TEL: +383 38 59 58 216
FAX: +383 38 59 58 306
AFTN: BKPRZPZX
E-mail: ais@rks-gov.net

AIP
KOSOVO

Aeronautical Information Service
Pristina International Airport
Vrellë-Lipjan

AIP
AIRAC AMDT
01/2022
Publication date 19 Dec 2021
Effective date 27 Jan 2022

1. Amendment content:

SID Standard departure charts updated, Local traffic regulations (LVP) update.

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

Insert the following new page		Remove the following old page	
GEN 0.4 1/2	27 JAN 22	GEN 0.4 1/2	30 DEC 21
AD 2.24.19/20	27 JAN 22	AD 2.24.19/20	04 NOV 21
AD 2.24.21/22	27 JAN 22	AD 2.24.21/22	30 DEC 21
AD 2.24.23/24	27 JAN 22	AD 2.24.23/24	04 NOV 21
AD 2.24.25/26	27 JAN 22	AD 2.24.25/26	04 NOV 21
AD 2.24.29/30	27 JAN 22	AD 2.24.29/30	04 NOV 21
AD 2.24.31/32	27 JAN 22	AD 2.24.31/32	04 NOV 21
AD 2.24.33/34	27 JAN 22	AD 2.24.33/34	04 NOV 21
AD 2.1 7/8	27 JAN 22	AD 2.1 7/8	30 DEC 21
AD 2.1 9/10	27 JAN 22	AD 2.1 9/10	06 DEC 18

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

GEN 0.4 CHECKLIST OF AIP PAGES

Page	*Date*
PART 1 - GENERAL (GEN)	
GEN 0	
0.1-1	26 APR 18
0.1-2	26 APR 18
0.1-3	18 DEC 08
0.1-4	18 DEC 08
0.2-1	18 DEC 08
0.2-2	18 DEC 08
0.3-1	14 JUN 12
0.3-2	14 JUN 12
0.4-1	27 JAN 22
0.4-2	27 JAN 22
0.5-1	18 DEC 08
0.5-2	18 DEC 08
0.6-1	05 DEC 19
0.6-2	05 DEC 19
GEN 1	
1.1-1	16 AUG 18
1.1-2	16 AUG 18
1.2-1	30 DEC 21
1.2-2	30 DEC 21
1.3-1	11 JUN 15
1.3-2	11 JUN 15
1.3-3	11 JUN 15
1.3-4	11 JUN 15
1.3-5	11 JUN 15
1.3-6	11 JUN 15
1.4-1	08 AUG 13
1.4-2	08 AUG 13
1.5-1	16 APR 15
1.5-2	16 APR 15
1.6-1	08 AUG 13
1.6-2	08 AUG 13
1.6-3	20 JUN 19
1.6-4	20 JUN 19
1.6-5	20 JUN 19
1.6-6	20 JUN 19
1.7-1	31 DEC 20
1.7-2	31 DEC 20
1.7-3	31 DEC 20
1.7-4	31 DEC 20
1.7-5	31 DEC 20
1.7-6	31 DEC 20
1.7-7	31 DEC 20
1.7-8	31 DEC 20
GEN 2	
2.1-1	05 DEC 19
2.1-2	05 DEC 19
2.2-1	02 DEC 10
2.2-2	02 DEC 10
2.2-3	01 NOV 12
2.2-4	01 NOV 12
2.2-5	18 JUN 09
2.2-6	18 JUN 09
2.3-1	18 DEC 08
2.3-2	18 DEC 08
2.3-3	18 DEC 08
2.3-4	18 DEC 08
2.3-5	18 DEC 08
2.3-6	18 DEC 08
2.3-7	18 DEC 08
2.3-8	18 DEC 08
2.3-9	18 DEC 08
2.3-10	18 DEC 08
2.4-1	18 DEC 08
2.4-2	18 DEC 08
2.5-1	18 DEC 08
2.5-2	18 DEC 08
2.6-1	18 DEC 08
2.6-2	18 DEC 08
2.6-3	18 DEC 08
2.6-4	18 DEC 08
2.7-1	18 DEC 08
2.7-2	18 DEC 08
GEN 3	
3.1-1	26 APR 18
3.1-2	26 APR 18
3.1-3	05 DEC 19
3.1-4	05 DEC 19
3.2-1	26 APR 18
3.2-2	26 APR 18
3.2-3	03 APR 14
3.2-4	03 APR 14
3.2-5	29 JAN 09
3.2-6	29 JAN 09
3.3-1	06 DEC 18
3.3-2	06 DEC 18
3.4-1	18 NOV 10
3.4-2	18 NOV 10
3.5-1	05 DEC 19
3.5-2	05 DEC 19
3.6-1	18 DEC 08
3.6-2	18 DEC 08
GEN 4	
4.1-1	01 NOV 12
4.1-2	01 NOV 12
4.2-1	25 MAR 21
4.2-2	25 MAR 21
PART 2 - EN-ROUTE (ENR)	
ENR 0	
0.6-1	05 DEC 19
0.6-2	05 DEC 19
ENR 1	
1.1-1	18 DEC 08
1.1-2	18 DEC 08
1.2-1	06 DEC 18
1.2-2	06 DEC 18
1.3-1	18 DEC 08
1.3-2	18 DEC 08
1.4-1	18 DEC 08
1.4-2	18 DEC 08
1.5-1	18 DEC 08
1.5-2	18 DEC 08
1.6-1	29 MAR 18
1.6-2	29 MAR 18
1.6-3	29 MAR 18
1.6-4	29 MAR 18
1.6-5	29 MAR 18
1.6-6	29 MAR 18
1.7-1	18 DEC 08
1.7-2	18 DEC 08
1.8-1	18 DEC 08
1.8-2	18 DEC 08
1.8-3	18 DEC 08
1.8-4	18 DEC 08
1.8-5	18 DEC 08
1.8-6	18 DEC 08
1.8-7	18 DEC 08
1.8-8	18 DEC 08
1.8-9	18 DEC 08
1.8-10	18 DEC 08
1.8-11	18 DEC 08
1.8-12	18 DEC 08
1.8-13	18 DEC 08
1.8-14	18 DEC 08
1.8-15	18 DEC 08
1.8-16	18 DEC 08
1.8-17	18 DEC 08
1.8-18	18 DEC 08
1.8-19	18 DEC 08

