TEL: +381 38 59 58 313
FAX: +381 38 59 58 214
AFTN: BKPRZPZX
E-mail: ais@rks-gov.net

AIP
KOSOVO

Aeronautical Information Service
Pristina International Airport
Vrellë-Lipjan

AIP
AIRAC AMDT
01/2018
29 MAR 2018

1. Amendment content:

1.1 GEN 3.3-1 Responsible Services-Text has been replaced,ENR0.6-2Update,ENR 1.6 Text has been replaced,ENR 1.9-Replaced phone numbers,new frequency is added,ENR 3.5 Update, AD1.1-1 removed paragraph 1.1.1.1,AD2.1-11/20 text update,AD 2.22 POINT 2.1 text update,BKPR AD 2.24.1.1-1 and BKPR AD 2.24.2.1-1-update,BKPR AD 2.24.3.1-1New chart

2. Insert / remove the pages as shown in list below:

Insert the following new page		Remove the following old page	
GEN 0.1-1/2	29 MAR 18	GEN 0.1-1/2	06 AUG 15
GEN 0.4-1/2	29 MAR 18	GEN 0.4-1/2	01 FEB 18
GEN 1.1-1/2	29 MAR 18	GEN 1.1-1/2	06 AUG 15
GEN 3.1-1/2	29 MAR 18	GEN 3.1-1/2	06 AUG 15
GEN 3.2-1/2	29 MAR 18	GEN 3.2-1/2	06 AUG 15
GEN 3.3-1/2	29 MAR 18	GEN 3.3-1/2	06 AUG 15
GEN 3.5-1/2	29 MAR 18	GEN 3.5-1/2	23 JUN 16
ENR 0.6-1/2	29 MAR 18	ENR 0.6-1/2	03 APR 14
ENR 1.6-1/2	29 MAR 18	ENR 1.6-1/2	24 JUL 14
ENR 1.6-3/4	29 MAR 18	ENR 1.6-3/4	18 DEC 08
ENR 1.6-5/6	29 MAR 18	ENR 1.6-5/6	06 AUG 15
ENR 1.9-1/2	29 MAR 18	ENR 1.9-1/2	06 AUG 15
ENR 1.9-3/4	29 MAR 18	ENR 1.9-3/4	10 NOV 16
ENR 3.5-1/2	29 MAR 18	ENR 3.5-1/2	03 APR 14
AD1.1-1/2	29 MAR 18	AD 1.1-1/2	01 NOV 12
AD 2.1-11/12	29 MAR 18	AD 2.1-11/12	24 JUL 14
AD 2.1-13/14	29 MAR 18	AD 2.1-13/14	24 JUL 14
AD 2.1-15/16	29 MAR 18	AD 2.1-15/16	08 JAN 15
AD 2.1-19/20	29 MAR 18	AD 2.1-19/20	09 NOV 17
AD 2.24.1.1-1	29 MAR 18	AD 2.24.1.1-1	24 JUL 14
AD 2.24.2.1-1	29 MAR 18	AD 2.24.2.1-1	24 JUL 14
AD 2.24.3.1-1	29 MAR 18		

3. Please record entry of Amendment on page GEN 0.2-1

PART 1 - GENERAL (GEN)

GEN 0.

GEN 0.1 PREFACE

1. Civil Aviation Authority of Kosovo

The AIP Kosovo is published by the Kosovo Civil Aviation Authority.

2. Applicable ICAO Documents

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPs) of Annex 15 to the Convention on International Civil Aviation and the *Aeronautical Information Services Manual* (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the *Aeronautical Chart Manual* (ICAO Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection **GEN 1.7.**

3. The AIP structure and established regular amendment interval

3.1 The AIP structure

The AIP forms part of the Integrated Information Package, details of which are given in subsection **GEN 3.1.** The principal AIP structure is shown in graphic form on page **GEN 0.1-3.**

The AIP is made up of three Parts, General (GEN), En-route (ENR) and Aerodrome (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

3.1.1 Part 1 – General (GEN)

Part I consists of five sections containing information as briefly described hereunder.

GEN 0. Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part I.

GEN 1. National regulations and requirements – Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/ conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. Tables and codes – Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/ Sunset tables.

GEN 3. Services – Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue.

GEN 4. Charges for aerodrome/heliports and air navigation services – Aerodrome/heliports charges; and Air navigation services charges.

3.1.2 Part 2 – En-route (ENR*)*

Part 2 consists of seven sections containing information as briefly described hereunder:

ENR 0. Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 2.

ENR 1. General rules and procedures – General rules; Visual rules; Instrument rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow managements; Flight planning; Addressing of flight plan messages; Interception of aircraft; Unlawful interface; and Air traffic incidents.

ENR 2. Air traffic services airspace – Detailed description of ATS Airspaces; ATS Routes; and Other regulated airspace.

ENR 3. ATS routes – Detailed description of Lower ATS routes; Upper ATS routes; Area navigation routes; Helicopter routes; Other routes; and En-route holding.

Note. – Other types of routes which are specified in connection with procedures for traffic to and from aerodromes/heliports are described in the relevant sections and subsections of Part 3 – Aerodromes.

ENR 4. Radio navigation aids/systems – Radio navigations aids – en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights – en-route.

ENR 5. Navigation warnings – Prohibited, restricted and danger areas; Military exercise and training areas; Other activities of a dangerous nature; Air navigation obstacles – en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6. En-route charts – En-route charts – ICAO and index charts.

3.1.3 Part 3 – Aerodromes (AD)

Part 3 consists of four sections containing information as briefly described hereafter:

AD 0. Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of contents to Part to Page 3.

AD 1. Aerodromes/Heliports – Introductions – Aerodrome/heliport availability; Rescue and fire fighting services and Snow plan; Index to aerodromes and heliports; and Grouping of aerodromes/heliports.

AD 2. International Aerodrome – Detailed information regarding International aerodrome, which is defined as arrival and departure aerodrome for International flights in accordance with paragraph 10 to the Convention of ICAO..

AD 3. Heliports – Nil

AD 4. Domestic Aerodromes - Nil

3.2 Regular amendment interval

Regular amendments to the AIP will be issued two to six times a year. AIRAC dates will be used as effective dates..

4. Service to contact in case of detected AIP errors or omissions

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

Aeronautical Information Service

Air Navigation Services Agency

Kosovo.

TEL: +381 38 59 58 303

E-mail: ais@rks-gov.net

GEN 0.4 CHECKLIST OF AIP PAGES

Page	*Date*
PART 1 - GENERAL (GEN)	
GEN 0	
0.1-1	29 MAR 18
0.1-2	29 MAR 18
0.1-3	18 DEC 08
0.1-4	18 DEC 08
0.2-1	18 DEC 08
0.2-2	18 DEC 08
0.3-1	14 JUN 12
0.3-2	14 JUN 12
0.4-1	29 MAR 18
0.4-2	29 MAR 18
0.5-1	18 DEC 08
0.5-2	18 DEC 08
0.6-1	29 JAN 09
0.6-2	29 JAN 09
GEN 1	
1.1-1	29 MAR 18
1.1-2	29 MAR 18
1.2-1	12 JUN 14
1.2-2	12 JUN 14
1.3-1	11 JUN 15
1.3-2	11 JUN 15
1.3-3	11 JUN 15
1.3-4	11 JUN 15
1.3-5	11 JUN 15
1.3-6	11 JUN 15
1.4-1	08 AUG 13
1.4-2	08 AUG 13
1.5-1	16 APR 15
1.5-2	16 APR 15
1.6-1	08 AUG 13
1.6-2	08 AUG 13
1.6-3	18 NOV 16
1.6-4	18 NOV 16
1.7-1	02 FEB 17
1.7-2	02 FEB 17
1.7-3	27 APR 17
1.7-4	27 APR 17
GEN 2	
2.1-1	18 JUN 09
2.1-2	18 JUN 09
2.2-1	02 DEC 10
2.2-2	02 DEC 10
2.2-3	01 NOV 12
2.2-4	01 NOV 12
2.2-5	18 JUN 09
2.2-6	18 JUN 09
2.3-1	18 DEC 08
2.3-2	18 DEC 08
2.3-3	18 DEC 08
2.3-4	18 DEC 08
2.3-5	18 DEC 08
2.3-6	18 DEC 08
2.3-7	18 DEC 08
2.3-8	18 DEC 08
2.3-9	18 DEC 08
2.3-10	18 DEC 08
2.4-1	18 DEC 08
2.4-2	18 DEC 08
2.5-1	18 DEC 08
2.5-2	18 DEC 08
2.6-1	18 DEC 08
2.6-2	18 DEC 08
2.6-3	18 DEC 08
2.6-4	18 DEC 08
2.7-1	18 DEC 08
2.7-2	18 DEC 08
GEN 3	
3.1-1	29 MAR 18
3.1-2	29 MAR 18
3.1-3	27 APR 17
3.1-4	27 APR 17
3.2-1	29 MAR 18
3.2-2	29 MAR 18
3.2-3	03 APR 14
3.2-4	03 APR 14
3.2-5	29 JAN 09
3.2-6	29 JAN 09
3.3-1	29 MAR 18
3.3-2	29 MAR 18
3.4-1	18 NOV 10
3.4-2	18 NOV 10
3.5-1	29 MAR 18
3.5-2	29 MAR 18
3.6-1	18 DEC 08
3.6-2	18 DEC 08
GEN 4	
4.1-1	01 NOV 12
4.1-2	01 NOV 12
4.2-1	01 FEB 18
4.2-2	01 FEB 18
PART 2 - EN-ROUTE (ENR)	
ENR 0	
0.6-1	29 MAR 18
0.6-2	29 MAR 18
ENR 1	
1.1-1	18 DEC 08
1.1-2	18 DEC 08
1.2-1	03 APR 14
1.2-2	03 APR 14
1.3-1	18 DEC 08
1.3-2	18 DEC 08
1.4-1	18 DEC 08
1.4-2	18 DEC 08
1.5-1	18 DEC 08
1.5-2	18 DEC 08
1.6-1	29 MAR 18
1.6-2	29 MAR 18
1.6-3	29 MAR 18
1.6-4	29 MAR 18
1.6-5	29 MAR 18
1.6-6	29 MAR 18
1.7-1	18 DEC 08
1.7-2	18 DEC 08
1.8-1	18 DEC 08
1.8-2	18 DEC 08
1.8-3	18 DEC 08
1.8-4	18 DEC 08
1.8-5	18 DEC 08
1.8-6	18 DEC 08
1.8-7	18 DEC 08
1.8-8	18 DEC 08
1.8-9	18 DEC 08
1.8-10	18 DEC 08
1.8-11	18 DEC 08
1.8-12	18 DEC 08
1.8-13	18 DEC 08
1.8-14	18 DEC 08
1.8-15	18 DEC 08
1.8-16	18 DEC 08
1.8-17	18 DEC 08
1.8-18	18 DEC 08
1.8-19	18 DEC 08
1.8-20	18 DEC 08
1.8-21	18 DEC 08

