

## REPUBLIC OF ALBANIA

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AIRAC AMDT 003/2023

Effective Date: 13 Jul 2023  
Publication Date: 18 May 2023

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

- Update of SECSI FRA Index Chart: Changes to FRA relevance of border point DITIS in Austria (ENR 6.2-1);
- Replacement of pre-existing tactical routes through KUKAD and ARBER air navigation points and update of regulations for aircraft operating as GAT in the Balkans Region (ENR 1.10 and ENR 4.4-1);
- Introduction of new significant points INDAL and TALLU serving as STAR transition fix for LATI arrivals (ENR 4.4-1);
- Removal of existing significant points UNASA and UMRES (ENR 4.4-2);

**LATI**

- Establishment of new RNP Approach Procedures with LNAV and LNAV/VNAV minima for runways 17 and 35 (LATI AD 2.24-31 and LATI AD 2.24-33);
- Establishment of new RNAV Holding Procedures for both runways 17 and 35 (LATI AD 2.24-19 and LATI AD 2.24-21);
- Changes to the Missed Approach Procedures for ILS 17 and VOR 17/35 approaches (LATI AD 2.24-25, LATI AD 2.24-27 and LATI AD 2.24-29);
- Changes to the remark on close-in obstacles for RNAV SID RWY 35 (LATI AD 2.24-17);
- Changes to the RNAV STAR ODRAS 2M RWY 17 (LATI AD 2.24-19);
- Update of existing RNAV STARs for runways 17 and 35 (LATI AD 2.24-19 and LATI AD 2.24-21);
- Removal of the conventional STARs RWY 17/35 including holding over UNASA (LATI AD 2.24-23);
- Changes to the data set of obstacles penetrating the visual segment surface (VSS) for runway 17 (LATI AD 2.25);
- Renumbering of aeronautical charts related to the aerodrome.

**2. Hand corrections to the following pages:**

Nil

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

Nil

**SUP:**

Nil

**AIC:**

Nil

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



## GEN 0.2 RECORD OF AIP AMENDMENTS

<b>AIRAC AIP AMENDMENT</b>			
<i>NR/Year</i>	<i>Publication date</i>	<i>Effective date</i>	<i>Inserted by</i>
002/2013	18-Apr-2013	30-May-2013	
003/2013	16-May-2013	27-Jun-2013	
004/2013	11-Jul-2013	22-Aug-2013	
001/2014	24-Dec-2013	06-Feb-2014	
002/2014	17-Apr-2014	29-May-2014	
001/2015	11-Jun-2015	23-Jul-2015	
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005/2022	28-Jul-2022	08-Sep-2022	

**AIRAC AIP AMENDMENT**

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006/2022	17-Nov-2022	29-Dec-2022	
001/2023	09-Feb-2023	23-Mar-2023	
002/2023	06-Apr-2023	18-May-2023	
003/2023	18-May-2023	13-Jul-2023	

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<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
001/2016	04-Feb-2016	04-Feb-2016	
002/2016	08-Dec-2016	08-Dec-2016	
001/2018	04-Jan-2018	04-Jan-2018	
002/2018	01-Feb-2018	01-Feb-2018	
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001/2023	09-Jan-2023	09-Jan-2023	

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AD 0.4 - 2	30 MAY 2013	LAKU AD 2.24 - 8	23 MAR 2023
AD 0.5 - 1	30 MAY 2013	LAKU AD 2.24 - 9	29 DEC 2022
AD 0.5 - 2	30 MAY 2013	LAKU AD 2.24 - 10	29 DEC 2022
AD 0.6 - 1	13 JUL 2023	LAKU AD 2.24 - 11	29 DEC 2022
AD 0.6 - 2	13 JUL 2023	LAKU AD 2.24 - 12	29 DEC 2022
AD 1.1 - 1	02 DEC 2021	LAKU AD 2.24 - 13	29 DEC 2022
AD 1.1 - 2	02 DEC 2021	LAKU AD 2.24 - 14	29 DEC 2022
AD 1.2 - 1	02 DEC 2021	LAKU AD 2.24 - 15	13 JUL 2023
AD 1.2 - 2	02 DEC 2021	LAKU AD 2.24 - 16	13 JUL 2023
AD 1.2 - 3	02 DEC 2021	LAKU AD 2.24 - 17	13 JUL 2023
AD 1.2 - 4	02 DEC 2021	LAKU AD 2.24 - 18	13 JUL 2023
AD 1.3 - 1	12 AUG 2021	LAKU AD 2.24 - 19	13 JUL 2023
AD 1.3 - 2	12 AUG 2021	LAKU AD 2.24 - 20	13 JUL 2023
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AD 1.5 - 2	12 AUG 2021	LAKU AD 2.24 - 24	13 JUL 2023
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The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route-instrument, prohibited, restricted and danger areas, minimum sector altitude and the air traffic services system.

- k. **Omni-Directional Departure Area**  
An omnidirectional departure procedure permits a turn in any direction after reaching a specified altitude/height. It is a convenient and flexible method of ensuring obstacle clearance. An omnidirectional departure area specifies sectors with altitude or PDG limitations or sectors to be avoided.
- l. **Standard Arrival Chart - Instrument (STAR) - ICAO**  
This chart provides the flight crew with information to enable it to comply with the designated standard arrival route-instrument from the en-route phase to the approach phase.  
The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route-instrument, prohibited, restricted and danger areas, minimum sector altitude and the air traffic services system.
- m. **ATC Surveillance Minimum Altitude Chart - ICAO**  
This chart provides information that enable flight crews to monitor and cross-check altitudes assigned by a controller using an ATS surveillance system.
- n. **Instrument Approach Chart - ICAO**  
This chart provides flight crews with information to enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and, where applicable, associated holding patterns.  
A separate Instrument Approach Chart - ICAO has been provided for each non-precision approach procedure.  
The aeronautical data shown include information on aerodromes, obstacles, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude or terminal arrival altitude, portrayal of procedure track, aerodrome operating minima, etc.
- o. **Visual Approach Chart - ICAO**  
This chart provides flight crews with information which enable them to transit from the en-route/descent to approach phases of flight to the runway of intended landing by means of visual reference. The aeronautical data shown include information on aerodromes, obstacles, prohibited, restricted and danger areas, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.
- p. **Aeronautical Chart - ICAO 1:500 000**  
This chart provides information to satisfy the requirements of visual air navigation for low speed, short or medium range operations at low and intermediate altitudes. It is also used in pre-flight planning and for basic pilot and navigation training. Airspace information up to FL115 and obstacles higher than 100 m AGL are depicted.  
In addition to aeronautical information, the charts provide hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart.

## 6. LIST OF AERONAUTICAL CHARTS AVAILABLE

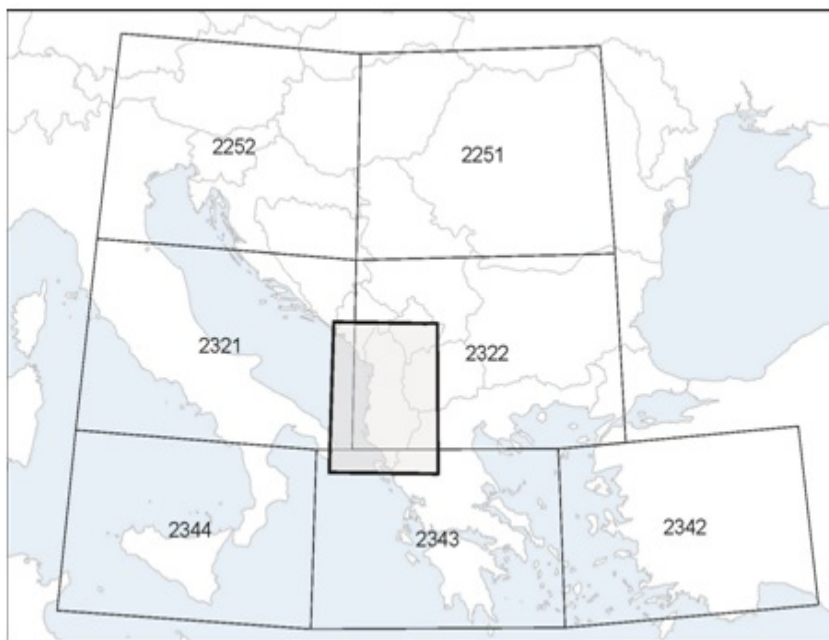
6.1 Those chart series marked by an asterisk form part of the AIP.

Title of Series	Scale	Name and/or Number	Price	Date
En-route Chart - ICAO*	1:1 700 000	Tirana FIR	-	29 DEC 2022
SECSI FRA - Index Chart*	1:4 500 000	SECSI FRA	-	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	-	13 JUL 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](http://www.ais.albcontrol.al)



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**ENR 1.10 FLIGHT PLANNING****1. PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN****1.1 General procedures****1.1.1 Reference documents**

1.1.1.1 The basic rules for the submission of a flight plan are contained in the following documents:

ICAO Annex 2, Chapter 3

ICAO Doc 4444 Chapter 4, Chapter 11, Chapter 16 and Appendix 2

ICAO Doc 7030/5 Regional Supplementary Procedures, Part EUR

Implementing Regulation (EU) No.923/2012 - SERA

**1.1.2 Flight rules and categories of flight plans**

1.1.2.1 Subject to the mandatory requirements of airspace classification, a pilot may file a VFR or IFR Flight Plan for any flight. When flying in different types of airspace, a pilot may indicate if the aircraft will fly VFR first, then change to IFR; or vice versa.

1.1.2.2 There are two categories of flight plans:

- a. Full Flight Plans;
- b. Abbreviated Flight Plans.

*Note: The destination aerodrome will be advised of the flight only if the flight plan information covers the whole route of the flight.*

**1.1.3 Consistency of flight plans and associated update messages**

1.1.3.1 A centralised flight planning processing and distribution service has been established by EUROCONTROL and operates under the authority of the EUROCONTROL Network Manager (NM). The service is provided by the Integrated Initial Flight Plan Processing System (IFPS) and covers that part of the ICAO EUR Region known as the IFPS Zone (IFPZ).

1.1.3.2 The area of applicability and detailed procedures pertaining to the IFPZ are contained in the IFPS Users Manual. The IFPS Users Manual may be downloaded from the Network Operations website at: [www.eurocontrol.int/network-operations/library](http://www.eurocontrol.int/network-operations/library)

1.1.3.3 To ensure successful distribution of flight plans to air traffic service units, a flight plan that accurately represents the intentions of the flight must be submitted to, and acknowledged by the IFPS before the flight may operate under IFR as GAT within the IFPZ.

1.1.3.4 Upon receipt of a flight plan, or a change thereto, IFPS shall:

- a. check it for compliance with the format and data conventions;
- b. check it for completeness and accuracy;
- c. take action to ensure that the flight plan is acceptable to the air traffic services;
- d. indicate acceptance or rejection of the flight plan or changes thereto to the originator;
- e. ensure distribution of accepted flight plans and changes thereto to all relevant ATS Units within its area of responsibility;
- f. ensure re-addressing of accepted messages to any additional AFTN addresses as requested by the message originator.

- 1.1.3.5 The IFPS shall process supplementary messages including request flight plan messages and request supplementary flight plan messages.
- 1.1.3.6 Flight plans and associated messages for all IFR flights, the IFR parts of mixed IFR/VFR flights, and the GAT parts of mixed GAT/OAT flights, operating wholly or in part within the IFPZ, shall be addressed only to the two IFPS addresses for that IFR/GAT part of the flight within the IFPZ. This is only applicable to submissions via AFTN or IATA Type-B.
- 1.1.3.7 Those flight plans and associated messages that are both syntactically and semantically correct shall normally be processed automatically by the IFPS. Where inconsistencies in the syntax or semantics of messages submitted for processing are found by the IFPS, those messages shall normally fail automatic processing and may be passed for manual treatment by the IFPS staff or be rejected automatically.
- 1.1.3.8 The originator, when not being the operator or the pilot, shall ensure that the conditions of acceptance of a flight plan and any necessary changes to these conditions as notified by IFPS are made available to the operator or pilot who has submitted the flight plan.
- 1.1.3.9 The operator shall ensure that the conditions of acceptance of a flight plan and any necessary changes thereto as notified by the IFPS to the originator are incorporated into the planned flight operation and communicated to the pilot.
- 1.1.3.10 The operator shall ensure prior to operation of the flight that the content of the initial flight plan correctly reflects the operational intentions.
- 1.1.3.11 When a message submitted to the IFPS for processing has been acknowledged, the IFPS shall send a copy to the Enhanced Tactical Flow Management System (ETFMS) where the flight shall be analysed for any flow regulations that may be relevant for that flight.
- 1.1.3.12 The IFPS shall also calculate at what time the flight plan is closed. Such a closure shall be the time at which the flight plan details become unavailable for any further associated messages, and the flight details are no longer available to external users of the IFPS. The closure time of a flight shall either be upon successful processing of an arrival message, 2 hours after the flight is terminated in the ETFMS or 8 hours after the total Estimated Elapsed Time (EET) of that flight; whichever comes first. Until the flight is closed, it shall remain accessible and available for certain associated messages depending on the type and content of those messages.
- 1.1.3.13 The flight details shall remain available within the IFPS to a maximum of 24 hours after the closure of that flight, after which time the details shall be archived and shall not be directly available to the IFPS operational staff.
- 1.1.3.14 ATC units shall, during the pre-flight phase, make available through IFPS any necessary changes affecting the route or flight level key items of a flight plan that could affect the safe conduct of a flight, for flight plans and associated update messages previously received by them from IFPS.
- 1.1.3.15 No other changes to, or cancellation of a flight plan shall be made by an ATC unit in the pre-flight phase without co-ordination with the operator.

#### **1.1.4 Adherence to airspace utilization rules and availability**

- 1.1.4.1 No flight plans shall be filed via the airspace of Tirana FIR or ACC or CTA deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for Tirana FIR or ACC or CTA and any reference to them shall be made via <https://www.nm.eurocontrol.int/RAD/index.html>
- 1.1.4.2 The IFPS shall check all IFR/GAT flights or parts thereof operating within the IFPZ for compliance with any relevant RAD restrictions, including those military flights operating under GAT conditions.
- 1.1.4.3 The RAD shall be updated each AIRAC cycle to reflect periodical changes in the airspace of the IFPZ.

#### **1.2 Submission of a flight plan**

- 1.2.1 Information relative to an intended flight or portion of a flight, to be provided to air traffic services units, shall be in the form of a flight plan. The term "flight plan" is used to mean variously, full information on all items comprised in the flight plan description, covering the whole route of a flight, or limited information required, inter alia, when the purpose is to obtain a clearance for a minor portion of a flight such as to cross an airway, to take

off from, or to land at a controlled aerodrome.

1.2.2 A flight plan shall be submitted prior to operating:

- a. any flight or portion thereof to be provided with air traffic control service;
- b. any flight within or into areas, or along routes designated by the competent authority, to facilitate the provision of flight information, alerting and search and rescue services;
- c. any flight within or into areas or along routes designated by the competent authority, to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
- d. any flight across the Tirana FIR boundary;
- e. any flight planned to operate at night, if leaving the vicinity of an aerodrome.

1.2.3 A flight plan shall be submitted, before departure, to the air traffic services reporting office (ARO) at the departure aerodrome or, during flight, transmitted to the appropriate air traffic services unit.

1.2.4 In cases where no air traffic services (ATS) reporting office has been established, the flight plan should be submitted to the ATS unit performing the functions of such an office, or via the internet.

1.2.5 A flight plan for any flight planned to operate across international borders or to be provided with air traffic control service shall be submitted at least 60 minutes before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate ATS unit at least 10 minutes before the aircraft is estimated to reach:

- a. the intended point of entry into a control area; or
- b. the point of crossing an airway.

1.2.6 A flight plan may cover only part of a flight, as necessary, to describe that portion of the flight or those manoeuvres which are subject to air traffic control.

1.2.7 The term 'submit a flight plan' refers to the action by the pilot or the operator to provide ATS with flight plan information. The term 'filed flight plan' refers to the flight plan as received and accepted by ATS whereas 'transmit a flight plan' refers to the action by a pilot to submit the flight plan, or submit abbreviated flight plan by radiotelephony to the ATS unit concerned.

1.2.8 An Abbreviated Flight Plan is the limited information required to obtain a clearance for a portion of flight, filed either by telephone prior to take-off or by radiotelephony (RTF) when airborne. This might apply in the case of a required clearance to fly in a Control Zone (CTR) or crossing an airway. No flight plan form is submitted and the destination aerodrome will not be informed.

1.2.9 In the case of a departure from an aerodrome within a CTR, an Abbreviated FPL may be sufficient to obtain clearance to depart the aerodrome and route to the appropriate CTR/CTA boundary.

1.2.10 A Full Flight Plan must be filed if the pilot requires the destination aerodrome to be notified of the flight.

1.2.11 Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight.

1.2.12 FPL messages should be transmitted immediately after the filing of the flight plan. If a FPL is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, the date of the flight departure shall be inserted in Item 18 of the flight plan.

1.2.13 In the event of a delay of 30 minutes in excess of the estimated off-block time for a controlled flight or a delay of one hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

1.2.14 In addition, an integrated web briefing system allows pilots or aircraft operators to file their own flight plans and other related messages anywhere within Albania. Applications for flight planning online should be made via the AIS website at: [www.ais.albcontrol.al](http://www.ais.albcontrol.al)

1.2.15 A flight plan to be submitted during flight should normally be transmitted to the ATS unit in charge of the FIR or

control area in or on which the aircraft is flying, or in or through which the aircraft wishes to fly. When this is not practicable, it should be transmitted to another ATS unit for retransmission as required to the appropriate air traffic services unit. However, the filing of flight plans on the RTF is to be discouraged due to the delay likely to be caused by controller workload and congestion on the frequency.

### 1.3 VFR Flight Plans

#### 1.3.1 International operations

1.3.1.1 Pilots undertaking international flights are reminded that a flight plan must be filed for all VFR flights which will cross the Tirana FIR Boundary.

1.3.1.2 VFR flight plans shall be submitted to the ARO at the departure aerodrome at least 60 minutes before clearance to start up or taxi is requested. The ARO may assist with the compiling of flight plans and checking them. However, the ultimate responsibility for the filing of an accurate flight plan rests with the pilot or aircraft operator. A written FPL, which is filed through the ARO at the departure aerodrome, must be submitted on the ICAO FPL form.

1.3.1.3 A filed flight plan message shall be originated and addressed as follows by the ARO serving the departure aerodrome or, when applicable, by the ATS unit receiving a flight plan from an aircraft in flight:

- a. Tirana ACC or FIC;
- b. Tirana Aerodrome Control Tower;
- c. Aerodrome Control Tower and ARO at the destination aerodrome;
- d. All ACC or FIC in charge of each FIR along the route that the aircraft will fly through or land.

1.3.1.4 When filing the flight plan, pilots are to ensure that well defined, significant points are included in the FPL to indicate where the aircraft will cross the Tirana FIR Boundary. A position may also be shown as LAT/LONG, or as a bearing and distance from a navigation aid. This information shall be shown in Item 15 (Route) and Item 18 (Other Information) of the flight plan form.

1.3.1.5 Pilots should plan their flights, where possible, at such altitudes, which would enable radio contact to be maintained with the appropriate ATS Unit whilst the aircraft is crossing the FIR Boundary. Position reports are required when crossing the FIR Boundary.

1.3.1.6 In the case of a flight through intermediate stops, where flight plans for each stage of the flight are filed at the first departure aerodrome, the ARO at the first departure aerodrome shall:

- a. transmit an FPL message for the first stage of flight;
- b. transmit a separate FPL message for each subsequent stage of flight, addressed to the air traffic services reporting office at the appropriate subsequent departure aerodrome.

1.3.1.7 The air traffic services reporting office at each subsequent departure aerodrome shall take action on receipt of the FPL message as if the flight plan has been filed locally.

1.3.1.8 The pilot is responsible for ensuring that the airborne time of the flight is passed to the ARO with whom the flight plan has been filed. The ARO will ensure that the departure (DEP) message is sent to the appropriate addressees.

#### 1.3.2 Domestic operations

1.3.2.1 Pilots undertaking domestic flights are reminded that a flight plan must be filed for all VFR flights when operated within or into controlled airspace Classes C and D, or passing through a restricted airspace, and when forming part of aerodrome traffic at controlled aerodromes.

1.3.2.2 Pilots may file a flight plan for any flight when operated in airspace Class G, but it is most advisable to file a FPL if flying over the sea, or over sparsely populated areas and mountainous areas where search and rescue operations may be difficult.

1.3.2.3 VFR flight plans shall be submitted to the ARO at the departure aerodrome at least 60 minutes before clearance

to start up or taxi is requested. The ARO may, when appropriate, assist in the compilation of flight plans and interpreting the associated messages.

1.3.2.4 If there is no ARO at the departure aerodrome, or the ARO is not connected to the AFTN, the pilot must ensure that the FPL is passed to the Tirana ARO for transmission over AFTN.

1.3.2.5 If pilots send their FPLs by e-mail or by fax, they should assure themselves that the FPL has been accepted and transmitted by ARO on their behalf. A telephone call to the ARO receiving the FPL, or contact with the ATS Unit at the aerodrome of departure, will enable pilots to confirm that their FPL has been received, accepted and transmitted.

*Note: The acceptance of FPL does not relieve the pilot of his/her responsibility for obtaining ATC clearance for the operation in controlled airspace or in controlled aerodromes as well as for correct pre-flight preparation.*

1.3.2.6 Pilots submitting a FPL via e-mail or fax to the ARO will receive a copy of the transmitted FPL for checking. The checking for accuracy of the transmitted FPL is the responsibility of the pilot/aircraft operator.

1.3.2.7 Acceptance of the flight plan submitted online or changes thereto is indicated to the pilot from the integrated web briefing system. Responsibility for filing an accurate FPL still rests with the pilot.

*Note: Acceptance of flight plans does not relieve the pilots of their responsibility to obtain an ATC clearance prior to entering the controlled airspace.*

1.3.2.8 A filed flight plan message shall be originated and addressed as follows by the ARO serving the departure aerodrome or, when applicable, by the ATS unit receiving a flight plan from an aircraft in flight:

- a. Tirana ACC or FIC;
- b. Aerodrome Control Tower at the destination aerodrome;
- c. Aerodrome Control Tower, when applicable.

1.3.2.9 FPL messages for flights along specified routes or portions of routes in close proximity to FIR boundaries shall also be addressed to the ACC or FIC in charge of each FIR adjacent to such routes or portions of routes.

1.3.2.10 When filing the flight plan, pilots are to ensure that well defined, significant points are included in the FPL to indicate where the aircraft will cross the control zone/area boundary. A position may also be shown as LAT/LONG, or as a bearing and distance from a navigation aid. This information shall be shown in Item 15 and Item 18 of the flight plan form.

1.3.2.11 The pilot is responsible for ensuring that the airborne time of the flight is passed to the ARO with whom the flight plan has been filed. The ARO will ensure that the departure (DEP) message is sent to the appropriate addressees. Failure to pass the airborne time will result in the flight plan remaining inactive; consequently, this could result in the destination aerodrome not being aware that alerting action should be taken.

### 1.3.3 Aerial activities

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

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

h. Operating company and fax/telephone number(s) (if applicable).

1.3.3.2 Pre-notification of intended operations should be communicated, by e-mail or fax if possible, to the Tirana FIC not less than 4 hours before commencement of the activity.

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

## 1.4 IFR Flight Plans

### 1.4.1 Submission of flight plans to the IFPS

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

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

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

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

#### *Aerodrome of Departure (ADEP) within IFPZ*

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

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

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

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

#### *Aerodrome of Departure (ADEP) outside IFPZ*

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

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

1.4.1.10 AOs shall ensure that, once submitted to the ARO, their flight plans and associated messages are acknowledged by IFPS before the operation of the flight and that any changes notified by IFPS are communicated to the pilot.

### 1.4.2 Time of submission

1.4.2.1 Flight plans for flights which may be subject to ATFCM shall be submitted to the IFPS at least 3 hours before the EOBT.

1.4.2.2 IFPS will not accept flight plans submitted more than 120 hours in advance of the EOBT. If an FPL is submitted more than 24 hours in advance of the EOBT, the date of flight (DOF) must be indicated in Item 18 of the FPL.

1.4.2.3 Any changes to the EOBT of more than 15 minutes for any IFR flight within the IFPZ shall be communicated to the IFPS.

#### 1.4.3 Addressing IFR flight plans

1.4.3.1 All flight plans and associated submitted to the IFPS, when filed via AFTN or IATA Type-B, shall be addressed only to the two IFPS addresses to allow processing for that portion of the flight within the IFPZ.

1.4.3.2 The IFPS addresses for submissions via AFTN or IATA Type-B are:

Network/System location	IFPS 1 Haren, Belgium	IFPS 2 Bretigny, France
AFTN	EUCHZMFP	EUCBZMFP
IATA Type-B	BRUEP7X	PAREP7X

*Note: All flight plans and associated messages must be addressed to both IFPS (IFPS1 & IFPS2) either via the AFTN network or the IATA Type-B network, but not both networks.*

1.4.3.3 For those IFR/GAT flights departing within the IFPZ and proceeding outside, and for those IFR/GAT flights that depart outside the IFPZ and proceed to enter, it shall remain the responsibility of the message originator to ensure that the relevant ATS Units outside the IFPZ are addressed. That function shall not be undertaken by the IFPS unless those addresses are added under the re-addressing function to any message submitted to the IFPS for processing.

1.4.3.4 The IFPS shall not process messages relating to flights operating completely under VFR or OAT conditions. However, those flights planning to operate under mixed IFR/VFR or GAT/OAT conditions within the IFPZ shall submit any flight plan and associated messages to the IFPS in order that the IFPS may process only those parts of that flight operating under IFR/GAT conditions. It shall remain the responsibility of the message originator to ensure distribution of the flight plan and any associated messages for those parts of that flight operating under VFR or OAT conditions. That function shall not be undertaken by the IFPS unless those addresses are added under the re-addressing function to any message submitted to the IFPS for processing.

1.4.3.5 The IFPS shall not include any alternate aerodromes in the automatic addressing process. Where the message originator requires a copy of the flight plan or associated message to be sent to the alternate aerodrome, it shall be the responsibility of the message originator to include any relevant addresses in the re-addressing function of that message.

1.4.3.6 Re-addressing function may be used in any flight plan or associated message submitted to the IFPS for processing.

1.4.3.7 The IFPS shall transmit a copy of a message to any AFTN addresses specified by the message originator in the re-addressing function of that message.

1.4.3.8 The extra addresses for re-addressing shall be included in the message text after the originator information line and immediately before the opening bracket of the message. A maximum of 7 AFTN addresses is allowed per line of extra addressing, and each line shall begin with the letters 'AD' separated by a space from the first address.

#### 1.4.4 IFPS Operational Reply Messages (ORM)

1.4.4.1 Certain FPL messages are exclusive to the IFPS process, and are named Operational Reply Messages (ORM). They are:

- a. The FPL Acceptance Acknowledgement Message (ACK).
- b. Referred for Manual Repair (MAN).
- c. FPL Message Rejected (REJ).

1.4.4.2 Operational Reply Messages (ORMs) shall be used by the IFPS to indicate to a message originator the status of the processing of a submitted message.

1.4.4.3 The ACK message will be automatically received from IFPS when the FPL has been automatically accepted into the system. Alternatively, a MAN message will indicate that the FPL has not been accepted and is awaiting manual intervention by an IFPS operator. Manual repair of a failed FPL is often carried out in conjunction with the FPL originator. Where FPLs are filed directly to IFPS, it is strongly advised that the originator's contact details be included in Item 18 where this is not obvious from the flight details. An ACK message will include the "repaired" message so that the changes can be checked by the originator, and it is essential that the flight crew are informed of the accepted FPL route.

1.4.4.4 Receipt of a REJ message will indicate that the FPL has not been accepted by IFPS. The REJ message will indicate the errors in the message which need to be resolved and will also include a copy of the message received by IFPS; this will enable the originator to determine if the message has been corrupted during transmission. If an FPL or associated message is rejected by IFPS, a corrected message must be sent without delay.

1.4.4.5 Until an ACK message has been received by the message originator, the requirement to submit a valid FPL for an IFR/GAT flight intending to operate within the IFPS Zone will not have been satisfied. In this case the flight details will not have been processed by IFPS and consequently the flight data will not have been distributed to the relevant ATS Units within the IFPS Zone. Therefore, errors in the FPL or associated messages may result in the flight concerned being delayed.

## **2. CONTENTS OF A FLIGHT PLAN**

### **2.1 Items of a flight plan**

2.1.1 A flight plan shall comprise information regarding such of the following items as are considered relevant by the competent authority:

- Aircraft identification
- Flight rules and type of flight
- Number and type(s) of aircraft and wake turbulence category
- Equipment
- Departure aerodrome or operating site
- Estimated off-block time
- Cruising speed(s)
- Cruising level(s)
- Route to be followed
- Destination aerodrome or operating site and total estimated elapsed time
- Alternate aerodrome(s) or operating site(s)
- Fuel endurance
- Total number of persons on board
- Emergency and survival equipment
- Other information.

