



# ANNUAL REPORT 2020

CIVIL AVIATION AUTHORITY

## ***Vision***

*To be credible and globally recognized as a civil aviation regulator and supervisory authority, ranking ahead of others in the region and beyond regarding the aviation safety.*

## ***Mission***

*To create a civil aviation environment in accordance with international standards, through continuous monitoring, partnership with industry and a high level of professional competency of the staff.*

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## LIST OF ABBREVIATIONS

<b>AAC</b>	Civil Aviation Authority of the Republic of Kosovo
<b>AMC</b>	Aviation Medical Center
<b>AME</b>	Aviation Medical Examiner
<b>PIA</b>	Prishtina International Airport "Adem Jashari"
<b>ANSA</b>	Air Navigation Services Agency
<b>EU</b>	European Union
<b>EASA</b>	European Aviation Safety Agency
<b>ECAC</b>	European Civil Aviation Conference
<b>EUROCONTROL</b>	European Organization for the Safety of Air Navigation
<b>ECAA</b>	European Common Aviation Area
<b>IATA</b>	International Air Transport Association
<b>ICAO</b>	International Civil Aviation Organization
<b>KIPA</b>	Kosovo Institute for Public Administration
<b>IPA</b>	Instrument for Pre-Accession Assistance
<b>ISO</b>	International Organization for Standardization
<b>EC</b>	European Commission
<b>KFOR</b>	NATO Mission in Kosovo
<b>AAIIC</b>	Aeronautical Accident and Incident Investigations Commission
<b>ATC</b>	Air Traffic Control
<b>LCA</b>	Law on Civil Aviation
<b>LKIA</b>	Private Operator of PIA "Adem Jashari"
<b>MoF</b>	Ministry of Finance
<b>MI</b>	Ministry of Infrastructure
<b>MEI</b>	Ministry of European Integration
<b>MIA</b>	Ministry of Internal Affairs
<b>MFA</b>	Ministry of Foreign Affairs
<b>MAP</b>	Ministry of Public Administration
<b>MLSW</b>	Ministry of Labour and Social Welfare
<b>NATO</b>	North Atlantic Treaty Organization
<b>NPISAA</b>	National Programme for the Implementation of the SAA
<b>SSP</b>	State Security Programme
<b>UAS</b>	Unmanned aircraft systems (drones)
<b>KFMIS</b>	Kosovo Financial Management Information System
<b>QMS</b>	Quality Management System
<b>SARPs</b>	ICAO Standards and Recommended Practices
<b>ANS</b>	Air Navigation Services
<b>NAO</b>	National Audit Office

# 1. EXECUTIVE SUMMARY

The Civil Aviation Authority (CAA) is an independent regulatory agency in charge of regulating civil aviation safety aspects and in charge of economic regulation of airports and air navigation service providers. The CAA has full legal capacity; it is a self-financed budget organisation and a public authority subject to relevant provisions of laws and other bylaws applicable in the Republic of Kosovo on budgetary organisations and public authorities.

The CAA is led by the Director-General, while the CAA work is supervised by the Supervisory Board. The current CAA Supervisory Board has been appointed by the Government in October 2020. CAA has 30 employees and, despite the continuous requests to the MoF in 2020, the recruitment of new staff has not been approved.

The basic function of the CAA is to supervise and regulate civil aviation activities in the Republic of Kosovo in order to ensure safe operations in accordance with applicable standards. This is achieved through inspection, auditing, licensing and certification. The supervisory activities of the operators regulated by the CAA were carried out in 2020 despite the difficulties that have arisen due to the pandemic situation.

Measurements of CAA work performance have shown that the Action Plan for 2020 has been implemented at 87% with completed actions, about 13% of actions not being under the CAA responsibility or had a direct impact on CAA actions.

CAA, based on its legal competencies, has continued in 2020 to issue a number of bylaws for the implementation of the Law on Civil Aviation, as well as for the implementation of EU legislation in the field of civil aviation. In the course of CAA activities in this area during 2020, a total of nine Regulations have been adopted. Following the situation created by the outbreak of the Covid-19 pandemic and in order to take all necessary steps to prevent this pandemic in the field of civil aviation, the CAA has issued three administrative directions to address this issue and undertake all measures to enhance the prevention of further spread of the pandemic.

CAA continued to exercise its responsibilities towards fulfilling the obligations deriving from the Aviation State Safety Programme, coordinating with other authorities and operators for a more efficient civil aviation safety management at the state level. Two meetings of the Senior Level Forum, namely of the SSP Committee, have been organised, where all state organizations with a role in civil aviation safety in the Republic of Kosovo were represented and coordinated. At the CAA level, within the work of the Safety Council, actions that have been identified as necessary for the management of safety were taken. Occurrence reporting has been managed, and safety has been promoted among the aviation industry in the country.

CAA organized meetings with the Committee and all other relevant institutions in our country, in order to streamline and coordinate inter-institutional actions jointly with the operators for the implementation of the guidelines issued by the European Civil Aviation Safety Agency (EASA) and the International Civil Aviation Organization (ICAO) to prevent the spread of COVID-19 even when air borders are opened and regular operations resume at PIA "Adem Jashari". CAA inspectors have been closely monitoring airport operations throughout the year to verify that COVID prevention measures have been implemented.

On 10-14 February 2020, at the invitation of the CAA Director-General, the RKS institutions responsible for implementing the obligations arising from the ECAA Agreement went through an evaluation process by experts sent on behalf of the European Commission, which included also experts from EASA. The purpose of this visit was to verify the level of fulfilment of the obligations of the Republic of Kosovo towards the Agreement on the Common European Aviation Area (ECAA) in the field of civil aviation and economic regulation.

In 2020, CAA received reports of a total of 101 occurrences in civil aviation, which represents a significant decrease compared to the number of occurrences reported in recent years. It is believed that this decrease corresponds to the decrease in the number of flights to and from Prishtina International Airport "Adem Jashari", which comes as a result of the impact of the outbreak of the COVID-19 pandemic in Kosovo and in the world as of 13 March 2020, when the first two cases of coronavirus infected persons in Kosovo were confirmed.

In the course of the discussions for the normalization of lower airspace, on 18 June 2020, ANSA signed a Letter of Agreement between ANSA and the Albanian service provider AlbControl Tirana ACC, by which two more points were opened, KUKAD and ARBER, on the border with the Republic of Albania, which can be used to coordinate flights. On 12 October 2020, KFOR HQ J3 AIR CHIEF requested to discuss the progress of air routes opening with Albania in a joint meeting between KFOR, CAAK and ANSA. In a meeting between the parties on 15 October, a concern was raised about the lack of ANSA's technical capacity to open air routes with Albania. The fact that ANSA is not technically prepared for the implementation of air routes with Albania has raised great concern among KFOR and AACK, as such a delay will not only delay the opening of air routes with Albania but could severely damage all the process of normalization of Kosovo airspace as a process initiated by NATO. According to information from ANSA, the process of opening the air routes is related to the finalization of the runway extension project, a project which is not expected to be completed earlier than September 2021.

During 2020, talks continued for the normalization of lower airspace and the opening of air routes with all neighbouring countries of Kosovo. These meetings are expected to continue during 2021.

CAA continued the interstate cooperation between the Civil Aviation Authorities of the Republic of Kosovo and CAAs of the region. In the course of the bilateral agreement, aerodrome inspectors have received an official invitation to participate in the comprehensive audit in the framework of the certificate conversion process with Regulation EASA 139/2014, for Tirana International Airport "Mother Teresa". The CAA of Kosovo sent to Tirana two aerodrome inspectors to support colleagues of the CAA of Albania in this process.

In the CAA's effort to implement Regulation No. 04/2011 on Groundhandling Service Providers, the CAA Director Mr. Ejupi met with the stakeholders to clarify the situation regarding the market opening and addressed several letters to the Public-Private Partnership Committee (PPPC) as an inter-ministerial group, whereby he asked PPP to support the market opening process given that it is in the public interest but also of the Airport itself, explanations were also requested for the charges that the managing body of the Airport applies for the sole operator "Ex-Fis" LLC, which charges are neither in accordance with the PPP contract nor approved by the CAA according to the regulation.

Pursuant to Regulation No. 03/2016 of the CAA on the Common Charging Scheme of Air Navigation Services, ANSA annually proposes to the CAA to approve a value of the unit terminal charge which will be applicable in the following year. CAA approved the terminal unit charge in the Republic of Kosovo in the amount of 407 EUR, respectively to remain the same with 2020 starting from 1 January 2021, valid for one year. This amount set by the CAA is lower than that proposed by ANSA (495.58 EUR). It should be taken into account this charge is significantly higher than in the regional countries: Albania 235.67 EUR, Croatia 241.33 EUR and North Macedonia about 271.80 EUR. This is because ANSA has the only source of funding this charge, while for the providers in the region the largest revenues are from the unit overpass charge they collect for the air navigation services they provide in the upper airspace.

The approved CAA budget for 2020 was €979,114, and during the budget review for 2020 there were budget cuts. Following the Government decisions on savings, the final budget of the CAA in KFMIS for 2020 was €884,324.22, including funds received in the amount of €5,928.21, from the "BEYOND" project funded by the European Commission. During the fiscal year 2020, CAA spent €854,870.07, which results in the realization in percentage at 97% of the final allocated budget.

Even during 2020, CAA faced many challenges which in the technical-professional area were related to the fact that CAA still, for political reasons outside its scope, has not been able to become an equal member of the family of aviation organizations be they European or global. Although CAA strictly meets the requirements of the European Common Space Agreement, the other party to this Agreement, the European Commission on behalf of the European Union, despite our best efforts, has not ensured that the CAA is treated equally with the other associated parties to the



agreement, accepting the conclusion of Working Arrangements between EASA and the CAA and granting Kosovo the observer status in this EU agency. At the same time, non-membership in the intergovernmental aviation organizations ICAO, ECAC and EUROCONTROL represents daily obstacles in the CAA operations and the general development of aviation in Kosovo.

The CAA has continued its efforts to enter into technical agreements called "Working Arrangements" with the European Aviation Safety Agency (EASA). These arrangements would enable the CAA access to the European Aircraft Safety Database, create the necessary framework for inspecting CAA performance by EASA and assist EASA in the full implementation of the provisions relevant to the ECAA Agreement. Through the letter dated 7 December 2020 sent by the Director-General to EASA and the European Commission, he reiterated entering into the Working Arrangements and the participation of Kosovo aeronautical institutions in EASA working groups. No response was received during the period covered by this report. In 2020, there were no actions towards membership in the International Civil Aviation Organization (ICAO) as a result of the emergency situation created by the pandemic and the Government's stance on a moratorium on new memberships in international organizations. On 26 June 2020, CAA sent a State Letter to ICAO on the actions taken by the Republic of Kosovo to reduce the spread of COVID 19 through air transport and protect the health of passengers through the air and aviation personnel.

Due to the situation created by COVID-19, some activities could not be performed properly, it is worth mentioning: a) regular calibration by air of navigation systems has been postponed. Pursuant to Regulation No. 03/2011 on the Calibration of Aeronautical Installations from the Air, as well as based on the Guide issued by ICAO and after receiving a series of tests, which have proved that the equipment concerned did not deviate from normal operation, the extension of deadline for calibration was approved for July and August. After the facilitation of the pandemic measures in all countries as well as in our country, it became possible to contract from ANSA, and air calibration of navigation systems (DVOR, DME and ILS) was performed on 19-10-2020. Due to facing the COVID-19 Pandemic, the regular process of revalidation of controllers' licenses could not take place as in previous years, as the situation has made it impossible to attend refresher training, which is a requirement under Regulation No. 19/2017. Pursuant to Regulation No. 05/2020 on Common Rules in the Field of Civil Aviation and Establishing the European Union Aviation Safety Agency, respectively its Article 71, Regulation No. 19/2017 laying down the technical requirements and administrative procedures relating to air traffic controllers' licenses and certificates, CAA issued on 31.12.2020 a communication which allows the extension of the privileges of the unit approvals as recommended by the ANSD.

In 2020, 9 (nine) licenses were issued for student controllers, although due to the pandemic in 2020, most training activities (OJTI) have been suspended.

During 2020, PIA "Adem Jashari" served a total of 1,104,435 passengers, according to statistics collected by the LKIA operator. This number of passengers is 53% lower than the number of passengers served at this airport in 2019 (2,373,698). This is due to the pandemic created by the COVID-19 virus, which has caused the biggest crisis in the history of aviation. However, it should be noted that despite the crisis, Pristina International Airport "Adem Jashari" has been the second most passenger frequented airport in the region, passing airports such as Zagreb, Split and Dubrovnik.

## **2. LEGAL BASIS**

Based on the competencies vested under Law No. 03/L-051 on Civil Aviation, CAA is authorized to issue bylaws for implementation of Law on Civil Aviation, which adopts the international civil aviation standards (known as the Standards and Recommended Practices "SARPs" and annexes to International Civil Aviation Convention - Chicago Convention) and those for the implementation of EU legislation in the area of civil aviation, such as those within the ECAA Agreement, as well as others, which apply to EU countries but which have not yet formally become part of this Agreement.

CAA issued normative acts in full compliance with the provisions of Administrative Instruction No. 03/2013 of the Government of Kosovo on Standards for Drafting of Normative Acts. This means, among other things, that each draft regulation drafted by the CAA goes through the procedure of obtaining an opinion on compliance with the Acquis by the responsible institutions of the Government of Kosovo before being signed by the Director-General. CAA applies a transparent procedure when issuing bylaws in accordance with Administrative Instruction No. CAA 1/2012 on Public Consultation Procedures. All CAA bylaws are subject to a public stakeholder consultation process. This consultation follows the procedures and timelines provided, during which any stakeholder, whether natural or legal person, has the right to provide comments, suggestions or to request additional information from the CAA structures, which bring a draft bylaw for public consultation. The form of receiving these comments/suggestions from stakeholders can be by organizing round tables, depending on the number of interested parties, or through electronic correspondence. After the completion of the public consultation process, the CAA structures are obliged to prepare a report within 2 weeks, in which they will provide their answers to the comments received, and must explain the reasons for acceptance or rejection of suggestions for amending the provisions of the draft bylaw that is the subject of public consultation.

The publication of CAA bylaws is done on the electronic platform of the Official Gazette of the Republic of Kosovo as well as on the official CAA website.

### **3. DESCRIPTION OF THE CAA**

Civil Aviation Authority of the Republic of Kosovo was established as an independent agency pursuant to Article 14 of Law No. 03/L-051 on Civil Aviation. As of 1 January 2009, CAA assumed complete competencies in accordance with this law. CAA is one of the public authorities with responsibilities and functions in the field of civil aviation in our country. The law stipulates that the Ministry of Infrastructure (MI) is responsible for the economic regulation of air transport<sup>1</sup>, while the Ministry of Internal Affairs (MIA) is responsible for regulating the aviation safety aspect.<sup>2</sup> The law also establishes the Aeronautical Accident and Incident Investigation Commission (AAIIC), as an institution that operates under the Office of the Prime Minister of the Republic of Kosovo.<sup>3</sup>

CAA is in charge of regulating civil aviation safety aspects and in charge of economic regulation of airports and air navigation service providers. Economic regulation of airports and air navigation service providers implies approval of fees on the use of services provided by these operators. CAA has full legal capacity and reports on its activities to the Assembly of the Republic of Kosovo.

According to the Law on Civil Aviation, CAA is responsible for:

- implementation of civil aviation legislation and giving effect to policies adopted by the MI or the Government in the field of civil aviation;
- providing advice and proposals to the MI, the Government and the Assembly regarding policies and legislation on the field of civil aviation;
- issuing implementing Regulations and air navigation orders, in accordance with the Law on Civil Aviation and the Agreement on the European Common Aviation Area, to implement the MI civil aviation policies and relevant legislation related to civil aviation;
- issuing licenses, certificates and permits in accordance with the CAA competencies and responsibilities defined by the Law on Civil Aviation;
- regulating the safety of air transportation in the Republic of Kosovo;
- regulating the economics of airports and air navigation services;
- providing advice to MI regarding the Minister's development of proposed policies for the use of Kosovo airspace that meet the needs of users, taking into account national security, economic and environmental factors, and the need for a high standard of safety;

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<sup>1</sup>Law on Civil Aviation, Chapter 2

<sup>2</sup>Ibid, Chapter 4

<sup>3</sup>Ibid, Article 5

- supervising and ensuring effective implementation of civil aviation legislation, standards, rules, procedures and orders, except where the Law on Civil Aviation or another primary normative act exclusively assigns such a function to the MI or another public authority;
- disseminating information to the public about matters relevant to the functions and activities of the CAA;
- performing such actions, conducting such investigations and inspections, and issuing such orders, rules, regulations, and/or procedures as the CAA may deem reasonably necessary to properly and lawfully (i) implement the applicable provisions of the Law on Civil Aviation or (ii) discharge the powers and duties assigned to the CAA by the present law; and
- performing any other functions pertaining to civil aviation in Kosovo assigned to CAA by the Law on Civil Aviation or another primary legal act.

## 4. INSTITUTIONAL ORGANIZATION

The CAA headquarters is located at "Ahmet Krasniqi" str., no. 208, Arberia District, Prishtina, in a temporary facility contracted with rent. The CAA offices have sufficient space to provide good working conditions for the employees. Since the CAA offices are located in a private building, for which rent is paid, the CAA has continuously requested from the Ministry of Public Administration to find a solution to relocate CAA to suitable state premises or allocate a land parcel in Prishtina for the construction of the CAA administrative building, which would be funded by own revenues.

On 23 December 2020, the Minister of Internal Affairs, Mr. Veliu, issued Decision No. 1044/2020 on accommodation in the former building of the Municipal Court in Prishtina, with address at Zejnel Salihu Street no. 22, 10000 Prishtina, in which building the utilities will be covered MIA and CAA is released from the burden of rent.

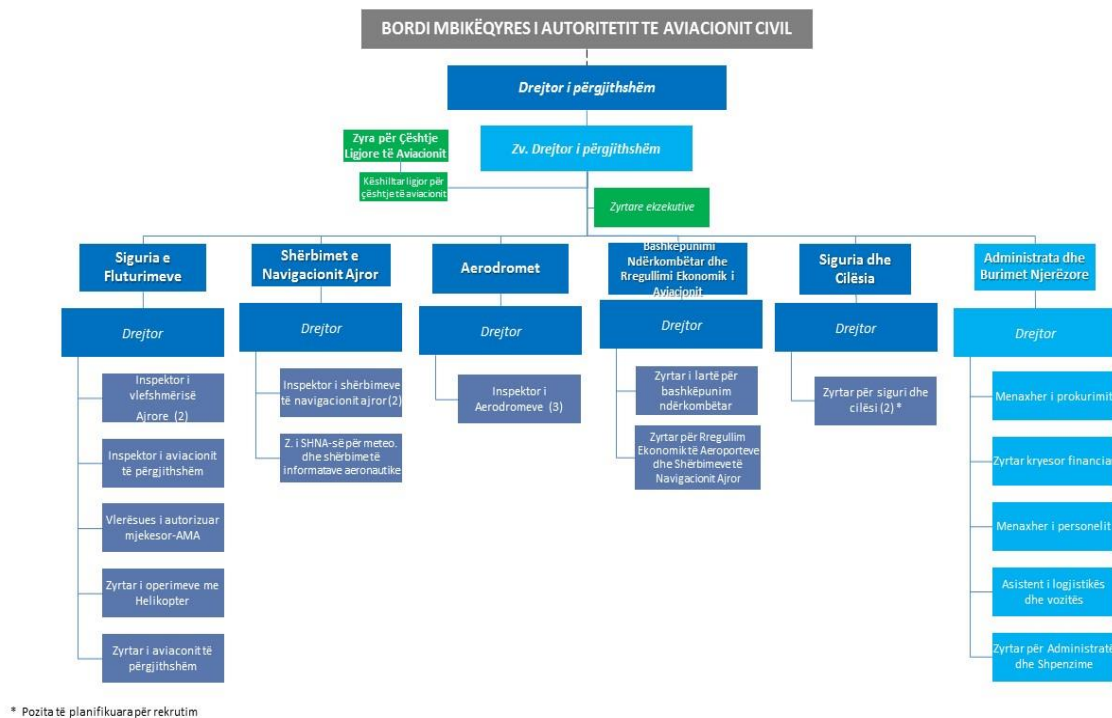
### a) CAA Organizational Structure

According to the Regulation on Internal Organization and Functioning, the CAA organizational structure consisted of 30 employees divided into these administrative units:

- a) Director-General's Office
  - i. Director-General ; (1)
  - ii. Deputy Director-General ; (1)
  - iii. Executive Officer (1)
  - iv. Aviation Legal Affairs Office; (1)
  - v. Public Relations Office; (0)
- b) Flight Safety Department; (7)
- c) Air Navigation Services Department; (4)

- d) Aerodromes Department; (4)
- e) International Cooperation and Aviation Economic Regulation Department; (3)
- f) Quality and Safety Department; (1)
- g) Administration and Human Resources Department. (6)

CAA organizational chart



## b) CAA financial revenues

CAA is a self-funded budget organization pursuant to Article 25 of the Law No. 03/L-051 on Civil Aviation, but in practice, this has not been implemented despite continued requests of the CAA. Now and the previous years, the Ministry of Finance allocates the CAA budget as a government grant and not as dedicated revenues under the relevant budget code, consequently only 42% of own-source revenues are allowed to the CAA for its annual budget. The remainder is deposited in the state treasury as other revenues from fees and tax.

Pursuant to Article 25 of the Law No. 03/L-051 on Civil Aviation, the CAA dedicated revenue consists of:

- aviation-related taxes, charges and fees;
- a percentage of air navigation services provided within the Republic of Kosovo's airspace;
- passenger safety charges, and certificate and licensing charges; and
- donations, grants and any other financial or technical support designated for the CAA.

Regulation No. 2008/7 of the Ministry of Infrastructure and Telecommunication on the determination of the safety charge levied on passengers departing on commercial flights from Kosovo has been applied since 1 January 2009. This Regulation determines a safety charge of 2 Euros per passenger departing from Kosovo using commercial flights. According to the Law on Civil Aviation and the provisions of this Regulation, funds collected from this safety charge are dedicated to the CAA in order to cover its operational costs.

As of mid-2011, CAA, through Regulation No. 7/2011 on Fees Charged by the Civil Aviation Authority of the Republic of Kosovo, repealed by Regulation No. 2/2015, and amended and supplemented by Regulation 05/2018, has provided the legal basis for the collection of fees for the services it provides, such as issuance of licenses, permits, various certificates and performance of inspections and audits, all within the CAA competencies to regulate civil aviation in the Republic of Kosovo

In 2020, CAA identified some invoices that were issued according to applicable regulations (in the amount of €103,650.00) which were not paid according to the memorandum signed between CAA and Limak Kosovo according to the deadlines where LIMAK did not make the payment for invoices mentioned below under the following number: AAC-003/2020 dated 10.04.2020, AAC-004/2020 dated 14.05.2020, AAC-005/2020 dated 15.06.2020, AAC-006/2020 dated 14.07.2020. At the CAA request, an execution procedure was initiated for the payment of obligations according to the invoices issued in the amount of €103,650, which amounts were paid immediately.

### **c) Salaries of CAA staff**

Pursuant to Article 24.2 of the Law on Civil Aviation, the CAA staff salaries are determined by the Minister of Finance, by the proposal of the CAA Director-General. In determining the level of salaries, the law stipulates that, in addition to professional staff criteria, salaries of the aviation industry staff (airport, air traffic control, airlines) should be taken into account, a standard which is also required by the International Civil Aviation Organization (ICAO). The level of the CAA staff salaries was adopted on 20 March 2009 by the Minister of Economy and Finance, after the proposal of the CAA Director-General. The salaries of the CAA Director-General and Deputy Director are set by the Government pursuant to Article 20.2 of the Law on Civil Aviation.

## **4.1 CAA SUPERVISORY BOARD**

In accordance with the Law on Civil Aviation, the CAA activities are supervised by the Supervisory Board which is comprised of five members. The Board works on a part-time basis and meets at least once every calendar quarter. The Chairperson represents the Board in public and manages and organizes the Board's work. The Board takes decisions with the majority of votes and has the required quorum for taking decisions if at least three Board members are present.

The CAA Director-General submits to the Supervisory Board a comprehensive work report every three months and the annual report at the end of each calendar year.

### **a) Mandate**

According to Decision No. 03/98 dated 29.06.2016 issued by the Government of the Republic of Kosovo, members of the CAA Supervisory board had a four-year mandate until 29.06.2020. Whereas, members of the CAA Supervisory Board were appointed on 07.10.2020, according to the GRK Decision No.11/34 except for Mr. Ardian Gaxheri with a subsequent mandate in the Supervisory Board of CAA. The mandate of the board members is four years, with the possibility of extension for another term.

### **b) Competencies**

The Supervisory Board is responsible for the supervision and review of (i) the CAA's activities and decisions on administrative, executive, regulatory and licensing matters and (ii) all aspects of the CAA's financial management, revenues and expenses. According to Article 16.1 of the Law on Civil Aviation, if the majority of Board members ascertain that there is a reason to believe that the CAA did not comply or is no longer complying with one or more provisions of this Law or any other legal act applicable in Kosovo, the Board shall identify (determine) the area of the suspected failure to comply in a written report, to be submitted to the Auditor-General and the Assembly. The Supervisory Board has no executive competencies, enforcement competencies or regulatory competencies.

### **c) Functioning**

The CAA Supervisory Board has been operational until 29 June 2020. During this period, the Board held several meetings and approved the quarterly report (January-March) 2020. The quarterly report April-June 2020, was not approved as there was no mandate for the Board to hold meetings after this time period.

Furthermore, the Government of the Republic of Kosovo appointed the new Board by Decision No. 11/34 dated 7 October 2020, with a four-year term, consisting of 5 members. The Board held its first regular meeting on 3 November 2020. The quarterly work report for the period (July-September) 2020 was approved in this meeting, for which it has issued a Decision.

## **4.2 EXECUTIVE**

CAA is led by the Director-General, as the highest executive and administrative leadership body. In his daily work, he is supported by the management structures defined below: the Deputy Director-General and management.

### **a) The Director-General**

The Director-General exercises his duties and functions as set out in Article 21 of the Law on Civil Aviation and in accordance with other applicable laws that regulate the activity of public institutions, including management and regular financial reporting. He works on a full-time basis. The Director-General is a CAA official, who is responsible for the day-to-day management and decision-making at the CAA. Pursuant to Article 26 of the Law on Civil Aviation, the Director-General is accountable to the Assembly regarding the CAA compliance with civil aviation policies as well as all applicable laws and standards in the Republic of Kosovo.

