

**SIGURNOSNI NALOG**

**BROJ: 2019/001 rev 01**

**SAFETY ORDER**

**NUMBER: 2019/001 rev 01**



CRNA GORA  
AGENCIJA ZA CIVILNO VAZDUHOPLOVSTVO

**Naslov:**

**Sigurnosni nalog o uslovima za uspostavljanje, održavanje i rad službi za traganje i spašavanje na teritoriji Crne Gore i iznad otvorenog mora, kao i na koordinaciju takvih službi između država.**

**Title:**

Safety order laying down requirements for establishment, maintenance and operation of search and rescue services in Montenegro and over the high sea and to the coordination of such services between States.

**Na inicijativu: Agencija za civilno vazduhoplovstvo Crne Gore (u daljem tekstu: Agencija)**

*Initiated by: The Civil Aviation Agency of Montenegro (hereinafter: the Agency)*

Na osnovu člana 6 stav 1 tačka 10 Zakona o vazdušnom saobraćaju („Službeni list CG“, br. 30/12, 30/17, 82/20 i 53/25), Agencija za civilno vazduhoplovstvo, donijela je:

**SIGURNOSNI NALOG**

**Broj: 2019/001 rev 01**

**Referentni propisi:**

Zakon o vazdušnom saobraćaju („Službeni list CG“, br. 30/12, 30/17, 82/20 i 53/25)

**Referentna dokumenta:**

1. ICAO Aneks 12 – Traganje i spašavanje;

**Svrha:**

Ovim nalogom se utvrđuju uslovi za uspostavljanje, održavanje i rad službi za traganje i spašavanje na teritoriji Crne Gore i iznad otvorenog mora, kao i na koordinaciju takvih službi između država. Ovim nalogom su transponovani relevantni ICAO Standardi i preporučene prakse za traganje i spašavanje.

On the basis of the Article 6, paragraph 1, point 10, of the Law on Air Transport ("Official Gazette of Montenegro", Nos. 30/12, 30/17, 82/20 and 53/25), the Civil Aviation Agency, hereby issues:

**SAFETY ORDER**

**Number: 2019/001 rev 01**

**Reference regulations:**

The Law on Air Transport ("Official Gazette of Montenegro", Nos. 30/12, 30/17, 82/20 and 53/25)

**Reference documents:**

1. ICAO Annex 12 – Search and rescue

**Purpose:**

This order lays down requirements for establishment, maintenance and operation of search and rescue services in Montenegro and over the high sea and to the coordination of such services between States. This order transposes relevant ICAO Standards and Recommended Practices for Search and Rescue.

## 1. POGLAVLJE ZNAČENJE IZRAZA

Kada se sljedeći izrazi koriste u Standardima i preporučenim praksama za traganje i spašavanje, imaju sljedeća značenja:

**Faza uzbune.** Situacija u kojoj se strahuje za sigurnost vazduhoplova i lica u njemu.

**Tačka uzbunjivanja.** Svako sredstvo namijenjeno da služi kao posrednik između osobe koja prijavljuje slučaj nužde i spasilačkih koordinacionih centara ili spasilačkih podcentara.

**Faza opasnosti.** Situacija u kojoj se opravdano vjeruje da vazduhoplovu i njegovim putnicima prijeti ozbiljna i neposredna opasnost i zahijeva se hitno pružanje pomoći.

**Prinudno slijetanje na vodu (Ditching).** Prinudno slijetanje vazduhoplova na vodu.

**Faza nužde.** Opšti pojam koji podrazumijeva, u zavisnosti od slučaja, fazu neizvjesnosti, fazu uzbune ili fazu opasnosti.

**Međunarodna organizacija civilnog vazduhoplovstva – ICAO** je specijalizovana agencija Ujedinjenih nacija, osnovana Čikaškom konvencijom u cilju razvijanja standarda, tehnologije i podsticanja i razvoja međunarodnog vazdušnog saobraćaja.

**Zajednički spasilački koordinacioni centar (JRCC).** Spasilački koordinacioni centar koji je odgovoran za vazduhoplovne operacije i pomorske operacije traganja i spašavanja.

**Operator.** Lice, organizacija ili preduzeće koje je uključeno ili koje se nudi da bude uključeno u operacije vazduhoplova.

**Vođa vazduhoplova.** Pilot kojeg je odredio operator, ili u slučaju generalne avijacije, vlasnik, koji je vođa i zadužen je za sigurno obavljanje leta.

**Preporučena praksa.** Svaka specifikacija o fizičkim karakteristikama, konfiguraciji, materijalu, performansama, osoblju ili proceduri, čija je jedinstvena primjena prepoznata kao poželjna u interesu sigurnosti, regularnosti ili efikasnosti međunarodne vazdušne plovidbe, a sa kojom će države ugovornice nastojati da budu usaglašene u skladu sa Konvencijom.

## CHAPTER 1 DEFINITIONS

When the following terms are used in the Standards and Recommended Practices for search and rescue, they have the following meanings:

**Alert phase.** A situation wherein apprehension exists as to the safety of an aircraft and its occupants.

**Alerting post.** Any facility intended to serve as an intermediary between a person reporting an emergency and a rescue coordination centre or rescue subcentre.

**Distress phase.** A situation wherein there is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger and require immediate assistance.

**Ditching.** The forced landing of an aircraft on water.

**Emergency phase.** A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.

**International Civil Aviation Organization (ICAO)** is specialized agency of UN established by Chicago Convention in order to develop standards of technologies and encourage the development of international air transport.

**Joint rescue coordination centre (JRCC).** A rescue coordination centre responsible for both aeronautical and maritime search and rescue operations.

**Operator.** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

**Pilot-in-command.** The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

**Recommended Practice.** Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interests of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.

**Spašavanje.** Operacija izbjavljanja osoba u nevolji, pružanje inicijalnih medicinskih ili drugih potreba i njihovo premještanje na sigurno mjesto.

**Spasilački koordinacioni centar (RCC).** Jedinica odgovorna za promovisanje efikasnog organizovanja usluga traganja i spašavanja i za koordinaciju sprovođenja operacija traganja i spašavanja u području traganja i spašavanja.

**Spasilački podcentar (RSC).** Jedinica koja je podređena spasilačkom koordinacionom centru, uspostavljena sa svrhom da ga upotpuni u skladu sa posebnim odredbama nadležnih organa.

**Traganje.** Operacija koja se obično koordiniše iz Spasilačkog koordinacionog centra ili spasilačkog podcentra uz korišćenje raspoloživog osoblja i sredstava za lociranje osoba u nevolji.

**Vazduhoplov za traganje i spašavanje.** Vazduhoplov opremljen specijalizovanom opremom koja odgovara efikasnom sprovođenju misija traganja i spašavanja.

**Sredstva traganja i spašavanja.** Svi mobilni resursi, uključujući određene jedinice traganja i spašavanja, koji se koriste za izvršavanje operacija traganja i spašavanja.

**Područje traganja i spašavanja (SRR).** Prostor definisanih dimenzija, povezan sa spasilačkim koordinacionim centrom, u okviru kojeg se pružaju usluge traganja i spašavanja.

**Služba traganja i spašavanja.** Obavljanje funkcija praćenja nevolje, komunikacije, koordinacije i traganja i spašavanja, inicijalne medicinske pomoći ili medicinske evakuacije, korišćenjem javnih i privatnih resursa, uključujući vazduhoplove, brodove i ostala plovila i instalacije sa kojima se djeluje u saradnji.

**Jedinica traganja i spašavanja.** Mobilni resurs koji se sastoji od obučenog osoblja i koji ima opremu pogodnu za efikasno sprovođenje operacija traganja i spašavanja.

**Standard.** Svaka specifikacija o fizičkim karakteristikama, konfiguraciji, materijalu, performansama, osoblju ili proceduri, čija je jedinstvena primjena priznata kao neophodna za sigurnost ili regularnost međunarodne vazdušne plovidbe i sa kojim su države ugovornice usaglašene u skladu sa Konvencijom; u slučaju da je usaglašavanje nemoguće, obaveštavanje Savjeta je obavezno u skladu sa članom 38.

**Država registra.** Država u čiji je registar upisan vazduhoplov.

**Rescue.** An operation to retrieve persons in distress, provide for their initial medical or other needs, and deliver them to a place of safety.

**Rescue coordination centre (RCC).** A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.

**Rescue subcentre (RSC).** A unit subordinate to a rescue coordination centre, established to complement the latter according to particular provisions of the responsible authorities.

**Search.** An operation normally coordinated by a rescue coordination centre or rescue subcentre using available personnel and facilities to locate persons in distress.

**Search and rescue aircraft.** An aircraft provided with specialized equipment suitable for the efficient conduct of search and rescue missions.

**Search and rescue facility.** Any mobile resource, including designated search and rescue units, used to conduct search and rescue operations.

**Search and rescue region (SRR).** An area of defined dimensions, associated with a rescue coordination centre, within which search and rescue services are provided.

**Search and rescue service.** The performance of distress monitoring, communication, coordination and search and rescue functions, initial medical assistance or medical evacuation, through the use of public and private resources, including cooperating aircraft, vessels and other craft and installations.

**Search and rescue unit.** A mobile resource composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue operations.

**Standard.** Svaka specifikacija o fizičkim karakteristikama, konfiguraciji, matériel, performansama, osoblju ili proceduri, čija je jedinstvena primjena priznata kao neophodna za sigurnost ili regularnost međunarodne vazdušne plovidbe i sa kojim su države ugovornice usaglašene u skladu sa Konvencijom; u slučaju da je usaglašavanje nemoguće, obaveštavanje Savjeta je obavezno u skladu sa članom 38.

