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KFOR Sector

1. GEN 0.1 PREFACE

1.1 Name of the publishing authority

The aeronautical data and information for the KFOR Sector is published as a Supplement (SUP) to the Hungarian AIP. In the Supplement only differences or additional requirements to AIP Hungary are published.

The decision of the North Atlantic Council (hereinafter referred to as NAC), PO(2012)0133 dated 3 April 2012 and subsequent Action Sheet PO(2012)0133-AS1 dated 16 April 2012, mandating Hungary and its air navigation services provider to act as technical enablers in the normalisation of the designated airspace.

Based on the mandate above the following agreement has been concluded:

“Implementing agreement between the Government of Hungary and International Security Force in Kosovo (KFOR) for the provision of air navigation services and other relevant activities in the designated airspace over Kosovo”

This Agreement is without prejudice to the overall control and co-ordination exercised by KFOR in terms of the designated airspace.

The KFOR Sector Supplement to AIP Hungary is published by the authority of the Hungarian National Transport Authority - Aviation Authority on behalf of COM KFOR.

1.2 The Supplement structure and established regular amendment interval

1.2.1 The Supplement structure

The Supplement structure follows the ICAO Annex 15 Chapter 4 and Appendix 1 provisions.

Only General (GEN) and En-route (ENR) related information and data are published. The Aerodrome (AD) part is out of the scope of KFOR Sector Supplement to AIP Hungary.

1.3 Regular amendment interval

No permanent intervals for amendments are defined. Whenever changes to the Supplement are required, new supplement will be issued to replace the former one.

1.4 Service to contact in case of detected errors or omissions

In the compilation of the publication, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

HungaroControl Pte. Ltd. Co. - Hungarian Air Navigation Services

Aeronautical Information Service (AIS)

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2. GEN 1.1 DESIGNATED AUTHORITIES

2.1 Aviation Authorities

See AIP Hungary

2.2 Meteorology

See AIP Serbia / Montenegro

2.3 Customs

N/A

2.4 Immigration

N/A

2.5 Health

N/A

2.6 Enroute charges

Under the responsibility of the common charging zone of Serbia / Montenegro / KFOR.

2.7 Agricultural quarantine - Veterinary Hygiene

N/A

3. GEN 1.2 ENTRY, DEPARTURE AND TRANSIT OF AIRCRAFT

3.1 General

All flights entering the airspace of KFOR Sector shall be carried out in accordance with the Regulations for Aircraft Operating as General Air Traffic (GAT) in the Balkan Joint Operation Area (JOA) and ICAO provisions (NATO unclassified SPINS).

Note: Hungary exercising no sovereign powers in the designated airspace, accepts that this airspace will remain closed for the overflight of State aircraft.

4. GEN 1.5 AIRCRAFT INSTRUMENT, EQUIPMENT AND FLIGHT DOCUMENTS

4.1 Equipment to be carried by all flights

Mode S transponder.

5. GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

5.1 The following additional Hungarian National Regulations are applied in the airspace of KFOR Sector.

- Act CCXLVIII of 2013 on the promulgation of the Implementing Agreement between the Government of Hungary and International Security Force in Kosovo (KFOR) for the provision of air navigation services and other relevant activities in the designated airspace over Kosovo.
- Government Decree No. 510/2013 (XII. 29.) on the special application of certain Governmental Decrees in the context of implementing the act on the promulgation of the Implementing Agreement between the Government of Hungary and International Security Force in Kosovo (KFOR) for the provision of air navigation services and other relevant activities in the designated airspace over Kosovo.
- Decree of the Minister of National Development No. 83/2013. (XII. 29.) on the special application of certain Ministerial Decrees in the context of implementing the act on the promulgation of the



Implementing Agreement between the Government of Hungary and International Security Force in Kosovo (KFOR) for the provision of air navigation services and other relevant activities in the designated airspace over Kosovo.

6. GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

The air traffic rules and procedures applicable within the airspace of KFOR Sector are conform with Annexes to the Convention on International Civil Aviation and to those portions, applicable to aircraft, of the Procedures for Air Navigation Services - Air Traffic Management (Doc 4444 ATM/501) and the Regional Supplementary Procedures (Doc 7030 5. Edition including amendment Nr.7) EUR part with the differences (shown in quotation marks) and additional provisions listed hereunder:

6.1 ANNEX 1 - PERSONNEL LICENSING

(11. Edition, including amendment Nr. 170)

N/A

6.2 ANNEX 2 - RULES OF THE AIR

(10. Edition, including amendment Nr. 43)

Chapter 4: En-route VFR flights are not permitted.

