



FORGED IN WAR DEDICATED

Mark Nixon recently became one of the first reporters to visit the Republic of Srpska Air Force, the little known air arm formed to protect the Serbian population in Bosnia.

EW HARD facts are known about the air force based in and around the northern Bosnian city of Banja Luka, even though it has now been in existence for more than ten years. In September, the author was invited to conduct an official interview with General-Major Marinko Siljegovic, Commander of the Bosnian Serb Air Force. This article is based largely on the words of General-Major Siljegovic and his staff.

Welcome to Banja Luka!

Bosnia, or to give it its formal title of Bosnia and Herzegovina, is currently split into two distinct and partly autonomous entities still governed for the most part by the international community under the auspices of the Office of the High Representative (OHR), currently Paddy Ashdown. One is the Bosnian Federation with its capital in Sarajevo, the other is the Republika Srpska, whose seat of government is in Banja Luka. Each entity has its own army and air force.

The Serbs of Bosnia have become notorious for their alleged intransigence, inhospitable natures, and lack of (open) communication. In his book, *A Trusted Mole*, Milos Stankovic, a British Army Officer who served in Bosnia during the civil war, dubbed Republika Srpska 'the Dark Side'.

The author of this article arrived in Banja Luka just before midnight on a cold, wet autumn night,

after a seven-hour bus journey from Belgrade. On arrival, and for the rest of his stay, he found the 'notoriety' of the Bosnian Serbs to be completely false - except for the hotel proprietors, who were charging prices more usually found in Central London! He even found himself treated as an honoured guest in the private home of a senior staff officer of the Ratno vazduhoplovstvo i protivvazdusna odbrana Vojska Republika Srpska (RV i PVOVRS).

Formation of the RV i PVO VRS

Following the break-up of the former Yugoslavia, and the recognition by the (new) Federal Republic of Yugoslavia (FRY) on April 27, 1992,

GENERAL-MAJOR SILJEGOVIC



Commander of the RV i PVOVRS General-Major Marinko Siljegovic's background is in surface-to-air missiles, serving for the majority of his career with the 240 srp PVO. He was appointed Acting Commander of the RV i PVO VRS from July 17, 2002. GENERAL SILJEGOVIC

that its territory no longer included Bosnia, the 'self-proclaimed' state of Republika Srpska was 'free' to organise its own defence forces. These consisted of former regular JNA (Jugoslovenska Narodna Armija - former Yugoslav Military) units stationed in areas controlled by Republika Srpska forces and locally-recruited Territorial Defence (TO) forces.

Over the previous months, the JNA had been busily restructuring itself in terms of command, equipment, logistics and personnel. Consequently, by May 1992 the newly-formed and 'independent' military forces in Croatia (Srpska Vojska Krajina, SVK), Bosnia (Vojska Republika Srpska, VRS) and Yugoslavia (Vojska Jugoslavija, VJ) were self-sufficient and manned predominantly by people whose birthplace corresponded with the respective force.

The RV i PVO VRS was officially formed on May 27, 1992, a ceremony to make the event taking place at Zaluzani air base, Republika Srpska. It conducted 16 combat sorties that very day, against targets which were mainly in the Posavina region of northern Bosnia. The RV i PVO Command was organised at the same level as the army corps and reported directly to the VRS General Staff, as it still does today. It was - and still is - often referred to as the Vazduhoplovni korpus, or Air Force Corps.



In numerical terms, the SOKO J-21 Jastreb light fighter-bomber forms the backbone of the Republika Srpska Air Force. Here, a pair of Jastrebs return to their parking spots in a revetment at Banja Luka-Mahovljani. Note the substantial weapons pylon under the port wing of the aircraft at the rear. ALEKSANDAR RADIC

TO PEACE



Above: J-22NS Orao (Eagle), serial 25173, displays a non-typical weapon load for the camera. Slung underneath (from l to r) are: Hunting BL-755 cluster bomb dispenser, Plab-350 Napalm munition, Matra Durandal runway penetrator and Hughes AGM-65B Maverick.

