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AD 2 AERODROMES

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AD 1. AERODROME/HELIPORT — INTRODUCTION**AD 1.1 AERODROME AVAILABILITY****1.1.1 General conditions under which aerodromes and associated facilities are available for use**

1.1.1.1 International traffic is not permitted to take off from or land at any aerodrome not listed in AD-2 in this AIP except in cases of real emergency or when special permission has been obtained from the Ministry of Infrastructure (MI).

1.1.1.1.1 Landings made at other aerodrome/heliports than at an international aerodrome/heliport

1.1.1.1.1.1 If a landing is made other than at Pristina International Airport, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome at which the landing was scheduled to take place. This notification may be made through any available communication link.

1.1.1.1.1.2 The pilot-in-command shall be responsible for ensuring that:

- a) if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;
- b) cargo, baggage and mail are not removed from the aircraft except as provided below;
- c) any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. Any food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

1.1.1.1.2 Traffic of persons and vehicles on aerodromes**1.1.1.1.2.1 Demarcation of zones**

The grounds of the aerodrome is divided into two zones:

- a) a public zone comprising the part of the aerodrome/heliport open to the public; and
- b) a restricted zone comprising the rest of the aerodrome/heliport.

1.1.1.1.2.2 Movement of persons

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome/heliport is subject to the conditions prescribed by the KCAA and by the special rules laid down by the aerodrome administration.

1.1.1.1.2.3 Movement of vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome/heliport must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with the instructions given by the competent authorities.

1.1.1.1.2.4 Policing

Care and protection of aircraft, vehicles, equipment and goods used at Pristina International Airport are not the responsibility of Kosovo or any concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

1.1.1.1.2.5 Use of the heliport

Not Applicable.

1.1.1.1.2.6 User charges

- a) The owners and operators of aircraft are obligated, jointly and severally, to pay user charges to the airport operator and the providers of air traffic, meteorological and other services for the aeronautical facilities and services used
- b) The user charges price list is available with the Pristina International Airport Commercial Department
- c) An airport operator or its authorized representative has the right to delay the de-

parture of any aircraft until the aircraft operator

- pays the airport operator the applicable airport charges and other outstanding bills for services made available, or
- provides the airport operator with a payment guarantee, acceptable in form and substance to the airport operator, with respect to such charges and bills.

1.1.2 CAT I/II/III Operations at Aerodromes

1.1.2.1 Introduction

The procedures and items listed below are basic information to operators and pilots concerning specific rules and regulations for low visibility operations in Kosovo including CAT I/II/III/A/B approach, landing and low visibility take-off.

ATC applies special safeguards and procedures for Low Visibility Operations that will become effective in relation to specified weather conditions. These procedures are intended to provide protection for aircraft operating in low visibility and to avoid disturbances to the ILS signals.

1.1.2.2 Categories of Precision Approach and Landing Operations

1.1.2.2.1 Category I (CAT I) operation

A precision instrument approach and landing with a decision height (DH) not lower than 60 m (200 FT) and with either a visibility not less than 800 m or a runway visual range not less than 550 m.

1.1.2.2.2 Category II (CAT II) operation

A precision instrument approach and landing with decision height (DH) lower than 60 m (200FT), but not lower than 30 m (100FT) and RVR not less than 300 m, (for aircraft conducting an autoland).

1.1.2.2.3 Category III (CAT IIIA) operation

A precision instrument approach and landing with decision height (DH) lower than 30 m (100FT), or no decision heights and runway visual range not less than 175M;

1.1.2.2.4 Category IIIB (CAT IIIB) operation

A precision instrument approach and landing with decision height (DH) lower than 15M (50FT) or no DH and runway visual range less than 175 m, but not less than 50 m;

1.1.2.2.5 Low Visibility Take-Off (LVTO)

A term used by Joint Aviation Authorities in relation to flight operations referring to a take-off on a runway where the RVR is less than 400M.

1.1.3 Applicable ICAO Documents

- *ICAO Annex 6 - Operation of Aircraft*
- *ICAO Annex 10, Volume I - Aeronautical Telecommunications*
- *ICAO Annex 14 - Aerodromes*
- *ICAO Document 4444 - Rules of the Air and Air Traffic Services*
- *ICAO Document 8168 PANS-OPS - Aircraft Operations*
- *ICAO Document 8071 - Manual on Testing of Radio-Navigation Aids*
- *ICAO Document 9365-AN/910 - Manual of All Weather Operations (except ch.4, para 2 and ch.6, para 1)*
- *ICAO Document 9476-AN/927 - Manual of Surface Movement Guidance and Control System*
- *ECAC Document 17 - Common European Procedures for CAT II ILS Operations*
- *Regulation (CAA) No. 17/2017 On Requirements and Administrative Procedures related to aerodromes, as amended, which is transposing Regulation (EU) 139/2014*

The most significant provisions, procedures and deviations there fore or additional regulations are summarized in the following.

1.1.4 Aerodrome facilities

1.1.4.1 Physical Characteristics

Runways and taxiways of aerodromes are designed and operated according to the *Standards and Recommended Practices laid down in ICAO Annex 14* appropriate to the category of their certified operation. At present Low Visibility Operations are available only at Aerodrome

- CAT IIIB approach landing RWY 17
- Low visibility take-off RWY 17

1.1.4.2 Obstacle Clearance Criteria and Obstacle Free Zone (OFZ)

The aerodromes and the airspace around the aerodromes are kept free of obstacles rising above the precision approach obstacle limitation surfaces as defined in *ICAO Annex 14, chapter 4 and Document 8168 PANS-OPS, Volume II*.

An object which penetrates one of the obstacle limitation surfaces becomes the controlling obstacle for calculating the OCA/OCH.

During CAT IIIB Operations the Obstacle Free Zone (OFZ) is kept clear of all obstacles, such as vehicles, persons and aircraft at all times when an aircraft making an approach is below 50 FT GND.

Essential equipment and installations in the vicinity of the runway which are necessary because of their function for air navigation purposes (e.g. GP antenna,

RVR assessment units, etc.) are situated clear of the OFZ and of minimum mass and frangible mounted.

1.1.4.3 Pre-Threshold Terrain

A Precision Approach Terrain Chart according to the *Standards and Recommended Practices of Annex 4 and 14* is provided for each runway certified for CAT IIIB Operations; the charts are included in section AD 2.24 of the aerodrome concerned.

1.1.5 Visual Aids

1.1.5.1 Approach lighting

Approach lighting for precision approach runways is in compliance with *Standards and Recommended Practices laid down in ICAO Annex 14*.

For detailed description of the approach lighting system see section AD 2.14 of the aerodrome concerned.

1.1.5.2 Runway Lighting and Marking

Runway lighting and marking is in compliance with the *Standards and Recommended Practices laid down in ICAO Annex 14*.

Runways certified for CAT III ILS Operations are equipped accordingly including runway threshold lighting, runway edge lighting, runway end lighting and marking, runway centre line lighting and marking and touch down zone lighting and marking. For detailed description of the Runway Lighting and Marking see section AD 2.14 of the aerodrome concerned.

1.1.5.3 Taxiway Lighting and Markings, Stop bars

Taxiway lighting and marking is in compliance with the *Standards and Recommended Practices laid down in ICAO Annex 14*.

Stop bars, taxi-holding positions and illuminated notice boards are installed to provide adequate clearance for taxiing aircraft from the runway.

1.1.5.4 Secondary Power Supply

Secondary power supply (switch over time is 1 second) for the Visual Aids is provided in accordance with the requirements of *ICAO Annex 14* (0 s for the ILS localizer, ILS glide path).

Remark: Any failure of the secondary power supply equipment is effecting a down-grading of ILS Operations.

1.1.6 Non-Visual aids

1.1.6.1 Equipment

ILS ground equipment serving instrument runways are no-break power supplied dual systems and located and operated according to the *Standards and Recommended Practices laid down in ICAO Annex 10, Volume I, part I, chapter 3, item 3.1*.

Automatic monitor systems according to the requirements of *Annex 10, Volume I, part I* are provided

for all ILS ground systems components. LLZ certified for CAT II operations are additionally monitored by a far-field monitor. Pilots will be informed without delay about any deficiency.

Flight inspections are conducted in regular intervals and in accordance with the guidelines of *ICAO Document 8071*.

1.1.6.2 ILS Sensitive Areas

A sensitive area for localizer protection is established.

For ATC purposes the LLZ sensitive area is defined as a rectangular area which is located within parallel lines 150 metres on both sides of the runway centre line and between the localizer aerial and the beginning of the runway.

During CAT IIIB operations the ILS sensitive area is kept clear of all vehicles and aircraft at all times when an approaching aircraft is within 2 NM from threshold until it has completed its landing run and at all times that an aircraft taking off is using the ILS localizer for guidance during take-off run.

1.1.6.3 Secondary Power Supply

All radio navigation aids, essential communication equipment and the RVR assessment system are no-break power supplied and CAT II/IIIB AGL circuits.

1.1.7 Friction measuring device used and friction level below which the runway is declared slippery when it is wet

1.1.7.1 For the friction measuring devices used, see AD 1.2. Where only water is present on the runway and periodic measurements indicate that the runway will not become slippery when wet, no measuring will take place, and the runway will be reported as "WET".

1.1.8 Other information

NIL.

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AD 1.2 RESCUE AND FIRE FIGHTING SERVICES, RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1.2.1 Rescue and fire fighting services

1.2.1.1 At Pristina International Airport which is approved for scheduled and/or non-scheduled traffic with aeroplanes carrying passengers, Rescue and Fire Fighting Services are established in accordance with the regulations for civil aviation.

1.2.1.2 Information about whether there is service and what the extent of that service is, is given on the relevant page for Pristina International Airport.

1.2.1.3 Scheduled and non-scheduled traffic with aeroplanes carrying passengers is not allowed to use aerodromes without Rescue and Fire Fighting Services. For the convenience of aircraft operators the list of Regulation No.17/2017 on Requirements and Administrative Procedures Related to Aerodromes as amended, (EASA Reg.139/2014), RFFS categories is published in the table shown below.

1.2.1.4 Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

<i>Rescue and fire fighting services</i>				
Aerodrome category	Aeroplane overall length	Maximum fuselage width	Water (L)	Discharge rate foam solution / minute (L)
1	2	3	4	5
1	0 m up to but not including 9 m	2 m	230	230
2	9 m up to but not including 12 m	2 m	670	550
3	12 m up to but not including 18 m	3 m	1 200	900
4	18 m up to but not including 24 m	4 m	2 400	1 800
5	24 m up to but not including 28 m	4 m	5 400	3 000
6	28 m up to but not including 39 m	5 m	7 900	4 000
7	39 m up to but not including 49 m	5 m	12 100	5 300
8	49 m up to but not including 61 m	7 m	18 200	7 200
9	61 m up to but not including 76 m	7 m	24 300	9 000
10	76 m up to but not including 90 m	8 m	32 300	11 200

1.2.2 Runway surface condition assessment and reporting and snow plan

1.2.2.1 Organization of winter service

1.2.2.1.1 During the whole year, Airfield Maintenance Unit (AMU) and RFFS at Pristina Airport will conduct the following duties:

- Surveillance of the maneuvering area and apron with a view to noting the presence of contaminants.
- Measurement of the friction coefficient of the braking action and use of RCAM when contamination is present on more than 10%

of the total area of the runway in question, and as far as possible at taxiways and aprons.

- Implementation of measures to maintain the usability of the runway etc.
- Reporting of the conditions mentioned in a) to c) above.

Runway surface condition assessment and reporting and snow plan is established at Prishtina International Airport.

1.2.2.2 Surveillance of movement areas

1.2.2.2.1 AMU monitors the condition of the runway, the taxiways and the apron areas on hour before

the published hours of service and also whenever weather conditions or other circumstances give reason to suspect changes in the conditions of the aircraft movement areas.

1.2.2.3 *Surface condition assessment methods used, operations on specially prepared winter runways*

1.2.2.3.1 The depth of contaminants is measured by an ordinary measuring rod. Measurements will be taken at each runway third and will be reported accordingly.

1.2.2.3.2 *Friction coefficients*

1.2.2.3.2.1 Braking action will be reported by the pilot through ATC. Whenever information on braking action promulgated in accordance with this snow plan in terms of friction coefficients is used as a basis for assessing the stopping and manoeuvring capability of an aircraft, it is of utmost importance to keep in mind that these friction coefficients pertain to a pilot braking action report.

1.2.2.3.2.2 The following assessment methods of measurement will apply:

All measurements are accomplished using Runway Condition Assessment Matrix RCAM for each runway third.

1.2.2.3.2.2.1 A Skiddometer BV11 is available at Pristina International Airport.

1.2.2.3.2.2.2 Braking action will be estimated if the friction coefficient cannot be measured due to lack of equipment or for other reasons.

1.2.2.3.2.2.3 When contaminants are present on 10% or more for each runway third, and the depth is over 3mm, Runway Condition Report RCR will be distributed by using RCAM for assessment.

1.2.2.4 *Actions taken to maintain the usability of movement areas*

1.2.2.4.1 Snow clearance and measures to improve braking action will be implemented and maintained as long as conditions at the movement area impede the safety and regularity of air traffic.

1.2.2.4.2 Snow clearance and ice control will take place in the following order of priorities:

Priority one: Runway 17/35 and access for the Fire Department to the runway

Priority two: Appropriate taxiways to and from the runway.

Priority three: Kilo Apron/Deicing Apron Mike/Lima Apron.

Priority four: ILS and PAPI areas if needed.

Priority five: All other aircraft operating areas not yet cleared.

Measures will be taken to clear the runway to full width (45 m) but in special cases conditions may dictate that the runway be opened temporarily for traffic even if cleared to a width of 30 m only. Snow clearance will not be considered completed until the runway is cleared to full width.

1.2.2.4.3 Snow removal and ice control operations to improve braking action will be implemented when the Runway Condition Code RCC on the runway is not correlated in line with the braking action reported by pilot.

An improvement of the braking action can be reached in different ways depending on circumstances:

Mechanical method: Plowing, sweeping and blowing.

Chemical method: De-icing and anti-icing with the help of either solid or fluid chemicals.

Only environmental friendly, non-corrosive chemicals are authorized at Pristina Airport. De-icers containing Urea, Glycols, Alcohol or Chlorides will not be used. Currently liquid Potassium Acetate and solid Sodium Formate are used. Both meet the requirements of the Aerospace Material Specification AMS 1435 and AMS 1431 for liquid and solid De-/Anti-icers, respectively.

Chemical de-icing of runways will be carried out to a width of not less than 15 m on each side of the centre line of the runway.

1.2.2.5 *System and means of reporting*

1.2.2.5.1 RFFS team will use the GRF form for the reporting of RCR which will be delivered to the Aeronautical Information Service AIS for further distribution.

1.2.2.5.1.1 When contaminants no longer are present and chemicals are no longer used, new RCR will be delivered to AIS with present Runway Surface Condition.

1.2.2.5.2 Runway surface condition descriptors means one of the following substances on the surface of the runway:

a) Compacted snow: snow that has been compacted in to a solid mass such that aeroplane tyres, at operating pressures and loadings, will run on the surface without significant further compaction or rutting of the surface.

b) Dry snow; snow from which a snowball can not readily be made.

c) Frost: Ice crystals formed from airborne moisture on a surface whose temperature is at or below freezing: frost differs from ice in that frost crystals grow independently and therefore, have a more granular texture;

d) Ice: Water that has frozen or compacted snow that has transitioned into ice in cold and dry conditions;

e) Slush: Snow that is so water-saturated that water will drain from it when a handful is picked up or will splat if stepped on forcefully;

f) Standing water: Water of depth greater than 3 mm;

g) Wet ice: Ice with water on top of it or ice that is melting;

h) Wet snow: Snow that contains enough water to be able to make a well compacted, solid snowball, but water will not squeeze out;

Following definitions have been inserted:

i) "Slippery wet runway" means a wet runway whose surface friction characteristics for a significant portion of it have been determined to be degraded;

j) "Wet runway" means a runway whose surface is covered by any visible dampness or water up to and including 3mm deep within the area intended to be used.

1.2.2.5.3 The contamination and depth on a runway is reported on percentage per coverage and depth of contaminant:

Percentage of coverage for contaminants

Range	% Coverage
Less than 10%	Not reported
10%-25%	25%
26%-50%	50%
51%-75%	75%
76%-100%	100%

Depth assessment for contaminants

Contaminant	Valid values to be reported	Significant change
Standing water	04, then assessed value	3 mm up to and including 15 mm
Slush	03, then assessed value	3 mm up to and including 15 mm
Wet snow	03, then assessed value	5mm
Dry snow	03, then assessed value	20mm

1.2.2.5.4 Information on braking action will be given by pilot in terms of estimated braking action.

When braking action is estimated, plain language will be used. (see table below).

<i>Measured friction coefficient</i>	<i>Estimated braking action</i>	<i>Code</i>
0.40 and above	good	5
0.39 - 0.36	good to medium	4
0.35 - 0.30	medium	3
0.29 - 0.26	medium to poor	2
0.25 or below	poor	1
9 - unreliable	unreliable	9

1.2.2.5.5 Snow banks will be reported when their height exceeds 60 cm measured from centerline to respective side of runway.

1.2.2.5.6 When information on runway conditions is given section-wise, it is given in the Lower Runway Designation Number.

1.2.2.6 *Cases of runway closure*

1.2.2.6.1 In cases where a postponement of clearance operations would involve a definite risk of the situation developing into a crisis, e.g. when a fall in temperature causes water or slush to become solid ice, the snow clearance service is authorized to demand that sections of the movement areas be closed to traffic.

1.2.2.7 *Distribution of information about runway surface conditions*

1.2.2.7.1 Information on snow conditions at Pristina Airport will be distributed directly in a separate series of NOTAM (SNOWTAM). SNOWTAM will be prepared in accordance with ICAO Annex 15, Appendix 2.

AD 1.3 INDEX TO AERODROME AND HELIPORT

<i>Aerodrome/heliport name Location indicator</i>	<i>Type of traffic to use the aerodrome/heliport</i>			
	<i>International - National INTL - NTL</i>	<i>IFR - VFR</i>	<i>S = Scheduled NS = Non-scheduled P = Private</i>	<i>Reference AD Section and remarks</i>
Aerodrome SLATINA/Pristina	INTL - NTL	IFR - VFR	S - NS - P	AD 2 - BKPR

AERODROME AND HELIPORT INDEX - CHART

To be developed

List of Local Aerodromes/ Heliports

<i>Aerodrome / ICAO Designator / (CITY)</i>	<i>Reference Coordi- nates</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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AD 1.4 GROUPING OF AERODROME/HELIPORT

1.4.1 AD 2 - International aerodrome

The aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine and similar procedures are carried out and where air traffic services are available on a regular basis.

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AD 1.5 STATUS OF CERTIFICATION OF AERODROME

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

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

1	ARP Coordinates	423422N 0210209E
2	Direction and distance from city	15 km SW from PRISTINA
3	Elevation/Reference temperature	545.4 m (1789 ft)/ 28°C
4	Geoid undulation at AD ELEV PSN	545.4 m
5	MAG VAR/Annual change	5°E (2021)/7°E
6	AD operating authority Postal address Flow Management Unit (FMU): Telephone Telefax E-mail Mobile Aerodrome Reporting Office (ARO) Telephone Telefax E-mail Aeronautical Information Service (AIS): AFTN-ARO	LIMAK Kosovo International Airport J.S.C. Pristina International Airport “Adem Jashari” Vrellë, 10070 Lipjan, Republic of Kosovo +383 38 59 58 305 +383 38 59 58 306 ais@rks-gov.net +383 45 150 777 +383 38 59 58 303 +383 38 59 58 306 ais@rks-gov.net BKPRZPZX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	See BKPR AD 2.20 Item 1 for flight planning procedures

BKPR AD 2.3 OPERATIONAL HOURS

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

BKPR AD 2.4 HANDLING SERVICES AND FACILITIES

1	<i>Cargo-handling facilities</i>	No restrictions
2	<i>Fuel/oil types</i>	a) Jet A1 AFQRJOS (current edition) b) Jet A1 FSII/DCI4A (F34 JP8)
3	<i>Fuelling facilities/capacity</i>	2 trucks x 20.000 liters, 1 truck x 40.000 liters
4	<i>De-icing facilities/types</i>	3 de-icing trucks available, capable fluid ISO type II, HGT 15M
5	<i>Hangar space for visiting ACFT</i>	Nil
6	<i>Repair facilities</i>	Nil
7	<i>Remarks</i>	<p>(1)</p> <p>a) Handling services available 24hrs by arrangement with: Limak Kosovo International Airport J.S.C. Tel: +383 38 501 502 2222 Fax: +383 38 501 502 1323 e-mail: occprn@limakkosovo.aero</p> <p>b) Ground Handling Frequency 134.975 MHZ Call sign: Operations All fuel requests shall be made through 134.975 MHZ. Operation Control Center handles services requests and coordinates ground services for all carriers,incl. fuelling and de-icing.</p> <p>(2)</p> <p>a) De-icing fluid used for aircraft de-icing/anti-icing on ground is Type II fluid. Currently Airport uses type II de-icing fluid. Fluid manufacturer may change between de-icing seasons.</p> <p>b) Turn-round Coordinator (TRC) will provide to PIC de-icing request form. This form shall be filled and handed back to TRC who will work on coordinating the de-icing process. If de-icing request form has not been received, PIC are required to contact OCC on 134.975 Mhz.</p> <p>(3)</p> <p>a) Into-plane refueling of civil and military aircraft provided by EXFIS</p> <p>b) Airlines should contact EXFIS for fueling contract OR present valid fueling cards/ fuel orders by: AEG Fuels, WFS, AVCARD, UVair, US Government Air Card, JetEx, Eurojet OR direct payment by Visa, Master Card, cash</p> <p>c) EXFIS contact details: 24h operation contact Mr.Korab Muharremi +383 44399551 e-mail: korab.muharremi@exfis.com Commercial contact Mr. Rexhep Rrusta +383 45977222 e-mail rexhep.rrusta@exfis.com</p>

BKPR AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	Hotel Galla(Best Western) 0.8 km from Airport Hotel Aviano 3 km from Airport Hotel Vita 6km from Airport
2	<i>Restaurants</i>	Several restaurants & snack bars available in terminal
3	<i>Transportation</i>	Public transport available (Local time:Prishtina-Airport 03:00-20:00; Airport-Prishtina 04:00-21:00) Taxi service available, rent a car service available
4	<i>Medical facilities</i>	Emergency medical cover for aerodrome.Medical office available in airport (public area),providing services for passengers and staff.
5	<i>Bank and Post Office</i>	Bank and ATM available; Post office unavailable
6	<i>Tourist Office</i>	Nil
7	<i>Remarks</i>	Nil

BKPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	ICAO Category 8
2	<i>Rescue equipment</i>	BA, HAZCHEM, Portable HYD Rescue Kit, Parter Saws
3	<i>Capability for removal of disable ACFT</i>	Nil
4	<i>Remarks</i>	Nil

BKPR AD 2.7 RWY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1	<i>Types of clearing equipment</i>	3 x Schmidt Compact Jet Sweepers, CJS 914 with MF 9.3 plows; 1 x Multipurpose Unimog 1650 vehicle with Schmidt S3.1 blower or MF 3.3 plow and SST20 solids spreader; 1 x Unimog 2100 with cutter blower Schmidt FS90 or MS 36.1 plow; 1 x Nido 90 solids spreader mounted on Mercedes 2628 truck; 1 x Schmidt aerodrome liquid de-icer RPS IS mounted on MB 2032 truck and MF 8.3 plow; 1 x High speed snow blower; 1 x Kassbohrer Pisten BULLY PB 300; 1 x tractor Massey Ferguson 5435 equipped with plough and granulate spreader
	<i>Clearance priorities</i>	Depending on the wind: RWY, TWY's C, A, B2, B3, K Apron, TWY's F, H, E or : RWY, TWY's G, A, B1, B2, K apron
3	<i>Use of material for movement area surface treatment</i>	KAC, for potassium acetate fluids, KFOR, for potassium formate fluids;
4	<i>Specifically prepared winter runways</i>	N/A
5	<i>Remarks</i>	N/A

BKPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	<i>Kilo Apron surface and strength Delta Apron surface and strength Lima Apron surface and strength Juliet Apron surface and strength Mike Apron surface and strength</i>	343.5m x 158.5m / Concrete / PCN 86/R/D/W/T 390m x 118m / Asphalt / PCN 70/F/B/X/T 100m x 52m / Asphalt / PCN 65/R/C/W/T 126m x 66m / Asphalt / PCN 70/F/B/X/T 78m x 165m / Concrete / PCN 86/R/D/W/T			
2	<i>Taxiway width, surface and strength</i>	Taxiway	Width	Surface	Strength
		A1	23 m	Asphalt	PCN 70/F/B/X/T
		A2	23 m	Asphalt	PCN 70/F/B/X/T
		A3	23 m	Asphalt	PCN 70/F/B/X/T
		A4	23 m	Asphalt	PCN 100/F/D/X/T
		A5	23 m	Asphalt	PCN 70/F/B/X/T
		B1	48 m	Concrete	PCN 86/R/D/W/T
		B2	48 m	Concrete	PCN 86/R/D/W/T
		B3	48 m	Concrete	PCN 86/R/D/W/T
		C	23 m	Asphalt	PCN 70/F/B/X/T
		E	23 m	Asphalt	PCN 70/F/B/X/T
		F	23 m	Asphalt	PCN 70/F/B/X/T
		H1	12 m	Asphalt	PCN 65/F/B/X/T
		H2	23 m	Asphalt	PCN 65/F/B/X/T
		H3	23 m	Asphalt	PCN 65/F/B/X/T
		G	23 m	Asphalt	PCN 100/F/D/X/T
		R1	23 m	Asphalt	PCN 100/F/D/X/T
		R2	23 m	Asphalt	PCN 100/F/D/X/T
		T	15 m	Asphalt	PCN 70/F/B/X/T
3	<i>Altimeter Check Location and elevation</i>	Aprons: Kilo 543.3 m Delta 544.6 m Juliet 544.0 m Lima 544.3 m			
4	<i>VOR checkpoint</i>	Nil			
5	<i>INS checkpoint</i>	Nil			
6	<i>Remarks</i>	Nil			

BKPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraftstands</i>	KILO Apron -Aircraft entering Kilo apron are requested to identify their stand no at the entrance of the apron and continue further following taxilane centerline up to stand lead-in line to the final stop, aircraft will be guided using VDGS. Marshaller available at each stand in case of VDGS failure. DELTA, JULIET, LIMA and MIKE Aprons - no VDGS available, all instructions are given using hand signals. Marshaller's instructions for parking are mandatory.
2	<i>RWY and TWY markings and LGT</i>	Runway markings: designators, thresholds, center-line, edges, TDZs. Illuminated RWY hold bars. Illuminated TWY hold bars on TWY's B1, B2 and B3. TWY markings: edges and centre-lines
3	<i>Stop bars</i>	Located in E, C and F
4	<i>Remarks</i>	Nil

BKPR AD 2.10 AERODROME OBSTACLE

<i>In approach / TKOF areas</i>				<i>In circling area and at AD</i>		<i>Remarks</i>
1				2		3
RWY area affected	Obstacle type Elevation Markings/LGT	Coordinates		Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c		a	b	
				High mast lights on de-icing apron Mike. Elevation: HML6 1860 ft (566.94m) HML7 1861 ft (567.24m) Marked in red & white color / Lighted with red low obstacle type A lights	HML6 - 21°01'53.659"E 42°34'34.813"N HML7 - 21°01'53.423"E 42°34'37.124"N	

BKPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Pristina International Airport MET Department	
2	Hours of service MET Office outside hours	H24	
3	Office responsible for TAF preparation Period of validity	Pristina AD: World Meteorological Organization (WMO) (Class 2) forecasters give meteorological forecast H24	
4	Type of landing forecast Interval of issuance	Long TAF issued at 0400, 1000, 1600 and 2200 UTC	Trend 2 hour
5	Briefing/consultation provided	As required	
6	Flight documentation Language(s) used	English	
7	Charts and other information available for briefing or consultation	All available	
8	Supplementary equipment available for providing information	ATIS available on freq. 132.000 MHz, AD HR	
9	ATS units provided with information	Tower, Radar, Rescue and Firefighting and IMT services	
10	Additional information (limitation of service, etc.). Remarks	MET facilities meet civilian standards and there may be a variance to WMO requirements. METAR as BKPR 2.3 Item 6. TAFOR H24.	

BKPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>Designation RWY NR</i>	<i>TRUE BRG</i>	<i>Dimensions of RWY (m)</i>	<i>Strength (PCN and surface of RWY and SWY</i>	<i>THR coordinates</i>	<i>THR elevation and highest elevation of TDZ of precision APP RWY</i>
1	2	3	4	5	6
17	176° GEO	3040 x 45	PCN 100/F/B/X/T Asphalt	42° 35' 07.206"N 21° 02' 04.564"E	1789 ft (545.25m)
35	356° GEO	3040 x 45	PCN 100/F/B/X/T Asphalt	42° 33' 28.950"N 21° 02' 14.574"E	1793 ft (546.50m)

<i>Slope of RWY - SWY</i>	<i>SWY dimensions</i>	<i>CWY dimensions (m)</i>	<i>Strip dimensions (m)</i>	<i>OFZ</i>	<i>Remarks</i>
7	8	9	10	11	12
35- Slope 0,04% down	Not present	300 x 150	3160 x 280		

BKPR AD 2.13 DECLARED DISTANCES

<i>Runway designator</i>	<i>TORA (m)</i>	<i>TODA (m)</i>	<i>ASDA (m)</i>	<i>LDA (m)</i>	<i>Remarks</i>
1	2	3	4	5	6
17	3040	3340	3040	3040	
35	3040	3340	3040	3040	

BKPR AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY Designator</i>	<i>APCH LGT Type, LEN, INTST</i>	<i>THR LGT Colour</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ LGT LEN</i>	<i>RWY Centre Line LGT LEN, spacing, colour, INTST</i>	<i>RWY Edge LGT LEN, spacing, colour, INTST</i>	<i>RWY End LGT Colour,</i>	<i>SWY LGT LEN (m) Colour</i>
1	2	3	4	5	6	7	8	9
17	Calvert 900 m HIL	Green	PAPI GP 3° 1 000 ft from THR	900m	15 m White and last 900 m Red White	White White HIL every 60 m Last 600m Yellow White LIL OMNI every 60 m	Red	
35	Calvert 420 m HIL	Green	PAPI GP 3.5° 1233.6ft from THR	NIL	15 m White and last 900 Red White	White White HIL every 60 m Last 600m Yellow White LIL OMNI every 60 m every 60 m	Red	Red
10	Remarks	APP 17 ASR are 300m. Two Flash Lights for 17 and fully equipped for APP 35 APP 17 supplementary approach lights are installed the last 300 m prior runway threshold. TDZ for CAT IIIB only for RWY 17. RGL/RHP with independent supply and control. RCL lights are installed form 17-35.						

BKPR AD 2.15 OTHER LIGHTING SECONDARY POWER SUPPLY

1	<i>ABN/IBN location, characteristics and hours of operation</i>	ABN: At TWR building FLG W/G, 12 RPM, 24 FLG/MIN IBN/NIL HN+IMC
2	<i>LDI location and LGT</i> <i>Anemometer location and LGT</i>	LDI - NIL WDI available (See AD Chart) Anemometer location: 21°01'59.671"E 42°34'53.964" Lighted
3	<i>TWY edge and centre line lighting</i>	Edge: all TWY Centreline: all TWY are equipped with Center Line lights except Rapid Exit 35 and Echo
4	<i>Secondary power supply/switch-over time</i>	Secondary/backup power supply available to all lighting at AD. Switch-over time less than 1 sec for all CAT II / III facilities, others within 15 sec.
5	<i>Remarks</i>	

BKPR AD 2.16 HELICOPTER LANDING AREA

1	<i>Coordinates TLOF or THR of FATO</i>	Nil
2	<i>TLOF and/or FATO elevation m/ft</i>	Nil
3	<i>TLOF and FATO area dimensions, surface, strength marking</i>	Nil
4	<i>True and MAG BRG of FATO</i>	Nil
5	<i>Declared distance available</i>	Nil
6	<i>APP and FATO lighting</i>	Nil
7	<i>Remarks</i>	Helicopters landing with PPR 24 hours to Base OPS only. Helicopters shall land in accordance with ATC instruction. Presence of Military/UN helicopters on the taxiways.

BKPR AD 2.17 ATS AIRSPACE

1	<i>Designation and lateral limits</i>	PRISTINA CTR 42°44'57.511"N 020°54'15.611"E 42°45'36.057"N 021°05'45.900"E 42°41'14.697"N 021°06'12.347"E ARC 7.5 Nm centered on 42°34'22.000"N 021°02'09.000"E Clockwise 42°28'00.666"N 021°07'32.356"E 42°23'39.287"N 021°07'58.516"E 42°23'00.930"N 020°56'32.226"E 42°30'24.300"N 020°55'46.423"E 42°31'59.457"N 020°58'19.351"E 42°36'10.938"N 020°57'53.433"E 42°37'23.440"N 020°55'02.929"E
2	<i>Vertical limits</i>	GND to 3 500 ft AMSL
3	<i>Airspace classification</i>	D
4	<i>ATS unit call sign</i> <i>Language(s)</i>	Pristina Tower English
5	<i>Transition altitude</i>	13 000 ft AMSL
6	<i>Remarks</i>	Nil

BKPR AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5
APP/RADAR	Pristina Approach	119.175 MHz 118.775 MHz	As AD OPR hours (see BKPR AD 2.3)	As AD OPR hours (see BKPR AD 2.3)
TWR	Pristina Tower	120.125 MHz 315.075 MHz 244.825 MHz	As AD OPR hours (see BKPR AD 2.3)	As AD OPR hours (see BKPR AD 2.3)
GROUND	Pristina Ground	118.0 MHz	As AD OPR hours	As AD OPR hours
EMERGENCY	Pristina Approach/Tower	121.5 MHz 243.0 MHz	As AD OPR hours	As AD OPR hours
GROUNDHANDLING SERVICES	Pristina Ramp Operators	134.975 MHz	As AD OPR hours	As AD OPR hours
ATIS	Pristina information	132.00 MHz	As AD OPR hours	As AD OPR hours

BKPR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Remarks</i>
1	2	3	4	5	6	7
ILS/LOC 17	PRS	110.1 MHz	H24	42°33'19.577"N 021°02'15.529"E		CAT II, CAT IIIA and CATIIIB
ILS/GP17	PRS	334.4 MHz	H24	42°34'57.810"N 021°02'11.023"E		
ILS/DME	PRS	CH 38X	H24	42°34'57.810"N 021°02'11.023"E		
VOR/DME	PRT	111.05 MHz CH 47Y	H24	42°33'13.889"N 021°02'09.235 "E		

BKPR AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport Regulations

1.1 Adherence to the rules contained in NATO publication “Regulations for aircraft operating as general air traffic (GAT) in the Balkan Joint Operation Area” is mandatory for operators (civilian and military) before planning any flight direct to Balkan JOA (Joint Operation Area). A particular reference to the aforementioned NATO document is signaled to the sections concerning the “release of liability” and the “flight request and slot allocation procedures”.

The NATO Regulations are available at the following addresses:

- Web: www.caoc5.nato.int
- FAX: 0034 916 48 7432
- Phone: 0034 916 48 7457
- E-mail: balkans.corridors@caoct.nato.int

2. Flight planning

2.1 The following flight planning procedures are in force:

- a) Aircraft departing Pristina will use BKPR as “DEP AD” and BKPRZAZX as “originator”
- b) Pilots are requested to insert the following supplementary information in the field 18: refueling (type of fuel and quantity) - total number of persons on board - VIP on board - special handling services, i.e. ambulance, wheel chairs, etc.;
- c) Aircraft arriving early or late may be instructed to hold or may be diverted;
- d) Aircraft operating at Prishtina International Airport may select BKPR as alternate aerodrome.
- e) Pilots are strongly requested to be familiar with local instrument flight procedures.

3. Ground movement

- a) Apron space and taxiing patterns are standard.
- b) The condition of the shoulder area limits the use of taxiways by aircraft with engines overhanging the shoulder.

4. Warning

- a) Presence of high bird concentration. Bird control available.

5. Procedures for Low Visibility Operations (ILS CAT II/III b)

5.1 General

Initiation of the Low Visibility Procedures (LVP) preparation phase is determined by reference to height of cloud base and visibility. Visibility criteria may be based on RVR or visibility reported by Meteorological Department, depending on the equipment available at the aerodrome and the type of operations being conducted.

5.2.1 Low Visibility Procedures (LVP) applicable to CAT II/III operations are applied at the following conditions:

- a) when the runway visual range (RVR) reported at touch down zone (TDZ) is 550m or below;
- b) when cloud base height is below 200ft according to the local meteorological report;
- c) when the rapid deterioration of weather conditions recommends so.

5.2.2 Pilots will be informed by ATIS and/or RTF when LVP are in force.

5.2.3 ILS CAT II/III operations are available for RWY 17 by operators for approach, landing and departure operations with RVR less than 550 m.

5.2.4 The runway and critical/sensitive areas are protected against incursions while an aircraft is conducting arrival/departure operation in RVR conditions less than a value of 550m. This will be achieved through the use of suitable CAT II/III holding positions (equipped with stop bars). In cases when no stop bar is available, in the most restrictive case, protection will be achieved by only allowing one aircraft movement at a time and no vehicle movements.

5.2.5 Pilots intending to conduct CAT II/III approaches and landing for training purposes shall inform ATC in advance.

5.2.6 In case of low visibility conditions, a reduced airport capacity is to be expected due to the required increase in spacing between arriving aircraft, and the restrictions applied to ground movements.

5.3 Ground movement of A/C

5.3.1 During LVP there should be no more than one aircraft or ground personnel on the same taxiway, at any given time. Same criteria are applicable for Apron movement (i.e. one aircraft can enter /vacate/push-back). Exceptions may be allowed for a short time only in cases when it is necessary for the Follow me car to guide aircraft to/from Aprons.

5.3.2 A landing aircraft should not stop taxiing until well clear of ILS sensitive area. Runway exit points will be kept clear of any aircraft or vehicles to allow landed aircraft to move out of the ILS sensitive area with no delay. Until landing aircraft has cleared the ILS sensitive area the runway is not usable for CAT II or III operations even though the obstructing aircraft may well be clear of the runway itself.

- 5.3.3 Arriving traffic should be considered to be clear of the ILS sensitive area only after pilots report when on parallel taxiway (i.e. A3, A4, or A5 respectively).
- 5.3.4 Landing aircraft are expected to vacate via TWY R2. In cases when this is not practicable, aircraft can vacate via TWY F or G and inform ATC for such action.
- 5.3.5 Departing aircraft shall enter RWY 17 via TWY C only:
- Taxxing from Apron K: B1 or B2, A3,A2,A1, C to holding point CAT II/III;
 - Taxxing from Apron D: via TWY C to holding point CAT II/ III;
 - Taxxing from Apron L: via TWY A3,A2,A1 C to holding point CATII/III.

Note 1: Follow me vehicle shall guide Code E aircraft to/from stands. Nevertheless, Follow-me assistance is always available to all aircraft on request.

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

6.1 Definitions

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

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

Ready for Push-Back: All passengers on board, doors closed, pushback tractor is connected with the aircraft, Headset operator is in the ready position and in contact with the captain.

Anti collision light: When anti collision light of the aircraft are on, no movement (vehicle nor person) is permitted behind the aircraft

6.2 General

Aircraft parked on Apron “Kilo”, will be parked with nose pointing towards, direction terminal building. Pushback of the aircraft shall be conducted in accordance with the procedures described hereunder, in order to prepare the aircraft for further taxi maneuvers.

Airport - OCC (Operations Control Centre) assigns aircraft position on the apron. Pilots are informed about the assigned parking position by the station providing Ground Movement Control via radio (Prishtina Ground).

In apron Kilo, aircraft will be parked using VDGS on Stands 201A, 201, 201B, 202A, 202, 202B, 203A 203 and 203B. In stands 101A, 101 and 101B aircraft will be parked using marshaller. In case of VDGS failure, marshaller is available at each stand.

All instructions and communications which are not understood, not clear, not adhered or are interrupted or delayed for any reason must be relayed to ATC.

No aircraft pushback shall take place onto a stand or taxiway / taxiline without the express permission of ATC.

Pilots are reminded that control of aircraft requiring start-up or push back clearance on the aprons is the responsibility of ATC, and the control of vehicles and personnel is the responsibility of the Airport Operator. Instructions to aircraft are given on the understanding that separation between aircraft and vehicles / personnel on the apron is not the responsibility of ATC.

Pilots should be cautious whilst maneuvering on aprons and be aware that they are crossing service roads where vehicle and personnel are moving at times which are not under ATC responsibility.

6.3 Standard Pushback

Stands 201B, 201, 201A, 202B, 202, 202A, 203B, 203, 203A, 101B 101,101A

Depending runway in use, ATC will issue instructions for an aircraft to be pushed back, facing south or north only. Nevertheless, for operational purposes, ATC may face the aircraft on the opposite side of the runway in use.

Restrictions

Stand 101A - can be pushed back facing **south** only.

Stand 201B - can be pushed back facing **north** only, if there is aircraft on apron “M”

For aircraft category E, stands 101, 201, 202 and 203, no simultaneous push-backs allowed.

6.3.1 Recommended pushback for stands 201B and 201A

Whenever possible, it is recommended that aircraft in stands 201B and 201A are pushed back facing south onto M Apron, clear of taxiway B2.

6.3.2 Multiple standard pushback

Multiple aircraft may be cleared for simultaneous pushback if they are separated by at least 2 stands in between them (see Table 1&2).

Facing NORTH

Stand	201B	201A	202B	202A	203B	203A	101B	101A*
201B	N/A	N	N	Y	Y	Y	Y	N/A
201A	N	N/A	N	N	Y	Y	Y	N/A
202B	N	N	N/A	N	N	Y	Y	N/A
202A	Y	N	N	N/A	N	N	Y	N/A
203B	Y	Y	N	N	N/A	N	N	N/A
203A	Y	Y	Y	N	N	N/A	N	N/A
101B	Y	Y	Y	Y	N	N	N/A	N/A
101A*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**101A can be pushed back facing SOUTH only*

Table 1. Simultaneous push back operations in Apron Kilo facing north

Facing SOUTH

Stand	201B*	201A	202B	202A	203B	203A	101B	101A
201B*	N/A	N	N	Y	Y	Y	Y	Y
201A	N	N/A	N	N	Y	Y	Y	Y
202B	N	N	N/A	N	N	Y	Y	Y
202A	Y	N	N	N/A	N	N	Y	Y
203B	Y	Y	N	N	N/A	N	N	Y
203A	Y	Y	Y	N	N	N/A	N	N
101B	Y	Y	Y	Y	N	N	N/A	N
101A	Y	Y	Y	Y	Y	N	N	N/A

Table 2. Simultaneous push back operations in Apron Kilo facing south

6.4 Non - standard pushback

Simultaneous pushback on opposite direction, (tail to tail) may be applied provided that they are separated by at least 3 stands in between them.

Tail to Tail

Stand	201B	201A	202B	202A	203B	203A	101B	101A
201B	N/A	N	N	N	N	Y	Y	Y
201A	N	N/A	N	N	N	N	Y	Y
202B	N	N	N/A	N	N	N	N	Y
202A	N	N	N	N/A	N	N	N	N
203B	N	N	N	N	N/A	N	N	N
203A	Y	N	N	N	N	N/A	N	N
101B	Y	Y	N	N	N	N	N/A	N
101A	Y	Y	Y	N	N	N	N	N/A

Table 3. Simultaneous pushback in Apron Kilo (tail to tail)

Simultaneous push backs on opposite directions(head to head),form adjacent stands, should be carried out only if aircraft from northern stands are pushed back onto M Apron and clear of taxiway B2,facing South,while aircraft from southern stands are pushed back on K Apron,facing North.

Example:”PNA123 start up and pushback approved,facing south,make long pushback onto M Apron,clear of Taxiway B2”

ATC may receive a phone call from OCC,when more than one aircraft will be ready for pushback,to help ATC facilitate more pushbacks at the same time.

Pushback operators will make short pushbacks as standard.When one aircraft is planned to enter the stand that the aircraft on push-back is leaving,pilot should be instructed to perform long pushback.

Example:”PNA123,[...]make long pushback [clear of Stand 202A]or [abeam Stand 201A]

6.5 Procedure

PiC (Pilot in Command) will assess the situation when he is ready for push-back.

When the PiC is ready for start up and pushback he shall seek confirmation from the Headset Operator that there is no hazard to his aircraft starting up.

Headset Operator must ensure that the area is clear of any obstruction or FOD risk, including staff, passengers, vehicles, equipment and aircraft, before giving clearance for engine start or pushback.

Pushback clearance must not be requested by PiC until the Headset Operator has confirmed to the PiC that the aircraft and ground crew are ready for Pushback. The Headset Operator will advise the PiC that the ground crew is ready for pushback, so the PiC can request pushback from ATC.

PiC shall then contact Ground Movement Controller (Call-sign: Prishtina Ground) and request Start-up and Pushback, by confirming the call-sign and stand number. PiC may request start up and pushback clearances separately or together at the same time.

Depending from the air traffic situation, Ground Movement Controller may:

- a. Approve start up and pushback clearance at the same time
- b. Approve start up clearance only

On being instructed by Prishtina Ground that pushback is approved, PiC shall co-ordinate with the Headset Operator for the start up and pushback of the aircraft.

Note 1: When pilot requests start up, he might turn on, one engine only or all engines at the same time (in case when not all engines are turned on upon start up request, they may be turned on after the aircraft is positioned aligned parallel with the taxiway Alpha in apron Kilo). PiC will use minimal thrust during push back and taxi.

More than one aircraft may be approved for the push back at the same time.

Ground Movement Controller may limit pushback approval to only one aircraft at the time, based on the traffic flow of arriving aircraft, in order to ensure that the entry/exit taxiways (to and from Apron Kilo) are not blocked from the aircraft on pushback.

The principle: first to come first to serve, is applicable. The first aircraft that has requested start up or pushback shall have priority.

When applying pushback, Ground Movement Controller together with the pushback clearance shall issue the instruction for the Runway in use, example: **“PNA 123, Start up and Pushback approved, facing south, RWY in use 35”**.

Ground Movement Controller follows the movement process (turn) in order to monitor that the aircraft is turning in the right direction and in accordance with given instructions.

Note 2: Due to limited visibility from Tower, in cases when safety could be endangered, if any irregularity is observed, OCC will inform ground controller and pushback operator, to stop the operation. However, it is pushback operator responsibility to ensure safe pushback operation.

For an aircraft that has been cleared for pushback (from Ground Movement Controller) the responsibility of Headset Operator ends when:

- a. The aircraft has been towed into the right direction for taxiway exit,
- b. The pushback tractor has been disconnected and it was confirmed to the pilot,
- c. The aircraft is aligned accordingly on the taxi lane and PiC reports ready for taxi (to the Ground Movement Controller).

Only then Ground Movement Controller takes the responsibility for the aircraft by issuing further taxi instructions. The RTF phraseology to be used in cases of pushback has been adopted from the ATC MANOPS:

...aircraft /ATC

- a) *[(aircraft location)] REQUEST PUSHBACK;
- b) PUSHBACK APPROVED;
- c) STAND BY;
- d) PUSHBACK AT OWN DISCRETION
- e) EXPECT (number) MINUTES DELAY DUE (reason).

* Denotes pilot transmission.

Due to traffic situation or work in progress, near by the aircraft, for operational and safety reasons, Ground Movement Controller may deviate from standard pushback procedure. This deviation will be communicated to the PiC and PiC must ensure that Headset Operator understands completely the deviation.

In order to avoid possible delay that may occur during Low Visibility Procedures, Ground Movement Controller shall ask permission for start up from Approach Controller.

During Low Visibility Procedures, only one aircraft may be cleared for pushback at the time. Once the aircraft is towed, Headset Operator together with the pushback Operator shall position them at a safe distance (marking) from the aircraft and confirm to the PiC that the aircraft is “All-Clear” for taxi.

BKPR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

BKPR AD 2.22 FLIGHT PROCEDURES

1. Air Traffic Operations

1.1 Kosovo Air Navigation Services Agency is tasked with providing all Air Traffic Services for aircraft arriving and departing the aerodrome, within the Pristina CTR/CTA, and along SID/STAR (see BKPR AD 2.17, ENR 3.5 and ENR 2.1).

1.2 Air Traffic Services will be provided to general air traffic in accordance with ICAO Annex 2 and 11, with those portion of PANS-ATM, Doc 4444, applicable to aircraft and with Doc 7030, with the exceptions listed in this AIP.

1.3 VFR/IFR aircraft flying outside Pristina CTR/CTA and SID STAR (BKPR AD 2.17, ENR 3.5 and ENR 2.1) are to remain in VMC at all times and pilots have to remember that they are responsible for terrain clearance and avoiding other aircraft.

1.4 The communication failure procedure is in accordance with standard ICAO practice.

2. ATC Service

2.1 Within Pristina CTR/CTA, Aerodrome and Approach Control Service, are provided according to ICAO Class "D" and "G" airspace classification

3. Approach Procedures

3.1 All aircraft operating at Pristina Airport are encouraged to make an IFR approach following the published STARs and IAPs. However, visual approaches and VFR are permitted.

3.2 Pilots will normally be transferred to Pristina TWR when they report "Localizer established" or "Final approach fix inbound".

3.3 Transition altitude is 10 000 ft referred to Pristina QNH.

3.4 The normal landing datum will be Pristina QNH, QFE will not be available.

4. Missed Approach

4.1 In the event of a balked landing, when visual with the aerodrome, aircraft should join the visual circuits, and contact Pristina Tower.

4.2 In the event of a missed approach, pilots shall follow the published MAP and contact Pristina Approach.

5. Circuits

5.1 Fixed-wing : 3 000 ft on Pristina QNH, ONLY east of the field.

5.2 Helicopter: 2 300 ft on Pristina QNH west of the field.

6. Blace SIDS/STARS

6.1 The use of Blace SIDS/STARS into Pristina is authorised only for KFOR and State aircraft carrying diplomatic clearance from Serbia/Montenegro and air safety zone clearance received from CAOC TJ (see BKPR AD 2.20).

6.All flights inbound /outbound Pristina International Airport must obtain a confirmation for arrival / departure times.

Contact details for Slot Coordination Unit:

Tel: + 383 38 501 502 1170

Email: scheduleprn@limakkosovo.aero

All aircraft must establish positive radio contact with Pristina ATC before entering Kosovo regional airspace.
For further information on this subject see CAOC TJ SPINS at: www.CAOC5.nato.int

BKPR AD 2.23 ADDITIONAL INFORMATION

1. Power is on Main City Network.

Diesel Generators as backup supported by UPS, providing 0 seconds bypass time when the supply changeover takes place.

2. WGS 84 co-ordinates.

3. A vertical single bar, located to the right side, shows an updated information.

4. Landing minima table legend

Aircraft are distinguished in the following “Approach Categories”, to determine the “Landing Minima”:

- | | | |
|----|-------------|--|
| a) | CATEGORY A: | aircraft with speed below 91 kts; |
| b) | CATEGORY B: | aircraft with speed of 91 kts or more, but below 121 kts; |
| c) | CATEGORY C: | aircraft with speed of 121 kts or more, but below 141 kts; |
| d) | CATEGORY D: | aircraft with speed of 141 kts, but below 166 kts; |
| e) | CATEGORY E: | aircraft with speed of 166 kts or more. |

Note 1. - As “speed” is intended the speed at threshold based on 1.3 times stall speed in the landing configuration at maximum certified landing mass.

Note 2. - The displaced minima in the charts show the lowest allowed value that assures the clearance by significant obstacle in the approach and missed approach areas. (OCA/OCH). However, pilots must conform to any other applicable instructions introducing higher limitation, coming from aircraft characteristics or pilots qualification (MDA/MDH(DA/DH)).

Note 3. - Minima for straight-in approach procedures (shown in the Minima Section as “S” - e.g. S-NDB 14) or circling (shown in the minima section as “CIRCLING”) are specified for each “category”. Those cases where no partition line is shown between two or more categories mean that same minima are applied to two or more categories.

BKPR AD 2.24 CHARTS RELATED TO THE AERODROME**WARNING**

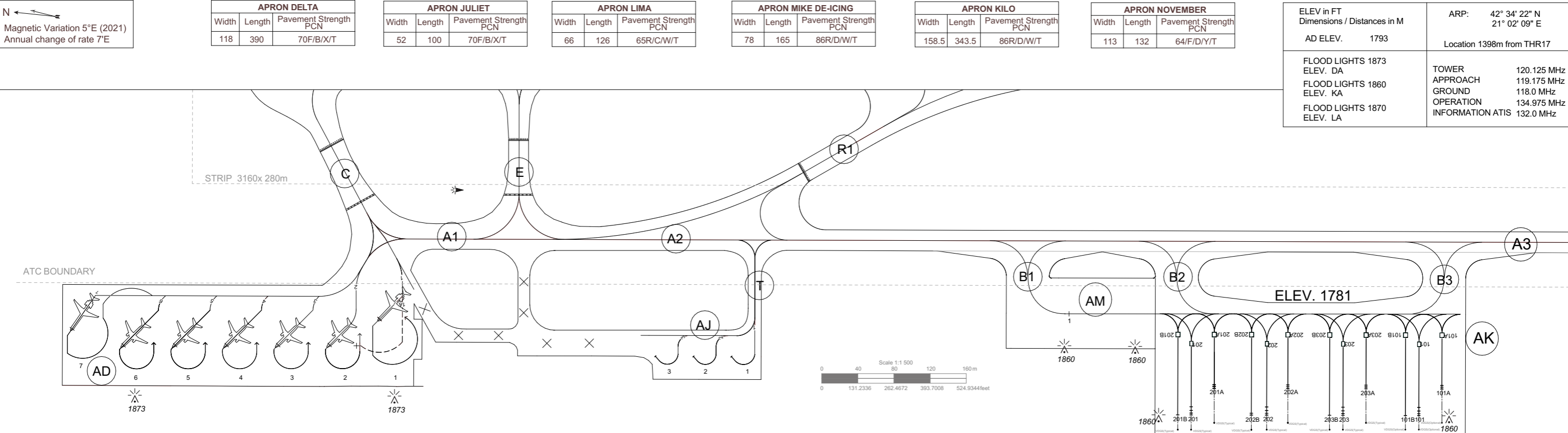
**INSTRUMENT FLIGHT PROCEDURES ARE PRODUCED IN
NON-INTERNATIONAL METRIC UNITS (NON-DI UNITS)**

Aerodrome, Heliport Chart - ICAO	BKPR AD 2.24.1.1-1
Aircraft Parking/Docking Chart - ICAO	BKPR AD 2.24.2.1-1
Airport Ground Movement Chart-ICAO	BKPR AD 2.24.3.1-1
Aerodrome Obstacle Chart - ICAO Type A	BKPR AD 2.24.4.1-1
Aerodrome Obstacle Chart - ICAO Type B	BKPR AD 2.24.4.2-1
Precision Approach Terrain Chart - ICAO	BKPR AD 2.24.5.1-1
Kosovo Airspace	BKPR AD 2.24.6.1-1
Instrument Departure Chart SID SARAX 1A - XAXAN 1A ATC DISCR (RWY 17)	BKPR AD 2.24.7.1-1
Initial Climb 2A (RWY 17) - SIDs SARAX 2A - XAXAN 2A ATC DISCR.	BKPR AD 2.24.7.1-2
Instrument Departure Chart SID SARAX 1B - XAXAN 1B ATC DISCR (RWY 35)	BKPR AD 2.24.7.1-3
Initial Climb 2B (RWY 35) - SIDs SARAX 2B - XAXAN 2B ATC DISCR.	BKPR AD 2.24.7.1-4
Instrument Departure Chart SID BLACE 1A (RWY 17)	BKPR AD 2.24.7.1-5
Initial Climb 2A (RWY 17) - SID BLACE 2A	BKPR AD 2.24.7.1-6
Instrument Departure Chart SID BLACE 1B (RWY 35)	BKPR AD 2.24.7.1-7
Initial Climb 2B (RWY 35) - SID BLACE 2B	BKPR AD 2.24.7.1-8
ATC Surveillance Minimum Altitude Chart	BKPR AD 2.24.8.1-1
STARs XAXAN 17A - XAXAN 17B	BKPR AD 2.24.9.1-1
STARs BLACE 17A - BLACE 17B	BKPR AD 2.24.9.1-2
STARs XAXAN 35A - XAXAN 35B	BKPR AD 2.24.9.1-3
STARs BLACE 35A - BLACE 35B	BKPR AD 2.24.9.1-4
STARs EAST 17A - EAST 17B	BKPR AD 2.24.9.1-5
STARs EAST 35A - EAST 35B	BKPR AD 2.24.9.1-6
STARs BLACE EAST - XAXAN EAST	BKPR AD 2.24.9.1-7
Instrument Approach Chart VOR/DME 17	BKPR AD 2.24.10.1-1
Instrument Approach Chart ILS/DME PRS RWY 17	BKPR AD 2.24.10.1-2
Instrument Approach Chart VOR/DME P RWY 35	BKPR AD 2.24.10.1-3
Instrument Approach Chart VOR/DME S RWY 35	BKPR AD 2.24.10.1-4
Kosovo Restricted Areas	BKPR AD 2.24.13.1-1

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AIRCRAFT PARKING / DOCKING CHART - ICAO

Prishtina Int.Airport - Adem Jashari/ PRISHTINA



TAXIWAYS					
TWY Name	Width M	Length M	Pavement Strength PCN	Surface	Day Marking
Alpha 1	23	100	70F/B/X/T	Asphalt	Center Line Holding Position Side Strips
Alpha 2	23	300	70F/B/X/T		
Alpha 3	23	1750	70F/B/X/T		
Alpha 4	23	100	70F/B/X/T		
Alpha 5	23	576	100F/D/X/T		
Bravo 1	48	52.5	86R/D/W/T	Concrete	
Bravo 2	48	52.5	86R/D/W/T		
Bravo 3	48	52.5	86R/D/W/T		
Charlie	23	200	70F/B/X/T	Asphalt	
Echo	23	185	70F/B/X/T		
Foxtrot	23	175	70F/B/X/T		
Hotel 1	12	156	65F/B/X/T		
Hotel 2	23	50	65F/B/X/T		
Hotel 3	23	50	65F/B/X/T		
Tango	15	90	70F/B/X/T		
Golf	23	172	100F/D/X/T		
R1	23	330	100F/D/X/T		
R2	23	330	100F/D/X/T		

APRON KILO					
INS COORDINATES FOR AIRCRAFT STANDS					DOCKING POSITION
Aircraft Stands	Nr	Latitude NORTH	Longitude EAST	Wingspan Max	Length Max
	101A	42° 34'23.540 " N	21° 01' 53.135" E	36.0 M	45.0 M
	101	42° 34'24.285 " N	21° 01' 51.676" E	65.0 M	80.0 M
	101B	42° 34'24.766 " N	21° 01' 52.627" E	36.0 M	45.0 M
	203A	42° 34'26.255 " N	21° 01' 52.858" E	36.0 M	45.0 M
	203	42° 34'27.000 " N	21° 01' 51.399" E	65.0 M	80.0 M
	203B	42° 34'27.481 " N	21° 01' 51.350" E	36.0 M	45.0 M
	202A	42° 34'29.050 " N	21° 01' 52.573" E	36.0 M	45.0 M
	202	42° 34'29.729 " N	21° 01' 51.121" E	65.0 M	80.0 M
	202B	42° 34'30.276 " N	21° 01' 51.065" E	36.0 M	45.0 M
	201A	42° 34'31.684 " N	21° 01' 52.305" E	36.0 M	45.0 M
	201	42° 34'32.429 " N	21° 01' 50.845" E	65.0 M	80.0 M
	201B	42° 34'32.910 " N	21° 01' 50.796" E	36.0 M	45.0 M

INS for Aircraft Stands / DOCKING POSITION					
APRON	Nr	Latitude NORTH	Longitude EAST	Wingspan Max	Length Max
D	1	42° 35' 01.722" N	21° 01' 52.404" E	36.0 M	45.0 M
	2	42° 35' 03.435" N	21° 01' 50.956" E	36.0 M	45.0M
	3	42° 35' 05.277" N	21° 01' 50.759" E	36.0 M	45.0 M

APRON	Nr	Latitude NORTH	Longitude EAST	Wingspan Max	Length Max
D	4	42° 35' 07.119" N	21° 01' 50.561" E	36.0 M	45.0 M
	5	42° 35' 08.960" N	21° 01' 50.364" E	36.0 M	45.0 M
	6	42° 35' 10.802" N	21° 01' 50.167" E	36.0 M	45.0 M
	7	42° 35' 12.691" N	21° 01' 50.896" E	36.0 M	45.0 M
	1A	42° 35' 02.445" N	21° 01' 51.083" E	65.0 M	80.0 M

APRON	Nr	Latitude NORTH	Longitude EAST	Wingspan Max	Length Max
J	1	42° 34' 49.024" N	21° 01' 51.923" E	23.0 M	19.0 M
	2	42° 34' 50.392" N	21° 01' 51.784" E	23.0 M	19.0 M
	3	42° 34' 51.755" N	21° 01' 51.650" E	23.0 M	19.0 M

LEGEND:

ATC BOUNDARY

RUNWAY STRIP

■

BUILDINGS

—

APRON, TAXIWAY, ROAD

—

TAXI GUIDANCE LINES

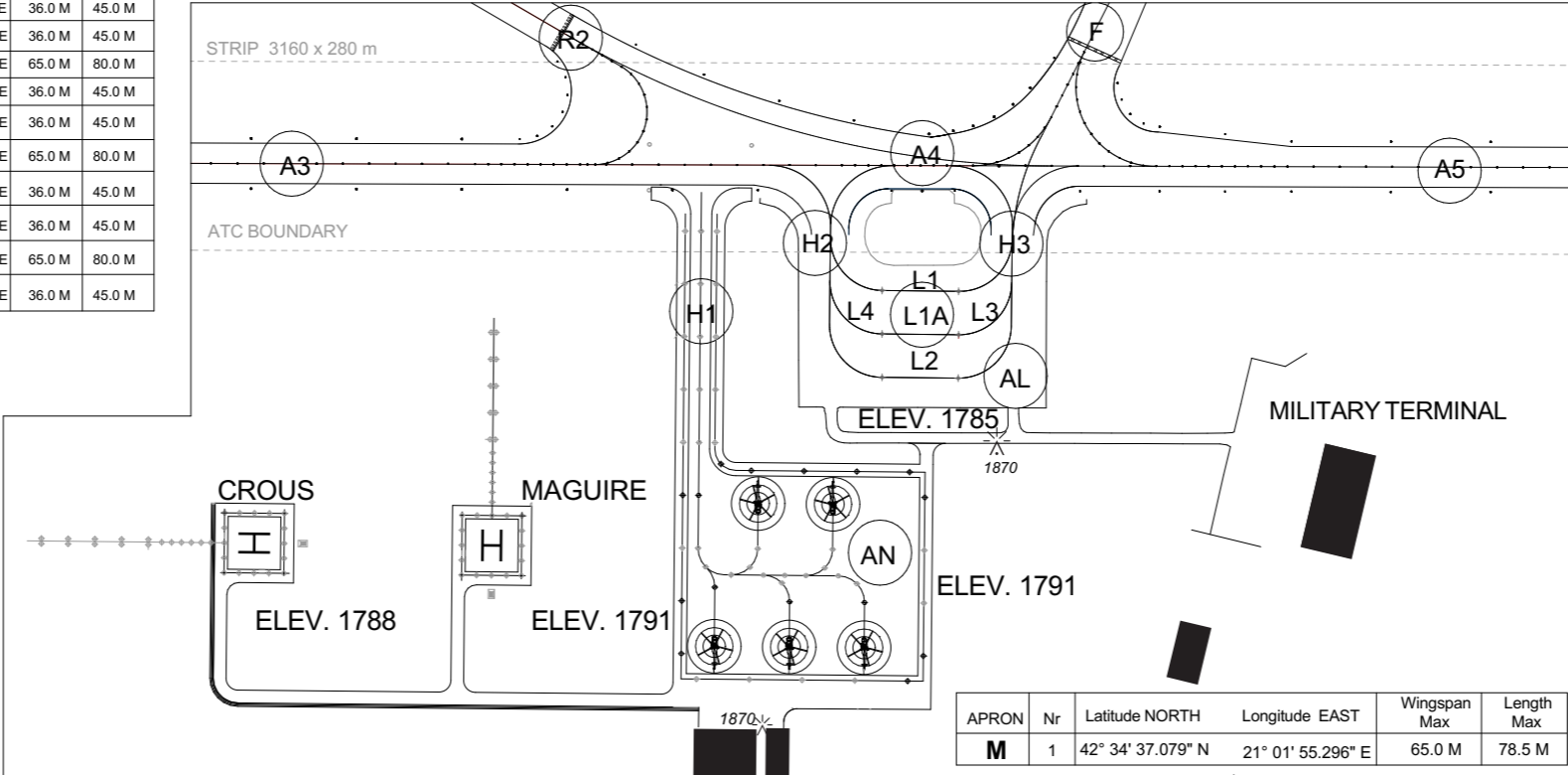
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LIGHTS

⚡

LIGHTED OBSTACLE

CLEARANCE DISTANCES ON AIRCRAFT STANDS		
DELTA APRON: - STAND 1,2,3,4,5,6,7 - STAND 1A	CODE A,B,C CODE E	
JULIET APRON: - STAND 1,2,3	CODE A,B	
LIMA APRON: - STAND L1,L2 - STAND L1A,L3,L4	CODE C CODE D,E	
KILO APRON: - STAND 101A,101B,201A,201B 202A,202B,203A,203B - STAND 101,201,202,203	CODE C CODE D,E	



INS for Aircraft Stands / DOCKING POSITION					
APRON	Nr	Latitude NORTH	Longitude EAST	Wingspan Max	Length Max
L NORTH	L1	42° 33' 50.764" N	21° 02' 00.282" E	42.0 M	45.1 M
	L1A	42° 33' 50.654" N	21° 01' 58.337" E	65.0 M	80.0 M
	L2	42° 33' 50.808" N	21° 01' 59.330" E	42.0 M	45.1 M
	L3, L4	42° 33' 50.654" N	21° 01' 58.337" E	35.0 M	43.0 M
OR					
L SOUTH	L1	42° 33' 49.837" N	21° 02' 00.379" E	42.0 M	45.1 M
	L1A	42° 33' 49.687" N	21° 01' 59.449" E	65.0 M	80.0 M
	L2	42° 33' 49.727" N	21° 01' 58.431" E	42.0 M	45.1 M
	L3, L4	42° 33' 50.654" N	21° 01' 58.337" E	35.0 M	43.0 M

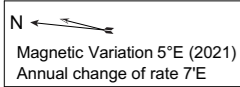
APRON	Nr	Latitude NORTH	Longitude EAST	Wingspan Max	Length Max
M	1	42° 34' 37.079" N	21° 01' 55.296" E	65.0 M	78.5 M

AERODROME GROUND MOVEMENT CHART- ICAO

Prishtina Int.Airport - Adem Jashari/ PRISHTINA

ALTITUDES, ELEVATIONS AND
HEIGHTS IN FEET
DISTANCES IN METERS

LEGEND: See GEN 2.3



TAXIWAYS					Surface	Day Marking
TWY Name	Width M	Length M	Pavement Strength PCN			
Alpha 1	23	100	70/F/B/X/T	Asphalt	Center Line Holding Position Side Strips	
Alpha 2	23	300	70/F/B/X/T			
Alpha 3	23	1750	70/F/B/X/T			
Alpha 4	23	100	70/F/B/X/T			
Alpha 5	23	576	100/F/D/X/T			
Bravo 1	48	52.5	86/R/D/W/T	Concrete		
Bravo 2	48	52.5	86/R/D/W/T			
Bravo 3	48	52.5	86/R/D/W/T			
Charlie	23	200	70/F/B/X/T	Asphalt		
Echo	23	185	70/F/B/X/T			
Foxtrot	23	175	70/F/B/X/T			
Hotel 1	12	156	65/F/B/X/T			
Hotel 2	23	50	65/F/B/X/T			
Hotel 3	23	50	65/F/B/X/T			
Tango	15	90	70/F/B/X/T			
Golf	23	172	100/F/D/X/T			
R1	23	330	100/F/D/X/T			
R2	23	330	100/F/D/X/T			

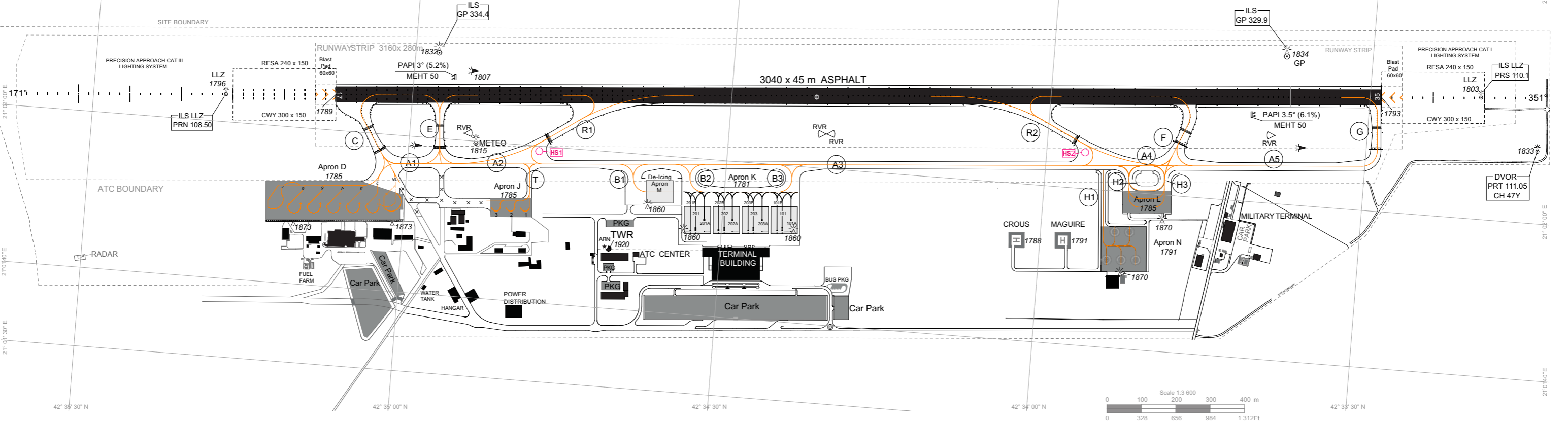
APRON KILO					
INS COORDINATES FOR AIRCRAFT STANDS				DOCKING POSITION	
Nr	Latitude NORTH	Longitude EAST	Wingspan Max	Length Max	
101A	42° 34'23.540" N	21° 01' 53.135" E	36.0 M	45.0 M	
101	42° 34'24.285" N	21° 01' 51.676" E	65.0 M	80.0 M	
101B	42° 34'24.766" N	21° 01' 52.627" E	36.0 M	45.0 M	
203A	42° 34'26.255" N	21° 01' 52.858" E	36.0 M	45.0 M	
203	42° 34'27.000" N	21° 01' 51.399" E	65.0 M	80.0 M	
203B	42° 34'27.481" N	21° 01' 51.350" E	36.0 M	45.0 M	
202A	42° 34'29.050" N	21° 01' 52.573" E	36.0 M	45.0 M	
202	42° 34'29.729" N	21° 01' 51.121" E	65.0 M	80.0 M	
202B	42° 34'30.276" N	21° 01' 51.065" E	36.0 M	45.0 M	
201A	42° 34'31.684" N	21° 01' 52.305" E	36.0 M	45.0 M	
201	42° 34'32.429" N	21° 01' 50.845" E	65.0 M	80.0 M	
201B	42° 34'32.910" N	21° 01' 50.796" E	36.0 M	45.0 M	

APRON LIMA			APRON KILO			APRON NOVEMBER		
Width	Length	Pavement Strength PCN	Width	Length	Pavement Strength PCN	Width	Length	Pavement Strength PCN
66	126	65R/C/W/T	158.5	343.5	86R/D/W/T	113	132	64/F/D/Y/T
APRON MIKE DE-ICING			APRON JULIET			APRON DELTA		
Width	Length	Pavement Strength PCN	Width	Length	Pavement Strength PCN	Width	Length	Pavement Strength PCN
78	165	86R/D/W/T	52	100	70F/B/X/T	118	390	70F/B/X/T

LANDING FROM RWY 17 / HEADING APRON		LANDING FROM RWY 35 / HEADING APRON	
DELTA	F-A4-A3-A2-A1-APRON D G-A5-A4-A3-A2-A1-APRON D R2-A3-A2-A1-APRON D	DELTA	C-APRON D E-A1-APRON D R1-A2-A1-APRON D
JULIET	F-A4-A3-T-APRON J G-A5-A4-A3-T-APRON J R2-A3-T-APRON J	JULIET	C-A1-A2-T-APRON J E-A2-T-APRON J R1-T-APRON J
KILO	F-A4-A3-B3-APRON K F-A4-A3-B2-APRON K G-A5-A4-A3-B3-APRON K G-A5-A4-A3-B2-APRON K R2-A3-B3-APRON K R2-A3-B2-APRON K	KILO	C-A1-A2-A3-B2-APRON K C-A1-A2-A3-B3-APRON K E-A2-A3-B2-APRON K E-A2-A3-B3-APRON K R1-A2-A3-B2-APRON K R1-A2-A3-B3-APRON K
LIMA	F-A4-H2-APRON L F-A4-H3-APRON L G-A5-A4-H2-APRON L G-A5-H3-APRON L R2-A4-H2-APRON L R2-A4-H3-APRON L	LIMA	C-A1-A2-A3-H2-APRON L C-A1-A2-A3-A4-H3-APRON L E-A2-A3-H2-APRON L E-A2-A3-A4-H3-APRON L R1-A2-A3-H2-APRON L R1-A2-A3-A4-H3-APRON L
MIKE	F-A4-A3-B2-APRON M G-A5-A4-A3-B2-APRON M R2-A3-B2-APRON M	MIKE	E-A2-A3-B2-APRON M C-A1-A2-A3-B2-APRON M R1-A3-B2-APRON M
NOVEMBER	F-A4-H1-APRON N G-A5-A4-H1-APRON N R2-H1-APRON N	NOVEMBER	C-A1-A2-A3-H1-APRON N E-A2-A3-H1-APRON N R1-A2-A3-H1-APRON N

TAKE-OFF FROM RWY 17 / LEAVING APRON		TAKE-OFF FROM RWY 35 / LEAVING APRON	
DELTA	C-RWY	DELTA	A1-A2-A3-A4-F-RWY A1-A2-A3-A4-A5-G-RWY
JULIET	T-A2-E-RWY T-A2-A1-C-RWY	JULIET	T-A2-A3-A4-F-RWY T-A2-A3-A4-A5-G-RWY
KILO	B2-A3-A2-A1-C-RWY B3-A3-A2-A1-C-RWY B2-A3-A2-E-RWY B3-A3-A2-E-RWY	KILO	B2-A3-A4-F-RWY B2-A3-A4-A5-G-RWY B3-A3-A4-F-RWY B3-A3-A4-A5-G-RWY
LIMA	H2-A3-A2-A1-C-RWY H3-A4-A3-A2-A1-C-RWY H2-A3-A2-E-RWY H3-A4-A3-A2-E-RWY	LIMA	H2-A4-F-RWY H3-F-RWY H2-A4-A5-G-RWY H3-A5-G-RWY
MIKE	B1-A3-A2-A1-C-RWY B1-A3-A2-E-RWY	MIKE	B1-A3-A4-A5-G-RWY B1-A3-A4-F-RWY
NOVEMBER	H1-A3-A2-A1-C-RWY H1-A3-A2-E-RWY	NOVEMBER	H1-A4-A5-G-RWY H1-A4-F-RWY

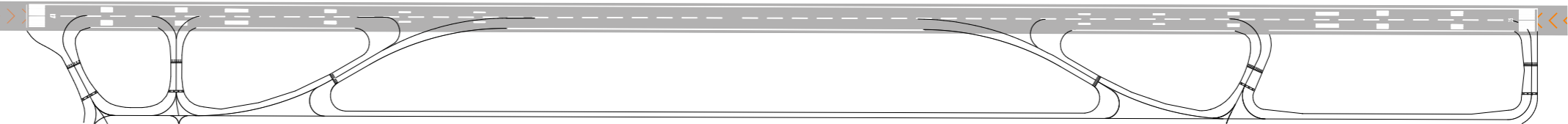
TOWER	120.125 MHz	FLOOD LIGHTS	1873	CLEARANCE DISTANCES ON AIRCRAFT STANDS	
APPROACH	119.175 MHz	ELEV. DA			
GROUND	118.0 MHz	FLOOD LIGHTS	1860	DELTA APRON:	CODE A,B,C
OPERATION	134.975 MHz	ELEV. KA		- STAND 1,2,3,4,5,6,7	
INFORMATION ATIS	132.0 MHz	FLOOD LIGHTS	1870	- STAND 1A	
		ELEV. LA		JULIET APRON:	CODE A,B
				- STAND 1,2,3	
				LIMA APRON:	CODE C
				- STAND L1,L2	
				- STAND L1A,L3,L4	CODE D,E
				KILO APRON:	CODE C
				- STAND	
				101A,101B,201A,201B	
				202A,202B,203A,203B	
				- STAND	CODE D,E
				101,201,202,203	



MARKING AIDS RWY 17/35 AND EXIT TWY

INS for Aircraft Stands / DOCKING POSITION

APRON	Nr	Latitude NORTH	Longitude EAST	Wingspan Max	Length Max
D	1	42° 35' 01.832" N	21° 01' 51.925" E	36.0 M	45.0 M
	2	42° 35' 03.600" N	21° 01' 50.843" E	36.0 M	45.0 M
	3	42° 35' 05.364" N	21° 01' 50.673" E	36.0 M	45.0 M
	4	42° 35' 07.126" N	21° 01' 50.501" E	36.0 M	45.0 M
	5	42° 35' 08.892" N	21° 01' 50.326" E	36.0 M	45.0 M
	6	42° 35' 10.655" N	21° 01' 50.151" E	36.0 M	45.0 M
1A	7	42° 35' 12.691" N	21° 01' 50.896" E	36.0 M	45.0 M
	1A	42° 35' 02.445" N	21° 01' 51.083" E	65.0 M	80.0 M



APRON	Nr	Latitude NORTH	Longitude EAST	Wingspan Max	Length Max
M	1	42° 34' 37.079" N	21° 01' 55.296" E	65.0 M	78.5 M

APRON	Nr	Latitude NORTH	Longitude EAST	Wingspan Max	Length Max
J	1	42° 34' 49.024" N	21° 01' 51.923" E	23.0 M	19.0 M
	2	42° 34' 50.392" N	21° 01' 51.784" E	23.0 M	19.0 M
	3	42° 34' 51.755" N	21° 01' 51.650" E	23.0 M	19.0 M

APRON	Nr	Latitude NORTH	Longitude EAST	Wingspan Max	Length Max
L NORTH	L1	42° 33' 49.837" N	21° 02' 00.379" E	42.0 M	45.1 M
	L1A	42° 33' 50.654" N	21° 01' 58.337" E	65.0 M	80.0 M
	L2	42° 33' 50.808" N	21° 01' 59.330" E	42.0 M	45.1 M
	L3, L4	42° 33' 50.654" N	21° 01' 58.337" E	35.0 M	43.0 M

INS for Aircraft Stands / DOCKING POSITION

L SOUTH	L1	42° 33' 49.837" N	21° 02' 00.379" E	42.0 M	45.1 M
	L1A	42° 33' 49.687" N	21° 01' 59.449" E	65.0 M	80.0 M
	L2	42° 33' 49.727" N	21° 01' 58.431" E	42.0 M	45.1 M
	L3,L4	42° 33' 49.687" N	21° 01' 59.449" E	35.0 M	43.0 M

AERODROME OBSTACLES CHART - ICAO Type A (Operating Limitations)

KOSOVO PRISHTINA
RWY 17

MAGNETIC VARIATION 5°E (2021)
ANNUAL RATE OF CHANGE 7" E

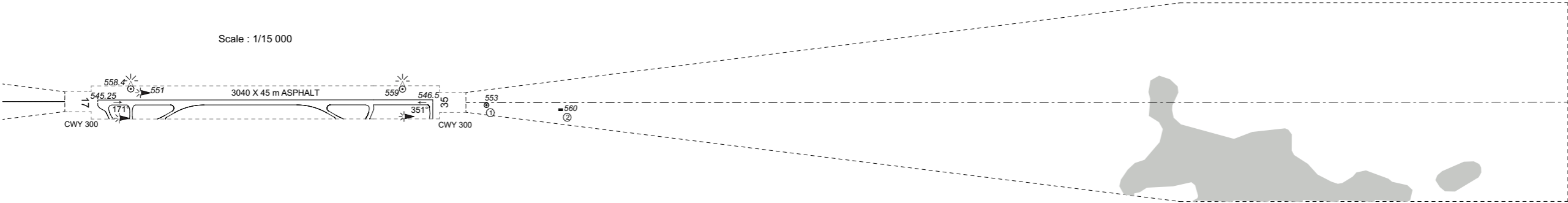
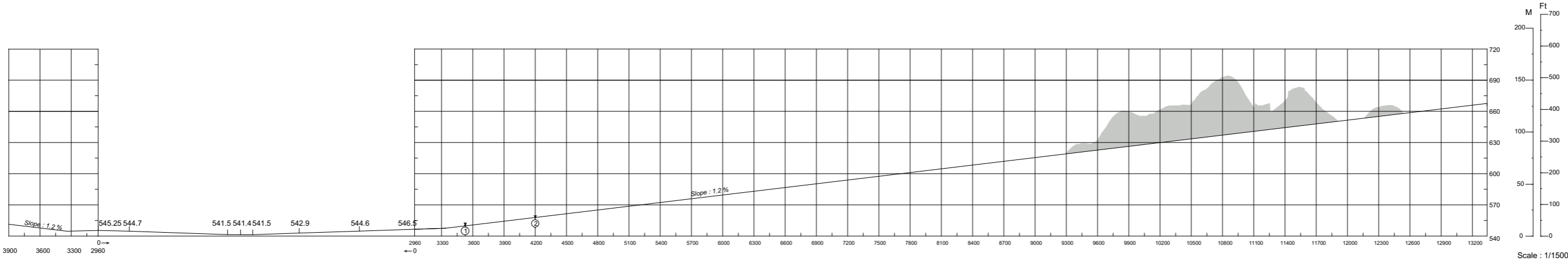
Obstacle survey : 2019

DIMENSIONS AND ELEVATIONS IN METERS.
ELEVATIONS ACCORDING TO MEAN SEA LEVEL.
WGS-84 COORDINATES SYSTEM-TRANSVERSE MERCATOR PROJECTION.

AMENDMENT RECORD		
N°	DATE	ENTERED BY

DECLARED DISTANCES		
RWY 17		
3040	TORA	TAKE OFF RUN AVAILABLE
3340	TODA	TAKE OFF DISTANCE AVAILABLE
3040	ASDA	ACCELERATE STOP DISTANCE AVAILABLE
3040	LDA	LANDING DISTANCE AVAILABLE

LEGEND FOR AERONAUTICAL INFORMATION		
PENETRATING OBSTACLES	ANTENNA, TOWER, MAST, POLE, SPIRE or CRANE	⊙
	BUILDING , MOSQUE	■ ♂
	TREE, VEGETATION	* Ⓔ
PENETRATING TERRAIN		■
IDENTIFICATION NUMBER		①



The horizontal dimensions and elevations of the runway, stopway and clearway are determined to the nearest 0.5m (1ft).
Accuracy of horizontal distances: 5 m (15 ft) at point of origin increasing at a rate of 1 per 500.
Accuracy of vertical distances: 0.5 m (1.5 ft) in the first 300 m (1000 ft) and increasing at a rate of 1 per 1 000.

MAGNETIC VARIATION 5°E (2021)
ANNUAL RATE OF CHANGE 7" E

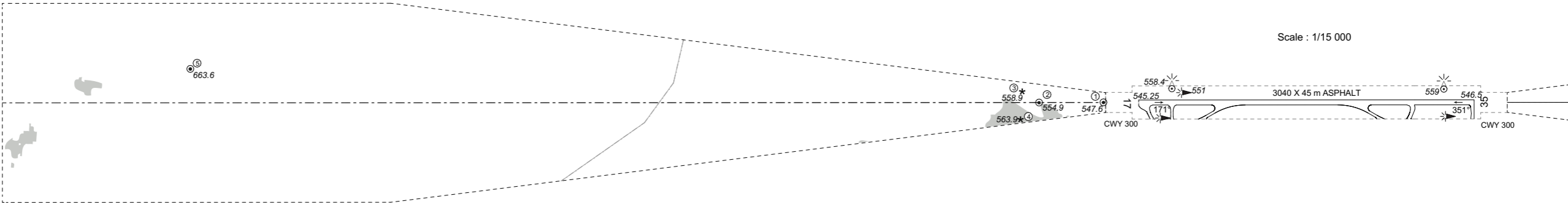
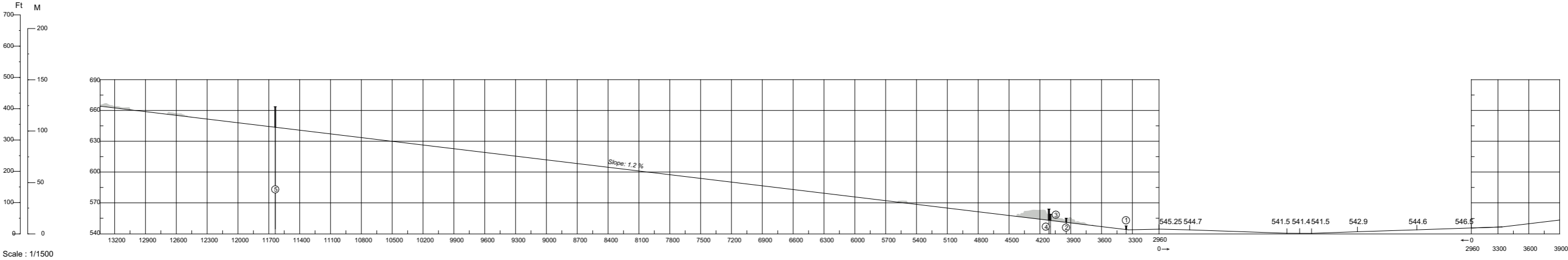
Obstacle survey : 2019

DIMENSIONS AND ELEVATIONS IN METERS.
ELEVATIONS ACCORDING TO MEAN SEA LEVEL.
WGS-84 COORDINATES SYSTEM-TRANSVERSE MERCATOR PROJECTION.

AMENDMENT RECORD		
N°	DATE	ENTERED BY

DECLARED DISTANCES		
RWY 35		
TAKE OFF RUN AVAILABLE	TORA	3040
TAKE OFF DISTANCE AVAILABLE	TODA	3340
ACCELERATE STOP DISTANCE AVAILABLE	ASDA	3040
LANDING DISTANCE AVAILABLE	LDA	3040

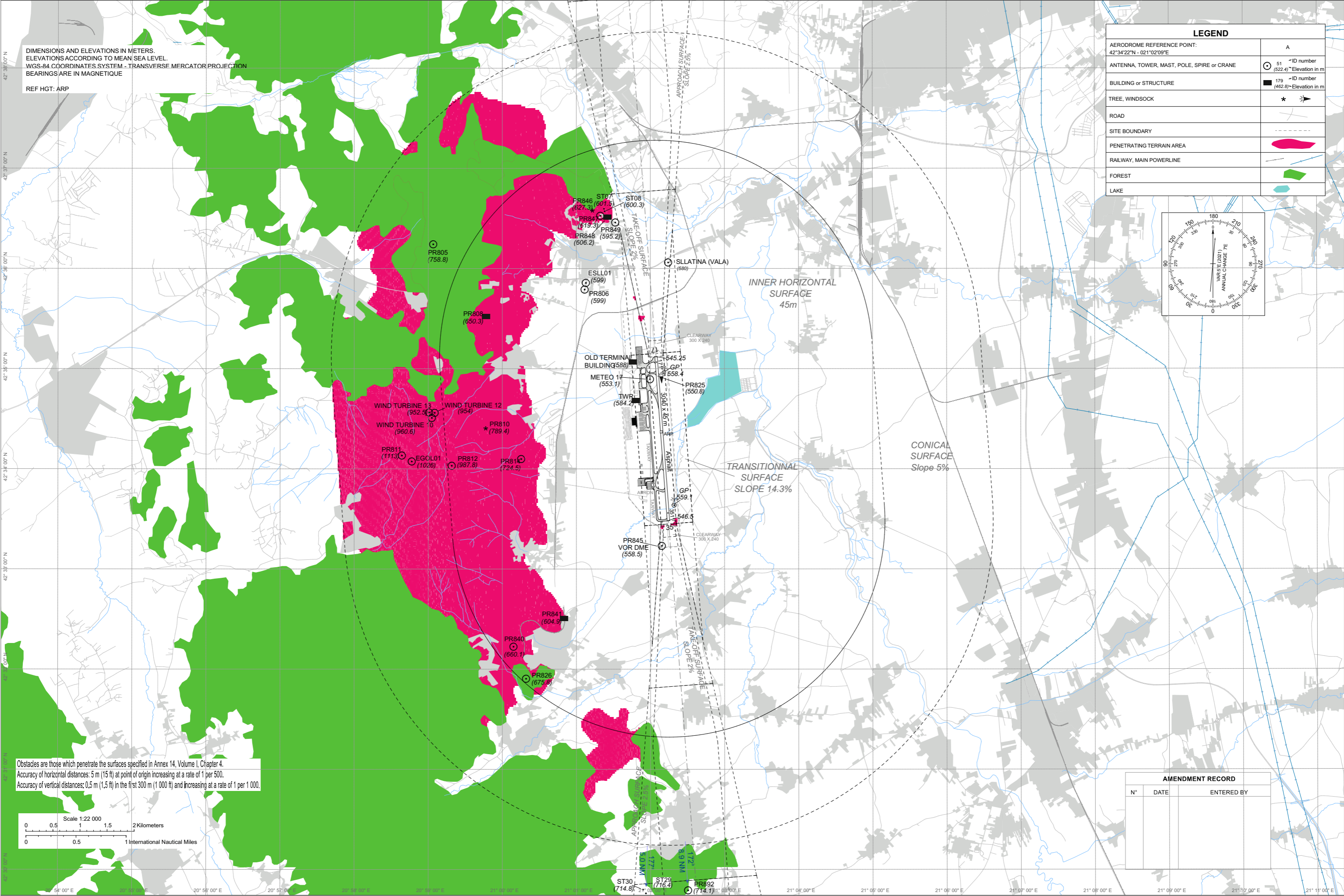
LEGEND FOR AERONAUTICAL INFORMATION		
PENETRATING OBSTACLES	ANTENNA, TOWER, MAST, POLE, SPIRE or CRANE	⊙
	BUILDING , MOSQUE	■ ♂
	TREE, VEGETATION	* Ⓔ
RAILROAD		—
PENETRATING TERRAIN		■
IDENTIFICATION NUMBER		①



The horizontal dimensions and elevations of the runway, stopway and clearway are determined to the nearest 0.5m (1ft).
Accuracy of horizontal distances: 5 m (15 ft) at point of origin increasing at a rate of 1 per 500.
Accuracy of vertical distances: 0.5 m (1.5 ft) in the first 300 m (1000 ft) and increasing at a rate of 1 per 1 000.

AERODROME OBSTACLES CHART - ICAO
TYPE B

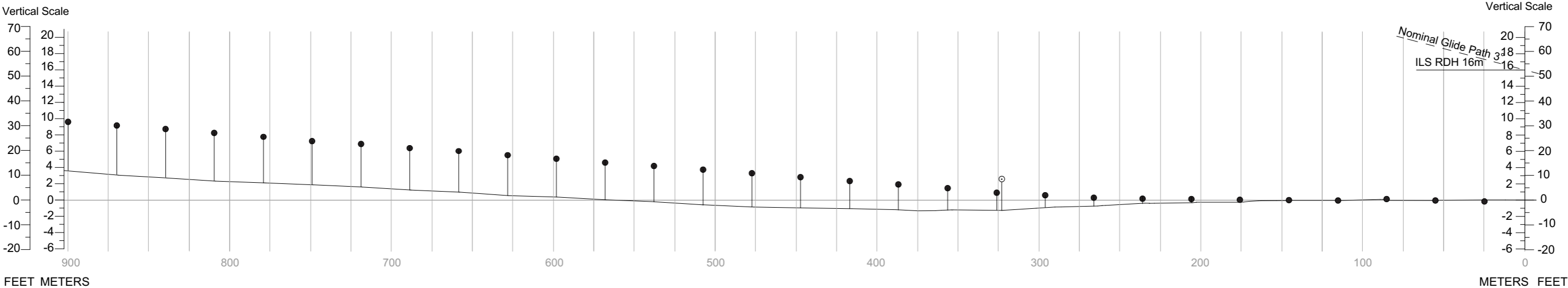
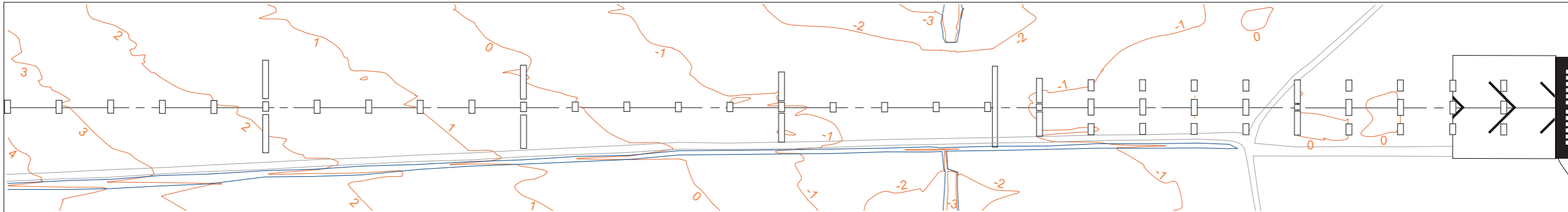
Prishtina Int.Airport - Adem Jashari / PRISHTINA



PRECISION APPROACH CHART- ICAO

DISTANCES AND HEIGHT IN METERS
HORIZONTAL SCALE 1 : 2 500
VERTICAL SCALE 1 : 500

Magnetic Variation 5°E (2021)
Annual change of rate 7" E



CONTOURS AND HEIGHTS ARE RELATED
TO ELEVATION OF RWYTHR.
ORDER OF ACCURACY
HORIZONTAL 0.01 METERS
VERTICAL 0.01 METERS

AMENDMENT RECORD		
No.	DATE	ENTERED BY

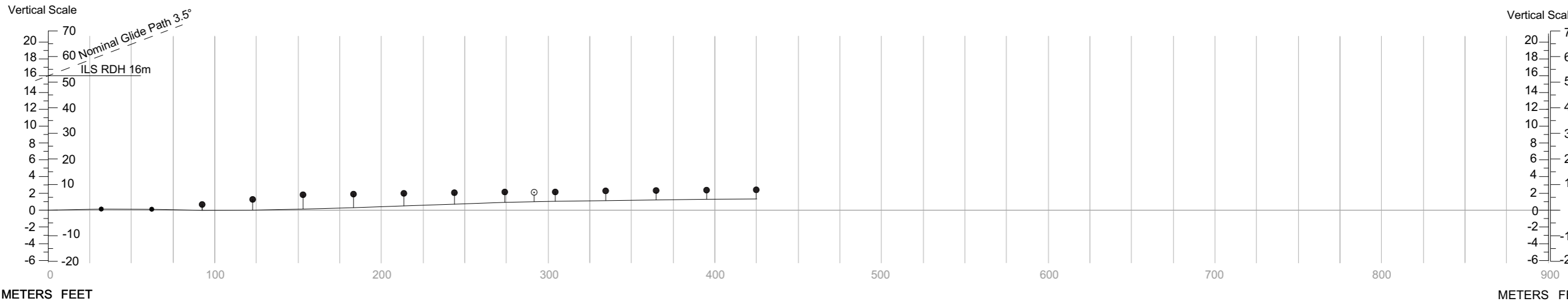
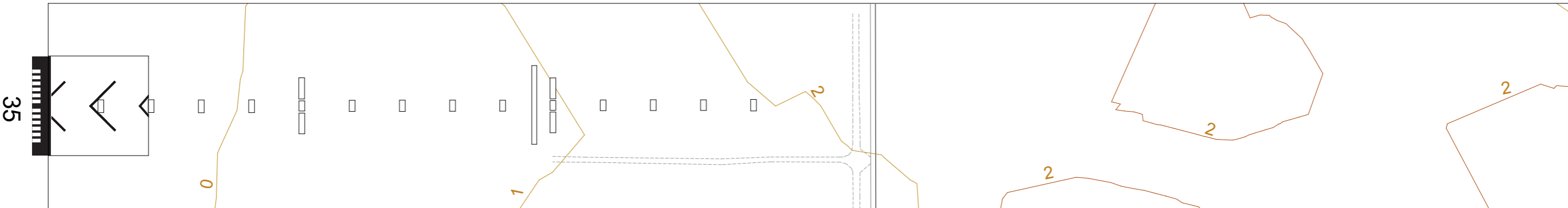
LEGEND	
APCH LIGHT IN PLAN	□
APCH LIGHT IN PROFILE, ANTENNA	● ○
CONTOUR	—
CENTER LINE PROFILE	—
ROAD	—
DRAIN	—

PRECISION APPROACH CHART- ICAO

PRISHTINA (BKPR)
PATC RWY 35

DISTANCES AND HEIGHT IN METERS
HORIZONTAL SCALE 1 : 2 500
VERTICAL SCALE 1 : 500

Magnetic Variation 5°E (2021)
Annual change of rate 7' E



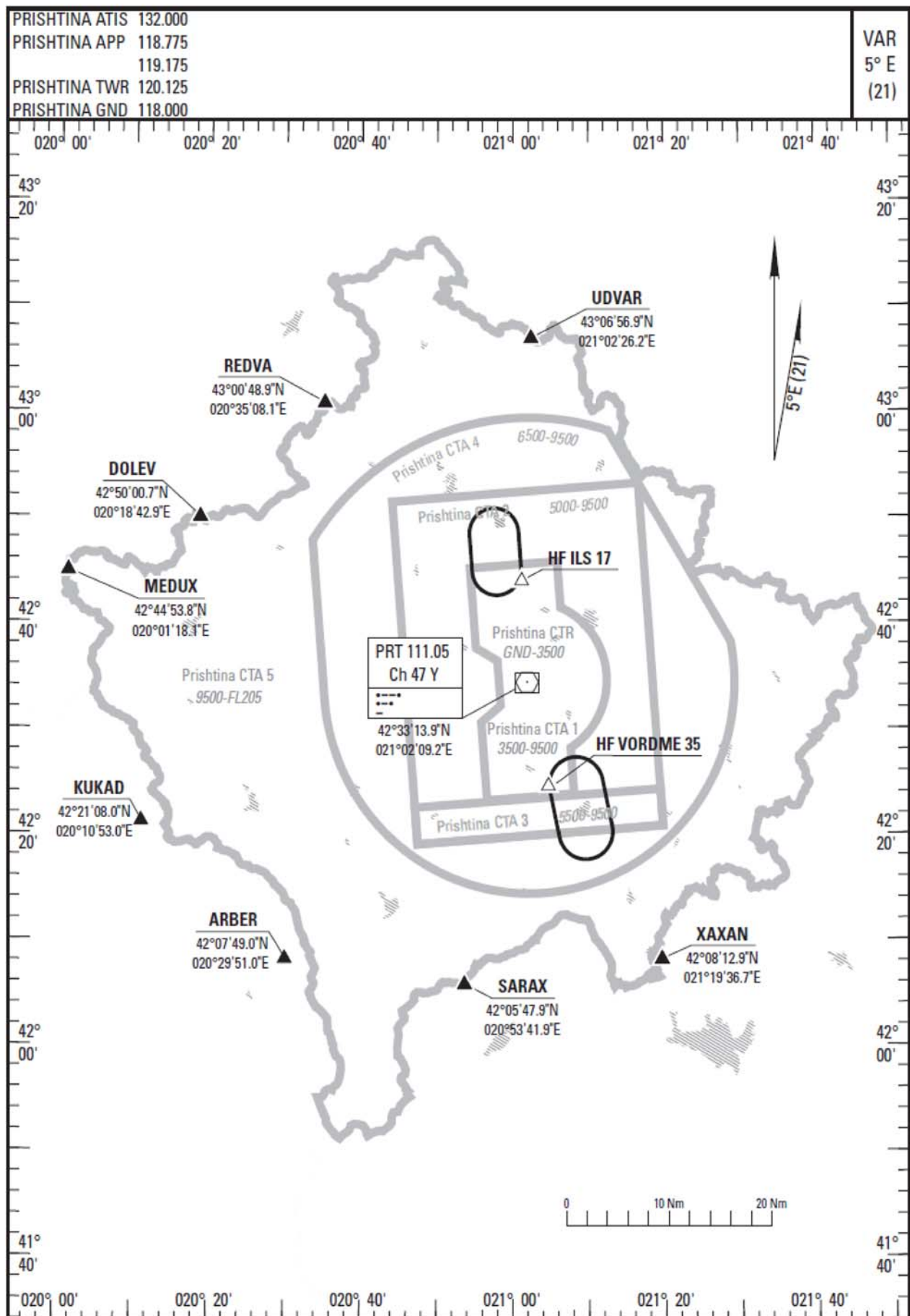
CONTOURS AND HEIGHTS ARE RELATED
TO ELEVATION OF RWYTHR.
ORDER OF ACCURACY
HORIZONTAL 0.01 METERS
VERTICAL 0.01 METERS

AMENDMENT RECORD		
No.	DATE	ENTERED BY

LEGEND	
APCH LIGHT IN PLAN	
APCH LIGHT IN PROFILE, ANTENNA	
CONTOUR	
CENTER LINE PROFILE	
ROAD	
DRAIN	

AREA CHART - ICAO

KOSOVO AIRSPACE



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STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

AD ELEV 1793

PRISHTINA(BKPR)
SID CONV RWY 17
KUKAD 1B, SARAX 1B, UDVAR 1B

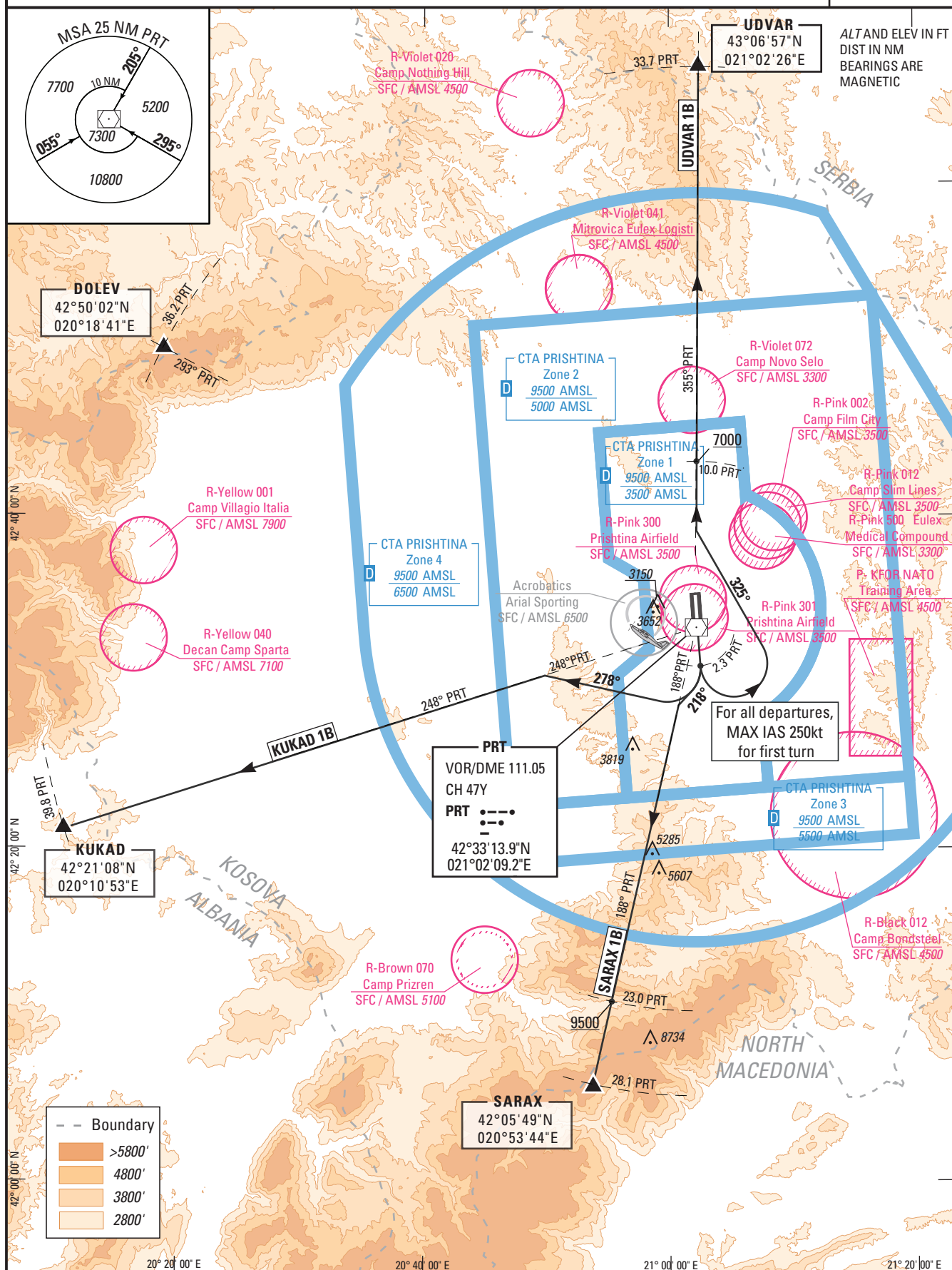
APP 119.175 / 118.775 / 246.100

TWR 120.125 / 122.100 / 315.075 / 244.825

HIGH PERFORMANCE
AIRCRAFT DEPARTURE

TRANSITION ALT 13000

VAR 5° E (21)



**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) TEXT- ICAO**

**PRISHTINA(BKPR)
SID CONV RWY 17**
KUKAD 1B, SARAX 1B, UDVAR 1B

DEPARTURE TEXTS

HIGH PERFORMANCE
AIRCRAFT DEPARTURE

KUKAD 1B:

Climb on runway heading. At **2.3NM DME PRT**, turn right **MT 278° (MAX IAS 250kt)** to intercept and follow **RDL 248° PRT (MT 248°)** until KUKAD.

Minimum Climb Gradient 4.8% up to 4200ft then 3.3%

ATS climb gradient: 6.6% up to FL140, due to PRT VOR/DME coverage. Advise ATC if unable to comply the ATS climb gradient.

SARAX 1B:

Climb on runway heading. At **2.3NM DME PRT**, turn right **MT 218° (MAX IAS 250kt)** to intercept and follow **RDL 188° PRT (MT 188°)** until SARAX.

Minimum Climb Gradient 5.2% up to 9500ft then 3.3%

UDVAR 1B:

Climb **(1)** on runway heading. At **2.3NM DME PRT**, turn left **MT 325° (MAX IAS 250kt)**, to intercept and follow **RDL 355° PRT (MT 355°)** until UDVAR.

ATS slope 4.0% up to 7000ft.

(1): Disregard Antenna (VOR/DME) 154m after the DER, 156m on the right of the axis, **1833ft (Alt.)**

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) TEXT- ICAO

PRISHTINA(BKPR)
SID CONV RWY 17
KUKAD 1C, SARAX 1C, UDVAR 1C

DEPARTURE TEXTS

LOW PERFORMANCE
AIRCRAFT DEPARTURE

KUKAD 1C:

Climb **(1)** on runway heading. At **4.0NM DME PRT**, turn left **(MAX IAS 230kt)** direct to **PRT** then follow **RDL 248° PRT (MT 248°)** until KUKAD.

Minimum Climb Gradient 4.4% up to 4100ft then 3.3%

ATS climb gradient: 4.4% up to FL140, due to PRT VOR/DME coverage. Advise ATC if unable to comply the ATS climb gradient.

SARAX 1C:

Climb on runway heading. At **4.0NM DME PRT**, turn left **(MAX IAS 230kt)** direct to **PRT** then follow **RDL 217° PRT (MT 217°)**. At **11.7NM PRT**, turn left to intercept and follow **DME arc 16.0NM PRT** up to intercept **RDL 200° PRT**, then turn right to intercept and follow **RDL 188° PRT (MT 188°)** until SARAX **(MAX IAS 250kt)**.

Minimum Climb Gradient 4.8% up to 9600ft then 3.3%

UDVAR 1C:

Climb **(1)** on runway heading. At **4.0NM DME PRT**, turn left **MT 325° (MAX IAS 250kt)**, to intercept and follow **RDL 355° PRT (MT 355°)** until UDVAR.

(1): Disregard Antenna (VOR/DME) 154m after the DER, 156m on the right of the axis, **1833ft (Alt.)**

STANDARD DEPARTURE CHART-

AD ELEV 1793

PRISHTINA(BKPR)

SID CONV RWY 35

INSTRUMENT (SID) - ICAO

UDVAR 1E, KUKAD 1E, SARAX 1E

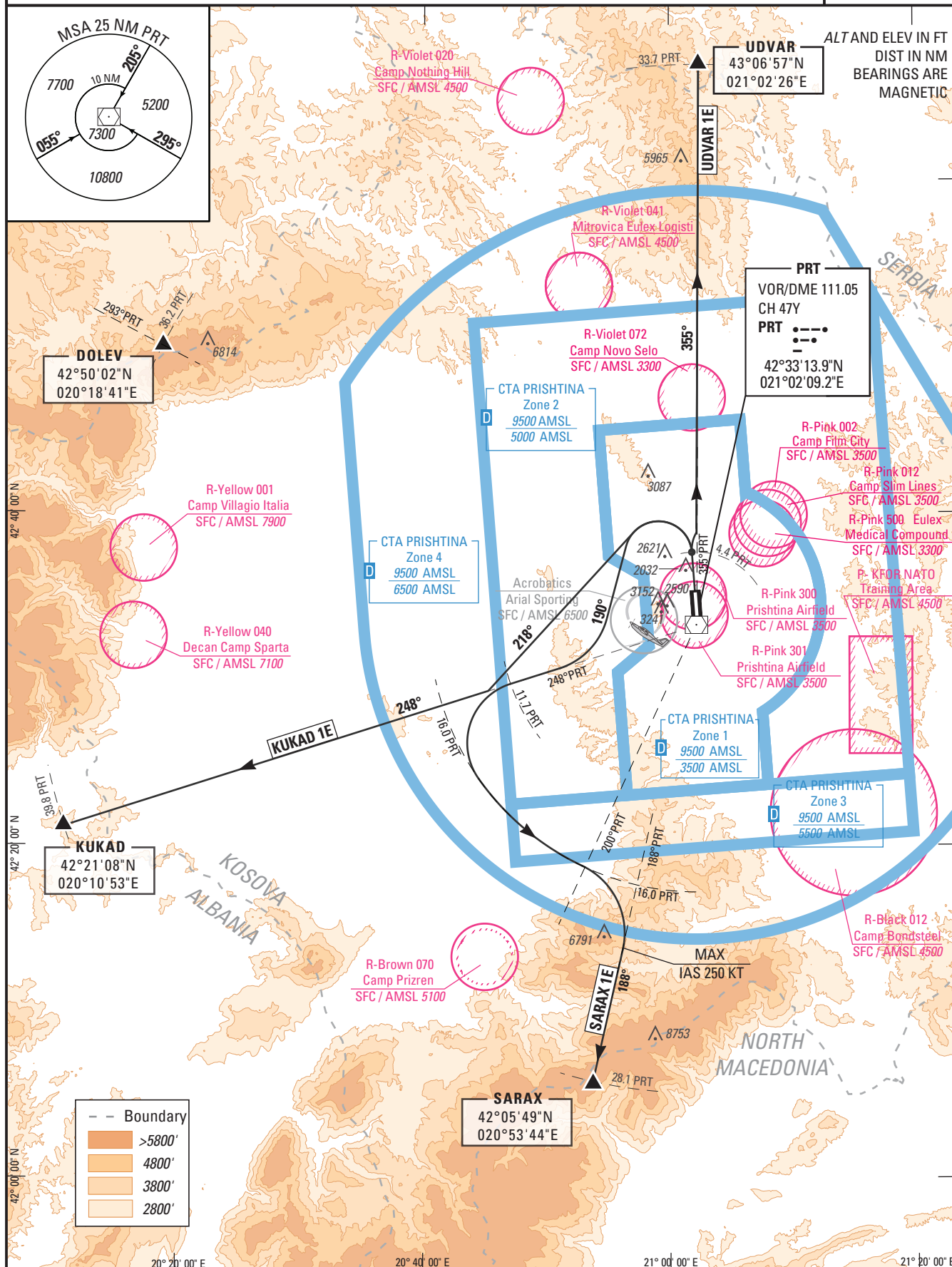
APP 119.175 / 118.775 / 246.100

TWR 120.125 / 122.100 / 315.075 / 244.825

HIGH PERFORMANCE
AIRCRAFT DEPARTURE

TRANSITION ALT 13000

VAR 5° E (21)



**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) TEXT- ICAO**

PRISHTINA(BKPR)
SID CONV RWY 35
KUKAD 1E, SARAX 1E, UDVAR 1E

DEPARTURE TEXTS

HIGH PERFORMANCE
AIRCRAFT DEPARTURE

KUKAD1E:

Climb on runway heading. At **4.4 NM DME PRT**, turn **left MT 218° (MAX IAS 250kt)** to intercept and follow **RDL 248° PRT (MT 248°)** until **KUKAD**.

Minimum Climb Gradient 6.3% up to 4000ft then 3.3%

ATS climb gradient: 6.3% up to 10500ft, due to PRT VOR/DME coverage. Advise ATC if unable to comply the ATS climb gradient.

SARAX1E:

Climb on runway heading. At **4.4 NM DME PRT**, turn **left MT 190°** to intercept and follow **RDL 248° PRT (MT 248°)**. At **11.7 NM PRT**, turn **left** to intercept and follow **DME arc 16.0 NM PRT** up to intercept **RDL 200° PRT**, then turn **right** to intercept and follow **RDL 188° PRT (MT 188°) (MAX IAS 250kt)** until **SARAX**.

Minimum Climb Gradient 6.3% up to 4200ft then 3.3%

UDVAR1E:

Climb on runway heading. At **4.4 NM DME PRT**, turn **right** to intercept and follow **RDL 355° PRT (MT 355°)**, until **UDVAR**.

Minimum Climb Gradient 3.5% up to 5900ft then 3.3%

**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO**

AD ELEV 1793

PRISHTINA(BKPR)**SID CONV RWY 35**

KUKAD 1F, UDVAR 1F, SARAX 1F

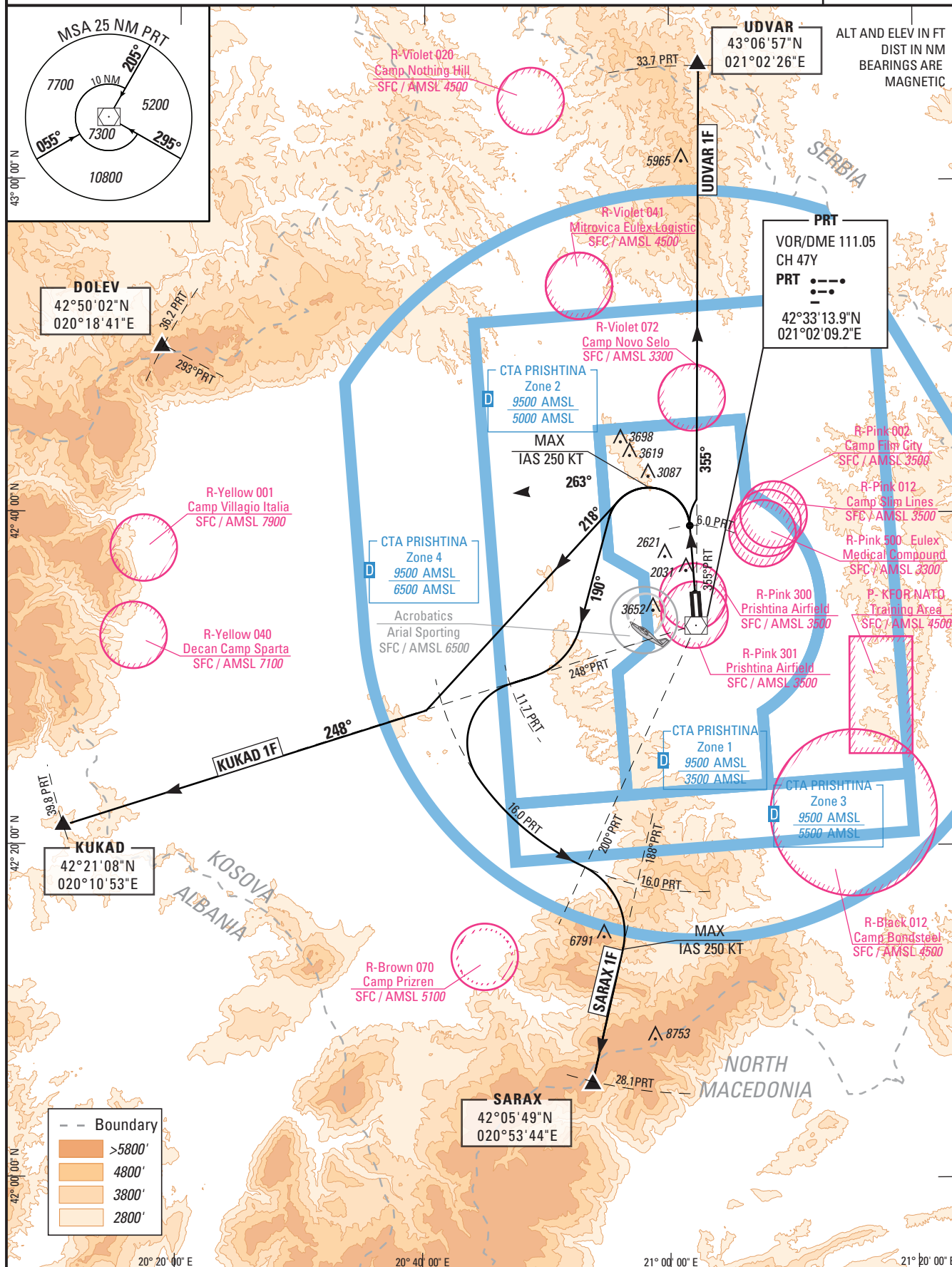
APP 119.175 / 118.775 / 246.100

TWR 120.125 / 122.100 / 315.075 / 244.825

**LOW PERFORMANCE
AIRCRAFT DEPARTURE**

TRANSITION ALT 13000

VAR 5° E (21)

 ALT AND ELEV IN FT
DIST IN NM
BEARINGS ARE
MAGNETIC


**STANDARD DEPARTURE CHART-
INSTRUMENT (SID) TEXT- ICAO**

PRISHTINA(BKPR)
SID CONV RWY 35
KUKAD 1F, UDVAR 1F, SARAX 1F

DEPARTURE TEXTS

LOW PERFORMANCE
AIRCRAFT DEPARTURE

KUKAD1F:

Climb on runway heading. At **6.0NM DME PRT**, turn **left (MAX IAS 250kt) MT 218°** to intercept and follow **RDL 248° PRT (MT 248°)** until **KUKAD**.

Minimum Climb Gradient 4.5% up to 4100ft then 3.3%

ATS climb gradient: 5.0% up to FL140, due to PRT VOR/DME coverage. Advise ATC if unable to comply the ATS climb gradient.

UDVAR1F:

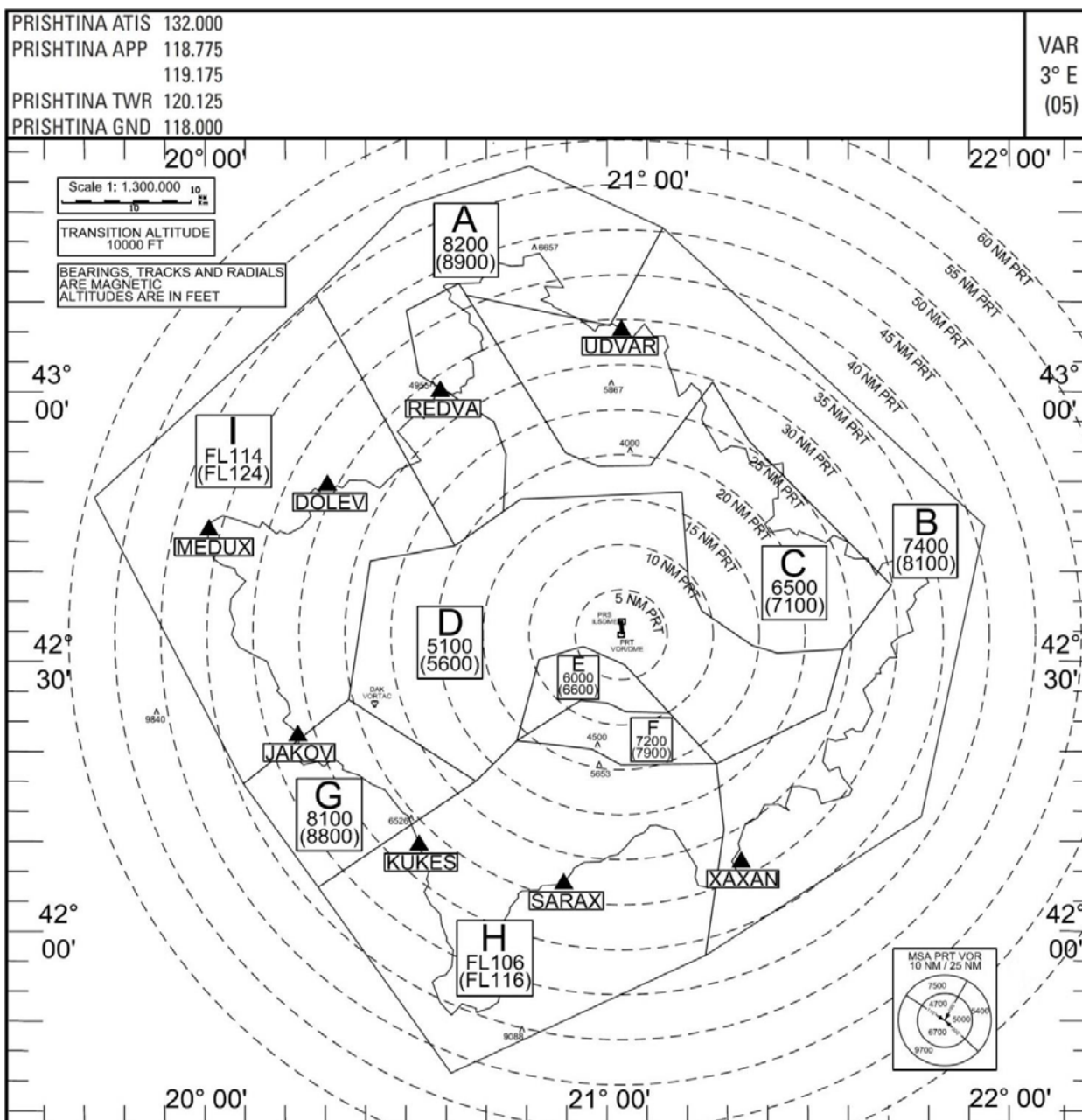
Climb on runway heading. At **6.0NM DME PRT**, turn **right** to intercept and follow **RDL 355° PRT (MT 355°)** until **UDVAR**.

Minimum Climb Gradient 3.5% up to 5900ft then 3.3%

SARAX1F:

Climb on runway heading. At **6.0NM DME PRT**, turn **left MT 190°** to intercept and follow **RDL 248° PRT(MT 248°)**. At **11.7NM PRT**, turn **left** to intercept and follow DME arc **16.0NM PRT** up to intercept **RDL 200° PRT**, then turn **right** to intercept and follow **RDL 188° PRT (MT 188°) (MAX IAS 250kt)** until **SARAX**
Minimum Climb Gradient 4.5% up to 4600ft then 3.3%

ATC SURVEILLANCE MINIMUM ALTITUDE CHART



GENERAL INFORMATION

1. The minimum altitudes shown within the ATC Surveillance Minimum Altitude Area ensure terrain clearance in conformity with ICAO PANS OPS (Doc. 8168) requirements;
2. This chart may only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service;
3. Values of altitudes in brackets are corrected for low temperature and apply for the period from Dec. 1st till march 1st, unless otherwise instructed, or published by NOTAM;

MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitudes shown on the chart may be assigned by the approach surveillance controller while radar vectoring.

COMMUNICATION FAILURE

Set transponder code 7600. Climb to MSA; proceed to the HOLDING FIX of the Runway intended to land. Follow the approach procedure and land on that runway.

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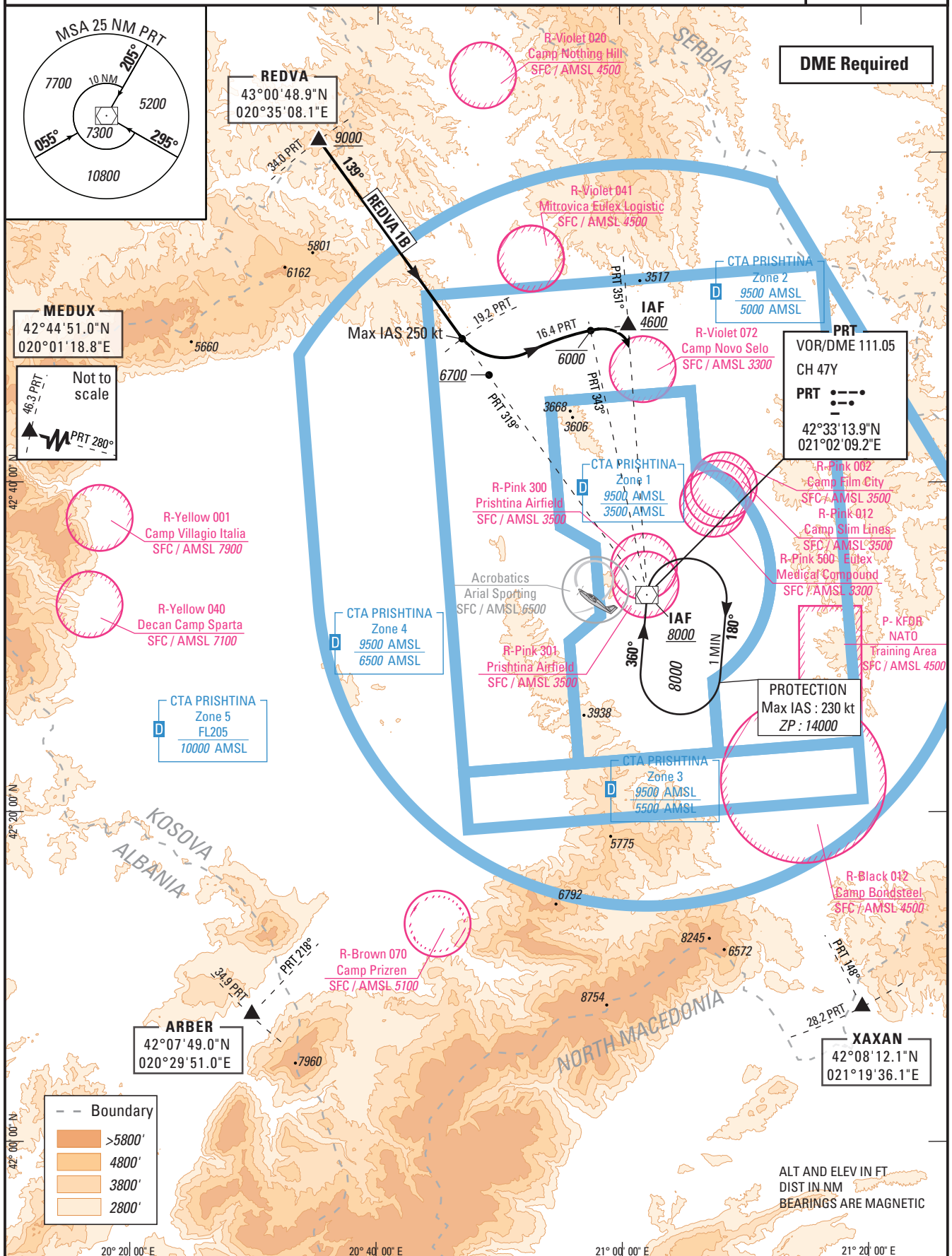
STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

AD ELEV 1793

PRISHTINA(BKPR)
CONV STAR RWY 17
REDVA 1BAPP 119.175 / 118.775 / 246.100
TWR 120.125 / 122.100 / 315.075 / 244.825

TRANSITION ALT 13000

VAR 5° E (21)



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STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

AD ELEV 1793

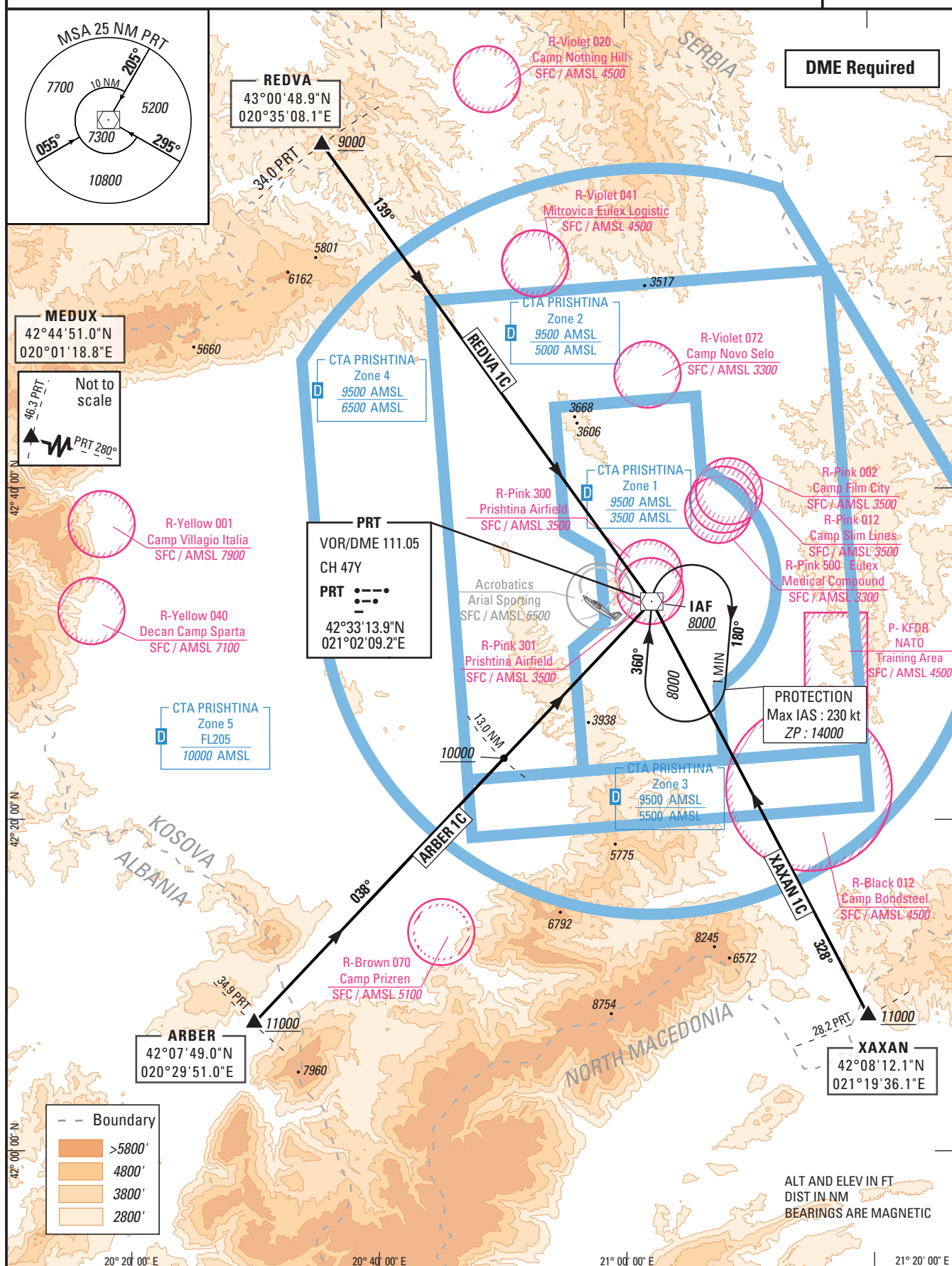
PRISHTINA(BKPR)
CONV STAR RWY 17
ARBER 1C, REDVA 1C, XAXAN 1C

APP 119.175 / 118.775 / 246.100

TWR 120.125 / 122.100 / 315.075 / 244.825

TRANSITION ALT 13000

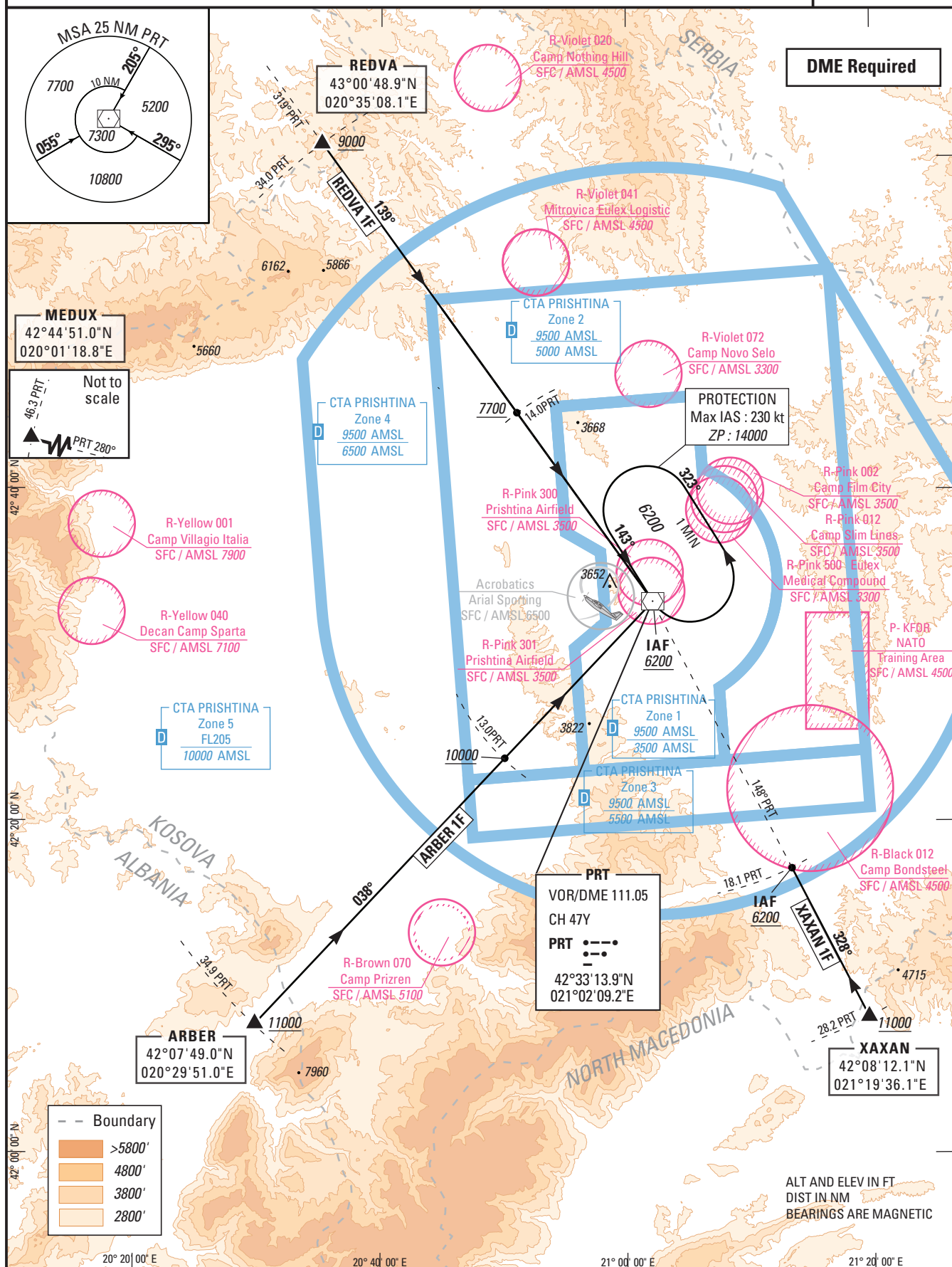
VAR 5° E (21)



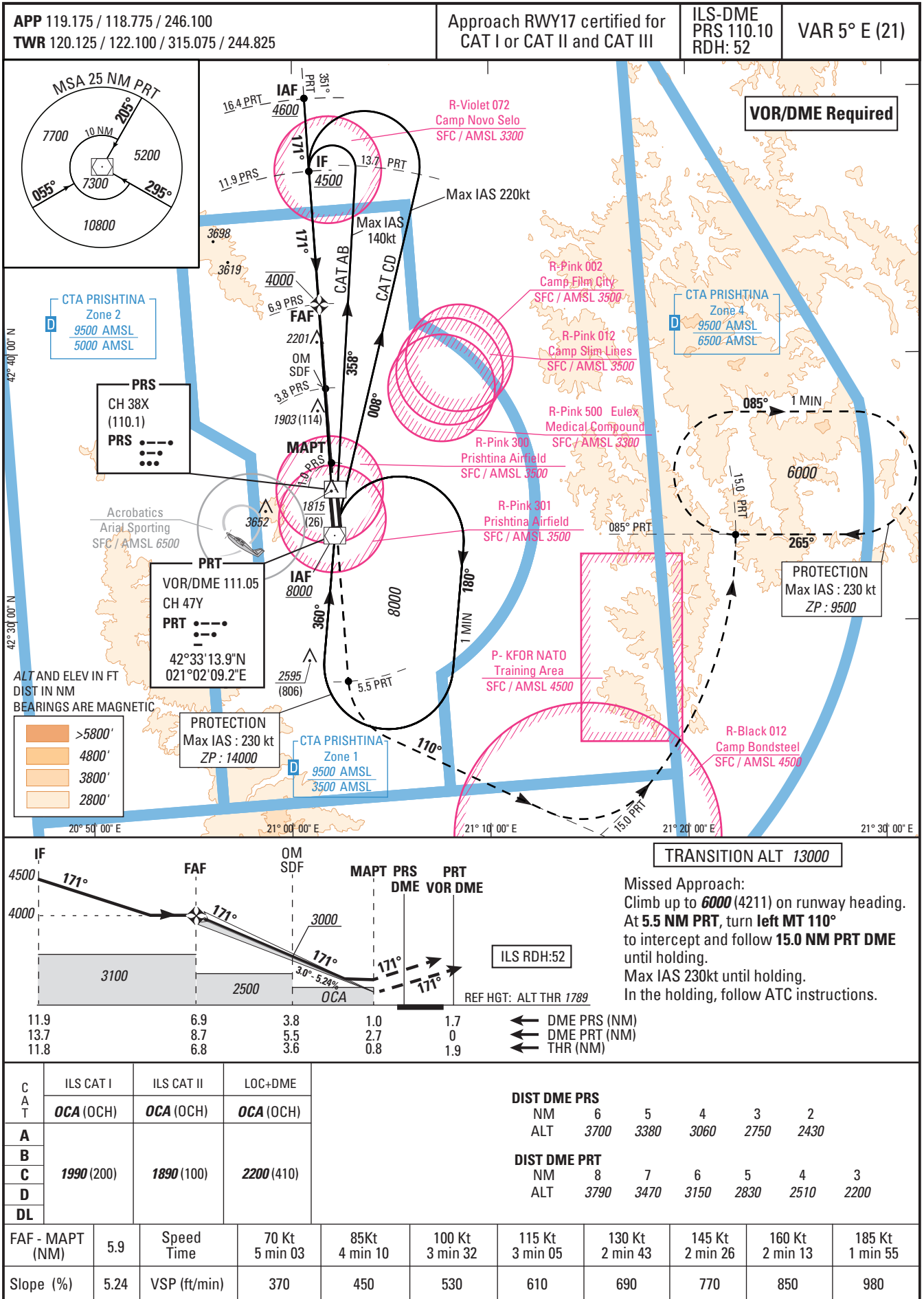
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PRISHTINA(BKPR)
CONV STAR RWY 35
ARBER 1F, REDVA 1F, XAXAN 1F

VAR 5° E (21)



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**INSTRUMENT APPROACH
CHART- ICAO**AD ELEV 1793
THR ELEV 1789**PRISHTINA (BKPR)**
ILS Z or LOC Z RWY 17

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**INSTRUMENT
APPROACH
CHART- ICAO**

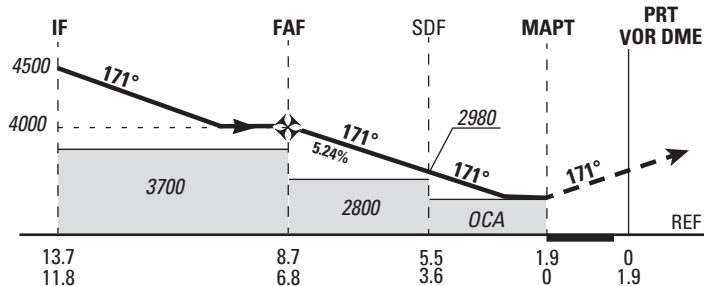
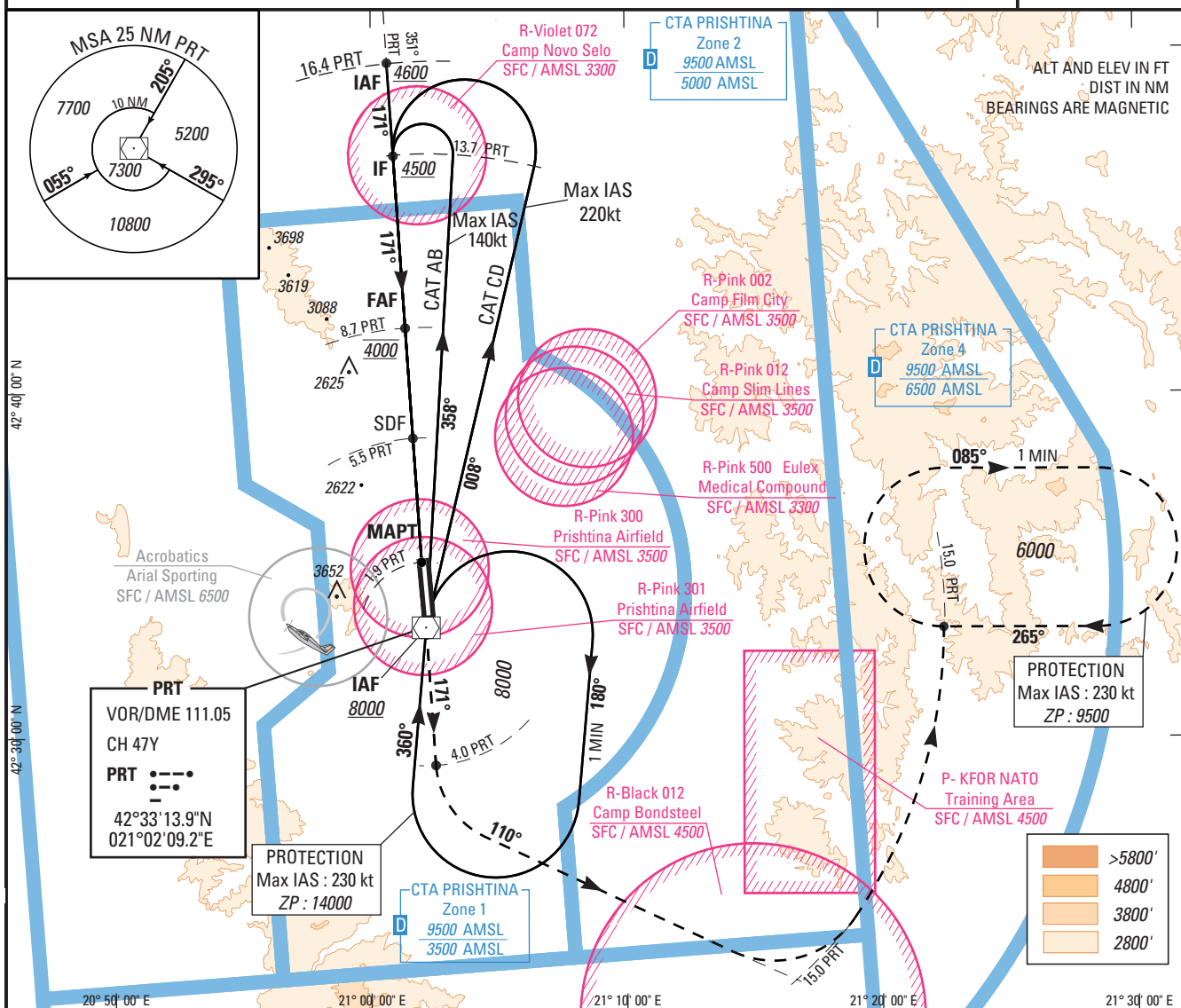
AD ELEV 1793

**PRISHTINA (BKPR)
VOR-DME RWY 17**

APP 119.175 / 118.775 / 246.100

TWR 120.125 / 122.100 / 315.075 / 244.825

VAR 5° E (21)



TRANSITION ALT 13000

Missed Approach:
Climb on **R171.2° PRT** (MT171.2°) up to **6000** (4207).
At **4.0 NM PRT**, turn **left MT110°** to intercept and follow **15.0 NM PRT DME** until holding.
Max IAS 230kt until holding.
In the holding, follow ATC instructions.

← DME PRT (NM)
← THR (NM)

C A T	VOR DME		DIST DME PRT								
	OCA (OCH)										
A	2630 (830)										
B											
C											
D											
FAF - MAPT (NM)		6.8	Speed Time	70 Kt 5 min 03	85Kt 4 min 10	100 Kt 3 min 32	115 Kt 3 min 05	130 Kt 2 min 43	145 Kt 2 min 26	160 Kt 2 min 13	185 Kt 1 min 55
Slope (%)		5.24	VSP (ft/min)	370	450	530	610	690	770	850	980

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INSTRUMENT APPROACH CHART- ICAO

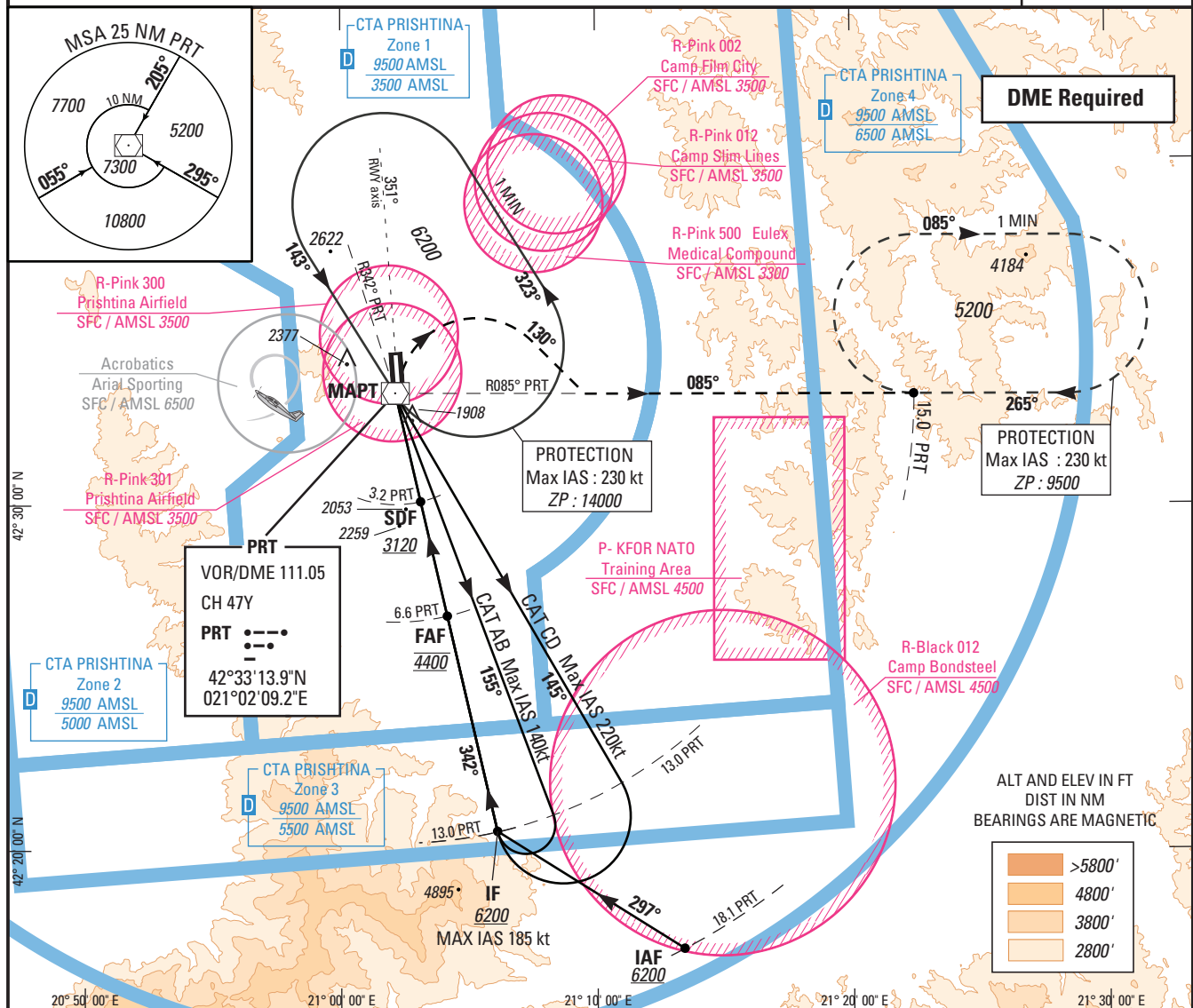
AD ELEV 1793

PRISHTINA (BKPR)

VOR-DME RWY35

APP 119.175 / 118.775 / 246.100
TWR 120.125 / 122.100 / 315.075 / 244.825

VAR 5° E (21)



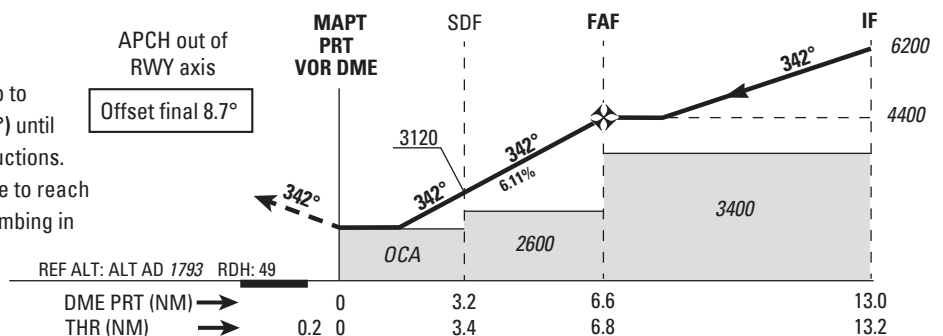
TRANSITION ALT 13000

Missed Approach:

At **MAPT**, turn **right MT 130°** climbing up to **5200** (3407) to follow **R085° PRT (MT 085°)** until holding. In the holding, follow ATC instructions. MAX IAS 230KT during the turn. If unable to reach **5200** (3407) at holding point, continue climbing in the holding pattern.

APCH out of RWY axis

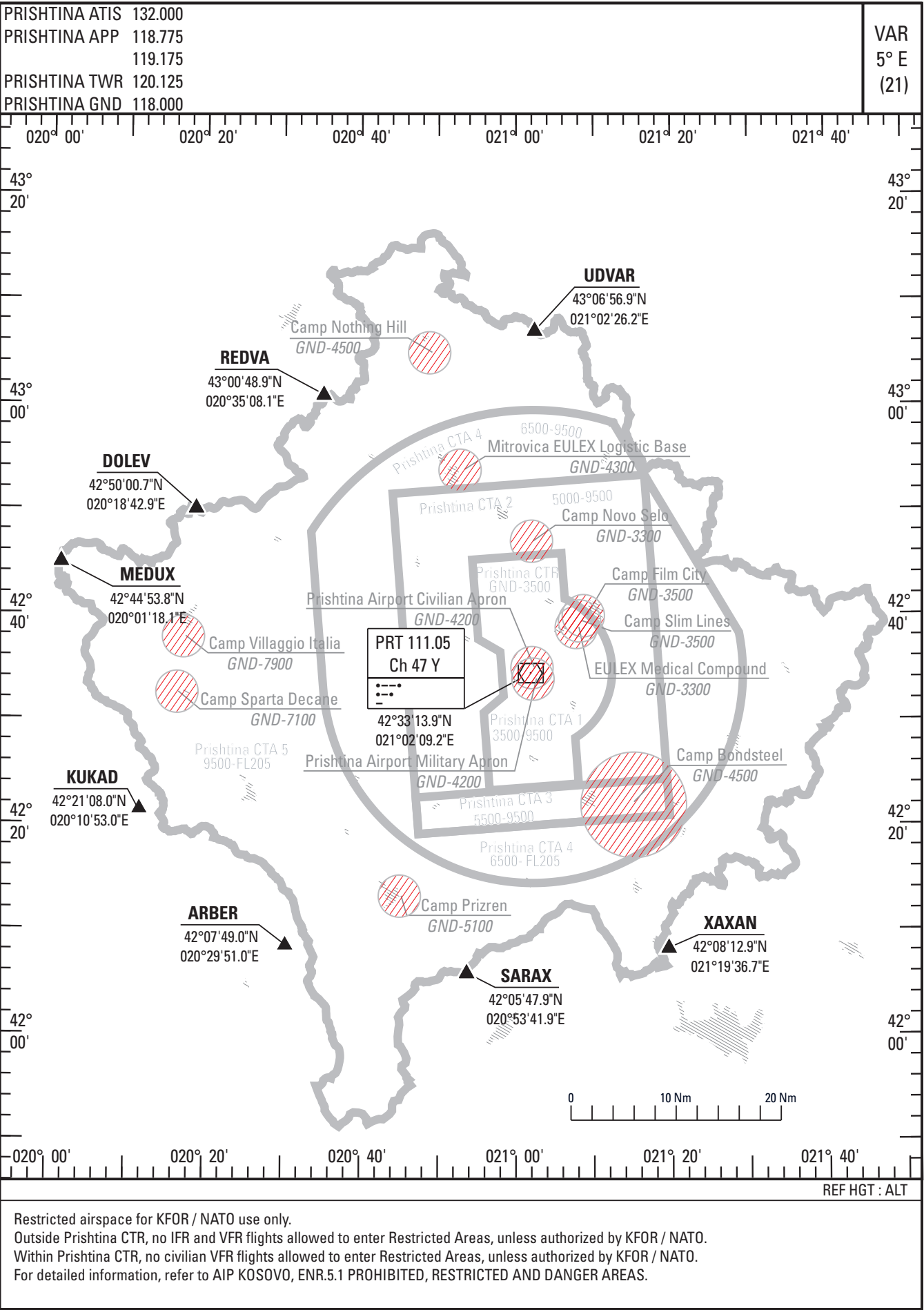
Offset final 8.7°



C A T	VOR DME	DIST DME PRT											
	OCA (OCH)												
A	2200 (410)	NM	6	5	4	3	2	1					
B	2250 (450)	ALT	4160	3790	3420	3050	2680	2300					
C	2280 (490)												
D	2310 (510)												
FAF - MAPT (NM)	6.6	Speed Time	70 Kt 5 min 39	85Kt 4 min 40	100 Kt 3 min 58	115 Kt 3 min 27	130 Kt 3 min 03	145 Kt 2 min 44	160 Kt 2 min 28	185 Kt 2 min 08			
Slope (%)	6.11	VSP (ft/min)	430	530	620	710	800	900	990	1140			

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KOSOVO RESTRICTED AREAS



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