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AIP KOSOVO

Aeronautical Information Service
Pristina International Airport
Vrellë-Lipjan

AIP
AMDT

02/2020
31 DEC 2020

1. Amendment content:

- 1.1 GEN 1.7- Update the differences from ICAO standards, recommended practices and procedures, from annex 2,3,10 and annex 11.
AD 1.3-3-Update the list of local aerodromes/heliports, remove Vali Ranch Heliport.

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

Insert the following new page

GEN 0.4-1/2	31 DEC 20
GEN 1.7-1/2	31 DEC 20
GEN 1.7-3/4	31 DEC 20
GEN 1.7-5/6	31 DEC 20
GEN 1.7-7/8	31 DEC 20
AD 1.3-3/4	31 DEC 20

Remove the following old page

GEN 0.4-1/2	27 FEB 20
GEN 1.7-1/2	02 FEB 17
GEN 1.7-3/4	27 APR 17
AD 1.3-3/4	10 NOV 16

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

GEN 0.4 CHECKLIST OF AIP PAGES

<i>Page</i>	<i>Date</i>	<i>Page</i>	<i>Date</i>	<i>Page</i>	<i>Date</i>
PART1-GENERAL (GEN)				3.6-2	18 DEC 08
GEN 0				GEN 4	
0.1-1	26 APR 18			4.1-1	01 NOV 12
0.1-2	26 APR 18			4.1-2	01 NOV 12
0.1-3	18 DEC 08	GEN 2		4.2-1	27 FEB 20
0.1-4	18 DEC 08	2.1-1	05 DEC 19	4.2-2	27 FEB 20
0.2-1	18 DEC 08	2.1-2	05 DEC 19		
0.2-2	18 DEC 08	2.2-1	02 DEC 10		
0.3-1	14 JUN 12	2.2-2	02 DEC 10	PART 2 - EN-ROUTE (ENR)	
0.3-2	14 JUN 12	2.2-3	01 NOV 12	ENR 0	
0.4-1	31 DEC 20	2.2-4	01 NOV 12	0.6-1	05 DEC 19
0.4-2	31 DEC 20	2.2-5	18 JUN 09	0.6-2	05 DEC 19
0.5-1	18 DEC 08	2.2-6	18 JUN 09		
0.5-2	18 DEC 08	2.3-1	18 DEC 08	ENR 1	
0.6-1	05 DEC 19	2.3-2	18 DEC 08	1.1-1	18 DEC 08
0.6-2	05 DEC 19	2.3-3	18 DEC 08	1.1-2	18 DEC 08
		2.3-4	18 DEC 08	1.2-1	06 DEC 18
GEN 1		2.3-5	18 DEC 08	1.2-2	06 DEC 18
1.1-1	16 AUG 18	2.3-6	18 DEC 08	1.3-1	18 DEC 08
1.1-2	16 AUG 18	2.3-7	18 DEC 08	1.3-2	18 DEC 08
1.2-1	16 AUG 18	2.3-8	18 DEC 08	1.4-1	18 DEC 08
1.2-2	16 AUG 18	2.3-9	18 DEC 08	1.4-2	18 DEC 08
1.3-1	11 JUN 15	2.3-10	18 DEC 08	1.5-1	18 DEC 08
1.3-2	11 JUN 15	2.4-1	18 DEC 08	1.5-2	18 DEC 08
1.3-3	11 JUN 15	2.4-2	18 DEC 08	1.6-1	29 MAR 18
1.3-4	11 JUN 15	2.5-1	18 DEC 08	1.6-2	29 MAR 18
1.3-5	11 JUN 15	2.5-2	18 DEC 08	1.6-3	29 MAR 18
1.3-6	11 JUN 15	2.6-1	18 DEC 08	1.6-4	29 MAR 18
1.4-1	08 AUG 13	2.6-2	18 DEC 08	1.6-5	29 MAR 18
1.4-2	08 AUG 13	2.6-3	18 DEC 08	1.6-6	29 MAR 18
1.5-1	16 APR 15	2.6-4	18 DEC 08	1.7-1	18 DEC 08
1.5-2	16 APR 15	2.7-1	18 DEC 08	1.7-2	18 DEC 08
1.6-1	08 AUG 13	2.7-2	18 DEC 08	1.8-1	18 DEC 08
1.6-2	08 AUG 13			1.8-2	18 DEC 08
1.6-3	20 JUN 19	GEN 3		1.8-3	18 DEC 08
1.6-4	20 JUN 19	3.1-1	26 APR 18	1.8-4	18 DEC 08
1.6-5	20 JUN 19	3.1-2	26 APR 18	1.8-5	18 DEC 08
1.6-6	20 JUN 19	3.1-3	05 DEC 19	1.8-6	18 DEC 08
1.7-1	31 DEC 20	3.1-4	05 DEC 19	1.8-7	18 DEC 08
1.7-2	31 DEC 20	3.2-1	26 APR 18	1.8-8	18 DEC 08
1.7-3	31 DEC 20	3.2-2	26 APR 18	1.8-9	18 DEC 08
1.7-4	31 DEC 20	3.2-3	03 APR 14	1.8-10	18 DEC 08
1.7-5	31 DEC 20	3.2-4	03 APR 14	1.8-11	18 DEC 08
1.7-6	31 DEC 20	3.2-5	29 JAN 09	1.8-12	18 DEC 08
1.7-7	31 DEC 20	3.2-6	29 JAN 09	1.8-13	18 DEC 08
1.7-8	31 DEC 20	3.3-1	06 DEC 18	1.8-14	18 DEC 08
		3.3-2	06 DEC 18	1.8-15	18 DEC 08
		3.4-1	18 NOV 10	1.8-16	18 DEC 08
		3.4-2	18 NOV 10	1.8-17	18 DEC 08
		3.5-1	05 DEC 19	1.8-18	18 DEC 08
		3.5-2	05 DEC 19	1.8-19	18 DEC 08
		3.6-1	18 DEC 08		

