

Based on Article 16 paragraph 3, Article 86 paragraph 1, Article 87 paragraph 5, article 96, Article 97 paragraph 2, Article 194 paragraph 2, Article 199 paragraph 5, Article 239, Article 249 paragraph 1 and Article 265 of the Air Transport Law (“Official Gazette of RS”, No 73/10, 57/11, 93/12, 45/15, 66/15 – other law, 83/18 and 9/20),

Director of the Civil Aviation Directorate of the Republic of Serbia shall hereby adopt:

REGULATION

amending Regulation on the conditions for performing air operations

Article 1

In Regulation on the conditions for performing air operations (“Official Gazette of RS”, No 9/18, 56/18, 12/19 and 3/21), in Article 1 paragraph 3, words: “aeroplanes, helicopters and sailplanes” shall be replaced with: “aeroplanes and helicopters”.

Article 2

In Article 2 paragraph 1, full stop at the end of point (15) shall be replaced by semi colon and point (16) to (18) shall be added, worded as follows:

“(16) *Regulation (EU) No 2018/1139* means Regulation (EU) No 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing European Union Aviation Safety Agency, and amending Regulations (EC) No 2011/2005, (EC) 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91. This Regulation has been transposed in the Republic of Serbia through Regulation on common rules of EU in the field of civil aviation and the competences of the European Union Aviation Safety Agency (“Official Gazette of RS”, No 154/20), however, till the date of application of the said regulation reference to Regulation (EU) No 2018/1139 shall be considered reference to Regulation (EC) No 216/2008;

(17) *Regulation (EU) No 2018/395* means Commission Regulation (EU) 2018/395 of 13 March 2018 laying down detailed rules for the operation of balloons pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council. This regulation has been applied in the Republic of Serbia through Regulation on air operations with balloons (“Official Gazette of RS”, No 3/21);

(18) *Implementing Regulation (EU) 2018/1976* means Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes pursuant to Regulation (EU) No 2018/1139 of the European Parliament and of the Council.”.

Article 3

In Article 3 paragraph 2 full stop at the end of point (12) shall be amended by semi colon and a new point (13) shall be added, worded as follows:

“(13) Commission Implementing Regulation (EU) 2018/1975 of 14 December 2018 amending Regulation (EU) No 965/2012 as regards air operations requirements for sailplanes and electronic flight bags.”.

Article 4

In Article 7, paragraph 3 shall be amended, worded as follows:

“The grant from Article 6 paragraph 4a point (b) of Addendum 1. to this Regulation shall amount to EUR 5000 in the equivalent amount in RSD.”.

Article 5

In Addendum 1. (Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures referring to air operations pursuant to Regulation of the European Parliament and of the Council (EC) No 216/2008), Article 1 shall be amended, worded as follows:

“Article 1

Scope and subject matter

1. This Regulation lays down detailed rules for air operations with aeroplanes and helicopters, including ramp inspections of aircraft of operators under the safety oversight of another State when landed at aerodromes located in the territory subject to the provisions of the Treaties.

2. This Regulation also lays down detailed rules on the conditions for issuing, maintaining, amending, limiting, suspending or revoking the certificates of operators of aircraft referred to in points (b)(i) and (ii) of Article 2(1) of Regulation (EU) 2018/1139, except for balloons and sailplanes, engaged in commercial air transport operation, the privileges and responsibilities of the holders of certificates as well as conditions under which operations shall be prohibited, limited or subject to certain conditions in the interest of safety.

3. This Regulation also lays down detailed rules on the conditions and procedures for the declaration by operators engaged in commercial specialised operations of aeroplanes and helicopters or in non-commercial operation of complex motor-powered aircraft, including non-commercial specialised operations of complex motor-powered aircraft, of their capability and the availability of the means to discharge the responsibilities associated with the operation of aircraft, and for the oversight of such operators.

4. This Regulation also lays down detailed rules on the conditions under which certain high risk commercial specialised operations shall be subject to authorisation in the interest of safety, and on the conditions for issuing, maintaining, amending, limiting, suspending or revoking the authorisations.

5. This Regulation shall not apply to air operations within the scope of Article 1(2)(a) of Regulation (EC) No 216/2008.

6. This Regulation shall not apply to air operations with airships.

7. This Regulation shall not apply to air operations with balloons and sailplanes. However, in respect of such air operations with balloons, other than tethered gas balloons, and sailplanes, the requirements in respect of oversight of Article 3 shall apply.”.

Article 6

In Addendum 1, Article 2 paragraph 1 points (1), (1a) and (1b) shall be amended, worded as follows:

“(1) ‘aeroplane’ means an engine-driven fixed-wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings;

(1a) ‘helicopter’ means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes;

(1b) ‘balloon’ means a manned lighter-than-air aircraft which is not power-driven and sustains flight through the use of either a lighter-than-air gas or an airborne heater, including gas balloons, hot-air balloons, mixed balloons and, although power-driven, hot-air airships;”.

After point (1b), points (1c), (1d) and (1e) shall be added, worded as follows:

“(1c) ‘sailplane’ means a heavier-than-air aircraft that is supported in flight by the dynamic reaction of the air against its fixed lifting surfaces, the free flight of which does not depend on an engine;

(1d) ‘commercial operation’ means any operation of an aircraft, in return for remuneration or other valuable consideration, which is available for the public or, when not made available to the public, which is performed under a contract between an operator and a customer, where the latter has no control over the operator;

(1e) ‘tethered gas balloon’ means a gas balloon with a tether system that continuously anchors the balloon to a fixed point during operation;”.

Point (9) shall be amended, worded as follows:

“(9) ‘introductory flight’ means any operation against remuneration or other valuable consideration consisting of an air tour of short duration for the purpose of attracting new trainees or new members, performed either by a training organisation referred to in Article 10a of Commission Regulation (EU) No 1178/2011 or by an organisation created with the aim of promoting aerial sport or leisure aviation;”.

Article 7

In Addendum 1, Article 5 shall be amended, worded as follows:

“Article 5

Air operations

1. Operators shall only operate an aeroplane or a helicopter for the purpose of commercial air transport (hereinafter ‘CAT’) operations as specified in Annexes III and IV.

1a. Operators engaged in CAT operations starting and ending at the same aerodrome/operating site with Performance class B aeroplanes or non-complex helicopters shall comply with the relevant provisions of Annexes III and IV.

2. Operators shall comply with the relevant provisions of Annex V when operating:

(a) aeroplanes and helicopters used for:

(i) operations using performance-based navigation (PBN);

- (ii) operations in accordance with minimum navigation performance specifications (MNPS);
- (iii) operations in airspace with reduced vertical separation minima (RVSM);
- (iv) low visibility operations (LVO);
- (b) aeroplanes and helicopters used for the transport of dangerous goods (DG);
- (c) two-engined aeroplanes used for extended range operations (ETOPS) in commercial air transport;
- (d) helicopters used for commercial air transport operations with the aid of night vision imaging systems (NVIS);
- (e) helicopters used for commercial air transport hoist operations (HHO);
- (f) helicopters used for commercial air transport emergency medical service operations (HEMS); and
- (g) helicopters used for offshore operations (HOFO).

3. Operators of complex motor-powered aeroplanes and helicopters involved in non-commercial operations shall declare their capability and means to discharge their responsibilities associated with the operation of aircraft and operate the aircraft in accordance with the provisions specified in Annex III and Annex VI. Such operators when engaged in non-commercial specialised operations shall operate the aircraft in accordance with the provisions specified in Annex III and VIII instead.

4. Operators of other-than-complex motor-powered aeroplanes and helicopters involved in non-commercial operations, including non-commercial specialised operations, shall operate the aircraft in accordance with the provisions set out in Annex VII.

5. Training organisations referred to in Article 10a of Regulation (EU) No 1178/2011 and having their principal place of business in a Member State shall, when conducting flight training into, within or out of the Union, operate:

- (a) complex motor-powered aeroplanes and helicopters in accordance with the provisions specified in Annex VI;
- (b) other aeroplanes and helicopters in accordance with the provisions specified in Annex VII.

6. Operators shall only operate an aeroplane or a helicopter for the purpose of commercial specialised operations in accordance with the requirements in Annexes III and VIII.

7. Flights taking place immediately before, during or immediately after specialised operations and directly connected to those operations shall be operated in accordance with paragraphs 3, 4 and 6, as applicable. Except for crew members, persons other than those indispensable to the mission shall not be carried on board.”.

Article 8

In Addendum 1, Article 6 paragraph 3 shall be amended, worded as follows:

“3. By way of derogation from Article 5 of this Regulation and without prejudice to point (b) of Article 18(2) of Regulation (EU) 2018/1139 and to Subpart P of Annex I to Commission Regulation (EU) No 748/2012 (2) concerning the permit to fly, the following flights shall continue to be operated under the requirements specified in the national law of the Member State in which

the operator has its principal place of business, or, where the operator has no principal place of business, the place where the operator is established or resides:

(a) flights related to the introduction or modification of aeroplane or helicopter types conducted by design or production organisations within the scope of their privileges;

(b) flights carrying no passengers or cargo, where the aeroplane or helicopter is ferried for refurbishment, repair, inspections, delivery, export or similar purposes, provided that the aircraft is not listed on an air operator certificate or on a declaration.”.

Paragraph 4a. shall be amended, worded as follows:

“4a. By way of derogation from Article 5(1) and (6), the following operations with other-than-complex motor-powered aeroplanes and helicopters may be conducted in accordance with Annex VII:

(a) cost-shared flights by private individuals, on the condition that the direct cost is shared by all the occupants of the aircraft, pilot included and the number of persons sharing the direct costs is limited to six;

(b) competition flights or flying displays, on the condition that the remuneration or any valuable consideration given for such flights is limited to recovery of direct costs and a proportionate contribution to annual costs, as well as prizes of no more than a value specified by the competent authority;

(c) introductory flights, parachute dropping, sailplane towing or aerobatic flights performed either by a training organisation having its principal place of business in a Member State and referred to in Article 10a of Regulation (EU) No 1178/2011, or by an organisation created with the aim of promoting aerial sport or leisure aviation, on the condition that the aircraft is operated by the organisation on the basis of ownership or dry lease, that the flight does not generate profits distributed outside of the organisation, and that whenever non-members of the organisation are involved, such flights represent only a marginal activity of the organisation.”.

Article 9

In Addendum 1, Article 10 shall be amended, worded as follows:

“Article 10

Entry into force

This Regulation shall enter into force on the third day following that of its publication in the Official Journal of the European Union.

It shall apply from 28 October 2012.”.

Article 10

In Addendum 1, Annex I (Definitions for terms used in Annexes II to VIII), point (6) shall be deleted.

Point (11a) shall be deleted.

After point (42), points (42a), (42b) and (43c) shall be added, worded as follows:

“(42a) ‘EFB application’ means a software application installed on an EFB host platform that provides one or more specific operational functions which support flight operations;

(42b) ‘EFB host platform’ means the hardware equipment in which the computing capabilities and basic software reside, including the operating system and the input/output software;

(42c) ‘EFB system’ means the hardware equipment (including any battery, connectivity provisions, input/output components) and software (including databases and the operating system) needed to support the intended EFB application(s);”.

After point (44), point (44a) shall be added, worded as follows:

“(44a) ‘electronic flight bag (EFB)’ means an electronic information system, comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties;”.

Point (57) shall be deleted.

After point (69), point (69a) shall be added, worded as follows:

“(69a) ‘human–machine interface (HMI)’ means a component of certain devices that is capable of handling human–machine interactions. The interface consists of hardware and software that allow user inputs to be interpreted and processed by machines or systems that, in turn, provide the required results to the user;”.

After point (78), a new point (78a) shall be added, worded as follows:

“(78a) ‘minor failure condition’ means a failure condition that would not significantly reduce aircraft safety, and which involves flight crew actions that are well within their capabilities;”.

Current point (78a) shall become point (78b).

After point (96), points (96a) and (96b) shall be added, worded as follows:

“(96a) ‘portable EFB’ means a portable EFB host platform, used on the flight deck, which is not part of the configuration of the certified aircraft;

(96b) ‘portable electronic device (PED)’ means any kind of electronic device, typically but not limited to consumer electronics, brought on board the aircraft by crew members, passengers, or as part of the cargo, that is not included in the configuration of the certified aircraft. It includes all equipment that is able to consume electrical energy. The electrical energy can be provided from internal sources such as batteries (chargeable or non-rechargeable) or the devices may also be connected to specific aircraft power sources;”.

After point (120) new points (120a) and (120b) shall be added, worded as follows:

“(120a) ‘type A EFB application’ means an EFB application whose malfunction or misuse has no safety effect;

(120b) ‘type B EFB application’ means an EFB application:

(a) whose malfunction or misuse is classified as minor failure condition or below; and

(b) which neither replaces nor duplicates any system or functionality required by airworthiness regulations, airspace requirements, or operational rules;”.

Article 11

In Addendum 1, Annex II (Authority requirements for air operations (Part-ARO)), Subpart GEN (General requirements), Section I (General), point ARO.GEN.120 (Means of compliance) paragraph (d) shall be amended, worded as follows:

“The competent authority shall evaluate all alternative means of compliance proposed by an organisation in accordance with:

- (1) with point ORO.GEN.120(b) of Annex III (Part-ORO) to this Regulation;
- (2) for balloons with point BOP.ADD.010 of Annex II (Part-BOP) to Commission Regulation (EU) 2018/395;
- (3) for sailplanes with point SAO.DEC.100(c) of Annex II (Part SAO) to Commission Implementing Regulation (EU) 2018/1976,

By analyzing the documentation provided and, if considered necessary, conducting an inspection of the organisation.

When the competent authority finds that the alternative means of compliance are in accordance with the Implementing Rules, it shall without undue delay:

- (1) notify the applicant that the alternative means of compliance may be implemented and, if applicable, amend the approval, specialised operation authorization or certificate of the applicant accordingly; and
- (2) notify the Agency of their content, including copies of all relevant documentation;
- (3) inform other Member States about alternative means of compliance that were accepted.”.

Article 12

In Addendum 1, Annex II (Authority requirements for air operations (Part-ARO)), Subpart GEN (General requirements), Section III (Oversight, certification and enforcement), point ARO.GEN.345 (Declaration-organisations) paragraph (a) shall be amended, worded as follows:

“(a) Upon receiving a declaration from an organisation carrying out or intending to carry out activities for which a declaration is required, the competent authority shall verify that the declaration contains all the information required:

- (1) pursuant to ORO.DEC.100 of Annex III (Part-ORO) to this Regulation;
- (2) for balloon operators pursuant to BOP.ADD.100 of Annex II (Part-BOP) to Regulation (EU) 2018/395; or
- (3) for sailplane operators pursuant to SAO.DEC.100 of Annex II (Part-SAO) to Implementing Regulation (EU) 2018/1976.

After having verified the required information, the competent authority shall acknowledge receipt of the declaration to the organisation.”.

Article 13

In Addendum 1, Annex II (Authority requirements for air operations (Part-ARO)), Appendix II- ‘Operations specifications’ form (EASA Form 139) shall be replaced by a new Appendix II, as provided in addendum printed with this Regulation and forming an integral part thereof.

Article 14

In Addendum 1, Annex III (Organisation requirements for air operations (Part-ORO)), Subpart GEN (General requirements), Section I (General), point ORO.GEN.110, paragraph (k) shall be amended, worded as follows:

“(k) Notwithstanding point (j), operators conducting commercial operations with either of the following aircraft shall ensure that the flight crew has received an appropriate dangerous goods training or briefing, to enable them to recognise undeclared dangerous goods brought on board by passengers or as cargo:

(1) a single-engined propeller-driven aeroplane having an MCTOM of 5 700 kg or less and an MOPSC of 5 or less, operated in a flight taking off and landing at the same aerodrome or operating site, under VFR by day;

(2) an other-than-complex motor-powered helicopter, single-engined, with an MOPSC of 5 or less, operated in a flight taking off and landing at the same aerodrome or operating site, under VFR by day.”.

Article 15

In Addendum 1, Annex III (Organisation requirements for air operations (Part-ORO)), Subpart MLR (Manuals, logs and records), point ORO.MLR.101 (Operations manual- structure for commercial air transport), words: “as well as for sailplane operations” and comma shall be deleted.

Article 16

In Addendum 1, Annex III (Organisation requirements for air operations (Part-ORO)), Subpart FC (Flight crew), point ORO.FC.005 (Scope), point (b) shall be amended, worded as follows:

“(b) Section 2 specifying additional requirements applicable to commercial air transport operations, with the exception of commercial air transport operations of passengers conducted under VFR by day, starting and ending at the same aerodrome or operating site and within a local area specified by the competent authority, with:

(1) single-engined propeller-driven aeroplanes having an MCTOM of 5 700 kg or less and an MOPSC of 5 or less; or

(2) other-than-complex motor-powered helicopters, single-engined, with an MOPSC of 5 or less.”.

Article 17

In Addendum 1, Annex III (Organisation requirements for air operations (Part-ORO)), Subpart FTL (Flight and duty time limitations and rest requirements), Section 1 (General), point ORO.FTL.105 (Definitions), point (13) shall be amended, worded as follows:

“(13) ‘flight time’ means, for aeroplanes, the time between an aircraft first moving its parking place for the purpose of taking off until it comes to rest on the designated parking position and all engines or propellers are shut down;”.

Article 18

In Addendum 1, Annex IV (Commercial air transport (Part-CAT)), Subpart A (General requirements), point CAT.GEN.105 (Touring motor gliders- TMG and powered sailplanes) shall be deleted.

Article 19

In Addendum 1, Annex IV (Commercial air transport (Part-CAT)), Subpart A (General requirements), Section 1 (Motor-powered aircraft), after point CAT.GEN.MPA.140 (Portable electronic devices), point CAT.GEN.MPA.141 shall be added, worded as follows:

“CAT.GEN.MPA.141 Use of electronic flight bags (EFBs)

(a) Where an EFB is used on board an aircraft, the operator shall ensure that it does not adversely affect the performance of the aircraft systems or equipment, or the ability of the flight crew member to operate the aircraft.

(b) The operator shall not use a type B EFB application unless it is approved in accordance with Subpart M of Annex V (Part-SPA).”.

Article 20

In Addendum 1, Annex IV (Commercial air transport)), Subpart A (General requirements), Section 2 (Non motor-powered aircraft) and point CAT.GEN.NMPA.100 to CAT.GEN.NMPA.150 shall be deleted.

Article 21

In Addendum 1, Annex IV (Commercial air-transport operations (Part-CAT)), Subpart B (Operational procedures), Section 2 (Non motor-powered aircraft) and points CAT.OP.NMPA.100 to CAT.OP.NMPA.180 shall be deleted.

Article 22

In Addendum 1, Annex IV (Commercial air transport operations (Part-CAT)), Subpart C (Aircraft performance and operating limitations), Section 3 (Mass and balance), Chapter 1 (Motor-powered aircraft), in point CAT.POL.MAB.105 (Mass and balance data and documentation), paragraph (b) shall be amended, worded as follows:

“(b) Where mass and balance data and documentation is generated by a computerised mass and balance system, the operator shall:

(1) verify the integrity of the output data to ensure that the data are within AFM limitations;
and

(2) specify the instructions and procedures for its use in its operations manual.”.

Paragraph (e) shall be deleted.

Article 23

In Addendum 1, Annex IV (Commercial air transport operations (Part-CAT)), Subpart C (Aircraft performance and operating limitations), Section 4 (sailplanes), points CAT.POL.S.100 to CAT.POL.S.110 shall be deleted.

Article 24

In Addendum 1, Annex IV (Commercial air transport operations (Part-CAT)), Subpart D (Instruments, data, equipment), Section 3 (Sailplanes), points CAT.IDE.S.100 to CAT.IDE.S.150 shall be deleted.

Article 25

In Addendum 1, Annex V (Specific approvals (Part-SPA)), after point SPA.SET-IMC.110 (Equipment requirements for SET-IMC operations) a new Subpart M shall be added, worded as follows:

“SUBPART M

ELECTRONIC FLIGHT BAGS (EFBs)

SPA.EFB.100 Use of electronic flight bags (EFBs) — operational approval

(a) A commercial air transport operator shall only use a type B EFB application if the operator has been granted an approval by the competent authority for such use.

(b) In order to obtain an operational approval from the competent authority for the use of a type B EFB application, the operator shall provide evidence that:

(1) a risk assessment related to the use of the EFB device that hosts the application and to the EFB application and its associated function(s) has been conducted, identifying the associated risks and ensuring that they are appropriately managed and mitigated;

(2) the human–machine interfaces of the EFB device and the EFB application have been assessed against human factors principles;

(3) it has established an EFB administration system and that procedures and training requirements for the administration and use of the EFB device and the EFB application have been established and implemented; these shall include procedures for:

(i) operating the EFB;

(ii) the management of changes to the EFB;

(iii) the management of EFB data;

(iv) EFB maintenance; and

(v) EFB security;

(4) the EFB host platform is suitable for the intended use of the EFB application.

This demonstration shall be specific to the EFB application and the EFB host platform on which the application is installed.”.

Article 26

In Addendum 1, Annex VI (Non-commercial air operations with complex motor-powered aircraft (Part-NCC), Subpart A (General requirements), after point NCC.GEN.130 (Portable electronic devices), a new point shall be added NCC.GEN.131, worded as follows:

“NCC.GEN.131 Use of electronic flight bags (EFBs)

(a) Where an EFB is used on board an aircraft, the operator shall ensure that it does not adversely affect the performance of the aircraft systems or equipment, or the ability of the flight crew member to operate the aircraft.

(b) Prior to using a type B EFB application, the operator shall:

(1) conduct a risk assessment related to the use of the EFB device that hosts the application and to the EFB application concerned and its associated function(s), identifying the associated risks and ensuring that they are appropriately managed and mitigated; the risk assessment shall address the risks associated with the human–machine interface of the EFB device and the EFB application concerned; and

(2) establish an EFB administration system, including procedures and training requirements for the administration and use of the device and the EFB application.”.

Article 27

In Addendum 1, Annex VI (Non-commercial air operations with complex motor-powered aircraft (Part-NCC)), Subpart B (Operational procedures), point NCC.OP.200 (Simulated situations in flight), paragraph (b) shall be amended, worded as follows:

“(b) Notwithstanding point (a), when training flights are conducted by a training organisation referred to in Article 10a of Commission Regulation (EU) No 1178/2011, such situations may be simulated with student pilots on board.”.

Article 28

In Addendum 1, Annex VII (Non-commercial air operations with other-than complex motor-powered aircraft (Part-NCO)), Subpart A (General requirements), point NCO.GEN.102 (Touring motor gliders and powered sailplanes) shall be deleted.

In point NCO.GEN.103 (Introductory flights), point (a) shall be amended, worded as follows:

“(a) start and end at the same aerodrome or operating site;”.

In point NCO.GEN.105 (Pilot-in-command responsibilities and authority), paragraph (a) point (4)(iii) shall be amended, worded as follows:

“(iii) instruments and equipment required for the execution of that flight are installed in the aircraft and are operative, unless operation with inoperative equipment is permitted by the minimum equipment list (MEL) or equivalent document, if applicable, as provided for in points NCO.IDE.A.105 or NCO.IDE.H.105;”.

Point NCO.GEN.125 (Portable electronic devices) shall be amended, worded as follows:

“NCO.GEN.125 Portable electronic devices

The pilot-in-command shall not permit any person to use a portable electronic device (PED) on board an aircraft, including an electronic flight bag (EFB), that could adversely affect the performance of the aircraft systems and equipment or the ability of the flight crew member to operate the aircraft.”.

In point NCO.GEN.135 (Documents, manuals and information to be carried), paragraph (c) shall be deleted.

Article 29

In Addendum 1, Annex VII (Non-commercial air operations with other-than complex motor-powered aircraft (Part-NCO)), Subpart B (Operational procedures), the title of point NCO.OP.120 (Noise abatement procedures- aeroplanes, helicopters and powered sailplanes) shall be amended, worded as follows:

“NCO.OP.120 Noise abatement procedures- aeroplanes and helicopters”.

Point NCO.OP.156 (Smoking on board-sailplanes) shall be deleted.

In point NCO.OP.180 (Simulated situations in flight) paragraph (b) shall be amended, worded as follows:

“(b) Notwithstanding (a), when training flights are conducted by a training organisation referred to in Article 10a of Commission Regulation (EU) No 1178/2011, such situations may be simulated with student pilots on board.”

Article 30

In Addendum 1, Annex VII (Non-commercial air operations with other-than complex motor-powered aircraft (Part-NCO)), Subpart C (Aircraft performance and operating limitations), point NCO.POL.105 (Weighing) paragraph (b) shall be amended, worded as follows:

“(b) The weighing shall be accomplished by the manufacturer of the aircraft or by an approved maintenance organisation.”

Article 31

In Addendum 1, Annex VII (Non-commercial air operations other-than complex motor-powered aircraft (Part-NCO)), Subpart D (Instruments, data, equipment), Section 1 (Aeroplanes), point NCO.IDE.A.160 (Hand fire extinguishers) paragraph (a), words: “Aeroplanes, except touring motor-powered sailplanes and aeroplanes ELA1” shall be replaced by words: “Aeroplanes, except ELA1 aeroplanes,”.

Article 32

In Addendum1, Annex VII (Non-commercial air operations with other-than complex motor-powered aircraft (Part-NCO)), Subpart D (Instruments, data, equipment) Section 3 (Sailplanes), points NCO.IDE.S.100 to NCO.IDE.S.155 shall be deleted.

Article 33

In Addendum 1, Annex VIII (Specialised operations (Part-SPO)), point SPO.GEN.005 (Scope), paragraph (c) point (2) shall be amended, worded as follows:

“(2) parachute dropping, sailplane towing with an aeroplane or aerobatic flights performed either by a training organisation having its principal place of business in a Member State and being referred to in Article 10a of Regulation (EU) No 1178/2011, or by an organisation created with the aim of promoting aerial sport or leisure aviation, on the condition that the aircraft is operated by the organisation on the basis of ownership or dry lease, that the flight does not generate profits distributed outside of the organisation, and that whenever non-members of the organisation are involved, such flights represent only a marginal activity of the organisation.”.

Article 34

In Addendum 1, Annex VIII (Specialised operations (Part-SPO)), Subpart A (General), point SPO.GEN.102 (Touring motor gliders and powered sailplanes) shall be deleted.

In point SPO.GEN.107 (Pilot-in-command responsibilities and authority), paragraph (a) point (4) (iii) shall be amended, worded as follows:

“(iii) instruments and equipment required for the execution of that flight are installed in the aircraft and are operative, unless operation with inoperative equipment is permitted by the minimum equipment list (MEL) or equivalent document, if applicable, as required in points SPO.IDE.A.105 or SPO.IDE.H.105;”

After point SPO.GEN.130 (Portable electronic devices), a new point SPO.GEN.131 shall be added, worded as follows:

“SPO.GEN.131 Use of electronic flight bags (EFBs)

(a) Where an EFB is used on board an aircraft, the operator shall ensure that it does not adversely affect the performance of the aircraft systems or equipment, or the ability of the flight crew member to operate the aircraft.

(b) Prior to using a type B EFB application, the operator shall:

(1) conduct a risk assessment related to the use of the EFB device that hosts the application, to the EFB application concerned and its associated function(s), identifying the associated risks and ensuring that they are appropriately mitigated; the risk assessment shall address the risks associated with the human-machine interface of the EFB device and the EFB application concerned; and

(2) establish an EFB administration system, including procedures and training requirements for the administration and use of the EFB device and the EFB application.”.

In point SPO.GEN.140 (Documents, manuals and information to be carried) paragraph (c) shall be deleted.

Article 35

In Addendum 1, Annex VIII (Specialised operations (Part-SPO)), Subpart C (Aircraft performance and operating limitations), point SPO.POL.105 (Mass and balance), paragraph (b) shall be amended, worded as follows:

“(b) The weighing shall be accomplished by the manufacturer of the aircraft or by an approved maintenance organisation.”.

Article 36

In Addendum 1, Annex VIII (Specialised operations (Part-SPO)), Subpart D (Instruments, data, equipment), Section 1 (Aeroplanes), point SPO.IDE.A.180 (Hand fire extinguishers) paragraph (a), words: “Aeroplanes, except touring motor gliders- TMG and ELA1 aeroplanes” shall be replaced by words: “Aeroplanes, except ELA 1 aeroplanes”.

Article 37

In Addendum 1, Annex VIII (Specialised operations (Part-SPO)), Subpart D (Instruments, data, equipment), Section 3 (Sailplanes), points SPO.IDE.S.100 to SPO.IDE.S.155 shall be deleted.

Article 38

This Regulation shall enter into force on the eighth day following that of its publication in the “Official Gazette of the Republic of Serbia”.

No 5/1-01-0018/2020-0002

In Belgrade, 7 May 2021

Director

Mirjana Cizmarov

Addendum 2.

Appendix II

OPERATIONS SPECIFICATIONS (subject to the approved conditions in operations manual)					
Issuing Authority Contact Details Telephone ⁽¹⁾ : _____; Fax: _____; Email: _____					
AOC ⁽²⁾ :		Operator Name ⁽³⁾ : Dba Trading name		Signature:	
Operations Specifications #:					
Aircraft Model ⁽⁵⁾ :					
Registration Marks ⁽⁶⁾ :					
Types of operations: Commercial operations					
<input type="checkbox"/> Passengers <input type="checkbox"/> Cargo <input type="checkbox"/> Others ⁽⁷⁾ : _____					
Area of operation ⁽⁸⁾ :					
Special Limitations ⁽⁹⁾ :					
Specific approvals		Yes	No	Specifications ⁽¹⁰⁾	Remarks
Dangerous goods		<input type="checkbox"/>	<input type="checkbox"/>		
Low Visibility Operations				CAT ⁽¹¹⁾ _____	
Take-off				RVR ⁽¹²⁾ : m	
Approach and Landing		<input type="checkbox"/>	<input type="checkbox"/>	DA/H: ft RVR:m	
RVSM ⁽¹³⁾	<input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>		
ETOPS ⁽¹⁴⁾	<input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>	Maximum Diversion Time ⁽¹⁵⁾ : min	
Complex navigation specifications for PBN operations ⁽¹⁶⁾		<input type="checkbox"/>	<input type="checkbox"/>		⁽¹⁷⁾
Minimum navigation performance specification		<input type="checkbox"/>	<input type="checkbox"/>		
Operations of single-engined turbine aeroplane at night or in IMC (SET-IMC)		<input type="checkbox"/>	<input type="checkbox"/>	⁽¹⁸⁾	
Helicopter operations with the aid of night vision imaging systems		<input type="checkbox"/>	<input type="checkbox"/>		
Helicopter hoist operations		<input type="checkbox"/>	<input type="checkbox"/>		
Helicopter emergency medical service operations		<input type="checkbox"/>	<input type="checkbox"/>		
Helicopter offshore operations		<input type="checkbox"/>	<input type="checkbox"/>		
Cabin crew training ⁽¹⁹⁾		<input type="checkbox"/>	<input type="checkbox"/>		
Issue of CC attestation ⁽²⁰⁾		<input type="checkbox"/>	<input type="checkbox"/>		

