

ENGLISH

MACEDONIAN

## ENR 1 GENERAL RULES AND PROCEDURES

## ENR 1 ОПШТИ ПРАВИЛА И ПРОЦЕДУРИ

### ENR 1.1 General rules

### ENR 1.1 Општи правила

#### 1.1.1 Territorial application of the rules of the air

The rules of the air shall apply to all aircraft operating within the territorial jurisdiction of the Republic of Macedonia, irrespective of origin or registration.

#### 1.1.1 Локална примена на воздухопловните правила

#### 1.1.2 Compliance with the rules of the air

The operation of an aircraft, either in flight, or on the movement area of an aerodrome, shall be in compliance with the general rules herein, and, in addition, when in flight, either with:

- a. the visual flight rules, or
- b. the instrument flight rules.

#### 1.1.2 Согласност со воздухопловните правила

#### 1.1.3 Responsibility for compliance with the rules of the air

##### 1.1.3.1 Responsibility of pilot-in-command

The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the rules of the air, except that the pilot-in-command may depart from these rules in circumstances that render such departure absolutely necessary in the interests of safety.

#### 1.1.3 Одговорност за Согласност со воздухопловните правила

##### 1.1.3.1

##### 1.1.3.2 Pre-flight action

Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecast, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.

##### 1.1.3.2

#### 1.1.4 Authority of pilot-in-command of an aircraft

The pilot-in-command of an aircraft shall have final authority as to the disposition of the aircraft while in command.

#### 1.1.4 Овластување на пилотот кој управува со воздухопловот

#### 1.1.5 Use of intoxicating liquor, narcotics or drugs

No person shall pilot an aircraft, or act as a flight crew member of an aircraft, while under the influence of intoxicating liquor or any narcotic or drug, by reason of which that person's capacity to act is impaired.

#### 1.1.5 Употреба на токсични напитки, наркотици и лекови

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**1.1.6 Protection of persons and property****1.1.6.1 Negligent or reckless operation of aircraft**

An aircraft shall not be operated in a negligent or reckless manner so as to endanger life or property of others.

**1.1.6.2 Minimum heights**

Except when necessary for take-off or landing, or except by permission from the Directorate General of Civil Aviation, aircraft shall not be flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface.

**1.1.6.3 Cruising levels**

The cruising levels at which a flight or a portion of a flight is to be conducted shall be in terms of:

- a. flight levels, for flights at or above the lowest usable flight level or, where applicable, above the transition altitude:
- b. altitudes, for flights below the lowest usable flight level or, where applicable, at or below the transition altitude.

**Note:** *The system of flight levels to be used is as prescribed in the Procedures for Air Navigation Services - Aircraft operations (Doc 8168). Table of cruising levels is given in 1.7.1.3.*

**1.1.6.4 Dropping or spraying**

Nothing shall be dropped or sprayed from an aircraft in flight except under conditions prescribed by the Directorate General of Civil Aviation and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

**1.1.6.5 Towing**

No aircraft or other object shall be towed by an aircraft, except in accordance with requirements prescribed by the Directorate General of Civil Aviation and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

**1.1.6.6 Parachute descents**

Parachute descents, other than emergency descents, shall not be made except under conditions prescribed by the Directorate General of Civil Aviation and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

**1.1.6 Заштита на животите и сопственоста****1.1.6.1****1.1.6.2****1.1.6.3**

a.

b.

**1.1.6.4****1.1.6.5****1.1.6.6**

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**1.1.6.7** Acrobatic flight

No aircraft shall be flown acrobatically except under conditions prescribed by the Directorate General of Civil Aviation and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

**1.1.6.7****1.1.6.8** Unmanned free balloons

An unmanned free balloon shall not be operated except in such a manner and subject to such conditions as may be prescribed by the Directorate General of Civil Aviation.

**1.1.6.8****1.1.6.9** Prohibited areas and restricted areas

Aircraft shall not be flown in a prohibited area, or in a restricted area, the particulars of which are published by AIP or NOTAM except in accordance with the conditions of the restrictions or by permission of the Directorate General of Civil Aviation.

**1.1.6.9****1.1.7** Avoidance of collisions

**Note:** *It is important that vigilance for the purpose of detecting potential collisions be not relaxed on board an aircraft in flight at any time regardless of the type of flight or the class of airspace in which the aircraft is operating, and while operating on the movement area of an aerodrome.*

**1.1.7** Избегнување на судири**1.1.7.1** Proximity**1.1.7.1**

**1.1.7.1.1** An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.

**1.1.7.1.1**

**1.1.7.1.2** Aircraft shall not be flown in formation except by pre-arrangement between the pilots and subject to any specified rules published by the Directorate General of Civil Aviation.

**1.1.7.1.2****1.1.7.2** Right-of-way**1.1.7.2**

The aircraft that has the right-of-way shall maintain its heading and speed, but nothing in these rules shall relieve the pilot-in-command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment, as will best avert collision.