**State of Registry.** The State on whose register the aircraft is entered.

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| <p><b>Faza neizvjesnosti.</b> Situacija u kojoj postoji neizvjesnost u pogledu sigurnosti vazduhoplova i lica u njemu.</p> <p><b>2. POGLAVLJE<br/>ORGANIZACIJA</b></p> <p><b>2.1 Usluge traganja i spašavanja</b></p> <p>2.1.1 Države ugovornice, pojedinačno ili u saradnji sa drugim državama, uređuju uspostavljanje i blagovremeno pružanje usluga traganja i spašavanja na njihovim teritorijama kako bi se obezbijedilo pružanje pomoći osobama u nevolji. Takve usluge se pružaju 24 časa dnevno.</p> <p>2.1.1.1 Oni djelovi otvorenog mora ili područja neutvrđenog suvereniteta za koje će biti uspostavljene usluge traganja i spašavanja biće određeni na osnovu regionalnih sporazuma o vazdušnoj plovidbi. Države ugovornice koje su prihvatile odgovornost da pružaju usluge traganja i spašavanja u takvim područjima, nakon toga, pojedinačno ili u saradnji sa drugim državama, dogovaraju da se usluge uspostavljaju i pružaju u skladu sa odredbama ovog Aneksa.</p> <p><i>Napomena. – Izraz „regionalni sporazumi o vazdušnoj plovidbi“ odnosi se na sporazume koje je odobrio ICAO Savjet, obično na osnovu Regionalnih sastanaka za vazdušnu plovidbu.</i></p> <p>2.1.1.2 Osnovni elementi usluga traganja i spašavanja uključuju pravni okvir, odgovorni organ, organizovane raspoložive resurse, komunikaciona sredstva i radnu snagu kvalifikovanu za koordinacione i operativne funkcije.</p> <p>2.1.1.3 Uslugama traganja i spašavanja uspostavljaju se procesi za unapređenje pružanja usluga, uključujući aspekte planiranja, nacionalne i međunarodne sporazume o saradnji i obuke.</p> <p>2.1.2 Prilikom pružanja pomoći vazduhoplovu u nevolji i preživjelim u vazduhoplovnim nesrećama, države ugovornice su dužne da pruže pomoć bez obzira na nacionalnost ili status takvih lica ili okolnosti u kojima se nalaze takva lica.</p> | <p><b>Uncertainty phase.</b> A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.</p> <p><b>CHAPTER 2<br/>ORGANIZATION</b></p> <p><b>2.1 Search and rescue services</b></p> <p>2.1.1 Contracting States shall, individually or in cooperation with other States, arrange for the establishment and prompt provision of search and rescue services within their territories to ensure that assistance is rendered to persons in distress. Such services shall be provided on a 24-hour basis.</p> <p>2.1.1.1 Those portions of the high seas or areas of undetermined sovereignty for which search and rescue services will be established shall be determined on the basis of regional air navigation agreements. Contracting States having accepted the responsibility to provide search and rescue services in such areas shall thereafter, individually or in cooperation with other States, arrange for the services to be established and provided in accordance with the provisions of this Annex.</p> <p><i>Note. — The phrase “regional air navigation agreements” refers to the agreements approved by the Council of ICAO normally on the advice of Regional Air Navigation Meetings.</i></p> <p>2.1.1.2 Basic elements of search and rescue services shall include a legal framework, a responsible authority, organized available resources, communication facilities and a workforce skilled in coordination and operational functions.</p> <p>2.1.1.3 Search and rescue services shall establish processes to improve service provision, including the aspects of planning, domestic and international cooperative arrangements and training.</p> <p>2.1.2 In providing assistance to aircraft in distress and to survivors of aircraft accidents, Contracting States shall do so regardless of the nationality or status of such persons or the circumstances in which such persons are found.</p> |
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| <p>2.1.3 Države ugovornice koje su prihvatile odgovornost da pružaju usluge traganja i spašavanja koriste jedinice za traganje i spašavanje i druga raspoloživa sredstva kako bi pružile pomoć vazduhoplovu ili licima u njemu koja jesu ili za koja postoji mogućnost da su u stanju nužde.</p> <p>2.1.4 Kada zasebni vazduhoplovni i pomorski spasilački koordinacioni centri opslužuju isto područje, države obezbjeđuju najbližu izvodljivu koordinaciju između centara.</p> <p>2.1.5 <b>Preporuka.</b>— <i>Države ugovornice treba da olakšaju dosljednost i saradnju između njihovih vazduhoplovnih i pomorskih službi traganja i spašavanja.</i></p> <p>2.1.6 <b>Preporuka.</b>— <i>Države ugovornice treba da uspostave zajedničke spasilačke koordinacione centre za koordinaciju vazduhoplovnih i pomorskih operacija traganja i spašavanja, kada je to moguće.</i></p> <p><b>2.2 Područja traganja i spašavanja</b></p> <p>2.2.1 Države ugovornice obilježavaju područja traganja i spašavanja u okviru kojih će pružati usluge traganja i spašavanja. Takva područja se ne preklapaju, a susjedna područja se graniče.</p> <p><i>Napomena 1.— Područja traganja i spašavanja uspostavljeni su da obezbijede adekvatnu infrastrukturu za komunikaciju, efikasno usmjeravanje uzbunjivanja o opasnosti i odgovarajuću operativnu koordinaciju kako bi se na efektivan način pružila pomoć službama traganja i spašavanja. Susjedne države mogu da sarađuju kako bi uspostavile usluge traganja i spašavanja unutar jednog SAR područja.</i></p> <p><i>Napomena 2.— Obilježavanje područja traganja i spašavanja utvrđuje se na osnovu tehničkih i operativnih razmatranja i nije povezano sa obilježavanjem granica između država.</i></p> <p>2.2.1.1 <b>Preporuka.</b>— <i>Područja traganja i spašavanja trebalo bi, u mjeri u kojoj je to moguće, da se poklapaju sa odgovarajućim područjem letnih informacija i, u odnosu na one oblasti iznad otvorenog mora, sa pomorskim područjima traganja i spašavanja.</i></p> | <p>2.1.3 Contracting States having accepted responsibility to provide search and rescue services shall use search and rescue units and other available facilities to assist any aircraft or its occupants that are or appear to be in a state of emergency.</p> <p>2.1.4 Where separate aeronautical and maritime rescue coordination centres serve the same area, States shall ensure the closest practicable coordination between the centres.</p> <p>2.1.5 <b>Recommendation.</b>— <i>Contracting States should facilitate consistency and cooperation between their aeronautical and maritime search and rescue services.</i></p> <p>2.1.6 <b>Recommendation.</b>— <i>Contracting States should establish joint rescue coordination centres to coordinate aeronautical and maritime search and rescue operations, where practical.</i></p> <p><b>2.2 Search and rescue regions</b></p> <p>2.2.1 Contracting States shall delineate the search and rescue regions within which they will provide search and rescue services. Such regions shall not overlap and neighbouring regions shall be contiguous.</p> <p><i>Note 1.— Search and rescue regions are established to ensure the provision of adequate communication infrastructure, efficient distress alert routing and proper operational coordination to effectively support search and rescue services. Neighbouring States may cooperate to establish search and rescue services within a single SAR region.</i></p> <p><i>Note 2.— The delineation of search and rescue regions is determined on the basis of technical and operational considerations and is not related to the delineation of boundaries between States.</i></p> <p>2.2.1.1 <b>Recommendation.</b>— <i>Search and rescue regions should, in so far as practicable, be coincident with corresponding flight information regions and, with respect to those areas over the high seas, maritime search and rescue regions.</i></p> |
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| <p><b>2.3 Spasilački koordinacioni centri i spasilački podcentri</b></p> <p>2.3.1 Države ugovornice uspostavljaju spasilačke koordinacione centre u svim područjima traganja i spašavanja.</p> <p><i>Napomena: Država ugovornica može da uspostavi spasilački koordinacioni centar sa povezanim područjem traganja i spašavanja koje se, u skladu sa regionalnim sporazumom o vazdušnoj plovidbi, prostire iznad područja većeg od njegovog suverenog vazdušnog prostora.</i></p> <p>2.3.2 <b>Preporuka.</b>— <i>Kada je cijeli ili dio vazdušnog prostora države ugovornice uključen u područje traganja i spašavanja koje je povezano sa spasilačkim koordinacionim centrom u drugoj državi ugovornici, ta prethodna država treba da uspostavi spasilački podcentar podređen spasilačkom koordinacionom centru gdje god bi to poboljšalo efikasnost usluga traganja i spašavanja unutar svoje teritorije.</i></p> <p>2.3.3 U svakom spasilačkom koordinacionom centru i, po potrebi, spasilačkom podcentru, 24 časa dnevno se nalazi obučeno osoblje koje posjeduje visok stepen poznavanja jezika koji se koristi za radiotelefonske komunikacije.</p> <p>2.3.4 <b>Preporuka.</b> – <i>RCC osoblje koje je angažovano u radiotelefonskim komunikacijama treba da posjeduje visok stepen poznavanja engleskog jezika.</i></p> <p>2.3.5 <b>Preporuka.</b>— <i>U područjima gdje javna telekomunikaciona sredstva ne dozvoljavaju licima koja nadgledaju vazduhoplov u slučajevima nužde da obavijeste predmetni spasilački koordinacioni centar neposredno i na valjan način, države ugovornice treba da odrede odgovarajuće jedinice javnih ili privatnih službi kao tačke za uzbunjivanje.</i></p> <p>2.3.6 Svaki spasilački koordinacioni centar i, po potrebi, spasilački podcentar dužan je da održava ažurne kontakt podatke u Operativnom kontrolnom direktorijumu (OPS Control Directory) .</p> <p>2.3.7 Svaki spasilački koordinacioni centar i, prema potrebi, spasilački podcentar dužan je da se pretplati</p> | <p><b>2.3 Rescue coordination centres and rescue subcentres</b></p> <p>2.3.1 Contracting States shall establish a rescue coordination centre in each search and rescue region.</p> <p><i>Note.— A Contracting State may establish a rescue coordination centre with an associated search and rescue region that, in accordance with regional air navigation agreement, extends over an area greater than its sovereign airspace.</i></p> <p>2.3.2 <b>Recommendation.</b>— <i>Where all or part of the airspace of a Contracting State is included within a search and rescue region associated with a rescue coordination centre in another Contracting State, that former State should establish a rescue subcentre subordinate to the rescue coordination centre wherever this would improve the efficiency of search and rescue services within its territory.</i></p> <p>2.3.3 Each rescue coordination centre and, as appropriate, rescue subcentre, shall be staffed 24 hours a day by trained personnel proficient in the use of the language used for radiotelephony communications.</p> <p>2.3.4 <b>Recommendation.</b>— <i>RCC personnel involved in the conduct of radiotelephony communications should be proficient in the use of the English language.</i></p> <p>2.3.5 <b>Recommendation.</b>— <i>In areas where public telecommunications facilities would not permit persons observing an aircraft in emergency to notify the rescue coordination centre concerned directly and promptly, Contracting States should designate suitable units of public or private services as alerting posts.</i></p> <p>2.3.6 Each rescue coordination centre and, as appropriate, rescue subcentre shall maintain up-to-date contact details in the OPS Control Directory.</p> <p>2.3.7 Each rescue coordination centre and, as appropriate, rescue subcentre shall subscribe and</p> |
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| <p>i da održava pristup Skladištu podataka o lokaciji vazduhoplova u nevolji (LADR).</p> <p><i>Napomena — Smjernice za korišćenje Operativnog kontrolnog direktorijuma (OPS Control Directory) i LADR-a sadržane su u Priručniku o globalnom vazduhoplovnom sistemu za opasnost i sigurnost (Global Aeronautical Distress and Safety System – GADSS) (Doc 10165).</i></p> <p><b>2.4 Komunikacija traganja i spašavanja</b></p> <p>2.4.1 Svaki spasilački koordinacioni centar mora da posjeduje sredstva za brzu i pouzdanu dvosmjernu komunikaciju sa:</p> <ul style="list-style-type: none"> <li>a) povezanim jedinicama za pružanje usluga u vazdušnom saobraćaju;</li> <li>b) povezanim spasilačkim podcentrima;</li> <li>c) odgovarajućim stanicama za traženje pravca i utvrđivanje pozicije;</li> <li>d) gde je potrebno, priobalnim radio stanicama koje imaju mogućnost uzbunjivanja i komunikacije sa površinskim plovilima (<i>surface vessels</i>) u području;</li> <li>e) sjedištem jedinica za traganje i spašavanje u području;</li> <li>f) svim pomorskim spasilačkim koordinacionim centrima u područjima i vazduhoplovnim, pomorskim ili zajedničkim spasilačkim koordinacionim centrima u susjednim područjima;</li> <li>g) određenom meteorološkom kancelarijom ili kancelarijom meteo osmatranja;</li> <li>h) jedinicama za traganje i spašavanje;</li> <li>i) tačkama za uzbunjivanje; i</li> <li>j) <i>Cospas-Sarsat</i> kontrolnim centrom misije koji opslužuje područje traganja i spašavanja.</li> </ul> <p><i>Napomena.— Pomorski spasilački koordinacioni centri se identifikuju u relevantnim dokumentima Međunarodne pomorske organizacije.</i></p> <p>2.4.2 Svaki spasilački koordinacioni podcentar ima sredstva za brzu pouzdanu i dvosmjernu komunikaciju sa:</p> <ul style="list-style-type: none"> <li>a) susjednim spasilačkim podcentrima;</li> <li>b) meteorološkom kancelarijom ili kancelarijom meteo osmatranja;</li> <li>c) jedinicama za traganje i spašavanje; i</li> </ul> | <p>maintain access to the location of an aircraft in distress repository (LADR).</p> <p><i>Note.— Guidance on the use of the OPS Control Directory and the LADR is contained in the Manual on Global Aeronautical Distress and Safety System (GADSS) (Doc 10165).</i></p> <p><b>2.4 Search and rescue communications</b></p> <p>2.4.1 Each rescue coordination centre shall have means of rapid and reliable two-way communication with:</p> <ul style="list-style-type: none"> <li>a) associated air traffic services units;</li> <li>b) associated rescue subcentres;</li> <li>c) appropriate direction-finding and position-fixing stations;</li> <li>d) where appropriate, coastal radio stations capable of alerting and communicating with surface vessels in the region;</li> <li>e) the headquarters of search and rescue units in the region;</li> <li>f) all maritime rescue coordination centres in the region and aeronautical, maritime or joint rescue coordination centres in adjacent regions;</li> <li>g) a designated meteorological office or meteorological watch office;</li> <li>h) search and rescue units;</li> <li>i) alerting posts; and</li> <li>j) the <i>Cospas-Sarsat</i> Mission Control Centre servicing the search and rescue region.</li> </ul> <p><i>Note.— Maritime rescue coordination centres are identified in relevant documents of the International Maritime Organization.</i></p> <p>2.4.2 Each rescue subcentre shall have means of rapid and reliable two-way communication with:</p> <ul style="list-style-type: none"> <li>a) adjacent rescue subcentres;</li> <li>b) a meteorological office or meteorological watch office;</li> <li>c) search and rescue units; and</li> </ul> |
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d) tačkama uzbunjivanja.

## 2.5 Jedinice za traganje i spašavanje

2.5.1 Države ugovornice određuju, kao jedinice traganja i spašavanja, djelove javnih ili privatnih službi/organizacija koji su odgovarajuće locirani i opremljeni za operacije traganja i spašavanja.

*Napomena – Minimalne jedinice i sredstva neophodna za obavljanje operacija traganja i spašavanja u području traganja i spašavanja utvrđuju se regionalnim sporazumima o vazdušnoj plovidbi i navedeni su u odgovarajućim publikacijama Plan vazdušne plovidbe (Air Navigation Plan) i Dokument za implementaciju sredstava i usluga (Facilities and Services Implementation Document).*

2.5.2 Države ugovornice određuju elemente javnih ili privatnih službi kao djelove plana operacije traganja i spašavanja koji nisu kvalifikovani kao jedinice za traganje i spašavanje, ali su ipak u mogućnosti da učestvuju u operacijama traganja i spašavanja.

## 2.6 Oprema za traganje i spašavanje

2.6.1 Jedinicama za traganje i spašavanje obezbjeđuje se oprema za brzo određivanje mjesta i pružanje adekvatne pomoći na mjestu nesreće.