Page	Date
1.8-22	18 DEC 08
1.8-23	18 DEC 08
1.8-24	18 DEC 08
1.8-25	18 DEC 08
1.8-26	18 DEC 08
1.8-27	18 DEC 08
1.8-28	18 DEC 08
1.8-29	18 DEC 08
1.8-30	18 DEC 08
1.8-31	18 DEC 08
1.8-32	18 DEC 08
1.8-33	18 DEC 08
1.8-34	18 DEC 08
1.8-35	18 DEC 08
1.8-36	18 DEC 08
1.8-37	18 DEC 08
1.8-38	18 DEC 08
1.8-39	18 DEC 08
1.8-40	18 DEC 08
1.9-1	29 MAR 18
1.9-2	29 MAR 18
1.9-3	29 MAR 18
1.9-4	29 MAR 18
1.10-1	06 AUG 15
1.10-2	06 AUG 15
1.11-1	03 APR 14
1.11-2	03 APR 14
1.12-1	03 APR 14
1.12-2	03 APR 14
1.12-3	18 DEC 08
1.12-4	18 DEC 08
1.13-1	18 DEC 08
1.13-2	18 DEC 08
1.14-1	18 DEC 08
1.14-2	18 DEC 08
1.14-3	18 DEC 08
1.14-4	18 DEC 08
1.14-5	18 DEC 08
1.14-6	18 DEC 08
1.14-7	18 DEC 08
1.14-8	18 DEC 08
ENR 2	
2.1-1	09 NOV 17
2.1-2	09 NOV 17
2.1-3	09 NOV 17
2.1-4	09 NOV 17
2.2-1	18 DEC 08
2.2-2	18 DEC 08
ENR 3	
3.1-1	18 DEC 08
3.1.2	18 DEC 08
3.2-1	03 APR 14
3.2-2	03 APR 14
3.3-1	18 DEC 08
3.3-2	18 DEC 08
3.4-1	18 DEC 08
3.4-2	18 DEC 08
3.5-1	29 MAR 18
3.5-2	29 MAR 18
3.6-1	18 DEC 08
3.6-2	18 DEC 08
ENR 4	
4.1-1	18 DEC 08
4.1-2	18 DEC 08
4.2-1	18 DEC 08
4.2-2	18 DEC 08
4.3-1	09 NOV 17
4.3-2	09 NOV 17
4.4-1	18 DEC 08
4.4-2	18 DEC 08
ENR 5	
5.1-1	11 DEC 14
5.1-2	11 DEC 14
5.2-1	11 DEC 14
5.2-2	11 DEC 14
5.3-1	18 DEC 08
5.3-2	18 DEC 08
5.4-1	18 DEC 08
5.4-2	18 DEC 08
5.5-1	11 DEC 14
5.5-2	11 DEC 14
5.6-1	18 DEC 08
5.6-2	18 DEC 08
PART 3 - AERODROME (AD)	
AD 0	
0.6-1	18 NOV 10
0.6-2	18 NOV 10
AD 1	
1.1-1	29 MAR 18
1.1-2	29 MAR 18
1.1-3	02 DEC 10
1.1-4	02 DEC 10
1.2-1	16 APR 15
1.2-2	16 APR 15
1.2-3	23 APR 09
1.2-4	23 APR 09
1.3-1	18 DEC 08
1.3-2	18 DEC 08
1.3-3	10 NOV 16
1.3-4	10 NOV 16
1.4-1	18 DEC 08
1.4-2	18 DEC 08
AD 2	
2.1-1	28 APR 16
2.1-2	28 APR 16
2.1-3	15 SEP 16
2.1-4	15 SEP 16
2.1-5	09 NOV 17
2.1-6	09 NOV 17
2.1-7	03 APR 14
2.1-8	03 APR 14
2.1-9	24 JUL 14
2.1-10	24 JUL 14
2.1-11	29 MAR 18
2.1-12	29 MAR 18
2.1-13	29 MAR 18
2.1-14	29 MAR 18
2.1-15	29 MAR 18
2.1-16	29 MAR 18
2.1-17	24 JUL 14
2.1-18	24 JUL 14
2.1-19	29 MAR 18
2.1-20	29 MAR 18
2.24.1.1-1	29 MAR 18
2.24.2.1-1	29 MAR 18
2.24.3.1-1	29 MAR 18
2.24.4.1-1	12 DEC 13
2.24.4.2-1	12 DEC 13
2.24.5.1-1	13 JAN 11
2.24.6.1-1	09 NOV 17
2.24.6.1-2	09 NOV 17
2.24.7.1-1	09 APR 09
2.24.7.1-2	09 APR 09
2.24.7.1-3	09 APR 09
2.24.7.1-4	09 APR 09
2.24.7.1-5	09 APR 09
2.24.7.1-6	09 APR 09
2.24.7.1-7	09 APR 09
2.24.7.1-8	09 APR 09
2.24.8.1-1	09 NOV 17
2.24.8.1-2	09 NOV 17
2.24.9.1-1	09 APR 09
2.24.9.1-2	09 APR 09
2.24.9.1-3	09 APR 09
2.24.9.1-4	09 APR 09
2.24.9.1-5	09 APR 09
2.24.9.1-6	09 APR 09
2.24.9.1-7	09 APR 09
2.24.9.1-8	09 APR 09
2.24.10.1-1	18 NOV 10
2.24.10.1-2	18 NOV 10
2.24.10.1-3	09 APR 09
2.24.10.1-4	09 APR 09
2.24.13.1-1	11 DEC 14
2.24.13.1-2	11 DEC 14

GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1.1 Civil Aviation Authority of Kosovo:

Kosovo Civil Aviation Authority
Ahmet Krasniqi Str. p.n.
Lagjja Arbëria
10 000 Prishtina,
Republic of Kosovo
Tel: +381 (0)38 248 629
Fax: +381 (0)38 211 009
Mobile Phone:
+377 (0)44 613 567 (Duty Officer 24/7)
E-mail: info@caa-ks.org
Web: www.caa-ks.org

1.2 Meteorology:

Meteorological Division
Air Navigation Services Agency
Vrellë, Lipjan 10070
TEL: +381 38 59 58 411, 413
FAX: +381 38 59 58 414
E-mail: meteo.service@rks-gov.net

1.3 Customs:

Costums Station
Pristina International Airport
TEL and Fax: +381 38 548 450 ext. 167
+381 38 513 92 167
E-mail: fisnik.nuli@dogana-ks.org

1.4 Immigration:

Headquarter of Border Police Department
"Luan Haradinaj "Street NN 10000 Prishtina
Tel.+381 38 50 80 1177 & 1610
+381 38 50 80 1103

+381 38 542 127
Tel.Fax: +381 38 50 80 1609
E-mail: drejtoriapermigrim@KosovoPolice.com
qkmk@rks-gov.net.
qkmk.kordinatori@rks-gov.net.

1.5 Health:

Ministry of Health -
Sanitary Inspection
"Zagrebi" Str, No number
10000 Prishtina, Kosova
TEL: +381 38 200 38 356
+381 38 212 225
E-mail: inspektoriatisanitar@yahoo.com
ilirjana.zymberi@rks-gov.net

1.6 En-Route and Aerodrome/Heliport Charges:

See 1.1 above

1.7 Agricultural Quarantine:

Agjencia e Ushqimit dhe Veterinarise,
Zona Industriale,Fushë Kosovë
Tel: +381 (0)38 551 918
Fax: +381 (0)38 551 962
E-mail: infoauv@ks-gov.net
Web: www.auv-ks.net

1.8 Aircraft Accident Investigation:

Aeronautical Accident and Incident
Investigations Commission of Kosovo
Office of the Prime Minister
Government Building,Office 715
Nënë Tereza Str.
10000 Pristina
Republic of Kosovo
Tel: +381 (0)38 200 14 861
Mobile Phone:
+377 (0)45 356 666 (Duty Officer 24/7)
E-mail:arben.sh.gashi@rks-gov.net
Web: http://kryeministri-ks.net

INTENTIONALLY LEFT BLANK

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
Air Navigation Services Agency
TEL: +381 38 59 58 300
FAX: +381 38 59 58 306
E-mail: jashar.mehmeti@rks-gov.net

3.1.1.3 **International NOTAM office (NOF)**

Aeronautical Information Service
Air Navigation Services Agency
TEL: +381 38 59 58 304
FAX: +381 38 59 58 306
E-mail: beni.bajrami@rks-gov.net

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

3.1.3.3.2 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 pubication 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 reissued 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 three series identified by the letters A ,B and S

S*eries A.*

General rules, en-route navigation and communication facilities, airspace restrictions and activities taking place inside CTR(Aerodrome Control Zone-GND up to 5000ft AMSL) CTA1,CTA2,CTA3,CTA4,CTA5 (Control Area 5000ft up to FL205) below FL205, and information concerning major international aerodrome.

Series B.

Information concerning aerodromes,heliports,facilities and procedures,restricted operations zones outside Pristina Aerodrome CTR and CTA1,CTA2,CTA3,CTA4 CTA5 below FL205.

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.

GEN 3.2 AERONAUTICAL CHARTS

3.2.1 Responsible services

3.2.1.1 The designated Air Navigation Services Provider is responsible for the provision of aeronautical charts in accordance with ICAO standards.The charts are produced as far as possible in accordance with the provisions contained in ICAO Annex 4 - Aeronautical Charts. Differences to these provisions are detailed in subsection **GEN 1.7.**

3.2.2 Maintenance of charts

3.2.2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to aeronautical charts not contained in the AIP are promulgated by AIP Amendments and are listed under 3.2.8 of this subsection. Information concerning the planning for or issuance of new maps and charts is notified by Aeronautical Information Circular.

2.3.2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3.2.3 Purchase arrangements

3.2.3.1 The charts as listed under 5. of this subsection may be obtained either from the:

Aeronautical Information Service

Air Navigation Services Agency
TEL: +381 38 59 58 303
FAX: +381 38 59 58 306
E-mail: ais@rks-gov.net

3.2.3.2 Aeronautical Information Service have copies of the ICAO *Aeronautical Chart Catalogue* (Doc 7101) where all aeronautical charts or chart series produced by this and other countries are listed, and known to be generally available to civil aviation.

3.2.4 Aeronautical chart series available

3.2.4. The following series of aeronautical charts are produced:

a) World Aeronautical Chart - ICAO 1:1 000000;

b) Plotting Chart — ICAO;

c) Aerodrome/Heliport Chart — ICAO;

d) Aerodrome Ground Movement Chart — ICAO;

e) Aircraft Parking/Docking Chart — ICAO;

f) Aerodrome Obstacle Chart — ICAO — Type A (for each runway);

g) Aerodrome Obstacle Chart — ICAO — Type C;

h) Precision Approach Terrain Chart — ICAO (precision approach Cat II and III runways);

i) Enroute Chart — ICAO;

j) Area Chart — ICAO (arrival and transit routes);

k) Area Chart — ICAO (departure and transit routes);

l) Standard Departure Chart — Instrument (SID) — ICAO;

m) Standard Arrival Chart — Instrument (STAR) - ICAO;

n) Instrument Approach Chart — ICAO (for each runway and procedure type;

o) Visual Approach Chart — ICAO.

The charts currently available are listed under 3.2.5 of this subsection.

3.2.4.2 *General description of each series*

a) World Aeronautical Chart — ICAO 1: 1000 000. This series is constructed on Lambert Conical Orthomorphic Projection up to 80°N and the Polar Stereographic Projection between 80°N and 90°N with the scales matching at 80°N. The aeronautical data shown have been kept to a minimum, consistent with the use of the chart for visual air navigation. It includes a selection of aerodromes, significant obstacles, elements of the ATS system, prohibited, restricted and danger areas, and radio navigation aids. The chart provides information to satisfy visual air navigation and is also used as a pre-flight planning chart.

b) Plotting Chart — ICAO. This series, covering the North Atlantic, Western Europe and North Africa, is designed for in-flight long-rang navigation and is constructed on Mercator's projection with simple outline of land areas at a scale of 1:5 000 000. Aeronautical data consist of major international aerodromes, selected radio navigation aids, lattices of long-range electronic aids to navigation, FIR, CTA, CTR, reporting points, etc. The chart is designed to provide a means of maintaining a continuous flight record of the aircraft position.

c) Aerodrome/Heliport Chart — ICAO. This chart contains detailed aerodrome/heli-

port data to provide flight crews with information that will facilitate the ground movement of aircraft:

— from the aircraft stand to the runway; and

— from the runway to the aircraft stand; and helicopter movement:

— from the helicopter stand to the touchdown and

— along air transit routes.

