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Pristina International Airport
Vrellë-Lipjan

AIP
AIRAC
AMDT
13/2014

Publication date: 12 JUN 2014

Effective date: 24 JUL 2014

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

ENR 1.6-1/2	24 JUL 14	ENR 1.6-1/2	03 APR 14
BKPR AD 2.1-5/6	24 JUL 14	BKPR AD 2.1-5/6	12 DEC 13
BKPR AD 2.1-9/10	24 JUL 14	BKPR AD 2.1-9/10	03 APR 14
BKPR AD 2.1-11/12	24 JUL 14	BKPR AD 2.1-11/12	03 APR 14
BKPR AD 2.1-13/14	24 JUL 14	BKPR AD 2.1-13/14	03 APR 14
BKPR AD 2.1-15/16	24 JUL 14	BKPR AD 2.1-15/16	14 JUN 12
BKPR AD 2.1-17/18	24 JUL 14		
BKPR AD 2.1-19/20	24 JUL 14		
BKPR AD 2.24.1.1-1	24 JUL 14	BKPR AD 2.24.1.1-1	12 DEC 13
BKPR AD 2.24.2.1-1	24 JUL 14	BKPR AD 2.24.2.1-1	12 DEC 13

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

ENR 1.6 RADAR SERVICES AND PROCEDURES

1.6.1 Primary radar

1.6.1.1 Supplementary services

1.6.1.1.1 A radar unit normally operates as an integral part of the parent ATS unit and provides radar service to aircraft, to the maximum extent practicable, to meet the operational requirement. Many factors, such as radar coverage, controller workload and equipment capabilities, may affect these services, and the radar controller shall determine the practicability of providing or continuing to provide radar services in any specific case.

1.6.1.1.2 **Radar Coverage**

a. Pristina Approach operates terminal area surveillance radar station at Golesh Hill location 42°34'01.884''N 20°59'18.733''E. The radar coverage for secondary radar is 180NM.

b. A pilot will know when radar services are being provided because the radar controller will use the phraseology "a/c call sign **identified"** for aircraft under approach control.

1.6.1.2 The application of radar control service

1.6.1.2.1 Radar identification is achieved according to the provisions specified by ICAO.

1.6.1.2.2 Radar control service is provided in controlled airspaces to aircraft operating within the Kosovo airspace. This service may include:

a) radar separation of arriving, departing and en-route traffic;

b) radar monitoring of arriving, departing and en-route traffic to provide information on any significant deviation from the normal flight path;

c) radar vectoring when required;

d) assistance to aircraft in emergency;

e) assistance to aircraft crossing controlled airspace;

f) warnings and position information on other aircraft considered to constitute a hazard;

g) information to assist in the navigation of aircraft;

h) information on observed weather.

1.6.1.2.3 The minimum horizontal radar separation is 10 NM at or below FL 205

1.6.1.2.4 Levels assigned by the radar controller to pilots will provide a minimum terrain clearance according to the phase of flight.

1.6.1.3 Radar and radio failure procedures

1.6.1.3.1 Radar failure. In the event of radar failure or loss of radar identification, instructions will be issued to restore non-radar standard separation and the pilot will be instructed to communicate with the parent ATS unit.

1.6.1.3.2 Radio failure. The radar controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or turns. If the turns are observed, the radar controller will continue to provide radar service to the aircraft.

1.6.1.3.3 If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If radar identification has already been established, the radar controller will vector other identified aircraft clear of its track until such time as the aircraft leaves radar cover.

1.6.2 Secondary surveillance radar (SSR)

1. Operating Procedures

a. Radar service increases airspace utilization by allowing ATC to reduce separation between aircraft. In addition, radar permits an exception of flight information services, such as traffic information, and radar navigation assistance. Due to limitations inherent in all radar systems, it may not always be possible to detect weather disturbance .

Where radar information is derived from Secondary Surveillance Radar (SSR) only, (i.e. without associated primary radar coverage), it is not possible to provide traffic information on aircraft that are not transponder equipped or to provide some of the other flight information.

b. The SSR systems are to be considered as a supplement to the basic procedural system in the Pristina Approach and will be used to provide radar separation where benefits to aircraft, safety or expedition can be obtained. Non-availability of SSR-data will therefore not cause APP inability to perform its stated functions, but may degrade the quality of the service rendered. No radar maneuver should be undertaken unless it is assured that it will be completed and procedural

separation re-established whilst any aircraft involved remains within radar coverage. It is intended to operate the SSR-system on H24 basis, as far as possible.
c. Except as provided for in para 1.6.2.1 below, pilots shall operate transponders and select Modes and Codes in accordance with ATC instructions. In particular, when entering the Pristina CTA, and flying within radar coverage, pilots who have already received specific instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

d. Pilots of aircraft about to enter the Pristina CTA, and will be flying within radar coverage, and have not received specific instructions from ATC concerning the setting of the transponder shall operate the transponder on Mode C Code 2000 upon entry and maintain that Code setting until otherwise instructed.

e. Before providing radar service, ATC will establish identification in accordance with ICAO PANS ATM Chapter 8. Pilots will be notified whenever radar identification is established, or lost. Examples: "IDENTIFIED", OR "IDENTIFICATION LOST".

f. Pilots are cautioned that radar identification of their flight does not relieve them of the responsibility for collision avoidance of terrain (obstacle) clearance. ATC will normally provide radar identified IFR flights with relevant information on observed targets. If the PSR part of radar system is not functioning, ATC cannot provide traffic information on aircraft without a functioning transponder. The responsibility for terrain (obstacle) clearance is only accepted by ATC when vectoring IFR flights.

g. Radar vectoring is used when necessary for separation purposes, when required by noise abatement procedures, when requested by the pilot, or whenever vectoring will offer operational advantages to the pilot or the controller. When vectoring is initiated, the pilot will be informed of the location to which the aircraft is being vectored, or the purpose of the vector, e.g. for spacing or weather information.

Examples: "TURN RIGHT HEADING 220 TO INTERCEPT RADIAL 189 TO SARAX"
"FLY HEADING 350 VECTORS TO INTERCEPT RADIAL 017."
"JOIN XAXAN 17A ARRIVAL"

h. Pilots will be informed when radar vectoring is terminated.

