

REPUBLIC OF ALBANIA

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AIRAC AMDT 006/2026

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1. Amendment content:

LAAA

- Introduction of the new reporting point NANKA with FRA relevance D on the Albania–Italy boundary (ENR 3.2, ENR 4.4, ENR 6.1 and ENR 6.2);
- Implementation of the new RNAV route T334 (ENR 3.2, ENR 4.4 and ENR 6.1);
- Update of the ARO Office contact telephone number (GEN 3.1);
- Update of information regarding the provision of digital terrain data sets (GEN 3.1);
- Update of information regarding airport charges for Kukes International Airport (LAKU) (GEN 4.1).

LATI

- Introduction of intersection take-off from TWY B for RWY 35 with TORA 2746 M (LATI AD 2.13, LATI AD 2.24-1, LATI AD 2.24-5 and LATI AD 2.24-9);
- Depiction of the new ARO Office location on the relevant aerodrome charts (LATI AD 2.24-1 and LATI AD 2.24-5);
- Updates to the Start-up, Runway occupancy time, and aircraft speed limitations within the terminal area procedures (LATI AD 2.20.2, LATI AD 2.20.5, LATI AD 2.20.6 and LATI AD 2.22.2).

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:

A0192/26

SUP:

Nil

AIC:

Nil

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

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PART 1 - General (GEN)

GEN 0

GEN 0.1 PREFACE

1. NAME OF THE PUBLISHING AUTHORITY

1.1 The AIP Albania is published by ALBCONTROL under the authority of the Civil Aviation Authority of Albania.

2. APPLICABLE ICAO DOCUMENTS

2.1 The AIP is prepared in accordance with the Standards and Recommended Practices (SARPs) of Annex 15 to the Convention on International Civil Aviation, the Aeronautical Information Management (ICAO Doc 10066) and the Aeronautical Information Services Manual (ICAO Doc 8126). Aeronautical charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (ICAO Doc 8697).

2.2 Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection GEN-1.7.

3. PUBLICATION MEDIA

3.1 The AIP Albania is provided exclusively in electronic format.

4. AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL

4.1 The AIP forms part of the aeronautical information products provided in a standardized presentation, details of which are given in subsection GEN-3.1. The principal AIP structure is shown in subsection 7.

4.2 The AIP is organized in three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

Part 1 - General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0. Preface - Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.

GEN 1. National Regulations and Requirements - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments; Equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. Tables and Codes - Measuring system, aircraft markings and holidays; Abbreviations used in aeronautical information products; Chart symbols; Location indicators; List of radio navigation aids; Conversion of units of measurements; and Sunrise/sunset.

GEN 3. Services - Aeronautical information services; Aeronautical charts; Air traffic services; Communication and navigation services; Meteorological services; and Search and rescue.

GEN 4. Charges for Aerodromes/Heliports and Air Navigation Services - Aerodrome/heliport charges; and Air navigation services charges.

Part 2 - En-route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0. Preface - Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 2.

ENR 1. General Rules and Procedures - General rules; Visual flight rules; Instrument flight rules; ATS airspace classification and description; Holding, approach and departure procedures; ATS surveillance services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management

and airspace management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2. Air Traffic Services Airspace - Detailed description of Flight information region (FIR); Controlled airspace (CTA); Terminal control areas (TMA); and Other regulated airspace.

ENR 3. - ATS Routes - Detailed description of Conventional navigation routes; Area navigation routes; Other routes; and En-route holding.

Note: Other types of routes which are specified in connection with procedures for traffic to and from aerodromes/heliports are described in the relevant sections and subsections of Part 3 - Aerodromes.

ENR 4. Radio Navigation Aids/Systems - Radio navigation aids - en-route; Global navigation satellite systems; Name-code designators for significant points; and Aeronautical ground lights - en-route.

ENR 5. Navigation Warnings - Prohibited, restricted and danger areas; Military exercise and training areas and air defence identification zone; Other activities of a dangerous nature and other potential hazards; Air navigation obstacles - en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6. En-Route Charts - En-route Chart - ICAO and Index Charts.

Part 3 - Aerodromes (AD)

Part 3 consists of four sections containing information as briefly described hereafter.

AD 0. Preface - Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 3.

AD 1. Aerodromes/Heliports - Introduction - Aerodrome/heliport availability and conditions of use; Rescue and fire fighting services, runway surface condition assessment and reporting and snow plan; Index to aerodromes and heliports; Grouping of aerodromes/heliports; and Status of certification of aerodromes.

AD 2. Aerodromes - Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under 24 subsections.

AD 3. Heliports - Detailed information about heliports (not located at aerodromes), listed under 23 subsections.

4.3 The AIP is amended or reissued at such regular intervals as may be necessary to keep it up to date.

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6. SERVICE TO CONTACT IN CASE OF DETECTED AIP ERRORS OR OMISSIONS

6.1 In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the aeronautical information products and services, should be referred to:

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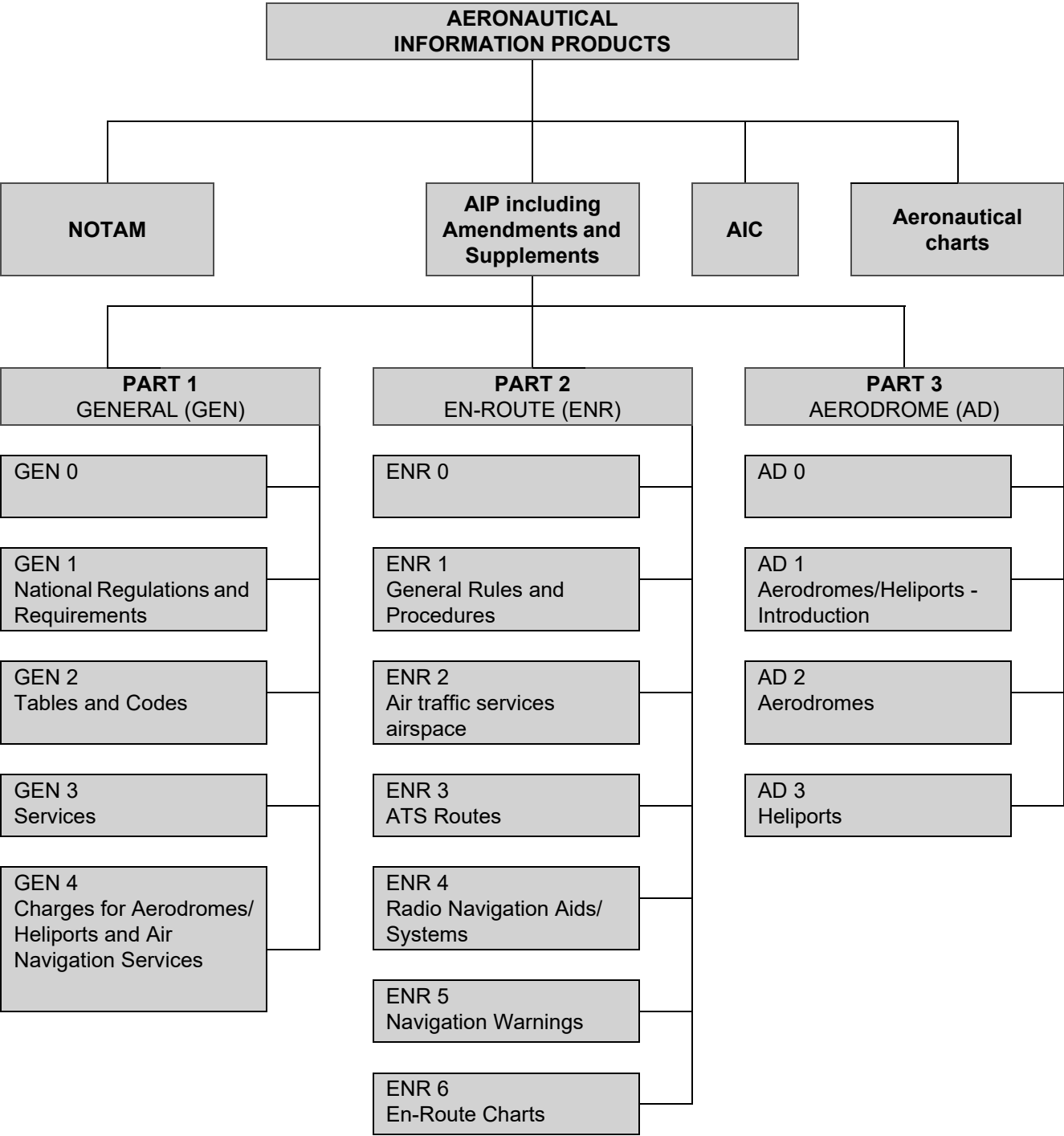
Fax: NIL

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7. AERONAUTICAL INFORMATION PRODUCTS



GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
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004/2024	30-May-2024	11-Jul-2024	
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LATI AD 2.24 - 8	06 AUG 2026
LATI AD 2.24 - 9	01 OCT 2026
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GEN 3 SERVICES**GEN 3.1 AERONAUTICAL INFORMATION SERVICES****1. RESPONSIBLE SERVICE**

1.1 ALBCONTROL, Air Navigation Services of Albania, is responsible for the provision of Aeronautical Information Services (AIS) in Albania.

1.2 The AIS Department consists of AIS Headquarters, Publications Office, International NOTAM Office (INO), Flight Procedure Design Office and Tirana ATS Reporting Office (Tirana ARO).

AIS Headquarters - Monday to Friday (0800-1600 LT)

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

Phone: +355 4 2343487

Fax: NIL

Email: ais@albcontrol.al

AFS: LAAAYNYX

URL: ais.albcontrol.al

Publications Office - Monday to Friday (0800-1600 LT)

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

Phone: +355 4 2343487

Fax: NIL

Email: ais@albcontrol.al

AFS: LAAAYNYX

URL: ais.albcontrol.al

International NOTAM Office (INO) - Daily H24

Post: Post: ALBCONTROL
Air Navigation Services of Albania
AIS Department
International NOTAM Office
P.O. Box 8172
Rinas, Tirana
Albania

Phone: +355 4 2343487

Fax: NIL

Email: ino@albcontrol.al

AFS: LAAAYNYX

URL: ais.albcontrol.al

Flight Procedure Design Office - Monday to Friday (0800-1600 LT)

Post: ALBCONTROL
Air Navigation Services of Albania
AIS Department
Flight Procedure Design Office
P.O. Box 8172
Rinas, Tirana
Albania

Phone: +355 4 2343487

Fax: NIL

Email: ais@albcontrol.al

AFS: LAAAYNYX

URL: ais.albcontrol.al

Tirana ATS Reporting Office (ARO) - Daily H24

Post: ALBCONTROL
Air Navigation Services of Albania
AIS Department
Tirana ATS Reporting Office
P.O. Box 8172
Rinas, Tirana
Albania

Phone: +355 4 4542215

Fax: NIL

Email: aro@albcontrol.al

AFS: LATIZPZX

URL: ais.albcontrol.al

1.3 The AIS is provided in accordance with the provisions contained in the following documents:

- ICAO Annex 15 - Aeronautical Information Services
- ICAO Annex 4 – Aeronautical Charts
- ICAO Doc 10066 – Aeronautical Information Management
- Easy Access Rules for ATM/ANS (Regulation (EU) 2017/373)

2. AREA OF RESPONSIBILITY

2.1 Aeronautical Information 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.

3.5 Aeronautical Information Circulars (AIC)

- 3.5.1 An AIC is used to provide:
- a long-term forecast of any major change in legislation, regulations, procedures or facilities;
 - information of a purely explanatory or advisory nature which affect flight safety;
 - information or notification of an explanatory or advisory nature, concerning technical, legislative or purely administrative matters.
- 3.5.2 The AIC is not used for information that qualifies for inclusion in AIP or NOTAM.
- 3.5.3 The validity of AIC currently in force is reviewed at least once a year.
- 3.5.4 AIC series A are selected for international distribution.
- 3.5.5 AIC selected for international distribution have the same distribution as for the AIP.
- 3.5.6 Each AIC is allocated a serial number which is consecutive and based on the calendar year.
- 3.5.7 A checklist of AIC currently in force is issued at least once a year, with distribution as for the AIC.
- 3.5.8 A checklist of AIC provided internationally is included in the NOTAM checklist.
- 3.5.9 AIC are provided as part of the eAIP.
- 3.5.10 AIC in HTML format are displayed with a different colour header according to their subject matter as follows:
- white — administrative;
 - yellow — air traffic control (ATC);
 - pink — safety;
 - mauve — danger area map; and
 - green — maps/charts.

3.6 NOTAM

- 3.6.1 A NOTAM is promptly issued whenever the information to be distributed is of a temporary nature and of short duration (less than 3 months) or when operationally significant permanent changes or temporary changes of long duration are made at short notice, except for extensive text and/or graphics.
- 3.6.2 Information on the establishment, condition, or change of any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel involved with flight operations, is issued as a NOTAM.
- 3.6.3 Each NOTAM contains the information in the order shown in the NOTAM format of Appendix 2 to Annex VI of Regulation (EU) 2017/373.
- 3.6.4 All NOTAM are issued in English language.
- 3.6.5 When errors occur in a NOTAM, a NOTAM with a new number is issued to replace the erroneous NOTAM or the erroneous NOTAM is cancelled and a new NOTAM is issued.
- 3.6.6 When a NOTAM is issued that cancels or replaces a previous NOTAM:
- the series and number/year of the previous NOTAM are indicated;
 - the series, location Indicator and subject of both NOTAM are the same.
- 3.6.7 Only one NOTAM is cancelled or replaced by a NOTAM.

- 3.6.8 Each NOTAM deals with only one subject and one condition of the subject.
- 3.6.9 Each NOTAM is transmitted as a single telecommunication message.
- 3.6.10 A NOTAM containing permanent or temporary information of long duration includes appropriate references to the AIP or AIP supplement.
- 3.6.11 Location indicators included in the text of a NOTAM are those contained in ICAO Doc 7910 'Location Indicators'.
- 3.6.12 A series identified by a letter and a four-digit number followed by a stroke and a two-digit number for the year is allocated to each NOTAM. The four-digit number is consecutive and based on the calendar year.
- 3.6.13 NOTAM for Tirana FIR and aerodromes allowing international air traffic are issued in international NOTAM series identified by the letter A.
- 3.6.14 A checklist of valid NOTAM is issued on the first day of each month.
- Note: Omitting a NOTAM from the checklist does not cancel a NOTAM.*
- 3.6.15 A checklist NOTAM also refers to the latest AIP amendments, AIP supplements, data sets and, at least, to distributed AIC.
- 3.6.16 A checklist NOTAM has the same distribution as the actual message series to which it refers and is clearly identified as a checklist.

3.7 Distribution of aeronautical information products

- 3.7.1 Aeronautical information products are distributed to authorized users who request them.
- 3.7.2 The eAIP is made available via the AIS website at ais.albcontrol.al
- 3.7.3 The eAIP is also available via the European AIS Database (EAD) website at www.ead.eurocontrol.int
- 3.7.4 NOTAM are distributed on the basis of a request.
- 3.7.5 NOTAM are prepared in conformity with ICAO communication procedures laid down in ICAO Annex 10, Volume II.
- 3.7.6 The aeronautical fixed service (AFS) is employed for NOTAM distribution.
- 3.7.7 NOTAM series A are selected for international distribution.
- 3.7.8 In addition to the distribution to individual States, all NOTAM originated worldwide are also addressed to the European AIS Database (EAD) using the AFTN address EUECYIYN as destination address.
- 3.7.9 The EAD system ensures distribution of NOTAM to all relevant NOTAM Offices (NOF) within its area of responsibility (EAD Clients).
- 3.7.10 The international exchange of NOTAM used for distribution of information on volcanic activity include volcanic ash advisory centres and the world area forecast centres, and take account of the requirements of long-range operations.

4. AERONAUTICAL INFORMATION PRODUCTS UPDATES

4.1 General

- 4.1.1 The information notified under the AIRAC system is not changed further for at least another 28 days after the AIRAC effective date unless the circumstance notified is of a temporary nature and would not persist for the full period.
- 4.1.2 The information provided under the AIRAC system is distributed/made available so as to reach recipients at least 28 days in advance of the AIRAC effective date.

- 4.3.12 In case of an AIP supplement that is valid for 14 days or more, the 'trigger NOTAM' remains valid for at least 14 days.

4.4 Data set updates

- 4.4.1 Data sets are amended or reissued at such regular intervals as may be necessary to keep them up to date.
- 4.4.2 Permanent changes and temporary changes of long duration (3 months or longer) are made available as digital data in the form of a complete data set and/or a subset that includes only the differences from the previously issued complete data set.
- 4.4.3 When made available as a completely re-issued data set, the differences from the previously issued complete data set are indicated.
- 4.4.4 When temporary changes of short duration are made available as digital data, they use the same information model as the complete data set.
- 4.4.5 The update interval for the AIP data set and the instrument flight procedure data sets is specified in the data product specification.
- 4.4.6 Data sets that have been made available in advance, according to the AIRAC cycle, are updated with the non-AIRAC changes that occurred between the publication and the effective date.

4.5 Schedule of AIRAC effective dates

2026	2027	2028	2029
22 January	21 January	20 January	18 January
19 February	18 February	17 February	15 February
19 March	18 March	16 March	15 March
16 April	15 April	13 April	12 April
14 May	13 May	11 May	10 May
11 June	10 June	08 June	07 June
09 July	08 July	06 July	05 July
06 August	05 August	03 August	02 August
03 September	02 September	31 August	30 August
01 October	30 September	28 September	27 September
29 October	28 October	26 October	25 October
26 November	25 November	23 November	22 November
24 December	23 December	21 December	20 December

5. PRE-FLIGHT AND POST-FLIGHT INFORMATION SERVICES

5.1 Pre-flight information service

- 5.1.1 For any aerodrome/heliport, aeronautical information relative to the route stages originating at the aerodrome/heliport is made available to flight operations personnel, including flight crew and services responsible for pre-flight information.
- 5.1.2 Aeronautical information provided for pre-flight planning purposes includes information of operational significance from the elements of aeronautical information products.
- 5.1.3 The coverage zone is limited to the Tirana FIR within which the aerodrome/heliport is located, the FIR(s)

adjacent thereto, and all air route or portion of route flown without an intermediate landing, originating at the aerodrome/heliport and extending beyond the FIR(s) mentioned.

5.1.4 The elements of aeronautical information products provided by ECAC States are available at Tirana ARO through EAD system.

5.1.5 A recapitulation of valid NOTAM of operational significance and other information of urgent character is made available to flight crews in the form of plain-language pre-flight information bulletins (PIBs).

5.1.6 An integrated web briefing system is also used to make aeronautical data and aeronautical information available to operations personnel including flight crew members for self-briefing, flight planning and flight information service purposes.

5.1.7 The integrated web briefing system is available via the AIS website at ais.albcontrol.al

5.2 Post-flight information service

5.2.1 For any aerodrome/heliport used for international air operations, arrangements are made between ALBCONTROL and the Aerodrome Operator to receive information concerning the state and operation of air navigation facilities or services noted by flight crews.

5.2.2 For any aerodrome/heliport open to public use, arrangements are in place with aerodrome operators to enable the AIS provider to receive and distribute information concerning:

- a. the state and operation of air navigation facilities or services noted by flight crews; and
- b. the presence of wildlife hazards observed by flight crews.

5.2.3 Reports on the state and operation of air navigation facilities or services provided by ALBCONTROL, should be addressed to:

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

AFS: LAAAYAYX

URL: www.albcontrol.al

5.2.4 Post-flight information, which may include complaints concerning facilities or procedures, is welcome at ATS Reporting Office (ARO). Flight crews are required to complete a Post-Flight Report.

6. DIGITAL DATA SETS

6.1 Terrain data sets

6.1.1 Terrain data sets are available for Area 1, LATI Area 2 and Area 3, and LAKU Area 2 and Area 3 in GeoTIFF format.

6.1.2 Actually, the terrain data sets are provided to external parties contracted by ALBCONTROL for the design of instrument flight procedures, charting and minimum safety altitude warning purposes.

6.1.3 The Digital Terrain Model (DTM) for the territory of Albania is provided by the State Authority for Geospatial Information (ASIG) via geoportal.asig.gov.al

6.2 Obstacle data sets

6.2.1 The obstacle data sets for Area 1, LATI Area 2 and Area 3, and LAKU Area 2 and Area 3 are provided in AIXM 5.1 and Excel format.

6.2.2 The obstacle data sets are available via the AIS website at ais.albcontrol.al

6.2.3 All enquiries regarding obstacle data should be addressed to:

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

Phone: +355 4 2343487

Fax: NIL

Email: ais@albcontrol.al

AFS: LAAAYNYX

URL: ais.albcontrol.al

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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

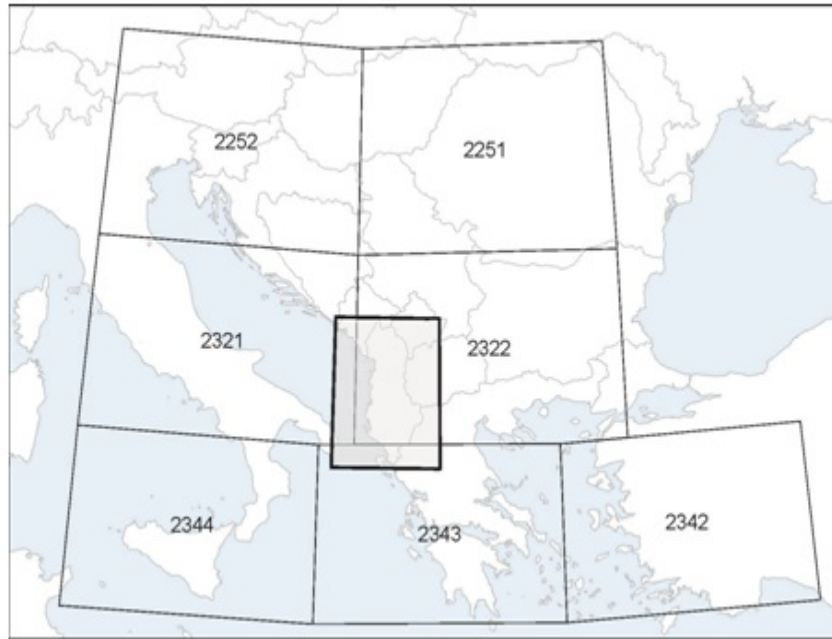
5.1 Those chart series marked by an asterisk form part of the eAIP.

Title of Series	Scale	Name and/or Number	Price	Date
En-route Chart - ICAO*	1:1 700 000	Tirana FIR	-	01 OCT 2026
SECSI FRA - Index Chart*	1:4 500 000	SECSI FRA	-	01 OCT 2026
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	-	06 AUG 2026
Military Exercise and Training Areas – Index Chart*	1:1 500 000	Tirana FIR	-	06 AUG 2026
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	-	01 OCT 2026
Aircraft Parking/Docking Chart (APDC) - ICAO*	1:5 000	LATI	-	06 AUG 2026
Aerodrome Ground Movement Chart (AGMC) - ICAO*	1:18 000	LATI	-	01 OCT 2026
Aerodrome Obstacle Chart (AOC) - ICAO* - Type A	1:20 000	LAKU RWY 01	-	26 DEC 2024
	1:20 000	LATI RWY 17	-	06 AUG 2026
	1:20 000	LATI RWY 35	-	01 OCT 2026
Standard Departure Chart - Instrument (SID) - ICAO*	1:250 000	LAKU RWY 01	-	19 MAR 2026
	1:1 000 000	LATI RNAV RWY 17	-	19 MAR 2026
	1:1 000 000	LATI RNAV RWY 35	-	19 MAR 2026
Omni-Directional Departure Area*	1:500 000	LATI RWY 17	-	19 MAR 2026
	1:500 000	LATI RWY 35	-	19 MAR 2026
Standard Arrival Chart - Instrument (STAR) - ICAO*	1:350 000	LAKU RWY 19	-	19 MAR 2026
	1:500 000	LATI RNAV RWY 17	-	06 AUG 2026
	1:500 000	LATI RNAV RWY 35	-	06 AUG 2026
ATC Surveillance Minimum Chart - ICAO*	1:900 000	LATI	-	19 MAR 2026
Instrument Approach Chart (IAC) - ICAO*	1:350 000	LAKU RNP RWY 19	-	11 JUL 2024
	1:500 000	LATI ILS or LOC RWY 17	-	19 MAR 2026
	1:500 000	LATI VOR RWY 17	-	19 MAR 2026
	1:500 000	LATI VOR RWY 35	-	19 MAR 2026
	1:500 000	LATI RNP RWY 17	-	19 MAR 2026
	1:500 000	LATI RNP RWY 35	-	19 MAR 2026
Visual Approach Chart (VAC) - ICAO*	1:350 000	LAKU	-	19 MAR 2026
	1:300 000	LATI	-	19 MAR 2026
Visual Approach Procedure Chart*	1:100 000	LAKU	-	11 JUL 2024
Aeronautical Chart - ICAO	1:500 000	Albania	-	01 OCT 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 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

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE eAIP

Chart	Location	Correction
Aeronautical Chart - ICAO 1:500 000	Albania	Introduction of the new significant point NANKA on the boundary between Albania and Italy.
Consult NOTAMs for latest information concerning air navigation obstacles.		

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GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES**GEN 4.1 AERODROME/HELIPORT CHARGES****1. TIRANA INTERNATIONAL AIRPORT (LATI)****1.1 Landing/Take-off and handling of aircraft**

Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.

Domestic and international flights

Max. Take-off Weight (tons)		Landing and Take-off	Base Ground Handling
Starts	End	EUR	EUR
0	1	0	30
1	2	0	50
2	6	35	90
6	15	120	200
15	30	200	470
30	45	400	970
45	60	550	1220
60	80	650	1320
80	100	700	1470
100	120	800	1570
120		900	1670

1.2 Parking of aircraft

Max. Take-off Weight (tons)		Parking Charge per 24 hours
Starts	End	EUR
0	1	8
1	2	12
2	6	35
6	15	40
15	30	60
30	45	100
45	60	130
60	80	140
80	100	150
100	120	170
120		200

1.3 Cargo handling and lighting

Max. Take-off Weight (tons)		Cargo Handling Charge	Lighting charge
Starts	End	EUR	EUR
0	1	0	10
1	2	0	16
2	6	30	38
6	15	30	74
15	30	30	140
30	45	30	280
45	60	30	385
60	80	30	455
80	100	30	490
100	120	30	560
120		30	630

Note: Cargo handling charge for the first 100 kg is EUR 30, then EUR 0.03 per additional kg.

1.4 Passenger service

1.4.1 A passenger service charge shall be applied on all departing passengers utilizing the terminal facilities. The charge is included in the ticket price and is applied as follows:

- Adults (over 12 years): EUR 10 per person;
- Children (2 to 12 years): EUR 3 per person.

1.4.2 Crew members, infants (under 2 years of age), or transit passengers remaining within the terminal building due to technical landings are exempted from these charges.

1.5 Security charges

A security charge of EUR 4 applies to each departing passenger. Crew members and infants (under 2 years of age) are exempted from this charge.

1.6 Other

1.6.1 A communication service charge of EUR 25 is applied for charter aircraft for the provision of communication services.

1.6.2 A border crossing tax of EUR 1 is applicable to each departing passenger.

2. KUKES INTERNATIONAL AIRPORT (LAKU)

2.1 Landing/Take-off, handling and parking of aircraft

Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.

2.1.1 International flights

Services	EUR per Tonne
Landing and Take-off	2.69
Base Ground Handling	5.47
Parking	0.58

Note: No aircraft parking charge will be levied for aircraft on the ground at the airport for less than 3 hours.

2.1.2 General aviation

For A/C with MTOW > 10 tonnes:

Services	EUR per Tonne
Landing and Take-off	2.69
Base Ground Handling	5.47
Parking	0.58

Note: Parking charges are calculated as per the following formula:

$$\text{Parking charge} = 10 \text{ tons} + (\text{Dif. MTOW} * 0.58)$$

For A/C from 0 up to 10 tonnes:

Max. Take-off Weight (tons)		Landing/Take Off and Base Ground Handling	Parking
Starts	End	EUR	EUR
0	3	25	9
4	10	80	19.5

2.2 Additional services

Additional services	Price/Unit
Cleaning	Standard EUR 40
AC stairs	EUR 25
GPU	EUR 30 per Hour for A/C up to 30 MTOW EUR 50 per Hour for A/C over 30 MTOW
Air Starter	EUR 60 per 15 minutes
Unaccompanied Minors	EUR 12
Toilet Service	EUR 30
Ballast/20kg	EUR 3
De-icing	EUR 4 per Litre for de-ice fluid EUR 100 per service
Fire Assistance	EUR 30 per service

2.3 Charges on passengers (collected by airlines/agents)

Charges payable per terminal departing passenger on all commercial flights.

Passenger Type	EUR
Adult (13 years and older)	8.33
Child (2-12 years old)	5

Passenger Type	EUR
Infant (0-1 years old)	0

2.4 Security Charges

Charges payable per terminal departing passenger on all commercial flights.

All passengers: EUR 2.67 per passenger.

3. NOISE RELATED ITEMS

Not applicable.

4. EXEMPTIONS AND REDUCTIONS

4.1 The specification prescribes that the following flights will not be subject to the aerodrome charges:

- a. Humanitarian flights authorized by the appropriate competent body;
- b. Search and rescue flights authorized by the appropriate competent body;
- c. Flights performed exclusively for the transport, on official mission, of the reigning Monarch and his/her immediate family, Heads of State, Heads of Government, and Government Ministers. In all cases, this must be substantiated by the appropriate status indicator or remark on the flight plan;
- d. Medical flights authorized by the appropriate competent body;
- e. Flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning flights by the aircraft concerned; and
- f. Military flights performed by military aircraft of any State.

4.2 Specific information concerning the Airline Incentive Policy (subject to periodic changes) may be obtained from the Tirana International Airport (TIA) website at: www.tirana-airport.com

5. METHODS OF PAYMENT

5.1 Landing and parking charges levied at daily rates are payable at the time the aerodrome is used via POS or, in the case of regular users, as per contractual terms signed between the two parties.

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ENR 0.3	Record of AIP supplements - not applicable	ENR 0.3 - 1
ENR 0.4	Checklist of AIP pages - not applicable	ENR 0.4 - 1
ENR 0.5	List of hand amendments to the AIP - not applicable	ENR 0.5 - 1
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1.	VMC visibility and distance from cloud minima (SERA.5001)	ENR 1.2 - 1
2.	Visual flight rules (SERA.5005)	ENR 1.2 - 1
3.	Special VFR in control zones (SERA.5010)	ENR 1.2 - 3
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Route designator	Route Remarks (Optional)					
Names, coded designators or name-codes	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Significant Point Remarks
Navigation accuracy requirement {RNAV / RNP Type}	MAG bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels		Remarks Controlling unit, Operating channel, and logon address Navigation specification(s) limitations. {Airspace Classification}
				↓	↑	
T334						
▲ DIRES	410328N 0191133E TRN 223.0° 32.1 NM (100 FT)					
(RNAV 5)	280°	15.1 NM	FL 195 FL 115	Even ⁽¹⁾		Tirana ACC 127.505 MHZ Tirana APP 133.155 MHZ {C} (1) H24 (2)
▲ NANKA (FIR BDRY)	410724N 0185212E TRN 241.0° 42.2 NM (100 FT)					(3)
(2) Navigation accuracy requirement: ±5 NM						
(3) For continuation see AIP Italy						

Route designator	Route Remarks (Optional)					
Names, coded designators or name-codes	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Significant Point Remarks
Navigation accuracy requirement {RNAV / RNP Type}	MAG bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels		Remarks Controlling unit, Operating channel, and logon address {Airspace Classification} Navigation specification(s) limitations
				↓	↑	
Y132						
▲ NIKRO (FIR BDRY)	393957N 0200712E TRN 165° 106.5 NM (100 FT)					(4)
(RNAV 5)	342°	54.5 NM	FL 195 FL 115	Even ⁽¹⁾		Tirana ACC 127.505 MHZ Tirana APP 133.155 MHZ {C} (1) H24 (3)
▲ TIRCA	403304N 0195123E TRN 168° 52.2 NM (100 FT)					
(RNAV 5)	342°	103.5 NM	FL 195 FL 115	Even ⁽²⁾		Tirana ACC 127.505 MHZ Tirana APP 133.155 MHZ {C} (2) H24 (3)
▲ RETRA (FIR BDRY)	421342N 0192006E POD 154.3° 10.1 NM (158 FT)					(5)
(3) Navigation accuracy requirement: ±5 NM (4) For continuation see AIP Greece (5) For continuation see AIP Serbia & Montenegro						

Route designator	Route Remarks (Optional)					
Names, coded designators or name-codes	Significant point geographical coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Significant Point Remarks
Navigation accuracy requirement {RNAV / RNP Type}	MAG bearing ↓ / ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels		Remarks Controlling unit, Operating channel, and logon address {Airspace Classification} Navigation specification(s) limitations
				↓	↑	
Y400						
▲ MAVAR (FIR BDRY)	414012N 0203148E TRN 062° 39.6 NM (100 FT)					(4)
(RNAV 5)	298° 117°	63.1 NM	FL 195 FL 115	Even ⁽¹⁾	Odd ⁽²⁾	Tirana ACC 127.505 MHZ Tirana APP 133.155 MHZ {C} (1) H24 (2) H24 (3)
▲ RETRA (FIR BDRY)	421342N 0192006E POD 154.3° 10.1 NM (158 FT)					(5)
(3) Navigation accuracy requirement: ±5 NM (4) For continuation see AIP North Macedonia (5) For continuation see AIP Serbia & Montenegro						

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ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

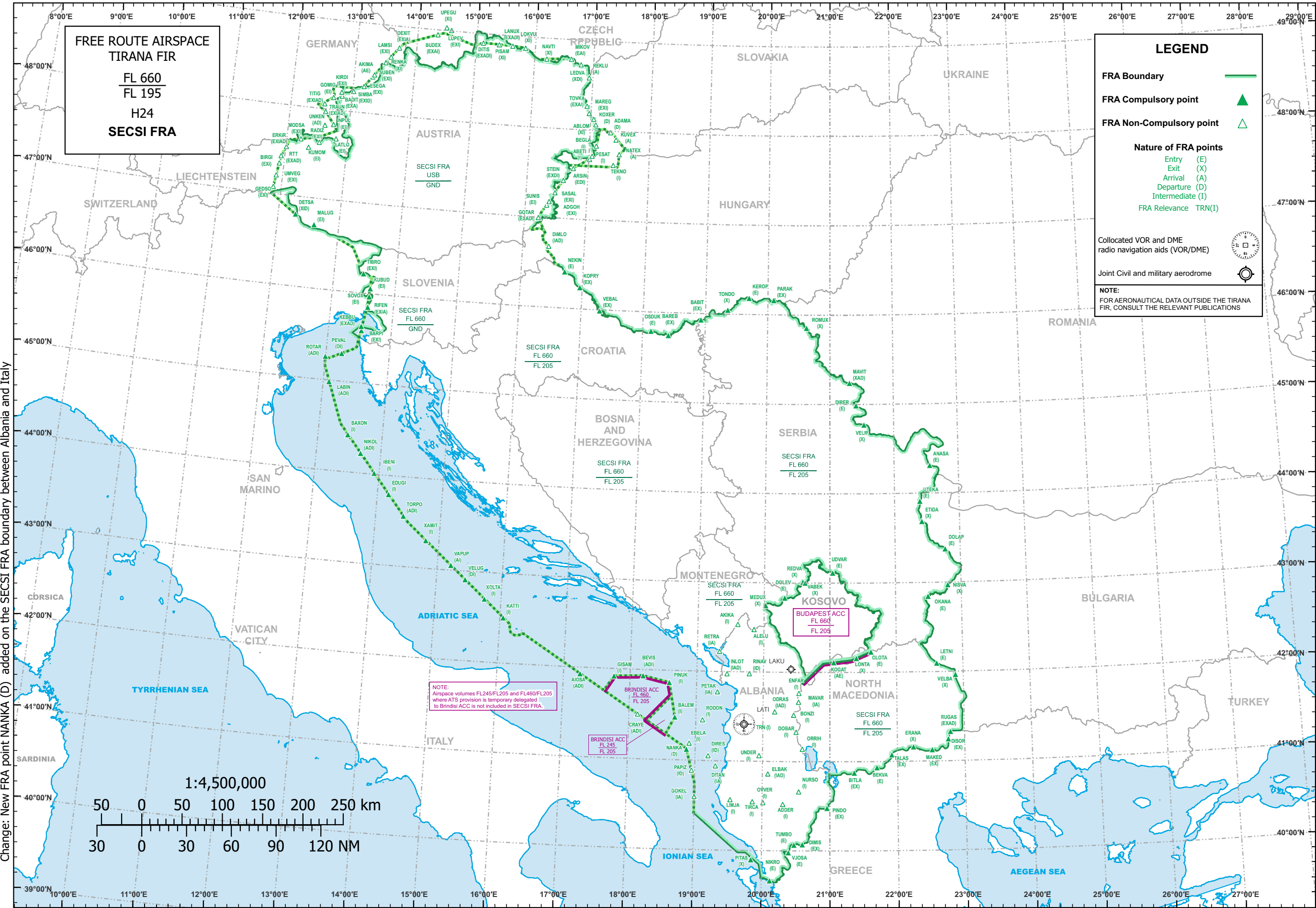
Name-code designator	Geographical coordinates	Reference to ATS route or other route	Remarks
1	2	3	4
ADDER	403126N 0201817E	L604, M603	FRA (I)
AKIKA	423203N 0193614E	T8	FRA (I)
ALELU	422845N 0195102E	M127	FRA (I)
ARBER	420749N 0202951E		
BONZI	413124N 0202726E		FRA (I)
DIMIS	400421N 0203541E	L604	FRA (EX): - EVEN FLs for all entering aircraft - ODD FLs for all exiting aircraft
DIRES	410328N 0191133E	P92, T2, T334	FRA (I) FRA (D): LATI SID: LATI
DITAN	405644N 0191813E	M26	FRA (I) FRA (A): LATI STAR: LATI
DOBAR	411958N 0202941E	N141, T216	FRA (I)
EBELA	411136N 0185432E	T2	FRA (I)
ELBAK	405151N 0200452E	L604, T6	FRA (I) FRA (AD): LATI SID/STAR: LATI
ENFAR	414607N 0203204E		FRA (I)
GOKEL	403554N 0190000E	M26, M603	FRA (I): FRA (A): LATI
INLOT	415847N 0192711E	L604, T8	FRA (I) FRA (AD): LATI SID/STAR: LATI
KUKAD	422108N 0201053E		
LIMJA	403412N 0193145E	M603, N732	FRA (I)
MAVAR	414012N 0203148E	P92, Y400	FRA (IA)
NANKA	410724N 0185212E	T334	FRA (D): LATI
NIKRO	393957N 0200712E	M127, Y132	FRA (E) - EVEN FLs for all entering aircraft
NURSO	403956N 0203217E	T6	FRA (I)

Name-code designator	Geographical coordinates	Reference to ATS route or other route	Remarks
1	2	3	4
ODRAS	413335N 0201027E	P92, T216	FRA (I) FRA (AD): LATI SID/STAR: LATI
ORRIH	410836N 0203519E		FRA (I)
OVVER	403230N 0200046E	L611, M127, M603	FRA (I)
PAPIZ	405330N 0185706E	P92	FRA (I): FRA (D): LATI
PETAK	414631N 0191850E	L607	FRA (I) FRA(A): LATI STAR: LATI
PINDO	402851N 0205721E	M603, T6	FRA (EX): - EVEN FLs for all entering aircraft - ODD FLs for all exiting aircraft
PITAS	395400N 0195040E	N732	FRA (X): - ODD FLs for all exiting aircraft
RETRA	421342N 0192006E	L604, Y132, Y400	FRA (I) FRA(A): LYPG
RINAV	415901N 0194718E	M127	FRA (I) FRA (D): LATI SID: LATI
RODON	412730N 0190600E	L187, L611, N732	FRA (I)
TIRCA	403304N 0195123E	L187, M603, Y132	FRA (I)
TUMBO	400402N 0202822E	L611	FRA (E): - EVEN FLs for all entering aircraft
UNDER	410405N 0195651E	L604	FRA (I)
VJOSA	395855N 0202329E		FRA (E): - EVEN FLs for all entering aircraft

TIRANA FIR



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AD 1.1	Aerodrome/heliport availability and conditions of use	AD 1.1 - 1
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2.	Civil use of military air bases	AD 1.1 - 2
3.	Cat II/III operations at aerodromes	AD 1.1 - 2
4.	Aerodrome operating minima	AD 1.1 - 2
5.	Other information	AD 1.1 - 2
AD 1.2	Rescue and fire fighting services, runway surface condition assessment and reporting and snow	AD 1.2 - 1
1.	Rescue and fire fighting services	AD 1.2 - 1
2.	Runway surface condition assessment and reporting and winter service	AD 1.2 - 1
AD 1.3	Index to aerodromes and heliports	AD 1.3 - 1
AD 1.4	Grouping of aerodromes/heliports	AD 1.4 - 1
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2.	National aerodrome/heliport	AD 1.4 - 1
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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	3000 M	3130 M	3000 M	2746 M	NIL
35	2209 M	2339 M	2209 M	-	Take-off from intersection at Taxiway Charlie.
35	2746 M	2876 M	2746 M	-	Take-off from intersection at Taxiway Bravo.

LATI AD 2.14 APPROACH AND RUNWAY LIGHTING

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

RWY centre line lights length, spacing, colour and intensity	RWY edge lights length, spacing, colour and intensity	RWY end lights colour and wing bars	Stopway lights length and colour	Remarks
6	7	8	9	10
NIL	Length: 3 000 M Spacing: 60 M Colour: WHI Intensity: LIH	RED	NIL	Approach lights and PAPI lights are LED. Runway edge lights on first 600 m are LED.
NIL	Length: 3 000 M Spacing: 60 M Colour: WHI Intensity: LIH	RED	NIL	PAPI lights are LED. Runway edge lights on first 850 m are LED.

LATI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

LATI AD 2.16 HELICOPTER LANDING AREAS

NIL

LATI AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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

LATI AD 2.18 ATS COMMUNICATION FACILITIES

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

- 2.1.7.2 Pilots shall not commence self-maneuvring/power-out until ground guidance is in position and clearance/instruction has been received. When self-maneuvring is approved, all GSE, vehicles and other equipment shall be removed from the manoeuvring area, and adjacent stand areas shall be clear.
- 2.1.7.3 On Apron 100, self-maneuvring is permitted only as follows:
- Stands 101–103: permitted only for aircraft with a wingspan not exceeding 27 m;
 - Stands 113–124: permitted only with ground handling personnel or "FOLLOW-ME" vehicle guidance, and provided that adjacent parking stands are not occupied; and
 - Stand 102: self-maneuvring is permitted.
- 2.1.7.4 Self-maneuvring in front of the terminal building, including stands 104–112, is strictly prohibited.
- 2.1.7.5 On Apron 300, all stands are taxi-in/power-out stands. Self-maneuvring is permitted under ground handling personnel or "FOLLOW-ME" guidance.
- 2.1.7.6 If the above conditions cannot be met, the aircraft shall be pushed back or towed as instructed.
- 2.1.8 Execution of parking remains the responsibility of the PiC (Pilot in Command).
- 2.1.9 The isolated aircraft parking position is located on Taxiway B.
- 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 Pilots requiring the full runway length for departure with RWY 35 shall advise ATC on initial contact.
- 2.2.3 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.
- 2.2.4 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.
- 2.2.5 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.
- 2.2.6 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.
- 2.2.7 When the aircraft is fully ready for departure, the Pilot in Command shall contact Tirana GMC or Tirana TWR for start-up clearance, push-back, and taxi. These requests shall be made only after receiving approval from the ground handling personnel or "FOLLOW ME" vehicle that:
- The walk-around inspection is completed;
 - Doors are closed;
 - The aircraft is ready for start-up; and
 - The area is clear of any surrounding aircraft, vehicle, or equipment.
- 2.2.8 Marshalling is under responsibility of the ground service provider on aprons 100 and 300. Marshalling on aprons 200 and 400 is the responsibility of the Airside Safety Inspectors or the ground service provider. For aircraft parked on unregulated aprons 200 and 400 (no markings), the flight crew shall request "FOLLOW ME" vehicle assistance from ATC prior to requesting start-up clearance.
- 2.2.9 The ground handling personnel or "FOLLOW ME" vehicle shall monitor and ensure the safe path of the aircraft until it passes the red line.

2.3 Push-back procedures

- 2.3.1 Aircraft parked nose-in to the terminal building will need to be pushed back off the stand towards the taxiway centerline, taking into account the standard taxiway routing.
- 2.3.2 Subject to the requirements in paragraph 2.2.7, 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 understand 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 All push-back maneuvers shall be directed by the ground handling personnel. In such cases, the Ground Movement Controller or Tower Controller assumes responsibility once the push-back maneuver is accomplished.

2.4 Tug Release Point (TRP) on Apron 100

- 2.4.1 The TRP is the designated location where:
- The aircraft nosewheel is positioned at the completion of push-back;
 - The towbar is disconnected; and
 - The aircraft is handed back to the flight crew.
- 2.4.2 The TRP ensures a safe distance from other parked aircraft, GSE, service vehicles, and blast-sensitive areas, and provides the correct alignment for subsequent taxi instructions.

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

- 2.5.1 The following steps detail the specific push-back procedure utilized when operating with a TRP on Apron 100:
1. Push-back is initiated in accordance with ATC clearance;
 2. The Tug driver pushes the aircraft from the stand and aligns towards the designated TRP in the direction instructed by the Aerodrome Controller;
 3. The tug positions the aircraft nosewheel directly on the TRP marking;
 4. The towbar is disconnected, and the tug moves clear of the aircraft;
 5. Ground crew visually confirms that the area is clear and signals the flight crew; and
 6. Taxi instructions will follow from ATC.
- 2.5.2 If the TRP cannot be reached due to congestion or physical obstruction, the flight crew shall inform ATC immediately before towbar disconnection.

2.6 Taxiing

- 2.6.1 During taxiing, the pilot shall comply with traffic regulation on apron taking into account instructions and information provided by the Tirana GMC or Tirana TWR in order to avoid collision with other aircraft, vehicles, persons or objects. Neither deviations nor shortcuts are allowed except under the guidance of "FOLLOW ME" vehicle or after special instructions given by the Tirana GMC or Tirana TWR.
- 2.6.2 In case of guidance by "FOLLOW ME" vehicle is requested by flight crew, the taxi clearance to the appropriate TWY will be issued by the Tirana GMC or Tirana TWR where the guidance will be taken over by the "FOLLOW

ME" vehicle.

- 2.6.2.1 Aerodrome Control Tower (TWR) is responsible for clearing the aircraft to the designated intermediate holding positions until the handoff to the "FOLLOW ME" vehicle.
- 2.6.2.2 The "FOLLOW ME" vehicle, when requested by ATC or the pilot, awaits the aircraft at the intermediate holding position. The "FOLLOW ME" vehicle is then responsible for guiding the aircraft from this position, if required by ATC or PiC, to the assigned parking stand.
- 2.6.3 The apron 100 is used for the operation of aircraft category C with a maximum wingspan 36 m. Aircraft category E shall use parking stand 102. Stands 101 and 103 will not be used while operating with category E aircraft.
- 2.6.4 The apron 200 is used for the operation of aircraft category A, B and C with a maximum wingspan 36 m and accessed with guide by "FOLLOW ME" vehicle.
- 2.6.5 The apron 300 is used for the operation of aircraft category A, B, C with a maximum wingspan 36 m. Taxi-out (no push-back) is required, aircraft taxi directly from apron 300 to TWY Y.
- 2.6.6 Flight crew requesting taxi clearance from Apron 300 to Holding Point F or E for RWY 17 shall be full ready for departure at the time of request. Due to the short taxi time, all pre-departure checks and procedures shall be completed prior to requesting taxi clearance.
- 2.6.7 When it is requested or necessary for a helicopter to proceed at a slow speed above the surface, normally below 20 knots and in ground effect, air-taxiing may be authorized by Tirana TWR in coordination with ground handling personnel.

2.7 Taxiing on a runway-in-use

- 2.7.1 In the interests of safety, use of the active runway for taxiing purposes is to be kept to a minimum.
- 2.7.2 For the purpose of expediting air traffic, aircraft may be permitted to taxi on the runway-in use, provided no delay or risk to other aircraft will result. Where control of taxiing aircraft is provided by a ground air traffic controller and the control of runway operations by an aerodrome air traffic controller, a clearance to taxi on the runway-in-use should be issued by the aerodrome air traffic controller once direct two-way communications between the pilot and the aerodrome air traffic controller have been established. Any subsequent instruction to change frequency should be issued by the aerodrome air traffic controller to the taxiing aircraft after it has vacated the runway.
- 2.7.3 If the control tower is unable to determine visually, that a vacating aircraft has cleared the runway, the aircraft shall be requested to report when it has vacated the runway. The report shall be made when the entire aircraft is beyond the relevant runway.

2.8 Aircraft engine ground running

- 2.8.1 Aircraft engine ground running shall be conducted either on designated parking positions on the apron or on the movement area, subject to prior permission granted by the Aerodrome Duty Manager (ADM) and Air Traffic Control (ATC).
- 2.8.2 Exceptions: Engine tests at idle power are not permitted at parking positions 104 to 112.
- 2.8.3 Designated Areas for Full Engine Ground Run:
- Taxiway B (TWY B) – facing North
 - Taxiway D (TWY D) – facing West
- 2.8.3.1 If the engine runs above ground idle power, it shall be done at the area designated with the authorization of ADM in coordination with ATC.
- 2.8.4 All full power engine tests require prior approval from the Aerodrome Duty Manager (ADM), in coordination with ATC. ATC clearance for full power engine tests is dependent on current traffic and operational conditions.

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

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

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

3. CAT II/III OPERATIONS

Not applicable.

4. SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS

- 4.1 Training and technical flights must only be made after permission has been obtained from the CAA of Albania (see GEN 1.2).
- 4.2 Application for a training flight shall be submitted at least 10 days in advance of the proposed operation.
- 4.3 Application for a technical test flight shall be submitted at least 2 hours before such a flight is operated.

5. RUNWAY OCCUPANCY TIME

5.1 Arriving flights

- 5.1.1 Pilots are reminded that by leaving the runway at the fastest speed commensurate with safety and standard operating procedures, ATC will be able to instruct aircraft on final approach using minimum radar separation or separation minimum according to wake vortex category. Extended runway occupancy may result in a missed approach. In order to reduce runway occupancy times, pilots shall apply the following procedure:
1. Pilots should pre-plan their landing and roll out to target the assigned exit taxiway, weather permitting, that provides for a safe and expeditious exit from the runway to reduce delays and maximise utilisation at all times;
 2. Aircraft shall taxi at a speed commensurate with operational safety so as not to cause undue delay to other traffic. Pilots unable to maintain a normal taxi speed shall inform ATC;
 3. Pilots are to ensure runway fully vacated before stopping i.e. aircraft are not to stop on any runway exit awaiting instructions from ATC but should continue on to the assigned taxiway, unless instructed to do so by ATC; and
 4. If the pilot of a landing aircraft cannot contact ATC due to RTF congestion, the pilot should fully vacate the runway and taxi into the assigned taxiway. The pilot should then hold position until contact with ATC can be established.

5.2 Departing flights

- 5.2.1 Pilots should be ready for departure when reaching the runway-holding position. On receipt of line-up clearance, pilots should ensure, commensurate with safety and standard operating procedure, that they are able to taxi into the correct position if not already at the hold, and line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or completed its landing run and has passed the holding point.
- 5.2.2 Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion when lined-up on the runway should be kept to the minimum required.
- 5.2.3 Pilots who require additional time for departure shall notify ATC before entering the runway and wait for instructions.
- 5.2.4 Pilots should ensure that they are able to commence the take-off roll once the take-off clearance is issued.
- 5.2.5 ATC may cancel the departure clearance and instruct the aircraft to vacate the runway in case the conditional departure clearance is not complied with.

6. REDUCED DISTANCES AND PROCEDURES FOR INTERSECTION TAKE-OFF**6.1 Reduced distances and intersection take-off positions**

- 6.1.1 Reduced declared distances applicable for intersection take-off are described in LATI AD-2.13.
- 6.1.2 Intersection take-off positions shall be TWY E and D for RWY 17 and TWY B 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 B, 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 B, C RUNWAY 17 or 35 APPROVED.
Denial of requested departure from an intersection take-off position	NEGATIVE TAKE-OFF FROM INTERSECTION E, D or B, 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 B, 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 B, 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. Failure to comply with the published speed restriction may result in the aircraft being repositioned in the approach sequence by ATC.
- 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. Failure to comply with the published speed restriction may result in the aircraft being instructed to go around by ATC.

2.1.10 Alternatively, the air traffic control unit concerned may give other instructions for speed in order to keep a smooth traffic flow.

2.1.11 Pilots unable to conform to the assigned speeds, shall promptly inform ATC, and state what speeds may be used.

2.2 Holding

2.2.1 RNAV Holding Procedures are established at INDAL and TINKI as detailed on the appropriate RNAV STAR charts.

2.2.2 Holding patterns for use following a missed approach are established at INDAL and TALLU as detailed on the appropriate instrument approach charts.

2.2.3 From the holding patterns, aircraft will normally be directed by the Radar Controller inbound respective IAF to carry out an instrument approach procedure. When traffic conditions permit, suitably equipped and approved aircraft will be permitted to carry out an RNP Approach Procedure appropriate to the landing direction.

2.3 Approach procedures with ATS surveillance system control

2.3.1 When inbound traffic is being sequenced by ATS surveillance system, the approach procedure will be flown under directions from the approach controller.

2.3.2 Aircraft will be given a track to take up according to the runway-in-use and will be allocated a level. Changes of heading or level will be made only on instructions from the approach controller except in the case of radio communication failure.

2.3.3 In the event of ATS surveillance system failure, procedures as defined for ATS surveillance approach will apply.

2.3.4 The ATC shall advise an aircraft being vectored for an instrument approach of its position at least once prior to the commencement of final approach.

2.3.5 When giving distance information, the approach controller shall specify the point or navigation aid to which the information refers.

2.3.6 Aircraft vectored for final approach should be given a heading or a series of headings calculated to close with the final approach track. The final vector shall enable the aircraft to be established on the final approach track prior to intercepting the specified or nominal glide path of the approach procedure from below, and should provide an intercept angle with the final approach track of 45 degrees or less.

2.3.7 Depending on the traffic situation, ATC may vector the aircraft to be established on the final approach track inbound the respective IF for instrument approaches.

2.3.8 Whenever an aircraft is assigned a vector which will take it through the final approach track, it should be advised accordingly, stating the reason for the vector.

2.3.9 The pilot should be advised of the number in the sequence for landing at least once prior to commencement of the final approach.

2.3.10 In the event of a complete radio communication failure in an aircraft, the pilot is to adopt procedures detailed at LATI AD 2.24-23 for aircraft being vectored.

2.3.11 In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures detailed in ENR 1.6 will be brought into use.

2.3.12 If radio communications fails at the ATC Unit when under radar control, pilots are to contact Tirana Tower on 122.510 MHZ for new instructions.

2.4 Precision approaches

2.4.1 A precision approach ILS CAT I Procedure is in use for Runway 17 only. ILS/DME (ITR) is collocated with GP. ITR DME is zero ranged to threshold RWY 17.

2.4.2 Aircraft shall follow the appropriate RNAV 1 STAR or be vectored either onto the ILS localiser course or onto

an appropriate closing heading (roughly 30 degrees from the final approach track) to enable the pilot to complete the turn onto the final approach track. Approach controller shall instruct the pilot to report established on the ILS localiser and, if necessary, shall continue to give heading instructions until this report is received. When established on the ILS localiser the pilot shall be either cleared to descend on the glide path or given appropriate alternative level instructions.

- 2.4.3 When clearance for the approach is issued, aircraft shall maintain the last assigned level until intercepting the specified or nominal glide path of the approach procedure. If ATC requires an aircraft to intercept the glide path at a level other than a level flight segment depicted on the instrument approach chart, ATC shall instruct the pilot to maintain the particular level until established on the glide path.

2.5 Visual approaches for arriving IFR flights

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

2.6 Missed approaches

- 2.6.1 Missed approach procedures are detailed at LATI AD 2.24-25 to 2.24-33.
- 2.6.2 ATC shall always be aware of the possibility of a missed approach and, unless in VMC and conducting a visual circuit, the need for aircraft carrying out a missed approach to maintain specified climb gradients due to terrain. Succeeding arrivals and/or other flights shall not be cleared to the same level, or cleared to operate within the missed approach area if there is any possibility of the aircraft flight paths conflicting.
- 2.6.3 When issuing instructions for a missed approach to a flight conducting an instrument approach procedure, the ATC should adhere to the published missed approach procedure. The ATC should issue modifications to the published missed approach procedure only in presence of safety reasons.

2.7 Loss of communication procedures

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

2.8 Procedures for outbound aircraft

- 2.8.1 RNAV 1 SIDs for aircraft joining the airways system are detailed at LATI AD 2.24-15 to 2.24-17.
- 2.8.2 RNAV 1 SIDs are available to aircraft which are equipped and operated in accordance with the requirements of EASA CS-ACNS and approved by their State of Registry for RNAV 1 operations.
- 2.8.3 ATC will normally deliver clearance for RNAV 1 SIDs. Aircraft not capable of flying the RNAV 1 SIDs or are non-GNSS equipped will be issued Omni-Directional Departures together with appropriate ATC instructions to access the airways system.
- 2.8.4 The Omni-Directional Departures (ODDs) are defined in the table below:

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

Runway	Description	Restrictions
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:

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

2.9.3 To execute a visual departure, the aircraft take-off performance characteristics shall allow them to make an early turn after take-off. When implemented, visual departure shall be applied under the following conditions:

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

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

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

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

2.10 Uncertainty of position on the manoeuvring area

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

- 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; and
- b. at any other time when their use, based on weather conditions, is considered desirable for the safety of air traffic.

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

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

2.12 Operations in reduced visibility conditions

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

2.12.2 The ORVC procedure will commence when:

1. reported meteorological visibility is less than 1000 m; or
2. RVR at TDZ is less than 650 m; or
3. reported cloud ceiling is 400 ft or less; or

4. part of the maneuvering area is not visible from Aerodrome Control Tower.

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

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

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

3. PROCEDURES FOR VFR FLIGHTS WITHIN TIRANA TMA/CTR

3.1 Procedures for VFR flights within or into the Tirana TMA

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

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

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

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

3.2 Procedures for VFR flights within or into the Tirana CTR

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

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

3.2.3 VFR flights operating within or transiting the Tirana CTR are restricted to fly at or below 2000 ft AMSL (aerodrome QNH).

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

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

3.2.6 VFR reporting points are as follows:

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

Name	Location	Coordinates
MATIA	Rezervuari Marikaj (Reservoir of Marikaj)	412237N 0193823E
TUFIZ	Rezervuari i Qinamit (Reservoir of Qinam)	412433N 0194752E

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

3.2.7 All VFR reporting points are compulsory reporting points.

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

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

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

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

3.3 Special VFR flights

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

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

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

3.3.4 Requests for Special VFR clearance to enter or transit Tirana CTR may be made to Tirana APP whilst airborne.

3.3.5 Aircraft departing from aerodromes adjacent to Tirana CTR boundary and wishing to enter or cross the control zone may obtain Special VFR clearance either prior to take-off by telephone or by RTF when airborne. In any case, all such requests must specify the ETA for the selected entry VFR points and must be made 10 minutes beforehand.

3.3.6 Requests for Special VFR clearance to leave Tirana CTR, depart from Tirana Airport or any airfield/heliport within Tirana CTR shall be made to Tirana TWR prior to take-off either by telephone or by RTF.

3.3.7 For departing aircraft asking to operate as special VFR, Tirana TWR shall issue special VFR clearance after coordinating with Tirana APP control unit.

3.3.8 Special VFR clearance for arriving and departing flights is only granted without affecting normal IFR flights. IFR traffic will always have priority over Special VFR traffic. The priority afforded to IFR aircraft over Special VFR aircraft, however, is not intended to be so rigidly applied that inefficient use of airspace results.

3.3.9 The list of type of operations subject to permit by the competent authority to deviate from the requirements for special VFR flights is not exhaustive. The competent authority may grant a permit for other kinds of helicopter operations such as power line inspections, helicopter hoist operations.

3.3.10 When the reported ground visibility at the aerodrome is less than 1 500 m, air traffic control units may issue a special VFR clearance for a flight crossing the control zone and not intending to land at an aerodrome within the control zone, or enter the aerodrome traffic circuit when the flight visibility reported by the pilot is not less

than 1 500 m, or for helicopters, not less than 800 m.

LATI AD 2.23 ADDITIONAL INFORMATION

1. DEVIATION ACCEPTANCE AND ACTION DOCUMENTS (DAAD), SPECIAL CONDITIONS (SC) AND EQUIVALENT LEVEL OF SAFETY (ELOS)

Reference number	Description
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:
- at the request of the Tower Controller or Aircrew via the Tower Controller;
 - 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.

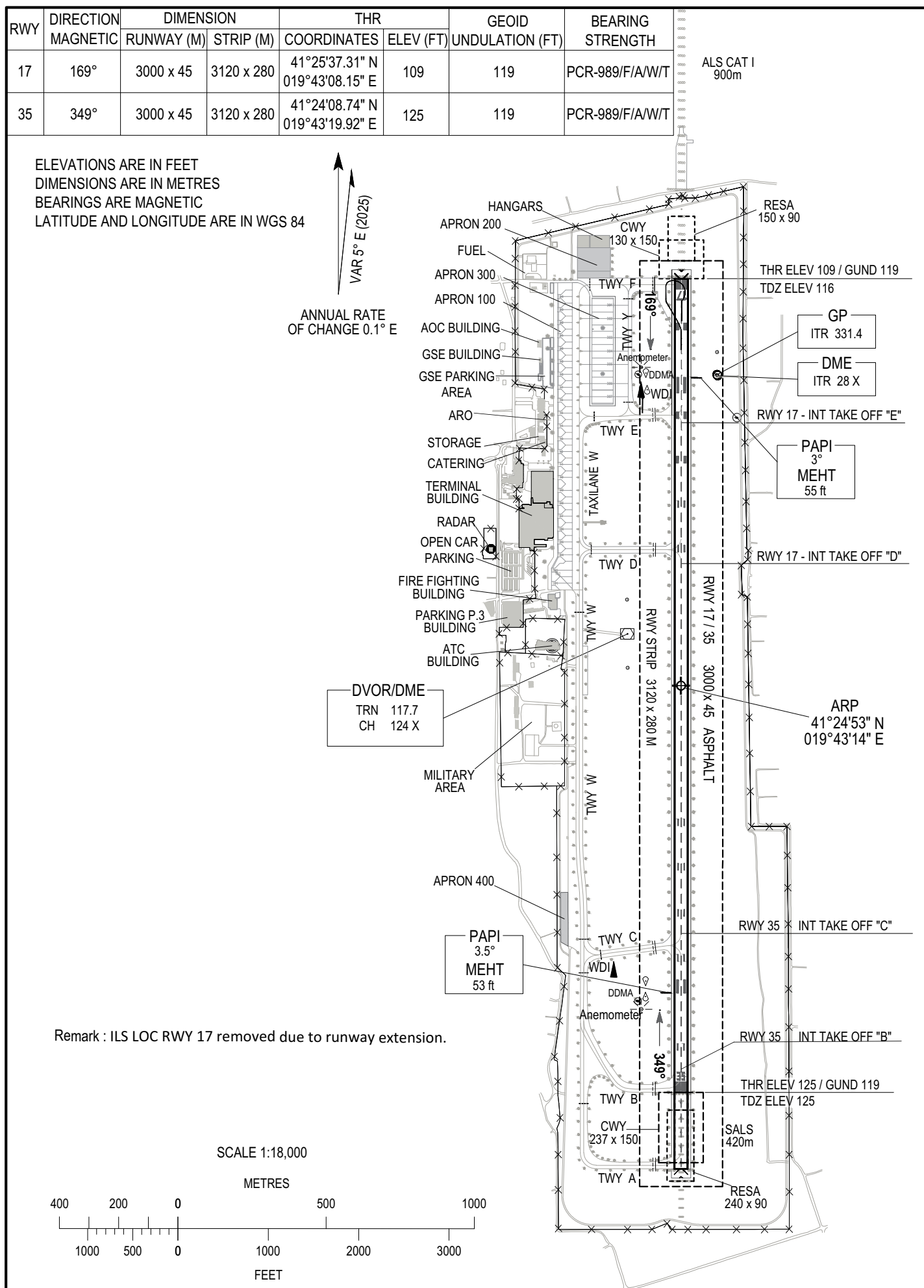
LATI AD 2.24 CHARTS RELATED TO THE AERODROME

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

AERODROME CHART - ICAO

AERODROME ELEV 125 FT

TOWER	122.510 123.510	GROUND	136.255	APP	133.155 134.275	ATIS	132.275	TIRANA LATI
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AERODROME GROUND MOVEMENT CHART - ICAO	APRON 100 ELEV 113 FT	TOWER	122.510	GROUND	136.255	APP	133.155	ATIS	132.275	TIRANA LATI
	APRON 200/300 ELEV 103 FT		123.510				134.275			
	APRON 400 ELEV 119 FT									

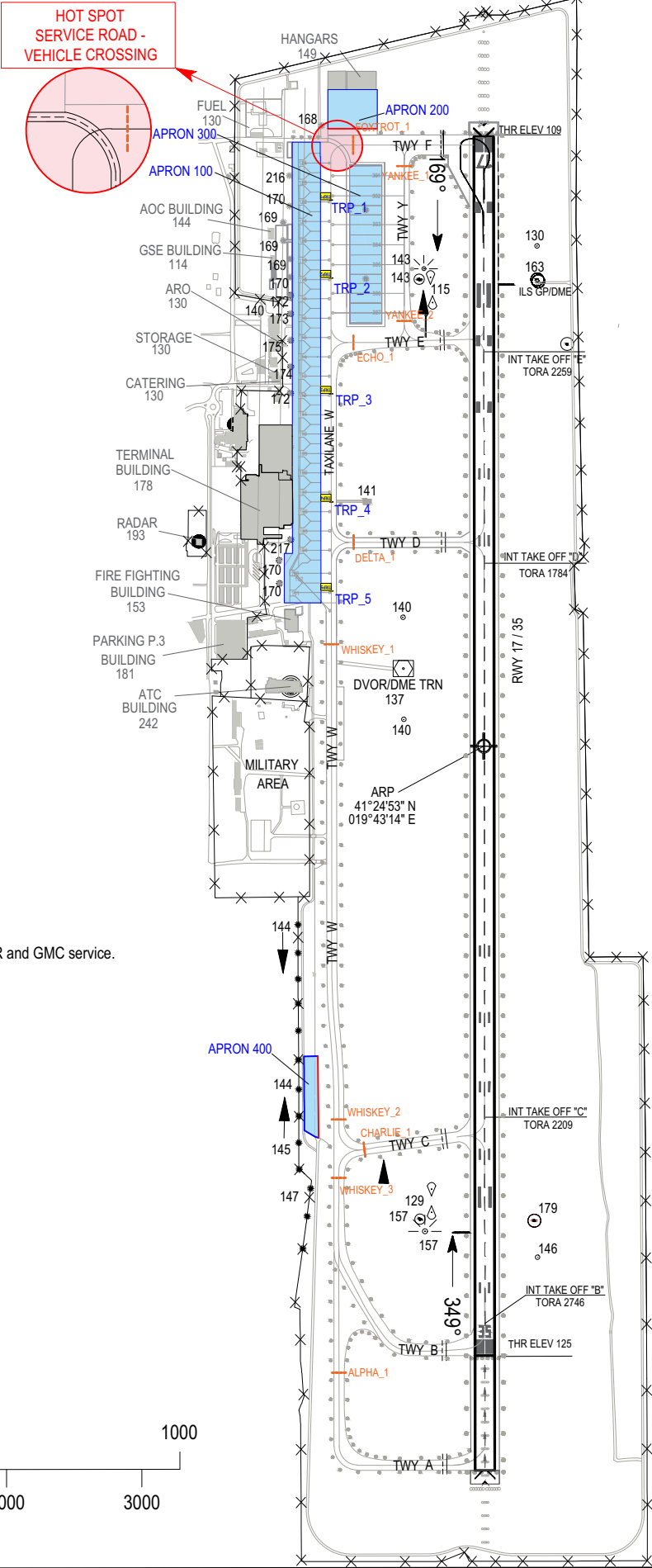
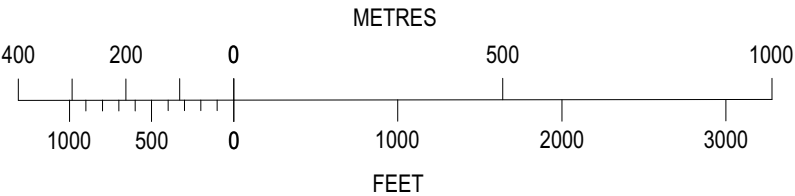
ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC
LATITUDE AND LONGITUDE ARE IN WGS 84

VAR 5° E (2025)
ANNUAL RATE
OF CHANGE 0.1° E

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

Remark : When notified by ATIS, Tirana TWR will provide a combined TWR and GMC service.

SCALE 1:18,000



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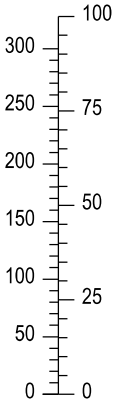
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

TIRANA / ALBANIA
RWY 35

LEGEND	PLAN	PROFILE
IDENTIFICATION NUMBER	①	①
OBSTRUCTIONS WITHIN THE TAKE-OFF FLIGHT PATH AREA		
BUILDINGS	■	
POLE, TOWER, SPIRE, ANTENNA, MOBILE OBSTACLE	⊙	
TREE OR SHRUB	*	
CONTOURS	~30~	
ROAD	==	
FENCE	-X-X-	
TRANSMISSION LINE, TELEGRAPH POLES	-T-T-	
CANAL	- - -	
BLUFF, CLIFF OR ESCARPMENT	~ ^ ~	

DECLARED DISTANCES	RWY 35	Int Take Off "C"	Int Take Off "B"
TAKE - OFF RUN AVAILABLE	3000	2209	2746
TAKE - OFF DISTANCE AVAILABLE	3130	2339	2876
ACCELERATE - STOP DISTANCE AVAILABLE	3000	2209	2746
LANDING DISTANCE AVAILABLE	2746		

VERTICAL SCALE 1 : 2000

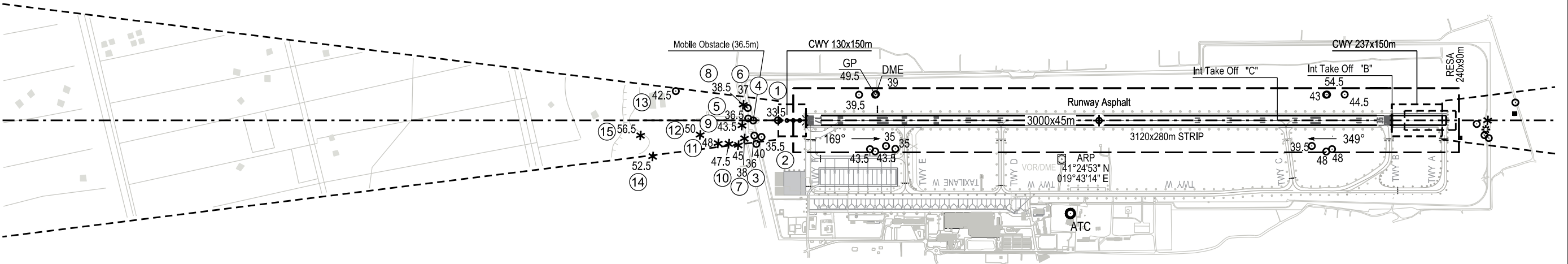
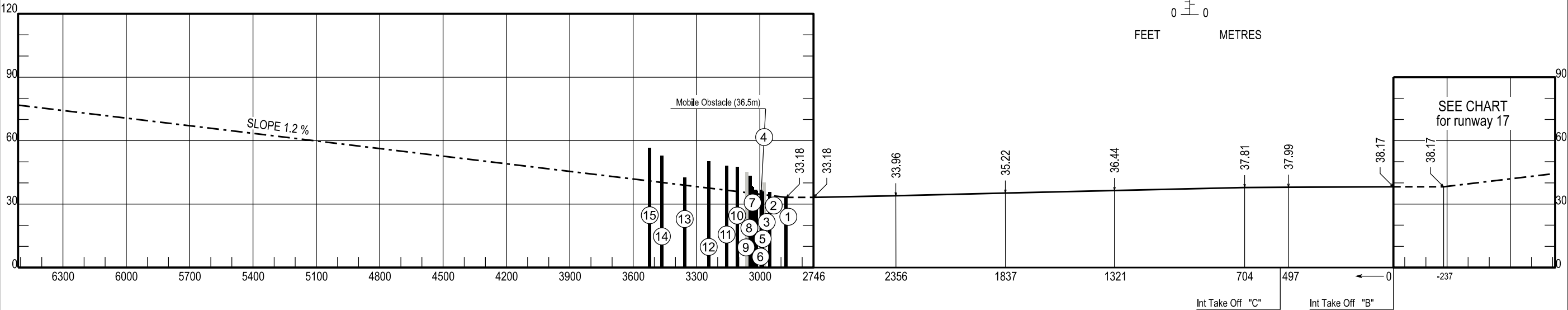


MAGNETIC VARIATION 5° E (2025)



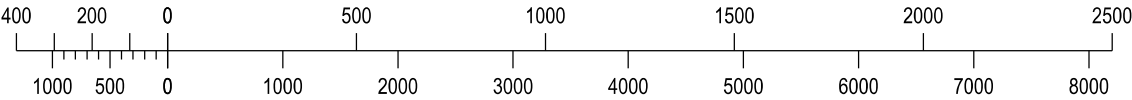
ANNUAL RATE OF CHANGE: 0.1° E

DIMENSIONS AND ELEVATIONS IN METRES



HORIZONTAL SCALE 1 : 20000

METRES



FEET

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Accuracies on the chart are as specified in ICAO Annex 4

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