	11.2 FT / 4.9 FT	NIL	
LYTV_OBST_0064	Fence	422446.6N 0184245.4E	11.1 FT / 4.9 FT	NIL	
LYTV_OBST_0065	Fence	422446.5N 0184245.4E	11.0 FT / 4.9 FT	NIL	
LYTV_OBST_0066	Fence	422446.3N 0184245.4E	11.0 FT / 4.9 FT	NIL	
LYTV_OBST_0067	Fence	422446.1N 0184245.5E	10.6 FT / 4.9 FT	NIL	
LYTV_OBST_0068	Fence	422445.9N 0184245.5E	10.4 FT / 4.9 FT	NIL	LYTV: Area 2 Obstacle
LYTV_OBST_0069	Fence	422449.8N 0184253.3E	11.9 FT / 2.0 FT	NIL	
LYTV_OBST_0070	Fence	422449.7N 0184252.7E	12.0 FT / 2.0 FT	NIL	
LYTV_OBST_0071	Fence	422449.6N 0184252.0E	11.9 FT / 2.0 FT	NIL	
LYTV_OBST_0072	Fence	422449.5N 0184251.3E	11.7 FT / 2.0 FT	NIL	
LYTV_OBST_0073	Fence	422449.4N 0184250.7E	11.4 FT / 2.0 FT	NIL	LYTV: Area 2 Obstacle
LYTV_OBST_0074	Fence	422449.4N 0184250.6E	11.1 FT / 2.0 FT	NIL	
LYTV_OBST_0075	Fence	422449.4N 0184250.5E	11.1 FT / 2.0 FT	NIL	LYTV: Area 2 Obstacle
LYTV_OBST_0076	Fence	422449.3N 0184250.5E	11.2 FT / 2.0 FT	NIL	

Area 3					
OBST ID	OBST Type	Coordinates	ELEV at TOP / HGT	Markings / LGT type / colour	Remarks
1	2	3	4	5	6
LYTV_OBST_0077	Fence	422449.2N 0184249.9E	11.0 FT / 2.0 FT	NIL	
LYTV_OBST_0078	Fence	422449.1N 0184249.2E	10.5 FT / 2.0 FT	NIL	
LYTV_OBST_0079	Fence	422449.0N 0184248.7E	10.1 FT / 2.0 FT	NIL	
LYTV_OBST_0080	Fence	422448.8N 0184248.1E	9.8 FT / 2.0 FT	NIL	
LYTV_OBST_0081	Fence	422448.5N 0184247.5E	9.7 FT / 2.0 FT	NIL	
LYTV_OBST_0082	Fence	422448.1N 0184247.0E	9.4 FT / 2.0 FT	NIL	
LYTV_OBST_0083	Fence	422447.8N 0184246.4E	9.1 FT / 2.0 FT	NIL	
LYTV_OBST_0084	Fence	422447.4N 0184246.0E	8.3 FT / 2.0 FT	NIL	
LYTV_OBST_0085	Fence	422447.2N 0184245.8E	8.1 FT / 2.0 FT	NIL	
LYTV_OBST_0086	Fence	422446.8N 0184245.7E	7.7 FT / 2.0 FT	NIL	
LYTV_OBST_0087	Fence	422446.5N 0184245.6E	7.5 FT / 2.0 FT	NIL	
LYTV_OBST_0088	Fence	422446.1N 0184245.7E	7.5 FT / 2.0 FT	NIL	
LYTV_OBST_0089	Fence	422446.0N 0184245.7E	7.4 FT / 2.0 FT	NIL	

**LYTV AD 2.11 METEOROLOŠKE INFORMACIJE
METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	TIVAT
2	Hours of service MET Office outside these hours	H24 -
3	Office responsible for TAF preparation Periods of validity (Interval of issuance)	TIVAT MET Office / PODGORICA MET Office 24 HR (issued every 6 hours)
4	Trend forecast Interval of issuance	TREND 30 MIN
5	Briefing / consultation provided	Personal / Personal or Telephone
6	Flight documentation Language(s) used	METAR/TAF, SIGMET, AIRMET, GAMET Charts, abbreviated plain language text English
7¹⁾	Charts and other information available for briefing or consultation	S, U ₈₅ , U ₇₀ , U ₅₀ , U ₃₀ , P ₈₅ , P ₇₀ , P ₅₀ , P ₃₀ , SWC, SWL, W/T-Charts, METAR/TAF, SIGMET, AIRMET, GAMET
8	Supplementary equipment available for providing information	Local area network for receiving SADIS data
9	ATS units provided with information	TIVAT ATSU
10	Additional information (limitation of service, etc.)	TIVAT MET Office TEL: + 382 20 414 121 1) Explanation refers to item 7: P _{nn} Prognostic upper air chart S Surface analysis (current chart) U _{nn} Upper air analysis (current chart) nn Standard isobaric surface indicator 850, 700, 500, 300 mb

