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AIP
KOSOVO

Aeronautical Information Service
Pristina International Airport
Vrellë-Lipjan

AIP
AIRAC AMDT

03/2019

05 Dec 2019

1. Amendment content:

GEN 0.6-update the list- table of content,GEN 2.1-Add the new point 2.1.4,GEN 3.1-Update the table of the AIRAC dates and add the point 3.1.6, GEN 3.5-update the point 3.5.6,ENR 0.6-udate the list- table of content,ENR 4.3-add the point(GNSS),ENR 1.14-update/remove pages,AD 0.6-update,AD 1.5-add new info.

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	05 DEC 19	GEN 0.4-1/2	20 JUN 19
GEN 0.6-1/2	05 DEC 19	GEN 0.6-1/2	29 JAN 09
GEN 2.1-1/2	05 DEC 19	GEN 2.1-1/2	18 JUN 09
GEN 3.1-3/4	05 DEC 19	GEN 3.1-3/4	27 APR 17
GEN 3.5-1/2	05 DEC 19	GEN 3.5-1/2	26 APR 18
ENR 0.6-1/2	05 DEC 19	ENR 0.6-1/2	29 MAR 18
ENR 4.3-1/2	05 DEC 19		
ENR 4.4-1/2	05 DEC 19	ENR 4.4-1/2	09 NOV 17
ENR 4.5-1/2	05 DEC 19	ENR 4.5-1/2	18 DEC 08
ENR 6.1-1/2	05 DEC 19		
ENR 1.14-1/2	05 DEC 19	ENR 1.14-1/2	18 DEC 08
		ENR 1.14-3/4	18 DEC 08
		ENR 1.14-5/6	18 DEC 08
		ENR 1.14-7/8	18 DEC 08
AD 0.6-1/2	05 DEC 19	AD 0.6-1/2	18 NOV 10
AD 1.5-1/2	05 DEC 19		

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

GEN 0.4 CHECKLIST OF AIP PAGES

Page	*Date*
PART 1 - GENERAL (GEN)	
GEN 0	
0.1-1	26 APR 18
0.1-2	26 APR 18
0.1-3	18 DEC 08
0.1-4	18 DEC 08
0.2-1	18 DEC 08
0.2-2	18 DEC 08
0.3-1	14 JUN 12
0.3-2	14 JUN 12
0.4-1	05 DEC 19
0.4-2	05 DEC 19
0.5-1	18 DEC 08
0.5-2	18 DEC 08
0.6-1	05 DEC 19
0.6-2	05 DEC 19
GEN 1	
1.1-1	16 AUG 18
1.1-2	16 AUG 18
1.2-1	16 AUG 18
1.2-2	16 AUG 18
1.3-1	11 JUN 15
1.3-2	11 JUN 15
1.3-3	11 JUN 15
1.3-4	11 JUN 15
1.3-5	11 JUN 15
1.3-6	11 JUN 15
1.4-1	08 AUG 13
1.4-2	08 AUG 13
