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

02/2018

06 Dec 2018

1. Amendment content:

1.1 AERODROME 2.1-10 change in text 5.9 downgrading.., AD 2.24.10.1-1 update the chart, AD 2.24.13.1.-1 update the chart,GEN 3.3-change phone number,ENR 1.2-add text

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

Insert the following new page		**Remove the following old page**	
GEN 0.4-1/2	06 DEC 18	GEN 0.4-1/2	16 AUG 18
AD 2.1-9/10	06 DEC 18	AD 2.1-9/10	24 JUL 14
AD 2.24.10.1-1	06 DEC 18	AD 2.24.10.1-1	18 NOV 10
AD 2.24.13.1-1	06 DEC 18	AD 2.24.13.1-1	11 DEC 14
GEN 3.3-1/2	06 DEC 18	GEN 3.3-1/2	26 APR 18
ENR 1.2-1/2	06 DEC 18	ENR 1.2-1/2	03 APR 14

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

GEN 0.4 CHECKLIST OF AIP PAGES

Page	*Date*	*Page*	*Date*	*Page*	*Date*
PART 1 - GENERAL (GEN)				**GEN 4**	
				4.1-1	01 NOV 12
GEN 0				4.1-2	01 NOV 12
0.1-1	26 APR 18	**GEN 2**		4.2-1	01 FEB 18
0.1-2	26 APR 18	2.1-1	18 JUN 09	4.2-2	01 FEB 18
0.1-3	18 DEC 08	2.1-2	18 JUN 09		
0.1-4	18 DEC 08	2.2-1	02 DEC 10		
0.2-1	18 DEC 08	2.2-2	02 DEC 10	**PART 2 - EN-ROUTE (ENR)**	
0.2-2	18 DEC 08	2.2-3	01 NOV 12		
0.3-1	14 JUN 12	2.2-4	01 NOV 12	**ENR 0**	
0.3-2	14 JUN 12	2.2-5	18 JUN 09	0.6-1	29 MAR 18
0.4-1	06 DEC 18	2.2-6	18 JUN 09	0.6-2	29 MAR 18
0.4-2	06 DEC 18	2.3-1	18 DEC 08		
0.5-1	18 DEC 08	2.3-2	18 DEC 08	**ENR 1**	
0.5-2	18 DEC 08	2.3-3	18 DEC 08	1.1-1	18 DEC 08
0.6-1	29 JAN 09	2.3-4	18 DEC 08	1.1-2	18 DEC 08
0.6-2	29 JAN 09	2.3-5	18 DEC 08	1.2-1	06 DEC 18
		2.3-6	18 DEC 08	1.2-2	06 DEC 18
GEN 1		2.3-7	18 DEC 08	1.3-1	18 DEC 08
1.1-1	16 AUG 18	2.3-8	18 DEC 08	1.3-2	18 DEC 08
1.1-2	16 AUG 18	2.3-9	18 DEC 08	1.4-1	18 DEC 08
1.2-1	16 AUG 18	2.3-10	18 DEC 08	1.4-2	18 DEC 08
1.2-2	16 AUG 18	2.4-1	18 DEC 08	1.5-1	18 DEC 08
1.3-1	11 JUN 15	2.4-2	18 DEC 08	1.5-2	18 DEC 08
1.3-2	11 JUN 15	2.5-1	18 DEC 08	1.6-1	29 MAR 18
1.3-3	11 JUN 15	2.5-2	18 DEC 08	1.6-2	29 MAR 18
1.3-4	11 JUN 15	2.6-1	18 DEC 08	1.6-3	29 MAR 18
1.3-5	11 JUN 15	2.6-2	18 DEC 08	1.6-4	29 MAR 18
1.3-6	11 JUN 15	2.6-3	18 DEC 08	1.6-5	29 MAR 18
1.4-1	08 AUG 13	2.6-4	18 DEC 08	1.6-6	29 MAR 18
1.4-2	08 AUG 13	2.7-1	18 DEC 08	1.7-1	18 DEC 08
1.5-1	16 APR 15	2.7-2	18 DEC 08	1.7-2	18 DEC 08
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1.6-1	08 AUG 13	**GEN 3**		1.8-2	18 DEC 08
1.6-2	08 AUG 13	3.1-1	26 APR 18	1.8-3	18 DEC 08
1.6-3	18 NOV 16	3.1-2	26 APR 18	1.8-4	18 DEC 08
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1.7-2	02 FEB 17	3.2-1	26 APR 18	1.8-7	18 DEC 08
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		3.6-1	18 DEC 08	1.8-19	18 DEC 08
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				1.8-21	18 DEC 08