**Note:** *Operating procedures for use of ACAS are contained in PANS-OPS (Doc 8168), Volume 1, Part V111, Chapter 3.*

**1.1.7.2.1** An aircraft that is obliged by the following rules, to keep out of the way of another, shall avoid passing over, under, or in front of the other, unless it passes well clear, and takes into account the effect of aircraft wake turbulence.

**1.1.7.2.1**

**1.1.7.2.2** *Approaching head-on.* When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right.

**1.1.7.2.2**

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**1.1.7.2.3** *Converging.* When two aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows:

- a. power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons;
- b. airships shall give way to gliders and balloons;
- c. gliders shall give way to balloons;
- d. power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.

**1.1.7.2.4** *Overtaking.* An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left (port) or right (starboard) navigation lights. An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.

**1.1.7.2.5** *Landing*

- a. An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of an approach to land.
- b. when two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is in the final stages of an approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to gliders.
- c. *Emergency landing.* An aircraft that is aware that another is compelled to land shall give way to that aircraft.

**1.1.7.2.6** *Taking off.* An aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft taking off or about to take off.

**1.1.7.2.7** Surface movement of aircraft

In case of danger of collision between two aircraft taxiing on the movement area of an aerodrome the following shall apply:

**1.1.7.2.3**

- a.
- b.
- c.
- d.

**1.1.7.2.4**

**1.1.7.2.5**

- a.
- b.
- c.

**1.1.7.2.6**

**1.1.7.2.7**

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- a. when two aircraft are approaching head on, or approximately so, each shall stop or where practicable alter its course to the right so as to keep well clear;
- b. when two aircraft are on a converging course, the one which has the other on its right shall give way;
- c. an aircraft which is being overtaken by another aircraft shall have the right-of-way and the overtaking aircraft shall keep well clear of the other aircraft.

**Note:** For the description of an overtaking aircraft see 1.1.7.2.4

- d. An aircraft taxiing on the manoeuvring area shall stop and hold at all taxi-holding positions unless otherwise authorized by the aerodrome control tower.
- e. An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further when the lights are switched off.

### 1.1.7.3 Lights to be displayed by aircraft

**Note 1:** The characteristics of lights intended to meet the requirements of 1.1.7.3 for operating within Skopje FIR for aeroplanes are specified in ICAO Annex 8. Additionally the specification for navigation lights for aeroplanes are contained in the Appendices to Parts 1 and 11 of Annex 6. Detailed technical specifications for lights for aeroplanes are contained in Part 111 of the Airworthiness Technical Manual (Doc 9051) and for helicopters in Part 1V of that document.

**Note 2:** In the context of 1.1.7.3.2 c) and 1.1.7.3.4 a) an aircraft is understood to be operating when it is taxiing or being towed or is stopped temporarily during the course of taxiing or being towed.

**1.1.7.3.1** Except as provided by 1.1.7.3.5 from sunset to sunrise or during any other period which may from time to time be prescribed by the Directorate General of Civil Aviation all aircraft in flight shall display:

- a. anti-collision lights intended to attract attention to the aircraft; and
- b. navigation lights intended to indicate the relative path of the aircraft to an observer, and other lights shall not be displayed if they are likely to be mistaken for these lights

**Note:** Lights fitted for other purposes, such as landing lights and airframe floodlights, may be used in addition to the anti-collision lights specified in the Airworthiness Technical Manual (Doc 9051) to enhance aircraft conspicuity.

**1.1.7.3.2** Except as provided by 1.1.7.3-5 from sunset to sunrise (or during any other period) prescribed by the Directorate General of Civil Aviation

### 1.1.7.3

#### 1.1.7.3.1

a.

b.

#### 1.1.7.3.2

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- a. all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer, and other lights shall not be displayed if they are likely to be mistaken for these lights;
- b. unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure;
- c. all aircraft operating on the movement area of an aerodrome shall display lights which indicate that fact.
- d. all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact.

**1.1.7.3.3** Except as provided by 1.1.7.3.5 all aircraft in flight and fitted with anti-collision lights to meet the requirement of 1.1.7.3.1a) shall display such lights also outside the period specified in 1.1.7.3.1

**1.1.7.3.3**

**1.1.7.3.4** Except as provided by 1.1.7.3.5, all aircraft:

**1.1.7.3.4**

- a. operating on the movement area of an aerodrome and fitted with anti-collision lights to meet the requirement of 1.1.7.3.2 c); or
- b. on the movement area of an aerodrome and fitted with lights to meet the requirement of 1.1.7.3.2 d);

shall display such lights also outside the period specified in 1.1.7.3.2

**1.1.7.3.5** A pilot shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of 1.1.7.3.1, 1.1.7.3.2, 1.1.7.3.3 and 1.1.7.3.4 if they do or are likely to:

**1.1.7.3.5**

- a. adversely affect the satisfactory performance of duties; or
- b. subject an outside observer to harmful dazzle.