It also provides essential operational information at the aerodrome/heliport.

d) Aerodrome Ground Movement Chart — ICAO. This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands and for the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO.

e) Aircraft Parking/Docking Chart — ICAO. This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart - ICAO or on the Aerodrome Ground Movement Chart — ICAO.

f) Aerodrome Obstacle Chart — ICAO — Type A (operating limitations). This chart contains detailed information on obstacles in the take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacle information, in combination with an Obstacle Chart — ICAO - Type C, provides the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6, Parts I and II, Chapter 5.

g) Aerodrome Obstacle Chart — ICAO — Type C. This chart contains obstacle data necessary to enable an operator to develop procedures to comply with the operating limitations of ICAO Annex 6, Parts I and II, Chapter 5, with particular reference to information on obstacles that limit the maximum permissible take-off mass.

This chart must provide certain obstacle data and topographical information covering a distance of 45 km (24 NM) from the aerodrome reference point.

Appropriate topographical charts which are available for the area around the airports, if supplemented with "overprint" obstacle data and other significant aeronautical information, should be suitable for use as the topographic base for die AOC — ICAO — Type C.

This chart is not produced if:

— the required obstacle data is included in the AIP; or

— no significant obstacles exist, and this fact is included in the AIP.

h) *Precision Approach Terrain Chart — ICAO.* This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. This chart is produced for all precision approach Cat II and HI runways.

i) *En-route Chart — ICAO.* This chart is produced for the entire airspace. The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.

j) *Area Chart — ICAO.* This chart is produced when the air traffic services routes or position reporting requirements are complex and cannot be shown on an En-route Chart — ICAO.

It shows, in more detail, those aerodromes that affect terminal routings, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will facilitate the following phases of instrument flight:

- the transition between the en-route phase and the approach to an aerodrome;
- the transition between the take-off/ missed approach and the en-route phase of flight; and
- flights through areas of complex ATS routes or airspace structure.

k) *Standard Departure Chart — Instrument (SID) — ICAO.* This chart is produced whenever a standard departure 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 departure, aerodrome(s) which affect the designated

GEN 3.3 AIR TRAFFIC SERVICES

3.3.1 Responsible service

3.3.1.1 Department of Air Traffic Services is the responsible authority for the provision of air traffic services in the area indicated under 3.3.2 below.

Department of Air Traffic Services

Air Navigation Services Agency

Tel: +381 (0)38 59 58 210

Mobile Phone: +377 (0) 45 200 625

E-mail: izedin.ademi@rks-gov.net

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 airsapce, 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

Unit name	*Postal address*	*Telephone NR*	*Telefax NR*	*Telex NR*	*AFS address*
1	2	3	4	5	6
Pristina TWR	Air Navigation Services Agency	+381 38 59 58 207	+381 38 59 58 601	NIL	BKPRZTZX
APP/ Radar	Air Navigation Services Agency	+381 38 59 58 206	+381 38 59 58 601	NIL	BKPRZQZX

INTENTIONALLY LEFT BLANK

GEN 3.5 METEOROLOGICAL SERVICES

3.5.1 Responsible service

3.5.1.1 The meteorological services for civil aviation are provided by the Meteorological Department in:

Meteorological Department
Air Navigation Services Agency
TEL: +381 38 59 58 411
+381 38 59 58 413

FAX: +381 38 59 58 414
E-mail: meteo.service@rks-gov.net
AFTN: BKPRLSKS

3.5.1.2 The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 3 — *Meteorological Service for International Air Navigation*

Doc 7030 — *Regional Supplementary Procedures*

Differences to these provisions are detailed in subsection GEN 1.7.

3.5.2 Area of responsibility

3.5.2.1 The Meteorological Department is the official meteorological office in Air Navigation Services Agency.

3.5.3 Meteorological observations and reports

3.5.3.1 Reports and Observations

1. Surface weather report

   Reports of surface weather observations for the Air Navigation Services Agency consist of:

   a. Routine reports,

      METAR, are issued one half hour during opening hours and hourly when Airport is closed as agreed with Airport authorities.

   b. Special reports

      SPECI are issued whenever a significant deterioration or improvement of weather is observed between routine observations.

   If the weather is deteriorating significantly SPECI is issued immediately but if it is improving, it is issued 10 minutes after the significant change.

   SPECI may also be issued on a specific occasion on request by ATS or operator.

2. Surface wind

   Wind speed and direction are measured at Air Navigation Services Agency with cup anemometer and digital read-out. The anemometer is installed about 10 metres above ground level. The anemometer is located so as to give readings representative of conditions on the airfield, Indicators are located in the appropriate Air Traffic Service Units. Wind values are provided in accordance with Annex 3 *paragraph 4.4 and 4.5.*

3. Visibility (Prevailing)

   Prevailing visibility is the visibility value, observed in accordance with the definition of 'visibility' , which is reached or exceeded within at least half the horizon circle or within at least half of the surface of the aerodrome. These areas could comprise contiguous or non-contiguous sectors.

   i.e.

   If the visibility in one direction , which is not the prevailing visibility, is less than 1500 metres or less than 50% of the prevailing visibility, the lowest visibility observed should also be reported and its general direction in relation to the aerodrome indicated by reference to one of the eight points of the compass.

   If the lowest visibility is observed in more than one direction , then the most operationally significant direction should be reported.

   When the visibility is fluctuating rapidly and the prevailing visibility cannot be determined, only the lowest visibility should be reported, with no indication of direction.

4. Runway Visual Range (RVR)

   At Air Navigation Services Agency Instrumented Runway Visual Range System (RVR) is installed. RVR values are included in METAR when either the horizontal visibility or the runway visual range is observed to be less than 1500 metres.

   RVR is reported in increments of 25m up to 400m, 50m between 400 and 800m and 100m to the upper limiting values which is 1500 metres.

5. Cloud height

   Cloud height is measured and estimated at Air Navigation Services Agency.

6. Temperature/Dew point temperature

   Distant thermometer is connected to Pristina Airport.

   Dewpoint temperature is measured at Pristina Airport.

7. QNH

   Altimetersetting are given in hPa which equals millibar.

8. Wind shear

   Low level wind shear is not measured instrumentally at Pristina Airport. Reports of wind shear from aircraft landing or taking off, or evidence as deduced from other available information can be included in METARs if of long duration. Aural information regarding wind shear are given in the vicinity of Air Navigation Services Agency of short or long duration.

3.5.3.2 **Meteorological Stations**

To be developed

3.5.3.3 **Station Meteorological reports and observations**

To be developed

3.5.4 Types of services

3.5.4.1 Personal briefing and consultation for flight crew members are provided at Air Navigation Services Agency - Meteorological Department.

3.5.4.2 For international flights, the flight documentation comprises a significant weather chart, an upper wind and upper air temperature chart and the latest available aerodrome forecast for the destination and its alternate aerodromes.

3.5.5 Notification required from operators

3.5.5.1 Notification from operators in respect of briefing, consultation, flight documentation and other meteorological information needed by them (ref. ICAO Annex 3, 2.3) is normally required for intercontinental flights of more than 3 500 km. Such notification should be received at least 6 hours before the expected time of departure.

3.5.6 VOLMET service

NIL

3.5.7 Terminal Aerodrome Forecast

3.5.7.1 Long TAF's are issued by the Meteorological Department at Air Navigation Services Agency at a specified time.

3.5.8 SIGMET Service

NIL.

3.5.9 AIRMET Service

NIL.

3.5.10 Aerodrome Warnings

Aerodrome Warnings are issued in regular basis, if one of the following phenomena are expected to occur at the airport:

- Temperature below zero
- Heavy percipitations $\geq$ 10mm/hr
- Freezing percipitation
- Freezing Fog
- Cross wind $\geq$ 20kt
- Wind $\geq$ 40kt
- Thunderstorms
- Volcanic Ash

The Aerodrome Warnings are issued in English and are distributed on accordance with a distribution list agreed upon locally.

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
ENR 0.5 LIST OF HAND AMENDMENTS TO THE AIP — Not applicable

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 1. GENERAL RULES AND PROCEDURES
ENR 1.1 General rules ENR 1.1-1
ENR 1.1.1 General ENR 1.1-1
ENR 1.1.2 Minimum Safe Height ENR 1.1-1
ENR 1.1.3 Dropping of Object ENR 1.1-1
ENR 1.1.4 Acrobatic Flying ENR 1.1-1
ENR 1.1.5 Towing and Advertising Flights ENR 1.1-1
ENR 1.1.6 Times and Unites of Measurement ENR 1.1-1
ENR 1.1.7 Airspace Structure ENR 1.1-1
ENR 1.1.8 Prohibited Areas and Flight Restrictions ENR 1.1-2
ENR 1.1.9 Cloud Flights with Gliders ENR 1.1-2
ENR 1.1.10 Take-offs and landings of aeroplanes, rotorcrafts, airships, powered gliders, gliders and parachutists outside aerodromes admitted for them ENR 1.1-2
ENR 1.1.11 Ascents of balloons, kites, self-propelled flying models and flying bodies ENR 1.1-2
ENR 1.2 Visual flight rules ENR 1.2-1
ENR 1.3 Instrument flight rules ENR 1.3-1
ENR 1.3.1 Rules Applicable to all IFR Flights ENR 1.3-1
ENR 1.3.2 Rules Applicable to IFR Flights within Controlled Airspce ENR 1.3-1
ENR 1.3.3 Rules Applicable to IFR Flights outside Controlled Airspace ENR 1.3-1
ENR 1.4 ATS airspace classification
ENR 1.4.1 Classification of airspaces ENR 1.4-1
ENR 1.5 Holding, approach and departure procedures ENR 1.5-1
ENR 1.5.1 General ENR 1.5-1
ENR 1.5.2 Arriving flights ENR 1.5-1
ENR 1.5.3 Departing flights ENR 1.5-1
ENR 1.6 Radar services and procedures ENR 1.6-1
ENR 1.6.1 Primary radar ENR 1.6-1
ENR 1.6.2 Secondary surveillance radar (SSR) ENR 1.6-1
ENR 1.6.3 Graphic portrayal of area coverage of radar/SSR ENR 1.6-2
ENR 1.7 Altimeter setting procedures ENR 1.7-1
ENR 1.7.1 Introduction ENR 1.7-1
ENR 1.7.2 Basic Altimeter Setting Procedures ENR 1.7-1
ENR 1.7.3 Procedures Applicable to Operators (including Pilots) ENR 1.7-1
ENR 1.7.4 Tables of Cruising Levels ENR 1.7-2
ENR 1.8 Regional supplementary procedures (Doc 7030) ENR 1.8-1
ENR 1.9 Air traffic flow management (ATFM) ENR 1.9-1
ENR 1.9.1 Air Traffic Flow Management Sructure, Service Area, Service Provied, Location of Unit(s) and Hours of Operations ENR 1.9-1
ENR 1.9.2 General Guidelines ENR 1.9-1
ENR 1.9.3 Call Signs ENR 1.9-1
ENR 1.9.4 Off-Load Facilities/Manifests ENR 1.9-1
ENR 1.9.5 In Flight Procedure ENR 1.9-2
ENR 1.9.6 Procedures for commercial Carriers into Pristina International Airport ENR 1.9-2

