PART 2 — EN-ROUTE (ENR)

ENR O.

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

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1.1.1 General

1.1.1.1 The air traffic rules and procedures applicable to air traffic in Kosovo airspace conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the *Procedures for Air Navigation Services — Rules of the Air and Air Traffic Services* applicable to aircraft and of the *Regional Supplementary Procedures* applicable to the EUR Region, except for the differences listed in **GEN 1.7.**

1.1.2 Minimum safe height

1.1.2.1 Aircraft shall not be flown below the minimum safe height except when necessary for take-off and landing. The minimum safe height is the height at which neither an unnecessary noise disturbance nor unnecessary hazards to persons and property in the event of an emergency landing are to be feared; however, over cities, other densely populated areas and assemblies of persons, this height shall be at least 300 m (1 000 ft) above the highest obstacle within a radius of 600 m, and elsewhere at least 150 m (500 ft) above ground or water. Gliders and balloons may be operated below a height of 150 m if necessary for the kind of operation and if danger to persons and property is not to be feared. Aircraft shall not be flown below bridges and similar constructions nor below overhead lines and antennas. For flights conducted for special purposes, the ATS Pristina may grant exemptions.

1.1.3 Dropping of objects

1.1.3.1 The dropping or spraying of objects or other substances out of or from aircraft is prohibited. This does not apply to ballast in the form of water or fine sand, fuel, tow ropes, tow banners and similar objects if dropped or discharged at places where no danger to persons or property exists. The ATS Pristina may grant exemptions to the interdiction if no danger to persons or property exists.

1.1.4 Acrobatic flying

1.1.4.1 Acrobatic flights are only permitted in visual meteorological conditions and with the explicit consent of all persons on board. Acrobatic flights are prohibited at heights of less than 450 m AGL (1 500 ft) as well as over cities, other densely populated areas, assemblies of persons, and airports. The ATS Pristina may grant exemptions in individual cases.

1.1.5 Towing and advertising flights

1.1.5.1 Advertising flights with towed objects require permission from the ATS Pristina in the area in which the applicant is a resident. Permission shall be granted only if:

1) the pilot holds the rating for towing;
2) the aircraft is equipped with a calibrated barograph for recording altitudes during flight;
3) during the proposed flight not more than three aircraft are flying in formation, in which case a distance of at least 60 m shall be maintained both between the towed object of the preceding aircraft and the following aircraft, as well as between the aircraft;
4) the legal liability insurance also explicitly covers the towing of objects.

The above applies to the towing of objects for other than advertising purposes and subpara. 2) does not apply to aerial work of rotorcraft. Towing of gliders does not require permission, as the rating for towing will suffice.

1.1.5.2 For reasons of public safety or order and in particular for noise abatement, the authority granting permission may impose conditions. This authority may assign higher minimum safe heights and impose time limitations.

1.1.5.2 Advertising flights, where advertising consists only of inscriptions on the aircraft, do not require permission. Flights for advertising with acoustical means are prohibited.

1.1.6 Times and units of measurement

1.1.6.1 Co-ordinated Universal Time (UTC) and the prescribed units of measurement shall be applied to flight operations. The units of measurement to be used are published in the Aeronautical Information Publication (AIP).

1.1.7 Airspace structure

1.1.7. For the performance of the flight information service and the alerting service, the KCAA establishes airspaces which are published in the AIP. Within the Kosovo airspace, the KCAA establishes the controlled and uncontrolled airspace according to the extent of the air traffic services maintained there, on the basis of the classification described in subsection **ENR 1.4**. Within controlled airspace, VFR flights may be prohibited completely or partly by the air traffic services with regard to limitation of space and time if urgently required by the degree of intensity of air traffic subject to air traffic control.

1.1.8 Prohibited areas and flight restrictions

1.1.8.1 KFOR and KCAA establishes prohibited and restricted areas, if necessary, for the prevention of danger to public safety or order, especially for the safety of air traffic. The areas are published in the AIP.

1.1.9 Cloud flights with gliders

1.1.9.1 Cloud flights with gliders may be permitted by the air traffic services if the safety of air traffic can be maintained by appropriate measures. Conditions may be attached to the permission.

1.1.10 Take-offs and landings of aeroplanes, rotorcraft, airship, powered gliders, gliders and parachutists outside aerodromes admitted for them

1.1.10.1 For take-offs and landings of aeroplanes, rotorcraft and airships, permission from ATS Pristina is required. For Take-offs of powered gliders and gliders outside Pristina International Airport, permission from ATS Pristina is required; however, for landings of powered gliders on a cross-country flight, permission is not required. This is to be applied analogously to landings of parachutists outside Pristina International Airport.

1.1.10.2 The authority granting permission may ask the applicant to produce evidence of the consent of the terrain owner or of other entitled parties.

1.1.11.1 Ascents of balloons, kites, self-propelled flying models and flying bodies

1.1.11.1 The ascent of a manned free balloon outside an aerodrome admitted for balloon ascents requires permission from the ATS Pristina.

1.1.11.2 The ascent of captive balloons is permitted only with the consent of ATS Pristina. For kites, this consent is required if they are held by a rope of more than 100 m (300 ft) in length. Kite ascents within the construction restriction zone of airports as well as within a distance of less than 3 km from the boundary of airfields and gliding sites are prohibited. ATS Pristina may grant exemptions.

1.1.11.3 The mooring rope of captive balloons and kites, the ascent of which requires permission, shall be marked, at spacings of 100 m (300 ft), by red/white flags during the day, and by red and white lights at night, in such a manner that it is recognizable to other aircraft from all directions.

1.1.11.4 The ascent of flying models of less than 5 kg total weight requires no permission, with the exception of rocket-propelled models. The operation of flying models with combustion engines within a distance of less than 1.5 km from housing areas is permitted only with the consent of the local aeronautical authority. The same applies to flying models of all types within a distance of less than 1.5 km from the boundary of Pristina International Airport. The operation of all types of flying models on the aerodrome is permitted only with the consent of the air traffic services.

ENR 1.2 VISUAL FLIGHT RULES

1.2.1 VFR flights shall be conduct-ed so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table.

1.2.2 Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the traffic pattern:

a) when the ceiling is less than 1 500 ft; or

b) when the ground visibility is less than 5 km.

c) If visibility is less than 5km but not lower then 1500 m for fixed wing a/c, the Special VFR flights are permitted.

Note: For helicopters Special VFR is permitted if visibility is 5km or less down to but not lower than 800m

1.2.3 VFR and SVFR flights between sunset and sunrise are not allowed except for KFOR (military), State aircraft, SAR and civil air ambu-lance flights.

1.2.4 VFR flights shall not be operated:
- above FL 195;

1.2.5 Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:

a) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1 000 ft above the highest obstacle within a radius of 600 m from the aircraft;

b) elsewhere than as specified in a), at a height less than 500 ft above the ground or water.

1.2.6 VFR flights shall comply with the provisions for controlled flights

a) when operated within Classes B, C and D airspace; or

b) when forming part of aerodrome traffic at controlled aerodromes.

1.2.7 A VFR flight operating within or into areas, or along routes, designated by the appropriate ATS authority shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary to, the air traffic services unit providing flight information service.

1.2.8 An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:

Airspace class	**A** B C D E**	**F G**	
		Above 3 000 ft AMSL or above 1 000 ft above terrain, whichever is higher.	At and below 3 000 ft AMSL or 1 000 ft above terrain, whichever is the higher.
Distance from clouds	1 500m horizontally 1 000 ft (300 m) vertically		Clear of cloud and in sight of the surface
Flight visibility	8 km at and above FL 100 5 km below FL 100		5 km*

* a) Lower flight visibilities to 1 500 m may be permitted for flights operating SVFR:

1) at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.

b) Helicopters may be permitted to operate SVFR in less than 1 500m flight visibility (but not below 800 m visibility), if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collisions.

a) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or

b) submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

1.2.9 Authorization of special VFR flights

If meteorological conditions prevail (visibility below 5km) and when traffic conditions permit, special VFR flights may be authorized subject to the approval of the unit providing approach control service.

Requests for such authorization shall be handled

individually.

Separation shall be effected between all IFR flights and special VFR flights, between all special VFR flights in accordance with separation minima prescribed.

1.2.10 Aircraft operating at speed not exceeding 140 KT IAS for the purpose of landing, take off and depart from a control zone, cross a control zone or operate locally within a control zone and land/depart from the aerodrome within the Control Zone, may be cleared to operate as a Special VFR flight provided the ground visibility is not less than 1500m and during daylight only.

Authorization for Special VFR is only a permission to operate in visibility of at least 1500m and to remain clear of clouds but this is not an exception for pilots from minimum altitudes above terrain.

The following information shall be provided to Prishtina Approach/Radar when requesting SVFR approval for departing/arriving/crossing traffic:

a) Call sign

b) Type of helicopter

c) Departing VFR Reporting point

d) Via ROUTE (Visual Reporting Points)

e) Estimating

f) Altitude

g) Squawk

1.2.11 Two successive SVFR flights are approved at the same time in Prishtina CTR provided that number two is always separated from number by one of the following separation methods;

a) Geographically

b) Restricted Vertically (At or Above, or At or Below), and

c) By holding succeeding flight over VFR reporting point.

1.2.12 Helicopters during Special VFR

Helicopters operating at speed that will allow the pilot to observe obstructions and avoid collision may be cleared to operate as a Special VFR, provided the ground visibility or in flight visibility is lower than 1500m but not less than 800m.

Minimum Meteorological conditions to fly Special VFR (for helicopters) in Prishtina CTR are;

a) DAYLIGHT,

b) Ceiling; 500ft AGL or higher,

c) Ground Visibility (or in flight Visibility) not less than 800meters

Only then Special VFR for Helicopters will be permitted. If one of the three up mentioned conditions is not met, then such SVFR request will be rejected.

1.2.13 Special provisions for VFR Flights.

In addition,regarding VFR Flights,special provisions are provided in NATO SPINS, the current version.

ENR 1.3 INSTRUMENT FLIGHT RULES

1.3.1 Rules applicable to all IFR flights

1.3.1.1 Aircraft equipment

1.3.1.1.1 Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.3.1.2 Minimum levels

1.3.1.2.1 Except when necessary for take-off or landing or when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level that is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft

Note,— The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.

1.3.1.3 Change from IFR flight to VFR flight

1.3.1.3 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan. When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

1.3.2 Rules applicable to IFR flights within controlled airspace

1.3.2.1 IFR flights shall comply with the provisions of 3.6 of ICAO Annex 2 when operated in controlled airspace.

1.3.2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from the tables of cruising levels in **ENR 1.7**, except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in the Aeronautical Information Publication (AIP).

1.3.3 Rules applicable to IFR flights outside controlled airspace

1.3.3.1 Cruising levels

1.3.3.1.1 An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the tables of cruising levels in **ENR 1.7**, except when otherwise specified by the appropriate ATS authority for flights at or below 900 m (3 000 ft) above mean sea level.

1.3.3.2 Communications

1.3.3.2.1 An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with 3.3.1.2 c) or d) of ICAO Annex 2 shall maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

1.3.3.3 Position reports

1.3.3.3.1 An IFR flight operating outside controlled airspace shall maintain an air-ground communication watch on the appropriate communication channel and establish two way communication, as necessary, with the air traffic services unit providing flight information service and shall report position as specified in 3.6.3 of ICAO Annex 2 for controlled flights.

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ENR 1.4 ATS AIRSPACE CLASSIFICATION

1.4.1 Classification of airspaces

1.4.1.1 ATS airspaces are classified and designated in accordance with the following:

Class A. IFR flights only are permitted, all flights are subject to air traffic control service and are separated from each other.

Class B. IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other.

Class C. IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D. IFR and VFR flights are permitted and all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

Class E. IFR and VFR flights are permitted, IFR flights are subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical.

Class F. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

Class G. IFR and VFR flights are permitted and receive flight information service if requested.

The requirements for the flights within each class of airspace are as shown in the following table.

Note. - The airspace structure of the Balkan Joint Operations Area is defined by ICAO, with one exception: Inside Traffic Management Area (TMA/CTA) the 250 knots restriction is not applicable to Stabilization Force tactical aircraft.

Class	Type of flight	Separation provided	Service provided	Speed limitation	Radio communication requirement	Subject to an ATC clearance
A	IFR only	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
B	IFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) Air traffic control service for separation from IFR 2) VFR/VFR traffic information (and traffic avoidance on request)	250 kt IAS below 10 000 ft (3 050 m) AMSL	Continuous two-way	Yes
D	IFR	IFR from IFR	Air traffic control service including traffic information about VFR flights (and traffic avoidance advice on request)	250 kt IAS below 10 000 ft (3 050 m) AMSL	Continuous two-way	Yes
	VFR	NIL	Traffic infromation between VFR and IFR flights (and traffic avoidance advice on request)	250 kt IAS below 10 000 ft (3 050 m) AMSL	Continuous two-way	Yes
E	IFR	IFR from IFR	Air traffic control service and information about VFR flights as far as prictcable	250 kt IAS below 10 000 ft (3 050 m) AMSL	Continuous two-way	Yes
	VFR	NIL	Traffic infromation as far as practicable	250 kt IAS below 10 000 ft (3 050 m) AMSL	Continuous two-way	No

Class	Type of flight	Separation provided	Service provided	Speed limitation	Radio communication requirement	Subject to an ATC clearance
F	IFR	IFR from IFR as far as practicable	Air traffic advisory; flight information service	250 kt IAS below 10 000 ft (3 050 m) AMSL	Continuous two-way	No
	VFR	NIL	Flight information service	250 kt IAS below 10 000 ft (3 050 m) AMSL	No	No
G	IFR	NIL	Flight information service	250 kt IAS below 10 000 ft (3 050 m) AMSL	Continuous two-way	No
	VFR	NIL	Flight information service	250 kt IAS below 10 000 ft (3 050 m) AMSL	No	No

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1.5.1 General

1.5.1.1 The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168 — *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS).

1.5.1.2 The holding and approach procedures in use have been based on the values and factors contained in Parts III and IV of Vol. I of the PANS-OPS. The holding patterns shall be entered and flown as indicated below.

1.5.2 Arriving flights

1.5.2.1 IFR flights entering and landing within a terminal control area will be cleared to a specified holding point and instructed to contact approach control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from approach control. If the clearance limit is reached before further instructions have been received, holding procedure shall be carried out at the level last authorized.

1.5.2.2 Due to the limited airspace available, it is important that the approaches to the patterns and the holding procedures be carried out as precisely as possible. Pilots are strongly requested to inform ATC if for any reason the approach and/or holding cannot be performed as required.

1.5.3 Departing flights

1.5.3.1 IFR flights departing from Pristina Airport will receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination. IFR flights departing from non-controlled aerodromes must make arrangements with the Pristina approach prior to take-off.

1.5.3.2 Detailed instructions with regard to routes, turns, etc. will be issued after take-off. If no instructions have been issued aircraft shall be established on the cleared route within 15 NM of their point of departure.

<table>
<tr><td rowspan="2">Flight level (FL)</td><td rowspan="2">Category A and B aircraft</td><td colspan="2">Jet aircraft</td></tr>
<tr><td>Normal conditions</td><td>Turbulence conditions</td></tr>
<tr><td>Up to FL 140 (4 250 m) inclusive</td><td>170 kt</td><td>230 kt (425 km/h)</td><td rowspan="3">280 kt (520 km/h) or Mach 0.83, whichever is less</td></tr>
<tr><td>Above FL 140 (4 250 m) to FL 200 (6 100 m) inclusive</td><td colspan="2">240 kt (445 km/h)</td></tr>
<tr><td>ABOVE FL 200 (6 100 m) to FL 340 (10 350 m) inclusive</td><td colspan="2">265 kt (490 km/h)</td></tr>
<tr><td>Above FL 340 (10 350 m)</td><td colspan="2">Mach 0.83</td><td>Mach 0.83</td></tr>
</table>

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ENR 1.6 RADAR SERVICES AND PROCEDURES

1.6.1 Radar service provision

1.6.1.1 A radar unit normally operates as an integral part of the parent ATS unit and provides radar service to aircraft, to the maximum extent practicable, to meet the operational requirement. Many factors, such as radar coverage, controller workload and equipment capabilities, may affect these services, and the radar controller shall determine the practicability of providing or continuing to provide radar services in any specific case.

1.6.2 The application of radar control service

1.6.2.1 Radar identification is achieved according to the provisions specified by ICAO.

1.6.2.2 Radar control service is provided in controlled airspaces to aircraft operating within the Kosovo airspace. This service may include:

a) radar separation of arriving, departing and en-route traffic;

b) radar monitoring of arriving, departing and en-route traffic to provide information on any significant deviation from the normal flight path;

c) radar vectoring when required;

d) assistance to aircraft in emergency;

e) assistance to aircraft crossing controlled airspace;

f) warnings and position information on other aircraft considered to constitute a hazard;

g) information to assist in the navigation of aircraft;

h) information on observed weather.

1.6.2.3 A pilot will know when radar services are being provided because the radar controller will use the phraseology “a/c call sign identified” for aircraft under approach control.

1.6.2.4 The minimum horizontal radar seperation is 10 NM at or below FL205.

1.6.2.5 Levels assigned by the radar controller to pilots will provide a minimum terrain clearance according to the phase of flight.

1.6.3 Radar and radio failure procedures

1.6.3.1 Radar failure. In the event of radar failure or loss of radar identification, instructions will be issued to restore non-radar standard separation and the pilot will be instructed to communicate with the parent ATS unit.

1.6.3.2 Radio failure. The radar controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or turns. If the turns are observed, the radar controller will continue to provide radar service to the aircraft.

1.6.3.3 If the aircraft’s radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If radar identification has already been established, the radar controller will vector other identified aircraft clear of its track until such time as the aircraft leaves radar cover.

1.6.4 Primary radar

NIL

1.6.5 Secondary surveillance radar (SSR)

1. Operating Procedures

a. Radar service increases airspace utilization by allowing ATC to reduce separation between aircraft. In addition, radar permits an exception of flight information services, such as traffic information, and radar navigation assistance. Due to limitations inherent in all radar systems, it may not always be possible to detect weather disturbance .

Where radar information is derived from Secondary Surveillance Radar (SSR) only, (i.e. without associated primary radar coverage), it is not possible to provide traffic information on aircraft that are not transponder equipped or to provide some of the other flight information.

b. The SSR systems are to be considered as a supplement to the basic procedural system in the Pristina Approach and will be used to provide radar separation where benefits to aircraft, safety or expedition can be obtained. Non-availability of SSR-data will therefore not cause APP inability to perform its stated functions, but may degrade the quality of the service rendered. No radar maneuver should be undertaken unless it is assured that it will be completed and procedural separation re-established whilst any aircraft

involved remains within radar coverage. It is intended to operate the SSR-system on H24 basis, as far as possible.
c. Except as provided for in para 1.6.2.1 below, pilots shall operate transponders and select Modes and Codes in accordance with ATC instructions. In particular, when entering the Pristina CTA, and flying within radar coverage, pilots who have already received specific instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

d. Pilots of aircraft about to enter the Pristina CTA, and will be flying within radar coverage, and have not received specific instructions from ATC concerning the setting of the transponder shall operate the transponder on Mode C Code 2000 upon entry and maintain that Code setting until otherwise instructed.

e. Before providing radar service, ATC will establish identification in accordance with ICAO PANS ATM Chapter 8. Pilots will be notified whenever radar identification is established, or lost. Examples: "IDENTIFIED", OR "IDENTIFICATION LOST".

f. Pilots are cautioned that radar identification of their flight does not relieve them of the responsibility for collision avoidance of terrain (obstacle) clearance. ATC will normally provide radar identified IFR flights with relevant information on observed targets. If the PSR part of radar system is not functioning, ATC cannot provide traffic information on aircraft without a functioning transponder. The responsibility for terrain (obstacle) clearance is only accepted by ATC when vectoring IFR flights.

g. Radar vectoring is used when necessary for separation purposes, when required by noise abatement procedures, when requested by the pilot, or whenever vectoring will offer operational advantages to the pilot or the controller. When vectoring is initiated, the pilot will be informed of the location to which the aircraft is being vectored, or the purpose of the vector, e.g. for spacing or weather information.

Examples: "TURN RIGHT HEADING 220 TO INTERCEPT RADIAL 189 TO SARAX"
"FLY HEADING 350 VECTORS TO INTERCEPT RADIAL 017."
"JOIN XAXAN 17A ARRIVAL"

h. Pilots will be informed when radar vectoring is terminated.

Example: "RADAR VECTORING TERMINATED. RESUME OWN NAVIGATION."

i. Normally radar service will be continued until an aircraft leaves the area of radar coverage, enters uncontrolled airspace, or is transferred to an ATC unit not equipped with radar. When radar service is terminated the pilot will be informed accordingly. Example: "RADAR SERVICE TERMINATED. RESUME OWN NAVIGATION."

j. Aircraft on radar vector will be vectored to a published instrument approach aid, a Localizer (LLZ) course, a VOR Radial/DME, NDB for final approach or to a position for visual approach.

k. Radar approach controllers will provide vectors onto final, onto LLZ course or Radial/DME as follows:

Normally not closer than 10 NM, to runways (or as requested by pilots).