Example: "RADAR VECTORING TERMINATED. RESUME OWN NAVIGATION."

i. Normally radar service will be continued until an aircraft leaves the area of radar coverage, enters uncontrolled airspace, or is transferred to an ATC unit not equipped with radar. When radar service is terminated the pilot will be informed accordingly. Example: "RADAR SERVICE TERMINATED. RESUME OWN NAVIGATION."

j. Aircraft on radar vector will be vectored to a published instrument approach aid, a Localizer (LLZ) course, a VOR Radial/DME, NDB for final approach or to a position for visual approach.

k. Radar approach controllers will provide vectors onto final, onto LLZ course or Radial/DME as follows:

Pristina: Normally not closer than 10 NM, both runways (or as requested by pilots).

2. Radar Traffic Information

a. Traffic (or workload) permitting, ATC will provide IFR flights with information on observed radar targets whenever the traffic is likely to be of concern to the pilot, unless the pilot states that he does not want the information. This information may be provided to VFR traffic when requested by the pilot.

b. If requested by the pilot, ATC will attempt to provide radar separation between identified IFR aircraft and the unknown observed aircraft.

c. When issuing radar information, ATC will frequently define the relative location of traffic, weather areas, etc., by referring to the "clock" position system. In this system the 12 o'clock position is based on the observed radar track rather than the actual nose of the aircraft. In conditions of strong crosswind this can lead to a discrepancy between the position as reported by the controller and the position by the pilot.

d. The following diagram illustrates the "clock" system:

BKPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designation RWY NR	*TRUE BRG*	*Dimensions of RWY (m)*	*Strength (PCN and surface of RWY and SWY*	*THR coordinates*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	2	3	4	5	6
17	176° GEO	2501 x 45	PCN 100/F/B/X/T Asphalt	42° 35' 07.00479"N 21° 02' 04.58350"E	1789 ft (545.25m)
35	356° GEO	2501 x 45	PCN 100/F/B/X/T Asphalt	42° 33' 46.58066"N 21° 02' 12.77821"E	1786 ft (544.25m)

Slope of RWY - SWY	SWY dimensions	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12 10
17 - Slope 0,04% down	Not present	Not present	2621 x 300		

BKPR AD 2.13 DECLARED DISTANCES

Runway deignator	*TORA (m)*	*TODA (m)*	*ASDA (m)*	*LDA (m)*	*Remarks*
1	2	3	4	5	6
17	2501	2501	2501	2501	
35	2501	2501	2501	2501	

BKPR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type, LEN, INTST*	*THR LGT Colour*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT LEN, spacing, colour, INTST*	*RWY Edge LGT LEN, spacing, colour, INTST*	*RWY End LGT Colour,*	*SWY LGT LEN (m) Colour*
1	2	3	4	5	6	7	8	9
17	Calvert 900 m HIL	Green	PAPI GP 3° 1 000 ft from THR			White HIL UNI every 60 m Last 600 m Yellow	Red	
35	Calvert 900 m HIL					White LIL OMNI every 60 m		
	Remarks	APP 17 ASR are 300m. TDZ for CAT II only for RWY 17. RGL/RHP with independent supply and control. RCL lights are installed form 17-35.						

BKPR AD 2.15 OTHER LIGHTING SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	Above TWR; Lamps: 3 white, 1 green, 24 per minute 12
2	*LDI location and LGT* *Anemometer location and LGT*	Mid Runway/Light provided Blue taxiway edge lighting
3	*TWY edge and centre line lighting*	Power source is on two site diesel generators provided with automatic switch over time
4	*Secondary power supply/switch-over time*	Two lighted WDI.
5	*Remarks*	

BKPR AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO*	Nil
2	*TLOF and/or FATO elevation m/ft*	Nil
3	*TLOF and FATO area dimensions, surface, strength marking*	Nil
4	*True and MAG BRG of FATO*	Nil
5	*Declared distance available*	Nil
6	*APP and FATO lighting*	Nil
7	*Remarks*	Helicopters landing with PPR 24 hours to Base OPS only. Helicopters shall land in accordance with ATC insstruction. Presence of Military/UN helicopters on the taxiways.

BKPR AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	PRISTINA CTR 424308N 0205254E - ARC 11DME FROM PRT, FROM R320 TO R200 CLOCKWISE 422413N 0205605E - 423230N 0210049E - ARC 2DME FROM PRT FROM R200 TO R320 CLOCKWISE - 423557N 0210015E 424308N 0205254E
2	*Vertical limits*	GND to 5 000 ft AMSL
3	*Airspace classification*	D
4	*ATS unit call sign* *Language(s)*	Pristina Approach / Pristina Tower English
5	*Transition altitude*	10 000 ft AMSL
6	*Remarks*	Nil

5.3. Preparation Phase

5.3.1 The preparation phase for the applicability of ATC procedures for LVP starts when the RVR for the Touch Down Zone (TDZ) reaches 800 m or less and/or the vertical visibility or ceiling reaches 300 ft or less tedency downwards. (Pilots will not be informed about this phase).

5.3.2 At this phase;

5.3.2.1 Contractors will be required to vacate the area.

5.3.2.2 Routine maintenance (and or any other unit) on the maneuvering area will be interrupted.

5.3.2.3 Vehicle speed limit will be reduced to:

Apron: 15 km/h

Taxiways: 25 km/h

Runway: 30 km/h

5.4 Operations Phase (Activation Phase)

5.4.1 The application of ATC procedures for LVP becomes effective when the RVR for the Touch Down Zone (TDZ) reaches 550 m or less and/or the vertical visibility or ceiling reaches 200 ft or less.

5.4.2 Pilots will be informed either via ATIS or RTF: „Low Visibility Procedures ILS CAT II activated, expect possible ATC Delay". ATCO's shall insert the time of activation into the Log Book.

5.4.3 During LVP only one aircraft shall be allowed to operate on the maneuvering area at a time.

5.4.4 After each landing Pilot Report „Runway Vacated" must be acknowledged.

5.4.5 No vehicle shall be allowed to enter and operate on the maneuvering area except essential vehicles for the continuation of the air traffic operations.

5.4.6 If RVR is u/s, LVP will be activated when MET office reports the visibility 750 meters or less. The decision to implement LVP rests with Air traffic Controller on duty.

5.4.7 When LVP is activated the following parties shall be informed:

5.4.7.1 Ramp operations

5.4.7.2 Fire Control

5.4.7.3 Approach Control Unit

5.4.7.4 AIS/FMU.

5.5 Protection of LLZ and GP Sensitive areas

5.5.1 Protection of LLZ and GP sensitive area is ensured by ATC. No vehicle shall be allowed to operate inside the Critical Sensitive Area of LLZ/Glide Path antennas during LVP.

5.5.2 For ATC purposes the LLZ sensitive area is defined as a rectangular area which is located within parallel lines 1220m (X axis) with 180m (Y axis) width from the localizer aerial and 975m (X axis) length with 90m (Y axis) east of antenna.