6.3 ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION

(17. Edition, including amendment Nr. 75)

N/A

6.4 ANNEX 4 - AERONAUTICAL CHARTS

(11. Edition, including amendment Nr. 56)

NIL

6.5 ANNEX 5 - UNITS OF MEASUREMENTS TO BE USED IN AIR AND GROUND OPERATIONS

(5. Edition, including amendment Nr. 17)

N/A

6.6 ANNEX 6 - OPERATION OF AIRCRAFT

Part I International Commercial Air Transport -Aeroplanes

(9. Edition, as amended by all amendments up to and including amendment Nr. 36)

N/A

Part II International General Aviation -Aeroplanes

(7. Edition, as amended by all amendments up to and including amendment Nr. 29)

N/A

Part III International Operations -Helicopters

(7. Edition, including amendment Nr. 17)

N/A

6.7 ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS

(6. Edition, as amended by all amendments up to and including amendment Nr. 6)

N/A

6.8 ANNEX 8 - AIRWORTHINESS OF AIRCRAFT

(11. Edition, including amendment Nr. 102)

N/A

6.9 ANNEX 9 - FACILITATION

(13. Edition, including amendment Nr. 22)

N/A

6.10 ANNEX 10 - AERONAUTICAL TELECOMMUNICATION

VOL I. and II.

(6. Edition, including amendment Nr. 87)

N/A

VOL III.

(2. Edition, including amendment Nr. 87)

N/A

VOL IV.

(4. Edition, including amendment Nr. 87)

N/A

VOL V.

(2. Edition, including amendment Nr. 87)

N/A

6.11 ANNEX 11 - AIR TRAFFIC SERVICES

(13. Edition, including amendment NR. 48)

Chapter 2 Para 2.6.1 En-route VFR flights are not permitted.

6.12 ANNEX 12 - SEARCH AND RESCUE

(8. Edition, including amendment NR. 17)

N/A

6.13 ANNEX 13 - AIRCRAFT ACCIDENT INVESTIGATION

(9. Edition, including amendment NR. 18)

N/A

6.14 ANNEX 14 - AERODROMES

Vol. I. Aerodrome Design and Operations

(5. Edition, including amendment NR. 10-B)

N/A

Vol. II. Heliports

(3. Edition, including amendment NR. 4)

N/A

6.15 ANNEX 15 - AERONAUTICAL INFORMATION SERVICE

(13. Edition, including amendment Nr. 37)

NIL

6.16 ANNEX 16 - ENVIRONMENTAL PROTECTION

Vol. I. Aircraft Noise

(6. Edition, including amendment NR. 10)

N/A

Vol. II. Aircraft Engine Emissions



(3. Edition, including amendment NR. 6)

N/A

6.17 ANNEX 17 - SECURITY - SEFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE

(9. Edition, including amendment NR. 12)

N/A

6.18 ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR

(4. Edition, including amendment NR. 10)

N/A

6.19 Doc 4444 - ATM/501 - PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT

(15. Edition 2007. as amended by all amendments up to and including amendment NR. 4.)

PANS-ATM Reference/Difference:

Appendix 2. - Flight Plan

ITEM 18: OTHER INFORMATION

INSERT: estimated elapsed time (EET) from take-off to the KFOR Sector entry point.

7. GEN 2.2 ABBREVIATIONS

Abbreviations annotated by "+" are not included in ICAO Doc 8400. When radiotelephony is used the abbreviations and terms annotated by "†" are transmitted as spoken words. "# "Signal for use in the teletypewriter service only.

KFOR	+International Security Force in Kosovo
NATO	+ North Atlantic Treaty Organisation

8. GEN 3.1 AERONAUTICAL INFORMATION SERVICE

8.1 KFOR Sector Supplement to AIP Hungary

The KFOR Sector Supplement to AIP Hungary is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

8.2 NOTAM Service

NOTAM are originated and issued for KFOR Sector and are distributed by HungaroControl Pte Ltd. Co. in one series identified by the letter K.