1.5-1	16 APR 15
1.5-2	16 APR 15
1.6-1	08 AUG 13
1.6-2	08 AUG 13
1.6-3	20 JUN 19
1.6-4	20 JUN 19
1.6-5	20 JUN 19
1.6-6	20 JUN 19
1.7-1	02 FEB 17
1.7-2	02 FEB 17
1.7-3	27 APR 17
1.7-4	27 APR 17
GEN 2	
2.1-1	05 DEC 19
2.1-2	05 DEC 19
2.2-1	02 DEC 10
2.2-2	02 DEC 10
2.2-3	01 NOV 12
2.2-4	01 NOV 12
2.2-5	18 JUN 09
2.2-6	18 JUN 09
2.3-1	18 DEC 08
2.3-2	18 DEC 08
2.3-3	18 DEC 08
2.3-4	18 DEC 08
2.3-5	18 DEC 08
2.3-6	18 DEC 08
2.3-7	18 DEC 08
2.3-8	18 DEC 08
2.3-9	18 DEC 08
2.3-10	18 DEC 08
2.4-1	18 DEC 08
2.4-2	18 DEC 08
2.5-1	18 DEC 08
2.5-2	18 DEC 08
2.6-1	18 DEC 08
2.6-2	18 DEC 08
2.6-3	18 DEC 08
2.6-4	18 DEC 08
2.7-1	18 DEC 08
2.7-2	18 DEC 08
GEN 3	
3.1-1	26 APR 18
3.1-2	26 APR 18
3.1-3	05 DEC 19
3.1-4	05 DEC 19
3.2-1	26 APR 18
3.2-2	26 APR 18
3.2-3	03 APR 14
3.2-4	03 APR 14
3.2-5	29 JAN 09
3.2-6	29 JAN 09
3.3-1	06 DEC 18
3.3-2	06 DEC 18
3.4-1	18 NOV 10
3.4-2	18 NOV 10
3.5-1	05 DEC 19
3.5-2	05 DEC 19
3.6-1	18 DEC 08
3.6-2	18 DEC 08
GEN 4	
4.1-1	01 NOV 12
4.1-2	01 NOV 12
4.2-1	28 MAR 19
4.2-2	28 MAR 19
PART 2 - EN-ROUTE (ENR)	
ENR 0	
0.6-1	05 DEC 19
0.6-2	05 DEC 19
ENR 1	
1.1-1	18 DEC 08
1.1-2	18 DEC 08
1.2-1	06 DEC 18
1.2-2	06 DEC 18
1.3-1	18 DEC 08
1.3-2	18 DEC 08
1.4-1	18 DEC 08
1.4-2	18 DEC 08
1.5-1	18 DEC 08
1.5-2	18 DEC 08
1.6-1	29 MAR 18
1.6-2	29 MAR 18
1.6-3	29 MAR 18
1.6-4	29 MAR 18
1.6-5	29 MAR 18
1.6-6	29 MAR 18
1.7-1	18 DEC 08
1.7-2	18 DEC 08
1.8-1	18 DEC 08
1.8-2	18 DEC 08
1.8-3	18 DEC 08
1.8-4	18 DEC 08
1.8-5	18 DEC 08
1.8-6	18 DEC 08
1.8-7	18 DEC 08
1.8-8	18 DEC 08
1.8-9	18 DEC 08
1.8-10	18 DEC 08
1.8-11	18 DEC 08
1.8-12	18 DEC 08
1.8-13	18 DEC 08
1.8-14	18 DEC 08
1.8-15	18 DEC 08
1.8-16	18 DEC 08
1.8-17	18 DEC 08
1.8-18	18 DEC 08
1.8-19	18 DEC 08