Inset: The official RV i PVO VPS insignia. RV i PVO VRS

Genesis of the Units

The names of the units closely resemble those of former JNA units. Despite the close connection between the individual units of the RV i PVO VRS and the previous units of the JNA, it is not correct to say that there was a 'straight' transfer of command. A name change often signifies simply that a unit has relocated, formed or disbanded. (It should be remembered that

the period from June 1991 to May 1992 was a time when Yugoslavia was involved in a civil war, with units constantly being relocated, withdrawn or rotated through various locations.) However, distinct lines of ancestry can be seen leading back to many of the RV i PVO units.

Komande RV i PVO VRS

Although not immediately recognisable, the HO

Command of the RV i PVO VRS can trace its roots back to the JNA 5. VaK (5th Air Corps) which was previously based in Zagreb, Croatia. Once war erupted in June 1991, the 5. VaK, under the command of General-Major Marjan Rozic, relocated to wartime facilities at Zeljava air base, near Bihać. A good deal of the amenities in the way of equipment, administration and communications found their way to Banja Luka. However, the personnel were all 'fresh faces', including the first Commander of the RV i PVO VRS, General-Major Zivomir Ninkovic.

The vazduhoplovna baza (vb) is a formation the size of a regiment, which provides ground support, administration, maintenance, civil engineering facilities, local air defence and the like to flying units and airfields. Therefore, it is not the *name* of an airfield, even though that is often suggested. 474. vb was the base facility responsible for Cerklej air base, near Brezice in Slovenia. In June 1991, the base found itself in the middle of a vicious fire-fight between Slovenian separatists (official republican government forces) and the JNA. Every moveable object - down to runway lighting and the ILS system - was dismantled and removed. On August 12, 1991, 474. vb was reformed in Banja Luka and became responsible both for the civil airport, known locally as Mahovljani, and what was to become the helicopter base at

Zaluzani. On formation of the RV i PVO VRS, 474. vb was renumbered 74. Vb: in March 1996, when the entire VRS was reorganised and the units renumbered, it became 874. vb.

Mahovljani was opened as a civilian airport on May 21, 1985. All major civilian airports in Yugoslavia feature a number of hardened aircraft shelters (HAS), built in anticipation of the need to disperse aircraft in times of war. Mahovljani is no different and had about a dozen of these HAS: until summer 1991, these were the only overtly military facilities there. Mahovljani has a single tarred runway (17/35) 8,205ft (2,500m) long. In June 1991, the 252. Ibae (252nd Fighter Bomber Squadron) was forward deployed from Dubrave (Tuzla) with Jastreb attack aircraft, but replaced soon afterwards by the Oraos of 238. Ibae, previously at Cerkije. Mahovljani was previously referred to as Laktasi, and nowadays often as Aleksandrovac in memory of a pre-World War Two airfield nearby.

Zaluzani airfield was originally constructed during World War Two by the occupying German forces. Under JNA control it became a tank crew training centre with accommodation barracks, armoured vehicle test facilities and a variety of rough, semi-metalled and metalled surfaces for trainee drivers to practise on. From the air these look like runways - however, this is deceptive. The only runway is a 3,610ft-long (1,100m) grass runway (01/19) which is suitable only for light aircraft. However, as an open space, it is ideal for use as a helicopter base. The barracks at Zaluzani are known as the 'Krajiskih brigada' Barracks and house the HO and staff of the RV i PVO VRS and each of the sub-units.

Before the civil war, the 82. abr (82nd Aviation Brigade) could also be found at Cerkije. It consisted of three squadrons: 237. Ibae (237th Fighter Bomber Squadron) flying Jastreb (Hawk) attack aircraft, 238. Ibae with Orao (Eagle) attack aircraft, and 351. iae (351st Reconnaissance Squadron) equipped with a combination of Jastreb and Orao aircraft configured for reconnaissance duties.