2.1.2 For flight plans submitted during flight, the departure aerodrome or operating site provided shall be the location from which supplementary information concerning the flight may be obtained, if required. Additionally, the information to be provided in lieu of the estimated off-block time shall be the time over the first point of the route to which the flight plan relates.

2.1.3 An abbreviated flight plan transmitted in the air by radiotelephony for the crossing of controlled airspace, or any other areas or routes designated by the competent authority, normally contains, as a minimum: call sign, type



of aircraft, point of entry, point of exit and level. Additional elements may be required by the competent authority.

## 2.2 Information about the operator in the flight plan in case of providing alerting service

2.2.1 The ATS unit shall, when practicable, inform the aircraft operator when an alerting service is provided to an aircraft. In order to facilitate quick and effective coordination, it is advisable to provide in the flight plan (item 18 'Other information') information sufficient to enable the ATS unit to contact the on-duty staff of the aircraft operator if such information has not been provided to the ATS unit by other means.

## 3. COMPLETION OF A FLIGHT PLAN

### 3.1 General

3.1.1 A flight plan shall contain information, as applicable, on relevant items up to and including 'Alternate aerodrome(s) or operating site(s)' regarding the whole route or the portion thereof for which the flight plan is submitted.

3.1.2 It shall, in addition, contain information, as applicable, on all other items when so prescribed by the competent authority or when otherwise deemed necessary by the person submitting the flight plan.

3.1.3 An operator shall, prior to departure:

- a. ensure that, where the flight is intended to operate on a route or in an area where an RNP type is prescribed, the aircraft has an appropriate RNP approval, and that all conditions applying to that approval will be satisfied;
- b. ensure that, where operation in reduced vertical separation minimum (RVSM) airspace is planned, the aircraft has the required RVSM approval; and
- c. ensure that, where the flight is intended to operate where an RCP type is prescribed, the aircraft has an appropriate RCP approval, and that all conditions applying to that approval will be satisfied.

### 3.2 Completion of the flight plan form

3.2.1 A flight plan form based on the model in ICAO Doc 4444, Appendix 2 should be provided and should be used by operators and air traffic services units for the purpose of completing flight plans.

3.2.2 Operators and air traffic services units should comply with:

- a. the instructions for completion of the flight plan form given in ICAO Doc 4444, Appendix 2; and
- b. any constraints identified in relevant Aeronautical Information Publications (AIPs).

*Note: Failure to adhere to the provisions of Appendix 2 or any constraint identified in relevant AIPs may result in data being rejected, processed incorrectly or lost.*

3.2.3 With extensive use of automatic data processing in flight planning it is most important that the FPL Form is correct in every detail before submission. Even minor mistakes, such as leaving a space where it is not called for, will result in a delay in processing the information, which can cause a delay to the flight.

*Note 1: Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.*

*Note 2: Air traffic services data systems may impose communications or processing constraints on information in filed flight plans.*

### 3.3 EUR flight planning requirements

The following flight planning requirements will apply to operators of aircraft intending to conduct flights within the EUR Region:

#### 3.3.1 Date of flight

3.3.1.1 If a flight plan for a flight conducted wholly in the EUR Region is filed more than 24 hours in advance of the EOBT, it is mandatory to provide the date of flight.

3.3.1.2 If the flight plan is filed less than 24 hours in advance of the EOBT, the date of flight may be optionally indicated.

3.3.1.3 This information will be inserted in Item 18 of the flight plan in the form of a 3-letter indicator (DOF) followed by an oblique stroke and date of flight in a 6-figure group format:

DOF/ YYMMDD (YY=Year; MM=Month; DD=Day)

### 3.3.2 Route (including changes of speed, level and/or flight rules)

#### *Flights along designated ATS routes*

3.3.2.1 The route shall describe the intended route of the flight and shall be completed in accordance with ICAO Doc 4444 requirements.

3.3.2.2 If the departure or destination aerodrome is located on or connected to the ATS route, the last point of the SID or the first point of the STAR (or the IAF, where no STAR is available) shall be inserted in Item 15 of the FPL as the first or the last point of the route description followed or preceded by the designator of the ATS route, followed or preceded by each point at which either a change of speed or level, a change of ATS route, and/or a change of flight rules is planned.

3.3.2.3 If the departure or destination aerodrome is not located on or connected to the ATS route, the letters DCT shall be inserted in Item 15 of the FPL followed or preceded by the point of joining the first ATS route, followed or preceded by the designator of the ATS route.

3.3.2.4 The route of a FPL shall not contain SID or STAR designators.

#### *Flights outside designated ATS routes*

3.3.2.5 For flights operating outside designated ATS routes within the Tirana FIR below FL 115, the route shall be completed as required by the competent authority. For flights crossing Tirana FIR boundary, the significant points shown in ENR 4.4 shall be inserted in the FPL to indicate where the aircraft will cross the Tirana FIR boundary. A position may also be shown as LAT/LONG, or as a bearing and distance from a route reporting point or navigation aid. This information shall be inserted in Item 15 (Route) and Item 18 (Other information).

### 3.3.3 Indication in the flight plan of special status flights (STS)

3.3.3.1 To indicate the necessity for special handling, the appropriate Special Status Indicator (STS) should be inserted in Field 18 of the flight plan. The indicators defined are as follows, and are listed in the order in which they are to be inserted, if used:

STS	Reason for special handling by ATS
ALTRV	for a flight operated in accordance with an altitude reservation
SAR	for a flight engaged in a search and rescue mission
HEAD	a flight with Head of State status
ATFMX	for a flight approved for exemption from ATFCM measures by the appropriate ATS authority
HOSP	for a medical flight declared by medical authorities
HUM	for a flight operating on a humanitarian mission
STATE	for a flight engaged in military, customs or police services
FFR	for a flight engaged in fire-fighting
NONRVSM	for a non-RVSM flight intending to operate in RVSM airspace
MEDEVAC	for a life critical medical emergency evacuation
MARSA	for a flight for which a military entity assumes responsibility for separation of military aircraft
FLTCK	for a flight performing calibration of nav aids
HAZMAT	for a flight carrying hazardous material

3.3.3.2 The following STS/indicators will be recognized by the EUROCONTROL NM and will be provided with

automatic exemption from flow regulation:

STS/HEAD; STS/SAR; STS/FFR; STS/MEDEVAC and STS/ATFMX.

3.3.3.3 The following STS/indicators require approval for exemption from flow regulation from the CAA of Albania, in accordance with the requirements detailed in ATFCM Users Manual and ENR 1.9:

STS/STATE, STS/HUM and STS/HOSP.

3.3.3.4 In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the Flight Plan Form.

3.3.3.5 To remove STS descriptor(s) from the flight plan currently held by the IFPS, a modification message (CHG) may be submitted to the IFPS for processing that contains the complete Item 18 without the STS descriptor(s) which is intended to be removed.

### **3.3.4 Indication in the flight plan of 8.33 kHz channel spacing capable radio equipment**

3.3.4.1 For flights conducted wholly or partly in the ICAO EUR region, in addition to the letter S and/or any other letters, as appropriate, the letter Y shall be inserted in Item 10 of the flight plan for aircraft equipped with 8.33 kHz channel spacing capable radio equipment, regardless of the requested level.

3.3.4.2 The letter Y shall not be inserted in Item 10, the letter Z shall be inserted in Item 10a and the descriptor COM/EXM833 in Item 18 of the flight plan for aircraft not equipped, but which have been granted exemption from the mandatory carriage equipment.

3.3.4.3 The letter M shall be inserted in Item 8, the letters U and Z in Item 10a and the descriptor COM/EXM833 in Item 18 of the flight plan for State aircraft not equipped with 8.33 kHz channel spacing capable radio equipment but equipped with UHF.

3.3.4.4 In case of a change in the 8.33 kHz capability status for a flight planned to operate in the ICAO EUR region, a modification message shall be sent with the appropriate indicator inserted in the relevant Item, as given in the IFPS Users Manual.

3.3.4.5 Medical flights specifically declared by the medical authorities and aircraft engaged in search and rescue actions are automatically exempted from the 8.33 kHz mandatory carriage equipment. The letter Y shall not be inserted in Item 10a and the descriptor STS/SAR or STS/HOSP or STS/MEDEVAC or STS/FFR shall be inserted in Item 18 of the flight plan.

### **3.3.5 Indication in the flight plan of RVSM approval status**

3.3.5.1 Only RVSM approved aircraft and non-RVSM approved State aircraft shall operate between FL290 – FL410 inclusive within the lateral limits of the EUR RVSM airspace.

3.3.5.2 Operators of RVSM approved aircraft shall indicate the approval status by inserting the letter W in Item 10 of the ICAO flight plan form, regardless of the requested flight level.

3.3.5.3 Operators of non-RVSM approved State aircraft with a requested cruising level of FL 290 or above shall insert STS/NONRVSM in Item 18 of the ICAO flight plan form.

3.3.5.4 Operators of formation flights of State aircraft shall not insert the letter W in Item 10 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned. Operators of formation flights of State aircraft intending to operate within the EUR RVSM airspace as general air traffic (GAT) shall include STS/NONRVSM in Item 18 of the ICAO flight plan form.

3.3.5.5 The aircraft registration shall be inserted in Item 18 of the ICAO flight plan form.

3.3.5.6 Non-RVSM approved aircraft shall operate below FL290 or above FL410 within the lateral limits of the EUR RVSM airspace.

### **3.3.6 Indication in the flight plan of RNAV approval status**

3.3.6.1 Operators of aircraft approved for basic area navigation (B-RNAV/RNAV5) operations shall insert the designator 'R' in Item 10a of the flight plan and PBN/ in Item 18 followed by the appropriate capability of that

flight. The PBN descriptors for B-RNAV are: B1, B2, B3, B4, B5.

3.3.6.2 Operators of aircraft approved for precision area navigation (P-RNAV/RNAV1) operations shall, in addition to the designator 'R' in Item 10a, also insert PBN/ in Item 18 followed by the appropriate capability of that flight. The PBN descriptors for P-RNAV are: D1, D2, D3, D4, depending upon the sensors used, as appropriate. Unlike RNAV1 it is also possible to achieve P-RNAV capability using only VOR/DME in which case 'Z' should be inserted in item 10a and NAV/EURPRNAV in item 18.

3.3.6.3 Operators of State aircraft not approved for B-RNAV or P-RNAV operations shall not insert any of the designators B1, B2, B3, B4, B5, D1, D2, D3, D4 within the PBN/ indicator of Item 18 of the flight plan. Instead, the letter 'Z' shall be inserted in Item 10a and NAV/RNAVX shall be inserted in Item 18 of the flight plan.

Where a failure or degradation results in the aircraft being unable to meet the B-RNAV functionality and accuracy requirements before departure, the operator of the aircraft shall not insert any of the designators B1, B2, B3, B4, B5 within the PBN/ indicator of Item 18 of the flight plan. Since such flights require special handling by ATC, the letter 'Z' shall be inserted in Item 10a and Item 18 shall contain NAV/RNAVINOP.

### 3.4 Supplementary flight plan information

3.4.1 Information regarding supplementary flight plan data (information normally provided under Item 19 of the ICAO flight plan form) shall be kept readily available by the operator at the departure aerodrome or another agreed location, so that, on request by ATS units, it can be supplied without delay.

3.4.2 Where such information is supplied as part of a flight plan submission to IFPS it will be extracted and stored for later retrieval, if required, in the event of an emergency situation arising. Supplementary flight plan information will not be included in the normal flight plan distribution by IFPS.

*Note: If the FPL has been filed via the integrated web briefing system, this information will be held by the system, but will not be transmitted.*

3.4.3 ATS Units requiring supplementary flight plan information on a particular flight and for urgent operational reasons may contact the Supervisor at the appropriate IFPU; assistance will be provided by either:

- a. giving information on Field 19 where such information has been submitted to and stored by IFPS;
- b. giving advice on a contact name/address of the AO and/or originator of the flight plan, which may be stored in the database;
- c. giving any additional information which may be contained in Field 18.

3.4.4 A request supplementary flight plan (RQS) message shall be transmitted when an ATS unit wishes to obtain supplementary flight plan data. The message shall be transmitted to the air traffic services reporting office at the departure aerodrome or in the case of a flight plan submitted during flight, to the ATS unit specified in the flight plan message.

## 4. CHANGES TO A FLIGHT PLAN

### 4.1 Submission of changes to a flight plan

4.1.1 Subject to the provisions of SERA.8020 (b) all changes to a flight plan submitted for an IFR flight, or a VFR flight operated as a controlled flight, shall be reported as soon as practicable to the appropriate air traffic services unit. For other VFR flights, significant changes to a flight plan shall be reported as soon as practicable to the appropriate air traffic services unit.

4.1.2 Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at time of departure, constitutes a significant change to the flight plan and as such shall be reported.

4.1.3 Flight plan data may be updated with any time, level or route changes, and any other changes except key fields, as necessary.

4.1.4 Any changes to a previously submitted flight plan for an IFR/GAT flight or part thereof operating within the IFPZ shall be submitted to the IFPS for processing.

4.1.5 It shall not be possible to modify certain key fields within a flight plan, as these fields are used for message

association purposes.

4.1.6 These non-modifiable key fields are:

- Aircraft Identification
- Aerodrome of Departure
- Aerodrome of Destination
- Estimated Off-Block Date (as a direct modification to the DOF sub-field).

4.1.7 To change any of these items, it shall be necessary to cancel the original flight plan and refile a new flight plan containing the corrected data. The RFP procedure shall not be used for such changes.

4.1.8 Apart from the above key fields, flight plans may be modified by sending a modification message (CHG) or a delay message (DLA). In the FPL related cases, the IFPS also accepts the modification of a flight plan by submitting another flight plan (with a different route for example) providing that the message originator is the same and that the key fields are identical. The second flight plan shall overwrite the original filed flight plan except for the estimated off-block time (EOBT). Modification of the EOBT shall only be possible by sending a DLA or CHG message.

## 4.2 Associated messages

### 4.2.1 Delay (DLA)

4.2.1.1 A DLA message shall be transmitted when the departure of an aircraft, for which basic flight plan data (FPL) has been sent, is delayed by more than 30 minutes after the estimated off-block time contained in the basic flight plan data. In the event of such delays it is important that the pilot advises the departure aerodrome ARO that a DLA message can be sent.

4.2.1.2 The DLA message shall be transmitted by the ARO serving the departure aerodrome to all recipients of basic flight plan data.

