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# AIP KOSOVO

Aeronautical Information Service  
Pristina International Airport  
Vrellë-Lipjan

AIP  
AMDT  
**02/2018**  
26 APR 2018

## 1. Amendment content:

1.1 GEN,ENR and AERODROME update all numbers(prefix for Kosovo +383)  
ENR 1.10-update,

NOTE: Ground Movement Chart BKPR 2.24.3.1-1 change only ordinal number of 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	26 APR 18	GEN 0.1-1/2	29 MAR 18
GEN 0.4-1/2	26 APR 18	GEN 0.4-1/2	29 MAR 18
GEN 1.1-1/2	26 APR 18	GEN 1.1-1/2	29 MAR 18
GEN 1.2-1/2	26 APR 18	GEN 1.2-1/2	12 JUN 14
GEN 3.1-1/2	26 APR 18	GEN 3.1-1/2	29 MAR 18
GEN 3.2-1/2	26 APR 18	GEN 3.2-1/2	29 MAR 18
GEN 3.3-1/2	26 APR 18	GEN 3.3-1/2	29 MAR 18
GEN 3.5-1/2	26 APR 18	GEN 3.5-1/2	29 MAR 18
ENR 1.9-1/2	26 APR 18	ENR 1.9-1/2	29 MAR 18
ENR 1.9-3/4	26 APR 18	ENR 1.9-3/4	29 MAR 18
ENR 1.10-1/2	26 APR 18	ENR 1.10-1/2	06 AUG 15
AD 2.1-1/2	26 APR 18	AD 2.1-1/2	28 APR 16
AD 2.1-15/16	26 APR 18	AD 2.1-15/16	29 MAR 18

AD 2.24.3.1-1	29 MAR 18	AD 2.24.3.1-1	29 MAR 18
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**NOTE: AD 2.24.3.1-1 -change only ordinal number of chart**

## 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: +383 38 59 58 303

E-mail: ais@rks-gov.net

**GEN 0.4 CHECKLIST OF AIP PAGES**

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# 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: +383 (0)38 248 629  
Fax: +383 (0)38 211 009  
Mobile Phone:  
+383(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: +383 38 59 58 411, 413  
FAX: +383 38 59 58 414  
E-mail: meteo.service@rks-gov.net

### 1.3 Customs:

Costums Station  
Pristina International Airport  
TEL and Fax: +383 38 548 450 ext. 167  
+383 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.+383 38 50 80 1177 & 1610  
+383 38 50 80 1103  
  
+383 38 542 127  
Tel.Fax: +383 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: +383 38 200 38 356  
+383 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: +383 (0)38 551 918  
Fax: +383 (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: +383 (0)38 200 14 861  
Mobile Phone:  
+383 (0)45 356 666 (Duty Officer 24/7)  
E-mail:arben.sh.gashi@rks-gov.net  
Web: http://kryeministri-ks.net

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## GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

### 1.2.1 General

1.2.1.1 KOSOVO Airspace is under the control of the CAOCTJ. PIA “Adem Jashari” Air Control provides Air Navigation Services from GND up to 205 FL, using in/out corridors XAXAN and SARAX for all commercial air traffic. Air Navigation Services above 205 FL up to 660 FL are temporarily being provided by HungaroControl in accordance with the “Implementing Agreement between the Government of Hungary and International Security Force in Kosovo (KFOR)”. For further details refer to Hungarian AIP at <http://www.ais.hungarocontrol.hu/>

1.2.1.2 Aircraft flying into or departing from Kosovo shall make their first landing at, or final departure from, Pristina International Airport (see AIP Kosovo, AD 1.3 and AD 2).

### 1.2.2 Scheduled flights

#### 1.2.2.1 General

Air carrier planning to operate to and from Kosovo shall submit to the Ministry of Infrastructure of the Republic of Kosovo (MI) the following documents:

1.2.2.1.1 An air operator certificate

1.2.2.1.2 A certificate of registration for each aircraft designated to operate to and from Kosovo,

1.2.2.1.3 A valid certificate of airworthiness for each aircraft designated to operate to and from Kosovo;

1.2.2.1.4 Specifications of the navigation equipment of each aircraft designated to operate to and from Kosovo;

1.2.2.1.5 Documentary evidence, acceptable to MI, that the air carrier has adequate liability insurance for damage that may arise out of its transport operations, including:

1.2.2.1.5.1 Aircraft third party liability insurance;

1.2.2.1.5.2 Third party liability insurance AVN 52 D; and

1.2.2.1.5.3 Passenger, baggage, cargo, mail and airline general liability insurance;

1.2.2.1.6 Records showing the history of the air carrier’s operations in Pristina;

1.2.2.1.7 A list of the aircraft that the air carrier is entitled to operate;

1.2.2.1.8 Power of attorney authorising a person, acceptable to MI, who has an aeronautical education and professional background, to act as the air carrier’s representative in Kosovo together with an up -to-date copy of such person’s curriculum vitae;

1.2.2.1.9 A copy of the air carrier’s aviation security program;

1.2.2.1.10 General information about the air carrier, including (but not limited to) the type of operations it undertakes, the substantial ownership and effective control of its assets, its corporate structure, its network alliances, its partnerships and its most recent financial statements; and

1.2.2.1.11 A copy of the Operating Licence, pursuant to chapter II of the regulation (EC) No 1008/2008.

The application form is available upon request to :

Civil Aviation Division, MI

E-mail: [nexhat.bala@rks-gov.net](mailto:nexhat.bala@rks-gov.net)

[ismail.berisha@rks-gov.net](mailto:ismail.berisha@rks-gov.net)

[avdi.kamerolli@rks-gov.net](mailto:avdi.kamerolli@rks-gov.net)

[trafficroights@rks-gov.net](mailto:trafficroights@rks-gov.net)

Tel: +383 38 200 28 105

web: [www.mi-ks.net](http://www.mi-ks.net)

### 1.2.3 Non-scheduled flights

#### 1.2.3.1 ECAA carriers

Air carriers planning to operate non scheduled services to and from Kosovo shall submit to MI the following documents:

#### Arrivals:

Documents Required by	General Declaration	Passenger Manifest	Cargo Manifest
Customs	1	1	2
Immigration	1	1	
Health	1	1	1

#### Departures:

Documents Required by	General Declaration	Passenger Manifest	Cargo Manifest
Customs		1	2
Immigration	1	1	
Health	1	1	1



1.2.3.1.1 The documents and information from(1) to and including (11) listed under 1.2.2 and additionally

1.2.3.1.2 A certified/notified copy of a contract or contracts with tour operators for intended flights to Kosovo

1.2.3.2 Non ECAA carriers

Air carriers planning to operate non scheduled services to and from Kosovo shall submit to MI the following documents:

1.2.3.2.1 The documents and information from(1.2.2.1.1) to and including (1.2.2.1.11) listed under 1.2.2 and additionally

1.2.3.2.2 A certified/notified copy of a contract or contracts with tour operators for intended flights to Kosovo

1.2.3.2.3 Certificate of the tour operator's business registration or of its branch in Kosovo

1.2.3.2.4. Passenger protection – Financial guarantees. Pursuant to Article 10 of the MI Regulation 2009/2, please provide one type of the financial guarantee as evidence of consumer protection. Different types of the financial guarantee, acceptable to MI are listed in Article 10.4 of the above mentioned regulation

Refer to MI Regulation 2009/2 for applicable procedures.

The Regulation can be available upon request to:

nexhat.bala@rks-gov.net  
ismail.berisha@rks-gov.net  
avdi.kamerolli@rks-gov.net  
trafficrights@rks-gov.net

The application form is available upon request to:

Civil Aviation Division, MI  
E-mail: nexhat.bala@rks-gov.net  
ismail.berisha@rks-gov.net  
avdi.kamerolli@rks-gov.net  
trafficrights@rks-gov.net

Tel: +383 38 200 28 105

web: www.mi-ks.net

#### 1.2.4 Taxi flights

Airlines planning to operate ad-hoc flights (business and private) to and from Kosovo shall submit to MI the following documents:

1.2.4.1 The documents and information from (1.2.2.1.1) to, and including, (1.2.2.1.5) listed under Scheduled flights (1.2.2) above and

1.2.4.2 A statement by the appropriate aeronautical authorities of the State in which the airline is incorporated and has its principal place of business confirming that the aircraft operators aviation security program conforms with the requirements of ICAO.

An application for an ad-hoc flight must be received by MI at least 3 business days before the date of the first proposed flight.