**1.1.7.4** Simulated instrument flights

**1.1.7.4**

An aircraft shall not be flown under simulated instrument flight conditions unless

- a. fully functioning dual controls are installed in the aircraft; and

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- b. a qualified pilot occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which the observer's field of vision adequately supplements that of the safety pilot.

#### 1.1.7.5 Operation on and in the vicinity of an aerodrome

An aircraft operated on or in the vicinity of an aerodrome shall, whether or not within an aerodrome traffic zone:

- a. observe other aerodrome traffic for the purpose of avoiding collision;
- b. conform with or avoid the pattern of traffic formed by other aircraft in operation;
- c. make all turns to the left, when approaching for a landing and after taking off, unless otherwise instructed;
- d. land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.

**Note:** See 1.1.10.5.1

#### 1.1.8 Signals

**1.1.8.1** Upon observing or receiving any of the signals herein, aircraft shall take such action as may be required by the interpretation of that signal.

**1.1.8.2** These signals shall, when used, be solely for the purpose indicated, and no other signals likely to be confused with them shall be used.

#### 1.1.8.3 Distress and urgency signals

**Note:** None of the provisions in this section shall prevent the use, by an aircraft in distress, of any means at its disposal to attract attention, make known its position and obtain help.

##### 1.1.8.3.1 Distress signals

The following signals, used together or separately, mean that grave and imminent danger threatens, and immediate assistance is requested:

- a signal sent by radiotelephony consisting of the spoken word MAYDAY;

#### 1.1.8.4 Urgency signals

**1.1.8.4.1** The following signals, used either together or separately, mean that an aircraft wishes to give notice of difficulties which compel it to land without requiring immediate assistance:

#### 1.1.7.5

#### 1.1.8 Знаци

##### 1.1.8.1

##### 1.1.8.2

##### 1.1.8.3

##### 1.1.8.3.1

#### 1.1.8.4

##### 1.1.8.4.1

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- a. the repeated switching on and off of the landing lights; or
- b. the repeated switching on and off of the navigation lights in such manner as to be distinct from flashing navigation lights.

**1.1.8.4.2** The following signals, used together or separately, mean that an aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle, or of some person on board or within sight:

- a. a signal made by Radiotelephony or by any other signaling method consisting of the letter group XXX; or
- b. a signal sent by radiotelephony consisting of the spoken word PAN, PAN PAN.

**1.1.8.4.2**

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**1.1.8.5 Signals for use in the event of interception other than RTF** | **1.1.8.5**

<b>1.1.8.5.1</b> Signals initiated by intercepting aircraft and responses by intercepted aircraft				ENGLISH
Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
1	<p>DAY or NIGHT - Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left (or to the right in the case of a helicopter) on the desired heading.</p> <p><b>Note 1:</b> Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.</p> <p><b>Note 2:</b> If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter will fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.</p>	You have been intercepted Follow me.	DAY or NIGHT - Rocking aircraft and flashing navigational lights at irregular intervals and following.	Understood, will comply
2	DAY or NIGHT - An abrupt break-away manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT - Rocking the aircraft	Understood, will comply
3	DAY or NIGHT - Lowering landing gear (if fitted), showing steady landing lights and overflying the runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT - Lowering landing gear (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply

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1.1.8.5.1				
1				
2				
3				

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<b>1.1.8.5.2</b> Signals initiated by intercepted aircraft and responses by intercepting aircraft				ENGLISH
Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	Meaning
1	DAY or NIGHT - Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 m (1 000 ft) but not exceeding 600 m (2 000 ft) (in the case of a helicopter, at a height exceeding 50 m (170 ft) but not exceeding 100 m (330 ft)) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT - If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft.  If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me  Understood, you may proceed.
2	DAY or NIGHT - Regular switching on and off of all available lights, but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT - Rocking the aircraft	Understood.
3	DAY or NIGHT - Irregular flashing of all available lights.	In distress.	DAY or NIGHT - Lowering landing gear (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood.

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<b>1.1.8.5.2</b>				

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**1.1.9 Visual signals used to warn an unauthorised aircraft flying in, or about to enter a restricted, prohibited or danger area**

By day and by night, a series of projectiles discharged from the ground at intervals of 10 seconds, each showing, on bursting, red and green lights or stars, will indicate to an unauthorised aircraft that it is flying in or about to enter a restricted, prohibited or danger area, and that the aircraft is to take such remedial action as may be necessary.