The former Director-General, Mr. Eset Berisha, was dismissed by the Government Decision 01/30 on 12 May 2020, whereby Mr. Arianit Islami was appointed as Acting Director-General, who was in office until the appointment of the current director, Mr. Ejupi.

Mr Bujar Ejupi was appointed Director-General of the CAA by the Government of the Republic of Kosovo on 22 June 2020 by Decision No. 05/07 pursuant to Article 20 of Law No. 03/L-051 on Civil Aviation. The term of office of the Director-General shall be five (5) years and may be reappointed by the Government for other successive terms with the same duration.

### **b) The Deputy Director-General**

The Deputy-Director General works on a full-time basis. The Deputy Director-General assists the Director-General on the executive and administrative management of the CAA and, in absence of the Director-General, performs his functions.

On 27 January 2017, by Decision No. 03/129, Mr Xhelil Bektashi was appointed Deputy Director-General of the CAA. The term of the Director-General lasts for five (5) years and may be reappointed by the Government for successive terms with the same duration.

### **c) Management**

Pursuant to the Internal Regulation, the CAA management structure or middle management is comprised of directors of departments, who are responsible for their



activity within the scope and competencies assigned under their job descriptions. Exceptionally, the Director-General may delegate his powers or CAA powers to a structure or employee, outside the scope of duties of that structure or employee, if he deems it necessary. The Director-General may, during a temporary absence, in accordance with Article 23.1 of the Law on Civil Aviation, delegate in whole or in part his or CAA powers to an employee with management responsibility.

## **4.2 HUMAN RESOURCE**

CAA currently has 30 employees, 28 of them being career positions with acts of appointment, whereas 2 positions have been appointed.

CAA invests in professional development and updating of specialized knowledge of employees, in accordance with internationally recommended standards and practices.

In the course of the training plan for 2020, CAA staff attended a total of fourteen (14) trainings. In 2020, due to the pandemic, only virtual trainings were enabled.

The trainings conducted in 2020 are in Annex 1 of this report.

## **4.3 ASSETS**

The CAA has in use 968 assets with a purchase value of €280.798.69, including assets above and under €1,000. These assets are mainly office furniture, technology equipment, vehicles, etc. Assets above €1,000 have been purchased with a monetary value of €115,416.85. The value of these assets has fallen to zero following depreciation, whereas the value given to assets still in use by the CAA Assets Evaluation Commission amounts to €11,504.70. Assets under €1,000 have been purchased with a monetary value of €165,382.84, whereas the remaining value from depreciation according to the depreciation rates over the years, based on the Regulation No. 02/2013 of the Ministry of Finance on the management of non-financial assets in budgetary organisations, is €15.368,74. Some of the assets belonging to this category with zero value but still in use were evaluated by the Commission to amount to €26.204,97.

## **5. CAA STRATEGIC OBJECTIVES**

CAA follows the Strategic Objectives for the five-year period 2019-2023, drafted and adopted at the end of 2018. The strategic objectives serve the CAA as a good and irreplaceable basis for annual planning by the organization. Annual plans are drawn up at the management level, following a process of identifying actions at the level of

organizational units. CAA sets work objectives on an annual basis. These objectives are planned according to the S.M.A.R.T concept. (Simple, Measurable, Achievable, Reasonable, and Time-bound).

For the next five years, CAA shall monitor the following strategic objectives:

1. Complete implementation of regulatory responsibilities;;
2. Implementation of State Safety Programme (SSP);
3. Normalisation of airspace;
4. Membership in international organisations (this objective does not depend on the CAA);
5. Entry into international and regional technical agreements;

## **6. PLANNING AND IMPLEMENTATION OF WORK**

In January 2010, the CAA management consolidated the plan for 2020, which was then approved by the Director-General. Contents of the work plan include the action plan, oversight activities plan, CAA risk management plan, recruitment plan and staff training plan.

Despite the situation created with the COVID-19 Pandemic, the oversight activities plan through audits and inspections has been implemented at 100% and this represents a success for CAA.

Measurements of CAA work performance have shown that the Action Plan for 2020 has been implemented at 87% with completed actions, about 13% of actions not being under the responsibility of CAA or had a direct impact on CAA actions.

Some of the actions that were not implemented in 2020, nor in previous years, such as membership in international aviation organizations and entry into international contractual arrangements, were related to external factors, mainly political and legal circumstances outside the CAA decision-making competencies.

The Action Plan for 2020 and its implementation are included in this report in Annex 2.

## **7. QUALITY MANAGEMENT SYSTEM**

### **a) Maintenance of the Quality Management System (QMS)**

The project for enhancing the quality management system in CAA started in May but was subsequently suspended pending organizational changes after the drafting of internal regulation, which is ongoing.

## **8. WORK DURING THE YEAR**

### **8.1 THE REPUBLIC OF KOSOVO EFFORTS FOR MEMBERSHIP IN INTERNATIONAL AVIATION ORGANIZATIONS**

#### **a) International Civil Aviation Organization (ICAO)**

ICAO is a specialized UN agency that issues international standards in the field of civil aviation, binding to all 193 member states. In 2020, there were no actions towards membership as a result of the emergency situation created by the pandemic and the Government's stance on a moratorium on new memberships in international organizations. On 26 June 2020, CAA sent a State Letter to ICAO on the actions taken by the Republic of Kosovo to reduce the spread of COVID 19 through air transport and protect the health of passengers through the air and aviation personnel.

#### **b) EASA**

CAA has continued its efforts to enter into technical agreements called "Working Arrangements" with the European Aviation Safety Agency (EASA). EASA is the EU's specialized agency with responsibilities in the area of civil aviation security. These arrangements would enable CAA access to the European Aircraft Safety Database, create the necessary framework for inspecting CAA performance by EASA and assist EASA in the full implementation of the provisions relevant to the ECAA Agreement. To date, EASA has not entered into contractual arrangements with the CAA due to political nature, outside the scope and capabilities of the CAA or other institutions of the Republic of Kosovo. Through the letter dated 7 December sent by the Director-General to EASA and the European Commission, he reiterated entering into the Working Arrangements and the participation of Kosovo aeronautical institutions in EASA working groups. No response was received during the period covered by this report.

## **8.2 NORMALISATION OF KOSOVO AIRSPACE**

### **a) Description of Kosovo Airspace**

Kosovo airspace has been part of NATO "Balkans Joint Operations Area - JOA" since September 1999, under the operational control of the Combined Air Operations Control 5 (CAOC5), which in 2014 was transferred to the Combined Air Operation Centre Torrejon (COAC TJ). This airspace is a controlled space in which air traffic services are provided.

Under the agreement between NATO/KFOR and Hungary, Kosovo's upper airspace (over 6205 m) will be managed by Hungary's air navigation service provider, HungaroControl, for a five-year period, since April 2014, which provides services to aircraft that fly over this space. Even now the Hungarian air navigation service provider, HungaroControl continues to manage Kosovo's upper airspace (over 6205 m).

Kosovo lower airspace (below 6205 m) is managed/controlled by the Air Navigation Services Agency (ANSA), which provides air navigation services to civil aircrafts while flying in Kosovo airspace for the purpose of landing and take-off from Prishtina Airport. Services are also provided for KFOR, EULEX and general aviation flights in the country's lower airspace. The lower airspace is classified as Class D and F airspace, in accordance with the provisions on the classification of airspace contained in ICAO Annex 11.

The figures below show the current (lower and upper) airspace structures of Kosovo.

#### **Kosovo lower airspace**

In the lower airspace there are currently only 2 air routes (see Chart 1) used for commercial traffic on arrivals and departures from Prishtina International Airport "Adem Jashari". These are XAXAN and SARAX in the southern part of Kosovo towards Macedonia.

In the course of the discussions for the normalization of lower airspace, on 18 June 2020 ANSA signed a Letter of Agreement between ANSA and the Albanian service provider AlbControl Tirana ACC, through which two more points were opened, KUKAD and ARBER, on the border with the Republic of Albania, which can be used to coordinate flights.

In 2020, talks continued for the normalization of lower airspace and the opening of air routes with all neighbouring countries of Kosovo. These meetings are expected to continue through 2021. More details on this topic are given below.

Figure 1: The lower airspace structure in the Republic of Kosovo

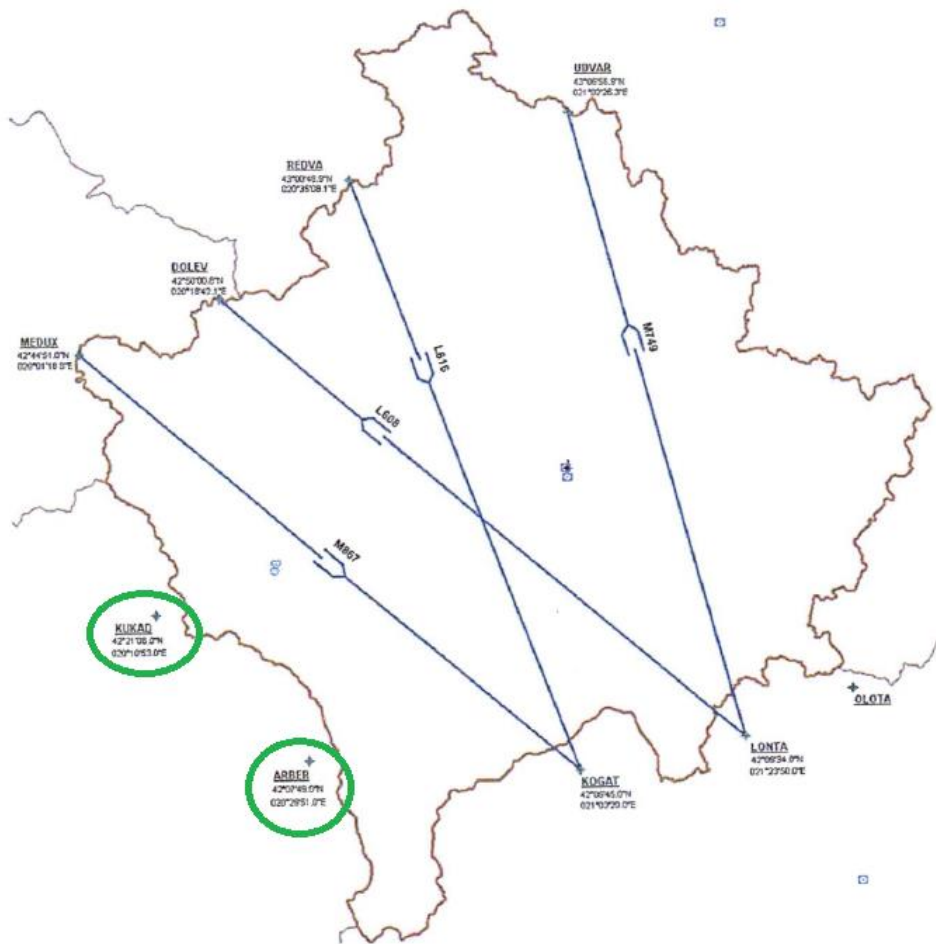


Figure 2: New points, KUKAD and ARBER for coordination of flights with Tirana ACC

## Kosovo upper airspace

The structure of upper airspace is comprised of 2 sectors (see Figures 2 and 3) from flight level FL205 (6 km) to FL285 (9 km) and from the flight level FL285 (9 km) to the flight level FL660 (20 km).

Sector 1 (FL205 up to FL285) consists of 4 corridors (air routes):

1. Route M867, which starts from the entry point MEDUX and ends at the exit point KOGAT;
2. Route L616, which starts from the entry point REDVA and ends at the exit point KOGAT;
3. Route L608, which starts from the entry point LONTA and ends at the exit point DOLEV;

4. Route M749, which starts from the entry point LONTA and ends at the exit point UDVAR.

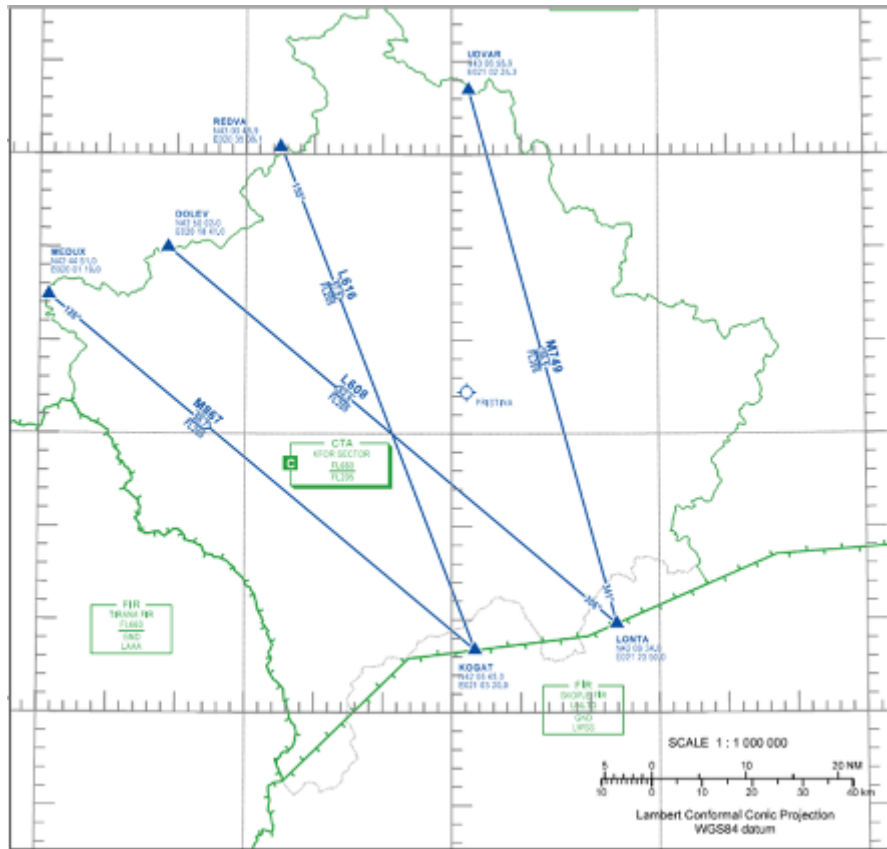
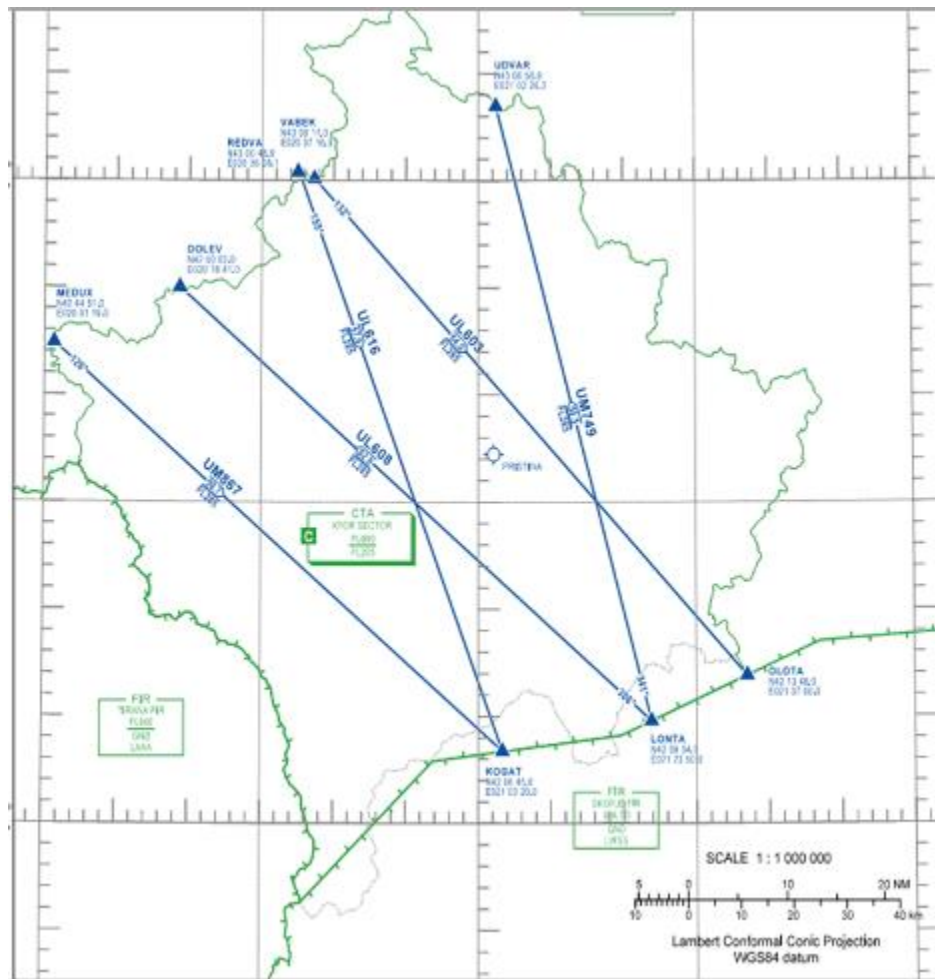


Figure 3: The upper airspace structure in the Republic of Kosovo: Sector 1 (FL205 to FL285)

Sector 2 (FL285 up to FL660) consists of 5 corridors (air routes):

1. Route M867, which starts from the entry point MEDUX and ends at the exit point KOGAT;
2. Route L616, which starts from the entry point REDVA and ends at the exit point KOGAT;
3. Route L608, which starts from the entry point LONTA and ends at the exit point DOLEV;
4. Route M749, which starts from the entry point LONTA and ends at the exit point UDVAR;
5. Route UL603, which starts from the entry point VABEK and ends at the exit point LONTA.



normalisation of the lower airspace, which, above all, implies the opening of new air routes with all neighbouring countries.

In 2017, for the first time under NATO leadership, BANM meetings started to be organized at the so-called "expert level". The meetings were attended by representatives of the Republic of Kosovo, the Republic of Serbia, Montenegro and KFOR.

The developments during 2020 are described below, in chronological order:

On 20-21 February 2020, the Director-General, jointly with the Director of ANS Department, Mr. Arianit Islami, participated in the technical level meeting in the framework of Balkan Airspace Normalization Meeting (BANM). This meeting focused on the first day on the preparation of the draft Letter of Agreement (LoA) for Belgrade Prishtina Special Air Route (BPSAR), while on the second day discussions focused on the Letter of Agreement between ANSA and AlbControl and between ANSA and Montenegrin Air Navigation Services Agency.

The CAA Director-General led the delegation of the Republic of Kosovo, composed of representatives of the Air Navigation Services Agency. During this meeting, the Kosovo delegation held meetings with the Representatives from NATO - International Staff, Representatives from NATO - Brussels Airspace Unit, Representatives from NATO TORREJON - responsible for publishing SPINS (Special Instructions for Flight over the Balkans), Head of KFOR Legal Office, Head of KFOR J3 Air, KFOR Air Operations Unit, Representatives from the CAA of Iceland, Representative of the US Embassy in Berlin and Representative of the US Embassy in Prishtina, Representative of Eurocontrol, Representative from the European Aviation Safety Agency as well as the Eurowings Representative. The Serbian delegation did not attend the scheduled meeting.

After the technical discussions, the remarks of the Kosovo delegation were incorporated in the new draft Letter of Agreement (LoA), and after the meeting that NATO will have with the Serbian delegation at the US Embassy in Berlin, the parties will be provided with the final draft for bilateral agreement. The Letter of Agreement between ANSA and AlbControl is almost completely finalized, and it remained to obtain the consent of the MFA for its signing. This consent was issued on 12 March 2020, and this agreement therefore can be signed. Regarding the Letter of Agreement with Montenegro, the Montenegrin delegation led by the Minister of Transport and Maritime Affairs, Mr. Osman Nurkovic, stated to be ready to provide services for all aircrafts in the Montenegro airspace in the direction of Kosovo up to the level of FL 145 (5500 m). Other flight levels, as Minister Nurkovic said, are controlled by the joint venture operations center in Belgrade, so it is impossible for Montenegro to provide services at these flight levels. The CAA Director-General expressed his gratitude for the readiness of the Montenegrin side for cooperation in opening air routes between the two countries and asked ANSA to prepare a draft letter of agreement with the Montenegrin party. The meeting ended with the commitment of parties to prepare a letter of agreement and the commitment of the



CAA of Kosovo and Iceland to sign a Memorandum of Cooperation, as a precondition for the implementation of the agreement signed with the KFOR Commander.

On 17 September 2020, a virtual meeting of BANM was held, through the WEBEX platform. The meeting was attended by representatives from Kosovo, including representatives of the CAA, ANSA and the Ministry of Infrastructure, as well as representatives of NATO and regional countries.

Topics discussed in this meeting related to the normalization of lower airspace of the Republic of Kosovo, the agreement previously signed by the Kosovo Air Navigation Services Agency (ANSA) and the Albanian Air Navigation Service Provider (ALB Control), which envisages the opening of flight routes between the two countries, the possibility of using the existing air routes with Montenegro, which are currently used only for NATO operations, etc.

The BANM meeting ended with no agreement with the Montenegrin side regarding the opening of routes with Montenegro due to their refusal, however the progress achieved with Albania regarding the signing of LoA that enables the opening of air routes with Albania has been emphasized as a good example which should be followed by other neighbouring countries.

On 12 October 2020, KFOR HQ J3 AIR CHIEF requested that in a joint meeting between KFOR, CAAK and ANSA to discuss the progress of air routes opening with Albania. In a meeting between the parties on 15 October, a concern was raised about the lack of ANSA technical capacity to open air routes with Albania.

The fact that ANSA is not technically prepared for the implementation of air routes with Albania has raised great concern among KFOR and CAAK, as such a delay will not only delay the opening of air routes with Albania but could severely damage all the process of normalization of Kosovo airspace as a process initiated by NATO. So the failure of the Kosovo side to open air routes with Albania will severely damage the possibility for Kosovo to seek the opening of routes with Montenegro and Serbia.

As ANSA is responsible for the implementation and provision of technical infrastructure for the opening of routes, we asked the ANSA Director to inform us urgently of the situation, and technical readiness of ANSA for the normalization of airspace, according to information received from ANSA it resulted that the opening of the routes is dependent on the completion of the runway extension project, a project which is not expected to be completed before September 2021. The Ministry of Infrastructure has constantly been notified of the whole process.

### **8.3 EUROPEAN COMMON AVIATION AREA AGREEMENT (ECAA AGREEMENT)**

ECAA (European Common Aviation Area) Agreement is a multilateral agreement that establishes a single common market and common rules in the field of aviation, signed between the governments of the EU Member States, Iceland, Norway and the Western Balkan countries. UNMIK signed this agreement on behalf of Kosovo and declared it provisionally applicable on 10 October 2006. The Republic of Kosovo, through the Declaration of Independence, among other things, has accepted all of Kosovo's international obligations, including those concluded by UNMIK on its behalf. These obligations include the implementation of the ECAA Agreement. Implementation of the ECAA Agreement in the Republic of Kosovo has become mandatory through the Law on Civil Aviation and recently through the Stabilization and Association Agreement.

The ECAA Agreement formally entered into force on 1 December 2017. The CAA, as a contact point for the Agreement, monitors its implementation by the Kosovo institutions. CAA regularly monitors the aviation-related legislation issued by the EU, informs other relevant aeronautical authorities of the country about new EU normative acts, and includes in its action plan every legal act, besides mandatory acts, and any other activity that it considers necessary and applicable. The EU legislation, planned for implementation in 2020, is included in the National Implementation Programme for the SAA.

Implementation of this Agreement is foreseen to be done in two transitional phases. According to the EC assessment, there are two remaining issues for Kosovo transition to Phase ECAA II: the implementation of the Working Hours Directive and the abolition of a provision in the Law on Aviation regarding passenger rights. By the end of the reporting period, the Government had drafted the new Draft Law on Labour which contains the directive concerned.

#### **a) EC evaluation visit regarding the implementation of the ECAA Agreement in Kosovo**

On 10-14 February 2020, at the invitation of the CAA Director-General, the RKS institutions responsible for implementing the obligations arising from the ECAA Agreement went through an evaluation process by experts sent on behalf of the European Commission, which also included EASA experts. The purpose of this visit was to verify the level of fulfilment of the obligations of the Republic of Kosovo towards the Agreement on the European Common Aviation Area (ECAA) in the field of civil aviation and economic regulation.

During this visit, the EC team held meetings with the DG, all CAA departments and divisions and visited MIA, MIAPA, AAIC, MLSW, the State Aid Commission, the Competition Authority and LKIA operator. EC experts as well as those from EASA in the field of aerodromes reviewed the compliance with the requirements of European Union legislation, including the operation, processes and procedures in the field of aerodromes. The experts also reviewed compliance with the requirements of European Union legislation, including operation, processes and procedures in the field of safety management, aviation security from the scope of DOVA, aviation incident reporting, licensing, certification and economic regulation.

At the closing meeting, the experts generally praised the work and commitment of the CAA in the field of civil aviation security and economic regulation. After this visit, an evaluation report is expected to be issued on the level of implementation of the ECAA Agreement by the aeronautical institutions of the Republic of Kosovo.

In 2020, CAA has not received any Evaluation Report from the EC.

#### **8.4 STATE SAFETY PROGRAMME (SSA)**

According to Law No. 03/L-051 on Civil Aviation (LCA), the CAA, as the authority responsible for the safety of civil aviation, should initiate and coordinate drafting and implementation of the State Safety Programme (SSP) of civil aviation in the Republic of Kosovo. Drafting and implementation of the SSP is one of the CAA strategic objectives for 2019-2023.

This is a joint programme of all institutions with a role in civil aviation safety and policy, as determined by LCA, describing the activity of each state entity with a role in aviation security for the regulation and management of safety in civil aviation.