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

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) 44 158 571

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	+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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ENR 1.2 VISUAL FLIGHT RULES

1.2.1 VFR flights shall be conduct-ed so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table.

1.2.2 Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the traffic pattern:

a) when the ceiling is less than 1 500 ft; or

b) when the ground visibility is less than 5 km.

c) If visibility is less than 5km but not lower then 1500 m for fixed wing a/c, the Special VFR flights are permitted.

Note: For helicopters Special VFR is permitted if visibility is 5km or less down to but not lower than 800m

1.2.3 VFR and SVFR flights between sunset and sunrise are not allowed except for KFOR (military), State aircraft, SAR and civil air ambu-lance flights.

1.2.4 VFR flights shall not be operated:
- above FL 195;

1.2.5 Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:

a) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1 000 ft above the highest obstacle within a radius of 600 m from the aircraft;

b) elsewhere than as specified in a), at a height less than 500 ft above the ground or water.

1.2.6 VFR flights shall comply with the provisions for controlled flights

a) when operated within Classes B, C and D airspace; or

b) when forming part of aerodrome traffic at controlled aerodromes.

1.2.7 A VFR flight operating within or into areas, or along routes, designated by the appropriate ATS authority shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary to, the air traffic services unit providing flight information service.

1.2.8 An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:

Airspace class	**A** B C D E**	**F G**	
		Above 3 000 ft AMSL or above 1 000 ft above terrain, whichever is higher.	At and below 3 000 ft AMSL or 1 000 ft above terrain, whichever is the higher.
Distance from clouds	1 500m horizontally 1 000 ft (300 m) vertically		Clear of cloud and in sight of the surface
Flight visibility	8 km at and above FL 100 5 km below FL 100		5 km*

* a) Lower flight visibilities to 1 500 m may be permitted for flights operating SVFR:

1) at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.

b) Helicopters may be permitted to operate SVFR in less than 1 500m flight visibility (but not below 800 m visibility), if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collisions.

a) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or

b) submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

1.2.9 Authorization of special VFR flights

If meteorological conditions prevail (visibility below 5km) and when traffic conditions permit, special VFR flights may be authorized subject to the approval of the unit providing approach control service.

Requests for such authorization shall be handled

individually.

Separation shall be effected between all IFR flights and special VFR flights, between all special VFR flights in accordance with separation minima prescribed.

1.2.10 Aircraft operating at speed not exceeding 140 KT IAS for the purpose of landing, take off and depart from a control zone, cross a control zone or operate locally within a control zone and land/depart from the aerodrome within the Control Zone, may be cleared to operate as a Special VFR flight provided the ground visibility is not less than 1500m and during daylight only.

Authorization for Special VFR is only a permission to operate in visibility of at least 1500m and to remain clear of clouds but this is not an exception for pilots from minimum altitudes above terrain.

The following information shall be provided to Prishtina Approach/Radar when requesting SVFR approval for departing/arriving/crossing traffic:

a) Call sign

b) Type of helicopter

c) Departing VFR Reporting point

d) Via ROUTE (Visual Reporting Points)

e) Estimating

f) Altitude

g) Squawk

1.2.11 Two successive SVFR flights are approved at the same time in Prishtina CTR provided that number two is always separated from number by one of the following separation methods;

a) Geographically

b) Restricted Vertically (At or Above, or At or Below), and

c) By holding succeeding flight over VFR reporting point.

1.2.12 Helicopters during Special VFR

Helicopters operating at speed that will allow the pilot to observe obstructions and avoid collision may be cleared to operate as a Special VFR, provided the ground visibility or in flight visibility is lower than 1500m but not less than 800m.

Minimum Meteorological conditions to fly Special VFR (for helicopters) in Prishtina CTR are;

a) DAYLIGHT,

b) Ceiling; 500ft AGL or higher,

c) Ground Visibility (or in flight Visibility) not less than 800meters

Only then Special VFR for Helicopters will be permitted. If one of the three up mentioned conditions is not met, then such SVFR request will be rejected.