**1.1.10 Signals for aerodrome traffic**

**1.1.10.1 Light and pyrotechnic signals**

The following signals to aircraft may be used at a controlled AD

**1.1.9 Визуелни сигнали употребени за предупредување на воздухоплов којшто лета без овластување или којшто влегува во ограничена, забранета или опасна зона**

**1.1.10 Сигнали за аеродромски сообраќај**

**1.1.10.1**

<b>1.1.10.1.1 Instructions</b>		
Light	From Aerodrome Control to	
	Aircraft in flight	Aircraft on the ground
Steady green *	Clearance to land	Cleared for take off
Steady red *	Give way to other aircraft and continue circling	Stop
Series of green flashes *	Return for landing †	Cleared to taxi
Series of red flashes *	Aerodrome unsafe, do not land	Taxi clear of landing area in use
Series of white flashes *	Land at this aerodrome and proceed to apron †	Return to the starting point of the aerodrome
Red pyrotechnic	Notwithstanding any previous instructions, do not land for the time being	
* Directed towards aircraft concerned (See Figure 1)		
† Clearance to land and taxi will be given in due course		

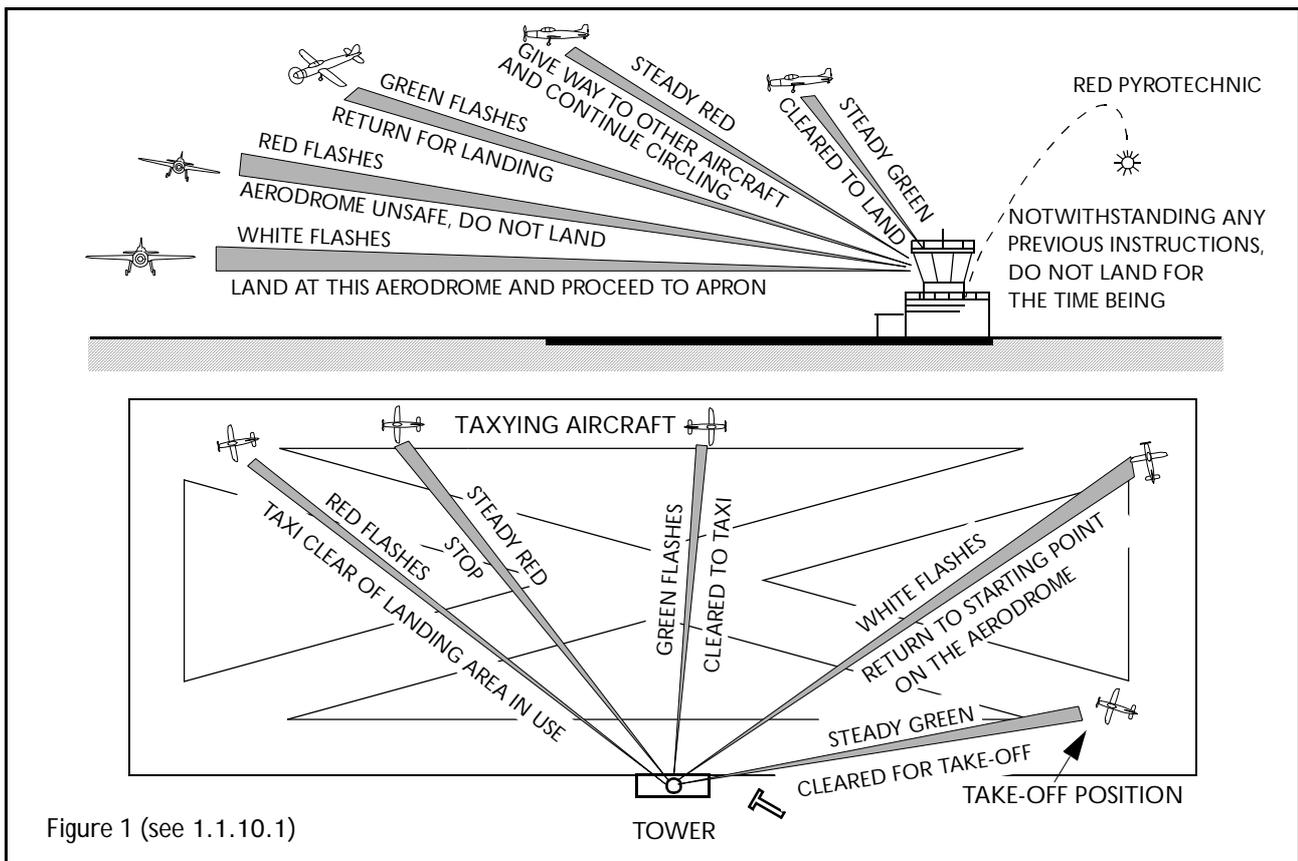


Figure 1 (see 1.1.10.1)

**1.1.10.1.2** Acknowledgement by an aircraft

- a. When in flight:
1. during the hours of daylight
    - by rocking the aircraft's wings;

Note: This signal should not be expected on the base and final legs of the approach.
  2. during the hours of darkness:
    - by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.
- b. When on the ground
1. during the hours of daylight:
    - by moving the aircraft's ailerons or rudder;
  2. during the hours of darkness
    - by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

**1.1.10.1.1**

- a.
- 1.
  - 2.
- b.
- 1.
  - 2.

