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AGENCY

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АГЕНЦИЈА ЗА ЦИВИЛНО
ВОЗДУХОПЛОВСТВО

СЛУЖБА ЗА ВОЗДУХОПЛОВНИ
ИНФОРМАЦИИ

Босфор 7, Мралино 1041 Илинден

РЕПУБЛИКА МАКЕДОНИЈА

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AMD AIP 89
01 FEB 2019

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| 1 | 01.OCT.1995 | 01.OCT.1995 | |
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| 11 | 01.APR.1997 | 01.APR.1997 | |
| 12 | 01.MAY.1997 | 01.MAY.1997 | |
| 13 | 01.JUN.1997 | 01.JUN.1997 | |
| 14 | 01.NOV.1997 | 01.NOV.1997 | |
| 15 | 15.NOV.1997 | 15.NOV.1997 | |
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| 18 | 15.NOV.1998 | 15.NOV.1998 | |
| 19 | 01.JAN.1999 | 01.JAN.1999 | |
| 20 | 01.MAR.1999 | 01.MAR.1999 | |
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| 22 | 01.AUG.1999 | 01.AUG.1999 | |
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| 1 | 28.SEP.1995 | 09.NOV.1995 | |
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| 21 | 30.MAY.2002 | 11.JUL.2002 | |
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| 24 | 01.MAR.2000 | 01.MAR.2000 | |
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| 27 | 15.SEP.2000 | 15.SEP.2000 | |
| 28 | 15.SEP.2000 | 15.SEP.2000 | |
| 29 | 01.MAR.2001 | 01.MAR.2001 | |
| 30 | 15.JUN.2001 | 15.JUN.2001 | |
| 31 | 15.JAN.2002 | 15.JAN.2002 | |
| 32 | 01.APR.2002 | 01.APR.2002 | |
| 33 | 01.MAY.2002 | 01.MAY.2002 | |
| 34 | 01.SEP.2002 | 01.SEP.2002 | |
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| 36 | 01.JUL.2003 | 01.JUL.2003 | |
| 37 | 15.JAN.2004 | 15.JAN.2004 | |
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| 40 | 15.JUL.2004 | 15.JUL.2004 | |
| 41 | 01.AUG.2004 | 01.AUG.2004 | |
| 42 | 01.NOV.2004 | 01.NOV.2004 | |
| 43 | 15.JAN.2005 | 15.JAN.2005 | |
| 44 | 01.FEB.2005 | 01.FEB.2005 | |
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| 49 | 16.FEB.2007 | 16.FEB.2007 | |
| 50 | 15.MAR.2008 | 15.MAR.2008 | |
| 51 | 01.JUL.2008 | 01.JUL.2008 | |
| 52 | 20.OCT.2009 | 20.OCT.2009 | |
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| 54 | 15.AUG.2010 | 15.AUG.2010 | |
| 55 | 15.DEC.2010 | 15.DEC.2010 | |
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| 54 | 03.SEP.2015 | 15.OCT.2015 | |
| 55 | 01.OCT.2015 | 12.NOV.2015 | |
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| 82 | 01.JUL.2017 | 01.JUL.2017 | |
| 83 | 01.DEC.2017 | 01.DEC.2017 | |
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| ENR 1.1 -15 | 14 SEP 1995 | ENR 1.10 -9 | 23 JUN 2016 | ENR 5.2 -1 | 14 SEP 1995 |
| ENR 1.1 -16 | 14 SEP 1995 | ENR 1.10 -10 | 23 JUN 2016 | ENR 5.2 -2 | 14 SEP 1995 |
| ENR 1.1 -17 | 14 SEP 1995 | ENR 1.11 -1 | 20 OCT 2009 | ENR 5.3 -1 | 14 SEP 1995 |
| ENR 1.1 -18 | 14 SEP 1995 | ENR 1.11 -2 | 20 OCT 2009 | ENR 5.3 -2 | 14 SEP 1995 |
| ENR 1.1 -19 | 14 SEP 1995 | ENR 1.11 -3 | 20 OCT 2009 | ENR 5.4 -1 | 14 SEP 1995 |
| ENR 1.1 -20 | 14 SEP 1995 | ENR 1.11 -4 | 28 MAR 1996 | ENR 5.4 -2 | 14 SEP 1995 |
| ENR 1.1 -21 | 14 SEP 1995 | ENR 1.12 -1 | 14 SEP 1995 | ENR 5.5 -1 | 14 SEP 1995 |
| ENR 1.1 -22 | 14 SEP 1995 | ENR 1.12 -2 | 14 SEP 1995 | ENR 5.5 -2 | 14 SEP 1995 |
| ENR 1.1 -23 | 01 SEP 2002 | ENR 1.13 -1 | 14 SEP 1995 | ENR 5.6 -1 | 14 SEP 1995 |
| ENR 1.1 -24 | 01 SEP 2002 | ENR 1.13 -2 | 14 SEP 1995 | ENR 5.6 -2 | 14 SEP 1995 |
| ENR 1.1 -25 | 01 SEP 2002 | ENR 1.14 -1 | 14 SEP 1995 | ENR 6 | |
| ENR 1.1 -26 | 01 SEP 2002 | ENR 1.14 -2 | 14 SEP 1995 | ☞ ENR 6.1 -1 | 01 FEB 2019 |
| ENR 1.2 -1 | 27 NOV 2003 | ENR 1.14 -3 | 14 SEP 1995 | ENR 6.1 -2 | 25 MAY 2017 |
| ENR 1.2 -2 | 27 NOV 2003 | ENR 1.14 -4 | 14 SEP 1995 | ☞ ENR 6.1 -3 | 01 FEB 2019 |
| ENR 1.2 -3 | 27 NOV 2003 | ENR 2 | | ENR 6.1 -4 | 23 JUN 2016 |
| ENR 1.2 -4 | 14 SEP 1995 | ENR 2.1 -1 | 25 MAY 2017 | | |
| ENR 1.3 -1 | 23 JUN 2016 | ENR 2.1 -2 | 25 MAY 2017 | | |
| ENR 1.3 -2 | 23 JUN 2016 | ENR 2.2 -1 | 27 MAR 1997 | | |
| ENR 1.3-3 | 23 JUN 2016 | ENR 2.2 -2 | 14 SEP 1995 | | |
| ENR 1.3-4 | 23 JUN 2016 | ENR 3 | | | |
| ENR 1.3-5 | 23 JUN 2016 | ENR 3.1 -1 | 06 MAY2010 | | |
| ENR 1.3-6 | 23 JUN 2016 | ENR 3.1 -2 | 06 MAY2010 | | |
| ENR 1.4-1 | 27 NOV 2003 | ENR 3.2 -1 | 10 MAY2007 | | |
| ENR 1.4-2 | 27 NOV 2003 | ENR 3.2 -2 | 10 MAY2007 | | |
| ENR 1.4-3 | 14 SEP 1995 | ENR 3.3 -1 | 23 JUN 2016 | | |
| ENR 1.4-4 | 14 SEP 1995 | ENR 3.3 -2 | 23 JUN 2016 | | |
| ENR 1.4-5 | 20 OCT 2009 | ENR 3.3 -3 | 23 JUN 2016 | | |
| ENR 1.4-6 | 27 MAR 1997 | ENR 3.3 -4 | 23 JUN 2016 | | |
| ENR 1.5 -1 | 14 SEP 1995 | ENR 3.3 -5 | 25 MAY 2017 | | |
| ENR 1.5 -2 | 01 FEB 1996 | ENR 3.3 -6 | 23 JUN 2016 | | |
| ENR 1.5 -3 | 14 SEP 1995 | ENR 3.3 -7 | 23 JUN 2016 | | |
| ENR 1.5 -4 | 26 MAY 2016 | ENR 3.3 -8 | 25 MAY 2017 | | |
| ENR 1.5 -5 | 01 FEB 1997 | ENR 3.3 -9 | 23 JUN 2016 | | |
| ENR 1.5 -6 | 14 SEP 1995 | ENR 3.3 -10 | 23 JUN 2016 | | |