2.6.2 **Preporuka.**— *Svaka jedinica za traganje i spašavanje treba da ima sredstva za brzu i pouzdanu dvosmjernu komunikaciju sa drugim sredstvima traganja i spašavanja koji su angažovani na istoj operaciji.*

2.6.3 Svaki vazduhoplov za traganje i spašavanje opremljen je tako da može da komunicira na frekvencijama za vazduhoplovne nevolje i frekvencijama na licu mjesta, kao i na drugim frekvencijama kako može biti propisano.

2.6.4 Svaki vazduhoplov za traganje i spašavanje opremljen je uređajem za navođenje na frekvencijama za slučaj nevolje.

*Napomena 1.— Zahtjevi za nošenje predajnika za određivanje mjesta nesreća (ELT) navedeni su u Aneksu 6, djelovima I, II i III.*

d) alerting posts.

## 2.5 Search and rescue units

2.5.1 Contracting States shall designate as search and rescue units elements of public or private services suitably located and equipped for search and rescue operations.

*Note.— The minimum units and facilities necessary for provision of search and rescue operations within a search and rescue region are determined by regional air navigation agreements and are specified in the appropriate Air Navigation Plan and Facilities and Services Implementation Document publications.*

2.5.2 Contracting States shall designate as parts of the search and rescue plan of operation, elements of public or private services that do not qualify as search and rescue units but are nevertheless able to participate in search and rescue operations.

## 2.6 Search and rescue equipment

2.6.1 Search and rescue units shall be provided with equipment for locating promptly, and for providing adequate assistance at, the scene of an accident.

2.6.2 **Recommendation.**— *Each search and rescue unit should have means of rapid and reliable two-way communication with other search and rescue facilities engaged in the same operation.*

2.6.3 Each search and rescue aircraft shall be equipped to be able to communicate on the aeronautical distress and onscene frequencies and on such other frequencies as may be prescribed.

2.6.4 Each search and rescue aircraft shall be equipped with a device for homing on distress frequencies.

*Note 1. — Emergency locator transmitter (ELT) carriage requirements are given in Annex 6, Parts I, II and III.*

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| <p><i>Napomena 2.— Specifikacije za ELT date su u Aneksu 10, Vol. III.</i></p> <p>2.6.5 Svaki vazduhoplov za traganje i spašavanje, kada se koristi za traganje i spašavanje iznad morskih područja, opremljen je tako da može da komunicira sa plovilima (vessels).</p> <p><i>Napomena.— Do 25. novembra 2026. godine, mnoga plovila (vessels) mogu da komuniciraju sa vazduhoplovima na 2182 kHz, 4125 kHz i 121.5 MHz. Međutim, ove frekvencije, a posebno 121.5 MHz, možda neće biti rutinski praćene od strane plovila.</i></p> <p><i>Napomena. — Od 26. novembra 2026. godine, mnoga plovila mogu da komuniciraju sa vazduhoplovima na 2182 kHz, 4125 kHz, 121,5 MHz i 123,1 MHz. Međutim, ove frekvencije, a posebno 121,5 MHz i 123,1 MHz, možda neće biti rutinski praćene od strane plovila. Umjesto toga, plovila prate Kanal 16 (156,8 MHz), međunarodnu pomorsku frekvenciju za nevolju, sigurnost i pozive.</i></p> <p>2.6.6 Svaki vazduhoplov za traganje i spašavanje, kada se koristi za traganje i spašavanje iznad morskih područja nosi primjerak <i>Međunarodnog signalnog koda</i> kako bi mu se omogućilo da prevaziđe jezičke poteškoće koje mogu nastati prilikom komunikacije sa brodovima.</p> <p><i>Napomena.— Međunarodni signalni kod objavljuje se na engleskom, francuskom i španskom jeziku od strane Međunarodne pomorske organizacije kao dokument 994E, 995F i 996S.</i></p> <p>2.6.7 <b>Preporuka.</b> – Osim u slučajevima kada je poznato da preživjelim ne treba pomoć u vidu zaliha iz vazduha, najmanje jedan od vazduhoplova koji učestvuju u operaciji traganja i spašavanja treba da nosi opremu za preživljavanje koja se baca iz vazduhoplova.</p> <p>2.6.8 <b>Preporuka.</b> – Države treba da odrede mjesto, na odgovarajućim aerodromima, opreme za preživljavanje koja je na odgovarajući način zapakovana za bacanje iz vazduhoplova.</p> <p>2.6.9 <b>Preporuka.</b> – Od 26. novembra 2026. godine, svaki vazduhoplov za traganje i spašavanje, kada se koristi za traganje i spašavanje iznad pomorskih</p> | <p><i>Note 2.— Specifications for ELTs are given in Annex 10, Volume III.</i></p> <p>2.6.5 Each search and rescue aircraft, when used for search and rescue over maritime areas, shall be equipped to be able to communicate with vessels.</p> <p><i>Note.— Until 25 November 2026, many vessels can communicate with aircraft on 2182 kHz, 4125 kHz and 121.5 MHz. However, these frequencies, and in particular 121.5 MHz, may not be routinely monitored by vessels.</i></p> <p><i>Note.— As of 26 November 2026, many vessels can communicate with aircraft on 2182 kHz, 4125 kHz, 121.5 MHz and 123.1 MHz. However, these frequencies, and in particular 121.5 MHz and 123.1 MHz, may not be routinely monitored by vessels. Rather, vessels monitor Channel 16 (156.8 MHz), the international maritime distress, safety and calling frequency.</i></p> <p>2.6.6 Each search and rescue aircraft, when used for search and rescue over maritime areas shall carry a copy of the International Code of Signals to enable it to overcome language difficulties that may be experienced in communicating with ships.</p> <p><i>Note.— The International Code of Signals is published in English, French and Spanish by the International Maritime Organization as documents 994E, 995F and 996S.</i></p> <p>2.6.7 <b>Recommendation.</b>— Unless it is known that there is no need to provide supplies to survivors by air, at least one of the aircraft participating in a search and rescue operation should carry droppable survival equipment.</p> <p>2.6.8 <b>Recommendation.</b>— States should locate, at appropriate aerodromes, survival equipment suitably packed for dropping by aircraft.</p> <p>2.6.9 <b>Recommendation.</b>— As of 26 November 2026, each search and rescue aircraft, when used for search</p> |
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| <p>područja, treba da ima uređaj koji se može spustiti za mjerenje stvarnog površinskog zanošenja.</p> <h3>3. POGLAVLJE<br/>SARADNJA</h3> <h4>3.1 Saradnja između država</h4> <p>3.1.1 Države ugovornice koordinišu svoje organizacije za traganje i spašavanje sa organizacijama susjednih država.</p> <p>3.1.2 <b>Preporuka.</b>— <i>Države ugovornice treba, kad god je to potrebno, da koordinišu svoje operacije za traganje i spašavanje sa operacijama susjednih država, posebno kada su ove operacije u neposrednoj blizini susjednih područja traganja i spašavanja.</i></p> <p>3.1.2.1 <b>Preporuka.</b> — <i>Države ugovornice treba, u mjeri u kojoj je to moguće, da izrade zajedničke planove i procedure za traganje i spašavanje kako bi se olakšala koordinacija operacija traganja i spašavanja sa onima iz susjednih država.</i></p> <p>3.1.3 U zavisnosti od takvih uslova koje mogu propisati njeni sopstveni organi, država ugovornica odobrava bez odlaganja ulazak na svoju teritoriju jedinicama za traganje i spašavanje drugih država u svrhu traganja za mjestom nesreća vazduhoplova i spašavanja preživjelih u tim nesrećama.</p> <p>3.1.4 Nadležni organi države ugovornice koja želi da njene jedinice za traganje i spašavanje stupe na teritoriju druge države ugovornice u svrhu traganja i spašavanja šalju zahtjev, pružajući sve detalje planirane misije i potrebe za istom, spasilačkom koordinacionom centru predmetne države ili nekom drugom organu kojeg je odredila ta država.</p> <p>3.1.4.1 Nadležni organi države ugovornice su dužni da:</p> <ul style="list-style-type: none"> <li>– neposredno potvrde prijem takvog zahtjeva, i</li> <li>– što je prije moguće, navedu uslove ukoliko postoje, pod kojima se može preduzeti planirana misija.</li> </ul> | <p><i>and rescue over maritime areas, should carry a droppable device for measuring actual surface drift.</i></p> <h3>CHAPTER 3<br/>COOPERATION</h3> <h4>3.1 Cooperation between States</h4> <p>3.1.1 Contracting States shall coordinate their search and rescue organizations with those of neighbouring States.</p> <p>3.1.2 <b>Recommendation.</b>— <i>Contracting States should, whenever necessary, coordinate their search and rescue operations with those of neighbouring States especially when these operations are proximate to adjacent search and rescue regions.</i></p> <p>3.1.2.1 <b>Recommendation.</b>— <i>Contracting States should, in so far as practicable, develop common search and rescue plans and procedures to facilitate coordination of search and rescue operations with those of neighbouring States.</i></p> <p>3.1.3 Subject to such conditions as may be prescribed by its own authorities, a Contracting State shall permit immediate entry into its territory of search and rescue units of other States for the purpose of searching for the site of aircraft accidents and rescuing survivors of such accidents.</p> <p>3.1.4 The authorities of a Contracting State who wish their search and rescue units to enter the territory of another Contracting State for search and rescue purposes shall transmit a request, giving full details of the projected mission and the need for it, to the rescue coordination centre of the State concerned or to such other authority as has been designated by that State.</p> <p>3.1.4.1 The authorities of Contracting States shall:</p> <ul style="list-style-type: none"> <li>– immediately acknowledge the receipt of such a request, and</li> <li>– as soon as possible, indicate the conditions, if any, under which the projected mission may be undertaken.</li> </ul> |
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| <p><b>3.1.5 Preporuka.</b>— <i>Države ugovornice treba da stupe u sporazume sa susjednim državama kako bi se ojačala saradnja i koordinacija u traganju i spašavanju, kojima se utvrđuju uslovi za ulazak jedinica za traganje i spašavanje na njihovim teritorijama. Ovim sporazumima takođe treba da se omogući ubrzani ulazak takvih jedinica uz najmanje moguće formalnosti.</i></p>                                                                                                                                                                                                                                           | <p><b>3.1.5 Recommendation.</b>— <i>Contracting States should enter into agreements with neighbouring States to strengthen search and rescue cooperation and coordination, setting forth the conditions for entry of each other's search and rescue units into their respective territories. These agreements should also provide for expediting entry of such units with the least possible formalities.</i></p>                                                                                                                                                                                                        |
| <p><b>3.1.6 Preporuka.</b>— <i>Svaka država ugovornica treba da ovlasti sopstveni spasilački koordinacioni centar da:</i></p> <ul style="list-style-type: none"> <li>a) <i>zahtijeva od drugih spasilačkih koordinacionih centara takvo pružanje pomoći, u vidu vazduhoplova, plovila, lica ili opreme, ukoliko bi to bilo potrebno;</i></li> <li>b) <i>odobri svaku neophodnu dozvolu za ulazak takvog vazduhoplova, plovila, lica ili opreme na njenu teritoriju; i</i></li> <li>c) <i>da napravi dogovore sa odgovarajućim carinskim, imigracionim ili drugim nadležnim organima u cilju ubrzanja takvog ulaska.</i></li> </ul> | <p><b>3.1.6 Recommendation.</b>— <i>Each Contracting State should authorize its rescue coordination centres to:</i></p> <ul style="list-style-type: none"> <li>a) <i>request from other rescue coordination centres such assistance, including aircraft, vessels, persons or equipment, as may be needed;</i></li> <li>b) <i>grant any necessary permission for the entry of such aircraft, vessels, persons or equipment into its territory; and</i></li> <li>c) <i>make the necessary arrangements with the appropriate customs, immigration or other authorities with a view to expediting such entry.</i></li> </ul> |
| <p><b>3.1.7 Preporuka.</b>— <i>Svaka država ugovornica treba da ovlasti sopstveni spasilački koordinacioni centar da, kada je potrebno, pruži pomoć drugom spasilačkom koordinacionom centru, uključujući pružanje pomoći u obliku vazduhoplova, plovila, lica i opreme.</i></p>                                                                                                                                                                                                                                                                                                                                                   | <p><b>3.1.7 Recommendation.</b>— <i>Each Contracting State should authorize its rescue coordination centres to provide, when requested, assistance to other rescue coordination centres, including assistance in the form of aircraft, vessels, persons or equipment.</i></p>                                                                                                                                                                                                                                                                                                                                            |
| <p><b>3.1.8 Preporuka.</b>— <i>Do 25. novembra 2026. godine države ugovornice treba da naprave aranžmane za zajedničke vježbe koje uključuju njihove jedinice za traganje i spašavanje, drugih država i operatora, kako bi unaprijedile efikasnost traganja i spašavanja.</i></p>                                                                                                                                                                                                                                                                                                                                                  | <p><b>3.1.8 Recommendation.</b>— <i>Until 25 November 2026, Contracting States should make arrangements for joint training exercises involving their search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.</i></p>                                                                                                                                                                                                                                                                                                                                             |
| <p><b>3.1.8 Preporuka.</b>— <i>Od 26. novembra 2026. godine države ugovornice treba da naprave aranžmane za zajedničke vježbe koje uključuju njihove RCC, RSC i jedinice za traganje i spašavanje, drugih država i operatora, kako bi unaprijedile efikasnost traganja i spašavanja.</i></p>                                                                                                                                                                                                                                                                                                                                       | <p><b>3.1.8 Recommendation.</b>— <i>As of 26 November 2026, Contracting States should make arrangements for joint training exercises involving their RCCs, RSCs and search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.</i></p>                                                                                                                                                                                                                                                                                                                              |
| <p><b>3.1.9 Preporuka.</b>— <i>Države ugovornice treba da naprave aranžmane za povremene posjete u svrhu održavanja veza od strane osoblja njihovih spasilačkih koordinacionih centara i podcentara sa centrima susjednih država.</i></p>                                                                                                                                                                                                                                                                                                                                                                                          | <p><b>3.1.9 Recommendation.</b>— <i>Contracting States should make arrangements for periodic liaison visits by personnel of their rescue coordination centres and subcentres to the centres of neighbouring States.</i></p>                                                                                                                                                                                                                                                                                                                                                                                              |

