



Republika e Kosovës
Republika Kosovo - Republic of Kosovo



Autoriteti i Aviacionit Civil i Kosovës
Autoritet Civilnog Vazduhoplovstva Kosova
Civil Aviation Authority of Kosovo

Occurrence Reporting Overview 2020



Introduction

The Occurrence Reporting System aims to improve aviation safety by ensuring that relevant safety information relating to civil aviation is reported, collected, stored, protected, exchanged, disseminated and analysed. The sole objective of occurrence reporting is the prevention of accidents and incidents and not to attribute blame or liability. The information collected is adequately protected from unauthorised use or disclosure, and it is used strictly for the purpose of maintaining and improving aviation safety.

Occurrence reporting in Kosovo is governed by CAA Regulation No. 09/2017 on the reporting, analysis and follow-up of occurrences in civil aviation, of 6 September 2017, which transposes into the internal legal order of the Republic of Kosovo Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation. CAA Regulation No. 09/2017 has repealed CAA Regulation 1/2009 on occurrence reporting in civil aviation, CAA Regulation No. 08/2010 laying down implementing rules for the integration into a central repository of information on civil aviation occurrences exchanged in accordance with Directive 2003/42/EC of the European Parliament and of the Council, and CAA Regulation 9/2010 laying down implementing rules for the dissemination to interested parties of information on civil aviation occurrences referred to in Article 7(2) of Directive 2003/42/EC of the European Parliament and of the Council.

Whereas, CAA Regulation No. 11/2017 laying down a list classifying occurrences in civil aviation to be mandatorily reported according to CAA Regulation No. 09/2017, which transposes into the internal legal order of the Republic of Kosovo Commission Implementing Regulation (EU) 2015/1018 of 29 June 2015 laying down a list classifying occurrences in civil aviation to be mandatorily reported according to Regulation (EU) No 376/2014 of the European Parliament and of the Council, sets out the list classifying occurrences to be referred to when reporting, under mandatory reporting systems, occurrences which may represent a significant risk to aviation safety and which fall within the categories of Article 4 (1.) of CAA Regulation No. 09/2017 and the occurrences applicable to aircraft other than complex motor-powered aircraft.

All the aviation occurrences referred to in Article 4 (1.) of CAA Regulation No. 09/2017 and in Annexes I to V to CAA Regulation No. 11/2017 shall be reported to the Civil Aviation Authority of the Republic of Kosovo (the CAA) by the natural persons listed in Article 4 (4.) of CAA Regulation No. 09/2017. This reporting contributes to the improvement of the safety of civil aviation through better understanding of these occurrences to facilitate analysis and trend monitoring so that appropriate and timely preventive action can be taken and aviation safety improved.

The CAA has published on its website (<https://caa.rks-gov.net>) the Guidance Material on Regulation (EU) No 376/2014 and its practical implementation, which has been provided by the EU Aviation Safety Reporting Portal. This information and guidance material aims to explain the intended purpose of Regulation (EU) No 376/2014 provisions and its implementing regulations, and where relevant, possible means of compliance and examples of good practice, to contribute to a consistent implementation of Regulation 376/2014 and its implementing rules across the EU, which is also being used to contribute to a consistent implementation of CAA Regulation No. 09/2017 and its implementing rules in Kosovo.

The Occurrence Reporting System has been established in Kosovo in 2006. By strict application of rules on confidentiality, protecting the source of safety information and ensuring the confidence of staff working in occurrence reporting systems of civil aviation, the CAA has developed a relationship

of trust with the reporters, and subsequently contributed to the improvement of the quality of occurrence reports. Furthermore, the operators have their own Safety Management Systems (SMS), which have advanced significantly in the recent years. The SMS usually integrates a component for treating and addressing reported occurrences, enabling the industry to contribute directly to the collection and analysis of safety-related occurrences.

The CAA stores occurrence reports drawn up on the basis of details of occurrences collected in accordance with Articles 4 and 5 of Regulation No. 09/2017 in its ECCAIRS Database (the CAA National Database), as prescribed in Article 6 (5.), by using the ECCAIRS (European Coordination Centre for Aviation Incident Reporting Systems) software platform developed by the European Union (EU). Also, the reports of accidents and serious incidents, including the safety recommendations, issued by the Aeronautical Accident and Incident Investigations Commission of the Republic of Kosovo (AAIIC) will be stored in the CAA National Database. Also, the reports of the security related occurrences issued by the Ministry of Internal Affairs of the Republic of Kosovo (MIA) can be stored in the CAA National Database, in addition to the laser attack occurrences that are being handled by the CAA, subject to future arrangements between the CAA and the MIA.

The CAA is looking forward, in agreement with the European Commission, to update the European Central Repository (EU ECCAIRS Central Database) by transferring to it all information relating to safety stored in the CAA National Database as prescribed in Article 8 (2.) of Regulation No. 09/2017.

The CAA participates in an exchange of information by making all information relating to safety stored in its database available to the competent authorities of other ECAA Partners, EASA and the Commission, in accordance with Article 9 (1.) of CAA Regulation No. 09/2017. Also, in accordance with Article 9 (3.) of CAA Regulation No. 09/2017, the CAA forwards all pertinent safety-related information to the relevant authority of the ECAA Partner or EASA as soon as possible if it identifies safety matters which it considers either to be of interest to other ECAA Partners or EASA, or to possibly require safety action to be taken by other ECAA Partners or EASA.

This Occurrence Reporting Overview contains a description of the occurrence classes and categories, an analysis of the 2020 occurrence reports data and statistics, detailed information on the coded categories of the occurrences reported in 2020, lists with headlines and determined classes of all the occurrences, and a brief description of the most significant occurrences reported in 2020.

Occurrence Classes

The CAA uses the ADREP (Accident/Incident Data Reporting) occurrence class taxonomy to classify occurrences by severity i.e. in terms of safety risk. The ADREP 2000 occurrence class taxonomy is a set of terms used by ICAO and it is part of the ICAO ADREP System.

The ADREP occurrence class taxonomy enables the identification of any rapid action needed when looking at high-risk individual safety occurrences and also enables key risk areas to be identified from aggregated information. This taxonomy helps the relevant entities, and in this case the CAA, in their assessment of occurrences and in determining where best to focus their efforts. It facilitates an integrated and harmonised approach to risk management and thus enables the relevant entities, including the CAA, to focus on safety improvement efforts in a harmonised manner.

Accident

An occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:

- a) a person is fatally or seriously injured as a result of:
 - being in the aircraft, or
 - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
 - direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew;
- b) the aircraft sustains damage or structural failure which:
 - adversely affects the structural strength, performance or flight characteristics of the aircraft, and
 - would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories; or for damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft skin;
- c) the aircraft is missing or is completely inaccessible.

Serious incident

An incident involving circumstances indicating that an accident nearly occurred.

Note:

- The difference between an accident and a serious incident lies only in the result.
- Examples of serious incidents can be found in Attachment C of ICAO Annex 13 and in the ICAO Accident/Incident Reporting Manual (ICAO Doc 9156).

Incident

An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

Note: The type of incidents which are of main interest to the International Civil Aviation Organization for accident prevention studies are listed in the ICAO Accident/Incident Reporting Manual (ICAO Doc 9156) and ICAO Annex 13.

Major incident

An incident in which:

- Safety may have been compromised either having lead to a near collision between aircrafts, with the ground or obstacles (i.e. safety margins not respected which is not the result of an ATC instruction).
- Assessment of the incident using a risk classification process has identified that this incident could have deteriorated into more serious situation.

Significant incident

An incident in which:

- An accident, serious or major incident could have occurred if the risk had not been managed within safety margins (one or more safety barriers remaining).
- Or if another aircraft or vehicle had been in the vicinity during the incident.

Occurrence without safety effect (Eurocontrol). A possibly safety related occurrence (not meeting the reporting requirements).

Eurocontrol: An incident which has no safety significance.

Note: This appears to be a contradiction with the ICAO definition of an incident: An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

A possibly safety related occurrence not meeting the reporting requirements. This could be e.g. the result of downgrading the incident after review.

Observation

The observation of a potential safety issue or hazard that, if not rectified could cause or have caused an incident. The date and time of occurrence for an observation is that when it was first observed for the purposes of reporting and not an assessment of how long the safety issue might have been present.

Not determined

The class of the occurrence has not been determined.

Occurrence Categories

The CAA uses the ADREP occurrence category taxonomy to categorize occurrences (i.e. accidents and incidents) and analyse safety trends within these categories. The ADREP 2000 occurrence category taxonomy is a set of terms used by ICAO and it is part of the ICAO Accident/Incident Data Reporting (ADREP) System.

As listed below, each category has a unique name and identifier to permit common coding in accident/incident systems, and a text definition. Each category has also usage notes to clarify the category and aid in coding occurrences, but these notes are not presented here due to space constraints.

ADRM	Aerodrome (Occurrences involving aerodrome design, service, or functionality issues.)
AMAN	Abrupt manoeuvre (The intentional abrupt manoeuvring of the aircraft by the flight crew.)
ARC	Abnormal runway contact (Any landing or take-off involving abnormal runway or landing surface contact.)
ATM	ATM/CNS (Occurrences involving Air traffic management (ATM) or communications, navigation, or surveillance (CNS) service issues.)
BIRD	Birdstrike (Occurrences involving collisions/near collisions with birds.)
CABIN	Cabin safety events (Miscellaneous occurrences in the passenger cabin of transport category aircraft.)
CFIT	Controlled flight into or toward terrain (In-flight collision or near collision with terrain, water, or obstacle without indication of loss of control.)
CTOL	Collision with obstacle(s) during take-off and landing (Collision with obstacle(s), during take-off or landing whilst airborne.)
EVAC	Evacuation (Occurrence where either; (a) person(s) are injured during an evacuation; (b) an unnecessary evacuation was performed; (c) evacuation equipment failed to perform as required; or (d) the evacuation contributed to the severity of the occurrence.)
EXTL	External load related occurrences (Occurrences during or as a result of external load or external cargo operations.)
F-NI	Fire/smoke (non-impact) (Fire or smoke in or on the aircraft, in flight or on the ground, which is not the result of impact.)
F-POST	Fire/smoke (post-impact) (Fire/Smoke resulting from impact.)
FUEL	Fuel related (One or more powerplants experienced reduced or no power output due to fuel exhaustion, fuel starvation/mismanagement, fuel contamination/wrong fuel, or carburettor and/or induction icing.)
GCOL	Ground Collision (Collision while taxiing to or from a runway in use.)
GTOW	Glider towing related events (Premature release, inadvertent release or non-release during towing, entangling with towing, cable, loss of control, or impact into towing aircraft / winch.)
ICE	Icing (Accumulation of snow, ice, freezing rain, or frost on aircraft surfaces that adversely affects aircraft control or performance.)
LA¹	Laser attack

¹ Laser attacks do not have a specific category as per the ICAO ADREP 2000 Taxonomy, they are included in the SEC (security related) category.

