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AIP
KOSOVO

Aeronautical Information Service
Pristina International Airport
Vrellë-Lipjan

AIP AMDT 01/2015

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1. Insert the following new page **Remove the following old page**

GEN 0.4-1/2	08 JAN 15	GEN 0.4-1/2	11 DEC 14
ENR 1.9-1/2	08 JAN 15	ENR 1.9-1/2	30 OCT 14
ENR 1.9-3/4	08 JAN 15	ENR 1.9-3/4	03 APR 14
AD 2.1- 15/16	08 JAN 15	AD 2.1- 15/16	24 JUL 14
GEN 3.5-1/2	08 JAN 15	GEN 3.5-1/2	12 JUN 14

2. Please record entry of Amendment on page GEN 0.2-1

GEN 0.4 CHECKLIST OF AIP PAGES

Page	*Date*	*Page*	*Date*	*Page*	*Date*
PART 1 - GENERAL (GEN)		2.3-5	18 DEC 08	1.2-1	03 APR 14
		2.3-6	18 DEC 08	1.2-2	03 APR 14
GEN 0		2.3-7	18 DEC 08	1.3-1	18 DEC 08
0.1-1	30 OCT 14	2.3-8	18 DEC 08	1.3-2	18 DEC 08
0.1-2	30 OCT 14	2.3-9	18 DEC 08	1.4-1	18 DEC 08
0.1-3	18 DEC 08	2.3-10	18 DEC 08	1.4-2	18 DEC 08
0.1-4	18 DEC 08	2.4-1	18 DEC 08	1.5-1	18 DEC 08
0.2-1	18 DEC 08	2.4-2	18 DEC 08	1.5-2	18 DEC 08
0.2-2	18 DEC 08	2.5-1	18 DEC 08	1.6-1	24 JUL 14
0.3-1	14 JUN 12	2.5-2	18 DEC 08	1.6-2	24 JUL 14
0.3-2	14 JUN 12	2.6-1	18 DEC 08	1.6-3	18 DEC 08
0.4-1	08 JAN 15	2.6-2	18 DEC 08	1.6-4	18 DEC 08
0.4-2	08 JAN 15	2.6-3	18 DEC 08	1.6-5	18 DEC 08
0.5-1	18 DEC 08	2.6-4	18 DEC 08	1.6-6	18 DEC 08
0.5-2	18 DEC 08	2.7-1	18 DEC 08	1.7-1	18 DEC 08
0.6-1	29 JAN 09	2.7-2	18 DEC 08	1.7-2	18 DEC 08
0.6-2	29 JAN 09			1.8-1	18 DEC 08
		GEN 3		1.8-2	18 DEC 08
GEN 1		3.1-1	30 OCT 14	1.8-3	18 DEC 08
1.1-1	12 JUN 14	3.1-2	30 OCT 14	1.8-4	18 DEC 08
1.1-2	12 JUN 14	3.1-3	14 JUN 12	1.8-5	18 DEC 08
1.2-1	12 JUN 14	3.1-4	14 JUN 12	1.8-6	18 DEC 08
1.2-2	12 JUN 14	3.2-1	30 OCT 14	1.8-7	18 DEC 08
1.3-1	23 APR 09	3.2-2	30 OCT 14	1.8-8	18 DEC 08
1.3-2	23 APR 09	3.2-3	03 APR 14	1.8-9	18 DEC 08
1.3-3	23 APR 09	3.2-4	03 APR 14	1.8-10	18 DEC 08
1.3-4	23 APR 09	3.2-5	29 JAN 09	1.8-11	18 DEC 08
1.4-1	08 AUG 13	3.2-6	29 JAN 09	1.8-12	18 DEC 08
1.4-2	08 AUG 13	3.3-1	12 JUN 14	1.8-13	18 DEC 08
1.5-1	18 DEC 08	3.3-2	12 JUN 14	1.8-14	18 DEC 08
1.5-2	18 DEC 08	3.4-1	18 NOV 10	1.8-15	18 DEC 08
1.6-1	08 AUG 13	3.4-2	18 NOV 10	1.8-16	18 DEC 08
1.6-2	08 AUG 13	3.5-1	08 JAN 15	1.8-17	18 DEC 08
1.6-3	08 AUG 13	3.5-2	08 JAN 15	1.8-18	18 DEC 08
1.6-4	08 AUG 13	3.6-1	18 DEC 08	1.8-19	18 DEC 08
1.7-1	18 DEC 08	3.6-2	18 DEC 08	1.8-20	18 DEC 08
1.7-2	18 DEC 08			1.8-21	18 DEC 08
1.7-3	18 DEC 08	**GEN 4**		1.8-22	18 DEC 08
1.7-4	18 DEC 08	4.1-1	01 NOV 12	1.8-23	18 DEC 08
		4.1-2	01 NOV 12	1.8-24	18 DEC 08
GEN 2		4.2-1	14 JUN 12	1.8-25	18 DEC 08
2.1-1	18 JUN 09	4.2-2	14 JUN 12	1.8-26	18 DEC 08
2.1-2	18 JUN 09			1.8-27	18 DEC 08
2.2-1	02 DEC 10			1.8-28	18 DEC 08
2.2-2	02 DEC 10	**PART 2 - EN-ROUTE (ENR)**		1.8-29	18 DEC 08
2.2-3	01 NOV 12			1.8-30	18 DEC 08
2.2-4	01 NOV 12	**ENR 0**		1.8-31	18 DEC 08
2.2-5	18 JUN 09	0.6-1	03 APR 14	1.8-32	18 DEC 08
2.2-6	18 JUN 09	0.6-2	03 APR 14	1.8-33	18 DEC 08
2.3-1	18 DEC 08			1.8-34	18 DEC 08
2.3-2	18 DEC 08	**ENR 1**		1.8-35	18 DEC 08
2.3-3	18 DEC 08	1.1-1	18 DEC 08	1.8-36	18 DEC 08
2.3-4	18 DEC 08	1.1-2	18 DEC 08	1.8-37	18 DEC 08

