

Page 1

Changed chart(s) since Disc 12-2011

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 12-2011

**General Info**

Pristina, SCG

N 42° 34.4' E 21° 02.1' Mag Var: 2.8°E

Elevation: 1794'

Public, Military, IFR, Control Tower, Rotating Beacon, Customs,  
Landing Fee

Time Zone Info: GMT+1:00 uses DST

**Runway Info**

Runway 17-35 8205' x 148' asphalt

Runway 17 (173.0°M) TDZE 1789'

Lights: Edge, ALS, Centerline, TDZ

Runway 35 (353.0°M) TDZE 1786'

Lights: Edge, ALS, Centerline

Right Traffic

**Communications Info**ATIS **132.0**Pristina Tower **122.1** MilitaryPristina Tower **120.125**Pristina Tower **315.07**Pristina Tower **244.82** MilitaryPristina Ground Control **118.0**Pristina Ramp/Taxi Control **136.8**Pristina Approach Control **119.175**Pristina Approach Control **118.775**Pristina Approach Control **246.10** Military

BKPR/PRN  
 PRISTINA

**JEPPESSEN**  
 17 DEC 10 (10-1P)

**PRISTINA, KOSOVO**  
**AIRPORT BRIEFING**

**1. GENERAL**

**1.1. ATIS**  
 \*ATIS 132.0

**1.2. LOW VISIBILITY PROCEDURES (LVP)**

**1.2.1. PREPARATION PHASE**

The preparation phase for the applicability of ATC procedures for LVP starts when the RVR for the TDZ reaches 800m or less and/or the ceiling reaches 300' or less with tendency downwards. Pilots will not be informed about this phase.

**1.2.2. OPERATION PHASE**

The application of ATC procedures for LVP becomes effective when the RVR for TDZ reaches 550m or less and/or the ceiling reaches 200' or less.

Pilots will be informed either via ATIS or RTF, that "Low Visibility Procedures CATII activated, expect possible ATC delay".

During LVP only one ACFT shall be allowed to operate on the manoeuvring area at a time.

After each landing pilot report "Runway Vacated" must be acknowledged. If RVR is unusable, LVP will be activated when VIS is 750m or less.

**1.2.3. CLEARANCE TO LAND**

Transmission normally prior an arriving ACFT reaches 2.5 NM from THR. In exceptional cases transmission may be delayed until 1 NM from THR. In such cases pilots will be informed accordingly.

**1.2.4. TERMINATION PHASE**

The termination of LVP becomes effective when weather conditions indicate sustained improvement to RVR 550m or greater and ceiling to 200' or greater.

Flight crew shall be informed by RTF: "Low Visibility Procedures cancelled at time ...". ATIS will be updated, removing any reference to LVP.

The preparation phase will remain in force until the RVR improves to greater than 750m and ceiling greater than 220'.

**1.3. TAXI PROCEDURES**

In order to meet the requirements for wing-tip-clearance follow strictly the yellow taxi guidance line.

Wait for marshaller before entering taxilane for all positions on Apron D.

**1.4. OTHER INFORMATION**

Roaming packs of wild dogs on APT.

High level of bird activity.

Rwy 35 right-hand circuit.

**2. ARRIVAL**

**2.1. CAT II OPERATIONS**

Rwy 17 is approved for CAT II operations, special aircrew and ACFT certification required.

**3. DEPARTURE**

**3.1. DE-ICING**

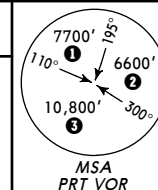
De-icing on all positions.

BKPR/PRN  
 PRISTINA

**JEPPESSEN**  
 19 NOV 10 (10-2)

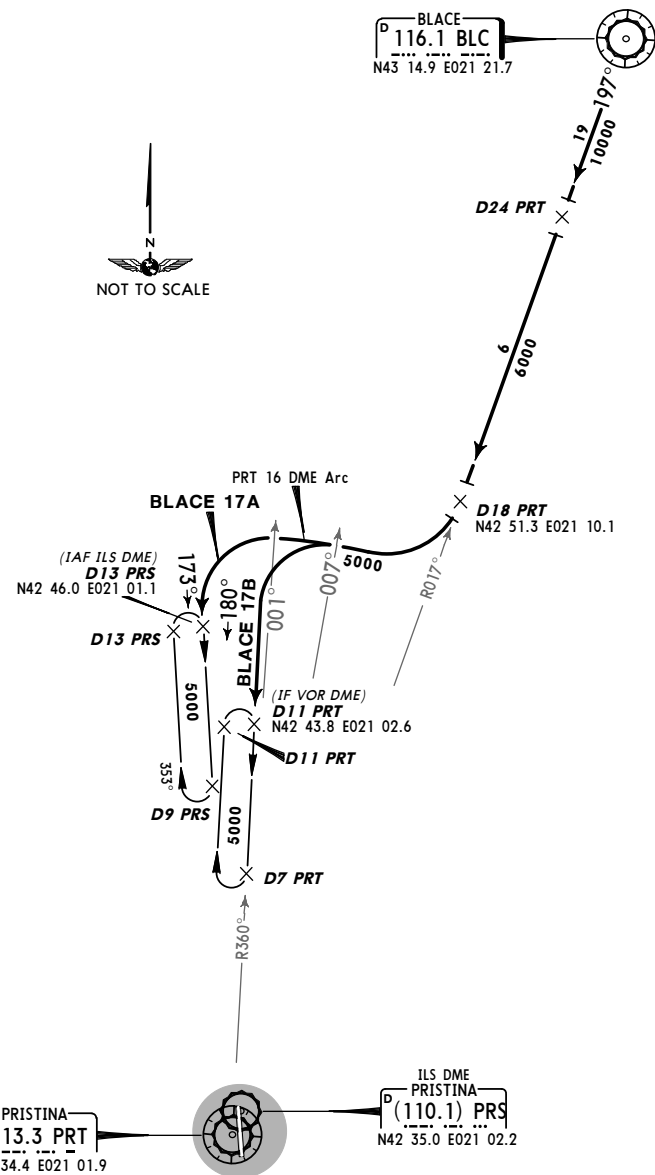
**PRISTINA, KOSOVO**  
**STAR**

\*ATIS 132.0 Apt Elev 1794' Alt Set: hPa Trans level: By ATC Trans alt: 10000'



**BLACE 17A [BLC17A]**  
**BLACE 17B [BLC17B]**  
**RWY 17 ARRIVALS**  
 IN CASE OF DELAY REFER TO CHART 10-2D

- 1 4700' within 10 NM
- 2 4900' within 10 NM
- 3 6800' within 10 NM

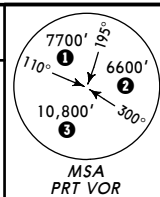


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 PRISTINA

JEPPESEN  
 19 NOV 10 (10-2A)

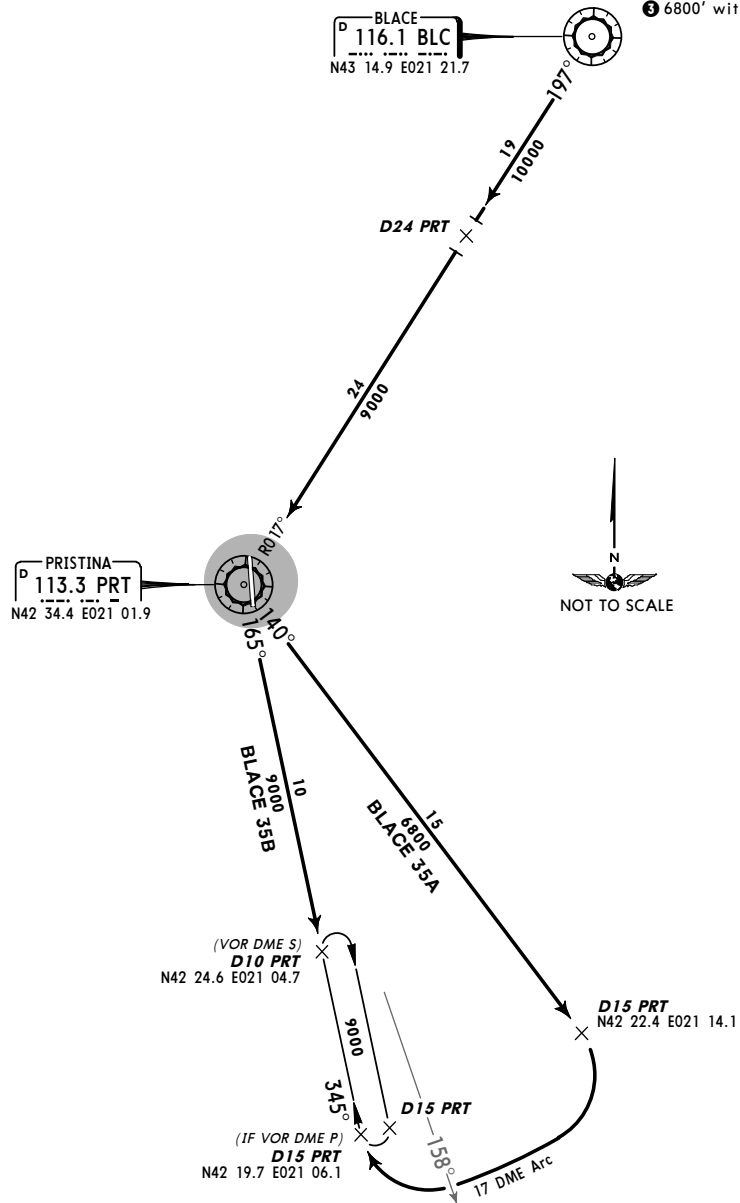
PRISTINA, KOSOVO  
 STAR

*ATIS 132.0	Apt Elev 1794'	Alt Set: hPa Trans level: By ATC Trans alt: 10000'
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- ① 4700' within 10 NM
- ② 4900' within 10 NM
- ③ 6800' within 10 NM

BLACE 35A [BLC35A]  
 BLACE 35B [BLC35B]  
 RWY 35 ARRIVALS  
 IN CASE OF DELAY REFER TO CHART 10-2D

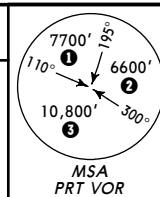


BKPR/PRN  
 PRISTINA

JEPPESEN  
 19 NOV 10 (10-2B)

