

## LATI AD 2

## LATI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LATI - TIRANA

## LATI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome reference point and its site	412453N 0194314E Midpoint of RWY 17/35
2	Direction and distance of aerodrome reference point from centre of the city	7 NM Northwest of Tirana
3	Aerodrome elevation and reference temperature	125 ft/34° C
4	Geoid undulation at the aerodrome elevation position	119 ft
5	Magnetic variation, date of information and annual change	5°E (2024)/0.1° increasing
6	Name of aerodrome operator, address, telephone and telefax numbers, e-mail address, AFS address and, if available, website address	Tirana International Airport Mother Teresa Airport Administration Building Rinas, Tirana Albania Phone: +355 42 381800 (call centre office) +355 42 381600 (administration) Fax: +355 42 381545 Email: info@tirana-airport.com SITA: TIAAPXH URL: www.tirana-airport.com
7	Types of traffic permitted to use the aerodrome (IFR/VFR)	IFR-VFR
8	Remarks	NIL

## LATI AD 2.3 OPERATIONAL HOURS

1	Aerodrome operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	AIS Briefing Service is available at Tirana ARO

## LATI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Cargo loaders 7 tons (maximum height 3.5 M) Custom clearance operations: Monday to Friday 0900-1700 LT
2	Fuel and oil types	FUEL: AVGAS - Octane 100 aviation gasoline A1 - Jet A1 aviation fuel By arrangement with fuel company  OIL: NIL
3	Fuelling facilities and capacity	1 truck 30 000 litres 1 truck 20 000 litres
4	De-icing facilities	Aircraft de-icing fluid, type 1
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

## LATI AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity of AD and in the city
2	Restaurants	In the vicinity of AD and in the city
3	Transportation	Buses, taxis from the AD
4	Medical facilities	First aid at AD. Hospitals in the city
5	Bank and Post Office	Bank at AD. Post Office in the city
6	Tourist Office	Office in the city
7	Remarks	NIL

## LATI AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Aerodrome category for firefighting	Belongs to CAT 7
2	Rescue equipment	2 trucks with Water Tanks 6100 L and Foam Tanks 800 L; 1 truck with Water Tank 8350 L and Foam Tank 1700 L; 1 truck with Water Tank 11900 L, Foam Tank 1660 L and Foam Training Tank 200 L; 1 truck with Water Tank 10000 L, Foam Tank 1660 L and Foam Training Tank 200 L.
3	Capability for removal of disabled aircraft	Push-back tractors and tow bars for MTOW 120 tons
4	Remarks	NIL

**LATI AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Seasonal availability	Aerodrome is serviceable during all seasons of the year.
2	Type(s) of clearing equipment	<ul style="list-style-type: none"> <li>• 2 Snow Removal Equipment;</li> <li>• 1 Excavator with snow plough 2.7 meter long;</li> <li>• 1 Runway De-icing Sprayer Equipment.</li> </ul>
3	Clearance priorities	<ul style="list-style-type: none"> <li>• Runway in use, associated exits and entry points for the runway in use;</li> <li>• Designated taxiway(s);</li> <li>• Main aprons;</li> <li>• ILS and PAPI areas if needed; and</li> <li>• All other aircraft operating areas not yet cleared.</li> </ul>
4	Use of material for movement area surface treatment	NAAC
5	Specially prepared winter runways	Not applicable
6	Remarks	See AD 1.2, subsection 2. for the runway surface condition assessment and reporting.

**LATI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Designation, surface and strength of aprons	<p>Designation: APRON 100 Surface: CONC Strength: PCR 1565/R/B/W/T</p> <p>Designation: APRON 200 Surface: CONC Strength: PCR 1226/R/A/W/T</p> <p>Designation: APRON 300 Surface: CONC Strength: PCR 1226/R/A/W/T</p> <p>Designation: APRON 400 Surface: CONC Strength: PCR 463/R/D/W/T</p>
2	Designation, width, surface and strength of taxiways	Designation: B Width: 23 M Surface: ASPH Strength: PCR 971/F/B/W/T
		Designation: C Width: 23 M Surface: ASPH Strength: PCR 886/F/A/W/T
		Designation: D Width: 23 M Surface: CONC Strength: PCR 906/R/B/W/T
		Designation: E Width: 23 M Surface: CONC Strength: PCR 932/R/C/W/T
		Designation: F Width: 30 M Surface: CONC Strength: PCR 1226/R/A/W/T

		Designation: W Width: 23 M Surface: ASPH Strength: PCR 971/F/B/W/T
		Designation: Y Width: 23 M Surface: CONC Strength: PCR 1226/R/A/W/T
3	Location and elevation of altimeter checkpoints	NIL
4	Location of VOR checkpoints	NIL
5	Position of INS checkpoints	NIL
6	Remarks	Taxiways C, D and E without shoulders and mandatory instruction signs on both sides.

## LATI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand identification signs, taxiway guide lines and visual docking/parking guidance system at aircraft stands	Arriving aircraft will be instructed to their assigned parking stands by Tirana GMC or Tirana TWR. Pilots are required to follow lead-in lines and taxiway signage as provided in the taxi clearance. The "FOLLOW ME" guidance service is provided only upon the specific request of the Tirana Aerodrome Controller. When deployed, the "FOLLOW ME" vehicle will guide the aircraft using standard marshalling hand signals or specialized onboard signage. Guidance will be conducted exclusively by Airside Safety Inspectors.
2	Runway and taxiway markings and lights	RWY-17/35 Markings: Designation numbers and touchdown zone. LGT: Threshold, runway end and runway edges.  TWY Markings: Taxi-holding positions, intermediate holding positions, TWY centreline and TWY edges. LGT: TWY edges.
3	Stop bars and runway guard lights (if any)	Red stop bars are located at holding points B, C, D, E and F and are in operation H24. No aircraft/vehicle is to cross a red stop bar unless given a specific instruction to do so under aerodrome Tower Controller. During contingency procedures, escort from an airside operations vehicle may be required to guide an aircraft through the lit stop bar, if requested by pilots.
4	Other runway protection measures	NIL
5	Remarks	NIL

## LATI AD 2.10 AERODROME OBSTACLES

### 1. OBSTACLES IN AREA 2

The list of obstacles in Area 2 is available as a digital data set. See GEN 3.1, subsection 6.2.

### 2. OBSTACLES IN AREA 3

The list of obstacles in Area 3 is available as a digital data set. See GEN 3.1, subsection 6.2.

**LATI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

<b>1</b>	<b>Name of the associated meteorological office</b>	Tirana MET Office
<b>2</b>	<b>Hours of service and, where applicable, the designation of the responsible meteorological office outside these hours</b>	H24
<b>3</b>	<b>Office responsible for preparation of TAFs and periods of validity and interval of issuance of the forecasts</b>	Tirana MET Office 24 HR (issued every 6 hours)
<b>4</b>	<b>Availability of the trend forecasts for the aerodrome, and interval of issuance</b>	TREND continuous issuance H24
<b>5</b>	<b>Information on how briefing and/or consultation is provided</b>	Pre-flight meteorological briefing consultation provided by qualified meteorological forecasters
<b>6</b>	<b>Types of flight documentation supplied and language(s) used in flight documentation</b>	Aerodrome METAR and TAF, Charts EN/AL
<b>7</b>	<b>Charts and other information displayed or available for briefing or consultation</b>	EUR: Flight Documentation: Model A/OPMET information Model IS/Upper wind and temperature chart for standard isobaric surface Model SWM/Significant weather chart, High Levels Model SWM/Significant weather chart, Medium Levels Model SWL/Significant Weather chart, Low Levels Model VAG/Volcanic Ash Advisory information in graphical representation Model SN/sheet of notations used in flight documentation Upper Wind/Humidity/Air Temp Geopotential Altitude of FLs FL and Temp of tropopause Direction, speed and FL of maximum wind SIGWS phenomena TC advisories Space Weather
<b>8</b>	<b>Supplementary equipment available for providing information on meteorological conditions, e.g. weather radar and receiver for satellite images</b>	Receiver for satellite images
<b>9</b>	<b>The air traffic services unit(s) provided with meteorological information</b>	TWR, APP, ACC and ARO
<b>10</b>	<b>Additional information (e.g. concerning any limitation of service, etc.)</b>	NIL

LATI AD 2.12    RUNWAY PHYSICAL CHARACTERISTICS

Designation	True bearing	RWY dimensions	RWY/SWY strength (PCR) and surface	THR coordinates RWY end coordinates THR geoid undulation	THR elevation TDZ highest elevation
1	2	3	4	5	6
17	174.28	2746 X 45 M	PCR 971/F/B/W/T ASPH	412537.31N 0194308.15E  412408.74N 0194319.92E  119.4 ft	THR 108.9 ft TDZ 115.5 ft
35	354.29	2746 X 45 M	PCR 971/F/B/W/T ASPH	412408.74N 0194319.92E  412537.31N 0194308.15E  119.3 ft	THR 125.2 ft TDZ 125.2 ft

Designation	RWY/SWY slope	SWY dimensions	CLR dimensions	Strip dimensions	RESA dimensions
	7	8	9	10	11
17	+ 0.19%	NIL	237 X 150 M	2866 X 280 M	240 X 90 M
35	- 0.19%	NIL	130 X 150 M	2866 X 280 M	150 X 90 M

Designation	Location of arresting system	OFZ	Remarks
	12	13	14
17	NIL	NIL	RESA is paved.
35	NIL	NIL	NIL

LATI AD 2.13    DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
17	2746 M	2983 M	2746 M	2746 M	NIL
17	2259 M	2496 M	2259 M	-	Take-off from intersection at Taxiway Echo.
17	1784 M	2021 M	1784 M	-	Take-off from intersection at Taxiway Delta.
35	2746 M	2876 M	2746 M	2746 M	NIL
35	2209 M	2339 M	2209 M	-	Take-off from intersection at Taxiway Charlie.

**LATI AD 2.14 APPROACH AND RUNWAY LIGHTING**

Runway designator	Approach lighting system type, length and intensity	THR lights colour and wing bars	VASIS type (MEHT)	TDZ lights length
1	2	3	4	5
17	Type: Approach lighting system - Cat I Length: 900 M Intensity: LIH Adjustable in 5 stages	GRN	PAPI 3° Left (55 ft)	NIL
35	Type: Simple approach lighting system Length: 420 M Intensity: LIH Adjustable in 5 stages	GRN	PAPI 3.5° Left (53 ft)	NIL

RWY centre line lights length, spacing, colour and intensity	RWY edge lights length, spacing, colour and intensity	RWY end lights colour and wing bars	Stopway lights length and colour	Remarks
6	7	8	9	10
NIL	Length: 2 746 M Spacing: 60 M Colour: WHI Intensity: LIH	RED	NIL	Approach lights and PAPI lights are LED. Runway edge lights on first 600 m are LED.
NIL	Length: 2 746 M Spacing: 60 M Colour: WHI Intensity: LIH	RED	NIL	PAPI lights are LED. Runway edge lights on first 600 m are LED.

**LATI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	Location, characteristics and hours of operation of aerodrome beacon/identification beacon	ABN: At Tower building, 25 flashes per minute, operating during the hours of darkness IBN: NIL
2	Location and lighting of anemometer/landing direction indicator	LDI: NIL Anemometer: 412527N 0194304E, lighted 412417N 0194313E, lighted
3	Taxiway edge and taxiway centre line lights	EDGE: All Taxiways Centre line: NIL
4	Secondary power supply including switch-over time	UPS Standby diesel. Maximum 1 sec change-over. Secondary power supply to all lighting at AD.
5	Remarks	Wind direction indicators lighted. Taxiway W, B, Y and F edge lights and stop bars are LED.

## LATI AD 2.16 HELICOPTER LANDING AREAS

NIL

## LATI AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Class of Airspace	ATS unit call sign/ Language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
TIRANA CTR 411000N 0195000E - 411000N 0193100E - 414000N 0193100E - 414000N 0195000E - 411000N 0195000E	Upper limit: 2500 ft AMSL Lower limit: GND	D	Tirana Tower EN	10000 ft	H24	NIL

## LATI AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	Hours of operation	Remarks
1	2	3	4	5
APP	Tirana Approach	133.155 MHZ 134.275 MHZ  121.500 MHZ Emergency Channel	H24	
TWR	Tirana Ground	136.255 MHZ Ground Movement Control	HO	
	Tirana Tower	122.510 MHZ 123.510 MHZ  121.500 MHZ Emergency Channel	H24	
ATIS	Tirana Information	132.275 MHZ	H24	Broadcast in English language only.



**LATI AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of aids MAG Variation VOR/ILS Declination	ID	Frequency/ Channel	Hours of operation	Geographical coordinates of transmitting antenna	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME 5°E (2022)	TRN	117.700 MHZ CH 124X	H24	VOR 412458.0N 0194305.5E  DME 412458.2N 0194306.0E	100 ft	RWY-17/35.  On AD.  MRA at 40 NM: Sector 105°/144° 14000 ft, Sector 145°/010° 11000 ft.  Sector 011°/104° not usable.
LOC 17 ILS CAT I 5°E (2022)	ITR	109.100 MHZ	H24	412358.5N 0194321.3E		RWY 17.  On AD.  Due to terrain, LOC usable coverage sector is -35°/+22°.
GP 17		331.400 MHZ	H24	412527.2N 0194314.7E		3° RDH 17.4 M
DME	ITR	28X	H24	412527.1N 0194314.8E	100 ft	- ILS/DME co-located with GP - ITR DME zero ranged to THR RWY17
GPS	NIL	1575.42 MHz	H24	Tirana FIR	NIL	Operated by US Department of Defense.

**LATI AD 2.20 LOCAL AERODROME REGULATIONS****1. LOCAL REGULATIONS**

- 1.1 Local regulations applicable to the traffic at Tirana International Airport are collected in a manual which is available at the Airport Operations Office. This manual includes, among other subjects, the following:
- the meaning of markings and signs;
  - information about aircraft parking positions including visual docking guidance systems;
  - information about taxiing from aircraft parking positions including taxi clearance;
  - limitations in the operation of large aircraft;
  - limitations in the operation when RVR is less than 550 m;
  - helicopter operations;
  - marshalling assistance;

- h. use of engine power exceeding idle power;
- i. engine start-up and use of APU;
- j. fuel spillage; and
- k. precautions during extreme weather conditions.

1.2 Marshalling and "FOLLOW ME" assistance can be requested and further information about the regulations can be obtained from the Tirana Ground Movement Control (GMC) or Tirana TWR, depending on the hours of operation of Tirana GMC.

1.3 Air Operators intending to operate with an aircraft higher than Code C should request prior approval from the Airport Authority, which has established a special procedure to accommodate such operations.

1.4 When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given to each aircraft by the Tirana GMC or Tirana TWR.

## **2. GROUND MOVEMENT**

### **2.1 Parking procedures**

2.1.1 Arriving aircraft will be instructed to the parking stands by Tirana GMC or Tirana TWR. "FOLLOW ME" service is provided by Airside Safety Inspectors only on request of Tirana Aerodrome Controller in order to:

- give assistance to PiC when crossing a lighted stop bar if contingency procedure is initiated;
- deviate aircraft from the taxiway centerline to facilitate Work in Progress (W.I.P.), on occasions when it is necessary or to deviate it from a temporary obstruction. The latter may be the case in the event of reduced wingtip clearance;
- facilitate the movement of Ground Support Equipment (GSE) unable to use service roads;
- assist the aircraft or vehicle which are uncertain of the position in manoeuvring area during Reduced Visibility Conditions Procedure, on pilot's request; and
- assist the aircraft when stand number is not yet available.

2.1.2 Aircraft will be guided by a "FOLLOW ME" vehicle to the apron 400 and apron 200. Assistance from the "FOLLOW ME" vehicle can be requested via the Tirana GMC or Tirana TWR.

2.1.3 Aircraft, landing on RWY 17, are expected to vacate the RWY via TWY C or when instructed by ATC or on pilot's request via TWY B.

2.1.4 Aircraft, landing on RWY 35, are expected to vacate the RWY via TWY D/TWY E or when instructed by ATC or on pilot's request via TWY F.

2.1.5 Aircraft, landing on RWY 17/35, are normally advised, in conjunction with the landing clearance, the taxiway they shall vacate the RWY. Pilots will advise ATC if unable to comply.

2.1.6 Since there is no special parking area for helicopters on the aerodrome, helicopters will be instructed by Tirana GMC or Tirana TWR to the parking area. "FOLLOW ME" vehicle will guide the helicopter to the parking stand.

2.1.7 When leaving the position with self-manoeuving at the aprons, Ground service provider or "FOLLOW ME" presence and guidance is mandatory. Self-manoeuving at all aprons without guidance is strictly prohibited. Self-manoeuving in front of the terminal building is strictly prohibited.

2.1.8 Execution of parking remains the responsibility of the PiC (Pilot in Command).

2.1.9 The isolated aircraft parking position is on Taxiway C.

### **2.2 Start-up procedures**

2.2.1 Pilots shall check the ATIS to confirm if Tirana GMC is active. If it is, pilots shall contact Tirana GMC for their

start-up clearance. Otherwise, pilots shall contact Tirana TWR in accordance with their slot (if any) and when ready to push and/or taxi immediately. On first contact with Tirana GMC or TWR, the Pilot in Command must state the stand number and the code letter of the ATIS received.

2.2.2 The Ground Controller or Tower Controller, depending on the hours of operation of Tirana GMC, will determine the order that start-up approvals are issued and will issue expected start times accordingly.

2.2.3 Tirana GMC or Tirana TWR shall issue start up clearance to all IFR/VFR flights stating the call sign of aircraft, confirmation of ATIS information including the QNH (subject of read back), runway in use and time check.

2.2.4 A start-up clearance shall only be withheld under circumstances or conditions specified by the competent authority. If a start-up clearance is withheld, the flight crew shall be advised of the reason.

2.2.5 When a start-up clearance is delayed due to traffic reasons, the pilot shall be informed about expected start up time. Clearance to start up at the pilot's discretion to meet a stated CTOT may be issued as appropriate.

2.2.6 When the aircraft is fully ready for departure, the Pilot in Command shall contact Tirana GMC or Tirana TWR for start-up clearance, push-back, and taxi. These requests shall be made only after receiving approval from the ground handling personnel or "FOLLOW ME" vehicle that:

- The walk-around inspection is completed;
- Doors are closed;
- The aircraft is ready for start-up; and
- The area is clear of any surrounding aircraft, vehicle, or equipment.

2.2.7 Marshalling is under responsibility of the ground service provider on aprons 100 and 300. Marshalling on aprons 200 and 400 is the responsibility of the Airside Safety Inspectors upon request. Aircraft parked on Apron 200 and Apron 400 shall request "FOLLOW ME" vehicle assistance from ATC prior to requesting start-up clearance.

2.2.8 The ground handling personnel or "FOLLOW ME" vehicle shall monitor and ensure the safe path of the aircraft until it passes the red line.

### 2.3 Push-back procedures

2.3.1 Aircraft parked nose-in to the terminal building will need to be pushed back off the stand towards the taxiway centerline, taking into account the standard taxiway routing.

2.3.2 Subject to the requirements in paragraph 2.2.6, the Pilot in Command shall contact Tirana GMC or Tirana TWR for start-up clearance, stating the parking position and after that for push-back permission.

2.3.3 When the anti-collision beacons of the aircraft have been switched on, no vehicular movement is permitted behind the aircraft.

2.3.4 Tirana GMC or Tirana TWR may deviate from the standard push-back procedure as stated below for reasons such as traffic or work in progress. The deviation will be given in the push-back permission and the Pilot in Command has to make sure that the ground handling personnel fully understands the deviation.

2.3.5 The Pilot in Command shall use minimum break away power and minimum taxi power when operating on the aprons and taxi lanes.

2.3.6 The "FOLLOW ME" shall notify the Ground Movement Controller or Tower Controller of the parking position. All push-back maneuvers shall be directed by the ground handling personnel. In such cases, the Ground Movement Controller or Tower Controller assumes responsibility once the push-back maneuver is accomplished.

### 2.4 Tug Release Point (TRP) on Apron 100

2.4.1 The TRP is the designated location where:

- The aircraft nosewheel is positioned at the completion of push-back;

- The towbar is disconnected; and
- The aircraft is handed back to the flight crew.

2.4.2 The TRP ensures a safe distance from other parked aircraft, GSE, service vehicles, and blast-sensitive areas, and provides the correct alignment for subsequent taxi instructions.

## **2.5 Push-back procedure (TRP based) on Apron 100**

2.5.1 The following steps detail the specific push-back procedure utilized when operating with a TRP on Apron 100:

1. Push-back is initiated in accordance with ATC clearance;
2. The Tug driver pushes the aircraft from the stand and aligns towards the designated TRP in the direction instructed by the Aerodrome Controller;
3. The tug positions the aircraft nosewheel directly on the TRP marking;
4. The towbar is disconnected, and the tug moves clear of the aircraft;
5. Ground crew visually confirms that the area is clear and signals the flight crew; and
6. Taxi instructions will follow from ATC.

2.5.2 If the TRP cannot be reached due to congestion or physical obstruction, the flight crew shall inform ATC immediately before towbar disconnection.

## **2.6 Taxiing**

2.6.1 During taxiing, the pilot shall comply with traffic regulation on apron taking into account instructions and information provided by the Tirana GMC or Tirana TWR in order to avoid collision with other aircraft, vehicles, persons or objects. Neither deviations nor shortcuts are allowed except under the guidance of "FOLLOW ME" vehicle or after special instructions given by the Tirana GMC or Tirana TWR.

2.6.2 In case of guidance by "FOLLOW ME" vehicle is requested by flight crew, the taxi clearance to the appropriate TWY will be issued by the Tirana GMC or Tirana TWR where the guidance will be taken over by the "FOLLOW ME" vehicle.

2.6.2.1 Aerodrome Control Tower (TWR) is responsible for clearing the aircraft to the designated Handover Points (HOP) depicted on the Ground Movement Chart as intermediate holding positions until the handoff to the "FOLLOW ME" vehicle.

2.6.2.2 The "FOLLOW ME" vehicle, when requested by ATC or the pilot, awaits the aircraft at the HOP. The "FOLLOW ME" vehicle is then responsible for guiding the aircraft from the HOP to the assigned parking stand.

2.6.3 The apron 100 is used for the operation of aircraft category C with a maximum wingspan 36 m. Aircraft category E shall use parking stand 102. Stands 101 and 103 will not be used while operating with category E aircraft.

2.6.4 The apron 200 is used for the operation of aircraft category B and C with a maximum wingspan 36 m and accessed with guide by "FOLLOW ME" vehicle.

2.6.5 The apron 300 is used for the operation of aircraft category A, B, C with a maximum wingspan 36 m and accessed with guide by "FOLLOW ME" vehicle. Taxi-out (no push-back) is required, aircraft taxi directly from apron 300 to TWY Y.

2.6.6 Flight crew requesting taxi clearance from Apron 300 to Holding Point F or E for RWY 17 shall be full ready for departure at the time of request. Due to the short taxi time, all pre-departure checks and procedures shall be completed prior to requesting taxi clearance.

2.6.7 When it is requested or necessary for a helicopter to proceed at a slow speed above the surface, normally below 20 knots and in ground effect, air-taxiing may be authorized by Tirana TWR in coordination with ground handling personnel.

**2.7 Taxiing on a runway-in-use**

2.7.1 In the interests of safety, use of the active runway for taxiing purposes is to be kept to a minimum.

2.7.2 For the purpose of expediting air traffic, aircraft may be permitted to taxi on the runway-in use, provided no delay or risk to other aircraft will result. Where control of taxiing aircraft is provided by a ground air traffic controller and the control of runway operations by an aerodrome air traffic controller, a clearance to taxi on the runway-in-use should be issued by the aerodrome air traffic controller once direct two-way communications between the pilot and the aerodrome air traffic controller have been established. Any subsequent instruction to change frequency should be issued by the aerodrome air traffic controller to the taxiing aircraft after it has vacated the runway.

2.7.3 If the control tower is unable to determine visually, that a vacating aircraft has cleared the runway, the aircraft shall be requested to report when it has vacated the runway. The report shall be made when the entire aircraft is beyond the relevant runway.

**2.8 Aircraft engine ground running**

2.8.1 Aircraft engine ground running shall be conducted either on designated parking positions on the apron or on the movement area, subject to prior permission granted by the Aerodrome Duty Manager (ADM) and Air Traffic Control (ATC).

2.8.2 Exceptions: Engine tests at idle or full power are not permitted at parking positions 105 to 109.

2.8.3 Designated Areas for Full/Idle Engine Ground Run:

- Taxiway B (TWY B) – facing North
- Taxiway D (TWY D) – facing West

2.8.4 All full power engine tests require prior approval from the Aerodrome Duty Manager (ADM), in coordination with ATC. ATC clearance for full power engine tests is dependent on current traffic and operational conditions.

*Note: During full engine power tests, certain parts of airport infrastructure may become temporarily unavailable. A NOTAM will be issued accordingly.*

2.8.5 The following regulations must be adhered to both prior to and during the course of an aircraft engine test run:

- The Airline/Aircraft Maintenance Companies must contact the Aerodrome Duty Manager (ADM) to obtain permission for an engine test to be carried out.
- The aircraft must be chocked during the test run.
- Engine runs above ground idle power will not be permitted on the apron.
- Engine runs above ground idle power shall be done at the area decided by ADM in coordination with ATC.
- All personnel and equipment shall be clear of the inlet suction areas and exhaust wake danger areas, as specified in the aircraft manual, during the engine test run.
- After completion of the engine test run, the Airline must complete the Aircraft Engine Test Run Form, meanwhile the Aircraft Maintenance Company should submit to ADM the Aircraft Logbook Form for record purposes.
- Aircraft must remain in two-way contact with ATC throughout the duration of the engine ground run to ensure the prompt initiation of any emergency procedures.

2.8.6 The Aerodrome Duty Manager (ADM) shall coordinate with ATC for permission in case of request from Airline/ Aircraft Maintenance Companies to perform engine ground run on the movement area and to provide for the follow me vehicle when needed.

### **3. CAT II/III OPERATIONS**

Not applicable.

### **4. SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS**

4.1 Training and technical flights must only be made after permission has been obtained from the CAA of Albania (see GEN 1.2).

4.2 Application for a training flight shall be submitted at least 10 days in advance of the proposed operation.

4.3 Application for a technical test flight shall be submitted at least 2 hours before such a flight is operated.

### **5. RUNWAY OCCUPANCY TIME**

#### **5.1 Arriving flights**

5.1.1 Pilots are reminded that by leaving the runway at the fastest speed commensurate with safety and standard operating procedures, ATC will be able to instruct aircraft on final approach using minimum radar separation or separation minimum according to wake vortex category. Extended runway occupancy may result in a missed approach. In order to reduce runway occupancy times, pilots shall apply the following procedure:

1. Pilots should pre-plan their landing and roll out to target the assigned exit taxiway, weather permitting, that provides for a safe and expeditious exit from the runway to reduce delays and maximise utilisation at all times;
2. Pilots are to ensure runway fully vacated before stopping i.e. aircraft are not to stop on any runway exit awaiting instructions from ATC but should continue on to the assigned taxiway, unless instructed to do so by ATC; and
3. If the pilot of a landing aircraft cannot contact ATC due to RTF congestion, the pilot should fully vacate the runway and taxi into the assigned taxiway. The pilot should then hold position until contact with ATC can be established.

#### **5.2 Departing flights**

5.2.1 Pilots should be ready for departure when reaching the runway-holding position. On receipt of line-up clearance, pilots should ensure, commensurate with safety and standard operating procedure, that they are able to taxi into the correct position if not already at the hold, and line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or completed its landing run and has passed the holding point.

5.2.2 Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion when lined-up on the runway should be kept to the minimum required.

5.2.3 Pilots who require additional time for departure shall notify ATC before entering the runway and wait for instructions.

5.2.4 Pilots should ensure that they are able to commence the take-off roll once the take-off clearance is issued.

5.2.5 ATC may cancel the departure clearance and instruct the aircraft to vacate the runway in case the conditional departure clearance is not complied with.

### **6. REDUCED DISTANCES AND PROCEDURES FOR INTERSECTION TAKE-OFF**

#### **6.1 Reduced distances and intersection take-off positions**

6.1.1 Reduced declared distances applicable for intersection take-off are described in LATI AD-2.13.

6.1.2 Intersection take-off positions shall be TWY E and D for RWY 17 and TWY C for RWY 35.

#### **6.2 Procedures for intersection take-off**

6.2.1 Subject to the conditions in paragraph 6.2.2, an aircraft may be cleared to depart from a published intersection

take-off position upon request of the pilot or if initiated by aerodrome controller and accepted by the pilot.

- 6.2.2 Intersection take-off clearance shall be issued for aircraft category A and B from intersection take-off positions described in paragraph 6.1.2 and for aircraft category C only from intersection take-off position at TWY E.
- 6.2.3 Information on the TORA from the intersection shall be issued when requested by an aircraft or whenever deemed necessary by the aerodrome controller.
- 6.2.4 The following radiotelephony (RTF) phraseology shall be used for intersection take-off:

Circumstances	Phraseologies
Request for departure from an intersection take-off position	*REQUEST DEPARTURE FROM INTERSECTION E, D or C RUNWAY 17 or 35. * Denotes pilot transmission.
Approval of requested departure from an intersection take-off position	TAKE-OFF FROM INTERSECTION E, D or C RUNWAY 17 or 35 APPROVED.
Denial of requested departure from an intersection take-off position	NEGATIVE TAKE-OFF FROM INTERSECTION E, D or C RUNWAY 17 or 35. YOU HAVE TO USE FULL LENGTH OF RUNWAY.
ATC – initiated intersection take-off	ADVISE, ARE YOU ABLE TO DEPART FROM INTERSECTION E, D or C RUNWAY 17 or 35?
Advising take-off run available (TORA) from an intersection take-off position	TAKE-OFF RUN FROM INTERSECTION E, D or C RUNWAY 17 or 35 is (distances in metres).

## 7. REMOVAL OF DISABLED AIRCRAFT FROM RUNWAY

- 7.1 When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible.
- 7.2 If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.
- 7.3 The Aerodrome Coordinator for the removal of disabled aircraft at Tirana International Airport (TIA) is the Aerodrome Duty Manager (ADM), Tel: +355 4 238 1753; Mob: +355 69 20 22 005.
- 7.4 Procedures relating to disabled aircraft removal are contained in TIA Disabled Aircraft Recovery Manual.

## LATI AD 2.21 NOISE ABATEMENT PROCEDURES

In course of preparation.

## LATI AD 2.22 FLIGHT PROCEDURES

### 1. GENERAL

#### 1.1 Types of ATS surveillance service

- 1.1.1 Tirana APP shall normally provide air traffic control services with the use of ATS surveillance system to all aircraft operating in the Tirana TMA and portions of ATS routes feeding Tirana TMA.
- 1.1.2 Tirana APP shall provide flight information and alerting service with the use of ATS surveillance system to all aircraft operating in the Tirana TMA and portions of ATS routes feeding Tirana TMA and, as far as practicable, outside controlled airspace within the Tirana FIR below FL 115, if requested (see GEN 3.3).

### 2. PROCEDURES FOR IFR FLIGHTS WITHIN TIRANA TMA/CTR

#### 2.1 Procedures for inbound aircraft

- 2.1.1 Aircraft inbound to Tirana Airport via the airways system will be routed via the RNAV 1 Standard Terminal Arrival Routes (STARs) detailed at LATI AD 2.24-19 to LATI AD 2.24-21.

- 2.1.2 RNAV 1 STARs are available to aircraft which are equipped and operated in accordance with the requirements of EASA CS-ACNS and approved by their State of Registry for RNAV 1 operations.
- 2.1.3 Aircraft will follow the appropriate RNAV 1 STAR to the Initial Approach Fix (IAF) for either ILS/RNP/VOR RWY 17 or RNP/VOR RWY 35 approach procedures.
- 2.1.4 RNP approach procedures with LNAV and LNAV/VNAV minima are in use for both runways.
- 2.1.5 Pilots unable to comply with RNAV 1 must notify ATC as soon as possible.
- 2.1.6 Standard arrival routes for aircraft inbound to Tirana Airport from the airways system for non-RNAV 1 aircraft will be via the existing airways structure.

Inbound from	Via	Route
North	M127	ALELU - RINAV - TRN
	L607	PETAK - TRN
West	P92	PAPIZ - DIRES - TRN
	M26	GOKEL - DITAN - TRN
South	L604	DIMIS - ADDER - ELBAK - TRN
East	P92	MAVAR - ODRAS - TRN

- 2.1.7 Non-RNAV 1 aircraft will be cleared direct from the VOR TRN holding pattern to carry out an approach procedure. When cleared, descend in the holding pattern to 7000 ft, then carry out the required procedure in accordance with the instrument approach charts.
- 2.1.8 During arrival phase, aircraft speed is limited to a maximum of 250 KT IAS below FL 120.
- 2.1.9 During approach phase, aircraft shall maintain an indicated airspeed (IAS) of 180 knots from IF until 10 NM to the threshold, and 160 knots IAS from 10 NM until 4 NM to the threshold.
- 2.1.10 Alternatively, the air traffic control unit concerned may give other instructions for speed in order to keep a smooth traffic flow.
- 2.1.11 Pilots unable to conform to the assigned speeds, shall promptly inform ATC, and state what speeds may be used.

## 2.2 Holding

- 2.2.1 RNAV Holding Procedures are established at INDAL and TINKI as detailed on the appropriate RNAV STAR charts.
- 2.2.2 Holding patterns for use following a missed approach are established at INDAL and TALLU as detailed on the appropriate instrument approach charts.
- 2.2.3 From the holding patterns, aircraft will normally be directed by the Radar Controller inbound respective IAF to carry out an instrument approach procedure. When traffic conditions permit, suitably equipped and approved aircraft will be permitted to carry out an RNP Approach Procedure appropriate to the landing direction.

## 2.3 Approach procedures with ATS surveillance system control

- 2.3.1 When inbound traffic is being sequenced by ATS surveillance system, the approach procedure will be flown under directions from the approach controller.
- 2.3.2 Aircraft will be given a track to take up according to the runway-in-use and will be allocated a level. Changes of heading or level will be made only on instructions from the approach controller except in the case of radio communication failure.
- 2.3.3 In the event of ATS surveillance system failure, procedures as defined for ATS surveillance approach will apply.
- 2.3.4 The ATC shall advise an aircraft being vectored for an instrument approach of its position at least once prior to the commencement of final approach.



- 2.3.5 When giving distance information, the approach controller shall specify the point or navigation aid to which the information refers.
- 2.3.6 Aircraft vectored for final approach should be given a heading or a series of headings calculated to close with the final approach track. The final vector shall enable the aircraft to be established on the final approach track prior to intercepting the specified or nominal glide path of the approach procedure from below, and should provide an intercept angle with the final approach track of 45 degrees or less.
- 2.3.7 Depending on the traffic situation, ATC may vector the aircraft to be established on the final approach track inbound the respective IF for instrument approaches.
- 2.3.8 Whenever an aircraft is assigned a vector which will take it through the final approach track, it should be advised accordingly, stating the reason for the vector.
- 2.3.9 The pilot should be advised of the number in the sequence for landing at least once prior to commencement of the final approach.
- 2.3.10 In the event of a complete radio communication failure in an aircraft, the pilot is to adopt procedures detailed at LATI AD 2.24-23 for aircraft being vectored.
- 2.3.11 In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures detailed in ENR 1.6 will be brought into use.
- 2.3.12 If radio communications fails at the ATC Unit when under radar control, pilots are to contact Tirana Tower on 122.510 MHZ for new instructions.

## **2.4 Precision approaches**

- 2.4.1 A precision approach ILS CAT I Procedure is in use for Runway 17 only. ILS/DME (ITR) is collocated with GP. ITR DME is zero ranged to threshold RWY 17.
- 2.4.2 Aircraft shall follow the appropriate RNAV 1 STAR or be vectored either onto the ILS localiser course or onto an appropriate closing heading (roughly 30 degrees from the final approach track) to enable the pilot to complete the turn onto the final approach track. Approach controller shall instruct the pilot to report established on the ILS localiser and, if necessary, shall continue to give heading instructions until this report is received. When established on the ILS localiser the pilot shall be either cleared to descend on the glide path or given appropriate alternative level instructions.
- 2.4.3 When clearance for the approach is issued, aircraft shall maintain the last assigned level until intercepting the specified or nominal glide path of the approach procedure. If ATC requires an aircraft to intercept the glide path at a level other than a level flight segment depicted on the instrument approach chart, ATC shall instruct the pilot to maintain the particular level until established on the glide path.

## **2.5 Visual approaches for arriving IFR flights**

- 2.5.1 Controllers shall exercise caution in initiating a visual approach when there is a reason to believe that the flight crew concerned is not familiar with the aerodrome and its surrounding terrain. Controllers should also take into consideration the prevailing traffic and meteorological conditions when initiating visual approaches.
- 2.5.2 Clearance for visual approach shall be issued only after the pilot has reported the aerodrome or the preceding aircraft in sight, at which time vectoring would normally be terminated.
- 2.5.3 An aircraft shall not be cleared to execute a visual approach procedure at night.
- 2.5.4 Visual approach procedures are detailed at ENR 1.5, subsection 2.2.

## **2.6 Missed approaches**

- 2.6.1 Missed approach procedures are detailed at LATI AD 2.24-25 to 2.24-33.
- 2.6.2 ATC shall always be aware of the possibility of a missed approach and, unless in VMC and conducting a visual circuit, the need for aircraft carrying out a missed approach to maintain specified climb gradients due to terrain. Succeeding arrivals and/or other flights shall not be cleared to the same level, or cleared to operate within the missed approach area if there is any possibility of the aircraft flight paths conflicting.

2.6.3 When issuing instructions for a missed approach to a flight conducting an instrument approach procedure, the ATC should adhere to the published missed approach procedure. The ATC should issue modifications to the published missed approach procedure only in presence of safety reasons.

## 2.7 Loss of communication procedures

2.7.1 In the event of a complete radio communications failure in an aircraft, the pilot is to adopt the appropriate procedures detailed at GEN 3.3.

## 2.8 Procedures for outbound aircraft

2.8.1 RNAV 1 SIDs for aircraft joining the airways system are detailed at LATI AD 2.24-15 to 2.24-17.

2.8.2 RNAV 1 SIDs are available to aircraft which are equipped and operated in accordance with the requirements of EASA CS-ACNS and approved by their State of Registry for RNAV 1 operations.

2.8.3 ATC will normally deliver clearance for RNAV 1 SIDs. Aircraft not capable of flying the RNAV 1 SIDs or are non-GNSS equipped will be issued Omni-Directional Departures together with appropriate ATC instructions to access the airways system.

2.8.4 The Omni-Directional Departures (ODDs) are defined in the table below:

Runway	Description	Restrictions
17	Proceed RWY heading climbing to 6500 ft. Passing 800 ft, turn at own discretion, remaining in the sector between 142° (M) and 009° (M). Reaching 6500 ft expect radar vectoring from Tirana ACC according to the planning. Minimum PDG 7% (425 ft/NM) until 6500 ft.	No turns before DER. See Aerodrome Obstacle Chart and LATI AD-2.10 Aerodrome Obstacles.
35	Proceed RWY heading climbing to 6500 ft. Passing 800 ft, turn at own discretion, remaining in the sector between 147° (M) and 008° (M). Reaching 4000 ft expect radar vectoring from Tirana ACC according to the planning. Minimum PDG 7% (425 ft/NM) until 6500 ft.	No turns before DER. See Aerodrome Obstacle Chart and LATI AD-2.10 Aerodrome Obstacles.

2.8.5 Departing flights should normally be cleared via the appropriate RNAV 1 SID until such time as the aircraft level and rate of climb enable either tactical vectoring to take place if required, or a direct route offered.

2.8.6 Departing aircraft shall be identified and their Mode C verified in accordance with the procedures specified in ENR 1.6, subsection 2.

2.8.7 Departing aircraft shall not exceed 250 knots IAS in the climb-out area until reaching 10000 feet. If unable to comply with this speed restriction, pilots will advise ATC as follows:

- Prior to take-off: Pilots will inform ATC of the minimum or maximum acceptable speed before requesting start-up clearance. ATC will either accommodate the request or issue an alternative clearance;
- After take-off: Pilots will inform ATC of the minimum or maximum speed they will be maintaining.

## 2.9 Visual departures

2.9.1 A visual departure is a departure by an IFR flight when either part or all of an instrument departure procedure is not completed and the departure is executed in visual reference to terrain.

2.9.2 An IFR flight may be cleared to execute a visual departure:

- when requested by the pilot; or
- prior to take-off, when initiated by APP/TWR controller and accepted by the pilot by a read-back of the ATC clearance.

- 2.9.3 To execute a visual departure, the aircraft take-off performance characteristics shall allow them to make an early turn after take-off. When implemented, visual departure shall be applied under the following conditions:
- the meteorological conditions in the direction of take-off and the following climb-out shall not impair the procedure up to minimum sector altitude (MSA);
  - the procedure shall be applied during the daytime;
  - the pilot shall be responsible for maintaining obstacle clearance until the specified altitude (MSA). Further clearance (route, heading, point) shall be specified by APP controller; and
  - separation shall be provided between an aircraft cleared to execute a visual departure and other departing and arriving aircraft.

- 2.9.4 Flight crew acceptance of the clearance for visual departure will indicate that the aircraft take-off performance characteristics allow an early turn after take-off.

- 2.9.5 Any additional local restrictions shall be agreed on in consultation between the competent authority and operators.

*Note 1: The conditions specified in these procedures are applied even when departing aircraft is cleared via specific radial/tracks after departures.*

*Note 2: During the application of the visual departure, attention is drawn to the requirement to provide timely VFR traffic information deemed relevant for the aircraft executing the visual departure. Flight crews should be made aware when the application of the visual departure may lead the departing aircraft to enter airspace class G.*

## 2.10 Uncertainty of position on the manoeuvring area

- 2.10.1 Except as provided for in paragraph 2.10.2, a pilot in doubt as to the position of the aircraft with respect to the manoeuvring area shall immediately:

- stop the aircraft; and
- simultaneously notify the appropriate ATS unit of the circumstances (including the last known position).

- 2.10.2 In those situations where a pilot is in doubt as to the position of the aircraft with respect to the manoeuvring area, but recognizes that the aircraft is on a runway, the pilot shall immediately:

- notify the appropriate ATS unit of the circumstances (including the last known position);
- if able to locate a nearby suitable taxiway, vacate the runway as expeditiously as possible, unless otherwise instructed by the ATS unit; and then,
- stop the aircraft.

- 2.10.3 A vehicle driver in doubt as to the position of the vehicle with respect to the manoeuvring area shall immediately:

- notify the appropriate ATS unit of the circumstances (including the last known position);
- simultaneously, unless otherwise instructed by the ATS unit, vacate the landing area, taxiway, or other part of the manoeuvring area, to a safe distance as expeditiously as possible; and then,
- stop the vehicle.

- 2.10.4 In the event the aerodrome controller becomes aware of an aircraft or vehicle that is lost or uncertain of its position on the manoeuvring area, appropriate action shall be taken immediately to safeguard operations and assist the aircraft or vehicle concerned to determine its position.

## 2.11 Aeronautical ground lights

- 2.11.1 All aeronautical ground lights shall be operated:

- a. continuously during the hours from sunset to sunrise, unless otherwise provided hereafter or otherwise required for the control of air traffic; and
- b. at any other time when their use, based on weather conditions, is considered desirable for the safety of air traffic.

2.11.2 In addition to paragraph 2.11.1, approach lighting shall also be operated:

1. by day when requested by an approaching aircraft;
2. when the associated runway lighting is operated;
3. as deemed necessary by ATC with pilot's concurrence.

## **2.12 Operations in reduced visibility conditions**

2.12.1 Tirana Airport is not equipped for Cat II/III operations, however to protect Cat I operations a procedure for operations in reduced visibility conditions (ORVC) is in place.

2.12.2 The ORVC procedure will commence when:

1. reported meteorological visibility is less than 1000 m; or
2. RVR at TDZ is less than 650 m; or
3. reported cloud ceiling is 400 ft or less; or
4. part of the maneuvering area is not visible from Aerodrome Control Tower.

2.12.3 In such a situation, if one of the above conditions is met, only one aircraft movement at a time is permitted on the manoeuvring area. A "FOLLOW ME" vehicle is available on standby to assist pilots during taxi upon request and pilots are advised that these procedures can cause delays for inbound and outbound traffic.

2.12.4 All operations are suspended when RVR at TDZ for landings and any RVR for departures is reported less than 550 m. In such a situation, pilots will be informed by RTF and/or ATIS.

2.12.5 The ORVC procedure will be terminated when RVR at TDZ is greater than 650 m and a continuous improvement is expected.

## **3. PROCEDURES FOR VFR FLIGHTS WITHIN TIRANA TMA/CTR**

### **3.1 Procedures for VFR flights within or into the Tirana TMA**

3.1.1 VFR flights shall comply with the provisions of SERA Section 4 when operated within or into the Tirana TMA. Procedures relating to VFR flight plan are detailed at ENR 1.10.

3.1.2 A VFR flight shall establish two-way communication with Tirana APP prior to entering the Tirana TMA, and report, as soon as possible, the time and level of passing each designated compulsory point, together with any other required information.

3.1.3 VFR flights shall be positioned in the approach sequence as instructed by the appropriate ATC unit.

3.1.4 In the event of communications failure in a VFR flight operating in accordance with these procedures, the pilot is to adopt the procedures detailed at GEN 3.3.

### **3.2 Procedures for VFR flights within or into the Tirana CTR**

3.2.1 VFR flights intending to enter Tirana CTR from uncontrolled airspace shall establish, as soon as practicable, two-way RTF communication with Tirana Tower on the appropriate frequency prior to entering Tirana CTR.

3.2.2 An aircraft conducting VFR flight shall enter, transit or exit Tirana CTR via the VFR reporting points depicted on the Visual Approach Chart - ICAO at LATI AD 2.24-35 unless otherwise authorised by ATC.

3.2.3 VFR flights operating within or transiting the Tirana CTR are restricted to fly at or below 2000 ft AMSL

(aerodrome QNH).

3.2.4 When flying in controlled airspace unless otherwise authorised by the ATC Unit, the pilot of the aircraft must file a flight plan (see ENR 1.2 and ENR 1.10), obtain an ATC clearance, maintain a listening watch on the appropriate frequency and comply with any instructions given by the ATC Unit.

3.2.5 In the event of communications failure in a VFR flight operating in accordance with these procedures, the pilot is to adopt the procedures detailed at GEN 3.3.

3.2.6 VFR reporting points are as follows:

Name	Location	Coordinates
ERZED*	Kryqëzimi i Lumenjve Stermas (Rivers' Crossing Stermas)	411543N 0195027E
BRARI	Ura Ferraj (Bridge of Ferraj)	412220N 0195118E
LORJA	Ura e Fanit (Bridge of Fan)	414215N 0194626E
MIMCO	Kepi i Rodonit (Cape of Rodon)	413415N 0193100E
ROBZO	Mali i Robit (Robi Mountain)	411354N 0193133E
ZAZMA	Fshati Roshet (Roshet Village)	410944N 0194404E
MATIA	Rezervuari Marikaj (Reservoir of Marikaj)	412237N 0193823E
TUFIZ	Rezervuari i Qinamit (Reservoir of Qinam)	412433N 0194752E

*\*ERZED point will be used by State aircraft.*

3.2.7 All VFR reporting points are compulsory reporting points.

3.2.8 Arrival and departure routes for VFR flights are not established at Tirana Airport.

3.2.9 VFR reporting points should be used by ATC or when so requested by the pilot of VFR aircraft to join the aerodrome traffic circuit or crossing the runway. The clearance to enter the traffic circuit should be issued to an aircraft whenever it is desired that the aircraft approach the landing area in accordance with current traffic circuits but traffic conditions do not yet allow a landing clearance to be issued. Depending on the circumstances and traffic conditions, an aircraft may be cleared to join at any position in the traffic circuit.

3.2.10 Circuits to the east of the runway are not permitted due to terrain on that side, except for light aircraft and helicopters. Circuits shall be to the west of the runway, with right-hand circuit for RWY 17 and left-hand circuit for RWY 35.

3.2.11 Light aircraft and helicopters may alternatively be cleared for left-hand circuit RWY 17 and right-hand circuit RWY 35.

### 3.3 Special VFR flights

3.3.1 Special VFR clearances for flights within the Tirana CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR flights in ENR 1.2, subsection 3.

3.3.2 Special VFR flights may be authorized to enter Tirana CTR, subject to an ATC clearance, for the purpose of landing, take off and depart from the control zone, cross the Tirana CTR, but not to operate locally within the control zone.

3.3.3 When traffic conditions permit, Special VFR flights shall be authorized by APP Unit in coordination with Tirana TWR, subject to an ATC clearance, only at pilot's request, to operate within the control zone for the purpose of entering or leaving Tirana CTR.

- 3.3.4 Requests for Special VFR clearance to enter or transit Tirana CTR may be made to Tirana APP whilst airborne.
- 3.3.5 Aircraft departing from aerodromes adjacent to Tirana CTR boundary and wishing to enter or cross the control zone may obtain Special VFR clearance either prior to take-off by telephone or by RTF when airborne. In any case, all such requests must specify the ETA for the selected entry VFR points and must be made 10 minutes beforehand.
- 3.3.6 Requests for Special VFR clearance to leave Tirana CTR, depart from Tirana Airport or any airfield/heliport within Tirana CTR shall be made to Tirana TWR prior to take-off either by telephone or by RTF.
- 3.3.7 For departing aircraft asking to operate as special VFR, Tirana TWR shall issue special VFR clearance after coordinating with Tirana APP control unit.
- 3.3.8 Special VFR clearance for arriving and departing flights is only granted without affecting normal IFR flights. IFR traffic will always have priority over Special VFR traffic. The priority afforded to IFR aircraft over Special VFR aircraft, however, is not intended to be so rigidly applied that inefficient use of airspace results.
- 3.3.9 The list of type of operations subject to permit by the competent authority to deviate from the requirements for special VFR flights is not exhaustive. The competent authority may grant a permit for other kinds of helicopter operations such as power line inspections, helicopter hoist operations.
- 3.3.10 When the reported ground visibility at the aerodrome is less than 1 500 m, air traffic control units may issue a special VFR clearance for a flight crossing the control zone and not intending to land at an aerodrome within the control zone, or enter the aerodrome traffic circuit when the flight visibility reported by the pilot is not less than 1 500 m, or for helicopters, not less than 800 m.

**LATI AD 2.23 ADDITIONAL INFORMATION****1. DEVIATION ACCEPTANCE AND ACTION DOCUMENTS (DAAD), SPECIAL CONDITIONS (SC) AND EQUIVALENT LEVEL OF SAFETY (ELOS)**

Reference number	Description
<b>DAAD.001</b>	<b>Grading of runway strips</b>  ADR-DSN.B. 175 (c) non-compliant: The transition from the paved surfaces to the graded area is constructed inadequately and with significant steps. ADR-DSN.B.175 (g) non-compliant: Blast pad is provided for Runway-17 only.
<b>DAAD.002</b>	<b>Strength of runway strips</b>  CS ADR-DSN.B.190/ C.235: Some areas of the runway strip and RESA measure below 15 CBR.
<b>DAAD.004</b>	<b>Siting of equipment and installations on operational areas</b>  CS ADR-DSN.T.915 (g) non-compliant: In the non-graded area southeast of Runway 35, there are non-frangible equipment and installations, specifically the ILS glide path antenna, building and generator.
<b>Special Condition 001</b>	<b>Precision approach CAT I lighting system</b>  Due to presence of the river, a barrette is missing in the precision approach CAT 1 lighting system on RWY 17, therefore PALS<900m.
<b>Special Condition 002</b>	<b>Siting of equipment and installations on operational areas</b>  In the direction of runway 35, within 240m from runway strip end and within 60m from the extension of the runway centreline there are objects/ installations that do not serve for air navigation and that are not frangible (road and perimeter fence of the airport).

**2. BIRD CONTROL AND ANIMAL HAZARD**

- 2.1 The warning regarding the presence of bird and animal hazards can be passed to aircraft via Tirana Aerodrome Control Tower.
- 2.2 Tirana Airport Operations will carry out bird patrols on a continuous basis throughout the day with additional specific inspection on the runways and strips as follows:
- a. at the request of the Tower Controller or Aircrew via the Tower Controller;
  - b. during period of agricultural activity and/or bird migration in the vicinity of the airport.
- 2.3 In the event of a prolonged problem with birds on or in the vicinity of the airport, details will be promulgated by NOTAM. This will only cover periods of short or medium duration and will be cancelled when the hazard ceases to exist.

**LATI AD 2.24 CHARTS RELATED TO THE AERODROME**

<b>Name</b>	<b>Page</b>
Aerodrome Chart (ADC) - ICAO	LATI AD 2.24 - 1
Aircraft Parking/Docking Chart (APDC) - ICAO	LATI AD 2.24 - 3
Aerodrome Ground Movement Chart (AGMC) - ICAO	LATI AD 2.24 - 5
Aerodrome Obstacle Chart (AOC) - ICAO Type A RWY 17	LATI AD 2.24 - 7
Aerodrome Obstacle Chart (AOC) - ICAO Type A RWY 35	LATI AD 2.24 - 9
Omni-Directional Departure Area - RWY 17	LATI AD 2.24 - 11
Omni-Directional Departure Area - RWY 35	LATI AD 2.24 - 13
Standard Departure Chart - Instrument (SID) - ICAO RNAV RWY 17	LATI AD 2.24 - 15
Standard Departure Chart - Instrument (SID) - ICAO RNAV RWY 35	LATI AD 2.24 - 17
Standard Arrival Chart - Instrument (STAR) - ICAO RNAV RWY 17	LATI AD 2.24 - 19
Standard Arrival Chart - Instrument (STAR) - ICAO RNAV RWY 35	LATI AD 2.24 - 21
ATC Surveillance Minimum Altitude Chart - ICAO	LATI AD 2.24 - 23
Instrument Approach Chart (IAC) - ICAO ILS or LOC RWY 17	LATI AD 2.24 - 25
Instrument Approach Chart (IAC) - ICAO VOR RWY 17	LATI AD 2.24 - 27
Instrument Approach Chart (IAC) - ICAO VOR RWY 35	LATI AD 2.24 - 29
Instrument Approach Chart (IAC) - ICAO RNP RWY 17	LATI AD 2.24 - 31
Instrument Approach Chart (IAC) - ICAO RNP RWY 35	LATI AD 2.24 - 33
Visual Approach Chart (VAC) - ICAO	LATI AD 2.24 - 35



**LATI AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION****VOR RWY 17 and RNP RWY 17 Approach Procedures**

ID	Type	Latitude	Longitude	Elevation (ft)	Penetration (ft)
LATI_E106	Tree	41° 25' 47.51"N	019° 42' 59.37"E	163.7	25.9
LATI_22_189	Tree	41° 25' 47.88"N	019° 43' 00.89"E	163.2	24.5
LATI_22_185	Tree	41° 25' 46.62"N	019° 42' 59.51"E	159.1	24.3
LATI_22_186	Tree	41° 25' 47.12"N	019° 42' 59.70"E	159.9	23.4
LATI_458	Tree	41° 25' 55.63"N	019° 43' 14.47"E	180.0	19.1
LATI_22_249	Tree	41° 25' 49.99"N	019° 42' 59.88"E	164.2	18.3
LATI_C1006	Tree	41° 25' 48.93"N	019° 43' 00.48"E	158.7	16.5
LATI_C9010	Tree	41° 25' 49.23"N	019° 43' 00.75"E	158.8	15.6
LATI_22_250	Tree	41° 25' 53.11"N	019° 43' 03.10"E	164.5	9.1
LATI_22_251	Tree	41° 25' 53.25"N	019° 43' 03.24"E	163.6	7.8
LATI_22_294	Tree	41° 25' 52.45"N	019° 43' 01.14"E	160.3	6.5
LATI_22_295	Tree	41° 25' 52.30"N	019° 43' 01.07"E	159.6	6.4
LATI_22_366	Tree	41° 25' 56.05"N	019° 43' 09.28"E	165.6	2.1

THIS PAGE INTENTIONALLY LEFT BLANK