



Republika e Kosovës

Republika Kosovo

Republic of Kosovo

ASHNA

Agjencia e Shërbimeve të Navigacionit Ajror

Agencija za Vazdušno Navigacijske Usluge

Air Navigation Services Agency

Implementation of the New Meteorological Systems at Kosovo ANSA

New Systems

- Forecasting System – Integrated sources (model data, Eumetsat, SADIS and distribution of products);
- New AWOS (ICAO CAT 3B);
- AWOS Back-up; and
- ATIS/VOLMET.

Purpose of the Change

No Forecasting System at all, except Eumetcast and SADIS data

Existing AWOS system too old

Calibration problems

Lack of spare sensors for replacement

Failures of existing sensors (may require to downgrade CAT2 -> CAT1)

Existing ATIS not able to automatically interface with both new AWOS-is

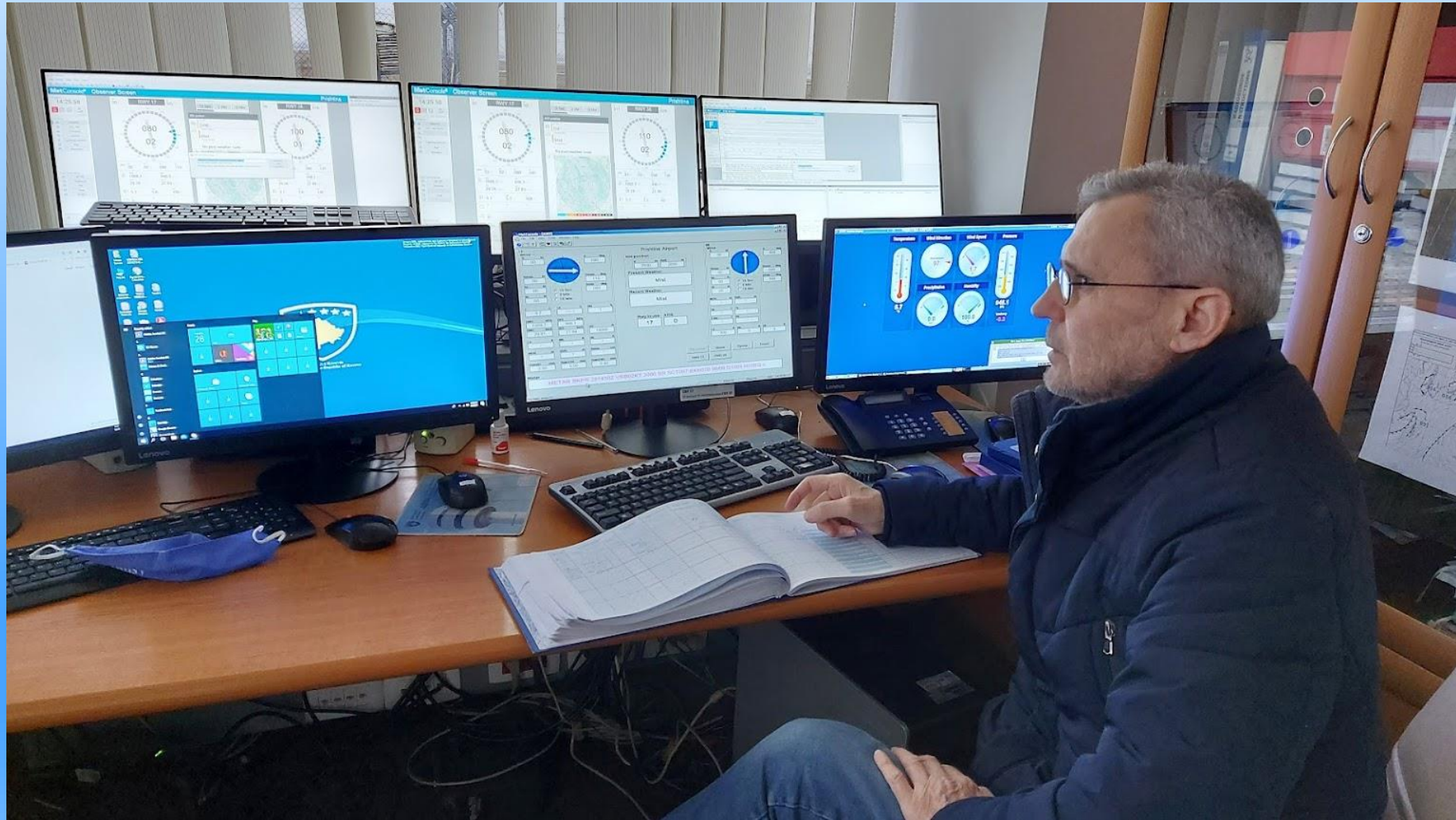
→ Expected benefits

- Better reliability & availability
- Increase of quality of the offered aeronautical meteorological services
- Capacity increase in low visibility conditions etc.

Existing Systems



Existing Systems



Requirements for Instrumented Observed Parameters

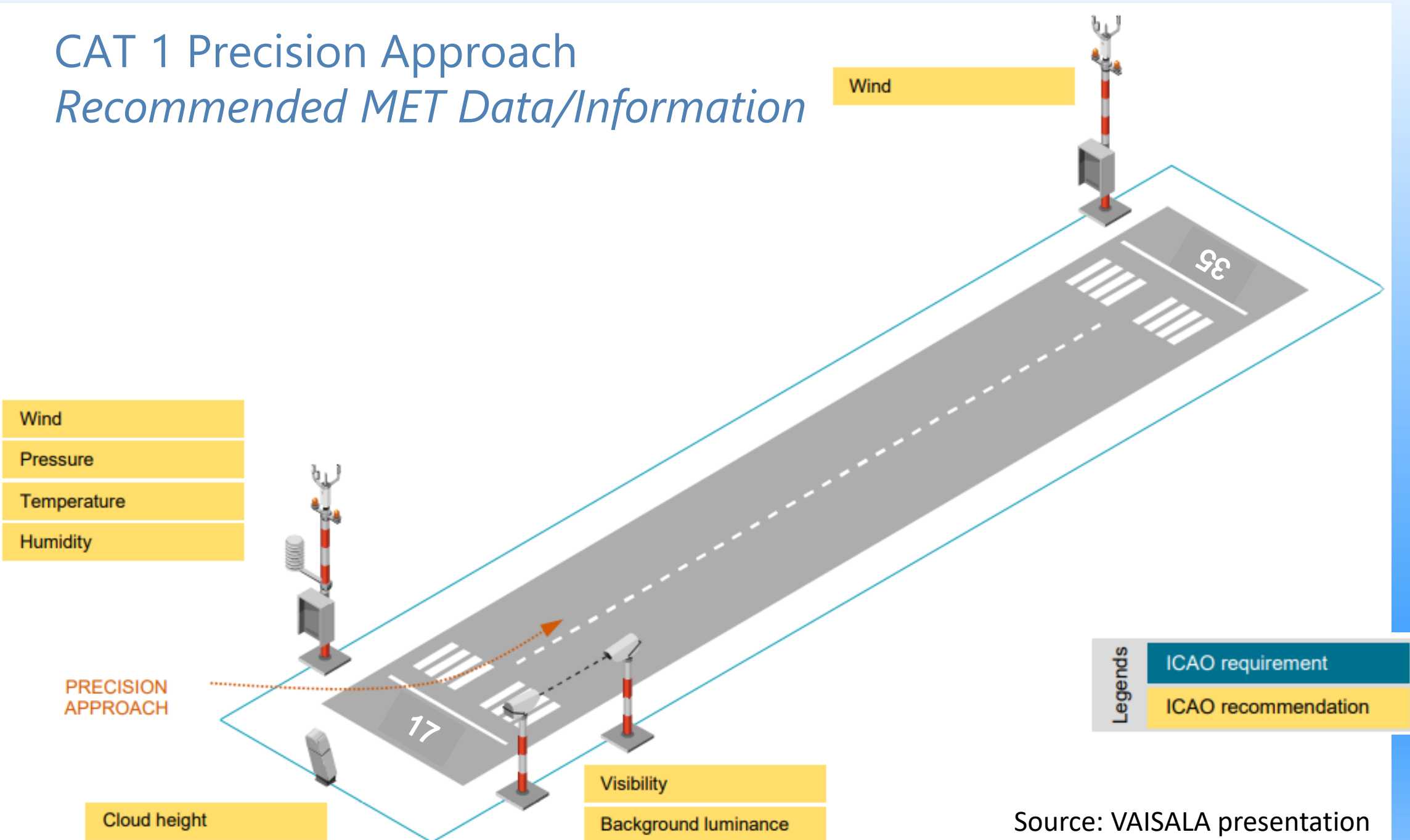
MET.TR.210 Observing meteorological elements
(c) Runway Visual Range (RVR)
(2) Instrumented systems

Parameter	No CAT	CAT I	CAT II	CAT III
Wind speed and direction	1 - 2	TDZ	TDZ	TDZ
Barometric pressure	1 - 2	1 - 2	2	2
Relative humidity and temperature	1	1 - 2	2	2
Cloud height	1	1 - 2	1 - 2	2
Meteorological Optical Range (for visibility and RVR)	1	TDZ	TDZ, MID	TDZ, MID, END
Background luminance (for visibility and RVR)		TDZ	2	2
ICAO requirement		ICAO recommendation	Additional if used as synoptic station	Vaisala recommendation

AMC1 MET.TR.205(c)(4)(iii)
Reporting of meteorological elements
RVR – Values representation

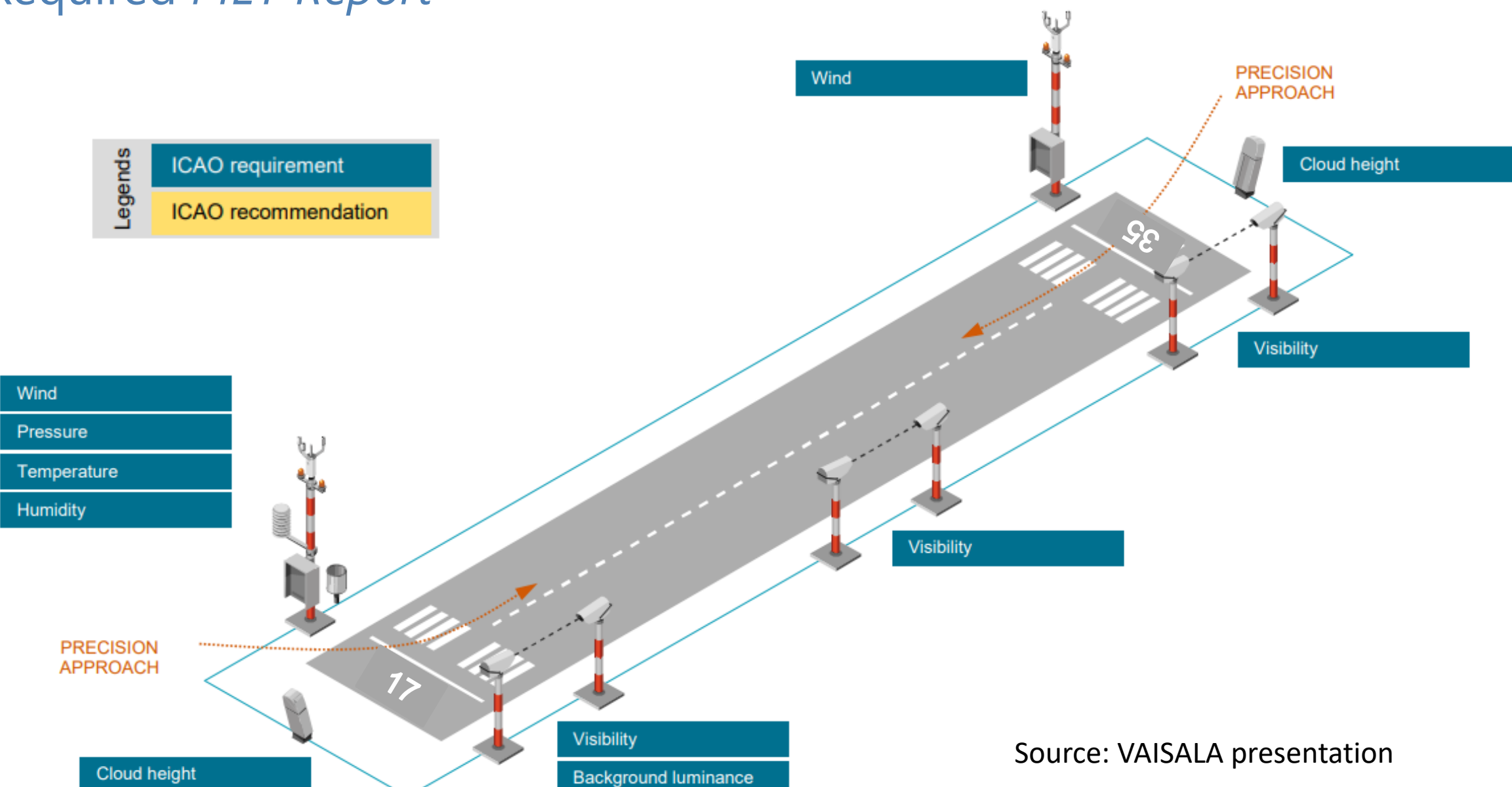
CAT 1 Precision Approach

Recommended MET Data/Information



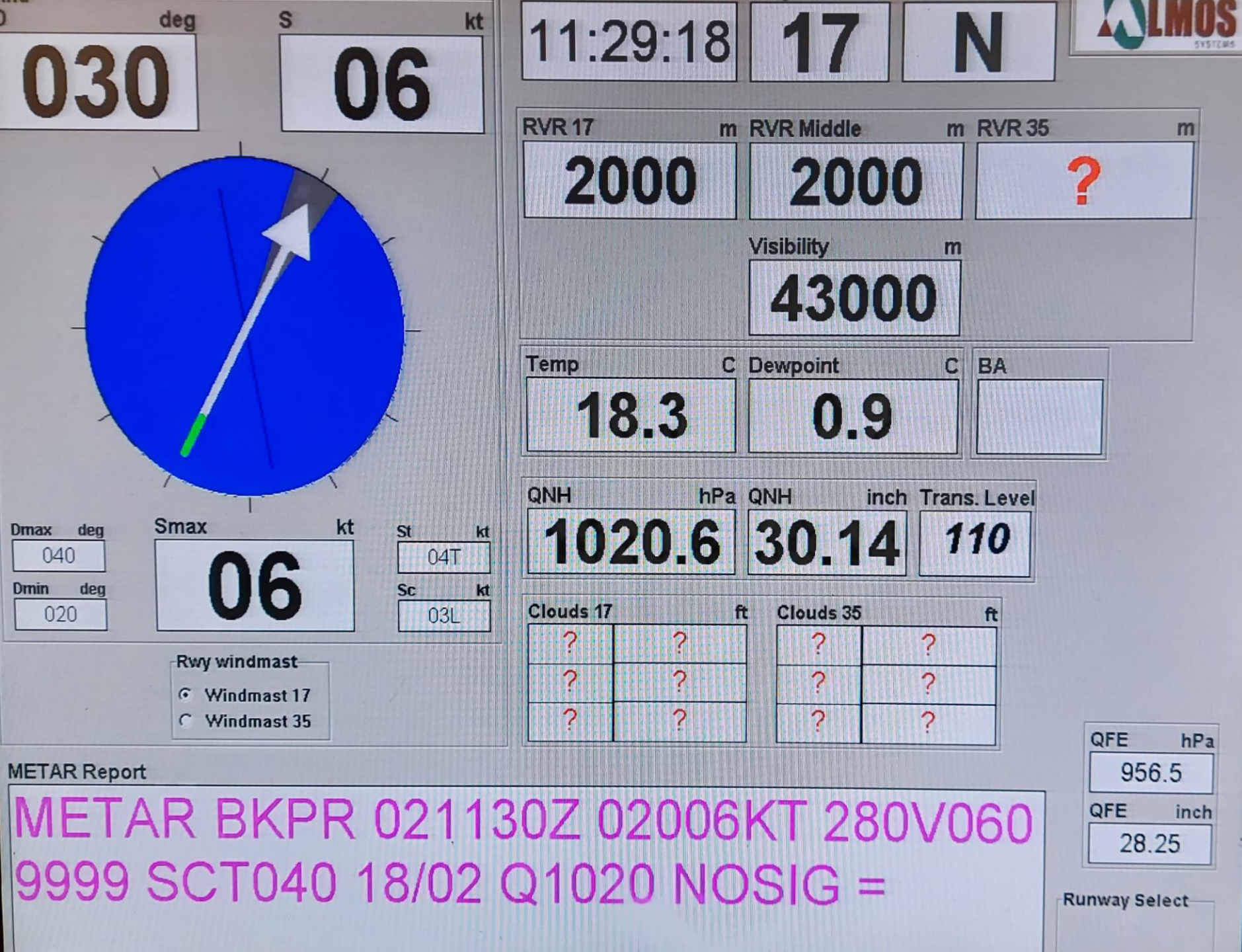
Source: VAISALA presentation

Both Ends CAT 2 – 3b Precision Approach Required *MET Report*



Impact on ATS –
Old HMI

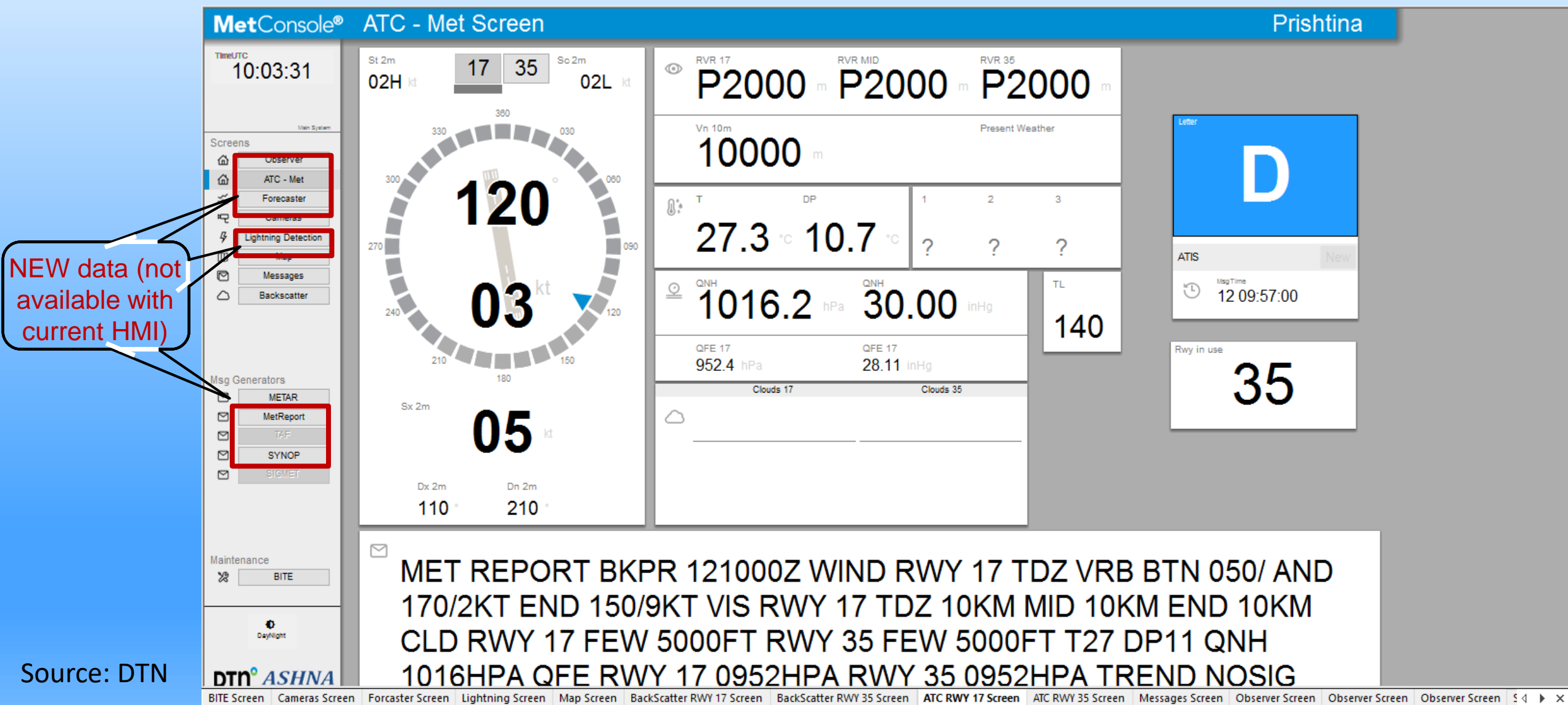
Available on each
CWP on specific
screen



Old MET HMI on CWP



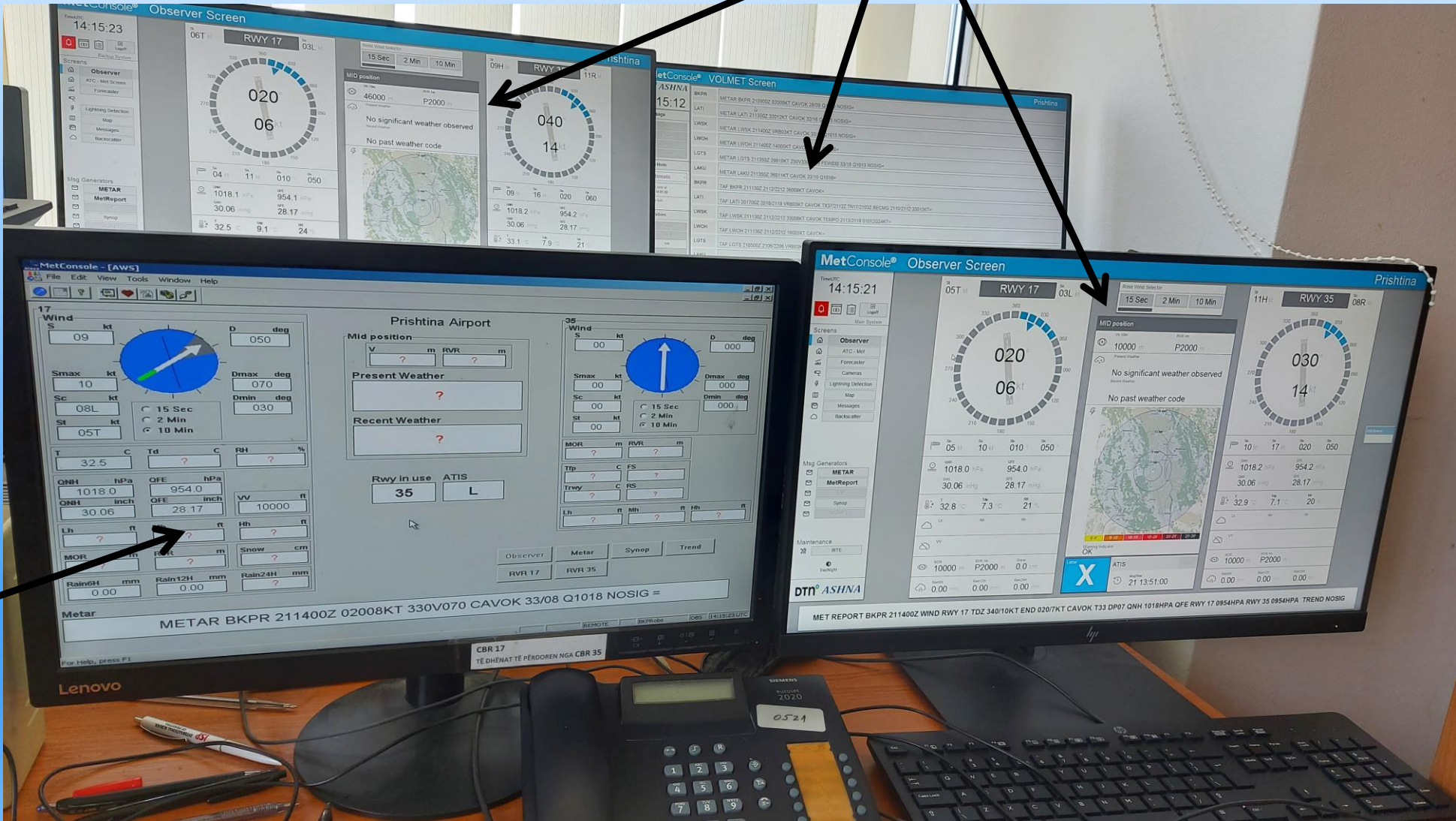
Impact on ATS – New HMI



Source: DTN

Old Vs. New HMIs (MET Observer)

New HMIs



Old HMI

New HMI – Cameras Screen (advisory information)

MetConsole®

Cameras Screen

Prishtina

TimeUTC
07:53:39

🔔

📄

📅

Logout

Main System

Screens

Observer

ATC - Met

Forecaster

Cameras

Lightning Detection

Map

Messages

Msg Generators

METAR

MetReport

TAF

Synop

SIGMET

Maintenance

BITE

DTN

ASHNA

Visibility RWY 17

MOR
11014 m

RVR 1m
P2000 m

Visibility MP

MOR
? m


Visibility RWY 35

MOR
10994 m

RVR 1m
P2000 m

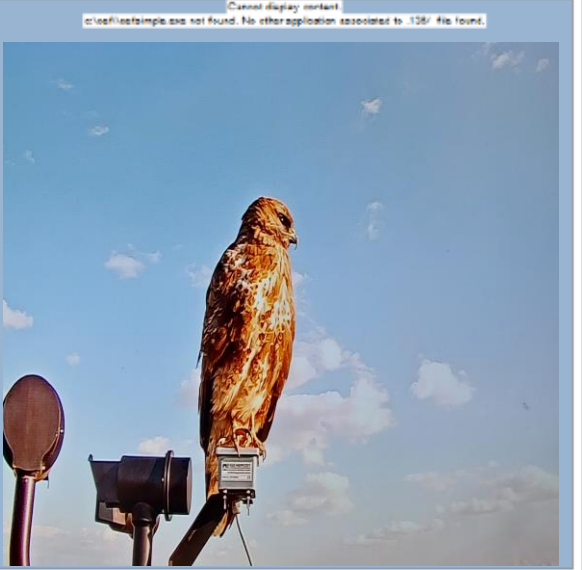
Outdoor Camera

Cannot display content
c:\oef\oefsimple.exe not found. No other application associated to .118\ file found.



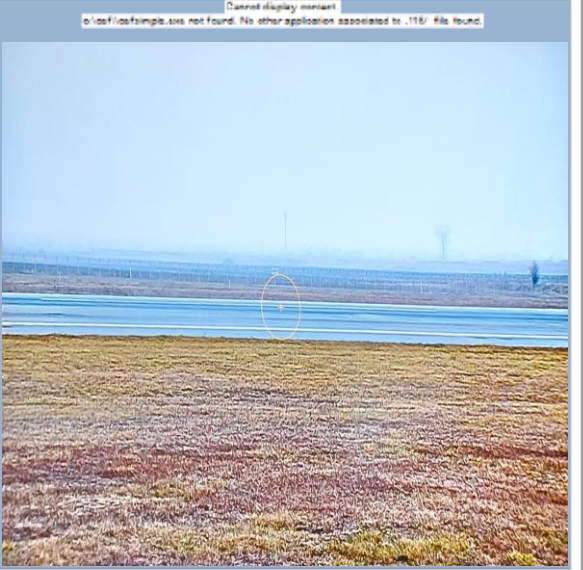
Outdoor Camera

Cannot display content
c:\oef\oefsimple.exe not found. No other application associated to .126\ file found.




Outdoor Camera


Cannot display content
c:\oef\oefsimple.exe not found. No other application associated to .116\ file found.



Outdoor Camera

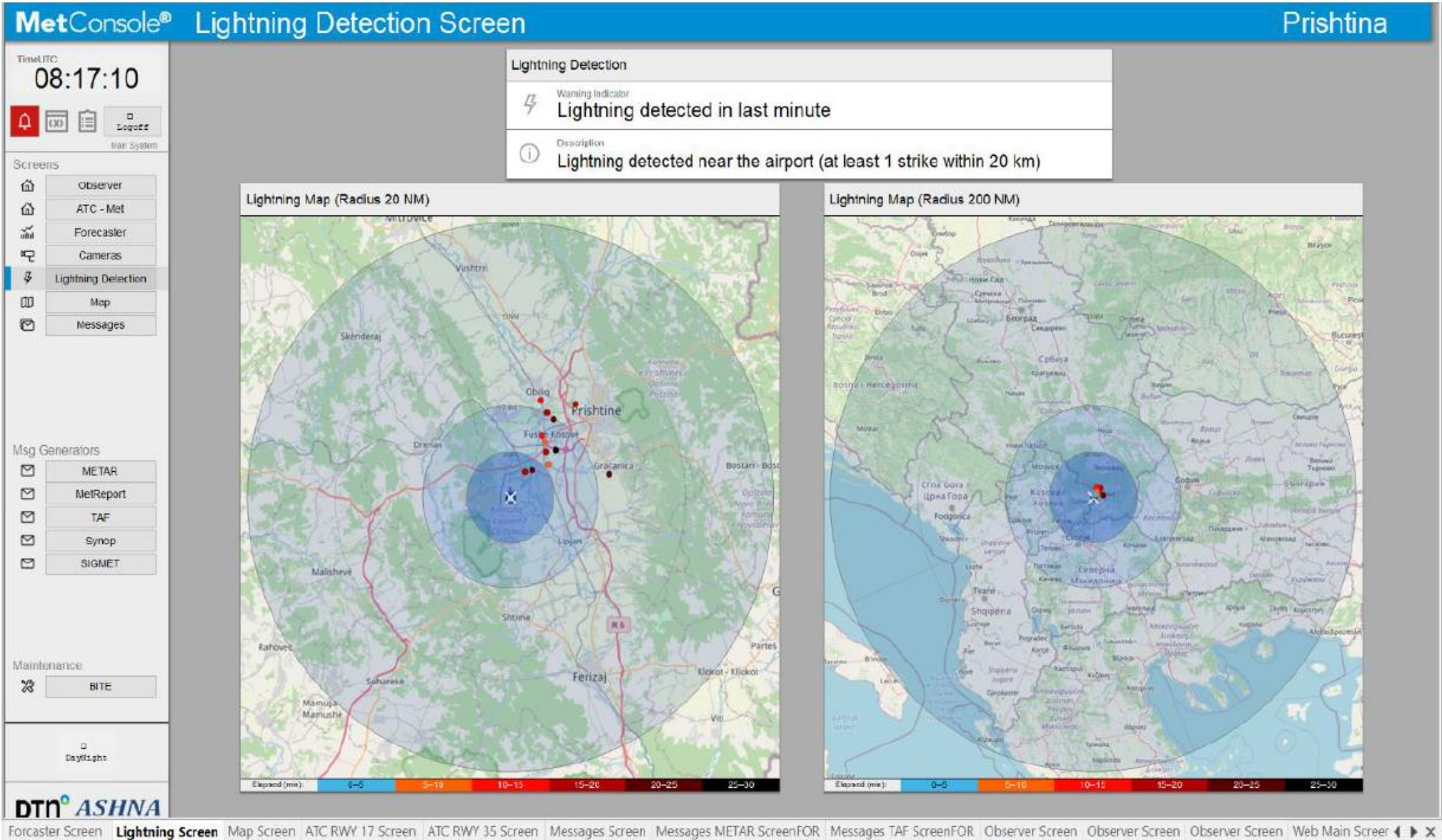


Outdoor Camera



Source: DTN

New HMI – Lightning Detection Screen (advisory information)



Source: DTN

New HMI – MET Report Screen

MetConsole® METREPORT Screen

Prishtina

TimeUTC
10:07:51

Non System

Screens

- Observer
- ATC - Met
- Forecaster
- Cameras
- Lightning Detection
- Map
- Messages
- Backscatter

Msg Generators

- METAR
- MetReport**
- TAF
- Synop
- SIGMET

Maintenance

- BITE

Day/Night

DTN ASHNA

New Message

- START
- Pause
- Update
- SEND
- CANCEL

Edit Commands

- Print

Operation Mode

- Semi-Auto

Last sent at
12 10:00:00

Next scheduled for
12 10:20:00

Auto Send Timer
05:09

1 SURFACE WIND

AVG. 2 Min. D. EXT. 2 Min. S. EXT. 2 Min.

R17

R35

2 PRESENT WEATHER

Intensity Descriptor Precipitation Obscuration Other

Wx1 ? ? ?

Wx2 ? ? ?

Wx3 ? ? ?

3 AIR AND DEWPOINT TEMPERATURE

T 27.3 °C DP 10.7 °C

4 PRESSURE

QNH 1016.2 hPa QFE R17 952.4 hPa QFE R35 952.5 hPa

5 VISIBILITY

R17 10000 MP 75000 R35 10000

6 RVR

R17 P2000 MP P2000 R35 P2000

7 CLOUD

R17 Amount Height Type R35 Amount Height Type

Lyr1 ft

Lyr2 ft

Lyr3 ft

Lyr4 ft

8 SUPPLEMENTARY INFORMATION / TREND

Phenomena Windshear Recent Weather RA ? ?

Trend Forecast NOSIG

Quality Check Warnings

Preview
SPECIAL BKPR 121008Z AUTO WIND RWY 17 TDZ 140/7KT END 140/7KT CAVOK T27 DP11 QNH 1016HPA QFE RWY 17 0952HPA RWY 35 0952HPA TREND NOSIG

MetReport
MET REPORT BKPR 121000Z WIND RWY 17 TDZ VRB BTN 050/ AND 170/2KT END 150/9KT VIS RWY 17 TDZ 10KM MID 10KM END 10KM CLD RWY 17 FEW 5000FT RWY 35 FEW 5000FT T27 DP11 QNH 1016HPA QFE RWY 17 0952HPA RWY 35 0952HPA TREND NOSIG

Lightning Screen Map Screen BackScatter RWY 17 Screen BackScatter RWY 35 Screen ATC RWY 17 Screen ATC RWY 35 Screen Messages Screen Observer Screen Observer Screen Observer Screen Sensor Selection Screen METAR **METREPORT**

Source: DTN

New HMI – Messages Screen (Local MET Report in ATIS)

TimeUTC
10:06:15

Logoff

Main System

Screens

Observer

ATC - Met

Forecaster

Cameras

Lightning Detection

Map

Messages

Backscatter

Msg Generators

METAR

MetReport

TAF

Synop

SIGMET

Maintenance

BITE

DayNight

DTN

ASHNA

Prishtina

METAR

METAR BKPR 121000Z 11004KT 050V190 9999 FEW050 27/11 Q1016 NOSIG=

MetReport

MET REPORT BKPR 121000Z WIND RWY 17 TDZ VRB BTN 050/ AND 170/2KT END 150/9KT VIS RWY 17 TDZ 10KM MID 10KM END 10KM CLD RWY 17 FEW 5000FT RWY 35 FEW 5000FT T27 DP11 QNH 1016HPA QFE RWY 17 0952HPA RWY 35 0952HPA TREND NOSIG

ATIS

This is Prishtina ATIS Information Delta. Time 0957 Zulu. Expect standard ILS approach. Runway 35 for arrival and departure. Transition level 140. Rapid exit taxiway Romeo 2 and Alpha 3 are closed. Wind, 150 degrees, 9 knots. Visibility 10 kilometres or more. Cloud, few at 5 thousand feet. Temperature 27. Dewpoint 11. QNH 1016. NOSIG. If mav not capable advice controller at initial contact. Acknowledge Information Delta on first contact.

SYNOP

?

TAF

?

SIGMET

?

BITE Screen

Cameras Screen

Forecaster Screen

Lightning Screen

Map Screen

BackScatter RWY 17 Screen

BackScatter RWY 35 Screen

ATC RWY 17 Screen

ATC RWY 35 Screen

Messages Screen

Observer Screen

Observer Screen

Observer Screen

Source: DTN

Summary of Main Changes

New AWOS

- Better reliability, incl. connection between sensors
- State of the art technology
- Compliance with EASA/ICAO rules, in particular Part-MET of Regulation 2017/373
- New HMIs on new screens for ATCOs, more data provided (e.g. MET reports)
- Set of spare parts available
- Fully redundant system
- ICAO CAT 3b with other relevant capabilities

Old system

- MET reports cannot be issued
- End of lifecycle (18 years old)
- Lack of spare parts
- Many sensor failures
- Decreasing capability vs CAT (from CAT 2 to CAT 1 or no CAT)

Use Cases

ATC (tower & approach)

Terminal ops room

Technical department (maintenance)

MET department (observers & forecasters)

Airspace users (via ATIS & ATC, and VOLMET in the future)

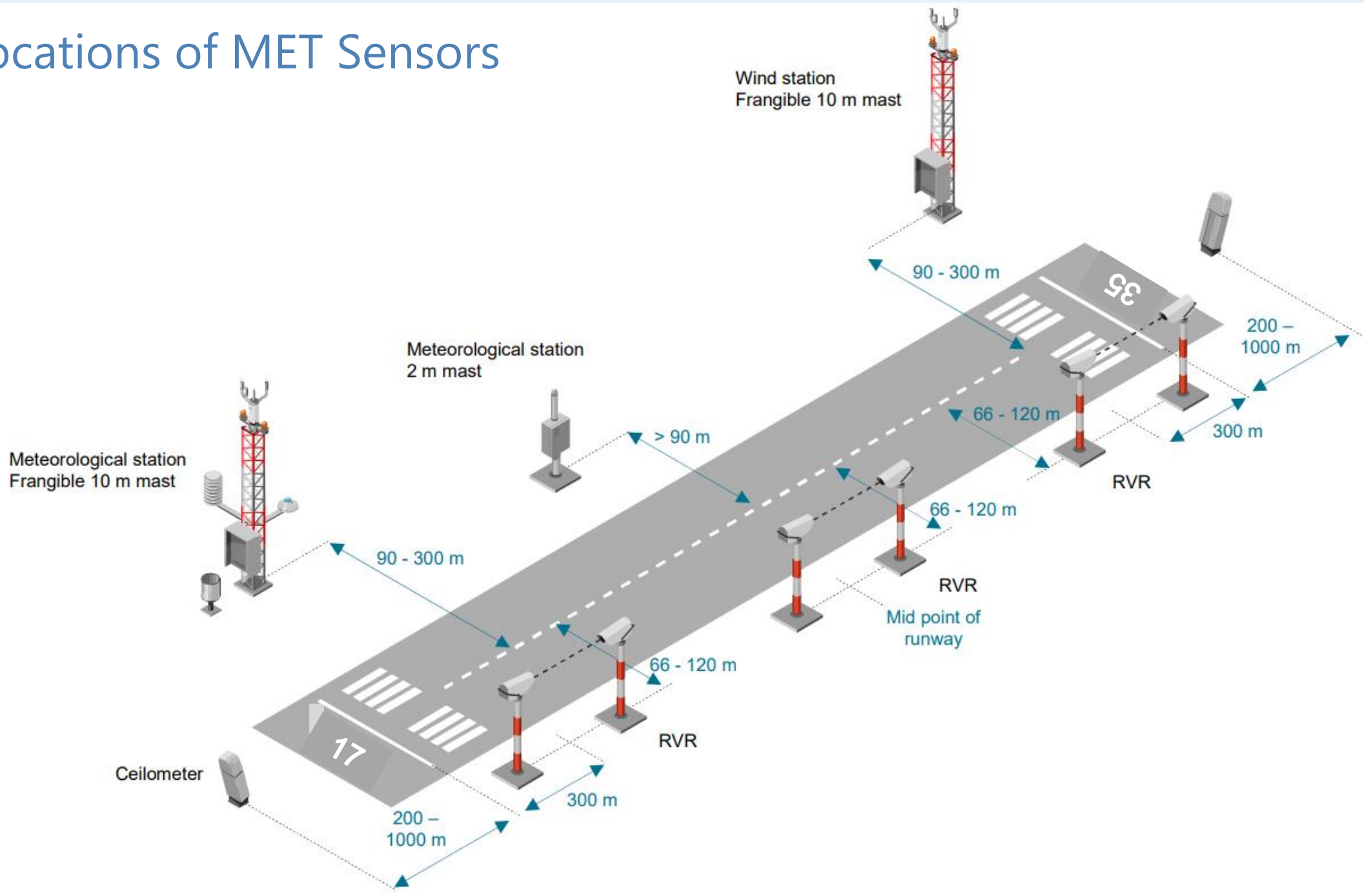
Any other if requested

Locations of MET Sensors

The diagram illustrates the placement of various meteorological sensors along a runway, which is labeled with numbers 17 and 38. The sensors are positioned at specific distances from the runway edge or centerline:

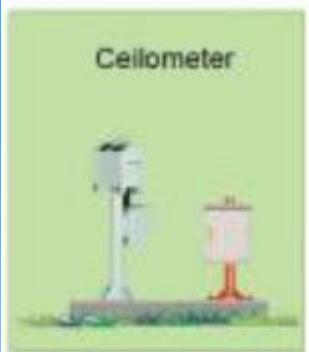
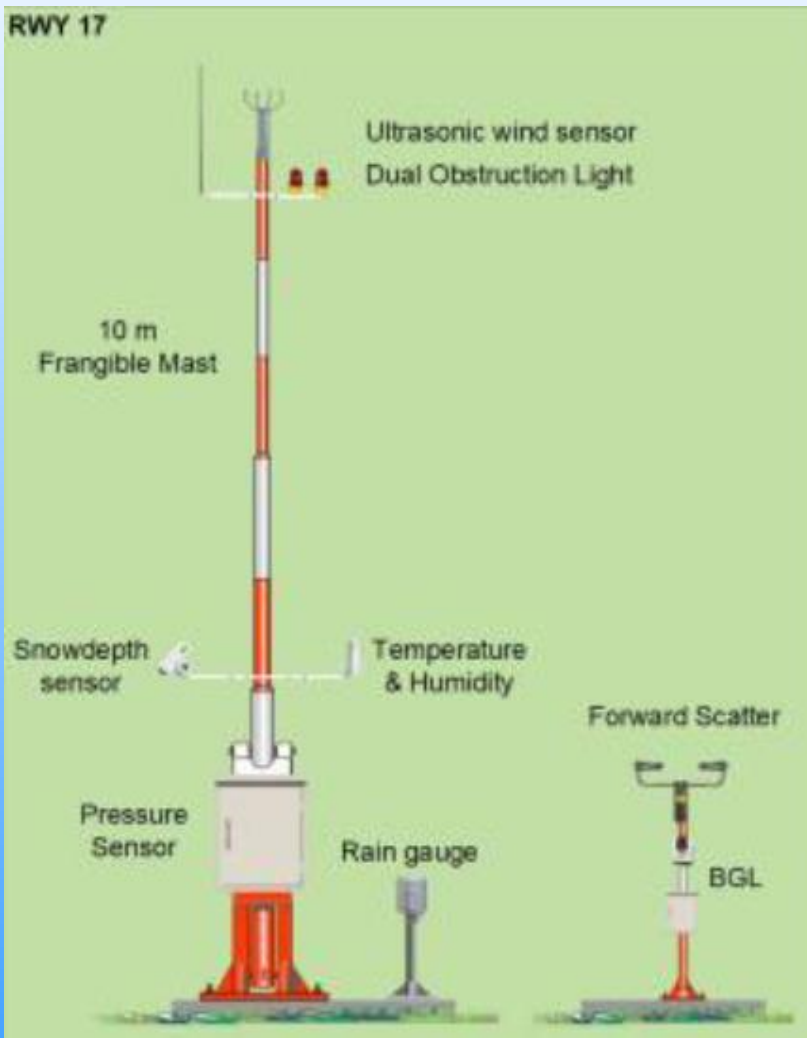
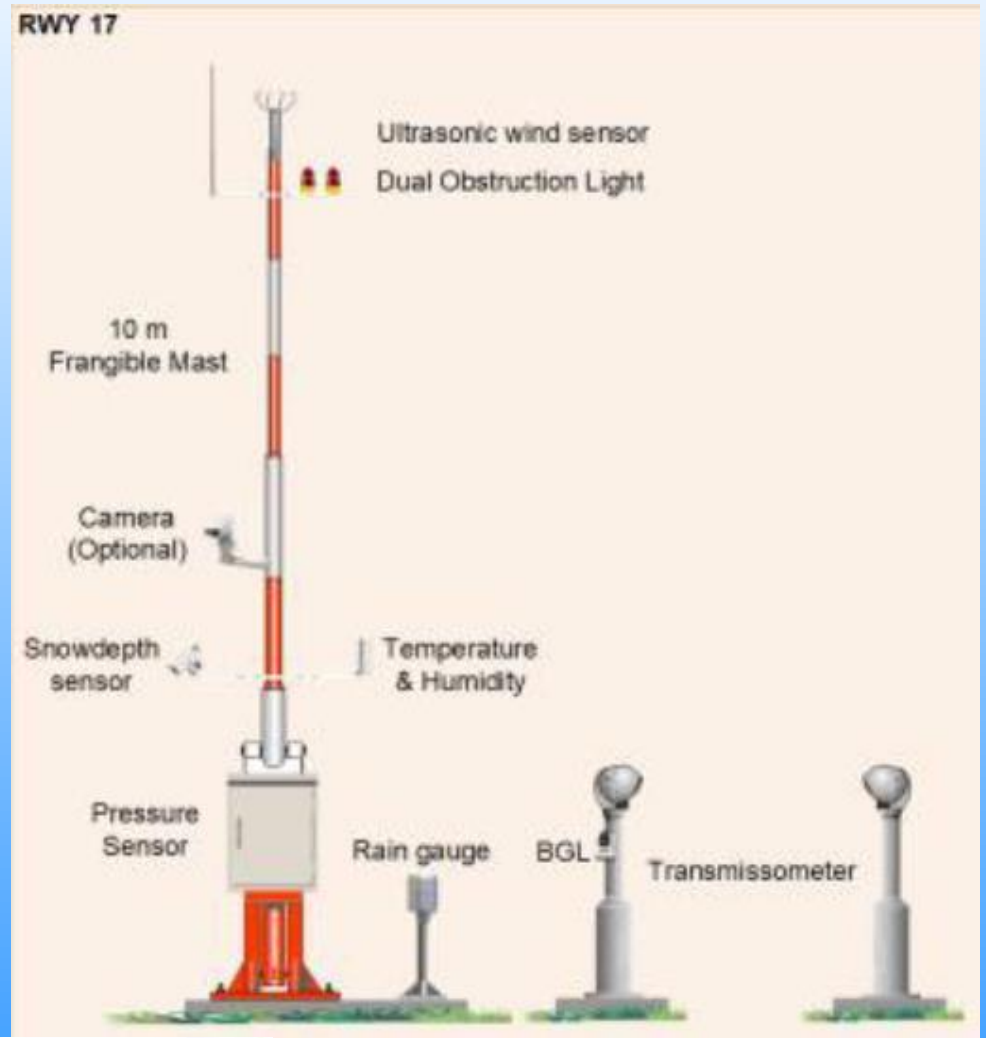
- Wind station:** Frangible 10 m mast, located 90 - 300 m from the runway.
- Meteorological station:** 2 m mast, located > 90 m from the runway.
- Meteorological station:** Frangible 10 m mast, located 90 - 300 m from the runway.
- Ceilometer:** Located 200 - 1000 m from the runway.
- RVR (Runway Visual Range) sensors:** Located at 66 - 120 m and 300 m from the runway.
- Mid point of runway:** A sensor is located at the midpoint of the runway.

Distances are indicated by blue arrows and labels throughout the diagram.



Main &
Backup
AWOS
Sensors

Runway 17



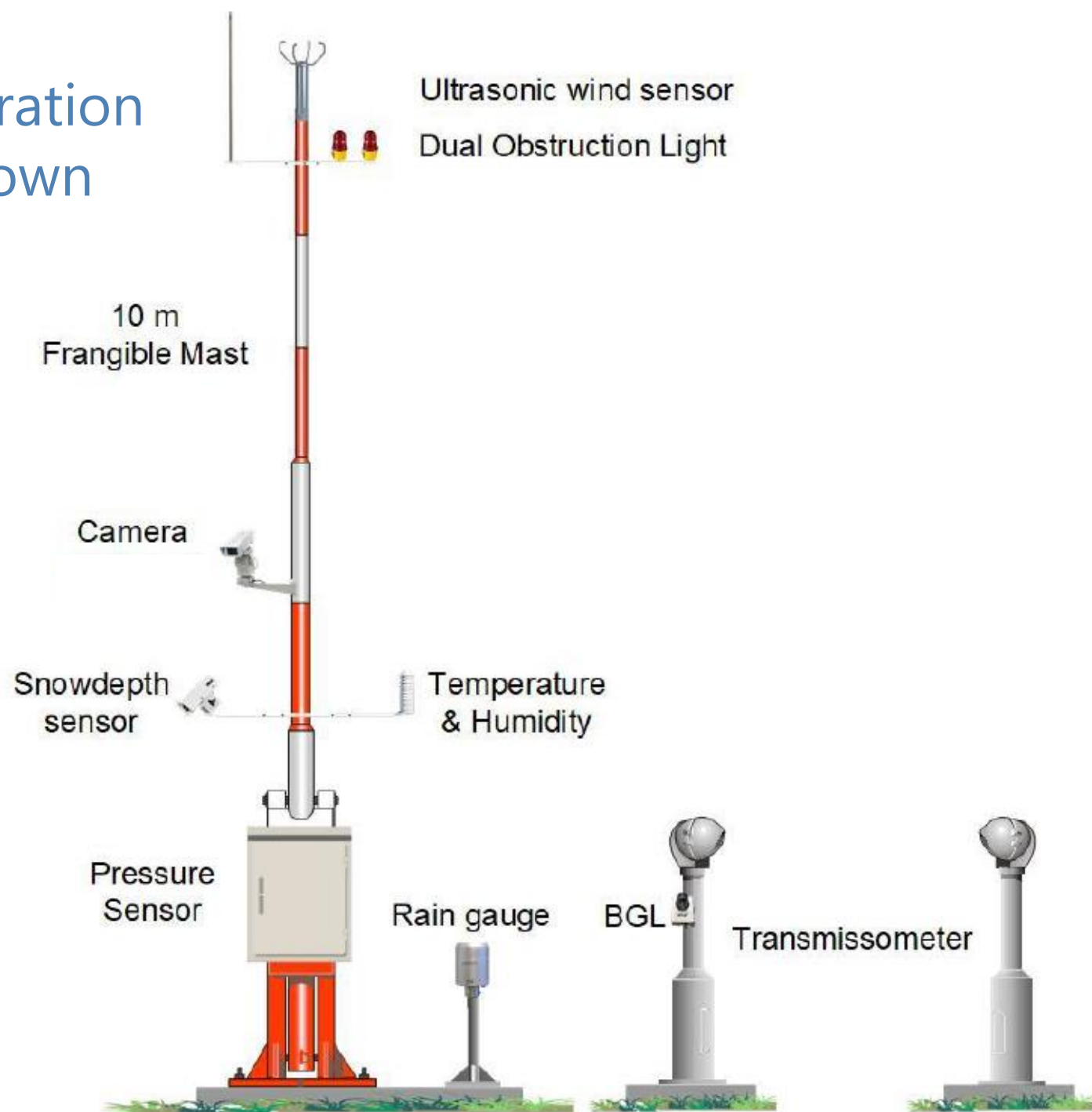
Source: DTN

Ceilometers (Main & Backup)



Mast & Sensor Configuration of Main AWOS Touchdown Zones

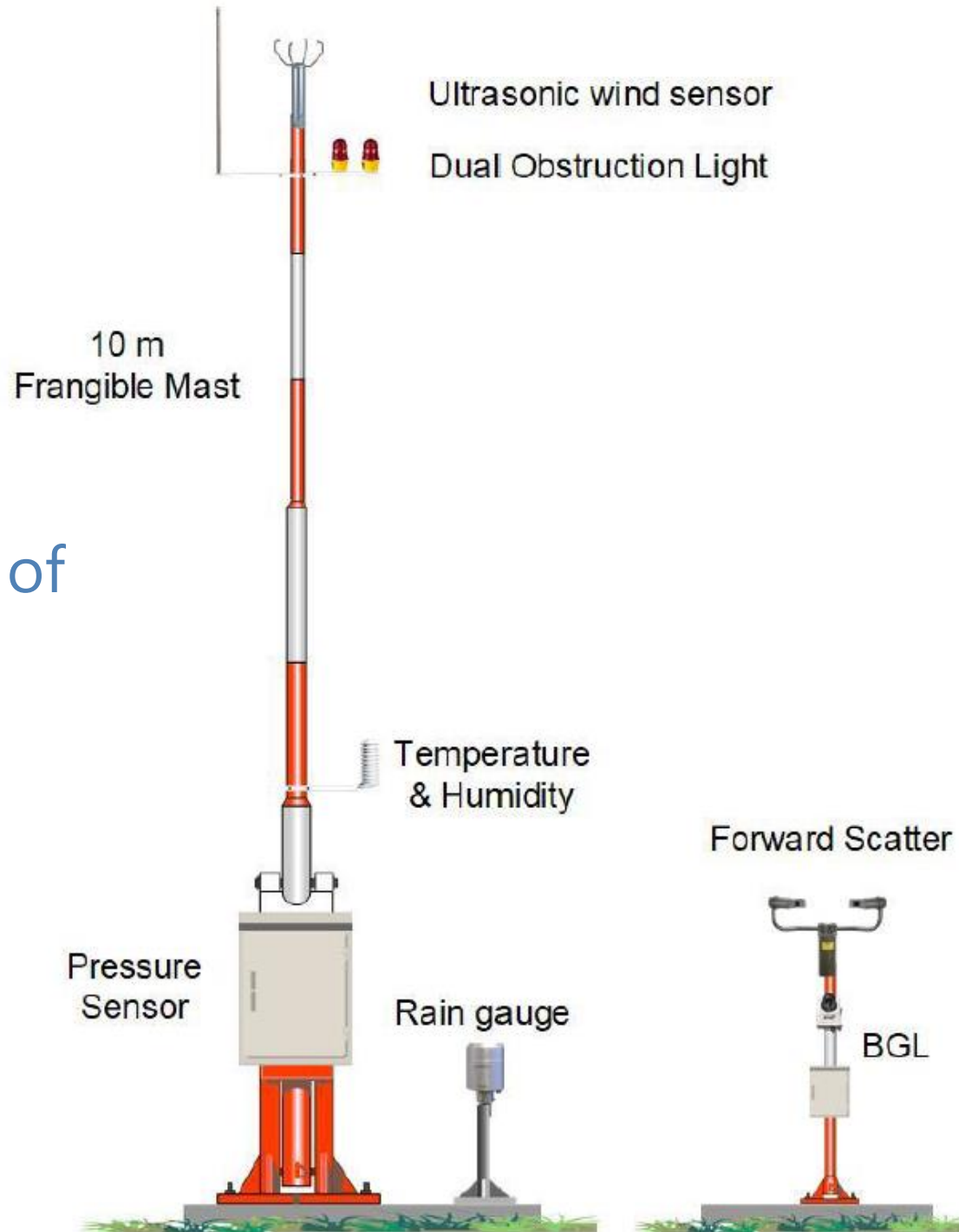
Runway 17

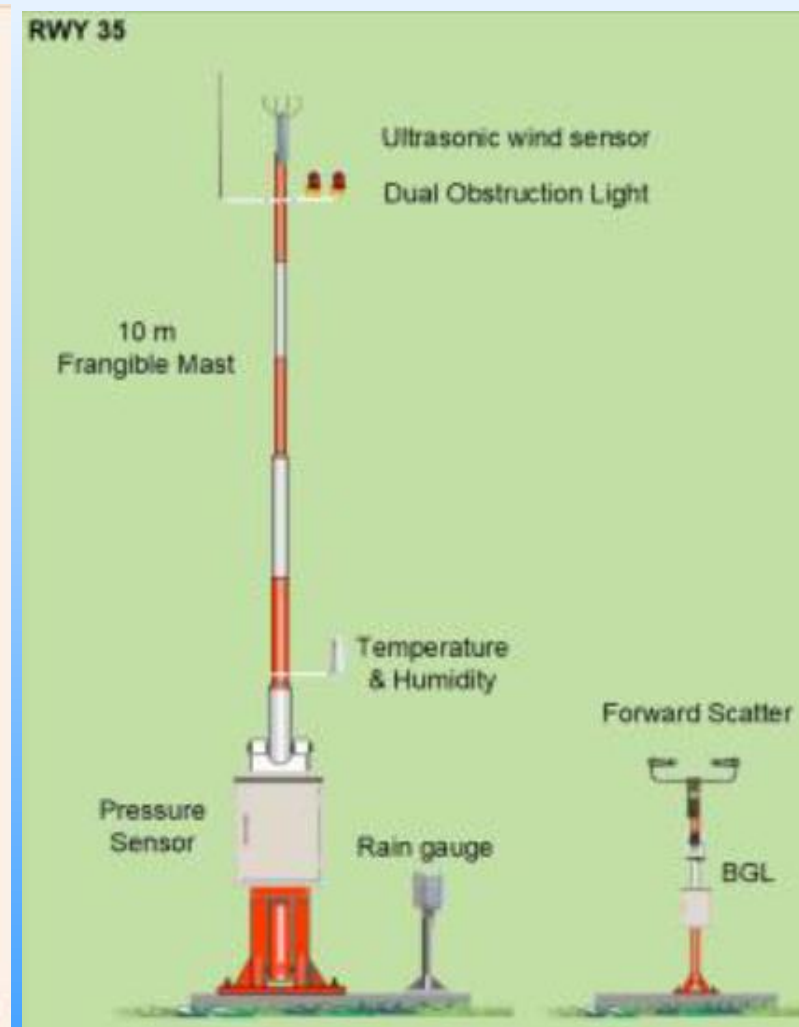
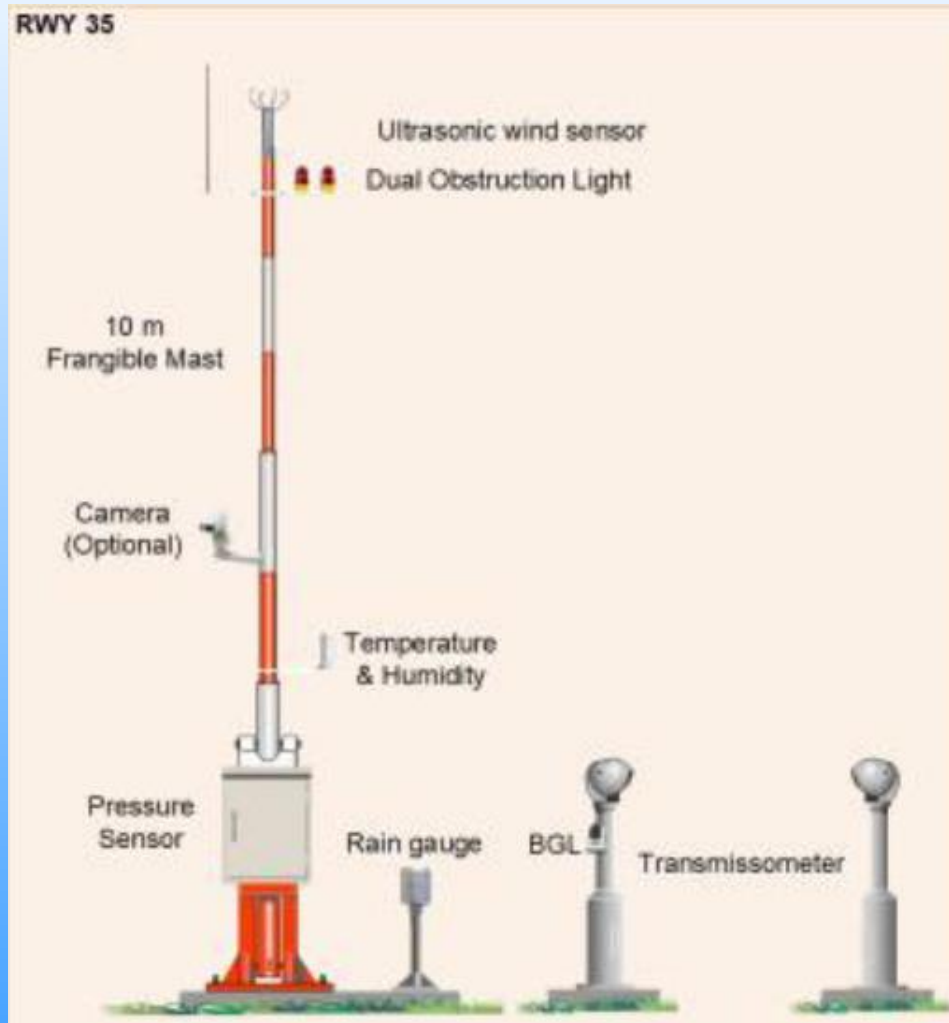


Source: DTN

Mast & Sensor Configuration of Backup AWOS Touchdown Zones

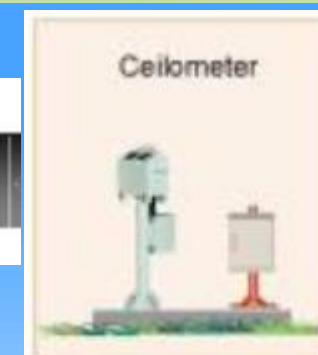
Source: DTN



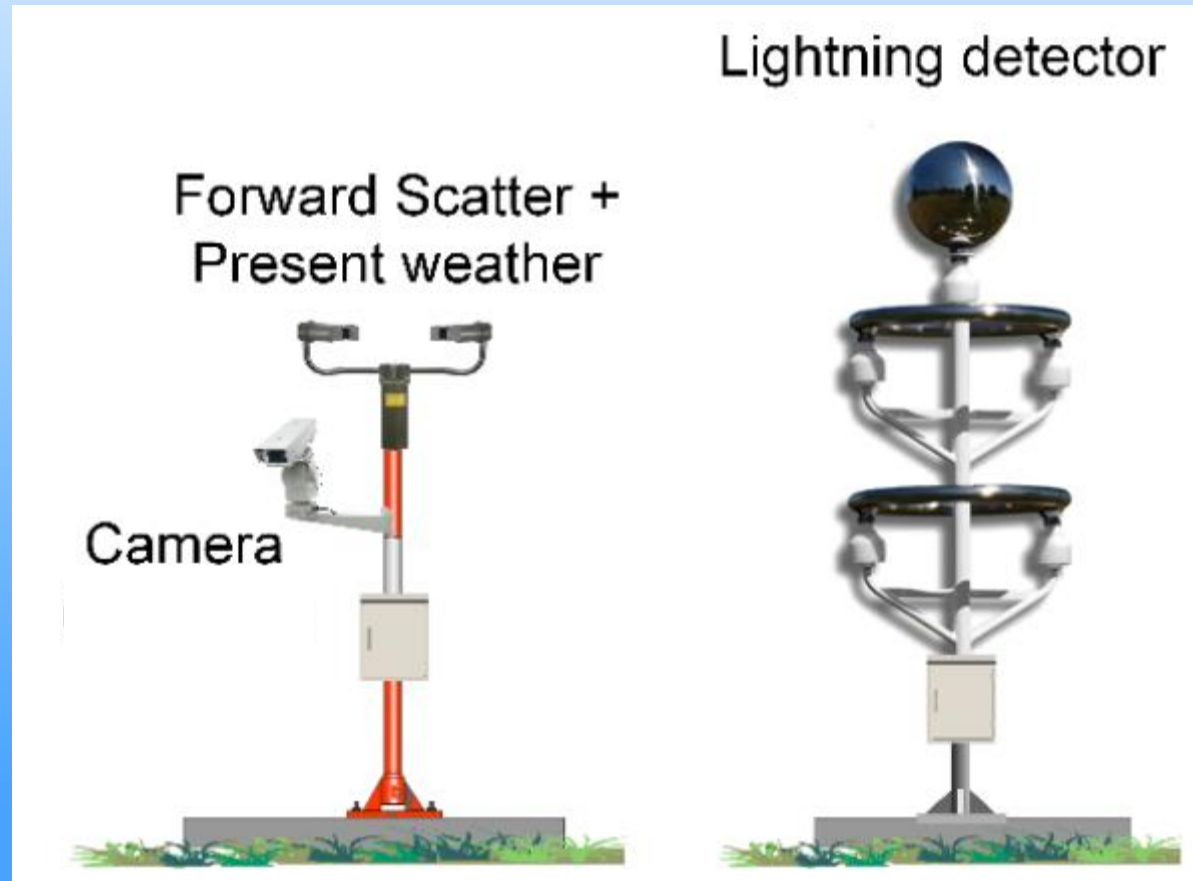


Main &
Backup
AWOS
Sensors

Runway 35

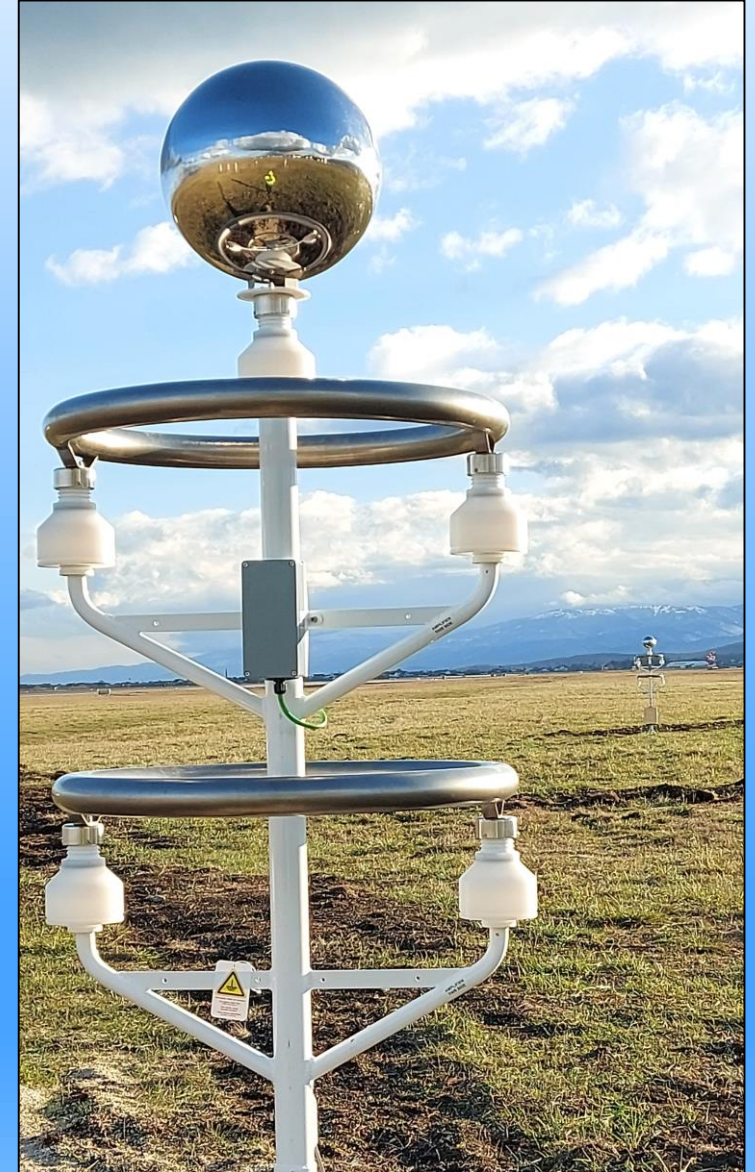


Mid-Position



Source: DTN

Forward Scatters & Present Weather / Lightning detectors Main & Backup



Main Documentation / Information Sources / References

Project plan

Call for tender (with list of specifications)

Technical specifications for Forecasting System

Technical specifications for AWOS

AWOS Upgrade technical specifications

Technical specifications for ATIS/VOLMET

Safety considerations

Safety assessment argumentation

Safety assessment

Regulation 2017/373 & AMC/GM

ICAO documents

+

ICAO Doc 9837: Manual on Automatic Meteorological Observing Systems at Aerodromes

ICAO Annex 3: for data processing and reporting practices

ICAO Annex 5: for units of measurements

ICAO Annex 10: Aeronautical Telecommunications

ICAO Doc 8896: Manual of Aeronautical Meteorological Practice

ICAO Doc 9328: Manual of Runway Visual Range Observing and Reporting Practices

WMO Manual 2: Meteorological Services of the World

WMO Manual 8: Guide to Meteorological Instruments and Methods of Observation

WMO Manual 9: Weather Reporting (Volumes A and C)

WMO Manual 49: Technical Regulations (Volumes I, II and III)

WMO Manual 306: Manual on Codes (Volume I, parts A and B, Volume II)

WMO Manual 386: Manual on the Global Telecommunication System (Volumes I and II)

Source: VAISALA presentation

Airport Layout



2 runways, elevation 545m above mean sea level

Runway 17 (CAT 2) mostly used (70%)

Runway 35 with no CAT

Hill close by (top 1079m AMSL)



Environment Around Airport (1/2)

Airport elevation 545m AMSL

Hill close by (top 1079m AMSL)

Mainly northern wind



Environment Around Airport (2/2)

River close to runway

- Soil underneath very moist

Artificial lakes



Mountain southern part
(2565m) 40km away



Sitnica River

... and Resulting Weather Conditions

Convective precipitation goes towards aerodrome territory

- Regional high pressure conditions (1030 or 1040 hPa) usually late autumn & winter
- After day of sun, usually bad weather conditions (fog or freezing fog)

45 days with fog or freezing fog per year



Operational Context

With old system:

- CAT 2 on runway 17
- No CAT on runway 35

With new systems:

CAT 3b on runway 17
CAT 1 (Instrumental) on
runway 35



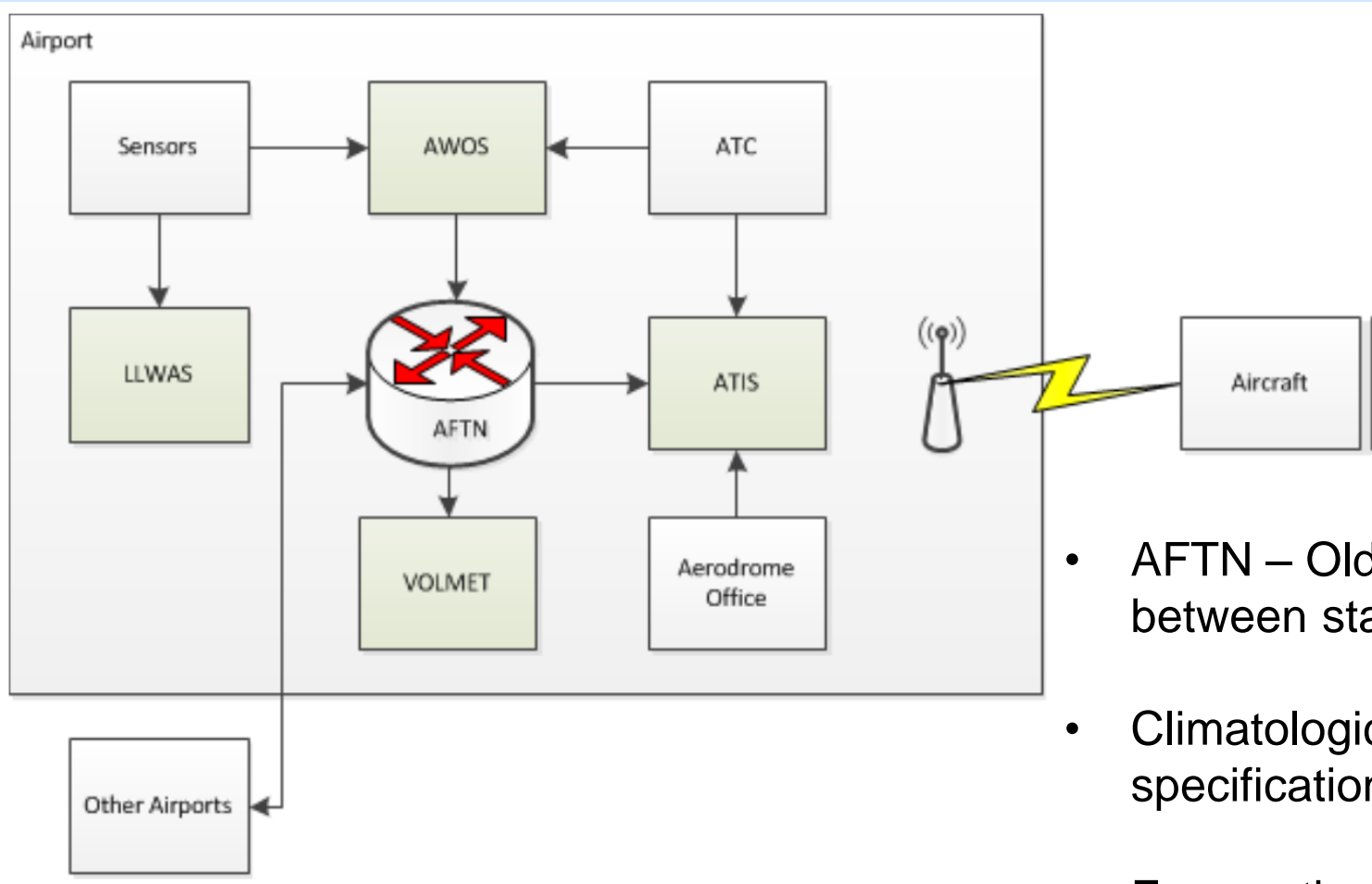
Unpredicted Delays

Integration and interface:

- With existing AFTN
- Climatological software
- Forecasting System (new)

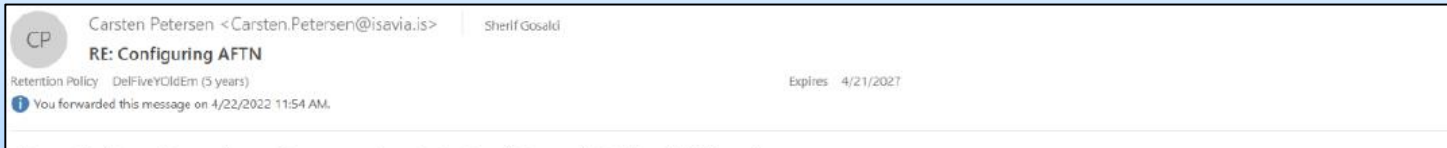


Integration and Interface



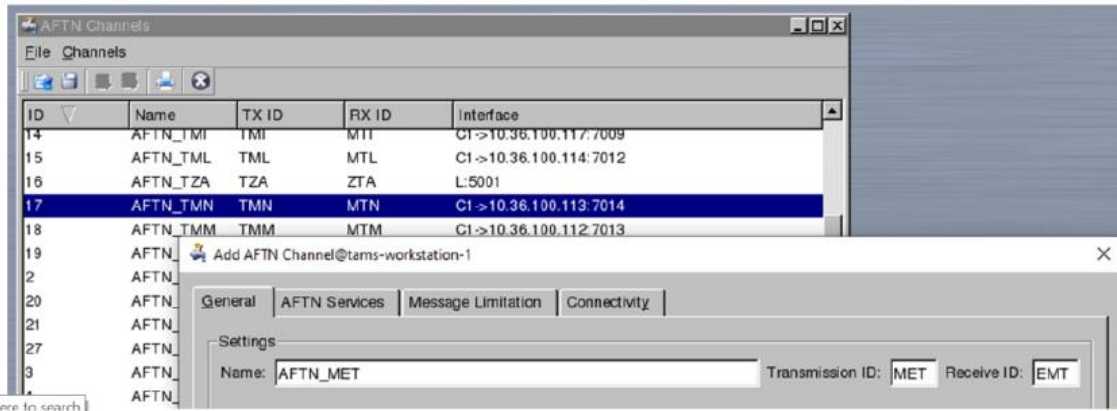
- AFTN – Old AFTN system, no SLA, hard communication between stakeholders, delays in SAT due to this interface
- Climatological software – Rejection to fulfill technical specification requirements for interface and integration
- Forecasting System (new) – Difficulties in stakeholder communication due to time difference in implementation

Interface with AFTN

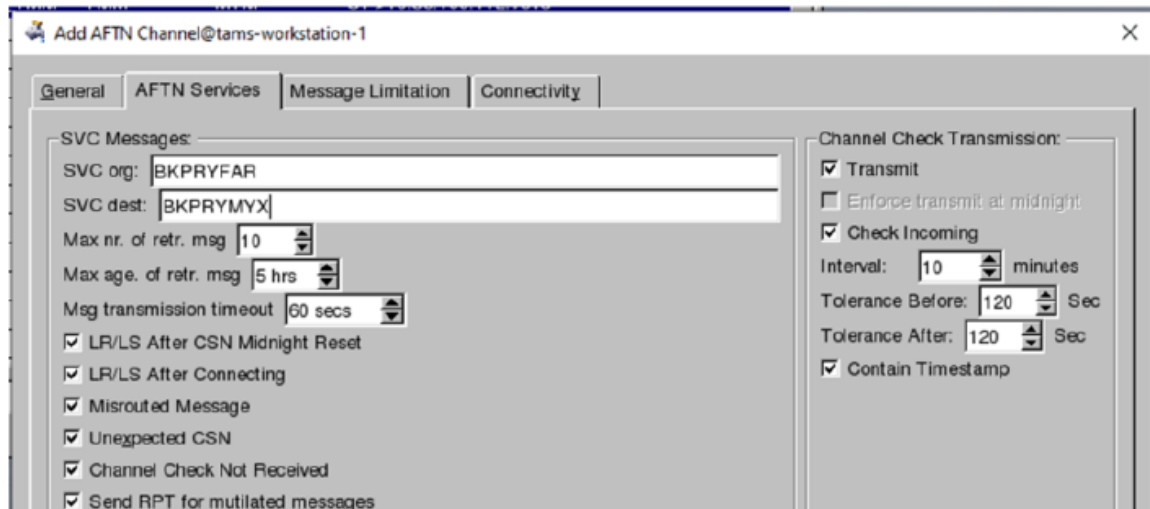


Now to do this, you first need to configure a new channel „Settings → Protocols AFTN“ and Add channel.

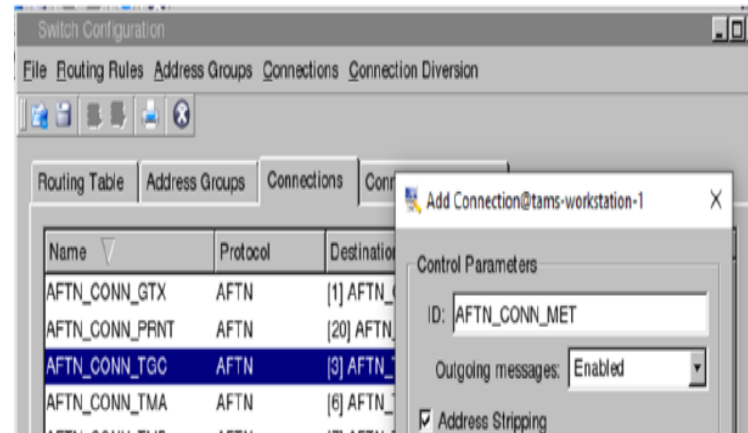
1. Create a channel name „AFTN_MET“



2. Insert AFTN Services: SVC org BKPRYFAR (for the AFTN switch service address), SVC dest BKPRYMYX (for the VOLMET address)



3. Keep Message Limitation unchanged and then configure the Connectivity tab.
Here you would most likely configure it as TCP Client where you create the connection to the VOLMET system
Select TCP client then enter the IP address for the VOLMET system and port number.
4. After configuring the AFTN channel you need to configure the AFTN connection, this is done in „Settings → Switch“
5. In the „Connections“ tab select „Add“ in ID you would use same parameters as in the AFTN config. In this example AFTN_CONN_MET. Enable „Outgoing messages“, else messages going to VOLMET will stop in „Outgoing queue“, in „Connection Parameters“ the new AFTN channel should be visible. Select the AFTN_MET and then „OK“.



Interface with (Existing) Climatological Software

2022 Awos - Notepad

File Edit Format View Help

2022	,04	,10	,02.25	,002	,12	,9639	,22	,043	,049	,999	,6.5	,5.1	,942.2	, 0 , 0
2022	,04	,10	,02.55	,001	,19	,9963	,22	,040	,045	,999	,6.1	,4.0	,942.7	, 0 , 0
2022	,04	,10	,03.25	,356	,20	,8156	,22	,003	,032	,037	,4.2	,1.8	,943.4	, 0 , 0
2022	,04	,10	,03.55	,353	,16	,9999	,22	,008	,009	,028	,3.5	,2.0	,944.0	, 0 , 0
2022	,04	,10	,04.25	,360	,20	,9999	,56	,007	,009	,010	,2.7	,1.3	,944.5	, 0 , 0
2022	,04	,10	,04.55	,357	,14	,9999	,22	,008	,020	,028	,2.5	,1.2	,945.1	, 0 , 0
2022	,04	,10	,05.25	,356	,14	,9999	,22	,008	,017	,020	,2.2	,1.1	,945.3	, 0 , 0
2022	,04	,10	,05.55	,350	,13	,9999	,22	,007	,017	,021	,2.3	,1.0	,945.7	, 0 , 0

SCT

BKN

OVC

		Lartesia e SCT	Lartesia e BKN	Lartesia e OVC
1	SKC	999	999	999
2	FEWx1	999	999	999
3	FEWx1 SCTx2	x2	999	999
4	FEWx1 SCTx2 BKNx3	x2	x3	999
5	FEWx1 SCTx2 BKNx3 OVCx4	x2	X3	X4
6	FEWx1 SCTx2 BKNx3 OVCx4	X2	X3	X4
7	FEWx1 BKNx2	999	X2	999
8	FEWx1 BKNx2 BKNx3	999	X2	999
9	FEWx1 BKNx2 OVCx3	999	X2	X3
10	FEWx1 OVCx3	999	999	X3
11	SCTx1	X1	999	999
12	SCTx1 SCTx2	X1	999	999
13	SCTx1 SCTx2 BKNx3	X1	X3	999
14	SCTx1 SCTx2 BKNx3 OVCx4	X1	X3	X4
15	SCTx1 SCTx2 OVCx3	X1	999	X3
16	SCTx1 BKNx2 BKNx3	X1	X2	999
17	SCTx1 BKNx2 OVCx3	X1	X 2	X3
18	SCTx1 BKNx2 BKNx3 OVCx4	X1	X2	X4
19	SCTx1 BKNx2 OVCx3	X1	X2	X3
20	SCTx1 BKNx2	X1	X2	999
21	BKNx1	999	X1	999
22	BKNx1 BKNx2	999	X1	999
23	BKNx1 OVCx2	999	X1	X2
24	BKNx1 BKNx2 OVCx3	999	X1	X3
25	OVCx1	999	999	X1
26	VVx1	999	999	X1
	p.sh			
	FEW015 SCT020 BKN040	020	040	999
	SCT020 BKN030 BKN035	020	030	999
	SCT025 BKN050	020	050	999
	FEW015 BKN025 OVC040	999	025	040
	VV001	999	999	001
	SCT020 SCT025 BKN030 OVC060	020	030	060
	FEW010 SCT020 BKN030 OVC040	020	030	040

Interface with Forecasting System (New)

Messir - IR 8.7 Meteosat-11, 07:30 Fri 29 |, Valid 23... 192.168.174.110

File Edit View Tools Window Help

MESSIR - VISION

Text

Bulletin

Reports

Edit

Obs

Plotting

Vertical Profile

Time Series

Forecast

Model

SIGWX / BUFR

PNG/T4 Charts

TAF/METAR comparison

Satellite - Radar

Flight Folder

Production

Workspace

Alarm

Tropical Cyclone

Warnings

Urgent Message

Admin

Circuit monitoring

Setup

Image selection

Area

Meteosat-11

Meteosat-8 IODC

Meteosat-11 Space View

World

Europe

Middle East

Kosovo

Type	Source	Time
K index	Meteosat-9 MPEF	21:05
KO index	Meteosat-9 MPEF	21:05
Lifted index	Meteosat-9 MPEF	20:55
Maximum buoyancy	Meteosat-9 MPEF	20:50
Precipitable water	Meteosat-9 MPEF	20:45
Cloud types	Meteosat-11 NWC/...	20:40
Cloud top temperature	Meteosat-11 NWC/...	20:35
Cloud top pressure	Meteosat-11 NWC/...	20:30
Cloud area fraction	Meteosat-11 NWC/...	20:25
Cloud top	Meteosat-11 NWC/...	20:20
Dust cloud	Meteosat-11 NWC/...	20:15
Volcanic ash	Meteosat-11 NWC/...	20:10
Smoke	Meteosat-11 NWC/...	20:05
Cloud layers	Meteosat-11 NWC/...	20:00
Cloud forms	Meteosat-11 NWC/...	19:55
Cloud snow mask	Meteosat-11 NWC/...	19:50
Cloud mask	Meteosat-11 NWC/...	19:45
Lightning	Sensor	19:40

Messir - [Lightning Sensor, 21:45 Thu 28 |, Valid 23... 192.168.174.111

File Edit View Tools Window Help

MESSIR - VISION

Text

Bulletin

Reports

Edit

Obs

Plotting

Vertical Profile

Time Series

Forecast

Model

SIGWX / BUFR

PNG/T4 Charts

TAF/METAR comparison

Satellite - Radar - Lightning

Flight Folder

Production

Workspace

Alarm

Tropical Cyclone

Warnings

Urgent Message

Admin

Circuit monitoring

Setup

Fri 29 08:41 UTC

Lightning Sensor

Show toolbar of:

☐ Model ☐ Plotting ☒ Satellite

Overlay

- ☐ Cloud top of lower layer Meteos...
- ☐ Cloud top of upper layer Meteos...
- ☐ K index Meteosat-11 MPEF
- ☐ KO index Meteosat-11 MPEF
- ☐ Lifted index Meteosat-11 MPEF
- ☐ Maximum buoyancy Meteosat-1...
- ☐ Precipitable water Meteosat-11...
- ☐ Cloud layer type Meteosat-9 MP
- ☐ Cloud top of lower layer Meteos...
- ☐ Cloud top of upper layer Meteos...
- ☐ K index Meteosat-9 MPEF
- ☐ KO index Meteosat-9 MPEF
- ☐ Lifted index Meteosat-9 MPEF
- ☐ Maximum buoyancy Meteosat-5...
- ☐ Precipitable water Meteosat-9 M...
- ☐ Cloud types Meteosat-11 NWC/...
- ☐ Cloud top temperature Meteosat...
- ☐ Cloud top pressure Meteosat-11...
- ☐ Cloud area fraction Meteosat-11...
- ☐ Cloud top Meteosat-11 NWC/GE...
- ☐ Dust cloud Meteosat-11 NWC/G...
- ☐ Volcanic ash Meteosat-11 NWC/...
- ☐ Smoke Meteosat-11 NWC/GEO
- ☐ Cloud layers Meteosat-11 NWC/...
- ☐ Cloud forms Meteosat-11 NWC/...
- ☐ Cloud snow mask Meteosat-11 N...
- ☐ Cloud mask Meteosat-11 NWC/c...
- ☒ Lightning Sensor
- ☐ Other...

☒ SIGWX WAFC London (High level)

Validation of New Systems (1/3)



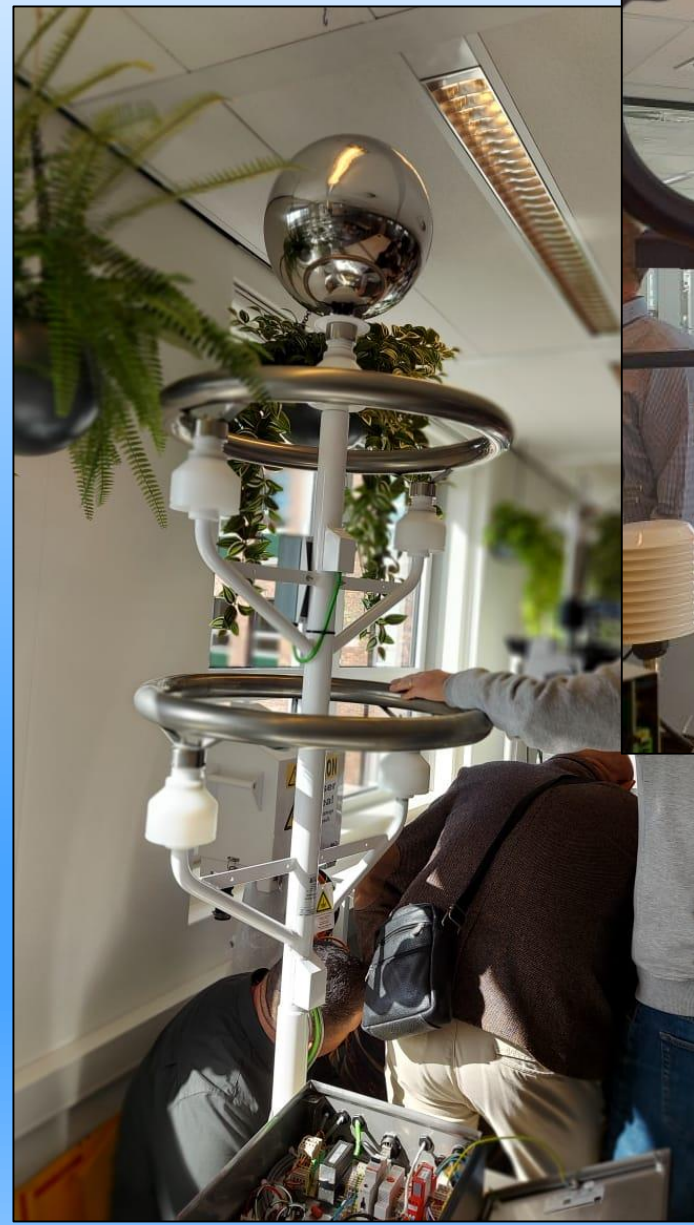
Validation of New Systems (2/3)



Validation of New Systems (3/3)



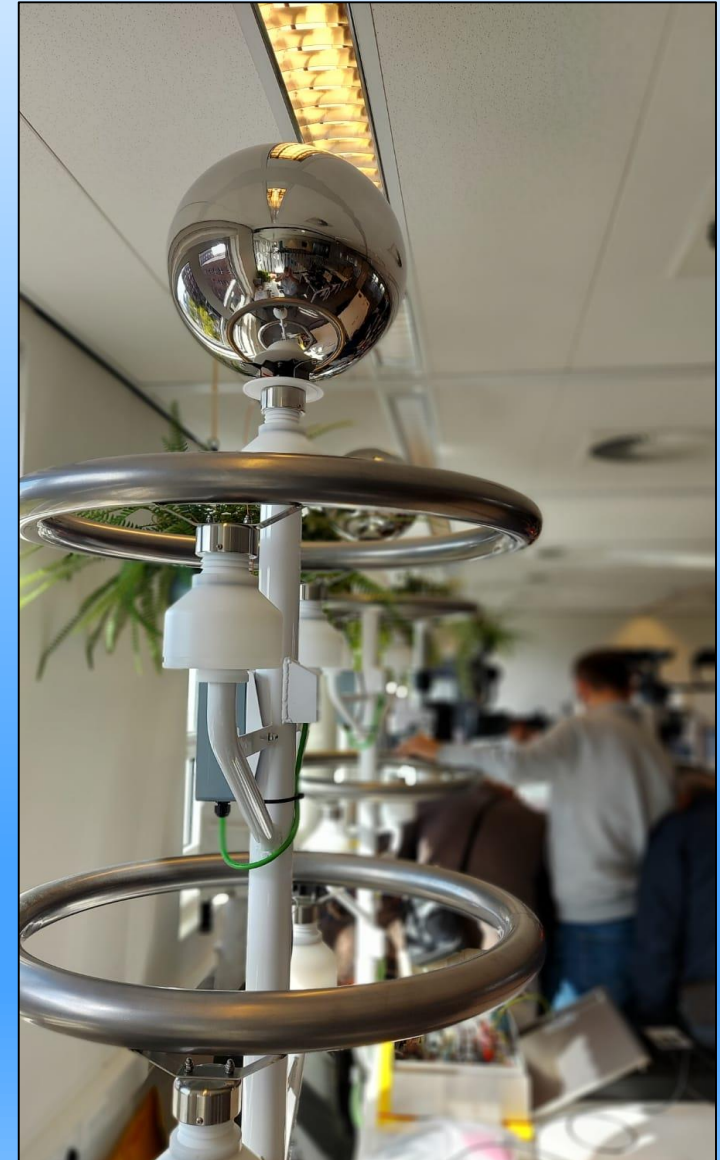
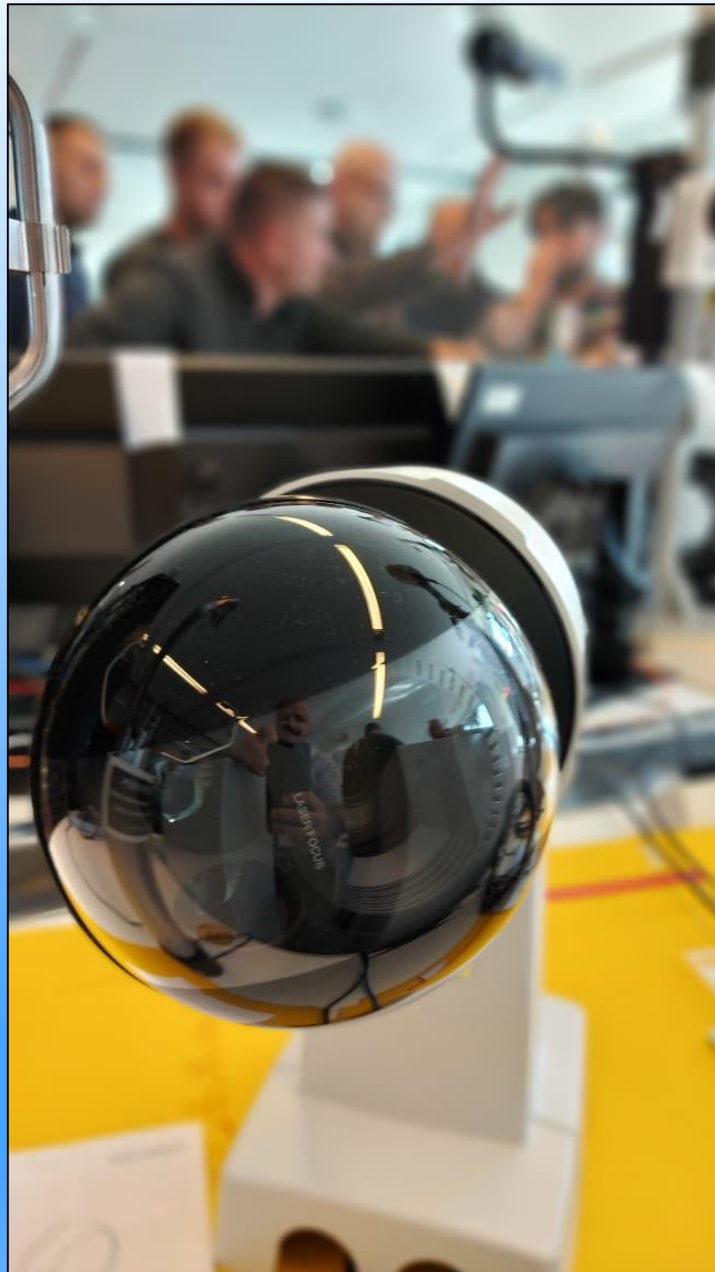
Training (1/6)



Training (2/6)



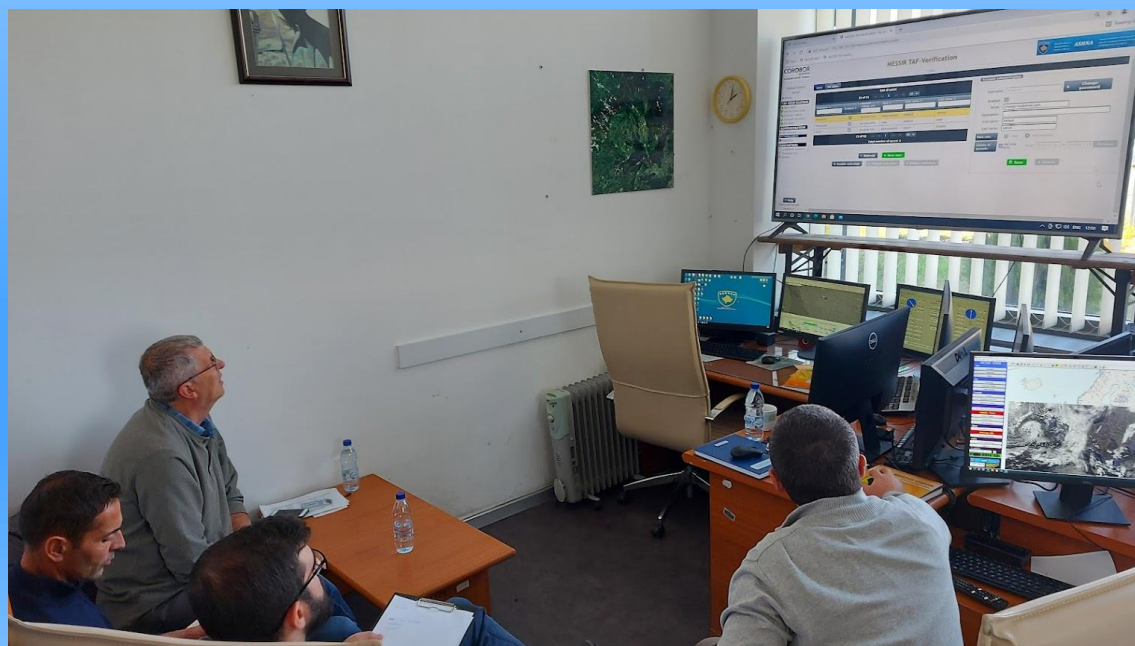
Training (3/6)



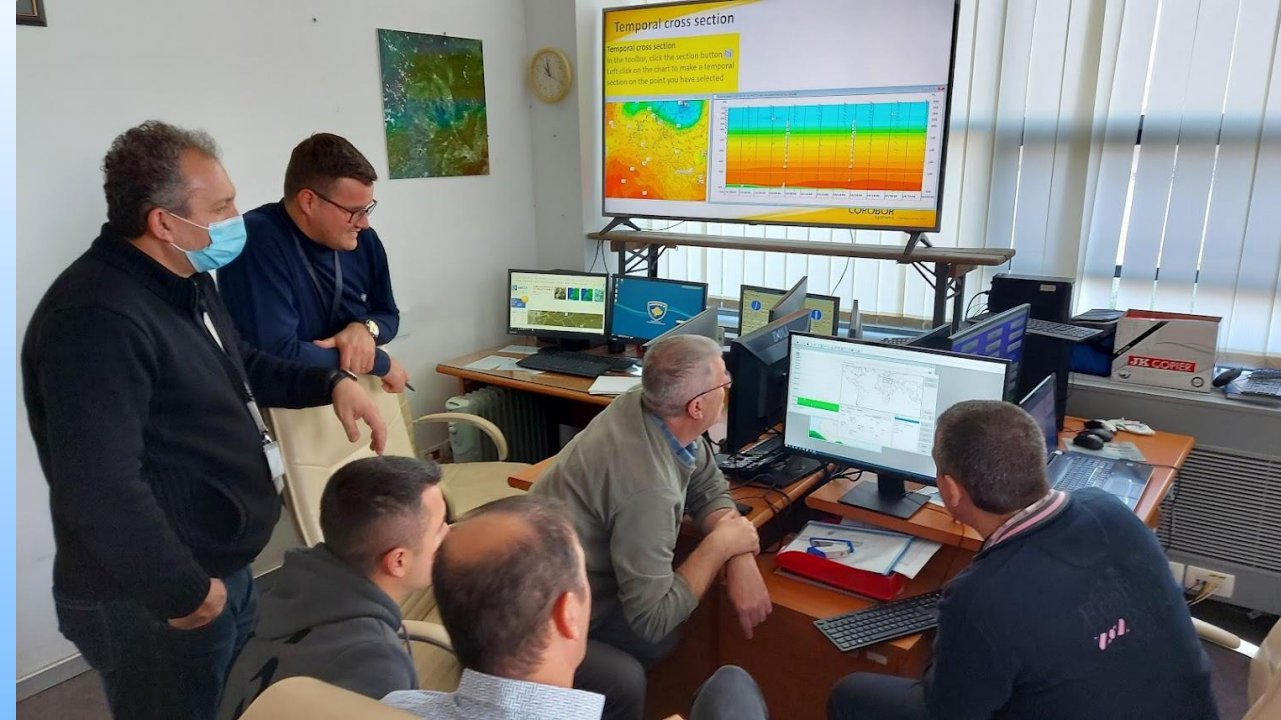
Training (4/6)



Training (5/6)



Training (6/6)



Reassessment?



During implementation
GRF project has been
developed as well

GRF (Global Reporting Format)

A globally harmonized methodology for assessing and reporting runway surface conditions.

SNOWTAM Screen includes
SNOWTAM message generator &
SNOWTAM fields disseminated from
message received through AFTN



SNOWTAM

MetConsole®

SNOWTAM Screen

DTN⁺ASHNA

TimeUTC

08:30:30

New Message

▷

Start

||

Pause

↺

Update

✓

Send

✕

Cancel

Operation Mode

🖱️

Automatic

▼

🕒

Last sent at

27 06:23:00

🕒

Time

✉️

SNOWTAM

SWBK0076 BKPR 02270611
(SNOWTAM 0076
BKPR
02270611 17 5/5/5 100/100/100 NR/NR/NR WET/WET/WET)

Additional

)

Surface Conditions

Time (ddHHMM)

270611

Upgraded

☐

Downgraded

☐

RWY 17

D

E

F

G

1st RWY Third

Code

5

▼

Coverage (%)

100

▼

Depth (mm)

NR

▼

Contaminant

WET

▼

2st RWY Third

Code

5

▼

Coverage (%)

100

▼

Depth (mm)

NR

▼

Contaminant

WET

▼

3st RWY Third

Code

5

▼

Coverage (%)

100

▼

Depth (mm)

NR

▼

Contaminant

WET

▼

Situational Awareness

H

Reduced Width

?

I

Reduced Length

?

J

Drift. Snow on RWY

☐

K

Loose Sand on RWY

☐

L

Chemica

☐

O

Adjacent Snowbanks

☐

M

RwySnow1

?

N

TwySnow1

?

P

TwyCondition1

?

R

ApronCondition1

?

⚠️

Quality Check Warnings

▼

🔍

Preview

27 06:23. Runway 17 condition report at time 0611. Runway condition codes 5, 5, 5. 1 hundred percent wet.).

✉️

SNOWTAM

Some Milestones in Project Lifecycle

**CAA**
Agjencia e Shërbimeve të Navigacionit Ajror
Air Navigation Services Agency of Kosovo

RAPORT AUDITIMI

TITULLI AUDITIMIT: (nëse nevojitet)	I Raporti i Auditimit të Sigurisë, i realizuar në Agjencinë e Shërbimeve të Navigacionit Ajror, 20 korrik 2022		
TIPI I AUDITIMIT:	I Ndryshimit		
DATA:	20.07.2022	Nr. REFERENT:	AACK/SHNA/AUDIT/1-35
VENDE:	Aeroporti Ndërkombëtar i Prishtinës "Adem Jashari"		
I AUDITUARI:	Agjencia e Shërbimeve të Navigacionit Ajror		

ANËTARËT E GRUPTIT AUDITUES:

- Arianit Islami (Udhëheqës i ekipit)
- Muhamed Luta
- Albulena Gerdhalu
-

PJESTARËT E AUDITUAR:

- Sherif Gosalci, Menaxher i Departamentit të Meteorologjisë
- Bashkim Lahaj, U.D. Menaxher i Departamenti Tekni
- Armend Mustafa, Menaxher i Departamentit për siguri, cilësi dhe sigurim
- Muhamet Islami, Udhëheqës Divizioni i Sigurisë
-
-

AACK/ZCS-FRM 08

Ver.2/25.04.2016
Page 1 of 19

**ASHNA**
Agjencia e Shërbimeve të Navigacionit Ajror
Air Navigation Services Agency

Direktivë 01/2022 – Informimi i personelit mbi ndryshimet dhe plotësimet në manualin MMET

Për: Personelin e Departamentit Meteorologjik

Nga: Sherif Gosalci, Menaxher i Departamentit

Tema: Fillimi i përdorimit të Sistemeve të reja: AWOS i ri; AWOS i azhuruar; VOLMET/ATIS për qëllime operative

Data e hyrjes në fuqi: 03.08.2022

Të nderuar,

Pas pranimit teknik – SAT dhe aprovimit të ndryshimit nga AACK me datë 01/08/2022 të Sistemeve të reja meteorologjike: AWOS i ri; AWOS i azhuruar; VOLMET/ATIS, të cilat janë siguruar për këto qëllime:

- Furnizimi dhe instalimi i Sistemeve Automatikë të Vëzhgimit të Motit (AWOS) për Aeroportin Ndërkombëtar të Prishtinës bëhet me qëllim të ngritjes së kategorizimit në IIB sipas ICAO, përbërë nga sensorë të rrafshueshëm dhe me redundancë të plotë;
- Ofrimi i informatare meteorologjike aeronautike VOLMET për mbilfuturimet në hapësirën e Republikës së Kosovës;
- Ofrimi i informatare meteorologjike aeronautike ATIS për futurimet në hapësirën e Republikës së Kosovës dhe ndërrdijja automatike me sistemin primar dhe atë të azhuruar të AWOS;
- Gjenerim më i shpejtë, më i saktë dhe automatik i të dhënave për parametrat relevant meteorologjike;
- Pranon, manipulon dhe shfaq informacionin meteorologjik për përdoruesit me interes;
- Ruan informacionin siç kërkohet nga dokumentet e ICAO;
- Transferon të dhënat ndërmjet rrjeteve të sigurta dhe të pa sigurta.

Me qëllim të futjes në funksion të plotë operativ të Sistemeve të reja meteorologjike: AWOS i ri; AWOS i azhuruar; VOLMET/ATIS, përmes kësaj Direktive, palet me interes njoftohen mbi ndryshimet e afektuara në manualin MMET Ver. 2.2 me ngjyrë të kuqe, pas kalimit të fazës tranzitore prej 30 ditësh (shadow mode), për sistemet e vjetra meteorologjike do të inicohet dekomisionimi dhe se ndryshimet do të afektohen edhe përmes një direktive të re të radhës.



Niveli Organizativ: DRET

Nr. Ref./Kodi: DRET-MMET

Ver.: 2.2

Data e Ver.: 14.12.2018

Page 1 nga 17


Adresa Agjencia e Shërbimeve të Navigacionit Ajror, Vrakë, Luginë, 10070, Kosovë e reaktuar


Directive 01/2022


CAA Audit report

Decommissioning of Old Systems

Directive 02/2022


Republika e Kosovës
Republika Kosovo
Republic of Kosovo


Agjencia e Shërbimeve të Navigacionit Ajror
Agency for Aviation Navigation Services
Air Navigation Services Agency



Direktivë 02/2022 – Informimi i personelit mbi ndryshimet dhe plotësimet në manualin MMET

Për: Personelin e Departamentit Meteorologjik

Nga: Sherif Gosaici, Menaxher i Departamentit

Tema: Dekomisionimi i sistemeve të vjetra meteorologjike, revidimi i procedurave dhe i direktivës operative 01/2022 për qëllime operative

Data e hyrjes në fuqi: 22.09.2022

Të nderuar,

Fas fuqisë në funksion të sistemeve të reja meteorologjike dhe skadimit tëshvë të fazës kalimtare, përmes kësaj direktive operative bëhet edhe largimi i pajisjeve/sistemeve të vjetra meteorologjike nga përdorimi si dhe ndryshohen procedurat në manualin MMET ver. 2.1, si dhe revidohet pashtu edhe direktiva operative 01/2022 e cila ka hyrë në fuqi me datë 03/08/2022.

Sistemet e vjetra meteorologjike që dekomisionohen dhe largohen nga përdorimi janë: EUMETCAST, ATIS, SADS, AWOS dhe AWOS backup (MIS).

Direktiva 02/2022 është pranuar mbi direktivën 01/2022, largimi i sistemeve shëbohet me formatin: **EUMETCAST; ATIS; SADS; AWOS dhe AWOS backup (MIS)**.

Ndërsa ndryshimet e tjera në dokumente dhe procedura bëhen me ngjyrë të kuqe.


Direktiva 02/2022 hynë fuqi nga data 22.09.2022.

2.1 Employees

Largohet/Shtohet (me të kuqe):
The Meteorological Department consists of 19 employees:
A Department Manager, 8 Forecasters including the **Head of forecasting Division** and **Head of Climatological and Meteorological Statistics**, Climatological and Meteorological Statistics Officer, 8 Observers and **Head of Observing Division**.

2.2 Divisions and offices

Largohet/Shtohet (me të kuqe):

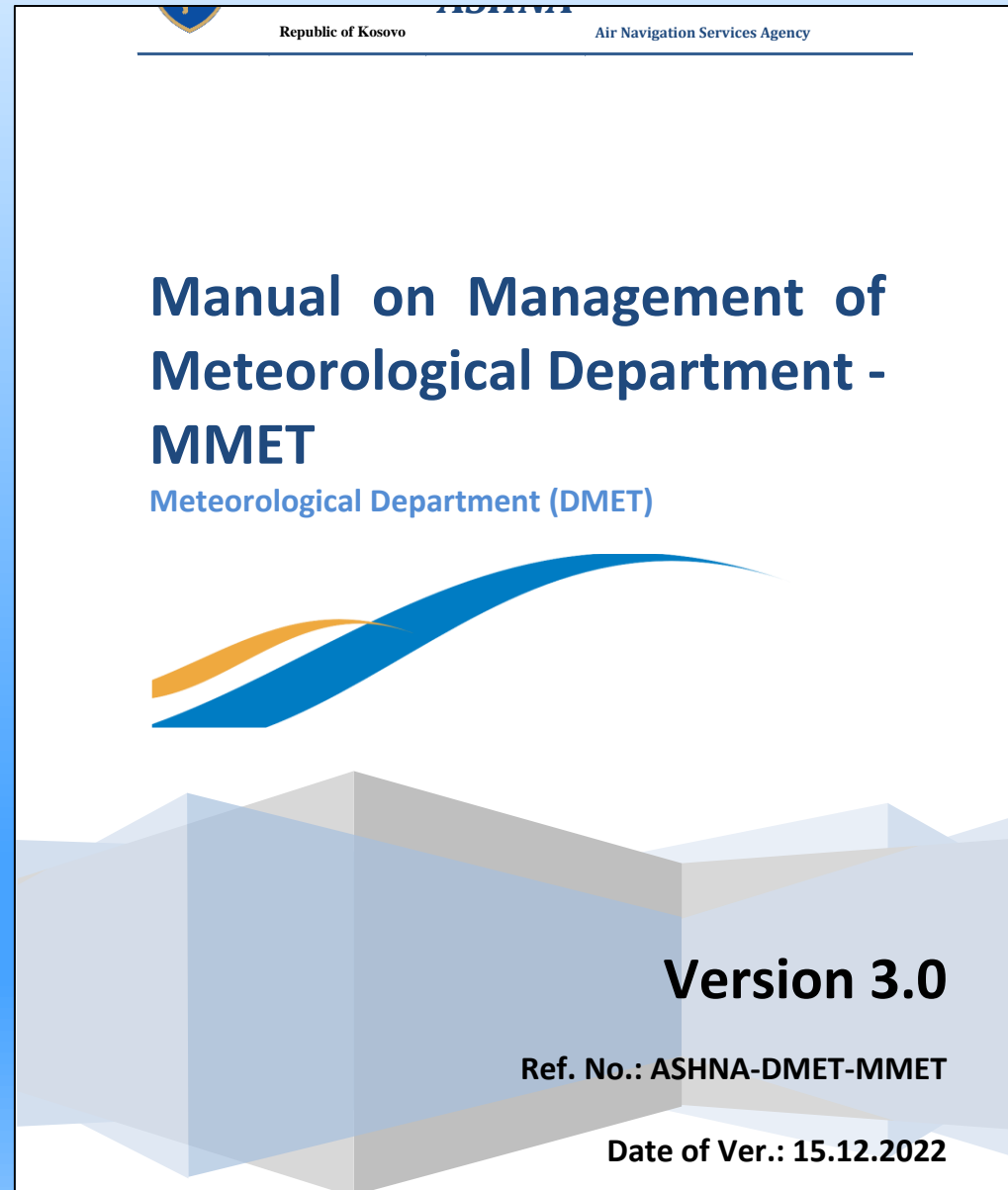

Niveli Organizativ: DMET
Nr. Ref./Kodi: DMET-MMET
Ver.: 2.2
Data e Ver.: 14.12.2018

Adresa: Agjencia e Shërbimeve të Navigacionit Ajror, Shërb. Ajror, 56000, Prishtinë e Kosovës

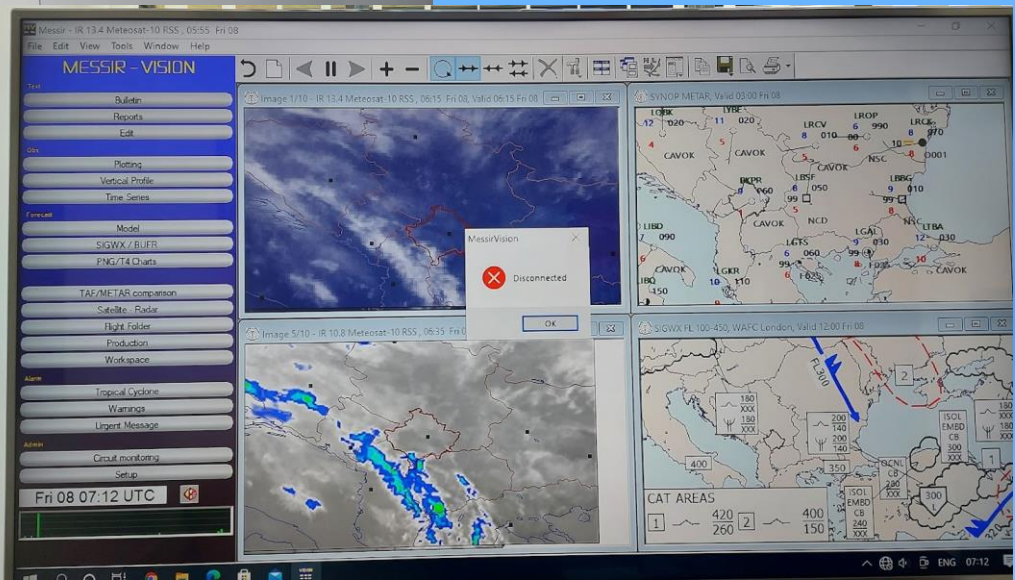
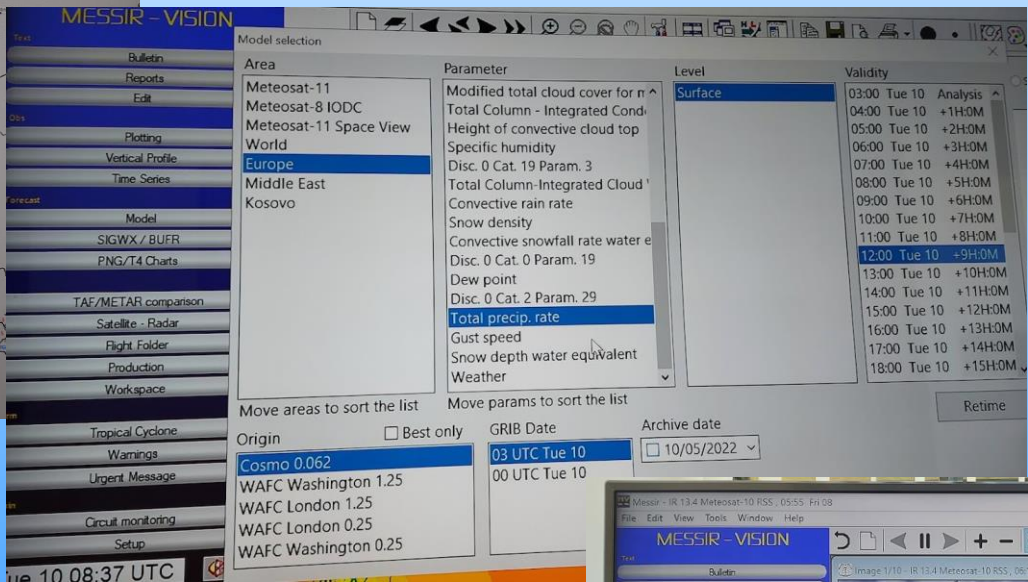
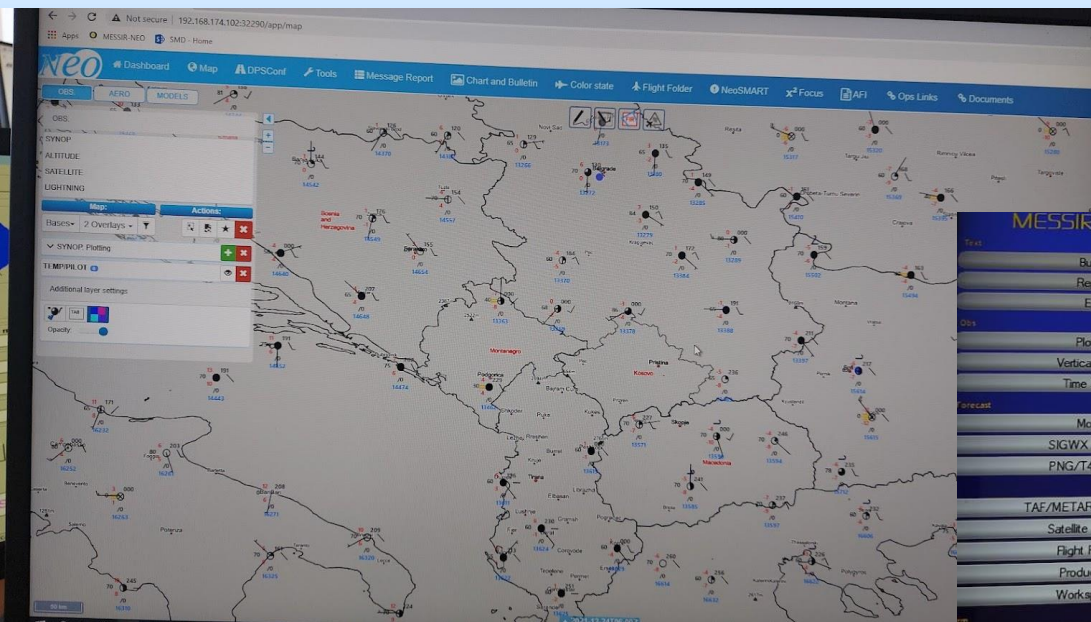
faqe 1 nga 25

Implement changes in MMET (Meteorological Department Manual)

MMET Ver 3.0



Final Product – New HMI in Forecasting Division



Final Product – New HMI in ATC Tower



Final Product – New HMI in ATC APP

