



Republika e Kosovës
Republika Kosovo - Republic of Kosovo



Autoriteti i Aviacionit Civil i Kosovës
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Civil Aviation Authority of Kosovo

Airfields in the Republic of Kosovo



Important note

Upon publication of this document, CAA in no way has approved the use of the airfields covered. This publication intends to provide information to their potential users and state of play of the concerning airfields.

CAA considers the use of these airfields or other airfields in the Republic of Kosovo, for aeronautical activities without prior approval pursuant to the applicable legislation, as unlawful.

Contents

What is an airfield and what is it used for?	4
Background of airfields in the Republic of Kosovo	5
Legal basis for the approval and use of airfields.....	6
Description of airfields in the Republic of Kosovo	7
Airfield in Koretica – Drenas	7
Airfield in Marina – Skenderaj.....	10
Airfield in Jashanice – Klina	13
Airfield in Krusheva – Klina.....	16
Airfield in Rahovec	19
Airfield in Malisheva.....	22
Airfield in Prizren	25
Airfield in Topliçan – Theranda.....	28
Airfield in Ferizaj	31
Airfield in Gjilan.....	34
Airfield in Dubrava – Istog.....	37
Airfield in Dumosh – Batllava.....	40
The general conclusion on the state of airfields in the Republic of Kosovo.....	43

What is an airfield and what is it used for?

The airfield is a designated area on land (including any buildings, installations and equipment), which is used, entirely or partially, for landing, take-off and movement of aircraft. Airfields are mainly used by aircraft for general aviation, including flight schools, agricultural aviation, acrobatic/sports flying, only if they meet the requirements and standards necessary for this activity.

This document covers solely the airfields, as a special category of aerodromes.



Photo 1 - Airfield



Photo 2 - Airfield users

Background of airfields in the Republic of Kosovo

In the Republic of Kosovo, aviation started during the Second World War. In the late 40s, two airfields were constructed in Kosovo, one in Gazimestan and one in Milloshevë. Both airfields were used by agricultural enterprises for the purposes of their activities.

According to available information, 12 airfields have been identified in the Republic of Kosovo. These airfields were constructed for primary needs of the former socially-owned company Agro-Kosova, established as an umbrella of all agricultural enterprises, in the late 70s and early 80s. Common features of these airfields are their runway dimensions, which in most cases have a length of approximately 450 m and width of 18 m.

In 1987, the Yugoslav authorities of that time approved the plan to extend and expand all these airfields. New dimensions would be up to 600 meters in length and 21 meters width. This plan provided infrastructural improvements. Unfortunately, this plan was not implemented.

Existing airfields in Kosovo were mainly used by the company Agro-Kosova for agriculture land aerial application. These airfields were extended in such a way so as to meet the needs of all regions in Kosovo.

During the 90s, the aeronautical sector, especially general aviation, was not developed at all. The existing airfields in Kosovo were degraded in the beginning of the 90s. Even agricultural planes that were owned by the former socially-owned enterprise Agro-Kosova were taken to Serbia during the withdrawal of Serbian regime from Kosovo in 1999.

After the war, the main priority of the international presence in Kosovo, which was responsible for the Kosovo airspace, was the functioning of commercial aviation and operation of Prishtina International Airport.

Limited use of lower airspace, which is not yet fully normalized, has also directly affected many major restrictions on general aviation development. Now, with the reopening of the upper airspace in April 2014 and new developments expected to lead to the full normalization of lower airspace of Kosovo, is expected that general aviation can begin to develop and to recover steps lost during more than 20 years in this regard.

Legal basis for the approval and use of airfields

Law no. 03/L-051 on the Civil Aviation of the Republic of Kosovo stipulates the basis for the functioning of Civil Aviation in Kosovo, including the requirements for functioning of aerodromes in the country.

Pursuant to this law, the CAA is the only state institution responsible for regulating the safety of civil aviation in Kosovo, and in this context, approves the airfields in the country.

In order to implement the law on civil aviation, CAA issues bylaws that lay down, in detail, the conditions to be met by operators for operation of airfields.

Pursuant to the law on civil aviation and with the aim of regulating the safety of aerodromes available for public and civilian use, prescribing of requirements for approval, operation and maintenance of such airfields, CAA issued the Regulation no. 3/2012 on Approved Aerodromes.

This regulation includes all the requirements to be met by an airfield, so it can be used for aeronautical purposes.

The CAA Regulation no. 3/2012 on Approved Aerodromes stipulates the conditions and technical specifications for airfields.

The following definitions provide explanations for two key terms in this regulation:

“Aerodrome”- means a defined area on land (including any buildings, installations and equipment) intended to be used, wholly or in part, for the arrival, departure and movement of aircraft. In the Regulation no. 3/2012 on Approved Aerodromes, the term "aerodrome" includes *heliports, airfields and/or gliding fields*.

“Approval of aerodrome” means an approval for operating the aerodrome issued by the Civil Aviation Authority of Kosovo under Regulation No. 3/2012 on Approved Aerodromes. "Aerodrome facilities and equipment" means the facilities and equipment within or outside the borders of aerodrome that are constructed or installed and maintained for the arrival, departure and movement of aircraft.

Description of airfields in the Republic of Kosovo

Airfield in Koretica - Drenas

This field is located 25 km from the city of Prishtina and only 10 km air distance from the International Airport of Prishtina Adem Jashari, as can be seen from Figure 1. The altitude reaches 599 m, whereas the direction of the runway is 170° and 350°.

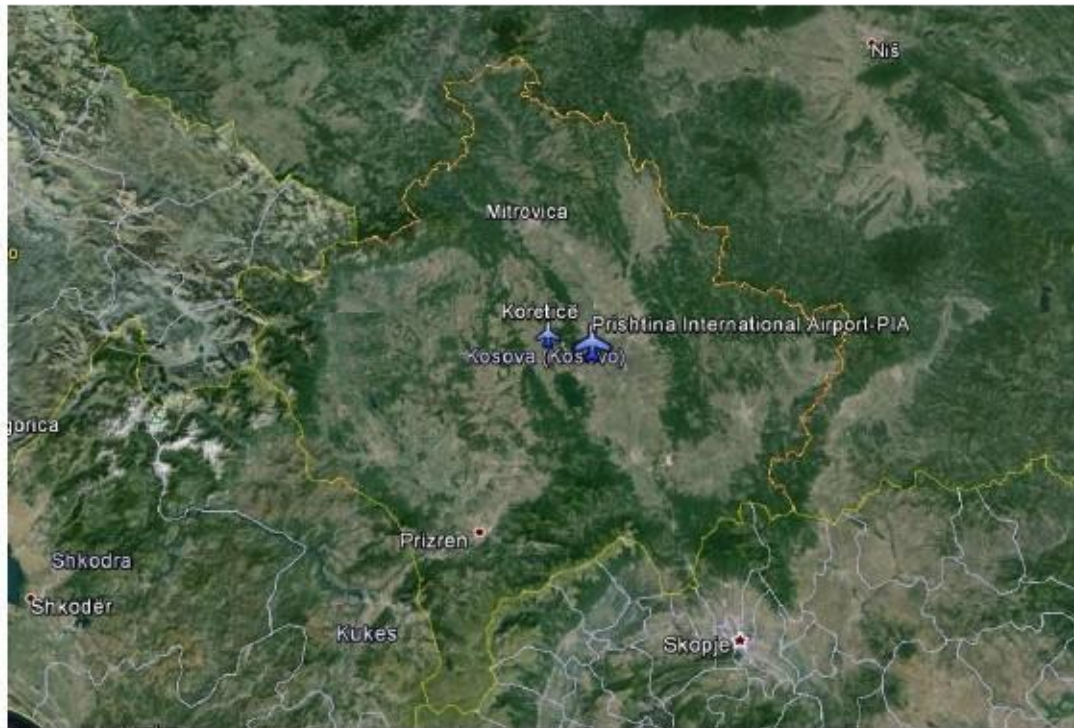


Figure 1- Geographical position of the airfield in Koretica

The surface area of Koretica airfield is paved with asphalt, but is almost entirely covered with waste and large rocks. In the airfield perimeter there are fences of arable lands, which are located near the runway.

Access road to these arable lands surrounding the airfield of Koretica passes through the runway, as can be seen in Figure 2.

¹ Aerial map and figures used in this document were obtained from Google Earth



Figure 2- Details and geographical position of the airfield of Koretica

Geographical coordinates of airfield of Koretica are N 42 36 16.6 E 20 54 38, while dimensions are 450x18 m. All relevant data on this airfield are presented in details in Table 1 below:

Field name	Activities upon visit	Evaluated	Additional information
		Yes/No	
Koretica	Evaluation of field threshold	Yes	Covered with waste
	Coordinates	Yes	N 42 36 16.6 E 20 54 38
	Altitude	Yes	599 m
	Dimensions	Yes	GPS 450x18 m
	Surface culture	Yes	Asphalt (waste)
	Field direction	Yes	35-17

Table 1 - Details evaluated during the visit in the airfield of Koretica

Also, in a distance of only 720 m, in the northern part are constructed four facilities with a height of 30 m, as can be seen in the following photo (Photo 3). For some types of airplanes, these facilities could represent an obstacle for take-off and landing.

Conclusion

The airfield of Koretica cannot be used in the current state and for its revitalization it must first be cleaned, whereas with a minimal investment, this airfield can become operational. The airspace near the airfield has no serious physical obstacles that prevent possible air activities.



Photo 3 – Koretica airfield



Photo 4 – Koretica airfield

Airfield in Marina - Skenderaj

This airfield is located at 40 km distance from the city of Prishtina and only 20 km in air distance from the International Airport of Prishtina Adem Jashari. The altitude in direction 010° reaches 651 m and in direction 190° to 642 m.



Figure 3 - Geographical position of airfield in Marine

The Marine airfield ground is of solid material, but the asphalt needs to be repaired or re-paved. In the northern part of the runway, approximately 110-150 m, there are some holes in the ground. There are no fences or usurpations around the runway.

There are some lines in the runway that were painted by one of the local driving schools, which use this runway to train student drivers. There are no facilities around the airfield that may pose obstacles for take-off or landing. This can be seen in Figure 4 below.

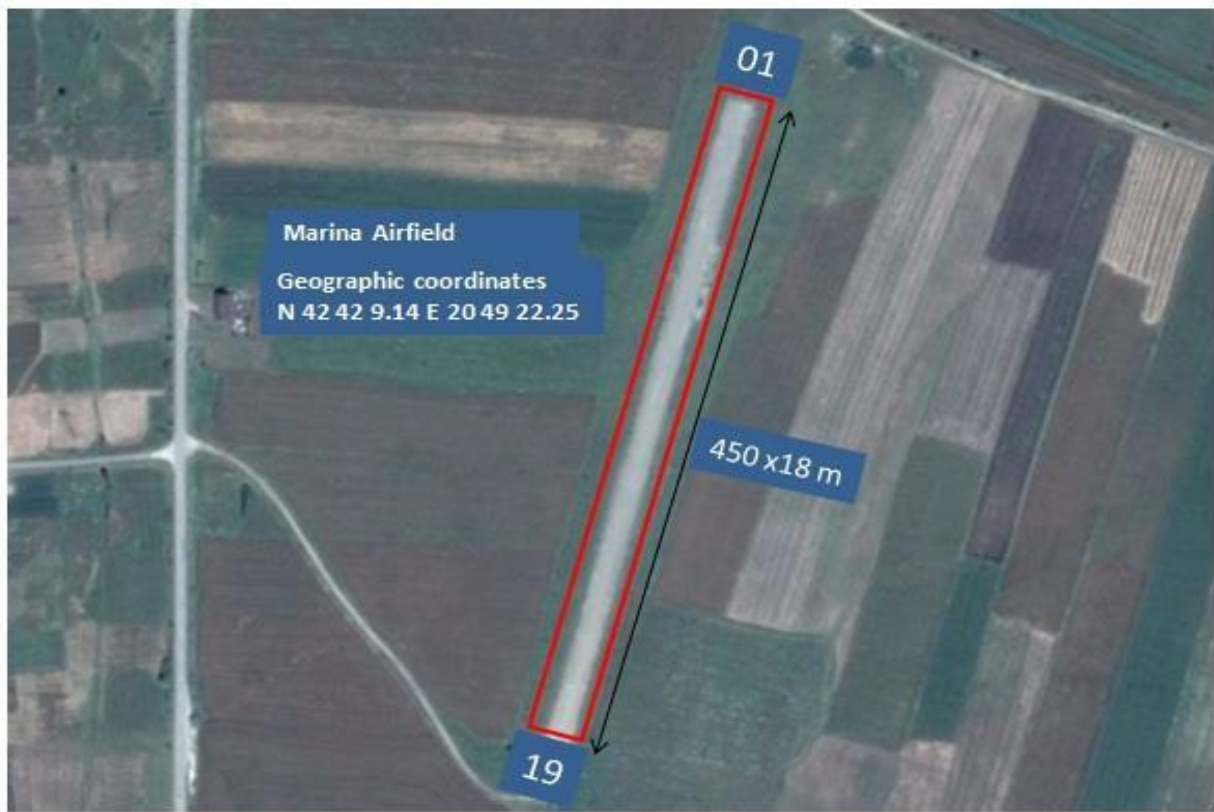


Figure 4-Details and the geographical position of the airfield in Marina

Geographical coordinates of the airfield in Marina are N 42 42 9.14 E 20 49 22.25, while dimensions are 450x18 m. All relevant data for this area are detailed in Table 2 below:

Field name	Activities upon visit	Evaluated	Additional information
		Yes/No	
Marine	Evaluation of field threshold	Yes	In good condition
	Coordinates	Yes	N 42 42 9.14 E 20 49 22.25
	Altitude	Yes	647m
	Dimensions	Yes	GPS 450x18m
	Surface culture	Yes	Asphalt (waste)
	Field direction	Yes	01-19

Table 2 - Details evaluated during the visit in the airfield in Marina

Conclusion

This airfield, in the current situation, can become operational with a minimal investment. The airspace in which this airfield is located is very suitable for general aviation activities.

As can be seen in pictures below, there are no other physical obstacles that could make impossible to conduct the potential aerial activities.



Photo 5- Airfield in Marine



Photo 6 - CAA inspectors during the inspecting visits in the airfield in Marine

Airfield in Jashanice - Klina

This airfield is located 65 km from the city of Prishtina and 30 km in air distance from Prishtina International Airport Adem Jashari, as can be seen from the figure below. The altitude in direction 060° reaches 551 m and in direction 240° is 555 m.

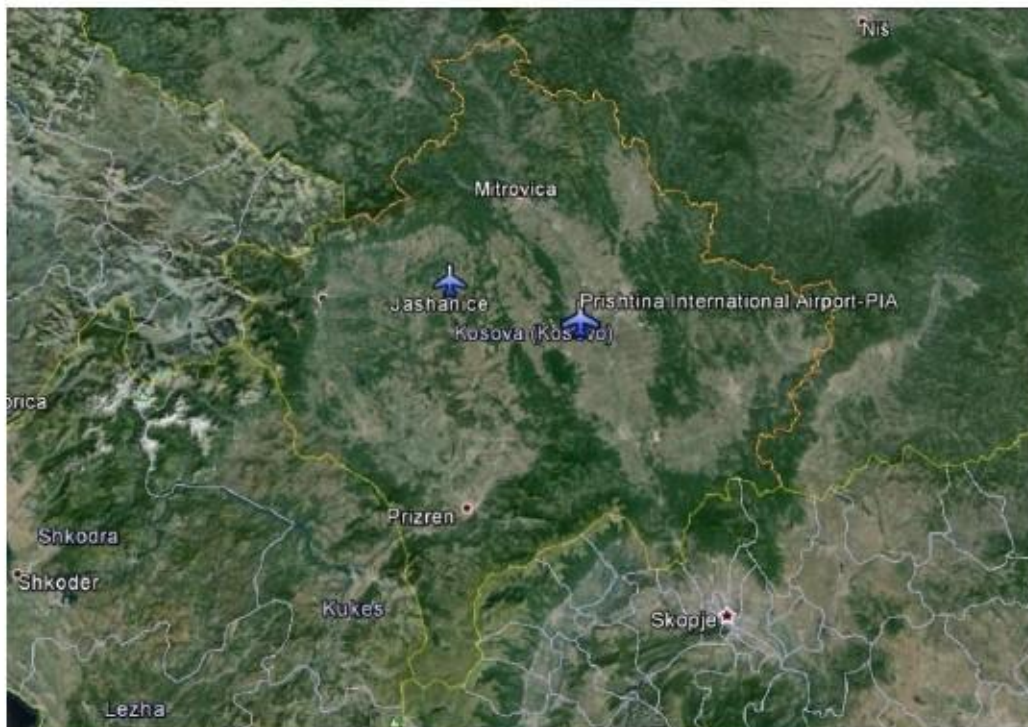


Figure 5 – Geographical position of this airfield in Jashanice

Around the runway, lands are planted with crops. In the southern part of runway, 285 meters from the western threshold, terrain rises up to 4 meters. There are no high facilities around the runway that could pose obstacles to takeoff or landing, as shown in Figure 6 below.



Figure 6- Details and geographical position of the airfield of Jashanica

Geographical coordinates of the airfield of Jashanica are N 42 39 45.3 E 20 39 47.6, while dimensions are 450x18 m. All relevant data for this airfield are presented in detail in table 3 below:

Field	name	Evaluated	Additional information
		Yes/No	
Jashanica	Evaluation of field threshold	Yes	There are no obstacles
	Coordinates	Yes	N 42 39 45.3 E 20 39 47.6
	Altitude	Yes	552m
	Dimensions	Yes	450x18m
	Surface culture	Yes	Asphalt
	Field direction	Yes	06-24

Conclusion

This airfield, in its current state, can become operational with a minimal investment. According to information received from the Privatization Agency of Kosovo, Peja region, this airfield is privatized, but the runway has not been damaged by owners.

Airspace in which the airfield is located is very suitable for general aviation activities. There are no other physical obstacles that would hamper aerial activities, as can be seen in the photos below.



Photo 7 - Airfield in Jashanica



Photo 8 - Airfield in Jashanica

Airfield in Krusheva – Klina

This airfield is located at 80 km air distance from the city of Prishtina and 40 km from Prishtina International Airport Adem Jashari. The altitude in direction 170° is 505 m and in the direction 350° it is 502 m.



Figure 7 - Geographical position of the airfield in Krusheva

The Krusheva airfield ground is of solid material, but the asphalt needs to be repaired or re-paved. Agricultural land approaches the runway threshold. In the middle of the runway passes the road which enables access to the arable lands around.

Due to planting of arable lands, the ground on the west side of the runway raises up to 50 cm. In the north-east, around 550 m from the runway, there is an antenna tall around 30 m. Also, in the north-west part are two transformers and a damaged facility. As can be seen in the photos, these transformers and the facility are part of the airfield.



Figure 8 - Details and geographical position in Krusheva

Geographical coordinates of the airfield of Krusheva are N 42 38 23.8 E 20 30 09.8, while dimensions are 470x20 m. All relevant data for this field are presented in details in the table 4 below:

Field name	Activities upon visit	Evaluated	Additional information
		Yes/No	
Krusheva	Evaluation of field threshold	Yes	There are no obstacles
	Coordinates	Yes	N 42 38 23.8 E 20 30 09.8
	Altitude	Yes	500m
	Dimensions	Yes	470x20m
	Surface culture	Yes	Concrete 321m Asphalt 149m
	Direction of the airfield	Yes	17-35

Table 4 Evaluated details during the visit in the airfield of Krusheva

Conclusion

This airfield, in the current state, can become operational with a minimal investment. The airspace, in which the airfield is located, is very suitable for general aviation activities.

However, in the north-east is an antenna tall 30 m, which may cause obstacles and impede potential aerial activities, as can be seen in the photos below.



Photo 9 – Airfield in Krusheva



Photo 10 - The visit conducted by CAA inspector in the airfield in Krusheva

Airfield in Rahovec

This airfield is located 65 km from the city of Prishtina and 40 km in air distance from Prishtina International Airport Adem Jashari. The altitude in the direction 050° is 389 m and in direction 230° is 380 m.

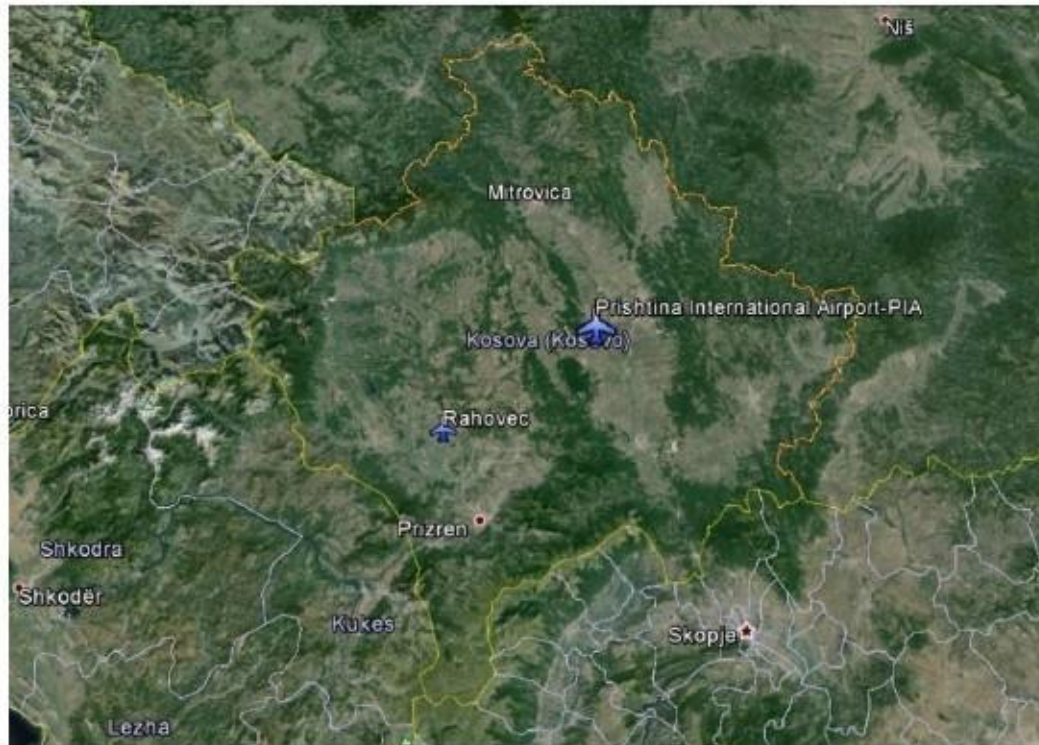


Figure 9 - Geographical position of the airfield in Rahovec

The airfield in Rahovec is almost completely damaged. There are facilities in all sides of the runway, and the first 50 meters in the western part of the runway are damaged, with some buildings constructed.

Within the perimeter of the airfield are fenced arable lands. Near the runway, within the perimeter of the airfield, is a facility.



Figure 10 - Details and the geographical position of the airfield in Rahovec

Geographical coordinates of the airfield of Rahovec are N 42 22 23.3 E 20 37 12.2, while dimensions are 450x18 m. All relevant data on this airfield are presented in details in the table 5 below:

Field name	Activities upon visits	Evaluated	Additional information
		Yes/No	
Rahovec	Evaluation of field threshold	Yes	There are many obstacles
	Coordinates	Yes	N 42 22 23.3 E 20 37 12.2
	Altitude	Yes	382m
	Dimensions	Yes	450x18m
	Surface culture	Yes	Asphalt
	Field direction	Yes	05-23

Table 5 - Details evaluated during the visit in the airfield of Rahovec

Conclusion

This airfield, in the current state, cannot be used for aeronautical activities. For its revitalization, some walls constructed in the western part should be demolished initially (see photo 11) and the airfield can become operational with a minimal investment.

There are no other physical obstacles in the airspace near the airfield that would make impossible to conduct the potential aerial activities.



Photo 11- Airfield in Rahovec



Photo 12 - Airfield in Rahovec

Airfield in Malisheva

This airfield is located 45 km distance from the city of Prishtina and only 20 km air distance from Prishtina International Airport Adem Jashari. The altitude in the direction 060° reaches 595 m and in direction 240° is 602 m.



Figure 11 - Geographical position of the airfield in Malisheva

Runway ground of the airfield in Malisheva is of solid material. There are arable lands near the runway. Access to the airfield in Malisheva is a bit difficult.

There are no facilities around the airfield of Malisheva that could pose obstacles for landing and take-off. There is a facility near the runway, which seems to be part of the airfield of Malisheva.



Figure 12 - Details and geographical position of the airfield in Malisheva

Geographical coordinates of the airfield in Malisheva are N 42 28 35.7 E 20 47 11.8, while its dimensions are 450x18 m. All relevant data on this airfield are detailed in Table 6 below:

Field name	Activities upon visits	Assessed	Additional information
		Yes/No	
Malisheva	Evaluation of field threshold	Yes	There are no obstacles
	Coordinates	Yes	N 42 28 35.7 E 20 47 11.8
	The altitude	Yes	597 m
	Dimensions	Yes	450x18m
	Surface culture	Yes	Asphalt
	Field direction	Yes	06-24

Table 6 - Details assessed during the visit in the airfield of Malisheva

Conclusion

This airfield, in the current state, can become operational with a minimal investment. The airspace, in which is located the airfield, is very suitable for general aviation activities, agricultural application flights, etc.

In the west and south-west is a small forest that reaches a height of up to 25 m. This may be an obstacle and may hamper potential aerial activities, as can be seen in photos below.



Photo 13 - Airfield in Malisheva



Photo 14 - Airfield in Malisheva

Airfield in Prizren

This airfield is located 76 km from the city of Prishtina and 45 km air distance from Prishtina International Airport Adem Jashari.

Apparently, the airfield of Prizren was privatized and divided into various parcels. The parcels were separated and fenced; therefore, it was impossible to identify the airfield of Prizren.



Figure 13 - Geographical position of the airfield in Prizren

See below the map where airfield of Prizren should have been located. As can be seen, there is no runway paved with concrete/asphalt or a layer of grass that can be identified as a runway.



Figure 14-Details and geographical position of the airfield of Prizren

Geographic coordinates related to the airfield of Prizren are N 42 14 33.8 E 20 43 14.3, whereas we were not able to identify its dimensions. All relevant data obtained upon visit to this airfield are detailed in table 7 below.

Field name	Activities upon visits	Assessed	Additional information
		Yes/No	
Prizren	Assessment of airfield threshold	No	N/A
	Coordinates	No	Approximately: N 42 14 33.8 E 20 43 14.3
	The altitude	No	~404 m
	Dimensions	No	N/A
	Surface culture	Yes	Grass
	Field direction	No	N/A

Table 7 - Details assessed during the visit in the airfield of Prizren

Conclusion

This airfield, in the current state, cannot be used for aeronautical activities. For revitalization, the airfield should be identified initially from relevant documents. Also, investments are required.

There are no physical obstacles near the airfield that could make impossible to conduct potential aerial activities.



Photo 15 – Airfield in Prizren



Photo 16 – Airfield in Prizren

Airfield in Topliçan – Theranda

This field is located 66 km from the city of Prishtina and only 35 km by air from Prishtina International Airport Adem Jashari. Altitude in direction 180⁰ and 360⁰ is 411 m.



Figure 15 - Geographical position of the airfield in Topliçan

Upon site visit evaluation we met with the current owner that purchased this airfield from the Privatization Agency of Kosovo.

This field has a hangar, which was built by KFOR during their use of the field. The current owner of the airfield in Topliçan expressed his interest to cooperate on the use of this field for aeronautical activity.



Figure 16- Details and geographic position of the airfield in Topliçan

Geographic coordinates of the airfield in Topliçan are N 42 18 34.0 E 20 47 58.6, whereas its dimensions are 387 x 28 m. All relevant information on this field are presented in the Table 8 below.

Field name	Activities upon visit	Evaluated	Additional information
		Yes/No	
Topliçan	Evaluation of field threshold	Yes	There are obstacles
	Coordinates	Yes	N 42 18 34.0 E 20 47 58.6
	Altitude	Yes	410m
	Dimensions	Yes	387x28m
	Surface cultures	Yes	Asphalt
	Field direction	Yes	18-36

Table 8 - Evaluated details upon visit to the airfield in Topliçan

Conclusion

This airfield, in the current situation, can become operational with a minimal investment. Hangar built on the south side enables the possibility for the airfield to be used only for air operations by helicopter. Airspace in which the area is located is very suitable for general aviation activities of rotor aircraft operations, but not fixed wing aircraft, as can be seen in the pictures below.



Photo17 - Images from airfield in Topliçan



Photo 18 - Imaged from airfield in Topliçan

Airfield in Ferizaj

This field is located 35 km from the city of Pristina and 26 km by air from Pristina International Airport Adem Jashari. Altitude in direction 160° is 587 m and 581 m in direction 340°.



Figure 17 - Geographic position of the airfield in Ferizaj

The ground of the airfield in Ferizaj is of solid material, but the runway has some significant damage. In the eastern part of the runway there are two transmission lines. From 200-210th m on the north of the runway, the runway is cut and damaged. Also, from 350th m on the north of the runway there is a concrete structure, which poses another obstacle in runway.

South threshold of the runway is wide with dimensions as follows 10x25 metres. Access to the runway is very easy since it is located alongside transit road Ferizaj-Skopje.



Figure 18 - Details and geographic position of the airfield in Ferizaj

Geographic coordinates of the field in Ferizaj are N 42 20 47.7 E 21 11 39.0, whereas its dimensions are 450 x 18 m. All relevant data on this field are detailed in Table 9 below:

Field name	Activities upon visit	Evaluated	Additional information
		Yes/No	
Ferizaj	Evaluation of field thresholds	Yes	No obstacles
	Coordinates	Yes	N 42 20 47.7 E 21 11 39.0
	Altitude	Yes	583m
	Dimensions	Yes	450x18m
	Surface culture	Yes	Asphalt
	Field direction	Yes	16-34

Table 9 - Details evaluated upon visit to the field in Ferizaj

Conclusion

This airfield, in its current situation, may become functional with a minimal investment.

Airspace in which the field is located is very suitable for general aviation activities. Also, easy access makes this field very attractive for agricultural application flights, etc.



Photo 19 - Images from airfield in Ferizaj



Photo 20 - Images from airfield in Ferizaj upon CAA inspection visit

Airfield in Gjilan

This field is located 42 km from the city of Pristina and 35 km by air from Pristina International Airport Adem Jashari. Altitude in direction 110° is 575 m and in 290° is 565 m.



Figure 9 - Geographic position of the airfield in Gjilan

The runway ground in Gjilan airfield is of solid material. Before entrance into the runway there is a gate and the security guard managing the entry/exit in the runway. Alongside the runway there are several constructed houses.

According to the information gathered at the site, this runway is used by residential unit owners to access their homes, as well as by some driving schools for training future drivers. The runway is used by the tenant as vehicle market.

Also, near the runway are placed several electrical poles. Access to the runway is very easy since it is located next to the transit road.



Figure 20 - Details and geographical position of the airfield in Gjilan

Geographical coordinates of the airfield in Gjilan are: N 42 27 43.4 E 21 26 42.5, whereas its dimensions are 470 x 18 m. All relevant information of this field is presented in the Table 10 below:

Field name	Activities upon visit	Evaluated	Additional information
		YES/No	
Gjilan	Evaluation of field threshold	Yes	Many obstacles
	Coordinates	Yes	N 42 27 43.4 E 21 26 42.5
	Altitude	Yes	569m
	Dimensions	Yes	470x18m
	Surface culture	Yes	Asphalt
	Field direction	Yes	11-29

Table 10 - Details evaluated upon visit to the airfield in Gjilan

Conclusion

This airfield, in the current situation, cannot be used for aeronautical activities. Airspace in which the field is located has many obstacles, such as houses built near the runway, electric poles, etc.

The following photographs show the current situation of this field, which cannot be used for aeronautical activity without serious investments.



Photo 21 - Images from airfield in Gjilan



Photo 22 - Images from airfield in Gjilan

Airfield in Dubrava - Istog

This field is located 83 km from the city of Pristina and 45 km by air from Pristina International Airport Adem Jashari. Altitude in direction 180⁰ is 534 m and in 360⁰ is 517 m.



Figure 21- Geographical position of airfield in Burim/Istog

Dubrava airfield ground is of grass. Due to lack of maintenance and high grass, up to 50 centimeters, it is difficult to evaluate the surface characteristics, but in some parts it is noted that the surface is not flat. On the west side along the runway there is a secondary road.

From runway starting point, the first 100 meters of the southern part are surrounded by fence. The northern part looks like it is sloped and narrow. Access to the airfield is easy because it is situated near the transit road.



Figure 22 - Details and geographical position of the airfield in Burim/Istog

Geographical coordinates of the Dubrava airfield are: N 42 46 11.5 E 20 32 27.8, whereas its dimensions are 980 x 30 m. All relevant information on this field are detailed in Table 11 below:

Field name	Activities upon visit	Evaluated	Additional information
		Yes/No	
Dubrava	Evaluation of field threshold	Yes	High grass is an obstacle to runway identification
	Coordinates	Yes	N 42 46 11.5 E 20 32 27.8
	Altitude	Yes	527m
	Dimensions	Yes	980x30m
	Surface culture	Yes	Grass
	Field direction	Yes	18-36

Table 11 - Assessed details during site visit to the airfield in Burim/Istog

Conclusion

This airfield, in its current situation, could become functional through a small investment. Airspace in which the airfield is situated is very suitable for general aviation activities. Also, easy access to the airfield makes it very attractive for agricultural application flights, etc.



Photo23 – Images from airfield in Dubrava



Photo 24 – Images from airfield in Dubrava

Airfield in Dumosh - Batllava

This field is located 25 km from the city of Pristina and 32 km air distance from Pristina International Airport Adem Jashari. Altitude in direction 170⁰ is 615 m and 604 m in direction 350⁰.



Figure 23 - Geographic position of Dumosh Airfield

Dumosh airfield ground is of grass. Due to lack of maintenance, the ground is not flat. On the north side i.e. from 115-160th m are placed football goals. At 460th m on the north side is a water well and has significant amounts of dirt collected around it.

In the northern part, about 800 m, is a hill created by accumulated dirt. The southern part of the runway is damaged (placed fences, dirt accumulation, as well as EULEX buildings). Access to the airfield is easy because it is situated near the road.



Figure 24 - Details and geographical position of the airfield in Dumosh

Geographical coordinates of Dumosh field are N 42 50 44.5 E 21 13 08.5, while its dimensions are 900+ x 60 m. All relevant information for this field is detailed in Table 11 below:

Field name	Activities upon site visit	Evaluated	Additional information
		Yes/No	
Dumosh-Batlava	Evaluation of field threshold	Yes	North threshold has no obstacles, whereas south threshold cannot be identified
	Coordinates	Yes	N 42 50 44.5 E 21 13 08.5
	Altitude	Yes	605m
	Dimensions	Yes	900x60m? (runway is longer but cannot be assessed)
	Surface culture	Yes	Grass
	Field direction	Yes	17-35

Table 12 - Assessed details during site visit to the airfield Dumoshi

Conclusion

This airfield, in the current situation cannot be functional in the entire length. However, 450 meters from the north side, with a minimal investment, can become functional.

Airspace in which the field is located is very suitable for general aviation activities. Also, easy access and associated facilities make this airfield very attractive for agricultural application flights, flight schools, etc.

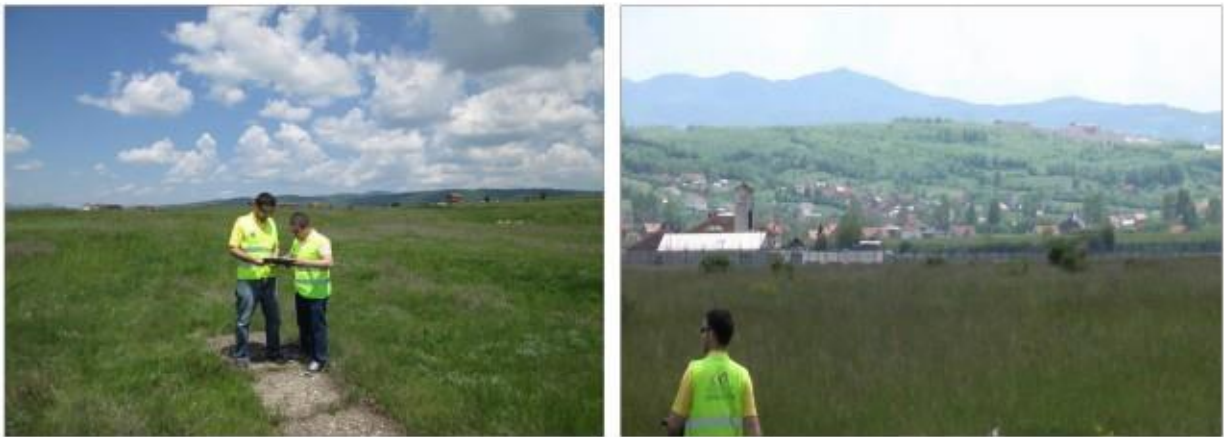


Photo 25 - Images from the visit of CAA inspectors to airfield in Dumosh



Photo 26 - Images from airfield in Dumosh

The general conclusion on the state of airfields in the Republic of Kosovo

In the territory of the Republic of Kosovo, total of 12 airfields are identified, built mainly between 1970 and 1987.

Based on assessments made during the site visits and the information gathered about existing airfields, one can conclude that in most airfields are noticed serious damages to the runways, some of them are covered with garbage and inert waste, and usurped by unauthorized natural persons.

However, as per assessment team, 5 out of 12 airfields are in better physical and infrastructural condition. These fields can become functional, for their primary designation, which is general aviation, by a minimum investment and maintenance, while the others require greater investments.

In some cases, current owners have altered airfields designation to their private needs.

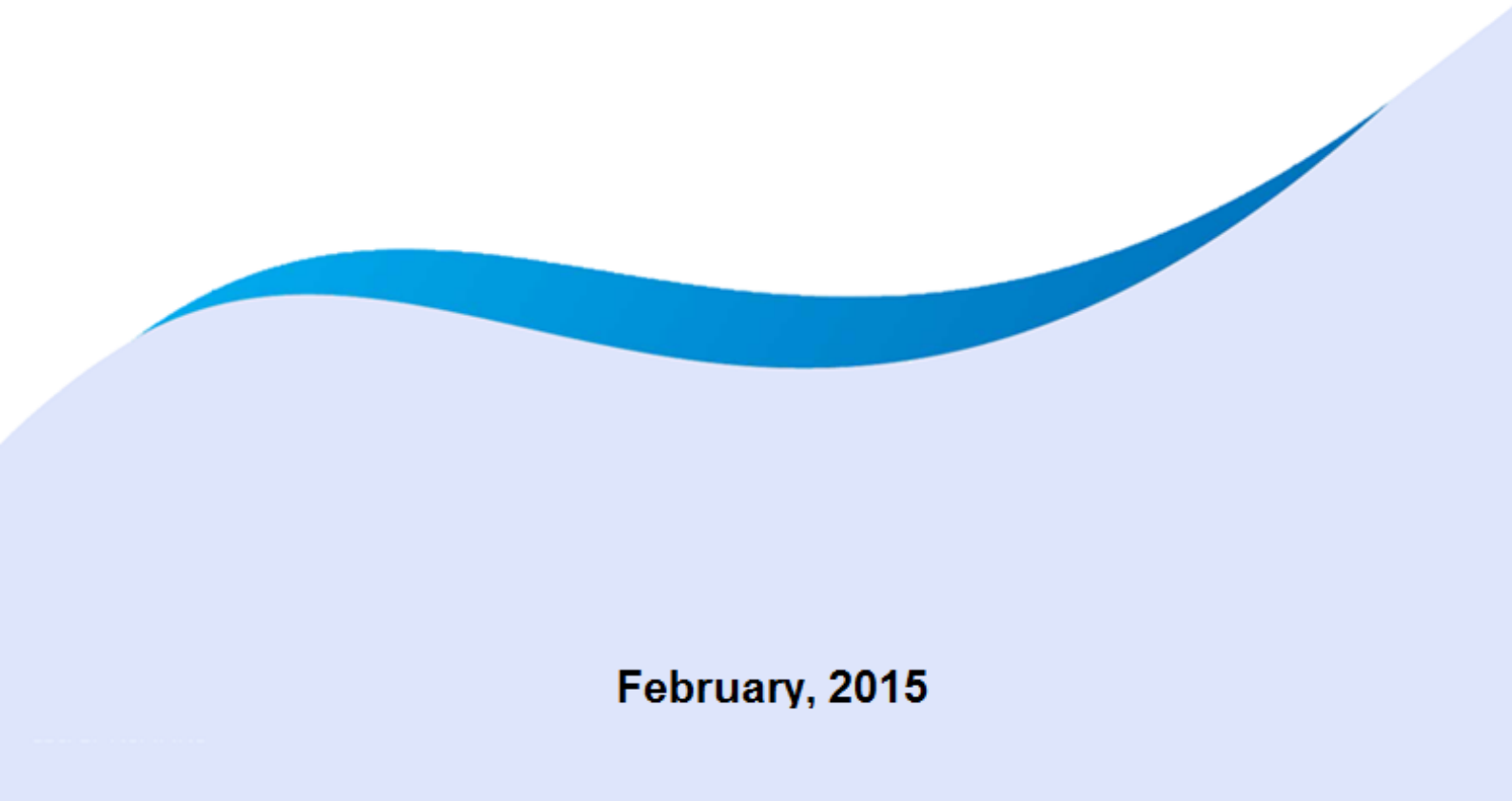
Despite contacts with the relevant municipal authorities, the Civil Aviation Authority has managed to obtain partial information on the current ownership of the airfields in only three cases. Therefore, this report does not contain information about ownership of these fields.

These airfields are considered as an important asset of Kosovo aeronautics and some of them should have an important role in the development of general aviation in Kosovo.

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