<i>Page</i>	<i>Date</i>	<i>Page</i>	<i>Date</i>	<i>Page</i>	<i>Date</i>
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
		AD 0		2.24.7.1-6	09 APR 09
		0.6-1	05 DEC 19	2.24.7.1-7	09 APR 09
		0.6-2	05 DEC 19	2.24.7.1-8	09 APR 09
		AD 1		2.24.8.1-1	09 NOV 17
ENR 2		1.1-1	29 MAR 18	2.24.8.1-2	09 NOV 17
2.1-1	09 NOV 17	1.1-2	29 MAR 18	2.24.9.1-1	09 APR 09
2.1-2	09 NOV 17	1.1-3	02 DEC 10	2.24.9.1-2	09 APR 09
2.1-3	09 NOV 17	1.1-4	02 DEC 10	2.24.9.1-3	09 APR 09
2.1-4	09 NOV 17	1.2-1	16 APR 15	2.24.9.1-4	09 APR 09
2.2-1	18 DEC 08	1.2-2	16 APR 15	2.24.9.1-5	09 APR 09
2.2-2	18 DEC 08	1.2-3	23 APR 09	2.24.9.1-6	09 APR 09
		1.2-4	23 APR 09	2.24.9.1-7	09 APR 09
ENR 3		1.3-1	18 DEC 08	2.24.9.1-8	09 APR 09
3.1-1	18 DEC 08	1.3-2	18 DEC 08	2.24.10.1-1	06 DEC 18
3.1.2	18 DEC 08	1.3-3	31 DEC 20	2.24.10.1-2	18 NOV 10
3.2-1	03 APR 14	1.3-4	10 NOV 16	2.24.10.1-3	09 APR 09
3.2-2	03 APR 14	1.4-1	18 DEC 08	2.24.10.1-4	09 APR 09
				2.24.13.1-1	31 JAN 19
				2.24.13.1-2	31 JAN 19

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1.7.1 ANNEX 1 PERSONNEL LICENSING:
11th edition, July 2011

