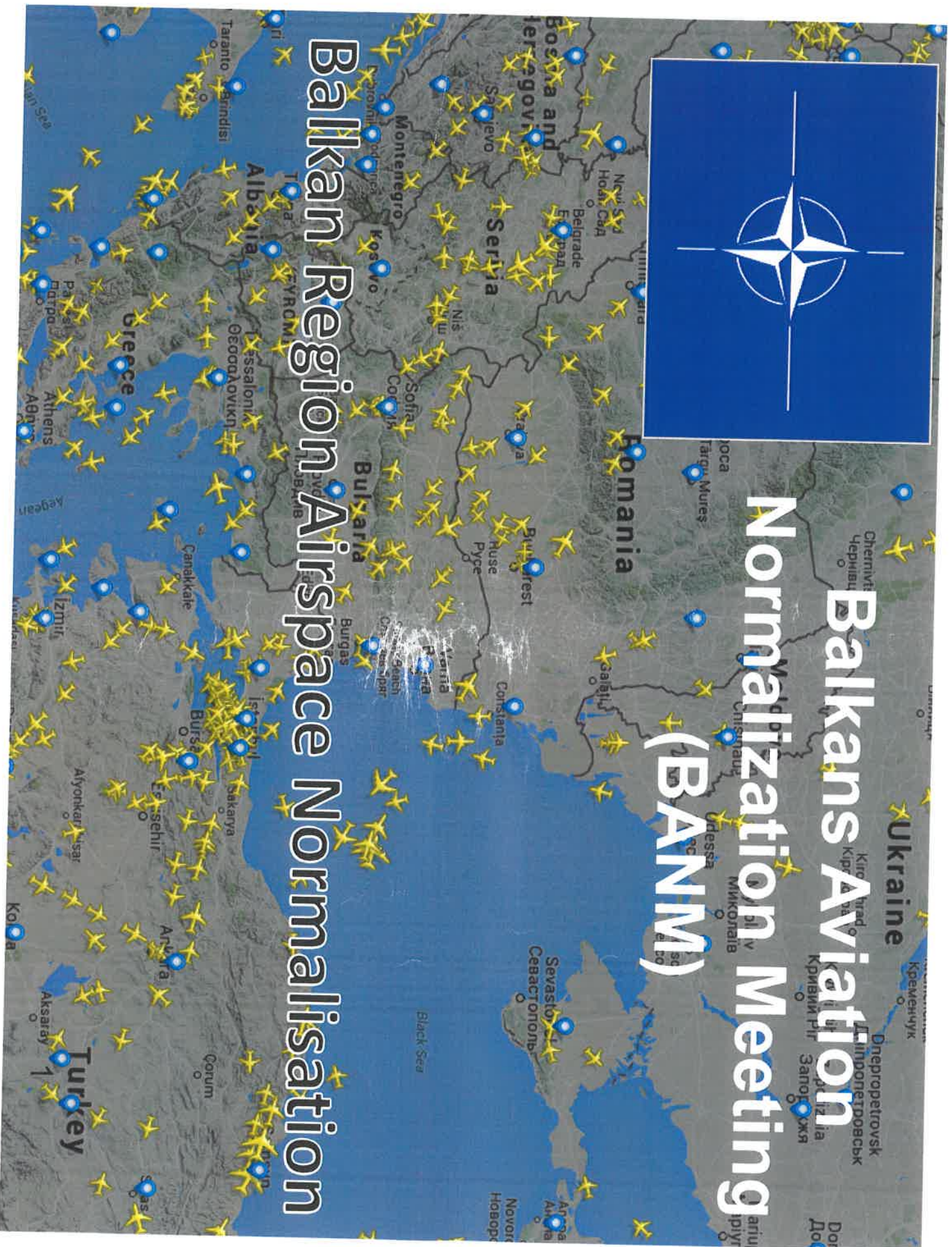




Balkans Aviation Normalization Meeting (BANM)

Balkan Region Airspace Normalisation





Defence
Investment
Investissement pour la Défense

THE AIRSPACE OVER KOSOVO UNSCR 1244 & 1999 MTA



United Nations Security Council Resolution - 1244

Establishes the international security presence in Kosovo

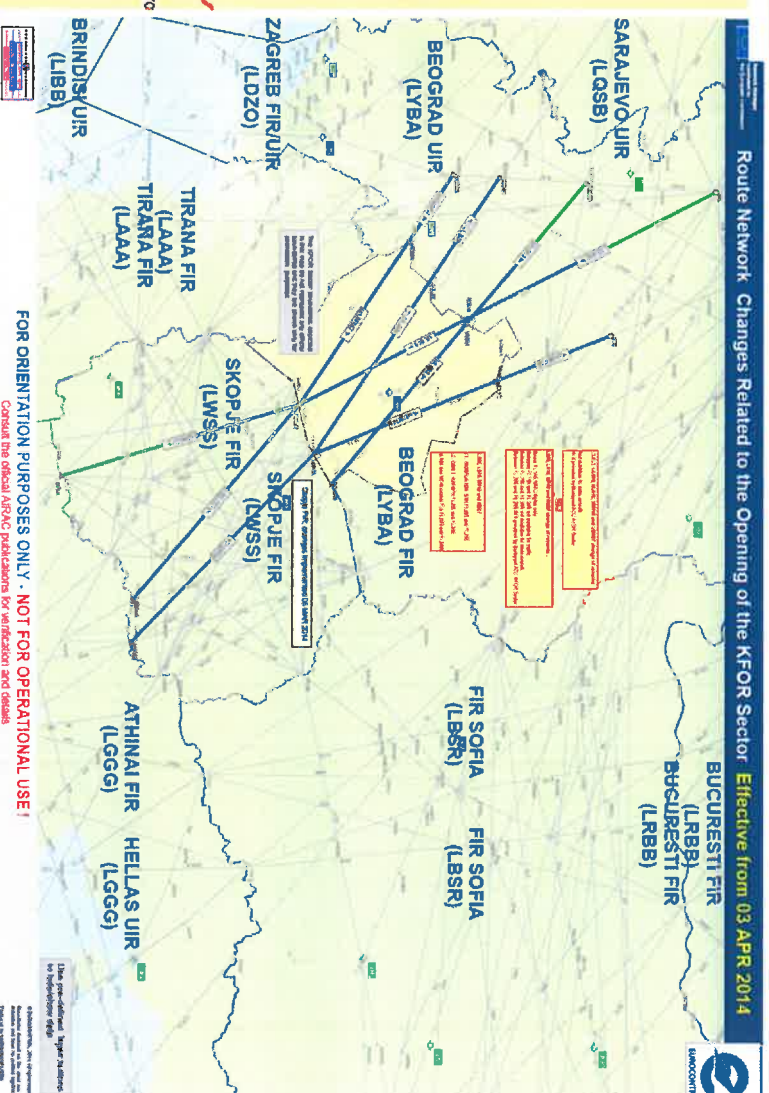
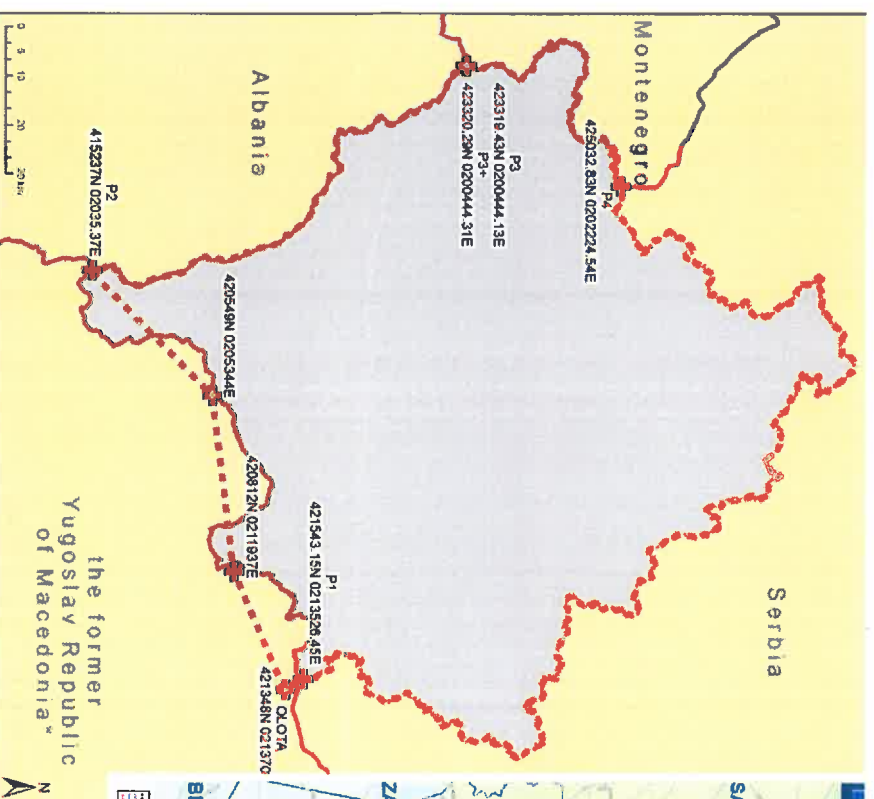
1999 Military Technical Agreement