Standards for drafting this programme are set by the International Civil Aviation Organization (ICAO) through Annex 19 "Safety Management" of the Chicago Convention. This Annex entered into force in November 2013 and States that have ratified the Convention have an obligation to fully implement it in their mid-term action plans. The Republic of Kosovo could not yet adhere to this Convention; however, under the Law on Civil Aviation, Kosovo has undertaken to implement all ICAO standards. Implementation of Annex 19 to the ICAO was carried out through CAA Regulation No. 04/2018 on Safety Management dated 17 August 2018. In order to meet the SSP requirements, the actions described below were undertaken during 2019:

- **Meetings of the Civil Aviation State Safety Programme Committee**

In 2020, two regular meetings of the State Safety Programme Committee were held. The VI<sup>th</sup> meeting of the SSP Committee was held on 18 March 2020 and the VII<sup>th</sup> meeting of this Committee was held on 30 July 2020. The first meeting was convened by the former Director-General to discuss the situation created after the announcement of the COVID 19 pandemic, to discuss its impact on aviation. The second meeting was convened by the newly elected CAA Director-General, Mr. Bujar Ejupi, to get acquainted with the Committee and to discuss important issues for aviation in addition to the challenges posed by the pandemic situation. The Committee meetings are held in fulfilment of the responsibilities of this Committee and the responsible SSP officer, as described in the document "Duties and Responsibilities of the Committee".

The SSP Committee in the Republic of Kosovo was established by Government Decision No. 05/96 of 26 June 2016. Besides CAA, members of this Committee include the Ministry of Infrastructure, the Air Navigation Services Agency, the Emergency Management Agency and the Aeronautical Accident and Incident Investigation Commission.

- **Meetings of the SSP Committee and other relevant institutions in the Republic of Kosovo for coordination regarding the resumption of operations**

In addition to regular meetings held by the SSP Committee, CAA has also organized meetings with the Committee and all other relevant institutions in our country, in order to streamline and coordinate inter-institutional actions with operators to implement the guidelines issued by the European Aviation Agency Safety (EASA) and the International Civil Aviation Organization (ICAO) to prevent the spread of COVID-19 even when the air borders are opened and regular operations resume in PIA "Adem Jashari".

The first meeting was held on 9 June 2020 at the invitation of the Acting Director-General Mr. Islami where representatives from the Ministry of Infrastructure, Ministry of Health, Ministry of Internal Affairs, Ministry of Foreign Affairs and Diaspora, Kosovo Customs, Kosovo Police, Aeronautical Accident and Incident Investigation Commission, Emergency Management Agency, operators providing aeronautical services in our country, Air Navigation Services Agency and the operator LKIA of Prishtina International Airport "Adem Jashari" were invited. The Minister of Infrastructure, Mr. Arban Abrashi, was also present at this meeting. Minister Abrashi gave support to this group and praised the joint work for the fastest possible opening of the air borders and flights that are so welcome, especially for our diaspora.

The second coordination meeting in this format was held on 25 June 2020, at the invitation of the Director-General of the Civil Aviation Authority, Mr. Ejupi. The purpose of the meeting was to streamline and coordinate inter-institutional actions jointly with the operators for the reopening of the airport after the decision of the Government of the Republic of Kosovo that the opening of the airport will take place on 28 June 2020. The action plan on the steps to be followed by each institution was presented at the meeting. This plan was then forwarded to all institutions by email.

- **CAA Safety Council activities**

The CAA Safety Council held numerous meetings for reviewing and handling various safety issues. The Council provides recommendations to the Director-General concerning decisions, changes or immediate solutions in safety issues. Since its establishment in 2015, the Safety Council operates within CAA with the purpose of reviewing and solving aviation safety issues. In 2020, the 5-year mandate of the CAA Safety Council expired, in which case the DG issued a Decision on the new Committee mandate and composition on 20 October 2020.

During 2020 the Council managed to:

- Analyse the register the risk factors and identify the needs for its hazard log;
- Measure the risks associated with the management of operations related to the pandemic situation with COVID 19 inside and outside the CAA;
- Analyse the AAIC report on the paragliding accident on 07.09.2019
- Analyse the paragliding accident dated 19.07.2020
- Examine reported occurrences with pending status to be closed after recommendations

- **Developments in aviation safety management**

**COVID-19 risk management for the CAA operation**

Before resuming the operations at the International Airport "Adem Jashari" as they were limited only to special operations due to the situation with the pandemic, in May 2020, through numerous working meetings in CAA it was carried out the identification of risks related to the unimpeded CAA functioning due to the spread of the virus, and the way of managing these risks has been found. As a result, the CAA has also drafted the risk management action paper to comply with it until the pandemic situation changes and the commercial operations at the airport become fully operational.

**GAP analysis documents** for the SSP have been updated to provide the latest information on the fulfilment of tasks towards the implementation of the SSP. Because Kosovo is not a member of the International Civil Aviation Organization, CAA does not have access to continuous updates of documents produced by this organization. The GAP analysis document has been recently updated and access to this document has been provided by the CAA through other countries, to be adapted and subsequently supplemented for the needs of our country.

## 8.5 AVIATION MATTERS RELATED TO EUROPEAN INTEGRATION

### a) National Programme for the Implementation of the SAA

CAA has submitted the input to the National Plan for the Implementation of the SAA (NPISAA) which is set out in the National Plan. Following a request from the MEI for a review of the NPISAA, on 2 July, the CAA submitted to the MEI a revised plan. For 2020, CAA has planned the t of 7 EU regulations, respectively the transposition of 1 regulation in Q3 and 6 others in Q4.

5 of the 7 planned measures have been transposed. Two of the unimplemented measures have been transferred to 2021 and are very close to implementation (see the table below):

The implementation report is as follows:

	Planned measure	Planning	Progress update
1	Regulation on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency (new bylaw).	Q4	Regulation (CAA) No. 05/2020
2	Regulation amending Regulation (CAA) 12/2015 establishing the Community list of air carriers that are subject to an operating ban within the community (amendment)	Q3	Regulation (CAA) No. 03/2020
3	Regulation laying down detailed rules for the operation of sailplanes pursuant to Regulation (CAA) xx/2020 (new bylaw)	Q4	Regulation (CAA) No. 08/2020

4	Regulation on laying down common requirements for providers of air traffic management/ air navigation services and other air traffic management network functions and their oversight (new bylaw)	Q4	Regulation (CAA) No. 09/2020
5	Regulation amending Regulation (CAA) No. 1/2019 regarding the requirements of air operations for sailplanes and electronic flight bags (amendment)	Q4	Available for public consultation in January 2021
6	Regulation laying down airspace usage requirements and operating procedures concerning performance-based navigation (new bylaw)	Q4	Regulation (CAA) No. 02/2020
7	Regulation on additional airworthiness specifications for a given type of operations (amendment)	Q4	Available for public consultation in January 2021

## **b) European Commission Country Report on Kosovo**

On 6 October 2020, the EC Report on Kosovo 2020 was published. As regards to aviation, the report stipulates the following:

*In terms of air transport, Kosovo is part of the European Common Aviation Area and included in the single European skies arrangements. The sector continues to face challenges arising from the fact that Kosovo is not a member of several international civil aviation organizations. Lack of revenues from upper airspace management continues to limit its ability to invest in training and infrastructure development. The Air Navigation Service Agency and the Civil Aviation Authority face funding difficulties and staff shortages.*

*Infrastructure improvements at Prishtina International Airport are ongoing, including extending the runway and updating the instrumentation landing system.*

*In terms of aviation safety, Kosovo is committed to meeting EU requirements, international standards and recommended practices to prevent "Acts of Unlawful Interference".*

### **c) SAA Sub-Committee meeting**

On 11 February 2019, the CAA made its written contribution to the report that MEI sent to the EC in preparation for the meeting of the SAA Sub-Committee on Environment, Transport, Energy and Regional Development held online on 19 March 2020.

In preparation for the meeting, CAA reported in writing on the two remaining issues of ECAA Agreement Phase I, the transposition of the Directive on Working Hours and some issues affecting the rights of passengers under the Law on Civil Aviation. CAA has also reported on the state of implementation of the legislation from Phase II of the Agreement, which includes a large number of transposed regulations as well as plans for 2020.

In other matters, CAA has reported that the Director-General signed in Berlin a Letter of Intent for flights between Pristina and Belgrade and for initiative for the Icelandic authorities to sign an agreement with the CAA of Kosovo regarding the normalization of Kosovo's lower airspace.

On 19 March 2020, a meeting of the SAA Sub-Committee on Online Transport was held in which the CAA did not participate as a result of the measures stemming from COVID-19.

The conclusions of the meeting were received by the CAA on 31 March 2020. There are two conclusions pertaining to the CAA for which it should report in the future:

- 1) Completing the transposition of the remaining legislation mentioned in the evaluation report on the implementation of the ECAA Agreement (conducted in February 2020);
- 2) Ensuring that the reorganization and administrative reform of the Civil Aviation Authority takes into account both the obligations arising from the public administration reform agenda and the specific requirements and circumstances of the civil aviation sector.

Following the request from the MEI, CAA reported on 30 July 2020 regarding the progress of the two conclusions drawn from the meeting of the SAA Sub-Committee on Transport described above. CAA reported that the reorganization which started in July 2019 based on the new internal regulation, was cancelled in May 2020 and CAA is now functioning based on the organizational structure that was applicable in the period 2011-2019.



#### **d) Meeting of the SAA Committee and Council**

On 23 September 2020, CAA reported in writing to the MEI, through the MI, on the progress achieved between the two meetings of the Stabilization and Association Committee. The report included activities related to the SAA, namely the NPISAA in preparation for the IV Meeting of the EU-Kosovo Stabilization and Association Committee meeting which was held on 15 October 2020.

CAA reported on the implementation of the ECAA Phase I obligations and all other legislative developments since the last report in September 2019.

### **8.6 INTER-INSTITUTIONAL COOPERATION**

CAA has cooperated closely with other institutions responsible for civil aviation in the Republic of Kosovo so that the entire state regulatory and supervisory system functions in a coordinated manner and in accordance with international standards and best practices. Moreover, professional support has been provided in the area of civil aviation to other state institutions, when necessary.

- ***Cooperation with the EU Office in Kosovo***

On 22 January 2020, the CAA Director-General received on an official visit the Deputy Head of the EU Office in Kosovo, Mr. Riccardo Serri, along with his associates. Mr. Serri was more closely interested in the developments of civil aviation in the Republic of Kosovo in general as well as in the process of normalization of lower airspace in our country. At the same time, Mr. Serri congratulated the Director-General for the work he had done on the latest developments related to the signing of the Letter of Intent for the realization of flights between Pristina and Belgrade.

The Director-General informed EU officials that the Civil Aviation Authority of Kosovo is working intensively jointly with NATO and KFOR, in the framework of BANM (Balkans Airspace Normalization Meeting) meetings for the normalization of the lower airspace and opening as soon as possible new air routes with all neighbouring countries.

- *Cooperation with J3 Air - KFOR*

On 24 July 2020, the Director-General jointly with associates met the representatives of KFOR, namely the Head of the J3 Air Unit Lieutenant-Colonel Angelo Santoro and the LEGAD Unit Lieutenant-Colonel Antonio Malerba. Mr. Ejupi informed them of the paragliding accident. The parties promised to share information on developments in the field of aviation in Kosovo. Mr. Kushtrim Musa, Director of Flight Safety, explained to Lieutenant-Colonel Santoro, who has recently arrived in Kosovo, the division of responsibilities within the CAA.

KFOR representatives have requested to work in preparation for the BANM meeting where the normalization of Kosovo airspace is addressed, and have expressed enthusiasm for the opening of new air routes with neighbouring countries. Lieutenant-Colonel Malerba expressed his satisfaction that the projects started earlier have advanced.

On 21 October 2020, Minister Abrashi jointly with officials of the Ministry of Infrastructure and the CAA Director General as well as the Deputy Director-General met with LTC. Malerba J3 Air-KFOR, to discuss the opening of the air routes between Kosovo and Albania. As it is known, ANSA and Albcontrol JSC signed an Agreement on opening the route between Kosovo and Albania in June. Minister Abrashi thanked KFOR for its continued support and expressed readiness to continue mutual cooperation in the future.

On 10 November 2020, the CAA Director-General jointly with the Deputy Director-General and associates are received in a farewell meeting by LTC. Malerba from KFOR J3-Air Unit. In this meeting, Mr. Ejupi thanked LTC Malerba for his unreserved contribution to civil aviation-related matters. LTC. Malerba expressed his satisfaction with his service in Kosovo and positively assessed the achievements in aviation during this period. On this occasion, Mr. Ejupi also welcomed his deputy LTC Nappi looking forward to the continuation of excellent relations between the CAA and KFOR.

- *Cooperation with CU of PPP*

On 12 June 2020, the Acting Director-General sent a letter to the PPP Central Department requesting clarification whether the interpretation dated 12 May 2019 also includes the supply of fuel as one of the categories of groundhandling services as defined in the Annex to Regulation.

On 13 July 2020, the CAA Director General, Mr. Ejupi jointly with associates received in a meeting the Director of the Central Unit of the PPP Department within the Ministry of Finance, Mr. Rama.

In the CAA's effort to implement Regulation 04/2011 on the access to groundhandling market, the CAA Director Mr. Ejupi met with the stakeholders to clarify the situation regarding the market opening and addressed several letters to the Public-Private Partnership Committee (PPPC) as an inter-ministerial group, where he asked PPP to support the market opening process given that it is in the public interest but also of the Airport itself, requesting also explanations regarding the charges that the managing body of the Airport applies to the sole operator "Ex-Fis", which charges are neither in accordance with the PPP contract nor approved by the CAA according to the regulation.

- *Cooperation with the Kosovo Aeronautical Federation*

On 21 July 2020, the CAA Director-General, Mr. Bujar Ejupi jointly with associates met the representatives of the Kosovo Aeronautical Federation (KAF). Mr. Ejupi expressed his condolences to the Federation representatives for the loss of their friend F.G. during the aeronautical accident which occurred on Sunday after colliding with another paraglider during the landing.

KAF representatives explained the circumstances of the accident and the qualifications of the pilot who was in the process of licensing.

Mr. Ejupi stressed that the safety of all flights is of equal importance to the CAA. The Federation representatives called for increased cooperation with the CAA. The parties then discussed some possible improvements to the scope regulation and the necessary clarifications of the applicable regulation.

Director Ejupi committed to increase the number of pre-approved areas so that paragliding flights can be operated in these areas.

- *Cooperation with aviation stakeholders*

On 11 November 2020, the Director-General and the Director of Flight Safety Department, Mr. Kushtrim Musa, received a delegation from the flight club "Aviation Enthusiasts Society" (AES) represented by Mr. Dukagjin Manxhuka.

The visitors were interested in the flight areas in Kosovo, where they can practice their flight activity. The issue of ownership of existing fields was mentioned as an obstacle to starting the activity. Visitors highlighted the role that aviation has in the economy.

Another issue of interest was the approval of a flight school in Kosovo. Mr. Musa indicated that CAA is ready for such a process and then explained the process to interested guests. The implications of aeronautical licenses and certificates issued by Kosovo for the fact that the Republic of Kosovo is not a party to the Chicago Agreement were also discussed. Furthermore, the guests also expressed interest in the regulation of the airspace and the inclusion of aeronautics as a school subject.

The parties agreed to continue mutual cooperation.

- *Cooperation with Officials of the Ministry of Internal Affairs*

On 7 December 2020, the CAA Director-General jointly with the Deputy Director-General and the Director of the Flight Safety Department received in a working meeting Mr. Mensur Hoti, Director of the Public Safety Department and Mr. Kastriot Gashi, Head of the Civil Aviation Security Division from the Ministry of Internal Affairs of the Republic of Kosovo. The common issues relating to these two institutions in the field of civil aviation were discussed in this bilateral meeting. The parties agreed to further advance their insofar cooperation through the exchange of expertise and joint workshops of both institutions.

- *Cooperation with institutions responsible for European Integration*

On 23 September 2020, CAA reported in writing to the OPM, through the MI, on the progress achieved between the two meetings of the Stabilization and Association Committee. The report included activities related to the SAA, namely the NPISAA in preparation for the IV<sup>th</sup> Meeting of the EU-Kosovo Stabilization and Association Committee which was held on 15 October 2020.

The National Programme for the Implementation of SAA (NPISAA) for the period 2020-2024 was approved by the Government of the Republic of Kosovo on 19 May 2020 but was withdrawn for review on 15 June due to delays related to the pandemic and other developments. The revised plan was approved on 14 July 2020.

On 11 November, CAA provided its input to the OPM for the NPISAA 2021 Plan in which all technical departments contributed with inputs and was approved by the Director-General. CAA has planned to transpose 5 EU regulations during 2021, which include the fields of flight safety, air navigation services and aerodromes. Through the narrative report submitted on 13 November, CAA provided the current state of approximation to the legislation and med-term objectives.

- *Reporting to the Parliamentary Committee for Agriculture, Forestry, Rural Development, Infrastructure and Environment*

On 15 May 2020, at the request of the Parliamentary Committee for AFRDIE, the Acting Director-General accompanied by Board member Mr. Gaxherri reported to the Parliamentary Committee on the CAA annual work report for 2019. As the annual report has not been approved unanimously by the CAA Supervisory Board, the Committee did not deal with the CAA annual report for 2019.

On 30 November 2020, CAA performance plan for 2021 was submitted for the first time to the Parliamentary Committee on Agriculture, Forestry, Rural Development, Infrastructure and Environment at their request.

On 15 December 2020, at the invitation of the Committee, the Director-General, jointly with the Deputy Director-General and the Legal Advisor to the CAA, reported to the Committee on the performance plan of the Civil Aviation Authority for 2021.

- *Reporting to the Parliamentary Committee for Budget and Finance*

On 24 June 2020, at the request of the Parliamentary Committee for Budget and Finance, the Deputy Director-General, and the Chief Financial Officer reported to the Parliamentary Committee for Budget and Finance on the Annual Financial Statements for 2019.

## **8.7 CAA ACTIVITIES AT THE INTERNATIONAL LEVEL**

The Republic of Kosovo is not yet an equal member of the international family of nations in the field of civil aviation. We have used every opportunity to present the work of our authorities and to deepen cooperation with CAAs of other countries. However, because our country has not been able to enter into contractual relations with the EU in the field of civil aviation, there are still serious obstacles to our treatment as a fully equal partner with the other regional CAAs.

## **8.8 Bilateral cooperation in the field of civil aviation**

The CAA pays great importance to cooperation with counterpart authorities in the region, considering that all Western Balkans countries are going through the same challenge - that of harmonization of legislation, regulations and standards in civil aviation with those of the EU. To formalize this cooperation, a number of technical cooperation agreements have been signed since the establishment of the CAA in 2009.

## **Bilateral cooperation with Albania**

CAA continued the interstate cooperation between the Civil Aviation Authorities of the Republic of Kosovo and CAAs of the region. During this year, the interstate cooperation between the Civil Aviation Authorities of the Republic of Kosovo and the Republic of Albania have cooperated closely in achieving the common goal: the exchange of experiences for safer aviation.

In the course of the bilateral agreement, aerodrome inspectors have received an official invitation to participate in the comprehensive audit in the framework of the certificate conversion process with EASA Regulation 139/2014 for Tirana International Airport "Mother Teresa". In coordination with the directors of the two CAAs, the CAA of Kosovo sent to Tirana two aerodrome inspectors to support the colleagues of the CAA of Albania in this process.

### **a) Berlin meeting on air transport between Pristina and Belgrade**

On 20 January 2020, at the invitation of Ambassador Richard Grenell, President Trump's Special Envoy for the Kosovo-Serbia Dialogue, the former Director-General of the CAA, as authorized by the Minister of Infrastructure and Transport, participated in a meeting held in Berlin aiming at opening an air route between Pristina and Belgrade, a line which will be operated by the German company Lufthansa, with its Eurowings branch.

The Berlin meeting resulted in the signing of two Letters of Intent signed by the German airline Lufthansa, one with the Kosovo side and the other with the Serbian side, in the presence of senior NATO officials. Through these Letters of Intent, support is provided to the German company in order to realize the direct flight Pristina-Belgrade and vice versa, implying the cooperation between the relevant authorities of the air traffic control units at the Airport of Pristina and Belgrade.

### **b) Signing of MoU between AAC and ICETRA**

A Memorandum of Understanding was signed with the Icelandic Transport Authority (ICETRA) on 19 June 2020 covering aspects of joint oversight activities as required by ICAO and EASA with ICETRA. Consent for signing was given by the Ministry of Foreign Affairs and Diaspora as provided by the Law on International Agreements, and MoU was signed on 19 June by the acting DG and the Icelandic side.

### **c) Coordination of technical assistance in the field of aviation**

CAA is a focal point for a number of aviation technical assistance projects offered to our country by the EU within the instruments available to countries aiming at EU membership. In 2020, the largest volume of technical assistance was from EU funds through the EASA IPA 5 Project as described below.

#### ***EASA IPA 5 Project***

EASA IPA 5 is an EC funded project implemented by EASA. This project is a continuation of previous IPA projects. The implementation of IPA 5 started on 1 February 2020 and will last 36 months. In 2020, CAA benefited from 4 technical missions as follows:

- From 20 to 22 March 2020, Workshop on managing major changes in airport infrastructure;
- From 1 to 2 October 2020, Workshop on the implementation of the global reporting format for aerodromes;
- From 17 to 19 October 2020, Workshop on management and evaluation of changes in ANSA functional systems;
- From 12 to 16 October 2020, Workshop on selection of land service providers and setting criteria;

CAA inspectors and officials of the airport operator as well as ANSA benefited from these activities. The workshops have been attended virtually and will continue to be so through 2021 until the epidemiological situation improves.

## **8.9 REGULATORY/OVERSIGHT ACTIVITY**

The basic function of the CAA is the oversight and regulation of civil aviation activities in the Republic of Kosovo in order to guarantee safe operations in accordance with applicable standards. This is achieved through inspections, audits, licensing and certification. CAA has professional and competent personnel for regulating civil aviation in the country. The CAA regulatory activity includes civil aviation safety in general and the economic regulation of airports and air navigation services providers in the Republic of Kosovo. Below is a brief overview of the regulatory and oversight activities of the CAA in the field of aviation safety, divided into the following categories: flight safety, certification and licensing, air navigation services and aerodromes. A brief overview of the activities of economic regulation at the airport, air navigation services provider and groundhandling providers will also be given.

### **a) Flight safety, certification and licensing**

- *Inspections of foreign aircraft on the apron*

Pursuant to Article 50 of the Law on Civil Aviation, inspectors of the Flight Safety Department have conducted fourteen (14) aircraft security inspections of foreign operators (SAFA - Safety Assessment of Foreign Aircraft), which operate in PIA "Adem Jashari".

This number of aircraft security inspections of foreign operators represents a decrease of approximately 55% from the previous year and is a consequence of the situation created by the global pandemic of the Corona virus (COVID-19) and the declaration of a state of emergency for public health by the Government of Republic of Kosovo in preventing and combating contagious diseases.

The aircraft of these airlines were inspected: Chair Airlines (GSW), Trade Air (TDR), Avion Express (NVD), Air Mediterranean (MAR), Tui Airlines Belgium (JAF), Avion Express (NVD), Helvetic (OAW), Air Alliance Express (Ayy), Wizz Air (WZZ), Swiss Air Ambulance (SAZ), Edelweiss Air AG (EDW), EasyJet Switzerland SA (EJS), Swiss International Air Lines (SWR).

During these inspections, one category 2 finding was identified. The airline (WZZ) and the relevant national operator authority (NAA) were informed of this finding.



- **Audits of aviation operators**

On 4 December 2020, Inspectors of the Flight Safety Department audited the paragliding training organization "Aviation Academy". The purpose of this audit was to assess ongoing compliance with Regulation (CAA) No. 01/2012 and their approval as a training organization for paragliding and hang-gliding. The audit report summarizes some findings that need to be corrected within the timeframe set by the Inspectors of the Flight Safety Department.



On 19 August 2020, the audit of the Aero-Medical Center (AeMC) in Gjakova was conducted, according to the plan of supervisory activities for 2020. This activity was scheduled to take place in May, but due to the pandemic circumstances, it was postponed. The Center's Audit Report resulted in a finding, which the AeMC is required to address during the period of validity of the authorization issued by the CAA.

In 2020, in the course of supervising the implementation of measures to curb the spread of COVID-19 at the Prishtina International Airport "Adem Jashari", a total of thirteen (13) ad-hoc inspections were conducted, in order to monitor the measures taken for preventing the spread of COVID-19 virus. These inspections are grounded on legal acts based on relevant documents drafted for this purpose, such as the Administrative Direction approved by the CAA on 30 July 2020, the Action Plan of Prishtina International Airport "Adem Jashari" for the resumption of operations, according to the aviation health protocol and implementation lists for national civil aviation authorities drafted by European Aviation Safety Agency (EASA), European Center for Disease Prevention and Control (ECDC) and International Civil Aviation Organization (ICAO).

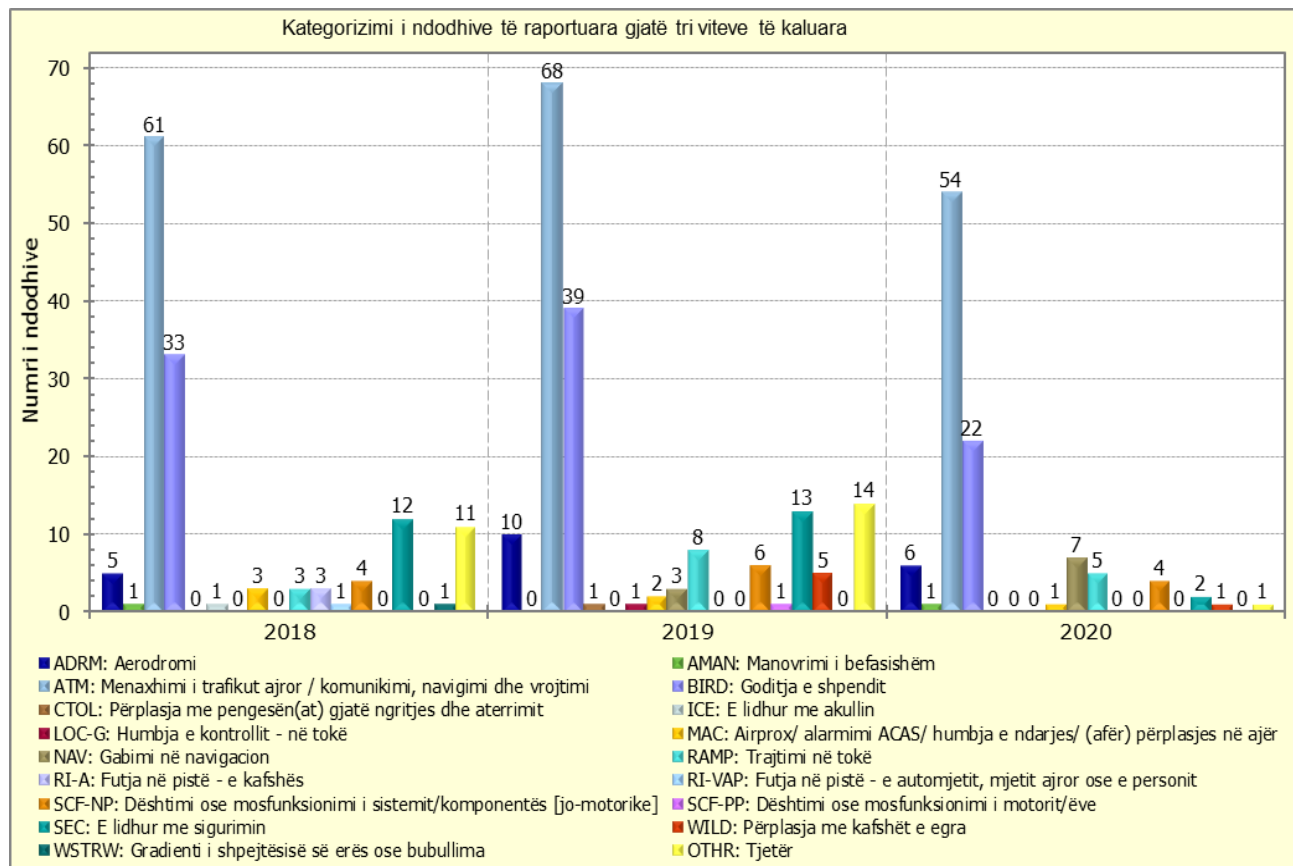
- **Aviation Occurrence Reporting Management System (OR)**

In order to enhance aviation safety by preventing accidents and incidents, CAA collects and analyses necessary civil aviation security information through its occurrence reporting system. This information enables CAA and industry to be informed of the security risks they face, in order to support the full range of safety management activities, including adoption and implementation of mitigation actions where appropriate. Relevant security information is reported, collected, stored, protected, exchanged, disseminated and analysed in accordance with the requirements of CAA Regulation No. 09/2017 on reporting, analysis and follow-up of occurrences in civil aviation.