1.2.13 Special provisions for VFR Flights.

In addition,regarding VFR Flights,special provisions are provided in NATO SPINS, the current version.

5.3. Preparation Phase

5.3.1 The preparation phase for the applicability of ATC procedures for LVP starts when the RVR for the Touch Down Zone (TDZ) reaches 800 m or less and/or the vertical visibility or ceiling reaches 300 ft or less tedency downwards. (Pilots will not be informed about this phase).

5.3.2 At this phase;

5.3.2.1 Contractors will be required to vacate the area.

5.3.2.2 Routine maintenance (and or any other unit) on the maneuvering area will be interrupted.

5.3.2.3 Vehicle speed limit will be reduced to:

Apron: 15 km/h

Taxiways: 25 km/h

Runway: 30 km/h

5.4 Operations Phase (Activation Phase)

5.4.1 The application of ATC procedures for LVP becomes effective when the RVR for the Touch Down Zone (TDZ) reaches 550 m or less and/or the vertical visibility or ceiling reaches 200 ft or less.

5.4.2 Pilots will be informed either via ATIS or RTF: „Low Visibility Procedures ILS CAT II activated, expect possible ATC Delay". ATCO's shall insert the time of activation into the Log Book.

5.4.3 During LVP only one aircraft shall be allowed to operate on the maneuvering area at a time.

5.4.4 After each landing Pilot Report „Runway Vacated" must be acknowledged.

5.4.5 No vehicle shall be allowed to enter and operate on the maneuvering area except essential vehicles for the continuation of the air traffic operations.

5.4.6 If RVR is u/s, LVP will be activated when MET office reports the visibility 750 meters or less. The decision to implement LVP rests with Air traffic Controller on duty.

5.4.7 When LVP is activated the following parties shall be informed:

5.4.7.1 Ramp operations

5.4.7.2 Fire Control

5.4.7.3 Approach Control Unit

5.4.7.4 AIS/FMU.

5.5 Protection of LLZ and GP Sensitive areas

5.5.1 Protection of LLZ and GP sensitive area is ensured by ATC. No vehicle shall be allowed to operate inside the Critical Sensitive Area of LLZ/Glide Path antennas during LVP.

5.5.2 For ATC purposes the LLZ sensitive area is defined as a rectangular area which is located within parallel lines 1220m (X axis) with 180m (Y axis) width from the localizer aerial and 975m (X axis) length with 90m (Y axis) east of antenna.

5.5.3 During LVP operations the ILS (LLZ&GP) sensitive area is kept clear of all aircraft at all times when an approaching aircraft is within 2.5 NM PRS from threshold until it has completed its landing run and at all times that an aircraft taking off is using the ILS localizer for guidance during take-off run.

5.6 Clearance to Land

5.6.1 Landing clearance shall be delivered normally prior arriving aircraft reaches a distance of 2.5 NM from threshold. In exceptional cases transmission may be delayed until a distance of 1NM from threshold in which case pilots must be informed accordingly.

5.7 Low Visibility Departure (Take-Off)

5.7.1 A low visibility take-off is given when the Runway Visual Range is less than 400M.

5.7.2 Runway Centre line lights shall be always operated on during Low Visibility Take-off.

5.7.3 A pilot may initiate a take-off regardless on reported touch-down zone RVR value for the touch-down zone. ATC will pass the actual RVR values and decision for take-off will rest with the pilot in command

5.7.4 Normally if RVR is less than 400m Low Visibility Procedures are applied for arriving and departing traffic.

5.7.5 Taxiing of aircraft is restricted to one aircraft movement at a time, all aircraft will be instructed to taxi at holding position ILS CAT II, normally Tower Controller will operate with STOP BARS at each Holding Position.

5.7.6 If there is an aircraft movement ongoing no vehicle shall be allowed to enter and operate on the

maneuvering area, ATC will ensure the protection of LLZ sensitive area.

5.8 Visual Aids

5.8.1 Runway 17 is equipped accordingly for ILS CAT I and CAT II operations. Visual aids provided are; Threshold lights, runway edge lights, runway end lights and markings, runway centerline lights and marking, touchdown zone lights and markings.

5.8.2 Visual AIDS shall be operated by Tower Controller on Duty using pre set AGL scenarios on the AGL Control system depending on meteorological conditions.

