

**SIGURNOSNA  
INFORMACIJA**

**SAFETY INFORMATION**

**BROJ: 2015/005 Rev.01**

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CRNA GORA  
AGENCIJA ZA CIVILNO VAZDUHOPLOVSTVO

**Naslov / Title:**

**Implementacija Evropskog akcionog plana za smanjenje rizika od neodobrenog izlaska na PSS  
(European Action Plan for the Prevention of Runway Incursions)**

Na osnovu člana 6 stav 1 tačka 10 Zakona o vazдушnom saobraćaju („Službeni list CG“, br. 30/12 i 30/17), Agencija za civilno vazduhoplovstvo (u daljem tekstu: ACV) donijela je:

**SIGURNOSNU INFORMACIJU**

**Broj: 2015/005 Rev.01**

**Na inicijativu:**

Agencija za civilno vazduhoplovstvo

**Referentni propisi:**

- Zakon o vazдушnom saobraćaju („Službeni list CG“, br. 30/12 i 30/17),
- Tačka 2.2.6 Nacionalnog plana sigurnosti 2015-2018,
- Evropski akcioni plan za smanjenje rizika od neodobrenog izlaska na poletno-sletnu stazu (u nastavku teksta: PSS) (*European Action Plan for the Prevention of Runway Incursions, EAPPRI V3.0, November 2017*)
- ESSIP cilj AOP03 – Pобољшanje sigurnosti prevencijom neodobrenih izlazaka na poletno-sletne staze kojim se od vazduhoplovnih subjekata zahtijeva da implementiraju odgovarajuće dijelove Evropskog akcionog plana

**Primjena:**

Ova Sigurnosna informacija odnosi se na sve vazduhoplovne subjekte iz tačke 3 ove sigurnosne informacije.

## **1. Uvod**

Nacionalni program sigurnosti vazdušnog saobraćaja, drugo izdanje (u daljem tekstu: Nacionalni program) je dokument koji je donijela Vlada Crne Gore na sjednici od 6. jula 2017. godine i predstavlja spoj regulatornih zahtjeva i aktivnosti koje vazduhoplovni subjekti preduzimaju u cilju održavanja i unapređenja sigurnosti u vazдушnom saobraćaju, a razvijen je u skladu sa standardima Međunarodne organizacije civilnog vazduhoplovstva – ICAO i Evropskim programom za sigurnost vazdušnog saobraćaja – donijetim od strane Evropske Komisije. Implementacija Nacionalnog programa je obavezujuća za sve vazduhoplovne subjekte u određenoj mjeri i u skladu sa propisima na koje upućuje.

Nacionalni plan sigurnosti vazdušnog saobraćaja 2015-2018 (u daljem tekstu: Plan sigurnosti) donijet je na sjednici Nacionalnog odbora za sigurnost 27. februara 2015.godine. Nacionalnim planom utvrđuju se aktivnosti i mjere za implementaciju Nacionalnog programa.

Tačkom 2.2.6 Plana sigurnosti definisani su faktori koji doprinose neodobrenom izlasku na PSS i na osnovu toga su utvrđene akcije koje mogu doprinijeti smanjenju rizika od neodobrenog izlaska na PSS, sa ciljem poboljšanja sigurnosti.

Evropski akcioni plan za smanjenje rizika od neodobrenog izlaska na PSS definiše subjekte i korake koji se preduzimaju u cilju smanjenja rizika od neodobrenog izlaska na PSS. Prikaz aktivnosti iz Evropskog akcionog plana (EAP) dat je u Prilogu 2 ove Sigurnosne informacije.

Ovom Sigurnosnom informacijom se dodatno pojašnjava vazduhoplovnim subjektima u Crnoj Gori koje se aktivnosti od njih očekuju u okviru implementacije tačke 2.2.6 Plana sigurnosti, u skladu sa smjernicama iz Evropskog akcionog plana.



## 2. Prikaz stanja

Evropski akcioni plan je set mjera za poboljšanje sigurnosti definisanih u poglavljima od 1.1. do 1.10. Ideja implementacije Evropskog akcionog plana je počela nakon što je utvrđeno da broj događaja neodobrenog izlaska na PSS raste. Utvrđeno je da se najmanje dva neodobrena ulaska na PSS dnevno dogode na aerodromima širom Evrope.

Zbog toga je jedno od područja za koje su Nacionalnim programom predviđena moguća poboljšanja i smanjenje rizika od neodobrenog izlaska na PSS. Za to područje predviđeno je nekoliko aktivnosti, među kojima je i donošenje ove Sigurnosne informacije.

Aktivnosti vezane za smanjenje ovog rizika, između ostalog, zahtijevaju od subjekata iz tačke 3 ove sigurnosne informacije pripremu plana za implementaciju mjera Evropskog akcionog plana, u skladu sa Nacionalnim programom.

## 3. Način implementacije

Aktivnosti su grupisane kao preporuke prema nadležnostima pojedinih subjekata. Svaka preporuka ima svoj redni broj (#), subjekta/e zaduženog za implementaciju (*ACTION*) i smjernice koje pojašnjavaju na koji način se preporuka najbolje može implementirati (*GUIDANCE*).

#	RECOMMENDATION	ACTION	GUIDANCE
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Slika 1. Primjer mjere za poboljšanje sigurnosti sa rednim brojem (#), subjektima zaduženim za implementaciju (Action) i smjericama koje pojašnjavaju na koji način se preporuka može najbolje implementirati (Guidance).

U skladu sa Evropskim akcionim planom, sledeći subjekti su odgovorni, svako u okviru svojih nadležnosti, za implementaciju pojedinih aktivnosti (prilog 1):

1. Operatori aerodroma koji podliježu sertifikaciji,
2. Pružalac usluga u vazdušnoj plovidbi,
3. Operatori vazduhoplova čija je MTOM jednaka ili veća od 5.700 kg,
4. Lokalni tim za sigurnost PSS (*Local Runway Safety Team*) (u nastavku teksta: LRST),
5. Agencija za civilno vazduhoplovstvo

Prikaz svih aktivnosti iz plana dat je, po poglavljima, u prilogu 2 ove Sigurnosne informacije:

- 1.1. Opšti principi za LRST
- 1.2. Operatori sertifikovanih aerodroma (u daljem tekstu: operatori aerodroma)
- 1.3. Pružalac usluga u vazdušnoj plovidbi
- 1.4. Operatori vazduhoplova



#### 1.5. Agencija za civilno vazduhoplovstvo

Navedeni subjekti u saradnji sa lokalnim tijelom zaduženim za sigurnost PSS (LRST) na aerodromu moraju razviti sopstveni Plan implementacije za smanjenje rizika od neodobrenog izlaska na PSS na konkretnom aerodromu, na način kako smatraju najboljim i primjerenim svojim operacijama (*Self-Appropriate Implementation Plan*), te na način da se u najvećoj mogućoj mjeri implementiraju preporučene aktivnosti Evropskog akcionog plana. Plan implementacije treba da obuhvati i predložene aktivnosti za koje subjekt procijeni da mogu imati uticaj na umanjeње ovog rizika. Ukoliko neka aktivnost nije primjenjiva za određenog subjekta, unutar svog plana implementacije treba da obrazloži razlog neprimjenljivosti.