During 2020, CAA received reports of a total of 101 occurrences in civil aviation, which represents a significant decrease compared to the number of occurrences reported in recent years. It is believed that this decrease corresponds to the decrease in the number of flights to and from Prishtina International Airport "Adem Jashari", which comes as a result of the outbreak impact of the COVID-19 pandemic in Kosovo and in the world as of 13 March 2020, when the first two cases of coronavirus infected persons in Kosovo were confirmed.

The total number of occurrences reported to the CAA from 2006 to the end of 2020 reached a total of 1619 occurrences. It is believed that there is no significant difference in the number of occurrence reports compared to the number of flights and this indicates the level of awareness of participants in the aviation industry and their commitment to report, and it may indicate a satisfactory level of security in civil aviation.

The reported occurrences are coded in different categories according to the aviation elements included in these occurrences and along with the incident categories of the previous two years are presented in the following chart, which is based on the data extracted from the CAA database in the software platform ECCAIRS 5 (European Coordination Center for Accident and Incident Reporting Systems).



Categorization of reported occurrences during 2018, 2019 and 2020 (coding of occurrences according to aviation elements included in these events)

From the above chart, it can be seen that compared to the categories of occurrences of 2018 and 2019, the categories of 2020 which have decreased and have affected the reduction of the total number of occurrences are: ADRM (aerodrome, only compared to 2019), ATM (air traffic management/communication, navigation and observation), BIRD (bird strike), CTOL (collision with obstacle(s) during take-off and landing), ICE (related to ice), LOC-G (loss of control - on the ground), MAC (Airprox/ACAS alarm/loss of separation/(near) air crash), RI-A (runway entry - of animal, which has been replaced from the newly created WILD category), RI-VAP (runway - vehicle, aircraft or person), SCF-NP (failure or non-motor system/component malfunction), SCF-PP (failure or malfunction engine(s), SEC (security related, which contains subcategory of laser attack related events), WILD (wildlife collision, only compared to 2019), WSTRW (wind speed gradient or thunder) and OTHR (other).

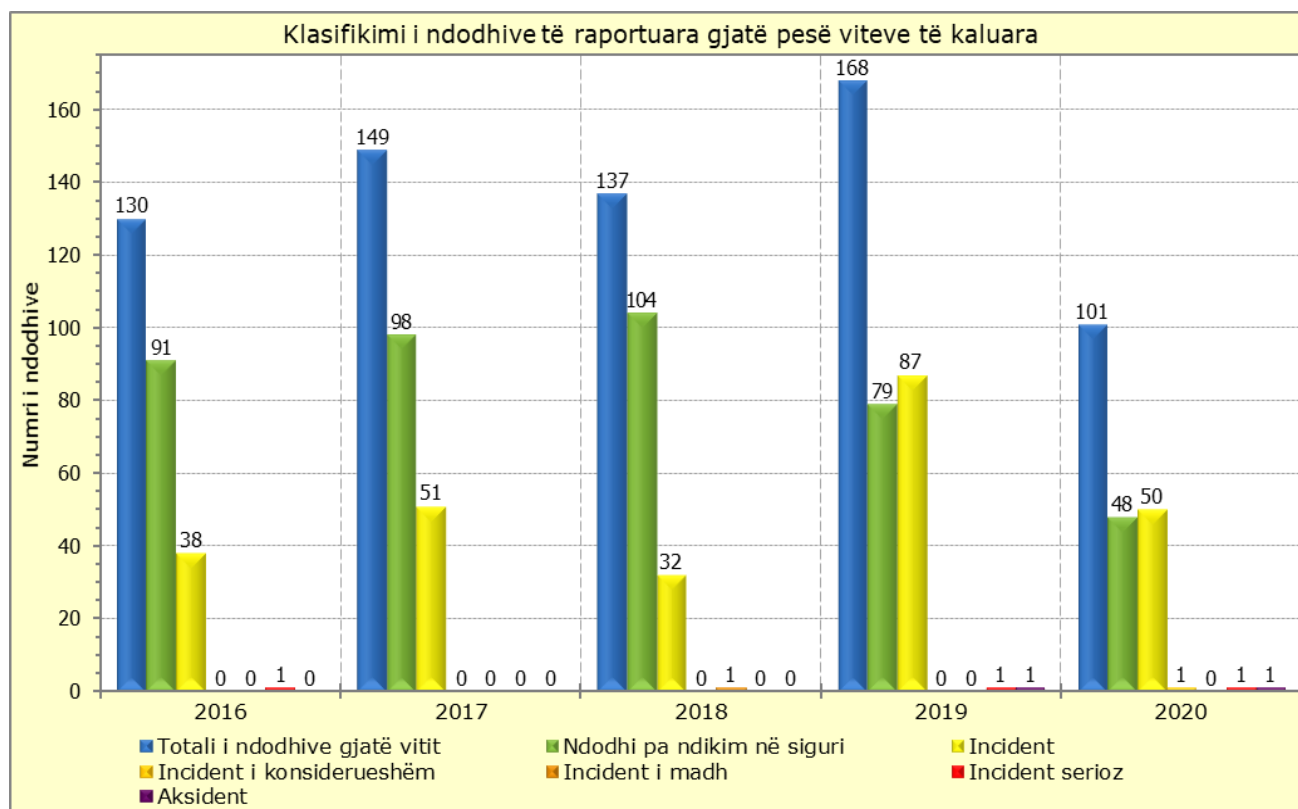
The subcategory of laser attack occurrences has dropped significantly compared to previous years, which is very welcome as the brightness of laser beams towards flying aircraft poses a major obstacle for pilots and can blind them during critical flight phases, such as take-off and landing, which poses a serious risk to the safety of passengers and crew, as well as people living in the vicinity of airports. These attacks constitute criminal offences and are deliberately carried out by irresponsible persons.

On the other hand, the categories that have increased are only the following two categories: AMAN (surprise manoeuvre, only compared to 2019) and NAV (navigation error).

The remaining category RAMP (groundhandling treatment) has marked an average value compared to the previous two years.

For clarification, it should be noted that in reality 101 occurrences were reported and processed, but three of these occurrences were coded into two categories and therefore the total number of coded occurrences in the graph above turns out to be 104.

Also, the occurrences reported are classified into different classes based on the severity of their impact on the safe operation of aircraft and the people on board. These classes, along with the occurrence classes of the previous four years are presented in the chart below.



Total number of occurrences reported during 2016-2020 and their classification by severity

As it can be seen in the chart above, out of 101 occurrences received by the CAA during 2020, 48 occurrences were classified as "Occurrences without impact on safety", 50 occurrences were classified as "Incidents", one occurrence was classified as "Significant Incident", one occurrence was classified as "Serious Incident" and one occurrence was classified as "Accident", and there were no occurrences classified as "Major Incidents". Also, it can be noticed that the number of "Occurrences without impact on safety" in percentage was 47.5% of the total number of occurrences, which is a percentage close to the percentage of occurrences of this class in 2019 when the percentage was 47%, but it represents a smaller percentage compared to previous years when the percentage in 2018 was close to 76%, 66% in 2017 and 70% in 2016.

In the number of 50 occurrences of "Incident" class, the coded occurrences participated under the categories: ADRM (5 occurrences), ATM (8 occurrences), BIRD (20 occurrences), NAV (6 occurrences), RAMP (4 occurrences), SCF-NP (4 occurrences), SEC (2 occurrences) and WILD (1 occurrence). The occurrence classified as "Significant Incident" is coded under the ATM category and the occurrences classified as "Serious Incident" is also coded under the same category. While the occurrence classified as "Accident" is coded under two categories, under the categories MAC and NAV.

- *Transportation of dangerous goods by air*

Pursuant to the Articles 57 and 59 of Law No. 03/L 051 on Civil Aviation and Article 8.1 of the Regulation No. 8/2014 on the conditions and methods of transporting

dangerous goods by air in the Republic of Kosovo, during 2019 a total of one hundred and thirty-seven (137) permits for the transport by air of shipments containing dangerous goods were issued to airlines operating at PIA “Adem Jashari”, which were previously licensed and possess import licenses for weapons and ammunition issued by the Ministry of Internal Affairs (MIA), or by Kosovo Agency for radiation protection and nuclear safety for import of radioactive material (ARPNS)

Of this number of permits, seventy-five (75) permits were issued to “Turkish Airlines”, twenty-seven (27) permits were issued to “Pegasus Hava Tasimaciligi”, twelve (12) permits were issued to “Austrian Airlines”, and one (1) permit was issued to the airline company “Motor Sich”.

- ***Oversight of General Aviation***

During 2020, there was a significant number of general aviation activities in the lower airspace of the Republic of Kosovo, including flights under visual flight rules (VFR) with airplane and helicopter, unmanned aircraft system operations (drone) and hot air balloon operations, which, according to the legal basis and relevant procedures, have undergone through the CAA approval in coordination with the Police of Republic of Kosovo and Air Unit (J3-Air) of the International Force in Kosovo (KFOR).

- **Flights under visual flight rules (VFR)**

In 2020, the Aviation Safety Department issued a total of fourteen (14) flight approvals under the Visual Flight Rules (VFR). Of these, seven (7) were airplane operations while the other seven (7) were balloon operations. All approvals were issued in coordination with the Air Unit (J3-Air) of the International Security Assistance Force (KFOR).



(Picture 1 - Balloon operations in the city of Peja)

- **Diplomatic flights**

The Flight Safety Department processed in 2020 the requests sent by the Ministry of Foreign Affairs of the Republic of Kosovo to the Air Unit (J3-Air) of the International



Force in Kosovo (KFOR) for approval of sixty seven (67) diplomatic flights. All these requests have been approved.

- **Activities with Unmanned Aircraft System (drone)**

According to CAA Regulation No. 1/2017 on Unmanned Aircraft Systems, all operators of Unmanned Aircraft Systems or otherwise known as "drone" are obliged to register their drones with CAA, depending on their weight.

In 2020, the Flight Safety Department registered twenty-seven (27) new applicants for operations with Unmanned Aircraft Systems (UAS). The total number of drone operators registered in the Republic of Kosovo for the years 2017-2020 has reached one hundred and sixty-six (166).

Eleven (11) operations of Unmanned Aircraft Systems registered in other countries have also been approved. The approval of Unmanned Aircraft Systems operators was done in close coordination with the Police of the Republic of Kosovo and the Air Unit (J3-Air) of the International Force in Kosovo (KFOR).

In the course of regulatory activities provided for by the applicable legislation during the fourth quarter (Q4), the Flight Safety Department organized for the first time the knowledge test for Unmanned Aircraft Systems (drones) of Category 3. Two (2) candidates who took the exam have passed successfully this test. On this occasion, the candidates were awarded the first certificates for this category of Unmanned Aircraft Systems, wishing them success and safe operations in the future. Operations of Unmanned Aircraft Systems (UAS) are regulated by Regulation (CAA) no. 01/2017.



(Picture 2 - Awarding the certificate for the knowledge test for Unmanned Aircraft Systems)

- **Administrative fines**

Pursuant to Regulation (CAA) No. 02/2019 on fines and administrative measures imposed by the Civil Aviation Authority of Kosovo, the Flight Safety Department issued in 2020 ten (10) Decisions on imposing fines to responsible persons and legal entities (including legal entities exercising commercial air transport activities and legal entities exercising international commercial air transport activities), who have committed administrative violations in the field of civil aviation in the Republic of Kosovo.

- **Aviation medicine**

In 2020, a total of 18 (eighteen) medical certificates were issued to air traffic controllers of the Air Navigation Services Agency (ANSA) and 29 (twenty-nine) LAPL class medical certificates for members of the Kosovo Aeronautical Federation.

On 14 February 2020, after reviewing the request for extension of the validity of AME certificate, it was concluded that this request meets the legal criteria for the extension of the AME certificate, and Dr. Naim Bardiqi's extension of the above-mentioned certificate was approved for another three (3) years accordingly, as provided by the applicable law.

On 16 March 2020, after being notified of the decision of the Government of Kosovo to declare a state of Public Health Emergency, all scheduled medical examinations for civil aviation personnel at the Aeromedical Center (AeMC) in Gjakova, scheduled for March 2020, have been postponed until the issuance of another decision, repealing the Government decision. In this case, stakeholders from the industry (*ANSA controllers, members of Kosovo Aeronautical Federation and the representative of the Eurowings airline*), as well as Authorized Medical Examiners (AME) and the Aeromedical Center (AeMC) in Gjakova, have been notified of this development;

On 10 June 2020, Dr. Driton Avdiu (AME) participated in the meeting of the Inter-Institutional Working Group held in order to coordinate actions during the preparation of steps for the resumption of civil commercial air operations in PIA "Adem Jashari" in which comments were given regarding the situation of organizing Aero-medical examinations for air traffic controllers of ANSA, as a result of restrictive measures in order to prevent the spread of infection with COVID-19.

On 12 June 2020, the Aeromedical Center (AeMC) in Gjakova officially announced the resumption of the provision of health services to the public at full capacity.

On 17 June 2020, with the deterioration of the epidemiological situation in the country, according to the recommendation of the NIPHK, the HUCSK management decided to halve the provision of health services in the public system, therefore AeMC in Gjakova announced again, in accordance with this new recommendation,



that it will reduce its health services by 50%. As a result, ANSA was immediately notified of the cancellation of aero-medical examinations for air traffic controllers, scheduled for June;

On 24 September 2020, ANSA was notified of the resumption of AeMC services in Gjakova for Air Traffic Controllers (ATC).

On 30 September 2020, Kosovo Aeronautical Federation was notified of the resumption of services at the Aero-Medical Center in Gjakova for civil aviation personnel.

On 14 December 2020, through an official letter, the Civil Aviation Authority of the Republic of Albania notified the Civil Aviation Authority of the Republic of Kosovo regarding the recognition and approval of Dr. Driton Avdiu in the capacity of Authorized Medical Assessor (AMA) for the territory of the Republic of Albania.

- **Banned aircrafts in Kosovo**

Some airline companies are banned to operate in the European airspace (including the airspace of the Republic of Kosovo), as they are unsafe and/or lack sufficient oversight by their respective licensing authorities. The list of banned airlines is compiled by the European Commission in close consultation with the aviation security authorities of all member states of European Union and their partners.

According to Article 45 of the Law No. 03/L-051 on Civil Aviation, airplanes of airlines that were banned by the European Union (EU) to operate within the airspace of EU member states are not allowed to fly in the airspace of the Republic of Kosovo. Moreover, the updated EU banned airlines list is posted online in the CAA official website.

During 2020, no flight has been carried out by any airlines from this EU list within the airspace of the Republic of Kosovo.

- **Registered civil aircraft and those removed from the civil aircraft register**

In 2020, the CAA did not register nor remove any aircraft from the civil aircraft register.

- **Approved licenses, certificates and permits, including their suspension and revocation**

License/certificate/permit	References to legal acts	Number
Permit for transport of dangerous goods by air	Article 57 of LCA and Regulation 8/2014	115
Permit for general aviation operations	LCA, Articles 2 and 75	14
Permit for registration of Unmanned Aircraft Systems	Regulation 01/2017	27
Permit for operation of Unmanned Aircraft Systems with foreign registration	Regulation 01/2017	11
Penalties for unauthorized operation of Unmanned Aircraft Systems	Regulation 01/2017	10
Paragliding pilot license	Regulation 1/2012	-
License for pilot of Unmanned Aircraft Systems	Regulation 01/2017	2
Medical certificate, Class 3	LCA, Article 37	18
Medical certificate, Class 2	LCA, Article 37	29
Medical certificate, Class 1	LCA, Article 37	-

#### **b) Air Navigation Services**

- *Air Navigation Services Agency (ANSA)*

On 1 January 2016, pursuant to Law No. 04/L-250, the Air Navigation Services Agency was established, as a successor entity of PIA "Adem Jashari" - Air Control JSC. On 19 August 2016, CAA certified ANSA for a period of 5 years for the provision of the following services: air traffic control services (ATC), communication, surveillance and navigation services (CNS), aeronautical information services (AIS) and meteorological services (MET). The certificate was issued pursuant to Article 78 of Law No. 03/L-051 on Civil Aviation and upon fulfilment of safety, economic sustainability and security criteria deriving from Regulations No. 9/2009 and 7/2012, transposing into the national legal framework of the Republic of Kosovo the Regulation (EC) No. 550/2004 and Regulation (EC) No. 1035/2011, respectively.

ANSA has 26 air traffic controllers, which currently provide air traffic control services in Kosovo. They are licensed in accordance with Regulation No. 19/2017 of the CAA.

- *Ongoing oversight at the Air Navigation Services Agency*

ANSA was certified as an air navigation service provider on 19 August 2016. The ANS Department is also responsible for overseeing the maintenance and compliance with the certification requirements by ANSA through regular audits and ad-hoc visits and inspections.

Due to the situation created by the pandemic, the audit plan in ANSA for 2020 could not be implemented as planned. However, in 2020, CAA managed to conduct two full audits, one virtually, verifying compliance with regulatory requirements.

- *Inspections and audits*

Under the continuous oversight of the Air Navigation Service Agency, in 2020, CAA conducted a total of three audits in ANSA:

From 3 to 7 August 2020, a safety audit was conducted, which due to dealing with the pandemic was conducted in virtual form, through the "Zoom" platform, which we agreed in advance to use with ANSA officials.

The purpose of the audit was to verify compliance with the requirements of Regulation No. 06/2012 on safety oversight in air traffic management and air navigation services, respectively Articles 8 and 9 and the requirements of Annex II of Regulation No. 07/2012 on conditions for the provision of air navigation services, respectively point 3.2.2 of this Annex.

The scope of this audit was determined as there is a number of changes that are taking place in this Agency and which have been classified as major, requiring the ANS involvement as a supervisory authority in this case.

The following developments related to changes are audited:

1. CH/2018/03 - Relocation and updating of APP/TWR;
2. CH/2018/04 - New radio communication system at the location of Germia;
3. CH/2018/05 - New surveillance system;
4. CH/2018/08 - Runway extension;
5. CH/2019/02 - Duplication of the AFTN system;
6. CH/2019/05 - Flight progress strips;
7. CH/2019/06 - AIM, and
8. CH/2020/03 - New ATM.

ANS has submitted the audit report and in the meantime has accepted the plan with corrective steps, which addresses the findings identified during this audit. The same was reviewed by ANS, and it has been confirmed to proceed with the implementation of the measures proposed under this plan.

The second audit was conducted on 23-27 November 2020 in ANSA. The purpose of the audit was to verify the requirements arising from Regulation No. 07/2012 on conditions for the provision of air navigation services, respectively point 3 of its Annex II, Regulation No. 04/2013 which transposes ICAO Annex 11 on Air Traffic Services, Regulation No. 05/2013 which transposes ICAO Annex 15 on Aeronautical Information Services, Regulation No. 02/2016 which transposes ICAO Annex 10 on Aeronautical Telecommunications, Regulation No. 19/2017 laying down technical requirements and administrative procedures relating to air traffic controllers' licenses and certificates, Regulation No. 04/2019 on laying down requirements for the allocation of voice communication channels for the Single European Sky and Regulation No. 10/2019 on the organization and use of airspace in the Single European Sky - supplemented by Regulation 01/2016.

The team of ANS auditors, during this audit period, identified a total of two findings and three observations.

As required by the procedure, ANSA has prepared a plan with corrective steps which addresses the identified findings and observations, and which has been received by the ANSD.

The level of support, cooperation and willingness of ANSA staff to provide information and access to the documents required by the audit team has been at a satisfactory level.

It is worth noting that in the course of continuous monitoring, ANSD continuously monitors the implementation of corrective steps by ANSA, and closes the findings addressed at the time of receipt of sufficient evidence.

- *Assessment audit by EASA*

On 26 October 2017, the CAA received the final EASA Assessment Audit Report, conducted on 21-25 November 2016 at the CAA. Although this report was received with a delay of almost a year, the ANS Department continued to address the findings identified during this audit, in accordance with the drafted corrective action plan. On 20 December 2017, the corrective action plan was submitted to the EASA audit team while the plan was formally accepted by EASA on 23 February 2018.

The initial plan (version 8.0) submitted to EASA contained 49 corrective steps which address the 23 findings raised by the audit team. All 49 steps proposed by the CAA have been acceptable for EASA but they have also requested the addition/proposal of several other steps resulting in a total of 58 steps in the final plan (version 10.0) which was officially received on 23 February 2018. In the meantime, after

communications with EASA, it was proceeded with version 11 and 12 of the corrective plan with 57 corrective actions.

On 17 May 2019, ANSD submitted version 13.0 of the Corrective Action Plan (CAP). On 18 July 2019, ANSD received a notification from Mr. Klus (Head of the EASA Assessment Team) that the evidence submitted in May this year, as well as version 13.0 of the Corrective Action Plan (CAP) are acceptable to them. Currently, out of a total of 57 steps in total, 55 are closed and 2 more are expected to be closed.

In 2020, there were no changes in the status of corrective steps. This has been a consequence of the situation created by the pandemic, as it has hampered the development of several processes, such as discussions in BANM for the normalization of lower airspace and the implementation of the runway extension project, which are related to the full implementation of correctives steps provided to address issues raised by EASA.

- *Oversight of ANSA as a Training Organization (TO)*

ANSA was certified on 19 December 2017 by the CAA, for a 3-year period, to provide services that are entitled to a Training Organization of Air Traffic Controller (ATC), such as unit training for ATC and continuous training for ATC.

The certification process started in 2016 when ANSA applied for certification. With the entry into force of Regulation No. 19/2017 of CAA, which superseded Regulation No. 5/2012, pursuant to which, at that time ANSA was certified as a TO, CAA was obliged to make the conversion of the current certificate to the new format set forth by Regulation No. 19/2017. Complying with this requirement, CAA, on 04.01.2019, replaced the certificate issued in 2017 with the certificate CAAK/ANS/1-2019 according to the new format foreseen in the abovementioned regulation.

From the time of certification, ANS Department audited several times the ANSA TO in the course of the continuous oversight process to ensure and verify that TO continues to meet all regulatory requirements.

The issuance of the certificate attests to the safety and quality of the services provided; however, it requires continuous engagement of ANSA to observe the certification conditions and to further increase the quality of these services.

During 2020, the requirements of Regulation No. 19/2017 were audited in the audit conducted on 23-27 November 2020. There were no findings regarding these requirements.

- *Calibration of Navigation devices*

Due to the situation created by COVID-19, regular calibration by air of navigation systems has been postponed.

As a result, ANSA has submitted a request for an extension of the calibration deadline for the ILS CAT II device for RWY17. Pursuant to Regulation No. 3/2011 on the Calibration of Aeronautical Installations from the Air, as well as based on the Guide issued by ICAO and after receiving a series of tests, which have proved that the equipment concerned did not deviate from normal operation, the extension of deadline for calibration was approved for July and August.

After the facilitation of the pandemic measures in all countries as well as in our country, it became possible for ANSA to contract the company which would do the air calibration of navigation systems (DVOR, DME and ILS).

This calibration was performed on 09-10.09.2020, the results of which were sent to us by the persons responsible for these devices.



- *Changes to ANSA systems*

NSA is very sensitive to the risks that may occur during daily work. The main purpose of these services is to prevent collision of aircraft in the air and on the ground.

For this reason, the safety management system requires that, before any changes to their systems, no matter the size, the air navigation service providers must undertake appropriate steps to ensure that the change will not cause intolerable risks to the system. According to CAA Regulation No. 6/2012 which transposes EC Regulation No. 1034/2011 into our national legal order, providers of these services are obliged to notify the CAA of any planned changes that could affect safety, and also are required by Regulation No. 07/2012 which transposes EC Regulation No. 1035/2011, to assess

the potential risks and take all the necessary precautionary steps to avoid them, before they start implementing the changes.

In 2020, ANSA was been notified of 8 new changes expected to be implemented in ANSA systems:

1. **CH/2020/01** - "Connection of radios with radar UPS"

After receiving the security assessment from ANSA and the analysis made by ANSD, this change was classified as a major change. Based on this classification, ANSA was asked to make a Safety Plan and to submit all evidence regarding the implementation of mitigation measures.

The required documentation was submitted on 11.03.2020 and after review, the change was accepted on 11 March 2020.

2. **CH/2020/02** - "Connection with LKIA generators"

It is classified as minor. This finding resulted after receiving the Safety Assessment for this change. According to CAA Regulation 06/2012, this change is not subject to review and acceptance by the CAA.

3. **CH/2020/03** - "New ATM system".

Although this change has been announced, its classification has not yet been made because the required documentation has not yet been submitted.

