

REPUBLIC OF MACEDONIA

CIVIL AVIATION
AGENCY

AERONAUTICAL INFORMATION
SERVICE

1043 Petrovec, P.O. Box 9



АГЕНЦИЈА ЗА ЦИВИЛНО
ВОЗДУХОПЛОВСТВО

СЛУЖБА ЗА ВОЗДУХОПЛОВНИ
ИНФОРМАЦИИ

1043 Петровец, П.Ф. 9

РЕПУБЛИКА МАКЕДОНИЈА

Phone: (389) 2 314 82 04, 314 81 63
Telefax: (389) 2 311 20 26
AFTN: LWSKYOYX
SITA: SKPAPYF

AMD AIP

65

01 FEB 2013

Insert following pages or charts Вметни ги следниве страници или карти		Destroy following pages or charts: Уништи ги следниве страници или карти:	
GEN		GEN	
• 0.4-1/0.4-2	01 FEB 2013/01 DEC 2012	• 0.4-1/0.4-2	01 DEC 2012
• 0.4-3/0.4-4	01 FEB 2013/14 SEP 1995	• 0.4-3/0.4-4	01 DEC 2012/14 SEP 1995
• 3.1-1/3.1-2	01 FEB 2013/01 DEC 2012	• 3.1-1/3.1-2	01 DEC 2012
• 3.2-1/3.2-2	01 FEB 2013/14 SEP 1995	• 3.2-1/3.2-2	01 JUN 2010/14 SEP 1995
AD		AD	
• LWSK 13/14	01 DEC 2012/01 FEB 2013	• LWSK 13/14	01 DEC 2012

The following NOTAM Series A are incorporated in AIP:
Следните NOTAM-и серија A се вклучени во AИП:

0335/12, 0351/12

GEN 0.4 Checklist of AIP Pages**GEN 0.4 Контролна листа на АИП страни**

Page	Date	Page	Date	Page	Date
GEN		GEN 1.6 - 8	01 JUN 2012	GEN 3.1 - 4	01 DEC 2012
GEN 0.1 - 1	01 JUN 2010	GEN 1.7 - 1	20 OCT 2009	GEN 3.1 - 5	01 DEC 2012
GEN 0.1 - 2	14 SEP 1995	GEN 1.7 - 2	14 SEP 1995	GEN 3.1 - 6	01 DEC 2012
GEN 0.2 - 1	14 SEP 1995	GEN 2		☞ GEN 3.2 - 1	01 FEB 2013
GEN 0.2 - 2	14 SEP 1995	GEN 2.1 - 1	14 SEP 1995	GEN 3.2 - 2	14 SEP 1995
GEN 0.2 - 3	15 APR 2006	GEN 2.1 - 2	01 JUN 2010	GEN 3.2 - 3	01 JUN 2010
GEN 0.2 - 4	15 APR 2006	GEN 2.2 - 1	15 DEC 2010	GEN 3.2 - 4	01 JUN 2010
GEN 0.3 - 1	01 NOV 1997	GEN 2.2 - 2	15 DEC 2010	GEN 3.3 - 1	01 JUN 2010
GEN 0.3 - 2	01 FEB 1996	GEN 2.2 - 2	15 DEC 2010	GEN 3.3 - 2	23 JAN 2003
☞ GEN 0.4 - 1	01 FEB 2013	GEN 2.2 - 3	15 DEC 2010	GEN 3.3 - 3	20 OCT 2009
GEN 0.4 - 2	01 DEC 2012	GEN 2.2 - 4	15 DEC 2010	GEN 3.3 - 4	14 SEP 1995
☞ GEN 0.4 - 3	01 FEB 2013	GEN 2.2 - 5	15 DEC 2010	GEN 3.4 - 1	01 JUN 2010
GEN 0.4 - 4	14 SEP 1995	GEN 2.2 - 6	15 DEC 2010	GEN 3.4 - 2	20 OCT 2009
GEN 0.5 - 1	01 NOV 1997	GEN 2.2 - 7	15 DEC 2010	GEN 3.4 - 3	07 NOV 1996
GEN 0.5 - 2	14 SEP 1995	GEN 2.2 - 8	15 DEC 2010	GEN 3.4 - 4	07 NOV 1996
GEN 0.6 - 1	01 MAR 2001	GEN 2.2 - 9	15 DEC 2010	GEN 3.5 - 1	01 JUN 2010
GEN 0.6 - 2	01 OCT 1996	GEN 2.2 - 10	15 DEC 2010	GEN 3.5 - 2	01 JUN 2010
GEN 0.6 - 3	15 JUN 2001	GEN 2.2 - 11	15 DEC 2010	GEN 3.5 - 3	01 JUN 2010
GEN 0.6 - 4	01 DEC 1995	GEN 2.2 - 12	15 DEC 2010	GEN 3.5 - 4	01 JUN 2010
GEN 0.7 - 1	01 MAR 2001	GEN 2.2 - 13	15 DEC 2010	GEN 3.5 - 5	01 SEP 2000
GEN 0.7 - 2	01 MAR 2001	GEN 2.2 - 14	15 DEC 2010	GEN 3.5 - 6	01 JUN 2010
GEN 0.7 - 3	15 JUN 2001	GEN 2.2 - 15	15 DEC 2010	GEN 3.6 - 1	15 AUG 2010
GEN 0.7 - 4	14 SEP 1995	GEN 2.2 - 16	15 DEC 2010	GEN 3.6 - 2	15 AUG 2010
GEN 1		GEN 2.2 - 17	15 DEC 2010	GEN 3.6 - 3	15 AUG 2010
GEN 1.1 - 1	01 JUN 2012	GEN 2.2 - 18	15 DEC 2010	GEN 3.6 - 4	15 JUL 2004
GEN 1.1 - 2	01 JUN 2012	GEN 2.2 - 19	15 DEC 2010	GEN 3.6 - 5	01 AUG 2004
GEN 1.1 - 3	01 JUN 2010	GEN 2.2 - 20	15 DEC 2010	GEN 3.6 - 6	01 AUG 2004
GEN 1.1 - 4	15 NOV 1995	GEN 2.2 - 21	15 DEC 2010	GEN 4	
GEN 1.2 - 1	01 DEC 2012	GEN 2.2 - 22	15 DEC 2010	GEN 4.1 - 1	15 AUG 2010
GEN 1.2 - 2	01 JUN 2012	GEN 2.2 - 23	15 DEC 2010	GEN 4.1 - 2	15 AUG 2010
GEN 1.2 - 3	01 JUL 2011	GEN 2.2 - 24	15 DEC 2010	GEN 4.1 - 3	15 AUG 2010
GEN 1.2 - 4	01 JUN 2012	GEN 2.2 - 25	15 DEC 2010	GEN 4.1 - 4	15 AUG 2010
GEN 1.2 - 5	01 JUL 2011	GEN 2.2 - 26	15 DEC 2010	GEN 4.1 - 5	15 AUG 2010
GEN 1.2 - 6	01 JUL 2011	GEN 2.2 - 27	15 DEC 2010	GEN 4.1 - 6	15 AUG 2010
GEN 1.2 - 7	01 JUL 2011	GEN 2.2 - 28	15 DEC 2010	GEN 4.1 - 7	15 AUG 2010
GEN 1.2 - 8	01 JUL 2011	GEN 2.3 - 1	14 SEP 1995	GEN 4.1 - 8	15 AUG 2010
GEN 1.2 - 9	01 JUL 2011	GEN 2.3 - 2	14 SEP 1995	GEN 4.1 - 9	01 JUL 2011
GEN 1.2 - 10	01 JUL 2011	GEN 2.3 - 3	14 SEP 1995	GEN 4.1 - 10	15 AUG 2010
GEN 1.3 - 1	20 OCT 2009	GEN 2.3 - 4	14 SEP 1995	GEN 4.2 - 1	01 JUN 2010
GEN 1.3 - 2	14 SEP 1995	GEN 2.3 - 5	14 SEP 1995	GEN 4.2 - 2	01 JUN 2010
GEN 1.4 - 1	14 SEP 1995	GEN 2.3 - 6	14 SEP 1995	GEN 4.2 - 3	01 MAY 2011
GEN 1.4 - 2	14 SEP 1995	GEN 2.4 - 1	14 SEP 1995	GEN 4.2 - 4	01 JUN 2010
GEN 1.5 - 1	01 JUN 2010	GEN 2.4 - 2	14 SEP 1995		
GEN 1.5 - 2	15 MAR 2008	GEN 2.5 - 1	15 DEC 2011		
GEN 1.5 - 3	24 JAN 2002	GEN 2.5 - 2	14 SEP 1995		
GEN 1.5 - 4	14 SEP 1995	GEN 2.6 - 1	14 SEP 1995		
GEN 1.6 - 1	01 JUN 2012	GEN 2.6 - 2	14 SEP 1995		
GEN 1.6 - 2	01 JUN 2012	GEN 2.7 - 1	20 OCT 2009		
GEN 1.6 - 3	01 JUN 2012	GEN 2.7 - 2	14 SEP 1995		
GEN 1.6 - 4	01 JUN 2012	GEN 3			
GEN 1.6 - 5	01 JUN 2012	☞ GEN 3.1 - 1	01 FEB 2013		
GEN 1.6 - 6	01 JUN 2012	GEN 3.1 - 2	01 DEC 2012		
GEN 1.6 - 7	01 JUN 2012	GEN 3.1 - 3	01 DEC 2012		