The request shall be sent to the following address:

nexhat.bala@rks-gov.net or  
ismail.berisha@rks-gov.net  
avdi.kamerolli@rks-gov.net  
trafficrights@rks-gov.net

#### 1.2.5 Public health measures applied to aircraft

1.2.5.1 The pilot-in-command must on arrival at Pristina International Airport, see to that a copy of the Health Section of the General Declaration is handed over to the Customs Authorities. This does not apply in the case of aircraft engaged in scheduled flights, with the following exceptions:

- Aircraft arriving from or having made intermediate stops in States which are not members of the World Health Organization.

- Aircraft arriving from or having made intermediate stops in areas which the Ministry of Health has declared infected.

Before landing the pilot-in-command of a scheduled flight shall notify the appropriate Air Traffic Control Services, of any such sickness on board the aircraft as could lead to the spreading of a disease. In such cases passengers and crews are not allowed to leave the aircraft without a permission from the National Health Authorities.

## 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: +383 38 59 58 300  
FAX: +383 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: +383 38 59 58 304  
FAX: +383 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*.

3.1.1.3.2 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 publication 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 re-issued 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

#### *Series 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.

3.2.2.2 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: +383 38 59 58 303  
FAX: +383 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-range 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 touch-down 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 the 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: +383 (0)38 59 58 210

Mobile Phone: +383 (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 airspace, 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	+383 38 59 58 207	+383 38 59 58 601	NIL	BKPRZTZX
APP/ Radar	Air Navigation Services Agency	+383 38 59 58 206	+383 38 59 58 601	NIL	BKPRZQZX

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## 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: +383 38 59 58 411  
+383 38 59 58 413  
FAX: +383 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  
Altimeter setting 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 precipitation  $\geq 10\text{mm/hr}$
- Freezing precipitation
- Freezing Fog
- Cross wind  $\geq 20\text{kt}$
- Wind  $\geq 40\text{kt}$
- Thunderstorms
- Volcanic Ash

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

## 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

FAX: +383 38 59 58 306

#### 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.

4) FMU  
TEL: +383 38 59 58 305

#### 1.9.1.2 Service provided

In this context the units are charged with the following tasks, in so far as they are applicable:

FAX: +383 38 59 58 306  
Mobile: +383 45 150 777  
E-mail: ais@rks-gov.net

- 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) Air Navigation Services Agency AIS/FMU will assign Mode 3A codes for all flight categories.

#### 1.9.1.4 Hours of operation

Same as aerodrome (see AD 2.1-1).

#### 1.9.1.3 Location of units

- 1) Ministry of Infrastructure  
Government Building:

Mother Teresa street  
10 000 Pristina, Kosovo  
Tel: +383 (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  
trafficroights@rks-gov.net

- 2) Pristina International Airport Schedule Facilitator

Postal Address  
Pristina International Airport  
Vrele, Lypjan  
10070, Kosovo  
Tel: +383 (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: +383 38 59 58 303

### 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 A and B respectively, refer to Pristina International Airport Slot Coordination Unit contact: +383 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](http://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.eurocontrol.int](http://www.eurocontrol.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: +383 38 5958 303

## 1.9.6 Procedures for commercial Carriers into Pristina International Airport

1.9.6.1 Slot Coordination 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 which 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](http://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](http://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](http://www.caoc5.nato.int) or  
[www.caoct.nato.int](http://www.caoct.nato.int)

Email: [balkans.corridors@caoct.nato.int](mailto: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 responsible. The 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 Release of 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: +383 38 501 502 1170

Mobile: +383 45 811 310

Email: [scheduleprn@limakkosovo.aero](mailto: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: +383 38 501 502 2222

Fax: +383 38 501 502 1323

Email: [occprn@limakkosovo.aero](mailto: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 M687 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 inbound to Pristina via M867 and outbound 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 PRWY 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 1.10 FLIGHT PLANNING

### 1.10.1 Procedures for the submission of a flight plan

A flight plan shall be submitted in accordance with ICAO Annex 2, 3.3.1, prior to operating:

- a) any IFR flight;
- b) any VFR flight:
  - departing from or destined for an aerodrome within a control zone;
  - crossing (specify) CTR;
  - operated along the designated VFR routes in the (specify) TMA;
  - across the FIR boundary, i.e. international flights.

#### 1.10.1.1 Time of submission

Except for repetitive flight plans, a flight plan shall be submitted at least 30 minutes prior to departure, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information, including requirements for early submission for Air Traffic Flow Management (ATFM) purposes.

#### 1.10.1.2 Place of submission

- a) Flight plans shall be submitted at the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.