4. **CH/2020/04** - "Integration of Air Traffic Tower Systems".

The change is classified as major. Preliminary documents of the safety assessment have been received so far, while the submission of additional documents and the implementation plan are due.

5. **CH/2020/05** - "Supply with software for real-time analysis of surveillance data".

It is classified as minor. This finding resulted after receiving the Safety Assessment for this change. According to CAA Regulation 06/2012, this change is not subject to review and acceptance by the CAA.

6. **CH / 2020/06** - "Multilateration System (MLAT)"

The change is classified as major. Preliminary documents of the safety assessment have been received so far and, while the submission of additional documents and the implementation plan are due.

7. **CH/2020/07** - "Change of internet network from LIMAK to ASHI in AFTN system"

The change is classified as minor. This finding resulted after receiving the Safety Assessment for this change. According to Regulation No. 06/2012, this change is not subject to review and acceptance by the CAA.

#### 8. CH / 2020/08 - "Change of Chief Instructor"

It is classified as minor, but after assessing the documentation, it was found that although this change is not classified as major, in terms of safety impact, it requires formal approval by the CAA, in accordance with the provisions ATCO.AR.E.010 and ATCO. OR.B.015 of CAA Regulation No. 19/2017. Consequently, CAA has reviewed the submitted documentation and has concluded that this change does not affect the fulfilment of the requirements of Annex III (PART ATCO.OR) of Regulation 19/2017. In accordance with the provision ATCO.AR.E.010 of Regulation 19/2017, this change was approved on 9 November 2020.

All these changes will be handled in accordance with the requirements set out in CAA Regulation No. 6/2012 on the treatment of major or minor changes.

During this year, ANSD has continuously included the announced changes in the supervisory activities and has reviewed the documentation submitted by ANSA regarding them. In particular, the changes listed below which are being implemented, have been subject to the audit conducted from 3 to 7 August 2020.

1. CH/2018/03 - Relocation and updating of APP/TWR;
2. CH/2018/04 - New radio communication system at the location of Germia;
3. CH/2018/05 - New surveillance system;
4. CH/2018/08 - Runway extension;
5. CH/2019/02 - Duplication of the AFTN system;
6. CH/2019/05 - Flight progress strips;
7. CH/2019/06 - AIM, and
8. CH/2020/03 - New ATM.

- *Issuance of licences for air traffic controllers and assessment of ratings*

CAA is responsible for the issuance and renewal of licenses to air traffic controllers providing air traffic control services in the territory of the Republic of Kosovo. Considering the importance of air traffic control service in flight safety, the controllers should fulfil a range of requirements and conditions to maintain their licenses and approvals, arising from Regulation No. 19/2017 of CAA laying down the technical requirements and administrative procedures regarding air traffic controllers' licences and certificates.

The requirements are mainly related to the level of professional competency, including attendance of professional refreshing training and exercise of duties of air traffic controller for a certain number of hours within a year. The controllers are also subject to professional evaluation on annual basis, in order to verify the skills level



Particular attention is paid to English language skills, as communication in international aviation is done in this language. English language skills are evaluated periodically and are taken into account when issuing or renewing the license. Controllers should also have good health, in accordance with legal requirements, and this is verified on a regular basis by the CAA, as part of the licensing process.

Due to facing the COVID-19 Pandemic, the regular process of revalidation of controllers' licenses could not take place as in previous years, as the situation has made it impossible to attend refresher training, which is a requirement under Regulation No. 19/2017.

To address this issue and to continue the extension of the approval period of the ATC Unit, ANSA initially submitted a request for an extension of the approval deadline, after reviewing the legal basis of Regulation No. 05/2020 on common rules in the field of civil aviation and the establishing the European Union Aviation Safety Agency, respectively its Article 71, Regulation No. 19/2017 laying down out the technical requirements and administrative procedures regarding air traffic controllers' licenses and certificates, acceptance and analysis of safety assessments, as well as accompanying documentation related to assessments of the ATCs competency, ANS provided a recommendation for extension of the validity period of the unit approvals for a period of 4 months from the expiration date, with the possibility of extension for another 4 months. On 31.12.2020, CAA issued a letter that allows the extension of the privileges of unit approvals as recommended by ANSD.

In 2020, 9 licenses were issued for student controllers, although due to the pandemic in 2020, most training activities (OJTI) have been suspended.

Details of renewed licenses and revalidating the ratings for 2020 are provided in the table below.

Licensing of Air Traffic Controllers (ATCs)	Number of licensees
Renewal of licenses for ATC (unit approvals)	0
Revalidation of ratings (unit approvals)	0
Revalidation/renewal of ratings for instructors/assessors	1
Licensing of ATC students	9
Licensing of ATCs	0

- **Aeronautical Information Publication**

Pursuant to the CAA Regulation No. 5/2013 on the implementation of Annex 15 of the Convention on International Civil Aviation for aeronautical information services, CAA is responsible for publishing the "Aeronautical Information Publication" document, known by its English acronym as AIP. This is a very important state document where all information about the aviation of a state is published. The document itself contains three chapters: the first chapter contains general information on aviation, the second concerns relates to airspace, and the third chapter deals with detailed specifications for each airport/heliport, including flight procedures for aeroplanes.

Since this publication is used to a great extent by the airlines operating or intending to operate in Kosovo, CAA ensures that Kosovo AIP is kept up to date and each change that occurs in relation to civil aviation within the state is reflected in the document. These are regular changes and are carried out through amendments on fixed cycles every 28 days, through the so-called Aeronautical Information Regulation and Control (AIRAC), and become effective every 56 days.

During this year, three amendments were approved to AIRAC (AIP AIRAC AMDT), one to AIP, one supplement and two circulars for publication in the Aeronautical Information Publication (AIP) document.

The following have been published:

- AIP AMDT 01/2020, effective from 27 February 2020;
- AIP AIRAC SUP 01/2020, effective from 31 December 2020;
- AIP SUP 02/2020, effective from 15 February 2020 (which superseded AIP SUP 01/2020);
- AIP SUP 03/2020, effective from 26 March 2020 (which superseded AIP SUP 02/2020);
- AIP AIRAC SUP 04/2020, effective from 18 June 2020;
- AIC 01/2020, effective from 20 October 2020;
- AIP AMDT 02/2020 , effective from 31.12.2020;

The most recent aeronautical information publication is accessible at all times on the CAA website.

- **Activities within the management of the situation created by COVID-19**

Since the outbreak of the COVID-19 pandemic, ANSD has worked closely with ANSA to coordinate the publication activities of NOTAMs to reflect the decisions of the Government of the Republic of Kosovo regarding restrictions and measures taken to prevent and spread of the disease.

### **c) Aerodromes**

Pursuant to Law No. 03/L-51 on Civil Aviation, CAA is responsible for regulating and developing aerodrome policies and groundhandling service providers, by verifying the implementation of applicable standards of national and international legislation, and by ensuring a safe civil aviation environment in the Republic of Kosovo.

Depending on the nature of operations and use rate, civil aerodromes are categorized into certified aerodromes, approved aerodromes and registered aerodromes. Within the CAA, the Aerodromes Department is responsible for certification, approval and registration of aerodromes available for civil use in the Republic of Kosovo, including airfields and heliports. Also, in order to determine the rules and procedures governing access to the groundhandling services market in the Republic of Kosovo, the Aerodromes Department is responsible to assess the security of groundhandling service providers in aerodromes of the Republic of Kosovo, including the groundhandling service providers for supplying airplanes with fuel.

In order to ensure that professional training of employees of aerodromes and other contracted employees, groundhandling service providers and users of aerodrome services who provide groundhandling services comply with the standards and criteria set out in the relevant legislation, the Aerodromes Department is responsible for approving professional training organizations in the field of aerodromes.

For the purpose of maintaining civil aviation safety in the Republic of Kosovo, the Aerodromes Department is also responsible for designating and monitoring aerodrome protective zones. This Department coordinates the cooperation between aerodrome operators, the responsible department in ANSA, legal entities/natural persons who own or plan to construct an object within the aerodrome protective zones or any other high objects anywhere in the territory of the Republic of Kosovo and the institutions responsible for issuing construction permits under the Law on Construction. The Aerodromes Department must ensure that all parties involved comply with the procedures outlined in the Regulation on Aerodrome Protective Zones and the Regulation on Marking of Obstacles.

To verify and ensure the full implementation of applicable national and international legislation, the Aerodromes Department continuously oversees the safety of aerodromes, groundhandling service providers and vocational training organizations through audits, inspections and monitoring of their activities.

Prishtina International Airport "Adem Jashari" was initially certified on 1 December 2008 by CAA as an international airport in accordance with the Law on Civil Aviation, the CAA Regulation No. 1/2008 on Aerodromes, and the ICAO Standards and Recommended Practices. In 2011, the airport was given under concession and its management was transferred into the hands of the private operator, the Turkish-French consortium "Limak - Aéroports de Lyon" (Limak Kosovo International

Airport J.S.C.). On 8 November 2013, based on legal requirements, on the occasion of transferring the operations at the new terminal, the CAA amended the certificate of the operator, "Limak Kosovo International Airport" J.S.C. (LKIA). Finally, after the entry into force of Regulation No. 17/2017 of the CAA laying down the provisions and administrative procedures relating to aerodromes, which has implemented the Commission Regulation (EU) no. 139/2014 with the same name, in the internal legal order of the Republic of Kosovo, the CAA has certified Prishtina International Airport "Adem Jashari" and the aerodrome operator "Limak Kosovo International Airport" on 8 November 2018, according to the highest standards of aerodrome safety and in accordance with the requirements of the European Union.

Pursuant to Regulation No. 404/2011 of the CAA on access to the ground handling market, on 1 January 2012, CAA issued an approval for a 7-year period to "Ex-Fis" LLC as a ground handling service provider for the category of fuel and oil supply. At the end of 2018, the operator "Ex-Fis" LLC applied to the CAA for extension of the approval. By exceeding the threshold of 2 million passengers served in PIA "Adem Jashari", the conditions for engaging more interested companies have been met.

On 1 June 2012, CAA approved the LKIA operator as a provider of groundhandling services in several categories at PIA "Adem Jashari".

- *Continuous aerodrome safety oversight*

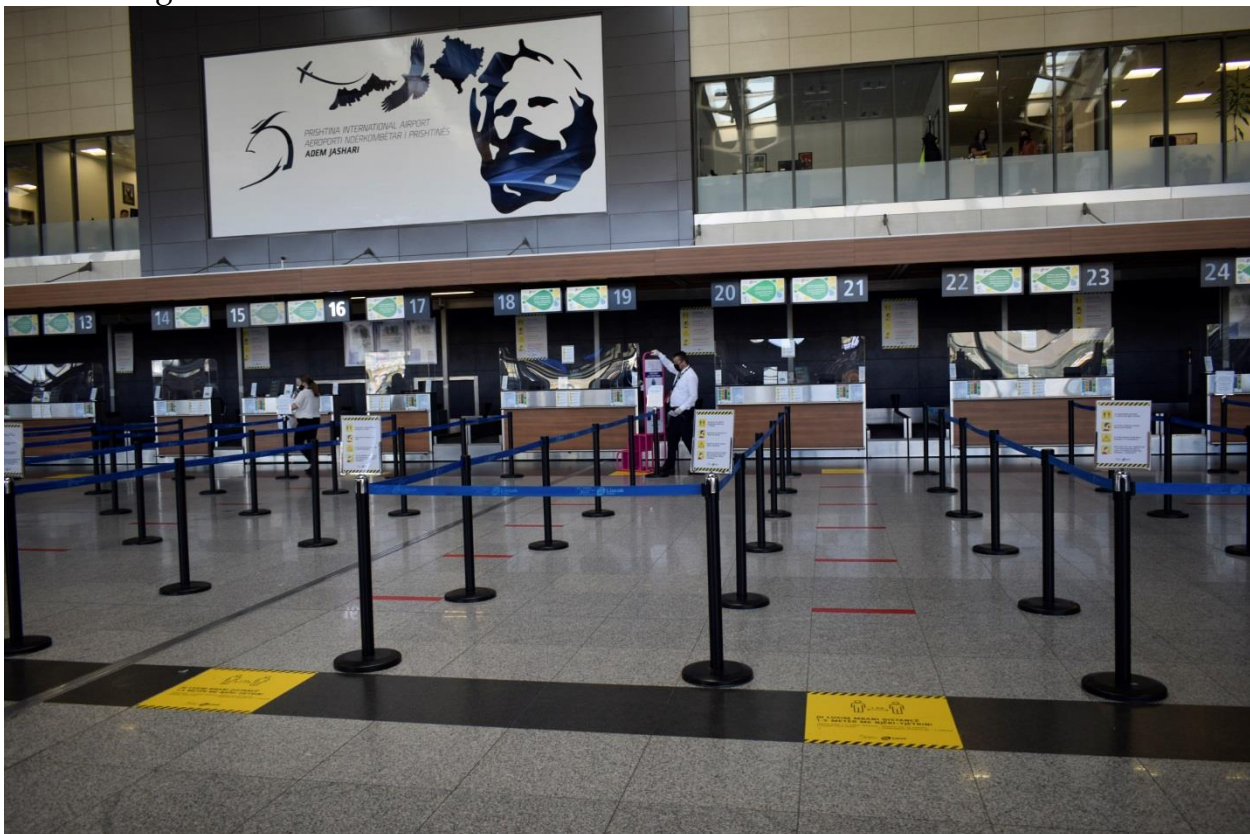
One of the basic functions of the Aerodromes Department in ensuring aerodrome safety of aerodromes in the Republic of Kosovo is the implementation of an effective oversight system. Effective safety oversight is performed through the assessment and approval of various operator manuals, programmes and procedures, through safety assessment approvals, and in particular, through the conduct of formal inspections (with or without prior notice to the operator), based on the annual oversight plan, or depending on a situation that may require additional vigilance in terms of safety

According to the plan of activities for regular monitoring and verification of the implementation of standards applicable to PIA "Adem Jashari" operator and groundhandling service providers, the Aerodromes Department conducted during 2020 one (1) audit, seven (7) regular inspections, one (1) inspection at groundhandling service provider, Ex-Fis" company, two (2) follow-up inspections of previous inspections.

The planned audit of the LKIA management system, including the safety management system ("SMS"), was performed in PIA "Adem Jashari" in the period 10-16.11.2020. The safety management system has been evaluated by the CAA at various stages of the certification process and has been continuously monitored through the safety oversight activities of the LKIA operator. The purpose of this audit was to make a comprehensive assessment of the system and to assess its implementation and maturity. For the purposes of this audit, an EASA document was used to assess the management system of an aerodrome.

- **Implementation of the health safety protocol to curb the spread of COVID-19 in PIA "Adem Jashari"**

Aerodrome inspectors jointly with the "Authorized Medical Assessor" for aviation from the Flight Safety Department, conducted regularly in 2020 twenty (20) inspections in PIA "Adem Jashari", to verify the implementation of measures for preventing the spread of COVID-19 by inspecting the entire arrival and departure passenger management process according to the airport operator's action plan. In general, the process has been in order and in some cases, remarks and suggestions have been given as needed.



*Image from inspection*

- **Approval of LKIA professional training programmes**

In accordance with the requirements of CAA Regulation No. 01/2014 on professional training of aerodrome employees and other contracted employees, several requests from the LKIA operator of PIA "Adem Jashari" for approvals of various professional training programmes have been received during 2020. After reviewing the training programmes and instructors and concluding that the relevant standards and conditions have been met, the training programme and instructors for "Aircraft Postponement Operations" has been approved, the updated training programme for "Basic SMS Training" has been approved, and the updated training programme for

"Ice and snow thawing and protection against aircraft freezing" ("Aircraft de-icing/anti-icing") has been approved as well.

As part of the training approval process, CAA monitored the implementation of training sessions, in which case the instructor's teaching performance was assessed, as well as the learning outcomes by the participants in the training.

The evaluation reports of these trainings with the necessary comments and suggestions have been sent to the LKIA operator.

- **The project for the extension of PIA "Adem Jashari" runway and upgrading the instrument landing system category from "CAT II" to "CAT III b"**

As required by Regulation 17/2017 on aerodromes and in accordance with the guidance material TP 27 - "Procedures for aerodrome changes", the monitoring of works being carried out for the implementation of the project for the runway extension has continued. Aerodrome inspectors have continuously inspected the work process on a regular basis.

In close cooperation with the inspectors of air navigation services, the risk assessment for the displacement of the runway threshold was made, which was accepted after the inclusion of all recommendations. Part of this process was the review and approval of data in the Annex of Aeronautical Information Publication (AIRAC), which was done in full coordination between the parties, LKIA-ANSA-CAA.

Due to the public emergency situation caused by the Covid-19 pandemic, the construction works for the runway extension have been suspended, while the relocation of the runway threshold has been postponed indefinitely. Whereas, as of June 18 PIA "Adem Jashari" started operations with the displaced threshold of the runway, reducing the length of the runway from 2500 m to 2200 m, also the operator sent a notification that they have requested PAPI calibration. On 12.11.2020, CAA inspectors conducted an inspection in PIA "Adem Jashari" in order to verify the situation on the ground after the request of the LKIA operator to reinstate the runway threshold from 2200m to 2500 m. After fulfilling the requirements of the CAA, the LKIA operator in PIA "Adem Jashari" started with regular operations with the full runway length (2500 m).





*Picture from the implementation of the project*



*Image from the auditing*

- *Impact assessment of wind turbines and high constructions on the safety of air operations in the Republic of Kosovo*

The Aerodromes Department has continued to exercise the coordinating role in the impact assessment of high constructions on the safety of air operations in the Republic of Kosovo.

According to the Law No. 03/L-051 on Civil Aviation, Regulation (CAA) No. 09/2018 on Aerodrome Protective Zones and Regulation (CAA) No. 03/2019 on Marking of Obstacles, the Civil Aviation Authority (CAA) is responsible for ensuring that all objects, whether immovable or movable, located within a 15 km radius of an aerodrome or any high objects that may be considered as obstacles for aircraft flying out of this area, have been subject to inclusive aeronautical review and assessment by PIA "Adem Jashari" operator (LKIA) and the Air Navigation Services Agency (ANSA). Depending on the results of the assessments, CAA will determine whether an object represents an obstacle or not, and may require the applicant to apply the procedures for marking (dyeing and/or lighting) the facilities in order to increase flight safety, by making the obstacles distinct from the surrounding area and visible from all directions to the aircraft. By coordinating actions under its responsibility, CAA should ensure that the construction, installation and operation of wind turbines will not affect the safety of airport operations and the flight trajectories of aircraft in the Republic of Kosovo. In 2020, the aerodrome inspectors have continued consultations and coordination with the wind turbine farm operator on "Kika" hill - Municipality of Kamenica, regarding the installation of additional signal lights, based on Regulation 03/2019. The investor/operator of the wind turbine farm 'GURIS', informed that after several delays due to the situation with the pandemic, the manufacturer of turbines 'General Electric' from Germany started in August 2020 to install lights on the generator poles. In October of this year, CAA was notified by the officials responsible for the generator farm of the completion of this project.

On 30.11.2020, CAA conducted an inspection in the generator farm of the company "SOWI Kosovo LLC: in Selac, where the performance of works of this project has been closely observed. CAA will continue to monitor closely the progress of works until the full completion of this project.





*Wind turbines in Kika, Kamenica*

- **Implementation of Regulation No. 03/2019 on marking of obstacles and regulation 09/2018 on aerodrome protective zones.**

*Implementation of the Plan for verification of the implementation of Regulation 03/2019 and Regulation 09/2018*

As part of their responsibilities, aerodrome inspectors have continued on-site inspections to confirm compliance with the requirements of Regulation 03/2019 on marking of obstacles and regulation 09/2018 on aerodrome protective zones. In this context, aerodrome inspectors have drawn up a detailed action plan divided into three main areas:

- Identification of powerlines on highways and national roads,
- Inspection of marking (lighting and dyeing) of the objects previously identified,
- Organizing meetings with relevant operators and institutions.

These actions aim to verify the markings of objects/facilities that may be obstacles to civil aviation, to register them and then to present the results to the responsible persons. To this end, after the completion of these actions, the organization of a workshop with all stakeholders was planned. On 20 August 2020, CAA has requested clarification from KOSTT, regarding the derogation from Article 6 of Regulation No. 03/2019 on marking of obstacles. According to the action plan for 2020, which was sent earlier to CAA, KOSTT has planned the supply of lighting fixtures for the 400/220/100 KV lines at the intersection of the highway "Ibrahim Rugova", which describes the road axis (R7) Arllat - Prizren, and the highway "Arbër Xhaferi" in the road axis (R6) Prishtina - Hani Elezit. We have been informed by

KOSTT that they have completed the procurement phase and during 2021 they will start with the implementation of this project.

CAAK is maintaining continuous correspondence with KOSTT regarding the implementation of Regulation 03/2019 on Marking of Obstacles.

#### *Constructions within the protective zones of PIA "Adem Jashari"*

Within the responsibilities for the regulation of aerodrome protective zones, aerodrome inspectors have continued to oversee the implementation of the Regulation on aerodrome protective zones and the Regulation on marking of obstacles.

In 2020, the PIA "Adem Jashari" LKIA received an assessment of the application for construction within the airport protective zones, as well as the assessment and approval of the application received from the airport for a project regarding the placement of "Glide Path" antennas in both the sides of the runway.

CAA has evaluated and reviewed in detail the received documentation and, after it ascertained that the construction will not affect the safety of civil aviation operations, approved the evaluations, provided that all the recommendations submitted are implemented. Furthermore, in order to intensify cooperation between the parties responsible for the implementation of relevant regulations for construction within aerodrome protective zones, aerodrome inspectors have held meetings with responsible officials of the municipality of Fushe Kosova and LKIA.

- ***Evaluation of applications for construction of heliports***

Even during 2020, CAA had meetings with stakeholders who have expressed interest in heliport opening and operations.

At these meetings, CAA inspectors provided the necessary instructions for the heliport application and approval process. In coordination with the air operations inspector, a letter has been compiled with the relevant instructions for the conditions which must be met by the interested parties (operator) to be provided with the approval that has been submitted to the interested parties.

- **Cooperation between Aerodrome Departments from Kosovo and Albania**

The Aerodromes Department has continued the interstate cooperation between the Civil Aviation Authorities of the Republic of Kosovo and the CAAs of the region. During this year, the interstate cooperation between the Civil Aviation Authorities of the Republic of Kosovo and the Republic of Albania have cooperated closely in achieving the common goal: the exchange of experiences for safer aviation.



In the course of the bilateral agreement, aerodrome inspectors have received an official invitation to participate in the comprehensive audit in the framework of the certificate conversion process with EASA Regulation 139/2014 for Tirana International Airport “Mother Teresa”. In coordination with the directors of the two CAAs, the CAA of Kosovo sent to Tirana two aerodrome inspectors to support the colleagues of the CAA of Albania in this process.

After the completion of the review of the documentation presented by the airport, from 7 to 12 December 2020, at the Tirana Airport “Mother Teresa” a weekly audit was conducted, including the security management system, emergency plan, physical characteristics and aerodrome infrastructure, etc. Besides, the rest was covered for operational services such as fire and rescue service, apron operations service, transport of dangerous goods, safety of vehicle movement in the airfield, airfield maintenance and wildlife risk management, as well as obstruction control in airport protective areas.

This joint audit, in addition to the importance it had due to the conversion of the airport certificate with a higher EU standard, the process was assessed as very positive by both parties in terms of cooperation between the two institutions, because it enabled the exchange of experiences and the expertise of the inspectors that will be further applied in the interest of promoting the aviation standards of both countries, and moreover created an even closer relationship between the two institutions.



*Image from the inspection*

#### **d) Economic regulation of the aviation**

Pursuant to Article 15, item e) of LCA, CAA is responsible for regulating the economics of airports and air navigation services in the Republic of Kosovo. The economic regulation of these operators implies the measures taken by an aviation regulator to ensure that the charges levied by the airport and the air navigation service provider on airlines are set in a reasonable, transparent and non-discriminatory manner.

- **Economic oversight of the airport**

#### **Ordinary annual economic oversight**

The analysis of audited financial statements on the financial situation of the operator of PIA "Adem Jashari" at the end of 2019 has confirmed that LKIA JSC had a financial viability and increase of profit and operational efficiency. According to the analysis of the financial report, it results that the PIA "Adem Jashari" operator has a good financial situation, although with a small liquidity reduction but at the same time with a financing cost reduction. During the submission of audited financial reports on charges regulated by the CAA and on groundhandling service charges, CAA has confirmed that these financial accounts are segregated as required by Article 4 of Regulation No. 04/2011 amending and supplementing Regulation No. 05/2019 of the CAA on ACCESS to the groundhandling services market. Regarding



only the segment of groundhandling services, the audited reports also reflect the separate accounts of revenues and expenditures of LKIA from this activity as required by the abovementioned Regulation.

In the course of the economic supervision of operators, in April the validity of the LKIA insurance policy for the operations in PIA was confirmed. The Aviation Liability Policy covers the period 4 April 2020 - 3 April 2021 and has a coverage of EUR 100,000,000 for each case and in the aggregate in relation to liability for products.

### **Approval of the Incentive Programme for PIA “Adem Jashari” LKIA**

On 22 May 2020, the Acting Director-General issued the Decision 06/ZDP/VE/2020 approving the Incentive Programme for PIA “Adem Jashari” for the period 22 May 2020 until 26 March 2022. The ICAER Department has evaluated in details the incentive draft programme submitted by LKIA on 12 February 2020 and recommended its approval after receiving the opinions of airlines, as provided by Regulation No. 03/2015 of the CAA on airport charges. The Incentive Programme 2020-2022 contains the following incentives: incentives for the development of new destinations, incentives for the development of additional frequencies and incentives for aircraft stationing.

- **Review of LKIA proposal for uniform reduction of aeronautical charges**

On 2 June 2020, LKIA submitted to the CAA for approval a proposal to apply a uniform relief measure to all airlines as a way to address the deep traffic drop as a result of the pandemic. This mitigation measure consisted of a reduction of aeronautical charges for all airlines from the moment of lifting the restriction of commercial air operations in PIA until the end of the winter season 2020/2021. The purpose of this proposal was for the airlines and the airport to jointly overcome the operational and financial impacts caused by the pandemic.

After reviewing the request of LIMAK, which was a letter and did not provide other necessary information required by Regulation 03/2015, CAA has asked the airport management body to bring evidence of airlines requests to LKIA to provide mitigation measures to overcome the financial crisis caused by the pandemic, evidence of user consultation, the impact of traffic mitigation measures and the impact of the mitigation measure on the LKIA financial sustainability.