Following an attack by a heavy mortar battery of the 25th odred of the Slovenian TO on June 27, 1991, it was decided to move all the aircraft at Cerkije out of harm's way. That night, 67 aircraft of various descriptions were flown out of Slovenia, the vast majority - from the 82. abr - moving south to Zemunik air base, near Zadar in Croatia. A few days later, they departed for Ortjes air base, near Mostar. Before the attack Jastrebs and Oraos of 237. and 238. Ibae moved

RV i PVO VRS ORBAT

Headquarters RVi PVO VRS

komandant: general-major Marinko Siljegovic
nacelnik staba: pukovnik Dusko Cetkovic

874. vb

komandant: pukovnik Milan Stojanovic

nacelnik staba: potpukovnik Radivoje Jevic

855.rbrPVO

komandant: potpukovnik Mirko Zinajic

nacelnik staba: major Adanovic

892. mabr

komandant: potpukovnik Vlado Gvozden

nacelnik staba: potpukovnik Tripko Cuk

Ibae

komandant: major Vladimir Grujic

mhe

komandant: major Radenko Panic

851.bVOJIN

komandant: major Panincic

nacelnik staba: kapetan 1. klasa Dragan Djukic



A very clean example of the NJ-21 taxies past an interesting collection of support vehicles at Mahovljani. Note the badge of the Batanjica-based MOMA Stanojlovic overhaul facility on the fin-tip: this is a more recent design than the original symbol, which incorporated a MiG-21 silhouette, and was possibly applied post-1999. This would suggest that the aircraft has been through the refit process since that time. It will be recalled that the MOMA Stanojlovic facilities were largely destroyed during the NATO air attacks on Batanjica airfield during Operation ALLIED FORCE. ALEKSANDAR RADIC



The Jastreb does not have tip tanks fitted for the light attack role, since the short-range missions flown by the type place greater emphasis on manoeuvrability than on endurance. The emblem on the nose of this Jastreb is 'the Lynx from Vrbas' (Vrbas being the river running through Banja Luka) and was inherited from the former Yugoslav Air Force 238 Fighter-Bomber Squadron. ALEKSANDAR RADIC

yet again to Udbina air base. Finally, on August 11 the majority of the aircraft relocated one more time, to Mahovljani.

On May 27, 1992, these two squadrons - which by now had undergone various changes in personnel, affecting both flying and ground crew - became the 27. Ibae and 28. Ibae of the RV i PVO VRS, each reporting directly to Command HO.

Located at Pleso air base near to Zagreb, Croatia, the 111. abr (111th Aviation Brigade) consisted of four squadrons: 679. traе (679th Transport Squadron), 711. pohe (711th Anti-tank Helicopter Squadron), 713. pohe and 780. trhe (780th Transport Helicopter Squadron).

Elements of all three helicopter squadrons, along with liaison helicopters from army co-operation units, found their way into the inventory of RV i PVO VRS, initially forming two squadrons; one of transport helicopters (780. trhe) and one of anti-tank helicopters (711. pohe), under the title of 11. hp (11th Helicopter Regiment).

On July 26, 1992, just two months after the formation of the RV i PVO VRS, the flying elements were reorganised. 11. hp was disbanded, and a new unit - 92. Mabr - formed to control both fixed wing and helicopter operations. (The number 92 denotes the year of its formation). The first Commander of 92. mabr was Pukovnik Slobodan Kursturic, who was killed just over a year later - on August 2, 1993 - along with five of his colleagues in a Mil Mi-8 Hip helicopter crash near Brcko. The same year, the two helicopter squadrons were combined to form 89. mhe (89th Mixed Helicopter Squadron), which became known as (The) mhe in March 1996. The two fixed-wing squadrons were also merged, becoming known simply as (The) Ibae, and 92. mabr was renumbered 892. mabr.