*Military Technical Agreement signature in Kumanovo on 9 June 1999
assigned full control over Kosovo's airspace to KFOR, and COMKFOR was
entrusted as the sole authority over the Kosovo airspace*

BALKANS AVIATION NORMALISATION MEETING (BANM)



Normalisation Activities Specific To Airspace Over Kosovo



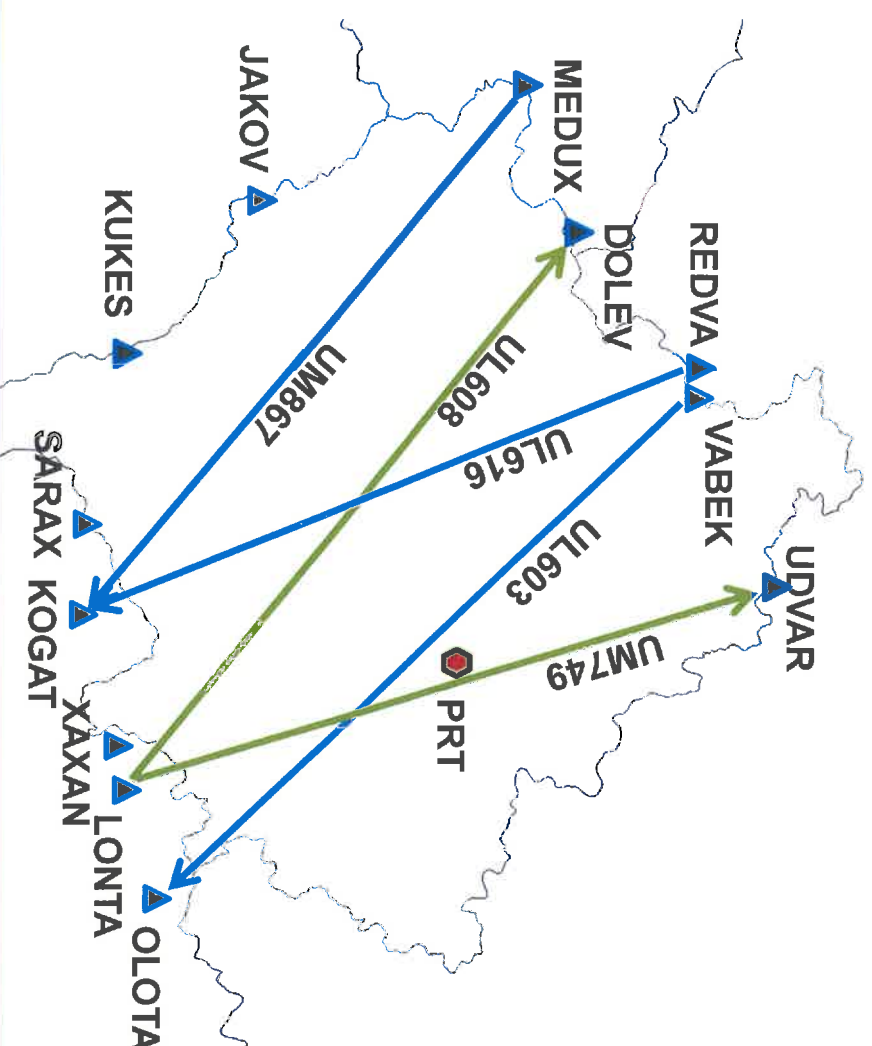
“...3 April 2014...”

To take stock and exchange view on current situation; to consider possible next steps and potential implications; to address specific issues of NATO's responsibilities; to promote the consolidation of common views; to recommend and facilitate follow-on actions; to inform and advise the NATO Secretary General