**1.1.11** Marshalling signals**1.1.11.1** From a marshaller to an aircraft

**Note 1:** These signals are designed for use by the marshaller, with hands illuminated as necessary to facilitate observation by the pilot, and facing the aircraft in a position:

- a. for fixed wing aircraft, forward of the left wing tip within view of the pilot; and
- b. for helicopters, where the signalman can be best seen by the pilot.

**Note 2:** The meaning of the relevant signals remains the same if bats, illuminated wands or torchlights are held.

**Note 3:** The aircraft engines are numbered, for the marshaller facing the aircraft, from right to left (i.e. No. 1 engine being the port outer engine).

**Note 4:** Signals marked with an asterisk are designed for use to hovering helicopters.

**1.1.11.1.1** Prior to using the following signals, the marshaller shall ascertain that the area within which an aircraft is to be guided is clear of objects which the aircraft, in complying with 1.1.8, might otherwise strike.

**Note:** The design of many aircraft is such that the path of the wing tips, engines and other extremities cannot always be monitored visually from the flight deck while the aircraft is being manoeuvred on the ground.

**1.1.11** Знаци на паркерот**1.1.11.1**

- a.
- b.

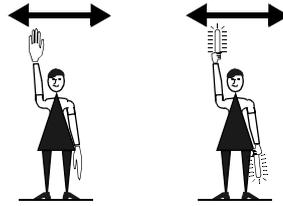
**1.1.11.1.1**

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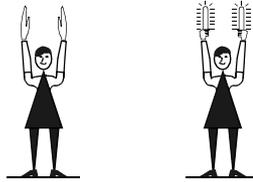
1. To proceed under further guidance by marshaller

Marshaller directs pilot if traffic conditions on aerodrome require this action.



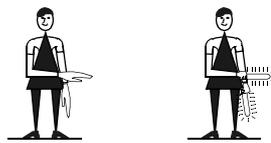
2. This bay

Arms above head in vertical position with palms facing inwards.



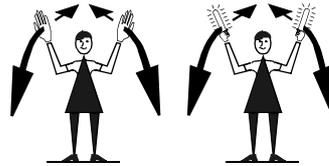
3. Proceed to next marshaller

Right or left arm down, other arm moved across the body and extended to indicate direction of next marshaller.



4. Move ahead

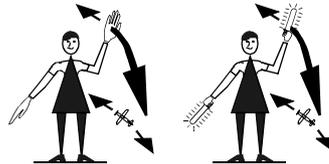
Arms a little aside, palms facing backward and repeatedly moved upward-backward from shoulder height.



5. Turn

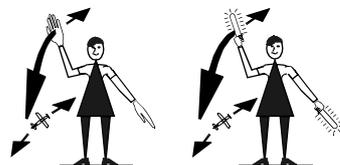
- a) Turn to your left:

right arm downward, left arm repeatedly moved upward-backward. Speed of arm movement indicating rate of turn.



- b) Turn to your right:

left arm downward, right arm repeatedly moved upward-backward. Speed of arm movement indicating rate of turn.



6. Stop

Arms repeatedly crossed above head (the rapidity of movement should be related to the urgency of the stop i.e. the faster the movement, the quicker the stop).



1. Постапка однесувај се по упатството на паркерот

Паркерот му го покажува патот на пилотот, ако сообраќајните услови на аеродромот тоа го бараат.

2. Постави се пред мене

Рацете испружени вертикално над главата а дланките свртени една према друга

3. Продолжи до следниот паркер

Левата или десната рака преку појасот свиткана во лактот со дланката свртена према земја, со усмерување на дланката го означува следниот паркер

- 4.

- 5.

a)

b)

- 6.

7. Brakes

a) Engage brakes:

raise arm and hand, with fingers extended, horizontally in front of body, then clench fist.



a)

7.

b) Release brakes:

raise arm, with fist clenched, horizontally in front of body, then extend fingers.

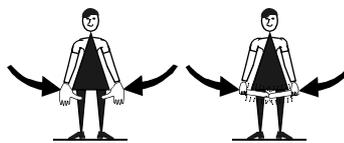


b)

8. Chocks

a) Chocks inserted:

arms down, palms facing inwards, move arms from extended position inwards.

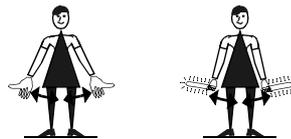


a)

8.

b) Chocks removed:

arms down, palms facing outwards, move arms outwards.



b)

9. Start engine(s)

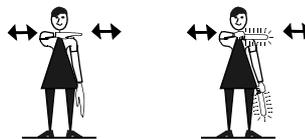
Left hand overhead with appropriate number of fingers extended, to indicate the number of the engine to be started, and circular motion of right hand at head level.