5.8.3 In absence of taxiway edge lights, when LVP activated, in all cases, aircraft are guided by Follow me vehicle. (To and From Apron Delta), (To and from Apron Juliet) and (To and From Apron Lima).

5.9 Downgrading (from CAT II to CAT I) of approach facilities

5.9.1 ILS CAT I and ILS CAT II approach and landing operations are authorized on RWY 17.
The operations are subject to the serviceability of the facilities/systems and procedures listed below;

Scenarios when ATCO's shall downgrade ILS CAT II into ILS CAT I	**ILS procedure downgraded to;**
Failure of RVR assessment system or failure to display one of the values of Touchdown and Midpoint	CAT I
Failure of secondary power supply for the aerodrome lighting system	CAT I
LLZ out of CAT II tolerance	CAT I
LLZ sensitive area not vacated	CAT I
GP Main/Standby transmitter out of tolerance	CAT I
Failure of ATC – ILS monitoring device	CAT I
Wind Information indicator not available	CAT I
More than 30% of the approach lighting system malfunctioning	CAT I
Failure of STOP BAR lights	CAT I

5.9.2 A change in the operational status, if caused by a failure expected to last more than one hour will be published by NOTAM.

5.9.3 Shorter-term deficiencies will be announced to the pilots by ATC (ATIS and/or RTF).

5.10 Termination Phase

5.10.1 The termination of LVP becomes effective when weather conditions indicate sustained improvement to RVR 550 m or greater and vertical visibility and ceiling to 200 ft or greater.

5.10.2 Flight crews shall be informed by RTF: "Low Visibility Procedures Cancelled at time …". The ATIS will be updated, removing any reference to LVP.

5.10.3 The following units shall be informed when Low Visibility Procedure is terminated;

5.10.3.1 Ramp operations

5.10.3.2 Fire Control

5.10.3.3 Approach Control Unit

5.10.3.4 AIS/FMU.

The preparation phase will remain in force until the RVR improves to greater than 750m and vertical visibility and ceiling are greater than 220 ft. ATCO's shall insert the termination time into the Log Book.

6. Push-back procedures and taxiing of aircraft on apron Kilo

6.1 Definitions

The following definitons are applicable for ATC (Push-Back) Procedure in Prishtina.

