

AD 1 AERODROMI/HELIDROMI AD 1 AERODROMES/HELIPORTS

AD 1.1 UVOD

Nadležno tijelo za odobravanje civilne upotrebe aerodroma i osiguranje pridržavanja minimalnih utvrđenih standarda je Hrvatska agencija za civilno zrakoplovstvo.

AD 1.1.2 LETENJE NA AERODROMU I U NJEGOVOJ OKOLICI

AD 1.1.2.1 Pilot koji upravlja zrakoplovom na aerodromu ili njegovoj okolici dužan je:

- 1) pridržavati se valjanih propisa o letenju zrakoplova na aerodromu ili u njegovoj okolici, poglavito posebnih pravila i postupaka koji se odnose na aerodromski promet, a utvrđeni su u odnosnim uputama za korištenje aerodroma;
- 2) pridržavati se savjeta i informacija stručne osobe za AFIS, ako je na odnosnom aerodromu predviđeno pružanje takve usluge, te uputa operatora aerodroma;
- 3) promatrati aerodromski promet zbog izbjegavanja sudara;
- 4) uklopiti se u prometni tok, ili se iz njega vidljivo izdvojiti;
- 5) prilikom prilaznja za slijetanje i nakon uzlijetanja, u aerodromskom prometnom krugu obavljati promjene smjera lijevim zaokretima, ako nije drugačije određeno;
- 6) slijetati i uzlijetati uz vjetar ako to ne isključuju razlozi koji se odnose na sigurnost zračnog prometa, smjer uzletno-sletne staze ili drugi mjesni razlozi;

AD 1.1 INTRODUCTION

Croatian Civil Aviation Agency (CCAA) of the Republic of Croatia is the responsible authority for the approval of aerodromes for civil use and to ensure compliance with minimum standards established.

AD 1.1.2 AIR TRAFFIC AT AND IN THE VICINITY OF AN AERODROME

AD 1.1.2.1 Pilot operating an aircraft at an aerodrome or in its vicinity is obliged to:

- 1) observe the regulations for the operations of aircraft at the aerodrome or in its vicinity, in particular the special regulations concerning handling of aerodrome traffic set in relevant Aerodrome Operating Instructions;
- 2) observe the advices and information of an AFIS officer, if such a service is established on particular aerodrome, and instructions by the aerodrome operator;
- 3) observe the aerodrome traffic for the purpose of avoiding collisions;
- 4) conform with or avoid discernibly the flow of air traffic;
- 5) perform changes of direction in the aerodrome traffic circuit during approach- to-land and after take-off to the left, unless instructed otherwise;
- 6) land and take-off into the wind unless this is excluded for safety reasons, in consideration of flight activity, because of directions of the runways, or for the other local reasons;

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| 7) postupati sukladno uputama izdanim putem RT komunikacije, svjetlosnih i zemaljskih signala, kao i putem znakova i oznaka; | 7) act upon instructions given by RT communication, light and ground signals as well as by signs; |
| 8) tijekom vožnje presjeći USS što je moguće više pod pravim kutom, i to samo onda ako u prilaženju na slijetanje ili na uzlijetanju nema drugog zrakoplova; | 8) cross runways at right angle as far as possible and only if there is no other aircraft on approach-to-land or take off; |
| 9) napustiti što je brže moguće USS nakon slijetanja, | 9) vacate the runway after landing as quickly as possible; |
| 10) sletjeti desno od sletnog znaka («T»), ako nije drugačije određeno; | 10) touch down at the right side of the landing T unless otherwise regulated; |
| 11) nakon uzlijetanja, penjati sa što većim kutem, obzirom na operativno-tehničke osobine zrakoplova i sigurnost zračnog prometa | 11) after take-off, climb with maximum angle possible, taking into account aircraft performance characteristics and air traffic safety; |
| 12) u slučaju neuspjelog prilaženja postupati sukladno gore navedenom postupku utvrđenom za uzlijetanje; | 12) in case of missed approach, after take-off proceed in accordance with procedure stated above; |
| 13) izbjegavati zonu aerodromskog prometa i kontroliranu zonu, ako se unutar nje ne namjerava sletjeti. | 13) avoid an aerodrome traffic zone and control zone, if landing within the aerodrome traffic zone is not intended. |

AD 1.1.2.2 Letenje na kontroliranom aerodromu ili njegovoj okolici, uz sve navedeno u točki 1.1.2.1, dodatno uključuje da je pilot zrakoplova dužan:

- stalno biti na prijemu na predviđenoj frekvenciji nadležne aerodromske KZP, ako nije u nadležnosti neke druge jedinice KZP. Ako obavljanje RT komunikacije nije moguće, mora postupati u skladu s odobrenjima, uputama i informacijama proslijeđenim svjetlosnim i zemaljskim signalima, te znakovima;
- putem RT komunikacije ili pomoću znakova, pribaviti prethodno odobrenje za sva kretanja koja su uvod u vožnju, uzlijetanje i slijetanje;
- slijediti signale i oznake operatora aerodroma za kretanja na stajanci i aerodromskim površinama za parkiranje zrakoplova.

Za odobravanje odstupanja od navedenog nadležna je aerodromska kontrola zračnog prometa.

Promet pješaka i vozila na manevarskim površinama kontroliranog aerodroma smije se obavljati samo uz odobrenje nadležne aerodromske KZP, bez obzira na način kojim je odobrenje izdato.

