Pursuant to Article 46 (2), Article 48 (1) and (2), Article 51 (3), Article 71 (2) and Article 239 of the Air Transport Law (Official Gazette of the Republic of Serbia No 73/10, 57/11, 93/12, 45/15 and 66/15 - the other law),

Director of the Civil Aviation Directorate of the Republic of Serbia hereby enacts

REGULATION
on air traffic control and alerting services

I. INTRODUCTORY PROVISIONS

Article 1
Scope

This Regulation sets forth the manner of providing air traffic control services, including the alerting services, standard phraseology terms in the English language and the terms in Serbian language used when rendering the air traffic control services, as well as the type of data on the services provided recorded or otherwise retained, the manner of data keeping and time for which the data are retained.

This Regulation transposes, while adapting it to the legislation of the Republic of Serbia, the Sections 7, 8 and 10, a part of the Section 11 of the Annex to the Implementing Commission Regulation No 923/2012 of 26 September 2012.

Article 2
Definitions

Particular terms used in this Regulation shall have the following meanings:

1) *automatic dependent surveillance - agreement, ADS-C agreement* means a reporting plan which establishes the conditions of ADS-C data reporting (i.e. data required by the air traffic services unit and frequency of ADS-C reports which have to be agreed to prior to using ADS-C in the provision of air traffic services);

2) *automatic dependent surveillance - contract, ADS-C contract* means a means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports;

3) *aerodrome* means a defined area (including any buildings, installations and equipment) on land or water or on a fixed, fixed off-shore or floating structure intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;

4) *aerodrome control tower* means a unit established to provide air traffic control service to aerodrome traffic;

5) *aerodrome traffic zone* means an airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic;

6) *aerodrome traffic* means all traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome. An aircraft operating in the vicinity of an aerodrome includes but is not limited to aircraft entering or leaving an aerodrome traffic circuit;

7) *alternate aerodrome* means an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing. Alternate aerodromes include the following:

(a) 'take-off alternate' means an alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure;

(b) 'en-route alternate' means an aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en route;

(c) 'ETOPS en-route alternate' means a suitable and appropriate alternate aerodrome at which an aeroplane would be able to land after experiencing an engine shutdown or other abnormal or emergency condition while en route in an ETOPS operation;

(d) 'destination alternate' means an alternate aerodrome to which an aircraft may proceed should it become either impossible or inadvisable to land at the aerodrome of intended landing;

8) *altitude* means the vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL);

9) *ATS route* means a specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services;;

10) *Ceiling* means the height above the ground or water of the base of the lowest layer of cloud below 6 000 m (20 000 ft) covering more than half the sky;

11) *current flight plan* means the flight plan, including changes, if any, brought about by subsequent clearances;

12) *aircraft* means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface;

13) *strayed aircraft* means an aircraft which has deviated significantly from its intended track or which reports that it is lost;

14) *air traffic* means all aircraft in flight or operating on the manoeuvring area of an aerodrome;

15) *visibility* means visibility for aeronautical purposes which is the greater of:

(a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognised when observed against a bright background;

(b) the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background;

16) *visual meteorological conditions* mean meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima;

17) *level* means a generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level;;

18) *cruising level* means a level maintained during a significant part of a flight;

19) *VMC* means the symbol used to designate visual meteorological conditions;

20) *pilot-in-command* means a pilot who as a rule operates an aircraft and is responsible for the entirety of the flight;

21) *taxiing* means movement of an aircraft on the surface of an aerodrome or an operating site under its own power, excluding take-off and landing;

22) *VFR* means the symbol used to designate the visual flight rules;

23) *VFR flight* means a flight conducted in accordance with the visual flight rules;

24) *clearance limit* means the point to which an aircraft is granted an air traffic control clearance;

25) *data link communications* means a communication system for the exchange of messages through a data link;

26) *controller-pilot data link communications (CPDLC)* mean a means of communication between controller and pilot, using data link for ATC communications;

27) *Aeronautical Information Publication (AIP)* means a publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation;

28) *IMC* means the abbreviation used to designate instrument meteorological conditions;

29) *instrument meteorological conditions* mean meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions;

30) *IFR* means an abbreviation used to denote instrument flight rules;

31) *IFR flight* means a flight operated in accordance with the instrument flight rules;

32) *ATS unit* means a generic term meaning variously air traffic control unit, flight information centre, alerting services or advisory services;

33) *air traffic control unit* means a generic term meaning variously, area control centre, approach control unit or aerodrome control tower;

34) *air-ground communication* means two-way communication between aircraft and stations on the surface of the earth;