Agencija za civilno vazduhoplovstvo će za ostale subjekte:

- operatore aerodroma koji nisu sertifikovani,
- operatore vazduhoplova čija je MTOM manja od 5.700 kg

razviti nacionalni opšti plan za implementaciju odredbi Evropskog akcionog plana u cilju pridržavanja smjernica Evropskog akcionog plana ili organizovati upoznavanje sa aktivnostima putem održavanja predavanja, radionica i sl.

#### 4. Prihvatanje i praćenje sprovođenja planova implementacije

U roku od 3 mjeseca od dana stupanja na snagu ove Sigurnosne informacije, subjekti odgovorni za implementaciju pojedinih aktivnosti dužni su da planove implementacije dostave Agenciji za civilno vazduhoplovstvo. Agencija za civilno vazduhoplovstvo će pratiti implementaciju planova i aktivnosti koje nadležni subjekti preduzimaju u cilju smanjenja rizika od neodobrenog izlaska na PSS.

Ministarstvo odbrane je nadležno za implementaciju i nadzor sprovođenja propisanih mjera Evropskog akcionog plana u skladu sa pojedinim odredbama tačke 1.10 (Prilog 1).

#### 5. Dodatne informacije

Pitanja i dodatna objašnjenja (sa naznakom Sigurnosna Informacija 2015/005) u vezi sa načinom implementacije ove Sigurnosne informacije treba dostaviti na e-mail adresu ACV-a: [acv@caa.me](mailto:acv@caa.me).

#### 6. Stupanje na snagu

Ova Sigurnosna informacija stupa na snagu danom donošenja i objavljuje se na internet stranici Agencije.

**Direktor / Director**  
**Dragan Đurović**

**Datum / Date**

29.10.2018.

**PRILOG 1**

**Popis subjekata odgovornih za implementaciju pojedinih poglavlja Evropskog akcionog plana (EAP)**

U sledećim tabelama (od 1.1. do 1.10.) u skladu sa Evropskim akcionim planom, za svaku aktivnost definisanu rednim brojem određeni su subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti.

**1.1. Opšti principi za LRST**

Poglavlje iz EAP	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti
1.1.1	- Operatori aerodroma, - Pružalac usluga u vazdušnoj plovidbi, - Operatori vazduhoplova, - Agencija za civilno vazduhoplovstvo.
1.1.2	- LRST
1.1.3	- Operatori aerodroma, - Pružalac usluga u vazdušnoj plovidbi.
1.1.4	- LRST, - Pružalac usluga u vazdušnoj plovidbi, - Agencija za civilno vazduhoplovstvo, - Operatori aerodroma, - Operatori vazduhoplova.
1.1.5	- Operatori vazduhoplova, - Pružalac usluga u vazdušnoj plovidbi, - Operatori aerodroma, - Organizacija za osposobljavanje pilota, - Agencija za civilno vazduhoplovstvo.
1.1.6	- Operatori vazduhoplova, - Pružalac usluga u vazdušnoj plovidbi, - Operatori aerodroma, - LRST, - EUROCONTROL.
1.1.7	- Pružalac usluga u vazdušnoj plovidbi, - Operatori aerodroma, - Agencija za civilno vazduhoplovstvo.
1.1.8	- Pružalac usluga u vazdušnoj plovidbi, - Operatori aerodroma, - Operatori vazduhoplova, - Agencija za civilno vazduhoplovstvo.
1.1.9	- Pružalac usluga u vazdušnoj plovidbi, - Operatori aerodroma, - Operatori vazduhoplova, - Agencija za civilno vazduhoplovstvo.
1.1.10	- EUROCONTROL.



## 1.2. Operatori aerodroma koji podliježu certifikaciji

Poglavlje iz EAP	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti
1.2.1	- Operatori aerodroma
1.2.2	- Operatori aerodroma, - Pružalac usluga u vazdušnoj plovidbi, - Operatori vazduhoplova - Pružalac AIM usluga.
1.2.3	- Operatori aerodroma, - Pružalac usluga u vazdušnoj plovidbi.
1.2.4	- Operatori aerodroma, - Pružalac usluga u vazdušnoj plovidbi.
1.2.5	- Operatori aerodroma, - Pružalac usluga u vazdušnoj plovidbi.
1.2.6	- Operatori aerodroma, - Pružalac usluga u vazdušnoj plovidbi.
1.2.7	- Operatori aerodroma, - Pružalac usluga u vazdušnoj plovidbi.
1.2.8	- Agencija za civilno vazduhoplovstvo - Operatori aerodroma - Pružalac usluga u vazdušnoj plovidbi
1.2.9	- Operatori aerodroma
1.2.10	- Operatori aerodroma - Pružalac usluga u vazdušnoj plovidbi
1.2.11	- Operatori aerodroma - Pružalac usluga u vazdušnoj plovidbi - Agencija za civilno vazduhoplovstvo
1.2.12	- Operatori aerodroma
1.2.13	- Operatori aerodroma. - Pružalac usluga u vazdušnoj plovidbi.
1.2.14	- Pružalac usluga u vazdušnoj plovidbi, - Operatori aerodroma, - Agencija za civilno vazduhoplovstvo.
1.2.15	- Operatori aerodroma, - Pružalac usluga u vazdušnoj plovidbi.
1.2.16	- Operatori aerodroma
1.2.17	- Operatori aerodroma, - Pružalac usluga u vazdušnoj plovidbi, - Agencija za civilno vazduhoplovstvo.

**1.3. Komunikacije**

Poglavlje iz EAP	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti
1.3.1	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Operatori vazduhoplova</li><li>- Operatori aerodroma</li></ul>
1.3.2	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Operatori vazduhoplova</li><li>- Operatori aerodroma</li></ul>
1.3.3	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Operatori vazduhoplova</li><li>- Operatori aerodroma</li></ul>
1.3.4	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Operatori vazduhoplova</li><li>- Operatori aerodroma</li></ul>
1.3.5	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li></ul>
1.3.6	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi,</li><li>- Operatori vazduhoplova,</li><li>- Operatori aerodroma.</li></ul>
1.3.7	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li></ul>
1.3.8	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Operatori vazduhoplova,</li><li>- Operatori aerodroma.</li></ul>



#### 1.4. Operatori vazduhoplova

Poglavlje iz EAP	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti
1.4.1	- Operatori vazduhoplova
1.4.2	- Operatori vazduhoplova
1.4.3	- Operatori vazduhoplova
1.4.4	- Operatori vazduhoplova - Pružalac usluga u vazdušnoj plovidbi.
1.4.5	- Operatori vazduhoplova, - Pružalac usluga u vazdušnom saobraćaju-
1.4.6	- Operatori vazduhoplova, - Pružalac usluga u vazdušnoj plovidbi.
1.4.7	- IATA, - ECA/IFALPA (podrška)
1.4.8	- IATA, - ECA/IFALPA (podrška)
1.4.9	- Proizvođači vazduhoplovnih konstrukcija,- Operatori vazduhoplova
1.4.10	- Operatori vazduhoplova
1.4.11	- Operatori vazduhoplova
1.4.12	- Operatori vazduhoplova, - Pružalac usluga u vazdušnoj plovidbi.
1.4.13	- Operatori vazduhoplova
1.4.14	- Operatori vazduhoplova
1.4.15	- Operatori vazduhoplova
1.4.16	- Operatori vazduhoplova
1.4.17	- Operatori vazduhoplova
1.4.18	- Operatori vazduhoplova
1.4.19	- Operatori vazduhoplova