TEL: +383 38 59 58 303

FAX: +383 38 59 58 306

#### 1.10.1.3 VFR flight plan for alerting service only

An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

#### 1.10.1.4 Contents and form of a flight plan

- a) ICAO flight plan forms are available at ARO Pristina. The instructions for completing those forms shall be followed.
- b) Flight plans concerning IFR flights along ATS routes need to include FIR-boundary estimates.
- c) When a flight plan is submitted by telephone, teletype or telefax, the sequence of items in the flight plan form shall be strictly followed.

#### 1.10.1.5 Adherence to ATS route structure

No flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the Pristina ATC authorities.

#### 1.10.1.6 Authorization for special flights

Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restriction specified above. A request for exemption shall be mailed so as to be received at least one week before the intended day of operation to KCAA.

#### 1.10.1.7 In flight procedures

Aircraft entering the Balkan Joint Operations Area (JOA) airspace must comply with the following procedures:

- a) An approved flight plan (both inbound and outbound).
- b) Two way radio communications.
- c) Aircraft must maintain contact with the appropriate ATC agency.
- d) An operational transponder.
- e) Current FLIP, NOTAMS and Air Traffic Flow Management Information Message (AIM) must be checked for the latest airspace and/or airway information. The EUROCONTROL web page [www.eurocontrol.int](http://www.eurocontrol.int) may be provided additional information.
- f) Military aircraft and aircrew will comply with national guidance on aircraft equipment systems and professional gear.
- g) Aircrews are to report any security or safety hazards to the appropriate authorities as soon as possible on the respective military flight monitor frequency and to ATC.

### 1.10.2 Repetitive flight plan system

#### 1.10.2.1 General

The procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Doc 7030 and the PANS-ATM, 14th edition.

RPL lists relating to flights in and to flights overflying the Kosovo airspace shall be submitted at least two weeks in advance, in duplicate, to the following address:

- a) By airmail: AIS/FMU Department  
Air Navigation Services  
Agency-Kosovo
- b) Via FAX: +383 38 59 58 306
- c) E-mail: ais@rks-gov.net

RPL lists shall be replaced in their entirety by new lists prior to the introduction of the summer and winter schedules. RPL will not be accepted for any flight conducted on 25 December between 0000 and 2400 UTC. On this day individual flight plans shall be filed for all flights.

#### 1.10.2.2 *Incidental changes and cancellations of RPL*

Incidental changes to and cancellations of RPL relating to departures from Pristina shall be notified as early as possible and not later than 30 minutes before departure to the ARO Pristina,

TEL: +383 38 59 58 303

FAX: +383 38 59 58 306

#### 1.10.2.3 *Delay*

When a specific flight is likely to encounter a delay of one hour or more in excess of the departure time stated in the RPL, the ATS unit serving the departure aerodrome shall be notified immediately.

*Note.— Failure to comply with this procedure may result in the automatic cancellation of the RPL for that specific flight at one or more of the ATS units concerned.*

#### 1.10.2.4 *ATS messages*

For a flight operated on an RPL, no flight plan message (FPL) will be transmitted. Departure messages (DEP) or delay messages (DLA) relating to such flights will not be transmitted.

### **1.10.3 Changes to the submitted flight plan**

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has

been cancelled.

*Note 1.— If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.*

*Note 2.— If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA.*

Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately.

Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan). Significant changes to a flight plan for an uncontrolled VFR flight include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

#### 1.10.3.1 *Arrival report (closing a flight plan)*

A report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival aerodrome by any flight for which a flight plan has been submitted except when the arrival has been acknowledged by the local ATS unit. After landing at an aerodrome which is not the destination aerodrome (diversionary landing), the local ATS unit shall be specifically informed accordingly. In the absence of a local ATS unit at the aerodrome of diversionary landing, the pilot is responsible for passing the arrival report to the destination aerodrome.

Arrival reports shall contain the following elements of information:

- aircraft identification
- departure aerodrome
- destination aerodrome
- time of arrival.

In the case of diversion, insert the “arrival aerodrome” between “destination aerodrome” and “time of arrival”.