UPPER AIRSPACE OPENED FL205 – FL660

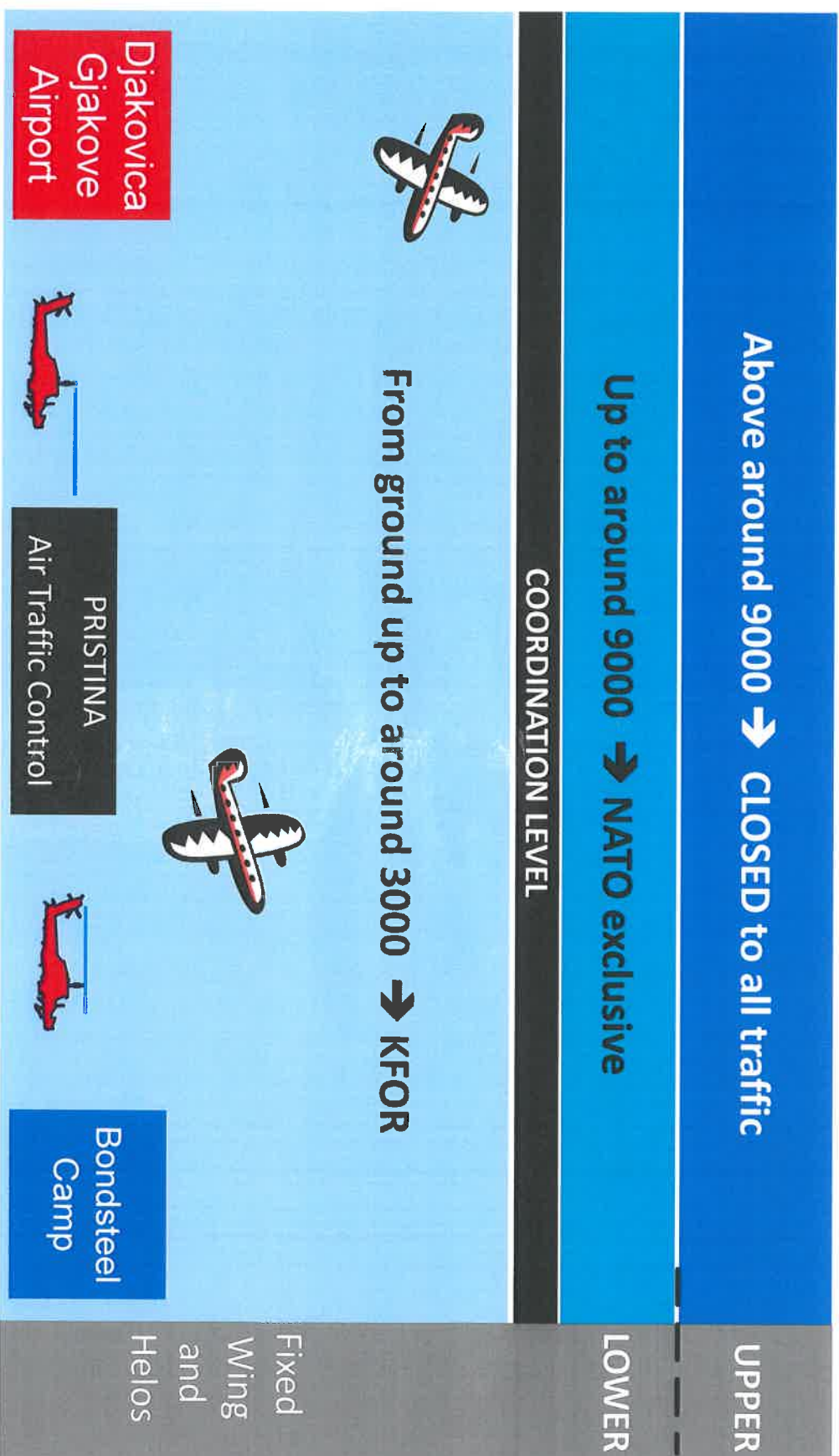
Connection with the
existing network of
Upper Airspace routes:

- Route UM 867
- Route UL 608
- Route UL 616
- Route UL603
- Route UM749



“This has been a key example of regional cooperation”, according to the BANM Chairman. “I was quite impressed with the constructive approach taken”

AIRSPACE OVER KOSOVO BEFORE APRIL 2014



AIRSPACE OVER KOSOVO AFTER APRIL 2014



UPPER



Open to Civilian Flights – Closed for State A/C
around 6.250 to 20.100



ATC Service provided by HUNGARO CONTROL

DIVISION LEVEL

LOWER



Ground to around 6250 m

ATC Service provided by PRISTINA APPROACH



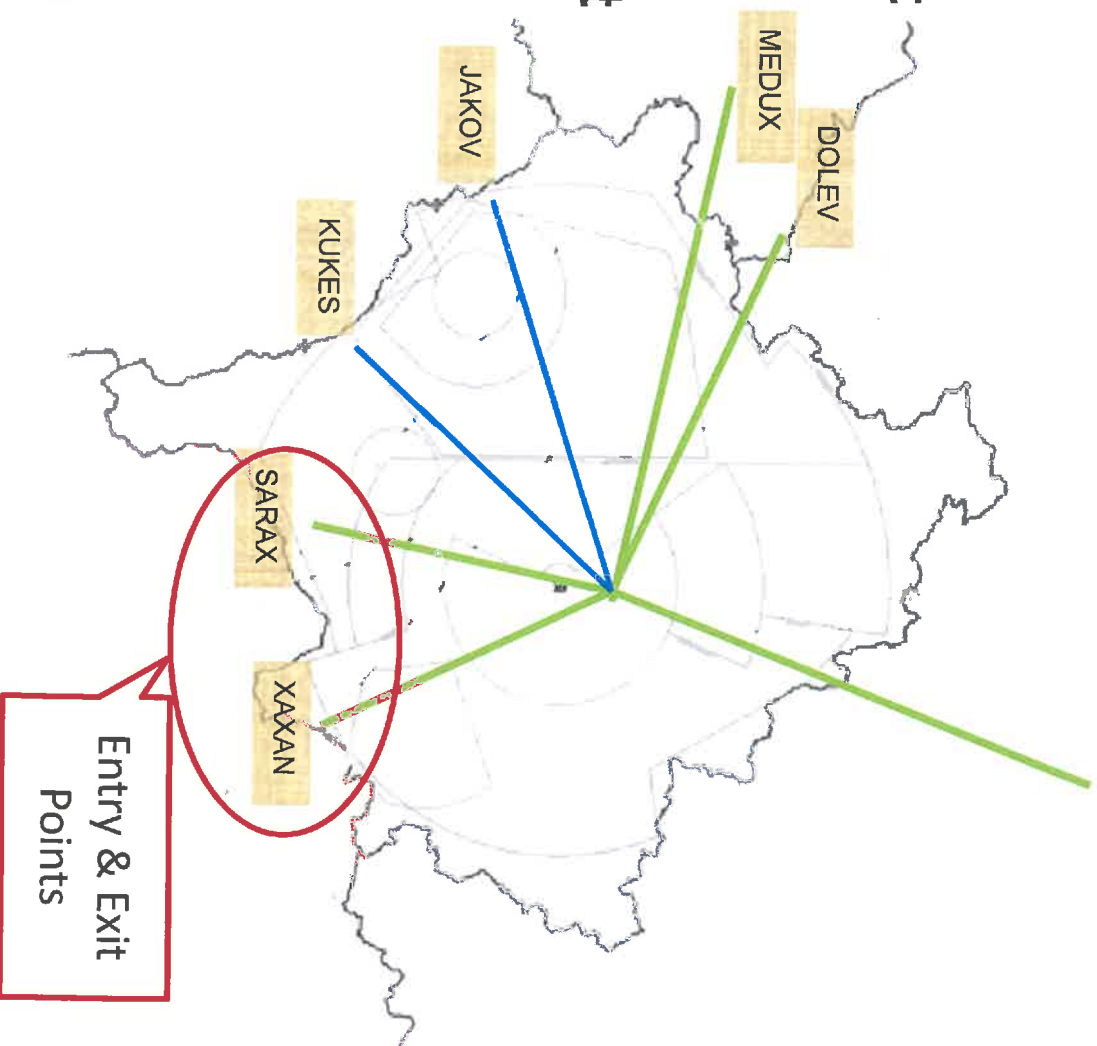
GROUND

UPPER
(can be recalled by KFOR for operational need)

