

Law amending the Air Transport Law

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Article 1

In the Air Transport Law ("Official Gazette of RS", no. 73/10, 57/11, 93/12, 45/15 and 66/15 – other law), in Article 3, paragraph 1, item 1) is amended to read as follows:

"1) *airplane* means power driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces;"

After item 1), point 1a) is added, which reads as follows:

"1a) *aerodrome* means a defined area on land or water (including any buildings, installations, and equipment) intended to be used either wholly or in part for the arrival, departure, and surface movement of aircraft;"

After point 3), points 3a), 3b) and 3c), which read as follows:

3a) *aerodrome/heliport open to public use* means an aerodrome/heliport open to all users under the same conditions, that has its opening hours published in the Integrated Aviation Information Package;

3b) *packaging of dangerous goods for transportation* means one or more one or more containers, along with all necessary components or materials, required for the container to perform its function as a tank and ensure the safe receipt and storage of the contents;

3c) *safe participation in air transportation* means involvement in air transport where the likelihood of death, injury, illness, material damage, or environmental harm is minimised;"

Point 4 is amended to read as follows:

„4) unmanned aircraft means an aircraft whose flight is controlled either by onboard computers or by a remote operator on the ground;

Following point 5), point 5b) is added to read as follows:

5a) aircraft in a state of emergency means an aircraft in such a condition, while it remains impossible to determine whether a safety occurrence has taken place, there is a reasonable doubt that both the aircraft and its occupants are in serious and imminent danger requiring immediate assistance;"

Following point 7), point 7b) is added to read as follows:

7a) air traffic means flying or the movement of aircraft on the maneuvering area and apron;

Point 11) is substituted by the following:

„11) occurrence means any safety-related occurrence that has the potential to impact the safety of an aircraft, its occupants, or other individuals, and includes, specifically, accidents and serious incidents;"

Following point 12), point 12b) is added to read as follows:

12a) *state of origin* means the state in the territory of which the first shipment of cargo takes place;

After point 15), points 15a), 15b) and 15c), which read as follows:

15a) *security testing* means a comprehensive analysis of the work of airport operators, air carriers, or other entities performing activities related to aviation security with the aim of identifying weak points that could be used to carry out acts of unlawful interference, as well as determining security measures that are necessary to implement the established policy;

15b) *landside* means a part of an aerodrome, or facilities at the airport or in the parts thereof or its surrounding land that can be accessed without any restrictions;

15c) *unit load device (ULD) MEANS* any type of cargo container, air container, or mesh pallet, whether with a net or both a cover and net, used for consolidating cargo or baggage for air transport;"

Following point 22), point 22b) is added to read as follows:

22a) *flying object* means any non-aircraft object, unmanned aerial vehicle or aircraft model, whose movement through the atmosphere cannot be controlled once it commences of its movement;”.

Following point 32), point 32a) is added to read as follows:

32a) *airworthiness directive* means a document specifying the actions that must be taken to restore the acceptable level of safety of an aeronautical product;”.

Following point 34), point 34a) is added to read as follows:

34a) *demarcated area* means an area which is separated from the security-restricted area of an airport by means of access control or, if the demarcated area forms part of the security-restrictive area of an airport, which is separated from other security-restricted areas by means of access control;

Following point 36), point 36a) is added to read as follows:

„36a) *dangerous goods*’ means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the technical instructions or which are to be classified as such in accordance with those instructions;

Following point 41), point 41a) is added, which reads as follows:

“41a) the *transport organizer* means a person who, under a contract of carriage, arranges transportation in their own name on behalf of the consignor or consignee and performs additional services related to the transportation of dangerous goods;”.

Following point 41), point 41a) is added, which reads as follows:

“48a) *dangerous goods consignor* means a company, other legal entity or entrepreneur, which in its own name and for its own account, or for a third party dispatches dangerous goods. If the transport is carried out under a contract of carriage, the consignor shall be deemed to be the consignor under this contract;”.

Following point 41), point 41a) is added, which reads as follows:

“54a) *unruly passengers* means the passengers on board an aircraft who, from the moment the aircraft doors are closed prior to take-off until they are opened after landing, engage in any of the following:

(1) engages in an act of assault, intimidation, threat, or any other action that could jeopardise the order and safety of the aircraft, or the safety of crew, passengers, and property on board;

(2) engages in an act of assault, intimidation, threat, interference or other action that may affect the ability of crew members to perform their duties during flight;

(3) deliberately causes damage to the aircraft, its components, or accompanying equipment, or intentionally fails to carry out certain actions, which could endanger the order and safety of the aircraft, the crew, passengers, and property on board;

(4) spreads false information with the aim of endangering the safety of the aircraft in flight;

(5) failure to comply with commands or instructions issued for the safety, order, or efficiency of operations”.

Following point 57), point 57a) is added, which reads as follows:

“57a) *flight schedule* means a flight schedule indicating departure aerodrome, date and time of the departure and the destination aerodrome, date and time of arrival;”.

Point 11) is substituted by the following:

“58) *risk* means the predicted probability and severity of the consequences or outcomes of a hazard;”.

In point 60) the word: The words: "criteria" are replaced by the words: "parameters"

Following point 57), point 57a) is added, which reads as follows:

“63a) *known consignor* means a consignor who originates cargo or mail for its own account and whose procedures meet common security rules and standards sufficient to allow carriage of cargo or mail on any aircraft;”.

The fullstop in point 69), is replaced by a semicolon.

Following point 69), point 70a) is added, which reads as follows:

“70) *Cospas-Sarsat* means a non-profit, intergovernmental system established to detect and locate distress alerts from emergency beacons activated by aircraft, ships or individuals in distress, and to relay the related information to the appropriate search and rescue coordination centres.”.

Article 2

The title of Article 8 is replaced by the following: "Flying over cities, populated areas and industrial facilities".

In paragraph 2, the words: "in accordance with the instructions of the air traffic control service provider" and the comma are deleted.

Article 3

Article 11 is deleted.

Article 4

In Article 16, paragraph 2, the words: "of which the safety management manual is a mandatory part" are deleted.

Article 5

Article 16 is amended to read as follows:

"Article 17

The aviation entity and other persons designated under the regulation referred to in paragraph 4 of this Article shall report any occurrence to the Directorate in the manner specified in that regulation, while other persons may do so voluntarily if they consider that such an occurrence poses an actual or potential danger.

The objective of occurrence reporting is to prevent accidents and incidents, and not to attribute blame or liability.

The Directorate collects occurrence data; ensures the protection of personal data for individuals reporting occurrences; analyses occurrences; reviews and, if necessary, adjusts the classification of any safety risk established by the aviation entity in accordance with the risk classification methodology determined by the Directorate; manages occurrence reports; establishes and maintains occurrence databases; and exchanges the relevant information with other aviation authorities, including the international aviation organisations.

The reporting of occurrences, the individuals subject to mandatory reporting, as well as the procedures for their reporting, follow-up, protection, keeping, utilisation, and exchange of the related information, including establish and maintain of occurrence databases, shall be further specifically regulated by the Directorate.'

Article 6

In Article 22, after paragraph 1, a new paragraph 2 is added and reads:

'Aircraft identification to protect the airspace of the Republic of Serbia shall be conducted by the competent ANS units of the Serbian Armed Forces and the relevant ANS units of the air navigation service provider.'

The former paragraph 2 is replaced by paragraph 3.

Article 7

In Article 23, paragraphs 2 and 3 are amended to read as follows:

"The operation of foreign aircraft within the airspace of the Republic of Serbia, without prior approval from the Directorate, shall be considered a breach of airspace.

The approval referenced in paragraph 2 of this Article shall be granted by the Directorate, subject to the prior consent of the ministry responsible for defence affairs."

Article 8

Paragraph 2 of Article 141 shall be amended to read as follows:

"A foreign air carrier conducting international commercial air services with the Republic of Serbia may file a flight plan, provided that the flight has received prior approval from the Directorate, unless an applicable international agreement exempts such flights from the approval requirement."

Article 9

Paragraph 2 of Article 141 shall be amended to read as follows:

"The procedures for action, along with the responsibilities of competent authorities in response to terrorist threats from airspace, shall be defined by a government act, upon the proposal of the ministers responsible for defence and internal affairs."

Article 10

Paragraph 2 of Article 146 is deleted.

Article 11

In Article 30, paragraph 3, after the words:"traffic", the point is replaced by a comma and the following words are added:"with the consent of the minister responsible for defense affairs."

Article 12

In Article 16, paragraph 2, the words:"civil and military coordination units" are replaced by the words:"airspace management units."

In paragraph 3, the words:"civil-military coordination units" are replaced by the words:"Airspace Management Unit".

Paragraph 4 is deleted.

Article 13

Paragraph 2 of Article 141 are amended to read as follows:

'A civil-military coordination agreement, concluded between the ministry responsible for defence and the air navigation service provider, shall establish an airspace management unit and define procedures for civil-military coordination, as well as ensure the interoperability of communication and data exchange systems.'

Paragraph 4 is deleted.

Article 14

The title and content of Article 125 are amended to read as follows:

'Instrumental flight procedures

Article 41

Instrument flight procedures—including approach, landing, departure, missed approach, and holding at a specified aerodrome—shall be developed by the air traffic control service provider duly authorised by the Directorate.

Therequirements for granting authorisations for the development of instrument flight procedures, as well as the methodology for their preparation and the prescribed format, shall be determined by the Directorate."

Article 15

In Article 43, paragraphs2–4, which read as follows:

"The air traffic flow management process involves stakeholders beyond the air traffic service provider, including aircraft operators, agencies responsible for airspace management, airport operators, local air traffic flow management units, and any other entities specified in the regulation referred to in paragraph 4 of this Article.

The stakeholders referred to in paragraph 2 of this Article shall plan, coordinate, and implement actions within the air traffic flow management and capacity management processes, in accordance with the regulation referred to in paragraph 4 of this Article.

Air traffic flow management, capacity management, and the measures implemented to achieve these objectives, along with the coordination of all stakeholders involved in the air traffic flow management processes and their respective responsibilities, shall be regulated by the Directorate.”.

Article 16

In Article 46, paragraph 1, the words:"alerts and initiations of action" are replaced by the words:'alerts to initiate the action'.

Article 17

In Article 56, paragraph 3 is amended to read as follows:

"An aerodrome meteorological service means a service appointed to provide meteorological services at aerodromes.".

Article 18

Article 61 is amended to read as follows:

Article 61

The search and rescue service comprises a coordinated system of measures and procedures designed to locate the site of an aircraft accident, rescue the injured or individuals otherwise endangered as a result of an incident, provide initial medical assistance, and ensure their safe transfer to a secure location, utilizing all available resources.

The aircraft search and rescue service is organized and supervised by the Directorate in accordance with the appropriate international standards and recommended practices.

The Directorate also keeps records of registered emergency radio transmitters.

Civil aviation search and rescue actions to locate aircraft and persons are initiated and coordinated by the Directorate through its Rescue Coordination Centre, which is responsible for receiving, monitoring, evaluating, and exchanging information in the event of an aircraft emergency.

Air navigation service providers, the Cospas-Sarsat system, and other entities designated in the regulation referenced in Article 62, paragraph 3 of this Law shall provide information to the Rescue Coordination Centre regarding aircraft emergency.

The aircraft search and rescue service shall be available on a 24-hour basis.

The search and rescue service to locate military aircraft shall be organized by the ministry responsible for defence.

Article 19

After Article 61, the name of that Article and Article 61a are added, to read as follows:

"Search and Rescue Region

Article 61a

The search and rescue region shall comprise the territory of the Republic of Serbia and may also include the territory of any other state if so provided for in an international agreement concluded with that state.