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| Page | Date | Page | Date |
|------------------|-------------|------------------|-------------|
| AD | | AD 2.24 -25 | 12 NOV 2015 |
| AD 0.6 -1 | 14 SEP 1995 | AD 2.24 -26 | 12 NOV 2015 |
| AD 0.6 -2 | 14 SEP 1995 | LWSK AD 2 | |
| AD 0.7 -1 | 14 SEP 1995 | AD LWSK - 1 | 15 APR 2018 |
| AD 0.7 -2 | 14 SEP 1995 | AD LWSK - 2 | 15 NOV 2018 |
| AD 1 | | AD LWSK - 3 | 01 DEC 2017 |
| AD 1.1 -1 | 14 SEP 1995 | AD LWSK - 4 | 15 SEP 2018 |
| AD 1.1 -2 | 14 SEP 1995 | AD LWSK - 5 | 15 SEP 2018 |
| AD 1.2 -1 | 15 AUG 2010 | AD LWSK - 6 | 15 SEP 2018 |
| AD 1.2 -2 | 14 SEP 1995 | AD LWSK - 7 | 01 DEC 2017 |
| AD 1.2 -3 | 20 OCT 2009 | AD LWSK - 8 | 01 DEC 2017 |
| AD 1.2 -4 | 14 SEP 1995 | AD LWSK - 9 | 01 DEC 2017 |
| AD 1.2 -5 | 14 SEP 1995 | AD LWSK - 10 | 08 NOV 2018 |
| AD 1.2 -6 | 14 SEP 1995 | AD LWSK - 11 | 01 DEC 2017 |
| AD 1.3 -1 | 14 SEP 1995 | AD LWSK - 12 | 01 DEC 2017 |
| AD 1.3 -2 | 14 SEP 1995 | AD LWSK - 13 | 01 DEC 2017 |
| AD 1.4 -1 | 01 MAR 1998 | AD LWSK - 14 | 01 DEC 2017 |
| AD 1.4 -2 | 14 SEP 1995 | AD LWSK - 15 | 01 DEC 2017 |
| AD 1.5 -1 | 15 APR 2018 | AD LWSK - 16 | 01 DEC 2017 |
| AD 1.5 -2 | 01 MAY 2011 | AD 2.24 -1 | 15 JUL 2013 |
| LWOH AD 2 | | AD 2.24 -2 | 14 SEP 1995 |
| AD LWOH - 1 | 15 APR 2018 | AD 2.24 -3 | 15 NOV 2018 |
| AD LWOH - 2 | 01 DEC 2017 | AD 2.24 -4 | 26 MAY 2016 |
| AD LWOH - 3 | 01 DEC 2017 | AD 2.24 -5 | 15 NOV 2018 |
| AD LWOH - 4 | 15 SEP 2018 | AD 2.24 -6 | 26 MAY 2016 |
| AD LWOH - 5 | 15 SEP 2018 | AD 2.24 -7 | 15 NOV 2018 |
| AD LWOH - 6 | 15 SEP 2018 | AD 2.24 -8 | 26 MAY 2016 |
| AD LWOH - 7 | 01 DEC 2017 | AD 2.24 -9 | 15 NOV 2018 |
| AD LWOH - 8 | 01 DEC 2017 | AD 2.24 -10 | 26 MAY 2016 |
| AD LWOH - 9 | 01 DEC 2017 | AD 2.24 -11 | 15 NOV 2018 |
| AD LWOH - 10 | 01 DEC 2017 | AD 2.24 -12 | 26 MAY 2016 |
| ☞ AD LWOH - 11 | 01 FEB 2019 | AD 2.24 -13 | 15 NOV 2018 |
| AD LWOH - 12 | 01 DEC 2017 | AD 2.24 -14 | 26 MAY 2016 |
| AD 2.24 -1 | 26 MAY 2016 | AD 2.24 -15 | 15 NOV 2018 |
| AD 2.24 -2 | 14 SEP 1995 | AD 2.24 -16 | 26 MAY 2016 |
| AD 2.24 -3 | 01 JUL 2016 | AD 2.24 -17 | 15 NOV 2018 |
| AD 2.24 -4 | 26 MAY 2016 | AD 2.24 -18 | 26 MAY 2016 |
| AD 2.24 -5 | 26 MAY 2016 | AD 2.24 -19 | 15 NOV 2018 |
| AD 2.24 -6 | 26 MAY 2016 | AD 2.24 -20 | 26 MAY 2016 |
| ☞ AD 2.24 -7 | 01 FEB 2019 | AD 2.24 -21 | 12 NOV 2015 |
| AD 2.24 -8 | 26 MAY 2016 | AD 2.24 -22 | 12 NOV 2015 |
| ☞ AD 2.24 -9 | 01 FEB 2019 | AD 2.24 -23 | 12 NOV 2015 |
| AD 2.24 -10 | 26 MAY 2016 | AD 2.24 -24 | 12 NOV 2015 |
| ☞ AD 2.24 -11 | 01 FEB 2019 | AD 2.24 -25 | 15 NOV 2018 |
| AD 2.24 -12 | 26 MAY 2016 | AD 2.24 -26 | 26 MAY 2016 |
| ☞ AD 2.24 -13 | 01 FEB 2019 | AD 3 | |
| AD 2.24 -14 | 26 MAY 2016 | AD 3.1 -1 | 14 SEP 1995 |
| ☞ AD 2.24 -15 | 01 FEB 2019 | AD 3.1 -2 | 14 SEP 1995 |
| AD 2.24 -16 | 26 MAY 2016 | | |
| ☞ AD 2.24 -17 | 01 FEB 2019 | | |
| AD 2.24 -18 | 26 MAY 2016 | | |
| ☞ AD 2.24 -19 | 01 FEB 2019 | | |
| AD 2.24 -20 | 26 MAY 2016 | | |
| ☞ AD 2.24 -21 | 01 FEB 2019 | | |
| AD 2.24 -22 | 26 MAY 2016 | | |
| ☞ AD 2.24 -23 | 01 FEB 2019 | | |
| AD 2.24 -24 | 26 MAY 2016 | | |

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GEN 4 CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

GEN 4.1 Aerodrome charges

A flat rate charge is made for all services associated with the usage of the listed aerodromes in the Republic of Macedonia. This includes local ATC, Landing, Handling, Customs, Immigration and Security services associated with one arrival/departure for all passenger ACFT. Charges in this section for Skopje (LWSK) and Ohrid (LWOH) aerodromes are expressed as **EUR**.

4.1.1 Landing of Aircraft

Charges will be collected for each landing as follows:

1. For aircraft up to 14 tons (included) MTOW 7.1581 per ton.
2. For aircraft above 14 tons MTOW 7.6694 per ton.

4.1.2 Parking, hangarage and long-term storage of aircraft

4.1.2.1 Parking of aircraft

Up to 24 hours, 1.6 per ton of MTOW. First 4 hours are free of charge.

4.1.2.2 Hangarage charges

Not available.

4.1.2.3 Long-term storage

Not available (may be arranged with previous agreement).

4.1.3 Passenger service

1. A tax equivalent to 11.50 will be collected for each departing passenger on international flights.
2. A tax equivalent to 4.00 will be collected for each departing passenger in transfer.
3. A tax equivalent to 2.55 will be collected for each departing passenger on domestic flights.

GEN 4 ТАКСИ ЗА АЕРОДРОМСКИТЕ И УСЛУГИ НА ВОЗДУХОПЛОВНИТЕ СЛУЖБИ

GEN 4.1 Аеродромски такси

4.1.1 Слетување на воздухоплов

4.1.2 Паркирање, хангарирање и долготраен престој на воздухоплов

4.1.3 Патнички услуги

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No airport tax will be collected for:

- Babies 2 years old and under
- For flights carrying Heads of States
- Crew members taking place on airlines' crew list and holding id cards (pilots, flight engineer, cabin crew, technician)
- For inadmissible passengers (if they are returning back with the same flight)
- For sky marshalls (if they are returning back with the same flight)
- For flights carrying aid materials and/or aid personnel
- For flights landing because of technical reasons
- For flights returning to the departure airport due to technical reasons and those notified by the related ministry

4.1.4 Security

A security tax equivalent to 6.50 EUR will be collected for each departing passenger in domestic and international flights.

No security tax will be collected for:

- Babies 2 years old and under
- For flights carrying Heads of States
- Crew members taking place on airlines' crew list and holding id cards (pilots, flight engineer, cabin crew, technician)
- For inadmissible passengers (if they are returning back with the same flight)
- For sky marshalls (if they are returning back with the same flight)
- For flights carrying aid materials and/or aid personnel
- For flights landing because of technical reasons
- For flights returning to the departure airport due to technical reasons and those notified by the related ministry

4.1.5 Fire Brigade Fee (if requested)

Safety precaution:

- Charge per service (Local Airlines) - 15 EUR
- Charge per service (Foreign Airlines) - 20 EUR

4.1.4 Обезбедување

4.1.5 Такса за противпожарна единица (на барање)

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ENR 5 NAVIGATION WARNINGS

ENR 5 НАВИГАЦИОНИ ПРЕДУПРЕДУВАЊА

ENR 5.1 Prohibited, restricted and danger areas

ENR 5.1 Забранети, ограничени и опасни зони

5.1.1 Restricted area - LW R01

5.1.1 Ограничена зона - LW R01

5.1.1.1 Geographical coordinates

5.1.1.1 Географски координати

| | |
|-----------|-----------|
| 41°35'N | 21°55,5'E |
| 41°40,8'N | 21°59'E |
| 41°45'N | 22°03,6'E |
| 41°41'N | 22°08,8'E |
| 41°33'N | 22°09,4'E |
| 41°33'N | 22°03,8'E |

- GND / 6000 m (20300 ft)
- Nature of risk:
 - Collision with anti-hail rockets.
 - Military exercise and training areas.

Note: Activated by NOTAM.

- GND / 6000 m (20300 ft)
- Природа на ризикот:
 - судир со противградни ракети.
 - полигони за воени вежби и обука.

За

5.1.2 Restricted area - LW R03

5.1.2 Ограничена зона - LW R03

5.1.2.1 Geographical coordinates

5.1.2.1 Географски координати

| | |
|---------------|----------------|
| 42°01'45.46"N | 021°20'32.91"E |
| 41°59'10.71"N | 021°19'26.70"E |
| 41°57'46.71"E | 021°20'38.33"N |
| 41°57'44.81"N | 021°29'21.73"E |
| 41°59'09.82"N | 021°30'38.01"E |
| 42°01'38.96"N | 021°31'24.48"E |
| 42°02'53.25"N | 021°25'16.52"E |

- GND / 4500 ft AMSL.
- All traffic prohibited except for:
 - Emergency flights.
 - Hospital flights.
 - SAR flights.
 - State a/c.
 - Flights with special approval from Civil Aviation Agency

Note: Activated by NOTAM.

- GND / 4500 ft AMSL.
- Забранет е целиот сообраќај, освен за:
 - Воздухоплови во нужда.
 - Болнички летови.
 - SAR летови.
 - Државни воздухоплови.
 - Летови со специјално одобрување издадено од Агенцијата за цивилно воздухопловство.

Забелешка: Се активира со NOTAM.