NIL

1.7.2 ANNEX 2 RULES OF THE AIR:
10th edition, October 2005

Difference A2-01

ICAO Annex 2 Chapter 3 3.2.2.	New Provision. Implementing Regulation (EU) No 923/2012, in point SERA.3210(b), transposed through Regulation (AAC) 1/2020 specifies: <i>‘(b)An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.’</i>
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Difference A2-02

ICAO Annex 2 Chapter 3 3.2.3.2(b)	Implementing Regulation (EU) No 923/2012, in paragraph SERA.3215(b)(2) transposed through Regulation (AAC) 1/2020, specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2(b) of the underlined text): <i>‘(2)unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure. ;’</i>
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Difference A2-03

ICAO Annex 2 Chapter 3 3.2.5(c) and (d)	Implementing Regulation (EU) No 923/2012, in paragraph SERA.3225 transposed through Regulation (AAC) 1/2020 differs from ICAO Standard in Annex 2, 3.2.5(c) and 3.2.5(d) in that it specifies that subparagraphs (c) and (d) do not apply to balloons: <i>‘(c), make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; (d), land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.’</i>
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Difference A2-06

ICAO Annex 2 Chapter 3 3.3.1.2.	ICAO Annex 2, 3.3.1.2 is replaced with Implementing Regulation (EU) No 923/2012 SERA.4001(b) transposed through Regulation (AAC) 1/2020. The differences between this ICAO Standard and this regulation are as follows: - With regards to VFR flights planned to operate across international borders, the Union regulation (SERA.4001(b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the underlined text, as follows: <i>‘any flight across international borders, .’</i> - With regard to VFR and IFR flights planned to operate at night, an additional requirement is inserted to Union regulation SERA.4001(b)(6)as follows: <i>‘(6)any flight planned to operate at night, if leaving the vicinity of an aerodrome’</i> This difference is also addressed in Difference A2-06 below for VFR.
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Difference A2-05	
ICAO Annex 2 Chapter 3 3.2.2.4.	<p>New Provision.</p> <p>Implementing Regulation (EU) No 923/2012, paragraph SERA.3210(c)(3)(i) transposed through Regulation (AAC) 1/2020 differs from ICAO Standard in Annex 2, 3.2.2.4 by specifying that:</p> <p><i>‘(i)Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.’</i></p>
Difference A2-06	
ICAO Annex 2 Chapter 3 3.2.2.4.	<p>New provision.</p> <p>ICAO Annex 2, 4.3, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005(c) transposed through Regulation (AAC) 1/2020. The difference is that this regulation adds requirements under which VFR flights at night may be permitted, as follows:</p> <p><i>‘(c)When so prescribed by the competent authority, VFR flights at night may be permitted under the following conditions:</i></p> <p><i>(1)if leaving the vicinity of an aerodrome, a flight plan shall be submitted;</i></p> <p><i>(2)flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;</i></p> <p><i>(3)the VMC visibility and distance from cloud minima as specified in Table S5-1 shall apply except that:</i></p> <p><i>(i)the ceiling shall not be less than 450 m (1 500 ft);</i></p> <p><i>(ii)except as specified in (c)(4), the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply;</i></p> <p><i>(iii)in airspace classes B, C, D, E, F and G, at and below 900 m (3 000 ft) above MSL or 300 m (1 000 ft) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface;</i></p> <p><i>(iv)for helicopters in airspace classes F and G, flight visibility shall not be less than 3 km, provided that the pilot maintains continuous sight of the surface and if manoeuvred at a speed that will give adequate opportunity to observe other traffic or obstacles in time to avoid collision; and</i></p> <p><i>(v)for mountainous terrain, higher VMC visibility and distance from cloud minima may be prescribed.</i></p> <p><i>(4)ceiling, visibility and distance from cloud minima lower than those specified 4.3(c) above may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting.</i></p> <p><i>(5)except when necessary for take-off or landing, or except when specifically authorised by the competent authority, a VFR flight at night shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established:</i></p> <p><i>(i)over high terrain or in mountainous areas, at a level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;</i></p> <p><i>(ii)elsewhere than as specified in (i), at a level which is at least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.’</i></p>
Difference A2-07	
ICAO Annex 2 Chapter 4 4.6.	<p>ICAO Annex 2, 4.6, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005, transposed through Regulation (AAC) 1/2020, introducing the obstacle clearance criteria in (f), as follows:</p> <p><i>‘(f)Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:</i></p> <p><i>(1)over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;</i></p> <p><i>(2)elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) ’</i></p>

Difference A2-08	
ICAO Annex 2 Chapter 3 3.8 and Appendix 2	The words 'in distress' of Chapter 3 Part 3.8, are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law.