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| <p><b>3.2 Saradnja sa drugim službama</b></p> <p>3.2.1 Države ugovornice uređuju, da svi vazduhoplovi, plovila, lokalne službe i sredstva koja nisu dio organizacije za traganje i spašavanje, u potpunosti sarađuju sa organizacijama za traganje i spašavanje prilikom traganja i spašavanja i da pruže svu moguću pomoć preživjelim u vazduhoplovnim nesrećama.</p> <p>3.2.2 <b>Preporuka.</b>— <i>Države ugovornice treba da obezbijede najbližu izvodljivu koordinaciju između relevantnih vazduhoplovnih i pomorskih nadležnih organa kako bi se pružile najefektivnije i najefikasnije usluge traganja i spašavanja.</i></p> <p>3.2.3 Države ugovornice obezbjeđuju da njihove službe za traganje i spašavanje sarađuju sa onima koje su odgovorne za istraživanje nesreća kao i sa službama odgovornim za brigu onih koji su pretrpjeli nesreću.</p> <p>3.2.4 <b>Preporuka.</b>— <i>U cilju olakšavanja istraga nesreće, jedinice za spašavanje treba, kada je to izvodljivo, da budu u pratnji osoba koje su kvalifikovane za istraživanje nesreća vazduhoplova.</i></p> <p>3.2.5 Do 25. novembra 2026. godine, države su dužne da imenuju kontakt tačku za traganje i spašavanje za prijem Cospas-Sarsat podataka o nevolji.</p> <p>3.2.5. Od 26. novembra 2026. godine, države su dužne da imenuju kontakt tačku za traganje i spašavanje koja će biti dostupna 24 časa za prijem i potvrdu Cospas-Sarsat podataka o upozorenju u nevolji što obezbjeđuje blagovremeno obavješćavanje nadležnog RCC-a za pokretanje odgovarajuće akcije traganja i spašavanja.</p> <p><b>3.3 Širenje informacija</b></p> <p>3.3.1 Svaka država ugovornica objavljuje i širi sve informacije neophodne za ulazak jedinica za traganje i spašavanje drugih država na njenu teritoriju ili, alternativno, uključuje ove informacije u aranžmane za usluge traganja i spašavanja.</p> <p>3.3.2 <b>Preporuka.</b>— <i>Kada od takvih informacija mogu imati korist službe traganja i spašavanja, države</i></p> | <p><b>3.2 Cooperation with other services</b></p> <p>3.2.1 Contracting States shall arrange for all aircraft, vessels and local services and facilities which do not form part of the search and rescue organization to cooperate fully with the latter in search and rescue and to extend any possible assistance to the survivors of aircraft accidents.</p> <p>3.2.2 <b>Recommendation.</b>— <i>Contracting States should ensure the closest practicable coordination between the relevant aeronautical and maritime authorities to provide for the most effective and efficient search and rescue services.</i></p> <p>3.2.3 Contracting States shall ensure that their search and rescue services cooperate with those responsible for investigating accidents and with those responsible for the care of those who suffered from the accident.</p> <p>3.2.4 <b>Recommendation.</b>— <i>To facilitate accident investigation, rescue units should, when practicable, be accompanied by persons qualified in the conduct of aircraft accident investigations.</i></p> <p>3.2.5 <i>Until 25 November 2026</i>, States shall designate a search and rescue point of contact for the receipt of Cospas-Sarsat distress data.</p> <p>3.2.5 <i>As of 26 November 2026</i>, States shall designate a 24-hour search and rescue point of contact available for the receipt and acknowledgement of Cospas-Sarsat distress alert data that ensures timely notification to the responsible RCC for the initiation of appropriate search and rescue response action.</p> <p><b>3.3 Dissemination of information</b></p> <p>3.3.1 Each Contracting State shall publish and disseminate all information necessary for the entry of search and rescue units of other States into its territory or, alternatively, include this information in search and rescue service arrangements.</p> <p>3.3.2 <b>Recommendation.</b>— <i>When such information could benefit the provision of search and rescue</i></p> |
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ugovornice treba da, putem spasilačkih koordinacionih centara ili drugih agencija, učine dostupnim informacije o svojim planovima operacija traganja i spašavanja.

**3.3.3 Preporuka.**— Države ugovornice treba da, u mjeri u kojoj je to poželjno i moguće, šire informacije opštoj javnosti i organima za djelovanje u slučaju nužde u vezi sa radnjama koje treba preduzeti kada postoji razlog da se vjeruje da situacija u kojoj je vazduhoplov u nuždi može postati razlog za javnu zabrinutost ili zahtijeva opšti odgovor u slučajevima nužde.

## **4. POGLAVLJE PRIPREMNE MJERE**

### **4.1 Pripremne informacije**

**4.1.1** Svaki spasilački koordinacioni centar mora da raspolaze, u svakom trenutku, najnovijim informacijama u pogledu svog područja traganja i spašavanja u odnosu na sljedeće:

- a) jedinice za traganje i spašavanje, spasilačke podcentre i tačke uzbunjivanja;
- b) jedinice za pružanje usluga u vazdušnom saobraćaju;
- c) sredstva komunikacije koja se mogu koristiti u operacijama traganja i spašavanja;
- d) adresama i brojevima telefona svih operatora ili njihovih imenovanih predstavnika koji su uključeni u operacije u tom području; i
- e) svim drugim javnim i privatnim resursima uključujući medicinska i transportna sredstva koja će vjerovatno biti od koristi prilikom traganja i spašavanja.

**4.1.2 Preporuka.**— Svaki spasilački koordinacioni centar treba da u svakom trenutku raspolaze svim drugim informacijama koje su od interesa za traganje i spašavanje, uključujući informacije koje se odnose na:

- a) lokacije, pozivne znakove, vrijeme osmatranja i frekvencije svih radio stanica koje bi se mogle iskoristiti u cilju pružanja podrške prilikom operacija traganja i spašavanja;

services, Contracting States should make available, through the rescue coordination centres or other agencies, information regarding their search and rescue plans of operation.

**3.3.3 Recommendation.**— Contracting States should, to the extent desirable and practicable, disseminate information to the general public and emergency response authorities regarding actions to be taken when there is reason to believe that an aircraft's emergency situation may become cause for public concern or require a general emergency response.

## **CHAPTER 4 PREPARATORY MEASURES**

### **4.1 Preparatory information**

**4.1.1** Each rescue coordination centre shall have readily available at all times up-to-date information concerning the following in respect of its search and rescue region:

- a) search and rescue units, rescue subcentres and alerting posts;
- b) air traffic services units;
- c) means of communication that may be used in search and rescue operations;
- d) addresses and telephone numbers of all operators, or their designated representatives, engaged in operations in the region; and
- e) any other public and private resources including medical and transportation facilities that are likely to be useful in search and rescue.

**4.1.2 Recommendation.**— Each rescue coordination centre should have readily available all other information of interest to search and rescue, including information regarding:

- a) the locations, call signs, hours of watch, and frequencies of all radio stations likely to be employed in support of search and rescue operations;

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| <p>b) <i>lokacije i vrijeme osmatranja službi koje prate radio osmatranje, kao i frekvencije;</i></p> <p>c) <i>lokacije na kojima se čuvaju zalihe opreme za slučajeve nužde i opreme za preživljavanje koja se baca iz vazduhoplova;</i></p> <p>d) <i>predmete za koje se zna da se greškom mogu zamijeniti za olupine koje nisu locirane ili prijavljene, posebno ako se posmatraju iz vazduha.</i></p> <p>e) <i>od 26. novembra 2026. godine, položaj, kurs i brzinu vazduhoplova koji bi mogli da pruže pomoć vazduhoplovu u nevolji; i</i></p> <p>f) <i>od 26. novembra 2026. godine, kada područje traganja i spašavanja uključuje pomorske oblasti, položaj, kurs i brzinu brodova koji bi mogli da pruže pomoć vazduhoplovu u nevolji.</i></p> <p><b>4.1.3 Preporuka.</b> <i>Do 25. novembra 2026. godine<sup>1</sup>, svaki spasilački koordinacioni centar čije područje traganja i spašavanja uključuje pomorske oblasti mora da ima neposredan pristup informacijama koje se odnose na: poziciju, kurs i brzinu brodova u okviru takvih oblasti koji su u stanju da pruže pomoć vazduhoplovu u nevolji i informacije kako ih kontaktirati.</i></p> <p><i>Napomena.— Ove informacije mogu da se čuvaju u spasilačkim koordinacionim centrima ili mogu da budu dostupne u svakom trenutku.</i></p> <p><b>4.1.4 Preporuka.—</b> <i>Države ugovornice treba da uspostave, pojedinačno ili u saradnji sa drugim državama, sisteme izvještavanja o brodovima u saradnji sa pomorskim nadležnim organima ili da urede komunikacione veze sa Amverom ili regionalnim sistemima za izvještavanje o brodovima kako bi se olakšale operacije traganja i spašavanja na moru.</i></p> <p><i>Napomena.— Amver je kooperativni međunarodni sistem izvještavanja o brodovima koji je rasprostranjen u cijelom svijetu i dostupan za ispitivanje od strane svih spasilačkih koordinacionih centara. Određeni broj država ugovornica takođe</i></p> | <p>b) <i>the locations and hours of watch of services keeping radio watch, and the frequencies guarded;</i></p> <p>c) <i>locations where supplies of droppable emergency and survival equipment are stored;</i></p> <p>d) <i>objects which it is known might be mistaken for unlocated or unreported wreckage, particularly if viewed from the air;</i></p> <p>e) <i>as of 26 November 2026, the position, course and speed of aircraft that may be able to provide assistance to aircraft in distress; and</i></p> <p>f) <i>as of 26 November 2026, where the search and rescue region includes maritime areas, the position, course and speed of ships that may be able to provide assistance to aircraft in distress.</i></p> <p><b>4.1.3 Recommendation.—</b> <i>Until 25 November 2026<sup>1</sup>, each rescue coordination centre whose search and rescue region includes maritime areas should have ready access to information regarding the position, course and speed of ships within such areas that may be able to provide assistance to aircraft in distress and information on how to contact them.</i></p> <p><i>Note.— This information may either be kept in the rescue coordination centres or be readily accessible.</i></p> <p><b>4.1.4 Recommendation .—</b> <i>Contracting States should, individually or in cooperation with other States, either establish ship reporting systems in cooperation with maritime authorities or arrange communication links with Amver or regional ship reporting systems to facilitate search and rescue operations at sea.</i></p> <p><i>Note.— Amver is a cooperative international ship reporting system with worldwide coverage that is available for interrogation by all rescue coordination centres. A number of Contracting States also operate regional ship reporting systems.</i></p> |
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<sup>1</sup> Paragraph 4.1.3 and the accompanying Note will be deleted as of 26 November 2026.

<sup>1</sup> Stav 4.1.3 sa napomenom brišu se od 26. novembra 2026. godine.

koristi regionalne sisteme za izvještavanje o brodovima.

## 4.2 Planovi operacija

4.2.1 Svaki spasilački koordinacioni centar priprema detaljan plan operacije za sprovođenje operacija traganja i spašavanja u svom području traganja i spašavanja.

4.2.2 **Preporuka.**— *Planovi operacija traganja i spašavanja treba da se izrađuju zajedno sa predstavnicima operatora i drugih javnih i privatnih službi koje mogu da pomognu prilikom pružanja usluga traganja i spašavanja ili mogu imati korist od istih, uzimajući u obzir da bi broj preživjelih mogao biti velik.*

4.2.3 Planovi operacija navode aranžmane za opsluživanje i dopunjavanje goriva vazduhoplova, plovila i vozila koja se koriste u operacijama traganja i spašavanja, u mjeri u kojoj je to moguće, uključujući i one koje su druge države učinile raspoloživim.