35) *control zone* means a controlled airspace extending upwards from the surface of the earth to a specified upper limit;

36) *control area* means a controlled airspace extending upwards from a specified limit above the earth;

37) *controlled aerodrome* means an aerodrome at which air traffic control service is provided to aerodrome traffic regardless whether or not a control zone exists;

38) *controlled airspace* means an airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification;

39) *controlled flight* means any flight which is subject to an air traffic control clearance;

40) *heading* means the direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid);

41) *track* means the projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid);

42) *manoeuvring area* means that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons;

43) *unidentified aircraft* means an aircraft which has been observed or reported to be operating in a given area but whose identity has not been established;

44) *flight level (FL)* means a surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013,2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals;

45) *area control centre (ACC)* means a unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction;

46) *flight information region (FIR)* means an airspace of defined dimensions within which flight information service and alerting service are provided;

47) *air traffic control clearance* means authorisation for an aircraft to proceed under conditions specified by an air traffic control unit;

48) *downstream clearance* means a clearance issued to an aircraft by an air traffic control unit that is not the current controlling authority of that aircraft;

49) *operator* means any legal or natural entity operating or intending to operate one or more aircraft;

50) *operating site* means a site selected by the operator or pilot-in-command for landing, take-off and/or hoist operations;

51) *flight plan* means specified information provided to air traffic services units, relative to an intended flight or part of a flight of an aircraft;

52) *Movement area* means that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s);

53) *Runway* means a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft;

54) *Threshold* means the beginning of that portion of the runway usable for landing;

55) *Estimated time of arrival:*

(1) for IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome,

(2) for VFR flights, the time at which it is estimated that the aircraft will arrive over the aerodrome;

56) *transition altitude* means the altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes;

57) *transition level* means the lowest flight level available for use above the transition altitude;

58) *transition layer* means the airspace between the transition altitude and transition level;

59) *obstacle* means all fixed (whether temporary or permanent) and mobile objects, or parts thereof, that:

- are located on an area intended for the surface movement of aircraft; or
- extend above a defined surface intended to protect aircraft in flight; or
- stand outside those defined surfaces and that have been assessed as being a hazard to air navigation;

60) *height* means the vertical distance of a level, a point or an object considered as a point, measured from a specified datum;

61) *RVSM airspace* means the airspace from *FL* 290 to *FL* 410, including both flight levels, where reduced vertical separation minimums are applied;

62) *air traffic advisory service* means a service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on IFR flight plans;

63) *route segment* means a route or portion of route usually flown without an intermediate stop;

64) *special VFR flight* means a VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC;

65) *reporting point* means a specified geographical location in relation to which the position of an aircraft can be reported;

66) *change-over point* means the point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft;

67) *transfer of control point* means a defined point located along the flight path of an aircraft, at which the responsibility for providing air traffic control service to the aircraft is transferred from one control unit or control position to the next;

68) *alerting service* means a service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required;

69) *air traffic control service* means a service provided for the purpose of:

(1) preventing collisions:

(a) between aircraft; and

(b) on the manoeuvring area between aircraft and obstructions; and

(2) expediting and maintaining an orderly flow of air traffic;

70) *air traffic service (ATS)* means a generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service);

71) *QFE* means the atmospheric pressure at aerodrome elevation or at runway threshold;

72) *QNH* means altimeter sub-scale setting to obtain elevation when on the ground.

Article 3
Air traffic service provider

Air traffic services are rendered by the air traffic service provider complying with the requirements prescribed by law governing air transport and the requirements prescribed by the regulation governing the manner of issuing and validity of the certificate for the provision of air navigation services.

Article 4
Types of air traffic services

The following air traffic services are provided:

1) Air traffic control services;
2) Flight information services;
3) Alerting services;
4) Advisory services.

Article 5
Objectives of air traffic services provision

Objectives of air traffic services shall be to:

1) prevent collisions between aircraft;
2) prevent collisions between aircraft on the manoeuvring area and obstacles on that manoeuvring area;
3) expedite and maintain an orderly flow of air traffic;
4) provide information and advice useful for the safe and efficient flight;
5) notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required.

Article 6
Coordination between the aircraft operator and air traffic services

For delivering the objectives referred to in Article 5 of this Regulation, the air traffic services unit (hereinafter: *ATS*) shall take into account the requirements of the aircraft operators in accordance with the regulation governing air operations and provides the aircraft operators or their designated representatives the information that will enable them or their designated representatives to carry out their duties and responsibilities.