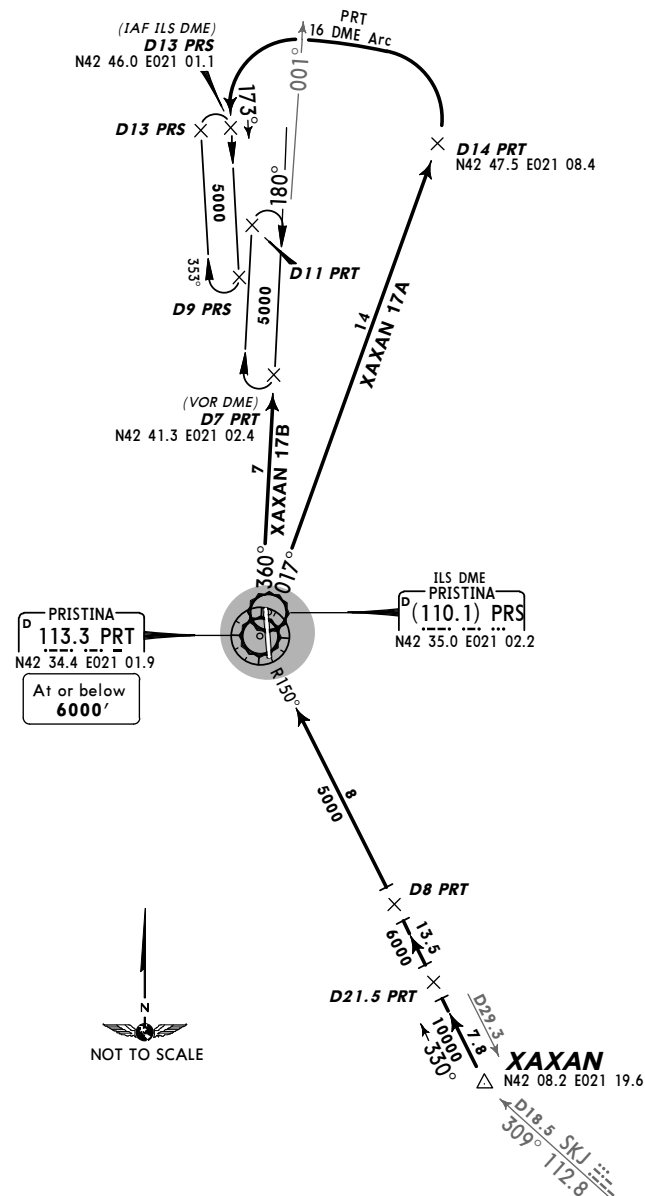
PRISTINA, KOSOVO  
 STAR

*ATIS 132.0	Apt Elev 1794'	Alt Set: hPa Trans level: By ATC Trans alt: 10000'
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- ① 4700' within 10 NM
- ② 4900' within 10 NM
- ③ 6800' within 10 NM

XAXAN 17A [XAX17A]  
 XAXAN 17B [XAX17B]  
 RWY 17 ARRIVALS  
 IN CASE OF DELAY REFER TO CHART 10-2D



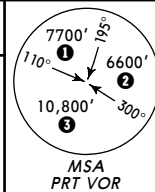
**BKPR/PRN**  
 PRISTINA

**JEPPesen**  
 19 NOV 10 (10-2C)

**PRISTINA, KOSOVO**

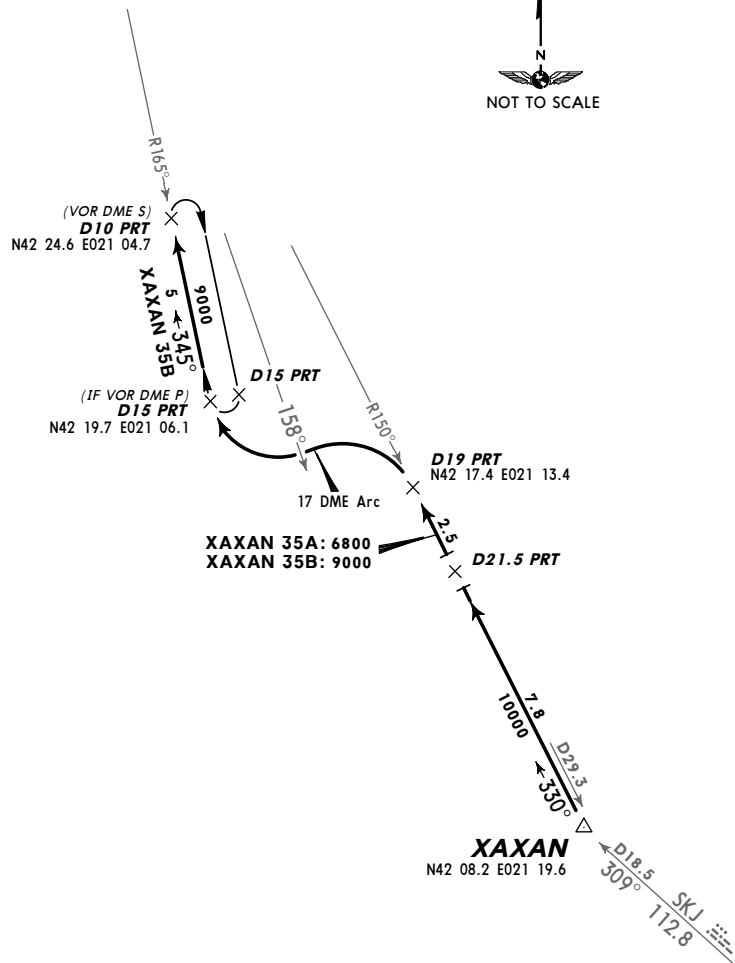
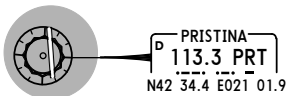
**STAR**

\*ATIS 132.0  
 Apt Elev 1794'  
 Alt Set: hPa  
 Trans level: By ATC Trans alt: 10000'



- ① 4700' within 10 NM
- ② 4900' within 10 NM
- ③ 6800' within 10 NM

**XAXAN 35A [XAX35A]**  
**XAXAN 35B [XAX35B]**  
**RWY 35 ARRIVALS**  
 IN CASE OF DELAY REFER TO CHART 10-2D



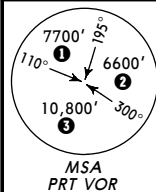
**BKPR/PRN**  
 PRISTINA

**JEPPesen**  
 19 NOV 10 (10-2D)

**PRISTINA, KOSOVO**

**STAR**

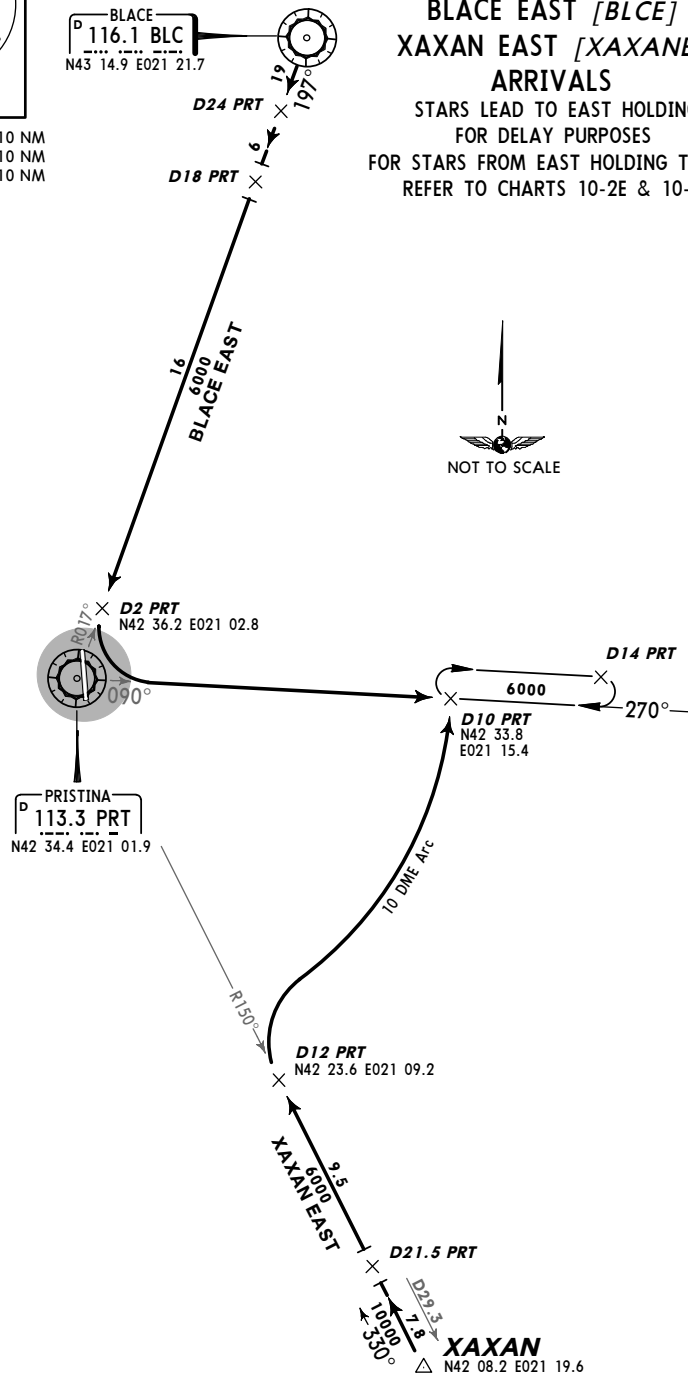
\*ATIS 132.0  
 Apt Elev 1794'  
 Alt Set: hPa  
 Trans level: By ATC Trans alt: 10000'



- ① 4700' within 10 NM
- ② 4900' within 10 NM
- ③ 6800' within 10 NM



**BLACE EAST [BLCE]**  
**XAXAN EAST [XAXANE]**  
**ARRIVALS**  
 STARS LEAD TO EAST HOLDING  
 FOR DELAY PURPOSES  
 FOR STARS FROM EAST HOLDING TO IAFS  
 REFER TO CHARTS 10-2E & 10-2F