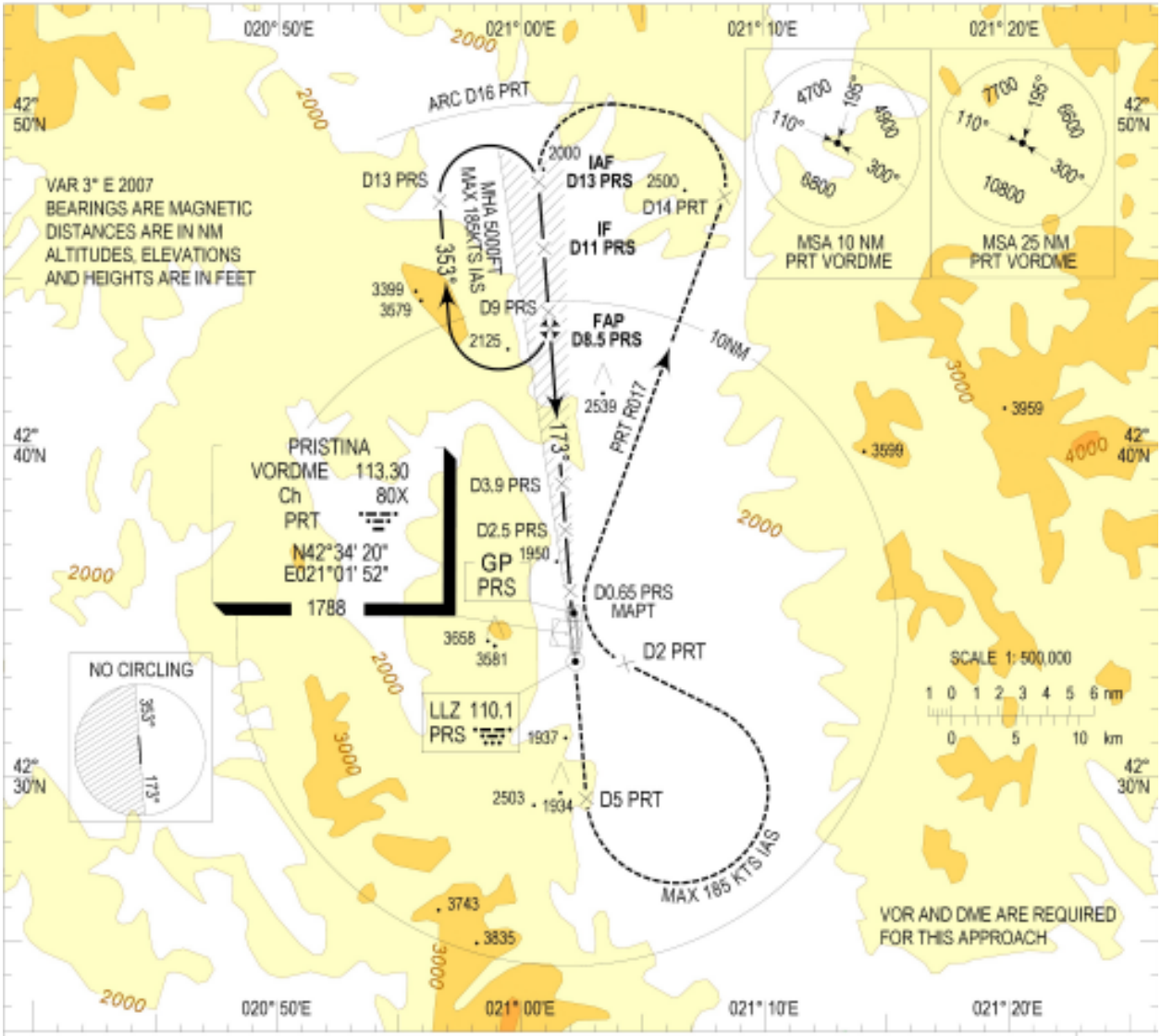
Pushback: Refers to the movement of an aircraft with mechanical assistance, moving backwards from its parking position.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1794FT
HEIGHTS RELATED TO
THR RWY 17 - ELEV 1794FT

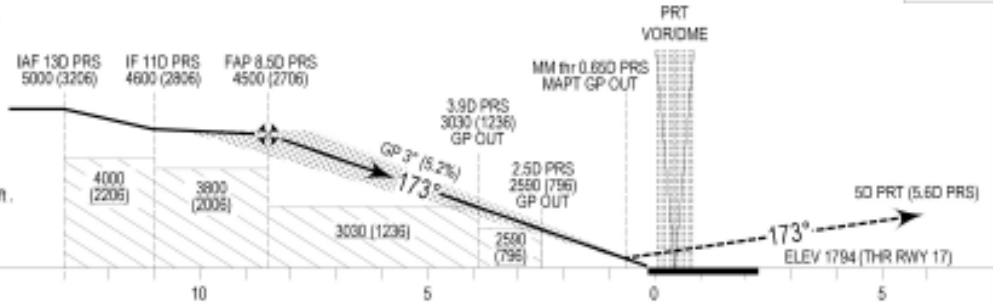
APP	118.775
	119.175
TWR	120.125
GND	118.000