1.7.3 ANNEX 3 METEOROLOGICAL SERVICES FOR INTERNATIONAL AIR NAVIGATION
15th Edition, November 2004

Difference A3-01	
ICAO Annex 3 Chapter 5	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.12005, transposed through Regulation (AAC) 1/2020 specifies: (b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.

1.7.4 ANNEX 4 AERONAUTICAL CHARTS
11th Edition, July 2009

NIL

1.7.5 ANNEX 5 UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS:
5th Edition, July 2010

NIL

1.7.6 ANNEX 6 OPERATION OF AIRCRAFT,PART I,International commercial Air Transport-Aeroplanes:
9th Edition, July 2010

PART II,International General Aviation-Aeroplanes:
8th Edition,july 2008

PART III,International Operations- Helicopters:
7th Edition,July 2007

1.7.7 ANNEX 7 AIRCRAFT NATIONALITY AND REGISTRATION MARKS:
6th Edition, July 2012

NIL

1.7.8 ANNEX 8 AIRWORTHINESS OF AIRCRAFT:
11th Edition, July 2010

NIL

1.7.9 ANNEX 9 FACILITATION:
13th Edition,July 2011

NIL

1.7.10 ANNEX 10 AERONAUTICAL TELECOMMUNICATIONS
VOLUME I, Radio Navigation Aids:
6th Edition, July 2006

Difference 10-01	
ICAO Annex 10 Volume II Chapter 5 5.2.1.4.1	<p>ICAO Annex 10, Volume II, Chapter 5.2.1.4.1 is transposed in point SERA.14035 of Implementing Regulation (EU) No 923/2012 transposed through Regulation (AAC) 1/2020, with some differences.</p> <p>The differences between that ICAO Standard and this regulation are as follows: SERA.14035 Transmission of numbers in radiotelephony</p> <p>(a) Transmission of numbers</p> <p>(1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately.</p> <p>(i) Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds.</p> <p>(ii) The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1 000 hPa which shall be transmitted as ‘ONE THOUSAND’.</p> <p>(iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word ‘THOUSAND’.</p> <p>(2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word ‘HUNDRED’ or ‘THOUSAND’, as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word ‘THOUSAND’, followed by the number of hundreds, followed by the word ‘HUNDRED’.</p> <p>(3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately.</p> <p>(4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as ‘TEN O’CLOCK’ or ‘ELEVEN O’CLOCK’.</p> <p>(5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word ‘DECIMAL’.</p> <p>(6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.</p>

Difference A10-02	
ICAO Annex 10 Volume II Chapter 5 5.2.1.7.3.2.3	<p>ICAO Annex 10, Volume II, Chapter 5.2.1.7.3.2.3 is transposed in point SERA.14055 of Implementing Regulation (EU) No 923/2012 transposed through Regulation (AAC) 1/2020 with a difference.</p> <p>The difference between that ICAO Standard and this regulation is as follows: SERA.14055 Radiotelephony procedures (b) (2) The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling. For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted, when so authorised by the competent authority.</p>

1.7.10 ANNEX 11 AIR TRAFFIC CONTROL SERVICE, FLIGHT INFORMATION SERVICE,
ALERTING SERVICE:
13th Edition, July 2001

Difference A11-01

ICAO Annex 11 Chapter 2 Paragraph 2.25.5	Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1) transposed through Regulation (AAC) 1/2020 differs from ICAO Annex 11, standard 2.25.5 by stating that <i>'Time checks shall be given to the nearest minute'</i>
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Difference A11-02

ICAO Annex 11 Chapter 2 Paragraph 2.6.1	Exemption possibility. Implementing Regulation (EU) No 923/2012 paragraph SERA.6001 transposed through Regulation (AAC) 1/2020, allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed
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Difference A11-03