LALT	Low altitude operations (Collision or near collision with obstacles/objects/terrain while intentionally operating near the surface (excludes take-off or landing phases).)
LOC-G	Loss of control - ground (Loss of aircraft control while the aircraft is on the ground.)
LOC-I	Loss of control - inflight (Loss of aircraft control while or deviation from intended flightpath inflight.)
LOLI	Loss of lifting conditions en-route (Landing en-route due to loss of lifting conditions.)
MAC	Airprox/ ACAS alert/ loss of separation/ (near) midair collisions (Airprox, ACAS alerts, loss of separation as well as near collisions or collisions between aircraft in flight.)
MED	Medical (Medical – occurrences involving illness of persons on board the aircraft.)
NAV	Navigation error (Occurrences involving the incorrect navigation of aircraft on the ground or in the air.)
RAMP	Ground Handling (Occurrences during (or as a result of) ground handling operations.)
RE	Runway excursion (A veer off or overrun off the runway surface.)
RI-A	Runway incursion - animal (Collision with, risk of collision, or evasive action taken by an aircraft to avoid an animal on a runway or on a helipad/helideck in use.)
RI-VAP	Runway incursion - vehicle, aircraft or person (Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft.)
SCF-NP	System/component failure or malfunction [non-powerplant] (Failure or malfunction of an aircraft system or component - other than the powerplant.)
SCF-PP	Powerplant failure or malfunction (Failure or malfunction of an aircraft system or component - related to the powerplant.)
SEC²	Security related (Criminal/Security acts which result in accidents or incidents (per International Civil Aviation Organization [ICAO] Annex 13).)
TURB	Turbulence encounter (In-flight turbulence encounter.)
UIMC	Unintended flight in IMC (Unintended flight in Instrument Meteorological Conditions (IMC).)
USOS	Undershoot/overshoot (A touchdown off the runway surface.)
WILD	Collision Wildlife (Collision with, risk of collision, or evasive action taken by an aircraft to avoid wildlife on a runway or on a helipad/helideck in use.)
WSTRW	Wind shear or thunderstorm. (Flight into wind shear or thunderstorm.)
OTHR	Other (Any occurrence not covered under another category.)
UNK	Unknown or undetermined (Insufficient information exists to categorize the occurrence.)

An important element of the occurrence category design is that it permits the association of multiple categories with an occurrence. Meaning, for example, if an engine failure occurred, and loss of control followed, the occurrence would be coded in both categories. Multiple coding supports the primary focus of the CAA - accident prevention - in which every pertinent element is investigated, recorded, and analysed.

² The Ministry of Internal Affairs (MIA) has been designated to handle independently the collection, evaluation, processing, analysis and storage of details of the security related occurrences. However, the CAA remains responsible to handle independently the laser attack occurrences, which are included in the SEC category.

Statistical Data Analysis

As shown in the figure below, during the year 2020 the CAA has received reports for a total of 101 occurrences in civil aviation, which is a significant decrease compared to previous years, approaching the numbers of occurrences from 2012 and 2009.

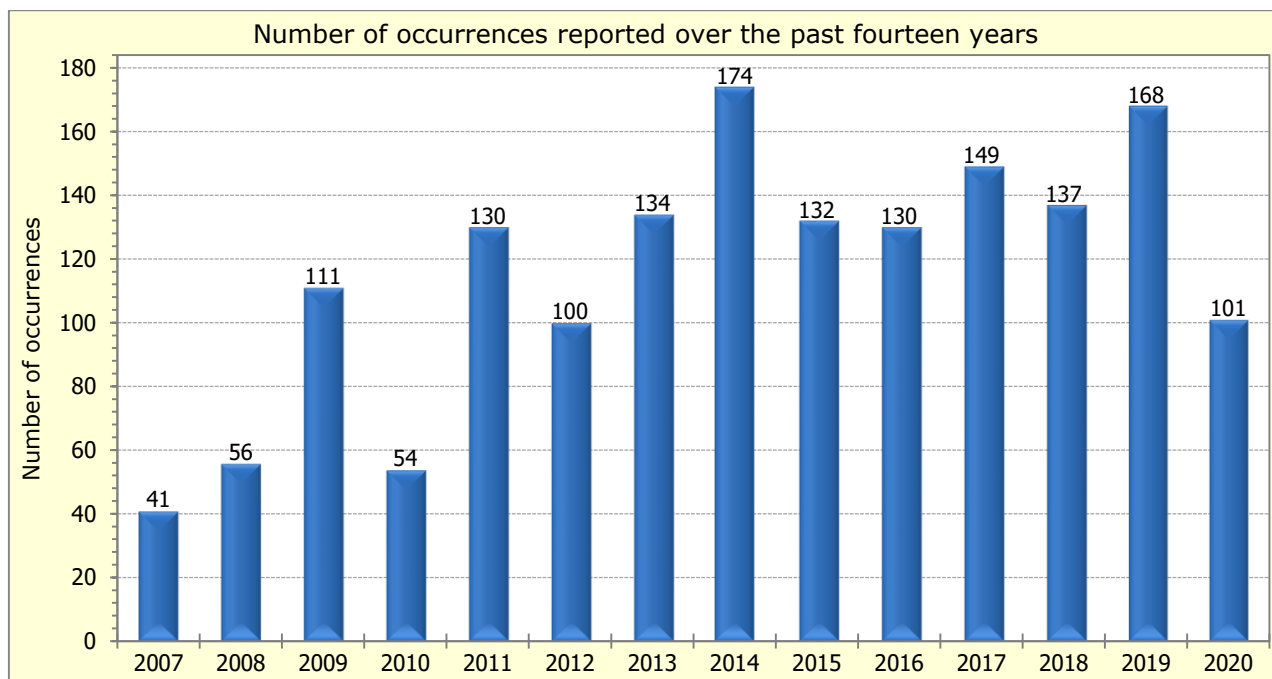


Figure 1. Number of occurrences reported over the years: 2007 - 2020

The number of 101 occurrences reported in 2020 is lower by 42.2 occurrences or 29.5% than the average of 143.2 occurrences of the previous 5 years, 2015 - 2019. Whereas the total number of occurrences reported to the CAA, from 2006 (when the occurrence reporting system was established in Kosovo) to the end of 2020, reached a total of 1619 occurrences.

The decrease in the number of the occurrence reports received in 2020 corresponds to a decreased number of aircraft activities at Prishtina International Airport “Adem Jashari” (PIA), which was caused by the impact of the COVID-19 pandemic. The spread of the coronavirus pandemic in Kosovo began on 13 March 2020, when the first two cases of people infected with the coronavirus were confirmed.

Figure 2 below displays the number of flights that departed per year from PIA “Adem Jashari”, the only operational airport in Kosovo, over the years: 2007 - 2020. The displayed numbers include scheduled, non-scheduled (charter) and ad-hoc commercial flight departures.

While, Figure 3 shows the number of occurrences received by the CAA on a monthly basis over the past three years (2018-2020). The figure shows that the year 2020 began with 7 occurrences reported in January and continued with the same number in February. In March, the number of occurrences increased to 10, and then due to COVID-19 pandemic over the following three months, the CAA received the lowest number of occurrences per month, ranging from 2 to 4. July marked an increase to 13, which is close to the average high number of occurrences in 2020. While, August and September marked the average high number of occurrences that is 14 occurrences. The highest

number of occurrences reported per month in 2020 of 15 occurrences was reached in October. Then, in November and December, the number of occurrences dropped to 5 and 6, respectively.