Page	*Date*
1.8-38	18 DEC 08
1.8-39	18 DEC 08
1.8-40	18 DEC 08
1.9-1	08 JAN 15
1.9-2	08 JAN 15
1.9-3	08 JAN 15
1.9-4	08 JAN 15
1.10-1	30 OCT 14
1.10-2	30 OCT 14
1.11-1	03 APR 14
1.11-2	03 APR 14
1.12-1	03 APR 14
1.12-2	03 APR 14
1.12-3	18 DEC 08
1.12-4	18 DEC 08
1.13-1	18 DEC 08
1.13-2	18 DEC 08
1.14-1	18 DEC 08
1.14-2	18 DEC 08
1.14-3	18 DEC 08
1.14-4	18 DEC 08
1.14-5	18 DEC 08
1.14-6	18 DEC 08
1.14-7	18 DEC 08
1.14-8	18 DEC 08
ENR 2	
2.1-1	03 APR 14
2.1-2	03 APR 14
2.1-3	11 DEC 14
2.1-4	11 DEC 14
2.2-1	18 DEC 08
2.2-2	18 DEC 08
ENR 3	
3.1-1	18 DEC 08
3.1.2	18 DEC 08
3.2-1	03 APR 14
3.2-2	03 APR 14
3.3-1	18 DEC 08
3.3-2	18 DEC 08
3.4-1	18 DEC 08
3.4-2	18 DEC 08
3.5-1	03 APR 14
3.5-2	03 APR 14
3.6-1	18 DEC 08
3.6-2	18 DEC 08
ENR 4	
4.1-1	18 DEC 08
4.1-2	18 DEC 08
4.2-1	18 DEC 08
4.2-2	18 DEC 08
4.3-1	18 DEC 08
4.3-2	18 DEC 08
4.4-1	18 DEC 08
4.4-2	18 DEC 08
ENR 5	
5.1-1	11 DEC 14
5.1-2	11 DEC 14
5.2-1	11 DEC 14
5.2-2	11 DEC 14
5.3-1	18 DEC 08
5.3-2	18 DEC 08
5.4-1	18 DEC 08
5.4-2	18 DEC 08
5.5-1	11 DEC 14
5.5-2	11 DEC 14
5.6-1	18 DEC 08
5.6-2	18 DEC 08
PART 3 - AERODROME (AD)	
AD 0	
0.6-1	18 NOV 10
0.6-2	18 NOV 10
AD 1	
1.1-1	01 NOV 12
1.1-2	01 NOV 12
1.1-3	02 DEC 10
1.1-4	02 DEC 10
1.2-1	12 DEC 13
1.2-2	12 DEC 13
1.2-3	23 APR 09
1.2-4	23 APR 09
1.3-1	18 DEC 08
1.3-2	18 DEC 08
1.4-1	18 DEC 08
1.4-2	18 DEC 08
AD 2	
2.1-1	30 OCT 14
2.1-2	30 OCT 14
2.1-3	12 DEC 13
2.1-4	12 DEC 13
2.1-5	11 DEC 14
2.1-6	11 DEC 14
2.1-7	03 APR 14
2.1-8	03 APR 14
2.1-9	24 JUL 14
2.1-10	24 JUL 14
2.1-11	24 JUL 14
2.1-12	24 JUL 14
2.1-13	24 JUL 14
2.1-14	24 JUL 14
2.1-15	08 JAN 15
2.1-16	08 JAN 15
2.1-17	24 JUL 14
2.1-18	24 JUL 14
2.1-19	24 JUL 14
2.1-20	24 JUL 14
2.24.1.1-1	24 JUL 14
2.24.2.1-1	24 JUL 14
2.24.4.1-1	12 DEC 13
2.24.4.2-1	12 DEC 13
2.24.5.1-1	13 JAN 11
2.24.6.1-1	11 DEC 14
2.24.6.1-2	11 DEC 14
2.24.7.1-1	09 APR 09
2.24.7.1-2	09 APR 09
2.24.7.1-3	09 APR 09
2.24.7.1-4	09 APR 09
2.24.7.1-5	09 APR 09
2.24.7.1-6	09 APR 09
2.24.7.1-7	09 APR 09
2.24.7.1-8	09 APR 09
2.24.9.1-1	09 APR 09
2.24.9.1-2	09 APR 09
2.24.9.1-3	09 APR 09
2.24.9.1-4	09 APR 09
2.24.9.1-5	09 APR 09
2.24.9.1-6	09 APR 09
2.24.9.1-7	09 APR 09
2.24.9.1-8	09 APR 09
2.24.10.1-1	18 NOV 10
2.24.10.1-2	18 NOV 10
2.24.10.1-3	09 APR 09
2.24.10.1-4	09 APR 09
2.24.13.1-1	11 DEC 14
2.24.13.1-2	11 DEC 14
AD 3	
3.1-1	11 DEC 14
3.1-2	11 DEC 14
3.1-3	11 DEC 14
3.1-4	11 DEC 14
3.1-5	11 DEC 14
3.1-6	11 DEC 14
3.1-7	11 DEC 14
3.1-8	11 DEC 14
3.23.1	11 DEC 14
3.23.2	11 DEC 14

