

PRISTINA (PRN/BKPR)

Elevation 1,789ft

CATEGORY B

AV brief – not required

GENERAL

- Pristina airport is located on the Western edge of a N-S valley 7 nm SW of Pristina town.
- Valley is in the shape of a fishhook and is enclosed both to the N and S.

Threats

CFIT

- High ground in all quadrants, closest being W of the airport at 3 nm to ~3,650ft amsl, 5,700ft amsl 6 nm SSW and ~8,200ft amsl 23 nm S.
- The 2,000ft amsl contour of the Eastern valley ridgeline begins at 6 nm E with two pronounced peaks. The first is at 10 nm NE to ~3,600ft amsl and the second 14 nm SE to ~3,300ft amsl.
- To the N a ridge encloses the valley with a peak to ~5,900ft amsl.

Loss of Control

- Wild dogs on airport.
- Birds are a hazard with no bird control available.

Special Considerations

- Arrival and Departure slots apply at PRN. (Arrival slot -10/+20 mins). PRN are more flexible than previously if kept informed by Ops regarding ETA at PRN.
- Landing clearance requires a valid Squawk and Arrival slot time.
- Max. turnaround at PRN is 1 hr; 1:15 hrs in winter to allow for possible de-icing.
- Monitor 121.5 and have Wx. Radar on in PRN airspace.
- Cabin Crew: ENGLISH only; no local Balkan languages on PAs.

ARRIVAL

Diversion Airports

AIRFIELD	IATA/ICAO	xxx nm/xxx°T	CAT A/B/C
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- From BRD or Gokel expect possible TIRANA-SARAX-XAXAN routing.
- Possible significant shortcuts may be given to maintain traffic flow.
- Preferred Rwy 17 following XAXAN 17A arrival. ATC may hold aircraft high on this approach.
- Crews have been asked to hold at "PRT VOR" on any axis – there is no published hold.
- If high on either runway consider descending in the hold to regain the correct vertical profile.

Approach

- Offset VOR/DME tracks for both runways.
- Rwy 17 consider reducing to 180 kts before flying the 16D arc.
- A turn to intercept the ILS prior to the PRT 001 lead radial is not advised as it is likely to be inside the localiser.
- Tailwinds can be significant and an early configuration may be needed.
- If cleared for VOR/DME Rwy 35, dependent on the STAR flown, this will relate directly to which instrument procedure to follow. Refer to boxed note on STAR plates or if in doubt verify with ATC whether “P” or “S” procedure to be followed.
- XAXAN 35A is the most likely approach for Rwy 35 and a gate of 6,800ft at a maximum of 180 kts for the PRT 17D arc should be considered. The DME arc segment is very short and the aircraft should be turned sharply at the lead radial no more than 180 kts to avoid overshooting the FAT. If west of the VOR inbound course the aircraft will be close to terrain which may trigger the EGPWS. The final descent is at 3.4° with a considerable offset.
- Missed approach procedures are heavily influenced by the terrain and have speed constraints. It is important to ensure that the tracks are accurately flown.
- Circling to the E of the airport only.
- Radar control available but expect procedural service.
- Procedural arrival gives little opportunity for weather avoidance.
- ATC will transfer a/c to Tower only when “pilots” report “LOC established”/“FAF inbound” or “Rwy in sight”.
- ATC will ask for “Souls onboard”.
- PAPI system both runways reported as dim.

GROUND

- Narrow taxiways, expect to roll full length.
- Taxi instructions given during landing roll.
- One entry/exit to apron.
- Marshalling can be non-standard.
- Twy A centreline offset 1 m to E.
- ACARS coverage is not currently available whilst on the ground.
- Advise fuel figures to company when inbound.
- Local fuellers (Air BP) are not approved for BA aircraft, and will not commence fuelling unless Captain/FO/BA Engineer present to observe.
- BA Engineer carried to facilitate tech log signing etc, but NO spares pack is carried.

DEPARTURE

- GPU, air-start and de-icing is available if required.

• BAV Crew Reports

- *Crew report that the lack of headset operator and the difficulties in confirming ground crew clearance can lead to a distracted engine start process.*

- Delta Apron – Taxi off stand involves a tight 180° left turn. Exercise caution with this manoeuvre due to passengers and vehicles being in close proximity to the aircraft, particularly when the adjacent stands are occupied.
- Slot time is the start of the take-off roll.
- The Performance Manual contains Emergency Turn procedures for Rwy 17 and Rwy 35 as well as Performance Restrictions may which may apply in the summer.

WEATHER

- Some precipitation throughout the year – may fall as snow Nov to Mar.
- CB activity is most frequent during summer (May to Aug).
- Early morning and afternoon fog can cause problems Nov/Dec and Mar.
- During strong W'ly winds turbulence may be encountered.
- Temperatures can range from 38°C in July to -22°C in January.

OPERATIONAL INFORMATION

Handling Agent	LIMAK KOSOVA
Handling Agent VHF	136.8
Potable Water	Not Assessed