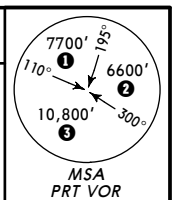
**BKPR/PRN**  
 PRISTINA

**JEPPesen**  
 19 NOV 10 **10-2E**

**PRISTINA, KOSOVO**

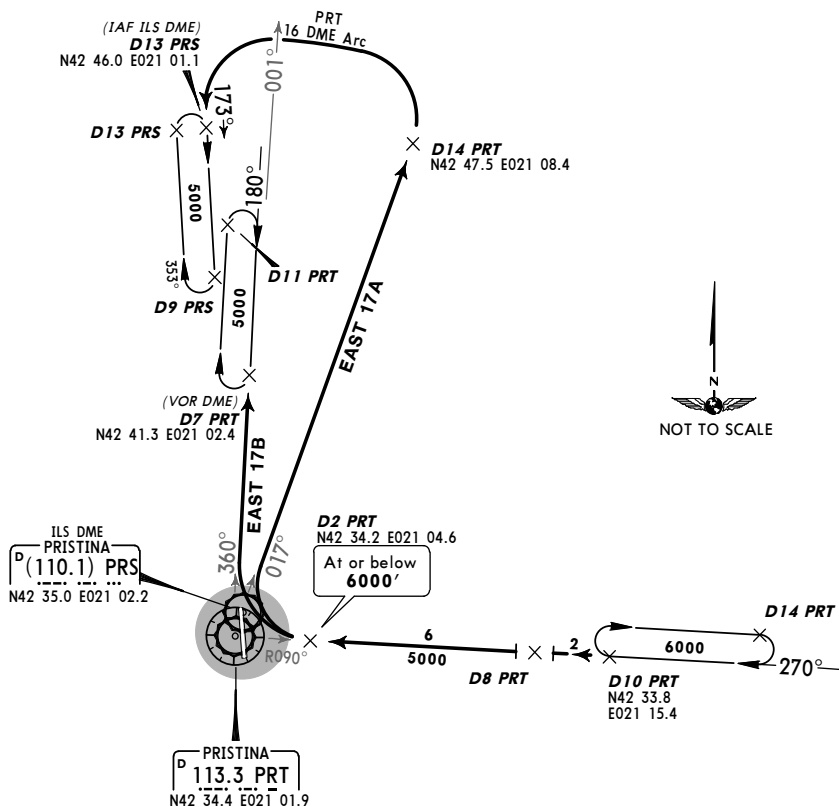
**STAR**

*ATIS <b>132.0</b>	Apt Elev <b>1794'</b>	Alt Set: hPa Trans level: By ATC Trans alt: 10000'
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- ① 4700' within 10 NM
- ② 4900' within 10 NM
- ③ 6800' within 10 NM

**EAST 17A [EAS17A]**  
**EAST 17B [EAS17B]**  
**RWY 17 ARRIVALS**  
 FROM EAST HOLDING



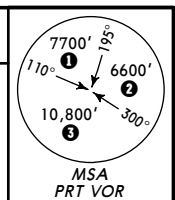
**BKPR/PRN**  
 PRISTINA

**JEPPesen**  
 19 NOV 10 **10-2F**

**PRISTINA, KOSOVO**

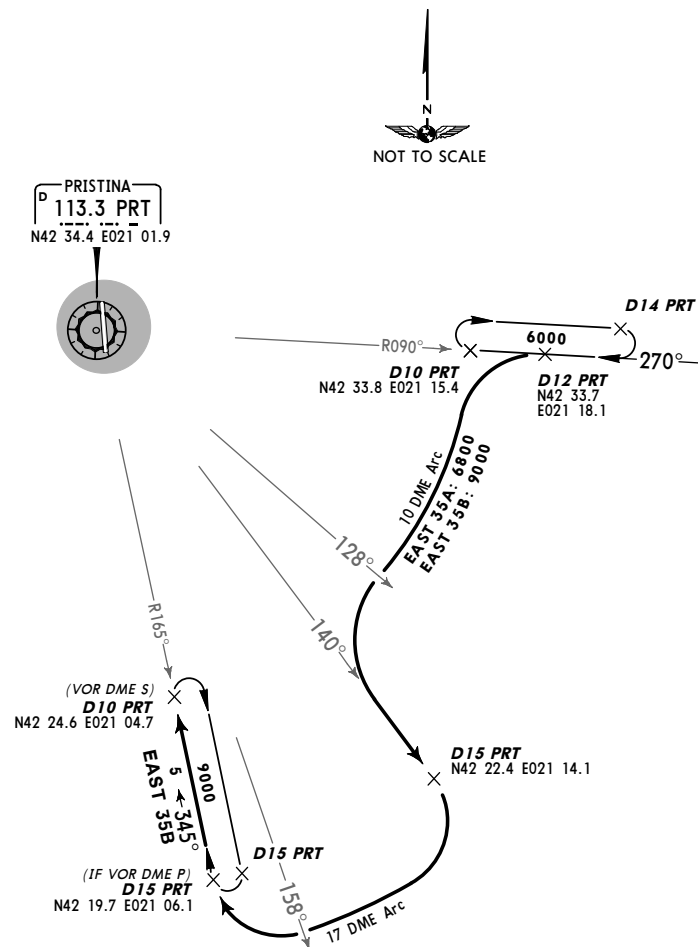
**STAR**

*ATIS <b>132.0</b>	Apt Elev <b>1794'</b>	Alt Set: hPa Trans level: By ATC Trans alt: 10000'
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- ① 4700' within 10 NM
- ② 4900' within 10 NM
- ③ 6800' within 10 NM

**EAST 35A [EAS35A]**  
**EAST 35B [EAS35B]**  
**RWY 35 ARRIVALS**  
 FROM EAST HOLDING



**BKPR/PRN**  
 PRISTINA

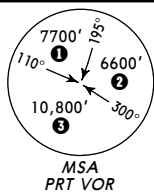
**JEPPesen**  
 19 NOV 10 **10-3**

**PRISTINA, KOSOVO**

**SID**

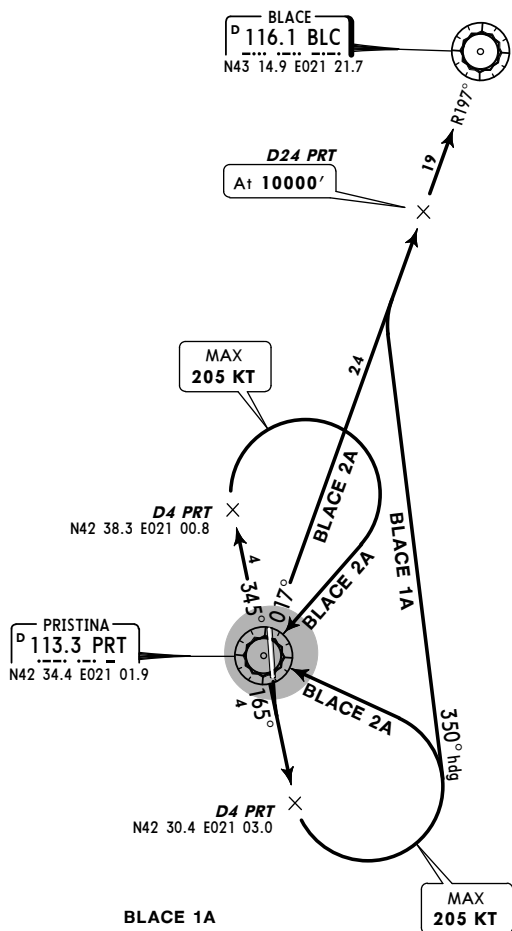
Apt Elev  
 1794'

Trans level: By ATC Trans alt: 10000'



- ① 4700' within 10 NM
- ② 4900' within 10 NM
- ③ 6800' within 10 NM

**BLACE 1A [BLC1A]**  
**BLACE 2A [BLC2A]**  
**RWY 17 DEPARTURES**



This SID requires a minimum climb gradient of 286' per NM (4.7%).

Gnd speed-KT	75	100	150	200	250	300
286' per NM	357	476	714	952	1190	1428

If unable to comply advise ATC and request alternate SID BLACE 2A.

SID	ROUTING
<b>BLACE 1A</b>	On runway heading, intercept PRT R-165 to D4 PRT, turn LEFT, 350° heading, intercept PRT R-017 to BLC.
<b>BLACE 2A</b>	On runway heading, intercept PRT R-165 to D4 PRT, turn LEFT to PRT, PRT R-345 to D4 PRT, turn RIGHT to PRT, PRT R-165 to D4 PRT, turn LEFT to PRT, turn RIGHT, PRT R-017 to BLC.

**BKPR/PRN**  
 PRISTINA

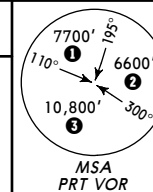
**JEPPesen**  
 19 NOV 10 **10-3A**

**PRISTINA, KOSOVO**

**SID**

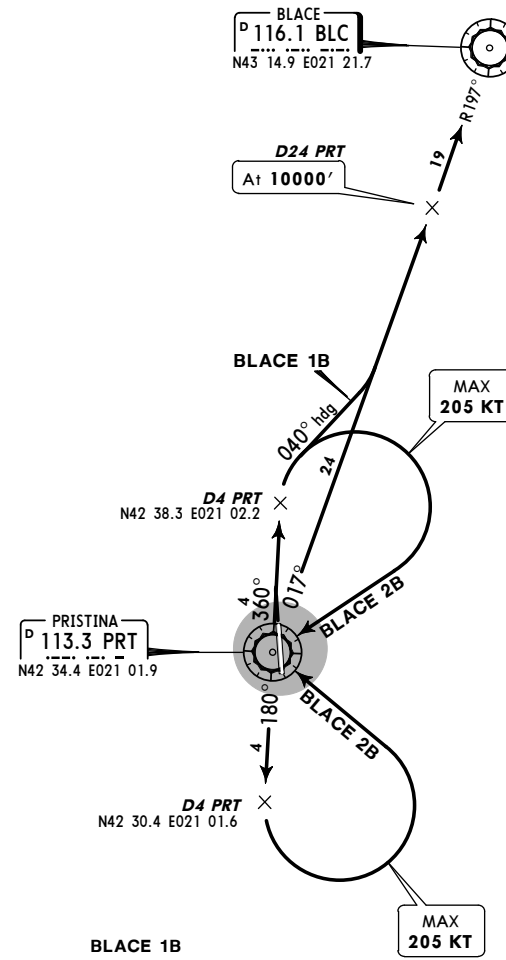
Apt Elev  
 1794'

Trans level: By ATC Trans alt: 10000'



- ① 4700' within 10 NM
- ② 4900' within 10 NM
- ③ 6800' within 10 NM

**BLACE 1B [BLC1B]**  
**BLACE 2B [BLC2B]**  
**RWY 35 DEPARTURES**



This SID requires a minimum climb gradient of 389' per NM (6.4%).