LOWER
(Military exclusive. Flight request to KFOR HQ)

Entry/Exit points of flights:

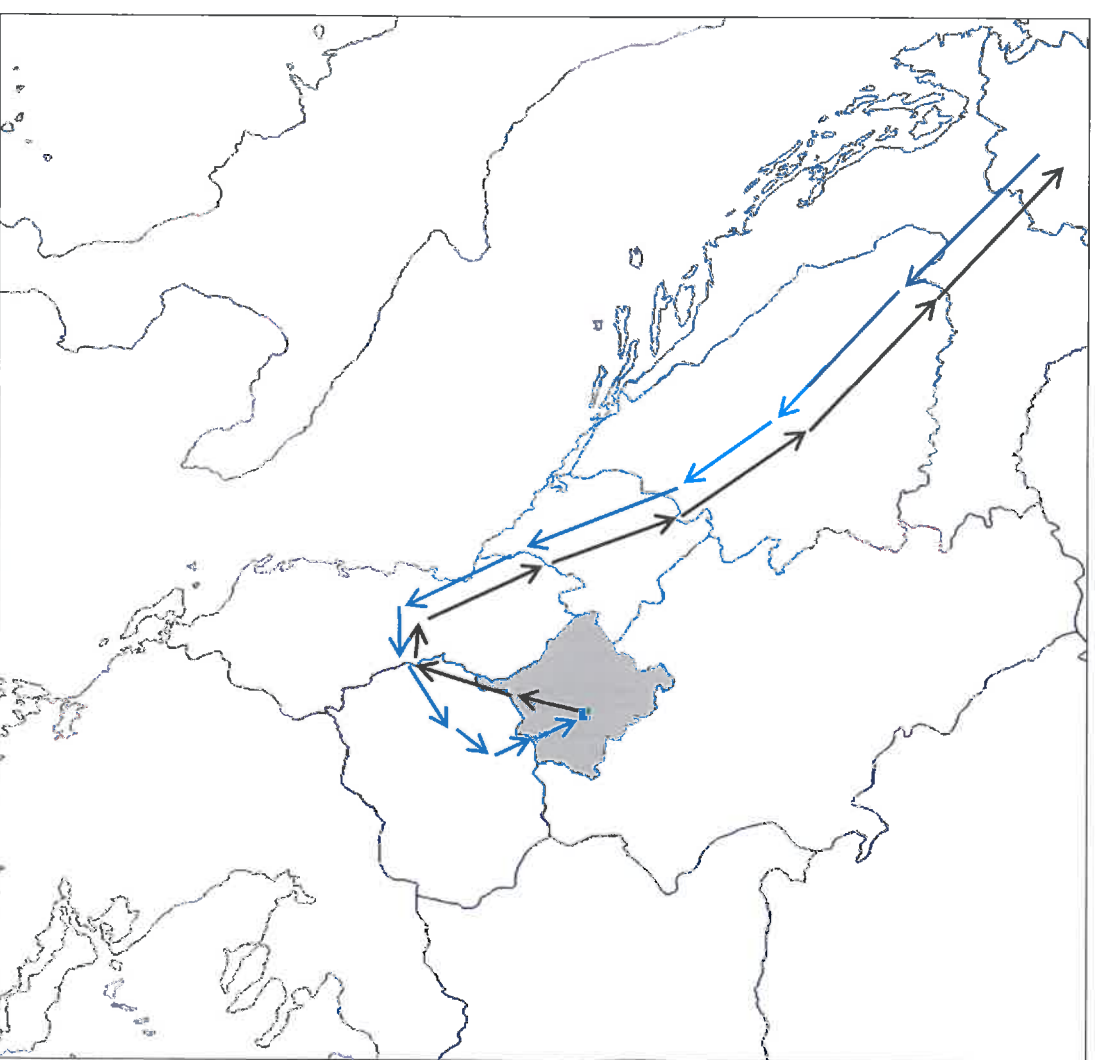
- **XAXAN – Entry Point**
(for all flights)
- **SARAX – Exit Point**
(for all flights)
- **MEDUX – Entry Point**
(only military flights)
- **DOLEV – Exit Point**
(only military flights)
- **KUKES – Entry Point**
(only military flights)
- **JAKOV – Exit Point**
(only military flights)



ARRIVALS FROM THE NORTH-WEST

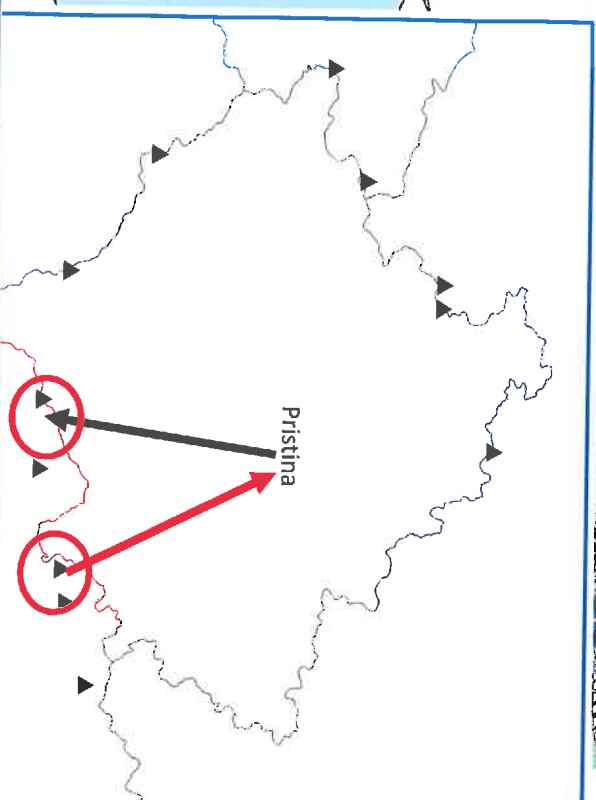
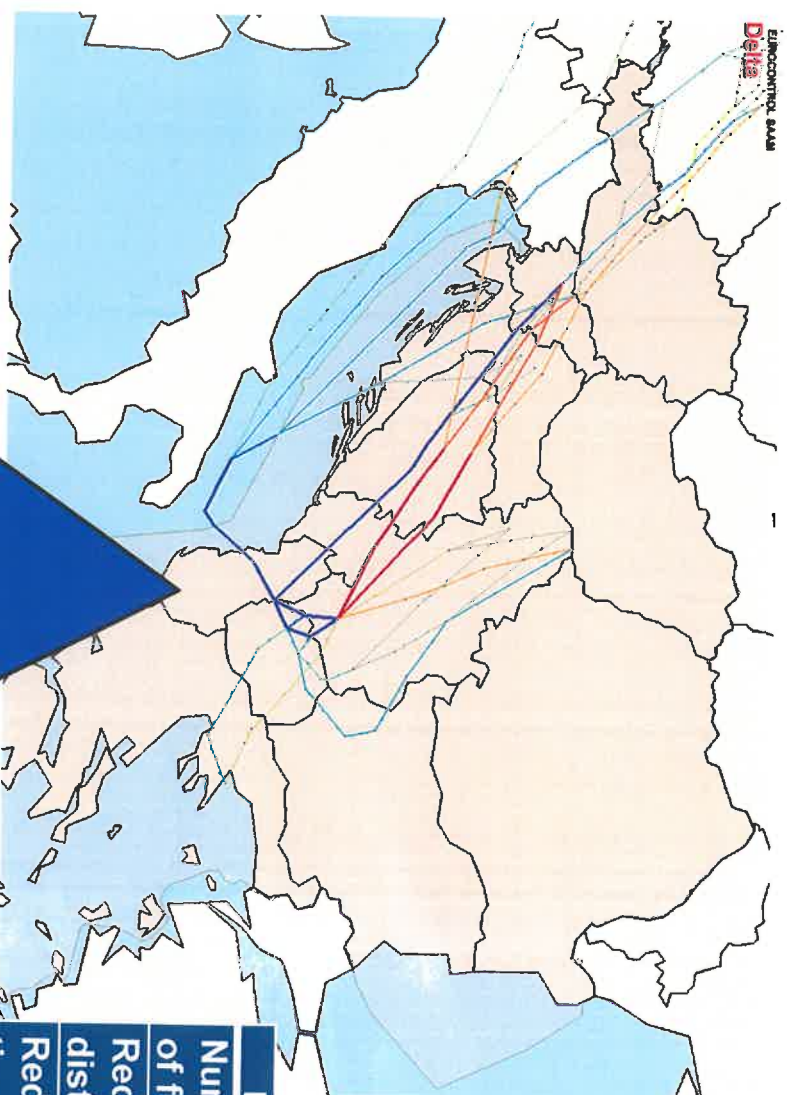
- Based on airport statistics, 95% of traffic flies in from North-West Europe