From 1967 until 1991, the JNA 155. rp PVO (155th SAM Regiment) was based at Kerestinac, near Zagreb, and was tasked with the defence of the city with four 'divisions' of S-75M Volkov (SA-2d

Guideline) surface-to-air missile systems. During the summer and autumn of 1991, it relocated to the Banja Luka region and, on the formation of the RV i PVO VRS in May 1992, only one division of the Volkov was operable. However, from then until the end of 1993, three divisions of Volkov and one of S-75 Dvina (SA-2a Guideline) became active.

The 155. rp PVO has always been based in northwestern Bosnia and was re-designated as a brigade (155. rbr PVO) with the addition of a number of 9K35 Strela-10 (SA-13 Gopher) mobile systems. In March 1996, it became the 855. rbr PVO. The 84. larp PVO takes its name from air defence forces originally based around Pleso air base (Pleso was controlled by 84. vb). However, this is a new designation unique to the RV i PVO VRS, and encompasses anti-aircraft guns (20, 30 and 40mm) and medium-level infra-red (IR) missile systems such as the 9K31 Strela-1 (SA-9 Gaskin), 9K32M Strela 2M (licence-built SA-7 Grail) and 9K310 Igla 1 (SA-16 Gimlet) drawn from numerous JNA units. In March 1996, the 84. larp PVO became the 884. larp PVO.

In February 1994, the RV i PVO VRS received a number of 2K12 Kub-M (SA-6 Gainful) missile batteries and supporting equipment. Based mainly in northern Bosnia, though with one battery in Sokolac in eastern Bosnia, the 172. srp PVO had become fully operational by late 1994. It was a Kub-M missile fired by the 172. srp PVO which brought down Scott O'Grady's F-16 on June 2, 1995 while on patrol during an Operation DENY FLIGHT sortie. In March 1996, the 172. srp PVO became the 872. srp PVO.

The 51. b VOJIN was an organic unit under the command of the 5. VaK, its zone of responsibility covering Slovenia and northwestern Croatia. On the formation of the RV i PVO VRS, it retained its name, but was relocated throughout the territory of BiH (Bosnia and Herzegovina) controlled by the VRS. It is currently known as the 851. b VOJIN.

The 92. levn was a squadron of light aircraft drawn from flying clubs around Bosnia: a motley collection of locally-produced UTVA 66 and 75s, western aircraft such as the Piper Super Cub and Cessna 172, and PZL Wilga 140, Zlin 526F and Antonov An-2s of eastern origin. During the war, even this squadron took part in bombing operations (with small underwing rocket launchers). The squadron was divided into three flights, based at Zaluzani, Prijedor and Bratunac airfields. In October 1995, the squadron disbanded and the aircraft were returned to their respective clubs. The RV i PVO VRS retains two UTVA 75s for flying training.

War and Peace

The 'war' period of May 1992 to December 1995 remains an extremely sensitive subject for all members of the VRS. The threat of the ICTY (International Criminal Tribunal for the Former Yugoslavia) based in the Hague looms ever present for those who may have committed war crimes during the Yugoslav wars. Many officers, both serving and retired, found themselves suddenly arrested and charged, even though they had been working for years alongside the international community. Pilots and officers of the RV i PVO VRS are confident that no charges can be brought against them as they consider they have committed no offence. However, the merest suspicion could result in a loss of job, and vital income. It is still too early for that part of the story to be made public.

Despite this, General Siljegovic was happy to reveal that during the 'war' period the RV i PVO VRS helicopter units had conducted 3,179 medevac flights, and transported 1,340 tons of freight and 18,956 troops/passengers. The total number of sorties of all kinds between May 27, 1992 and December 1995 was 17,316. From the numbers given, it may be deduced that a large proportion of the flights conducted were combat flights - and these under the nose of NATO's Operation DENY FLIGHT. Since the war, the corresponding numbers of flights have been 72 medevac flights, 47 tons of freight, 2,837 troops/passengers and 5,606 paratroopers.