9.

10. Cut engines

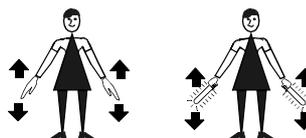
Either arm and hand level with shoulder, hand across throat palm downward. The hand is moved sideways with the arm remaining bent.



10.

11. Slow down

Arms down, with palms towards the ground, then moved up and down several times.



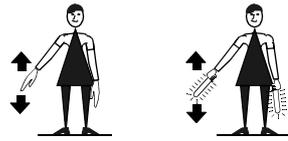
11.

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12. Slow down engine(s) on indicated side.

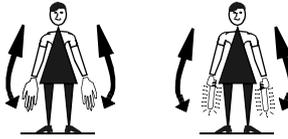
Arms down with palms toward the ground, then either right or left hand waved up and down indicating the left or right side engine(s) respectively should be slowed down.



12.

13. Move back

Arms by sides, palms facing forwards, swept forwards and upward repeatedly to shoulder height.

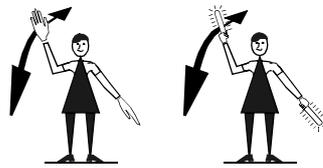


13.

14. Turns while backing

a) For tail to starboard:

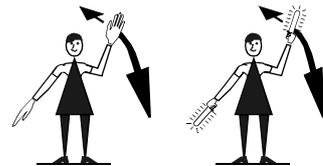
point left arm down, and right arm brought from overhead, vertical position to horizontal forward position, repeating right arm movement.



14.

b) For tail to port:

point right arm down, and left arm brought from overhead, vertical position to horizontal forward position, repeating left arm movement.

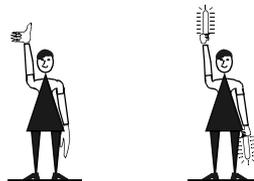


a)

b)

15. All clear

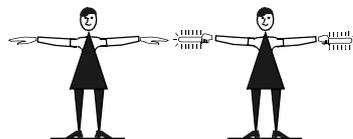
Right arm raised at elbow with thumb erect.



15.

16. Hover \*

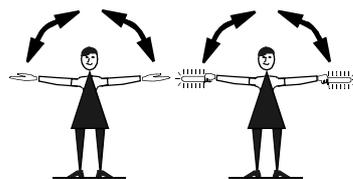
Arms extended horizontally sideways.



16.

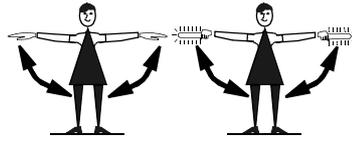
17. Move upwards \*

Arms extended horizontally to the side beckoning upwards, with palms turned up. Speed of movement indicates rate of ascent.



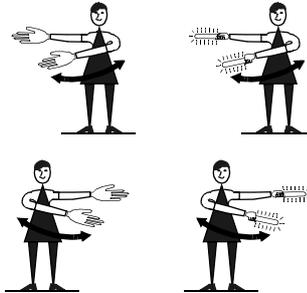
17.

18. Move downwards \*  
Arms extended horizontally to the side beckoning downwards, with palms turned down. Speed of movement indicates rate of descent.



18.

19. Move horizontally \*  
Appropriate arm extended horizontally sideways in direction of movement and other arm moved in front of body in same direction, in a repeating movement.



19.

20. Land \*  
Arms crossed and extended downwards in front of the body.



20.

**1.1.11.2** From the pilot of an aircraft to a marshaller

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

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

**1.1.11.2.1** Brakes

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

- a) Brakes engaged: raise arm and hand, with fingers extended, horizontally in front of face, then clench fist.
- b) Brakes released; raise arm, with fist clenched, horizontally in front of face, then extend fingers.

**1.1.11.2.2** Chocks

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

**1.1.11.2.3** Ready to start engines

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

**1.1.11.2**

**1.1.11.2.1**

- a)
- b)

**1.1.11.2.2**

- a)
- b)

**1.1.11.2.3**

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**1.1.12 Time**

**1.1.12.1** Co-ordinated Universal Time (UTC) shall be used, and shall be expressed in hours and minutes of the 24-hour day, beginning at midnight.

**1.1.12.2** A time check shall be obtained prior to operating a controlled flight, and at such other times during the flights, as may be necessary.

**Note:** Such time checks are normally obtained from an air traffic services unit unless other arrangements have been made by the operator, and approved by the Directorate General of Civil Aviation

**1.1.13 Air traffic control service****1.1.13.1 Air traffic control clearances**

**1.1.13.1.1** An air traffic control clearance shall be obtained prior to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an air traffic services unit.

