



Zahtjevi vezani za provedbu postupka za podnošenje i odobravanje zahtjeva za izuzećem od ATFM slota za uzlijetanje

Naredba o zrakoplovnoj sigurnosti ASO-2013-003

Broj revizije: 0 /8.4.2013.

Inicirana od: Hrvatske agencije za civilno zrakoplovstvo (u daljem tekstu: Agencija)

Područje primjene:

Ova Naredba je primjenjiva na operatore zrakoplova koji obavljaju IFR letove i letove s promjenom pravila letenja, ako se IFR dio leta obavlja u području u kojemu su na snazi mjere za upravljanje protokom zračnog prometa i na imenovanog pružatelja usluga u zračnoj plovidbi.

Propis koji se primjenjuje:

Odredba Članka 3. stavak 5. Pravilnika o upravljanju protokom zračnog prometa („Narodne novine” broj 73/11), dio koji se odnosi na propisivanje procedure za podnošenje zahtjeva za izuzećem od ATFM slota za uzlijetanje.

Odredba članka 5. stavak 13. Zakona o zračnom prometu („Narodne novine” broj 69/09 i 84/11) kojom se propisuje da Agencija može izdavati naredbe o zrakoplovnoj sigurnosti radi provedbe Zakona o zračnom prometu, uzimajući u obzir međunarodne ugovore koji obvezuju Republiku Hrvatsku.

Referentne smjernice:

- COMMISSION REGULATION (EU) No 255/2010 of 25 March 2010 laying down common rules on air traffic flow management
- Pravilnik o upravljanju protokom zračnog prometa (NN 73-11)

Pojmovi i definicije

Pojmovi i definicije koje se koriste u ovom dokumentu opisani su u članku 2. Pravilnika o upravljanju protokom

Requirements for the common procedure for requesting exemption from an ATFM departure slot

Air Safety Order ASO-2013-003

Revision No. 0 /8.4.2013.

Initiated by: Croatian Civil Aviation Agency (hereinafter: the Agency)

Applicability:

This Order is applicable to Aircraft Operators who perform IFR flights and flights with the changing rules of the air, if the IFR part of the flight is performed in air traffic flow management area and on designated provider of air navigation services.

Regulation reference:

Provisions of Article 3 Paragraph 5 Ordinance on the air traffic flow management ("Official Gazette" No. 73/11), part which relates on defining the procedure for applying for exemption from ATFM departure slot.

Provision of Article 5 Paragraph 13 of the Air Traffic Act („Official Gazette" No: 69/09 and 84/11) that prescribes that Agency may issue Air Safety Orders to implement Air Traffic Act, taking into account international agreements binding on the Republic of Croatia.

Guidance Material Reference:

- COMMISSION REGULATION (EU) No 255/2010 of 25 March 2010 laying down common rules on air traffic flow management
- Ordinance on air traffic flow management (NN 73-11)

Terms and Definitions

Terms and definitions used in this Air Safety Order are described in Article 2 of the Ordinance on air traffic flow

zračnog prometa (NN 73-11).

management (NN 73-11).

1. Razlog izdavanja ove Naredbe

Republika Hrvatska je donošenjem Pravilnika o upravljanju protokom zračnog prometa (NN 73/11) preuzela obveze koje su proizašle iz Uredbe Komisije (EU) br. 255/2010 od 25. ožujka 2010. o utvrđivanju zajedničkih pravila za upravljanje protokom zračnog prometa.

Prema članku 4. stavak 5. Uredbe Komisije (EU) br. 255/2010 od 25. ožujka 2010. o utvrđivanju zajedničkih pravila za upravljanje protokom zračnog prometa zajednički postupci za traženje izuzeća od odlaznog slota ATFM-a izrađuju se u skladu s odredbama ICAO-a. Ti se postupci usklađuju sa središnjom jedinicom za ATFM i objavljuju u nacionalnim zbornicima zrakoplovnih informacija.

Prema članku 3. stavak 1. Pravilnika o upravljanju protokom zračnog prometa, ATFM funkcija mora biti dostupna zainteresiranim subjektima iz članka 1. stavka 2. tog Pravilnika, 24 sata na dan.