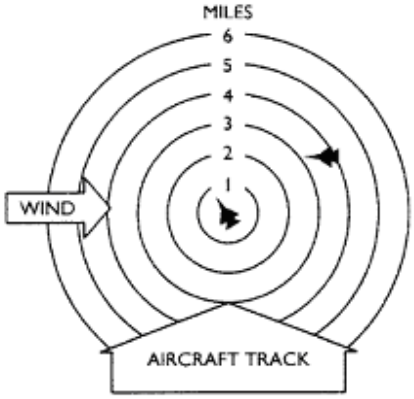
2. Radar Traffic Information

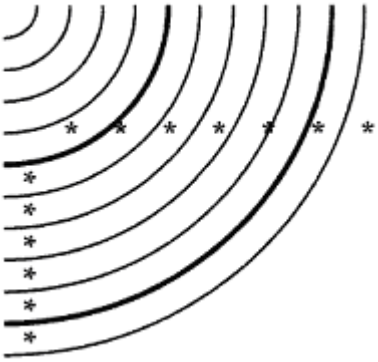
a. Traffic (or workload) permitting, ATC will provide IFR flights with information on observed radar targets whenever the traffic is likely to be of concern to the pilot, unless the pilot states that he does not want the information. This information may be provided to VFR traffic when requested by the pilot.

b. If requested by the pilot, ATC will attempt to provide radar separation between identified IFR aircraft and the unknown observed aircraft.

c. When issuing radar information, ATC will frequently define the relative location of traffic, weather areas, etc., by referring to the "clock" position system. In this system the 12 o'clock position is based on the observed radar track rather than the actual nose of the aircraft. In conditions of strong crosswind this can lead to a discrepancy between the position as reported by the controller and the position by the pilot.

d. The following diagram illustrates the "clock" system:





As observed on radar, 3 o'clock, 3.5 miles.

Actual position of traffic, 3 o'clock, 3.5 miles.

e. Traffic information when passed to radar identified aircraft will be issued as follows:

i. Position of the traffic in relation to the aircraft's observed track.

ii. Direction in which the traffic is proceeding.

iii. Type of aircraft and altitude, if known.

Example: "TRAFFIC, 2 O'CLOCK 3 1/2 MILES, WESTBOUND", (type of aircraft and altitude.)

f. An aircraft not radar-identified would be issued traffic information in the following manner:

i. Position of the traffic in relation to fix;

ii. Direction in which the traffic is proceeding;

iii. Type of aircraft and altitude, if known.

3. Radar Assistance To VFR Flights

a. When requested by pilots, radar-equipped ATC units will provide assistance to navigation in the form of position information, vectors or track. Flights requesting this assistance must be operating within areas of radar and communication coverage and be radar-identified.

b. VFR flights may be provided with this service:

i. at the request of a pilot, when traffic conditions permit; or

ii. when the controller suggests and pilot agrees; or

iii. in the interest of flight safety.

c. The pilot is responsible for avoiding other traffic and avoiding weather below VFR minima while on a VFR flight on radar vectors.

d. If radar vector will lead a VFR flight into IFR weather conditions, the pilot must inform the controller and take the following action:

i. if practicable, obtain a vector which will allow the flight to remain in VMC; or

ii. if an alternative vector is not practicable, revert to navigation without radar assistance; or

iii. if the pilot has an IFR rating and the aircraft is equipped for IFR flight, he may file an IFR flight plan, and request an IFR clearance.

e. Emergency radar assistance will be given to VFR flights which are able to maintain two-way radio communication with the unit, are within radar coverage, and can be radar identified.

f. Pilots requiring radar assistance during emergency conditions should contact the nearest ATC unit and provide the following information:

i. declaration of emergency (state nature of difficulty and type of assistance required);

ii. position of aircraft and weather conditions within which the flight is operating;

iii. type of aircraft, altitude, and whether equipped for IFR flight;

iv. whether pilot has an IFR rating.

g. Pilots unable to contact radar but in need of emergency assistance may alert by flying triangular patterns.

Note: Receiver operating, right hand pattern. No radio, left hand pattern

4. Obstacle Clearance During Radar Vectors

a. IFR Flights

i. The pilot of an IFR flight is responsible for ensuring that his flight is operated with adequate clearance from obstacles and terrain, however, when and only when the flight is being radar-vectored, air traffic control will ensure that the appropriate obstacle clearance is provided.

ii. Minimum radar vectoring altitudes (lowest altitude at which an aircraft may be vectored and still meet obstacle criteria) which may be lower than minimum altitudes shown on navigation and approach charts, have been established at Pristina to facilitate transitions to instrument approach aids. When an IFR flight is cleared to descend to the lower altitude, ATC will provide terrain and obstacle clearance until the aircraft is in a position from which an approved instrument approach or a visual approach can be commenced.

iii. If a communication failure occurs while a flight is being vectored at an altitude below the minimum IFR altitudes shown in the instrument approach chart, the pilot should climb immediately to the appropriate published minimum altitude, unless able to continue VMC.

b. VFR Flights

i. The pilot of a VFR aircraft remains responsible for maintaining adequate clearance from obstacle and terrain when the flight is being radar-vectored by air traffic control.

ii. If adequate obstacle or terrain clearance cannot be maintained on a vector, the pilot must inform the controller and take the following action:
- if practicable, obtain a heading that will enable adequate clearance to be maintained, or climb to a suitable altitude; or
- revert to navigation without radar assistance.

5. SSR Mode "C" Information

a. Air traffic controllers at Pristina APP shall use automatically transmitted pressure-altitude data, received from aircraft, to confirm vertical separation between aircraft.

b. If Mode "C" information from an aircraft shows an inaccuracy of 300 feet or more in respect to cleared/reported level the aircraft will be requested to verify its level. If it becomes apparent that the reason for the inaccuracy is erroneous indication the aircraft will be advised to cease transponding Mode "C" by the phrase:

STOP SQUAWK CHARLIE, WRONG INDICATION.

1.6.5.1 Emergency Procedures

1.6.5.1.1 If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific Code, this Code shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to Mode A/3 Code 7700.

1.6.5.1.2 Notwithstanding the procedure in para 1.6.5.1.1 above, a pilot may select Mode C Code 7700 if it appears to him to be the most suitable source of action.
Note: Continuous monitoring of responses on Mode C Code 7700 is provided.

1.6.5.2 Radio communication failure and unlawful interference procedures

1.6.5.2.1 **Radio communication failure procedure**

In the event of an aircraft radio receiver failure, a pilot shall select Mode C Code 7600 and follow established procedures; subsequent control of the aircraft will be based on those procedures.

1.6.5.2.2 **Unlawful interference procedure**

In the event of an unlawful interference, a pilot shall select Mode C Code 7500 and follow established procedures; subsequent control of the aircraft will be based on those procedures.

1.6.5.3 **Communication**

International flights shall monitor the appropriate controller/pilot frequency when within radar coverage.

1.6.5.4 **System of SSR Code assignment**

Code assignment is done by ANSA- AIS Department on daily basis.

1.6.5.5 Radar Coverage

Pristina Approach operates terminal area surveillance radar station at Golesh Hill location 42°34’01.884"N 20°59’18.733"E. The radar coverage for secondary radar is 180NM.

1.6.5.6 Graphic portrayal of area coverage of radar/SSR

To be developed

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ENR 1.7 ALTIMETER SETTING PROCEDURES

1.7.1 Introduction

1.7.1.1 The altimeter setting procedures in use generally conform to those contained in ICAO Doc 8168, Vol. I, Part 6 and are given in full below. Differences are shown in quotation marks.

1.7.1.2 Transition altitudes are given on the instrument approach charts.

1.7.1.3 QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts and are available on request from the air traffic services units. QNH values are given in hectopascals.

1.7.2 Basic altimeter setting procedures

1.7.2.1 *General*

1.7.2.1.1 Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical positioning is expressed in terms of altitude when descending and in terms of flight levels when ascending.

1.7.2.1.2 Flight level zero is located at the atmospheric pressure level of 1 013.2 hPa (29.92 in). Consecutive flight levels are separated by a pressure interval corresponding to 500 ft (152.4 m) in the standard atmosphere.

Note.— Examples of the relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being approximate

Flight level number	*Altimeter Feet*	*Indication Metres*
10	1 000	300
15	1 500	450
20	2 000	600
50	5 000	1 500
100	10 000	3 050
150	15 000	4 550
200	20 000	6 100

1.7.2.2 *Take-off and climb*

1.7.2.2.1 A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.

1.7.2.3 *Vertical separation — en route*

1.7.2.3.1 Vertical separation during en-route flight shall be expressed in terms of flight levels at all times "during an IFR flight and at night".

1.7.2.3.2 IFR flights, and VFR flights above 900 m (3 000 ft), when in level cruising flight, shall be flown at such flight levels, corresponding to the magnetic tracks shown in the following table, so as to provide the required terrain clearance:

	000 - 179		180 - 359	
	IFR	VFR	IFR	VFR
Flight level number	10		20	
	30	35	40	45
	50	55	60	65
	70	75	80	85
	90	95	100	105
	...	etc.	...	etc

Note.— Some of the lower levels in the above table may not be usable due to terrain clearance requirements

1.7.2.4 *Approach and landing*

1.7.2.4.1 A QNH altimeter setting is made available in approach clearance and in clearance to enter the traffic circuit.

1.7.2.4.2 QFE altimeter settings are not available.

1.7.2.5 *Missed approach*

1.7.2.5.1 The relevant portions of 1.7.2.1.1, 1.7.2.2 and 1.7.2.4 shall be applied in the event of a missed approach.

1.7.3 Procedures applicable to operators (including pilots)

1.7.3.1 *Flight planning*

The levels at which a flight is to be conducted shall be specified in a flight plan:

a) in terms of flight levels if the flight is to be conducted at or above the transition level, and

b) in terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

Note 1.— Short flights in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.

1.7.4 Tables of cruising levels

The cruising levels to be observed when so required are as follows:

a) in areas where, on the basis of regional air navigation agreement and in accordance with conditions specified therein, a vertical separation minimum (VSM) of 300 m (1 000 ft) is applied between FL 290 and FL 410 inclusive:*

TRACK**											
From 000 degrees to 179 degrees**						From 180 degrees to 359 degrees**					
IFR flights Altitudes			VFR flights Altitudes			IFR flights Altitudes			VFR flights Altitudes		
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
-90					-	0			-	-	-
10	300	1 000			-	20	600	2 000	-	-	-
30	900	3 000	35	1 050	3 500	40	1 200	4 000	45	1 350	4 500
50	1 500	5 000	55	1 700	5 500	60	1 850	6 000	65	2 000	6 500
70	2 150	7 000	75	2 300	7 500	80	2 450	8 000	85	2 600	8 500
90	2 750	9 000	95	2 900	9 500	100	3 050	10 000	105	3 200	10 500
110	3 350	11 000	115	3 500	11 500	120	3 650	12 000	125	3 800	12 500
130	3 950	13 000	135	4 100	13 500	140	4 250	14 000	145	4 400	14 500
150	4 550	15 000	155	4 700	15 500	160	4 900	16 000	165	5 050	16 500
170	5 200	17 000	175	5 350	17 500	180	5 500	18 000	185	5 650	18 500
190	5 800	19 000	195	5 950	19 500	200	6 100	20 000	205	6 250	20 500
210	6 400	21 000	215	6 550	21 500	220	6 700	22 000	225	6 850	22 500
230	7 000	23 000	235	7 150	23 500	240	7 300	24 000	245	7 450	24 500
250	7 600	25 000	255	8 400	25 500	260	7 900	26 000	265	8 100	26 500
270	8 250	27 000	275		27 500	280	8 550	28 000	285	8 700	28 500
290	8 850	29 000				300	9 150	30 000			
310	9 450	31 000				320	9 750	32 000			
330	10 050	33 000				340	10 350	34 000			
350	10 650	35 000				360	10 950	36 000			
370	11 300	37 000				380	11 600	38 000			
390	11 900	39 000				400	12 200	40 000			
410	12 500	41 000				430	13 100	43 000			
450	13 700	45 000				470	14 350	47 000			
490	14 950	49 000				510	15 550	51 000			
etc.	etc.	etc.				etc.	etc.	etc.			

* Except when, on the basis of regional air navigation agreements, a modified table of cruising levels based on a nominal vertical separation minimum of 300 m (1 000 ft) is prescribed for use, under specified conditions, by aircraft operating above FL 410 within designated portions of the airspace.

** Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

PART 1 - RULES OF THE AIR, AIR TRAFFIC SERVICES AND SEARCH AND RESCUE

The supplementary procedures in force are given in their entirety. Differences are shown in quotation marks.

EUR Regional Supplementary Procedures (Doc 7030), Rules of the Air, Air Traffic Services and Search and Rescue.

These procedures are supplementary to the provisions contained in Annex 2, Annex 6, Parts II, Annex 11, PANS-ATM (Doc 4444-ATM/501) and PANS-OPS (Doc 8168-OPS/611).

1.0 FLIGHT RULES

1.1 Instrument flight rules (IFR)
(A2 - 2.2, Chapter 4 and Chapter 5)
Note. - Annex 2, 2.2 permits a choice for a flight to comply with either the instrument flight rules or the visual flight rules when operated in visual meteorological conditions subject to certain limitations in Chapter 4 of the Annex. The following indicates certain further restrictions on that choice.

1.1.1 *Special application of instrument flight rules*

1.1.1.1 Flights shall be conducted in accordance with instrument flight rules when operated above FL 150 within the Amman, Beirut, Cairo, Damascus, Nicosia and Tel Aviv flight information regions.

1.1.1.2 Flights shall be conducted in accordance with instrument flight rules when operated within or above the EUR RVSM airspace as specified in 2.1.

1.2 Air traffic advisory service
(P-ATM, 9.1.4)

Note. - The PANS-ATM leaves it to the discretion of the pilot whether or not to obtain air traffic advisory service when available. The following procedures make it compulsory to obtain such service under certain circumstances

1.2.1 All IFR flights shall comply with the procedures for air traffic advisory service when operating in advisory airspace within the Amman,.Beirut, Cairo, Damascus, Nicosia and Tel Aviv flight information regions.

2.0 REDUCED VERTICAL SEPARATION MINIMUM (RVSM) OF 300 M (1 000 FT)

2.1 Area of applicability

2.1.1 RVSM shall be applicable in that volume of airspace between FL 290 and FL 410 inclusive in the following flight information regions/upper flight information regions (FIRs/UIRs);

Amsterdam, Ankara, Athinai, Barcelona, Bagdad, Beograd, Berlin, Bodø, Bratislava, Bremen, Brest, Brindisi, Bruxells, Bucuresti, Budapest, Chisinau, Düsseldorf, France, Frankfurt, Hannover, Istanbul, Kaliningrad, Kharkiv, København, Kyiv, Lisboa, Ljubljana, London L´viv, Madrid, Malmø, Malta, Milano, Minsk, München, Nicosia, Odesa, Oslo, Praha, Rhein, Roma, Rovaniemi, Sarajevo, Scottish, Shannon, Simferopol, Skopje, Sofia, Stavanger, Stockholm, Sundvall, Switzerland, Tallin, Tampere, Tirana, Tronheim, Varna, Vilnius, Warszawa, Wien, Zagreb.

2.1.2 RVSM shall be applicable in either all, or part of, that volume of airspace between FL 290 and FL 410 inclusive in the following FIRs/UIRs:

Canaries (AFI Region), Casablanca, Tunis.

Note. - The volume of airspace specified in 2.1.1 and 2.1.2 will be referred to as "EUR RVSM airspace".

2.2 Means of compliance
(A2 - 5.1.1 and Appendix 3; A6, Part I - 4.2, 7.2 and Chapter 3, Note 1; A6, Part II - 7.2 and Chapter 3, Note 1; A8 - 8.1)

2.2.1 Except for State aircraft, operator intending to conduct flights within the volume of airspace specified in 2.1 where RVSM is applied shall require an RVSM approval either from the State in which the operator is based or from the State in which the aircraft is registered. To obtain such an RVSM approval, operators shall satisfy the said State that:

a) aircraft for which the RVSM approval is sought have the vertical navigation performance capability required for RVSM operations through compliance with the criteria of the RVSM minimum aircraft systems performance specifications (MASPS).

b) they have instituted procedures in respect of continued airworthiness (maintenance and repair) practices and programs; and

c) they have initiated flight crew procedures for operations in the EUR RVSM airspace specified in 2.1.

Note 1. - An RVSM approval is not restricted to a specific region. Instead, it is globally on the understanding that any operating procedures specific to a given region, in this case EUR Region, should be stated in the operations manual or appropriate crew guidance.

Note 2. - Aircraft that have received State approval for RVSM operations will be referred to as "RVSM approved aircraft".

Note 3. - Aircraft that have not received State approval for RVSM operations will be referred to as "non-RVSM approved aircraft".

2.2.2 The characteristics of total vertical error (TVE) distribution from the basis of the MASPS which were developed to support the introduction of RVSM operations in accordance with agreed global safety standards. The MASPS were designed to ensure that:

a) in respect of groups of aircraft that are nominally of identical design and build with respect to all details that could influence the accuracy of height-keeping performance, height-keeping performance capability shall be such that the TVE for the group of aircraft shall have a mean no greater than 25 m (80 ft) in magnitude and shall have a standard deviation no greater that $92 - 0.004z^2$ for $0 \leq z \leq$ where z is the magnitude of the mean TVE in feet or $28 - 0.013z^2$ for $0 \leq z \leq 25$ when z is in meters. In addition, the components of TVE must have he following characteristics:

1) the mean altimetry system error (ASE) of the group shall not exceed 25 m (80 ft) in magnitude;

2) the sum of the absolute value of the mean ASE and three standard deviations of ASE shall not exceed 75 m (245 ft); and

3) the differences between cleared flight level and the indicated pressure altitude actually flown shall be symmetric about a mean of 0 m, with a standard deviation no greater than 13.3 m (43.7 ft), and in addition, the decrease in the frequency of differences with increasing difference magnitude shall be at least exponential.

b) in respect of a non-group aircraft for which the characteristics of the airframe and altimetry system fit are unique and so cannot be classified as belonging to a group of aircraft, height-keeping performance capability shall be such that the components of the TVE of the aircraft have the following characteristics:

1) the ASE of a non-group aircraft shall not exceed 60 m (200 ft) in magnitude under all flight conditions; and

2) the differences between cleared flight level and the indicated pressure altitude actually flown shall be symmetric about a mean of 0 m, with a standard deviation no greater than 13.3 m (43.7 ft), and in addition, the decrease in the frequency of differences with increasing difference magnitude shall be at least exponential.

2.2.3 Guidance material of use to those in the initial achievement and contained maintenance of the height-keeping performance capability has been issued by ICAO under the title *Guidance Material on the Implementation of a 300 m (1 000 ft) Vertical Separation Minimum (VSM) in the European RVSM Airspace.* Detailed technical guidance material on the airworthiness, continued airworthiness, and the operational practices and procedures for the Joint Aviation Authorities *Administrative and Guidance Material Leaflet No. 6.* The content of these documents will be supplemented and updated as required and as new material becomes available.

2.2.4 Monitoring of flight operations in the EUR RVSM airspace shall be conducted to assess the continuing compliance of aircraft with the height-keeping performance requirements.

Note. -Monitoring will be conducted in accordance with the appropriate material issued by ICAO. When notified, operators will be required to cooperate in the monitoring programme.

3.0 FLIGHT PLANS

3.1.1 *General*

3.1.1.1 In order to avoid a disproportionate workload on ATS units, RPLs will not be accepted for any flight conducted on 25 December. On this day, individual flight plans shall be filed for all flights.

3.1.1.2 All operators filling RPLs shall indicate in Item Q of the RPL all equipment and capability information in conformity with Item 10 of the ICAO flight plan form.

3.1.2 *Procedures for completion of RPLs on media suitable for electronic data processing*

Note. - General provisions for the submission of RPL listings on media suitable for data processing are contained in PANS-ATM, 16.4.3. A model RPL listing form is contained in PANS-ATM, Appendix 2.

3.1.2.1 Operators who wish to submit their RPL listings on magnetic tape should conclude agreements with the administration concerned. The procedures to be used shall be those specified in Appendix A. They are an expansion of the procedures applied when RPLs are submitted by means of listings on printed forms. The procedures in Appendix A apply specifically to magnetic tapes. If a requirement arises to submit RPL listings by means of other media suitable for electronic data processing, such as flexible disks or by on-line transmission, the procedures in Appendix A should form the basis of appropriate arrangements between operators and administrations concerned, pending the development of complementary procedures for regional application. Relevant ISO Standards, if published, should be observed in the case as well.

3.1.2.2 The procedures of this document specify the file structure and contents for information interchange and specify magnetically recorded tables to identify the files, the file sections and the reels of tape, In addition, for other appropriate technical provisions relating to recording, the relevant ISO and ICAO Standards are references, i.e. ISO 3788 for tape characteristics and Annex 10, Volume I/ISO 4873 for character coding.

3.2 Submission of a flight plan
(A2 - 3.3.1; P-ATM, 4.4.2)

3.2.1 For flights subject to ATFM measures, the following procedures apply:

a) flight plans shall be submitted at least 3 hours before the estimated off-block time (EOBT);

b) any changes to the EOBT of more than 15 minutes shall be the subject of a modification ,message;

c) when a repetitive flight plan (RPL) or an individual flight plan (FPL) has been filed but it is decided, within 4 hours of EOBT, to use an alternative routing between the same aerodromes of departure and destination:

1) a cancellation message (CNL) with priority “DD” shall be transmitted immediately to all addresses of the previous flight plan;

2) a replacement flight plan (RFP) in the form of an FPL with identical call sign shall be transmitted after the CNL message and with a delay of not less than 5 minutes;

3) the RFP shall contain, as the first element of Item 18, the identification “RFP/Qn”, where RFP signifies “Replacement Flight Plan” and “n” is “1” for the first replacement, “2” for the second replacement, and so on;

4) the last RFP shall be filed at least 30 minutes before EOBT.

Note. - The submission of a replacement flight plan should be accepted as fulfilling a States requirement for advance notification of flight (diplomatic clearance).

3.3 Indication in the flight plan of 8.33 KHz channel spacing capability radio equipment

3.3.1 For flights conducted wholly or partly in the volume of airspace specified in 4.1.1, in addition to the letter S and/or any other letters, as appropriate, the letter Y shall be inserted in field 10 if the flight plan for aircraft equipped with 8.33 KHz channel spacing capable radio equipment, or the indicator STS/EXM833 shall be included infield 18 for aircraft not equipped but which have been granted exemption from the mandatory carriage requirement. Aircraft normally capable of operating above FL245/FL195 but planning to fly below these levels shall include the letter Y as specified above.

Note. - In the case of “STS/EXM833”, a list of exemptions will have to be published in the State´ AIP. The absence of the above letter/indicator shall be taken as a lack of 8.33 KHz capable equipment.