PRISHTINA ILS / DME RWY 17



TA 10000
TCH 49

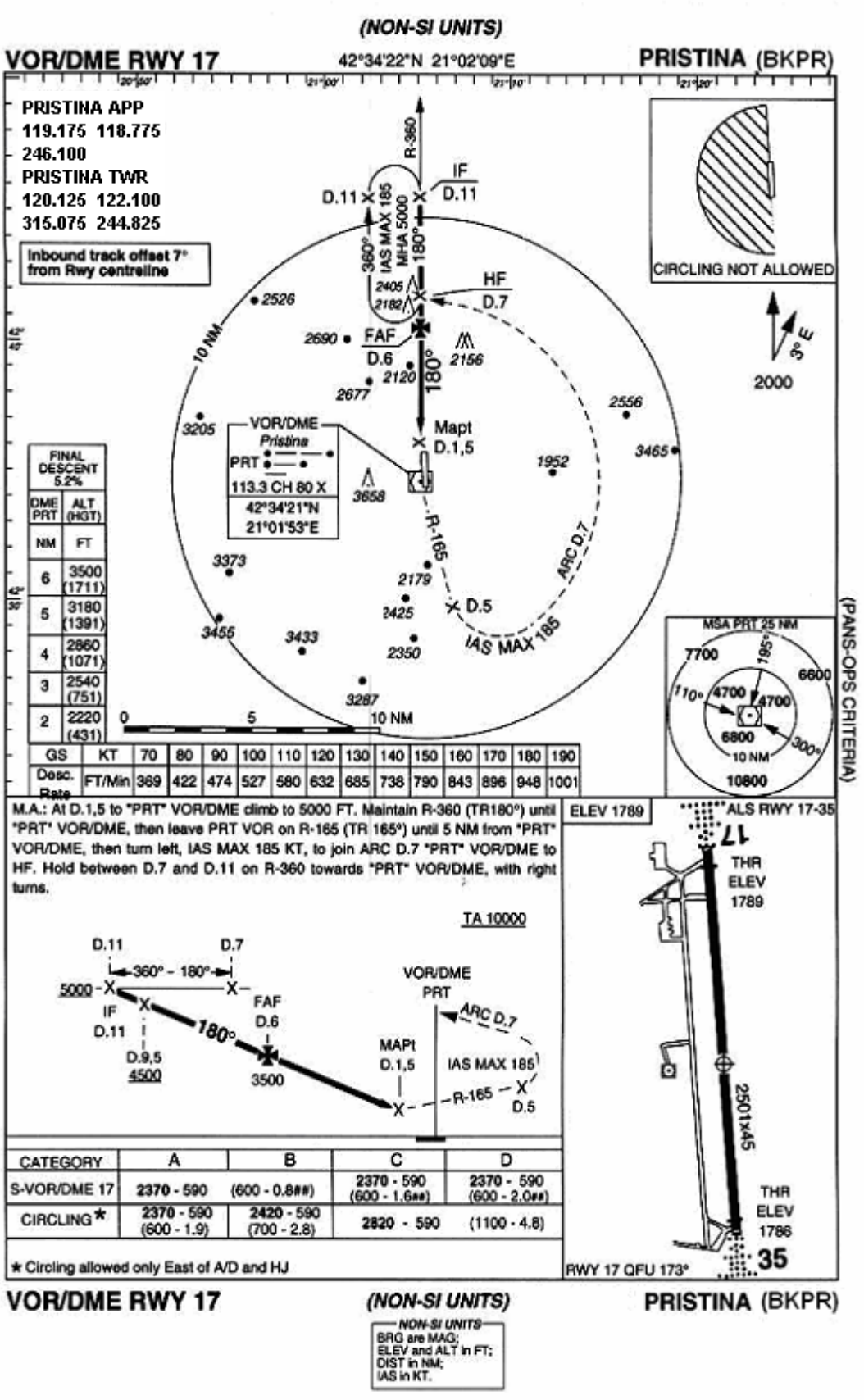
MISSED APPROACH PROCEDURE
MAPT(MAPT (M) PRS 0.65D GP OUT)
Climb straight ahead to 5000 on track 173°M outbound to D5 PRT. Turn left (Max 185 kts IAS) to VOR/DME PRT. At D2 PRT turn right onto PRT R017 and continue to climb. At D14 turn left onto PRT D16 Arc. Crossing PRT R001 turn left to join PRS LLZ not below 5000ft. Hold between 9D and 13D towards PRS LLZ/DME with right turns.