Page	Date	Page	Date	Page	Date
1.8-20	18 DEC 08	3.3-1	18 DEC 08	1.4-2	18 DEC 08
1.8-21	18 DEC 08	3.3-2	18 DEC 08	1.5-1	05 DEC 19
1.8-22	18 DEC 08	3.4-1	18 DEC 08	1.5-2	05 DEC 19
1.8-23	18 DEC 08	3.4-2	18 DEC 08	**AD 2**	
1.8-24	18 DEC 08	3.5-1	29 MAR 18	2.1-1	26 APR 18
1.8-25	18 DEC 08	3.5-2	29 MAR 18	2.1-2	26 APR 18
1.8-26	18 DEC 08	3.6-1	18 DEC 08	2.1-3	15 SEP 16
1.8-27	18 DEC 08	3.6-2	18 DEC 08	2.1-4	15 SEP 16
1.8-28	18 DEC 08			2.1-5	09 NOV 17
1.8-29	18 DEC 08	**ENR 4**		2.1-6	09 NOV 17
1.8-30	18 DEC 08	4.1-1	18 DEC 08	2.1-7	16 AUG 18
1.8-31	18 DEC 08	4.1-2	18 DEC 08	2.1-8	16 AUG 18
1.8-32	18 DEC 08	4.2-1	18 DEC 08	2.1-9	06 DEC 18
1.8-33	18 DEC 08	4.2-2	18 DEC 08	2.1-10	06 DEC 18
1.8-34	18 DEC 08	4.3-1	05 DEC 19	2.1-11	29 MAR 18
1.8-35	18 DEC 08	4.3-2	05 DEC 19	2.1-12	29 MAR 18
1.8-36	18 DEC 08	4.4-1	05 DEC 19	2.1-13	29 MAR 18
1.8-37	18 DEC 08	4.4-2	05 DEC 19	2.1-14	29 MAR 18
1.8-38	18 DEC 08	4.5-1	05 DEC 19	2.1-15	16 AUG 18
1.8-39	18 DEC 08	4.5-2	05 DEC 19	2.1-16	16 AUG 18
1.8-40	18 DEC 08	**ENR 5**		2.1-17	24 JUL 14
1.9-1	26 APR 18	5.1-1	11 DEC 14	2.1-18	24 JUL 14
1.9-2	26 APR 18	5.1-2	11 DEC 14	2.1-19	29 MAR 18
1.9-3	26 APR 18	5.2-1	11 DEC 14	2.1-20	29 MAR 18
1.9-4	26 APR 18	5.2-2	11 DEC 14	2.24.1.1-1	28 MAR 19
1.10-1	26 APR 18	5.3-1	18 DEC 08	2.24.2.1-1	28 MAR 19
1.10-2	26 APR 18	5.3-2	18 DEC 08	2.24.3.1-1	28 MAR 19
1.11-1	03 APR 14	5.4-1	18 DEC 08	2.24.4.1-1	12 DEC 13
1.11-2	03 APR 14	5.4-2	18 DEC 08	2.24.4.2-1	12 DEC 13
1.12-1	03 APR 14	5.5-1	11 DEC 14	2.24.5.1-1	13 JAN 11
1.12-2	03 APR 14	5.5-2	11 DEC 14	2.24.6.1-1	09 NOV 17
1.12-3	18 DEC 08	5.6-1	18 DEC 08	2.24.6.1-2	09 NOV 17
1.12-4	18 DEC 08	5.6-2	18 DEC 08	2.24.7.1-1	09 APR 09
1.13-1	18 DEC 08	**ENR 6**		2.24.7.1-2	09 APR 09
1.13-2	18 DEC 08	6.1-1	05 DEC 19	2.24.7.1-3	09 APR 09
1.14-1	05 DEC 19	6.1-2	05 DEC 19	2.24.7.1-4	09 APR 09
1.14-2	05 DEC 19	**PART 3 - AERODROME (AD)**		2.24.7.1-5	09 APR 09
				2.24.7.1-6	09 APR 09
		AD 0		2.24.7.1-7	09 APR 09
		0.6-1	05 DEC 19	2.24.7.1-8	09 APR 09
		0.6-2	05 DEC 19	2.24.8.1-1	09 NOV 17
		AD 1		2.24.8.1-2	09 NOV 17
ENR 2		1.1-1	29 MAR 18	2.24.9.1-1	09 APR 09
2.1-1	09 NOV 17	1.1-2	29 MAR 18	2.24.9.1-2	09 APR 09
2.1-2	09 NOV 17	1.1-3	02 DEC 10	2.24.9.1-3	09 APR 09
2.1-3	09 NOV 17	1.1-4	02 DEC 10	2.24.9.1-4	09 APR 09
2.1-4	09 NOV 17	1.2-1	16 APR 15	2.24.9.1-5	09 APR 09
2.2-1	18 DEC 08	1.2-2	16 APR 15	2.24.9.1-6	09 APR 09
2.2-2	18 DEC 08	1.2-3	23 APR 09	2.24.9.1-7	09 APR 09
		1.2-4	23 APR 09	2.24.9.1-8	09 APR 09
ENR 3		1.3-1	18 DEC 08	2.24.10.1-1	06 DEC 18
3.1-1	18 DEC 08	1.3-2	18 DEC 08	2.24.10.1-2	18 NOV 10
3.1.2	18 DEC 08	1.3-3	10 NOV 16	2.24.10.1-3	09 APR 09
3.2-1	03 APR 14	1.3-4	10 NOV 16	2.24.10.1-4	09 APR 09
3.2-2	03 APR 14	1.4-1	18 DEC 08	2.24.13.1-1	31 JAN 19
				2.24.13.1-2	31 JAN 19