Page	Date	Page	Date	Page	Date
1.8-20	18 DEC 08	3.3-1	18 DEC 08	1.4-2	18 DEC 08
1.8-21	18 DEC 08	3.3-2	18 DEC 08	1.5-1	05 DEC 19
1.8-22	18 DEC 08	3.4-1	18 DEC 08	1.5-2	05 DEC 19
1.8-23	18 DEC 08	3.4-2	18 DEC 08	**AD 2**	
1.8-24	18 DEC 08	3.5-1	29 MAR 18	2.1-1	30 DEC 21
1.8-25	18 DEC 08	3.5-2	29 MAR 18	2.1-2	30 DEC 21
1.8-26	18 DEC 08	3.6-1	18 DEC 08	2.1-3	30 DEC 21
1.8-27	18 DEC 08	3.6-2	18 DEC 08	2.1-4	30 DEC 21
1.8-28	18 DEC 08			2.1-5	30 DEC 21
1.8-29	18 DEC 08	**ENR 4**		2.1-6	30 DEC 21
1.8-30	18 DEC 08	4.1-1	18 DEC 08	2.1-7	27 JAN 22
1.8-31	18 DEC 08	4.1-2	18 DEC 08	2.1-8	27 JAN 22
1.8-32	18 DEC 08	4.2-1	18 DEC 08	2.1-9	27 JAN 22
1.8-33	18 DEC 08	4.2-2	18 DEC 08	2.1-10	27 JAN 22
1.8-34	18 DEC 08	4.3-1	05 DEC 19	2.1-11	29 MAR 18
1.8-35	18 DEC 08	4.3-2	05 DEC 19	2.1-12	29 MAR 18
1.8-36	18 DEC 08	4.4-1	05 DEC 19	2.1-13	29 MAR 18
1.8-37	18 DEC 08	4.4-2	05 DEC 19	2.1-14	29 MAR 18
1.8-38	18 DEC 08	4.5-1	05 DEC 19	2.1-15	04 NOV 21
1.8-39	18 DEC 08	4.5-2	05 DEC 19	2.1-17	04 NOV 21
1.8-40	18 DEC 08	**ENR 5**		2.1-18	04 NOV 21
1.9-1	26 APR 18	5.1-1	11 DEC 14	2.24.1	30 DEC 21
1.9-2	26 APR 18	5.1-2	11 DEC 14	2.24.3	30 DEC 21
1.9-3	26 APR 18	5.2-1	11 DEC 14	2.24.5	30 DEC 21
1.9-4	26 APR 18	5.2-2	11 DEC 14	2.24.7	30 DEC 21
1.10-1	26 APR 18	5.3-1	18 DEC 08	2.24.9	30 DEC 21
1.10-2	26 APR 18	5.3-2	18 DEC 08	2.24.11	30 DEC 21
1.11-1	03 APR 14	5.4-1	18 DEC 08	2.24.13	30 DEC 21
1.11-2	03 APR 14	5.4-2	18 DEC 08	2.24.15	30 DEC 21
1.12-1	03 APR 14	5.5-1	11 DEC 14	2.24.17	04 NOV 21
1.12-2	03 APR 14	5.5-2	11 DEC 14	2.24.18	04 NOV 21
1.12-3	18 DEC 08	5.6-1	18 DEC 08	2.24.19	27 JAN 22
1.12-4	18 DEC 08	5.6-2	18 DEC 08	2.24.20	27 JAN 22
1.13-1	18 DEC 08	**ENR 6**		2.24.21	27 JAN 22
1.13-2	18 DEC 08	6.1-1	05 DEC 19	2.24.22	27 JAN 22
1.14-1	05 DEC 19	6.1-2	05 DEC 19	2.24.23	27 JAN 22
1.14-2	05 DEC 19	**PART 3 - AERODROME (AD)**		2.24.24	27 JAN 22
				2.24.25	27 JAN 22
		AD 0		2.24.26	27 JAN 22
		0.6-1	05 DEC 19	2.24.27	04 NOV 21
		0.6-2	05 DEC 19	2.24.28	04 NOV 21
		AD 1		2.24.29	27 JAN 22
ENR 2		1.1-1	04 NOV 21	2.24.30	27 JAN 22
2.1-1	09 NOV 17	1.1-2	04 NOV 21	2.24.31	27 JAN 22
2.1-2	09 NOV 17	1.1-3	04 NOV 21	2.24.32	27 JAN 22
2.1-3	09 NOV 17	1.1-4	04 NOV 21	2.24.33	27 JAN 22
2.1-4	09 NOV 17	1.2-1	12 AUG 21	2.24.34	27 JAN 22
2.2-1	18 DEC 08	1.2-2	12 AUG 21	2.24.35	30 DEC 21
2.2-2	18 DEC 08	1.2-3	12 AUG 21	2.24.36	30 DEC 21
		1.2-4	12 AUG 21	2.24.37	04 NOV 21
ENR 3		1.3-1	18 DEC 08	2.24.38	04 NOV 21
3.1-1	18 DEC 08	1.3-2	18 DEC 08	2.24.39	30 DEC 21
3.1.2	18 DEC 08	1.3-3	31 DEC 20	2.24.40	30 DEC 21
3.2-1	03 APR 14	1.3-4	31 DEC 20	2.24.41	04 NOV 21
3.2-2	03 APR 14	1.4-1	18 DEC 08	2.24.42	04 NOV 21

