

**GEN 0.4 CHECKLIST OF AIP PAGES**

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<b>PART1-GENERAL (GEN)</b>		2.3-5	18 DEC 08	1.2-1	13 JAN 11
		2.3-6	18 DEC 08	1.2-2	13 JAN 11
<b>GEN 0</b>		2.3-7	18 DEC 08	1.3-1	18 DEC 08
0.1-1	18 DEC 08	2.3-8	18 DEC 08	1.3-2	18 DEC 08
0.1-2	18 DEC 08	2.3-9	18 DEC 08	1.4-1	18 DEC 08
0.1-3	18 DEC 08	2.3-10	18 DEC 08	1.4-2	18 DEC 08
0.1-4	18 DEC 08	2.4-1	18 DEC 08	1.5-1	18 DEC 08
0.2-1	18 DEC 08	2.4-2	18 DEC 08	1.5-2	18 DEC 08
0.2-2	18 DEC 08	2.5-1	18 DEC 08	1.6-1	18 DEC 08
0.3-1	14 JUN 12	2.5-2	18 DEC 08	1.6-2	18 DEC 08
0.3-2	14 JUN 12	2.6-1	18 DEC 08	1.6-3	18 DEC 08
0.4-1	12 DEC 13	2.6-2	18 DEC 08	1.6-4	18 DEC 08
0.4-2	12 DEC 13	2.6-3	18 DEC 08	1.6-5	18 DEC 08
0.5-1	18 DEC 08	2.6-4	18 DEC 08	1.6-6	18 DEC 08
0.5-2	18 DEC 08	2.7-1	18 DEC 08	1.7-1	18 DEC 08
0.6-1	29 JAN 09	2.7-2	18 DEC 08	1.7-2	18 DEC 08
0.6-2	29 JAN 09			1.8-1	18 DEC 08
		<b>GEN 3</b>		1.8-2	18 DEC 08
<b>GEN 1</b>		3.1-1	14 JUN 12	1.8-3	18 DEC 08
1.1-1	08 AUG 13	3.1-2	14 JUN 12	1.8-4	18 DEC 08
1.1-2	08 AUG 13	3.1-3	14 JUN 12	1.8-5	18 DEC 08
1.2-1	01 NOV 12	3.1-4	14 JUN 12	1.8-6	18 DEC 08
1.2-2	01 NOV 12	3.2-1	29 JAN 09	1.8-7	18 DEC 08
1.3-1	23 APR 09	3.2-2	29 JAN 09	1.8-8	18 DEC 08
1.3-2	23 APR 09	3.2-3	02 DEC 10	1.8-9	18 DEC 08
1.3-3	23 APR 09	3.2-4	02 DEC 10	1.8-10	18 DEC 08
1.3-4	23 APR 09	3.2-5	29 JAN 09	1.8-11	18 DEC 08
1.4-1	08 AUG 13	3.2-6	29 JAN 09	1.8-12	18 DEC 08
1.4-2	08 AUG 13	3.3-1	18 DEC 08	1.8-13	18 DEC 08
1.5-1	18 DEC 08	3.3-2	18 DEC 08	1.8-14	18 DEC 08
1.5-2	18 DEC 08	3.4-1	18 NOV 10	1.8-15	18 DEC 08
1.6-1	08 AUG 13	3.4-2	18 NOV 10	1.8-16	18 DEC 08
1.6-2	08 AUG 13	3.5-1	18 JUN 09	1.8-17	18 DEC 08
1.6-3	08 AUG 13	3.5-2	18 JUN 09	1.8-18	18 DEC 08
1.6-4	08 AUG 13	3.6-1	18 DEC 08	1.8-19	18 DEC 08
1.7-1	18 DEC 08	3.6-2	18 DEC 08	1.8-20	18 DEC 08
1.7-2	18 DEC 08			1.8-21	18 DEC 08
1.7-3	18 DEC 08	<b>GEN 4</b>		1.8-22	18 DEC 08
1.7-4	18 DEC 08	4.1-1	01 NOV 12	1.8-23	18 DEC 08
		4.1-2	01 NOV 12	1.8-24	18 DEC 08
<b>GEN 2</b>		4.2-1	14 JUN 12	1.8-25	18 DEC 08
2.1-1	18 JUN 09	4.2-2	14 JUN 12	1.8-26	18 DEC 08
2.1-2	18 JUN 09			1.8-27	18 DEC 08
2.2-1	02 DEC 10			1.8-28	18 DEC 08
2.2-2	02 DEC 10	<b>PART 2 - EN-ROUTE (ENR)</b>		1.8-29	18 DEC 08
2.2-3	01 NOV 12			1.8-30	18 DEC 08
2.2-4	01 NOV 12	<b>ENR 0</b>		1.8-31	18 DEC 08
2.2-5	18 JUN 09	0.6-1	18 DEC 08	1.8-32	18 DEC 08
2.2-6	18 JUN 09	0.6-2	18 DEC 08	1.8-33	18 DEC 08
2.3-1	18 DEC 08			1.8-34	18 DEC 08
2.3-2	18 DEC 08	<b>ENR 1</b>		1.8-35	18 DEC 08
2.3-3	18 DEC 08	1.1-1	18 DEC 08	1.8-36	18 DEC 08
2.3-4	18 DEC 08	1.1-2	18 DEC 08	1.8-37	18 DEC 08

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1.8-40	18 DEC 08	4.4-1	18 DEC 08	2.24.2.1-1	12 DEC 13
1.9-1	01 NOV 12	4.4-2	18 DEC 08	2.24.4.1-1	12 DEC 13
1.9-2	01 NOV 12	<b>ENR 5</b>		2.24.4.2-1	12 DEC 13
1.9-3	18 NOV 10	5.1-1	28 JUL 11	2.24.5.1-1	13 JAN 11
1.9-4	18 NOV 10	5.1-2	28 JUL 11	2.24.6.1-1	18 NOV 10
1.10-1	29 JAN 09	5.2-1	18 DEC 08	2.24.6.1-2	18 NOV 10
1.10-2	29 JAN 09	5.2-2	18 DEC 08	2.24.7.1-1	09 APR 09
1.11-1	18 DEC 08	5.3-1	18 DEC 08	2.24.7.1-2	09 APR 09
1.11-2	18 DEC 08	5.3-2	18 DEC 08	2.24.7.1-3	09 APR 09
1.12-1	18 DEC 08	5.4-1	18 DEC 08	2.24.7.1-4	09 APR 09
1.12-2	18 DEC 08	5.4-2	18 DEC 08	2.24.7.1-5	09 APR 09
1.12-3	18 DEC 08	5.5-1	18 DEC 08	2.24.7.1-6	09 APR 09
1.12-4	18 DEC 08	5.5-2	18 DEC 08	2.24.7.1-7	09 APR 09
1.13-1	18 DEC 08	5.6-1	18 DEC 08	2.24.7.1-8	09 APR 09
1.13-2	18 DEC 08	5.6-2	18 DEC 08	2.24.9.1-1	09 APR 09
1.14-1	18 DEC 08			2.24.9.1-2	09 APR 09
1.14-2	18 DEC 08			2.24.9.1-3	09 APR 09
1.14-3	18 DEC 08	<b>PART 3 - AERODROME (AD)</b>		2.24.9.1-4	09 APR 09
1.14-4	18 DEC 08			2.24.9.1-5	09 APR 09
1.14-5	18 DEC 08	<b>AD 0</b>		2.24.9.1-6	09 APR 09
1.14-6	18 DEC 08	0.6-1	18 NOV 10	2.24.9.1-7	09 APR 09
1.14-7	18 DEC 08	0.6-2	18 NOV 10	2.24.9.1-8	09 APR 09
1.14-8	18 DEC 08			2.24.10.1-1	18 NOV 10
		<b>AD 1</b>		2.24.10.1-2	18 NOV 10
<b>ENR 2</b>		1.1-1	01 NOV 12	2.24.10.1-3	09 APR 09
2.1-1	28 JUL 11	1.1-2	01 NOV 12	2.24.10.1-4	09 APR 09
2.1-2	28 JUL 11	1.1-3	02 DEC 10	2.24.13.1-1	18 DEC 08
2.1-3	28 JUL 11	1.1-4	02 DEC 10	2.24.13.1-2	18 DEC 08
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2.1-6	28 JUL 11	1.2-3	23 APR 09		
2.2-1	18 DEC 08	1.2-4	23 APR 09		
2.2-2	18 DEC 08	1.3-1	18 DEC 08		
		1.3-2	18 DEC 08		
<b>ENR 3</b>		1.4-1	18 DEC 08		
3.1-1	18 DEC 08	1.4-2	18 DEC 08		
3.1.2	18 DEC 08				
3.2-1	18 DEC 08	<b>AD 2</b>			
3.2-2	18 DEC 08	2.1-1	12 DEC 13		
3.3-1	18 DEC 08	2.1-2	12 DEC 13		
3.3-2	18 DEC 08	2.1-3	12 DEC 13		
3.4-1	18 DEC 08	2.1-4	12 DEC 13		
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3.5-1	18 DEC 08	2.1-6	12 DEC 13		
3.5-2	18 DEC 08	2.1-7	12 DEC 13		
3.6-1	18 DEC 08	2.1-8	12 DEC 13		
3.6-2	18 DEC 08	2.1-9	12 DEC 13		
		2.1-10	12 DEC 13		
<b>ENR 4</b>		2.1-11	30 JUL 09		
4.1-1	18 DEC 08	2.1-12	30 JUL 09		
4.1-2	18 DEC 08	2.1-13	30 JUL 09		
4.2-1	18 DEC 08	2.1-14	30 JUL 09		
4.2-2	18 DEC 08	2.1-15	14 JUN 12		

## AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

### 1.2.1 Rescue and fire fighting services

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

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

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

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

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

### 1.2.2 Snow plan

1.2.2.1 Organization of winter service

1.2.2.1.1 During the winter period from approximately 1 November to approximately 1 April, the Aerodrome Operational and Maintenance Service (AOMS) at the Pristina Airport will conduct the following duties:

- Surveillance of the maneuvering area and apron with a view to noting the presence of ice, snow and slush.
- Measurement of the friction coefficient or estimate of the braking action when ice, snow

and/or slush are present on more than 10% of the total area of the runway in question, and as far as possible at taxiways and aprons.

- Implementation of measures to maintain the usability of the runway etc.
- Reporting of the conditions mentioned in a) to c) above.

Winter service is established at Prishtina International Airport.

1.2.2.2 Surveillance of movement areas

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

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

### 1.2.2.3 *Measuring methods and measurements taken*

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

#### 1.2.2.3.2 *Friction coefficients*

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

1.2.2.3.2.2 The following methods of measurement will apply:

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

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

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

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

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

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

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

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

**Priority two:** Appropriate taxiways to and from the runway.

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

**Priority four:** ILS and PAPI areas if needed.

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

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

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

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

Mechanical method: Plowing, sweeping and blowing.

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

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

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

### 1.2.2.5 *System and means of reporting*

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

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

1.2.2.5.2 The following definitions have been adopted:

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

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

**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	<b>AD operating authority</b> <i>Postal address</i>  <b>Flow Management Unit:</b> <i>Telephone</i> <i>Telefax</i> <i>E-mail</i> <b>Aerodrome Reporting Office (ARO)</b> <i>Telephone</i> <i>Telefax</i> <i>E-mail</i> <b>Aeronautical Information Service (AIS):</b> AFTN-ARO	Kosovo Civil Aviation Pristina International Airport Slatina - Pristina, Kosovo  +381 38 59 58 312 , 215 +381 38 59 58 214 fmu@airportpristina.com  +381 38 59 58 311 , 211 , 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: <a href="mailto:lum.muharremi@exfis.com">lum.muharremi@exfis.com</a> or <a href="mailto:JetA1@exfis.com">JetA1@exfis.com</a></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: <a href="mailto:occpn@limakkosovo.aero">occpn@limakkosovo.aero</a> 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 2.6 RESCUE AND FIRE FIGHTING SERVICES**

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

**BKPR AD 2.7 SEASONAL AVAILABILITY - CLEARING**

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

**BKPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

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

## BKPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraftstands</i>	KILO Apron - Follow me vehicle to guide the aircraft up to the lead-in line. From the lead-in line to the final stop, aircraft will be guided using VDGS. Marshaller available at each stand in case of VDGS failure. DELTA, JULIET and LIMA Aprons - no VDGS available, all instructions are given using hand signals. Marshaller's instructions for parking are mandatory.
2	<i>RWY and TWY markings and LGT</i>	Runway markings: designators, thresholds, center-line, edges, TDZs. Illuminated RWY hold bars. Illuminated TWY hold bars on TWY's B1, B2 and B3. TWY markings: edges and centre-lines
3	<i>Stop bars</i>	Located in E, C and F
4	<i>Remarks</i>	Nil

## BKPR AD 2.10 AERODROME OBSTACLE

<i>In approach / TKOF areas</i>				<i>In circling area and at AD</i>		<i>Remarks</i>
1				2		3
RWY area affected	Obstacle type Elevation Markings/LGT	Coordinates		Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c		a	b	
				High mast lights on de-icing apron Mike. Elevation: HML6 1781.3ft (566.94m) HML7 1782.3ft (567.24m) Marked in red & white color / Lighted with red low obstacle type A lights	HML6 - 0210151.207E 423435.873N HML7 - 0210151.483E 423423.158N	

## BKPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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



**BKPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

<i>Designation RWY NR</i>	<i>TRUE BRG</i>	<i>Dimensions of RWY (m)</i>	<i>Strength (PCN and surface of RWY and SWY</i>	<i>THR coordinates</i>	<i>THR elevation and highest elevation of TDZ of precision APP RWY</i>
1	2	3	4	5	6
17	176° GEO	2501 x 45	PCN 100/F/B/X/T Asphalt	42° 35' 06.873"N 21° 02' 04.591"E	1789 ft (545.25m)
35	356° GEO	2501 x 45	PCN 100/F/B/X/T Asphalt	42° 33' 47.472"N 21° 02' 12.695"E	1786 ft (544.25m)

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

**BKPR AD 2.13 DECLARED DISTANCES**

<i>Runway deignator</i>	<i>TORA (m)</i>	<i>TODA (m)</i>	<i>ASDA (m)</i>	<i>LDA (m)</i>	<i>Remarks</i>
1	2	3	4	5	6
17	2501	2501	2501	2501	
35	2501	2501	2501	2501	

**BKPR AD 2.14 APPROACH AND RUNWAY LIGHTING**

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

**BKPR AD 2.15 OTHER LIGHTING SECONDARY POWER SUPPLY**

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

**BKPR AD 2.16 HELICOPTER LANDING AREA**

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

**BKPR AD 2.17 ATS AIRSPACE**

1	<i>Designation and lateral limits</i>	PRISTINA CTR 424308N 0205254E - ARC 11DME FROM PRT, FROM R320 TO R200 CLOCKWISE 422413N 0205605E - 423230N 0210049E - ARC 2DME FROM PRT FROM R200 TO R320 CLOCKWISE - 423557N 0210015E 424308N 0205254E
2	<i>Vertical limits</i>	GND to 5 000 ft AMSL
3	<i>Airspace classification</i>	D
4	<i>ATS unit call sign Language(s)</i>	Pristina Approach / Pristina Tower English
5	<i>Transition altitude</i>	10 000 ft AMSL
6	<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](http://www.caoc5.nato.int)
- FAX: 0039 0532 828 516
- Phone: 0039 0532 828 505

### 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 are not to nominate Pristina as an alternative aerodrome on Flight Plans.
- e) Pilots are strongly requested to be familiar with local instrument flight procedures.

### 3. Ground movement

- a) Apron space at Pristina aerodrome is limited, taxiing patterns can be tight and marshalling instructions are to be followed.
- 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. Limited bird control available.
- b) Roaming packs of dogs may cause a hazard on the aerodrome.
- c) The ICAO defined Runway Strip that lays outside the aerodrome perimeter fence has not yet been fully EOD (Explosive Ordinance Disposal) checked.

## 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.