- In order for civil airlines to land at Pristina, flights make a “U” turn via Montenegro, Albania and the former Yugoslav Republic of Macedonia*



* Turkey recognizes the Republic of Macedonia with its constitutional name

BUSINESS CASE FOR NORMALISATION OF THE LOWER AIRSPACE



Item	Daily	Annual
Number of flights	28 flights	10,220
Reduced distance	2000 – 3700nm	730,000 – 1.35m NM
Reduced time	15mins – 29min	153,300 – 296,300
Reduced Fuel	10.6 – 20 tonnes	3870 - 7300 tonnes
Reduced Co2	34.5 – 65 tonnes	12,590- 23,725 tonnes

Rerouting costs of airlines (not only regional ones) associated with the closure are estimated to amount to € 300 million a year*



Defence Investment
Investissement pour la Défense

IMPROVEMENTS WITHIN KOSOVO



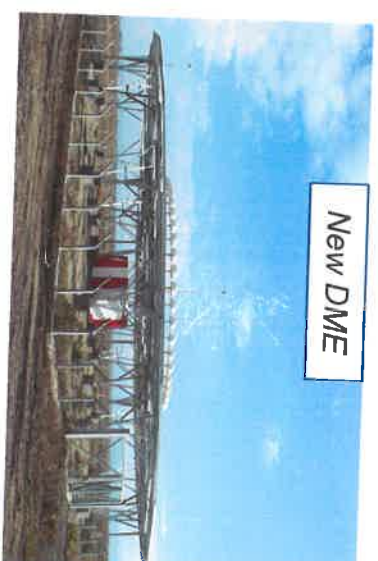
Kosovo ANSP – has undertaken a number of investments in different projects



New ATC Tower & Approach Control Buildings



New Mode S Radars



New DME



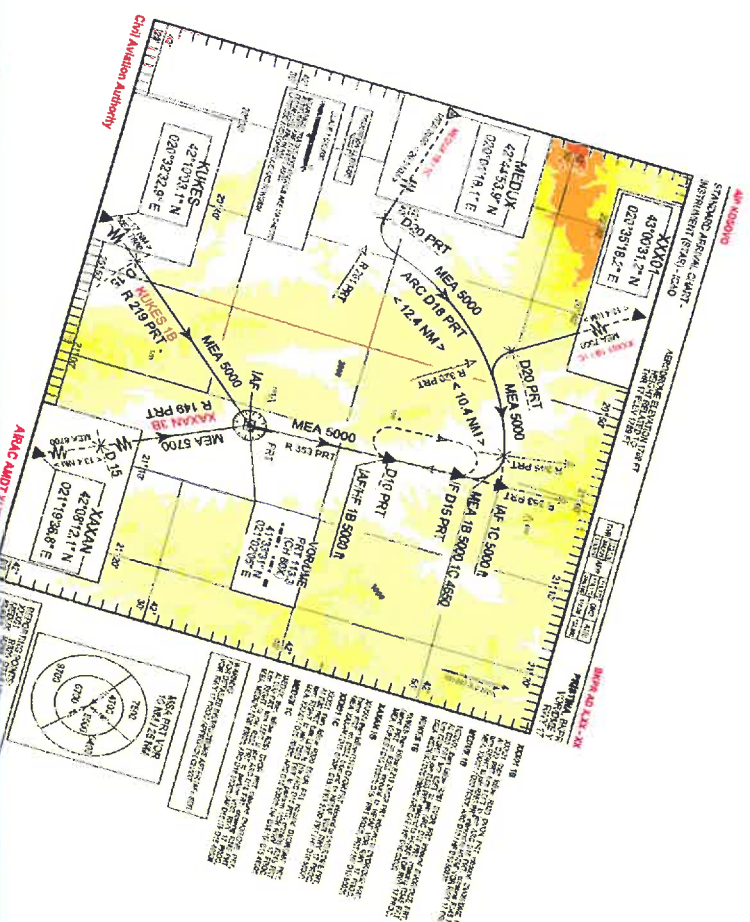
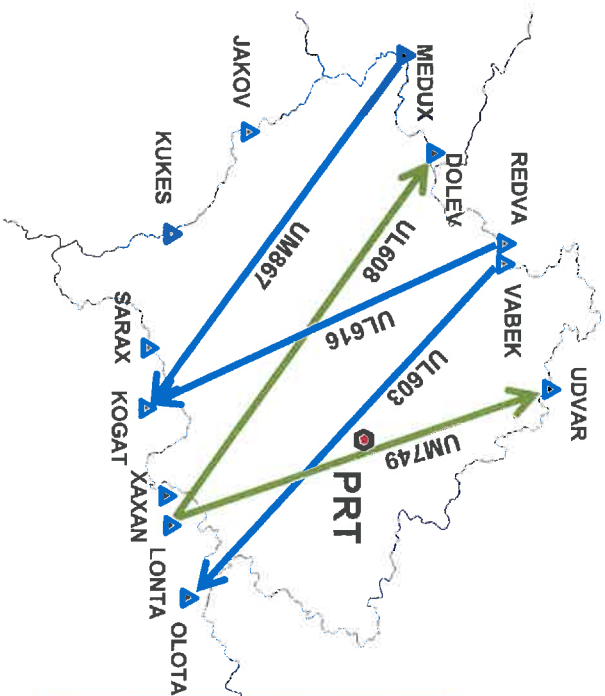
Civil – Military Cooperation