8.3 Electronic Terrain and obstacle data

Not provided

9. GEN 3.3 AIR TRAFFIC SERVICES

9.1 Area of Responsibility

KFOR Sector.

9.2 Types of Services

9.2.1 Air Traffic Services (ATS)

The following types of services are provided:

- Air Traffic Control service (ATC),
- Flight Information Service (FIS),
- Alerting Service (ALRS).

9.2.2 Air Traffic Control service

- area control service (ACC).

9.3 Minimum Flight Altitudes

Minimum flight level is FL210.

9.4 ATS Units Address List

Unit name	Postal address	Telephone NR	Telefax NR	Telex Nr	AFS address
Budapest ACC KFOR Sector	HungaroControl H-1675 Budapest P. O. Box 80	+36 1-296-9122	+36 1-296-9150	NIL	LHCCZQZX

10. GEN 3.5 METEOROLOGICAL SERVICES

10.1 Responsible services

The meteorological services for civil aviation are provided according to the implementing agreement between Hungary and KFOR. HungaroControl must ensure that the services are provided.

10.2 Area of responsibility

KFOR Sector.

10.3 VOLMET service

VOLMET service is provided by Serbia and Montenegro Air Traffic Services SMATSA IIC, Aeronautical Meteorological Department.

10.4 SIGMET service

SIGMET service is provided by Serbia and Montenegro Air Traffic Services SMATSA IIC, Aeronautical Meteorological Department.

10.4.1 General

For the safety of air traffic, the Serbia and Montenegro Air Traffic Services SMATSA IIC, Aeronautical Meteorological Department maintains an area meteorological watch and warning service.

10.4.2 Meteorological watch

The weather watch service issues SIGMET information in accordance with Annex 3.

10.4.3 Dissemination of SIGMET information to aircraft in flight

SIGMET information is provided by KFOR Radar.

11. GEN 3.6 SEARCH AND RESCUE

11.1 Responsible service

In the event of accident, incident or awareness of a requirement for search and rescue operations, KFOR Sector shall coordinate with the appropriate NATO CAOC, Joint Rescue Coordination Centre and other respective air navigation service providers, as deemed necessary, in accordance with ICAO Standards, Recommended Practices and Procedures.

KFOR Sector provides alerting service, and provides assistance in search and rescue operations until the situation is resolved.



12. GEN 4.2 AIR NAVIGATION SERVICES CHARGES

12.1 Introduction

The data required for calculating the route charges for flights operating across the KFOR Sector are derived from the information contained in the Flight Plan (FPL, RPL) and are sent to the EURCONTROL Agency which has been entrusted with the collection of the route charges.

Airspace users are requested to note that the ICAO instructions on the completion of flight plan forms (as given in Appendix 2 of ICAO DOC 4444-ATM/501 and supplemented by Part ENR 1.10 of the KFOR Sector Supplement to AIP Hungary) shall be adhered to in order to avoid errors in calculating the charges and penalizing the users themselves.

12.2 Principles

For the use of the KFOR Sector airspace en-route charge shall be paid.

The air navigation service charges shall be payable in EUR, at EURCONTROL's Headquarters in Brussels.

12.3 En-route Charges

According to the Implementing Agreement between the Government of Hungary and the International Security Force in Kosovo (KFOR) for the provision of air navigation services and other relevant activities in the designated airspace over Kosovo, no flights are exempted or otherwise exempt from the payment of service charges provided they shall be permitted in the designated airspace. All GAT flights without exception are under an obligation to pay en-route charges.

The KFOR sector is part of a common charging zone called Serbia/Montenegro/ KFOR. The en-route unit rate and the rate of interest on late payment of Route Charges – which are applicable from the opening of the airspace – will be published by NOTAM.

12.4 Conditions of Application of the EURCONTROL Route Charges System

Article 1 to 7 and 9 to 10 see AIP Hungary.

Article 8 is not applicable in KFOR Sector, there are no exemptions to any flights.

13. ENR 1.1 GENERAL RULES

13.1 GENERAL

The air traffic rules and procedures applicable to air traffic within the airspace of KFOR Sector conform with Annexes to the Convention on International Civil Aviation and to those portions, applicable to aircraft, of the Procedures for Air Traffic Services - Air Traffic Management - PANS-ATM (Doc 4444 - ATM/501) and the Regional Supplementary Procedures (Doc 7030) applicable to the EUR Region.

Note: Hungary is exercising no sovereign powers in the designated airspace, accepts that this airspace will remain closed for the overflight of State aircraft.

14. ENR 1.2 VISUAL FLIGHT RULES

En-route VFR flights are not permitted.

15. ENR 1.3 INSTRUMENT FLIGHT RULES

15.1 Minimum flight altitudes

The minimum usable flight level in the area of KFOR Sector is FL210.

15.2 Change from IFR flight to VFR flight

N/A

15.3 RVSM operation

Only RVSM approved aircraft can operate within the airspace layer FL290-FL410 (both inclusive) of KFOR Sector.

16. ENR 1.4 ATS AIRSPACE CLASSIFICATION

16.1 Classification of ATS airspace of KFOR Sector

16.1.1 Controlled airspace

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to an ATC clearance
C	IFR	IFR from IFR	Air traffic control service	Not applicable	Not applicable	Continuous two way	Yes

Note: en-route VFR flights are prohibited

17. ENR 1.6 RADAR SERVICES AND PROCEDURES

17.1 OPERATION (SSR)

Flights within KFOR Sector shall be carried out with operating SSR transponder.

17.2 Supplementary services

Radar service is an integral part of the ATC system within KFOR Sector. KFOR Sector uses radar derived information in the provision of air traffic control services.

Within KFOR Sector radar service is provided by: KFOR Radar

17.2.1 Communication

Aircraft being identified after entering KFOR Sector are exempted the requirement of subsequent position reporting. Pilots of aircraft shall resume position reporting when:

- it is instructed by KFOR Radar; or
- leaving KFOR Sector; or
- are advised that radar service terminated or radar contact lost.

17.3 Radar coverage

Radar data from five radar stations which are equipped with secondary radars are used.

Position in WGS 84	Koviona 443523.14686N 203259.84029E	Murtenica 443523.14686N 203259.84029E	Jahorina 434333.4369N 183306.1416E	Vitosha 423345N 231709E	Ohrid 411057.703N 204615.663E
Range (NM)	200	256	256	250	256

17.4 Secondary Surveillance Radar (SSR)

17.4.1 General

Pilots shall operate the transponders and select modes and codes in accordance with ATC instructions. Pilots who have already received specific instructions from ATC concerning the setting of the transponder shall, when entering the area of KFOR Sector, maintain that setting until otherwise instructed.

The tolerance value of level indications for KFOR Radar is 200 feet.



18. ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC7030)

The European (EUR) Regional Supplementary Procedures (5. Edition including amendment Nr.7) in force are given in their entirety. Differences are shown in quotation marks.

18.1 Visual flights rules (VFR)

"En-route VFR flights are not permitted."

18.2 Special application of instrument flight rules

Estimated times (EET): " Item 18 of the flight plans concerning IFR flights shall include the estimated time for KFOR Sector-entry point".

19. ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

19.1 Air traffic flow management structure, service area, service provided, location of unit(s) and hours of operation

19.1.1 Service area

Within KFOR Sector, Budapest Flow Management Position (Budapest FMP) is responsible for the provision of ATFM service.

19.2 Types of flow messages and descriptions of the formats

Messages containing information on ATFM measures are provided in Eurocontrol Air Traffic Flow & Capacity Management Operations ATFCM Users Manual.

Information with respect to ATFM measures can be obtained from Budapest FMP.

20. ENR 1.11 ADDRESSING OF FLIGHT PLANS AND RELATED MESSAGES

Flight movement messages relating to traffic into or via KFOR Sector shall be addressed as stated below in order to warrant correct relay and delivery.

Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO PANS ATM, Doc 4444, Chapter 11, para 11.2.1.1. refers).

Category of flight	Route (into or via airspace)	Unit name	Message address
IFR	KFOR Sector	IFPU 1 IFPU 2	EUCHZMFP EUCBZMFP

21. ENR 2.1 CTA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
KFOR Sector As published in NATO unclassified SPINS FL660 F205 C	BUDAPEST ACC KFOR Sector	KFOR RADAR EN, H24	133.185CH 126.765CH	The airspace layer FL290-FL410 (both inclusive) of KFOR Sector is part of the EUR RVSM airspace.



22. ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

22.1 Lower routes

Route Designator		[Route Usage Notes]			
Significant Point Name	Significant Point Coordinates			Remarks	
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
L608					
▲	LONTA	420934.0N 0212350.0E			
(RNAV 5)	63.0NM	FL285 FL205	Even(1) (2)		Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24 BTN FL285 and FL255 (2) CDR 1 H24 BTN FL255 and FL205
▲	DOLEV	425002.0N 0201841.0E			
Route Remarks:					

Route Designator		[Route Usage Notes]			
Significant Point Name	Significant Point Coordinates			Remarks	
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
L616					
▲	KOGAT	420645.0N 0210320.0E			
(RNAV 5)	57.9 NM	FL285 FL205		Odd(1) (2)	Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24 BTN FL285 and FL255 (2) CDR 1 H24 BTN FL255 and FL205
▲	REDVA	430048.9N 0203508.1E			
Route Remarks:					

Route Designator		[Route Usage Notes]			
	Significant Point Name	Significant Point Coordinates			Remarks
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
M749					
▲	LONTA	420934.0N 0212350.0E			
(RNAV 5)	59.5 NM	FL285 FL205		Even(1)(2)	Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24 BTN FL285 and FL255 (2) CDR 1 H24 BTN FL255 and FL205
▲	UDVAR	430656.9N 0210226.3E			
Route Remarks:					

Route Designator		[Route Usage Notes]			
	Significant Point Name	Significant Point Coordinates			Remarks
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
M867					
▲	KOGAT	420645.0N 0210320.0E			
(RNAV 5)	59.6 NM	FL285 FL205		Odd(1) (2)	Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24 BTN FL285 and FL255 (2) CDR 1 H24 BTN FL255 and FL205
▲	MEDUX	424451.0N 0200119.0E			
Route Remarks:					



22.2 Upper routes

Route Designator		[Route Usage Notes]			
Significant Point Name	Significant Point Coordinates			Remarks	
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
UL603					
▲	OLOTA	421348.0N 0213700.0E			
(RNAV 5)	64.0 NM	FL660 FL285		Odd(1)	Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24
▲	VABEK	430011.0N 0203716.3E			
Route Remarks:					

Route Designator		[Route Usage Notes]			
Significant Point Name	Significant Point Coordinates			Remarks	
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
UL608					
▲	LONTA	420934.0N 0212350.0E			
(RNAV 5)	63.0NM	FL660 FL285		Even(1)	Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24
▲	DOLEV	425002.0N 0201841.0E			
Route Remarks:					

Route Designator		[Route Usage Notes]			
	Significant Point Name	Significant Point Coordinates			Remarks
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
UL616					
▲	KOGAT	420645.0N 0210320.0E			
(RNAV 5)	57.9 NM	FL660 FL285		Odd(1)	Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24
▲	REDVA	430048.9N 0203508.1E			
Route Remarks:					

Route Designator		[Route Usage Notes]			
	Significant Point Name	Significant Point Coordinates			Remarks
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
UM749					
▲	LONTA	420934.0N 0212350.0E			
(RNAV 5)	59.5 NM	FL660 FL285		Even(1)	Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24
▲	UDVAR	430656.9N 0210226.3E			
Route Remarks:					



Route Designator		[Route Usage Notes]			
	Significant Point Name	Significant Point Coordinates			Remarks
(RNAV specification)	Geodesic DIST	Upper limit Lower limit	Direction of cruising level		Controlling unit {Airspace class} Remarks
			↓	↑	
UM867					
▲	KOGAT	420645.0N 0210320.0E			
(RNAV 5)	59.6 NM	FL660 FL285		Odd(1)	Budapest ACC KFOR Sector 133.185CH, 126.765CH {C} (1) NONFUA H24
▲	MEDUX	424451.0N 0200119.0E			
Route Remarks:					

23. ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Co-ordinates	ATS route or other route
1	2	3
DOLEV	425002.0N 0201841.0E	UL608, L608
KOGAT	420645.0N 0210320.0E	UL616 UM867, L616, M867
LONTA	420934.0N 0212350.0E	UL608 UM749, L608, M749
MEDUX	424451.0N 0200119.0E	UM867, M867
OLOTA	421348.0N 0213700.0E	UL603
REDVA	430048.9N 0203508.1E	UL616, L616
UDVAR	430656.9N 0210226.3E	UM749, M749
VABEK	430011.0N 0203716.3E	UL603

24. ENR 6. EN-ROUTE CHARTS

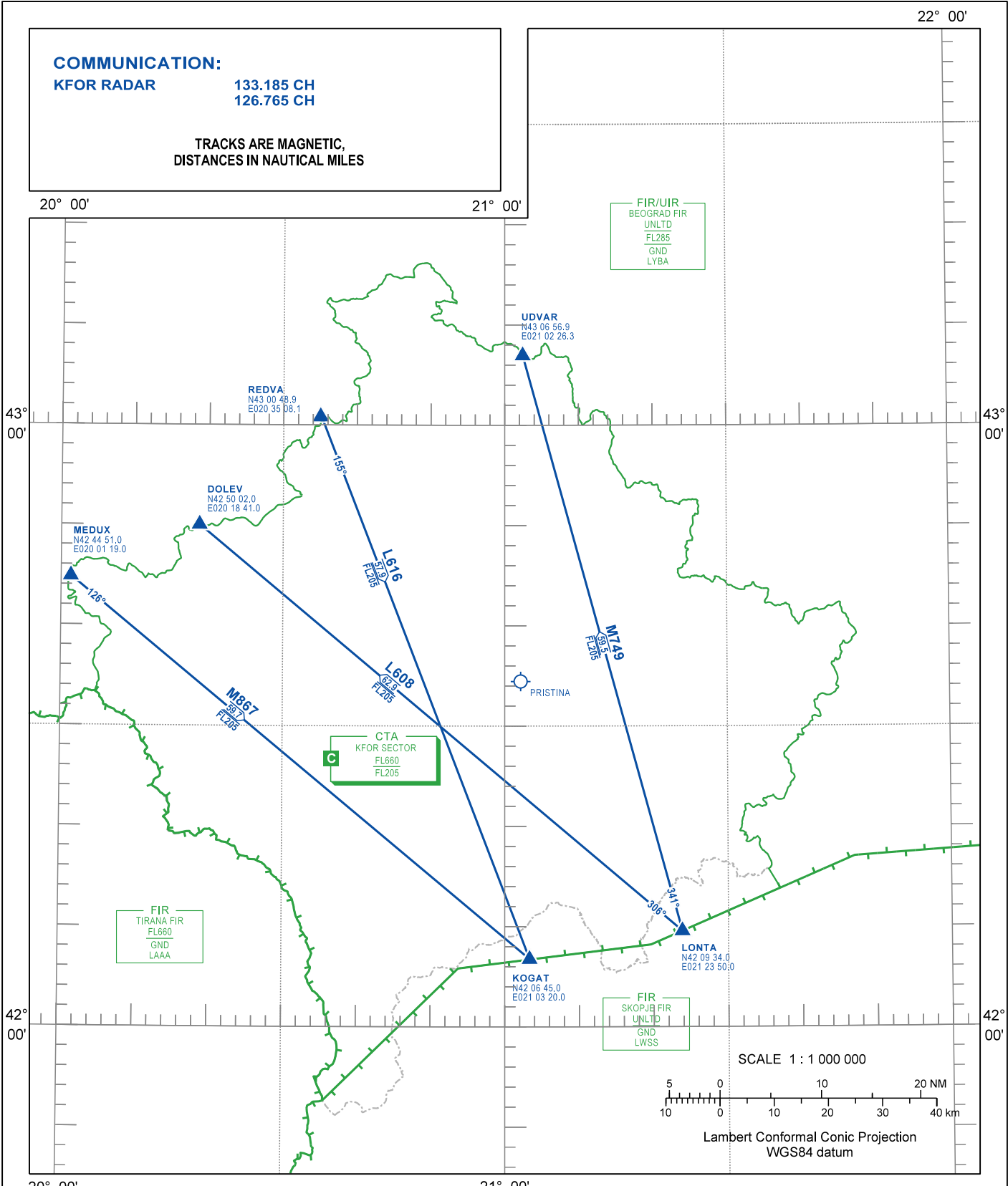
Title	Page
KFOR Sector ERC - Lower Airspace	17
KFOR Sector ERC - Upper Airspace	18

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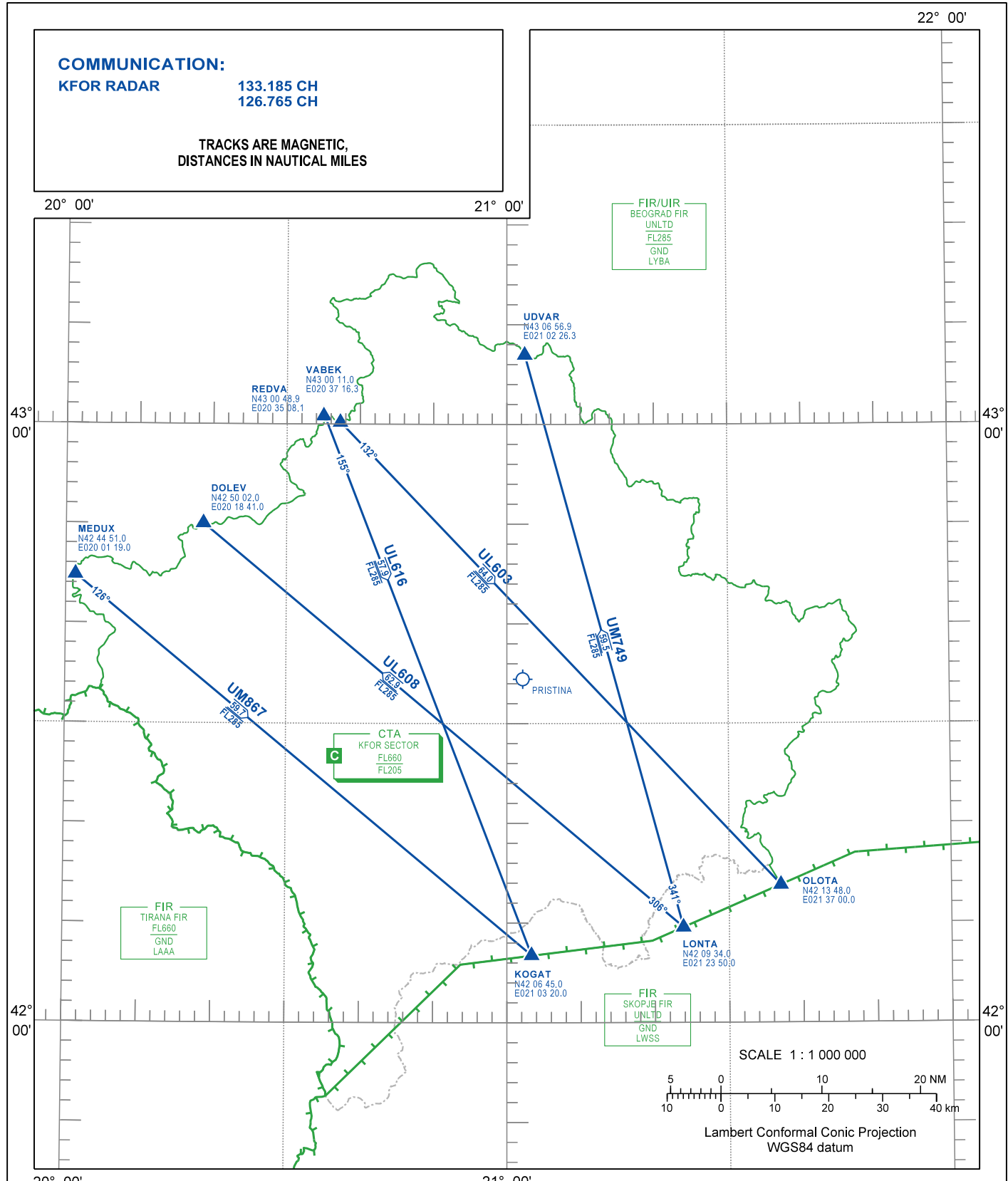


COMMUNICATION:
KFOR RADAR 133.185 CH
126.765 CH

TRACKS ARE MAGNETIC,
DISTANCES IN NAUTICAL MILES



BOUNDARIES	AERODROMES
--- Administrative Boundary Line	○ Civil aerodrome
— Flight Information Region (FIR)	REPORTING POINTS AND ATS ROUTES
— Control Area (CTA)	▲ One-way RNAV route; Reporting point - compulsory



BOUNDARIES	AERODROMES
--- Administrative Boundary Line	⊙ Civil aerodrome
— Flight Information Region (FIR)	REPORTING POINTS AND ATS ROUTES
— Control Area (CTA)	UL603 -132°-54.0- FL285
	▲ One-way RNAV route; Reporting point - compulsory