AD 1.1.2.3 Dodatni propisi za letenje na i u okolici nekontroliranih aerodroma na kojima nije predviđeno pružanje AFIS-a

Pilot koji upravlja zrakoplovom na nekontroliranom aerodromu na kojemu nije predviđeno pružanje AFIS-a, i u njegovoj okolici, dužan je postupati sukladno svim postupcima iz točke 1.1.2.1, osim pod 2) i pod 7), te:

- 1) pet minuta prije ulaska u zonu aerodromskog prometa, na utvrđenoj frekvenciji emitirati u slijepo poruku sljedećeg sadržaja:

AD 1.1.2.2 Flying at or in the vicinity of a controlled aerodrome, in addition to all stated in 1.1.2.1 assumes that the pilot is obliged to:

- maintain continuous listening watch on the aerodrome ATC predefined frequency, except if being under responsibility of some other ATC unit. If unable to establish RT communication, one shall act upon clearances, instructions and information obtained by light and ground signals, as well as by signs;
- obtain preliminary clearance by RT communication or signs for all movements ending in taxiing, taking off and landing;
- follow the aerodrome operator's signals and markings for apron movements and aircraft parking positions.

Responsibility for approval of exceptions rests with aerodrome ATC unit.

The movement of persons and vehicles on the manoeuvring areas of a controlled aerodrome is permitted only upon TWR ATC approval, no matter the means of obtaining the approval.

AD 1.1.2.3 Additional regulations for air traffic at and in the vicinity of an aerodrome without AFIS unit

A person operating an aircraft at or in the vicinity of an uncontrolled aerodrome without AFIS unit is obliged to apply all procedures laid down in para 1.1.2.1 above, except under 2) and 7), as well as to:

- 1) transmit blind the following message at least 5 minutes prior to enter aerodrome traffic zone on established frequency:

- | | |
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| <ul style="list-style-type: none">- ime aerodroma na kojega se poruka odnosi- registracijsku oznaku i tip zrakoplova,- trenutnu poziciju i visinu i- svoju namjeru; <p>2) tijekom leta u zoni aerodromskog prometa stalno biti na prijemu na utvrđenoj frekvenciji;</p> <p>3) ako namjerava sletjeti, uključiti se u određeni aerodromski prometni krug na utvrđenoj visini</p> <ul style="list-style-type: none">-u poziciji niz vjetar za USS u uporabi,-ili na bilo kojoj poziciji ako nema drugog prometa,-ili na nekoj poziciji koju sami sudionici u prometu dogovore; <p>4) prosljeđivati u slijepo izvještaj o poziciji u pozicijama niz vjetar i završnici;</p> <p>5) na stajanci prije uzlijetanja u slijepo emitirati sljedeću poruku:</p> <ul style="list-style-type: none">- ime aerodroma na kojega se poruka odnosi,- reg. oznaku i tip zrakoplova,- naznaku vožnje,- planiranu USS,- namjeru, odnosno odredište. | <ul style="list-style-type: none">- aerodrome name to which the message is concerned,- registration and aircraft type,- current position and level and- intention of the pilot; <p>2) maintain continuous listening watch on appropriate radio frequency when within aerodrome traffic zone;</p> <p>3) join, appropriate aerodrome traffic circuit at prescribed height if intended to land</p> <ul style="list-style-type: none">- in downwind position for runway in use,- or in any other convenient position, if no other traffic exists,- or in any other position agreed by all participants in air traffic; <p>4) transmit blind prescribed position reports on downwind and final;</p> <p>5) transmit blind before departure on the apron the following message:</p> <ul style="list-style-type: none">- aerodrome name to which the message is concerned,- registration and aircraft type,- taxi indication,- intended runway in use,- intention of flight or destination. |
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Promet u aerodromskom prometnom krugu ima prednost pred prometom koji se u njega uključuje. Promet u završnom kraku uvijek ima prednost pred drugim prometom, osim u slučajevima nužde.

Ako u aerodromskom prometnom krugu promet već postoji, smjer slijetanja i uzlijetanja se određuje prema tom prometu i obvezan je za sve zrakoplove koji se u njega uključuju ili

Traffic in aerodrome traffic circuit has the right of way over joining traffic. Final leg traffic shall always have the right of way over other traffic, except for emergencies.

If there is already traffic in aerodrome traffic circuit, the direction for landing and take off is determined in accordance with the existing traffic, and all entering aircraft or those with intention to take off are obliged to use it. It

namjeravaju uzletjeti. Sudionici u prometu mogu se drugačije dogovoriti.

Pilot zrakoplova koji nije opremljen radio postajom dužan je postupati sukladno navedenim odredbama, osim onih koje se odnose na uporabu radiopostaja.

PROCJENA I IZVJEŠĆIVANJE O STANJU POVRŠINE UZLETNO-SLETNE STAZE I PLAN POSTUPANJA U SLUČAJU SNIJEGA

Aerodrom LOŠINJ/Lošinj I. i aerodrom BRAČ/Brač I. koriste globalni format izvješćivanja za procjenu i izvješćivanje o stanju površine uzletno-sletne staze.

Planovi u snježnim uvjetima dostupni su na aerodromima s uspostavljenom zimskom službom, ZAGREB/Franjo

►Tudman, OSIJEK/Klisa i SPLIT/Kaštela.

may be otherwise arranged by traffic participants.

The pilot of an aircraft without radio-station is obliged to comply with all stated regulations except for those relating to radio-station usage.

RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

Aerodrome LOŠINJ/Lošinj I. and aerodrome BRAČ/Brač I. are using enhanced global reporting format for assessing and reporting runway surface condition.

Snow plans are available on aerodromes with winter service established, ZAGREB/Franjo Tudjman, OSIJEK/Klisa and SPLIT/Kastela.

1. Parker-starter/vodič



Desna ruka podignuta iznad razine glave sa signalnom palicom usmjerenom prema gore; lijeva signalna palica usmjerena koso prema dolje pomiče se prema tijelu.