New CNS

- Law No. 03/L-051 on “Civil Aviation”
- Law No. 04/L-250 on “Air Navigation Services Agency”
- Follows: Standards and Recommended practices of the International Civil Aviation Organization (ICAO)
- Relevant regulations of the CAAK

New Laws and Rules



Normalisation of lower airspace over Kosovo to be considered from two aspects: flights terminating in Pristina and those overflying and terminating in the region. Use of the lower airspace for flights terminating in the immediate vicinity (e.g. Skopje, Tirana, Podgorica, Thessaloniki, Nis), whose detour is very costly in terms of time, fuel and emissions, will bring tangible benefits to the airline industry, Kosovo ANSP and other stakeholders in the region.

Balkan Region

Europe

Airspace Users

Direct option for regional
airport

airport

Shortened, optimized air
traffic routes

A blank hole disappears in
the European Airspace

Optimized route network
and flow management

Cost-effectiveness
improved

Shortened, optimized air
traffic routes

Integration into regional
traffic flow

traffic flow

Reduced environmental
and emission impact

In line with Single
European Sky

Reduced environmental
and emission impact

Closer cooperation

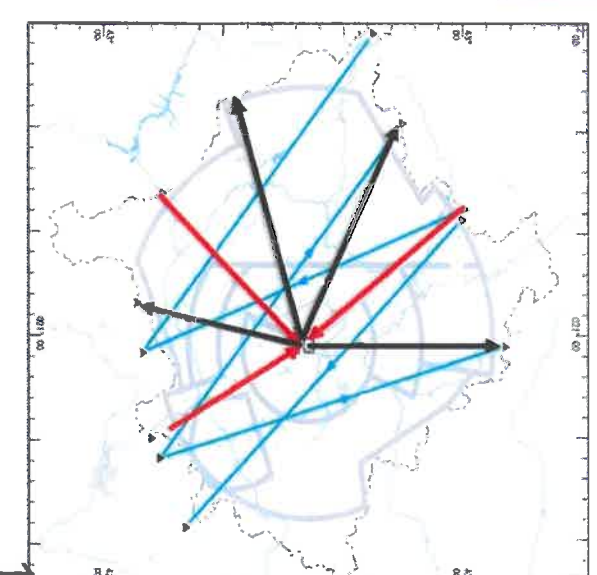
Closer cooperation

Reduced costs for airlines

Commercial traffic increase

Positive impact on regional
economy

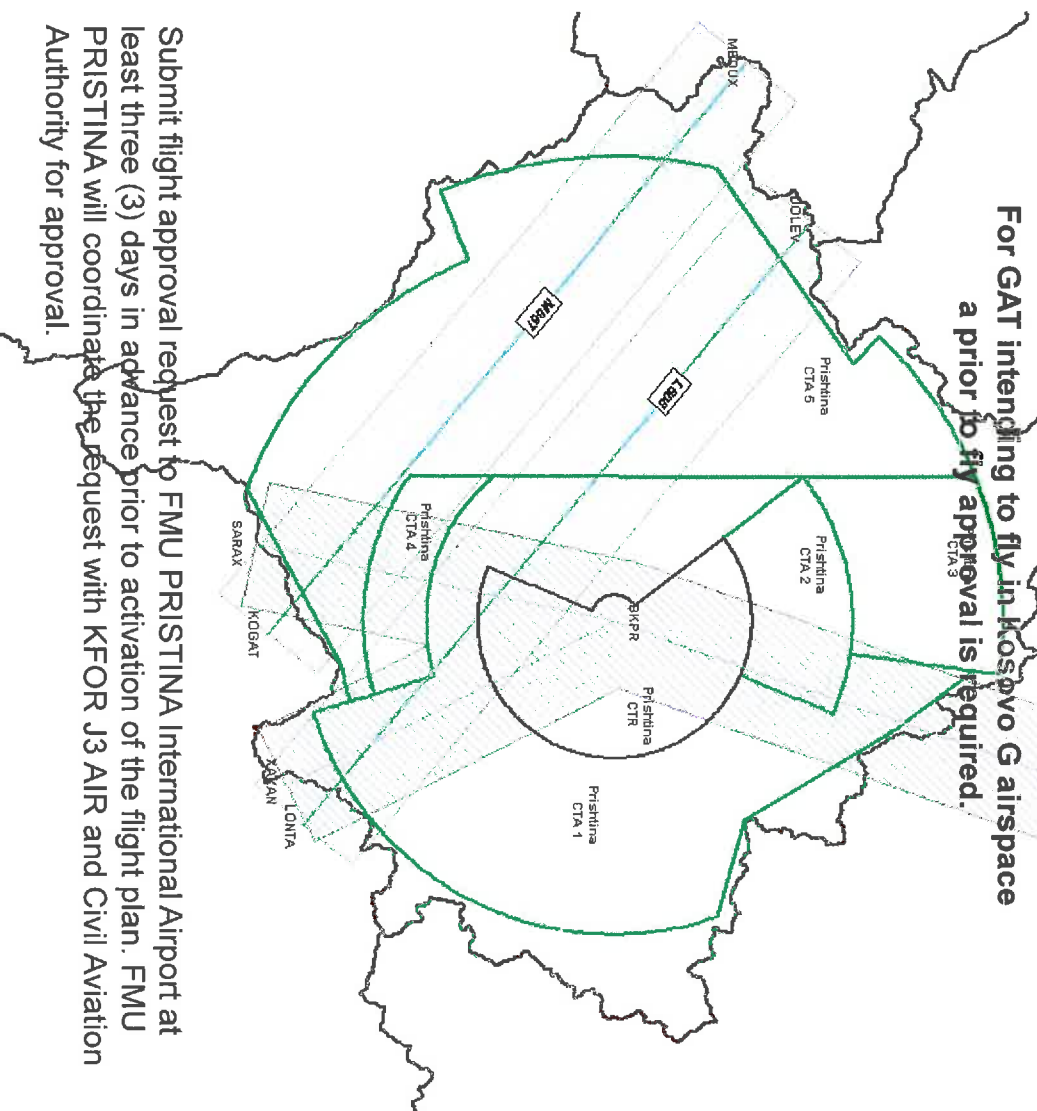
Improved Freedom of
Movement



MINIMUM MILITARY REQUIREMENTS

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.



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.

