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AIP KOSOVO

Aeronautical Information Service
Pristina International Airport
Vrellë-Lipjan

AIP AIRAC AMDT 12/2014

Publication date: 20 FEB 2014

Effective date: 03 APR 2014

1. Insert the following new page

Remove the following old page

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GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1.2.1 General

1.2.1.1 KOSOVO Airspace is under the control of the CAOCTJ. PIA “Adem Jashari” Air Control provides Air Navigation Services from GND up to 205 FL, using in/out corridors XAXAN and SARAX for all commercial air traffic. Air Navigation Services above 205 FL up to 660 FL are temporarily being provided by HungaroControl in accordance with the “Implementing Agreement between the Government of Hungary and International Security Force in Kosovo (KFOR)”. For further details refer to Hungarian AIP at <http://www.ais.hungarocontrol.hu/>

1.2.1.2 Aircraft flying into or departing from Kosovo shall make their first landing at, or final departure from, Pristina International Airport (see AIP Kosovo, AD 1.3 and AD 2).

1.2.2 Scheduled flights

1.2.2.1 General

Air carrier planning to operate to and from Kosovo shall submit to the Ministry of Infrastructure of the Republic of Kosovo (MI) the following documents:

- 1.2.2.1.1 An air operator certificate
- 1.2.2.1.2 A certificate of registration for each aircraft designated to operate to and from Kosovo,
- 1.2.2.1.3 A valid certificate of airworthiness for each aircraft designated to operate to and from Kosovo;
- 1.2.2.1.4 Specifications of the navigation equipment of each aircraft designated to operate to and from Kosovo;
- 1.2.2.1.5 Documentary evidence, acceptable to MI, that the air carrier has adequate liability insurance for damage that may arise out of its transport operations, including:
 - 1.2.2.1.5.1 Aircraft third party liability insurance;
 - 1.2.2.1.5.2 Third party liability insurance AVN 52 D; and

1.2.2.1.5.3 Passenger, baggage, cargo, mail and airline general liability insurance;

1.2.2.1.6 Records showing the history of the air carrier’s operations in Pristina;

1.2.2.1.7 A list of the aircraft that the air carrier is entitled to operate;

1.2.2.1.8 Power of attorney authorising a person, acceptable to MI, who has an aeronautical education and professional background, to act as the air carrier’s representative in Kosovo together with an up -to-date copy of such person’s curriculum vitae;

1.2.2.1.9 A copy of the air carrier’s aviation security program;

1.2.2.1.10 General information about the air carrier, including (but not limited to) the type of operations it undertakes, the substantial ownership and effective control of its assets, its corporate structure, its network alliances, its partnerships and its most recent financial statements; and

1.2.2.1.11 A copy of the Operating Licence, pursuant to chapter II of the regulation (EC) No 1008/2008.

The application form is available upon request to :

Civil Aviation Division, MI

E-mail: nexhat.bala@ks-gov.net

Tel: +381 38 200 28 105

Fax: +381 38 211 167

1.2.3 Non-scheduled flights

1.2.3.1 ECAA carriers

Air carriers planning to operate non scheduled services to and from Kosovo shall submit to MI the following documents:

1.2.3.1.1 The documents and information from(1) to and including (11) listed under 1.2.2 and additionally

Arrivals:

Documents Required by	General Declaration	Passenger Manifest	Cargo Manifest
Customs	1	1	2
Immigration	1	1	
Health	1	1	1

Departures:

Documents Required by	General Declaration	Passenger Manifest	Cargo Manifest
Customs		1	2
Immigration	1	1	
Health	1	1	1

1.2.3.1.2 A certified/notified copy of a contract or contracts with tour operators for intended flights to Kosovo

1.2.3.2 Non ECAA carriers

Air carriers planning to operate non scheduled services to and from Kosovo shall submit to MI the following documents:

1.2.3.2.1 The documents and information from(1.2.2.1.1) to and including (1.2.2.1.11) listed under 1.2.2 and additionally

1.2.3.2.2 A certified/notified copy of a contract or contracts with tour operators for intended flights to Kosovo

1.2.3.2.3 Certificate of the tour operator's business registration or of its branch in Kosovo

1.2.3.2.4. Passenger protection – Financial guarantees. Pursuant to Article 10 of the MI Regulation 2009/2, please provide one type of the financial guarantee as evidence of consumer protection. Different types of the financial guarantee, acceptable to MI are listed in Article 10.4 of the above mentioned regulation

Refer to MI Regulation 2009/2 for applicable procedures.

The Regulation can be available upon request to:

nexhat.bala@rks-gov.net

The application form is available upon request to:

Civil Aviation Division, MI

E-mail: nexhat.bala@rks-gov.net

Tel: +381 38 200 28 105

Fax: +381 38 211 167

1.2.4 Taxi flights

Airlines planning to operate ad-hoc flights (business and private) to and from Kosovo shall submit to MI the following documents:

1.2.4.1 The documents and information from (1.2.2.1.1) to, and including, (1.2.2.1.5) listed under Scheduled flights (1.2.2) above and

1.2.4.2 A statement by the appropriate aeronautical authorities of the State in which the airline is incorporated and has its principal place of business confirming that the aircraft operators aviation security program conforms with the requirements of ICAO.

An application for an ad-hoc flight must be received by MI at least 3 business days before the date of the first proposed flight.

The request shall be sent to the following address:

nexhat.bala@rks-gov.net or

by fax: +381 38 211 167

1.2.5 Public health measures applied to aircraft

1.2.5.1 The pilot-in-command must on arrival at Pristina International Airport, see to that a copy of the Health Section of the General Declaration is handed over to the Customs Authorities. This does not apply in the case of aircraft engaged in scheduled flights, with the following exceptions:

- Aircraft arriving from or having made intermediate stops in States which are not members of the World Health Organization.

- Aircraft arriving from or having made intermediate stops in areas which the Ministry of Health has declared infected.

Before landing the pilot-in-command of a scheduled flight shall notify the appropriate Air Traffic Control Services, of any such sickness on board the aircraft as could lead to the spreading of a disease. In such cases passengers and crews are not allowed to leave the aircraft without a permission from the National Health Authorities.

GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

3.1.1 Responsible service

3.1.1.1 The Aeronautical Information Service in Kosovo ensures the flow of information necessary for the safety, regularity and efficiency of international air navigation within the area of its responsibility as indicated under **GEN 3.1.2** below. It consists of AIS Headquarters, International NOTAM Office (NOF) and AIS units established at Pristina aerodrome as listed under **GEN 3.1.5** below.

3.1.1.2 *AIS Headquarters*

Aeronautical Information Service
Pristina International Airport
TEL: +381 38 59 58 199
FAX: +381 38 59 58 214
E-mail: jashar.mehmeti@airportpristina.com

3.1.1.3 **International NOTAM office (NOF)**

Aeronautical Information Service
Pristina International Airport
TEL: +381 38 59 58 212
FAX: +381 38 59 58 214
E-mail: beni.bajrami@airportpristina.com

3.1.1.3.1 The service is provided in accordance with the provisions contained in ICAO Annex 15 — *Aeronautical Information Services*.

3.1.1.3.2 The service is provided during AD operational hours.

3.1.2 Area of responsibility

3.1.2.1 The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of Kosovo.

3.1.3 Aeronautical publications

3.1.3.1 The aeronautical information is provided in the form of the Integrated Aeronautical Information Package consisting of the following elements:

- Aeronautical Information Publication (AIP);
- Amendment service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- NOTAM and Pre-flight Information Bulletins (PIB);
- Aeronautical Information Circulars (AIC); and

— Checklists and summaries.

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS), while PIB are made available at Pristina AIS units. All other elements of the package are distributed by air mail.