**LYTV AD 2.12 FIZIČKE KARAKTERISTIKE POLETNO-SLETNE STAZE
RUNWAY PHYSICAL CHARACTERISTICS**

<i>RWY designator</i>	<i>GEO BRG (DEG)</i>	<i>Dimensions of RWY (M)</i>	<i>Strength (PCN) and surface of RWY and SWY</i>	<i>THR COORD RWY end COORD THR GUND</i>	<i>THR ELEV and highest ELEV of TDZ of precision APP RWY</i>
1	2	3	4	5	6
14	138.92	2500 x 45	PCN 46/F/B/X/T ASPH	422447.33N 0184247.92E 422346.27N 0184359.73E 130 FT	THR 8 FT Not applicable
32	318.93	2500 x 45	PCN 46/F/B/X/T ASPH	422346.27N 0184359.73E 422447.33N 0184247.92E 130 FT	THR 16 FT Not applicable

<i>RWY designator</i>	<i>Slope of RWY-SWY</i>	<i>SWY dimensions (M)</i>	<i>CWY dimensions (M)</i>	<i>Strip dimensions (M)</i>	<i>RESA dimensions (M)</i>	<i>OFZ</i>
1	7	8	9	10	11	12
14	-0.1% (200 M), +0.4% (1050 M), -0.3% (750 M), +0.3% (500 M)	NIL	NIL	2593* x 150	NIL	NIL
32	-0.3% (500 M), +0.3% (750 M), -0.4% (1050 M), +0.1% (200 M)	NIL	NIL	2593* x 150	130 x 90	NIL
13	Remarks	RWY 14 – Non-instrument approach RWY 32 – Non-precision instrument approach * Strip extension before THR 14 is 33 M instead of 60 M.				

**LYTV AD 2.13 DEKLARISANE DUŽINE
DECLARED DISTANCES**

<i>RWY designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
14	2500	2500	2500	2500	NIL
14	1950	1950	1950		Take-off from intersection with TWY B
32	2500	2500	2500	2500	NIL

**LYTV AD 2.14 PRILAZNA SVETLA I SVETLA POLETNO-SLETNE STAZE
APPROACH AND RUNWAY LIGHTING**

<i>RWY desi- gnator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ LGT LEN</i>	<i>RWY CL LGT LEN spacing colour INTST</i>	<i>RWY edge LGT LEN spacing colour INTST</i>	<i>RWY end LGT colour WBAR</i>	<i>SWY LGT LEN (M) colour</i>
1	2	3	4	5	6	7	8	9
14	NIL	GRN -	PAPI BOTH / 3° (61 FT)	NIL	NIL	2500 M 60 M W YCZ 600 M LIH	RED -	NIL
32	NIL	GRN -	PAPI ¹⁾ BOTH / 3.2° (61 FT)	NIL	NIL	2500 M 60 M W YCZ 600 M LIH	RED -	NIL
10	Remarks	¹⁾ PAPI usable from 1800 M before THR, on longer distances not reliable						

**LYTV AD 2.15 OSTALE SVETLOSNE OZNAKE, REZERVNO NAPAJANJE
OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN / IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: See AD Chart – ICAO for location; lighted
3	TWY edge and centre line lighting	Edges: All TWY Centre line: NIL
4	Secondary power supply / switch-over time	AVBL / 10 SEC
5	Remarks	WDI: See AD Chart – ICAO

