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COMMANDER
COMBINED AIR OPERATIONS CENTRE

Torrejón - Spain



CAOCT/CPD/2023/1805

01 December 2023

TO: See Distribution

SUBJECT: **REGULATIONS FOR AIRCRAFT OPERATING AS GENERAL
AIR TRAFFIC IN THE BALKANS REGION, VERSION 4.2**

REFERENCE(S):

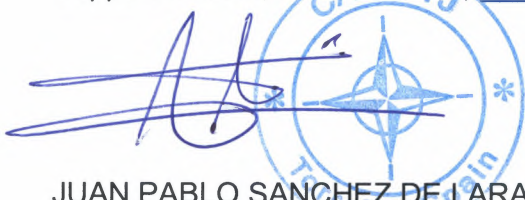
- A. United Nations Security Council Resolution 1244, dated 10 Jun 1999;
- B. Military Technical Agreement between the signing parties (KFOR, Government of the Federal Republic of YUGOSLAVIA and SERBIA), dated 9 Jun 1999;
- C. Helsinki Agreement between the signing parties (US and Russian Federation), dated 18 Jun 1999;
- D. General Framework Agreement for Peace in BOSNIA-HERCEGOVINA (Initialed by Govts of BOSNIA-HERCEGOVINA, CROATIA and the Federal Republic of YUGOSLAVIA (now MONTENEGRO and SERBIA), dated 21 Nov 1995;
- E. Agreement for the provision of NATO support to the EU for the command and control for the airspace of the Federation of BOSNIA and HERCEGOVINA, dated 10 Dec 2004;
- F. Protocol on the release of BOSNIA and HERCEGOVINA airspace - Paris, dated 20 Apr 2007;
- G. Formal agreement on NATO SFOR/KFOR flights over territory of SERBIA and MONTENEGRO (routes L608 and M867) - SG(2003)0224, dated 25 Feb 2003;
- H. Normalization of the Lower Airspace over Kosovo - signing of a Framework Agreement between COMKFOR and ICELAND, dated 10 Feb. 2020;
- I. GAT Balkan SPINS Update request to progress airspace normalization over Kosovo, dated 15 Aug 2022.

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1. The document "Regulation for aircraft operating as General Air Traffic in the Balkans region" Version 4.2 is issued by CAOC Torrejón (CAOC TJ) and provides Regulations for General Air Traffic (GAT) operations in the airspace over Kosovo and Guidance for GAT operation in the Balkans region.

2. The document "Regulation for aircraft operating as General Air Traffic in the Balkans region" (Version 4.2) is effective from 01. December 2023 and will supersede all previous versions, including "Regulation for aircraft operating as General Air Traffic in the Balkans region" Version 4.1 dated 27. Jan. 2023.

3. The POC for the document "Regulation for aircraft operating as General Air Traffic in the Balkans region" (V4.1) is CAOC TJ Combat Plans Division (CPD), Support Branch, ext. 554-8035, caoctbalkans.airmission@caoct.nato.int.



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SUMMARY OF CHANGES

DOC. VERSION	DATE	PAGE NO.	DESCRIPTION <i>(highlighted yellow)</i>
<i>version 4.1</i>	<i>Feb. 2023</i>	<i>10, 31</i>	<i>Updated email address</i>
<i>version 4.1</i>	<i>Feb. 2023</i>	<i>22</i>	<i>Updated paragraph 4.7.3.1</i>
<i>version 4.1</i>	<i>Feb. 2023</i>	<i>23</i>	<i>New paragraph 4.7.3.2</i>
<i>version 4.1</i>	<i>Feb. 2023</i>	<i>23</i>	<i>Updated paragraph 4.7.3.3</i>
<i>version 4.2</i>	<i>Nov. 2023</i>	<i>10, 31</i>	<i>Update phone number</i>
<i>version 4.2</i>	<i>Nov. 2023</i>	<i>24</i>	<i>New paragraph 4.7.3.4</i>

Using this document 'Regulations for aircraft operating as GAT in the Balkans region' V4.2 amounts to acceptance of liability as detailed in Annex A. Please read Annex A carefully.

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ABBREVIATIONS AND ACRONYMS

ABL	Administrative Boundary Line
ACC	Area Control Centre
AFTN	Aeronautical Fixed Telecommunication Network
AGL	Above Ground Level
AIC	Aeronautical Information Circular(s)
AIM	Air Traffic Flow Capacity Management Information Message
AIP	Aeronautical Information Publication(s)
AIS	Aeronautical Information Services
AIRCOM	Air Command
ALO	Airport Liaison Officer
ALRS	Alerting Service
AMSL	Above Mean Sea Level
ANS	Air Navigation Service
ANSP	Air Navigation Service Provider
APP	Approach
APOD	Air Point Of Departure
ARO	Air Traffic Services Reporting Office
ARR	Arrive or arrival
ASZ	Air Safety Zone
ATFM	Air Traffic Flow Management
ATC	Air Traffic Control
ATS	Air Traffic Services
BHACC	Bosnia and Herzegovina Area Control Centre
C/S	Call sign
CAA	Civil Aviation Authority
CAOC TJ	Combined Air Operations Centre Torrejón
COMEUFOR	Commander EUFOR
COMKFOR	Commander KFOR
CTR	Control Zone
CTA	Control Area
DCA	Department of Civil Aviation
DCT	Direct (in relation to flight plan clearances and type of approach)
DSN	Defense Switching Network
DV	Distinguished Visitors
DTG	Date Time Group
EET	Estimated Elapsed Time
ETA	Estimated Time of Arrival
EUROCONTROL	European Organisation for the Safety of Air Navigation
EUFOR	European Forces
FIR	Flight Information Region

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FIS	Flight Information Service
FL	Flight Level (in hundreds of feet)
FMU	Flow Management Unit
GAT	General Air Traffic
HUMRO	Humanitarian
IATA	International Air Transport Association
IAS	Indicated Air Speed
IAW	In accordance with
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
KFOR	Kosovo Force
MEDEVAC	Medical Evacuation
NAC	North Atlantic Council
NATO	North Atlantic Treaty Organization
NM	Nautical Miles
NOTAM	Notice to Airmen
OCC	Operations Control Centre
PRN	Pristina
POC	Point of Contact
PPR	Prior Permission Required
RNAV	Area Navigation
ROL	Release of Liability and Indemnification Agreement(s)
RVSM	Reduced Vertical Separation Minimum
SARP	Standards and Recommended Practices
SID	Standard Instrument Departure
SMATSA	Serbia and Montenegro Air Traffic Services
SPINS	Special Instructions
SSIM	Standard Schedules Information Manual
SUP	Supplement
STAR	Standard Instrument Arrival
TCP	Transfer of Control Points
TMA	Terminal Control Area
UHF	Ultra-High Frequency
UNMIK	United Nations Mission in Kosovo
UTC	Coordinated Universal Time
VFR	Visual Flight Rules
VHF	Very High Frequency
VIP	Very Important Person

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SECTION 1

GENERAL INFORMATION

- 1.1 Purpose.** This document provides Regulations for General Air Traffic¹ (GAT) operating in the airspace over Kosovo^{2 3}. It also provides guidance for procedures for GAT operating in the Balkans region, out with the airspace over Kosovo. Within this document, 'Balkans region' refers to the airspaces of Albania, Bosnia-Herzegovina, Montenegro, North Macedonia, Serbia, and the airspace over Kosovo. Users must understand that the airspace over Kosovo is still under North Atlantic Treaty Organization (NATO) responsibility. The Air Navigation Structure is in the process of normalisation that is not yet finalised. The Regulations and Guidance contained within this document are to be applied in accordance with international laws and relevant national laws, whichever is more restrictive, of each nation within the Balkans region.
- 1.2 Effective date.** This version, Version 4.2 of 'Regulations for aircraft operating as GAT in the Balkans region' will become effective 01 December 2023. Version 4.2 replaces all previous versions of JOINT ENTERPRISE/DISCRETE ENTERPRISE, Civilian, NATO military and Non-NATO military instructions (Regulations) issued by Combined Air Operations Centre Torrejón (CAOC TJ) including "Regulation for aircraft operating as General Air Traffic in the Balkans region" Version 4.1 dated 27. Jan. 2023.
- 1.3 Application.** This document contains mandatory provisions and applies to all GAT operating in the airspace over Kosovo. Strict adherence to these rules and procedures is essential. Additionally, it also provides guidance for procedures for GAT operating in the Balkans region.

¹ General Air Traffic (GAT) encompasses all flights that are conducted in accordance with ICAO rules and procedures. These may include military flights for which ICAO rules satisfy their operational requirements.