3.3.2 In case of change in the 8.33 KHz capability status for a flight planned to operate in the area specified in 4.1.1, a modification message shall be sent with the appropriate indicator inserted in the relevant field.

3.3.3 All flights subject to RPL are assumed to be 8.33 KHz equipped. When a flight is not equipped with 8.33 KHz capability, a change message for the day of operation shall be sent not earlier than 20 hours before the estimated off-block time.

3.4 Date of flight in a flight plan
(A2 - 3.3; P-ATM, 4.4.1, 11.4.2.2.2.5, Appendices 2 and 3)

Note. - PANS-ATM, 11.4.2.2.2.5, states that "if a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, that flight plan shall be held in abeyance until at most 24 hours before the flight begins so as to avoid the need for the insertion of a date group into that flight plan". The following removes this restriction and specifies details regarding optional insertion of a date group into the flight plan.

3.4.1 If a flight plan for a flight conducted wholly in the EUR Region is filed more than 24 hours in advance of the estimated off-block time, it is mandatory to provide the date of the flight. If the flight plan is filed less than 24 hours in advance of the estimated off-block time, the date of the flight may be optionally indicated. This information will be inserted in the Item 18 of the flight plan in the form of a 3-letter indicator (DOF= followed by an oblique stroke and date of flight in a 6-figure group format:

DOF/YYMMDD (YY=year; MM=month; DD=day)

3.4.2 These flight plans shall be processed and transmitted without being held in abeyance.

3.5 Indication in the flight plan of RVSM approval status
(A2 - 3.3.2; P-ATM, Appendix 2)

3.5.1 *Flight planning for RVSM approved aircraft and non-RVSM approved State aircraft*

3.5.1.1 Operators of RVSM approved aircraft shall indicate the approval status by inserting the letter W in Item 10 of the ICAO flight plan form, regardless of the requested flight level.

3.5.1.2 Operator of formation flights of a State aircraft shall not insert the letter W in Item 10 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned. Operators of formation flights of State aircraft intending to operate within the EUR RVSM airspace as general air traffic (GAT) shall include STS/NONRVSM in Item 18 of the ICAO flight plan form.

3.5.1.3 Operators of RVSM approved aircraft shall also include the letter W in Item Q of the RPL, regardless of the requested flight level. If a change of aircraft operated in accordance with an RPL results in a modification of the RVSM approval status as stated in Item Q a modification message (CHG) shall be submitted by the operator.

3.5.1.4 Operator of RVSM approved aircraft and non-RVSM approved State aircraft intending to operate within EUR RVSM airspace, as specified in 2.1, shall include the following in Item 15 of the ICAO flight plan form:

a) the entry point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point; and

b) the exit point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

Note. - Refer to 10.1.2 and 10.1.3 for related traffic control (ATC) requirements.

3.5.1.5 Operators of non-RVSM approved State aircraft with a requested flight level of FL 290 or above shall insert STS/NONRVSM in Item 18 of the ICAO flight plan form.

3.5.2 *Flight planning for non-RVSM approved aircraft*

3.5.2.1 Except for operations within the EUR RVSM transition airspace, as specified in 10.1.1, and within airspace designated in accordance with 10.2.1, operators of non-RVSM approved aircraft shall flight plan to operate outside the EUR RVSM airspace.

Note. - Refer to 7.3.1 and 7.3.2 regarding ATC clearance into the EUR RVSM airspace.

3.5.2.2 Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome outside the lateral limits of the EUR RVSM airspace to a destination aerodrome within the lateral limits of EUR RVSM airspace shall include the following in Item 15 of the ICAO flight plan form:

a) the entry point at the lateral limits of the EUR RVSM airspace; and

b) a requested flight level below FL 290 for that portion of the route commencing immediately after the entry point.

Note. - Refer to 10.1.4.1 for related ATC requirements.

3.5.2.3 Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome to a destination aerodrome, both of which are within the lateral limits of the EUR RVSM airspace, shall include in Item 15 of the ICAO flight plan form a requested flight level below FL 290.

Note. - Refer to 10.1.4.2 for related ATC requirement.

3.5.2.4 Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome within the lateral limits of the EUR RVSM airspace to a destination aerodrome outside the lateral limits of EUR RVSM airspace shall include the following in Item 15 of the ICAO flight plan from:

a) a requested flight level below FL 290 for that portion of the route within the lateral limits of the EUR RVSM airspace; and

b) the exit point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the exit point.

Note, - Refer to 10.1.4.3 for related ATC requirements.

3.5.2.5 Operator of non-RVSM approved aircraft intending to operate from a departure aerodrome to a destination aerodrome, both of which are outside the lateral limits of the EUR RVSM airspace, with a portion of the route within the lateral limits of the EUR RVSM airspace, shall include the following in Item 15 of the ICAO flight plan form:

a) the entry point at the lateral limits of the EUR RVSM airspace and a requested flight level below FL 290 or above FL 410 for that portion of the route commencing immediately after the entry point; and

b) the exit point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route immediately after the exit point.

Note. - Refer to 10.1.4.4 for related ATC requirements.

4.0 AIR-GROUND COMMUNICATIONS AND IN-FLIGHT REPORTING

Note. - Annex 2, 3.6.3, 3.6.5.1 and 5.3.3, and PANS-ATM, 4.11, require controlled flights and certain IFR flights outside controlled airspace to maintain a continuous listening watch on the appropriate radio frequency and to report positions in specified circumstances. The following expands such requirements and specifies additional details regarding the transmission and contents of in-flight reports.

4.1 Mandatory carriage of 8.33 KHz channel spacing capable radio equipment
(A 10, Vol. V - 4.1.2.2.1)

4.1.1 All aircraft operating above FL 245 in the European Region shall be equipped with 8.33 KHz channel spacing capable radio equipment. All aircraft operating above FL 195 in France upper flight information region shall be equipped with 8.33 KHz channel spacing capable radio equipment.

4.1.2 Exemptions may be granted by States, concerned for certain types of aircraft operation and for certain areas of operations.

Note. All exemptions granted by States, including the extent to which aircraft from other States can be exempted, should be specified in States´ AIPs.

4.1.3 When UHF ground infrastructure permits a close operational link to a State´s airspace management procedure, UHF-equipped State aircraft not equipped with an 8.33 KHz channel spacing capable radio shall be allowed to operate in the airspace designated for 8.33 KHz channel spacing operations.

Note. - Details of UHF coverage meeting the above infrastructure requirements should be specified in States´ AIPs.

4.2 Phraseology to be used in airspace where 8.33 KHz channel spacing is used.
(P-ATM, 12.3)

4.2.1 Aircraft operating in airspace where 8.33 KHz channel spacing has been implemented shall use the phraseology as shown in Table 1.

4.3 Application
(A2 - 3.6.3, 3.6.5, 5.3.3; P-ATM, 4.11)

4.3.1 Air craft flying within uncontrolled airspace may be requested to maintain a continuous watch on the appropriate air-ground frequency of the ATS unit serving the flight information region within which the aircraft is flying.

4.4 Contents of position reports
(P-ATM, 4.11 and 4.12)

4.4.1 *Abbreviated reports*

4.4.1.1 Position reports should only contain the aircraft identification, position, time and flight level, unless otherwise specified.

4.4.1.2 In defined portions of the airspace, designated by the appropriate ATS authority, where:

a) through SSR, individual and verified Mode C information are permanently available in the form of labels associated with the radar position of the aircraft concerned, and

b. reliable air-ground communication coverage and direct pilot-to controller communications exist; and

c. the initial call after change in a radio frequency may contain only the aircraft identification and level, subsequently, position reports may contain only aircraft identification, position and time.

5.0 ACTION IN THE EVENT OF AIR-GROUND COMMUNICATION FAILURE

(A2 - 3.6.5.2)

5.1 As soon as it is known that two-way communication has failed, ATC shall maintain separation between the aircraft having the communication failure and other aircraft based on the assumption that the aircraft will operate in accordance with 5.2 and 5.3.

5.2 Visual meteorological conditions (VMC)

5.2.1 Except as provided for in 5.3.1, a controlled flight experiencing communication failure in VMC shall:

a) set transponder to Code 7600;

b) continue to fly VMC;

c) land at the nearest suitable aerodrome; and

d) report the arrival time by the most expeditious means to the appropriate ATS.

5.3 Instrument meteorological conditions (IMC)

5.3.1 A controlled IFR flight experiencing communication failure in IMC, or where it does not appear feasible to continue in accordance with 5.2 shall:

a) set transponder to 7600;

b) maintain for a period of 7 minutes the last assigned speed and level or the minimum flight altitude, if the minimum flight altitude is higher than the last assigned level. The period of 7 minutes commences:

1) if operating on a route without compulsory reporting points or if instructions have been received to omit positions reports;

i) at the time the last assigned level or minimum flight altitude is reached, or

ii) at the time the transponder is set to Code 7600,

whichever is later; or

2) if operating on a route with compulsory reporting points and no instruction to omit positions reports has been received:

i) at the time the last assigned level or minimum flight altitude is reached, or

ii) at the previously reported pilot estimate for the compulsory reporting point,

iii) at the time of a failed report of position over a compulsory reporting point.

Note. - The period of 7 minutes is to allow the necessary air traffic control and coordination measures.

c) thereafter, adjust level and speed in accordance with the filed flight plan;

d) if radar vectored or proceeding offset according to RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

Note. - With regard to the route to be flown or the time to begin descent to the arrival aerodrome, the current flight plan, which is the flight plan, including changes, if any, brought about by subsequent clearances, will be used.

e) proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination aerodrome and, when required to ensure compliance with 5.3.1 f), hold over this aid until commencement of descent;

f) commence descent from the navigation aid specified in .5.3.1 e) at, or as close as possible to, the expected approach time last received and acknowledged or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan.

g) complete a normal instrument approach procedure as specified for the designated navigation aid; and

Table 1. Phraseology to be used in airspace where 8.33 KHz channel is used

Reference	*Circumstances*	*Phraseology*
PANS-ATM, 12.4.3.1	To request the capability of the radio equipment	ADVISE EIGHT POINT THREE THREE EQUIPPED
	To indicate 8.33 KHz capability	* AFFIRM EIGHT POINT THREE THREE
	To indicate lack of 8.33 KHz capability	* NEGATIVE EIGHT POINT THREE THREE
	To indiccate UHF capability	* UHF EQUIPPED
	To request the status of in respect of exemption	ADVISE EIGHT POINT THREE THREE EXEMPTION STATUS
	To indicate 8.33 KHz exempted status	*(aircraft call sign) EXEMPTED EIGHT POINT THREE THREE
	To indicate that a certain clearance is given because otherwise a non-equipped aircraft would enter the airspace of mandatory carriage	(clearance/instruction) DUE EIGHT POINT THREE THREE REQUIREMENT
PANS-ATM, 12.4.3.5	To request the pilot to confirm the 8.33 KHz selection	a) CONFIRM EIGHT POINT THREE THREE CHANNEL (name)
		* b) AFFIRM EIGHT POINT THREE THREE CHANNEL (name)
PANS-ATM, 12.3.1.3	Transfer of control and/or channel change	a) CONTACT (unit call sign) CHANNEL(name)
		b) AT (or OVER) (time or place) CONTACT (unit call sign) CHANNEL (name)
		c) IF NO CONTACT (instructions)
		d) STAND BY CHANNEL (name) FOR (unit call sign)
		* e) REQUEST CHANGE TO CHANNEL (name)
		f) CHANNEL CHANGE APPROVED
		g) MONITOR (unit call sign) CHANNEL (name)
		* h) MONITORING CHANNEL (name)
		i) WHEN READY CONTACT (unit call sign) CHANNEL (name)
* Denotes pilot transmission		j) REMAIN THIS CHANNEL

Example: "AIR FRANCE TWO SEVEN FOUR CONTACT FRANCE CONTROL CHANNEL ONE THREE TWO DECIMAL ZERO ONE ZERO".

h) land, if possible, within thirty minutes after the estimated time of arrival specified in 5.3.1 f) or the last acknowledged expected approach time, whichever is later.

Note. - Pilots are reminded that the aircraft may not be in an area of secondary surveillance radar coverage.

6.0 SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES

6.1 Emergency descent procedures
(P-ATM, 15.1.4)

6.1.1 *Action by the pilot-in-command*

6.1.1.1 When an aircraft operated as a controlled flight experiences sudden decompression or a (similar) malfunction requiring an emergency descent, the aircraft shall, if able:

a) initiate a turn away from the assigned route or track before commencing the emergency descent;

b) advise the appropriate air traffic unit as soon as possible of the emergency descent;

c) set transponder to Code 7700 and select the Emergency Mode on the automatic dependent surveillance/controller-pilot data link communications (ADS/CPDLC) system, if applicable;

d) turn on aircraft exterior lights;

e) watch for conflicting traffic both visually and by reference to ACAS (if equipped); and

f) coordinate its further intentions with the appropriate ATC unit.

6.1.1.2 The aircraft shall not descend below the lowest published minimum altitude which will provide a minimum vertical clearance of 300 m (1 000 ft) or in designated mountainous terrain 600 m ((2 000 ft) above all obstacles located in the area specified.

6.1.2 *Action by the air traffic control unit*

6.1.2.1 Immediately upon recognizing that an emergency descent is in progress, air traffic control unit shall acknowledge the emergency on radiotelephony (RTF) and take all necessary action in safeguarding all aircraft concerned.

6.1.2.2 In particular, they may, as required by the situation:

a) suggest a heading to be flown, if able, by the aircraft carrying out the emergency descent in order to achieve spacing from other aircraft concerned;

b) state the minimum altitude for the area of operation, only if the level-off altitude stated by the pilot is below such minimum altitude, together with the applicable QNH altimeter setting;

c) as soon as possible, provide separation with conflicting traffic, or issue essential traffic information, as appropriate.

6.1.2.3 When deemed necessary, air traffic control will broadcast an emergency message, or cause such message to be broadcast, to other aircraft concerned to warn them of the emergency descent.

6.2 Special procedures for in-flight contingencies involving a loss of vertical navigation performance required for flight within the EUR RVSM airspace

6.2.1 *General*

6.2.1.1 An in-flight contingency affecting flight in the EUR RVSM airspace pertains to unforeseen circumstances that directly impact on the ability of one or more aircraft to operate in accordance with the vertical navigation performance requirements of the EUR RVSM airspace as specified in 2.2. Such in-flight contingencies can result from degradation of aircraft equipment associated with height-keeping and from turbulent atmospheric conditions.

6.2.1.2 The pilot shall inform ATC as soon as possible of any circumstances where the vertical navigation performance requirements for the EUR RVSM airspace cannot be maintained. In such cases, the pilot shall obtain a revised ATC clearance prior to initiating any deviation from the cleared route and/or flight level, whereever possible. When a revised ATC clearance could not be obtained prior to such a deviation, the pilot shall obtain a revised clearance as soon as possible thereafter.

6.2.1.3 ATC shall render all possible assistance to a pilot experiencing an in-flight emergency. Subsequent ATC actions will be based on the intentions of the pilot, the overall air traffic situation and the real-time dynamics of the contingency.

6.2.2 *Degradation of aircraft equipment - pilot reported*

6.2.2.1 When informed by the pilot of an RVSM approved aircraft operating in the EUR RVSM airspace that the aircraft´s equipment no longer meets the RVSM MASPS, as specified in 2.2, ATC shall consider the aircraft as non-RVSM approved.

6.2.2.2 ATC shall take action immediately to provide a minimum vertical separation of 600 m (2 000 ft) or an appropriate horizontal vertical separation from all other aircraft concerned that are operating in the EUR RVSM airspace. An aircraft rendered non-RVSM approved shall normally be cleared out of the EUR RVSM airspace by ATC when it is possible to do so.

6.2.2.3 Pilot shall inform ATC, as soon as practicable, of any restoration of the proper functioning of equipment required to meet the RVSM MASPS.

6.2.2.4 The first ACC/UAC to become aware of a change in an aircraft´s RVSM status shall coordinate with adjacent ACCs/UACs, as appropriate.

6.2.3 *Severe turbulence - not forecast*

6.2.3.1 When an aircraft operating in the EUR RVSM airspace encounters severe turbulence due to weather or wake vortex that the pilot believes will impact the aircraft´s capability to maintain its cleared flight level, the pilot shall inform ATC. ATC shall establish either an appropriate horizontal separation or an increased minimum vertical separation.

6.2.3.2 ATC shall, to the extent possible, accommodate pilot requests for flight level and/or route changes and shall pass on traffic information as required.

6.2.3.3 ATC shall solicit reports from other aircraft to determine whether RVSM should be suspended entirely or within a specific flight level band and/or area.

6.2.3.4 The ACC/UAC suspending RVSM shall coordinate such suspension(s) and any required adjustments to sector capacities with adjacent ACCs/ UACs, as appropriate, to ensure an orderly progression to the transfer of traffic.

6.2.4 *Severe turbulence - forecast*

6.2.4.1 When a meteorological forecast is predicting severe turbulence within EUR RVSM airspace, ATC shall determine whether RVSM should be suspended and, if so, the period of time and specific flight level(s) and/or area.

6.2.4.2 In cases where RVSM will be suspended, the ACC/UAC suspending RVSM shall coordinate with adjacent ACCs/UACs with regard to the flight levels appropriate for the transfer, unless a contingency flight level allocation scheme has been determined by letter of agreement. The ACC/UAC suspending RVSM shall also coordinate applicable sector capacities with adjacent ACCs/UACs as appropriate.

7.0 AIR TRAFFIC CONTROL CLEARANCES

7.1 Contents of clearances

(A11 - 3.7; P-ATM, 4.5.4, 4.5.7 and 11.4.2.5.2)

7.1.1 A pilot-in-command shall, if at any time in doubt, request a detailed description of the route from ATS.

7.2 Departure slot monitor

7.2.1 ATC is responsible for departure slot monitoring at departure aerodromes. The exact procedures to be followed will depend on the way that ATS is organized at each aerodrome. There are, however, three requirements as follows:

a) States shall ensure that an ATFM slot, if applicable, be included as part of the ATC clearance. The ATC clearance should take account of an applicable slot.

b) ATC units responsible for departure slot monitoring shall be provided with the necessary information concerning the restrictions in force and slot allocated.

c) Aircraft operators shall inform themselves of and adhere to:

1) general ATFM procedures including flight plan filing and message exchange requirements;

2) strategic ATFM measures (e.g. traffic orientation schemes);

3) current ATFM measures (e.g. specific measures applicable on the day in question).

7.3 ATC clearance into EUR RVSM airspace

7.3.1 Except for operations within the EUR RVSM transition airspace, as specified in 10.1.1, and within airspace designated in accordance with 10.2.1, only RVSM approved aircraft and non-RVSM approved State aircraft shall be issued ATC clearance into EUR RVSM airspace.

7.3.2 ATC clearance into EUR RVSM airspace shall not be issued to formation flights of aircraft.

8.0 SEPARATION OF AIRCRAFT

8.1 Longitudinal separation minimum based on time and radar-observed distance

8.1.1 A minimum longitudinal separation of three minutes may be applied between aircraft on the same track or crossing tracks, whether at the same level, climbing or descending, provided that:

a) their flight progress is continuously monitored by radar forming an integral part of the ATC unit concerned; and

b) the distance between the aircraft, as observed by radar, is never less than 37 km (20 NM).

Note. - Use of this separation is subject to all the limitations in the use of radar specified in PANS-ATM, 8.1.

8.2 Transfer of radar control without verbal exchange - "silent" radar transfer

8.2.1 Transfer of radar control based on the procedures specified in PANS-ATM, 8.6.2 and 8.6.3 may be carried out without systematic use of the bidirectional speech facilities available between the adjacent units concerned, provided that:

a) the detailed conditions applicable for the transfer are the subject of a bilateral agreement; and

b) the minimum distance between the aircraft during the period of transfer is agreed as one of the following values:

1) 19 km (10 NM) when SSR information is used in accordance with the provisions of 9.2.1 c), provided that an overlapping radar coverage of at least 56 km (30 NM) between units involved exists; or

2) 9.3 km (5 NM) when the conditions of 1) above apply in both units involved possess electronic aids for immediate recognition of release and acceptance of aircraft under radar transfer.

8.3 Separation of aircraft within radar coverage by using Mach number speed control

8.3.1 In areas of radar coverage, separation minima may be maintained between aircraft operating along the same track and at the same cruising level based on a combination of radar-observed distance and assignment of Mach speeds to both aircraft, provided the following conditions are met:

a) both aircraft are being observed on radar and no interruption to radar coverage is anticipated; and

b) both aircraft are assigned a Mach number and the following aircraft is assigned either the same or a lower Mach number as that assigned to the leading aircraft.

8.3.2 Transfer of the radar control of aircraft being longitudinally separated in accordance with 8.3.1 may be effected between adjacent control positions or adjacent ATC units provided that the requirements of PANS-ATM, 8.7.5.2 a) through f) are met.

8.3.3 Using Mach number speed control required that:

a) aircraft must adhere to the last assign Mach number;

b) if a deviation of [CODE] = M.01 or more becomes necessary, ATC must be advised prior to the change of speed. If prior notification is not possible (e.g. due to turbulence), the appropriate ATC unit shall be notified as soon as possible; and

c) when required by the appropriate ATC unit, the current true Mach number should be included in routine position reports.

8.3.4 In order to reduce coordination requirements on ATC, controllers, when applying this technique, shall require pilots to report the assigned Mach number upon initial contact. Once pilot have been assigned a Mach number and instructed to report the assigned Mach number on initial contact, they should continue to make such report(s) on each initial contact until advised by ATC to discontinue.

8.3.5 The separation minima to be applied by ATC when using Mach number speed control shall be in accordance with States´ requirements and, in the case of transfer of radar control between adjacent ATC units, in accordance with letters of agreement between the units.