**AD 2. AERODROMES****BKPR AD 2.1 LOCATION INDICATOR AND NAME****BKPR — PRISTINA/International****BKPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	<i>ARP Coordinates</i>	423422N 0210209E
2	<i>Direction and distance from city</i>	15 km SW from PRISTINA
3	<i>Elevation/Reference temperature</i>	545.4 m (1789 ft) -28°C
4	<i>Geoid undulation at AD ELEV PSN</i>	545.4 m
5	<i>MAG VAR/Annual change</i>	3°2.4'E/3.4'E (2002)
6	<b>AD operating authority</b> <i>Postal address</i>  <b>Flow Management Unit (FMU):</b> <i>Telephone</i> <i>Telefax</i> <i>E-mail</i> <i>Mobile</i> <b>Aerodrome Reporting Office (ARO)</b> <i>Telephone</i> <i>Telefax</i> <i>E-mail</i> <b>Aeronautical Information Service /AIS):</b> AFTN-ARO	LIMAK Kosovo International Airport J.S.C. Pristina International Airport "Adem Jashari" Vrellë,10070 Lipjan, Republic of Kosovo +383 38 59 58 305 +383 38 59 58 306 ais@rks-gov.net +383 45 150 777  +383 38 59 58 303 +383 38 59 58 306 ais@rks-gov.net  BKPRZPZX
7	<i>Types of traffic permitted (IFR/VFR)</i>	<i>IFR/VFR</i>
8	<i>Remarks</i>	See BKPR AD 2.20 Item 1 for flight planning procedures

**BKPR AD 2.3 OPERATIONAL HOURS**

1	<i>AD Administration</i>	H24
2	<i>Customs and immigration</i>	As AD Hours
3	<i>Health and sanitation</i>	As AD Hours
4	<i>AIS briefing office</i>	H24
5	<i>ATS reporting office (ARO)</i>	H24
6	<i>MET briefing office</i>	H24
7	<i>ATS</i>	As AD Hours
8	<i>Fuelling</i>	As AD Hours
9	<i>Handling</i>	As AD Hours
10	<i>Security</i>	H24
11	<i>De-icing</i>	As AD Hours (during winter season)
12	<i>Remarks</i>	Nil



## BKPR AD 2.4 HANDLING SERVICES AND FACILITIES

1	<i>Cargo-handling facilities</i>	No restrictions
2	<i>Fuel/oil types</i>	Jet A1
3	<i>Fuelling facilities/capacity</i>	2 trucks x 34.000, 1 truck x 18.000
4	<i>De-icing facilities/types</i>	2 de-icing trucks available, capable fluid ISO type II/IV, HGT 14M
5	<i>Hangar space for visiting ACFT</i>	Nil
6	<i>Repair facilities</i>	Nil
7	<i>Remarks</i>	<p>(1)</p> <p>a) Handling services available 24hrs by arrangement with: Limak Kosovo International Airport J.S.C. Tel: +383 38 501 502 2222 Fax: +383 38 501 502 1323 e-mail: <a href="mailto:occprn@limakkosovo.aero">occprn@limakkosovo.aero</a></p> <p>b) Ground Handling Frequency 136.800MHZ Call sign: Operations All fuel requests shall be made through 136.800 MHZ. Operation Control Center handles services requests and coordinates ground services for all carriers,incl. fuelling and de-icing.</p> <p>(2)</p> <p>a) De-icing fluid used for aircraft de-icing/anti-icing on ground is Type II fluid. Currently Airport uses type II de-icing fluid. Fluid manufacturer may change between de-icing seasons. b) Turn-round Coordinator (TRC) will provide to PIC de-icing request form. This form shall be filled and handed back to TRC who will work on coordinating the de-icing process. If de-icing request form has not been received, PIC are required to contact OCC on 136.800 Mhz.</p> <p>(3)</p> <p>a) Refueling of civil and military aircraft only by Ex Fis b) Airlines that do not have a contract with Ex Fis or do not have a Ex Fis acceptable card will have to pay in cash for fuel. Cash payment of fuel must be in euro only. Cards that are accepted by Ex Fis are as follows: WFS,UVair, EuroJet and JetEx. c) All airlines that do not have a contract with Ex Fis and wish to do so please contact: Lum Muharremi at: +38138500876 or +37744185360 or his e-mail: <a href="mailto:lum.muharremi@exfis.com">lum.muharremi@exfis.com</a> or <a href="mailto:JetA1@exfis.com">JetA1@exfis.com</a></p>

## BKPR AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	Hotel Aviano 3 km from Airport Hotel Vita 6km from Airport
2	<i>Restaurants</i>	Several restaurants & snack bars available in departures terminal lounge
3	<i>Transportation</i>	Public transport not available Taxi service available at arrivals terminal Rent a car service available at arrivals terminal
4	<i>Medical facilities</i>	Emergency medical cover for aerodrome. Medical office available in airport (public area), providing services for passengers and staff.
5	<i>Bank and Post Office</i>	Branches and ATM's of major banks operating in Kosovo, available in departures terminal
6	<i>Tourist Office</i>	Nil
7	<i>Remarks</i>	Nil

## **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 clearance 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: + 383 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](http://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 times 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:

- if no symbol is reported beside visibility minima, no increase is needed;
- if one "sharp" (#) is reported beside visibility minima, increase her by 0,4 km;
- if two "sharps" (##) are reported beside visibility minima, increase her by 0,8 km.