4.2.4 Planovi operacija traganja i spašavanja sadrže detalje o aktivnostima koje će se preduzeti od strane onih lica koja se bave traganjem i spašavanjem, uključujući:

- a) način na koji se operacije traganja i spašavanja sprovode u području traganja i spašavanja;
- b) korišćenje raspoloživih komunikacionih sistema i sredstava;
- c) aktivnosti koje će se preduzeti zajedno sa drugim spasilačkim koordinacionim centrima;
- d) metode uzbunjivanja vazduhoplova na ruti i brodova na moru;
- e) dužnosti i prava osoblja koje je zaduženo za traganje i spašavanje;
- f) moguću preraspodjelu opreme koja može biti neophodna usljed meteoroloških i drugih uslova;
- g) metode za dobijanje suštinskih informacija koje su relevantne za operacije traganja i spašavanja, kao što su meteorološki izvještaji i prognoze, odgovarajući NOTAM, itd;
- h) metode za dobijanje takve pomoći od spasilačkih koordinacionih centara u vidu

## 4.2 Plans of operation

4.2.1 Each rescue coordination centre shall prepare detailed plans of operation for the conduct of search and rescue operations within its search and rescue region.

4.2.2 **Recommendation.**— *Search and rescue plans of operations should be developed jointly with representatives of the operators and other public or private services that may assist in providing search and rescue services or benefit from them, taking into account that the number of survivors could be large.*

4.2.3 The plans of operation shall specify arrangements for the servicing and refuelling, to the extent possible, of aircraft, vessels and vehicles employed in search and rescue operations, including those made available by other States.

4.2.4 The search and rescue plans of operation shall contain details regarding actions to be taken by those persons engaged in search and rescue, including:

- a) the manner in which search and rescue operations are to be conducted in the search and rescue region;
- b) the use of available communication systems and facilities;
- c) the actions to be taken jointly with other rescue coordination centres;
- d) the methods of alerting en-route aircraft and ships at sea;
- e) the duties and prerogatives of persons assigned to search and rescue;
- f) the possible redeployment of equipment that may be necessitated by meteorological or other conditions;
- g) the methods for obtaining essential information relevant to search and rescue operations, such as weather reports and forecasts, appropriate NOTAM, etc.;
- h) the methods for obtaining, from other rescue coordination centres, such assistance, including

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| <p>vazduhoplova, plovila, lica ili opreme, ukoliko je to potrebno;</p> <p>i) do 25. novembra 2026. godine, metode za pružanje pomoći vazduhoplovu u nevolji koji je prinudno sletio na vodu da bi se susreo sa površinskim plovilom (surface craft);</p> <p>j) do 25. novembra 2026. godine, metode za pružanje pomoći vazduhoplovima za traganje i spašavanje ili drugim vazduhoplovima da nastave ka vazduhoplovu u nevolji; i</p> <p>k) do 25. novembra 2026. godine, kooperativne aktivnosti koje se preduzimaju zajedno sa jedinicama za pružanje usluga u vazdušnom saobraćaju i drugim organima kako bi se pomoglo vazduhoplovu za koji se zna ili vjeruje da je podvrgnut nezakonitom ometanju.</p> <p>i) od 26. novembra 2026. godine, metode za dobijanje odobrenja da se dozvoli jedinicama za traganje i spašavanje iz države koja pomaže da uđe na teritoriju države RCC;</p> <p>j) od 26. novembra 2026. godine, metode za pružanje pomoći vazduhoplovu u nevolji koji je prinudno sletio na vodu da bi se susreo sa površinskim plovilom (surface craft);</p> <p>k) od 26. novembra 2026. godine, metode za pružanje pomoći vazduhoplovima za traganje i spašavanje ili drugim vazduhoplovima da nastave ka vazduhoplovu u nevolji; i</p> <p>l) kooperativne aktivnosti koje se preduzimaju zajedno sa jedinicama za pružanje usluga u vazdušnom saobraćaju i drugim organima kako bi se pomoglo vazduhoplovu za koji se zna ili vjeruje da je podvrgnut nezakonitom ometanju.</p> <p><b>4.2.5 Preporuka.</b>— <i>Planovi operacija traganja i spašavanja treba da se integrišu sa aerodromskim planovima u slučaju nužde kako bi se pružile spasilačke usluge u blizini aerodroma, uključujući područja vode u slučaju priobalnih aerodroma.</i></p> <p><b>4.3 Jedinice za traganje i spašavanje</b></p> <p><b>4.3.1</b> Svaka jedinica za traganje i spašavanje dužna je da:</p> | <p>aircraft, vessels, persons or equipment, as may be needed;</p> <p>i) <i>until 25 November 2026</i>, the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;</p> <p>j) <i>until 25 November 2026</i>, the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and</p> <p>k) <i>until 25 November 2026</i>, cooperative actions to be taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to be subject to unlawful interference.</p> <p>i) <i>as of 26 November 2026</i>, the methods for obtaining approval to allow search and rescue units from an assisting State to enter into the territory of the State of the RCC;</p> <p>j) <i>as of 26 November 2026</i>, the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;</p> <p>k) <i>as of 26 November 2026</i>, the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and</p> <p>l) <i>as of 26 November 2026</i>, cooperative actions to be taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to be subject to unlawful interference.</p> <p><b>4.2.5 Recommendation.</b>— <i>Search and rescue plans of operation should be integrated with airport emergency plans to provide for rescue services in the vicinity of aerodromes including, for coastal aerodromes, areas of water.</i></p> <p><b>4.3 Search and rescue units</b></p> <p><b>4.3.1</b> Each search and rescue unit shall:</p> |
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- a) bude upoznata sa svim djelovima planova operacija propisanih u 4.2 koji su neophodni za efektivno obavljanje njenih dužnosti; i
- b) informiše spasilački koordinacioni centar o svojoj spremnosti.

#### 4.3.2 Države ugovornice dužne su da:

- a) održavaju u pripravnosti potreban broj sredstava za traganje i spašavanje; i
- b) održavaju adekvatne zalihe obroka, medicinskih rezervi, signalnih uređaja i druge opreme za preživljavanje i spašavanje.

#### 4.4 Obuka i vježbe

Do 25. novembra 2026. godine, kako bi se postigao i održao maksimalan nivo efikasnosti u traganju i spašavanju, države ugovornice obezbjeđuju redovnu obuku svog osoblja za traganje i spašavanje i organizuju odgovarajuće vježbe traganja i spašavanja.

Od 26. novembra 2026. godine, da bi se postigao i održao maksimalan nivo efikasnosti u traganju i spašavanju, države ugovornice obezbjeđuju redovnu obuku i vježbe za svoje osoblje za traganje i spašavanje, koje obuhvataju i kopno i pomorsko okruženje prema potrebi, koje sadrži elemente traganja i spašavanja, udaljene od aerodroma.

*Napomena.— Potreba za redovnom obukom i vježbama može se smanjiti srazmjerno učestalosti stvarnih odgovora na traganje i spašavanje koji pokazuju zadovoljavajuće i djelotvorne rezultate traganja i spašavanja.*

#### 4.5 Olupina

*(Primjenljivo do 25. novembra 2026. godine)*

**Preporuka.—** Svaka država ugovornica treba da obezbijedi da olupina, nastala usljed nesreća vazduhoplova na njenoj teritoriji ili, u slučaju nesreća na otvorenom moru ili u oblastima neutvrđenog suvereniteta, unutar područja traganja i spašavanja za koje je odgovorna, bude uklonjena, izbrisana ili ucrтана nakon završetka istrage nesreće, ako bi njeno prisustvo moglo da predstavlja opasnost ili da stvori zabunu tokom kasnijih operacija traganja i spašavanja.

- a) be cognizant of all parts of the plans of operation prescribed in 4.2 that are necessary for the effective conduct of its duties; and
- b) keep the rescue coordination centre informed of its preparedness.

#### 4.3.2 Contracting States shall:

- a) maintain in readiness the required number of search and rescue facilities; and
- b) maintain adequate supplies of rations, medical stores, signalling devices and other survival and rescue equipment.

#### 4.4 Training and exercises

*Until 25 November 2026, to achieve and maintain maximum efficiency in search and rescue, Contracting States shall provide for regular training of their search and rescue personnel and arrange appropriate search and rescue exercises.*

*As of 26 November 2026, to achieve and maintain maximum efficiency in search and rescue, Contracting States shall provide for regular training and exercises for their search and rescue personnel, which include both land and maritime environments as appropriate, containing both search and rescue elements, remote from an aerodrome.*

*Note.— The need for regular training and exercises may be moderated commensurate with the frequency of real search and rescue responses which demonstrate satisfactory and effective search and rescue performance.*

#### 4.5 Wreckage

*(Applicable until 25 November 2026)*

**Recommendation.—** Each Contracting State should ensure that wreckage resulting from aircraft accidents within its territory or, in the case of accidents on the high seas or in areas of undetermined sovereignty, within the search and rescue regions for which it is responsible, is removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent search and rescue operations.

#### 4.5 Mjesta nesreće i olupine

(Primjenljivo od 26. novembra 2026. godine)

4.5.1 Države ugovornice će obezbijediti da osoblje za traganje i spašavanje koje može biti potrebno da reaguje na mjestu nesreće vazduhoplova bude obučeno za upravljanje povezanim rizicima po zaštitu zdravlja na radu.

*Napomena.— Smjernice koje se odnose na efikasne prakse zaštite zdravlja na radu na mjestima nesreća vazduhoplova sadržane su u Priručniku za istraživanje nesreća i nezgoda vazduhoplova, dio I – Organizacija i planiranje (Dokument 9756) i Cirkular 315 – Opasnosti na mjestima nesreća vazduhoplova.*

4.5.2 **Preporuka.**— Svaka država ugovornica treba da obezbijedi da olupina, nastala usljed nesreća vazduhoplova na njenoj teritoriji ili, u slučaju nesreća na otvorenom moru ili u oblastima neutvrđenog suvereniteta, unutar područja traganja i spašavanja za koje je odgovorna, bude uklonjena, izbrisana ili ucrтана nakon završetka istrage nesreće, ako bi njeno prisustvo moglo da predstavlja opasnost ili da stvori zabunu tokom kasnijih operacija traganja i spašavanja.

### 5. POGLAVLJE OPERATIVNE PROCEDURE

#### 5.1 Infomacije o slučajevima nužde

5.1.1 Svaki nadležni organ ili svaki element organizacije za traganje i spašavanje koji sa razlogom vjeruje da je vazduhoplov u nuždi, odmah su dužni da pruže sve dostupne informacije predmetnom spasilačkom koordinacionom centru.

5.1.2 Spasilački koordinacioni centar odmah, po prijemu informacije o vazduhoplovu u nuždi, procjenjuje te informacije i procjenjuje koji obim operacije je potreban.

5.1.3 Kada se informacije o vazduhoplovima u slučaju nužde dobijaju od drugih izvora koji nisu jedinice za pružanje usluga u vazdušnom saobraćaju, spasilački koordinacioni centar utvrđuje kojoj fazi nužde odgovara situacija i primjenjuje postupke primjenjive za tu fazu.

#### 4.5 Accident sites and wreckage

(Applicable as of 26 November 2026)

4.5.1 Contracting States shall ensure that search and rescue personnel that may be required to respond to an aircraft accident site are trained in the management of related occupational health risks.

*Note.— Guidance related to effective occupational health practices at aircraft accident sites is contained in the Manual of Aircraft Accident and Incident Investigation, Part I – Organization and Planning (Doc 9756) and Circular 315 – Hazards at Aircraft Accident Sites.*

4.5.2 **Recommendation.**— Each Contracting State should ensure that wreckage resulting from aircraft accidents within its territory or, in the case of accidents on the high seas or in areas of undetermined sovereignty, within the search and rescue regions for which it is responsible, is removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent search and rescue operations.

### CHAPTER 5 OPERATING PROCEDURES

#### 5.1 Information concerning emergencies

5.1.1 Any authority or any element of the search and rescue organization having reason to believe that an aircraft is in an emergency shall give immediately all available information to the rescue coordination centre concerned.

5.1.2 Rescue coordination centres shall, immediately upon receipt of information concerning aircraft in emergency, evaluate such information and assess the extent of the operation required.

5.1.3 When information concerning aircraft in emergency is received from other sources than air traffic services units, the rescue coordination centre shall determine to which emergency phase the situation corresponds and shall apply the procedures applicable to that phase.

## **5.2 Procedure za spasilačke koordinacione centre tokom faza u slučaju nužde**

### **5.2.1 Faza neizvjesnosti**

U fazi neizvjesnosti, spasilački koordinacioni centar u najvišem stepenu sarađuje sa jedinicama za pružanje usluga u vazdušnom saobraćaju i drugim odgovarajućim agencijama i službama kako bi se izvještaji koji pristižu mogli brzo procijeniti.

### **5.2.2 Faza uzbunjivanja**

U fazi uzbunjivanja, spasilački koordinacioni centar će odmah uzbuniti odgovarajuće jedinice za traganje i spašavanje i započeti sve potrebne aktivnosti.

