

## REPUBLIC OF ALBANIA

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**AIRAC AMDT 001/2026**

Effective Date: 19 Feb 2026  
Publication Date: 08 Jan 2026

**1. Amendment content:**

**LAAA**

- Extension of the lateral limits and raising of the vertical limit of the Restricted Area LAR4 (ENR 5.1, GEN 3.2 and ENR 6.4-1);
- Extension of the validity period for paragliding activities (ENR 5.5);
- Presentation of Banjski Rid Hill MSSR and Masseria Orimini MSSR (ENR 1.6);
- Raising of the transition level to FL 115 when QNH  $\geq$  1013 hPa (ENR 1.7);
- Introduction of Flight and Flow – Information for a Collaborative Environment (FF-ICE) (ENR 1.10 and ENR 1.11);
- Declaration that corrections to the published minimum flight altitudes for low temperature effect do not apply (GEN 3.3).

**LAKU**

- Introduction of runway end coordinates and runway edge lights (LAKU AD 2.12 and LAKU AD 2.14).

**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:**

GEN 0.2 - 1/2  
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GEN 0.4 - 3/4  
GEN 0.6 - 1/2  
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ENR 1.10 - 25/26  
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AD 0.6 - 1/2  
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LAKU AD 2 - 1/2  
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LAKU AD 2 - 5/6

[illegible]

GEN 0.2 - 1/2  
 GEN 0.4 - 1/2  
 GEN 0.4 - 3/4  
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 ENR 1.6 - 1/2  
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18 DEC 2025  
18 DEC 2025  
18 DEC 2025  
18 DEC 2025  
18 DEC 2025  
26 DEC 2024  
26 DEC 2024  
07 AUG 2025  
28 NOV 2024  
12 JUN 2025  
12 JUN 2025  
  
11 JUL 2024  
12 JUN 2025  
11 JUL 2024  
26 DEC 2024  
30 OCT 2025  
11 JUL 2024  
26 DEC 2024  
11 JUL 2024  
26 DEC 2024

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	
007/2024	17-Oct-2024	28-Nov-2024	
008/2024	14-Nov-2024	26-Dec-2024	
001/2025	06-Feb-2025	20-Mar-2025	
002/2025	01-May-2025	12-Jun-2025	
003/2025	26-Jun-2025	07-Aug-2025	
004/2025	18-Sep-2025	30-Oct-2025	
001/2026	08-Jan-2026	19-Feb-2026	

AIP AMENDMENT			
<i>NR/Year</i>	<i>Publication date</i>	<i>Effective date</i>	<i>Inserted by</i>
001/2025	23-Jan-2025	23-Jan-2025	
002/2025	27-Nov-2025	27-Nov-2025	
003/2025	18-Dec-2025	18-Dec-2025	

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**GEN 0.4 CHECKLIST OF AIP PAGES****PART 1 - GENERAL (GEN)**

GEN 0.1 - 1 11 JUL 2024  
 GEN 0.1 - 2 11 JUL 2024  
 GEN 0.1 - 3 11 JUL 2024  
 GEN 0.1 - 4 11 JUL 2024  
 GEN 0.2 - 1 19 FEB 2026  
 GEN 0.2 - 2 19 FEB 2026  
 GEN 0.3 - 1 07 AUG 2025  
 GEN 0.3 - 2 07 AUG 2025  
 GEN 0.4 - 1 19 FEB 2026  
 GEN 0.4 - 2 19 FEB 2026  
 GEN 0.4 - 3 19 FEB 2026  
 GEN 0.4 - 4 19 FEB 2026  
 GEN 0.5 - 1 11 JUL 2024  
 GEN 0.5 - 2 11 JUL 2024  
 GEN 0.6 - 1 19 FEB 2026  
 GEN 0.6 - 2 19 FEB 2026  
 GEN 0.6 - 3 19 FEB 2026  
 GEN 0.6 - 4 19 FEB 2026  
 GEN 1.1 - 1 11 JUL 2024  
 GEN 1.1 - 2 11 JUL 2024  
 GEN 1.1 - 3 11 JUL 2024  
 GEN 1.1 - 4 11 JUL 2024  
 GEN 1.2 - 1 11 JUL 2024  
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 GEN 1.5 - 1 11 JUL 2024  
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 GEN 1.6 - 1 28 NOV 2024  
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 GEN 1.7 - 1 27 NOV 2025  
 GEN 1.7 - 2 27 NOV 2025  
 GEN 1.7 - 3 23 JAN 2025  
 GEN 1.7 - 4 23 JAN 2025  
 GEN 1.7 - 5 23 JAN 2025  
 GEN 1.7 - 6 23 JAN 2025  
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 GEN 1.7 - 8 27 NOV 2025  
 GEN 1.7 - 9 23 JAN 2025  
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 GEN 2.1 - 1 27 NOV 2025  
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 GEN 2.2 - 2 11 JUL 2024  
 GEN 2.2 - 3 11 JUL 2024  
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GEN 2.2 - 12 11 JUL 2024  
 GEN 2.3 - 1 11 JUL 2024  
 GEN 2.3 - 2 11 JUL 2024  
 GEN 2.3 - 3 03 OCT 2024  
 GEN 2.3 - 4 03 OCT 2024  
 GEN 2.3 - 5 03 OCT 2024  
 GEN 2.3 - 6 03 OCT 2024  
 GEN 2.3 - 7 03 OCT 2024  
 GEN 2.3 - 8 03 OCT 2024  
 GEN 2.4 - 1 11 JUL 2024  
 GEN 2.4 - 2 11 JUL 2024  
 GEN 2.5 - 1 11 JUL 2024  
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 GEN 3.1 - 1 18 DEC 2025  
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 GEN 3.2 - 4 19 FEB 2026  
 GEN 3.2 - 5 19 FEB 2026  
 GEN 3.2 - 6 19 FEB 2026  
 GEN 3.3 - 1 19 FEB 2026  
 GEN 3.3 - 2 19 FEB 2026  
 GEN 3.3 - 3 26 DEC 2024  
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 GEN 3.4 - 3 11 JUL 2024  
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 GEN 3.5 - 6 03 OCT 2024  
 GEN 3.5 - 7 03 OCT 2024  
 GEN 3.5 - 8 03 OCT 2024  
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 GEN 3.6 - 4 11 JUL 2024  
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GEN 4.1 - 3	11 JUL 2024
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GEN 4.2 - 2	18 DEC 2025
GEN 4.2 - 3	18 DEC 2025
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ENR 1.8 - 13	11 JUL 2024
ENR 1.8 - 14	11 JUL 2024
ENR 1.9 - 1	11 JUL 2024
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ENR 1.9 - 3	11 JUL 2024
ENR 1.9 - 4	11 JUL 2024
ENR 1.9 - 5	11 JUL 2024
ENR 1.9 - 6	11 JUL 2024
ENR 1.9 - 7	11 JUL 2024
ENR 1.9 - 8	11 JUL 2024
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ENR 0.3 - 1	11 JUL 2024
ENR 0.3 - 2	11 JUL 2024
ENR 0.4 - 1	11 JUL 2024
ENR 0.4 - 2	11 JUL 2024
ENR 0.5 - 1	11 JUL 2024
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ENR 0.6 - 1	19 FEB 2026
ENR 0.6 - 2	19 FEB 2026
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ENR 1.1 - 2	11 JUL 2024
ENR 1.1 - 3	11 JUL 2024
ENR 1.1 - 4	11 JUL 2024
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ENR 1.1 - 6	11 JUL 2024
ENR 1.1 - 7	11 JUL 2024
ENR 1.1 - 8	11 JUL 2024
ENR 1.2 - 1	11 JUL 2024
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ENR 1.2 - 3	11 JUL 2024
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ENR 1.3 - 4	11 JUL 2024
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ENR 1.4 - 2	11 JUL 2024
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ENR 1.5 - 2	12 JUN 2025
ENR 1.5 - 3	12 JUN 2025
ENR 1.5 - 4	12 JUN 2025
ENR 1.5 - 5	12 JUN 2025
ENR 1.5 - 6	12 JUN 2025
ENR 1.6 - 1	19 FEB 2026
ENR 1.6 - 2	19 FEB 2026
ENR 1.6 - 3	28 NOV 2024
ENR 1.6 - 4	28 NOV 2024
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ENR 1.6 - 10	28 NOV 2024
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ENR 1.8 - 4	20 MAR 2025
ENR 1.8 - 5	20 MAR 2025
ENR 1.8 - 6	20 MAR 2025
ENR 1.8 - 7	11 JUL 2024
ENR 1.8 - 8	11 JUL 2024
ENR 1.8 - 9	11 JUL 2024

ENR 1.9 - 10	11 JUL 2024
ENR 1.9 - 11	11 JUL 2024
ENR 1.9 - 12	11 JUL 2024
ENR 1.9 - 13	11 JUL 2024
ENR 1.9 - 14	11 JUL 2024
ENR 1.9 - 15	11 JUL 2024
ENR 1.9 - 16	11 JUL 2024
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ENR 1.9 - 18	11 JUL 2024
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ENR 1.9 - 22	11 JUL 2024
ENR 1.9 - 23	11 JUL 2024
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ENR 1.9 - 26	11 JUL 2024
ENR 1.9 - 27	11 JUL 2024
ENR 1.9 - 28	11 JUL 2024
ENR 1.9 - 29	11 JUL 2024
ENR 1.9 - 30	11 JUL 2024
ENR 1.10 - 1	12 JUN 2025
ENR 1.10 - 2	12 JUN 2025
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ENR 1.10 - 19	12 JUN 2025
ENR 1.10 - 20	12 JUN 2025
ENR 1.10 - 21	12 JUN 2025
ENR 1.10 - 22	12 JUN 2025
ENR 1.10 - 23	12 JUN 2025
ENR 1.10 - 24	12 JUN 2025
ENR 1.10 - 25	19 FEB 2026
ENR 1.10 - 26	19 FEB 2026
ENR 1.10 - 27	19 FEB 2026
ENR 1.10 - 28	19 FEB 2026
ENR 1.10 - 29	19 FEB 2026
ENR 1.10 - 30	19 FEB 2026
ENR 1.11 - 1	19 FEB 2026
ENR 1.11 - 2	19 FEB 2026
ENR 1.12 - 1	11 JUL 2024
ENR 1.12 - 2	11 JUL 2024
ENR 1.12 - 3	11 JUL 2024
ENR 1.12 - 4	11 JUL 2024
ENR 1.13 - 1	11 JUL 2024
ENR 1.13 - 2	11 JUL 2024
ENR 1.14 - 1	11 JUL 2024
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ENR 1.14 - 5	11 JUL 2024
ENR 1.14 - 6	11 JUL 2024
ENR 1.14 - 7	11 JUL 2024
ENR 1.14 - 8	11 JUL 2024
ENR 2.1 - 1	28 NOV 2024
ENR 2.1 - 2	28 NOV 2024
ENR 2.2 - 1	26 DEC 2024
ENR 2.2 - 2	26 DEC 2024
ENR 3.1 - 1	11 JUL 2024
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ENR 3.2 - 1	20 MAR 2025
ENR 3.2 - 2	20 MAR 2025
ENR 3.2 - 3	20 MAR 2025

ENR 3.2 - 4	20 MAR 2025	AD 1.1 - 2	11 JUL 2024
ENR 3.2 - 5	20 MAR 2025	AD 1.2 - 1	11 JUL 2024
ENR 3.2 - 6	20 MAR 2025	AD 1.2 - 2	11 JUL 2024
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ENR 3.2 - 9	20 MAR 2025	AD 1.3 - 1	11 JUL 2024
ENR 3.2 - 10	20 MAR 2025	AD 1.3 - 2	11 JUL 2024
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ENR 3.2 - 13	20 MAR 2025	AD 1.5 - 1	19 FEB 2026
ENR 3.2 - 14	20 MAR 2025	AD 1.5 - 2	19 FEB 2026
ENR 3.2 - 15	20 MAR 2025	LAKU AD 2 - 1	19 FEB 2026
ENR 3.2 - 16	20 MAR 2025	LAKU AD 2 - 2	19 FEB 2026
ENR 3.2 - 17	20 MAR 2025	LAKU AD 2 - 3	19 FEB 2026
ENR 3.2 - 18	20 MAR 2025	LAKU AD 2 - 4	19 FEB 2026
ENR 3.3 - 1	11 JUL 2024	LAKU AD 2 - 5	19 FEB 2026
ENR 3.3 - 2	11 JUL 2024	LAKU AD 2 - 6	19 FEB 2026
ENR 3.4 - 1	11 JUL 2024	LAKU AD 2 - 7	05 SEP 2024
ENR 3.4 - 2	11 JUL 2024	LAKU AD 2 - 8	05 SEP 2024
ENR 4.1 - 1	11 JUL 2024	LAKU AD 2 - 9	26 DEC 2024
ENR 4.1 - 2	11 JUL 2024	LAKU AD 2 - 10	26 DEC 2024
ENR 4.2 - 1	11 JUL 2024	LAKU AD 2 - 11	26 DEC 2024
ENR 4.2 - 2	11 JUL 2024	LAKU AD 2 - 12	26 DEC 2024
ENR 4.3 - 1	11 JUL 2024	LAKU AD 2.24 - 1	26 DEC 2024
ENR 4.3 - 2	11 JUL 2024	LAKU AD 2.24 - 2	26 DEC 2024
ENR 4.4 - 1	11 JUL 2024	LAKU AD 2.24 - 3	26 DEC 2024
ENR 4.4 - 2	11 JUL 2024	LAKU AD 2.24 - 4	26 DEC 2024
ENR 4.5 - 1	11 JUL 2024	LAKU AD 2.24 - 5	11 JUL 2024
ENR 4.5 - 2	11 JUL 2024	LAKU AD 2.24 - 6	11 JUL 2024
ENR 5.1 - 1	19 FEB 2026	LAKU AD 2.24 - 7	11 JUL 2024
ENR 5.1 - 2	19 FEB 2026	LAKU AD 2.24 - 8	11 JUL 2024
ENR 5.2 - 1	12 JUN 2025	LAKU AD 2.24 - 9	11 JUL 2024
ENR 5.2 - 2	12 JUN 2025	LAKU AD 2.24 - 10	11 JUL 2024
ENR 5.3 - 1	11 JUL 2024	LAKU AD 2.24 - 11	11 JUL 2024
ENR 5.3 - 2	11 JUL 2024	LAKU AD 2.24 - 12	11 JUL 2024
ENR 5.4 - 1	11 JUL 2024	LAKU AD 2.24 - 13	26 DEC 2024
ENR 5.4 - 2	11 JUL 2024	LAKU AD 2.24 - 14	26 DEC 2024
ENR 5.5 - 1	19 FEB 2026	LATI AD 2 - 1	12 JUN 2025
ENR 5.5 - 2	19 FEB 2026	LATI AD 2 - 2	12 JUN 2025
ENR 5.6 - 1	11 JUL 2024	LATI AD 2 - 3	30 OCT 2025
ENR 5.6 - 2	11 JUL 2024	LATI AD 2 - 4	30 OCT 2025
ENR 6 - 1	26 DEC 2024	LATI AD 2 - 5	30 OCT 2025
ENR 6 - 2	26 DEC 2024	LATI AD 2 - 6	30 OCT 2025
ENR 6.1 - 1	26 DEC 2024	LATI AD 2 - 7	12 JUN 2025
ENR 6.1 - 2	26 DEC 2024	LATI AD 2 - 8	12 JUN 2025
ENR 6.2 - 1	12 JUN 2025	LATI AD 2 - 9	30 OCT 2025
ENR 6.2 - 2	12 JUN 2025	LATI AD 2 - 10	30 OCT 2025
ENR 6.3 - 1	26 DEC 2024	LATI AD 2 - 11	30 OCT 2025
ENR 6.3 - 2	26 DEC 2024	LATI AD 2 - 12	30 OCT 2025
ENR 6.4 - 1	19 FEB 2026	LATI AD 2 - 13	30 OCT 2025
ENR 6.4 - 2	19 FEB 2026	LATI AD 2 - 14	30 OCT 2025
ENR 6.5 - 1	26 DEC 2024	LATI AD 2 - 15	30 OCT 2025
ENR 6.5 - 2	26 DEC 2024	LATI AD 2 - 16	30 OCT 2025
ENR 6.6 - 1	26 DEC 2024	LATI AD 2 - 17	30 OCT 2025
ENR 6.6 - 2	26 DEC 2024	LATI AD 2 - 18	30 OCT 2025

**PART 3 - AERODROMES (AD)**

AD 0.1 - 1	11 JUL 2024	LATI AD 2 - 19	30 OCT 2025
AD 0.1 - 2	11 JUL 2024	LATI AD 2 - 20	30 OCT 2025
AD 0.2 - 1	11 JUL 2024	LATI AD 2 - 21	30 OCT 2025
AD 0.2 - 2	11 JUL 2024	LATI AD 2 - 22	30 OCT 2025
AD 0.3 - 1	11 JUL 2024	LATI AD 2 - 23	30 OCT 2025
AD 0.3 - 2	11 JUL 2024	LATI AD 2 - 24	30 OCT 2025
AD 0.4 - 1	11 JUL 2024	LATI AD 2.24 - 1	30 OCT 2025
AD 0.4 - 2	11 JUL 2024	LATI AD 2.24 - 2	30 OCT 2025
AD 0.5 - 1	11 JUL 2024	LATI AD 2.24 - 3	30 OCT 2025
AD 0.5 - 2	11 JUL 2024	LATI AD 2.24 - 4	30 OCT 2025
AD 0.6 - 1	19 FEB 2026	LATI AD 2.24 - 5	30 OCT 2025
AD 0.6 - 2	19 FEB 2026	LATI AD 2.24 - 6	30 OCT 2025
AD 1.1 - 1	11 JUL 2024	LATI AD 2.24 - 7	11 JUL 2024
		LATI AD 2.24 - 8	11 JUL 2024
		LATI AD 2.24 - 9	11 JUL 2024
		LATI AD 2.24 - 10	11 JUL 2024
		LATI AD 2.24 - 11	11 JUL 2024

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LATI AD 2.24 - 12	11 JUL 2024
LATI AD 2.24 - 13	11 JUL 2024
LATI AD 2.24 - 14	11 JUL 2024
LATI AD 2.24 - 15	26 DEC 2024
LATI AD 2.24 - 16	26 DEC 2024
LATI AD 2.24 - 17	26 DEC 2024
LATI AD 2.24 - 18	26 DEC 2024
LATI AD 2.24 - 19	26 DEC 2024
LATI AD 2.24 - 20	26 DEC 2024
LATI AD 2.24 - 21	26 DEC 2024
LATI AD 2.24 - 22	26 DEC 2024
LATI AD 2.24 - 23	26 DEC 2024
LATI AD 2.24 - 24	26 DEC 2024
LATI AD 2.24 - 25	11 JUL 2024
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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

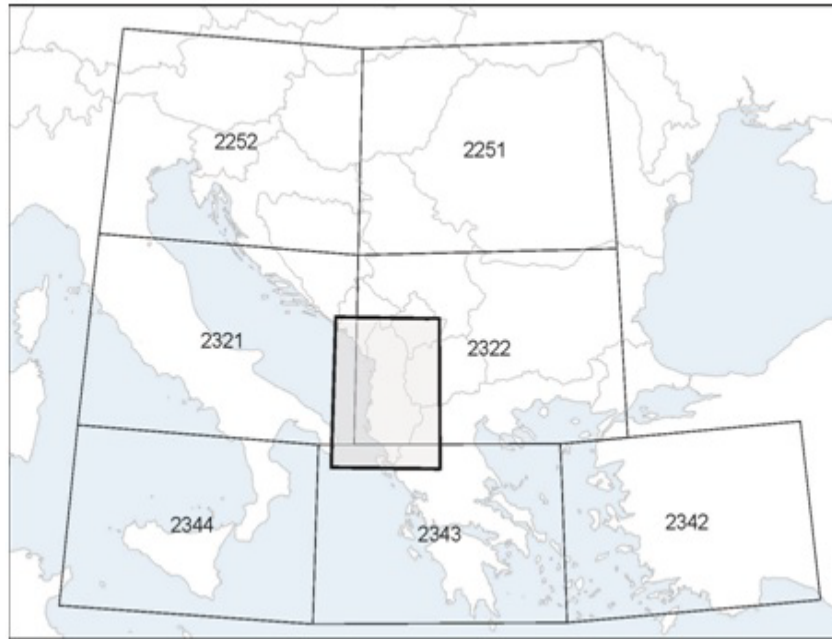
5.1 Those chart series marked by an asterisk form part of the eAIP.

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	-	19 FEB 2026
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	-	19 FEB 2026

## 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 <https://ais.albcontrol.al>

**7. TOPOGRAPHICAL CHARTS**

7.1 To supplement the aeronautical charts, a wide range of topographical charts is available from:

Post: Ministry of Defence  
Military Institute of Geography and Infrastructure  
Department of Surveys  
Tirana, Albania

Phone: +355 4 2363427

Fax: +355 4 2363427

Email: [igju@albmail.com](mailto:igju@albmail.com)

**8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE eAIP**

Chart	Location	Correction
Aeronautical Chart - ICAO 1:500 000	Albania	Changes to the lateral and vertical limits of the Restricted Area LAR4.
Consult NOTAMs for latest information concerning air navigation obstacles.		

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**GEN 3.3 AIR TRAFFIC SERVICES****1. RESPONSIBLE SERVICE**

1.1 ALBCONTROL, Air Navigation Services of Albania, is responsible for the provision of Air Traffic Services in Albania through established ATC units. The area of responsibility of each ATC unit is as described in ENR 2.1.

Post: ALBCONTROL  
Air Navigation Services of Albania  
ATM Department  
P.O. Box 8172  
Rinas, Tirana  
Albania

Phone: + 355 4 4522371

Fax: NIL

Email: [ats@albcontrol.al](mailto:ats@albcontrol.al)

AFS: LAAAYAYX

URL: [www.albcontrol.al](http://www.albcontrol.al)

1.2 The Standards, Recommended Practices and, when applicable, the procedures contained in the following documents are applied:

- ICAO Annex 2 - Rules of the Air
- ICAO Annex 11 - Air Traffic Services
- ICAO Doc 4444 - Air Traffic Management
- ICAO Doc 8168 - Aircraft Operations (PANS-OPS)
- ICAO Doc 7030 - Regional Supplementary Procedures
- Implementing Regulation (EU) No 923/2012 - SERA
- Regulation (EU) No 2017/373

1.3 Differences from ICAO Standards, Recommended Practices and Procedures are given at GEN 1.7.

**2. AREA OF RESPONSIBILITY**

2.1 Air Traffic Services are provided for the entire territory of Albania, including its territorial waters as well as the airspace over the high seas within the Tirana FIR.

2.2 In accordance with the regional air navigation agreement, air traffic services are provided, under the delegated authority, in the airspace within Tirana FIR. Details of such services are provided in ENR 2.2.

**3. TYPES OF SERVICES****3.1 Air traffic services**

3.1.1 The air traffic services comprise three services identified as follows:

- a. The air traffic control service (area control service, approach control service and aerodrome control service);
- b. The flight information service;
- c. The alerting service.

- 3.1.2 Air traffic control service is provided in controlled airspace and at controlled aerodromes as follows:
- a. in control area (CTA): by the area control centre (ACC);
  - b. in APP areas of responsibility: by the relevant approach control unit (APP);
  - c. in control zone (CTR) and at controlled aerodromes: by the relevant aerodrome control tower (TWR).

3.1.3 Flight information service and alerting service are provided as follows:

- a. outside controlled airspace within the Tirana FIR below FL115: by the approach control unit;
- b. outside controlled airspace within the Tirana FIR at and above FL115 up to FL195: by the area control centre;
- c. within controlled airspace and at controlled aerodromes: by the relevant air traffic control units.
- d. in FIZ and at uncontrolled aerodromes: by the relevant AFIS unit.

## **3.2 Air traffic control service**

### **3.2.1 Application**

3.2.1.1 Air traffic control service is provided:

- a. to all IFR flights in airspace Classes C and D;
- b. to all VFR flights in airspace Classes C and D;
- c. to all special VFR flights;
- d. to all aerodrome traffic at controlled aerodromes.

### **3.2.2 Operation of air traffic control service**

3.2.2.1 In order to provide air traffic control service, an air traffic control unit shall:

- a. be provided with information on the intended movement of each aircraft, or variations therefrom, and with current information on the actual progress of each aircraft;
- b. determine from the information received, the relative positions of known aircraft to each other;
- c. issue one or more of the following: clearances, instructions or information for the purpose of preventing collision between aircraft under its control and of expediting and maintaining an orderly flow of traffic;
- d. coordinate clearances as necessary with other units:
  - i. whenever an aircraft might otherwise conflict with traffic operated under the control of such other units;
  - ii. before transferring control of an aircraft to such other units.

3.2.2.2 Clearances issued by air traffic control units shall provide separation:

- a. between IFR flights in airspace Classes C and D;
- b. between IFR flights and VFR flights in airspace Class C;
- c. between IFR flights and special VFR flights;
- d. between special VFR flights.

except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and for the cases listed in paragraph 3.2.2.2 above in airspace Class D, a flight may be cleared subject to maintaining own

carry out their responsibilities.

- 4.3 When so requested by an aircraft operator, messages (including position reports) received by air traffic services units and relating to the operation of the aircraft for which operational control service is provided by that aircraft operator shall, so far as practicable, be made available immediately to the aircraft operator or a designated representative in accordance with locally agreed procedures.

## 5. MINIMUM FLIGHT ALTITUDES

- 5.1 The minimum flight altitudes on the ATS routes, as presented in ENR 3.2, ensure a minimum vertical clearance above the controlling obstacle in the area concerned in conformity with ICAO Doc 8168 requirements. Corrections to the published minimum flight altitudes for low temperature effect are not applied.

- 5.2 The minimum vectoring altitudes within the ATC Surveillance Minimum Altitude Area ensure terrain and obstacle clearance in conformity with ICAO Doc 8168 requirements. Corrections to the published minimum vectoring altitudes for low temperature effect are applied, when necessary, by ATC.

## 6. ATS UNITS ADDRESS LIST

Unit name	Postal address	Telephone	Fax	AFS
Tirana ACC	Rinas, Tirana, Albania	+355 4 2371230	NIL	LAAAZQZX
Tirana APP	As ACC	As ACC	NIL	As ACC
Tirana FIC	As ACC	As ACC	NIL	As ACC
Tirana TWR	As ACC	+355 4 4542-396 +355 4 4542-397	NIL	LATIZTZX

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**ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES****1. PRIMARY RADAR**

NIL

**2. SECONDARY SURVEILLANCE RADAR (SSR)****2.1 Provision of ATS surveillance services****2.1.1 ATS surveillance systems used in the provision of air traffic services**

2.1.1.1 Secondary Surveillance Radar (SSR) systems shall be used in the provision of air traffic services, including in the provision of separation between aircraft, provided:

- a. the carriage of SSR transponders is mandatory to all aircraft operating within the area notified at GEN 1.5, subsection 3.4.1; and
- b. identification is established and maintained.

2.1.1.2 The provision of ATS surveillance services shall be limited to specified areas of coverage and shall be subject to such other limitations as have been specified by the competent authority.

2.1.1.3 The ATS surveillance services are based on the data received from the following SSR systems:

SSR Name	Latitude	Longitude	Range
Porto Romano MSSR	41 21 54N	019 25 22E	227 NM
Rinas MSSR	41 25 06N	019 42 45E	200 NM
Kerkira MSSR	39 32 59N	019 52 51E	200 NM
Banjski Rid Hill MSSR	41 57 34N	021 38 31E	200 NM
Podgorica MSSR	42 22 46N	019 13 26E	256 NM
Masseria Orimini MSSR	40 41 37N	017 12 52E	180 NM

**2.1.2 Types of ATS surveillance service**

2.1.2.1 Tirana ACC shall normally provide air traffic control services with the use of ATS surveillance system to all aircraft operating in controlled airspace within the Tirana FIR at and above FL 115, except Tirana TMA and portions of ATS routes feeding Tirana TMA.

2.1.2.2 Tirana ACC shall provide flight information and alerting service with the use of ATS surveillance system to all aircraft operating in controlled airspace within the Tirana FIR at and above FL 115, except Tirana TMA and portions of ATS routes feeding Tirana TMA and, as far as practicable, outside controlled airspace within the Tirana FIR at and above FL 115, if requested (see GEN 3.3).

2.1.2.3 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.

2.1.2.4 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).

**2.1.3 Identification of aircraft**

2.1.3.1 Before providing an ATS surveillance service to an aircraft, identification shall be established and the pilot informed. Thereafter, identification shall be maintained until termination of the ATS surveillance service.

2.1.3.2 If identification is subsequently lost, the pilot shall be informed accordingly and, when applicable, appropriate instructions issued.

2.1.3.2.1 Aircraft may be identified by one or more of the following procedures:

- a. recognition of the aircraft identification in an SSR label;

*Note: The use of this procedure requires that the code/call sign correlation is achieved successfully, taking into account the Note following b) below.*

- b. recognition of an assigned discrete code, the setting of which has been verified, in an SSR label; and

*Note: The use of this procedure requires a system of code assignment which ensures that each aircraft in a given portion of airspace is assigned a discrete code.*

- c. by transfer of identification;
- d. observation of compliance with an instruction to set a specific code;
- e. observation of compliance with an instruction to squawk IDENT.

2.1.3.2.2 When a discrete code has been assigned to an aircraft, a check shall be made at the earliest opportunity to ensure that the code set by the pilot is identical to that assigned for the flight. Only after this check has been made shall the discrete code be used as a basis for identification.

#### **2.1.4 Minimum levels**

2.1.4.1 The controller shall at all times be in possession of full and up-to-date information regarding:

- a. established minimum flight altitudes within the area of responsibility;
- b. the lowest usable flight level or levels in accordance with ENR 1.7 and GEN 3.3; and
- c. established minimum altitudes applicable to procedures based on tactical vectoring and direct routing, including the necessary temperature correction or method to correct the effect of low temperatures on minimum altitudes.

2.1.4.2 Unless otherwise specified by the competent authority, minimum altitudes for procedures based on tactical vectoring with any ATS surveillance system shall be determined using the criteria applicable to tactical radar vectoring.

*Note: Criteria for the determination of minimum altitudes applicable to procedures based on tactical radar vectoring are contained in Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume II.*

2.1.4.3 ATC shall not at any time clear or vector aircraft below the published minimum en-route levels for aircraft outside the Tirana TMA, or below the levels specified on the ATC Surveillance Minimum Altitude Chart for aircraft within the Tirana TMA.

#### **2.1.5 Use of ATS surveillance systems in the air traffic control**

##### **2.1.5.1 Functions**

2.1.5.1.1 The information provided by ATS surveillance systems and presented on a situation display may be used to perform the following functions in the provision of air traffic control service:

- a. provide ATS surveillance services as necessary in order to improve airspace utilization, reduce delays, provide for direct routings and more optimum flight profiles, as well as to enhance safety;
- b. provide vectoring to departing aircraft for the purpose of facilitating an expeditious and efficient departure flow and expediting climb to cruising level;
- c. provide vectoring to aircraft for the purpose of resolving potential conflicts;
- d. provide vectoring to arriving aircraft for the purpose of establishing an expeditious and efficient approach sequence;
- e. provide vectoring to assist pilots in their navigation, e.g. to or from a radio navigation aid, away from or around areas of adverse weather;



**ENR 1.7 ALTIMETER SETTING PROCEDURES****1. INTRODUCTION**

1.1 The altimeter setting procedures in use conform to those specified in ICAO Doc 8168 - PANS OPS/611 and Doc 4444 - PANS ATM/501.

1.2 The purpose of these procedures is to provide pilots with suitable pressure information which will assist them in maintaining adequate terrain clearance and also to ensure a safe standard of flight separation by the general use of altimeters set at 1013.2 hPa.

**2. BASIC ALTIMETER SETTING PROCEDURES****2.1 Flight levels**

2.1.1 Flight level zero shall be located at the atmosphere pressure level of 1013.2 hPa. Consecutive flight levels shall be separated by a pressure interval corresponding to at least 500 ft (152.4 M) in the standard atmosphere.

2.1.2 Flight levels shall be numbered according to the table of cruising levels given in subsection 5 which indicates the corresponding height in the standard atmosphere in feet and the approximate equivalent height in metres.

**2.2 Transition altitude**

2.2.1 Transition altitude is the altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

2.2.2 Transition altitude established for the Tirana FIR is 10000 ft.

**2.3 Transition level**

2.3.1 Transition level is the lowest flight level available for use above the transition altitude.

2.3.2 The transition level shall be located a nominal 300 m (1000 ft) above the transition altitude so that vertical separation minimum is ensured between aircraft flying concurrently at the transition altitude and the transition level.

2.3.3 The transition level is determined by reference to the following table:

Transition Level Reference Table	
QNH	Transition Level
≥1013 hPa	FL 115
1012 – 978 hPa	FL 120
≤ 977 hPa	FL 130

2.3.4 Based on current and anticipated atmospheric pressure distribution, area control centre shall coordinate, when required, the lowest flight level to be used.

**2.4 Transition layer**

2.4.1 Transition layer is the airspace between the transition altitude and the transition level.

2.4.2 Level flight is not permitted within the transition layer.

**2.5 Expression of vertical position of aircraft**

2.5.1 For flights in areas where a transition altitude is established, the vertical position of the aircraft shall, except as provided for in paragraph 4.3.9, be expressed in terms of altitudes at or below the transition altitude and in terms of flight levels at or above the transition level. While passing through the transition layer, the vertical position shall be expressed in terms of flight levels when climbing and in terms of altitudes when descending.

2.5.2 For flights en-route, the vertical position of the aircraft shall be expressed in terms of:

- a. flight levels, for flights at or above the lowest usable flight level; and
- b. altitudes, for flights below the lowest usable flight level.

## **2.6 Take-off and climb**

2.6.1 The QNH altimeter setting shall be passed to an aircraft as part of the departure weather and data.

2.6.2 In addition, where the departure clearance requires an aircraft to maintain a specified altitude after departure, the QNH setting shall also be repeated as part of the departure clearance.

2.6.3 A QNH altimeter setting is included in the routine weather report transmitted to aircraft on initial contact.

2.6.4 Before taking off, one altimeter shall be set on the latest QNH altimeter setting for the aerodrome.

2.6.5 During climb to, and while at the transition altitude, references to the vertical position of the aircraft in air-ground communications shall be expressed in terms of altitudes.

2.6.6 On climbing through the transition altitude, the reference for the vertical position of the aircraft shall be changed from altitudes (QNH) to flight levels (1013.2 hPa), and thereafter the vertical position shall be expressed in terms of flight levels.

## **2.7 En-route**

2.7.1 During en-route flight at or below the transition altitude, an aircraft shall be flown at altitudes. References to the vertical position of the aircraft in air-ground communications shall be expressed in terms of altitudes.

2.7.2 During en-route flight at or above transition levels or the lowest usable flight level, whichever is applicable, an aircraft shall be flown at flight levels. References to the vertical position of the aircraft in air-ground communications shall be expressed in terms of flight levels.

2.7.3 Where adequate QNH altimeter setting reports are available, the latest and most appropriate reports shall be used for assessing terrain clearance.

2.7.4 Where the adequacy of terrain clearance cannot be assessed with an acceptable degree of accuracy by means of the QNH reports available or forecast lowest mean sea level pressure, other information shall be obtained for checking the adequacy of terrain clearance.

## **2.8 Approach and landing**

2.8.1 Before beginning the initial approach to an aerodrome, the number of the transition level shall be obtained.

*Note: The transition level is normally obtained from the appropriate air traffic services unit.*

2.8.2 Before descending below the transition level, the latest QNH altimeter setting for the aerodrome shall be obtained.

*Note: The latest QNH altimeter setting for the aerodrome is normally obtained from the appropriate air traffic services unit.*

2.8.3 As the aircraft descends through the transition level, the reference for the vertical position of the aircraft shall be changed from flight levels (1013.2 hPa) to altitudes (QNH). From this point on, the vertical position of the aircraft shall be expressed in terms of altitudes.

## **2.9 Missed approach**

2.9.1 The relevant parts of "Take-off and climb", "En route", and "Approach and landing" shall apply in the event of a missed approach.

## 8.7.1.2 Inbound flights to Kukes via Kosovo airspace

For all GAT flights:

- a. RNP Approach RWY 19 at Kukes LAKU, as per AIP Albania LAKU AD 2.24-9.
- b. Entry point SINNE fix (42°14'47N 020°10'02"E).

Corridor with 5 NM either side of centerline linking SINNE through KU501, KU502, KU503, KU504 to LAKU.

Vertical limits 4500ft AMSL - 9500ft AMSL. Class G airspace protected by a Radio Mandatory Zone (RMZ).

Flight Information Service (FIS) is provided within the RMZ. Only commercial and charter are permanently allowed to fly this procedure without prior authorization issue by KFOR.

For relevant Standard Instrumental Arrivals (STARs) refer to applicable and relevant AIP.

## 8.7.1.3 For military NATO/KFOR flights only:

- a. KUKES Fix (42°10'03"N 020°32'33"E) is the inbound fix to Kosovo fix from Albania airspace.

It is established as a coordination point/ fix for NATO/KFOR traffic coming from Albanian airspace linking KUKES with PRT VOR/DME STARs.

*Note: The coordination point/ fix KUKES serves also as a VFR coordination point (See "Orange 04").*

- b. JAKOV Fix (42°22'08"N 020°14'41"E) is the outbound from Kosovo fix to Albania airspace.

It is established as a coordination point/ fix for NATO/KFOR traffic departing from Kosovo to Albania airspace linking PRT VOR/DME SIDs with JAKOV.

## 8.7.1.4 For all GAT Flights

- a. For ARR/DEP BKPR via ARBER/KUKAD the following DCTs shall be used:

- Traffic DEP Pristina via KUKAD shall file KUKAD DCT RETRA, FL115-FL195 or KUKAD DCT INLOT, FL115-FL195 with ARR LATI.
- Traffic ARR Pristina via ARBER shall file RINAV DCT ARBER, FL115-FL195.

- b. Aerodrome connectivity for Pristina Airport (BKPR):

- Outbound: BKPR DCT KUKAD.
- Inbound: ARBER DCT BKPR.

## **9. Flight and Flow-Information for a collaborative Environment (FF-ICE)**

### **9.1 Definitions**

Flight and flow — information for a collaborative environment (FF-ICE): Information necessary for planning, coordination, and notification of flights, exchanged in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations.

Flight and flow — information for a collaborative environment (FF-ICE) services. A set of services established for the purposes of facilitating the exchange of FF-ICE, accurate assessment of demands, appropriate resource planning, and optimizing flight planning and execution.

Flight and flow — information for a collaborative environment (FF-ICE) services unit. A unit designated by the appropriate ATS authority for the provision of FF-ICE services.

Filed flight plan (FPL or eFPL). The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units.

*Note: The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.*

Globally unique flight identifier (GUFI). An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.

### **9.2 FF-ICE Services**

9.2.1 FF-ICE operates within a system-wide information management (SWIM) operational environment in which the main procedures and processes are described in terms of services.

9.2.2 EUROCONTROL Network Manager (NM) is the designated FF-ICE services unit for the IFPS Zone and provides the following FF-ICE services:

- a. filing service: the evaluation of a filed flight plan (eFPL) for the provision of air traffic services and indication of flight plan acceptability;
- b. trial service: the evaluation of a trial request with respect to flight plan acceptability and, where practicable, the indication of applicable restrictions and resultant constraints on the flight;

*Note: The trial service offers an opportunity for an operator or designated representative to submit “what-if” scenarios and to receive feedback from an FF-ICE services unit, prior to submitting an eFPL or flight plan update.*

- c. flight data request service: the provision of data regarding a specific flight such as the latest version of a filed flight plan or search and rescue data upon request by an eligible recipient;
- d. notification service: the provision of data regarding a certain flight event such as departure and arrival to required recipients; and
- e. publication service: the publication of FF-ICE data for access by authorized subscribers.

9.2.3 Detailed descriptions of the NM FF-ICE services are available in the European SWIM registry.

9.2.4 An NM B2B certificate is required to make use of the FF-ICE services provided by NM via their B2B (Business to Business) Services.

9.2.5 NM provides a translation service whereby all eFPL messages are translated to the FPL message format. Operators may make use of the FF-ICE translation and delivery service provided by NM to address translated FPL messages to ATS units outside of the IFPZ.

**9.3 FF-ICE Messages**

9.3.1 FF-ICE messages are used to exchange FF-ICE information and are described in the following table:

Message	Description
Submission Response	A response message indicating whether a submitted FF-ICE message is valid or not. In case of rejection, it also indicates the reason.
Trial Request	A query to evaluate a flight plan under consideration for an intended flight.
Trial Response	A response to a validated Trial Request message indicating the expected flight plan acceptability and, where practicable, applicable restrictions and constraints.
Filed Flight Plan (eFPL)	A flight plan (to be) submitted as a request for air traffic services.
Filing Status	A response to a validated eFPL message indicating the flight plan acceptability.
Flight Plan Update	An update to the information contained in a previously submitted flight plan.
Flight Cancellation	An instruction to cancel and remove a previously submitted flight plan.
Flight Data Request	A query for flight plan or search and rescue information for a particular flight.
Flight Data Response	A response to a validated Flight Data Request message, which includes the requested data.
Flight Departure	A notification that a flight has departed.
Flight Arrival	A notification that a flight has landed.

9.3.2 The Flight Information Exchange Model (FIXM) provides individual exchange schema for each of the FF-ICE messages.

9.3.3 Further details on the format, fields and content are provided in the NM B2B Reference Manual and the FIXM User Manual.

**9.4 FF-ICE Requirements**

9.4.1 General air traffic, operating under IFR must submit eFPLs using the FF-ICE services provided by NM, instead of FPL messages.

9.4.2 For all operators an eFPL message shall include, as a minimum (civil aircraft operating as general air traffic fully under IFR have additional requirements):

- a. the GUF1
- b. the operator flight plan version
- c. the flight data items required for FPLs as prescribed by the provisions in ICAO Annex 2, Section 3.3.2, ICAO Doc 4444 PANS-ATM, Appendix 2 and this AIP Section ENR 1.10.

9.4.3 Civil aircraft operating as general air traffic fully under IFR are additionally required to include the following in their eFPL:

- a. Expanded route and 4D trajectory
- b. Flight specific performance data consisting of performance climb and descent profiles and climb and

descent speed schedules.

c. Estimated aircraft take-off mass

9.4.4 For state aircraft operating as general air traffic fully under IFR and general air traffic operating under mixed IFR and VFR, the inclusion of items 3) a., b. and c. in eFPLs is optional.

9.4.5 Details on the expression of route/trajectory information in an FF-ICE flight plan are provided in the EUROCONTROL Network Manager IFPS Users Manual. When providing a trajectory in an FF-ICE flight plan, the full trajectory from aerodrome of departure to aerodrome of destination must be provided.

9.4.6 The operator, or its designated representative, is required to generate and allocate a GUF1 to its FF-ICE flight plan. The provision of the GUF1 is mandatory when using the filing service and the notification service.

9.4.7 The operator flight plan version number is a mandatory element when submitting eFPLs and any subsequent updates. The version number shall be incremented by the operator or their designated representative with every update to the flight plan.

## 9.5 FF-ICE Flight Planning Procedures

9.5.1 Submission, update and cancellation of FF-ICE Flight Plans:

- a. FF-ICE flight plans are submitted, updated and cancelled using the FF-ICE filing service.
- b. Upon processing of an FF-ICE flight plan submission or update, NM provides feedback via a submission response and filing status. In the case of an FF-ICE flight plan cancellation, NM provides feedback via a submission response only.

9.5.2 Use of the FF-ICE Trial Service:

- a. The trial service is initiated through the submission of a trial request.
- b. Upon processing of an FF-ICE trial request, NM provides feedback via a submission response and a trial response.

9.5.3 Use of the FF-ICE Flight Data Request Service:

- a. The use of the FF-ICE flight data request service enables users to request:
  - i. A copy of accepted eFPLs
  - ii. A copy of supplementary flight plan data
  - iii. A copy of the latest filing status for the flight
  - iv. The submission response status

9.5.4 The notification service is used to enable users to transmit departure and arrival notification information to NM.

9.5.5 The data publication service is used to enable subscribers to obtain information about flights relevant to their operations.

9.5.6 FF-ICE flight plan re-evaluation:

- a. NM performs re-evaluation of FF-ICE flight plans to determine whether flight plans remain in compliance with published restrictions or ATM measures that may have been applied or modified since the flight plan was last evaluated.
- b. The IFPS performs re-evaluation of eFPLs in the same way that it revalidates FPLs/IFPLs, with all valid flight plans subjected to the same process, same criteria and same possible outcome.
- c. The re-evaluation process applies to all processed eFPLs that received an ACK submission status and ACCEPTABLE filing status.

- d. Operators should make use of the NM B2B Publish/Subscribe services that will provide updates to the eFPL's filing status, to maintain awareness of the reevaluation results.

9.5.7 Further details on the NM implementation and provision of FF-ICE services and related procedures are provided in the NM IFPS Users Manual.

## 9.6 Further Information

9.6.1 Further information on FF-ICE, the NM implementation and associated procedures can be found in the following:

- a. EUROCONTROL FF-ICE webpage <https://eurocontrol.int/ffice>
- b. EUROCONTROL Network Manager IFPS Users Manual <https://www.eurocontrol.int/publication/ifps-users-manual>
- c. EUROCONTROL NM B2B Reference Manual
- d. European SWIM Registry <https://eur-registry.swim.aero/home>
- e. FIXM User Manual <https://docs.fixm.aero/#/>

The EUROCONTROL Network Manager will provide a flight plan translation service for the FIRs/UIRs in the IFPZ where FF-ICE/R1 is not mandated and as transition arrangements until full implementation by the concerned states.

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**ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES****1. GENERAL**

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

*Note: Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (PANS-ATM refers).*

**2. IFR FLIGHT PLAN ADDRESSING**

Flight plans and associated messages for all IFR flights, including the IFR portions of mixed IFR/VFR flights, submitted by operators that intend to fly into or via the Tirana FIR shall be addressed only to the two IFPS addresses, **EUCHZMFP** and **EUCBZMFP**, for that portion of the flight within the IFPS Zone. Any portion of the flight outside the IFPS Zone shall be addressed as detailed in the AIP of the State or country flown through, preferably by using the IFPS "re-addressing function".

**3. VFR FLIGHT PLAN ADDRESSING**

Flight plans and associated messages for all VFR flights into or via the Tirana FIR shall be addressed to **LAAAZFZX**. For VFR flights into or via the Tirana CTR, flight plans and associated messages shall also be addressed to **LATIZTZX**.

*Note: Details regarding Tirana CTR can be obtained in LATI AD-2.17.*

Flight plans and associated messages for all VFR flights shall also be addressed to the departure and destination aerodrome (Location indicator + **ZTZX** and **ZPZX**) plus any additional addresses as detailed in the AIP of the State or country flown through.

**4. ADDRESSING OF FF-ICE FLIGHT PLAN MESSAGES**

Operators or their designated representative, using the FF-ICE services provided by NM, shall submit FF-ICE flight plan messages to NM using the NM B2B FF-ICE services.

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**ENR 5 NAVIGATION WARNINGS****ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS****1. PROHIBITED AREAS**

Nil

**2. RESTRICTED AREAS**

Identification and name Lateral limits	Upper and Lower limits	Remarks
1	2	3
<b>LAR1 KUCOVA</b> A circle, radius 3 NM centered at 404619N 0195407E	Upper limits: 2500 ft AMSL Lower limits: GND	1. Permanently active military area.  2. Entry or transit of GAT flights is prohibited, except aircraft in emergency, unless flying in accordance with a Prior Permission given by the Rinas Military Control Centre and Tirana ACC at least 24 hours in advance of operation.
<b>LAR2 GJADRI</b> A circle, radius 3 NM centered at 415337N 0193558E	Upper limits: 2500 ft AMSL Lower limits: GND	1. Permanently active military area.  2. Entry or transit of GAT flights is prohibited, except aircraft in emergency, unless flying in accordance with a Prior Permission given by the Rinas Military Control Centre and Tirana ACC at least 24 hours in advance of operation.
<b>LAR3 FARKA</b> 411851N 0195121E - 412200N 0195300E - 412200N 0200000E - 411200N 0200000E - 411200N 0195651E - 411401N 0195530E - 411734N 0195119E - 411851N 0195121E	Upper limits: 5500 ft AMSL Lower limits: GND	1. Permanently active military area  2. Entry or transit of GAT flights is prohibited, except aircraft in emergency, unless flying in accordance with a Prior Permission given by the Rinas Military Control Centre and Tirana ACC at least 24 hours in advance of operation.  Tel/Fax: +355 44504700 (Civil) Tel/Fax: +5131045/1078 (Mil) Email: qkrfaj@aaf.mil.al  3. Any flight shall establish prior communication with Farka Tower on frequency 128.000 MHZ before entering or transiting the military area.
<b>LAR4 KOPLIKU</b> 421938N 0192520E - 420613N 0192414E - 421049N 0191652E - 421439N 0192107E - 421700N 0192305E - 421735N 0192303E - 421938N 0192520E	Upper limits: 7500 ft AMSL Lower limits: GND	1. Protection of primary and secondary IFP airspace, facilitating continuous descent operations at Podgorica airport.  2. Entry or transit of this area is subject to prior coordination with Tirana APP.

3. DANGER AREAS

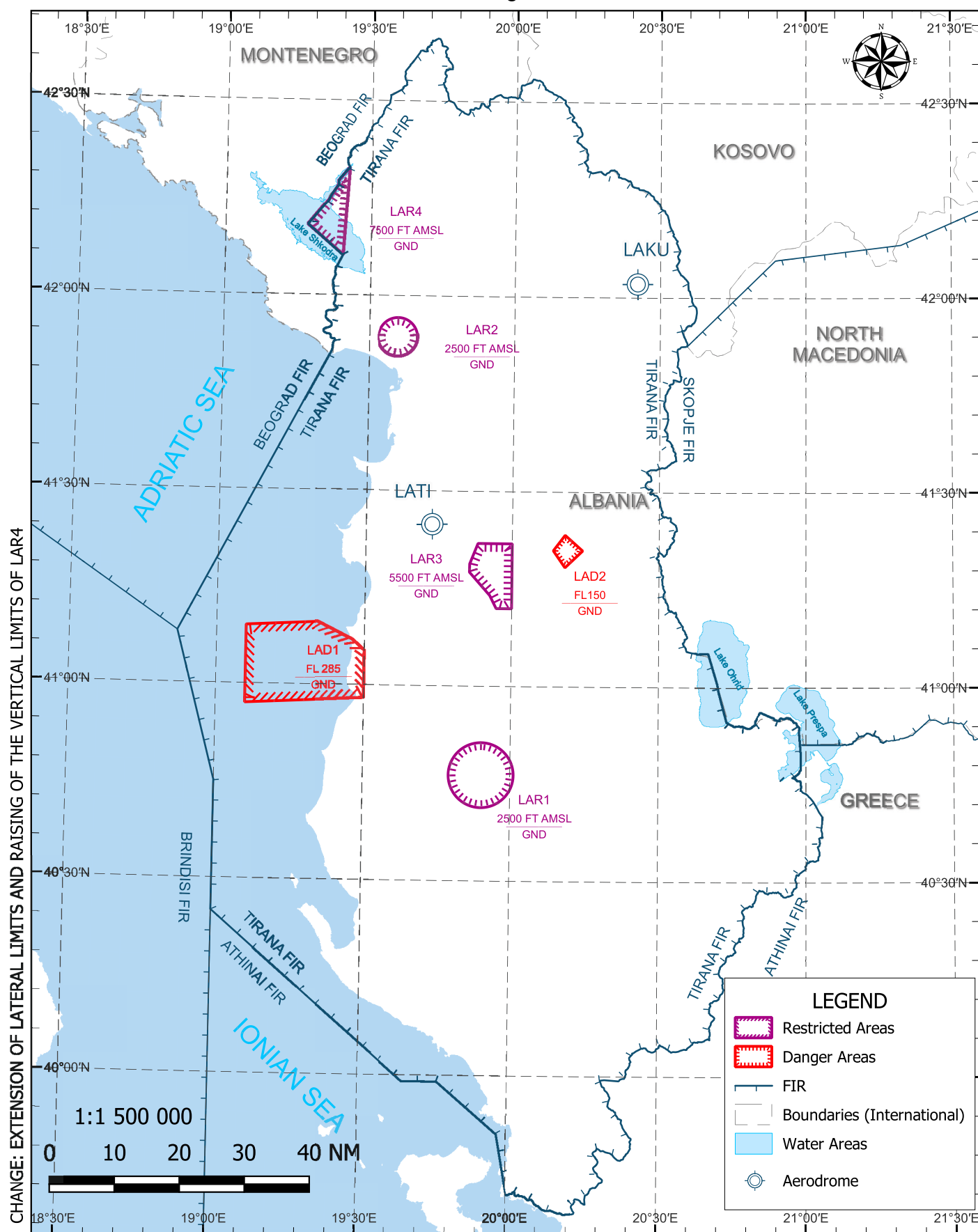
Identification and name Lateral limits	Vertical limits	Remarks
1	2	3
<b>LAD1 RRETH GRETHI</b> 410937N 0192032E - 410656N 0192737E - 410517N 0193000E - 405800N 0193000E - 405700N 0190600E - 410900N 0190600E - 410937N 0192032E	Upper limits: FL 285 Lower limits: GND	1. AMC Manageable Area.  2. Live Fire Exercise/ Mil Exercise.  3. Activation shall be notified through AUP/UUP and promulgated by NOTAM at least 7 days in advance.
<b>LAD2 BIZA</b> 412324N 0201048E - 412100N 0201424E - 411824N 0201048E - 412100N 0200824E - 412324N 0201048E	Upper limits: FL 150 Lower limits: GND	1. AMC Manageable Area.  2. Demolition/ Mil Exercise.  3. Activation shall be notified through AUP/UUP and promulgated by NOTAM at least 7 days in advance.

**ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES**

Designation Lateral limits	Vertical limits	Operator/User telephone number	Remarks Time of activity
1	2	3	4
<b>Paragliding area</b>			
<b>SHASHICA</b> A circle, 3 nm radius centred at 402438N 0193023E	Upper limit: 5000 ft AMSL Lower limit: GND	Aeronautical Federation of Albania Tel: +355 692521086	Active from: 01 MAR - 31 OCT 07:00 - 16:00 UTC
<b>LLOGARA</b> A circle, 4 nm radius centred at 401113N 0193600E	Upper limit: 6000 ft AMSL Lower limit: GND	Aeronautical Federation of Albania Tel: +355 692521086	Active from: 01 MAR - 31 OCT 07:00 - 16:00 UTC
<b>MORAVA</b> A circle, 6 nm radius centred at 403639N 0204846E	Upper limit: 9000 ft AMSL Lower limit: GND	Aeronautical Federation of Albania Tel: +355 692521086	Active from: 01 MAR - 31 OCT 07:00 - 16:00 UTC
<b>ÇAJUPI</b> A circle, 6 nm radius centred at 401009N 0201022E	Upper limit: 9000 ft AMSL Lower limit: GND	Aeronautical Federation of Albania Tel: +355 692521086	Active from: 01 MAR - 31 OCT 07:00 - 16:00 UTC

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## INDEX CHART- Prohibited, Restricted and Danger Areas



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## AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name	Location indicator	Reference code	Date of certification	Remarks
1	2	3	4	5
TIRANA	LATI	4C	31 DEC 2020	Instrumental runway
KUKES	LAKU	3C	15 JUN 2021	Non-instrumental runway

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**AD 2 AERODROMES****LAKU AD 2****LAKU AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LAKU - KUKES

**LAKU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	Aerodrome reference point and its site	420208N 0202457E Midpoint of RWY 01/19
2	Direction and distance of aerodrome reference point from centre of the city	2.2 NM South of Kukes
3	Aerodrome elevation and reference temperature	1160 ft/28° C
4	Geoid undulation at the aerodrome elevation position	142 ft
5	Magnetic variation, date of information and annual change	5°E (2024)/0.1°
6	Name of aerodrome operator, address, telephone and telefax numbers, e-mail address, AFS address and, if available, website address	Kukes International Airport National Highway Kukës - Peshkopi, Km 3, Shtiqen, Kukës Albania Phone: +355 697015951/ +355 697019592 E-mail: info@kuiport.al URL: www.kuiport.al
7	Types of traffic permitted to use the aerodrome (IFR/VFR)	IFR/VFR
8	Remarks	NIL

**LAKU AD 2.3 OPERATIONAL HOURS**

1	Aerodrome operator	SR - SS
2	Customs and immigration	H24
3	Health and sanitation	SR - SS
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	HO
8	Fuelling	SR - SS
9	Handling	SR - SS
10	Security	H24
11	De-icing	SR - SS

12	Remarks	All flight operations to and from Kukes Airport are subject to Prior Permission Required (PPR). Operators must submit the application form and the documents to CAA at least three (3) working days in advance prior to the scheduled start of operations. Operators are not allowed to use the airport as an alternate. ATS Reporting Service and MET information are provided by Kukes AFIS unit.
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#### LAKU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
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 18000 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

#### LAKU AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	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 and Post Office in the city
6	Tourist Office	Tourist Office in the city
7	Remarks	NIL

#### LAKU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for firefighting	Belongs to CAT 6
2	Rescue equipment	2 trucks
3	Capability for removal of disabled aircraft	Push-back tractors and tow bars for MTOW 120 tons
4	Remarks	NIL

#### LAKU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Seasonal availability	Aerodrome must be used with caution during the winter season of the year.
2	Type(s) of clearing equipment	Mechanical, chemical de-icing.

3	Clearance priorities	<ul style="list-style-type: none"> <li>Runway in use and designated taxiway;</li> <li>Apron;</li> <li>PAPI area 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.

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

1	Designation, surface and strength of aprons	Designation: MAIN APRON Surface: CONC Strength: PCN 59/R/C/W/T
2	Designation, width, surface and strength of taxiways	Designation: B Width: 23 M Surface: ASPH Strength: PCN 53/F/A/X/T
3	Location and elevation of altimeter checkpoints	NIL
4	Location of VOR checkpoints	NIL
5	Position of INS checkpoints	NIL
6	Remarks	NIL

**LAKU 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 taxiway B, following the continuous yellow line markings. Usually aircraft are guided by a "FOLLOW ME" car. The guidance principles are according to the marshaller's hand signals.
2	Runway and taxiway markings and lights	RWY 01/19 Markings: Designation numbers and touchdown zone LGT: Threshold, runway end and runway edges TWY B Markings: Taxi-holding positions and TWY centreline LGT: Taxiway edges
3	Stop bars and runway guard lights (if any)	NIL
4	Other runway protection measures	NIL
5	Remarks	NIL

**LAKU 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.

## LAKU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Name of the associated meteorological office	Kukes MET Office
2	Hours of service and, where applicable, the designation of the responsible meteorological office outside these hours	HO
3	Office responsible for preparation of TAFs and periods of validity and interval of issuance of the forecasts	Tirana MET Office Available during operation hours of Kukes AFIS unit (first issued 1 hour prior to the start of operations)
4	Availability of the trend forecasts for the aerodrome, and interval of issuance	NIL
5	Information on how briefing and/or consultation is provided	By Kukes AFIS unit (via multimedia)
6	Types of flight documentation supplied and language(s) used in flight documentation	Aerodrome METAR and TAF EN/AL
7	Charts and other information displayed or available for briefing or consultation	NIL
8	Supplementary equipment available for providing information on meteorological conditions, e.g. weather radar and receiver for satellite images	NIL
9	The air traffic services unit(s) provided with meteorological information	Kukes AFIS unit
10	Additional information (e.g. concerning any limitation of service, etc.)	LAKU METAR available during operation hours of Kukes AFIS unit

## LAKU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designation	True bearings	RWY dimensions	RWY/SWY strength (PCN) and surface	THR coordinates RWY end coordinates THR geoid undulation	THR elevation TDZ highest elevation
1	2	3	4	5	6
01	012.99°	2198 X 30 M	50/F/B/X/T/ ASPH	420128.16N 0202444.35E 420237.60N 0202505.84E 142.3 ft	THR 1160.4 ft -
19	192.99°	2198 X 30 M	50/F/B/X/T/ ASPH	420237.60N 0202505.84E 420128.16N 0202444.35E 142.3 ft	THR 1152.2 ft -



Designation	RWY/SWY slope	SWY dimensions	CLR dimensions	Strip dimensions	RESA dimensions
	7	8	9	10	11
01	- 0.11%	NIL	NIL	2318 X 150 M	240 X 150 M
19	+ 0.11%	NIL	NIL	2318 X 150 M	90 X 60 M

Designation	Location of arresting system	OFZ	Remarks
	12	13	14
01	NIL	NIL	NIL
19	NIL	NIL	NIL

**LAKU AD 2.13 DECLARED DISTANCES**

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
01	2198 M	2198 M	2198 M	NU	NIL
19	NU	NU	NU	2198 M	NIL

**LAKU 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
01	NIL	GRN	NIL	NIL
19	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: 2198 M Spacing: 60 M Colour: White Intensity: LIH	RED	NIL	NIL
NIL	Length: 2 198 M Spacing: 60 M Colour: White Intensity: LIH	RED	NIL	Due to terrain constraints PAPI lights are visible from about 4 km

## LAKU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Location, characteristics and hours of operation of aerodrome beacon/identification beacon	ABN: NIL IBN: NIL
2	Location and lighting of anemometer/landing direction indicator	LDI: NIL Anemometer: NIL
3	Taxiway edge and taxiway centre line lights	Edge: NIL Centre line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD. Switch-over time:12 SEC
5	Remarks	NIL

## LAKU AD 2.16 HELICOPTER LANDING AREAS

NIL

## LAKU AD 2.17 AIR TRAFFIC SERVICE 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
Kukes FIZ/RMZ 415929N 0203631E - 415901N 0194718E - 422301N 0194651E - 422314N 0201342E along Tirana FIR boundary to the point of origin.	Upper limit: FL115 Lower limit: GND	G	Kukes Aerodrome Information EN	10000 ft	Applicable during AFIS unit operational hours	Outside AFIS HO, pilots entering Kukes FIZ/RMZ are requested to contact Tirana APP on frequency 133.150 MHz to receive flight information.

## LAKU AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	Hours of operation	Remarks
1	2	3	4	5
AFIS	Kukes Aerodrome Information	118.375 MHz 119.825 MHz  121.500 MHz Emergency Channel	HO	NIL

## LAKU 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
GPS	NIL	1575.42 MHz	H24	Tirana FIR	NIL	Operated by US Department of Defense