

“Official Gazette of RS”, No 106/2013

On the basis of the Article 37 of the Air Transport Law (“Official Gazette of RS”, No 73/10, 57/11 and 93/12) and Article 42(1) of the Law on Government (“Official Gazette of RS”, No 55/05, 71/05-Corrigendum, 101/07, 65/08, 16/11, 68/12 - CCD and 72/12),

The Government has adopted

REGULATION **on the organization and use of the airspace classes in the Republic of Serbia**

Subject matter and the scope **Article 1**

This Regulation lays down an organization of the airspace classes in the Republic of Serbia and conditions for the use of each airspace class.

Definitions **Article 2**

For the purpose of this Regulation the following definitions shall apply:

- 1) *Aerodrome traffic zone (ATZ)* means an airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic;
- 2) *Airspace of the Republic of Serbia* means a complete airspace over the territory of the Republic of Serbia;
- 3) *Military Operations Area* means a defined portion of the airspace in which military aircraft flight operations are conducted;
- 4) *Radio mandatory zone (RMZ)* means a portion of the airspace defined and promulgated by the Air Navigation Service Provider, with the previous consent of the Civil Aviation Directorate of the Republic of Serbia (hereinafter referred to as: Directorate), wherein the operation of radio equipment is mandatory;
- 5) *Transponder mandatory zone (TMZ)* means a portion of the airspace defined and promulgated by the Air Navigation Service Provider, with the previous consent of the Directorate, wherein the operation of pressure-altitude reporting transponders is mandatory;
- 6) *Aerobatic flights zone* means a defined portion of the airspace established and promulgated by the Air Navigation Service Provider, with the previous consent of the Directorate, in which non-power driven aircraft flights are conducted;
- 7) *Indicated AirSpeed (IAS)* means the airspeed read on the pitot-static airspeed indicator without airspeed corrected for position and pitot-installation error but with calculated adiabatic compressible flow at sea level;
- 8) *Integrated Aeronautical Information Package* means a package that comprises the following elements:
 - (1) *Aeronautical Information Publication (AIP)* including amendments;
 - (2) *AIP Supplements*;

- (3) *NOTAM* and *PIB*;
 - (4) *Aeronautical Information Circulars (AIC)*;
 - (5) Checklists and Lists of valid NOTAMs;
- 9) *ICAO* means an International Organization of the Civil Aviation;
- 10) *Controlled airspace* means an airspace of defined dimensions within which air traffic control services are provided in accordance with the airspace classification and it includes:
- (1) *Terminal Control Area (TMA)*;
 - (2) Control Zone (CTR);
 - (3) Control Area (CTA);
 - (4) Upper Control Area (UTA);
- 11) *Flight level (FL)* means a surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013,2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals;
- 12) *Air traffic control clearance* means an authorisation for an aircraft to proceed under conditions specified by an air traffic control unit;
- 13) *Traffic avoidance advice* means an advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid a collision.

Aircraft to which this Regulation shall apply

Article 3

Provisions of this Regulation shall apply to all aircraft flown in the airspace of the Republic of Serbia, with the exemptions for:

- 1) military aircraft flown in military operations areas, in prohibited areas and in restricted areas or when operating special flights by permission of the ministry in charge of defence;
- 2) aircraft of the ministry in charge of interior, when operating special flights.

Airspace Classification

Article 4

Airspace of the Republic of Serbia shall be designated in accordance with the ICAO airspace classification given in an Appendix to this Regulation which makes its integral part.

Use of Airspace Classes

Article 5

In the Republic of Serbia the ICAO airspace Classes C, D, and G are used.

Class C airspace shall be used in a controlled airspace (TMA, CTA, UTA) from the lower controlled airspace limits to a flight level (FL) 660, except for the controlled zones (CTR) and aerodrome traffic zones (ATZ) when active.

Class D airspace shall be used in controlled zones (CTR) during operating hours of the air traffic services unit in charge of providing services in a controlled zone (CTR), except for the aerodrome traffic zones (ATZ) when active.