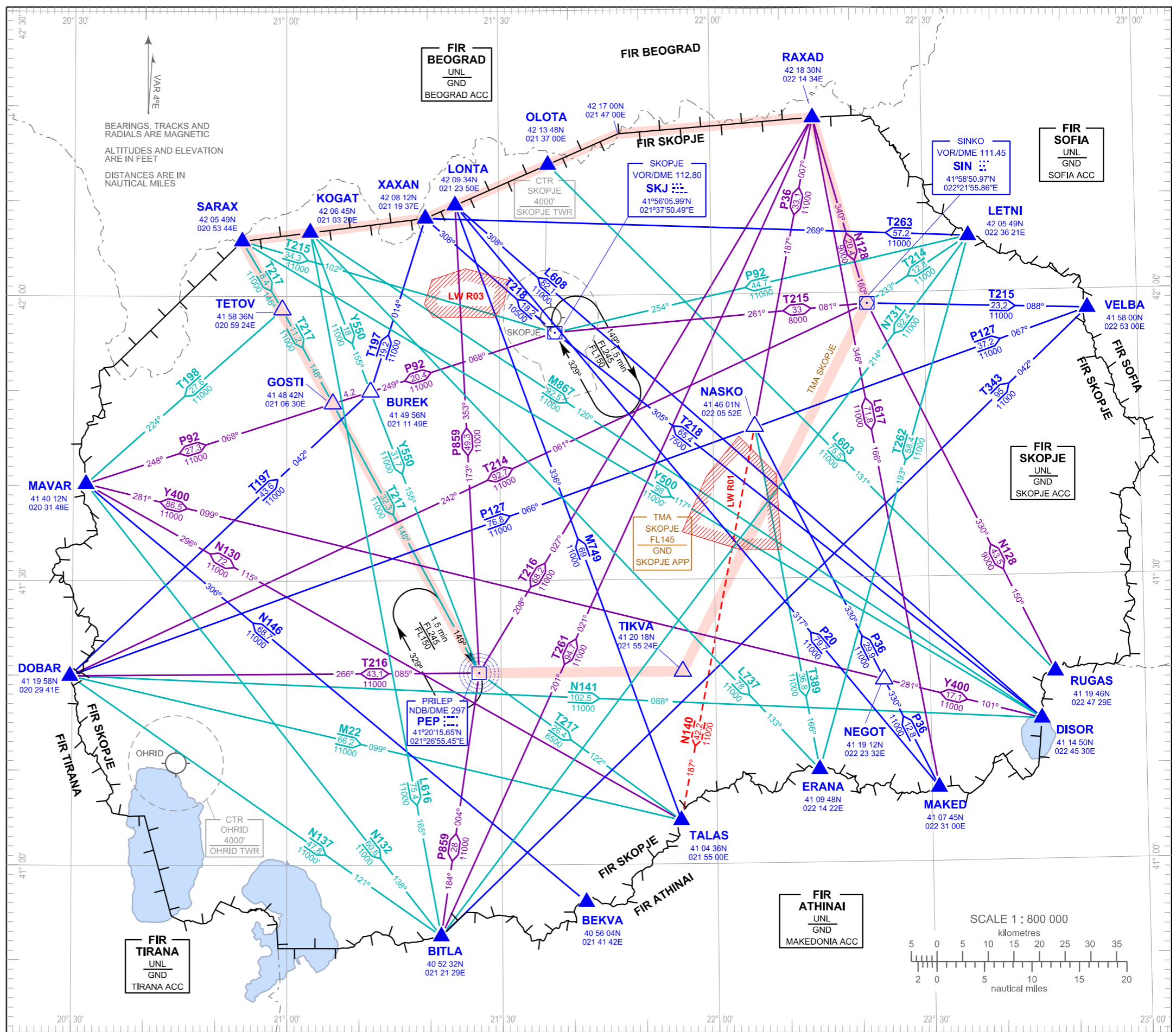
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| | |
|--|---|
| Aerodrome | |
| Flight Information Region (FIR) | |
| Name of FIR | FIR SKOPJE |
| Upper Limit | UNL |
| Lower Limit | GND |
| Unit Providing Control Service | SKOPJE ACC |
| Terminal Control Area (TMA) | |
| Name of TMA | TMA SKOPJE |
| Upper Limit | FL145 |
| Lower Limit | GND |
| Unit Providing Approach Control Service | SKOPJE APP |
| Control Zone (CTR) | |
| Name of CTR | CTR SKOPJE |
| Upper Limit | 4000' |
| Unit Providing Aerodrome Control Service | SKOPJE TWR |
| ATS and RNAV Route | <p>Southbound </p> <p>Northbound </p> <p>Bidirectional </p> <p>Alternative solution in case of unavailability of Kosovo airspace </p> |
| Route Designator | P92 |
| Magnetic Track | 250° - 070° |
| Distance in Nautical Miles | 11000 |
| Lower Limit | |
| Reporting Point (REP) | <p>Compulsory </p> <p>On request </p> |
| Restricted Airspace | |
| Identification of Area | LW R01 |
| Nationality Letter | |
| P - Prohibited | |
| R - Restricted | |
| D - Danger | |
| Radio Navigation Aids (NAVAID) | |
| Non - directional Radio Beacon (NDB) | |
| Co - located VOR and DME Navigation Aids (VOR/DME) | |
| Identification for Radio Navigation Aids (NAVAID) | |
| Name | SKOPJE |
| NAVAID, Frequency, Identification or Call Stgn | VOR/DME 112.80 SKJ |
| Geographical Coordinates | 41°56'05.99"N 021°37'50.49"E |

FIR SKOPJE

ENROUTE CHART - ICAO

LOWER AIRSPACE < FL245

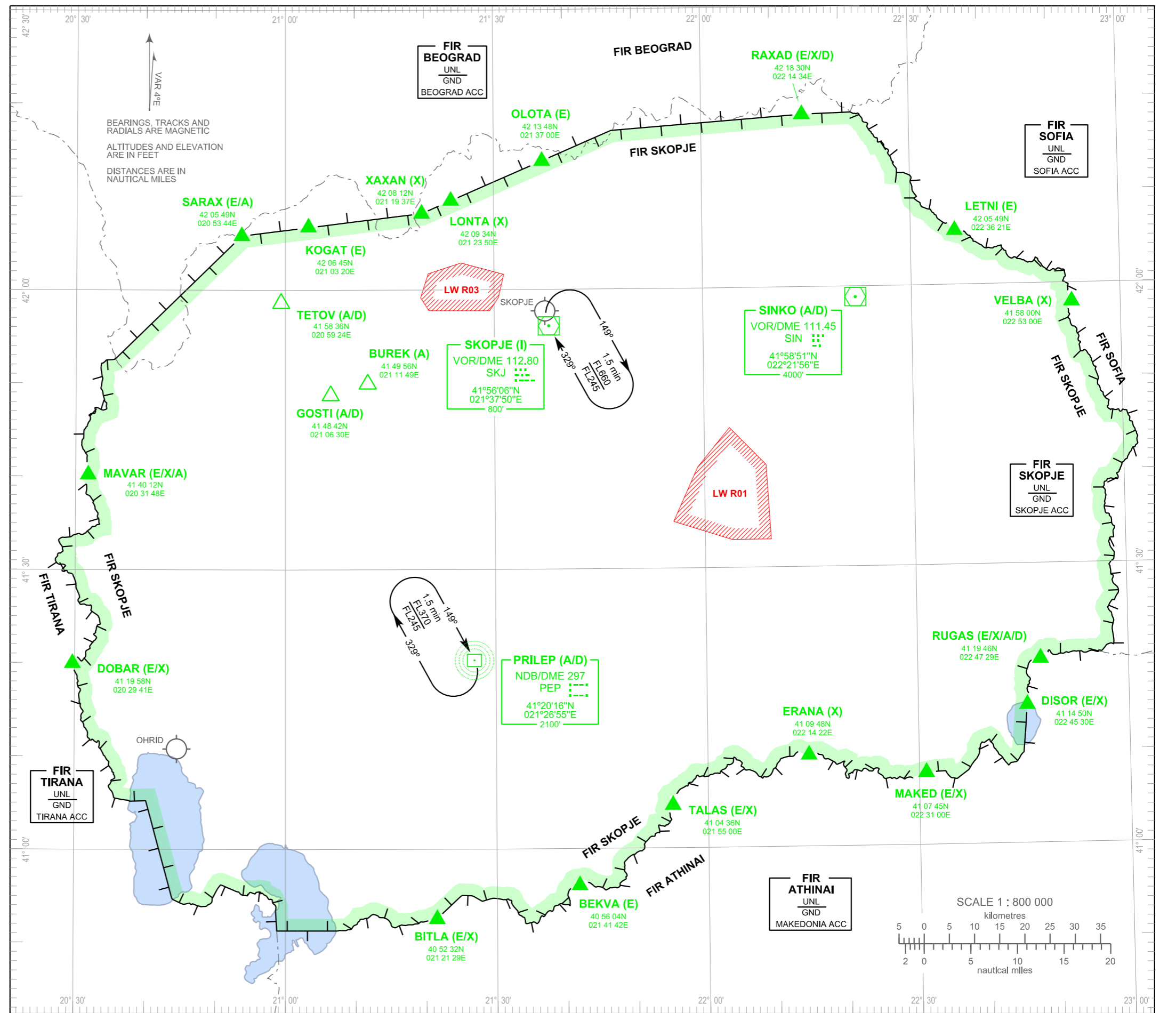


CHANGE: Removal of LW R02 and depiction of LW R03

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| | |
|--|--|
| Aerodrome | |
| Flight Information Region (FIR) | |
| FIR boundary | |
| Name of FIR | FIR SKOPJE |
| Upper Limit | UNL |
| Lower Limit | GND |
| Unit Providing Control Service | SKOPJE ACC |
| Free Route Airspace (FRA) | |
| FRA boundary | |
| FRA relevance of significant points | <p>(E) ENTRY POINT (X) EXIT POINT (A) ARRIVAL POINT (D) DEPARTURE POINT (I) INTERMEDIATE POINT</p> |
| Reporting Point (REP) | <p>Compulsory </p> <p>On request </p> |
| Restricted Airspace | <p>Identification of Area</p> <p>Nationality Letter</p> <p>P - Prohibited R - Restricted D - Danger</p> <p></p> <p>LW R01</p> |
| Radio Navigation Aids (NAVAID) | <p>Non - directional Radio Beacon (NDB) </p> <p>Co - located VOR and DME Navigation Aids (VOR/DME) </p> |
| Identification for Radio Navigation Aids (NAVAID) | <p>Name SKOPJE</p> <p>NAVAID, Frequency, Identification or Call Stgn VOR/DME 112.80 SKJ</p> <p>Geographical Coordinates 41°56'05.99"N 021°37'50.49"E</p> |

FIR SKOPJE - FREE ROUTE AIRSPACE ENROUTE CHART - ICAO UPPER AIRSPACE FL245 / FL660



CHANGE: Removal of LW R02 and depiction of LW R03

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AD 2.18 Средства за врски на воздухопловните служби**AD 2.18 Air traffic services communication facilities**

| Ознака на службата Service designation | Повикувачки знак Call sign | Фреквенција Frequency | Работно време Hours of operation | Забелешки Remarks |
|---|-------------------------------|--------------------------|-------------------------------------|----------------------|
| APP | OHRID APP | 119,2 | According NOTAM | VDF available |
| TWR | OHRID TWR | 119,2 | According NOTAM | VDF available |

AD 2.19 Радио навигациони и средства за слетување**AD 2.19 Radio navigation and landing aids**

| Тип и категорија Type and category | Магнетна варијација Magnetic variation | Идентификација/емисија Identification/Emmission | Фреквенција Frequency | Работно време Hours of operation | Географски координати Geographical coordinates | Надморска висина на предавателот Elevation of transmitting antenna (m) |
|---------------------------------------|---|--|--------------------------|-------------------------------------|---|---|
| ILS RWY 01 | | | | | | |
| GP | 4°E | -/A8W | 329.3 MHz | H24 | 41 10 18N 020 44 14E | 702 |
| LOC | | MOH/A8W | 108.9 MHz | H24 | 41 11 33N 020 44 51E | 709 |
| MM | | -/NON A2A | 75 MHz | H24 | 41 09 57N 020 44 11E | 695 |
| DVOR - Ohrid DME | | OHR/ A9W/V7D | 112.5 MHz CH72X | H24 | 41 10 21N 020 44 11E | 705 |
| NDB - Izdeglavje DME | | IZD/ NONA2A/V7D | 432 KHz CH17X | H24 | 41 20 35N 020 49 14E | 858 |

AD 2.20 Локални сообраќајни регулативи

За сите летови е потребна координација со властите на охридскиот аеродром. Види адреси во AD 2.2

Рулање на воздухоплов

Стандарден пат за рулање од платформата е преку А или Б рулните патеки до позицијата на чекање, наложено од страна на контролорот.