ENGLISH

MACEDONIAN

Page	Date	Page	Date	Page	Date
ENR		ENR 1.6 -5	15 MAY 2006	ENR 3.3 -13	01 AUG 2012
ENR 0.6 -1	01 SEP 2002	ENR 1.6 -6	15 MAY 2006	ENR 3.3 -14	01 AUG 2012
ENR 0.6 -2	01 MAY 2002	ENR 1.7 -1	14 SEP 1995	ENR 3.3 -15	01 AUG 2012
ENR 0.6 -3	01 MAY 2002	ENR 1.7 -2	24 JAN 2002	ENR 3.3 -16	01 AUG 2012
ENR 0.6 -4	15 NOV 1995	ENR 1.7 -3	24 JAN 2002	ENR 3.3 -17	01 AUG 2012
ENR 0.7 -1	01 FEB 1997	ENR 1.7 -4	14 SEP 1995	ENR 3.3 -18	03 MAY 2012
ENR 0.7 -2	01 FEB 1997	ENR 1.8 -1	01 JUN 2010	ENR 3.3 -19	03 MAY 2012
ENR 0.7 -3	01 FEB 1997	ENR 1.8 -2	20 OCT 2009	ENR 3.3 -20	03 MAY 2012
ENR 0.7 -4	01 FEB 1997	ENR 1.9 -1	01 MAY 2002	ENR 3.3 -21	03 MAY 2012
ENR 1		ENR 1.9 -2	01 MAY 2002	ENR 3.3 -22	03 MAY 2012
ENR 1.1 -1	14 SEP 1995	ENR 1.9 -3	20 OCT 2009	ENR 3.4 -1	14 SEP 1995
ENR 1.1 -2	14 SEP 1995	ENR 1.9 -4	01 MAY 2002	ENR 3.4 -2	14 SEP 1995
ENR 1.1 -3	14 SEP 1995	ENR 1.9 -5	20 OCT 2009	ENR 3.5 -1	14 SEP 1995
ENR 1.1 -4	14 SEP 1995	ENR 1.9 -6	01 JUN 2010	ENR 3.5 -2	14 SEP 1995
ENR 1.1 -5	14 SEP 1995	ENR 1.10 -1	28 MAR 1996	ENR 3.6 -1	29 SEP 2005
ENR 1.1 -6	14 SEP 1995	ENR 1.10 -2	28 MAR 1996	ENR 3.6 -2	14 SEP 1995
ENR 1.1 -7	14 SEP 1995	ENR 1.10 -3	28 MAR 1996	ENR 4	
ENR 1.1 -8	14 SEP 1995	ENR 1.10 -4	24 JAN 2002	ENR 4.1 -1	01 AUG 2012
ENR 1.1 -9	14 SEP 1995	ENR 1.10 -5	24 JAN 2002	ENR 4.1 -2	01 OCT 1996
ENR 1.1 -10	14 SEP 1995	ENR 1.10 -6	24 JAN 2002	ENR 4.2 -1	14 SEP 1995
ENR 1.1 -11	14 SEP 1995	ENR 1.10 -7	24 JAN 2002	ENR 4.2 -2	14 SEP 1995
ENR 1.1 -12	14 SEP 1995	ENR 1.10 -8	24 JAN 2002	ENR 4.3 -1	01 AUG 2012
ENR 1.1 -13	14 SEP 1995	ENR 1.10 -9	24 JAN 2002	ENR 4.3 -2	14 SEP 1995
ENR 1.1 -14	14 SEP 1995	ENR 1.10 -10	28 MAR 1996	ENR 4.4 -1	14 SEP 1995
ENR 1.1 -15	14 SEP 1995	ENR 1.11 -1	20 OCT 2009	ENR 4.4 -2	14 SEP 1995
ENR 1.1 -16	14 SEP 1995	ENR 1.11 -2	20 OCT 2009	ENR 5	