Prema članku 3. stavak 5. Pravilnika, imenovani pružatelj usluga u zračnoj plovidbi mora izraditi procedure za podnošenje zahtjeva za izuzećem od ATFM slota za uzlijetanje, te osigurati da navedene procedure budu koordinirane sa Središnjom jedinicom za ATFM i objavljene u Zborniku zrakoplovnih informacija Republike Hrvatske.

2. Procedura za podnošenje zahtjeva za izuzimanje ATFM slota za uzlijetanje

Originatori (subjekti koji predaju plan leta) planova leta (FPL) imaju mogućnost dobiti izuzeće od ATFM slota za uzlijetanje za pojedine letove, upotrebom statusnih (STS/) indikatora u planu leta.

Primjenjuju se sljedeća načela:

1. Purpose of issuing this Order

Republic of Croatia with the adoption of the Ordinance on air traffic flow management (NN 73/11) assumed obligations arising from the Commission Regulation (EU) No 255/2010 of 25 March 2010 laying down common rules on air traffic flow management.

According to Article 4, Paragraph 5 of the Commission Regulation (EU) No 255/2010 of 25 March 2010 laying down common rules on air traffic flow management Common procedures for requesting exemption from an ATFM departure slot shall be drawn up in accordance with the ICAO provisions. Those procedures shall be coordinated with the central unit for ATFM and published in national aeronautical information publications.

According to the Article 3, Paragraph 1 of the Ordinance on air traffic flow management, ATFM function is available to parties referred to in Article 1, Paragraph 3 on a 24 hour basis.

According to the Article 3, Paragraph 5 of the Ordinance on air traffic flow management designated Air Navigation Service Provider shall develop procedure for requesting exemption from an ATFM departure slot and shall ensure that developed procedures are coordinated with the central unit for ATFM and published in national aeronautical information publications.

2. Procedure for requesting exemption from an ATFM departure slot:

Flight Plan (FPL) originators have the possibility to obtain exemptions from an ATFM departure slot for certain flights through the use of (STS/) indicators in their Flight Plans.

The following principles apply:



- a) Umetanje indikatora STS/... u polje 18 u planu leta istaknut će da neki let može zatrebati poseban tretman. Ovaj indikator služi svim stranama koje će se tim letom operativno baviti;
- b) STS indikator po svom sadržaju označava posebnu okolnost u kojoj se let nalazi, od kojih neke mogu imati utjecaj na primjenu ATFM mjera (mjere upravljanja protokom zračnog prometa) za taj let;
- c) Višestruko umetanje STS indikatora u polje 18 nije dozvoljeno. Tamo gdje su višestruki indikatori neophodni, bit će naznačeni u samo jednom dodatnom polju nakon razmaka.

Primjer: STS/HEAD MARSA

STS/ATFMX indikator može se upotrijebiti ukoliko let udovoljava kriterijima iz odjeljka 2.2. ove naredbe.

Napomena:

Jedino STS/FFR; STS/MEDEVAC; STS/SAR; STS/HEAD i STS/ATFMX udovoljavaju uvjetima za automatsko izuzeće od ATFM mjera.

Indikator STS/ATFMX koristi se jedino za potrebe upravljanja protokom zračnog prometa (ATFM-a). Ovaj indikator podliježe strogoj primjeni pravila korištenja i smatra se dodatkom bilo kojoj drugoj najavi posebnog tretmana koja može biti istaknuta za potrebe kontrole zračnog prometa.

Indikatori koji **podrazumijevaju** automatsko izuzeće od ATFM mjera su:

STS/FFR – (*firefighting*) letovi u protupožarne svrhe;

STS/HEAD – (*head of state*) letovi sa državičkim statusom;

STS/MEDEVAC – (*medical evacuation*) letovi koji se obavljaju u svrhu misije zdravstvene evakuacije;

STS/ATFMX – (*ATFM exempt approval granted*) letovi s automatskim izuzećem od ATFM mjera i letovi sa statusom HUM, HOSP i STATE koji su posebno odobreni od strane Ureda nadležnog za izdavanje takvih odobrenja. Izuzeti su od bilo kakvih ATFM mjera i mogu koristiti dodatno polje uz STS/ATFMX indikator. Primjer: STS/ATFMX HUM;

STS/SAR – (*search and rescue*) samo oni letovi

a) The insertion of a STS/... indicator in Field 18 of a Flight Plan will identify that a flight may require special handling. This indicator is for use by all parties that may have to handle the flight;

b) STS indicator according to its content designates a special circumstance in which the flight is, some of which may have an impact on the application ATFM measures (air traffic flow management measures) for that flight;

c) Multiple insertions of the STS indicators into field 18 is not allowed. Where there are multiple indicators necessary, they will be listed in only one additional field after the spacing.