**LYTV AD 2.16 POVRŠINA ZA SLETANJE HELIKOPTERA
HELICOPTER LANDING AREA**

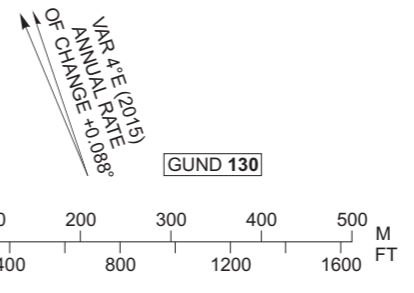
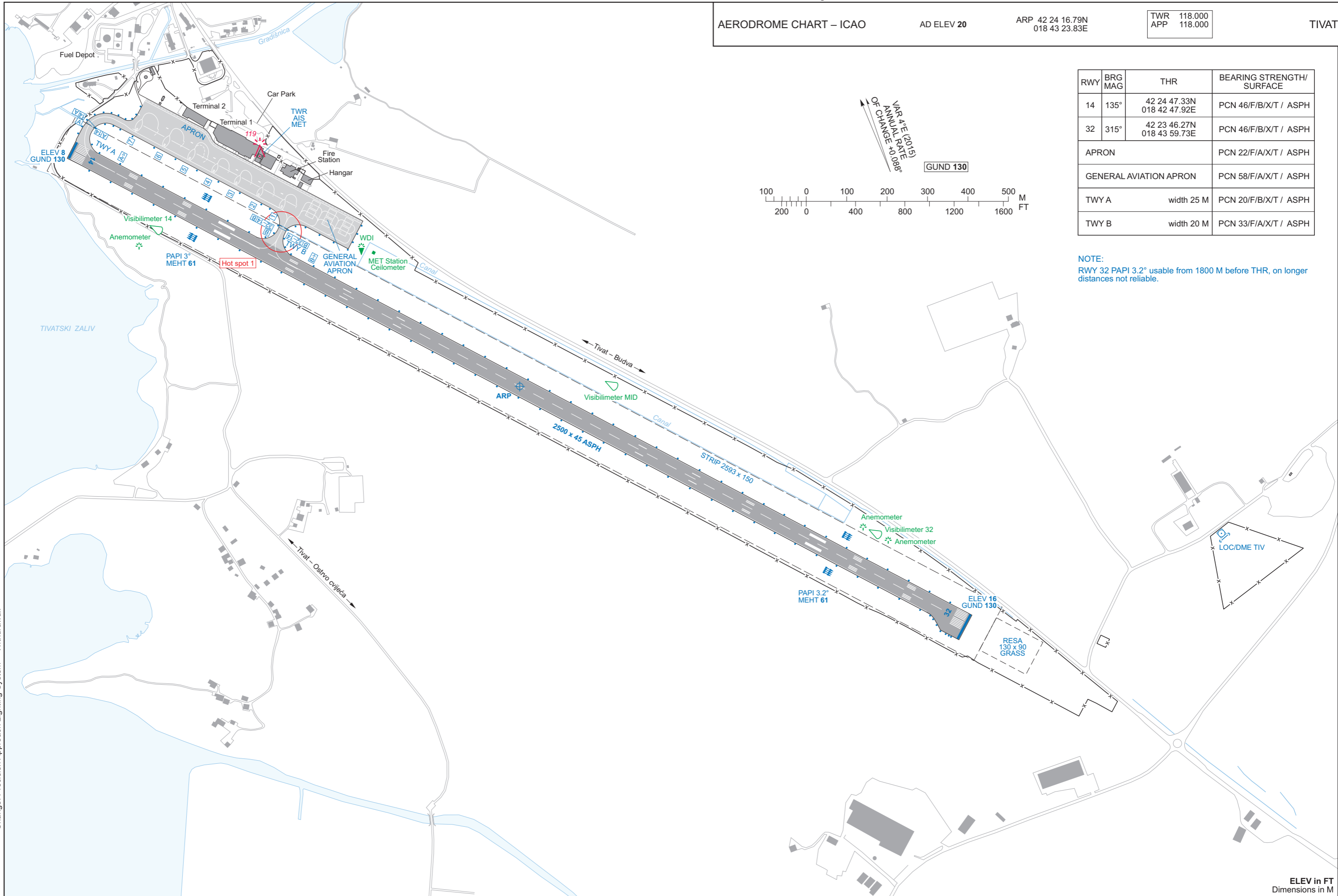
TLOF ili FATO ne postoji. Za sletanje i poletanje helikoptera koristi se RWY.
TLOF or FATO not AVBL. RWY is used for landing and take-off of helicopters.

**LYTV AD 2.17 VAZDUŠNI PROSTOR U KOME SE PRUŽAJU ATS USLUGE
ATS AIRSPACE**

1	Designation and lateral limits	TIVAT CTR 421701N 0185042E 421601N 0184542E 422201N 0183442E 422801N 0183442E 422801N 0184542E 421701N 0185042E
2	Vertical limits	3000 FT AMSL / GND
3	Airspace classification	Class D
4	ATS unit call sign Languages	TIVAT TOWER English
5	Transition altitude	10000 FT
6	Hours of applicability	H24
7	Remarks	Out of OPR HR of TIVAT ATSU, ATS are provided by PODGORICA ATSU (overflights only).