Gnd speed-KT	75	100	150	200	250	300
389' per NM	486	648	972	1296	1620	1944

If unable to comply advise ATC and request alternate SID BLACE 2B.

SID	ROUTING
<b>BLACE 1B</b>	On runway heading, intercept PRT R-360 to D4 PRT, turn RIGHT, 040° heading, intercept PRT R-017 to BLC.
<b>BLACE 2B</b>	On runway heading, intercept PRT R-360 to D4 PRT, turn RIGHT to PRT, PRT R-180 to D4 PRT, turn LEFT to PRT, PRT R-360 to D4 PRT, turn RIGHT to PRT, turn RIGHT, PRT R-017 to BLC.

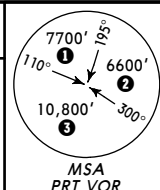
BKPR/PRN  
 PRISTINA

JEPPesen  
 19 NOV 10 (10-3B)

PRISTINA, KOSOVO

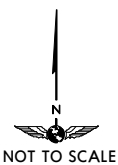
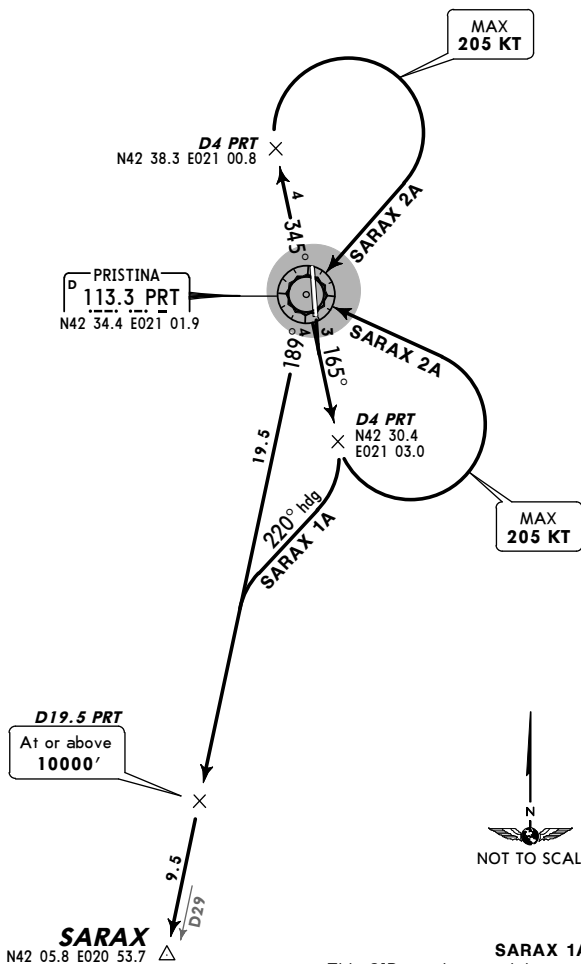
SID

Apt Elev 1794'  
 Trans level: By ATC Trans alt: 10000'



- ① 4700' within 10 NM
- ② 4900' within 10 NM
- ③ 6800' within 10 NM

SARAX 1A [SARA1A]  
 SARAX 2A [SARA2A]  
 RWY 17 DEPARTURES



**SARAX 1A**  
 This SID requires a minimum climb gradient of 468' per NM (7.7%).

Gnd speed-KT	75	100	150	200	250	300
468' per NM	585	780	1170	1560	1949	2339

If unable to comply advise ATC and request alternate SID SARAX 2A.

SID	ROUTING
<b>SARAX 1A</b>	On runway heading, intercept PRT R-165 to D4 PRT, turn RIGHT, 220° heading, intercept PRT R-189 to SARAX.
<b>SARAX 2A</b>	On runway heading, intercept PRT R-165 to D4 PRT, turn LEFT to PRT, PRT R-345 to D4 PRT, turn RIGHT to PRT, PRT R-165 to D4 PRT, turn LEFT to PRT, turn LEFT, PRT R-189 to SARAX.

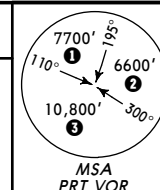
BKPR/PRN  
 PRISTINA

JEPPesen  
 19 NOV 10 (10-3C)

PRISTINA, KOSOVO

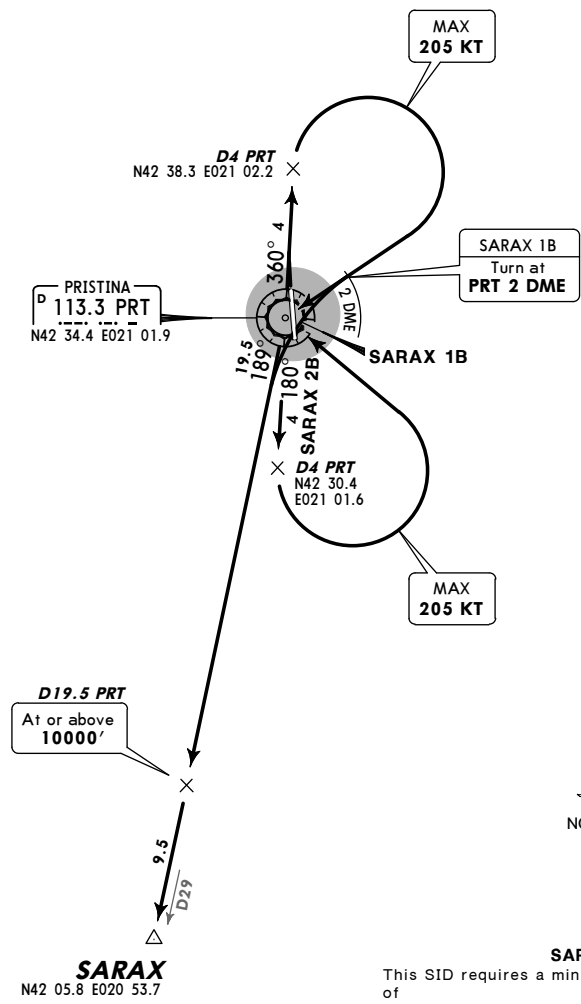
SID

Apt Elev 1794'  
 Trans level: By ATC Trans alt: 10000'



- ① 4700' within 10 NM
- ② 4900' within 10 NM
- ③ 6800' within 10 NM

SARAX 1B [SARA1B]  
 SARAX 2B [SARA2B]  
 RWY 35 DEPARTURES



**SARAX 1B**  
 This SID requires a minimum climb gradient of 358' per NM (5.9%).

Gnd speed-KT	75	100	150	200	250	300
358' per NM	448	597	896	1195	1494	1792

If unable to comply advise ATC and request alternate SID SARAX 2B.

SID	ROUTING
<b>SARAX 1B</b>	On runway heading, intercept PRT R-360 to D4 PRT, turn RIGHT towards PRT, at PRT 2 DME turn LEFT, intercept PRT R-189 to SARAX.
<b>SARAX 2B</b>	On runway heading, intercept PRT R-360 to D4 PRT, turn RIGHT to PRT, PRT R-180 to D4 PRT, turn LEFT to PRT, PRT R-360 to D4 PRT, turn RIGHT to PRT, turn LEFT, PRT R-189 to SARAX.

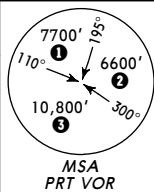
**BKPR/PRN**  
**PRISTINA**

**JEPPesen**  
 19 NOV 10 (10-3D)

**PRISTINA, KOSOVO**

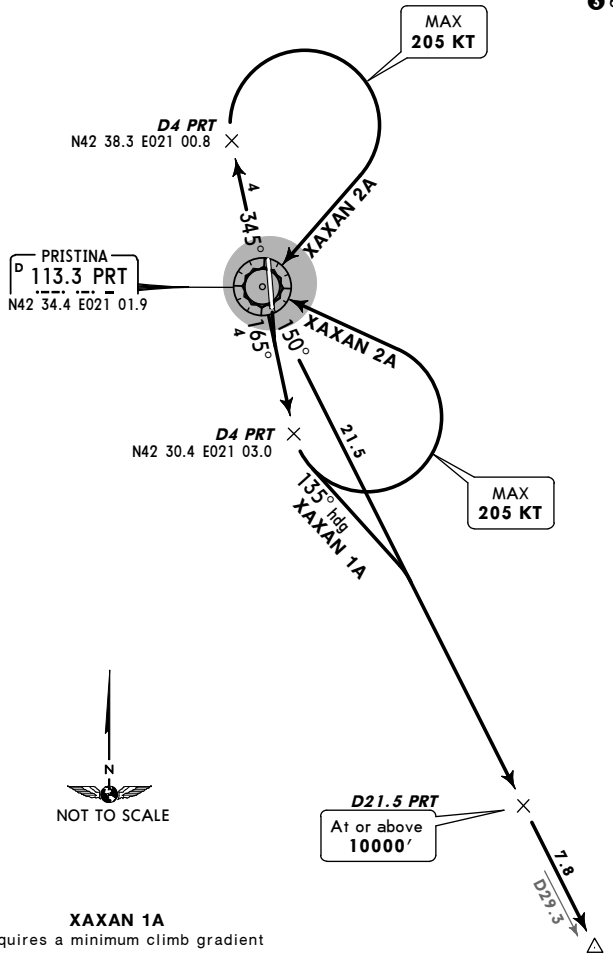
**SID**

Apt Elev 1794'  
 Trans level: By ATC Trans alt: 10000'



- ① 4700' within 10 NM
- ② 4900' within 10 NM
- ③ 6800' within 10 NM

**XAXAN 1A [XAXA1A]**  
**XAXAN 2A [XAXA2A]**  
**RWY 17 DEPARTURES**  
 BY ATC



**XAXAN 1A**  
 This SID requires a minimum climb gradient of 419' per NM (6.9%).

Gnd speed-KT	75	100	150	200	250	300
419' per NM	524	699	1048	1398	1747	2096

If unable to comply advise ATC and request alternate SID XAXAN 2A.

SID	ROUTING
<b>XAXAN 1A</b>	On runway heading, intercept PRT R-165 to D4 PRT, turn LEFT, 135° heading, intercept PRT R-150 to XAXAN.
<b>XAXAN 2A</b>	On runway heading, intercept PRT R-165 to D4 PRT, turn LEFT to PRT, PRT R-345 to D4 PRT, turn RIGHT to PRT, PRT R-165 to D4 PRT, turn LEFT to PRT, turn LEFT, PRT R-150 to XAXAN.