8.4 Vertical separation
(A6, Parts I and II - 7.2.3; A11 - 3.3.4; P-ATM, 5.3.2)

8.4.1 Between FL 290 and FL 410 inclusive, within the EUR RVSM airspace, the vertical separation minimum shall be :

a) 300 m (1 000 ft) between RVSM approved aircraft;

b) 600 m (2 000 ft) between:

1) non-RVSM approved State aircraft and any other aircraft operating within the EUR RVSM airspace;

2) all formation flights of State aircraft and any other aircraft operating within EUR RVSM airspace; and

3) non-RVSM approved aircraft and any other aircraft operating within the EUR RVSM transition airspace, as specified in 10.1.1, and within airspace designated in accordance with 10.2.1.

8.4.2 ATC shall provide a minimum vertical separation of 600 m (2 000 ft) between an aircraft experiencing a communication failure in flight and any other aircraft when both aircraft are operating within the EUR RVSM airspace.

9.0 USE OF SECONDARY SURVEILLANCE RADAR (SSR)

(P-ATM, Chapter 8); P-OPS, VOl. I, Part VIII)

9.1 Application of procedure

Note. - Some military aircraft are required to operate IFF transponders for non-ATC purposes simultaneously with and independently of their operation in Node A for ATC purposes.

9.1.1 *Operation of transponders*

9.1.1.1 When it is necessary to stop IFF/SIF transponders on Mode A/3, pilots shall be requested to switch off Mode 3 (see 9.4.1, STOP SQUAWK THREE"). In no case shall they be requested to switch to STANDBY, since operation of the STANDBY switch stoops the IFF/SIF transponder from replying on all modes.

9.1.2 *Operation of SSR equipment and displays*

9.1.2.1 SRR-derived information shall be checked by use of a special monitoring devices or by correlation of an identified primary radar blip with the appropriate SSR response.

9.1.2.2 The "all codes" setting shall be used when it is desired to display for ATC purposes all aircraft in a specified area that are equipped with SSR or IFF/SIF transponders; the "all aircraft" setting shall be used when it is desired to also display aircraft equipped with basic IFF transponders.

9.1.3 *Assignment of SSR codes*

Note. - The procedures provided in 9.1.3.1, 9.1.3.2, 9.1.3.3, 9.1.3.4.2 are applicable within the Asian part of the Russian Federation, Kazakhstan, Kyrgystan, Tajikistan, Turkmenistan and Uzbekistan only.

9.1.3.1 Regardless of SSR capability of the ATS units concerned, an aircraft engaged in international flights shall be assigned an appropriate four-digit code by the area control ventre/flight information centre, at the beginning of the flight, if it is to be conducted under instrument flight rules. The code shall be assigned from within the code block(s) in Table ATS-3 of the EUR Air Navigation Plan (Doc 7754) allocated to the area control centre/flight information centre of the originating flight information region and shall be retained and used by aircraft until its arrival at destination with modifications as provided for in 9.1.3.2 and 9.1.3.3.

9.1.3.2 *Aircraft entering the Asian part of the Russian Federation, Kazakhstan, Kyrgystan, Tajikistan, Turkmenistan and Uzbekistan.*

For an aircraft entering the area under consideration via various "peripheral" flight information regions, the area control centre/flight information centre concerned shall assign a code in one of the two following ways. If the aircraft concerned is going to land in the "peripheral" flight information region, a domestic code will be assigned. If the aircraft is going to overfly the "peripheral" flight information region, an international code shall be assigned from the code set allocated to that flight concerned information region.

Note 1. - Diversion. *Whenever a diversion occurs which will take the aircraft into another flight information region, advance coordination with the area control centre/ flight information centre having jurisdiction over that flight information region shall be effected to avoid code conflict. This is of particular importance if the code used by the flight concerned may already have been reassigned to another flight.*

Note 2. - Peripheral flight information region. *For those flight information regions forming the boundary of the Asian part of the Russian Federation, Kazakhstan, Kyrgystan, Tajikistan, Turkmenistan and Uzbekistan and in which domestic codes are assigned to flights originating outside the region, international codes are assigned to flights originating outside the region and terminating in other flight information region within the area under consideration.*

9.1.3.3 Flight in two-digit code environments or non-SSR areas within the Asian part of the Russian Federation, Kazakhstan, Kyrgystan, Tajikistan, Turkmenistan and Uzbekistan.

a) Departing from a two-digit code environment. The aircraft shall be assigned a four-digit code, but the code shall not be issued to the aircraft. Instead, a two-digit code shall be issued according to local procedures. The assigned four-digit code shall be issued when the aircraft reaches a predetermined point after passing through the two-digit code environment.

b) *Traversing a two-digit code environment.* The aircraft shall transponder on the assigned four-digit code until it reaches a predetermined point where it shall be instructed to change to the required two-digit code. After passing through the area, the area control centre concerned shall instruct the aircraft to revert to the previously assigned four-digit code.

c) *Landing in a two-digit environment.* The aircraft shall be instructed to change to two digit code as required by the appropriate area control centre.

d) *Traversing non-SSR areas or landing in non-SSR areas.* The area control centre/ flight information centre will include the four-digit code as part of the transfer message.

e) *Departing from a non-SSR area.* The aircraft shall be assigned a four-digit code upon departure, and the area control centre/flight information centre shall include the code in the departure and transfer messages.

9.1.3.4 *Forwarding of the assigned code to ATS units en route and at destination*

9.1.3.4.1 The ATS unit serving the aerodrome where the flight originates shall include the assigned four-digit code in the departure message sent to each address of the flight plan.

9.1.3.4.2 The area control centre/flight information centre serving the flight information region where the flight originates shall include the assigned four-digit code in the transfer message to the next area control centre/flight information centre. The area control centre/ flight information centre of subsequent flight information regions overflown by the aircraft concerned shall ensure that the code is included in the transfer messages.

Note. - This is particular important in the case of 9.1.3.3 d).

9.2 Use of SSR-derived information for the provision of separation between aircraft

9.2.1 Except when the positional element of an SSR response cannot be resolved (see Note following 9.2.1 e)), SSR-derived information may be used alone for the provision of horizontal separation between aircraft in the circumstances and under the conditions specified below:

a) Within the coverage area of the associated primary radar, e.g. the fact that the primary radar echoes of certain aircraft are not, or not continuously, presented on the radar display due to the reflecting characteristics of such aircraft, clutter, etc. In this case, SSR responses may be used for the separation of transponder-equipped aircraft and, additionally, for the separation of transponder-equipped aircraft from other known aircraft not using SSR but displayed clearly on the primary radar display, provided that the SSR response from any aircraft (not necessarily the one being provided separation) coincides with the primary radar echo of the same aircraft.

Note. - Where SSR accuracy cannot be verified by means of monitor equipment or by visual correlation of the SSR response with the primary radar echo from a given aircraft, SSR responses alone may be used only to provide identification.

b) outside the coverage area of the associated primary radar, or in certain areas (which shall be defined horizontally as well as vertically) and under circumstances specified by the appropriate authority in consultation with the operators, provided:

1) reliable SSR coverage exists within the area;

2) the area is designated as controlled airspace;

3) the control of air traffic in the area is vested in one ATC unit unless adequate means of coordination exist between all ATC units concerned;

4) actual operating experience has shown that loss of SSR responses is not occurring at a rate affecting the safety of operations and adequate measures for earlier possible detection of such losses have been developed;

5) density and/or complexity of air traffic is the area and provision of navigational guidance allow a safe reversion to other form of separation in case of SSR failure;

6) the aircraft concerned have previously been identified and identification has been maintained.

7) procedural separation is applied between aircraft with functioning transponders and other aircraft.

c) In defined areas where advanced ATS systems are in operation and SSR is the main source for the provision to air traffic services of continuous information on the position of the aircraft, and where the carriage of SSR transponders is mandatory, the appropriate ATS authority, after consultation with operators, may authorize the systematic provision of horizontal and/or vertical separation, based on SSR-derived information, between aircraft that are equipped with correctly functioning transponders, provide that:

1) adequate SSR coverage exists throughout the area wherein this procedure is used, and reliable operation of this service is assured;

2) identification of individual aircraft so separated is maintained by means of discrete codes;

3) adequate primary radar or SSR ground equipment backup is provided or, alternatively, in case of SSR failure, density and/or complexity of air traffic in the area and the availability of navigational guidance allow a safe reversion to other forms of separation (based on either the use of primary radar or procedural control).

Note. - Other appropriate forms of separation should be applied between aircraft with functioning transponders and other controlled aircraft.

d) When primary radar fails and until procedural separation is established, provided that;

1) the positional accuracy of the SSR responses has been verified (see 9.2.1 a) and Note);

2) the pilots of the aircraft concerned have been advised.

e) In the case of aircraft in emergency.

Note. - Apart from causes in the inability to resolve the potentional element of an SSR response which can occur due to malfunctioning of the equipment, there are two causes which may occur during normal operations. These are the presence of side-lobe responses and reflections.

9.2.2 The separation minima used should not be less than those applied when using the associated primary radar. If any, on the understanding that the resolution of the SSR is not better than that normally associated with primary radar.

9.3 Use of SSR alone for other than radar operation purposes

9.3.1 In addition to 9.2 and further to Chapter 8 of the PANS-ATM, information on aircraft derived from SSR alone may be used in areas specified by the controlling authority in order to assist the air traffic services in maintaining an orderly and expeditious flow of air traffic and to resolve specific situation where radar separation is not involved.

9.4 Phraseology
(P-ATM, 12.4.3)

9.4.1 SSR phraseology is shown in table 2.

Table 2. SSR Phraseology

Phrase	*Meaning*
*SQUAWK LOW	Turn master control to “low sensivity position, retainig present mode and code.
*SQUAWK NORMAL	Turn master control to “normal” position, retaining present mode and code.
*STOP SQUAWK THREE	Switch off Mode 3.

* The phrase is reserved for use with military aircraft only.

9.5 Carriage and operation of SSR Mode S airborne equipment

(A10, Vol. IV - 2.1.5 and 2.1.6)

9.5.1 The carriage and operation of Mode S airborne equipment shall be mandatory in airspace designated by the appropriate ATS authorities pursuant to the implementation of SSR Mode S enhanced surveillance in accordance with the following:

a) for IFR flights, as General Air Traffic (GAT), for new aircraft with effect from 1 January 2001, and for all aircraft with effect from January 2003:

- Level 2 transponder, as a minimum, with downlink aircraft parameter capability denoted as basic functionality and enhanced surveillance functionality as detailed in 9.5.2.

Note. - The employment of LEVEL 4 transponders, as a minimum, with an airborne data link processor (ADLP), is envisaged as a possible future requirement in association with the extended use of Mode S data link in an integrated air-ground communications network. The earliest target date is mid-2005 and this date will be consolidated once a strategy for surveillance and communication has been defined, with due regard to an agreed minimum five-year notification period.

b) for VFR flights, conducted in Class B and C airspace as designated by the appropriate ATS authority and in defined portions of Class D, E, F and G airspace where the carriage and operation of SSR transponders have already been prescribed, for new aircraft with effect from 1 January 2003, and all aircraft with effect from 1 January 2005:

- Level 2 transponder, as a minimum, with downlink aircraft parameter capability denoted as basic functionality as detailed in 9.5.2.

c) Mode S equipped aircraft shall report, automatically, basic functionality which includes aircraft identification (call sign used in flight).

Note 1. - The aircraft identification required above is not provided by the 24-bis aircraft address.

Note 2. - Level 1 transponders are not prescribed for international flights in the European Region.

d) Mode S equipped aircraft with a maximum mass in excess of 5 700 kg or a maximum cruising true airspeed in excess of 324 km/h (175 kt) shall operate with antenna diversity.

9.5.2 Specific requirements for downlink aircraft parameters (DAPs) are classified, separately as shown in Table 3 and 4.

Note. - Additional DAPs that relate to aircraft intention are currently under evaluation, in particular, selected parameters contained in BDS Register 4.0 which have been recommended for inclusion once certain

Table 3. BasicFunctionality

Basic functionality	*Associated register or protocol*
Automatic reporting of flight identity (call sign used in flight plan)	BDS 2.0
Transponder capabilitu report	BDS 1.0 (enabling transponder data link capacities to be determined BDS 1.7 (enabling registers which the transponder provides to be established
Altitude reporting in 25 ft intervals (subject to aircraft availability)	Mode C transmission
Flight status (airborne/on the ground)	Provision of flight status filed data in the Mode S protocol

Table 4. Enhanced Surveillance Functionality

Enhanced surveillance functionality	*Associated register*
Magnetic heasing Speed (IAS/Mach no.) Vertical speed (barometric rate of climb/ descend or, preferably, baro-inertial)	DBS 6.0
Speed (TAS) Roll angle Track angle variation True track angle Ground speed	BDS 5.0

technical and institutional issues have been resolved. Any further requirements which may become necessary after the initial implementation of Mode S enhanced surveillance will be promulgated with due regard to an agreed minimum five-year notification period.

9.5.3 Dispensation from these requirements may be granted by the appropriate ATS authorities in accordance with the harmonized exemption arrangements, which have been coordinated on a regional basis, as follows:

a) for VFR flights conducted by aircraft:

already equipped with non-Mode S transponders having Mode A 4096 code capability and Mode C altitude reporting; or

when the carriage of a transponder is impracticable; or

when an exception to the requirement is authorized for a specific purpose;

b) to the operators of older aircraft when airframe life remaining is shown to be less than three years from 1 January 2003;

c) for IFR flight conducted by State (military) aircraft required to occasionally[1] operate as GAT, subject to the availability of Mode 3/A transponders with 4096 code capability and Mode C altitude reporting. This concession should also apply, in the same circumstances, to State (military) aircraft equipped with a Mode S transponder but without the capability, either technically or operationally, to downlink the full set of prescribed DAPs.

1. In this context, occasionally" is taken to mean an average total flying time of 30 hours annually in the airspace subject to the mandatory carriage of operation of Mode S.

These coordinated exemptions arrangements shall be subject to periodic review and, in the first instance, should be for a period not exceeding three years.

Note. - Aircraft operators who are grated exemptions are advised that it will not be possible to provide the same level of ATM service as that applied to aircraft which comply with the Mode S transponder carriage and operation requirements.

9.5.4 Operators of older aircraft that are equipped with Mode S transponders but where the avionics do not permit the extraction and transmission of the full set of prescribed DAPs shall be granted air traffic services to the maximum extent possible without penalty. However, this dispensation will be subject to review as in 9.5.3.

10.0 SPECIAL PROCEDURES APPLICABLE IN DESIGNATED AIRSPACE

10.1 Provisions for the transition of aircraft in/ from the EUR RVSM airspace

(A2, Appendix 3; A6, Parts I and II - 7.2.3; A11 - 3.3.4; P-ATM, 5.3.2)

10.1.1 *Area of application*

10.1.1.1 Transition tasks associated with the application of 300 m (1 000 ft) vertical separation minimum within the EUR RVSM airspace, as specified in 2.1, shall be carried out in all or parts of the following FIRs/UIRs:

Ankara, Athinai, Barcelona, Canaries (AFI Region), Casablanca, France, Kahrkiv, Kyiv, Madrid, Malta, Minsk, Nicosia, Riga, Rovaniemi, Simferopol, Tallin, Tampere, Tunis.

Note. - The volume of airspace referred to in 10.1.1.1 will be referred to as the "EUR RVSM transition airspace"

10.1.2 *RVSM approved and non-approved State aircraft entering the EUR RVSM airspace from a non-RVSM environment*

10.1.2.1 RVSM approved aircraft and non-RVSM approved State aircraft entering the EUR RVSM airspace from non-RVSM environment shall be established at a flight level in accordance with:

a) the table of cruising levels, as published in ICAO Annex 2, Appendix 3, a); and/or

b) a flight level allocation scheme, if applicable, and/or

c) as specified in an inter-area control centre (ACC) letter of agreement.

10.1.2.2 Any changes from non-RVSM levels to RVSM flight levels shall be initiated by the first ACC/upper area control centre (UAC) providing ATC service to the aircraft within the EUR RVSM airspace and shall be achieved before the aircraft passes the transfer of control point to the adjacent ACC/UAC, unless otherwise specified in an inter-ACC letter of agreement.

10.1.3 *Aircraft entering a non-RVSM environment from the EUR RVSM airspace*

10.1.3.1 Aircraft entering a non-RVSM environment from the EUR RVSM airspace shall be established with the applicable vertical separation minimum.

10.1.3.2 The applicable vertical separation minimum shall be established by the last ACC/UAC providing ATC service to the aircraft within the EUR RVSM airspace and before the aircraft passes the transfer of control point to the adjacent ACC/UAC.

10.1.3.3 Such aircraft shall be established at a flight level in accordance with:

a) the table of cruising levels, as published in ICAO Annex 2, Appendix 3, b); and/or

b) a flight level allocation scheme, if applicable, and/or

c) as specified in an inter-ACC letter of agreement.

10.1.4 *Non-RVSM approved civil operation*

10.1.4.1 Non-RVSM approved aircraft operating from a departure aerodrome outside the lateral limits of the EUR RVSM airspace with a destination aerodrome within the lateral limits of the EUR RVSM airspace shall be cleared to a flight level below FL 290. Such flight level changes shall be initiated by the first ACC/UAC providing ATC service to the aircraft within the EUR RVSM airspace and shall be achieved before the aircraft passes the transfer of control point ti the adjacent ACC/UAC.

Note. - Refer to 3.5.2.2 for related flight planning requirements.

10.1.4.2 Non-RVSM approved aircraft operating from a departure aerodrome to a destination aerodrome, both of which are within the lateral limits of the EUR RVSM airspace, shall be cleared to a flight level below FL 290.

Note. - Refer to 3.5.2.3 for related flight planning requirements.

10.1.4.3 Non-RVSM approved aircraft operating from a departure aerodrome within the lateral limits of the EUR RVSM airspace to a destination aerodrome outside the lateral limits of the EUR RVSM airspace:

a) shall be cleared to a flight level below FL 290; and

b) may be cleared to FL 290 or above by the last ACC/UAC providing ATC service to the aircraft within the EUR RVSM airspace, and such flight level changes shall be achieved before the aircraft passes the transfer of control point in the adjacent ACC/UAC.

Note. - Refer to 3.5.2.4 for related flight planning requirements.

10.1.4.4 Non-RVSM approved aircraft operating from a departure aerodrome to a destination aerodrome, both of which are outside the lateral limits of the EUR RVSM airspace, with a portion of the route within the lateral limits of the EUR RVSM airspace:

a) shall be cleared to a flight level below FL 290 or above FL 410 by the first ACC/UAC providing ATC service to the aircraft within the EUR RVSM airspace, and such flight level changes shall be achieved before the aircraft passes the transfer of control point to the adjacent ACC/UAC, in accordance with the flight level allocation system (FLAS), if applicable, and/or as specified in an inter-ACC letter of agreement; and

b) may subsequently be cleared to a requested flight level within or through the EUR RVSM airspace by the last ACC/UAC providing ATC service to the aircraft within the EUR RVSM airspace, and such light level changes shall be achieved before the aircraft passes the transfer of control point to the adjacent ACC/UAC.

Note. - Refer to 3.5.2.5 for related flight planning requirements.

10.2 European/North Atlantic (NAT) interface - non-RVSM approved aircraft

10.2.1 The State authorities responsible for Bodø (Domestic), Stavanger, Trondheim, Scottish, Shannon, London, Brest, Madrid and Lisboa FIRs may establish designated airspace within their FIRs for the purpose of transitioning non-RVSM approved aircraft operating to and from the NAT Region.

10.2.2 ACCs/UACs providing ATC service within airspace designated in accordance with 10.2.1 may clear such non-RVSM approved aircraft to climb or descend through RVSM airspace.

10.2.3 Climbs or descents through RVSM airspace, in accordance with 10.2.2, shall be achieved before the aircraft passes the transfer of control point to the adjacent ACC/UAC, if applicable, unless otherwise specified in an inter-ACC letter of agreement.

11.0 ALTIMETER SETTING PROCEDURES APPLICABLE TO AIR TRAFFIC SERVICES AND MINIMUM LEVELS

(P-ATM, 4.10 and 4.10.3)

11.1 Based on current and anticipated atmospheric pressure distribution, area control centres shall coordinate, where required, the lowest flight level to be used.

12.0 FLIGHT INFORMATION SERVICE

12.1 Automatic terminal information services (ATIS)

(A11 - 4.3.4)

12.1.1 An ATIS broadcast should not require the assignment of a VHF frequency that is subject to international frequency assignment.

12.1.2 AN ATIS broadcast, when containing departure information only and when requiring to be transmitted on a discrete frequency, should be transmitted on a ground control VHF frequency.

12.1.3 ATIS broadcast messages need not contain an instruction that, on initial contact with the appropriate ATS unit, the pilot acknowledge receipt of the ATIS message.

12.2 Transmission of SIGMET information

(P-ATM, 9.1.3.2)

12.2.1 SIGMET information shall be transmitted to aircraft with the least possible delay on the initiative of the appropriate ATS unit, by the preferred method of directed transmission followed by acknowledgment, or by a general call when the number of aircraft would render the preferred method impracticable.

12.3 Transmission of special air-report

(A11 - 4.2.3)

12.3.1 Special air-reports shall be transmitted with the least possible delay to aircraft likely to be affected and shall over the portion of the route up to one hours flying time ahead of the aircraft.

12.4 Transmission of amended aerodrome forecast

(P-ATM, 9.1.3.5)

12.4.1 Amended aerodrome forecasts shall be passed to aircraft within 60 minutes from the aerodrome of destination, unless the information was made available through other means.

13.0 AIR TRAFFIC SERVICES COORDINATION

13.1 Coordination between units providing area control services

(P-ATM, 10.4.2)

13.1.1 If a flight should enter an adjacent area, information concerning any revision of estimate of three minutes or more shall be forwarded to the adjacent control centre normally by telephone.

14.0 AIR TRAFFIC SERVICES MESSAGES

14.1 Flight plan and departure messages

(P-ATM, 11.4.2.2)

14.1.1 Filed flight plan messages for flights to operate within the NAT Region at a distance of 110 km (60 NM) or less from the northern and southern boundaries of Gander Oceanic and Shanwick Oceanic flight information Regions shall be addressed to the area control centres in charge of the NAT flight information regions along the route and, in addition, to the area control centres in charge of the nearest adjacent NAT flight information regions.