Over the years, the RV i PVO VRS has lost 13 pilots in accidents or combat, and a similar number of flight engineers/observers. Ten of the pilots were fixed-wing pilots and three helicopter. During the civil war, five Oraos were destroyed: two in accidents and three by enemy fire. Six Jastrebs were lost, all on operational sorties, although one was a CFT (controlled flight into terrain) incident, caused by the low-level profile rather than by enemy fire. Five Gazelles and two Mil Mi-8s were also lost. After the war, on August 14, 1997, the RV i PVO VRS lost its sole remaining two-seat Orao in a training accident. Four



The sole example of the Republic of Srpska's SOKO G-4 Super Caleb is used primarily for training Orao pilots. Note the Yugoslav-designed flare pack mounted under the rear fuselage. ALEKSANDAR RADIC

Jastrebs have been voluntarily disarmed and put beyond future use (in accordance with the Florence Agreement on arms reduction).

RV i PVO VRS Today

The RV i PVO VRS consists of some 1,100 personnel, 850 of them regular full-time staff and 250 national servicemen doing their six months service. This represents just over a tenth of the VRS' total manpower. Because of their short term of service, national servicemen receive little or no technical training. After basic military training, little time is left for advanced instruction.

In marked contrast, regular personnel are very skilled in whatever position they hold. Officers and non-commissioned officers (NCO) in the former Yugoslavia were highly educated, having received training in both theoretical and technical matters: their level of competence surprised NATO officers training or working alongside them. Exercises alongside the Slovenian or Croatian military are now regular events and hundreds of NATO staff have served in the Balkans in recent years. General Siljegovic feels that the RV i PVO VRS could bring a lot to any future military partnership.

Funding is a major problem. The entire VRS has a budget of just under 75 million Konvertible Marks (KM) per annum - less than £25 million. After feeding, clothing, housing and training 10,000 personnel, little is left for pay and new equipment. How much does a new fifth generation fighter cost? Several times more than the entire annual military budget of Republika Srpska! Consequently, no new purchases of equipment, whether aircraft or air defence systems, are anticipated in the near future. The RV i PVO VRS will continue to do the best with what it has.

Until the outbreak of violence and terrorism in Macedonia in 2001, the RV i PVO VRS had been considering removing jet aircraft from its inventory, as had been done in Slovenia. The political climate seemed to suggest the lack of a need for such a weapon. However, even with the

massive presence of the international community in Kosovo and Macedonia, civil war broke out, and the Macedonian Government found itself making urgent purchases of Sukhoi Su-25 (*Frogfoot*) attack aircraft. The RV i PVO VRS has now decided that while it can operate jet aircraft, it will.

On December 1, 2002, the 884. larp PVO and 872. srp PVO disbanded and the personnel and equipment were absorbed by 855. rbr PVO.

In addition to the named units described above, the RV i PVO VRS also maintains a Signals Company (*ceta veze*), Engineering Company (*inzinerijska ceta*) and a Military Police Section (*vod Vojne Policije*).

Pilots

The RV i PVO VRS has 64 current pilots, 30 flying jet aircraft and 34 helicopters: a few are cross-qualified. Pilots of jet aircraft fly an average of 37 hours annually and those on helicopters about 50 hours.