GEN 0.6 TABLE OF CONTENTS

GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

2.1.1 Units of measurement

2.1.1.1 The table of units of measurement shown below will be used by aeronautical stations within Kosovo airspace for air and ground operations

2.1.2 Time system

2.1.2.1 General

2.1.2.1.1 Co-ordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 12:41.

2.1.2.1.2 In the AIP and associated publications, the expression "summer period" will indicate that part of the year in which "daylight saving time" is in force. The other part of the year will be named the "winter period". Daylight saving time in Kosovo is UTC plus 2 hours during summer time and plus 1 hour during winter time. The "summer period" will be introduced every year on the last Sunday in MAR at 0100 UTC and it will cease on the last Sunday in OCT at 0100 UTC. These applicable "summer period" are given in brackets. Local time in Kosovo is UTC +1 hour.

2.1.3 Geodetic reference datum

2.1.3.1 Name/designation of datum

2.1.3.1.1 All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System – 1984 (WGS-84) geodetic reference datum.

2.1.3.2 Area of application

2.1.3.2.1 The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Kosovo.

For measurement	*Units used*
Distance used in navigaiton, position reporting etc. – generally in excess of 2 nautical miles	Nautical Miles and tenths
Relaticely short distances such as those relating to aerodromes (e.g. runway lengths)	Metres
Altitudes, elevations and heights	Feet
Horizontil speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometres or metres
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric tonnes or Kilogrammes
Time	Hours and minutes, beginning at midnight UTC

2.1.3.3 Use of an asterisk to identify published geographical coordinates

2.1.3.3.1 An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in ICAO Annex 11, Chapter 2, and ICAO Annex 14, Volumes I and II, Chapter 2. Specifications for determination and reporting of WGS-84 coordinates are given in ICAO Annex 11, Chapter 2 and in ICAO Annex 14, Volumes I and II, Chapter 2.

2.1.4 Vertical reference system

2.1.4.1 The vertical reference system corresponds to mean sea level (MSL)

2.1.5 Aircraft nationality and registration marks

2.1.5.1 Nil

2.1.6 Public holidays

Name	*Date/Day*
New Years´ Day	1 January
Second New Years' Day	2 January
Christmas Day (Orthodox)	7 January
Independent Day	17 February
Kosovo Constitution Day	9 April
Orthodox Easter Monday	
Catholic Easter Monday	
International Labor Day	1 May
Europe Day	9 May
Eid-Al-Addha	
Eid-Al-Fitr	
Christmas Day	25 December

Note. – Some administrative services may not be available and banks and other institutions may not be open on some of the above mentioned days.

3.1.3.7 ***Checklist and summary of NOTAM***

3.13.7.1 A checklist of valid NOTAM is issued monthly via AFS. The checklist is followed by a printed summary of NOTAM distributed by mail to all recipients of the Integrated Aeronautical Information Package. It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or, if none, the NIL AIRAC notification.

3.1.3.8 ***Sale of publications***

3.1.3.8.1 The said publications can be obtained from the Aeronautical Information Service. Purchase prices are published in AIC Series A.

3.1.4 AIRAC System

3.1.4.1 In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC SYSTEM. This type of information will be published as an AIRAC AMDT. If an AIRAC AMDT cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP.

3.1.4.2 The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force as a reminder in the PIB until the new checklist/summary is issued. If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

2019	2020	2021	2022	2023
03 JAN	02 JAN	28 JAN	27 JAN	26 JAN
31 JAN	30 JAN	25 FEB	24 FEB	23 FEB
28 FEB	27 FEB	25 MAR	24 MAR	23 MAR
28 MAR	26 MAR	22 APR	21 APR	20 APR
25 APR	23 APR	20 MAY	19 MAY	18 MAY
23 MAY	21 MAY	17 JUN	16 JUN	15 JUN
20 JUN	18 JUN	15 JUL	14 JUL	13 JUL
18 JUL	16 JUL	12 AUG	11 AUG	10 AUG
15 AUG	13 AUG	09 SEP	08 SEP	07 SEP
12 SEP	10 SEP	07 OCT	06 OCT	05 OCT
10 OCT	08 OCT	04 NOV	03 NOV	02 NOV
07 NOV	05 NOV	02 DEC	01 DEC	30 NOV
05 DEC	03 DEC	30 DEC	29 DEC	28 DEC

3.1.5 Pre-flight information service at aerodromes/heliports

3.1.5.1 Limited pre-flight information service is available during normal office hours at Pristina International Airport with coverage as follows:

Albania, Austria, Denmark, England, Finnland, Germany, Greece, Hungary, Italy, Macedonia, Swiss, Slovenia, Turkey.

3.1.6 Electronic terrain and obstacle data

To be developed.

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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

   Altimetersetting are given in hPa which equals millibar.

8. Wind shear

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

3.5.3.2 **Meteorological Stations**

To be developed

3.5.3.3 **Station Meteorological reports and observations**

To be developed

3.5.4 Types of services

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

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

3.5.5 Notification required from operators

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

3.5.6 AIRCRAFT REPORTS

Special observations shall be made and reported by all aircraft whenever the following conditions are encountered or observed:

- moderate or severe turbulence; or
- moderate or severe icing; or
- severe mountain wave; or
- thunderstorms, with or without hail, that are obscured, embedded, widespread or in squall lines; or
- heavy dust storm or heavy sandstorm; or
- volcanic ash cloud; or
- pre-eruption volcanic activity or a volcanic eruption.

Other conditions which shall be reported by all aircraft when encountered or observed:

- wind shear encountered during the climb-out or approach phases of flights, not previously reported to the pilot-in-command, which in his/her opinion are likely to affect the safety of other aircraft operations.

