

Pursuant to Articles 239 and 265 of the Air Transport Law ("Official Gazette of the Republic of Serbia", Nos 73/10, 57/11, 93/12, 45/15 and 66/15 – other law), the Director of the Civil Aviation Directorate of the Republic of Serbia hereby enacts

REGULATION

On laying down the rules for air traffic flow management

Article 1

Scope

This Regulation lays down the rules on air traffic flow in the republic of Serbia, with the aim to enhance the utilization of the available capacity and ensure safety, orderliness and efficiency of the air traffic flow.

This Regulation applies to aerodromes in the Republic of Serbia at which 60 or more IFR general aviation operations have been performed in the course of the previous calendar year.

Article 2

Transposition

Rules on air traffic flow management are set out in the Annex 1 which transposes the Commission Regulation (EU) No 255/2010 of 25 March 2010 laying down common rules on air traffic flow management, as amended by the following regulation:

1) Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010;

2) Commission Implementing Regulation (EU) 2016/1006 of 22 June 2016 amending Regulation (EU) No 255/2010 as regards the ICAO provisions referred to in Article 3(1).

Supplemental conditions for implementing the Commission Regulation (EU) No 255/2010 in the Republic of Serbia are set out in Appendix 2. Appendices 1 and 2 are printed out with this Regulation and they constitute an integral part thereof.

Article 3

Definitions

Terms used in this regulation have the following meanings:

- 1) *ATFCM slot allocation* means measure taken as a take-off slot for the purpose of adjusting air traffic demand to the existing air traffic control capacity;
- 2) *ICAO* is an abbreviation denoting the International Civil Aviation Organization;
- 3) *Capacity (in ATFCM sense)* means operationally acceptable air traffic volume;
- 4) *Aerodrome capacity* means the number of aircraft that an aerodrome can accommodate in one particular period of time;
- 5) *Network manager* means a body established in Article 6 of the Regulation (EC) No 551/2004 and tasked to improve performance of the European ATM network through the allocated functions. By the European Commission decision Eurocontrol has been nominated to perform the functions of the Network Manager by 31 December 2019;
- 6) *ATFCM measures* means the actions taken to perform air traffic flow management and capacity management;
- 7) *Special event organizer* means a legal or natural person (such as armed forces authorities, sporting unions, etc.) planning to organize, according to its activities, the use of airspace in a temporarily specific manner;
- 8) *Slot adherence* means compatibility between aircraft operator and air traffic control with a calculated take-off time, taking into account the slot tolerance;
- 9) *RVSM airspace* means the airspace from *FL290* to *FL410*, including both flight levels, where vertical separation minima are implemented;
- 10) *Special event* means a critical event such as important government assemblies, state officials visits, army exercises, international sporting and other activities at the local level with a potential impact on air traffic flow, or any foreseen irregular situation with a potential to cause a serious loss of planned, published or expected capacity at a local and/or European ATM network;
- 11) *Regulation (EC) No 549/2004* means the Regulation of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (the framework Regulation) which is transposed into the legislation of the Republic of Serbia by way of the Regulation on conditions and manner of issue and validity of the certificate for the provision of air navigation services (Official Gazette No 32/11, 54/12 and 24/13);
- 12) *Regulation (EC) No 551/2004* means Regulation of the European Parliament and of the Council (EC) No 551/2004 of 10 March 2004 on the organization and use of airspace in the Single

European Sky (Airspace Regulation), which has been incorporated into the legislation of the Republic of Serbia by way of the Regulation on the transposition of European Union Regulations on airspace management and flexible use of airspace (Official Gazette No 69/11);

13) *Regulation of the Council (EEC) No 95/93* means the Council Regulation (EEC) No 95/93 of 18 January 1993 on common rules for the allocation of slots at Community airports which have been incorporated into the legislation of the Republic of Serbia by way of the Regulation on common rules for the allocation of slots and the alignment of flight frequencies at airports (Official Gazette No 10/14);

14) *Regulation (EC) No 2150/2005* means Commission Regulation (EC) No 2150/2005 of 23 December 2005 laying down common rules for the flexible use of airspace, which has been incorporated into the legislation of the Republic of Serbia by way of the Regulation on the transposition of European Union legislation on airspace management and flexible use of airspace (Official Gazette No 69/11).

The terms *member state* and *the Official Gazette of the European Union* used in Appendix 1 to this Regulation shall be interpreted in accordance with points 2 and 3 of Annex II to Multilateral Agreement between the European Community and its Member States, the Republic of Albania, Bosnia and Herzegovina, the Republic of Bulgaria, the Republic of Croatia, the former Yugoslav Republic of Macedonia, the Republic of Iceland, the Republic of Montenegro, the Kingdom of Norway, Romania, the Republic of Serbia and the United Nations Interim Administration Mission in Kosovo (under the Security Council Resolution 1244 (1999)) on the establishment of a European Common Aviation Area.

Other terms used in this Regulation shall have meanings as in Article 2 of the Commission Regulation (EU) No 255/2010.

Article 4

Repeal

On the day of coming into force of this regulation, the Regulation on transposition of the EU regulation on common rules for air traffic flow management (Official Gazette of the Republic of Serbia No 54/12) shall be repealed.

Article 5

Entering into force

This Regulation shall enter into force on 25 December 2017.

No 7/1-01-0020/2017-0001

Belgrade, 31 October 2017

Director

Mirjana Cizmarov

Annex 1

Commission Regulation (EU) No 255/2010 of 25 March 2010 laying down common rules on air traffic flow management

Article 1

Subject matter and scope

1. This Regulation lays down the requirements for air traffic flow management (hereinafter ATFM) in order to optimise the available capacity of the European air traffic management network (hereinafter EATMN) and enhance ATFM processes.
2. This Regulation shall apply within the airspace referred to in Article 1(3) of Regulation (EC) No 551/2004 to:
 - (a) all flights intended to operate or operating as general air traffic and in accordance with the instrument flight rules (hereinafter IFR) in whole or in part;
 - (b) all phases of flights referred to in point (a) and air traffic management.
3. This Regulation shall apply to the following parties, or agents acting on their behalf, involved in ATFM processes:
 - 1) operators of aircraft,
 - 2) air traffic service (hereinafter ATS) units, including ATS reporting offices and aerodrome control services;
 - 3) aeronautical information services;

- 4) entities involved in airspace management;
- 5) airport managing bodies;
- 6) the central unit for ATFM;
- 7) local ATFM units;
- 8) slot coordinators of coordinated airports.

Article 2

Definitions

For the purposes of this Regulation the definitions provided for in Article 2 of Regulation (EC) No 549/2004 and Article 2 of Council Regulation (EEC) No 95/93 shall apply.

The following definitions shall also apply:

1. ‘air traffic flow management (ATFM) measure’ means the actions taken to perform air traffic flow management and capacity management;
2. ‘operator’ means a person, organisation or enterprise engaged in or offering to engage in an aircraft operation;
3. ‘instrument flight rules (IFR)’ means instrument flight rules as defined in Annex 2 of the 1944 Chicago Convention on International Civil Aviation (hereinafter Chicago Convention);
4. ‘air traffic services (ATS) reporting office’ means an ATS unit established for the purpose of receiving reports concerning ATS and flight plans submitted before the first delivery of an air traffic control clearance;
5. ‘local air traffic flow management (ATFM) unit’ means a flow management entity operating on behalf of one or more other flow management entities as the interface between the central unit for ATFM and an ATS unit or a group of such units;
6. ‘critical event’ means an unusual situation or crisis involving a major loss of EATMN capacity, or a major imbalance between EATMN capacity and demand, or a major failure in the information flow in one or several parts of the EATMN;
7. ‘air traffic flow management (ATFM) departure slot’ means a calculated take-off time attributed by the central unit for ATFM with a time tolerance managed by the local ATS unit;
8. ‘route and traffic orientation’ means policies and procedures for the use of routes by aircraft;
9. ‘multiple flight plan’ means more than one flight plan for the same intended flight between two airports;
10. ‘air traffic service (ATS) unit sector configuration’ means the four dimensional description of an ATS unit airspace sector, or group of sectors, which may be operated on a permanent or temporary basis;
11. ‘aerodrome taxi time’ means the pre-determined time value from off-block to take-off, expressed in minutes and valid during normal airport operations;

12. 'updated flight position' means aircraft position, updated by surveillance data, flight plan data or position reports;

13. 'air traffic control clearance' means the authorisation for an aircraft to proceed under conditions specified by an air traffic control unit;

14. 'flight plan suspension' means the process initiated by an entity performing ATFM to ensure that a change is made to the flight plan by the operator before the execution of the flight;

15. 'air service' means a flight or a series of flights carrying passengers, cargo or mail for remuneration or hire;

16. 'operational log' means a log of the ATFM system, converted into a database to allow quick search of ATFM data.

Article 3

Air traffic flow management framework

1. The planning, coordination and execution of the ATFM measures by the parties referred to in Article 1(3) shall comply with the ICAO provisions specified in the Annex.

2. ATFM shall be governed by the following principles:

a) ATFM measures shall:

i. prevent excessive air traffic demand compared with declared air traffic control (ATC) capacity of sectors and airports;

ii. use EATMN capacity to the maximum extent possible in order to optimise the efficiency of the EATMN and minimise adverse effects on operators;

iii. optimise the EATMN capacity made available through the development and application of capacity enhancing measures by ATS units;

iv. support the management of critical events;

b) local ATFM units and the central unit for ATFM shall be considered as part of the ATFM function.

3. The allocation of ATFM departure slots shall give priority to flights according to the order of their planned entry into the location at which the ATFM measure will apply, unless specific circumstances require application of a different priority rule which is formally agreed and is of benefit to the EATMN.

The first subparagraph may be applied to flights which are unable to accept the re-routing option to avoid or alleviate congested areas, taking into consideration the location and extent of the congested area.

Article 4

General obligations of Member States

1. Member States shall ensure that the ATFM function is available to parties referred to in Article 1(3) on a 24 hour basis.
2. The definition and implementation of ATFM measures shall be compatible with Member States security and defence requirements, in order to ensure efficiency in airspace planning, allocation and use for the benefit of parties referred in Article 1(3).
3. Consistent procedures shall be established for the cooperation between the parties involved in ATFM function, ATS units and entities involved in airspace management, in order to optimise the use of the airspace.
4. A common reference document containing the policies, procedures and description for route and traffic orientation shall be created. Where applicable, publication of route availability in national aeronautical information publications shall be fully consistent with this common reference document.
5. Common procedures for requesting exemption from an ATFM departure slot shall be drawn up in accordance with the ICAO provisions specified in the Annex. Those procedures shall be coordinated with the central unit for ATFM and published in national aeronautical information publications.

Article 5

Obligations of Member States concerning the central unit for ATFM

Member States shall ensure that the central unit for ATFM:

- (a) optimises the overall performance effects on the EATMN through planning, coordination and implementation of ATFM measures;
- (b) consults with operators on the definition of ATFM measures;
- (c) ensures the effective implementation of ATFM measures, together with local ATFM units;
- (d) in coordination with local ATFM units identifies alternative routings to avoid or alleviate congested areas, taking into account the overall performance effects on the EATMN;
- (e) offers a re-routing to those flights that would optimise the effect of point (d);
- (f) provides information on ATFM in a timely manner to operators and ATS units, including:
 - (i) planned ATFM measures;
 - (ii) impact of ATFM measures on take-off time and flight profile of individual flights;

- (g) monitors the occurrences of missing flight plans and multiple flight plans that are filed;
- (h) suspends a flight plan when, considering the time tolerance, the ATFM departure slot cannot be met and a new estimated off-block time is not known;
- (i) monitors the number of exemptions granted in accordance with Article 4(5).

Article 6

General obligations of ATS units

1. When an ATFM measure has to be applied, ATS units shall coordinate through the local ATFM unit with the central unit for ATFM in order to ensure that the choice of measure is made with respect to the optimisation of the overall performance effects on the EATMN.
2. When necessary, ATS reporting offices shall facilitate the exchange of information between pilots or operators and the local or the central unit for ATFM.
3. ATS units shall ensure that ATFM measures applied to airports are coordinated with the airport managing body concerned, in order to ensure efficiency in airport planning and usage for the benefit of parties referred to in Article 1(3).
4. ATS units shall notify to the central unit for ATFM through the local ATFM unit all events that may impact air traffic control capacity or air traffic demand.
5. ATS units shall provide the central unit for ATFM with the following data and subsequent updates, in a timely manner and ensuring its quality:
 - a) availability of airspace and route structures,
 - b) ATS unit sector configurations and activations,
 - c) aerodrome taxi times,
 - d) air traffic control sector and airport capacities,
 - e) route availability including availability through application of flexible use of airspace in accordance with Regulation (EC) No 2150/2005,
 - f) updated flight positions,
 - g) deviations from flight plans,
 - h) airspace availability including availability through application of flexible use of airspace in accordance with Regulation (EC) No 2150/2005,
 - i) actual flight take-off times.

The data shall be made available to parties referred to in Article 1(3) and provided free of charge to, and by, the central unit for ATFM.

6. The ATS unit at the departure airport shall ensure that:

- a) where a flight is subject to an ATFM departure slot, that slot is included as part of the air traffic control clearance;
- b) flights adhere to ATFM departure slots;
- c) flights not adhering to their estimated off blocks time, taking into account the established time tolerance, are not given take-off clearance;
- d) flights whose flight plan has been rejected or suspended are not given take-off clearance.

Article 7

General obligations of operators

1. Each intended flight shall be covered by a single flight plan. The filed flight plan shall correctly reflect the intended flight profile.
2. All relevant ATFM measures and changes thereto shall be incorporated into the planned flight operation and communicated to the pilot.
3. Where departing from an airport not subject to an ATFM departure slot, operators are responsible for adhering to their estimated off blocks time, taking into account a time tolerance as laid down in relevant ICAO provisions specified in the Annex.
4. Where a flight plan has been suspended in accordance with Article 5(h), the operator concerned shall arrange for updating or cancelling the flight plan.

Article 8

General obligations of airport managing bodies

Airport managing bodies shall notify to the central unit for ATFM, directly or through the local ATFM unit or ATS units or both, all events that may impact air traffic control capacity or air traffic demand. They shall inform the local ATFM unit and ATS units where the notification is done directly.

Article 9

Consistency between flight plans and airport slots

1. Member States shall ensure that, where requested by an airport slot coordinator or a managing body of a coordinated airport, the central unit for ATFM or the local ATFM unit shall provide them with the accepted flight plan of a flight operating at that airport, before that flight takes place. The airport slot coordinators or the managing bodies of coordinated airports shall arrange access to the accepted flight plans provided by the central unit for ATFM or the local ATFM unit.
2. Before flight, operators shall provide airports of departure and arrival with the necessary information to enable a correlation to be made between the flight designator contained in the flight plan and that notified for the corresponding airport slot.

3. Any operator, airport managing body and ATS unit shall be entitled to report to the airport slot coordinator on repeated operation of air services at times that are significantly different from the allocated airport slots or with the use of slots in a significantly different way from that indicated at the time of allocation, where this causes prejudice to airport or air traffic operations.

4. Member States shall ensure that the central unit for ATFM reports to the airport slot coordinators on repeated operation of air services at significantly different times from the allocated airport slots or with the use of slots in a significantly different way from that indicated at the time of allocation, where this causes prejudice to ATFM.

Article 10

Obligations concerning critical events

1. Member States shall ensure that ATFM procedures for handling critical events are established and published by the central unit for ATFM, in order to minimise disruption to the EATMN.

2. In the preparation for critical events, ATS units and airport managing bodies shall coordinate the relevance and content of the contingency procedures with operators affected by critical events, including any adjustment to priority rules.

The contingency procedures shall include:

(a) organisational and coordination arrangements,

(b) ATFM measures to manage access to affected areas to prevent excessive air traffic demand compared with declared capacity of the whole or part of the airspace or airports concerned,

(c) circumstances, conditions and procedures for the application of priority rules for flights, which respect Member States' essential security or defence policy interests,

(d) recovery arrangements.

Article 11

Monitoring of compliance to ATFM measures

1. Member States shall ensure that where adherence to ATFM departure slots at an airport of departure is 80 % or less during a year, the ATS unit at that airport shall provide relevant information of non-compliance and the actions taken to ensure adherence to ATFM departure slots. Such actions shall be indicated in a report to be submitted by the Member State concerned to the Commission.

2. The ATS unit at that airport concerned shall provide relevant information on any failure to adhere to flight plan rejections or suspensions at that airport and of the actions taken to ensure adherence. Such actions shall be indicated in a report to be submitted by the Member State concerned to the Commission.

3. Member States shall ensure that:

(a) the central unit for ATFM notifies a Member State which grants exemptions in excess of 0,6 % of that Member State's annual departures;

(b) where a Member State has been notified under point (a), it shall produce a report providing details of the exemptions granted to be submitted to the Commission.

4. Member States shall ensure that where a non-compliance to ATFM measures resulting from application of Article 5(g) is identified, the central unit for ATFM shall notify the operator of the non-compliance.

5. Operators shall submit a report to the central unit for ATFM on each non-compliance to ATFM measures providing details of the circumstances that resulted in a missing flight plan or multiple flight plans and the actions taken to correct such non-compliance.

6. Member States shall ensure that the central unit for ATFM produces an annual report providing details of missing flight plans, or multiple flight plans that are filed and that the report is submitted to the Commission.

7. Member States shall conduct an annual review of adherence to ATFM measures to ensure that parties referred to in Article 1(3) improve the level of adherence to those measures.

Article 12

Performance assessment

1. When implementing Article 11, Member States shall ensure that the central unit for ATFM produces annual reports indicating the quality of the ATFM that shall include details of:

- a) causes of ATFM measures;
- b) impact of ATFM measures;
- c) adherence to ATFM measures;
- d) contributions by parties referred to in Article 1(3) to the optimisation of the overall network effect.

2. Member States shall ensure that an archive of ATFM data listed in Article 6(5), flight plans, operational logs and relevant contextual data is created and maintained by the central unit for ATFM.

The data referred to in the first subparagraph shall be retained for 2 years from their submission and made available to the Commission, Member States, ATS units and operators.

That data shall be made available to airport coordinators and airport operators to assist their regular assessment of the declared capacity.

Article 13

Safety requirements

Member States shall ensure that a safety assessment, including hazard identification, risk assessment and mitigation, is conducted, before any significant changes to ATFM systems and procedures are introduced, including an assessment of a safety management process addressing the complete lifecycle of the air traffic management system.

Article 14

Additional requirements

1. Member States shall ensure that personnel of the parties referred to in Article 1(3) involved in ATFM activities are:
 - (a) made duly aware of the provisions of this Regulation;
 - (b) adequately trained and competent for their job functions.
2. Member States shall take the necessary measures to ensure that parties referred to in Article 1(3) with responsibilities for ATFM functions:
 - (a) develop and maintain operations manuals containing the necessary instructions and information to enable their operations personnel to apply the provisions of this Regulation;
 - (b) ensure that these manuals are consistent, accessible and kept up-to-date and that their update and distribution are subject to appropriate quality and documentation configuration management;
 - (c) ensure that the working methods and operating procedures comply with this Regulation.

Article 15

Penalties

Member States shall lay down the rules on penalties applicable to infringements of the provisions of this Regulation and shall take all measures necessary to ensure that they are implemented. The penalties provided for must be effective, proportionate and dissuasive. The Member States shall notify those provisions to the Commission by 26 September 2011 at the latest and shall notify it without delay of any subsequent amendment affecting them.

Article 16

Entry into force and application

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

It shall apply from 26 September 2011.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

ANNEX

List of the ICAO provisions for the purposes of air traffic flow management

1. Chapter 3 paragraph 3.7.5 (Air Traffic Flow Management) of Annex 11 to the Chicago Convention — Air Traffic Services (13th edition — July 2001, incorporating amendment No 47).
2. Chapter 3 (ATS Capacity and Air Traffic Flow Management) of ICAO Doc 4444, Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM) (15th edition — 2007).
3. Chapter 8.3 (exemptions from ATFM slot allocation) of ICAO Doc 7030, European (EUR) Regional Supplementary Procedures (5th edition 2007).
4. Chapter 8.4 1.c) (Aircraft operator adherence to ATFM measures) of ICAO Doc 7030, European (EUR) Regional Supplementary Procedures (5th edition 2007).
5. Chapter 2 paragraph 2.3.2 (Changes to EOBT) of ICAO Doc 7030, European (EUR) Region Supplementary Procedures (5th edition 2007).

Annex 2

Additional conditions for the application of the Commission Regulation (EU) No 255/2010 in the Republic of Serbia

1. Additional conditions for the application of Article 6 (5) of Commission Regulation (EU) 255/2010

The air navigation service provider determines the capacity of the elementary and / or integrated sectors of the aerodrome, access and area control of flight, depending on the organization of work within the air traffic control units.

An airport operator shall determine the capacity of an aerodrome expressed as the maximum number of aircraft within one hour and deliver the capacity and its changes to the competent air navigation service provider at least once during the calendar year.

When determining the value of the capacity for the flight control system and airport capacity, internationally recognized and recommended methods and practices or methods developed by the owners or users of the system for their own needs must be used and documented.

Operationally acceptable capacity of an airport means a lesser value between the capacity of the airport and the capacity of the air traffic control unit providing aerodrome flight control services.

Determining the operationally acceptable capacity of the airport for the observed period is carried out in cooperation with the competent air navigation service provider and airport operator.

The air navigation service provider shall publish the operationally acceptable airport capacity in accordance with Article 6, 5(d) of Regulation (EU) No 255/2010.

2. Additional conditions for the application of Article of the Commission Regulation (EU) No 255/2010

At the request of the Directorate, the aircraft operator shall provide details of the circumstances leading to the missing flight plan or to multiple flight plans for the flight operated. The Directorate shall prepare an annual report on missing flight plans or submitted multiple flight plans and, if necessary, issue recommendations in order to reduce the number of missing and/or multiple flight plans for flights operated from airports in the Republic of Serbia.

3. Additional conditions for the application of Article 10 (2) of the Commission Regulation (EU) No 255/2010

Air navigation service providers and airport operators shall cooperate in order to determine the value of the operator's operational capacity for the occurrence of critical events at an airport, coordinate the activities during the duration of those events, as well as activities aimed at restoring the original situation.

The cooperation and coordination referred to in paragraph 1 above shall be formalized by an agreement concluded between an air traffic service provider and an airport operator.

In the course of the planning phase of a special event, the organizer of that event must inform the Directorate, air navigation service provider and airport operator on its plan to organize a special event and of its size, and depending on the nature of the special event, it can form its own team for the organization of a special event.

Upon receiving a notice of a special event, the airport operator and air navigation service provider jointly decide on the need for a special regulation of the air traffic flow at the airport and / or in the airspace. If the airport operator and air traffic service provider reach a conclusion that a special regulation of the air traffic flow is necessary, they must inform the Directorate thereof.