Други правила за рулање и паркинг на воздухоплови на аеродромот

- Сите воздухоплови во слетување мора да продолжат со рулање до крајот на ПСП и да се свртат на местото за свртување. Тогаш се движат назад по ПСП и продолжуваат кон платформата.

AD 2.20 Local traffic regulations

For all flights coordination with Ohrid Airport Authorities is needed. See addresses in AD 2.2

Taxiing aircraft:

Standard taxiing route from the apron is via A or B taxiways to the holding position, instructed by the controller.

Other aircraft taxiing and parking regulations at the airport

- All landing aircraft must continue taxiing to the end of the runway and turn the aircraft at the turning bay. Then backtrack along the runway and proceed to the apron.

- Воздухопловот мора да рула по патеки-те за движење (рулни патеки и платформ-ми) и ги следат знаците и означени линии со носното тркалото. По пристигнувањето на влезот на платформата воздухопловот мора да го следи автомобилот FOLLOW ME до неговата крајна паркинг позиција. Овој автомобил е во портокалова боја со ротирачко портокалово светло.
- Без оглед на обележаните паркинг позиции во LWOH 2.24-5, пилот (капетанот) секогаш ќе ги следи и почитува сигналите на паркерот сигналист. Кога сообраќајот на аеродромот е низок, паркерот сигна-лист ќе ги паркира воздухопловите на таков начин, да им се овозможи да влезат и излезат на паркинг позиција со помош на моќта на сопствените мотори.
- Редовните предполетни проверки се вршат на платформата.
- Полнење гориво на воздухопловот се врши само на платформа и на просторите наменети за долевање на гориво. Воздухопловот не може да се полни со гориво со патници во него или за време на влегување или излегување на патниците. По исклучок, воздухоплов во транзит може да се полни со гориво со транзитни патници во него. Во таков случај, служба-та за опслуга на земја, противпожарната единица и членовите на екипажот на ави-онот мора да преземат специјални противпожарни и безбедносни мерки.
- Диспечерот/супервајзерот на платформа ќе додели паркинг позиција за секој воздухоплов.
- Супервизорот на платформа ќе додели паркирно место за секој воздухоплов.
- The aircraft must taxi on the movement areas (taxiways, aprons) and follow the signs and the marked lines with its nose wheel. After arriving at the entrance of the apron the aircraft must follow the service car to its final parking position. This ground handling car is orange in colour with a rotating orange light.
- Regardless of the marked parking positions in LWOH 2.24-5 the pilot-in-command shall always follow and obey the signals of the marshaller. When the traffic on the airport is low, the marshaller will park the aircrafts in such a way as to enable them to enter and exit the parking position using the power of their own engines.
- Normally preflight checks are done on the apron.
- Refuelling the aircraft is done only on the apron and on the areas intended for refuelling. The aircraft cannot be refuelled with passengers on board or during boarding or disembarking. Exceptionally, an aircraft in transit may be refuelled (kerosene) with the passengers on board. In such case the Ground Handling Service, the Fire Brigade, and crew of the aircraft must undertake special fire protective and safety measures.
- Ramp dispatcher/supervisor will assign a stand for every aircraft
- Ramp supervision will assign a stand for every aircraft.

AD 2.21 Процедури за бучавост

Нема

AD 2.22 Процедури за летање

AD 2.23 Дополнителни информации

Присуство на видови птици: Кос, страчка, врана, чавка, ластовица, сколовранец, гулаб, був, јастреб глувчар, чапља е претежно во текот на периодот мај до ноември. Значајни дневни движења 06:00-09:00 и 16:30-18:30. Ако ризикот е зголемен се издава NOTAM со текст СЕ ПРЕПОРАЧУВА ВНИМАНИЕ, ПТИЦИ ВО БЛИЗИНА И НА САМИОТ АЕРОДРОМ.

AD 2.21 Noise abatement procedures

NIL

AD 2.22 Flight procedures

AD 2.23 Additional information

Presence of bird species: European starling, magpie, rook, crow, swallow, starling, pigeon, owl, buzzard, heron is mostly during period from May till November. Significant daily movements: 06:00-09:00 and 16:30-18:30. If risk is higher, NOTAM with text CAUTION ADVISED BIRDS IN VICINITY AND ON AERODROME is issued.

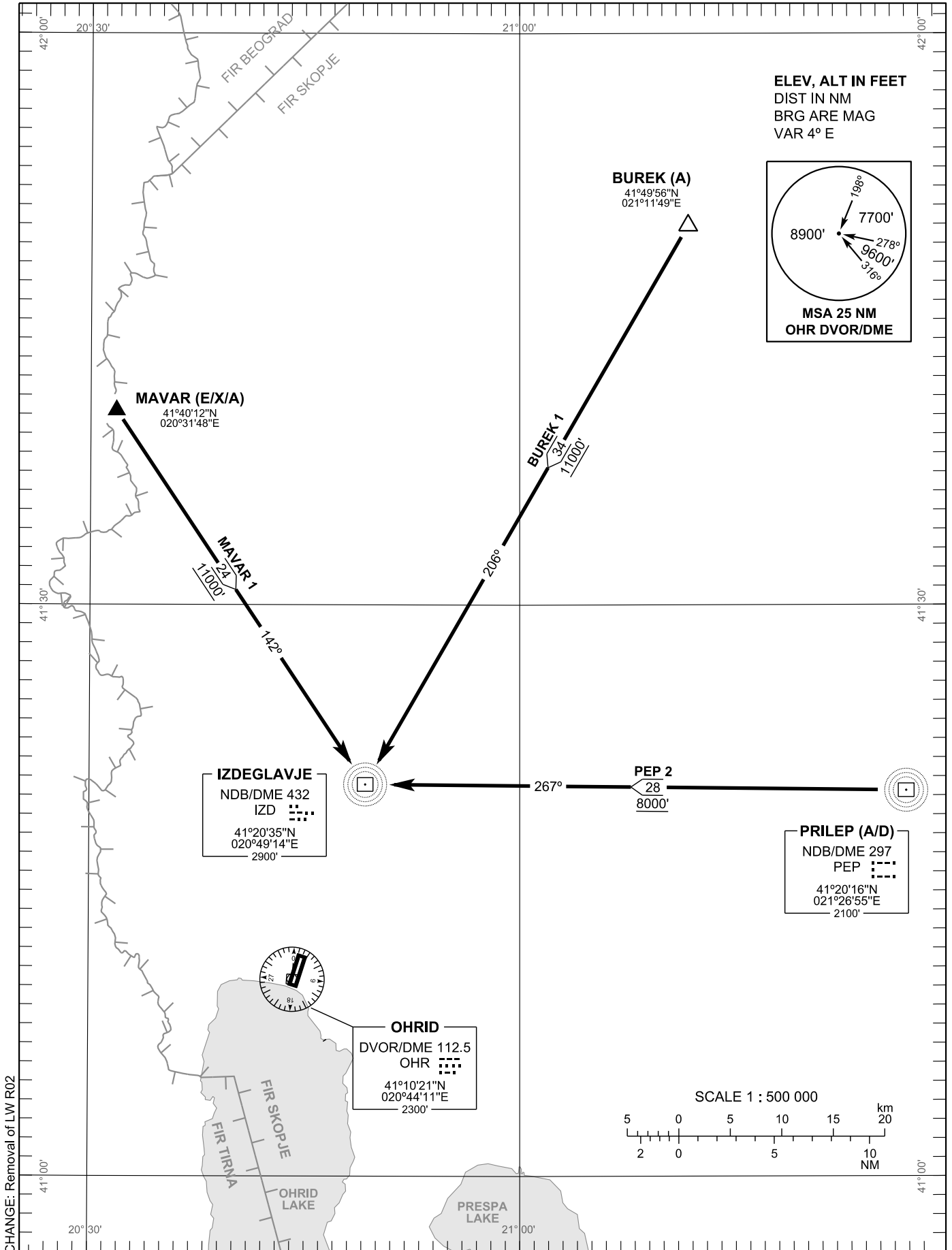
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 11000'

APP 119.200 TWR 119.200

OHRID / St. Paul the Apostle (LWOH) RWY 01

BUREK 1 MAVAR 1 PEP 2



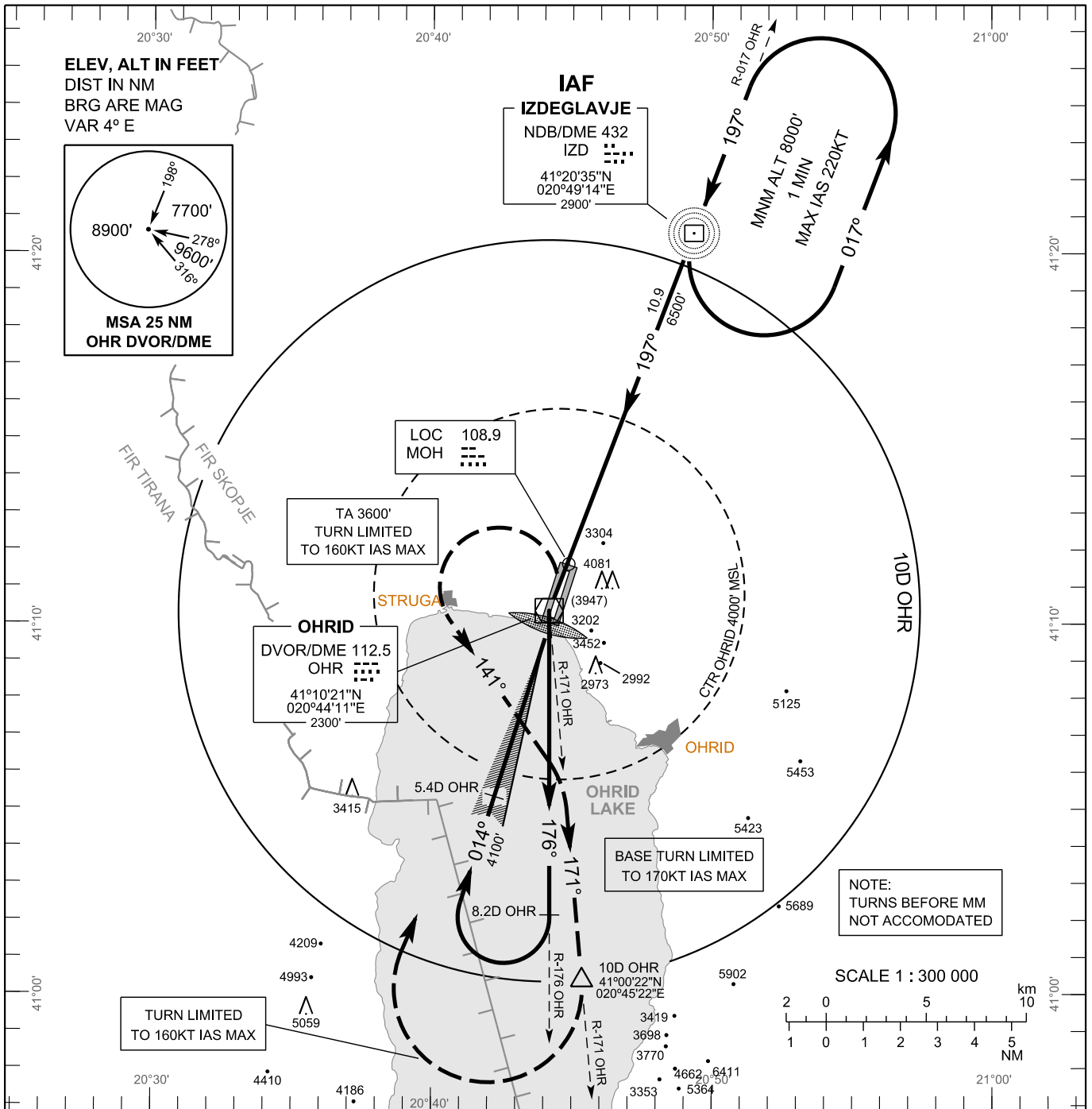
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**INSTRUMENT
APPROACH
CHART - ICAO**