ENR 1.9.7 Procedure for Military,State and other flights in support of state authorities ENR 1.9-2
ENR 1.9.8 CAOC TJ activities and Requirements ENR 1.9-2
ENR 1.9.9 Release of Liability and IIndemnification Agreement and Military Certification ENR 1.9-2
ENR 1.9.10 Long - Term Schedling ENR 1.9-3
ENR 1.9.11 Emergency and medical evacuation (MEDEVAC) flights ENR 1.9-3
ENR 1.9.12 VIP/Distinguished Visitors (DV) ENR 1.9.3
ENR 1.9.13 Slot allocation - change and cancellation procedure ENR 1.9-3
ENR 1.9.14 Mission Change on day of flight ENR 1.9-3
ENR 1.9.15 Slot Time Allocation - Conditions and Criteria ENR 1.9-3
ENR 1.9.16 Use of L608 and M687 by NATO flights ENR 1.9-4
ENR 1.9.17 Transfer of Control Points ENR 1.9-4
ENR 1.9.18 Procedure for NATO Aircraft inbound to Pristina via M867 and outbound using L608 ENR 1.9-4
ENR 1.10 Flight planning ENR 1.10-1
ENR 1.10.1 Procedures for the Submission of a Flight Plan ENR 1.10-1
ENR 1.10.2 Repetitive Flight Plan System ENR 1.10-1
ENR 1.10.3 Changes to the submitted flight plan ENR 1.10-2
ENR 1.11 Addressing of flight plan messages ENR 1.11-1
ENR 1.12 Interception of civil aircraft . ENR 1.12-1
ENR 1.13 Unlawful interference ENR 1.13-1
ENR 1.13.1 General ENR 1.13-1
ENR 1.13.2 Procedures ENR 1.13-1
ENR 1.14 Air traffic incidents ENR 1.14-1
ENR 1.14.1 Definition of Air Trafic Incidents ENR 1.14-1
ENR 1.14.2 Use of the Air Traffic Incident Report Form (See Model on Page ENR 1.14-3 to ENR 1.14-7) ENR 1.14-1
ENR 1.14.3 Reporting Procedures (including In-Flight Procedures) ENR 1.14-1
ENR 1.14.4 Purpose of Reporting and Handling of the Form ENR 1.14-2

ENR 2. AIR TRAFFIC SERVICES AIRSPACE
ENR 2.1 ATS Airspace (FIR,CTA,TMA) ENR 2.1-1
ENR 2.2 Other regulated airspaces ENR 2.2-1

ENR 3. ATS ROUTES
ENR 3.1 Lower ATS routes ENR 3.1-1
ENR 3.2 Upper ATS routes ENR 3.2-1
ENR 3.3 Area navigation (RNAV) routes ENR 3.3-1
ENR 3.4 Helicopter routes ENR 3.4-1
ENR 3.5 Other routes ENR 3.5-1
ENR 3.6 En-route holding ENR 3.6-1

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS
ENR 4.1 Radio navigation aids — en-route ENR 4.1-1
ENR 4.2 Special navigation system ENR 4.2-1
ENR 4.3 Name-code designators for significant points ENR 4.3-1
ENR 4.4 Aeronautical ground lights — en-route ENR 4.4-1

ENR 5. NAVIGATION WARNINGS
ENR 5.1 Prohibited, restricted and danger areas ENR 5.1-1
ENR 5.2 Military exercise and training areas ENR 5.2-1
ENR 5.3 Other activities of a dangerous nature ENR 5.3-1
ENR 5.4 Air navigation obstacles — en-route ENR 5.4-1
ENR 5.5 Aerial sporting and recreational activities ENR 5.5-1
ENR 5.6 Bird migration and areas with sensitive fauna ENR 5.6-1

ENR 1.6 RADAR SERVICES AND PROCEDURES

1.6.1 Radar service provision

1.6.1.1 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.

1.6.2 The application of radar control service

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

1.6.2.2 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.

1.6.2.3 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.

1.6.2.4 The minimum horizontal radar seperation is 10 NM at or below FL205.

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

1.6.3 Radar and radio failure procedures

1.6.3.1 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.

1.6.3.2 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.

1.6.3.3 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.

1.6.4 Primary radar

NIL

1.6.5 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.
c. 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:

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

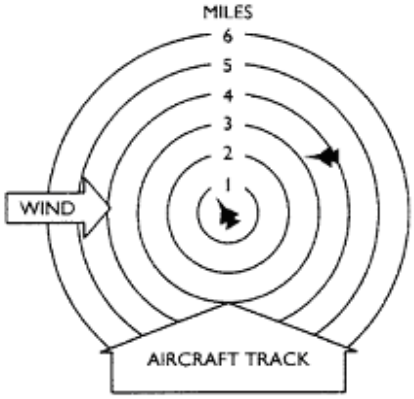
2. Radar Traffic Information

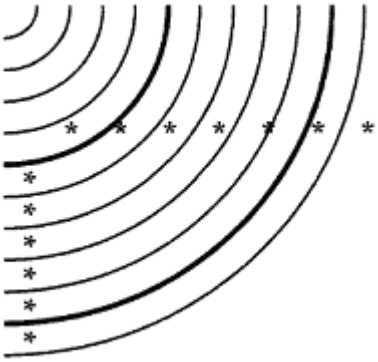
a. Traffic (or workload) permitting, ATC will provide IFR flights with information on observed radar targets whenever the traffic is likely to be of concern to the pilot, unless the pilot states that he does not want the information. This information may be provided to VFR traffic when requested by the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





As observed on radar, 3 o'clock, 3.5 miles.

Actual position of traffic, 3 o'clock, 3.5 miles.

e. Traffic information when passed to radar identified aircraft will be issued as follows:

i. Position of the traffic in relation to the aircraft's observed track.

ii. Direction in which the traffic is proceeding.

iii. Type of aircraft and altitude, if known.

Example: "TRAFFIC, 2 O'CLOCK 3 1/2 MILES, WESTBOUND", (type of aircraft and altitude.)

f. An aircraft not radar-identified would be issued traffic information in the following manner:

i. Position of the traffic in relation to fix;

ii. Direction in which the traffic is proceeding;

iii. Type of aircraft and altitude, if known.

3. Radar Assistance To VFR Flights

a. When requested by pilots, radar-equipped ATC units will provide assistance to navigation in the form of position information, vectors or track. Flights requesting this assistance must be operating within areas of radar and communication coverage and be radar-identified.

b. VFR flights may be provided with this service:

i. at the request of a pilot, when traffic conditions permit; or

ii. when the controller suggests and pilot agrees; or

iii. in the interest of flight safety.

c. The pilot is responsible for avoiding other traffic and avoiding weather below VFR minima while on a VFR flight on radar vectors.

d. If radar vector will lead a VFR flight into IFR weather conditions, the pilot must inform the controller and take the following action:

i. if practicable, obtain a vector which will allow the flight to remain in VMC; or

ii. if an alternative vector is not practicable, revert to navigation without radar assistance; or

iii. if the pilot has an IFR rating and the aircraft is equipped for IFR flight, he may file an IFR flight plan, and request an IFR clearance.

e. Emergency radar assistance will be given to VFR flights which are able to maintain two-way radio communication with the unit, are within radar coverage, and can be radar identified.

f. Pilots requiring radar assistance during emergency conditions should contact the nearest ATC unit and provide the following information:

i. declaration of emergency (state nature of difficulty and type of assistance required);

ii. position of aircraft and weather conditions within which the flight is operating;

iii. type of aircraft, altitude, and whether equipped for IFR flight;

iv. whether pilot has an IFR rating.

g. Pilots unable to contact radar but in need of emergency assistance may alert by flying triangular patterns.

Note: Receiver operating, right hand pattern. No radio, left hand pattern

4. Obstacle Clearance During Radar Vectors

a. IFR Flights

i. The pilot of an IFR flight is responsible for ensuring that his flight is operated with adequate clearance from obstacles and terrain, however, when and only when the flight is being radar-vectored, air traffic control will ensure that the appropriate obstacle clearance is provided.

ii. Minimum radar vectoring altitudes (lowest altitude at which an aircraft may be vectored and still meet obstacle criteria) which may be lower than minimum altitudes shown on navigation and approach charts, have been established at Pristina to facilitate transitions to instrument approach aids. When an IFR flight is cleared to descend to the lower altitude, ATC will provide terrain and obstacle clearance until the aircraft is in a position from which an approved instrument approach or a visual approach can be commenced.

iii. If a communication failure occurs while a flight is being vectored at an altitude below the minimum IFR altitudes shown in the instrument approach chart, the pilot should climb immediately to the appropriate published minimum altitude, unless able to continue VMC.

b. VFR Flights

i. The pilot of a VFR aircraft remains responsible for maintaining adequate clearance from obstacle and terrain when the flight is being radar-vectored by air traffic control.

ii. If adequate obstacle or terrain clearance cannot be maintained on a vector, the pilot must inform the controller and take the following action:
- if practicable, obtain a heading that will enable adequate clearance to be maintained, or climb to a suitable altitude; or
- revert to navigation without radar assistance.

5. SSR Mode “C” Information

a. Air traffic controllers at Pristina APP shall use automatically transmitted pressure-altitude data, received from aircraft, to confirm vertical separation between aircraft.

b. If Mode “C” information from an aircraft shows an inaccuracy of 300 feet or more in respect to cleared/reported level the aircraft will be requested to verify its level. If it becomes apparent that the reason for the inaccuracy is erroneous indication the aircraft will be advised to cease transponding Mode “C” by the phrase:

STOP SQUAWK CHARLIE, WRONG INDICATION.

1.6.5.1 Emergency Procedures

1.6.5.1.1 If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific Code, this Code shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to Mode A/3 Code 7700.

1.6.5.1.2 Notwithstanding the procedure in para 1.6.5.1.1 above, a pilot may select Mode C Code 7700 if it appears to him to be the most suitable source of action.
Note: Continuous monitoring of responses on Mode C Code 7700 is provided.

1.6.5.2 Radio communication failure and unlawful interference procedures

1.6.5.2.1 **Radio communication failure procedure**

In the event of an aircraft radio receiver failure, a pilot shall select Mode C Code 7600 and follow established procedures; subsequent control of the aircraft will be based on those procedures.

1.6.5.2.2 **Unlawful interference procedure**

In the event of an unlawful interference, a pilot shall select Mode C Code 7500 and follow established procedures; subsequent control of the aircraft will be based on those procedures.

1.6.5.3 **Communication**

International flights shall monitor the appropriate controller/pilot frequency when within radar coverage.

1.6.5.4 **System of SSR Code assignment**

Code assignment is done by ANSA- AIS Department on daily basis.

1.6.5.5 Radar Coverage

Pristina Approach operates terminal area surveillance radar station at Golesh Hill location 42°34’01.884"N 20°59’18.733"E. The radar coverage for secondary radar is 180NM.

1.6.5.6 Graphic portrayal of area coverage of radar/SSR

To be developed

INTENTIONALLY LEFT BLANK

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 Air Navigation Services Agency (ANSA) 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 for commercial flights.

b) Pristina Airport Schedule Facilitator will assign arrival/departure times for commercial flights, military flights, humanitarian flights,state and other flights in support of State Authorities.

c) Pristina International Airport AIS/FMU will assign Mode 3A codes for all flight categories.

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
web: www.mi-ks.net
E-mail: nexhat.bala@rks-gov.net
ismail.berisha@rks-gov.net
avdi.kamerolli@rks-gov.net
trafficrights@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

Air Navigation Services Agency may be contacted at the following addresses:

3) ARO

TEL: +381 38 59 58 303
FAX: +381 38 59 58 306

4) FMU
TEL: +381 38 59 58 305

FAX: +381 38 59 58 306
Mobile: +377 45 150 777
E-mail: ais@rks-gov.net

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.

