

REPUBLIC OF ALBANIA

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AIRAC AMDT 004/2023

Effective Date: **07 Sep 2023**
Publication Date: 27 JUL 2023

**1. Amendment content:****LAAA**

1. Changes to the requirements for prior permission of private flights (GEN 1.2);
2. Update of information related to the list of titles and references of national regulations affecting air navigation (GEN 1.6);
3. Update of information related to procedures for special aircraft observations (GEN 3.5);
4. Update of information related to facilities of search and rescue units (GEN 3.6);
5. Update of information related to procedures for arriving and departing aircraft (ENR 1.5);
6. Update of information related to procedures in the event of complete failure of the ATS surveillance system (ENR 1.6);
7. Update of information related to altimeter setting procedures (ENR 1.7);
8. Update of information related to RVSM operations (ENR 1.8);
9. Update of information related to danger area LAD1 (ENR 5.1).

LATI

1. Changes to the hours of operation of Tirana Ground Movement Control (LATI AD 2.18 and LATI AD 2.20);
2. Update of information related to approach procedures with radar ATS surveillance system control (LATI AD 2.22);
3. Changes to the procedures for VFR flights operating within or transiting Tirana CTR (LATI AD 2.20 and LATI AD 2.24-35).

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.**4. This AIP amendment incorporates information contained in the following publications:****NOTAM:**

Nil

SUP:

Nil

AIC:

Nil

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

Insert the following pages

GEN 0.2 - 1/2
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GEN 0.2 RECORD OF AIP AMENDMENTS

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002/2013	18-Apr-2013	30-May-2013	
003/2013	16-May-2013	27-Jun-2013	
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004/2023	27-Jul-2023	07-Sep-2023	

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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	
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Note: Permits will only authorize the carriage of passengers paying an inclusive charge for air transport, surface transport, hotel accommodation and/or facilities in connection with a special event, booked by the tour organizers named in the application for it. It is therefore important that any travel agent(s) associated with the charterer of the aircraft should be named in the application.

3.2.5 Aerial photography, aerial survey and any form of aerial work

3.2.5.1 Operators of aircraft registered in any foreign country wishing to engage in aerial photography or aerial survey flights in Albania, whether or not hire or reward is given or for the purpose of any other form of aerial work for hire or reward, are required to obtain an authorization from CAA. Permission for aerial work in Albania will be issued by the CAA after coordination with the Ministry of Defense. For this purpose operators of aircraft must submit their application to CAA at least 20 full working days in advance of the proposed operation giving the following information:

- a. Name and address of operator;
- b. Type, nationality and registration mark(s) of aircraft to be used;
- c. Details of the employer of the crew and photographer (for aerial survey and photography);
- d. Complete details of proposed operations, including dates, location, height to be flown, etc.;
- e. Graphic presentation of the flying area concerned.

Note: If the aircraft has been modified for the type of aerial work to be carried out, details of the modifications together with a copy of the approval of the modifications from the aeronautical authority of the state of registry will be required.

3.2.5.2 Additionally, operators wishing to engage in low flying (whether for agricultural, horticultural or forestry purposes) in Albania are required to obtain an exemption from the CAA. For this purpose they must submit their application with details (a) to (e) above, through the CAA, at least 20 full working days in advance.

3.2.6 Documentary Requirements

3.2.6.1 In addition to operational requirements as set out in other parts of AIP Albania, operators are required to provide copies of the following:

- a. Operating License, pursuant to Chapter 2 of (EC) Regulation No 1008/2008, issued by the aeronautical authority of the country of registration;
- b. Air Operator's Certificate;
- c. Certificate of Airworthiness and Certificate of Registration issued by the aeronautical authority of the country of origin for each aircraft to be used on services to Albania;
- d. Certificate of liability insurance for passengers and third party risks in respect of each aircraft to be used on services to Albania. For cargo flights, certificate of third party liability. The level of insurance must meet the minimum requirements of insurance for passengers and third party liability set out in Articles 6 and 7 of EC Regulation No 785/2004;
- e. Certificate of approval of aircraft radio installation;
- f. Statements about Aerodrome Operating Minima;
- g. Noise certificate for each aircraft to be used.

3.2.6.2 Two copies of cargo manifest are required upon landing at Albanian airports. General declaration and passenger manifest are not required. A copy of AWB and Letter from Consignee is required for cargo flights.

3.2.6.3 The CAA of Albania reserves the right to demand additional documentation.

3.2.6.4 Documents mentioned above must follow the ICAO standard format and are acceptable when furnished in English and completed in legible handwriting.

3.2.7 Leased aircraft

3.2.7.1 The CAA will also require the above documents in regard to any foreign registered aircraft leased from another carrier which the applicant carrier proposes to use to Albania together with the following information:

- a. Confirmation that the lease has been approved by the lessee's aeronautical authorities;
- b. Confirmation of which airline's operations and flight manuals will be used;
- c. Contact details of the lessor airline (name, address, telephone, fax, e-mail).

Note 1: Where possible, documents should be provided in the English language.

Note 2: CAA may request a copy of the lease agreement (confidentiality will be maintained).

3.2.8 Applications

3.2.8.1 Requests for permission for any type of charter should be made on the application form available at: <http://trafficrights.aaaa.gov.al/>

Note: Operating permits will be refused to any airline, type of or specific aircraft or aircraft registered in States with evidence suggests do not comply with international safety standards.

3.2.8.2 Application for a slot shall be made not less than 24 hours before the proposed flight to:

Post: Ministry of Infrastructure and Energy
Directorate of Transport Policies
Air Transport Policies Sector
Tirana, Albania

Phone: +355 4 2380753

Fax: +355 4 2258323

Email: slot-allocation@mppt.gov.al

4. PRIVATE FLIGHTS

4.1 Overflights

4.1.1 Procedures

4.1.1.1 Prior permission is not required for private flights of foreign civil aircraft registered in States which are parties to the Chicago Convention for overflying Albania or for making non-traffic stops in Albanian territory. However, the flight plan for such a flight shall be submitted to the ATS Authority of Albania at least one hour prior to the flight or at least two hours prior to entering Albanian airspace.

4.1.1.2 Prior permission is required for such private flights intending to fly along the country for sightseeing purposes. The significant entry/exit and intermediate points or graphic presentation of the flying area shall be detailed in the flight plan.

4.1.1.3 Permissions for private flights by aircraft registered in States not parties to the Chicago Convention should be sought in accordance with the procedure as set out in GEN 1.2.3 for commercial flights.

4.2 Flights to and from Albania

4.2.1 Procedures

4.2.1.1 Prior permission is required for private flights of foreign civil aircraft to operate into or from Albanian territory.

4.2.1.2 Permissions for such flights should be sought in accordance with the procedure as set out in GEN 1.2.3 for charter flights.

4.2.1.3 Pilots of private flights have the obligation in respect of passport-control requirements and are to present their passengers on arrival and departure to the Immigration Officer or to the Customs Office.

4.2.1.4 Sports and tourist aircraft may fly along routes and use airports which are not authorised for international use, on condition that the first landing and last take-off before leaving Albanian territory is carried out from an international airport. The list of persons on board shall be attached to the flight plan.

4.2.2 Documentary requirements

4.2.2.1 In addition to the documents mentioned under GEN 1.2.3 above, a copy of certificate of ownership is required in the case of an aircraft remaining within Albania for less than 2 days. For a stay beyond 2 days after the date of arrival, a "carnet de passages en douane" will be accepted in lieu of a bond or of any other financial guarantee.

5. PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

5.1 Requirements

5.1.1 No public health measures are required to be carried out in respect of aircraft entering Albania.

5.1.2 Aircraft arriving from the region of yellow fever, plague, dengue, malaria may land at any international aerodrome in Albania provided that the aircraft has been disinfected approximately thirty minutes before arrival at the aerodrome. This action must be properly recorded in the Health Section of the General Declaration.

5.1.3 The insecticide to be used has to correspond to the WHO assessment criteria. If, in special circumstances, a second spraying of the aircraft to be carried out on the ground is deemed necessary by the public health authorities, passengers and crew are permitted to disembark beforehand.

6. FOREIGN STATE OWNED AIRCRAFT

6.1 General procedures

6.1.1 Prior permission is required for foreign state owned aircraft to operate into, from or over the territory of the Republic of Albania.

6.2 Military flights

6.2.1 Permission for foreign military flights to operate into, from or over the territory of Albania shall be approved by the Ministry of Defense after coordination with the CAA of Albania.

6.2.2 Permission for Operational Air Traffic (OAT) military flights to operate into, from or over the territory of Albania shall be approved by the Ministry of Defense.

6.2.3 Applications for permission shall be submitted at least 3 working days in advance of the proposed flight to:

Post: Ministry of Defense
Protocol Office
Dëshmorët e Kombit Avenue
Tirana, Albania

Phone: +355 4 22 24 974

Fax: +355 4 2228325/2225227

6.3 Civil governmental charter flights

6.3.1 Permission for foreign civil governmental charter flights to operate into, from or over the territory of Albania shall be approved by the Ministry of Foreign Affairs after coordination with the CAA of Albania.

6.3.2 Applications for permission shall be submitted at least 3 working days in advance of the proposed flight to:

Post: Ministry for Europe and Foreign Affairs
Directorate of State Protocol
Marsel Kashen Avenue
Tirana, Albania

Phone: +355 4 2364404

Fax: +355 4 2364600

7. EXCEPTIONS

7.1 Emergency procedures

7.1.1 Nothing in the above mentioned procedures will be applied to flights due to safety reasons in case of emergency and/or distress.

7.1.2 In cases of emergency in flight, adverse weather, operations of humanitarian relief missions, firefighting flights or acts of unlawful interference, Air Traffic Control may issue a special permission for entry and operating of aircraft in the Albanian airspace and accept the inadvertent changes to the flight plan.

7.2 Forced landings

7.2.1 If an aircraft while on a flight is compelled by accident, adverse weather or other unavoidable cause, to land at a place other than a designated airport, the commander of that aircraft must notify immediately the Air Traffic Control and, as soon as possible, report the landing to the Police, Customs Authorities and the National Civil Emergency Operations Center. The commander must comply with any directions given by an Immigration Officer with respect to any passengers, crew or goods on board the aircraft.

7.2.2 In all forced landing situations, any action taken by officers of the Immigration Office will take full account of the health and safety needs of passengers and crew.

7.2.3 A take-off after a forced landing at a designated airport or at a place other than a designated airport shall only be permitted upon authorization of the CAA of Albania.

8. PERMISSION AND VALIDITY OF ISSUED PERMISSION

8.1 Permission

8.1.1 When a flight has been approved as required by the CAA, a written permission will be granted to the operator of the aircraft.

8.1.2 The airport concerned will be notified by the CAA when permission has been granted. For passenger flights, Customs and Excise will be notified for the purpose of Passenger Duty. Operators are responsible for making their own arrangements with the airport concerned for the reception and handling and should quote the CAA permission number when making these arrangements. Any changes in:

- a. The date of operation of the flight into or from Albania;
- b. The nationality or type of the aircraft to be used;
- c. The route of flight; or
- d. The charterer or the nature and weight of goods to be taken on board or discharged from the aircraft in Albania,

must be notified by the operator to the CAA and a variation of permission obtained before the flight may be operated into or from Albania. Failure to so notify the CAA may result in the permit for the flight to be invalid.

8.1.3 Any changes to the times of arrival at or departure from Albania must be notified to the CAA and may require a new application to be made.

8.2 Validity of issued permission

8.2.1 Issued permission is valid for 24 hours, starting from the estimated time of entry into Albanian airspace or from estimated time of departure.

**GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/
CONVENTIONS****1. INTRODUCTION**

1.1 The civil aviation legislation of the Republic of Albania consists of the Air Code and related regulations affecting air navigation, together with International Agreements/Conventions ratified by the Republic of Albania. It is essential that anyone engaged in air operations be acquainted with the relevant regulations.

1.2 Copies of these documents may be obtained from the Civil Aviation Authority of Albania (see GEN 1.1).

2. NATIONAL REGULATIONS

Title
Air Code of the Republic of Albania, 2020
Regulation on the interoperability of the European Air Traffic Management network, 2010
Regulation on requirements for the application of a flight message transfer protocol used for the purpose of notification, coordination and transfer of flights between air traffic control units, 2010
Regulation on requirements for automatic systems for the exchange of flight data for the purpose of notification, coordination and transfer of flights between air traffic control units, 2010
Regulation on procedures for flight plans in the pre-flight phase for the single European sky, 2010
Regulation on requirements for air-ground voice channel spacing for the single European sky, 2010
Regulation on common requirements for the provision of air navigation services, 2011
Regulation on common rules for the allocation of slots at international airports in Albania, 2011
Regulation on safety oversight in air traffic management and air navigation services, 2011
Regulation on air traffic services, ICAO Annex 11, 2012
Regulation on aeronautical charts, ICAO Annex 4, 2012
Regulation on meteorological service for international air navigation, ICAO Annex 3, 2012
Regulation on instrument flight procedures including standard departure and arrival routes (SID/STAR), 2012
Regulation on the flight inspection of navigation aids, 2012
Regulation on safety oversight in air traffic management, 2012
Regulation on certification and registration of civil aerodromes in Albania, 2012
Regulation on establishing a software safety assurance system to be implemented by air navigation service providers, 2012
Regulation on registration of Albanian civil aircraft, 2012
Regulation on operation of ultralight aircraft, 2014
Regulation on common rules for air traffic flow management, 2014
Regulation on environmental protection from civil aircraft noise, 2014
Regulation on requirements for the evaluation of safety-related changes in air traffic services, 2015
Regulation on common rules for the flexible use of airspace, 2018
Regulation on technical requirements and administrative procedures relating to air traffic controllers' licences and certificates, 2019
Regulation on implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations, 2019
Regulation on the conditions and methods of use of hang-gliders and paragliders, 2019
Regulation on common rules of the air and operational provisions regarding services and procedures in air navigation, 2020
Regulation on laying down airspace usage requirements and operating procedures concerning PBN, 2020
Regulation on common rules in the field of civil aviation, 2020
Regulation on aeronautical information services, ICAO Annex 15, 2021
Regulation on requirements and administrative procedures related to aerodromes, 2022
Regulation on occurrence reporting in civil aviation, 2022

Title
Regulation on common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, 2022
Regulation on Aerodrome Flight Information Service, 2022
Regulation on State Safety Programme, 2022
Regulation on common rules of the air and operational provisions regarding services and procedures in air navigation, 2023

3. **INTERNATIONAL AGREEMENTS/CONVENTIONS**

Title
Convention on International Civil Aviation (Chicago Convention 1947)
Convention for the Unification of Certain Rules Relating to International Carriage by Air (Warsaw Convention 1929)
Convention on the International Recognition of Rights in Aircraft (Geneva Convention 1948)
Convention on Offences and Certain Other Acts Committed on Board Aircraft (Tokyo Convention 1963)
Convention for the Unification of Certain Rules for International Carriage by Air (Montreal Convention 1999)
Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (Montreal Convention 1971)
Convention for the Suppression of Unlawful Seizure of Aircraft (Hague Convention 1970)
International Air Transport Agreement
International Air Services Transit Agreement
EUROCONTROL International Convention relating to Cooperation for the Safety of Air Navigation (Brussels 1960)
Multilateral Agreement with EUROCONTROL relating to Route Charges (Brussels 1981)
Multilateral Agreement between the European Community and its Member States, the Republic of Albania, Bosnia and Herzegovina, the Republic of Bulgaria, the Republic of Croatia, the former Yugoslav Republic of Macedonia, the Republic of Iceland, the Republic of Montenegro, the Kingdom of Norway, Romania, the Republic of Serbia and the United Nations Interim Administration Mission in Kosovo on the Establishment of a European Common Aviation Area (Luxembourg 2006)
Agreement between the Council of Ministers of the Republic of Albania and the European Community on certain aspects of air services (Salzburg 2006)

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

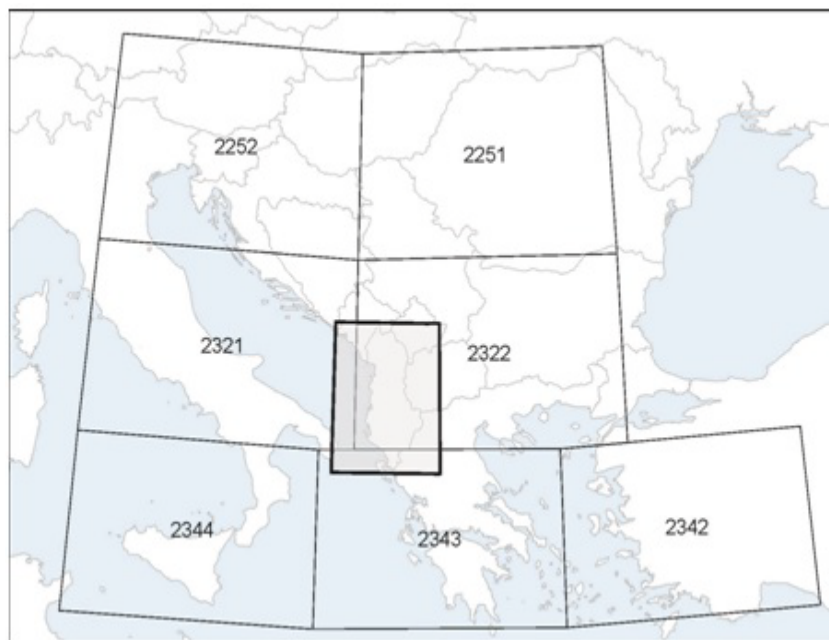
6.1 Those chart series marked by an asterisk form part of the AIP.

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	-	13 JUL 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	-	18 MAY 2023
Aerodrome Chart (ADC) - ICAO*	1:18 000 1:12 500	LATI LAKU	- -	29 DEC 2022 12 AUG 2021
Aircraft Parking/Docking Chart (APDC) - ICAO*	1:5 000	LATI	-	23 MAR 2023
Aerodrome Ground Movement Chart (AGMC) - ICAO*	1:12 000	LATI	-	18 MAY 2023

Title of Series	Scale	Name and/or Number	Price	Date
Aerodrome Obstacle Chart (AOC) - ICAO* - Type A	1:20 000	LATI RWY 17	-	23 MAR 2023
	1:20 000	LATI RWY 35	-	29 DEC 2022
	1:20 000	LAKU RWY 01	-	17 JUN 2021
Standard Departure Chart - Instrument (SID) - ICAO*	1:250 000	LAKU RWY 01	-	12 AUG 2021
	1:1 000 000	LATI RNAV RWY 17	-	13 JUL 2023
	1:1 000 000	LATI RNAV RWY 35	-	13 JUL 2023
Omni-Directional Departure Area*	1:500 000	LATI RWY 17	-	29 DEC 2022
	1:500 000	LATI RWY 35	-	29 DEC 2022
Standard Arrival Chart - Instrument (STAR) - ICAO*	1:350 000	LAKU RWY 19	-	12 AUG 2021
	1:500 000	LATI RNAV RWY 17	-	13 JUL 2023
	1:500 000	LATI RNAV RWY 35	-	13 JUL 2023
ATC Surveillance Minimum Chart - ICAO*	1:900 000	LATI	-	13 JUL 2023
Instrument Approach Chart (IAC) - ICAO*	1:500 000	LATI ILS or LOC RWY 17	-	13 JUL 2023
	1:500 000	LATI VOR RWY 17	-	13 JUL 2023
	1:500 000	LATI VOR RWY 35	-	13 JUL 2023
	1:500 000	LATI RNP RWY 17	-	13 JUL 2023
	1:500 000	LATI RNP RWY 35	-	13 JUL 2023
	1:350 000	LAKU RNP RWY 19	-	12 AUG 2021
Visual Approach Chart (VAC) - ICAO*	1:300 000	LATI	-	07 SEP 2023
	1:250 000	LAKU	-	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



- 6.1.7 ATS units shall transmit, as soon as practicable, special and non-routine air-reports to:
- other aircraft concerned;
 - the associated meteorological watch office (MWO) in accordance with point 3, Appendix 5 of SERA; and
 - other ATS units concerned.

6.1.8 Special air-reports should be transmitted with the least possible delay and disseminated to aircraft for a period of 60 minutes after their issuance.

6.2 Specific provisions related to reporting wind shear and volcanic ash

6.2.1 Reporting of wind shear

6.2.1.1 When reporting aircraft observations of wind shear encountered during the climb-out and approach phases of flight, the aircraft type shall be included.

6.2.1.2 Where wind shear conditions in the climb-out or approach phases of flight were reported or forecast but not encountered, the pilot-in-command shall advise the appropriate ATS unit as soon as practicable unless the pilot-in-command is aware that the appropriate ATS unit has already been so advised by a preceding aircraft.

6.2.2 Post-flight reporting of volcanic activity

6.2.2.1 On arrival of a flight at an aerodrome, the completed report of volcanic activity shall be delivered by the aircraft operator or a flight crew member, without delay, to the aerodrome meteorological office, or if such office is not easily accessible to arriving flight crew members, the completed form shall be dealt with in accordance with local arrangements agreed upon between MET and ATS providers and the aircraft operator.

