

# SRBIJA / CRNA GORA SERBIA / MONTENEGRO

# AIP AMDT 2/18 7 DEC

KONTROLA LETENJA SRBIJE I CRNE GORE SMATSA doo BEOGRAD /  
SERBIA AND MONTENEGRO AIR TRAFFIC SERVICES SMATSA IIC  
AIS / AERONAUTICAL INFORMATION SERVICE  
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## 1. Sadržaj

- 1.1 Ostali ICAO standardi, preporučena praksa i postupci:  
Doc 4444 – Uvođenje
- 1.2 Traganje i spasavanje (Crna Gora) – Izmene
- 1.3 Status sertifikacije aerodroma (Crna Gora) – Izmene
- 1.4 Uređivačke izmene

## 2. Uklonite sledeće stranice 7 DEC 18 /

On 7 DEC 18 remove the following pages:

GEN 0.2–1/2	6 DEC 18
GEN 0.4–1/4	6 DEC 18
GEN 0.6–3/6	8 NOV 18
GEN 0.6–7/8	26 APR 18
GEN 0.6–9/10	25 MAY 17
GEN 1.7–7/14	8 NOV 18
.....	.....
GEN 3.6–3/6	24 MAY 18
AD 1.5–1/2	1 MAR 18
AD 2 LYBE 2.2–1/2	24 MAY 18

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

## 5. Sledeće AIP dodatke poništite 7 DEC 18, jer sadrže informacije koje su obuhvaćene ovim amandmanom:

## 6. Sledeći NOTAM-i sadrže informacije obuhvaćene ovim amandmanom:

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

## 1. Contents

- 1.1 Other ICAO standards, recommended practices and procedures: Doc 4444 – Introduction
- 1.2 Search and Rescue (Montenegro) – Changes
- 1.3 Status of certification of aerodromes (Montenegro) – Changes
- 1.4 Editorial changes

## 3. Uložite sledeće stranice 7 DEC 18 /

On 7 DEC 18 insert the following pages:

GEN 0.2–1/2	7 DEC 18
GEN 0.4–1/4	7 DEC 18
GEN 0.6–3/6	7 DEC 18
GEN 0.6–7/8	7 DEC 18
GEN 0.6–9/10	7 DEC 18
GEN 1.7–7/14	7 DEC 18
GEN 1.7–15/16	7 DEC 18
GEN 3.6–3/6	7 DEC 18
AD 1.5–1/2	7 DEC 18
AD 2 LYBE 2.2–1/2	7 DEC 18

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

## 5. This amendment incorporates information contained in the following AIP supplements which are hereby cancelled on 7 DEC 18:

NIL

## 6. This amendment incorporates information contained in the following NOTAM:

NOTAM A4741/18

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

NAMERNO OSTAVLJENA PRAZNA STRANA  
INTENTIONALLY LEFT BLANK

**GEN 0.2 PREGLED AMANDMANA NA AIP  
RECORD OF AIP AMENDMENTS**

<i>AIP AMDT</i>			
<i>NR/godina NR/Year</i>	<i>Datum objavljivanja Publication date</i>	<i>Datum ulaganja Date inserted</i>	<i>Uložio Inserted by</i>
1/11	11 FEB 11	11 FEB 11	
2/11	11 MAR 11	11 MAR 11	
3/11	8 APR 11	8 APR 11	
4/11	6 MAY 11	6 MAY 11	
5/11	1 JUL 11	1 JUL 11	
6/11	26 AUG 11	26 AUG 11	
7/11	23 SEP 11	23 SEP 11	
8/11	16 DEC 11	16 DEC 11	
1/12	10 FEB 12	10 FEB 12	
2/12	9 MAR 12	9 MAR 12	
3/12	4 MAY 12	4 MAY 12	
4/12	14 DEC 12	14 DEC 12	
1/13	8 FEB 13	8 FEB 13	
2/13	15 NOV 13	15 NOV 13	
1/14	4 APR 14	4 APR 14	
2/14	2 MAY 14	2 MAY 14	
3/14	27 JUN 14	27 JUN 14	
4/14	14 NOV 14	14 NOV 14	
1/15	16 OCT 15	16 OCT 15	
2/15	11 DEC 15	11 DEC 15	
1/16	4 MAR 16	4 MAR 16	
2/16	27 MAY 16	27 MAY 16	
1/17	6 JAN 17	6 JAN 17	
2/17	23 JUN 17	23 JUN 17	
3/17	13 OCT 17	13 OCT 17	
1/18	25 MAY 18	25 MAY 18	
2/18	7 DEC 18	7 DEC 18	

<b>AIRAC AIP AMDT</b>			
<b>NR/godina NR/Year</b>	<b>Datum objavljivanja Publication date</b>	<b>Stupa na snagu Effective date</b>	<b>Uložio Inserted by</b>
1/11	22 AUG 11	22 SEP 11	
2/11	6 OCT 11	15 DEC 11	
3/11	3 NOV 11	15 DEC 11	
1/12	19 APR 12	31 MAY 12	
2/12	12 JUL 12	23 AUG 12	
3/12	4 OCT 12	15 NOV 12	
1/13	21 MAR 13	2 MAY 13	
2/13	18 APR 13	30 MAY 13	
3/13	3 OCT 13	14 NOV 13	
1/14	23 JAN 14	6 MAR 14	
2/14	6 FEB 14	3 APR 14	
3/14	15 MAY 14	26 JUN 14	
4/14	7 AUG 14	18 SEP 14	
5/14	4 SEP 14	16 OCT 14	
6/14	18 SEP 14	13 NOV 14	
1/15	22 JAN 15	5 MAR 15	
2/15	19 MAR 15	30 APR 15	
3/15	14 MAY 15	25 JUN 15	
4/15	6 AUG 15	17 SEP 15	
5/15	29 OCT 15	10 DEC 15	
6/15	24 DEC 15	4 FEB 16	
1/16	21 JAN 16	3 MAR 16	
2/16	17 MAR 16	28 APR 16	
3/16	9 JUN 16	21 JUL 16	
4/16	7 JUL 16	18 AUG 16	
5/16	4 AUG 16	15 SEP 16	
6/16	1 SEP 16	13 OCT 16	
7/16	27 OCT 16	8 DEC 16	
8/16	24 NOV 16	5 JAN 17	
1/17	13 APR 17	25 MAY 17	
2/17	11 MAY 17	22 JUN 17	
3/17	3 AUG 17	14 SEP 17	
4/17	31 AUG 17	12 OCT 17	
1/18	9 NOV 17	4 JAN 18	
2/18	7 DEC 17	1 FEB 18	
3/18	18 JAN 18	1 MAR 18	
4/18	15 FEB 18	29 MAR 18	
5/18	15 MAR 18	26 APR 18	
6/18	12 APR 18	24 MAY 18	
7/18	5 JUL 18	16 AUG 18	
8/18	30 AUG 18	11 OCT 18	
9/18	27 SEP 18	8 NOV 18	
10/18	25 OCT 18	6 DEC 18	

**GEN 0.4 KONTROLNA LISTA AIP STRANICA  
CHECKLIST OF AIP PAGES**

**DEO 1 – OPŠTE ODREDBE  
PART 1 – GENERAL (GEN)**

GEN 0.1-1	4 JAN 18	GEN 2.1-1	4 JAN 18	GEN 2.7-29	13 OCT 17
GEN 0.1-2	4 JAN 18	GEN 2.1-2	4 JAN 18	GEN 2.7-30	13 OCT 17
GEN 0.1-3	4 JAN 18	GEN 2.1-3	13 OCT 17	GEN 3.1-1	25 MAY 18
GEN 0.1-4	4 JAN 18	GEN 2.1-4	13 OCT 17	GEN 3.1-2	25 MAY 18
GEN 0.2-1	7 DEC 18	GEN 2.2-1	14 SEP 17	GEN 3.1-3	25 MAY 17
GEN 0.2-2	7 DEC 18	GEN 2.2-2	14 SEP 17	GEN 3.1-4	25 MAY 17
GEN 0.3-1	16 AUG 18	GEN 2.2-3	1 MAR 18	GEN 3.1-5	13 OCT 17
GEN 0.3-2	16 AUG 18	GEN 2.2-4	1 MAR 18	GEN 3.1-6	13 OCT 17
GEN 0.4-1	7 DEC 18	GEN 2.2-5	25 MAY 17	GEN 3.1-7	24 MAY 18
GEN 0.4-2	7 DEC 18	GEN 2.2-6	25 MAY 17	GEN 3.1-8	24 MAY 18
GEN 0.4-3	7 DEC 18	GEN 2.2-7	12 OCT 17	GEN 3.1-9	25 JUN 15
GEN 0.4-4	7 DEC 18	GEN 2.2-8	12 OCT 17	GEN 3.1-10	25 JUN 15
GEN 0.5-1	11 OCT 18	GEN 2.2-9	1 FEB 18	GEN 3.2-1	1 FEB 18
GEN 0.5-2	11 OCT 18	GEN 2.2-10	1 FEB 18	GEN 3.2-2	1 FEB 18
GEN 0.6-1	4 JAN 18	GEN 2.2-11	23 JUN 17	GEN 3.2-3	8 DEC 16
GEN 0.6-2	4 JAN 18	GEN 2.2-12	23 JUN 17	GEN 3.2-4	8 DEC 16
GEN 0.6-3	7 DEC 18	GEN 2.2-13	1 MAR 18	GEN 3.2-5	11 OCT 18
GEN 0.6-4	7 DEC 18	GEN 2.2-14	1 MAR 18	GEN 3.2-6	11 OCT 18
GEN 0.6-5	7 DEC 18	GEN 2.2-15	1 FEB 18	GEN 3.2-7	11 OCT 18
GEN 0.6-6	7 DEC 18	GEN 2.2-16	1 FEB 18	GEN 3.2-8	11 OCT 18
GEN 0.6-7	7 DEC 18	GEN 2.2-17	25 MAY 18	GEN 3.2-9	1 FEB 18
GEN 0.6-8	7 DEC 18	GEN 2.2-18	25 MAY 18	GEN 3.2-10	1 FEB 18
GEN 0.6-9	7 DEC 18	GEN 2.2-19	15 SEP 16	GEN 3.2-11	6 DEC 18
GEN 0.6-10	7 DEC 18	GEN 2.2-20	15 SEP 16	GEN 3.2-12	6 DEC 18
GEN 1.1-1	24 MAY 18	GEN 2.2-21	25 MAY 17	GEN 3.2-13	6 DEC 18
GEN 1.1-2	24 MAY 18	GEN 2.2-22	25 MAY 17	GEN 3.2-14	6 DEC 18
GEN 1.1-3	24 MAY 18	GEN 2.2-23	1 FEB 18	GEN 3.2-15	6 DEC 18
GEN 1.1-4	24 MAY 18	GEN 2.2-24	1 FEB 18	GEN 3.2-16	6 DEC 18
GEN 1.1-5	24 MAY 18	GEN 2.2-25	13 OCT 17	GEN 3.3-1	8 DEC 16
GEN 1.1-6	24 MAY 18	GEN 2.2-26	13 OCT 17	GEN 3.3-2	8 DEC 16
GEN 1.2-1	25 MAY 17	GEN 2.2-27	15 SEP 16	GEN 3.3-3	25 MAY 17
GEN 1.2-2	25 MAY 17	GEN 2.2-28	15 SEP 16	GEN 3.3-4	25 MAY 17
GEN 1.2-3	25 MAY 17	GEN 2.2-29	15 SEP 16	GEN 3.4-1	18 SEP 14
GEN 1.2-4	25 MAY 17	GEN 2.2-30	15 SEP 16	GEN 3.4-2	18 SEP 14
GEN 1.2-5	25 MAY 17	GEN 2.3-1	12 OCT 17	GEN 3.4-3	18 SEP 14
GEN 1.2-6	25 MAY 17	GEN 2.3-2	12 OCT 17	GEN 3.4-4	18 SEP 14
GEN 1.2-7	25 MAY 17	GEN 2.3-3	25 MAY 17	GEN 3.5-1	8 NOV 18
GEN 1.2-8	25 MAY 17	GEN 2.3-4	25 MAY 17	GEN 3.5-2	8 NOV 18
GEN 1.3-1	28 APR 16	GEN 2.4-1	22 JUN 17	GEN 3.5-3	11 OCT 18
GEN 1.3-2	28 APR 16	GEN 2.4-2	22 JUN 17	GEN 3.5-4	11 OCT 18
GEN 1.4-1	24 MAY 18	GEN 2.5-1	6 DEC 18	GEN 3.5-5	24 MAY 18
GEN 1.4-2	24 MAY 18	GEN 2.5-2	6 DEC 18	GEN 3.5-6	24 MAY 18
GEN 1.4-3	13 OCT 16	GEN 2.6-1	4 JAN 18	GEN 3.6-1	25 MAY 17
GEN 1.4-4	13 OCT 16	GEN 2.6-2	4 JAN 18	GEN 3.6-2	25 MAY 17
GEN 1.5-1	8 DEC 16	GEN 2.7-1	13 OCT 17	GEN 3.6-3	7 DEC 18
GEN 1.5-2	8 DEC 16	GEN 2.7-2	13 OCT 17	GEN 3.6-4	7 DEC 18
GEN 1.6-1	4 JAN 18	GEN 2.7-3	13 OCT 17	GEN 3.6-5	7 DEC 18
GEN 1.6-2	4 JAN 18	GEN 2.7-4	13 OCT 17	GEN 3.6-6	7 DEC 18
GEN 1.6-3	28 APR 16	GEN 2.7-5	13 OCT 17	GEN 4.1-1	30 APR 15
GEN 1.6-4	28 APR 16	GEN 2.7-6	13 OCT 17	GEN 4.1-2	30 APR 15
GEN 1.7-1	15 SEP 16	GEN 2.7-7	13 OCT 17	GEN 4.1-3	30 APR 15
GEN 1.7-2	15 SEP 16	GEN 2.7-8	13 OCT 17	GEN 4.1-4	30 APR 15
GEN 1.7-3	8 NOV 18	GEN 2.7-9	13 OCT 17	GEN 4.1-5	30 APR 15
GEN 1.7-4	8 NOV 18	GEN 2.7-10	13 OCT 17	GEN 4.1-6	30 APR 15
GEN 1.7-5	8 NOV 18	GEN 2.7-11	13 OCT 17	GEN 4.1-7	17 SEP 15
GEN 1.7-6	8 NOV 18	GEN 2.7-12	13 OCT 17	GEN 4.1-8	17 SEP 15
GEN 1.7-7	7 DEC 18	GEN 2.7-13	13 OCT 17	GEN 4.1-9	16 OCT 15
GEN 1.7-8	7 DEC 18	GEN 2.7-14	13 OCT 17	GEN 4.1-10	16 OCT 15
GEN 1.7-9	7 DEC 18	GEN 2.7-15	13 OCT 17	GEN 4.1-11	17 SEP 15
GEN 1.7-10	7 DEC 18	GEN 2.7-16	13 OCT 17	GEN 4.1-12	17 SEP 15
GEN 1.7-11	7 DEC 18	GEN 2.7-17	13 OCT 17	GEN 4.1-13	17 SEP 15
GEN 1.7-12	7 DEC 18	GEN 2.7-18	13 OCT 17	GEN 4.1-14	17 SEP 15
GEN 1.7-13	7 DEC 18	GEN 2.7-19	13 OCT 17	GEN 4.1-15	16 OCT 15
GEN 1.7-14	7 DEC 18	GEN 2.7-20	13 OCT 17	GEN 4.1-16	16 OCT 15
GEN 1.7-15	7 DEC 18	GEN 2.7-21	13 OCT 17	GEN 4.1-17	17 SEP 15
GEN 1.7-16	7 DEC 18	GEN 2.7-22	13 OCT 17	GEN 4.1-18	17 SEP 15
		GEN 2.7-23	13 OCT 17	GEN 4.2-1	1 MAR 18
		GEN 2.7-24	13 OCT 17	GEN 4.2-2	1 MAR 18
		GEN 2.7-25	13 OCT 17	GEN 4.2-3	1 MAR 18
		GEN 2.7-26	13 OCT 17	GEN 4.2-4	1 MAR 18
		GEN 2.7-27	13 OCT 17	GEN 4.2-5	25 MAY 17
		GEN 2.7-28	13 OCT 17		