(Note:NATO/KFOR military aircraft and civilian carriers can select Pristina International Airport as an alternate airport, only if the airline authority has signed the certificate of release of liability (Annex Aand B respectively, refer to Pristina International Airport Slot Coordination Unit contact: +381 38 501502 1170, email: scheduleprn@limakkosovo.aero)

-Emergency cases are excluded-

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.

1.9.5.2 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.euroocontrol.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;

Tel: +381 38 5958 303

.

1.9.6 Procedures for commercial Carriers into Pristina International Airport

1.9.6.1 Slot Coordiantion Unit of Pristina International Airport is responsible to coordinate and assign arrival/ departure times by having in consideration the airport capacity.The unit confirms the arrival/departure times at /from Pristina International Airport and on permanent basis will give advice for the airport capacity to commercial air carriers and other air operators for wich a Permit has been issued by the Department of Civil Aviation or relevant authorities.The exchange of messages shall be done as per IATA Standard Schedules Information Manual-SSIM.In addition to this,ANNEX B Release of Liability shall be Submitted to Slot Coordination Unit of Pristina International Airport. This form is available in NATO Special Instructions in www.caoc5.nato.int,link SPINS.

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

1.9.7.1
Slot Coordination Unit of Pristina International Airport in coordination with KFOR liaison office at the Airport will assign arrival /departure (slot times) for Military Flights.Note:

Slot requests/Schedule Movement Advices for commercial air carriers into Pristina International Airport shall be submitted as per IATA SSIM Messages,additionally the Requests through the form Annex C2 of NATO SPINS are accepted and will be processed,while the slot requests for military flights are to be submitted through the Slot Request Form Annex of NATO SPINS.

In addition to this,ANNEX B Release of Liability shall be submitted to Slot Coordination Unit of Pristina International Airport.This form is available in NATO Special Instructions in www.caoc5.nato.int, link SPINS.

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

1.9.8.1 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

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

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

1.9.10 Long-Term Scheduling

1.9.10.1 Pristina International Airport Slot Coordination unit is responsibleThe AIS/FMU 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 Releaseof Liability/Statement of certification,according to the current version of the regulations.

1.9.11 Emergency and medical evacuation(MEDEVAC) flights

1.9.11.1 Pristina International Airport Slot Coordination unit must be contacted directly in case of MEDEVAC flights.The data for the flight,operator and schedule shall be submitted via Annex D of NATO SPINS.Text emails containing all needed information for the flight will be considered and processed as well.

1.9.12 VIP/Distinguished Visitors (DV)

1.9.12.1 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

1.9.13 Slot allocation - change and cancellation procedure

1.9.13.1 For schedule change or cancellation of commercial,military,GAT,VFR and Humanitarian flights at Pristina International Airport,airlines and operators must notify via email the Slot Coordination Unit with details of change or cancellation as soon as they are planned.

Slot Coordination Unit contact details:

Phone:+381 38 501 502 1170

Mobile:+377 45 811 310

Email: scheduleprn@limakkosovo.aero

Web: http://www.airportpristina.com

1.9.14 Mission change on day of flight

1.9.14.1 For any change on schedule which might occur on the day of operation due to weather conditions,technical problems or any operational (non-commercial)reason,before operating the flight,airlines and air operators must contact PRN Operations Control Centre-OCC to receive the relevant information in regard to the available capacity on the day of operation.

Contact details for PRN OCC

Phone: +381 38 501 502 2222

Fax: +381 38 501 502 1323

Email: occprn@limakkosovo.aero

Web: http://www.airportpristina.com

1.9.15 Slot time allocations - conditions and criteria

1.9.15.1 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.

1.9.15.2 Operators should be aware that cancelled or missed flights are not subject to any automatic review. A new schedule request must be submitted to Airport Authority, as necessary.
Carriers who fail to coordinate changes with the Airport may be subject to landing and take-off clearance delays. Priority on airport services will be given to air operators who perform their flights according to the confirmed times.

1.9.16 Use of L608 and M687 by NATO Flights

1.9.16.1 Direct flight routing between Serbia and Montenegro and Kosovo are authorized only for NATO flights via L608 and M867 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.

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

1.9.17 Transfer of Control Points

1.9.17.1 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.

1.9.17.2 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.

1.9.17.3 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) 118.775 MHz;
   iii) 228.125 MHz;

1.9.18 Procedures for NATO aircraft <u>inbound</u> to Pristina via M867 and <u>outbound</u> Pristina using L608:

1.9.18.1 Inbound Pristina

1.9.18.1.1 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 P 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.

1.9.18.2 Outbound Pristina

1.9.18.2.1 Pilots will get one of the following SIDs, depending on performance and runway in use, SARAX 1B, SARAX 2B or SARAX 2A when above MVA or MSA to leave PRT VOR direct DOLEV. The altitude clearance will be FL140 until DOLEV. 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 3.5 OTHER ROUTES

3.5.1 **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.

3.5.2 **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)

3.5.3 **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)

INTENTIONALLY LEFT BLANK

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).

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 forcalculating 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*.

Ready for Push-Back: All passengers on board, doors closed, pushback tractor is connected with the aircraft, Headset operator is in the ready position and in contact with the captain**.**

Anti collision light: When anti collision light of the aircraft are on, no movement (vehicle nor person) is permitted behind the aircraft

6.2 General

Aircraft parked on Apron "Kilo", will be parked with nose pointing towards, direction terminal building. Pushback of the aircraft shall be conducted in accordance with the procedures described hereunder, in order to prepare the aircraft for further taxi maneuvers.

Airport - OCC (Operations Control Centre) assigns aircraft position on the apron. Pilots are informed about the assigned parking position by the station providing Ground Movement Control via radio (Prishtina Ground).

In apron Kilo, aircraft will be parked using VDGS on Stands 201A, 201, 201B, 202A, 202, 202B, 203A 203 and 203B. In stands 101A, 101 and 101B aircraft with be parked using marshaller. In case of VDGS failure, marrshaller is available at each stand.

All instructions and comunications which are not understood, not clear, not adhered or are interrupted or delayed for any reason must be relayed to ATC.

No aircraft pushback shall take place onto a stand or taxiway / taxiline without the express permission of ATC.

Pilots are reminded that control of aircraft requiring start-up or push back clearance on the aprons is the responsibility of ATC, and the control of vehicles and personnel is the responsibility of the Airport Operator. Instructions to aircraft are given on the understanding that separation between aircraft and vehicles / personnel on the apron is not the responsibility of ATC.

Pilots should be cautious whilst maneuvering on aprons and be aware that they are crossing service roads where vehicle and personnel are moving at times which are not under ATC responsibility.

6.3 Standard Pushback

Stands 201B, 201, 201A, 202B, 202, 202A, 203B, 203, 203A, 101B 101,101A

Depending runway in use, ATC will issue instructions for an aircraft to be pushed back, facing south or north only.Nevertheless,for operational purposes,ATC may face the aircraft on the opposite side of the runway in use.

Restrictions

Stand 101A - can be pushed back facing **south** only.

Stand 201B - can be pushed back facing **north** only, if thereis aircraft is on apron "M"

For aircraft category E,stands 101,201,202 and 203, no simultaneous push-backs allowed.

6.3.1 Recommended pushback for stands 201B and 201A

Whenever possible,it is recommended that aircraft in stands 201B and 201A are pushed back facing south onto M Apron,clear of taxiway B2.

6.3.2 Multiple standard pushback

Multiple aircraft may be cleared for simultaneous pushback if they are seperated by at least 2 stands in between them (see Table 1&2).

Facing NORTH

Stand	201B	201A	202B	202A	203B	203A	101B	101A*
201B	N/A	N	N	Y	Y	Y	Y	N/A
201A	N	N/A	N	N	Y	Y	Y	N/A
202B	N	N	N/A	N	N	Y	Y	N/A
202A	Y	N	N	N/A	N	N	Y	N/A
203B	Y	Y	N	N	N/A	N	N	N/A
203A	Y	Y	Y	N	N	N/A	N	N/A
101B	Y	Y	Y	Y	N	N	N/A	N/A
101A*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**101A can be pushed back facing SOUTH only*

Table 1. Simultaneous push back operations in Apron Kilo facing north

Facing SOUTH

Stand	201B*	201A	202B	202A	203B	203A	101B	101A
201B*	N/A	N	N	Y	Y	Y	Y	Y
201A	N	N/A	N	N	Y	Y	Y	Y
202B	N	N	N/A	N	N	Y	Y	Y
202A	Y	N	N	N/A	N	N	Y	Y
203B	Y	Y	N	N	N/A	N	N	Y
203A	Y	Y	Y	N	N	N/A	N	N
101B	Y	Y	Y	Y	N	N	N/A	N
101A	Y	Y	Y	Y	Y	N	N	N/A

Table 2. Simultaneous push back operations in Apron Kilo facing south

6.4 Non - standard pushback

Simultaneous pushback on opposite direction, (tail to tail) may be applied provided that they are seperated by at least 3 stands in between them.

Tail to Tail

Stand	201B	201A	202B	202A	203B	203A	101B	101A
201B	N/A	N	N	N	N	Y	Y	Y
201A	N	N/A	N	N	N	N	Y	Y
202B	N	N	N/A	N	N	N	N	Y
202A	N	N	N	N/A	N	N	N	N
203B	N	N	N	N	N/A	N	N	N
203A	Y	N	N	N	N	N/A	N	N
101B	Y	Y	N	N	N	N	N/A	N
101A	Y	Y	Y	N	N	N	N	N/A

Table 3. Simultaneous pushback in Apron Kilo (tail to tail)

Simultaneous push backs on opposite directions(head to head),form adjacent stands, shoud be carried out only if aircraft from northern stands are pushed back onto M Apron and clear of taxiway B2,facing South,while aircraft from southern stands are pushed back on K Apron,facing North.

Example:”PNA123 start up and pushback approved,facing south,make long pushback onto M Apron,clear of Taxiway B2”
ATC may receive a phone call from OCC,when more than one aircraft will be ready for pushback,to help ATC facilitate more pushbacks at the same time.
Pushback operators will make short pushbacks as standard.When one aircraft is planned to enter the stand that the aircraft on push-back is leaving,pilot should be instructed to perform long pushback.
Example:”PNA123,[..]make long pushback [clear of Stand 202A]or [abeam Stand 201A]

6.5 Procedure

PiC (Pilot in Command) will assess the situation when he is ready for push-back.

When the PiC is ready for start up and pushback he shall seek confirmation from the Headset Operator that there is no hazard to his aircraft starting up.

Headset Operator must ensure that the area is clear of any obstruction or FOD risk, including staff, passengers, vehicles, equipment and aircraft, before giving clearance for engine start or pushback.
Pushback clearance must not be requested by PiC until the Headset Operator has confirmed to the PiC that the aircraft and ground crew are ready for Pushback. The Headset Operator will advise the PiC that the ground crew is ready for pushback, so the PiC can request pushback from ATC.
PiC shall then contact Ground Movement Controller (Call-sign: Prishtina Ground) and request Start-up and Pushback, by confirming the call-sign and stand number. PiC may request start up and pushback clearances seperately or together at the same time.

Depending from the air traffic situation, Ground Movement Controller may:

a. Approve start up and pushback clearance at the same time

b. Approve start up clearance only

On being instructed by Prishtina Ground that pushback is approved, PiC shall co-ordinate with the Headset Operator for the start up and pushback of the aircraft.

Note 1: When pilot requests start up, he might turn on, one engine only or all engines at the same time (in case when not all engines are turned on upon start up request, they may be turned on after the aircraft is positioned aligned parallel with the taxiway Alpha in apron Kilo). PiC will use minimal thrust during push back and taxi.

More than one aircraft may be approved for the push back at the same time.