² All references relating to Kosovo throughout this document should be understood to be in the context of United Nations Security Council Resolution 1244 (1999).

³ The term 'airspace over Kosovo' includes the Kosovo Air Safety Zone (ASZ). According to the Military Technical Agreement (MTA) dated 9 June 1999, between the International Security Force ('KFOR') and the Governments of the Federal Republic of Yugoslavia and the Republic of Serbia, the Kosovo ASZ is defined as a 25-kilometre zone that extends beyond the Kosovo Province border. It includes the airspace above that 25-kilometre zone. By agreement of temporary operating procedures concerning the ASZ, in 2015 Commander Kosovo Force (COMKFOR) authorised the full relaxation of the ASZ (to 0-kilometres). The MTA remains in force and the ASZ remains a 25km zone; COMKFOR retains the right to rescind the relaxation of the ASZ and return to the provisions of the MTA.

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- 1.3.1 The Balkans region includes sovereign and international airspace regulated in compliance with International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARP), and respective national rules and procedures reflected in all applicable and relevant Aeronautical Information Publications (AIP). In addition, portions of the Balkans region may be limited to NATO/Kosovo Force (KFOR) flight operations as regulated in this document and as published in all applicable and relevant AIP for users' attention.

Note: European Union Force (EUFOR) transferred, and the Ministry of Communication and Transport of Bosnia-Herzegovina accepted, the full control of the airspace above its territory, enabling Bosnia-Herzegovina to assume all privileges and obligations resulting from the provisions of the Chicago Convention (Protocol on the release of Bosnia-Herzegovina Airspace – Paris, 20 April 2007). However, Bosnia-Herzegovina reaffirmed the right of Commander European Union Force (COM EUFOR) and EUFOR assets, as well as NATO and non-NATO assets in support of European Union operations, to free and unrestricted passage as well as to complete and unimpeded freedom of movement by air through Bosnia-Herzegovina.

- 1.3.2 Procedures to be followed within the airspace over Kosovo and at airfields inside Kosovo are issued in this document and all applicable and relevant AIP. The aeronautical data and information for the KFOR Sector, Flight Level (FL)205–FL660, is published as a Supplement (SUP) to the Hungarian AIP.
- 1.3.3 Any participating commercial/civil or military user or unit unable to comply with any provision in these Regulations should immediately notify CAOC TJ in writing, identifying the provision by paragraph number and explaining the reservations with compliance. Noncompliance with these Regulations may result in the temporary or permanent suspension of operating privileges.
- 1.4 Release of Liability and Indemnification Agreements (ROL) and Certification Rules.** HQ Air Command (AIRCOM) directs operations through CAOC TJ in support of KFOR and EUFOR operations. Commander KFOR (COMKFOR) retains the authority to temporarily suspend traffic flow, cancel or redirect flights in the airspace over Kosovo without the user's approval if events in the Balkans region require such action.
- 1.4.1 **Using this document 'Regulations for aircraft operating as GAT in the Balkans region' V4.2 amounts to acceptance of liability as detailed in Annex A.** Please read Annex A carefully.

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1.4.2 All users are responsible for ensuring that their crews are fully briefed on airspace procedures in accordance with the requirements of this document. A thorough understanding of this document is critical to the safe conduct of flight in the Balkans region. Failure to comply with this document may result in the withdrawal of Balkans region flying privileges.

1.5 Originating Unit of these Regulations. CAOC TJ has responsibility for control and currency of this document.

Contact Information for CAOC TJ at Torrejón, Spain

Public/Unclassified Telephone: +34.916.26.8035

Defence Switched Network (DSN): 554 8035

Email: caoctbalkans.airmission@caoct.nato.int

1.5.1 CAOC TJ is active during the following local times: Monday to Thursday, 07:30 to 16:00 hours; Friday, 07:30 to 13:00 hours.

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SECTION 2

GENERAL AIRSPACE INFORMATION

- 2.1 Balkans region.** The Balkans region is airspace with an Air Navigation Service (ANS) structure in which certain portions of the airspace are still under the responsibility of NATO and/or KFOR.
- 2.1.1** The ANS in the airspace over Kosovo^{1 2} from ground up to FL205 is provided by Pristina Air Navigation Service Provider (ANSP), under delegation by NATO³. This airspace consists of Control Zones (CTRs) and Control Areas (CTAs) classified as D airspace (Delta as per ICAO). Outside of CTRs and CTAs the airspace is classified as G airspace (Golf as per ICAO). See applicable and relevant AIP. A prior approval is required for GAT intending to operate in Class G airspace over Kosovo.
- 2.1.2** In April 2013 the NATO North Atlantic Council (NAC) mandated Hungary and its ANSP to act as a technical enabler in the normalisation of the airspace over Kosovo. The provision of ANS in the airspace over Kosovo, from FL205 to FL660, is provided by HungaroControl. This airspace, identified as KFOR Sector for ANS purposes only, is classified as C airspace (Charlie as per ICAO). However, as Hungary exercises no sovereign powers in the airspace over Kosovo, FL205 to FL660 will remain closed for the overflight of State aircraft.
- 2.2 Exception to ICAO Rules.** The Balkans region's airspace structure and regulations are defined per ICAO SARPs, except the 250kts Indicated Air Speed (IAS) restriction below 10000ft Above Mean Sea Level (AMSL) that does not apply to NATO military air traffic.

¹ All references relating to Kosovo throughout this document should be understood to be in the context of United Nations Security Council Resolution 1244 (1999).

² The term 'airspace over Kosovo' includes the Kosovo Air Safety Zone (ASZ). According to the Military Technical Agreement (MTA) dated 9 June 1999, between the International Security Force ('KFOR') and the Governments of the Federal Republic of Yugoslavia and the Republic of Serbia, the Kosovo ASZ is defined as a 25-kilometre zone that extends beyond the Kosovo Province border. It includes the airspace above that 25-kilometre zone. By agreement of temporary operating procedures concerning the ASZ, in 2015 Commander Kosovo Force (COMKFOR) authorised the full relaxation of the ASZ (to 0-kilometres). The MTA remains in force and the ASZ remains a 25km zone; COMKFOR retains the right to rescind the relaxation of the ASZ and return to the provisions of the MTA.

³ On 1 April 2004, KFOR delegated to UNMIK the control of Pristina airport and the terminal airspace area. In December 2005, UNMIK signed the ECAA agreement on behalf of Kosovo.

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SECTION 3

FLIGHT PLANNING AND COMMON BALKANS REGION PROCEDURES

- 3.1 Flight Plans.** Flight plans are to be filed in accordance with ICAO and European Organisation for the Safety of Air Navigation (EUROCONTROL) procedures. When able, users/aircrew are advised to file inbound and outbound flight plans at the airport of initial departure. Flight plans are to include proper Aeronautical Fixed Telecommunication Network (AFTN) addresses in accordance with (IAW) published procedures.

Note: All NATO/KFOR flights are to ensure that RMK/NATO is in Field 18 of the Flight Plan.

- 3.1.1 Flight movement messages relating to traffic into or via KFOR Sector shall be addressed as stated below in order to warrant correct relay and delivery. Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO PANS ATM, DOC 4444, Chapter 11, para 11.2.1.1. refers).

Category of flight	Route (into or via airspace)	Unit Name	Message Address
Instrument Flight Rules (IFR)	KFOR Sector	IFPU1 IFPU2	EUCHZMFP EUCBZMFP

- 3.1.2 Do not call CAOC TJ for flight planning information.

- 3.2 AIP/Aeronautical Information Circulars (AIC)/Notice to Airmen (NOTAM)/Air Traffic Flow Capacity Management Information Message (AIM).** For civil and military airports located within the Balkans region, aircrews are reminded to check and comply with all applicable and relevant AIP, AIC, current NOTAM or AIM for available Air Traffic Service (ATS) routes and altitudes. The aeronautical data and information for the KFOR Sector is published as a SUP to the Hungarian AIP. In the SUP, only differences or additional requirements to AIP Hungary are published. NOTAM for airspace above FL205 in the airspace over Kosovo^{1 2}, KFOR Sector,

¹ All references relating to Kosovo throughout this document should be understood to be in the context of United Nations Security Council Resolution 1244 (1999).

² The term 'airspace over Kosovo' includes the Kosovo Air Safety Zone (ASZ). According to the Military Technical ***Using this document 'Regulations for aircraft operating as GAT in the Balkans region' V4.2 amounts to acceptance of liability as detailed in Annex A. Please read Annex A carefully.***

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will be distributed by HungaroControl in one series, identified by the letter K.

Note: Requests concerning inclusion and/or changes to the distribution list of Hungarian NOTAM series K should be addressed to: (email) notam@hungarocontrol.hu or (AFS) LHBPYNYN.

- 3.2.1 Airspace/FL restrictions over the Balkans region are subject to change. Accordingly, users must check all applicable and relevant AIP/AIC, NOTAM and AIM for updates prior to departure.
- 3.2.2 CAOC TJ compiles the content of this document. Although CAOC TJ makes reasonable efforts to update the information contained in the present document, it makes no representations, warranties or guarantees, whether express or implied, that the content of the present document is accurate, current, complete, error-free, or fit for any particular purpose. This document does not replace current NOTAM or AIP, which should always be checked for the latest airspace and/or airway information. In the event of a conflict between this document and a current NOTAM or AIP, the NOTAM/AIP will take precedence. In any such event users are requested to inform CAOC TJ by email of the area of conflict at earliest opportunity.
- 3.2.3 Before planning and executing GAT flights in the Balkans region, relevant NOTAM and all applicable and relevant AIP are to be consulted.
- 3.3 **Call signs.** Users are to indicate designated ICAO call sign (C/S) on slot application requests to the airport. Once the slot request is approved, this C/S must be used entering, within and exiting Balkans region airspace.

Note: Call signs for hospital flight GAT/Visual Flight Rules (VFR) and Humanitarian (HUMRO) flights into airspace over Kosovo are coordinated through the Schedule Facilitation Unit at Pristina International Airport.
- 3.4 **Diplomatic Clearance.** Users are responsible for obtaining all over-flight diplomatic clearances enroute, to and within the Balkans region in accordance with standard

Agreement (MTA) dated 9 June 1999, between the International Security Force ('KFOR') and the Governments of the Federal Republic of Yugoslavia and the Republic of Serbia, the Kosovo ASZ is defined as a 25-kilometre zone that extends beyond the Kosovo Province border. It includes the airspace above that 25-kilometre zone. By agreement of temporary operating procedures concerning the ASZ, in 2015 Commander Kosovo Force (COMKFOR) authorised the full relaxation of the ASZ (to 0-kilometres). The MTA remains in force and the ASZ remains a 25km zone; COMKFOR retains the right to rescind the relaxation of the ASZ and return to the provisions of the MTA.

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commercial or national procedures, as applicable.

Note: There is an exception for only NATO-approved aircraft using the L608/M867 airway corridor below FL140/FL150 which are authorised for direct flights to Kosovo through Serbia/Montenegro.

Note: As Hungary exercises no sovereign powers in the airspace over Kosovo, FL205 to FL660, identified as KFOR Sector, will remain closed for enroute/over-flight of State aircraft.

3.5 Flight Procedures in the Balkans region.

3.5.1 Aircraft entering the Balkans region airspace, IFR GAT must comply with the following requirements:

- An approved IFR flight plan (both inbound and outbound);
- Maintain contact with the appropriate Air Traffic Control (ATC) unit on two-way radio communications;
- Monitor Ultra-High Frequency (UHF) or Very High Frequency (VHF) Guard for emergency broadcasts;
- Operational Mode 3/A with Mode C (altitude information) or Mode S transponder;
- Pilots should refer to the applicable and relevant AIP and NOTAM for the latest aeronautical information;
- Deviation from the current flight plan route or portion of it is not permitted unless fully coordinated with ATC, due to military operational flights operating in close proximity to ATS routes;
- Military aircraft and aircrew operating IAW this document will comply with national guidance on aircraft equipment systems and professional gear;
- Aircrews are to report any security or safety hazards to the appropriate authorities as soon as possible on the appropriate ATC frequencies.

3.6 Mode 3A Assignment Procedures in the Balkans region.

3.6.1 Flights in North Macedonia may be asked to select Mode 3/A as assigned by Skopje

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Area Control Centre (ACC) on request. If asked to do so, compliance with national ATC procedures is mandatory. Be aware that no traffic is allowed to use the Mode 3/A 4000 within the Skopje Flight Information Region (FIR).

- 3.6.2 Flights in Albania may be asked to select Mode 3/A as assigned by Tirana ACC on request. If asked to do so, compliance with national ATC procedures is mandatory.

3.7 Airspace Flow Management: Flight Request and Slot Allocation Procedures. The airports are the transportation agency controlling slot times for all fixed-wing airlift aircraft arriving in and departing from the Balkans region. Prior Permission Required (PPR)/Slot requests for intra-theatre flights to/from airports/landing sites are to be submitted using the request forms at Annex B2/B3. Similarly, if the user itinerary includes a mix of Kosovo and North Macedonia airports then each of the airfields must also receive the slot request application. Requests are to be typed, not hand written. Requests submitted on superseded editions, or that are unreadable or incomplete will be returned to the sender without consideration. Any request submitted without appropriate valid accompanying documentation or approval will be rejected.

3.8 Pristina International Airport Slot Allocation Procedure.

- 3.8.1 Commercial Flights. The Schedule Facilitation Unit of Pristina International Airport is responsible for the coordination and assignment of airport slots, taking into consideration airport capacity. The Unit confirms the arrival/departure times at/from Pristina International Airport and on a permanent basis will give advice on airport capacity to commercial air carriers, and HUMRO flights for which a permit has been issued by the Department of Civil Aviation (DCA).

The exchange of messages shall be done as per International Air Transport Association (IATA) Standard Schedules Information Manual (SSIM).

Note: Slot requests/Schedule Movement Advice for commercial air carriers into Pristina International Airport shall be submitted as per IATA SSIM Messages. Additionally, requests through form Annex B2 of this document are accepted and will be processed.

- 3.8.2 Military Flights. The Schedule Facilitation Unit of Pristina International Airport in coordination with KFOR Air Point of Departure (APOD) Flight Operations Officer will assign arrival/departure (slot times) for military flights.

Note: Slot requests for military flights are to be submitted through the Slot Request *Using this document 'Regulations for aircraft operating as GAT in the Balkans region' V4.2 amounts to acceptance of liability as detailed in Annex A. Please read Annex A carefully.*

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Form at Annex B of this document.

3.9 Airspace Flow Management: Flight Request and Slot Allocation Procedures for Skopje International Airport.

3.9.1 Inquiries should be directed to the Skopje Airport manager, see Annex B2. All flight activities are handled directly by Skopje Airport Operations.

3.10 Air Traffic Flow Management: Flight Request and Slot Allocation Procedures for Bosnia-Herzegovina.

3.10.1 Flight Request and Slot Allocation Procedures in Bosnia-Herzegovina must follow the provisions of the applicable and relevant AIP/AIC/NOTAM.

3.11 Slot Time Allocations/Schedule Movement Confirmation – Conditions and Criteria for Pristina International Airport. Adherence to Air Traffic Flow Management (ATFM) (-5 +10 minutes) is mandatory for aircraft subject to ATFM. Users unable to meet both airport slot and ATFM restrictions are to contact the airport, using the change procedure, no later than the day prior to coordinate a new airport slot time. Aircraft not adhering to airport slot times may be denied landing clearance and future user requests may be subject to conditional review. Aircraft may be up to 10 minutes early or 20 minutes late on the arrival/departure times, but a late arrival should make every effort to avoid a late departure. Late arrivals are not to exceed their scheduled time on the ground.

3.12 Slot Time Allocation/Schedule Movement Confirmation – Change and Cancellation Procedure.

For schedule change or cancellation of GAT, military and HUMRO flights at Pristina International Airport, airlines and users must notify via email the Schedule Facilitation Unit with details of change or cancellation.

Schedule Facilitation Unit contact details:

Phone: +383 38 501 502 1170

Mobile: + 383 49 911 310

Email: scheduleprn@limakkosovo.aero

Website: <http://www.airportpristina.com>

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For any change to schedule which might occur on the day of operation due to weather conditions, technical problems or any operational (non-commercial) reason, before operating the flight, airlines and air users must contact Pristina (PRN) Operations Control Centre (OCC) to receive the relevant information in regard to the available capacity on the day of operation.

Contact details for PRN OCC:

Phone: +383 38 501 502 2222

Alternative Phone: +383 49 784 381

Fax: + 383 38 501 502 1323

Email: occprn@limakkosovo.aero

Website: <http://www.airportpristina.com>

Opening hours: 24h

Contact details for NATO/Military users:

KFOR Pristina Military Airport (APOD)

24/7 Duty Operations Manager:

Tel +383 (0)49 750 366 / Email: kfor.apod@gmail.com

APOD Manager:

Tel +383 (0)49 750 365 / Email: jlsgapodmgr@hq.kfor.nato.int

Deputy APOD Manager:

Tel +383 (0)49 770 296 / Email: jlsgapodmgrdeputy@hq.kfor.nato.int

3.12.1 Users should be aware that cancelled or missed flights are not subject to any automatic review. A new slot request must be submitted along with conditional accompanying authority (e.g. KFOR APOD and Civilian Aviation Authority (CAA) approval) as necessary. Carriers who fail to coordinate changes with the airport may be subject to landing and take-off clearance delays or possible denial.

3.12.2 Changes required on the day of flight should be addressed directly to the airfield

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concerned. Each airfield is authorised to approve same day slot changes and user request cancellations at its own discretion.

Note: A change to a larger aircraft type may only be approved if a slot is available.

Note: If the departure slot window is missed, any subsequent slot window on the same day for the same call sign at the same airfield will be in jeopardy. Retention or re-assignment of subsequent slot windows will be at the airport discretion.

- 3.13 Offload Facilities/Manifests.** The carrier or sponsoring agency must ensure that offload resources such as a movements team, air cargo handling equipment, and trucks meet the aircraft at the destination airport for loading/unloading. All cargo must be palletised or capable of roll-on/roll-off handling. Loose containers should not be floor-loaded. Aircraft must carry passenger/cargo manifests on all flights and should not depart any location without accurate passenger/cargo manifests on file. Manifests must be presented to the appropriate airport ground personnel on request. If a manifest cannot be provided, the aircraft will be given an airport slot time to depart without offloading.
- 3.14 Emergency and Medical Evacuation (MEDEVAC) Flights.** Airport operations should be contacted directly by telephone for the flight coordination of emergency and MEDEVAC situations requiring immediate action.
- 3.15 Very Important Person (VIP)/Distinguished Visitors (DV).** Users must include details on their slot requests of any VIP/DV being flown into an airfield. Users should specify each VIP/DV by name, rank and position in the 'VIPs on Board' column of the request (no VIP codes are to be used). In addition, users should specify on which legs of the flight the VIP/DV is arriving and departing. The airfield must be advised of updates to VIP/DV information using the slot change procedure as identified above.

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SECTION 4

**REGULATIONS FOR OPERATIONS IN THE AIRSPACE OVER KOSOVO BELOW
FL205 AND AT PRISTINA INTERNATIONAL AIRPORT**

- 4.1 Kosovo¹ Air Safety Zone (ASZ)².** The ASZ has been relaxed.
- 4.2 Kosovo Administrative Boundary Line (ABL)³.** Military flights crossing the ABL are strictly prohibited, except for flights with COMKFOR approval. All NATO/KFOR military aircraft should also refer to the NATO Balkan Airspace Control Plan.
- 4.3 ANS.** ANS are provided within the established Class D, and G airspace. Flight Information Service (FIS) and Alerting Service is provided for: all aircraft provided with air traffic control service; in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services; and any aircraft known or believed to be subject of unlawful interference.
- 4.3.1** Pristina ANSP provides Air Traffic Services in the airspace over Kosovo, from Ground to FL205. See the applicable and relevant AIP.
- 4.4 Flight Procedures for VFR-GAT in airspace over Kosovo.** Users intending to operate VFR-GAT in airspace below FL205 over Kosovo must comply with the following procedures and requirements:
- Submit the application form and the documents to CAA at least three (3) working days in advance prior to the scheduled start of operations. The application form is available on the CAA website: <https://caa.rks-gov.net/en/category/aip-en>. CAA will coordinate the request with KFOR J3 Air for approval and inform the Flow Management Unit (FMU).
 - Submit a VFR flight plan to Pristina Aeronautical Information Services (AIS) office (both inbound and outbound);

¹All references relating to Kosovo throughout this document should be understood to be in the context of United Nations Security Council Resolution 1244 (1999).

²According to the Military Technical Agreement dated 9 June 1999, between the International Security Force ('KFOR') and the Governments of the Federal Republic of Yugoslavia and the Republic of Serbia, the Kosovo ASZ is defined as a 25-kilometre zone that extends beyond the Kosovo Province border into the rest of FRY territory. It includes the airspace above that 25-kilometre zone.

³ For the purpose of the Regulations contained in this document, the term 'Kosovo Administrative Boundary Line' refers to the airspace under control and coordination of COMKFOR according to II.3.c) of the Military Technical Agreement dated 9 June 1999.

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- Two operational VHF radios on board;
- Report by radio during the period 20 to 40 minutes following the time of the last contact;
- Monitor VHF guard frequency 121.5;
- Operational Mode 3/A with Mode C (altitude information). Mode S transponder recommended;
- Pilots should refer to the applicable and relevant AIP and NOTAM for the latest aeronautical information;
- Aircrews are to report any security or safety hazards to the appropriate authorities as soon as possible on the appropriate ATC frequencies;
- When the final landing is completed anywhere in Kosovo outside Pristina CTR, ensure the flight plan is closed by calling Pristina Approach (APP) via RTF 118.175 VHF or via phone Pristina ATS Reporting Office (ARO): +383 38 595 8301 or +383 38 595 8302.

4.5 Airspace Configuration. See applicable and relevant AIP.

4.6 Pristina International Airport – BKPR.

4.6.1 Airport Information. See applicable and relevant AIP.

4.6.2 General Comments. Pilots should refer to applicable and relevant AIP and NOTAM for the latest aeronautical information.

4.6.2.1 All military and military charter flights into Pristina require PPR and slot approval from Pristina Airport SCHEDULE PRN. Military requirements at Pristina Airport will be coordinated with Pristina Airport SCHEDULE PRN and KFOR APOD Flight Operations Officer. Refer to applicable and relevant AIP for specific procedures on Pristina Airport operations.

4.6.2.2 All commercial air carrier flights into Pristina require prior approval from the pertinent Institution in Kosovo (refer to applicable and relevant AIP).

Note: NATO/KFOR military aircraft can select Pristina International Airport as an alternate airport only in accordance with Annex A to this document. Refer to Pristina International Airport Schedule Facilitation Unit (contact: +383 38 501 502 1170,

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email: scheduleprn@limakkosovo.aero). Emergency cases are excluded.

4.6.2.3 All HUMRO flights require prior approval from PRISTINA FMU and Pristina International Airport (refer to applicable and relevant AIP).

4.7 Specific Arrival/Departure procedures for Pristina International Airport.

All flights flying in or out of airspace over Kosovo shall enter/exit via the following FIXES:

4.7.1 Inbound/outbound flights via North Macedonia airspace.

For all GAT flights:

a) Entry point XAXAN fix (42°08'12.9"N 021°19'36.7"E)

Corridor with 5 Nautical Miles (NM) either side of centreline linking XAXAN FIX and PRT VOR/DME, airspace Class D, vertical limits 9500ft AMSL-FL205.

For relevant Standard Instrument Arrivals (STARs) refer to applicable and relevant AIP.

b) Exit point SARAX fix (42°05'47.9"N 020°53'41.9"E)

Corridor with 5NM either side of centreline linking PRT VOR/DME with SARAX FIX, airspace Class D, vertical limits 9500ft AMSL-FL205.

For relevant Standard Instrument Departures (SIDs) refer to applicable and relevant AIP.

4.7.2 Inbound/outbound flights via Montenegro airspace.

For military NATO/KFOR flights only:

a) Entry point MEDUX fix (42°44'53.8"N 020°01'18.1"E)

Corridor with 5NM either side of centreline, linking MEDUX FIX with PRT VOR/DME, Class G from 2000ft AGL to 9500ft AMSL and Class D from 9500ft AMSL to FL150.

Traffic inbound to Pristina will be assigned FL150 at the MEDUX transfer point.

For relevant procedures inbound to Pristina refer to applicable and relevant AIP.

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b) Exit point DOLEV fix (42°50'00.7"N 020°18'42.9"E)

Corridor with 5NM either side of centreline, linking PRT VOR/DME with DOLEV FIX, Class G from 2000ft AGL to 9500ft AMSL and Class D from 9500ft AMSL to FL150.

Traffic outbound from Pristina will be assigned FL140 at DOLEV transfer point.

For relevant procedures outbound Pristina refer to applicable and relevant AIP.

4.7.3 Inbound/outbound flights via Albania airspace.

4.7.3.1 For all GAT flights:

a) Entry point ARBER fix (42°07'49"N 020°29'51"E)

Corridor with 5 Nautical Miles (NM) either side of centerline linking ARBER FIX and PRT VOR/DME, airspace Class D, vertical limits 9500ft AMSL-FL205.

For relevant Standard Instrumental Arrivals (STARs) refer to applicable and relevant AIP.

c) Exit point KUKAD fix (42°21'08"N 020°10'53"E)

Corridor with 5 NM either side of centerline linking PRT VOR/DME with KUKAD FIX, airspace Class D, vertical limits 9500ft AMSL-FL205.

For relevant Standard Instrumental Arrivals (STARs) refer to applicable and relevant AIP.

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4.7.3.2 Inbound flights to Kukes via Kosovo airspace

For all GAT flights:

RNP Approach RWY 19 at Kukes LAKU⁴, as per AIP Albania LAKU AD 2.24-9.

a) Entry point SINNE fix (42°08'12.9"N 021°19'36.7"E)

Corridor with 5 Nautical Miles (NM) either side of centerline linking SINNE through KU501, KU502, KU503, KU504 to LAKU.

Vertical limits 4500ft AMSL – 9500ft AMSL. Class G airspace protected by a Radio Mandatory Zone (RMZ).

Flight Information Service (FIS) is provided within the RMZ. Only commercial and charter are permanently allowed to fly this procedure without prior authorization issue by KFOR.

For relevant Standard Instrumental Arrivals (STARs) refer to applicable and relevant AIP.

4.7.3.3. For military NATO/KFOR flights only:

a) KUKES Fix (42°10'03"N 020°32'33"E) is the inbound fix to Kosovo fix from Albania airspace.

It is established as a coordination point / fix for NATO/KFOR traffic coming from Albanian airspace linking KUKES with PRT VOR/DME STARs.

Note: The coordination point / fix KUKES serves also as a VFR coordination point (See "Orange 04").

b) JAKOV Fix (42°22'08"N 020°14'41"E) is the outbound from Kosovo fix to Albania airspace.

It is established as a coordination point / fix for NATO/KFOR traffic departing from

⁴ Procedure approved in according with reference "I"

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Kosovo to Albania airspace linking PRT VOR/DME SIDs with JAKOV.

4.7.3.4 For ALL GAT Flights

a) For ARR/DEP BKPR via ARBER/KUKAD the following DCTs shall be used:

- Traffic DEP Pristina via KUKAD shall file KUKAD DCT RETRA, FL115-FL195 or KUKAD DCT INLOT, FL115-FL195 with ARR LATI.
- Traffic ARR Pristina via ARBER shall file RINAV DCT ARBER, FL115-FL195.

b) Aerodrome connectivity for Pristina Airport (BKPR):

- Outbound: BKPR DCT KUKAD.
- Inbound: ARBER DCT BKPR.

4.7.4 Inbound/outbound flights via Serbia airspace.

For military NATO/KFOR flights only:

Outbound flights via PRT VOR/DME to BLC VOR/DME, inbound flight via BLC VOR/DME to PRT VOR/DME.

Corridor with 5NM either side of centreline, Class G from 2000ft AGL to 9500ft AMSL and Class D from 9500ft AMSL to FL130.

For relevant SIDs and STARs refer to applicable and relevant AIP.

4.7.5 Only NATO/KFOR flights are authorized direct flight to Kosovo through Serbia using the L608/M867 airway corridor.

Note: Montenegro and Serbia Diplomatic Clearance is not authorisation to pass through the ASZ. ASZ clearance is granted by COMKFOR by submitting Annex C, Kosovo Air Safety Zone Flight Request, to Headquarters KFOR via commercial fax +38.92.268.2127/2208 (CONFIRM RECEIPT AT VOICE NUMBER +38.92.268.2710) or NATO UNCLASSIFIED KFOR email: KFOR NU HQ J3 AIRDESK (MBJ3AIRDESK@hq.kfor.nato.int).

Note: THIS REQUEST MUST BE RECEIVED NLT 48 HOURS PRIOR TO DEPARTURE. ONCE GRANTED, AUTHORISATION WILL BE VALID FOR 24HRS ONLY.

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SECTION 5

REGULATIONS FOR ENROUTE GAT OPERATIONS IN THE AIRSPACE OVER KOSOVO FL205 AND ABOVE

- 5.1 ANS.** The provision of ANS in the airspace over Kosovo^{1 2}, from FL205-FL660, is provided by Hungary. In this airspace, identified as 'KFOR Sector' for ANS purposes only, is classified as C airspace (Charlie as per ICAO). However, as Hungary exercises no sovereign powers in the airspace over Kosovo, FL205-FL660, will remain closed for the overflight of State aircraft.

Note: The naming convention of the airspace over Kosovo, FL205 to FL660, identified as 'KFOR Sector' and associated voice C/S of 'KFOR RADAR' is used only for the provision of ANS in the airspace over Kosovo. ATS are provided by HungaroControl as the technical enabler from Budapest Air Traffic Control Centre; no NATO/KFOR military surveillance system is used for the provision of ATS.

- 5.2 Aeronautical Data.** Aeronautical data and information for the 'KFOR Sector' is published as a SUP to the Hungarian AIP. The KFOR Sector SUP to AIP Hungary is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation. The KFOR Sector SUP to AIP Hungary is published by the authority of the Hungarian National Transport Authority – Aviation Authority on behalf of COMKFOR.

- 5.3 Designation, definition of KFOR Sector.** The designated airspace is defined in an Implementation Agreement between the Government of Hungary and KFOR for the provision of ANS and other relevant activities in the designated airspace over Kosovo. KFOR Sector is identified solely for the technical and operational needs related to the provision of ANS, without prejudice to existing FIR boundaries:

¹ All references relating to Kosovo throughout this document should be understood to be in the context of United Nations Security Council Resolution 1244 (1999).

² The term 'airspace over Kosovo' includes the Kosovo Air Safety Zone (ASZ). According to the Military Technical Agreement (MTA) dated 9 June 1999, between the International Security Force ('KFOR') and the Governments of the Federal Republic of Yugoslavia and the Republic of Serbia, the Kosovo ASZ is defined as a 25-kilometre zone that extends beyond the Kosovo Province border. It includes the airspace above that 25-kilometre zone. By agreement of temporary operating procedures concerning the ASZ, in 2015 Commander Kosovo Force (COMKFOR) authorised the full relaxation of the ASZ (to 0-kilometres). The MTA remains in force and the ASZ remains a 25km zone; COMKFOR retains the right to rescind the relaxation of the ASZ and return to the provisions of the MTA.

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5.3.1 Vertically: from FL205 to FL660;

5.3.2 Horizontally: the horizontal border of the designated airspace is as identified by NATO/KFOR below:

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Point	Coordinates	Origin
P1	42 15 43.51N 021 35 26.45E	Administrative Boundary Line
OLOTA	42 13 48N 021 37 00E	ICAO Waypoint
Along line of SKOPJE FIR- BELGRAD FIR		BELGRAD and SKOPJE AIP
P2 – Intersection of SKOPJE FIR, TIRANA FIR & BELGRAD FIR	41 52 37N 020 35 37E	"Triple Point" – SKOPJE FIR, TIRANA FIR & BELGRAD FIR Intersection – based on AIP
Along line of TIRANA FIR – BELGRAD FIR		TIRANA AIP
P3	42 33 19.43N 020 04 44.13E	Point on TIRANA FIR closes to Administrative Boundary Line; TIRANA AIP
P3 Plus	42 33 20.29N 020 04 44.31E	Administrative Boundary Line
Along Administrative Boundary Line	42 33 20.29N 020 44 44.31E to P1	Administrative Boundary Line
P4	42 50 32.83N 020 22 24.54E	Administrative Boundary Line
Along Administrative Boundary Line		Administrative Boundary Line
P1	42 15 43.51N 021 35 26.45E	Administrative Boundary Line

5.4 ATS. The following types of services are provided:

- Air Traffic Control Service – to include Area Control Service;
- FIS;
- Alerting Service (ALRS).

5.5 ATS Units Address List. Refer to applicable and relevant AIP.

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- 5.5.1 Frequency Assignments. The primary operational radio frequency/channel is 133.185. The secondary operational radio frequency/channel is 126.765.

Note: 8.33kHz channel spacing above FL205 is required in KFOR Sector.

- 5.6 General Rules.** All flights entering the airspace of KFOR Sector shall be carried out in accordance with these Regulations and ICAO provisions. In the event of a conflict between this document and a current NOTAM or AIP, the NOTAM/AIP will take precedence. The air traffic rules and procedures applicable within the airspace of KFOR Sector conform with Annexes to the Convention on International Civil Aviation and to those portions, applicable to aircraft, of the Procedures for Air Navigation Services – Air Traffic Management (Doc 4444 ATM/501) and the Regional Supplementary Procedures (Doc 7030 5. Edition including amendment Nr.7) EUR part with the differences (shown in quotation marks) and additional provisions listed in these Regulations.

- 5.6.1 The minimum usable flight level in the area of KFOR Sector is FL210.

- 5.6.2 Neither enroute VFR, nor changes from IFR flight to VFR flight, are permitted with KFOR Sector.

Note: Users intending to operate VFR-GAT in airspace below FL205 over Kosovo must comply with the following procedures and requirements identified in paragraph 4.4 above.

- 5.6.3 Only Reduced Vertical Separation Minimum (RVSM) approved aircraft can operate within the airspace layer FL290-FL410 (both inclusive) of KFOR Sector.

- 5.7 Airspace Classification.** Refer to applicable and relevant AIP.

- 5.8 Radar Services and Procedures.** Refer to applicable and relevant AIP.

- 5.9 Air Traffic Flow Management (ATFM).** Refer to applicable and relevant AIP.

- 5.10 Control Area (CTA).** Refer to KFOR Sector Sup to AIP Hungary.

- 5.11 Area Navigation (RNAV) Routes.** Refer to KFOR Sector SUP to AIP Hungary.

- 5.12 Name/Code Designators for Significant Points.** Refer to KFOR Sector SUP to AIP Hungary.

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SECTION 6

INFORMATION FOR OPERATIONS AT SKOPJE INTERNATIONAL AIRPORT IN
NORTH MACEDONIA

6.1 Skopje International Airport - LWSK

Airport Information

- Website: www.airports.com.mk

Airport Liaison Officer (ALO)

- Mobile phone: +38.97.134.9295
- Email: airops.hnscc@morm.gov.mk

Civilian Airport - Slot Coordination

(available every day 0800-2000 Local time)

- Telephone: +38.92.314.8305
- Email: slotcoordinationskp@tav.aero

Ground Handling Manager

(available Monday-Friday 0800-1600 Local time)

- Telephone: +38.92.314.8732
- Alternative telephone: +38.97.231.4072
- Email: mejrem.reci@tav.aero

Duty Manager at Airport Skopje (24hours)

- Telephone: +38.92.314.8303
- Alternative telephone: +38.97.231.3995
- Email: dutyskp@tav.aero

Ramp Handling Chief

(available Monday-Friday 0800-1600 Local time)

- Telephone: +38.92.314.8690
- Alternative telephone: +38.97.040.7977

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- Email: zoran.manevski@tav.aero

Operating Centre (24hours)

- Telephone: +38.92.314.8320
- Alternative telephone: +38.97.231.3994
- Email: skp.operations@tav.aero

Fuel supplier (Makpetrol Skopje) (24hours) (Fuel is available for KFOR military aircraft)

- Telephone: +38.92.314.8345
- Email: Katerina.velkova@makpetrol.com.mk

Note: Airport Skopje ('PEAS Macedonia') handles military flights on the Main Civilian Ramp.

Note: For military flights into Skopje International Airport, if passengers are carrying weapons, the list of weapon type, serial number and ammunition must be sent (Annex D) to the ALO 24 hours prior to the mission. If requesting use of VIP Lounge, send request (Annex E) 24 hours in advance.

6.2 General Comments. All users must refer to the applicable and relevant AIP for additional information.

- All aircraft require a PPR 72 hours in advance.
- Skopje International Airport operating hours: 24hours.

Minimum ground time: - Main Ramp:
 - for aircraft C130/C160: 1 - 1½ hours;
 - for aircraft A310 (and similar) 1½ -2 hours depending on load (cargo volume).
- Slot allocation requests to be submitted to Skopje International Airport - Slot Coordination.
- Aircraft may remain overnight with prior notice to Skopje Airport Operations.

Note: At the moment (until delivery of suitable equipment) heavy cargo items over 150kg are not acceptable.

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Note: Commercial as well as military carriers must contact Civilian Airport Operations.

- 6.3 Arrival and Departure Procedures.** All users must refer to applicable and relevant AIP for specific procedures at Skopje International Airport.

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SECTION 7

INFORMATION FOR OPERATIONS IN SERBIA AND MONTENEGRO

7.1 Serbia and Montenegro Overflight Procedures.

7.1.1 Use of L608 and M867 by NATO flights. Closed airway routes L608 and M867, below FL150/FL140, are open to NATO/KFOR and EUFOR military flights only. The controlling agencies along the routes are:

- Bosnia and Herzegovina Area Control Centre (BHACC) then Sarajevo APP (below FL165) for segments of the airways within Bosnia-Herzegovina (West of OSLUD and PODOB);
- Podgorica APP for segments of the airways within Montenegro and Serbia (East of OSLUD and PODOB);
- Pristina APP for segments of the airways within Kosovo¹ (East of MEDUX and DOLEV).

7.1.2 Direct flight routing through Montenegro and Serbia for NATO/KFOR and EUFOR military flights are authorised only via the corridors defined by airways L608 and M867 from 2000ft Above Ground Level (AGL) to FL150. CAOC TJ has been designated to receive and coordinate diplomatic clearance requests with Serbia and Montenegro Air Traffic Services (SMATSA) for the use of these airways. Only military units may make these requests. For civilian charters in support of a NATO military mission, the military unit associated with the civilian charter company must make the request. Fill in all the items of the form at Annex F of this document and email as identified below:

Email: caoctbalkans.airmission@caoct.nato.int

DSN: 554-8035

Telephone: +34.916.26.8035

Note: Request must be submitted and changes are to be made no later than 5

¹ All references relating to Kosovo throughout this document should be understood to be in the context of United Nations Security Council Resolution 1244 (1999).

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working days of flight plan activation.

Note: In the final block, place the military requester's initials verifying that the requested mission is in support of NATO operations.

Note: SMATSA Belgrade requires all diplomatic clearance requests for flights transiting Podgorica Airfield to be sent to the Ministry of Foreign Affairs of the Republic of Montenegro as well as SMATSA.

Note: If Podgorica airfield is listed as a destination (ICAO: LYPG), please send a fax of Annex F to the above mentioned Ministry (fax +38.18.124.5749/telephone: +38.18.122.5954)

- 7.1.3 Do not file for a Montenegro and Serbia diplomatic clearance request through your own national channels if you intend to use the L608/M867 corridors. File only with CAOC TJ as per these instructions.
- 7.1.4 The L608/M867 corridor supports NATO air traffic to/from the airspace over Kosovo². Diplomatic clearance requests must show Pristina (or LYPR) as the departure/destination airport. Flight plans must be filed to LYPR. **No other Kosovo locations may be used with the L608/M867 corridors.** Aircraft wishing to land at another Kosovo location may coordinate with Pristina APP once inside Kosovo. When filing for the L608/M867 corridors, ensure base operations include Pristina in the address block.
- 7.1.5 Regularly scheduled Channel flights will coordinate their Montenegro and Serbia diplomatic clearance with JFC Naples J4. All other NATO aircraft must request a diplomatic clearance for Montenegro and Serbia through CAOC TJ.
- 7.1.6 All NATO flights planning to enter Montenegro and Serbia will request clearance prior to engine start. Clearance to enter Montenegro and Serbia must be obtained before

² The term 'airspace over Kosovo' includes the Kosovo Air Safety Zone (ASZ). According to the Military Technical Agreement (MTA) dated 9 June 1999, between the International Security Force ('KFOR') and the Governments of the Federal Republic of Yugoslavia and the Republic of Serbia, the Kosovo ASZ is defined as a 25-kilometre zone that extends beyond the Kosovo Province border. It includes the airspace above that 25-kilometre zone. By agreement of temporary operating procedures concerning the ASZ, in 2015 Commander Kosovo Force (COMKFOR) authorised the full relaxation of the ASZ (to 0-kilometres). The MTA remains in force and the ASZ remains a 25km zone; COMKFOR retains the right to rescind the relaxation of the ASZ and return to the provisions of the MTA.

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REGULATIONS FOR AIRCRAFT OPERATING AS GENERAL AIR TRAFFIC (GAT) IN THE
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take-off.

7.2 Flight Plan Information. In addition to standard data, flight plan will include:

- Estimated Elapsed Time (EET) for each segment along the route of flight;
- Montenegro and Serbia Diplomatic Clearance Number;
- Name of pilot in command and number of crew members;
- Category and number of passengers;
- ICAO Cargo Designator.

7.2.1 NATO Flights may operate VFR on M867 and L608 from 2000ft AGL to FL145, however, Transfer of Control Points (TCP) PODOB and GORAV must still be crossed at FL100. This, in effect, requires a standard flight plan, since there is no uncontrolled VFR flight within Montenegro and Serbia. In addition, the route of flight along M867 and L608 often requires aircraft to climb to FL100 in order to maintain the minimum 2000ft AGL restriction. Therefore, aircraft planning to fly at low altitude on these routes must provide a flight plan, a copy of which shall be submitted to Pristina ARO, indicating all points of climb and descent within Kosovo or Montenegro and Serbia and at the TCPs. Flights flown under such conditions must provide the following in the flight plan, in addition to standard data:

- All altitude change points within Kosovo or Montenegro and Serbia;
- Estimated Time of Arrival (ETA) at TCPs, and corresponding altitudes/FLs;
- ETAs at points DOLEV, MEDUX, BEDAK, MODRA, GENLU, BUNEX, PODOB and GORAV.

Note: Flight plan clearance will be obtained prior to take off. Change in any data shall take place **at least 20 minutes prior** to passing the entry TCP.

7.3 Applicable TCP and altitudes to initiate transfer.

7.3.1 Minimum crossing altitude at PODOB and OSLUD, for transfer of control between BHACC and Podgorica is FL110.

7.3.2 Flights Eastbound on M867 transfer from: BHACC to Podgorica APP at OSLUD; and from Podgorica APP to Pristina APP at MEDUX.

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- 7.3.3 Flights Westbound on L608 transfer from: Pristina APP to Podgorica APP at DOLEV; and from Podgorica APP to BHACC at PODOB.
- 7.3.4 Aircraft flying L608 into Bosnia-Herzegovina, not intending to land at Sarajevo, must plan to climb at PODOB to FL160 or above, with BHACC, to remain outside Sarajevo Terminal Control Area (TMA).
- 7.3.5 The clearance to enter Montenegro and Serbia assumes that the aircraft will be established on course, and level at the cleared altitude (FL100 minimum) at the respective TCP. If unable to meet allocated TCP time (plus/minus 3 minutes), contact Pristina Approach (L608), or Sarajevo ACC (M867) prior to entering Montenegro and Serbia airspace.

Note: Do not enter Montenegro and Serbia without clearance.

- 7.3.6 Transfer of Control shall occur at the TCP on following frequencies:
- BHACC – Lower airspace (FL100 – FL285) – Check applicable and relevant AIP;
 - BHACC – Upper airspace (FL285 – FL660) – Check applicable and relevant AIP;
 - Podgorica APP VHF - Check applicable and relevant AIP;
 - Pristina APP VHF - Check applicable and relevant AIP.
- 7.3.7 TCPs and other intersections:
- **M867** – TCP OSLUD (4328.38N 01847.14E)
Intersection GORAV (4318.29N 01904.40E)
Intersection BUNEX (4311.03N 01917.19E)
Intersection MODRA (4300.25N 01935.19E)
TCP MEDUX (4244.51N 02001.19E)
 - **L608** – TCP DOLEV (4250.02N 02018.41E)
Intersection BEDAK (4314.23N 01938.18E)

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Intersection GENLU (4321.19N 01926.36E)

TCP PODOB (4331.54N 01908.40E)

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ANNEX A

**RELEASE OF LIABILITY AND INDEMNIFICATION AGREEMENT (ROL)
REGULATIONS VERSION 4.2**

By using the air traffic control services, or information such as that contained in the 'Regulations for aircraft operating as GAT in the Balkans region', or airport facilities, or any other kind of assistance provided by NATO bodies/entities and each nation participating therein, and their officers, agents, and employees, you agree to indemnify, defend and hold harmless, the said NATO bodies/entities, nations, and their officers, agents, and employees, against any liability for any loss, injury, death, damage or cost, including reasonable legal fees, caused by acts or omissions that take place in the course of their official duties.

You understand that, as a civilian or military user, all operations landing in and/or taking off from Kosovo¹ are limited to Pristina. You further understand that the aircraft will wholly adhere to routing, altitudes, timings, and any other restrictions set by NATO, current NOTAM, AIM, CAOC TJ, KFOR and will not deviate from them.

Note: All civilian carriers, NATO military units and Non-NATO military units or commercial users must understand the rules and risks associated with flights into this airspace. Strict adherence to these procedures is critical.

¹ All references relating to Kosovo throughout this document should be understood to be in the context of United Nations Security Council Resolution 1244 (1999).

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ANNEX B

SLOT REQUEST FORMS FOR PRISTINA AND SKOPJE AIRPORTS

PRISTINA		SKOPJE	
scheduleprn@limakkosovo.aero / Commercial voice: +383 38 501 502 1170 / Commercial fax: +383 38 501 502 1323		sc@airports.com.mk / Commercial voice: +389 23 148 305	
Complete in type, email or print and fax. Handwritten forms not accepted.			
Subject: Slot Request			
In case arrival route crosses Air Safety Zone, report the ASZREQs #:			
Scheduling/Sponsoring Agency and POC:			
Carrier/Operating Unit and POC:			
Date of Mission			
Nation			
Type of Aircraft			
Call Sign			
Departure from/at	ICAO Code:	DTG UTC:	
Slot in/at	ICAO Code:	DTG UTC:	
Slot out/at	ICAO Code:	DTG UTC:	
Slot in/at	ICAO Code:	DTG UTC:	
Slot out/at	ICAO Code:	DTG UTC:	
Arrival to/at	ICAO Code:	DTG UTC:	
VIPs on Board	Rank/Title: Name:	IN:	OUT:
	Duty/Role:		
Movement type	Military UN Military Humanitarian Military Charter UN Civilian Commercial		
PAX Type:	Troops Refugees Civil Police Civilians		
Cargo Type:			
From:	Tel Nos:		
Fax Nos (INSECURE ONLY):			
Customer Email Address:			
For Airport Coord. Only:	ROL: DCA: MIL CERT: UNMIK:		

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ANNEX B1

PRISTINA AIRPORT SLOT REQUEST FORM FOR UN AND HUMRO AIRCRAFT

HUMANITARIAN (HUMRO)			
EMAIL: scheduleprn@limakkosovo.aero			
Commercial voice: +383 38 501 502 1170			
Commercial fax: +383 38 501 502 1323			
Complete in type, email or print and fax. Handwritten forms not accepted.			
Subject: Slot Request			
In case arrival route crosses Air Safety Zone, report the ASZREQs #:			
Scheduling/Sponsoring Agency and POC:			
Carrier/Operating Unit and POC:			
Date of Mission			
Nation			
Type of Aircraft			
Call Sign			
Departure from/at	ICAO Code:	DTG UTC:	
Slot in/at	ICAO Code:	DTG UTC:	
Slot out/at	ICAO Code:	DTG UTC:	
Slot in/at	ICAO Code:	DTG UTC:	
Slot out/at	ICAO Code:	DTG UTC:	
Arrival to/at	ICAO Code:	DTG UTC:	
VIPs on Board	Rank/Title: Name:	IN:	OUT:
	Duty/Role:		
Movement type	Humanitarian UN Civilian		
PAX Type: Troops Refugees Civil Police Civilians			
Cargo Type:			
From:		Tel Nos:	
Fax Nos (INSECURE ONLY) :			
Customer Email Address:			

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For Airport Coord. Only:	ROL: DCA:
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ANNEX B2

SLOT REQUEST FORM FOR COMMERCIAL FLIGHTS

PRISTINA		SKOPJE	
scheduleprn@limakkosovo.aero		sc@airports.com.mk	
Commercial voice: +383 38 501 502 1170		Commercial voice: +389 23 148 305	
Commercial fax: +383 38 501 502 1323			
Complete in type, email or print and fax. Handwritten forms not accepted.			
Subject: Slot Request			
In case arrival route crosses Air Safety Zone, report the ASZREQs #:			
Scheduling/Sponsoring Agency and POC: Carrier/Operating Unit and POC:			
Date of Mission			
Nation			
Type of Aircraft			
Call Sign			
Departure from/at	ICAO Code:	DTG UTC:	
Slot in/at	ICAO Code:	DTG UTC:	
Slot out/at	ICAO Code:	DTG UTC:	
Slot in/at	ICAO Code:	DTG UTC:	
Slot out/at	ICAO Code:	DTG UTC:	
Arrival to/at	ICAO Code:	DTG UTC:	
VIPs on Board	Rank/Title: Name:	In	Out
	Duty/Role:		
Movement Type	Military UN Military Humanitarian		
	Military Charter UN Civilian Commercial		
Pax Type: Troops Refugees Civil Police Civilians			
Cargo Type:			
FROM:		Tel Nos:	
Fax Nos (INSECURE ONLY) :			
Customer Email Address:			
For Airport Coord. Only:		ROL: DCA:	

