



Director General of Civil Aviation Authority of Kosovo,

Pursuant to Articles 21.2 and 79 of the Law No. 03/L-051 on Civil Aviation (“Official Gazette” of the Republic of Kosovo, Year III, No. 28, 4 June 2008),

For the purpose of implementation of ICAO Annex 10, Volume I-II-III-IV, ICAO Annex 14 Volume I, ICAO Doc 8168, Volume II and ICAO Doc 8071, on calibration of aeronautical installations from the air,

Hereby issues the following:

**REGULATION No. 3/ 2011
ON CALIBRATION OF AERONAUTICAL INSTALLATIONS FROM THE AIR**

**Article 1
Applicability**

This Regulation lays down requirements on calibration of aeronautical installations within the territory of the Republic of Kosovo.

**Article 2
Definitions**

CAA- means the Civil Aviation Authority of the Republic of Kosovo.

Aeronautical installation - is a term covering a number of technical installations the purpose of which is to contribute to getting through air traffic, including communication, navigation and radar equipment and lighting installations on the ground as well as related procedures.

Air Navigation Service Provider (ANSP) - means any person having obtained permission to establish and operate an aerodrome or a civil area of a military aerodrome, or any person having obtained a permission to operate a flight control unit which is not attached to a specific aerodrome.

Commissioned Calibration - means calibration, in connection with upgrading to a higher category (ILS) and/or in connection with major changes of existing or new installations.

Flight Calibration Organisation (FCO) - means an organisation approved by the Civil Aviation Authority of the Republic of Kosovo to carry out calibrations from the air by aircraft of installations where such calibration flights are required in accordance with this regulation.

NOTAM (Notice to Airmen) - means a notification distributed by means of telecommunication about the establishment, status or change of aeronautical installations, services, procedures or danger activities, knowledge about which is of essential importance to the carrying through of flight operations.

Routine Calibration - means calibration of the installations and related procedures on a routine basis according to the deadlines and intervals stated in Appendix 1 to this Regulation.

Article 3

General

3.1 ANSP shall ensure that calibration is only carried out by FCOs duly approved by the CAA. The installations and related procedures mentioned in Article 4 shall be calibrated within the deadlines and on the time intervals mentioned in Article 5 and Appendix 1 to this Regulation.

3.2 ANSP shall discontinue operation of an installation:

- a. if calibrations or anything else indicate that the installation does not meet the ICAO requirements,
- b. if routine calibration has not been carried out within the stipulated deadlines in Article 5 and Appendix 1 to this Regulation,
- c. in the occasions set forth in the operational and maintenance instruction for the installation, and
- d. if calibration is carried out by the FCO which is not approved by the CAA.

3.3 Any change in the carrying out of calibration in each individual case must be approved by the CAA.

3.4 ANSP shall ensure that all activities, including maintenance work, extensions and new activities within the aerodrome area and in the immediate vicinity of the aerodrome, are coordinated so that unintentional influence of the radiated signals from aeronautical installations is avoided.

Article 4

Commissioned calibration

Commissioned calibration shall be carried out for the following installations with related procedures before being taken into operation:

- a. Direction-finding stations (VDF).
- b. Communication installations (COM) as regards the coverage area.
- c. Instrument landing system (ILS), including marking beacons (MM/OM) or DME.
- d. Localizer (LLZ) alone, including marking beacons (MM/OM) or DME:
- e. VHF Omni-directional Range (VOR).
- f. Non-directional radio beacon (NDB).
- g. Distance measuring equipment (DME).
- h. Marker radio beacon (MKR).
- i. Radar as regards coverage area and mapping.
- j. Visual ground landing aids (APAPI/PAPI/PLASI).
- k. Approach lighting systems.
- l. Visual flight procedures.
- m. Instrument flight procedures.

Article 5

Routine calibration

5.1 In addition to the commissioned calibration, the installations and related procedures mentioned in Article 4 shall subsequently be calibrated on a routine basis according to the deadlines and intervals set forth in Appendix 1 to the present Regulation.