**LYTV AD 2.18 SREDSTVA ZA KOMUNIKACIJU U PRUŽANJU ATS USLUGA
ATS COMMUNICATION FACILITIES**

Service designation	Call sign	FREQ (MHZ)	Hours of operation	Remarks
1	2	3	4	5
APP	TIVAT APPROACH	118.000 136.275/ALTN 121.500/EMERG	See LYTV AD 2.3	
TWR	TIVAT TOWER	118.000 119.325/ALTN	See LYTV AD 2.3	



RWY	BRG MAG	THR	BEARING STRENGTH/SURFACE
14	135°	42 24 47.33N 018 42 47.92E	PCN 46/F/B/X/T / ASPH
32	315°	42 23 46.27N 018 43 59.73E	PCN 46/F/B/X/T / ASPH
APRON			PCN 22/F/A/X/T / ASPH
GENERAL AVIATION APRON			PCN 58/F/A/X/T / ASPH
TWY A		width 25 M	PCN 20/F/B/X/T / ASPH
TWY B		width 20 M	PCN 33/F/A/X/T / ASPH

NOTE:
RWY 32 PAPI 3.2° usable from 1800 M before THR, on longer distances not reliable.

Change: Precision Approach Lighting System — Withdrawal.

NAMERNO OSTAVLJENA PRAZNA STRANA
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Change: G1-G6 INS CHECKPOINTS – Depicted.

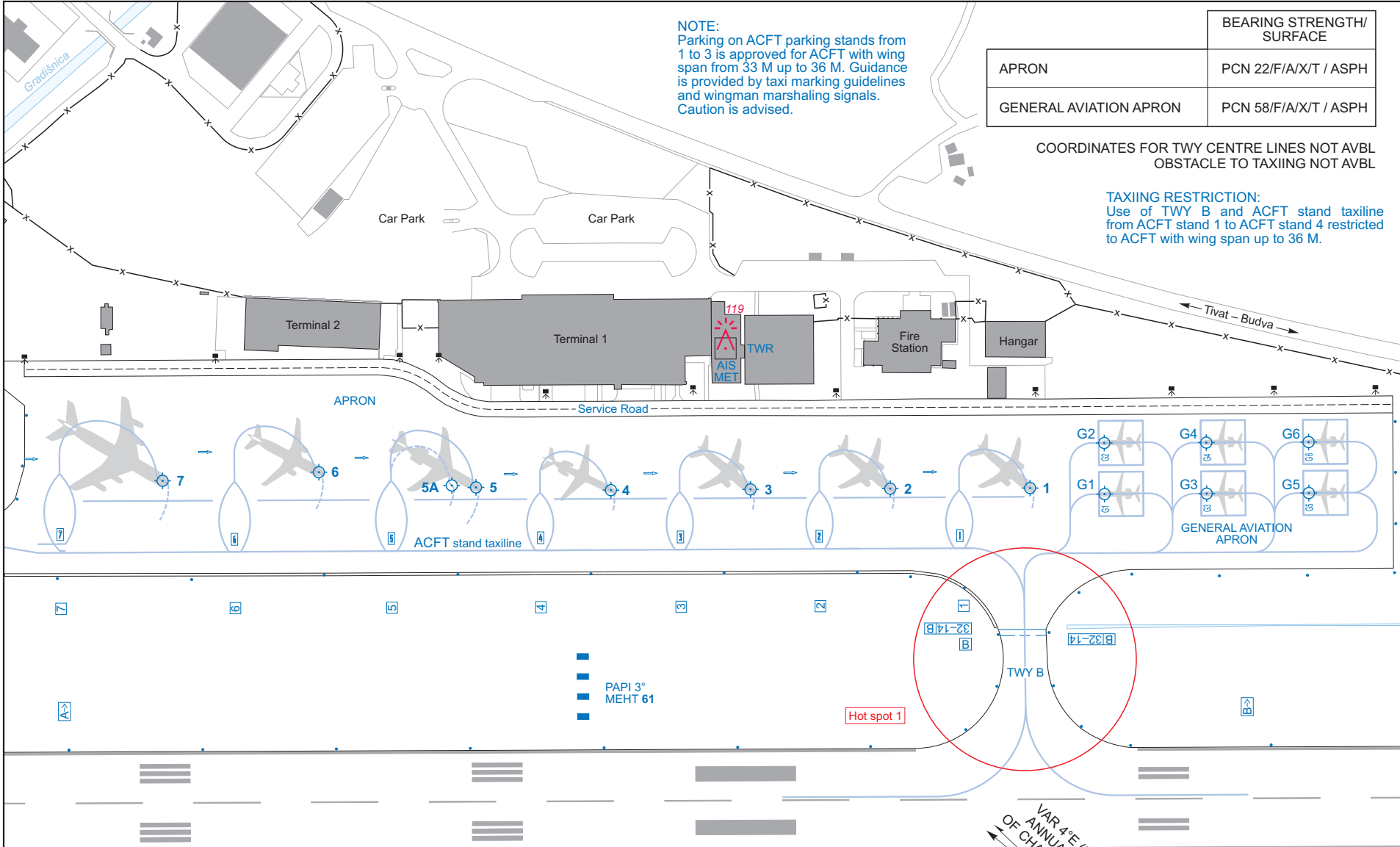
SMATSA IIC

NOTE:
Parking on ACFT parking stands from 1 to 3 is approved for ACFT with wing span from 33 M up to 36 M. Guidance is provided by taxi marking guidelines and wingman marshaling signals. Caution is advised.