Objašnjenja skraćenica korišćenih u tabeli:



- IATA – International Air Transport Association
- IFALPA – International Federation of Air Line Pilots' Associations
- ECA – European Cockpit Association

**1.5. Kontrola letenja Srbije i Crne Gore SMATSA doo Beograd**

Poglavlje iz EAP	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti
1.5.1	- Pružalac usluga u vazdušnoj plovidbi
1.5.2	- Pružalac usluga u vazdušnoj plovidbi
1.5.3	- Pružalac usluga u vazdušnoj plovidbi
1.5.4	- Pružalac usluga u vazdušnoj plovidbi
1.5.5	- Pružalac usluga u vazdušnoj plovidbi
1.5.6	- Pružalac usluga u vazdušnoj plovidbi
1.5.7	- Pružalac usluga u vazdušnoj plovidbi
1.5.8	- Pružalac usluga u vazdušnoj plovidbi
1.5.9	- Pružalac usluga u vazdušnoj plovidbi
1.5.10	- Pružalac usluga u vazdušnoj plovidbi
1.5.11	- Pružalac usluga u vazdušnoj plovidbi
1.5.12	- Pružalac usluga u vazdušnoj plovidbi - Operatori aerodroma
1.5.13	- Pružalac usluga u vazdušnoj plovidbi - Operator aerodroma (a)
1.5.14	- Pružalac usluga u vazdušnoj plovidbi

**1.6. Prikupljanje podataka i razmjena informacija**

Poglavlje iz EAP	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti
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1.6.1	<ul style="list-style-type: none"> <li>- Agencija za civilno vazduhoplovstvo,</li> <li>- Operatori aerodroma,</li> <li>- Pružalac usluga u vazdušnoj plovidbi,</li> <li>- Operatori vazduhoplova.</li> </ul>
1.6.2	<ul style="list-style-type: none"> <li>- Agencija za civilno vazduhoplovstvo,</li> <li>- Operatori aerodroma,</li> <li>- Pružalac usluga u vazdušnoj plovidbi,</li> <li>- Operatori vazduhoplova.</li> </ul>

### **1.7. Agencija za civilno vazduhoplovstvo**

Poglavlje iz EAP	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti
1.7.1	- Agencija za civilno vazduhoplovstvo
1.7.2	- Agencija za civilno vazduhoplovstvo
1.7.3	- Agencija za civilno vazduhoplovstvo
1.7.4	- Agencija za civilno vazduhoplovstvo
1.7.5	<ul style="list-style-type: none"> <li>- Pružalac usluga u vazdušnoj plovidbi</li> <li>- Operatori aerodroma</li> <li>- Operatori vazduhoplova</li> <li>- Agencija za civilno vazduhoplovstvo</li> </ul>
1.7.6	- Agencija za civilno vazduhoplovstvo
1.7.7	- Agencija za civilno vazduhoplovstvo
1.7.8	- Agencija za civilno vazduhoplovstvo
1.7.9	- Agencija za civilno vazduhoplovstvo

### **1.8. Upravljanje aeronautičkim informacijama**

Poglavlje iz EAP	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti



1.8.1	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Operatori aerodroma</li><li>- Agencija za civilno vazduhoplovstvo</li></ul>
1.8.2	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Vazduhoplovna industrija</li></ul>
1.8.3	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Operatori aerodroma</li><li>- Operatori vazduhoplova</li><li>- Eurocontrol</li></ul>
1.8.4	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Operatori aerodroma</li><li>- Operatori vazduhoplova</li></ul>
1.8.5	<ul style="list-style-type: none"><li>- Operatori aerodroma</li><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Agencija za civilno vazduhoplovstvo</li><li>- Eurocontrol</li></ul>
1.8.6	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Operatori aerodroma</li><li>- Agencija za civilno vazduhoplovstvo</li></ul>

### 1.9. Tehnologija

Poglavlje iz EAP	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti
1.9.1	<ul style="list-style-type: none"><li>- Operatori aerodroma</li><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Operatori vazduhoplova</li></ul>
1.9.2	<ul style="list-style-type: none"><li>- Eurocontrol</li><li>- SESAR</li></ul>

### 1.10. Zajedničke civilno-vojne aerodromske operacije

Poglavlje iz EAP	Subjekti koji će biti odgovorni za implementaciju pojedine aktivnosti
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1.10.1	<ul style="list-style-type: none"><li>- Ministarstvo odbrane</li><li>- Agencija za civilno vazduhoplovstvo</li></ul>
1.10.2	<ul style="list-style-type: none"><li>- Ministarstvo odbrane</li><li>- Agencija za civilno vazduhoplovstvo</li><li>- Operatori aerodroma</li><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- LRST</li></ul>
1.10.3	<ul style="list-style-type: none"><li>- Operatori aerodroma</li><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Ministarstvo odbrane</li><li>- Agencija za civilno vazduhoplovstvo</li></ul>
1.10.4	<ul style="list-style-type: none"><li>- Agencija za civilno vazduhoplovstvo</li><li>- Ministarstvo odbrane</li></ul>
1.10.5	<ul style="list-style-type: none"><li>- Operatori aerodroma</li></ul>
1.10.6	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Operatori vazduhoplova</li></ul>
1.10.7	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Operatori aerodroma</li></ul>
1.10.8	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li><li>- Operatori vazduhoplova</li></ul>
1.10.9	<ul style="list-style-type: none"><li>- Pružalac usluga u vazdušnoj plovidbi</li></ul>
1.10.10	<ul style="list-style-type: none"><li>- Operatori aerodroma</li></ul>
1.10.11	<ul style="list-style-type: none"><li>- Operatori aerodroma</li></ul>
1.10.12	<ul style="list-style-type: none"><li>- Ministarstvo odbrane</li><li>- Agencija za civilno vazduhoplovstvo</li><li>- Operatori aerodroma</li><li>- Operatori vazduhoplova.</li></ul>
1.10.13	<ul style="list-style-type: none"><li>- Ministarstvo odbrane</li><li>- Agencija za civilno vazduhoplovstvo</li><li>- Operatori aerodroma</li><li>- Operatori vazduhoplova.</li></ul>



**PRILOG 2**

**Prikaz aktivnosti iz Evropskog akcionog plana (EAP)**

U sledećim tabelama (od 1.1. do 1.10.) dat je prikaz aktivnosti u skladu sa Evropskim akcionim planom (*European Action Plan for the Prevention of Runway Incursions - Released Issue 3.0 - November 2017*).