14.1.2 For flights departing from points within adjacent regions and entering the NAT Region without intermediate stops, filed flight plans messages shall be transmitted to the appropriate area control centre s immediately after the appropriate plan has been submitted.

14.1.3 Provided reliable ATC speech circuit exist between the successive ATS units concerned with the flight, departure messages may be omitted for IFR flights operated within areas or along routes designated by mutual agreements between the States concerned.

14.1.4 *Flight information boundaries estimates*

14.1.4.1 When so specified in appropriate aeronautical information publications by the States concerned, flight plans and associated flight plan messages concerning flights within or intending to enter

the airspace where the State(s) concerned are responsible for the provision for air traffic services shall not include flight information region boundaries estimate.

14.2 Computer-assisted coordination process (P-ATM, 10.4)

14.2.1 *General*

a) When so agreed between adjacent ATC units, computer-assisted coordination process shall be introduced to eliminate the need for verbal coordination of boundary estimates and to reduce the amount of manual data input into ATC computers.

b) When introduced between adjacent area control centres for the purpose of activation and updating of FPL messages of RPLs, data processing shall be based upon messages and procedures described below.

c) The minimum requirement for the activation of flight plan data shall be the content of the boundary estimate (EST) message. When so agreed between adjacent units, the activate (ACT) message shall be used instead of the EST message, enabling additional information to be transmitted.

d) The means of communication to be employed and the procedures to be applied for the exchange of messages in the computer-assisted coordination process shall be specified by bilateral agreement between the ATC units concerned.

14.2.2 *Messages*

a) The EST message and the ACT message shall be the alternative means employed to achieve flight plan activation. The EST message shall contain Field Types 3, 7, 13a, 14 and 16a. The ACT message shall contain Field Types 3, 7, 13a, 14 and 16a, identical to that of EST message and, in addition, one or more Field Types 22 as bilaterally agreed between adjacent ATC units for the inclusion of other current information associated with the flight plan.

b) The logical acknowledgment message (LAM) shall be the means by which the safeguarding of the transmitted message is indicated to the sending ATS unit by the receiving ATS unit. The LAM shall contain Field Type 3 (message type, number and reference data) with reference to the appropriate ATS message which it acknowledges.

Example: (LAMP/M178M/P100)

Meaning: LAM sent by Paris (P) to Maastricht (M) followed by the sending unit serial number (178) of this message, followed by the ATS unit identifiers (N/P) and serial number (100) or related stomate.

14.2.3 *Procedures*

14.2.3.1 *Operational procedures*

The following basic rules shall apply for the use of EST and ACT messages:

a) These messages shall be automatically generated, exchanged and processed to obviate human intervention to the extent practicable.

b) A single message shall be sent in respect of each flight due to be transferred and any subsequent revision shall be the subject of verbal coordination.

c) The message shall provide the most recent information available on all transfer conditions at the time of transmission.

d) Acceptance by the receiving unit of the transfer conditions implied in the message shall be assumed, unless the receiving unit initiates verbal coordination to amend the transfer conditions.

Note. - Bilateral arrangement may be required to cover the event of failure of the ATS direct speech circuit.

14.2.3.2 *Data protection procedure*

a) Appropriate safeguard in the automatic communication process shall be provided using a logical acknowledgment procedure.

b) This procedure shall be based on the following basic rules:

1) The receiving computer shall transmit a LAM in response to an activation message received and processed, up to the point where the operational content will be presented to the appropriate air traffic controller.

2) The transferring ATC unit shall set as an agreed reaction parameter time of up to two minutes from transmission of the activation message. If the LAM is not received within that parameter time, as operational warning shall be initiated and reversion to telephone and manual mode shall be ensured. If the appropriate ATC sector cannot be determined, a LAM shall not be tranmitted.

15.0 PHRASEOLOGY RELATED TO RVSM OPERATIONS IN THE EUR RVSM AIRSPACE

15.1 Controller/pilot phraseology

15.1.1 Controller/pilot RTF phraseology is shown in Table 5.

15.2 Phraseology between ATS units

15.2.1 The phraseology used between ATC units is shown in Table 6.

Table 5. Controller/pilot phraseology

Phrase	*Purpose*
(call sign) CONFIRM RVSM APPROVED	Used by the controller to ascertain the RVSM approval status of an aircraft.
NEGATIVE*	Used by the pilot to report non-RCSM approval status. a) on the initial call on any frequency within the EUR RVSSSM airspace (controllers shall provide a readback with this same phrase); and b) in all requests for flight level changes pertaining to flight levels within the EUR RVSM airspace; and c) in all readbacks of flight level clearances pertaining the flight levels within the EUR RVSM airspace. Additionally, except for State aircraft, pilots shall indicate this RTF phrase to read back flight level clearances involving the vertical transit through FL 290 or FL 410.
AFFIRM RVSM*	Used by the pilot to report RVSM approval status.
NEGATIVE RVSM STATE AIRCRAFT*	Used by the pilot of a non-RVSM approved State aircraft to report non-RVSM approval status in response to the RTF phrase (*call sign*) CONFIRM RVSM APPROVED.
(*call sign*) UNABLE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN [*or* DESCEND TO, *or* CLIMB TO] FLIGHT LEVEL (*number*)	Used to deny ATC clearance into the EUR RVSM airspace.

UNABLE RVSM DUE TURBULENCE*	Used by the pilot to report when severe turbulence affects the aircraft´s capability to maintain the height-keeping requirements for RVSM
UNABLE RVSM DUE EQUIPMENT*	Used by the pilot to report that the aircraft´s equipment has degrated below the MASPS required for flight within EUR RVSM airspace. This phrase is to be used to conwey both the initial indication of the non-RVSM compliance and, henceforth, on initial contact on all frequencies within the lateral limits of the EUR RVSM airspace until such time as the problem ceases to exist or the aircraft has exited the EUR RVSM airspace.
READY TO RESUME RVSM*	Used by the pilot to report the ability to resume operations within the EUR RVSM airspacce after an equipment or weather-related contingency.
REPORT ABLE TO RESUME RVSM	Used by the controller to confirm that an aircraft has regained its RVSM approval status or to confirm that the pilot is ready to resume RVSM operations.

* *Indicates a pilot tranmission*

Table 5. Controller/pilot phraseology

Phrase	*Purpose*
NEGATIVE RVSM *or* NEGATIVE RVSM STATE AIRCRAFT (*as applicable*)	Used to verbally supplement an automated estimate message exchange that does not automatically transfer Item 18 information. Also used to verbally supplement estimate message of non-RVSM approved aircraft.
UNABLE RVSM DUE TURBULENCE [*or* EQUIPMENT, *as applicable*]	Used to communicate the cause of a contingency relating to an aircraft that is unable to conduct RVSM due to severe turbulence or other severe weather-related phenomena [or equipment failure, as applicable].

16.0 ALERTING AND SEARCH AND RESCUE SERVICE

16.1 Routes and equipment of private aircraft
(A6, Part II - 6.6 and 6.4)

16.1.1 General aviation aircraft operating over designated areas, land or sea, where search and rescue operations would be difficult should:

a) carry appropriate survival equipment;

b) follow the routes or specified procedures if not equipped with two-way radio, except that under special circumstances the appropriate authority may grant specific exemptions from this requirement.

16.2 Alerting services
(P-ATM, 9.2)

16.2.1 The procedures for "Alerting Service" detailed in the PANS-ATM, 9.2 are applicable to all sectors of flights over mountains or sparsely populated areas, including sea areas.

17.0 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

17.1 Introduction

17.1.1 Air traffic flow management (ATFM) is a service complementary to ATC. Its objective is to contribute a safe, orderly and expeditious flow of traffic by ensuring that the traffic volume never exceeds the capacity declared by the responsible ATC authority.

17.1.2 ATFM in the EUR Region is being developed in accordance with the ICAO Centralized ATFM Organization (CTOM) concept described in the European Air Navigation Plan, Part V - Air Traffic Flow Management. This foresees the following arrangements:

Two central executive units (CEUs) (CEU East and CEU West) supported by:

a) an integrated database (IDB) of air traffic demand consisting of two physical units, one associated with CEU east and the other wirh CEU Weat; and

b) flow management positions (FMPs) established in each area control centre (ACC).

17.1.3 CEU East and its associated database (data bank Moskva - DBM) are to be provided by the Council on Aviation and Airspace Utilization.

17.1.4 CEU West and its associated database (data bank EUROCONTROL - DBE) are to be provided by the EURO-CONTROL Central Flow Management (CFMU).

17.1.5 The geographical area for which each CEU is responsible is described in the ATFM Handbook (EUR Doc 003). In general , CEU West is responsible within the airspace of States that are members of the European Civil Aviation Conference (ECAC) and CEU in the airspace of other interested States of the region.

17.1.6 There will be a gradual evolution of the current European ATFM service into the full CTMO concept. The aim throughout this evolution is to ensure that air traffic flows are managed as expeditiously as possible with the minimum delay to aircraft and the maximum utilization of ATC capacity.

17.1.7 For the area CEU West , the CFMU is being developed by EUROCONTROL in accordance with the CTMO concept. The CFMU in agreement with the States concerned, will gradually assume responsibility for the execution of ATFM measures. In an interim organization, the Nucleus of the CFMU (CEU Nucleus) and Flow Management Units (FMUs) Frankfurt, London, Madrir, Paris and Rome have undertaken to provide a service as close to the foreseen centralized service as possible. In doing so, FMUs Athinai, Benelux, Beograd, Kobenhavn, Istanbul Praha and CEU East (FMU Moskva)

17.1.8 The detailed procedures governing the provision of the ATFM service are laid down in the ATFM Handbook (EUR Doc 003).

17.2 Application of ATFM measures

17.2.1 The ATFM service is available to all States of the EUR Region.

17.2.2 ATFM measures may be applied to flights that:

a) take place within EUR Region;

b) depart from within the EUR Region to a destination inanother ICAO region;

c) enter the EUR Region after departing from an FIR adjacent to the EUR Region.

17.2.3 Certain flights may be;

a) given priority over other flights;

b) exempt from the requirement to obtain a slit;

Details are given in the ATFM Handbook (EUR Doc oo3).

17.3 Flow management procedures

17.3.1 ATFM is carried out in three phases:

a) strategic planning: if the action is carried out more than one day before the day on which it will take effect. Strategic planning is normally carried out well in advance, typically two to six months ahead.

b) pre-tactical planning: if the action is taken on the day bofire the day on which it will take effect;

c) tactical operations: if the action is taken on the day on which it will take effect.

17.3.2 Strategic planning is carried out in conjunction with ATC and the aircraft operators. It consists of examining the demand for the forthvoming season, assessing where and when demand is likely to exceed the available ATC capacity and taken steps to resolve the impalance by:

a) arranging with the ATC authority to provide adequate capacity at the requiired place and time;

b) re-routing certain traffic flows (traffic orientation);

c) applying tactical ATFM measures.

Within a traffic orientation scheme (TOS) has been agreed, details will be published by all the States concerned in a commonly agreed format.

17.3.3 Pre-tactical planning consists of fine-tuning the stratetic planin the light of updated demand data. During this phase:

a) traffic orientation may be reviewed;

b) off-load routed my be coordinated;

c) tactical measures will be decided upon;

d) details of the ATFM plan for the following day will be disributed to all concerned:

17.3.4 Tactical ATFM operations consit of :

a) executing the agreed tactical measures, in particular, the slot allocation procedure which delays aircraft on the ground in order to provide a reduced and even flow of traffic where demand otherwise have exceeded capacity;

b) monitoring the evolution of the AFTM situation to ensure that the measures applied are having the desired effect and to take or initiate remedia action when long delays are reported.

17.3.5 During all phases of ATFM, the CEUs will liaise closely with ATC and the aircraft operations in order to ensure an effective and equitable service.

17.3.6 The full ATFM procedures are published in the ATFM Handbook (EUR Doc 003).

17.4 Implication for FIRs immediately adjacent to the EUR Region

17.4.1 Flights departing from aerodromes situated in FIRs immediately adjacent to the EUR Region may be subject to ATFM measues.

17.4.2 ATFM measures to be applied will be published by the CEU West in the ATFM Notification Message (ANM) on the day before the day of implementation.

Measures initiated at short notice due to a sudden, unforseen reduction in ATC capacity will be puvlished immediately in the form of an updated ANM.

17.4.4 Full details of the ATFM procedures including the messages to be used are described in the ATFM Handbook (EUR Doc 003).

17.5 ATFM radiotelephony phraseology
(P-ATM, 12.3)

17.5.1 ATFM radiotelephony phraseology is shown in Table 7.

Table 7. ATFM radiotelephony phraseology

Phraseology	*Circumstances*
SLOT (*time*)	Calculated take-off time (CTOT) delivery resulting from a slot allocation message (SAM. (The CTOT shall be communicated to the pilot at the first contact with ATC)
REVISED SLOT (*time*)	Change to CTOT resulting from slot revision message (SRM).
SLOT CANCELLED, REPORT READY	CTOT cancellation resulting from a slot cancellation message.
FLIGHT SHIFTED UNTIL (*time*), DUE (*reason*)	FLight suspension with a new estimated off-block time (NEWEOBT) due to a flight shift message (FSH).
FLIGHT SUSPENDED, UNTIL (*time*), DUE (*reason*)	FLight suspension with a new estimated off-block time (NEWEOBT) due to a flight suspension message (FLS).
FLIGHT SUSPENDED, NEW RVR (distance) (unit of measurement)	Flight suspension with a new RVR due to an FLS.
FLIGHT SUSPENDED UNTIL FURTHER NOTICE, DUE (reasson)	Flight suspension unitl further notice (no NEWEOBT known) (resulting from an FLS).
SUSPENSION CANCELLED, REPORT READY	Flight de-suspension resulting from a de-suspension message (DES).
UNABLE TO APPROVE START-UP CLEARANCE DUE SLOT EXPIERED, REQUEST A NEW SLOT	Denial of start-up when requested too late to comply with the given CTOT.
UNABLE TO APPROVE START-UP CLEARANCE DUE TO SLOT (*time*), REQUEST START-UP AT (*time*)	Denial of start-up when requested too early to comply with the given CTOT.

17.6 Promulgation by the Central Flow Management Unit (CFMU) of multinational information concerning air traffic flow management (ATFM) measures

17.6.1 *Strategic air traffic flow measures* (A15 - 4.4 and 4.5)

17.6.1.1 The CFMU shall promulgate the strategic route orientation schemes, as well as other ATFM measures (e.g. contingency routing schemes), which have been coordinated with all States concerned.

17.6.1.2 Coordinated strategic air traffic flow measures shall be promulgated in accordance with AIRAC procedures on the basis of the following principles:

a) the information shall be promulgated in English as AIRAC ATFM Bulletins in accordance with the following requirements of Annex 15 concerning AIRAC AIP Supplement:

1) the effective date of the ATFM Bulletin shall be specified;

2) an ATFM Bulletin number shall be assigned; and

3) the ATFM Bulletin distribution shall be on the basis of a pre-determined distribution list including, but not limited to, all international AIS offices of EUR provider States; and

Note. - If requires, national distribution will be determined by each State in accordance with their needs. Furthermore, if an ATFM Bulletin is redistributed, it should reference the original serial number.

b) following the publication of an AIRAC ATFM Bulletin, a trigger NOTAM in series F shall be promulgated in accordance with Annex 15 provisions (17.6.2.1 also refers).

17.6.2 *Tactical ATFM measures and amendments to promulgate strategic ATFM measures* (A15 - 5.1.1.1. and 5.1.1.2)

17.6.2.1 Tactical ATFM measures and changes to promulgate strategic ATFM measures, as defined in 17.6.1.1, shall be promulgated using a NOTAM in series F. This NOTAM shall be coordinated and provided in accordance with Annex 15 provisions. It shall include the following:

a) Item Q) shall include:

FIR: ECCF[2] or ECXX
CODE: QPFCA (respectively QPFCD or QPFCH, whichever is appropriate)
TRAFFIC: I
PURPOSE: NBO
SCOPE: E
LOWER/UPPER: AS APPROPRIATE
COORDINATES/RADIUS: THE EPICENTRE AND RADIUS OF THE AREA OF CONCERN.

b) As regards the IFR field in Item Q): ECCF should be used if Item A contains one four-letter location indicator only or ECXX if Item A contains more than one four-letter location indicator. EC relates to European multinational air navigation facilities whereas CF relates specifically to the CFMU[2.] (XX are the letters usually used to identify NOTAMs with multiple locations in Item A.

c) Item A) shall include EC plus the two-letter ICAO identifier of the State concerned; it could include one to seven four-letter ICAO location identifiers representing the State(s) affected by the ATFM measures or it could include ECCF if the restrictions apply to the entire area concerned; and

d) Item C): because of the temporary nature of ATFM measures, the abbreviation PERM shall not be used.

17.6.3 *ATFM Circulars* (A15 - 7.1.1)

17.6.3.1 General information pertaining to air traffic flow management issues shall be promulgated using an ATFM Circular in accordance with the requirements of Annex 15 concerning Aeronautical Information Circulars. Distribution of the ATFM Circulars shall be in accordance with the procedures specified in 17.6.2.a) 3).

If required, national distribution will be determined by each State in accordance with their needs. Furthermore, if an ATFM Circular is redistributed, it should reference the original serial number.

17.6.4 *Pre-flight information bulletin (PIB)* (A15 - 8.1.3)

17.6.4.1 Information concerning ATFM measures promulgated using NOTAM in series F shall be included in the PIB.

17.6.5 *Qury procedures*

17.6.5.1 Standard NOTAM query procedures shall be used to access NOTAM series F information.

18.0 APPLICATION FOR AREA NAVIGATION (RNAV) OPERATIONS

18.1 Application of RNAV procedures

18.1.1 Only RNAV-equipped aircraft having a navigation accuracy meeting required navigation performance (RNP) 5 may plan for operation under IFR on the ATS routes of the flight information regions (FIRs/UIRs) identified in 18.2.1. Aircraft not equipped with RNAV but having a navigation accuracy meeting RNP 5 will be restricted to operations on ATS routed which States may designate within their lower airspace in accordance with 18.1.3

18.1.2 Aircraft operating under IFR on ATS routes of the FIRs/UIRs listed in 18.2.1 shall be equipped with, as a minimum, RNAV equipment meeting the following requirements

a) a system use accuracy equal to or better than, 4.6 km (2.5 NM) for one standard deviation with a 95 per cent containment value of ±9.3 km (±5 NM), thereby meeting the accuracy requirements applicable to RNP 5; and

2. The use of EC for European multinational facilities requires approval by ICAO HQ prior ro incorporating the change in Doc 7910.

3. The identification of the States concerned using ECnn needs to be incoporated in Doc 7910.

b) an average continuity of service of 99.99 per cent of flight time.

18.1.3 For the period until at least 2005 or until such time as VHF omnidirectional radio range (VOR) or distance measuring equipment (DME) facilities cease to be available, the carriage of a single RNAV system having a navigation accuracy meeting RNP 5 but not meeting the above continuity of service requirements may be approved for RNAV operations if the aircraft is also carrying VOR and DME equipment.

Note. - States may designate domestic routes within their lower airspace to be available for aircraft not fitted with RNAV equipment but having a navigation accuracy meeting RNP 5.

18.2 Area of applicability

18.2.1 The above provision shall apply to operations conducted under IFR on the entire route network, including designated routes (SIDs and STARs) in/out of terminal control areas (TMAs) as notified by the appropriate authorities, in the following FIRs/UIRs (including Canaries):

Amsterdam, Ankara, Athinai, Barcelona, Berlin, Bodø, Bordeaux, Bratislava, Bremen, Brest, Brindisi, Bruxells, Bucuresti, Budapest, Casablanka, Düsseldorf, France, Frankfurt, Hannover, Istanbul, København, Lisboa, Ljubljana, London, Madrid, Malmö, Malta, Marseille, Milano, München, Nicosia, Oslo, Paris, Praha, Reims, Rhein, Riga, Roma, Rovaniemi, Scottish, Shannon, Sofia, Stavanger, Stockholm, Sundvall, Switzerland, Tallinn, Tampere, Tronheim, Varna, Vilnius, Warszawa, Wien, Zagreb.

18.3 Means of compliance

18.3.1 Conformance to the navigation requirement shall be verified by the State of Registry or the State of Operator as appropriate.

Note. - Guidance material concerning navigation accuracy requirements is contained in the Manual on Required Navigation Performance (RNP) *(Doc 9613), Chapter 5.*

18.4 RNAV route designation
(A11, Appendix 1 - 2.2.1)

18.4.1 All RNAV standard instrument arrival and departure routes shall be suitably designated.

18.5 Flight planning

18.5.1 Operators of aircraft fitted with RNAV having a navigation accuracy meeting RNP 5 shall insert the designator "R" in Item 10 of the flight plan.

18.6 Procedures for operation on RNAV routes

18.6.1 Correct operation of the RNAV system shall be established before joining and during operation on an RNAV route. This shall include confirmation that:

a) the routing is in accordance with the clearance; and

b) the aircraft navigation accuracy meets RNP5.

18.6.2 When an aircraft cannot meet the requirement specified in 18.1.2 as a result of a failure or degration of the RNAV system, a revised clearance shall be requested by the pilot.

18.6.3 Subsequent ATC action in respect of an aircraft that cannot meet the requirements as specified in 18.1.2 due to a failure or degration of the RNAV system will be dependant upon the nature of the reported failure and the overall traffic situation. Continued operation in accordance with the current ATC clearance may be possible in many situations. When this cannot be achieved, a revised clearance, as specified in 18.6.6, may be required to revert to VOR/DME navigation.

18.6.4 If an aircraft cannot meet the requirements as specified in 18.1.2 due to failure or degradation of the RNAV system that is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned should be permitted to proceed to the nearest suitable aerodrome where the repair can be made. When granting clearance to such aircraft, ATC should take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.

18.6.5 Instructions for the completion of the flight plan
(A2 - 3.3.2; P-ATM, 4.4.1.4 and Appendix 2 - 2.2)

18.6.5.1 The operators of aircraft where a failure or degradation is detected before departure shall not insert the designators "S" or "R" in Item 10 of the flight plan. Since such flights require special handling by ATC, Item 18 of the flight plan shall contain STS/RNAVINOP. Subsequently, for a flight for which a flight plan has been submitted, an appropriate new flight plan shall be submitted and the old flight plan cancelled. For a flight operating based on a repetitive flight plan (RPL), the RPL shall be cancelled, and an appropriate new flight plan shall be submitted.

18.6.6 *ATC procedures*

18.6.6.1 If as a result of a failure or degradation of the RNAV system, detected either before or after departure, the aircraft cannot meet the requirements of 18.1.2, the following are applicable.

18.6.6.1.1 *Coordination message*
(P-ATM, 11.4.2.3)

a) *Computer-assisted coordination of estimate messages.* In the case of automated messages not containing the information provided in Item 18 of the flight plan, the sending ATC unit shall inform the receiving ATC unit by supplementing the ACT message verbally with the phrase "RNAV OUT OF SERVICE" at the end of the message.

b) Verbal coordination of estimate message. When a verbal coordination process is being used, the sending ATC unit shall include the phrase "RNAV OUT OF SERVICE" at the end of the message.

18.6.6.1.2 *RTFPhraseology*
(P-ATM, Chapter 12)

The phrase "UNABLE RNAV DUE EQUIPMENT" shall be included by the pilot immediately following the aircraft call sign whenever initial contact on an ATC frequency is established.

18.6.6.1.3 *ATC clearances*
(A11 - 3.7; P-ATM, 4.5.4, 4.5.7 and 11.4.2.5.2.1)

a) aircraft should be routed via VOR/DME defined ATS routes; or

b) if no such routed are available, aircraft should be routed via conventional navigation aids, i.e. VOR/DME; or

c) when the above procedures are not feasible, the ATC unit should, where practicable, provide the aircraft with radar vectors until the aircraft is capable of resuming its own navigation.

Note. - Aircraft routed in accordance with a) or b) may, where practicable, require continuous radar monitoring by the ATC unit concerned.

18.7 ATC procedures for State aircraft not equipped with RNAV but having a navigation accuracy meeting RNP 5

18.7.1 *Instructions for the completion of the flight plan*
(A1 - 3.3.3; P-ATM, 4.4.1 and Appendix 2 - 2)

18.7.1.1 Operators of State aircraft not equipped with RNAV shall not insert the designators "S" or "R" in the Item 10 of the flight plan.

18.7.1.2 Since such flights require handling by ATC, Item 18 of the flight plan shall contain STS/NONRNAV.

18.7.2 *Coordination messages*

18.7.2.1 *Computer-assisted coordination of estimate messages*

18.7.2.1.1 In the case of automated messages not containing the information provided in Item 18 of the flight plan, the sending ATC unit shall inform the receiving ATC unit by supplementing the ACT message verbally with the phrase "NEGATIVE-RNAV" after the call sign of the aircraft concerned.

18.7.2.2 *Verbal coordination of estimate message*

18.7.2.2.1 When a verbal coordination process is being used, the sending ATC unit shall include the phrase "NEGATIVE-RNAV" at the end of the message.

18.7.3 *Phraseology*

18.7.3.1 The phrase "NEGATIVE-RNAV" shall be included by the pilot immediately following the aircraft call sign whenever initial contact on the ATC frequency is established.

18.7.4 *ATC clearances*
(A11 - 3.7; P-ATM, 4.5.4, 4.5.7 and 11.4.2.5.2.1)

18.7.4.1 Within TMAs, State aircraft not equipped with RNAV approved RNP 5 should be routed via non-RNAV-based SIDs and STARs.

18.7.4.2 For such aircraft operating en route, the following procedures apply:

a) State aircraft should be routed via VOR/DME-defined ATS routes; or

b) if no such routes are available, State aircraft should be routed via conventional navigation aids, i.e. VOR/DME.

18.7.4.3 When the above procedures cannot be applied, the ATC unit shall provide State aircraft with radar vectors until the aircraft is capable of resuming its own navigation.

19.0 OPERATION ON ATS ROUTES IN THE MIDDLE EAST REGION WHERE AN RNP TYPE IS SPECIFIED

19.1 Application of RNP 5 to ATS routes in the Middle East

19.1.1 Requirements for RNAV capability and aircraft navigation accuracy meeting RNP 5 will be progressively introduced in FIRs of the Middle East Region.

19.1.2 RNP 5 requirements may be specified on a route by route basis, or by designation of airspace within which all routes are RNP 5.

19.1.3 Within the FIRs specified in 19.2.1 only RNAV-equipped aircraft having a navigation accuracy meeting RNP 5 may plan for separation under IFR on those ATS routes, and within those level bands, which have been specified as requiring RNP 5 in the relevant State AIP or NOTAM:

19.1.4 Aircraft operating under IFR on designated RNP 5 routes shall be equipped with, as a minimum. RNAV equipment meeting the following requirements:

a) a system use accuracy equal to, or better than, 5.6 km (2.5 NM) for one standard deviation, with 95 per cent containment value of ±9.6 km (±5 NM), thereby meeting the accuracy requirement for RNP 5; and

b) an average continuity of service of 99.99 per cent of flight time.

18.1.5 For the period until at least 2005 or until such time as VHF omnidirectional radio range (VOR) facilities cease to be available, the carriage of a single RNAV system having a navigation accuracy meeting RNP 5 but not meeting the above continuity of service requirements may be approved for RNAV operations if the aircraft is also carrying VOR and DME equipment.

19.2 Area of applicability

19.2.1 The above provisions shall apply to operations conducted under IFR on designated RNP 5 routes within the following FIRs:

Amman, Beirut, Cairo, Damaskus, and Tel Aviv.

19.3 Means of compliance

19.3.1 Conformance to the navigation requirement shall be verified by the State of Registry or the State of the Operator, as appropriate.

Note. - Guidance material concerning navigation accuracy requirements is contained in the Manual on Required Navigation Performance (RNP) *(Doc 9613), Chapter 5).*

19.4 Flight planning and operational procedures in RN= 5 airspace

18.4.1 The procedures in 18.4, 18.5, 18.6 and 18.7 shall apply, except that the requirement in 18.6.1 b) to confirm that navigation accuracy meets RNP 5 shall only apply to those RNAV routes which have been designated RNP 5 by the State concerned.

19.5 Protected airspace for RNP 5 ATS routes (A11, Attachment B; P-ATM, 5.4.1.2.1.2 d))

19.5.1 The provisions of Annex 11, Attachment B, Section 2.2 (Protected airspace for RNAV ATS routes based on RNP 4) shall apply equally to RNP 5 routes, except that the cross-track distances required to achieve a given level of containment shall be as specified in the following table:

	95	96	97	96	99	99.5
km	9.3	10.2	10.2	11.1	12.0	13.9
NM	5.0	5.5	5.5	6.0	6.5	7.5

20.0 USE OF AIRBORNE COLLISION AVOIDANCE SYSTEM (ACAS)
(A2 - 3.2; A6, Part I - 6.18; A10 - Vol IV; A11 - 2.4.2; P-OPS, Vol I, Part VIII; P-ATM Chapters 12 and 15)

20.1 Carriage and operation of ACAS II

20.1.1 ACAS II shall be carried and operated in the EUR Region (including FIR Canaries by all aircraft that meet the following criteria:

a) With effect from 1 January 2000, all civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 15 000 kg or maximum approved passenger seating configuration more than 30.

b) With effect from 1 January 2005, all civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5 700 kg or a maximum approved passenger seating configuration of more than 19 .

20.1 2 From 1 July 2001, ACAS II equipment which operates in accordance with the relevant provisions of Annex 10, Volume IV, shall be carried and operated by all turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 kg or authorized to carry more than 30 passengers operating within Amman, Beirut, Cairo, Damascus and Tel Aviv FIRs except when operating wholly within an FIR for which the State responsible has notified in its AIP or by NOTAM that these requirements do not apply

20.2 Responsibility for separation of aircraft during maneuvers in compliance with a resolution advisory (RA)

20.2.1 The use of ACAS II does not alter the respective responsibility of pilots and controllers for the safe operation of aircraft.

20.2.2 On being notified that an aircraft, under air traffic control, is manoeuvering in accordance with a resolution advisory (RA), a controller should not issue instructions to that aircraft which are contrary to the RA as communicated by the pilot. Once an aircraft departs from the current ATC clearance in compliance with an RA, the controllers cease to be responsible for providing separation between that aircraft and other aircraft

affected as a direct consequence of the manoeuvre induced by the RA. However, when circumstances permit, the controller should endeavour to provide traffic information to aircraft affected by the manoeuvre. The controllers responsibility for providing separation for all the affected aircraft resumes when:

a) the controller acknowledges a report from the pilot that the aircraft has resumed the current clearance; or

b) the controller acknowledges a report from the pilot that the aircraft is resuming the current clearance which is acknowledged by the flight crew.

20.3 ACAS performance monitoring

20.3.1 ACAS can have a significant effect on ATC. Therefore, there is a continuing need to monitor the performance of ACAS in developing ATM environment.

20.3.2 Following an RA event or other significant ACAS event, pilots and controllers should complete an ACAS RA report. Aircraft operators and ATS authorities should forward the complete reports through established channels.

APPENDIX A

(reference 2.1.2)

PROCEDURE FOR THE PROVISIONS OF REPETITIVE FLIGHT PLANS (RPL) ON MAGNETIC TAPES

1. Submission of repetitive flight plan

1.1 Initial submission of complete RPL listings on tapes and any subsequently seasonal resubmission of complete listings shall be in accordance with the procedure applicable for listings on printed forms (PANS -ATM, Part II, 8.4.3 refers).

1.2 Submission of listings on tapes intended to complement previous information, e.g. to update a seasonal submission, shall include all unchanged flights together with flights to be deleted or added. A flight to be modified will thus appear first as a flight to be deleted and the replacement data will be described for an additional flight. Intermediate modifications for a limited number of flights may be notified by means of RPL listing forms, or other agreed media, with appropriate reference to the tape involved (PANS-ATM, Part II, 8.4.4.1.2 referes).

1.3 The information provided on tapes shall be completed as necessary by other means; for example, to indicate the reference of the operator representative responsible for the immediate supply of supplementary flight information normally provided in Item 19 of the filed flight plan (FPL).

1.4 Each operator shall complete only one logical recording for the whole EUR Region. Physical recordings on separate tapes (reels) shall be addressed in accordance with the administrative arrangements.

Note. - Repetitive flight plan will be processed as submitted. In order to permit correct processing of data submitted, it is essential to adhere rigorously to all specification details prescribed below for the presentation of recorded data.

2. Presentation of RPL listings on magnetic tapes

2.1 Technical provisions relating to the recording

2.1.1 Reference

2.1.1.1 The information submitted on tapes shall be recorded in a manner consistent with the specifications published by the International Standards Organization (ISO).

2.1.1.2 Tape characteristics shall conform to the prescriptions for nine-track, 12.7 mm (0.5 in) wide magnetic tape for information interchange recorded at 63 rpm (1 600 rpi), phase encoded (ISO 1788 - 1976).

2.1.1.3 Tape labelling and file structure consistent with ISO specifications (ISO 1001 - 1979) shall be applied as prescribed in 2.1.3 and 2.1.4 below.

2.1.1.4 Character coding shall conform to the seven-unit coded character set (IA-5, international version). Each character should include an additional unit for parity in the eighth level position (ISO 4873 - 1979).

2.1.2 *Definitions*

2.1.2.1 When the terms listed below are used for the purpose of RPL data recorded on tape, they have the following meaning:

File. The complete list of RPL data recorded relating to the flights of a specific operator as presented in one submission.

Note 1. - A file may be recorded on a succession of volumes.

Note 2. - Several files relating to different operator may be recorded on the same volume.

File section. The part of a file which is recorded on any one volume.

Label. A specified group of 80 characters recorded at the beginning or at the end of a volume or file.

Note. - A label is not considered to be part of a file.

RPL data record. A specified group of 512 characters used to describe the operational characteristics of a repetitive flight plan.

Tape mark. A delimiter used to indicate specified boundaries between file data and label.

Volume. A dismountable physical unit of storage media, i.e. in this application a reel of magnetic tape.

2.1.3 Specifications for labels and tape marks

2.1.3.1 Four different types of labels may be used with the following identifiers: VOL1, HDR1, EOV1, and EOF1.

2.1.3.2 Labels shall be inserted according to the following rules:

a) the VOL1 label at the beginning of a volume;

b) the HDR1 label at the beginning of a file or file section;

c) the EOV1 label at the end of any file section terminating a volume if the file has to be continued on other volume;

d) the EOF1 label at the end of a file or last file section.

2.1.3.3 Tape marks shall be inserted according to the following rule:

a) each file section is enclosed between single tape marks;

b) the EOF1 label is separated from the HDR1 label of a succeeding file by a single tape mark;

c) the last label on each volume is followed by a double tape mark.

2.1.3.4 Typical configurations are given below where tape marks are represented by asterisks:

a) Single-volume file

VOL1 HDR1 File A EOF1

b) Multi-volume file

VOL1 HDR1 first section of File A EOV1

VOL1 HDR1 last section of File A EOF1

c) Multi-file volume

VOL1 HDR1 File A EHF1 HDR1 File B EFO1

d) Multi-volume multi-file

VOL1 HDR1 File A EHF1 HDR1 first section of File B EOV1

VOL1 HDR1 intermediate section of File B EOV1

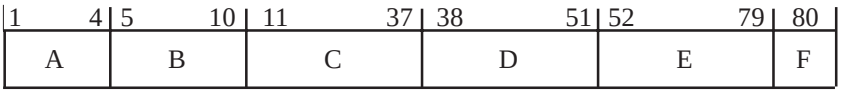
VOL1 HDR1 last section of File B EOF1 HDR1 File C EOF1

2.1.4 Data convention for labels

2.1.4.1 Each label has a fixed length of 80 characters representing a succession of data fields of fixed length and specified content. All data fields shall be left justified and padded with blanks (SPACE characters) as appropriate

2.1.4.2 IN the format description below, letters refer to relevant data fields and numbers indicate the position of the first and last characters of each data field. An ‘n‘ means any numeric character from 0 to 9. An ‘a‘ means any numeric or special character of volume 2 to 5 of the International Alphabet No. 5 (IA-5) table of the ISO seven-unit code table (also contained in Annex 10) except position 5/15 and those positions where there is provision for alternative graphic representation. (Positions 2/3, 2/4, 4/10, 5/11 and 5/14).

2.1.4.3 VOL1 label format



Fields

A V O L 1 (4 characters)

Label designator (always VOL1)

B ☐☐☐☐☐☐ (6 characters)

Volume identifier, expressed in ‘a‘ characters permanently assigned by the owner of the tape to identity the volume.

C ☐☐☐....☐☐☐ (27 characters)

Field left blank (SPACES)

D ☐☐....☐☐ (14 characters)

Owner identifier, expressed by the ICAO designator of the originating operator as in Doc 8585, or be any other convenient identification.

E ☐☐☐....☐☐☐ (28 characters)

Field left blank (SPACES)

F 3 (1 character)

150 Label standard version (always 3).

2.1.4.4 HDR1 label format

1 4	5 21	22 27	28 31	32 35	36 39	40 41	42 47	48 53	54	55 60	61 73	74 80
A	B	C	D	E	F	G	H	I	J	K	L	M

Fields

A HDR1 (4 characters)

Label designator (always HDR1).

B ☐☐....☐☐ (17 characters)

RPL file identifier complishing a succession of 17 characters as follows:

3 ‘a‘ for operator name, expressed by ICAO designator as in Doc 8585.

4 ‘n‘ for the submission serial number, expressed by number 0001 for the first file issued by the operator concerned and incremented by one for each subsequent file issued in later submissions by the same operator.

4 ‘a‘ indicating NLST when the file represents a complete new listing of RPL data, or RLST when the file represents a complete revised listing by reference to a previous submission.

6 ‘n‘ indicating the validity date (year-month-day), on which the RPL data provided in the file will supersede and replace previously submitted data.

C RPL☐☐☐ (6 characters)

File set identifier (always RPL plus 3 SPACES)

D ☐☐☐☐ (4 characters)

File section number, expressed as 0001 unless the file continues on an other volume, in which case the second section of the file is numbered 0002, etc.

E ☐☐☐☐ (4 characters)

File sequence number, expressed as 001 for the first file at the submission. This number is to be incremented by 1 for each successive file of the same submission.

F ☐☐☐☐ (4 characters)

Generation number, expressed as 0001 unless a different number is associated with the file generation.

G ☐☐ (2 characters)

Version number, expressed as 00 unless a different number is associated with the file version.

H | | | | | | | (6 characters)

A space followed by creation date, expressed as number 00000 unless the actual creation date is provided and expressed as one SPACE followed by two ‘a‘ characters for the year, followed by three ‘n‘ characters for the day (001 to 366) within the year.

I | | | | | | | (6 characters)

A SPACE followed by expiration date, expressed as in field H above to represent the date by which the relevant operator expects to provide the succeeding file.

J | | (1 character)

File accessibility, always expressed as one SPACE character to denote the absence of restriction on access to the file.

K | 0 | 0 | 0 | 0 | 0 | 0 | (6 characters)

RPL data record (block) count, always expressed as number 000000 in HDR1 labels.

L | | | | .... | | | (13 characters)

M | | | | | | | | (7 characters)

2.1.4.5 EOV1 label format

1 4	5 21	22 27	28 31	32 35	36 39	40 41	42 47	48 53	54	55 60	61 73	74 80
A	B	C	D	E	F	G	H	I	J	K	L	M

Fields

A | E | O | V | 1 | (4 characters)

B to J Same content as the corresponding fields in the HDR1 label located at the beginning of the file.

K | | | | | | | (6 characters)

RPL data record (block) count, expressed by six‘ n‘ characters to denote the number of RPL data records registered in the relevant file section.

L, M Same as the corresponding fields in the HDR1 label located at the beginning of the file.

2.1.4.6 EOF1 label format

1 4	5 21	22 27	28 31	32 35	36 39	40 41	42 47	48 53	54	55 60	61 73	74 80
A	B	C	D	E	F	G	H	I	J	K	L	M

Fields

A | E | O | F | 1 | (4 characters)

Label designator (always EOF1).

B to J Same content as the corresponding fields in the HDR1 label located at the beginning of the field.

K | | | | | | | (6 characters)

RPL data record (block) count, expressed by six‘ n‘ characters to denote the number of RPL data records registered in the relevant file section.

L, M Same as the corresponding fields in the HDR1 label located at the beginning of the file.

2.2 Provisions relating to RPL data listings

2.2.1 Presentation of RPL data in a file

2.2.1.1 When repetitive flight plans are recorded on magnetic tape, they shall be presented in a manner consistent with manual listings on printed forms. The repetitive flight plans submitted on tapes shall be organized in different files when submitted by different operators. Each file shall comprise the complete listing of flights recorded in alphabetical order of the location indicator of the departure aerodrome and in chronological order of departure.

2.2.1.2 A flight plan shall be described only once with an indication of the address of the agency or agencies designated by States to administer RPLs for FIRs or areas of responsibility concerned with the route of flight. If the number of ten possible addresses is not sufficient, the relevant RPL data shall be repeated for the additional addressees in the following RPL data record.

2.2.1.3 When the file represents RPL data by reference to a previous submission, the changes shall be described as follows:

a) for a cancellation:

i) reproduce the relevant record with sign '-' in field C, and

ii) add a subsequent record with identical content except for sign '+' in field C and revised data of the last flight in field E;

b) for a modification:

i) cancel previous flight for the appropriate data as indicated in a) above, and

ii) insert with sign '+' in field C, the immediate succession addition RPL record(s) describing the new flight(s) with the appropriate fields modified as necessary.

2.2.2 Data conventions for RPL data records

2.2.2.1 Each RPL data record has a fixed length of 512 characters representing a succession of data fields of specified content. All data fields shall be left justified and padded with blank (SPACE characters) as appropriate.

2.2.2.2 In the format description below, letters refer to data fields and numbers indicate the position of the first and last characters of each data field.

2.2.2.3 The flight description in a record comprises two parts. The first part (fields A to F wit a fixed number of characters each) contains 106 characters for reference data relating to the relevant series of flights. These fields are not separated by a delimiter. The second part (fields O to L, some of these having a variable number of characters) contain 406 characters for flight plan description similar to FPL description. Because of the variable length fields in this part all of these fields start with a hyphen.

Note. - Fields designated by A to L are not identical to those in PANS-ATM (Doc 4444), Appendix 2.

2.2.2.4 If a flight plan description cannot be completed within the specified number of characters available, an overflow procedure may be applied. The truncation symbol 'C' shall then be inserted as the last character of the record to indicate the continuation of relevant RPL data in the next record. The fields B to F of the next record will then be repeated and the continued RPL data will follow immediately after a hyphen character located at position 107.

2.2.2.5 For compatibility reasons with other flight plan and associated messages, the choice of characters in the flight data record is limited to numeric, alphabetical and to those special characters which are prescribed in the data convention in PANS ATM (Doc 4444), Appendix 3.

2.2.2.6 RPL data record format

1 6	7 86	87	88 93	94 99	100 106	107 512				
A	B	C	D	E	F	G	H	I	J	K

Fields

A ☐☐☐☐☐☐ (6 characters)

Serial record number, expressed as 000001 for the first record and incremented by one for each subsequent record in the file.

B ☐☐☐....☐☐☐ (80 characters - 10 subfields of 8 characters each)

Addressee indicator(s) for a maximum of 10 RPL agencies each expressed as prescribed for AFTN messages (8 letter sequence or 6 letters followed by 2 SPACES)

C (1 character)

Entry type by reference to the previous submission (Sign '-' for a flight to be cancelled, sign '+' for a new or additional flight, or SPACE for an unchanged flight).

D (6 characters)

Valid until first date (year-month-day) upon which the flight is scheduled to operate.

E (6 characters)

Valid until last date (year-month-day or letters UFN if duration of validity is unknown) upon which the flight is scheduled to operate as listed.