APRON	BEARING STRENGTH/ SURFACE
GENERAL AVIATION APRON	PCN 22/F/A/X/T / ASPH
	PCN 58/F/A/X/T / ASPH

COORDINATES FOR TWY CENTRE LINES NOT AVBL
OBSTACLE TO TAXIING NOT AVBL

TAXIING RESTRICTION:
Use of TWY B and ACFT stand taxi line from ACFT stand 1 to ACFT stand 4 restricted to ACFT with wing span up to 36 M.



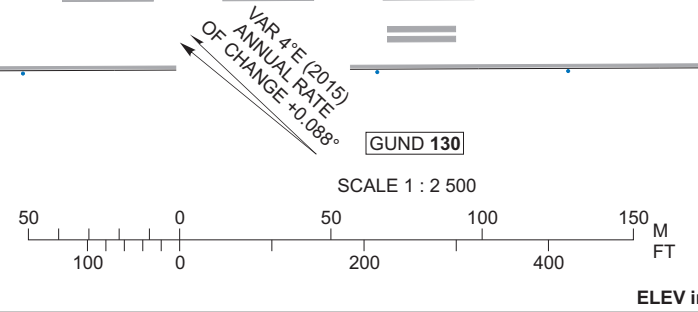
AIRCRAFT PARKING/
DOCKING CHART – ICAO

APRON ELEV 11

TWR
APP
118,000

TIVAT

ACFT STANDS	MAX wing span	INS CHECKPOINTS				ACFT STANDS	MAX wing span	MAX length	INS CHECKPOINTS			
1	33 M	42 24 36.81N	018 43 08.38E			G1	20 M	20 M	42 24 35.93N	018 43 09.25E		
2	33 M	42 24 38.34N	018 43 06.58E			G2	20 M	20 M	42 24 36.42N	018 43 10.01E		
3	33 M	42 24 39.88N	018 43 04.77E			G3	20 M	20 M	42 24 34.80N	018 43 10.57E		
4	33 M	42 24 41.42N	018 43 02.97E			G4	20 M	20 M	42 24 35.29N	018 43 11.33E		
5	36 M	42 24 42.93N	018 43 01.27E			G5	20 M	20 M	42 24 33.68N	018 43 11.90E		
5A	36 M	42 24 43.22N	018 43 00.99E			G6	20 M	20 M	42 24 34.17N	018 43 12.65E		
6	36 M	42 24 44.81N	018 42 59.48E									
7	52 M	42 24 46.46N	018 42 57.34E									