In accordance with the international agreement referenced in paragraph 1 of this Article, the competent authority of the other state responsible for search and rescue may participate in search and rescue operations within the territory of the Republic of Serbia.

Article 20

Article 62 is amended to read as follows:

Article 62

The ministries responsible for defence, internal affairs, and health, municipal authorities, cities, the City of Belgrade, autonomous provinces, specialized rescue units, airport services (rescue and fire services, and emergency medical services), air navigation service providers, public entities, health institutions, as well as any other legal or natural persons capable of assisting, may provide the search and rescue services.

In order to improve the search and rescue service in the Republic of Serbia, the Directorate organizes drills as referred to in paragraph 1 of this Article.

The Directorate shall specify the provision of aircraft search and rescue services, as well as the drill procedure referred to in paragraph 2 of this Article.

The method how the stakeholders are to be engaged in aircraft search and rescue operations shall be specified by the Government, upon the proposal of the minister responsible for transport.

Article 21

Article 90 is amended to read as follows:

Article 90

If other modes of transport do not meet the needs, and there is no commercial interest in providing scheduled air services on a route essential for the economic and social development of the Republic of Serbia, or if the need for such air services is provided for in the appropriate bilateral or multilateral agreement, the Government may declare the public service obligation (hereinafter: public service obligation).

The decision to declare the public service obligation shall be published in the "Official Gazette of the Republic of Serbia", whereby the conditions and benefits under which regular air services may be operated on the route shall also be published.

Prior to adopting the decision referred to in paragraph 2 of this Article, the minister responsible for transport matters shall inform the airports serving the route and the air carriers operating the air services on that route of the intention to declare the public obligation service on that particular route, as well as the planned date for its introduction.

If no air carrier commences or demonstrates the ability to commence scheduled air services within a short time frame under the conditions specified in the decision referred to in paragraph 2 of this Article, the ministry responsible for transport matters may initiate a procedure in accordance with the law governing public procurement, to offer an air carrier the right to operate scheduled air services on that route, for remuneration within a period of minimum four years.

In justified cases, the period for which the air carrier is selected may be extended to a maximum of five years if the route serves to connect remote areas.

The decision to declare the public obligation service shall become invalid if scheduled air services on the route for which the obligation was introduced are not operated for a period of 12 months.

The Government shall specify the requirements for declaring the public obligation service and define the criteria for operating air services on that route, at the proposal of the minister responsible for transport matters”.

Article 22

Article 91 is amended to read as follows:

Article 91

To operate international commercial air transport to or from the Republic of Serbia, a foreign air carrier must hold the necessary approval, unless otherwise provided for in a ratified international agreement.

The approval referred to in paragraph 1 of this Article shall be issued by the Directorate if the following are in place:

- 1) the international agreement allows for the use of traffic rights necessary for the operation of the required commercial air transport;
- 2) the applicant is duly authorized to perform the required commercial air transport;
- 3) the state whose competent authority issued the authorization referred to in item 2) of this paragraph, as well as the state of registration, complies with international standards in the field of safety and security in air transport;
- 4) the foreign air carrier has appropriate liability insurance;
- 5) the foreign air carrier or the aircraft it intends to use is not listed among the air carriers banned from operating in the European Union.

If the condition referred to in paragraph 2, point 1) of this Article is not met, a foreign air carrier intending to operate an individual flight or a series of up to four flights for the emergency air transport of passengers from the territory of the Republic of Serbia, excluding emergency medical transport, is required, in addition to the request for approval, to submit a statement of consent from domestic air carriers authorized and equipped to perform the required public air services.

If the domestic air carrier does not agree to allow the foreign air carrier to perform the public air services specified in paragraph 3 of this Article, it must inform both the Directorate and the applicant within 48 hours of receiving the request. In doing so, the domestic carrier assumes the responsibility to perform the required public air services under the same or similar conditions, including aircraft capacity and flight time.

If the condition referred to in paragraph 2, point 1) of this Article is not met, and a foreign air carrier submits a request to operate regular air services or a series of more than four flights for the emergency air transport of passengers from the territory of the Republic of Serbia, for which a domestic air carrier is authorized and trained, the Directorate shall seek prior approval from the ministry responsible for transport.

The ministry responsible for transport grants the consent referred to in paragraph 5 of this Article if it determines that the operation of the required public air services is consistent with the Government's policy on air transport, the air transport development strategy, and is in the interest of domestic aviation stakeholders.

The Directorate shall revoke the approval referred to in paragraph 1 of this Article if it determines that a foreign air carrier is not operating in compliance with the conditions set forth in a valid international agreement and/or approval, or if the foreign air carrier no longer meets any of the requirements specified in this Article.

The Directorate shall specify the detailed conditions and procedures for granting approval to a foreign air carrier intending to operate international public air services to/from the Republic of Serbia.

Article 23

In Article 92, after paragraph 2, new paragraphs 3 and 4 are added to read as follows:

In determining the transport fare, discrimination based on nationality or identity of the air carrier is prohibited, provided that the carrier is entitled, under an international agreement, to exercise traffic rights for regular air services to and from the Republic of Serbia.

The party responsible for ticket sales, whether an air carrier, its agent, or another authorized seller, is required to provide access to transport prices for flights to and from airports in the Republic of Serbia, without discrimination based on the nationality, residence, or business location of the purchaser."

The former paragraph 3 is renumbered as paragraph 5.

Article 24

Paragraph 1 of Article 225 shall be amended to read as follows:

"Schedules for regular air services shall be established specifically for the summer and specifically for the winter traffic period."

In paragraph 4, the words:"through the media" are deleted.

Paragraph 3 shall be amended to read as follows:

"At airports with harmonized scheduling, scheduling, in the manner set out in the regulation referred to in paragraph 7 of this Article, shall be carried out by a scheduler designated by the airport operator, and at coordinated airports, the allocation of slots shall be carried out by an independent coordinator.".

Article 25

Article 16 is amended to read as follows:

Article 98

An aviation event may be held if it is approved by the Directorate and if the airspace management unit allocates airspace for that purpose to the organiser of the aviation event.

The approval referred to in paragraph 1 of this Article shall be issued by the Directorate if the conditions related to the safe conduct of planned aviation activities are met.

The airspace allocation referred to in paragraph 1 of this Article shall be carried out by the airspace management unit in accordance with the regulation referred to in Article 30, paragraph 3 of this Law."

Article 26

In Article 34, paragraph 1, words:"civil operator" are replaced by the words:'natural or legal person intending to become a civilian operator'.

Article 27

In Article 189, paragraph 3 is amended to read as follows:

"Airport opening hours shall be the period during which an aerodrome open to public use must be open to air traffic and determined by the Directorate, at the proposal of the aerodrome operator.".

Article 28

In Article 105, paragraph 1, point 1), the words:"paved runway" are replaced by the words:"runway with roadway curtain".

Article 29

In Article 106, paragraph 1, after the words:"public air transport", the following words are added:'or pilot training'.

Article 30

In Article 189, paragraph 3 is amended to read as follows:

"Before the expert control, the draft planning document for the airport complex and the area bordering the airport complex shall be submitted to the Directorate for an opinion.".

Article 31

The title and content of Article 125 shall be amended to read as follows:

'Documentation endorsement

Article 116

Before performing an expert or technical control, or before submitting an application for the issuance of a construction permit, the technical documentation related to the construction, extension and reconstruction of the airport shall be submitted to the Directorate for the purpose of obtaining a certificate.

The airport operator is obliged to inform the Directorate about the works at the airport that are not subject to the issuance of a construction permit, which may affect aviation safety and security, and to submit, at the request of the Directorate, the appropriate documentation for the purpose of obtaining a certificate.

The Investor or the airport operator shall notify the Directorate of the completion of the works referred to in paragraphs 1 and 2 of this Article.

If, after the issuance of the opinion referred to in Article 115 of this Law, or after the issuance of the certificate referred to in paragraphs 1 and 2 of this Article shall be amended, the investor or the airport operator shall obtain a new opinion or confirmation from the Directorate.

To act on the request for the issuance of the certificate referred to in paragraphs 1 and 2 of this Article shall be paid to the Directorate."

Article 32

In Article 106, paragraph 1, after the words:"obliged to" with the following words:"in cooperation with the competent state administration and local self-government bodies," are deleted.

In Article 22, after paragraph 1, a new paragraph 2 is added, which reads:

"The competent state administration and local self-government body is obliged to take measures to remove or prevent the formation of wild landfills or other facilities in the vicinity of the airport, which can attract birds and other animals."

Previous paras. 2 and 3 become paragraphs 3 and 4.

Article 33

In Article 34, paragraph 1, words:"non-public area of the airport" are replaced by the words:'part of the airport that is not a public zone'.

In paragraph 2, after the words:"traffic", the following words are added:'and aviation security'.

In Article 22, after paragraph 1, a new paragraph 2 is added, which reads:

"In an area of at least three meters from the airport fence, there can be no vegetation or facilities that make it impossible to monitor the airport fence or that can be used to gain unauthorized access to the airport."

The former paragraph 6 is renumbered as paragraph 5.

Article 34

In Article 30, paragraph 3, after the words:"traffic", the point is replaced by a comma and the following words are added:"as well as domestic and foreign aircraft participating in search and rescue on the territory of the Republic of Serbia or conducting humanitarian flights."

After paragraph 5, a new paragraph 6 is added to read as follows:

"Before making a decision to amend the system of calculation or the amount of airport charges, the airport operator shall consult with airport service users."

The former paragraph 6 is renumbered as paragraph 5.

Article 35

Article 16 is amended to read as follows:

Article 138

All categories of aircraft are entered in the Register of Aircraft, except for ultralight aircraft, amateur built aircraft and unmanned aircraft, which are entered in the Register of Aircraft."

Article 36

In Article 139, paragraph 1, point 3) is replaced by a semicolon at the end and point 4) is added to read as follows:

"4) the owner or user of the aircraft is a foreign natural or legal person, with the consent of the ministry responsible for transport."

Paragraphs 2 and 3 are deleted.

Previous paras. 4 and 5 become paragraphs 2 and 3.

Article 37

In Article 106, paragraph 1, after the words:"aircraft", a comma is added, and the words:"based" are replaced by the words:"as well as changes to the entered data are based on".

After paragraph 3, paragraph 4 is added, which reads as follows:

"The owner or user of an aircraft registered in the Aircraft Register is obliged to report to the Directorate any change in the data entered in that register if no official records are kept."

Article 38

The name of Article 8 is replaced by the following:"3.Airworthiness Order '.

In paragraph 1, words:"instruct its user to remedy the error within the deadline set by the Directorate" are replaced by the words:'to issue an airworthiness order to the user of such an aeronautical product obliging it to rectify such an error within a specified period'.

Article 39

Paragraph 1 of Article 225 shall be amended to read as follows:

"The professional competence of aviation personnel whose duties directly affect aviation safety, depending on the type of aviation personnel, shall be checked by the Directorate, as well as by examiners and assessors mandated by it."

After paragraph 3, paragraph 4 is added, which reads as follows:

"The examiners and assessors referred to in paragraph 1 of this Article shall be entitled to compensation for their work paid from the fee prescribed in paragraph 3 of this Article."

Article 40

In Article 106, paragraph 1, after the words:"license", the following comma and word are added:TEST CERTIFICATE

Article 41

In Article 179, a new paragraph 4 is added after paragraph 3, and shall read as follows:

"Experts participating in the work of the second-instance medical commission shall be entitled to compensation for their work paid from the funds of the Directorate."

Article 42

The title and content of Article 125 shall be amended to read as follows:

"Rights and duties of the pilot-in-command, crew members and other persons

Article 198

Before the flight, the pilot-in-command is obliged to check whether the aircraft and the crew are ready to fly, whether the aircraft contains all the necessary documents and books, and to take the measures specified in the operating manual of the aircraft user.

Aircraft crew members and other persons shall obey the orders of the pilot-in-command.

If the flight safety of the aircraft is endangered, the pilot-in-command may prohibit the loading of persons, the loading of luggage, mail or goods, require unloading or unloading.

The pilot-in-command shall, in the most appropriate manner, including berthing, incapacitate the person on board the aircraft from endangering the safety of air traffic or the safety of persons and property or from violating the order and discipline of the aircraft and may disembark it from the aircraft at the first airport at which the aircraft lands.

If, during the flight, an aircraft crew member or another person in the aircraft prepares, tries to perform or performs an action that endangers the safety of the aircraft or a person in it, the pilot-in-command shall take measures to prevent such an action, and if the action is performed, to mitigate its consequences, taking into account the safety of passengers, crew and aircraft.

The pilot-in-command may request the assistance of other crew members or authorize them to do so, and may also ask for assistance or authorize passengers to do so in order to apply coercive measures that he or she is entitled to take.

If a person must disembark from the aircraft due to an act that endangers the safety of persons and property, due to a violation of the order and discipline of the aircraft, due to non-execution of the order of the pilot-in-command or due to other procedures that endanger the safety of air traffic, the pilot-in-command shall, before landing at the airport in the Republic of Serbia, inform the competent air traffic control service provider, the ministry responsible for internal affairs, that after landing at the airport, hand over the person and any evidence collected and provide him with the necessary notifications.

When the aircraft referred to in paragraph 7 of this Article lands at an airport abroad, the pilot-in-command shall, through the competent air traffic control service provider, inform the competent authority of that country and, after landing at the airport, hand over to that authority the person and any evidence collected and provide him with the necessary information."

Article 43

Paragraph 2 of Article 146 shall be deleted.

Article 44

Article 202 is deleted.

Article 45

The title and content of Article 125 shall be amended to read as follows:

“Operational constraints related to noise protection at airports

Article 203

The airport operator at which more than 50,000 take-offs and landings of civil aircraft were carried out during the previous calendar year is obliged to provide continuous measurement of the noise generated at the airport and its surroundings during takeoff and landing of aircraft.

If the noise level at the airport is determined above the prescribed limit value, the ministry responsible for transport may decide on operational restrictions related to noise at airports.

The Government shall adopt a regulation specifying the conditions for adopting a decision on operational constraints related to noise protection at airports.”.

Article 46

After Article 203, a new Title Ten, the names of members and Art.204–217, which read as follows:

'Chapter Ten

TRANSPORT OF DANGEROUS GOODS BY AIR

Transport of dangerous goods by air – basic provisions

Article 204

Transport of dangerous goods by air in domestic and international air transport shall be carried out in accordance with the provisions of this Law and international standards and recommended practices contained in Annex 18 of the Convention on International Civil Aviation, as well as in accordance with the valid edition of the International Civil Aviation Organization Document 9284 – Technical Instructions for the Safe Transport of Dangerous Goods by Air (Technical Instructions).

By way of derogation from paragraph 1 of this Article, the provisions of this Law shall not apply to those items and substances which, in accordance with Article 207 of this Law, are

classified as dangerous goods, but for which the regulations governing airworthiness or the performance of air traffic require them to be on board the aircraft during the flight or which are used for special purposes specified in the Technical Instructions.

Items and substances intended to replace the items and substances referred to in paragraph 2 of this Article, as well as items and substances referred to in paragraph 2 of this Article that have been removed for replacement, shall be transported by air in accordance with the provisions of this Law, unless otherwise specified in the Technical Instructions.

Certain items and substances carried by passengers or members of the aircraft crew shall be exempted from the application of this Law in accordance with the Technical Instructions.

The transport of dangerous goods carried out by military aircraft shall be regulated by a regulation adopted by the minister responsible for defense affairs.

Specific exemptions

Article 205

It is forbidden to transport objects and materials by air:

1) which by name or generic description are specified in the Technical Instructions as prohibited for transport by air under any circumstances;

2) which are specified in the Technical Instructions as prohibited for transport by air under normal circumstances;

3) infected live animals.

By way of derogation from paragraph 1 of this Article, items and substances referred to in paragraph 1, items 2) and 3) of this Article may be transported by air if the Technical Instructions stipulate that they may be transported with the approval of the country of origin or if the Directorate has given an exemption from the transport ban.

The Directorate may grant the exemption referred to in paragraph 2 of this Article if there are extremely urgent cases, if other types of traffic are inadequate or if compliance with the prescribed conditions would be contrary to the public interest, whereby it is necessary to take all measures to achieve an equivalent level of air traffic safety.

In the case of the transport of dangerous goods in which the Republic of Serbia is only a country of overflight, and the criteria for granting the exemption referred to in paragraph 3 of this Article are not met, the Directorate may provide an exemption on the basis of the belief that the appropriate level of air traffic safety has been achieved.

The decision of the Directorate deciding on the request for the transport of dangerous goods may contain conditions regarding the quantity of dangerous goods, the manner of their packaging or other conditions that the Directorate considers necessary for the safe performance of such transport.

Approval issued to a foreign air carrier

Article 206

A foreign air carrier may transport dangerous goods to and from the territory of the Republic of Serbia on the basis of an approval issued by the Directorate.

The application for the issuance of the approval referred to in paragraph 1 of this Article shall be submitted no later than 30 days before the air carrier plans to start performing the transport.

The approval referred to in paragraph 1 of this Article shall be issued with a validity period of 12 months from the date of issue.

The issuance of the approval referred to in paragraph 1 of this Article shall not relieve the foreign air carrier of the obligation to obtain the exemption referred to in Article 205, paragraph 2 of this Law.

For the issuance of the approval referred to in paragraph 1 of this Article, a fee shall be paid to the Directorate.

The conditions for issuing an approval to a foreign air carrier for the transport of dangerous goods and the documentation submitted with the application for approval shall be determined by a regulation adopted by the Directorate.

Classification of dangerous goods

Article 207

Hazardous goods transported by air shall be classified in accordance with the Technical Instructions.

Packaging of dangerous goods

Article 208

Packaging used for the transport of dangerous goods by air must meet the following conditions:

- 1) be of good quality, made and sealed so as to prevent leakage that may occur under normal transport conditions due to vibration or changes in temperature, humidity or pressure;
- 2) be suitable for the content for which it is intended and resistant to the chemical and other effects of the dangerous goods with which it comes into contact;
- 3) meet the requirements of the Technical Instructions in terms of materials and workmanship and be tested in accordance with those instructions;
- 4) if it is primarily intended to retain liquid, it must be such that it can withstand without leakage the pressure specified in the Technical Instructions.

Interior packaging and empty packaging

Article 209

Inner packaging used for the transport of dangerous goods by air must be packed, fixed or protected by cushions so as to prevent its breakage or leakage and to be able to control its movement inside the outer packaging during normal air traffic conditions, and protective cushions and absorbent materials cannot cause a dangerous reaction of the contents of the packaging.

Packaging used for the transport of dangerous goods by air may not be reused until it has been inspected and found that there is no corrosion or other damage, and if reused, all necessary measures must be taken to prevent contamination of the new content.

If, due to the nature of its previous contents, uncleaned empty packaging may present a hazard, it must be well sealed and treated in accordance with the danger it presents.

Dangerous substances cannot be pressed against the outside of the piece in a quantity that can be harmful.

Labelling and marking of dangerous goods

Article 210

Each piece of dangerous goods must be marked with the appropriate markings as set out in the Technical Instructions and in the manner set out in those Instructions.

Unless otherwise specified in the Technical Instructions, each piece of dangerous goods must be marked with the exact name of the contents of the shipment and the UN number (if assigned), as well as other labels specified in those instructions.

Any packaging manufactured to the specification contained in the Technical Instructions shall be labelled in accordance with the relevant provisions of those Instructions, unless otherwise specified in the Instructions themselves.

Packaging that does not meet the appropriate packaging specifications set out in the Technical Instructions shall not be labelled with packaging specification labels.

The English language is used for the marking of dangerous goods.

Obligations of the sender of dangerous goods

Article 211

Before sending dangerous goods for transport by air, the sender of these goods is obliged to:

1) to make sure that the goods are not prohibited for transport by air under any circumstances or to obtain from the Directorate an exemption from the transport ban, in the case of goods whose transport is prohibited without prior exemption;

2) to ensure that the goods are classified, packaged, marked and labelled in accordance with this Law and the Technical Instructions and that they are accompanied by properly completed documentation related to the transport of dangerous goods.

Unless otherwise specified in the Technical Instructions, the Sender shall complete, sign and submit to the aircraft operator a document related to the transport of dangerous goods, which must contain the information required by those instructions.

The document relating to the transport of dangerous goods must contain a statement signed by the sender stating that the dangerous goods are fully and accurately described by the appropriate name, that they are classified, packaged, marked and marked and that they are in good condition for transport by air in accordance with the appropriate regulations.

The document related to the transport of dangerous goods must be in English.

Aircraft operator obligations

Article 212

The aircraft operator shall:

1) refuse to accept dangerous goods for transport if they are not accompanied by a completed document related to the transport of dangerous goods, unless the Technical Instructions provide that such a document is not required;

2) refuse to accept dangerous goods for transport if the piece, unified packaging or container has not been checked in accordance with the procedures for accepting dangerous goods for transport, set out in the Technical Instructions;

3) develop and use a checklist for the acceptance of dangerous goods for transport;

4) ensure that loading into the aircraft and the placement of pieces and unified packaging containing dangerous goods, as well as containers containing radioactive substances, are carried out in accordance with the Technical Instructions;

5) before loading on the aircraft or in the goods loading unit, check for damage or traces of leakage on pieces and aggregated packaging containing dangerous goods, as well as on containers containing radioactive substances and refuse to load them on the aircraft if damage or traces of leakage are found;

6) refuse to load on the aircraft a unit for loading goods that have not been inspected or on which there are damage or traces of leakage;

7) remove the piece with the dangerous goods from the aircraft if it determines that there is damage or traces of leakage or to organize its removal by the competent authority or organization, as well as to determine that the remaining part of the shipment is in good condition for transport and that the other pieces are not contaminated;

8) when unloading from the aircraft or from the goods loading unit, check for signs of damage or traces of leakage on pieces or aggregated packaging containing dangerous goods, i.e. containers containing radioactive substances, as well as check the area where they were located for damage or contamination;

9) ensure that dangerous goods are not transported in the cockpit or passenger cabin in which passengers are present, except in cases where this is permitted by the Technical Instructions;

10) ensure that any dangerous contamination of the aircraft caused by damage or leakage of dangerous goods is urgently eliminated;

11) immediately exclude from traffic an aircraft that is contaminated with radioactive substances and not to return it to traffic as long as the level of radiation on all available surfaces and contamination are higher than the values determined by the Technical Instructions;

12) ensure that pieces containing dangerous goods are not placed next to each other and are not placed in such a position that can lead to a mutual reaction in the event of a leak;

13) ensure that toxic, infectious and radioactive substances are placed in the aircraft in accordance with the Technical Instructions, as well as that radioactive substances are separated from humans, live animals and undeveloped films;

14) protect the dangerous goods on board the aircraft from damage and take measures to prevent the piece from moving and changing its position during the flight;

15) ensure that pieces with dangerous goods marked "cargo aircraft only" are loaded into the cargo aircraft so that the flight crew or other authorized persons can see, handle, and if the size and weight of the pieces allow, separate them from other cargo in the aircraft, unless otherwise specified in the Technical Instructions;

16) before the take-off of the aircraft transporting dangerous goods, as early as possible, provide a written notice to the pilot-in-command of the dangerous goods, in accordance with the Technical Instructions;

17) enter in its operations manual information that enables the flight crew to perform the duties related to the transport of dangerous goods and instructions on the measures to be taken in the event of emergency situations arising from the transport of dangerous goods;

18) inform passengers about the types of dangerous goods prohibited for transport by aircraft, in accordance with the Technical Instructions;

19) in the event of an accident or serious incident of aircraft that may be related to the transport of dangerous goods:

(1) urgently notify the appropriate services responsible for responding in the event of an accident or serious accident of dangerous goods on board the aircraft, as specified in the information provided to the pilot-in-command,

(2) inform the competent authorities of the State of the operator and the State where the accident or serious incident occurred as soon as possible;

20) in the event of an accident, the aircraft transporting dangerous goods shall, if so requested, immediately provide information on the dangerous goods in the aircraft to the appropriate emergency services, as well as to the competent authorities of the State in which the accident occurred, as specified in the information provided to the pilot-in-command.

Aircraft Commander Obligation

Article 213

In the event of emergency procedures during the flight, the pilot-in-command shall, as soon as the situation allows, through the appropriate unit of the air traffic service provider, inform the airport operator of the presence of dangerous goods in the aircraft, in accordance with the Technical Instructions.

Informing employees

Article 214

Aircraft operators, shippers and other organizations involved in the transport of dangerous goods by air shall provide their employees with information enabling them to carry out their duties in relation to the transport of dangerous goods and instructions on the measures to be taken in the event of an emergency arising from the same.

Professional training of employees in the transport of dangerous goods

Article 215

Persons performing tasks in the transport of dangerous goods in air transport must be trained according to a professional training program approved by the Directorate.

The program referred to in paragraph 1 of this Article shall determine and implement the following:

- 1) consignors, including packers and persons or organisations assuming the obligations of the consignor;
- 2) aircraft operators;
- 3) providers of ground handling services who perform the tasks of receiving, handling, loading, unloading, moving or other servicing of cargo or mail for the needs of the aircraft operator;
- 4) providers of groundhandling services at the airport who perform passenger reception and dispatch for the needs of the aircraft operator;
- 5) providers of ground handling services outside the airport who perform the tasks of registering passengers for the flight for the needs of the aircraft operator;
- 6) transport organizers;
- 7) the airport operator or a legal entity that concludes a contract with it to perform security checks on passengers, crew and their luggage and/or cargo or mail;
- 8) designated postal operators.

The vocational training program must be developed in accordance with the Technical Instructions and contain the teaching topics and units, their duration, as well as the means used during the training.

A fee shall be paid to the Directorate for the approval of the program referred to in paragraph 1 of this Article.

Instructor for the transport of dangerous goods

Article 216

The professional training of persons performing tasks in the transport of dangerous goods in air transport shall be carried out by an instructor for the transport of dangerous goods, based on the authorization issued by the Directorate.

The authorization referred to in paragraph 1 of this Article shall be issued for an indefinite period of time, provided that it ceases to be valid if the instructor does not train at least one person every two years or does not complete refresher training.

For the issuance of the authorization referred to in paragraph 6 of this Article, a fee shall be paid to the Directorate.

Certificate of professional competence

Article 217

A person who successfully completes training in the transport of dangerous goods in air transport shall be issued a certificate of professional competence by the instructor for the transport of dangerous goods, with a validity period of 24 months.

The instructor keeps records of the issued certificates, which he makes available to the Directorate, at his request.

Participants in the transport of dangerous goods referred to in Article 215, paragraph 2 of the Law shall designate employees who possess a valid certificate of professional competence to perform activities in the transport of dangerous goods.

Participants in the transport of dangerous goods referred to in Article 215, paragraph 2 of the Law shall keep data on professional training of employees who perform tasks in the transport of dangerous goods in air traffic and submit them to the Directorate, at its request.

Conditions for issuing an authorization to an instructor for transport of dangerous goods in air transport, the form of that authorization, as well as conditions for issuing a certificate to a person performing activities in transport of dangerous goods and the form of a certificate of professional competence shall be prescribed by the Directorate."

Article 47

Article 16 is amended to read as follows:

Article 221

In order to implement the international standards and recommendations contained in Annex 17 to the Convention on International Civil Aviation and Document 30 (Part II) of the International Civil Aviation Conference (ECAC), the Government, at the proposal of the minister responsible for transport, shall adopt the National Aviation Security Program, under which state authorities and aviation entities shall act.

The National Aviation Security Program establishes: preventive, reinforced and alternative measures and procedures that enable aviation security, in particular the prevention of various forms of illegal interference actions and the obligations of state authorities and other entities related to the implementation of security measures; plan for action in emergency situations; method of determining public, controlled and secured restricted zones at airports and conditions for entering and moving in those zones; control of the manner in which security measures are taken; control of the effectiveness of security measures; training in the field of security; conditions that must be met by all persons performing security review; conditions that must be met by aviation security equipment; method of determining critical facilities, parts of infrastructure and systems used for the needs of civil aviation and protection against electronic threats.

The Directorate ensures the implementation of the National Aviation Security Program.

On the basis of the National Aviation Security Program, the Directorate shall adopt and implement the Aviation Security Measures Quality Control Program and the Aviation Security Training Program.

Article 48

In Article 34, paragraph 1, words: "ground handling service providers" and the comma are deleted.

Paragraph 3 shall be amended to read as follows:

"The airport operator who holds a permit or consent to use the airport at which the commercial flight is performed is obliged to develop, update and apply procedures for the application of security measures."

Article 49

Following the Article 196, the Article 196a is added to read as follows:

"Aviation security measures and security risk assessment

Article 224a

Airport operators, air carriers and other entities determined by the National Aviation Security Program are obliged to apply aviation security measures prescribed by that program, which must be appropriate, objective, non-discriminatory and proportionate to the assessed risk.

If, on the basis of a safety risk assessment, it is assessed that there is no threat to the aviation security system, the entities referred to in paragraph 1 of this Article shall apply preventive aviation security measures.

Exceptions to the application of preventive security measures in aviation shall be approved by the Directorate, under the conditions set out in the National Aviation Security Program.

If the safety risk assessment indicates that there is a threat to a part of the aviation security system, the entities referred to in paragraph 1 of this Article shall apply enhanced aviation security measures.

In exceptional cases, taking into account the specificities of individual airports and the traffic performed on them, the Directorate may approve the application of alternative security measures if it has been established on the basis of a safety risk assessment that they provide an adequate level of protection.

The security risk assessment shall be carried out by the ministry responsible for internal affairs and security services in cooperation with the entities concerned by the risk assessment.

A safety risk assessment shall be carried out annually and, if necessary, more frequently.'

Article 50

Names of members and Art.225, 226 and 227 shall be amended to read as follows:

"Public, controlled and secured-restrictive zone of the airport

Article 225

The airport operator holding the airport certificate shall, upon obtaining the consent of the ministry responsible for internal affairs and security services, designate and demarcate a public, controlled and secured restrictive zone and, if necessary, a marked area at the airport, designate official passages and passages for passengers and obtain the consent of the Directorate.

The airport operator referred to in paragraph 1 of this Article is obliged to mark the official passages and passages for passengers and to place appropriate signs of notification, warning or prohibition of unauthorized access in the controlled and secured restrictive zone.

“Access control, monitoring and patrolling. Security screening

Article 226

At the airport whose operator holds the airport certificate, the airport operator must ensure that the access of persons and vehicles to the controlled and secured restrictive zone of the airport is controlled, monitored and patrolled.

In addition to access control, upon entering or within the security restricted area of the airport, the airport operator must ensure, in accordance with the security risk assessment, the screening of passengers and their cabin baggage, persons other than passengers and items carried by them, hold baggage, cargo and mail, airport supplies, in-flight supplies, air carrier materials and mail, as well as the screening of vehicles.

By way of derogation from paragraph 2 of this Article, the security screening shall not be mandatory:

1) for goods and mail for which the air carrier, regulated agent, known sender or permanent sender has performed security controls from the National Aviation Security Program;

for airport supplies for which security controls required by the National Civil Aviation Security Programme have been conducted by a known consignor of such supplies;

for in-flight supplies for which the air carrier or regulated supplier has conducted the security controls required by the National Civil Aviation Security Programme;

4) for transfer checked baggage in cases provided for in the National Aviation Security Program;

in other cases provided for in the National Civil Aviation Security Program.

The security review referred to in paragraph 2 of this Article shall be carried out under the direct supervision of the ministry responsible for internal affairs, which shall also perform an additional security review, if necessary.

Access control, surveillance, patrolling, and security audits are carried out by the airport operator or by a legal entity contracted by the airport operator to perform these functions.

It is forbidden to enter the controlled and secured restricted zone, as well as the aircraft, to a person who verbally or physically attacks security personnel, threatens, misbehaves, disturbs public order or who refuses to inspect security, as well as to a person for whom security personnel have reasonable suspicion regarding his intentions, his luggage or the things he carries with him.

If the legal entity conducting the security screening uses screening equipment for this purpose, the equipment must comply with the specified standards for that category and receive approval from the Directorate for its use.

A fee shall be paid to the Directorate for the issuance of the authorization to use technical equipment that conducts the security screening.

Permission to perform access control, security review, monitoring and patrolling

Article 227

To perform access control, security audits, surveillance, and patrolling, the airport operator or a legal entity contracted by the airport operator to perform these functions must hold a permit issued by the Directorate, for a limited period of time.

Notwithstanding paragraph 1 of this Article, a permit to perform access control, security review, monitoring and patrolling does not have to be held by:

1) a regulated agent, if it performs an inspection of the provision of exclusively goods and mail;

2) a regulated supplier of supplies intended for in-flight consumption, if it performs an inspection of the provision of exclusively supplies intended for in-flight consumption.

The acquisition of the status of regulated agent, known consignor and regulated supplier of in-flight supplies requires an approval issued by the Directorate.

The conditions under which the permit is issued, amended, extended, suspended or repealed for performing access control, security review, monitoring and patrolling, the time for which the permit is issued and the permit form, as well as the conditions for issuing the permit for acquiring the status of a regulated agent, a known consignor and a regulated supplier of supplies intended for consumption during the flight, are determined in more detail by the regulation of the Directorate.

For acting on the application for issuing, extending the validity or amending the permit for performing access control, security review, monitoring and patrolling, as well as for issuing the permit for acquiring the status of a regulated agent, a known consignor and a regulated supplier of supplies intended for consumption during the flight, a fee is paid to the Directorate."

Article 51

Article 16 is amended to read as follows:

Article 228

The airport operator holding the airport certificate performs the inspection and protection of facilities, installations, devices and equipment at the airport and is obliged to provide: an area for the inspection of the aircraft that is the subject of illegal interference; conditions for the control and prevention of unauthorized access to the controlled and secured restrictive zone of the airport; appropriate premises and technical equipment for conducting security inspections, as well as appropriate space for the destruction of detected explosive devices or equipment for the safe transport of explosive devices.

The screening of the security of aircraft subject to unlawful interference or suspected of being subject to unlawful interference, the disembarkation and screening of the security of passengers, the unloading and screening of the security of baggage, goods and mail from such aircraft, as well as the removal of detected explosive, flammable or hazardous substances shall be carried out by the ministry responsible for internal affairs.'

Article 52

Following the Article 196, the Article 196a is added to read as follows:

“Unacceptable Behavior Rider List

Article 230a

The air carrier shall have the right to establish a list of passengers with unacceptable behaviour and, in accordance with it, to deny the right to transport such passengers.'

Article 53

The title and content of Article 125 shall be amended to read as follows:

'Identification mark

Article 231

Entry and movement of persons other than passengers and vehicles in the controlled and secured restricted zone of the airport, as well as critical facilities, parts of the infrastructure and systems used for civil aviation purposes outside the airport, without the appropriate identification sign, is prohibited.

The identification sign for entry and movement in the controlled and security-restricted area of the airport is issued by the airport operator, and the identification sign for entry and movement in critical facilities, parts of the infrastructure and systems outside the said zones and outside the airport is issued by their user.

The identification sign shall be issued with a validity period not exceeding five years.

The person to whom the identification sign has been issued is obliged to return the identification sign to the issuer in the event of expiry of the identification sign, change of position, termination of employment or at the request of the issuer, or to immediately inform the issuer in the event of loss of the identification sign.

A legal entity using a vehicle for which an identification sign has been issued is obliged to return the identification sign to the issuer after the expiry of the identification sign, the termination of the use of that vehicle or at the request of the issuer, or to immediately inform the issuer thereof in the event of loss of the identification sign.

The issuer of the identification sign referred to in paragraph 3 of this Article shall process the following data on the person to whom the identification sign is issued: name and surname, unique personal identification number of citizens, date and place of birth, ID card number, or travel document number in the case of a foreign national, citizenship, residence and employment data.

The issuer of the identification mark shall keep records of the issued identification marks and keep them for at least five years after the identification mark ceases to be valid.'

Article 54

The title and content of Article 125 shall be amended to read as follows:

'Background check

Article 231a

Before issuing the identification sign, and if necessary after its issuance, the ministry responsible for internal affairs, in cooperation with the security services, shall carry out a security check of all persons to whom the identification sign is issued in order to determine the existence or absence of a security interference.

The safety interference referred to in paragraph 1 of this Article exists:

if a person is convicted of a criminal offence related to crimes against life and bodily integrity, the freedoms and rights of individuals, sexual liberty, marriage and family, property, human health, general safety of persons and property, the constitutional order and security of the Republic of Serbia, state authorities, public order and peace, the safety of public transport, humanity, or other goods protected by international law;

2) if a person is subject to criminal proceedings for one of the criminal offenses referred to in item 1 of this paragraph;

3) if a person has been finalized in the last three years for a misdemeanor in the field of public order and peace with elements of violence or for violations of the law governing weapons and ammunition;

if a person has in any way been found unfit and therefore deemed ineligible to be granted the security clearance by the appropriate security service.

In addition to the persons to whom the identification sign is issued, a security check is also performed for persons who apply security control, security training instructors, responsible aviation security managers, air traffic controllers, as well as aircraft crew members.

The security check of the persons referred to in paragraph 3 of this Article shall be carried out at least every fifth year.

The request to perform a security check may be submitted by the employer of the person over whom the security check is to be performed, except in the case of security training instructors, when the request is submitted by the Directorate.

In addition to the request referred to in paragraph 5 of this Article, the written consent of the person to perform the security check shall be submitted.

If a person refuses to sign the consent to undergo security check or if there is a security interference, these may constitute grounds for termination of employment or any other right.

In the process of performing the security check, data on the person being checked are processed: name and surname, as well as previous names and surnames; unique personal identification number of citizens; date and place of birth; citizenship, previous citizenships and dual citizenships; residence and residence, as well as previous residences; marital status and family status; data on persons living in a joint household with the person being checked (their names and surnames, together with previous names and surnames, their dates of birth, as well as the relationship with the person being checked); professional qualifications and occupation; data on previous employment; data on the performance of military service; data on criminal and misdemeanor punishment and criminal and misdemeanor proceedings in progress; contacts with foreign police organizations, foreign security services and intelligence services; data on membership or participation in the activities of organizations whose activities or goals are prohibited; data on habits, preferences and behavior, as well as data on previous security checks.

When performing a security check, data are collected and processed in accordance with the law governing internal affairs, personal data protection and data confidentiality."

Article 55

After Article 14, the name of the Article and Article 14a are added, which read as follows:

"Test of security measures.Security test

Article 231b

In order to control the quality of security measures in aviation, the Directorate shall conduct a test of security measures, as well as a security test.

The test of security measures is a simulation of an act of unlawful interference aimed at controlling the application of security measures in aviation.

The use of a replica weapon or the simulation of an explosive device when conducting a test of security measures requires the authorization of the ministry responsible for internal affairs, as well as the presence of representatives of that ministry.

The test of security measures and the testing of security shall be carried out in accordance with the requirements of the National Aviation Security Program and the Aviation Security Measures Quality Control Program.

Article 56

In Article 30, paragraph 5 is amended to read as follows:

"For the conduct of basic and periodic verification, a fee shall be paid to the Directorate, except in the case of periodic verification financed in accordance with a ratified international agreement."

Article 57

In Article 22, after paragraph 1, a new paragraph 2 is added, which reads:

"The Directorate may, in accordance with Article 48, paragraph 3Of the Law on Inspection Supervision (Official Gazette of the Republic of Serbia No.36/15 and 44/18 – other law) should be entrusted to a person who does not meet all the conditions for acquiring the title of aviation inspector, but has the specialist knowledge necessary to perform these professional tasks."

In the previous paragraph 2, which becomes paragraph 3, the words:"airfields or terrain" and the comma are deleted, and the words:"inspection facility" are replaced by the words:'supervised entity'.

Previous paras. 3-5 become paragraphs 4 6

Article 58

Articles 251 and 252 shall be amended to read as follows:

Article 251

The aviation inspector shall conduct the procedure, make decisions and take measures within the rights and duties determined by law.

The aviation inspector shall have the right and duty to:

1) review the general and individual acts, records and other documentation of the supervised entity, which it could not obtain ex officio;

2) examinations:

(1) airports,

(2) aircraft and aeronautical products,

(3) communication, navigation and surveillance systems, devices, equipment and facilities,

(4) business premises, plants, installations, means of work and products,

(5) other facilities, devices and objects of the supervised entity;

3) hear and take statements from the responsible persons of the supervised entity and other persons;

4) request reports and data on the work of the supervised entity;

5) directly inspect the work of the staff of the supervised entity;

6) submit a request to initiate misdemeanor proceedings for misdemeanors referred to in Article 258, paragraphs 1-3 and Article 260, paragraph 1 of this Law;

7) issue a misdemeanour warrant for misdemeanours referred to in Article 258, paragraphs 4 and 5 and Article 260, paragraph 2 of this Law;

8) file a criminal complaint;

9) take other measures and actions for which it is authorized.

The aviation inspector is obliged to inform the responsible person of the supervised entity about his presence.

The responsible person of the supervised entity is obliged to act on the order of the aviation inspector.

Article 252

The aviation inspector shall be authorized, if he notices irregularities in the work of the supervised entity, to order the supervised entity to eliminate irregularities by means of an inspection report or a decision and to set a deadline within which the supervised entity is obliged to eliminate irregularities.

The supervised entity is obliged to take measures to eliminate the irregularities ordered by the record, i.e. by the decision of the aviation inspector.

The supervised entity shall, within 48 hours of the expiry of the deadline set for the elimination of irregularities, notify the aviation inspector in writing whether the irregularities have been eliminated."

Article 59

Paragraph 1 of Article 225 shall be amended to read as follows:

"The aviation inspector shall, within eight working days of the end of the inspection, draw up a record of the inspection."

In paragraph 3, the words: "inspection facility" are replaced by the words "supervised entity".

Article 60

In Article 257, paragraph 2, the point is replaced by a comma and the following words are added: "provided that the aviation inspector may, for justified reasons, order that the appeal postpones the execution of the decision."

Article 61

Article 16 is amended to read as follows:

Article 258

A legal entity shall be fined from RSD 500,000 to 2,000,000 for a misdemeanour if:

- 1) performs air transport contrary to international acts, this Law and other regulations (Article 4, paragraph 2);
- 2) fails to comply with the rules of the air (Article 4a, paragraph 1);
- 3) performs traffic or flies over cities, populated places and industrial facilities below the height determined by the regulation on airspace classes referred to in Article 37 of this Law (Article 8, paragraph 1);
- 4) flies over cities, populated places and industrial facilities below the prescribed height without the approval of the Directorate (Article 8, paragraph 2);
- 5) ejects objects and liquids from the aircraft during the flight contrary to Article 9 of this Law;
- 6) uses an unmanned aircraft, aircraft model, rocket or other flying object in such a way that it endangers the safety of air traffic (Article 10, paragraph 1) or contrary to the conditions set out in the regulation referred to in Article 10, paragraph 3 of this Law;
- 7) launches a rocket or other flying object without the prior consent of the air navigation service provider (Article 10, paragraph 2);
- 8) flies an aircraft in a prohibited zone or contrary to the conditions for flying in a conditionally prohibited zone (Article 13, paragraph 1);
- 9) flies an aircraft in a conditionally prohibited zone without the approval of the Directorate (Article 13, paragraph 3);
- 10) fails to report every event to the Directorate, although it is obliged to do so on the basis of the regulations referred to in Article 17, paragraph 4 of this Law (Article 17, paragraph 1);
- 11) fails to notify the Directorate of the intention to introduce a change in the functional system or fails to submit to it the security argumentation or fails to obtain its approval for the planned change (Article 18, paragraph 1);
- 12) constantly and systematically does not notice the danger, does not assess and does not reduce the risk in the performance of its activity (Article 19, paragraph 1);
- 13) fails to act on the issued security order (Article 19a, paragraph 1);
- 14) as an operator of a domestic or foreign aircraft, violates the airspace of the Republic of Serbia (Article 23, paragraph 1);
- 15) as an operator of a foreign unmanned aircraft or flying object, violates the airspace of the Republic of Serbia (Article 23, paragraph 2);
- 16) as an aircraft operator, uses an aircraft flying in the airspace of the Republic of Serbia without a previously submitted flight plan (Article 24, paragraph 1);
- 17) prepares procedures for instrument flying without the authorization of the Directorate (Article 41, paragraph 1);
- 18) In its capacity as a stakeholder in the air traffic flow and capacity management process, fails to plan, coordinate, or carry out activities as required (Article 43, paragraph 3);
- 19) in its capacity as a provider of communication, navigation, and surveillance services, fails to ensure the regularity and reliability of such services (Article 53, paragraph 1);
- 20) fails to use systems, devices, equipment, and facilities in accordance with technical documentation, user manuals, and maintenance programs, or fails to keep and update the technical documentation, user manuals, and maintenance programs (Article 53, paragraph 2);
- 21) fails to plan, design, procure, use, maintain, or perform technical oversight of the operation and integrity of communication, navigation, and surveillance systems, devices, equipment, and facilities, with specifications and operational procedures in compliance with the international regulations, standards, and obligations under ratified international agreements, and conditions specified by the Directorate (Article 54, paragraph 1);

22) communication, navigation and surveillance systems, devices and equipment are not regularly checked and calibrated from the air (Article 54, paragraph 2);

23) fails to make available the observed meteorological data or does not make them available to users of services (Article 57, paragraph 1);

24) provides air navigation services, and is not certified to provide services or has not been appointed by the Government to provide these services (Article 64, paragraph 2);

25) as an air navigation service provider, does not record electronically or otherwise store all data on the services provided (Article 71, paragraph 1);

26) performs public air transport without a valid operating permit (Article 77, paragraph 1);

27) performs transport by an aircraft without an engine or by an ultralight aircraft with an engine or local flights without the certificate of the aircraft operator (Article 79, paragraphs 3 and 4.

28) at the request of the Directorate, fails to submit data on the fulfillment of the conditions necessary for the issuance of an operational permit (Article 80, paragraph 2);

29) as an operational permit holder, fails to submit to the Directorate annual financial statements within six months of the end of the financial year (Article 80, paragraph 3);

30) when performing activities, fails to act in accordance with the conditions specified in the certificate of the aircraft operator (Article 84, paragraph 2);

31) prior to leasing the aircraft, fails to obtain from the Directorate the consent for the conclusion of the lease agreement (Article 87, paragraph 2);

32) leases an unmanned aircraft to a foreign air carrier without the prior consent of the Directorate or leases an aircraft with a crew, without informing the Directorate thereof (Article 87, paragraph 3);

33) fails to perform international air transport under the conditions determined by a confirmed international agreement (Article 89, paragraph 2);

34) as a foreign air carrier, performs international public air transport with the Republic of Serbia without authorization (Article 91, paragraph 1);

35) fails to publish the total price of air transport or clearly states the elements of which this total price consists (Article 92, paragraph 2);

36) as a ticket seller, fails to provide access to transport prices to and from the airport in the Republic of Serbia without discrimination on the basis of the nationality or residence of the buyer or on the basis of its headquarters (Article 92, paragraph 4);

37) fails to publish the timetable no later than 15 days before the start of its validity, and changes to the timetable – no later than ten days before the start of the validity of the amended timetable (Article 94, paragraph 2);

38) fails to perform an activity in accordance with the published timetable for the duration of its validity (Article 94, paragraph 3);

39) fails to immediately inform the public about the suspension of transport or change of the timetable (Article 94, paragraph 4);

40) performs special activities in air transport for a fee without a statement of competence for performing these activities or performs special activities in high risk air transport without a certificate of fulfillment of the conditions for performing these activities (Article 95, paragraph 1);

41) performs non-commercial flying in a complex motor aircraft, and has not submitted to the Directorate a statement confirming that he/she is adequately trained and that he/she has the means to perform responsibilities related to the use of the aircraft (Article 97, paragraph 1);

42) perform non-commercial flight contrary to the conditions set out in the regulation referred to in Article 97, paragraph 2 of this Law;

43) holds an aviation event without the approval of the Directorate or if the airspace management unit has not allocated airspace for that purpose (Article 98, paragraph 1);

44) the airport is not used for the take-off, landing and movement of aircraft (Article 99, paragraph 1);

45) for take-off and landing, uses places located outside the airport contrary to the conditions prescribed by the Directorate (Article 99, paragraph 3);

46) as an operator of an aerodrome open to public use, fails to ensure that the aerodrome is open to air traffic (Article 103, paragraph 3);

47) takes off from the airport, i.e. lands at the airport outside the opening hours of the airport, at a time not specified by the airport operator (Article 103, paragraph 4);

48) uses the airport in air transport, and does not have a certificate of the airport, permission to use the airport or consent to use the airport or if at the time of use the airport does not meet all the conditions for air transport to take place safely, as well as all the conditions regarding aviation security (Article 104);

49) uses the airport in air traffic contrary to the conditions set by the Directorate in the specification of the permit for use, i.e. the specification of the consent for the use of the airport (Article 108, paragraph 1);

50) fails to inform the Directorate and the competent air traffic control unit of the planned large-scale works that may lead to the closure of the airport or restrictions on its use, as well as of any other changes related to the conditions under which the permit or consent for the use of the airport was issued (Article 110, paragraph 1);

51) fails to restrict or permanently or temporarily suspend the use of an airport that has ceased to meet any of the conditions regarding the safety of air traffic or aviation security or if it fails to inform the Directorate and the competent air traffic control unit thereof (Article 110, paragraph 2);

52) make a change at the airport that may affect the specification of the permit or consent for the use of the airport, and fails to submit to the Directorate a request for change of the permit or consent for the use of the airport (Article 111, paragraph 1);

53) before the expert control, fails to submit to the Directorate for its opinion the draft planning document for the airport complex and the area bordering the airport complex (Article 115, paragraph 3);

54) before performing an expert or technical control, or before submitting an application for the issuance of a construction permit, fails to submit to the Directorate for confirmation the technical documentation related to the construction, extension and reconstruction of the airport (Article 116, paragraph 1);

55) fails to inform the Directorate about the works that are not subject to the issuance of a construction permit, which may affect aviation safety and security, or fails to submit the appropriate documentation at the request of the Directorate for the purpose of obtaining a certificate (Article 116, paragraph 2);

56) as an investor or airport operator, fails to notify the Directorate of the completion of the works referred to in Article 116, paragraphs 1 and 2 of this Law (Article 116, paragraph 3);

57) as an investor or airport operator, fails to obtain a new opinion or certificate, if there were changes after the issuance of the opinion referred to in Article 115, or after the issuance of the certificate referred to in Article 116, paragraphs 1 or 2 of this Law (Article 116, paragraph 4);

58) fails to mark obstacles that may affect air traffic safety (Article 117, paragraph 1);

59) without the consent of the Directorate, build or install facilities, installations or devices in the area or outside the area of the airport, which as an obstacle may affect air traffic safety (Article 117, paragraph 2);

60) without the consent of the Directorate, build or install facilities, installations or devices in the area or outside the area of the airport, which may affect the operation of radio devices used in air navigation (Article 119, paragraph 1);

61) fails to take all measures necessary for the safe take-off, landing, movement and stay of the aircraft, as well as the provision of groundhandling services at the airport (Article 120, paragraph 1);

62) fails to determine the conditions for the use of the airport, in order to enable the smooth use of maneuvering surfaces and platforms, facilities, devices and equipment according to the purpose, technical characteristics and capacity of the airport (Article 120, paragraph 2);

63) fails to ensure regular inspection and maintenance of runways, platforms, facilities, installations, devices and equipment that enable the safe take-off, landing and movement of aircraft or fails to inform the competent air traffic control unit about their condition (Article 120, paragraph 3);

64) fails to establish the management of activities and control of the movement of aircraft and vehicles on the airport platform (Article 121, paragraph 1);

65) fails to submit to the Directorate a statement of competence for the provision of platform management services (Article 121, paragraph 3);

66) fails to take measures to remove or prevent the formation of wild landfills or other facilities that can attract birds and other animals to the airport or its surroundings or, in cases where removal of the content is not possible, fails to ensure that any risk to the aircraft is assessed and reduced to a minimum (Article 122, paragraph 1);

67) fails to ensure the observation of the movement and dispersal of birds and other animals in the area of the airport and its surroundings or fails to ensure the collection of information from aircraft operators, airport staff and other sources on the presence of birds or other animals at the airport and its surroundings or fails to analyze this information or take other measures to minimize the likelihood of a collision between birds and other animals and aircraft (Article 122, paragraph 3);

68) fails to install a fence or other appropriate obstacle at the airport, in order to prevent the entry of animals that are large enough to pose a danger to the aircraft, as well as to prevent accidental or intentional access of unauthorized persons to a part of the airport that is not a public zone (Article 123, paragraph 1);

69) fails to install a fence or other appropriate obstacle at the airport or takes another appropriate measure for the protection of the airport if the Directorate, when checking the conditions for issuing a permit or consent, has assessed that this installation is necessary from the point of view of air traffic safety and aviation security (Article 123, paragraph 2);

70) fails to ensure that in an area of at least three meters from the airport fence, there are no vegetation or facilities that make it impossible to monitor the airport fence or that can be used to gain unauthorized access to the airport (Article 123, paragraph 3);

71) does not organize, depending on the fire category of the airport, a rescue and fire service or a rescue and fire protection at the airport (Article 124, paragraphs 1 and 2);

72) entrust the performance of the activities of the rescue and fire service, i.e. rescue and fire protection to an organization that does not meet the requirements prescribed by this Law and regulations adopted on the basis thereof regarding personnel, vehicles, equipment and means for fire extinguishing and rescue (Article 124, paragraph 4);

73) does not provide an emergency medical service at the airport or does not organize medical security (Article 125, paragraphs 1 and 2);

74) entrust the performance of the activities of the emergency medical service, i.e. medical security to a health institution that does not meet the requirements determined by this Law and regulations adopted on the basis thereof (Article 125, paragraph 5);

75) provides ground handling services, and does not have the permission of the Directorate for the provision of these services (Article 127, paragraph 1);

76) as an air carrier, performs self-service without the permission of the Directorate (Article 128, paragraphs 1 and 2);

77) does not publish the list of airport infrastructure or does not determine the fee for access to that infrastructure or does not enable the ground handling service providers to access the airport infrastructure under objective, transparent and non-discriminatory conditions or does not conclude a contract on the use of airport infrastructure with the ground handling service providers (Article 130, paragraph 4);

78) as a holder of a permit for the provision of groundhandling services or a self-serve permit, fails to ensure continuity in the provision of groundhandling or self-serve services or if he does not provide the services for which he has been issued a permit in a fair and non-discriminatory manner (Article 131, paragraph 1);

79) fails to distinguish in accounting terms the activities of providing ground handling services from other activities performed by it (Article 131, paragraph 2);

80) entrusts the provision of certain ground handling services to another legal entity or entrepreneur (subcontractor) who does not have a valid permit to provide these ground handling services (Article 131, paragraph 3);

81) fails to establish the Council of air carriers using airport services (Article 132, paragraph 1);

82) determine the amount of airport fees in a manner that discriminates against individual airport users (Article 133, paragraph 4);

83) on the reasons why it plans to increase an individual fee and on its planned amount, it does not inform all users of airport services no later than 60 days before the planned start of the application of the increased fee (Article 133, paragraph 5);

84) as an airport operator, fails to consult with airport service users before making a decision to amend the system of calculation or the amount of airport charges (Article 133, paragraph 6);

85) uses an aircraft that is not registered in the Register of Aircraft of the Republic of Serbia, the Register of Aircraft of the Republic of Serbia or the Register of Military Aircraft of the Republic of Serbia or that is not able to safely participate in air traffic (Article 135, paragraph 1);

86) uses an aircraft contrary to its category, type or purpose (Article 135, paragraph 3);

87) as the owner or user of an aircraft registered in the Aircraft Register, fails to report to the Directorate any change in the data entered in that register (Article 144, paragraph 4);

88) uses an aircraft that has the nationality of the Republic of Serbia, and does not bear signs of nationality or registration marks or mandatory inscriptions (Article 145, paragraph 2);

89) uses an aircraft registered in the Aircraft Register, and while flying, it does not contain a certificate of registration of the aircraft or a certificate of airworthiness of the aircraft or a certificate of airworthiness of the aircraft or a permit for the operation of installed equipment that emits radio signals or other documents and books (Article 147, paragraph 1);

90) performs aeronautical and technical activities without a licence to perform aeronautical and technical activities (Article 149, paragraph 2);

91) design or produce aeronautical products, parts, devices and equipment contrary to the conditions prescribed by the Directorate (Article 152, paragraph 5);

92) as a user of an aviation product, fails to act on an airworthiness order issued by the Directorate (Article 156, paragraph 1);

93) for the performance of public air transport, uses an aircraft that does not meet the additional conditions for the establishment and maintenance of continuous airworthiness (Article 163, paragraph 1);

94) applies an aircraft maintenance program that has not been approved by the Directorate (Article 164, paragraph 2);

95) performs flight with the aircraft contrary to the conditions and restrictions established by the Directorate in the permit to fly (Article 165, paragraph 2);

96) enable aviation personnel to perform tasks that directly affect aviation safety without the appropriate permit (Article 172, paragraph 1);

97) enable the performance of tasks that indirectly affect air traffic safety to personnel who do not have a certificate of training (Article 175, paragraph 1);

98) trains aviation staff according to curricula not approved by the Directorate (Article 179, paragraph 1);

"99) performs the training of aviation personnel without a certificate of the right to training (Article 179, paragraph 3);".