GEN 3.5 METEOROLOGICAL SERVICES

3.5.1 Responsible service

3.5.1.1 The meteorological services for civil aviation are provided by the Meteorological Department in:

Meteorological Department
Prishtina International Airport
TEL: +381 38 59 58 411
+381 38 59 58 413

FAX: +381 38 59 58 414
E-mail: meteo.service@anp-ka.org
AFTN: BKPRLSKS

3.5.1.2 The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 3 — *Meteorological Service for International Air Navigation*

Doc 7030 — *Regional Supplementary Procedures*

Differences to these provisions are detailed in subsection GEN 1.7.

3.5.2 Area of responsibility

3.5.2.1 The Meteorological Department is the official meteorological office in Pristina International Airport.

3.5.3 Meteorological observations and reports

3.5.3.1 Reports and Observations

1. Surface weather report

   Reports of surface weather observations for the Pristina International Airport consist of:

   a. Routine reports,

      METAR, are issued one half hour during opening hours and hourly when Airport is closed as agreed with Airport authorities.

   b. Special reports

      SPECI are issued whenever a significant deterioration or improvement of weather is observed between routine observations.

   If the weather is deteriorating significantly SPECI is issued immediately but if it is improving, it is issued 10 minutes after the significant change.

   SPECI may also be issued on a specific occasion on request by ATS or operator.

2. Surface wind

   Wind speed and direction are measured at Pristina International Airport with cup anemometer and digital read-out. The anemometer is installed about 10 metres above ground level. The anemometer is located so as to give readings representative of conditions on the airfield, Indicators are located in the appropriate Air Traffic Service Units. Wind values are provided in accordance with Annex 3 *paragraph 4.4 and 4.5.*

3. Visibility (Prevailing)

   Prevailing visibility is the visibility value, observed in accordance with the definition of 'visibility' , which is reached or exceeded within at least half the horizon circle or within at least half of the surface of the aerodrome. These areas could comprise contiguous or non-contiguous sectors.

   i.e.