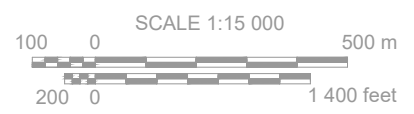
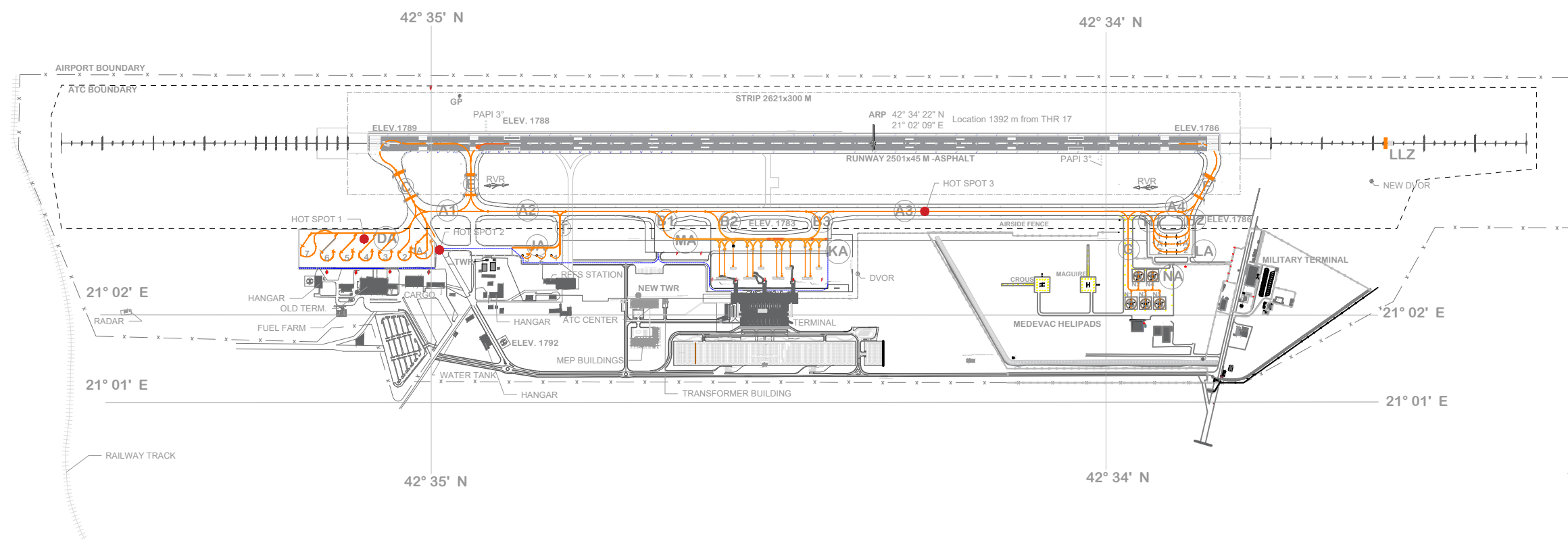
### **5. Details of deviations from ICAO PANS OPS criteria:**

# 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 APPROACH	120.125 Mhz
AD ELEV. 1789				GROUND	119.175 Mhz
				RAMP OPS	136.8 Mhz
				INFORMATION ATIS	132.0 Mhz



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
		42° 33' 46.58066" N 21° 02' 12.77821" E	
35	1786		

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 :**

- x - x - 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	70F/B/X/T	Center Line Holding Position Side Strips
Alpha 2	23	300	70F/B/X/T	
Alpha 3	23	1750	70F/B/X/T	
Alpha 4	23	100	70F/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	70F/B/X/T	
Echo	23	185	70F/B/X/T	
Foxtrot	23	155	70F/B/X/T	
Hotel 1	23	50	65F/B/X/T	
Hotel 2	23	50	65F/B/X/T	
Tango	15	90	70F/B/X/T	
Golf	12	156		