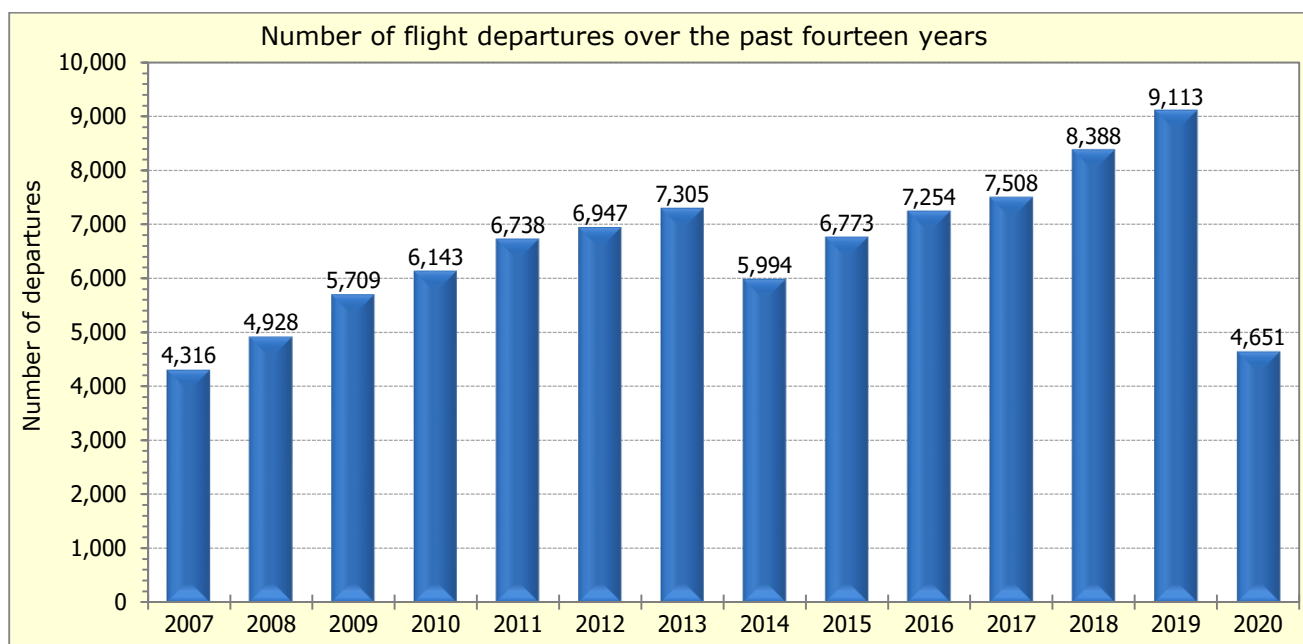


Figure 2. Number of flight departures over the years: 2007 - 2020

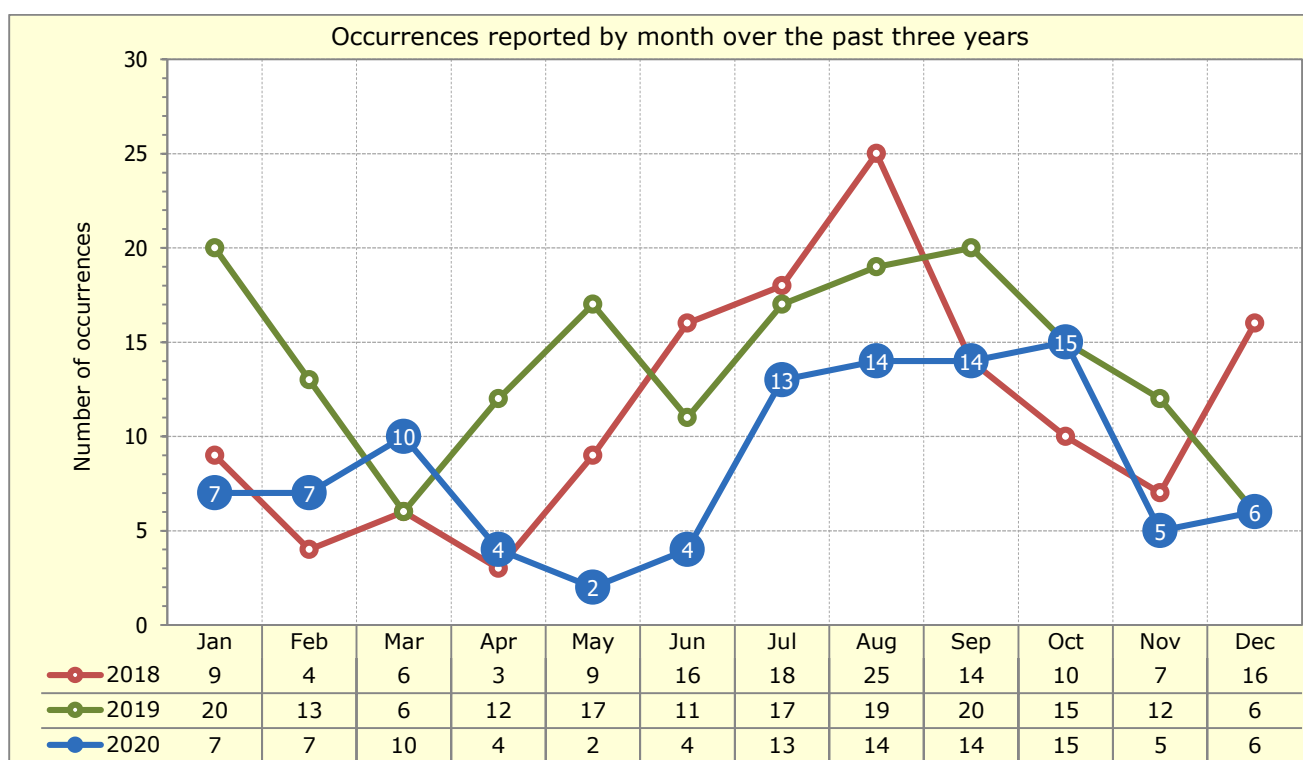


Figure 3. Occurrences reported by month over the past years: 2018 - 2020

The high number of reported occurrences during the three summer months, from July to September, is common due to the higher number of aircraft movements during these months at PIA, the high season in Kosovo, as well as the higher number of bird strikes during this period with an average of 5 bird strikes per month. While, the highest number of 15 occurrences reported in October is rather uncommon, but it can be attributed to the complete resumption of aircraft movements after the lifting of the COVID-19 restrictions.

It is believed that there is no discrepancy between the number of occurrences reported to the CAA and the number of flights, and this indicates the efficiency of the safety management systems (SMS) of the reporting organizations, the level of awareness of participants in the civil aviation industry, their safety culture in general and their commitment to report, and it can indicate a satisfactory level of safety in civil aviation.

The occurrences reported in 2020 have been classified into different classes based on the severity of their effect on the safe operations of aircraft and occupants, and on the ability to provide safe ATM and aerodrome services. These classes, along with the classes of the occurrences reported over the previous four years, are shown in Figure 4 below.

As shown in Figure 4, out of the 101 occurrences received by the CAA during 2020, 48 occurrences (47.5% of the total number of occurrences) were classified as “Occurrences without safety effect”, 50 occurrences (49.5% of the total number of occurrences) were classified as “Incidents”, one occurrence (0.99% of the total number of occurrences) was classified as “Significant incident”, one occurrence was classified as “Serious incident” and one occurrence was classified as “Accident”, and there were no occurrences classified as “Major incidents”.

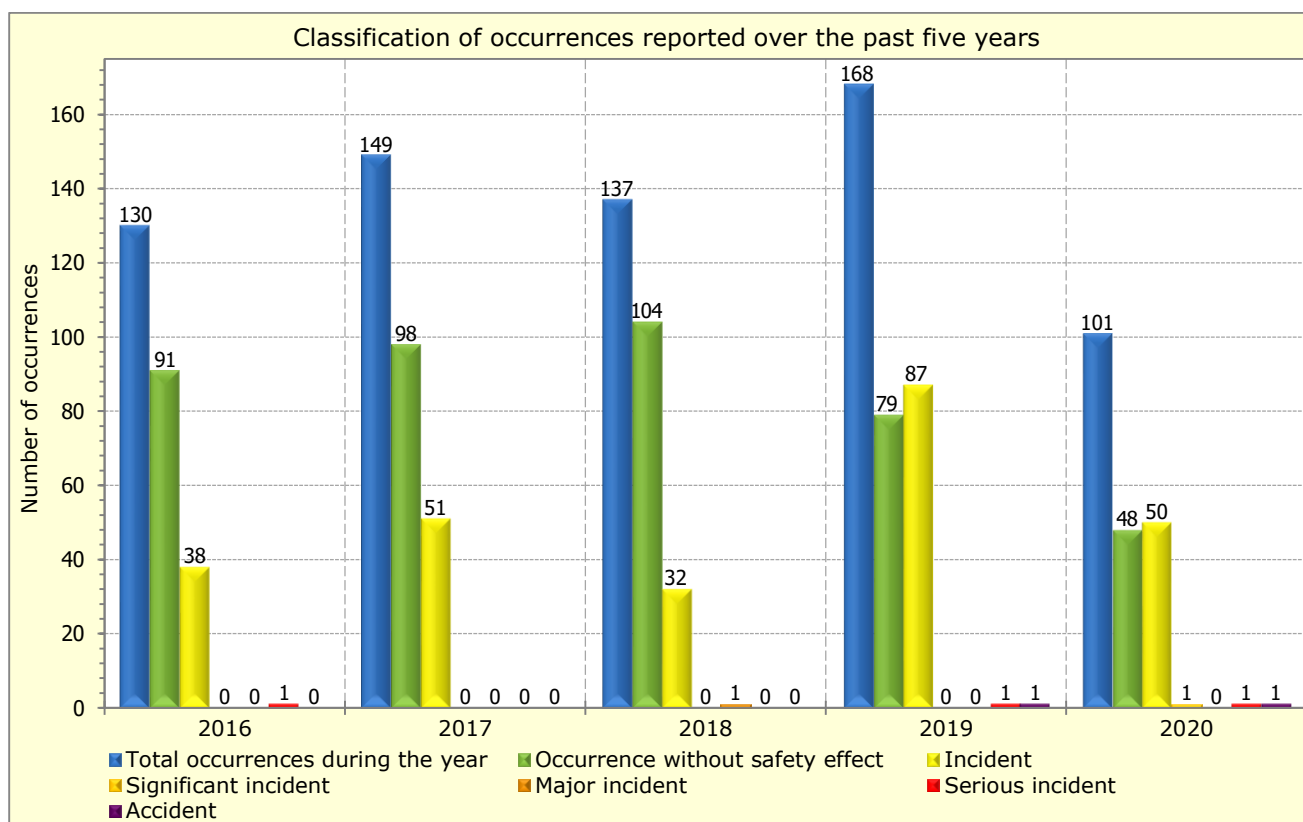


Figure 4. Classification of occurrences reported over the past years: 2016 - 2020

It can also be observed that the ratio of the two prevailing classes, Occurrence without safety effect (OWSE) and Incident, hasn't changed significantly compared to their 2019 ratio (47%). But this is not the case with the ratio of the previous three years, when the percentage was in favour of the OWSE class, in 2018 the percentage of the occurrences classified as OWSE was 75.9%, in 2017 it was 65.8% and in 2016 it was 70%.

Reduction of the percentage of Occurrences without safety effect in 2020 and 2019 is the result of a change in attitude in the classification of occurrences within certain categories, which has led to a reduction of occurrences in the OWSE class and to an increase of occurrences in the Incidents class.

It has been primarily decided that every confirmed birdstrike would be classified as an incident, unless the results of the investigation suggest otherwise. Except the BIRD category, in the reduction of the percentage of the OWSE class, the ADRM category has made a significant impact and the ATM and OTHR categories have made a smaller impact. The number of occurrences classified into different classes in 2020 and 2019, which have also been coded under different categories, can be observed in Figure 6 below.

As mentioned above, in addition to being classified, the occurrences reported in 2020 have also been coded into different categories, according to the aviation elements pertinent to these occurrences. These categories, along with the categories of the occurrences reported over the previous two years, are presented in Figure 5 below.

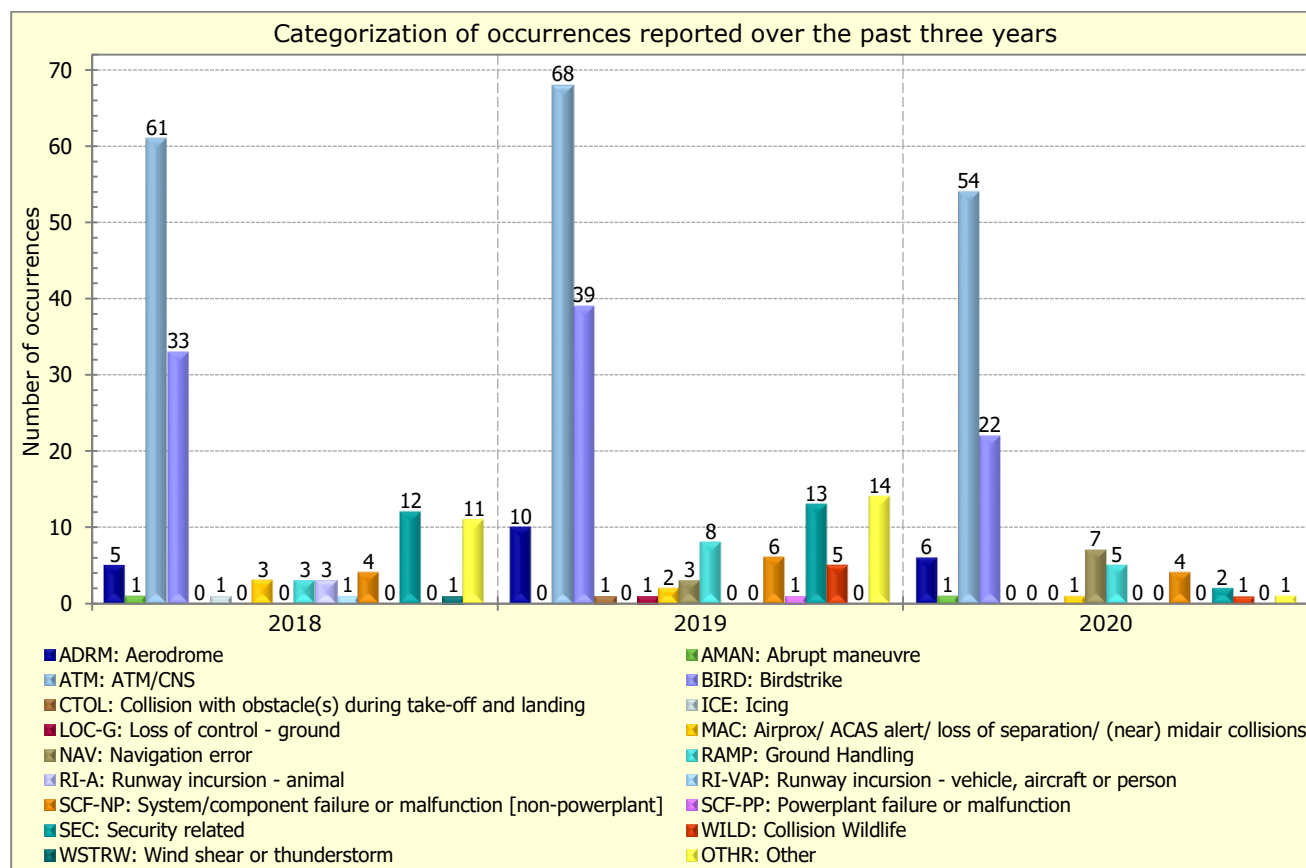


Figure 5. Categorization of occurrences reported over the years 2018, 2019 and 2020

From Figure 5 it can be observed that in 2020, compared to the occurrence categories from the previous years 2019 and 2018, 15 out of 18 categories have experienced a small or significant decrease, 2 categories have experienced a small or significant increase, and 1 category has marked an average value.