Example: STS/HEAD MARSA

STS/ATFMX indicator may be used only if the flight meets criteria set out in section 2.2. of this Order.

Remark:

Only STS/FFR, STS/MEDEVAC, STS/SAR, STS/HEAD and STS/ATFMX qualify for automatic exemption from ATFM measures.

The indicator STS/ATFMX is only used for air traffic flow management purposes. It is subject to strict application of the rules of usage and it is considered as a supplement to any other special handling notification that may be required to be displayed for air traffic control (ATC) purposes.

The **flights (STS indicators) exempted from ATFM measures are:**

STS/FFR - flights that are operated for Fire fighting reasons;

STS/HEAD - flights that are with Head of State status;

STS/MEDEVAC - flights that are engaged in Medical Evacuation missions;

STS/ATFMX. – flights exempted from ATFM measures and flights with STATUS HUM, HOSP and STATE although they do not require special handling but which are specifically authorized by the Authorised Office are exempted from any ATFM measures and may use the sub-field STS/ATFMX indicator;

STS/SAR - only those flights that are engaged in Search



uključeni u operacije traganja i spašavanja.

Indikatori koji ne podrazumijevaju automatsko izuzeće od ATFM mjera, nego samo daju informaciju kontroli zračnog prometa o potrebi posebnog ophođenja sa letom, i mogućnosti postojanja specijalnih zahtjeva tokom leta.

STS/ALTRV – letovi koji će se odvijati u području s rezerviranom visinom po QNE tlaku;

STS/FLTCK – letovi za provjeru kalibraže navigacijske opreme;

STS/HAZMAT – letovi koji prevoze opasne materijale;

STS/HOSP – letovi posebno odobreni kao medicinski let;

STS/HUM – letovi u humanitarne svrhe;

STS/MARSA – letovi za koje vojni subjekt preuzima odgovornost za razdvajanje od vojnih zrakoplova;

STS/NONRVSM – letovi državnih zrakoplova koji nisu opremljeni RVSM opremom u RVSM području;

STS/STATE – letovi koji nemaju državnički status, a koji su potreban od strane državnog tijela, npr. let koji se obavlja u vojne, carinske i policijske svrhe;

EUR/PROTECTED – vojni let unutar Europe o kojemu se detalji mogu objaviti samo ograničenom auditoriju.

Dodatne informacije o korištenju STS/... indikatora za potrebe upravljanja protokom zračnog prometa (ATFM) mogu se pronaći u EUROCONTROL Network operativnom priručniku, koji se nalazi na sljedećoj adresi:

<http://www.eurocontrol.int/lists/publications/network-operations-library?type=3319&keyword=>

2.1. Pravila primjene za korištenje indikatora STS/ATFMX

Ova pravila primjenjuju se na sve letove za koje se traži izuzeće od mjera upravljanja protokom zračnog prometa (ATFM) u području nadležnosti Upravitelja mreže (Network Manager - NM). Ovom naredbom želi se osigurati da letovi, koji po naravi svoje misije ne mogu ni

and Rescue missions.

Following flights (STS indicators) are not automatically exempted from ATFM measures, but only provide information to air traffic control on specific need for special conduct of the flight and about the possibility of special requests during the flight.

