

REPUBLIC OF ALBANIA

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**1. Amendment content:****LAAA**

- Updating the list of differences from ICAO Standards and Procedures (GEN 1.7);
- Introduction of the projections used for drafting aeronautical charts (GEN 2.1).

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.**4. This AIP amendment incorporates information contained in the following publications:****NOTAM:**

Nil

SUP:

Nil

AIC:

Nil

5. Insert / remove the pages as shown in list on the next page:

Insert the following pages

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GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
<i>NR/Year</i>	<i>Publication date</i>	<i>Effective date</i>	<i>Inserted by</i>
004/2024	30-May-2024	11-Jul-2024	
005/2024	25-Jul-2024	05-Sep-2024	
006/2024	22-Aug-2024	03-Oct-2024	
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003/2025	26-Jun-2025	07-Aug-2025	
004/2025	18-Sep-2025	30-Oct-2025	

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001/2025	23-Jan-2025	23-Jan-2025	
002/2025	27-Nov-2025	27-Nov-2025	

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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. DIFFERENCES FROM ICAO STANDARDS AND RECOMMENDED PRACTICES

Significant differences from ICAO Standards and Recommended Practices are identified in the tables below.

Annex 1: Personnel Licensing (14 th Edition, AMDT 179)		
Reference	Description of difference	Remarks
NIL		

Annex 2: Rules of the Air (11 th Edition, AMDT 48)		
Reference	Description of difference	Remarks
Chapter 3 3.2.2	SERA.3210(b), specifies: '(b) An aircraft that is aware that the maneuverability of another aircraft is impaired shall give way to that aircraft.'	New provision.
Chapter 3 3.2.3.2(b)	SERA.3215(b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2(b) of the underlined text): '(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable;'	New provision.
Chapter 3 3.2.5(c) and (d)	SERA.3225 differs from ICAO Standard in Annex 2, 3.2.5(c) and 3.2.5(d) in that it specifies that subparagraphs (c) and (d) do not apply to balloons: '(c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; (d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.'	New provision.
Chapter 3 3.3.1.2	ICAO Annex 2, 3.3.1.2 is replaced with SERA.4001(b) with some differences as follows: With regards to VFR flights planned to operate across international borders, SERA.4001(b)(5) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the underlined text, as follows: 'any flight across international borders, unless otherwise prescribed by the States concerned.' With regard to VFR and IFR flights planned to operate at night, the following requirement is added to point SERA.4001(b)(6): '(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome'	New provision.

Annex 2: Rules of the Air (11 th Edition, AMDT 48)		
Reference	Description of difference	Remarks
Chapter 3 3.2.2.4	SERA.3210(c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4 by specifying that: '(i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.'	New provision.
Chapter 4 4.6	ICAO Annex 2, 4.6, is replaced with SERA.5005, introducing the obstacle clearance criteria in (f), as follows: '(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown: (1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft; (2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.'	

Annex 3: Meteorological Service for International Air Navigation (20 th Edition, AMDT 81)		
Reference	Description of difference	Remarks
Chapter 5	SERA.12005 specifies: (b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.	New provision.
Chapter 7 7.1.1	Information about the atmospheric conditions can only be obtained by forecast data no observed data available.	Planned to have AMDAR within 2027.
Chapter 7 7.2.1	Information about the atmospheric conditions can only be obtained by forecast data no observed data available.	Planned to have AMDAR within 2027.
Chapter 9 9.5	Meteorological information for use by aircraft in flight is not provided.	Planned to implement VOLMET in 2027.

Annex 4: Aeronautical Charts (11 th Edition, AMDT 62)		
Reference	Description of difference	Remarks
Chapter 2 2.1.8	In Albania the basic sheet size of the charts is 297 mm x 210 mm (A4).	Reduction in sheet size would reduce the area of coverage and the amount of data published.
Chapter 2 2.3.4	The name and adequate address of the producing agency are not shown in the margin of the chart.	The chart is published as part of AIP.
Chapter 3 3.3.2	Linear dimensions are shown to the nearest metre.	Work is currently underway to achieve compliance with this standard.

Annex 11: Air Traffic Services (15 th Edition, AMDT 53)		
Reference	Description of difference	Remarks
Chapter 3	<p>SERA.5010 specifies:</p> <p>SERA.5010 Special VFR in control zones</p> <p>Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:</p> <p>(a) such flights may be conducted during day only;</p> <p>(b) by the pilot:</p> <p>(1) clear of cloud and with the surface in sight;</p> <p>(2) the flight visibility is not less than 1500 m or, for helicopters, not less than 800 m;</p> <p>(3) fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and</p> <p>(c) an air traffic control unit shall not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:</p> <p>(1) the ground visibility is not less than 1500 m or, for helicopters, not less than 800 m;</p> <p>(2) the ceiling is less than 180 m (600 ft).</p>	New provision.
Chapter 2 2.11.3.2	A lower limit of a control area is not established at a height above the ground or water of not less than 200 m (700 ft) in the mountainous areas.	<p>If this rule is implemented in the TMA, the minimum altitude for the RVA sectors would be increased, making it almost impossible for IFR flights to descend normally from the Intermediate Fix (IF).</p> <p>Aircraft flying under VFR conditions can freely operate within the TMA down to 500 ft below the minimum altitude of the RVA sectors, as long as air traffic control and safety requirements are met.</p>

Annex 12: Search and Rescue (9 th Edition, AMDT 19)		
Reference	Description of difference	Remarks
NIL		

Annex 13: Aircraft Accident and Incident Investigation (13 th Edition, AMDT 19)		
Reference	Description of difference	Remarks
NIL		

Annex 14, Volume I: Aerodrome Design and Operations (9th Edition, AMDT 18) (For aerodromes not in the scope of DCM 1095/2020)		
Reference	Description of difference	Remarks
Chapter 2 2.6.2	ACR-PCR methodology is transposed, but not yet implemented.	

Annex 14 Volume I: Aerodrome Design and Operations (9th Edition, AMDT 18) (For aerodromes within the scope of DCM 1095/2020)		
Reference	Description of difference	Remarks
Chapter 1 1.1.89	The definition includes an additional runway surface condition 'specially prepared winter runway'.	
Chapter 2 2.9.5	Two additional terms are used for the description of the runway surface condition, namely 'SPECIALLY PREPARED WINTER RUNWAY' and 'SLIPPERY WET'.	
Chapter 2 2.12	Requirements on visual approach slope indicator system have been partially transposed as Guidance Materials.	
Chapter 3 3.3.1	The provision of the runway turn pad is conditional due to the inclusion of the words 'if required' in the relevant Certification Specification.	
Chapter 5 5.2.1.3	Runway side stripe markings may also continue across the intersection.	
Chapter 5 5.3.5.44	The relevant Certification Specification foresees one more case where an object or an extension to an existing object may penetrate the obstacle protection surface that is when after the safety assessment, it is determined that the object would not adversely affect the safety of operations of aeroplanes.	
Chapter 5 5.3.5.45	The relevant Certification Specification does not foresee the removal of existing objects.	
Chapter 9 9.2.2	The provision of specialist firefighting equipment appropriate to the hazard risk is not foreseen.	
Chapter 9 9.9.4	The presence of equipment/installations is allowed after a safety assessment regarding safety and regularity.	

Annex 14, Volume II: Helicopters (5th Edition, AMDT 10) (For VFR heliports or parts thereof located at aerodromes falling in the scope of DCM 1095/2020)		
Reference	Description of difference	Remarks
NIL		

Annex 15: Aeronautical Information Services (16th Edition, AMDT 43)		
Reference	Description of difference	Remarks
Chapter 5 5.3.4.2	Aerodrome mapping data sets are not made available for aerodromes regularly used by international civil aviation.	Albania is working towards developing a policy that will enable compliance with the aerodrome mapping data sets requirements.