BKPR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
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
GROUND HANDLING 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

Type of aid	*ID*	*Frequency*	*Hours of operation*	*Site of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
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) aplicable 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 CATII/III holding positions(equipped with stop bars).In cases when no stop bar is available,in the most restrictive case,protection will be achieved bu only allowing one aircraft movement at 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 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 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. Runways 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 through 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.

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

AD ELEV 1793

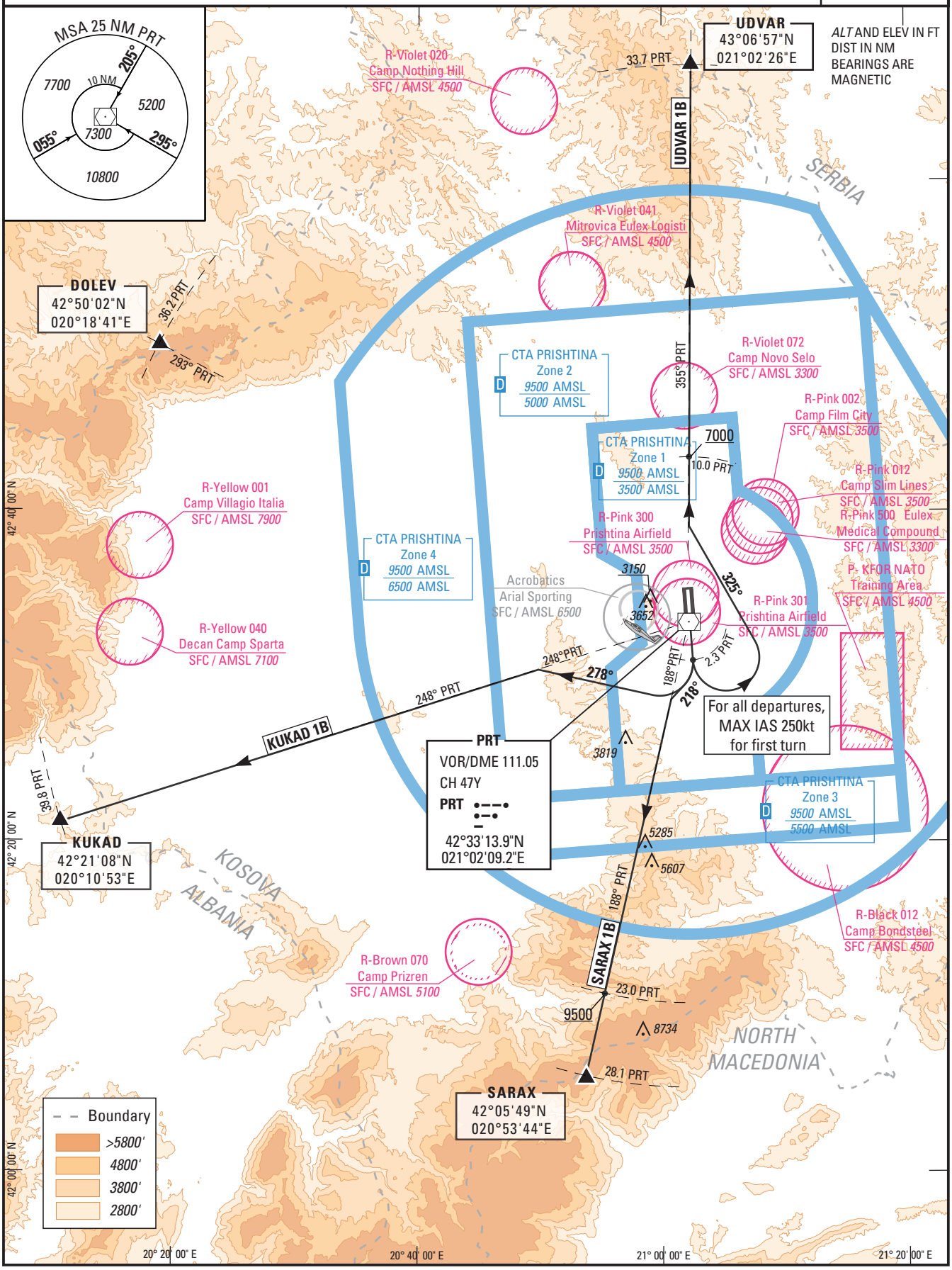
PRISHTINA(BKPR)
SID CONV RWY 17
KUKAD 1B, SARAX 1B, UDVAR 1B

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) - ICAO

AD ELEV 1793

PRISHTINA(BKPR)

SID CONV RWY 17

KUKAD 1C, SARAX 1C, UDVAR 1C

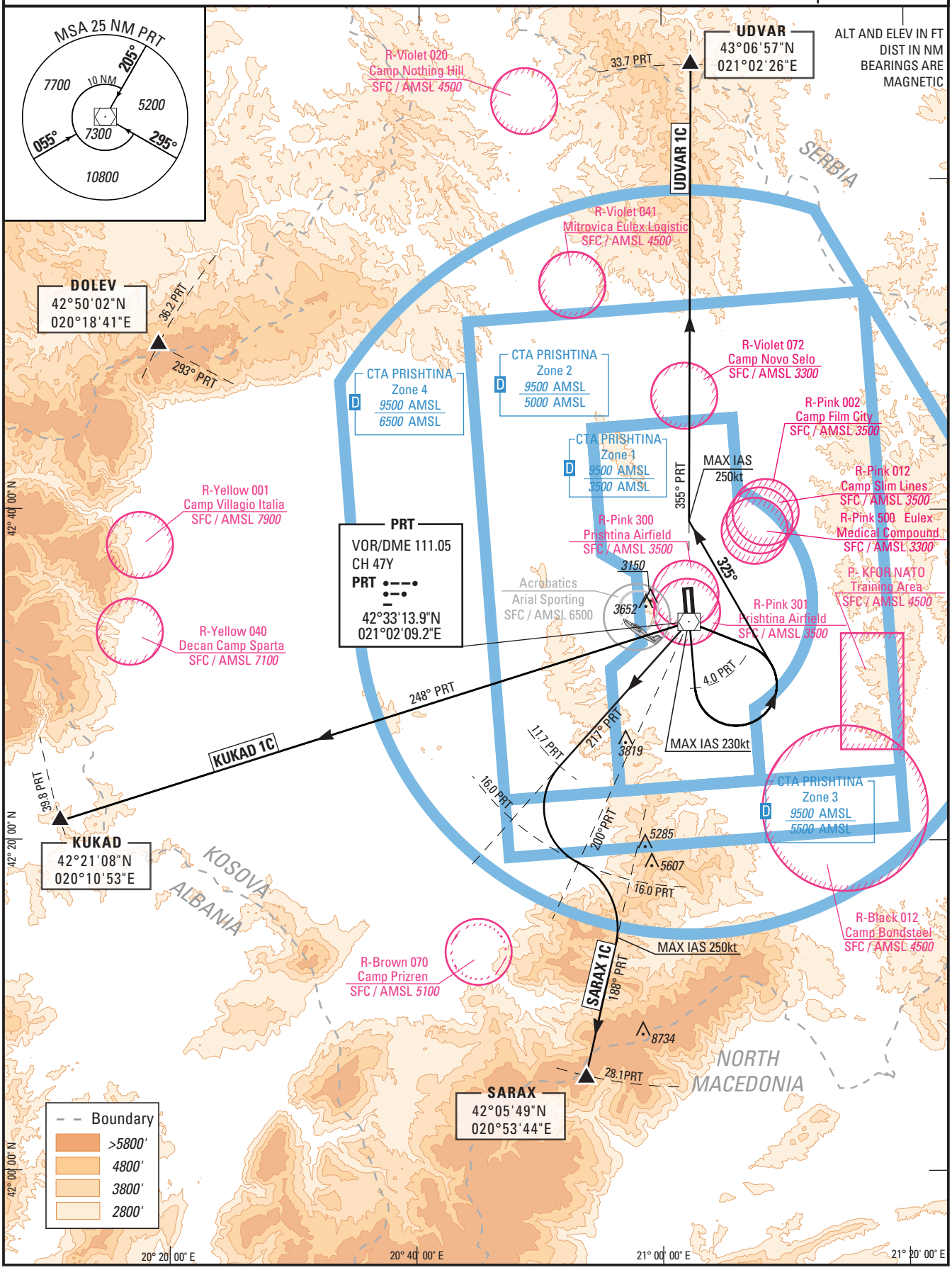
APP 119.175 / 118.775 / 246.100

TWR 120.125 / 122.100 / 315.075 / 244.825

LOW PERFORMANCE AIRCRAFT DEPARTURE

TRANSITION ALT *13000*

VAR 5° E (21)



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-

INSTRUMENT (SID) - ICAO

AD ELEV 1793

PRISHTINA(BKPR)

SID CONV RWY 35

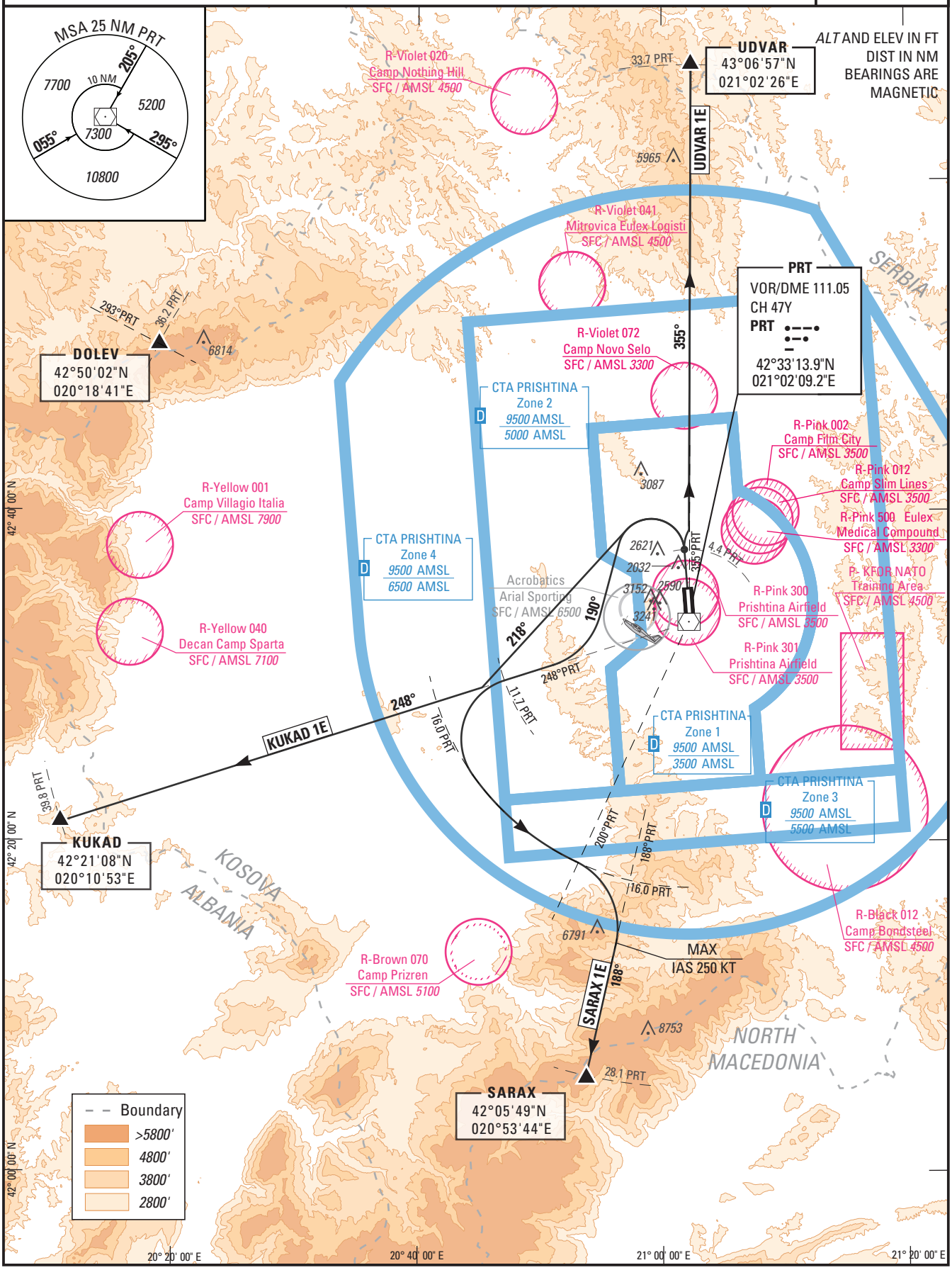
UDVAR 1E, KUKAD 1E, SARAX 1E

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

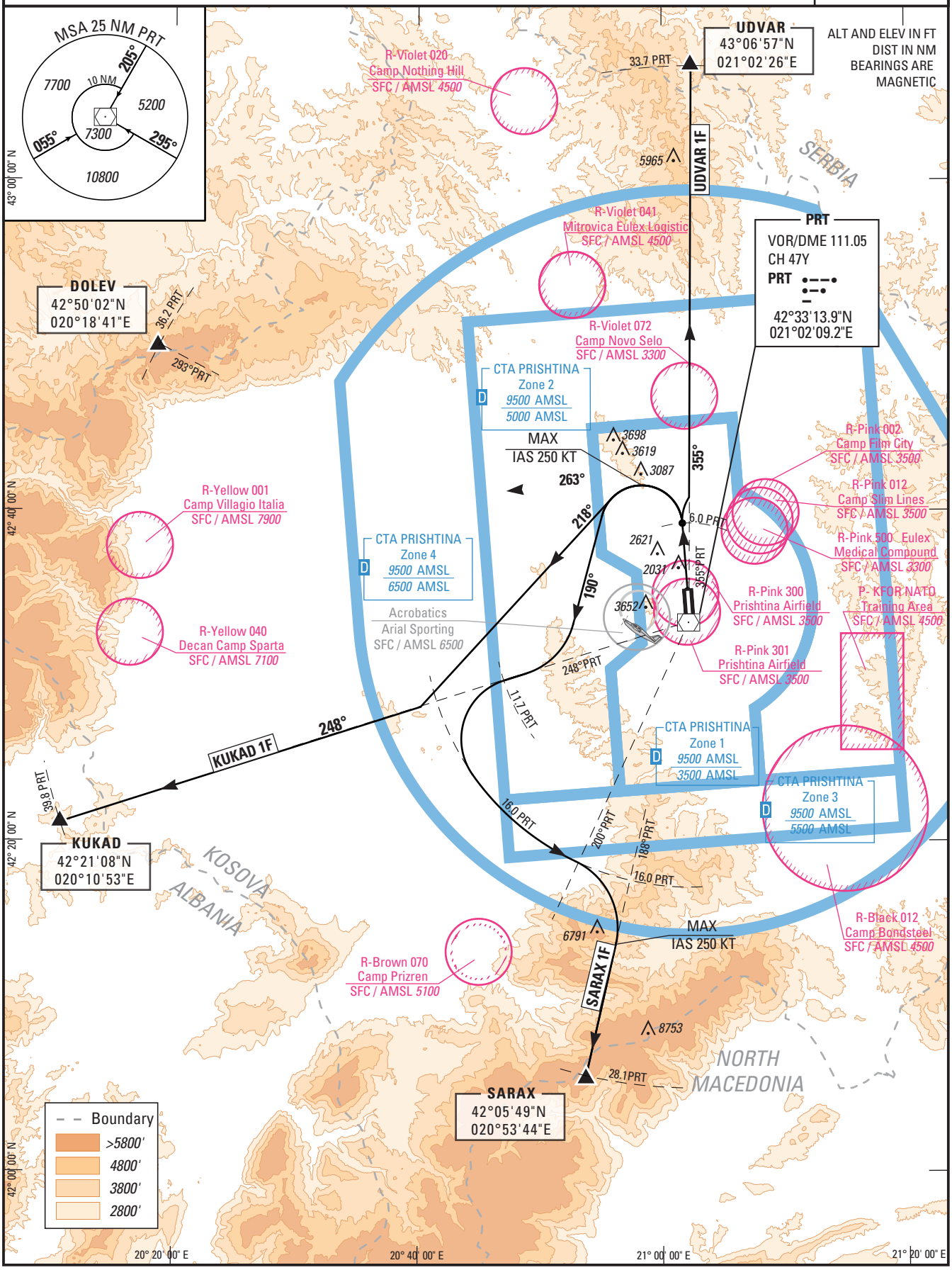
KUKAD 1F, UDVAR 1F, SARAX 1F

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)



**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%

STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

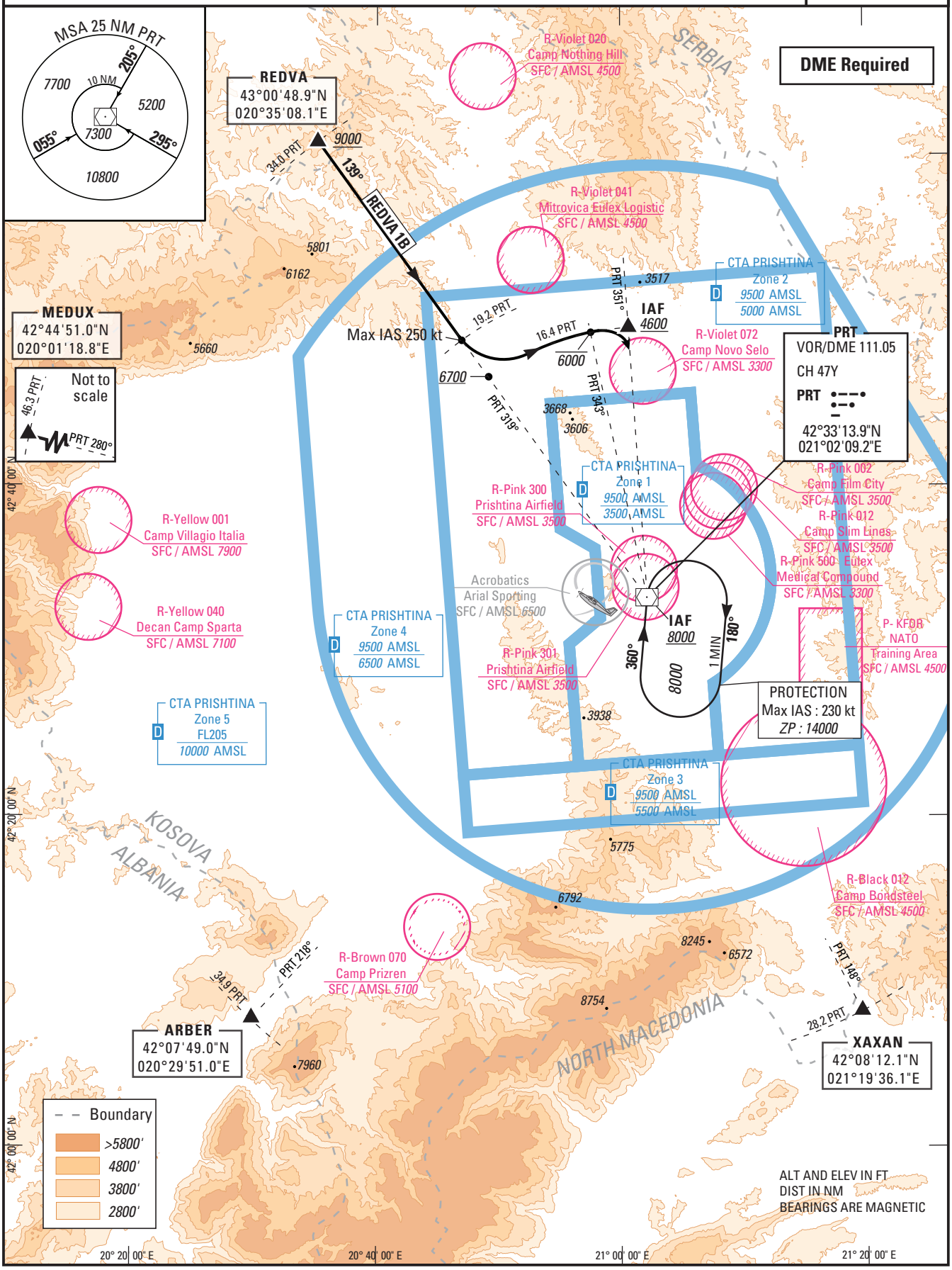
AD ELEV 1793

PRISHTINA(BKPR)
CONV STAR RWY 17
REDVA 1B

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

TRANSITION ALT *13000*

VAR 5° E (21)



INTENTIONALLY LEFT BLANK

STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

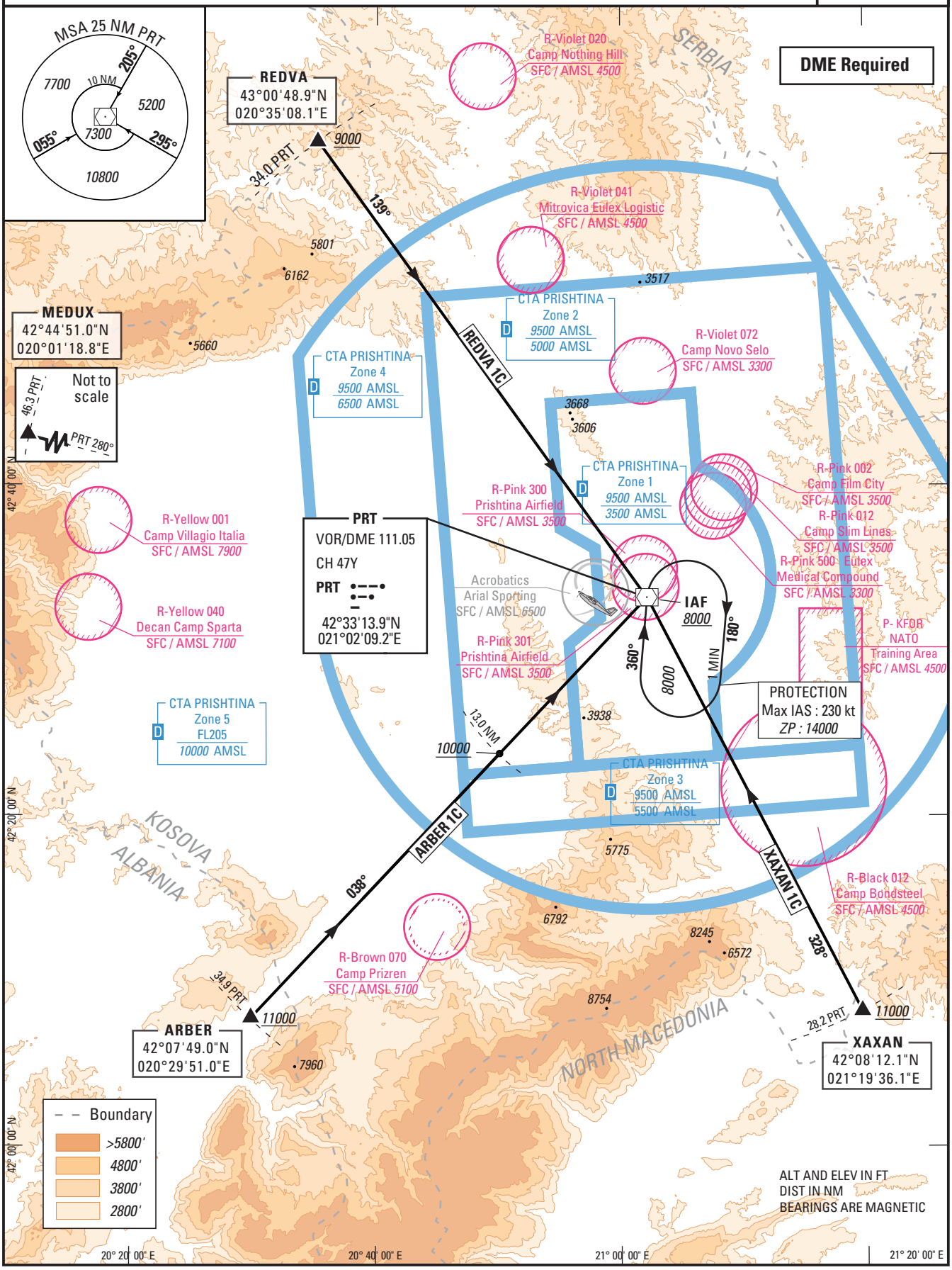
AD ELEV 1793

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)



INTENTIONALLY LEFT BLANK

STANDARD ARRIVAL CHART-

INSTRUMENT (STAR) - ICAO

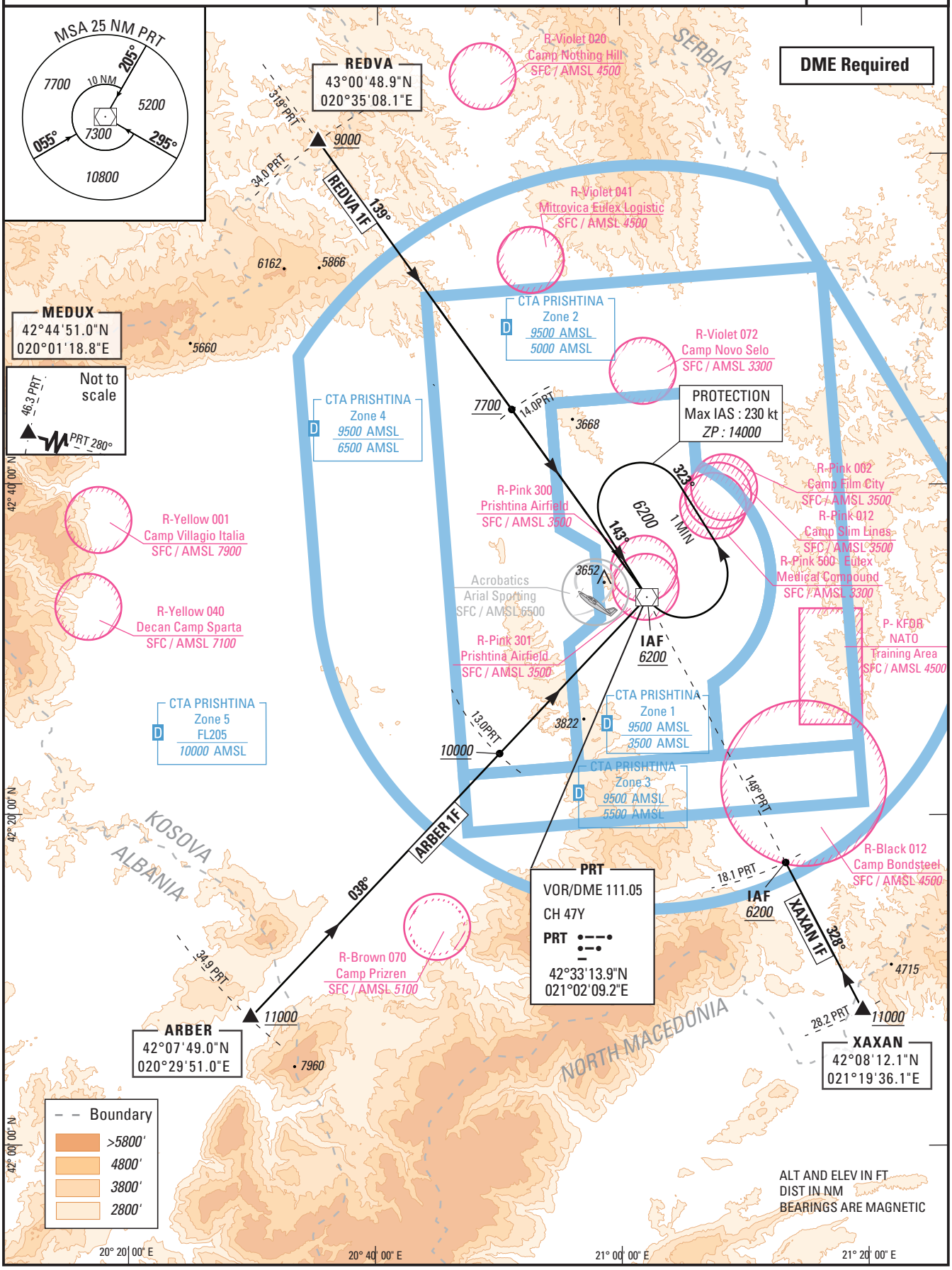
AD ELEV 1793

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

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

TRANSITION ALT *13000*

VAR 5° E (21)



INTENTIONALLY LEFT BLANK