STS/ALTRV - flights that are operated in accordance with an altitude reservation (QNE);

STS/FLTCK - flights that are engaged in check for calibration of nav aids;

STS/HAZMAT - flights that carry hazardous material;

STS/HOSP - flights categorised as a medical flight;

STS/HUM - flights that are undertaken for humanitarian reasons;

STS/MARSA - flights for which a military entity assumes responsibility for separation of military aircraft;

STS/NONRVSM - State flights (military, police or customs) which do not indicate RVSM equipment in the message;

STS/STATE - flights that are other than Head of State, and that are specifically required by the State Authorities, e.g. military or civil registered aircraft used in military, customs and police services;

EUR/PROTECTED shall be used only for military flights within Europe for which the details should only be available to a restricted audience.

Further information on the use of STS/... indicators for air traffic flow management (ATFM) purposes may be found in the EUROCONTROL Network Operations Manual, on the following address:

<http://www.eurocontrol.int/lists/publications/network-operations-library?type=3319&keyword=>

2.1 Rules of Application for the use of STS/ATFMX

The following Rules of Application shall apply to all flights seeking to gain exemption from ATFM measures within the area of responsibility of the Network Manager (NM). It is intended with this Air Safety Order to ensure that flights, which by the nature of their mission, cannot under any



pod kojim okolnostima biti zadržani zbog ATFM-a, budu isključeni od mogućih mjera upravljanja protokom zračnog prometa (ATFM). Pravila primjene za korištenje indikatora STS/ATFMX temelje se na ICAO SARPS (ICAO EUR DOC 003, ATFM-HB/2) i na postojećem materijalu u Operativnom priručniku Upravitelja mreže.

Svi korisnici trebaju imati na umu da će za svaki let koji dobije izuzeće, a kojem bi moglo biti dodijeljeno kašnjenje, to kašnjenje biti prebačeno na druge letove. Stoga je od osobite važnosti da upotreba mogućnosti izuzeća od ATFM slota za uzlijetanje bude pod odgovarajućom kontrolom i nadzorom, kako bi samo oni letovi koji su zaista prioritetni mogli nastaviti djelovati bez ATFM kašnjenja.

Svaki let koji udovoljava kriterijima postavljenima za dobivanje prava na status izuzeća od ATFM slota za uzlijetanje smije, pod uvjetom da je poštivana procedura za odobrenje i da je let propisno odobren od nadležnog ureda za obradu takvih zahtjeva, upotrijebiti indikator STS/ATFMX samo za taj let.

Odobrenje za upotrebu STS/ATFMX indikatora mora se pribaviti za svaki let pojedinačno.

2.2. Kriteriji za određivanje primjene indikatora STS/ATFMX za pojedinačne letove STS/HOSP, STS/HUM i STS/STATE

Izuzeće od ATFM slota za uzlijetanje je dozvoljeno pod sljedećim uvjetima:

a) Kriterij dodjeljuje izuzeće od ATFM slota za uzlijetanje letovima u kojima se radi o zaštiti ljudskog života. Drugim riječima, ako se dotični let ne obavi bez kašnjenja, ljudski život ili životi mogli bi biti ugroženi. Takvi letovi moraju imati odgovarajuću medicinsku dokumentaciju kao potporu svom zahtjevu, koja mora biti dostupna na uvid, u skladu sa odjeljkom 6. ove naredbe.

b) Pojam "zaštita ljudskog života" nije uvijek lako odrediti i doista, postoje i drugi hitni medicinski letovi koji također zahtijevaju izvršenje bez kašnjenja. To mogu biti letovi za prijevoz pacijenta kojima prijete gubitak udova, prijevoz ljudskih organa i hitan transport medicinskih

circumstances be delayed due to air traffic flow management, to be excluded from possible ATFM measures. Rules of STS/ATFMX application are based on the ICAO SARPS (ICAO EUR DOC 003, ATFM-HB/2) and existing Network Manager Operations Handbook material.

It should be noted by all users, that any flight which obtains exemption from an ATFM departure slot, and which may otherwise have been delayed, will have that delay passed on to other flights. Therefore, it is essential that use of the exemption from an ATFM departure slot facility shall be properly controlled and monitored so that genuine priority flights may continue to operate without ATFM delay.

Any flight meeting the criteria established to grant an exemption status may, only if the necessary approval procedure has been followed and the flight has received an exemption from an ATFM departure slot by the authorized office for processing such requests, use STS/ATFMX for that flight and that flight only.