Ground Movement Controller may limit pushback approval to only one aircraft at the time, based on the traffic flow of arriving aircraft, in order to ensure that the entry/exit taxiways (to and from Apron Kilo) are not blocked from the aircraft on pushback.
The principle: first to come first to serve, is applicable. The first aircraft that has requested start up or pushback shall have priority.
When applying pushback, Ground Movement Controller together with the pushback clearance shall issue the instruction for the Runway in use, example: **"PNA 123, Start up and Pushback approved, facing south, RWY in use 35"**.
Ground Movement Controller follows the movement process (turn) in order to monitor that the aircraft is turning in the right direction and in accordance with given instructions.

Note 2: Due to limited visibility from Tower, in cases when safety could be endangered, if any irregularity is observed,OCC will inform ground controller and pushback operator, to stop the operation.However,it is push-back operator responsibility to ensure safe pushback operation.

For an aircraft that has been cleared for pushback (from Ground Movement Controller) the responibility of Headset Operator ends when:
a. The aircraft has been towed into the right direction for taxiway exit,
b. The pusback tractor has been disconected and it was confirmed to the pilot,
c. The aircraft is aligned accordingly on the taxi lane and PiC reports ready for taxi (to the Ground Movement Controller).
Only then Ground Movement Controller takes the responsibility for the aircraft by issuing further taxi instructions.
The RTF phraseology to be used in cases of pushback has been adopted from th ATC MANOPS:

...aircraft /ATC	a) *[(aircraft location)] REQUEST PUSHBACK; b) PUSHBACK APPROVED; c) STAND BY; d) PUSHBACK AT OWN DISCRETION e) EXPECT (number) MINUTES DELAY DUE (reason). ** Denotes pilot transmission.*

Due to traffic situation or work in progress, near by the aircraft, for operational and safety reasons, Ground Movement Controller may deviate from standard pushback procedure. This deviation will be communicated to the PiC and PiC must ensure that Headset Operator understands completely the deviation.
In order to aviod possible delay that may occur during Low Visibility Procedures, Ground Movement Controller shall ask permission for start up from Approach Controller.
During Low Visibility Procedures, only one aircraft may be cleared for pushback at the time. Once the aircraft is towed, Headset Operator together with the pushback Operator shall position them at a safe distance (marking) from the aircraft and confirm to the PiC that the aircraft is "All-Clear" for taxi.

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"and "G" 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 clearence received from CAOC TJ (see BKPR AD 2.20).

7.All flights inbound /outbound Pristina International Airport must obtain a confirmation for arrival / departure times.

Contact details for Slot Coordination Unit:

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 tomes 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:

a) if no symbol is reported beside visibility minima, no increase is needed;

b) if one “sharp” (#) is reported beside visibility minima, increase her by 0,4 km;

c) if two “sharps” (##) are reported beside visibility minima, increase her by 0,8 km.

5. Details of deviations from ICAO PANS OPS criteria:

BKPR AD 2.24 CHARTS RELATED TO THE AERODROME

WARNING

INSTRUMENT FLIGHT PROCEDURES ARE PRODUCED IN NON-INTERNATIONAL METRIC UNITS (NON-DI UNNITS)

Aerodrome, Heliport Chart - ICAO	BKPR AD 2.24.1.1-1
Aircraft Parking/Docking Chart - ICAO	BKPR AD 2.24.2.1-1
Airport Ground Movement Chart-ICAO	BKPR AD 2.24.3.1-1
Aerodrome Obstacle Chart - ICAO Type A	BKPR AD 2.24.4.1-1
Aerodrome Obstacle Chart - ICAO Type B	BKPR AD 2.24.4.2-1
Precision Approach Terrain Chart - ICAO	BKPR AD 2.24.5.1-1
Kosovo Airspace	BKPR AD 2.24.6.1-1
Instrument Departure Chart SID SARAX 1A - XAXAN 1A ATC DISCR (RWY 17)	BKPR AD 2.24.7.1-1
Initial Climb 2A (RWY 17) - SIDs SARAX 2A - XAXAN 2A ATC DISCR.	BKPR AD 2.24.7.1-2
Instrument Departure Chart SID SARAX 1B - XAXAN 1B ATC DISCR (RWY 35)	BKPR AD 2.24.7.1-3
Initial Climb 2B (RWY 35) - SIDs SARAX 2B - XAXAN 2B ATC DISCR.	BKPR AD 2.24.7.1-4
Instrument Departure Chart SID BLACE 1A (RWY 17)	BKPR AD 2.24.7.1-5
Initial Climb 2A (RWY 17) - SID BLACE 2A	BKPR AD 2.24.7.1-6
Instrument Departure Chart SID BLACE 1B (RWY 35)	BKPR AD 2.24.7.1-7
Initial Climb 2B (RWY 35) - SID BLACE 2B	BKPR AD 2.24.7.1-8
ATC Surveillance Minimum Altitude Chart	BKPR AD 2.24.8.1-1
STARs XAXAN 17A - XAXAN 17B	BKPR AD 2.24.9.1-1
STARs BLACE 17A - BLACE 17B	BKPR AD 2.24.9.1-2
STARs XAXAN 35A - XAXAN 35B	BKPR AD 2.24.9.1-3
STARs BLACE 35A - BLACE 35B	BKPR AD 2.24.9.1-4
STARs EAST 17A - EAST 17B	BKPR AD 2.24.9.1-5
STARs EAST 35A - EAST 35B	BKPR AD 2.24.9.1-6
STARs BLACE EAST - XAXAN EAST	BKPR AD 2.24.9.1-7
Instrument Approach Chart VOR/DME 17	BKPR AD 2.24.10.1-1
Instrument Approach Chart ILS/DME PRS RWY 17	BKPR AD 2.24.10.1-2
Instrument Approach Chart VOR/DME P RWY 35	BKPR AD 2.24.10.1-3
Instrument Approach Chart VOR/DME S RWY 35	BKPR AD 2.24.10.1-4
Kosovo Restricted Areas	BKPR AD 2.24.13.1-1

INTENTIONALLY LEFT BLANK

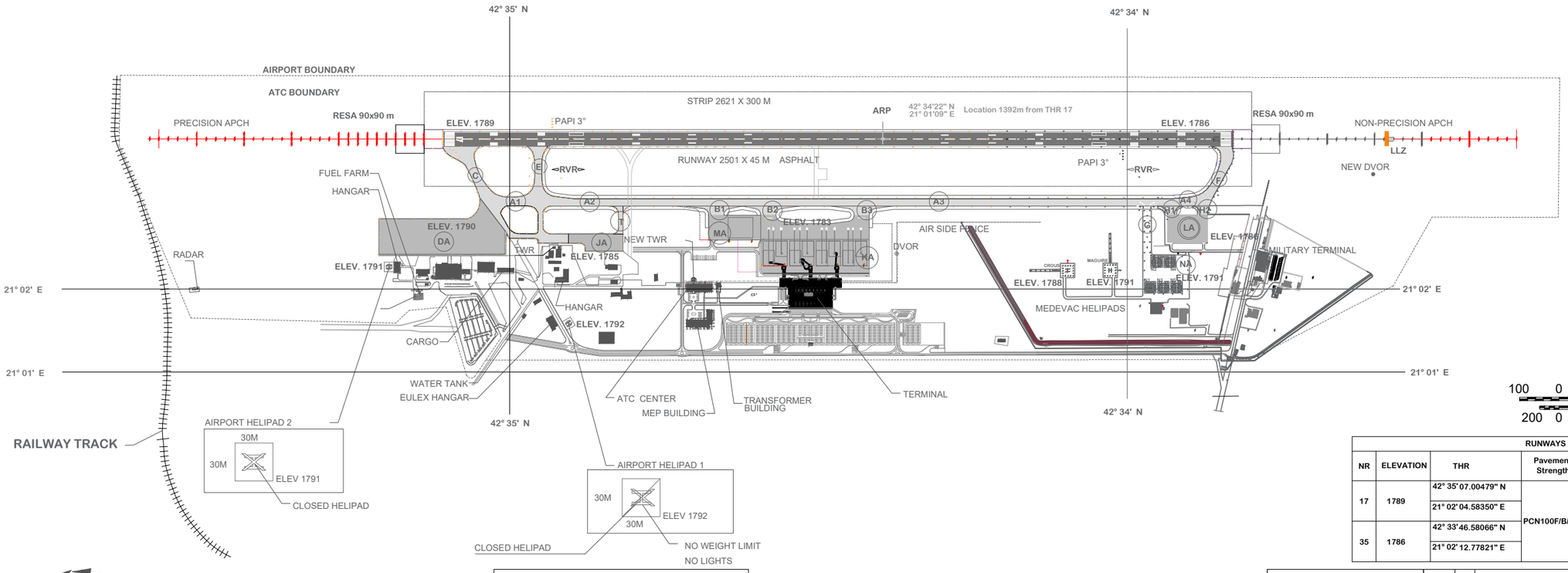
AERODROME, HELIPORT CHART - ICAO

Prishtina Int. Airport - Adem Jashari / PRISHTINA

ARP:	Location:	DATE:
42° 34' 22" N 21° 02' 09" E	1392m from THR 17	MARCH 2018

ELEV in FT
Dimensions / Distances in M

TWR ELEV.	OLD 1842 NEW 1917	TERMINAL ELEV.	OLD 1814 NEW 1859	TOWER APPROACH GROUND RAMP OPS INFORMATION ATIS	120.125 Mhz 119.175 Mhz 118.0 Mhz 136.8 Mhz 132.0 Mhz
HELIPAD ELEV.	1 1791 2 1792	AD ELEV. 1789			
HELIPAD ELEV.	MAGUIRE 1791 CROUS 1788	NOVEMBER APRON ELEV. 1791			
FLOOD LIGHTS 1871 ELEV. DA		FLOOD LIGHTS 1860 ELEV. KA		FLOOD LIGHTS 1865 ELEV. LA	



RUNWAYS								
NR	ELEVATION	THR	Pavement Strength	Day Marking	Declared Distances TORA	TODA	ASDA	LDA
17	1789	42° 35'07.00479" N 21° 02'04.58350" E	PCN100F/B/X/T	THR,RWY NR TDZ,Aiming Center Line Side Strips	2501	2501	2501	2501
35	1786	42° 33'46.58066" N 21° 02'12.77821" E			2501	2501	2501	2501

VAR 3° E
(2002)
Datum: WGS-84

LEGEND :

- PERIMETER FENCE
- ATC BOUNDARIES
- RUNWAY STRIP
- RAILWAY
- BUILDINGS
- APRON
- RUNWAY
- TAXIWAY
- SERVICE ROAD

TAXIWAYS				
TWY Name	Width M	Length M	Pavement Strength PCN	Day Marking
Alpha 1	23	100	70/F/B/X/T	Center Line Holding Position Side Strips
Alpha 2	23	300	70/F/B/X/T	
Alpha 3	23	1750	70/F/B/X/T	
Alpha 4	23	100	70/F/B/X/T	
Bravo 1	48	52.5	86/R/D/W/T	
Bravo 2	48	52.5	86/R/D/W/T	
Bravo 3	48	52.5	86/R/D/W/T	
Charlie	23	200	70/F/B/X/T	
Echo	23	185	70/F/B/X/T	
Foxtrot	23	155	70/F/B/X/T	
Hotel 1	23	50	65/F/B/X/T	
Hotel 2	23	50	65/F/B/X/T	
Tango	15	90	70/F/B/X/T	
Golf	12	156		

CLERANCE DISTANCES ON AIRCRAFT STANDS	
DELTA APRON:	
- STAND 1,2,3,4,5,6,7	CODE A,B,C
-STAND 1A	CODE D
JULIET APRON:	
-STAND 1,2,3	CODE A,B
LIMA APRON:	
-STAND 1,2	CODE C
-STAND 1A	CODE D
KILO APRON:	
-STAND 101A,101B,201A,201B, 202A,202B,203A,203B	CODE C
-STAND 101,201,202,203	CODE D,E