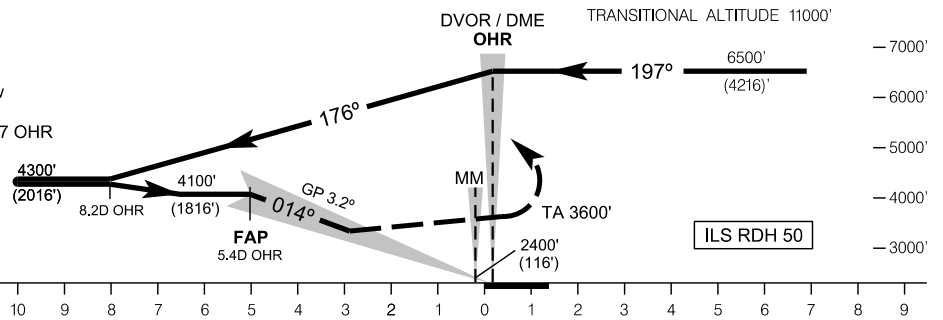
**AERODROME ELEV 2296 FT
HEIGHTS RELATED TO
THR RWY 01 ELEV 2284 FT**

APP 119.200
TWR 119.200

**OHRID / St. Paul the Apostle (LWOH)
ILS RWY 01
(ACFT CAT A, B, C)**



MISSED APPROACH
Continuous climb until reaching 8000'.
Climb straight ahead. At 3600' but not before
MM turn left heading 141° to intercept and follow
R171 OHR outbound. At 10D OHR turn right
to return to OHR. After passing OHR follow R017 OHR
to IZD NDB climbing to 8000' and hold.
NOTE: MA Speed Limit until reaching
OHR DVOR / DME 160 KT IAS MAX



THR01 ELEV 2284'
DISTANCE NM FM THR01

| ILS CAT I | A | B | C |
|-----------|---------------|---------------|---------------|
| OCA (OCH) | 3337' (1054') | 3347' (1063') | 3357' (1073') |

| Altitude (height) related to descent gradient of 5.6% | | |
|---|---------------|---------------|
| DME OHR | 5D | 4D |
| ALT (HGT) | 3973' (1689') | 3633' (1349') |

CHANGE: Removal of LW R02

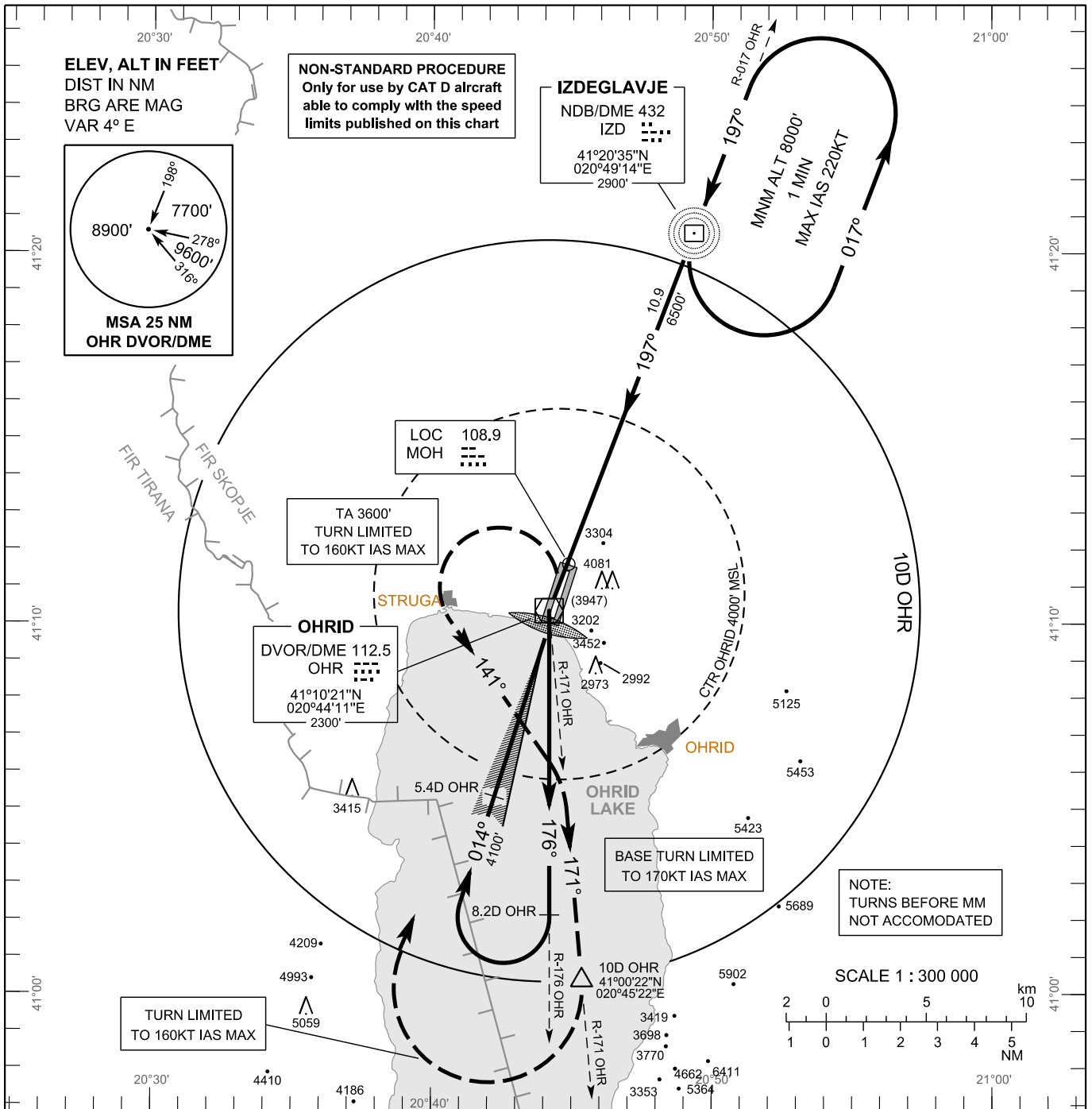
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**INSTRUMENT
APPROACH
CHART - ICAO**

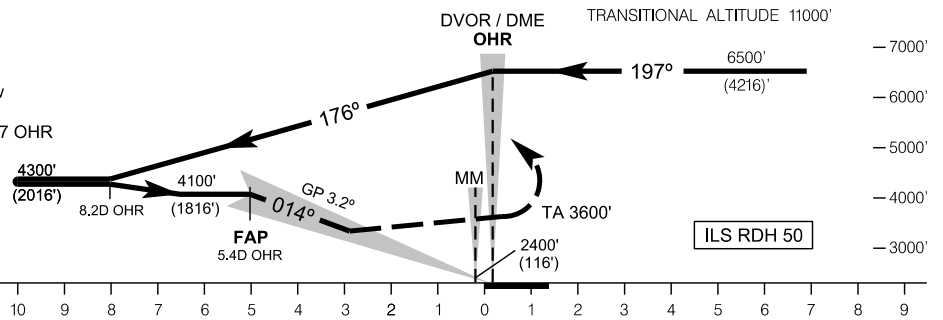
**AERODROME ELEV 2296 FT
HEIGHTS RELATED TO
THR RWY 01 ELEV 2284 FT**

APP 119.200
TWR 119.200

**OHRID / St. Paul the Apostle (LWOH)
ILS RWY 01
(NON-STANDARD ACFT CAT D)**



MISSED APPROACH
Continuous climb until reaching 8000'.
Climb straight ahead. At 3600' but not before
MM turn left heading 141° to intercept and follow
R171 OHR outbound. At 10D OHR turn right
to return to OHR. After passing OHR follow R017 OHR
to IZD NDB climbing to 8000' and hold.
NOTE: MA Speed Limit until reaching
OHR DVOR / DME 160 KT IAS MAX



| | |
|-----------|----------------------|
| ILS CAT I | D |
| OCA (OCH) | 3357' (1073') |

| Altitude (height) related to descent gradient of 5.6% | | |
|---|---------------|---------------|
| DME OHR | 5D | 4D |
| ALT (HGT) | 3973' (1689') | 3633' (1349') |