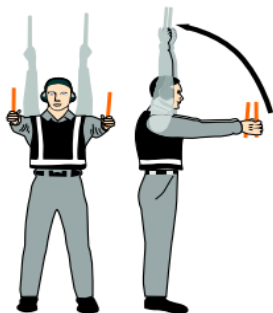
Napomena: Ovaj signal daje indicaciju osobe koja se nalazi uz vrh krila zrakoplova, pilotu/maršaleru/operateru za potiskivanje, da će kretanje zrakoplova na/iz parkirne pozicije biti neometano./

1. Wingwalker/guide

Raise right hand above head level with wand pointing up; move left-hand wand pointing down toward body.

Note: This signal provides an indication by a person positioned at the aircraft wing tip, to the pilot/ marshaller/ push-back operator, that the aircraft movement on/off a parking position would be unobstructed.

2. Identificirajte gate



Potpuno ispružene ruke podižu se ravno iznad glave sa signalnim palicama usmjerenim prema gore./

2. Identify gate

Raise fully extended arms straight above head with wands pointing up.

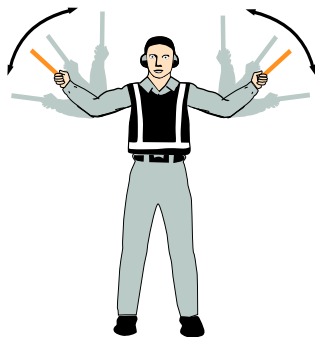
3. Nastavite do sljedećeg parkera



Obje ruke ispružene i usmjerene prema gore, pomiču se u stranu pokazujući palicama u smjeru položaja sljedećeg parkera ili područja za voženje./

3. Proceed to next signalman or as directed by tower/ground control

Point both arms upward; move and extend arms outward to sides of body and point with wands to direction of next signalman or taxi area.

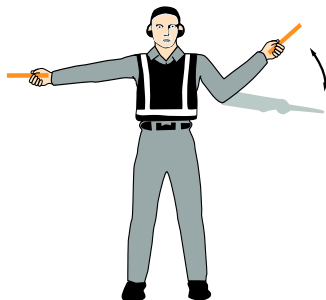


4. Vozite ravno naprijed

Ruke ispružene vodoravno u stranu u visini ramena savijaju se u laktovima uz pomicanje palica gore-dolje od visine grudi do glave./

4. Straight ahead

Bend extended arms at elbows and move wands up and down from chest height to head.

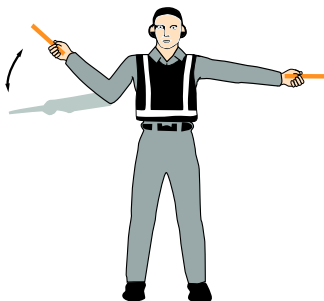


5. a) Skrenite ulijevo (iz perspektive pilota)

Desna ruka i palica ispružene u stranu pod kutom od 90° u odnosu na tijelo, a lijevom rukom se čine pokreti kao kod točke 4.; brzina pokreta označava traženu brzinu skretanja. /

5. a) Turn left (from pilot's point of view)

With right arm and wand extended at a 90-degree angle to body, make "come ahead" signal with left hand. The rate of signal motion indicates to pilot the rate of aircraft turn.



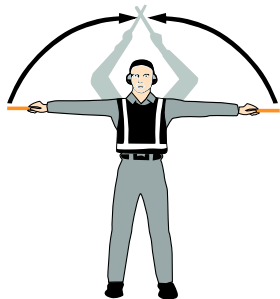
5. b) Skrenite udesno (iz perspektive pilota)

Lijeva ruka i palica ispružene u stranu pod kutom od 90° u odnosu na tijelo, a desnom rukom se čine pokreti kao kod točke 4. Brzina pokreta označava traženu brzinu skretanja. /

5. b) Turn right (from pilot's point of view)

With left arm and wand extended at a 90-degree angle to body, make "come ahead" signal with right hand. The rate of signal motion indicates to pilot the rate of aircraft turn.

6. a) Normalno se zaustavite

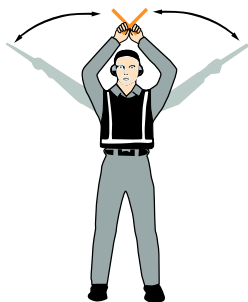


Ruke i palice ispružene u stranu pod kutom od 90° u odnosu na tijelo polako se pomiču prema gore dok se palice ne prekrize iznad glave./

6. a) Normal stop

Fully extend arms and wands at a 90-degree angle to sides and slowly move to above head until wands cross.

6. b) Zaustavite se odmah



Naglo pomicanje ispruženih ruku i palica prema gore dok se palice ne prekrize iznad glave./

6. b) Emergency stop

Abruptly extend arms and wands to top of head, crossing wands.

7. a) Postavite parkirnu kočnicu

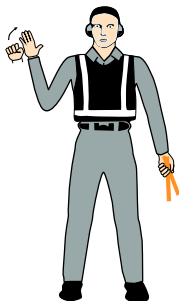


Ruka savijena u laktu i podignuta malo iznad visine ramena sa otvorenom šakom, a kad je siguran da je kontakt s posadom uspostavljen parker stiska šaku i **ne mijenja** položaj do primanja signala potvrde od posade./

7. a) Set brakes

Raise hand just above shoulder height with open palm. Ensuring eye contact with flight crew, close hand into a fist. **Do not** move until receipt of “thumbs up” acknowledgement from flight crew.