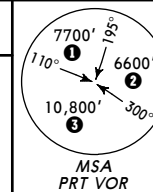
**BKPR/PRN**  
**PRISTINA**

**JEPPesen**  
 19 NOV 10 (10-3E)

**PRISTINA, KOSOVO**

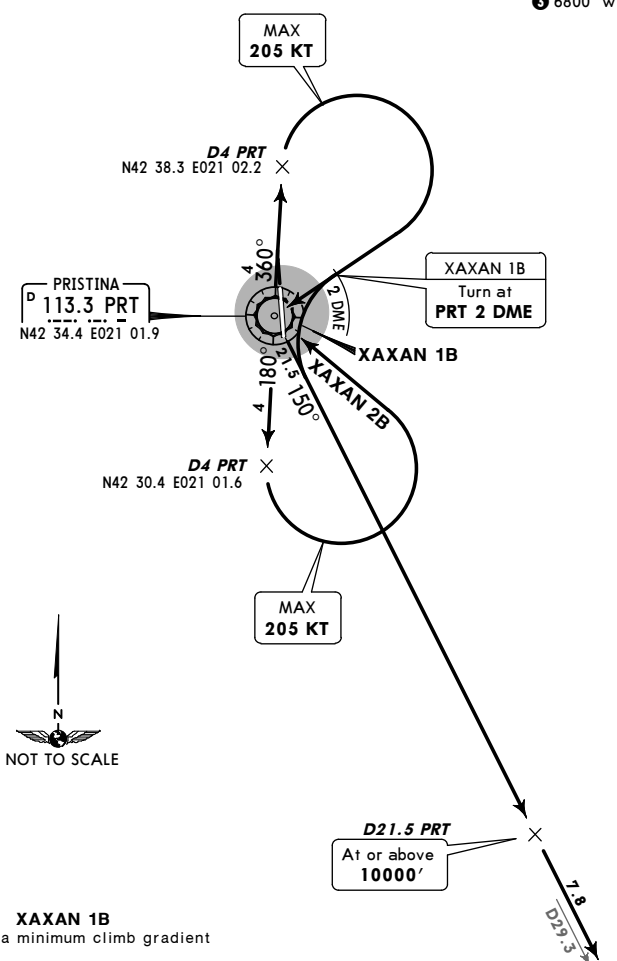
**SID**

Apt Elev 1794'  
 Trans level: By ATC Trans alt: 10000'



- ① 4700' within 10 NM
- ② 4900' within 10 NM
- ③ 6800' within 10 NM

**XAXAN 1B [XAXA1B]**  
**XAXAN 2B [XAXA2B]**  
**RWY 35 DEPARTURES**  
 BY ATC



**XAXAN 1B**  
 This SID requires a minimum climb gradient of 334' per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise ATC and request alternate SID XAXAN 2B.

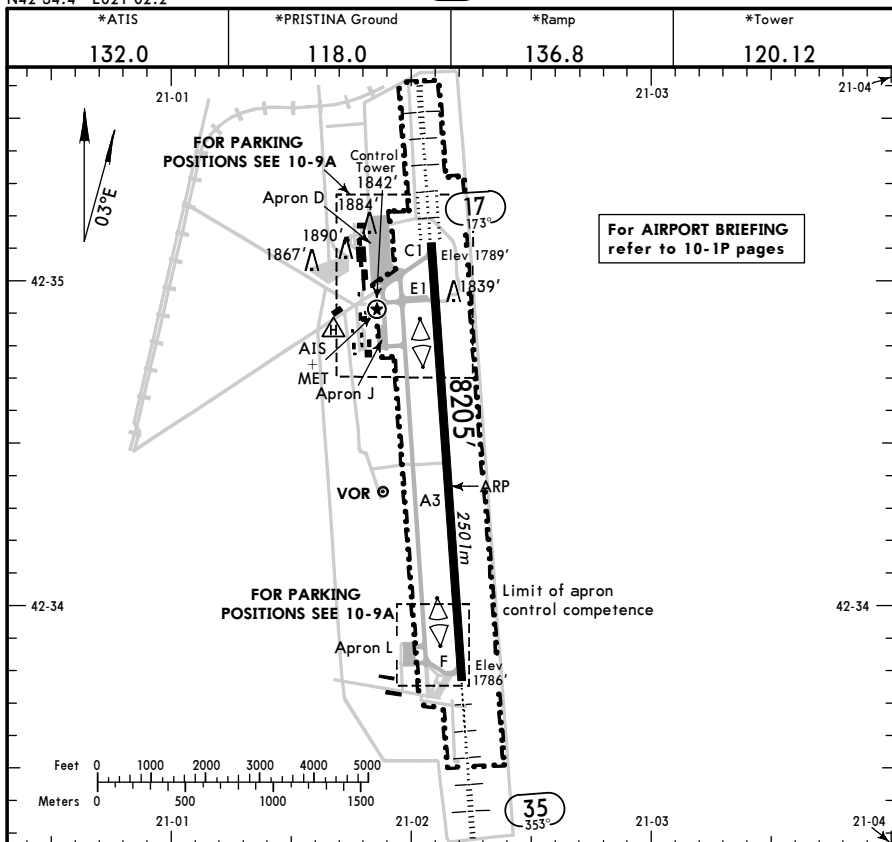
SID	ROUTING
<b>XAXAN 1B</b>	On runway heading, intercept PRT R-360 to D4 PRT, turn RIGHT towards PRT, at PRT 2 DME turn LEFT, intercept PRT R-150 to XAXAN.
<b>XAXAN 2B</b>	On runway heading, intercept PRT R-360 to D4 PRT, turn RIGHT to PRT, PRT R-180 to D4 PRT, turn LEFT to PRT, PRT R-360 to D4 PRT, turn RIGHT to PRT, turn LEFT, PRT R-150 to XAXAN.



**BKPR/PRN**  
 Apt Elev **1794'**  
 N42 34.4 E021 02.2

**JEPPesen**  
 17 DEC 10 (10-9)

**PRISTINA, KOSOVO**  
 PRISTINA



For AIRPORT BRIEFING refer to 10-1P pages

**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
17	HIRL (60m) CL(30m) HIALS-II TDZ PAPI-L(3.0°) RVR		7354' 2242m		148'
35	HIRL (60m) CL(30m) HIALS PAPI-L(3.0°) RVR				45m

**JAR-OPS**

**TAKE-OFF I**

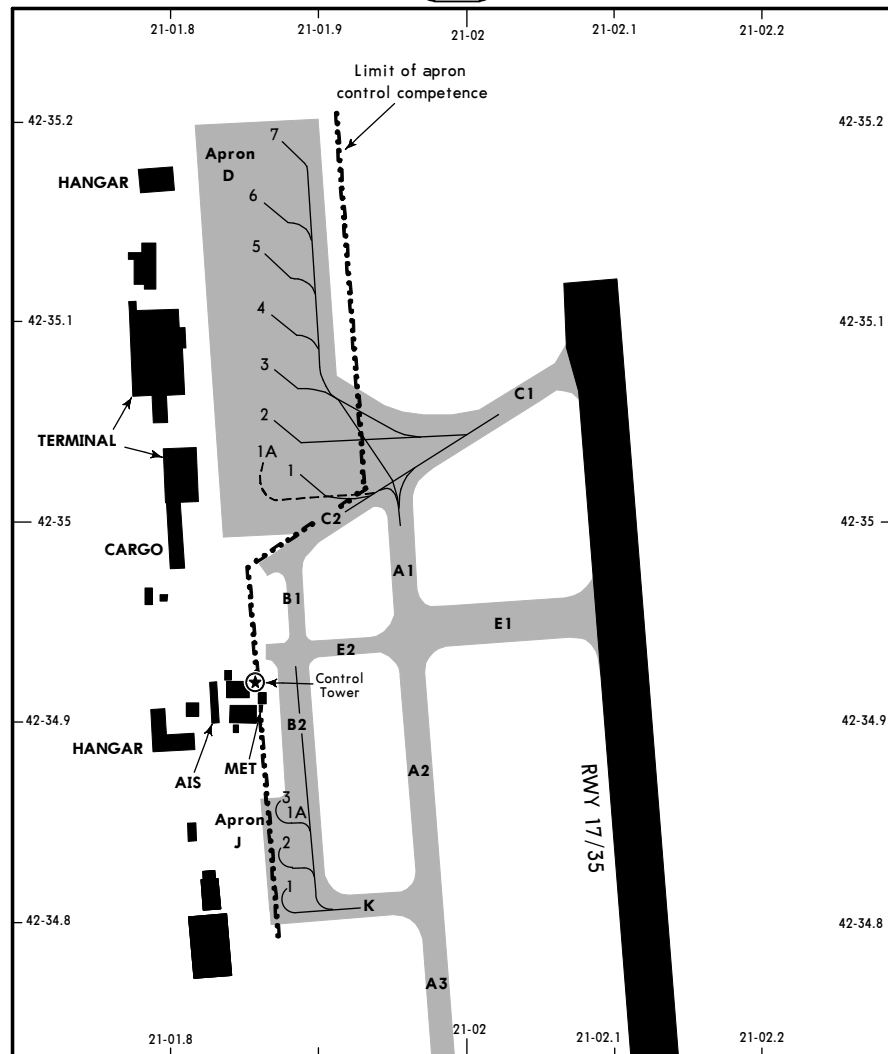
	All Rwys				NIL (DAY only)
	LVP must be in Force		RCLM (DAY only) or RL	RCLM (DAY only) or RL	
	RL, CL & mult. RVR req	RL & CL			RCLM (DAY only) or RL
A					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

Operators applying U.S. Ops Specs: CL required below 300m.