### **5.2.3 Faza opasnosti**

Tokom nastajanja faze opasnosti, spasilački koordinacioni centar:

- a) odmah inicira aktivnosti jedinica za traganje i spašavanje u skladu sa odgovarajućim planom operacije;
  - b) utvrđuje poziciju vazduhoplova, vrši procjenu stepena nesigurnosti ove pozicije i na osnovu ovih informacija i okolnosti, određuje opseg područja koje će se pretražiti;
  - c) obavještava operatora, kada je to moguće, i informiše ga o razvoju situacije;
  - d) obavještava druge spasilačke koordinacione centre, čija bi pomoć mogla biti potrebna ili na koje se može odnositi operacija;
  - e) obavještava povezane jedinice za pružanje usluga u vazdušnom saobraćaju kada su informacije o slučaju nužde dobijene od drugog izvora;
  - f) na samom početku zahtijeva od vazduhoplova, plovila (vessel/s), obalne stanice i druge službe koje nisu posebno uključene u odgovarajući plan operacije i koje su sposobne da pomognu:
- 1) da budu na slušanju za signal sa vazduhoplova u nevolji, radio opreme za preživljavanje ili sa ELT-a;

## **5.2 Procedures for rescue coordination centres during emergency phases**

### **5.2.1 Uncertainty phase**

Upon the occurrence of an uncertainty phase, the rescue coordination centre shall cooperate to the utmost with air traffic services units and other appropriate agencies and services in order that incoming reports may be speedily evaluated.

### **5.2.2 Alert phase**

Upon the occurrence of an alert phase the rescue coordination centre shall immediately alert search and rescue units and initiate any necessary action.

### **5.2.3 Distress phase**

Upon the occurrence of a distress phase, the rescue coordination centre shall:

- a) immediately initiate action by search and rescue units in accordance with the appropriate plan of operation;
  - b) ascertain the position of the aircraft, estimate the degree of uncertainty of this position, and, on the basis of this information and the circumstances, determine the extent of the area to be searched;
  - c) notify the operator, where possible, and keep the operator informed of developments;
  - d) notify other rescue coordination centres, the help of which seems likely to be required, or which may be concerned in the operation;
  - e) notify the associated air traffic services unit, when the information on the emergency has been received from another source;
  - f) request at an early stage such aircraft, vessels, coastal stations and other services not specifically included in the appropriate plan of operation and able to assist to:
- 1) maintain a listening watch for transmissions from the aircraft in distress, survival radio equipment or an ELT;

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| <p><i>Napomena.— Do 25. novembra 2026. godine, frekvencije sadržane u specifikacijama za ELT date u Aneksu 10, Tom III su 121,5 MHz i 406 MHz.</i></p> <p><i>Napomena. Od 26. novembra 2026. godine, frekvencije sadržane u specifikacijama za ELT date u Aneksu 10, tom III, su 121,5 MHz i 406,0 do 406,1 MHz. Plan dodjele kanala Cospas-Sarsat 406 MHz sadržan je u Cospas-Sarsat dokumentu C/S T.012.</i></p> <ul style="list-style-type: none"> <li>2) pomažu vazduhoplovu u nevolji u mjeri u kojoj je to moguće; i</li> <li>3) informišu spasilački koordinacioni centar o svakom razvoju situacije;</li> <li>g) izrađuju, na osnovu raspoloživih informacija, detaljan plan aktivnosti za sprovođenje operacije traganja i/ili spašavanja koja se zahtijeva i saopštavaju takav plan kao smjernicu nadležnim organima neposredno upućujući na spovođenje takve operacije;</li> <li>h) izmijene i dopune, ukoliko je to potrebno, u svijetlu razvoja okolnosti, detaljan plan aktivnosti;</li> <li>i) obavijeste nadležne organe za istraživanje nesreća; i</li> <li>j) obavijeste Državni registar vazduhoplova.</li> </ul> <p>Redosljed kojim se opisuju ove aktivnosti moraju se poštovati, osim ukoliko okolnosti ne zahtijevaju drugačije.</p> <p>5.2.4 Započinjanje akcije traganja i spašavanja u slučaju kada je pozicija vazduhoplova nepoznata</p> <p>U slučaju proglašenja faze nužde u odnosu na vazduhoplov čija je pozicija nepoznata i može biti u jednom od dva ili više područja traganja i spašavanja, primjenjuje se sljedeće:</p> <ul style="list-style-type: none"> <li>a) Kada je spasilački koordinacioni centar obaviješten da postoji faza nužde i nije upoznat sa drugim centrima koji preduzimaju odgovarajuće aktivnosti, preduzima odgovornost za pokretanje odgovarajućih aktivnosti u skladu sa tačkom 5.2 i komunicira sa susjednim spasilačkim koordinacionim centrima sa ciljem</li> </ul> | <p><i>Note.— Until 25 November 2026, the frequencies contained in the specifications for ELTs given in Annex 10, Volume III, are 121.5 MHz and 406 MHz.</i></p> <p><i>Note.— As of 26 November 2026, the frequencies contained in the specifications for ELTs given in Annex 10, Volume III, are 121.5 MHz and 406.0 to 406.1 MHz. The Cospas-Sarsat 406 MHz channel assignment plan is contained in Cospas-Sarsat Document C/S T.012.</i></p> <ul style="list-style-type: none"> <li>2) assist the aircraft in distress as far as practicable; and</li> <li>3) inform the rescue coordination centre of any developments;</li> <li>g) from the information available, draw up a detailed plan of action for the conduct of the search and/or rescue operation required and communicate such plan for the guidance of the authorities immediately directing the conduct of such an operation;</li> <li>h) amend as necessary, in the light of evolving circumstances, the detailed plan of action;</li> <li>i) notify the appropriate accident investigation authorities; and</li> <li>j) notify the State of Registry of the aircraft.</li> </ul> <p>The order in which these actions are described shall be followed unless circumstances dictate otherwise.</p> <p>5.2.4 Initiation of search and rescue action in respect of an aircraft whose position is unknown</p> <p>In the event that an emergency phase is declared in respect of an aircraft whose position is unknown and may be in one of two or more search and rescue regions, the following shall apply:</p> <ul style="list-style-type: none"> <li>a) When a rescue coordination centre is notified of the existence of an emergency phase and is unaware of other centres taking appropriate action, it shall assume responsibility for initiating suitable action in accordance with 5.2 and confer with neighbouring rescue coordination centres with the objective of designating one rescue coordination centre to assume responsibility forthwith.</li> </ul> |
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| <p>određivanja jednog spasilačkog koordinacionog centra koji će preduzeti dalju odgovornost.</p> <p>b) Osim ukoliko nije drugačije odlučeno zajedničkim sporazumom spasilačkih koordinacionih centara, spasilački koordinacioni centar koji koordiniše aktivnosti traganja i spašavanja je centar odgovoran za:</p> <ul style="list-style-type: none"> <li>– područje u kojem je vazduhoplov posljednji put prijavio svoju poziciju; ili</li> <li>– područje u kojem je vazduhoplov bio kada je njegova posljednja prijavljena pozicija bila na granici dva područja traganja i spašavanja; ili</li> <li>– područje prema kojem se vazduhoplov uputio, kada se nije opremio odgovarajućom dvosmjernom radio komunikacijom ili nije obavezan da održava radio komunikaciju; ili</li> <li>– područje u kojem je mjesto opasnosti identifikovano pomoću sistema <i>Cospas-Sarsat</i>.</li> </ul> <p>c) Nakon proglašenja faze opasnosti, spasilački koordinacioni centar koji ima potpunu koordinacionu odgovornost informiše, sve spasilačke koordinacione centre koji mogu postati uključeni u operaciju, o svim okolnostima slučaja nužde i daljem razvoju situacije. Na isti način, svi spasilački koordinacioni centri koji postaju upoznati sa svim informacijama o slučaju nužde, obavještavaju spasilački koordinacioni centar koji ima potpunu odgovornost.</p> <p><b>5.2.5 Prenos informacija vazduhoplovu na osnovu kojih se objavljuje faza nužde</b></p> <p>Kada god je primjenljivo, spasilački koordinacioni centar koji je odgovoran za aktivnosti traganja i spašavanja prosljeđuje jedinici za pružanje usluga u vazdušnom saobraćaju koja opslužuje područje letnih informacija u kojem vazduhoplov leti, informacije o aktivnosti traganja i spašavanja koja je pokrenuta, s ciljem da takve informacije mogu da se prenesu vazduhoplovu.</p> <p><b>5.3 Procedure u kojima odgovornost za operacije imaju dvije ili više država ugovornica</b></p> <p>Kada je za sprovođenje operacija u čitavom području traganja i spašavanja odgovorno više država</p> | <p>b) Unless otherwise decided by common agreement of the rescue coordination centres concerned, the rescue coordination centre to coordinate search and rescue action shall be the centre responsible for:</p> <ul style="list-style-type: none"> <li>– the region in which the aircraft last reported its position; or</li> <li>– the region to which the aircraft was proceeding when its last reported position was on the line separating two search and rescue regions; or</li> <li>– the region to which the aircraft was destined when it was not equipped with suitable two-way radio communication or not under obligation to maintain radio communication; or</li> <li>– the region in which the distress site is located as identified by the Cospas-Sarsat system.</li> </ul> <p>c) After declaration of the distress phase, the rescue coordination centre with overall coordination responsibility shall inform all rescue coordination centres that may become involved in the operation of all the circumstances of the emergency and subsequent developments. Likewise, all rescue coordination centres becoming aware of any information pertaining to the emergency shall inform the rescue coordination centre that has overall responsibility.</p> <p><b>5.2.5 Passing of information to aircraft in respect of which an emergency phase has been declared</b></p> <p>Whenever applicable, the rescue coordination centre responsible for search and rescue action shall forward to the air traffic services unit serving the flight information region in which the aircraft is operating, information of the search and rescue action initiated, in order that such information can be passed to the aircraft.</p> <p><b>5.3 Procedures where responsibility for operations extends to two or more Contracting States</b></p> <p>Where the conduct of operations over the entire search and rescue region is the responsibility of more than one</p> |
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| <p>ugovornica, svaka od njih mora da preduzme mjere u skladu sa relevantnim planom operacija, kada to zahtijeva spasilački koordinacioni centar područja.</p> <p><b>5.4 Procedure za nadležne organe na terenu</b></p> <p>Nadležni organi koji bez odlaganja upravljaju obavljanjem operacija ili bilo kojim njihovim dijelom:</p> <ul style="list-style-type: none"> <li>a) pružaju instrukcije jedinicama pod njihovim upravljanjem i obavještavaju spasilački koordinacioni centar o tim instrukcijama; i</li> <li>b) obavještavaju spasilački koordinacioni centar o razvoju situacije.</li> </ul> <p><b>5.5 Procedure za spasilačke koordinacione centre – završetak i suspendovanje operacija</b></p> <p>5.5.1 Operacije traganja i spašavanja se nastavljaju, u mjeri u kojoj je to moguće, sve dok svi preživjeli ne budu na sigurnom mjestu ili sve dok ne prođu sve razumne nade za spašavanje preživjelih.</p> <p>5.5.2 Odgovorni spasilački koordinacioni centar obično je nadležan da odredi vrijeme obustave operacija traganja i spašavanja.</p> <p><i>Napomena.— Države ugovornice mogu da zahtijevaju dolazne informacije drugih odgovarajućih državnih organa u postupku donošenja odluka koji dovode do prekida operacija SAR.</i></p> <p>5.5.3 Kada je operacija traganja i spašavanja uspješna ili kada spasilački koordinacioni centar smatra ili je obaviješten da slučaj nužde više ne postoji, faza nužde se otkazuje, operacija traganja i spašavanja se prekida i svaki organ, objekat ili služba koja je aktivirana ili obaviještena, se na valjan način informiše o tome.</p> <p>5.5.4 Ukoliko operacija traganja i spašavanja postane neizvodljiva i spasilački koordinacioni centar zaključi da možda još uvijek ima preživjelih, centar privremeno suspenduje aktivnosti na licu mjesta u očekivanju daljeg razvoja situacije i odmah informiše svaki organ, objekat ili službu koja je aktivirana ili obaviještena. Relevantne informacije koje su naknadno dobijene se procjenjuju, a operacije</p> | <p>Contracting State, each involved State shall take action in accordance with the relevant plan of operations when so requested by the rescue coordination centre of the region.</p> <p><b>5.4 Procedures for authorities in the field</b></p> <p>The authorities immediately directing the conduct of operations or any part thereof shall:</p> <ul style="list-style-type: none"> <li>a) give instructions to the units under their direction and inform the rescue coordination centre of such instructions; and</li> <li>b) keep the rescue coordination centre informed of developments.</li> </ul> <p><b>5.5 Procedures for rescue coordination centres — termination and suspension of operations</b></p> <p>5.5.1 Search and rescue operations shall continue, when practicable, until all survivors are delivered to a place of safety or until all reasonable hope of rescuing survivors has passed.</p> <p>5.5.2 The responsible rescue coordination centre shall normally be responsible for determining when to discontinue search and rescue operations.</p> <p><i>Note.— Contracting States may require input from other appropriate State authorities in the decision-making process leading to termination of SAR operations.</i></p> <p>5.5.3 When a search and rescue operation has been successful or when a rescue coordination centre considers, or is informed, that an emergency no longer exists, the emergency phase shall be cancelled, the search and rescue operation shall be terminated and any authority, facility or service that has been activated or notified shall be promptly informed.</p> <p>5.5.4 If a search and rescue operation becomes impracticable and the rescue coordination centre concludes that there might still be survivors, the centre shall temporarily suspend on-scene activities pending further developments and shall promptly inform any authority, facility or service which has been activated or notified. Relevant information subsequently received</p> |
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| <p>traganja i spašavanja se nastavljaju onda kada je to opravdano i moguće.</p> <p><b>5.6 Procedure na mjestu nesreće<sup>2</sup></b></p> <p>5.6.1 Kada je više sredstava uključeno u operacije traganja i spašavanja na licu mjesta, spasilački koordinacioni centar ili spasilački podcentar određuje jednu ili više jedinica na licu mjesta da koordiniraju sve aktivnosti kako bi se osigurala sigurnost i efektivnost operacija u vazduhu i na površini, uzimajući u obzir mogućnosti objekta i operative zahtjeve.</p> <p>5.6.2 Kada vođa vazduhoplova primijeti da je drugi vazduhoplov ili površinsko plovilo (<i>surface craft</i>) u nevolji, on ukoliko je moguće i osim ako se ne smatra nerazumnim i nepotrebnim:</p> <ol style="list-style-type: none"> <li>a) drži plovilo u nevolji na vidiku sve dok ne bude primoran da napusti mjesto događaja ili dok ga spasilački koordinacioni centar ne obavijesti da to više nije potrebno;</li> <li>b) određuje poziciju plovila u nevolji;</li> <li>c) ukoliko je odgovarajuće, spasilačkom koordinacionom centru ili jedinici za pružanje usluga u vazdušnom saobraćaju prijavljuje što je više moguće sljedećih informacija: <ul style="list-style-type: none"> <li>– tip plovila (<i>craft</i>) u nevolji, njegovu identifikaciju i stanje;</li> <li>– njegovu poziciju, izraženu u geografskim ili mrežnim koordinatama ili u rastojanju i kursu od uočljivog orijentira ili od radio-navigacionog sredstva;</li> <li>– vrijeme osmatranja iskazano u satima i minutima po koordinisano univerzalnom vremenu (<i>Coordinated Universal Time – UTC</i>);</li> <li>– broj posmatranih lica;</li> <li>– da li su lica viđena da napuštaju plovilo u nevolji;</li> <li>– od 26. novembra 2026. godine, da li su primljeni ili primijećeni bilo kakvi signali u slučaju opasnosti, uključujući prenose sa predajnika za određivanje mjesta nesreće;</li> </ul> </li> </ol> | <p>shall be evaluated and search and rescue operations resumed when justified and practicable.</p> <p><b>5.6 Procedures at the scene of an accident<sup>2</sup></b></p> <p>5.6.1 When multiple facilities are engaged in search and rescue operations on-scene, the rescue coordination centre or rescue subcentre shall designate one or more units on-scene to coordinate all actions to help ensure the safety and effectiveness of air and surface operations, taking into account facility capabilities and operational requirements.</p> <p>5.6.2 When a pilot-in-command observes that either another aircraft or a surface craft is in distress, the pilot shall, if possible and unless considered unreasonable or unnecessary:</p> <ol style="list-style-type: none"> <li>a) keep the craft in distress in sight until compelled to leave the scene or advised by the rescue coordination centre that it is no longer necessary;</li> <li>b) determine the position of the craft in distress;</li> <li>c) as appropriate, report to the rescue coordination centre or air traffic services unit as much of the following information as possible: <ul style="list-style-type: none"> <li>– type of craft in distress, its identification and condition;</li> <li>– its position, expressed in geographical or grid coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid;</li> <li>– time of observation expressed in hours and minutes Coordinated Universal Time (UTC);</li> <li>– number of persons observed;</li> <li>– whether persons have been seen to abandon the craft in distress;</li> <li>– as of 26 November 2026, whether any distress signals, including distress beacon transmissions, have been received or observed;</li> </ul> </li> </ol> |
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<sup>2</sup> As of 26 November 2026, section 5.6 will be titled:

5.6 Procedures at the distress scene

<sup>2</sup>Od 26. novembra 2026. godine, odjeljak 5.6 nosi naslov:

5.6 Procedure na mjestu opasnosti

- meteorološke uslove na licu mjesta;
  - očigledno fizičko stanje preživjelih;
  - do 25. novembra 2026. godine, očigledni najbolji zemaljski prilaz mjestu opasnosti;
  - od 26. novembra 2026. godine, očigledno najbolji zemaljski pristupni put do mjesta opasnosti;
  - od 26. novembra 2026. godine, položaj i opis bilo kog drugog plovila u području u kom može pružiti pomoći; i
- d) Postupa po uputstvima spasilačkog koordinacionog centra ili jedinice za pružanje usluga u vazdušnom saobraćaju.

5.6.2.1 Do 25. novembra 2026. godine, ako prvi vazduhoplov koji dođe na mjesto nesreće nije vazduhoplov za traganje i spašavanje, taj vazduhoplov je zadužen za aktivnosti na licu mjesta svih drugih vazduhoplova koji stignu kasnije, sve dok prvi vazduhoplov za traganje i spašavanje ne dođe na mjesto nesreće. Ukoliko, u međuvremenu, takav vazduhoplov ne može da uspostavi komunikaciju sa odgovarajućim spasilačkim koordinacionim centrom ili jedinicom za pružanje usluga u vazdušnom saobraćaju, u tom slučaju, međusobnim dogovorom, predaje obavezu vazduhoplovu koji može da uspostavi i održava takvu komunikaciju dok ne dođe prvi vazduhoplov za traganje i spašavanje.

5.6.2.1 Od 26. novembra 2026. godine, ako prvi vazduhoplov koji dođe na mjesto opasnosti nije vazduhoplov za traganje i spašavanje, taj vazduhoplov je zadužen za aktivnosti na licu mjesta svih drugih vazduhoplova koji stignu kasnije, sve dok prvi vazduhoplov za traganje i spašavanje ne dođe na mjesto opasnosti. Ukoliko, u međuvremenu, takav vazduhoplov ne može da uspostavi komunikaciju sa odgovarajućim spasilačkim koordinacionim centrom ili jedinicom za pružanje usluga u vazdušnom saobraćaju, u tom slučaju, međusobnim dogovorom, predaje obavezu vazduhoplovu koji može da uspostavi i održava takvu komunikaciju dok ne dođe prvi vazduhoplov za traganje i spašavanje.

5.6.3 Kada je za vazduhoplov neophodno da prenese informacije preživjelim ili jedinicama za traganja i spašavanja na površini, a dvosmjerna komunikacija nije raspoloživa, vazduhoplov u toj situaciji, ukoliko je

- on-scene weather conditions;
  - apparent physical condition of survivors;
  - until 25 November 2026, apparent best ground access route to the distress site;
  - as of 26 November 2026, apparent best ground access route to the distress scene;
  - as of 26 November 2026, position and description of any other craft in the area that may assist; and
- d) act as instructed by the rescue coordination centre or the air traffic services unit.

5.6.2.1 *Until 25 November 2026*, if the first aircraft to reach the scene of an accident is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the scene of the accident. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination centre or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.

5.6.2.1 *As of 26 November 2026*, if the first aircraft to reach the distress scene is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the distress scene. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination centre or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.

5.6.3 When it is necessary for an aircraft to convey information to survivors or surface rescue units, and two-way communication is not available, it shall, if practicable, drop communication equipment that would

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| <p>izvodljivo, ispušta komunikacionu opremu kojom bi se omogućilo uspostavljanje direktnog kontakta ili prenosi informacije bacanjem poruke u papirnoj formi.</p> <p>5.6.4 Kada je prikazan zemaljski signal, vazduhoplov mora da ukaže na to da li je razumio signal ili nije, sredstvima opisanim u 5.6.3, ili, ukoliko ovo nije moguće, odgovarajućim vizuelnim signaliziranjem.</p> <p>5.6.5 Kada je neophodno da vazduhoplov usmjeri površinsko plovilo do mjesta na kojem je vazduhoplov ili površinsko plovilo u nevolji, vazduhoplov to čini prenošenjem preciznih instrukcija bilo kojim raspoloživim sredstvima. Ukoliko radio komunikacija ne može biti uspostavljena, vazduhoplov koristi odgovarajući vizuelni signal.</p> <p><i>Napomena.—Do 25. novembra 2026. godine, Vizuelni signali vazduh-zemlja i zemlja-vazduh objavljeni su u Tomu III Dokument. 9731.</i></p> <p><i>Napomena.— Od 26. novembra 2026. godine, vizuelni signali vazduh-zemlja i zemlja-vazduh se objavljuju u Dodatku i u Međunarodnom priručniku za vazduhoplovno i pomorsko traganje i spašavanje (IAMSAR), tom III — Mobilna sredstva (Doc 9731).</i></p> <p>5.6.6 <b>Preporuka.</b>— Od 26. novembra 2026. godine, kada nosi uređaj za mjerenje stvarnog površinskog zanošenja u skladu sa 2.6.9, vazduhoplov za traganje i spašavanje treba da ispusti uređaj čim stigne na mjesto nesreće.</p> <p><i>Napomena.— Primjena takvih uređaja će pomoći u preciznosti planiranja područja traganja i, shodno tome, vrijeme traganja svesti do najmanjeg nivoa.</i></p> <p><b>5.7 Procedure za vođu vazduhoplova koji presrijeće prenos informacija o nevolji</b><br/>(Primjenljivo do 25. novembra 2026. godine)</p> <p>Kada god vođa vazduhoplova presretne informacije o nevolji, vođa vazduhoplova u tom slučaju, ukoliko je izvodljivo:</p> <ol style="list-style-type: none"> <li>potvrđuje informacije o nevolji;</li> <li>evidentira poziciju plovila u nevolji, ukoliko je data;</li> <li>prenosi informacije;</li> </ol> | <p>enable direct contact to be established, or convey the information by dropping a hard copy message.</p> <p>5.6.4 When a ground signal has been displayed, the aircraft shall indicate whether the signal has been understood or not by the means described in 5.6.3 or, if this is not practicable, by making the appropriate visual signal.</p> <p>5.6.5 When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. If no radio communication can be established, the aircraft shall make the appropriate visual signal.</p> <p><i>Note.— Until 25 November 2026, air-to-surface and surface-to-air visual signals are published in Volume III of Doc 9731.</i></p> <p><i>Note.— As of 26 November 2026, air-to-surface and surface-to-air visual signals are published in the Appendix and in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, Volume III — Mobile Facilities (Doc 9731).</i></p> <p>5.6.6 <b>Recommendation.</b>— As of 26 November 2026, when carrying a device for measuring actual surface drift in accordance with 2.6.9, a search and rescue aircraft should drop the device as soon as it reaches the scene of an accident.</p> <p><i>Note.— The deployment of such devices will assist with search area planning accuracy and, therefore, minimize search times.</i></p> <p><b>5.7 Procedures for a pilot-in-command intercepting a distress transmission</b><br/>(Applicable until 25 November 2026)</p> <p>Whenever a distress transmission is intercepted by a pilot-in-command of an aircraft, the pilot shall, if feasible:</p> <ol style="list-style-type: none"> <li>acknowledge the distress transmission;</li> <li>record the position of the craft in distress if given;</li> <li>take a bearing on the transmission;</li> </ol> |
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- d) obavještava odgovarajući spasilački koordinacioni centar ili jedinicu za pružanje usluga u vazdušnom saobraćaju o informacijama o nevolji pružajući sve raspoložive informacije; i
- e) po svom nahođenju, dok čeka instrukcije, nastavlja ka poziciji koja je navedena u emitovanoj poruci.

## **5.7 Procedure za vođu vazduhoplova koji presrijeće prenos informacija o nevolji**

*(Primjenljivo od 26. novembra 2026. godine)*

5.7.1 Kada god vođa vazduhoplova presretne informacije o nevolji, vođa vazduhoplova u tom slučaju, ukoliko je izvodljivo:

- a) potvrđuje informacije o nevolji;
- b) evidentira poziciju plovila u nevolji, ukoliko je data;
- c) prenosi informacije;
- d) obavještava odgovarajući spasilački koordinacioni centar ili jedinicu za pružanje usluga u vazdušnom saobraćaju o informacijama o nevolji pružajući sve raspoložive informacije; i
- e) po svom nahođenju, dok čeka instrukcije, nastavlja ka poziciji u nevolji i
- f) pokušati da uspostavi komunikaciju sa osobom(ama) u nevolji.

5.7.2 Kad god pilot prati 121,5 MHz i presretne prenos sa predajnika za određivanje mjesta nesreće, pilot takođe:

- a) snima i izvještava, u najkraćem mogućem roku, poziciju na kojoj je prvi put primljena poruka;
- b) ne mijenja nikakva podešavanja za šum na radiju vazduhoplova; i
- c) ako je izvodljivo, nastavi da prati frekvenciju sve dok signal ne prestane i obavijesti o tome odgovarajući spasilački koordinacioni centar ili jedinicu za pružanje usluga u vazdušnom saobraćaju.