The operator has not responded to the CAA request dated 23 July 2020 for the submission of additional documentation, therefore the Director of ICAERD has notified the Director-General that the deadline for review by ICAERD has expired.

- **Economic supervision of ANSA**

Pursuant to CAA Regulation No. 03/2016 laying down a common charging scheme for air navigation services, ANSA annually proposes to the CAA for approval of a terminal unit charge rate applicable to the following year. In order to evaluate the ANSA's proposal for determination of a terminal unit charge for 2021, the CAA in addition to the second reporting (because the first reporting was postponed due to the situation created by the pandemic) received by ANSA additional documents required during the year. After the aviation economic regulation officers have analysed all documents submitted by ANSA for 2021, they have recommended to the CAA Director-General the issuance of Executive Decision No. 10/ZDP/VE/2020 setting a terminal unit charge in the Republic of Kosovo in the amount of EUR 407, respectively to remain the same with 2020, starting from 1 January 2021, valid for one year. This value set by CAA is less than that proposed by ANSA (EUR 495.58). Under the assumption that the terminal services units will increase by 5% in 2021 compared to 2020, this charge is expected to bring revenues of approximately EUR 4.27 million to ANSA.

The navigation terminal charge is levied on airlines by ANSA for terminal air navigation services that it provides in the airspace of the Republic of Kosovo. HungaroControl will continue to provide services to aircraft that overfly Kosovo, the revenues for this service therefore go to the Hungarian air navigation service provider. While setting aeronautical charges, CAA takes care to approve only eligible and necessary costs to provide service in accordance with the applicable regulation in order to protect passengers' interest and airport competitiveness.

It should be taken into account that this charge is significantly higher than in the regional countries: Albania 235.67 EUR, Croatia 241.33 EUR and North Macedonia about 271.80 EUR. This is because ANSA has the only source of funding for this charge, while for the providers in the region the largest revenues are from the unit overpass charge that they collect for the air navigation services they provide in the upper airspace.

In terms of the economic oversight of the operators, the validity of LKIA insurance policy dated 11 December 2019 has been confirmed. The aviation liability insurance policy covers the period 1 April 2020 – 31 April 2020 and has a coverage of EUR 200,000,000 for each case and in aggregate in relation to liability for products, whereas EUR 20,000,000 million for personal injury.

- **Economic oversight of groundhandling service providers**

There are two groundhandling service providers operating in PIA, which have been approved by the CAA for this purpose: PIA "Adem Jashari" operator LKIA, as a provider of a wide range of services (passenger services, luggage processing, aircraft

groundhandling, etc.) as well as the company “Ex-Fis”, which supplies aircraft with fuel. Both operators are under constant oversight by the CAA for the maintenance of safety and economic criteria.

Ground handling service providers:

In an effort of the CAA to implement Regulation 04/2011 on ground handling providers, as the Director of the CAA to clarify the situation regarding the opening of the market, I met with stakeholders and sent several letters to the Public Private Partnership Committee as an inter-ministerial group and I have asked the PPP Committee to support the market opening process as it is in the public interest, but also of the Airport itself. I have also requested an explanation for the fee applied by the Airport Management Authority to the sole operator “Ex-fis”, a fee that is not in accordance with the PPP contract, nor is the fee approved by the CAA in accordance with the Regulation.

Through the letters sent to the PPP Committee we have requested an explanation for the fee that LKIA applies to “Ex-Fis”, which amounts to €0.12, for which fee the CAA has not been informed in advance and which has not been approved by the CAA. The CAA has so far not received any response from the PPP Committee on this issue. The CAA is aware that under the PPA Agreement on PIA, Annex 11, Part B, LKIA is entitled to apply a fee of 0.02 Euros to the operator providing fuel supply services. The CAA fully respects the PPP Agreement, but considers that no additional fee can be set outside the PPP contract, which at the same time is not approved by the CAA, as the economic regulator.

- **Annual economic oversight of LKIA as a groundhandling service provider**

In 2020, the managing body of PIA "Adem Jashari" LKIA approval has been extended twice: from 1 April 2020 to 1 October and from 1 October 1 31 March 2021. After reviewing the application, it was concluded that the operator meets the requirements of Regulation No. No. 04/2011 as amended by Regulation (CAA) No. 05/2019 as a groundhandling service provider to third parties at Prishtina International Airport relating to the financial stability necessary to maintain the desired level of safety of operations.

- **Extraordinary economic oversight of LKIA as a groundhandling service provider due to pandemic**

As a result of the traffic reduction caused by the COVID-19 pandemic in PIA and the impact that this situation had on the activity at the airport, CAA has monitored during 2020 in regular quarterly periods the financial situation of LKIA as a groundhandling service provider, until the situation stabilizes, to assess whether the operator is maintaining the economic conditions under which it was approved, in accordance with Article 11.4 of Regulation No. 4/2011 on the groundhandling services amended by Regulation (CAA) No.05/2019.

In the quarterly reports of economic oversight for 2020, it was concluded that the crisis and the traffic reduction of 53% that caused it has affected the financial situation of LKIA which has started to improve in the last quarter. Profit and operation margin has fallen to -39% and -2% respectively during 2020.

The stock of available cash has increased during the last quarter of 2020, certainly after it has recapitalized or had additional financing.

CAA will continue economic oversight through the quarter until the crisis is overcome. The crisis and the traffic reduction that has caused it continue to have an impact on the financial situation of LKIA.

- **Annual economic oversight of “Ex-Fis” LLC as a groundhandling service provider**

In 2020, the approval for operator “Ex-Fis” has been extended twice: from 1 May 2020 to 31 July 2020 and from 1 August 2020 to 31 January 2021.

After reviewing the application, it was concluded that the operator meets the requirements of Regulation No. No. 4/2011 as amended by Regulation (CAA) No. 05/2019 as a groundhandling service provider to third parties at Prishtina International Airport relating to the financial stability necessary to maintain the desired level of safety of operations.

The analysis of the audited financial statements of the operator “Ex-Fis” LLC has confirmed that the company approved by the CAA for the supply of aircraft with fuel had a good financial situation during 2019, and the requirement of Regulation No. 04/2011 of the CAA as amended by Regulation (CAA) No. 05/2019 on separation of business accounts that takes place at the airport from other business activities carried out by this company.

Also, the validity of the insurance policy of “Ex-Fis” LLC has been confirmed, which has a coverage of USD 500,000,000 for each case and in aggregate in relation to liability for products and covers the period 26 May 2020 - 25 May 2021. This is another important element of economic oversight of operators in the field of civil aviation.

- **Extraordinary economic oversight of “Ex-Fis” LLC due to the pandemic**

As a result of the traffic reduction caused by the COVID-19 pandemic in PIA at the level of -53% and the impact that this situation has had on the activity of airport operators, CAA has monitored during 2020 in regular quarterly periods financial situation of groundhandling service providers, until the situation stabilizes, to assess whether the operator is maintaining the conditions under which it was approved, including economic ones, in accordance with Article 11.4 of Regulation No. 04/2011 on groundhandling services as amended by Regulation No. 05/2019.

During the quarters of 2020 “Ex-Fis” LLC, despite the crisis, is still a profitable business. While sales have declined as a result of the pandemic, especially at the



airport, costs have also decreased proportionately whereas business is described as a largely variable cost.

CAA will continue its oversight until the crisis is overcome, although it is already clear that regarding Ex-Fis LLC the greatest impact of the crisis has passed but the operations at the airport are still running at a loss. For the time being, there are no specific issues to be highlighted.

## **8.10        *LEGISLATIVE ACTIVITY***

Based on the competencies vested by Law No. 03/L-051 on Civil Aviation, CAA is authorised to issue bylaws for implementation of the Law on Civil Aviation, transposing international civil aviation standards (known as Standards and Recommended Practices "SARP" of the Annexes to the International Convention on Civil Aviation Chicago Convention) and for the implementation of EU legislation in the field of civil aviation, in terms of ECAA Agreement and others, which are applicable to EU countries, but that have not yet officially become part of this Agreement

CAA applies the EU legislation in full compliance with the provisions of the Kosovo Government Administrative Instruction No. 3/2013 on standards for the drafting of normative acts. This implies, inter alia, that each draft regulation drafted by the CAA, which applies an EU bylaw, passes through the procedure of approval by the Ministry of European Integration before being signed by the Director-General.

### **a) Bylaws**

CAA applies transparent procedures during the issuance of bylaws in compliance with CAA Administrative Instruction No. 1/2012 on public consultation procedures. All CAA bylaws are subject to public consultation by stakeholders. This consultation follows the procedures and time limits provided, during which each stakeholder, whether natural or legal person, has the right to give comments, suggestions or require additional information from the CAA structures that bring a draft bylaw for public consultation. The form of receiving these comments/suggestions from stakeholders can be organised in the form of roundtables, depending on the number of interested persons, or through electronic correspondence. Following the completion of the public consultation process, the CAA structures are required within two weeks to prepare a report which provides answers to the comments received and explains the reasons for accepting or rejecting suggestions to amend the provisions of draft bylaws subject of public consultation

The publication of CAA bylaws is done on the electronic platform of the Official Gazette of the Republic of Kosovo as well as on the official CAA website.

The following are the bylaws, which were issued during 2020:

- Regulation (CAA) No. 01/2020 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Regulation (CAA) 07/2012, Regulation (CAA) 03/2016, Regulation (CAA) 15/2010 and Regulation (CAA) 08/2017.
- Regulation (CAA) No. 02/2020 laying down airspace usage requirements and operating procedures concerning performance-based navigation;
- Regulation (CAA) No. 03/2020 amending Regulation (CAA) No. 12/2015 establishing the Community list of air carriers which are subject to an operating ban or operational restrictions within the Republic of Kosovo;
- Regulation (CAA) No. 04/2020 on the conditions and methods of transporting dangerous goods by air;
- Regulation (CAA) No. 05/2020 on common rules in the field of civil aviation and the establishing the European Union Aviation Safety Agency, and amending Regulation No. 10/2015 and repealing Regulation (CAA) No. 11/2009, Regulation (AAC) No. 03/2009 and Regulation (CAA) No. 6/2009;
- Regulation (CAA) No. 06/2020 on the conditions and method of use of paragliders and hang-gliders;
- Regulation (CAA) No. 07/2020 on professional training for the duties of importance to the safety of aerodrome operations and certification of the professional training organizations;
- Regulation (CAA) No. 08/2020 laying down detailed rules for the operation of sailplanes pursuant to Regulation (CAA) No. 05/2020;
- Regulation (CAA) No. 09/2020 on laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight. The Regulation was signed by the Director-General on 31 December 2020

The following draft regulations have also been drafted:

- Draft Regulation (CAA) No. XX/2021 amending and supplementing Regulation No. 01/2017 on Unmanned Aircraft Systems (UASs);

- Draft Regulation (CAA) No. XX/2021 on the medical capacity of aviation personnel who are subject to exemption by Regulation (CAA) No. 05/2020;
- Draft Regulation of CAA No. XX/2021 amending Regulation (CAA) No. 15/2017 on additional airworthiness specifications for a given type of operations;
- Draft Regulation (CAA) No. XX/2021 amending Regulation (CAA) No. 01/2019 regarding the requirements of air operations for sailplanes and electronic flight bags;
- Draft Regulation amending Regulation No. 05/2013 on the entry into force of the latest edition, namely the 16<sup>th</sup> edition of Annex 15, to repeal or amend Regulation No. 05/2013.

The draft regulations listed above are expected to enter into force during 2021.

#### **b) Administrative Directions, Executive Decisions and Administrative Decisions**

The following is a list of executive and administrative decisions issued by the CAA Director-General in 2020:

##### **Administrative Directions**

- Administrative Direction (CAA) No. 1/2020 on measures to reduce the risk of spreading the COVID-19 virus.
- Administrative Direction (CAA) No. 2/2020 on the preparation of airports to resume normal operations and the implementation of the COVID-19 aviation health safety protocol.
- Administrative Direction (CAA) No. 3/2020 on preparations of aerodromes to resume to normal operations, provision of groundhandling services at airports and the implementation of the Covid-19 aviation health safety protocol;
- Administrative Direction (CAA) No. 04/2020 on complying with working hours;
- Administrative Direction (CAA) No. 5/2020 on aircraft operations with higher code letter

##### **Administrative Instructions**

- Administrative Instruction (CAA) No. 01/2020 amending and supplementing the Administrative Instruction No. 2/2011.

## **Executive Decisions and Administrative Decisions**

The following is a list of executive and administrative decisions issued by the CAA Director-General in 2020:

### **Executive Decisions**

1. Decision 01/ZDP/VE/2020, dated 30 January 2019 on extension of the term for Ex-Fis as a groundhandling service provider in PIA for fuel supply;
2. Decision 02/ZDP/VE/2020, dated 08 March 2020 on suspension of flights from Northern Italy due to COVID-19;
3. Decision 03/ZDP/VE/2020, dated 08 March 2020 on extension of the term for LKIA as a provider of groundhandling services in PIA.
4. Decision No. 2020/01/94, dated 27 March 2020 on conditional pre-approval "Invious Group" LLC;
5. Decision 04/ZDP/VE/2020, dated 01 April 2020 on issuance of conditional pre-approval for engagement in groundhandling service activities for third parties in PIA for the service category with fuels and oils;
6. Decision 05/ZDP/VE/2020, dated 22 April 2020 on extension of approval for the provision of groundhandling services of fuel supply to PIA;
7. Decision 06/ZDP/VE/202022, dated 22 May 2020 on approval of the Incentive Programme 2020-2022 for PIA "Adem Jashari";
8. Decision 07/ZDP/VE/2020, dated 29 July 2020 on extension of the approval for Ex-Fis for provision of groundhandling services of fuel supply;
9. Decision 08/ZDP/VE/2020, dated 14 September 2020 on authorization of the Center of Occupational Medicine in Gjakova as AeMC;
10. Decision 09/ZDP/VE/2020, dated 29 September 2020 on extension of the term of LKIA for the provision of groundhandling services.
11. Decision 10/ZDP/VE/2020, dated 24 December 2020 on terminal charges for ANSA for 2021.

### **Administrative Decisions**

1. Decision 01/2020, dated 06 January 2020, amending Decision 51/2019 and 54/2019 related to the Restructuring Commission;
2. Decision 02/2020, dated 06 January 2020 on the appointment of the commission for negotiating the extension of the lease contract;

3. Decision 03/2020, dated 16 January 2020 on the appointment of members of the Disciplinary Committee;
4. Decision 04/2020, dated 17 January 2020 on the appointment of the person responsible for the square stamp;
5. Decision 05/2020, dated 17 January 2020 on the appointment of the person responsible for the circular stamp;
6. Decision 06/2020, dated 17 January 2020 on the appointment of the person responsible for the small stamp;
7. Decision 07/2020, dated 17 January 2020 on the appointment of the Commission for unique classification marks of documents and the term of their storage in the CAA;
8. Decision 08/2020, dated 24 January 2020 on the appointment of the third member of the Disciplinary Committee;
9. Decision 09/2020, dated 24 January 2020 on appointment of the Commission for alienation/destruction;
10. Decision 10/2020, dated 27 January 2020 amending Decision No. 09/2020;
11. Decision 11/2020, dated 28 January 2020 on the appointment of the Commission for drafting technical specifications;
12. Decision 12/2020, dated 30 January 2020 on the appointment of members of the Dispute Resolution and Complaints Committee (DRCC);
13. Decision 13/2020, dated 05 February 2020 on the appointment of the third member of the Commission for Review of Administrative Fines;
14. Decision 14/2020, dated 14 February 2020 on the establishment of the Commission for the evaluation of groundhandling service applications;
15. Decision 15/2020, dated 19 February 2020 on appointment of the third member of the Dispute Resolution and Complaints Committee;
16. Decision 16/2020, dated 24 February 2020 on the appointment of the third member of the Disciplinary Committee;
17. Decision 17/2020, dated 27 February 2020 on the appointment of the third member of the Dispute Resolution and Complaints Committee;
18. Decision 18/2020, dated 10 March 2020 on the appointment of the Commission for the selection of the leased facility;
19. Decision 19/2020, dated 10 March 2020 on the appointment of the third member of the DRCC;
20. Decision 20/2020, dated 12 March 2020 on the appointment of the third member of the DRCC;
21. Decision 21/2020, dated 19 March 2020, for the assignment of essential staff in emergency situations.
22. Decision 22/2020, dated 23 March 2020, for the use of mobile and fixed telephony;

23. Decision 23/2020, dated 24 April 2020 on abrogation of Decision under ref. no. 51/2019 and Decision under the3 ref. no. 54/2019;
24. Decision 24/2020 dated 30 April 2020 on the appointment of the Commission for review of administrative violations;
25. Decision 25/2020, dated 04 May 2020 on the appointment of the person responsible for the circular seal;
26. Decision 26/2020, dated 04 May 2020 on the appointment of the person responsible for the square stamp;
27. Decision 27/2020, dated 07 May 2020 on the appointment of members for drafting technical specifications for the procurement activity "Supply with hygienic material";
28. Decision 28/2020, dated 14 May 2020 on the appointment of the commission for recording assets/equities and documents in the office of the Director-General;
29. Decision 29/2020, dated 15 May 2020 on the appointment of the public communications officer and the responsible official for the review of the requests for access to official documents;
30. Decision 30/2020, dated 18 May 2020 on the annulment of the CAA Internal Regulation;
31. Decision 31/2020, dated 20 May 2020 on the abrogation of the Decision under the ref. no. 14/2020;
32. Decision 32/2020, dated 27 May 2020 on the correction of the Decision under the ref. no. 29/2020;
33. Decision 33/2020, dated 09 June 2020 on the appointment of the Secretariat of the Disciplinary Committee;
34. Decision 34/2020, dated 09 June 2020 for the appointment of the third member of the Disciplinary Committee;
35. Decision 35/2020, dated 09 June 2020 on the appointment of the Acting Director of the Air Navigation Services Department;
36. Decision 36/2020, dated 09 June 2020 amending the Decision under the ref. no. 12/2020;
37. Decision 37/2020, dated 09 June 2020 for the appointment of the third member of the DRCC;
38. Decision 38/2020, dated 09 June 2020 on the appointment of the Secretariat of the DRCC;
39. Decision 39/2020, dated 10 June 2020 on the abrogation of the Decision under the ref. no. 26/2020;
40. Decision 40/2020, dated 10 June 2020 on the appointment of the person responsible for the exercise of the duties of the Personnel;

41. Decision 41/2020, dated 25 June 2020 amending the Decision under the ref. no. 34/2020;
42. Decision 42/2020, dated 29 June 2020 on the Commission for handover of the work of the acting Director of Human Resources;
43. Decision 43/2020, dated 07 July 2020 on the replacement of the third member of the Disciplinary Committee;
44. Decision 44/2020, dated 13 August 2020 on supplementing the job description of the airworthiness inspector;
45. Decision 45/2020, dated 19 August 2020, for supplementing the job description of the Chief Financial Officer;
46. Decision 46/2020, dated 26 August 2020 on the appointment of the chairperson of the Commission for Review of Administrative Violations;
47. Decision 47/2020, dated 31 August 2020 on the appointment of the third member of the Commission for Review of Administrative Fines;
48. Decision 48/2020, dated 02 September 2020 on replacing the third member of the Commission for review of administrative violations (due to conflict of interest);
49. Decision 49/2020, dated 04 September 2020 on the appointment of members of the Disciplinary Committee;
50. Decision 50/2020, dated 07 September 2020 on the authorization of the CAA representation in cases of execution procedure;
51. Decision 51/2020, dated 08 September 2020 on authorizing the director of FSD to sign permits for dangerous goods and SAP;
52. Decision 52/2020, dated 11 September 2020 on the replacement of the third member of the Disciplinary Committee;
53. Decision 53/2020, dated 24 September 2020 on the change of the accountability line of the official responsible for public procurement;
54. Decision 54/2020, dated 12 October 2020 on the appointment of the Non-Financial Assets Inventory Commission;
55. Decision 55/2020, dated 12 October 2020 on the appointment of the Commission for Assessment and Depreciation of Non-Financial Assets;
56. Decision 56/2020, dated 09 October 2020, amending Decision 54/2020;
57. Decision 57/2020, dated 09 October 2020, amending Decision 55/2020;
58. Decision 58/2020, dated 20 October 2020 on the establishment of the Safety Committee;
59. Decision 59/2020, dated 27 October 2020 on the establishment of the working group for drafting the CAA Regulation on internal organization;
60. Decision 60/2020, dated 04 October 2020 on authorization of the head of the human resources unit and assignment of the reporting line;

61. Decision 61/2020, dated 05, 2020 on the abrogation of Decision under the ref. no. 31/2020 on the Commission for review and verification of documentation of applications of groundhandling service providers;
62. Decision 62/2020, dated 24 December 2020 on extension of the deadline for completion of the work of the working group for compiling the draft internal Regulation.

### **c) Penalties/Complaints/Disputes**

#### ***CAA Complaints Commission***

- CAA Complaints Commission reviewed in 2020 the Complaint under the prot. no. 2020/01/59, dated 21.02.2020 against the Decision of the Commission for Review of Administrative Fines (under the prot. no. 2020/03/54\_.
- The Commission for Review of Administrative Violations of the Civil Aviation Authority (CAA) has imposed an administrative fine on the operator LIMAK Kosovo International Airport J.S.C. (LKIA), in the amount of €10,000.00 (ten thousand euro). The fine was imposed due to the findings ascertained by the CAA inspectors during the audits/inspections of LKIA in the period from 2017 to 2020.
- Disciplinary Committee: During 2020, six requests were initiated for the Disciplinary Committee which were processed and relevant decisions were taken.
- By July 2020 when the Law on Civil Servants L-149 was repealed, the Complaints Commission received five requests and all are in process according to deadlines, but due to COVID 19 four of them were closed, while one request was processed with a replacement of the chairman of the commission in June by the Acting Director-General and no legal procedure has been implemented for the establishment of the commission.
- CAA inspectors have imposed 10 administrative fines due to the unauthorized operation of unmanned handcraft systems.

Initiation of disciplinary proceedings:

Case 1: Through the official email it was reported as follows: "Today, on 07.10.2020, at 11:10, the official Mrs. N/N came to my office and physically and verbally assaulted me....." the case was initiated against two officials who were involved in this dispute.

Case 2: After reviewing the financial report, the Director General has found out that some invoices had not been issued, although this is required by Regulation No. 2/2015, these are the invoices:

1) Invoice for 2019 according to Article 15, Table 15 B, in the amount of EUR 5,000, which should have been issued in 2019 in the amount of €5,000. 2) 50% of the fee, for the continuation of the approval for LKIA J.S.C., as a provider of ground



handling services, in PIA “Adem Jashari”, in the amount of EUR 1,250.00. Ref. in Regulation 02/2015, Article 18, Table 18 A. 3) Annual fee, for 2020, for LKIA J.S.C., as a provider of ground handling services, in PIA “Adem Jashari”, in the amount of EUR 2,000.00. Ref. in Regulation 02/2015, Article 18, Table 18 A. 4) Annual fee, for 2019, for “Ex-Fis” L.L.C. as a provider of groundhandling services, in the amount of 2,000.00. Ref. in Regulation 02/2015, Article 18, Table 18 A. Disciplinary proceedings were initiated against two responsible officials N/N.

Case 3: Non-implementation of Regulation 04/2011 and opening of the market for ground handling service providers is one of the main challenges of the CAAK, a CAAK official through emails has refused to engage in efforts to implement the Regulation. In this case, a disciplinary commission for non-fulfillment of work duties was initiated. The disciplinary commission has been initiated against the responsible official N/N.

Following the initiation of proceedings in the disciplinary commission and the decisions of the disciplinary commission, the decisions of the disciplinary commission were appealed to the Independent Oversight Board for the Civil Service of Kosovo (IOBCSK), and the IOBCSK has issued decisions to reject both cases, the decisions are published on the official website [kpmshe.rks-gov.net](http://kpmshe.rks-gov.net).

The IOBCSK decisions have been implemented by the Director General in accordance with the regulation in force, however the CAA has exercised its right to sue the IOBCSK decisions in the Basic Court.

## **8.11 TECHNICAL PUBLICATIONS FOR THE INDUSTRY**

In order to support the operators in the implementation of the applicable legislation, CAA continuously issues technical publications for the civil aviation industry. In 2020, the following document was published:

On 30 November 2020, the Technical Publication, TP 32, was published, which is provided as guidance material for the preparation of an Operational Concept Document (OCD) by Air Navigation Service Providers.

Following the completion of internal drafting, quality control and approval procedures, new editions of technical publications have been published which have undergone an amendment process.

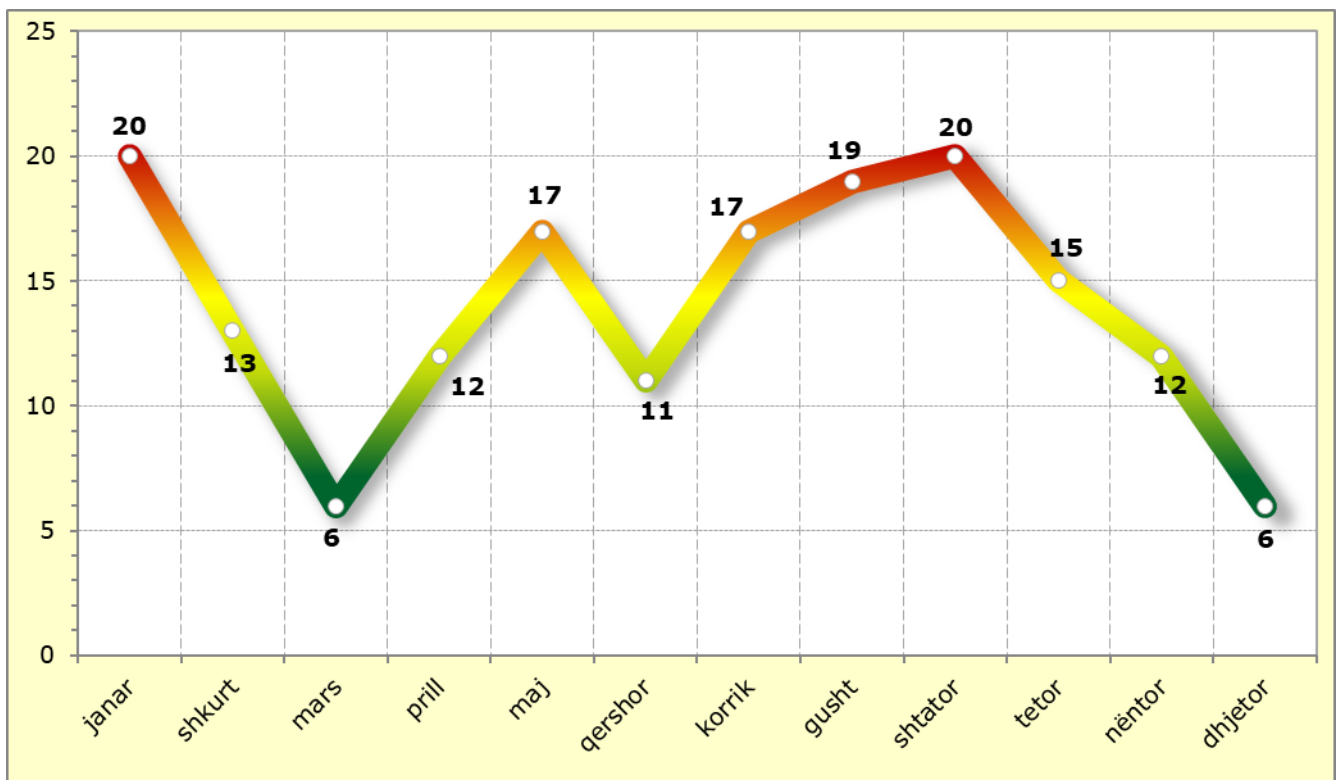
- **Publication of the Occurrence Reporting Overview**

In June 2020, CAA published the report "Occurrence Reporting Overview 2019", which summarized all occurrences reported and processed to the CAA during 2019.