ICAO Annex 11 Chapter 3	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.8005(b), transposed through Regulation (AAC) 1/2020 specifies: (b) Clearances issued by air traffic control units shall provide separation: (1) between all flights in airspace Classes A and B; (2) between IFR flights in airspace Classes C, D and E; (3) between IFR flights and VFR flights in airspace Class C; (4) between IFR flights and special VFR flights; (5) between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared
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Difference A11-04

ICAO Annex 11 Chapter 3	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, transposed through Regulation (AAC) 1/2020, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the underlined text): (e) Read-back of clearances and safety-related information (1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: (i) ATC route clearances; (ii) clearances and instructions to enter, land on, take off from, hold short of, cross, and backtrack on any runway; and (iii) runway-in-use, altimeter settings, SSR codes, level instructions, heading and speed instructions; and (iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.
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Difference A11-05	
ICAO Annex 11 Chapter 3	<p>Implementing Regulation (EU) No 923/2012, paragraph SERA.8015(e)(2), transposed through Regulation (AAC) 1/2020, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the underlined text):</p> <p>(2) Other clearances or instructions, including conditional clearances , shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.</p>

Difference A11-06	
ICAO Annex 11 Chapter 3	<p>New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.5010, transposed through Regulation (AAC) 1/2020, specifies:</p> <p>SERA.5010 Special VFR in control zones</p> <p>Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:</p> <p>(a) by the pilot:</p> <p>(1) clear of cloud and with the surface in sight; (2) the flight visibility is not less than 1 500 m or, for helicopters, not less than 800 m; (3) at speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and</p> <p>(b) by ATC:</p> <p>(1) during day only, unless otherwise permitted by the competent authority; (2) the ground visibility is not less than 1500 m or, for helicopters, not less than 800 m; (3)the ceiling is not less than 180 m (600 ft).</p>

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| 1.7.12 | ANNEX 12 | <p>SEARCH AND RESCUE:
8th Edition,2004</p> <p>NIL</p> |
| 1.7.13 | ANNEX 13 | <p>AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION:
10th Edition,July 2010</p> <p>NIL</p> |
| 1.7.14 | ANNEX 14 | <p>AERODROMES,
VOLUME I,Aerodrome design and Operations:
7th Edition,July 2016</p> <p>NIL</p> <p>VOLUME II,Heliports:
4th Edition,July 2013</p> |
| 1.7.15 | ANNEX 15 | <p>AERONAUTICAL INFORMATION SERVICES,
13th Edition,July 2010</p> <p>NIL</p> |

1.7.16	ANNEX 16	ENVIRONMENTAL PROTECTION, VOLUME I,Aircraft Noise: 5th Edition,July 2008
		NIL
		VOLUME II,Aircraft Engine Emissions: 2nd Edition,July 1993
		NIL
1.7.17	ANNEX 17	SECURITY-SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE: 9th Edition,March 2011
		NIL
1.7.18	ANNEX 18	THE SAFE TRANSPORT OF DANGEROUSE GOODS BY AIR: 4th Edition,July 2011
		NIL
1.7.19	ANNEX 19	SAFETY MANAGEMENT 2nd Edition,July 2016

NOTE: DATA NOT FULLY COMPLIANT WITH DATA QUALITY REQUIREMENTS OF COMMISSION REGULATION (EU) 73/2010 (ADQ)

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List of Local Aerodromes/ Heliports

<i>Aerodrome / ICAO Designator / (CITY)</i>	<i>Reference Coordinates</i>	<i>Runway Designation Mag. Degrees Dimensions (metres)</i>	<i>Elev. Ft.</i>	<i>Strength/ Surface (pounds)</i>	<i>Responsible Authority Use</i>	<i>Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>
<i>Gjakova Airport (Gjakova)</i>	<i>42 26.05 N/ 020 25.40 E</i>	<i>18/36 1800x30</i>	<i>1362</i>	<i>Asphalt</i>	<i>Government</i>	<i>Closed for operations</i>

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