

REPUBLIC OF ALBANIA

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AIRAC AMDT 005/2026

Effective Date: 06 Aug 2026
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1. Amendment content:**LAAA**

- Update of the lateral limits of restricted area LAR4 and the corresponding chart (ENR 5.1 and ENR 6.4);
- Modification and division of training area LATRA1A into two sub-areas LATRA1A and LATRA1D and the corresponding chart (ENR 5.2 and ENR 6.5);
- Update of the relevance of reporting points MODSA and BARPI, respectively on the Austria–Germany and Slovenia–Italy borders (ENR 6.2);
- Update of flight planning and air traffic flow management (ATFM) procedures (ENR 1.9 and ENR 1.10);
- Removal of points restricted to terminal STAR procedures (ENR 4.4).

LATI

- Changes to runway physical characteristics, including runway length, runway bearing strength, runway strip length, runway end coordinates, and RESA information, due to runway extension (LATI AD 2.12);
- Changes to declared distances for Runway 35 (LATI AD 2.13);
- Changes to runway edge lights length and associated lighting information (LATI AD 2.14);
- Introduction of the new taxiway (TWY A), including information related to taxiway edge lights and stop bars (LATI AD 2.8, LATI AD 2.9 and LATI AD 2.15);
- Introduction of the new aircraft stand 307 on Apron 300 (LATI AD 2.24-3);
- Update of aircraft fuelling facilities and capacity and de-icing facilities (LATI AD 2.4);
- Update of the magnetic variation reference year (LATI AD 2.2);
- Update of information regarding the removal of ILS LOC RWY 17 (LATI AD 2.19 and LATI AD 2.24 - 1);
- Depiction on aerodrome charts of the new runway dimensions, the new taxiway, and the updated magnetic variation year (LATI AD 2.24 - 1, LATI AD 2.24 - 3, LATI AD 2.24 - 5, LATI AD 2.24 - 7 and LATI AD 2.24 - 9);
- Update of aircraft parking, start-up and taxiing procedures within the manoeuvring area (LATI AD 2.9, LATI AD 2.20.2 and LATI AD 2.24 - 5);
- Update of information regarding aircraft speed restriction within the terminal area (LATI AD 2.24 - 19 and LATI AD 2.24 - 21).

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:**

A0154/26

SUP:

Nil

AIC:

Nil

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

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GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
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004/2024	30-May-2024	11-Jul-2024	
005/2024	25-Jul-2024	05-Sep-2024	
006/2024	22-Aug-2024	03-Oct-2024	
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004/2026	02-Apr-2026	14-May-2026	
005/2026	25-Jun-2026	06-Aug-2026	

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001/2025	23-Jan-2025	23-Jan-2025	
002/2025	27-Nov-2025	27-Nov-2025	
003/2025	18-Dec-2025	18-Dec-2025	
001/2026	20-May-2026	20-May-2026	

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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

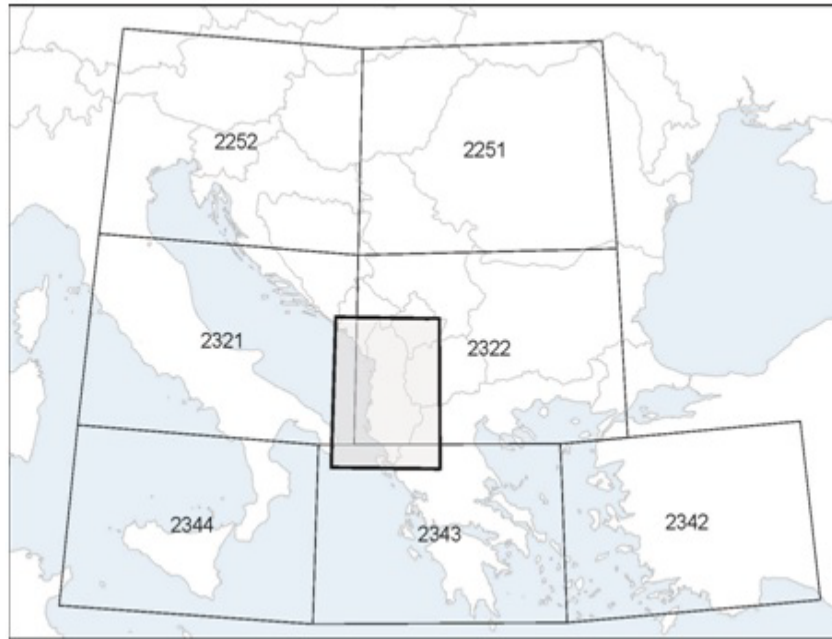
5.1 Those chart series marked by an asterisk form part of the eAIP.

Title of Series	Scale	Name and/or Number	Price	Date
En-route Chart - ICAO*	1:1 700 000	Tirana FIR	-	19 MAR 2026
SECSI FRA - Index Chart*	1:4 500 000	SECSI FRA	-	06 AUG 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	-	06 AUG 2026
Aircraft Parking/Docking Chart (APDC) - ICAO*	1:5 000	LATI	-	06 AUG 2026
Aerodrome Ground Movement Chart (AGMC) - ICAO*	1:18 000	LATI	-	06 AUG 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	-	06 AUG 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	-	06 AUG 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

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE eAIP

Chart	Location	Correction
Aeronautical Chart - ICAO 1:500 000	Albania	Extension of lateral limits of LAR4. Modification and division of LATRA1A into two sub-areas LATRA1A and LATRA1D.

Consult NOTAMs for latest information concerning air navigation obstacles.

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Note: The replacement flight plan procedure shall not be used.

2.2.6 The procedure to be followed to modify the EOBT of a flight that has received an ATFCM Slot is as follows:

- a. If the EOBT of a flight has changed or is no longer realistic for reasons other than ATFCM then the following procedure shall be used:
 - If a flight has a CTOT which cannot be met, then the AO shall send a DLA message to IFPS with the new EOBT of the flight. This may trigger a revised CTOT;
 - If a flight has a CTOT with some delay and the AO is aware that the original EOBT cannot be met but the existing CTOT is acceptable, then a DLA message shall be sent to IFPS with the new EOBT of the flight. However, in order not to trigger a new CTOT with a worse delay, the following formula should be used:

Take the current CTOT, minus the taxi time, minus 10 minutes and send the new EOBT, which must not be after this time.

Example: Original EOBT 1000, CTOT 1100, but the flight cannot go off blocks until 1025. The taxi-time is say 15 minutes. $1100 \text{ minus } 15, \text{ minus } 10 = 1035$. The new EOBT must be earlier than 1035. If it is, then this action will not trigger a revised CTOT. However, as NM systems are continuously seeking to give zero delay, the CTOT of the flight will never be earlier than the new EOBT plus the taxi time.

- b. If a flight has had a CTOT and now receives a Slot Cancellation (SLC) message but the original EOBT can no longer be met, then the AO shall communicate the new EOBT by use of a DLA message. ATC/ATFCM will now have the 'true' EOBT of the flight.

2.2.7 It is not possible to amend (via CHG or DLA) the EOBT to an earlier time than the EOBT given in the flight plan. However, if a flight is ready to go off blocks earlier than the current EOBT, then there are two options available:

- a. The AOs may ask the local ATC Unit (TWR), or the FMP, to send a Ready (REA) message. In this case, the flight is considered as 'ready to depart' from the filing time of the REA message; or
- b. The AOs may contact Flow Management (FM) Helpdesk who has the ability to input an earlier EOBT into the TACT system (max -30 minutes). Each case is treated on its merits and may be refused if it is considered that the request is not justified.

2.3 The Ready (REA) message

2.3.1 For regulated flights being in a situation to depart before their CTOT / EOBT (doors are closed and flight ready to depart), the AO may ask the local ATC Unit to send a Ready (REA) message.

2.3.2 These actions will trigger the REA status for the concerned flight.

2.3.3 A REA may be sent between EOBT minus 15 minutes, and no later than the CTOT – TAXITIME/MINLINEUP – SRM minimum improvement time (5 minutes) of the flight which may result in a flight being offered earlier CTOT or even take off time before its original EOBT.

2.3.4 The REA message relates to the regulated flights only. If it is sent for a non-regulated flight an error message will be generated by the ETFMS with the comment "MESSAGE RECEIVED BUT NO SLOT HAS BEEN ISSUED".

2.3.5 The REA message can only be sent by the ATC Unit following a request from AO. AO may ask the ATC Unit to send a REA in two situations:

- a. The flight is ready to depart before the EOBT (maximum 15 minutes before);
- b. The flight is ready to depart before its CTOT (no later than CTOT – TAXITIME/ MINLINEUP – SRM minimum improvement time (5 minutes)).

2.3.6 ATC may include a MINLINEUP time in the REA to indicate the minimum time needed to get from its present position to the take-off.

2.3.7 The NM will use the REA message to try to improve the CTOT of the flight up to present time plus the duration

indicated in the - MINLINEUP (if included in the REA, otherwise the default taxi time of the ADEP is used).

2.3.8 If the regulated flight is ready before its EOBT, the NM will consider the filing time as a new EOBT and the MINLINEUP, if any, as a revised taxi time.

2.3.9 If a CTOT improvement is possible, the NM will send an SRM.

2.3.10 The REA status can be changed by sending a:

- a. DLA / CHG message with a later EOBT. A CTOT recalculation could be triggered;
- b. DLA / CHG message with an EOBT inside the current CTOT tolerance window.

2.3.11 When the REA message is sent before the EOBT, the time stamp of the REA message will be the new EOBT.

3. SLOT ALLOCATION PROCEDURES

3.1 Slot Allocation Process

3.1.1 The slot allocation procedures are applied to all flights subject to ATFCM slot allocation departing from within the ATFCM area or from within the ATFCM adjacent area and entering the ATFCM area.

3.1.2 When no other option is available, a regulation will be applied by NM and departure times will be issued in the form of a Calculated Take-Off Time (CTOT). This is facilitated by Computer Assisted Slot Allocation (CASA) algorithm within the Enhanced Tactical Flow Management System (ETFMS).

3.1.3 The CASA system is largely automatic and centralised, and functions from an AO's point of view in passive mode. In other words, the act of filing a flight plan effectively constitutes a request for a slot.

3.1.4 After coordination with the FMP, the NM decides to activate regulations in those locations where it is necessary. ETFMS regulations include the start and the end times, the description of the location, the entry rate and some other parameters. For each regulated point, area or airport, CASA builds and manages a list of slots.

3.1.5 In accordance with the CASA prioritization algorithm, which aims at minimizing the global delay, the system will place the flights in the slots. On this basis, the Take-Off Time (TOT) for the flight is calculated. This information, the Calculated Take-Off Time (CTOT), is transmitted to the AO concerned and to the control tower at the aerodrome of departure at EOBT – 2 hours. The slot is issued at EOBT – 2 hours through a dedicated message, the Slot Allocation Message (SAM), and the slot status becomes Allocated.

3.1.6 Revisions to, or cancellations of, the last issued CTOT may be initiated by NM, the Aircraft Operator, or the FMP/ATC unit on behalf of the AO. AOs requiring assistance should contact either the FM Helpdesk (Tel: 00-32-2-745-1901) or the Tirana FMP (see paragraph 3.2.1.2).

3.1.7 All CTOT revisions or cancellations are to be made using the ATFCM message exchange procedures described in the ATFCM Operations Manual.

3.1.8 Full details of the Slot Allocation Process are published in the ATFCM Users Manual.

3.2 Slot Adherence

Aircraft Operators and ATC are jointly responsible for achieving CTOT compliance at departure aerodromes.

3.2.1 Air Traffic Control (ATC)

3.2.1.1 ALBCONTROL provides a Flow Management Position at the Tirana ACC to liaise between ATC and NM, and to provide ATFCM support to AOs as shown in the table below:

FMP	Location	Area of responsibility	ACC Served
Tirana FMP	Tirana ACC	Tirana FIR	Tirana ACC

3.2.1.2 ATFCM enquiries should be addressed to the Tirana FMP between the hours 0800 -1600 (local time), Monday to Friday, excluding Public Holidays, as follows:

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

Phone: +355 4 2377721

Fax: NIL

AFS: LAAAZDZX

URL: www.albcontrol.al

Outside the hours notified above, ATFCM enquiries should be addressed to the Tirana ACC as follows:

Phone: +355 4 2371230

Fax: NIL

AFS: LAAAZQZX

URL: www.albcontrol.al

3.2.1.3 ATC is responsible for CTOT compliance monitoring at departure aerodromes. Whereas the exact procedures to be followed will depend on the way that ATS is organized at each aerodrome, the following requirements shall apply in all cases:

- a. ATC shall ensure that CTOT, if applicable, be included as part of the ATC clearance. ATC shall take account of an applicable slot or flight suspension when a clearance is issued;
- b. ATC units responsible for CTOT compliance monitoring shall be provided with the necessary information concerning the ATFCM measures in force and CTOTs allocated;
- c. ATC shall provide all possible assistance to AOs to meet CTOT or to coordinate a revised CTOT;
- d. A slot tolerance (-5' to +10') is available to ATC for which the aircraft must not depart outside;
- e. ATC may deny start up clearance to a flight unable to meet its CTOT until coordination with the ATFCM units concerned has been effected and a revised CTOT issued.

3.2.1.4 In accordance with the provision of the Regional Supplementary Procedures, Europe (ICAO Doc 7030), flights which do not adhere to their slot shall be denied start-up clearance. However, ATC shall make all efforts to enable departing flights to comply with the slot. ATC shall liaise with the Tirana FMP to co-ordinate extensions to CTOTs.

3.2.1.5 With the progressive introduction of the NM Enhanced Tactical Flight Management System (ETFMS) and Flight Activation Monitoring (FAM), flights that are not notified as being airborne within 30 minutes of the notified ETOT or CTOT will receive a Flight Suspension (FLS) message. If a flight is suspended during the taxiing phase, then ATC is responsible for sending a DLA message.

3.2.2 Aircraft Operators

3.2.2.1 In order to comply with a CTOT, AOs need to plan the departure of a flight so that the aircraft will be ready for start-up in sufficient time to comply with a CTOT taking into account the taxi time.

3.2.2.2 AOs shall inform themselves of and adhere to:

- a. general ATFCM procedures including flight plan filing, strategic ATFCM Measures and message exchange requirements; and
- b. current ATFCM measures (e.g. specific measures applicable on the day in question, such as ATFCM slot or flight suspension).

3.2.2.3 Where a flight departs from an aerodrome with an ATS Unit, the Aircraft Operator or pilot should obtain information, prior to start up from ATS as to whether a CTOT or FLS affects their flight.

3.2.2.4 Where a flight departs from an aerodrome without an ATS Unit, or when the FPL has been filed with Tirana ARO, it is the Aircraft Operator or pilot's responsibility to determine whether a CTOT or FLS affects their flight. In this case, the Aircraft Operator or pilot should contact the NM or FMP before the aircraft departs.

3.3 Slot revisions

3.3.1 Slot Allocation Message (SAM)

3.3.1.1 A SAM is sent to AOs / ATC any time a flight becomes regulated (new flight entering the system, new period of regulation in the system, in response to an FCM or CHG providing new RVR after a suspension) but at the earliest 2 hours before the last received EOBT.

3.3.1.2 The SAM is used to inform AOs and ATC of the Calculated Take-Off Time (CTOT) for an individual flight.

3.3.1.3 AOs/ATC shall comply with the CTOT. A slot is issued as a Calculated Take-Off Time (CTOT). The CTOT is defined as a time at which the aircraft shall take-off.

3.3.1.4 The calculation of take-off times takes into account the off-block times and an average taxiing time for the runway in use at the airfield concerned.

3.3.2 Slot Revision Message (SRM)

3.3.2.1 An SRM may be sent by the NM:

- a. To notify all concerned of either a significant change (>5') to the original CTOT or a modification of the most penalising regulation or both;
- b. In response to a DLA, CHG or DPI when the current CTOT is no longer compliant with the new information;
- c. To notify all concerned of a routine improvement of the CTOT by the revision process for a flight in an RFI status or in a Ready (REA) situation;
- d. In response to a valid SPA to notify all concerned of the improvement of the CTOT;
- e. In case of a change of the most penalising regulation.

3.3.2.2 The AOs / ATS must comply with the NEWCTOT.

3.3.3 Slot Requirement Cancellation (SLC) Message

3.3.3.1 A SLC is sent to AOs / ATC to advise that a flight which has received a CTOT is no longer subject to an ATFCM regulation.

3.3.3.2 It may be due to the change in parameters of an existing regulation or its cancellation, to the reception of a message from AOs such as DLA, CHG, and FCM, or a DPI message from the CDM platform.

Note: When the current EOBT is more than 15 minutes in the past a comment 'PLEASE UPDATE EOBT WITH A DLA MSG' will be included in the SLC reminding the AO to update its EOBT by sending a DLA. In the meantime, the flight will be counted as departed at taxi time + TIS after the slot requirement cancellation.

3.3.3.3 It may also be due to the reception of a CNL message from AOs.

Note: The comment 'FLIGHT CANCELLED' will be present because the slot is cancelled as a result of the cancellation of the flight plan.

3.3.3.4 An SLC does not guarantee that the flight will not be subject to further regulations. If following receipt of the SLC, a new regulation is imposed which affects the flight, the AO will receive a new SAM.

3.3.3.5 When the SLC is issued after EOBT + 15 minutes, the AO must update its EOBT by sending a DLA to IFPS.

4. FLIGHT SUSPENSION

4.1 Flight Activation Monitoring (FAM)

4.1.1 With the development of the ETFMS, the NM is now receiving updates on flights once they have departed. These updates are provided by the ATC systems and based on ATC radar and flight plan updates. The benefit of this information is a better knowledge of the present traffic situation.

4.1.2 To take advantage of this information and to improve the prognosis of the traffic pattern, the ETFMS:

- monitors flights, regulated or non-regulated, which should have been airborne but have not been reported as such at the expected time;
- takes action on these flights through an internal update of the Actual take-off, as follows:
 - i. flights departing from within, or with an elapse time of less than 3 hours to, a CPR-covered FAM enabled area will be 'shifted' in ETFMS up to 3 times, for 5 minutes each time, and will then be suspended after another 2 minutes (i.e. after 17 minutes in total) by an FLS; and
 - ii. flights departing from non-CPR covered areas with an elapse time of more than 3 hours to a CPR-covered FAM enabled area will be 'shifted' up to 23 times, for 5 minutes each time, and will then be suspended after another 5 minutes (i.e. after 120 minutes in total) by an FLS.
- suspends them, after a time parameter, unless a message which confirms that the flight is airborne, has been received in the meantime; and
- informs the AOs and local ATC of the suspension by sending an FLS message with the comment 'NOT REPORTED AS AIRBORNE' enabling them to react.

4.1.3 The expected results is to release the slots unduly occupied by these flights and to create an incentive for the AOs to update their flights in due time.

4.1.4 ETFMS expects flights to be airborne, based on the filed EOBT or the ATFCM slot departure time issued by the NM (CTOT). Those flights that are not notified as being airborne through ATC update messages within 30 minutes of the notified ETOT or CTOT time will receive a Flight Suspension (FLS) message from ETFMS and will remain suspended until signal action is taken. The comment 'NOT REPORTED AS AIRBORNE' will be identified in the text.

4.1.5 Unless an aircraft is taxiing it is the responsibility of the AO to send a DLA message. If a flight is suspended during the taxiing phase then ATC will be responsible for sending a DLA message.

4.1.6 A flight is considered to be active in ETFMS (TACT) following reception of any of the following messages:

DEP	-	Departure Message
FSA	-	Flight System Activation Message
CPR	-	Correlated Position Report
APL	-	ATC Flight Plan
ACH	-	ATC Flight Plan Change
APR	-	Aircraft Operator Position Report
ARR	-	Arrival Message

4.1.7 Flights that have been suspended by FAM, will receive a FLS message with the comment 'NOT REPORTED AS AIRBORNE'.

4.1.8 Any changes of EOBT for both regulated and non-regulated flights must be notified only by means of a DLA/CHG message to IFPS.

4.1.9 Flight Plan originators are reminded that all changes to EOBT of more than 15 minutes must be notified to IFPS. This will become increasingly more important to prevent Flight Suspension (FLS) messages being activated.

4.2 Flight Suspension (FLS)

4.2.1 When the AO and ATC at the aerodrome of departure receive an FLS due to the process, as described earlier, the following cases may occur:

- a. The flight is still effectively on the ground either on stand or already taxiing:
 - The AO (aircraft on stand) or ATC (aircraft already taxiing) should ensure that the flight plan is re-initiated by sending a DLA message with a correct EOBT. ETFMS will then respond with a De-Suspension Message (DES) or Slot Revision Message (SRM) depending whether the flight is non-regulated or regulated, respectively.
 - ATC should not let the aircraft start-up/depart before such a message (DES or SRM) is received.

Note: All effort shall be made by ATC to ensure that all flights, regulated or not, comply with their ETOT/CTOTs, taking into account the respective taxiing/holding/sequencing requirements. Any exception to permit aircraft to continue for departure, following taxi delays caused by airfield congestion, is not applicable unless the aircraft can depart and be airborne within the time frame ETOT/CTOT+30 minutes.

- b. The flight is already flying:
 - No action is needed from the AO or from the Tower of departure. The flight will automatically be de-suspended at the reception of one of the above messages (DEP, CPR, FSA etc.).

Note: The continuous re-occurrence of the above may mean a lack of proper information sent to NM. One possible solution would be a requirement to initiate DEP messages sent by the departure aerodrome but this will be determined by the NM through the Tirana FMP.

4.2.2 All users will be notified by NM by means of AIM whenever an area will have Flight Activation Monitoring (FAM) enabled.

4.2.3 The effect of these areas being FAM-enabled means that all flights that are departing from or arriving at these areas will be affected by Flight Activation Monitoring.

4.2.4 For flights departing from these areas and going to any other area, FAM will start at ETOT/CTOT.

4.2.5 For flights departing from non FAM-enabled and landing at aerodromes in FAM-enabled areas, the process will rely on the entry point of the first safely covered CPR-covered area. FLS may be sent to these flights landing inside, although departing outside.

5. ATFCM EXEMPTION PROCEDURES

5.1 STS indicator granting exemption from ATFCM measures

5.1.1 Since the introduction of the NM it has been possible for Flight Plan (FPL) originators to obtain exemptions from ATFCM restrictions for certain flights through the use of STS/indicators in FPLs.

5.1.2 The following principles apply:

- a. The insertion of a STS/... indicator in Field 18 of a Flight Plan will identify that a flight may require special handling. This indicator is for use by all parties that may have to handle the flight;
- b. The current list of STS/indicators recognized for ATFCM purposes comprises:
STS/HEAD, STS/SAR, STS/ATFMX, STS/MEDEVAC, STS/FFR, STS/STATE, STS/HUM, STS/HOSP, STS/ALTRV, STS/NONRVSM, STS/MARSA, STS/FLTCK, and STS/HAZMAT;
- c. Additionally, STS/ATFMX may be used if that particular flight has received specific approval from the CAA for processing such requests.

5.1.3 The following flights are exempted from ATFCM slot allocation:

- a. flights carrying Head of State or equivalent status (STS/HEAD);
- b. flights conducting search and rescue operations (STS/SAR);

- c. flights authorised by the relevant States Authorities to include in the flight plan STS/ATFMX;
- d. flights carrying a life-critical emergency evacuation (STS/MEDEVAC);
- e. flights engaged in fire-fighting (STS/FFR).

5.1.4 It should be noted that the indicator STS/ATFMX is only used for ATFCM purposes. It is subject to strict application of the rules of usage and is additional to any other special handling notification that may be required to be shown for ATC purposes as STS/... in Field 18 of the flight plan.

5.1.5 Further information on the use of STS/indicators for ATFCM purposes may be found in the ATFCM Users Manual published by the NM.

5.2 Rules of application for the use of STS/ATFMX

5.2.1 The following Rules of Application shall be applicable to all flights seeking to gain exemption from ATFCM measures within the area of responsibility of the NM. It is intended to ensure that flights, which by the nature of their mission, cannot under any circumstances be delayed due to ATFCM.

5.2.2 It should be noted by all users that any flight which obtains exemption, and which may have otherwise been delayed, will have that delay passed on to other flights. It is essential, therefore, that use of the exemption facility shall be properly controlled and monitored so that genuine flight priorities may continue to operate without ATFCM delay.

5.2.3 Any flight meeting the criteria established to warrant exemption status may, provided the necessary approval procedure has been followed and the flight duly authorized by the CAA of Albania for processing such requests, use STS/ATFMX for that flight and that flight only.

5.2.4 Each flight shall require specific approval to use STS/ATFMX.

5.3 Criteria for determining the application of STS/ATFMX

5.3.1 STS/HOSP

5.3.1.1 The NM criteria afford ATFCM exemption for flights where the safety of human life is involved. The subfield STS/HOSP may be used for those flights categorized as a medical flight specifically declared by the relevant medical authorities.

5.3.1.2 Routine positioning flights e.g. returning empty after an evacuation or positioning for fuel or positioning to an airport to collect a patient some time after arrival (i.e. not time critical) shall not qualify for use of the sub-field STS/HOSP.

5.3.1.3 If the flight fulfils the requirements, as stated above, then the flight may apply for approval to use STS/ATFMX.

5.3.2 STS/HUM

5.3.2.1 Only those flights that are undertaken for humanitarian reasons shall use the sub-field STS/HUM indicator.

5.3.2.2 If the flight fulfils the requirements, as stated above, then the flight may apply for approval to use STS/ATFMX.

5.3.3 STS/STATE

5.3.3.1 The NM guidelines recommend that ATFCM exemption may only be approved for flights if the person or persons on board a flight on State business are of such importance that the flight cannot accept any delay. Additionally, approval may be given if the mission of the flight is being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardize the success of the mission.

5.3.3.2 If the flight fulfils the requirements, as stated above, then the flight may apply for approval to use STS/ATFMX.

5.4 Flight Priority

5.4.1 It should be noted that the use of STS/ATFMX does not itself afford the flight any additional flight priority status for special handling by ATS. There are other STS/indicators that indicate the need for special handling by ATS.

- 5.4.2 A STS/STATE flight may be afforded appropriate ATS handling priority because of the importance of the mission, or the person on board the flight.
- 5.4.3 The combined use of STS/HOSP with STS/ATFMX will indicate to ATS that the flight is required to operate without delay and so justify exemption from ATFCM. Such flights may be afforded additional priority that the traffic situation allows.
- 5.4.4 Non-urgent flights will continue to use STS/HOSP indicating that special handling is required. Additional information may be included in item 18 of the FPL using RMK/ or the pilot may advise ATS exactly what special handling is required. However, if any STS/HOSP flight experiences a medical emergency in flight, then the appropriate radiotelephony message(s) should be used to express the urgency of the condition to ATS. It should be noted that the procedures detailed here are for ATC Flow Management purposes.
- 5.4.5 To ensure safe and expeditious delivery of COVID-19 vaccines, aircraft operators of flights carrying such vaccines should ask approval from Albanian Civil Aviation Authority for exemption from ATFM measures for each flight deemed critical. Upon approval, STS/ATFMX and RMK/VACCINE shall be inserted in item 18 of the flight plan. Aircraft operators carrying COVID-19 vaccines regularly may request approval in advance for all flights involved.

5.5 Procedure for the approval of use of STS/ATFMX

- 5.5.1 The operator of a flight seeking an individual approval to insert the indicator STS/ATFMX in Item 18 of a flight plan, for a flight departing from an aerodrome within the Tirana FIR, shall obtain prior permission from the relevant authority, when practicable, at least 24 hours in advance of the flight.
- 5.5.2 Application for approval of STS/HOSP, STS/HUM or STS/STATE should normally be made to the CAA between the hours 0800 - 1600 (local time), Monday to Friday, excluding Public Holidays, on the application form available at: <http://trafficrights.acao.gov.al/>

5.6 Compliance monitoring

- 5.6.1 A report monitoring the yearly level of exempted flights per country and their adherence to the target of 0.6% per year shall be published quarterly by the NM. This report shall present a quarterly evolution per country together with country details (yearly and monthly repartition) about each status of exemption.
- 5.6.2 The CAA is responsible for leading the investigation of detected problem and reporting directly to the EC, copying in NM.

6. AIRSPACE MANAGEMENT (ASM)

6.1 Introduction

- 6.1.1 Airspace management within Albanian airspace is exercised through the application of relevant rules and procedures encompassing the Flexible Use of Airspace Concept, and in compliance with Regulation (EC) No. 2150/2005 and Order of Minister of Transport No. 10/2008 laying down the common rules for the flexible use of airspace.

6.2 ASM organisation

- 6.2.1 The FUA Concept is based on three Levels of ASM, which are identified as:

- a. *Strategic ASM - ASM Level 1.* Strategic ASM consists of a joint civil/military process within the National Airspace Management Policy Committee (NAMPC), constituted by the Government and enacting the function of the High Level Airspace Policy Body.
- b. *Pre-Tactical ASM - ASM Level 2.* Pre-tactical ASM consists of the day-to-day management and temporary allocation of airspace. This is achieved primarily through the ASM function of the Airspace Management Cell, which is a joint civil/military focal point established between ALBCONTROL and the Albanian Air Force, and vested with the authority to execute Level 2 and Level 3 ASM within the framework of the airspace structures, priority rules and negotiation procedures as laid down by the NAMPC.

Contact:

Phone: +355 4 4542232

Email: amc@albcontrol.al

- c. *Tactical ASM - ASM Level 3.* Tactical ASM is the real-time activation, deactivation or reallocation of the airspace allocated at ASM Level 2. Level 3 ASM includes the resolution of specific airspace problems and/or traffic situations between civil and military ATS units, as well as real-time civil/military coordination.

Contact:

Phone: +355 4 2371230

Email: Supervisor_ACC@albcontrol.al
Supervisor_TWR@albcontrol.al

6.3 Promulgation

- 6.3.1 The Albanian airspace allocation is published by the AMC Albania in a daily Airspace Use Plan. This AUP shall be published by the Centralized Airspace Data Function (CADF) on the EUROCONTROL Network Operations Portal (NOP) in section European AUP/UUP (EAUP/EUUP) at:

<https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>

- 6.3.2 The validity period of the AUP is from 0600 UTC D until 0600 UTC D+1.
- 6.3.3 Possible updates to the AUP may be effected by the AMC through an Updated Airspace Use Plan (UUP), and published in accordance with the EAUP/EUUP procedure laid down in NM/CADF Operations Manual.
- 6.3.4 The AMC section in the ALBCONTROL website at: www.albcontrol.al (services/ ASM) is a centralised tool for all civil airspace users. It contains the "Airspace Management Handbook" laying down the applicable rules and procedures for the FUA Concept including priority rules and negotiation procedures, as well as an updated list of Approved Agencies.
- 6.3.5 Information on pre-tactical, and tactical temporary airspace allocation, whenever available, shall be published by the AMC in a timely manner.

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1.4.2 Domestic operations

- 1.4.2.1 Pilots undertaking domestic flights are reminded that a flight plan must be filed for all VFR flights when operated within or into controlled airspace Classes C and D, or passing through a restricted airspace, and when forming part of aerodrome traffic at controlled aerodromes.
- 1.4.2.2 Pilots may file a flight plan for any flight when operated in airspace Class G, but it is most advisable to file a FPL if flying over the sea, or over sparsely populated areas and mountainous areas where search and rescue operations may be difficult.
- 1.4.2.3 VFR flight plans shall be submitted to the ARO at the departure aerodrome at least 60 minutes before clearance to start up or taxi is requested. The ARO may, when appropriate, assist in the compilation of flight plans and interpreting the associated messages.
- 1.4.2.4 If there is no ARO at the departure aerodrome, the pilot must ensure that the FPL is passed to the Tirana ARO for transmission over AFTN.
- 1.4.2.5 If pilots send their FPLs by e-mail, they should assure themselves that the FPL has been accepted and transmitted by ARO on their behalf. A telephone call to the ARO receiving the FPL, or contact with the ATS Unit at the aerodrome of departure, will enable pilots to confirm that their FPL has been received, accepted and transmitted.
- Note: The acceptance of FPL does not relieve the pilot of his/her responsibility for obtaining ATC clearance for the operation in controlled airspace or in controlled aerodromes as well as for correct pre-flight preparation.*
- 1.4.2.6 Pilots submitting a FPL via e-mail to the ARO will receive a copy of the transmitted FPL for checking. The checking for accuracy of the transmitted FPL is the responsibility of the pilot/aircraft operator.
- 1.4.2.7 Acceptance of the flight plan submitted online or changes thereto is indicated to the pilot from the integrated web briefing system. Responsibility for filing an accurate FPL still rests with the pilot.
- Note: Acceptance of flight plans does not relieve the pilots of their responsibility to obtain an ATC clearance prior to entering the controlled airspace.*
- 1.4.2.8 A filed flight plan message shall be originated and addressed as follows by the ARO serving the departure aerodrome or, when applicable, by the ATS unit receiving a flight plan from an aircraft in flight:
- Tirana ACC;
 - Aerodrome Control Tower or AFIS unit at the destination aerodrome;
 - Aerodrome Control Tower or AFIS unit at the departure aerodrome.
- 1.4.2.9 FPL messages for flights along specified routes or portions of routes in close proximity to FIR boundaries shall also be addressed to the ACC in charge of each FIR adjacent to such routes or portions of routes.
- 1.4.2.10 When filing the flight plan, pilots are to ensure that well defined, significant points are included in the FPL to indicate where the aircraft will cross the control zone/area boundary. A position may also be shown as LAT/LONG, or as a bearing and distance from a navigation aid. This information shall be shown in Item 15 and Item 18 of the flight plan form.
- 1.4.2.11 The pilot is responsible for ensuring that the airborne time of the flight is passed to the ARO with whom the flight plan has been filed. The ARO will ensure that the departure (DEP) message is sent to the appropriate addressees. Failure to pass the airborne time will result in the flight plan remaining inactive; consequently, this could result in the destination aerodrome not being aware that alerting action should be taken.
- 1.4.2.12 When a flight is departing or arriving at an uncontrolled airfield without ATC service, the pilot must ensure that an ATD or ATA is relayed to the appropriate ATS immediately after departure or arrival. Failure to submit an arrival report may result in activation of SAR services.

1.4.3 Aerial activities

- 1.4.3.1 Pilots/operators, or their representatives, intending to embark upon civil aerial activities (crop spraying, photography and filming, and survey) should notify details of the flights to the Tirana ACC in the following

format:

- a. Type of activity;
- b. Location(s);
- c. Area of operation(s);
- d. Date and time of intended operation(s);
- e. Maximum operating height(s);
- f. Number and type(s) of aircraft;
- g. Contact e-mail and/or telephone number(s);
- h. Operating company and telephone number(s) (if applicable).

1.4.3.2 Pre-notification of intended operations should be communicated, by e-mail to the Tirana ACC not less than 4 hours before commencement of the activity.

1.4.3.3 Every reasonable attempt should be made to inform the Tirana ACC as soon as it becomes obvious that an activity previously notified will no longer take place, or that the activity has been completed.

1.5 IFR Flight Plans

1.5.1 Submission of flight plans to the IFPS

1.5.1.1 The means of submission of flight plans and associated messages to the IFPS are: AFTN, IATA Type-B (SITA/ARINC), B2C (CHMI, NMP, NOP, NMUI) and B2B.

1.5.1.2 The format accepted by IFPS for the submission of flight plans and associated messages are:

- ICAO FPL2012
- ADEXP
- FIXM (NM B2B and FF-ICE)

1.5.1.3 The method of submission of flight plans and associated messages is dependent upon the location of the aerodrome of departure.

Aerodrome of Departure (ADEP) within IFPZ

1.5.1.4 Flight plans and associated messages for IFR/GAT flights departing from an aerodrome within the IFPZ shall be submitted directly to the IFPS and not via the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.

1.5.1.5 AOs who are unable (e.g. no AFTN or IATA Type-B nor access to B2B/B2C) to submit their flight plan or associated messages directly to the IFPS shall submit the flight plan messages to the ARO of the departure aerodrome.

1.5.1.6 It shall be the responsibility of the ARO to ensure submission to the IFPS for processing of any flight plans or associated messages relating to IFR/GAT flights or parts thereof intending to operate within the IFPZ submitted to that ARO by the relevant AOs or their representative.

1.5.1.7 AOs shall ensure that the flight plan or associated message is always submitted either directly to the IFPS or to the ARO at the departure aerodrome, but not both.

Aerodrome of Departure (ADEP) outside IFPZ

1.5.1.8 Flight plans and associated messages for IFR/GAT flights entering the IFPZ from a departure aerodrome outside the IFPZ shall be submitted in accordance with the procedures applicable within the State concerned.

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	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)
NIKRO	393957N 0200712E	M127, Y132	FRA (E) - EVEN FLs for all entering aircraft
NURSO	403956N 0203217E	T6	FRA (I)
ODRAS	413335N 0201027E	P92, T216	FRA (I) FRA (AD): LATI SID/STAR: LATI

Name-code designator	Geographical coordinates	Reference to ATS route or other route	Remarks
1	2	3	4
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

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
LAR1 KUCOVA 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.
LAR2 GJADRI 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.
LAR3 FARKA 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.
LAR4 KOPLIKU 422304N 0192644E - 421346N 0192548E - 420613N 0192414E - along border Albania - Montenegro 422304N 0192644E.	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
LAD1 RRETH GRETHI 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.
LAD2 BIZA 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 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE

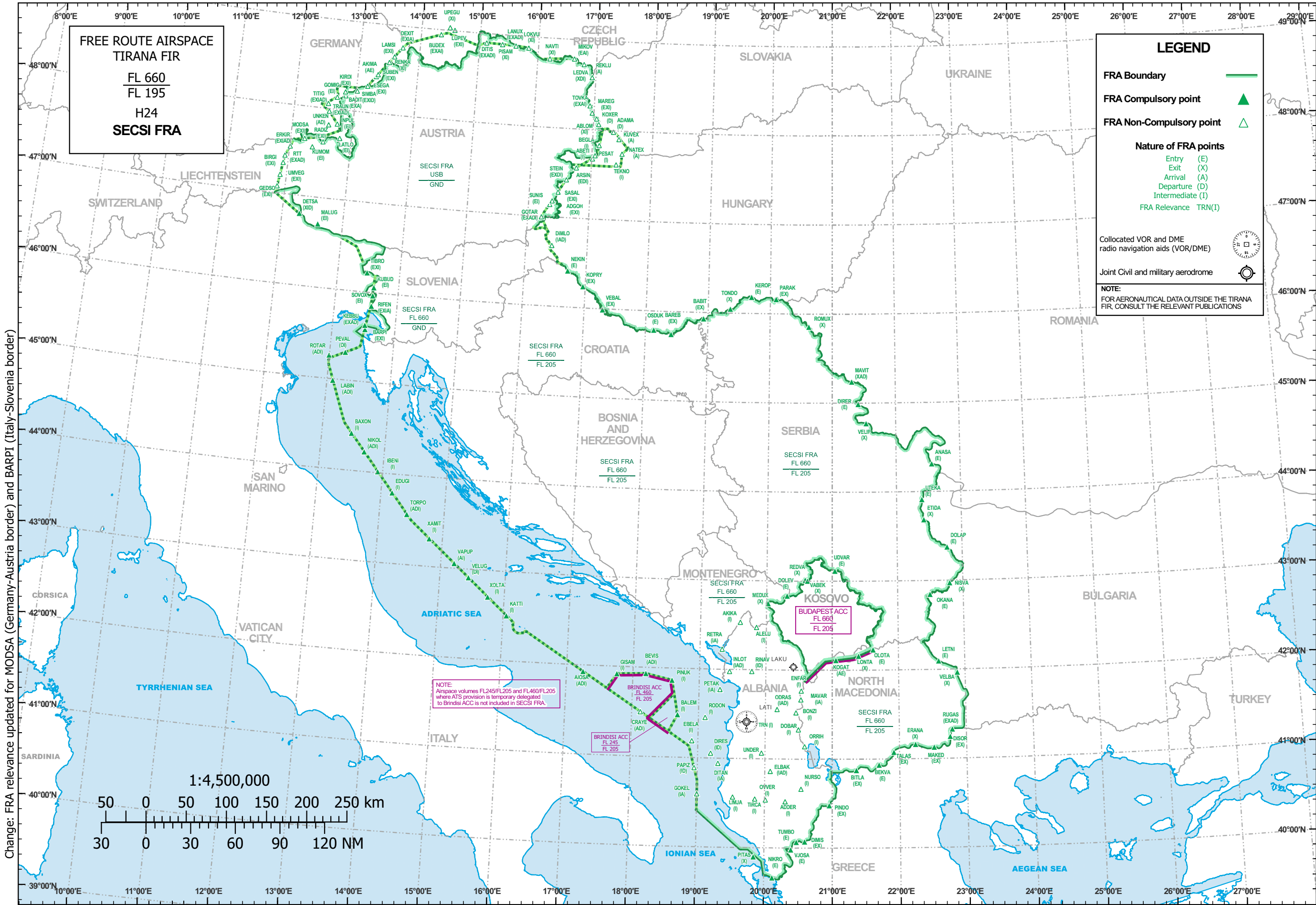
1. MILITARY EXERCISE AND TRAINING AREAS

Identification and Name Lateral limits	Upper and Lower Limits	Remarks
1	2	3
LATRA1A KUCOVA 405535N 0191920E - 405151N 0192301E - 405153N 0194405E - 410419N 0193816E - 411000N 0193353E - 411000N 0192806E - 410810N 0192630E - 410702N 0192720E - 410656N 0192737E - 410517N 0193000E - 405800N 0193000E - 405535N 0191920E.	Upper limits: 2000 ft AMSL Lower limits: GND	1. AMC Manageable Area. 2. Military training area. 3. Activation shall be promulgated by NOTAM at least 7 days in advance. 4. When active, entry or transit of GAT flights may be allowed under ATC clearance. 5. Vertical limits are subject of changes on tactical basis between the Rinas Military Coordination Centre and Tirana APP.
LATRA1B KUCOVA 405535N 0191920E - 405151N 0192301E - 405153N 0193454E - 403600N 0193500E - 404600N 0191200E - 405400N 0191200E - 405535N 0191920E.	Upper limits: 10000 ft AMSL Lower limits: GND	1. AMC Manageable Area. 2. Military training area. 3. Activation shall be promulgated by NOTAM at least 7 days in advance. 4. When active, entry or transit of GAT flights may be allowed under ATC clearance. 5. Vertical limits are subject of changes on tactical basis between the Rinas Military Coordination Centre and Tirana APP.
LATRA1C KUCOVA 403600N 0193500E - 405153N 0193454E - 405150N 0200825E - 404200N 0200800E - 403600N 0193500E.	Upper limits: 10000 ft AMSL Lower limits: GND	1. AMC Manageable Area. 2. Military training area. 3. Activation shall be promulgated by NOTAM at least 7 days in advance. 4. When active, entry or transit of GAT flights may be allowed under ATC clearance. 5. Vertical limits are subject of changes on tactical basis between the Rinas Military Coordination Centre and Tirana APP.

Identification and Name Lateral limits	Upper and Lower Limits	Remarks
1	2	3
LATRA1D KUCOVA 410419N 0193816E - 410600N 0200900E - 405150N 0200825E - 405153N 0194405E - 410419N 0193816E.	Upper limits: 2000 ft AMSL Lower limits: GND	1. AMC Manageable Area. 2. Military training area. 3. Activation shall be promulgated by NOTAM at least 7 days in advance. 4. When active, entry or transit of GAT flights may be allowed under ATC clearance. 5. Vertical limits are subject of changes on tactical basis between the Rinas Military Coordination Centre and Tirana APP.
LATRA2B GJADRI 415851N 0193141E - 415913N 0200732E - 414504N 0200730E - 414500N 0193147E - 415851N 0193141E.	Upper limits: 2500 ft AMSL Lower limits: GND	1. AMC Manageable Area. 2. Military training area. 3. Activation shall be promulgated by NOTAM at least 7 days in advance. 4. When active, entry or transit of GAT flights may be allowed under ATC clearance. 5. Vertical limits are subject of changes on tactical basis between the Rinas Military Coordination Centre and Tirana APP.
LATSA1 401951N 0203701E - 403451N 0205506E - 410613N 0202934E - 404953N 0201055E - 401951N 0203701E.	Upper limits: FL 285 Lower limits: FL 120	1. AMC Manageable Area. 2. Temporary segregated area. 3. Activation shall be notified through AUP/UPP and promulgated by NOTAM at least 7 days in advance. 4. GAT flights shall not be permitted to enter or transit the activated TSA, except aircraft in emergency. Aircraft in receipt of a radar service will be offered a re-route in these circumstances. 5. Entry/Exit points TIRVU and NATTO shall be used by OAT flights during the TSA notified hours of activity.

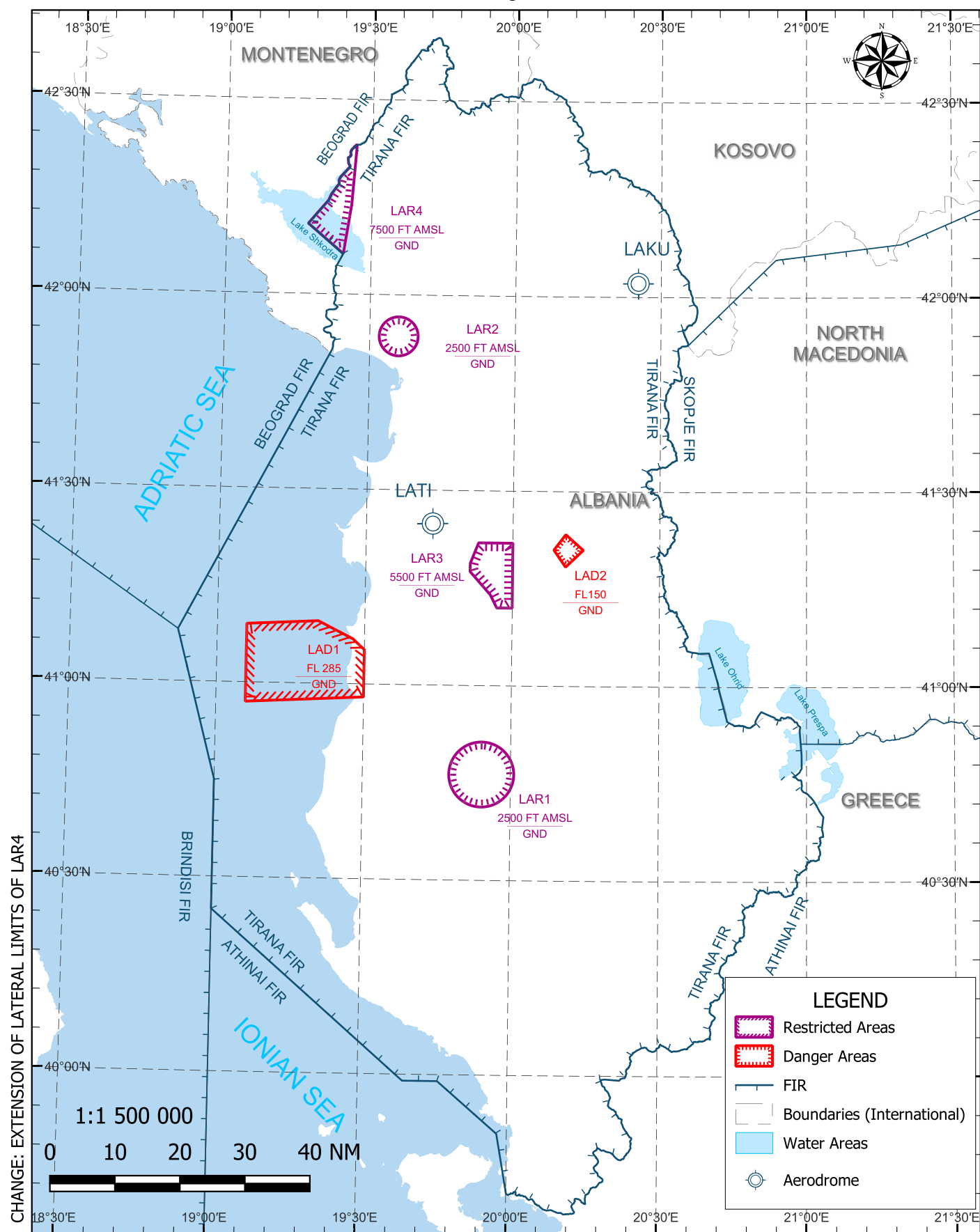
2. AIR DEFENCE IDENTIFICATION ZONE (ADIZ)

Nil



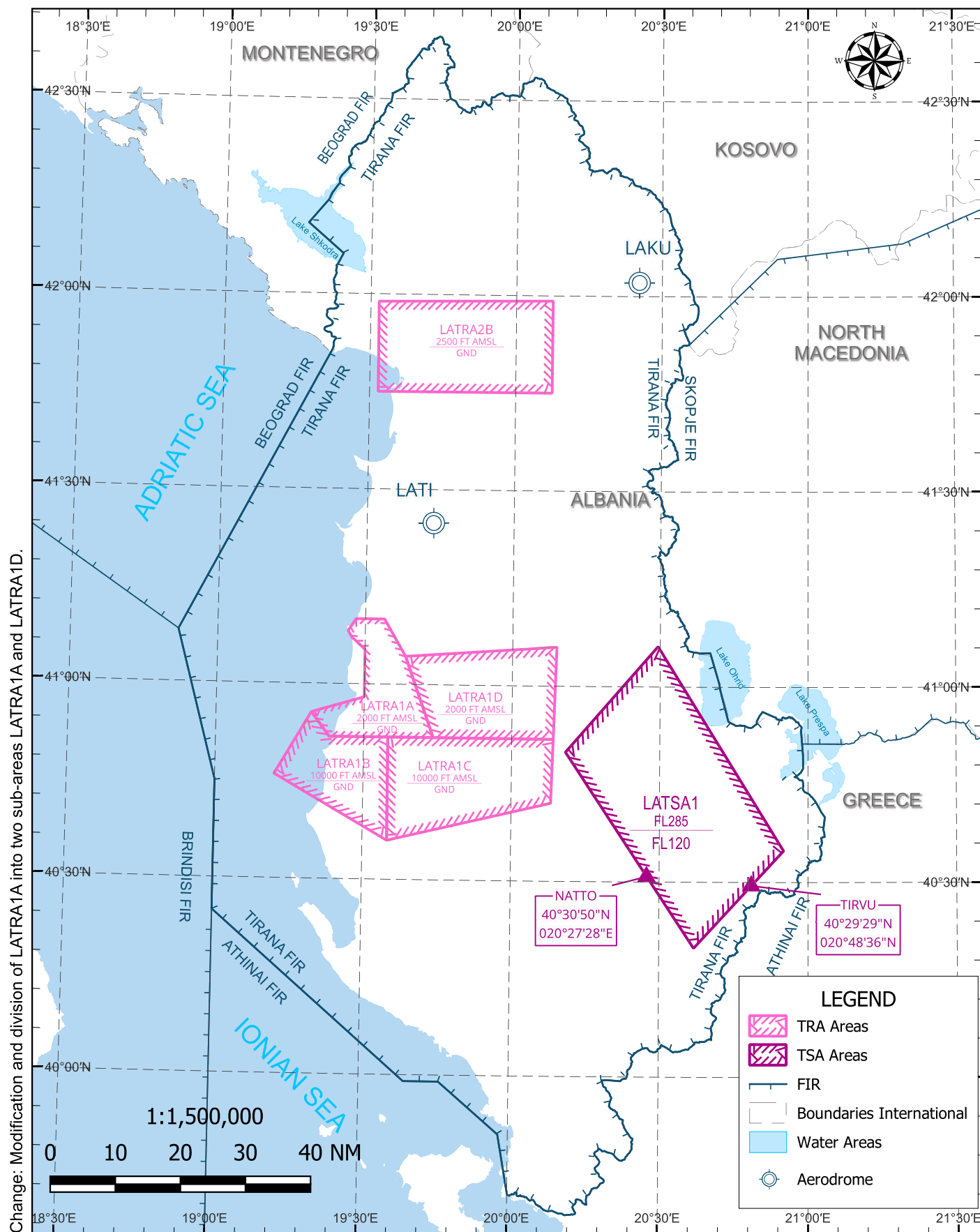
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INDEX CHART- Prohibited, Restricted and Danger Areas



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INDEX CHART- Military Exercise and Training Areas: TRA and TSA



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LATI AD 2

LATI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LATI - TIRANA

LATI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome reference point and its site	412453N 0194314E Midpoint of RWY 17/35
2	Direction and distance of aerodrome reference point from centre of the city	7 NM Northwest of Tirana
3	Aerodrome elevation and reference temperature	125 ft/34° C
4	Geoid undulation at the aerodrome elevation position	119 ft
5	Magnetic variation, date of information and annual change	5°E (2025)/0.1° increasing
6	Name of aerodrome operator, address, telephone and telefax numbers, e-mail address, AFS address and, if available, website address	Tirana International Airport Mother Teresa Airport Administration Building Rinas, Tirana Albania Phone: +355 42 381800 (call centre office) +355 42 381600 (administration) Fax: +355 42 381545 Email: info@tirana-airport.com SITA: TIAAPXH URL: www.tirana-airport.com
7	Types of traffic permitted to use the aerodrome (IFR/VFR)	IFR-VFR
8	Remarks	NIL

LATI AD 2.3 OPERATIONAL HOURS

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

LATI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Cargo loaders 7 tons (maximum height 3.5 M) Customs clearance operations: Monday to Friday 0900-1700 LT
2	Fuel and oil types	FUEL: AVGAS - Octane 100 aviation gasoline A1 - Jet A1 aviation fuel By arrangement with the fuel company OIL: NIL
3	Fuelling facilities and capacity	First fuel farm deposit: 240 m ³ Second fuel farm deposit: 1500 m ³
4	De-icing facilities	Aircraft de-icing fluid, type 1, 2 de-icing trucks
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LATI AD 2.5 PASSENGER FACILITIES

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

LATI AD 2.6 RESCUE AND FIREFIGHTING SERVICES

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

LATI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Seasonal availability	The aerodrome is serviceable during all seasons of the year.
2	Type(s) of clearing equipment	• 2 Snow Removal Equipment; • 1 Excavator with snow plough 2.7 meter long; • 1 Runway De-icing Sprayer Equipment.
3	Clearance priorities	• Runway in use, associated exits and entry points for the runway in use; • Designated taxiway(s); • Main aprons; • ILS and PAPI areas if needed; and • All other aircraft operating areas not yet cleared.
4	Use of material for movement area surface treatment	NAAC
5	Specially prepared winter runways	Not applicable
6	Remarks	See AD 1.2, subsection 2. for the runway surface condition assessment and reporting.

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

1	Designation, surface and strength of aprons	Designation: APRON 100 Surface: CONC Strength: PCR 1565/R/B/W/T Designation: APRON 200 Surface: CONC Strength: PCR 1226/R/A/W/T Designation: APRON 300 Surface: CONC Strength: PCR 1226/R/A/W/T Designation: APRON 400 Surface: CONC Strength: PCR 463/R/D/W/T
2	Designation, width, surface and strength of taxiways	Designation: A Width: 23 M Surface: ASPH Strength: PCR 989/F/A/W/T
		Designation: B Width: 23 M Surface: ASPH Strength: PCR 971/F/B/W/T
		Designation: C Width: 23 M Surface: ASPH Strength: PCR 886/F/A/W/T
		Designation: D Width: 23 M Surface: CONC Strength: PCR 906/R/B/W/T
		Designation: E Width: 23 M Surface: CONC Strength: PCR 932/R/C/W/T

		Designation: F Width: 30 M Surface: CONC Strength: PCR 1226/R/A/W/T
		Designation: W Width: 23 M Surface: ASPH Strength: PCR 971/F/B/W/T
		Designation: Y Width: 23 M Surface: CONC Strength: PCR 1226/R/A/W/T
3	Location and elevation of altimeter checkpoints	NIL
4	Location of VOR checkpoints	NIL
5	Position of INS checkpoints	NIL
6	Remarks	Taxiways C, D and E without shoulders and mandatory instruction signs on both sides.

LATI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand identification signs, taxiway guide lines and visual docking/parking guidance system at aircraft stands	Refer to LATI AD 2.20, Section 2.1 (Parking Procedures)
2	Runway and taxiway markings and lights	Refer to LATI AD 2.24-1 (Aerodrome Chart - ICAO)
3	Stop bars and runway guard lights (if any)	Red stop bars are located at holding points A, B, C, D, E and F and are in operation H24. No aircraft/vehicle is to cross a red stop bar unless given a specific instruction to do so under aerodrome Tower Controller. During contingency procedures, escort from an airside operations vehicle may be required to guide an aircraft through the lit stop bar, if requested by pilots.
4	Other runway protection measures	NIL
5	Remarks	NIL

LATI AD 2.10 AERODROME OBSTACLES

1. OBSTACLES IN AREA 2

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

2. OBSTACLES IN AREA 3

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

LATI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

LATI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designation	True bearing	RWY dimensions	RWY/SWY strength (PCR) and surface	THR coordinates RWY end coordinates THR geoid undulation	THR elevation TDZ highest elevation
1	2	3	4	5	6
17	174.28	3000 X 45 M	PCR 989/F/A/W/T ASPH	412537.31N 0194308.15E 412400.52N 0194321.02E 119.4 ft	THR 108.9 ft TDZ 115.5 ft
35	354.29	3000 X 45 M	PCR 989/F/A/W/T ASPH	412408.74N 0194319.92E 412537.31N 0194308.15E 119.3 ft	THR 125.2 ft TDZ 125.2 ft

Designation	RWY/SWY slope	SWY dimensions	CLR dimensions	Strip dimensions	RESA dimensions
	7	8	9	10	11
17	+ 0.19%	NIL	237 X 150 M	3120 X 280 M	240 X 90 M
35	- 0.19%	NIL	130 X 150 M	3120 X 280 M	150 X 90 M

Designation	Location of arresting system	OFZ	Remarks
	12	13	14
17	NIL	NIL	DER is located at THR RWY 35. RESA is partially paved; the last 46 m is unpaved.
35	NIL	NIL	NIL

LATI AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
17	2746 M	2983 M	2746 M	2746 M	NIL
17	2259 M	2496 M	2259 M	-	Take-off from intersection at Taxiway Echo.
17	1784 M	2021 M	1784 M	-	Take-off from intersection at Taxiway Delta.
35	3000 M	3130 M	3000 M	2746 M	NIL
35	2209 M	2339 M	2209 M	-	Take-off from intersection at Taxiway Charlie.

LATI AD 2.14 APPROACH AND RUNWAY LIGHTING

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

RWY centre line lights length, spacing, colour and intensity	RWY edge lights length, spacing, colour and intensity	RWY end lights colour and wing bars	Stopway lights length and colour	Remarks
6	7	8	9	10
NIL	Length: 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.

LATI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

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

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

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

- 1.2 Marshalling and "FOLLOW ME" assistance can be requested and further information about the regulations can be obtained from the Tirana Ground Movement Control (GMC) or Tirana TWR, depending on the hours of operation of Tirana GMC.
- 1.3 Air Operators intending to operate with an aircraft higher than Code C should request prior approval from the Airport Authority, which has established a special procedure to accommodate such operations.
- 1.4 When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given to each aircraft by the Tirana GMC or Tirana TWR.

2. GROUND MOVEMENT

2.1 Parking procedures

- 2.1.1 Arriving aircraft will be instructed to the parking stands by Tirana GMC or Tirana TWR. "FOLLOW ME" service is provided by Airside Safety Inspectors only on request of Tirana Aerodrome Controller in order to:
- give assistance to PiC when crossing a lighted stop bar if contingency procedure is initiated;
 - deviate aircraft from the taxiway centerline to facilitate Work in Progress (W.I.P.), on occasions when it is necessary or to deviate it from a temporary obstruction. The latter may be the case in the event of reduced wingtip clearance;
 - facilitate the movement of Ground Support Equipment (GSE) unable to use service roads;
 - assist the aircraft or vehicle in manoeuvring area during Reduced Visibility Conditions Procedure, which is mandatory; and
 - assist the aircraft when stand number is not yet available.
- 2.1.2 "FOLLOW ME" vehicle guidance to Apron 200 and Apron 400
- 2.1.2.1 Aircraft shall not enter Apron 200 or Apron 400 without "FOLLOW ME" vehicle assistance, since taxiway/apron guidance markings are not provided on these aprons.
- 2.1.2.2 "FOLLOW ME" vehicle guidance is mandatory before entering and while taxiing on these aprons.
- 2.1.3 Aircraft, landing on RWY 17, are expected to vacate the RWY via TWY C or when instructed by ATC or on pilot's request via TWY B.
- 2.1.4 Aircraft, landing on RWY 35, are expected to vacate the RWY via TWY D/TWY E or when instructed by ATC or on pilot's request via TWY F.
- 2.1.5 Aircraft, landing on RWY 17/35, are normally advised, in conjunction with the landing clearance, the taxiway they shall vacate the RWY. Pilots will advise ATC if unable to comply.
- 2.1.6 Since there is no special parking area for helicopters on the aerodrome, helicopters will be instructed by Tirana GMC or Tirana TWR to the parking area. "FOLLOW ME" vehicle will guide the helicopter to the parking stand.
- 2.1.7 Taxi-out / self-maneuvring from aprons
- 2.1.7.1 Self-maneuvring/power-out from parking stands is permitted only where specified below and only after approval/coordination with the aerodrome operator and ATC, as applicable. Self-maneuvring without ground guidance is prohibited.

- 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 The Ground Controller or Tower Controller, depending on the hours of operation of Tirana GMC, will determine the order that start-up approvals are issued and will issue expected start times accordingly.
- 2.2.3 Tirana GMC or Tirana TWR shall issue start up clearance to all IFR/VFR flights stating the call sign of aircraft, confirmation of ATIS information including the QNH (subject of read back), runway in use and time check.
- 2.2.4 A start-up clearance shall only be withheld under circumstances or conditions specified by the competent authority. If a start-up clearance is withheld, the flight crew shall be advised of the reason.
- 2.2.5 When a start-up clearance is delayed due to traffic reasons, the pilot shall be informed about expected start up time. Clearance to start up at the pilot's discretion to meet a stated CTOT may be issued as appropriate.
- 2.2.6 When the aircraft is fully ready for departure, the Pilot in Command shall contact Tirana GMC or Tirana TWR for start-up clearance, push-back, and taxi. These requests shall be made only after receiving approval from the ground handling personnel or "FOLLOW ME" vehicle that:
- The walk-around inspection is completed;
 - Doors are closed;
 - The aircraft is ready for start-up; and
 - The area is clear of any surrounding aircraft, vehicle, or equipment.
- 2.2.7 Marshalling is under responsibility of the ground service provider on aprons 100 and 300. Marshalling on aprons 200 and 400 is the responsibility of the Airside Safety Inspectors 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.
- 2.2.8 The ground handling personnel or "FOLLOW ME" vehicle shall monitor and ensure the safe path of the aircraft until it passes the red line.

2.3 Push-back procedures

- 2.3.1 Aircraft parked nose-in to the terminal building will need to be pushed back off the stand towards the taxiway centerline, taking into account the standard taxiway routing.
- 2.3.2 Subject to the requirements in paragraph 2.2.6, the Pilot in Command shall contact Tirana GMC or Tirana TWR for start-up clearance, stating the parking position and after that for push-back permission.
- 2.3.3 When the anti-collision beacons of the aircraft have been switched on, no vehicular movement is permitted behind the aircraft.
- 2.3.4 Tirana GMC or Tirana TWR may deviate from the standard push-back procedure as stated below for reasons such as traffic or work in progress. The deviation will be given in the push-back permission and the Pilot in Command has to make sure that the ground handling personnel fully understands the deviation.
- 2.3.5 The Pilot in Command shall use minimum break away power and minimum taxi power when operating on the aprons and taxi lanes.
- 2.3.6 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 positions. 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. Pilots are to ensure runway fully vacated before stopping i.e. aircraft are not to stop on any runway exit awaiting instructions from ATC but should continue on to the assigned taxiway, unless instructed to do so by ATC; and
 3. If the pilot of a landing aircraft cannot contact ATC due to RTF congestion, the pilot should fully vacate the runway and taxi into the assigned taxiway. The pilot should then hold position until contact with ATC can be established.

5.2 Departing flights

- 5.2.1 Pilots should be ready for departure when reaching the runway-holding position. On receipt of line-up clearance, pilots should ensure, commensurate with safety and standard operating procedure, that they are

able to taxi into the correct position if not already at the hold, and line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or completed its landing run and has passed the holding point.

- 5.2.2 Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion when lined-up on the runway should be kept to the minimum required.
- 5.2.3 Pilots who require additional time for departure shall notify ATC before entering the runway and wait for instructions.
- 5.2.4 Pilots should ensure that they are able to commence the take-off roll once the take-off clearance is issued.
- 5.2.5 ATC may cancel the departure clearance and instruct the aircraft to vacate the runway in case the conditional departure clearance is not complied with.

6. REDUCED DISTANCES AND PROCEDURES FOR INTERSECTION TAKE-OFF

6.1 Reduced distances and intersection take-off positions

- 6.1.1 Reduced declared distances applicable for intersection take-off are described in LATI AD-2.13.
- 6.1.2 Intersection take-off positions shall be TWY E and D for RWY 17 and TWY C for RWY 35.

6.2 Procedures for intersection take-off

- 6.2.1 Subject to the conditions in paragraph 6.2.2, an aircraft may be cleared to depart from a published intersection take-off position upon request of the pilot or if initiated by aerodrome controller and accepted by the pilot.
- 6.2.2 Intersection take-off clearance shall be issued for aircraft category A and B from intersection take-off positions described in paragraph 6.1.2 and for aircraft category C only from intersection take-off position at TWY E.
- 6.2.3 Information on the TORA from the intersection shall be issued when requested by an aircraft or whenever deemed necessary by the aerodrome controller.
- 6.2.4 The following radiotelephony (RTF) phraseology shall be used for intersection take-off:

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

7. REMOVAL OF DISABLED AIRCRAFT FROM RUNWAY

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

LATI AD 2.21 NOISE ABATEMENT PROCEDURES

In course of preparation.

LATI AD 2.22 FLIGHT PROCEDURES

1. GENERAL

1.1 Types of ATS surveillance service

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

2. PROCEDURES FOR IFR FLIGHTS WITHIN TIRANA TMA/CTR

2.1 Procedures for inbound aircraft

- 2.1.1 Aircraft inbound to Tirana Airport via the airways system will be routed via the RNAV 1 Standard Terminal Arrival Routes (STARs) detailed at LATI AD 2.24-19 to LATI AD 2.24-21.
- 2.1.2 RNAV 1 STARs are available to aircraft which are equipped and operated in accordance with the requirements of EASA CS-ACNS and approved by their State of Registry for RNAV 1 operations.
- 2.1.3 Aircraft will follow the appropriate RNAV 1 STAR to the Initial Approach Fix (IAF) for either ILS/RNP/VOR RWY 17 or RNP/VOR RWY 35 approach procedures.
- 2.1.4 RNP approach procedures with LNAV and LNAV/VNAV minima are in use for both runways.
- 2.1.5 Pilots unable to comply with RNAV 1 must notify ATC as soon as possible.
- 2.1.6 Standard arrival routes for aircraft inbound to Tirana Airport from the airways system for non-RNAV 1 aircraft will be via the existing airways structure.

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

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

2.2 Holding

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

2.3 Approach procedures with ATS surveillance system control

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

2.4 Precision approaches

- 2.4.1 A precision approach ILS CAT I Procedure is in use for Runway 17 only. ILS/DME (ITR) is collocated with GP. ITR DME is zero ranged to threshold RWY 17.
- 2.4.2 Aircraft shall follow the appropriate RNAV 1 STAR or be vectored either onto the ILS localiser course or onto an appropriate closing heading (roughly 30 degrees from the final approach track) to enable the pilot to complete the turn onto the final approach track. Approach controller shall instruct the pilot to report established on the ILS localiser and, if necessary, shall continue to give heading instructions until this report is received. When established on the ILS localiser the pilot shall be either cleared to descend on the glide path or given appropriate alternative level instructions.

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

2.5 Visual approaches for arriving IFR flights

2.5.1 Controllers shall exercise caution in initiating a visual approach when there is a reason to believe that the flight crew concerned is not familiar with the aerodrome and its surrounding terrain. Controllers should also take into consideration the prevailing traffic and meteorological conditions when initiating visual approaches.

2.5.2 Clearance for visual approach shall be issued only after the pilot has reported the aerodrome or the preceding aircraft in sight, at which time vectoring would normally be terminated.

2.5.3 An aircraft shall not be cleared to execute a visual approach procedure at night.

2.5.4 Visual approach procedures are detailed at ENR 1.5, subsection 2.2.

2.6 Missed approaches

2.6.1 Missed approach procedures are detailed at LATI AD 2.24-25 to 2.24-33.

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

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

2.7 Loss of communication procedures

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

2.8 Procedures for outbound aircraft

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

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

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

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

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

- 2.8.5 Departing flights should normally be cleared via the appropriate RNAV 1 SID until such time as the aircraft level and rate of climb enable either tactical vectoring to take place if required, or a direct route offered.
- 2.8.6 Departing aircraft shall be identified and their Mode C verified in accordance with the procedures specified in ENR 1.6, subsection 2.
- 2.8.7 Departing aircraft shall not exceed 250 knots IAS in the climb-out area until reaching 10000 feet. If unable to comply with this speed restriction, pilots will advise ATC as follows:

- 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
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.

AERODROME CHART - ICAO AERODROME ELEV 125 FT

TOWER

122.510
123.510

GROUND

136.255

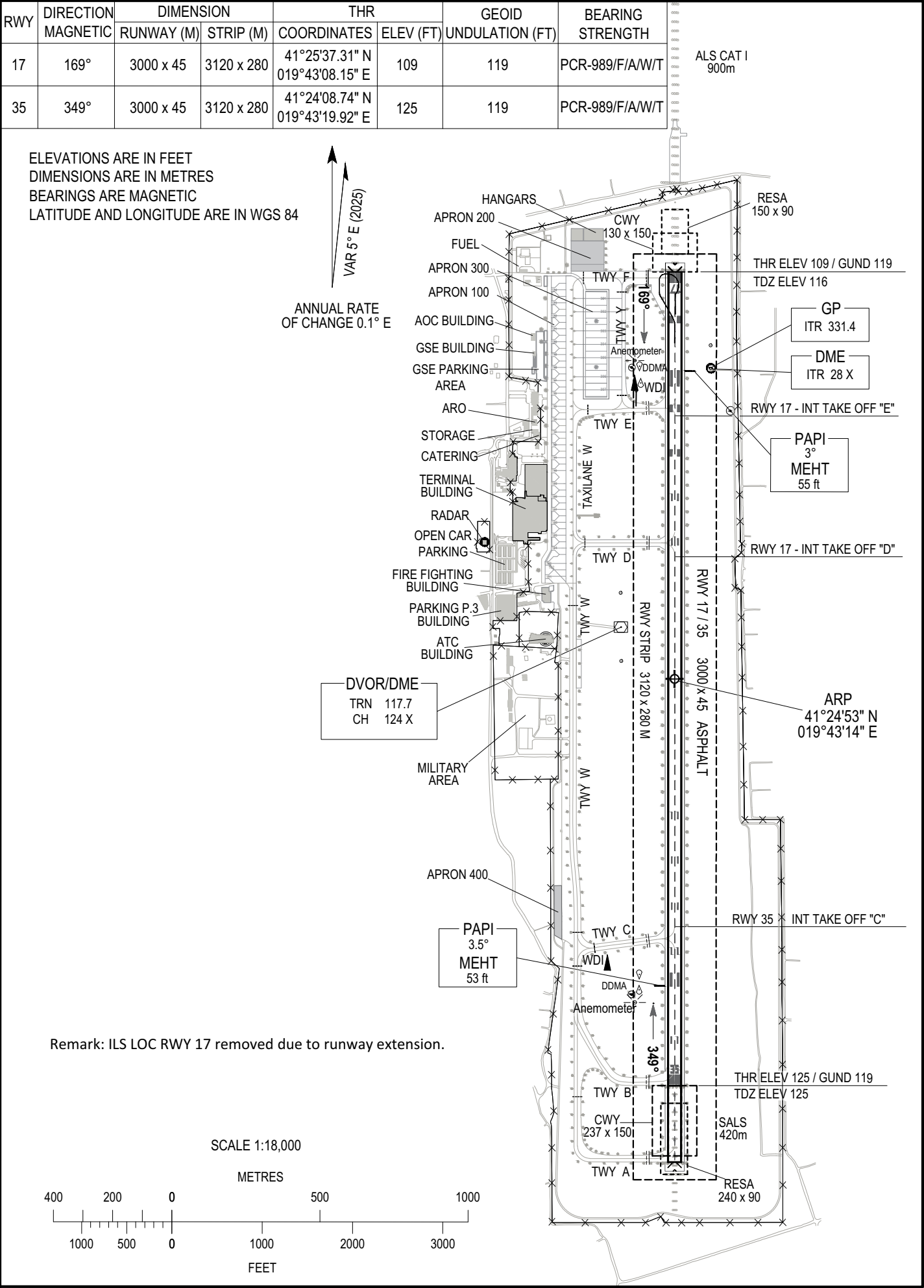
APP

133.155
134.275

ATIS

132.275

TIRANA
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AIRCRAFT PARKING/
DOCKING CHART - ICAOAPRON 100 ELEV 113 FT
APRON 200 & 300 ELEV 103 FTTOWER 122.510
123.510

GROUND 136.255

APP 133.155
134.275

ATIS 132.275

TIRANA
LATIELEVATIONS ARE IN FEET , DIMENSIONS ARE IN METRES
LATITUDE AND LONGITUDE ARE IN WGS 84

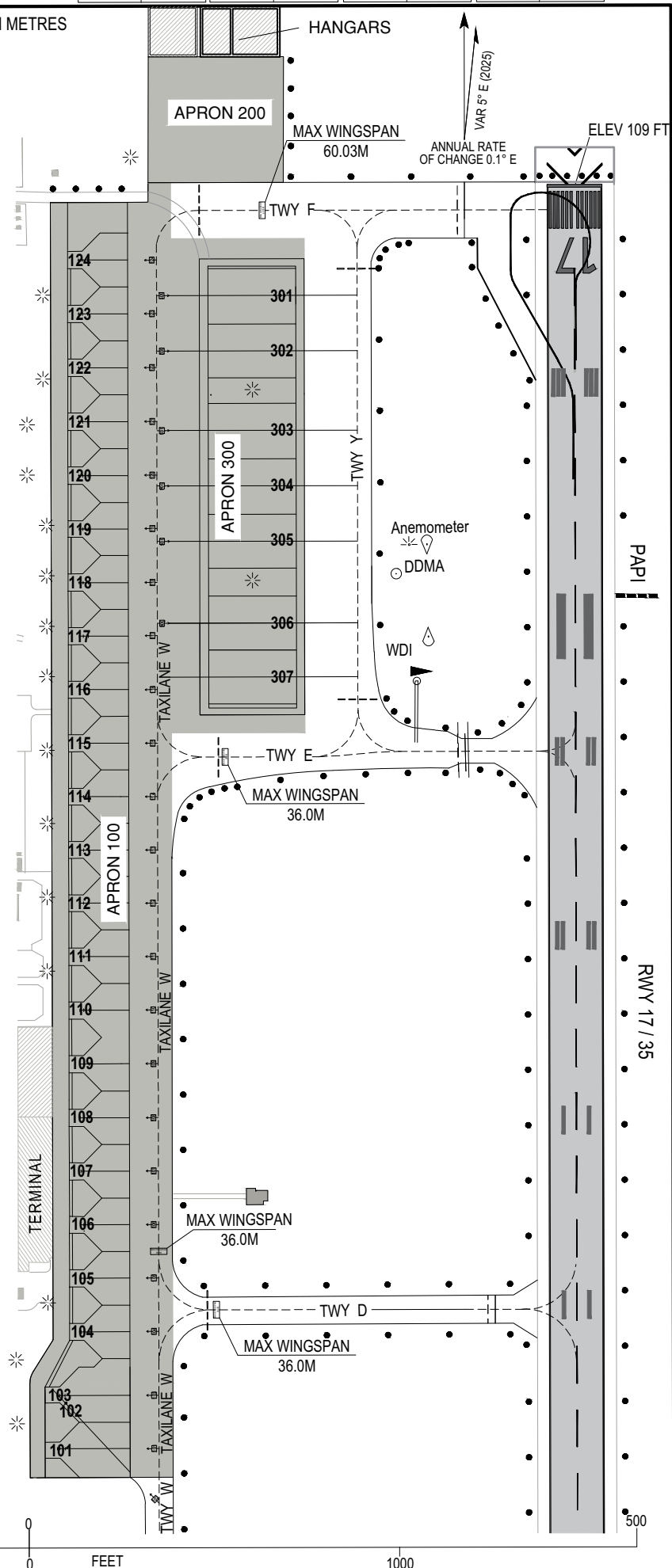
LEGEND	
AIRCRAFT STAND	102
TAXIWAY / RUNWAY LIGHT	●
RWY HOLDING POSITION	---
NON-PRECISION APPROACH RWY	---
INTERMEDIATE HOLDING POSITION	---
MARKING (TAXIWAYS)	---
ANEMOMETER	⊙
WIND DIRECTION INDICATOR	▶
LIGHT	⊙
ANTENNA, POLE, MAST	○

BEARING STRENGTH	WIDTH
APRON 100 - PCR 1565/R/B/W/T	-/-
APRON 200 - PCR 1226/R/A/W/T	-/-
APRON 300 - PCR 1226/R/A/W/T	-/-
TWY A - PCR 989/F/A/W/T	23.0m
TWY B - PCR 971/F/B/W/T	23.0m
TWY C - PCR 886/F/A/W/T	23.0m
TWY D - PCR 906/R/B/W/T	23.0m
TWY E - PCR 932/R/C/W/T	23.0m
TWY F - PCR 1226/R/A/W/T	30.0m
TWY W - PCR 971/F/B/W/T	23.0m
TWY Y - PCR 1226/R/A/W/T	23.0m

POINTS ON PARKING AREA		
APRON 100		
STAND	Latitude	Longitude
101	41°25'03.03"N	019°42'54.21"E
102	41°25'04.24"N	019°42'54.30"E
103	41°25'04.42"N	019°42'54.03"E
104	41°25'05.91"N	019°42'54.68"E
105	41°25'07.32"N	019°42'54.49"E
106	41°25'08.72"N	019°42'54.30"E
107	41°25'10.12"N	019°42'54.12"E
108	41°25'11.53"N	019°42'53.91"E
109	41°25'12.99"N	019°42'53.68"E
110	41°25'14.39"N	019°42'53.50"E
111	41°25'15.80"N	019°42'53.31"E
112	41°25'17.19"N	019°42'53.12"E
113	41°25'18.55"N	019°42'52.98"E
114	41°25'19.95"N	019°42'52.79"E
115	41°25'21.36"N	019°42'52.64"E
116	41°25'22.76"N	019°42'52.43"E
117	41°25'24.16"N	019°42'52.23"E
118	41°25'25.56"N	019°42'52.05"E
119	41°25'26.97"N	019°42'51.86"E
120	41°25'28.37"N	019°42'51.67"E
121	41°25'29.81"N	019°42'51.45"E
122	41°25'31.27"N	019°42'51.26"E
123	41°25'32.72"N	019°42'51.06"E
124	41°25'34.17"N	019°42'50.87"E
APRON 300		
301	41°25'33.85"N	019°42'58.23"E
302	41°25'32.40"N	019°42'58.42"E
303	41°25'30.31"N	019°42'58.70"E
304	41°25'28.86"N	019°42'58.89"E
305	41°25'27.41"N	019°42'59.08"E
306	41°25'25.33"N	019°42'59.36"E
307	41°25'23.86"N	019°42'59.56"E

AIRCRAFT STANDS CHARACTERISTICS

APRON 100				APRON 300	
101	Acft C	113	Acft C	301	Acft C
102	Acft E	114	Acft C	302	Acft C
103	Acft C	115	Acft C	303	Acft C
104	Acft C	116	Acft C	304	Acft C
105	Acft C	117	Acft C	305	Acft C
106	Acft C	118	Acft C	306	Acft C
107	Acft C	119	Acft C	307	Acft C
108	Acft C	120	Acft C		
109	Acft C	121	Acft C		
110	Acft C	122	Acft C		
111	Acft C	123	Acft C		
112	Acft C	124	Acft C		



AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON 400 ELEV 119 FT

TOWER 122.510
123.510

GROUND 136.255

APP 133.155
134.275

ATIS 132.275

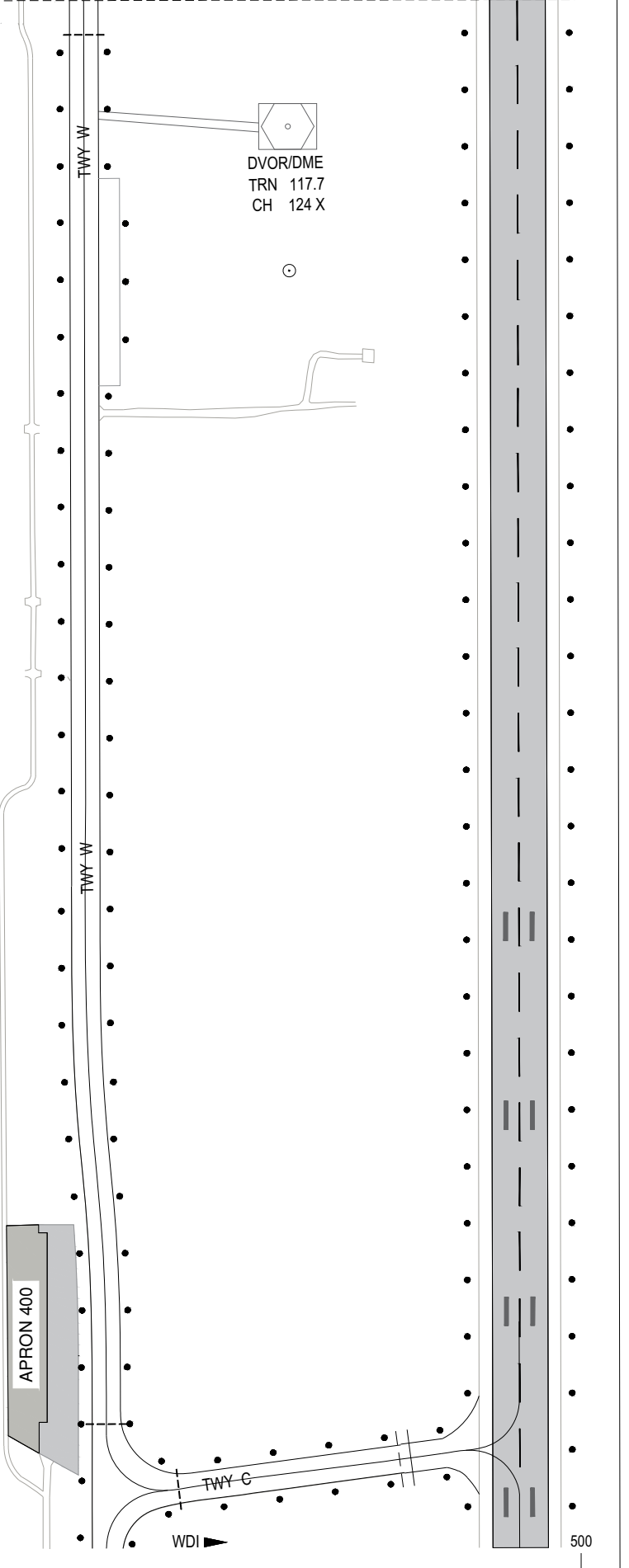
TIRANA
LATI

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

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

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

AIRCRAFT STANDS CHARACTERISTICS	
APRON 400	Acft A ,B



AERODROME GROUND MOVEMENT CHART - ICAO	APRON 100 ELEV 113 FT	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									

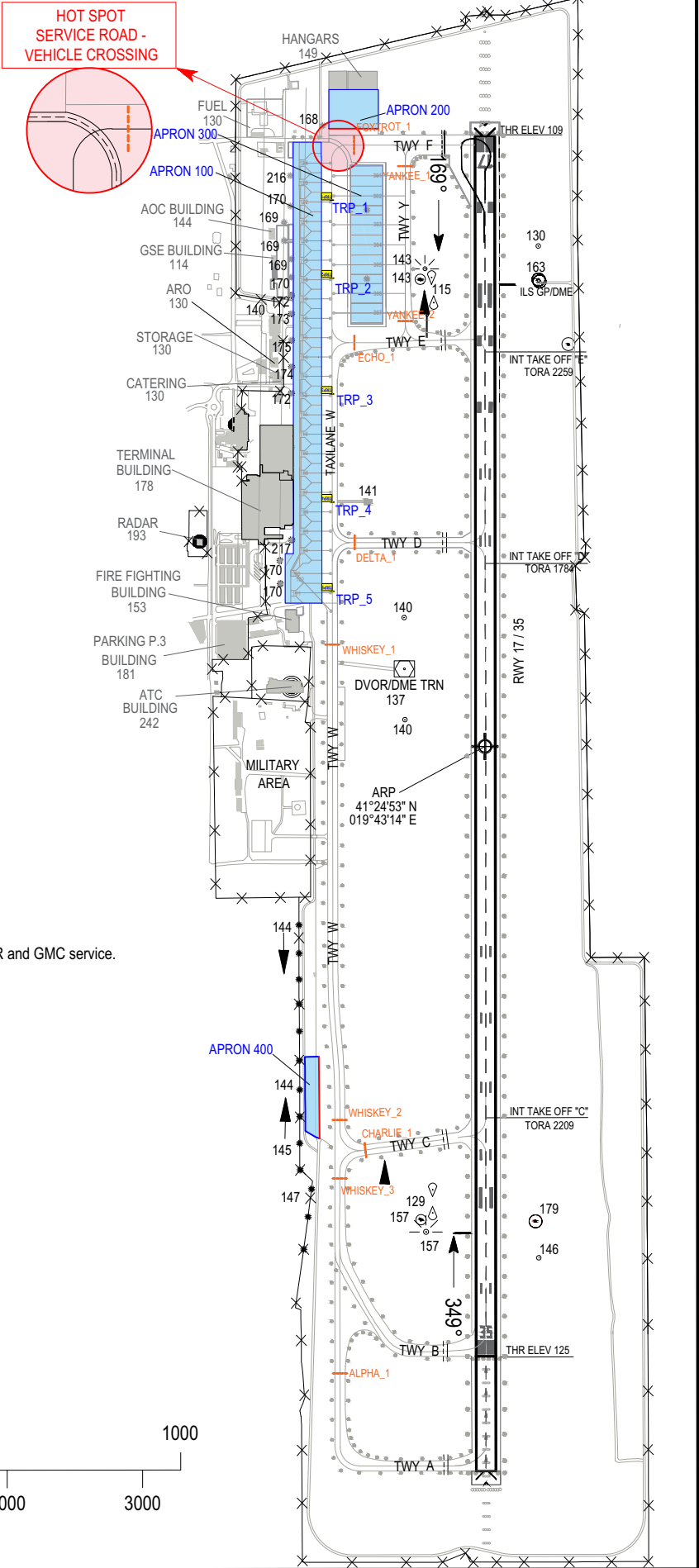
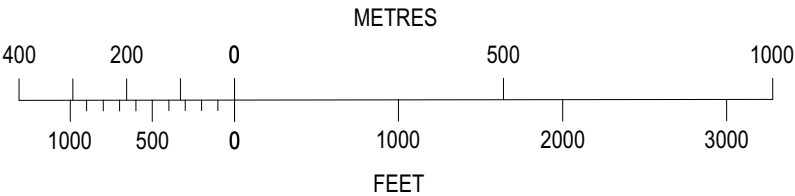
ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC
LATITUDE AND LONGITUDE ARE IN WGS 84

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.

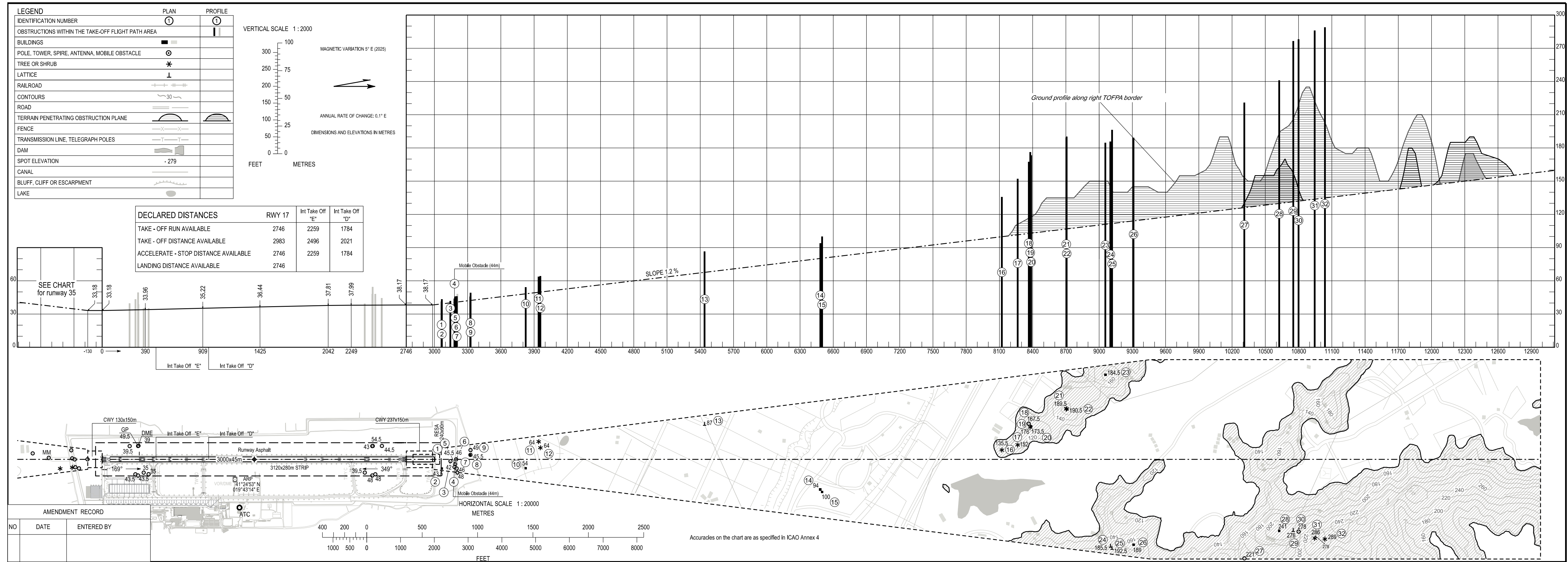
SCALE 1:18,000



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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

TIRANA / ALBANIA
RWY 17



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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

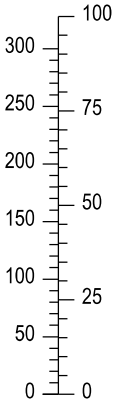
TIRANA / ALBANIA
RWY 35

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"
TAKE - OFF RUN AVAILABLE	3000	2209
TAKE - OFF DISTANCE AVAILABLE	3130	2339
ACCELERATE - STOP DISTANCE AVAILABLE	3000	2209
LANDING DISTANCE AVAILABLE	2746	

VERTICAL SCALE 1 : 2000

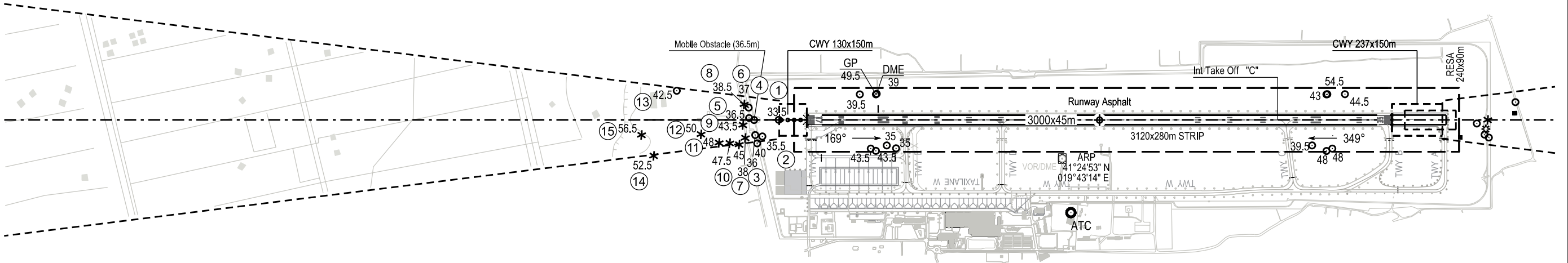
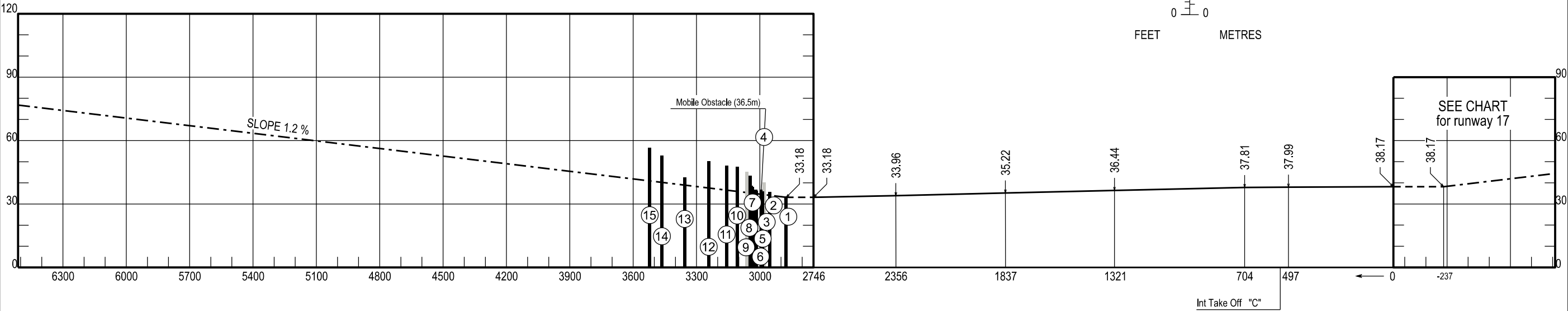


MAGNETIC VARIATION 5° E (2025)



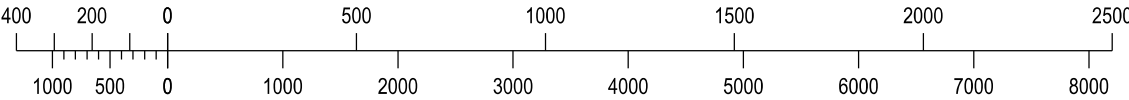
ANNUAL RATE OF CHANGE: 0.1° E

DIMENSIONS AND ELEVATIONS IN METRES



HORIZONTAL SCALE 1 : 20000

METRES

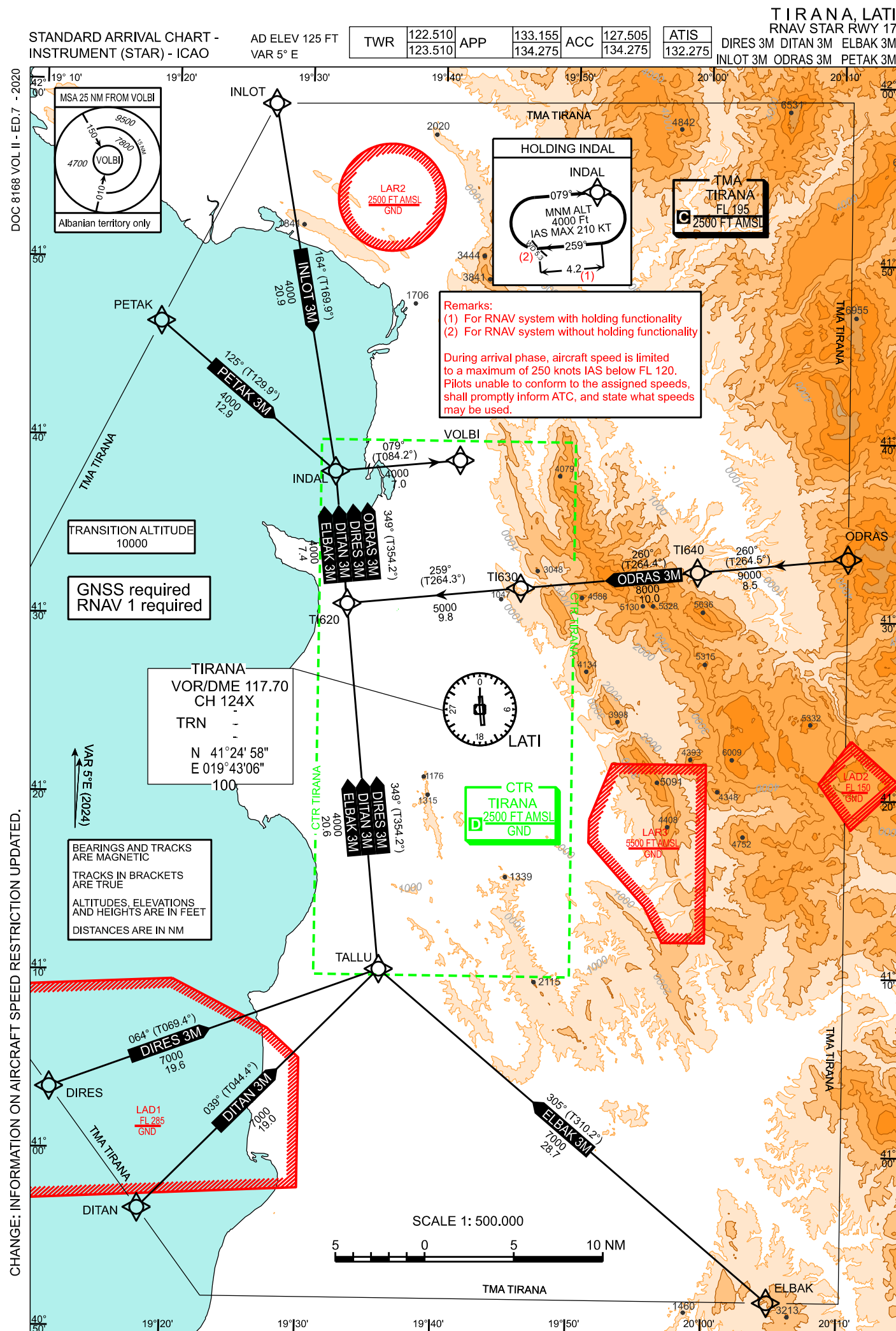


FEET

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Accuracies on the chart are as specified in ICAO Annex 4

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CHANGE: INFORMATION ON AIRCRAFT SPEED RESTRICTION UPDATED.

Designator	Route						Remarks		
DIRES 3M	DIRES – TALLU – TI620 - INDAL – VOLBI								
Dires three mike arrival									
RNAV STAR Coding Table of DIRES 3M									
Path Terminator	Waypoint		Course Track °MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover				Coordinates	Crossing ALT		
IF	DIRES	no	N410328.00 E0191133.00			F120+		RNAV 1	
TF	TALLU	no	N411020.00 E0193551.00	064° (069.4°)	19.6	A7000+		RNAV 1	
TF	TI620	no	N413048.73 E0193304.60	349 (354.2)	20.6	A4000+		RNAV 1	
TF	INDAL	no	N413813.00 E0193204.00	349° (354.2°)	7.4	A4000+		RNAV 1	
TF	VOLBI	no	N413855.00 E0194122.00	079° (084.2°)	7.0	A4000+		RNAV 1	
Designator	Route						Remarks		
DITAN 3M	DITAN – TALLU – TI620 - INDAL – VOLBI								
Ditan three mike arrival									
RNAV STAR Coding Table of DITAN 3M									
Path Terminator	Waypoint		Course Track °MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover				Coordinates	Crossing ALT		
IF	DITAN	no	N403644.00 E0191813.00			F120+		RNAV 1	
TF	TALLU	no	N411020.00 E0193551.00	039° (044.4°)	19.0	A7000+		RNAV 1	
TF	TI620	no	N413048.73 E0193304.60	349 (354.2)	20.6	A4000+		RNAV 1	
TF	INDAL	no	N413813.00 E0193204.00	349° (354.2°)	7.4	A4000+		RNAV 1	
TF	VOLBI	no	N413855.00 E0194122.00	079° (084.2°)	7.0	A4000+		RNAV 1	
Designator	Route						Remarks		
ELBAK 3M	ELBAK – TALLU – TI620 - INDAL – VOLBI								
Elbak three mike arrival									
RNAV STAR Coding Table of ELBAK 3M									
Path Terminator	Waypoint		Course Track °MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover				Coordinates	Crossing ALT		
IF	ELBAK	no	N405151.00 E0200452.00			F120+		RNAV 1	
TF	TALLU	no	N411020.00 E0193551.00	305° (310.2°)	28.7	A7000+		RNAV 1	
TF	TI620	no	N413048.73 E0193304.60	349 (354.2)	20.6	A4000+		RNAV 1	
TF	INDAL	no	N413813.00 E0193204.00	349° (354.2°)	7.4	A4000+		RNAV 1	
TF	VOLBI	no	N413855.00 E0194122.00	079° (084.2°)	7.0	A4000+		RNAV 1	

Remarks:
(1) For RNAV system with holding functionality
(2) For RNAV system without holding functionality

Designator	Route					Remarks				
INLOT 3M	INLOT – INDAL – VOLBI									
Inlot three mike arrival										
RNAV STAR Coding Table of INLOT 3M										
Path Terminator	Waypoint		Course/ Track °MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks	
	Identifier	Coordinates				Crossing ALT	Speed			
IF	INLOT	no	N415847.00 E0192711.00			F120+		RNAV 1		
TF	INDAL	no	N413813.00 E0193204.00	164° (169.9°)	20.9	A4000+		RNAV 1		
TF	VOLBI	no	N413855.00 E0194122.00	079° (084.2°)	left 7.0	A4000+		RNAV 1		
Designator	Route					Remarks				
ODRAS 3M	ODRAS – TI640 – TI630 – TI620 – INDAL – VOLBI									
Odras three mike arrival										
RNAV STAR Coding Table of ODRAS 3M										
Path Terminator	Waypoint		Course/ Track °MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks	
	Identifier	Coordinates				Crossing ALT	Speed			
IF	ODRAS	no	N413335.00 E0201027.00			F140+		RNAV 1		
TF	TI640	no	N413246.33 E0195913.02	260° (264.5°)	8.5	A9000+		RNAV 1		
TF	TI630	no	N413147.72 E0194601.25	260° (264.4°)	10.0	A9000+		RNAV 1		
TF	TI620	no	N413048.73 E0193304.60	259° (264.3°)	9.8	A5000+		RNAV 1		
TF	INDAL	no	N413813.00 E0193204.00	349° (354.2°)	7.4	A4000+		RNAV 1		
TF	VOLBI	no	N413855.00 E0194122.00	079° (084.2°)	right 7.0	A4000+		RNAV 1		
Designator	Route					Remarks				
PETAK 3M	PETAK – INDAL – VOLBI									
Petak three mike arrival										
RNAV STAR Coding Table of PETAK 3M										
Path Terminator	Waypoint		Course/ Track °MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks	
	Identifier	Coordinates				Crossing ALT	Speed			
IF	PETAK	no	N414631.00 E0191850.00			F120+		RNAV 1		
TF	INDAL	no	N413813.00 E0193204.00	125° (129.9°)	12.9	A4000+		RNAV 1		
TF	VOLBI	no	N413855.00 E0194122.00	079° (084.2°)	left 7.0	A4000+		RNAV 1		
Path Terminator	Identifier	Inbound Course °M (°T)	Leg Distance (NM) ⁽¹⁾	Timing min./ Waypoint Distance ⁽²⁾	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FL)	Speed Limit (kt)	Magnetic Variation (°)	Navigation Specification
HOLD HM	INDAL	079° (084.2°)	4.2	-5.3	Right	+4000		210	4.9	RNAV 1

TIRANA, LATI

RNAV STAR RWY 35

DIRES 3N DITAN 3N ELBAK 3N

INLOT 3N ODRAS 3N PETAK 3N

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAOAD ELEV 125 FT
VAR 5°E

TWR

122.510
123.510

APP

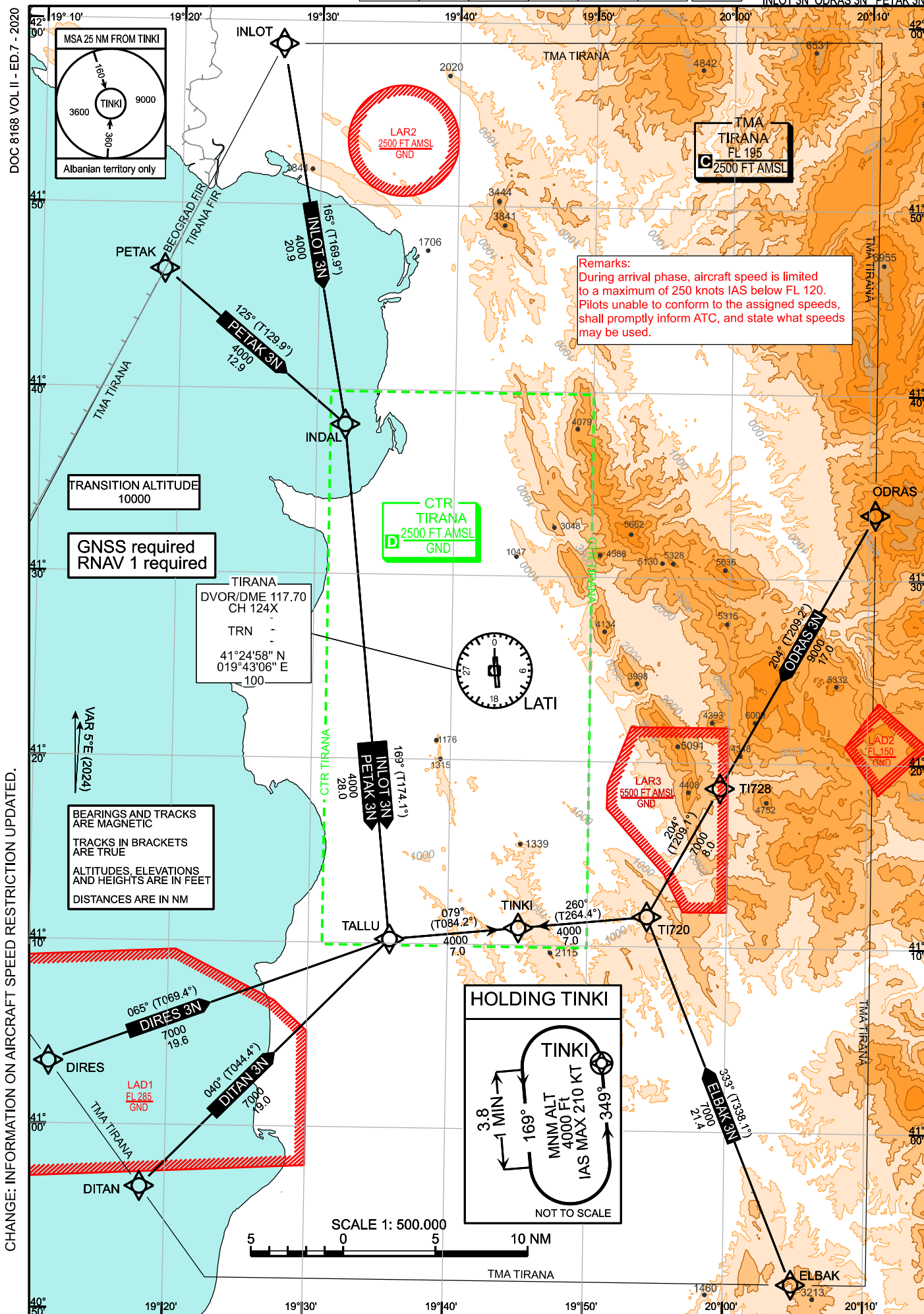
133.155
134.275

ACC

127.505
134.275

ATIS

132.275



Designator		Route				Remarks			
DIRES 3N Dires three november arrival		DIRES – TALLU – TINKI							
RNAV STAR Coding Table of DIRES 3N									
Path Terminator	Waypoint		Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover				Coordinates	Crossing ALT		
IF	DIRES	no	N410328.00 E0191133.00				F120+		RNAV 1
TF	TALLU	no	N411020.00 E0193551.00	065° (069.4°)	19.6		A7000+		RNAV 1
TF	TINKI	no	N411102.00 E0194504.00	079° (084.2°)	7.0	right	A4000+		RNAV 1

Designator		Route				Remarks
DITAN 3N Ditan three november arrival		DITAN – TALLU – TINKI				

RNAV STAR Coding Table of DITAN 2N						
Path Terminator	Identifier	Waypoint		Course/ Track °MAG (° True)	DIST NM	Turn Direction
		Flyover	Coordinates			
IF	DITAN	no	N405644.00 E0191813.00			
						RNAV 1
TF	TALLU	no	N411020.00 E0193551.00	040° (044.4°)	19.0	
						RNAV 1
TF	TINKI	no	N411102.00 E0194504.00	079° (084.2°)	7.0	right
						RNAV 1

Designator		Route				Remarks
ELBAK 3N Elbak three november arrival		ELBAK – TI720 – TINKI				

RNAV STAR Coding Table of ELBAK 3N						
Path Terminator	Identifier	Waypoint		Course/ Track °MAG (° True)	DIST NM	Turn Direction
		Flyover	Coordinates			
IF	ELBAK	no	N405151.00 E0200452.00			
						RNAV 1
TF	TI720	no	N411143.26 E0195417.19	333° (338.1°)	21.4	
						RNAV 1
TF	TINKI	no	N411102.00 E0194504.00	260° (264.4°)	7.0	left
						RNAV 1

Path Terminator	Identifier	Inbound Course °M (°T) (354.3°)	Leg Distance (NM) ^(c)	Timing (min.)/ Waypoint Distance ^(d)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FL)	Speed Limit (kt)	Magnetic Variation (°)	Navigation Specification
HOLD HM	TINKI	349°	3.8	1 min	Left	+4000		210	4.9	RNAV1

Designator		Route				Remarks		
INLOT 3N Inlot three november arrival		INLOT – INDAL – TALLU – TINKI						
RNAV STAR Coding Table of INLOT 3N								
Path Terminator	Waypoint		Course/ Track °MAG (° True)	DIST NM	Turn Direction	Constraints	Navigation Specification	Remarks
	Identifier	Flyover						
IF	INLOT	no	N415947.00 E0192711.00			F120+	RNAV 1	
TF	INDAL	no	N413813.00 E0193204.00	165° (169.9°)	20.9	A4000+	RNAV 1	
TF	TALLU	no	N411020.00 E0193551.00	169° (174.1°)	28.0	right A4000+	RNAV 1	
TF	TINKI	no	N411102.00 E0194504.00	079° (084.2°)	7.0	left A4000+	RNAV 1	

Designator		Route				Remarks
ODRAS 3N Odras three november arrival		ODRAS – TI728 – TI720 – TINKI				

RNAV STAR Coding Table of ODRAS 3N						
Path Terminator	Identifier	Waypoint		Course/ Track °MAG (° True)	DIST NM	Turn Direction
		Flyover	Coordinates			
IF	ODRAS	no	N413335.00 E0201027.00			
						RNAV 1
TF	TI728	no	N411843.10 E0195926.23	204° (209.2°)	17.0	
						RNAV 1
TF	TI720	no	N411143.26 E0195417.19	204° (209.1°)	8.0	
						RNAV 1
TF	TINKI	no	N411102.00 E0194504.00	260° (264.4°)	7.0	right
						RNAV 1

Designator		Route				Remarks
PETAK 3N Petak three november arrival		PETAK – INDAL – TALLU – TINKI				

RNAV STAR Coding Table of PETAK 3N						
Path Terminator	Identifier	Waypoint		Course/ Track °MAG (° True)	DIST NM	Turn Direction
		Flyover	Coordinates			
IF	PETAK	no	N414631.00 E0191850.00			
						RNAV 1
TF	INDAL	no	N413813.00 E0193204.00	125° (129.9°)	12.9	
						RNAV 1
TF	TALLU	no	N411020.00 E0193551.00	169° (174.1°)	28.0	right
						RNAV 1
TF	TINKI	no	N411102.00 E0194504.00	079° (084.2°)	7.0	left
						RNAV 1