**BKPR/PRN**

**JEPPesen**  
 17 DEC 10 (10-9A)

**PRISTINA, KOSOVO**  
 PRISTINA



**INS COORDINATES**

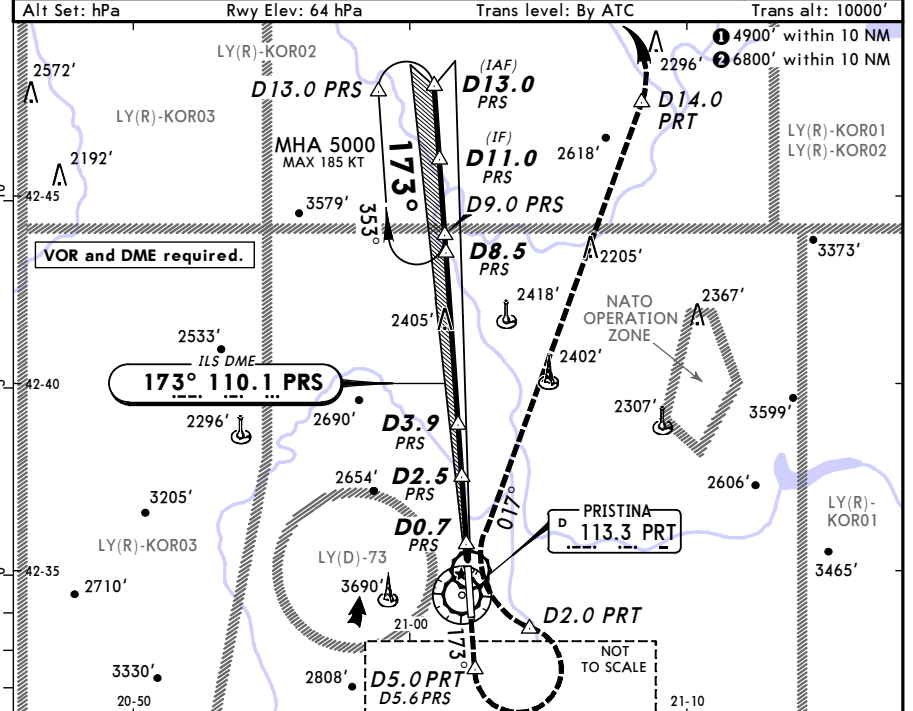
STAND No.	COORDINATES
1, 1A 2 thru 5 6, 7	<b>APRON D</b> N42 35.0 E021 01.9 N42 35.1 E021 01.8 N42 35.2 E021 01.8
1 1A 2 3	<b>APRON J</b> N42 34.8 E021 01.9 N42 34.9 E021 01.9 N42 34.8 E021 01.9 N42 34.9 E021 01.9
1AN thru 2S	<b>APRON L</b> N42 33.8 E021 02.0

**BKPR/PRN PRISTINA** **JEPPESEN** **PRISTINA, KOSOVO**  
 17 DEC 10 (11-1) **ILS DME Rwy 17**

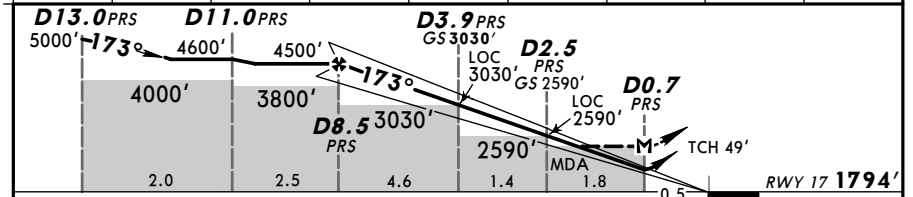
*ATIS 132.0	*PRISTINA Approach (R) 118.77 119.17	*PRISTINA Tower 120.12	*Ground 118.0
LOC PRS 110.1	Final Apch Crs 173°	GS D3.9 PRS 3030' (1236')	ILS DA(H) Refer to Minimums Apt Elev 1794' RWY 1794'

MISSED APCH: Climb to 5000', on track 173° to D5.0 PRT, then turn LEFT (MAX 185 KT) to VOR. At D2.0 PRT turn RIGHT onto R-017 and climb. At D14.0 PRT turn LEFT onto 16 DME Arc PRT. Crossing R-001 turn LEFT to join PRS LOC and join holding.

Alt Set: hPa Rwy Elev: 64 hPa Trans level: By ATC Trans alt: 10000'



LOC (GS out)	PRT DME ALTITUDE	8.0	7.0	6.0	5.0	4.0	3.0	2.0
		4340'	4020'	3700'	3380'	3060'	2750'	2430'



Gnd speed-Kts	70	90	100	120	140	160		5000'	173°	D5.0
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861			PRT

<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
DA(H) ILS A: 1994'(200') C: 2014'(220') B: 2006'(212') D: 2025'(231')				Not authorized at NIGHT and West of apt			
FULL ALS out A: RVR 550m VIS 800m B: RVR 600m VIS 800m				MDA(H) 2270'(476') Max Kts. MDA(H) VIS 100 2280'(486') 1500m 135 2420'(626') 1600m 180 2820'(1026') 2400m 205 2820'(1026') 3600m			
RVR 1000m				RVR 1500m			
RVR 1200m				RVR 2000m			
RVR 1600m							

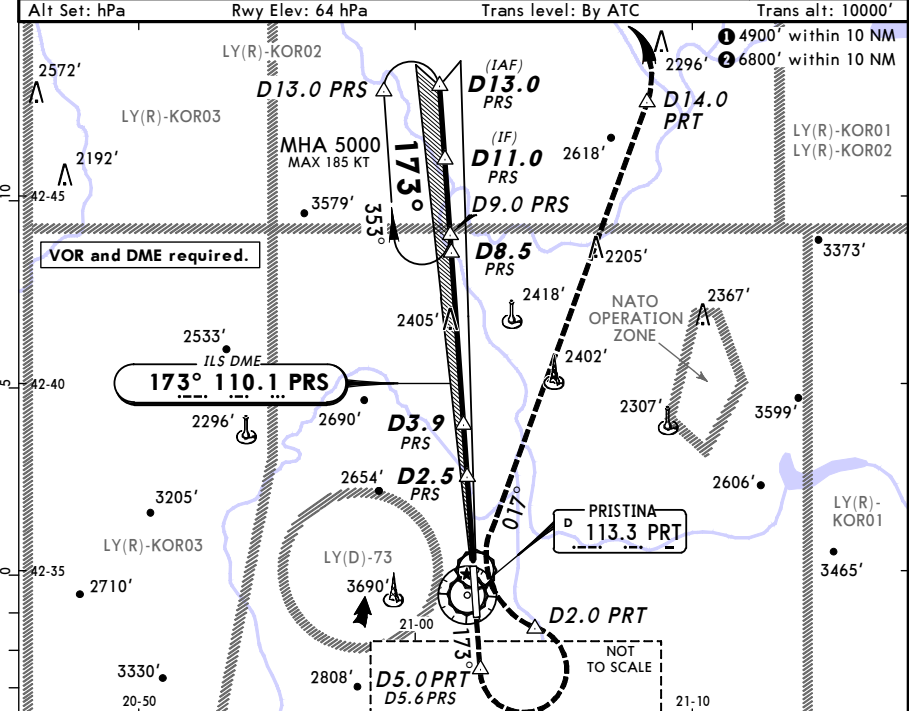
CHANGES: Lights. Minimums.

**BKPR/PRN PRISTINA** **JEPPESEN** **PRISTINA, KOSOVO**  
 17 DEC 10 (11-1A) **CAT II ILS DME Rwy 17**

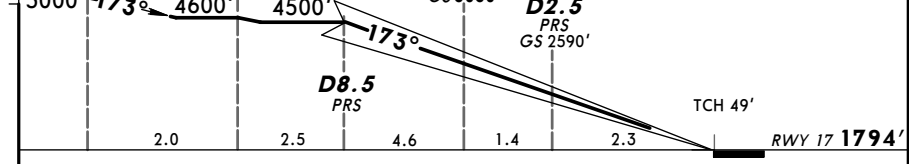
*ATIS 132.0	*PRISTINA Approach (R) 118.77 119.17	*PRISTINA Tower 120.12	*Ground 118.0
LOC PRS 110.1	Final Apch Crs 173°	GS D3.9 PRS 3030' (1236')	CAT II ILS RA/DA(H) Refer to Minimums Apt Elev 1794' RWY 1794'

MISSED APCH: Climb to 5000', on track 173° to D5.0 PRT, then turn LEFT (MAX 185 KT) to VOR. At D2.0 PRT turn RIGHT onto R-017 and climb. At D14.0 PRT turn LEFT onto 16 DME Arc PRT. Crossing R-001 turn LEFT to join PRS LOC and join holding.

Alt Set: hPa Rwy Elev: 64 hPa Trans level: By ATC Trans alt: 10000'



D13.0 PRS	D11.0 PRS	D3.9 PRS	D2.5 PRS	
5000'	4600'	4500'	GS 3030'	GS 2590'
2.0	2.5	4.6	1.4	2.3



Gnd speed-Kts	70	90	100	120	140	160		5000'	173°	D5.0
GS	3.00°	377	484	538	646	753	861			PRT

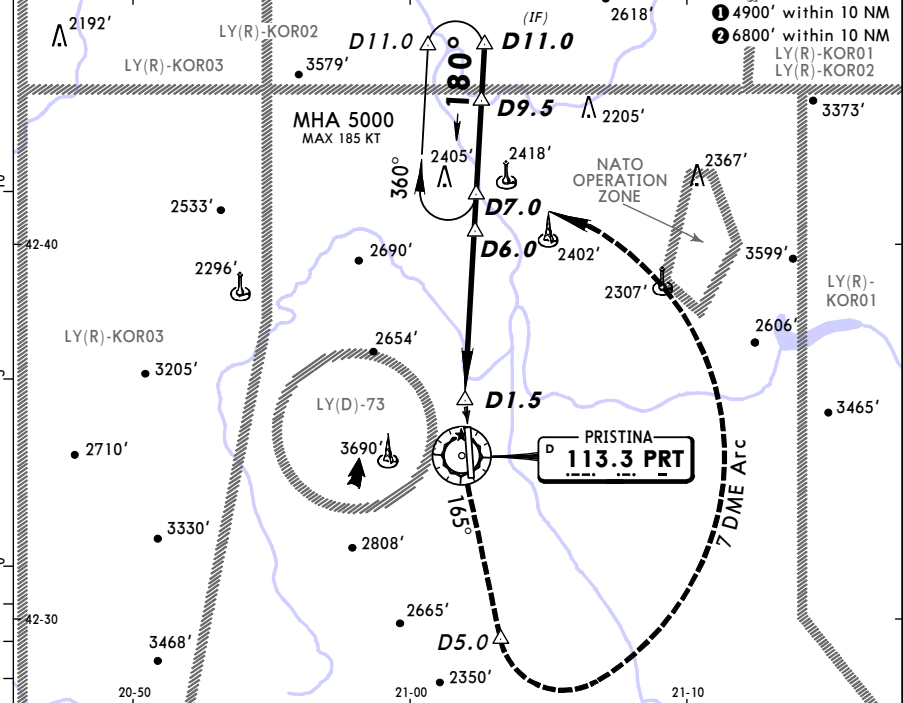
<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 17 CAT II ILS			
A	B	C	D
RA 103'	RA 110'	RA 120'	RA 129'
DA(H) 1894'(100')	DA(H) 1900'(106')	DA(H) 1910'(116')	DA(H) 1920'(126')
RVR 300m			
RVR 400m			

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

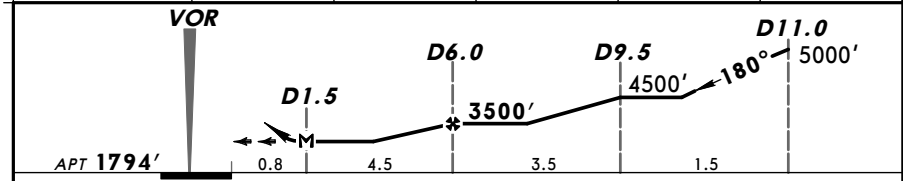
CHANGES: New procedure.