   If the visibility in one direction , which is not the prevailing visibility, is less than 1500 metres or less than 50% of the prevailing visibility, the lowest visibility observed should also be reported and its general direction in relation to the aerodrome indicated by reference to one of the eight points of the compass.

   If the lowest visibility is observed in more than one direction , then the most operationally significant direction should be reported.

   When the visibility is fluctuating rapidly and the prevailing visibility cannot be determined, only the lowest visibility should be reported, with no indication of direction.

4. Runway Visual Range (RVR)

   At Pristina International Airport Instrumented Runway Visual Range System (RVR) is installed. RVR values are included in METAR when either the horizontal visibility or the runway visual range is observed to be less than 1500 metres.

   RVR is reported in increments of 25m up to 400m, 50m between 400 and 800m and 100m to the upper limiting values which is 1500 metres.

5. Cloud height

   Cloud height is measured and estimated at Pristina International Airport.

6. Temperature/Dew point temperature

   Distant thermometer is connected to Pristina Airport.

   Dewpoint temperature is measured at Pristina Airport.

7. QNH

   Altimetersetting are given in hPa which equals millibar.

8. Wind shear

   Low level wind shear is not measured instrumentally at Pristina Airport. Reports of wind shear from aircraft landing or taking off, or evidence as deduced from other available information can be included in METARs if of long duration. Aural information regarding wind shear are given in the vicinity of Pristina International Airport of short or long duration.

3.5.3.2 **Meteorological Stations**

To be developed

3.5.3.3 **Station Meteorological reports and observations**

To be developed

3.5.4 Types of services

3.5.4.1 Personal briefing and consultation for flight crew members are provided at Pristina International Airport - Meteorological Department.

3.5.4.2 For international flights, the flight documentation comprises a significant weather chart, an upper wind and upper air temperature chart and the latest available aerodrome forecast for the destination and its alternate aerodromes.

3.5.5 Notification required from operators

3.5.5.1 Notification from operators in respect of briefing, consultation, flight documentation and other meteorological information needed by them (ref. ICAO Annex 3, 2.3) is normally required for intercontinental flights of more than 3 500 km. Such notification should be received at least 6 hours before the expected time of departure.

3.5.6 VOLMET service

NIL

3.5.7 Terminal Aerodrome Forecast

3.5.7.1 Long TAF's are issued by the Meteorological Department at Pristina International Airport at a specified time.

3.5.8 SIGMET Service

NIL.

3.5.9 AIRMET Service

NIL.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1.9.1 Air traffic flow management structure, service area, service provided, location of unit(s) and hours of operation

1.9.1.1 ***Service area***

Within the Kosovo ATFM structure, Ministry of Infrastructure (MI) and the Pristina International Airport (PIA) are responsible for the provision of ATFM service in the Kosovo airspace.

1.9.1.2 ***Service provided***

In this context the units are charged with the following tasks, in so far as they are applicable:

a) Ministry of Infrastructure (MI) has the responsibility for issuing Operating Permits for commercial flights.

b) Pristina Airport Schedule Facilitator will assign arrival/departure times for commercial flights, military flights, humanitarian flights,state and other flights in support of State Authorities.

c) Pristina International Airport AIS/FMU will assign Mode 3A codes for all flight categories.

1.9.1.3 ***Location of units***

1) Ministry of Infrastructure
Government Building:

Mother Teresa street
10 000 Pristina, Kosovo
Tel: +381 (0)38 200 28 105
web: www.mi-ks.net
E-mail: nexhat.bala@rks-gov.net
ismail.berisha@rks-gov.net
avdi.kamerolli@rks-gov.net
trafficrights@rks-gov.net

2) Pristina International Airport Schedule Facilitator

Postal Address
Pristina International Airport
Vrele, Lypjan
10070 , Kosovo
Tel: +381 (0)38 501 502 1170
E-mail: scheduleprn@limakkosovo.aero
Web: www.airportpristina.com

Pristina International Airport units may be contacted at the following addresses:

3) ARO

TEL: +381 38 59 58 303
FAX: +381 38 59 58 306

4) FMU
TEL: +381 38 59 58 305

FAX: +381 38 59 58 306
Mobile: +386 49 771 824
E-mail: ais@anp-ka.org

1.9.1.4 ***Hours of operation***

Same as aerodrome (see AD 2.1-1).

1.9.2 General Guidelines

1.9.2.1 All users already operating at BKPR may select/use BKPR as alternate airport.

(Note:NATO/KFOR military aircraft and civilian carriers can select Pristina International Airport as an alternate airport, only if the airline authority has signed the certificate of release of liability (Annex Aand B respectively, refer to Pristina International Airport Slot Coordination Unit contact: +381 38 501502 1170, email: scheduleprn@limakkosovo.aero)

-Emergency cases are excluded-

1.9.3 Call Signs

1.9.3.2.1 Users are to indicate designated ICAO Call Sign on slot application requests. Once slot request is approved, this Call Sign must be used entering, within and exiting Kosovo airspace.

1.9.4 Off-Load Facilities/Manifests

1.9.4.1 The carrier or sponsoring agency must ensure that off-load resources such as a load team, equipment, and trucks meet the aircraft at the Pristina airport for loading/unloading. All cargo must be pelletized or capable of roll-on/roll—off handling. Loose containers should be floor-loaded. Aircraft must carry passenger/cargo manifests on all flights and should not depart any prior location without accurate passenger/ cargo manifests at hand. Manifests must be presented to the Pristina airport ground personnel on request. If a manifest cannot be provided, the aircraft will be given an airport slot time to depart without off-loading.

1.9.5 In flight Procedures.

1.9.5.1 IFR Aircraft entering the Kosovo airspace must comply with the following IFR procedures:
1.9.5.1.1 An approved IFR flight plan (both inbound and outbound).
1.9.5.1.2 Two way radio communication.
1.9.5.1.3 Aircraft must maintain contact with the appropriate ATC agency.
1.9.5.1.4 Pilots must monitor UHF and VHF Guard

Frequency for emergency broadcast by (AEW).
1.9.5.1.5 An operational transponder.
1.9.5.1.6 Current FLP, NOTAMs and AIM must be checked for the latest airspace and/or airway information. The EUROCONTROL web page www.eurocontrol.int may provide additional information.

1.9.5.1.7 Military aircraft and aircrew operating in accordance with this procedure will comply with national guidance on aircraft equipment systems and professional gear.

1.9.5.1.8 Aircrews are to report any security or safety hazards to the appropriate authorities as soon as possible on the respective military flight monitor frequencies and to ATC.

1.9.5.2 VFR Aircraft entering the Kosovo airspace must comply with the following VFR procedures:
1.9.5.2.1 Submit flight approval request to Flight Management Unit Pristina International Airport three (3) days in advance prior to activation of the flight plan . FMU will coordinate request with J3Air and Civil Aviation Authority of Kosovo for approval.

1.9.5.2.2 Sign a RoL (see 1.9.10.)
1.9.5.2.3 An approved VFR Flight plan (both inbound and outbound Pristina Airport).
1.9.5.2.4 Two operational VHF radios on board.
1.9.5.2.5 Transmit in the blind every five 5 minutes over their position, altitude and direction of flight.

1.9.5.2.6 Monitor VHF guard frequency 121.5.
1.9.5.2.7 Operational Mode A, C transponder on board.
1.9.5.2.8 Check current NOTAM's, FLPs and AIM for the latest information. The EUROCONTROL web page www.euroocontrol.int may provide additional information.

1.9.5.2.9 Aircrews are to report any security or safety hazards to the appropriate authorities.
1.9.5.2.10 Pristina AIS/FMU will assign slot times and Mode A codes for VFR flights in Kosovo as required by CAAK and Military Authorities. The assigned Mode A codes should be set at the earliest opportunity flying into Kosovo.

1.9.5.2.11 When landing is completed anywhere in Kosovo outside Pristina CTR and CTA's, ensure the flight plan is closed by calling Pristina APP via RTF: 119.175 VHF or via phone Pristina ARO;

Tel: +381 38 5958 303

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1.9.6 Procedures for commercial Carriers into Pristina International Airport

1.9.6.1 Slot Coordiantion Unit of Pristina International Airport is responsible to coordinate and assign arrival/ departure times by having in consideration the airport capacity.The unit confirms the arrival/departure times at /from Pristina International Airport and on permanent basis will give advice for the airport capacity to commercial air carriers and other air operators for wich a Permit has been issued by the Department of Civil Aviation or relevant authorities.The exchange of messages shall be done as per IATA Standard Schedules Information Manual-SSIM.In addition to this,ANNEX B Release of Liability shall be Submitted to Slot Coordination Unit of Pristina International Airport. This form is available in NATO Special Instructions in www.caoc5.nato.int,link SPINS.

1.9.7 Procedure for Military, State flights and other flights in support of state authorities

1.9.7.1
Slot Coordination Unit of Pristina International Airport in coordination with KFOR liaison office at the Airport will assign arrival /departure (slot times) for Military Flights.Note:

Slot requests/Schedule Movement Advices for commercial air carriers into Pristina International Airport shall be submitted as per IATA SSIM Messages,additionally the Requests through the form Annex C2 of NATO SPINS are accepted and will be processed,while the slot requests for military flights are to be submitted through the Slot Request Form Annex of NATO SPINS.

In addition to this,ANNEX B Release of Liability shall be submitted to Slot Coordination Unit of Pristina International Airport.This form is available in NATO Special Instructions in www.caoc5.nato.int, link SPINS.

1.9.8 COMBINED AIR OPERATIONS CENTER - TORREJON (CAOC TJ) activities and Requirements

1.9.8.1 Operating hours and contact number CAOC TJ is active in the following local times:
- Winter Period:
Monday to Thursday: 0730lt to 16:00lt
Friday: 07:30lt to 13:00lt

- Summer Period (Mid June to Mid September):
Monday to Thursday: 0730lt to 14:30lt

Friday: 07:30lt to 13:00lt

Comm. Tel: 00 34 916 48 7457

Comm. Fax: 00 34 916 48 7432

Website: www.caoc5.nato.int or www.caoct.nato.int

Email: balkans.corridors@caoct.nato.int

1.9.9 Release of Liability and Indemnification Agreement (ROL) and Military Certification

1.9.9.1 Release of Liability (ROL) and/or Military Certification signed submission is mandatory for all types of traffic operating in Kosovo Airspace and Airports.

1.9.10 Long-Term Scheduling

1.9.10.1 Pristina International Airport Slot Coordination unit is responsibleThe AIS/FMU is responsible for long term scheduling of Commercial air carriers.Carriers assuring a regular scheduling will have priority in slot assignment.Such long term scheduling is,however,limited to regular update,by users,of Releaseof Liability/Statement of certification,according to the current version of the regulations.

1.9.11 Emergency and medical evacuation(MEDEVAC) flights

1.9.11.1 Pristina International Airport Slot Coordination unit must be contacted directly in case of MEDEVAC flights.The data for the flight,operator and schedule shall be submitted via Annex D of NATO SPINS.Text emails containing all needed information for the flight will be considered and processed as well.

1.9.12 VIP/Distinguished Visitors (DV)

1.9.12.1 Operators must include details on their slot requests of any VIP/DV being flown into Pristina Airport. Users should specify each VIP/DV by name, rank and position in the "VIPs on Board" column of the request (No VIP-Codes are to be used). In addition, users should specify on which legs (inbound/ outbound) of the flight the VIP/DV is arriving and departing. Pristina International Airport must be advised of up-dates to VIP/ DV information using the slot

1.9.13 Slot allocation - change and cancellation procedure

1.9.13.1 For schedule change or cancellation of commercial,military,GAT,VFR and Humanitarian flights at Pristina International Airport,airlines and operators must notify via email the Slot Coordination Unit with details of change or cancellation as soon as they are planned.

Slot Coordination Unit contact details:

Phone:+381 38 501 502 1170

Mobile:+386 49 784 783

Email: scheduleprn@limakkosovo.aero

Web: http://www.airportpristina.com

1.9.14 Mission change on day of flight

1.9.14.1 For any change on schedule which might occur on the day of operation due to weather conditions,technical problems or any operational (non-commercial)reason,before operating the flight,airlines and air operators must contact PRN Operations Control Centre-OCC to receive the relevant information in regard to the available capacity on the day of operation.

Contact details for PRN OCC

Phone: +381 38 501 502 2222

Fax: +381 38 501 502 1323

Email: occprn@limakkosovo.aero

Web: http://www.airportpristina.com

1.9.15 Slot time allocations - conditions and criteria

1.9.15.1 Adherence to slot times is mandatory even for aircraft subject to general air traffic (GAT) flow control. Operators unable to meet both airport slot and flow control restrictions are to contact the Pristina

International Airport (PIA) using the change procedure no later than the day before prior to co-ordination new slot times. Aircraft not adhering to airport slot times may be denied landing clearance and future user request may be subject to conditional review. Departure time is the time the aircraft begins the take-off roll.

Note. - If departure slot window is missed any subsequent slot window on same day for same call sign will be in jeopardy.
Retention or reassignment of subsequent slot windows will be at the PIA discretion.

1.9.15.2 Operators should be aware that cancelled or missed flights are not subject to any automatic review. A new schedule request must be submitted to Airport Authority, as necessary.
Carriers who fail to coordinate changes with the Airport may be subject to landing and take-off clearance delays. Priority on airport services will be given to air operators who perform their flights according to the confirmed times.

1.9.16 Use of L608 and M687 by NATO Flights

1.9.16.1 Direct flight routing between Serbia and Montenegro and Kosovo are authorized only for NATO flights via L608 and M867 from 2 000 ft AGL to FL 150 according to the NATO Monthly Schedule. Only military units may make these requests. For civilian charters in support of a NATO military mission, the military unit associated with the civilian charter company must comply with the regulations published in NATO SPINS. Fill in all the Items of the Annex F.

1.9.16.2 The controlling agency along the routes is: Podgorica Approach for segments of the airways within Kosovo (West of MEDUX and DOLEV).

1.9.17 Transfer of Control Points

1.9.17.1 Applicable Transfer of Control Points (TCP) and air routes to initiate transfer:

a) Flights Eastbound on M867:
   i) Podgorica APP to Pristina APP 5NM to MEDUX;
b) Flights Westbound on L608:
   i) Pristina APP to Podgorica 5NM to DOLEV.

1.9.17.2 In addition to standard data, flight plan will include:

a) EET for each segment along the route of flight;
b) Name of pilot in command and number of crew members;
c) Category and number of passengers
d) ICAO Cargo Designator

Note. - Data prescribed at a) through d) should be put in Item 18 of the FPL.

1.9.17.3 Transfer of control shall occur at the TCP on following frequencies:

a) Podgorica APP:
   i) 135.150 MHz;
b) Pristina APP;
   i) 119.175 MHz;
   ii) 228.125 MHz.

1.9.18 Procedures for NATO aircraft <u>inbound</u> to Pristina via M867 and <u>outbound</u> Pristina using L608:

1.9.18.1 Inbound Pristina

1.9.18.1.1 After passing MEDUX fly direct PRT at FL150. Do not leave FL150 until instructed to do so by Pristina APP. After PRT, pilots can expect to perform the BLACE 35A STAR for VOR/DME P RWY 35 or the XAXAN 17A STAR for ILS/DME RWY 17. If no contact with Pristina APP, pilots will not leave FL150 until passing PRT outbound.

1.9.18.2 Outbound Pristina

1.9.18.2.1 Pilots will get one of the following SIDs, depending on performance and runway in use, SARAX 1B, SARAX 2B or SARAX 2A when out of MVA in all cases to leave PRT VOR direct DOLEV. The altitude clearance will be FL140 while in controlled airspace. When airborne, climb according to the SID until passing the minimum safe altitude/Flight level to leave PRT VOR direct DOLEV under RADAR. If no RADAR service available to leave PRT VOR own navigation to DOLEV (or intercept convenient radial from PRT VOR on course to DOLEV point).

BKPR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

BKPR AD 2.22 FLIGHT PROCEDURES

1. Air Traffic Operations

1.1 Pristina International Airport "Adem Jashari" Air Control is tasked with providing all Air Traffic Services for aircraft arriving and departing the aerodrome, within the Pristina CTR/CTA, and along SID/STAR (see BKPR AD 2.17, ENR 3.5 and ENR 2.1).

1.2 Air Traffic Services will be provided to general air traffic in accordance with ICAO Annex 2 and 11, with those portion of PANS-ATM, Doc 4444, applicable to aircraft and with Doc 7030, with the exceptions listed in this AIP.

1.3 VFR/IFR aircraft flying outside Pristina CTR/CTA and SID STAR (BKPR AD 2.17, ENR 3.5 and ENR 2.1) are to remain in VMC at all times and pilots have to remember that they are responsible for terrain clearance and avoiding other aircraft.

1.4 The communication failure procedure is in accordance with standard ICAO practice.

2. ATC Service

2.1 Within Pristina CTR/CTA, Aerodrome and Approach Control Service, are provided according to ICAO Class "D", "E"and "F" airspace classification

3. Approach Procedures

3.1 All aircraft operating at Pristina Airport are encouraged to make an IFR approach following the published STARs and IAPs. However, visual approaches and VFR are permitted.

3.2 Pilots will normally be transferred to Pristina TWR when they report "Localizer established" or "Final approach fix inbound".

3.3 Transition altitude is 10 000 ft referred to Pristina QNH.

3.4 The normal landing datum will be Pristina QNH, QFE will not be available.

4. Missed Approach

4.1 In the event of a balked landing, when visual with the aerodrome, aircraft should join the visual circuits, and contact Pristina Tower.

4.2 In the event of a missed approach, pilots shall follow the published MAP and contact Pristina Approach.

5. Circuits

5.1 Fixed-wing : 3 000 ft on Pristina QNH, ONLY east of the field.

5.2 Helicopter: 2 300 ft on Pristina QNH west of the field.

6. Blace SIDS/STARS

6.1 The use of Blace SIDS/STARS into Pristina is authorised only for KFOR and State aircraft carrying diplomatic clearance from Serbia/Montenegro and air safety zone clearence received from CAOC TJ (see BKPR AD 2.20).

7.All flights inbound /outbound Pristina International Airport must obtain a confirmation for arrival / departure times.

Contact details for Slot Coordination Unit:

Tel: + 381 38 501 502 1170

Email: scheduleprn@limakkosovo.aero

All aircraft must establish positive radio contact with Pristina ATC before entering Kosovo regional airspace.
For further information on this subject see CAOC TJ SPINS at: www.CAOC5.nato.int

BKPR AD 2.23 ADDITIONAL INFORMATION

1. Power is on Main City Network.

Diesel Generators as backup supported by UPS, providing 0 seconds bypass time when the supply changeover takes place.

2. WGS 84 co-ordinates.

3. A vertical single bar, located to the right side, shows an updated information.

4. Landing minima table legend

Aircraft are distinguished in the following "Approach Categories", to determine the "Landing Minima":

a)	CATEGORY A:	aircraft with speed below 91 kts;
b)	CATEGORY B:	aircraft with speed of 91 kts or more, but below 121 kts;
c)	CATEGORY C:	aircraft with speed of 121 kts or more, but below 141 kts;
d)	CATEGORY D:	aircraft with speed of 141 kts, but below 166 kts;
e)	CATEGORY E:	aircraft with speed of 166 kts or more.

Note 1. - As "speed" is intended the speed at threshold based on 1.3 tomes stall speed in the landing configuration at maximum certified landing mass.

Note 2. - The displaced minima in the charts show the lowest allowed value that assures the deliverance by significant obstacle in the approach and missed approach areas. (OCA/OCH). However, pilots must conform to any other applicable instructions introducing higher limitation, coming from aircraft characteristics or pilots qualification (MDA/MDH(DA/DH).

Note 3. - Minima for straight-in approach procedures (shown in the Minima Section as "S" - e.g. S-NDB 14) or circling (shown in the minima section as "CIRCLING") are specified for each "category". Those cases where no partition line is shown between two or more categories mean that same minima are applied to two or more categories.

Note 4. - The published visibility minima, mandatory for military aircraft, are referred to available and operational approach lighting systems and to obstacle situation in the proximity of airport and they are computed according to the criteria contained in the NATO Document APATC 1-A. In order to determine the minima landing visibility applicable in case of temporary failure or not availability of approach lighting system, the landing increments are to be considered:

a) if no symbol is reported beside visibility minima, no increase is needed;

b) if one "sharp" ($^{\#}$) is reported beside visibility minima, increase her by 0,4 km;

c) if two "sharps" ($^{\#\#}$) are reported beside visibility minima, increase her by 0,8 km.

5. Details of deviations from ICAO PANS OPS criteria: