

BY ORDER OF THE COMMANDER
COMBINED AIR OPERATIONS CENTER – TORREJON (CAOC TJ)

REGULATIONS FOR AIRCRAFT OPERATING AS GENERAL
AIR TRAFFIC (GAT) IN THE BALKANS



VERSION 3.0 DATED 14 November 2014

This regulation supersedes version 2.0 dated 03 April 2014 issued by CAOC TJ

Certified by NATO COM CAOC TJ

MajGen Ruben Carlos GARCIA SERVET

CAOC TJ COMMANDER

Maj. Gen. (OF-7)

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COMPLIANCE WITH THIS DOCUMENT IS MANDATORY.

Authority:

1. United Nations Security Council Resolution 1244 (10 Jun 99).
2. Military Technical Agreement between the signing parties. (KFOR, Governments the of Federal Republic of YUGOSLAVIA¹ and SERBIA (now MONTENEGRO and SERBIA) - 9 Jun 99.
3. Helsinki Agreement between the signing parties (US and Russian Federation) – 18 Jun 99
4. General Framework Agreement for Peace in BOSNIA-HERZEGOVINA (Initialed by Govts of BOSNIA-HERZEGOVINA, CROATIA and the Federal Republic of YUGOSLAVIA –(now MONTENEGRO and SERBIA) 21 Nov 95)
5. Agreement for the provision of NATO support to the EU for the command and control for the airspace of the Federation of Bosnia and Herzegovina 10 Dec 2004.
6. Protocol on the release of Bosnia and Herzegovina airspace - Paris, 20 Apr 2007
7. Formal agreement on NATO, SFOR/KFOR flights over territory of Serbia and Montenegro (routes L608 and M867) – SG(2003)0224 – 25 Feb 2003.

Request for changes or questions regarding this regulation may be directed to
balkans.corridors@caoct.nato.int.

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² Turkey recognizes the Republic of Macedonia with its constitutional name.

ABBREVIATIONS AND ACRONYMS

AGL	Above Ground Level
AIM	(Eurocontrol Definition) Air Traffic Flow Management Information Message
AMSL	Above Mean Sea Level
ANS	Air Navigation Service
ASU	Administrative Support Unit
ASZ	Air Safety Zone
ATC	Air Traffic Control
BiH	BOSNIA-HERZEGOVINA
CFMU	Central Flow Management Unit
CTA	Control Area
DCA	Department of Civil Aviation
DSN	Defense Switching Network
DTG	Date Time Group
EUFOR	European Forces
FIR	Flight Information Region
FL	Flight Level (in hundreds of feet)
FLIP	Flight Information Publications
FMU	Flow Management Unit
GAT	General Air Traffic
IAW	In accordance with
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
IOM	International Organization for Migration
KFOR	KOSOVO Force
MEDEVAC	Medical Evacuation
NATO	North Atlantic Treaty Organization
NM	Nautical Miles
NOTAM	Notice to Airmen
POC	Point of Contact
PPR	Prior Permission Required
RNAV	Area Navigation
ROL	Release of Liability and Indemnification Agreement
SMATSA	SERBIA Air Traffic Service Agency
SPINS	Special Instructions
SSR	Secondary Search Radar
STARS	Standard Arrival Routes
TMA	Terminal Control Area
UHF	Ultra High Frequency
UNMIBH	United Nations Mission in BOSNIA-HERZEGOVINA
UNMIK	United Nations Mission in KOSOVO
UTC	Co-ordinated Universal Time
VFR	Visual Flight Rules
VHF	Very High Frequency
VMC	Visual Meteorological Conditions

SECTION 1 GENERAL INFORMATION

- 1.1 Purpose.** This document provides regulations and guidance for General Air Traffic (GAT) operations in the Balkans. Within this document, “Balkans” refers to the airspaces of Bosnia and Herzegovina, Montenegro, Serbia, the former Yugoslav Republic of Macedonia² and the airspace over Kosovo. Operators must understand that the Balkans is controlled airspace with air navigation service (ANS) structure in which certain portions of the airspace are still under NATO responsibility. The ANS structure is in the process of normalization that is not yet finalized. These regulations are to be applied in accordance with international laws and the relevant national laws, whichever is more restrictive, of each nation within the Balkans.
- 1.2 Effective.** This Version, Version 3.0, of Regulations for Aircraft operating in the Balkans will become effective at 0000 UTC 14 November 2014. Version 3.0 replaces all previous versions of JOINT ENTERPRISE/DISCRETE ENTERPRISE, Civilian, NATO military and Non-NATO military instructions (Regulations) issued by Combined Air Operation Center Torrejon (CAOC TJ).
- 1.3 Application.** This regulation is mandatory and applies to all commercial and military aircraft conducting activities within the Balkans. All users must understand the rules associated with flights into the Balkans and this regulation. Strict adherence to these procedures is essential.
- 1.3.1 The Balkans consists of sovereign and international airspace regulated in compliance with International Civil Aviation Organization (ICAO) Standards and Recommended Practices, and respective national rules and procedures reflected in individual Aeronautical Information Publications (AIPs). In addition, portions of the Balkans are specific to NATO/KFOR flight operations and regulated in this document and/or its classified equivalent.
- Note: EUFOR transferred and the Ministry of Communication and Transport of BOSNIA-HERZEGOVINA (BIH) accepted the full control of the airspace above its territory, enabling BIH to assume all privileges and obligations resulting from the provisions of the Chicago Convention (Protocol on the release of BIH Airspace – Paris, 20 April 2007). However, BIH reaffirmed the right of Commander European Union Force (COMEUFOR) and European Union Force (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 BIH.*
- 1.3.2 MONTENEGRO and SERBIA Air Traffic Service Agency (SMATSA) of MNE and SRB, also known as Belgrade Control, exercises control authority over aircraft flying within MONTENEGRO and SERBIA and eastern part of FIR Sarajevo between FL325 and FL660 (inclusive)³.

² Turkey recognizes the Republic of Macedonia with its constitutional name

³ See SRB/MNE AIP ENR 2.2 for further details.

- 1.3.3 Procedures to be followed within the airspace over KOSOVO and at airfields inside KOSOVO are issued in this document and applicable Aeronautical Information Publications (AIP). The aeronautical data and information for the KFOR Sector, FL205 – FL660, is published as a Supplement (SUP) to the Hungarian AIP.
- 1.3.4 Military operators should also refer to the classified *CAOC TJ Balkan ATO SPINS*, for air activities which are not specifically defined in this document.
- 1.3.5 Any participating civil or military operator or unit who is 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 this regulation may result in the temporary or permanent suspension of operating privileges.

1.4 Release of Liability and Indemnification (ROL) Agreements and Certification Rules.

HQ AIRCOM directs operations through CAOC TJ in support of KFOR and EUFOR operations. Commander (COM) Kosovo Forces (KFOR) retains the authority to temporarily suspend traffic flow, cancel or redirect flights without the operator's approval if events in the Balkans require such action. NATO Military Certification statements are to be found at Annexes B and C. A signed Military Certification statement is required from NATO units flying into the Balkans. Failure to document compliance with Version 2.0 of the Regulations will result in rejection of slot requests. **All users must sign and return their respective documentation prior to operating into the Balkans.** The following statements of acceptance are required:

- 1.4.1 All users signing ROL Agreements and Military Certification statements are responsible for ensuring that their crews are fully briefed on Balkan Airspace procedures in accordance with this regulation. The signatures must be of the person(s) with direct responsibility for the operational control of company Aircraft (civilian operators) or the training and supervision of the flight crews of the company/organization concerned. A thorough understanding of this document is critical to safe conduct of flight in the Balkans. Failure to comply with this document may result in the withdrawal of Balkans flying privileges.
- 1.4.2 All civilian carriers and Non-NATO military airfields users must sign and return the ROL Agreement, Annex B, Version 2.0 and return it to the appropriate Authority before operating in the Balkan AOR (unless previously certificated under an earlier Version).
- 1.4.3 All NATO military units operating at an airfield must sign and return the Statement of Regulations Certification for NATO Military Users, Annex C, Version 2.0 and return it to the appropriate Authority before operating in the Balkan AOR (unless previously certificated under an earlier Version). No airfield will allocate any airport slot without a signed ROL from the commercial, private carrier or Non-NATO military user concerned.. Such agreements and statements apply only to the current version of these regulations and are at Annexes B and C respectively.

- 1.5 Originating Unit of this regulation.** The Combined Air Operations Center – Torrejon (CAOC TJ) has responsibility for control and currency of this document.

Contact Information for CAOC TJ at Torrejon, SPAIN

Public/Unclassified Telephone: + 34.916.487.463

Defense Switched Network (DSN):

FAX: +34.916.487.432

Email: balkans.corridors@caoct.nato.int

Website: www.caoct.nato.int

- 1.5.1 CAOC TJ is active in the following local times:

- Winter period: Monday to Thursday, 07:30 to 16:00 hours; Friday, 07:30 to 13:00 hours.
- Summer period (Mid June to Mid September): Monday to Thursday, 07:30 to 14:30 hours; Friday, 07:30 to 13:00 hours.

SECTION 2 GENERAL AIRSPACE INFORMATION

- 2.1 Balkans.** Balkans is controlled airspace with an air navigation services (ANS) structure in which certain portions of the airspace are still under NATO and or Kosovo Forces (KFOR) responsibility.
- 2.1.1 The provision of ANS in portions of the airspace over KOSOVO from ground up to FL 205 is managed by PRISTINA Air Navigation Service Provider, under delegation by NATO⁴, with military CTRs and CTAs existing within that airspace. Air Traffic Services are provided by PRISTINA Approach (APP) allowing General Air Traffic operations within the airspace over KOSOVO, as outlined in this document. Below 10,000ft AMSL outside of CTRs, and CTAs, airspace in the airspace over KOSOVO is classified as G airspace (Golf as per ICAO) where flight information service and alerting service is provided. For GAT intending to fly in Kosovo G airspace a prior to fly approval is required.
- 2.1.2 The NATO North Atlantic Council (commonly referred to as the NAC) in April 2013 mandated Hungary and its air navigation service provider to act as a technical enabler in the normalization of the designated airspace over Kosovo. The provision of Air navigation services in the airspace over KOSOVO, from FL 205 to FL660, will be provided by HungaroControl Pte Ltd. Co. In this airspace, identified as KFOR Sector for ANS purposes only, is classified as C airspace (Charlie as per ICAO). However, Hungary exercising no sovereign powers in the airspace over Kosovo, FL 205 to FL 660, will remain closed for the overflight of State aircraft.
- 2.2 Exception to ICAO Rules:** The airspace structure of the Balkans is defined by ICAO, with one exception: Inside Traffic Management Area (TMAIRCRAFTTA) the 250 knots restriction is not applicable to NATO tactical Military Aircrafts. All flights entering the airspace of KFOR Sector shall be carried out in accordance with the Regulations for Aircraft Operating as GAT in the Balkans, Hungarian AIP and ICAO provisions.

⁴ 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.

SECTION 3
FLIGHT PLANNING AND COMMON BALKANS PROCEDURES

- 3.1 Flight Plans.** Flight plans are to be filed in accordance with ICAO procedures. When able, users/aircrew are advised to file inbound and outbound flight plans at airport of initial departure. Flight plans are to include proper Aeronautical Fixed Telecommunication Network (AFTN) addresses, IAW published procedures. Flight plans should be filed a minimum of 6, but not more than 24 hours in advance.

Note: All KFOR rotary wing aircraft to submit all 1801 FLPs through HQ KFOR J3 AIR HELIOPS for flights into/out of countries bordering KOSOVO.

NATO UNCLASSIFIED KFOR J3 AIR HELIOPS EMAIL ADDRESS:

J3AIRHELIOPSK@hq.kfor.nato.int

Telephone: +38. 922.682.287

Note: All NATO/KFOR flights will 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
IFR	KFOR Sector	IFPU1 IFPU2	EUCHZMFP EUCBZMFP

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

- 3.2 AIP/AICs/NOTAMS/AIM.** For civil and military airports located within Balkans , aircrews are reminded to check and comply with available AIPs, AICs, current NOTAMS or AIM for available ATS routes and altitudes. The aeronautical data and information for the KFOR Sector is published as a Supplement (SUP) to the Hungarian AIP. In the Supplement only differences or additional requirements to AIP Hungary are published. NOTAMS for airspace above FL205 in the airspace over Kosovo, KFOR Sector, will be distributed by HungaroControl Pte Ltd. Co 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/flight level restrictions over the Balkans are subject to change with little or no notice. Operators must check all applicable AIPs/AICs, NOTAMS and AIM for updates prior to departure.
- 3.2.2** The CAOC TJ has responsibility for the content, currency and control of this document. This document does not replace current NOTAMS 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 latter will take precedence. In such event users are requested to inform CAOC TJ by E-mail/Fax of the area of conflict at earliest opportunity.

3.2.3 The following websites offer NOTAMS and additional information:

NOTAMS: <https://www.notams.jcs.mil>

European Flight Planning: www.cfm.europa.eu

International NOTAM Office (NOF) PRISTINA: ais@anp-ka.org

3.3 Call Signs. Users are to indicate designated ICAO call sign (C/S) on slot application requests to the Airport. Once slot request is approved, this C/S must be used entering, within and exiting Balkans airspace. *Note: Call signs for hospital flight GAT/VFR and HUMRO flights into airspace over KOSOVO are coordinated through the Slot Coordination Unit at Pristina International Airport.*

3.4 Diplomatic Clearance. Users are responsible for obtaining all over-flight diplomatic clearances en-route to and within the Balkans in accordance with standard 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 authorized for direct flights to KOSOVO through SERBIA/MONTENEGRO.

Note: Hungary exercising no sovereign powers in the airspace over Kosovo, FL 205 to FL 660, identified as KFOR Sector, will remain closed for enroute / over-flight of State aircraft.

3.5 Flight Procedures in Balkans.

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

- An approved IFR flight plan (both inbound and outbound);
- Two way radio communications;
- Maintain contact with the appropriate ATC agency;
- Monitor UHF or VHF Guard for emergency broadcasts;
- Operational MODE 3/A with Mode C (altitude information) and MODE S transponder;
- Current AIPs, AICs, FLIP, NOTAMs and AIM must be checked for the latest airspace and/or airway information. (EUROCONTROL web page www.cfm.europa.eu may provide additional information.);
- Deviation from approved routings is not permitted unless fully co-ordinated with ATC due to military operational flights operating in close proximity to approved/published airways;
- 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 Balkans.

3.6.1 Flights in the former Yugoslav Republic of MACEDONIA may be asked to squawk Mode 3A as assigned by Skopje 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 squawk 4000 within the territory of Skopje FIR.

3.6.2 Flights in ALBANIA may be asked to squawk Mode 3A as assigned by Tirana 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 squawk 4000 within the territory of Tirana FIR.

- 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 and departing from the Balkans. Prior Permission Required (PPR)/Slot requests for intra-theatre flights to/from Airports/Landing sites are to be submitted using the Request Form at Annex D2. Similarly, if the user itinerary includes a mix of KOSOVO and the former Yugoslav Republic of MACEDONIA airports then each of the airfield 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 Airspace Flow Management: Flight Request and Slot Allocation Procedures for Pristina International Airport.**
- 3.8.1 Commercial Flights
Slot Coordination Unit of Pristina International Airport is responsible to coordinate and assign airport slots by having in consideration the airport capacity. The unit confirms the arrival/departure times at/from Pristina International Airport and on permanent basis will give advice for the airport capacity to commercial air carriers, and Humanitarian flights for which a Permit has been issued by the DCA.
The exchange of messages shall be done as per IATA Standard Schedules Information Manual – SSIM.
- 3.8.2 Military Flights
Slot Coordination Unit of Pristina International Airport in coordination with KFOR liason office at the Airport will assign arrival/departure (slot times) for Military Flights
Note:
Slot requests/Schedule Movement Advices for commercial air carriers into Pristina International Airport shall be submitted as per IATA SSIM Messages, additionally the Requests through the form Annex C2 of NATO SPINS are accepted and will be processed, while the slot requests for military flights are to be submitted through the Slot Request Form Annex C 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 D. All flight activities are handled directly by Skopje Airport Operations.
Note: Headquarters, International Organization of Migration (IOM), in Geneva, will receive, consolidate, validate, and co-ordinate all repatriation/evacuation flight requests with SKOPJE ATC.
- 3.10 Airspace Flow Management: Flight Request and Slot Allocation Procedures for BIH.**
- 3.10.1 Flight Request and Slot Allocation Procedures in BIH must follow the provisions of the applicable BIH AIP/AICs/NOTAMs.
- 3.11 Slot Time Allocations – Conditions & Criteria.** Adherence to slot times is mandatory even for Aircraft subject to general air traffic (GAT) flow control. Operators unable to meet both airport slot and flow control restrictions are to contact the airport using the change procedure no later than the day prior to co-ordinate new slot times. Aircraft not adhering to airport slot times may be denied landing clearance and future user requests may be subject to

conditional review. Arrival DTG is date/time at point of touch down at the destination airport. Departure time is the time the Aircraft begins the take-off roll. 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 Allocation – Change and Cancellation Procedure.

For schedule change or cancellation of commercial, military, GAT, VFR and Humanitarian flights at Pristina International Airport, airlines and operators must notify via email the Slot Coordination Unit with details of change or cancellation as soon as they are planned.

Slot Coordination Unit contact details:

Phone: +381 38 501 502 1170

Mobile: + 386 49 784 783

Email: scheduleprn@limakkosovo.aero

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

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

Contact details for PRN OCC

Phone: +381 38 501 502 2222

Fax: + 381 38 501 502 1323

Email: occpn@limakkosovo.aero

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

3.12.1 Operators 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 J3 AIR and CAA approval) as necessary. Carriers who fail to co-ordinate 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 concerned. Each Airfield is authorized 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.

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

3.13 **Off-Load Facilities/Manifests.** The carrier or sponsoring agency must ensure that off-load resources such as a load team, equipment, and trucks meet the aircraft at the destination airport for loading/unloading. All cargo must be palletized 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 co-ordination of Emergency and MEDEVAC situations requiring immediate action.
- 3.15 VIP/Distinguished Visitors (DV).** Operators 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 up-dates to VIP/DV information using the slot change procedure as identified above.

SECTION 4

INFORMATION FOR OPERATIONS IN THE AIRSPACE OVER KOSOVO BELOW FL200 AND AT PRISTINA INTERNATIONAL AIRPORT

- 4.1 KOSOVO Air Safety Zone (ASZ)⁵.** The ASZ has been partially relaxed, down to a 5-kilometer zone that extends beyond the Administrative Boundary Line along the KOSOVO/SERBIA border. Military flights into or through the ASZ are strictly prohibited, except for flights with COMKFOR approval. All NATO/KFOR military aircraft should also refer to the NATO Balkan Airspace Control Plan.
- 4.2 Air Navigation Services (ANS).** ANS services are provided within the established Class D, E, F and G airspace. Flight Information Service 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. Limited Radar Information Service is provided in airspace class F and G. However, due to significant clutter in certain areas controllers will be unable to guarantee standard separation from unknown Aircraft. Radar vectors will only be provided in exceptional circumstances and it must be understood that under Radar Information Service the pilot remains responsible for terrain clearance and for separation from other Aircraft.
- 4.2.1 PRISTINA Air Navigation Service Provider (ANSP) provides air traffic service within its various CTAs, CTRs, XAXAN and SARAX Corridors, MEDUX, DOLEV, AMIKO and BLC fixes.
- 4.3 Flight Procedures for VFR-GAT in airspace over Kosovo.** Operators intending to operate VFR-GAT in airspace below FL205 over KOSOVO must comply with the following procedures and requirements:
- Submit flight approval request to FMU PRISTINA International Airport at least three (3) days in advance prior to activation of the flight plan. FMU PRISTINA will coordinate the request with KFOR J3 AIR and Civil Aviation Authority for approval;
 - Sign a ROL (see paragraph 1.4);
 - An approved VFR Flight Plan (both inbound and outbound);
 - Two operational VHF radios on board;
 - Transmission every five (5) minutes indicating their position, altitude and direction of flight;
 - Monitor VHF guard frequency 121.5;

5. According to the Military Technical Agreement between the International Security Force (“KFOR”) and the Governments of the Federal Republic of Yugoslavia and the Republic of Serbia, dated 9 June 1999, the KOSOVO ASZ was defined as a 25-kilometer zone that extends beyond the KOSOVO Province border into the rest of FRY territory. It included the airspace above that 25-kilometer zone.

- Operational MODE 3/A with Mode C (altitude information). MODE S transponder recommended;
- Current AIPs, AICs, FLIP, NOTAMs and AIM must be checked for the latest airspace and/or airway information. The EUROCONTROL Network Operations Portal web page: <https://www.public.cfm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html> may provide additional 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 APP via RTF 119.175 VHF or via phone PRISTINA ARO: +38.138.595.8311 or +38.138.595.8211.

4.4 Airspace Configuration.

Note: PRISTINA VOR-DME (PRT) is 423420N0210153E

- 4.4.1 **PRISTINA CTR** is Class D Airspace with vertical limits from surface to 5,000ft AMSL and bounded by the following co-ordinates: 424308N0205254E - ARC 11DME FROM PRT FROM R320 TO R200 CLOCKWISE 422413N0205605E - 423230N0210049E - ARC 2DME FROM PRT FROM R200 TO R320 CLOCKWISE - 423557N0210015E 424308N0205254E
- 4.4.2 **PRISTINA CTA Zone 1** is Class D Airspace with vertical limits from 5000ft to FL205 and bounded by the following co-ordinates: 424931N0204621E - 424308N0205254E ARC 11DME FROM PRT FROM R320 TO R020 CLOCKWISE- 424428N0210743E - 425150N0211159E - ARC 19DME FROM PRT FROM R020 TO R005 COUNTERCLOCKWISE- 425310N0210529E - 430205N0210712E - 425750N0211332E - 424256N0212451E - 424339N0213320E - ARC 25 DME FROM PRT FROM R065 TO R160 CLOCKWISE- 421026N0211143E - 421318N0211032E - 421513N0210945E - 422000N0210748E - ARC 15 DME FROM PRT FROM R160 TO R227 CLOCKWISE- 422441N0204622E - 424931N0204621E
- 4.4.3 **PRISTINA CTA Zone 2** is Class D Airspace from 4000ft AMSL up to FL205 and bounded by the following co-ordinates: 424931N0204621E - 424308N0205254E - ARC 11 DME FROM PRT FROM R320 TO R020 CLOCKWISE - 424428N0210743E - 425150N0211159E - ARC 19 DME FROM PRT FROM R020 TO R005 COUNTERCLOCKWISE - 425310N0210529E - ARC 19 DME FROM PRT FROM R005 TO R320 COUNTERCLOCKWISE - 424931N0204621E
- 4.4.4 **PRISTINA CTA Zone 3** is Class D Airspace with vertical limits from 6500ft up to FL205 and bounded by the following co-ordinates: 24931N0204621E - ARC 19 DME FROM PRT FROM R320 TO R005 CLOCKWISE - 425310N0210529E - 430205N0210712E - 430503N0210746E - ARC 31 DME FROM PRT FROM R005 TO R335 COUNTERCLOCKWISE - 430305N0204603E 424931N0204621E
- 4.4.5 **PRISTINA CTA Zone 4** is Class D Airspace with vertical limits from 6500ft up to FL205 and bounded by the following co-ordinates: 422441N0204622E - 421757N0204626E - ARC 20 DME FROM PRT FROM R212 TO R160 COUNTERCLOCKWISE - 421513N0210945E - 422000N0210748E - ARC 15 DME FROM PRT FROM R160 TO

R227 COUNTERCLOCKWISE - 422441N0204622E

- 4.4.6 **PRISTINA CTA Zone 5** is Class F Airspace with vertical limits from Altitude 10000ft up to FL205 and bounded by the following co-ordinates: 424931N0204621E - 422441N0204622E - 421757N0204626E - ARC 20 DME FROM PRT FROM R212 TO R160 ANTICLOCKWISE - 421513N0210945E - 421318N0211032E - ARC 22 DME FROM PRT FROM R160 TO R170 CLOCKWISE - 421230N0210529E - 420547N0204537E - ARC 31 DME FROM PRT FROM R200 TO R245 CLOCKWISE - 422237N0202306E - 422020N0201538E - ARC 37 DME FROM PRT FROM R245 TO R280 CLOCKWISE - 424230N0201259E - 425324N0203402E - 425526N0203102E ARC 31 DME FROM PRT FROM R310 TO R335 CLOCKWISE - 430305N0204603E - 424931N0204621E
NOTE: RADAR ADVISORY SERVICE is granted. The Airspace is foreseen to be upgraded to a Class "D" or "C" type. Changes will be reported both in this document and to the applicable AIP.

4.5 **PRISTINA International Airport – BKPR**

- 4.5.1 Airport Information.

Postal address:

Air Navigation Service Provider
PRISTINA International Airport
Vrellë, Lypjan 10070
PRISTINA Kosovo

Aerodrome Reporting Office:

Telephone; +381 (0) 38 59 58 301, 302
FAX: +381 (0) 38 59 58 306
Email: ais@anp-ka.org

NOTE: For the applicable AIP refer to web address: www.caa-ks.org

- 4.5.2 General Comments. All operators must refer to applicable AIP for specific procedures on PRISTINA Airport operations. Operations include military KOSOVO Forces, direct support missions (both civil and military), civilian and commercial flights (state, humanitarian, MEDEVAC and technical flights).
- 4.5.2.1 All military and military charter flights into PRISTINA require PPR and slot approval from Pristina Airport Slot Coordinator Unit. Military requirements at the PRISTINA Airport will be coordinated with Pristina Airport Slot Coordinator Unit and KFOR Liaison officer through KFOR J3 AIR. Refer to applicable AIP for specific procedures on PRISTINA Airport operations.
- 4.5.2.2 All commercial air carrier flights into PRISTINA require prior approval from the pertinent Institution in Kosovo (refer to applicable AIP).

Note: NATO/KFOR military aircraft and civilian carriers can select Pristina International Airport as an alternate airport, only if the airline authority has signed the certificate of release of liability (Annex A and B respectively, refer to Pristina International Airport Slot Coordination Unit contact: +381 38 501 502 1170, email: scheduleprn@limakkosovo.aero)

-Emergency cases are excluded-

- 4.5.2.3 All humanitarian flights require prior approval from PRISTINA FMU and PRISTINA International Airport (refer to applicable AIP).

4.6 Specific Arrival/Departure procedures for PRISTINA International Airport

Note: All flights flying in or out of airspace over KOSOVO from the former Yugoslav Republic of MACEDONIA, MONTENEGRO, ALBANIA or SERBIA will enter/exit airspace over KOSOVO via the following FIXES:

- 4.6.1 **XAXAN – Corridor** is the INBOUND KOSOVO corridor from the former Yugoslav Republic of MACEDONIA Airspace. It is an established corridor with 5NM either side of centerline linking XAXAN FIX and PRT VOR/DME in class D airspace with vertical limits from 10.000ft AMSL to FL200. Traffic inbound PRISTINA will be assigned FL 170 at the XAXAN transfer point. Other levels are subject to coordination with PRISTINA Approach unit. For STARs refer to applicable AIP.
- Leg 1: Line from 415742N0213718E to 420812NE0211936E (XAXAN). Width 5 NM to left and right. IAW EUROCONTROL AIMS for PRISTINA (BKPR), Northbound, Class D airspace;
 - Leg 2: Line from 420812N0211936E (XAXAN) to 423421N0210153E (PRT VOR/DME). Width 5 NM to left and right. IAW EUROCONTROL AIMS for PRISTINA (BKPR), Northbound. Class D airspace.
- 4.6.2. **SARAX – Corridor** is the OUTBOUND KOSOVO corridor to the former Yugoslav Republic of MACEDONIA Airspace. Established corridor with 5NM either side of centerline linking PRT VOR/DME with SARAX FIX in class D airspace with vertical limits from 10.000ft to FL200. Traffic outbound from PRISTINA will be assigned FL 160 at SARAX transfer point. Other levels are subject to coordination with PRISTINA Approach unit. For SIDs refer to applicable AIP.
- Leg 1: Line from 423421N0210153E (PRT VOR/DME) to 421100N0205500E. Width 5NM to left and right. Cross 19.5NM outbound not below 10,000ft AMSL Southbound. Class D airspace;
 - Leg 2: Line from 421100N0205500E to 420548N0205342E (SARAX). Width 5NM to left and right. Class D.
- 4.6.3 **MEDUX – Corridor** is the INBOUND KOSOVO corridor from MONTENEGRO Airspace. This is reserved for Military NATO/KFOR flights only. It is an established corridor with 5NM either side of center line linking MEDUX FIX with PRT VOR/DME in class F and D airspace with vertical limits from 2000ft AGL to FL 150. Traffic inbound to PRISTINA will be assigned FL150 at the MEDUX transfer point. For relevant STARs, refer to applicable AIP.
- 4.6.4 **DOLEV – Corridor** is the OUTBOUND KOSOVO corridor to MONTENEGRO Airspace. This is reserved for Military NATO/KFOR flights only. It is an established corridor with 5NM either side of center line linking PRT VOR/DME with DOLEV FIX in class D and F airspace, with vertical limits from 2000ft AGL to FL 150. Traffic outbound from PRISTINA will be assigned FL 140 at DOLEV transfer point. For relevant SIDs refer to applicable AIP.
- 4.6.5 **BLACE – Corridor** is the INBOUND/OUTBOUND KOSOVO corridor from/to SERBIA Airspace. It is an established corridor with 5NM either side of center line linking BLC VOR/DME with PRT VOR/DME in class D and F airspace at FL 130. For relevant STARs and SIDs, refer to applicable AIP.

- 4.6.6 **KUKES – Fix** is the INBOUND KOSOVO fix from ALBANIA Airspace. This is reserved for Military NATO/KFOR flights only. It is established as a coordination point / fix for NATO/KFOR traffic coming from Albanian airspace linking KUKES (421003N0203233E) with PRT VOR/DME STARs. For relevant STARs, refer to applicable AIS publication.

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

- 4.6.7 **JAKOV – Fix** is the OUTBOUND KOSOVO fix to ALBANIA Airspace. This is reserved for Military NATO/KFOR flights only. It is established as a coordination point / fix for NATO/KFOR traffic departing from Kosovo to Albania airspace linking PRT VOR/DME SIDs with JAKOV (422208N0201441E). For relevant SIDs, refer to applicable AIS publication.

- 4.6.8 **Only NATO/KFOR flights** are authorized direct flight to KOSOVO through SERBIA.using the L608/M867 airway corridor.

Note: MNE and SRB Diplomatic Clearance is not authorization to pass through the ASZ. ASZ clearance is granted by COMKFOR by submitting ANNEX E, 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, AUTHORIZATION WILL BE VALID 24HRS ONLY.

SECTION 5.
**INFORMATION FOR ENROUTE CIVIL-ONLY OPERATIONS IN THE AIRSPACE
OVER KOSOVO FL210 AND ABOVE**

- 5.1** The North Atlantic Council (commonly referred to as the NAC) in April 2013 mandated Hungary and its air navigation service provider to act as a technical enabler in the normalization of the designated airspace over Kosovo. The provision of Air navigation services in the airspace over KOSOVO, from FL 205 to FL660, will be provided by Hungary. In this airspace, identified as **KFOR Sector** for ANS purposes only, is classified as C airspace (Charlie as per ICAO). However, Hungary exercising no sovereign powers in the airspace over Kosovo, FL 205 to FL 660, 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 call-sign of “**KFOR RADAR**” is used only for the provision of ANS in the airspace over KOSOVO. Air traffic services will be provided by HungaroControl Pte Ltd. Co. as the technical enabler from Budapest Air Traffic Control Centre; there is no NATO/KFOR military radar.*

- 5.2 Aeronautical Data.** Aeronautical data and information for the KFOR Sector is published as a Supplement (SUP) to the Hungarian AIP. The KFOR Sector Supplement 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 Supplement 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 defined in an Implementation Agreement between the Government of Hungary and KFOR for the provision of air navigation services 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:

5.3.1 vertically: from Flight Level (FL) 205 to FL 660;

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

FOR THE PURPOSE OF AIR NAVIGATION SERVICES ONLY		
Points	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 AIPs
P2 – Intersection of SKOPJE FIR, TIRANA FIR & BELGRADE FIR	41 52 37N 020 35 37E	”Triple Point” – SKOPJE FIR, TIRANA FIR & BELGRAD FIR Intersection – based on AIPs
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 Air Traffic Services. The following types of services are provided:

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

5.5 ATS Units Address List:

Unit name	Postal address	Telephone NR	Telefax NR	Telex Nr	AFS address
Budapest ACC KFOR Sector	HungaroControl H-1675 Budapest P.O. Box 80	+36.1.296.9122	+36.1.296.9150	NIL	LHCCZQZX

5.5.1 Frequency Assignments. Primary operational radio frequency/channel is 133.185. 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 this Regulation for Aircraft Operating as GAT in the Balkans and ICAO provisions. 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 this Regulation.

Note: Hungary exercising no sovereign powers in the airspace over Kosovo, FL 205 to FL 660, identified as KFOR Sector, will remain closed for enroute / over-flight of State aircraft.

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: Operators 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

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to an ATC clearance
C	IFR	IFR from IFR	Air traffic control service	Not applicable	Not applicable	Continuous two way	Yes

5.8 Radar Services and Procedures

5.8.1 Flights within KFOR Sector shall be carried out with SSR transponder (MODE 3/A with Mode C (altitude information) and MODE S).

5.8.2 Radar service is an integral part of the ATC system with KFOR Sector. KFOR Sector uses radar derived information in the provision of air traffic control services. Within KFOR Sector radar service is provided by: KFOR Radar

*Note: The naming convention of the airspace over Kosovo, FL205 to FL660, identified as **KFOR Sector** and associated voice call-sign of “**KFOR RADAR**” is used only for the provision of ANS in the airspace over KOSOVO. Air traffic services will be completed by HungaroControl Pte Ltd. Co. as the technical enabler from Budapest Air Traffic Control Centre; there is no NATO/KFOR military radar.*

5.8.3 Aircraft being identified after entering KFOR Sector are exempted the requirement of subsequent position reporting. Pilots of aircraft shall resume position reporting when:

- it is instructed by KFOR Radar; or
- leaving KFOR Sector; or
- are advised that radar service terminated or radar contact lost.

5.8.4 Pilots shall operate the transponders and select modes and codes in accordance with ATC instructions. Pilot who has already specific instructions from ATC concerning the setting of the transponder shall, when entering the area KFOR Sector, maintain that setting until otherwise instructed. The tolerance value of level indications KFOR Radar is 200 feet.

5.9 Air Traffic Flow Management (ATFM)

5.9.1 Within KFOR Sector, Budapest Flow Management Position (Budapest FMP) is responsible for the provision of ATFM.

5.9.2 Messages containing information on ATFM measures are provided in EUROCONTROL ATFM Notification Message.

5.10 Definition of Control Area (CTA)

Name of Lateral Limits Vertical Limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency Purpose	Remarks
KFOR Sector As published in this document FL660 FL205 C	BUDAPEST ACC KFOR Sector	KFOR Radar EN, H24	133.185 126.765	This airspace layer FL290-FL410 (both inclusive) of KFOR Sector is part of the EUR RVSM airspace.

5.11 Area Navigation (RNAV) Routes

5.11.1 Lower routes

Route Designator		[Route Usage Notes]			
Significant Point Name		Significant Point Coordinates			Remarks
(RNAV specification)	Geodesic DIST	Upper limit <input type="checkbox"/> Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
L608					
▲	LONTA	420934.0N 0212350.0E			
(RNAV 5)	63.0NM	FL285 <input type="checkbox"/> FL205	Even(1) (2)		Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24 BTN FL285 and FL255 (2) CDR 1 H24 BTN FL255 and FL205
▲	DOLEV	425002.0N 0201841.0E			
Route Remarks:					

Note: ATS Route L608 is closed below FL205 with an exception for NATO/KFOR aircraft.

Route Designator		[Route Usage Notes]			
	Significant Point Name	Significant Point Coordinates			Remarks
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
L616					
▲	KOGAT	420645.0N 0210320.0E			
(RNAV 5)	57.9 NM	FL285 FL205		Odd(1) (2)	Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24 BTN FL285 and FL255 (2) CDR 1 H24 BTN FL255 and FL205
▲	REDVA	430048.9N 0203508.1E			
Route Remarks:					

Route Designator		[Route Usage Notes]			
	Significant Point Name	Significant Point Coordinates			Remarks
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
M749					
▲	LONTA	420934.0N 0212350.0E			
(RNAV 5)	59.5 NM	FL285 FL205		Even(1)(2)	Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24 BTN FL285 and FL255 (2) CDR 1 H24 BTN FL255 and FL205
▲	UDVAR	430656.9N 0210226.3E			
Route Remarks:					

Route Designator		[Route Usage Notes]			
	Significant Point Name	Significant Point Coordinates			Remarks
(RNAV specification)		Geodesic DIST	Upper limit Lower limit	Direction of cruising level	
				↓	↑
M867					
▲	KOGAT	420645.0N 0210320.0E			
(RNAV 5)		59.6 NM	FL285 FL205		Odd(1) (2) Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24 BTN FL285 and FL255 (2) CDR 1 H24 BTN FL255 and FL205
▲	MEDUX	424451.0N 0200119.0E			
Route Remarks:					

Note: ATS Route L608 is closed below FL205 with an exception for NATO/KFOR aircraft.

5.11.2 Upper Routes

Route Designator		[Route Usage Notes]			
	Significant Point Name	Significant Point Coordinates			Remarks
(RNAV specification)		Geodesic DIST	Upper limit Lower limit	Direction of cruising level	
				↓	↑
UL603					
▲	OLOTA	421348.0N 0213700.0E			
(RNAV 5)		64.0 NM	FL660 FL285		Odd(1) Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24
▲	VABEK	430011.0N 0203716.3E			
Route Remarks:					

Route Designator		[Route Usage Notes]			
	Significant Point Name	Significant Point Coordinates			Remarks
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
UL608					
▲	LONTA	420934.0N 0212350.0E			
(RNAV 5)	63.0NM	FL660 FL285	Even(1)		Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24
▲	DOLEV	425002.0N 0201841.0E			
Route Remarks:					

Route Designator		[Route Usage Notes]			
	Significant Point Name	Significant Point Coordinates			Remarks
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
UL616					
▲	KOGAT	420645.0N 0210320.0E			
(RNAV 5)	57.9 NM	FL660 FL285		Odd(1)	Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24
▲	REDVA	430048.9N 0203508.1E			
Route Remarks:					

Route Designator		[Route Usage Notes]			
	Significant Point Name	Significant Point Coordinates			Remarks
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
UM749					
▲	LONTA	420934.0N 0212350.0E			
(RNAV 5)	59.5 NM	FL660 FL285		Even(1)	Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24
▲	UDVAR	430656.9N 0210226.3E			
Route Remarks:					

Route Designator		[Route Usage Notes]			
	Significant Point Name	Significant Point Coordinates			Remarks
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
UM867					
▲	KOGAT	420645.0N 0210320.0E			
(RNAV 5)	59.6 NM	FL660 FL285		Odd(1)	Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24
▲	MEDUX	424451.0N 0200119.0E			
Route Remarks:					

5.12 Name/Code Names for Significant Points

Name/Code designator	Co-ordinates	ATS route or other route
DOLEV	425002.0N 0201841.0E	UL608, L608
KOGAT	420645.0N 0210320.0E	UL616 UM867, L616, M867
LONTA	420934.0N 0212350.0E	UL608 UM749, L608, M749
MEDUX	424451.0N 0200119.0E	UM867, M867
OLOTA	421348.0N 0213700.0E	UL603
REDVA	430048.9N 0203508.1E	UL616, L616
UDVAR	430656.9N 0210226.3E	UM749, M749
VABEK	430011.0N 0203716.3E	UL603

SECTION 6
INFORMATION FOR OPERATIONS AT SKOPJE INTERNATIONAL AIRPORT IN
THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA

6.0 SKOPJE International Airport - LWSK

6.1 Airport Information

Airport Liaison Officer (ALO)

- Mobile phone: +38.97.022.6 497
- EMail: donevm@nhqs.nato.int

Civilian Airport - Slot coordination

(available every day 0730-1930 Local Time)

- Telephone: +38.92.314. 8305
- Fax: +38.92.314. 8360
- EMail: sc@airports.com.mk

Ground Handling Manager

(available Monday-Friday 0730-1530 Local Time)

- Telephone: +38.92.314.8690
- Fax: +38.92.314.8360

Duty Manager at Airport Skopje

- Telephone: +38.92.314. 8303

Ramp Handling Chief

- Telephone: +38.92.314.8338

Operating Center

- Telephone: +38.92.314.8320

Fuel supplier (Makpetrol Skopje) (*Fuel is available for KFOR military Aircraft*)

- Telephone: +38.92.314.8345
- Fax: +38.92.311.1525

Note: Airport Skopje (PEAS "Macedonia") is handling military flights on the Main Civilian Ramp.

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

6.2 General Comments. All operators must refer to the appropriate AIP for additional information.

- All Aircraft require a PPR 72 hours in advance
- Skopje Airport operating hours:
Summer: 0515-2230 - Local Time
Winter : 0530-2230 - Local Time
- Minimum ground time:
Main Ramp: for Aircraft
 - for aircraft C130/C160: 1 - 1½ hours;
 - for Aircraft A310 (and similar) 1½ -2 hours depends on load (cargo volume)
- Slot allocation requests to be submitted to SKOPJE 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 150 kg are not acceptable.

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

6.3 Arrival and Departure Procedures. All operators must refer to applicable AIP for specific procedures at SKOPJE International Airport.

SECTION 7
INFORMATION FOR OPERATIONS IN SERBIA-MONTENEGRO

7.1 SERBIA-MONTENEGRO OVER-FLIGHT 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:
- SARAJEVO ACC for segments of the airways within Bosnia-Herzegovina (West of OSLUD and PODOB);
 - PODGORICA Approach for segments of the airways within MONTENEGRO and SERBIA (East of OSLUD and PODOB); and
 - PRISTINA Approach for segments of the airways within KOSOVO (East of MEDUX and DOLEV).

- 7.1.2 Direct flight routing through MONTENEGRO and SERBIA for NATO/KFOR and EUFOR military flights are authorized only via the corridors defined by airways L608 and M867 from 2,000ft AGL to FL150. CAOC TJ has been designated to receive and coordinate diplomatic clearance requests with 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 G of this document and Email or Fax as identified below:

Email: balkans.corridors@caoct.nato.int (preferred)
NCN: 554-7457 or 7345
NCN FAX: 554-7432
Telephone: +34.91.648.7457
Fax: +34.91.648.7432

*Note: Request must be submitted and changes are to be made **no later than 5 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 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 ID: LYPG), please send a fax of Annex I 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 MONTENEGRO and SERBIA diplomatic clearance is not authorization to pass through the KOSOVO Air Safety Zone (ASZ). ASZ clearance is granted by COMKFOR by submitting ANNEX E, KOSOVO AIR SAFETY ZONE FLIGHT REQUEST, to HQ KFOR:

Email: mbj3airdesk@hq.kfor.nato.int (KFOR HQ J3 Air Desk)

Telephone: +38.92.268.2710

FAX: +38.92.268.2127/2208

Note: Confirm receipt of request at telephone number identified above. This request must be received not later than 48 hours prior to departure. Once granted, authorization will be valid for 24-hours only.

- 7.1.5 The L608/M867 corridor supports NATO air traffic to/from airspace over KOSOVO. 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 approach once inside KOSOVO. When filing for the L608/M867 corridors, ensure base operations include PRISTINA in the address block.
- 7.1.6 Regularly scheduled Channel flights will coordinate their MNE and SRB diplomatic clearance with JFC Naples J4. All other NATO aircraft must request a diplomatic clearance for MONTENEGRO and SERBIA through CAOC TJ Plans.
- 7.1.7 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 take-off.

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

- 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 2,000 ft AGL to FL 145, however, TCPs PODOB and GORAV must still be crossed at FL100. This, in effect, requires a standard GAT-VFR 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 2,000 ft AGL restriction. Therefore, aircraft planning to fly at low altitude on these routes must provide a carefully planned 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-Serbia
- ETAs 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 Transfer of Control Points (TCP) and altitudes to initiate transfer:

- 7.3.1 Minimum crossing altitude at PODOB and OSLUD, for transfer of control between Sarajevo ACC and Podgorica is FL100.
- 7.3.2 Flights Eastbound on M867 transfer from: Sarajevo ACC to Podgorica APP at OSLUD; and from Podgorica APP to PRISTINA APP at MEDUX.
- 7.3.3 Flights Westbound on L608 transfer from: PRISTINA APP to Podgorica APP at DOLEV; and from Podgorica APP to Sarajevo ACC 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 Sarajevo ACC, to remain outside Sarajevo 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:
- Sarajevo ACC - Lower airspace (100 – FL285) VHF 136.050 UHF 331.025
 - Upper airspace (FL285 – FL325) VHF 128.885 UHF 331.025
- Note: Aircraft not equipped with 8.33KHz channel spacing or UHF will be descended below FL195.*
- Podgorica APP VHF 135.150 UHF 358.825
 - PRISTINA APP VHF 119.175 UHF 228.125

- 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)
 Intersection GENLU (4321.19N 01926.36E)
 TCP PODOB (4331.54N 01908.40E)

Note: A minimum separation of 15 minutes will be observed between tracks on the same route and at the same altitude. Also the succeeding Aircraft may not be flying faster than the preceding Aircraft. Inadvertent deviations from the announced flight data due to navigation errors or adverse weather condition will be reported without delay.

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ANNEX A

RELEASE OF LIABILITY AND INDEMNIFICATION AGREEMENT (ROL) REGULATIONS VERSION 1.0

(AGREEMENT FOR CIVILIAN OPERATORS AND NON-NATO MILITARY USERS)

I, the undersigned state that I am an authorized agent or representative of the named business enterprise or Non-NATO military unit that has requested a flight in the Balkan airspace, which consists of the political boundaries and airspace of BiH, Serbia, Montenegro and the Former Yugoslav Republic of Macedonia . It also includes the territory and airspace in Kosovo, the territorial waters of BiH and Montenegro and the airspace above these waters. In my capacity as an authorized representative, I understand and agree that the undersigned business enterprise or Non-NATO military unit shall indemnify, defend and hold harmless, and release, acquit and forever discharge NATO, SHAPE, EUFOR, KFOR, and each nation participating therein, and their officers, agents, and employees, against any liability for damage, loss, or injury, including injury resulting in death, loss to Aircraft, or loss of revenue, caused by acts or omissions in the course of their official duties, while providing air traffic control or any other kind of assistance; or against any liability for damage, loss, or injury resulting from use of the airport premises. I am the person holding authorized control of Aircraft operations, and I certify that all flight crews have been trained to understand and adhere to these regulations.

I understand that we are limited to operations into PRISTINA and Skopje. I further understand that the Aircraft will wholly adhere to routing, altitudes, timings, and any other restrictions set by NATO, current NOTAMS, AIM, CAOC TJ, KFOR and will not deviate from them.

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

_____ Printed Name	_____ Position/Title/Rank
_____ Signature	_____ Date
_____ Company/Military Unit - Country	_____ Tel.No
_____ Company/Military Unit e-mail address	_____ Fax No

SEND BY FAX OR E-MAIL TO ALL AIRPORTs WITH SLOT REQUEST FORM

Slot coordination unit – Pristina International Airport

Tel. +381 38 501 502 1170

Mob. +386 49 784 783

E-mail: scheduleprn@limakkosovo.aero

ANNEX B

**STATEMENT OF CERTIFICATION – REGULATIONS VERSION 1.0
(CERTIFICATION FOR NATO MILITARY USERS ONLY)** This letter certifies all personnel involved in single ship air-land operations in support of JOINT ENTERPRISE/DISCRETE ENTERPRISE operations are fully trained and familiar with applicable ROE, instructions, and guidelines as specified in the Regulations for Aircraft Operating in the Balkan Version 2.0 and are fully qualified to perform assigned missions. Any operations other than those expressly described above may require further certification on Military SPINS procedures. This letter additionally certifies the undersigned is an authorized unit representative with full authority to request a flight in to Balkan airspace. Balkan airspace consists of the political boundaries and airspace of BiH, Serbia, Montenegro and the Former Yugoslav Republic of Macedonia . It also includes the territory and airspace in Kosovo, the territorial waters of BiH and Montenegro and the airspace above these waters.

I understand that we are limited to operations into PRISTINA & Skopje. I further understand that the Aircraft will wholly adhere to routing, altitudes, timings, and any other restrictions set by NATO, current NOTAMS, AIM, CAOC TJ, and will not deviate from them.

Printed Name

Rank & Position

Signature

Date

Military Unit/Country

Tel No

Military Unit e-mail

Fax No

SEND BY FAX OR E-MAIL TO ALL AIRPORTS WITH SLOT REQUEST FORM

Schedule Facilitator – Pristina International Airport

Tel. +381 38 501 502 1170

Mob. +386 49 784 783

E-mail: scheduleprn@limakkosovo.aero

REGULATIONS FOR AIRCRAFT OPERATING AS GENERAL AIR TRAFFIC (GAT) IN THE BALKANS
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ANNEX C

SLOT REQUEST FORMS FOR PRISTINA & SKOPJE

PRISTINA		SKOPJE	
		sc@airports.com.mk	
Commercial Voice: Current +381 38 501 502 1170		Commercial Voice: + 389 23 148 305	
Commercial Fax +381 38 501 502 1323		Commercial Fax: + 389 23 148 360	
Complete in type, save to disk and e-mail or print and Fax - handwritten forms not accepted			
Subject: Slot Request			
In case arrival route crosses Air Safety Zone, report the ASZREQ's #:			
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: Duty/Role:	Name:	IN: OUT:
Movement type	Military Military Charter	UN Military UN Civilian	Humanitarian Commercial
PAX Type: Cargo Type:	Troops Refugees	Civil Police	Civilians
Remarks: (state in/out pax and in/out cargo)			Fuel Requested:
From:	Tel NO:		
FAX NOS (UNSECURE ONLY) :			
Customer E-mail Address:			
For Airport Co-ord. Only:	ROL: MIL CERT:	DCA: UNMIK:	

ANNEX C1

PRISTINA AIRPORT SLOT REQUEST FORM FOR UN and HUMRO AIRCRAFT

HUMANITARIAN (HUMRO)			
EMAIL : scheduleprn@limakkosovo.aero			
Commercial Voice: Telephone : +381 38 501 502 1170 FAX ; +381 38 501 502 1323			
Complete in type, save to disk and e-mail or print and Fax - handwritten forms not accepted			
Subject: Slot Request			
In case arrival route crosses Air Safety Zone, report the ASZREQ's #:			
Scheduling/Sponsoring Agency and POC:			
Carrier/Operating Unit and POC:			
Date of Mission			
Nation			
Type of Aircraft			
Call Sign			
<i>Departure from/at</i>	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:			
Remarks:		Fuel Requested:	
From:	Tel NO:		
FAX NOS (UNSECURE ONLY) :			
Customer E-mail Address:			
For Airport Co-ord. Only:	ROL: MIL CERT:	DCA: UNMIK:	

ANNEX C2

SLOT REQUEST FORM FOR COMMERCIAL FLIGHTS

PRISTINA		SKOPJE	
scheduleprn@limakkosovo.aero		sc@airports.com.mk	
Commercial Voice: +381 38 501 502 1170		Commercial Voice: 00 389 23 148 305	
Commercial Fax: +381 38 501 502 1170		Commercial Fax: 00 389 23 148 360	
Complete in type, save to disk and e-mail or print and Fax - handwritten forms not accepted			
Subject: Slot Request			
In case arrival route crosses Air Safety Zone, report the ASZREQ's #:			
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 Typ	Military <input type="checkbox"/> UN Military <input type="checkbox"/>	Humanitarian <input type="checkbox"/>	
	Military Charter <input type="checkbox"/> UN Civilian <input type="checkbox"/>	Commercial <input type="checkbox"/>	
Pax Type: Troops <input type="checkbox"/> Refugees <input type="checkbox"/> Civil Police <input type="checkbox"/> Civilians <input type="checkbox"/>			
Cargo Type:			
Remarks:		Fuel Requested:	
FROM:		TEL NOS:	
FAX NOS (UNSECURE ONLY) :			
Customer E-mail Address:			
For Airport Co-ord. Only:		ROL:	DCA:
		MIL CERT:	UNMIK:

ANNEX C3

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	DROP OFF 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 N° - e-mail)			
PPR N° : _____				

NOTES: 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: Fix _____ - Mobile _____

(Other available military telephone Net _____)

Fax: Fix _____ - Mobile _____

(Other available military telephone Net _____)

E-Mail: _____

REGULATIONS FOR AIRCRAFT OPERATING AS GENERAL AIR TRAFFIC (GAT) IN THE BALKANS
VERSION 3.0 EFFECTIVE 14 NOVEMBER 2014

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ANNEX D

KOSOVO AIR SAFETY ZONE FLIGHT REQUEST

Request Number	ASZREQ NR.			
FROM:				
THRU:				
INFO:				
TO:				
REF.:				
Mission Details:				
1) Number of aircraft:		Type of aircraft:		Number of passengers:
2) Callsign or Registration Number				
3) Departure date/time	Once granted, authorization 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 THE REGULATION FOR AIRCRAFT OPERATING AS GENERAL AIR TRAFFIC (GAT) IN THE BALKANS.			
<u>Purpose of Flight</u>				
<u>Remarks:</u>				
<u>Route of Flight:</u>				
<u>KFOR staffing</u>				
1) J3 JOC Director	Received:		Recommended:	
2) JIC Chief	Received:		Recommended:	
3) COMKFOR	Not Approved:		Approved:	

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

ANNEX D

KOSOVO AIR SAFETY ZONE FLIGHT REQUEST (EXAMPLE)

Request Number	ASZREQ NR. XXX-14 (example)			
FROM:	MNBG-E S3 AIR (example)			
THRU:	KFOR J3 AIR DESK OFFICER(example)			
INFO:				
TO:	COMFOR(example)			
REF.:				
Mission Details: <i>Transport Cdr X Force to attend Y meeting</i> (example)				
1) Number of aircraft:	1 EA(example)	Type of aircraft:	UH-60(example)	Number of passengers: 10(example)
2) Callsign or Registration Number	LUTHER(example)			
3) Departure date/time	0815Z 10JAN2014(example) Once granted, authorization 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 SAF(example)	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 THE REGULATION FOR AIRCRAFT OPERATING AS GENERAL AIR TRAFFIC (GAT) IN THE BALKANS.			
<u>Purpose of Flight</u> <i>Facilitate bi-lateral meeting etc.</i> (example)				
<u>Remarks:</u> <i>Diplomatic Clearance for Serbia is on-going</i> (example)				
<u>Route of Flight:</u> <i>BK012 – GATE 5 – SOUTH BASE – BK012</i> (example)				
<u>KFOR staffing</u>				
1) J3 JOC Director	Received:		Recommended:	
2) JIC Chief	Received:		Recommended:	
3) COMKFOR	Not Approved:		Approved:	

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

ANNEX E

SKOPJE PETROVEC

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						

ANNEX F

SKOPJE PETROVEC APPLICATION FOR VIP PASSENGERS

FROM
TO:

Chief of Department
of Airport Protocol
Ms. Risteska Suzana

tel: +3893148319/3148359
fax: +3893148658

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 G

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

Only non-channel NATO flights requesting M and S 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 3.30.4 when filing flight plan.

Form must be typed/printed and then emailed (faxed only if email is inoperative) to **CAOC TJ Balkans (balkans.corridors@caoct.nato.int)** for submission to M and S Foreign Ministries. Fax number at CAOC TJ is: **+3491648.7432**. Voice number for Balkans corridors at CAOC TJ is: **+3491648.7463**. **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 E-mail 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 (ALTN)	ADES Date/ETA (ALTN)	Corridor	PIC Number of Crew	Category Passengers Number	ICAO Cargo Designator
EXAMPLE 1 <i>SINGLE FLIGHT REQ WITH ALTN DATES</i>	CHOPR 11 ALTN CHOPR 12 CHOPR 13	C-12R	ETOU 17 Apr 20XX 0645Z ALTN 16,18 Apr 20XX	PRISTINA 17 Apr 20XX 0930Z ALTN 16,18 Apr 20XX	M867	DOE, JOHN 2 crewmembers	4 pax, no VIPs	- - -
EXAMPLE 2 <i>BLOCK REQ CZE</i>	SONIC 51 ALTN SONIC 52 SONIC 53	C-130	ETOU 03,05,09,12,18,22,27,30 Apr 20XX 0800Z	PRISTINA 03,05,09,12,18,22,27,30 Apr 20XX 1000Z	M867	MAJ XXXX 3 crewmembers	10 pax	-

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