With such a low number of flying hours available, there is little demand for new pilots. Even so the RV i PVO VRS continues to train cadets from scratch. Until recently, all cadets attended the VJ Military Academy in Belgrade, where over a four-year period they received both officer training and basic flight instruction on UTVA 75 light pistons. In the final year, they trained either on Gazelle helicopters or Super Caleb jet trainers. Until February 2002, the cost of this training came from the VJ, rather than the VRS, budget. However, it was terminated in the light of pressure from the international community for the VJ to halt subsidies to the VRS. Offers to provide military pilot training have come from Greece and Germany, and the USA has offered to train 20 Bosnian pilot recruits. The RV i PVO VRS would be allocated six or seven of these 20 places, which are to be divided between the three main national groups in Bosnia. However, as with all overseas training, it includes little or no training on aircraft types operated by the RV i PVO VRS, thus negating much of the handling skills learned. One cadet is



Mil Mi-8, serial 12405, first in a line of eleven similar aircraft, parked on a concrete hardstanding which was formerly a tank driver training track. Mi-8 12405 is the example currently utilised most by the VRS. MARK NIXON

RV i PVO VRS INVENTORY

7 x single-seat Orao (designation J-22),
 Serials: 25106, 25114, 25115, 25119, 25122, 25169, 25173
 4 x single-seat attack Jastreb (J-21),
 Serials: 24212, 24261, 24272, 24275
 2 x single-seat reconnaissance Jastreb (IJ-21),
 Serials: 24408, 24458
 3 x two-seat attack / trainer Jastreb (NJ-21)
 Serials: 23509, 23516, 23518
 1 x two-seat attack / trainer Super Galeb (N-62)
 Serials: 23725
 7 x anti-tank Gazelle helicopter (HN-45M)
 Serials: 12922, 12924, 12929, 12928, 12903, 12931, 12933
 15 x liaison Gazelle helicopter (HO-42 and HO-45)
 Serials: 12604, 12606, 12661, 12663, 12667, 12709, 12809,
 12882, 12911, 12915, 12917, 12925, 12927, 12932, 12936
 (NB. Aircraft numbers 12809, 12911, 12915, 12917, 12925,
 12927, 12932 and 12936 were originally the anti-tank
 version, but have now been disarmed)
 11 x Mi-8 transport helicopter (HT-40)
 Serials: 12239, 12244, 12262, 12264, 12268, 12272, 12352,
 12365, 12368, 12369, 12405
 2 x UTVA 75 light piston trainer (V-53)
 Serials: 50206, 53194
 All serial numbers except 50206 (UTVA 75) are the original
 JNA serials, which remain unaltered in RV i PVO VRS service.
 attending the Military Academy in Estonia.

Aircraft

Restraints on funding mean that the operational and technical standards of its aircraft are not as high as the RV i PVO VRS might wish. This is not to say that the aircraft are not maintained to a safe standard. On the contrary, because of the high standard that is required, aircraft are often declared non-operational for long periods until funds can be found for the spares or maintenance required.

The 'Orao' jet engine manufacturing and repair facility relocated from Rajlovac (Sarajevo) to Bijeljina in Republika Srpska and still carries out all the major overhauls on Rolls-Royce (Jastreb, Orao and Super Galeb) and Turmansky (MiG-21) jet engines for the RV i PVO VRS and RV i PVO VJ. Helicopter engine manufacture and maintenance is carried out at the 21st Maj factory in Rakovica, and airframe maintenance for all aircraft at the Moma Stanojovic Repair Facility (MoSt) at Batajnica, both near Belgrade. These locations were heavily bombed in 1999.

Among those who collect the serial numbers of military aircraft, the RV i PVO VRS has proved elusive for a number of reasons. The main reason is the rotation of aircraft between the formation of the RV i PVO VRS in May 1992 and the implementation of the Florence Agreement on Arms Reduction in 1996/7. When an aircraft was flown to Batajnica in Yugoslavia for major maintenance (under the noses of DENY FLIGHT aircraft), a replacement aircraft would fly in the opposite direction on a simple one-for-one basis. This practice ceased in 1997. The net result is that a number of aircraft originally operated by the 82. abr at Cerklje, then operated by the RV i PVO VRS from Banja Luka, are now either parked at the Aviation Museum in Belgrade, or are in the inventory of the RV i PVO VJ.