Doc 8168, Volume II: Construction of Visual and Instrument Flight Procedures (7 th Edition, AMDT 10)		
Reference	Description of difference	Remarks
Part III - Section 3, Chapter 3, 3.2.2	The final approach length of 8.4 NM is more than the optimum length as per PANS-OPS Vol II, Part III - Section 3, Chapter 3, 3.2.2 which states: <i>The optimum length is 9.3 km (5.0 NM).</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part I – Section 4, Chapter 5, 5.3.1.1	The descent gradient of 3.5° (6.1%) in the final approach is higher than the optimum gradient as per PANS-OPS Vol II, Part I - Section 4, Chapter 5, 5.3.1.1 which states: <i>The minimum/optimum descent gradient is 5.2 per cent for the final approach segment of a non-precision approach with FAF.</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part I – Section 4, Chapter 7, Appendix 2, 2.7	The descent gradient of 3.5° (6.1%) in the final segment of the prescribed track is higher than the optimum gradient as per PANS-OPS Vol II, Part I — Section 4, Chapter 7, Appendix 2, 2.7 which states: <i>When a minimum altitude has to be maintained at the beginning of this segment, the procedures designer should check its length to allow a final descent gradient less than 10 per cent (optimum: 5.2 per cent/3°).</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part I – Section 4, Chapter 6, 6.2.2.2	The climb gradient of 4.0% in the missed approach providing the lowest OCA is higher than the nominal gradient as per PANS-OPS Vol II, Part I — Section 4, Chapter 6, 6.2.2.2 which states: <i>The nominal climb gradient (tan Z) of the missed approach surface is 2.5 per cent [...] Additional climb gradients of 3, 4 or 5 per cent may also be specified. These may be used by aircraft whose climb performance permits the operational advantage of the lower OCA/H associated with these gradients, with the approval of the competent authority.</i>	The promulgated climb gradients in the missed approach are insufficient to reach the minimum holding altitude at the IAF. If unable to comply, additional altitude can be gained to above the MSA by following the initial approach segment from the IAF, instead of entering the holding at the IAF, or alternatively by proceeding for another approach upon passing the IAF.
Part I – Section 3, Chapter 2, 2.7.4	The increased PDG of 4.3% after reaching 5000 ft is a deviation from PANS-OPS Vol II, Part I - Section 3, Chapter 2, 2.7.4 which states: <i>Where the PDG is increased to avoid a penetrating obstacle, the PDG shall be reduced to 3.3 per cent at the point past the critical obstacle where obstacle clearance of 0.8 per cent of the distance from the DER can be provided.</i>	Deviation is considered acceptable and preferable from an operational perspective, taking into account the aircraft types that are expected to operate on Kukes Airport.
Part I – Section 3, Chapter 3, 3.3.4 c)	The speed limit of 180 kts IAS in the turn towards KU701 is a deviation from PANS-OPS Vol II, Part I - Section 3, Chapter 3, 3.3.4 c) which states: <i>reduced speeds not less than 1.1 times the IAS tabulated for "intermediate missed approach" in Section 4, Chapter 1, Tables I-4-1-1 and I-4-1-2 may be used. For Cat D aircraft this corresponds to a speed of 204 kts IAS (1.1 times 185).</i>	Deviation is considered acceptable and preferable from an operational perspective, taking into account the aircraft types that are expected to operate on Kukes Airport.

Doc 8168, Volume II: Construction of Visual and Instrument Flight Procedures (7 th Edition, AMDT 10)		
Reference	Description of difference	Remarks
Part I – Section 3, Chapter 2, 2.2.6	The increased PDG of 9.5% till reaching 5000 ft is non-standard as per PANS-OPS Vol II, Part I - Section 3, Chapter 2, 2.2.6 which states: <i>The standard procedure design gradient (PDG) is 3.3 per cent.</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part I – Section 2, Chapter 1, 1.7	The 175% MOC over a single obstacle and a small patch of high terrain is less than the maximum MOC to be considered for mountainous areas as indicated by PANS-OPS in Vol II, Part I - Section 2, Chapter 1, 1.7: <i>When procedures are designed for use in mountainous areas, consideration must be given to induced altimeter error and pilot control problems which result when winds of 37 km/h (20 kt) or more move over such areas. Where these conditions are known to exist, MOC should be increased by as much as 100 per cent.</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part I – Section 4, Chapter 8, 8.3	As per PANS-OPS Vol II, Part I - Section 4, Chapter 8, 8.3 which states: <i>"The sectors should normally coincide with the quadrants of the compass. However, when topographical or other conditions make it desirable, the boundaries of the sectors may be chosen to obtain the most favourable minimum sector altitudes."</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part III – Section 3, Chapter 2, 2.2.2	MSAs are not based on the ARP.	The end points of LATI RNAV 1 STARs are used to create the MSA instead of the ARP, as pilots normally prefer a point depicted on the chart.

Doc 8168, Volume III: Aircraft Operating Procedures (1 st Edition, AMDT 3)		
Reference	Description of difference	Remarks
NIL		

Doc 10066: Aeronautical Information Management (1 st Edition, AMDT 3)		
Reference	Description of difference	Remarks
NIL		

Doc 7030: Regional Supplementary Procedures (5 th Edition, AMDT 9)		
Reference	Description of difference	Remarks
NIL		

Doc 9981: Procedures for Air Navigation Services - Aerodromes (3 rd Edition, AMDT 5)		
Reference	Description of difference	Remarks
NIL		

GEN 2 TABLES AND CODES**GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS****1. UNITS OF MEASUREMENT**

- 1.1 The units of measurement used in Albania are in accordance with the International System of Units (SI) as specified in ICAO Annex 5, Chapter 3.

Measurement of	Units
Distance used in navigation, position reporting etc. - generally in excess of 2 or 3 nautical miles	Nautical miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Metres
Altitudes, elevations and heights	Feet and Flight Levels
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility < 5000 metres (including RVR)	Metres
Visibility > 5000 metres	Kilometres
Distance from cloud	Metres
Depth of runway deposit	Centimetres or millimetres
Altimeter setting	Hectopascals
Temperature Degrees	Celsius (Centigrade)
Weight/mass	Metric tonnes or kilogrammes
Date/Time	Year, Month, Day, Hour and Minute, the day of 24 hours beginning at midnight Co-ordinated Universal Time

- 1.2 Where ICAO Annex 5 permits the use of non-SI alternative units these are shown in parentheses following the basic units.

2. TEMPORAL REFERENCE SYSTEM

- 2.1 The Gregorian calendar and Coordinated Universal Time (UTC) are used as the temporal reference system.
- 2.2 Time periods published in AIS products are in Co-ordinated Universal Time (UTC) except where otherwise stated.
- 2.3 Daylight saving time is UTC plus 1 hour. The expression "summer period" indicates that part of the year in which "daylight saving time" is in force. The other part of the year is named the "winter period". Times applicable during the "summer period" are given in brackets.
- 2.4 The "summer period" is introduced every year on the last Sunday in MAR at 01:00 UTC and ceases on the last Sunday in OCT at 01:00 UTC.

3. HORIZONTAL REFERENCE SYSTEM

- 3.1 The World Geodetic System – 1984 (WGS-84) is used as the horizontal reference system. Geographical coordinates, indicating latitude and longitude, are expressed in terms of WGS-84 geodetic reference datum.
- 3.2 En-route and Terminal Charts are drafted on the Transverse Mercator Projection. The Lambert Conformal

Conic Projection is used for drafting the Aeronautical Chart 1:500 000.

3.3 In those particular cases where geographical coordinates have been transformed into WGS-84 coordinates by mathematical means and whose accuracy of original field work does not meet the applicable requirements contained in the aeronautical data catalogue, they should be identified until the time when they can be compliant.

3.4 The identification of those coordinates that do not meet the accuracy requirements will be done with an asterisk (*) following the value concerned.

4. VERTICAL REFERENCE SYSTEM

4.1 Mean Sea Level (MSL) datum is used as the vertical reference system.

4.2 The Earth Gravitational Model - 1996 (EGM-96) is used as the global gravity model.

4.3 The identification of those elevations/geoid undulations that do not meet the accuracy requirements will be done with an asterisk (*) following the value concerned.

5. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

The nationality mark for civil aircraft registered in Albania are the letters ZA. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. ZA-ADE.

6. PUBLIC HOLIDAYS

The following dates are notified as public holidays.

Name	Date/Day
New Year's Day	1, 2 January
Summer Day	14 March
Catholic Easter	Catholic Easter Sunday
Orthodox Easter	Orthodox Easter Sunday
Nevruz Day	22 March
Labour Day	1 May
End of Ramadan	According to Muslim Calendar
Feast of Sacrifice	According to Muslim Calendar
Saint Teresa Santification Day	5 September
Albanian Language Alphabet Day	22 November
Independence Day	28 November
Liberation Day	29 November
National Youth Day	8 December
Christmas Day	25 December

Note: Banks and public institutions are closed during Saturdays and Sundays, as well as on public holidays.