Pristina APP Airspace

- Pristina Airport turned over to UNMIK in 2004
- AC Ramstein is designated Air Control Authority
- CAOC-TJ responsible from FL100-FL290
 - No daily control exercised by CAOC-TJ
 - Publishes SPINS
- KFOR coordinates use of airspace below FL100
 - KFOR JIC only agency authorized to deal with Serbia and Montenegro on MTA issues



Defence Investment
Investissement pour la Défense

LATEST POLITICAL DEVELOPMENTS



Coalition agreement between two major political parties in Kosovo's ruling coalition, LDK and PDK and the Serbian Srpska List*:

- "This agreement envisages that the Government of Kosovo undertakes the following: [...] Establishment of Belgrade – Pristina flights and the railway transport shall be the topics of priority in the technical dialogue between Belgrade and Pristina."

EU-led Belgrade / Pristina Dialogue

- Both Prime Ministers have expressed support to the aviation normalization process, which they consider beneficial to both parties...and should be discussed in the context of the Dialogue

18 March 2015 – North Atlantic Council met with H.E. Mr. Ivica Dačić, First Deputy Prime Minister and Minister for Foreign Affairs of the Republic of Serbia, and H.E. Mr. Bratislav Gašić, Minister of Defence of the Republic of Serbia

- "Serbia has actively participated in the BANM, in opening of upper airspace over Kosovo – and Serbia is ready to continue talks to achieve full normalization."

20 November 2015 – During NATO's Secretary General's visit to Serbia and Joint Press Conference with Prime Minister Vučić voiced commitment to the normalisation of the Balkan airspace, with a view to taking forward technical discussions, including with SMATSA, on the normalisation of the lower airspace over Kosovo.

* Serbian Srpska List is an association of local Kosovo Serbs, which is represented in Kosovo Parliament with 9 MPs. The Serbian Srpska List is also represented with one Deputy Prime Minister, two Ministers and six Deputy Ministers in the coalition Government of Kosovo.

NATO'S PRELIMINARY ASSUMPTIONS TOWARD NORMALISING LOWER AIRSPACE



- 1) Consistent with legal framework established under UNSCR 1244 and establishment of KFOR/UNMIK;
- 2) Consistent with Military Technical Agreement of 9 June 1999 which entrusted KFOR with sole authority of the airspace over Kosovo;
- 3) Consistent with 2003-2004 Technical Agreements between UNMIK-KFOR;
- 4) KFOR's military requirements remain a priority and KFOR continues to maintain overall control and coordination over the designated airspace;
- 5) KFOR retains authority to re-claim at any time control of the airspace for operational requirements;
- 6) Considering the unusual legal situation of airspace over Kosovo; —
- 7) Recognizing that normalization facilitates safe and orderly civil and military flight operations between Pristina and neighbouring airports;
- 8) Requires drafting and implementing agreements with neighbouring ANSPs for the provision of air navigation services in the designated airspace, in close coordination with ICAO and EUROCONTROL;
- 9) Requires that appropriate ATM/CNS infrastructures, including direct lines of communication between adjacent ATC centres place, be in place; and
- 10) Considering that direct ATC coordination between adjacent ATC centres is a paramount requirement for safety.



NATO
OTAN

Defence
Investment
Investissement
pour la Défense

OPTIONS



Technical Agreements	1	1+	2	3	4	5
At CAA's Level			LOA between CAA's of Serbia, Albania, the former Yugoslav Republic of Macedonia*, Montenegro, KCAA and KFOR	LOA between CAA's of Serbia, Albania, the former Yugoslav Republic of Macedonia*, Montenegro, UNMIK (on behalf of KCAA) and KFOR	LOA between CAA's of Serbia, Albania, the former Yugoslav Republic of Macedonia*, Montenegro, a NATO nation (on behalf of KCAA) and KFOR	
At ANSP's Level	NATO-EU-UNMIK notation of LOA signed between ANSAK, SMATSA Albcontrol, and M-NAV	NATO notation of LOA signed between Albcontrol, M-NAV and ANSAK and SMATSA exchange of letters with UNMIK (or with KFOR)	* Turkey recognises the former Yugoslav Republic of Macedonia with its constitutional name	* Turkey recognises the former Yugoslav Republic of Macedonia with its constitutional name	* Turkey recognises the former Yugoslav Republic of Macedonia with its constitutional name	NATO-EU-UNMIK notation of LOA signed between SMATSA, Albcontrol, M-NAV, and a joint venture with ANSAK or other ANSP and an ANSP of a NATO nation
Pros	1. In line with EU bilateral dialogue 2. Simple 3. Technical 4. Routine	1. In line with 2004 TA KFOR-UNMIK 2. Technical	1. In line with EU bilateral dialogue 2. Simple 3. Routine	1. In line with 2004 TA KFOR-UNMIK 2. Normal process 3. Routine	1. In line with NATO 2. Recognised oversight 3. ICAO status 4. Simple	1. Technical 2. Recognized oversight 3. ICAO status
Cans	1. Status quo, No recognised oversight 3. No ICAO status	1. No recognised oversight 2. Political 3. Partial ICAO status 4. No routine	1. Status quo, No recognised oversight 2. Simple 3. Routine 4. Political	1. No effective oversight 2. Political 3. Partial ICAO status	1. Political 2. Liability 3. No routine	1. Requires business case 2. Liability 3. No routine

ASSESSMENT

Risks

- Belgrade Flight Information Region (FIR)
- Legal uncertainty (legal issues cannot be fully separated from political issues)
- Airspace definition acceptance by regional partners
- NAC Decision creating a comprehensive package
- Technical support – Oversight
- Liability
- Perceived Recognition of Kosovo

Risk management

- NATO political support is essential
- Support from EU institutions

In line with
UNSCR 1244
and 1999
MTA

1. Consultation with neighboring CAAs and ANSPs

- Transfer Control Points
- Frequencies
- Procedures
- Project timeframe and Roadmap
- Implementation Date
- Publishing AIS
- Location Identifiers
- Search and Rescue
- Airport 3-ltr ID

2. Legal Structures

- NAC decision for the execution of the tasks related to air navigation service provision in the lower airspace over Kosovo through its ANSP and authorities
- Political and legal mandate to KFOR, UNMIK, Kosovo
- The airspace remains under the responsibility of KFOR
- ANSAK designated as a service provider like today
- Applicable law is defined

3. Implementing Agreements

Review of Technical Agreements (if necessary)

Implementing agreements shall be concluded with KFOR on the basis of the NAC decision and the agreed legal structures