GEN 4.2–6	25 MAY 17	ENR 1.11–1	23 AUG 12	ENR 3.3–48	24 MAY 18
GEN 4.2–7	1 MAR 18	ENR 1.11–2	23 AUG 12	ENR 3.4–1	11 FEB 11
GEN 4.2–8	1 MAR 18	ENR 1.12–1	2 MAY 13	ENR 3.4–2	11 FEB 11
		ENR 1.12–2	2 MAY 13	ENR 3.5–1	11 FEB 11
		ENR 1.13–1	11 FEB 11	ENR 3.5–2	11 FEB 11
		ENR 1.13–2	11 FEB 11	ENR 3.6–1	4 FEB 16
		ENR 1.14–1	25 JUN 15	ENR 3.6–2	4 FEB 16
		ENR 1.14–2	25 JUN 15		
		ENR 1.14–3	16 OCT 15	ENR 4.1–1	24 MAY 18
		ENR 1.14–4	16 OCT 15	ENR 4.1–2	24 MAY 18
				ENR 4.2–1	11 FEB 11
ENR 0.1–1	1 FEB 18	ENR 2.1–1	24 MAY 18	ENR 4.2–2	11 FEB 11
ENR 0.1–2	1 FEB 18	ENR 2.1–2	24 MAY 18	ENR 4.3–1	11 FEB 11
ENR 0.2–1	1 FEB 18	ENR 2.1–3	26 APR 18	ENR 4.3–2	11 FEB 11
ENR 0.2–2	1 FEB 18	ENR 2.1–4	26 APR 18	ENR 4.4–1	11 OCT 18
ENR 0.3–1	1 FEB 18	ENR 2.1–5	25 MAY 17	ENR 4.4–2	11 OCT 18
ENR 0.3–2	1 FEB 18	ENR 2.1–6	25 MAY 17	ENR 4.4–3	11 OCT 18
ENR 0.4–1	1 FEB 18	ENR 2.2–1	30 APR 15	ENR 4.4–4	11 OCT 18
ENR 0.4–2	1 FEB 18	ENR 2.2–2	30 APR 15	ENR 4.4–5	11 OCT 18
ENR 0.5–1	1 FEB 18	ENR 2.2–3	26 APR 18	ENR 4.4–6	11 OCT 18
ENR 0.5–2	1 FEB 18	ENR 2.2–4	26 APR 18	ENR 4.5–1	4 JAN 18
ENR 0.6–1	4 JAN 18	ENR 2.2–5	26 APR 18	ENR 4.5–2	4 JAN 18
ENR 0.6–2	4 JAN 18	ENR 2.2–6	26 APR 18		
ENR 0.6–3	1 MAR 18			ENR 5.1–1	18 SEP 14
ENR 0.6–4	1 MAR 18	ENR 3.1–1	25 MAY 18	ENR 5.1–2	18 SEP 14
ENR 0.6–5	1 FEB 18	ENR 3.1–2	25 MAY 18	ENR 5.2–1	11 OCT 18
ENR 0.6–6	1 FEB 18	ENR 3.2–1	25 MAY 18	ENR 5.2–2	11 OCT 18
ENR 0.6–7	13 OCT 17	ENR 3.2–2	25 MAY 18	ENR 5.2–3	13 OCT 17
ENR 0.6–8	13 OCT 17	ENR 3.3–1	24 MAY 18	ENR 5.2–4	13 OCT 17
		ENR 3.3–2	24 MAY 18	ENR 5.2–5	13 OCT 17
		ENR 3.3–3	24 MAY 18	ENR 5.2–6	13 OCT 17
		ENR 3.3–4	24 MAY 18	ENR 5.2–7	13 OCT 17
		ENR 3.3–5	24 MAY 18	ENR 5.2–8	13 OCT 17
		ENR 3.3–6	24 MAY 18	ENR 5.2–9	13 OCT 17
		ENR 3.3–7	24 MAY 18	ENR 5.2–10	13 OCT 17
		ENR 3.3–8	24 MAY 18	ENR 5.2–11	13 OCT 17
		ENR 3.3–9	1 FEB 18	ENR 5.2–12	13 OCT 17
		ENR 3.3–10	1 FEB 18	ENR 5.3–1	1 MAR 18
		ENR 3.3–11	1 FEB 18	ENR 5.3–2	1 MAR 18
		ENR 3.3–12	1 FEB 18	ENR 5.4–1	1 MAR 18
		ENR 3.3–13	24 MAY 18	ENR 5.4–2	1 MAR 18
		ENR 3.3–14	24 MAY 18	ENR 5.4–3	1 MAR 18
		ENR 3.3–15	24 MAY 18	ENR 5.4–4	1 MAR 18
		ENR 3.3–16	24 MAY 18	ENR 5.5–1	26 APR 18
		ENR 3.3–17	24 MAY 18	ENR 5.5–2	26 APR 18
		ENR 3.3–18	24 MAY 18	ENR 5.6–1	26 AUG 11
		ENR 3.3–19	24 MAY 18	ENR 5.6–2	26 AUG 11
		ENR 3.3–20	24 MAY 18		
		ENR 3.3–21	24 MAY 18	ENR 6.1–1	1 FEB 18
		ENR 3.3–22	24 MAY 18	ENR 6.1–2	1 FEB 18
		ENR 3.3–23	1 FEB 18	ENR 6.1–3	25 MAY 18
		ENR 3.3–24	1 FEB 18	ENR 6.1–4	25 MAY 18
		ENR 3.3–25	24 MAY 18	ENR 6.1–5	25 MAY 18
		ENR 3.3–26	24 MAY 18	ENR 6.1–6	25 MAY 18
		ENR 3.3–27	1 FEB 18	ENR 6.1–7	26 APR 18
		ENR 3.3–28	1 FEB 18	ENR 6.1–8	26 APR 18
		ENR 3.3–29	24 MAY 18	ENR 6.2–1	26 APR 18
		ENR 3.3–30	24 MAY 18	ENR 6.2–2	26 APR 18
		ENR 3.3–31	1 FEB 18	ENR 6.2–3A	13 OCT 17
		ENR 3.3–32	1 FEB 18	ENR 6.2–4A	13 OCT 17
		ENR 3.3–33	24 MAY 18	ENR 6.2–3B	13 OCT 17
		ENR 3.3–34	24 MAY 18	ENR 6.2–4B	13 OCT 17
		ENR 3.3–35	24 MAY 18	ENR 6.2–5	24 MAY 18
		ENR 3.3–36	24 MAY 18	ENR 6.2–6	24 MAY 18
		ENR 3.3–37	1 FEB 18	ENR 6.2–7	24 MAY 18
		ENR 3.3–38	1 FEB 18	ENR 6.2–8	24 MAY 18
		ENR 3.3–39	26 APR 18	ENR 6.2–9	26 APR 18
		ENR 3.3–40	26 APR 18	ENR 6.2–10	26 APR 18
		ENR 3.3–41	1 FEB 18	ENR 6.3–1	6 DEC 18
		ENR 3.3–42	1 FEB 18	ENR 6.3–2	6 DEC 18
		ENR 3.3–43	1 FEB 18	ENR 6.4–1	26 APR 18
		ENR 3.3–44	1 FEB 18	ENR 6.4–2	26 APR 18
		ENR 3.3–45	1 FEB 18	ENR 6.4–3A	11 OCT 18
		ENR 3.3–46	1 FEB 18	ENR 6.4–4A	11 OCT 18
		ENR 3.3–47	24 MAY 18	ENR 6.4–3B	13 OCT 17

ENR 6.4-4B	13 OCT 17	AD 2 LYBE 2.2-2	7 DEC 18	AD 2 LYNI 6.4-2	26 APR 18
ENR 6.4-3C	14 SEP 17	AD 2 LYBE 3.1-1	1 MAR 18	AD 2 LYNI 6.4-3	26 APR 18
ENR 6.4-4C	14 SEP 17	AD 2 LYBE 3.1-2	1 MAR 18	AD 2 LYNI 6.4-4	26 APR 18
ENR 6.4-3D	14 SEP 17	AD 2 LYBE 3.1-3	1 MAR 18	AD 2 LYNI 6.6-1	11 OCT 18
ENR 6.4-4D	14 SEP 17	AD 2 LYBE 3.1-4	1 MAR 18	AD 2 LYNI 6.6-2	11 OCT 18
ENR 6.4-7	26 APR 18	AD 2 LYBE 3.4-1	15 DEC 11	AD 2 LYNI 6.6-3	11 OCT 18
ENR 6.4-8	26 APR 18	AD 2 LYBE 3.4-2	15 DEC 11	AD 2 LYNI 6.6-4	11 OCT 18
ENR 6.6-3	6 MAR 14	AD 2 LYBE 4.4-1	1 MAR 18	AD 2 LYNI 7.1-1	25 MAY 17
ENR 6.6-4	6 MAR 14	AD 2 LYBE 4.4-2	1 MAR 18	AD 2 LYNI 7.1-2	25 MAY 17

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

AD 0.1-1	10 FEB 11	AD 2 LYBE 5.1-1	26 APR 18	AD 2 LYNI 8.1-1	26 APR 18
AD 0.1-2	10 FEB 11	AD 2 LYBE 5.1-2	26 APR 18	AD 2 LYNI 8.1-2	26 APR 18
AD 0.2-1	1 FEB 18	AD 2 LYBE 5.1-5	26 APR 18	AD 2 LYNI 8.1-5	26 APR 18
AD 0.2-2	1 FEB 18	AD 2 LYBE 5.1-6	26 APR 18	AD 2 LYNI 8.1-6	26 APR 18
AD 0.3-1	1 FEB 18	AD 2 LYBE 5.2-1	26 APR 18	AD 2 LYNI 8.2-1	26 APR 18
AD 0.3-2	1 FEB 18	AD 2 LYBE 5.2-2	26 APR 18	AD 2 LYNI 8.2-2	26 APR 18
AD 0.4-1	10 FEB 11	AD 2 LYBE 5.2-3	26 APR 18	AD 2 LYNI 8.2-5	26 APR 18
AD 0.4-2	10 FEB 11	AD 2 LYBE 5.2-4	26 APR 18	AD 2 LYNI 8.2-6	26 APR 18
AD 0.5-1	1 FEB 18	AD 2 LYBE 5.2-5	26 APR 18		
AD 0.5-2	1 FEB 18	AD 2 LYBE 5.2-6	26 APR 18	AD 2 LYPG 1.1-1	11 OCT 18
AD 0.6-1	1 FEB 18	AD 2 LYBE 5.2-7	26 APR 18	AD 2 LYPG 1.1-2	11 OCT 18
AD 0.6-2	1 FEB 18	AD 2 LYBE 5.2-8	26 APR 18	AD 2 LYPG 1.1-3	11 OCT 18
		AD 2 LYBE 6.2-1	1 MAR 18	AD 2 LYPG 1.1-4	11 OCT 18
		AD 2 LYBE 6.2-2	1 MAR 18	AD 2 LYPG 1.1-5	11 OCT 18
		AD 2 LYBE 6.2-3	25 MAY 17	AD 2 LYPG 1.1-6	11 OCT 18
		AD 2 LYBE 6.2-4	25 MAY 17	AD 2 LYPG 1.1-7	11 OCT 18
		AD 2 LYBE 6.4-1	25 MAY 17	AD 2 LYPG 1.1-8	11 OCT 18
		AD 2 LYBE 6.4-2	25 MAY 17	AD 2 LYPG 1.1-9	11 OCT 18
		AD 2 LYBE 6.4-3	25 MAY 17	AD 2 LYPG 1.1-10	11 OCT 18
		AD 2 LYBE 6.4-4	25 MAY 17	AD 2 LYPG 1.1-11	11 OCT 18
		AD 2 LYBE 6.5-1	25 MAY 17	AD 2 LYPG 1.1-12	11 OCT 18
		AD 2 LYBE 6.5-2	25 MAY 17	AD 2 LYPG 2.1-1	5 MAR 15
		AD 2 LYBE 6.5-3	25 MAY 17	AD 2 LYPG 2.1-2	5 MAR 15
		AD 2 LYBE 6.5-4	25 MAY 17	AD 2 LYPG 2.2-1	5 MAR 15
		AD 2 LYBE 6.6-1	8 NOV 18	AD 2 LYPG 2.2-2	5 MAR 15
		AD 2 LYBE 6.6-2	8 NOV 18	AD 2 LYPG 3.1-1	1 MAR 18
		AD 2 LYBE 6.6-3	8 NOV 18	AD 2 LYPG 3.1-2	1 MAR 18
		AD 2 LYBE 6.6-4	8 NOV 18	AD 2 LYPG 3.1-3	1 MAR 18
		AD 2 LYBE 8.1-1	25 MAY 17	AD 2 LYPG 3.1-4	1 MAR 18
		AD 2 LYBE 8.1-2	25 MAY 17	AD 2 LYPG 4.4-1	11 OCT 18
		AD 2 LYBE 8.1-5	25 MAY 17	AD 2 LYPG 4.4-2	11 OCT 18
		AD 2 LYBE 8.1-6	25 MAY 17	AD 2 LYPG 4.7-1	11 OCT 18
		AD 2 LYBE 8.2-1	26 APR 18	AD 2 LYPG 4.7-2	11 OCT 18
		AD 2 LYBE 8.2-2	26 APR 18	AD 2 LYPG 5.1-1	11 OCT 18
		AD 2 LYBE 8.2-5	26 APR 18	AD 2 LYPG 5.1-2	11 OCT 18
		AD 2 LYBE 8.2-6	26 APR 18	AD 2 LYPG 5.2-1	14 SEP 17
		AD 2 LYBE 9.2-1	30 MAY 13	AD 2 LYPG 5.2-2	14 SEP 17
		AD 2 LYBE 9.2-2	30 MAY 13	AD 2 LYPG 6.2-1	5 MAR 15
				AD 2 LYPG 6.2-2	5 MAR 15
		AD 2 LYNI 1.1-1	11 OCT 18	AD 2 LYPG 6.2-3	5 MAR 15
		AD 2 LYNI 1.1-2	11 OCT 18	AD 2 LYPG 6.2-4	5 MAR 15
		AD 2 LYNI 1.1-3	1 MAR 18	AD 2 LYPG 6.4-1	5 MAR 15
		AD 2 LYNI 1.1-4	1 MAR 18	AD 2 LYPG 6.4-2	5 MAR 15
		AD 2 LYNI 1.1-5	1 MAR 18	AD 2 LYPG 6.4-3	5 MAR 15
		AD 2 LYNI 1.1-6	1 MAR 18	AD 2 LYPG 6.4-4	5 MAR 15
		AD 2 LYNI 1.1-7	1 MAR 18	AD 2 LYPG 6.5-1	5 MAR 15
		AD 2 LYNI 1.1-8	1 MAR 18	AD 2 LYPG 6.5-2	5 MAR 15
		AD 2 LYNI 1.1-9	11 OCT 18	AD 2 LYPG 6.5-3	5 MAR 15
		AD 2 LYNI 1.1-10	11 OCT 18	AD 2 LYPG 6.5-4	5 MAR 15
		AD 2 LYNI 2.1-1	25 MAY 18	AD 2 LYPG 6.5-5	8 NOV 18
		AD 2 LYNI 2.1-2	25 MAY 18	AD 2 LYPG 6.5-6	8 NOV 18
		AD 2 LYNI 3.1-1	1 MAR 18	AD 2 LYPG 6.6-1	25 MAY 17
		AD 2 LYNI 3.1-2	1 MAR 18	AD 2 LYPG 6.6-2	25 MAY 17
		AD 2 LYNI 3.1-3	1 MAR 18	AD 2 LYPG 7.1-1	5 MAR 15
		AD 2 LYNI 3.1-4	1 MAR 18	AD 2 LYPG 7.1-2	5 MAR 15
		AD 2 LYNI 4.4-1	26 APR 18	AD 2 LYPG 8.1-1	5 MAR 15
		AD 2 LYNI 4.4-2	26 APR 18	AD 2 LYPG 8.1-2	5 MAR 15
		AD 2 LYNI 5.1-1	26 APR 18	AD 2 LYPG 8.1-5	5 MAR 15
		AD 2 LYNI 5.1-2	26 APR 18	AD 2 LYPG 8.1-6	5 MAR 15
		AD 2 LYNI 5.1-5	26 APR 18	AD 2 LYPG 8.2-1	14 SEP 17
		AD 2 LYNI 5.1-6	26 APR 18	AD 2 LYPG 8.2-2	14 SEP 17
		AD 2 LYNI 5.2-1	16 AUG 18	AD 2 LYPG 8.2-5	14 SEP 17
		AD 2 LYNI 5.2-2	16 AUG 18	AD 2 LYPG 8.2-6	14 SEP 17
		AD 2 LYNI 5.2-5	11 OCT 18		
		AD 2 LYNI 5.2-6	11 OCT 18	AD 2 LYPR 1.1-1	10 FEB 11
		AD 2 LYNI 6.4-1	26 APR 18	AD 2 LYPR 1.1-2	10 FEB 11

AD 2 LYPR 2.1-1	13 MAR 08	AD 2 LYUZ 5.1-6	26 APR 18	AD 2 LYKV 2.1-1	14 SEP 17
AD 2 LYPR 3.1-1	13 MAR 08	AD 2 LYUZ 6.5-3	26 APR 18	AD 2 LYKV 2.1-2	14 SEP 17
AD 2 LYPR 3.1-3	13 MAR 08	AD 2 LYUZ 6.5-4	26 APR 18	AD 2 LYKV 5.1-1	26 APR 18
AD 2 LYPR 5.1-1	13 MAR 08	AD 2 LYUZ 8.1-1	26 APR 18	AD 2 LYKV 5.1-2	26 APR 18
AD 2 LYPR 6.2-1	13 MAR 08	AD 2 LYUZ 8.1-2	26 APR 18	AD 2 LYKV 5.1-5	26 APR 18
AD 2 LYPR 6.5-1	13 MAR 08	AD 2 LYUZ 8.1-5	26 APR 18	AD 2 LYKV 5.1-6	26 APR 18
AD 2 LYPR 7.1-1	13 MAR 08	AD 2 LYUZ 8.1-6	26 APR 18	AD 2 LYKV 6.4-1	26 APR 18
AD 2 LYPR 8.1-1	13 MAR 08			AD 2 LYKV 6.4-2	26 APR 18
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		AD 2 LYVR 1.1-4	27 MAY 16	AD 2 LYKV 8.1-2	26 APR 18
		AD 2 LYVR 1.1-5	23 JUN 17	AD 2 LYKV 8.1-5	26 APR 18
AD 2 LYTV 1.1-1	11 DEC 15	AD 2 LYVR 1.1-6	23 JUN 17	AD 2 LYKV 8.1-6	26 APR 18
AD 2 LYTV 1.1-2	11 DEC 15	AD 2 LYVR 1.1-7	23 JUN 17		
AD 2 LYTV 1.1-3	1 MAR 18	AD 2 LYVR 1.1-8	23 JUN 17		
AD 2 LYTV 1.1-4	1 MAR 18	AD 2 LYVR 1.1-9	23 JUN 17		
AD 2 LYTV 1.1-5	1 MAR 18	AD 2 LYVR 1.1-10	23 JUN 17		
AD 2 LYTV 1.1-6	1 MAR 18	AD 2 LYVR 2.1-1	23 JUN 17		
AD 2 LYTV 1.1-7	1 MAR 18	AD 2 LYVR 2.1-2	23 JUN 17		
AD 2 LYTV 1.1-8	1 MAR 18	AD 2 LYVR 2.2-1	16 OCT 15		
AD 2 LYTV 1.1-9	1 MAR 18	AD 2 LYVR 2.2-2	16 OCT 15		
AD 2 LYTV 1.1-10	1 MAR 18	AD 2 LYVR 4.4-1	6 DEC 18		
AD 2 LYTV 1.1-11	11 OCT 18	AD 2 LYVR 4.4-2	6 DEC 18		
AD 2 LYTV 1.1-12	11 OCT 18	AD 2 LYVR 5.1-1	1 FEB 18		
AD 2 LYTV 1.1-13	1 MAR 18	AD 2 LYVR 5.1-2	1 FEB 18		
AD 2 LYTV 1.1-14	1 MAR 18	AD 2 LYVR 6.4-1	1 FEB 18		
AD 2 LYTV 2.1-1	11 OCT 18	AD 2 LYVR 6.4-2	1 FEB 18		
AD 2 LYTV 2.1-2	11 OCT 18	AD 2 LYVR 6.4-3	1 FEB 18		
AD 2 LYTV 2.2-1	11 OCT 18	AD 2 LYVR 6.4-4	1 FEB 18		
AD 2 LYTV 2.2-2	11 OCT 18	AD 2 LYVR 6.4-5	1 FEB 18		
AD 2 LYTV 3.1-1	1 MAR 18	AD 2 LYVR 6.4-6	1 FEB 18		
AD 2 LYTV 3.1-2	1 MAR 18	AD 2 LYVR 6.5-1	1 FEB 18		
AD 2 LYTV 3.1-3	1 MAR 18	AD 2 LYVR 6.5-2	1 FEB 18		
AD 2 LYTV 3.1-4	1 MAR 18	AD 2 LYVR 6.5-3	1 FEB 18		
AD 2 LYTV 3.2-1	1 MAR 18	AD 2 LYVR 6.5-4	1 FEB 18		
AD 2 LYTV 3.2-2	1 MAR 18	AD 2 LYVR 7.1-1	26 APR 18		
AD 2 LYTV 4.4-1	11 OCT 18	AD 2 LYVR 7.1-2	26 APR 18		
AD 2 LYTV 4.4-2	11 OCT 18	AD 2 LYVR 8.1-1	1 FEB 18		
AD 2 LYTV 5.1-1	25 MAY 17	AD 2 LYVR 8.1-2	1 FEB 18		
AD 2 LYTV 5.1-2	25 MAY 17	AD 2 LYVR 8.1-5	1 FEB 18		
AD 2 LYTV 5.2-1	25 MAY 17	AD 2 LYVR 8.1-6	1 FEB 18		
AD 2 LYTV 5.2-2	25 MAY 17				
AD 2 LYTV 6.3-1	11 OCT 18	AD 2 LYBT 1.1-1	11 OCT 18		
AD 2 LYTV 6.3-2	11 OCT 18	AD 2 LYBT 1.1-2	11 OCT 18		
AD 2 LYTV 6.3-3	11 OCT 18	AD 2 LYBT 1.1-3	4 FEB 16		
AD 2 LYTV 6.3-4	11 OCT 18	AD 2 LYBT 1.1-4	4 FEB 16		
AD 2 LYTV 6.5-1	25 MAY 17	AD 2 LYBT 1.1-5	6 DEC 18		
AD 2 LYTV 6.5-2	25 MAY 17	AD 2 LYBT 1.1-6	6 DEC 18		
AD 2 LYTV 6.5-3	25 MAY 17	AD 2 LYBT 1.1-7	26 APR 18		
AD 2 LYTV 6.5-4	25 MAY 17	AD 2 LYBT 1.1-8	26 APR 18		
AD 2 LYTV 6.5-5	25 MAY 17	AD 2 LYBT 2.1-1	6 DEC 18		
AD 2 LYTV 6.5-6	25 MAY 17	AD 2 LYBT 2.1-2	6 DEC 18		
AD 2 LYTV 6.5-7	25 MAY 17	AD 2 LYBT 5.1-1	6 DEC 18		
AD 2 LYTV 6.5-8	25 MAY 17	AD 2 LYBT 5.1-2	6 DEC 18		
AD 2 LYTV 7.1-1	5 MAR 15	AD 2 LYBT 5.1-5	12 OCT 17		
AD 2 LYTV 7.1-2	5 MAR 15	AD 2 LYBT 5.1-6	12 OCT 17		
AD 2 LYTV 7.1-3	16 OCT 15	AD 2 LYBT 6.2-1	6 DEC 18		
AD 2 LYTV 7.1-4	16 OCT 15	AD 2 LYBT 6.2-2	6 DEC 18		
AD 2 LYTV 8.1-1	25 MAY 17	AD 2 LYBT 6.5-1	6 DEC 18		
AD 2 LYTV 8.1-2	25 MAY 17	AD 2 LYBT 6.5-2	6 DEC 18		
AD 2 LYTV 8.1-5	25 MAY 17	AD 2 LYBT 6.5-3	12 OCT 17		
AD 2 LYTV 8.1-6	25 MAY 17	AD 2 LYBT 6.5-4	12 OCT 17		
AD 2 LYTV 8.2-1	25 MAY 17	AD 2 LYBT 8.1-1	12 OCT 17		
AD 2 LYTV 8.2-2	25 MAY 17	AD 2 LYBT 8.1-2	12 OCT 17		
AD 2 LYTV 8.2-5	25 MAY 17	AD 2 LYBT 8.1-5	12 OCT 17		
AD 2 LYTV 8.2-6	25 MAY 17	AD 2 LYBT 8.1-6	12 OCT 17		
AD 2 LYUZ 1.1-1	11 OCT 18	AD 2 LYKV 1.1-1	11 OCT 18		
AD 2 LYUZ 1.1-2	11 OCT 18	AD 2 LYKV 1.1-2	11 OCT 18		
AD 2 LYUZ 1.1-3	24 MAY 18	AD 2 LYKV 1.1-3	3 MAR 16		
AD 2 LYUZ 1.1-4	24 MAY 18	AD 2 LYKV 1.1-4	3 MAR 16		
AD 2 LYUZ 1.1-5	11 OCT 18	AD 2 LYKV 1.1-5	26 APR 18		
AD 2 LYUZ 1.1-6	11 OCT 18	AD 2 LYKV 1.1-6	26 APR 18		
AD 2 LYUZ 2.1-1	24 MAY 18	AD 2 LYKV 1.1-7	26 APR 18		
AD 2 LYUZ 2.1-2	24 MAY 18	AD 2 LYKV 1.1-8	26 APR 18		
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9.	RADIO-NAVIGACIONI UREĐAJI RADIO NAVIGATION AIDS .....	GEN 2.3–2
10.	PREPREKE OBSTACLES .....	GEN 2.3–2
11.	SLUŽBE VAZDUŠNOG SAOBRAĆAJA AIR TRAFFIC SERVICES .....	GEN 2.3–2
12.	AERODROMSKE / HELIDROMSKE KARTE AERODROME / HELIPORT CHARTS .....	GEN 2.3–3
13.	VAZDUHOPLOVNE SPORTSKE I REKREATIVNE AKTIVNOSTI AERIAL SPORTING AND RECREATIONAL ACTIVITIES .....	GEN 2.3–4
GEN 2.4	LOKACIJSKI INDIKATORI LOCATION INDICATORS .....	GEN 2.4–1
GEN 2.5	SPISAK RADIO-NAVIGACIONIH UREĐAJA LIST OF RADIO NAVIGATION AIDS .....	GEN 2.5–1
1.	SPISAK PREMA IDENTIFIKACIJI LIST BY IDENTIFICATION .....	GEN 2.5–1
2.	SPISAK PREMA NAZIVU STANICE LIST BY STATION NAME .....	GEN 2.5–2
GEN 2.6	PRETVARANJE MERNIH JEDINICA CONVERSION OF UNITS OF MEASUREMENT .....	GEN 2.6–1

GEN 2.7	IZLAZI I ZALAZI SUNCA SUNRISE / SUNSET .....	GEN 2.7–1
1.	OPŠTE GENERAL .....	GEN 2.7–1
2.	PREGLED TABLICA ALPHABETICAL INDEX .....	GEN 2.7–1
3.	TABLICE IZLAZA (SR) I ZALAZA SUNCA (SS) SUNRISE (SR) / SUNSET (SS) TABLES .....	GEN 2.7–3
<b>GEN 3</b>	<b>USLUGE SERVICES</b>	
GEN 3.1	VAZDUHOPLOVNO INFORMISANJE AERONAUTICAL INFORMATION SERVICES .....	GEN 3.1–1
1.	NADLEŽNA SLUŽBA RESPONSIBLE SERVICE .....	GEN 3.1–1
2.	OBLAST NADLEŽNOSTI AREA OF RESPONSIBILITY .....	GEN 3.1–1
3.	VAZDUHOPLOVNE PUBLIKACIJE AERONAUTICAL PUBLICATIONS .....	GEN 3.1–2
4.	AIRAC SISTEM AIRAC SYSTEM .....	GEN 3.1–6
5.	PRETPOLETNE INFORMACIJE NA AERODROMIMA/HELIDROMIMA PRE-FLIGHT INFORMATION AT AERODROMES/HELIPORTS .....	GEN 3.1–6
6.	PODACI O TERENU I PREPREKAMA U ELEKTRONSKOM OBLIKU ELECTRONIC TERRAIN AND OBSTACLE DATA .....	GEN 3.1–7
GEN 3.2	VAZDUHOPLOVNE KARTE AERONAUTICAL CHARTS .....	GEN 3.2–1
1.	NADLEŽNA SLUŽBA RESPONSIBLE SERVICE .....	GEN 3.2–1
2.	AŽURIRANJE KARATA MAINTENANCE OF CHARTS .....	GEN 3.2–1
3.	KUPOVINA KARATA PURCHASE ARRANGEMENTS .....	GEN 3.2–1
4.	VRSTE VAZDUHOPLOVNIH KARATA AERONAUTICAL CHART SERIES AVAILABLE .....	GEN 3.2–1
5.	PREGLED RASPOLOŽIVIH VAZDUHOPLOVNIH KARATA LIST OF AERONAUTICAL CHARTS AVAILABLE .....	GEN 3.2–5
6.	INDEKS SVETSKE VAZDUHOPLOVNE KARTE – ICAO 1:1000000 INDEX TO THE WORLD AERONAUTICAL CHART (WAC) – ICAO 1:1000000 .....	GEN 3.2–10
7.	TOPOGRAFSKE KARTE TOPOGRAPHICAL CHARTS .....	GEN 3.2–11
a)	SRBIJA (Biće obrađeno) SERBIA (To be developed) .....	GEN 3.2–11
b)	CRNA GORA MONTENEGRO .....	GEN 3.2–11
8.	ISPRAVKE NA KARTAMA KOJE NISU DEO AIP CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP .....	GEN 3.2–12

GEN 3.3	USLUGE U VAZDUŠNOM SAOBRAĆAJU AIR TRAFFIC SERVICES .....	GEN 3.3–1
1.	NADLEŽNA SLUŽBA RESPONSIBLE SERVICE .....	GEN 3.3–1
2.	OBLAST NADLEŽNOSTI AREA OF RESPONSIBILITY .....	GEN 3.3–1
3.	VRSTE USLUGA TYPES OF SERVICES .....	GEN 3.3–1
4.	POSTUPCI KOORDINACIJE IZMEĐU KORISNIKA USLUGA I PRUŽALACA USLUGA U VAZDUŠNOM SAOBRAĆAJU COORDINATION BETWEEN THE OPERATOR AND ATS .....	GEN 3.3–1
5.	MINIMALNA APSOLUTNA VISINA LETA MINIMUM FLIGHT ALTITUDE .....	GEN 3.3–2
a)	SRBIJA SERBIA .....	GEN 3.3–2
b)	CRNA GORA MONTENEGRO .....	GEN 3.3–2
6.	ADRESNA LISTA SLUŽBI VAZDUŠNOG SAOBRAĆAJA ATS UNITS ADDRESS LIST .....	GEN 3.3–3
GEN 3.4	VEZE COMMUNICATION SERVICES .....	GEN 3.4–1
1.	NADLEŽNA SLUŽBA RESPONSIBLE SERVICE .....	GEN 3.4–1
2.	OBLAST NADLEŽNOSTI AREA OF RESPONSIBILITY .....	GEN 3.4–1
3.	VRSTE USLUGA TYPES OF SERVICES .....	GEN 3.4–1
4.	ZAHTEVI I USLOVI REQUIREMENTS AND CONDITIONS .....	GEN 3.4–3
5.	OSTALO (NIL) MISCELLANEOUS (NIL) .....	GEN 3.4–3
GEN 3.5	METEOROLOŠKE USLUGE METEOROLOGICAL SERVICES .....	GEN 3.5–1
1.	NADLEŽNA SLUŽBA RESPONSIBLE SERVICE .....	GEN 3.5–1
2.	OBLAST NADLEŽNOSTI AREA OF RESPONSIBILITY .....	GEN 3.5–1
3.	METEOROLOŠKA OSMATRANJA I IZVEŠTAJI METEOROLOGICAL OBSERVATIONS AND REPORTS .....	GEN 3.5–2
4.	VRSTE USLUGA TYPES OF SERVICES .....	GEN 3.5–3
5.	NAJAVA ZAHTEVA ZA MET USLUGU NOTIFICATION REQUIRED FROM OPERATORS .....	GEN 3.5–4
6.	IZVEŠTAJI IZ VAZDUHOPLOVA AIRCRAFT REPORTS .....	GEN 3.5–5
7.	VOLMET VOLMET SERVICE .....	GEN 3.5–5
8.	SIGMET I AIRMET SIGMET AND AIRMET SERVICE .....	GEN 3.5–5
9.	DRUGE AUTOMATIZOVANE METEOROLOŠKE USLUGE OTHER AUTOMATED METEOROLOGICAL SERVICES .....	GEN 3.5–6

GEN 3.6	TRAGANJE I SPASAVANJE SEARCH AND RESCUE.....	GEN 3.6–1
a)	SRBIJA SERBIA.....	GEN 3.6–1
1.	NADLEŽNA SLUŽBA RESPONSIBLE SERVICE.....	GEN 3.6–1
2.	OBLAST NADLEŽNOSTI AREA OF RESPONSIBILITY.....	GEN 3.6–1
3.	VRSTE USLUGA TYPES OF SERVICES.....	GEN 3.6–1
4.	SPORAZUMI O TRAGANJU I SPASAVANJU SAR AGREEMENTS.....	GEN 3.6–2
5.	USLOVI RASPOLOŽIVOSTI CONDITIONS OF AVAILABILITY.....	GEN 3.6–2
6.	PROCEDURE I SIGNALI PROCEDURES AND SIGNALS USED.....	GEN 3.6–3
b)	CRNA GORA MONTENEGRO.....	GEN 3.6–3
1.	NADLEŽNA SLUŽBA RESPONSIBLE SERVICE.....	GEN 3.6–3
2.	OBLAST NADLEŽNOSTI AREA OF RESPONSIBILITY.....	GEN 3.6–4
3.	VRSTE USLUGA TYPES OF SERVICES.....	GEN 3.6–4
4.	SPORAZUMI O TRAGANJU I SPASAVANJU SAR AGREEMENTS.....	GEN 3.6–5
5.	USLOVI RASPOLOŽIVOSTI CONDITIONS OF AVAILABILITY.....	GEN 3.6–5
6.	PROCEDURE I SIGNALI PROCEDURES AND SIGNALS USED.....	GEN 3.6–5
<b>GEN 4</b>	<b>AERODROMSKE/HELIDROMSKE NAKNADE I NAKNADE ZA USLUGE U VAZDUŠNOJ PLOVIDBI CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES</b>	
GEN 4.1	AERODROMSKE/HELIDROMSKE NAKNADE AERODROME/HELIPORT CHARGES.....	GEN 4.1–1
1.	AERODROM BEOGRAD/Nikola Tesla BEOGRAD/Nikola Tesla AERODROME.....	GEN 4.1–1
2.	AERODROM NIŠ/Konstantin Veliki NIŠ/Konstantin Veliki AERODROME.....	GEN 4.1–4
3.	AERODROM PODGORICA PODGORICA AERODROME.....	GEN 4.1–8
4.	AERODROM PRIŠTINA (Nema podataka) PRIŠTINA AERODROME (Data not AVBL).....	GEN 4.1–12
5.	AERODROM TIVAT TIVAT AERODROME.....	GEN 4.1–13
6.	AERODROM UŽICE/Ponikve (Nema podataka) UŽICE/Ponikve AERODROME (Data not AVBL).....	GEN 4.1–17
7.	AERODROM VRŠAC VRŠAC AERODROME.....	GEN 4.1–18

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GEN 4.2	NAKNADE ZA USLUGE U VAZDUŠNOJ PLOVIDBI AIR NAVIGATION SERVICES CHARGES .....	GEN 4.2–1
1.	OPŠTE GENERAL .....	GEN 4.2–1
2.	TERMINALNE NAKNADE TERMINAL CHARGES .....	GEN 4.2–1
3.	RUTNE NAKNADE ROUTE CHARGES .....	GEN 4.2–2
4.	IZUZEĆA EXEMPTIONS .....	GEN 4.2–5
5.	METOD PLAĆANJA METHOD OF PAYMENT .....	GEN 4.2–6



#### 14. ANEKS 14 – AERODROMI

Biće obrađeno

#### 15. ANEKS 15 – USLUGE VAZDUHOPLOVNOG INFORMISANJA Šesnaesto izdanje, 2018.

##### Poglavlje 5 – Proizvodi i usluge vazduhoplovnog informisanja

###### Tačka 5.2.5.5

Ako postoji razlika u vrednostima rezolucije navedenim u ICAO SARPs, za prikazivanje geografskih koordinata se usvaja najveća (najstroža) od navedenih vrednosti.

###### Tačke 5.3.3.3.3 i 5.3.3.3.4

Podaci o terenu za Oblast 2 nisu na raspolaganju.

###### Tačka 5.3.3.3.7

Podaci o terenu za Oblast 3 nisu na raspolaganju.

###### Tačka 5.3.3.3.8

Podaci o terenu za Oblast 4 nisu na raspolaganju.

###### Tačke 5.3.3.4.4 – 5.3.3.4.6

Podaci o preprekama za Oblast 2 nisu na raspolaganju.

###### Tačka 5.3.3.4.9

Podaci o preprekama za Oblast 3 nisu na raspolaganju.

###### Tačka 5.3.3.4.10

Podaci o preprekama za Oblast 4 nisu na raspolaganju.

###### Tačka 5.3.4.2

Podaci o mapiranju aerodroma nisu na raspolaganju.

#### 16. ANEKS 16 – ZAŠTITA ŽIVOTNE SREDINE

Biće obrađeno

#### 17. ANEKS 17 – OBEZBEĐIVANJE

Biće obrađeno

#### 18. ANEKS 18 – BEZBEDAN TRANSPORT OPASNOG TERETA

Biće obrađeno

#### 19. ANEKS 19 – UPRAVLJANJE BEZBEDNOŠĆU

Biće obrađeno

#### 20. OSTALI ICAO STANDARDI, PREPORUČENA PRAKSA I POSTUPCI

##### 20.1 Doc 10066 – POSTUPCI ZA USLUGE U VAZDUŠNOJ PLOVIDBI – UPRAVLJANJE VAZDUHOPLOVNIM INFORMACIJAMA Prvo izdanje, 2018.

##### Poglavlje 5 – Proizvodi i usluge vazduhoplovnog informisanja

###### Tačke 5.3.1.3 – 5.3.1.5

Modeli za razmenu vazduhoplovnih informacija se ne koriste kroz ceo lanac prenosa tih informacija.

#### 14. ANNEX 14 – AERODROMES

To be developed

#### 15. ANNEX 15 – AERONAUTICAL INFORMATION SERVICES Sixteenth Edition, 2018

##### Chapter 5 – Aeronautical information products and services

###### Paragraph 5.2.5.5

When there is a difference between resolution values stated in ICAO SARPs, the order of resolution of geographical coordinates represent the highest (most stringent) of stated values.

###### Paragraphs 5.3.3.3.3 and 5.3.3.3.4

Area 2 terrain data are not provided.

###### Paragraph 5.3.3.3.7

Area 3 terrain data are not provided.

###### Paragraph 5.3.3.3.8

Area 4 terrain data are not provided.

###### Paragraphs 5.3.3.4.4 – 5.3.3.4.6

Area 2 obstacle data are not provided.

###### Paragraph 5.3.3.4.9

Area 3 obstacle data are not provided.

###### Paragraph 5.3.3.4.10

Area 4 obstacle data are not provided.

###### Paragraph 5.3.4.2

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

To be developed

#### 19. ANNEX 19 – SAFETY MANAGEMENT

To be developed

#### 20. OTHER ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

##### 20.1 Doc 10066 – PROCEDURES FOR AIR NAVIGATION SERVICES – AERONAUTICAL INFORMATION MANAGEMENT First Edition, 2018

##### Chapter 5 – Aeronautical information products and services

###### Paragraphs 5.3.1.3 – 5.3.1.5

Aeronautical information exchange models are not in use throughout whole aeronautical information chain.

### **Tačke 5.5.3 – 5.5.7**

Automatski sistemi za pretpoletno informisanje nisu na raspolaganju.

### **Tačka 6.1.4.3**

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.

### **Prilog 1. Katalog vazduhoplovnih podataka**

Ako postoji razlika u zahtevima koji se odnose na kvalitet podataka navedenim u ICAO SARPs, usvaja se najveća (najstroža) od navedenih vrednosti.

## **20.2 Doc 4444 – POSTUPCI ZA USLUGE U VAZDUŠNOJ PLOVIDBI – UPRAVLJANJE VAZDUŠNIM SAOBRAĆAJEM Šesnaesto izdanje, 2016.**

### **Poglavlje 5 – Metodi i minimumi razdvajanja**

#### **Tačka 5.4.1.1.4**

U prostoru nadležnosti SMATSA doo na segmentima ATS ruta gde je uključivanje na rutu omogućeno na flyover waypoint-u primena normi lateralnog razdvajanja između segmenata ruta i posredno vazduhoplova iz dela 5.4.1.2 nije dozvoljena sve do preleta sledeće tačke na ruti.

Vazduhoplov koji leti na ATS ruti i vazduhoplov koji se uključuje na drugu ATS rutu na flyover waypoint-u moraju biti vertikalno razdvojeni sve dok vazduhoplov koji se uključio na ATS rutu preko flyover waypoint-a ne preleti sledeću tačku na ruti, bez obzira što se segmenti tih ruta nalaze na rastojanju jednakom ili većem od normi iz dela 5.4.1.2.

#### **Tačka 5.4.1.2.1.2 d)**

VOR/GNSS: vazduhoplov koji koristi VOR je na utvrđenim radijalima ka ili od VOR-a, a drugi vazduhoplov koji koristi GNSS je potvrdio da je utvrđen na putanji sa nula odstupanja (zero offset) između dve tačke na ruti i najmanje jedan vazduhoplov se nalazi na minimalnoj udaljenosti od 16 NM (FL 010 – FL 190) ili 25 NM (FL 200 – FL 600) od zajedničke tačke.

#### **Tačka 5.4.1.2.1.9**

Nije primenjivo

#### **Tačka 5.11**

Nije primenjivo

*Napomena:* Smanjenje normi razdvajanja opisanih u 5.4.1 i 5.4.2 se ne primenjuje.

### **Poglavlje 7 – Procedure za usluge aerodromske kontrole letenja**

#### **Tačka 7.4.1.1.4**

Nije primenjivo

*Napomena:* Primenjuju se odredbe iz ICAO Doc 7030.

#### **Tačka 7.4.1.1.5**

Nije primenjivo

*Napomena:* Primenjuju se odredbe iz ICAO Doc 7030.

### **Paragraphs 5.5.3 – 5.5.7**

Automated pre-flight information systems are not available.

### **Paragraph 6.1.4.3**

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.

### **Appendix 1. Aeronautical data catalogue**

When there is a difference between data quality requirements stated in ICAO SARPs, the highest (most stringent) of stated values is adopted.

## **20.2 Doc 4444 – PROCEDURES FOR AIR NAVIGATION SERVICES – AIR TRAFFIC MANAGEMENT Sixteenth Edition, 2016**

### **Chapter 5 – Separation methods and minima**

#### **Paragraph 5.4.1.1.4**

Within area of responsibility of SMATSA Ilc, when turning on an ATS route segments is enabled via a flyover waypoint, the application of the lateral separation between the route segments and indirectly the aircraft referred in section 5.4.1.2 is not allowed until the next waypoint is crossed.

Aircraft flying on an ATS route and the aircraft that is turning on the other ATS route via flyover waypoint shall be vertically separated until the aircraft, flying over the flyover waypoint, overflight next waypoint, even if the segments of these routes are located at a distance equal to or greater than the minima specified in section 5.4.1.2.

#### **Paragraph 5.4.1.2.1.2 d)**

VOR/GNSS: the aircraft using VOR is established on a radial to or from the VOR and the other aircraft using GNSS is confirmed to be established on a track with zero offset between two waypoints and at least one aircraft is at a minimum distance of 16 NM (FL 010 – FL 190) or 25 NM (FL 200 – FL 600) from a common point.

#### **Paragraph 5.4.1.2.1.9**

Not applicable

#### **Paragraph 5.11**

Not applicable

*Note:* Reduction in separation minima described in 5.4.1 and 5.4.2 is not applied.

### **Chapter 7 – Procedures for aerodrome control service**

#### **Paragraph 7.4.1.1.4**

Not applicable

*Note:* Procedures from ICAO Doc 7030 are applied.

#### **Paragraph 7.4.1.1.5**

Not applicable

*Note:* Procedures from ICAO Doc 7030 are applied.

#### **Tačka 7.4.1.1.6**

U SMATSA doo, odobrenje za startovanje se može uskratiti kada plana leta nema, kada je plan leta suspendovan, kad je očekivano vreme poletanja van granica CTOT ili kada je vreme startovanja van granica tolerancije EOBT što je u skladu sa odredbama ICAO Doc 7030.

### **Poglavlje 8 – Nadzorne službe**

#### **Tačka 8.1.10**

Nije primenjivo

*Napomena:* ADS-B se ne koristi.

#### **Tačka 8.1.11**

Nije primenjivo

*Napomena:* ADS-B se ne koristi.

### **b) CRNA GORA**

#### **1. ANEKS 1 – LICENCIRANJE OSOBLJA** Jedanaesto izdanje, 2011.

#### **Poglavlje 1 – Definicije i opšta pravila koja se odnose na licenciranje**

##### **Tačka 1.2.2.1**

Licenca koju je izdala država članica Evropske unije se priznaje bez evaluacije.

#### **2. ANEKS 2 – PRAVILA LETENJA** Deseto izdanje, 2005.

### **Poglavlje 3 – Opšta pravila**

#### **Tačka 3.2.2**

Dodatno se zahteva da vazduhoplov koji je svestan da je sposobnost manevrisanja drugog vazduhoplova umanjena mora dati prednost tom vazduhoplovu.

#### **Tačka 3.2.3.2(b)**

Osim ukoliko su nepomični i drugačije adekvatno osvetljeni, svi vazduhoplovi na površinama za kretanje aerodroma dužni su da uključe svetla namenjena da ukažu na gabarite njihove strukture, koliko god je to izvodljivo.

#### **Tačka 3.2.5**

Standardi navedeni pod c) i d) se ne primenjuju na balone.

#### **Tačka 3.3.1.2**

Dodatno se zahteva da plan leta bude podnet pre svakog leta za koji je planirano da se obavi noću, ako se napušta blizina aerodroma.

#### **Tačka 3.2.2.4**

Jedrilica koja pretiče drugu jedrilicu može da promeni svoj pravac leta u desno ili u levo.

#### **Tačka 3.8**

Povećavan obim misija pratnji na bilo koju vrstu leta koji traži takvu uslugu isključivanjem reči „u nevolji“.

Odredbe sadržane u Dodatku 2 Delovi od 1.1 do 1.3, kao i one koje se nalaze u Prilogu A, nisu uvedene.

#### **Paragraph 7.4.1.1.6**

In SMATSA llc, a start-up clearance shall be withheld when there is no flight plan, when the flight plan is suspended, when the expected take-off time is beyond the limits of the CTOT or when the start time is beyond the limits of EOBT tolerance which is in line with ICAO Doc 7030 procedures.

### **Chapter 8 – ATS surveillance services**

#### **Paragraph 8.1.10**

Not applicable

*Note:* ADS-B is not in use.

#### **Paragraph 8.1.11**

Not applicable

*Note:* ADS-B is not in use.

### **b) MONTENEGRO**

#### **1. ANNEX 1 – PERSONNEL LICENSING** Eleventh Edition, 2011

#### **Chapter 1 – Definitions and general rules concerning licences**

##### **Paragraph 1.2.2.1**

A licence issued by the European Union member state is recognized without evaluation.

#### **2. ANNEX 2 – RULES OF THE AIR** Tenth Edition, 2005

### **Chapter 3 – General rules**

#### **Paragraph 3.2.2**

Additionally it is required that an aircraft that is aware that the manoeuvrability of another aircraft is impaired must give way to that aircraft.

#### **Paragraph 3.2.3.2(b)**

Unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome must display lights intended to indicate the extremities of their structure, as far as practicable.

#### **Paragraph 3.2.5**

Standards listed under c) and d) do not apply to balloons.

#### **Paragraph 3.3.1.2**

Additionally it is required that a flight plan is submitted prior any flight planned to operate at night, if leaving the vicinity of an aerodrome.

#### **Paragraph 3.2.2.4**

A glider overtaking another glider may alter its course to the right or to the left.

#### **Paragraph 3.8**

Enlarged the scope of escort missions to any type of flight requesting such service by excluding the words “in distress”.

The provisions contained in Appendix 2 Parts 1.1 to 1.3, as well as those found in Attachment A, are not implemented.

## Poglavlje 4 – Pravila vizuelnog letenja

### Tačka 4.3

Uvedeni su zahtevi pod kojima VFR letovi noću mogu da budu dozvoljeni.

### Tačka 4.6

Osim kada je to neophodno za poletanje ili sletanje ili, osim sa odobrenjem nadležnih vlasti, VFR let ne sme da se odvija:

(1) iznad naseljenih oblasti gradova, naselja, sela, ili iznad skupine ljudi na otvorenom na visini manjoj od 1000 FT (300 M) iznad najviše prepreke u krugu od 2000 FT (600 M) od vazduhoplova,

(2) svugde osim gde je navedeno u (1), na visini manjoj od 500 FT (150 M) iznad zemlje ili vode ili, 500 FT (150 M) iznad najviše prepreke u krugu od 500 FT (150 M) od vazduhoplova.

## 3. ANEKS 3 – METEOROLOŠKE USLUGE ZA MEĐUNARODNU VAZDUŠNU PLOVIDBU Osamnaesto izdanje, 2013.

### Poglavlje 6 – Prognoze

#### Tačka 6.4.1

Posebne prognoze za poletanje se ne pripremaju.

*Napomena:* Nema posebnih operativnih zahteva od strane korisnika. Trend prognoza daje potrebne informacije.

### Poglavlje 7 – SIGMET i AIRMET informacije, aerodromska upozorenja i alarmi

#### Tačka 7.2.1

AIRMET se izdaje i onda kada su iste vremenske pojave uključene u Sekciju I prognoze za oblast za letove na malim visinama (GAMET).

*Napomena:* AIRMET se, kao informacija (upozorenje) visokog prioriteta izdaje uvek kada specifikovana vremenska pojava može uticati na sigurnost letenja na niskim visinama.

## 4. ANEKS 4 – VAZDUHOPLOVNE KARTE

Biće obrađeno

## 5. ANEKS 5 – MERNE JEDINICE KOJE SE KORISTE ZA VAZDUHOPLOVNE I ZEMALJSKE OPERACIJE

Biće obrađeno

## 6. ANEKS 6 – OPERACIJE VAZDUHOPLOVA

### Knjiga I Međunarodni komercijalni vazdušni transport – avioni Deseto izdanje, 2016.

#### 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.

## Chapter 4 – Visual flight rules

### Paragraph 4.3

Requirements under which VFR flights at night may be permitted are implemented.

### Paragraph 4.6

Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:

(1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1000 FT (300 M) above the highest obstacle within a radius of 2000 FT (600 M) from the aircraft,

(2) elsewhere than as specified in (1), at a height less than 500 FT (150 M) above the ground or water, or 500 FT (150 M) above the highest obstacle within a radius of 500 FT (150 M) from the aircraft.

## 3. ANNEX 3 – METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION Eighteenth Edition, 2013

### Chapter 6 – Forecasts

#### Paragraph 6.4.1

Forecasts for take-off are not prepared specifically.

*Note:* No specific operational requirement expressed by the users. Trend forecast provides information if needed.

### Chapter 7 – SIGMET and AIRMET information, aerodrome warnings and alerts

#### Paragraph 7.2.1

AIRMET is issued even if the same weather phenomena are included in Section I of area forecast for low level flights (GAMET).

*Note:* Always when specified weather phenomena may affect safety of low level flights AIRMET, as high priority information (warning) is issued.

## 4. ANNEX 4 – AERONAUTICAL CHARTS

To be developed

## 5. ANNEX 5 – UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS

To be developed

## 6. ANNEX 6 – OPERATION OF AIRCRAFT

### Part I International Commercial Air Transport – Aeroplanes Tenth Edition, 2016

#### 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.

## **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 III Međunarodne operacije – Helikopteri Osmo izdanje, 2016.**

### **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.

#### **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.

## **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 1<sup>st</sup> 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 III International Operations – Helicopters Eighth edition, 2016**

### **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.

#### **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.

### **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**

Biće obrađeno

## **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

## **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

### **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 1<sup>st</sup> January 1989 but before 1<sup>st</sup> 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**

To be developed

## **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. 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

**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 letачka 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**

Biće obrađeno

**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.

**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**

To be developed

**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.

## **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 pretekama 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 PREVOZ OPASNIH MATERIJAMA**

Biće obrađeno

## **19. ANEKS 19 – UPRAVLJANJE SIGURNOŠĆU**

Biće obrađeno

## **20. OSTALI ICAO STANDARDI, PREPORUČENA PRAKSA I POSTUPCI**

**20.1 Doc 4444 – POSTUPCI ZA USLUGE U VAZDUŠNOJ PLOVIDBI – UPRAVLJANJE VAZDUŠNIM SAOBRAĆAJEM**  
Šesnaesto izdanje, 2016.

## **Poglavlje 5 – Metodi i minimumi razdvajanja**

### **Tačka 5.4.1.1.4**

U prostoru nadležnosti SMATSA doo na segmentima ATS ruta gde je uključivanje na rutu omogućeno na flyover waypoint-u primena normi lateralnog razdvajanja između segmenata ruta i posredno vazduhoplova iz dela 5.4.1.2 nije dozvoljena sve do preleta sledeće tačke na ruti.

Vazduhoplov koji leti na ATS ruti i vazduhoplov koji se uključuje na drugu ATS rutu na flyover waypoint-u moraju biti vertikalno razdvojeni sve dok vazduhoplov koji se uključio na ATS rutu preko flyover waypoint-a ne preleti sledeću tačku na ruti, bez obzira što se segmenti tih ruta nalaze na rastojanju jednakom ili većem od normi iz dela 5.4.1.2.

## **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**

To be developed

## **19. ANNEX 19 – SAFETY MANAGEMENT**

To be developed

## **20. OTHER ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES**

**20.1 Doc 4444 – PROCEDURES FOR AIR NAVIGATION SERVICES – AIR TRAFFIC MANAGEMENT**  
Sixteenth Edition, 2016

## **Chapter 5 – Separation methods and minima**

### **Paragraph 5.4.1.1.4**

Within area of responsibility of SMATSA llc, when turning on an ATS route segments is enabled via a flyover waypoint, the application of the lateral separation between the route segments and indirectly the aircraft referred in section 5.4.1.2 is not allowed until the next waypoint is crossed.

Aircraft flying on an ATS route and the aircraft that is turning on the other ATS route via flyover waypoint shall be vertically separated until the aircraft, flying over the flyover waypoint, overflight next waypoint, even if the segments of these routes are located at a distance equal to or greater than the minima specified in section 5.4.1.2.



**Tačka 5.4.1.2.1.2 d)**

VOR/GNSS: vazduhoplov koji koristi VOR je na utvrđenim radijalima ka ili od VOR-a, a drugi vazduhoplov koji koristi GNSS je potvrdio da je utvrđen na putanji sa nula odstupanja (zero offset) između dve tačke na ruti i najmanje jedan vazduhoplov se nalazi na minimalnoj udaljenosti od 16 NM (FL 010 – FL 190) ili 25 NM (FL 200 – FL 600) od zajedničke tačke.

**Tačka 5.4.1.2.1.9**

Nije primenjivo

**Tačka 5.11**

Nije primenjivo

*Napomena:* Smanjenje normi razdvajanja opisanih u 5.4.1 i 5.4.2 se ne primenjuje.

**Poglavlje 7 – Procedure za usluge aerodromske kontrole letenja**

**Tačka 7.4.1.1.4**

Nije primenjivo

*Napomena:* Primenjuju se odredbe iz ICAO Doc 7030.

**Tačka 7.4.1.1.5**

Nije primenjivo

*Napomena:* Primenjuju se odredbe iz ICAO Doc 7030.

**Tačka 7.4.1.1.6**

U SMATSA doo, odobrenje za startovanje se može uskratiti kada plana leta nema, kada je plan leta suspendovan, kad je očekivano vreme poletanja van granica CTOT ili kada je vreme startovanja van granica tolerancije EOBT što je u skladu sa odredbama ICAO Doc 7030.

**Poglavlje 8 – Nadzorne službe**

**Tačka 8.1.10**

Nije primenjivo

*Napomena:* ADS-B se ne koristi.

**Tačka 8.1.11**

Nije primenjivo

*Napomena:* ADS-B se ne koristi.

**Paragraph 5.4.1.2.1.2 d)**

VOR/GNSS: the aircraft using VOR is established on a radial to or from the VOR and the other aircraft using GNSS is confirmed to be established on a track with zero offset between two waypoints and at least one aircraft is at a minimum distance of 16 NM (FL 010 – FL 190) or 25 NM (FL 200 – FL 600) from a common point.

**Paragraph 5.4.1.2.1.9**

Not applicable

**Paragraph 5.11**

Not applicable

*Note:* Reduction in separation minima described in 5.4.1 and 5.4.2 is not applied.

**Chapter 7 – Procedures for aerodrome control service**

**Paragraph 7.4.1.1.4**

Not applicable

*Note:* Procedures from ICAO Doc 7030 are applied.

**Paragraph 7.4.1.1.5**

Not applicable

*Note:* Procedures from ICAO Doc 7030 are applied.

**Paragraph 7.4.1.1.6**

In SMATSA llc, a start-up clearance shall be withheld when there is no flight plan, when the flight plan is suspended, when the expected take-off time is beyond the limits of the CTOT or when the start time is beyond the limits of EOBT tolerance which is in line with ICAO Doc 7030 procedures.

**Chapter 8 – ATS surveillance services**

**Paragraph 8.1.10**

Not applicable

*Note:* ADS-B is not in use.

**Paragraph 8.1.11**

Not applicable

*Note:* ADS-B is not in use.

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## 6. PROCEDURE I SIGNALI

### 6.1 Procedure

6.1.1 U operacijama traganja za vazduhoplovom i spasavanja lica koriste se procedure i signali navedeni u ICAO Aneksu 12 – Traganje i spasavanje, poglavlje 5, Operativne procedure.

6.1.2 Vlasnik aerodroma, odnosno operater aerodroma je dužan da spasiocima stavi na raspolaganje potrebna sredstva, da učestvuje u spasavanju vazduhoplova, lica i stvari i da preduzme mere za ukazivanje hitne medicinske pomoći i prevoz preživelih putnika i članova posade.

6.1.3 Traganje i spasavanje izvan aerodroma i njegove okoline sprovodi se prema Planu i programu organizovanja traganja i spasavanja u civilnom vazduhoplovstvu Republike Srbije.

6.1.4 Kontrola letenja Srbije i Crne Gore SMATSA doo Beograd dužna je da o nestalom vazduhoplovu odmah obavesti Direktoratu civilnog vazduhoplovstva Republike Srbije – Spasilačko-koordinacioni centar (RCC), vlasnika vazduhoplova i nadležni organ države u kojoj je vazduhoplov registrovan.

### 6.2 Signali

6.2.1 Razmena informacija o stanju nužde u nadležnoj oblasti traganja i spasavanja Republike Srbije vrši se u skladu sa ICAO Aneksom 10 – Vazduhoplovne telekomunikacije, Deo II, Poglavlje 5, Paragraf 5.3.

6.2.2 Komunikacija sa spasilačkim timovima u vazduhu i na zemlji se ostvaruje na frekvenciji 123.100 MHZ, osim ukoliko SKC drugačije ne odluči.

6.2.3 Za komunikaciju tokom sprovođenja operacije traganja i spasavanja koriste se skraćenice i kodovi publikovani u ICAO Doc 8400 – Skraćenice i kodovi.

6.2.4 Spasilački vazduhoplov koji učestvuje u operacijama traganja i spasavanja u civilnom vazduhoplovstvu u oblasti traganja i spasavanja Republike Srbije, i koji je pod kontrolom SKC, nosiće oznaku RESCUE uz dodatnu identifikacionu oznaku (ALPHA, BRAVO, CHARLIE, itd.), a koju će dodeliti SKC prema redosledu angažovanosti.

6.2.5 SKC tokom operacije traganja i spasavanja koristiće oznaku „SERBIA RESCUE“.

6.2.6 Spasilački vazduhoplovi su opremljeni sa uređajem za praćenje signala aktivacije radio-predajnika za emitovanje pozicije u slučaju nužde.

## b) CRNA GORA

### 1. NADLEŽNA SLUŽBA

1.1 Za traganje i spasavanje u civilnom vazduhoplovstvu na kopnu nadležno je:

Adresa: Ministarstvo unutrašnjih poslova  
Direktorat za vanredne situacije  
Direkcija 112 - Operativno komunikacioni centar 112  
Jovana Tomaševića bb  
81000 Podgorica  
Crna Gora  
TEL: + 382 20 481 831, + 382 67 112 112  
FAX: + 382 20 481 834, + 382 20 481 833  
e-mail: mup.emergency.okc112@t-com.me  
AFS: NIL

Radno vreme: H24

## 6. PROCEDURES AND SIGNALS USED

### 6.1 Procedures

6.1.1 Procedures and signals used in search and rescue operations are those listed in ICAO Annex 12 – Search and Rescue, Chapter 5 Operating Procedures.

6.1.2 The owner of the airport or the airport operator shall make available all the necessary facilities, be engaged in search and rescue of aircraft, survivors and luggage and render the first aid, and provide transportation of the survivors.

6.1.3 Search and rescue outside an aerodrome and its vicinity shall be conducted in accordance with the Civil Aviation Search and Rescue Plan and Programme in the Republic of Serbia.

6.1.4 In case of missing aircraft, Serbia and Montenegro Air Traffic Services SMATSA llc shall immediately notify the Civil Aviation Directorate of the Republic of Serbia – Rescue Coordination Centre (RCC), an aircraft owner and the responsible Authority of the State of Registry of the aircraft.

### 6.2 Signals

6.2.1 Exchange of emergency information in SRR of the Republic of Serbia is performed in accordance with ICAO Annex 10 – Aeronautical Telecommunications, Volume II, Chapter 5, Section 5.3.

6.2.2 Communication with rescue teams in the air and on the ground is maintained on frequency 123.100 MHZ, except otherwise decided.

6.2.3 For the communication during search and rescue operations abbreviations and codes published in ICAO Doc 8400 – Abbreviations and Codes are used.

6.2.4 Rescue aircraft participating in civil aviation search and rescue operations within Search and Rescue Region of the Republic of Serbia shall carry sign RESCUE, with additional call sign (ALPHA, BRAVO, CHARLIE, etc.) designated by RCC in accordance with the sequence of engagement.

6.2.5 During search and rescue operation RCC shall use sign “SERBIA RESCUE”.

6.2.6 Rescue aircraft are equipped with direction finding (DF) equipment.

## b) MONTENEGRO

### 1. RESPONSIBLE SERVICE

1.1 The Authority responsible for aircraft search and rescue land operations is:

Address: Ministry of the Interior  
Directorate for Emergency Situations  
Directorate 112 - Operating Communication Centre 112  
Jovana Tomaševića bb  
81000 Podgorica  
Montenegro  
TEL: + 382 20 481 831, + 382 67 112 112  
FAX: + 382 20 481 834, + 382 20 481 833  
e-mail: mup.emergency.okc112@t-com.me  
AFS: NIL

Operational hours: H24

1.2 Za traganje i spasavanje u civilnom vazduhoplovstvu na moru nadležno je:

Adresa: Ministarstvo saobraćaja i pomorstva  
Uprava pomorske sigurnosti  
Odeljenje traganja i spasavanja na moru  
Kordinacioni centar traganja i spasavanja na moru – Bar  
Maršala Tita 7  
85000 Bar  
Crna Gora  
TEL: + 382 30 313 088, + 382 67 642 179,  
u vanrednim situacijama (lokalna  
telekomunikaciona mreža): 129  
FAX: + 382 30 313 600  
e-mail: barradio@pomorstvo.me  
AFS: NIL

Radno vreme: H24

1.3 Postupak uzbunjivanja sprovode službe kontrole letenja preko Centra kontrole letenja Beograd, Terminalne kontrole letenja Podgorica i Aerodromske kontrole letenja Tivat.

Centar kontrole letenja Beograd

TEL: + 381 11 228 6162, + 381 11 381 4813  
FAX: + 381 11 381 4833  
AFS: LYBAZQZX

Terminalna kontrola letenja Podgorica

TEL: + 382 20 414 032  
FAX: + 382 20 414 030  
AFS: LYPGZAZX

Aerodromska kontrola letenja Tivat

TEL: + 382 32 671 560  
FAX: + 382 32 671 550  
AFS: LYTVZTZX

Radno vreme: H24

## 2. OBLAST NADLEŽNOSTI

Usluge traganja i spasavanja u civilnom vazduhoplovstvu sprovode se na teritoriji Crne Gore, kao i van teritorije Crne Gore kada je to predviđeno međunarodnim sporazumima.

## 3. VRSTE USLUGA

3.1 U operacijama traganja i spasavanja vazduhoplova učestvuju: operativne jedinice za zaštitu i spasavanje, javne i zdravstvene ustanove, pripadnici jedinica policije i vojske, organi nadležni za poslove pomorske sigurnosti, civilnog vazduhoplovstva, kontrole letenja i hidrometeorologije, pravna i fizička lica koja učestvuju u obavljanju vazdušnog saobraćaja i druga pravna i fizička lica koja mogu pomoći u akciji traganja i spasavanja.

3.2 Aerodromske službe (spasilačko-vatrogasna služba i služba hitne medicinske pomoći) su nadležne za sprovođenje operacija traganja i spasavanja ukoliko se nesreća dogodila na području aerodroma.

3.3 Vrsta, operativne karakteristike i opremljenost sredstava koja se koriste u operacijama traganja i spasavanja se utvrđuju u zavisnosti od tipa vazduhoplova za kojim se traga, broja osoba u njemu, kao i u zavisnosti od mesta nesreće.

Komunikacija sa spasilačkim timovima u vazduhu i na zemlji se ostvaruje na frekvencijama 121.500 MHZ, 123.100 MHZ i 243.000 MHZ.

1.2 Aircraft search and rescue operations over sea are under the jurisdiction of:

Address: Ministry of Transport and Maritime Affairs  
Maritime Security Administration  
Maritime Search and Rescue Operations Division  
Maritime Search and Rescue Coordination Centre – Bar  
Maršala Tita 7  
85000 Bar  
Montenegro  
TEL: + 382 30 313 088, + 382 67 642 179,  
in emergency situations (local telecommunication network): 129  
FAX: + 382 30 313 600  
e-mail: barradio@pomorstvo.me  
AFS: NIL

Operational hours: H24

1.3 Alert procedures are executed by the air traffic control services through Beograd Air Traffic Control Centre, Podgorica Terminal Control and Tivat Aerodrome Air Traffic Control.

Beograd Air Traffic Control Centre

TEL: + 381 11 228 6162, + 381 11 381 4813  
FAX: + 381 11 381 4833  
AFS: LYBAZQZX

Podgorica Terminal Control

TEL: + 382 20 414 032  
FAX: + 382 20 414 030  
AFS: LYPGZAZX

Tivat Aerodrome Air Traffic Control

TEL: + 382 32 671 560  
FAX: + 382 32 671 550  
AFS: LYTVZTZX

Operational hours: H24

## 2. AREA OF RESPONSIBILITY

Civil aviation search and rescue services of Montenegro are provided within the territory of Montenegro, as well as outside the territory of Montenegro, as stipulated by the International Agreements which are binding for Montenegro.

## 3. TYPES OF SERVICES

3.1 Operational units for protection and rescue, public and health institutions, members of police and army units, bodies competent for maritime safety affairs, civil aviation, air traffic services and hydrometeorology, legal and physical entities involved in air traffic and other legal and physical entities which may help in aircraft search and rescue are engaged in search and rescue operations.

3.2 Aerodrome services (Rescue and Firefighting Service and Emergency Medical Service) are responsible for search and rescue operations if an accident occurs within the territory of the aerodrome.

3.3 The type, operational performances and the equipment of devices used in search and rescue operations are determined in accordance with the aircraft type to be searched for, the number of persons on board, as well as the location of an accident.

Communication with rescue teams in the air and on the ground is performed on 121.500 MHZ, 123.100 MHZ and 243.000 MHZ frequencies.

3.4 Operativno komunikacioni centar 112 Direktorata za vanredne situacije Ministarstva unutrašnjih poslova je kontakt za primanje Cospas Sarsat podataka.

#### 4. SPORAZUMI O TRAGANJU I SPASAVANJU

Crna Gora nema sklopljene sporazume o traganju i spasavanju u civilnom vazduhoplovstvu sa susednim drzavama.

#### 5. USLOVI RASPOLOŽIVOSTI

5.1 Traganje i spasavanje u civilnom vazduhoplovstvu u Crnoj Gori sprovodi se prema Zakonu o vazдушnom saobraćaju, Zakonu o zaštiti i spasavanju, Zakonu o sigurnosti pomorske plovidbe, Nacionalnom planu traganja i spasavanja prilikom udesa i nezgoda u civilnom vazduhoplovstvu Crne Gore, Nacionalnom planu traganja i spasavanja na moru Crne Gore, shodno međunarodnim standardima i preporučenoj praksi sadržanim u ICAO Aneksu 12 – Traganje i spasavanje.

5.2 U traganju za vazduhoplovom i spasavanju, na zahtev Direktorata za vanredne situacije, dužni su da učestvuju i drugi državni organi, organi jedinica lokalne samouprave i drugih oblika teritorijalne organizacije, kao i pravna i fizička lica koja znanjem i sredstvima mogu da pruže pomoć u traganju za vazduhoplovom i spasavanju.

5.3 Učesnici u traganju za vazduhoplovom i spasavanju imaju pravo na nadoknadu u visini stvarnih troškova koje su imali pri traganju za vazduhoplovom i spasavanju. U tom slučaju troškove snosi korisnik vazduhoplova za kojim je tragano, odnosno čiji su putnici i posada spasavani, i dužan je da ih nadoknadi.

#### 6. PROCEDURE I SIGNALI

##### 6.1 Procedure

6.1.1 Ako se spasavanje vazduhoplova vrši na aerodromu ili u okolini aerodroma (u krugu poluprečnika 8 KM od ARP), aerodromska kontrola letenja o tome odmah obaveštava Direktorata za vanredne situacije, Direkciju 112 – Operativno komunikacioni centar 112, kao i vlasnika/operatora aerodroma.

6.1.2 Vlasnik/operator aerodroma je dužan da spasiocima stavi na raspolaganje potrebna sredstva, da učestvuje u spasavanju vazduhoplova, lica i stvari i da preduzme mere za ukazivanje hitne medicinske pomoći i prevoz preživelih putnika i članova posade.

6.1.3 Traganje i spasavanje izvan aerodroma i njegove okoline sprovodi se prema Nacionalnom planu traganja i spasavanja prilikom udesa i nezgoda u civilnom vazduhoplovstvu Crne Gore i Nacionalnom planu traganja i spasavanja na moru Crne Gore.

6.1.4 Kontrola letenja Srbije i Crne Gore SMATSA doo Beograd dužna je da o nestalom vazduhoplovu odmah obavesti Direktorata za vanredne situacije, Ministarstvo saobraćaja i pomorstva i Agenciju za civilno vazduhoplovstvo koji o tome obaveštavaju vlasnika vazduhoplova i nadležni organ države u kojoj je vazduhoplov registrovan. Operativno komunikacioni centar 112 će odmah obavestiti Koordinacioni centar traganja i spasavanja na moru (MRCC) ukoliko vazduhoplovna nezgoda postane pomorska nezgoda. Kada su koordinate pada civilnog vazduhoplova na zemlji poznate, dalju odgovornost preuzima Direktorata za vanredne situacije.

3.4 Operating Communication Centre 112 of the Directorate for Emergency Situations within Ministry of the Interior is SAR point of contact (SPOC) for the receipt of Cospas Sarsat distress data.

#### 4. SAR AGREEMENTS

Montenegro does not have agreements on search and rescue in civil aviation concluded with neighbouring states.

#### 5. CONDITIONS OF AVAILABILITY

5.1 Civil aviation search and rescue in Montenegro is conducted in accordance with the Law on Air Transport, the Law on Protection and Rescue, the Law on Maritime Navigation Safety, the National Plan for Search and Rescue in Case of Accident and Incident in Civil Aviation of Montenegro and the Montenegro National Plan of Search and Rescue at Sea, in accordance with international standards and recommended practices contained in ICAO Annex 12 – Search and Rescue.

5.2 Upon the request of the Directorate for Emergency Situations other State entities, local entities' units and other types of territorial organization units, as well as legal and physical entities which may help in aircraft search and rescue with their knowledge and facilities, shall provide assistance in aircraft search and rescue.

5.3 Participants in search and rescue are entitled to claim for compensation in the amount of real expenses they had during search and rescue. In that case a user of an aircraft being searched for, or whose passengers and the crew had been rescued, bears search and rescue expenses.

#### 6. PROCEDURES AND SIGNALS USED

##### 6.1 Procedures

6.1.1 If the aircraft rescue is conducted at or in the vicinity of an aerodrome (within the radius of 8 KM from ARP), Aerodrome Air Traffic Control immediately informs the Directorate for Emergency Situations, Directorate 112 – Operating Communication Centre 112, as well as the owner/operator of the aerodrome.

6.1.2 The owner/operator of the aerodrome shall make available all the necessary facilities, be engaged in search and rescue of aircraft, survivors and luggage and render the first aid, and provide transportation of the survivors.

6.1.3 Search and rescue outside an aerodrome and its vicinity is conducted in accordance with the National Plan for Search and Rescue in Case of Accident and Incident in Civil Aviation of Montenegro and Montenegro National Plan of Search and Rescue at Sea.

6.1.4 In case of missing aircraft, Serbia and Montenegro Air Traffic Services SMATSA llc shall immediately inform the Directorate for Emergency Situations, the Ministry of Transport and Maritime Affairs and the Civil Aviation Agency of Montenegro which will notify an aircraft owner and the responsible Authority of the State of Registry of the aircraft. In case of aviation incident evolving to maritime incident, Operating Communication Centre 112 shall immediately inform Maritime Search and Rescue Coordination Centre (MRCC). When the coordinates of aircraft crash location are known, the responsibility for search and rescue operations lays upon the Directorate for Emergency Situations.

## **6.2 Signali**

U operacijama traganja i spasavanja koriste se signali navedeni u ICAO Aneksu 12 – Traganje i spasavanje, Poglavlje 5, Sekcija 5.8.

## **6.2 Signals**

Signals listed in the ICAO Annex 12 – Search and Rescue, Chapter 5, Section 5.8 are used in search and rescue operations.

## AD 1.5 STATUS CERTIFIKACIJE AERODROMA STATUS OF CERTIFICATION OF AERODROMES

### a) SRBIJA

1.1 Naredna tabela sadrži informacije o sertifikatima, odnosno dozvolama za korišćenje koje poseduju operateri aerodroma u Republici Srbiji.

1.2 Sertifikat aerodroma se izdaje operateru aerodroma koji je otvoren za javnu upotrebu i koji se koristi za javni avio-prevoz i izvođenje operacija uz korišćenje procedura instrumentalnog prilaza ili odlaska, ako ima asfaltiranu poletno-sletnu stazu dužine 800 M ili više.

1.3 Izdati sertifikat potvrđuje da operater aerodroma ispunjava zahteve koji su definisani Pravilnikom o uslovima i postupku za izdavanje sertifikata aerodroma („Službeni glasnik Republike Srbije“, broj 11/17), odnosno Uredbom Komisije (EU) broj 139/2014 – EASA sertifikat.

1.4 Operateru aerodroma koji ispunjava uslove iz tačke 1.2, ali u toku godinu ne ostvari promet putnika veći od 10000 i ne ostvari više od 850 operacija povezanih sa prevozom tereta, Direktor civilnog vazduhoplovstva Republike Srbije može izdati dozvolu za korišćenje aerodroma.

1.5 Dozvola za korišćenje se izdaje operateru aerodroma koji je namenjen za poletanje i sletanje vazduhoplova čija je maksimalna sertifikovana masa na poletanju veća od 2370 KG i koji je namenjen za obavljanje javnog avio-prevoza. Dozvola za korišćenje se izdaje i operateru aerodroma koji je namenjen za poletanje i sletanje vazduhoplova čija je maksimalna sertifikovana masa na poletanju manja od 2370 KG, ako je namenjen za obavljanje javnog avio-prevoza putnika ili obuku pilota.

### a) SERBIA

1.1 The following table contains information on certificates and approvals to operate aerodromes held by aerodrome operators in the Republic of Serbia.

1.2 An aerodrome certificate shall be granted to the operator of an aerodrome open for public and which is used for commercial air transport and operations using instrument approach or departure procedures, if it has a paved runway of at least 800 M in length or longer.

1.3 Certificate granted shall confirm that operator of an aerodrome is compliant with requirements set out in Regulation on requirements and procedure for issuing aerodrome certificate (“Official Gazette of the Republic of Serbia”, number 11/17), i.e. Commission Regulation (EU) number 139/2014 – EASA certificate.

1.4 To the operator of an aerodrome who is compliant with the conditions referred to in item 1.2, but who fails to realize a turnover that exceeds 10000 passengers and performs not more than 850 operations related to carriage of cargo, the Civil Aviation Directorate of the Republic of Serbia may grant an approval to operate an aerodrome.

1.5 An approval shall be granted to the operator of an aerodrome intended for take-off and landing of aircraft with the maximum take-off mass which exceeds 2370 KG and which is intended for commercial air transport operations. An approval shall be granted to the operator of an aerodrome which is intended for take-off and landing of the aircraft with the maximum take-off mass lower than 2370 KG, and which is intended for commercial air transport of passengers or pilots' training.

Aerodrome/heliport name Location indicator	Aerodrome certificate / approval for operation		Remarks
	Date of certification	Valid to	
1	2	3	4
<b>AERODROMES</b>			
<b>I – AERODROMES WITH EASA CERTIFICATE</b>			
BEOGRAD/Nikola Tesla LYBE	21 JUL 2017	UNL	Decision number: 6/1-03-0008/2017-0018
NIŠ/Konstantin Veliki LYNI	21 DEC 2017	UNL	Decision number: 6/1-03-0007/2017-0024
<b>II – AERODROMES WITH APPROVAL FOR OPERATION</b>			
PRIŠTINA LYPR	Data not AVBL		
UŽICE/Ponikve LYUZ	01 OCT 2013	UFN	Decision number: 3/6-06-0022/2013-0009
VRŠAC LYVR	10 NOV 2011	UFN	Decision number: 8/3-07-0034/2011-0004
<b>HELIPORTS</b>			
NIL			

**b) CRNA GORA**

1.1 Tabela koja sledi sadrži informacije o certifikatima i odobrenjima za upotrebu aerodroma koja su izdata operatorima aerodroma u Crnoj Gori.

1.2 Certifikat aerodroma izdaje se operatoru aerodroma za aerodrom koji se koristi za pružanje usluga vazdušnog prevoza i izvođenje operacija instrumentalnog prilaza ili odlaska, ako ima:

- 1) asfaltiranu poletno-sletnu stazu dužu od 800 M, ili
- 2) isključivo služi za operacije helikoptera.

1.3 Izdati certifikat aerodroma potvrđuje da je operator aerodroma usaglašen sa zahtevima definisanim Pravilnikom o bližim uslovima za izdavanje certifikata operatoru aerodroma („Službeni list Crne Gore“, broj 12/14).

1.4 Odobrenje za upotrebu aerodroma izdaje se operatoru aerodroma za aerodrom sa manje od 10000 putnika i manje od 850 operacija prevoza tereta godišnje.

1.5 Izdato odobrenje za upotrebu aerodroma potvrđuje da je operator aerodroma usaglašen sa zahtevima definisanim Pravilnikom o uslovima i načinu izdavanja odobrenja za upotrebu aerodroma („Službeni list Crne Gore“, broj 15/15).

**b) MONTENEGRO**

1.1 The following table contains information on certificates and approvals for the use of aerodrome issued to the aerodrome operators in Montenegro.

1.2 An aerodrome certificate is issued to the aerodrome operator for an aerodrome used for air transport services and instrument approach and departure operations, if it:

- 1) has an asphalt runway longer than 800 M, or
- 2) is solely used for helicopter operations.

1.3 Issued aerodrome certificate confirms that aerodrome operator is compliant with requirements set out in Regulation on detailed requirements for issuance of aerodrome certificate to aerodrome operator (“Official Gazette of Montenegro”, number 12/14).

1.4 Approval for the use of aerodrome is issued to the aerodrome operator for aerodrome with less than 10000 passengers and less than 850 cargo operations annually.

1.5 Issued approval for the use of aerodrome confirms that aerodrome operator is compliant with requirements set out in Regulation on conditions and manner for issuing approval for the use of aerodrome (“Official Gazette of Montenegro”, number 15/15).