7. b) Otpustite kočnicu



Ruka savijena u laktu i podignuta malo iznad visine ramena sa stisnutom šakom, a kad je siguran da je kontakt s posadom uspostavljen parker otvara šaku i **ne mijenja** položaj do primanja signala potvrde od posade “palca gore”./

7. b) Release brakes

Raise hand just above shoulder height with hand closed in a fist. Ensuring eye contact with flight crew, open palm. **Do not** move until receipt of “thumbs up” acknowledgement from flight crew.

8. a) Podmetači postavljeni



Ruke ispružene okomito iznad glave , a palice se pokreću jedna prema drugoj dok se ne dodirnu. Parker **mora** dobiti signal potvrde od posade./

8. a) Chocks inserted

With arms and wands fully extended above head, move wands inward in a “jabbing” motion until wands touch. **Ensure** acknowledgement is received from flight crew.

8. b) Podmetači uklonjeni

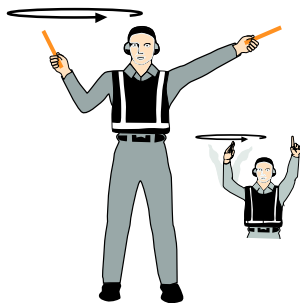


Ruke ispružene okomito iznad glave, a palice se pokreću jedna od druge u stranu. Podmetači se **ne smiju** ukloniti do dobivanja signala potvrde od posade./

8. b) Chocks removed

With arms and wands fully extended above head, move wands outward in a “jabbing” motion. **Do not** remove chocks until authorized by flight crew.

9. Pokrenite motore

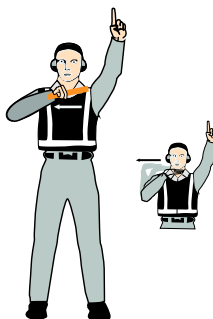


Desna ruka savijena u laktu podignuta do visine glave s palicom prema gore kružno se pokreće, a lijeva ruka se istovremeno podiže iznad visine glave i pokazuje motor koji treba pokrenuti./

9. Start engine(s)

Raise right arm to head level with wand pointing up and start a circular motion with hand; at the same time, with left arm raised above head level, point to engine to be started.

10. Zaustavite motore

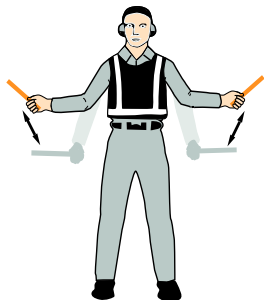


Ispružena ruka prema naprijed u visini ramena pomiče se do vrha lijevog ramena te se palica povlači preko vrata do vrha desnog ramena pokretom sličnim rezanju./

10. Cut engines

Extend arm with wand forward of body at shoulder level; move hand and wand to top of left shoulder and draw wand to top of right shoulder in a slicing motion across throat.

11. Usporite

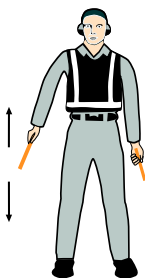


Objе ruke s palicama se pomiču gore-dolje pokretom sličnim tapšanju od visine struka prema koljenima./

11. Slow down

Move extended arms downwards in a “patting” gesture, moving wands up and down from waist to knees.

12. Smanjite snagu motora na pokazanoj strani



Obje ruke s dlanovima i palicama prema zemlji; ruke su ispružene prema dolje; lijeva ili desna ruka pomiče se gore-dolje, već prema tome na kojoj se strani treba smanjiti snaga motora./

12. Slow down engine(s) on indicated side

With arms down and wands toward ground, wave either right or left wand up and down indicating engine(s) on left or right side respectively should be slowed down.



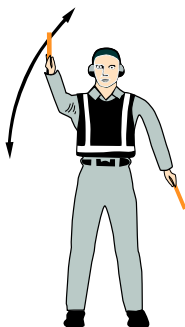
13. Vozite unatrag

Obje ruke postavljene ispred tijela u visini struka rotiraju se prema naprijed. Za prekid vožnje unatrag koriste se signali iz točke 6. a) ili 6. b)./

13. Move back

With arms in front of body at waist height, rotate arms in a forward motion. To stop rearward movement, use signal 6. a) or 6. b).

14. a) Vozite unatrag repom udesno

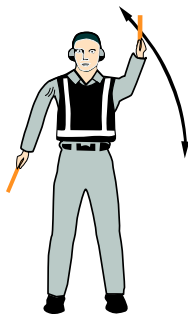


Lijeva ruka sa palicom ispružena prema zemlji, a desna ruka se spušta i diže ponovljenim pokretima, od okomitog položaja iznad glave, do vodoravnog položaja prema naprijed./

14. a) Turns while backing (for tail to starboard)

Point left arm with wand down and bring right arm from overhead vertical position to horizontal forward position, repeating right-arm movement.

14. b) Vozite unatrag repom ulijevo

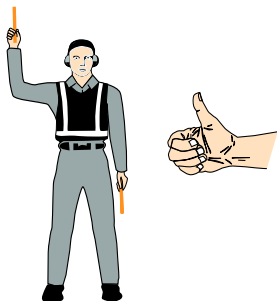


Desna ruka s palicom ispružena prema zemlji, a lijeva ruka se spušta i diže ponovljenim pokretima, od okomitog položaja iznad glave do vodoravnog položaja prema naprijed./

14. b) Turns while backing (for tail to port)

Point right arm with wand down and bring left arm from overhead vertical position to horizontal forward position, repeating left-arm movement.

15. Potvrđujem/Sve u redu, nastavi



Desna ruka postavljena u visini glave, savijena u laktu, s palcem ili palicom usmjerenima prema gore; lijeva ruka ispružena uz tijelo.

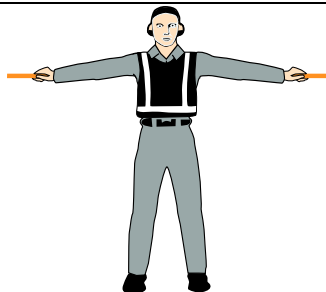
Napomena: ovaj signal se također koristi kao tehnički / servisni komunikacijski signal./

15. Affirmative/all clear

Raise right arm to head level with wand pointing up or display hand with “thumbs up”; left arm remains at side by knee.

Note: This signal is also used as a technical/servicing communication signal.

*16. Lebdite u mjestu



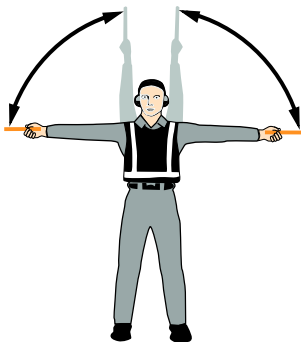
Obje ruke i palice ispružene vodoravno u stranu pod kutom od 90° u odnosu na tijelo./

*16. Hover

Fully extend arms and wands at a 90-degree angle to sides.

* Odnosi se na helikoptere / To be used for helicopters

***17. Penjite se**

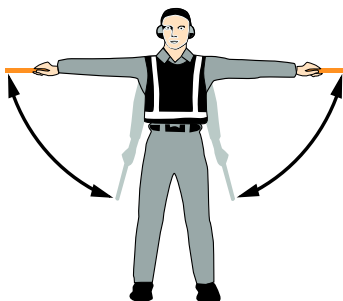


Objе ruke i palice ispružene vodoravno u stranu pod kutom od 90° u odnosu na tijelo, s dlanovima okrenutima prema gore, pokreću se prema gore. Brzina pokreta ruku od vodoravnog položaja prema gore označava traženu brzinu penjanja./

***17. Move upwards**

Fully extend arms and wands at a 90-degree angle to sides and, with palms turned up, move hands upwards. Speed of movement indicates rate of ascent.

***18. Spuštajte se**

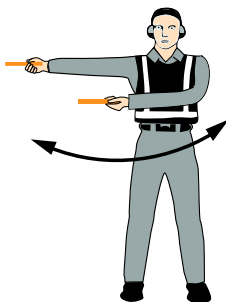


Objе ruke i palice ispružene vodoravno u stranu pod kutom od 90° u odnosu na tijelo, s dlanovima okrenutima prema zemlji pokreću se prema dolje. Brzina pokreta ruku prema zemlji označava traženu brzinu spuštanja./

***18. Move downwards**

Fully extend arms and wands at a 90-degree angle to sides and, with palms turned down, move hands downwards. Speed of movement indicates rate of descent.

***19. a) Zadržavajući trenutnu visinu letite ulijevo
(iz perspektive pilota)**

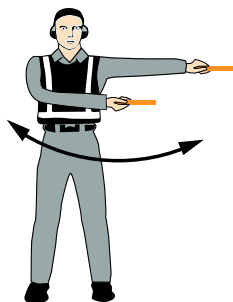


Desna ruka ispružena vodoravno u stranu pod kutom od 90° u odnosu na desnu stranu tijela, a lijeva ruka pokreće se u smjeru desne pokretom sličnim metenju./

***19. a) Move horizontally left (from pilot's point of view)**

Extend arm horizontally at a 90-degree angle to right side of body. Move other arm in same direction in a sweeping motion.

* Odnosi se na helikoptere / To be used for helicopters

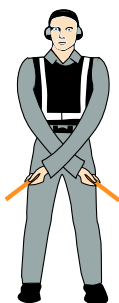


***19. b) Zadržavajući trenutnu visinu letite udesno (iz perspektive pilota)**

Lijeva ruka ispružena vodoravno u stranu pod kutom od 90° u odnosu na lijevu stranu tijela, a desna ruka se pokreće u smjeru lijeve pokretom sličnim metenju./

***19 b). Move horizontally right (from pilot's point of view)**

Extend arm horizontally at a 90-degree angle to left side of body. Move other arm in same direction in a sweeping motion.

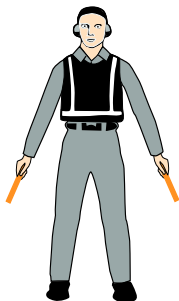


***20. Sletite**

Ispružene ruke prekržižene ispred tijela, a palice usmjerene prema dolje./

***20. Land**

Cross arms with wands downwards and in front of body.



21. Zadržite poziciju/Čekajte

Potpuno ispružene ruke i palice usmjerene prema dolje pod kutom od 45° u odnosu na tijelo. Parker ostaje u tom položaju dok nije sigurno uputiti zrakoplov na sljedeći manevar./

21. Hold position/stand by

Fully extend arms and wands downwards at a 45-degree angle to sides. Hold position until aircraft is clear for next manoeuvre.

* Odnosi se na helikoptere / To be used for helicopters

22. Slobodni ste

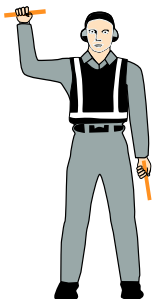


Parker salutira desnom rukom i/ili palicom kao znak otpreme zrakoplova. Održava kontakt s posadom dok zrakoplov ne započne voženje./

22. Dispatch aircraft

Perform a standard salute with right hand and/or wand to dispatch the aircraft. Maintain eye contact with flight crew until aircraft has begun to taxi.

23. Ne dirajte uređaje za upravljanje (tehnički/ servisni komunikacijski signal)

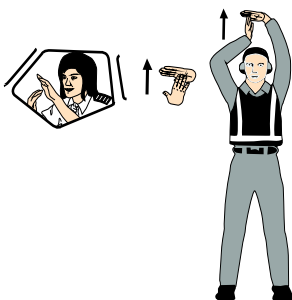


Desna ruka ispružena iznad glave zatvorene šake ili drži palicu u horizontalnom položaju, a lijeva ruka ostaje uz tijelo./

23. Do not touch controls (technical/servicing communication signal)

Extend right arm fully above head and close fist or hold wand in horizontal position; left arm remains at side by knee.

24. Uključite napajanje (tehnički/servisni komunikacijski signal)



Ruke ispružene iznad glave pomiču se i šakama, ili noću osvijetljenim palicama, formiraju slovo »T« (lijeva ruka je iznad, a desna ispod)./

24. Connect ground power (technical/servicing communication signal)

Hold arms fully extended above head; open left hand horizontally and move finger tips of right hand into and touch open palm of left hand (forming a "T"). At night, illuminated wands can also be used to form the "T" above head.

25. Isključite napajanje (tehnički/servisni komunikacijski signal)

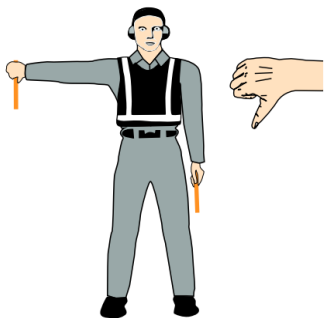


Ruke ispružene iznad glave šakama, ili noću osvijetljenim palicama, formiraju slovo »T« (lijeva ruka je iznad, a desna ispod), a desna ruka se zatim odmiče od lijeve. Napajanje se **ne isključuje** prije odobrenja posade zrakoplova./

25. Disconnect power (technical/servicing communication signal)

Hold arms fully extended above head with finger tips of right hand touching open horizontal palm of left hand (forming a "T"); then move right hand away from the left. **Do not** disconnect power until authorized by flight crew. At night, illuminated wands can also be used to form the "T" above head.

26. Negativan odgovor (tehnički/servisni komunikacijski signal)



Desna ruka ispružena u stranu u visini ramena pod kutom od 90° u odnosu na tijelo, palica ili palac usmjereni prema zemlji, a lijeva ruka ostaje uz tijelo./

26. Negative (technical/servicing communication signal)

Hold right arm straight out at 90 degrees from shoulder and point wand down to ground or display hand with "thumbs down"; left hand remains at side by knee.

27. Uspostavite komunikaciju interfonom (tehnički/servisni komunikacijski signal)



Objе ruke ispružene pod kutom od 90° u odnosu na tijelo savijaju se prema glavi dok se dlanovima ne pokriju obа uha./

27. Establish communication via interphone (technical/servicing communication signal)

Extend both arms at 90 degrees from body and move hands to cup both ears.

28. Otvorite/zatvorite stepenice (tehnički/servisni komunikacijski signal)



Lijeva ruka ispružena iznad glave pod kutom od 45°, a desna ruka se iz položaja uz tijelo pokretom sličnim metenju pomiče do vrha lijevog ramena.

Napomena: Ovaj signal je namijenjen preventivno za zrakoplove koji imaju ugrađene stepenice na prednjoj strani./

28. Open/close stairs (technical/servicing communication signal)

With right arm at side and left arm raised above head at a 45 degree angle, move right arm in a sweeping motion towards top of left shoulder.

Note: This signal is intended mainly for aircraft with the set of integral stairs at the front.

➔ Znakovi pilota zrakoplova parkeru/starteru From the pilot of an aircraft to a signalman

Napomena 1: Ovi znakovi su kreirani da bi ih koristio pilot zrakoplova iz pilotske kabine, pilot s jasno vidljivim rukama daje znakove parkeru i ako je potrebno, prilikom davanja znakova može kao pomoć koristiti izvor svjetlosti.

Note 1: These signals are designed for use by a pilot in the cockpit with hands plainly visible to the signalman, and illuminated as necessary to facilitate observation by the signalman.

Napomena 2: Pilot zrakoplova označava motor na način da se motori zrakoplova označavaju brojevima, s desne strane ulijevo, u odnosu na parkera. (npr. motor 1 je lijevi vanjski motor)

Note 2: The aircraft engines are numbered in relation to the signalman facing the aircraft, from right to left (i.e. No. 1 engine being the port outer engine).

Kočnice

Brakes

Napomena: Trenutak kada je šaka stisnuta ili prsti ispruženi ukazuje na trenutak aktiviranja ili otpuštanja kočnice.

Note: The moment the fist is clenched or the fingers are extended indicates, respectively, the moment of brake engagement or release.

a) Kočnice upotrijebljene: desna ili lijeva ruka drži se vodoravno ispred lica; prsti ruke su ispruženi i stiskaju se u šaku.

a) Brakes engaged: raise arm and hand, with fingers extended, horizontally in front of face, then clench fist.

b) Kočnice otpuštene: desna ili lijeva ruka drži se vodoravno ispred lica; prsti ruke su stisnuti u šaku i otvaraju se.

b) Brakes released: raise arm, with fist clenched, horizontally in front of face, then extend fingers.

Podmetači

a) Umetnite podmetače: ruke ispružene u stranu, s dlanovima prema van, prekriže se ispred lica.

Chocks

a) Insert chocks: arms extended, palms outwards, move hands inwards to cross in front of face.

b) Uklonite podmetače: ruke s dlanovima prema van, prekrižene ispred lica, ispruže se u stranu.

b) Remove chocks: hands crossed in front of face, palms outwards, move arms outwards.

Spreman za pokretanje motora

Broj ispruženih prstiju jedne ruke, pokazuje broj motora kojeg se pokreće.

Ready to start engine(s)

Raise the appropriate number of fingers on one hand indicating the number of the engine to be started.

► Tehnički/servisni komunikacijski signali

Ručni signali smiju se koristiti samo kada verbalna komunikacija nije moguća u odnosu na tehničke/servisne komunikacijske signale.

Technical/servicing communication signals

Manual signals shall only be used when verbal communication is not possible with respect to technical/servicing communication signals.

Parkeri/starteri moraju osigurati da je posada zrakoplova primila potvrdu u vezi s tehničkim/servisnim komunikacijskim signalima.

Signalmen shall ensure that an acknowledgement is received from the flight crew with respect to technical/servicing communication signals.

Napomena: Tehnički/servisni komunikacijski signali uključeni su u Dodatak 1 ICAO Annex-a 2 kako bi se standardizirala uporaba ručnih signala koji se koriste za komunikaciju s letačkim posadama tijekom procesa kretanja zrakoplova koji se odnose na funkcije prihvata ili otpreme zrakoplova.

Note: The technical/servicing communication signals are included in Appendix 1 of ICAO Annex 2 to standardize the use of hand signals used to communicate to flight crews during the aircraft movement process that relate to servicing or handling functions.



**STANDARDNI RUČNI SIGNALI ZA
NUŽDU**

**STANDARD EMERGENCY HAND
SIGNALS**

Sljedeći signali rukama uspostavljeni su kao minimalni potrebni za komunikaciju u hitnim slučajevima između zapovjednika zrakoplova za spašavanje i gašenje požara (ARFF) u slučaju incidenta/ARFF vatrogasaca i posade u kokpitu i/ili kabini zrakoplova u incidentu. ARFF ručne signale za hitne slučajeve treba davati iz lijeve prednje strane zrakoplova za letačku posadu.

Napomena: Kako bi se učinkovitije komuniciralo s kabinskim osobljem, ARFF vatrogasci mogu davati ručne signale s drugih položaja.

The following hand signals are established as the minimum required for emergency communication between the aircraft rescue and firefighting (ARFF) incident commander/ARFF firefighters and the cockpit and/or cabin crews of the incident aircraft. ARFF emergency hand signals should be given from the left front side of the aircraft for the flight crew.

Note: In order to communicate more effectively with the cabin crew, emergency hand signals may be given by ARFF firefighters from other positions.

1. Preporučite evakuaciju



Evakuacija se preporučuje na temelju ARFF-a i procjene vanjske situacije od strane zapovjednika incidenta. Ruka ispružena od tijela i držana vodoravno, podlaktica podignuta u visini očiju. Izvršite pozivni pokret ruke nagnut unatrag. Ruka bez pozivanja uz tijelo. Noć — isti postupak sa palicama./

1. Recommend evacuation

Evacuation recommended based on ARFF and incident commander's assessment of external situation. Arm extended from body and held horizontal with hand upraised at eye level. Execute beckoning arm motion angled backward. Non-beckoning arm held against body. Night — same with wands.

2. Preporučeno zaustavljanje



Preporučiti da se evakuacija u tijeku zaustavi. Zaustaviti kretanje zrakoplova ili druge aktivnosti u tijeku. Ruke ispred glave, prekrížene u zapešćima. Noć — isti postupak s palicama./

2. Recommended stop

Recommend evacuation in progress be halted. Stop aircraft movement or other activity in progress. Arms in front of head, crossed at wrists. Night — same with wands.

3. Hitan slučaj ograničen



Nema vanjskih dokaza o opasnim uvjetima tj. "sve je čisto". Ruke ispružene prema van i dolje pod kutom od 45 stupnjeva. Ruke istovremeno pomicati prema unutra ispod struka sve dok zapešća ne budu prekrížena, zatim ispružene prema van do početnog položaja (sučev "siguran" signal). Noć — isti postupak s palicama./

3. Emergency contained

No outside evidence of dangerous conditions or "all-clear." Arms extended outward and down at a 45-degree angle. Arms moved inward below waistline simultaneously until wrists crossed, then extended outward to starting position (umpire's "safe" signal). Night — same with wands.



4. Vatra

Desna ruka se pomiče u pokretu "propelera" od ramena prema koljenu, dok se u isto vrijeme lijevom rukom pokazuje na područje požara. Noć — isti postupak s palicama./

4. Fire

Move right-hand in a “fanning” motion from shoulder to knee, while at the same time pointing with left hand to area of fire. Night — same with wands.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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AD 1.3 INDEKS AERODROMA I HELIDROMA

AD 1.3 INDEX OF AERODROMES AND HELIPORTS

Ime aerodroma/helidroma i ICAO oznaka lokacije Aerodrome/heliport name and ICAO location indicator	Vrsta dozvoljenog prometa za korištenje aerodroma/helidroma Type of traffic permitted to use the aerodrome/heliport			Referenca za AD odjeljak i napomene Reference to AD Section and remarks
	INT-NTL	IFR-VFR	S-NS-G- M-X	
1	2	3	4	5
Aerodromi / Aerodromes				
*LDZJ BJELOVAR/Brezovac	² INTL - NTL	VFR	G	LDZJ AD 2 VFR Manual / VFR priručnik
¹ LDSB BRAČ/Brač I.	INTL- NTL	IFR-VFR	NS-G	LDSB AD 2 AIP RH and VFR Manual - lim- ited data set / i VFR priručnik - ograničen set poda- taka
*LDVC ČAKOVEC/Pribislavec	NTL	VFR	G	LDVC AD 2 VFR Manual / VFR priručnik
LDDU DUBROVNIK/Ruder Bošković	INTL- NTL	IFR-VFR	S-NS-G	LDDU AD 2 AIP RH / VFR priručnik
¹ Unutar radnog vremena AFTN protokol putem PSTN telefaksa/ ¹ AFTN protocol via PSTN telefax during operating hours. ² INTL na zahtjev (za druge uvjete vidi AD 2.3)/ ² INTL on request (for other requirements see AD 2.3). * Oznake mjesta označene asteriskom (*) ne mogu se koristiti kao dio adrese AFS poruka/* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages. INTL - međunarodni/international NTL - domaći/national S - redoviti/scheduled NS - povremeni/non scheduled G - generalna avijacija/general aviation M - vojni/military X - ostali/other				

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*LDRG GROBNIK/Grobničko polje	NTL	VFR	G	LDRG AD 2 VFR Manual / VFR priručnik
LDSH *HVAR/Hvar I.	NTL	VFR	G	LDSH AD 2 VFR Manual / VFR priručnik
LDLO LOŠINJ/Lošinj I.	INTL- NTL	IFR-VFR	NS-G	LDLO AD 2 AIP RH and VFR Manual - limited data set / i VFR priručnik - ograničen set podataka
*LDOC OSIJEK/Čepin	NTL	VFR	G	LDOC AD 2 VFR Manual / VFR priručnik
LDOS OSIJEK/Klisa	INTL- NTL	IFR-VFR	S-NS-G	LDOS AD 2 AIP RH and VFR Manual - limited data set / i VFR priručnik - ograničen set podataka

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*LDRO OTOČAC/Otočac	NTL	VFR	G	LDRO AD 2 VFR Manual / VFR priručnik
LDPL PULA	INTL- NTL	IFR-VFR	S-NS-G- M	LDPL AD 2 AIP RH / VFR priručnik
LDRI RIJEKA/Krk I.	INTL- NTL	IFR-VFR	S-NS-G	LDRI AD 2 AIP RH / VFR priručnik
*LDSS SINJ/Sinj	NTL	VFR	G	LDSS AD 2 VFR Manual / VFR priručnik
*LDOR SLAVONSKI BROD/Jelas	NTL	VFR	G	LDOR AD 2 VFR Manual / VFR priručnik
LDSP SPLIT/Kaštela	INTL- NTL	IFR-VFR	S-NS-G	LDSP AD 2 AIP RH / VFR priručnik
*LDVA VARAŽDIN/Varaždin	² INTL - NTL	VFR	NS-G	LDVA AD 2 VFR Manual / VFR priručnik

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	INT-NTL	IFR-VFR	S-NS-G- M-X	Reference to AD Section and remarks
1	2	3	4	5
*LDOV VINKOVCI/Sopot	NTL	VFR	G	LDOV AD 2 VFR Manual / VFR priručnik
*LDPV VRSAR/Crljenka	² INTL - NTL	VFR	NS-G	LDPV AD 2 VFR Manual / VFR priručnik
*LDOB VUKOVAR/Borovo Naselje	NTL	VFR	G	LDOB AD 2 VFR Manual
*LDZK ZABOK/Gubaševo	NTL	VFR	G	LDZK AD 2 VFR Manual
LDZD ZADAR/Zemunik	INTL- NTL	IFR-VFR	S-NS-G- M	LDZD AD 2 AIP RH
*LDZR ZAGREB/Bratina	NTL	VFR	G	LDZR AD 2 VFR Manual
LDZA ZAGREB/Franjo Tuđman	INTL- NTL	IFR-VFR	S-NS-G- M	LDZA AD 2 AIP RH
¹ LDZL ZAGREB/Lučko	NTL	VFR	NS-G-M	LDZL AD 2 VFR Manual
*LDZE ZVEKOVAC/Zvekovac	NTL	VFR	G	LDZE AD 2 VFR Manual

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1	2	3	4	5
*LDLM WATER AERODROME MALI LOŠINJ	² INTL - NTL	VFR	S-NS-G	LDLM AD 2 VFR Manual
*LDPP WATER AERODROME PULA	² INTL - NTL	VFR	S-NS-G	LDPP AD 2 VFR Manual
*LDRP WATER AERODROME RIJEKA/Port Rijeka	² INTL - NTL	VFR	S-NS-G	LDRP AD 2 VFR Manual / VFR priručnik
*LDRR WATER AERODROME RAB/Rab	² INTL - NTL	VFR	S-NS-G	LDRR AD 2 VFR Manual / VFR priručnik
*LDSJ WATER AERODROME HVAR/Jelsa	² INTL - NTL	VFR	S-NS-G	LDSJ AD 2 VFR Manual / VFR priručnik
*LDSL WATER AERODROME KORCULA/Vela Luka	² INTL - NTL	VFR	S-NS-G	LDSL AD 2 VFR Manual / VFR priručnik
*LDSM WATER AERODROME LUMBARDA	² INTL - NTL	VFR	S-NS-G	LDSM AD 2 VFR Manual / VFR priručnik

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1	2	3	4	5
*LDSR WATER AERODROME SPLIT/Resnik	² INTL - NTL	VFR	S-NS-G	LDSR AD 2 VFR Manual / VFR priručnik
*LDST WATER AERODROME SPLIT/Port Split	² INTL - NTL	VFR	S-NS-G	LDST AD 2 VFR Manual / VFR priručnik
*LDSU WATER AERODROME LASTOVO/Ubli	² INTL - NTL	VFR	S-NS-G	LDSU AD 2 VFR Manual / VFR priručnik
*LDZN WATER AERODROME NOVALJA	² INTL - NTL	VFR	S-NS-G	LDZN AD 2 VFR Manual / VFR priručnik

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