When so requested by an aircraft operator, messages (including position reports) received by air traffic services units and relating to the operation of the aircraft to which the operational control service is provided shall be, so far as practicable, be made available immediately to the aircraft operator or a designated representative in accordance with the locally established procedures.

II. AIR TRAFFIC CONTROL SERVICE

Article 7
Organization of ATS provision

Air traffic control service shall be organized as follows:

1) Area control service is provided from the air traffic control centre or from the approach unit of air traffic control if the air traffic control centre is not established;

2) Approach air traffic control is provided from the appropriate unit or from the aerodrome control unit or from area control;

3) Aerodrome air traffic control is provided from the appropriate unit located, as a rule, at the aerodrome control tower.

At controlled aerodromes, the air traffic service on the manoeuvring areas may be independent or be provided by aerodrome air traffic control unit.

Article 8
Responsibility for the provision of air traffic control service

Only one air traffic control unit is responsible for the provision of air traffic control to one aircraft, at any time.

Responsibility for the provision of air traffic control service to one aircraft or a group of aircraft may, at a tactical level, be delegated from one air traffic control unit to another in a manner and at a time as agreed upon between those two units, under condition that all other interested air traffic control units are notified thereof.

Article 9
Application

Air traffic control service shall be provided:

1) to all IFR flights in airspace Classes A, B, C, D and E;
2) to all VFR flights in airspace Classes B, C and D;
3) to all special VFR flights;
4) to all aerodrome traffic at controlled aerodromes.

Article 10
Operation of air traffic control service

In order to provide air traffic control service, an air traffic control unit shall:

1) be provided with information on the intended movement of each aircraft, or variations therefrom, and with
2) current information on the actual progress of each aircraft;
3) determine from the information received, the relative positions of known aircraft to each other;
4) issue clearances and information for the purpose of preventing collision between aircraft under its control and of
5) expediting and maintaining an orderly flow of traffic;
6) coordinate clearances as necessary with other units:
   (i) whenever an aircraft might otherwise conflict with traffic operated under the control of such other units;
   (ii) before transferring control of an aircraft to such other units.

Article 11
Separation

Clearances issued by air traffic control units shall provide separation:

1) between all flights in airspace Classes A and B;

2) between IFR flights in airspace Class C, D and E;

3) between IFR and VFR flights in airspace Class C;

4) between IFR flights and special VFR flights;

5) between special VFR flights, unless otherwise prescribed by the air navigation service provider.

Notwithstanding paragraph 1 above, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the competent authority for the cases listed under b) above in airspace Classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific part of the flight below 3 050 m (10 000 ft) during climb or descent, during day in visual meteorological conditions.

Article 12
Vertical and horizontal separation

Except for cases when a reduction in separation minima in the vicinity of aerodromes can be applied, separation by an air traffic control unit shall be obtained by at least one of the following:

1) vertical separation – obtained by assigning different levels selected from the table of cruising levels or in altitudes depending on the application of prescribed procedures of altimeter setting, except otherwise indicated in the appropriate *AIP* or clearance of the air traffic control unit;

2) horizontal separation obtained by providing:

a) longitudinal separation, by maintaining an interval between along the same, converging or reciprocal tracks, expressed in time or distance, or

b) lateral separation, by maintaining aircraft on different routes or in different geographical areas.

Cruising levels table in paragraph 1 (1) of this Article is set out in Appendix 1, printed with this Regulation, consisting the integral part thereof.

Article 13
Aircraft flight altitude

Aircraft flight altitude in the vicinity of an aerodrome is expressed in terms of altitudes if the aircraft is at or below the transition altitude, and when in terms of flight levels, if the aircraft is at or below transition level.

While passing through the transition layer, vertical position shall be expressed in terms of flight levels when climbing and in terms of altitudes when descending.

The flight altitude of an aircraft on a route is expressed in flight levels at or above the minimum flight level or heights, if the aircraft is below the minimum flight level.

Transition altitude at aerodromes and minimal flight levels en-route are established and published in the AIP, and in terms of aerodromes, the transition level is established by the responsible air traffic control unit base on the applicable *QNH* pressure at aerodromes.

Article 14
Separation minima

The selection of separation minima for application within a given portion of airspace shall be made by the ANSP responsible for the provision of air traffic services and approved by the Civil Aviation Directorate of the Republic of Serbia.

For traffic that will pass from one into the other of neighbouring airspaces and for routes that are closer to the common boundary of the neighbouring airspaces than the separation minima applicable in the circumstances, the selection of separation minima shall be made in consultation between the ANSPs responsible for the provision of air traffic services in neighbouring airspace.

The provider of air traffic services shall notify the details of the selected separation minima and of their areas of application:

1) to the appropriate *ATS* unit;

2) to pilots and aircraft operators through aeronautical information publications, where separation is based on the use by aircraft of specified navigation aids or specified navigation techniques.

Detailed instructions on establishing RVSM are given in ICAO Doc. 4444 PANS-ATM (Procedures for air navigation services – Air Traffic Management) available on the official website of the International Civil Aviation Organization.

Article 15
Vertical separation minima

The vertical separation minimum shall be:

1) 300 *m* (1.000 *ft*) up to and including *FL* 410;

2) 600 *m* (2.000 *ft*) above *FL* 410.

Notwithstanding paragraph 1 (1) of this Article, the vertical separation minimum shall be 600 *m* (2.000 *ft*):

1) in the case of the suspension of the *RVSM* air space;

2) in the case of separation of aircraft flying within *RVSM* airspace and:

(1) *RVSM* of non-tested aircraft;

(2) *RVSM* of the tested aircraft that lost RVSM states for any reason (radio communication interruption, malfunction of the part of equipment, wake turbulence, etc.);

(3) Formation flying.

Article 16
Emergency separation

If, during an emergency situation, it is not possible to ensure that the applicable horizontal separation can be maintained, emergency separation of half the applicable vertical separation minimum is used by the air traffic unit, which are half of the vertical separation minima in that portion of airspace.

When emergency separation in paragraph 1 of this Article is applied, the flight crews concerned shall be informed on the emergency separation, and shall be informed of the actual minimum used, including essential traffic information.

Article 17
Air traffic control clearance

Air traffic control clearance is based solely on the demands for air traffic service provision.

Air traffic control clearances are issued prior to a controlled flight or a part thereof being operated as a controlled flight. Air traffic control clearances are requested by way of flight plan submission to the responsible air traffic control unit.

If air traffic control clearances are unacceptable, a pilot-in-command informs thereof the responsible air traffic control unit.

In the case referred to in paragraph 4 of this Article, the air traffic control unit issues amended clearance, if practicable.

If the pilot-in-command requests a clearance involving priority, the pilot-in-command shall at the request from the responsible air traffic control unit submit a report explaining the necessity for such priority.

If, prior to departure, it is anticipated that, depending on fuel endurance and subject to re-clearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate air traffic control units shall be so notified by the insertion in the flight plan of information concerning the revised route (where known) and the revised destination.

An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.

Article 18
Clearances for transonic flight

The air traffic control clearance relating to the transonic acceleration phase of a supersonic flight shall extend at least to the end of that phase.

The air traffic control clearance relating to the deceleration and descent of an aircraft from supersonic cruise to subsonic flight shall seek to provide for uninterrupted descent at least during the transonic phase.

Article 19
Content of clearances

An air traffic control clearance shall indicate:

(1) aircraft identification as shown in the flight plan;

(2) clearance limit;

(3) route of flight;

(4) level(s) of flight for the entire route or part thereof and changes of levels if required;

(5) any necessary instructions or information on other matters such as approach or departure manoeuvres, communications and the time of expiry of the clearance.

Article 20
Read-back of clearances and safety-related information

(1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:

(i) ATC route clearances;

(ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and

(iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and

(iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.

Other clearances or instructions, including conditional clearances and taxi instructions in this Article shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

The controller shall listen to the read-back to ascertain that the clearance or instruction has been correctly acknowledged by the flight crew and shall take immediate action to correct any discrepancies revealed by the read-back.

Voice read-back of CPDLC messages shall not be required, unless otherwise specified by the ANSP.

Article 21
Coordination of clearances

An air traffic control clearance shall be coordinated between air traffic control units to cover the entire route of an aircraft or a specified portion thereof as described in paragraph 27 of this Article.

An aircraft shall be cleared for the entire route to the aerodrome of first intended landing:

1) when it has been possible, prior to departure, to coordinate the clearance between all the units under whose control the aircraft will come; or

2) when there is reasonable assurance that prior coordination will be effected between those units under whose control the aircraft will subsequently come.

When coordination as in paragraph 2 has not been achieved or is not anticipated, the aircraft shall be cleared only to that point where coordination is reasonably assured.

Prior to reaching such point, or at such point, the aircraft shall receive further clearance, holding instructions being issued as appropriate.

1) When prescribed by the ATS unit, aircraft shall contact a downstream air traffic control unit, for the purpose of receiving a downstream clearance prior to the transfer of control point.

(i) Aircraft shall maintain the necessary two-way communication with the current air traffic control unit whilst obtaining a downstream clearance.

(ii) A clearance issued as a downstream clearance shall be clearly identifiable as such to the pilot.

(iii) Unless coordinated, downstream clearances shall not affect the aircraft's original flight profile in any airspace, other than that of the air traffic control unit responsible for the delivery of the downstream clearance.

When an aircraft intends to depart from an aerodrome within a control area to enter another control area within a period of thirty minutes, or such other specific period of time as has been agreed between the area control centres concerned, coordination with the subsequent area control centre shall be effected prior to issuance of the departure clearance.

When an aircraft intends to leave a control area for flight outside controlled airspace, and will subsequently re-enter the same or another control area, a clearance from the point of departure to the aerodrome of first intended landing may be issued. Such clearance or revisions thereto shall apply only to those portions of the flight conducted within controlled airspace.

Article 22
Adherence to flight plan

Except as provided for in Articles 23 and 25 of this Regulation, aircraft crew shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless:

1) a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or

2) an emergency situation arises which necessitates immediate action by the aircraft crew.

In the case described in paragraph 1 (2) of this Article, the aircraft crew clears, as soon as the circumstance permits, the responsible air traffic control unit on the action taken and the fact that it was taken due to emergency situation.

Unless otherwise authorised by the competent authority, or directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable:

1) when on an established ATS route, operate along the defined centre line of that route; or

2) when on any other route, operate directly between the navigation facilities and/or points defining that route.

Unless otherwise authorised by the competent authority, or directed by the appropriate air traffic control unit, an aircraft operating along an ATS route segment defined by reference to very high frequency omnidirectional radio ranges shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the changeover point, where established. Any deviation from the requirements shall be notified to the appropriate air traffic services unit.

Article 23
Inadvertent changes

In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:

1) in the case of the deviation from track action shall be taken forthwith by the aircraft crew to adjust the heading of the aircraft to regain track as soon as practicable;

2) in the case of the variation in true airspeed, if the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate air traffic services unit must be so informed;

3) if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of 3 minutes from that notified to air traffic services, or such other period of time as is prescribed by the appropriate ATS authority or on the basis of air navigation regional agreements, a revised estimated time shall be notified as soon as possible to the appropriate air traffic services unit;

4) when an ADS-C agreement is in place, the air traffic services unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS-C event contract.

Article 24
Intentional changes

The request to amend the flight plan shall contain the following:

1) change of cruising level: aircraft identification; requested new cruising level and cruising speed at this level, revised time estimates (when applicable) at subsequent flight information region boundaries;

2) change of route:

(1) *destination unchanged:* aircraft identification; flight rules; description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence; revised time estimates; any other pertinent information;

(2) *destination changed:* aircraft identification; flight rules; description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; revised time estimates; alternate aerodrome(s); any other pertinent information.

Article 25
Weather deterioration

When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a VFR flight operated as a controlled flight shall:

1) request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required; or

2) if no clearance in accordance with 1) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome; or

3) if operated within a control zone, request authorisation to operate as a special VFR flight; or

4) request clearance to operate in accordance with the instrument flight rules.

Article 26
Position reports

Unless exempted by the competent authority or by the appropriate air traffic services unit under conditions specified by that authority, a controlled flight shall report to the appropriate air traffic services unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any other required information.

Position reports shall similarly be made in relation to additional points when requested by the appropriate air traffic services unit.

In the absence of designated reporting points, position reports shall be made at intervals prescribed by the competent authority or specified by the appropriate air traffic services unit.

Controlled flights providing position information to the appropriate air traffic services unit via data link communications shall only provide voice position reports when requested

Article 27
Termination of control

A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to air traffic control service.

Article 28
Communications

An aircraft operated as a controlled flight shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with, the appropriate air traffic control unit, except as may be prescribed by the relevant ANSP in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.

An aircraft operated as a controlled flight shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with, the appropriate air traffic control unit, except as may be prescribed by the relevant ANSP in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.

The requirement for an aircraft to maintain air-ground voice communication watch shall remain in effect when CPDLC has been established.

Further provisions on communication failures are set out in Annex 10 (Part II) Convention on international civil aviation (done at Chicago 1944) and ICAO Document 4444 (Procedures for air navigation services - ATM).

Article 29
Phraseology used when providing air traffic control services

When providing the air traffic control services standard phraseologies in the English language shall be used.

The standard English language phraseologies shall be used in accordance with the international standards and recommended practices in Annex 10 (Part II) to the International Civil Aviation Convention and the ICAO Document PANS-ATM number 4444 (Procedures for Air Navigation Services – Air Traffic Management).

Notwithstanding paragraph 1 of this Article, air traffic control services provided to domestic aircraft flying under the rules of the operational air traffic may be provided in Serbian language.

