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AIP KOSOVO

Aeronautical Information Service
Pristina International Airport
Vrellë-Lipjan

AIP
AMDT
09/2012
01 NOV 2012

1. Insert the following new page

GEN 0.4-1/2	01 NOV 12
GEN 1.2-1/2	01 NOV 12
GEN 2.2-3/4	01 NOV 12
GEN 4.1-1/2	01 NOV 12
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Remove the following old page

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GEN 1.2-1/2	02 DEC 10
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GEN 4.1-1/2	09 AUG 12
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2. Please record entry of Amendment on page GEN 0.2-1

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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 CAOC5. Air Navigation Services Division at Prishtina International Airport (PIA) is providing Air Navigation Services from GND up to 285 FL, using in/out corridors XAXAN and XARAX for all commercial air traffic. Gjakova/Dakovica Approach controls DAK - in and DAK - out corridors. The airspace above 285 FL remains closed and no air navigation services provision is provided

1.2.1.2 Aircraft flying into or departing from Kosovo shall make their first landing at, or final departure from, Prishtina 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@ks-gov.net

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

1.2.4 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@ks-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.

FLD	Field	HX	No specific working hours
FLG	Flashing	HZ	Haze
FLR	Flares	HZ	Hertz (cycle per second)
FLT	Flight		
FLTCK	Flight check		
FLUC	Fluctuating or fluctuation or fluctuated	I	
FLW	Follow(s) or following		
FLY	Fly or flying	IAF	Initial approach fix
FM	From	IAC	Instrument approach chart
FNA	Final approach	IAL	Instrument approach and landing chart
FPL	FLight plan (message type designator)	IAO	In and out of clouds
FPM	Feet per minute	IAR	Intersection of air routes
FPR †	Flight plan route	IAS	Indicated air speed
FREQ	Frequency	IBN	Identification beacon
FRI ‡	Friday	ICE	icing
FRONT	Front (relating to weather)	ID ‡	Identifier or identify
FRQ	Frequent	IDENT ‡	Identification
FSL	Full stop landing	IF	Intermediate approach fix
FSS	Flight service station	IFF ‡	Identification friend/foe
FST	First	IFR ‡	Instrument flight rules
FT	Feet (dimensional unit)	IGA	International general aviation
FU	Smoke	ILS	Instrument landing system
FZ	Freezing	IM	Inner marker
FZDZ	Freezing drizzle	IMC	Instrument meteorological conditions
FZFG	Freezing fog	IMG	Immigration
FZRA	Freezing rain	IMPR	Improve or improving
		IMT	Immediate or immediately
		INA	Initial approach
G		INCERFA †	Uncertainty phase
G	Golf	INFO	Information
GA	Go ahead, resume sending	INOP	Inoperative
G/A	Ground-to-air	INP	If not possible
G/A/G	ground-to-air and air-to-ground	INPR	In progress
GCA	Ground controlled approach system or ground controlled approach	INS	Inches (dimensional unit)
GEN	General	INS ‡	Inertial navigation system
GEO	Geographic or true	INSTL	Install or installed or installation
GES	Ground earth station	INT	Intersection
GLD	Glider	INTER	Intermittent
GMT	Greenwich mean time	INTL	International
GND	Ground	INTRG	Interrogator
GNDCK	Ground check	INTRP	Interrupt or interruption or interrupted
GNSS	Global navigation satellite system	INTSF	Intensify or intensifying
GP	Glide path	INTST	Intensity
GR	Hail or soft hail	IR	Ice on runway
GRADU	Gradual or gradually	ISA	International standard atmosphere
GRASS	Grass landing area	ISB	Independent sideband
GRVL	Gravel	ISOL	Isolate
GS	Ground speed		
		J	
H		JAN	January
H24	Continuous day and night service	JTST	Jet stream
HAPI	Helicopter approach path indicator	JUL	July
HBN	Hazard beacon	JUN	June
HDF	High frequency direction-finding station		
HDG ‡	Heading	K	
HEL	Helicopter	KG	Kilograms
HF	High frequency (3 000 to 30 000 KHz)	KHz	Kilohertz
HGT	Height or height above	KM	Kilometres
HJ	Sunrise to sunset	KMH	Kilometres per hour
HLDG	Holding	KPA	Kilopascal
HN	Sunset to sunrise	KT	Knots
HO	Service available to meet operational requirements	KW	Kilowatts
HOL	Holiday		
HOSP	Hospital		
Hpa	Hectopascal	L	
HR	Hours	L	Left (Runway identification)
HS	Service available during hours of scheduled operations	L	Locator (see LM, LO)
HVDF	High and very high frequency direction-finding station (at the same location)	LAM	Logical acknowledgement (message type designator)

LAN	Inland	MS	Minus
LAT	Latitude	MSA	Minimum sector altitude
LCN	Load classification number	MSA	Minimum safe altitude
LDA	Landing distance available	MSG	Message
LDAH	LANDING distance available helicopter	MSL	Mean sea level
LDG	Landing	MT	Mountain
LDI	Landing direction indicator	MTU	Metric units
LEN	Length	MTW	Mountain waves
LF	Low frequency (30 to 300 KHz)	MWO	Meteorological watch office
LGT	Light or lighting	MX	Mixed type of ice formation (white and clear)
LGTD	Lighted		
LIH	Light intensity high		
LIL	Light intensity low	N	
LIM	Light intensity medium		
LLZ	Localizer	N	North or northern latitude
LM	Locator, middle	NAT	North Atlantic
LMT	Local mean time	NAV	Navigation
LO	Locator, outer	NB	North bound
LONG	Longitude	NC	No change
LORAN †	Long range air navigation system	NDB ‡	Non-directional beacon
LR	The last message received by me was....	NE	North east
LRG	Long range	NGT	Night
LS	The last message sent by me was....	NIL	None or I have nothing to send to you
LSQ	Line squall	NM †	Nautical mile
LTD	Limited	NML	Normal
LTT	Landline teletypewriter	NNE	North north east
LV	Light and variable (relating to wind)	NNW	North north west
LVE	Leave or leaving	NO	No
LVL	Level	NOF	International NOTAM office
LYR	Layer or layered	NOSIG †	No significant change (used in trend-type landing forecasts)
		NOTAM †	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
M			
M	Metres		
MAA	Minimum authorized altitude	NOV	November
MAG	Magnetic	NR	Number
MAINT	Maintenance	NS	Nimbostratus
MAP	Aeronautical maps and charts	NW	North west
MAPT	Missed approach point	NXT	Next
MAR	March		
MAX	Maximum	O	
MAY	May	OAC	Oceanic area control
MB	Millibar	OAS	Obstacle assessment surface
MCA	Minimum crossing altitude	OBS	Observe or observed or observation
MDA	Minimum descent altitude	OBSC	Obscure or obscured or obscuring
MDF	Medium frequency direction-finding station	OBST	Obstacle
MDH	Minimum descent height	OCA	Oceanic control area
MEA	Minimum en-route altitude	OCA	Obstacle clearance altitude
MET	Meteorological or meteorology	OCH	Obstacle clearance height
METAR †	Aviation routine weather report (in aeronautical meteorological code)	OCL	Obstacle clearance limit
MEHT	Minimum eye height over threshold	OCNL	Occasional or occasionally
MHz †	Megahertz	OCS	Obstacle clearance surface
MID	Mid point (related to RVR)	OCT	October
MIFG	Shallow fog	OK	We agree or it is correct
MIL	Military	OM	Outer marker
MIN	Minutes	OPN	Open or opening or opened
MKR	Marker radio beacon	OPR	Operator, operate, operative, operating or operational
MLS ‡	Microwave landing system	OPS †	Operations
MM	Middle marker	O/R	On request
MNM	Minimum	OTP	On top
MI	Ministry of Infrastructure	OVC	Overcast
MNTn	Maintain		
MOC	Minimum obstacle clearance (required)	P	
MON	Above mountain	P..	Prohibited area (followed by identification)
MON	Monday	PANS †	Procedure for air navigation services
MOTNE	Meteorological Operational Telecommunications Network Europe	PAPI	Precision approach path indicator
MOV	Move or moving or movement	PAR ‡	Precision approach radar
MPH	Statute miles per hour	PARL	Parallel
MPS	Metres per second		
MRG	Medium range		
MRP	ATS/MET reporting point		

GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

4.1 AERODROME/HELIPORT CHARGES

4.1.1. Landing of aircraft

The charges set out are valid at Pristina International Airport "Adem Jashari".

a) International flights:

Charge per ton or part thereof is EUR 5.27. Basis: MTOW

The payment of the landing charge shall entitle the aircraft to:

- a. the use of the airport for departure.
- b. the use of radio at the airport.
- c. access to all available information as to route and weather conditions.

Note. - The landing charges for international flights at Pristina International Airport "Adem Jashari" do not include service charges for technical handling performed by authorized agents.

4.1.1.1 Exemptions and Reductions

1. Exemptions from landing charges:
 - a. Aircraft involved in search and rescue operations activities connected with incidents involving civil aviation.
 - b. Aircraft used for humanitarian assistance in case of natural disaster or state of emergency; and
 - c. Aircraft in distress.

4.1.1.2 Payment of landing charges

| Landing charges are payable within 30 days after the date of the invoice.

4.1.2 Parking of aircraft

EUR 1.80 per ton for 24 hours; first four hours free. Basis: MTOW.

4.1.2.1 Payment of parking charges

Refer to 4.1.1.2.

4.1.3 Lighting charges

Airport lighting is included in the landing charge.

4.1.4 Long-term Storage

None.

4.1.5 Passenger Service Charge

Each passenger departing from Pristina International Airport "Adem Jashari" shall be charged, payable by the carrier, EUR 20.53 for departing passenger 2 years of age or older on international flights. This charge includes:

- a) A EUR 12.53 passenger service charge;
- b) A EUR 6.00 security charge;
- c) A EUR 2.00 safety charge levied for the CAA

4.1.5.1 Exemptions from Passenger service charges:

- a. Children less than 2 years of age;
- b. Members of the airline cabin crew on duty;
- c. Persons involuntarily rerouted by the airline to a destination in Kosovo; or
- d. A direct transit passenger (making a stop 'enroute' at the airport and departing with the same aircraft and same flight number)

4.1.5.2 Payment of passenger service charges

This charge is collected by airline companies that provide commercial flights at the point of sale of air tickets.

4.1.6 Security charges

Security charge is included in the passenger service charge, see 4.1.5. Security charge should be levied on every person departing on a commercial flight from Kosovo, except if such a person falls under any of the the categories mentioned under 4.1.5.1

4.1.7 Noise-related items

N/A

4.1.8 Cargo

To be developed.

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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 Slot Coordinator will assign slot times and Mode 3A codes for commercial air carriers, which have been issued by MI and 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@ks-gov.net

- 2) Pristina International Airport Slot Coordinator

Postal Address
Pristina International Airport
Vrele, Lyjpan
10070, Kosovo
Tel: +381 (0)38 59 58 293
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 58 211
+381 38 59 58 212
FAX: +381 38 59 58 214

4) FMU

TEL: +381 38 59 58 312
+381 38 59 58 215
FAX: +381 38 59 58 214

1.9.1.4 Hours of operation

Same as aerodrome (see AD 2.1-1).

1.9.2 General Guidelines

1.9.2.1 Aircraft are not to select Pristina as an alternative destination on flight plans.

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 palletized 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.cfm.europa.eu 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 Slot Coordinator 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.cfm.europa.eu 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's 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 +381385958211.

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 Slot Coordinator.

1.9.7 Procedures for commercial Carriers into Pristina International Airport

1.9.7.1 Pristina International Airport Slot Coordinator 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 Slot Coordinator 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: +381 38 59 58 215

Fax: +381 38 59 58 214

Email: fmu@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 CAOC5 ALE activities and Requirements

1.9.9.1 The Airlift Liaison Element (ALE) operating hours are from Mon.-Fri. between 0800 -1700 local time. The contact numbers are:

CAOC5 ALE:

Comm. Tel: 00 39 0532 822 505

Comm. Fax: 00 39 0532 822 516

AD 1. AERODROME/HELIPORT — INTRODUCTION

AD 1.1 AERODROME AVAILABILITY

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

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

In addition to the aerodrome/heliport available for public use listed in this AIP, one other aerodrome is located in the country. This aerodrome is available only for military flights and is subject to permission for use by the KFOR.

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

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

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

- a) if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;
- b) cargo, baggage and mail are not removed from the aircraft except as provided below;
- c) any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. Any food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

1.1.1.1.2 Traffic of persons and vehicles on aerodromes

1.1.1.1.2.1 Demarcation of zones

The grounds of the aerodrome is divided into two zones:

- a) a public zone comprising the part of the aerodrome/heliport open to the public; and
- b) a restricted zone comprising the rest of the aerodrome/heliport.

1.1.1.1.2.2 Movement of persons

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

1.1.1.1.2.3 Movement of vehicles

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

1.1.1.1.2.4 Policing

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

1.1.1.1.2.5 Use of the heliport

Not Applicable.

1.1.1.1.2.6 User charges

- a) The owners and operators of aircraft are obligated, jointly and severally, to pay user charges to the airport operator and the providers of air traffic, meteorological and other services for the aeronautical facilities and services used
- b) The user charges price list is available with the Pristina International Airport Commercial Department
- c) An airport operator or its authorized representative has the right to delay the de-

- parture of any aircraft until the aircraft operator
- pays the airport operator the applicable airport charges and other outstanding bills for services made available, or
 - provides the airport operator with a payment guarantee, acceptable in form and substance to the airport operator, with respect to such charges and bills.

1.1.2 CAT I/II Operations at Aerodromes

1.1.2.1 Introduction

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

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

1.1.2.2 Categories of Precision Approach and Landing Operations

1.1.2.2.1 Category I (CAT I) operation

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

1.1.2.2.2 Category II (CAT II) operation

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

1.1.2.2.3 Low Visibility Take-Off (LVTO)

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

1.1.3 Applicable ICAO Documents

- ICAO Annex 6 - Operation of Aircraft
- ICAO Annex 10, Volume I - Aeronautical Telecommunications
- ICAO Annex 14 - Aerodromes
- ICAO Document 4444 - Rules of the Air and Air Traffic Services
- ICAO Document 8168 PANS-OPS - Aircraft Operations

- ICAO Document 8071 - Manual on Testing of Radio-Navigation Aids
 - ICAO Document 9365-AN/910 - Manual of All Weather Operations (except ch.4, para 2 and ch.6, para 1)
 - ICAO Document 9476-AN/927 - Manual of Surface Movement Guidance and Control System
 - ECAC Document 17 - Common European Procedures for CAT II ILS Operations
- The most significant provisions, procedures and deviations there fore or additional regulations are summarized in the following.

1.1.4 Aerodrome facilities

1.1.4.1 Physical Characteristics

Runways and taxiways of aerodromes are designed and operated according to the *Standards and Recommended*

Practices laid down in ICAO Annex 14 appropriate to the category of their certified operation.

At present Low Visibility Operations are available only at Aerodrome

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

1.1.4.2 Obstacle Clearance Criteria and Obstacle Free Zone (OFZ)

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

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

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

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

1.1.4.3 Pre-Threshold Terrain

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

1.1.5 Visual Aids

1.1.5.1 Approach lighting

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