KILO APRON		
Width	Length	Pavement Strength PCN
158.5	343.5	86/R/D/W/T

MIKE DE-ICING APRON		
Width	Length	Pavement Strength PCN
78	165	86/R/D/W/T

NOVEMBER APRON		
Width	Length	Pavement Strength PCN
113	132	64/F/D/Y/T

Aircraft Stands	INS COORDINATES FOR AIRCRAFT STANDS		DOCKING POSITION	
Nr	Latitude NORTH	Longtitude EAST	Wingspan Max	Length Max
101A	42° 34'23.540" N	21° 01' 53.135" E	34.32 M	42.11 M
101	42° 34' 24.285" N	21° 01' 51.676" E	64.80 M	73.86 M
101B	42° 34' 24.766" N	21° 01' 52.627" E	34.32 M	42.11 M
203A	42° 34' 26.255" N	21° 01' 52.858" E	34.32 M	42.11 M
203	42° 34' 27.000" N	21° 01' 51.399" E	64.80 M	73.86 M
203B	42° 34' 27.481" N	21° 01' 51.350" E	34.32 M	42.11 M
202A	42° 34' 29.050" N	21° 01' 52.573" E	34.32 M	42.11 M
202	42° 34' 29.729" N	21° 01' 51.121" E	64.80 M	73.86 M
202B	42° 34' 30.276" N	21° 01' 51.065" E	34.32 M	42.11 M
201A	42° 34' 31.684" N	21° 01' 52.305" E	34.32 M	42.11 M
201	42° 34' 32.429" N	21° 01' 50.845" E	64.80 M	73.86 M
201B	42° 34' 32.910" N	21° 01' 50.796" E	34.32 M	42.11 M

DELTA APRON				INS COORDINATES FOR AIRCRAFT STANDS		DOCKING POSITION	
Width	Length	Pavement Strength PCN		Nr	Latitude NORTH	Longtitude EAST	Wingspan Max	Length Max
118	390	70F/B/X/T	Aircraft Stands	1	42° 35' 01.832" N	21° 01' 51.925" E	34.1 M	44.6 M
				2	42° 35' 03.600" N	21° 01' 50.843" E	34.5 M	39.5 M
				3	42° 35' 05.364" N	21° 01' 50.673" E	34.5 M	39.5 M
				4	42° 35' 07.126" N	21° 01' 50.501" E	34.5 M	39.5 M
				5	42° 35' 08.892" N	21° 01' 50.326" E	34.5 M	39.5 M
				6	42° 35' 10.655" N	21° 01' 50.151" E	34.5 M	39.5 M
				7	42° 35' 12.691" N	21° 01' 50.896" E	34.1 M	44.6 M
				1A	42° 35' 02.445" N	21° 01' 51.083" E	73.3 M	69.1 M

LIMA APRON								
Width	Length	Pavement Strength PCN	Aircraft Stands North	1	42° 35' 50.764" N	21° 02' 00.282" E	40.4 M	30.3 M
66	126	65R/C/W/T		2	42° 35' 50.654" N	21° 01' 58.337" E	40.4 M	30.3 M
				3	42° 35' 50.808" N	21° 01' 59.330" E	51.8 M	53.0 M
			OR					
			Aircraft Stands South	5	42° 33' 49.837" N	21° 02' 00.379" E	40.4 M	30.3 M
				6	42° 33' 49.727" N	21° 01' 58.431" E	40.4 M	30.3 M
				7	42° 33' 49.687" N	21° 01' 59.449" E	51.8 M	53.0 M

JULIET APRON								
Width	Length	Pavement Strength PCN	Aircraft Stands	1	42° 34' 49.024" N	21° 01' 51.923" E	23.0 M	19.0 M
52	100	70F/B/X/T		2	42° 34' 50.392" N	21° 01' 51.784" E	23.0 M	19.0 M
				3	42° 34' 51.755" N	21° 01' 51.650" E	23.0 M	19.0 M
				4	42° 34' 51.251" N	21° 01' 51.857" E	40.4 M	30.3 M

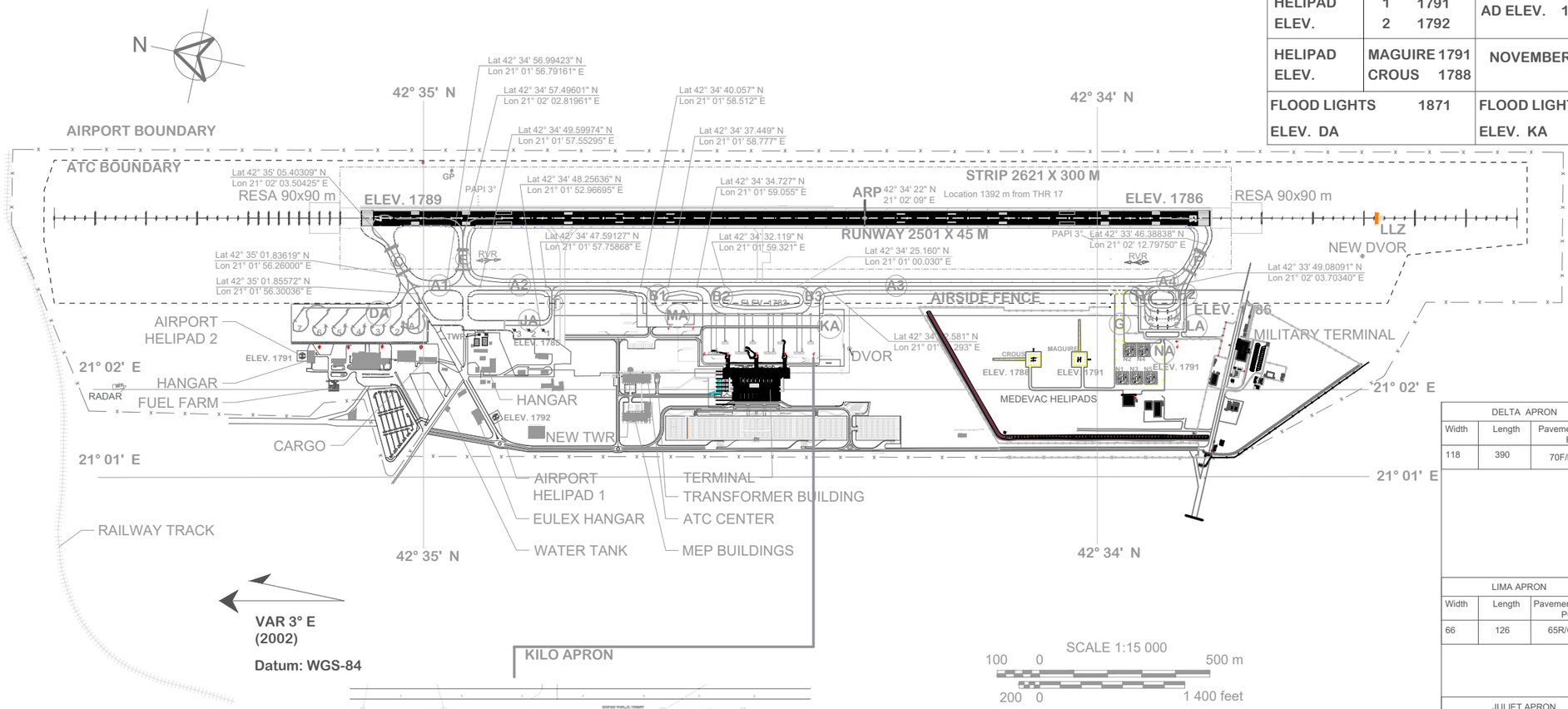
AIRCRAFT PARKING / DOCKING CHART - ICAO

Prishtina Int.Airport - Adem Jashari/PRISHTINA

ARP:	Location:	DATE:
42° 34' 22" N 21° 02' 09" E	1392m from THR 17	MARCH 2018

ELEV in FT
Dimensions / Distances in M

TWR ELEV.	OLD 1842 NEW 1917	TERMINAL ELEV.	OLD 1814 NEW 1859	TOWER APPROACH GROUND RAMP OPS INFORMATION ATIS	120.125 Mhz 119.175 Mhz 118.0 Mhz 136.8 Mhz 132.0 Mhz
HELIPAD ELEV.	1 1791 2 1792	AD ELEV. 1789			
HELIPAD ELEV.	MAGUIRE 1791 CROUS 1788	NOVEMBER APRON ELEV. 1791			
FLOOD LIGHTS 1871 ELEV. DA		FLOOD LIGHTS 1860 ELEV. KA		FLOOD LIGHTS 1865 ELEV. LA	



DELTA APRON		
Width	Length	Pavement Strength PCN
118	390	70F/B/X/T

Aircraft Stands	Nr	INS COORDINATES FOR AIRCRAFT STANDS Latitude NORTH	Longtitude EAST	DOCKING POSITION Wingspan Max	Length Max
	1	42° 35' 01.832" N	21° 01' 51.925" E	34.1 M	44.6 M
	2	42° 35' 03.600" N	21° 01' 50.843" E	34.5 M	39.5 M
	3	42° 35' 05.364" N	21° 01' 50.673" E	34.5 M	39.5 M
	4	42° 35' 07.126" N	21° 01' 50.501" E	34.5 M	39.5 M
	5	42° 35' 08.892" N	21° 01' 50.326" E	34.5 M	39.5 M
	6	42° 35' 10.655" N	21° 01' 50.151" E	34.5 M	39.5 M
	7	42° 35' 12.691" N	21° 01' 50.896" E	34.1 M	44.6 M
	1A	42° 35' 02.445" N	21° 01' 51.083" E	73.3 M	69.1 M

LIMA APRON		
Width	Length	Pavement Strength PCN
66	126	65R/C/W/T

Aircraft Stands	Nr	Latitude NORTH	Longtitude EAST	Wingspan Max	Length Max
Aircraft Stands North	1	42° 35' 50.764" N	21° 02' 00.282" E	40.4 M	30.3 M
	2	42° 35' 50.654" N	21° 01' 58.337" E	40.4 M	30.3 M
	3	42° 35' 50.808" N	21° 01' 59.330" E	51.8 M	53.0 M
	OR				
Aircraft Stands South	5	42° 33' 49.837" N	21° 02' 00.379" E	40.4 M	30.3 M
	6	42° 33' 49.727" N	21° 01' 58.431" E	40.4 M	30.3 M
	7	42° 33' 49.687" N	21° 01' 59.449" E	51.8 M	53.0 M

JULIET APRON		
Width	Length	Pavement Strength PCN
52	100	70F/B/X/T

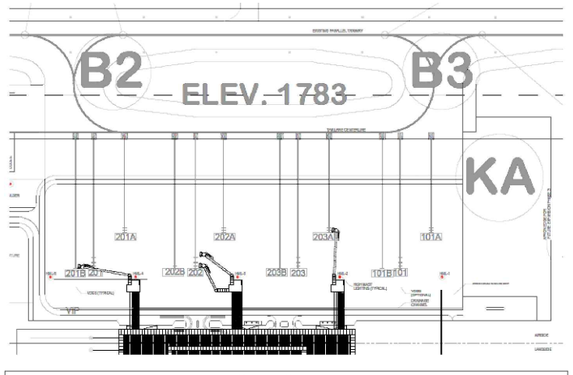
Aircraft Stands	Nr	Latitude NORTH	Longtitude EAST	Wingspan Max	Length Max
	1	42° 34' 49.024" N	21° 01' 51.923" E	23.0 M	19.0 M
	2	42° 34' 50.392" N	21° 01' 51.784" E	23.0 M	19.0 M
	3	42° 34' 51.755" N	21° 01' 51.650" E	23.0 M	19.0 M