**Note 1:** Where a flight plan covers only part of a flight, (where necessary, to describe that portion of the flight subject to air traffic control) the clearance obtained may cover only part of a current flight plan. This will be indicated by a clearance limit or by reference only to specific manoeuvres such as taxiing, landing or taking off.

**Note 2:** If an air traffic control clearance is not satisfactory to a pilot-in-command of an aircraft, the pilot-in-command may request and, if practicable, will be issued an alternate clearance.

**1.1.13.1.2** Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate air traffic control unit.

**1.1.13.1.3** Potential reclearance in flight. If prior to departure it is anticipated that, depending on fuel endurance and subject to reclearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate air traffic control units shall be so notified by the insertion in the flight plan of information concerning the revised route (where known) and the revised destination.

**Note:** The intent of this provision is to facilitate a reclearance to a revised destination, normally beyond the filed destination aerodrome.

**1.1.13.1.4** An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.

**1.1.12 Време****1.1.12.1****1.1.12.2****1.1.13 Служба за контрола на летање****1.1.13.1****1.1.13.1.1****1.1.13.1.2****1.1.13.1.3****1.1.13.1.4**

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**1.1.13.2** Adherence to flight plan**1.1.13.2**

**1.1.13.2.1** Except as provided for in 1.1.10.2.2 and 1.1.10.2.4 an aircraft shall adhere to the current flight plan, or the applicable portion of a current flight plan submitted for a controlled flight, unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft. In such event, as soon as circumstances permit, after such emergency authority is exercised, the appropriate air traffic services unit shall be notified of the action taken, and that this action has been taken under emergency authority.

**1.1.13.2.1**

**1.1.13.2.1.1** Unless otherwise authorised or directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable:

**1.1.13.2.1.1**

- a. when on an established ATS route, operate along the defined centre line of that route; or
- b. when on any other route, operate directly between the navigation facilities and/or points defining that route.

a.

b.

**1.1.13.2.1.2** Subject to the overriding requirement in 1.1.10.2.1.1 an aircraft operating along an ATS route segment defined by reference to very high frequency omnidirectional radio ranges, shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the change-over point, where established.

**1.1.13.2.1.2**

**1.1.13.2.1.3** Deviation from the requirement in 1.1.10.2.1.1 shall be notified to the appropriate air traffic services unit.

**1.1.13.2.1.3**

**1.1.13.2.2** *Inadvertent changes.* In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:

**1.1.13.2.2**

- a. *Deviation from track:* if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable.
- b. *Variation in true airspeed:* if the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate air traffic services unit shall be so informed.

a.

b.

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c. *Change in time estimate:* if the time estimate for the next applicable reporting point, flight information region boundary, or destination aerodrome, whichever comes first, is found to be in error in excess of three minutes from that notified to air traffic services, or such other period of time as is prescribed by the Directorate General of Civil Aviation, or on the basis of air navigation regional agreements, a revised estimated time shall be notified as soon as possible to the appropriate air traffic services unit.

c.

**1.1.13.2.3** *Intended changes.* Requests for flight plan changes shall include information as indicated hereunder:

**1.1.13.2.3**

**1.1.13.2.3.1** *Change of cruising level:* aircraft identification; requested new cruising level and cruising speed at this level, revised time estimates (when applicable) at subsequent flight information region boundaries.

**1.1.13.2.3.1**

**1.1.13.2.3.2** *Change of route:*

**1.1.13.2.3.2**

- a. Destination unchanged; aircraft identification; flight rules; description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence; revised time estimates;
- b. Destination changed: aircraft identification; flight rules; description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; revised time estimates; alternate aerodrome(s); any other pertinent information.

a.

b.

**1.1.13.2.4** *Weather deterioration below the VMC.* When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a VFR flight operated as a controlled flight shall:

**1.1.13.2.4**

- a. request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required; or
- b. if no clearance in accordance with a) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome; or
- c. if operated within a control zone, request authorization to operate as a special VFR flight; or

a.

b.

c.

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- d. request clearance to operate in accordance with the instrument flight rules.

d.

### 1.1.13.3 Position reports

### 1.1.13.3

Position reports should only contain the aircraft identification, position, time and flight level (unless otherwise specified).

Unless exempted by the appropriate ATS authority or by the appropriate air traffic services unit under conditions specified by that authority, a controlled flight shall report to the appropriate air traffic services unit, as soon as possible, passing each designated compulsory reporting point, together with any other required information. Position reports shall similarly be made in relation to additional points when requested by the appropriate air traffic services unit. In the absence of designated reporting points, position reports shall be made at intervals specified by the appropriate air traffic services unit.

**Note:** The conditions and circumstances in which SSR Mode C transmission of pressure altitude satisfies the requirement for level information in position reports are prescribed at ENR 1.6.2.

### 1.1.13.4 Termination of control

### 1.1.13.4

A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to air traffic control services.