The basic phraseology in Serbian language used whilst providing the air traffic control services are set out in Appendix 2, printed out with this Regulation, comprising the integral part thereof.

Article 30
Time

When providing the general traffic services, the air navigation service provider shall use Coordinated Universal Time (*UTC*) only.

III. ALERTING SERVICES

Article 31
Application

Alerting service shall be provided by the air traffic services units:

1) for all aircraft provided with air traffic control service;

2) in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services; and

3) to any aircraft known or believed to be the subject of unlawful interference.

The appropriate air traffic services unit is a central point for gathering all information of relevance for aircraft in state of an emergency within the flight information region for an aircraft in flight or a controlled area, including the forwarding of that information to the appropriate rescue coordination centre.

When an aircraft in an emergency state is under the responsibility of the aerodrome air traffic control or approach air traffic control, the ATS unit shall immediately inform the control area thereof.

Notwithstanding paragraph 3 of this Article, if the emergency of the situation so requires, aerodrome control or approach control first inform the appropriate local services that can provide immediate aid.

Article 32
Information to Rescue Coordination Centre

ATS unit informs rescue coordination centre immediately upon finding out that the aircraft is in the state of emergency, under the following phases:

1) uncertainty phase (*INCERFA*);
2) alert phase (*ALERFA*);
3) distress phase (*DETRESFA*).

Uncertainty phase (*INCERFA*) exists:

1) When communication from an aircraft has not been received within 30 minutes after the time a communication should have been received or after the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is earlier; or;

2) When an aircraft fails to arrive within 30 minutes after the time of arrival last estimated by the pilot or by the ATC units, whichever is later, except for the cases where there is no doubt regarding the safety of aircraft and passengers.

Alert phase (*ALERFA*) exists:

1) following the uncertainty phase when subsequent attempts to establish communication with the aircraft, or inquiries to other relevant sources have failed to reveal any information about the aircraft; or

2) if the aircraft that has been cleared for landing has not landed within five minutes of the scheduled time and communication with the aircraft crew has not been re-established; or

3) information received indicates that the operational capacity of an aircraft impaired, but no to the extent that forced landing is needed, except where there is proof diminishing doubt that the safety of aircraft and passengers is endangered; or

4) if the aircraft is known or believed to be subjected to an act of unlawful interference.

Distress phase (*DETRESFA*) exists:

1) following ALERFA phase, when attempts to establish communication failed and more unsuccessful inquiries point to the possibility that the aircraft is in distress; or

2) where the fuel onboard is considered to be exhausted or insufficient for safe landing; or

3) information is received which indicates that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely; or

4) information is received or it is reasonably certain that the aircraft is about to make or has made a forced landing, except when there is reasonable certainty that the aircraft and its occupants are not threatened by grave and imminent danger and do not require immediate assistance.

Article 33
Content of ATS unit reports

The reports delivered by the responsible ATS unit to the rescue coordination centre comprises the following information:

1) alert phase (*INCERFA*, *ALERFA* or *DETRESFA*);
2) name or organisation and person responsible for immediate delivery of the report;
3) nature of emergency;
4) significant data contained in the flight plan;
5) ATS unit that was last to establish contact with the aircraft, time and resources utilised;
6) the latest report on aircraft position and the method of positioning;
7) aircraft colour and markings;
8) data on dangerous goods;
9) action taken;
10) number of persons onboard, if known;
11) rescue aids onboard;
12) other significant remarks.

In addition to the reports referred to in paragraph 1 of this Article, the competent ATS unit shall submit to the Rescue Coordination Centre any useful additional information that may affect the course of the search and rescue operation, as well as information on cessation of emergency.

The ATS unit shall immediately provide all the information referred to in paragraph 1 of this Article to the aircraft operator, whenever practicable.

The air navigation service provider shall submit to the Rescue Coordination Centre, for inspection, radar records and records on radio communication between the competent ATS unit and aircraft crew.

Article 34
Information on the proximity of aircraft in distress

Once established that an aircraft is in a state of emergency, the *ATS* unit shall, as soon as practicable, inform other aircraft in its vicinity on the nature of the emergency.

Notwithstanding paragraph 1 of this Article, when an *ATS* unit knows or believes that an aircraft is being subjected to unlawful interference, no reference shall be made in ATS air-ground communications to the nature of the emergency unless the aircraft involved already communicated ongoing unlawful interference and it is certain that such reference will not aggravate the situation.

IV. EMERGENCY, STRAYED AIRCRAFT, UNIDENTIFIED AIRCRAFT AND UNLAWFUL INTERFERENCE

Article 35
Information to aircraft operating in the vicinity of an aircraft in a state of emergency

If it is known or assumed that an aircraft is in a state of emergency, including the unlawful interference, the *ATS* unit provides assistance and gives priority to such aircraft.

Whenever unlawful interference with aircraft is known or suspected, the *ATS* unit shall promptly provide assistance at the request from the aircraft crew, communicating continually the information of importance to safe completion of the flight and undertake the necessary action to expedite all phases of the flight, particularly the safe landing.

Whenever unlawful interference with aircraft is known or suspected, the *ATS* unit shall promptly inform the relevant services in accordance with the procedures and exchange necessary information with the operator or its authorised representative.

Article 36
Stray aircraft

Immediately upon receiving the information on a stray aircraft, the responsible *ATS* unit shall undertake action in paragraphs 2 and 4 of this Article to enable safety of the flight.

If the position of an aircraft is unknown, the responsible *ATS* unit undertakes the following:

1) attempts to establish communication with the aircraft, if the communication is lost;

2) use all available means to determine its position;

3) inform other *ATS* units into whose area the aircraft strayed or may have strayed taking into account all the factors that could have impact on navigation of the aircraft under the circumstances;

4) inform in accordance with the locally established procedures appropriate military units providing them with the relevant flight plan and other information pertaining to the strayed aircraft;

5) request assistance from the units referred to 3) and 4) of this paragraph and from other aircraft in flight to in establishing communication with the aircraft and its position.

The requirements in paragraph 2. (4) and (5) of this Article apply to *ATS* units informed in accordance with paragraph 2 (3) of this Article.

If the aircraft`s position is established, the responsible *ATS* unit takes the following action:

1) informs the aircraft crew on the position and issues the necessary упутства;

2) as necessary, inform other ATS units and relevant military units about the aircraft that has lost orientation and on the instruction given to the aircraft.

The action in 4 (1) of this Article shall be taken by the *ATS* unit immediately upon receiving information that there is a possibility of interception or nay other danger to safety of the aircraft.

Article 37
Unidentified aircraft

If the responsible ATS unit detects an unidentified aircraft in its area, it shall promptly in accordance with established procedures attempt to determine the identity of the aircraft if necessary for the provision of air traffic services or at the request of the appropriate military authority.

In order to determine the identity of the aircraft, the competent ATS unit shall take the following measures:

1) attempt to establish two-way communication with the aircraft crew;

2) obtain information from other *ATS* units within the flight information region and require their assistance in establishing two-way communication with the aircraft crew;

3) informs other ATS units from adjacent areas of flight information and requests their assistance in establishing two-way communication with the crew of that aircraft;

4) attempt to obtain information from the aircraft crews of other aircraft in the area;

5) inform, if necessary, the responsible military unit as soon as it establishes the aircraft identity.

Article 38
Unlawful interference

In the case of an unidentified or stray aircraft, the responsible *ATS* unit shall consider the possibility of unlawful interference occurring.

If the responsible *ATS* unit suspects that a strayed or unidentified aircraft is subjected to the ongoing unlawful interference, this information is immediately communicated to the crisis management body in accordance with the established procedures.

V. MISCELLANEOUS

Article 39
Retention of records and documentation

The air traffic control and alert service provider must electronically or otherwise record all information about the services provided.

All audio and video and other recordings in electronic form, printed and written recordings pertaining to the information on the services provided, the air traffic control and alerting service provider shall retain such information at least 30 days from the day when the service has been provided.

The air traffic control and alert service provider shall ensure confidentiality of the information on the services provided, including safeguarding the records in paragraph 2 of this Article against any kind of damage and misuse.

VI. FINAL PROVISIONS

Article 40
Repeals

On the day this Regulation`s entering into force, the interim instruction for VI No. 1482/1 of 11 May 1978 and Regulation on the introduction of reduced standards of vertical separation of aircraft in the airspace of the Federal Republic of Yugoslavia (Official Gazette of the Federal Republic of Yugoslavia No 68/01). On the day of entering into force of this regulation, the interim instruction for the operation of the air traffic service VI No 1482/1 of 11 May 1978 and the regulation on the introduction of the vertical separation of aircraft in the air space of the Federal Republic of Yugoslavia, Official Gazette of the Federal Republic of Yugoslavia No 68/01.

Article 41
Entering into force

This Regulation enters into force on the eighth day of the day of its publication in the Official Gazette of the Republic of Serbia.