100) trains aviation staff on a flight simulation device or on another type of training simulator for which the permission of the Directorate has not been obtained (Article 180, paragraph 1);

101) performs medical examinations of aviation personnel without a certificate of the right to medical fitness testing (Article 189, paragraph 1);

102) performs medical examinations, assesses medical fitness or issues medical certificates contrary to the conditions prescribed by the Directorate (Article 189, paragraph 2);

103) fails to provide a check on the psycho-physical condition of aviation personnel, before aviation personnel start performing tasks, as well as during the performance of tasks, in a way that does not interfere with their work (Article 193, paragraph 2);

104) fails to provide the number of members and composition of the aircraft crew in accordance with the aircraft type certificate or aircraft operating manual or operating manual of the aircraft user or a regulation of the Directorate (Article 194, paragraph 2);

105) enable the tasks of an aircraft pilot in public air transport to be performed by a person who has exceeded the age limit set out in Article 196 of this Law;

106) for each flight or part of a flight, fails to designate a pilot-in-command (Article 197, paragraph 3);

107) fails to ensure compliance with the provisions on working hours, flight time, duration of flight duty, rest and free days of aircraft crew members or fails to keep records thereof (Article 199, paragraph 6);

108) fails to ensure compliance with the provisions on working hours, duration of shifts during the working day, duration of continuous work and length of daily rest of the air traffic controller (Article 199a, paragraph 4);

109) does not take measures to protect the environment from the noise of aircraft and other external factors that affect noise, which are a consequence of performing activities or providing services in aviation (Article 200, paragraph 1);

110) fails to ensure that environmental protection measures are applied when using the airport, according to this Law and regulations governing environmental protection (Article 201);

111) fails to provide continuous measurement of the noise generated at the airport and its surroundings during takeoff and landing of aircraft (Article 203, paragraph 1);

112) transport dangerous goods by air in domestic or international air transport contrary to the provisions of this Law or international standards and recommended practices contained in Annex 18 of the Convention on International Civil Aviation or the provisions of the Technical Instructions (Article 204, paragraph 1);

113) transports objects and materials by air contrary to Article 205 of this Law;

114) as a foreign air carrier, transports dangerous goods to or from the territory of the Republic of Serbia without an approval issued by the Directorate (Article 206, paragraph 1);

115) fails to ensure that the dangerous goods are packaged in accordance with Article 208 or Article 209 of this Law;

116) fails to ensure that dangerous goods are marked and labelled in accordance with Article 210 of this Law;

117) as a sender of dangerous goods, act contrary to Article 211 of this Law;

118) as an aircraft operator, acts contrary to Article 212 of this Law;

119) as an aircraft operator, shipper or other organization involved in the transport of dangerous goods by air, fails to provide its employees with information enabling them to carry out their duties in relation to the transport of dangerous goods and instructions on the measures to be taken in the event of an emergency arising from the transport of dangerous goods (Article 214);

120) fails to establish or implement a professional training program for persons performing tasks in the transport of dangerous goods by air (Article 215, paragraph 2);

121) as a participant in the transport of dangerous goods referred to in Article 215, paragraph 2 of the Law, fails to designate employees who possess a valid certificate of professional

competence to perform activities in the transport of dangerous goods (Article 217, paragraph 3);

122) as a participant in the transport of dangerous goods referred to in Article 215, paragraph 2 of the Law, fails to keep data on professional training of employees who perform tasks in the transport of dangerous goods in air traffic or fails to submit them to the Directorate, at its request (Article 217, paragraph 4);

123) fails to establish the Airport Committee for Aviation Security (Article 223, paragraph 1);

124) fails to draw up or apply its own aviation security program, according to the National Aviation Security Program (Article 224, paragraph 1);

125) fails to designate or demarcate a public, controlled and secured restrictive zone or a marked area at the airport or official passages or passages for passengers or fails to obtain the consent of the Directorate (Article 225, paragraph 1);

126) fails to ensure, at the entrance to the security restricted zone or within this zone, the security inspection referred to in Article 226, paragraph 2 of this Law;

It is forbidden to enter the controlled and secured restricted zone, as well as the aircraft, to a person who verbally or physically attacks security personnel, threatens, misbehaves, disturbs public order or who refuses to inspect security, as well as to a person for whom security personnel have reasonable suspicion regarding his intentions, his luggage or the things he carries with him.

128) performs access control, security review, monitoring or patrolling without the permission of the Directorate (Article 227, paragraph 1);

"129) does not prevent the entry and movement of persons other than passengers and vehicles in the controlled and secured restricted zone of the airport, as well as in critical facilities, parts of infrastructure and systems used for civil aviation purposes, without the appropriate identification sign (Article 231, paragraph 1);".

130) fails to take measures to eliminate the irregularities ordered by the record, i.e. by the decision of the aviation inspector (Article 252, paragraph 2).

For the misdemeanour referred to in paragraph 1 of this Article a fine in the amount of RSD 50,000 to 150,000 shall also be imposed on the responsible officer of the legal person.

For the misdemeanor referred to in paragraph 1 of this Article, an entrepreneur shall also be fined a fine of RSD 100,000 to 500,000.

A legal entity shall be fined in a fixed amount of RSD 100,000 for a misdemeanour if:

1) fails to submit in a timely manner to the aeronautical information service provider the data relevant to the flight of the aircraft, for publication in the Integrated Aeronautical Information Package (Article 60, paragraph 2);

2) enable the performance of security checks at the airport to personnel who do not have a certificate (Article 175, paragraph 3);

3) apply its own aviation security program without the approval of the Directorate (Article 224, paragraph 2);

4) fails to develop, update or apply procedures for the application of security measures (Article 224, paragraph 5);

5) fails to apply aviation security measures prescribed by the National Aviation Security Program (Article 224a, paragraph 1);

6) fails to apply enhanced aviation security measures in the event that the safety risk assessment indicates that there is a threat to a part of the aviation security system (Article 224a, paragraph 4);

7) does not mark the official passages and passages for passengers or does not place appropriate signs of notification, warning or prohibition of unauthorized access in the controlled and secured restrictive zone (Article 225, paragraph 2);

8) fails to ensure that the access of persons and vehicles to the controlled zone of the airport and to the secured-restrictive zone of the airport is controlled or monitored and patrolled (Article 226, paragraph 1);

9) uses technical equipment that does not meet the standards prescribed for that type of equipment or does not obtain the approval of the Directorate for its use (Article 226, paragraph 7);

10) performs the tasks of a regulated agent, a known consignor or a regulated supplier of supplies intended for consumption during the flight without the approval of the Directorate (Article 227, paragraph 3);

11) fails to inspect and protect facilities, installations, devices and equipment at the airport or fails to provide: an area for the inspection of the aircraft that is the subject of illegal interference; conditions for the control and prevention of unauthorized access to the controlled and secured restrictive zone of the airport; appropriate premises and technical equipment for conducting security inspections, as well as appropriate space for the destruction of detected explosive devices or equipment for the safe transport of explosive devices (Article 228, paragraph 1);

13) upon the expiration of the vehicle identification sign, termination of use of that vehicle or at the request of the issuer, fails to return the identification sign to the issuer, or in the event of loss of the identification sign, fails to immediately inform the issuer thereof (Article 231, paragraph 10).

13) as the issuer of the identification mark, does not keep records of the issued identification marks or does not keep them within the prescribed period (Article 231, paragraph 7).

For the misdemeanour referred to in paragraph 4 of this Article a fine in the amount of RSD 10,000 shall also be imposed on the responsible officer of the legal person."

Article 62

Article 16 is amended to read as follows:

Article 260

A natural person shall be fined from RSD 50,000 to 150,000 for a misdemeanour if:

1) performs air transport contrary to international acts, this Law and other regulations (Article 4, paragraph 2);

2) fails to comply with the rules of the air (Article 4a, paragraph 1);

3) performs traffic or flies over cities, populated places and industrial facilities below the height determined by the regulation on airspace classes referred to in Article 37 of this Law (Article 8, paragraph 1);

4) flies over cities, populated places and industrial facilities below the prescribed height without the approval of the Directorate (Article 8, paragraph 2);

5) ejects objects and liquids from the aircraft during the flight contrary to Article 9 of this Law;

6) uses an unmanned aircraft, aircraft model, rocket or other flying object in such a way that it endangers the safety of air traffic (Article 10, paragraph 1) or contrary to the conditions set out in the regulation referred to in Article 10, paragraph 3 of this Law;

7) launches a rocket or other flying object without the prior consent of the air navigation service provider (Article 10, paragraph 2);

8) flies an aircraft in a prohibited zone or contrary to the conditions for flying in a conditionally prohibited zone (Article 13, paragraph 1);

9) flies an aircraft in a conditionally prohibited zone without the approval of the Directorate (Article 13, paragraph 3);

10) fails to report every event to the Directorate, although it is obliged to do so on the basis of the regulations referred to in Article 17, paragraph 4 of this Law (Article 17, paragraph 1);

13) fails to act on the issued security order (Article 19a, paragraph 1);

12) as the pilot-in-command, violates the airspace of the Republic of Serbia (Article 23, paragraph 1);

13) as a person operating a foreign unmanned aircraft or flying object, violates the airspace of the Republic of Serbia (Article 23, paragraph 2);

14) as a pilot-in-command, operates an aircraft flying in the airspace of the Republic of Serbia without a previously submitted flight plan (Article 24, paragraph 1);

15) as a participant in the air traffic flow and capacity management process, plans, coordinates or performs activities in a manner contrary to the regulation referred to in Article 43, paragraph 4 of this Law;

16) if, as a scheduler or coordinator, it harmonizes scheduling or slot allocation in a manner contrary to the regulation referred to in Article 94, paragraph 7 of this Law;

41) performs non-commercial flying in a complex motor aircraft, and has not submitted to the Directorate a statement confirming that he/she is adequately trained and that he/she has the means to perform responsibilities related to the use of the aircraft (Article 97, paragraph 1);

42) perform non-commercial flight contrary to the conditions set out in the regulation referred to in Article 97, paragraph 2 of this Law;

43) holds an aviation event without the approval of the Directorate or if the airspace management unit has not allocated airspace for that purpose (Article 98, paragraph 1);

44) the airport is not used for the take-off, landing and movement of aircraft (Article 99, paragraph 1);

45) for take-off and landing, uses places located outside the airport contrary to the conditions prescribed by the Directorate (Article 99, paragraph 3);

22) operates an aircraft that takes off from the airport outside the opening hours of the airport or lands at the airport at a time not specified by the airport operator (Article 103, paragraph 4);

48) uses the airport in air transport, and does not have a certificate of the airport, permission to use the airport or consent to use the airport or if at the time of use the airport does not meet all the conditions for air transport to take place safely, as well as all the conditions regarding aviation security (Article 104);

49) uses the airport in air traffic contrary to the conditions set by the Directorate in the specification of the permit for use, i.e. the specification of the consent for the use of the airport (Article 108, paragraph 1);