CHANGE: Removal of LW R02

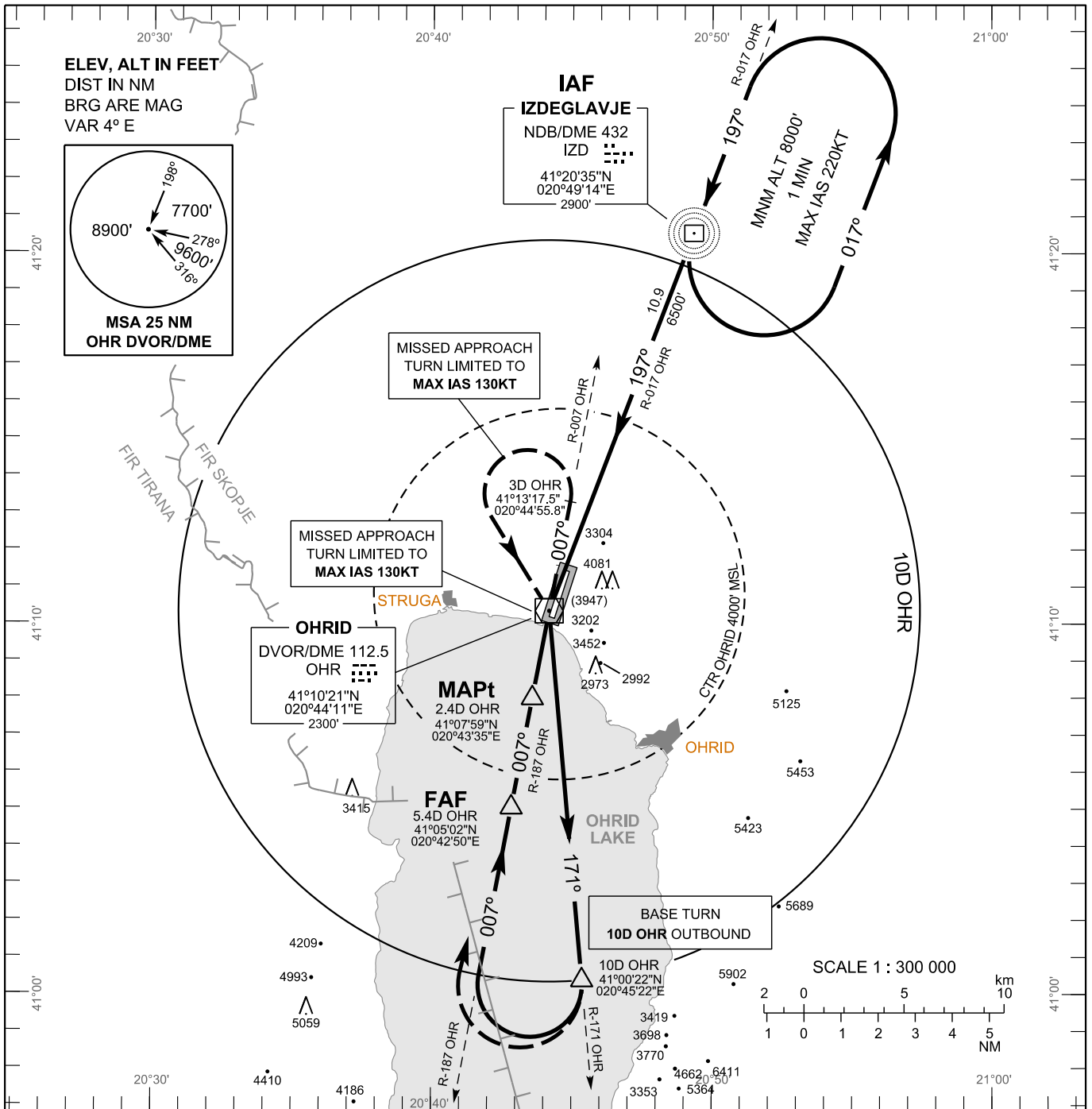
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 2296 FT
 HEIGHTS RELATED TO THR RWY 01 ELEV 2284 FT

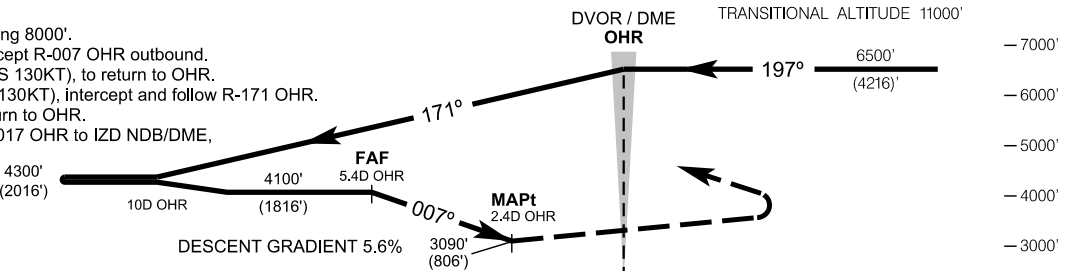
APP 119.200
 TWR 119.200

OHRID / St. Paul the Apostle (LWOH)
VOR RWY 01
(ACFT CAT A, B)



MISSED APPROACH

Continuous climb until reaching 8000'.
 Climb straight ahead to intercept R-007 OHR outbound.
 At 3D OHR turn left (MAX IAS 130KT), to return to OHR.
 At OHR turn right (MAX IAS 130KT), intercept and follow R-171 OHR.
 At 10D OHR turn right to return to OHR.
 After passing OHR follow R-017 OHR to IZD NDB/DME, climbing to 8000' and hold.



THR01 ELEV 2284'
 DISTANCE NM FM OHR DVOR/DME

| | | |
|-------------|---------------------|---|
| Cat of ACFT | A | B |
| OCA (OCH) | 3090' (806') | |

| Altitude (height) related to descent gradient of 5.6% | | | | | |
|---|---------------|---------------|---------------|---------------|--------------|
| DME OHR | 5.4D (FAF) | 5D | 4D | 3D | 2.4D (MAPt) |
| ALT (HGT) | 4100' (1816') | 3973' (1689') | 3633' (1349') | 3293' (1009') | 3090' (806') |

CHANGE: Removal LW R02

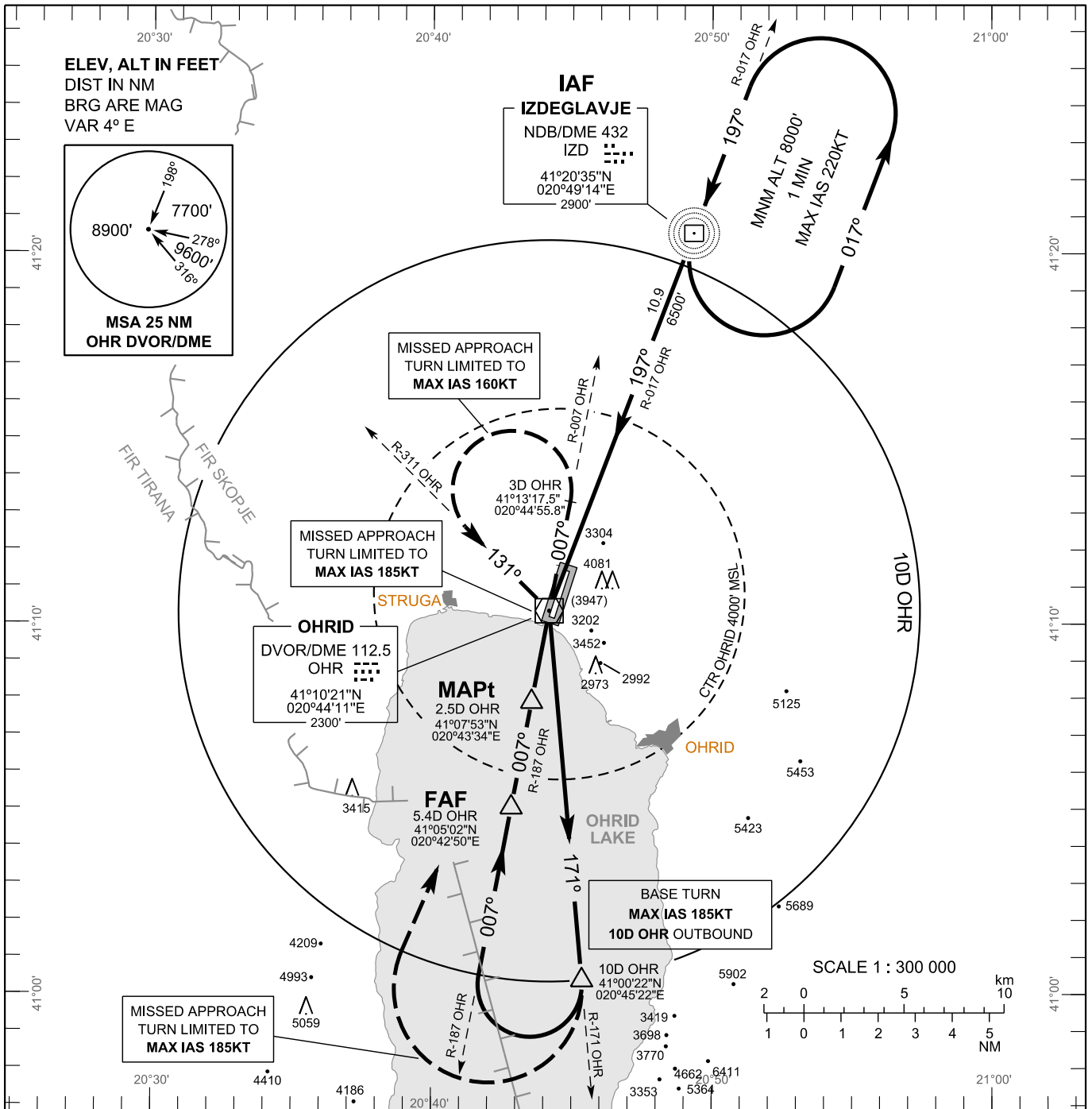
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 2296 FT
HEIGHTS RELATED TO THR RWY 01 ELEV 2284 FT

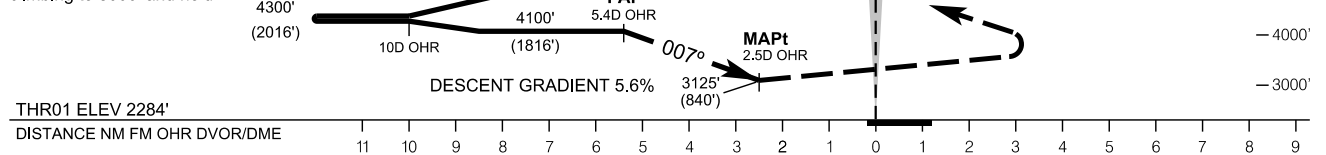
APP 119.200
 TWR 119.200

OHRID / St. Paul the Apostle (LWOH)
VOR RWY 01
(ACFT CAT C)