5.5.3 During LVP operations the ILS (LLZ&GP) sensitive area is kept clear of all aircraft at all times when an approaching aircraft is within 2.5 NM PRS from threshold until it has completed its landing run and at all times that an aircraft taking off is using the ILS localizer for guidance during take-off run.

5.6 Clearance to Land

5.6.1 Landing clearance shall be delivered normally prior arriving aircraft reaches a distance of 2.5 NM from threshold. In exceptional cases transmission may be delayed until a distance of 1NM from threshold in which case pilots must be informed accordingly.

5.7 Low Visibility Departure (Take-Off)

5.7.1 A low visibility take-off is given when the Runway Visual Range is less than 400M.

5.7.2 Runway Centre line lights shall be always operated on during Low Visibility Take-off.

5.7.3 A pilot may initiate a take-off regardless on reported touch-down zone RVR value for the touch-down zone. ATC will pass the actual RVR values and decision for take-off will rest with the pilot in command

5.7.4 Normally if RVR is less than 400m Low Visibility Procedures are applied for arriving and departing traffic.

5.7.5 Taxiing of aircraft is restricted to one aircraft movement at a time, all aircraft will be instructed to taxi at holding position ILS CAT II, normally Tower Controller will operate with STOP BARS at each Holding Position.

5.7.6 If there is an aircraft movement ongoing no vehicle shall be allowed to enter and operate on the

maneuvering area, ATC will ensure the protection of LLZ sensitive area.

5.8 Visual Aids

5.8.1 Runway 17 is equipped accordingly for ILS CAT I and CAT II operations. Visual aids provided are; Threshold lights, runway edge lights, runway end lights and markings, runway centerline lights and marking, touchdown zone lights and markings.

5.8.2 Visual AIDS shall be operated by Tower Controller on Duty using pre set AGL scenarios on the AGL Control system depending on meteorological conditions.

5.8.3 In absence of taxiway edge lights, when LVP activated, in all cases, aircraft are guided by Follow me vehicle. (To and From Apron Delta), (To and from Apron Juliet) and (To and From Apron Lima).

5.9 Downgrading (from CAT II to CAT I) of approach facilities

5.9.1 ILS CAT I and ILS CAT II approach and landing operations are authorized on RWY 17.
The operations are subject to the serviceability of the facilities/systems and procedures listed below;

Scenarios when ATCO's shall downgrade ILS CAT II into ILS CAT I	**ILS procedure downgraded to;**
Failure of RVR assessment system or failure of display values of both Touchdown and Midpoint	CAT I
Failure of secondary power supply for the aerodrome lighting system	CAT I
LLZ out of CAT II tolerance	CAT I
LLZ sensitive area not vacated	CAT I
GP Main/Standby transmitter out of tolerance	CAT I
Failure of ATC – ILS monitoring device	CAT I
Wind Information indicator not available	CAT I
More than 30% of the approach lighting system malfunctioning	CAT I
Failure of STOP BAR lights	CAT I

5.9.2 A change in the operational status, if caused by a failure expected to last more than one hour will be published by NOTAM.

5.9.3 Shorter-term deficiencies will be announced to the pilots by ATC (ATIS and/or RTF).

5.10 Termination Phase

5.10.1 The termination of LVP becomes effective when weather conditions indicate sustained improvement to RVR 550 m or greater and vertical visibility and ceiling to 200 ft or greater.

5.10.2 Flight crews shall be informed by RTF: "Low Visibility Procedures Cancelled at time …". The ATIS will be updated, removing any reference to LVP.

5.10.3 The following units shall be informed when Low Visibility Procedure is terminated;

5.10.3.1 Ramp operations

5.10.3.2 Fire Control

5.10.3.3 Approach Control Unit

5.10.3.4 AIS/FMU.

The preparation phase will remain in force until the RVR improves to greater than 750m and vertical visibility and ceiling are greater than 220 ft. ATCO's shall insert the termination time into the Log Book.

6. Push-back procedures and taxiing of aircraft on apron Kilo

6.1 Definitions

The following definitons are applicable for ATC (Push-Back) Procedure in Prishtina.

Pushback: Refers to the movement of an aircraft with mechanical assistance, moving backwards from its parking position.

Ready for Push-Back: All passengers on board, doors closed, pushback tractor is connected with the aircraft, Headset operator is in the ready position and in contact with the captain**.**

Anti collision light: When anti collision light of the aircraft are on, no movement (vehicle nor person) is permitted behind the aircraft

6.2 General

Aircraft parked on Apron "Kilo", will be parked with nose pointing towards, direction terminal building. Pushback of the aircraft shall be conducted in accordance with the procedures described hereunder, in order to prepare the aircraft for further taxi manoeuvres.

Airport Dispatch - OCC (Operations Control Centre) assigns aircraft position on the apron. Pilots are informed about the assigned parking position by the station providing Ground Movement Control via radio (Prishtina Ground).

In apron Kilo, aircraft will be parked using VDGS on Stands 201A, 201, 201B, 202A, 202, 202B, 203A 203 and 203B. In stands 101A, 101 and 101B aircraft with be parked using marshaller. In case of VDGS failure, marrshaller is available at each stand.

All instructions and comunications which are not understood, not clear, not adhered or are interrupted or delayed for any reason must be relayed to ATC.

No aircraft pushback shall take place onto a stand or taxiway / taxiline without the express permission of ATC.

Pilots are reminded that control of aircraft requiring start-up or push back clearance on the aprons is the responsibility of ATC, and the control of vehicles and personnel is the responsibility of the Airport Operator. Instructions to aircraft are given on the understanding that separation between aircraft and vehicles / personnel on the apron is not the responsibility of ATC.

Pilots should be cautious whilst manoeuvring on aprons and be aware that they are crossing service roads where vehicle and personnel are moving at times which are not under ATC responsibility.

6.3 Standard Pushback

Stands 201B, 201, 201A, 202B, 202, 202A, 203B, 203, 203A, 101B 101

When runway 17 is in use, ATC will issue instructions for an aircraft to be pushed back, facing north.

When runway 35 is in use, ATC will issue instructions for an aircraft to be pushed back, facing south.

6.3.1 Restrictions

Stand 101A - can be pushed back facing **SOUTH** only.

Stand 201B - can be pushed back facing **NORTH** only, if an aircraft is being deiced on apron "M"

Two aircraft may be cleared for simultaneous pushback if they are separated by at least 2 stands in between them.