The air navigation service provider and airport operator exchange information on special events with the central unit of the European Air Traffic Management Network in order to plan and consider the impact on the local network and the European Air Traffic Management Network.

4. Additional conditions for the application of Article 11 of the Commission Regulation (EU) No 255/2010

Particular flights can be automatically exempted from *ATFCM* departure slot allocation by using specific status indicators, indicated in the flight plan by the aircraft operator (in the column no 18

– other information), in order for the responsible ATS unit to be informed of the reason for the special treatment of the flight in question.

Status indicators ensuring the automatic exemption from *ATFCM* slot allocation are:

- 1) *STS/ATFMX* - for flights that have been approved for exemption from *ATFCM* measures;
- 2) *STS/FFR* - for flights performed for the purpose of fire-fighting;
- 3) *STS/HEAD* - for flights carrying Head of State (President) or equivalent status (Prime Minister);
- 4) *STS/MEDEVAC* - for flights with the purpose of performing life-critical medical interventions;
- 5) *STS/SAR* - for the flights involved in search and rescue operations.

STS/ATFMX status indicator pertains exclusively to demanding exemption from *ATFM*, when due to nature and purpose of flight, the aircraft must not under any circumstances be late on departure.

STS/ATFMX status indicator is used solely combined with one of the additional status indicators:

- 1) *STS/HUM ATFMX* – for flights operated for humanitarian reasons;
- 2) *STS/HOSP ATFMX* – for flights declared as medical flights by the relevant medical authority;
- 3) *STS/STATE ATFMX* - for flights operated by a military aircraft and a civilian aircraft for military, customs and police services where any departure delay may threaten the success of the mission;
- 4) *RMK/MINISTER ONBOARD ATFMX* – for flights operated for the purpose of official missions of ministers in the Government.

Operator specifying in the flight plan any of the status indicators must keep the documentation confirming the justification of the used status indicator at least three months from the date of the flight and to submit it to the Directorate for inspection on request.

Status indicators that do not provide an automatic exclusion from *ATFCM* measures, but provide air traffic services providers with information on the need for special handling with the flight and the possibility of having special requirements during the flight are:

- 1) *STS/ALTRV* - for flights operated in the area with reserved height at QNE pressure;
- 2) *STS/FLTCK* – for flights performing calibration;
- 3) *STS/HAZMAT* – for flights transporting dangerous goods;
- 4) *STS/HOSP* - for those flights categorised as a medical flight specifically declared by the relevant medical authorities;
- 5) *STS/HUM* – for flights operated for humanitarian reasons;
- 6) *STS/NONRVSM* – for flights of state aircraft in *RVSM* airspace not equipped with *RVSM* equipment;
- 7) *STS/STATE* – for flights that are other than the President or Prime Minister, that are required by the specific state authority (e.g. military or civil registered aircraft used in military, customs and police services).

Air navigation services provider must by the end of each calendar year submit to the Directorate annual report with a monthly review of adherence to ATFCM departure slots for the previous year.

If, at a particular airport, compliance with ATFCM flight slots annually is 80% or less, the air navigation service provider shall submit to the Directorate a plan of measures to improve compliance with the ATFCM slots at that airport. The air navigation service provider, at the request of the Directorate, submits a report approving the departure of that aircraft with rejected or suspended flight plans, containing actions to be taken regarding the approval of aircraft departure without a flight plan and aircraft whose flight plans have been suspended.

5. Additional conditions for the application of Article 14 of the Commission Regulation (EU) No 255/2010

Training of the staff of the participants referred to in Article 1, paragraph 3 of Regulation (EU) No 255/2010 involved in the ATFM processes shall be implemented under the established training programs and plans, which include at least initial and refresher training.

Training programs and plans must comply with international standards and recommended practices contained in ICAO documents and manuals of the Network Manager. Participants referred to in Article 1, paragraph 3 of Regulation (EU) No 255/2010 shall keep records of staff training included in ATFM processes.