Use of B EFB applications	<input type="checkbox"/>	<input type="checkbox"/>	(21)	
Continuing airworthiness	<input type="checkbox"/>	<input type="checkbox"/>	(22)	
Others ⁽²³⁾				

- (1) Telephone and fax contact details of the competent authority, including the country code.
Email to be provided if available.
- (2) Insertion of associated air operator certificate (AOC) number.
- (3) Insertion of the operator's registered name and the operator's trading name, if different. Insert 'DbA' before the trading name (for 'Doing business as').
- (4) Issue date of the operations specifications (dd-mm-yyyy) and signature of the competent authority representative.
- (5) Insertion of ICAO designation of the aircraft make, model and series, or master series, if a series has been designated (e.g. Boeing-737-3K2 or Boeing-777-232).
- (6) Either the registration marks are listed in the operations specifications or in the operations manual. In the latter case, the related operations specifications must make a reference to the related page in the operations manual. In case not all specific approvals apply to the aircraft model, the registration marks of the aircraft may be entered in the remark column to the related specific approval.
- (7) Other type of transportation to be specified (e.g. emergency medical service).
- (8) Listing of geographical areas of authorised operation (by geographical coordinates or specific routes, flight information region, or national or regional boundaries).
- (9) Listing of applicable special limitations (e.g. VFR only, Day only, etc.).
- (10) List in this column the most permissive criteria for each approval or the approval type (with appropriate criteria).
- (11) Insertion of applicable precision approach category: LTS CAT I, CAT II, OTS CAT II, CAT IIIA, CAT IIIB or CAT IIIC. Insertion of minimum runway visual range (RVR) in meters and decision height (DH) in feet. One line is used per listed approach category.
- (12) Insertion of approved minimum take-off RVR in metres. One line per approval may be used if different approvals are granted.
- (13) The Not Applicable (N/A) box may be checked only if the aircraft maximum ceiling is below FL290.
- (14) Extended range operations (ETOPS) currently applies only to two-engined aircraft.
Therefore, the not applicable (N/A) box may be checked if the aircraft model has less or more than two engines.
- (15) The threshold distance may also be listed (in NM), as well as the engine type.
- (16) Performance-based navigation (PBN): one line is used for each complex PBN specific approval (e.g. RNP AR APCH), with appropriate limitations listed in the 'Specifications' an/or 'Remarks' columns, or in both. Procedure-specific approvals of specific RNP AR APCH procedures may be listed in the operations specifications or in the operations manual. In the latter case, the related operations specifications must have a reference to the related page in the operations manual.
- (17) Specify if the specific approval is limited to certain runway ends or aerodromes, or both.

- (18) Insertion of the particular airframe/engine combination.
- (19) Approval to conduct the training course and examination to be completed by applicants for a cabin crew attestation as specified in Annex V (Part-CC) to Regulation (EU) No 1178/2011.
- (20) Approval to issue cabin crew attestations as specified in Annex V (Part-CC) to Regulation (EU) No 1178/2011.
- (21) Insertion of the list of type B EFB applications together with the reference of the EFB hardware (for portable EFBs). Either this list is contained in the operations specifications or in the operations manual. In the latter case, the related operations specifications must make a reference to the related page in the operations manual.
- (22) The name of the person or organisation responsible for ensuring that the continuing airworthiness of the aircraft is maintained and a reference to the regulation that requires the work, i.e. Subpart G of Annex I (Part-M) to Regulation (EU) No 1321/2014.
- (23) Other approvals or data may be entered here, using one line (or one multi-line block) per authorisation (e.g. short landing operations, steep approach operations, reduced required landing distance, helicopter operations to or from a public interest site, helicopter operations over a hostile environment located outside a congested area, helicopter operations without a safe forced landing capability, operations with increased bank angles, maximum distance from an adequate aerodrome for two-engined aeroplanes without an ETOPS approval).