(See Table 1 & 2)

Facing NORTH

Stand	201B	201A	202B	202A	203B	203A	101B	101A*
201B	N/A	N	N	Y	Y	Y	Y	N/A
201A	N	N/A	N	N	Y	Y	Y	N/A
202B	N	N	N/A	N	N	Y	Y	N/A
202A	Y	N	N	N/A	N	N	Y	N/A
203B	Y	Y	N	N	N/A	N	N	N/A
203A	Y	Y	Y	N	N	N/A	N	N/A
101B	Y	Y	Y	Y	N	N	N/A	N/A
101A*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**101A can be pushed back facing SOUTH only*

Table 1. Simultaneous operations in Apron Kilo (pushback and taxi in) facing north

Facing SOUTH

Stand	201B*	201A	202B	202A	203B	203A	101B	101A
201B*	N/A	N	N	Y	Y	Y	Y	Y
201A	N	N/A	N	N	Y	Y	Y	Y
202B	N	N	N/A	N	N	Y	Y	Y
202A	Y	N	N	N/A	N	N	Y	Y
203B	Y	Y	N	N	N/A	N	N	Y
203A	Y	Y	Y	N	N	N/A	N	N
101B	Y	Y	Y	Y	N	N	N/A	N
101A	Y	Y	Y	Y	Y	N	N	N/A

**Push back facing south from stand 201B shall not be applied if there is an aircraft on Apron "M"*

Table 2. Simultaneous operations in Apron Kilo (pushback and taxi in) facing south

6.4 Non - standard pushback

Simultaneous pushback on opposite directions, one aircraft facing south and another facing north (tail to tail) may be applied provided that they are seperated by at least 4 stands in between them.
Simultaneous push backs on opposite directions (head to head) are not allowed.

Tail to Tail

Stand	201B	201A	202B	202A	203B	203A	101B	101A
201B	N/A	N	N	N	N	Y	Y	Y
201A	N	N/A	N	N	N	N	Y	Y
202B	N	N	N/A	N	N	N	N	Y
202A	N	N	N	N/A	N	N	N	N
203B	N	N	N	N	N/A	N	N	N
203A	Y	N	N	N	N	N/A	N	N
101B	Y	Y	N	N	N	N	N/A	N
101A	Y	Y	Y	N	N	N	N	N/A

One aircraft facing NORTH and One aircraft facig SOUTH

Table 3. Simultaneous pushback in Apron Kilo (tail to tail)

In exception of the above rule and in order to optimise the movement of traffic on the apron Kilo, simultaneous pushback from Stand 201B and 202B may be approved, provided that aircraft on Stand 201B is pushed back to Apron Mike facing south (and no aircraft is being de-iced in apron Mike), while aircraft on Stand 202B is pushed back, facing north. This way both aircraft will use taxiway B2 to exit apron Kilo. If required, a third pushback can take place simultaneously from stand 203A, 101B or 101A.

6.4.1 Restriction:

For aircraft category E, stands 201, 202, and 203, no simultaneous push- backs allowed.

6.5 Procedure

PiC (Pilot in Command) will assess the situation when he is ready for push-back.

When the PiC is ready for start up and pushback he shall seek confirmation from the Headset Operator that there is no hazard to his aircraft starting up.

Headset Operator must ensure that the area is clear of any obstruction or FOD risk, including staff, passengers, vehicles, equipment and aircraft, before giving clearance for engine start or pushback.
Pushback clearance must not be requested by PiC until the Headset Operator has confirmed to the PiC that the aircraft and ground crew are ready for Pushback. The Headset Operator will advise the PiC that the ground crew is ready for pushback, so the PiC can request pushback from ATC.
PiC shall then contact Ground Movement Controller (Call-sign: Prishtina Ground) and request Start-up and Pushback, by confirming the call-sign and stand number. PiC may request start up and pushback clearances seperately or together at the same time.
PiC shall NOT request pushback clearance from Ground Movement Controller, if he is not ready to commence pushback manoeuvre within one minute.

Depending from the air traffic situation, Ground Movement Controller may:

a. Approve start up and pushback clearance at the same time

b. Approve start up clearance only

On being instructed by Prishtina Ground that pushback is approved, PiC shall co-ordinate with the Headset Operator for the start up and pushback of the aircraft.

Note 1: When pilot requests start up, he might turn on, one engine only or all engines at the same time (in case when not all engines are turned on upon start up request, they may be turned on after the aircraft is positioned aligned parallel with the taxiway Alpha in apron Kilo). PiC will use minimal thrust during push back and taxi.

More than one aircraft may be approved for the push back at the same time.

Ground Movement Controller may limit pushback approval to only one aircraft at the time, based on the traffic flow of arriving aircraft, in order to ensure that the entry/exit taxiways (to and from apron Kilo) are not blocked from the aircraft on pushback.
The principle: first to come first to serve, is applicable. The first aircraft that has requested start up or pushback shall have priority.
When applying pushback, Ground Movement Controller together with the pushback clearance shall issue the instruction for the Runway in use, example: **"PNA 123, Start up and Pushback approved, facing south, RWY in use 35"**.
Ground Movement Controller follows the movement process (turn) in order to monitor that the aircraft is turning in the right direction and in accordance with given instructions.

Note 2: Due to limited visibility from Tower, in cases when safety could be endangered, OCC will inform ground controller and pushback operator, to stop the operation.

For an aircraft that has been cleared for pushback (from Ground Movement Controller) the responibility of Headset Operator ends when:
a. The aircraft has been towed into the right direction for taxiway exit,
b. The pusback tractor has been disconected and it was confirmed to the pilot,
c. The aircraft is aligned accordingly on the taxi lane and PiC reports ready for taxi (to the Ground Movement Controller).
Only then Ground Movement Controller takes the responsibility for the aircraft by issuing further taxi instructions.
The RTF phraseology to be used in cases of pushback has been adopted from th ATC MANOPS:

...aircraft /ATC	a) *[(aircraft location)] REQUEST PUSHBACK; b) PUSHBACK APPROVED; c) STAND BY; d) PUSHBACK AT OWN DISCRETION e) EXPECT (number) MINUTES DELAY (reason).

* *Denotes pilot transmission.*

Due to traffic situation or work in progress, near by the aircraft, for operational and safety reasons, Ground Movement Controller may deviate from standard pushback procedure. This deviation will be communicated to the PiC and PiC must ensure that Headset Operator understands completely the deviation.
In order to aviod possible delay that may occur during Low Visibility Procedures, Ground Movement Controller shall ask permission for start up from Approach Controller.
During Low Visibility Procedures, only one aircraft may be cleared for pushback at the time. Once the aircraft is towed, Headset Operator together with the pushback procedure shall position them at a safe distance (marking) from the aircraft and confirm to the PiC that the aircraft is "All-Clear" for taxi.

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 Pristina Airport must obtain a landing slot from:

1) Flow Managment Unit for military or military contactors, deportee, government or MEDEVAC flights

Tel: +381 38 5958 312/311

Fax: +381 38 5958 214

Email: ais@anp-ka.org

2) Schedule Facilitator Manger for commercial and Humanitarian flights.

Schedule Facilitator Manger for Pristina International Airport

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:

Procedure	Reference to Criteria	Notes
EAST HOLDING	ICAO Doc 8168 Vol II Part IV Chapter 1 Para 1.3.2.3 Outbound Distance *'The specified DME outband distance should be expressed in terms of distance equivalent to at least one minute of flight time at the selected TAS'*	This hold is not speed restricted and therefore has been drawn at 250kts, the outband leg of the East hold is only 4NM (PRT D10-D14) and requires a minimum distance of **4.679 NM** to provide 1 minute of flight. Therefore this hold is not compliant with ICAO Doc 8168 recommendations
INITIAL CLIMB 2A (RWY 17) SID BLACE 2A INITIAL CLIMB 2B (RWY 35) SID BLACE 2B INITIAL CLIMB 2A (RWY 17) SID SARAX 2A - XAXAN 2A ATC DISCR INITIAL CLIMB 2B (RWY 35) SID SARAX 2B - XAXAN 2B ATC DISCR	ICAO Doc 8168 Vol II Part IV Chapter 3 Para 3.3.3.4 Obstacle clearence in the turn area In order to ensure the minimum obstacle clearence in the turn area the obstacle height above the elevation of the end of the runway shall be less than : PDG (dr + do) + H - MOC where: do = shortest distance from obstacle **to** line K - K (see Fifure II-3-19) dr = horizontal distance from DER to line K - K (earliest **TP**), and PDG = promulgated procedure design gradient (see 3.3.2.2) H = OIS height at DER (5 m or 16 ft) MOC = 0.008 (d, + **do) or** 90 m (295 ft) (CAT H, 80m (265 ft)), whichever **is** the higher.	After the initial departure the SID turns at 205 Kts IASback to overhead VOR/DME PRT. As there is no specified track back to PRT, all departures require obstacle clearence on the non turning side back to OHD PRT. There is no specified turn point before OHD PRT therefore overhead tolerance must be applied at PRT + 6 seconds of flight to determine the latest turning point overhead PRT. A wind spiral is then added in the direction of the next radial and this forms the protection area west of the runway for a non specified track from the east back to overhead the facility. When the shortest distance is calculated from the DER to K - K to the obstacle the 2.5% obstacle identification surface is penetrated. Therefore the SID is not compliant with ICAO Doc 8168 recommendations.
INITIAL CLIMB 2B (RWY 35) SID BLACE 2B	ICAO Doc 8168 Vol II Part II Chapter 7 Para 7.4.1 *'Tracks. The angle of intersection between the initial approach track and the intermediate track should not exceed 120°'.* Although this is specific to the relationship between initial and intermediate sections the rationale applies to any turn geater than 120°. A reversal procedure provides predictable containment areas and provides the pilot with a defined track to allow him to transit from the initial climb to the main Standard Instrument Departure.	After the third turn aircraft are directed to turn right to PRT (nominally 240° magnetic) then continue to turn onto PRT 017° to VOR/DME BLACE, a turn of 137 degrees. ICAO Doc 8168 Part II Chapter 7 Para 7.4.1 recommendations should be applied.
INITIAL CLIMB 2A (RWY 17) SID SARAX 2A - XAXAN 2A ATC DISCR		After turn three, aircraft are directed to turn left to PRT (nominally 280° magnetic) then continue to turn onto PRT 150° to XAXAN, a turn of 137 degrees. ICAO Doc 8168 Vol II Part II Chapter 7 Para 7.4.1 recommendations should be applied.
ILS/DME PRS RWY 17/GP OUT	ICAO Doc 8168 Vol II Part III Chapter 21 Para 21.3.3 **Length**. ' The optimum length of the intermediate approach segment is 9 km (5 NM) (Cat H, 3.7 km (2 NM)).	The current ILS/DME RWY 17 procedure only provides 2.5NM of intermediate segment (PRS D11-D8.5). Unless this can be mitigated as described in

Procedure	Reference to Criteria	Notes
ILS/DME PRS RWY 17/GP OUT	The distance between the point of interception with the localizer course and the interception with the glide path should be sufficient to permit the aircraft to stabilize and establish on the localizer course prior to intercepting the glide path, taking into consideration the angle of interception with the localizer course. Minimum values for that distance are specified in Table III-21-1; however, these minimum values should only be used if usable airspace is restricted.'	ICAO Doc 8168 Vol II Part II Chapter 21 Para 21.3.3, The procedure is not compliant with ICAO Doc 8168.
ILS/DME PRS RWY 17 RACETRACK VOR DME RWY 35	ICAO Doc 8168 Vol II Part III Chapter 4 Para 4.7 **MAXIMUM DESCENTNOMINAL OUTBOUND TIMING RELATIONSHIP FOR A SEVERAL OR RACETRACK PROCEDURE** **4.7.1. 'General**. Because the actual lenth of the track will vary, it is not possible to specify a descent gradient for the racetrack or reversal procedures. Instead, the maximum which can be specified on the outbaund and the inbound tracks of the procedure are listed in Table **III-4-1** as a function of nominal outbound time.'	The published values given for outbound and inbound tracks in the racetrack procedures result in descent gradients that are either excessive or outside of the published values of the Table III-4-1 and therefore the racetracks are not compliant with ICAO Doc 8168 recommendations.'
VOR/DME RWY 17 VOR DME RWY 35	ICAO Doc 8168 Vol II Part III Chapter 5 Para 5.6 **PROCEDURE ALTITUDE/HEIGHT AND DESCENT GRADIENT** 5.6.1 Because the intermediate approach segment is used to prepare the aircraft speed and configuration for entry into the final approach segment, this segment should be flat or at least have a flat section contained within the segment. If a descent is necessary the maximum permissible gradient shall be 5.2 per cent (CAT H, 10 per cent) and a horzontal segment with a minimum length of 2.8 km (1.5 NM) should be provided prior to the final approach segment for Cat C and D aircraft. For specific procedures for Cat A and B aircraft, this minimum length may be reduced to 1.9 km (1.0 NM). This should allow sufficient distance for aircraft to decelerate and carry out any configuration changes necessary before the final approach segment.	When 1 NM and 1.5 NM is subtracted from the intermediate segment lengths for the VOR/DME procedures, the remaining length does not allow for a descent between the published altitudes without a descent gradient grater than 5.2%. Therefore the procedures are not compliant with ICAO Doc 8168 recommendations.

BKPR AD 2.24 CHARTS RELATED TO THE AERODROME

WARNING

INSTRUMENT FLIGHT PROCEDURES ARE PRODUCED IN NON-INTERNATIONAL METRIC UNITS (NON-DI UNNITS)

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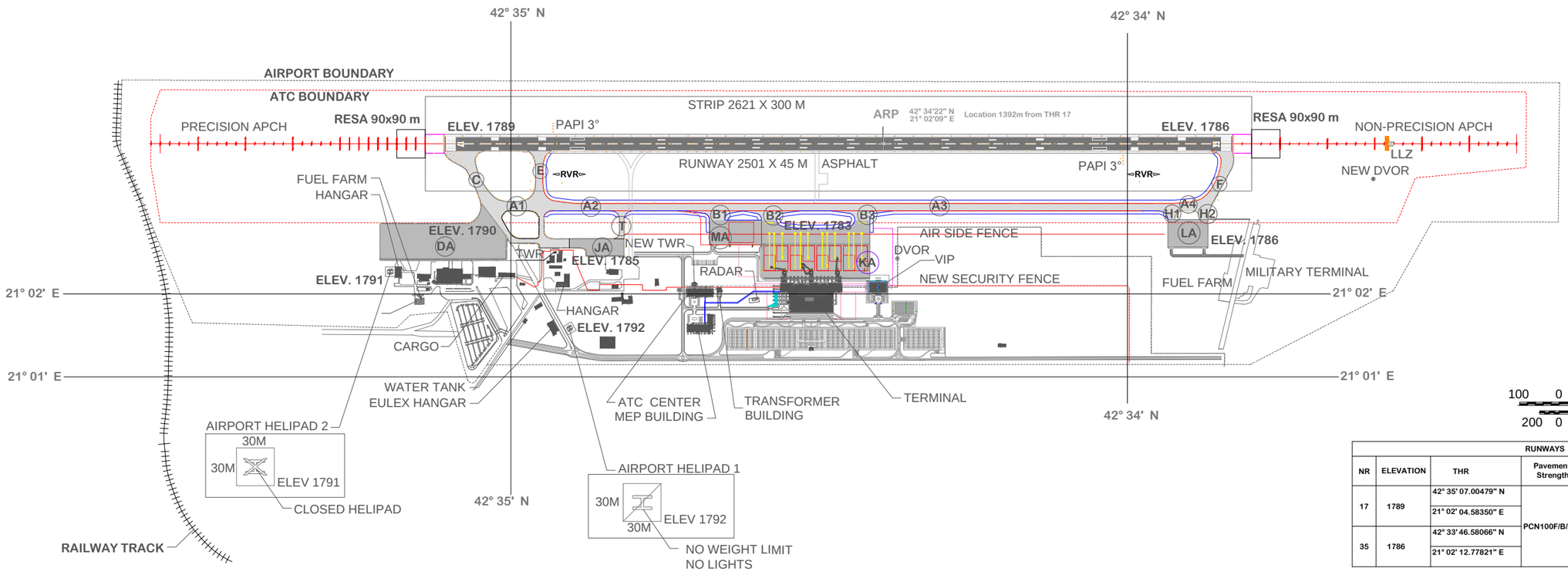
AERODROME, HELIPORT CHART - ICAO

Prishtina Int. Airport - Adem Jashari / PRISHTINA

ARP:	42° 34' 22" N 21° 02' 09" E	Location:	1392m from THR 17
DATE:	JULY 2014		

ELEV in FT
Dimensions / Distances in M

TWR ELEV.	OLD	1842	TERMINAL ELEV.	OLD	1814	TOWER	120.125 Mhz
	NEW	1917		NEW	1859	APPROACH	119.175 Mhz
HELIPAD ELEV.	1	1791	AD ELEV.	1789		GROUND	118.0 Mhz
	2	1792				RAMP OPS	136.8 Mhz
						INFORMATION ATIS	132.0 Mhz
FLOOD LIGHTS ELEV. DA		1871	FLOOD LIGHTS ELEV. KA		1860	FLOOD LIGHTS ELEV. LA	1865



SCALE 1:15 000

100 0 500 m

200 0 1 400 feet

RUNWAYS

NR	ELEVATION	THR	Pavement Strength	Day Marking	Declared Distances TORA	TODA	ASDA	LDA
17	1789	42° 35' 07.00479" N 21° 02' 04.58350" E	PCN100F/B/X/T	THR,RWY NR TDZ,Aiming Center Line Side Strips	2501	2501	2501	2501
35	1786	42° 33' 46.58066" N 21° 02' 12.77821" E			2501	2501	2501	2501

VAR 3° E
(2002)
Datum: WGS-84

LEGEND :
- PERIMETER FENCE
- ATC BOUNDARIES
- RUNWAY STRIP
- RAILWAY
- BUILDINGS
- APRON
- RUNWAY
- TAXIWAY
- SERVICE ROAD

TAXIWAYS

TWY Name	Width M	Length M	Pavement Strength PCN	Day Marking
Alpha 1	23	100	70/F/B/X/T	Center Line Holding Position Side Strips
Alpha 2	23	300	70/F/B/X/T	
Alpha 3	23	1750	70/F/B/X/T	
Alpha 4	23	100	70/F/B/X/T	
Bravo 1	48	52.5	86/R/D/W/T	
Bravo 2	48	52.5	86/R/D/W/T	
Bravo 3	48	52.5	86/R/D/W/T	
Charlie	23	200	70/F/B/X/T	
Echo	23	185	70/F/B/X/T	
Foxtrot	23	155	70/F/B/X/T	
Hotel 1	23	50	65/F/B/X/T	
Hotel 2	23	50	65/F/B/X/T	
Tango	15	90	70/F/B/X/T	

CLERANCE DISTANCES ON AIRCRAFT STANDS

DELTA APRON:	
- STAND 1,2,3,4,5,6,7	CODE A,B,C
-STAND 1A	CODE D
JULIET APRON:	
-STAND 1,2,3	CODE A,B
LIMA APRON:	
-STAND 1,2	CODE C
-STAND 1A	CODE D
KILO APRON:	
-STAND 101A,101B,201A,201B, 202A,202B,203A,203B	CODE C
-STAND 101,201,202,203	CODE D,E

MIKE DE-ICING APRON

Width	Length	Pavement Strength PCN
78	165	86/R/D/W/T

KILO APRON

Width	Length	Pavement Strength PCN
158.5	343.5	86/R/D/W/T

Aircraft Stands

Nr	Latitude NORTH	Longtitude EAST	Wingspan Max	Length Max
101A	42° 34'23.540" N	21° 01' 53.135" E	34.32 M	42.11 M
101	42° 34' 24.285" N	21° 01' 51.676" E	64.80 M	73.86 M
101B	42° 34' 24.766" N	21° 01' 52.627" E	34.32 M	42.11 M
203A	42° 34' 26.255" N	21° 01' 52.858" E	34.32 M	42.11 M
203	42° 34' 27.000" N	21° 01' 51.399" E	64.80 M	73.86 M
203B	42° 34' 27.481" N	21° 01' 51.350" E	34.32 M	42.11 M
202A	42° 34' 29.050" N	21° 01' 52.573" E	34.32 M	42.11 M
202	42° 34' 29.729" N	21° 01' 51.121" E	64.80 M	73.86 M
202B	42° 34' 30.276" N	21° 01' 51.065" E	34.32 M	42.11 M
201A	42° 34' 31.684" N	21° 01' 52.305" E	34.32 M	42.11 M
201	42° 34' 32.429" N	21° 01' 50.845" E	64.80 M	73.86 M
201B	42° 34' 32.910" N	21° 01' 50.796" E	34.32 M	42.11 M

DELTA APRON

Width	Length	Pavement Strength PCN
118	390	70F/B/X/T

Aircraft Stands

Nr	INS COORDINATES FOR AIRCRAFT STANDS Latitude NORTH	Longtitude EAST	DOCKING POSITION Wingspan Max	Length Max
1	42° 35' 01.832" N		34.1 M	44.6 M
2	42° 35' 03.600" N	21° 01' 50.843" E	34.5 M	39.5 M
3	42° 35' 05.364" N	21° 01' 50.673" E	34.5 M	39.5 M
4	42° 35' 07.126" N	21° 01' 50.501" E	34.5 M	39.5 M
5	42° 35' 08.892" N	21° 01' 50.326" E	34.5 M	39.5 M
6	42° 35' 10.655" N	21° 01' 50.151" E	34.5 M	39.5 M
7	42° 35' 12.691" N	21° 01' 50.896" E	34.1 M	44.6 M
1A	42° 35' 02.445" N	21° 01' 51.083" E	73.3 M	69.1 M

LIMA APRON

Width	Length	Pavement Strength PCN
66	126	65R/C/W/T

	Nr	Latitude NORTH	Longtitude EAST	Wingspan Max	Length Max
Aircraft Stands North	1	42° 35' 50.764" N	21° 02' 00.282" E	40.4 M	30.3 M
	2	42° 35' 50.654" N	21° 01' 58.337" E	40.4 M	30.3 M
	3	42° 35' 50.808" N	21° 01' 59.330" E	51.8 M	53.0 M
	OR				
Aircraft Stands South	5	42° 33' 49.837" N	21° 02' 00.379" E	40.4 M	30.3 M
	6	42° 33' 49.727" N	21° 01' 58.431" E	40.4 M	30.3 M
	7	42° 33' 49.687" N	21° 01' 59.449" E	51.8 M	53.0 M

JULIET APRON

Width	Length	Pavement Strength PCN
52	100	70F/B/X/T

Aircraft Stands

Nr	Latitude NORTH	Longtitude EAST	Wingspan Max	Length Max
1	42° 34' 49.024" N	21° 01' 51.923" E	23.0 M	19.0 M
2	42° 34' 50.392" N	21° 01' 51.784" E	23.0 M	19.0 M
3	42° 34' 51.755" N	21° 01' 51.650" E	23.0 M	19.0 M
4	42° 34' 51.251" N	21° 01' 51.857" E	40.4 M	30.3 M

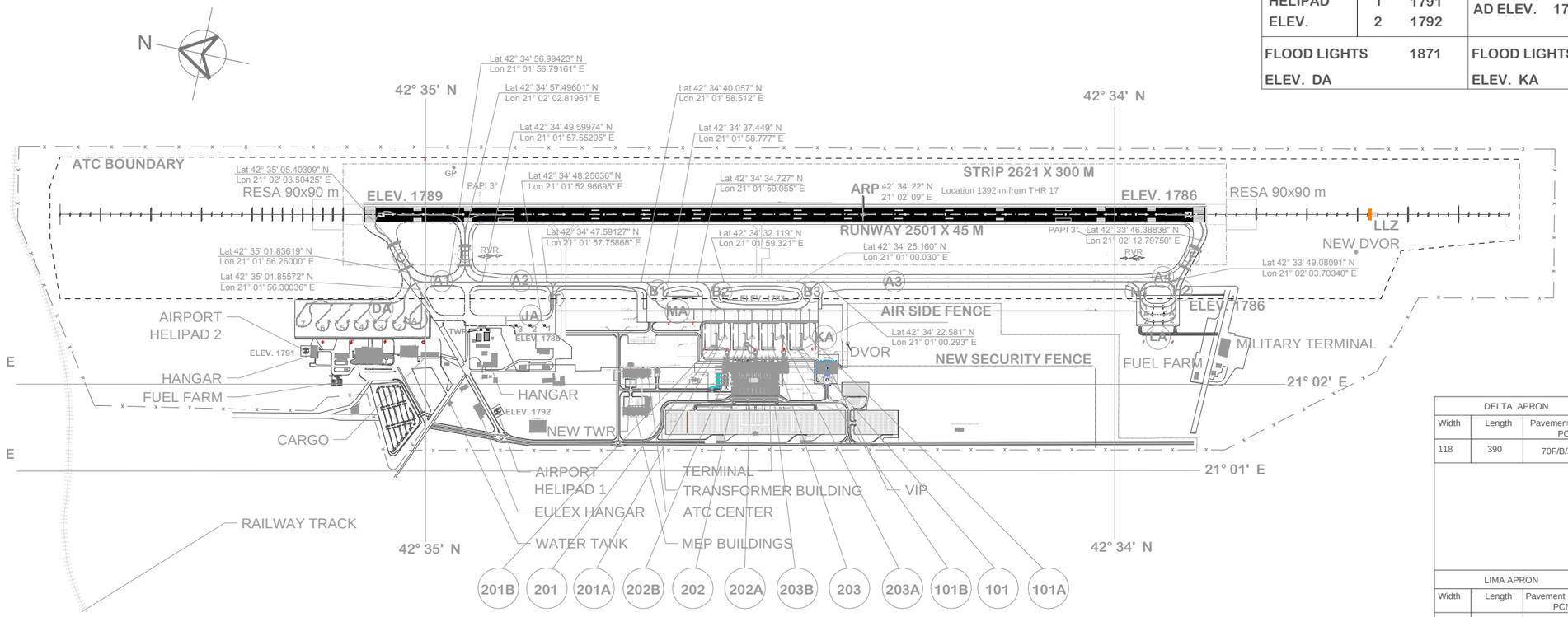
AIRCRAFT PARKING / DOCKING CHART - ICAO

Prishtina Int.Airport - Adem Jashari/PRISHTINA

ARP:	42° 34' 22" N 21° 02' 09" E	Location:	1392m from THR 17	DATE:	JULY 2014

ELEV in FT
Dimensions / Distances in M

TWR ELEV.	OLD 1842 NEW 1917	TERMINAL ELEV.	OLD 1814 NEW 1859	TOWER APPROACH GROUND RAMP OPS INFORMATION ATIS	120.125 Mhz 119.175 Mhz 118.0 Mhz 136.8 Mhz 132.0 Mhz
HELIPAD ELEV.	1 1791 2 1792	AD ELEV. 1789			
FLOOD LIGHTS ELEV. DA	1871	FLOOD LIGHTS ELEV. KA	1860	FLOOD LIGHTS ELEV. LA	1865



SCALE 1:15 000

100 0 500 m

200 0 1 400 feet

VAR 3° E
(2002)

Datum: WGS-84

DELTA APRON		
Width	Length	Pavement Strength PCN
118	390	70F/B/X/T

Aircraft Stands	Nr	INS COORDINATES FOR AIRCRAFT STANDS Latitude NORTH	Longtitude EAST	DOCKING POSITION Wingspan Max	Length Max
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	2	42° 35' 03.600" N	21° 01' 50.843" E	34.5 M	39.5 M
	3	42° 35' 05.364" N	21° 01' 50.673" E	34.5 M	39.5 M
	4	42° 35' 07.126" N	21° 01' 50.501" E	34.5 M	39.5 M
	5	42° 35' 08.892" N	21° 01' 50.326" E	34.5 M	39.5 M
	6	42° 35' 10.655" N	21° 01' 50.151" E	34.5 M	39.5 M
	7	42° 35' 12.691" N	21° 01' 50.896" E	34.1 M	44.6 M
	1A	42° 35' 02.445" N	21° 01' 51.083" E	73.3 M	69.1 M

LIMA APRON		
Width	Length	Pavement Strength PCN
66	126	65R/C/W/T

Aircraft Stands North					
	1	42° 35' 50.764" N	21° 02' 00.282" E	40.4 M	30.3 M
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	3	42° 35' 50.808" N	21° 01' 59.330" E	51.8 M	53.0 M
	OR				
Aircraft Stands South	5	42° 33' 49.837" N	21° 02' 00.379" E	40.4 M	30.3 M
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	7	42° 33' 49.687" N	21° 01' 59.449" E	51.8 M	53.0 M

JULIET APRON		
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52	100	70F/B/X/T

Aircraft Stands					
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	2	42° 34' 50.392" N	21° 01' 51.784" E	23.0 M	19.0 M
	3	42° 34' 51.755" N	21° 01' 51.650" E	23.0 M	19.0 M

MIKE DE-ICING APRON		
Width	Length	Pavement Strength PCN
78	165	86/R/D/W/T

KILO APRON		
Width	Length	Pavement Strength PCN
158.5	343.5	86/R/D/W/T

Aircraft Stands	Nr	INS COORDINATES FOR AIRCRAFT STANDS Latitude NORTH	Longtitude EAST	DOCKING POSITION Wingspan Max	Length Max
	101A	42° 34'23.540 " N	21° 01' 53.135" E	34.32 M	42.11 M
	101	42° 34'24.285 " N	21° 01' 51.676" E	64.80 M	73.86 M
	101B	42° 34'24.766 " N	21° 01' 52.627" E	34.32 M	42.11 M
	203A	42° 34'26.255 " N	21° 01' 52.858" E	34.32 M	42.11 M
	203	42° 34'27.000 " N	21° 01' 51.399" E	64.80 M	73.86 M
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	202A	42° 34'29.050 " N	21° 01' 52.573" E	34.32 M	42.11 M
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	201	42° 34'32.429 " N	21° 01' 50.845" E	64.80 M	73.86 M
	201B	42° 34'32.910 " N	21° 01' 50.796" E	34.32 M	42.11 M

LEGEND :

- PERIMETER FENCE
- ATC BOUNDARIES
- RUNWAY STRIP
- RAILWAY
- BUILDINGS
- APRON, TAXIWAY, ROAD
- RUNWAY
- TAXI GUIDANCE LINES
- STOP BARS

RUNWAYS								
NR	ELEVATION	THR	Pavement Strength	Day Marking	Declared Distances TORA	TODA	ASDA	LDA
17	1789	42° 35' 07.00479" N 21° 02' 04.58350" E	PCN100F/B/X/T	THR,RWY NR TDZ,Aiming Center Line Side Strips	2501	2501	2501	2501
35	1786	42° 33' 46.58066" N 21° 02' 12.77821" E			2501	2501	2501	2501

CLERANCE DISTANCES ON AIRCRAFT STANDS	
DELTA APRON:	
- STAND 1,2,3,4,5,6,7	CODE A,B,C
-STAND 1A	CODE D
JULIET APRON:	
-STAND 1,2,3	CODE A,B
LIMA APRON:	
-STAND 1,2	CODE C
-STAND 1A	CODE D
KILO APRON:	
-STAND 101A,101B,201A,201B, 202A,202B,203A,203B	CODE C
-STAND 101,201,202,203	CODE D,E

TAXIWAYS				
TWY Name	Width M	Length M	Pavement Strength PCN	Day Marking
Alpha 1	23	100	70/F/B/X/T	Center Line Holding Position Side Strips
Alpha 2	23	300	70/F/B/X/T	
Alpha 3	23	1750	70/F/B/X/T	
Alpha 4	23	100	70/F/B/X/T	
Bravo 1	48	52.5	86/R/D/W/T	
Bravo 2	48	52.5	86/R/D/W/T	
Bravo 3	48	52.5	86/R/D/W/T	
Charlie	23	200	70/F/B/X/T	
Echo	23	185	70/F/B/X/T	
Foxtrot	23	155	70/F/B/X/T	
Hotel 1	23	50	65/F/B/X/T	
Hotel 2	23	50	65/F/B/X/T	
Tango	15	90	70/F/B/X/T	