AIP Srbija / Cma Gora
AIP Serbia / Montenegro

AD 2 LYT V 2.2-1
24 APR 20

AMDT 1/20

NAMERNO OSTAVLJENA PRAZNA STRANA
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**VISUAL
APPROACH
CHART – ICAO**

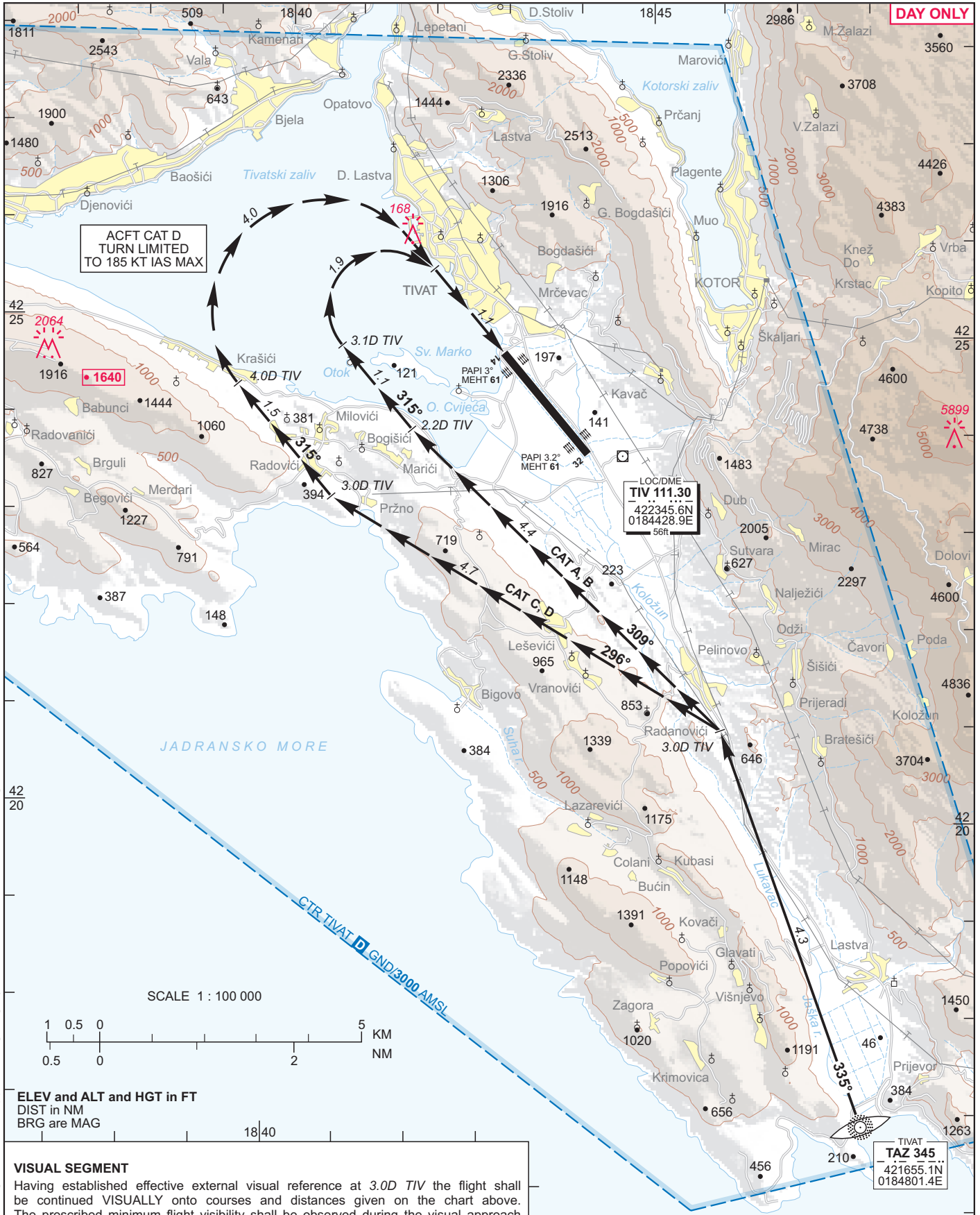
VAR 4° E (2015)

AD ELEV 20
HEIGHTS RELATED
TO AD ELEV 20

TWR 118.000

TIVAT
CIRCLING WITH
PRESCRIBED TRACKS
RWY 14

DAY ONLY



ACFT CAT D
TURN LIMITED
TO 185 KT IAS MAX

LOC/DME
TIV 111.30
422345.6N
0184428.9E
56ft

TIVAT
TAZ 345
421655.1N
0184801.4E

ELEV and ALT and HGT in FT
DIST in NM
BRG are MAG

VISUAL SEGMENT
Having established effective external visual reference at 3.0D TIV the flight shall be continued VISUALLY onto courses and distances given on the chart above. The prescribed minimum flight visibility shall be observed during the visual approach procedure.

MISSED APPROACH
If visual reference is lost, initial climbing turn toward the landing runway should be made. Overhead aerodrome proceed climbing to TAZ NDB/MKR and as directed.

OCA (H)	A	B	C	D
RWY 14	1430 (1410)	2040 (2020)		

Change: Precision Approach Lighting System – Withdrawal. Editorial changes.

NAMERNO OSTAVLJENA PRAZNA STRANA
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VISUAL APPROACH CHART – ICAO

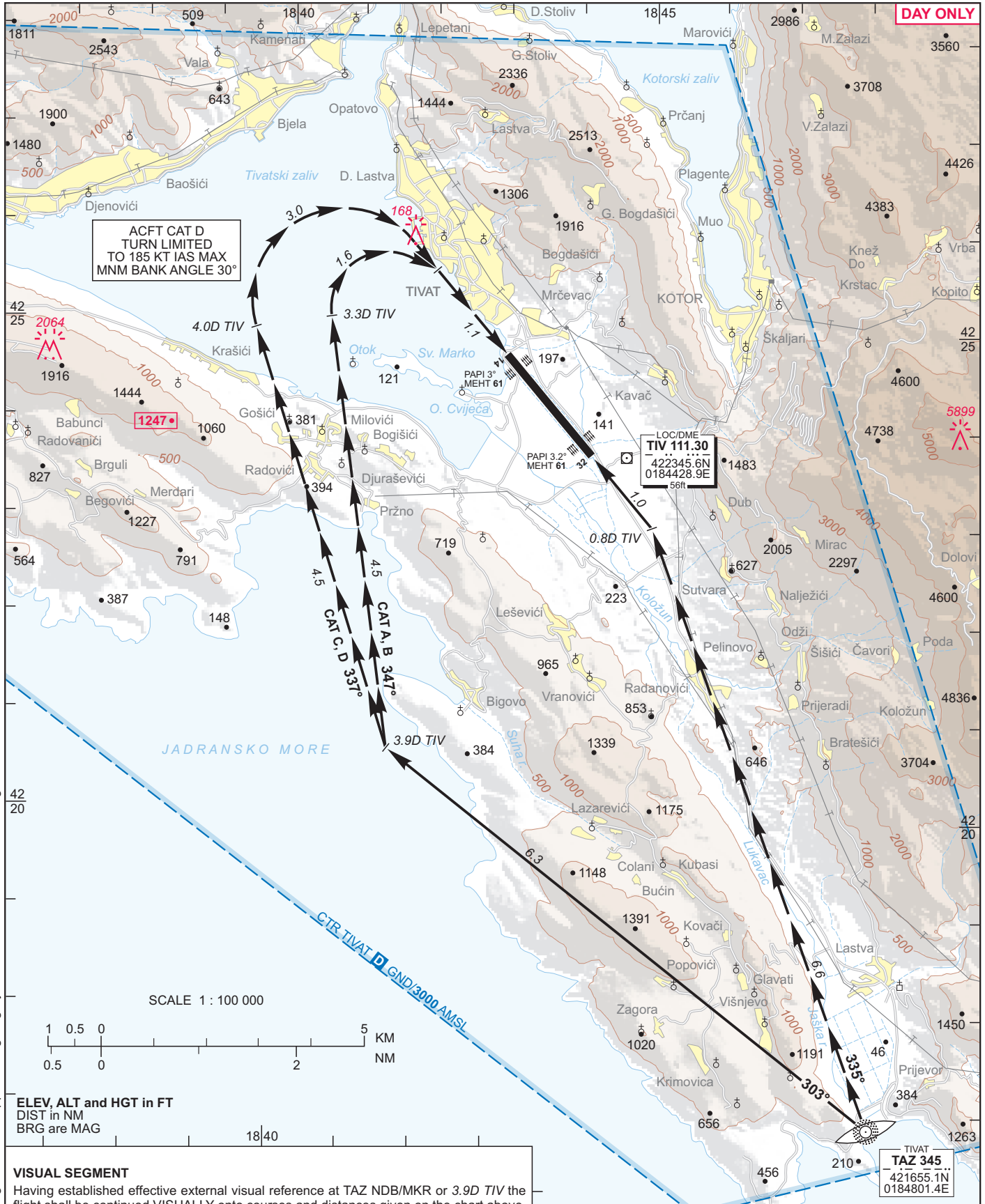
VAR 4° E (2015)

AD ELEV 20
HEIGHTS RELATED TO AD ELEV 20

TWR 118.000

TIVAT
CIRCLING with
PRESCRIBED TRACKS
RWY 14/32

DAY ONLY



Change: Precision Approach Lighting System – Withdrawal. Editorial changes.

ELEV, ALT and HGT in FT
DIST in NM
BRG are MAG

VISUAL SEGMENT
Having established effective external visual reference at TAZ NDB/MKR or 3.9D TIV the flight shall be continued VISUALLY onto courses and distances given on the chart above. The prescribed minimum flight visibility shall be observed during the visual approach procedure.

MISSED APPROACH
If visual reference is lost, initial climbing turn toward the landing runway should be made. Overhead aerodrome proceed climbing to TAZ NDB/MKR and as directed.

OCA (H)	A	B	C	D
RWY 14	1660 (1640)			
RWY 32	2600 (2580)			

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LYUZ UŽICE/Ponikve

**LYUZ AD 2.1 LOKACIJSKI INDIKATOR I NAZIV AERODROMA
AERODROME LOCATION INDICATOR AND NAME**

LYUZ UŽICE/Ponikve

**LYUZ AD 2.2 GEOGRAFSKI I ADMINISTRATIVNI PODACI O AERODROMU
AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	435403.07N 0194119.73E	108° GEO / 800 M from THR 10
2	Direction and distance of ARP from city center	293° GEO, 18 KM from centre of Užice	
3	ELEV / Reference temperature	3012 FT / 24.2°C (AUG)	
4	Geoid undulation at AD ELEV PSN	151 FT	
5	MAG VAR / Annual change	4°E (2015) / +0.087°	
6	AD Operator	address: JP Aerodrom Ponikve Dimitrija Tucovića 52 31000 Užice Srbija TEL: + 381 31 592 420 FAX: NIL e-mail: office@aerodromponikve.rs AFS: NIL Website: www.aerodromponikve.rs	Aerodrome Ponikve Public Enterprise Dimitrija Tucovića 52 31000 Užice Serbia
7	Types of traffic permitted	Domestic IFR-VFR	
8	Remarks	AD approved for daylight operations only. Purpose of AD: own purposes, sport and leisure flying. AD reference code: 2B	