F (7 characters)

Days of operation.
(1 as first character for operation on Monday, 2 as second character for operation on Tuesday, etc. - Number 0 for days of non-operation)

G (single hyphen followed by a maximum of 7 characters)

Aircraft identification.
(Item 7 of the ICAO flight plan)

H (single hyphen followed by 4 to 6 characters)

Type of aircraft and wake turbulence category.
(Item 9 of the ICAO flight plan)

I (single hyphen followed by 8 characters)

Departure aerodrome and time.
(Item 13 of the ICAO flight plan)

J (single hyphen followed by a variable number of characters)

Route for the entire flight between departure aerodrome and destination aerodrome.
(Item 15 of the ICAO flight plan)

K (single hyphen followed by 8 characters)

Destination aerodrome and total estimated elapsed time
(Item 16 of the ICAO flight plan)

L (single hyphen followed by number '0' or by s variable number of characters, and terminated by the symbol) to indicate the end of the relevant RPL data, or by the truncation symbol 'C' at the and of record to indicate continuation of relevant RPL data in the next record)

Other information.
(Item 18 of the ICAO flight plan)

Number 0 if no other information is given, or items of information as required by appropriate ATS authority, e.g. if any of the following characteristics are not met: IFR scheduled air transport, aircraft equipped with 4096 code transponder, Mode A and C.

EUR REGIONAL SUPPLEMENTARY PROCEDURES

PART 2 - COMMUNICATION

These procedures are supplementary to the provisions contained in Annex 10, Volume II.

1.0 AERONAUTICAL MOBILE SERVICE

1.1 Language to be used in radiotelephony
(A10, Vol. II - 5.2.1.1.2, Note 2)

1.1.1 In English-speaking countries the alternative shall be French.

2.0 AERONAUTICAL FIXED SERVICE

2.1 Priority of MOTNE messages on AFTN

2.1.1 For transmission on the AFTN, Motne traffic should be given:

1) DD priority in the case of SIGMET messages;
2) FF priority in the case of METAR plus TREND and EUR 9-hour TAF;
3) GG priority in the case of other data.

INTENTIONALLY LEFT BLANK

EUR REGIONAL SUPPLEMENTARY PROCEDURES
PART 3 - AERODROME OPERATIONS

1.0 AREA OF APPLICABILITY

1.1 The provisions in Section 2 to 5 below shall apply in all FIRs of the ICAO EUR Region (including Canaris) listed in the "Index to Application of Supplementary Procedures" except in the following FIRs: Alger, Beirut, Cairo, Casablanca, Damscus, Tel Aviv, Tripoli and Tunis.

2.0 INTERSECTION TAKE-OFFS

2.1 Conditions of application

2.1.1 An aircraft may be cleared to depart from a published intersection take-off position upon request of the pilot, or if initiated by air traffic control (ATC) and accepted by the pilot provided that:

2.1.1.1 The reduced runway declared distances for each published intersection take-off position shall consist of the following:

a) reduced take-off run available (reduced TORA);

b) reduced take-off distance available (reduced TODA); and

c) reduced acceleration-stop distance available (ASDA).

2.1.1.2 The reference point from which the reduced runway declared distances for a published intersection take-off position are measured shall be in accordance with relevant ICAO provisions, Part III-AOP of the *Air Navigation Plan - European Region* (Doc 7754).

2.1.1.3 Reduced runway declared distances for an intersection take-off position shall be published in the relevant AIP, clearly distinguishable from full runway declare distances.

2.1.1.4 Signs shall be in accordance with Annex 14, Volume I.

2.2 Phraseology

2.2.1 The intersection take-off position(s) shall be identified in each line-up or take-off instruction/ clearance, in addition to the standard radiotelephony phraseologies in Chapter 12 of the PANS ATM.

2.2.2 When a departure from an intersection take-off position is requested by a pilot, phraseologies shall be as follows:

a) *REQUEST DEPARTURE FROM RUNWAY (*number*), INTERSECTION (*name of intersection*); or

*Denotes pilot transmission

b) APPROVED, TAXI TO HOLDING POINT RUNWAY *(number*), intersection (*name of intersection*); or

c) NEGATIVE, TAXI TO HOLDING POINT RUNWAY (*number*), [INTERSECTION (*name of intersection*)].

2.2.3 When ATC initiates an intersection take-off, the phraseology shall be as follows:

ADVISE ABLE TO DEPART FROM RUNWAY (*number*), INTERSECTION (*name of intersection*).

2.2.4 Upon request by the pilot, or if deemed necessary by the controller, reduced take-off run available shall be given to the pilot:

REDUCED TAKE-OFF RUN AVAILABLE RUNWAY (*number*), FROM INTERSECTION (*name of intersection*), (*distance in metres*).

3.0 MULTIPLE LINE-UPS ON THE SAME RUNWAY

3.1 Conditions of application

3.1.1 Line-up instructions may be issued to more than one aircraft at different points on the same runway, taking into account that intersection take-off criteria shall be complied with, provided that:

a) minimum visibility shall be established by the appropriate authority. Those minima shall permit the controller and the pilot to continuously observe the position of the relevant aircraft on the manoeuvreing area by visual reference.

b) local considerations, such as the airport layout, available radar equipment and local weather phenomena shall be defined. The effect of jet blast/prop wash shall be taken into consideration;

c) air traffic service for aircraft involved in multiple line-ups on the same runway shall be provided on the same radio frequency;

d) pilots shall be advised of the position of any essential traffic on the same runway;

e) the slope of the runway shall not render preceding aircraft in the departure sequence invisible to succeeding aircraft

on the same runway;

f) pilot readback of line-up instructions shall be required and shall contain the runway designator, the name of the intersection (if applicable) and the number in the departure sequence;

g) wake turbulence separation shall be applied.

3.2 Phraseology

3.2.1 In addition to the standard radiotelephony phraseologies in Chapter 12 of the PANS-ATM, the following ATC phraseology shall be used when issuing multiple line-up instructions:

LINE UP AND WAIT RUNWAY (*number*), INTERSECTION (*name of intersection), essential traffic information*).

4.0 VISUAL APPROACHES
(PANS-ATM, Chapter 6 - 6.5.3.5)

4.1 Conditions of application

4.1.1 An instrument flight rules (IFR) aircraft may be cleared to execute a visual approach upon request of the pilot or if initiated by the controller and accepted by the pilot.

4.1.2 For successive visual approaches, radar or non-radar separation shall be maintained until the pilot of a succeeding aircraft reports having the preceding aircraft in sight and is cleared for the visual approach. The aircraft shall be instructed to follow and maintain own separation from the preceding aircraft. Precautionary advisories provided by ATC regarding wake turbulence (as appropriate) shall be taken into account by the pilot.

4.2 Phraseology

4.2.1 In addition to the radiotelephony phraseologies in Chapter 12 of the PANS-ATM, the following phraseology shall be used when issuing visual approach instructions/clearance:

a) ADVISE ABLE TO ACCEPT VISUAL APPROACH RUNWAY (*number*); and

b) in the case of successive visual approaches when the pilot of the succeeding aircraft has reported having the preceding aircraft in sight;

CLEARED VISUAL APPROACH RUNWAY (*number*), MAINTAIN OWN SEPARATION FROM PRECEDING (*aircraft type and wake turbulence category as appropriate*), [CAUTION WAKE TURBULENCE].

4.3 Aeronautical chart information

4.3.1 Information essential for the conduct of visual approached (e.g. significant obstacles, topographical and cultural features), including any specific limitations as prescribed by the appropriate authority (e.g. designated airspace, recommended tracks) shall be displayed on the

5.0 VISUAL DEPARTURES

5.1 Conditions of application

5.1.1 A visual departure by an IFR flight when either part or all of an instrument departure procedure (e.g. standard instrument departure (SID)) is not completed and the departure is executes in visual reference to terrain.

5.1.2 An IFR flight may be cleared to execute a visual departure upon request of the pilot or if initiated by the controller and accepted by the pilot.

5.1.3 To execute a visual departure, the aircraft take-off performance characteristics shall allow them to make an early turn after take-off. When implemented, visual departure shall be applied under the following conditions:

a) the meteorological conditions in the direction of take-off and the following climb-out shall not impair the procedure up to an altitude to be established and published by the appropriate authority, e.g. minimum flight altitude (MFA) or minimum sector altitude (MSA);

b) the procedure shall be applied during the daytime. The procedure may be considered for application at night following a separate aeronautical study by the appropriate air traffic services (ATS) authority;

c) the pilot shall be responsible for maintaining obstacle clearance until the specified altitude. Further clearance (route, heading, point) shall be specified by ATC; and

d) separation shall be provided between an aircraft cleared to execute a visual departure and other departing and arriving aircraft.

5.1.4 An additional local restriction shall be agreed on in consultation between the appropriate ATS authority and operators.

5.2 Aeronautical chart information

5.2.1 Information essential for the conduct of

visual departure (e.g. significant obstacles, topographical and cultural features), including any specific limitations as prescribed by the appropriate authority (e.g. designated airspace, recommended tracks) shall be displayed on the visual approach chart and standard instrument departure (SID) chart, as appropriate.

5.3 Phraseologies

5.3.1 In addition to the radiotelephony phraseologies in Chapter 12 of the PANS-ATM, the following phraseologies shall be used:

a) When requesting or issuing visual departure instruction/clearance:

i) pilot initiative	*REQUEST VISUAL DEPARTURE [DIRECT] TO/UNTIL (*navaid, waypoint, altitude*)
ii) ATS initiative	ADVISE ABLE TO ACCEPT DEPARTURE [DIRECT] TO/UNTIL (*navaid, waypoint/altitude*)
iii) ATS instruction	VISUAL DEPARTURE RUNWAY (*number*) APPROVED, TURN LEFT/RIGHT [DIRECT] TO (*navaid, heading, waypoint*) [MAINTAIN VISUAL REFERENCE UNTIL (*altitude*)
	**Denotes pilot transmission*

b) Prior to take-off, the pilot shall agree on executing a visual departure, i.e. readback of additional ATC clearance

*VISUAL DEPARTURE TO/UNTIL (*navaid, waypoint/altitude*)
**Denotes pilot transmission.*

EUR REGIONAL SUPPLEMENTARY PROCEDURES
PART 4 - METEOROLOGY

These procedures are supplementary to the provision contained in Annex 3.

1.0 AIRCRAFT OBSERVATION AND REPORTS

(A3 - Chapter 5)

1.1 When voice communications are used, aircraft outside the Alger, Cairo, Casablanka, Tripoli and Tunis flight information regions shall be exempted from making and reporting any routine observation except when flying on portions of routes traversing the Mediterranean Sea.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1.9.1 Air traffic flow management structure, service area, service provided, location of unit(s) and hours of operation

1.9.1.1 ***Service area***

Within the Kosovo ATFM structure, Ministry of Infrastructure (MI) and the Air Navigation Services Agency (ANSA) are responsible for the provision of ATFM service in the Kosovo airspace.

1.9.1.2 ***Service provided***

In this context the units are charged with the following tasks, in so far as they are applicable:

a) Ministry of Infrastructure (MI) has the responsibility for issuing Operating Permits for commercial flights.

b) Pristina Airport Schedule Facilitator will assign arrival/departure times for commercial flights, military flights, humanitarian flights,state and other flights in support of State Authorities.

c) Air Navigation Services Agency AIS/ FMU will assign Mode 3A codes for all flight categories.

1.9.1.3 ***Location of units***

1) Ministry of Infrastructure
Government Building:

Mother Teresa street
10 000 Pristina, Kosovo
Tel: +383 (0)38 200 28 105
web: www.mi-ks.net
E-mail: nexhat.bala@rks-gov.net
ismail.berisha@rks-gov.net
avdi.kamerolli@rks-gov.net
trafficrights@rks-gov.net

2) Pristina International Airport Schedule Facilitator

Postal Address
Pristina International Airport
Vrele, Lypjan
10070 , Kosovo
Tel: +383 (0)38 501 502 1170
E-mail: scheduleprn@limakkosovo.aero
Web: www.airportpristina.com

Air Navigation Services Agency may be contacted at the following addresses:

3) ARO

TEL: +383 38 59 58 303
FAX: +383 38 59 58 306

4) FMU
TEL: +383 38 59 58 305

FAX: +383 38 59 58 306
Mobile: +383 45 150 777
E-mail: ais@rks-gov.net

1.9.1.4 ***Hours of operation***

Same as aerodrome (see AD 2.1-1).

1.9.2 General Guidelines

1.9.2.1 All users already operating at BKPR may select/use BKPR as alternate airport.

(Note:NATO/KFOR military aircraft and civilian carriers can select Pristina International Airport as an alternate airport, only if the airline authority has signed the certificate of release of liability (Annex Aand B respectively, refer to Pristina International Airport Slot Coordination Unit contact: +383 38 501502 1170, email: scheduleprn@limakkosovo.aero)

-Emergency cases are excluded-

1.9.3 Call Signs

1.9.3.2.1 Users are to indicate designated ICAO Call Sign on slot application requests. Once slot request is approved, this Call Sign must be used entering, within and exiting Kosovo airspace.

1.9.4 Off-Load Facilities/Manifests

1.9.4.1 The carrier or sponsoring agency must ensure that off-load resources such as a load team, equipment, and trucks meet the aircraft at the Pristina airport for loading/unloading. All cargo must be pelletized or capable of roll-on/roll—off handling. Loose containers should be floor-loaded. Aircraft must carry passenger/cargo manifests on all flights and should not depart any prior location without accurate passenger/ cargo manifests at hand. Manifests must be presented to the Pristina airport ground personnel on request. If a manifest cannot be provided, the aircraft will be given an airport slot time to depart without off-loading.

1.9.5 In flight Procedures.

1.9.5.1 IFR Aircraft entering the Kosovo airspace must comply with the following IFR procedures:
1.9.5.1.1 An approved IFR flight plan (both inbound and outbound).
1.9.5.1.2 Two way radio communication.
1.9.5.1.3 Aircraft must maintain contact with the appropriate ATC agency.
1.9.5.1.4 Pilots must monitor UHF and VHF Guard

Frequency for emergency broadcast by (AEW).
1.9.5.1.5 An operational transponder.
1.9.5.1.6 Current FLP, NOTAMs and AIM must be checked for the latest airspace and/or airway information. The EUROCONTROL web page www.eurocontrol.int may provide additional information.

1.9.5.1.7 Military aircraft and aircrew operating in accordance with this procedure will comply with national guidance on aircraft equipment systems and professional gear.

1.9.5.1.8 Aircrews are to report any security or safety hazards to the appropriate authorities as soon as possible on the respective military flight monitor frequencies and to ATC.

1.9.5.2 VFR Aircraft entering the Kosovo airspace must comply with the following VFR procedures:
1.9.5.2.1 Submit flight approval request to Flight Management Unit Pristina International Airport three (3) days in advance prior to activation of the flight plan . FMU will coordinate request with J3Air and Civil Aviation Authority of Kosovo for approval.

1.9.5.2.2 Sign a RoL (see 1.9.10.)
1.9.5.2.3 An approved VFR Flight plan (both inbound and outbound Pristina Airport).
1.9.5.2.4 Two operational VHF radios on board.
1.9.5.2.5 Transmit in the blind every five 5 minutes over their position, altitude and direction of flight.

1.9.5.2.6 Monitor VHF guard frequency 121.5.
1.9.5.2.7 Operational Mode A, C transponder on board.
1.9.5.2.8 Check current NOTAM's, FLPs and AIM for the latest information. The EUROCONTROL web page www.euroocontrol.int may provide additional information.

1.9.5.2.9 Aircrews are to report any security or safety hazards to the appropriate authorities.
1.9.5.2.10 Pristina AIS/FMU will assign slot times and Mode A codes for VFR flights in Kosovo as required by CAAK and Military Authorities. The assigned Mode A codes should be set at the earliest opportunity flying into Kosovo.

1.9.5.2.11 When landing is completed anywhere in Kosovo outside Pristina CTR and CTA's, ensure the flight plan is closed by calling Pristina APP via RTF: 135.475 VHF or via phone Pristina ARO;

Tel: +383 38 5958 303

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1.9.6 Procedures for commercial Carriers into Pristina International Airport

1.9.6.1 Slot Coordiantion Unit of Pristina International Airport is responsible to coordinate and assign arrival/ departure times by having in consideration the airport capacity.The unit confirms the arrival/departure times at /from Pristina International Airport and on permanent basis will give advice for the airport capacity to commercial air carriers and other air operators for wich a Permit has been issued by the Department of Civil Aviation or relevant authorities.The exchange of messages shall be done as per IATA Standard Schedules Information Manual-SSIM.In addition to this,ANNEX B Release of Liability shall be Submitted to Slot Coordination Unit of Pristina International Airport. This form is available in NATO Special Instructions in www.caoc5.nato.int,link SPINS.

1.9.7 Procedure for Military, State flights and other flights in support of state authorities

1.9.7.1
Slot Coordination Unit of Pristina International Airport in coordination with KFOR liaison office at the Airport will assign arrival /departure (slot times) for Military Flights.Note:

Slot requests/Schedule Movement Advices for commercial air carriers into Pristina International Airport shall be submitted as per IATA SSIM Messages,additionally the Requests through the form Annex C2 of NATO SPINS are accepted and will be processed,while the slot requests for military flights are to be submitted through the Slot Request Form Annex of NATO SPINS.

In addition to this,ANNEX B Release of Liability shall be submitted to Slot Coordination Unit of Pristina International Airport.This form is available in NATO Special Instructions in www.caoc5.nato.int, link SPINS.

1.9.8 COMBINED AIR OPERATIONS CENTER - TORREJON (CAOC TJ) activities and Requirements

1.9.8.1 Operating hours and contact number CAOC TJ is active in the following local times:
- Winter Period:
Monday to Thursday: 0730lt to 16:00lt
Friday: 07:30lt to 13:00lt

- Summer Period (Mid June to Mid September):
Monday to Thursday: 0730lt to 14:30lt

Friday: 07:30lt to 13:00lt

Comm. Tel: 00 34 916 48 7457

Comm. Fax: 00 34 916 48 7432

Website: www.caoc5.nato.int or www.caoct.nato.int

Email: balkans.corridors@caoct.nato.int

1.9.9 Release of Liability and Indemnification Agreement (ROL) and Military Certification

1.9.9.1 Release of Liability (ROL) and/or Military Certification signed submission is mandatory for all types of traffic operating in Kosovo Airspace and Airports.

1.9.10 Long-Term Scheduling

1.9.10.1 Pristina International Airport Slot Coordination unit is responsibleThe AIS/FMU is responsible for long term scheduling of Commercial air carriers.Carriers assuring a regular scheduling will have priority in slot assignment.Such long term scheduling is,however,limited to regular update,by users,of Releaseof Liability/Statement of certification,according to the current version of the regulations.

1.9.11 Emergency and medical evacuation(MEDEVAC) flights

1.9.11.1 Pristina International Airport Slot Coordination unit must be contacted directly in case of MEDEVAC flights.The data for the flight,operator and schedule shall be submitted via Annex D of NATO SPINS.Text emails containing all needed information for the flight will be considered and processed as well.

1.9.12 VIP/Distinguished Visitors (DV)

1.9.12.1 Operators must include details on their slot requests of any VIP/DV being flown into Pristina Airport. Users should specify each VIP/DV by name, rank and position in the "VIPs on Board" column of the request (No VIP-Codes are to be used). In addition, users should specify on which legs (inbound/ outbound) of the flight the VIP/DV is arriving and departing. Pristina International Airport must be advised of up-dates to VIP/ DV information using the slot

1.9.13 Slot allocation - change and cancellation procedure

1.9.13.1 For schedule change or cancellation of commercial,military,GAT,VFR and Humanitarian flights at Pristina International Airport,airlines and operators must notify via email the Slot Coordination Unit with details of change or cancellation as soon as they are planned.

Slot Coordination Unit contact details:

Phone:+383 38 501 502 1170

Mobile:+383 45 811 310

Email: scheduleprn@limakkosovo.aero

Web: http://www.airportpristina.com

1.9.14 Mission change on day of flight

1.9.14.1 For any change on schedule which might occur on the day of operation due to weather conditions,technical problems or any operational (non-commercial)reason,before operating the flight,airlines and air operators must contact PRN Operations Control Centre-OCC to receive the relevant information in regard to the available capacity on the day of operation.

Contact details for PRN OCC

Phone: +383 38 501 502 2222

Fax: +383 38 501 502 1323

Email: occprn@limakkosovo.aero

Web: http://www.airportpristina.com

1.9.15 Slot time allocations - conditions and criteria

1.9.15.1 Adherence to slot times is mandatory even for aircraft subject to general air traffic (GAT) flow control. Operators unable to meet both airport slot and flow control restrictions are to contact the Pristina

International Airport (PIA) using the change procedure no later than the day before prior to co-ordination new slot times. Aircraft not adhering to airport slot times may be denied landing clearance and future user request may be subject to conditional review. Departure time is the time the aircraft begins the take-off roll.

Note. - If departure slot window is missed any subsequent slot window on same day for same call sign will be in jeopardy.
Retention or reassignment of subsequent slot windows will be at the PIA discretion.

1.9.15.2 Operators should be aware that cancelled or missed flights are not subject to any automatic review. A new schedule request must be submitted to Airport Authority, as necessary.
Carriers who fail to coordinate changes with the Airport may be subject to landing and take-off clearance delays. Priority on airport services will be given to air operators who perform their flights according to the confirmed times.

1.9.16 Use of L608 and M687 by NATO Flights

1.9.16.1 Direct flight routing between Serbia and Montenegro and Kosovo are authorized only for NATO flights via L608 and M867 from 2 000 ft AGL to FL 150 according to the NATO Monthly Schedule. Only military units may make these requests. For civilian charters in support of a NATO military mission, the military unit associated with the civilian charter company must comply with the regulations published in NATO SPINS. Fill in all the Items of the Annex F.

1.9.16.2 The controlling agency along the routes is: Podgorica Approach for segments of the airways within Kosovo (West of MEDUX and DOLEV).