3.1.3.2 *Aeronautical Information Publication (AIP)*

3.1.3.2.1 The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation,

3.1.3.2.2 AIP Kosovo is published in one volume. The AIP is published in a loose-leaf form in English only for use in international operations, whether the flight is a commercial or a private one.

3.1.3.3 *Amendment service to the AIP (AIP AMDT)*

3.1.3.3.1 Amendments to the AIP are made by means of replacement sheets. Two types of AIP AMDT are produced:

- regular AIP Amendment (AIP AMDT), issued when minor amendments and manuscript corrections necessitate and identified by a light blue cover sheet, incorporates permanent changes into the AIP on the indicated publication date; and
- AIRAC AIP Amendment (AIRAC AIP AMDT), are published on predetermined dates at 28 day intervals (AIRAC system dates) and identified by a pink cover sheet and acronym - AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. New information included on the reprinted AIP pages is annotated or identified by a vertical line in the left margin (or immediately to the left) of the change/addition.

3.1.3.3.2 Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month (by name) and year of the publication date (regular AIP AMDT) or of the AIRAC effective date (AIRAC AIP AMDT) of the information. Each AIP amendment cover sheet includes references to the serial number of

those elements, if any, of the Integrated Aeronautical Information Package which have been incorporated in the AIP by the amendment and are consequently cancelled.

3.1.3.3.3 Each AIP AMDT and each AIRAC AIP AMDT are allocated separate serial numbers which are consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIP AMDT 1/04; AIRAC AIP AMDT 1/04.

3.1.3.3.4 A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name and year) of the information is re-issued with each amendment and is an integral part of the AIP.

3.1.3.4 *Supplement to the AIP (AIP SUP)*

3.1.3.4.1 Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

3.1.3.4.2 AIP Supplements are separated by information subject (General—GEN, En-route—ENR and Aerodromes—AD) and are placed accordingly at the beginning of each AIP Part. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year, i.e. AIP SUP 1/04; AIRAC AIP SUP 1/04.

3.1.3.4.3 An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

3.1.3.4.3 The checklist of AIP Supplements currently in force is issued in the monthly printed plain-language summary of NOTAM in force.

3.1.3.5 *NOTAM and Pre-flight Information Bulletins (PIE)*

3.1.3.5.1 NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM

Format and is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for Pristina Airport and are distributed in six series identified by the letters A and S.

Series A. General rules, en-route navigation and communication facilities, airspace restrictions and activities taking place below FL 205 and information concerning major international aerodrome.

Series S (SNOWTAM). Information concerning snow, slush, ice or standing water associated with snow and slush and ice in the movement areas. SNOWTAM are prepared in accordance with ICAO Annex 15, Appendix 2, and are issued by the individual aerodrome directly, with separate serial numbers. Details are given in the Snow plan in the Aerodrome (AD) Part.

3.1.3.5.2 Pre-flight Information Bulletins (PIB), which contain a recapitulation of current NOTAM and other information of urgent character for the operator/flight crews, are available at the aerodrome AIS units. The extent of the information contained in the PIB is indicated under 5. of this subsection.

3.1.3.6 *Aeronautical Information Circulars (AIC)*

3.1.3.6.1 The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. AICs are divided by subject and are issued in two series (A and B). AIC Series A contains information affecting international civil aviation and is given international distribution.

3.1.3.6.2 Each AIC is numbered consecutively within each series on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC, e.g. AIC A 1/04; AIC B 1/04. A checklist of AIC currently in force is issued as an AIC twice a year.

3.1.3.7 *Checklist and summary of NOTAM*

3.1.3.7.1 A checklist of valid NOTAM is issued monthly via AFS. The checklist is followed by a printed summary of NOTAM distributed by mail to all recipients of the Integrated Aeronautical Information Package. It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or, if none, the NIL AIRAC notification.

standard departure route instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route —instrument from the takeoff phase to the en-route phase.

- 1) *Standard Arrival Chart — Instrument (STAR) -ICAO*. This chart is produced whenever a standard arrival route —instrument has been established and cannot be shown with sufficient clarity on the Area Chart — ICAO.

The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route — instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route — instrument from the en-route phase to the approach phase.

- m) *Instrument Approach Chart — ICAO*. This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart - ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

- n) *Visual Approach Chart — ICAO*. This chart is produced for aerodromes used by civil aviation where:
 - only limited navigation facilities are available; or
 - radio communication facilities are not available; or
 - no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or
 - visual approach procedures have been established.

The aeronautical data shown include information on aerodromes, obstacles, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.

3.2.5 List of aeronautical charts available

<i>Title of series</i>	<i>Name and/or number</i>	<i>Price (•)</i>	<i>Date</i>
Aerodrome, Heliport Chart -ICAO	Prishtina	4.30	12 DEC 2013
Aircraft Parking/Docking Chart - ICAO	Prishtina	4.30	12 DEC 2013
Aerodrome Obstacle Chart - ICAO Type A	Prishtina	4.30	12 DEC 2013
Aerodrome Obstacle Chart - ICAO Type B	Prishtina	4.30	12 DEC 2013
Precision Approach Terrain Chart - ICAO	Prishtina	4.30	13 JAN 2011
Area Chart - ICAO	Kosovo Airspace	4.30	03 APR 2014
Standard Departure Charts	BLACE 1A - (RWY 17)	4.30	09 APR 2009
	BLACE 2A - (RWY 17)	4.30	09 APR 2009
	BLACE 1B - (RWY 35)	4.30	09 APR 2009
	BLACE 2B - (RWY 35)	4.30	09 APR 2009
	SARAX 1A - XAXAN 1A ATC DISCR. (RWY 17)	4.30	09 APR 2009
	SARAX 2A - XAXAN 2A (RWY 17)	4.30	09 APR 2009
	SARAX 1B - XAXAN 1B ATC DISCR. (RWY 35)	4.30	09 APR 2009
	SARAX 2B - XAXAN 2B ATC DISCR. (RWY 35)	4.30	09 APR 2009
	Approach Charts	INSTRUMENT APPROACH. CHART ILS/DME RWY 17	4.30
VOR/DME RWY 17		4.30	18 NOV 2010
VOR/DME P RWY 35		4.30	09 APR 2009
VOR/DME S RWY 35		4.30	09 APR 2009
Standard Arrival Charts	XAXAN 17A	4.30	09 APR 2009
	XAXAN 17B	4.30	09 APR 2009
	BLACE 17A	4.30	09 APR 2009
	BLACE 17B	4.30	09 APR 2009
	XAXAN 35A	4.30	09 APR 2009
	XAXAN 35B	4.30	09 APR 2009
	BLACE 35A	4.30	09 APR 2009
	BLACE 35B	4.30	09 APR 2009
	EAST 17A	4.30	09 APR 2009
	EAST 17B	4.30	09 APR 2009
	EAST 35A	4.30	09 APR 2009
	EAST 35B	4.30	09 APR 2009
	BLACE EAST	4.30	09 APR 2009
XAXAN EAST	4.30	09 APR 2009	
Restricted Chart	Kosovo Restricted Areas	4.30	18 DEC 2008

GEN 3.3 AIR TRAFFIC SERVICES

3.3.1 Responsible service

3.3.1.1 The Air Traffic Control Division is the responsible authority for the provision of air traffic services within the area indicated under 3.3.2 below.

Air Traffic Control Division - PIA "Adem Jashari" Air Control

Tel: +381 (0)38 59 58 265

Mobile Phone: +386 (0) 49 158 571

E-mail: izedin.ademi@airportpristina.com

besian.hysaj@airportpristina.com

3.3.1.2 The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 2 — *Rules of the Air*

Annex 11 — *Air Traffic Services*

Doc 4444 — *Procedures for Air Navigation Services — Rules of the Air and Air Traffic Services (PANS-ATM)*

Doc 8168 — *Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS)*

Doc 7030 — *Regional Supplementary Procedures*

Differences to these provisions are detailed in subsection GEN 1.7.

3.3.2 Area of responsibility

3.3.2.1 Air traffic services are provided for the entire territory of Kosovo.

3.3.3 Types of services

3.3.3.1 The following types of services are provided:

— Flight Information Service (FIS) and Alerting Service (ALRS),

— Tower (TWR) and Approach (APP) Control; and

— Radar.

— Automatic Terminal Information Service (ATIS), at Pristina International Airport.

3.3.4 Co-ordination between the operator and ATS

3.3.4.1 Co-ordination between the operator and air traffic services is effected in accordance with 2.15 of ICAO Annex 11 and 2.1.1.4 and 2.1.1.5 of Part VIII of the *Procedures for Air Navigation Services — Rules of the Air and Air Traffic Management* (Doc 4444, PANS-ATM).

3.3.5 Minimum flight altitude

3.3.5.1 The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined so as to ensure a minimum vertical clearance above the controlling obstacle in the area concerned.

Note.— The navigation performance accuracy necessary for operation on air routes within Kosovo airspace is expressed as an RNP type. RNP type is a containment value expressed as a distance in NM from the intended position within which flights would be for at least 95 per cent of the total flying time. For operation on the air routes in Kosovo airspace, the required navigation performance (RNP) is RNP 4. RNP 4 represents a navigation accuracy of plus or minus 7.4 km (4 NM) on a 95 per cent containment basis.

3.3.6 ATS units address list

<i>Unit name</i>	<i>Postal address</i>	<i>Telephone NR</i>	<i>Telefax NR</i>	<i>Telex NR</i>	<i>AFS address</i>
1	2	3	4	5	6
Pristina TWR	Pristina Int. Airport	+381 38 59 58 207	+381 38 59 58 601	NIL	BKPRZTZX
APP/ Radar	Pristina Int. Airport	+381 38 59 58 206	+381 38 59 58 601	NIL	BKPRZQZX

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PART 2 — EN-ROUTE (ENR)**ENR O.**

ENR 0.1	PREFACE — Not applicable
ENR 0.2	RECORD OF AIP AMENDMENTS — Not applicable
ENR 0.3	RECORD OF AIP SUPPLEMENTS — Not applicable
ENR 0.4	CHECKLIST OF AIP PAGES — Not applicable
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ENR 1.2 VISUAL FLIGHT RULES

1.2.1 VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table.

1.2.2 Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the traffic pattern:

- a) when the ceiling is less than 1 500 ft; or
- b) when the ground visibility is less than 5 km.
- c) If visibility is less than 5km but not lower than 1500 m for fixed wing a/c, the Special VFR flights are permitted.

Note: For helicopters Special VFR is permitted if visibility is 5km or less down to but not lower than 800m

1.2.3 VFR and SVFR flights between sunset and sunrise are not allowed except for KFOR (military), State aircraft, SAR and civil air ambulance flights.

1.2.4 VFR flights shall not be operated:
- above FL 195;

1.2.5 Except when necessary for take-off or landing, or except by permission from the appropriate

authority, a VFR flight shall not be flown:

- a) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1 000 ft above the highest obstacle within a radius of 600 m from the aircraft;
- b) elsewhere than as specified in a), at a height less than 500 ft above the ground or water.

1.2.6 VFR flights shall comply with the provisions for controlled flights

- a) when operated within Classes B, C and D airspace; or
- b) when forming part of aerodrome traffic at controlled aerodromes.

1.2.7 A VFR flight operating within or into areas, or along routes, designated by the appropriate ATS authority shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary to, the air traffic services unit providing flight information service.

1.2.8 An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:

Airspace class	A** B C D E	F G	
		Above 3 000 ft AMSL or above 1 000 ft above terrain, whichever is higher.	At and below 3 000 ft AMSL or 1 000 ft above terrain, whichever is higher.
Distance from clouds	1 500m horizontally 1 000 ft (300 m) vertically	Clear of cloud and in sight of the surface	
Flight visibility	8 km at and above FL 100 5 km below FL 100	5 km*	
* a) Lower flight visibilities to 1 500 m may be permitted for flights operating SVFR: <ul style="list-style-type: none"> 1) at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or 2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels. 		b) Helicopters may be permitted to operate SVFR in less than 1 500m flight visibility (but not below 800 m visibility), if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collisions.	

- a) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or
- b) submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

1.2.9 Authorization of special VFR flights

If meteorological conditions prevail (visibility below 5km) and when traffic conditions permit, special VFR flights may be authorized subject to the approval of the unit providing approach control service.

Requests for such authorization shall be handled individually.

Separation shall be effected between all IFR flights and special VFR flights, between all special VFR flights in accordance with separation minima prescribed.

1.2.10 Aircraft operating at speed not exceeding 140 KT IAS for the purpose of landing, take off and depart from a control zone, cross a control zone or operate locally within a control zone and land/depart from the aerodrome within the Control Zone, may be cleared to operate as a Special VFR flight provided the ground visibility is not less than 1500m and during daylight only.

Authorization for Special VFR is only a permission to operate in visibility of at least 1500m and to remain clear of clouds but this is not an exception for pilots from minimum altitudes above terrain.

The following information shall be provided to Prishtina Approach/Radar when requesting SVFR approval for departing/arriving/crossing traffic:

- a) Call sign
- b) Type of helicopter

- c) Departing VFR Reporting point
- d) Via ROUTE (Visual Reporting Points)
- e) Estimating
- f) Altitude
- g) Squawk

1.2.11 Two successive SVFR flights are approved at the same time in Prishtina CTR provided that number two is always separated from number by one of the following separation methods;

- a) Geographically
- b) Restricted Vertically (At or Above, or At or Below), and
- c) By holding succeeding flight over VFR reporting point.

1.2.12 Helicopters during Special VFR

Helicopters operating at speed that will allow the pilot to observe obstructions and avoid collision may be cleared to operate as a Special VFR, provided the ground visibility or in flight visibility is lower than 1500m but not less than 800m.

Minimum Meteorological conditions to fly Special VFR (for helicopters) in Prishtina CTR are;

- a) DAYLIGHT,
- b) Ceiling; 500ft AGL or higher,
- c) Ground Visibility (or in flight Visibility) not less than 800meters

Only then Special VFR for Helicopters will be permitted. If one of the three up mentioned conditions is not met, then such SVFR request will be rejected.

ENR 1.6 RADAR SERVICES AND PROCEDURES

1.6.1 Primary radar

1.6.1.1 Supplementary services

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

1.6.1.1.2 Radar Coverage

a. Pristina Approach operates terminal area surveillance radar station at Pristina airport location 42°34'44"N 21°01'45"E. The radar coverage for primary radar is 60NM, (reduced to the west blw FL 120 due to high terrain). The secondary coverage is 180NM.

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

1.6.1.2 The application of radar control service

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

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

- a) radar separation of arriving, departing and en-route traffic;
- b) radar monitoring of arriving, departing and en-route traffic to provide information on any significant deviation from the normal flight path;
- c) radar vectoring when required;
- d) assistance to aircraft in emergency;
- e) assistance to aircraft crossing controlled airspace;
- f) warnings and position information on other aircraft considered to constitute a hazard;
- g) information to assist in the navigation of aircraft;
- h) information on observed weather.

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

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

1.6.1.3 Radar and radio failure procedures

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

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

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

1.6.2 Secondary surveillance radar (SSR)

1. Operating Procedures

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

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

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

assured that it will be completed and procedural separation re-established whilst any aircraft involved remains within radar coverage. It is intended to operate the SSR-system on H24 basis, as far as possible.

e. Except as provided for in para 1.6.2.1 below, pilots shall operate transponders and select Modes and Codes in accordance with ATC instructions. In particular, when entering the Pristina CTA, and flying within radar coverage, pilots who have already received specific instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

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

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

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

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

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

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

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

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

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

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

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

2. Radar Traffic Information

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

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

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

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

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

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

1.9.1.1 Service area

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

1.9.1.2 Service provided

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

- a) Ministry of Infrastructure (MI) has the responsibility for issuing Operating Permits.
- b) Pristina Airport Schedule Facilitator will assign slot times and Mode 3A codes for commercial air carriers, in accordance with Slot Coordination guidelines.
- c) Pristina International Airport AIS/FMU will incorporate the commercial slot allocations into master schedule for Pristina International Airport.
- d) Pristina International Airport AIS/FMU will assign slots for military flights, humanitarian, state flights and other flights in support of State Authorities.
- e) Note: See 1.9.8

1.9.1.3 Location of units

- 1) Ministry of Infrastructure
Government Building:

Mother Teresa street
10 000 Pristina, Kosovo
Tel: +381 (0)38 200 28 105
Fax: +381 (0)38 211 167
E-mail: nexhat.bala@rks-gov.net
trafficroights@rks-gov.net

- 2) Pristina International Airport Schedule Facilitator

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

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

3) ARO

TEL: +381 38 59 58 311
+381 38 59 58 364
+381 38 59 58 212
FAX: +381 38 59 58 214

4) FMU

TEL: +381 38 59 58 312
+381 38 59 58 215
+381 38 59 58 334
FAX: +381 38 59 58 214
Mobile: +386 49 771 824
E-mail: fmu@airportpristina.com

1.9.1.4 Hours of operation

Same as aerodrome (see AD 2.1-1).

1.9.2 General Guidelines

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

1.9.3 Call Signs

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

1.9.4 Off-Load Facilities/Manifests

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

1.9.5 In flight Procedures.

1.9.5.1 IFR Aircraft entering the Kosovo airspace must comply with the following IFR procedures:

1.9.5.1.1 An approved IFR flight plan (both inbound and outbound).

1.9.5.1.2 Two way radio communication.

1.9.5.1.3 Aircraft must maintain contact with the appropriate ATC agency.

1.9.5.1.4 Pilots must monitor UHF and VHF Guard

Frequency for emergency broadcast by (AEW).

1.9.5.1.5 An operational transponder.

1.9.5.1.6 Current FLP, NOTAMs and AIM must be checked for the latest airspace and/or airway information. The EUROCONTROL web page www.eurocontrol.int may provide additional information.

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

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

1.9.5.1.9 Pristina AIS/FMU will assign slot times and Mode A codes for military aircraft and military contract air carriers for Kosovo as required and state support and humanitarian flights. Pristina Airport Schedule Facilitator shall have the responsibility for assigning slot times and Mode A3 codes for commercial air carriers. The assigned Mode A codes should be set at the earliest opportunity flying into Kosovo.

1.9.5.2 VFR Aircraft entering the Kosovo airspace must comply with the following VFR procedures:

1.9.5.2.1 Submit flight approval request to Flight Management Unit Pristina International Airport three (3) days in advance prior to activation of the flight plan . FMU will coordinate request with J3Air and Civil Aviation Authority of Kosovo for approval.

1.9.5.2.2 Sign a RoL (see 1.9.10.)

1.9.5.2.3 An approved VFR Flight plan (both inbound and outbound Pristina Airport).

1.9.5.2.4 Two operational VHF radios on board.

1.9.5.2.5 Transmit in the blind every five 5 minutes over their position, altitude and direction of flight.

1.9.5.2.6 Monitor VHF guard frequency 121.5.

1.9.5.2.7 Operational Mode A, C transponder on board.

1.9.5.2.8 Check current NOTAM's, FLPs and AIM for the latest information. The EUROCONTROL web page www.eurocontrol.int may provide additional information.

1.9.5.2.9 Aircrews are to report any security or safety hazards to the appropriate authorities.

1.9.5.2.10 Pristina AIS/FMU will assign slot times and Mode A codes for VFR flights in Kosovo as required by CAAK and Military Authorities. The assigned Mode A codes should be set at the earliest opportunity flying into Kosovo.

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

+381385958311 or

+381385958364

+381385958212

1.9.6 Slot Request for Pristina International Airport

1.9.6.1 All flight activity into Pristina International Airport is under control of the respective airport. All military and military charter flights into Pristina require Prior Permission Required (PPR) and slot approval from Pristina AIS/FMU. All commercial air carriers flights into Pristina require prior approval from Pristina International Airport Schedule Facilitator

1.9.7 Procedures for commercial Carriers into Pristina International Airport

1.9.7.1 Pristina International Airport Schedule Facilitator has the responsibility of assigning slot for commercial air carriers flying in/out Pristina International Airport. The Master Schedule is prepared by Pristina International Airport Schedule Facilitator in accordance with Slot Coordination Guidelines and airport capacities. In addition to this, ANNEX B Release of Liability shall be submitted to AIS/FMU. This form is available in NATO Special Instructions in www.caoc5.nato.int, link SPINS.

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

1.9.8.1 Operators shall submit slot request to AIS/ FMU –Flow Management Unit of Pristina International Airport.

In addition to this, ANNEX B Release of Liability and ANNEX D Slot Request Form shall be submitted to FMU from the operator. This form is available in NATO Special Instructions in www.caoc5.nato.int, link SPINS.

AIS/FMU has the following contact:

Tel: 00 381 38 5958 312

00 381 38 5958 215

Fax: 00 381 38 5958 214

Mob: 00 386 49 771 824

Email: fm@airportpristina.com

After processing, the application, the FMU will advice the operator on the slot arrangements and the Mode A3 transponder Code.

After processing, the application, the FMU will advice the opertaor on the slot arrangements and the Mode A3 transponder Code.

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

1.9.9.1 Operating hours and contact number CAOC TJ is active in the following local times:

- Winter Period:

Monday to Thursday: 0730lt to 16:00lt

Friday: 07:30lt to 13:00lt

- Summer Period (Mid June to Mid September):

Monday to Thursday: 0730lt to 14:30lt

Friday: 07:30lt to 13:00lt

Comm. Tel: 00 34 916 48 7457

Comm. Fax: 00 34 916 48 7432

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

Email: balkans.corridors@caoct.nato.int

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

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

1.9.11 Slot Request Documentation

1.9.11.1 Slot requests for AIS/FMU Pristina in Kosovo for non-commercial air carriers are to be submitted on the Request Form (see www.caco5.nato.int). Requests are to be typed, not hand written. Requests submitted on superseded editions, or that are unreadable or incomplete will be returned to the sender without consideration. Any request submitted without appropriate accompanying documentation or approval.

1.9.12 Long-Term Scheduling

1.9.12.1 The AIS/FMU is responsible for scheduling to comply with carrier and unit requirements according to Balkan JOA rules. Pristina International Airport Slot Coordinator is responsible for long-term scheduling of commercial air carriers. Carriers assuring a regular scheduling will have priority in slot assignment. Such long-term scheduling is, however, limited to regular update, by users, of Release of Liability/Statement of certification, according to the current version of the regulations.

1.9.13 Emergency and medical evacuation (MEDEVAC) flights

1.9.13.1 AIS/FMU should be contacted directly by telephone for the flight co-ordination of Emergency and MEDEVAC situations requiring immediate action.

1.9.14 VIP/Distinguished Visitors (DV)

1.9.14.1 Operators must include details on their slot requests of any VIP/DV being flown into Pristina Airport. Users should specify each VIP/DV by name, rank and position in the "VIPs on Board" column of the request (No VIP-Codes are to be used). In addition, users should

specify on which legs (inbound/ outbound) of the flight the VIP/DV is arriving and departing. Pristina International Airport must be advised of up-dates to VIP/DV information using the slot

1.9.15 Slot allocation - change and cancellation procedure

1.9.15.1 Any change to itinerary or category of flight, or cancellation to the approved request shall be submitted to respective authorities by e-mail or fax at the earliest opportunity. Only changes due to operational constraints beyond aircrew control (weather, maintenance, etc.) will be accepted. Change requests for crew convenience will not be granted. Operators should be aware that cancelled or missed flights are not subject to automatic review. Carriers who fail to coordinate changes with the Pristina AIS/FMU may be subject to landing and take-off clearance delays or possible denial.

Note. - When change involves substituting an aircraft type larger than that of the existing slot, the slot will be cancelled. A new slot request will be required for processing. The practice of substituting large aircraft for slots to smaller type with out pre-notification will not be accepted. As a guide, some examples of size are:

Medium	Large	X-large
C-130	C-135	C-17
AN-38/72	AN-30B	AN-124
BAE-146	B-737 series	B-747

Note. - For commercial air carriers, any change on the flight data (aircraft not in the submitted fleet, route, etc.) is subject to a prior written approval of CAAK.

1.9.16 Mission change on day of flight

1.9.16.1 Changes required on the day of flight should be addressed directly to the Pristina International Airport AIS/FMU.

Note. - A change to a larger aircraft type may only be approved if a slot is available.

1.9.17 Slot time allocations - conditions and criteria

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

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

Note. - If departure slot window is missed any subsequent slot window on same day for same call sign will be in jeopardy.

Retention or reassignment of subsequent slot windows will be at the PIA discretion.

1.9.17.2 Operators should be aware that cancelled or missed flight are not subject to any automatic review. A new slot request must be submitted along with conditional accompanying authority, as necessary. Carriers who fail to co-ordinate changes with the AIS/FMU may be subject to land and take-off clearance delays or possible denial.

1.9.18 Use of L608 and M687 by NATO Flights

1.9.18.1 Direct flight routing between Serbia and Montenegro and Kosovo are authorized only for NATO flights via L608 and M687 from 2 000 ft AGL to FL 150 according to the NATO Monthly Schedule. Only military units may make these requests. For civilian charters in support of a NATO military mission, the military unit associated with the civilian charter company must comply with the regulations published in NATO SPINS. Fill in all the Items of the Annex F.

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

1.9.19 Transfer of Control Points

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

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

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

- a) EET for each segment along the route of

- flight;
 - b) Name of pilot in command and number of crew members;
 - c) Category and number of passengers
 - d) ICAO Cargo Designator
- Note. - Data prescribed at a) through d) should be put in Item 18 of the FPL.*

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

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

1.9.20 Procedures for NATO aircraft inbound to Pristina via M867 and outbound Pristina using L608:

1.9.20.1 Inbound Pristina

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

1.9.20.2 Outbound Pristina

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

ENR 1.10 FLIGHT PLANNING

1.10.1 Procedures for the submission of a flight plan

A flight plan shall be submitted in accordance with ICAO Annex 2, 3.3.1, prior to operating:

- a) any IFR flight;
- b) any VFR flight:
 - departing from or destined for an aerodrome within a control zone;
 - crossing (specify) CTR;
 - operated along the designated VFR routes in the (specify) TMA;
 - across the FIR boundary, i.e. international flights.

1.10.1.1 Time of submission

Except for repetitive flight plans, a flight plan shall be submitted at least 30 minutes prior to departure, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information, including requirements for early submission for Air Traffic Flow Management (ATFM) purposes.

1.10.1.2 Place of submission

- a) Flight plans shall be submitted at the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.

TEL: +381 38 59 58 311

+381 38 59 58 364

+381 38 59 58 212

FAX: +381 38 59 58 214

1.10.1.3 VFR flight plan for alerting service only

An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

1.10.1.4 Contents and form of a flight plan

- a) ICAO flight plan forms are available at ARO Pristina. The instructions for completing those forms shall be followed.
- b) Flight plans concerning IFR flights along ATS routes need to include FIR-boundary estimates.
- c) When a flight plan is submitted by telephone, teletype or telefax, the sequence of items in the flight plan form shall be strictly followed.

1.10.1.5 Adherence to ATS route structure

No flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the Pristina ATC authorities.

1.10.1.6 Authorization for special flights

Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restriction specified above. A request for exemption shall be mailed so as to be received at least one week before the intended day of operation to KCAA.

1.10.1.7 In flight procedures

Aircraft entering the Balkan Joint Operations Area (JOA) airspace must comply with the following procedures:

- a) An approved flight plan (both inbound and outbound).
- b) Two way radio communications.
- c) Aircraft must maintain contact with the appropriate ATC agency.
- d) An operational transponder.
- e) Current FLIP, NOTAMS and Air Traffic Flow Management Information Message (AIM) must be checked for the latest airspace and/or airway information. The EUROCONTROL web page www.eurocontrol.int may be provided additional information.
- f) Military aircraft and aircrew will comply with national guidance on aircraft equipment systems and professional gear.
- g) Aircrews are to report any security or safety hazards to the appropriate authorities as soon as possible on the respective military flight monitor frequency and to ATC.

1.10.2 Repetitive flight plan system

1.10.2.1 General

The procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Doc 7030 and the PANS-ATM, 14th edition.

RPL lists relating to flights in and to flights overflying the Kosovo airspace shall be submitted at least two weeks in advance, in duplicate, to the following address:

- a) By airmail: AIS/FMU Department
Pristina International Airport
Kosovo
- b) Via FAX: +381 38 59 58 214
- c) E-mail: prap.ais@airportpristina.com

RPL lists shall be replaced in their entirety by new lists prior to the introduction of the summer and winter schedules. RPL will not be accepted for any flight conducted on 25 December between 0000 and 2400 UTC. On this day individual flight plans shall be filed for all flights.

1.10.2.2 *Incidental changes and cancellations of RPL*

Incidental changes to and cancellations of RPL relating to departures from Pristina shall be notified as early as possible and not later than 30 minutes before departure to the ARO Pristina,

TEL: +381 38 59 58 311
+381 38 59 58 364
+381 38 59 58 212
FAX: +381 38 59 58 214

1.10.2.3 *Delay*

When a specific flight is likely to encounter a delay of one hour or more in excess of the departure time stated in the RPL, the ATS unit serving the departure aerodrome shall be notified immediately.

Note.— Failure to comply with this procedure may result in the automatic cancellation of the RPL for that specific flight at one or more of the ATS units concerned.

1.10.2.4 *ATS messages*

For a flight operated on an RPL, no flight plan message (FPL) will be transmitted. Departure messages (DEP) or delay messages (DLA) relating to such flights will not be transmitted.

1.10.3 Changes to the submitted flight plan

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has

been cancelled.

Note 1.— If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

Note 2.— If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA.

Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately.

Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan). Significant changes to a flight plan for an uncontrolled VFR flight include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

1.10.3.1 *Arrival report (closing a flight plan)*

A report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival aerodrome by any flight for which a flight plan has been submitted except when the arrival has been acknowledged by the local ATS unit. After landing at an aerodrome which is not the destination aerodrome (diversionary landing), the local ATS unit shall be specifically informed accordingly. In the absence of a local ATS unit at the aerodrome of diversionary landing, the pilot is responsible for passing the arrival report to the destination aerodrome.

Arrival reports shall contain the following elements of information:

- aircraft identification
- departure aerodrome
- destination aerodrome
- time of arrival.

In the case of diversion, insert the “arrival aerodrome” between “destination aerodrome” and “time of arrival”.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic into or via Pristina airspace shall be addressed as stated below in order to warrant correct relay and delivery.

Note. - Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages.

(ICAO PANS-ATM Doc 4444, part VIII 2.1.1.3 refers).

Category of flight (IFR, VFR or both)	Category of flight (IFR, VFR or both)	Category of flight (IFR, VFR or both)
1	2	3
IFR FLIGHTS VFR FLIGHTS	PRISTINA AIRSPACE PRISTINA AIRSPACE	BKPRZPZX, BKPRZAZX BKPRZPZX, BKPRZAZX

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ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1.12.1 Interception procedures

1.12.1.1 The following procedures and visual signals apply over the territory of Kosovo in the event of interception¹ of an aircraft. An aircraft which is intercepted by another aircraft shall immediately:

- a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO Annex 2;
- b) notify, if possible, the appropriate air traffic services unit;
- c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency

frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; if no contact has been established and if practicable, repeat this call on the emergency frequency 243 MHz;

- d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

1.12.1.2 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgment of instructions and essential information by using the phrases and pronunciations in the following table, transmitting each phrase twice:

1. The word “interception” in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with the *Search and Rescue Manual* (Doc 7333).

<i>Phrase</i>	<i>Pronunciation¹</i>	<i>Meaning</i>
CALL SIGN (call sign) ²	KOL SA-IN (call sign)	My call sign is (call sign)
WILCO	VILL-KO	Understood. Will comply
KANNOT	KANN NOTT	Unable to comply
REPEAT	REE-PEET	Repeat your instruction
I AM LOST	AM LOSST	Position unknown
MAYDAY	MAYDAY	I am in distress
HIJACK ³	HI-JACK	I have been hijacked
LAND (place name)	LAAND (place name)	I request to land at (place)
DESCEND	DEE-SEND	I require descent

1. Syllables to be emphasised are printed in bold letters.
2. The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan
3. Circumstances may not always permit, nor make desirable, the use of the phrase “HIJACK”.

1.12.3 The phrases shown in the table below shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph.

1.12.4 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

1.12.5 If instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft. The visual signals for use in the event of interception are detailed on page ENR 1.12-3.

1.12.6 The visual signals for use in the event of interception are detailed on page 1.12-3

<i>Phrase</i>	<i>Pronunciation¹</i>	<i>Meaning</i>
CALL SIGN	KOL SA-IN	What is your call sign?
FOLLOW	FOL-LO	Follow me
DESCEND	DEE- SEND	Descend for landing
YOU LAND	YOU LAAND	Land at this aerodrome
PROCEED	PRO- SEED	You may proceed

1. Syllables to be emphasised are printed in bold letters.

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, CTA, TMA

<i>Name</i> <i>Lateral limits</i> <i>Vertical limits</i> <i>Class of airspace</i>	<i>Unit Providing service</i>	<i>Call sign</i> <i>Languages</i> <i>Area and condition of use</i> <i>Hours of service</i>	<i>Frequency/purpose</i>	<i>Remarks</i>
1	2	3	4	5
FIR PRISTINA Covers the entire territory of the Republic of Kosovo FL 205 / GND Class of airspace: D, F, G	Pristina Approach	Pristina Approach ENG Mon -Sun: H24	119.175 118.775 228.125 250.000	<i>The airspace above FL205 is controled by HungaroControl.</i> <i>Ref. Kosovo AIP GEN 1.2.1</i>

Name Lateral limits Vertical limits Class of airspace	Unit Providing service	Call sign Languages Area and condition of use Hours of service	Frequency/purpose	Remarks
1	2	3	4	5
<p>PRISTINA CTA Zone 1: Line joining the points: 424931N0204621E-424308N 0205254E ARC 11DME FROM PRT FROM R320 TO R020 CLOCKWISE - 424428N 0210743E - 425150N 0211159E - ARC 19DME FROM PRT FROM R020 TO R005 ANTICLOCKWISE - 430205N0210712E 425750N0211332E 424256N0212451E 424339N0213320E- ARC 25 DME FROM PRT FROM R065 TO R160 CLOCKWISE-421026N0211143E 421318N0211032E 421513N0210945E 422000N0210748E-ARC 15 DME FROM PRT FROM R160 TO R227 CLOCKWISE-422441N0204622E 424931N0204621E</p> <p style="text-align: center;"><u>FL 205</u> 5 000 ft AMSL</p> <p>Class of airspace: D</p>	<p>Pristina Approach</p>	<p>Pristina Approach</p> <p>ENG</p> <p>Mon -Sun: H24</p>	<p>119.175 118.775 228.125 250.000</p>	<p>The airspace above FL205 is controlled by HungaroControl. Ref. Kosovo AIP GEN 1.2.1</p>
<p>PRISTINA CTA Zone 2: Line joining the points: 424931N0204621E 424308N0205254E - ARC 11 DME, FROM PRT FROM R320 TO R020 CLOCKWISE - 424428N0210743E 425150N0211159E - ARC 19 DME FROM PRT FROM R020 TO R005 ANTICLOCKWISE - 425310N0210529E - ARC 19 DME FROM PRT FROM R005 TO R320 ANTICLOCKWISE - 424931N0204621E</p> <p style="text-align: center;"><u>FL 205</u> 4 000 ft AMSL</p> <p>Class of airspace: D</p>	<p>Pristina Approach</p>	<p>Pristina Approach</p> <p>ENG</p> <p>Mon -Sun: H24</p>	<p>119.175 118.775 228.125 250.000</p>	<p>The airspace above FL205 is controlled by HungaroControl. Ref. Kosovo AIP GEN 1.2.1</p>
<p>PRISTINA CTA Zone 3: Line joining the points: 424931N0204621E ARC 19 DME FROM PRT FROM R320 TO R005 CLOCKWISE 425310N0210529E 430205N0210712E 430503N0210746E ARC 31 DME FROM PRT FROM R005 TO R335 ANTICLOCKWISE 430305N0204603E 424931N0204621E</p> <p style="text-align: center;"><u>FL 205</u> 6 500 ft AMSL</p> <p>Class of airspace: D</p>	<p>Pristina Approach</p>	<p>Pristina Approach</p> <p>ENG</p> <p>Mon -Sun: H24</p>	<p>119.175 118.775 228.125 250.000</p>	<p>The airspace above FL205 is controlled by HungaroControl. Ref. Kosovo AIP GEN 1.2.1</p>

Name Lateral limits Vertical limits Class of airspace	Unit Providing service	Call sign Languages Area and condition of use Hours of service	Frequency/purpose	Remarks
1	2	3	4	5
<p>PRISTINA CTR 424308N 0205254E - ARC 11DME FROM PRT, FROM R320 TO R200 CLOCKWISE 422413N 0205605E - 423230N 0210049E - ARC 2DME FROM PRT FROM R200 TO R320 CLOCKWISE - 423557N 0210015E 424308N 0205254E</p> <p style="text-align: center;"><u>5 000 ft AMSL</u> GND</p> <p>Class of airspace: D</p>	<p>Pristina Tower</p>	<p>Pristina Tower</p> <p>ENG</p> <p>Mon -Sun: H24</p>	<p>120.125 122.100 227.800</p>	<p><i>The airspace above FL205 is controlled by HungaroControl.</i></p> <p><i>Ref. Kosovo AIP GEN 1.2.1</i></p>
<p>CAMP BONDSTEEL CTR 422359N 0211129E - 422759N 0212649E ARC 421423N 0211504E - 421429N 0212159E 421559N 0211259E</p> <p style="text-align: center;"><u>5 500ft AMSL</u> GND</p> <p>Class of Airspace: D</p>	<p>Camp Bondsteel Approach</p>	<p>Steel Approach</p> <p>Steel Tower</p> <p>ENG</p> <p>H24</p>	<p>143.8 123.3 156.1 260.225 252.475</p> <p>143.7 138.175 122.1 255.625 251.125</p>	<p>Military CTR</p>

ENR 3.2 UPPER ATS ROUTES

Air Navigation Services above 205 FL up to 660 FL are temporarily beign provided by HungaroControl in accordance with the “Implementing Agreement between the Government of Hungary and International Security Force in Kosovo (KFOR)”

For further details refer to Hungarian AIP at <http://www.ais.hungarocontrol.hu/>

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ENR 3.5 OTHER ROUTES

3.5.1 SID/STAR

3.5.1.1 The width of the SID/STAR routes are 5 NM either side of the centreline.

3.5.1.1.1 XAXAN

XAXAN Corridor. Established corridor with 5NM either side of centerline linking XAXAN FIX and PRT VOR/DME in Class D airspace with vertical limits from 10.000ft AMSL to FL 205. Traffic inbound PRISTINA will be assigned FL 170 at the XAXAN transfer point. Other levels are subject to coordination with Pristina Approach Unit.

3.5.1.1.2 SARAX

SARAX Corridor. Established corridor with 5NM either side of centerline linking PRT VOR/DME with SARAX FIX in Class D airspace with vertical limits from 10.000ft AMSL to FL 205. Traffic outbound from PRISTINA will be assigned FL 160 at SARAX transfer point. Other levels are subject to coordination with Pristina Approach Unit.

3.5.1.1.3 MEDUX

MEDUX Corridor. Reserved for Military NATO/KFOR flights. Established corridor with 5NM either side of centerline linking MEDUX FIX with PRT VOR/DME in class F and D airspace with vertical limits from 2000ft AGL up to FL 150. Traffic inbound to PRISTINA will be assigned FL 150 at the MEDUX transfer point..

3.5.1.1.4 DOLEV

DOLEV Corridor. Reserved for Military NATO/KFOR flights. Established corridor with 5NM either side of centerline linking PRT VOR/DME with DOLEV FIX in class D and F airspace, with vertical limits from 2000ft AGL up to FL 150. Traffic outbound from PRISTINA will be assigned FL 140 at DOLEV transfer point..

3.5.1.1.5 BLACE

BLACE Corridor. Established corridor with 5NM either side of centerline linking BLC VOR/DME with PRT VOR/DME in class D and F airspace at FL 130.

3.5.1.1.6 KUKES

KUKES FIX (Reserved for Military NATO/KFOR flights). Established fix as a coordination point for NATO/KFOR traffic coming from Albanian airspace linking KUKES-FIX (421003N0203233E) with PRT VOR/DME STARs. Note: KUKES-FIX serves also as a VFR coordination point (ORANGE 04)

3.5.1.1.7 JAKOV

JAKOV FIX (Reserved for Military NATO/KFOR flights). Established fix as a coordination point for NATO/KFOR traffic departing from Kosovo via Albania airspace, linking PRT VOR/DME SIDs with JAKOV-FIX (422208N0201441E)

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AD 2. AERODROMES**BKPR AD 2.1 LOCATION INDICATOR AND NAME****BKPR — PRISTINA/International****BKPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	<i>ARP Coordinates</i>	423422N 0210209E
2	<i>Direction and distance from city</i>	15 km SW from PRISTINA
3	<i>Elevation/Reference temperature</i>	545.4 m (1789 ft) -28°C
4	<i>Geoid undulation at AD ELEV PSN</i>	545.4 m
5	<i>MAG VAR/Annual change</i>	3°2.4'E/3.4'E (2002)
6	AD operating authority <i>Postal address</i> Flow Management Unit (FMU): <i>Telephone</i> <i>Telefax</i> <i>E-mail</i> <i>Mobile</i> Aerodrome Reporting Office (ARO) <i>Telephone</i> <i>Telefax</i> <i>E-mail</i> Aeronautical Information Service (AIS): AFTN-ARO	Kosovo Civil Aviation Pristina International Airport Slatina - Pristina, Kosovo +381 38 59 58 312 , 215, 334 +381 38 59 58 214 fmu@airportpristina.com +386 49 771 824 +381 38 59 58 311 , 364 , 212 +381 38 59 58 214 prap.ais@airportpristina.com BKPRZPZX
7	<i>Types of traffic permitted (IFR/VFR)</i>	<i>IFR/VFR</i>
8	<i>Remarks</i>	See BKPR AD 2.20 Item 1 for flight planning procedures

BKPR AD 2.3 OPERATIONAL HOURS

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

BKPR AD 2.4 HANDLING SERVICES AND FACILITIES

1	<i>Cargo-handling facilities</i>	No restrictions
2	<i>Fuel/oil types</i>	Jet A1
3	<i>Fuelling facilities/capacity</i>	2 trucks x 34.000, 1 truck x 18.000
4	<i>De-icing facilities/types</i>	2 de-icing trucks available, capable fluid ISO type II/IV, HGT 14M
5	<i>Hangar space for visiting ACFT</i>	Nil
6	<i>Repair facilities</i>	Nil
7	<i>Remarks</i>	<p>(1) Cargo-handling facilities: Restriction applies for cargo wide body aircraft. Only lower deck can be offloaded. The high-loader max platform height is 3.65m</p> <p>(2) a) Refueling of civil and military aircraft only by Ex Fis b) Airlines that do not have a contract with Ex Fis or do not have a Ex Fis acceptable card will have to pay in cash for fuel. Cash payment of fuel must be in euro only. Cards that are accepted by Ex Fis are as follows: WFS, UVair, EuroJet and JetEx. c) All airlines that do not have a contract with Ex Fis and wish to do so please contact: Lum Muharremi at: +38138500876 or +37744185360 or his e-mail: lum.muharremi@exfis.com or JetA1@exfis.com</p> <p>(3) a) De-icing fluid used for aircraft de-icing/anti-icing on ground is Type II fluid. Currently Airport uses Kilfrost ABC-3, type II de-icing fluid. Fluid manufacturer may change between de-icing seasons. Fees/ Truck 200EUR per service/ de-icing fluid 2.50EUR per liter, hot water 0.25EUR per liter. b) Prices are subject to change</p> <p>(4) a) Handling services available 24hrs by arrangement with: Limak Kosovo International Airport J.S.C. Tel: +38138 5958 555 Fax: +38138 5958 157 e-mail: occprn@limakkosovo.aero b) Ground Handling Frequency 136.80MHZ Operation Control Center: Handling requests for all schedule/charter carriers, fuelling and de-icing.</p>

BKPR AD 2.5 PASSANGER FACILITIES

1	<i>Hotels</i>	Hotel Aviano 3 km from Airport
2	<i>Restaurants</i>	Air-Terminal building. Hotel Aviano 3 km from Airport
3	<i>Transportation</i>	Nil
4	<i>Medical facilities</i>	Emergency medical cover for aerodrome. Role 1 facilities for personnel authorized by KFOR.
5	<i>Bank and Post Office</i>	Nil
6	<i>Tourist Office</i>	Offices in Pristina
7	<i>Remarks</i>	Nil

BKPR AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5
APP/RADAR	Pristina Approach	119.175 MHz 118.775 MHz 246.100 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 122.100 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
GROUNDHANDLING SERVICES	Pristina Ramp Operators	136.8 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

<i>Type of aid</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Remarks</i>
1	2	3	4	5	6	7
ILS/LLZ 17	PRS	110.1 MHz	H24	423331N 0210214E		CAT II (Two hours endurance batteries monitored) 3° RDH 15 m
RWY17/GP		334.4 MHz	H24	423459N 0210211E		
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. paired 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 tendency downwards. (Pilots will not be informed about this phase).

5.3.2 At this phase;

5.3.2.1 Contractors will be required to vacate the area.

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

5.3.2.3 Vehicle speed limit will be reduced to:

Apron: 15 km/h

Taxiways: 25 km/h

Runway: 30 km/h

5.4 Operations Phase (Activation Phase)

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

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

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

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

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

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

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

5.4.7.1 Ramp operations

5.4.7.2 Fire Control

5.4.7.3 Approach Control Unit

5.4.7.4 AIS/FMU.

5.5 Protection of LLZ and GP Sensitive areas

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

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

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

5.6 Clearance to Land

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

5.7 Low Visibility Departure (Take-Off)

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

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

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

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

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

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

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

5.8 Visual Aids

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

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

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

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

5.9.1 ILS CAT I and ILS CAT II approach and landing operations are authorized on RWY 17.

The operations are subject to the serviceability of the facilities/systems and procedures listed below;

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

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

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

5.10 Termination Phase

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

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

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

5.10.3.1 Ramp operations

5.10.3.2 Fire Control

5.10.3.3 Approach Control Unit

5.10.3.4 AIS/FMU.

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

BKPR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

BKPR AD 2.22 FLIGHT PROCEDURES

1. Air Traffic Operations

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

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

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

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

2. ATC Service

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

3. Approach Procedures

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

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

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

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

4. Missed Approach

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

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

5. Circuits

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

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

6. Blace SIDS/STARS

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

7. All flights inbound Pristina Airport must obtain a landing slot from:

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

Tel: +381 38 5958 312/311

Fax: +381 38 5958 214

Email: fmu@airportpristina.com

2) Schedule Facilitator Manger for commercial and Humanitarian flights.

Schedule Facilitator Manger for Pristina International Airport

Tel: +381 38 501 502 1170

Email: scheduleprn@limakkosovo.aero

All aircraft must establish positive radio contact with Pristina ATC before entering Kosovo regional airspace.

For further information on this subject see CAOC TJ SPINS at: www.CAOC5.nato.int

BKPR AD 2.23 ADDITIONAL INFORMATION

1. Power is on Main City Network.

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

2. WGS 84 co-ordinates.

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

4. Landing minima table legend

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

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

Note 1. - As "speed" is intended the speed at threshold based on 1.3 times 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:

- if no symbol is reported beside visibility minima, no increase is needed;
- if one "sharp" (#) is reported beside visibility minima, increase her by 0,4 km;
- if two "sharps" (##) are reported beside visibility minima, increase her by 0,8 km.

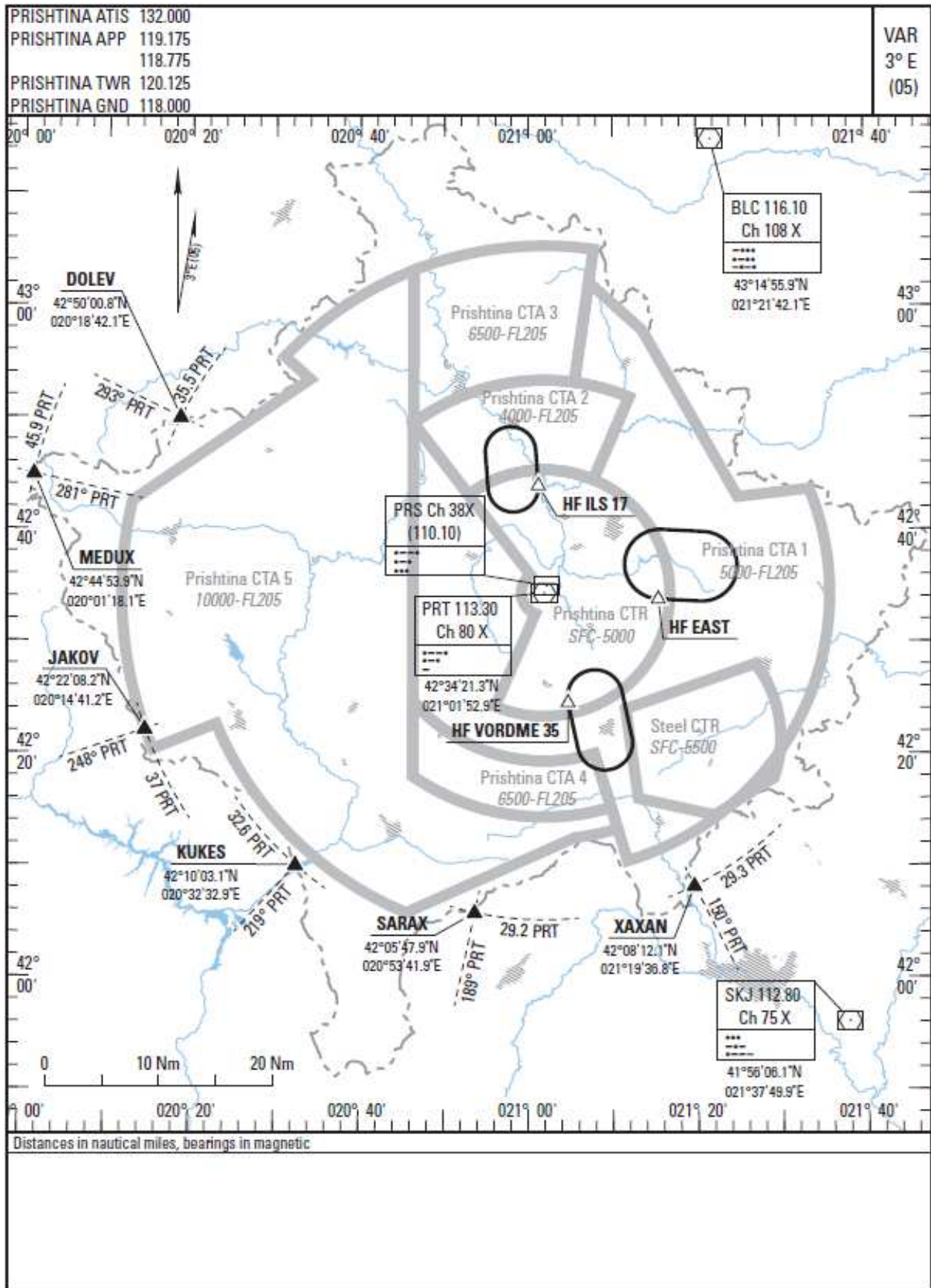
5. Details of deviations from ICAO PANS OPS criteria:

Procedure	Reference to Criteria	Notes
EAST HOLDING	ICAO Doc 8168 Vol II Part IV Chapter 1 Para 1.3.2.3 Outbound Distance <i>'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'</i>	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 clearance in the turn area In order to ensure the minimum obstacle clearance 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 Fiture 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 IAS back to overhead VOR/DME PRT. As there is no specified track back to PRT, all departures require obstacle clearance 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 <i>'Tracks. The angle of intersection between the initial approach track and the intermediate track should not exceed 120°.'</i> Although this is specific to the relationship between initial and intermediate sections the rationale applies to any turn greater 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. <i>'The optimum length of the intermediate approach segment is 9 km (5 NM) (Cat H, 3.7 km (2 NM)).'</i>	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 DESCENT NOMINAL OUTBOUND TIMING RELATIONSHIP FOR A SEVERAL OR RACETRACK PROCEDURE 4.7.1. 'General. Because the actual length 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 outbound 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 horizontal 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 greater than 5.2%. Therefore the procedures are not compliant with ICAO Doc 8168 recommendations.

AREA CHART - ICAO

KOSOVO AIRSPACE



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