<b>Aerodrome/heliport name</b> <b>Location indicator</b>	<b>Aerodrome certificate / approval for the use</b>		<b>Remarks</b>
	<b>Date of certification</b>	<b>Valid to</b>	
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>AERODROMES</b>			
<b>I – AERODROMES WITH CERTIFICATE</b>			
NIL			
<b>II – AERODROMES WITH APPROVAL FOR THE USE</b>			
PODGORICA LYPG	08 MAY 2009	UFN	Decision number: 02/2-166/7-09 The certification process is in progress.
TIVAT LYTV	02 JUN 2009	UFN	Decision number: 02/2-200/6-09 The certification process is in progress.
<b>HELIPORTS</b>			
NIL			

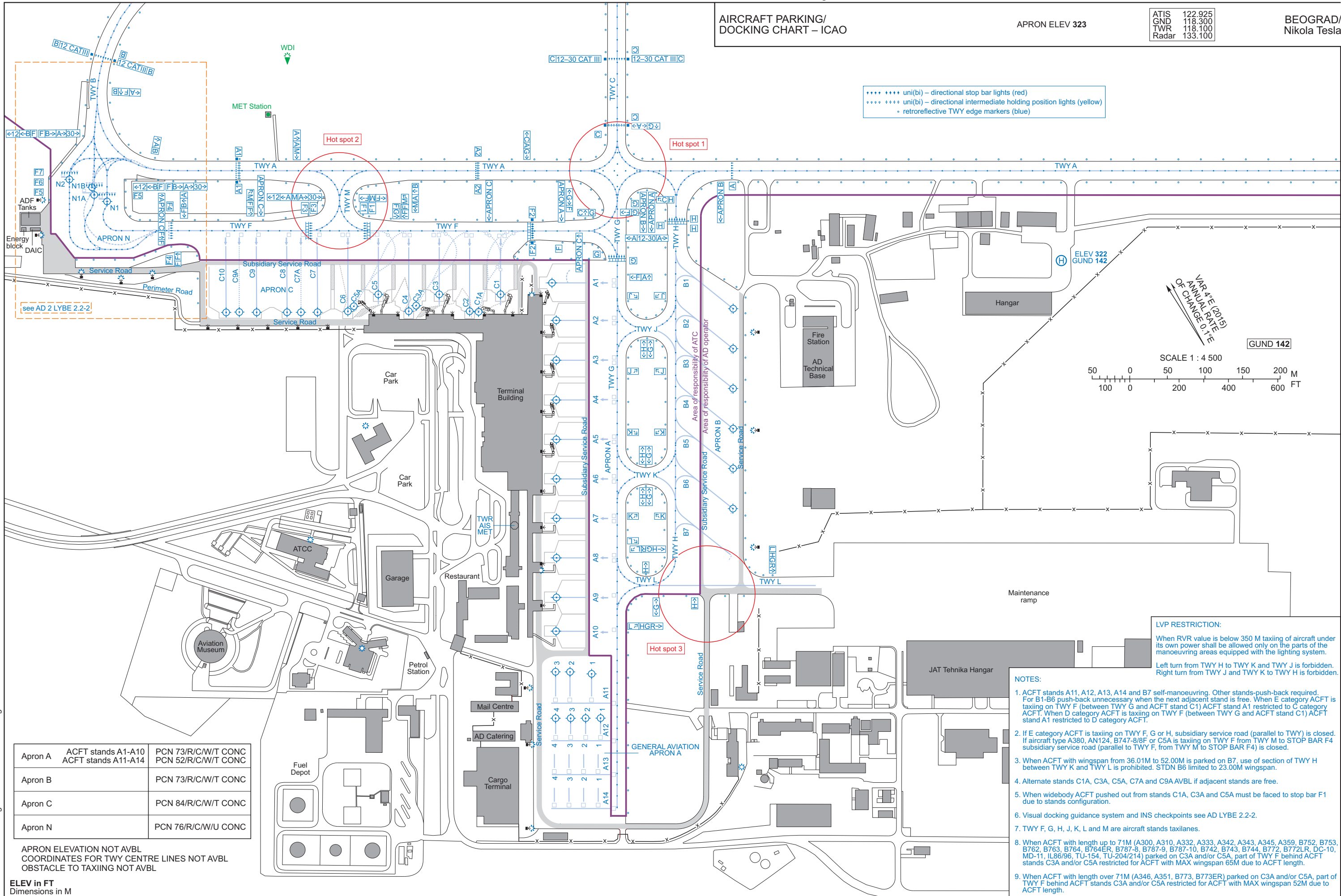


AIRCRAFT PARKING/  
DOCKING CHART – ICAO

APRON ELEV 323

ATIS	122.925
GND	118.300
TWR	118.100
Radar	133.100

BEOGRAD/  
Nikola Tesla



Apron A	ACFT stands A1-A10 ACFT stands A11-A14	PCN 73/R/C/W/T CONC PCN 52/R/C/W/T CONC
Apron B		PCN 73/R/C/W/T CONC
Apron C		PCN 84/R/C/W/T CONC
Apron N		PCN 76/R/C/W/U CONC

APRON ELEVATION NOT AVBL  
COORDINATES FOR TWY CENTRE LINES NOT AVBL  
OBSTACLE TO TAXIING NOT AVBL

ELEV in FT  
Dimensions in M

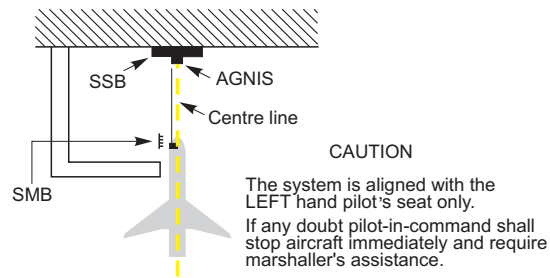
**LVP RESTRICTION:**  
When RVR value is below 350 M taxiing of aircraft under its own power shall be allowed only on the parts of the manoeuvring areas equipped with the lighting system.  
Left turn from TWY H to TWY K and TWY J is forbidden.  
Right turn from TWY J and TWY K to TWY H is forbidden.

- NOTES:**
- ACFT stands A11, A12, A13, A14 and B7 self-maneuvring. Other stands-push-back required. For B1-B6 push-back unnecessary when the next adjacent stand is free. When E category ACFT is taxiing on TWY F (between TWY G and ACFT stand C1) ACFT stand A1 restricted to C category ACFT. When D category ACFT is taxiing on TWY F (between TWY G and ACFT stand C1) ACFT stand A1 restricted to D category ACFT.
  - If E category ACFT is taxiing on TWY F, G or H, subsidiary service road (parallel to TWY) is closed. If aircraft type A380, AN124, B747-8/8F or C5A is taxiing on TWY F from TWY M to STOP BAR F4 subsidiary service road (parallel to TWY F, from TWY M to STOP BAR F4) is closed.
  - When ACFT with wingspan from 36.01M to 52.00M is parked on B7, use of section of TWY H between TWY K and TWY L is prohibited. STDN B6 limited to 23.00M wingspan.
  - Alternate stands C1A, C3A, C5A, C7A and C9A AVBL if adjacent stands are free.
  - When widebody ACFT pushed out from stands C1A, C3A and C5A must be faced to stop bar F1 due to stands configuration.
  - Visual docking guidance system and INS checkpoints see AD LYBE 2.2-2.
  - TWY F, G, H, J, K, L and M are aircraft stands taxiways.
  - When ACFT with length up to 71M (A300, A310, A332, A333, A342, A343, A345, A359, B752, B753, B762, B763, B764, B764ER, B787-8, B787-9, B787-10, B742, B743, B744, B772, B772LR, DC-10, MD-11, IL86/96, TU-154, TU-204/214) parked on C3A and/or C5A, part of TWY F behind ACFT stands C3A and/or C5A restricted for ACFT with MAX wingspan 65M due to ACFT length.
  - When ACFT with length over 71M (A346, A351, B773, B773ER) parked on C3A and/or C5A, part of TWY F behind ACFT stands C3A and/or C5A restricted for ACFT with MAX wingspan 52M due to ACFT length.

Change: NOTES. Editorial changes.

**VISUAL DOCKING GUIDANCE SYSTEM**

**ACFT STANDS: A6-A9**



**AZIMUTH GUIDANCE UNIT (AGNIS)**



NOTE: When AGNIS unserviceable follow yellow centre line and obtain stopping guidance from SMB. Marshalling not required.

**STOP SHORT BOARD (SSB)**

A black base board supported on a frame attached to the face of the pier under the AGNIS. In case of system unserviceability, a "STOP SHORT" sign is displayed to the aircraft immediately. Use caution and follow marshaller's signals as appropriate.



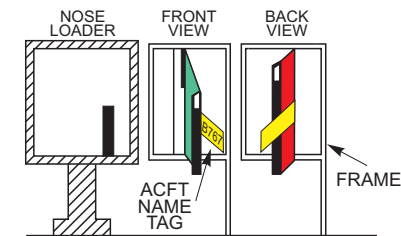
**SIDE MARKER BOARD (SMB)**

For stopping guidance, side marker boards with vertical slats are used. It consists of a steel frame on the pier side of the nose loader with vertical slats. Each slat bears a name tag to indicate the aircraft types to which it applies:

1. **B717** is designated for Boeing aircraft B717-200,
2. **B735** is designated for Boeing aircraft B737-200/300/400/500,
3. **B739** is designated for Boeing aircraft B737-600/700/800/900,
4. **B757** is designated for Boeing aircraft B757-200/300,
5. **B767** is designated for Boeing aircraft B767-200/300/400,
6. **A300** is designated for Airbus aircraft A300,
7. **A310** is designated for Airbus aircraft A310,
8. **A321** is designated for Airbus aircraft A318/319/320/321,
9. **F100** is designated for Fokker aircraft F70 and F100,
10. **EMJ** is designated for Embraer aircraft EMB170/175/190/195,
11. **ARJ** is designated for Avro aircraft ARJ85/100/115 and BAE146-200/300,
12. **MD80** is designated for McDonnell Douglas aircraft MD80/90

The edge of each slat is black with a white segment, the side facing taxiway is green and the side facing pier is red. The pilot entering the stand will see green side. In correct STOP position the black edge only (with white segment) is visible. Passing the correct STOP position the red side of the slat will begin to appear.

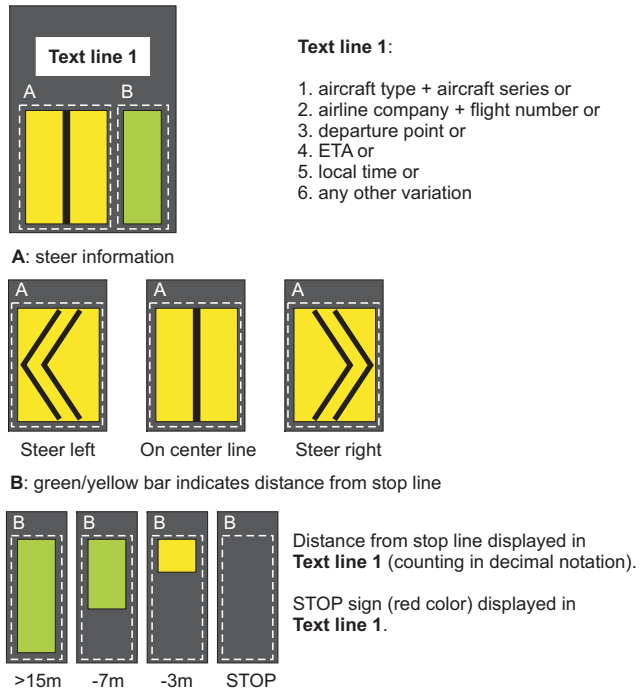
**SIDE MARKER BOARD**  
One slot example



NOTE: When SMB is unserviceable, aircraft must be marshalled.

**ACFT STANDS: A1-A5 and C1-C6**

**AIRCRAFT PARKING AND INFORMATION SYSTEM ( APIS++)**



NOTE: When APIS++ unserviceable, aircraft must be marshalled.

**ACFT STANDS:  
A10-A14, B1-B7, C1A, C3A, C5A, C7-C10, C7A ,C9A,  
N1, N1A, N1B and N2**  
For ACFT parking follow marshaller instruction

ACFT STANDS	MAX wingspan	INS CHECKPOINTS
A1	50.39 M (39.52 M)	44 49 14.21N 020 17 36.96E
A2	33.62 M (44.42 M)	44 49 12.75N 020 17 35.98E
A3	44.42 M	44 49 11.29N 020 17 34.71E
A4	44.42 M	44 49 09.84N 020 17 33.44E
A5	44.42 M	44 49 08.40N 020 17 32.18E
A6	44.42 M	44 49 06.94N 020 17 30.92E
A7	44.42 M	44 49 05.49N 020 17 29.66E
A8	44.42 M	44 49 04.05N 020 17 28.39E
A9	36.00 M	44 49 02.59N 020 17 27.12E
A10	36.00 M	44 49 01.34N 020 17 26.00E
A11-1	23.72 M	44 48 59.00N 020 17 26.49E
A11-2	21.23 M	44 48 59.57N 020 17 25.44E
A11-3	12.04 M	44 48 59.90N 020 17 24.70E
A12-1	17.00 M	44 48 57.18N 020 17 25.53E
A12-2	17.00 M	44 48 57.52N 020 17 24.76E
A12-3	17.00 M	44 48 57.86N 020 17 23.99E
A12-4	17.20 M	44 48 58.20N 020 17 23.22E
A13-1	17.00 M	Data not AVBL
A13-2	17.00 M	Data not AVBL
A13-3	17.00 M	Data not AVBL
A13-4	17.40 M	Data not AVBL
A14-1	17.00 M	Data not AVBL
A14-2	17.00 M	Data not AVBL
A14-3	17.00 M	Data not AVBL
A14-4	17.40 M	Data not AVBL
B1	36.00 M	44 49 09.14N 020 17 45.45E
B2	36.00 M	44 49 07.68N 020 17 44.17E
B3	36.00 M	44 49 06.22N 020 17 42.89E
B4	36.00 M	44 49 04.75N 020 17 41.61E
B5	36.00 M	44 49 03.29N 020 17 40.33E
B6	36.00 M (23.00 M)	44 49 01.83N 020 17 39.04E
B7	36.00 M (52.00 M)	Data not AVBL
C1	36.00 M	44 49 14.97N 020 17 33.95E
C1A	52.00 M	44 49 14.82N 020 17 32.25E
C2	36.00 M	44 49 15.05N 020 17 31.82E
C3	36.00 M	44 49 16.36N 020 17 30.79E
C3A	65.00 M	44 49 16.47N 020 17 29.24E
C4	36.00 M	44 49 16.44N 020 17 28.69E
C5	36.00 M	44 49 17.75N 020 17 27.66E
C5A	65.00 M	44 49 17.78N 020 17 26.02E
C6	36.00 M	44 49 17.82N 020 17 25.56E
C7	36.00 M	44 49 18.48N 020 17 23.96E
C7A	65.00 M	44 49 18.86N 020 17 23.11E
C8	36.00 M	44 49 19.17N 020 17 22.40E
C9	36.00 M	44 49 19.86N 020 17 20.83E
C9A	65.00 M	44 49 20.27N 020 17 19.95E
C10	36.00 M	44 49 20.55N 020 17 19.26E
N1	36.00 M	44 49 27.18N 020 17 16.76E
N1A	65.00 M	44 49 27.71N 020 17 16.31E
N1B	80.00 M	44 49 28.04N 020 17 16.45E
N2	36.00 M	44 49 28.85N 020 17 15.53E