1.9.17 Transfer of Control Points

1.9.17.1 Applicable Transfer of Control Points (TCP) and air routes to initiate transfer:

a) Flights Eastbound on M867:
   i) Podgorica APP to Pristina APP 5NM to MEDUX;
b) Flights Westbound on L608:
   i) Pristina APP to Podgorica 5NM to DOLEV.

1.9.17.2 In addition to standard data, flight plan will include:

a) EET for each segment along the route of flight;
b) Name of pilot in command and number of crew members;
c) Category and number of passengers
d) ICAO Cargo Designator

Note. - Data prescribed at a) through d) should be put in Item 18 of the FPL.

1.9.17.3 Transfer of control shall occur at the TCP on following frequencies:

a) Podgorica APP:
   i) 135.150 MHz;
b) Pristina APP;
   i) 135.475 MHz;
   ii) 125.980 MHz;
   iii) 246.100 MHz;

1.9.18 Procedures for NATO aircraft <u>inbound</u> to Pristina via M867 and <u>outbound</u> Pristina using L608:

1.9.18.1 Inbound Pristina

1.9.18.1.1 After passing MEDUX fly direct PRT at FL150. Do not leave FL150 until instructed to do so by Pristina APP. After PRT, pilots can expect to perform the BLACE 35A STAR for VOR/DME P RWY 35 or the XAXAN 17A STAR for ILS/DME RWY 17. If no contact with Pristina APP, pilots will not leave FL150 until passing PRT outbound.

1.9.18.2 Outbound Pristina

1.9.18.2.1 Pilots will get one of the following SIDs, depending on performance and runway in use, SARAX 1B, SARAX 2B or SARAX 2A when above MVA or MSA to leave PRT VOR direct DOLEV. The altitude clearance will be FL140 until DOLEV. When airborne, climb according to the SID until passing the minimum safe altitude/Flight level to leave PRT VOR direct DOLEV under RADAR. If no RADAR service available to leave PRT VOR own navigation to DOLEV (or intercept convenient radial from PRT VOR on course to DOLEV point).

ENR 1.10 FLIGHT PLANNING

1.10.1 Procedures for the submission of a flight plan

A flight plan shall be submitted in accordance with ICAO Annex 2, 3.3.1, prior to operating:

a) any IFR flight;

b) any VFR flight:

- departing from or destined for an aerodrome within a control zone;
- crossing (specify) CTR;
- operated along the designated VFR routes in the (specify) TMA;
- across the FIR boundary, i.e. international flights.

1.10.1.1 *Time of submission*

Except for repetitive flight plans, a flight plan shall be submitted at least 30 minutes prior to departure, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information, including requirements for early submission for Air Traffic Flow Management (ATFM) purposes.

1.10.1.2 *Place of submission*

a) Flight plans shall by submitted at the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.

TEL: +383 38 59 58 303

FAX: +383 38 59 58 306

1.10.1.3 VFR flight plan for alerting service only

An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

1.10.1.4 *Contents and form of a flight plan*

a) ICAO flight plan forms are available at ARO Pristina. The instructions for completing those forms shall be followed.

b) Flight plans concerning IFR flights along ATS routes need to include FIR-boundary estimates.

c) When a flight plan is submitted by telephone, teletype or telefax, the sequence of items in the flight plan form shall be strictly followed.

1.10.1.5. *Adherence to ATS route structure*

No flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the Pristina ATC authorities.

1.10.1.6 *Authorization for special flights*

Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restriction specified above. A request for exemption shall be mailed so as to be received at least one week before the intended day of operation to KCAA.

1.10.1.7 *In flight procedures*

Aircraft entering the Balkan Joint Operations Area (JOA) airspace must comply with the following procedures:

a) An approved flight plan (both inbound and outbound).

b) Two way radio communications.

c) Aircraft must maintain contact with the appropriate ATC agency.

d) An operational transponder.

e) Current FLIP, NOTAMS and Air Traffic Flow Management Information Message (AIM) must be checked for the latest airspace and/or airway information. The EUROCONTROL web page www.eurocontrol.int may be provided additional information.

f) Military aircraft and aircrew will comply with national guidance on aircraft equipment systems and professional gear.

g) Aircrews are to report any security or safety hazards to the appropriate authorities as soon as possible on the respective military flight monitor frequency and to ATC.

1.10.2 Repetitive flight plan system

1.10.2.1 *General*

The procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Doc 7030 and the PANS-ATM, 14th edition.

RPL lists relating to flights in and to flights overflying the Kosovo airspace shall be submitted at least two weeks in advance, in duplicate, to the following address:

a) By airmail: AIS/FMU Department
Air Navigation Services
Agency-Kosovo
b) Via FAX: +383 38 59 58 306
c) E-mail: ais@rks-gov.net

RPL lists shall be replaced in their entirety by new lists prior to the introduction of the summer and winter schedules. RPL will not be accepted for any flight conducted on 25 December between 0000 and 2400 UTC. On this day individual flight plans shall be filed for all flights.

1.10.2.2 *Incidental changes and cancellations of RPL*

Incidental changes to and cancellations of RPL relating to departures from Pristina shall be notified as early as possible and not later than 30 minutes before departure to the ARO Pristina,

TEL: +383 38 59 58 303

FAX: +383 38 59 58 306

1.10.2.3 *Delay*

When a specific flight is likely to encounter a delay of one hour or more in excess of the departure time stated in the RPL, the ATS unit serving the departure aerodrome shall be notified immediately.

Note.— Failure to comply with this procedure may result in the automatic cancellation of the RPL for that specific flight at one or more of the ATS units concerned.

1.10.2.4 *ATS messages*

For a flight operated on an RPL, no flight plan message (FPL) will be transmitted. Departure messages (DEP) or delay messages (DLA) relating to such flights will not be transmitted.

1.10.3 Changes to the submitted flight plan

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has been cancelled.

Note 1.— If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

Note 2.— If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA.

Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately.

Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan). Significant changes to a flight plan for an uncontrolled VFR flight include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

1.10.3.1 *Arrival report (closing a flight plan)*

A report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival aerodrome by any flight for which a flight plan has been submitted except when the arrival has been acknowledged by the local ATS unit. After landing at an aerodrome which is not the destination aerodrome (diversionary landing), the local ATS unit shall be specifically informed accordingly. In the absence of a local ATS unit at the aerodrome of diversionary landing, the pilot is responsible for passing the arrival report to the destination aerodrome.

Arrival reports shall contain the following elements of information:

— aircraft identification

— departure aerodrome

— destination aerodrome

— time of arrival.

In the case of diversion, insert the “arrival aerodrome” between “destination aerodrome” and “time of arrival”.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Fligt movement messages relating to traffic into or via Pristina airspace shall be addressed as stated below in order to warrant correct relay and delivery.

Note. - Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages.

(ICAO PANS-ATM Doc 4444, part VIII 2.1.1.3 refers).

Category of flight (IFR, VFR or both)	Category of flight (IFR, VFR or both)	Category of flight (IFR, VFR or both)
1	2	3
IFR FLIGHTS VFR FLIGHTS	PRISTINA AIRSPACE PRISTINA AIRSPACE	BKPRZPZX, BKPRZAZX BKPRZPZX, BKPRZAZX

INTENTIONALLY LEFT BLANK

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1.12.1 Interception procedures

1.12.1.1 The following procedures and visual signals apply over the territory of Kosovo in the event of interception[1] of an aircraft. An aircraft which is intercepted by another aircraft shall immediately:

a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO Annex 2;

b) notify, if possible, the appropriate air traffic services unit;

c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; if no contact has been established and if practicable, repeat this call on the emergency frequency 243 MHz;

d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

1.12.1.2 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgment of instructions and essential information by using the phrases and pronunciations in the following table, transmitting each phrase twice:

1. The word “interception” in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with the *Search and Rescue Manual* (Doc 7333).

Phrase	***Pronunciation[1]***	***Meaning***
CALL SIGN (call sign)[2]	**KOL** SA-IN (call sign)	My call sign is (call sign)
WILCO	**VILL**-KO	Understood. Will comply
KANNOT	**KANN** NOTT	Unable to comply
REPEAT	REE-**PEET**	Repeat your instruction
I AM LOST	**AM LOSST**	Position unknown
MAYDAY	**MAYDAY**	I am in distress
HIJACK[3]	**HI-JACK**	I have been hijacked
LAND (place name)	**LAAND** (place name)	I request to land at (place
DESCEND	DEE-**SEND**	I require descent

1. Syllabels to be emphazised are printed in bold letters.
2. The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan
3. Circumstances may not always permit, nor make desireable, the use of the phrase “HIJACK”.

1.12.3 The phrases shown in the table below shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph.

1.12.4 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

1.12.5 If instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to omply with the radio instructions given by the intercepting aircraft. The visual signals for use in the event of interception are detailed on page ENR 1.12-3.

1.12.6 The visual signals for use in the event of interception are detailed on page 1.12-3

Phrase	*Pronunciation*[1]	*Meaning*
CALL SIGN	**KOL** SA-IN	What is your call sign?
FOLLOW	**FOL**-LO	Follow me
DESCEND	DEE-**SEND**	Descend for landing
YOU LAND	YOU **LAAND**	Land at this aerodrome
PROCEED	PRO-**SEED**	You may proceed

1. Syllabels to be emphazised are printed in bold letters.

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	*INTERCEPTING Aircraft Signals*	*Meaning*	*INTERCEPTED Aircraft Responds*	*Meaning*
1	DAY or NIGHT — Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgment, a slow level turn, normally to the left, (or to the right in the case of a helicopter) on the desired heading. *Note 1. — Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.* *Note 2. — If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.*	You have been intercepted. Follow me.	DAY or NIGHT — Rocking aircraft, flashing navigational lights at irregular intervals and following: *Note. — Additional action required to be taken by intercepted aircraft is prescribed in Annex 2, Chapter 3, 3.8.*	Understood, will comply
2	DAY or NIGHT — An abrupt break-away manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed	DAY or NIGHT — Rocking the aircraft.	Understood, will comply.
3	DAY or NIGHT — Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT — Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply.

Signals initiated by intercepted aircraft and responses by intercepting aircraft

Series	*INTERCEPTING Aircraft Signals*	*Meaning*	*INTERCEPTED Aircraft Responds*	*Meaning*
4	DAY or NIGHT — Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 M (1 000 FT) but not exceeding 600 M (2 000 FT) (in the case of a helicopter, at a height exceeding 50 M (170 FT) but not exceeding 100 M (330 FT)) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT — If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. Understood, you may proceed.
5	DAY or NIGHT — Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT — Irregular flashing of all available lights.	In distress.	DAY and NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.

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ENR 1.13 UNLAWFUL INTERFERENCE

1.13.1 General

The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

1.13.2 Procedures

1.13.2.1 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible or the aircraft is within radar coverage.

1.13.2.2 When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

a) attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as on board transponders, data links, etc. should also be used when it is advantageous to do so and circumstances permit; and

b) proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in Doc 7030 - *Regional Supplementary Procedures;* or

c) if no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight in the area by 150 m (500 ft).

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ENR 1.14 AIR TRAFFIC INCIDENTS

1.14.1 Definition of air traffic incidents

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

a) aircraft proximity (AIRPROX);

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

1) faulty procedures

2) non-compliance with procedures, or

3) failure of ground facilities.

1.14.1.1.1 Definitions for aircraft proximity and AIRPROX.

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

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

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

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

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

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

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

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

1.14.2 Use of the Air Traffic Incident Report Form

The Air Traffic Incident Report Form is intended for use:

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

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

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

1.14.3 Reporting procedures (including in-flight procedures)

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

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

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

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

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

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

a) aircraft identification;

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

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

d) miscellaneous: 1. e).

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

1.14.4. Purpose of reporting and handling of the form

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

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

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, CTA, TMA

Name *Lateral limits* *Vertical limits* *Class of airspace*	*Unit Providing service*	*Call sign* *Languages* *Area and condition of use* *Hours of service*	*Frequency/purpose*	*Remarks*
1	2	3	4	5
FIR PRISTINA Covers the entire territory of the Republic of Kosovo **FL 205 / GND** Class of airspace: D,G	Pristina Approach	Pristina Approach ENG Mon -Sun: H24	135.475 125.980 246.100	*The airspace above FL205 is controled by HungaroControl.* *Ref. Kosovo AIP GEN 1.2.1*

Name *Lateral limits* *Vertical limits* *Class of airspace*	*Unit Providing service*	*Call sign* *Languages* *Area and condition of use* *Hours of service*	*Frequency/purpose*	*Remarks*
1	2	3	4	5
PRISTINA CTA Zone 1: Line joining the points: 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 9500 ft AMSL 3500 ft AMSL Class of airspace: D	Pristina Approach	Pristina Approach ENG Mon -Sun: H24	135.475 125.980 246.100	*The airspace above FL205 is controled by HungaroControl.* *Ref. Kosovo AIP GEN 1.2.1*
PRISTINA CTA Zone 2: Line joining the points: 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°24'16.469"N 021°19'24.988"E 42°53'12.502"N 021°16'35.118"E 42°51'23.696"N 020°44'02.470"E 42°22'28.518"N 020°47'07.267"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 9500 ft AMSL 5000 ft AMSL Class of airspace: D	Pristina Approach	Pristina Approach ENG Mon -Sun: H24	135.475 125.980 246.100	*The airspace above FL205 is controled by HungaroControl.* *Ref. Kosovo AIP GEN 1.2.1*

Name *Lateral limits* *Vertical limits* *Class of airspace*	*Unit Providing service*	*Call sign* *Languages* *Area and condition of use* *Hours of service*	*Frequency/purpose*	*Remarks*
1	2	3	4	5
PRISTINA CTA Zone 3: Line joining the points: 42°22'28.518"N 020°47'07.267"E 42°24'16.469"N 021°19'24.988"E 42°20'48.393"N 021°19'45.205"E 42°19'00.506"N 020°47'29.250"E 9500 ft AMSL 5500 ft AMSL Class of airspace: D	Pristina Approach	Pristina Approach ENG Mon -Sun: H24	135.475 125.980 246.100	*The airspace above FL205 is controled by HungaroControl.* *Ref. Kosovo AIP GEN 1.2.1*
PRISTINA CTA Zone 4: Line joining the points: 42°53'12.502"N 021°16'35.118"E 42°38'10.908"N 021°28'44.049"E ARC 20 Nm centered on 42°34'22.000"N 021°02'09.000"E Clockwise 42°32'51.213"N 020°35'09.908"E 42°47'45.869"N 020°33'31.821"E ARC 25 Nm centered on 42°34'22.000"N 021°02'09.000"E Clockwise 42°58'09.839"N 021°12'34.621"E 42°53'12.502"N 021°16'35.118"E 42°51'23.696"N 020°44'02.470"E 42°19'00.506"N 020°47'29.250"E 42°20'48.393"N 021°19'45.205"E 9500 ft AMSL 6500 ft AMSL Class of airspace: D	Pristina Approach	Pristina Approach ENG Mon -Sun: H24	135.475 125.980 246.100	*The airspace above FL205 is controled by HungaroControl.* *Ref. Kosovo AIP GEN 1.2.1*
PRISTINA CTA Zone 5: Kosovo administrative border FL 205 9500 ft AMSL Class of airspace: D				

Name *Lateral limits* *Vertical limits* *Class of airspace*	*Unit Providing service*	*Call sign* *Languages* *Area and condition of use* *Hours of service*	*Frequency/purpose*	*Remarks*
1	2	3	4	5
PRISTINA CTR Line joining the points: 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 3500 ft AMSL GND Class of airspace: D	Pristina Tower	Pristina Tower ENG Mon -Sun: H24	126.550 128.830 246.100	*The airspace above FL205 is controled by HungaroControl.* *Ref. Kosovo AIP GEN 1.2.1*

ENR 2.2 OTHER REGULATED AIRSPACE

NIL

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ENR 3 ATS ROUTES
ENR 3.1 LOWER ATS ROUTES

NIL

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ENR 3.2 UPPER ATS ROUTES

Air Navigation Services above 205 FL up to 660 FL are temporarily beign provided by HungaroControl in accordance with the “Implementing Agreement between the Government of Hungary and International Security Force in Kosovo (KFOR)”

For further details refer to Hungarian AIP at http://www.ais.hungarocontrol.hu/

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ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

NIL

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ENR 3.4 HELICOPTER ROUTES

To be developed

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ENR 3.5 OTHER ROUTES

3.5.1 **BLACE**

BLACE Corridor. Established corridor with 5NM either side of centerline linking BLC VOR/DME with PRT VOR/DME in class D and F airspace at FL 130.

3.5.2 **KUKES**

KUKES FIX (Reserved for Military NATO/KFOR flights). Established fix as a coordination point for NATO/ KFOR traffic coming from Albanian airspace linking KUKES-FIX (421003N0203233E) with PRT VOR/DME STARs. Note: KUKES-FIX serves also as a VFR coordination point (ORANGE 04)

3.5.3 **JAKOV**

JAKOV FIX (Reserved for Military NATO/KFOR flights). Established fix as a coordination point for NATO/ KFOR traffic departing from Kosovo via Albania airspace, linking PRT VOR/DME SIDs with JAKOV-FIX (422208N0201441E)

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ENR 3.6 EN-ROUTE HOLDING

NIL

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ENR 4. RADIO NAVIGATION AIDS/SYSTEM

ENR 4.1 RADIO NAVIGATION AIDS - ENROUTE

NIL

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ENR 4.2 SPECIAL NAVIGATION SYSTEM

NIL

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ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

NIL

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ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

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

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ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE

NIL

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ENR 5. NAVIGATION WARNINGS
5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Identification, name and lateral limits	Upper Lower	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
RESTRICTED AREAS		
BLACK 012, Camp Bonsteel, 5 Nm radius at 42° 21' 56.56"N - 21° 14' 53.79"E	4500 ft AMSL GND	Restricted airspace for KFOR / NATO use only. Outside Prishtina CTR, no IFR and VFR flights allowed to enter Restricted Areas, unless authorized by KFOR / NATO. Within Prishtina CTR, no civilian VFR flights allowed to enter Restricted Areas, unless authorized by KFOR / NATO. For graphical presentation, refer to AIP KOSOVO, AD.2.24.13.1-1 Kosovo Restricted Areas.
PINK 002, Camp Film City, 2 Nm radius at 42° 39' 52.32"N - 21° 08' 29.42"E	3500 ft AMSL GND	
PINK 012, Camp Slim Lines, 2 NM radius at 42° 39' 22.10"N - 21° 08' 00.14"E	3500 ft AMSL GND	
PINK 500, EULEX Medical Compound, 2 Nm radius at 42° 38' 45.00"N - 21° 07' 35.00"E	3300 ft AMSL GND	
PINK 300, Pristina Airfield Civilian Apron, 2 Nm radius at 42° 34' 57.41"N - 21° 01' 54.15"E	4200 ft AMSL GND	
PINK 301, Pristina Airfield Military Apron, 2 Nm radius at 42° 33' 51.72"N - 21° 02' 01.84"E	4200 ft AMSL GND	
VIOLET 041, Mitrovica EULEX Logistic Base, 2 Nm radius at 42° 53' 38.98"N - 20° 52' 38.99"E	4300 ft AMSL GND	
VIOLET 072, Camp Novo Selo, 2 Nm radius at 42° 46' 55.62"N - 21° 01' 50.67"E	3300 ft AMSL GND	
YELLOW 001, Camp Villaggio Italia, 2 Nm radius at 42° 37' 50.75"N - 20° 17' 11.86"E	7900 ft AMSL GND	
YELLOW 040, Decan Camp Sparta, 2 Nm radius at 42° 32' 35.47"N - 20° 16' 24.81"E	7100 ft AMSL GND	
BROWN 070, Camp Prizren, 2 Nm radius at 42° 13' 17.99"N - 20° 44' 58.89"E	5100 ft AMSL GND	
VIOLET 020, Camp Nothing Hill, 2 Nm radius at 43° 04' 45.70"N - 20° 48' 41.82"E	4500 ft AMSL GND	

PROHIBITED AREAS

Nil

DANGER AREAS

Nil

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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

Identification, name and lateral limits	Upper Lower	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
Maintenance and Test Flight Area 42° 26' 02"N - 21° 11' 35"E 42° 36' 06"N - 21° 12' 45"E 42° 34' 34"N - 21° 05' 52"E 42° 27' 01"N - 21° 14' 49"E 42° 27' 29"N - 21° 09' 42"E	5000 ft AMSL GND	Activated on tactical basis. Information on effective activation will be provided by Pristina ATC.
Eagle Terrain Flight Training Area 42° 32' 31.67"N - 21° 14' 36.86"E 42° 25' 30.20"N - 21° 14' 35.23"E 42° 25' 29.43"N - 21° 19' 41.56"E 42° 32' 30.90"N - 21° 19' 43.76"E	4500 ft AMSL GND	Training Area for KFOR / NATO use only. Outside Prishtina CTR, no IFR and VFR flights allowed to enter Training Area, unless authorized by KFOR / NATO. Within Prishtina CTR, no civilian VFR flights allowed to enter Training Area, unless authorized by KFOR / NATO.

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ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE

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ENR 5.4 AIR NAVIGATION OBSTACLES — EN-ROUTE

(Elevation/height 100 m AGL or more)

To be developed.

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ENR 5.5 ARIAL SPORTING AND RECREATIONAL ACTIVITIES

The following special use airspace may be activated for paraglider and glider activities only:

Mirena Gliders Area: Paragliders and gliders will remain west of mountain Golesh ridgeline within the radius of 2 NM at N 42°33’33" E 020°57’55". Altitude: up to 6500 ft AMSL.

The area will be activated on tactical basis, from 30 minutes after sunrise to 30 minutes before sunset.

(Note:The Paragliders/Gliders must reserve this area at least 72 hrs in advance prior to flying through Pristina ATS and J3 Air Desk respectively. The Paragliders/Gliders must provide a cellular phone number of their POC to Pristina ATS and J3 Air Desk KFOR HQ and be available during the flying activity. Pristina ATS shall advise aircrews when the area is active. J3 Air Desk retains the authority to cancel flight execution in this area.)

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ENR *5.6* BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

To be developed.

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ENR 6 EN-ROUTE CHARTS

TO BE DEVELOPED

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