3.5.7 VOLMET service

NIL

3.5.8 Terminal Aerodrome Forecast

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

3.5.9 SIGMET Service

NIL.

3.5.10 AIRMET Service

NIL.

3.5.11 Aerodrome Warnings

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

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

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

PART 2 — EN-ROUTE (ENR)

ENR O.

ENR 0.1 PREFACE — Not applicable
ENR 0.2 RECORD OF AIP AMENDMENTS — Not applicable
ENR 0.3 RECORD OF AIP SUPPLEMENTS — Not applicable
ENR 0.4 CHECKLIST OF AIP PAGES — Not applicable
ENR 0.5 LIST OF HAND AMENDMENTS TO THE AIP — Not applicable

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 1.14 AIR TRAFFIC INCIDENTS

1.14.1 Definition of air traffic incidents

1.14.1.1 "Air traffic incident" is used to mean a serious occurrence related to the provision of air traffic services, such as:

a) aircraft proximity (AIRPROX);

b) serious difficulty resulting in a hazard to aircraft caused, for example, by:

1) faulty procedures

2) non-compliance with procedures, or

3) failure of ground facilities.

1.14.1.1.1 Definitions for aircraft proximity and AIRPROX.

Aircraft proximity. A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

Risk of collision. The risk classification of aircraft proximity in which serious risk of collision has existed.

Safety not assured. The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

No risk of collision. The risk classification of aircraft proximity in which no risk of collision has existed.

Risk not determined. The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

AIRPROX. The code word used in an air traffic incident report to designate aircraft proximity.

1.14.1.2 Air traffic incidents are designated and identified in reports as follows:

Type	*Designation*
Air traffic incident	Incident
as a) above	AIRPROX (aircraft proximity)
as b) 1) and 2) above	Procedure
as b) 3) above	Facility

1.14.2 Use of the Air Traffic Incident Report Form

The Air Traffic Incident Report Form is intended for use:

a) by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.

b) by an ATS unit for recording an air traffic incident report received by radio, telephone or email.

The forms (AACK/DSF/OR-FRM 01 to 05) are found in the Kosovo CAA web site (https://caa.rks-gov.net/en/occurrence-reporting/) and to be used as appropriate.

1.14.3 Reporting procedures (including in-flight procedures)

1.14.3.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident:

a) during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately;

b) as promptly as possible after landing, submit a completed Air Traffic Incident Report Form

1) for confirming a report of an incident made initially as in a) above, or for making the initial report on such an incident if it had not been possible to report it by radio;

2) for reporting an incident which did not require immediate notification at the time of occurrence.

1.14.3.2 An initial report made by radio should contain the following information:

a) aircraft identification;

b) type of incident, e.g. aircraft proximity;

c) the incident; 1. a) and b); 2. a), b), c), d), n); 3. a), b), c), i); 4. a), b);

d) miscellaneous: 1. e).

1.14.3.3 The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to the KCAA, (ADDRESS) or to the ATS Reporting Office of the aerodrome of first landing for submission to the KCAA. The pilot should complete the Air Traffic Incident Report Form, supplementing the details of the initial reports as necessary.

1.14.4. Purpose of reporting and handling of the form

1.14.4.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as “risk of collision”, ”safety not assured”, “no risk of collision” or “risk not determined”.

The purpose of the form is to provide investigatory authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

NIL

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ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	*Coordinates*	
1	2	
LONTA	42°09’34.0"N	021°23’50.0"E
SARAX	42°05’47.9"N	020°53’41.9"E
XAXAN	42°08’12.9"N	021°19’36.7"E
KOGAT	42°06’45.0"N	021°23’50.0"E
MEDUX	42°44’53.8"N	020°01’18.1"E
DOLEV	42°50’00.7"N	020°18’42.9"E

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ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE

NIL

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ENR 6 EN-ROUTE CHARTS

TO BE DEVELOPED

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PART 3 — AERODROMES (AD)

AD O.

AD 1 AERODROME/HELIPORT - INTRODUCTION

AD 2 AERODROMES

AD 1.5 STATUS OF CERTIFICATION OF AERODROME

Aerodrome name Location indicator	*Date of certification*	*Validity of certification*	*Remarks*
1	*2*	*3*	*4*
Prishtina International Airport "Adem Jashari" BKPR	08 NOV 2018	Unlimited duration, unless it is surrendered or revoked	Certified by CAA

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