4.2.1.3 However, in order to meet the requirements of ATFCM, all IFR aircraft operating within the IFPS must have any changes to their EOBT of more than 15 minutes notified to the IFPS.

4.2.1.4 The IFPS shall not accept a delay of more than 20 hours in advance of the current EOBT held for the flight.

### 4.2.2 Departure (DEP)

4.2.2.1 Unless otherwise prescribed on the basis of regional air navigation agreements, a DEP message shall be transmitted immediately after the departure of an aircraft for which basic flight plan data have been previously distributed.

4.2.2.2 The DEP message shall be transmitted by the ARO serving the departure aerodrome to all recipients of basic flight plan data.

4.2.2.3 A DEP message is not required if an IFR FPL has been filed with IFPS and the flight will operate solely within the IFPS Zone.

4.2.2.4 DEP messages must always be sent for VFR FPLs operating outside controlled airspace and for IFR FPLs operating outside the IFPS Zone.

4.2.2.5 It is also important that the DEP message is sent, as this activates the FPL. Failure to activate the FPL could result in the destination aerodrome not being aware that alerting action should be taken.

4.2.2.6 The IFPS shall accept a departure message for any existing flight plan provided the departure time indicated in the message is not in the future when compared to the system time at the time of processing. Where the departure time is indicated to be in the future, such messages shall be automatically rejected by the IFPS.

### 4.2.3 Modification (CHG)

4.2.3.1 A CHG message shall be transmitted when any change is to be made to basic flight plan data contained in

previously transmitted FPL data. The CHG message shall be sent to those recipients of basic flight plan data which are affected by the change. Relevant revised basic flight plan data shall be provided to such affected entities not previously having received this.

4.2.3.2 In the case of FPLs filed with IFPS, and as long as the CHG message is sent to them, IFPS will do this automatically for the IFR portions of the FPL.

4.2.3.3 Other modifications to a filed FPL, such as a change in aircraft type, speed, level, route, etc., can be notified using a change (CHG) message.

4.2.3.4 It is also important that when any changes or modifications are made to the original FPL, that a change (CHG) message is transmitted to all the addressees that will be affected by the change or modification.

#### **4.2.4 Cancellation (CNL)**

4.2.4.1 A flight plan cancellation (CNL) message shall be transmitted when a flight, for which basic flight plan data has been previously distributed, has been cancelled. The ARO serving the departure aerodrome shall transmit the CNL message to ATS units which have received basic flight plan data.

4.2.4.2 Any changes to aircraft call sign, point of departure and/or destination will require the original FPL to be cancelled and a new FPL submitted.

4.2.4.3 Should the flight be cancelled, for any reason, it is equally important to ensure that a cancellation (CNL) message is transmitted to all the original FPL addressees. In the case of FPLs filed with IFPS, and as long as the CNL message is sent to them, IFPS will do this automatically for the IFR portion of the FPL.

4.2.4.4 Until a flight plan held by the IFPS is cancelled or closed, it shall remain accessible for certain updates. Message originators should not file a second flight plan where one already exists in the IFPS for the same flight.

#### **4.2.5 Arrival (ARR)**

4.2.5.1 When an arrival report is received by the ARO serving the arrival aerodrome, this unit shall transmit an ARR message:

- a. for a landing at the destination aerodrome:
  - to the ACC or FIC in whose area the arrival aerodrome is located, if required by that unit; and
  - to the ATS unit, at the departure aerodrome, which originated the flight plan message, if that message included a request for an ARR message;
- b. for a landing at an alternate or other aerodrome:
  - to the ACC or FIC in whose area the arrival aerodrome is located; and
  - to the aerodrome control tower at the destination aerodrome; and
  - to the air traffic services reporting office at the departure aerodrome; and
  - to the ACC or FIC in charge of each FIR or upper FIR through which the aircraft would have passed according to the flight plan, had it not diverted.

4.2.5.2 When a controlled flight which has experienced failure of two-way communication has landed, the aerodrome control tower at the arrival aerodrome shall transmit an ARR message:

- a. for a landing at the destination aerodrome:
  - to all ATS units concerned with the flight during the period of the communication failure; and
  - to all other ATS units which may have been alerted;
- b. for a landing at an aerodrome other than the destination aerodrome:

- to the ARO serving the destination aerodrome; this unit shall then transmit an ARR message to other ATS units concerned or alerted as in a) above.

4.2.5.3 On processing an arrival message, the IFPS shall distribute that message to the aerodrome control tower, approach and ATS reporting office of the aerodrome of departure where that aerodrome has specified a requirement to receive such messages, and is located within the IFPZ. The IFPS shall also send a copy of that arrival message to any extra addresses included in the re-addressing function.

4.2.5.4 On processing a diversion arrival message, the IFPS shall distribute that message to all ATC units that have been calculated in the processing of the associated flight plan, also to any extra addresses included in the re-addressing function.

4.2.5.5 In addition, the IFPS shall also close the associated flight plan, at which point the flight plan data shall become inaccessible outside the IFPS.

4.2.5.6 If an ARR message or diversion arrival message submitted to the IFPS for processing does not contain the estimated off-block time (EOBT) after the aerodrome of departure, the IFPS shall not raise an error, but the EOBT will be automatically inserted in the output by IFPS.

### 4.3 Replacement Flight Plan (RFP)

4.3.1 When an individual flight plan (FPL) has been filed but it is decided, within 4 hours of EOBT, to use an alternative routing between the same aerodromes of departure and destination, either a modification message (CHG) may be sent or alternatively:

- a. a cancellation message (CNL) shall be sent to IFPS;
- b. not less than 5 minutes after sending the CNL message, a replacement flight plan (RFP) in the form of an FPL with identical call sign shall be transmitted;
- c. the RFP shall contain, in Item 18, the indication "RFP/Qn", where RFP signifies "Replacement Flight Plan" and "n" is "1" for the first replacement, "2" for the second replacement, and so on; and
- d. the last RFP shall be filed at least 30 minutes before EOBT.

*Note: The submission of a replacement flight plan is normally accepted as fulfilling a State's requirement for advance notification of flight (diplomatic clearance).*

## 5. CLOSING A FLIGHT PLAN

### 5.1 Submission of an arrival report

5.1.1 An arrival report shall be made in person, by radiotelephony, or by telephone at the earliest possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.

5.1.2 Submission of an arrival report is not required after landing on an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the landing has been observed.

5.1.3 When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.

5.1.4 When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.

5.1.5 When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.

## 5.2 Contents of an arrival report

5.2.1 Arrival reports made by aircraft shall contain the following elements of information:

- a. aircraft identification;
- b. departure aerodrome or operating site;
- c. destination aerodrome (only in the case of a diversionary landing);
- d. arrival aerodrome or operating site;
- e. time of arrival.

5.2.2 Whenever an arrival report is required, failure to comply with these provisions may cause serious disruption in the air traffic services and incur great expense in carrying out unnecessary search and rescue operations.

## 6. FLIGHT PLANNING PROCEDURES WITHIN SECSI FRA

### 6.1 Flight procedures

6.1.1 General

6.1.1.1 All aircraft, other than State aircraft, shall comply with:

- Aircraft equipment requirements of the respective State;
- General rules and procedures of the respective State; and
- Current RAD.

6.1.1.2 For exemptions for State aircraft see the corresponding AIPs.

6.1.1.3 Within SECSI FRA, relevant significant points are considered as FRA Horizontal Entry (E), FRA Horizontal Exit (X), FRA Intermediate (I), FRA Arrival Connecting (A) and FRA Departure Connecting (D) Points, as described in ENR 4.1 and ENR 4.4 subsections.

6.1.1.4 The Flight Level Orientation Scheme (FLOS), applicable within SECSI FRA, corresponds to the semi-circular rules according to ICAO Annex 2, Appendix 3 a) or SERA Appendix 3 and ENR 1.7. Exceptions to this rule are published in ENR 4.1 and ENR 4.4 column "Remarks".

6.1.2 Eligible flights for SECSI FRA

6.1.2.1 Eligible flights are all flights that are intending to operate within the vertical and horizontal limits of SECSI FRA as specified in ENR 2.1 and/or ENR 2.2 and ENR 6 of the corresponding AIPs, regardless of the phase of flight (overflights, arriving or departing from local aerodromes or from aerodromes situated in close proximity of SECSI FRA).

### 6.2 Airspace restrictions and airspace reservations

6.2.1 Circumnavigating areas of airspace restrictions and airspace reservations

6.2.1.1 Flights may be planned through active Military Areas published in sections ENR 2.2, ENR 5.2 or AD 2 of the corresponding AIPs, unless otherwise stated in RAD, Appendix 7.

6.2.1.2 Flight planning is not permitted through active restricted, danger or prohibited areas published in ENR 5.1 of the corresponding AIP, unless otherwise stated in RAD, Appendix 7.

6.2.1.3 Airspace users shall plan their trajectory around airspaces that are not available for civil operations as published/managed by NOTAM/AUP/UUP by using FRA relevant points published in ENR 4.1/ENR 4.4.

6.2.2 Promulgation of route extension

6.2.2.1 In cases, where crossing of active reserved (restricted) areas is not possible, one of the following procedures



applies:

- a. A flight will be instructed tactically by ATC to proceed via FRA Intermediate Points (I) published in ENR 4.1/ENR 4.4;
- b. Tactical radar vectoring by ATC.

6.2.2.2 The average extension to be considered by airspace users is approximately 5 NM.

**6.3 Flight planning within SECSI FRA area**

6.3.1 General

6.3.1.1 Within SECSI FRA, airspace users are allowed to plan user preferred trajectories using significant points or radio navigation aids (see ENR 4.1 and ENR 4.4), as well as geographical coordinates under special conditions and rules laid down in AIP and RAD.

6.3.1.2 Eligible flights shall flight plan via FRA relevant points according to the table below.

From	To	Remarks
FRA Horizontal Entry Point (E)	FRA Horizontal Exit Point (X)	Flight plan direct or via one or several Intermediate Points.
	FRA Arrival Connecting Point (A)	
	FRA Intermediate Point (I)	
FRA Departure Connecting Point (D)	FRA Horizontal Exit Point (X)	
	FRA Arrival Connecting Point (A)	
	FRA Intermediate Point (I)	
FRA Intermediate Point (I)	FRA Horizontal Exit Point (X)	
	FRA Arrival Connecting Point (A)	
	FRA Intermediate Point (I)	

6.3.1.3 In SECSI FRA there is no limitation on the number of FRA Intermediate Points (I) and DCT-s used in Field 15 of FPL.

6.3.1.4 Within SECSI FRA there is no limitation on the maximum DCT distance.

6.3.1.5 In case published FRA Intermediate Points (I) or DCT segments are compulsory due ATS operational reasons, specific rules for the correct usage are described in the respective RAD. This is valid for departing, arriving and overflying traffic.

6.3.1.6 Flights shall not be planned closer than 3 NM to the published SECSI FRA border.

6.3.1.7 To manage the operationally sensitive areas, No Planning Zones (NPZ-s) are published. An NPZ is a defined airspace volume within which the planning of FRA DCT trajectories is either not allowed or allowed only for exceptions as described.

6.3.1.8 Airspace users can avoid these areas by planning via appropriate SECSI FRA Intermediate Points (I) around the NPZ or according to described conditions. Planning a DCT through the published NPZ will cause a reject message (REJ) by IFPS except where the set conditions are met. For complete NPZ source information see RAD.

6.3.1.9 For Y/Z flights, changes of flight rules (IFR joining or cancelling) shall be indicated, by reference, to any FRA relevant point, as published in ENR 4.1 and ENR 4.4 respectively.

6.3.1.10 Airspace users may use any significant FRA point published in ENR 4.1 and ENR 4.4, or unpublished point defined by geographical coordinates as described in 6.4, for indicating changes of level and speed.

6.3.1.11 Usage of bearing and distance from a significant point or radio navigation aid as FRA Intermediate Point (I) is not allowed in SECSI FRA.

6.3.1.12 Route portions between unpublished points defined by geographical coordinates, as well as to/from significant

points or radio navigation aids shall be indicated by means of "DCT" in accordance with ICAO Doc 4444 Appendix 2 "Flight Plan, Item 15".

### **6.3.2 Cross border application**

6.3.2.1 Inside SECSI FRA, the crossing of FIR borders as well as the crossing of the Area of Responsibility boundary between the involved ATS units is basically allowed without the usage of FRA Intermediate Points (I) published along the boundaries, except otherwise specified in RAD. Except for DCT segments published in RAD Appendix 4, ATS Routes and SIDs/STARs:

- entry to and exit from SECSI FRA shall be planned using the published FRA Horizontal Entry (E) and FRA Horizontal Exit (X) Points only;
- the planning of DCT segments that are partially outside the lateral limits of SECSI FRA (reentry segments) is only allowed by using FRA Horizontal Entry (E) and FRA Horizontal Exit (X) Points.

### **6.3.3 Determination of Lowest Available Level (LAL) within SECSI FRA**

6.3.3.1 For determination of lowest available level within those parts of the SECSI FRA where Free Route operations are eligible from ground to FL 660 see AIP Austria and AIP Slovenia, ENR 6.8. The published values correspond to the lowest available level within controlled airspace ensuring obstacle clearance.

6.3.3.2 Flight plan filing, according to SECSI FRA flight planning rules below these minima will cause a reject message by IFPS.

### **6.3.4 Use of geographical coordinates in Field 15**

6.3.4.1 Unpublished points defined by geographical coordinates shall in general only be inserted along the direct trajectory between two FRA relevant points (E/X/I/A/D) to indicate changes of level and speed.

### **6.3.5 Overflying traffic**

6.3.5.1 Overflying traffic are all flights whose aerodromes of departure and destination are located outside SECSI FRA.

6.3.5.2 Overflying traffic may be planned directly from any FRA Horizontal Entry Point (E) to any FRA Horizontal Exit Point (X) and via published and unpublished FRA Intermediate Points (I) as specified in the AIPs of the States involved in SECSI FRA and RAD.

### **6.3.6 Access to FRA for departing traffic**

6.3.6.1 Departing traffic are flights whose departure aerodrome is located inside the lateral limits of SECSI FRA.

6.3.6.2 Depending on the aerodrome, there are different requirements on flight planning for departing traffic. FRA flight plan filing shall be started from:

- a FRA Departure Connecting Point (D) or;
- a specific FRA Intermediate Point (I) linked to an aerodrome according to RAD or;
- if no SID is available or there is no requirement for a connecting point, any FRA relevant point within a required distance from the aerodrome, according to RAD, can be used.