### 1.1.13.5 Communications

### 1.1.13.5

**1.1.13.5.1** An aircraft operated as a controlled flight shall maintain continuous listening watch on the appropriate radio frequency of, and establish two-way communication as necessary with, the appropriate air traffic control unit, except as may be prescribed by the Directorate General of Civil Aviation in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.

### 1.1.13.5.1

### 1.1.13.5.2 Action in the event of air-ground communication failure.

### 1.1.13.5.2

As soon as it known that two-way communication has failed, ATC shall maintain separation between the aircraft having the communication failure and other aircraft based on the assumption that the aircraft will operate accordance with 1.1.13.5.2.1 or 1.1.13.5.2.2.

### 1.1.13.5.2.1 Visual Meteorological Conditions (VMC)

### 1.1.13.5.2.1

**1.1.13.5.2.1.1** Except as provided for in 1.1.13.5.2.2.1 a controlled flight experiencing communication failure in VMC shall:

### 1.1.13.5.2.1.1

- a. Set transponder to code 7600;  
b. Continue to fly in VMC;

a.  
b.

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- c. Land at the nearest suitable aerodrome, and
- d. Report its arrival time by the most expeditious means to the appropriate ATS unit.

- c.
- d.

#### 1.1.13.5.2.2 Instrument Meteorological Conditions (IMC)

#### 1.1.13.5.2.2

A controlled IFR flight experiencing communication failure in IMC, or where it does not appear feasible to continue in accordance with 1.1.13.5.2.1 shall:

- a. Set transponder to code 7600.
- b. Maintain for a period of 7 (seven) minutes the last assigned speed and level or the minimum flight altitude, if the minimum flight altitude is higher than the last assigned level.

- a.
- b.

The period of 7 (seven) minutes commences:

1. If operating on a route without compulsory reporting points or if instructions have been received to omit position reports:
  - I) At the time the last assigned level or minimum flight altitude is reached, or
  - II) At the time the transponder is set to code 7600, whichever is later.
2. If operating on a route with compulsory reporting points and no instruction to omit position reports has been received:
  - I) At the time the last assigned level or minimum flight altitude is reached, or
  - II) At the previously reported pilot estimate for the compulsory reporting point, or
  - III) At the time of a failed report of position over a compulsory reporting point, whichever is later.

**Note:** The period of 7 (seven) minutes is to allow the necessary air traffic control and coordination measures.

- c. Thereafter, adjust level and speed in accordance with the filed flight plan.

- c.

**Note:** with regard to changes to levels and speed, the filed flight plan, which is the flight plan as filed with an ATS unit by the pilot or a designated representative without any subsequent changes will be used.

- d. If being radar vectored or proceeding offset according to RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.

- d.

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**Note:** with regard to the route to be flown or the time to begin descent to the arrival aerodrome, the current flight plan, which is the flight plan, including changes, if any, brought about by subsequent clearances, will be used.

- e. Proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination aerodrome and when required to ensure compliance with I.1.13.5.2.2.1 f), hold over this aid until commencement of descent.
- f. commence descent from the navigation aid specified in I.1.13.5.2.2.1 e) at, or as close as possible to the expected approach time last received and acknowledged or if no expected approach time has been received and acknowledged, at, or as close as possible to the estimated time of arrival resulting from the current flight plan.
- g. complete a normal instrument approach procedure as specified for the designated navigation aid.
- h. Land, if possible, within thirty minutes after the estimated time of arrival specified in I.1.13.5.2.2.1 f) or the last acknowledged expected approach time, whichever is later.

e.

f.

g.

h.

**Note:** Pilots are reminded that the aircraft may not be in an area of secondary surveillance radar coverage.

#### I.1.13.5.2.3 Additional procedures

A departing IFR flight operating in IMC and experiencing communication failure, having received and acknowledged a clearance to climb to a level other than the one specified in the current flight plan, shall, if no time limit or geographical limit was included in the clearance, maintain for a period of three minutes the level to which it was cleared, and then continue its flight in accordance with the current flight plan.

**Note:** The level specified in the current flight plan means the level received in the en-route air traffic control clearance and acknowledged by the pilot-in-command.

A departing or en-route IFR flight, being vectored by radar away from the route specified in its current flight plan, and experiencing communication failure, shall proceed in the most direct manner to the route specified in the current flight plan.

#### I.1.13.5.2.3

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**1.1.14 Unlawful interference**

An aircraft which is being subjected to unlawful interference shall endeavour to notify the appropriate ATS unit of this fact, by any means possible, advise significant circumstances associated therewith, and any deviation from the current flight plan necessitated by the circumstances, in order that the ATS unit may give priority to the aircraft, and minimize conflict with other aircraft.

For action to be taken by SSR equipped aircraft which are being subjected to unlawful interference see ENR 1.13

**1.1.14 Незаконско попречување**