**1.1 GENERAL PRINCIPLES**

#	Recommendation	Action	Guidance
1.1.1	Assess the implementation and operation of aerodrome local Runway Safety Teams (RST) and consider if and how changes could be made to increase their effectiveness in developing runway safety actions.	Aerodrome Operators, Air Navigation Service Provider, Aircraft Operators, Regulator.	Appendix B
1.1.2	Implement local runway safety awareness campaign plans and assess their effectiveness at each aerodrome for Air Traffic Controllers, Pilots and Vehicle Drivers and other personnel who operate on or near the runway. Consider format, method of delivery, frequency and feedback.	Aerodrome local Runway Safety Team.	Appendix B
1.1.3	Ensure that all infrastructure, practices and procedures relating to runway operations are in compliance with ICAO and, where applicable, EU provisions.	Aerodrome Operator (lead), Air Navigation Service Provider.	Appendix J Appendix K Appendix L
1.1.4	Promote and make available specific joint training and familiarisation in the prevention of runway incursions to Pilots, Air Traffic Controllers and Manoeuvring Area Vehicle Drivers.	Aerodrome local Runway Safety Team, Air Navigation Service Provider, Aircraft Operator, Regulator, Aerodrome Operator.	Appendix B
1.1.5	<b>a.</b> Assess how the subject of Runway Safety is included within initial and refresher/recurrent training for operational staff:	Aircraft Operator, Air Navigation Service Provider, Aerodrome Operator, Regulator, Training establishments.	
	<b>b.</b> Consider what more can be done to include the viewpoint and procedures of other stakeholders operating on the aerodrome.		
1.1.6	<b>a.</b> Ensure that adequate information is collected on all runway incursion incidents so that causal and contributory factors can be identified, lessons can be learned and actions taken.	Aircraft Operator, Air Navigation Service Provider, Aerodrome Operator, Aerodrome local Runway Safety Team, EUROCONTROL.	
	<b>b.</b> In addition, the salient points from investigation reports should be disseminated for Units, Organisations, and National and European stakeholders as information that may influence future safety improvement actions.		
1.1.7	Assess the arrangements currently in place that coordinate changes to manoeuvring area procedures, including works in progress.  <b>Guidance Note:</b> This assessment should include the role of the aerodrome local Runway Safety Team in change management.	Air Navigation Service Provider, Aerodrome Operator, Regulator.	Appendix F Appendix L



#	Recommendation	Action	Guidance
1.1.8	<p><b>a.</b> Assess the implementation and effectiveness of Safety Management Systems related to runway safety activities.</p> <p><b>b.</b> Ensure a continued focus on runway safety in internal audit activities.</p>	Air Navigation Service Provider, Aerodrome Operator, Aircraft Operator, Regulator.	Appendix G
1.1.9	Continue to develop components of SMS as detailed by ICAO, EU or EUROCONTROL (ESARR3) provisions that move towards a data driven, performance-based safety system approach with an emphasis on safety assurance and identifying and sharing best practice and signs of excellence.	Air Navigation Service Provider, Aerodrome Operator, Aircraft Operator, Regulator.	Appendix G
1.1.10	European stakeholders should work together to study the interpretation of the ICAO runway incursion definition with the aim of improving the consistency and credibility of runway incursion reporting via appropriate regulatory channels.	EUROCONTROL.	Appendix N

**NOTE:**

*To mitigate the effect of a runway excursion it is agreed that runway end safety areas (which may include arresting systems) and runway strips are useful, although they are not excursion prevention measures.*

*Runway strips and RESAs are the subject of ICAO Standards and Recommended Practices.*



## 1.2 AERODROME OPERATOR

#	Recommendation	Action	Guidance
1.2.1	<p>Assess the implementation of maintenance programmes relating to runway operations e.g. markings, lighting, signage in accordance with Commission Regulation (EU) No 139/2014 and ICAO Annex 14, Aerodromes, Volume 1 - Aerodrome Design and Operations when applicable.</p> <p><b>a.</b> Ensure that signs, markings and lights are clearly visible, adequate and unambiguous in all appropriate conditions.</p>	Aerodrome Operator.	Appendix B Appendix J
1.2.2	<p>Assess all arrangements associated with aerodrome construction works/works in progress (WiP):</p> <p><b>a.</b> Ensure that up to date information about temporary work areas and consequential operational impact is adequately presented and disseminated.</p> <p><b>b.</b> Ensure that sufficient coordination between ANSPs and Aerodrome Operator is in place prior to notification to the Regulator.</p> <p><b>c.</b> Ensure that existing signs are covered and markings are removed when appropriate.</p> <p><b>d.</b> Ensure that temporary signs and markings are clearly visible, adequate and unambiguous in all appropriate conditions.</p> <p><b>e.</b> Aerodrome construction contractors and other personnel working airside should be appropriately briefed (about runway safety/runway incursion prevention) prior to starting work and be properly supervised whilst they are on the aerodrome.</p>	Aerodrome Operator, Air Navigation Service Provider, AIM Provider, Aircraft Operators.	Appendix H Appendix L  Appendix H Appendix L  Appendix L  Appendix L
1.2.3	<p><b>a.</b> Assess formal Driver training and refresher programmes (including practical training and proficiency checks) against driver training guidelines e.g. the training programme framework at Appendix C.</p> <p><b>b.</b> Carry out regular audits of airside driving permits (e.g. check 'recency' of use) in particular those allowing access to the runways, which should be as few as possible.</p>	Aerodrome Operator (lead), Air Navigation Service Provider (support).	Appendix C  Appendix C

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#	Recommendation	Action	Guidance
1.2.4	Assess formal RTF communications training and assessment for drivers and other personnel who operate on or near the runway.	Aerodrome Operator (lead), Air Navigation Service Provider (support).	Appendix C Appendix L
1.2.5	Assess the procedure for those occasions where manoeuvring area drivers become uncertain of their position on the manoeuvring area.	Aerodrome Operator(lead), Air Navigation Service Provider (support).	Appendix C
1.2.6	Promote the adoption of 'sterile cab' procedures to improve communications when on the manoeuvring area.	Aerodrome Operator(lead), Air Navigation Service Provider (support).	Appendix C
1.2.7	Assess the implementation of the ICAO standard naming convention for the manoeuvring area to eliminate ground navigation error and communication confusion.	Aerodrome Operator (lead), Air Navigation Service Provider (support).	Appendix K
1.2.8	<b>a.</b> Ensure all vehicles on the manoeuvring area are in radio contact with the appropriate Air Traffic Control service, i.e. ground and/or the tower either directly or through an escort	Regulator, Aerodrome Operator (lead), Air Navigation Service Provider (support).	Appendix A Appendix C
	<b>b.</b> Assess the numbering policy for aerodrome vehicles and consider assignment of unique numbers or airside identification call signs for each airside vehicle (to reduce the risk of vehicle related call sign confusion).		Appendix A Appendix C
1.2.9	Ensure all manoeuvring area vehicle drivers are briefed at the start of a shift.	Aerodrome Operator.	Appendix C Appendix L
1.2.10	Enable the tracking of vehicle movements on the manoeuvring area when possible.	Aerodrome Operator, Air Navigation Service Provider.	Appendix M
1.2.11	Aerodrome Operators, in conjunction with ANSPs, should review procedures for runway inspections. This should include:	Aerodrome Operator, Air Navigation Service Provider, Regulator.	Appendix L
	<b>a.</b> Carrying out runway inspections in the opposite direction to runway movements.		Appendix C
	<b>b.</b> Measures to ensure that uni-directional lighting is inspected effectively.		Appendix E
	<b>c.</b> Introducing procedures to increase situational awareness (of ATC and drivers) when vehicles occupy a runway (e.g. Vehicle 'Operations Normal' calls to ATC).		Appendix L
	<b>d.</b> Temporarily suspending operations to allow a full runway inspection to be carried out without interruption.		Appendix L

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#	Recommendation	Action	Guidance
1.2.12	New aerodrome infrastructure and changes to existing infrastructure should be designed to reduce the likelihood of runway incursions.	Aerodrome Operator.	Appendix C Appendix E Appendix L
1.2.13	Working with ANSPs, avoid infringing lines of sight from the air traffic control tower: <ul style="list-style-type: none"> <li><b>a.</b> Assess visibility restrictions from the tower, which have a potential impact on the ability to see the manoeuvring area especially critical areas such as runway entry points.</li> <li><b>b.</b> Consider short term safety actions such as dissemination of this information as appropriate.</li> <li><b>c.</b> Identify longer term improvement where possible and develop appropriate mitigation, procedures, technology or re-positioning of the facility to ensure the best solution possible within the limitations of the airport layout.</li> </ul>	Aerodrome Operator, Air Navigation Service Provider	Appendix E Appendix H
1.2.14	Regularly assess the operational use of aerodrome ground lighting e.g. stop bars, to ensure a robust policy to protect the runway from the incorrect presence of traffic: <ul style="list-style-type: none"> <li><b>a.</b> Safety studies have demonstrated that the use of H24 stop bars can be an effective RI prevention barrier. Therefore, Aerodrome Operator should, with ANSPs, consider the implementation of H24 stop bars at all runway holding points or other lighting systems providing an equivalent level of safety (e.g. Autonomous Runway Incursion Warning Systems (ARIWS)) at all runway holding positions.</li> <li><b>b.</b> Assess the need for elevated stop bars to improve stop bar conspicuity</li> <li><b>c.</b> Consider use of LED technology to improve stop bar clarity.</li> </ul>	Aerodrome Operator, Air Navigation Service Provider, Regulator.	Appendix E Appendix J  Appendix E
1.2.15	Aerodrome Operators, in cooperation with ANSPs, should implement procedures in line with Standardised European Rules of the Air (SERA) in case of stop bar unserviceability.	Aerodrome Operator, Air Navigation Service Provider.	Appendix E Appendix J



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#	Recommendation	Action	Guidance
1.2.16	<b>a.</b> The design of closely spaced multiple parallel runway holding positions on the same taxiway should be avoided.	Aerodrome Operator	Appendix K
	<b>b.</b> Where a. above cannot be followed, the holding positions should be clearly segregated.		
1.2.17	<b>a.</b> Aerodrome Operators, in cooperation with ANSPs, should identify the Protected Area for each runway and produce an Aerodrome Protected Area chart/map.	Aerodrome Operator, Air Navigation Service Provider, Regulator.	Appendix C Appendix M
	<b>b.</b> Ensure that the Protected Area map is used in manoeuvring area driver training and is present in all vehicles that are driving on the manoeuvring area.		Appendix C Appendix L Appendix M



## 1.3 COMMUNICATIONS

#	Recommendation	Action	Guidance
1.3.1	<b>a.</b> To avoid the possibility of call sign confusion, implement the use of full aircraft or vehicle call signs for all communications concerning runway operations	Air Navigation Service Provider (lead), Aircraft Operator (lead), Aerodrome Operator (lead).	Appendix A Appendix E
	<b>b.</b> To avoid call sign confusion at aerodromes, implement the introduction of discrete RTF call signs to manoeuvring area vehicles.	Aerodrome Operator (lead), Air Navigation Service Provider (support).	Appendix E
1.3.2	Implement, monitor and ensure the use of standard phraseologies as applicable: EU: SERA Part C AMC ICAO: Doc. 4444, PANS-ATM	Air Navigation Service Provider (lead), Aircraft Operator (lead), Aerodrome Operator (lead).	Appendix A Appendix B Appendix E Appendix L
1.3.3	Implement, monitor and ensure the use of the readback procedure (also applicable to manoeuvring area drivers and other personnel who operate on the manoeuvring area).	Air Navigation Service Provider (lead), Aircraft Operator (lead), Aerodrome Operator (lead).	Appendix A Appendix C Appendix D Appendix E
1.3.4	Where practicable, improve situational awareness by conducting all communications associated with runway operations using aviation English.	Air Navigation Service Provider (lead), Aircraft Operator (lead), Aerodrome Operator (lead).	Appendix A Appendix C Appendix D Appendix E
1.3.5	When practicable, improve situational awareness, by implementing procedures whereby all communications associated with runway operations are on a common or cross-coupled frequency.	Air Navigation Service Provider (lead).	Appendix A Appendix C Appendix E
1.3.6	Consider regular evaluation of radio telephony practices, assessing elements such as frequency loading and use of EU/ICAO compliant phraseology.	Air Navigation Service Provider, Aircraft Operator, Aerodrome Operator.	Appendix A Appendix B Appendix E
1.3.7	If conditional clearances are used in accordance with ICAO provisions, ensure a policy and robust procedures are developed and implemented.	Air Navigation Service Provider.	Appendix A Appendix E
1.3.8	ANSPs and Aerodrome Operators should implement procedures that ensure significant aerodrome information which may affect operations on or near the runway, in addition to that found in NOTAMS and on the ATIS, should be provided to manoeuvring area drivers and pilots 'real-time' using radio communication.	Air Navigation Service Provider, Aircraft Operator, Aerodrome Operator.	Appendix C Appendix E Appendix H