5.2 The tolerances laid down in Appendix 1 may be used, but not exceeded.

5.2.1 The CAA may, however, in special cases and after substantiated request, approve an exceeding of the tolerance.

5.3 If a calibration lasts for more than one day, the time for the next calibration shall be calculated from the day when the calibration was initiated.

Article 6

Site survey

ANSP may request calibration to evaluate the suitability of an area to establish a given installation by test establishment (site survey).

Article 7

Supplementary calibration

7.1 The CAA may, at any time, require a supplementary calibration to be carried out, or such calibration may be requested by ANSP.

7.2 Reasons for carrying out supplementary calibration may be:

- a) Receipt of an error report from operative users or from the responsible technical organisation,
- b) Noting of unusual deviation of course and/or course structure. The deviation need not be outside tolerance to occasion supplementary calibration.
- c) Changes in the surroundings within the critical and sensitive areas.
- d) Signs of instability noted on going through the operational record and/or recorded measuring values.
- e) If it is noted that operation and maintenance of the installation has not been made in accordance with the approved instruction.

7.3 If supplementary calibration is requested by ANSP on any grounds set above in paragraph 2, the latter shall notify the CAA without delay.

Article 8

Carrying out of calibration

8.1 ANSP shall ensure that the necessary wiring is available at the individual installations. ANSP shall further ensure position determinations in WGS84 for theodolite positions, if relevant.

8.2 ANSP shall make available technical experts in connection with preparation and completion of calibration.

8.3 ANSP shall ensure that the necessary technical data for the systems to be calibrated are delivered to the flight calibration organisation.

8.4 ANSP shall ensure the necessary co-ordination with the relevant air traffic services unit and technical organisation regarding the completion of calibration.

8.5 ANSP shall keep documentation for calibration for five (5) years. Documentation for the commissioned calibration, provided for in Article 4 shall, however, be kept for as long as the installation is operational.

8.6 Immediately after completion of a calibration, but within the deadline set forth in Article 5 and Appendix 1 to the present Regulation, the FCO shall submit a preliminary report to the ANSP. The preliminary report must contain a recommendation indicating, whether the installation shall continue in operation or it shall be taken out of operation.

8.7 If, on the basis of the preliminary calibration report, ANSP decides to take the installation out of operation, they shall immediately issue a NOTAM on this.

8.7.1 The installation may not be taken back into operation until renewed calibration has been completed with satisfactory result.

8.7.2 ANSP shall immediately inform the CAA about the decision to close down any of its installation due to unsatisfactory calibration results.

8.7.3 ANSP shall submit a copy of the measured calibration results, including a copy of the preliminary report of FCO, to the CAA, not later than 30 days after completing calibration.

Article 9 Punitive Provisions

10.1 Violation of the requirements laid down in Articles 3, 7 and 8 of the present Regulation are subject to administrative punitive measures pursuant to the Law No. 03/L-051 on Civil Aviation.

10.2 Notwithstanding paragraph 1 of this article, violation of the provisions of Article 3 and 7 of the present Regulation may amount to criminal liability pursuant to respective provisions of the Criminal Code of Kosovo.

Article 10 Entry into force

This Regulation shall enter into force on 24 May 2011.

Dritan Gjonbalaj
Director General

Appendix 1

Systems	Equipment Types	Commissioned Calibration	Deadline and tolerance for calibration, reference to Article 5 of this Reg.
COM	Direction-finding stations (VDF)	Yes	Yearly (+30 days)
	Communication installations (COM)	Yes	
NAV	ILS, including marking beacons	Yes	180 days (+30 days)
	LLZ alone, including marking beacons	Yes	180 days (+30 days)
	VHF Omni-directional Range (VOR)	Yes	Yearly (+30 days)
	Non-directional radio beacon (NDB)	Yes	
	Distance measuring equipment (DME).	Yes	As for the system to which the DME is bound, however yearly as a minimum
	Marker radio beacon	Yes	As for the system to which the marker beacon is bound, however minimum yearly
RADAR	Coverage	Yes	
	Mapping	Yes	In connection with major change of mapping
AGA	APAPI/PAPI/PLASI	Yes	180 days (+30 days)
	Approach Lighting Systems	Yes	
PANS-OPS	Visual flight procedures	Yes	
	Instrument flight procedures	Yes	