### **6.3.7 Access to FRA for arriving traffic**

6.3.7.1 Arriving traffic are flights whose aerodrome of destination is located inside the lateral limits of SECSI FRA.

6.3.7.2 Depending on the aerodrome, there are different requirements on flight planning for arriving traffic. FRA flight plan filing shall be finished:

- at a FRA Arrival Connecting Point (A); or
- at a specific FRA Intermediate Point (I) linked to an aerodrome according to RAD; or

- if no STAR is available or there is no requirement for a connecting point, at any FRA relevant point within a required distance from the aerodrome, according to RAD, can be used.

## 7. FLIGHT PLANNING AND COMMON BALKANS REGION PROCEDURES

NATO Regulations for aircraft operating as General Air Traffic (GAT) in the Balkans region, Version 4.1, contains mandatory provisions and applies to all GAT operating in the airspace over Kosovo. Strict adherence to these rules and procedures is essential. Additionally, it also provides guidance for procedures for GAT operating in the Balkans region.

### 7.1 Flight Plans

Flight plans are to be filed in accordance with ICAO and EUROCONTROL procedures. When able, users/aircrew are advised to file inbound and outbound flight plans at the airport of initial departure. Flight plans are to include proper Aeronautical Fixed Telecommunication Network (AFTN) addresses in accordance with published procedures.

*Note: All NATO/KFOR flights are to ensure that RMK/NATO is in Field 18 of the Flight Plan.*

- 7.1.1 Flight movement messages relating to traffic into or via KFOR Sector shall be addressed as stated below in order to warrant correct relay and delivery. Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO PANS ATM, DOC 4444, Chapter 11, para 11.2.1.1 refers).

Category of flight	Route (into or via airspace)	Unit name	Message address
Instrument flight rules (IFR)	KFOR Sector	IFPS 1 IFPS 2	EUCHZMFP EUCBZMFP

- 7.1.2 Do not call CAOC TJ for flight planning information.

### 7.2 AIP/AIC/NOTAM/AIM

For civil and military airports located within the Balkans region, aircrews are reminded to check and comply with all applicable and relevant AIP, AIC, current NOTAM or AIM for available Air Traffic Service (ATS) routes and altitudes. The aeronautical data and information for the KFOR Sector is published as a SUP to the Hungarian AIP. In the SUP, only differences or additional requirements to AIP Hungary are published. NOTAM for airspace above FL205 in the airspace over Kosovo, KFOR Sector, will be distributed by HungaroControl in one series, identified by the letter K.

*Note: Requests concerning inclusion and/or changes to the distribution list of Hungarian NOTAM series K should be addressed to: (email) notam@hungarocontrol.hu or (AFS) LHBPYNYN.*

- 7.2.1 Airspace/FL restrictions over the Balkans region are subject to change. Accordingly, users must check all applicable and relevant AIP/AIC, NOTAM and AIM for updates prior to departure.
- 7.2.2 Before planning and executing GAT flights in the Balkans region, relevant NOTAM and all applicable and relevant AIP are to be consulted.

### 7.3 Call signs

Users are to indicate designated ICAO call sign (C/S) on slot application requests to the airport. Once the slot request is approved, this C/S must be used entering, within and exiting Balkans region airspace.

*Note: Call signs for hospital flight GAT/Visual Flight Rules (VFR) and Humanitarian (HUMRO) flights into airspace over Kosovo are coordinated through the Schedule Facilitation Unit at Pristina International Airport.*

### 7.4 Diplomatic Clearance

Users are responsible for obtaining all over-flight diplomatic clearances enroute, to and within the Balkans region in accordance with standard commercial or national procedures, as applicable.

*Note: As Hungary exercises no sovereign powers in the airspace over Kosovo, FL205 to FL660, identified as KFOR Sector, will remain closed for enroute/overflight of State aircraft.*

## 7.5 Flight Procedures in the Balkans region

7.5.1 Aircraft entering the Balkans region airspace, IFR/GAT must comply with the following requirements:

- An approved IFR flight plan (both inbound and outbound);
- Maintain contact with the appropriate Air Traffic Control (ATC) unit on two-way radio communications;
- Monitor Ultra-High Frequency (UHF) or Very High Frequency (VHF) Guard for emergency broadcasts;
- Operational Mode 3/A with Mode C (altitude information) or Mode S transponder;
- Pilots should refer to the applicable and relevant AIP and NOTAM for the latest aeronautical information;
- Deviation from the current flight plan route or portion of it is not permitted unless fully coordinated with ATC, due to military operational flights operating in close proximity to ATS routes;
- Military aircraft and aircrew operating in accordance with NATO Regulations will comply with national guidance on aircraft equipment systems and professional gear;
- Aircrews are to report any security or safety hazards to the appropriate authorities as soon as possible on the appropriate ATC frequencies.

## 7.6 Mode 3A Assignment Procedures in the Balkans region

7.6.1 Flights in Albania may be asked to select Mode 3/A as assigned by Tirana ACC on request. If asked to do so, compliance with national ATC procedures is mandatory.

## 7.7 Airspace Flow Management: Flight Request and Slot Allocation Procedures

The airports are the transportation agency controlling slot times for all fixed-wing airlift aircraft arriving in and departing from the Balkans region. Prior Permission Required (PPR)/Slot requests for intra-theatre flights to/from airports/landing sites are to be submitted using the request forms at Annex B2/B3 of NATO Regulations, Version 4.1. Requests are to be typed, not hand written. Requests submitted on superseded editions, or that are unreadable or incomplete will be returned to the sender without consideration. Any request submitted without appropriate valid accompanying documentation or approval will be rejected.

## 7.8 Pristina International Airport Slot Allocation Procedure

7.8.1 Commercial Flights. The Schedule Facilitation Unit of Pristina International Airport is responsible for the coordination and assignment of airport slots, taking into consideration airport capacity. The Unit confirms the arrival/departure times at/from Pristina International Airport and on a permanent basis will give advice on airport capacity to commercial air carriers, and HUMRO flights for which a permit has been issued by the Department of Civil Aviation (DCA).

The exchange of messages shall be done as per International Air Transport Association (IATA) Standard Schedules Information Manual (SSIM).

*Note: Slot requests/Schedule Movement Advice for commercial air carriers into Pristina International Airport shall be submitted as per IATA SSIM Messages. Additionally, requests through form Annex B2 of NATO Regulations, Version 4.1, are accepted and will be processed.*

7.8.2 Military Flights. The Schedule Facilitation Unit of Pristina International Airport in coordination with KFOR Air Point of Departure (APOD) Flight Operations Officer will assign arrival/departure (slot times) for military flights.

*Note: Slot requests for military flights are to be submitted through the Slot Request Form at Annex B of NATO Regulations, Version 4.1.*

## 7.9 Slot Time Allocations/Schedule Movement Confirmation - Conditions and Criteria for Pristina International Airport

Adherence to Air Traffic Flow Management (ATFM) (-5 +10 minutes) is mandatory for aircraft subject to ATFM. Users unable to meet both airport slot and ATFM restrictions are to contact the airport, using the change procedure, no later than the day prior to coordinate a new airport slot time. Aircraft not adhering to airport slot times may be denied landing clearance and future user requests may be subject to conditional review. Aircraft may be up to 10 minutes early or 20 minutes late on the arrival/departure times, but a late arrival should make every effort to avoid a late departure. Late arrivals are not to exceed their scheduled time on the ground.

#### 7.10 Slot Time Allocation/Schedule Movement Confirmation - Change and Cancellation Procedure

For schedule change or cancellation of GAT, military and HUMRO flights at Pristina International Airport, airlines and users must notify via email the Schedule Facilitation Unit with details of change or cancellation.

Schedule Facilitation Unit contact details:

Phone: +383 38 501 502 1170/ 49 911 310

Email: [scheduleprn@limakkosovo.aero](mailto:scheduleprn@limakkosovo.aero)

URL: <http://www.airportpristina.com>

For any change to schedule which might occur on the day of operation due to weather conditions, technical problems or any operational (non-commercial) reason, before operating the flight, airlines and air users must contact Pristina (PRN) Operations Control Centre (OCC) to receive the relevant information in regard to the available capacity on the day of operation.

Contact details for PRN OCC:

Phone: +383 38 501 502 2222/ 49 784 381

Fax: + 383 38 501 502 1323

Email: [occprn@limakkosovo.aero](mailto:occprn@limakkosovo.aero)

URL: <http://www.airportpristina.com>

Opening hours: 24h

Contact details for NATO/Military users:

KFOR Pristina Military Airport (APOD)

24/7 Duty Operations Manager:

Phone: +383 (0)49 750 3661

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APOD Manager:

Phone: +383 (0)49 750 3651

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Deputy APOD Manager:

Phone: +383 (0)49 770 2961

Email: [jlsgapodmgrdeputy@hq.kfor.nato.int](mailto:jlsgapodmgrdeputy@hq.kfor.nato.int)

7.10.1 Users should be aware that cancelled or missed flights are not subject to any automatic review. A new slot request must be submitted along with conditional accompanying authority (e.g. KFOR APOD and Civilian Aviation Authority (CAA) approval) as necessary. Carriers who fail to coordinate changes with the airport may

be subject to landing and take-off clearance delays or possible denial.

- 7.10.2 Changes required on the day of flight should be addressed directly to the airfield concerned. Each airfield is authorised to approve same day slot changes and user request cancellations at its own discretion.

*Note: A change to a larger aircraft type may only be approved if a slot is available.*

*Note: If the departure slot window is missed, any subsequent slot window on the same day for the same call sign at the same airfield will be in jeopardy. Retention or re-assignment of subsequent slot windows will be at the airport discretion.*

#### 7.11 Offload Facilities/Manifests

The carrier or sponsoring agency must ensure that offload resources such as a movements team, air cargo handling equipment, and trucks meet the aircraft at the destination airport for loading/unloading. All cargo must be palletised or capable of roll-on/roll-off handling. Loose containers should not be floor-loaded. Aircraft must carry passenger/cargo manifests on all flights and should not depart any location without accurate passenger/cargo manifests on file. Manifests must be presented to the appropriate airport ground personnel on request. If a manifest cannot be provided, the aircraft will be given an airport slot time to depart without offloading.

#### 7.12 Emergency and Medical Evacuation (MEDEVAC) Flights

Airport operations should be contacted directly by telephone for the flight coordination of emergency and MEDEVAC situations requiring immediate action.

#### 7.13 Very Important Person (VIP)/Distinguished Visitors (DV)

Users must include details on their slot requests of any VIP/DV being flown into an airfield. Users should specify each VIP/DV by name, rank and position in the 'VIPs on Board' column of the request (no VIP codes are to be used). In addition, users should specify on which legs of the flight the VIP/DV is arriving and departing. The airfield must be advised of updates to VIP/DV information using the slot change procedure as identified above.

### 8. REGULATIONS FOR OPERATIONS IN THE AIRSPACE OVER KOSOVO BELOW FL205 AND AT PRISTINA INTERNATIONAL AIRPORT

#### 8.1 Kosovo Air Safety Zone (ASZ)

The ASZ has been relaxed.

#### 8.2 Kosovo Administrative Boundary Line (ABL)

Military flights crossing the ABL are strictly prohibited, except for flights with COMKFOR approval. All NATO/KFOR military aircraft should also refer to the NATO Balkan Airspace Control Plan.

#### 8.3 ANS

ANS are provided within the established Class D, and G airspace. Flight Information Service (FIS) and Alerting Service is provided for all aircraft provided with air traffic control service; in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services; and any aircraft known or believed to be subject of unlawful interference.

- 8.3.1 Pristina ANSP provides Air Traffic Services in the airspace over Kosovo, from Ground to FL205. See the applicable and relevant AIP.

#### 8.4 Flight Procedures for VFR/GAT in airspace over Kosovo

Users intending to operate VFR/GAT in airspace below FL205 over Kosovo must comply with the following procedures and requirements:

- Submit the application form and the documents to CAA at least three (3) working days in advance prior to the scheduled start of operations. The application form is available on the CAA website: <https://caa.rks-gov.net/en/category/aip-en>  
CAA will coordinate the request with KFOR J3 Air for approval and inform the Flow Management Unit (FMU).

- Submit a VFR flight plan to Pristina Aeronautical Information Services (AIS) office (both inbound and outbound);
- Two operational VHF radios on board;
- Report by radio during the period 20 to 40 minutes following the time of the last contact;
- Monitor VHF guard frequency 121.5;
- Operational Mode 3/A with Mode C (altitude information). Mode S transponder recommended;
- Pilots should refer to the applicable and relevant AIP and NOTAM for the latest aeronautical information;
- Aircrews are to report any security or safety hazards to the appropriate authorities as soon as possible on the appropriate ATC frequencies;
- When the final landing is completed anywhere in Kosovo outside Pristina CTR, ensure the flight plan is closed by calling Pristina Approach (APP) via RTF 135.475 or 125.980 VHF or via phone Pristina ATS Reporting Office (ARO): +383 38 595 8303 or +383 38 595 8306.

## 8.5 Airspace Configuration

See applicable and relevant AIP.

## 8.6 Pristina International Airport - BKPR.

8.6.1 Airport Information. See applicable and relevant AIP.

8.6.2 General Comments

Pilots should refer to applicable and relevant AIP and NOTAM for the latest aeronautical information.

8.6.2.1 All military and military charter flights into Pristina require PPR and slot approval from Pristina Airport SCHEDULE PRN. Military requirements at Pristina Airport will be coordinated with Pristina Airport SCHEDULE PRN and KFOR APOD Flight Operations Officer. Refer to applicable and relevant AIP for specific procedures on Pristina Airport operations.

8.6.2.2 All commercial air carrier flights into Pristina require prior approval from the pertinent Institution in Kosovo (refer to applicable and relevant AIP).

8.6.2.3 All HUMRO flights require prior approval from PRISTINA FMU and Pristina International Airport (refer to applicable and relevant AIP).

## 8.7 Specific Arrival/Departure procedures for Pristina International Airport.

All flights flying in or out of airspace over Kosovo shall enter/exit via the following Fixes:

8.7.1 Inbound/outbound flights via Albania airspace.

For all GAT flights:

- a. Entry point ARBER fix (42° 07' 49"N 020° 29' 51"E)  
Corridor with 5 NM either side of centerline linking ARBER FIX and PRT VOR/DME, airspace Class D, vertical limits 9500ft AMSL - FL205.

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

- b. Exit point KUKAD fix (42°21'08"N 020°10'53"E).  
Corridor with 5 NM either side of centerline linking PRT VOR/DME with KUKAD FIX, airspace Class D, vertical limits 9500ft AMSL - FL205.

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

8.7.2 Inbound flights to Kukes via Kosovo airspace

For all GAT flights:

RNP Approach RWY 19 at Kukes LAKU, as per AIP Albania LAKU AD 2.24-9.