## 1.4 AIRCRAFT OPERATOR

#	Recommendation	Action	Guidance
1.4.1	Provide training and assessment for pilots regarding Aerodrome signage, markings and lighting.	Aircraft Operator (lead).	Appendix D
1.4.2	Pilots shall not cross illuminated red stop bars when lining-up or crossing a runway (or on a taxiway where placed), unless contingency procedures are in force, e.g. to cover cases where the stop bars or controls are unserviceable.	Aircraft Operator.	Appendix A Appendix D Appendix J
1.4.3	Ensure that flight deck procedures contain a requirement for explicit clearances to cross any runway.  <b>Guidance Note:</b> Includes non-active runways.	Aircraft Operator.	Appendix A
1.4.4	Flight Crew should not enter a runway for departure if not ready to take-off. Flight Crew must advise Air Traffic Control on first contact with the Tower if additional time on the runway is required for operational reasons.	Aircraft Operator, Air Navigation Service Provider.	Appendix D
1.4.5	If received significantly early, flight crew should confirm with ATC the line-up/take-off or crossing clearance when approaching the runway holding position.	Aircraft Operator, Air Navigation Service Provider.	Appendix D
1.4.6	Flight crew should consider confirming landing clearance on short final, if ATC issued it more than 5 nautical miles from touch down.	Aircraft Operator, Air Navigation Service Provider	Appendix D
1.4.7	Promote best practices in flight deck procedures while taxiing and during final approach - to include the "Sterile flight deck" concept.	IATA (lead), ECA/IFALPA (support).	Appendix D
1.4.8	Promote best practices for pilots' planning of ground operations.	IATA (lead), ECA/IFALPA (support).	Appendix D
1.4.9	Ensure a means to indicate receipt of landing / line-up / take off / crossing clearances in the cockpit.	Airframe Manufacturer, Aircraft Operator.	Appendix D
1.4.10	Pilots are advised to switch on forward facing lights when in receipt of a take-off clearance and show forward facing lights on the approach.  <b>Guidance Note:</b> Global IFALPA policy	Aircraft Operator.	Appendix D
1.4.11	Pilots must be made aware of current safety significant airport information.	Aircraft Operator.	Appendix H
1.4.12	During taxi for departure or during approach, pilots should not accept a runway change proposal if time to re-programme the FMS / re-brief is not sufficient. This includes a change of departure intersection.	Aircraft Operator, Air Navigation Service Provider.	Appendix D

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#	Recommendation	Action	Guidance
1.4.13	If Pilots have any doubt as to their exact position on the surface of an aerodrome, they should contact Air Traffic Control and follow the associated ICAO procedure (ICAO Doc. 4444, PANS-ATM).	Aircraft Operator.	Appendix D
1.4.14	A pilot should avoid being "head-down" to ensure a continuous external watch is maintained whilst taxiing.	Aircraft Operator.	Appendix D
1.4.15	If there is any doubt when receiving a clearance or instruction, clarification should be requested immediately from Air Traffic Control.	Aircraft Operator.	Appendix A Appendix D
1.4.16	Aerodrome charts or an equivalent electronic device should be displayed on the flight deck during taxi. This includes when operating at the home aerodrome.	Aircraft Operator.	Appendix D
1.4.17	Avoid accepting rapid exit taxiways or angled taxiways for line-up that limits the ability of the Flight crew to see the runway threshold or the final approach area.	Aircraft Operator.	Appendix D
1.4.18	Ensure that crews are aware of the significance of red lights (e.g. stop bars and other red lights) used in line with alerting systems to prevent incorrect entry onto a runway and to enhance situational awareness.	Aircraft Operator.	Appendix J
1.4.19	A pilot shall only apply Engine-Out-Taxi (EOT) procedure after careful consideration of local and operational circumstances so as to avoid a conflict with sterile cockpit procedures.	Aircraft Operator.	Appendix D



## 1.5 AIR NAVIGATION SERVICE PROVIDER

#	Recommendation	Action	Guidance
1.5.1	ANSPs shall ensure that runway safety issues are included in initial and refresher training and briefings for Air Traffic Control staff.	Air Navigation Service Provider.	Appendix E
1.5.2	ANSPs shall implement, update or highlight existing procedures that assist air traffic controllers, pilots and vehicle drivers to maintain good situational awareness. Procedures should also support pilots to maintain a sterile cockpit environment and maintain situational awareness whilst taxiing or during critical stages of operation.  Actions include:	Air Navigation Service Provider.	Appendix E
	<b>a.</b> Ensuring that Air Traffic Control communication messages are not overly long or complex.	Air Navigation Service Provider.	Appendix E
	<b>b.</b> Indicating the ultimate clearance limit (e.g. the runway holding position or intermediate holding position) and, in case of complex /overlong taxi route, use progressive taxi instructions to reduce pilot/vehicle driver workload and the potential for confusion.	Air Navigation Service Provider.	Appendix E
	<b>c.</b> It is strongly advised to develop and utilize standard taxi routes and clear standard route designators to minimise the potential for confusion, on or near the runway.	Air Navigation Service Provider.	Appendix E
	<b>d.</b> Whenever possible, pass en-route clearances prior to taxi and, in order to avoid distractions during taxi, consider the passing of revisions to en-route clearances whilst an aircraft is stopped.	Air Navigation Service Provider.	Appendix E
	<b>e.</b> When an aircraft is at a holding position or on the runway, ATC should always use the phrase: "HOLD POSITION" before passing a revised clearance.	Air Navigation Service Provider.	Appendix E
	<b>f.</b> Record and track vehicles entering the manoeuvring area through the use of vehicle progress strips.	Air Navigation Service Provider.	Appendix E
	<b>g.</b> When planning a runway change for departing or arriving traffic, consider the time a pilot will require to prepare/re-brief.	Air Navigation Service Provider.	Appendix E
	<b>h.</b> Issue line-up and/or take-off or crossing clearance only when the aircraft is at or approaching the runway holding position.	Air Navigation Service Provider.	Appendix E
	<b>i.</b> Do not issue a line-up clearance if the pilot has reported the aircraft is not ready to depart.	Air Navigation Service Provider.	Appendix E

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#	Recommendation	Action	Guidance
	<p><b>j.</b> Do not issue a line-up clearance if the aircraft is expected to wait on the runway for more than 90 seconds before being able to issue the take-off clearance.</p>	Air Navigation Service Provider.	Appendix E
	<p><b>k.</b> Do not use angled taxiways for entering the runway that limit the ability of the flight crew to see the runway threshold or the final approach area.</p> <p><b>Guidance Note:</b> Consider to mandate the application in case of multiple or intersection departures.</p>	Air Navigation Service Provider.	Appendix E
	<p><b>l.</b> Avoid issuing premature landing clearance.</p>	Air Navigation Service Provider.	Appendix E
1.5.3	ANSPs should assess the current procedures regarding runway occupancy status and support the implementation of memory aids considering also the availability of new/emerging technologies.	Air Navigation Service Provider.	Appendix E
1.5.4	ANSPs should consider the implementation of emerging technology that can improve situational awareness and improve safety nets. This could include the implementation of enhanced A-SMGCS functionalities or alternative surveillance technologies.	Air Navigation Service Provider.	Appendix E Appendix N
1.5.5	ANSPs, in conjunction with the Aerodrome Operator, shall implement procedures for when an aircraft or vehicle becomes lost or uncertain of its position on the manoeuvring area. It is recommended that these procedures are reviewed and tested on a regular basis.	Air Navigation Service Provider.	Appendix C Appendix E Appendix L
1.5.6	ANSPs, in conjunction with the Aerodrome Operator, should regularly review procedures for runway inspections. This should include the evaluation of:	Air Navigation Service Provider.	Appendix C Appendix E Appendix L
	<p><b>a.</b> Carrying out routine runway inspections in the opposite direction to runway movements.</p>	Air Navigation Service Provider.	Appendix C Appendix E Appendix L
	<p><b>b.</b> Implementing procedures to increase overall situational awareness when vehicles occupy a runway (e.g. 'Vehicle Operation Normal' calls.</p>	Air Navigation Service Provider.	Appendix C Appendix E Appendix L