Another example of the confusion (and I trust that this will end years of speculation, claim and counter-claim), concerns the sole G-4 Super Galeb in the RV i PVO VRS inventory. In July 1992, Croatian TV showed a group of soldiers proudly displaying a trophy - the tail of a Super Galeb bearing the number 23725. This was the very tip of the tail fin, and the aircraft had not been shot down - the top section had been



The favoured variant of the ubiquitous Gazelle is the SA-342L because of its higher power rating over the basic SA-342H. Note the 'helicopter' variant of the national markings on this example, marked with a red cross. ALEKSANDAR RADIC

sheared off by an electricity cable after the pilot had misjudged his height (the pilot now flies for 252. Ibae at Batajnica). A replacement tail section was fitted to the aircraft, but the RV i PVO VRS did not amend the serial number on the 'new' tail, so it carried the serial 23685 until November 1994, when the aircraft was severely damaged by a 'Stinger' missile over western Bosnia. It managed to land back at Mahovljani, where it was patched up and flown to Batajnica. Technicians at MoSt fitted a third 'new' tail section and painted the correct serial back on.

PVO VRS accepts that there must be changes and that this is the right way forward. However, it feels that the pace of these stated reforms is too hasty. Although it is almost seven years since the Dayton Agreement brought peace to Bosnia, it has not produced a rapid 'forgive and forget' attitude amongst the people. In view of this, and of the longer-term goal of joining NATO's Partnership for Peace (PfP) programme, the RV i PVO VRS is restructuring itself to NATO G Branch standards at the administration and staff level. This reorganisation of headquarters is expected to be complete by spring 2003.

General Siljegovic recognises that immense difficulties lie ahead, not least financial and political ones. Yet he remains confident that his staff and the high quality of the personnel under his command will enable the RV i PVO VRS to thrive and to offer valuable service to future partners and allies. He emphasised that the RV i PVO VRS is committed to peace, is building for peace, and training for peace.



A Jastreb caught just before touchdown on Banja Luka-Mahovljani's long concrete runway. In the absence of larger numbers of Oraos, the Air Force of the Republic of Srpska was forced into using the lightly-armed Jastreb for close air support, despite the fact that it was largely (insulted to this role). ALEKSANDAR RADIC

ABBREVIATIONS

b VOJIN	bataljon vazdušno osmatranje, javljanje i navodjenje	Radar Reporting and Control Battalion
iae	izvidjaka avijacijska eskadrila	Reconnaissance Squadron
hp	helikopterski puk	Helicopter Regiment
larp PVO	laki artiljerijski rakетni puk PVO	Light Air Defence Regiment
Ibae	lovacko-bombarderska avijacijska eskadrila	Fighter Bomber Squadron
JNA	Jugoslovenska narodna armija	(former - SFRY) Yugoslav Military
levn	laka eskadrila visestruke namjene	Light Aircraft Squadron
mabr	mesovita avijacijska brigada	Mixed Aviation Brigade
mhe	mesovita helikopterska eskadrila	Mixed Helicopter squadron
pohe	protivoklopna helikopterska eskadrila	Anti-tank Helicopter squadron
RV	ratno vazduhoplovstvo	Air Force
PVO	protivvazduzna odbrana	Air Defence
rbr PVO	raketna brigada PVO	Air Defence Rocket Brigade
rp PVO	raketni puk PVO	Air Defence Rocket Regiment
srp PVO	samohodni raketni puk PVO	Self-propelled Air Defence Rocket Regiment
SVK	Srpska vojska Krajina	Army of Republic of Srpska Krajina
trhe	transportna helikopterska eskadrila	Transport Helicopter squadron
VaK	vazduhoplovni korpus	Aviation Corps
vb	vazduhoplovna baza	Air Base
VJ	Vojска Jugoslavija	(current - FRY) Yugoslav Military
VRS	Vojска Republike Srpske	Army of Republika Srpska