Each flight shall require separate approval to use STS/ATFMX.

2.2 Criteria for Determining the Application of STS/ATFMX for an Individual Flight STS/HOSP, STS/HUM or STS/STATE

Exemption from an ATFM departure slot is allowed under following conditions:

a) The criteria allows ATFM exemption for flights where the safety of human life is involved. That is, if the flight does not operate without delay a human life or lives may be lost. Such flights shall require specific medical authorization to support their request, in accordance with section 6. of this order.

b) The term 'safety of human life' is not always easy to define and, indeed, there are other urgent medical flights that also require operating without delay. Such flights may include patients with threat of loss of limbs, transfer of human organs and the transportation of medical teams.

timova.

c) Letovi na poziciju - Letovi na zračnu luku polaska sa koje će se izvršiti hitni medicinski prijevoz imaju pravo na izuzeće od ATFM slota za uzlijetanje, ako su potrebni kako bi se obavio hitan medicinski let sa drugog aerodroma.

Za ostale letove Upravitelj Mreže preporučuje da izuzeće od ATFM slota za uzlijetanje bude odobreno samo ako su osoba ili osobe, koje su na letu po državnom poslu, od tolike važnosti za državu da je bilo kakvo kašnjenje na tom letu neprihvatljivo. Povrh toga, odobrenje se može dati i ako misiju leta obavlja država ili se obavlja u ime države, a od tolike je važnosti da će svako kašnjenje ugroziti uspjeh misije.

Ako let ispunjava gore navedene uvjete, operator zrakoplova može podnijeti zahtjev za odobrenje korištenja indikatora STS/ATFMX, postupkom opisanim u odjeljku 3. ove naredbe.

3. Postupak za odobrenje upotrebe indikatora STS/ATFMX

Ovom Naredbom propisuju se dva postupka za odobrenje korištenja indikatora STS/ATFMX određenim letovima koji za to ispunjavaju uvjete, u području letnih informacija (FIR) Zagreb:

a) Redoviti postupak za odobrenje izuzeća od ATFM slota za uzlijetanje primjenjuje se na operatore koji ne lete redovito i provodi se dostavom notifikacije za upotrebu STS/ATFMX indikatora;

b) Autoregulatorni postupak za odobrenje izuzeća od ATFM slota za uzlijetanje primjenjuje se na operatore koji redovito obavljaju letove zračne medicinske službe i, zbog hitne naravi leta, možda nemaju dovoljno vremena za primjenu redovitog postupka za odobrenje.

4. Redoviti postupak za odobrenje korištenja indikatora STS/ATFMX

Operator zrakoplova koji ima namjeru pojedinačnog korištenja indikatora STS/ATFMX u polju 18 u planu leta

c) Positioning flights may also warrant exemption from an ATFM departure slot when they are required to undertake an urgent medical flight from another aerodrome.

The Network Management guidelines recommend that ATFM exemption may only be approved for flights if the person or persons on board a flight on State business are of such importance that the flight cannot accept any delay. Additionally, approval may be given if the mission of the flight is being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardize the success of the mission.

If the flight fulfills the requirements, as stated above, then the Aircraft Operator may apply for approval to use STS/ATFMX through the procedure specified in section 3. of this order.

3. Procedure for the Approval of use of STS/ATFMX indicator

This Air Safety Order defines two procedures for approval of use of STS/ATFMX indicator to certain Aircraft Operators, who fulfill the described conditions, in the Flight Information Region (FIR) Zagreb:

a) Manual Approval process applies to Aircraft Operators who make irregular flights and is conducted by prior notification for intention to use of STS/ATFMX indicator;

b) Self-Regulatory Approval process applies to Aircraft Operators who are regularly engaged in Air Ambulance flights and, by the urgent nature of the flight, may not have sufficient time to undertake the Manual Approval process.

4. Manual Approval Process for STS/ATFMX indicator

Aircraft Operator intending to use indicator STS/ATFMX in Item 18 of a flight plan, for a flight departing from an



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(izuzeće od ATFM slota za uzlijetanje), koji se odnosi na let koji polazi s aerodroma unutar FIR Zagreb, mora prije toga notificirati svoju namjeru nadležnom uredu.

aerodrome within the FIR Zagreb shall notify its intent to the responsible office.