Entry point SINNE fix (42°14'47N 020°10'02"E).

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

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

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

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

8.7.3 For military NATO/KFOR flights only:

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

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

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

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

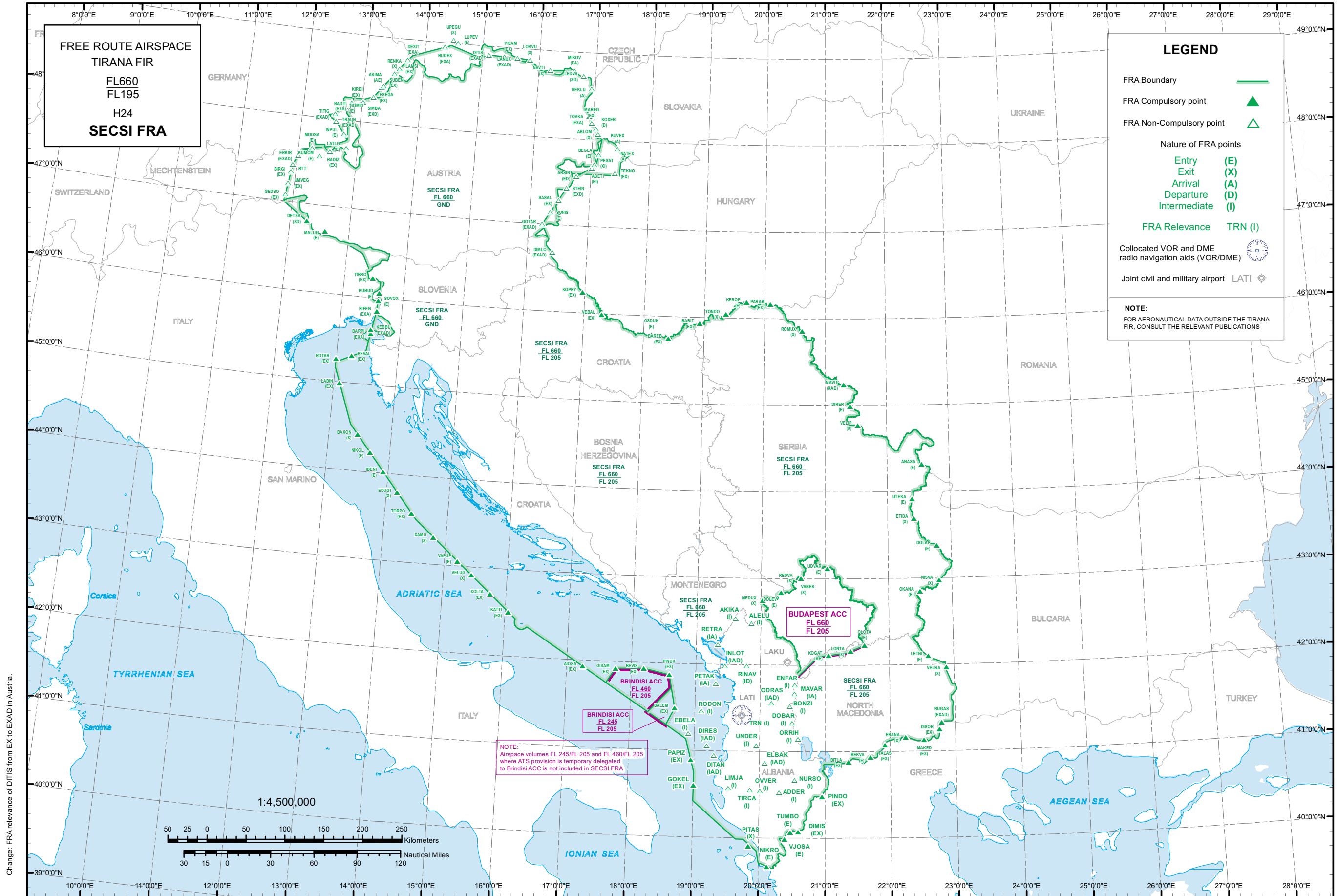
It is established as a coordination point/ fix for NATO/KFOR traffic departing from Kosovo to Albania airspace linking PRT VOR/DME SIDs with JAKOV.



## ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Geographical coordinates	Reference to ATS route or other route	Remarks
1	2	3	4
ADDER	403126N 0201817E	L604, M603	FRA (I)
AKIKA	423203N 0193614E	T8	FRA (I)
ALELU	422845N 0195102E	M127	FRA (I)
ARBER	420749N 0202951E		
BONZI	413124N 0202726E		FRA (I)
DIMIS	400421N 0203541E	L604	FRA (EX): - EVEN FLs for all entering aircraft - ODD FLs for all exiting aircraft
DIRES	410328N 0191133E	P92, T2	FRA (I) FRA (AD): LATI SID/STAR: LATI
DITAN	405644N 0191813E	M26	FRA (I) FRA (AD): LATI SID/STAR: LATI
DOBAR	411958N 0202941E	N141, T216	FRA (I)
EBELA	411136N 0185432E	T2	FRA (I)
ELBAK	405151N 0200452E	L604, T6	FRA (I) FRA (AD): LATI SID/STAR: LATI
ENFAR	414607N 0203204E		FRA (I)
GOKEL	403554N 0190000E	M26, M603	FRA (EX): - ODD FLs for all entering aircraft - EVEN FLs for all exiting aircraft
INDAL	413813N 0193204E		STAR: LATI
INLOT	415847N 0192711E	L604, T8	FRA (I) FRA (AD): LATI SID/STAR: LATI
KUKAD	422108N 0201053E		
LIMJA	403412N 0193145E	M603, N732	FRA (I)
MAVAR	414012N 0203148E	P92, Y400	FRA (IA)
NIKRO	393957N 0200712E	M127, Y132	FRA (E) - EVEN FLs for all entering aircraft
NURSO	403956N 0203217E	T6	FRA (I)

Name-code designator	Geographical coordinates	Reference to ATS route or other route	Remarks
1	2	3	4
ODRAS	413335N 0201027E	P92, T216	FRA (I) FRA (AD): LATI SID/STAR: LATI
ORRIH	410836N 0203519E		FRA (I)
OVVER	403230N 0200046E	L611, M127, M603	FRA (I)
PAPIZ	405330N 0185706E	P92	FRA (EX): - ODD FLs for all entering aircraft - EVEN FLs for all exiting aircraft
PETAK	414631N 0191850E	L607	FRA (I) FRA(A): LATI STAR: LATI
PINDO	402851N 0205721E	M603, T6	FRA (EX): - EVEN FLs for all entering aircraft - ODD FLs for all exiting aircraft
PITAS	395400N 0195040E	N732	FRA (X): - ODD FLs for all exiting aircraft
RETRA	421342N 0192006E	L604, Y132, Y400	FRA (I) FRA(A): LYPG
RINAV	415901N 0194718E	M127	FRA(I) FRA (D): LATI SID: LATI
RODON	412730N 0190600E	L187 ,L611, N732	FRA (I)
SINNE	421447N 0201002E		STAR: LAKU
TALLU	411020N 0193551E		STAR: LATI
TINKI	411102N 0194504E		STAR: LATI
TIRCA	403304N 0195123E	L187, M603, Y132	FRA (I)
TUMBO	400402N 0202822E	L611	FRA (E): - EVEN FLs for all entering aircraft
UNDER	410405N 0195651E	L604	FRA (I)
VJOSA	395855N 0202329E		FRA (E): - EVEN FLs for all entering aircraft
VOLBI	413855N 0194122E		STAR: LATI



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## 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

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## 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).
- 1.3 Air Operators intending to operate with an aircraft higher than Code C should priority request approval from the Airport Authority, who has in place a special procedure on this regard.
- 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.

### 2. GROUND MOVEMENT

#### 2.1 Parking procedures

- 2.1.1 Arriving aircraft will be instructed to the main apron by the Tirana GMC. "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.
- 2.1.5 Since there is no special parking area for helicopters on the aerodrome, helicopters will be instructed by Tirana GMC to the parking area. Marshaller will guide the helicopter to the parking stand.

#### 2.2 Start-up procedures

- 2.2.1 Aircraft that are fully ready shall contact Tirana GMC. The Ground Controller will determine the order that start approvals are issued and will issue expected start times accordingly.
- 2.2.2 Tirana GMC 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.



**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:

<b>Circumstances</b>	<b>Phraseologies</b>
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 radar control

- 2.3.1 When inbound traffic is being sequenced by radar, the approach procedure will be flown under directions from the radar controller.
- 2.3.2 Aircraft will be given a track to take up according to the runway-in-use and will be allocated a level. Changes of heading or level will be made only on instructions from the radar controller except in the case of radio communication failure.
- 2.3.3 In the event of radar failure, procedures as defined for radar approach will apply.
- 2.3.4 The ATC shall advise an aircraft being radar vectored for an instrument approach of its position at least once prior to the commencement of final approach.
- 2.3.5 When giving distance information, the radar controller shall specify the point or navigation aid to which the information refers.
- 2.3.6 Aircraft vectored for final approach should be given a heading or a series of headings calculated to close with the final approach track. The final vector shall enable the aircraft to be established on the final approach track prior to intercepting the specified or nominal glide path of the approach procedure from below, and should provide an intercept angle with the final approach track of 45 degrees or less.

- 2.3.7 Due to terrain, the ATC will vector the aircraft to be established on the final approach track inbound respective IF for instrument approaches.
- 2.3.8 Whenever an aircraft is assigned a radar vector which will take it through the final approach track, it should be advised accordingly, stating the reason for the vector.
- 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 On pilot's request or initiated by ATC, Approach Controller may vector an aircraft to 10 NM (minimum 3000 FT AMSL) on final approach course for RWY 35 to follow RNP/VOR RWY 35 instrument approach procedures.
- 2.3.11 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.
- 2.3.12 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.
- 2.3.13 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.

## 2.7 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 and/or exit Tirana CTR via the entry/exit points described in 3.2.6 and shown on the Visual Approach Chart - ICAO at LATI AD 2.24-35 unless otherwise authorised by ATC.
- 3.2.3 VFR flights operating within, into or transit 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 CTR entry/exit points are as follows:

Name	Location	Coordinates
ERZED*	Kryqëzimi i Lumenjve Stermas (Rivers Crossword 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

\*ERZED point will be used by State aircraft.

- 3.2.7 All CTR entry/exit 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 transit points are as follows:

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

3.2.10 Transit points should be used by ATC or when so requested by the pilot of VFR aircraft in order to join arriving or departing sequence, transiting Tirana CTR 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 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**

<b>Name</b>	<b>Page</b>
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



**LATI AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

VOR RWY 17 and RNP RWY 17 Approach Procedures

ID	Type	Latitude	Longitude	Elevation (Ft)	Penetration (Ft)
LATI_E106	Tree	41° 25' 47.51"N	019° 42' 59.37"E	163.7	25.9
LATI_22_189	Tree	41° 25' 47.88"N	019° 43' 00.89"E	163.2	24.5
LATI_22_185	Tree	41° 25' 46.62"N	019° 42' 59.51"E	159.1	24.3
LATI_22_186	Tree	41° 25' 47.12"N	019° 42' 59.70"E	159.9	23.4
LATI_458	Tree	41° 25' 55.63"N	019° 43' 14.47"E	180.0	19.1
LATI_22_249	Tree	41° 25' 49.99"N	019° 42' 59.88"E	164.2	18.3
LATI_C1006	Tree	41° 25' 48.93"N	019° 43' 00.48"E	158.7	16.5
LATI_C9010	Tree	41° 25' 49.23"N	019° 43' 00.75"E	158.8	15.6
LATI_22_250	Tree	41° 25' 53.11"N	019° 43' 03.10"E	164.5	9.1
LATI_22_251	Tree	41° 25' 53.25"N	019° 43' 03.24"E	163.6	7.8
LATI_22_294	Tree	41° 25' 52.45"N	019° 43' 01.14"E	160.3	6.5
LATI_22_295	Tree	41° 25' 52.30"N	019° 43' 01.07"E	159.6	6.4
LATI_22_366	Tree	41° 25' 56.05"N	019° 43' 09.28"E	165.6	2.1

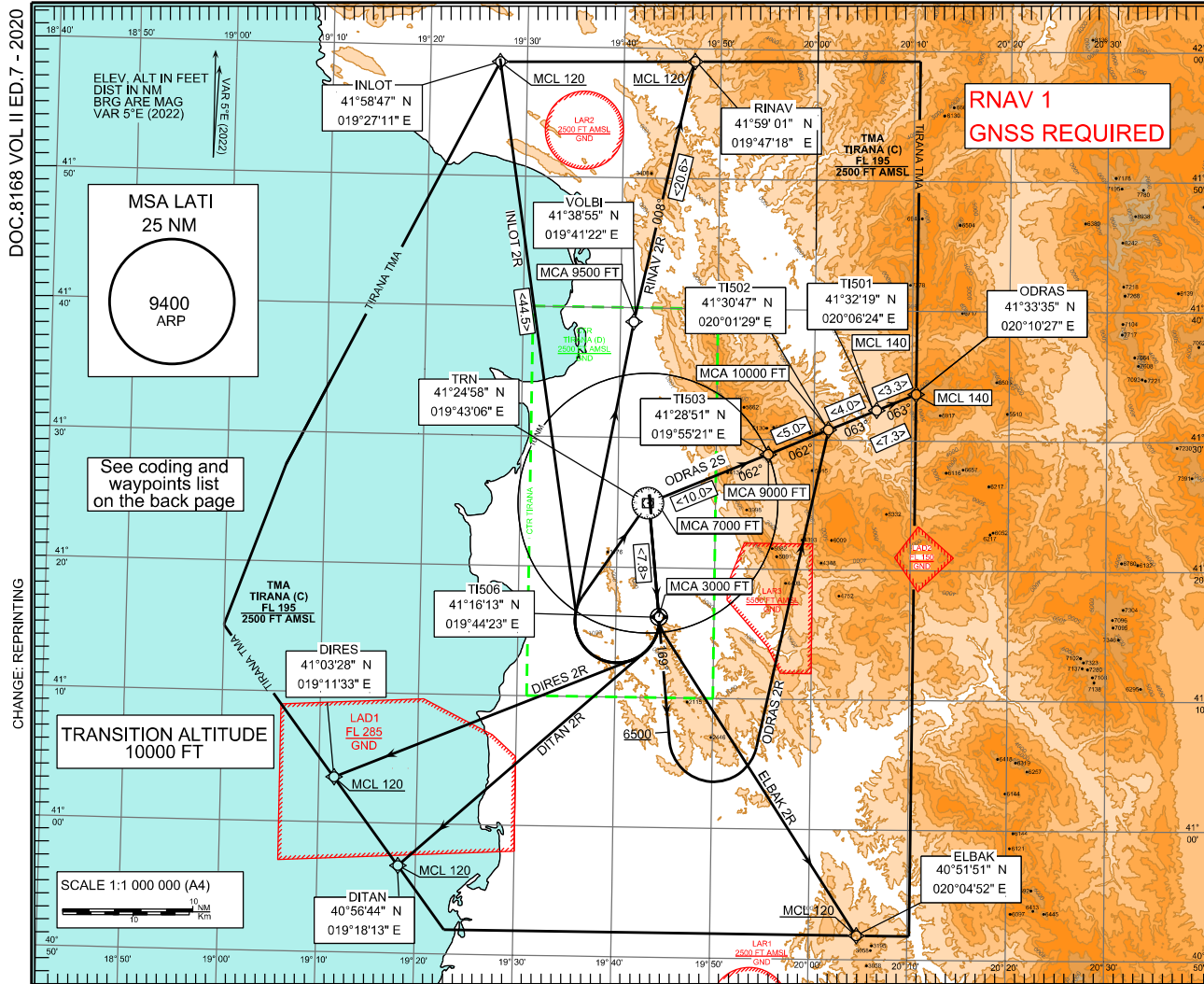
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

AERODROME ELEVATION 125 FT  
HEIGHTS RELATED TO  
THR 17 ELEV 109 FT

TWR	122.500	APP	133.150	ACC	127.500	ATIS	
	123.500		136.350		136.350	132.275	

TIRANA, LATI  
RNAV SID  
RWY17



**ODRAS 2R**

After take-off climb on course 169° until 6500 ft, turn LEFT DCT TI502 above 10000 ft, then continue on track 063° to ODRAS at or above FL140.