6.2.2.2 The completed report of volcanic activity received by an aerodrome meteorological office shall be transmitted without delay to the meteorological watch office responsible for the provision of meteorological watch for the flight information region in which the volcanic activity was observed.

6.3 In-flight Procedures

6.3.1 Aircraft can obtain aerodrome weather information from any of the following methods:

- Automatic Terminal Information Service (ATIS); and
- by request to an ATS Unit but whenever possible only if the information required is not available from a broadcast.

6.3.2 When an aircraft diverts, or proposes to divert, to an aerodrome along a route for which no forecast has been provided, the commander may request the relevant information from the ATS unit serving the aircraft at the time, and the necessary forecasts will be provided by the Forecast Office.

7. VOLMET SERVICE

Nil

8. SIGMET AND AIRMET SERVICE

Name of MWO Location Indicators	Hours of Service	FIR or CTA served	Validity periods	Specific procedures applied to SIGMET	Procedures applied to AIRMET	ATS Unit provided with information	Additional information
1	2	3	4	5	6	7	8
Tirana LATI	H24	Tirana FIR	SIGMET 4 hours Volcanic Ash SIGMET 6 hours	Tropical cyclone SIGMET is not issued	ICAO Annex 3 AIRMET (low level en-route weather warning) is not issued	Tirana ACC/APP	Nil

8.1 SIGMET service

8.1.1 Meteorological Watch Office is responsible for the preparation and dissemination of SIGMETs to appropriate ACC/FIC within Tirana FIR. Aircraft in flight should be warned by the ACC/FIC of the occurrence or expected occurrence of one or more of the following SIGMET phenomena:

- thunderstorm;
- heavy hail;
- freezing rain;
- severe turbulence (not associated with convective cloud);
- severe icing (not associated with convective cloud);
- severe mountain waves; and
- volcanic ash cloud.

8.2 AIRMET service

8.2.1 AIRMET is a general aviation weather briefing service. AIRMET information is issued by the meteorological watch office in accordance with regional air navigation agreement, taking into account the density of air traffic operating below flight level 100 (flight level 150 for mountain areas). AIRMET information gives a concise description in abbreviated plain language concerning the occurrence and/or expected occurrence of specified en-route weather.

8.2.2 AIRMET covers Tirana FIR. Information is provided in text form via the AFS and Internet.

9. OTHER AUTOMATED METEOROLOGICAL SERVICES

Nil

GEN 3.6 SEARCH AND RESCUE**1. RESPONSIBLE SERVICE**

1.1 Responsibility for Search and Rescue (SAR) for civil aircraft within the Albania Search and Rescue Region (SRR) rests with the Ministry of Defence (MOD).

1.2 The Ministry of Infrastructure and Energy is responsible for SAR policy for civil aviation. The Civil Aviation Authority (CAA) acts as regulator and conducts due diligence on SAR. Queries on SAR for civil aviation should be addressed in the first instance to the following:

Post: Ministry of Infrastructure and Energy
Civil Aviation Authority
Sulejman Delvina Street, No.1
P.O. Box 205
Tirana
Albania

Phone: +355 4 2251220

Fax: +355 4 2223969

URL: www.aac.gov.al

1.3 The MOD is the responsible authority for the implementation of SAR service throughout the Albania SRR. This responsibility is discharged through the National Search and Rescue Centre (RCC) at Tirana.

Post: Ministry of Defence
National Search and Rescue Centre
Dibra Street
P.O. Box 2423
Tirana
Albania

Phone: +355 4 2240081

Fax: +355 4 2270408

Email: nsarc@aaf.mil.al

1.4 The service is provided in accordance with the provisions contained in the following documents:

- ICAO Annex 12 - Search and Rescue
- ICAO Annex 3 - Meteorological Service for International Air Navigation
- ICAO Annex 10, Volume II – Communication Procedures
- Low no. 96/2020 on Air Code of the Republic of Albania
- Low no. 9251/2004 on Naval Code of Albania
- Low no.10435/2011 on SAR Service of the Republic of Albania

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

2. AREA OF RESPONSIBILITY

2.1 The search and rescue service is responsible for SAR operations within the Tirana FIR.

3. TYPES OF SERVICE

3.1 Details of the related search and rescue units are given in the Table below of Search and Rescue Units. In addition, various elements of the State police organisation, the merchant marine and the armed force are also

available for search and rescue missions, when required.

- 3.2 The aeronautical, maritime and public telecommunication services are also available to the search and rescue organisation.
- 3.3 All aircraft are land-type equipped with medical supplies, emergency rations and survival radio equipment.
- 3.4 Civil aircraft are equipped to communicate on frequency 121.5 MHZ. Military aircraft are equipped to communicate on frequency 243.0 MHZ.
- 3.5 Search and Rescue units are as follows:

Name	Location	Facilities	Remarks
Tirana	Farka Heliport	AS 532 AL	Endurance 3 - 4 hours, cruising speed 120 KT
		EC 145 C2	Endurance 2:45 hours, cruising speed 120 KT
		UH 60A	Endurance 2:30 hours, cruising speed 120 KT

4. SAR AGREEMENTS

- 4.1 An agreement has been concluded between the SAR service of Albania and the SAR service of Italy concerning the provision of assistance upon receipt by the former of a request from the latter for aid. This agreement provides for facilitation of the overflight and landing of search and rescue aircraft without prior permission after dispatch of a flight plan, for similar facilitation of the entry of surface vessels of the SAR service and their operation in border areas, for notification of entry to the authorities controlling entry, for defraying the costs of stop-overs, accommodation and transportation of crew members, and for direct communication between the two SAR services on all common search and rescue matters. Copies of this agreement are available upon request from the CAA.
- 4.2 Requests for the entry of aircraft, equipment and personnel from other States to engage in the search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Rescue Coordination Centre.
- 4.3 Instructions as to the control which will be exercised on entry of such aircraft and/or personnel will be given by the Rescue Coordination Centre in accordance with a standing plan for the conduct of search and rescue in its area.

5. PROCEDURES AND SIGNALS USED

5.1 General

- 5.1.1 In order to enable the Rescue Coordination Centre to activate the most suitable facilities as quickly as possible, operators are requested to forward to the Rescue Coordination Centre information on the emergency and survival equipment carried on board any of their aircraft operating regularly within the Albania SRR.

5.2 Procedures

- 5.2.1 Aircraft not engaged in an actual search and rescue operation should as far as practical avoid any area in which actual search and rescue operations are in progress unless authorized by the appropriate ATS.
- 5.2.2 Procedures for a pilot in-command observing an accident or intercepting a distress call and/ or message are outlined in ICAO, Annex 12, Chapter 5.
- 5.2.3 Ditching reports, requested by aircraft about to ditch will as far as possible be given in accordance with the provisions in ICAO Annex 3, Meteorological Service for International Air Navigation.

5.3 Communications

- 5.3.1 Transmission and reception of distress messages within the Tirana Search and Rescue Area are handled in accordance with ICAO Annex 10, Volume II, Chapter 5, paragraph 5.3.
- 5.3.2 For communications during search and rescue operations, the codes and abbreviations published in ICAO Abbreviations and Codes (Doc 8400) are used.

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requirements.

- 2.2.8 Transfer of communications to the aerodrome controller should be effected at such a point or time that information on essential local traffic, if applicable, and clearance to land or alternative instructions can be issued to the aircraft in a timely manner.

Note: The appropriate ATS units should apply restrictions on such procedure considering RWY occupancy time and TWY availability.

- 2.2.9 Clearance for visual approach at night shall not be authorized.

2.3 Instrument approach

- 2.3.1 The approach control unit shall specify the instrument approach procedure to be used by arriving aircraft. A flight crew may request an alternative procedure and, if circumstances permit, should be cleared accordingly.

- 2.3.2 If a pilot reports or it is clearly apparent to the ATC unit that the pilot is not familiar with an instrument approach procedure, the initial approach level, the point (in minutes from the appropriate reporting point) at which base turn or procedure turn will be started, the level at which the procedure turn shall be carried out and the final approach track shall be specified, except that only the last-mentioned need be specified if the aircraft is to be cleared for a straight-in approach. The frequency(ies) of the navigation aid(s) to be used as well as the missed approach procedure shall also be specified when deemed necessary.

- 2.3.3 If visual reference to terrain is established before completion of the approach procedure, the entire procedure must nevertheless be executed unless the aircraft requests and is cleared for a visual approach.

2.4 Holding

- 2.4.1 In the event of extended delays, aircraft should be advised of the anticipated delay as early as possible and, when practicable, be instructed or given the option to reduce speed en route in order to absorb delay.

- 2.4.2 When delay is expected, the APP shall normally be responsible for clearing aircraft to the holding fix, and for including holding instructions, and expected approach time or onward clearance time, as applicable, in such clearances.

- 2.4.3 Holding and holding pattern entry shall be accomplished in accordance with procedures established by the competent authority and published in AD 2.24. If entry and holding procedures have not been published or if the procedures are not known to a flight crew, the appropriate air traffic control unit shall specify the designator of the location or aid to be used, the inbound track, radial or bearing, direction of turn in the holding pattern as well as the time of the outbound leg or the distances between which to hold.

- 2.4.4 Aircraft should normally be held at a designated holding fix. The required minimum vertical, lateral or longitudinal separation from other aircraft shall be provided.

- 2.4.5 Levels at a holding fix shall as far as practicable be assigned in a manner that will facilitate clearing each aircraft to approach in its proper priority. Normally, the first aircraft to arrive over a holding fix should be at the lowest level, with following aircraft at successively higher levels.

- 2.4.6 When extended holding is anticipated, turbojet aircraft should, when practicable, be permitted to hold at higher levels in order to conserve fuel, while retaining their order in the approach sequence.

- 2.4.7 If an aircraft is unable to comply with the published or cleared holding procedure, alternative instructions shall be issued.

- 2.4.8 For the purpose of maintaining a safe and orderly flow of traffic, an aircraft may be instructed to orbit at its present or at any other position, provided the required obstacle clearance is ensured.

2.5 Holding for weather improvement

- 2.5.1 If the pilot of an aircraft in an approach sequence has indicated an intention to hold for weather improvement, or for other reasons, such action shall be approved. However, when other holding aircraft indicate intention to continue their approach to land, the pilot desiring to hold will be cleared to an adjacent fix for holding awaiting weather change or re-routing. Alternatively, the aircraft should be given a clearance to place it at the top of the approach sequence so that other holding aircraft may be permitted to land. Coordination shall be effected with

any adjacent ATC unit or control sector, when required, to avoid conflict with the traffic under the jurisdiction of that unit or sector.

2.6 Expected approach time

2.6.1 The appropriate air traffic services unit should determine an expected approach time for an arriving aircraft that will be subjected to a delay of 10 minutes or more. An expected approach time shall be determined and issued for each arriving aircraft. The expected approach time shall be transmitted to the aircraft as soon as practicable and preferably not later than at the commencement of its initial descent from cruising level. A revised expected approach time shall be transmitted to the aircraft without delay whenever it differs from that previously transmitted by 5 minutes or more.

2.6.2 An expected approach time shall be transmitted to the aircraft by the most expeditious means whenever it is anticipated that the aircraft will be required to hold for 30 minutes or more.

2.6.3 The holding fix to which an expected approach time relates shall be identified together with the expected approach time whenever circumstances are such that this would not otherwise be evident to the pilot.

2.7 Onward clearance time

2.7.1 In the event an aircraft is held en route or at a location or aid other than the initial approach fix, the aircraft concerned shall, as soon as practicable, be given an expected onward clearance time from the holding fix. The aircraft shall also be advised if further holding at a subsequent holding fix is expected.

Note: "Onward clearance time" is the time at which an aircraft can expect to leave the fix at which it is being held.

2.8 Information for arriving aircraft

2.8.1 Aircraft shall acknowledge receipt of the information via ATIS upon establishing communication with the ATS unit providing approach control service or the aerodrome control tower, as appropriate.

2.8.2 When rapidly changing meteorological conditions make it inadvisable to include a weather report in the ATIS, the ATIS messages shall indicate that the relevant weather information will be given on initial contact with the appropriate ATS unit.

2.8.3 Information contained in a current ATIS, the receipt of which has been acknowledged by the aircraft concerned, need not be included in a directed transmission to the aircraft, with the exception of the altimeter setting.

2.8.4 If an aircraft acknowledges receipt of an ATIS that is no longer current, the ATS unit shall, without delay, take either of the following actions:

1. communicate to the aircraft any element of information which has to be updated;
2. instruct the aircraft to obtain the current ATIS information.

2.8.5 In case of ATIS failure or pilots are unable to receive ATIS transmission, the ATS unit providing approach control service, the aerodrome control tower or AFIS shall provide arriving traffic with information as specified in Regulation (EU) 2017/373, AMC10 and AMC12 (c) of ATS.TR.210(a)(3) Operation of air traffic control service.

2.9 Distance-based wake turbulence separation minima

2.9.1 The following distance-based wake turbulence separation minima shall be applied to aircraft being provided with an ATS surveillance service in the approach and departure phases of flight in the circumstances given in 2.9.2. Time based wake turbulence separation minima shall be applied to aircraft being provided with aerodrome control service.

Aircraft Category		
Preceding Aircraft	Succeeding Aircraft	Distance-based wake turbulence separation minima
SUPER	HEAVY	9.3 km (5.0 NM)
	MEDIUM	13.0 km (7.0 NM)
	LIGHT	14.9 km (8.0 NM)
HEAVY	HEAVY	7.4 km (4.0 NM)
	MEDIUM	9.3 km (5.0 NM)
	LIGHT	11.1 km (6.0 NM)
MEDIUM	LIGHT	9.3 km (5.0 NM)

2.9.2 The minima set out in 2.9.1 shall be applied when:

- a. an aircraft is operating directly behind another aircraft at the same altitude or less than 300 m (1000 ft) below; or
- b. both aircraft are using the same runway; or
- c. an aircraft is crossing behind another aircraft, at the same altitude or less than 300 m (1000 ft) below.

2.10 Approach sequence

2.10.1 The approach sequence should be established in a manner which will facilitate the arrival of the maximum number of aircraft with the least average delay.

2.10.2 Priority in the approach sequence should be given to:

- a. an aircraft which anticipates being compelled to land because of factors affecting the safe operation of the aircraft (engine failure, below minimum fuel state, etc.);
- b. hospital aircraft or aircraft carrying any sick or seriously injured person requiring urgent medical attention;
- c. aircraft engaged in search and rescue operations; and
- d. other aircraft as may be determined by the competent authority.

3. PROCEDURES FOR DEPARTING AIRCRAFT

3.1 General

3.1.1 Clearances for departing aircraft shall specify, when necessary for the separation of aircraft, direction of take-off and turn after take-off; heading or track to be made good before taking up the cleared departure track; level to maintain before continuing climb to assigned level; time, point and/or rate at which a level change shall be made; and any other necessary manoeuvre consistent with safe operation of the aircraft.

3.1.2 At aerodromes where standard instrument departures (SIDs) have been established, departing aircraft shall always be cleared to follow the appropriate SID.

3.1.3 The flight crew shall comply with published SID speed restrictions unless the restrictions are explicitly cancelled or amended by the controller.

3.1.4 Clearances to aircraft on a SID with remaining published level and/or speed restrictions shall indicate if such restrictions are to be followed or are cancelled.

- 3.1.5 When a departing aircraft is cleared to proceed direct to a published waypoint on the SID, the speed and level restrictions associated with the bypassed waypoints are cancelled. All remaining published speed and level restrictions shall remain applicable.
- 3.1.6 When a departing aircraft is vectored or cleared to proceed to a point that is not on the SID, all the published speed and level restrictions of the SID are cancelled and the controller shall:
- reiterate the cleared level;
 - provide speed and level restrictions as necessary; and
 - notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the SID.
- 3.1.7 Departing aircraft may be expedited by suggesting a take-off direction which is not into the wind. It is the responsibility of the pilot-in-command of an aircraft to decide between making such a take-off or waiting for take-off in a preferred direction.
- 3.1.8 If departures are delayed, the delayed flights shall normally be cleared in an order based on their estimated time of departure, except that deviation from this order may be made to:
- facilitate the maximum number of departures with the least average delay;
 - accommodate requests by an operator in respect of that operator's flights to the extent practicable.
- 3.1.9 Air traffic control units should, when practicable, advise aircraft operators or their designated representatives when anticipated delays are expected to exceed 30 minutes.

3.2 Information for departing aircraft

- 3.2.1 Information regarding significant changes in the meteorological conditions in the take-off or climb-out area, obtained by the unit providing approach control service after a departing aircraft has established communication with such unit, shall be transmitted to the aircraft without delay, except when it is known that the aircraft already has received the information.
- Note: Significant changes in this context include those relating to surface wind direction or speed, visibility, runway visual range or air temperature (for turbine-engined aircraft), and the occurrence of thunderstorm or cumulonimbus, moderate or severe turbulence, wind shear, hail, moderate or severe icing, severe squall line, freezing precipitation, severe mountain waves, sandstorm, duststorm, blowing snow, tornado or waterspout.*
- 3.2.2 Information regarding changes in the operational status of visual or non-visual aids essential for take-off and climb-out shall be transmitted without delay to a departing aircraft, except when it is known that the aircraft already has received the information.
- 3.2.3 The ATS unit providing approach control service, the aerodrome control tower or AFIS shall provide departing traffic with information as specified in Regulation (EU) 2017/373, AMC12 of ATS.TR.210(a)(3) Operation of air traffic control service.

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES**1. PROVISION OF ATS SURVEILLANCE SERVICES****1.1 ATS surveillance systems used in the provision of air traffic services**

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

- a. the carriage of SSR transponders is mandatory to all aircraft operating within the area notified at GEN 1.5.3, paragraph 3.4.1; and
- b. identification is established and maintained.

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

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

SSR Name	Latitude	Longitude	Range
Porto Romano MSSR	41 21 54N	019 25 22E	227 NM
Rinas MSSR	41 25 06N	019 42 45E	200 NM
Kerkira MSSR	39 32 59N	019 52 51E	200 NM
Skopje MSSR	41 57 30N	021 38 31E	200 NM
Podgorica MSSR	42 22 46N	019 13 26E	256 NM

1.2 Types of ATS surveillance service

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

1.2.2 Tirana ACC shall provide flight information and alerting service with the use of ATS surveillance system to all aircraft operating within the Tirana FIR at and above FL 115, except Tirana TMA and portions of ATS routes feeding Tirana TMA.

1.2.3 Tirana APP shall normally provide air traffic control services with the use of ATS surveillance system to all aircraft operating in the Tirana TMA and portions of ATS routes feeding Tirana TMA.

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

1.3 Identification of aircraft

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

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

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

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

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

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

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

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

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

1.4 Minimum levels

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

- a. established minimum flight altitudes within the area of responsibility;
- b. the lowest usable flight level or levels in accordance with ENR. 1.7, 2.3.2 and GEN 3.3, 3.2.4; and
- c. established minimum altitudes applicable to procedures based on tactical vectoring and direct routing, including the necessary temperature correction or method to correct the effect of low temperatures on minimum altitudes.

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

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

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

1.5 Use of ATS surveillance systems in the air traffic control

1.5.1 Functions

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

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

Note: Where tolerances regarding such matters as adherence to track, speed or time have been prescribed by the competent authority, deviations are not considered significant until such tolerances are exceeded.

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 separation between the aircraft and, if necessary, limit the number of aircraft permitted to enter the area.

3.4.2 If, during an emergency situation, it is not possible to ensure that the applicable horizontal separation can be maintained, emergency separation of half the applicable vertical separation minimum may be used, i.e. a

nominal 150 m (500 ft) between aircraft in airspace where a vertical separation minimum of 300 m (1 000 ft) is applied, and a nominal 300 m (1 000 ft) between aircraft in airspace where a 600 m (2 000 ft) vertical separation minimum is applied.

- 3.4.3 When emergency separation is applied, the flight crews concerned should be advised that emergency separation is being applied, and informed of the actual minimum used. Additionally, all flight crews concerned should be provided with essential traffic information.

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:
- 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
 - 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.

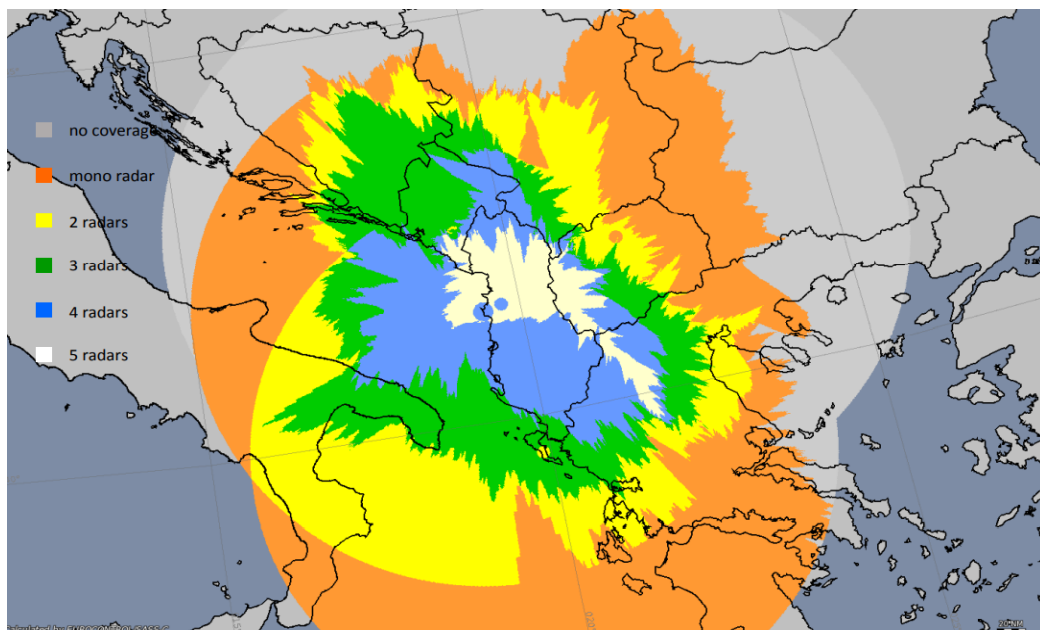


Figure 1 - MSSR coverage at FL 300

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.

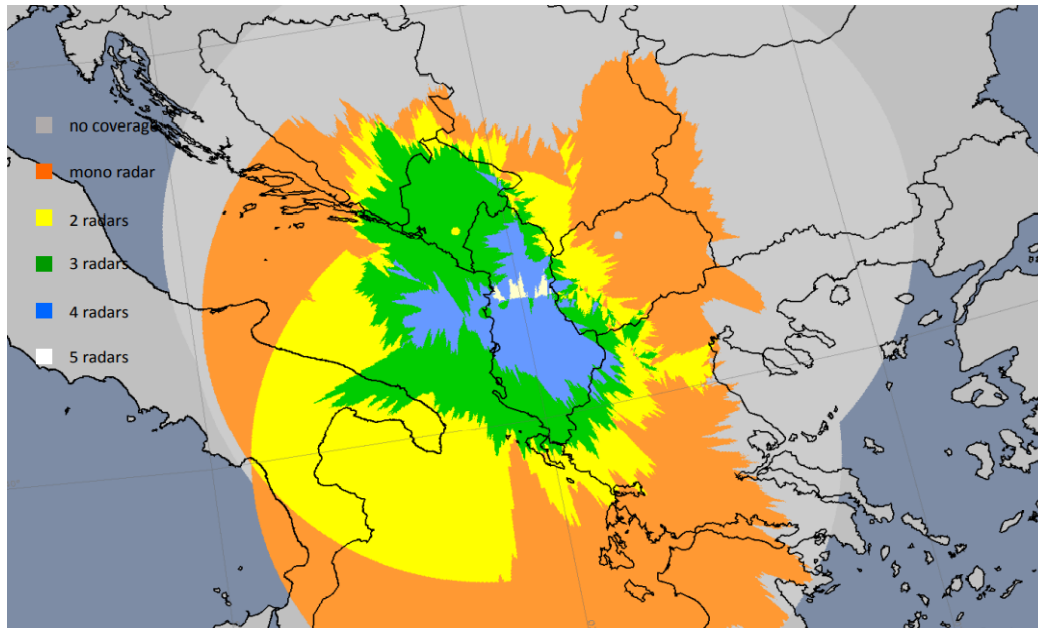


Figure 2 - MSSR coverage at FL 200

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.

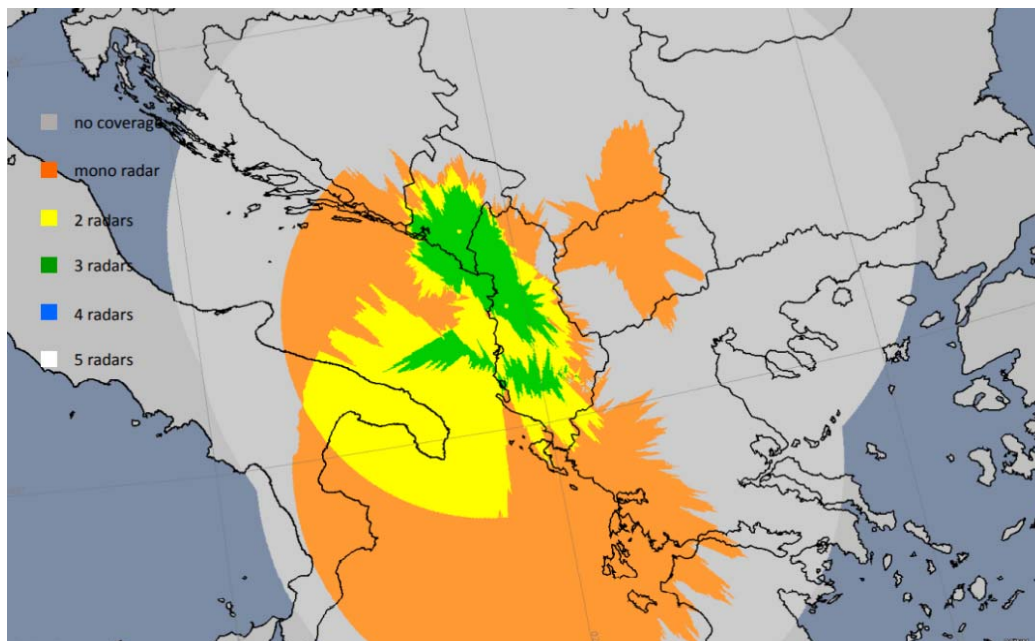


Figure 3 - MSSR coverage at FL 100

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

- 1.1 The altimeter setting procedures in use conform to those specified in ICAO Doc 8168 - PANS OPS/611 and Doc 4444 - PANS ATM/501.
- 1.2 The purpose of these procedures is to provide pilots with suitable pressure information which will assist them in maintaining adequate terrain clearance and also to ensure a safe standard of flight separation by the general use of altimeters set at 1013.2 hPa.

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

- 2.1.1 Flight level zero shall be located at the atmosphere pressure level of 1013.2 hPa. Consecutive flight levels shall be separated by a pressure interval corresponding to at least 500 FT (152.4 M) in the standard atmosphere.
- 2.1.2 Flight levels shall be numbered according to the table of cruising levels given in ENR 1.7.5 which indicates the corresponding height in the standard atmosphere in feet and the approximate equivalent height in metres.

2.2 Transition altitude

- 2.2.1 Transition altitude is the altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.
- 2.2.2 Transition altitude established for the Tirana FIR is 10000 FT.

2.3 Transition level

- 2.3.1 Transition level is the lowest flight level available for use above the transition altitude.
- 2.3.2 The transition level shall be located a nominal 300 m (1000 ft) above the transition altitude so that vertical separation minimum is ensured between aircraft flying concurrently at the transition altitude and the transition level.
- 2.3.3 The transition level is determined by reference to the following table:

Transition Level Reference Table	
QNH	Transition Level
≥1013 hPa	FL 110
1012 – 978 hPa	FL 120
≤ 977 hPa	FL 130

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

2.4 Transition layer

- 2.4.1 Transition layer is the airspace between the transition altitude and the transition level.
- 2.4.2 Level flight is not permitted within the transition layer.

2.5 Expression of vertical position of aircraft

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

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

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

2.6 Take-off and climb

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

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

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

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

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

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

2.7 En-route

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

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

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

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

2.8 Approach and landing

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

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

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

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

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

2.9 Missed approach

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

3. DESCRIPTION OF ALTIMETER SETTING REGION(S)**3.1 Regional pressure setting**

- 3.1.1 Aircraft flying at or below the transition altitude in Class G airspace within the Tirana FIR shall use the current reported QNH of Tirana Airport as the regional pressure setting except when flying within LAKU FIZ/RMZ in which local Kukes QNH shall be set.
- 3.1.2 Regional QNH are provided in MET broadcasts and are available on request from the appropriate ATS units.
- 3.1.3 QNH values provided to aircraft shall be rounded down to the nearest lower whole hectopascal.

4. PROCEDURES FOR OPERATORS AND PILOTS**4.1 Flight planning**

- 4.1.1 The levels at which a flight is to be conducted shall be specified in a flight plan:
- as flight levels if the flight is to be conducted at or above the transition level (or the lowest usable flight level, if applicable); and
 - as altitudes if the flight is to be conducted at or below the transition altitude.
- 4.1.2 The altitudes or flight levels selected for flight:
- should ensure adequate terrain clearance at all points along the route;
 - should satisfy air traffic control requirements; and
 - should be compatible with the table of cruising levels in ENR 1.7.5, if relevant.

4.2 Terrain clearance

- 4.2.1 The determination of lowest usable flight levels by air traffic control units within controlled airspace does not relieve the pilot-in-command of the responsibility for ensuring that adequate terrain clearance exists, except when an IFR flight is being vectored by radar.
- 4.2.2 When vectoring an IFR flight and when giving an IFR flight a direct routing which takes the aircraft off published ATS route or instrument procedure, the controller shall issue clearances such that the prescribed obstacle clearance will exist 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. When applicable, the relevant minimum vectoring altitude shall include a correction for low temperature effect.

Note: Minimum vectoring altitudes are published on the ATC Surveillance Minimum Altitude Chart.

- 4.2.3 If an aircraft is cleared by ATC to an altitude which the pilot-in-command finds unacceptable due to low temperature, then the pilot-in-command should request a higher altitude. If such a request is not received, ATC will consider that the clearance has been accepted and will be complied with.
- 4.2.4 The pilot is responsible for altimeter corrections for pressure, temperature and, where appropriate, wind and terrain effects, except when under radar vectoring. In that case, the radar controller issues clearances such that the prescribed obstacle clearance will exist at all times, taking the cold temperature correction into account.

4.3 Provision of altimeter setting information

- 4.3.1 Appropriate ATS units shall at all times have available for transmission to aircraft in flight, on request, the information required to determine the lowest flight level which will ensure adequate terrain clearance on routes or segments of routes for which this information is required.
- 4.3.2 Flight information centres and area control centres shall have available for transmission to aircraft, on request, an appropriate number of QNH reports or forecast pressures for the flight information regions and control areas for which they are responsible, and for those adjacent.
- 4.3.3 The flight crew shall be provided with the aerodrome QNH, temperature and transition level in due time prior to

reaching it during descent. This may be accomplished by voice communications or ATIS broadcast.

- 4.3.4 The transition level shall be included in approach clearances or requested by the pilot.
- 4.3.5 A QNH altimeter setting shall be included in the descent clearance when first cleared at an altitude below the transition level, in approach clearances or clearances to enter the traffic circuit, and in taxi clearances for departing aircraft except when it is known that the aircraft has already received the information in a directed transmission.
- 4.3.6 QNH values are given in hectopascals (hPa). QNH in millimetres (Hg) are available on request.
- 4.3.7 Altimeter settings provided to aircraft shall be rounded down to the nearest lower whole hectopascal.
- 4.3.8 A QFE altimeter setting shall be provided to aircraft on request or on a regular basis in accordance with local arrangements.
- 4.3.9 When an aircraft which has been given clearance to land, or when at AFIS aerodromes an aircraft which has been informed that the runway is available for landing, is completing its approach using atmospheric pressure at aerodrome elevation (QFE), the vertical position of the 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.

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)**1. GENERAL****1.1 Reference documents**

1.1.1 Regional Supplementary Procedures are applied in accordance with ICAO Doc 7030/5 - Regional Supplementary Procedures, Part EUR.

2. RVSM PROCEDURES**2.1 General**

2.1.1 The airspace within the Tirana FIR between FL 290 and FL 410 inclusive, as described in ENR 2.1, is EUR RVSM airspace.

2.1.2 Only RVSM-approved aircraft and non-RVSM-approved State aircraft shall be issued an ATC clearance into RVSM airspace.

2.1.3 ATC clearance into RVSM airspace shall not be issued to formation flights of civil aircraft.

2.2 RVSM operations

2.2.1 If the receiving unit has not received a flight plan, the sending ATC unit shall verbally inform the receiving unit whether or not the aircraft is RVSM-approved.

2.2.2 When an automated message does not contain the information filed in Item 18 of the flight plan relevant to RVSM operations, the sending ATC unit shall inform the receiving unit of that information by supplementing the ACT message verbally, using the term "NEGATIVE RVSM" or "NEGATIVE RVSM STATE AIRCRAFT", as applicable.

2.2.3 When a verbal coordination process is being used, the sending ATC unit shall include the information filed in Item 18 of the flight plan relevant to RVSM operations at the end of the verbal estimate message, using the term "NEGATIVE RVSM" or "NEGATIVE RVSM STATE AIRCRAFT", as applicable.

2.2.4 When a single aircraft is experiencing an in-flight contingency that impacts on RVSM operations, the associated coordination message(s) shall be supplemented verbally by a description of the cause of the contingency.

2.3 Vertical separation

2.3.1 Within the RVSM airspace, the vertical separation minimum shall be:

- a. 300 m (1000 ft) between RVSM-approved aircraft;
- b. 600 m (2000 ft) between:
 - non-RVSM-approved State aircraft and any other aircraft operating within EUR RVSM airspace;
 - all formation flights of State aircraft and any other aircraft operating within EUR RVSM airspace.
 - an aircraft experiencing a communications failure in flight and any other aircraft, when both aircraft are operating within the EUR RVSM airspace.

3. RNAV PROCEDURES**3.1 RNAV system operation**

3.1.1 RNAV 5 systems permit aircraft navigation along any desired flight path within the coverage of ground or space-based navigation aids or within the limits of the capability of self-contained aids or a combination of both methods.

3.1.2 Correct operation of the aircraft RNAV system shall be established before joining and during operation on an RNAV route. This shall include confirmation that:

- a. the routing is in accordance with the clearance; and
- b. the RNAV navigation accuracy of the aircraft meets the navigation accuracy requirements of the RNAV route, as applicable.

3.2 RNAV 5 route operations

3.2.1 All RNAV 5 route operations of aircraft, other than State aircraft, conducted under IFR within the airspace of Tirana FIR above FL115 shall be based on the use of RNAV equipment which automatically determines the aircraft position in the horizontal plane using input from one sensor or a combination of the following types of position sensors, together with the means to establish and follow a desired path:

- a. VOR/DME;
- b. GNSS; and
- c. DME/DME with partial coverage only.

3.3 Terminal area

3.3.1 For operation on RNAV 1 segments of arrival and departure routes, where clearance is given by ATC for an RNAV procedure for which the aircraft is not approved, the pilot is to advise ATC who will then seek to provide an alternative routing.

3.4 State aircraft

3.4.1 For State aircraft not equipped with RNAV but having a navigation accuracy meeting RNAV 5 operating en-route, the following procedures apply:

- a. State aircraft should be routed via VOR/DME-defined ATS routes; or
- b. if no such routes are available, State aircraft should be routed via conventional navigation aids, i.e. VOR/DME.

Note: State aircraft routed in accordance with a) or b) may require continuous radar monitoring by the ATC unit concerned.

3.4.2 When the above procedures cannot be applied, the ATC unit shall provide State aircraft with radar vectors until the aircraft is capable of resuming its own navigation.

3.4.3 Within the Tirana TMA, State aircraft not equipped with the appropriate RNAV equipment should be routed via conventional arrival and departure routes.

3.5 Obstacle clearance

3.5.1 Unless an IFR aircraft is receiving navigation guidance from ATC in the form of radar vectors, the pilot is responsible for obstacle clearance. Therefore, the use of RNAV does not relieve pilots of their responsibility to ensure that any ATC clearance or instruction is safe in respect to obstacle clearance. ATC shall assign levels that are at or above established minimum flight altitudes.

4. COMMUNICATION PROCEDURES

4.1 Abbreviated position reports

4.1.1 Abbreviated position reports should only contain the aircraft identification, position, time and flight level or altitude, unless otherwise specified.

4.1.2 In controlled airspace, designated by the competent authority, where:

- a. through secondary surveillance radar (SSR), individual identity and verified Mode C information are permanently available in the form of labels associated with the radar position of the aircraft concerned; and
- b. reliable air-ground communications coverage and direct pilot-to-controller communications exist,

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

Nil

2. RESTRICTED AREAS

Identification and name Lateral limits	Upper and Lower limits	Remarks
1	2	3
LAR1 KUCOVA A circle, radius 3 NM centered at 404619N 0195407E	Upper limits: 2500 FT AMSL Lower limits: GND	1. Permanently active military area. 2. Entry or transit of GAT flights is prohibited, except aircraft in emergency, unless flying in accordance with a Prior Permission given by the Rinas Military Control Centre and Tirana ACC at least 24 hours in advance of operation.
LAR2 GJADRI A circle, radius 3 NM centered at 415337N 0193558E	Upper limits: 2500 FT AMSL Lower limits: GND	1. Permanently active military area. 2. Entry or transit of GAT flights is prohibited, except aircraft in emergency, unless flying in accordance with a Prior Permission given by the Rinas Military Control Centre and Tirana ACC at least 24 hours in advance of operation.
LAR3 FARKA 411851N 0195121E - 412200N 0195300E - 412200N 0200000E - 411200N 0200000E - 411200N 0195651E - 411401N 0195530E - 411734N 0195119E - 411851N 0195121E	Upper limits: 5500 FT AMSL Lower limits: GND	1. Permanently active military area 2. Entry or transit of GAT flights is prohibited, except aircraft in emergency, unless flying in accordance with a Prior Permission given by the Rinas Military Control Centre and Tirana ACC at least 24 hours in advance of operation. Tel/Fax: +355 44504700 (Civil) Tel/Fax: +5131045/1078 (Mil) Email: qkrfaj@aaf.mil.al 3. Any flight shall establish prior communication with Farka Tower on frequency 128.000 MHZ before entering or transiting the military area.
LAR4 KOPLIKU 421116N 0191726E - 421425N 0192100E - 421438N 0192108E - 421228N 0192236E - 421154N 0192053E - 421129N 0191858E - 421116N 0191726E	Upper limits: 3500 FT AMSL Lower limits: GND	1. Protection area of initial approach procedures for runway 36 at Podgorica airport. 2. Entry or transit of this area is subject to prior coordination with Tirana APP.

3. DANGER AREAS

Identification and name Lateral limits	Vertical limits	Remarks
1	2	3
LAD1 RRETH GRETHI 410937N 0192032E - 410656N 0192737E - 410517N 0193000E - 405800N 0193000E - 405700N 0190600E - 410900N 0190600E - 410937N 0192032E	Upper limits: FL 285 Lower limits: GND	1. AMC Manageable Area. 2. Live Fire Exercise/ Mil Exercise. 3. Activation shall be notified through AUP/UUP and promulgated by NOTAM at least 24 hours in advance.
LAD2 BIZA 412324N 0201048E - 412100N 0201424E - 411824N 0201048E - 412100N 0200824E - 412324N 0201048E	Upper limits: FL 150 Lower limits: GND	1. AMC Manageable Area. 2. Demolition/ Mil Exercise. 3. Activation shall be notified through AUP/UUP and promulgated by NOTAM at least 24 hours in advance.

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command (for non-commercial flights).

2.2 Information on design and other details

2.2.1 The design of any departure contingency procedure and balked landing procedure during the visual approach procedure is the responsibility of the operator / pilot in command. These procedures need to be tailored for the specific aircraft types and their performance.

2.3 Aerodrome examination

2.3.1 Site examination by captains or training with a flight simulator equipped with an approved specific external vision system is recommended.

2.4 Special instructions

2.4.1 No take-offs and landings at night.

2.4.2 One engine out approaches should not be executed except in case of emergency justifying opposite decision.

2.4.3 Kukes FIZ/RMZ is a Class G airspace in which AFIS is provided, and due to maneuvering area layout, Tirana APP, in coordination with Kukes AFIS unit, will ensure that only one aircraft at a time will land or take-off.

2.4.4 In this respect, Tirana APP will decide the release time for IFR departures from LAKU in order not to interfere with the flight path of arriving IFR aircraft.

2.5 Arrivals

2.5.1 STARs are published as RNAV1 based on GNSS. Aircraft will follow the appropriate STAR to the Initial Approach Fix (IAF) for the RNP RWY19 approach as instructed by Tirana APP.

2.6 Holding

2.6.1 There is a holding facility located at the IAF SINNE, inbound TR075° right turns, outbound TR255°, 1 minute, minimum holding altitude 10000 FT. After passing SINNE, the aircraft proceeding on the initial approach for the RNP RWY19 procedure shall contact Pristina APP on frequency 135.475 MHz or 125.980 MHz.

2.7 Approach

2.7.1 An RNP approach procedure is in use for RWY19 only. The nominal track is based on a 3.5° glide slope from KU503 (FAF) to touchdown. When established on the final approach, the pilot shall descend using a CDFFA approach technique after passing the FAF. After KU504 (MAPt) the procedure is continued as a visual approach procedure.

2.7.2 Visual reference to terrain with minimum visibility 5 KM and ceiling 2300 FT AAL or above is required not later than KU504, prior to continuing with the visual segment of the procedure. For category A aircraft a ceiling of 1200 FT AAL is required to perform a visual circuit in case of a go-around.

2.8 Missed approach

2.8.1 At the MAPt (KU504), turn right to KU505, while climbing to 10000 FT AMSL, then continue to SINNE and join holding. Note the required climb gradient of 4%.

2.8.2 If unable to comply with minimum holding altitude, turn right at SINNE to establish on initial approach track of RNP procedure and continue climb to MSA. After passing the MSA altitude, continue climb to FL120 and turn right to join holding pattern at SINNE.

2.8.3 In case of initiating a missed approach before the MAPt, continue the final approach track until reaching the MAPt before making the right turn.

2.9 Landing

2.9.1 Landings RWY19 only. PAPI is required for RWY19.

2.9.2 Circling RWY01 not allowed.

- 2.9.3 Special attention must be paid to the visual manoeuvring during the final phase of approach. The alignment with the runway centreline requires precise manoeuvring. The 3.5° descent path and non-standard width runway may create an illusion of being too high. That increases the probability of a bailed landing, which is difficult to execute due to the high terrain surrounding the airport.
- 2.9.4 In case of a go-around, initiate climb and proceed with right turn no later than at the end of the runway at a safe altitude. Proceed visually to KU505, keeping separation to terrain. Note that TAWS alerts may occur during visual manoeuvring. At KU505 join the published missed approach procedure for the RNP RWY19 approach.
- 2.9.5 Optionally, category A aircraft only, join a right hand downwind for a second landing attempt on RWY19. Minimum visibility 5 KM and ceiling 1200 FT AAL or above is required.

2.10 Take-off

- 2.10.1 Take-off RWY01 only. Apply NADP1 noise abatement procedure until passing 3000 FT AAL. Strictly adhere to SID procedure.
- 2.10.2 Turning before the DER may result in undesired proximity to obstacles.
- 2.10.3 Note the Standard Instrument Departure minimum climb gradients of 9.5% until passing 5000 FT AMSL and 4.3% until passing FL120.

2.11 Radio communication failure procedures

- 2.11.1 In the event of complete radio communication failure in an aircraft, the pilot is to adopt the procedures described at GEN 3.3.

3. PROCEDURES FOR VFR FLIGHTS WITHIN KUKES FIZ/RMZ

3.1 General

- 3.1.1 VFR flights shall comply with the provisions of SERA Section 4 and Section 5 when operated within or into the Kukes FIZ/RMZ.
- 3.1.2 A flight plan is required for VFR operations in the Kukes FIZ/RMZ. Procedures relating to VFR flight plan are detailed at ENR 1.10.
- 3.1.3 Local VFR traffic in the Kukes FIZ/RMZ should avoid flying near the IFR flight paths and should adhere strictly to the requirements for continuous two-way radio communication and reporting of position and flight level.

3.2 Landing

- 3.2.1 Pilots shall use the standard right-hand traffic pattern when arriving at the airport.
- 3.2.2 The traffic pattern altitude should be maintained until the aircraft is at least abeam the approach end of the landing runway on the downwind leg. The base leg turn should commence when the aircraft is at a point approximately 45 degrees relative bearing from the approach end of the runway.
- 3.2.3 Helicopters operating in the traffic pattern when landing on the runway may fly a pattern similar to the fixed-wing aircraft traffic pattern but at a lower altitude (500 feet AGL) and closer to the runway.
- 3.2.4 Landing should be accomplished on the operating Runway 19 most nearly aligned into the wind.
- 3.2.5 Airplanes should not be operated in the traffic pattern at an indicated airspeed of more than 200 knots.

3.3 Take-off

- 3.3.1 Airplanes on take-off should continue straight ahead until beyond the departure end of the Runway 01.

3.4 Radio communications failure procedures

- 3.4.1 In the event of complete radio communications failure in a VFR flight, the pilot is to adopt the procedures detailed at GEN 3.3.

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 Ground	136.250 MHZ Ground Movement Control	HO	
	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.

LATI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LATI AD 2.20 LOCAL AERODROME REGULATIONS

1. LOCAL REGULATIONS

- 1.1 Local regulations applicable to the traffic at Tirana International Airport are collected in a manual which is available at the Airport Operations Office. This manual includes, among other subjects, the following:
- a. the meaning of markings and signs;
 - b. information about aircraft parking positions including visual docking guidance systems;
 - c. information about taxiing from aircraft parking positions including taxi clearance;
 - d. limitations in the operation of large aircraft;
 - e. limitations in the operation when RVR is less than 550 m;
 - f. helicopter operations;
 - g. marshaller assistance;
 - h. use of engine power exceeding idle power;
 - i. engine start-up and use of APU;
 - j. fuel spillage; and
 - k. precautions during extreme weather conditions.
- 1.2 Marshaller assistance can be requested and further information about the regulations can be obtained from the Tirana Ground Movement Control (GMC) or Tirana TWR, depending on the hours of operation of Tirana GMC.
- 1.3 Air Operators intending to operate with an aircraft higher than Code C should request prior approval from the Airport Authority, which has established a special procedure to accommodate such operations.
- 1.4 When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given to each aircraft by the Tirana GMC or Tirana TWR.

2. GROUND MOVEMENT

2.1 Parking procedures

- 2.1.1 Arriving aircraft will be instructed to the main apron by the Tirana GMC or Tirana TWR. "FOLLOW ME" vehicle will guide the aircraft to the parking stand.
- 2.1.2 Aircraft, landing on RWY 17, are expected to vacate the RWY via TWY C or TWY B.
- 2.1.3 Aircraft, landing on RWY 35, are normally advised, in conjunction with the landing clearance, the taxiway they shall vacate the RWY.
- 2.1.4 General aviation aircraft will be guided by a Marshaller to the north apron for small aircraft. Assistance from the "FOLLOW ME" vehicle can be requested via the Tirana GMC or Tirana TWR.
- 2.1.5 Since there is no special parking area for helicopters on the aerodrome, helicopters will be instructed by Tirana GMC or Tirana TWR to the parking area. Marshaller will guide the helicopter to the parking stand.

2.2 Start-up procedures

- 2.2.1 Pilots shall check ATIS in order to see if Tirana GMC is active. If yes, pilots shall contact Tirana GMC for their start-up clearance. Otherwise, pilots shall contact Tirana TWR in accordance with their slot (if any) and when ready to push and/or taxi immediately.
- 2.2.2 The Ground Controller or Tower Controller, depending on the hours of operation of Tirana GMC, will determine the order that start approvals are issued and will issue expected start times accordingly.

2.2.3 Tirana GMC or Tirana TWR shall issue start up clearance to all IFR/VFR flights stating the call sign of aircraft, confirmation of ATIS information with QNH (subject of read back), runway in use and time check.

2.2.4 A start-up clearance shall only be withheld under circumstances or conditions specified by the competent authority. If a start-up clearance is withheld, the flight crew shall be advised of the reason.

2.2.5 When a start-up clearance is delayed 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.

2.2.6 When the aircraft is fully ready for departure, the Pilot in Command shall contact Tirana GMC or Tirana TWR for start-up clearance, push-back and taxi, only after receiving approval from 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 2.2.6, the Pilot in Command shall contact Tirana GMC or Tirana TWR for start-up clearance, stating the parking position and after that for push-back permission.

2.3.3 When the anti-collision beacons of the aircraft have been switched on, no vehicular movement is permitted behind the aircraft.

2.3.4 Tirana GMC or Tirana TWR may deviate from the standard push-back procedure as stated below for reasons such as traffic or work in progress. The deviation will be given in the push-back permission and the Pilot in Command has to make sure that the Ground 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 Ground Movement Controller or Tower Controller and all push-back maneuvers shall be directed by the Marshaller. In such a case Ground Movement Controller or 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 GMC 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 GMC or Tirana TWR.

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

2.4.3 The 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 ILS/RNP/VOR RWY 17 or RNP/VOR RWY 35 approach procedures.
- 2.1.4 RNP approach procedures with LNAV and LNAV/VNAV minima are in use for both runways.
- 2.1.5 Pilots unable to comply with RNAV 1 must notify ATC as soon as possible.
- 2.1.6 Standard arrival routes for aircraft inbound to Tirana Airport from the airways system for non RNAV 1 aircraft will be via the existing airways structure.

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

- 2.1.7 Non RNAV 1 aircraft will be cleared direct from the VOR TRN holding pattern to carry out an approach procedure. When cleared, descend in the holding pattern to 7000 FT, then carry out the required procedure in accordance with the instrument approach charts.

2.2 Holding

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

2.3 Approach procedures with ATS surveillance system control

- 2.3.1 When inbound traffic is being sequenced by ATS surveillance system, the approach procedure will be flown under directions from the approach controller.
- 2.3.2 Aircraft will be given a track to take up according to the runway-in-use and will be allocated a level. Changes of heading or level will be made only on instructions from the approach controller except in the case of radio communication failure.
- 2.3.3 In the event of ATS surveillance system failure, procedures as defined for ATS surveillance approach will apply.
- 2.3.4 The ATC shall advise an aircraft being vectored for an instrument approach of its position at least once prior to the commencement of final approach.
- 2.3.5 When giving distance information, the approach controller shall specify the point or navigation aid to which the information refers.

- 2.3.6 Aircraft vectored for final approach should be given a heading or a series of headings calculated to close with the final approach track. The final vector shall enable the aircraft to be established on the final approach track prior to intercepting the specified or nominal glide path of the approach procedure from below, and should provide an intercept angle with the final approach track of 45 degrees or less.
- 2.3.7 Depending on the traffic situation, ATC may vector the aircraft to be established on the final approach track inbound the respective IF for instrument approaches.
- 2.3.8 Whenever an aircraft is assigned a vector which will take it through the final approach track, it should be advised accordingly, stating the reason for the vector.
- 2.3.9 The pilot should be advised of the number in the sequence for landing at least once prior to commencement of the final approach.
- 2.3.10 In the event of a complete radio communication failure in an aircraft, the pilot is to adopt procedures detailed at LATI AD 2.24-23 for aircraft being vectored.
- 2.3.11 In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures detailed in ENR 1.6 will be brought into use.
- 2.3.12 If radio communications fails at the ATC Unit when under radar control, pilots are to contact Tirana Tower on 122.500 MHz for new instructions.

2.4 Precision approaches

- 2.4.1 A precision approach ILS CAT I Procedure is in use for Runway 17 only. ILS/DME (ITR) is collocated with GP. ITR DME is zero ranged to threshold RWY 17.
- 2.4.2 Aircraft shall follow the appropriate RNAV 1 STAR or be vectored either onto the ILS localiser course or onto an appropriate closing heading (roughly 30 degrees from the final approach track) to enable the pilot to complete the turn onto the final approach track. Approach controller shall instruct the pilot to report established on the ILS localiser and, if necessary, shall continue to give heading instructions until this report is received. When established on the ILS localiser the pilot shall be either cleared to descend on the glide path or given appropriate alternative level instructions.
- 2.4.3 When clearance for the approach is issued, aircraft shall maintain the last assigned level until intercepting the specified or nominal glide path of the approach procedure. If ATC requires an aircraft to intercept the glide path at a level other than a level flight segment depicted on the instrument approach chart, ATC shall instruct the pilot to maintain the particular level until established on the glide path.

2.5 Visual approaches for arriving IFR flights

- 2.5.1 Controllers shall exercise caution in initiating a visual approach when there is a reason to believe that the flight crew concerned is not familiar with the aerodrome and its surrounding terrain. Controllers should also take into consideration the prevailing traffic and meteorological conditions when initiating visual approaches.
- 2.5.2 Clearance for visual approach shall be issued only after the pilot has reported the aerodrome or the preceding aircraft in sight, at which time vectoring would normally be terminated.
- 2.5.3 An aircraft shall not be cleared to execute a visual approach procedure at night.
- 2.5.4 Visual approach procedures are detailed at ENR 1.5.2.

2.6 Missed approaches

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

published missed approach procedure only in presence of safety reasons.

2.7 Loss of communication procedures

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

2.8 Procedures for outbound aircraft

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

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

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

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

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

2.8.5 Departing flights should normally be cleared via the appropriate RNAV 1 SID until such time as the aircraft level and rate of climb enable either tactical vectoring to take place if required, or a direct route offered.

2.8.6 Departing aircraft shall be identified and their Mode C verified in accordance with the procedures specified in ENR 1.6.1.

2.9 Visual departures

2.9.1 A visual departure is a departure by an IFR flight when either part or all of an instrument departure procedure is not completed and the departure is executed in visual reference to terrain.

2.9.2 An IFR flight may be cleared to execute a visual departure upon request of the pilot or if initiated by the approach/aerodrome controller on the ground and accepted by the pilot.

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

- a. the meteorological conditions in the direction of take-off and the following climb-out shall not impair the procedure up to minimum sector altitude (MSA);
- b. the procedure shall be applied during the daytime;
- c. the pilot shall be responsible for maintaining obstacle clearance until the specified altitude (MSA). Further clearance (route, heading, point) shall be specified by APP controller; and
- d. separation shall be provided between an aircraft cleared to execute a visual departure and other departing and arriving aircraft.

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

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

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

2.10 Uncertainty of position on the manoeuvring area

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

- a. stop the aircraft; and
- b. simultaneously notify the appropriate ATS unit of the circumstances (including the last known position).

2.10.2 In those situations where a pilot is in doubt as to the position of the aircraft with respect to the manoeuvring area, but recognizes that the aircraft is on a runway, the pilot shall immediately:

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

2.10.3 A vehicle driver in doubt as to the position of the vehicle with respect to the manoeuvring area shall immediately:

- a. notify the appropriate ATS unit of the circumstances (including the last known position);
- b. simultaneously, unless otherwise instructed by the ATS unit, vacate the landing area, taxiway, or other part of the manoeuvring area, to a safe distance as expeditiously as possible; and then,
- c. stop the vehicle.

2.10.4 In the event the aerodrome controller becomes aware of an aircraft or vehicle that is lost or uncertain of its position on the manoeuvring area, appropriate action shall be taken immediately to safeguard operations and assist the aircraft or vehicle concerned to determine its position.

2.11 Aeronautical ground lights

2.11.1 All aeronautical ground lights shall be operated:

- a. continuously during the hours from sunset to sunrise, unless otherwise provided hereafter or otherwise required for the control of air traffic;
- b. at any other time when their use, based on weather conditions, is considered desirable for the safety of air traffic.

2.12 Operations in reduced visibility conditions

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

2.12.2 The ORVC procedure will commence when:

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

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

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

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

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

3. PROCEDURES FOR VFR FLIGHTS WITHIN TIRANA TMA/CTR

3.1 Procedures for VFR flights within or into the Tirana TMA

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

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

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

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

3.2 Procedures for VFR flights within or into the Tirana CTR

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

3.2.2 An aircraft conducting VFR flight shall enter transit or exit Tirana CTR via the VFR reporting points depicted on the Visual Approach Chart - ICAO at LATI AD 2.24-33 unless otherwise authorised by ATC.

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

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

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

3.2.6 VFR reporting points are as follows:

Name	Location	Coordinates
ERZED*	Kryqëzimi i Lumenjve Stermas (Rivers Crossing Stermas)	411543N 0195027E
BRARI	Ura Ferraj (Bridge of Ferraj)	412220N 0195118E
LORJA	Ura e Fanit (Bridge of Fan)	414215N 0194626E
MIMCO	Kepi i Rodonit (Cape of Rodon)	413415N 0193100E
ROBZO	Mali i Robit (Robit Mountain)	411354N 0193133E
ZAZMA	Fshati Roshet (Roshet Village)	410944N 0194404E
MATIA	Rezervuari Marikaj (Reservoir of Marikaj)	412237N 0193823E
TUFIZ	Rezervuari i Qinamit (Reservoir of Qinam)	412433N 0194752E

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

- 3.2.7 All VFR reporting points are compulsory reporting points.
- 3.2.8 Arrival and departure routes for VFR flights are not established at Tirana Airport.
- 3.2.9 VFR reporting points should be used by ATC or when so requested by the pilot of VFR aircraft to join the aerodrome traffic circuit or crossing the runway.

3.3 Special VFR flights

- 3.3.1 Special VFR clearances for flights within the Tirana CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR flights and will normally be given only to aircraft which carry RTF including the appropriate frequencies.
- 3.3.2 Special VFR flights may be authorized to enter Tirana CTR for the purpose of landing, take off and depart from the control zone, cross the Tirana CTR, but not to operate locally within the control zone.
- 3.3.3 When traffic conditions permit, Special VFR flights shall be authorized by ATC Unit, only at pilot's request, to operate within the control zone for the purpose of entering or leaving Tirana CTR, subject to the approval of the Tirana APP in coordination with Tirana TWR.
- 3.3.4 Requests for Special VFR clearance to enter or transit Tirana CTR may be made to Tirana APP whilst airborne.
- 3.3.5 Aircraft departing from aerodromes adjacent to Tirana CTR boundary and wishing to enter or cross the control zone may obtain Special VFR clearance either prior to take-off by telephone or by RTF when airborne. In any case, all such requests must specify the ETA for the selected entry VFR points and must be made 10 minutes beforehand.
- 3.3.6 Requests for Special VFR clearance to leave Tirana CTR, depart from Tirana Airport or any airfield/heliport within Tirana CTR shall be made to Tirana TWR prior to take-off either by telephone or by RTF.
- 3.3.7 For departing aircraft asking to operate as special VFR, Tirana TWR shall issue special VFR clearance after coordinating with Tirana APP control unit.
- 3.3.8 Special VFR clearance for arriving and departing flights is only granted without affecting normal IFR flights. IFR traffic will always have priority over Special VFR traffic. The priority afforded to IFR aircraft over Special VFR aircraft, however, is not intended to be so rigidly applied that inefficient use of airspace results.

LATI AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONTROL AND ANIMAL HAZARD

1.1 Procedures

- 1.1.1 The warning regarding the presence of bird and animal hazards can be passed to aircraft via Tirana Aerodrome Control Tower.
- 1.1.2 Tirana Airport Operations will carry out bird patrols on a continuous basis throughout the day with additional specific inspection on the runways and strips as follows:
 - a. at the request of the Tower Controller or Aircrew via the Tower Controller;
 - b. during period of agricultural activity and/or bird migration in the vicinity of the airport.
- 1.1.3 In the event of a prolonged problem with birds on or in the vicinity of the airport, details will be promulgated by NOTAM. This will only cover periods of short or medium duration and will be cancelled when the hazard ceases to exist.

LATI AD 2.24 CHARTS RELATED TO THE AERODROME

Name	Page
Aerodrome Chart (ADC) - ICAO	LATI AD 2.24 - 1
Aircraft Parking/Docking Chart (APDC) - ICAO	LATI AD 2.24 - 3
Aerodrome Ground Movement Chart (AGMC) - ICAO	LATI AD 2.24 - 5
Aerodrome Obstacle Chart (AOC) - ICAO Type A RWY 17	LATI AD 2.24 - 7
Aerodrome Obstacle Chart (AOC) - ICAO Type A RWY 35	LATI AD 2.24 - 9
Omni-Directional Departure Area - RWY 17	LATI AD 2.24 - 11
Omni-Directional Departure Area - RWY 35	LATI AD 2.24 - 13
Standard Departure Chart - Instrument (SID) - ICAO RNAV RWY 17	LATI AD 2.24 - 15
Standard Departure Chart - Instrument (SID) - ICAO RNAV RWY 35	LATI AD 2.24 - 17
Standard Arrival Chart - Instrument (STAR) - ICAO RNAV RWY 17	LATI AD 2.24 - 19
Standard Arrival Chart - Instrument (STAR) - ICAO RNAV RWY 35	LATI AD 2.24 - 21
ATC Surveillance Minimum Altitude Chart - ICAO	LATI AD 2.24 - 23
Instrument Approach Chart (IAC) - ICAO ILS or LOC RWY 17	LATI AD 2.24 - 25
Instrument Approach Chart (IAC) - ICAO VOR RWY 17	LATI AD 2.24 - 27
Instrument Approach Chart (IAC) - ICAO VOR RWY 35	LATI AD 2.24 - 29
Instrument Approach Chart (IAC) - ICAO RNP RWY 17	LATI AD 2.24 - 31
Instrument Approach Chart (IAC) - ICAO RNP RWY 35	LATI AD 2.24 - 33
Visual Approach Chart (VAC) - ICAO	LATI AD 2.24 - 35

VISUAL APPROACH CHART - ICAO

AD ELEV 125 FT

ARP 412453N 0194314E

ATIS	132.275
TWR	122.500
	123.500

TIRANA LATI



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