Class G airspace shall be used:

- 1) beyond controlled airspace;
- 2) above flight level (FL) 660;
- 3) in all aerodrome traffic zones (ATZ) to levels promulgated in Integrated Aeronautical Information Package, when such zones are active or to a level authorised by the relevant air traffic services unit;
- 4) in aerobatic flight zones, to levels promulgated in Integrated Aeronautical Information Package, when such zones are active.

Rules of the Air in the Class C Airspace **Article 6**

Flights in the Class C airspace shall be conducted in accordance with the following rules:

- 1) Instrument Flight Rules (hereinafter referred to as: IFR) flights and Visual Flight Rules (hereinafter referred to as: VFR) flights are permitted;
- 2) All flights are provided with air traffic control service so that IFR flights are separated from other IFR flights and from VFR flights;
- 3) VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights and traffic avoidance advice on request;
- 4) Continuous air-ground voice communications are required for all flights;
- 5) For VFR flights a speed limitation of 250 kts indicated airspeed (hereinafter referred to as: IAS) applies below 3 050 m (10 000 ft) above mean sea level (hereinafter referred to as: AMSL);
- 6) All flights shall be subject to ATC clearance.

Rules of the Air in the Class D Airspace **Article 7**

Flights in the Class D airspace shall be conducted in accordance with the following rules:

- 1) IFR and VFR flights are permitted;
- 2) All flights are provided with air traffic control service, so that IFR flights are separated from other IFR flights, receive traffic information in respect of VFR flights and traffic avoidance advice on request;
- 3) VFR flights receive traffic information in respect of IFR/VFR flights and traffic avoidance advice on request;
- 4) Continuous air-ground voice communications are required for all flights;
- 5) A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL;

6) All flights shall be subject to ATC clearance.

Rules of the Air in the Class G Airspace
Article 8

Flights in the Class G airspace shall be conducted in accordance with the following rules:

- 1) IFR and VFR flights are permitted and receive flight information service if requested;
- 2) All IFR flights shall be requested continuous air-ground voice communications;
- 3) A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL;
- 4) ATC clearance is not required.

Use of Air-Ground Voice Communications in ATZ
Article 9

When entering the active aerodrome traffic zone (ATZ), the aircraft crew shall establish and maintain continuous air-ground voice communications on the appropriate communication channel.

Radio Mandatory Zone (RMZ)
Article 10

VFR flights operating in the part of Class G airspace designated as a radio mandatory zone (RMZ), shall maintain continuous air-ground voice communication watch and establish two-way communication on the appropriate communication channel.

Before entering a radio mandatory zone (RMZ), an initial call containing the designation of the station being called, call sign, type of aircraft, position, level, and other information necessary for safe flight operations, shall be made by the air crew on the appropriate communication channel.

Transponder Mandatory Zone (TMZ)
Article 11

An air crew operating flight in airspace designated as a transponder mandatory zone (TMZ) shall carry and operate SSR transponder capable of operating on Modes A and C or on Mode S.

Zone Promulgation
Article 12

Airspace designated as a radio mandatory zone (RMZ), a transponder mandatory zone (TMZ), military operations areas or aerobatic flight zones shall be promulgated in the Integrated Aeronautical Information Publications Package.

Meteorological Conditions for VFR Flights

Article 13

VFR flights in the airspace classes C, D and G shall be permitted when the following meteorological conditions have been fulfilled:

1) minimum flight visibility:

- (1) 8 km at and above 3 050 m (10 000 ft) AMSL,
- (2) 5 km below 3 050 m (10 000 ft) AMSL;

2) minimum distance from cloud:

- (1) 1 500 m horizontally,
- (2) 300 m (1 000 ft) vertically.

Within a control zone (CTR) the relevant air traffic control unit may authorize a VFR flight (the so called special VFR flight) below minima prescribed in paragraph 1) hereof at speeds lower than 140 kt IAS in the following meteorological conditions:

- 1) the flight visibility is not less than 1 500 m or for helicopters not less than 800 m;
- 2) the ceiling is not less than 180 m (600ft).

Meteorological conditions for VFR flights with minima below standards

Article 14

VFR flights in the Class G airspace, at or below 900 m AMSL or 300 m above terrain, whichever is the higher, shall be permitted where the following meteorological conditions have been fulfilled:

- 1) minimum flight visibility – 5 km;
- 2) minimum distance from cloud – clear of cloud with the surface in sight.

Notwithstanding paragraph 1 hereof, VFR flights in the Class G airspace, at or below 900 m AMSL or 300 m above terrain, whichever is higher, at speeds lower than 140 kt IAS may be conducted when the visibility is between 1 500 m and 5 km, with the surface in sight.

VFR flights for helicopters at speeds lower than 140 kt IAS, in the Class G airspace, at or below 900 m AMSL or 300 m above terrain, whichever is higher, may be operated when the visibility is between 800 m and 1 500 m, with the surface in sight.

VFR flights above flight level (FL) 200 and operations at transonic and supersonic speeds

Article 15

VFR flights above flight level (FL) 200 shall not be permitted.

Flights at transonic and supersonic speeds shall not be permitted, except for military aircraft.

Flight Restrictions in Airspace Classes

Article 16

Except when necessary for take-off or landing, or except by permission from the Directorate, VFR flights shall not be operated:

- 1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;
- 2) elsewhere than as specified in 1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.

Bylaw

Article 17

More specific conditions for aircraft flights in the airspace classes of the Republic of Serbia shall be prescribed by the Directorate.

Penalties

Article 18

A legal person who is an aircraft operator shall be liable to a fine which may range from 400 000 to 1 000 000 000 RSD for an infringement, if he/she:

- 1) operates an aircraft in airspace Class C in contravention to the rules referred to in Article 6;
- 2) operates an aircraft in airspace Class D in contravention to the rules referred to in Article 7;
- 3) operates an aircraft in airspace Class G in contravention to the rules referred to in Article 8;
- 4) acts in contravention to the provision referred to in Article 9;
- 5) acts in contravention to the provision referred to in Article 10;
- 6) acts in contravention to the provision referred to in Article 11;
- 7) operates VFR flights in meteorological conditions below the minima set out in Article 13;
- 8) operates VFR flights in meteorological conditions below the minima set out in Article 14;
- 9) acts in contravention to the rules referred to in Article 17.

Also, the accountable person within the legal entity shall be liable to a fine of 30 000 to 50 000 RSD for an infringement referred to in paragraph 1.

The entrepreneur shall be liable to a fine of 250 000 to 500 000 RSD for an infringement referred to in paragraph 1.

Repeals
Article 19

The Regulation introducing Class C airspace (“Official Gazette of RS”, No 115/03) and the Regulation on the organization and use of the airspace classes in the Republic of Serbia (“Official Gazette of RS”, No 20/11) are hereby repealed as from the entry into force of this Regulation.

Entry into Force
Article 20

This Regulation shall enter into force on the eighth day following that of its publication in the „Official Gazette of the Republic of Serbia“, and it shall apply from 6 March 2014.

05 No 110-10317/2013
In Belgrade, 4. December 2013

Government
Prime Minister
Ivica Dacic, signed

Appendix

Class	Type of flight	Separation provided	Service provided	Speed limitation*	Radio communication requirement	Subject to an ATC clearance
A	IFR only	All aircraft	Air traffic control service	Not applicable	Continuous two-way communication	Yes
B	IFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way communication	Yes
	VFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way communication	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Continuous two-way communication	Yes
	VFR	VFR from IFR	1) Air traffic control service for separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)	250 kts IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way communication	Yes
D	IFR	IFR from IFR	Air traffic control service, traffic information about VFR flights; (and traffic avoidance advice on request)	250 kts IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way communication	Yes
	VFR	Nil	IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	250 kts IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way communication	Yes
E	IFR	IFR from IFR	Air traffic control service and, as far as practical, traffic information about VFR flights	250 kts IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way communication	Yes
	VFR	Nil	Traffic information as far as practical	250 kts IAS below 3 050 m (10 000 ft) AMSL	No	No
F	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service if requested	250 kts IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way communication	No
	VFR	Nil	Flight information service	250 kts IAS below 3 050 m (10 000 ft) AMSL	No	No
G	IFR	Nil	Flight information service	250 kts IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way communication	No
	VFR	Nil	Flight information service	250 kts IAS below 3 050 m (10 000 ft) AMSL	No	No

* When the level of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 should be used in lieu of 10 000 ft.