MIKE DE-ICING APRON		
Width	Length	Pavement Strength PCN
78	165	86/R/D/W/T

KILO APRON		
Width	Length	Pavement Strength PCN
158.5	343.5	86/R/D/W/T

NOVEMBER APRON		
Width	Length	Pavement Strength PCN
113	132	64/F/D/Y/T

Aircraft Stands	Nr	Latitude NORTH	Longtitude EAST	Wingspan Max	Length Max
	101A	42° 34'23.540 " N	21° 01' 53.135" E	34.32 M	42.11 M
	101	42° 34'24.285 " N	21° 01' 51.676" E	64.80 M	73.86 M
	101B	42° 34'24.766 " N	21° 01' 52.627" E	34.32 M	42.11 M
	203A	42° 34'26.255 " N	21° 01' 52.858" E	34.32 M	42.11 M
	203	42° 34'27.000 " N	21° 01' 51.399" E	64.80 M	73.86 M
	203B	42° 34'27.481 " N	21° 01' 51.350" E	34.32 M	42.11 M
	202A	42° 34'29.050 " N	21° 01' 52.573" E	34.32 M	42.11 M
	202	42° 34'29.729 " N	21° 01' 51.121" E	64.80 M	73.86 M
	202B	42° 34'30.276 " N	21° 01' 51.065" E	34.32 M	42.11 M
	201A	42° 34'31.684 " N	21° 01' 52.305" E	34.32 M	42.11 M
	201	42° 34'32.429 " N	21° 01' 50.845" E	64.80 M	73.86 M
	201B	42° 34'32.910 " N	21° 01' 50.796" E	34.32 M	42.11 M



LEGEND :

- PERIMETER FENCE
- ATC BOUNDARIES
- RUNWAY STRIP
- RAILWAY
- BUILDINGS
- APRON, TAXIWAY, ROAD
- RUNWAY
- TAXI GUIDANCE LINES
- STOP BARS

RUNWAYS								
NR	ELEVATION	THR	Pavement Strength	Day Marking	Declared Distances TORA	TODA	ASDA	LDA
17	1789	42° 35'07.00479" N 21° 02'04.58350" E	PCN100F/B/X/T	THR,RWY NR TDZ,Aiming Center Line Side Strips	2501	2501	2501	2501
35	1786	42° 33'46.58066" N 21° 02'12.77821" E			2501	2501	2501	2501

CLERANCE DISTANCES ON AIRCRAFT STANDS	
DELTA APRON:	
- STAND 1,2,3,4,5,6,7	CODE A,B,C
-STAND 1A	CODE D
JULIET APRON:	
-STAND 1,2,3	CODE A,B
LIMA APRON:	
-STAND 1,2	CODE C
-STAND 1A	CODE D
KILO APRON:	
-STAND 101A,101B,201A,201B, 202A,202B,203A,203B	CODE C
-STAND 101,201,202,203	CODE D,E

TAXIWAYS				
TWY Name	Width M	Length M	Pavement Strength PCN	Day Marking
Alpha 1	23	100	70/F/B/X/T	Center Line Holding Position Side Strips
Alpha 2	23	300	70/F/B/X/T	
Alpha 3	23	1750	70/F/B/X/T	
Alpha 4	23	100	70/F/B/X/T	
Bravo 1	48	52.5	86/R/D/W/T	
Bravo 2	48	52.5	86/R/D/W/T	
Bravo 3	48	52.5	86/R/D/W/T	
Charlie	23	200	70/F/B/X/T	
Echo	23	185	70/F/B/X/T	
Foxtrot	23	155	70/F/B/X/T	
Hotel 1	23	50	65/F/B/X/T	
Hotel 2	23	50	65/F/B/X/T	
Tango	15	90	70/F/B/X/T	
Golf	12	156		

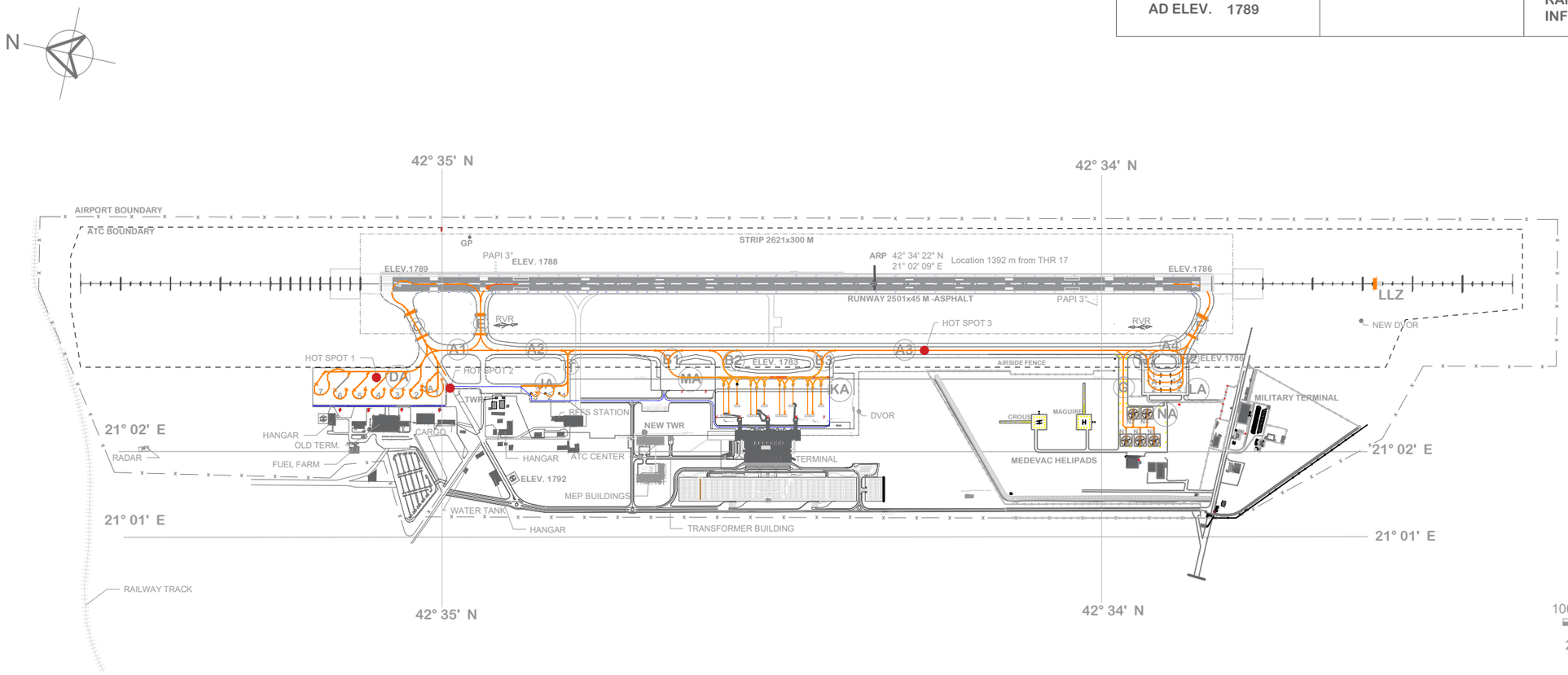
AIRPORT GROUND MOVEMENT CHART - ICAO

Prishtina Int.Airport - Adem Jashari/PRISHTINA

ARP:	42° 34' 22" N 21° 02' 09" E	Location:	1392m from THR 17	DATE:	MARCH 2018

ELEV in FT
Dimensions / Distances in M

TWR ELEV.	OLD 1842 NEW 1917	TERMINAL ELEV.	OLD 1814 NEW 1859	TOWER	120.125 Mhz
AD ELEV. 1789				APPROACH	119.175 Mhz
				GROUND	118.0 Mhz
				RAMP OPS	136.8 Mhz
				INFORMATION ATIS	132.0 Mhz



SCALE 1:15 000
100 0 500 m
200 0 1 400 feet

VAR 3° E
(2002)

Datum: WGS-84

LANDING FROM RWY 17 / HEADING APRON	
DELTA	F - A4 - A3 -A2 - A1 - DA
JULIET	F - A4 - A3 - T - JA
KILO	F - A4 - B3 - KA F - A4 - A3 - B2 -KA
LIMA	F - A4 - H1 - LA F - H2 - LA

LANDING FROM RWY 35 / HEADING APRON	
DELTA	E - A1 - DA
JULIET	E - A2 - T - JA
KILO	E - A2 - A3 - B2 -KA E - A2 - A3 - B3 -KA
LIMA	E - A2 - A3 - H1 - LA E - A2- A3 - A4 - H2 - LA

TAKE-OFF FROM RWY 17 / LEAVING APRON	
DELTA	C - RWY
JULIET	T - A2 - A1 - C - RWY
KILO	B2 - A3 - A2 - A1 - C - RWY B3 - A3 - A2 - A1 - C - RWY
LIMA	H1 - A3 - A2 - A1 - C - RWY H2 - A4 - A3 - A2 - A1 - C - RWY
DE-ICING PAD MIKE	B1 - A3 - A2 - A1 - C - RWY

TAKE-OFF FROM RWY 35 / LEAVING APRON	
DELTA	A1 - A2 - A3 - A4 - F - RWY
JULIET	T - A2 - A3 - A4 - F - RWY
KILO	B2 - A3 - A4 - F - RWY B3 - A3 - A4 - F - RWY
LIMA	H1 - A4 - F - RWY H2 - F - RWY
DE-ICING PAD MIKE	B1 - A3 - A4 - F - RWY

RUNWAYS			
NR	ELEVATION	THR	Pavement Strength
17	1789	42° 35' 07.00479" N 21° 02' 04.58350" E	PCN100F/B/X/T
35	1786	42° 33' 46.58066" N 21° 02' 12.77821" E	

DELTA APRON			JULIET APRON			MIKE DE-ICING APRON			KILO APRON			LIMA APRON			NOVEMBER APRON		
Width	Length	Pavement Strength PCN	Width	Length	Pavement Strength PCN	Width	Length	Pavement Strength PCN	Width	Length	Pavement Strength PCN	Width	Length	Pavement Strength PCN	Width	Length	Pavement Strength PCN
118	390	70F/B/X/T	52	100	70F/B/X/T	78	165	86/R/D/W/T	158.5	343.5	86/R/D/W/T	66	126	65R/C/W/T	113	132	64F/D/Y/T

LEGEND :

- PERIMETER FENCE
- ATC BOUNDARIES
- RUNWAY STRIP
- RAILWAY
- BUILDINGS
- APRON, TAXIWAY, ROAD
- RUNWAY
- STOP BARS
- HOT SPOTS
- TAXI GUIDANCE LINES
- SERVICE ROAD
- HOLDING POSITION

TAXIWAYS				
TWY Name	Width M	Length M	Pavement Strength PCN	Day Marking
Alpha 1	23	100	70/F/B/X/T	Center Line Holding Position Side Strips
Alpha 2	23	300	70/F/B/X/T	
Alpha 3	23	1750	70/F/B/X/T	
Alpha 4	23	100	70/F/B/X/T	
Bravo 1	48	52.5	86/R/D/W/T	
Bravo 2	48	52.5	86/R/D/W/T	
Bravo 3	48	52.5	86/R/D/W/T	
Charlie	23	200	70/F/B/X/T	
Echo	23	185	70/F/B/X/T	
Foxtrot	23	155	70/F/B/X/T	
Hotel 1	23	50	65/F/B/X/T	
Hotel 2	23	50	65/F/B/X/T	
Tango	15	90	70/F/B/X/T	
Golf	12	156		