

REPUBLIC OF ALBANIA

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AIRAC AMDT 004/2025

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**1. Amendment content:****LATI**

- Introduction of new South Apron 400 (LATI AD 2.8, LATI AD 2.24-1, LATI AD 2.24-3 and LATI AD 2.24-5);
- Introduction of new TWY Y (LATI AD 2.8, LATI AD 2.24-1, LATI AD 2.24-3 and LATI AD 2.24-5);
- Introduction of new Hot Spot and Tug Release Points in Aerodrome Ground Movement chart (LATI AD 2.24-5);
- Clarification of taxi-out procedures (no push-back) for aircraft exiting Apron 300 via TWY Y (LATI AD 2.20.2);
- Designation of Ground Handling Personnel as primary marshalling agents at parking stands (LATI AD 2.20.2).

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:

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GEN 0.2 RECORD OF AIP AMENDMENTS

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004/2024	30-May-2024	11-Jul-2024	
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- i. Military Exercise and Training Areas – Index Chart
This chart portrays areas of established military training activity and military exercises within the Tirana FIR taking place at regular intervals.
- j. Aerial Sporting and Recreational Activities – Index Chart
This chart portrays areas of intensive aerial sporting and recreational activities within the Tirana FIR.
- k. Standard Departure Chart - Instrument (SID) - ICAO
This chart provides the flight crew with information to enable it to comply with the designated standard departure route-instrument from take-off phase to en-route phase.
The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route-instrument, prohibited, restricted and danger areas, minimum sector altitude and the air traffic services system.
- l. Omni-Directional Departure Area
An omnidirectional departure procedure permits a turn in any direction after reaching a specified altitude/height. It is a convenient and flexible method of ensuring obstacle clearance.
An omnidirectional departure area specifies sectors with altitude or PDG limitations or sectors to be avoided.
- m. Standard Arrival Chart - Instrument (STAR) - ICAO
This chart provides the flight crew with information to enable it to comply with the designated standard arrival route-instrument from the en-route phase to the approach phase.
The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route-instrument, prohibited, restricted and danger areas, minimum sector altitude and the air traffic services system.
- n. ATC Surveillance Minimum Altitude Chart - ICAO
This chart provides information that enable flight crews to monitor and cross-check altitudes assigned by a controller using an ATS surveillance system.
- o. Instrument Approach Chart - ICAO
This chart provides flight crews with information to enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and, where applicable, associated holding patterns.
A separate Instrument Approach Chart - ICAO has been provided for each non-precision approach procedure.
The aeronautical data shown include information on aerodromes, obstacles, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude or terminal arrival altitude, portrayal of procedure track, aerodrome operating minima, etc.
- p. Visual Approach Chart - ICAO
This chart provides flight crews with information which enable them to transit from the en-route/descent to approach phases of flight to the runway of intended landing by means of visual reference. The aeronautical data shown include information on aerodromes, obstacles, prohibited, restricted and danger areas, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.
- q. Aeronautical Chart - ICAO 1:500 000
This chart provides information to satisfy the requirements of visual air navigation for low speed, short or medium range operations at low and intermediate altitudes. It is also used in pre-flight planning and for basic pilot and navigation training. Airspace information up to FL115 and obstacles higher than 100 m AGL are depicted.
In addition to aeronautical information, the charts provide hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart.

5. LIST OF AERONAUTICAL CHARTS AVAILABLE

5.1 Those chart series marked by an asterisk form part of the AIP.

Title of Series	Scale	Name and/or Number	Price	Date
En-route Chart - ICAO*	1:1 700 000	Tirana FIR	-	26 DEC 2024
SECSI FRA - Index Chart*	1:4 500 000	SECSI FRA	-	12 JUN 2025
ATS Airspace and Other Regulated Airspace - Index Chart*	1:1 500 000	Tirana FIR	-	26 DEC 2024
Prohibited, Restricted and Danger Areas – Index Chart*	1:1 500 000	Tirana FIR	-	26 DEC 2024
Military Exercise and Training Areas – Index Chart*	1:1 500 000	Tirana FIR	-	26 DEC 2024
Aerial Sporting and Recreational Activities – Index Chart*	1:1 500 000	Tirana FIR	-	26 DEC 2024
Aerodrome Chart (ADC) - ICAO*	1:12 500	LAKU	-	26 DEC 2024
	1:18 000	LATI	-	30 OCT 2025
Aircraft Parking/Docking Chart (APDC) - ICAO*	1:5 000	LATI	-	30 OCT 2025
Aerodrome Ground Movement Chart (AGMC) - ICAO*	1:18 000	LATI	-	30 OCT 2025
Aerodrome Obstacle Chart (AOC) - ICAO* - Type A	1:20 000	LAKU RWY 01	-	26 DEC 2024
	1:20 000	LATI RWY 17	-	11 JUL 2024
	1:20 000	LATI RWY 35	-	11 JUL 2024
Standard Departure Chart - Instrument (SID) - ICAO*	1:250 000	LAKU RWY 01	-	11 JUL 2024
	1:1 000 000	LATI RNAV RWY 17	-	26 DEC 2024
	1:1 000 000	LATI RNAV RWY 35	-	26 DEC 2024
Omni-Directional Departure Area*	1:500 000	LATI RWY 17	-	11 JUL 2024
	1:500 000	LATI RWY 35	-	11 JUL 2024
Standard Arrival Chart - Instrument (STAR) - ICAO*	1:350 000	LAKU RWY 19	-	11 JUL 2024
	1:500 000	LATI RNAV RWY 17	-	26 DEC 2024
	1:500 000	LATI RNAV RWY 35	-	26 DEC 2024
ATC Surveillance Minimum Chart - ICAO*	1:900 000	LATI	-	26 DEC 2024
Instrument Approach Chart (IAC) - ICAO*	1:350 000	LAKU RNP RWY 19	-	11 JUL 2024
	1:500 000	LATI ILS or LOC RWY 17	-	11 JUL 2024
	1:500 000	LATI VOR RWY 17	-	11 JUL 2024
	1:500 000	LATI VOR RWY 35	-	11 JUL 2024
	1:500 000	LATI RNP RWY 17	-	11 JUL 2024
	1:500 000	LATI RNP RWY 35	-	11 JUL 2024
Visual Approach Chart (VAC) - ICAO*	1:350 000	LAKU	-	26 DEC 2024
	1:300 000	LATI	-	07 AUG 2025
Visual Approach Procedure Chart*	1:100 000	LAKU	-	11 JUL 2024
Aeronautical Chart - ICAO	1:500 000	Albania	-	12 JUN 2025

6. INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1 000 000

6.1 The Aeronautical Chart – ICAO 1:500 000 is published instead of the World Aeronautical Chart – ICAO 1:1 000 000.

6.2 The Aeronautical Chart – ICAO 1:500 000 is provided as aeronautical information product via the AIS website at www.ais.albcontrol.al

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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"> • 2 Snow Removal Equipment; • 1 Excavator with snow plough 2.7 meter long; • 1 Runway De-icing Sprayer Equipment.
3	Clearance priorities	<ul style="list-style-type: none"> • Runway in use, associated exits and entry points for the runway in use; • Designated taxiway(s); • Main aprons; • ILS and PAPI areas if needed; and • All other aircraft operating areas not yet cleared.
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	Approach to the apron is from the taxiways, following the continuous yellow line markings. Usually aircraft are guided by a "FOLLOW ME" vehicle. The guidance principles are according to the marshalling's hand signals.
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 and TWY centreline. LGT: Taxiway 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

1	Name of the associated meteorological office	Tirana MET Office
2	Hours of service and, where applicable, the designation of the responsible meteorological office outside these hours	H24
3	Office responsible for preparation of TAFs and periods of validity and interval of issuance of the forecasts	Tirana MET Office 24 HR (issued every 6 hours)
4	Availability of the trend forecasts for the aerodrome, and interval of issuance	TREND continuous issuance H24
5	Information on how briefing and/or consultation is provided	Pre-flight meteorological briefing consultation provided by qualified meteorological forecasters
6	Types of flight documentation supplied and language(s) used in flight documentation	Aerodrome METAR and TAF, Charts EN/AL
7	Charts and other information displayed or available for briefing or consultation	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
8	Supplementary equipment available for providing information on meteorological conditions, e.g. weather radar and receiver for satellite images	Receiver for satellite images
9	The air traffic services unit(s) provided with meteorological information	TWR, APP, ACC and ARO
10	Additional information (e.g. concerning any limitation of service, etc.)	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	NIL
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 2.19 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" vehicle will guide the aircraft to the parking stand.
- 2.1.2 Aircraft, landing on RWY 17, are expected to vacate the RWY via TWY C or TWY B.
- 2.1.3 Aircraft, landing on RWY 35, are expected to vacate the RWY via TWY D, TWY E or TWY F.
- 2.1.4 Aircraft, landing on RWY 17/35, are normally advised, in conjunction with the landing clearance, the taxiway they shall vacate the RWY.
- 2.1.5 General aviation aircraft will be guided by a "FOLLOW ME" vehicle to the apron. Assistance from the "FOLLOW ME" vehicle can be requested via the Tirana GMC or Tirana TWR.
- 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 In the event a landing aircraft vacates the runway but is unable to contact GMC due to RTF congestion, the pilot should taxi onto the respective taxiway (B/C/D/E/F) after completely vacating the runway. The pilot should then hold their position until contact with GMC is established.

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, only after receiving approval from the ground handling personnel or "FOLLOW ME" that walk around is completed, doors are closed and aircraft is ready for start-up. The ground

handling personnel or "FOLLOW ME" shall monitor and ensure the safe path of 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 Taxiing

2.4.1 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.

2.4.2 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.

2.4.3 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.

2.4.4 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.

2.4.5 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.

2.4.6 The apron 400 is used for the operation of general aviation aircraft.

2.4.7 When Runway 17 in use, aircraft parked on apron 300 shall request taxi clearance only when the flight crew confirms they are full ready for departure.

2.4.8 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.

2.5 Taxiing on a runway-in-use

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

2.5.2 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.

2.5.3 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.

2.6 Aircraft engine ground running

2.6.1 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).

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

2.6.3 Designated Areas for Full/Idle Engine Ground Run:

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

2.6.4 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.

2.6.5 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.

2.6.6 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 Tirana TWR operates on a basis of that each aircraft, if lined up on the RWY, is ready for immediate departure. Pilots should ensure, in accordance with safety and standard operating procedures that they are able to taxi into the holding position and after approval for line up on the RWY as soon as preceding aircraft has commenced its take-off or has landed.

5.2 If possible, cabin checks and cabin readiness should be achieved before line-up; any checks requiring completion on the runway should be kept to minimum. If flight crew is not capable following these requirements, Tirana TWR must be notified before lining up on the RWY.

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 122.500 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:

- a. 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;
- b. 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 upon request of the pilot or if initiated by the approach/aerodrome controller on the ground and accepted by the pilot.

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:

- a. 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);
- b. the procedure shall be applied during the daytime;
- c. 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
- d. separation shall be provided between an aircraft cleared to execute a visual departure and other departing and arriving aircraft.

2.9.4 Prior to take-off, the pilot shall agree to execute a visual departure by providing a read-back of the ATC clearance.

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

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

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:

- a. stop the aircraft; and
- b. 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:

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

- a. notify the appropriate ATS unit of the circumstances (including the last known position);
- b. 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,
- c. 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;
- b. at any other time when their use, based on weather conditions, is considered desirable for the safety of air traffic.

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 car 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.
- 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 and will normally be given only to aircraft which carry RTF including the appropriate frequencies.
- 3.3.2 Special VFR flights may be authorized to enter Tirana CTR 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 ATC Unit, only at pilot's request, to operate within the control zone for the purpose of entering or leaving Tirana CTR, subject to the approval of the

Tirana APP in coordination with Tirana TWR.

- 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.

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
DAAD.001	Grading of runway strips 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.
DAAD.002	Strength of runway strips CS ADR-DSN.B.190/ C.235: Some areas of the runway strip and RESA measure below 15 CBR.
DAAD.004	Siting of equipment and installations on operational areas 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.
Special Condition 001	Precision approach CAT I lighting system Due to presence of the river, a barrette is missing in the precision approach CAT 1 lighting system on RWY 17, therefore PALS<900m.
Special Condition 002	Siting of equipment and installations on operational areas 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

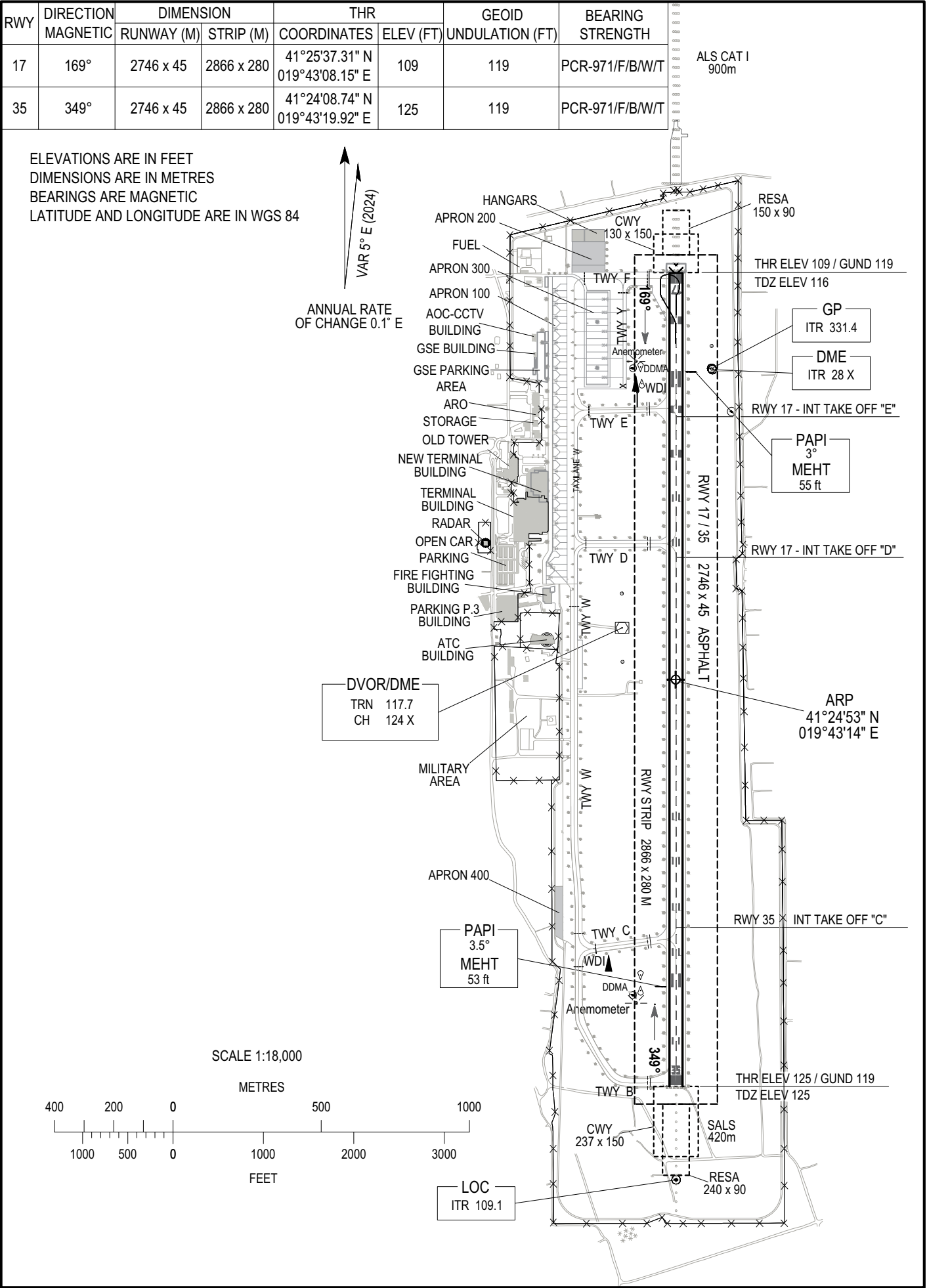
Name	Page
Aerodrome Chart (ADC) - ICAO	LATI AD 2.24 - 1
Aircraft Parking/Docking Chart (APDC) - ICAO	LATI AD 2.24 - 3
Aerodrome Ground Movement Chart (AGMC) - ICAO	LATI AD 2.24 - 5
Aerodrome Obstacle Chart (AOC) - ICAO Type A RWY 17	LATI AD 2.24 - 7
Aerodrome Obstacle Chart (AOC) - ICAO Type A RWY 35	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

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AERODROME CHART - ICAO	AERODROME ELEV 125 FT	TOWER	122.500 123.500	GROUND	136.250	APP	133.150 136.350	ATIS	132.275	TIRANA LATI



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AIRCRAFT PARKING/
DOCKING CHART - ICAOAPRON 100 ELEV 113 FT
APRON 200 & 300 ELEV 103 FTTOWER
122.500
123.500GROUND
136.250APP
133.150
136.350ATIS
132.275TIRANA
LATIELEVATIONS ARE IN FEET , DIMENSIONS ARE IN METRES
LATITUDE AND LONGITUDE ARE IN WGS 84

LEGEND	
AIRCRAFT STAND	102
TAXIWAY LIGHT	●
RWY HOLDING POSITION NON-PRECISION APPROACH RWY	---
INTERMEDIATE HOLDING POSITION MARKING (TAXIWAYS)	---
ANEMOMETER	⚙
WIND DIRECTION INDICATOR	▶
LIGHT	⚡
ANTENNA, POLE, MAST	⊙

BEARING STRENGTH	WIDTH
APRON 100 - PCR 1565/R/B/W/T	-/-
APRON 200 - PCR 1226/R/A/W/T	-/-
APRON 300 - PCR 1226/R/A/W/T	-/-
TWY B - PCR 971/F/B/W/T	23.0m
TWY C - PCR 886/F/A/W/T	23.0m
TWY D - PCR 906/R/B/W/T	23.0m
TWY E - PCR 932/R/C/W/T	23.0m
TWY F - PCR 1226/R/A/W/T	30.0m
TWY W - PCR 971/F/B/W/T	23.0m
TWY Y - PCR 1226/R/A/W/T	23.0m

POINTS ON PARKING AREA		
APRON 100		
STAND	Latitude	Longitude
101	41°25'03.03"N	019°42'54.21"E
102	41°25'04.24"N	019°42'54.30"E
103	41°25'04.42"N	019°42'54.03"E
104	41°25'05.91"N	019°42'54.68"E
105	41°25'07.32"N	019°42'54.49"E
106	41°25'08.72"N	019°42'54.30"E
107	41°25'10.12"N	019°42'54.12"E
108	41°25'11.53"N	019°42'53.91"E
109	41°25'12.99"N	019°42'53.68"E
110	41°25'14.39"N	019°42'53.50"E
111	41°25'15.80"N	019°42'53.31"E
112	41°25'17.19"N	019°42'53.12"E
113	41°25'18.55"N	019°42'52.98"E
114	41°25'19.95"N	019°42'52.79"E
115	41°25'21.36"N	019°42'52.64"E
116	41°25'22.76"N	019°42'52.43"E
117	41°25'24.16"N	019°42'52.23"E
118	41°25'25.56"N	019°42'52.05"E
119	41°25'26.97"N	019°42'51.86"E
120	41°25'28.37"N	019°42'51.67"E
121	41°25'29.81"N	019°42'51.45"E
122	41°25'31.27"N	019°42'51.26"E
123	41°25'32.72"N	019°42'51.06"E
124	41°25'34.17"N	019°42'50.87"E
APRON 300		
301	41°25'33.85"N	019°42'58.23"E
302	41°25'32.40"N	019°42'58.42"E
303	41°25'30.31"N	019°42'58.70"E
304	41°25'28.86"N	019°42'58.89"E
305	41°25'27.41"N	019°42'59.08"E
306	41°25'25.33"N	019°42'59.36"E

AIRCRAFT STANDS CHARACTERISTICS

APRON 100			APRON 300	
101	Acft C	113	Acft C	301
102	Acft E	114	Acft C	302
103	Acft C	115	Acft C	303
104	Acft C	116	Acft C	304
105	Acft C	117	Acft C	305
106	Acft C	118	Acft C	306
107	Acft C	119	Acft C	
108	Acft C	120	Acft C	
109	Acft C	121	Acft C	
110	Acft C	122	Acft C	
111	Acft C	123	Acft C	
112	Acft C	124	Acft C	



AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON 400 ELEV 119 FT

TOWER	122.500
	123.500

GROUND	136.250

APP	133.150
	136.350

ATIS	132.275

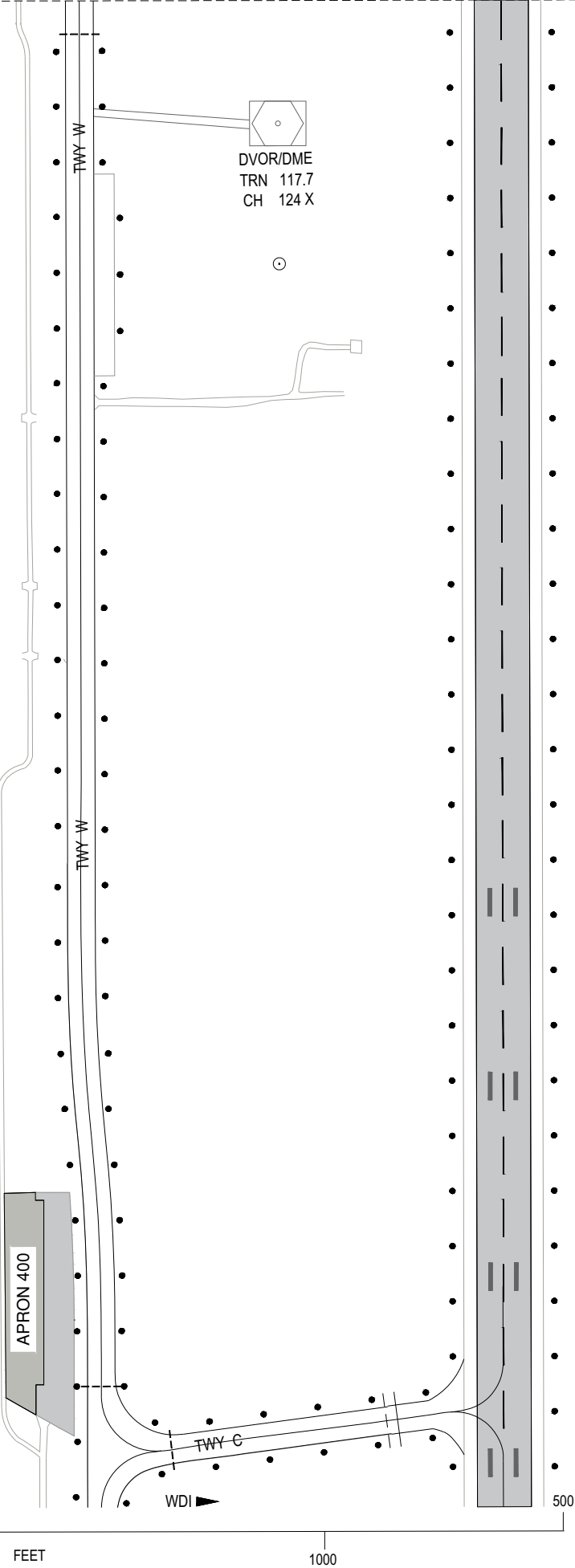
TIRANA
LATI

ELEVATIONS ARE IN FEET , DIMENSIONS ARE IN METRES
LATITUDE AND LONGITUDE ARE IN WGS 84

LEGEND	
AIRCRAFT STAND	400
TAXIWAY LIGHT	●
RWY HOLDING POSITION NON-PRECISION APPROACH RWY	---
INTERMEDIATE HOLDING POSITION MARKING (TAXIWAYS)	- - -
ANEMOMETER	≡
WIND DIRECTION INDICATOR	▶
LIGHT	✱
ANTENNA, POLE, MAST	○

BEARING STRENGTH	WIDTH
APRON 400 - PCR 463/R/D/W/T	-/-
TWY W - PCR 971/F/B/W/T	23.0m
TWY C - PCR 886/F/A/W/T	23.0m

AIRCRAFT STANDS CHARACTERISTICS	
APRON 400	Acft A , B



AERODROME GROUND
MOVEMENT CHART - ICAO

APRON 100 ELEV 113 FT
APRON 200/300 ELEV 103 FT
APRON 400 ELEV 119 FT

TOWER	122.500	GROUND	136.250	APP	133.150	ATIS	132.275
	123.500				136.350		

TIRANA
LATI

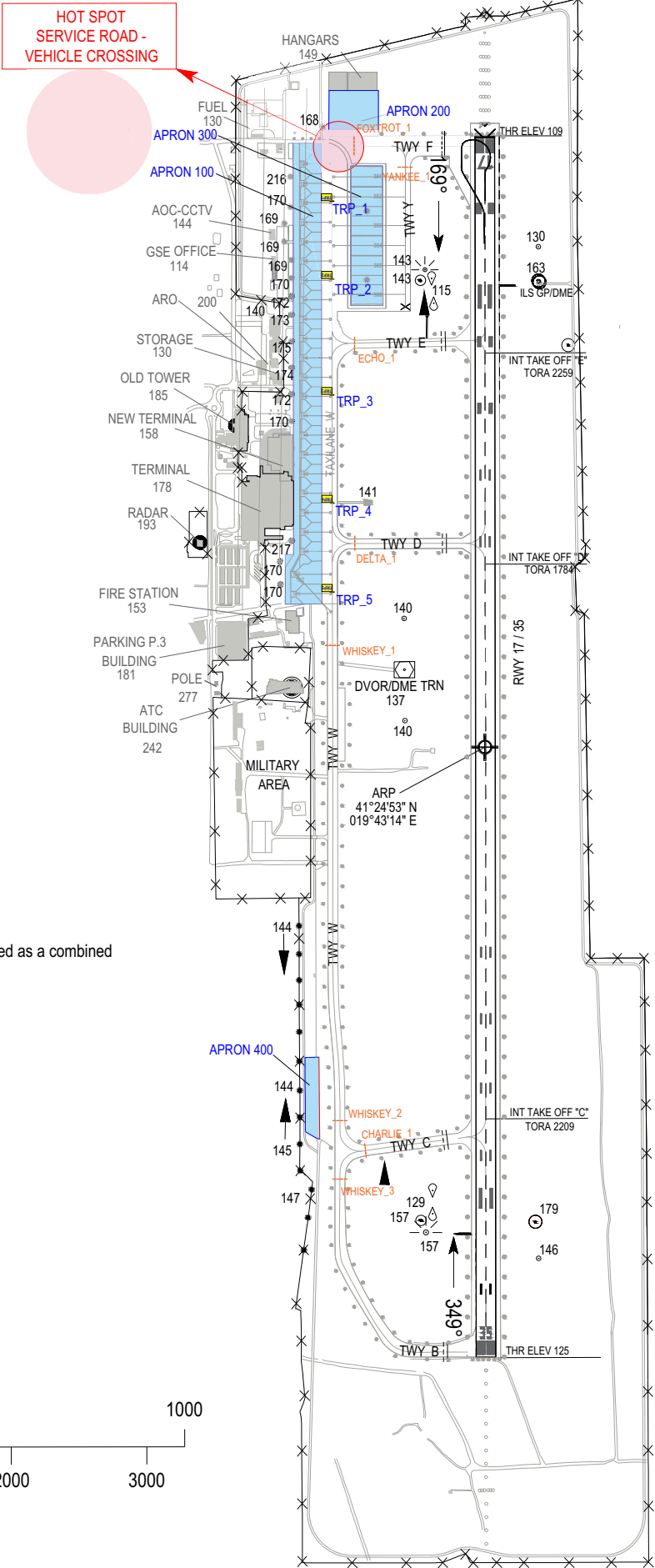
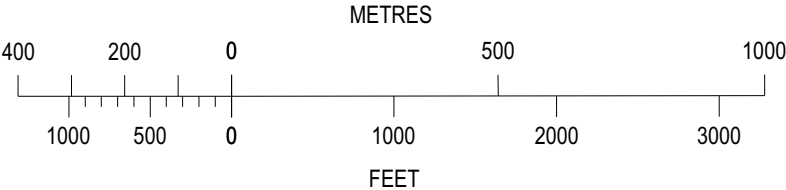
ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC
LATITUDE AND LONGITUDE ARE IN WGS 84

VAR 5° E (2024)
ANNUAL RATE
OF CHANGE 0.1° E

LEGEND	
APRON BOUNDARY	
APRON LIMIT LINE	
HOTSPOT	
TUG RELEASE POINT (TRP)	
INTERMEDIATE HOLDING POSITION MARKING (TAXIWAYS)	
TAXIWAY LIGHT	
RWY HOLDING POSITION NON-PRECISION APPROACH RWY	
ANEMOMETER	
WIND DIRECTION INDICATOR	
LIGHT	
ANTENNA, POLE, MAST	

Remark: When notified by ATIS, GMC and TWR control will be provided as a combined function on Freq. 122.500, call sign Tirana Tower.

SCALE 1:18,000



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