Number 7/1-01-0003/2016-0001

In Belgrade, February 2, 2016

Director

Mirjana Cizmarov

Appendix 1

Cruising levels table

1.1. Cruising levels are the following:

Track*

From 000° to 179°						**from 180° to 359°**					
***IFR* flights**			***VFR* flights**			***IFR* flights**			***VFR* flights**		
Level			**Level**			**Level**			**Level**		
Flight level	Feet	Meters	Flight level	Feet	Meters	Flight level	Feet	Meters	Flight level	Feet	Meters
010	1000	300	-	-	-	020	2000	600	-	-	-
030	3000	900	035	3500	1050	040	4000	1200	045	4500	1350
050	5000	1500	055	5500	1700	060	6000	1850	065	6500	2000
070	7000	2150	075	7500	2300	080	8000	2450	085	8500	2600
090	9000	2750	095	9500	2900	100	10000	3050	105	10500	3200
110	11000	3350	115	11500	3500	120	12000	3650	125	12500	3800
130	13000	3950	135	13500	4100	140	14000	4250	145	14500	4400
150	15000	4550	155	15500	4700	160	16000	4900	165	16500	5050
170	17000	5200	175	17500	5350	180	18000	5500	185	18500	5650
190	19000	5800	195	19500	5950	200	20000	6100	205	20500	6250
210	21000	6400	215	21500	6550	220	22000	6700	225	22500	6850
230	23000	7000	235	23500	7150	240	24000	7300	245	24500	7450
250	25000	7600	255	25500	7750	260	26000	7900	265	26500	8100
270	27000	8250	275	27500	8400	280	28000	8550	285	28500	8700
290	29000	8850				300	30000	9150			
310	31000	9450				320	32000	9750			
330	33000	10050				340	34000	10350			
350	35000	10650				360	36000	10950			
370	37000	11300				380	38000	11600			
390	39000	11900				400	40000	12200			
410	41000	12500				430	43000	13100			
450	45000	13700				470	47000	14350			

490	49000	14950	510	51000	15550
etc.	etc.	etc.	etc.	etc.	etc..

* Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the competent authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

Appendix 2

Basic phrases in the Serbian language utilized when rendering the air traffic control services

Phrase	Meaning in English	Meaning
acknowledge	*acknowledge*	let me know that you received and understood my message
affirm	*affirm*	yes
approved	*approved*	you are approved for the proposed action
break	*break*	indicating separation between the portions of the message (used when there is no clear difference between the text and other parts of the message)
break break	*break break*	indicating separation between the portions of the message transmitted to different aircraft in congested environment
cancel	*cancel*	canceling the previous message or approval
check	*check*	check (system or procedure) (not used in any other context; response normally not expected)
cleared	*cleared*	cleared to proceed under the following conditions
confirm	*confirm*	I request confirmation (approval, instructions, actions, information)
contact	*contact*	establish contact with...
correct	*correct*	true/accurate
correction	*correction*	an error was made in transmission (or message), the correction reads as follows…
disregard	*disregard*	ignore the previous instruction
how do you hear?	*how do you read?*	Can you hear my transmissions clearly?
i say again	*I say again*	I repeat for clarity or emphasis
maintain	*maintain*	proceed according to instructions or literally, e.g. keep (proceed) *VFR*
monitor	*monitor*	listen to frequency

negative	*negative*	no/no permission, not correct / not capable
over	*over*	end of transmission, requires response Note: normally not used in *VHF* communication.
out	*out*	end of transmission, no response required Note: normally not used in *VHF* communication.
read back	*read back*	repeat all or part of this message accurately as you received it
re-cleared	*recleared*	there is a change as regards the previous cleared approval, the new approval exceeds the whole previous approval or its portion
report	*report*	I request information on ...
request	*request*	I need to know/receive
roger	*roger*	previous information received in whole Note: under no circumstances used in response to a question demanding rehashing the information is received or as a direct response to confirm or negate.
say again	*say again*	repeat all or the next part of the last message
speak slower	*speak slower*	reduce rate of speech Note: at normal speech rate the number of words per minute does not exceed 100. When the message is being transmitted to aircraft and its contents is being recorded, the rate of speech is reduced in order to be written down. Making shorter brakes in speech following or before numbers makes them easier to be understood.
standby	*standby*	wait, I will re-establish contact Note: if delay is longer, the caller will establish contact again. "wait" phase does not constitute neither approval nor refusal.
unable	*unable*	Unable to comply with request, instruction or approval Note: following "unable" normally followed by explanation.
wilco	*wilco*	I understand your message and will comply accordingly (abbreviated from "*will comply"*)

words twice	*words twice*	as request: difficult communication. Repeat each word or a group of words two times. as information: difficult communication. Repeat each word or group of words in this message two times.