**LYUZ AD 2.3 RADNO VREME
OPERATIONAL HOURS**

1	AD Operator	0730 – 1330 MON–FRI, HOL excluded During Summer time: 0630 – 1230 MON–FRI, HOL excluded
2	Customs and immigration	O/R
3	Health and sanitation	Data not AVBL
4	AIS Briefing Office	As ATS
5	ATS Reporting Office (ARO)	As ATS
6	MET Briefing Office	H24
7	ATS	0600 – 1400 MON–FRI During Summer time: 0500 – 1300 MON–FRI
8	Fuelling	NIL
9	Handling	Data not AVBL
10	Security	Data not AVBL
11	De-icing	NIL
12	Remarks	Offices from items 4 and 5 of this table form one unit assigned as ARO. Outside of AD operator OPR HR, AD is opened for ACFT handling if the flight is announced: – MNM 24 HR before planned landing/take-off from the AD (for domestic flights), – MNM 48 HR before planned landing/take-off from the AD (for international flights)*. Flight application is obligated: – for domestic flights, only out of AD operator OPR HR, – for all international flights (during and out of AD operator OPR HR). Flight application is done via following link: http://aerodromponikve.rs/prijava-leta-2/ , or by TEL: + 381 31 592 420, + 381 64 855 0099, + 381 64 855 0093. * For international flights, if flight application is done during FRI, SAT, SUN, 2 working days (MON, TUE) are required for approval of announced flight realization.

**LYUZ AD 2.4 SLUŽBE I SREDSTVA ZA OPSLUŽIVANJE
HANDLING SERVICES AND FACILITIES**

1	<i>Cargo-handling facilities</i>	Data not AVBL
2	<i>Fuel / oil types</i>	NIL
3	<i>Fuelling facilities / capacity</i>	NIL
4	<i>De-icing facilities</i>	NIL
5	<i>Hangar space for visiting aircraft</i>	Hangar 20.7 x 15.1 M AVBL for ACFT wingspan up to 15 M O/R – PN 24 HR
6	<i>Repair facilities for visiting aircraft</i>	Data not AVBL
7	<i>Remarks</i>	NIL

**LYUZ AD 2.5 POGODNOSTI ZA PUTNIKE
PASSENGER FACILITIES**

1	<i>Hotels</i>	In Tara (30 KM), Mokra Gora (34 KM) and Zlatibor (40 KM)
2	<i>Restaurants</i>	In Užice (18 KM), Mokra Gora (34 KM) and Zlatibor (40 KM)
3	<i>Transportation</i>	Bus
4	<i>Medical facilities</i>	First aid at AD; hospital in Užice (18 KM)
5	<i>Bank and Post Office</i>	In Užice (18 KM) and Zlatibor (40 KM)
6	<i>Tourist Office</i>	In Užice (18 KM) and Zlatibor (40 KM)
7	<i>Remarks</i>	NIL

**LYUZ AD 2.6 SPASILAČKO-VATROGASNA SLUŽBA
RESCUE AND FIRE FIGHTING SERVICES**

1	<i>AD category for fire fighting</i>	Category 2
2	<i>Rescue equipment</i>	AVBL in accordance with Category 2
3	<i>Capability for removal of disabled aircraft</i>	NIL
4	<i>Remarks</i>	NIL

**LYUZ AD 2.7 SEZONSKA UPOTREBLJIVOST – ČIŠĆENJE
SEASONAL AVAILABILITY – CLEARING**

1	<i>Types of clearing equipment</i>	NIL
2	<i>Clearance priorities</i>	NIL
3	<i>Remarks</i>	AD is closed in case of snow and ice on the maneuvering area (NOTAM will be issued).

**LYUZ AD 2.8 PRISTANIŠNE PLATFORME, RULNE STAZE I MESTA PROVERE POLOŽAJA
APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA**

1	<i>Apron designation, surface and strength</i>	A	ASPH	Data not AVBL
2	<i>Taxiways designation, width, surface and strength</i>	A	25 M	ASPH Data not AVBL
3	<i>ACL location and elevation</i>	Inside TWR building	2958 FT	
4	<i>VOR checkpoints</i>	NIL		
5	<i>INS checkpoints</i>	NIL		
6	<i>Remarks</i>	NIL		