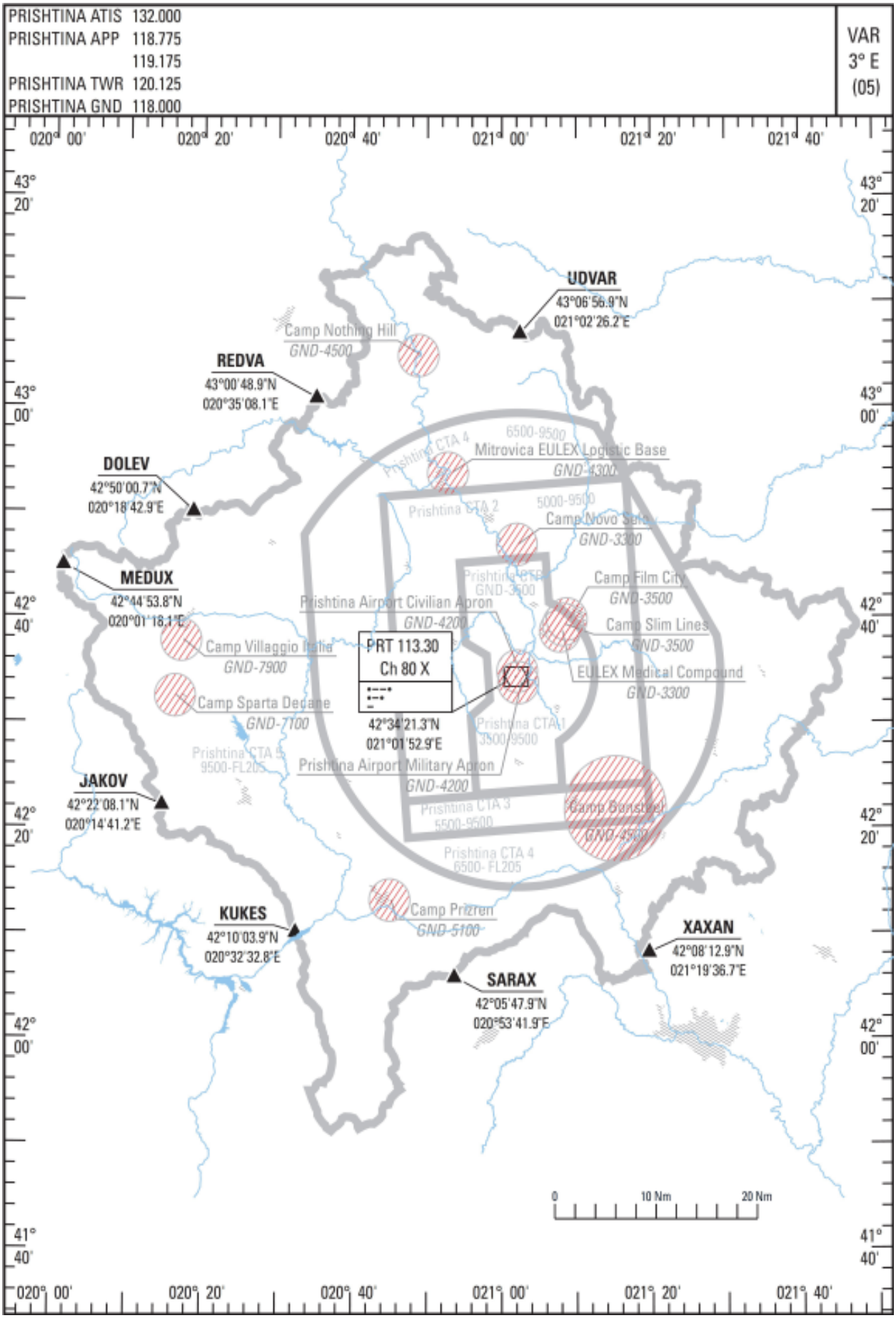


DME PRS reads D0.16 at THR Rwy 17

OCA(H)	A	B	C	D	ILS GP 3° / 5.24 % (GP OUT 318.61 FT/NM)												
ILS CAT I	1994 (200)	2006 (212)	2014 (220)	2025 (231)	DME PRS	10D	9D	8D	7D	6D	5D	4D	3D	2D			
ILS CAT II	1880 (86)	1900 (106)	1910 (116)	1920 (126)	GP ALT (HT)	4980 (3186)	4660 (2866)	4340 (2546)	4020 (2226)	3700 (1906)	3380 (1586)	3060 (1266)	2750 (958)	2430 (636)			
GP OUT	2270 (476)				GS KTS	70	80	90	100	110	120	130	140	150	160	170	180
CIRCLING*	2280 (486)	2420 (626)	2820 (1026)		FT / MIN	370	420	480	530	580	640	690	740	800	850	900	960