The categories of occurrences of the year 2020 that have experienced a decrease and have contributed in the decrease of the total number of occurrences are:

- ADRM: Aerodrome (compared only to 2019);
- ATM: ATM/CNS (Air traffic management or communications, navigation, or surveillance);
- BIRD: Birdstrike;
- CTOL: Collision with obstacle(s) during take-off and landing (compared only to 2019);
- ICE: Icing (compared only to 2018);
- LOC-G: Loss of control - ground (compared only to 2019);

- ➔ MAC: Airprox/ ACAS alert/ loss of separation/ (near) midair collisions;
- ➔ RI-A: Runway incursion - animal (which has recently been substituted by the WILD category) (compared only to 2018);
- ➔ RI-VAP: Runway incursion - vehicle, aircraft or person (compared only to 2018);
- ➔ SCF-NP: System/component failure or malfunction [non-powerplant] (compared only to 2019);
- ➔ SCF-PP: Powerplant failure or malfunction (compared only to 2019);
- ➔ SEC: Security related (which contains the Laser attack sub-category);
- ➔ WILD: Collision Wildlife (compared only to 2019);
- ➔ WSTRW: Wind shear or thunderstorm (compared only to 2018); and
- ➔ OTHR: Other.

The sum of occurrences of the above fifteen categories in 2020 is 91, which is 69 occurrences less than it was in 2019 and 44 less than it was in 2018.

The RI-VAP category, after a constant appearance in previous years, hasn't counted any occurrence in 2020 and 2019. So, the occurrences have been missing in this category since 2018, while there are a total of ten occurrences of this category in the CAA National Database.

From all the above categories, the SEC category (containing the Laser attack sub-category) has experienced the biggest decline compared to the previous years. This is a very welcome fact as aiming a laser pointer at an aircraft in flight is a major obstacle for pilots, it can blind and completely incapacitate them during critical phases of flight, such as take-off and landing, which in turn poses a serious risk to the safety of passengers and crew, as well as to people living near airports.

The WILD category, which was designed to include occurrences that were previously coded into the RI-A (Runway incursion - animal) category, has been first introduced by the CAA in 2019. However, the RI-A category still appears in the figure, since its three occurrences from 2018 have not been recoded into the WILD category in the CAA National Database.

The categories of occurrences that have experienced an increase in 2020 are:

- ➔ AMAN: Abrupt manoeuvre (compared only to 2019); and
- ➔ NAV: Navigation error.

The AMAN category has counted only one occurrence. While, the NAV category has experienced a significant increase, counting 7 occurrences, 6 of which were classified as Occurrences without safety effect and one as an Accident, which was also coded into the MAC category and also represents the most severe occurrence of 2020. In total there are 10 occurrences of this category in the CAA National Database, all of which have occurred within the last two years, and there have been no occurrences coded in this category in previous years due to the fact that, same as the WILD category, the NAV category has only recently been introduced.

The category of occurrences that has marked an average value with 5 occurrences in 2020 is:

- ➔ RAMP: Ground Handling.

Figure 6 below displays the number of occurrences coded into different categories in 2019 and 2020 and the number of these occurrences within their pertinent classes.

For clarification, it should be noted that three of the reported occurrences have been coded into two categories each, and therefore the total number of the occurrences coded into categories and

classified into classes in Figure 6 above, as well as in Table 1 below, appears to be 104, but in reality there were 101 occurrences.

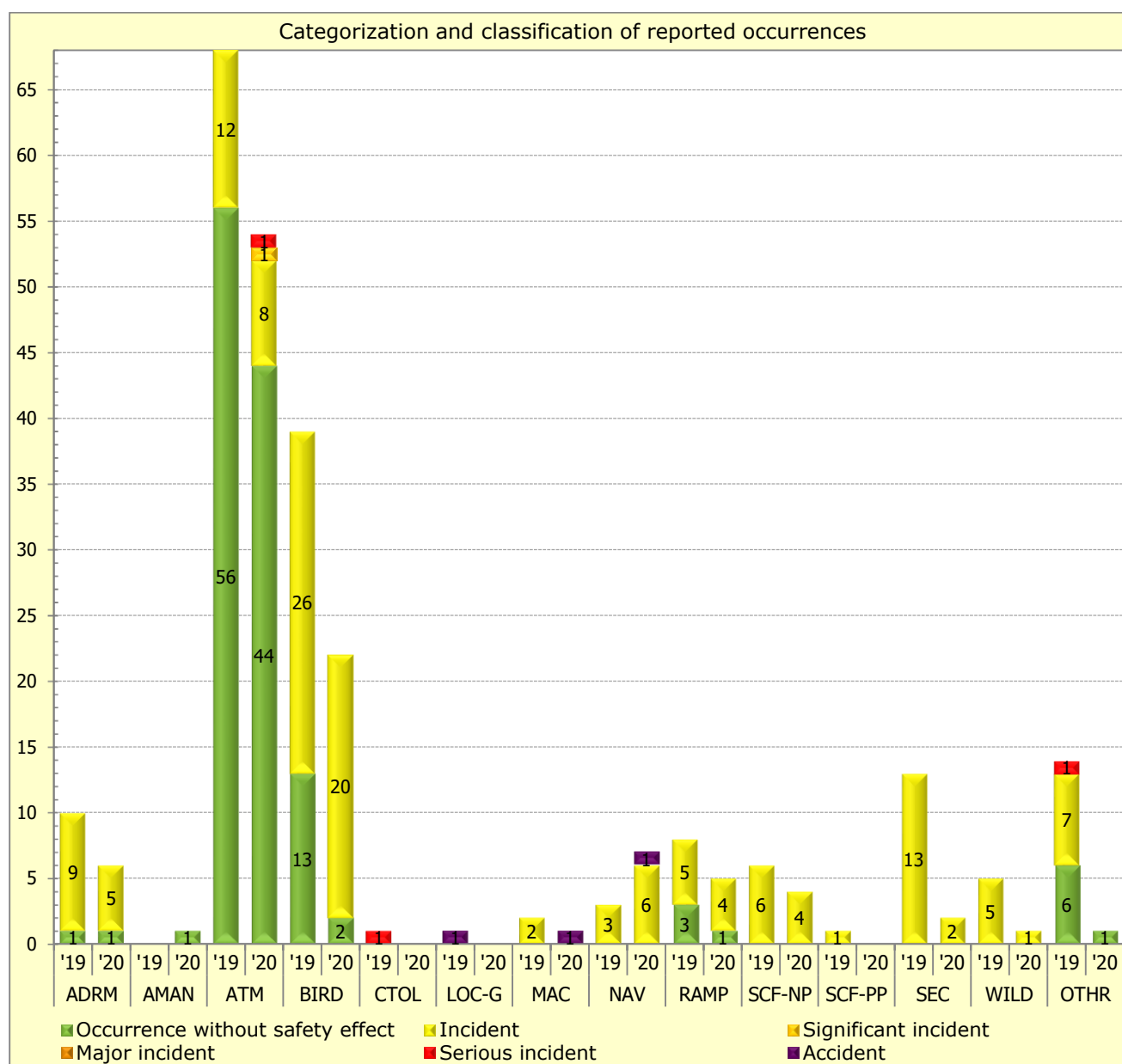


Figure 6. Categorization and classification of occurrences reported in 2019 and 2020

Contrary to Figure 6, which shows the coded categories and defined classes of occurrences reported in the last two years 2019 and 2020, Table 1 below shows only the categories and classes of occurrences reported in 2020.

By examining the categories of occurrences reported over the past three years, as shown in Figure 5, the classes of occurrences reported over the past two years, as shown in Figure 6, and the classes of occurrences reported in 2020, as shown in Table 1, it can be concluded that more than half of the occurrences received in 2020, 54 occurrences (51.9%), were coded under the ATM (Air traffic management or communications, navigation, or surveillance) category, which includes issues related to ATM/CNS, aeronautical information and meteorological services. Out of these 54 occurrences, 44 (81.4%) of them were classified as “Occurrences without safety effect”, 8 (14.8%) occurrences were classified as “Incidents” (accounting for 16% of the total number of the determined

incidents in 2020), one (1.9%) occurrence was classified as “Significant incident” and one (1.9%) occurrence was classified as “Serious incident”.

	Occurrence without safety effect	Incident	Significant incident	Major incident	Serious incident	Accident	Total
ADRM	1	5	-	-	-	-	6
AMAN	1	-	-	-	-	-	1
ATM	44	8	1	-	1	-	54
BIRD	2	20	-	-	-	-	22
MAC	-	-	-	-	-	1	1
NAV	-	6	-	-	-	1	7
RAMP	1	4	-	-	-	-	5
SCF-NP	-	4	-	-	-	-	4
SEC	-	2	-	-	-	-	2
WILD	-	1	-	-	-	-	1
OTHR	1	-	-	-	-	-	1
Total	50³	50	1	0	1	2⁴	104⁵

Table 1. Occurrences reported in 2020, their coded categories and determined classes

The second most reported occurrence category in 2020 was the Birdstrike (BIRD) category with 22 occurrences, representing 21.2% of the total number of reported occurrences. Of these 22 occurrences, 2 (9.1%) were classified as “Occurrences without safety effect”, and 20 (90.9%) occurrences were classified as “Incidents” (accounting for 40% of the total number of the determined incidents).

The third most reported occurrence category in 2020 was the Navigation error (NAV) category with 7 occurrences, representing 6.7% of the overall number of reported occurrences. Out of these 7 NAV occurrences, 6 (85.7%) were classified as “Incidents” (accounting for 12% of the total number of the determined incidents), and one (14.3%) occurrence was classified as “Accident” that was the only accident that occurred in 2020.

While, the fourth most reported occurrence category in 2020 was the Aerodrome (ADRM) category with 6 occurrences, representing 5.8% of the overall number of reported occurrences. Out of these 6 ADRM occurrences, one (16.7%) was classified as “Occurrence without safety effect”, and 5 (83.3%) occurrences were classified as “Incidents” (accounting for 10% of the total number of the determined incidents).

The sum of all occurrences included in the four categories mentioned above ATM, BIRD, NAV and ADRM, was 89 occurrences, accounting for 85.6% of the overall number of reported occurrences. While, the sum of all occurrences included in other categories was 15, accounting for 14.4% of the overall number of reported occurrences.

³ The total number of occurrences classified as “Occurrence without safety effect” in 2020 was 48, but two of these occurrences were coded under two categories.

⁴ The total number of occurrences classified as “Accident” in 2020 was 1, but this accident was coded under two categories.

⁵ The total number of occurrences in 2020 was 101, but three of these occurrences were coded under two categories.

