



Director General of Civil Aviation Authority of the Republic of Kosovo,

Pursuant to Article 3.1, 3.4, 15.1 items (a), (c), (e), (f), (j) and 21.2, 44, 46, 47, 48 and 49 of 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 regulating airworthiness of aircraft in the Republic of Kosovo in line with Standards and Recommended Practices laid down in Annex 8 to the Convention on International Civil Aviation,

After having completed public consultation process with all interested parties pursuant to the Administrative Instruction no. 01/2012 on public consultation of interested parties,

Hereby issues the following:

REGULATION No. 5 /2014 ON AIRWORTHINESS OF AIRCRAFT

Article 1

Scope of Application

1.1 The present Regulation lays down requirements for airworthiness of aircraft in accordance with respective Standards and Recommended Practices (SARP’s) of International Civil Aviation Organization (ICAO), laid down in Annex 8 to the Convention on International Civil Aviation.

1.2 Airworthiness of Aircraft in the Republic of Kosovo shall be governed by SARP’s of Annex 8 and Attachment to Part II as published in Edition 11, July 2010 by ICAO.

Article 2

Implementation of SARP

2.1 Annex 8 on Airworthiness of Aircraft, as specified under Article 1 paragraph 2 of the present Regulation shall be applicable in accordance with provisions of the present Regulation.

2.2 Applicable SARP specified under Annex 8 and its Attachment shall be applicable in the Republic of Kosovo, unless provisions of Article 4 of the present Regulation indicate otherwise.

Article 3

Terms and Definitions

3.1 For the purposes of the present Regulation terms “Contracting State”, “The State” “Appropriate National Authority” directly or indirectly either used in singular or plural in the Annex 8 to the Convention on International Civil Aviation, as specified above in Article 1 paragraph 2, shall be read as “the Republic of Kosovo”.

3.2 Differences enlisted in Article 4 of the present Regulation shall in the meaning of the present Regulation mean either departure from the standard or raising a recommended practice to the level of a standard.

Article 4

Differences from SARP

4.1 Applicable differences from SARP of the Annex 8 to the Convention on International Civil Aviation as specified under Article 1, paragraph 2 of the present Regulation are enlisted in the following order:

- a) Part IIIA. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 13 June 1960 but Before 2 March 2004, Chapter 4. Design and Construction, Section 4.1.6 Systems design features, b) *System survivability*. Recommendation 2) shall be applicable as a Standard without changes to the text.
- b) Part IIIA. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 13 June 1960 but Before 2 March 2004, Chapter 4. Design and Construction, Section 4.1.6 Systems design features, h) *Incapacitation of occupants*. Recommendation 2) shall be applicable as a Standard without changes to the text.
- c) Part IIIA. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 13 June 1960 but Before 2 March 2004, Chapter 4. Design and Construction, Section 4.1.6 Systems design features, i) *Protection of the flight crew compartment from smoke and fumes*. Recommendation 2) shall be applicable as a Standard without changes to the text.
- d) Part IIIA. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 13 June 1960 but Before 2 March 2004, Chapter 11. Security, Section 11.1 Aeroplanes used for domestic commercial operations, Recommendation shall be applicable as a Standard without changes to the text.

- e) Part IIIA. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 13 June 1960 but Before 2 March 2004, Chapter 11. Security, Section 11.3 Protection of the flight crew compartment, Recommendation shall be applicable as a Standard without changes to the text.
- f) Part IIIB. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 2 March 2004, Chapter 4. Design and Construction, Section 4.2 Systems design features, b) *System survivability*. Recommendation 2) shall be applicable as a Standard without changes to the text.
- g) Part IIIB. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 2 March 2004, Chapter 4. Design and Construction, Section 4.2 Systems design features, h) *Incapacitation of occupants*. Recommendation 3) shall be applicable as a Standard without changes to the text.
- h) Part IIIB. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 2 March 2004, Chapter 4. Design and Construction, Section 4.2 Systems design features, i) *Protection of the flight crew compartment from smoke and fumes*. Recommendation 2) shall be applicable as a Standard without changes to the text.
- i) Part IIIB. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 2 March 2004, Chapter 10. Security, Section 10.1 Aeroplanes used for domestic commercial operations, Recommendation shall be applicable as a Standard without changes to the text.
- j) Part IIIB. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 2 March 2004, Chapter 10. Security, Section 10.3 Protection of the flight crew compartment, Recommendation 10.3.2 shall be applicable as a Standard without changes to the text.

4.2 Differences enlisted in paragraph 1 of this Article, shall be published in the Aeronautical Information Publication (AIP), twenty-eight (28) days from the entry into force of the present Regulation.

Article 5 Availability

The text of revised SARP of Annex 8, as specified in Article 1, paragraph 2, in accordance with provisions of the present Regulation, is appended to the present Regulation as Appendix 1.

Article 6
Entry into force

The present Regulation shall enter into force on 19 February 2014.

Pristina, 4 February 2014.

Dritan Gjonbalaj
Director General