4. Letters of Agreements signed between neighboring ANSPs

2004 Technical Agreements with UNMIK still valid

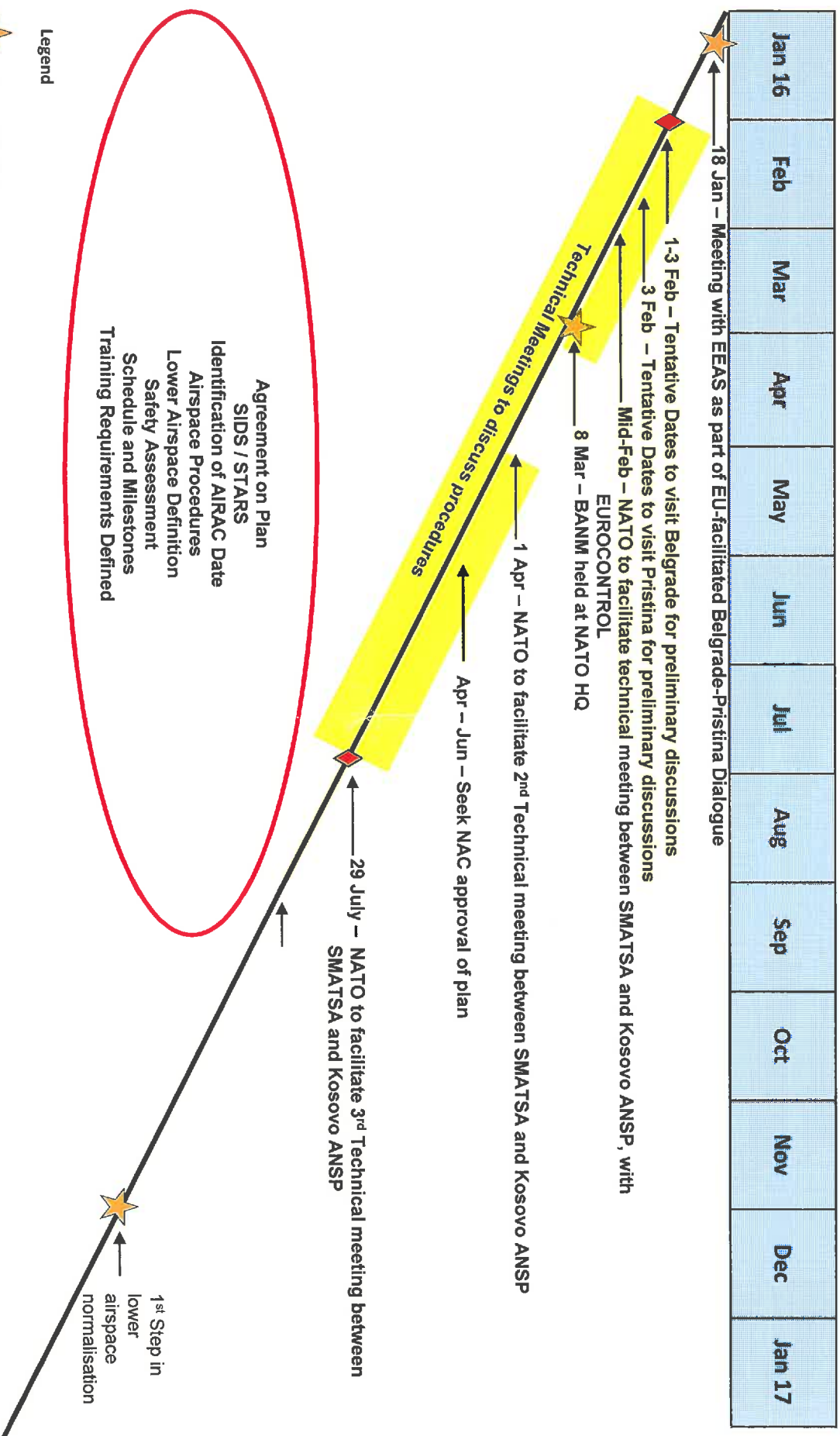
We are here

WAY AHEAD



- Take positive steps to normalise lower airspace over Kosovo – as a matter of urgency;
- To entrust NATO, within Balkans Aviation Normalisation Meeting (BANM) framework, and in concert with EU, to facilitate direct discussions between air navigation service providers – to agree on relevant technical modalities;
- To have first of such meetings, facilitated by NATO, in early February.

Calendar "Milestones"



THE AIR SAFETY ZONE



ASZ - 25 Km
9 JUN 1999

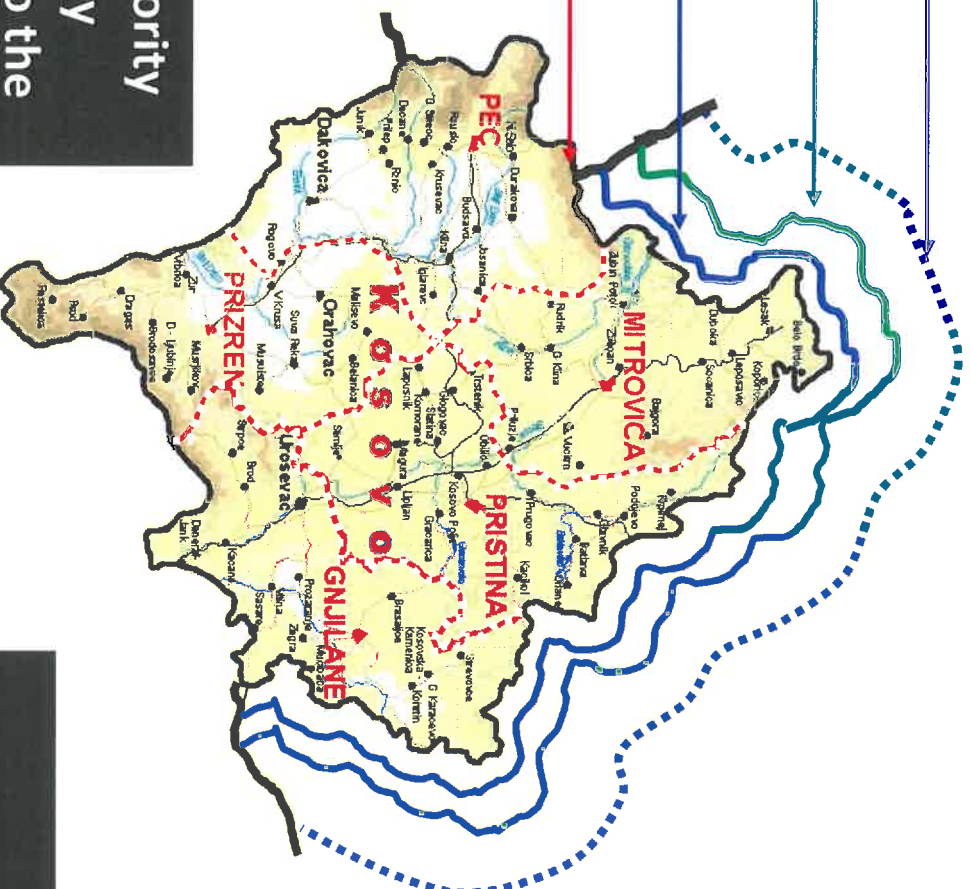
ASZ - 10 Km
27 DEC 2001

ASZ - 5 Km
10 JAN 2003

ASZ - 0 Km
19 NOV 2015

Relaxation ≠ Abolition

COMKFOR retains the authority to reestablish the ASZ at any given moment, according to the operational scenario



ABL: Administrative Boundary Line

ASZ: Air Safety Zone