*Napomena.— Zadržavanje postojećih podešavanja za prigušivanje od trenutka kada je prvi put primljeno do prestanka signala obezbjeđuje spasilačkim*

- d) inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information; and

- e) at the pilot's discretion, while awaiting instructions, proceed to the position given in the transmission.

## **5.7 Procedures for a pilot-in-command intercepting a distress transmission**

*(Applicable as of 26 November 2026)*

5.7.1 Whenever a distress transmission is intercepted by a pilot-in-command of an aircraft, the pilot shall, if feasible:

- a) acknowledge the distress transmission;
- b) record the position of the craft in distress if given;
- c) take a bearing on the transmission;
- d) inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information;
- e) at the pilot's discretion, while awaiting instructions, proceed to the distress position; and
- f) attempt to establish communications with the person(s) in distress.

5.7.2 Whenever a pilot monitors 121.5 MHz, and intercepts a transmission from a distress beacon, the pilot shall also:

- a) record, and report as soon as possible, the position where the transmission was first received;
- b) not alter any settings for squelch on the aircraft's radio; and
- c) if feasible, continue to monitor the frequency until such time as the signal ceases, and inform the appropriate rescue coordination centre or air traffic services unit of such.

*Note.— Retaining the existing settings for squelch from the time the transmission is first received until the signal ceases provides rescue coordination centres*

koordinacionim centrima najtačniju potencijalnu lokaciju predajnika za određivanje mjesta nesreće.

## 5.8 Signali traganja i spašavanja

5.8.1 Vizuelni signali vazduh-zemlja i zemlja-vazduh u Dodatku, prilikom upotrebe, imaju značenje navedeno u dodatku. Koriste se samo u naznačene svrhe, a drugi signali sa kojima bi se oni mogli zamijeniti se ne upotrebljavaju.

5.8.2 Nakon osmatranja svih signala koji se nalaze u Dodatku, vazduhoplov preduzima akciju koja se može zahtijevati tumačenjem signala pruženog u tom Dodatku.

## 5.9 Vođenje evidencije

5.9.1 **Preporuka.**— *Svaki spasilački koordinacioni centar treba da vodi evidenciju operativne efikasnosti organizacije traganja i spašavanja u svom području.*

5.9.2 **Preporuka.**— *Svaki spasilački koordinacioni centar treba da pripremi procjenu aktuelnih operacija traganja i spašavanja u svom području. Ova procjena treba da obuhvata sve značajne napomene o procedurama koje su se koristile i o opremi za slučajeve nužde i opremi za preživljavanje, kao i o sugestijama za unapređivanje ovih procedura i opreme. Ove procjene koje će vjerovatno biti od interesa za druge države treba da se podnesu ICAO-u za informisanje i širenje, ukoliko je to potrebno.*

## DODATAK

### SIGNALI TRAGANJA I SPAŠAVANJA

(Napomena.— Vidjeti poglavlje 5, 5.8 ovog Aneksa)

## 1. Signali sa površinskim plovilom (*surface craft*)

1.1 Sljedeći manevri koji se izvode u nizu od strane vazduhoplova podrazumijevaju da vazduhoplov želi da usmjeri površinska plovila (*surface craft*) prema vazduhoplovu ili površinskom plovilu (*surface craft*) u nevolji:

- kruženje površinskog plovila (*surface craft*) najmanje jednom;
- let projektovanim kursom površinskog plovila u blizini sprijeda na maloj visini i:

*with the most accurate potential location of the distress beacon.*

## 5.8 Search and rescue signals

5.8.1 The air-to-surface and surface-to-air visual signals in the Appendix shall, when used, have the meaning indicated therein. They shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.

5.8.2 Upon observing any of the signals in the Appendix, aircraft shall take such action as may be required by the interpretation of the signal given in that Appendix.

## 5.9 Maintenance of records

5.9.1 **Recommendation.**— *Each rescue coordination centre should keep a record of the operational efficiency of the search and rescue organization in its region.*

5.9.2 **Recommendation.**— *Each rescue coordination centre should prepare appraisals of actual search and rescue operations in its region. These appraisals should comprise any pertinent remarks on the procedures used and on the emergency and survival equipment, and any suggestions for improvement of those procedures and equipment. Those appraisals which are likely to be of interest to other States should be submitted to ICAO for information and dissemination as appropriate.*

## APPENDIX

### SEARCH AND RESCUE SIGNALS

(Note.— See Chapter 5, 5.8 of the Annex)

## 1. Signals with surface craft

1.1 The following manoeuvres performed in sequence by an aircraft mean that the aircraft wishes to direct a surface craft towards an aircraft or a surface craft in distress:

- circling the surface craft at least once;
- crossing the projected course of the surface craft close ahead at low altitude and

- 1) ljuljanje krila; ili
- 2) puštanje i prekid goriva; ili
- 3) mijenjanje koraka elise.

*Napomena.— Zbog visokog nivoa buke na površinskom plovilu, zvučni signali iz 2) i 3) mogu imati manji efekat od vizuelnog signala pod 1) i smatraju se alternativnim sredstvima za privlačenje pažnje.*

- c) kretanje u pravcu prema kojem se usmjerava površinsko plovilo.

Ponavljanje takvih manevara ima isto značenje.

1.2 Sljedeći manevri vazduhoplovom podrazumijevaju da pomoć površinskog plovila (*surface craft*) prema kojem se signal usmjerava više nije potrebna:

- let iznad traga na vodi površinskog plovila (*surface craft*) otpozadi na maloj visini i:

- 1) ljuljanje krila; ili
- 2) puštanje i prekid goriva; ili
- 3) mijenjanje koraka elise.

*Napomena.— Površinska plovila (surface craft) mogu dati sljedeće odgovore na signal iz 1.1:*

- za potvrdu prijema signala:

- 1) "najviše" podizanje „kodne zastavice“ (vertikalne crvene i bijele pruge) "close up" (podrazumijeva da je poruka shvaćena);
- 2) bljeskanje uzastopnog „T“ signalnom lampom u Morzeovom kodu;
- 3) promjena pravca u cilju praćenja vazduhoplova.

- za ukazivanje na nemogućnost usaglašavanja:

- 1) podizanje međunarodne zastavice „N“ (plavi i bijeli karirani kvadrat);
- 2) bljeskanje uzastopnog „N“ u Morzeovom kodu.

*Napomena.— Vidjeti napomenu poslije 1.1 b), 3).*

- 1) rocking the wings; or
- 2) opening and closing the throttle; or
- 3) changing the propeller pitch.

*Note.— Due to high noise level on board surface craft, the sound signals in 2) and 3) may be less effective than the visual signal in 1) and are regarded as alternative means of attracting attention.*

- c) heading in the direction in which the surface craft is to be directed.

Repetition of such manoeuvres has the same meaning.

1.2 The following manoeuvres by an aircraft means that the assistance of the surface craft to which the signal is directed is no longer required:

- crossing the wake of the surface craft close astern at a low altitude and:

- 1) rocking the wings; or
- 2) opening and closing the throttle; or
- 3) changing the propeller pitch.

*Note.— The following replies may be made by surface craft to the signal in 1.1:*

- for acknowledging receipt of signals:

- 1) the hoisting of the "code pennant" (vertical red and white stripes) close up (meaning understood);
- 2) the flashing of a succession of "T's" by signal lamp in the Morse code;
- 3) the changing of heading to follow the aircraft.

- for indicating inability to comply:

- 1) the hoisting of the international flag "N" (a blue and white checkered square);
- 2) the flashing of a succession of "N's" in the Morse code.

*Note.— See Note following 1.1 b), 3).*

## 2. Vizuelni signal zemlja-vazduh

2.1 Vizuelni signali zemlja-vazduh koje koriste preživjeli

| Br. | Poruka                    | Znak |
|-----|---------------------------|------|
| 1   | Potrebna pomoć            | V    |
| 2   | Potrebna medicinska pomoć | X    |
| 3   | Ne ili negativno          | N    |
| 4   | Da ili potvrdno           | Y    |
| 5   | Nastaviti u ovom smjeru   | ↑    |

2.2 Vizuelni signali zemlja-vazduh koje koriste spasilačke jedinice

| Br. | Poruka                                                              | Znak  |
|-----|---------------------------------------------------------------------|-------|
| 1   | Operacija je završena                                               | L L L |
| 2   | Našli smo sva lica                                                  | L L   |
| 3   | Našli smo samo neka lica                                            | ++    |
| 4   | Ne možemo nastaviti. Vraćamo se u bazu.                             | X X   |
| 5   | Podijelili su se u dvije grupe. Svaka nastavlja u označenom smjeru. | ↓—↑   |
| 6   | Primljena informacija da je vazduhoplov u ovom smjeru.              | →→    |
| 7   | Ništa nije pronađeno. Nastavljamo sa traganjem.                     | N N   |

## 2. Ground-air visual signal code

2.1 Ground-air visual signal code for use by survivors

| No. | Message                      | Code symbol |
|-----|------------------------------|-------------|
| 1   | Require assistance           | V           |
| 2   | Require medical assistance   | X           |
| 3   | No or Negative               | N           |
| 4   | Yes or Affirmative           | Y           |
| 5   | Proceeding in this direction | ↑           |

2.2 Ground-air visual signal code for use by rescue units

| No. | Message                                                              | Code symbol |
|-----|----------------------------------------------------------------------|-------------|
| 1   | Operation completed                                                  | L L L       |
| 2   | We have found all personnel                                          | L L         |
| 3   | We have found only some personnel                                    | ++          |
| 4   | We are not able to continue. Returning to base                       | X X         |
| 5   | Have divided into two groups. Each proceeding in direction indicated | ↓—↑         |
| 6   | Information received that aircraft is in this direction              | →→          |
| 7   | Nothing found. Will continue to search.                              | N N         |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| <p>2.3 Simboli ne smiju biti manji od 2,5m (8ft) i moraju biti što više uočljivi.</p> <p><i>Napomena 1.– Simboli se mogu formirati bilo kojim sredstvima poput: traka od tkanine, padobranskog materijala, komada drveta, kamenja ili sličnog materijala; površina se obilježava gaženjem ili bojanjem pomoću ulja.</i></p> <p><i>Napomena 2.– Pažnja na gore navedene signale može se privući drugim sredstvima kao što je radio, rakete, dim i reflektujuće svjetlo.</i></p> <p><b>3. Signali vazduh-zemlja</b></p> <p>3.1 Sljedeći signali od strane vazduhoplova podrazumijevaju da su zemaljski signali shvaćeni:</p> <ul style="list-style-type: none"> <li>a) za vrijeme dnevnih časova: <ul style="list-style-type: none"> <li>– ljučkanjem krila vazduhoplova;</li> </ul> </li> <li>b) za vrijeme noćnih časova: <ul style="list-style-type: none"> <li>– blicanjem uključivanjem i isključivanjem dva puta svjetlom za slijetanje vazduhoplova ili, ukoliko nije opremljen na taj način, uključivanjem i isključivanjem navigacionih svjetala dva puta.</li> </ul> </li> </ul> <p>3.2 Nedostatak navedenih signala ukazuje na to da zemaljski signal nije shvaćen.</p> <p><b>Stupanje na snagu</b></p> <p>Danom donošenja ovog sigurnosnog naloga prestaje da važi Sigurnosni nalog broj 2019/001 rev.00 od 15.01.2019. godine.</p> <p>Ovaj sigurnosni nalog stupa na snagu danom objavljivanja i objavljuje se na internet stranici Agencije. Odredbe koje stupaju na snagu od 26. novembra 2026. godine primjenjuju se od tog datuma.</p> | <p>2.3 Symbols shall be at least 2.5 metres (8 feet) long and shall be made as conspicuous as possible.</p> <p><i>Note 1.— Symbols may be formed by any means such as: strips of fabric, parachute material, pieces of wood, stones or such like material; marking the surface by tramping, or staining with oil.</i></p> <p><i>Note 2.— Attention to the above signals may be attracted by other means such as radio, flares, smoke and reflected light.</i></p> <p><b>3. Air-to-ground signals</b></p> <p>3.1 The following signals by aircraft mean that the ground signals have been understood:</p> <ul style="list-style-type: none"> <li>a) during the hours of daylight: <ul style="list-style-type: none"> <li>– by rocking the aircraft's wings;</li> </ul> </li> <li>b) during the hours of darkness: <ul style="list-style-type: none"> <li>– flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.</li> </ul> </li> </ul> <p>3.2 Lack of the above signal indicates that the ground signal is not understood.</p> <p><b>Entry into force</b></p> <p>On the day of adoption of this Safety Order, the Safety order No. 2019/001 rev.00 from 15 January 2019 is hereby repealed.</p> <p>This Safety Order shall enter into force on the day of its publication and it shall be published at the Agency web site. The provisions that enter into force on 26 November, 2026 shall be applicable from that date.</p> |
| <p><b>Direktor / Director</b></p> <p><b>Ivan Ščekić</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p><b>Datum</b></p> <p><i>Date</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |