PART 3 — AERODROMES (AD)

AD O.

AD 1 AERODROME/HELIPORT - INTRODUCTION

AD 2 AERODROMES

AD 1. AERODROME/HELIPORT — INTRODUCTION

AD 1.1 AERODROME AVAILABILITY

1.1.1 General conditions under which aerodromes and associated facilities are available for use

1.1.1.1 International traffic is not permitted to take off from or land at any aerodrome not listed in AD-2 in this AIP except in cases of real emergency or when special permission has been obtained from the Ministry of Infrastructure (MI).

1.1.1.1.1 Landings made at other aerodrome/heliports than at an international aerodrome/heliport

1.1.1.1.1.1 If a landing is made other than at Pristina International Airport, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome at which the landing was scheduled to take place. This notification may be made through any available communication link.

1.1.1.1.1.2 The pilot-in-command shall be responsible for ensuring that:

a) if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;

b) cargo, baggage and mail are not removed from the aircraft except as provided below;

c) any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. Any food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

1.1.1.1.2 **Traffic of persons and vehicles on aerodromes**

1.1.1.1.2.1 *Demarcation of zones*

The grounds of the aerodrome is divided into two zones:

a) a public zone comprising the part of the aerodrome/heliport open to the public; and

b) a restricted zone comprising the rest of the aerodrome/heliport.

1.1.1.1.2.2 *Movement of persons*

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome/heliport is subject to the conditions prescribed by the KCAA and by the special rules laid down by the aerodrome administration.

1.1.1.1.2.3 *Movement of vehicles*

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome/heliport must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with the instructions given by the competent authorities.

1.1.1.1.2.4 *Policing*

Care and protection of aircraft, vehicles, equipment and goods used at Pristina International Airport are not the responsibility of Kosovo or any concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

1.1.1.1.2.5 *Use of the heliport*

Not Applicable.

1.1.1.1.2.6 *User charges*

a) The owners and operators of aircraft are obligated, jointly and severally, to pay user charges to the airport operator and the providers of air traffic, meteorological and other services for the aeronautical facilities and services used

b) The user charges price list is available with the Pristina International Airport Commercial Department

c) An airport operator or its authorized representative has the right to delay the de-

parture of any aircraft until the aircraft operator

- pays the airport operator the applicable airport charges and other outstanding bills for services made available, or

- provides the airport operator with a payment guarantee, acceptable in form and substance to the airport operator, with respect to such charges and bills.

1.1.2 CAT I/II Operations at Aerodromes

1.1.2.1 Introduction

The procedures and items listed below are basic information to operators and pilots concerning specific rules and regulations for low visibility operations in Kosovo including CAT I/II approach, landing and low visibility take-off.

ATC applies special safeguards and procedures for Low Visibility Operations that will become effective in relation to specified weather conditions. These procedures are intended to provide protection for aircraft operating in low visibility and to avoid disturbances to the ILS signals.

1.1.2.2 Categories of Precision Approach and Landing Operations

1.1.2.2.1 Category I (CAT I) operation

A precision instrument approach and landing with a decision height (DH) not lower than 60M (200 FT) and with either a visibility not less than 800M or a runway visual range not less than 550M.

1.1.2.2.2 Category II (CAT II) operation

A precision instrument approach and landing with decision height (DH) lower than 60M (200FT), but not lower than 30M (100FT) and RVR not less than 350M or 300M, (for aircraft conducting an autoland).

1.1.2.2.3 Low Visibility Take-Off (LVTO)

A term used by Joint Aviation Authorities in relation to flight operations referring to a take-off on a runway where the RVR is less than 400M.

1.1.3 Applicable ICAO Documents

• *ICAO Annex 6 - Operation of Aircraft*
• *ICAO Annex 10, Volume I - Aeronautical Telecommunications*
• *ICAO Annex 14 - Aerodromes*
• *ICAO Document 4444 - Rules of the Air and Air Traffic Services*
• *ICAO Document 8168 PANS-OPS - Aircraft Operations*
• *ICAO Document 8071 - Manual on Testing of Radio-Navigation Aids*
• *ICAO Document 9365-AN/910 - Manual of All Weather Operations (except ch.4, para 2 and ch.6, para 1)*
• *ICAO Document 9476-AN/927 - Manual of Surface Movement Guidance and Control System*
• *ECAC Document 17 - Common European Procedures for CAT II ILS Operations*

The most significant provisions, procedures and deviations there fore or additional regulations are summarized in the following.

1.1.4 Aerodrome facilities

1.1.4.1 Physical Characteristics

Runways and taxiways of aerodromes are designed and operated according to the *Standards and Recommended Practices laid down in ICAO Annex 14* appropriate to the category of their certified operation.

At present Low Visibility Operations are available only at Aerodrome

• CAT II approach landing RWY 17
• Low visibility take-off RWY 17

1.1.4.2 Obstacle Clearance Criteria and Obstacle Free Zone (OFZ)

The aerodromes and the airspace around the aerodromes are kept free of obstacles rising above the precision approach obstacle limitation surfaces as defined in *ICAO Annex 14, chapter 4 and Document 8168 PANS-OPS,Volume II*.

An object which penetrates one of the obstacle limitation surfaces becomes the controlling obstacle forcalculating the OCA/OCH.

During CAT II Operations the Obstacle Free Zone (OFZ) is kept clear of all obstacles, such as vehicles, persons and aircraft at all times when an aircraft making an approach is below 200 FT GND.

Essential equipment and installations in the vicinity of the runway which are necessary because of their function for air navigation purposes (e.g. GP antenna, RVR assessment units, etc.,) are situated clear of the OFZ and of minimum mass and frangible mounted.

1.1.4.3 Pre-Threshold Terrain

A Precision Approach Terrain Chart according to the *Standards and Recommended Practices of Annex 4 and 14* is provided for each runway certified for CAT II Operations; the charts are included in section AD 2.24 of the aerodrome concerned.

1.1.5 Visual Aids

1.1.5.1 Approach lighting

Approach lighting for precision approach runways is in compliance with *Standards and Recommended Practices laid down in ICAO Annex 14*.

For detailed description of the approach lighting system see section AD 2.14 of the aerodrome concerned.

1.1.5.2 Runway Lighting and Marking
Runway lighting and marking is in compliance with the *Standards and Recommended Practices laid down in ICAO Annex 14*.
Runways certified for CAT II ILS Operations are equipped accordingly including runway threshold lighting, runway edge lighting, runway end lighting and marking, runway centre line lighting and marking and touch down zone lighting and marking. For detailed description of the Runway Lighting and Marking see section AD 2.14 of the aerodrome concerned.

1.1.5.3 Taxiway Lighting and Markings, Stop bars
Taxiway lighting and marking is in compliance with the *Standards and Recommended Practices laid down in ICAO Annex 14*.
Stop bars, taxi-holding positions and illuminated notice boards are installed to provide adequate clearance for taxiing aircraft from the runway.

1.1.5.4 Secondary Power Supply
Secondary power supply (switch over time is 1 second) for the Visual Aids is provided in accordance with the requirements of *ICAO Annex 14* (0 s for the ILS localizer, ILS glide path).
Remark: Any failure of the secondary power supply equipment is effecting a down-grading of ILS Operations.

1.1.6 Non-Visual aids

1.1.6.1 Equipment
ILS ground equipment serving instrument runways are no-break power supplied dual systems and located and operated according to the *Standards and Recommended Practices laid down in ICAO Annex 10, Volume I, part I, chapter 3, item 3.1*.
Automatic monitor systems according to the requirements of *Annex 10, Volume I, part I* are provided for all ILS ground systems components. LLZ certified for CAT II operations are additionally monitored by a far-field monitor. Pilots will be informed without delay about any deficiency.
Flight inspections are conducted in regular intervals and in accordance with the guidelines of *ICAO Document 8071*.

1.1.6.2 ILS Sensitive Areas
A sensitive area for localizer protection is established. For ATC purposes the LLZ sensitive area is defined as a rectangular area which is located within parallel lines 150 metres on both sides of the runway centre line and between the localizer aerial and the beginning of the runway.
During CAT II operations the ILS sensitive area is kept clear of all vehicles and aircraft at all times when an approaching aircraft is within 2 NM 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.

1.1.6.3 Secondary Power Supply
All radio navigation aids, essential communication equipment and the RVR assessment system are no-break power supplied and CAT II AGL circuits.

1.1.7 Friction measuring device used and friction level below which the runway is declared slippery when it is wet

1.1.7.1 For the friction measuring devices used, see AD 1.2. Where only water is present on the runway and periodic measurements indicate that the runway will not become slippery when wet, no measuring will take place, and the runway will be reported as “WET”.

1.1.8 Other information

NIL.

INTENTIONALLY LEFT BLANK

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

1.2.1 Rescue and fire fighting services

1.2.1.1 At Pristina International Airport which is approved for scheduled and/or non-scheduled traffic with aeroplanes carrying passengers, Rescue and Fire Fighting Services are established in accordance with the regulations for civil aviation.

1.2.1.2 Information about whether there is service and what the extent of that service is, is given on the relevant page for Pristina International Airport.

1.2.1.3 Scheduled and non-scheduled traffic with aeroplanes carrying passengers is not allowed to use aerodromes without Rescue and Fire Fighting Services. For the convenience of aircraft operators the list of ICAO RFFS categories is published in the table shown below.

1.2.1.4 Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

Rescue and fire fighting services				
Aerodrome category	**Aeroplane overall length**	**Maximum fuselage width**	**Water (L)**	**Dischaaarge rate foam solution / minute (L)**
1	**2**	**3**	**4**	**5**
1	**0 m up to but not includinng 9 m**	**2 m**	**230**	**230**
2	**9 m up to but not including 12 m**	**2 m**	**670**	**550**
3	**12 m up to but not including 18 m**	**3 m**	**1 200**	**900**
4	**18 m up to but not including 24 m**	**4 m**	**2 400**	**1 800**
5	**24 m up to but not including 28 m**	**4 m**	**5 400**	**3 000**
6	**28 m up to but not including 39 m**	**5 m**	**7 900**	**4 000**
7	**39 m up to but not including 49 m**	**5 m**	**12 100**	**5 300**
8	**49 m up to but not including 61 m**	**7 m**	**18 200**	**7 200**
9	**61m up to but not including 76 m**	**7 m**	**24 300**	**9 000**
10	**76 m up to but not including 90 m**	**8 m**	**32 300**	**11 200**

1.2.2 Snow plan

1.2.2.1 Organization of winter service

1.2.2.1.1 During the winter period from approximately 1 November to approximately 1 April, Airfield Maintenance Unit(AMU) at Pristina Airport will conduct the following duties:

a) Surveillance of the maneuvering area and apron with a view to noting the presence of ice, snow and slush.
b) Measurement of the friction coefficient or estimate of the braking action when ice, snow and/or slush are present on more than 10% of the total area of the runway in question, and as far as possible at taxiways and aprons.
c) Implementation of measures to maintain the usability of the runway etc.
d) Reporting of the conditions mentioned in a) to c) above.

Winter service is established at Prishtina International Airport.

1.2.2.2 Surveillance of movement areas

1.2.2.2.1 AMU monitors the condition of the runway, the taxiways and the apron areas on hour before

the published hours of service and also whenever weather conditions or other circumstances give reason to suspect changes in the conditions of the aircraft movement areas.

1.2.2.3 ***Measuring methods and measurements taken***

1.2.2.3.1 The depth of a layer of snow or slush is measured by an ordinary measuring rod. Measurements will be taken at a large number of places and a representative mean value calculated. On a runway, the mean value will be calculated for each third of the runway.

1.2.2.3.2 *Friction coefficients*

1.2.2.3.2.1 Whenever information on braking action promulgated in accordance with this snow plan in terms of friction coefficients is used as a basis for assessing the stopping and manoeuvreing capability of an aircraft, it is of utmost importance to keep in mind that these friction coefficients pertain to a measuring device and therefore, as objective parameters, are valid for that specific device only.

1.2.2.3.2.2 The following methods of measurement will apply:

All measurements and calibrations are accomplished in accordance with the instructions given by the manufacturer for the proper use of the instruments. During usage the equipment shall be calibrated at least once a week. Measurements are made along the runway, 5 m on each side of the centre line.

1.2.2.3.2.2.1 A SKH and/or SFT are used at Pristina International Airport.

1.2.2.3.2.2.2 Braking action will be estimated if the friction coefficient cannot be measured due to lack of equipment or for other reasons.

1.2.2.3.2.2.3 When ice, snow or slush is present on 10% or less of the total area of a runway, the friction coefficient will not be measured and braking action will not be estimated. If in such a situation water is present, the runway will be reported WET. Where only water is present on a runway and periodic measurements so indicate, the runway will be reported as "WET*.

1.2.2.4 ***Actions taken to maintain the usability of movement areas***

1.2.2.4.1 Snow clearance and measures to improve braking action will be implemented and maintained as long as conditions at the movement area impede the safety and regularity of air traffic.

1.2.2.4.2 Snow clearance and ice control will take place in the following order of priorities:

Priority one: Runway 17/35 and access for the Fire Department to the runway

Priority two: Appropriate taxiways to and from the runway.

Priority three: Kilo Apron/Deicing Apron Mike/ Lima Apron.

Priority four: ILS and PAPI areas if needed.

Priority five: All other aircraft operating areas not yet cleared.

Measures will be taken to clear the runway to full width (45 m) but in special cases conditions may dictate that the runway be opened temporarily for traffic even if cleared to a width of 30 m only. Snow clearance will not be considered completed until the runway is cleared to full width.

1.2.2.4.3 Snow removal and ice control operations to improve braking action will be implemented when the friction coefficient on the runway is measured below 0.40 in any location and below 0.25 on taxiways and aprons.

An improvement of the braking action can be reached in different ways depending on circumstances:

Mechanical method: Plowing, sweeping and blowing.

Chemical method: De-icing and anti-icing with the help of either solid or fluid chemicals.

Only environmental friendly, non-corrosive chemicals are authorized at Pristina Airport. De-icers containing Urea, Glycols, Alcohol or Chlorides will not be used. Currently liquid Potassium Acetate and solid Sodium Formate are used. Both meet the requirements of the Aerospace Material Specification AMS 1435 and AMS 1431 for liquid and solid De-/Anti-icers, respectively.

Chemical de-icing of runways will be carried out to a width of not less than 15 m on each side of the centre line of the runway.

1.2.2.5 ***System and means of reporting***

1.2.2.5.1 RFFS team will use the SNOWTAM form for the reporting which will be delivered to the Aerodrome Reporting Office/Air Traffic Service unit for further dissemination.

1.2.2.5.1.1 When ice, snow or slush no longer prevails and chemicals are no longer used, the reporting will cease after the issuance of a cancellation SNOWTAM. A new SNOWTAM will not be issued until winter conditions appear again

1.2.2.5.2 The following definitions have been adopted:

Slush. Water-saturated snow which with a heel-and-toe slap-down motion against the ground will be displaced with a splatter; specific gravity: 0.5 up to 0.8.

Note.— Combinations of ice, snow and/or standing water may, especially when rain, rain and snow, or snow is falling, produce substances with specific gravities in excess

of 0.8. These substances, due to their high water/ice content, will have a transparent rather than a cloudy appearance and, at the higher specific gravities, will be readily distinguishable from slush.

Snow (on the ground).

a) ***Dry snow.*** Snow which can be blown if loose or, if compacted by hand, will fall apart again upon release; specific gravity: up to but not including 0.35.

b) ***Wet snow.*** Snow which, if compacted by hand, will stick together and tend to or form a snowball; specific gravity: 0.35 up to but not including 0.5.

c) ***Compacted snow.*** Snow which has been compressed into a solid mass that resists further compression and will hold together or break up into lumps if picked up; specific gravity: 0.5 and over.

1.2.2.5.3 The extent of ice, snow and/or slush on a runway is reported on the basis of an estimate of the covered area and given in percentage of the total area of the runway, in accordance with the following:

10% 10% or less is covered

25% 11-25% of the runway is covered

50% 26-50% of the runway is covered

100% more than 50% of the runway is covered

1.2.2.5.4 Information on braking action will be given in terms of friction numbers (friction coefficients indicated with two digits, 0 and decimal symbol being omitted) when based on measurements. For example when the reading is 0.36 Mu it will be reported as 36. In addition, the kind of measuring device used will be reported. When braking action is estimated, plain language will be used. (See table below).

"Unreliable" will be reported when more than 10% of a runway surface is covered by wet ice, wet snow and/or slush. Measuring results and estimates are considered absolutely unrealistic in such situations. In reports "Unreliable" will be followed by either the friction number given by the instrument used or the estimated braking action.

In transmissions, a special code will be used:

In situations depicted in 1.2.2.3.2.2.3, "not available" will be reported in SNOWTAM item H and "//".

1.2.2.5.5 Snow banks will be reported when their height, within a distance of 15 m from the runway or taxiway, exceeds 60 cm.

1.2.2.5.6 When information on runway conditions is given section-wise, it is given in the order in which the conditions in question are encountered at take-off or in landing in the runway direction which is indicated by the runway number. In instructions to landing and departing aircraft, the order of section-wise information of the runway in use will thus always be in accordance with the order in which the conditions in question are encountered during take-off and landing.

Meassured friction coefficient	*Estimated braking action*	*Code*
0.40 and above	good	5
0.39 - 0.36	good to medium	4
0.35 - 0.30	medium	3
0.29 - 0.26	medium to poor	2
0.25 or below	poor	1
9 - unreliable	unreliable	9

1.2.2.6 *Cases of runway closure*

1.2.2.6.1 In cases where a postponement of clearance operations would involve a definite risk of the situation developing into a crisis, e.g. when a fall in temperature causes water or slush to become solid ice, the snow clearance service is authorized to demand that sections of the movement areas be closed to traffic.

1.2.2.7 *Dissemination of information about snow conditions*

1.2.2.7.1 Information on snow conditions at Pristina Airport will be disseminated directly in a separate series of NOTAM (SNOWTAM). SNOWTAM will be prepared in accordance with ICAO Annex 15, Appendix 2.

INTENTIONALLY LEFT BLANK

AD 1.3 INDEX TO AERODROME AND HELIPORT

Aerodrome/heliport name *Location indicator*	*Type of traffic to use the aerodrome/heliport* *International - National* *INTL - NTL*	*IFR - VFR*	*S = Scheduled* *NS = Non-scheduled* *P = Private*	*Reference AD Section and remarks*
Aerodrome				
SLATINA/Pristina	INTL - NTL	IFR - VFR	S - NS - P	AD 2 - BKPR

AERODROME AND HELIPORT INDEX - CHART

To be developed

List of Local Aerodromes/ Heliports

Aerodrome / ICAO Designator / (CITY)	*Reference Coordi-nates*	*Runway Designation Mag. Degrees Dimensions (metres)*	*Elev. Ft.*	*Strength/ Surface (pounds)*	*Responsible Authority* Use	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*
Gjakova Airport *(Gjakova)*	42 26.05 N/ 020 25.40 E	18/36 1800x30	1362	*Asphalt*	*Government*	*Closed for operations*

INTENTIONALLY LEFT BLANK

AD 1.4 GROUPING OF AERODROME/HELIPORT

1.4.1 AD 2 - International aerodrome

The aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine and similar procedures are carried out and where air traffic services are available on a regular basis.

INTENTIONALLY LEFT BLANK

AD 1.5 STATUS OF CERTIFICATION OF AERODROME

Aerodrome name Location indicator	*Date of certification*	*Validity of certification*	*Remarks*
1	*2*	*3*	*4*
Prishtina International Airport "Adem Jashari" BKPR	08 NOV 2018	Unlimited duration, unless it is surrendered or revoked	Certified by CAA

INTENTIONALLY LEFT BLANK

AD 2. AERODROMES

BKPR AD 2.1 LOCATION INDICATOR AND NAME

BKPR — PRISTINA/International

BKPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP Coordinates*	423422N 0210209E
2	*Direction and distance from city*	15 km SW from PRISTINA
3	*Elevation/Reference temperature*	545.4 m (1789 ft) -28°C
4	*Geoid undulation at AD ELEV PSN*	545.4 m
5	*MAG VAR/Annual change*	3°2.4'E / 3.4'E (2002)
6	***AD operating authority*** *Postal address* ***Flow Management Unit (FMU):*** *Telephone* *Telefax* *E-mail* *Mobile* ***Aerodrome Reporting Office (ARO)*** *Telephone* *Telefax* *E-mail* ***Aeronautical Information Service /AIS):*** AFTN-ARO	LIMAK Kosovo International Airport J.S.C. Pristina International Airport "Adem Jashari" Vrellë,10070 Lipjan, Republic of Kosovo +383 38 59 58 305 +383 38 59 58 306 ais@rks-gov.net +383 45 150 777 +383 38 59 58 303 +383 38 59 58 306 ais@rks-gov.net BKPRZPZX
7	*Types of traffic permitted (IFR/VFR)*	*IFR/VFR*
8	*Remarks*	See BKPR AD 2.20 Item 1 for flight planning procedures

BKPR AD 2.3 OPERATIONAL HOURS

1	*AD Administration*	H24
2	*Customs and immigration*	As AD Hours
3	*Health and sanitation*	As AD Hours
4	*AIS briefing office*	H24
5	*ATS reporting office (ARO)*	H24
6	*MET briefing office*	H24
7	*ATS*	As AD Hours
8	*Fuelling*	As AD Hours
9	*Handling*	As AD Hours
10	*Security*	H24
11	*De-icing*	As AD Hours (during winter season)
12	*Remarks*	Nil

BKPR AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	No restrictions
2	*Fuel/oil types*	Jet A1
3	*Fuelling facilities/capacity*	2 trucks x 34.000, 1 truck x 18.000
4	*De-icing facilities/types*	2 de-icing trucks available, capable fluid ISO type II/IV, HGT 14M
5	*Hangar space for visiting ACFT*	Nil
6	*Repair facilities*	Nil
7	*Remarks*	**(1)** a) Handling services available 24hrs by arrangement with: Limak Kosovo International Airport J.S.C. Tel: +383 38 501 502 2222 Fax: +383 38 501 502 1323 e-mail: occprn@limakkosovo.aero b) Ground Handling Frequency 134.975 MHZ Call sign: Operations All fuel requests shall be made through 134.975 MHZ. Operation Control Center handles services requests and coordinates ground services for all carriers,incl. fuelling and de-icing. **(2)** a) De-icing fluid used for aircraft de-icing/anti-icing on ground is Type II fluid. Currently Airport uses type II de-icing fluid. Fluid manufacturer may change between de-icing seasons. b)Turn-round Coordinator (TRC) will provide to PiC de-icing request form. This form shall be filled and handed back to TRC who will work on coordinating the de-icing process. If de-icing request form has not been received, PIC are required to contact OCC on 134.975 Mhz. **(3)** a) Into-plane refuling of civil and military aircraft provided by EXFIS b) Airlines should contact EXFIS for fueling contract OR present valid fueling cards/ fuel orders by: AEG Fuels,WFS, AVCARD,UVair, US Government Air Card, JetEx, Eurojet OR direct payment by Visa, Master Card, cash c) EXFIS contact details: **24h operation contact** Mr.Korab Muharremi +383 44399551 e-mail: korab.muharremi@exfis.com **Commercial contact** Mr. Rexhep Rrusta +383 45977222 e-mail rexhep.rrusta@exfis.com

BKPR AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Hotel Aviano 3 km from Airport Hotel Vita 6km from Airport
2	*Restaurants*	Several restaurants & snack bars available in departures terminal lounge
3	*Transportation*	Public transport not available Taxi service available at arrivals terminal Rent a car service available at arrivals terminal
4	*Medical facilities*	Energency medical cover for aerodrome.Medical office available in airport (public area),providing services for passengers and staff.
5	*Bank and Post Office*	Branches and ATM's of major banks operating in Kosovo,available in departures terminal
6	*Tourist Office*	Nil
7	*Remarks*	Nil

BKPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	ICAO Category 8
2	*Rescue equipment*	BA, HAZCHEM, Portable HYD Rescue Kit, Parter Saws
3	*Capability for removal of disable ACFT*	Nil
4	*Remarks*	Nil

BKPR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	3 x Schmidt Compact Jet Sweepers, CJS 914 with MF 9.3 plows; 1 x Mulitpurpose Unimog 1650 vehicle with Schmidt S3.1 blower or MF 3.3 plow and SST20 solids spreader; 1 x Unimog 2100 with cutter blower Schmidt FS90 or MS 36.1 plow; 1 x Nido 90 solids spreader mounted on Mercedes 2628 truck; 1 x Schmidt aerodrome liquid de-icer RPS IS mounted on MB 2032 truck and MF 8.3 plow; 1 x High speed snow blower; 1 x Kassbohrer Pisten BULLY PB 300; 1 x tractor Massey Ferguson 5435 equipped with plough and granulate spreader
2	*Clearance priorities*	RWY, TWY's C,A, B2, B3, Kilo Apron, TWY's F, H, E
3	*Remarks*	Nil

BKPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	*Kilo Apron surface and strength* *Delta Apron surface and strength* *Lima Apron surface and strength* *Juliet Apron surface and strength* *De-icing apron Mike*	343.5m x 158.5m / Concrete / PCN 86/R/D/W/T 390m x 118m / Asphalt / PCN 70/F/B/X/T 100m x 52m / Asphalt / PCN 65/R/C/W/T 126m x 66m / Asphalt/ PCN 70/F/B/X/T 75.5m x 65m / Concrete / PCN 86/R/D/W/T			
2	*Taxiway width, surface and strength*	Taxiway	Width	Surface	Strength
		A1	23 m	Asphalt	PCN 70/F/B/X/T
		A2	23 m	Asphalt	PCN 70/F/B/X/T
		A3	23 m	Asphalt	PCN 70/F/B/X/T
		A4	23 m	Asphalt	PCN 70/F/B/X/T
		B1	52.5 m	Concrete	PCN 86/R/D/W/T
		B2	52.5 m	Concrete	PCN 86/R/D/W/T
		B3	52.5 m	Concrete	PCN 86/R/D/W/T
		C	23 m	Asphalt	PCN 70/F/B/X/T
		E	23 m	Asphalt	PCN 70/F/B/X/T
		F	23 m	Asphalt	PCN 70/F/B/X/T
		H1	23 m	Asphalt	PCN 65/F/B/X/T
		H2	23 m	Asphalt	PCN 65/F/B/X/T
		T	15 m	Asphalt	PCN 70/F/B/X/T
3	*Altimeter Check Location and elevation*	Aprons: Kilo 543.3 m Delta 544.6 m Juliet 544.0 m Lima 544.3 m			
4	*VOR checkpoint*	Nil			
5	*INS checkpoint*	Nil			
6	*Remarks*	Nil			

BKPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraftstands*	KILO Apron -Aircraft entering Kilo apron are requested to identify their stand no at the entrance of the apron and continue further following taxilane centerline up to stand lead-in line to the final stop, aircraft will be guided using VDGS. Marshaller available at each stand in case of VDGS failure. DELTA, JULIET and LIMA Aprons - no VDGS available, all instructions are given using hand signals. Marshallers instructions for parking are mandatory.
2	*RWY and TWY markings and LGT*	Runway markings: designators, thresholds, center-line, edges, TDZs.Illuminated RWY hold bars. Illuminated TWY hold bars on TWY's B1, B2 and B3. TWY markings: edges and centre-lines
3	*Stop bars*	Located in E, C and F
4	*Remarks*	Nil

BKPR AD 2.10 AERODROME OBSTACLE

In approach / TKOF areas			*In circling area and at AD*		*Remarks*
1			2		3
RWY area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
			High mast lights on de-icing apron Mike. Elevation: HML6 1860 ft (566.94m) HML7 1861 ft (567.24m) Marked in red & white color / Lighted with red low obstacle type A lights	HML6 - 21°01'53.659"E 42°34'34.813"N HML7 - 21°01'53.423"E 42°34'37.124"N	

BKPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	Pristina International Airport MET Department	
2	*Hours of service MET Office outside hours*	H24	
3	*Office responsible for TAF preparation Period of validity*	Pristina AD: World Meteorological Organization (WMO) (Class 2) forecasters give meteorological forecast H24	
4	*Type of landing forecast Interval of issuance*	Long TAF issued at 0400, 1000, 1600 and 2200 UTC	Trend 2 hour
5	*Briefing/consultation provided*	As required	
6	*Flight documentation Language(s) used*	English	
7	*Charts and other information available for briefing or consultation*	All available	
8	*Supplementary equipment available for providing information*	ATIS available on freq. 132.000 MHz, AD HR	
9	*ATS units provided with information*	Tower, Radar, Rescue and Firefighting and IMT services	
10	*Additional information (limitation of service, etc.). Remarks*	MET facilities meet civilian standards and there may be a variance to WMO requirements. METAR as BKPR 2.3 Item 6. TAFOR H24.	

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
17 - Slope 0,04% down	Not present	Not present	2621 x 300		

BKPR AD 2.13 DECLARED DISTANCES

Runway designator	*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	900 m	30 m White and last 600 m on both sides Yellow	White HIL UNI every 60 m Last 600m Yellow White LIL OMNI every 60 m	Red	
35	Calvert 900 m HIL	Green	PAPI GP 3° 1000 ft from THR	NIL	30 m White and last 600 m on both sides Yellow	White HIL UNI every 60 m Last 600m Yellow White LIL OMNI every 60 m	Red	
10	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*	ABN: At TWR building FLG W/G., 12 RPM, 24 FLG/MIN IBN/NIL HN+IMC
2	*LDI location and LGT* *Anemometer location and LGT*	LDI - NIL WDI available (See AD Chart) Anemometer location: 21°01'59.671"E 42°34'53.964" Lighted
3	*TWY edge and centre line lighting*	Edge: all TWY Centreline: TWY B1, B2 and B3
4	*Secondary power supply/switch-over time*	Secondary/backup power supply available to all lighting at AD. Switch-over time less than 1 sec for all CAT II facilities, others within 15 sec.
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 42°44'57.511"N 020°54'15.611"E 42°45'36.057"N 021°05'45.900"E 42°41'14.697"N 021°06'12.347"E ARC 7.5 Nm centered on 42°34'22.000"N 021°02'09.000"E Clockwise 42°28'00.666"N 021°07'32.356"E 42°23'39.287"N 021°07'58.516"E 42°23'00.930"N 020°56'32.226"E 42°30'24.300"N 020°55'46.423"E 42°31'59.457"N 020°58'19.351"E 42°36'10.938"N 020°57'53.433"E 42°37'23.440"N 020°55'02.929"E
2	*Vertical limits*	GND to 3 500 ft AMSL
3	*Airspace classification*	D
4	*ATS unit call sign* *Language(s)*	Pristina Tower English
5	*Transition altitude*	10 000 ft AMSL
6	*Remarks*	Nil

BKPR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
APP/RADAR	Pristina Approach	119.175 MHz 118.775 MHz	As AD OPR hours (see BKPR AD 2.3)	As AD OPR hours (see BKPR AD 2.3)
TWR	Pristina Tower	120.125 MHz 315.075 MHz 244.825 MHz	As AD OPR hours (see BKPR AD 2.3)	As AD OPR hours (see BKPR AD 2.3)
GROUND	Pristina Ground	118.0 MHz	As AD OPR hours	As AD OPR hours
EMERGENCY	Pristina Approach/Tower	121.5 MHz 243.0 MHz	As AD OPR hours	As AD OPR hours
GROUND HANDLING SERVICES	Pristina Ramp Operators	134.975 MHz	As AD OPR hours	As AD OPR hours
ATIS	Pristina information	132.00 MHz	As AD OPR hours	As AD OPR hours

BKPR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid	*ID*	*Frequency*	*Hours of operation*	*Site of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
ILS/LLZ 17	PRS	110.1 MHz	H24	423331N 0210214E		CAT II (Two hours endurance batteries monitored)
RWY17/GP		334.4 MHz	H24	423459N 0210211E		3° RDH 15 m
DVOR/DME	PRT	113.30 MHz CH 80X	H24	423421N 0210153E	7,5 m	Bearing errors may be observed in sector 250° to 275°
DME	PRS	CH 38X	H24	423501N 0210211E	4 m AGL	DME freq. pared with Ils PRS

BKPR AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport Regulations

1.1 Adherence to the rules contained in NATO publication "Regulations for aircraft operating as general air traffic (GAT) in the Balkan Joint Operation Area" is mandatory for operators (civilian and military) before planning any flight direct to Balkan JOA (Joint Operation Area). A particular reference to the aforementioned NATO document is signaled to the sections concerning the "release of liability" and the "flight request and slot allocation procedures".

The NATO Regulations are available at the following addresses:

- Web: www.caoc5.nato.int
- FAX: 0034 916 48 7432
- Phone: 0034 916 48 7457
- E-mail: balkans.corridors@caoct.nato.int

2. Flight planning

2.1 The following flight planning procedures are in force:

a) Aircraft departing Pristina will use BKPR as "DEP AD" and BKPRZAZX as "originator"

b) Pilots are requested to insert the following supplementary information in the field 18: refueling (type of fuel and quantity) - total number of persons on board - VIP on board - special handling services, i.e. ambulance, wheel chairs, etc.;

c) Aircraft arriving early or late may be instructed to hold or may be diverted;

d) Aircraft operating at Prishtina International Airport may select BKPR as alternate aerodrome.

e) Pilots are strongly requested to be familiar with local instrument flight procedures.

3. Ground movement

a) Apron space and taxiing patterns are standard.

b) The condition of the shoulder area limits the use of taxiways by aircraft with engines overhanging the shoulder.

4. Warning

a) Presence of high bird concentration. Bird control available.

5. Procedures for Low Visibility Operations (ILS CAT II)

5.1 Introduction

The procedures and items listed below are basic information to operators and pilots concerning specific rules and regulations for All Weather Operations in Prishtina Airport. Prishtina ATC applies special safeguards and procedures for low visibility operations that will become effective in relation to specified weather conditions. These procedures are intended to provide protection for aircraft operating in low visibility and avoid disturbances to the ILS signals. Low Visibility Operations; ILS CAT II and Low Visibility Take Off are available at BKPR airport, RWY 17.

5.2 Categories of precision operations at Prishtina Airport RWY 17

5.2.1 Category ILS CAT I for RWY 17 operation

A precision instrument approach with a decision height (DH) not lower than 60m (200 ft) and an RVR (Touch Down) not less than 550 m (according to ICAO Annexes 10 and 14).

5.2.2 Category ILS CAT II for RWY 17 operation

A precision instrument approach with a DH lower than 60 m (200 ft) but not lower than 30 m (100 ft) and an RVR (Touch Down) not less than 300 m. (according to ICAO Annexes 10 and 14).

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 to display one of the values of 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 maneuvers.

Airport - 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 maneuvering 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 101,101A

Depending runway in use, ATC will issue instructions for an aircraft to be pushed back, facing south or north only.Nevertheless,for operational purposes,ATC may face the aircraft on the opposite side of the runway in use.

Restrictions

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

Stand 201B - can be pushed back facing **north** only, if thereis aircraft is on apron "M"

For aircraft category E,stands 101,201,202 and 203, no simultaneous push-backs allowed.

6.3.1 Recommended pushback for stands 201B and 201A

Whenever possible,it is recommended that aircraft in stands 201B and 201A are pushed back facing south onto M Apron,clear of taxiway B2.

6.3.2 Multiple standard pushback

Multiple aircraft may be cleared for simultaneous pushback if they are seperated 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 push back operations in Apron Kilo 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

Table 2. Simultaneous push back operations in Apron Kilo facing south

6.4 Non - standard pushback

Simultaneous pushback on opposite direction, (tail to tail) may be applied provided that they are seperated by at least 3 stands in between them.

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

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

Simultaneous push backs on opposite directions(head to head),form adjacent stands, shoud be carried out only if aircraft from northern stands are pushed back onto M Apron and clear of taxiway B2,facing South,while aircraft from southern stands are pushed back on K Apron,facing North.

Example:"PNA123 start up and pushback approved,facing south,make long pushback onto M Apron,clear of Taxiway B2"
ATC may receive a phone call from OCC,when more than one aircraft will be ready for pushback,to help ATC facilitate more pushbacks at the same time.
Pushback operators will make short pushbacks as standard.When one aircraft is planned to enter the stand that the aircraft on push-back is leaving,pilot should be instructed to perform long pushback.
Example:"PNA123,[..]make long pushback [clear of Stand 202A]or [abeam Stand 201A]

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.

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, if any irregularity is observed,OCC will inform ground controller and pushback operator, to stop the operation.However,it is push-back operator responsibility to ensure safe pushback 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 DUE (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 Operator 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 Kosovo Air Navigation Services Agency 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”and “G” 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: + 383 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

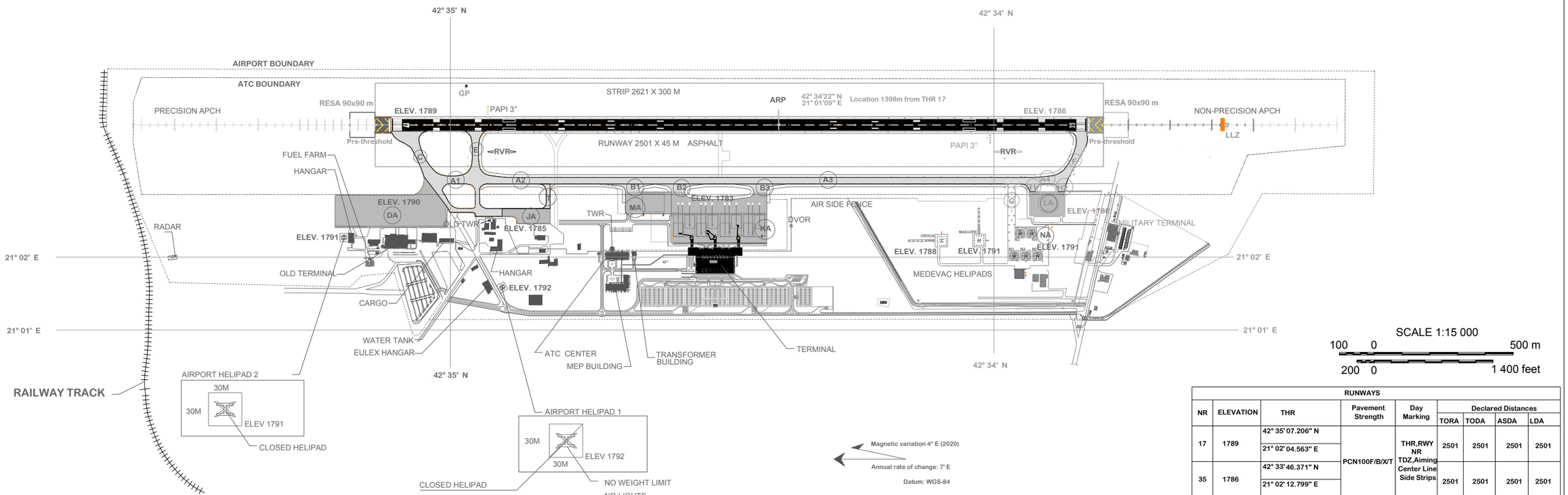
INSTRUMENT FLIGHT PROCEDURES ARE PRODUCED IN NON-INTERNATIONAL METRIC UNITS (NON-DI UNNITS)

INTENTIONALLY LEFT BLANK

AERODROME / HELIPORT CHART - ICAO

Prishtina Int. Airport - Adem Jashari / PRISHTINA

ELEV in FT Dimensions / Distances in M		ARP:	42° 34' 22" N 21° 02' 09" E	Location: 1398m from THR 17	DATE:	JAN 2021
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 134.975Mhz 132.0 Mhz	
HELIPAD ELEV.	1 1791 2 1792	AD ELEV. 1789				
HELIPAD ELEV.	MAGUIRE 1791 CROUS 1788	NOVEMBER APRON ELEV. 1791				
FLOOD LIGHTS 1871 ELEV. DA		FLOOD LIGHTS 1860 ELEV. KA		FLOOD LIGHTS 1865 ELEV. LA		



RUNWAYS									
NR	ELEVATION	THR	Pavement Strength	Day Marking	Declared Distances TORA	TODA	ASDA	LDA
17	1789	42° 35' 07.206" N 21° 02' 04.563" E	PCN100F/B/X/T	THR,RWY NR TDZ,Aiming Center Line Side Strips	2501	2501	2501	2501
35	1786	42° 33' 46.371" N 21° 02' 12.799" E			2501	2501	2501	2501

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

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

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

NOVEMBER APRON		
Width	Length	Pavement Strength PCN
113	132	64/F/D/Y/T

Aircraft Stands

INS COORDINATES FOR AIRCRAFT STANDS			DOCKING POSITION	
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

LIMA APRON

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

JULIET APRON

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

Aircraft Stands	Nr	INS COORDINATES FOR AIRCRAFT STANDS Latitude NORTH	Longtitude EAST	DOCKING POSITION Wingspan Max	Length Max
Aircraft Stands	1	42° 35' 01.832" N	21° 01' 51.925" E	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
Aircraft Stands North	1	42° 35' 50.764" N	21° 02' 00.282" E	40.4 M	30.3 M
	1A	42° 35' 50.654" N	21° 01' 58.337" E	40.4 M	30.3 M
	2	42° 35' 50.808" N	21° 01' 59.330" E	51.8 M	53.0 M
		OR			
Aircraft Stands South	1	42° 33' 49.837" N	21° 02' 00.379" E	40.4 M	30.3 M
	1A	42° 33' 49.727" N	21° 01' 58.431" E	40.4 M	30.3 M
	2	42° 33' 49.687" N	21° 01' 59.449" E	51.8 M	53.0 M
Aircraft Stands	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

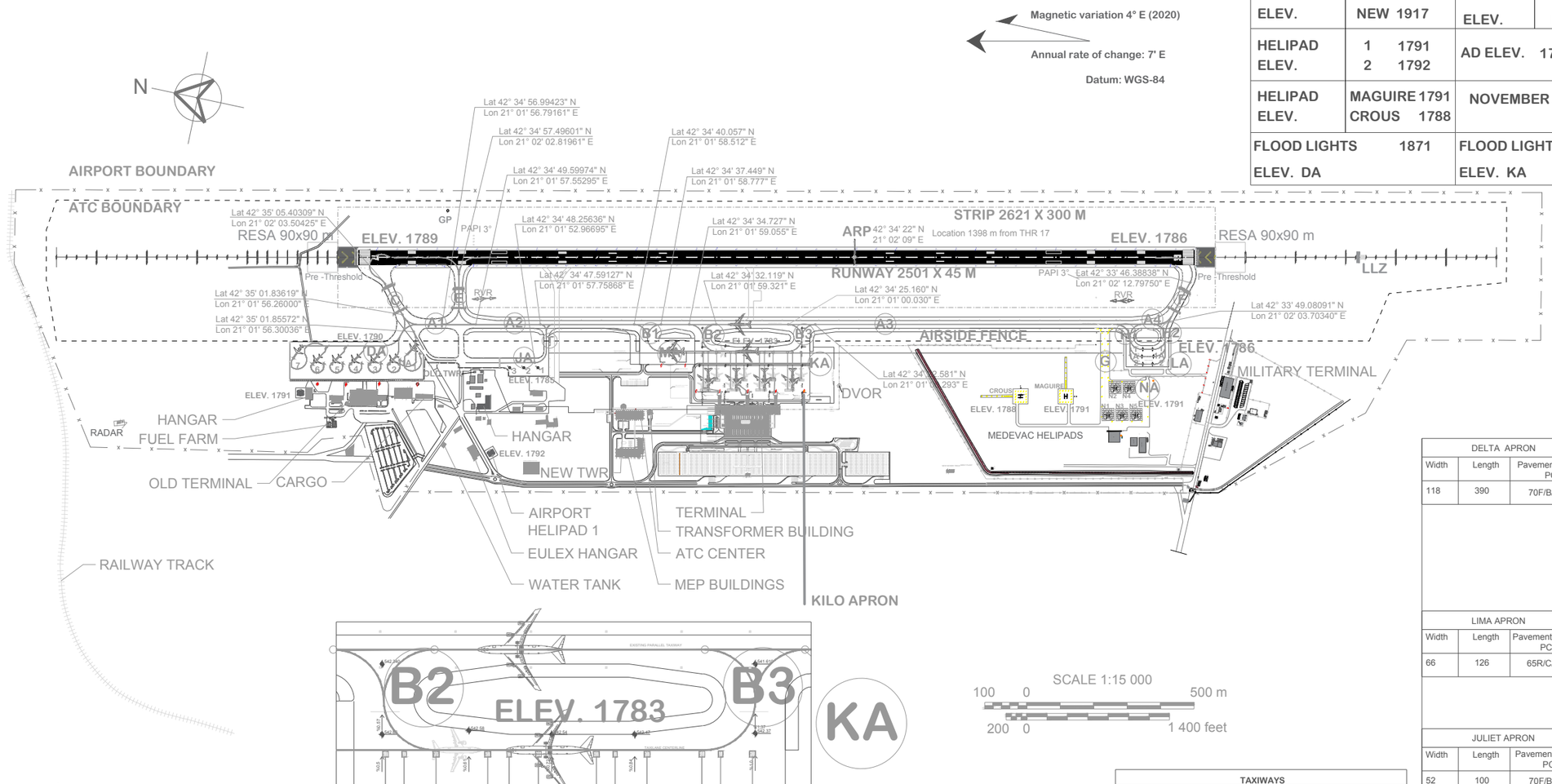
AIRCRAFT PARKING / DOCKING CHART - ICAO

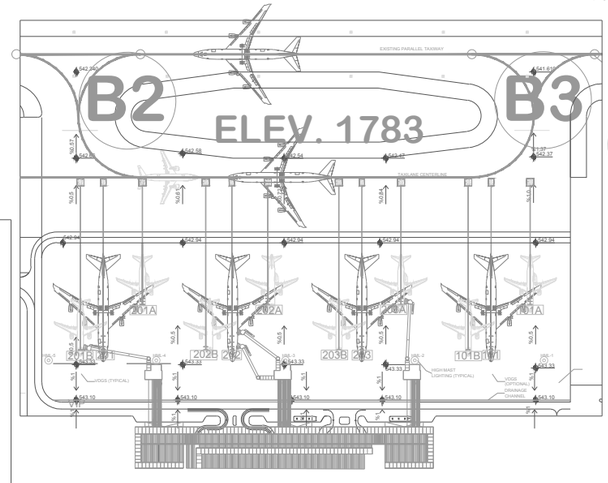
Prishtina Int.Airport - Adem Jashari/PRISHTINA

ARP:	42° 34' 22" N 21° 02' 09" E	Location:	1398m from THR 17	DATE:	JAN 2021

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 134.975 Mhz 132.0 Mhz
HELIPAD ELEV.	1 1791 2 1792	AD ELEV. 1789			
HELIPAD ELEV.	MAGUIRE 1791 CROUS 1788	NOVEMBER APRON ELEV. 1791			
FLOOD LIGHTS 1871 ELEV. DA		FLOOD LIGHTS 1860 ELEV. KA		FLOOD LIGHTS 1865 ELEV. LA	





SCALE 1:15 000
100 0 500 m
200 0 1 400 feet

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' 07.206" N 21° 02' 04.563" E	PCN100F/B/X/T	THR,RWY NR TDZ,Aiming Center Line Side Strips	2501	2501	2501	2501
35	1786	42° 33' 46.371" N 21° 02' 12.799" 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	

DELTA APRON

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

Aircraft Stands

Nr	Latitude NORTH	Longtitude EAST	Docking Position Wingspan Max	Docking Position Length Max
1	42° 35' 01.832" N	21° 01' 51.925" E	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

Aircraft Stands North

Nr	Latitude NORTH	Longtitude EAST	Docking Position Wingspan Max	Docking Position Length Max
1	42° 35' 50.764" N	21° 02' 00.282" E	40.4 M	30.3 M
1A	42° 35' 50.654" N	21° 01' 58.337" E	40.4 M	30.3 M
2	42° 35' 50.808" N	21° 01' 59.330" E	51.8 M	53.0 M

OR

Aircraft Stands South

Nr	Latitude NORTH	Longtitude EAST	Docking Position Wingspan Max	Docking Position Length Max
1	42° 33' 49.837" N	21° 02' 00.379" E	40.4 M	30.3 M
1A	42° 33' 49.727" N	21° 01' 58.431" E	40.4 M	30.3 M
2	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	Docking Position Wingspan Max	Docking Position 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

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

NOVEMBER APRON

Width	Length	Pavement Strength PCN
113	132	64/F/D/Y/T

Aircraft Stands

Nr	Latitude NORTH	Longtitude EAST	Docking Position Wingspan Max	Docking Position 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

AERODROME GROUND MOVEMENT CHART - ICAO

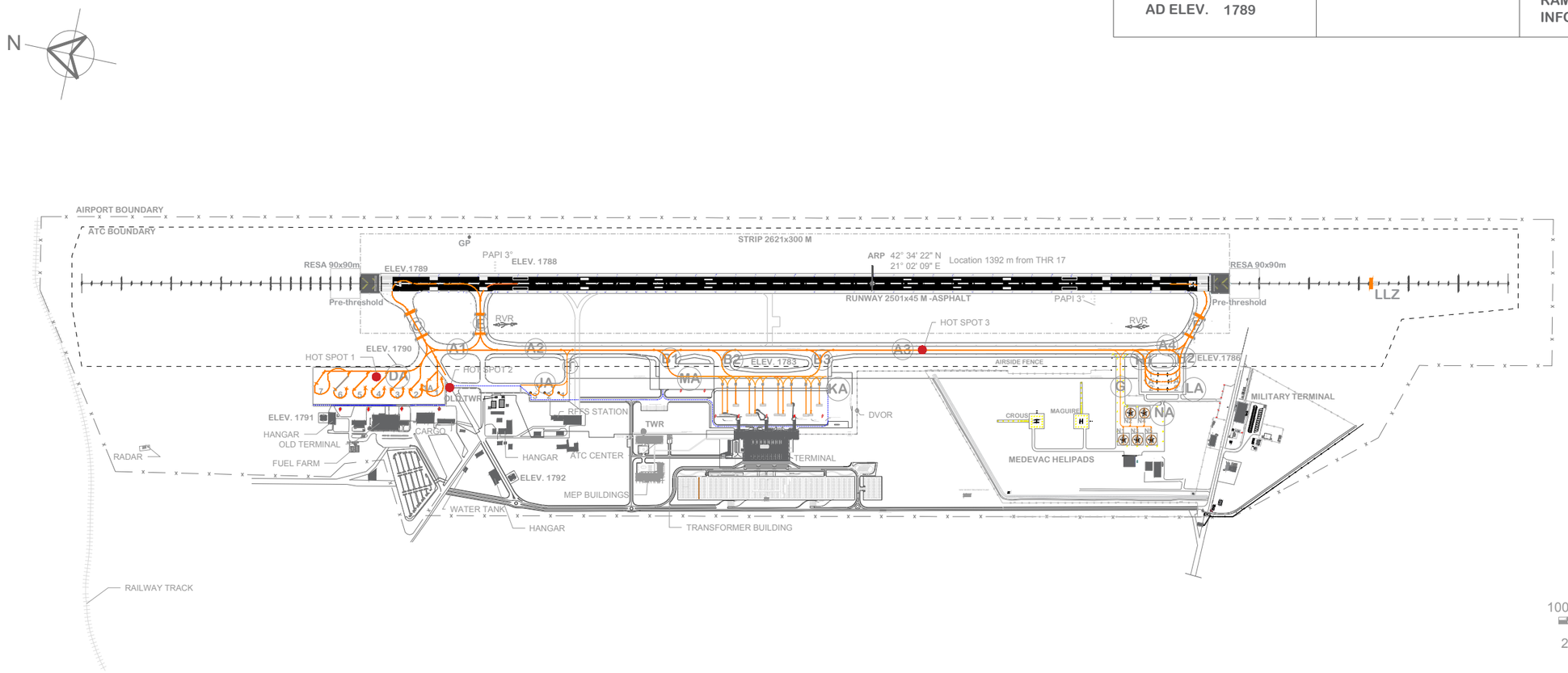
Prishtina Int.Airport - Adem Jashari/PRISHTINA

ARP:	42° 34' 22" N 21° 02' 09" E	Location:	1398m from THR 17	DATE:	JAN 2021

ELEV in FT
Dimensions / Distances in M

TWR ELEV.	OLD 1842 NEW 1917	TERMINAL ELEV.	OLD 1814 NEW 1859	
AD ELEV. 1789				

TOWER	120.125 Mhz
APPROACH	119.175 Mhz
GROUND	118.0 Mhz
RAMP OPS	134.975 Mhz
INFORMATION ATIS	132.0 Mhz



SCALE 1:15 000
100 0 500 m
200 0 1 400 feet

Magnetic variation 4° E (2020)
Annual rate of change: 7' E
Datum: WGS-84

LANDING FROM RWY 17 / HEADING APRON	
DELTA	F - A4 - A3 -A2 - A1 - DA
JULIET	F - A4 - A3 - T - JA
KILO	F - A4 - B3 - KA F - A4 - A3 - B2 -KA
LIMA	F - A4 - H1 - LA F - H2 - LA

LANDING FROM RWY 35 / HEADING APRON	
DELTA	E - A1 - DA
JULIET	E - A2 - T - JA
KILO	E - A2 - A3 - B2 -KA E - A2 - A3 - B3 -KA
LIMA	E - A2 - A3 - H1 - LA E - A2- A3 - A4 - H2 - LA

TAKE-OFF FROM RWY 17 / LEAVING APRON	
DELTA	C - RWY
JULIET	T - A2 - A1 - C - RWY
KILO	B2 - A3 - A2 - A1 - C - RWY B3 - A3 - A2 - A1 - C - RWY
LIMA	H1 - A3 - A2 - A1 - C - RWY H2 - A4 - A3 - A2 - A1 - C - RWY
DE-ICING PAD MIKE	B1 - A3 - A2 - A1 - C - RWY

TAKE-OFF FROM RWY 35 / LEAVING APRON	
DELTA	A1 - A2 - A3 - A4 - F - RWY
JULIET	T - A2 - A3 - A4 - F - RWY
KILO	B2 - A3 - A4 - F - RWY B3 - A3 - A4 - F - RWY
LIMA	H1 - A4 - F - RWY H2 - F - RWY
DE-ICING PAD MIKE	B1 - A3 - A4 - F - RWY

RUNWAYS			
NR	ELEVATION	THR	Pavement Strength
17	1789	42° 35' 07.206" N 21° 02' 04.563" E	PCN100F/B/X/T
35	1786	42° 33' 46.371" N 21° 02' 12.799" E	

DELTA APRON			JULIET APRON			MIKE DE-ICING APRON			KILO APRON			LIMA APRON			NOVEMBER APRON		
Width	Length	Pavement Strength PCN	Width	Length	Pavement Strength PCN	Width	Length	Pavement Strength PCN	Width	Length	Pavement Strength PCN	Width	Length	Pavement Strength PCN	Width	Length	Pavement Strength PCN
118	390	70F/B/X/T	52	100	70F/B/X/T	78	165	**86/R/D/W/T**	158.5	343.5	**86/R/D/W/T**	66	126	65R/C/W/T	113	132	64F/D/Y/T

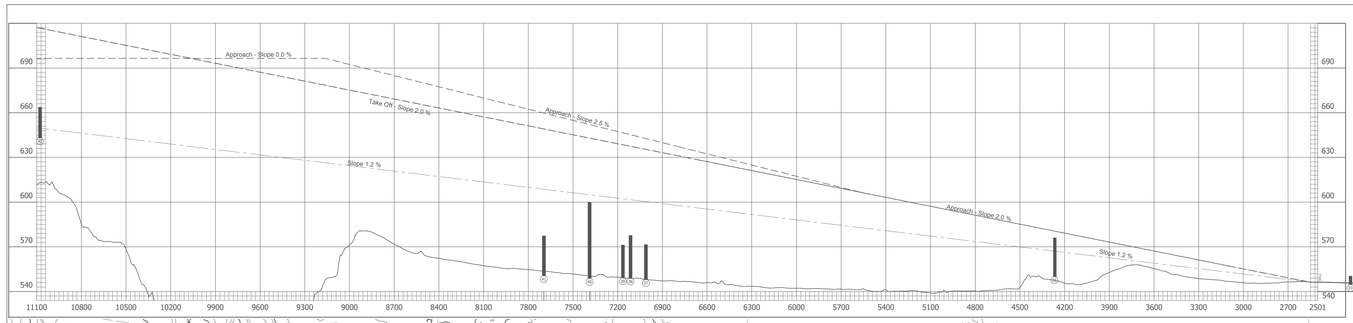
LEGEND :

- PERIMETER FENCE
- ATC BOUNDARIES
- RUNWAY STRIP
- RAILWAY
- BUILDINGS
- APRON, TAXIWAY, ROAD
- RUNWAY
- STOP BARS
- HOT SPOTS
- TAXI GUIDANCE LINES
- SERVICE ROAD
- HOLDING POSITION

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	

AERODROME OBSTACLE CHART - ICAO TYPE A (Operating Limitations)

Prishtina International Airport - ADEM JASHARI

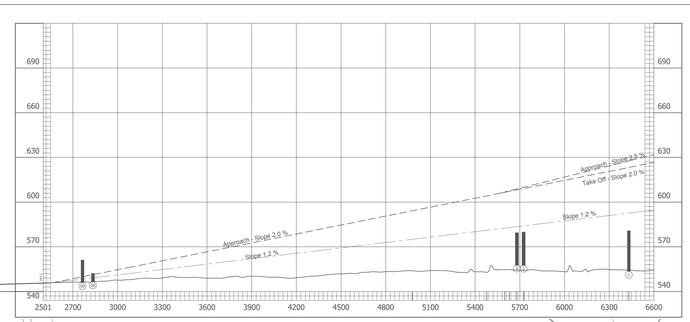


RWY 17 / 35

DECLARED DISTANCES		
RWY 17		RWY 35
2501	TAKE-OFF RUN AVAILABLE	2501
2501	TAKE-OFF DISTANCE AVAILABLE	2501
2501	ACCELERATE STOP DISTANCE AVAILABLE	2501
2501	LANDING DISTANCE AVAILABLE	2501

DIMENSIONS AND ELEVATIONS IN METERS

Magnetic variation 4° E (2020)
Annual rate of change: 7' E
Datum: WGS-84



VERTICAL SCALE 1:1 500

CHANGES: NEW CHART

LEGEND

Identification Number	(x)
Pole, Tower, Spire, Antenna, etc.	◎
Building or Large Structure	■
Top of land (Hill, Mountain)	▲
Tree	*
Terrain Contours	

Map Projection: Gauss Krüger-21, Zone 7
Horizontal Datum: KOSOVO-REF, GRS80
Vertical Datum for Obstacle Limitation Surfaces
and Height Measurements: EGM-96 Geoid (MSL)

ORDER OF ACCURACY

HORIZONTAL 0.5 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1: 15 000

METERS 400 300 200 100 0 500 1000 1500 2000 2500

FEET 1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000

AMENDMENT RECORD

No	DATE	ENTERED BY	REMARKS
01	28/12/2005	arben DURMISHAJ	
02	18/12/2013	Rrahman Mala	No changes vs last update 28 December 2005
03	28/01/2021	Rrahman Mala	New GLIDE PATH antenna east side RWY 17/35

AERODROME OBSTACLE CHART - ICAO TYPE B

Prishtina International Airport- ADEM JASHARI

DIMENSION AND ELEVATIONS IN METERS

Aerial Photography: FINNMAP, April - June 2004
Obstacle Measurements: HNIT, June 2005

Horizontal Datum: KOSOVO-REF, GRS80
Map Projection: Gauss Krugger-21, zone 7
Vertical Datum for Obstacle Limitation Surfaces
and height Measurements: EGM-96 Geoid (MSL)

ORDER OF ACCURACY
HORIZONTAL 0.5m
VERTICAL 0.5M

Magnetic variation 4° E (2020)

Annual rate of change: 7' E

Datum: WGS-84

20°58'0"E 20°59'0"E 21°0'0"E 21°1'0"E 21°2'0"E 21°3'0"E 21°4'0"E 21°5'0"E 21°6'0"E

42°38'0"N 42°37'0"N 42°36'0"N 42°35'0"N 42°34'0"N 42°33'0"N 42°32'0"N 42°31'0"N 42°30'0"N

VELIKI BELACEVAC
KOSOVO POLJE
KUZMIN
MALI BELACEVAC
VRAGOLIJA
DONJE DOBREVO
VELIKA SLATINA
GORNIJE DOBREVO
ENCE
BATUSE
RADEVO
LEPINA
MIRENA
SKULANOVO
MEDVECE
MALA DOBRANJA
VELIKA DOBRANJA
MAGURA
CUCULJAGA
STARO RUCJE
TORINA
POTUROVCE
NOVO RUCJE
MALI ALAS
MALO RIBARE
VELIKO RIBARE
VELIKI ALAS
GRACKO

TAKE - OFF SURFACE
APPROACH SURFACE
TRANSITIONAL SURFACE
INNER HORIZONTAL SURFACE
CONICAL SURFACE
NATIONAL ROAD N9
RAILWAY
New GP
New GP NPM
New GLIDE PATH
New VHF/DF
New ILS/LOC
New DVOR
545.2
541.0
544.2
546

LEGEND	
Aerodrome Reference Point N 42° 34' 22" E 21° 02' 09"	
Pole, tower, spire, anthenna, etc.	
Building or large structure	
Spot height on land	
Tree	
Contours , 100 m	
Contours , 10 m	
Area penetration obstacle plane	

AMENDMENT RECORD			
No	Date	ENTERED By	REMARKS
01	13 APR 2006	arben DURMISHAJ	
02	12 DEC 2013	Rrahman Mala	New Terminal ,new TWY,Apron,new service road,new Tower
03	28 JAN 2021	Rrahman Mala	New GLIDE PATH antenna east side RWY 17/35

OBSTACLES SHOWN ARE THOSE WHICH PENETRATE THE SURFACES SPECIFIED IN ANNEX 14, VOLUME 1, CHAPTER 4

HORIZONTAL SCALE 1:25 000

0 500 1000 1500 2000 2500 3000 Meters

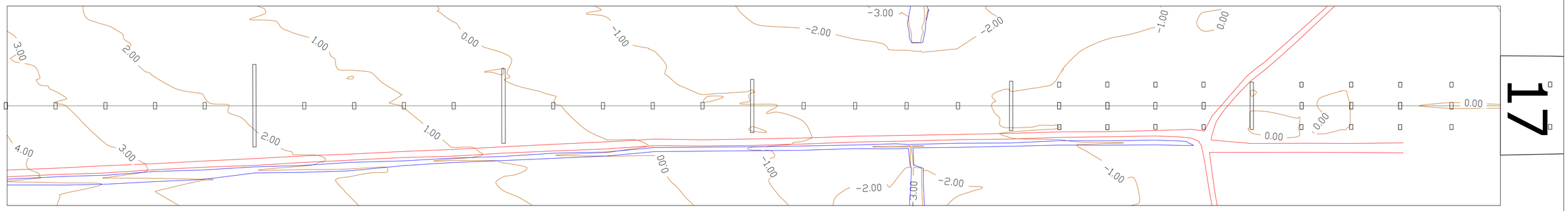
0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 Feet

CHANGES: NEW CHANGE

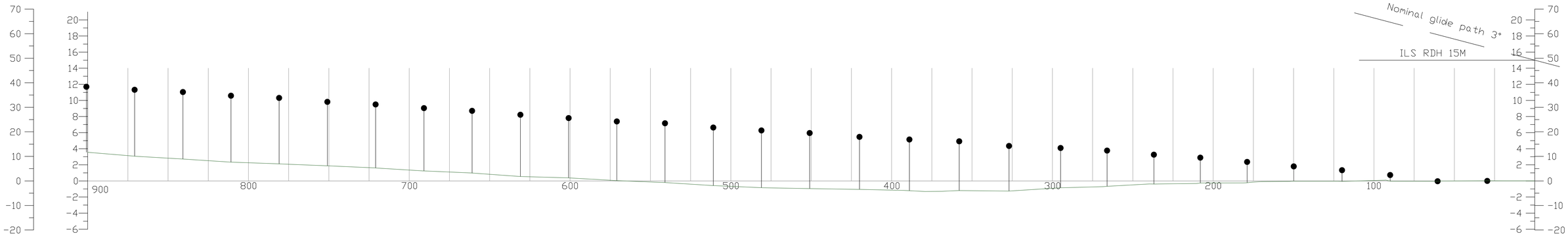
PRECISION APPROACH TERRAIN CHART – ICAO

Pristina International Airport

RWY 17



Vertical scale



FEETS METERS

Vertical scale

METERS FEETS

LEGEND	
APCH LIGHT IN PLAN	
APCH LIGHT IN PROFILE	
CONTOUR	2.00
CENTRE LINE PROFILE	
ROAD	
DRAIN	

DISTANCES AND HEIGHTS IN METERS

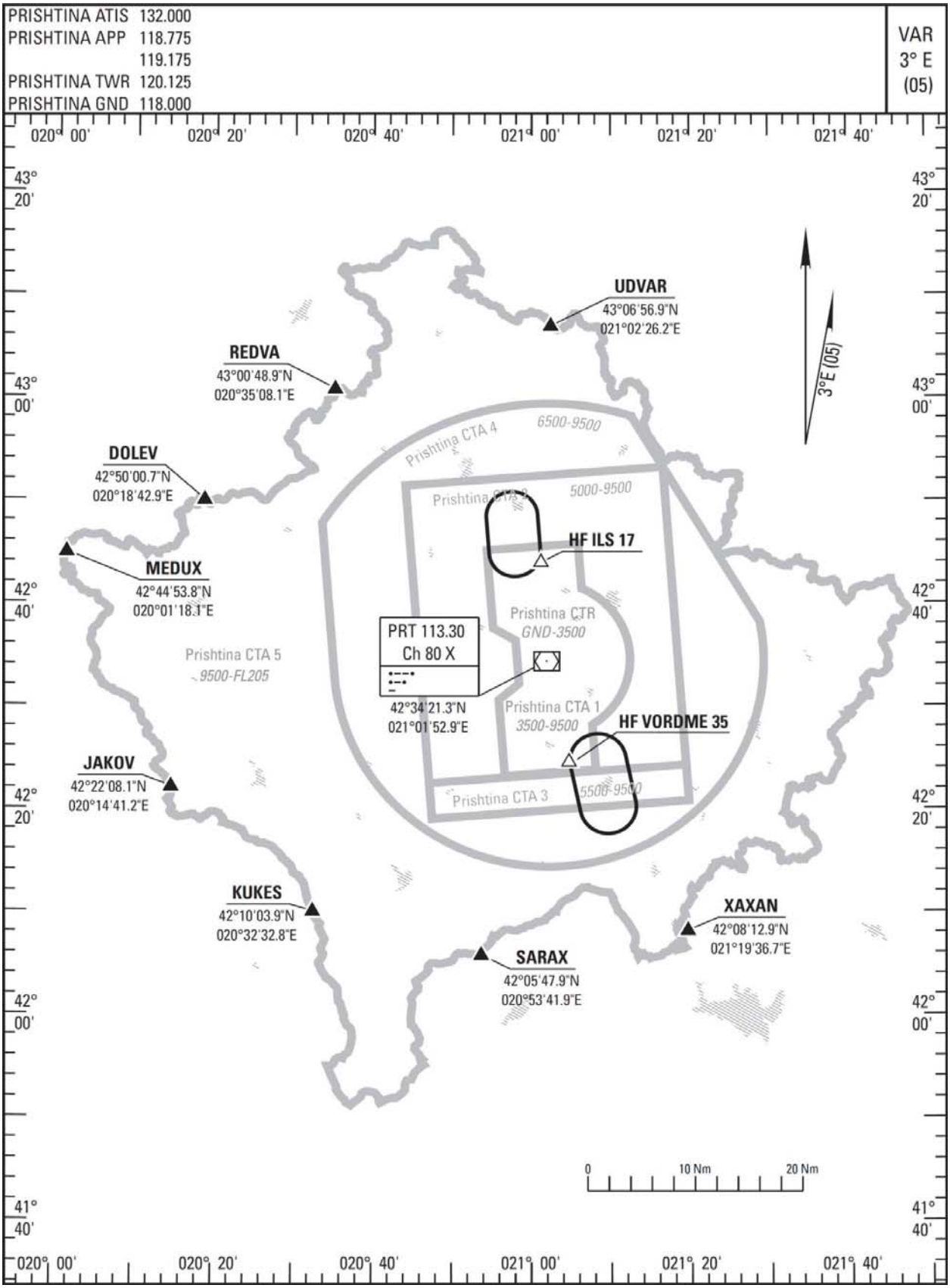
HORIZONTAL SCALE 1:2500
VERTICAL SCALE 1:500
CONTOURS AND HEIGHTS ARE RELATED
TO ELEVATION OF RWY THR.
ORDER OF ACCURACY
HORIZONTAL 0.01 METERS
VERTICAL 0.01 METERS

AMENDMENT RECORD

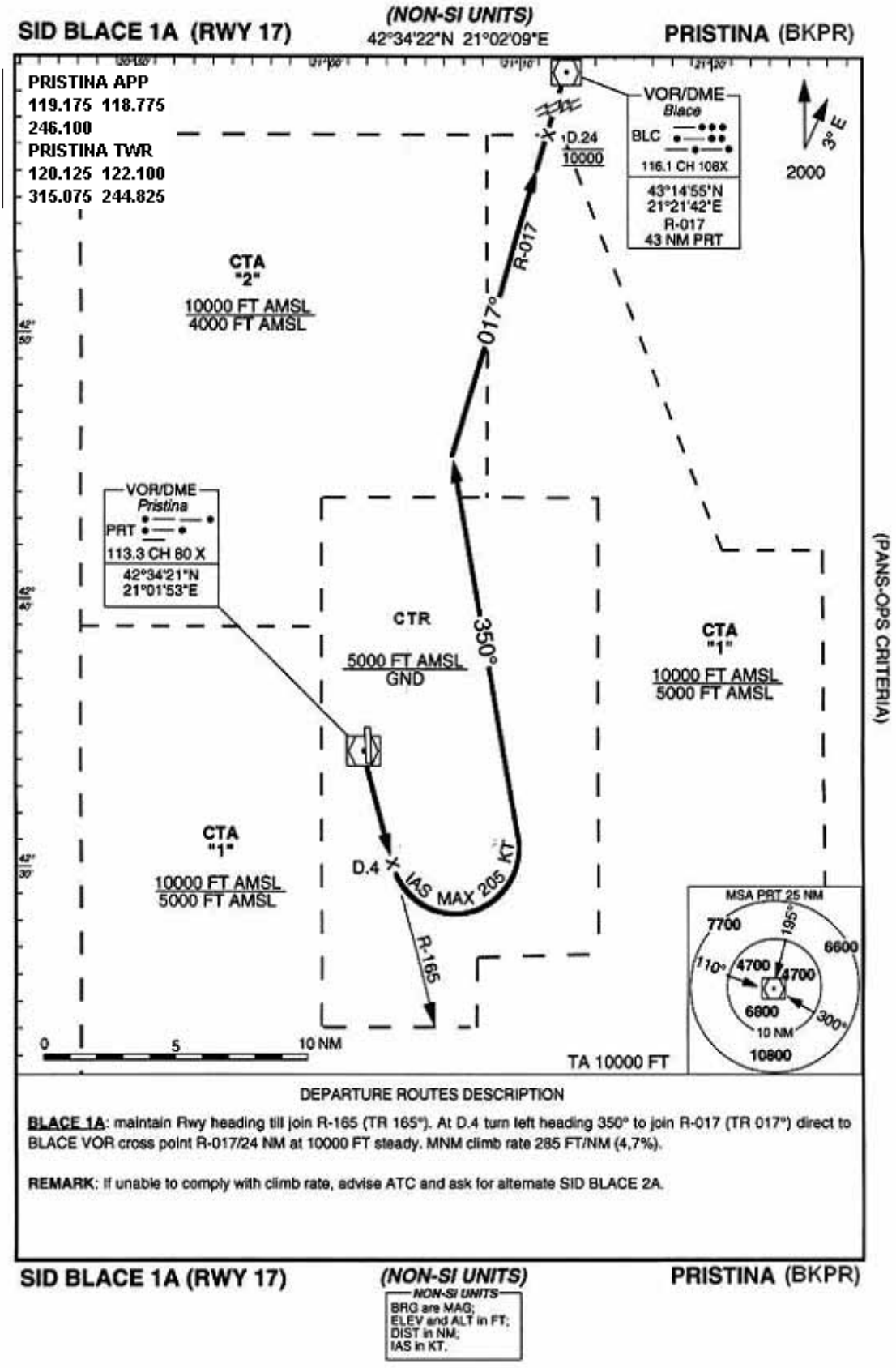
No.	DATE	ENTERED BY	REMARKS:
1	19.03 2010	"GEO & LAND"	
	13.01 2011	PLANNING AND DEVELOPMENT	No changes vs last update 19 March 2010
	04.12 2011	PLANNING AND DEVELOPMENT	No changes vs last update 13 January 2011

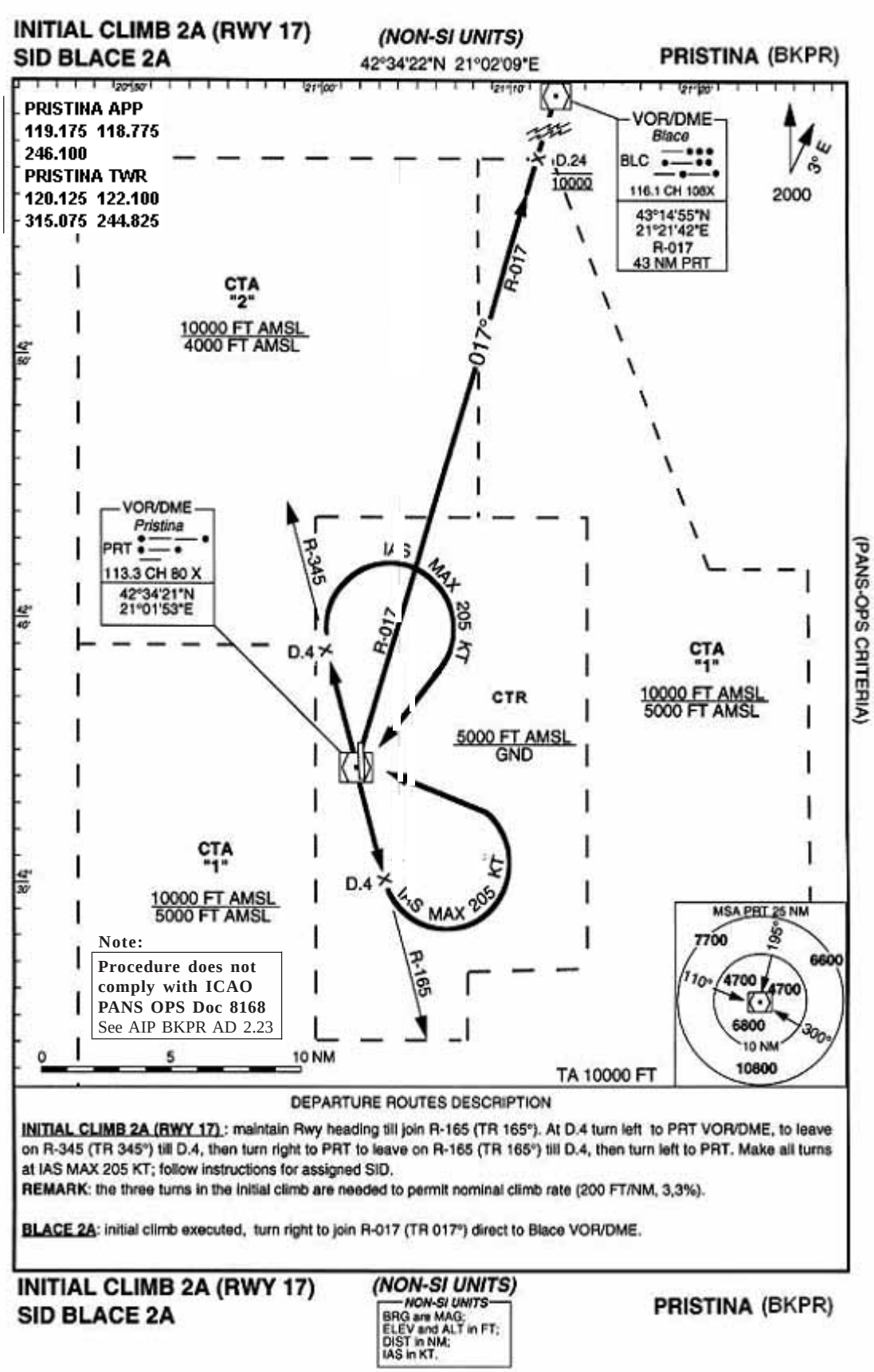
AREA CHART - ICAO

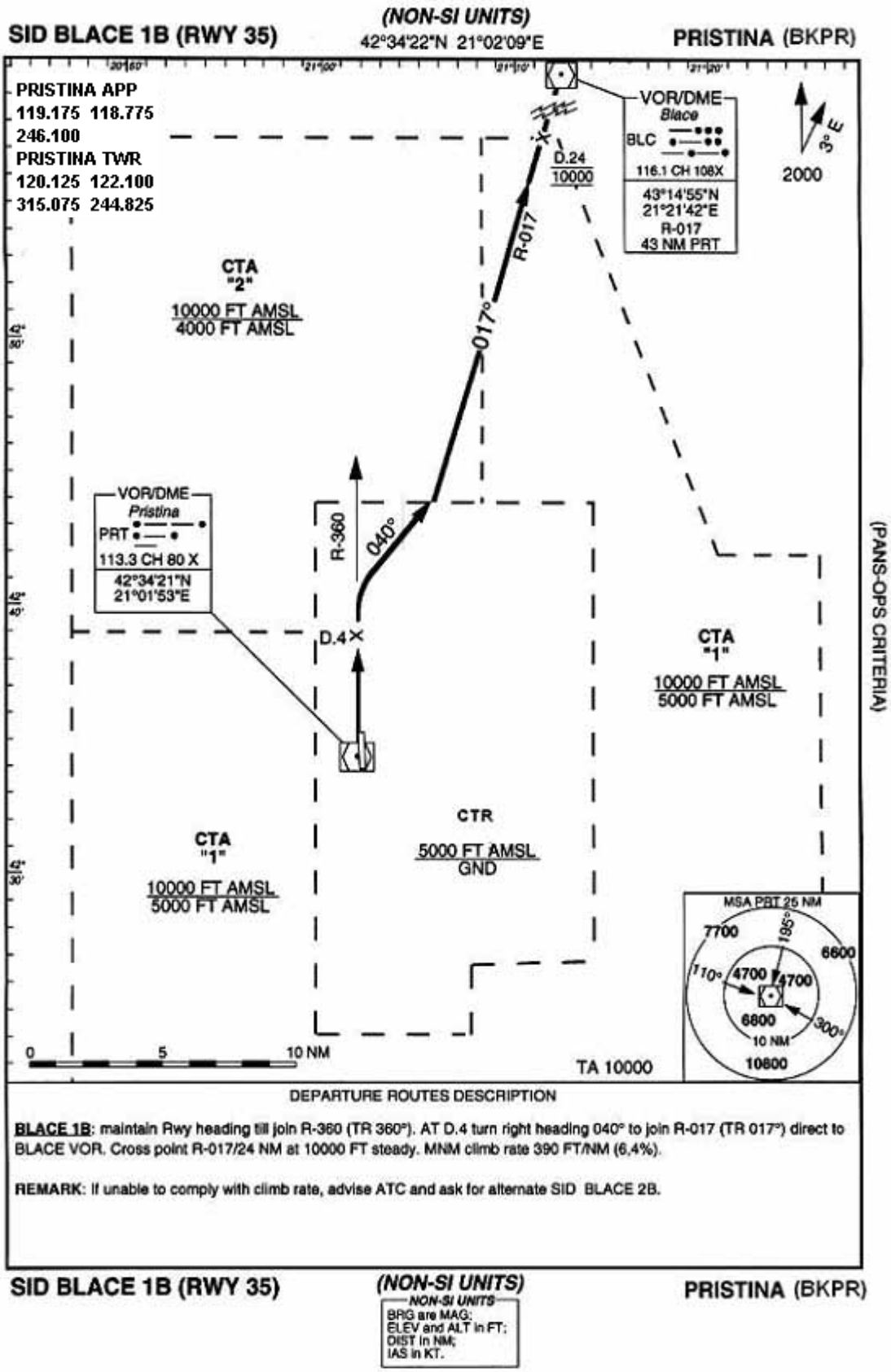
KOSOVO AIRSPACE

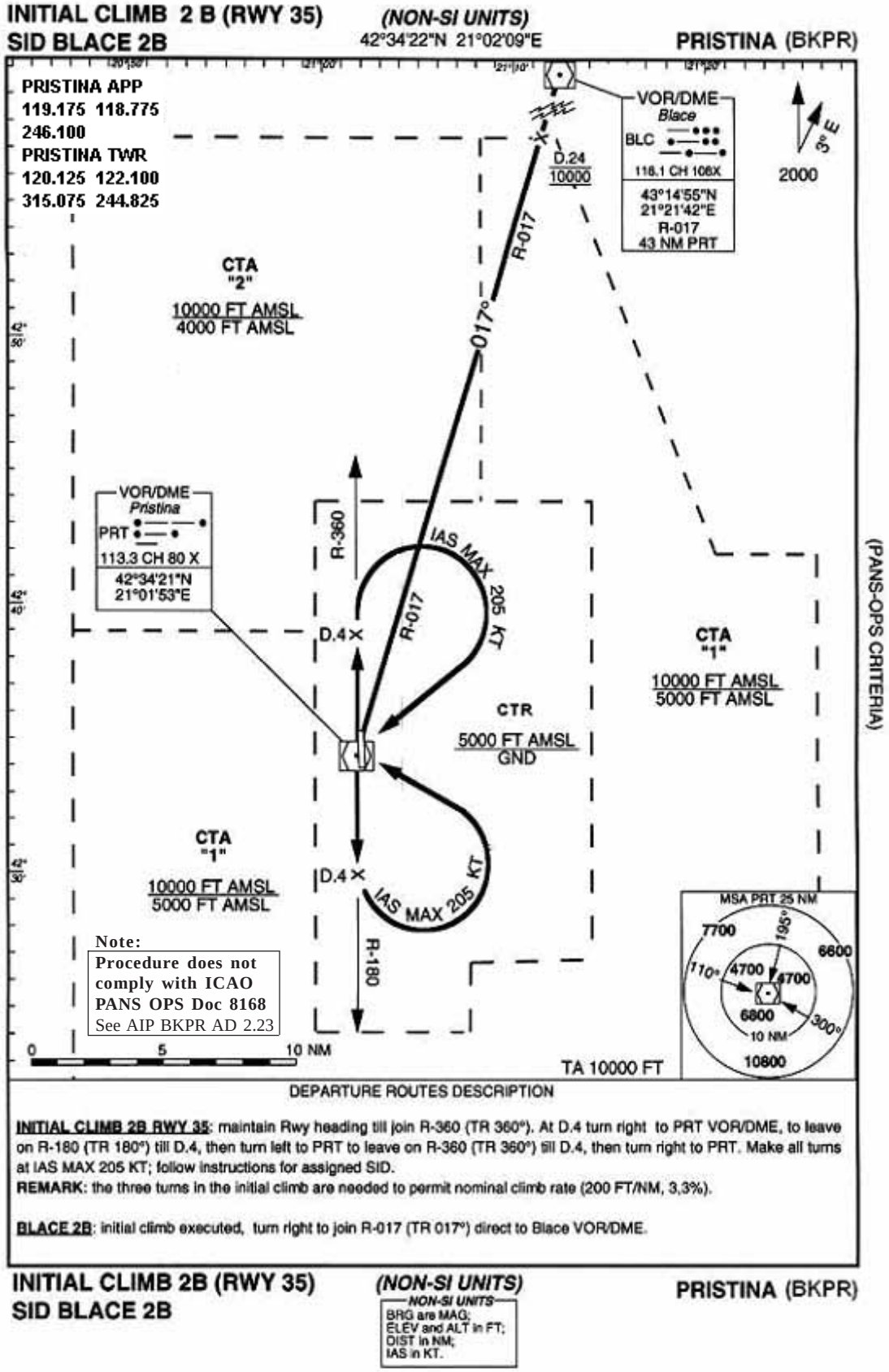


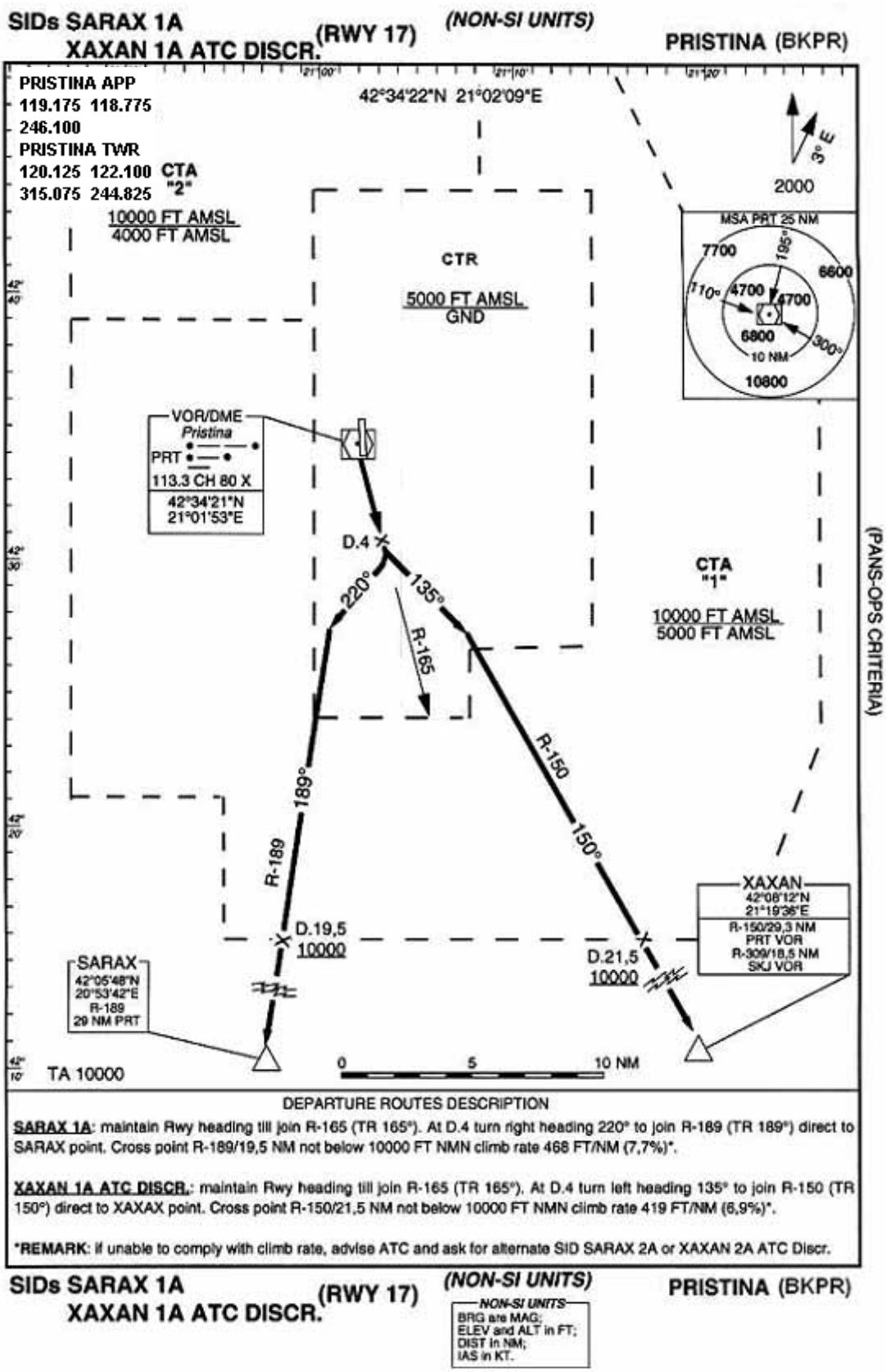
INTENTIONALLY LEFT BLANK

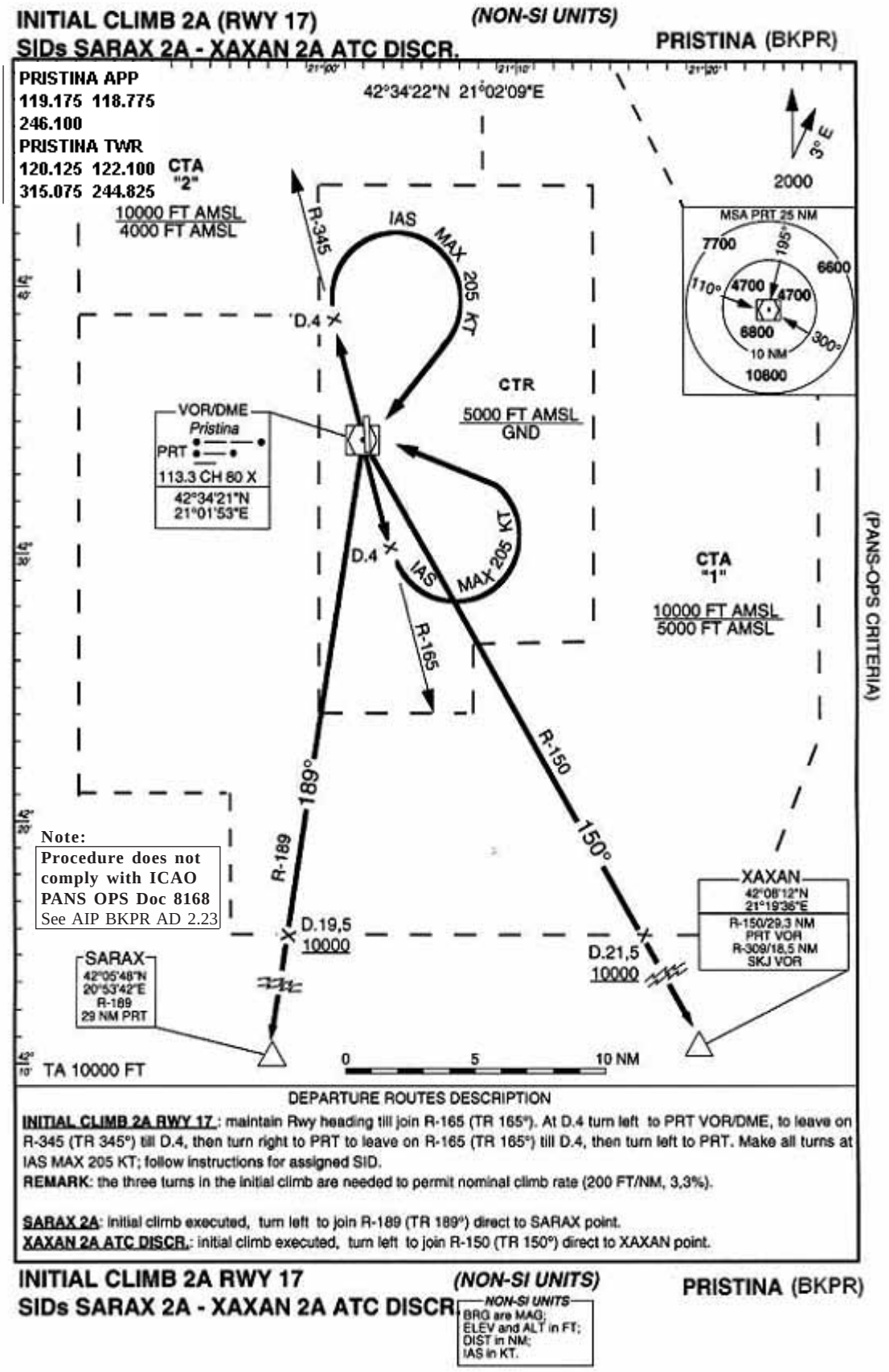

SID BLACE 1A (RWY 17)
(NON-SI UNITS)
42°34'22"N 21°02'09"E
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
VOR/DME
Blace
BLC
116.1 CH 108X
43°14'55"N
21°21'42"E
R-017
43 NM PRT
D.24
10000
3° E
2000
CTA
"2"
10000 FT AMSL
4000 FT AMSL
R-017
017°
VOR/DME
Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
CTR
5000 FT AMSL
GND
350°
CTA
"1"
10000 FT AMSL
5000 FT AMSL
CTA
"1"
10000 FT AMSL
5000 FT AMSL
D.4
IAS MAX 205 KT
R-165
MSA PRT 25 NM
7700
195°
6600
110°
4700
4700
6800
300°
10 NM
10800
0
5
10 NM
TA 10000 FT
(PANS-OPS CRITERIA)
DEPARTURE ROUTES DESCRIPTION
BLACE 1A: maintain Rwy heading till join R-165 (TR 165°). At D.4 turn left heading 350° to join R-017 (TR 017°) direct to BLACE VOR cross point R-017/24 NM at 10000 FT steady. MNM climb rate 285 FT/NM (4,7%).
REMARK: If unable to comply with climb rate, advise ATC and ask for alternate SID BLACE 2A.
SID BLACE 1A (RWY 17)
(NON-SI UNITS)
PRISTINA (BKPR)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.


INITIAL CLIMB 2A (RWY 17)
SID BLACE 2A
(NON-SI UNITS)
42°34'22"N 21°02'09"E
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
VOR/DME
Blace
BLC
116.1 CH 108X
43°14'55"N
21°21'42"E
R-017
43 NM PRT
D.24
10000
3° E
2000
CTA
"2"
10000 FT AMSL
4000 FT AMSL
017°
R-017
VOR/DME
Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
R-345
MAX 205 KT
R-017
D.4
CTA
"1"
10000 FT AMSL
5000 FT AMSL
CTR
5000 FT AMSL
GND
CTA
"1"
10000 FT AMSL
5000 FT AMSL
D.4
IAS MAX 205 KT
R-165
Note:
Procedure does not comply with ICAO PANS OPS Doc 8168
See AIP BKPR AD 2.23
0
5
10 NM
TA 10000 FT
MSA PRT 25 NM
7700
195°
6600
110°
4700
4700
6800
300°
10 NM
10800
(PANS-OPS CRITERIA)
DEPARTURE ROUTES DESCRIPTION
INITIAL CLIMB 2A (RWY 17) : maintain Rwy heading till join R-165 (TR 165°). At D.4 turn left to PRT VOR/DME, to leave on R-345 (TR 345°) till D.4, then turn right to PRT to leave on R-165 (TR 165°) till D.4, then turn left to PRT. Make all turns at IAS MAX 205 KT; follow instructions for assigned SID.
REMARK: the three turns in the initial climb are needed to permit nominal climb rate (200 FT/NM, 3,3%).
BLACE 2A: initial climb executed, turn right to join R-017 (TR 017°) direct to Blace VOR/DME.
INITIAL CLIMB 2A (RWY 17)
SID BLACE 2A
(NON-SI UNITS)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.
PRISTINA (BKPR)


(NON-SI UNITS)
SID BLACE 1B (RWY 35)
42°34'22"N 21°02'09"E
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
VOR/DME
Blace
BLC
116.1 CH 108X
43°14'55"N
21°21'42"E
R-017
43 NM PRT
D.24
10000
R-017
017°
3° E
2000
CTA
"2"
10000 FT AMSL
4000 FT AMSL
VOR/DME
Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
R-360
040°
D.4
CTA
"1"
10000 FT AMSL
5000 FT AMSL
CTR
5000 FT AMSL
GND
CTA
"1"
10000 FT AMSL
5000 FT AMSL
MSA PBT 25 NM
7700
6600
4700
4700
6800
10 NM
10800
195°
110°
300°
0
5
10 NM
TA 10000
(PANS-OPS CRITERIA)
DEPARTURE ROUTES DESCRIPTION
BLACE 1B: maintain Rwy heading till join R-360 (TR 360°). AT D.4 turn right heading 040° to join R-017 (TR 017°) direct to BLACE VOR. Cross point R-017/24 NM at 10000 FT steady. MNM climb rate 390 FT/NM (6,4%).
REMARK: If unable to comply with climb rate, advise ATC and ask for alternate SID BLACE 2B.
SID BLACE 1B (RWY 35)
(NON-SI UNITS)
PRISTINA (BKPR)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.

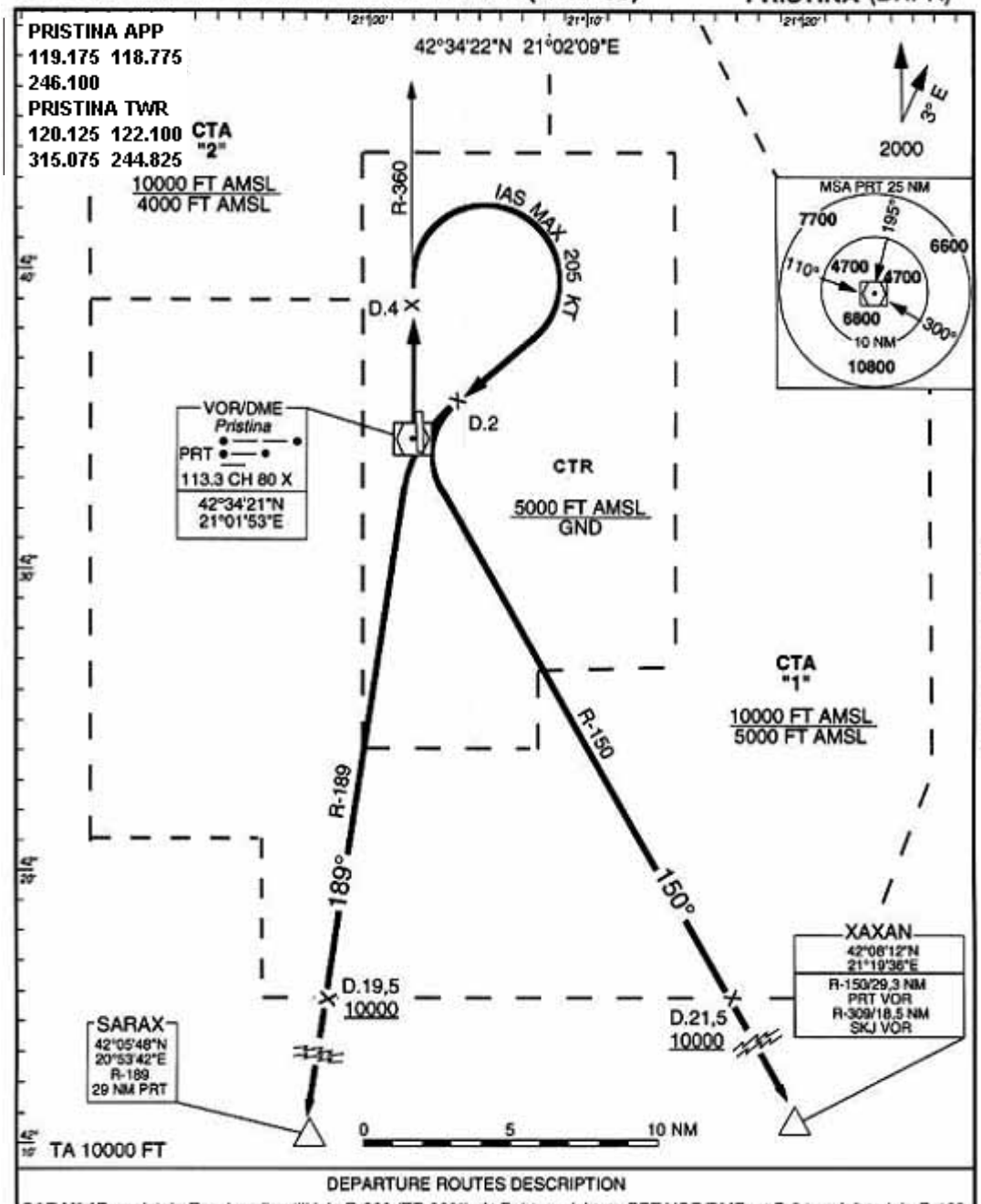

INITIAL CLIMB 2 B (RWY 35)
SID BLACE 2B
(NON-SI UNITS)
42°34'22"N 21°02'09"E
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
VOR/DME
Blace
BLC
116.1 CH 106X
43°14'55"N
21°21'42"E
R-017
43 NM PRT
D.24
10000
2000
R-017
017°
CTA
"2"
10000 FT AMSL
4000 FT AMSL
VOR/DME
Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
R-360
IAS MAX 205 KT
R-017
D.4
CTA
"1"
10000 FT AMSL
5000 FT AMSL
CTR
5000 FT AMSL
GND
CTA
"1"
10000 FT AMSL
5000 FT AMSL
D.4
IAS MAX 205 KT
R-180
Note:
Procedure does not comply with ICAO PANS OPS Doc 8168
See AIP BKPR AD 2.23
0
5
10 NM
TA 10000 FT
MSA PRT 25 NM
7700
6600
4700
6700
6800
10 NM
10800
195°
110°
300°
(PANS-OPS CRITERIA)
DEPARTURE ROUTES DESCRIPTION
INITIAL CLIMB 2B RWY 35: maintain Rwy heading till join R-360 (TR 360°). At D.4 turn right to PRT VOR/DME, to leave on R-180 (TR 180°) till D.4, then turn left to PRT to leave on R-360 (TR 360°) till D.4, then turn right to PRT. Make all turns at IAS MAX 205 KT; follow instructions for assigned SID.
REMARK: the three turns in the initial climb are needed to permit nominal climb rate (200 FT/NM, 3,3%).
BLACE 2B: initial climb executed, turn right to join R-017 (TR 017°) direct to Blace VOR/DME.
INITIAL CLIMB 2B (RWY 35)
SID BLACE 2B
(NON-SI UNITS)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.
PRISTINA (BKPR)


SIDs SARAX 1A
XAXAN 1A ATC DISCR. (RWY 17)
(NON-SI UNITS)
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100 CTA
315.075 244.825 "2"
42°34'22"N 21°02'09"E
3°E
2000
10000 FT AMSL
4000 FT AMSL
CTR
5000 FT AMSL
GND
MSA PRT 25 NM
7700
6600
4700
4700
6800
10 NM
10800
195°
110°
300°
VOR/DME
Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
D.4
220°
135°
R-165
CTA
"1"
10000 FT AMSL
5000 FT AMSL
R-150
150°
189°
R-189
D.19,5
10000
D.21,5
10000
XAXAN
42°08'12"N
21°19'36"E
R-150/29,3 NM
PRT VOR
R-309/18,5 NM
SKJ VOR
SARAX
42°05'48"N
20°53'42"E
R-189
29 NM PRT
TA 10000
0
5
10 NM
(PANS-OPS CRITERIA)
DEPARTURE ROUTES DESCRIPTION
SARAX 1A: maintain Rwy heading till join R-165 (TR 165°). At D.4 turn right heading 220° to join R-189 (TR 189°) direct to SARAX point. Cross point R-189/19,5 NM not below 10000 FT NMN climb rate 468 FT/NM (7,7%)*.
XAXAN 1A ATC DISCR.: maintain Rwy heading till join R-165 (TR 165°). At D.4 turn left heading 135° to join R-150 (TR 150°) direct to XAXAX point. Cross point R-150/21,5 NM not below 10000 FT NMN climb rate 419 FT/NM (6,9%)*.
*REMARK: if unable to comply with climb rate, advise ATC and ask for alternate SID SARAX 2A or XAXAN 2A ATC Discr.
SIDs SARAX 1A
XAXAN 1A ATC DISCR. (RWY 17)
(NON-SI UNITS)
PRISTINA (BKPR)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.


INITIAL CLIMB 2A (RWY 17)
(NON-SI UNITS)
SIDs SARAX 2A - XAXAN 2A ATC DISCR.
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
CTA "2"
10000 FT AMSL
4000 FT AMSL
42°34'22"N 21°02'09"E
3°E
2000
MSA PRT 25 NM
7700
6600
4700
4700
6800
10 NM
10800
195°
110°
300°
R-345
IAS MAX 205 KT
D.4
CTR
5000 FT AMSL
GND
VOR/DME
Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
D.4
IAS MAX 205 KT
CTA "1"
10000 FT AMSL
5000 FT AMSL
R-165
R-150
189°
150°
R-189
Note:
Procedure does not comply with ICAO PANS OPS Doc 8168
See AIP BKPR AD 2.23
D.19,5
10000
D.21,5
10000
XAXAN
42°08'12"N
21°19'36"E
R-150/29,3 NM
PRT VOR
R-309/18,5 NM
SKJ VOR
SARAX
42°05'48"N
20°53'42"E
R-189
29 NM PRT
TA 10000 FT
0
5
10 NM
(PANS-OPS CRITERIA)
DEPARTURE ROUTES DESCRIPTION
INITIAL CLIMB 2A RWY 17: maintain Rwy heading till join R-165 (TR 165°). At D.4 turn left to PRT VOR/DME, to leave on R-345 (TR 345°) till D.4, then turn right to PRT to leave on R-165 (TR 165°) till D.4, then turn left to PRT. Make all turns at IAS MAX 205 KT; follow instructions for assigned SID.
REMARK: the three turns in the initial climb are needed to permit nominal climb rate (200 FT/NM, 3,3%).
SARAX 2A: initial climb executed, turn left to join R-189 (TR 189°) direct to SARAX point.
XAXAN 2A ATC DISCR.: initial climb executed, turn left to join R-150 (TR 150°) direct to XAXAN point.
INITIAL CLIMB 2A RWY 17
(NON-SI UNITS)
SIDs SARAX 2A - XAXAN 2A ATC DISCR
PRISTINA (BKPR)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.

(NON-SI UNITS)

SIDs SARAX 1B - XAXAN 1B ATC DISCR. (RWY 35) — PRISTINA (BKPR)



DEPARTURE ROUTES DESCRIPTION

SARAX 1B: maintain Rwy heading till join R-360 (TR 360°). At D.4 turn right to PRT VOR/DME; at D.2 turn left to join R-189 (TR 189°) direct to SARAX point. Cross point R-189/19.5 NM not below 10000 FT MNM climb rate: 358 FT/NM (5.9%)*.

XAXAN 1B ATC DISCR.: maintain Rwy heading till join R-360 (TR 360°). At D.4 turn right to PRT VOR/DME; at D.2 turn left to join R-150 (TR 150°) direct to XAXAN point. Cross point R-150/21.5 NM not below 10000 FT MNM climb rate: 334 FT/NM (5.5%)*.

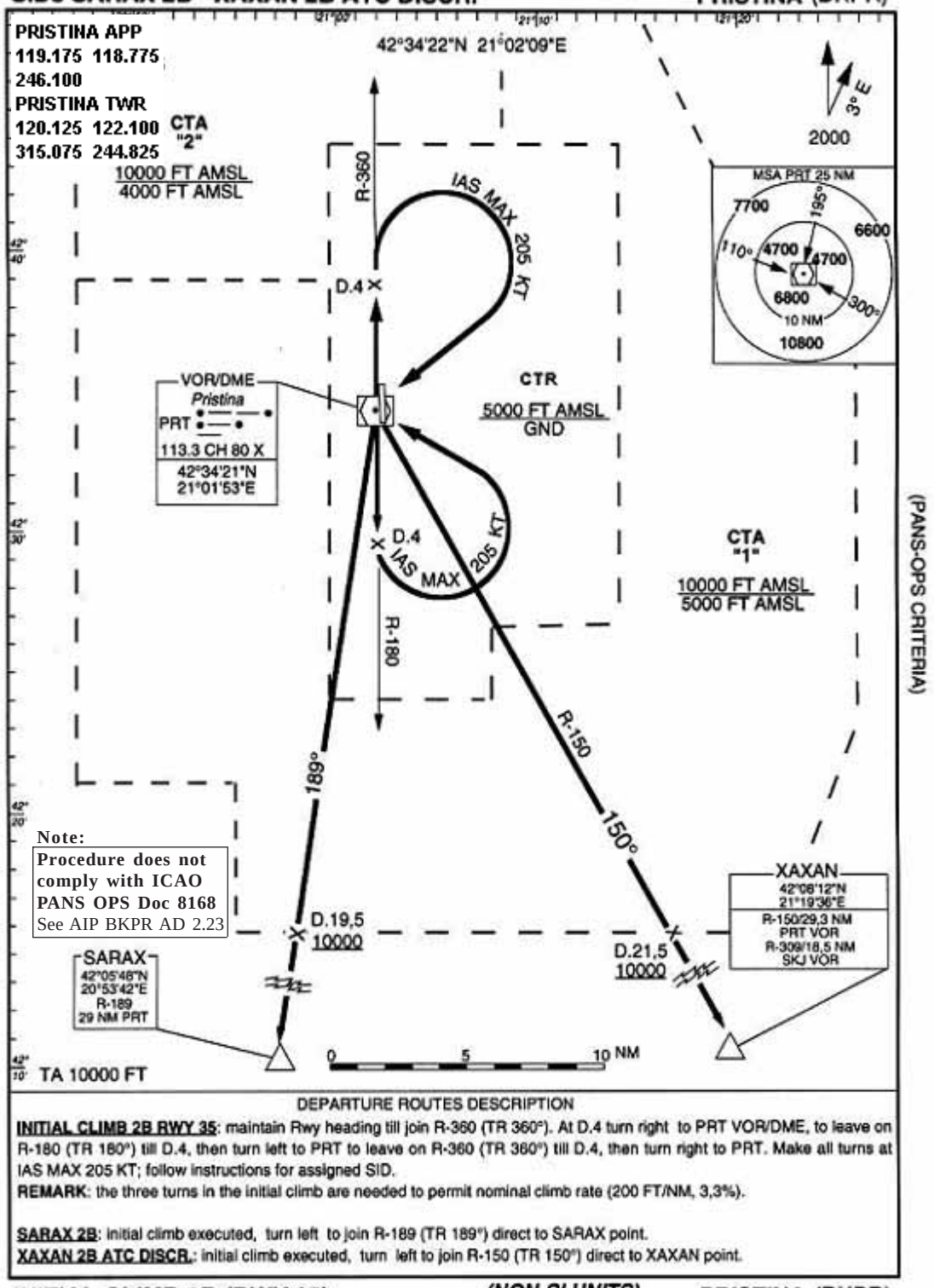
***REMARK**: if unable to comply with climb rate, advise ATC and ask for alternate SID SARAX 2B or XAXAN 2B ATC Discr.

SIDs SARAX 1B - XAXAN 1B ATC DISCR. (RWY 35) — PRISTINA (BKPR)

NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.

(NON-SI UNITS)

INITIAL CLIMB 2B (RWY 35) (NON-SI UNITS)
SIDs SARAX 2B - XAXAN 2B ATC DISCR. PRISTINA (BKPR)



DEPARTURE ROUTES DESCRIPTION

INITIAL CLIMB 2B RWY 35: maintain Rwy heading till join R-360 (TR 360°). At D.4 turn right to PRT VOR/DME, to leave on R-180 (TR 180°) till D.4, then turn left to PRT to leave on R-360 (TR 360°) till D.4, then turn right to PRT. Make all turns at IAS MAX 205 KT; follow instructions for assigned SID.

REMARK: the three turns in the initial climb are needed to permit nominal climb rate (200 FT/NM, 3,3%).

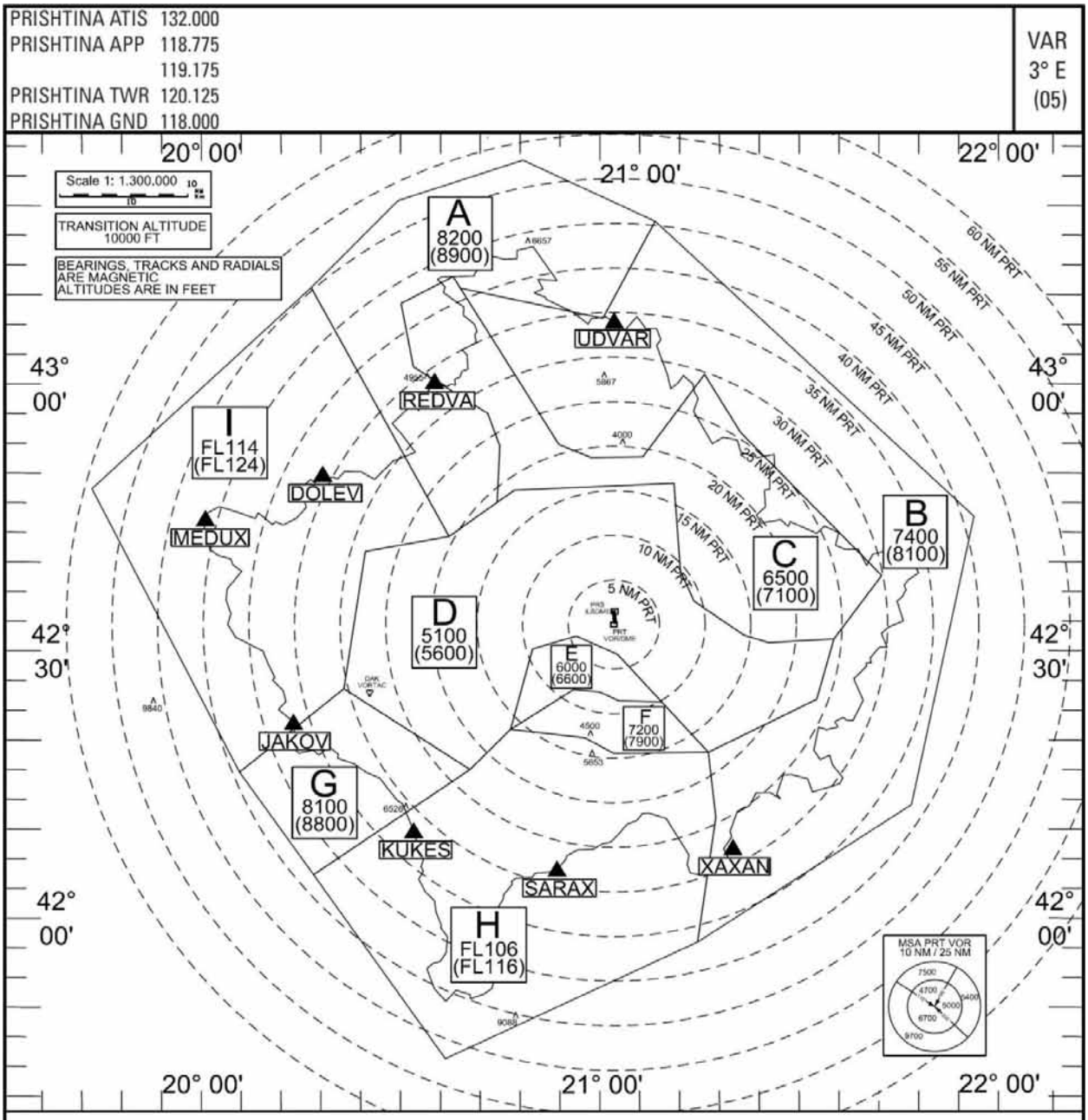
SARAX 2B: initial climb executed, turn left to join R-189 (TR 189°) direct to SARAX point.

XAXAN 2B ATC DISCR.: initial climb executed, turn left to join R-150 (TR 150°) direct to XAXAN point.

INITIAL CLIMB 2B (RWY 35) (NON-SI UNITS) PRISTINA (BKPR)
SIDs SARAX 2B - XAXAN 2B ATC DISCR.

NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.

ATC SURVEILLANCE
MINIMUM ALTITUDE CHART



GENERAL INFORMATION

1. The minimum altitudes shown within the ATC Surveillance Minimum Altitude Area ensure terrain clearance in conformity with ICAO PANS OPS (Doc. 8168) requirements;
2. This chart may only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service;
3. Values of altitudes in brackets are corrected for low temperature and apply for the period from Dec. 1st till march 1st, unless otherwise instructed, or published by NOTAM;

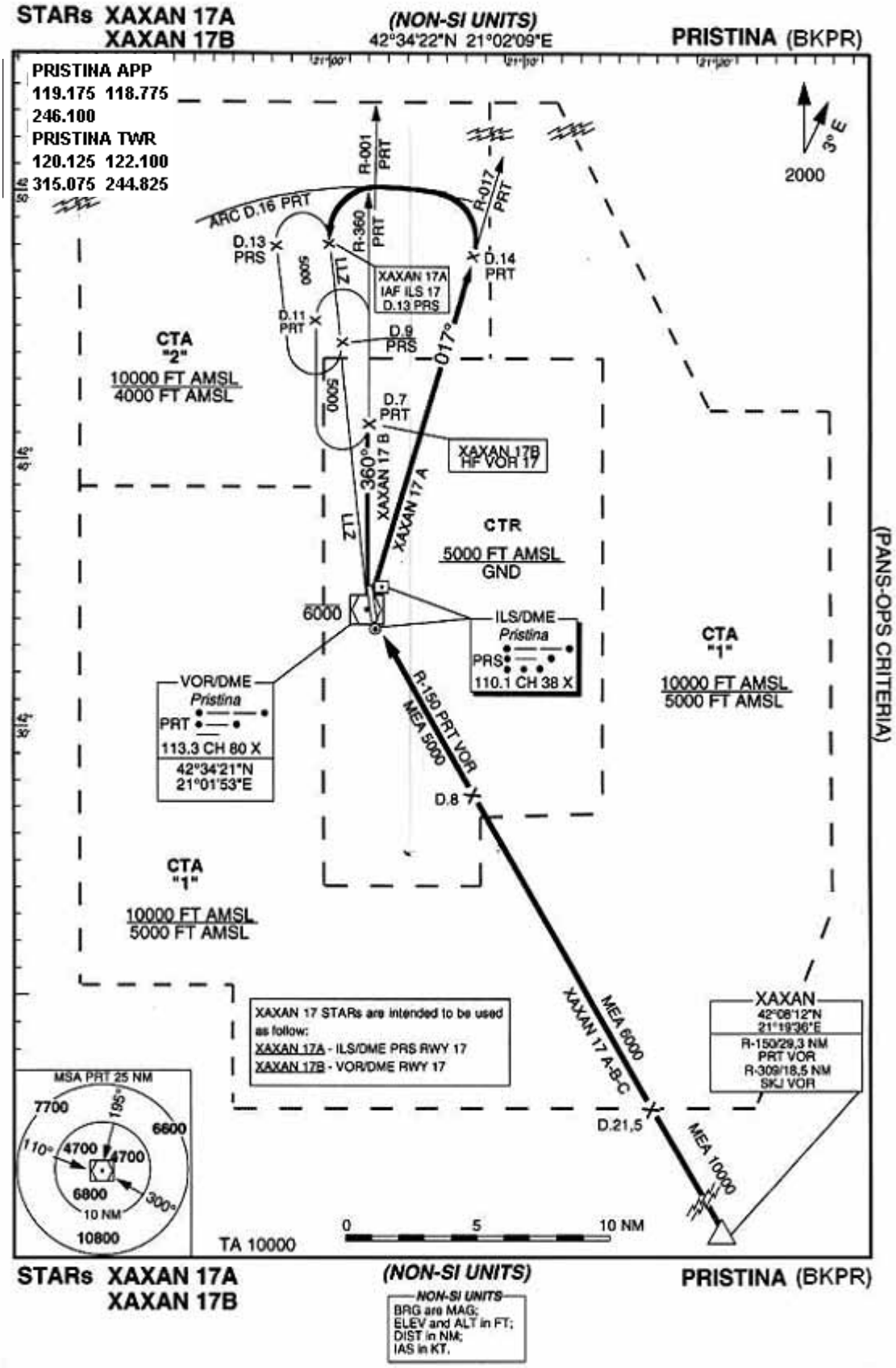
MINIMUM INITIAL ALTITUDE

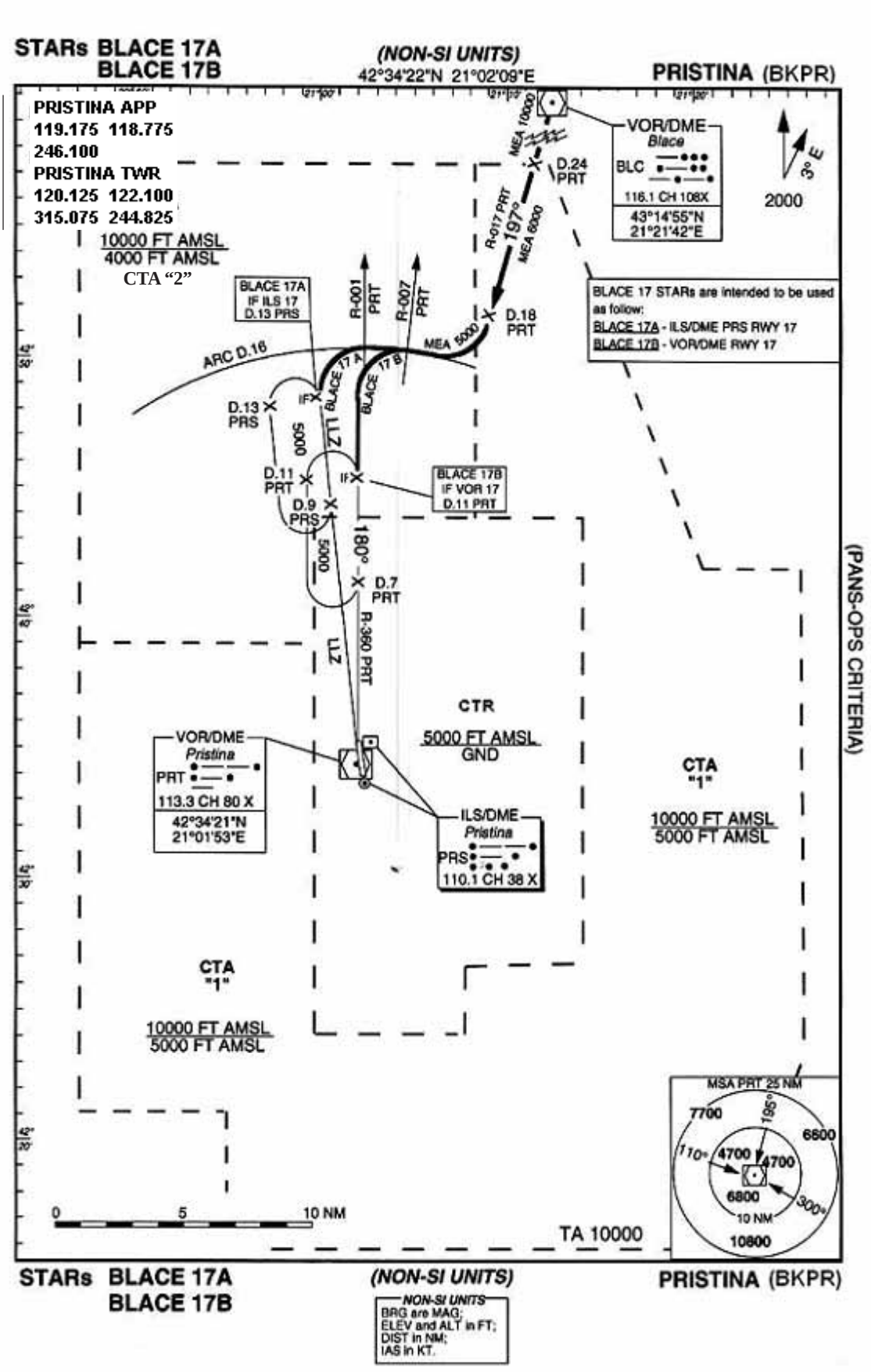
Within the ATC Surveillance Minimum Altitude area the minimum initial altitudes shown on the chart may be assigned by the approach surveillance controller while radar vectoring.

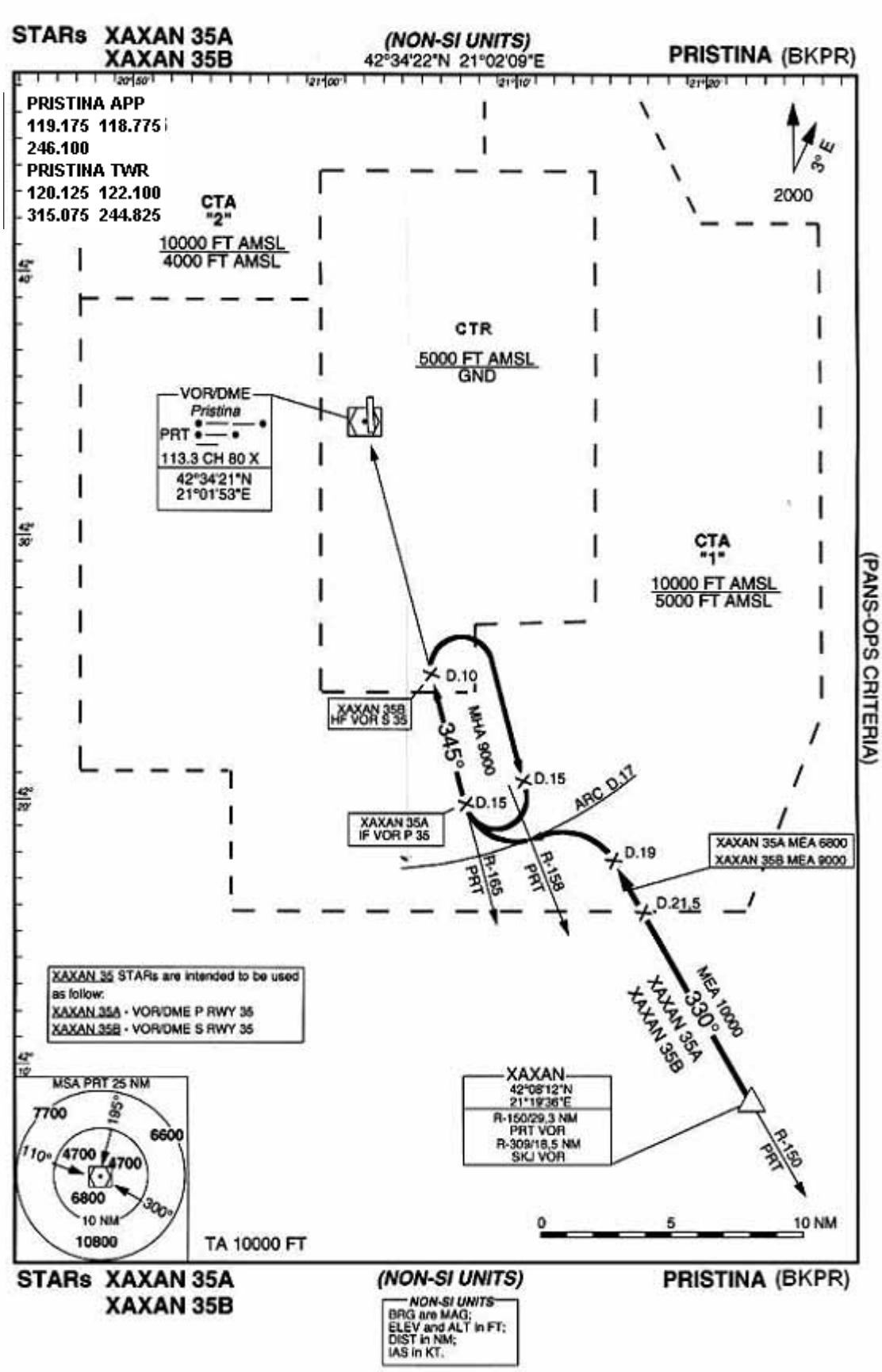
COMMUNICATION FAILURE

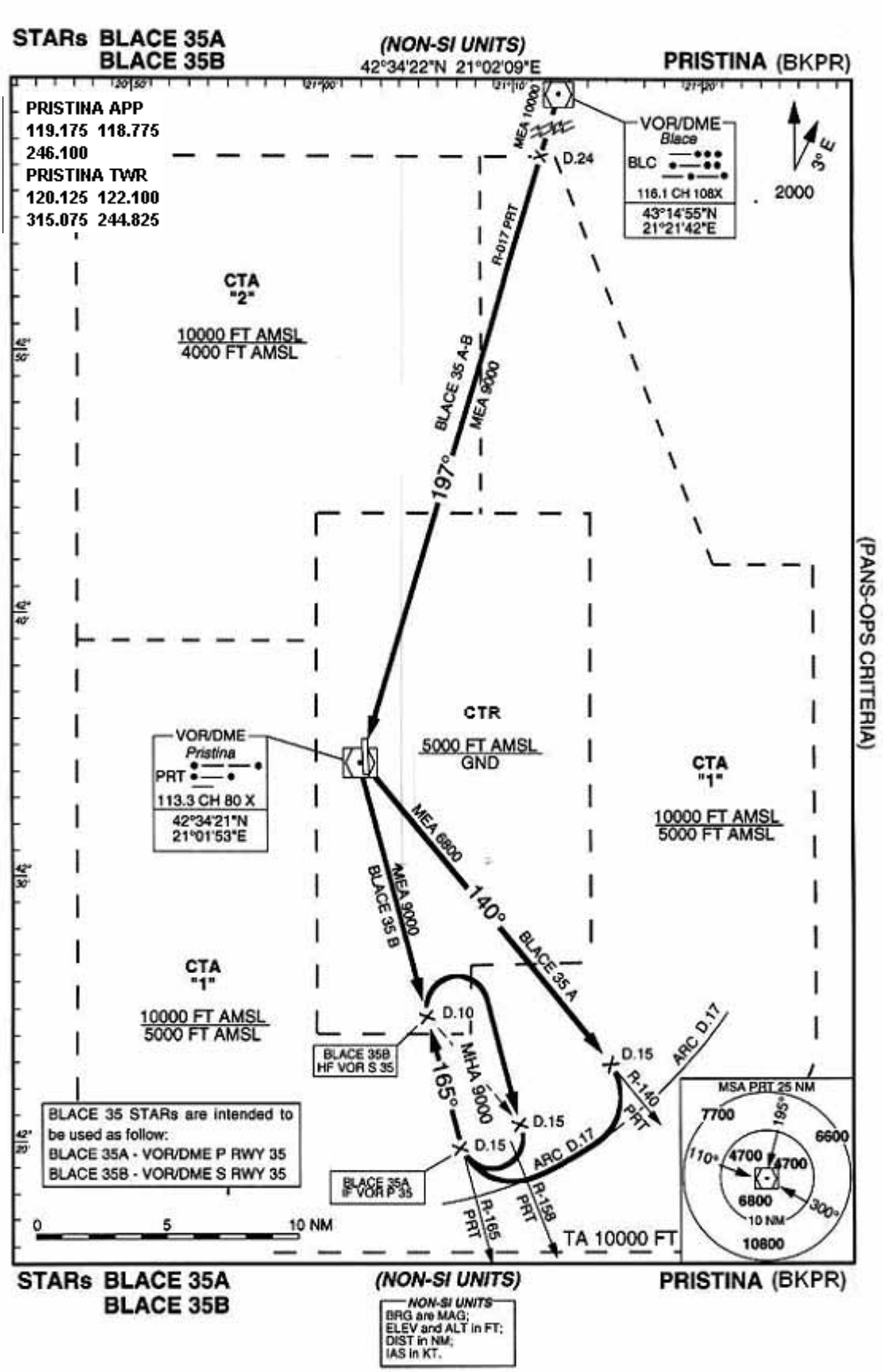
Set transponder code 7600. Climb to MSA; proceed to the HOLDING FIX of the Runway intended to land. Follow the approach procedure and land on that runway.

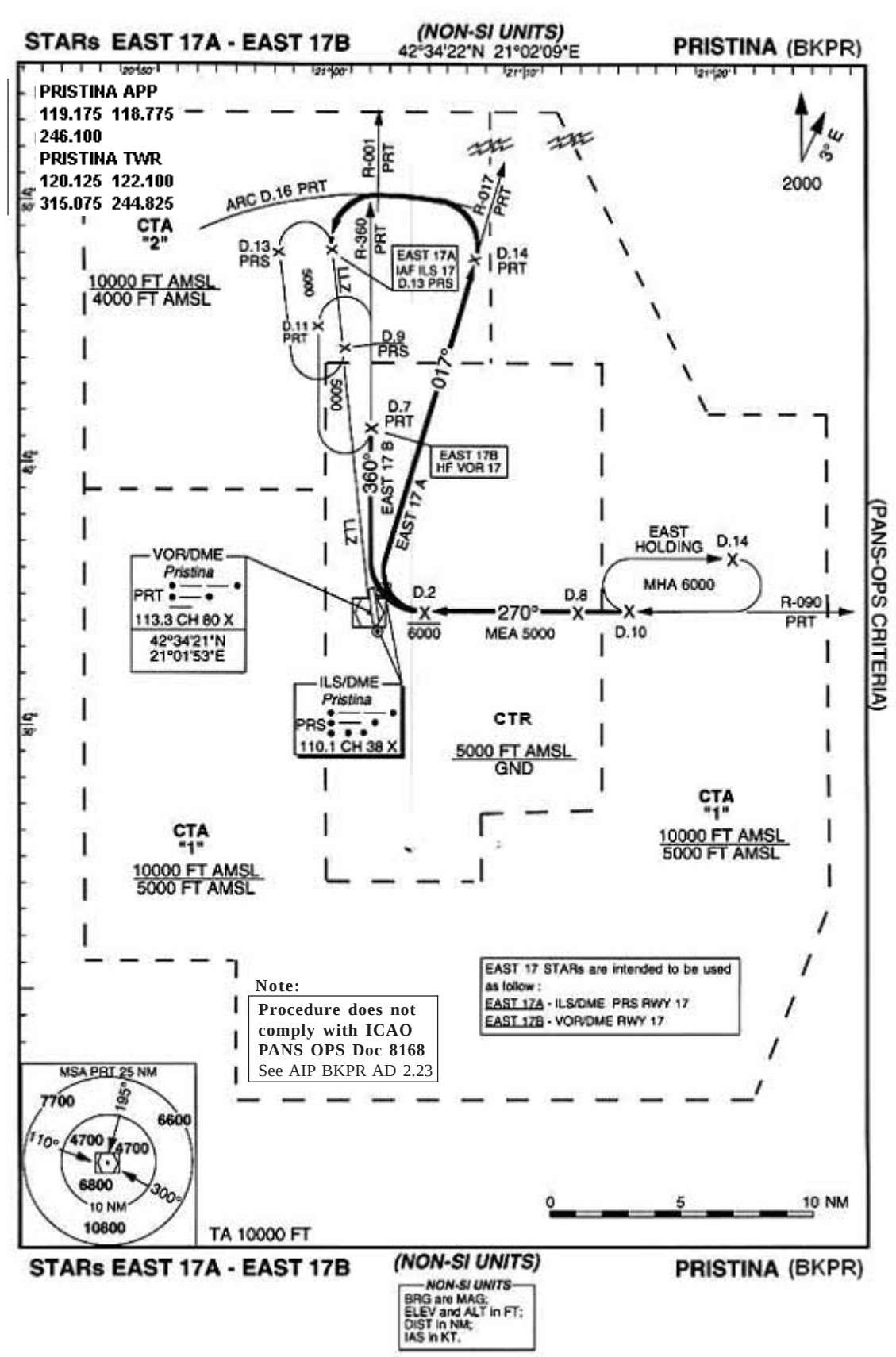
INTENTIONALLY LEFT BLANK

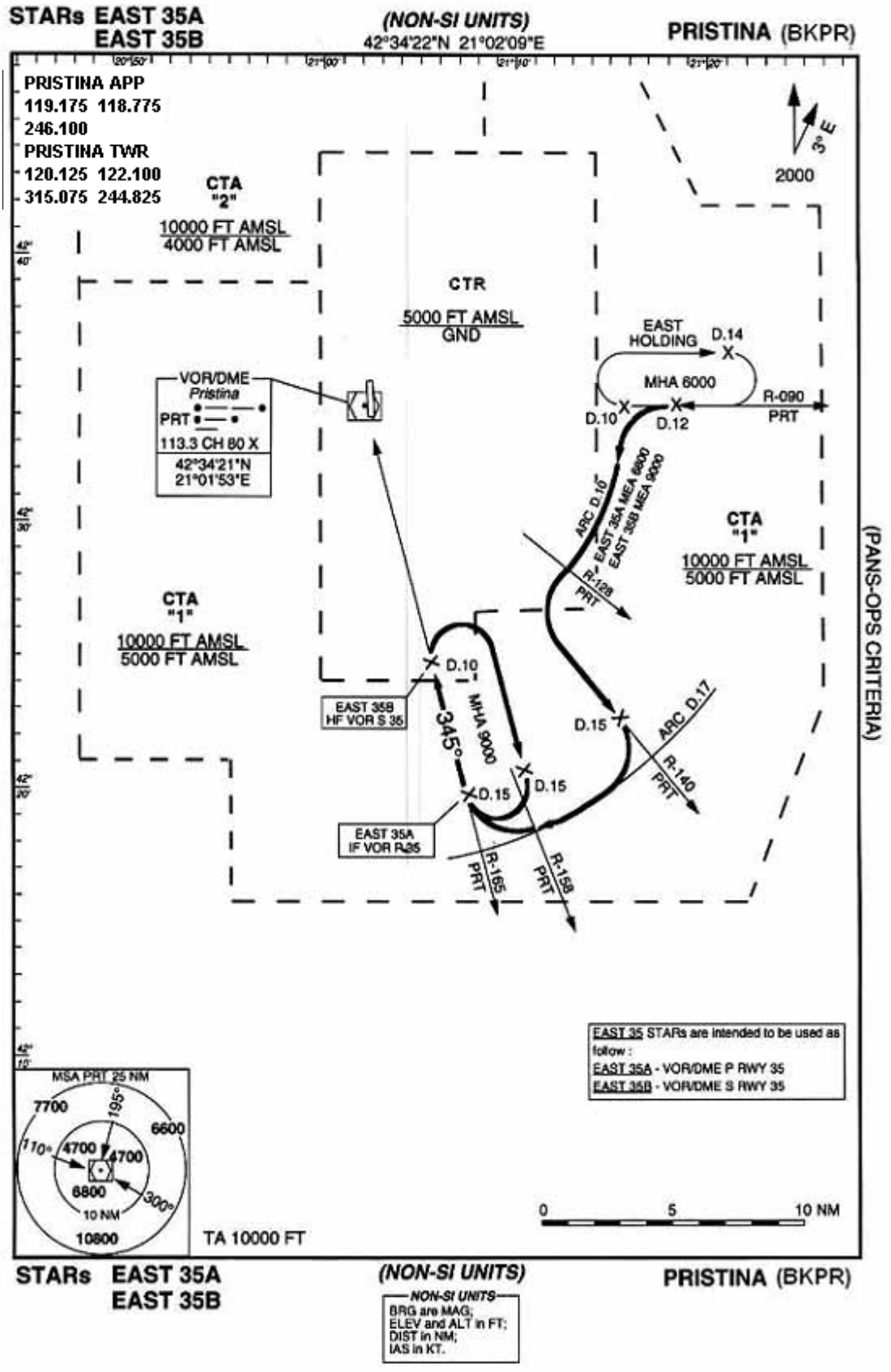

STARs XAXAN 17A
XAXAN 17B
(NON-SI UNITS)
42°34'22"N 21°02'09"E
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
3° E
2000
R-001 PRT
R-017 PRT
R-360 PRT
ARC D.16 PRT
D.13 PRS
D.14 PRT
D.11 PRT
D.9 PRS
D.7 PRT
5000
LLZ
XAXAN 17A
IAF ILS 17
D.13 PRS
XAXAN 17B
HF VOR 17
017°
360°
XAXAN 17 B
XAXAN 17 A
CTA "2"
10000 FT AMSL
4000 FT AMSL
CTR
5000 FT AMSL
GND
6000
ILS/DME
Pristina
PRS
110.1 CH 38 X
VOR/DME
Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
CTA "1"
10000 FT AMSL
5000 FT AMSL
R-150 PRT VOR
MEA 5000
D.8
CTA "1"
10000 FT AMSL
5000 FT AMSL
XAXAN 17 STARs are intended to be used as follow:
XAXAN 17A - ILS/DME PRS RWY 17
XAXAN 17B - VOR/DME RWY 17
XAXAN 17 A-B-C
MEA 6000
XAXAN
42°08'12"N
21°19'36"E
R-150/29,3 NM
PRT VOR
R-309/18,5 NM
SKJ VOR
D.21,5
MEA 10000
MSA PRT 25 NM
7700
6600
4700
4700
6800
10800
10 NM
195°
110°
300°
TA 10000
0
5
10 NM
(PANS-OPS CRITERIA)
STARs XAXAN 17A
XAXAN 17B
(NON-SI UNITS)
PRISTINA (BKPR)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.

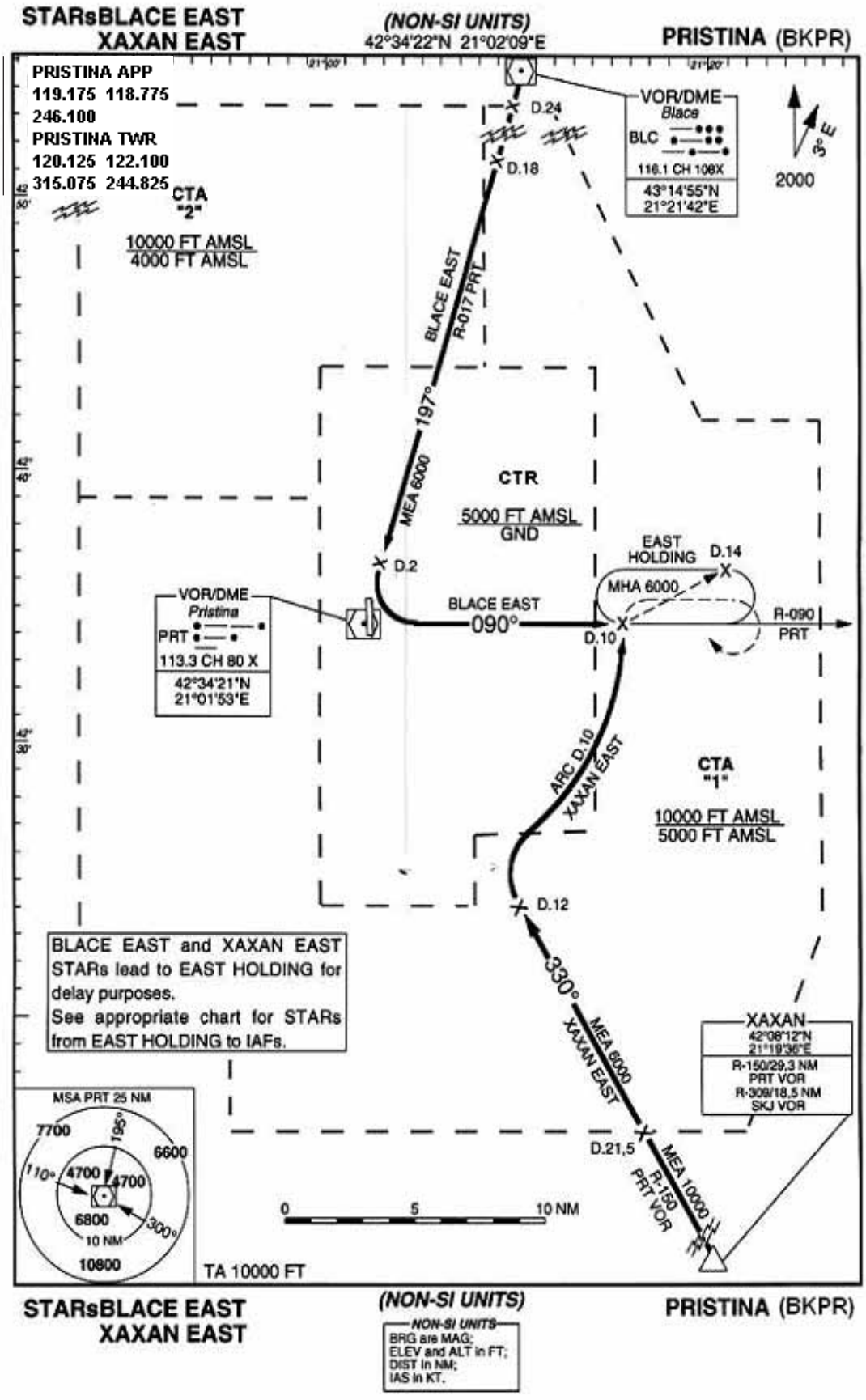

STARs BLACE 17A
BLACE 17B
(NON-SI UNITS)
42°34'22"N 21°02'09"E
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
10000 FT AMSL
4000 FT AMSL
CTA "2"
VOR/DME
Blace
BLC
116.1 CH 108X
43°14'55"N
21°21'42"E
MEA 10000
D.24 PRT
R-017 PRT
197°
MEA 6000
3° E
2000
BLACE 17A
IF ILS 17
D.13 PRS
R-001 PRT
R-007 PRT
D.18 PRT
ARC D.16
MEA 5000
BLACE 17 STARs are intended to be used as follow:
BLACE 17A - ILS/DME PRS RWY 17
BLACE 17B - VOR/DME RWY 17
D.13 PRS
IF
BLACE 17A
BLACE 17B
5000
ILS
D.11 PRT
IF
BLACE 17B
IF VOR 17
D.11 PRT
D.9 PRS
180°
5000
D.7 PRT
R-360 PRT
ILS
CTR
5000 FT AMSL
GND
VOR/DME
Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
ILS/DME
Pristina
PRS
110.1 CH 38 X
CTA
"1"
10000 FT AMSL
5000 FT AMSL
CTA
"1"
10000 FT AMSL
5000 FT AMSL
MSA PRT 25 NM
7700
195°
6600
110°
4700
4700
6800
300°
10 NM
10800
0
5
10 NM
TA 10000
(PANS-OPS CRITERIA)
STARs BLACE 17A
BLACE 17B
(NON-SI UNITS)
PRISTINA (BKPR)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.


STARs XAXAN 35A
XAXAN 35B
(NON-SI UNITS)
42°34'22"N 21°02'09"E
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
CTA "2"
10000 FT AMSL
4000 FT AMSL
CTR
5000 FT AMSL
GND
VOR/DME Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
CTA "1"
10000 FT AMSL
5000 FT AMSL
2000
3°E
D.10
MHA 9000
345°
D.15
D.15
ARC D.17
D.19
D.21,5
XAXAN 35B HF VOR S 35
XAXAN 35A IF VOR P 35
XAXAN 35A MEA 6800
XAXAN 35B MEA 9000
R-165 PRT
R-158 PRT
MEA 10000
330°
XAXAN 35A
XAXAN 35B
XAXAN
42°08'12"N
21°19'36"E
R-150/29,3 NM PRT VOR
R-309/18,5 NM SKJ VOR
R-150 PRT
XAXAN 35 STARs are intended to be used as follow:
XAXAN 35A - VOR/DME P RWY 35
XAXAN 35B - VOR/DME S RWY 35
MSA PRT 25 NM
7700
6600
4700
4700
6800
10800
10 NM
195°
110°
300°
TA 10000 FT
0
5
10 NM
(PANS-OPS CRITERIA)
STARs XAXAN 35A
XAXAN 35B
(NON-SI UNITS)
PRISTINA (BKPR)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.


STARs BLACE 35A
BLACE 35B
(NON-SI UNITS)
42°34'22"N 21°02'09"E
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
VOR/DME
Blace
BLC
116.1 CH 108X
43°14'55"N
21°21'42"E
MEA 10000
D.24
R-017 PRT
BLACE 35 A-B
MEA 9000
197°
3° E
2000
CTA
"2"
10000 FT AMSL
4000 FT AMSL
CTR
5000 FT AMSL
GND
VOR/DME
Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
CTA
"1"
10000 FT AMSL
5000 FT AMSL
MEA 6800
140°
BLACE 35 A
MEA 9000
BLACE 35 B
CTA
"1"
10000 FT AMSL
5000 FT AMSL
D.10
BLACE 35B
HF VOR S 35
165°
MHA 9000
D.15
D.15
D.15
ARC D.17
R-140
PRT
ARC D.17
MSA PRT 25 NM
7700
6600
4700
4700
6800
10800
195°
110°
300°
10 NM
BLACE 35 STARs are intended to
be used as follow:
BLACE 35A - VOR/DME P RWY 35
BLACE 35B - VOR/DME S RWY 35
BLACE 35A
HF VOR P 35
R-165
PRT
R-159
PRT
0
5
10 NM
TA 10000 FT
(PANS-OPS CRITERIA)
STARs BLACE 35A
BLACE 35B
(NON-SI UNITS)
PRISTINA (BKPR)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.


STARs EAST 17A - EAST 17B
(NON-SI UNITS)
42°34'22"N 21°02'09"E
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
CTA "2"
10000 FT AMSL
4000 FT AMSL
ARC D.16 PRT
R-001 PRT
R-017 PRT
R-360 PRT
D.13 PRS
D.14 PRT
EAST 17A IAF ILS 17 D.13 PRS
D.11 PRT
D.9 PRS
D.7 PRT
EAST 17B HF VOR 17
017°
360°
EAST 17 B
EAST 17 A
LLZ
5000
3° E
2000
EAST HOLDING
D.14
MHA 6000
R-090 PRT
VOR/DME
Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
D.2
6000
270°
MEA 5000
D.8
D.10
ILS/DME
Pristina
PRS
110.1 CH 38 X
CTR
5000 FT AMSL
GND
CTA "1"
10000 FT AMSL
5000 FT AMSL
CTA "1"
10000 FT AMSL
5000 FT AMSL
(PANS-OPS CRITERIA)
EAST 17 STARs are intended to be used as follow :
EAST 17A - ILS/DME PRS RWY 17
EAST 17B - VOR/DME RWY 17
Note:
Procedure does not comply with ICAO PANS OPS Doc 8168
See AIP BKPR AD 2.23
MSA PRT 25 NM
7700
195°
6600
110°
4700
4700
6800
300°
10 NM
10800
TA 10000 FT
0
5
10 NM
STARs EAST 17A - EAST 17B
(NON-SI UNITS)
PRISTINA (BKPR)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.


STARs EAST 35A
EAST 35B
(NON-SI UNITS)
42°34'22"N 21°02'09"E
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
CTA "2"
10000 FT AMSL
4000 FT AMSL
CTR
5000 FT AMSL
GND
3° E
2000
EAST HOLDING
D.14
MHA 6000
R-090 PRT
D.10
D.12
VOR/DME Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
ARC D.16
EAST 35A MEA 6800
EAST 35B MEA 9000
R-128 PRT
CTA "1"
10000 FT AMSL
5000 FT AMSL
CTA "1"
10000 FT AMSL
5000 FT AMSL
D.10
EAST 35B HF VOR S 35
MHA 9000
345°
D.15
D.15
D.15
ARC D.17
R-140 PRT
EAST 35A IF VOR R-35
R-165 PRT
R-158 PRT
(PANS-OPS CRITERIA)
EAST 35 STARs are intended to be used as follow :
EAST 35A - VOR/DME P RWY 35
EAST 35B - VOR/DME S RWY 35
MSA PRT 25 NM
7700
195°
6600
110°
4700
4700
6800
300°
10 NM
10800
TA 10000 FT
0
5
10 NM
STARs EAST 35A
EAST 35B
(NON-SI UNITS)
PRISTINA (BKPR)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.


STARsBLACE EAST
XAXAN EAST
(NON-SI UNITS)
42°34'22"N 21°02'09"E
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
CTA
"2"
10000 FT AMSL
4000 FT AMSL
VOR/DME
Blace
BLC
116.1 CH 108X
43°14'55"N
21°21'42"E
3° E
2000
D.24
D.18
BLACE EAST
R-017 PRT
197°
MEA 6000
CTR
5000 FT AMSL
GND
D.2
EAST
HOLDING
D.14
MHA 6000
VOR/DME
Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
BLACE EAST
090°
D.10
R-090
PRT
ARC D.10
XAXAN EAST
CTA
"1"
10000 FT AMSL
5000 FT AMSL
D.12
BLACE EAST and XAXAN EAST
STARs lead to EAST HOLDING for
delay purposes.
See appropriate chart for STARs
from EAST HOLDING to IAFs.
330°
MEA 6000
XAXAN EAST
XAXAN
42°08'12"N
21°19'36"E
R-150/29,3 NM
PRT VOR
R-309/18,5 NM
SKJ VOR
D.21,5
MEA 10000
R-150
PRT VOR
MSA PRT 25 NM
7700
195°
6600
110°
4700
4700
6800
300°
10 NM
10800
0
5
10 NM
TA 10000 FT
STARsBLACE EAST
XAXAN EAST
(NON-SI UNITS)
PRISTINA (BKPR)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.

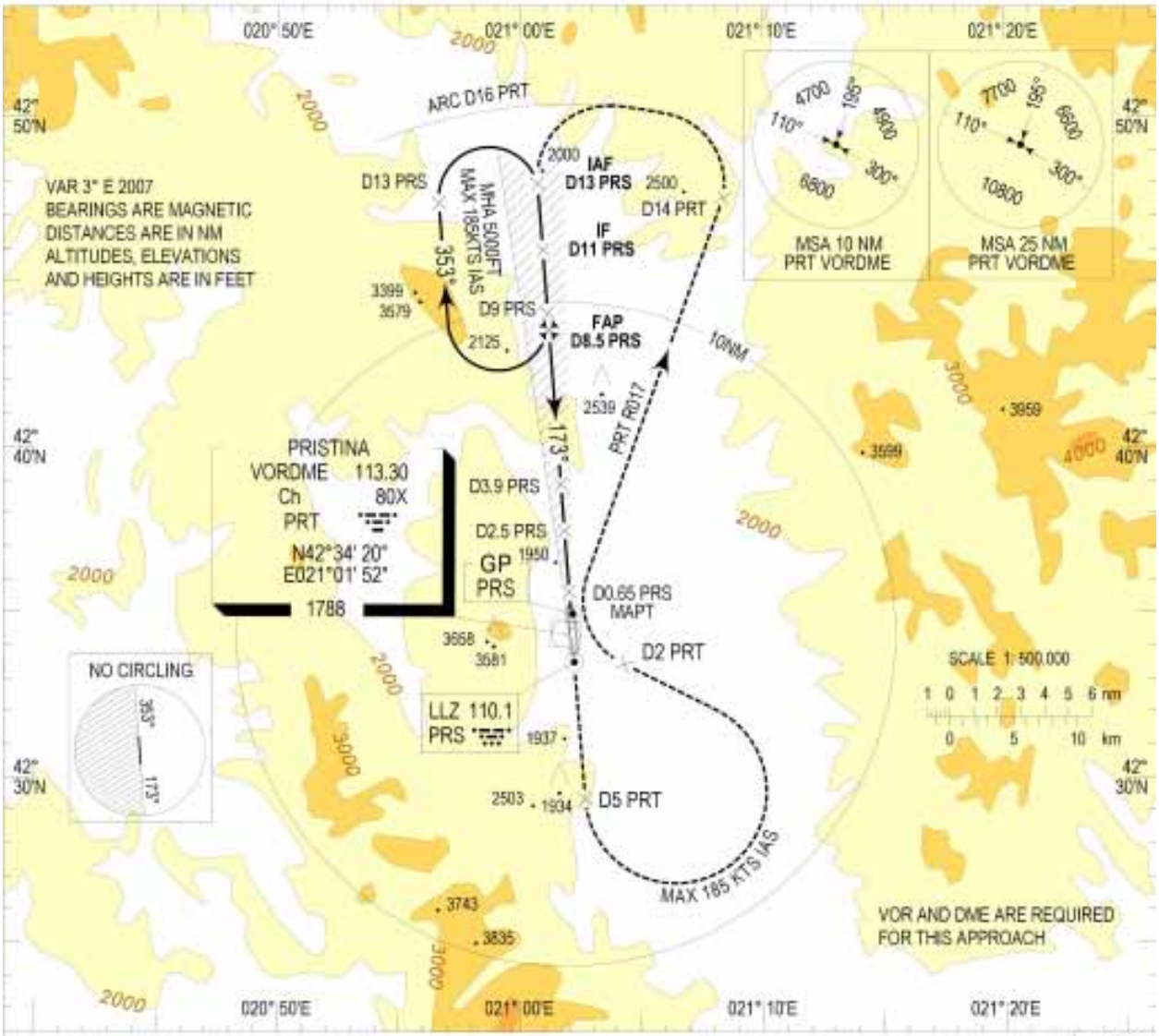
INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1794FT
HEIGHTS RELATED TO
THR RWY 17 - ELEV 1794FT

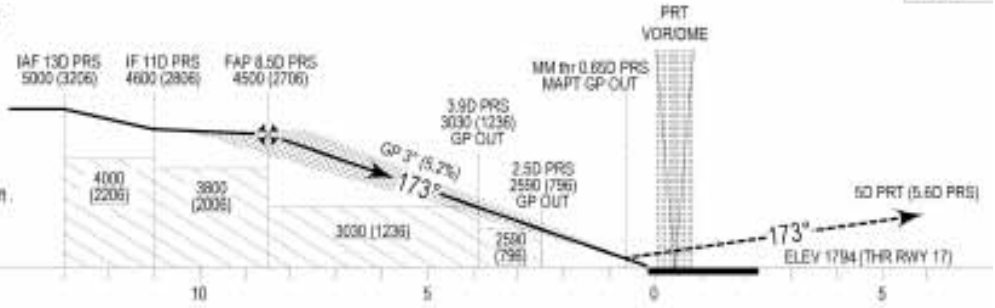
APP	118.775
	119.175
TWR	120.125
GND	118.000

PRISHTINA ILS / DME RWY 17



MISSED APPROACH PROCEDURE

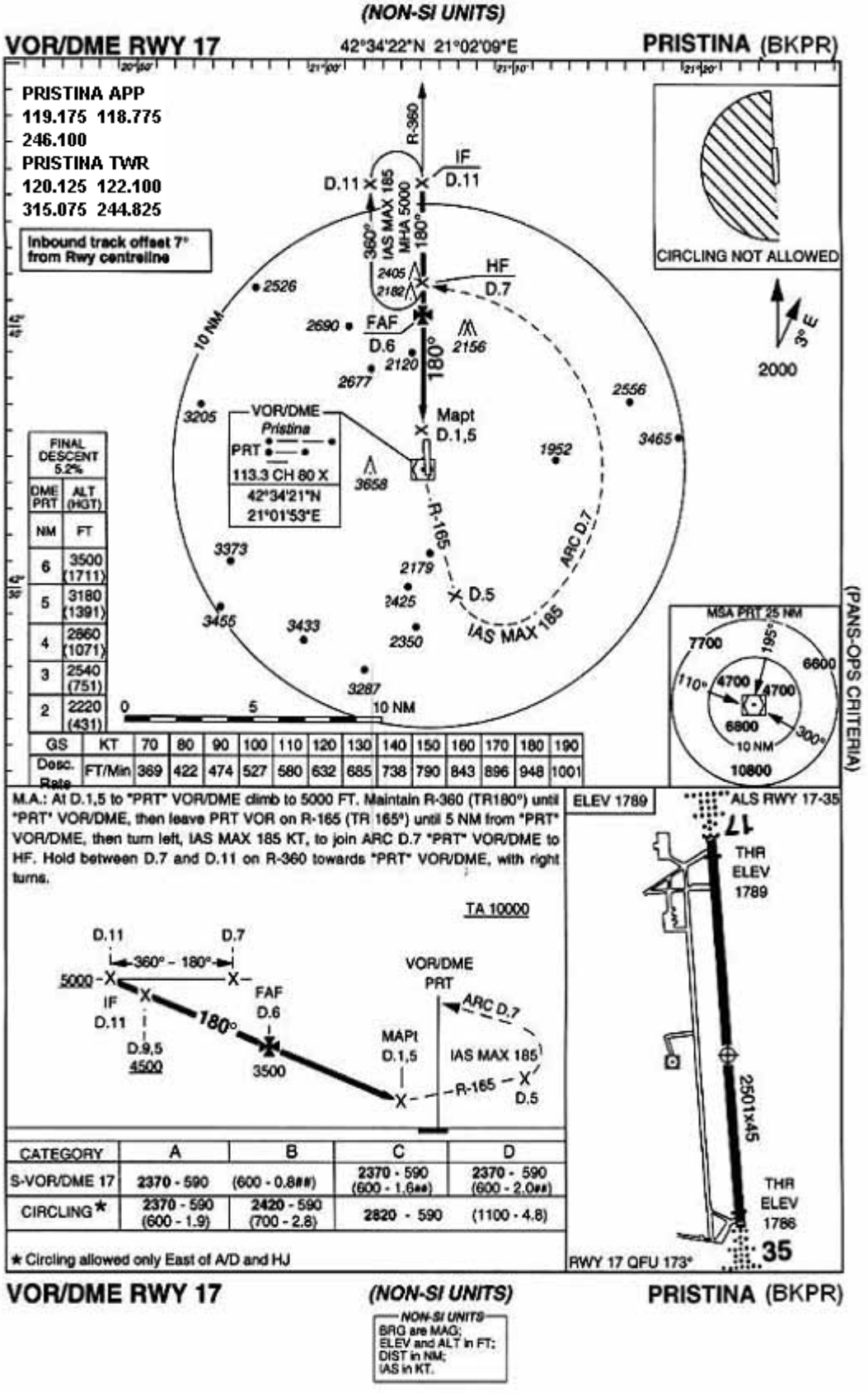
MAPT[MAPT (M) PRS 0.65D GP OUT]
Climb straight ahead to 5000 on track 173°M outbound to D5 PRT. Turn left (Max 185 kts IAS) to VOR/DME PRT. At D2 PRT turn right onto PRT R017 and continue to climb. At D14 turn left onto PRT D16 Arc. Crossing PRT R001 turn left to join PRS LLZ not below 5000ft. Hold between 9D and 13D towards PRS LLZ/DME with right turns.

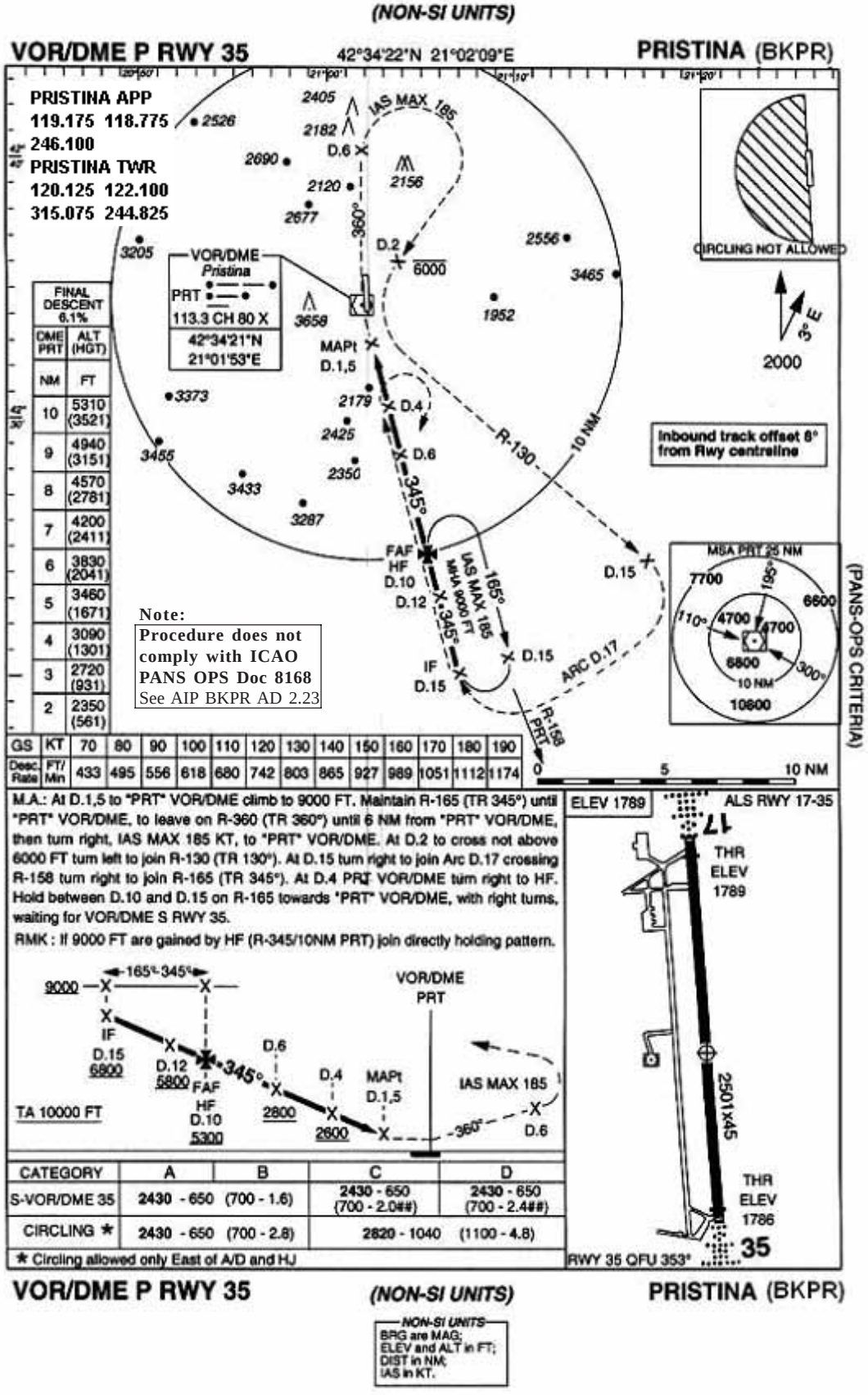


DME PRS reads D0.16 at THR Rwy 17

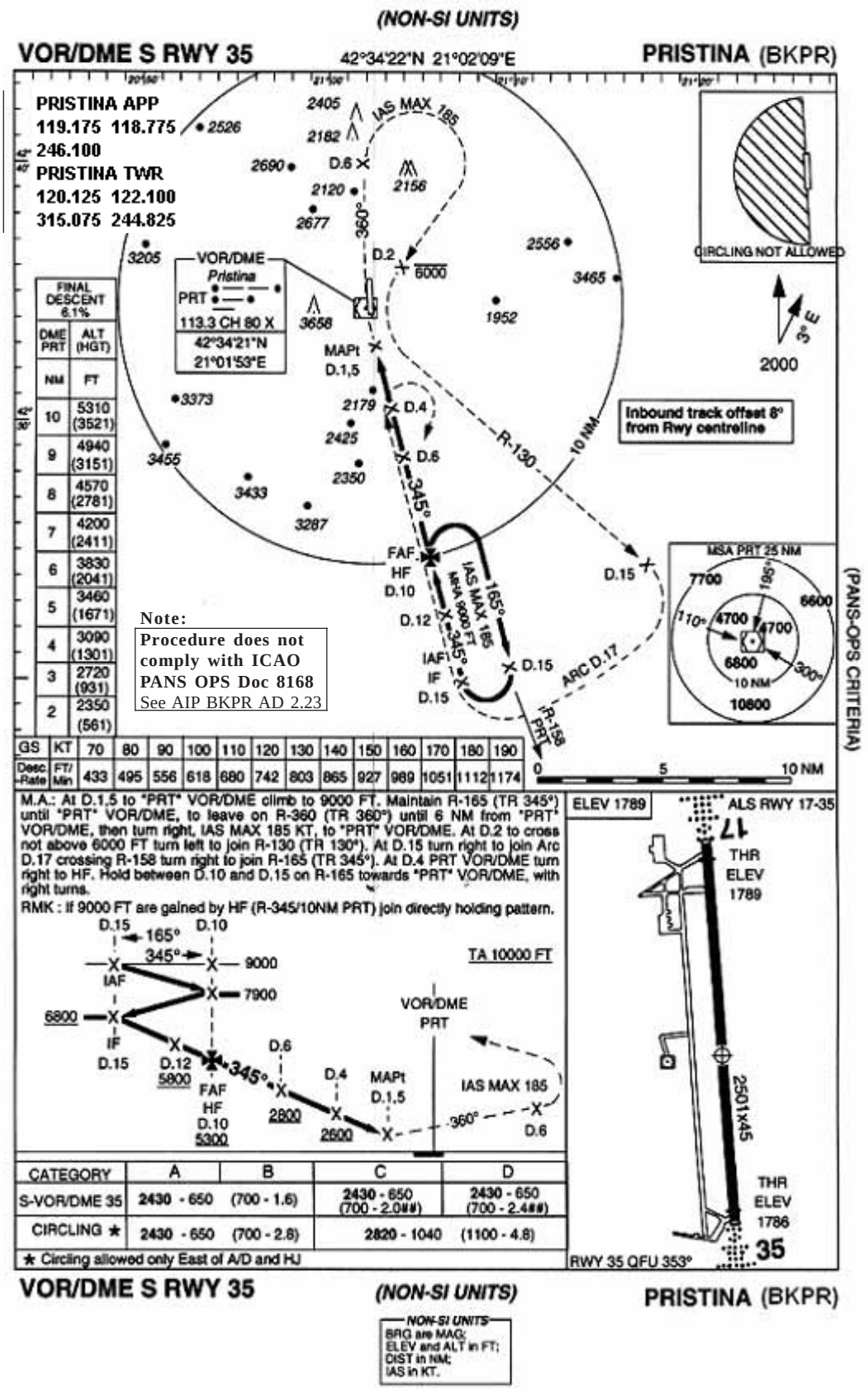
OCA(H)	A	B	C	D	ILS GP 3° / 5.24 % (GP OUT 318.61 FT/NM)												
ILS CAT I	1994 (200)	2006 (212)	2014 (220)	2025 (231)	DME PRS	10D	9D	8D	7D	6D	5D	4D	3D	2D			
ILS CAT II	1880 (86)	1900 (106)	1910 (116)	1920 (126)	GP ALT (HT)	4980 (3186)	4660 (2866)	4340 (2546)	4020 (2226)	3700 (1906)	3380 (1586)	3060 (1266)	2750 (958)	2430 (636)			
GP OUT	2270 (476)				GS KTS	70	80	90	100	110	120	130	140	150	160	170	180
CIRCLING*	2280 (486)	2420 (626)	2820 (1026)		FT / MIN	370	420	480	530	580	640	690	740	800	850	900	960

*EAST OF RWY 17/35 AND HJ

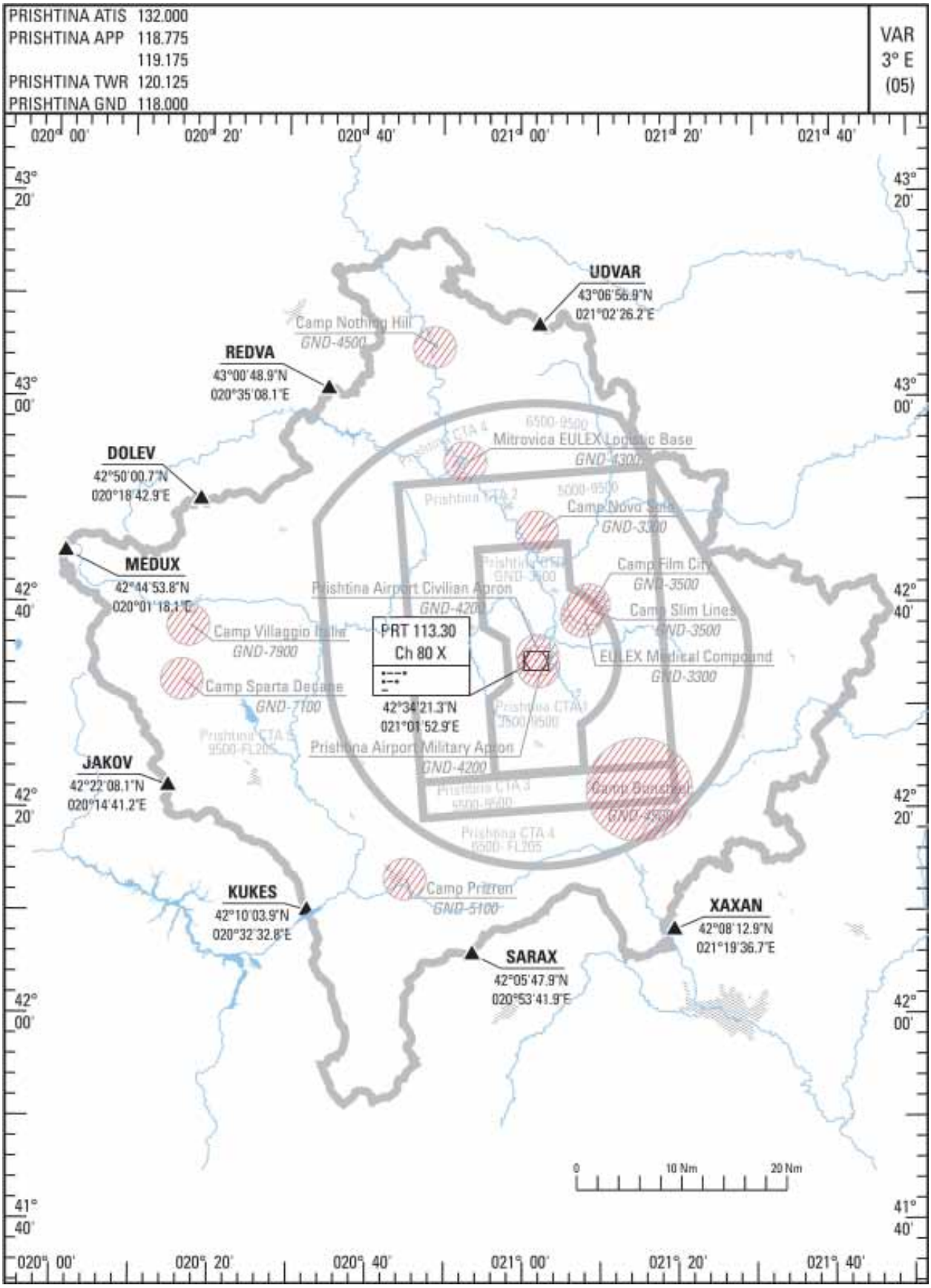

(NON-SI UNITS)
VOR/DME RWY 17
42°34'22"N 21°02'09"E
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
Inbound track offset 7° from Rwy centreline
CIRCLING NOT ALLOWED
3° E
2000
R-360
IF
D.11
HF
D.7
FAF
D.6
Mapt
D.1,5
D.5
R-165
ARC D.7
IAS MAX 185
MHA 5000
10 NM
VOR/DME
Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
FINAL DESCENT 5.2%
DME PRT
ALT (HGT)
NM
FT
6 3500 (1711)
5 3180 (1391)
4 2860 (1071)
3 2540 (751)
2 2220 (431)
GS KT 70 80 90 100 110 120 130 140 150 160 170 180 190
Desc. Rate FT/Min 369 422 474 527 580 632 685 738 790 843 896 948 1001
MSA PRT 25 NM
7700
6600
4700
6800
10800
10 NM
(PANS-OPS CRITERIA)
M.A.: At D.1,5 to "PRT" VOR/DME climb to 5000 FT. Maintain R-360 (TR180°) until "PRT" VOR/DME, then leave PRT VOR on R-165 (TR 165°) until 5 NM from "PRT" VOR/DME, then turn left, IAS MAX 185 KT, to join ARC D.7 "PRT" VOR/DME to HF. Hold between D.7 and D.11 on R-360 towards "PRT" VOR/DME, with right turns.
TA 10000
5000
4500
3500
360° - 180°
ELEV 1789
ALS RWY 17-35
THR ELEV 1789
2501x45
THR ELEV 1786
RWY 17 QFU 173°
CATEGORY A B C D
S-VOR/DME 17 2370 - 590 (600 - 0.8##) 2370 - 590 (600 - 1.6##) 2370 - 590 (600 - 2.0##)
CIRCLING ★ 2370 - 590 (600 - 1.9) 2420 - 590 (700 - 2.8) 2820 - 590 (1100 - 4.8)
★ Circling allowed only East of A/D and HJ
VOR/DME RWY 17
(NON-SI UNITS)
PRISTINA (BKPR)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.



VOR/DME P RWY 35 (NON-SI UNITS) PRISTINA (BKPR)


(NON-SI UNITS)
VOR/DME S RWY 35
42°34'22"N 21°02'09"E
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
VOR/DME
Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
MAPt
D.1,5
IAS MAX 185
CIRCLING NOT ALLOWED
2000
Inbound track offset 8° from Rwy centreline
R-130
10 NM
345°
360°
FAF
HF
D.10
IAS MAX 185
MEA 9000 FT
165°
IAF
IF
D.15
ARC D.17
R-158 PRT
D.12
D.4
D.6
D.2
6000
FINAL DESCENT 6.1%
DME PRT
ALT (HGT)
NM
FT
10 5310 (3521)
9 4940 (3151)
8 4570 (2781)
7 4200 (2411)
6 3830 (2041)
5 3460 (1671)
4 3090 (1301)
3 2720 (931)
2 2350 (561)
Note:
Procedure does not comply with ICAO PANS OPS Doc 8168
See AIP BKPR AD 2.23
MSA PRT 25 NM
7700
6600
4700
6800
10800
10 NM
GS KT 70 80 90 100 110 120 130 140 150 160 170 180 190
Desc. Rate FT/Min 433 495 556 618 680 742 803 865 927 989 1051 1112 1174
0 5 10 NM
(PANS-OPS CRITERIA)
M.A.: At D.1,5 to "PRT" VOR/DME climb to 9000 FT. Maintain R-165 (TR 345°) until "PRT" VOR/DME, to leave on R-360 (TR 360°) until 6 NM from "PRT" VOR/DME, then turn right, IAS MAX 185 KT, to "PRT" VOR/DME. At D.2 to cross not above 6000 FT turn left to join R-130 (TR 130°). At D.15 turn right to join Arc D.17 crossing R-158 turn right to join R-165 (TR 345°). At D.4 PRT VOR/DME turn right to HF. Hold between D.10 and D.15 on R-165 towards "PRT" VOR/DME, with right turns.
RMK : If 9000 FT are gained by HF (R-345/10NM PRT) join directly holding pattern.
TA 10000 FT
9000
7900
6800
5800
5300
2800
2600
IAS MAX 185
ELEV 1789
ALS RWY 17-35
17
THR ELEV 1789
2501x45
THR ELEV 1786
35
RWY 35 QFU 353°
CATEGORY A B C D
S-VOR/DME 35 2430 - 650 (700 - 1.6) 2430 - 650 (700 - 2.0##) 2430 - 650 (700 - 2.4##)
CIRCLING ★ 2430 - 650 (700 - 2.8) 2820 - 1040 (1100 - 4.8)
★ Circling allowed only East of A/D and HJ
VOR/DME S RWY 35
(NON-SI UNITS)
PRISTINA (BKPR)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.

KOSOVO RESTRICTED AREAS



INTENTIONALLY LEFT BLANK