REPUBLIC OF ALBANIA

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AIRAC AMDT 001/2023

Effective Date: 23 MAR 2023
Publication Date: 09 FEB 2023

1. Amendment content:

LAAA
- Incorporation of amendments to SERA provisions (GEN 3.3, ENR 1.1, ENR 1.6 and ENR 1.8);
- Update of SECSI FRA Index Chart (ENR 6.2).

LATI
- Update of information related to the taxilane (LATI AD 2.24-3);
- Changes to elevation of obstacles 11 and 12 in AOC RWY 17 (LATI AD 2.24-7);
- Update of information related to the lights of TWY W and B edge and stop bars (LATI AD 2.15).

LAKU
- Update of information related to the radio communication procedures for flights transiting Kukes FIZ/RMZ (LAKU AD 2.22).

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:

NOTAM A0258/22 and NOTAM A0015/23 incorporated

SUP:
Nil
AIC:
Nil

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

Insert the following pages		Remove the following pages	
GEN 0.2 - 1/2	23 MAR 2023	GEN 0.2 - 1/2	09 JAN 2023
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GEN 0.6 - 1/2	23 MAR 2023	GEN 0.6 - 1/2	09 JAN 2023
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GEN 3.2 - 3/4	23 MAR 2023	GEN 3.2 - 3/4	29 DEC 2022
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GEN 3.3 - 7/8	23 MAR 2023	GEN 3.3 - 7/8	08 SEP 2022
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LAKU AD 2 - 7/8	23 MAR 2023	LAKU AD 2 - 7/8	29 DEC 2022

GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective date*	*Inserted by*
002/2013	18-Apr-2013	30-May-2013	
003/2013	16-May-2013	27-Jun-2013	
004/2013	11-Jul-2013	22-Aug-2013	
001/2014	24-Dec-2013	06-Feb-2014	
002/2014	17-Apr-2014	29-May-2014	
001/2015	11-Jun-2015	23-Jul-2015	
002/2015	01-Oct-2015	12-Nov-2015	
001/2016	17-Mar-2016	28-Apr-2016	
002/2016	13-Oct-2016	08-Dec-2016	
001/2017	13-Apr-2017	25-May-2017	
002/2017	12-Oct-2017	07-Dec-2017	
001/2018	15-Mar-2018	26-Apr-2018	
002/2018	07-Jun-2018	19-Jul-2018	
003/2018	25-Oct-2018	06-Dec-2018	
001/2019	20-Dec-2018	31-Jan-2019	
002/2019	11-Apr-2019	23-May-2019	
003/2019	01-Aug-2019	12-Sep-2019	
004/2019	24-Oct-2019	05-Dec-2019	
001/2020	13-Feb-2020	26-Mar-2020	
002/2020	30-Jul-2020	10-Sep-2020	
003/2020	05-Nov-2020	31-Dec-2020	
001/2021	17-Dec-2020	28-Jan-2021	
002/2021	11-Mar-2021	22-Apr-2021	
003/2021	06-May-2021	17-Jun-2021	
004/2021	01-Jul-2021	12-Aug-2021	
005/2021	29-Jul-2021	09-Sep-2021	
006/2021	26-Aug-2021	07-Oct-2021	
007/2021	07-Oct-2021	02-Dec-2021	
001/2022	16-Dec-2021	27-Jan-2022	
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004/2022	05-May-2022	16-Jun-2022	
005/2022	28-Jul-2022	08-Sep-2022	

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective date*	*Inserted by*
006/2022	17-Nov-2022	29-Dec-2022	
001/2023	09-Feb-2023	23-Mar-2023	

AIP AMENDMENT			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*
001/2016	04-Feb-2016	04-Feb-2016	
002/2016	08-Dec-2016	08-Dec-2016	
001/2018	04-Jan-2018	04-Jan-2018	
002/2018	01-Feb-2018	01-Feb-2018	
001/2019	28-Feb-2019	28-Feb-2019	
001/2020	02-Jan-2020	02-Jan-2020	
001/2021	29-Jan-2021	29-Jan-2021	
001/2022	28-Jan-2022	28-Jan-2022	
001/2023	09-Jan-2023	09-Jan-2023	

GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 1.7 - 1	28 JAN 2021
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GEN 1.7 - 4	28 JAN 2021
GEN 1.7 - 5	28 JAN 2021
GEN 1.7 - 6	28 JAN 2021
GEN 1.7 - 7	07 OCT 2021
GEN 1.7 - 8	07 OCT 2021
GEN 1.7 - 9	07 OCT 2021
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GEN 2.7 - 1	07 OCT 2021
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GEN 3.4 - 1	31 DEC 2020
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GEN 3.5 - 4	08 SEP 2022
GEN 3.5 - 5	08 SEP 2022
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PART 2 - EN-ROUTE (ENR)

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PART 3 - AERODROMES (AD)

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AD 1.1 - 1	02 DEC 2021
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AD 1.3 - 1	12 AUG 2021
AD 1.3 - 2	12 AUG 2021
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LAKU AD 2 - 2	29 DEC 2022
LAKU AD 2 - 3	16 JUN 2022
LAKU AD 2 - 4	16 JUN 2022
LAKU AD 2 - 5	08 SEP 2022
LAKU AD 2 - 6	08 SEP 2022
LAKU AD 2 - 7	23 MAR 2023
LAKU AD 2 - 8	23 MAR 2023
LAKU AD 2 - 9	29 DEC 2022
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LAKU AD 2 - 11	29 DEC 2022
LAKU AD 2 - 12	29 DEC 2022
LAKU AD 2.24 - 1	12 AUG 2021
LAKU AD 2.24 - 2	12 AUG 2021
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LAKU AD 2.24 - 14	16 JUN 2022
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LATI AD 2 - 4	29 DEC 2022
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LATI AD 2 - 21	29 DEC 2022
LATI AD 2 - 22	29 DEC 2022
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LATI AD 2.24 - 2	29 DEC 2022
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LATI AD 2.24 - 22	29 DEC 2022
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LATI AD 2.24 - 24	29 DEC 2022
LATI AD 2.24 - 25	29 DEC 2022

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LATI AD 2.24 - 31	29 DEC 2022
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PART 1 - General (GEN)

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The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route-instrument, prohibited, restricted and danger areas, minimum sector altitude and the air traffic services system.

k. Omni-Directional Departure Area
An omnidirectional departure procedure permits a turn in any direction after reaching a specified altitude/height. It is a convenient and flexible method of ensuring obstacle clearance.
An omnidirectional departure area specifies sectors with altitude or PDG limitations or sectors to be avoided.

l. 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.

m. 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.

n. 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.

o. 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.

p. 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.

6. LIST OF AERONAUTICAL CHARTS AVAILABLE

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

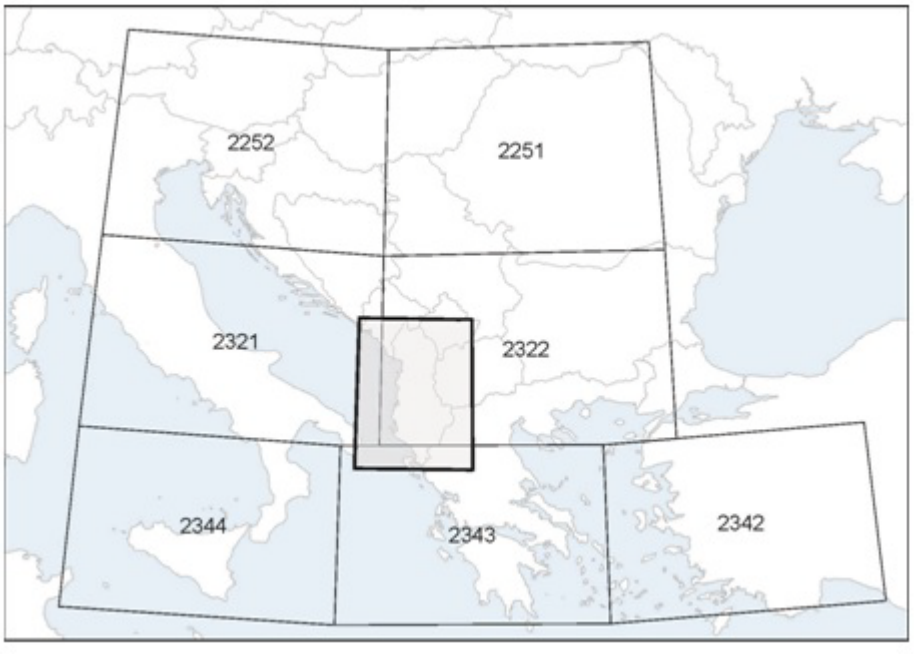
Title of Series	Scale	Name and/or Number	Price	Date
En-route Chart - ICAO*	1:1 700 000	Tirana FIR	-	29 DEC 2022
SECSI FRA - Index Chart*	1:4 500 000	SECSI FRA	-	23 MAR 2023
Prohibited, Restricted and Danger Areas – Index Chart*	1:1 500 000	Tirana FIR	-	29 DEC 2022
Aerial Sporting and Recreational Activities – Index Chart *	1:1 500 000	Tirana FIR	-	29 DEC 2022
Military Exercise and Training Areas – Index Chart*	1:1 500 000	Tirana FIR	-	29 DEC 2022
Aerodrome Chart (ADC) - ICAO*	1:18 000 1:12 500	LATI LAKU	- -	29 DEC 2022 12 AUG 2021

Title of Series	Scale	Name and/or Number	Price	Date
Aircraft Parking/Docking Chart (APDC) - ICAO*	1:5 000	LATI	-	23 MAR 2023
Aerodrome Ground Movement Chart (AGMC) - ICAO*	1:12 000	LATI	-	29 DEC 2022
Aerodrome Obstacle Chart (AOC) - ICAO* - Type A	1:20 000 1:20 000 1:20 000	LATI RWY 17 LATI RWY 35 LAKU RWY 01	- - -	23 MAR 2023 29 DEC 2022 17 JUN 2021
Standard Departure Chart - Instrument (SID) - ICAO*	1:250 000 1:1 000 000 1:1 000 000	LAKU RWY 01 LATI RNAV RWY 17 LATI RNAV RWY 35	- - -	12 AUG 2021 29 DEC 2022 29 DEC 2022
Omni-Directional Departure Area*	1:500 000 1:500 000	LATI RWY 17 LATI RWY 35	- -	29 DEC 2022 29 DEC 2022
Standard Arrival Chart - Instrument (STAR) - ICAO*	1:350 000 1:500 000 1:500 000 1:925 000	LAKU RWY 19 LATI RNAV RWY 17 LATI RNAV RWY 35 LATI RWY 17/35	- - - -	12 AUG 2021 29 DEC 2022 29 DEC 2022 29 DEC 2022
ATC Surveillance Minimum Chart - ICAO*	1:900 000	LATI	-	29 DEC 2022
Instrument Approach Chart (IAC) - ICAO*	1:500 000 1:500 000 1:500 000 1:350 000	LATI ILS RWY 17 LATI VOR RWY 17 LATI VOR RWY 35 LAKU RNP RWY 19	- - - -	29 DEC 2022 29 DEC 2022 29 DEC 2022 12 AUG 2021
Visual Approach Chart (VAC) - ICAO*	1:250 000 1:250 000	LATI LAKU	- -	29 DEC 2022 16 JUN 2022
Visual Approach Procedure Chart*	1:100 000	LAKU	-	12 AUG 2021
Aeronautical Chart - ICAO	1:500 000	Albania	-	29 DEC 2022

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

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

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



GEN 3.3 AIR TRAFFIC SERVICES

1. RESPONSIBLE SERVICE

1.1 ALBCONTROL, Air Navigation Services of Albania, is responsible for the provision of Air Traffic Services in Albania.

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

Phone: + 355 4 4522371

Fax: +355 4 2343487

Email: ats@albcontrol.al

AFS: LAAAYAYX

URL: www.albcontrol.al

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

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

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

2. AREA OF RESPONSIBILITY

2.1 Air Traffic Services, notified in the AIP, are provided for the entire airspace within the Tirana FIR.

3. TYPES OF SERVICES

3.1 The air traffic services

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

a. The air traffic control service (area control service, approach control service and aerodrome control service);

b. The flight information service;

c. The alerting service.

3.1.2 Air traffic control service is provided in controlled airspace and at controlled aerodromes as follows:

a. in control area (CTA): by the area control centre (ACC);

b. in APP areas of responsibility: by the relevant approach control unit (APP);

c. in control zone (CTR) and at controlled aerodromes: by the relevant aerodrome control tower (TWR).

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

a. outside controlled airspace within the Tirana FIR below FL115: by the approach control unit;

b. outside controlled airspace within the Tirana FIR at and above FL115 up to FL195: by the area control centre;

c. within controlled airspace and at controlled aerodromes: by the relevant air traffic control units.

d. in FIZ and at uncontrolled aerodromes: by the relevant AFIS unit.

3.2 Air traffic control service

3.2.1 Application

3.2.1.1 Air traffic control service shall be provided:

a. to all IFR flights in airspace Classes C and D;

b. to all VFR flights in airspace Classes C and D;

c. to all special VFR flights;

d. to all aerodrome traffic at controlled aerodromes.

3.2.2 Operation of air traffic control service

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

a. be provided with information on the intended movement of each aircraft, or variations therefrom, and with current information on the actual progress of each aircraft;

b. determine from the information received, the relative positions of known aircraft to each other;

c. issue one or more of the following: clearances, instructions or information for the purpose of preventing collision between aircraft under its control and of expediting and maintaining an orderly flow of traffic;

d. coordinate clearances as necessary with other units:

- whenever an aircraft might otherwise conflict with traffic operated under the control of such other units;
- before transferring control of an aircraft to such other units.

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

a. between IFR flights in airspace Classes C and D;

b. between IFR flights and VFR flights in airspace Class C;

c. between IFR flights and special VFR flights;

d. between special VFR flights.

except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and for the cases listed under 3.2.2.2 above in airspace Class D, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3 050 m (10 000 ft) during climb or descent, during day in visual meteorological conditions.

3.2.2.3 Except for cases of operations on parallel or near-parallel runways as in point ATS.TR.255 of Annex IV to

Commission Implementing Regulation (EU) 2017/373, or when a reduction in separation minima in the vicinity of aerodromes can be applied, separation by an ATC unit shall be obtained by at least one of the following:

a. vertical separation, obtained by assigning different levels selected from the table of cruising levels in Appendix 3 of SERA, except that the correlation of levels to track as prescribed therein shall not apply whenever otherwise indicated in appropriate aeronautical information publications or ATC clearances. The vertical separation minimum shall be a nominal 300 m (1 000 ft) up to and including FL 410 and a nominal 600 m (2 000 ft) above that level. Geometric height information shall not be used to establish vertical separation;

b. horizontal separation, obtained by providing:

- longitudinal separation, by maintaining an interval between aircraft operating along the same, converging or reciprocal tracks, expressed in time or distance; or

- lateral separation, by maintaining aircraft on different routes or in different geographical areas.

3.2.3 Application of wake turbulence separation minima

3.2.3.1 Air traffic control units shall apply wake turbulence separation minima to aircraft in the approach and departure phases of flight under the following circumstances:

a. an aircraft is operating directly behind another aircraft at the same altitude or less than 300 m (1 000 ft) below it; or

b. both aircraft are using the same runway or parallel runways separated by less than 760 m (2 500 ft); or

c. an aircraft is crossing behind another aircraft at the same altitude or less than 300 m (1 000 ft) below it.

3.2.3.2 Paragraph a) shall not apply to arriving VFR flights and to arriving IFR flights executing visual approach when the aircraft has reported the preceding aircraft in sight and has been instructed to follow and maintain own separation from that aircraft. In those cases, the air traffic control unit shall issue caution for wake turbulence.

3.2.4 Air traffic control clearances

3.2.4.1 Air traffic control clearances shall be based solely on the following requirements for providing air traffic control service:

a. Clearances shall be issued solely for expediting and separating air traffic and be based on known traffic conditions which affect safety in aircraft operation. Such traffic conditions include not only aircraft in the air and on the manoeuvring area over which control is being exercised, but also any vehicular traffic or other obstructions not permanently installed on the manoeuvring area in use.

b. ATC units shall issue such ATC clearances as necessary to prevent collisions and to expedite and maintain an orderly flow of air traffic.

c. ATC clearances shall be issued early enough to ensure that they are transmitted to the aircraft in sufficient time for it to comply with them.

3.2.4.2 Operation subject to clearance

3.2.4.2.1 An air traffic control clearance shall be obtained prior to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an air traffic control unit.

3.2.4.2.2 The pilot-in-command of an aircraft shall inform ATC if an air traffic control clearance is not satisfactory. In such cases, ATC will issue an amended clearance, if practicable.

3.2.4.2.3 Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate air traffic control unit.

3.2.4.2.4 *Potential reclearance in flight.* If, prior to departure, it is anticipated that, depending on fuel endurance and subject to reclearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate air traffic control units shall be so notified by the insertion in the flight plan of information concerning

the revised route (where known) and the revised destination.

3.2.4.2.5 An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.

3.2.4.2.6 When vectoring or assigning a direct routing not included in the flight plan, which takes an IFR flight off published ATS route or instrument procedure, an air traffic controller providing ATS surveillance service shall issue clearances such that the prescribed obstacle clearance exists at all times until the aircraft reaches the point where the pilot re-joins the flight plan route or joins a published ATS route or instrument procedure.

3.2.4.3 Clearances for transonic flight

3.2.4.3.1 The air traffic control clearance relating to the transonic acceleration phase of a supersonic flight shall extend at least to the end of that phase.

3.2.4.3.2 The air traffic control clearance relating to the deceleration and descent of an aircraft from supersonic cruise to subsonic flight shall seek to provide for uninterrupted descent at least during the transonic phase.

3.2.4.4 Contents of clearances

3.2.4.4.1 An air traffic control clearance shall indicate:

a. aircraft identification as shown in the flight plan;

b. clearance limit;

c. route of flight, …

- the route of flight shall be detailed in each clearance when deemed necessary; and
- the phrase ‘cleared via flight planned route’ shall not be used when granting a re-clearance;

d. level(s) of flight for the entire route or part thereof and changes of levels if required;

e. any necessary instructions or information on other matters such as ATFM departure slot if applicable, approach or departure manoeuvres, communications and the time of expiry of the clearance.

3.2.4.5 Read-back of clearances, instructions and safety-related information

3.2.4.5.1 The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:

a. ATC route clearances;

b. clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and

c. runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and

d. transition levels, whether issued by the controller or contained in ATIS broadcasts.

3.2.4.5.2 Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

3.2.4.5.3 The controller shall listen to the read-back to ascertain that the clearance or instruction has been correctly acknowledged by the flight crew and shall take immediate action to correct any discrepancies revealed by the read-back.

3.2.4.6 Changes in clearance regarding route or level

3.2.4.6.1 When issuing a clearance covering a requested change in route or level, the exact nature of the change shall be included in the clearance.

3.2.4.6.2 When traffic conditions will not permit clearance of a requested change, the word 'UNABLE' shall be used. When warranted by circumstances, an alternative route or level shall be offered.

3.2.4.7 Clearance related to altimetry

3.2.4.7.1 For flights in areas where a transition altitude is established, the vertical position of the aircraft shall, except as provided for in 3.2.4.7.5 below, be expressed in terms of altitudes at or below the transition altitude and in terms of flight levels at or above the transition level. While passing through the transition layer, the vertical position shall be expressed in terms of flight levels when climbing and in terms of altitudes when descending.

3.2.4.7.2 The flight crew shall be provided with the transition level in due time prior to reaching it during descent.

3.2.4.7.3 Except when it is known that the aircraft has already received the information in a directed transmission, an QNH altimeter setting shall be included in:

a. the descent clearance, when first cleared to an altitude below the transition level;

b. the approach clearance or the clearance to enter the traffic circuit;

c. the taxi clearance for departing aircraft.

3.2.4.7.4 A QFE altimeter setting shall be provided to aircraft on request or on a regular basis in accordance with local arrangements.

3.2.4.7.5 When an aircraft has been given clearance to land or where an aircraft has been informed that the runway is available for landing at AFIS aerodromes and that aircraft is completing its approach using atmospheric pressure at aerodrome elevation (QFE), the vertical position of that aircraft shall be expressed in terms of height above aerodrome elevation during that portion of its flight for which QFE may be used, except that it shall be expressed in terms of height above runway threshold elevation:

a. for instrument runways if the threshold is 2 m (7 ft) or more below the aerodrome elevation; and

b. for precision approach runways.

3.2.4.8 Conditional clearances

3.2.4.8.1 Conditional phrases, such as 'behind landing aircraft' or 'after departing aircraft', shall not be used for movements affecting the active runway(s), except when the aircraft or vehicles concerned are seen by the appropriate controller and pilot. The aircraft or vehicle causing the condition in the clearance issued shall be the first aircraft/vehicle to pass in front of the other aircraft concerned. In all cases, a conditional clearance shall be given in the following order and consist of:

1. the call sign;

2. the condition;

3. the clearance; and

4. a brief reiteration of the condition.

3.2.4.9 Coordination of clearances

3.2.4.9.1 An air traffic control clearance shall be coordinated between air traffic control units to cover the entire route of an aircraft or a specified portion thereof as described in provisions 3.2.4.9.2 to 3.2.4.9.6.

3.2.4.9.2 An aircraft shall be cleared for the entire route to the aerodrome of first intended landing:

a. when it has been possible, prior to departure, to coordinate the clearance between all the units under whose control the aircraft will come; or

b. when there is reasonable assurance that prior coordination will be effected between those units under whose control the aircraft will subsequently come.

3.2.4.9.3 When coordination as in 3.2.4.9.2 has not been achieved or is not anticipated, the aircraft shall be cleared only

to that point where coordination is reasonably assured; prior to reaching such point, or at such point, the aircraft shall receive further clearance, holding instructions being issued as appropriate.

3.2.4.9.4 When prescribed by the ATS unit, aircraft shall contact a downstream air traffic control unit, for the purpose of receiving a downstream clearance prior to the transfer of control point.

a. Aircraft shall maintain the necessary two-way communication with the current air traffic control unit whilst obtaining a downstream clearance.

b. A clearance issued as a downstream clearance shall be clearly identifiable as such to the pilot.

c. Unless coordinated, downstream clearances shall not affect the aircraft's original flight profile in any airspace, other than that of the air traffic control unit responsible for the delivery of the downstream clearance.

3.2.4.9.5 When an aircraft intends to depart from an aerodrome within a control area to enter another control area within a period of thirty minutes, or such other specific period of time as has been agreed between the area control centres concerned, coordination with the subsequent area control centre shall be effected prior to issuance of the departure clearance.

3.2.4.9.6 When an aircraft intends to leave a control area for flight outside controlled airspace, and will subsequently re-enter the same or another control area, a clearance from the point of departure to the aerodrome of first intended landing may be issued. Such clearance or revisions thereto shall apply only to those portions of the flight conducted within controlled airspace.

3.2.5 Adherence to flight plan

3.2.5.1 Except as provided for in 3.2.5.2 and 3.2.5.4 an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate air traffic services unit shall be notified of the action taken and that this action has been taken under emergency authority.

3.2.5.1.1 Unless otherwise authorised by the competent authority, or directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable:

a. when on an established ATS route, operate along the defined centre line of that route; or

b. when on any other route, operate directly between the navigation facilities and/or points defining that route;

c. when in FRALB airspace, operate directly between the FRA entry point via the intermediate points to the FRA exit point.

3.2.5.1.2 Unless otherwise authorised by the competent authority, or directed by the appropriate air traffic control unit, an aircraft operating along an ATS route segment defined by reference to very high frequency omnidirectional radio ranges shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the changeover point, where established.

3.2.5.1.3 Deviation from the requirements in point 3.2.5.1.1 shall be notified to the appropriate ATS unit.

3.2.5.2 *Inadvertent changes.* In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:

a. Deviation from track: if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable.

b. Variation in true airspeed: if the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate air traffic services unit shall be so informed.

c. Deviation from Mach number/true airspeed: if the sustained Mach number/true airspeed at cruising level varies by plus or minus Mach 0.02 or more, or plus or minus 19km/h (10kt) true airspeed or more from

the current flight plan, the appropriate air traffic services unit shall be so informed.

d. Change in time estimate: if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of 2 minutes from that notified to ATS or such other period of time as prescribed by the competent authority, a revised estimated time shall be notified as soon as possible to the appropriate ATS unit.

3.2.5.3 *Intended changes.* Requests for flight plan changes shall include information as indicated hereunder:

3.2.5.3.1 Change of cruising level: aircraft identification; requested new cruising level and cruising speed at this level, revised time estimates (when applicable) at subsequent flight information region boundaries.

3.2.5.3.2 Change of route:

a. Destination unchanged: aircraft identification; flight rules; description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence; revised time estimates; any other pertinent information.

b. Destination changed: aircraft identification; flight rules; description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; revised time estimates; alternate aerodrome(s); any other pertinent information.

3.2.5.4 *Weather deterioration below the VMC.* When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a VFR flight operated as a controlled flight shall:

a. request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required; or

b. if no clearance in accordance with a) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome; or

c. if operated within a control zone, request authorisation to operate as a special VFR flight; or

d. request clearance to operate in accordance with the instrument flight rules.

3.2.6 Position reports

3.2.6.1 Unless exempted by the competent authority or by the appropriate air traffic services unit under conditions specified by that authority, a controlled flight shall report to the appropriate air traffic services unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any other required information. Position reports shall similarly be made in relation to additional points when requested by the appropriate air traffic services unit. In the absence of designated reporting points, position reports shall be made at intervals prescribed by the competent authority or specified by the appropriate air traffic services unit.

3.2.6.1.1 When a controlled flight has been exempted from the requirement to report at compulsory reporting points, pilots shall, unless automated position reporting is in effect, resume voice position reporting:

a. when so instructed;

b. when advised that the ATS surveillance service has been terminated; or

c. when advised that the ATS surveillance identification is lost.

3.2.6.1.2 The format of position reports shall be in accordance with Point A, Appendix 5 of SERA.

3.2.7 Termination of control

3.2.7.1 A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to air traffic control service.

3.2.8 Communications

3.2.8.1 An aircraft operated as a controlled flight shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with, the appropriate air traffic control unit, except as may be prescribed by the relevant ANSP in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.

3.2.8.2 *Communication failure.* If a communication failure precludes compliance with 3.2.8.1, the aircraft shall comply with the voice communication failure procedures of Annex 10, Volume II, and with such of the following procedures as are appropriate. The aircraft shall attempt to establish communications with the appropriate air traffic control unit using all other available means. In addition, the aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for such instructions as may be issued by visual signals.

3.2.8.2.1 If in visual meteorological conditions, the aircraft shall:

a. continue to fly in visual meteorological conditions; land at the nearest suitable aerodrome; and report its arrival by the most expeditious means to the appropriate air traffic services unit;

b. if considered advisable, complete an IFR flight in accordance with 3.2.8.2.2.