ENR 1.1 -17	14 SEP 1995	ENR 1.11 -3	20 OCT 2009	ENR 5.1 -1	28 JUL 2011
ENR 1.1 -18	14 SEP 1995	ENR 1.11 -4	28 MAR 1996	ENR 5.1 -2	28 JUL 2011
ENR 1.1 -19	14 SEP 1995	ENR 1.12 -1	14 SEP 1995	ENR 5.2 -1	14 SEP 1995
ENR 1.1 -20	14 SEP 1995	ENR 1.12 -2	14 SEP 1995	ENR 5.2 -2	14 SEP 1995
ENR 1.1 -21	14 SEP 1995	ENR 1.13 -1	14 SEP 1995	ENR 5.3 -1	14 SEP 1995
ENR 1.1 -22	14 SEP 1995	ENR 1.13 -2	14 SEP 1995	ENR 5.3 -2	14 SEP 1995
ENR 1.1 -23	01 SEP 2002	ENR 1.14 -1	14 SEP 1995	ENR 5.4 -1	14 SEP 1995
ENR 1.1 -24	01 SEP 2002	ENR 1.14 -2	14 SEP 1995	ENR 5.4 -2	14 SEP 1995
ENR 1.1 -25	01 SEP 2002	ENR 1.14 -3	14 SEP 1995	ENR 5.5 -1	14 SEP 1995
ENR 1.1 -26	01 SEP 2002	ENR 1.14 -4	14 SEP 1995	ENR 5.5 -2	14 SEP 1995
ENR 1.2 -1	27 NOV 2003	ENR 2		ENR 5.6 -1	14 SEP 1995
ENR 1.2 -2	27 NOV 2003	ENR 2.1 -1	01 JUN 2010	ENR 5.6 -2	14 SEP 1995
ENR 1.2 -3	27 NOV 2003	ENR 2.1 -2	01 JUN 2010	ENR 6	
ENR 1.2 -4	14 SEP 1995	ENR 2.2 -1	27 MAR 1997	ENR 6.1 -1	03 MAY 2012
ENR 1.3 -1	14 SEP 1995	ENR 2.2 -2	14 SEP 1995	ENR 6.1 -2	22 APR 1999
ENR 1.3 -2	24 JAN 2002	ENR 3		ENR 6.1 -3	03 MAY 2012
ENR 1.4-1	27 NOV 2003	ENR 3.1 -1	06 MAY 2010	ENR 6.1 -4	22 APR 1999
ENR 1.4-2	27 NOV 2003	ENR 3.1 -2	06 MAY 2010		
ENR 1.4-3	14 SEP 1995	ENR 3.2 -1	10 MAY 2007		
ENR 1.4-4	14 SEP 1995	ENR 3.2 -2	10 MAY 2007		
ENR 1.4-5	20 OCT 2009	ENR 3.3 -1	06 MAY 2010		
ENR 1.4-6	27 MAR 1997	ENR 3.3 -2	06 MAY 2010		
ENR 1.5 -1	14 SEP 1995	ENR 3.3 -3	06 MAY 2010		
ENR 1.5 -2	01 FEB 1996	ENR 3.3 -4	01 AUG 2012		
ENR 1.5 -3	14 SEP 1995	ENR 3.3 -5	01 AUG 2012		
ENR 1.5 -4	01 NOV 2004	ENR 3.3 -6	01 AUG 2012		
ENR 1.5 -5	01 FEB 1997	ENR 3.3 -7	01 AUG 2012		
ENR 1.5 -6	14 SEP 1995	ENR 3.3 -8	01 AUG 2012		
ENR 1.6 -1	15 MAY 2006	ENR 3.3 -9	01 AUG 2012		
ENR 1.6 -2	15 MAY 2006	ENR 3.3 -10	01 AUG 2012		
ENR 1.6 -3	15 MAY 2006	ENR 3.3 -11	01 AUG 2012		
ENR 1.6 -4	15 MAY 2006	ENR 3.3 -12	01 AUG 2012		