According to applicable legislation in the Republic of Kosovo, "occurrence" means any event related to safety, that endangers or that may, if not corrected or addressed, endanger the aircraft, the passengers onboard or any other person, and in particular, includes serious accidents or incidents.

During 2020, a total of 168 occurrences were reported in CAA, occurrences which were categorized according to aviation elements involved in these occurrences and classified according to the severity of their impact on the safe operation of the aircraft and passengers on board. These occurrences were reported by the staff of Prishtina International Airport "Adem Jashari", Air Navigation Services Agency, KFOR, airlines and have been received by media which refer to Kosovo Police sources. "Occurrence reporting overview" contains a brief explanation of occurrence classes and categories, an analysis of statistics of occurrences reported in 2019, a more detailed description of coded occurrence categories, listing all occurrences (with their number, title and class) within each category and a detailed description of the most significant occurrences.

The Document "Occurrence Reporting Overview 2019" is available on the CAA's official website [www.caa-ks.org](http://www.caa-ks.org).



*Number of occurrences reported by months in 2019*

## **8.11 PUBLIC INFORMATION AND ACCESS TO PUBLIC DOCUMENTS**

### **a) Access to public documents**

By Decision No. 29/2020 amended by Decision 32/2020, the Acting Director-General appointed the Public Communications Officer, who is at the same time responsible for receiving and reviewing requests made by legal and physical persons for access to public documents of the CAA in accordance with Law No. 03/L-215 on Access to Public Documents.

During 2020, 1 request for access to public documents was received from journalists and it was related to an agreement, which was granted.

### **b) CAA official website**

The CAA official website is constantly updated by the staff, in order to reflect the new regulations and instructions published by CAA, as well as the latest versions of online forms that serve for application or voluntary and mandatory reporting of occurrences. Direct online reporting facilitates and encourages the procedure for reporting of aviation occurrences.

## **8.12 PROCUREMENT**

In 2020, the following procurement activities were realized. The activities are carried out by the Central Procurement Authority - the Centralized Procurement Department at the Central Level and the Procurement Department on behalf of the Contracting Authorities pursuant to Article 21/ A of LPP.

During this period, 16 service contracts were concluded by the CPA for the CAA needs as part of independent institutions.

1. Disinfection of Independent Facilities (three-month contract);
2. Translation and proofreading services;
3. Supply with hygienic material (including masks, gloves and disinfectants);
4. Supply with static office telephones;
5. Supply with laptop backpacks for CAA inspectors;
6. Supply with Information Technology equipment;
7. Deratization, disinfection and disinsection of the CAA facility;
8. Washing vehicles;
9. Supply of paper with security protection measures;
10. Supply with IT equipment;
11. Translation and proofreading services;

12. Physical security of the facility;
13. Marketing services (advertisements, commercials and information for the public);
14. Website redesign and maintenance;
15. Relocation of offices, and
16. Air conditioners servicing and maintenance.

## 8.13 FINANCIAL REPORTS

### a) Budget vs expense report

The CAA approved budget for 2020 was €979,114, and during the budget review for 2020, there were budget cuts. CAA had budgetary cuts in the economic categories according to the decisions of the Government of the Republic of Kosovo on savings and budget appropriations, as well as for the transfers and budgetary organizations reallocations for 2020 according to Decision No. 09/50 dated 21 December 2020, budgetary cuts have been made for 2020.

Following the Government decisions on savings, the CAA final budget in KFMIS for 2020 was €884,324.22, including funds received in the amount of €5,928.21, from the "BEYOND" project funded by the European Commission.

During the fiscal year 2020, CAA spent €854,870.07, which means that the realization in percentage is 97% of the final allocated budget. Table 1 presents the approved budget and expenditures incurred for each category in percentage.

Table 1 - Budget and expenditures expressed in %

Description.	Final budget in KFMIS	Expenditures	Expenditures in %
Wages and salaries	731,088.11	731,088.11	100%
Goods and services	146,250.22	118,174.16	81%
Utilities	6,985.89	5,607.80	80%
Total	884,324.22	854,870.07	97%

### b) Revenues

CAA revenues are deposited in the official bank account established by the Director of the Treasury Department at the Ministry of Finance. Revenues from the passenger safety charge for November and December 2020 are registered at the beginning of 2021, in accordance with the memorandum signed between the CAA and the PIA "Adem Jashari" operator. These revenues are transferred 45 days after the end of the month.

CAA revenues from passenger safety charges, licensing and certification fees, drones and fines pursuant to Regulation No. 2/2015 on the charges levied by the CAA are shown in Table 2 below.

Table 2 - Own revenues

Përshkrimi	Shënime	2020	2019	2018	% e totalit në 2020
		€ '000	€ '000	€ '000	
Të hyrat nga taksat 1					%
Të hyrat nga taksat 2					%
Të hyrat nga dënimet-gjobat 1		8	1	1	1%
Të hyrat nga dënimet-gjobat 2					0%
Të hyrat nga certifikimi dhe licencat 1		31	6	40	2%
Të hyrat nga tarifa për regjistrim të SPA-DRON		0	1	1	0%
Të hyrat nga shitja e pasurisë dhe shërbimeve					%
Të hyrat nga tarifa e sigurisë së pasagjerve		1,215	2,332	2,074	97%
Të hyrat nga interesi bankar					%
Të hyrat nga ndryshimet e pozicionit të kursit					%
Tarifa për akreditim					%
Të hyrat nga pasuria					%
Pranimet tjera					%
<b>Gjithsej</b>		<b>1,254</b>	<b>2,340</b>	<b>2,115</b>	<b>100%</b>

### c) Designated donor grants

In 2020, CAA has not received funds from the European Commission donation for the project “Design and procedures of flight through satellite signals”. The remaining part in the amount of €5,928.21 from 2019 has been transferred to 2020. During the reporting period, CAA had no expenditures from the project “Design and procedures of flight through satellite signals”, and the value of the donation in KFMIS is € 5,928.21.

Table 3 - Carried grants received, spent and unspent

	Përshkrimi	2020	2019	2018
	Grantet e përcaktuara të donatorëve të bartura nga viti i kaluar	5,928	5,664	4,694
Plus	Grantet e përcaktuara të donatorëve të pranuar në këtë vit		264	1,971
	<b>Totali në dispozicion për ndarje në vitin aktual</b>	<b>5,928</b>	<b>5,928</b>	<b>6,664</b>
Minus	Shuma e shpenzuar në vitin aktual			(1,000)
	<b>Shuma e mbetur për bartje 2021</b>	<b>5,928</b>	<b>5,928</b>	<b>5,664</b>

## d) Budget Expenditures

Financing of all CAA activities for 2020 according to economic classifications is presented in the tables below. Expenditures were at €854,870.07. The CAA employees are paid the base salary (including work experience) and they receive no other allowances.

Budget expenditures based on categories are presented in Table 4, the salaries in Table 5, while the budget expenditures based on activities (goods and services, and utilities) are presented in Tables 6 and 7.

**Table 4 - Statement of cash receipts and payments**

Pasqyra e pranimeve dhe pagesave të parave të gatshme për Autoritetin e Aviacionit Civil  
Për vitin e përfunduar më 31 dhjetor 2020

Shënim	2020		2019		2018	
	Llogaria e vetme e Thesarit		Llogaria e vetme e Thesarit		Llogaria e vetme e Thesarit	
	BKK	'000	BKK	'000	BKK	'000
<b>BURIMET E FONDEVE -PRANIMET</b>						
Granti qeveritar		855		922		896
Të hyrat vetanake						
Të hyrat e dedikuara						
Të hyrat nga AKP						
Grantet e përcaktuara të donatorëve						1
Klauzola e investimeve						
Fondi zhvillimor në mirëbesim						
Pranimet tjera						
<b>Gjithsej</b>		<b>855</b>		<b>922</b>		<b>897</b>
<b>SHFRYTEZIMI I FONDEVE - PAGESAT</b>						
Operacionet						
Paga dhe rroga	2	731		726		699
Mallra dhe shërbime	3	118		190		192
Shpenzime komunale	4	6		6		6
		<b>855</b>		<b>922</b>		<b>897</b>
Transferet						
Transfere dhe subvencione	5					
Shpenzime kapitale						
Prona, ndërtesa dhe pajisje	6					
Pagesa tjera	7					
<b>Gjithsej</b>		<b>855</b>		<b>922</b>		<b>897</b>

**Table 5 - Salaries**

Përshkrimi	Gjithsej Pagesat € '000	2020								Buxheti Final € '000	Krahasim %	2019	2018
		GQ	THV	THD	TH-AKP	GPD	K I	FZHM	2019			2018	
		€ '000	€ '000	€ '000	€ '000	€ '000	€ '000	€ '000	€ '000			€ '000	
Pagat neto përmes listës së pagave	604	604							604	100%	599	577	
Pagesa per sindikatë	-	-							-		-		
Pagesa neto për punë jashtë orarit	-	-							-		-		
Puntëtorët me kontratë (jo në listen e pagave)	-	-							-		-		
Tatimi ndaluar në të ardhura personale	58	58							58	100%	57	56	
Kontributi pensional-punetori	35	35							35	100%	35	33	
Kontributi pensional-punëdhënësi	35	35							35	100%	35	33	
Paga dhe rroga	731	731	-	-	-	-	-	-	731	100%	726	699	

**Table 6 - Goods and services**

Përshkrimi	2020									Krahasim %	2019	2018
	Gjithsej Pagesat € '000	GQ € '000	THV € '000	THD € '000	TH-AKP € '000	GPD € '000	K I € '000	FZHM € '000	Buxheti Final € '000		€ '000	€ '000
Shpenzimet e udhëtimit zyrtar brenda vendit	-	0							-	0%	0	0
Shpenzimet e udhëtimit zyrtar jashtë vendit	0	0							2	24%	12	12
Mediçet për udhëtime zyrtre jashtë vendit	3	3							4	83%	15	13
Akomodimi udhëtime zyrtre jashtë vendit	3	3							4	88%	15	10
Shpenzime tjera udhëtime zyrtre jashtë vendit	1	1							1	67%	3	2
Shpenzimet e telefonisë mobile	8	8							9	93%	10	10
Shpenzimet postare	0	0							0	47%	0	1
Shpenzimet për përdorimin e kabllit optik	-	0							-	0%	0	0
Shërbimet e arsimit trajnimit	7	7							10	65%	24	23
Shërbime të ndryshme intelektuale dhe këshilldhënëse	0	0							5	3%	6	22
Sherbime shtypje-jo marketing	0	0							2	13%	2	1
Sherbime kontraktuese tjera	7	7							7	99%	7	6
Sherbime teknike	2	2							2	89%	1	1
Sherbimet e varrimit	-	0								0%	0	0
Mobilje (me pak se 1000 euro)	3	3							3	100%	2	1
Telefona (me pak se 1000 euro)	0	0							0	94%	0	0
Kompiuterë me pak se 1000 euro	2	2							4	53%	4	3
Paisje tjera	1	1							2	45%	0	1
Funizim per zyre	4	4							5	83%	5	3
Funrnizim me ushqime dhe pije (jo dreka zyrtare)	1	1							2	82%	1	1
Furnizim pastrimi	2	2							3	81%	3	3
Furnizim veshmbathje	-	-								0%	1	
Akomodim	-	-								0%	0	
Nafte per ngrohje	15	15							15	100%	15	17
Derivate per gjenerator	-	-								0%	0	0
Karburante per vetura	1	1							2	60%	2	2
Regjistrim I automjeteve	0	0							0	81%	0	0
Sigurim I automjeteve	1	1							1	60%	1	1
Taksa Komunal	0	0							0	100%	0	0
Sigurim I nderteses tjera	9	9							10	93%	11	10
Mirembajtje dhe riparim i automjeteve	2	2							2	82%	3	4
Mirembajtje e nderteses	-	-								0%	-	-
Mirembajtje e teknologjis informative	0	0							1	61%	0	0
Mirembajtje e mobiljeve dhe paisjeve	0	0							0	97%	0	0
Qiraja per ndertse	42	42							42	100%	42	42
Shpenzime marketingu/informimi publik,reklama konkurse	1	1							1	99%	0	0
Dreka zyrtare	1	1							2	46%	2	1
Dreka zyrtare jasht vendit	0	0							1	59%	0	-
Donacioni nga Komisioni Evropian	-	-							6	0%	-	1
<b>Mallra dhe shërbime</b>	<b>118</b>	<b>118</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>146</b>	<b>81%</b>	<b>190</b>	<b>192</b>

Table 7 - Utilities

Përshkrimi	2020									Krahasi m	2019	2018
	Gjithsej Pagesat € '000	GQ € '000	THV € '000	THD € '000	TH-AKP € '000	GPD € '000	K I € '000	FZHM € '000	Buxheti Final € '000		€ '000	€ '000
Rryma	4	4							5	90%	5	4
Uji	0	0							0	90%	0	0
Mbeturinat	0	0							0	66%	0	0
Ngrohja Qendrore	-									0%		
Shpenzimet telefonike	1	1							1	43%	1	1
Pagesa-vendimet gjyqësore	-									0%		
<b>Shpenzime komunale</b>	<b>6</b>	<b>6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7</b>	<b>80%</b>	<b>6</b>	<b>6</b>

## e) Budget forecast/execution

Table 8 represents the revenues collected, the approved budget and its execution. As explained in Table 1 above, CAA has executed 97% of the final allocated budget.



## Table 8 - Budget Execution Report

Pasqyra e krahasimit të shumave buxhetore dhe aktuale për Autoritetin e Aviacionit Civil  
Për vitin e përfunduar me 31 dhjetor 2020

		2020				2019	2018
		Realizimi	Buxheti final	Buxheti fillestar	Varianca	Realizimi	Realizimi
		A	B	C	D=B-A	E	F
		€ '000	€ '000	€ '000	€ '000	€ '000	€ '000
<b>HYRJA E PARASË SË GATSHME</b>	<b>Shënime</b>						
Të hyrat tatimore	8	-			-		
Të hyrat jo tatimore	9	1,254			(1,254)	2,340	2,115
Të hyrat e dedikuara	10	-					
Grantet e përcaktuara të donatorëve	11	-			-	0	2
Tjera	12	-			-		
<b>Gjithsej Pranimet</b>		<b>1,254</b>	<b>-</b>	<b>-</b>	<b>(1,254)</b>	<b>2,341</b>	<b>2,117</b>
<b>DALJA E PARASË SË GATSHME</b>							
Paga dhe rroga	2	731	731	753	-	726	699
Mallra dhe shërbime	3	118	146	212	(28)	190	192
Shpenzime komunale	4	6	7	14	(1)	6	6
Transfere dhe subvencione	5	-	-	-	-	-	-
Shpenzime kapitale	6	-	-	-	-	-	-
Tjerat	7	-	-	-	-	-	-
<b>Gjithsej pagesat</b>		<b>855</b>	<b>884</b>	<b>979</b>	<b>(29)</b>	<b>922</b>	<b>897</b>

### f) Capital Investments

CAA did not have any capital expenditures in 2020.

### g) Comparative budget table for the last three years

Table 9 - Budget comparison for the last three years

Description.	Final budget			Execution		
	2020	2019	2018	2020	2019	2018
Wages and salaries	731,088.11	725.911	699.327	731,088.11	725.911	699.327
Goods and services	146,250.22	228.980	232.216	118,174.16	189.955	192.026
Utilities	6,985.89	13.738	11.238	5,607.80	5.908	5.886
<b>TOTAL</b>	<b>884,324.22</b>	<b>968.629</b>	<b>942.781</b>	<b>854,870.07</b>	<b>921.774</b>	<b>897.239</b>

### h) CAA budget for 2020

The Civil Aviation Authority of the Republic of Kosovo has made the budget request for 2020, in accordance with the terms and legal procedures of the Republic of Kosovo.

For the operation and performance of activities as planned, the CAA requested a budget of €1,875,234.96. The CAA budget request has not been approved as such.

## **8.12 AUDITS OF CAA**

- **Audit by the National Audit Office of Kosovo**

Audit for 2020 was conducted by “ETIKA Co” LLC which on behalf of the National Audit Office (NAO) audited the CAA annual financial statements for the year ended on 31 December 2019. This audit has been focused on the annual financial statements, financial management and internal control (including budget management and execution) and internal audit system. The NAO report, received in July 2020, in the overall conclusion states that CAA has designed a good system of internal control and financial management, yet a control is required when recording the assets under €1000 in the e-asset register. This year, as in the previous ones, NAO has given an “Unmodified Opinion” and confirmed that the “CAA financial statements for 2019 present a true and fair overview in all material aspects”. According to this report, budget management is performed in full compliance with the adequate principles of financial management. One recommendation regarding the non-registration of assets in the e-asset register was given in the report of the National Audit Office. CAA has implemented this recommendation immediately, and CAA immediately registered in the CAA asset register asset purchases at the end of 2019.

- **Internal Audit by the Ministry of Finance**

In 2019, CAA did not have an audit by the Internal Auditor Office of the Ministry of Finance for the year ended on 31 December 2019.

## **9. AIR TRAFFIC STATISTICS**

During 2020, PIA “Adem Jashari” served a total of 1,104,435 passengers, according to statistics collected by the LKIA operator. This number of passengers is by 53% lower than the number of passengers served at this airport in 2019 (2,373,698). This is due to the pandemic created by the COVID-19 virus, which has caused the biggest crisis in the history of aviation. However, it should be noted that despite the crisis, Pristina International Airport “Adem Jashari” has been the second most passenger frequented airport in the region, passing airports such as Zagreb, Split and Dubrovnik.

January had the highest number with a total of 183,472 passengers, followed by February with a total of 167,148, while the lowest traffic was during April, May and June with an over 95% decrease in the number of passengers compared to the same period of 2019.

During the last year, 4,651 flights were realized, or 49% less than last year. January and October were the busiest months, with 684 and 597 departures, respectively. April, on the other hand, had the fewest take-off flights, 29.

Among the destinations with the most passengers are Basel (BSL/MLH), Stuttgart, Zurich and Düsseldorf. Of the countries, in terms of general traffic from Pristina, Switzerland is the first followed by Germany, Turkey, Sweden, Austria and so on. Of the airlines, it leads Eurowings with the largest number of passengers served from Prishtina, followed by Wizzair, Air Mediterranean, EasyJet, Chair Airlines, Edelweiss, and so on.

In terms of further destinations from Pristina, New York (JFK) leads, followed by Frankfurt, Copenhagen, London (Heathrow), Chicago (O'Hare), Helsinki and Brussels.

Airfreight and mail decreased by (-38) %.

Compelled statistics can be found in Annex 3 of this report and on the CAA website: <http://caa-ks.org>

	<b>Passengers in 2020</b>	<b>Passengers in 2019</b>	<b>Difference in %</b>	<b>Difference</b>
Prishtina	1,104,435	2,373,698	-53%	(1,269,263)
Tirana	1,310,614	3,338,147	-61%	(2,027,533)
Belgrade	1,903,337	6,162,159	-69%	(4,258,822)
Skopje	710.711	2,360,400	-70%	(1,649,689)
Zagreb	924.823	3,435,531	-73%	(2,510,708)
Podgorica	343.187	1,297,365	-74%	(954.178)
Sarajevo	249.642	1,143,680	-78%	(894.038)
Ljubljana	288.235	1,721,355	-83%	(1,433,120)

*Prishtina Airport's position compared to the airports of other capitals in the region*

## ANNEX 1 - LIST OF TRAININGS

Due to the circumstances created by the COVID-19 pandemic, part of the trainings were conducted ONLINE,

- From 01-02 October 2020, the "Global reporting format implementation (GRF) on aerodromes Workshop" was held online, which was attended by the Aerodromes Department.
- From 12-16 October 2020, it was held the online training within the EASA IPA 5 Project "Groundhandling service providers: the process and development of selection criteria" offered to regional countries attended by the Aerodromes Department, ICAER Department and DRCC.
- From 14-15 October 2020, a training was held in Tirana on the "Communication and Development Programme" which was attended by 15 CAA staff.
- From 20-22 October 2020, the "Management of Changes in Major Airport Infrastructure Workshop" (via Webex) was held, by EASA, through the EASA IPA 5 project, which was attended by representatives from QSD and the Aerodromes Department.
- From 27-29 October 2020, it was held the Webinar "*Just culture across industries: Continuing to learn from each other*" provided by Eurocontrol IANS, attended by representatives from ANSA and DCS.
- On 28 October 2020, it was held the Webinar "*GEN-FUT: Network Management*" organized by Eurocontrol, IANS, attended by ANS Department.
- From 04-06 November 2020, the Officer for economic regulation of airports and air navigation services, attended the online training "*Aviation Law Insurance*" which was held by IATA.
- On 6 November 2020, representatives from ICAER attended the Annual Conference "European Air Law Association 32".
- From 16-18 November 2020, the inspector of the Flight Safety Department, attended the online training: "*IATA Infectious Substances Transport*";

- From 17 - 19 November 2020, it was held the workshop *“ATM/ANS Change Management and Assessment of changes of functional systems in ATM/ANS”*, by EASA IPA 5, attended by the ANS Department.
- The FSD inspector attended the webinar provided by Eurocontrol on the topic: *“Discover IMPACT, the integrated aircraft noise and emissions modelling platform”*.
- On 9 December 2020, CFO attended the workshop organized by the Treasury: *“Virtual meeting on the topic: Improving the performance of budget organizations and implementing the recommendations from the Annual Audit Report”*.
- From 15-17 December 2020, it was held the online training *“Sustainable development”* in air transport organized by ENAC, which was attended by representatives from GDO and the Aerodromes Department.
- ANS Department attended two other webinars *“Introduction to Airspace Management”* and *“2017/373 - Cover Regulation”*.