3.2.8.2.2 If in instrument meteorological conditions or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with 3.2.8.2.1 a), the aircraft shall:

a. unless otherwise prescribed on the basis of regional air navigation agreement, in airspace where radar is not used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;

b. in airspace where radar is used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:

i. the time the last assigned level or minimum flight altitude is reached; or

ii. the time the transponder is set to Code 7600; or

iii. the aircraft's failure to report its position over a compulsory reporting point;

whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan;

c. when being radar vectored or having been directed by ATC to proceed offset using area navigation (RNAV) without a specified limit, rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

d. proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with e) below, hold over this aid or fix until commencement of descent;

e. commence descent from the navigation aid or fix specified in d) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;

f. complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and

g. land, if possible, within 30 minutes after the estimated time of arrival specified in e) or the last acknowledged expected approach time, whichever is later.

Note: The provision of air traffic control service to other flights operating in the airspace concerned will be based on the premise that an aircraft experiencing communication failure will comply with the rules in 3.2.8.2.2.

3.3 Flight information service

3.3.1 Flight information service shall be provided by the appropriate air traffic services units to all aircraft which are likely to be affected by the information and which are:

a. provided with air traffic control service; or

b. otherwise known to the relevant air traffic services units.

3.3.2 The reception of flight information service does not relieve the pilot-in-command of an aircraft of any responsibilities and the pilot-in-command shall make the final decision regarding any suggested alteration of flight plan.

3.3.3 Where air traffic services units provide both flight information service and air traffic control service, the provision of air traffic control service shall have precedence over the provision of flight information service whenever the provision of air traffic control service so requires.

3.3.4 Flight information service shall include the provision of pertinent:

a. SIGMET and AIRMET information;

b. information concerning pre-eruption volcanic activity, volcanic eruptions and volcanic ash clouds;

c. information concerning the release into the atmosphere of radioactive materials or toxic chemicals;

d. information on changes in the availability of radio navigation services;

e. information on changes in condition of aerodromes and associated facilities, including information on the state of the aerodrome movement areas when they are affected by snow, ice or significant depth of water;

f. information on unmanned free balloons;

g. information on abnormal aircraft configuration and condition;

h. any other information likely to affect safety.

3.3.5 Flight information service provided to flights shall include, in addition to that outlined in 3.3.4, the provision of information concerning:

a. weather conditions reported or forecast at departure, destination and alternate aerodromes;

b. collision hazards, to aircraft operating in airspace Classes C, D, and G;

c. for flight over water areas, in so far as practicable and when requested by a pilot, any available information such as radio call sign, position, true track, speed, etc., of surface vessels in the area;

d. messages, including clearances, received from other air traffic services units to relay to aircraft.

3.3.6 Flight information service provided to VFR flights shall include, in addition to that outlined in 3.3.4, the provision of available information concerning traffic and weather conditions along the route of flight that are likely to make operation under the visual flight rules impracticable.

3.3.7 AFIS provided to flights shall include, in addition to relevant items outlined in points 3.3.4 and 3.3.5, the provision of the information concerning:

a. collision hazards with aircraft, vehicles and persons operating on the manoeuvring area;

b. the runway-in-use.

3.4 Alerting service

3.4.1 Alerting service shall be provided by the air traffic services units:

a. for all aircraft provided with air traffic control service;

b. in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services; and

c. to any aircraft known or believed to be the subject of unlawful interference.

3.4.2 Aircraft equipped with suitable two-way radio-communications shall report every 30 minutes following the time of the last contact, whatever the purpose of such contact, merely to indicate that the flight is progressing according to plan, such report to comprise identification of the aircraft and the words 'Operations normal'.

3.4.3 The 'Operations normal' message shall be transmitted air-ground to an appropriate ATS unit.

3.4.4 The absence of an 'operations normal' message does not constitute a situation of urgency. In the absence of such a report, ATS should endeavour to contact the aircraft on available frequencies. A failure to contact the aircraft could lead to any type of measure including the declaration of 'uncertainty phase'.

3.4.5 When it has been established by an air traffic services unit that an aircraft is in a state of emergency, other aircraft known to be in the vicinity of the aircraft involved shall, except as provided in 3.4.6, be informed of the nature of the emergency as soon as practicable.

3.4.6 When an air traffic services unit knows or believes that an aircraft is being subjected to unlawful interference, no reference shall be made in ATS air-ground communications to the nature of the emergency unless it has first been referred to in communications from the aircraft involved and it is certain that such reference will not aggravate the situation.

4. COORDINATION BETWEEN THE AIRCRAFT OPERATOR AND ATS

4.1 Coordination between the aircraft operator and air traffic services is effected in accordance with ICAO Annex 11, Chapter 2, paragraph 2.17 and ICAO Doc 4444 - Chapter 11, paragraphs 11.2.1.1.4 and 11.2.1.1.5 and SERA.7005.

4.2 Air traffic services units, in carrying out their objectives, shall have due regard for the requirements of the aircraft operators consequent on their obligations as specified in the relevant national legislation on Air Operations, and, if so required by the aircraft operators, shall make available to them or their designated representatives such information as may be available to enable them or their designated representatives to carry out their responsibilities.

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

5. MINIMUM FLIGHT ALTITUDES

5.1 The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined by the competent authority so as to ensure a minimum vertical clearance above the controlling obstacle in the area concerned.

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

6. ATS UNITS ADDRESS LIST

Unit name	Postal address	Telephone	Fax	AFS
Tirana ACC	Rinas, Tirana, Albania	+355 4 2371230	+ 355 4 2343487	LAAAZQZX
Tirana APP	As ACC	As ACC	As ACC	As ACC
Tirana FIC	As ACC	As ACC	As ACC	As ACC
Tirana TWR	As ACC	+355 4 4542-396 +355 4 4542-397	-	LATIZTZX

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PART 2 - En-route (ENR)

3.3.3.4 *Landing.* An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of an approach to land.

3.3.3.4.1 When two or more heavier-than-air aircraft are approaching an aerodrome or an operating site for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is in the final stages of an approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to sailplanes.

3.3.3.4.2 *Emergency landing.* An aircraft that is aware that another is compelled to land shall give way to that aircraft.

3.3.3.5 *Taking off.* An aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft taking off or about to take off.

3.3.4 Surface movement of aircraft, persons and vehicles.

3.3.4.1 In case of danger of collision between two aircraft taxiing on the movement area of an aerodrome or equivalent part of an operating site, the following shall apply:

a. when two aircraft are approaching head on, or approximately so, each shall stop or where practicable alter its course to the right so as to keep well clear;

b. when two aircraft are on a converging course, the one which has the other on its right shall give way;

c. an aircraft which is being overtaken by another aircraft shall have the right-of-way and the overtaking aircraft shall keep well clear of the other aircraft.

3.3.4.2 At a controlled aerodrome an aircraft taxiing on the manoeuvring area shall stop and hold at all runway-holding positions unless an explicit clearance to enter or cross the runway has been issued by the aerodrome control tower.

3.3.4.3 An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further in accordance with 3.3.4.2 when the lights are switched off.

3.3.4.4 Movement of persons and vehicles at aerodromes:

3.3.4.4.1 The movement of persons or vehicles, including towed aircraft, on the manoeuvring area of an aerodrome shall be controlled by the aerodrome control tower as necessary to avoid hazard to them or to aircraft landing, taxiing or taking off;

3.3.4.4.2 In conditions where low visibility procedures are in operation:

a. persons and vehicles operating on the manoeuvring area of an aerodrome shall be restricted to the essential minimum, and particular regard shall be given to the requirements to protect the critical and sensitive area(s) of radio navigation aids;

b. subject to the provisions in 3.3.4.1 c), the method or methods to separate vehicles and taxiing aircraft shall be as specified by the Air Navigation Service Provider (ANSP) and approved by the competent authority taking into account the aids available;

3.3.4.4.3 Emergency vehicles proceeding to the assistance of an aircraft in distress shall be afforded priority over all other surface movement traffic.

3.3.4.4.4 Subject to the provisions in 3.3.4.4.3, vehicles on the manoeuvring area shall be required to comply with the following rules:

a. vehicles and vehicles towing aircraft shall give way to aircraft which are landing, taking-off, or taxiing;

b. vehicles shall give way to other vehicles towing aircraft;

c. vehicles shall give way to other vehicles in accordance with air traffic services unit instructions;

d. notwithstanding the provisions of a), b) and c), vehicles and vehicles towing aircraft shall comply with instructions issued by the aerodrome control tower.

3.4 Lights to be displayed by aircraft (SERA.3215)

3.4.1 Except as provided by 3.4.5, at night all aircraft in flight shall display:

a. anti-collision lights intended to attract attention to the aircraft; and

b. navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights; or

c. in the case of balloons, position lights.

3.4.2 Except as provided by 3.4.5, at night:

a. all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;

b. unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable;

c. all aircraft taxiing or being towed on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and

d. all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact.

3.4.3 Except as provided by 3.4.5, all aircraft in flight and fitted with anti-collision lights to meet the requirement of 3.4.1 a) shall display such lights also during day.

3.4.4 Except as provided by 3.4.5, all aircraft:

a. taxiing or being towed on the movement area of an aerodrome and fitted with anti-collision lights, to meet the requirement of 3.4.2 c); or

b. on the movement area of an aerodrome and fitted with lights to meet the requirement of 3.4.2 d);

shall display such lights also during day.

3.4.5 A pilot shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of 3.4.1, 3.4.2, 3.4.3 and 3.4.4 if they do or are likely to:

a. adversely affect the satisfactory performance of duties; or

b. subject an outside observer to harmful dazzle.

3.5 Simulated instrument flights (SERA.3220)

3.5.1 An aircraft shall not be flown under simulated instrument flight conditions unless:

a. fully functioning dual controls are installed in the aircraft; and

b. an additional qualified pilot (in this rule called a safety pilot) occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which the observer’s field of vision adequately supplements that of the safety pilot.

3.6 Operation on and in the vicinity of an aerodrome (SERA.3225)

3.6.1 An aircraft operated on or in the vicinity of an aerodrome shall:

a. observe other aerodrome traffic for the purpose of avoiding collision;

b. conform with or avoid the pattern of traffic formed by other aircraft in operation;

c. except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC;

d. except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.

3.7 Water operations (SERA.3230)

3.7.1 When two aircraft or an aircraft and a vessel are approaching one another and there is a risk of collision, the aircraft shall proceed with careful regard to existing circumstances and conditions including the limitations of the respective craft:

a. *Converging.* An aircraft which has another aircraft or a vessel on its right shall give way so as to keep well clear.

b. *Approaching head-on.* An aircraft approaching another aircraft or a vessel head-on, or approximately so, shall alter its heading to the right to keep well clear.

c. *Overtaking.* The aircraft or vessel which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.

d. *Landing and taking off.* Aircraft landing on or taking off from the water shall, in so far as practicable, keep well clear of all vessels and avoid impeding their navigation.

3.7.2 *Lights to be displayed by aircraft on the water.* At night, all aircraft on the water shall display lights as required by the Convention on the International Regulations for Preventing Collisions at Sea, 1972, unless it is impractical for them to do so, in which case they shall display lights as closely similar as possible in characteristics and position to those required by the International Regulations.

4. SIGNALS

4.1 General (SERA.3301)

4.1.1 Upon observing or receiving any of the signals given in Appendix 1 of SERA, aircraft shall take such action as may be required by the interpretation of the signal given in that Appendix.

4.1.2 The signals of Appendix 1 shall, when used, have the meaning indicated therein. They shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.

4.1.3 A signalman/marshaller shall be responsible for providing standard marshalling signals to aircraft in a clear and precise manner using the signals shown in Appendix 1.

4.1.4 Only persons trained, qualified and approved as required by the relevant national legislation shall carry out the functions of a signalman/marshaller.

4.1.5 The signalman/marshaller shall wear a distinctive fluorescent identification vest to allow the flight crew to identify that he or she is the person responsible for the marshalling operation.

4.1.6 Daylight-fluorescent wands, table-tennis bats or gloves shall be used for all signalling by all participating ground staff during daylight hours. Illuminated wands shall be used at night or in low visibility.

5. TIME

5.1 General (SERA.3401)

5.1.1 Coordinated Universal Time (UTC) shall be used and shall be expressed in hours and minutes and, when required, seconds of the 24-hour day beginning at midnight.

5.1.2 A time check shall be obtained prior to operating a controlled flight and at such other times during the flight as may be necessary.

5.1.3 Wherever time is utilised in the application of data link communications, it shall be accurate to within 1 second

of UTC.

5.1.4 Time in air traffic services

5.1.4.1 Aerodrome control towers shall, prior to an aircraft taxiing for take-off, provide the pilot with the correct time. Air traffic services units shall, in addition, provide aircraft with the correct time on request. Time checks shall be given at least to the nearest minute.

a. select Code 7700 to indicate a state of emergency unless ATC has previously directed the pilot to operate the transponder on a specified code. In the latter case, a pilot may nevertheless select Code 7700 whenever there is a specific reason to believe that this would be the best course of action;

b. select Code 7600 to indicate a state of radio-communication failure;

c. attempt to select Code 7500 to indicate a state of unlawful interference. If circumstances so warrant, Code 7700 should be used instead.

2.4.2 If a pilot has selected Mode A Code 7500 and has been requested to confirm this code by ATC, the pilot should, according to circumstances, either confirm this or not reply at all. If the pilot does not reply, ATC should take this as confirmation that the use of Code 7500 is not an inadvertent false code selection.

2.4.3 Except in the cases described in 2.4.1 above, the pilot shall:

a. select codes as instructed by the ATS unit; or

b. in the absence of ATS instructions related to code setting, select Code 2000; or

c. when not receiving air traffic services, select Code 7000 in order to improve the detection of suitably equipped aircraft.

2.4.4 When it is observed that the code shown on the situation display is different from what has been assigned to the aircraft:

a. the pilot shall be requested to confirm the code selected and, if the situation warrants, to reselect the correct code; and

b. if the discrepancy between assigned and displayed codes still persists, the pilot may be requested to stop the operation of the aircraft's transponder. The next control position and any other affected unit using SSR and/or multilateration (MLAT) in the provision of ATS shall be informed accordingly.

2.5 Pressure-altitude-derived information

2.5.1 When the aircraft carries serviceable Mode C equipment, the pilot shall continuously operate this mode, unless otherwise directed by ATC.

2.5.2 Unless otherwise prescribed by the competent authority, verification of the pressure-altitude-derived level information displayed shall be effected at least once by each suitably equipped ATS unit on initial contact with the aircraft concerned or, if this is not feasible, as soon as possible thereafter.

2.5.3 When the aircraft is transferred from one sector to another within Tirana FIR, verification of the pressure-altitude-derived level information shall be effected only by the first controlling ATC sector of Tirana ACC/APP.

2.5.4 If the displayed level information is not within the approved tolerance value or when a discrepancy in excess of the approved tolerance value is detected subsequent to verification, the pilot should be advised accordingly and requested to check the pressure setting and confirm the aircraft’s level.

2.5.5 If, following confirmation of the correct pressure setting, the discrepancy continues to exist, the following action should be taken by ATC according to circumstances:

a. request the pilot to select and operate an alternative transponder, if available, and re-verify that the displayed level information is within the approved tolerance; or

b. request the pilot to stop Mode C altitude data transmission, provided this does not cause the loss of position and identity information; or

c. inform the pilot of the discrepancy and request that the relevant operation continue in order to prevent loss of position and identity information of the aircraft.

2.6 SSR transponder Mode S aircraft identification setting

2.6.1 Aircraft equipped with Mode S having an aircraft identification feature shall transmit the aircraft identification as specified in Item 7 of the ICAO flight plan or, when no flight plan has been filed, the aircraft registration.

2.6.2 Whenever it is observed on the situation display that the aircraft identification transmitted by a Mode S-equipped aircraft is different from that expected from the aircraft, the pilot shall be requested to confirm and, if necessary, re-enter the correct aircraft identification.

2.6.3 If, following confirmation by the pilot that the correct aircraft identification has been set on the Mode S identification feature, the discrepancy continues to exist, the controller shall take the following actions:

1. inform the pilot of the persistent discrepancy;

2. where possible, correct the label showing the aircraft identification on the situation display; and

3. notify the next control position and any other unit concerned using Mode S for identification purposes that the aircraft identification transmitted by the aircraft is erroneous.

3. EMERGENCY, EQUIPMENT FAILURE AND UNLAWFUL INTERFERENCE PROCEDURES

3.1 General

3.1.1 In case of an aircraft known or believed to be in a state of emergency, including being subjected to unlawful interference, ATS units shall give the aircraft maximum consideration, assistance and priority over other aircraft, as may be necessitated by the circumstances.

3.1.2 Subsequent ATC actions shall be based on the intentions of the pilot, the overall air traffic situation and the real-time dynamics of the contingency.

3.2 Emergency procedures

3.2.1 In the event of an aircraft in, or appearing to be in, any form of emergency, every assistance shall be provided by the controller, and the procedures prescribed herein may be varied according to the situation.

3.2.2 The progress of an aircraft in emergency shall be monitored and (whenever possible) plotted on the situation display until the aircraft passes out of coverage of the ATS surveillance system, and position information shall be provided to all air traffic services units which may be able to give assistance to the aircraft. Transfer to adjacent sectors shall also be effected when appropriate.

Note: If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to select a specific transponder code, that code will normally be maintained unless, in special circumstances, the pilot has decided or has been advised otherwise. Where ATC has not requested a code or emergency mode to be set, the pilot will set the transponder to Mode A Code 7700.

3.2.3 When an emergency is declared by an aircraft, the ATS unit should take appropriate and relevant action as follows:

a. unless clearly stated by the flight crew or otherwise known, take all necessary steps to ascertain aircraft identification and type, the type of emergency, the intentions of the flight crew as well as the position and level of the aircraft;

b. decide upon the most appropriate type of assistance which can be rendered;

c. enlist the aid of any other ATS unit or other services which may be able to provide assistance to the aircraft;

d. provide the flight crew with any information requested as well as any additional relevant information, such as details on suitable aerodromes, minimum safe altitudes, weather information;

e. obtain from the operator or the flight crew such of the following information as may be relevant: number of persons on board, amount of fuel remaining, possible presence of hazardous materials and the nature thereof; and

f. notify the appropriate ATS units and authorities as specified in local instructions.

3.2.4 Changes of radio frequency and SSR code should be avoided if possible and should normally be made only when or if an improved service can be provided to the aircraft concerned. Manoeuvring instructions to an aircraft experiencing engine failure should be limited to a minimum. When appropriate, other aircraft operating

in the vicinity of the aircraft in emergency should be advised of the circumstances.

Note: Requests to the flight crew for the information contained in 3.2.3 e) will be made only if the information is not available from the operator or from other sources and will be limited to essential information.

3.3 Failure of equipment

3.3.1 Aircraft radio transmitter failure

3.3.1.1 If two-way communication is lost with an aircraft, the controller should determine whether or not the aircraft's receiver is functioning by instructing the aircraft on the channel so far used to acknowledge by making a specified manoeuvre and by observing the aircraft's track, or by instructing the aircraft to operate IDENT or to make SSR code transmission changes.

Note: Transponder-equipped aircraft experiencing radiocommunication failure will operate the transponder on Mode A Code 7600.

3.3.1.2 If the action prescribed in 3.3.1.1 is unsuccessful, it shall be repeated on any other available channel on which it is believed that the aircraft might be listening.

3.3.1.3 In both the cases covered by 3.3.1.1 and 3.3.1.2, any manoeuvring instructions shall be such that the aircraft would regain its current cleared track after having complied with the instructions received.

3.3.1.4 Where it has been established by the action in 3.3.1.1 that the aircraft's radio receiver is functioning, continued control can be effected using SSR code transmission changes or IDENT transmissions to obtain acknowledgement of clearances issued to the aircraft.

3.3.2 Complete aircraft communication failure

3.3.2.1 When a controlled aircraft experiencing complete communication failure is operating or expected to operate in an area and at flight levels where an ATS surveillance service is applied, separation minima may continue to be used.

3.3.2.2 However, if the aircraft experiencing the communication failure is not identified, separation shall be applied between identified aircraft and all unidentified aircraft observed along the expected route of the aircraft with the communication failure, until such time as it is known, or can safely be assumed, that the aircraft with radiocommunication failure has passed through the airspace concerned, has landed, or has proceeded elsewhere.

3.3.3 SSR transponder failure when the carriage of a functioning transponder is mandatory

3.3.3.1 In case of a transponder failure after departure, ATC units shall attempt to provide for continuation of the flight to the destination aerodrome in accordance with the flight plan. Pilots may, however, be expected to comply with specific restrictions.

3.3.3.2 In the case of a transponder which has failed and cannot be restored before departure, pilots shall:

a. inform ATS as soon as possible, preferably before submission of a flight plan;

b. insert in item 10 of the ICAO flight plan form under SSR the character 'N' for complete unserviceability of the transponder or, in case of partial transponder failure, insert the character corresponding to the remaining transponder capability; and

c. comply with any published procedures for requesting an exemption from the requirements to carry a functioning SSR transponder.

3.4 ATS surveillance system failure

3.4.1 In the event of complete failure of the ATS surveillance system where air-ground communications remain, the controller shall plot the positions of all aircraft already identified, take the necessary action to establish procedural separation between the aircraft and, if necessary, limit the number of aircraft permitted to enter the area.

3.4.2 As an emergency measure, use of flight levels spaced by half the applicable vertical separation minimum may

be resorted to temporarily if standard procedural separation cannot be provided immediately.

3.5 Ground radio failure

3.5.1 In the event of complete failure of the ground radio equipment used for control, the controller shall, unless able to continue to provide the ATS surveillance service by means of other available communication channels, proceed as follows:

a. without delay inform all adjacent control positions or ATC units, as applicable, of the failure;

b. apprise such positions or units of the current traffic situation;

c. request their assistance, in respect of aircraft which may establish communications with those positions or units, in establishing and maintaining separation between such aircraft; and

d. instruct adjacent control positions or ATC units to hold or re-route all controlled flights outside the area of responsibility of the position or ATC unit that has experienced the failure until such time that the provision of normal services can be resumed.

3.5.2 In order to reduce the impact of complete ground radio equipment failure on the safety of air traffic, the appropriate ATS authority should establish contingency procedures to be followed by control positions and ATC units in the event of such failures. Where feasible and practicable, such contingency procedures should provide for the delegation of control to an adjacent control position or ATC unit in order to permit a minimum level of services to be provided as soon as possible, following the ground radio failure and until normal operations can be resumed.

3.6 Unlawful interferences with aircraft in flight

3.6.1 If there is unlawful interference with an aircraft in flight, the pilot-in-command shall attempt to set the transponder to Mode A Code 7500 in order to indicate the situation. If circumstances so warrant, Code 7700 should be used instead.

3.6.2 If a pilot has selected Mode A Code 7500 and has been requested to confirm this code by ATC (in accordance with 2.4.2), the pilot shall, according to circumstances, either confirm this or not reply at all.

Note: If the pilot does not reply, ATC will take this as confirmation that the use of Code 7500 is not an inadvertent false code selection.

3.7 Collision hazard information

3.7.1 When an identified controlled flight is observed to be on a conflicting path with an unknown aircraft deemed to constitute a collision hazard, the pilot of the controlled flight shall, whenever practicable:

a. be informed of the unknown aircraft, and if so requested by the controlled flight or if, in the opinion of the controller, the situation warrants, a course of avoiding action shall be suggested; and

b. be notified when the conflict no longer exists.

3.7.2 Information regarding traffic on a conflicting path should be given, whenever practicable, in the following form:

a. relative bearing of the conflicting traffic in terms of the 12-hour clock;

b. distance from the conflicting traffic in nautical miles;

c. direction in which the conflicting traffic appears to be proceeding;

d. level and type of aircraft or, if unknown, relative speed of the conflicting traffic, e.g. slow or fast.

3.7.3 In cases where using the terms of the 12-hour clock is not practicable, like when the aircraft is turning, the direction of the unknown aircraft may be given by compass points, e.g. northwest, south, etc.

3.7.4 The level may be described either as a flight level, altitude or height, or as a relative vertical distance from the aircraft provided with traffic information (e.g. 1 000 FT above or 1 000 FT below).

3.7.5 Pressure-altitude-derived level information, even when unverified, should be used in the provision of collision hazard information because such information, particularly if available from an otherwise unknown aircraft (e.g. a VFR flight) and given to the pilot of a known aircraft, could facilitate the location of a collision hazard.

3.7.6 When the pressure-altitude-derived level information has been verified, the information shall be passed to pilots in a clear and unambiguous manner. If the level information has not been verified, the accuracy of the information should be considered uncertain and the pilot shall be informed accordingly.

3.7.7 When an identified IFR flight operating outside controlled airspace is observed to be on a conflicting path with another aircraft, the pilot should:

a. be informed as to the need for collision avoidance action to be initiated, and if so requested by the pilot or if, in the opinion of the controller, the situation warrants, a course of avoiding action shall be suggested; and

b. be notified when the conflict no longer exists.

3.7.8 The information presented on a situation display may be used to provide identified aircraft with information regarding any aircraft observed to be on a conflicting path with the identified aircraft, and suggestions or advice regarding avoiding action.

3.7.9 The provision of collision hazard information does not absolve pilots of VFR flights from their responsibilities for avoiding terrain/obstacles and for maintaining visual meteorological conditions.

4. GRAPHIC PORTRAYAL OF AREA OF SSR COVERAGE

4.1 MSSR coverage at FL 300

4.1.1 At FL 300 the MSSR coverage is triplicated everywhere as shown on Figure 1 below.

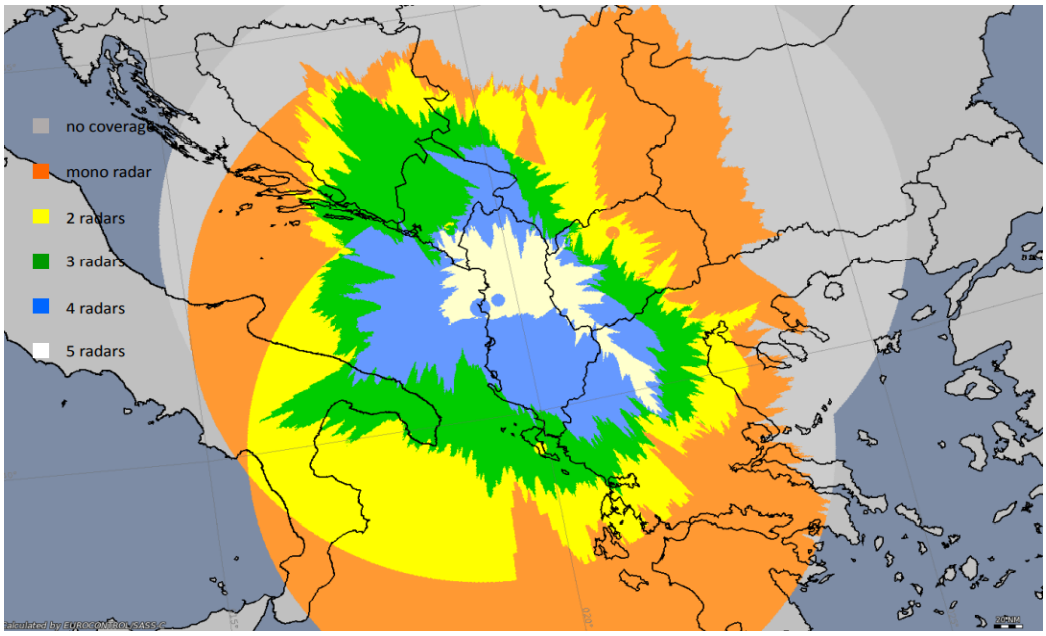

Figure 1 - MSSR coverage at FL 300

4.2 MSSR coverage at FL 200

4.2.1 At FL 200 duplicated surveillance coverage is assured with almost a third layer available everywhere as shown on Figure 2 below.

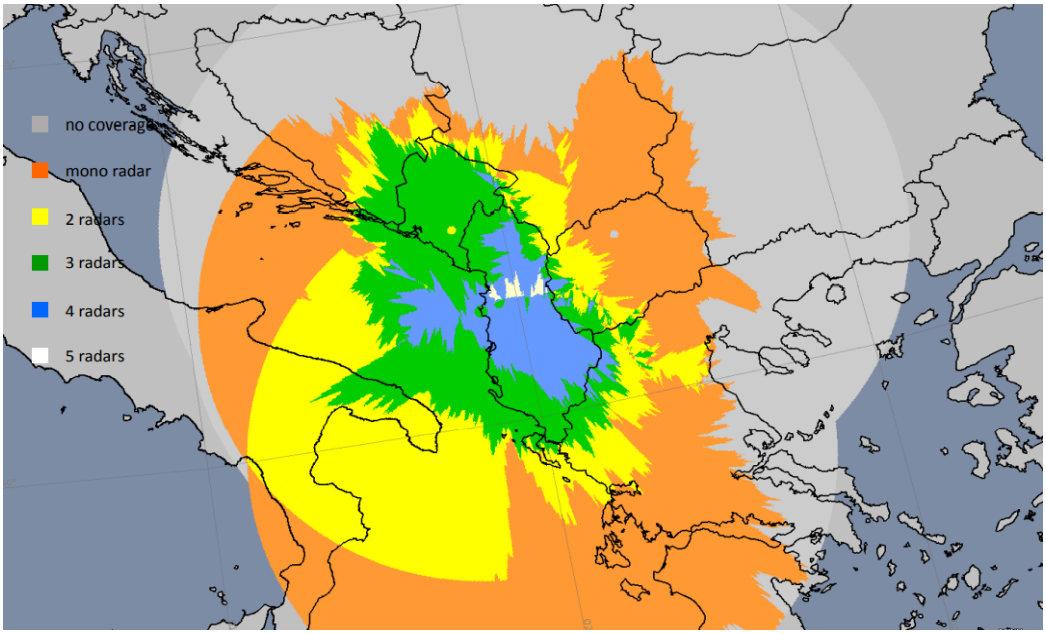

Figure 2 - MSSR coverage at FL 200

4.3 MSSR coverage at FL 100

4.3.1 At FL 100 the MSSR coverage is not available everywhere, as shown on Figure 3 below. There are gaps in achieved surveillance coverage in the eastern part of the Tirana FIR due to terrain obstruction.

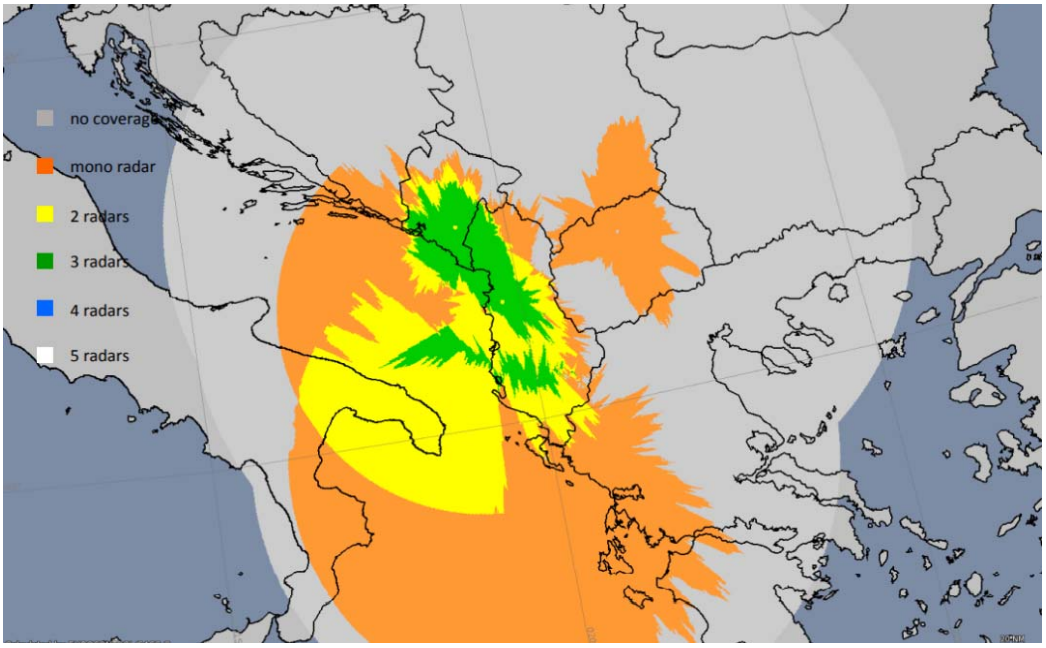

Figure 3 - MSSR coverage at FL 100

b. state the minimum altitude for the area of operation, only if the level-off altitude stated by the pilot is below such minimum altitude, together with the applicable QNH altimeter setting; and

c. as soon as possible, provide separation from conflicting traffic, or issue essential traffic information, as appropriate.

7.1.5 When deemed necessary, ATC will broadcast an emergency message, or cause such message to be broadcast, to other aircraft concerned to warn them of the emergency descent.

7.2 Strayed or unidentified aircraft

7.2.1 As soon as an air traffic services unit becomes aware of a strayed aircraft it shall take all necessary steps as outlined in 7.2.2 and 7.2.4 to assist the aircraft and to safeguard its flight.

7.2.2 If the aircraft's position is not known, the air traffic services unit shall:

a. attempt to establish two-way communication with the aircraft, unless such communication already exists;

b. use all available means to determine its position;

c. inform other air traffic services units into whose area the aircraft may have strayed or may stray, taking into account all the factors which may have affected the navigation of the aircraft in the circumstances;

d. inform, in accordance with locally agreed procedures, appropriate military units and provide them with pertinent flight plan and other data concerning strayed aircraft;

e. request from the units referred to in c) and d) and from other aircraft in flight every assistance in establishing communication with the aircraft and determining its position.

7.2.3 The requirements in 7.2.2 d) and e) shall apply also to air traffic services units informed in accordance with 7.2.2 c).

7.2.4 When the aircraft's position is established, the air traffic services unit shall:

a. advise the aircraft of its position and the corrective action to be taken. This advice shall be immediately provided when the ATS unit is aware that there is a possibility of interception or other hazard to the safety of the aircraft; and

b. provide, as necessary, other air traffic services units and appropriate military units with relevant information concerning the strayed aircraft and any advice given to that aircraft.

7.2.5 As soon as an air traffic services unit becomes aware of an unidentified aircraft in its area, it shall endeavour to establish the identity of the aircraft whenever this is necessary for the provision of air traffic services or required by the appropriate military authorities in accordance with locally agreed procedures. To this end, the air traffic services unit shall take such of the following steps as are appropriate in the circumstances:

a. attempt to establish two-way communication with the aircraft;

b. inquire of other air traffic services units within the flight information regions about the flight and request their assistance in establishing two-way communication with the aircraft;

c. inquire of air traffic services units serving the adjacent flight information regions about the flight and request their assistance in establishing two-way communication with the aircraft;

d. attempt to obtain information from other aircraft in the area;

e. the air traffic services unit shall, as necessary, inform the appropriate military unit as soon as the identity of the aircraft has been established.

7.2.6 In the case of a strayed or unidentified aircraft, the possibility of the aircraft being subject of unlawful interference shall be taken into account.

7.3 Strayed VFR flights and VFR flights encountering adverse meteorological conditions

Note: A strayed aircraft is an aircraft which has deviated significantly from its intended track or which reports that it is lost.

7.3.1 A VFR flight reporting that it is uncertain of its position or lost, or encountering adverse meteorological conditions, should be considered to be in a state of emergency and handled as such. The controller shall, under such circumstances, communicate in a clear, concise and calm manner and care shall be taken, at this stage, not to question any fault or negligence that the pilot may have committed in the preparation or conduct of the flight. Depending on the circumstances, the pilot should be requested to provide any of the following information considered pertinent so as to better provide assistance:

a. aircraft flight conditions;

b. position (if known) and level;

c. airspeed and heading since last known position, if pertinent;

d. pilot experience;

e. navigation equipment carried and if any navigation aid signals are being received;

f. SSR mode and code selected if relevant;

g. departure and destination aerodromes;

h. number of persons on board;

i. endurance.

7.3.2 If communications with the aircraft are weak or distorted, it should be suggested that the aircraft climb to a higher level, provided meteorological conditions and other circumstances permit.

7.3.3 Navigation assistance to help the pilot determine the aircraft position may be provided by use of an ATS surveillance system, direction-finder, navigation aids or sighting by another aircraft. Care must be taken when providing navigation assistance to ensure that the aircraft does not enter cloud.

Note: The possibility of a VFR flight becoming strayed as a result of encountering adverse meteorological conditions must be recognized.

7.3.4 The pilot should be provided with reports and information on suitable aerodromes in the vicinity where visual meteorological conditions exist.

7.3.5 If reporting difficulty in maintaining or unable to maintain VMC, the pilot should be informed of the minimum flight altitude of the area where the aircraft is, or is believed to be. If the aircraft is below that level, and the position of the aircraft has been established with a sufficient degree of probability, a track or heading, or a climb, may be suggested to bring the aircraft to a safe level.

7.3.6 Assistance to a VFR flight should only be provided using an ATS surveillance system upon the request or concurrence of the pilot. The type of service to be provided should be agreed with the pilot.

7.3.7 When providing such assistance in adverse meteorological conditions, the primary objective should be to bring the aircraft into VMC as soon as possible. Caution must be exercised to prevent the aircraft from entering cloud.

7.3.8 Should circumstances be such that IMC cannot be avoided by the pilot, the following guidelines may be followed:

a. other traffic on the ATC frequency not able to provide any assistance may be instructed to change to another frequency to ensure uninterrupted communications with the aircraft; alternatively the aircraft being assisted may be instructed to change to another frequency;

b. ensure, if possible, that any turns by the aircraft are carried out clear of cloud;

c. instructions involving abrupt manoeuvres should be avoided; and

d. instructions or suggestions to reduce speed of the aircraft or to lower the landing gear, should, if possible, be carried out clear of cloud.

7.4 Minimum fuel and fuel emergency

7.4.1 When a pilot reports a state of minimum fuel, the controller shall inform the pilot as soon as practicable of any anticipated delays or that no delays are expected.

7.4.2 When the level of fuel renders declaring a situation of distress necessary, the pilot, in accordance with the distress and urgency radiotelephony communication procedures, shall indicate that by using the radiotelephony distress signal (MAYDAY), preferably spoken three times, followed by the nature of the distress condition (FUEL).

7.5 Degraded aircraft performance

7.5.1 General

7.5.1.1 Whenever, as a result of failure or degradation of navigation, communications, altimetry, flight control or other systems, aircraft performance is degraded below the level required for the airspace in which it is operating, the flight crew shall advise the ATC unit concerned without delay. Where the failure or degradation affects the separation minimum currently being employed, the controller shall take action to establish another appropriate type of separation or separation minimum.

7.5.2 Degradation or failure of the RNAV system

7.5.2.1 When an aircraft cannot meet the requirements as required by the RNAV route or procedure, as a result of a failure or degradation of the RNAV system, a revised clearance shall be requested by the pilot.

7.5.2.2 If an aircraft cannot meet the requirements due to a failure or degradation of the RNAV system that is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned should be permitted to proceed to the nearest suitable aerodrome where the repair can be made. When granting clearance to such aircraft, ATC should take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.

7.5.2.3 With respect to the degradation/failure in flight of an RNAV system, while the aircraft is operating on an ATS route requiring the use of RNAV 5:

a. aircraft should be routed via VOR/DME-defined ATS routes; or

b. if no such routes are available, aircraft should be routed via conventional navigation aids, i.e. VOR/DME

7.5.2.4 When the above procedures are not feasible, the ATC unit should, where practicable, provide the aircraft with radar vectors until the aircraft is capable of resuming its own navigation.

7.5.2.5 With respect to the degradation/failure in flight of an RNAV system, while the aircraft is operating on an arrival or departure procedure requiring the use of RNAV:

a. the aircraft should be provided with radar vectors until the aircraft is capable of resuming its own navigation; or

b. the aircraft should be routed by conventional navigation aids, i.e. VOR/DME.

7.5.2.6 Subsequent ATC action in respect of an aircraft that cannot meet the specified requirements due to a failure or degradation of the RNAV system, will be dependent upon the nature of the reported failure and the overall traffic situation. Continued operation in accordance with the current ATC clearance may be possible in many situations. When this cannot be achieved, a revised clearance may be required to revert to VOR/DME navigation.

7.5.3 Loss of vertical navigation performance required for RVSM airspace

7.5.3.1 The pilot shall inform ATC as soon as possible of any circumstances where the vertical navigation performance requirements for RVSM airspace cannot be maintained. In such cases, the pilot shall obtain a revised ATC clearance prior to initiating any deviation from the cleared route and/or flight level, whenever possible. When a

revised ATC clearance cannot be obtained prior to such a deviation, the pilot shall obtain a revised clearance as soon as possible thereafter.

7.5.3.2 During operations in, or vertical transit through, RVSM airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status as follows:

a. at initial call on any channel within RVSM airspace;

b. in all requests for level changes; and

c. in all read-backs of level clearances.

7.5.3.3 Air traffic controllers shall explicitly acknowledge receipt of messages from aircraft reporting RVSM non-approved status.

Degradation of aircraft equipment – pilot reported

7.5.3.4 When informed by the pilot of an RVSM-approved aircraft operating in RVSM airspace that the aircraft's equipment no longer meets the RVSM requirements, ATC shall consider the aircraft as non-RVSM-approved.

7.5.3.5 ATC shall take action immediately to provide a minimum vertical separation of 600 M (2000 FT) or an appropriate horizontal separation from all other aircraft concerned that are operating in RVSM airspace. An aircraft rendered non-RVSM-approved shall normally be cleared out of RVSM airspace by ATC when it is possible to do so.

7.5.3.6 Pilots shall inform ATC, as soon as practicable, of any restoration of the proper functioning of equipment required to meet the RVSM requirements.

7.5.3.7 The first ACC to become aware of a change in an aircraft’s RVSM status shall coordinate with adjacent ACCs, as appropriate.

Severe turbulence – not forecast

7.5.3.8 When an aircraft operating in RVSM airspace encounters severe turbulence due to weather or wake vortex that the pilot believes will impact the aircraft’s capability to maintain its cleared flight level, the pilot shall inform ATC. ATC shall establish either an appropriate horizontal separation or an increased minimum vertical separation.

7.5.3.9 ATC shall, to the extent possible, accommodate pilot requests for flight level and/or route changes and shall pass on traffic information, as required.

7.5.3.10 ATC shall solicit reports from other aircraft to determine whether RVSM should be suspended entirely or within a specific flight level band and/or area.

7.5.3.11 The ACC suspending RVSM shall coordinate with adjacent ACCs such suspension(s) and any required adjustments to sector capacities, as appropriate, to ensure an orderly progression of the transfer of traffic.

Severe turbulence – forecast

7.5.3.12 When a meteorological forecast is predicting severe turbulence within RVSM airspace, ATC shall determine whether RVSM should be suspended and, if so, for how long and for which specific flight level(s) and/or area.

7.5.3.13 In cases where RVSM will be suspended, the ACC suspending RVSM shall coordinate with adjacent ACCs with regard to the flight levels appropriate for the transfer of traffic, unless a contingency flight level allocation scheme has been determined by letter of agreement. The ACC suspending RVSM shall also coordinate applicable sector capacities with adjacent ACCs, as appropriate.

7.6 ACAS resolution advisory (RA)

7.6.1 ACAS II shall be used during flight, except as provided in the minimum equipment list specified in Commission Regulation (EU) No 965/2012 in a mode that enables RA indications to be produced for the flight crew when undue proximity to another aircraft is detected. This shall not apply if inhibition of RA indication mode (using traffic advisory (TA) indication only or equivalent) is called for by an abnormal procedure or due to performance-limiting conditions.

7.6.2 In the event of an ACAS RA, pilots shall:

a. respond immediately by following the RA, as indicated, unless doing so would jeopardise the safety of the aircraft;

b. follow the RA even if there is a conflict between the RA and an ATC instruction to manoeuvre;

c. not manoeuvre in the opposite sense to an RA;

d. as soon as possible, as permitted by flight crew workload, notify the appropriate ATC unit of any RA which requires a deviation from the current ATC instruction or clearance;

e. promptly comply with any modified RAs;

f. limit the alterations of the flight path to the minimum extent necessary to comply with the RAs;

g. promptly return to the terms of the ATC instruction or clearance when the conflict is resolved; and

h. notify ATC when returning to the current clearance.

7.6.3 When a pilot reports an ACAS RA, the controller shall not attempt to modify the aircraft flight path until the pilot reports 'CLEAR OF CONFLICT'.

7.6.4 Once an aircraft departs from its ATC clearance or instruction in compliance with an RA, or a pilot reports an RA, the controller ceases to be responsible for providing separation between that aircraft and any other aircraft affected as a direct consequence of the manoeuvre induced by the RA. The controller shall resume responsibility for providing separation to all the affected aircraft when:

a. the controller acknowledges a report from the flight crew that the aircraft has resumed the current clearance; or

b. the controller acknowledges a report from the flight crew that the aircraft is resuming the current clearance and issues an alternative clearance which is acknowledged by the flight crew.

7.7 Distress and urgency radiotelephony communication procedures

7.7.1 General

7.7.1.1 Distress and urgency traffic shall comprise all radiotelephony messages relative to the distress and urgency conditions respectively. Distress and urgency conditions are defined as:

a. Distress a condition of being threatened by serious and/or imminent danger and of requiring immediate assistance.

b. Urgency a condition concerning the safety of an aircraft or other vehicle, or of some person on board or within sight, but which does not require immediate assistance.

7.7.1.2 The radiotelephony distress signal 'MAYDAY' and the radiotelephony urgency signal 'PAN PAN' shall be used at the commencement of the first distress and urgency communication respectively. At the commencement of any subsequent communication in distress and urgency traffic, it shall be permissible to use the radiotelephony distress and urgency signals.

7.7.1.3 The originator of messages addressed to an aircraft in distress or urgency condition shall restrict to the minimum the number and volume and content of such messages as required by the condition.

7.7.1.4 If no acknowledgement of the distress or urgency message is made by the ATS unit addressed by the aircraft, other ATS units shall render assistance as prescribed in points 7.7.2.2, 7.7.2.3 and 7.7.2.4 respectively.

7.7.1.5 Distress and urgency traffic shall normally be maintained on the frequency on which such traffic was initiated until it is considered that better assistance can be provided by transferring that traffic to another frequency.

7.7.1.6 In cases of distress and urgency communications, in general, the transmissions by radiotelephony shall be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.

7.7.2 Radiotelephony distress communications

Action by the aircraft in distress

7.7.2.1 In addition to being preceded by the radiotelephony distress signal 'MAYDAY' in accordance with point 7.7.1.2, preferably spoken three times, the distress message to be sent by an aircraft in distress shall:

a. be on the air-ground frequency in use at the time;

b. consist of as many as possible of the following elements spoken distinctly and, if possible, in the following order:

A. the name of the ATS unit addressed (time and circumstances permitting);

B. the identification of the aircraft;

C. the nature of the distress condition;

D. the intention of the pilot-in-command;

E. present position, level and heading.

Action by the ATS unit addressed or by the first ATS unit acknowledging the distress message

7.7.2.2 The ATS unit addressed by an aircraft in distress, or the first ATS unit acknowledging the distress message, shall:

a. immediately acknowledge the distress message;

b. take control of the communications or specifically and clearly transfer that responsibility, advising the aircraft if a transfer is made; and

c. take immediate action to ensure that all necessary information is made available, as soon as possible, to:

A. the ATS unit concerned;

B. the aircraft operator concerned, or its representative, in accordance with pre-established arrangements;

d. warn other ATS units, as appropriate, in order to prevent the transfer of traffic to the frequency of the distress communication.

Imposition of silence

7.7.2.3 The aircraft in distress, or the ATS unit in control of distress traffic, shall be permitted to impose silence, either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. It shall address these instructions 'to all stations' or to one station only, according to the circumstances. In either case, it shall use:

A. 'STOP TRANSMITTING';

B. the radiotelephony distress signal 'MAYDAY'.

7.7.2.4 The use of the signals specified in point 7.7.2.3 shall be reserved for the aircraft in distress and for the ATS unit controlling the distress traffic.

Action by all other ATS units/aircraft

7.7.2.5 The distress communications have absolute priority over all other communications and ATS units/aircraft aware of them shall not transmit on the frequency concerned unless:

A. the distress is cancelled or the distress traffic is terminated;

B. all distress traffic has been transferred to other frequencies;

C. the ATS unit controlling communications gives permission;

D. it has itself to render assistance.

7.7.2.6 Any ATS unit/aircraft which has knowledge of distress traffic, and which cannot itself assist the aircraft in distress, shall nevertheless continue listening to such traffic until it is evident that assistance is being provided.

Termination of distress communications and of silence

7.7.2.7 When an aircraft is no longer in distress, it shall transmit a message cancelling the distress condition.

7.7.2.8 When the ATS unit which has controlled the distress communication traffic becomes aware that the distress condition is ended, it shall take immediate action to ensure that this information is made available, as soon as possible, to:

A. the ATS units concerned;

B. the aircraft operator concerned, or its representative, in accordance with pre-established arrangements.

7.7.2.9 The distress communication and silence conditions shall be terminated by transmitting a message, including the words 'DISTRESS TRAFFIC ENDED', on the frequency or frequencies being used for the distress traffic. This message shall be originated only by the ATS unit controlling the communications when, after the reception of the message prescribed in point 7.7.2.7, it is authorised to do so by the competent authority.

7.7.3 Radiotelephony urgency communications

Action by the aircraft reporting an urgency condition except as indicated in point 7.7.3.4, 7.7.3.5 and 7.7.3.6.

7.7.3.1 In addition to being preceded by the radiotelephony urgency signal 'PAN PAN' in accordance with point 7.7.1.2, preferably spoken three times and each word of the group pronounced as the French word 'panne', the urgency message to be sent by an aircraft reporting an urgency condition shall:

a. be on the air-ground frequency in use at the time;

b. consist of as many as required of the following elements spoken distinctly and, if possible, in the following order:

A. the name of the ATS unit addressed;

B. the identification of the aircraft;

C. the nature of the urgency condition;

D. the intention of the pilot-in-command;

E. present position, level and heading;

F. any other useful information.

Action by the ATS unit addressed or first ATS unit acknowledging the urgency message

7.7.3.2 The ATS unit addressed by an aircraft reporting an urgency condition or the first ATS unit acknowledging the urgency message shall:

a. acknowledge the urgency message;

b. take immediate action to ensure that all necessary information is made available, as soon as possible, to:

A. the ATS unit concerned;

B. the aircraft operator concerned, or its representative, in accordance with pre-established arrangements;

c. if necessary, exercise control of communications.

Action by all other ATS units/aircraft

7.7.3.3 The urgency communications have priority over all other communications except distress communications and all ATS units/aircraft shall take care not to interfere with the transmission of urgency traffic.

Action by an aircraft used for medical transports

7.7.3.4 The use of the signal described in point 7.7.3.5 shall indicate that the message which follows concerns a protected medical transport pursuant to the 1949 Geneva Conventions and Additional Protocols.

7.7.3.5 For the purpose of announcing and identifying aircraft used for medical transports, a transmission of the radiotelephony urgency signal 'PAN PAN', preferably spoken three times, and each word of the group pronounced as the French word 'panne', shall be followed by the radiotelephony signal for medical transports 'MAY-DEE-CAL', pronounced as in the French 'medical'. The use of the signals described above indicates that the message which follows concerns a protected medical transport.

7.7.3.6 The message shall convey the following data:

A. the call sign or other recognised means of identification of the medical transports;

B. position of the medical transports;

C. number and type of the medical transports;

D. intended route;

E. estimated time en-route and of departure and arrival, as appropriate; and

F. any other information such as flight altitude, radio frequencies guarded, languages used and secondary surveillance radar modes and codes.

Action by the ATS units addressed, or by other stations receiving a medical transports message

7.7.3.7 The provisions of points 7.7.3.2 and 7.7.3.3 shall apply as appropriate to ATS units receiving a medical transports message.

7.7.4 VHF emergency frequency

7.7.4.1 The VHF emergency frequency (121,500 MHz) shall be used for genuine emergency purposes including any of the following:

1. to provide a clear channel between aircraft in distress or emergency and a ground station when the normal channels are being utilised for other aircraft;

2. to provide a VHF communication channel between aircraft and aerodromes, not normally used by international air services, in case of an emergency condition arising;

3. to provide a common VHF communication channel between aircraft, either civil or military, and between such aircraft and surface services, involved in common search and rescue operations, prior to changing when necessary to the appropriate frequency;

4. to provide air–ground communication with aircraft when airborne equipment failure prevents the use of the regular channels;

5. to provide a channel for the operation of emergency locator transmitters, and for communication between survival craft and aircraft engaged in search and rescue operations;

6. to provide a common VHF channel for communication between civil aircraft and intercepting aircraft or intercept control units and between civil or intercepting aircraft and air traffic services units in the event of interception of the civil aircraft.

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Table 1.12-2				
Signals initiated by intercepted aircraft and responses by intercepting aircraft				
Series	INTERCEPTED aircraft signals	Meaning	INTERCEPTING aircraft responds	Meaning
5.	DAY or NIGHT - Regular switching on and off of all available lights, but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft	Understood
6.	DAY or NIGHT - Irregular flashing of all available lights.	In distress.	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft	Understood

2.2 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

2.3 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions by the intercepting aircraft.

2.4 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table 1.12-3 and transmitting each phrase twice:

Table 1.12-3					
Phrases for use by INTERCEPTING aircraft			**Phrases for use by INTERCEPTED aircraft**		
Phrase	Pronunciation[1]	Meaning	Phrase	Pronunciation[2]	Meaning
CALL SIGN	KOL SA-IN	What is your call sign?	CALL SIGN (call sign)[3]	KOL SA-IN (call sign)	My call sign is (call sign)
FOLLOW	FOL-LO	Follow me	WILCO	VILL-KO	Understood. Will comply
			CAN NOT	KANN NOTT	Unable to comply
DESCENT	DEE-SEND	Descent for landing	---		
			CAN NOT	KANN NOTT	Unable to comply
YOU LAND	YOU LAAND	Land at this aerodrome	REPEAT	REE-PEET	Repeat your instruction
			AM LOST	AM LOSST	Position unknown
PROCEED	PRO-SEED	You may proceed			
			MAYDAY	MAYDAY	I am in distress
			HIJACK	HI-JACK	I have been hijacked
			LAND (place name)	LAAND (place name)	I request to land at (place name)
			DESCENT	DEE-SEND	I require descent

1.In the second column, syllables to be emphasised are underlined.
2.The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.
3.Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".

2.5 As soon as an air traffic services unit learns that an aircraft is being intercepted in its area of responsibility, it shall take such of the following steps as are appropriate in the circumstances:

a. attempt to establish two-way communication with the intercepted aircraft via any means available, including the emergency radio frequency 121,5 MHz, unless such communication already exists;

b. inform the pilot of the intercepted aircraft of the interception;

c. establish contact with the intercept control unit maintaining two-way communication with the intercepting aircraft and provide it with available information concerning the aircraft;

d. relay messages between the intercepting aircraft or the intercept control unit and the intercepted aircraft, as necessary;

e. in close coordination with the intercept control unit take all necessary steps to ensure the safety of the intercepted aircraft;

f. inform air traffic services units serving adjacent flight information regions if it appears that the aircraft has strayed from such adjacent flight information regions.

2.6 As soon as an air traffic services unit learns that an aircraft is being intercepted outside its area of responsibility, it shall take such of the following steps as are appropriate in the circumstances:

a. inform the air traffic services unit serving the airspace in which the interception is taking place, providing this unit with available information that will assist in identifying the aircraft and requesting it to take action in accordance with 2.5;

b. relay messages between the intercepted aircraft and the appropriate air traffic services unit, the intercept control unit or the intercepting aircraft.

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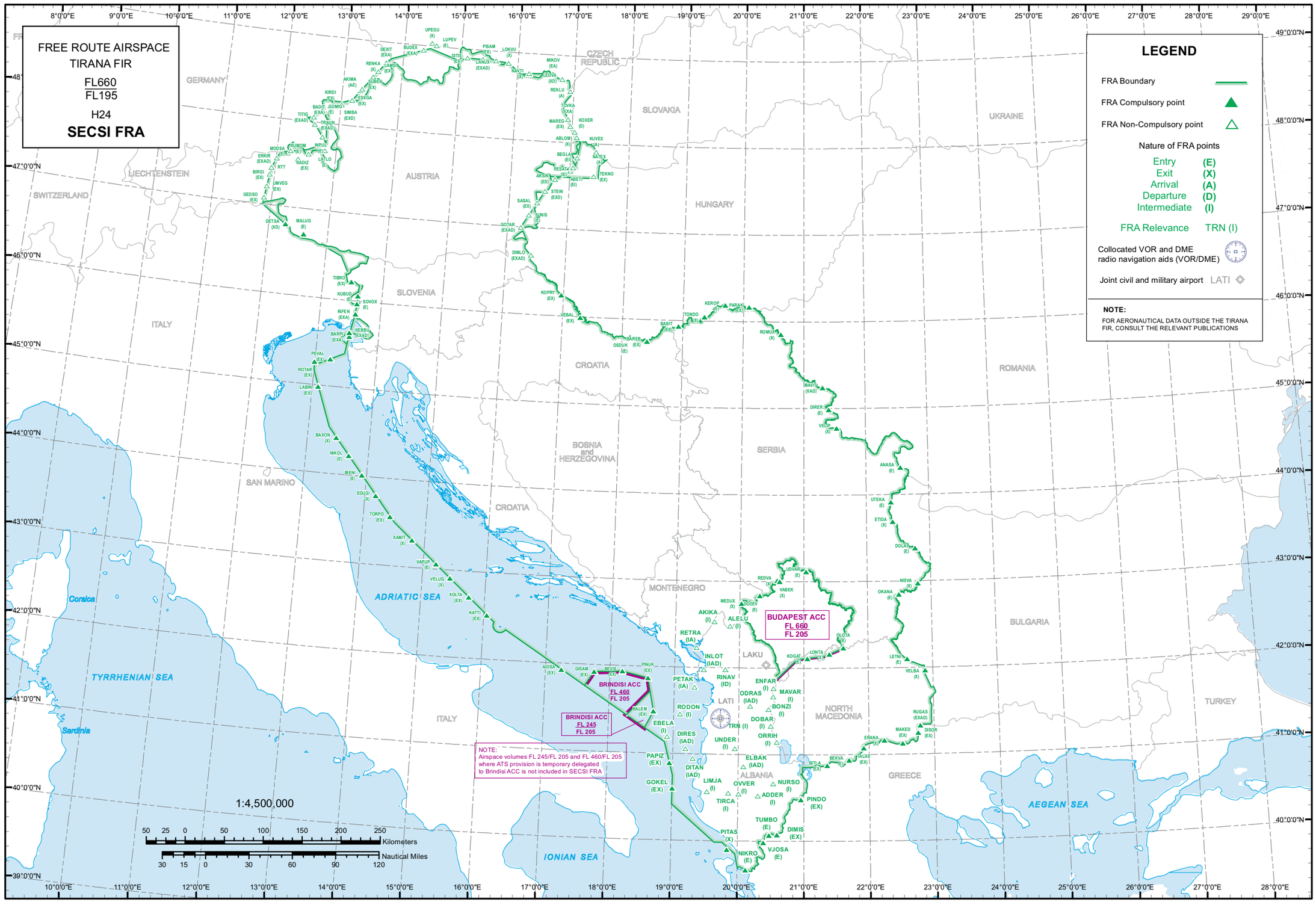
FREE ROUTE AIRSPACE
TIRANA FIR
FL660
FL195
H24
SECSI FRA
LEGEND
FRA Boundary
FRA Compulsory point
FRA Non-Compulsory point
Nature of FRA points
Entry (E)
Exit (X)
Arrival (A)
Departure (D)
Intermediate (I)
FRA Relevance TRN (I)
Collocated VOR and DME radio navigation aids (VOR/DME)
Joint civil and military airport LATI
NOTE:
FOR AERONAUTICAL DATA OUTSIDE THE TIRANA FIR, CONSULT THE RELEVANT PUBLICATIONS
BUDAPEST ACC
FL 660
FL 205
BRINDISI ACC
FL 460
FL 205
BRINDISI ACC
FL 245
FL 205
NOTE:
Airspace volumes FL 245/FL 205 and FL 460/FL 205 where ATS provision is temporary delegated to Brindisi ACC is not included in SECSI FRA
1:4,500,000
50 25 0 50 100 150 200 250 Kilometers
30 15 0 30 60 90 120 Nautical Miles
GERMANY
CZECH REPUBLIC
SLOVAKIA
UKRAINE
LIECHTENSTEIN
SWITZERLAND
AUSTRIA
HUNGARY
SLOVENIA
ITALY
CROATIA
ROMANIA
SAN MARINO
BOSNIA and HERZEGOVINA
SERBIA
MONTENEGRO
BULGARIA
NORTH MACEDONIA
ALBANIA
GREECE
TURKEY
Corsica
Sardinia
TYRRHENIAN SEA
ADRIATIC SEA
IONIAN SEA
AEGEAN SEA
Change: FRA crossborder points of Austria with Slovakia and Hungary changed from "Compulsory" to "On request".

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AD 0.6 TABLE OF CONTENTS TO PART 3

PART 3 - Aerodromes (AD)

AD 2 AERODROMES

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 (15.7 M)	NIL
35	Type: Simple approach lighting system Length: 420 M Intensity: LIH Adjustable in 5 stages	GRN	PAPI 3° LEFT (16.27 M)	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: 2 746 M Spacing: 60 M Colour: WHI Intensity: LIH	RED	NIL	NIL
NIL	Length: 2 746 M Spacing: 60 M Colour: WHI Intensity: LIH	RED	NIL	NIL

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. Lights of taxiway W and B edge 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	133.150 MHZ 136.350 MHZ 121.500 MHZ Emergency Channel	H24	
TWR	Tirana Tower	122.500 MHZ 123.500 MHZ 121.500 MHZ Emergency Channel	H24	
ATIS	Tirana Information	132.275 MHZ	H24	Broadcast in English language only.

2.2.3 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.

2.2.4 When a start-up clearance is delayed for traffic reasons the pilot shall be so informed and either a planned or actual time to start issued. Clearance to start at pilot‘s discretion to meet a stated CTOT may be issued as appropriate.

2.2.5 When the aircraft is fully ready for departure, the Pilot in Command shall contact Tirana TWR for start-up clearance, push-back and taxi, only after receiving approval from Marshaller that walk around is completed, doors are closed and aircraft is ready for start-up. Marshaller shall monitor and ensure the safe path of aircraft until it passes the red line.

2.3 Push-back procedures

2.3.1 Aircraft which are parked either 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 2.2.5, the Pilot in Command shall contact 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 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 Engineer/Marshaller fully understands the deviation.

2.3.5 The Pilot in Command shall use minimum break away power and minimum taxi power when operating on the aprons and taxi lanes.

2.3.6 The Marshaller shall notify the parking position to the Tower Controller and all push-back maneuvers shall be directed by the Marshaller. In such a case Tower Controller assumes responsibility when push-back maneuver is accomplished.

2.4 Taxiing

2.4.1 During taxiing, the pilot shall comply with traffic regulation on apron taking into account instructions and information provided by the Tirana TWR in order to avoid collision with other aircraft, vehicles, persons or objects. Neither deviations nor shortcuts are allowed except under the guidance of Marshaller or “FOLLOW ME” vehicle or after special instructions given by the Tirana TWR.

2.4.2 In case of guidance by "FOLLOW ME" vehicle is requested by flight crew, the taxi clearance to the appropriate TWY will be issued by the Tirana TWR where the guidance will be taken over by the "FOLLOW ME" vehicle.

2.4.3 The main apron is used for operation of aircraft category C with maximum wingspan 36 m. Aircraft category D shall only use parking stands T1 and T2 which are accessed via TWY D only.

2.4.4 The north apron is used for operation of aircraft category A and B with maximum wingspan 24 m.

2.4.5 When it is requested or necessary for a helicopter to proceed at a slow speed above the surface, normally below 20 kt and in ground effect, air-taxiing may be authorized by Tirana TWR in coordination with ground personnel.

2.5 Taxiing on a runway-in-use

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

2.5.2 For the purpose of expediting air traffic, aircraft may be permitted to taxi on the runway-in use, provided no delay or risk to other aircraft will result.

2.5.3 If the control tower is unable to determine visually, that a vacating aircraft has cleared the runway, the aircraft shall be requested to report when it has vacated the runway. The report shall be made when the entire aircraft is beyond the relevant runway.

2.6 Engine ground running

2.6.1 Aircraft engine ground running shall be done on the parking position(s) on apron or on the movement area after prior permission granted by the Operations Duty Manager (ODM) on apron and ATC on the movement area. Exceptions are parking positions from 2 to 6, where engine tests on idle/full power are not allowed.

2.6.2 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 Operations Duty Manager 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 ODM 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 ODM the Aircraft Logbook Form for record purposes.
- Aircraft must remain in two-way contact with ATC throughout the duration of the engine ground run to ensure the prompt initiation of any emergency procedures.

2.6.3 The Operations Duty Manager shall coordinate with ATC for permission in case of request from Airline/Aircraft Maintenance Companies to perform engine ground run on the movement area and to provide for the follow me vehicle when needed.

3. CAT II/III OPERATIONS

Not applicable.

4. SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS

4.1 Training and technical flights must only be made after permission has been obtained from the CAA of Albania (see GEN 1.2).

4.2 Application for a training flight shall be submitted at least 10 days in advance of the proposed operation.

4.3 Application for a technical test flight shall be submitted at least 2 hours before such a flight is operated.

5. RUNWAY OCCUPANCY TIME

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

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

6. REDUCED DISTANCES AND PROCEDURES FOR INTERSECTION TAKE-OFF

6.1 Reduced distances and intersection take-off positions

6.1.1 Reduced declared distances applicable for intersection take-off are described in LATI AD 2.13.

6.1.2 Intersection take-off positions shall be TWY E and D for RWY 17 and TWY C for RWY 35.

6.2 Procedures for intersection take-off

6.2.1 Subject to the conditions in 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 only for aircraft category A and B.

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 Operations Duty Manager, 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 RWY 17/35 VOR or RWY 17 ILS approaches.

2.1.4 Pilots unable to comply with RNAV 1 must notify ATC as soon as possible.

2.1.5 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

2.1.6 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.

2.2 Holding

2.2.1 There is only one terminal holding facility located at UNASA, R 270° TRN D19 inbound TR090° right turns, outbound TR270° limiting distance D24 TRN, minimum holding altitude 7 000 FT. From the UNASA hold, DME arcs enable aircraft to fly to the IF for either RWY 17/35 VOR or RWY 17 ILS approaches.

2.2.2 The holds associated with the VOR procedures are for use by aircraft after a missed approach or when instructed by ATC.

2.3 Approach procedures with radar control

2.3.1 When inbound traffic is being sequenced by radar, the approach procedure will be flown under directions from the radar 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 radar controller except in the case of radio communication failure.

2.3.3 In the event of radar failure, procedures as defined for radar approach will apply.

2.3.4 The ATC shall advise an aircraft being radar 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 radar 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 Due to terrain, the ATC will vector the aircraft to be established on the final approach track inbound respective IF for instrument approaches.

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

AIRCRAFT PARKING/
DOCKING CHART - ICAO

MAIN APRON ELEV 113 FT
NORTH APRON ELEV 103 FT

TOWER	122.500
	123.500

APP	133.150
	136.350

ATIS	132.275

TIRANA
LATI

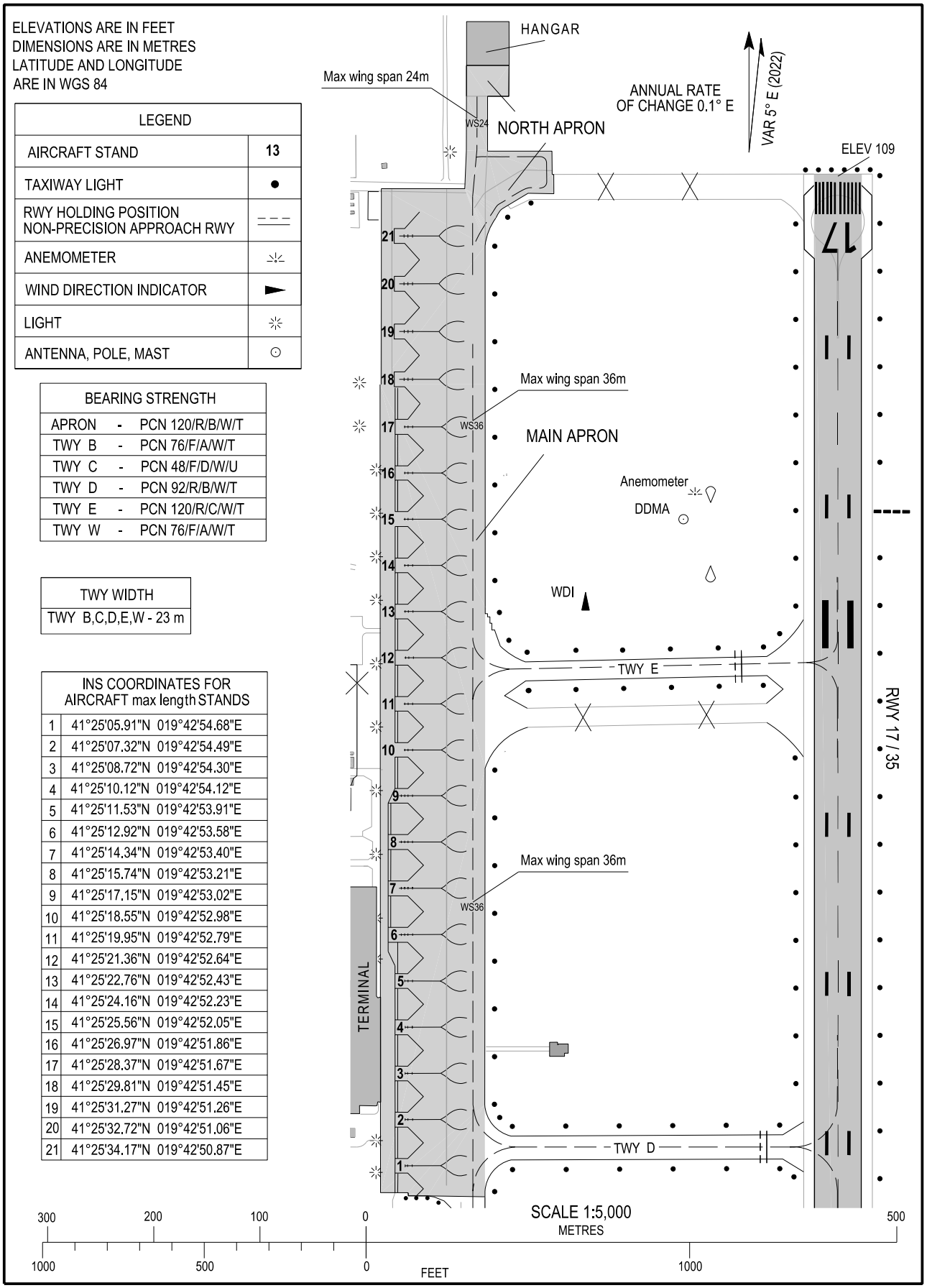
ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
LATITUDE AND LONGITUDE
ARE IN WGS 84

LEGEND	
AIRCRAFT STAND	13
TAXIWAY LIGHT	●
RWY HOLDING POSITION NON-PRECISION APPROACH RWY	
ANEMOMETER	
WIND DIRECTION INDICATOR	
LIGHT	
ANTENNA, POLE, MAST	

BEARING STRENGTH		
APRON	-	PCN 120/R/B/W/T
TWY B	-	PCN 76/F/A/W/T
TWY C	-	PCN 48/F/D/W/U
TWY D	-	PCN 92/R/B/W/T
TWY E	-	PCN 120/R/C/W/T
TWY W	-	PCN 76/F/A/W/T

TWY WIDTH
TWY B,C,D,E,W - 23 m

INS COORDINATES FOR AIRCRAFT max length STANDS	
1	41°25'05.91"N 019°42'54.68"E
2	41°25'07.32"N 019°42'54.49"E
3	41°25'08.72"N 019°42'54.30"E
4	41°25'10.12"N 019°42'54.12"E
5	41°25'11.53"N 019°42'53.91"E
6	41°25'12.92"N 019°42'53.58"E
7	41°25'14.34"N 019°42'53.40"E
8	41°25'15.74"N 019°42'53.21"E
9	41°25'17.15"N 019°42'53.02"E
10	41°25'18.55"N 019°42'52.98"E
11	41°25'19.95"N 019°42'52.79"E
12	41°25'21.36"N 019°42'52.64"E
13	41°25'22.76"N 019°42'52.43"E
14	41°25'24.16"N 019°42'52.23"E
15	41°25'25.56"N 019°42'52.05"E
16	41°25'26.97"N 019°42'51.86"E
17	41°25'28.37"N 019°42'51.67"E
18	41°25'29.81"N 019°42'51.45"E
19	41°25'31.27"N 019°42'51.26"E
20	41°25'32.72"N 019°42'51.06"E
21	41°25'34.17"N 019°42'50.87"E



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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

TIRANA / ALBANIA
RWY 17

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	⚹	
LATTICE	⊥	
RAILROAD		
CONTOURS	30	
ROAD		
TERRAIN PENETRATING OBSTRUCTION PLANE		
FENCE		
TRANSMISSION LINE, TELEGRAPH POLES		
DAM		
SPOT ELEVATION	· 279	
CANAL		
BLUFF, CLIFF OR ESCARPMENT		
LAKE		

VERTICAL SCALE 1 : 2000

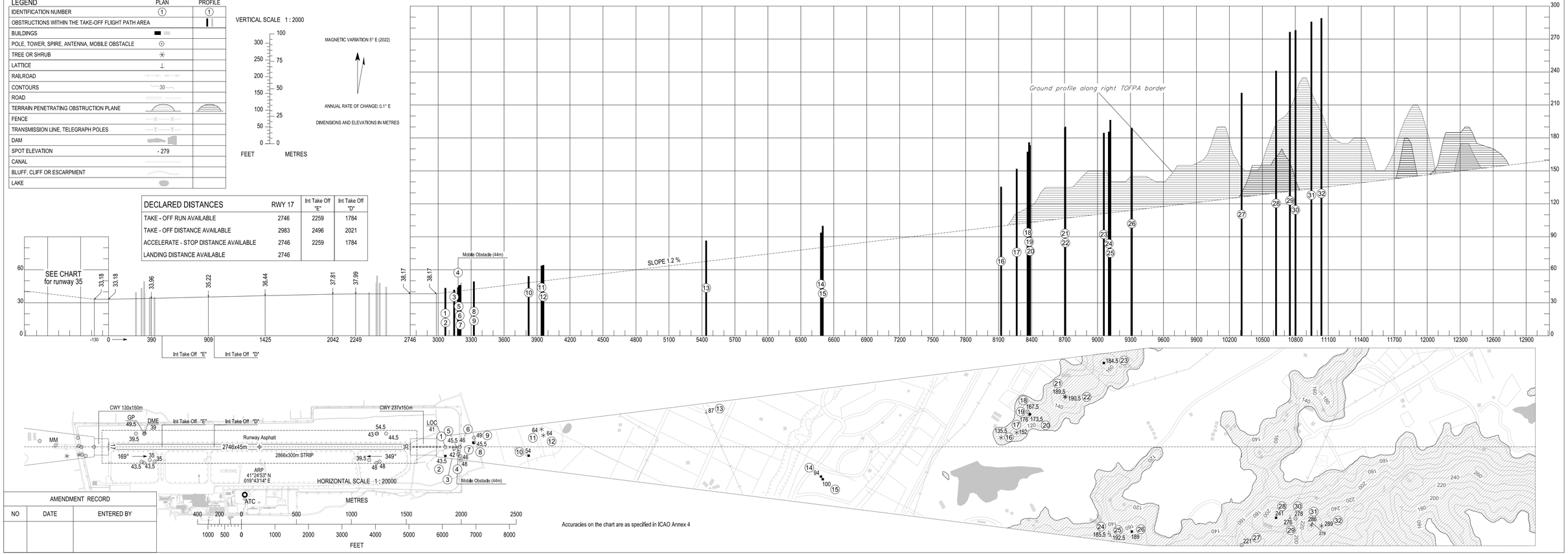
FEET: 300, 250, 200, 150, 100, 50, 0
METRES: 100, 75, 50, 25, 0

MAGNETIC VARIATION 5° E (2022)

ANNUAL RATE OF CHANGE: 0,1° E

DIMENSIONS AND ELEVATIONS IN METRES

DECLARED DISTANCES	RWY 17	Int Take Off "E"	Int Take Off "D"
TAKE - OFF RUN AVAILABLE	2746	2259	1784
TAKE - OFF DISTANCE AVAILABLE	2983	2496	2021
ACCELERATE - STOP DISTANCE AVAILABLE	2746	2259	1784
LANDING DISTANCE AVAILABLE	2746		



AMENDMENT RECORD		
NO	DATE	ENTERED BY

Accuracies on the chart are as specified in ICAO Annex 4

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LAKU AD 2.20 LOCAL AERODROME REGULATIONS

1. LOCAL REGULATIONS

1.1 Local regulations applicable to the traffic at Kukes International Airport are collected in a manual which is available at the Airport Operations Office. This manual includes, among other subjects, the following:

a. the meaning of markings and signs;

b. information about taxiing from aircraft parking positions;

c. limitations in the operation of large aircraft;

d. helicopter operations;

e. marshaller assistance;

f. fuel spillage; and

g. precautions during extreme weather conditions.

1.2 Marshaller assistance can be requested and further information about the regulations can be obtained from the Kukes AFIS unit.

1.3 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 Kukes AFIS unit.

2. GROUND MOVEMENT

2.1 Parking procedures

2.1.1 Arriving aircraft will be instructed to the main apron by the Kukes AFIS unit. “FOLLOW ME” vehicle will guide the aircraft to the parking stand.

2.1.2 Aircraft landing on Runway 19 are expected to vacate the RWY via TWY B.

2.1.3 General aviation aircraft will be guided by a Marshaller to the apron. Assistance from the “FOLLOW ME” vehicle can be requested via the Kukes AFIS unit.

2.1.4 Since there is no special parking area for helicopters on the aerodrome, helicopters will be instructed by the Kukes AFIS unit to the parking area. Marshaller will guide the helicopter to the parking stand.

2.2 Taxiing

2.2.1 During taxiing, the pilot shall comply with traffic regulation on apron taking into account instructions and information provided by the Kukes AFIS unit in order to avoid collision with other aircraft, vehicles, persons or objects. Neither deviations nor shortcuts are allowed except under the guidance of Marshaller or “FOLLOW ME” vehicle or after special instructions given by the Kukes AFIS unit.

2.2.2 The main apron is used for operation of aircraft category C with maximum wingspan 36 m.

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. REMOVAL OF DISABLED AIRCRAFT FROM RUNWAY

5.1 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.

5.2 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.

LAKU AD 2.21 NOISE ABATEMENT PROCEDURES

No noise abatement procedures are established due to low traffic density.

LAKU AD 2.22 FLIGHT PROCEDURES

1. GENERAL

1.1 Flight Information Zone/Radio Mandatory Zone

1.1.1 A FIZ/RMZ is established around Kukes Airport, applicable during the opening hours of airport.

1.1.2 Flights within the Kukes FIZ/RMZ shall be operated in accordance with the Instrument Flight Rules and Visual Flight Rules.

1.1.3 Flights transiting the Kukes FIZ/RMZ shall establish initial contact with Tirana APP unit before entering the designated area and report:

a. call sign;
b. type of aircraft;
c. position;
d. level; and
e. intentions of the flight.

1.1.4 Flights departing from Kukes Airport shall make position report before requesting taxiing to Kukes AFIS unit.

1.1.5 Flights shall maintain continuous air-ground voice communication watch when present in the Kukes FIZ/RMZ. Flights shall report exiting the Kukes FIZ/RMZ.

1.2 Aerodrome Flight Information Service (AFIS)

1.2.1 Standard FIS and ALS is provided in the Kukes FIZ/RMZ by the Kukes AFIS unit in accordance to SERA Section 9 and Section 10. In particular, the AFIS Officer (AFISO) shall:

- inform IFR flights about any other relevant traffic in the Kukes FIZ/RMZ at all time,
- inform IFR approaches about the availability of the runway and the presence of traffic in the vicinity of the airport, such that the pilots can decide to execute a missed approach due to other traffic when appropriate,
- instruct arriving flights to the apron,
- inform IFR departures about the availability of the runway and the presence of traffic in the vicinity of the airport, such that the pilots can decide to postpone lining up when appropriate,
- transmit ATC departure clearance as provided by Tirana APP Unit for IFR/VFR traffic which plan to cross controlled airspace,
- pass instructions to vehicles and personnel operating on the maneuvering area,
- inform all relevant VFR flights about IFR flights in the Kukes FIZ/RMZ.

1.2.2 AFISO shall provide information to departing and arriving aircraft that the runway is free when no aircraft, vehicles or other obstructions are on the runway or safety strip.

2. PROCEDURES FOR IFR FLIGHTS WITHIN KUKES FIZ/RMZ

2.1 General remarks

2.1.1 The procedures differ partly from standard ICAO procedures as described in GEN 1.7.

2.1.2 Due to the mountainous terrain in the vicinity of the aerodrome and the requirement for visual manoeuvring, it is considered essential that pilots are well familiar with descent, approach and missed approach procedures, balked landing procedures as well as the visual manoeuvres, and the departure procedures. The responsibility for the preparation of such information rests with the operator for commercial flights, respectively pilot in