The sum of all occurrences included in the four categories ATM, BIRD, NAV and ADRM, which were classified as “Incidents”, was 39 occurrences, and this sum accounted for 78% of the total number of the determined incidents. While, other categories of occurrences have contributed in the total number of the determined “Incidents” with 11 incidents (RAMP with 4 incidents, SCF-NP with 4 incidents, SEC with 2 incidents and WILD with one incident), which accounted for 22% of the total number of the determined incidents.

For clarification, it should be reiterated that two of the occurrences classified as “Occurrences without safety effect” have been coded in two categories each, and therefore the total number of occurrences in this class appears to be 50, but in reality it was 48. Also, the only one accident has been coded in two categories, and therefore the total number of accidents appears to be 2, but in reality it was 1. Eventually, the total number of occurrences in 2020 appears to be 104, but in reality it was 101.

Coded Occurrence Categories

This section provides detailed information on the coded categories of the occurrences reported in 2020. It lists the headlines of all the occurrences, along with their determined classes, and provides a brief description of the most significant occurrences reported in 2020.

ADRM: Aerodrome. Occurrences involving aerodrome design, service, or functionality issues. This category includes deficiencies/issues associated with runways, taxiways, ramp area, parking areas, buildings and structures, Crash/Fire/Rescue (CFR) services, obstacles on the Aerodrome property, power supply, lighting, markings, signage, procedures, policies, and standards. Occurrences of this category do not necessarily involve an aircraft.

As listed below, six of the occurrences reported during 2020 were coded in the ADRM category, out of which five were classified as incidents and one as occurrence without safety effect:

File Number(s)	Headline of Occurrence	Number of Occurrences	Occurrence Class
010	CrashNET Unserviceable	1	OWSE ⁶
024	Runway Edge Lights Failure	1	Incident
028	PAPI Lights Unserviceable	1	Incident
044	Damage of TWY Alpha 2 Edge Light	1	Incident
056	Damage of AGL Cables on Taxiway	1	Incident
068	PAPI35 Malfunction	1	Incident

Two of the reported incidents were closely related to the runway extension project taking place at Prishtina International Airport “Adem Jashari” and they have occurred due to the cutting of underground cables during earthworks.



Figure 7. A scene of early works during the runway extension project at Prishtina International Airport “Adem Jashari”

⁶ Occurrence without safety effect.

Two other incidents were related to the damage of visual aids during maintenance activities. The last incident was reported as a result of a temporary malfunction of the PAPI system.

One occurrence that was classified as occurrence without safety effect, was reported due to malfunction of the CrashNET. CrashNET system is designed for emergency communications at airports, where a direct-wired intercommunication system should be installed between the Air Traffic Control tower and the emergency response teams.

AMAN: Abrupt manoeuvre. The intentional abrupt manoeuvring of the aircraft by the flight crew.

The below occurrence reported during 2020 was coded under the AMAN category and was classified as occurrence without safety effect:

File Number(s)	Headline of Occurrence	Number of Occurrences	Occurrence Class
005	Aircraft Pushback Stopped due to Traffic Behind	1	OWSE

The occurrence involved two aircraft, when the first aircraft stopped the pushback after being pushed from the stand for about 5 meters. The stop was initiated by the headset operator when he noticed another aircraft taxiing behind. He informed the pilot of the first aircraft about the reason of the stop and resumed the pushback when the area behind was clear.

One of the factors that contributed to this occurrence was the taxiing path of the second - the aircraft behind, which was rather unusual, because after being pushed back from the stand this aircraft was facing north, it began moving northwards, but then returned toward south and came behind the first aircraft.

ATM: ATM/CNS. Occurrences involving Air traffic management (ATM) or communications, navigation, or surveillance (CNS) service issues.

Table 1 and Figure 5 above show that during 2020 occurrences concerning ATM systems and procedures (including Aeronautical Information and Meteorological Services) accounted for 51.9% of the total occurrences reported during 2020.

Occurrences covering ATM technical failures or defects, mainly related to communication, navigation, surveillance, meteorological equipment, aeronautical information systems, etc. are coded under this category, as well as any other occurrence pertaining to or involving ATM procedures and systems. ATM related occurrences are classified according to the effect they have on safety, and categorized according to the service/system they affect.

As listed below, 54 occurrences reported during 2020 were coded in the ATM category:

File Number(s)	Headline of Occurrence	Number of Occurrences	Occurrence Class
001, 004, 008, 013, 026, 034, 073, 074	AFTN Problems	8	OWSE
002, 035, 038	Problems with MET Forecasting Systems (EUMETCast, SADIS)	3	OWSE
003, 009, 018, 036, 070, 077	Problems with Surveillance Systems	6	OWSE / Incident
005	Aircraft Pushback Stopped due to Traffic Behind	1	OWSE
010	CrashNET Unserviceable	1	OWSE
011, 022, 029, 032, 033, 061, 080, 085, 090	Problems with Radio Communications	9	OWSE / Incident
012	UPS System Unserviceable	1	OWSE
016, 030, 031, 046, 052, 058, 076, 092, 099	Problems with Automatic Weather Observing System and its Sensors	9	OWSE / Incident
020	Incorrect Parking Stand Given by ATC	1	OWSE
025	Poor Working Conditions	1	OWSE
027, 054, 100	Problems with Direct Phone Lines with Other Units	3	Incident / OWSE
040, 094, 096, 097	VCSS Malfunction	4	OWSE
047	DVOR/DME Failure	1	Significant Incident
019, 049	Power Outage	2	OWSE / Incident
069	ATIS Malfunction	1	Serious Incident
071	Radar & Primary Radio Frequency Unserviceable due to Fiber Optic Communication Failure	1	Incident
087	Internet Failure	1	OWSE
089	Localizer Failure	1	OWSE

As can be seen from Figure 8 below, problems with the communication systems and meteorological equipment were the most prominent during 2020, accounting for 52% and 22%, respectively, of the overall ATM occurrences. Of the 52% of occurrences related to the communication systems, 17% were related to the radio communication problems and 35% were related to other communications systems such as the telephone lines, internet, AFTN, etc.

In terms of their effect on safety, 81.5% of the ATM related occurrences were classified as occurrences without safety effect (OWSE), 16.7% as incidents (including one significant incident) and one occurrence (1.8%) was classified as serious incident.

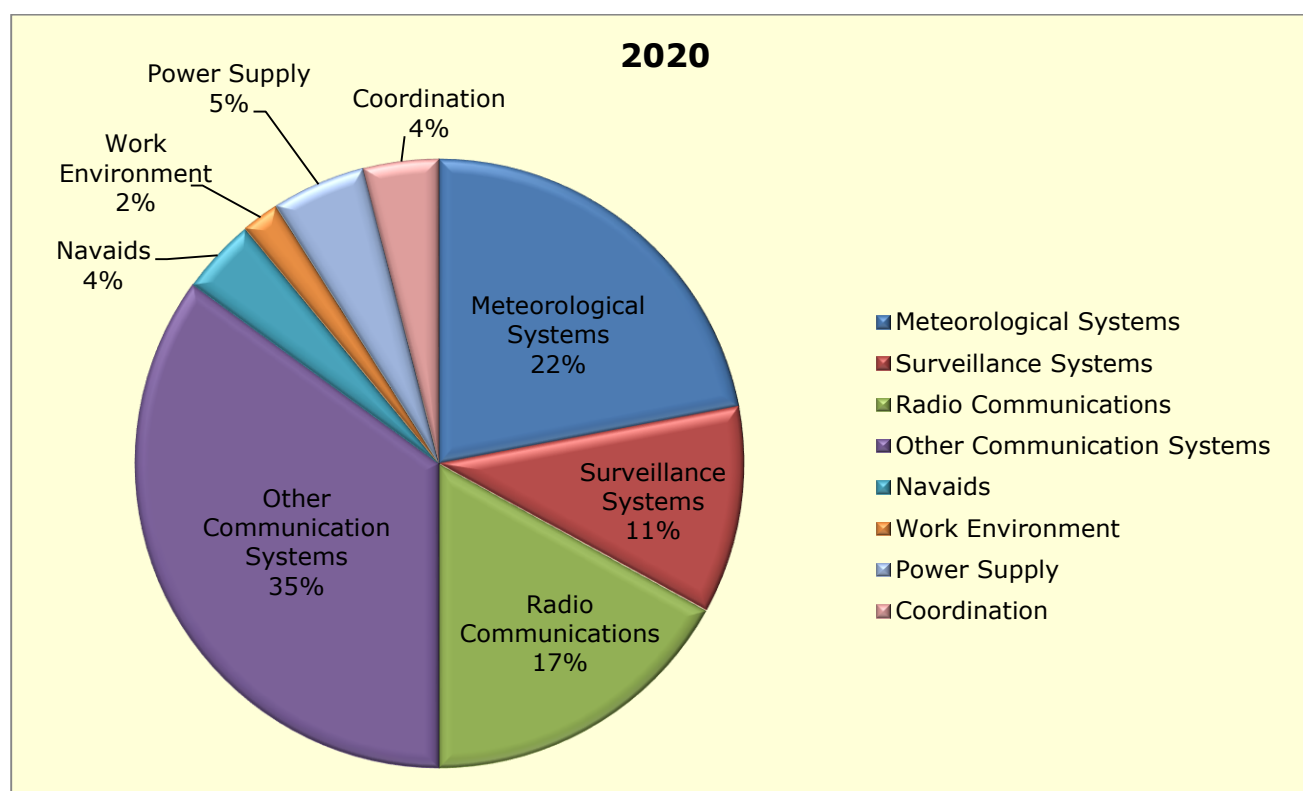


Figure 8. A breakdown of the ATM occurrences into sub-categories

Figure 9 below shows graphically sub-categories of the ATM related occurrences according to their severity classification.

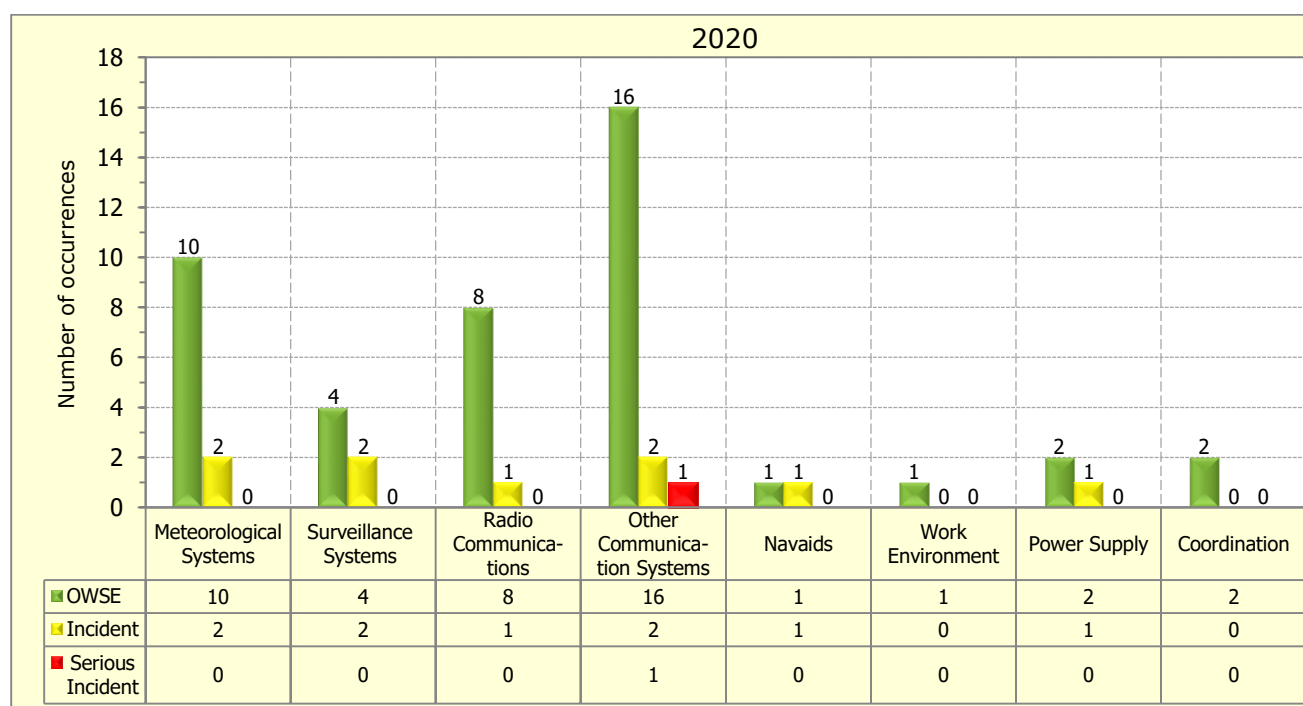


Figure 9. ATM occurrences according to their severity classification

Whereas, Figure 10 below shows the breakdown of the ATM related occurrences, reported during the past three years, into specific sub-categories and the number of occurrences within these sub-categories.

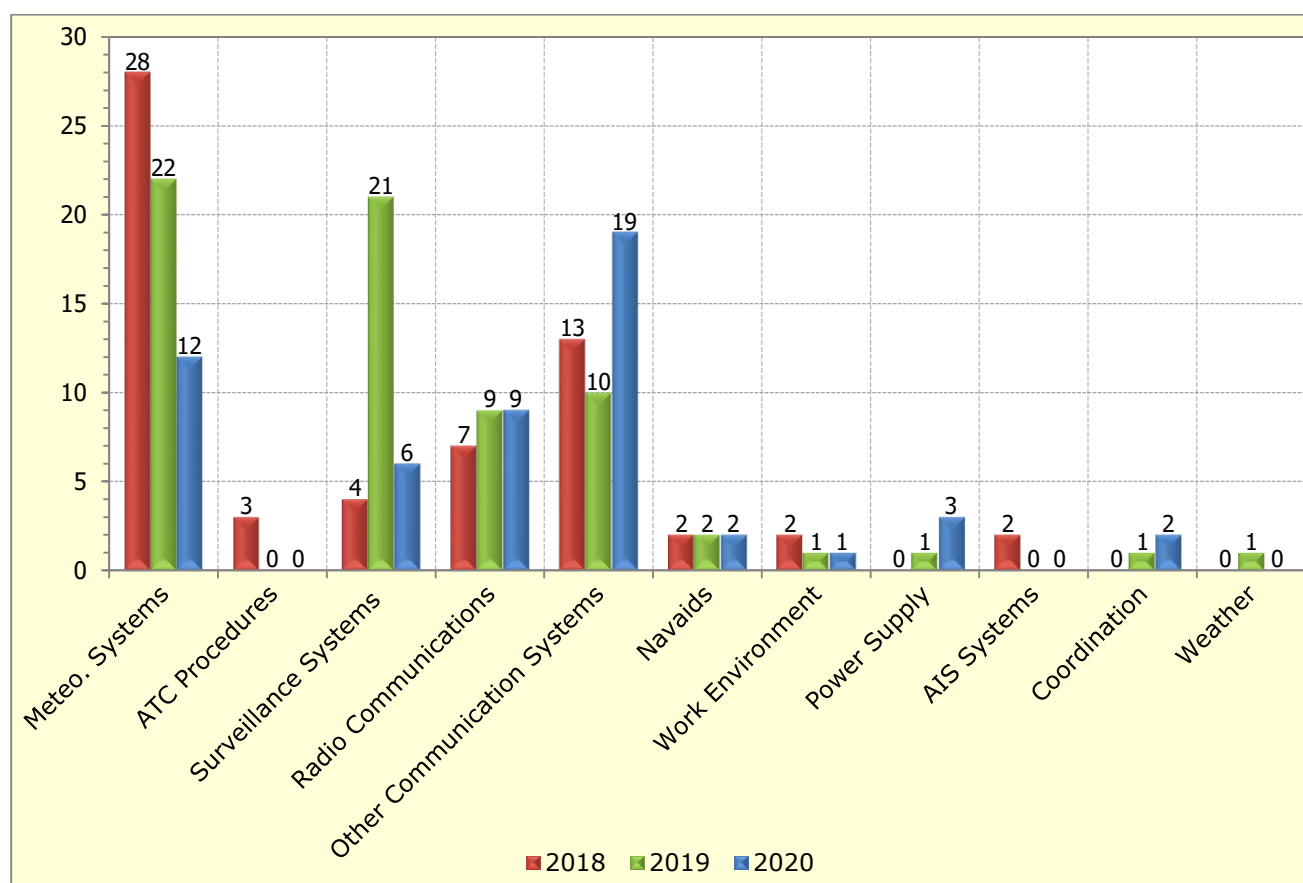


Figure 10. A comparison of the ATM occurrences reported during 2018, 2019 and 2020

A summary of the ATM related occurrences according to their sub-categories is provided below.

Radio and other communication systems:

There were 9 reported occurrences which related to the radio communication systems, one of which was classified as incident and eight were classified as occurrences without safety effect. Three of these occurrences were related to problems with radio frequency interference, including one occurrence which was classified as incident due to its effect on operations. The other occurrences concerned minor failures or malfunctions of various equipment such as headsets, back-up radio, which had no effect on safety.

As far as other communication systems are concerned, there were 19 reported occurrences, involving mainly AFTN (Aeronautical Fixed Telecommunication Network), Internet, Phone Lines and Optical Fiber Lines. Two of these occurrences were classified as incidents and one as a serious incident. The serious incident concerned the malfunction of ATIS system, which affected all aircraft under the BKPR control. The occurrence was classified as a serious incident due to its duration. A NOTAM was issued to inform all pilots that there were problems with receiving ATIS messages, until the problem was identified and addressed. The other two incidents concerned direct phone lines with neighbouring units, and problems with the fiber optic communications between ATC Tower and Golesh site, which caused a brief disruption of all radio communications and radar services. The rest of occurrences, classified as occurrences without safety effect, were of a short-term nature, which had no effect on safety of services.



Figure 11. ATC tower and the premises of the Air Navigation Services Agency at Prishtina International Airport “Adem Jashari”

Meteorological systems:

There were 12 reported occurrences, which were related to the meteorological observation and forecasting systems. The most serious were those affecting the whole Automated Weather Observing System (AWOS), or a significant number of sensors, of which there were 7 occurrences. In particular, 2 occurrences that were classified as incidents belonged to this sub-category, one related to the failure of two Runway Visual Range (RVR) sensors along the runway, and the other related to the Cloud Base Recorder (CBR) sensor.

It should be noted that problems related to AWOS and RVR derived mainly from the overall poor condition of the equipment, its age and lack of spare parts. In particular, problems with RVR can be caused by a number of factors, including weather phenomena such as snow, fog, etc. For this reason, according to ICAO guidance, the Meteorological Department within ANSA has put in place back-up procedures for manual verification of the RVR data by the observation personnel, anytime there are doubts about the accuracy of the RVR data. The need for such procedures was identified during investigation of occurrences in the past few years. In addition, ANSA has in place a back-up weather observing system, which offers sufficient data for drafting METAR messages, in case the main AWOS fails.

Other problems with meteorological systems, such as forecasting systems, were short-termed and had no impact on safety.

Surveillance (radar) systems:

There were 6 reported occurrences related to the surveillance systems. This number is significantly lower than the number of similar occurrences reported in the previous year. Out of these 6, two were classified as incidents. Both of these incidents concerned the complete failure of the radar service. In the first event there was a problem with Channel B of the radar, leaving only one functional

channel. A safety assessment was performed to enable continuous use of the radar. The other occurrence classified as an incident also concerned the failure of the radar service, which required the issuance of a NOTAM.

Other occurrences within this sub-category lasted for a short time and had no impact on safety.

Other occurrences:

Eight of the reported occurrences were categorized in other sub-categories, including problems with power supply, coordination, navigational aids and the work environment. Out of these, two occurrences were classified as incidents. One incident concerned a power outage that caused a temporary shutdown of several systems, including radio and radar systems. The other incident was a problem involving the operation of the DVOR/DME navigational systems, which was temporary and a NOTAM was issued.

Other reports were related to occurrences with no effect on safety.

BIRD: Birdstrike. Occurrences involving collisions/near collisions with birds. Unconfirmed birdstrikes are also included in this category.

As listed below, during 2020 there were 22 reported birdstrikes, 20 of which were classified as incidents and the other 2 as occurrences without safety effect. Contrary to the previous years, starting from 2019 and onwards, every confirmed birdstrike will be classified as an incident, except when the results of the investigation suggest otherwise.

File Number(s)	Headline of Occurrence	Number of Occurrences	Occurrence Class
039, 066	Bird Strike	2	OWSE
017, 021, 023, 037, 043, 045, 048, 051, 057, 059, 060, 062, 063, 064, 067, 072, 078, 079, 083, 091	Bird Strike	20	Incident

Figure 12 below shows the trend of the reported birdstrikes per each month during 2018, 2019 and 2020.

Although the total number of birdstrikes in 2020 may be lower than in previous years due to fewer aircraft movements as a result of COVID-19 restrictions, the trend of the reported birdstrikes remained approximate to the trend of birdstrikes in 2019 and 2018. From the total number of 22 reported occurrences, the aerodrome operator has confirmed 20 birdstrikes.

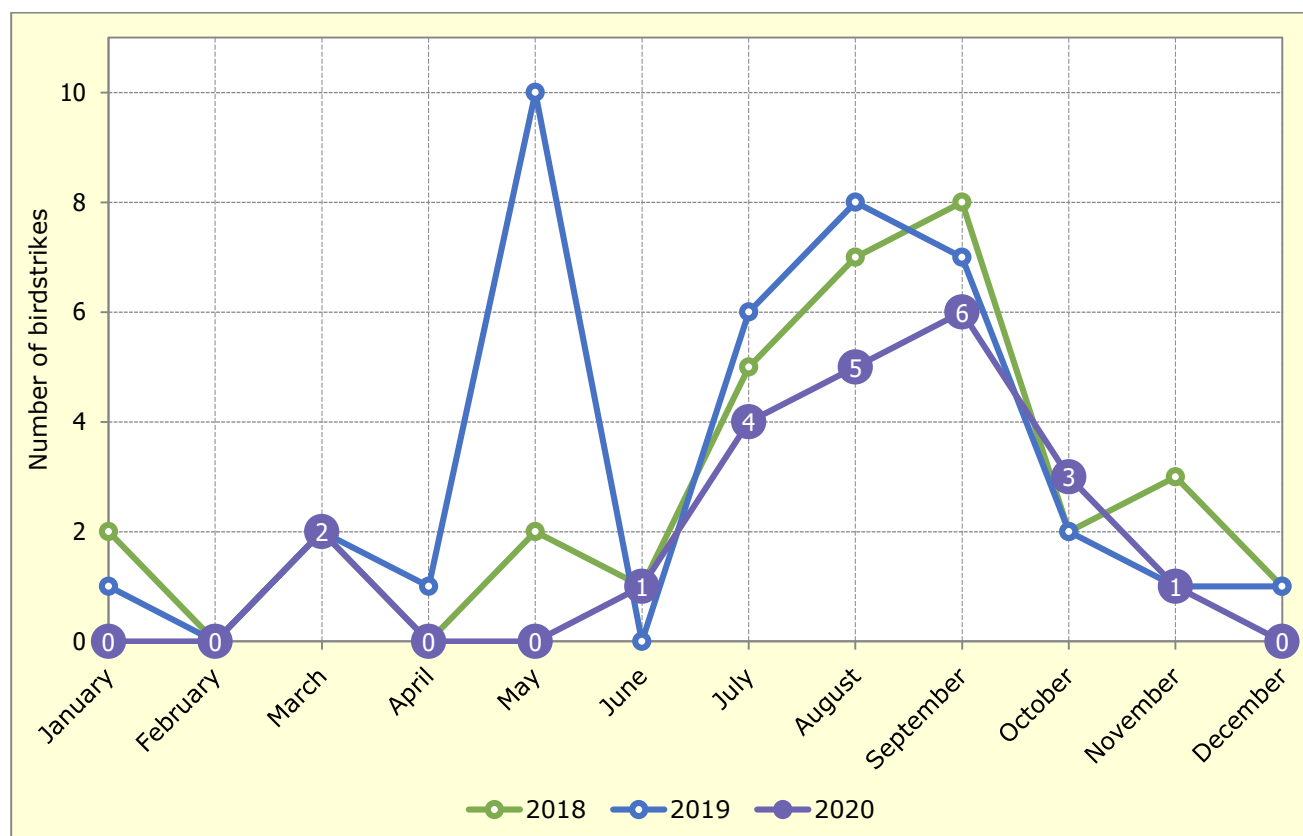


Figure 12. Birdstrikes reported during 2018, 2019 and 2020

Based on the best practice standards produced by the International Bird Strike Committee (IBSC) and those adopted by the International Federation of Air Line Pilots' Associations (IFALPA), a confirmed or unconfirmed birdstrike occurrence has been standardised as follows:

Confirmed birdstrike: Any reported collision between a bird and an aircraft for which evidence, in the form of a carcass, or other remains, is found on the ground; or damage and/or other evidence is found on the aircraft. Bird remains or complete carcass found on an aerodrome where there is no other obvious cause of death should be treated as a confirmed strike and reported as such accordingly.

Unconfirmed birdstrike: Any reported collision between a bird/wildlife and an aircraft for which no physical evidence is found (i.e. no damage to the aircraft is evident upon inspection, and no bird remains, carcass or blood smears are evident on the airframe).

Out of the total number of 20 confirmed birdstrikes, it was reported that 4 have occurred outside the airport's boundaries.

Figure 13 shows the number of confirmed birdstrikes per month during 2018, 2019 and 2020.

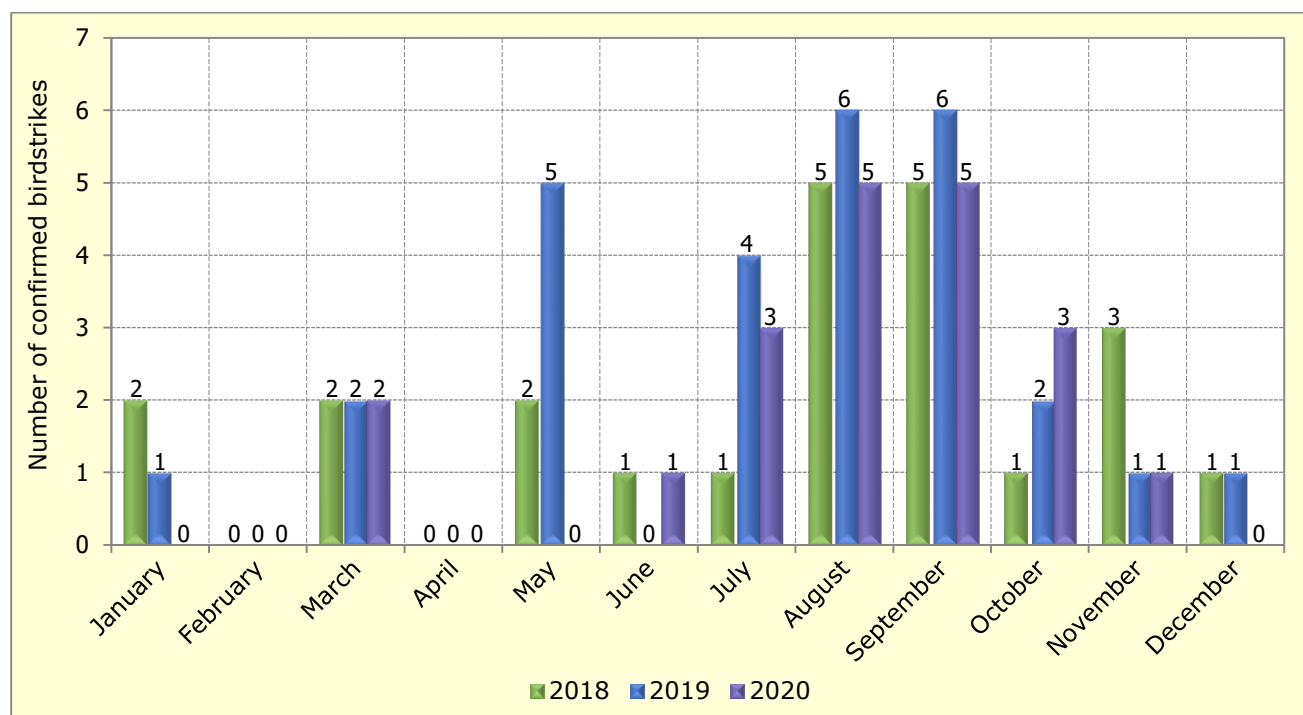


Figure 13. Confirmed birdstrikes reported during 2018, 2019 and 2020

The largest number of birdstrikes occurred during the summer months, which corresponds to the increased number of aircraft movements, carried out after the resumption of the aerodrome operations, which were restricted in March due to COVID-19 pandemics. Nevertheless, the operations at PIA “Adem Jashari” were not completely suspended and the aerodrome operator continued to provide services with essential operational staff.

Apart from the increased number of aircraft movements during the summer season, several other factors, such as weather conditions, harvesting season nearby the airport boundaries and extensive earthworks, as a part of the runway extension project that is taking place at Prishtina International Airport “Adem Jashari”, may have contributed to the higher number of reported birdstrikes. Same as in previous years, the largest number of confirmed birdstrikes in 2020 involved bird species such as kestrels (small falcons that hunt small mammals and large insects), buzzards and other small birds.

LA: Laser attack. See: **SEC: Security related.**

MAC: Airprox/ ACAS alert/ loss of separation/ (near) midair collisions. Airprox, ACAS alerts, loss of separation as well as near collisions or collisions between aircraft in flight.

The below occurrence reported during 2020 was coded in the MAC category and also in the NAV category. This occurrence was classified as an accident.

File Number(s)	Headline of Occurrence	Number of Occurrences	Occurrence Class
041	Paragliders Collision	1	Accident

This accident involved two paragliders that crashed into each other during landing, near a village in the municipality of Prizren. Both paraglider pilots, one 27-year-old male and one 23-year-old female, were injured in this collision. The male died about 6 hours after injury. A team of the

Aeronautical Accident and Incident Investigations Commission (AAIIC) examined the evidence at the scene. The AAIIC has opened safety investigations into this accident and will draft a final report that will contain safety recommendations. If the CAA will be the addressee of a safety recommendation, resulting from the investigation, it will take appropriate actions in response to this recommendation.

NAV: Navigation error. Occurrences involving the incorrect navigation of aircraft on the ground or in the air.

As listed below, seven of the occurrences reported in 2020 were coded into the NAV category. All of these occurrences were classified as incidents, except for the accident that was coded into the NAV and MAC categories and was explained in the MAC category above.

File Number(s)	Headline of Occurrence	Number of Occurrences	Occurrence Class
006, 007, 014	Descending Below Profile	3	Incident
041	Paragliders Collision	1	Accident
042, 081, 082	Crossing of Displaced Threshold / Taxiing on the Unusable Part of the Runway	3	Incident

The first three occurrences (File No. 006, 007 and 014) involved aircraft of two airlines, which in three separate occasions, when were cleared to descend via STAR for XAXAN 35A arrival, before the distance of 21.5 NM from PRT, descended below the minimum altitude of 10000 feet. The CAA has written to both airlines and received responses from them. The first airline provided flight path data and acknowledged that there may have been some misunderstanding of their flight crews of the approach chart, while they had to follow the procedure correctly by cross-verifying their inputs. The crews were asked to improve their flight preparation/planning, to review in more details STAR (Standard Terminal Arrival Route) during descend approach briefing and not to cross 21.5 NM point below 10000 ft. While, the second airline has asked additional explanations from the CAA for regarding the approach procedure which their crews have to follow after receiving clearance for XAXAN 35A arrival. The airport approach chart and approach procedure are being reviewed by two departments within the CAA to see if they can be improved.

The accident (File No. 041) explained in the MAC category, was also coded into the NAV category, because it is obvious that some navigation error has contributed to the collision of the two paragliders.

The last three occurrences (File No. 042, 081 and 082) classified as incidents involved three aircraft which, while taxiing via backtrack for line up on Runway 35 at PIA “Adem Jashari”, after being cleared for take-off, crossed the temporarily displaced threshold of Runway 35 (end line of Runway 17), and taxied on the portion of the runway closed for traffic. The threshold of Runway 35 had been temporarily displaced by 300 meters towards threshold of Runway 17 due to construction works on Runway end safety area (RESA), and Runway 17/35 had been shortened from 2500 m to 2200 m.

In the first case, the crew justified their action with the need to accommodate the departure configuration, while in the second case the crew reported that they were unaware of crossing the displaced threshold. However, in all three cases, the ATC controller instructed the crews not to depart before they lined up correctly at the new line up position for Runway 35.

The obsolete threshold marking of Runway 35 obscured by painting over and the new temporarily displaced threshold marking of Runway 35 can be seen in Figure 14 below.



Figure 14. On the left: obscured obsolete threshold marking (looking westward, towards Mount Golesh), On the right: temporarily displaced threshold marking (looking eastward) at PIA “Adem Jashari”

RAMP: Ground Handling. Occurrences during (or as a result of) ground handling operations, which include collisions that occur while servicing, boarding, loading, and deplaning the aircraft also during boarding and disembarking while helicopter is hovering, injuries to people from propeller/main rotor/tail rotor/fan blade strikes, push-back/power-back/towing events, jet blast and prop/rotor down wash, aircraft external preflight configuration errors that lead to subsequent events, and all parking areas (ramp, gate, tiedowns).

As listed below, during 2020 there were five occurrences involving ground handling services.

File Number(s)	Headline of Occurrence	Number of Occurrences	Occurrence Class
050	Apron Bus Hit an Electric Pole	1	Incident
093	Cargo Forgotten to be Loaded, Improper LIR/LS Crosscheck	1	Incident
095	Incorrect Loading	1	Incident
098	Load Height Limit Exceeded	1	OWSE
101	Cargo Nets not Properly Fasten	1	Incident

As shown above, four of the occurrences in this category were classified as incidents and one as occurrence without safety effect. Four of the above occurrences were caused due to incorrect baggage loading and one due to the hitting of an electric pole by an airport apron bus, resulting in minor damage to the bus.

SCF-NP: System/component failure or malfunction [non-powerplant]. Failure or malfunction of an aircraft system or component - other than the powerplant.

As listed below, four occurrences reported during 2020 were coded under the SCF-NP category and they were all classified as incidents.

File Number(s)	Headline of Occurrence	Number of Occurrences	Occurrence Class
075	Return to BKPR due to Electrical Problems	1	Incident
084	Radio Communication Failure	1	Incident
086	Precautionary Landing	1	Incident
088	Aircraft Blocking Runway due to a Technical Problem	1	Incident

The first incident (File No. 075) involved a commercial airliner that had to return to PIA “Adem Jashari” due to electrical problems. Tirana ACC informed Prishtina APP about the problems and the intent of the pilot, and that he was not declaring emergency. Prior to landing, the pilot requested to hold for 20 minutes to burn fuel and he did not require any other assistance. The succeeding attempt of this flight was performed by another airliner, which departed from PIA about 4 hours after the attempt of the first airliner.

The second incident (File No. 084) involved a four-seat, fixed-wing light aircraft that, while approaching PIA, encountered a radio equipment malfunction and was unable to establish radio communication with Prishtina APP. Initially, the crew blindly transmitted on two ANSA frequencies. They then decided to follow the radio failure procedure and adjusted their transponder to squawk on 7600. As they were in a formation flight of several aircraft, they tried to call their colleagues in other aircraft by mobile phone. They did 360’s until they established some kind of communication and informed their colleagues about the problem, and their colleagues helped them a lot in communication. Then they were clear to land, which they did without any problems. After landing, they reported the occurrence to their maintenance department, which immediately changed the radio equipment in the aircraft.

The third incident (File No. 086) involved an airliner whose crew heard some noise on the wheels during take-off at their origin, and therefore they requested a precautionary landing. They also requested Fire Brigade on standby. Prishtina TWR activated Alert Phase 1. Prishtina APP asked the crew about POB (Personnel on Board), remaining fuel and dangerous goods, and after receiving these information from the crew, they conveyed them to Prishtina GND. Also Fire Brigade was notified of these information immediately. The airliner landed uneventfully and stopped at the end of Runway 17, while the crew asked the Fire Brigade assistance to check the status of the tires. Fire Brigade reported that the tires appeared to be in order, and later reported about a leak of water 2 meters in front of the nose wheel, just beneath the cockpit. The crew was notified and instructed to backtrack and vacate the runway. The runway was inspected before and after the airliner initiated the backtrack. The Alert Phase 1 was then deactivated and it was reported that the runway was clear and safe for continuation of operations.

The fourth incident (File No. 088) involved a four-seat, fixed-wing light aircraft belonging to the same company as the aircraft involved in the second incident (File No. 084). After the touchdown, the pilot experienced lowering on the left wing and a tendency of the aircraft to turn (yaw) to the left. At first he assumed he had a flat tire problem, so he compensated the tendency of yaw to the left with full right pedal and brake as required, and he manage to stay on the runway centre line.

After decelerating and stopping the aircraft fully, he used the engine power to bring the aircraft to the left end of the runway. He informed TWR and his company's maintenance team that he was unable to proceed with taxing due to a flat tire. The aircraft blocked the runway for about 30 minutes. It was then removed from the runway on its own power with the help of the company's maintenance team. After vacating the runway at the nearest exit, the damaged tire was replaced with a new one.

SEC: Security related (including **LA: Laser attack** sub-category). Criminal/Security acts which result in accidents or incidents (per International Civil Aviation Organization [ICAO] Annex 13. Examples include: a) hijacking and/or aircraft theft; b) interference with a crewmember (e.g., unruly passengers); c) flight control interference; d) ramp/runway/taxiway security; e) sabotage; f) suicide; and g) acts of war.

As listed below, during 2020 there were only two occurrences related to laser attacks (pointing a laser at an aircraft in flight) reported to the CAA, and both were classified as incidents.

File Number(s)	Headline of Occurrence	Number of Occurrences	Occurrence Class
015, 065	Laser Attack	2	Incident

These incidents involved laser attacks on two civilian aircraft during the critical phase of flight - landing. The first attack occurred while the aircraft was on the circular arc (base leg), at a distance of 25 NM NNW from PIA, and was cleared for ILS/DME Approach Runway 17. The green laser beam came from a position of 3.4 NM northeast of the city of Mitrovica. The second attack occurred when the aircraft was on R017 outbound, at a distance of 7 NM NNE from PIA, and was cleared for ILS/DME Approach Runway 17. The green laser beam came from the east of the city of Obiliq (Kastriot). Both involved aircraft landed safely at PIA. The Airport Police was informed for both attacks.

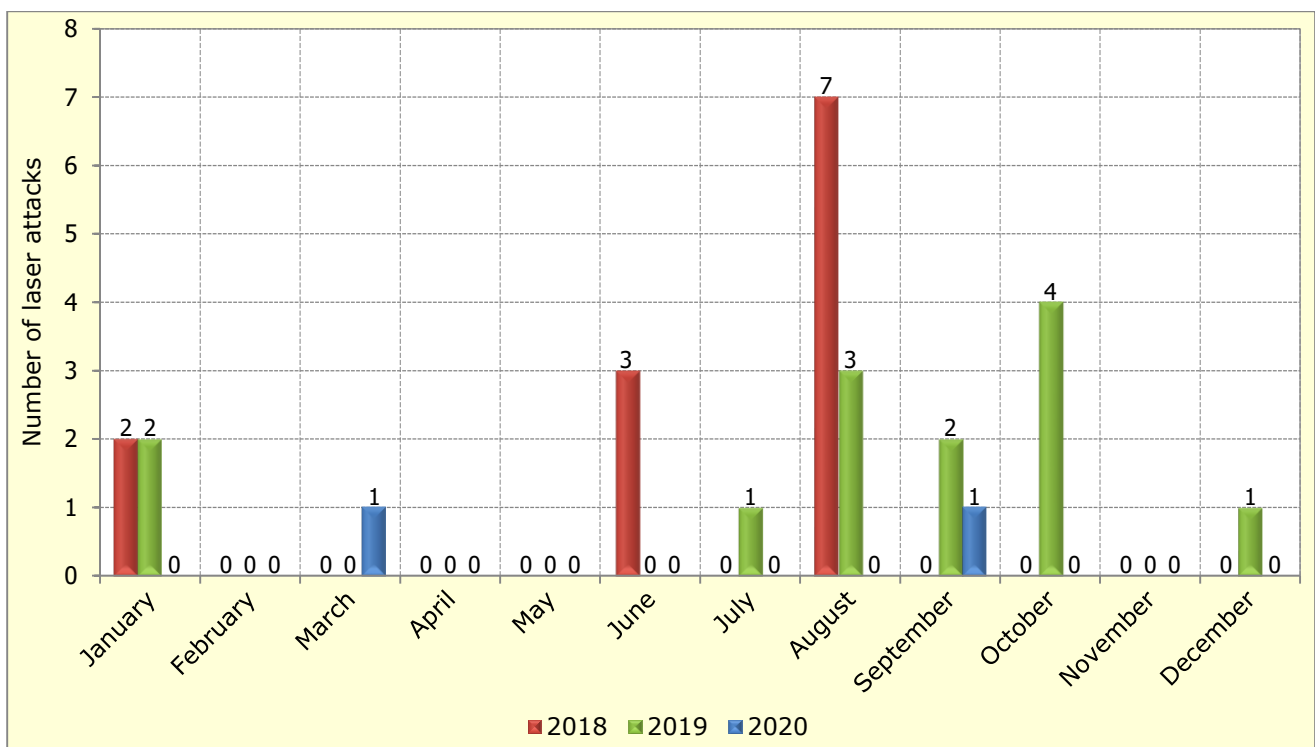


Figure 15. Laser attacks reported during 2018, 2019 and 2020

Figure 15 above presents a comparison of the reported laser attacks by month during the years 2018, 2019 and 2020.

As stated in the Statistical Data Analysis section of the Overview and as can be seen in the figure above, the SEC category (which contains the Laser attack sub-category) has experienced a big decline compared to the previous years, and the biggest decline among all other categories. Which is very welcome because of the severe effects these attacks may have on the safety of aircraft operations.

Lasers are not illegal, what you do with them can be. Shining a laser at an aircraft in flight is a serious risk to the safety of passengers and crew, as well as people living close to airports. Laser attacks constitute a criminal offence and are carried out deliberately by irresponsible persons who can be prosecuted. The CAA strongly urges anyone who observes such activity at night, especially in the vicinity of an airport, to contact the police immediately.

The CAA remains the body responsible for the independent handling of the collection, evaluation, processing, analysis and storage of details of the laser attack occurrences, although the Ministry of Internal Affairs of the Republic of Kosovo is designated to handle independently the security (SEC) related occurrences, which includes the laser attack occurrences.

WILD: Collision Wildlife. Collision with, risk of collision, or evasive action taken by an aircraft to avoid wildlife on a runway or on a helipad/helideck in use.

As listed below, one of the occurrences reported during 2020 was coded into the WILD category, and this occurrence was classified as incident.

File Number(s)	Headline of Occurrence	Number of Occurrences	Occurrence Class
053	Dog Crossing Runway	1	Incident

The presence of wildlife (birds and animals) on the aerodrome and its vicinity poses a serious threat to safe flight operations. In order to manage the wildlife and to minimize the likelihood of collisions between wildlife and aircraft, LKIA has developed a Wildlife Risk Management Program (WRMP), which has been reviewed and approved by the CAA.

In order to manage the wildlife more efficiently and taking into account the fact that occurrences involving dogs were reported also during the past year, the aerodrome operator has intensified on-site inspections, with the special focus on the identified problematic parts of the security perimeter fence. However, during 2020 the above listed occurrence involving presence of dogs has occurred on the airside of PIA. The aerodrome operator has taken additional actions and has demonstrated its determination to reduce the reoccurrence of these events to the minimum.

OTHR: Other. Any occurrence not covered under another category.

As listed below, only one occurrence reported in 2020 was coded into this category. Which represents a significant decline compared to 14 occurrences in 2019, and 11 occurrences in 2018 and 2017, even though this decline can be attributed in part to the coding of these occurrences into the recently introduced NAV category.

File Number(s)	Headline of Occurrence	Number of Occurrences	Occurrence Class
055	Flight Plan Complications for Traffic via DOLEV	1	OWSE

The above reported occurrence concerned a case of discoordination between Prishtina APP and Podgorica APP regarding the Flight Plan of a military flight that was supposed to fly via DOLEV and enter Montenegrin airspace from Kosovo. The misunderstanding was resolved after the Flight Plan was resent by the AIS office of ANSA, and the flight was allowed to enter Montenegrin airspace.

A decorative blue wavy line that spans the width of the page, starting from the left edge, dipping in the middle, and rising towards the right edge.

May 2021

Bajram XHEMAILI - Zana LIMANI - Emir HISENI