Priloženi Obrazac notifikacije (Notifikacija za namjeru upotrebe STS/ATFMX indikatora) predstavlja sastavni dio postupka notifikacije i s time u vezi popisa pripadajućih dokumenata, i nalazi se u Dodatku 1. ove Naredbe.

The attached Notification Form (Notification for intention to use of STS/ATFMX indicator) presents integral part of the notification procedure for the use of the STS/ATFMX indicator and list of supporting documentation is located in Annex 1 of this Order.

Notifikacija za upotrebu indikatora statusa STS/ATFMX mora se, u redovitom postupku, podnijeti nadležnom Prijavnom uredu operativnih usluga kontrole zračnog prometa (Air Traffic Services Reporting Office – ARO) aerodroma polijetanja. Izvan radnog vremena pojedinog ARO ureda, notifikaciju za upotrebu indikatora statusa STS/ATFMX treba uputiti prema Poziciji upravljanja protokom (Flow Management Position – FMP) Zagreb.

Notification for use of a status indicator STS/ATFMX, in the Manual Approval Process, shall be submitted to responsible Air Traffic Services Reporting Office (ARO) at departure airport. Out of ARO office hours of operation, notification for use of a status indicator STS/ATFMX shall be submitted to Flow Management Position (FMP) Zagreb.

Pune adrese i kontakt podaci svih ARO ureda i FMP pozicije nalaze se u Zborniku zrakoplovnih informacija (Aeronautical Information Publication – AIP) Hrvatske, u dijelu GEN 3.3.6.- ATS units address list i ENR 1.9 - ENR 1.9.1. Air traffic flow and capacity management structure, service area, service provided, location of unit(s) and hours of operation.

Addresses and contact information of all ARO offices and FMP positions are contained in the Croatian Aeronautical Information Publication (AIP), under AIP GEN 3.3.6. - ATS units address list and AIP ENR 1.9 - ENR 1.9.1. Air traffic flow and capacity management structure, service area, service provided, location of the unit (s) and hours of operation.

5. Autoregulatorni postupak odobrenja

5. Self-Regulatory Approval Process

Ovom Naredbom propisan je autoregulatorni postupak izuzeća od ATFM slota za uzlijetanje prema kojem se određenom operateru (koji obavlja redovite letove za koje je potrebno umetanje STS/... indikatora u polje 18 plana leta) može izdati stalno odobrenje za primjenu STS/ATFMX indikatora na specifičnim letovima koji ispunjavaju uvjete za odobrenje.

This Air Safety Order defines the procedure for Self-Regulatory Process for exemptions from an ATFM departure slot, that states that, a particular Aircraft Operator (who performs regular flights that require insertion of STS/indicators in the field ... 18 Flight Plan) may receive a permanent approval to use STS/ATFMX indicators on specific flights that meet the conditions for approval.

Operatori koji žele podnijeti ovakav zahtjev za odobrenje, moraju kontaktirati Hrvatsku agenciju za civilno zrakoplovstvo, Odjel za upravljanje zračnim prostorom i protokom zračnog prometa (ASM/ATFM Department).

Aircraft operators who wish to submit Application form for the approval of use of STS/ATFMX indicator shall contact the Agency, Department of Airspace Management and Air Traffic Flow Management (ASM / ATFM Department).

Mail adresa: autoatfm@ccaa.hr

E-mail address: autoatfm@ccaa.hr

Telefax: +385 1 2369 301

Fax No: +385 1 2369 301

6. Zahtjevi za operatora zrakoplova

Prije podnošenja plana leta za let koji će biti izuzet od ATFM mjera, Operator zrakoplova, za let koji polazi s aerodroma unutar FIR Zagreb, mora prije toga notificirati svoju namjeru Prijavnom uredu operativnih usluga kontrole zračnog prometa (ARO uredi) i/ili Poziciji upravljanja protokom, na propisanom obrascu koji se nalazi u Dodatku 1. ove naredbe.