#	Recommendation	Action	Guidance
1.5.7	Safety studies have demonstrated that the misapplication and misinterpretation of conditional clearances can be a contributing factor in runway incursions.  Therefore ANSPs should:  <b>a.</b> Assess conditional clearance operational procedures and practices.	Air Navigation Service Provider.	Appendix A Appendix E
	<b>b.</b> Consider if the operational use of conditional clearances can be reduced or removed at a specific aerodrome.	Air Navigation Service Provider.	Appendix A Appendix E
	<b>c.</b> Raise awareness to ATC staff about the correct use of conditional clearances and potential risks.	Air Navigation Service Provider.	Appendix E
1.5.8	ATC procedures shall contain a requirement to issue an explicit clearance, including the runway designator, when authorizing a runway entry, runway crossing or hold short of any runway.  <b>Guidance Note:</b> Includes non-active runways.	Air Navigation Service Provider.	Appendix E Appendix N
1.5.9	ANSPs should review, on a regular basis, runway capacity enhancing procedures when used either individually or in combination (intersection departures, multiple line-up, conditional clearances etc.) to identify any potential hazards and, if necessary, develop appropriate mitigation strategies.	Air Navigation Service Provider.	Appendix B Appendix E
1.5.10	ANSPs should regularly assess the operational use of aerodrome ground lighting (e.g. stop bars, runway guard lights) in line with the applicable EU/ICAO provisions, to ensure a robust runway protection policy, and:  <b>a.</b> Stop Bars at runway holding position must always be controlled by the controller in charge of the runway operations on that runway (Aerodrome controller).	Air Navigation Service Provider.	Appendix E Appendix J
	<b>b.</b> Safety studies have demonstrated that the use of H24 stop bars may be an effective RI prevention barrier. Therefore, considering local constraints and specificities, Aerodrome Operators should, with ANSPs, consider the implementation of H24 stop bars or other lighting systems providing an equivalent level of safety (e.g. ARIWS) at all runway holding positions.	Air Navigation Service Provider.	Appendix E Appendix J

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#	Recommendation	Action	Guidance
	<p><b>c.</b> ANSPs, in cooperation with Aerodrome Operators, should implement procedures, in line with the applicable EU Regulations and associated AMC and GM in case of stop bar unserviceability.</p>	Air Navigation Service Provider.	Appendix E Appendix J
	<p><b>d.</b> Aircraft or vehicles shall not be instructed to cross illuminated red stop bars unless contingency procedures are in force.</p>	Air Navigation Service Provider.	Appendix E Appendix J
1.5.11	ANSPs should assess the sight lines from the Tower Visual Control Room (VCR) and existing visibility restrictions which have a potential impact on the ability to see the runway. Disseminate information as appropriate (e.g. include on appropriate AIP- A/D chart).	Air Navigation Service Provider.	Appendix E
1.5.12	In case of infringement of the Tower VCR sight lines, ANSPs should develop and implement short-term appropriate mitigations and identify longer term improvement, whenever possible.	Air Navigation Service Provider, Aerodrome Operator.	Appendix E Appendix K
1.5.13	<p><b>a.</b> ANSPs should regularly review Human Machine Interface (HMI) effectiveness. Controller Working Position (CWP) ergonomics and procedures shall promote and improve the controller 'visual scan' of the manoeuvring area in all weather conditions.</p>	Air Navigation Service Provider, Aerodrome Operator.	Appendix E
	<p><b>b.</b> Air traffic controllers shall perform a visual scan of the entire runway and approach area in both directions before issuing a clearance to enter the runway or landing. This should primarily be by direct visual means, backed up by surveillance equipment in poor visibility situations.</p>	Air Navigation Service Provider.	Appendix E
	<p><b>c.</b> ANSP shall develop procedures to ensure that, as far as practicable, controllers are "heads-up" for a continuous watch of aerodrome operations.</p>	Air Navigation Service Provider.	Appendix E
	<p><b>d.</b> Air traffic controllers should pay attention to aircraft 'vacating' runways in particular where the exit taxiway may lead directly to another runway (crossing).</p>	Air Navigation Service Provider.	Appendix E
1.5.14	ANSPs should apply and actively encourage Team Resource Management (TRM) principles in operations.	Air Navigation Service Provider.	Appendix E





## 1.6 DATA COLLECTION AND LESSON SHARING

#	Recommendation	Action	Guidance
1.6.1	Review and promote the implementation of occurrence reporting regimes and ensure their compatibility with ICAO, EU and national provisions.	Regulator, Air Navigation Service Provider, Aircraft Operators, Aerodrome Operators.	Appendix B
1.6.2	Disseminate de-identified information on actual runway incursions locally to increase understanding of causal and contributory factors to enhance lesson learning.	Regulator, Aerodrome Operator, Air Navigation Service Provider, Aircraft Operator.	Appendix B

**Note:**

See also General Principle Recommendations 1.1.6a, 1.1.6b and 1.1.9.



## 1.7 REGULATORS

#	Recommendation	Action	Guidance
1.7.1	Confirm that all infrastructure, practices and procedures relating to runway operations are in compliance with EU Regulations and, as applicable, any ICAO and/or national provisions.	Regulator.	Appendix J Appendix K Appendix L
1.7.2	Ensure the implementation of safety management systems is in accordance with EU Regulations and, as applicable, any ICAO and/or national standards.	Regulator.	Appendix G
1.7.3	Ensure that safety assurance documentation for operational systems (new and modified) demonstrates compliance with regulatory and safety management system requirements. .	Regulator.	Appendix G
1.7.4	Regulators should focus on runway safety in their oversight activities e.g. preventing runway incursion risks.	Regulator.	Appendix F
1.7.5	Ensure that Aerodrome Operators and Air Navigation Service Providers regularly review the operational use of aeronautical ground lighting e.g. stop bars, to ensure a robust policy to protect the runway from the incorrect presence of traffic.  <b>Guidance Note:</b> Aircraft operators should also be invited to review to provide a wider perspective.	Air Navigation Service Provider, Aerodrome Operator, Aircraft Operator, Regulator.	Appendix E Appendix J
1.7.6	Ensure that the content of training materials for Pilots, Air Traffic Controllers and Drivers working on the manoeuvring area includes runway incursion prevention measures and awareness.	Regulator.	Appendix F
1.7.7	Ensure that environmental procedures e.g. noise mitigation rules take due account of runway safety.  <b>Guidance Note:</b> Those noise mitigation elements that could potentially affect runway incursion/excursion risk include (but are not limited to): Airfield design and alignment based on noise consideration, noise preferred runway or runway operational mode, time-based runway selection to share noise load, runway specific curfews, arrival/departure curfews etc. which may (for example) require additional backtrack, runway crossings or other similar and otherwise avoidable risk.	Regulator.	Appendix B

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#	Recommendation	Action	Guidance
1.7.8	Assess the performance of the change management process for procedural and/or infrastructural changes on the manoeuvring area.	Regulator.	Appendix G
1.7.9	National agencies charged with the oversight of aviation safety should consider how they discharge their responsibilities for runway safety which may include: <b>a.</b> The establishment and coordination of a national/state runway safety group that, inter alia, will address the prevention of runway incursions and runway collision risk.	Regulator.	Appendix B Appendix F
	<b>b.</b> Ensuring the prevention of runway incursions in national runway safety plans/State Safety Plans.		
	<b>c.</b> Supporting the state-wide promotion and coordinated implementation of EAPPRI v3.0.		
	<b>d.</b> Participating in aerodrome local Runway Safety Teams.		