MISSED APPROACH

Continuous climb until reaching 8000'.
 Climb straight ahead to intercept R-007 OHR outbound.
 At 3D OHR turn left (MAX IAS 160KT), intercept R-311 OHR inbound.
 At OHR turn right (MAX IAS 185KT), intercept and follow R-171 OHR.
 At 10D OHR turn right (MAX IAS 185KT) to return to OHR.
 After passing OHR follow R-017 OHR to IZD NDB/DME, climbing to 8000' and hold.



| | |
|-------------|--------------|
| Cat of ACFT | C |
| OCA (OCH) | 3125' (840') |

| Altitude (height) related to descent gradient of 5.6% | | | | | |
|---|---------------|---------------|---------------|---------------|--------------|
| DME OHR | 5.4D (FAF) | 5D | 4D | 3D | 2.5D (MAPt) |
| ALT (HGT) | 4100' (1816') | 3973' (1689') | 3633' (1349') | 3293' (1009') | 3125' (840') |

CHANGE: Removal of LW R02

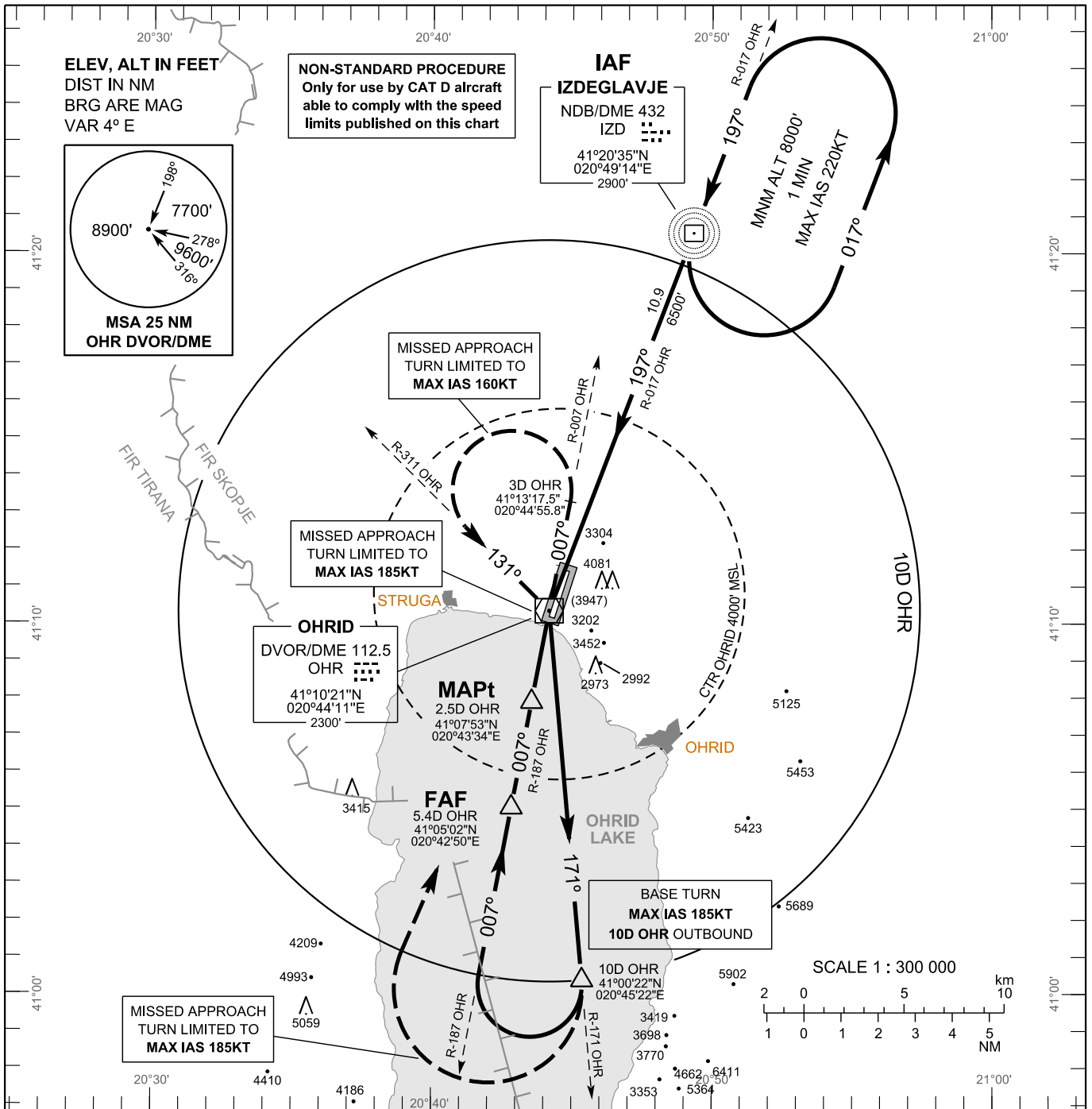
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**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 2296 FT
HEIGHTS RELATED TO
THR RWY 01 ELEV 2284 FT**

APP 119.200
TWR 119.200

**OHRID / St. Paul the Apostle (LWOH)
VOR RWY 01
(NON-STANDARD ACFT CAT D)**



MISSED APPROACH

Continuous climb until reaching 8000'.
Climb straight ahead to intercept R-007 OHR outbound.
At 3D OHR turn left (MAX IAS 160KT), intercept R-311 OHR inbound.
At OHR turn right (MAX IAS 185KT), intercept and follow R-171 OHR.
At 10D OHR turn right (MAX IAS 185KT) to return to OHR.
After passing OHR follow R-017 OHR to IZD NDB/DME,
climbing to 8000' and hold.

THR01 ELEV 2284'

DISTANCE NM FM OHR DVOR/DME

| | |
|-------------|---------------------|
| Cat of ACFT | D |
| OCA (OCH) | 3125' (840') |

| Altitude (height) related to descent gradient of 5.6% | | | | | |
|---|---------------|---------------|---------------|---------------|--------------|
| DME OHR | 5.4D (FAF) | 5D | 4D | 3D | 2.5D (MAPt) |
| ALT (HGT) | 4100' (1816') | 3973' (1689') | 3633' (1349') | 3293' (1009') | 3125' (840') |

CHANGE: Removal of LW R02

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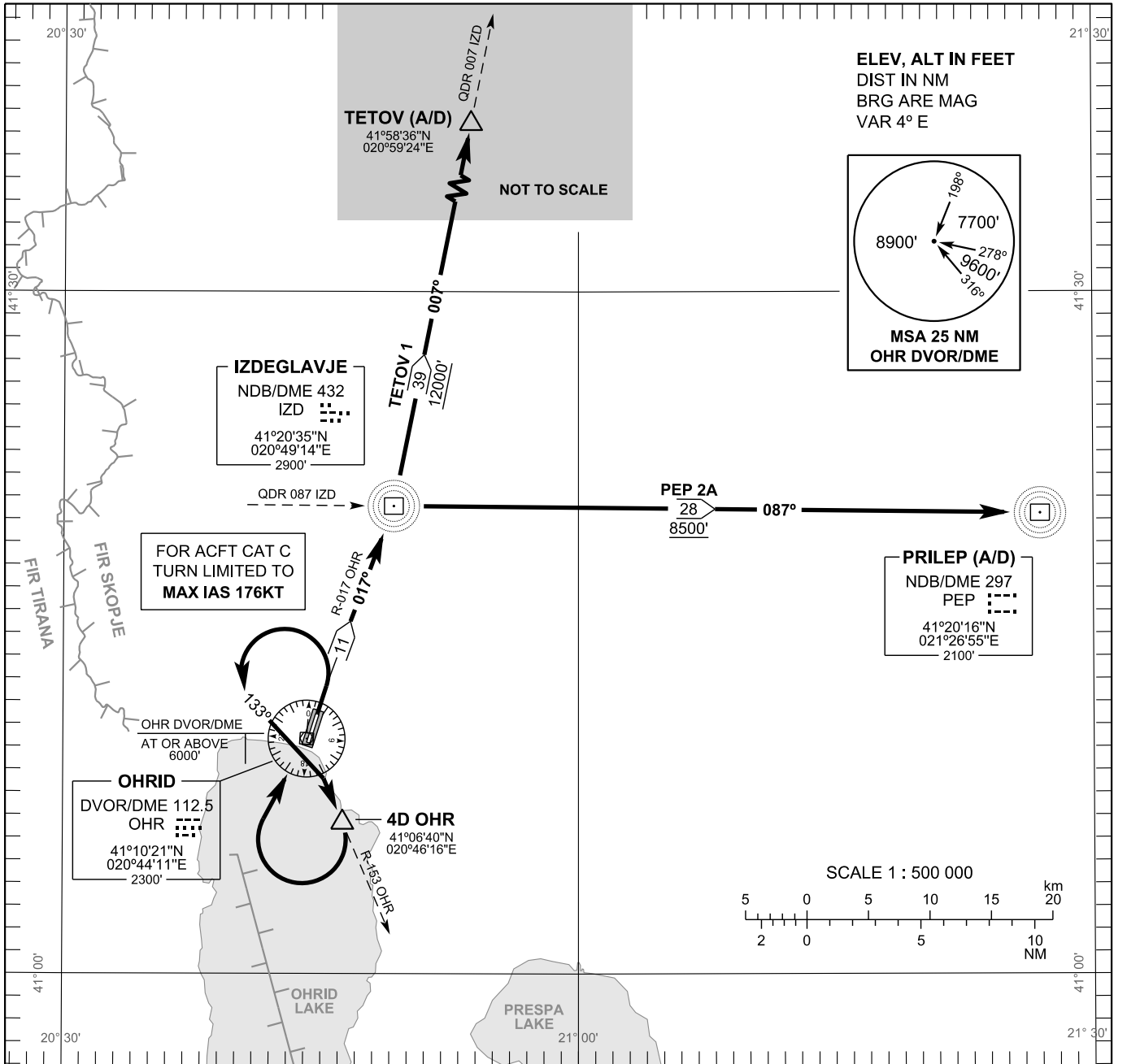
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000'

APP 119.200
TWR 119.200

**OHRID / St. Paul the Apostle (LWOH)
RWY 01
ACFT CAT A, B, C**

TETOV 1 PEP 2A



| | |
|-----------------------|---|
| <p>PEP 2A</p> | <p>CLIMB GRADIENT 4.93% (300 ft/NM). PEP TWO ALFA DEPARTURE: Climb straight ahead. At 2690 ft turn LEFT 133° heading, Intercept R-153 OHR DVOR/DME. At 4D OHR turn RIGHT inbound OHR DVOR/DME. Cross OHR DVOR/DME at or above 6000 ft. Proceed on R-017 OHR to IZD NDB/DME. Follow QDR 087° IZD NDB/DME inbound PEP NDB/DME.</p> |
| <p>TETOV 1</p> | <p>CLIMB GRADIENT 4.93% (300 ft/NM). TETOV ONE DEPARTURE: Climb straight ahead. At 2690 ft turn LEFT 133° heading, Intercept R-153 OHR DVOR/DME. At 4D OHR turn RIGHT inbound OHR DVOR/DME. Cross OHR DVOR/DME at or above 6000 ft. Proceed on R-017 OHR to IZD NDB/DME. Follow QDR 007° IZD NDB/DME climbing to TETOV at 12000 ft.</p> |