## ANNEX 2 - CAA ACTION PLAN FOR 2020 AND ITS IMPLEMENTATION

1. NORMALISATION OF AIRSPACE										
1	ACTIONS <i>(planned)</i>	Responsible Unit	DEADLINE				STATUS Brief Report		In Progress	
									Completed	
									Not Completed	
			Q 1	Q 2	Q 3	Q 4			Outside the CAA or externally dependent	
	1.1 Full normalization of the lower airspace for general aviation									
	1.1.1 Coordination with ANSA and Cadastral Agency on VFR maps		ANS/FSD/AGA		X	X	X			
	Preparation of VFR maps - ANSA									
	1.1.2 Map approval (after acceptance by ANSA)		ANS/FSD/AGA							
1.1.3 CAA-ICETRA Agreement (COMKFOR)		ANS/ICAER/GDO		X	X					
Delegation of lower airspace to the Kosovo authorities - COMKFOR										
2. MEMBERSHIP IN INTERNATIONAL ORGANIZATIONS										
2	2.1 Membership in ICAO									
	ACTIONS <i>(planned)</i>	Responsible Unit	DEADLINE				STATUS Brief Report		In Progress	
									Completed	
									Not Completed	
			Q 1	Q 2	Q 3	Q 4			Outside the CAA or externally dependent	
	2.1.1 Technical support to MFA in the application process for ICAO membership		GDO/ICAER		X	X	X	X		
	2.2 Membership in ICAO									

		2.2 Membership in ECAC													
2.2.1	Technical support to MFA in the application process for membership. The next steps towards membership can only begin after ICAO membership (point 1.2.4)					ICAER/GDO		X	X	X	X				
2.3 Membership in EUROCONTROL															
2.3.1	Technical support to MFA in the application process for membership. The next steps towards membership can only begin after ICAO membership (point 1.2.4)					ICAER/GDO		X	X	X	X				
3. CONCLUSION OF INTERNATIONAL AND REGIONAL TECHNICAL AGREEMENTS															
3	3.1 Conclusion of Working Arrangements with EASA														
	ACTIONS (planned)					Responsible Department		DEADLINE				STATUS Brief Report			In Progress
															Completed
															Not Completed
										Q 1 Q 2 Q 3 Q 4					Outside the CAA or externally dependent
	3.1.1	Signing of working arrangements between CAA and EASA for standardization					GDO								
	3.1.2	Signing of working arrangements between CAA and EASA for SAFA					GDO								
	3.1.3	Signing of working arrangements between CAA and EASA for ECCAIRS					GDO								
	3.1.4	Concluding cooperation agreements with civil aviation authorities in Europe and beyond					ICAER		X	X	X	X			
4. FULL IMPLEMENTATION OF REGULATORY RESPONSIBILITIES															
	4.1 Completion of secondary legislation														
								DEADLINE				STATUS Brief Report			In Progress
4	ACTIONS (planned)					Responsible Department									Completed
															Not Completed
								Q 1 Q 2 Q 3 Q 4					Outside the CAA or externally dependent		



4.1.1	Regulation on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency	CAA/QSD/MIT/AAIC				X	
4.1.2.	Draft regulation laying down common air rules and operating provisions relating to air navigation services and procedures, implementing Regulation (EU) No. 923/2012 of the European Parliament and of the Council.	ANS/FSD	X				
4.1.3.	Regulation amending Regulation No. 08/2014 on the conditions and methods of transporting dangerous goods by air	FSD/GDO		X	X		
4.1.4.	Amendment of Regulation 01/2014 on vocational training of aerodrome employees	AGA			X		
4.1.5.	Drafting the CAA Vocational Training Manual	AGA/FSD/ANS/QSD				X	
4.1.6.	Amending and supplementing the ICAER Department Manual	ICAER			X		
4.1.7.	Amending and supplementing the KMA Manual	ANS		X	X		
4.1.8.	Amending and supplementing TP-05	FSD/QSD				X	
4.1.9.	Implementation of the EC Regulation 2018/1976 "Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council"	FSD		X	X		
4.1.10.	Implementation of EC Regulation 2018/1048 "Commission Implementing Regulation (EU) 2018/1048 of 18 July 2018 laying down airspace usage requirements and operating procedure concerning performance-based navigation"	FSD		X	X		
4.1.11.	Implementation of EC Regulation 2018/1866 "Commission Implementing Regulation (EU) 2018/1866 of 28 November 2018 amending Regulation (EC) No 474/2006 as regards the list of air carriers which are banned from operating or are subject to operational restrictions within the Union"	FSD		X	X		
4.1.12.	Implementation of EC Regulation 2019/133 "Commission Implementing Regulation (EU) 2019/133 of 28 January 2019 amending Regulation (EU) 2015/640 as regards the introduction of new additional airworthiness specifications"	FSD				X	
4.1.13.	Implementation of EC Regulation 2018/1975 "Commission Implementing	FSD				X	

	<i>Regulation (EU) 2018/1975 of 14 December 2018 amending Regulation (EU) No 965/2012 as regards air operations requirements for sailplanes and electronic flight bags"</i>						
	4.1.14. Amending and supplementing the Aerodromes Department Manual	AGA				X	
	4.1.15. Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No. 677/2011	ANS				X	
	<b>4.2 Implementation of the Corrective Plan for addressing the EASA findings</b>						
	4.2.1 Implementation of the CAA Corrective Plan	ANS	X	X	X	X	
	4.2.2 Monitoring of the implementation of the ANSA Corrective Plan	ANS	X	X	X	X	
	<b>4.3 Issuance and re-validation of licenses of operator personnel and issuing permits</b>						
	4.3.1 Issuance and validation of aeronautical licenses	FSD	X	X	X	X	
	4.3.2 Issuance and validation of medical certificates	FSD	X	X	X	X	
	4.3.3 Licensing of Controllers (ongoing process)	ANS	X	X	X	X	
	4.3.4 Issuance of permits for DGR (upon request)	FSD	X	X	X	X	
	4.3.5 Registration of UAS operators	FSD	X	X	X	X	
	<b>4.4 Continuous oversight of operators and internal oversight</b>						
	4.4.1 Detailed plan of oversight activities is part of the plan for 2018, CAAK/QSD-PLN 03	AGA/ANS/FSD/ICAER/QSD					
	<b>4.5 Economic oversight of ANSA, PIA Adem Jashari LKIA and groundhandling operators</b>						
	4.5.1 ANSA Economic Oversight (Insurance Policy 2020)	ICAER	X				
	4.5.2 Economic oversight of PIA "Adem Jashari" LKIA LLC (2020 insurance policy, 2019 financial performance, 2019 audited financial reports)	ICAER		X	X	X	
	4.5.3 ANSA Financial Oversight (2019 Financial Performance Assessment, 2019 Audited Financial Statements)	ICAER			X		

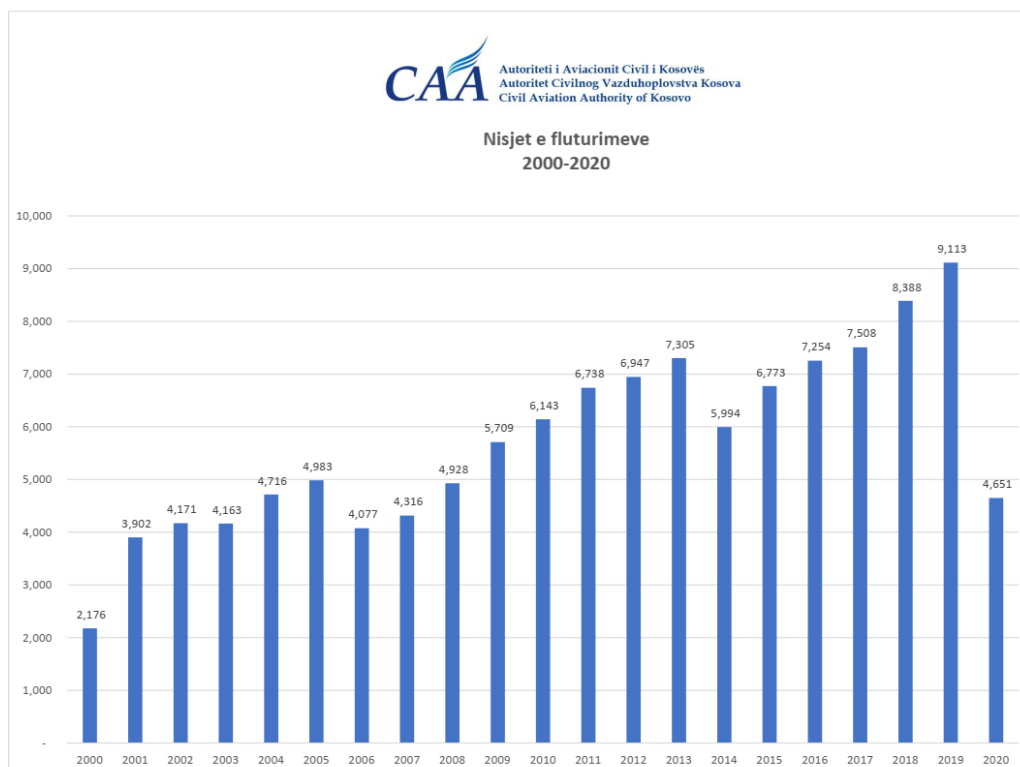
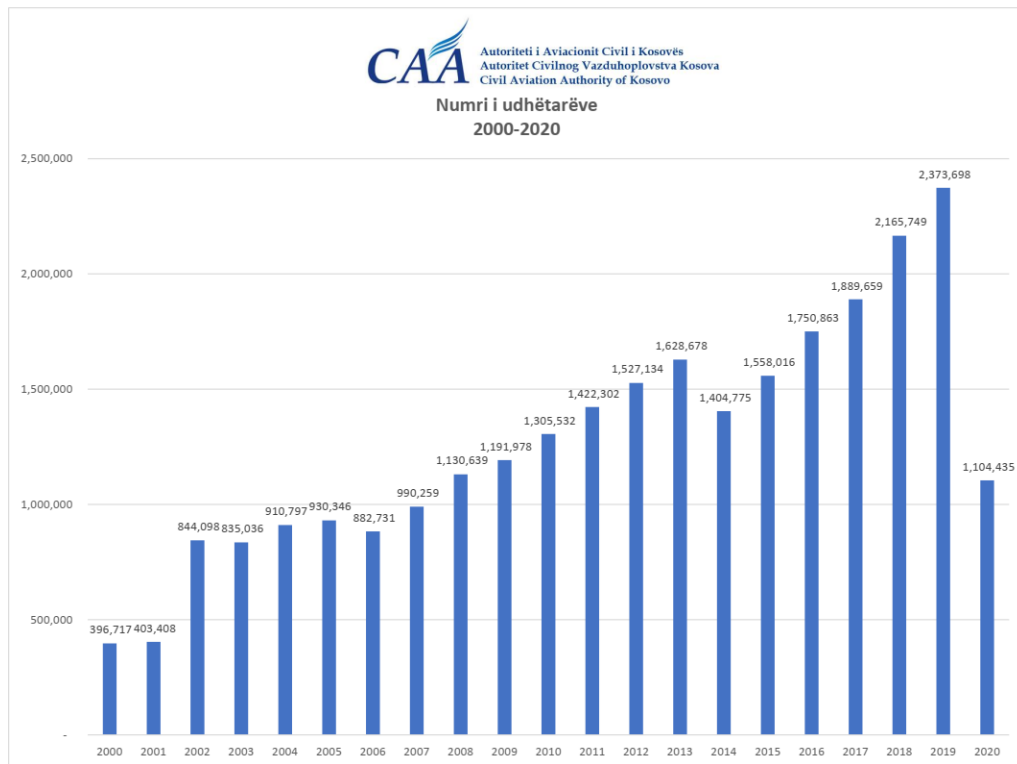
4.5.4	Economic oversight of "Ex-Fis" LLC for airport kerosene supply services (2020 risk insurance policy for groundhandling services and validity of certificates submitted, separation of financial accounts, 2019 evaluation of financial performance, 2019 financial audited statements )	ICAER		X				
<b>4.6 Internal and inter-institutional reporting</b>								
4.6.1	Consolidation of CAA Annual Report	ICAER	X					
4.6.2	Submission of the annual report to the Assembly of Kosovo	GDO	X					
4.6.3	Consolidation of CAA Annual Report	ICAER	X	X	X	X		
4.6.4	Submission of quarterly report to the Supervisory Board	GDO	X	X	X	X		
4.6.5	Reporting on European integration processes (Country Report, ECAA periodic reports, SAA Subcommittee on Transport)	ICAER	X	X	X	X		
4.6.6	Reporting to NPISAA	ICAER	X	X	X	X		
4.6.7	Submission of financial statements to MoF and OAG	CFO/GDO	X					
4.6.8	Submission of financial report to the Parliamentary Committee on Budget and Finance	CFO/GDO	X					
4.6.9	Submission of Mid-Term Expenditure Framework 2021-2023	CFO/GDO		X				
4.6.10	Annual budget planning	CFO/GDO		X	X			
4.6.11	Realization of planned revenues from the passenger safety charge	CFO/GDO	X	X	X	X		
4.6.12	Financial report of the reconciliation with the MoF every quarter	CFO	X	X	X	X		
4.6.13	Monthly financial report for GDO	CFO/GDO	X	X	X	X		
4.6.14	CHU reporting on internal and external audit report	GDOADM HR/CFO		X				
4.6.15	Preparation of LVV and submission to CHU-MoF	GDO/CFO	X					
<b>4.7 Implementation of the ECAA Agreement</b>								
4.7.1	Matrix update and notice to staff on the transposition of remaining legislation from Annex 1 ECAA	ICAER	X	X	X	X		

4.7.2	Coordination of the EC Evaluation Visit for ECAA 10-14 February 2020	ICAER	X				
<b>4.8 Approval of regulated aeronautical charges</b>							
4.8.1	Evaluation of ANSA Initial Request on Terminal Unit Charge	ICAER	X				
4.8.2	Evaluation of ANSA's second request on Terminal Unit Charge	ICAER			X	X	
4.8.3	Issuance of Administrative Decision on the value of Terminal Unit Charge in RKS for 2021	ICAER				X	
4.8.4	Evaluation of the LIMAK proposal for the Incentive Programme 2020-2022	ICAER	X	X			
4.8.5	Summary of the implementation of the Incentive Programme 2018-2020	ICAER			X		
4.8.6	Evaluation of LIMAK proposal for reduction of charges regulated by CAA by 30%	ICAER		X	X		
<b>4.9 Drafting the national strategy for the development of Civil Aviation</b>							
4.9.1	Support to the drafting of the Civil Aviation Strategy under the Multimodal Transport Strategy	ICAER/QSD	X	X	X	X	
<b>4.10 Arrangement of cooperation agreements with the state authorities for environmental protection</b>							
4.10.1	MOU with stakeholders	Deputy GDO/AGA/ANS			X		
<b>4.11 Implementation of the Regulation on the marking of obstacles, in particular, the inspection and identification of overhead power lines</b>							
4.11.1	Field inspections related to wind generator sites	AGA				X	
4.11.2	Field inspections to verify the marking of overhead power lines	AGA				X	
4.11.3	Compilation of comprehensive report based on inspections and evaluations made	AGA				X	
<b>4.12 Approval of change to PIA, extension of the runway and raising of the ILS category</b>							
4.12.1	Evaluation and approval of change application	AGA	X				
4.12.2	Evaluation and approval of the Project	AGA	X	X	X	X	
4.12.3	Evaluation and approval of safety assessments	AGA	X	X	X	X	
4.12.4	Supervision of works	AGA	X	X	X	X	
<b>4.13 The process of changing the PIA "Adem Jashari" Aerodrome Certificate</b>							

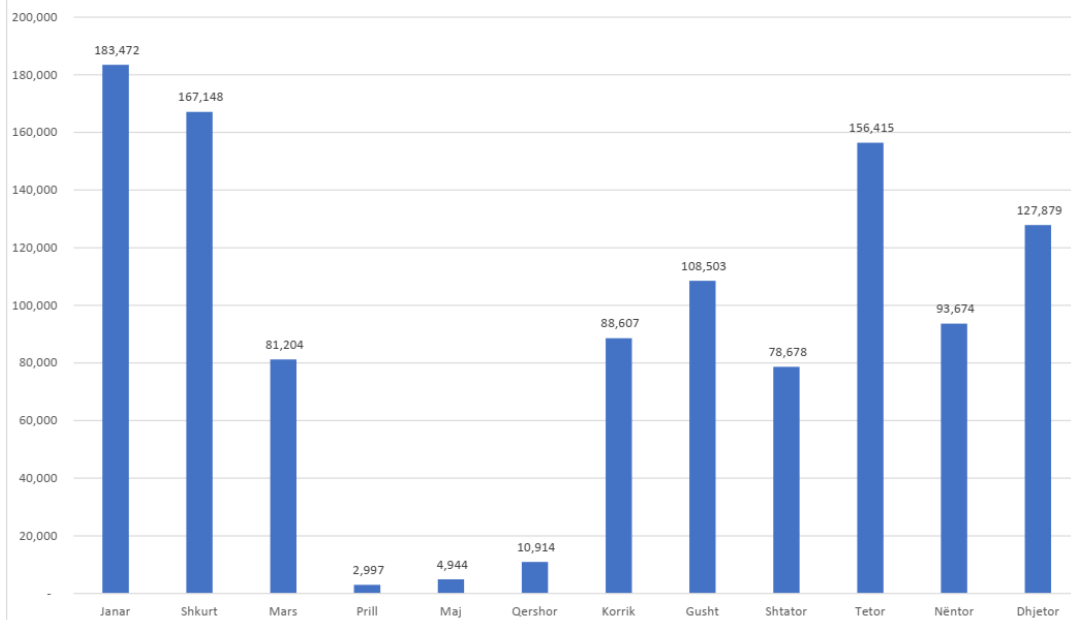
	4.13.1 Evaluation of the application and accompanying documentation	AGA				X	
	4.13.2 Comprehensive audit	AGA				X	
	4.13.3 Preparation of recommendation for certificate amendment	AGA				X	
	<b>4.14 Ongoing implementation and improvement of QMS</b>						
	4.14.1 Review of the management system in CAA and necessary supplementation/amendment pending certification	QSD and all departments			X	X	
	4.14.2 Closing the recommendations from the internal audit of QMS	QSD/all departments				X	
	4.14.3 Full harmonization of the CAA Risk Register Format with the MoF requirements	QSD/ADM	X				
	4.14.4 Review of Regulations transposing ICAO Annexes to the article requiring the publication in the PIA of "Differences" by SARPs	AGA/ANS/QSD				X	
	<b>4.15 Execution of budget expenditure according to cash flow forecasting (in %)</b>						
	4.15.1 Total execution (allocated budget expenditures)	CFO	X	X	X	X	
	4.15.2 Wages and salaries	CFO	X	X	X	X	
	4.15.3 Goods and services	CFO	X	X	X	X	
	4.15.4 Utilities	CFO	X	X	X	X	
	<b>4.16 Implementation of plans as approved by the CAA management</b>						
	4.16.1 Implementation of training plan for CAA employees (CAAK/ADM/HR-PLN 03)	HR	X	X	X	X	
	4.16.2 Implementation of the Recruitment plan (AACK/ADM/HR-PLN 04)	HR	X	X	X	X	
	4.16.3 CAA staff planning (in accordance with the Mid=Term Expenditure Framework No. 04/2014)	HR				X	
	4.16.4 Realization of updating of files in HRMIS	HR	X	X	X	X	
	4.16.5 Implementation of the procurement plan	PRO	X	X	X	X	
	4.16.6 Implementation of the asset management plan	ADM	X	X	X	X	
	<b>5 DESIGNING AND IMPLEMENTATION OF THE STATE SAFETY PROGRAMME - SSP</b>						
<b>5</b>	<b>5.1 Implementation of SSP requirements related solely to CAA</b>						

		ACTIONS <i>(planned)</i>	Responsible Unit	DEADLINE				STATUS Short Report		In Progress
										Completed
									Not Completed	
									Outside the CAA or externally dependent	
		5.1.1 Organizing the meeting of the Security Committee	QSD/GDO		X	X				
		5.1.2 Safety Council meetings in CAA	Safety Council	X	X	X	X			
		5.1.3 Organizing inter-institutional meetings (Ad-hoc groups) for preparations for the resumption of operations at the airport	DGO/Safety Committee		X	X				
		5.1.4 Analysis of ORs and drafting of the report	Working Group.	X	X					
		5.1.5 Preparation of summary lists of reported occurrences (management of the occurrence reporting system)	QSD	X	X	X	X			
		5.1.6 Civil Aviation Risk Management (Creation of the register after risk measurement by COVID 19 according to ICAO Doc. 10144)	QSD, Safety Committee and Authorized Medical Assessor		X					
		5.1.7 “Enforcement Manual” update to reflect the Regulation on Civil Aviation Fines	QSD				X			
		5.1.8 Drafting a “Security Management” Manual for the CAA	QSD				X			

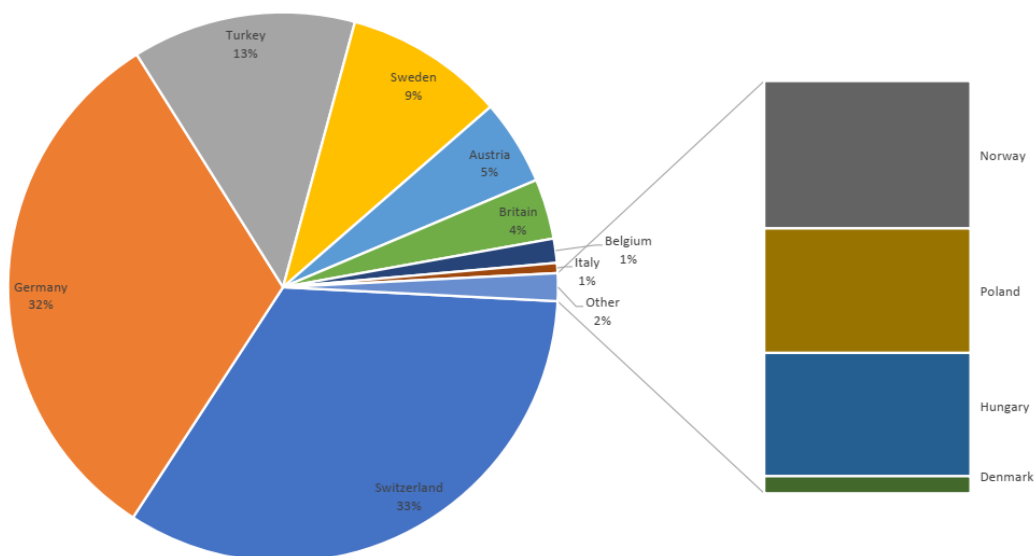
## ANNEX 3 - AIR TRANSPORT STATISTICS 2020



**Udhëtarët sipas muajit  
2020**

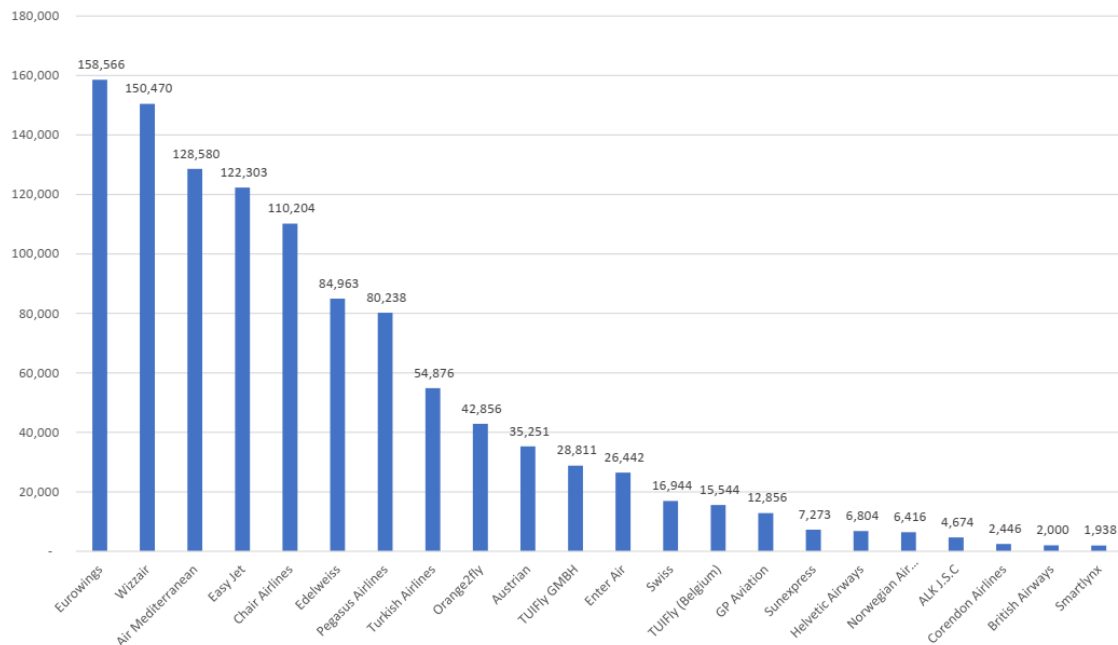


**Udhëtarët sipas shtetit  
2020**

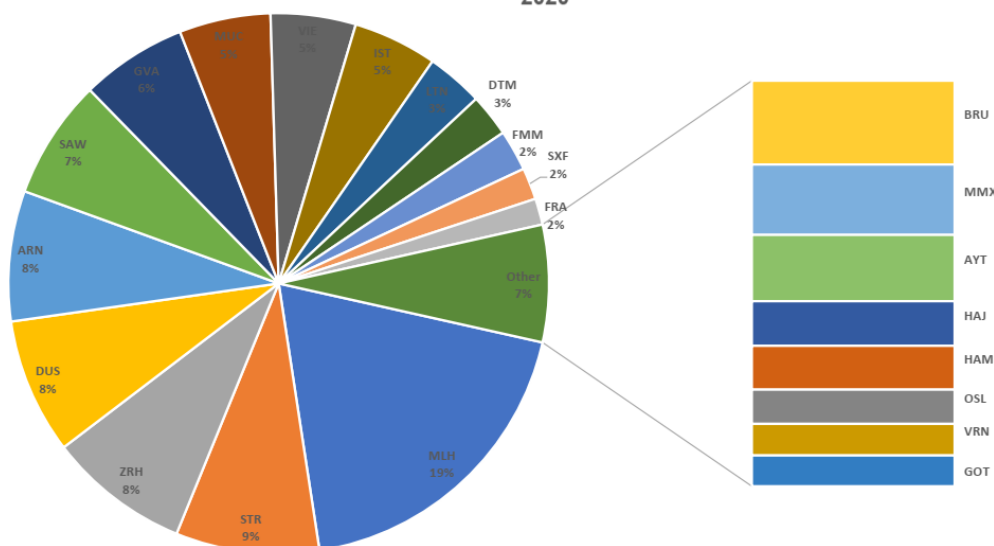




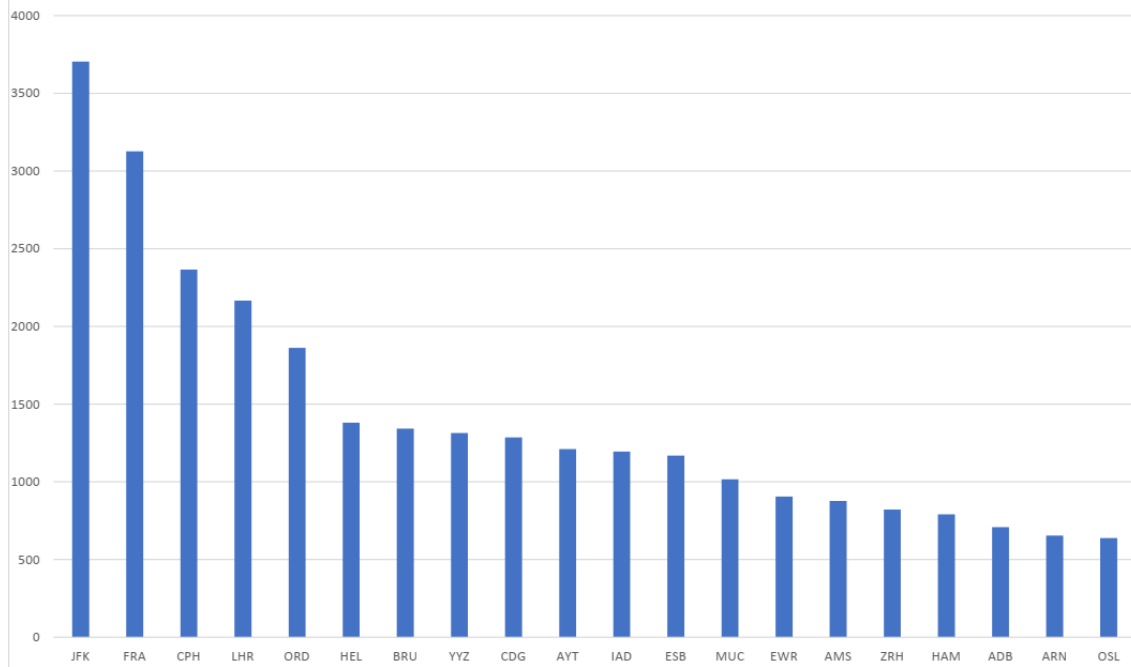
### Udhëtarët sipas aviokompanisë 2020



### Udhëtarët sipas destinacionit 2020



**Destinacionet e mëturjeshme  
2020**



**Kargo (kg)  
2010-2020**