## 1.8 AERONAUTICAL INFORMATION MANAGEMENT (AIM)

#	Recommendation	Action	Guidance
1.8.1	Ensure that the content of aeronautical information provided is in accordance with the ICAO standards and recommended practices and is up to date and relevant to the pilot.	Air Navigation Service Provider, Aeronautical Information Service Provider, Aerodrome operator, Regulator.	Appendix H
	<p><b>a.</b> Information on aerodrome conditions should be simple to understand and focused on what is operationally necessary for the safety of flight, expressed in a standardised manner on format and content. Content should be minimized in volume as far as it does not compromise its efficiency and comprehensiveness.</p>		Appendix H
	<p><b>b.</b> Information on temporary changes to operating conditions at the aerodrome should be optimized to increase the situational awareness of the most critical changes. When needed, an AIP Supplement with graphics and charts should be published.</p>		Appendix H Appendix L
	<p><b>c.</b> For planned temporary changes, issuance of NOTAM with short notice ahead of the effective date or non-AIRAC publications should be avoided.</p>		
1.8.2	Data (DAT) providers of aeronautical data, flight manuals and charts should establish a process with the Aeronautical Information Service Provider, with the objective of ensuring the accuracy, timeliness and integrity of the data.	Aeronautical Information Service Provider, Industry.	Appendix H
1.8.3	Ensure that the means and procedures are established at aerodromes for the collection of post-flight information and to allow users to provide feedback on the availability and quality of aeronautical information, in accordance with ICAO Annex 15 Aeronautical Information Services.	Aeronautical Information Service Provider, Aerodrome Operator, Aircraft Operator, EUROCONTROL.	Appendix H
1.8.4	The ergonomics of aeronautical maps and charts and relevant documentation should be improved to enhance their readability and usability, and be in accordance with relevant standards for aeronautical charts.	Air Navigation Service Provider, Aeronautical Information Service Provider, Aerodrome Operator, Aircraft Operator.	Appendix H
1.8.5	Move towards digital aeronautical information management to provide and use high quality aeronautical and aerodrome data in an interoperable exchange format.	Aerodrome Operator, Air Navigation Service Provider, Aeronautical Information Service Provider, Regulator, EUROCONTROL.	Appendix H
1.8.6	Aerodrome Operators and Aeronautical Information Service Providers should establish formal arrangements and assign responsibilities for maintaining direct and continuous liaison.	Air Navigation Service Provider, Aeronautical Information Service Provider, Aerodrome Operator, Regulator.	Appendix H

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## 1.9 TECHNOLOGY

#	Recommendation	Action	Guidance
1.9.1	Improve situational awareness by adopting the use of technologies that enable operational staff on the manoeuvring area to confirm their location in relation to the runway e.g. via GPS with transponder or airport moving maps, visual aids, signs etc.	Aerodrome Operator, Air Navigation Service Provider, Aircraft Operator.	Appendix M
1.9.2	Promote the integration of safety nets to provide immediate and simultaneous runway and traffic proximity alerts for pilots, air traffic controllers and manoeuvring area vehicle drivers.	EUROCONTROL, SESAR.	Appendix M



## 1.10 CIVIL MILITARY

#	Recommendation	Action	Guidance
1.10.1	Where more than one aerodrome operator exists at a joint-use aerodrome, a leading aerodrome operator should be identified to secure a harmonised, consistent and coordinated application of the recommendations for the prevention of runway incursions.	Military Aviation Authority,Regulator.	Appendix I
1.10.2	New investment or reconstruction work on the manoeuvring area should be planned, coordinated and safety assessed between civil and military entities, in consultation with the aerodrome local Runway Safety Team.	Military Aviation Authority, Regulator, Aerodrome Owner/ Operator, Air Navigation Service Provider, aAerodrome local Runway Safety Team.	Appendix B Appendix I
1.10.3	Differences in application of Civil and Military traffic procedures that can affect operational safety should be published in accordance with ICAO Annex 15, Aeronautical Information Services.	Aerodrome Operator, Air Navigation Service Provider, Aeronautical Information Service Provider, Military Aviation Authority, Regulator.	Appendix I
1.10.4	Coordinate civil and military inspection/audit activities and subsequent safety recommendations with civil and military authorities.	Regulator, Military Aviation Authority.	Appendix F Appendix I
1.10.5	Timely planning and coordination of aerodrome operations between civil and military aerodrome entities should be established as appropriate.	Aerodrome Operator.	Appendix I
1.10.6	Standard ICAO phraseology should be in use during civil operations at joint use aerodromes.	Air Navigation Service Provider, Aircraft Operator.	Appendix A Appendix E Appendix I
1.10.7	When practicable, procedures to use VHF frequency for communications or cross coupled UHF/VHF associated with runway operations should be developed for civil and military traffic operating simultaneously. The objective is to maintain the required level of situational awareness with civil and military pilots, manoeuvring area vehicle drivers and air traffic controllers.	Air Navigation Service Provider, Aerodrome Operator.	Appendix A Appendix D Appendix E Appendix I
1.10.8	On the manoeuvring area, a formation of military aircraft should be treated as one entity and never split.	Air Navigation Service Provider, Aircraft Operator.	Appendix I
1.10.9	Conditional clearances should not be used for civilian traffic during military formation flight operations.	Air Navigation Service Provider.	Appendix A Appendix I
1.10.10	Standard ICAO Annex 14 –Aerodromes, Volume 1 - Aerodrome Design and Operations aerodrome signs, lights and markings should be used where civil and military share a manoeuvring area.	Aerodrome Operator.	Appendix A Appendix I

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#	Recommendation	Action	Guidance
1.10.11	Wherever practicable, military aircraft should use on-board lights in accordance with ICAO Annex 2, Rules of the Air.  <b>a.</b> If required, additional procedures should be applied to maintain the required level of situational awareness at joint-use aerodromes.	Aerodrome Operator.	Appendix A Appendix D Appendix I
1.10.12	Ensure that military pilots and manoeuvring area vehicle drivers who are temporarily deployed at civil aerodromes are competent to operate within the remit of ICAO provisions and local procedures.	Military Aviation Authority, Regulator, Aerodrome Operator, Aircraft Operator.	Appendix A Appendix C Appendix F Appendix I
1.10.13	EAPPRI recommendations on infrastructure should be implemented at civil/military joint-use aerodrome at least where civil aircraft operations are permitted.	Military Aviation Authority, Regulator, Aerodrome Operator, Aircraft Operator.	Appendix J Appendix K

**Kraj dokumenta**