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ANNEX B3

PPR REQUEST FORM FOR INTRA THEATRE HELICOPTERS

1	DATE OF FLIGHT:			
2	CALLSIGN: (ARR. - DEP.)			
3	N° / TYPE HELICOPTER:			
4	DEPARTURE SITE:			
5	ETA: (DTG UTC)			
6	ETD: (DTG UTC)			
7	DESTINATION SITE:			
8	REASON OF FLIGHT:			
9	PEOPLE ON BOARD:	FLYING IN	CREW:	PSNG:
		FLYING OUT	CREW:	PSNG:
10	FUEL: (Yes / No - Quantity)			
11	VIP: (Rank - Name - Position)			
12	IN CASE OF VIP:		PICK UP AT _ D	
13	OTHER INFO: (Nationality)			
14	LUNCH REQUEST FOR __ PEOPLE (Yes / No - N° __ People)			
15	REMAIN OVER NIGHT FOR _____PEOPLE (Yes / No - N° __ People)			
16	BORDER CROSSING:	INFO IN		
		INFO OUT		
17	POC: (Rank - Name - Phone No - email)			

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PPR N° :

NOTE: IN CASE OF VIP ON BOARD SPECIFY IF PICK UP (PU) OR DROP OFF (DO) IN
AIRPORT OR IN OTHER SITE:

EACH LANDING WILL OBTAIN ITS OWN PPR N° UNLESS SERIES OF LANDING WILL
BE PERFORMED USING SAME CALLSIGN.

Landing Airport Point of Contact:

Phone:

Mobile:

Other available military telephone:

Fax:

Email:

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ANNEX C

KOSOVO AIR SAFETY ZONE FLIGHT REQUEST

Request Number	ASZREQ NR.			
FROM:				
THRU:				
INFO:				
TO:				
REF.:				
Mission Details:				
1) Number of aircraft:		Type of		Number of
2) Callsign or Registration Number				
3) Departure date/time	Once granted, authorisation will be valid 24hrs			
4) Alternate date/time				
5) Starting point:				
6) Drop points/route w/grid coordinates:		Arrival Times	Departure Times	
	a.		Z	Z
	b.		Z	Z
	c.		Z	Z
	d.		Z	Z
	e.		Z	Z
	f.		Z	Z
7) Destination			Z	Z
8) Altitude	ACCORDING TO 'REGULATIONS FOR AIRCRAFT OPERATING AS GENERAL AIR TRAFFIC (GAT) IN THE BALKANS REGION' V4.2			
Purpose of Flight				
Remarks:				
Route of Flight:				
KFOR staffing				
1) J3 JOC Director	Received:		Recommended:	
2) JIC Chief	Received:		Recommended:	

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3) COMKFOR	Not Approved:	Approved:
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Note: All data items must be provided. Request must be received by HQ KFOR Air Desk no later than 48 hours prior to departure time.

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ANNEX C

KOSOVO AIR SAFETY ZONE FLIGHT REQUEST EXAMPLE

Request Number	ASZREQ NR. XXX-14 (example)				
FROM:	RC-E S3 AIR (example)				
THRU:	KFOR J3 AIR DESK OFFICER (example)				
INFO:					
TO:	COMFOR (example)				
REF.:					
Mission Details: Transport Cdr X Force to attend Y meeting (example)					
1) Number of aircraft:	1EA (example)	Type of aircraft:	UH-60 (example)	Number of passengers:	10 (example)
2) Callsign or Registration Number	LUTHER (example)				
3) Departure date/time	0815Z 10JAN2019 (example) Once granted, authorisation will be valid 24hrs				
4) Alternate date/time	NONE (example)				
5) Starting point:	BK012 (example)				
6) Drop points/route w/grid coordinates:			Arrival Times	Departure Times	
	a.	GATE 5 (example)	0905Z (example)	0906Z (example)	
	b.	South Base	0910Z (example)	0915Z (example)	
	c.		Z	Z	
	d.		Z	Z	
	e.		Z	Z	
	f.		Z	Z	
7) Destination	BK012 (example)		1340Z (example)	Z	
8) Altitude	ACCORDING TO 'REGULATIONS FOR AIRCRAFT OPERATING AS GENERAL AIR TRAFFIC (GAT) IN THE BALKANS REGION' V4.2				
<u>Purpose of Flight</u> Facilitate bi-lateral meeting etc. (example)					
<u>Remarks:</u> Diplomatic Clearance for Serbia is on-going(example)					
<u>Route of Flight:</u> BK012 – GATE 5 – SOUTH BASE – BK012(example)					
KFOR staffing					

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1) J3 JOC Director	Received:		Recommended:	
2) JIC Chief	Received:		Recommended:	
3) COMKFOR	Not Approved:		Approved:	

Note: All data items must be provided. Request must be received by HQ KFOR Air Desk no later than 48 hours prior to departure time.

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ANNEX D

SKOPJE PETROVIC PAX LIST FOR MIL FLIGHT

CALL SIGN:

A/C TYPE:

NATION:

DEPARTURE LOCATION NAME:

ARRIVAL DATE AT SKOPJE:

ETA:

DEPARTURE DATE FROM SKOPJE:

ETD:

FINAL DESTINATION NAME:

S/N	RANK	NAME & SURNAME	KFOR ID or Passport No.	WEAPON TYPE	WEAPON SERIAL#	AMMUNITION
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

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ANNEX E

SKOPJE PETROVIC APPLICATION FOR VIP PASSENGERS

Chief of Department of Airport Protocol

Tel: +3893148319/3148359 / Fax: +3893148658

Ms. Risteska Suzana

VIP PASSENGER	
FUNCTION	
PASSENGERS THAT ACCOMPANY THE VIP PASSENGER	
TOTAL:	
ARRIVAL DATE	
TIME	
DESTINATION	
FLIGHT / No / Class /	
COMPANY Scheduled / special flight	
DEPARTURE DATE	
TIME	
DESTINATION	
FLIGHT / No / Class /	
COMPANY Scheduled / special flight	
RECEPTION PERSONS Name / Surname / Function	
TOTAL	
INSTITUTION FOR PERSON THAT COVERS THE EXPENSES FOR THE SERVICES	
PHONE No:	
WAY OF PAYMENT	Invoice/cash
TYPE OF VEHICLE	
REGISTRATION PLATE No AND NAME OF DRIVER	

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ANNEX F

MONTENEGRO AND SERBIA DIPLOMATIC CLEARANCE REQUEST FORM FOR L608/M867 CORRIDOR

Only non-channel NATO flights requesting Montenegro and Serbia overflight using M867/L608 routes may use this form. Multiple requests may be made on this form. Information must be provided for both eastbound and westbound flights using the M867/L608 routes. In addition to this form, requesters must provide the information prescribed by paragraph 7.2 when filing flight plan.

Form must be typed/printed and then emailed to **CAOC TJ** (caoctbalkans.airmission@caoct.nato.int) for submission to Montenegro and Serbia Foreign Ministries. Voice number for Balkans corridors at CAOC TJ is: +34916268035 **Be advised that use of the corridors is limited; diplomatic clearances may or may not be granted by SMATSA, consequently, ensure flight plans to and from Pristina include alternate routing in case clearance is not granted. No requests will be handled and no changes will be made prior to 5 working days of flight plan activation.**

From:	Date of Request:	Tel:
Customer Email Address:		
Fax:	Verify that this is a mission in support of NATO: (Requester's initials)	

Nationality	Call Sign (ALTN)	A/C Type	ADEP Date/ETD	ADES Date/ETA	Corridor	PIC Number of Crew	Category Passengers Number	ICAO Cargo Designator
EXAMPLE 1 SINGLE FLIGHT REQ WITH ALT DATES	CHOPR 11	C-12R	ETOU	PRISTINA	M867	DOE, JOHN	4 pax, no VIPs	---
	ALTN		17 Apr 20XX	17 Apr 20XX		2 crewmembers		
	CHOPR 12		0645Z	0930Z				
	CHOPR 13		ALTN	ALTN				
EXAMPLE 2 BLOCK REQ	SONIC 51	C-130	ETOU	PRISTINA	M867	MAJ XXXX	10 pax	---
	ALTN		03,05,09,12,18,22,27,30 Apr 20XX	03,05,09,12,18,22,27,30 Apr 20XX		3 crewmembers		
	SONIC 52							
	SONIC 53		0800Z	1000Z				

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