Notifikacija sadrži sljedeće elemente:

- Datum leta,
- Tip zrakoplova,
- Pozivni znak,
- Registraciju zrakoplova,
- Zračnu luku uzlijetanja i slijetanja (ulaska/izlaska iz RH),
- Predviđeno vrijeme uzlijetanja i slijetanja,

- STS indikator,
- Razlog podnošenja zahtjeva,
- Naziv i adresa operatora ili vlasnika zrakoplova,
- Broj telefona i faksa operatora zrakoplova, te
- Popis prateće dokumentacije koja potkrepljuje razlog da navedeni let bude izuzet od ATFM slota za uzlijetanje.

Ukoliko operator zrakoplova dostavi notifikaciju za odobrenje za izuzeće od ATFM slota za uzlijetanje bez popisa prateće dokumentacije kojom bi potvrdio opravdanost dodjele odobrenja za izuzeće od ATFM slota za uzlijetanje, operator mora u roku od dva tjedna dostaviti traženi popis prateće dokumentacije nadležnom Prijavnom uredu operativnih usluga kontrole zračnog prometa (ARO uredi) i/ili Poziciji upravljanja protokom (FMP Zagreb).

Ukoliko nakon dva tjedna od datuma notifikacije ili od provedenog leta, operator zrakoplova ne dostavi popis prateće dokumentacije, nadležni ured šalje izvješće o prekršaju (*Violation Report*) putem elektroničke pošte Agenciji. Nakon zaprimanja navedenog izvješća, Agencija će utvrditi okolnosti. Ukoliko se utvrdi da je operator obavio let sa STS/ATFMX indikatorom a za isti

6. Requirements for Aircraft operators

Aircraft Operator intending to use indicator STS/ATFMX in Item 18 of a flight plan, for a flight departing from an aerodrome within the FIR Zagreb shall notify its intent to the responsible office, on the attached form that is located in the Annex 1 of this order.

Notification contains the following elements:

- Flight Date,
- Aircraft Type,
- R/T Callsign,
- Aircraft Registration
- Arrival and departure airport (entry/exit to/from Republic of Croatia)
- Estimated Time of Departure (UTC) and Estimated Time of Arrival (UTC)
- STS indicator,
- Reason for application,
- Name and address of the Operator or aircraft owner
- Telephone and Fax number of the Aircraft Operator
- List of the Supporting Documentation.

If the Aircraft Operator submits the notification for the use of STS/ATFMX indicator without the List of the supporting documentation, which justifies the exemption of ATFM slot at departure airport, it shall within the period of two weeks deliver missing List of the supporting documentation to the responsible Air Traffic Services Reporting Office and/or Flow Management Position.

In the event that Aircraft Operator fails to submit the List of the supporting documentation to the responsible Air Traffic Services Reporting Office and/or Flow Management Position in the prescribed time period (two weeks from the notification), responsible Office shall send Violation Report via e-mail to the Agency. Upon the receipt of Violation



nije dostavio popis prateće dokumentacije, to će predstavljati ne postupanje po ovoj naredbi, predviđeno u članku 160. a) Zakona o zračnom prometu.

U svrhu nadzora primjene ove naredbe, operator zrakoplova dužan je pohraniti notifikacije i prateću dokumentaciju na period od dvije godine, te na zahtjev Agencije podastrijeti svu odgovarajuću dokumentaciju kako bi opravdao upotrebu indikatora STS/ATFMX za provedene letove.

7. Zahtjevi za imenovanog pružatelja usluga u zračnoj plovidbi

Imenovani pružatelj usluga u zračnoj plovidbi - Prijavni uredi operativnih usluga kontrole zračnog prometa (ARO uredi) i/ili Pozicija upravljanja protokom (FMP Zagreb) mora zaprimiti i obraditi notifikacije sa popisima prateće dokumentacije za korištenje indikatora STS/ATFMX.

8. Nadzor sukladnosti

Agencija može odlučiti o potrebi obavljanja inspekcijskog nadzora kako bi se uvjerila da se notifikacija za upotrebu indikatora (STS/ATFMX) provodi prema proceduri propisanoj u ovoj Naredbi. Nakon provedenih letova za koje je korišten indikator ATFMX, Agencija može u svako doba provesti inspekcijski nadzor nad operatorima zrakoplova na koje se primjenjuje ova Naredba.

Upravitelj mreže (Network Manager) svakoga mjeseca šalje u Agenciju popis svih letova koji polaze iz Republike Hrvatske a koriste indikator STS/ATFMX. Agencija ima zadatak temeljem uzorkovanja provjeriti da li su letovi kod kojih se koristio indikator STS/ATFMX, obavljani uz odgovarajuću notifikaciju i provjeriti prateću dokumentaciju.

9. Osiguranje primjene propisa

Postupanje protivno odredbama ove Naredbe podliježe članku 160. a) Zakona o zračnom prometu.

Report, Agency shall determine the circumstances. If it is determined that Aircraft Operator carried out a flight with STS/ATFMX indicator and has not submitted the required List of supporting documentation, it will represent that it did take no action according to this order, provided in Article 160 a) of the Air Traffic Act.

For oversight purposes, Aircraft Operator shall save notification forms and supporting documentation for a period of two years, and it shall at the request of the Agency submit all relevant documentation in order to justify the use of the STS/ATFMX indicator.

7. Requirements for designated Air Navigation Service Provider

Designated Air Navigation Services Provider - Air Traffic Services Reporting Office and/or Flow Management Position shall receive and process the notification forms with the list of the supporting documentation for the use of the STS/ATFMX.

8. Compliance monitoring

Agency may decide on the need of the inspection, in order to ensure that processing of the notification forms for use of the STS/ATFMX indicator is conducted according to the procedures, described in this Order. After the use of STS/ATFMX indicator (the exemption from the ATFM slot at departure airport) Agency may at any time carry out the inspection of aircraft operators covered by this Order.

Network Manager sends monthly list of all flights departing from the Republic of Croatia which used the STS/ATFMX indicator. Agency has the task to examine, by sampling method, whether the sampled flights that are exempted from ATFM slot are conducted with proper notification and supporting documentation.

9. Application of this Order

Any conduct contrary to the provisions of this Order, shall be subject to measures laid in the Article 160. a) of the Air Traffic Act.



Croatian Civil Aviation Agency

Naredba o zrakoplovnoj sigurnosti *Air Safety Order*

10. Stupanje na snagu

Ova Naredba o zrakoplovnoj sigurnosti stupa na snagu sa danom objave na web stranici Agencije, a primjenjuje se od 01.06.2013. godine.

Za Hrvatsku agenciju za civilno zrakoplovstvo:

Omer Pita, dipl. ing.

Direktor

10. Entry into force

This Air Safety order comes into force from the date of publication on the website of the Agency, and shall apply from 01st of June 2013.

For Croatian Civil Aviation Agency:

Omer Pita, dipl. ing.

Director

Annex 1.

Logo of Designated Air Navigation
Service Provider

Notification for intention to use of STS/ATFMX indicator

This form only applies to flights that intend to use the STS/ATFMX indicators.

Notification for ATFM exemption must be submitted to the responsible ARO/FMP. Supporting documentation must be listed below and archived in order to be available on request by Croatian Civil Aviation Authority / Random conformity check by the Croatian Civil Aviation Agency.

Flight Date		Aircraft Type	
R/T Callsign		Aircraft Registration	
From		ETD (UTC)	
To		ETA (UTC)	
STS indicator to be used (check appropriate) <input type="checkbox"/> ALTVR <input type="checkbox"/> HOSP <input type="checkbox"/> HUM <input type="checkbox"/> STATE <input type="checkbox"/> NONRVSM <input type="checkbox"/> MEDEVAC <input type="checkbox"/> MARSAS <input type="checkbox"/> FLTCK <input type="checkbox"/> HAZMAT			

Notification for STS/ATFMX:

Reason: (provide brief details)
List of the Supporting documentation (to be archived by the Operator):
-
-

I hereby acknowledge and confirm that this Notification for intention to use of STS/ATFMX indicator conforms to the requirements of the CFMU procedure STS/ATFMX, as detailed in the Network Operations Users Handbook.

Signed:	Name:
Aircraft Operator:	Date:
Fax No:	Telephone No:

Notification received by ATS Unit:

Signed:	Name:
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