*EAST OF RWY 17/35 AND HJ


(NON-SI UNITS)
VOR/DME RWY 17
42°34'22"N 21°02'09"E
PRISTINA (BKPR)
PRISTINA APP
119.175 118.775
246.100
PRISTINA TWR
120.125 122.100
315.075 244.825
Inbound track offset 7° from Rwy centreline
CIRCLING NOT ALLOWED
3° E
2000
R-360
IF
D.11
HF
D.7
FAF
D.6
180°
360°
IAS MAX 185
MHA 5000
2405
2182
2526
2690
2156
2120
2677
2556
3205
3465
1952
3658
VOR/DME
Pristina
PRT
113.3 CH 80 X
42°34'21"N
21°01'53"E
Mapt
D.1,5
10 NM
R-165
ARC D.7
IAS MAX 185
D.5
3373
2179
2425
3455
3433
2350
3287
0
5
10 NM
FINAL DESCENT 5.2%
DME PRT
ALT (HGT)
NM
FT
6 3500 (1711)
5 3180 (1391)
4 2860 (1071)
3 2540 (751)
2 2220 (431)
GS KT 70 80 90 100 110 120 130 140 150 160 170 180 190
Desc. Rate FT/Min 369 422 474 527 580 632 685 738 790 843 896 948 1001
MSA PRT 25 NM
7700
195°
6600
110°
4700
4700
6800
300°
10 NM
10800
(PANS-OPS CRITERIA)
M.A.: At D.1,5 to "PRT" VOR/DME climb to 5000 FT. Maintain R-360 (TR180°) until "PRT" VOR/DME, then leave PRT VOR on R-165 (TR 165°) until 5 NM from "PRT" VOR/DME, then turn left, IAS MAX 185 KT, to join ARC D.7 "PRT" VOR/DME to HF. Hold between D.7 and D.11 on R-360 towards "PRT" VOR/DME, with right turns.
ELEV 1789
ALS RWY 17-35
17
THR ELEV 1789
TA 10000
D.11
D.7
360° - 180°
5000
IF
D.11
D.9,5
4500
FAF
D.6
3500
180°
VOR/DME
PRT
ARC D.7
MAPt
D.1,5
IAS MAX 185
R-165
D.5
2501x45
THR ELEV 1786
35
RWY 17 QFU 173°
CATEGORY A B C D
S-VOR/DME 17 2370 - 590 (600 - 0.8##) 2370 - 590 (600 - 1.6##) 2370 - 590 (600 - 2.0##)
CIRCLING ★ 2370 - 590 (600 - 1.9) 2420 - 590 (700 - 2.8) 2820 - 590 (1100 - 4.8)
★ Circling allowed only East of A/D and HJ
VOR/DME RWY 17
(NON-SI UNITS)
PRISTINA (BKPR)
NON-SI UNITS
BRG are MAG;
ELEV and ALT in FT;
DIST in NM;
IAS in KT.


PRISHTINA ATIS 132.000
PRISHTINA APP 118.775
119.175
PRISHTINA TWR 120.125
PRISHTINA GND 118.000
VAR
3° E
(05)
020° 00'
020° 20'
020° 40'
021° 00'
021° 20'
021° 40'
43° 20'
43° 00'
42° 40'
42° 20'
42° 00'
41° 40'
UDVAR
43°06'56.9"N
021°02'26.2"E
REDVA
43°00'48.9"N
020°35'08.1"E
DOLEV
42°50'00.7"N
020°18'42.9"E
MEDUX
42°44'53.8"N
020°01'18.1"E
JAKOV
42°22'08.1"N
020°14'41.2"E
KUKES
42°10'03.9"N
020°32'32.8"E
SARAX
42°05'47.9"N
020°53'41.9"E
XAXAN
42°08'12.9"N
021°19'36.7"E
Camp Nothing Hill
GND-4500
Prishtina CTA 4
6500-9500
Mitrovica EULEX Logistic Base
GND-4300
Prishtina CTA 2
5000-9500
Camp Novo Selo
GND-3300
Prishtina CTA 1
GND-3500
Camp Film City
GND-3500
Prishtina Airport Civilian Apron
GND-4200
Camp Slim Lines
GND-3500
Camp Villaggio Italia
GND-7900
PRT 113.30
Ch 80 X
EULEX Medical Compound
GND-3300
Camp Sparta Decane
GND-7100
42°34'21.3"N
021°01'52.9"E
Prishtina CTA 5
9500-FL205
Prishtina CTA1
3500/9500
Prishtina Airport Military Apron
GND-4200
Prishtina CTA 3
5500-9500
Camp Bondsteel
GND-4500
Prishtina CTA 4
6500- FL205
Camp Prizren
GND-5100
0
10 Nm
20 Nm

INTENTIONALLY LEFT BLANK