ENGLISH

MACEDONIAN

Page	Date	Page	Date	Page	Date
AD		AD 2.19 -1	01 FEB 2012	AD 2.24 -6	25 AUG 2011
AD 0.6 -1	14 SEP 1995	AD 2.19 -2	14 SEP 1995	AD 2.24 -7	12 JUL 2001
AD 0.6 -2	14 SEP 1995	AD 2.20 -1	15 APR 2003	AD 2.24 -8	14 SEP 1995
AD 0.7 -1	14 SEP 1995	AD 2.20 -2	14 SEP 1995	AD 2.24 -9	28 JUL 2011
AD 0.7 -2	14 SEP 1995	AD 2.21 -1	14 SEP 1995	AD 2.24 -10	28 JUL 2011
AD 1		AD 2.21 -2	14 SEP 1995	AD 2.24 -11	28 JUL 2011
AD 1.1 -1	14 SEP 1995	AD 2.22 -1	14 SEP 1995	AD 2.24 -12	28 JUL 2011
AD 1.1 -2	14 SEP 1995	AD 2.22 -2	14 SEP 1995	AD 2.24 -13	28 JUL 2011
AD 1.2 -1	15 AUG 2010	AD 2.23 -1	14 SEP 1995	AD 2.24 -14	28 JUL 2011
AD 1.2 -2	14 SEP 1995	AD 2.23 -2	14 SEP 1995	AD 2.24 -15	28 JUL 2011
AD 1.2 -3	20 OCT 2009	AD 2.24 -1	14 SEP 1995	AD 2.24 -16	28 JUL 2011
AD 1.2 -4	14 SEP 1995	AD 2.24 -2	14 SEP 1995	AD 2.24 -17	29 NOV 2001
AD 1.2 -5	14 SEP 1995	AD 2.24 -3	05 APR 2012	AD 2.24 -18	14 SEP 1995
AD 1.2 -6	14 SEP 1995	AD 2.24 -4	05 APR 2012	AD 2.24 -19	29 SEP 2005
AD 1.3 -1	14 SEP 1995	AD 2.24 -5	01 JUN 2000	AD 2.24 -20	14 SEP 1995
AD 1.3 -2	14 SEP 1995	AD 2.24 -6	14 SEP 1995	AD 2.24 -21	14 SEP 1995
AD 1.4 -1	01 MAR 1998	AD 2.24 -7	16 JUL 1998	AD 2.24 -22	14 SEP 1995
AD 1.4 -2	14 SEP 1995	AD 2.24 -8	14 SEP 1995	AD 2.24 -23	14 SEP 1995
AD 1.5 -1	01 DEC 2011	AD 2.24 -9	28 OCT 2004	AD 2.24 -24	14 SEP 1995
AD 1.5 -2	01 MAY 2011	AD 2.24 -10	14 SEP 1995	AD 2.24 -25	29 SEP 2005
LWOH AD 2		AD 2.24 -11	27 AUG 2009	AD 2.24 -26	29 SEP 2005
AD 2.1 -1	16 FEB 2007	AD 2.24 -12	27 AUG 2009	AD 3	
AD 2.1 -2	14 SEP 1995	AD 2.24 -15	28 OCT 2004	AD 3.1 -1	14 SEP 1995
AD 2.2 -1	15 AUG 2010	AD 2.24 -16	14 SEP 1995	AD 3.1 -2	14 SEP 1995
AD 2.2 -2	14 SEP 1995	AD 2.24 -17	28 OCT 2004		
AD 2.3-1	01 DEC 2012	AD 2.24 -18	14 SEP 1995		
AD 2.3-2	14 SEP 1995	AD 2.24 -17A	27 AUG 2009		
AD 2.4 -1	14 SEP 1995	AD 2.24 -18A	27 AUG 2009		
AD 2.4 -2	14 SEP 1995	AD 2.24 -19	16 JUL 1998		
AD 2.5 -1	14 SEP 1995	AD 2.24 -20	14 SEP 1995		
AD 2.5 -2	14 SEP 1995	AD 2.24 -21	16 JUL 1998		
AD 2.6 -1	01 FEB 2012	AD 2.24 -22	14 SEP 1995		
AD 2.6 -2	14 SEP 1995	AD 2.24 -23	16 JUL 1998		
AD 2.7 -1	14 SEP 1995	AD 2.24 -24	14 SEP 1995		
AD 2.7 -2	14 SEP 1995	AD 2.24 -25	14 SEP 1995		
AD 2.8 -1	05 APR 2012	AD 2.24 -26	14 SEP 1995		
AD 2.8 -2	14 SEP 1995	AD 2.24 -27	14 SEP 1995		
AD 2.9 -1	16 FEB 2007	AD 2.24 -28	14 SEP 1995		
AD 2.9 -2	14 SEP 1995	LWSK AD 2			
AD 2.10 -1	05 APR 2012	AD LWSK - 1	01 DEC 2012		
AD 2.10 -2	14 SEP 1995	AD LWSK - 2	01 DEC 2012		
AD 2.11 -1	01 JUN 2010	AD LWSK - 3	01 DEC 2012		
AD 2.11 -2	14 SEP 1995	AD LWSK - 4	01 DEC 2012		
AD 2.12 -1	16 FEB 2007	AD LWSK - 5	01 DEC 2012		
AD 2.12 -2	14 SEP 1995	AD LWSK - 6	01 DEC 2012		
AD 2.13 -1	05 APR 2012	AD LWSK - 7	01 DEC 2012		
AD 2.13 -2	14 SEP 1995	AD LWSK - 8	01 DEC 2012		
AD 2.14 -1	01 NOV 2004	AD LWSK - 9	01 DEC 2012		
AD 2.14 -2	14 SEP 1995	AD LWSK - 10	01 DEC 2012		
AD 2.15 -1	01 NOV 2004	AD LWSK - 11	01 DEC 2012		
AD 2.15 -2	14 SEP 1995	AD LWSK - 12	01 DEC 2012		
AD 2.16 -1	05 APR 2012	AD LWSK - 13	01 DEC 2012		
AD 2.16 -2	14 SEP 1995	AD LWSK - 14	01 FEB 2013		
AD 2.17 -1	01 FEB 1996	AD 2.24 -1	01 JUN 2000		
AD 2.17 -2	14 SEP 1995	AD 2.24 -2	14 SEP 1995		
AD 2.18 -1	14 SEP 1995	AD 2.24 -3	25 AUG 2011		
AD 2.18 -2	14 SEP 1995	AD 2.24 -4	25 AUG 2011		
		AD 2.24 -5	25 AUG 2011		

INTENTIONALLY LEFT BLANK

ENGLISH

MACEDONIAN

GEN 3 SERVICES**GEN 3 УСЛУГИ****GEN 3.1 Aeronautical information services****GEN 3.1 Услуги во воздухопловно информирање****3.1.1 Responsible service****3.1.1**

3.1.1.1 The Aeronautical Information Service of the Republic of Macedonia is located at airport "Alexander the Great", M-NAV operations buildings.

3.1.1.1

The AIS Office is an H24 operation for NOTAM, ARO (full flight planning and briefing service), AFTN communications.

AIP and cartographic functions are located in the AIS office and are available on the same communication channels, weekday office hours only.

AIS operations are conducted in full accordance with the Standards and Recommended Practices specified in Annex 15 to the Convention.

Postal Address:

M-NAV
Aeronautical Information Services
P.O. Box 9
1043 Petrovec
Republic of Macedonia

Phone: ++ 389 2 314 81 59/ 314 81 63

Fax: ++ 389 2 311 20 26

AFTN: LWSKYOYX

E-mail: AIS@DGCA.GOV.MK

3.1.1.2 Aerodrome AIS units are part of the Aeronautical Information Service of Republic of Macedonia. Their postal and AFS addresses are:

3.1.1.2

Aerodrome "Alexander the Great" Skopje:

Aeronautical Information Services
Aerodrome Reporting Office
P.O. Box 9
1043 Petrovec
Republic of Macedonia

Phone: ++ 389 2 314 81 53

Fax: ++ 389 2 311 20 26

AFTN: LWSKZPZX

E-mail: ARO@DGCA.GOV.MK

Aerodrome "St Paul the Apostle" Ohrid:

Aeronautical Information Services
Aerodrome Reporting Office
P.O. Box 103
6000 Ohrid
Republic of Macedonia

Phone: ++ 389 46 26 05 77

Fax: ++ 389 46 26 05 77

AFTN: LWOHWPZX

ENGLISH

MACEDONIAN

3.1.2 Area of responsibility

The Aeronautical Information Service of Macedonia is responsible for the collection and dissemination of information for the territory of Skopje FIR.

3.1.2**3.1.3 Aeronautical publications**

The Integrated Aeronautical Information Package provided by the AIS Macedonia will contain the aeronautical information necessary for safe flight within the Skopje FIR, and will be provided in accordance with the provisions of Annex 15 to the Convention as:

3.1.3

- a. AIP, Including amendment service;
- b. Supplements to the AIP;
- c. NOTAM and Pre-flight information bulletins (PIB);
- d. Aeronautical Information Circular (AIC)
- e. checklist and summaries

The language of AIS Macedonia will be English or Macedonian.

3.1.3.1 Aeronautical Information Publication (AIP)**3.1.3.1**

It is the basic document containing information of a lasting character, which is essential to air navigation. The AIP is published both in English and Macedonian language in a single volume with mirrored paragraph numbering and text layout in two columns. Where appropriate, whole page layouts replace two column text to enhance clarity and readability. Tables are generally not repeated but individual words may have subscript translation. The volume contains the following sections:

- GEN General
- ENR En-route
- AD Aerodromes

in accordance with the layout adopted by Amendment 28 to Annex 15 of the Convention.

GEN 3.2 Aeronautical charts**GEN 3.2 Воздухопловни карти****3.2.1 Responsible service(s)**

Responsible service for preparation and maintenance is Aeronautical Information Service of the Republic of Macedonia.

Postal Address:

M-NAV
Aeronautical Information Services
P.O. Box 9
1043Petrovec
Republic of Macedonia

Phone: ++ 389 2 314 81 64 / 314 81 58

Fax: ++ 389 2 311 20 26

AFTN: LWSKYOYX

3.2.1**3.2.2 Maintenance of charts**

Preparation and maintenance of the ICAO chart series for the Republic of Macedonia will be achieved by means of digital mapping platform. This is co-sited with the AIP editing suite at operations building at Skopje airport. Enquiries should be made during weekday office hours only. Purchasing requirements should be addressed to the AIP Editor. Current purchasing arrangements and costs will be notified by AIC.

3.2.2**3.2.3 Purchase arrangements**

Current purchasing arrangements and costs will be notified by AIC.

3.2.3**3.2.4 Aeronautical chart series available****3.2.4****3.2.4.1 General Cautionary Note****3.2.4.1**

All charts published in this AIP (with the exception of 3.2.4.2 below - see separate Note) are based directly on the former chart series issued by the Socialistic Federal Republic of Yugoslavia. No survey records are available to verify the accuracy of the data presented. All charts will be re-issued as soon as new geodetic survey data is available and processed.

3.2.4.2 AERONAUTICAL CHART ICAO 1:500 000**3.2.4.2**

A multi-coloured chart will be issued in Lambert Conic Conformal Projection.

Note: *Until the official issue of this chart the existing Aeronautical Chart - ICAO 1:500,000 titled Skopje (2322A) Issued by the Socialistic Federal Republic of Yugoslavia (part of 4 chart group), should be retained for use within the territory of Republic of Macedonia. This chart must be used with caution during the transition of maintenance responsibility to the new Authority, and until a formal reissue can be completed.*

ENGLISH

MACEDONIAN

3.2.4.3 AERODROME OBSTACLE CHARTS - ICAO TYPE A

Aerodrome Obstacle Charts - ICAO Type A are constructed on a scale of 1:20,000 and show the RWY, strip, and the obstacles in take-off area, relevant to determining operating limitations at the take-off area.

3.2.4.4 AERODROME OBSTACLE CHARTS - ICAO TYPE B

These charts are on a scale of 1:40,000 and show the topography, and the obstacles in the vicinity of the aerodrome. They are intended to assist operations, and the flight crews in the determination of the minimum safe heights, during the departure and arrival phase, including those for circling procedures.

3.2.4.5 ENROUTE CHART - ICAO

This chart provides flight crews with information, to facilitate navigation along ATS routes, in compliance with the procedures detailed in ENR section.

3.2.4.6 STANDARD ARRIVAL CHARTS - INSTRUMENT (STAR) - ICAO

These charts are published for the portrayal of the flight procedures, which will enable flight crews to comply with the designated standard arrival route, (instrument) from the en-route phase to the approach phase.

3.2.4.7 INSTRUMENT APPROACH CHART - ICAO

This chart provides flight crews with information, which will enable them to perform the approved instrument approach procedure, to the runway at intended landing, including the missed approach procedure, and associated holding patterns.

3.2.4.8 STANDARD DEPARTURE CHARTS - INSTRUMENT (SID) - ICAO

These charts are published for the portrayal of the flight procedures, which will enable flight crews to comply with the designated standard departure route - (instrument) from take-off phase to the en-route phase.

3.2.4.9 AERODROME CHARTS - ICAO

These charts will provide flight crews with information that will facilitate the ground movement of aircraft on the aerodrome.

3.2.4.10 AIRCRAFT PARKING/DOCKING CHART - ICAO

These charts provide more detailed information on parking/docking positions on apron and parking aids, together with INS co-ordinates.

- Воздухоплов на таксирање од TWY A ќе биде воден со follow me возило од влезот на TWY крстосницата A3 према паркирното место 201

2.20.3.3 TWY J на платформа

TWY J на платформа е паралелна со TWY A и е ограничена за таксирање на Код C воздухоплови со максимален распон на крила до 36m

TWY J е достапна само преку TWY крстосница A3 и A4

- Воздухоплови од паркирното место 202 - 206 се влечат до TWY J
- Воздухоплови од паркирното место 201 се влечат до TWY J на платформа ако е тоа Код C воздухоплов по белата испрекината линија
- Воздухоплови од паркирното место 201 задолжително се влечат до TWY A, ако е во прашање Код D или Код E воздухоплов
- По опеарцијата со push back возилото, воздухопловот треба да почека на платформата на TWY J на точките за чекање A3/A4/A5 обележани со жолта испрекината линија и задолжителен знак за обавестување

2.20.3.4 Места за паркирање 201 - 206

- Местото за паркирање 201 е наменето за Код E воздухоплови B747-400. Гранична линија на платформа - Apron Boundary Line (ABL) е полна црвена линија со широчина од 30cm. Алтернативно место за паркинг 201 е обележено со ABL која е црвена испрекината линија кога е паркиран Код C воздухоплов. Местото 201 е директно пристапно од TWY A само преку TWY крстосницата A3. Ширината на паркирното место е 76.25m
- Местата 202/203/204/205/206 се наменети за паркирање на Код C воздухоплови A321. Местото е со ширина од 41m и должина од 45m
- Безбедносни линии на платформа постојат помеѓу секое паркирно место за да се обезбеди потербна дистанца од врвовите на крилата на воздухопловите и место за распоредување на опремата.
- Дозвола од АКЛ е обавезна за сите возила при преминување преку граничната линија на платформа - Apron Boundary Line (ABL) кога излегуваат од паркирните места према TWY J

2.20.3.5 Код E Воздухоплови

За воздухоплови од Код E за време на паркирањето на местото 201, дополнителен паркер ќе биде присутен на десната страна .

- Aircraft taxiing from TWY A will be guided by follow me car from the entrance of TWY intersections A3 towards stands 201.

2.20.3.3 Apron TWY J

Apron TWY J is parallel to TWY A and is limited for taxiing of code C aircraft with maximum wing span 36m.

Apron TWY J is accessible only from TWY intersection A3 and A4.

- Aircraft from stands 202 - 206 are pushed out on apron TWY J.
- Aircraft from stand 201 is pushed out on apron TWY J if it is code C using marking with white dashed line.
- Aircraft from stand 201 is mandatory to be pushed out on TWY A, if it is code D or code E.
- After push back operation is performed, aircraft has to wait on apron TWY J at intermediate TWY holding points A3/A4/A5 marked with yellow dashed line and mandatory instruction sign.

2.20.3.4 Apron stands 201 - 206

- Stand 201 is designed to accommodate code E aircraft B747-400. Apron Boundary Line (ABL) is red solid line with width of 30cm. Alternatively stand 201 is marked with ABL which is red dashed line when code C aircraft is parked. Stand 201 is directly accessible from TWY A only through TWY intersection A3. Stand spacing is 76.25m.
- Stands 202/203/204/205/206 are designed to accommodate code C aircraft A321. Stand spacing is 41m. Length is 45m.
- Apron safety lines are provided between each stand to provide wingtip clearance and equipment staging.
- ATC approval is mandatory for all ground vehicles to cross Apron Boundary Line (ABL) when exiting apron stands towards apron TWY J.

2.20.3.5 Code E aircraft

For code E aircraft during parking on stand 201, additional marshaller will be used on right hand side.

2.20.4 Low Visibility Процедура за полетување (LVTO)

LVTO се применува за сообраќај при полетување. LVTO се спроведува кога видливоста на писта (Runway Visual Range (RVR)) е под 400 метри и кога операторот на воздухопловот побарал LVTO да биде спроведена.

LVТО мора да се бара минимум 20 минути однапред за да се овозможи соодветна подготовка од страна на операторот на аеродромот

За време на операција под LVTO дозволено е само еден воздухоплов во исто време да има на маневарската површина и движењето на возилата по маневарската површина да биде контролирано и ограничено на минимум. По барање на пилотот се обезбедува FOLLOW-ME водење од паркинг позицијата до местото за чекање.

Low Visibility Take-Off е достапен за ПСП 16 и ПСП 34.

Пилотот ќе биде информиран кога оваа процедура ќе биде во функција со RTF порака: "**Low Visibility Take-Off Procedure in Operation**"

Пилотот треба да извести кога воздухопловот е во воздух на TWR-FREQ.

AD 2.21 Процедури за бучавост

Нема

AD 2.22 Процедури за летање**AD 2.23 Дополнителни информации**

Нема

2.20.4 Low Visibility Procedure for Take-Off (LVTO)

LVTO is applied for departing traffic. LVTO is conducted when Runway Visual Range (RVR) is below 400 meters and aircraft operator requests LVTO to be provided.

LVTO must be required a minimum 20 minutes in advance to permit appropriate preparations by aerodrome authority.

During operation under LVTO only one aircraft at a time is allowed on the maneuvering area and vehicle traffic on the maneuvering area is controlled and restricted to the absolute minimum. On pilot request FOLLOW-ME guidance from parking position to the holding point will be provided.

Low Visibility Take-Off is available for RWY 16 and RWY 34

Pilot will be informed when this procedure is in operation by RTF message: "**Low Visibility Take-Off Procedure in Operation.**"

Pilot shall report when air-borne on TWR-FREQ.

AD 2.21 Noise abatement procedures

Nil

AD 2.22 Flight procedures**AD 2.23 Additional information**

Nil