CHANGE: Removal of LW R02

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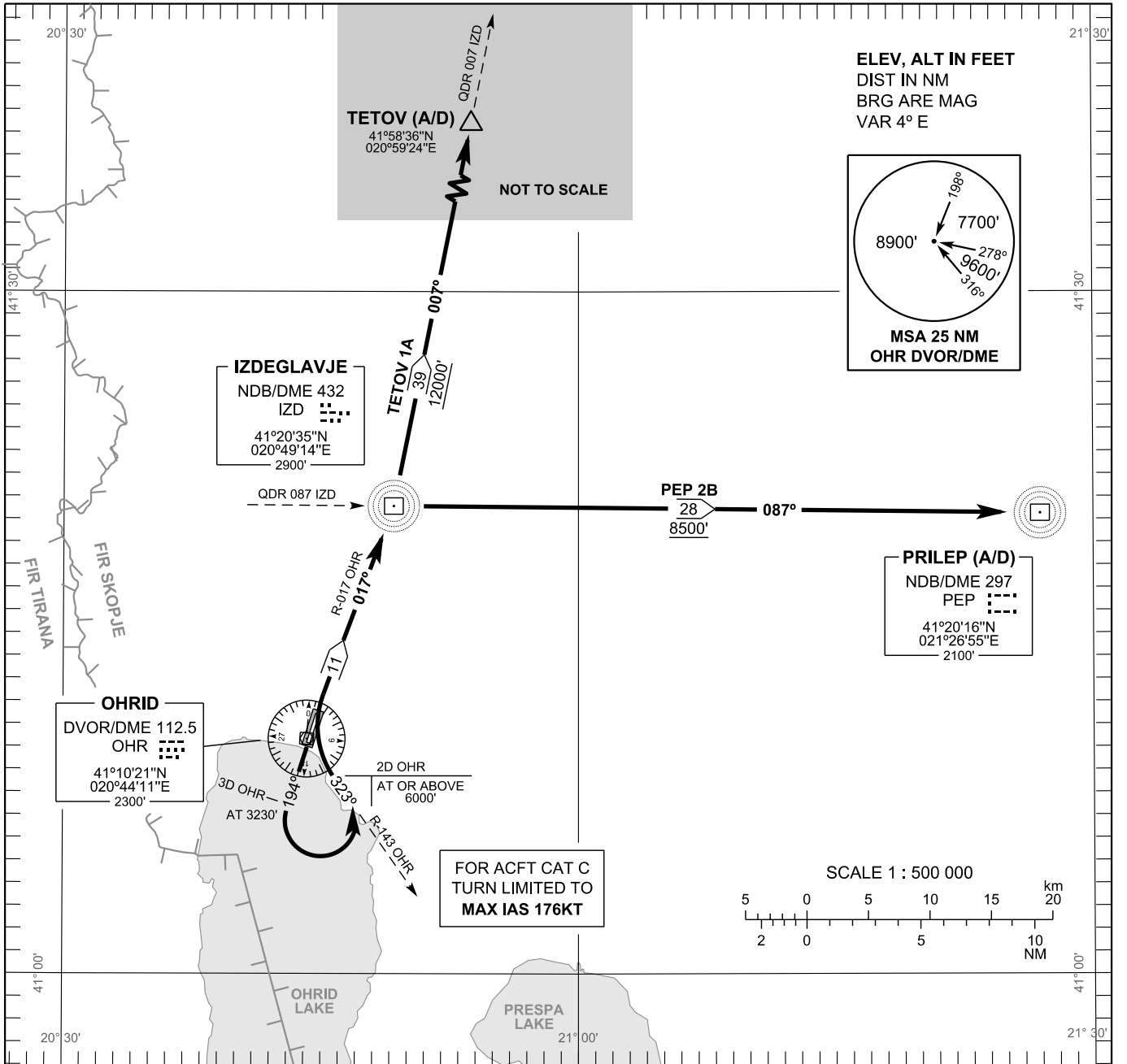
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000'

APP 119.200
TWR 119.200

OHRID / St. Paul the Apostle (LWOH)
RWY 19
ACFT CAT A, B, C

TETOV 1A PEP 2B



| | |
|------------------------|--|
| <p>PEP 2B</p> | <p>CLIMB GRADIENT 4.5% (273 ft/NM). PEP TWO BRAVO DEPARTURE: Climb straight ahead. At 3230 ft, but not before 3D OHR turn LEFT inbound OHR DVOR/DME. Cross 2D OHR at or above 6000 ft, turn RIGHT Inbound IZD NDB/DME. Follow QDR 087° IZD NDB/DME Inbound PEP NDB/DME.</p> |
| <p>TETOV 1A</p> | <p>CLIMB GRADIENT 4.5% (273 ft/NM). TETOV ONE ALFA DEPARTURE: Climb straight ahead. At 3230 ft, but not before 3D OHR turn LEFT inbound OHR DVOR/DME. Cross 2D OHR at or above 6000 ft, turn RIGHT inbound IZD NDB/DME. Follow QDR 007° IZD NDB/DME climbing to TETOV at 12000 ft.</p> |

CHANGE: Removal of LW R02

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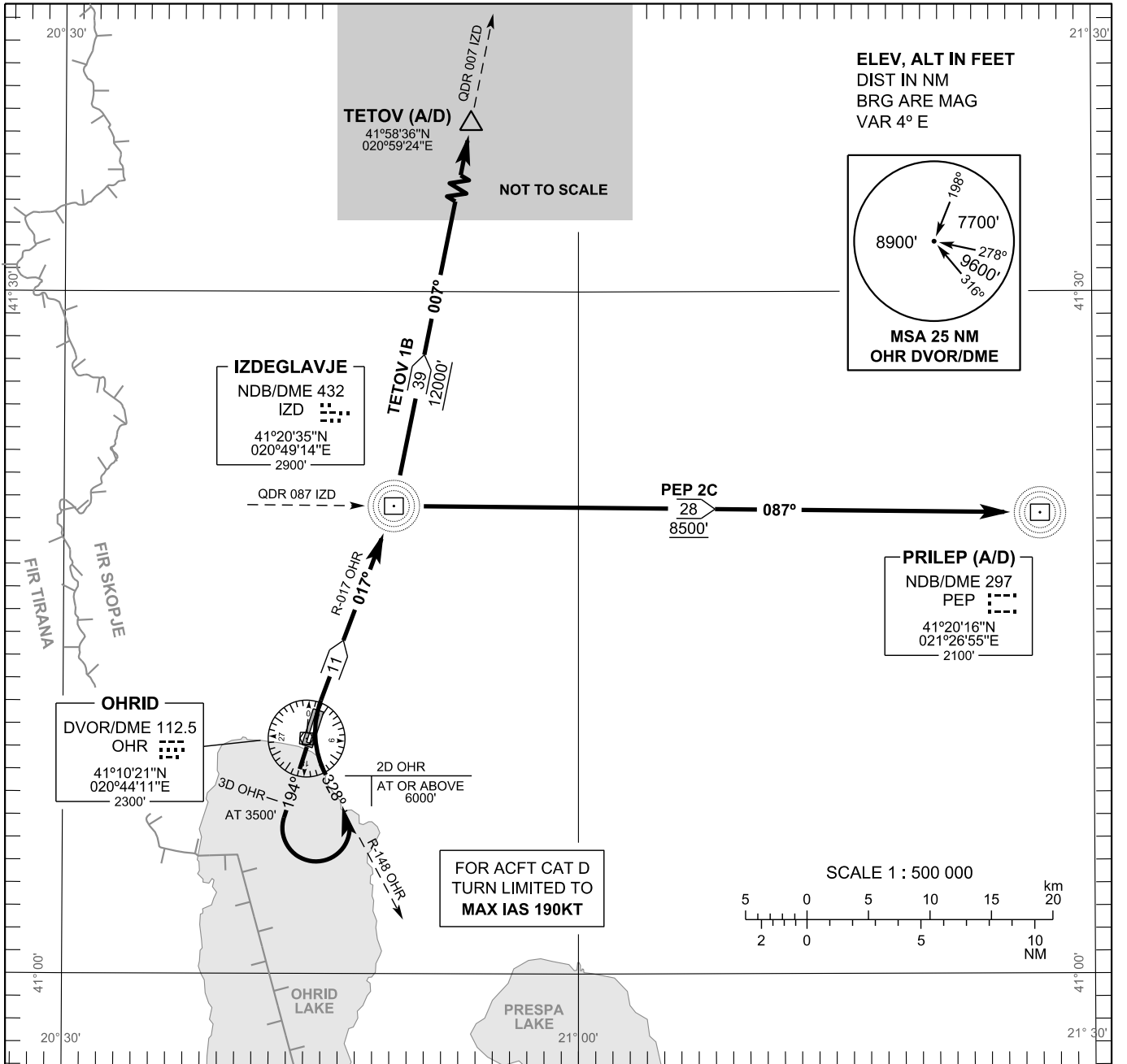
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000'

APP 119.200
TWR 119.200

**OHRID / St. Paul the Apostle (LWOH)
RWY 19
ACFT CAT D**

TETOV 1B PEP 2C



| | |
|------------------------|---|
| <p>PEP 2C</p> | <p>CLIMB GRADIENT 6.2% (377 ft/NM). PEP TWO CHARLIE DEPARTURE: Climb straight ahead. At 3500 ft, but not before 3D OHR turn LEFT inbound OHR DVOR/DME. Cross 2D OHR at or above 6000 ft, turn RIGHT Inbound IZD NDB/DME. Follow QDR 087° IZD NDB/DME Inbound PEP NDB/DME.</p> |
| <p>TETOV 1B</p> | <p>CLIMB GRADIENT 6.2% (377 ft/NM). TETOV ONE BRAVO DEPARTURE: Climb straight ahead. At 3500 ft, but not before 3D OHR turn LEFT inbound OHR DVOR/DME. Cross 2D OHR at or above 6000 ft, turn RIGHT inbound IZD NDB/DME. Follow QDR 007° IZD NDB/DME climbing to TETOV at 12000 ft.</p> |

CHANGE: Removal of LW R02

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