50) fails to inform the Directorate and the competent air traffic control unit of the planned large-scale works that may lead to the closure of the airport or restrictions on its use, as well as of any other changes related to the conditions under which the permit or consent for the use of the airport was issued (Article 110, paragraph 1);

51) fails to restrict or permanently or temporarily suspend the use of an airport that has ceased to meet any of the conditions regarding the safety of air traffic or aviation security or if it fails to inform the Directorate and the competent air traffic control unit thereof (Article 110, paragraph 2);

52) make a change at the airport that may affect the specification of the permit or consent for the use of the airport, and fails to submit to the Directorate a request for change of the permit or consent for the use of the airport (Article 111, paragraph 1);

53) before the expert control, fails to submit to the Directorate for its opinion the draft planning document for the airport complex and the area bordering the airport complex (Article 115, paragraph 3);

54) before performing an expert or technical control, or before submitting an application for the issuance of a construction permit, fails to submit to the Directorate for confirmation the technical documentation related to the construction, extension and reconstruction of the airport (Article 116, paragraph 1);

55) fails to inform the Directorate about the works that are not subject to the issuance of a construction permit, which may affect aviation safety and security, or fails to submit the appropriate documentation at the request of the Directorate for the purpose of obtaining a certificate (Article 116, paragraph 2);

31) fails to notify the Directorate of the completion of the works referred to in Article 116, paragraphs 1 and 2 of this Law (Article 116, paragraph 3);

32) as an investor or airport operator, fails to obtain a new opinion or certificate, if there were changes after the issuance of the opinion referred to in Article 115, or after the issuance of the certificate referred to in Article 116, paragraph 1 or paragraph 2 of this Law (Article 116, paragraph 4);

59) without the consent of the Directorate, build or install facilities, installations or devices in the area or outside the area of the airport, which as an obstacle may affect air traffic safety (Article 117, paragraph 2);

60) without the consent of the Directorate, build or install facilities, installations or devices in the area or outside the area of the airport, which may affect the operation of radio devices used in air navigation (Article 119, paragraph 1);

61) fails to take all measures necessary for the safe take-off, landing, movement and stay of the aircraft, as well as the provision of groundhandling services at the airport (Article 120, paragraph 1);

62) fails to determine the conditions for the use of the airport, in order to enable the smooth use of maneuvering surfaces and platforms, facilities, devices and equipment according to the purpose, technical characteristics and capacity of the airport (Article 120, paragraph 2);

63) fails to ensure regular inspection and maintenance of runways, platforms, facilities, installations, devices and equipment that enable the safe take-off, landing and movement of aircraft or fails to inform the competent air traffic control unit about their condition (Article 120, paragraph 3);

64) fails to establish the management of activities and control of the movement of aircraft and vehicles on the airport platform (Article 121, paragraph 1);

65) fails to submit to the Directorate a statement of competence for the provision of platform management services (Article 121, paragraph 3);

66) fails to take measures to remove or prevent the formation of wild landfills or other facilities that can attract birds and other animals to the airport or its surroundings or, in cases where removal of the content is not possible, fails to ensure that any risk to the aircraft is assessed and reduced to a minimum (Article 122, paragraph 1);

67) fails to ensure the observation of the movement and dispersal of birds and other animals in the area of the airport and its surroundings or fails to ensure the collection of information from aircraft operators, airport staff and other sources on the presence of birds or other animals at the airport and its surroundings or fails to analyze this information or take other measures to minimize the likelihood of a collision between birds and other animals and aircraft (Article 122, paragraph 3);

68) fails to install a fence or other appropriate obstacle at the airport, in order to prevent the entry of animals that are large enough to pose a danger to the aircraft, as well as to prevent accidental or intentional access of unauthorized persons to a part of the airport that is not a public zone (Article 123, paragraph 1);

69) fails to install a fence or other appropriate obstacle at the airport or takes another appropriate measure for the protection of the airport if the Directorate, when checking the conditions for issuing a permit or consent, has assessed that this installation is necessary from the point of view of air traffic safety and aviation security (Article 123, paragraph 2);

70) fails to ensure that in an area of at least three meters from the airport fence, there are no vegetation or facilities that make it impossible to monitor the airport fence or that can be used to gain unauthorized access to the airport (Article 123, paragraph 3);

71) does not organize, depending on the fire category of the airport, a rescue and fire service or a rescue and fire protection at the airport (Article 124, paragraphs 1 and 2);

72) entrust the performance of the activities of the rescue and fire service, i.e. rescue and fire protection to an organization that does not meet the requirements prescribed by this Law and

regulations adopted on the basis thereof regarding personnel, vehicles, equipment and means for fire extinguishing and rescue (Article 124, paragraph 4);

73) does not provide an emergency medical service at the airport or does not organize medical security (Article 125, paragraphs 1 and 2);

74) entrust the performance of the activities of the emergency medical service, i.e. medical security to a health institution that does not meet the requirements determined by this Law and regulations adopted on the basis thereof (Article 125, paragraph 5);

85) uses an aircraft that is not registered in the Register of Aircraft of the Republic of Serbia, the Register of Aircraft of the Republic of Serbia or the Register of Military Aircraft of the Republic of Serbia or that is not able to safely participate in air traffic (Article 135, paragraph 1);

86) uses an aircraft contrary to its category, type or purpose (Article 135, paragraph 3);

87) as the owner or user of an aircraft registered in the Aircraft Register, fails to report to the Directorate any change in the data entered in that register (Article 144, paragraph 4);

88) uses an aircraft that has the nationality of the Republic of Serbia, and does not bear signs of nationality or registration marks or mandatory inscriptions (Article 145, paragraph 2);

89) uses an aircraft registered in the Aircraft Register, and while flying, it does not contain a certificate of registration of the aircraft or a certificate of airworthiness of the aircraft or a certificate of airworthiness of the aircraft or a permit for the operation of installed equipment that emits radio signals or other documents and books (Article 147, paragraph 1);

91) design or produce aeronautical products, parts, devices and equipment contrary to the conditions prescribed by the Directorate (Article 152, paragraph 5);

92) as a user of an aviation product, fails to act on an airworthiness order issued by the Directorate (Article 156, paragraph 1);

93) for the performance of public air transport, uses an aircraft that does not meet the additional conditions for the establishment and maintenance of continuous airworthiness (Article 163, paragraph 1);

94) applies an aircraft maintenance program that has not been approved by the Directorate (Article 164, paragraph 2);

95) performs flight with the aircraft contrary to the conditions and restrictions established by the Directorate in the permit to fly (Article 165, paragraph 2);

59) perform tasks that directly affect aviation safety without the appropriate permit in which the authorizations of the permit holder are entered (Article 172, paragraph 1);

60) performs tasks that indirectly affect air traffic safety without the appropriate certificate of training (Article 175, paragraph 1);

61) performs security checks at the airport without a certificate (Article 175, paragraph 3);

62) during the practical training, does not have a document proving that he/she attends the practical part of the training (Article 187, paragraph 2);

63) performs the tasks for which it is authorized, and fails to prove medical fitness with an appropriate medical certificate (Article 188, paragraph 1);

101) performs medical examinations of aviation personnel without a certificate of the right to medical fitness testing (Article 189, paragraph 1);

102) performs medical examinations, assesses medical fitness or issues medical certificates contrary to the conditions prescribed by the Directorate (Article 189, paragraph 2);

when performing his/her tasks under the influence of alcohol or psychoactive substances or in a psycho-physical state that prevents him/her from performing his/her tasks properly (Article 193, paragraph 1);

67) performs the tasks of an aircraft pilot in public air transport, and exceeds the age limit set out in Article 196 of this Law;

68) before the flight, does not check whether the aircraft and the crew are ready to fly, whether the aircraft contains all the necessary documents and books, or does not take the measures specified in the operating manual of the aircraft user (Article 198, paragraph 1);

69) fails to comply with the orders of the commander (Article 198, paragraph 2);

70) fails to take all measures necessary to prevent an action that endangers the safety of the aircraft or a person in it or to mitigate the consequences of the performed action (Article 198, paragraph 5);

71) fails to act in accordance with Article 198, paragraph 7 or paragraph 8 of this Law;

72) fails to act in accordance with the regulation referred to in Article 199, paragraph 5 of this Law;

112) transport dangerous goods by air in domestic or international air transport contrary to the provisions of this Law or international standards and recommended practices contained in Annex 18 of the Convention on International Civil Aviation or the provisions of the Technical Instructions (Article 204, paragraph 1);

113) transports objects and materials by air contrary to Article 205 of this Law;

115) fails to ensure that the dangerous goods are packaged in accordance with Article 208 or Article 209 of this Law;

116) fails to ensure that dangerous goods are marked and labelled in accordance with Article 210 of this Law;

117) as a sender of dangerous goods, act contrary to Article 211 of this Law;

118) as an aircraft operator, acts contrary to Article 212 of this Law;

79) as the pilot-in-command, acts contrary to Article 213 of this Law;

80) performs activities in the transport of dangerous goods by air, and is not trained in accordance with Article 215, paragraph 1 of this Law;

81) performs professional training of persons performing tasks in the transport of dangerous goods by air, and does not have the authority of the Directorate to perform the tasks of instructors for the transport of dangerous goods (Article 216, paragraph 1);

82) as an instructor for the transport of dangerous goods, fails to keep records of the issued certificates of professional competence or fails to submit them to the Directorate (Article 217, paragraph 2);

introduces cold or firearms or ammunition or explosive, flammable or hazardous substances, as well as means or objects on the list of prohibited items prescribed by the Directorate into the passenger cabin of the aircraft and in the secured-restrictive zone (Article 230, paragraph 1);

fails to act on the order of the aviation inspector (Article 251, paragraph 4);

130) fails to take measures to eliminate the irregularities ordered by the record, i.e. by the decision of the aviation inspector (Article 252, paragraph 2).

A legal entity shall be fined in a fixed amount of RSD 100,000 for a misdemeanour if:

(1) does not use the terms of standard phraseology in English when providing air traffic control services (Article 48, paragraph 1);

he/she does not have a permit, certificate or certificate of training on duty, and the flight crew, air traffic controllers and cabin crew – and a medical certificate (Article 187, paragraph 1);

3) act contrary to Article 226, paragraph 6 of this Law;

prior to boarding the aircraft, fails to report at flight registration and does not hand over cold or firearms or ammunition to an authorized member of the ministry responsible for internal affairs at the airport (Article 230, paragraph 3);

5) without the appropriate identification sign, enters and moves in the controlled and secured restricted zone or in critical facilities, parts of the infrastructure and systems used for civil aviation purposes outside the airport (Article 231, paragraph 1);

6) fails to return the identification sign to the issuer in the event of its expiration, change of position, termination of employment or at the request of the issuer or fails to immediately inform the issuer in the event of loss of the identification sign (Article 231, paragraph 4).

7) within 48 hours of the expiry of the deadline set for the elimination of irregularities, fails to notify the aviation inspector in writing whether the irregularities have been eliminated (Article 252, paragraph 3)."

Article 63

Regulations for the enforcement of this Law shall be adopted within 18 months from the date of entry into force of this Law.

Article 64

On the day this Law enters into force, the provisions of Article 37 and Art.66–73, Article 84, paragraph 1, item 17) and items24)–32) and paragraph 2, Article 87, paragraph 1, item 3) and items11)–21) and paragraph 2, as well as Article 89, item 20) and itemsof the Law on Transport of Dangerous Goods (RS Official Gazette No.88/10 and 104/16 – other law).

Article 65

This law shall enter into force on the eighth day of its publication in the "Official Gazette of the Republic of Serbia".