

REGULATION ON AIRPORT SECURITY
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I GENERAL PROVISIONS

Article 1

The regulation determines the subjects who are obliged to supervise airport security and it defines airport security, security measure plans in emergency situations, movement and delay of aircrafts in an airport, embarking and disembarking passengers, baggage and cargo, delay as well as movement of the subjects and vehicles in the airport.

Article 2

Airport service company, or airport authorities, in accordance with the authorities determined by the law, is obliged to supervise airport security.

Apart from the airport authorities, airport security is also to be supervised by the company that supplies an aircraft with fuel and lubricant, an authorized department of air traffic control, an authorized body of interior affairs and by authorized customs officials, within its rights and duties, and on a mixed airport- by authorized officials for national defense.

II AIRPORT SECURITY AND SAFETY MEASURE PLANS IN EMERGENCY SITUATIONS

Article 3

Airport service company, or airport authorities, is obliged to secure airport from uncontrolled access of individuals, vehicles and animals and it is obligated to put fence which cannot be shorter than 1,80 m in the zones without facilities and obstacles, that is 2,20 m in the zones between the facilities.

An exemption from the provision of the paragraph 1 of the article is that the fence in the zones without facilities can be 1,60m high if it is laid along the canal or the tip of embankment is with the scarp of negative inclination.

Airport service company, or airport authorities, organization of associated labor which supplies aircraft with fuel and lubricant and an authorized department of air traffic control are obliged to secure, be in control of an aircraft, facilities and equipment in an airport, which are of importance for air traffic security(facilities in which, devices for taking off and landing and air traffic control, airport building, energetic facilities, storehouse for cargo and fuel, hangars maneuvering area, aprons, are located.

Article 4

Authorized body of interior affairs is obliged, within its authorities, on its own initiative or at the request of airport authorities, or airport service company, an authorized department of air traffic control, an authorized customs officials and of authorized officials for national defense and other bodies and organizations in an airport, as well as at the request of national aircraft supervisor, to provide immediate assistance and take measures within its own jurisdiction for maintaining security in an airport.

Article 5

Organizations and bodies from article 2 of the regulation, within their rights and duties, are obliged to determine security measure plans in emergency situations.

Emergency situations, in terms of the regulation, are: terroristic actions, aircraft hijacking, sabotages, and threats of setting the bomb or other explosive device, setting flammable or other life-threatening substances, aircraft accidents, fires, natural disasters, which can endanger large number of individuals and threaten to cause material loss of large scale.

Organizations and bodies from article 2 of the regulation, within its rights and duties, are obliged to determine security measure plans in situations when Yugoslav and foreign statesmen are transported.

- Security measure plans in emergency situations contain in particular:
- Information system in a certain emergency situation;
- Measures that are taken by an organization, or, by the body from article 2 of the regulation in a certain emergency situation;
- Means which will be used by an organization or, by the body from article 2 of the regulation in a certain emergency situation.
- Activities and assignments of the individuals in charge of taking measures in a certain emergency situation;
- Plan of airport and its area;

Measure plans from the paragraph 4 of the article also determine a person in charge of an organization, or, of the body from article 2 of this regulation for implementing security measures in a certain emergency situation.

Article 6

Security measure plans and procedures for their implementation must be mutually coordinated. Coordination is performed within Security and regularity Council of air traffic at airport. Security measure plans and procedures for their implementation are obligatory for all service users in an airport, as well as for the individuals who are in the airport.

III MOVEMENT AND DELAY OF AIRCRAFTS IN AIRPORT, EMBARKING AND DISEMBARKING PASSENGERS, BAGGAGE AND CARGO

Article 7

An aircraft must move upon maneuvering area and aprons according to regularly marked signs in an airport, following the guiding line with the nose wheel.

Article 8

A vehicle of handling department of aircrafts, passengers and items (hereinafter: handling department) must move in front of an aircraft, after landing, upon the airport apron. The vehicle from paragraph 1 of the article must be colored in orange, with black square fields of a size 50 x 50 cm, and equipped with rotational orange light.

An exemption from the provision of the paragraph 1 of the article is that if an airport apron is of smaller dimensions (up to five positions for parking an aircraft), a vehicle of handling department is not required.

For the purpose of aircraft secure movement, and at the request of an authorized department of air traffic control, or an aircraft captain, the vehicle from paragraph 1 of the article can be also used in other situations, as well as on maneuvering area.

An aircraft must move on an airport apron following instructions of handling department.

Article 9

If an aircraft is delayed in an airport for more than four hours, it will be removed, as a rule, from the airport apron and parked on a certain and marked place.

An aircraft from the paragraph 1 of the article is removed by handling department, unless bound by the contract, airport authorities, or an aircraft owner have agreed upon such obligation.

Article 10

If an aircraft is kept in an airport, aircraft stand, or in hangar at night, these facilities or spaces must be properly lit.

Article 11

Aircraft inspection before flight and aircraft inspection in transit are performed, as a rule, in an airport apron.

Aircraft repairs are carried out in certain and marked places or in hangars.

Aircraft repairs can be carried out only if passengers are not in an aircraft.

Article 12

Embarking passengers, baggage and cargo on an aircraft and their disembarking from it, as well as supplying the aircraft with fuel is only done in an airport apron or at certain places.

An aircraft cannot be supplied with fuel while passengers are in it or while they are embarking or disembarking.

An exemption from the provision of the paragraph 2 of the article is that an aircraft in transit can be supplied with fuel while having passengers in if kerosene is used as fuel, and in that case handling department, fire prevention department and air crew must take special measures of fire prevention and other obligatory security measures.

If activities from the paragraph 1 to 3 of the article are performed at night, the place must be properly lit.

Article 13

For the sake of passengers' safety while embarking and disembarking, an air crew member must be at the top of the stairs or at the entrance of an aircraft, whereas at the bottom of the stairs or at air bridge – is a person chosen by handling department.

Article 14

Dangerous or harmful things to life are loaded on the aircraft and unloaded from it at certain places, with fire prevention and other prescribed security measures under supervision of a person responsible for it, in accordance with regulations on transport of dangerous goods.

Article 15

In an airport which does not have at its disposal technical equipment for inspection of checked baggage and cargo, before embarking passengers and baggage on the aircraft passengers are obliged to immediately – visually identify their baggage, or handling department to conduct baggage identification on the basis of numerical identification.

Unidentified baggage must be separated and held at a certain and secure place.

Article 16

Workers of authorized body of interior affairs and of authorized customs officials handle and examine technical equipment for inspection of aircrafts, passengers, hand and unidentified baggage.

Workers of airport Service Company, or of airport authorities, who are professionally trained, handle and examine technical equipment for inspection of baggage separated from passengers and cargo.

If it is, during baggage and cargo inspection from the paragraph 2 of the article, justly suspected that there is a danger to people and assets, further inspection and handling with baggage and cargo will be taken over by workers of authorized body of interior affairs.

Unidentified baggage can be handled with only by workers of authorized body of interior affairs.

Authorized body of interior affairs performs aircraft inspection in emergency situations, at the request of aircraft holder and when security reasons request that.

Article 17

If the same aircraft transports individuals in international air traffic and those in national air traffic, baggage of individuals in national air traffic must be specially marked and separated.

Article 18

The communication system and proper signalization, which are used among air crew, authorized departments of air traffic control and airport services in an airport, must provide exact, urgent and complete required information for the purpose of secure and regular work performance and for the information about the traffic in an airport.

IV MOVEMENT AND DELAY OF INDIVIDUALS AND VEHICLES IN AN AIRPORT

Article 19

Individuals who conduct official work in an airport, who move around in the airport, on maneuvering area and in facilities which are of importance for air traffic security, during work performance, must have permit for movement and proper official- work clothes, with the indication of the body or organization in which they are employed and they must have, on a visible place, obligatory sign of identification (badge).

Activities from the paragraph 1 of the article are:

Activities of handling, fire department, emergency ambulance, supplying aircraft with fuel, lubricant and food; inspection and maintenance of maneuvering area and an airport platform, installations, equipment and other facilities, devices and plants for safe taking off, landing, movement on the ground and aircraft stay in an airport; aircraft maintenance in airport apron and other activities which are performed by air traffic control departments, bodies of interior affairs, customs officials, departments of meteorological air traffic security and other activities related to security in an airport.

Individuals who temporarily conduct official work in an airport are obliged to wear the sign of identification (badge).

Permit from the paragraph 1 of the article is issued on the basis of regulations which define the control of crossing the state border and movement and stay in border zone.

The sign of identification (badge) from the paragraph 1 of the article is issued by the body or by the company in which the individual is employed and it is kept in files (register).

The sign of identification (badge) from the paragraph 3 of the article is issued by an authorized body of interior affairs in an airport.

Article 20

Organization of associated labor for airport services, or airport authorities can perform certain work of smaller scope on maneuvering area if it does not demand closing of the airport and if it is approved by the air traffic control department.

The individuals who, for the purpose of performing work from the paragraph 1 of the article, stay on the maneuvering area, are obliged to keep constant communication with the authorized department of air traffic control, by using radio-station and proper, or prescribed signals, and to abide by the given directions.

For every exit on the maneuvering area these individuals must obtain approval from the authorized department of air traffic control.

Article 21

Only vehicles which conduct official work can move upon maneuvering area and apron and in the vehicles there can be individuals from article 19 paragraphs 1 and 3 of the regulation.

Approval from the air traffic control department must be given for vehicle movement upon maneuvering area (paragraph 1 of the article) and the approval determines the time when the vehicles can move upon the area.

The vehicles must be supplied with radio-station for maintaining constant communication with the air traffic control department and equipped with rotational yellow light.

Article 22

The individuals and vehicles that move upon maneuvering area and airport apron must not endanger aircraft movement.

Passengers and individuals that perform certain official work must be located at safe distance, whereas the equipment and facilities must be protected from exhaust gases which appear from aircraft maneuvering.

Article 23

On the space intended for vehicle movement upon airport apron and maneuvering area the vehicle can have speed to 40 km/h.

An exemption from the provision of the paragraph 1 of the article is that the speed of the vehicle upon maneuvering area can be even higher than 40 km/h if it is demanded by the air traffic control department.

Speed of the movement of vehicles, self-propelled equipment and vehicles with traction equipment while aircraft is moving cannot be over 15km /h, and at a distance of 15 meters from the most prominent parts of the aircraft, the speed cannot be over 5km/h.

The vehicles and equipment from the paragraph 3 of the article cannot move under the parked aircraft dimensions, unless they are used for aircraft servicing.

Article 24

An airport building must have special official passages for national and international traffic which are used by individuals who according to the need of the service go to the airport apron or return from it (cabin crew, workers of an authorized body of interior affairs, customs and inspection officials, workers of departments whose work is performed in the airport building, and the like.)

An airport must have an official passage for vehicles and individuals who conduct official work on the maneuvering area and apron.

Article 25

Organization of associated labor for airport services, or airport authorities, is obliged to secure that passengers should not come into contact with the individuals who are not subjected to the inspection, after the inspection of passengers and hand baggage.

Article 26

Organization of associated labor for airport services, or airport authorities, as well as the body, or organization which is facilities, installation and device holder, are obliged to have constant control over the individuals and vehicles while entering and exiting through official passages.

Organization of associated labor, or airport authorities supervise the delay and movement of individuals and vehicles in an airport , except for movement and delay of individuals in official premises of administrative agency in an airport and in the area of border crossing.

Article 27

Authorities or organizations from the article 26 of the regulation are obliged, with noticeable signs, to mark official and other passages, directions for movements of individuals and vehicles and to highlight certain prohibitions and movement limits.

Article 28

It is prohibited to hold and carry weapons, munitions, explosives and other dangerous goods at airport, except in situations determined by special regulations.

V PENALTY CLAUSES

Article 29

A company or other legal entity will be fined for violation with 35.000 to 450.000 dinars:

- 1) should they not secure, or supervise aircrafts, facilities and equipment of importance for air traffic (article 3, paragraph 3);
- 2) Should they not determine security measure plans for emergency situations or security measures in situations when Yugoslav or foreign statesmen are transported (article 5, paragraph 1 and 3).
- 3) Should they not coordinate security measure plans and actions for their implementation with other organizations and authorities at airport or should they not act according to the security measure plans and actions for their implementation (article 6);
- 4) Should they not provide lighting of the facilities, or areas, during the stay of an aircraft at night at airport apron, parking space or in a hangar (article 10);
- 5) If embarking passengers, baggage and cargo on an aircraft or their disembarking from it or supplying the aircraft with fuel is not done in a manner prescribed by the regulation (article 12)
- 6) if loading dangerous or harmful things to life on an aircraft or their unloading is not done in a place intended for that or if fire prevention and other prescribed security measures are not provided or if the loading and unloading is not under supervision of a person in charge, in accordance with the regulations on transport of dangerous goods (article 14).
- 7) Should they not mark or separate baggage of individuals in national air traffic when individuals in international and national air traffic are transported in the same aircraft (article 17).
- 8) Should they not secure that communications system and prescribed signalization of airport services with air crews and air traffic department provide exact, urgent and complete giving of required data and information on traffic in an airport (article 18);
- 9) Should they not secure that individuals that conduct official work in an airport, when moving upon airport apron, or maneuvering area or in facilities which are of importance for air traffic security, to wear proper official, or work clothes, with obligatory marks and identification signs or should they not secure that individuals who temporarily conduct official work in an airport to wear identification sign (badge) – (article 19);
- 10) If vehicles that move upon maneuvering area and apron do not conduct official work or if there are not any individuals in them who conduct official work in an airport or if vehicles move upon maneuvering area without given approval of an authorized department of air traffic control or if the vehicles are not supplied with radio station for keeping constant communication with authorized department of air traffic control or if they are not equipped with rotational yellow light and signalization means (article 21).
- 11) Should they not secure that individuals and vehicles move upon maneuvering area and airport apron so as not to endanger aircraft movement or should they not secure that passengers and individuals who conduct certain official work to be at safe distance and to protect equipment and facilities from exhaust gases which appear during aircraft maneuvering (article 22).
- 12) If a vehicle moves in the area intended for movement of vehicles on airport apron with speed higher than the one prescribed by the regulation (article 23);
- 13) Should they not provide constant control of entering and exiting of individuals and vehicles at official passages (article 26, paragraph 1);
- 14) Should they not mark with noticeable signs official and other passages, directions for movement of individuals and vehicles, or should they not highlight certain prohibitions and movement limits (article 27).

For actions of the paragraph 1 of the article a person in charge in the company or in the other legal entity, or a person in charge in the body of socio-political community will be fined with 8.000 to 80.000 dinars.

Article 30

Airport Service Company, that is airport authorities, will be fined for violation with 35.000 to 450.000 dinars:

1. should it not secure an airport from uncontrolled access of people, vehicles and animals or should it not put fence in a prescribed manner (article 3, paragraph 1);
 2. if a vehicle of handling department does not move in front of an aircraft, after landing, upon airport apron (article 8, paragraph 1);
 3. if a vehicle of handling department is not colored in orange, with black square fields of a size 50 x 50 cm, and if it is not equipped with rotational orange light (article 8, paragraph 5);
 4. if it, while embarking and disembarking passengers, at the bottom of stairs, that is at air bridge, does not provide presence of a certain professional person who is hired by the handling department (article 13);
 5. if it, before embarking passengers and baggage on the aircraft does not provide baggage identification, that is if it does not secure that handling department make baggage identification on the basis of numerical identification, or if it does not secure that unidentified baggage is to be held at certain, secure place (article 15);
 6. If it performs certain activities of smaller scope on maneuvering area without approval of an authorized department of air traffic controls (article 20, paragraph 1).
 7. If it does not secure that individuals who conduct certain work upon maneuvering area to keep constant communication with air traffic department by using radio-station or determined, that is prescribed signals or to abide by certain directions (article 20, paragraph 1);
 8. if, in an airport building, it does not provide official passages for national and international traffic to be used by the subjects who according to the need of the service go to the airport apron or return from it (article 24, paragraph 1);
 9. if, in an airport does not secure official passage for vehicles and individuals who conduct official work on the apron and maneuvering area (article 24, paragraph 2);
 10. if it does not secure that passengers, after passengers' and personal baggage check, should not come into contact with the individuals who are not subjected to the check (article 25)
- For actions of the paragraph 1 of the article a person in charge of an airport service company, that is airport authorities, will be fined with 8.000 to 80.000 dinars.

Article 31

The company which is an aircraft holder will be fined for violation with 35.000 to 450.000 dinars:

- 1) if it does not operate an aircraft on the maneuvering area and apron according to the prescribed marked signs or if the nose wheel does not follow guiding line (article 7);
- 2) if it does not operate an aircraft on airport apron according to the instructions of handling department (article 8, paragraph 4);
- 3) if it does not do aircraft repairs in certain and marked places or in hangars or if it does aircraft repairs when passengers are in it (article 11, paragraph 2 and 3);
- 4) if it does not provide the presence of air crew member at the top of the stairs or at the entrance to an aircraft while embarking and disembarking passengers (article 13)

For actions of the paragraph 1 of the article a person in charge of the company which is an aircraft holder will be fined with 8.000 to 80.000 dinars.

For actions of the paragraph 1, item 1 and 2 of the article, an aircraft owner will be fined with 8.000 to 80.000 dinars.

VI TRANSITIONAL AND FINAL CLAUSES

Article 32

Setting a fence of prescribed height from article 3 of the regulation must be completed within two years from the day on which the regulation comes into effect.

Article 33

The clause of article 15 of the regulation which refers to the baggage identification will be in force until the date determined in article 302 of Air traffic law.

Article 34

The day the regulation comes into effect Airport security and order regulation is to be invalid ('Official Gazette SFRY, No.35/81)

Article 35

The regulation comes into effect on the eight day from the day of being published in '' Official Gazette SFRY''.