**BKPR/PRN PRISTINA** **JEPPESEN** **PRISTINA, KOSOVO**  
 17 DEC 10 (13-1) **VOR DME Rwy 17**

*ATIS <b>132.0</b>	*PRISTINA Approach (R) <b>118.77 119.17</b>	*PRISTINA Tower <b>120.12</b>	*Ground <b>118.0</b>	
VOR PRT <b>113.3</b>	Final Apch Crs <b>180°</b>	Minimum Alt <b>D6.0 3500' (1706')</b>	MDA(H) <b>2370' (576')</b>	
Apt Elev <b>1794'</b>				
MISSED APCH: Climb to 5000'. Maintain R-360 until VOR. Leave VOR on R-165 until D5.0, then turn LEFT (MAX 185 KT) to join 7 DME Arc to D7.0 and hold.				
Alt Set: hPa		Apt Elev: 64 hPa	Trans level: By ATC	Trans alt: 10000'
Final apch track offset 7° from Rwy centerline.				



PRT DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	2220'	2540'	2860'	3180'	3500'



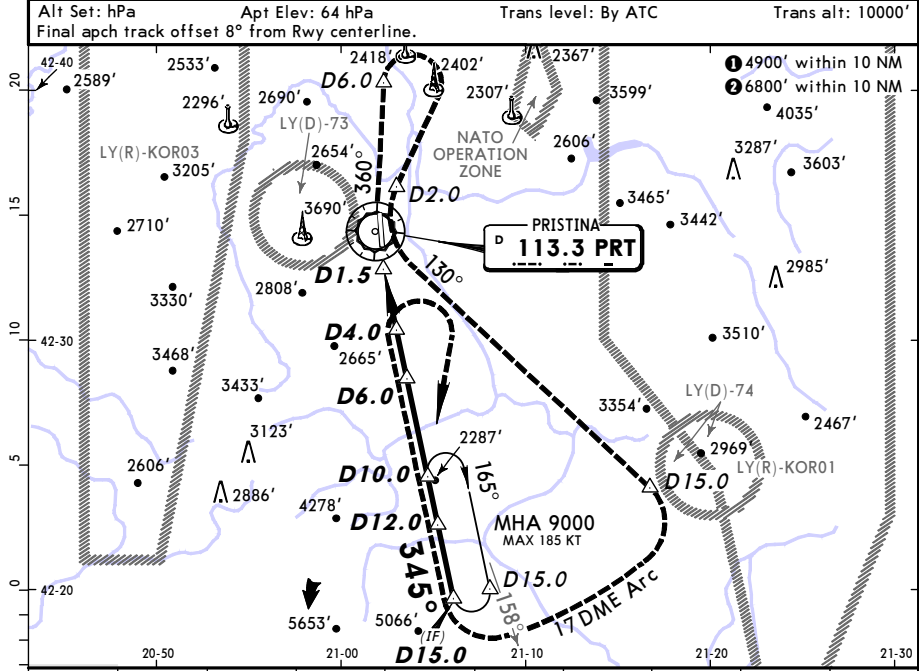
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI <b>5000'</b>	PRT <b>113.3 R-360</b>	PRT <b>113.3</b>
Descent Angle	2.98°	3.69	4.74	5.27	6.33	7.38			
MAP at D1.5									

<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 17		<b>CEILING REQUIRED</b>		CIRCLE-TO-LAND	
MDA(H) <b>2370' (576')</b>		ALS out		Not authorized at NIGHT and West of apt	
A	600'- 1000m	600'- 1600m	Max Kts	MDA(H)	CEIL-VIS
B	600'- 1200m		100	<b>2370' (576')</b>	600'- 1900m
C	600'- 1600m	600'- 2400m	135	<b>2420' (626')</b>	700'- 2800m
D	600'- 2000m	600'- 2800m	180	<b>2820' (1026')</b>	1100'- 4800m
			205		

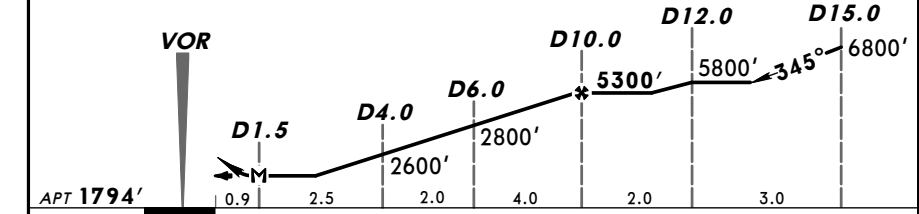
CHANGES: Printing sequence. Lights.

**BKPR/PRN PRISTINA** **JEPPESEN** **PRISTINA, KOSOVO**  
 5 NOV 10 (13-2) **Eff 18 Nov** **VOR DME-P Rwy 35**

*ATIS <b>132.0</b>	*PRISTINA Approach (R) <b>118.77 119.17</b>	*PRISTINA Tower <b>120.12</b>	*Ground <b>118.0</b>	
VOR PRT <b>113.3</b>	Final Apch Crs <b>345°</b>	Minimum Alt <b>D10.0 5300' (3506')</b>	MDA(H) <b>2430' (636')</b>	
Apt Elev <b>1794'</b>				
MISSED APCH: Climb to 9000'. Maintain R-165 until VOR. Leave VOR on R-360 until D6.0, then turn RIGHT (MAX 185 KT) to VOR. At D2.0 to cross at or below 6000' turn LEFT to join R-130. At D15.0 turn RIGHT to join 17 DME Arc. Crossing R-158 turn RIGHT to join R-165. At D4.0 turn RIGHT to holding. If 9000' are gained by D10.0 join directly holding.				
Alt Set: hPa		Apt Elev: 64 hPa	Trans level: By ATC	Trans alt: 10000'
Final apch track offset 8° from Rwy centerline.				



PRT DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	2350'	2720'	3090'	3460'	3830'	4200'	4570'	4940'	5310'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI Refer to Missed apch above
Descent Angle	3.49°	4.32	5.56	6.18	7.41	8.65	
MAP at D1.5							

<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 35		<b>CEILING REQUIRED</b>		CIRCLE-TO-LAND	
MDA(H) <b>2430' (636')</b>		ALS out		Not authorized at NIGHT and West of apt	
A	700'- 1600m	700'- 2800m	Max Kts	MDA(H)	CEIL-VIS
B			100	<b>2430' (636')</b>	700'- 2800m
C	700'- 2000m	700'- 2800m	135	<b>2820' (1026')</b>	1100'- 4800m
D	700'- 2400m	700'- 3200m	180		
			205		

CHANGES: Apt elev. MSA.

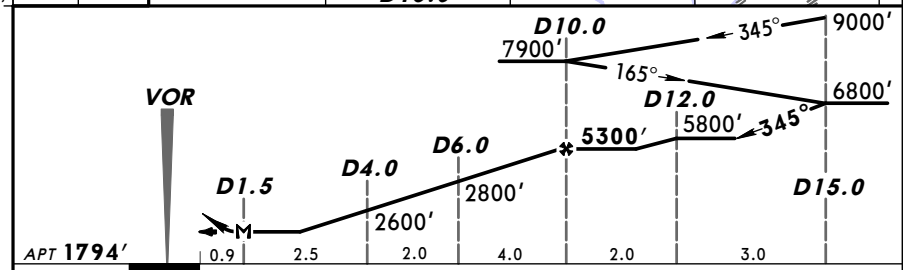
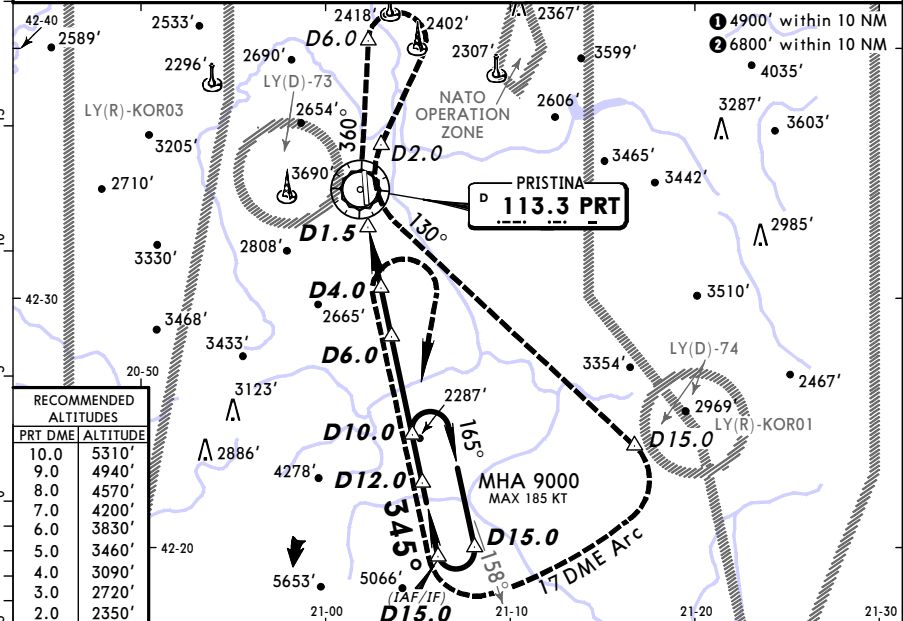
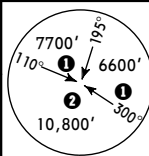
**BKPR/PRN PRISTINA, KOSOVO**  
 PRISTINA VOR DME-S Rwy 35

5 NOV 10 (13-3) Eff 18 Nov

*ATIS <b>132.0</b>	*PRISTINA Approach (R) <b>118.77 119.17</b>	*PRISTINA Tower <b>120.12</b>	*Ground <b>118.0</b>
VOR PRT <b>113.3</b>	Final Apch Crs <b>345°</b>	Minimum Alt <b>D10.0</b> 5300' (3506')	MDA(H) <b>2430' (636')</b> Apt Elev <b>1794'</b>

**MISSED APCH:** Climb to 9000'. Maintain R-165 until VOR. Leave VOR on R-360 until D6.0, then turn RIGHT (MAX 185 KT) to VOR. At D2.0 to cross at or below 6000' turn LEFT to join R-130. At D15.0 turn RIGHT to join R-17 DME Arc. Crossing R-158 turn RIGHT to join R-165. At D4.0 turn RIGHT to holding. If 9000' are gained by D10.0 join directly holding.

Alt Set: hPa Apt Elev: 64 hPa Trans level: By ATC Trans alt: 10000'



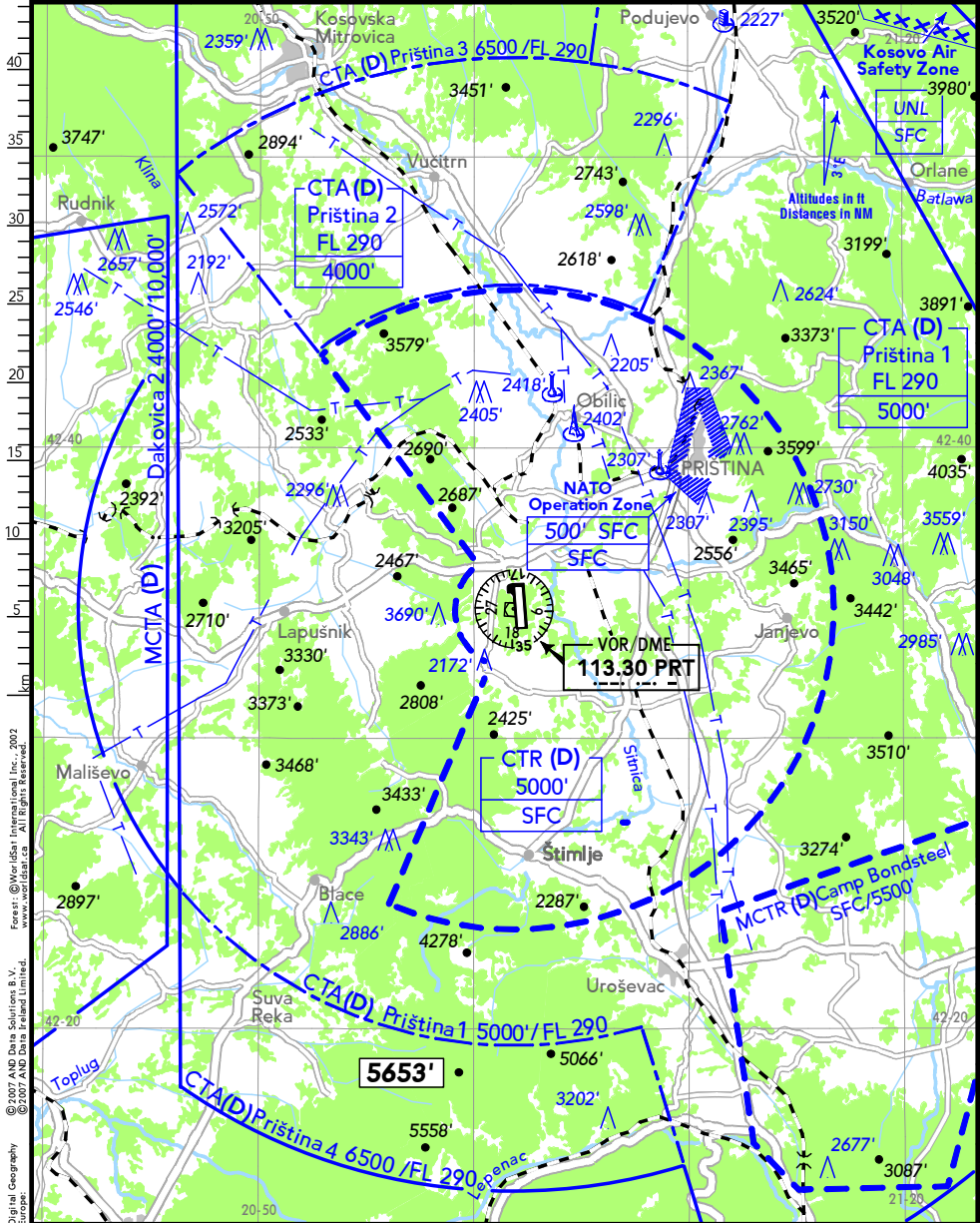
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.49°	432	556	618	741	865
MAP at D1.5						

<b>JAR-OPS</b>	STRAIGHT-IN LANDING RWY 35	<b>CEILING REQUIRED</b>	CIRCLE-TO-LAND
	MDA(H) <b>2430' (636')</b>		Not authorized at NIGHT and West of apt
A	700'- 1600m	Max Kts 100	2430' (636') 700'- 2800m
B		135	
C	700'- 2000m	180	2820' (1026') 1100'- 4800m
D	700'- 2400m	205	

**BKPR PRISTINA, KOSOVO**  
 PRISTINA

26 NOV 10 (19-1)

(APP) PRISTINA APPROACH (R) <b>118.77 119.17</b> (en)	Elev <b>1794' / 547m</b> N42 34.4 E021 02.2 8 NM SW Prishtina
Within MCTR Camp Bondsteel: STEEL APPROACH <b>123.30</b> (en)	ATIS <b>132.00</b> *ILS/DME freq paired.
(TWR) PRISTINA TOWER <b>120.12</b> (en) GROUND <b>118.00</b>	RWY ILS 17* 110.10 PRS 173°



**PRIŠTINA**

(19-2) 26 NOV 10



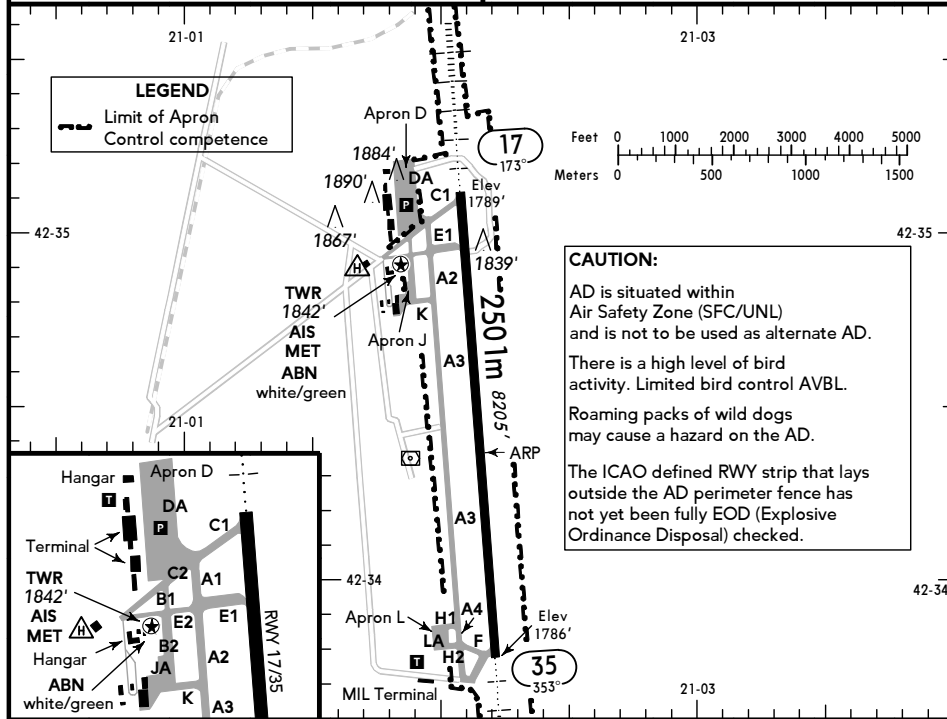
PRIŠTINA



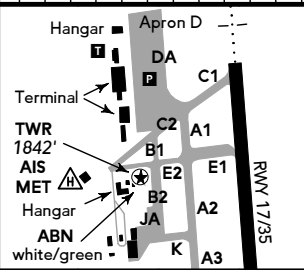
**KOSOVO**

ATIS **132.00**  
 PRIŠTINA GROUND **118.00**

(FIS)  
 PRIŠTINA APPROACH **118.77** (>1500' SFC)



**CAUTION:**  
 AD is situated within Air Safety Zone (SFC/UNL) and is not to be used as alternate AD. There is a high level of bird activity. Limited bird control AVBL. Roaming packs of wild dogs may cause a hazard on the AD. The ICAO defined RWY strip that lays outside the AD perimeter fence has not yet been fully EOD (Explosive Ordinance Disposal) checked.



ABN - ALS - PAPI - THRL - RL - RCLL - TWYL - APRON - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
17 35	2501 x 45 Asphalt	2501	2501	PCN 100/F/B/X/T	

Civilian and military operators have to adhere to the rules contained in NATO publications ([www.caoc5.nato.int](http://www.caoc5.nato.int)).

- ACFT departing Priština will use BKPR as DEP AD and BKPRZAXX as originator.
- ACFT arriving early or late may be instructed to hold or may be diverted.
- HEL accepted by operations will land in accordance with ATC instructions.
- RWY 35 RH traffic circuit; fixed-wing circuits are flown to the E of AD at 3000'. HEL circuits are flown to the W of AD at 2300'.
- Sharp turns on TWYs (especially TWY B & TWY E) should be avoided.
- Apron space is limited, taxiing patterns can be tight and marshalling instructions are to be followed.
- The condition of the shoulder area limits the use of TWYs by ACFT with engines overhanging the shoulder.
- There are a number of MIL/UN HEL sites on the TWYs.