Requires a minimum climb gradient of 6.0% (365 ft/NM) till passing 6500 ft.

**DIRES 2R**

After take-off climb on course 169° until TI506 at or above 3000 ft, then turn RIGHT DCT DIRES at or above FL120.

Requires a minimum climb gradient of 6.0% (365 ft/NM) till passing FL120.

**DITAN 2R**

After take-off climb on course 169° until TI506 at or above 3000 ft, then turn RIGHT DCT DITAN at or above FL120.

Requires a minimum climb gradient of 6.0% (365 ft/NM) till passing FL120.

**INLOT 2R**

After take-off climb on course 169° until TI506 at or above 3000 ft, then turn RIGHT DCT to INLOT at or above FL120.

Requires a minimum climb gradient of 6.0% (365 ft/NM) to TI506.

**RINAV 2R**

After take-off climb on course 169° until TI506 at or above 3000 ft, then turn RIGHT DCT VOLBI above 9500 ft, then continue on track 008° to RINAV at or above FL120.

Requires a minimum climb gradient of 6.0% (365 ft/NM) to TI506.

**ELBAK 2R**

After take-off climb on course 169° until TI506 at or above 3000 ft, then turn LEFT DCT ELBAK at or above FL120.

Requires a minimum climb gradient of 6.0% (365 ft/NM) till passing FL120.

**ODRAS 2S**

After take-off climb on course 169° until TI506 at or above 3000 ft, turn RIGHT DCT TRN above 7000 ft, then proceed via TI503 above 9000 ft - TI502 above 10000 ft - TI501 - ODRAS at or above FL140.

Requires a minimum climb gradient of 6.0% (365 ft/NM) to TRN.

RNAV SID RWY 17  
TABULAR DESCRIPTION

Serial Number	P&T	Waypoint Name	FO	Track M°	Distance (NM)	Turn Direction	MCA/MCL	Speed Limit (KT)	Navigation Specification
<b>ODRAS 2R</b>									
010	CA	-	-	169	-	-	+6500	-	RNAV 1
020	DF	TI502	-	-	-	L	+10000	-	RNAV 1
030	TF	ODRAS	-	063	7.3	-	+FL140	-	RNAV 1
<b>DIRES 2R</b>									
010	CF	TI506	Y	169	7.8	-	+3000	-	RNAV 1
020	DF	DIRES	-	-	-	R	+FL120	-	RNAV 1
<b>DITAN 2R</b>									
010	CF	TI506	Y	169	7.8	-	+3000	-	RNAV 1
020	DF	DITAN	-	-	-	R	+FL120	-	RNAV 1
<b>INLOT 2R</b>									
010	CF	TI506	Y	169	7.8	-	+3000	-	RNAV 1
020	DF	INLOT	-	-	44.5	R	+FL120	-	RNAV 1
<b>RINAV 2R</b>									
010	CF	TI506	Y	169	7.8	-	+3000	-	RNAV 1
020	DF	VOLBI	-	-	-	R	+9500	-	RNAV 1
030	TF	RINAV	-	008	20.6	R	+FL120	-	RNAV 1
<b>ELBAK 2R</b>									
010	CF	TI506	Y	169	7.8	-	+3000	-	RNAV 1
020	DF	ELBAK	-	-	-	L	+FL120	-	RNAV 1
<b>ODRAS 2S</b>									
010	CF	TI506	Y	169	7.8	-	+3000	-	RNAV 1
020	DF	TRN	-	-	-	R	+7000	-	RNAV 1
030	TF	TI503	-	062	10.0	-	+9000	-	RNAV 1
040	TF	TI502	-	062	5.0	-	+10000	-	RNAV 1
050	TF	TI501	-	063	4.0	-	+FL140	-	RNAV 1
060	TF	ODRAS	-	063	3.3	-	+FL140	-	RNAV 1

WAYPOINT LIST

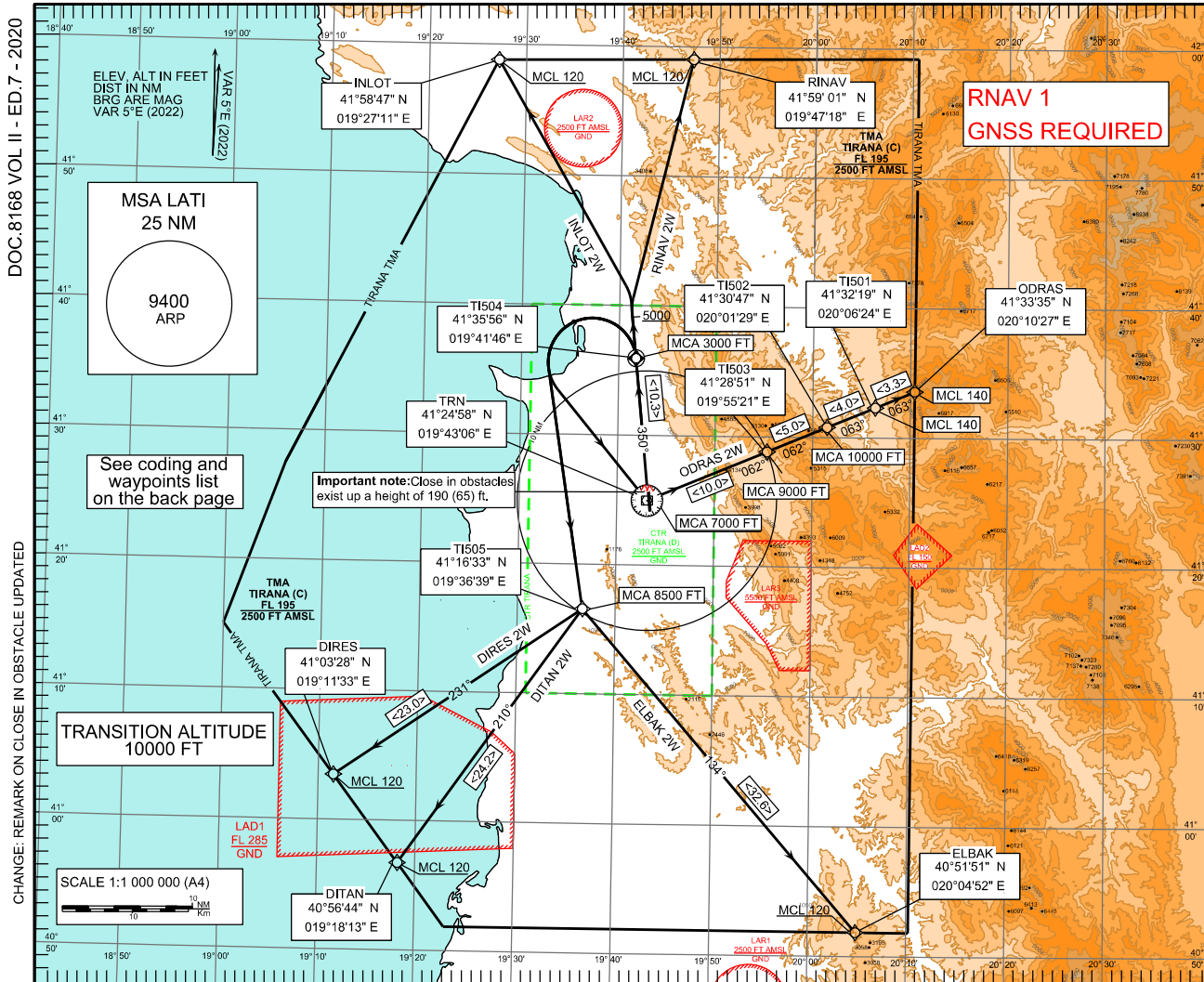
Waypoint Name	Coordinates
DIRES	410328N 0191133E
DITAN	405644N 0191813E
ELBAK	405151N 0200452E
INLOT	415847N 0192711E
ODRAS	413335N 0201027E
RINAV	415901N 0194718E
TI501	413219N 0200624E
TI502	413047N 0200129E
TI503	412851N 0195521E
TI504	413556N 0194146E
TI505	411633N 0193639E
TI506	411613N 0194423E
TRN	412458N 0194306E

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

AERODROME ELEVATION 125 FT  
HEIGHTS RELATED TO  
THR 35 ELEV 125 FT

TWR	122.500	APP	133.150	ACC	127.500	ATIS	
	123.500		136.350		136.350	132.275	

TIRANA, LATI  
RNAV SID  
RWY35



**ELBAK 2W**

After take-off climb on course 350° to T1504 at or above 3000 ft, turn LEFT DCT T1505 above 8500 ft, then continue on track 134° to ELBAK at or above FL120.

Minimum climb gradient 4.6% (280 ft/NM) until T1504.

**DITAN 2W**

After take-off climb on course 350° to T1504 at or above 3000 ft, turn LEFT DCT T1505 above 8500 ft, then continue on track 210° to DITAN at or above FL120.

Minimum climb gradient 4.6% (280 ft/NM) until T1504.

**INLOT 2W**

After take-off climb on course 350° until 5000 ft, then turn LEFT DCT INLOT at or above FL120.

Minimum climb gradient 5.5% (335 ft/NM) until INLOT.

**DIRES 2W**

After take-off climb on course 350° to T1504 at or above 3000 ft, turn LEFT DCT T1505 above 8500 ft, then continue on track 231° to DIRES at or above FL120.

Minimum climb gradient 4.6% (280 ft/NM) until T1504.

**RINAV 2W**

After take-off climb on course 350° until 5000 ft, then turn RIGHT DCT RINAV at or above FL120.

Minimum climb gradient 5.8% (353 ft/NM) until RINAV.

**ODRAS 2W**

After take-off climb on course 350° to T1504 at or above 3000 ft, turn LEFT DCT TRN above 7000 ft, then proceed via T1503 above 9000 ft - T1502 above 10000 ft - T1501 - ODRAS at or above FL140.

Minimum climb gradient 5.0% (304 ft/NM) until T1503.

DOC.8168 VOL II - ED.7 - 2020

CHANGE: REMARK ON CLOSE IN OBSTACLE UPDATED

RNAV SID RWY 35  
TABULAR DESCRIPTION

Serial Number	P&T	Waypoint Name	FO	Track M°	Distance (NM)	Turn Direction	MCA/MCL	Speed Limit (KT)	Navigation Specification
<b>ELBAK 2W</b>									
010	CF	TI504	Y	350	10.3	-	+3000	-	RNAV 1
020	DF	TI505	-	-	-	L	+8500	-	RNAV 1
030	TF	ELBAK	-	134	32.6	-	+FL120	-	RNAV 1
<b>DITAN 2W</b>									
010	CF	TI504	Y	350	10.3	-	+3000	-	RNAV 1
020	DF	TI505	-	-	-	L	+8500	-	RNAV 1
030	TF	DITAN	-	210	24.2	R	+FL120	-	RNAV 1
<b>INLOT 2W</b>									
010	CA	-	-	350	-	-	+5000	-	RNAV 1
020	DF	INLOT	-	-	-	L	+FL120	-	RNAV 1
<b>DIRES 2W</b>									
010	CF	TI504	Y	350	10.3	-	+3000	-	RNAV 1
020	DF	TI505	-	-	-	L	+8500	-	RNAV 1
030	TF	DIRES	-	231	23.0	R	+FL120	-	RNAV 1
<b>RINAV 2W</b>									
010	CA	-	-	350	-	-	+5000	-	RNAV 1
020	DF	RINAV	-	-	-	R	+FL120	-	RNAV 1
<b>ODRAS 2W</b>									
010	CF	TI504	Y	350	10.3	-	+3000	-	RNAV 1
020	DF	TRN	-	-	-	L	+7000	-	RNAV 1
030	TF	TI503	-	062	10.0	-	+9000	-	RNAV 1
040	TF	TI502	-	062	5.0	-	+10000	-	RNAV 1
050	TF	TI501	-	063	4.0	-	+FL140	-	RNAV 1
060	TF	ODRAS	-	063	3.3	-	+FL140	-	RNAV 1

WAYPOINTS LIST

Waypoint Name	Coordinates
DIRES	410328N 0191133E
DITAN	405644N 0191813E
ELBAK	405151N 0200452E
INLOT	415847N 0192711E
ODRAS	413335N 0201027E
RINAV	415901N 0194718E
TI501	413219N 0200624E
TI502	413047N 0200129E
TI503	412851N 0195521E
TI504	413556N 0194146E
TI505	411633N 0193639E
TRN	412458N 0194306E

STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO

AD ELEV 125 FT

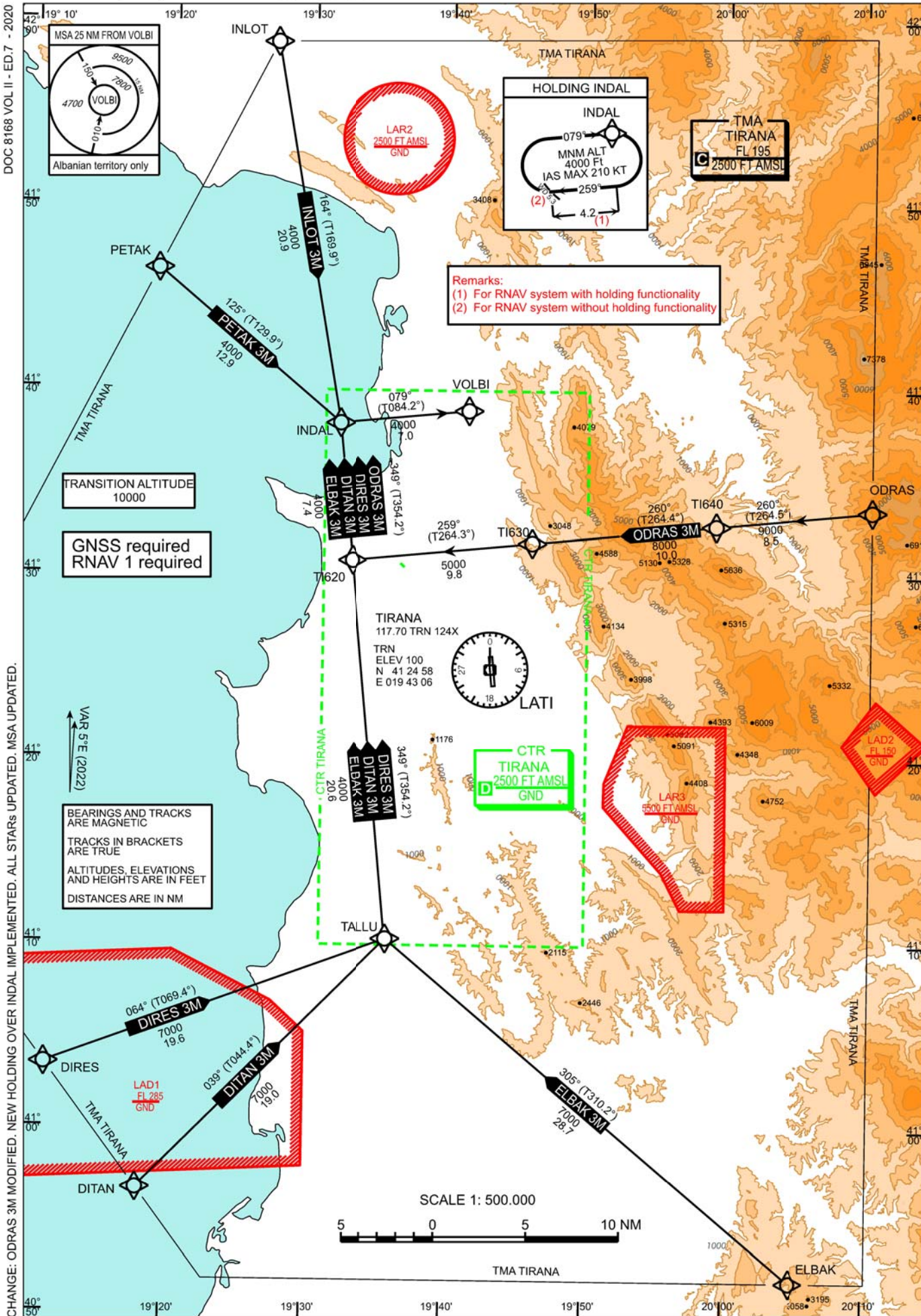
VAR 5° E

RADAR	133.150	127.500
TOWER	122.500	123.500
ATIS	132.275	

TIRANA, LATI  
RNAV STAR RWY 17  
ALBANIA

DOC 8168 VOL II - ED.7 - 2020

CHANGE: ODRAS 3M MODIFIED. NEW HOLDING OVER INDAL IMPLEMENTED. ALL STARS UPDATED. MSA UPDATED.



Designator	Route	Remarks
DIRES 3M Dires three mike arrival	DIRES – TALLU – TI620 - INDAL – VOLBI	

RNAV STAR Coding Table of DIRES 3M										
Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Crossing ALT	Speed		
IF	DIRES	no	N410328.00 E0191133.00				F120+		RNAV 1	
TF	TALLU	no	N411020.00 E0193551.00	064° (069.4°)	19.6		A7000+		RNAV 1	
TF	TI620	no	N413048.73 E0193304.60	349 (354.2)	20.6	left	A4000+		RNAV 1	
TF	INDAL	no	N413813.00 E0193204.00	349° (354.2°)	7.4		A4000+		RNAV 1	
TF	VOLBI	no	N413855.00 E0194122.00	079° (084.2°)	7.0	right	A4000+		RNAV 1	

Designator	Route	Remarks
DITAN 3M Ditan three mike arrival	DITAN – TALLU – TI620 - INDAL – VOLBI	

RNAV STAR Coding Table of DITAN 3M										
Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Crossing ALT	Speed		
IF	DITAN	no	N405644.00 E0191813.00				F120+		RNAV 1	
TF	TALLU	no	N411020.00 E0193551.00	039° (044.4°)	19.0		A7000+		RNAV 1	
TF	TI620	no	N413048.73 E0193304.60	349 (354.2)	20.6	left	A4000+		RNAV 1	
TF	INDAL	no	N413813.00 E0193204.00	349° (354.2°)	7.4		A4000+		RNAV 1	
TF	VOLBI	no	N413855.00 E0194122.00	079° (084.2°)	7.0	right	A4000+		RNAV 1	

Designator	Route	Remarks
ELBAK 3M Elbak three mike arrival	ELBAK – TALLU – TI620 - INDAL – VOLBI	

RNAV STAR Coding Table of ELBAK 3M										
Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Crossing ALT	Speed		
IF	ELBAK	no	N405151.00 E0200452.00				F120+		RNAV 1	
TF	TALLU	no	N411020.00 E0193551.00	305° (310.2°)	28.7		A7000+		RNAV 1	
TF	TI620	no	N413048.73 E0193304.60	349 (354.2)	20.6	right	A4000+		RNAV 1	
TF	INDAL	no	N413813.00 E0193204.00	349° (354.2°)	7.4		A4000+		RNAV 1	
TF	VOLBI	no	N413855.00 E0194122.00	079° (084.2°)	7.0	right	A4000+		RNAV 1	

Designator	Route	Remarks
INLOT 3M Inlot three mike arrival	INLOT – INDAL – VOLBI	

RNAV STAR Coding Table of INLOT 3M										
Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Crossing ALT	Speed		
IF	INLOT	no	N415847.00 E0192711.00				F120+		RNAV 1	
TF	INDAL	no	N413813.00 E0193204.00	164° (169.9°)	20.9		A4000+		RNAV 1	
TF	VOLBI	no	N413855.00 E0194122.00	079° (084.2°)	7.0	left	A4000+		RNAV 1	

Designator	Route	Remarks
ODRAS 3M Odras three mike arrival	ODRAS – TI640 – TI630 – TI620 - INDAL – VOLBI	

RNAV STAR Coding Table of ODRAS 3M										
Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Crossing ALT	Speed		
IF	ODRAS	no	N413335.00 E0201027.00				F140+		RNAV 1	
TF	TI640	no	N413246.33 E0195913.02	260° (264.5°)	8.5		A9000+		RNAV 1	
TF	TI630	no	N413147.72 E0194601.25	260° (264.4°)	10.0		A8000+		RNAV 1	
TF	TI620	no	N413048.73 E0193304.60	259° (264.3°)	9.8		A5000+		RNAV 1	
TF	INDAL	no	N413813.00 E0193204.00	349° (354.2°)	7.4	right	A4000+		RNAV 1	
TF	VOLBI	no	N413855.00 E0194122.00	079° (084.2°)	7.0	right	A4000+		RNAV 1	

Designator	Route	Remarks
PETAK 3M Petak three mike arrival	PETAK – INDAL – VOLBI	

RNAV STAR Coding Table of PETAK 3M										
Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Crossing ALT	Speed		
IF	PETAK	no	N414631.00 E0191850.00				F120+		RNAV 1	
TF	INDAL	no	N413813.00 E0193204.00	125° (129.9°)	12.9		A4000+		RNAV 1	
TF	VOLBI	no	N413855.00 E0194122.00	079° (084.2°)	7.0	left	A4000+		RNAV 1	

Path Terminator	Identifier	Inbound Course °M (°T)	Leg Distance (NM) <sup>(1)</sup>	Timing min./Waypoint Distance <sup>(2)</sup>	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FL)	Speed Limit (kt)	Magnetic Variation (°)	Navigation Specification
HOLD HM	INDAL	079° (084.2°)	4.2	-/5.3	Right	+4000		210	4.9	RNAV1

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



STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO

AD ELEV 125 FT

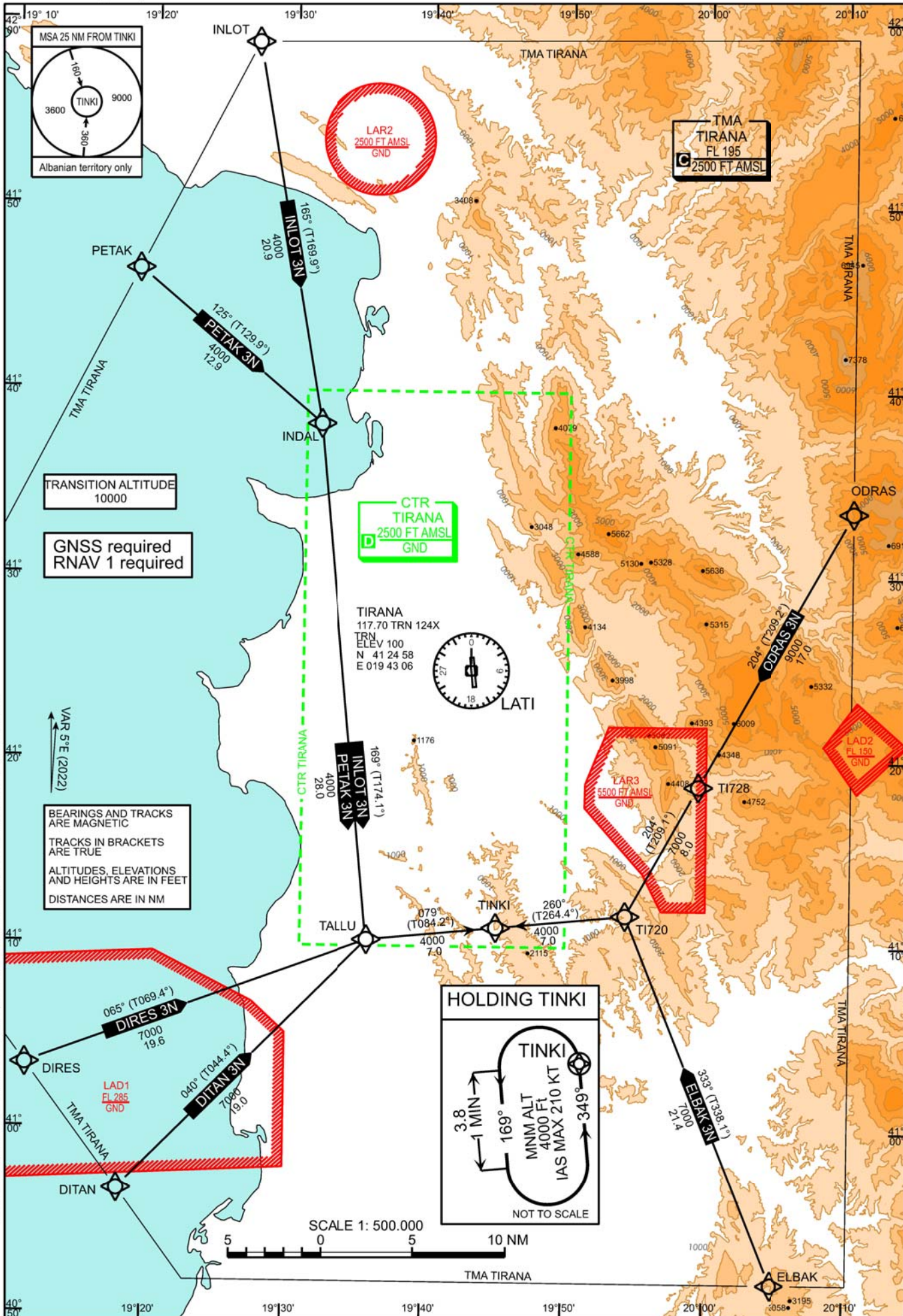
VAR 5°E

RADAR	133.150	127.500
	136.350	
TOWER	122.500	123.500
ATIS	132.275	

TIRANA, LATI  
RNAV STAR RWY 35  
ALBANIA

DOC 8168 VOL II - ED.7 - 2020

CHANGES: NEW HOLDING OVER TINKI IMPLEMENTED. ALL STARS UPDATED. MSA UPDATED.



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

Designator		Route						Remarks		
DITAN 3N Ditan three november arrival		DITAN – TALLU – TINKI								
RNAV STAR Coding Table of DITAN 2N										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Crossing ALT	Speed		
IF	DITAN	no	N405644.00 E0191813.00				F120+		RNAV 1	
TF	TALLU	no	N411020.00 E0193551.00	040° (044.4°)	19.0		A7000+		RNAV 1	
TF	TINKI	no	N411102.00 E0194504.00	079° (084.2°)	7.0	right	A4000+		RNAV 1	

Designator		Route						Remarks		
ELBAK 3N Elbak three november arrival		ELBAK – TI720 – TINKI								
RNAV STAR Coding Table of ELBAK 3N										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Crossing ALT	Speed		
IF	ELBAK	no	N405151.00 E0200452.00				F120+		RNAV 1	
TF	TI720	no	N411143.26 E0195417.19	333° (338.1°)	21.4		A7000+		RNAV 1	
TF	TINKI	no	N411102.00 E0194504.00	260° (264.4°)	7.0	left	A4000+		RNAV 1	

Path Terminator	Identifier	Inbound Course °M (°T)	Leg Distance (NM) <sup>(1)</sup>	Timing (min.)/ Waypoint Distance <sup>(2)</sup>	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FL)	Speed Limit (kt)	Magnetic Variation (°)	Navigation Specification
HOLD HM	TINKI	349° (354.3°)	3.8	1 min	Left	+4000		210	4.9	RNAV1

Designator		Route						Remarks		
INLOT 3N Inlot three november arrival		INLOT – INDAL – TALLU – TINKI								
RNAV STAR Coding Table of INLOT 3N										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Crossing ALT	Speed		
IF	INLOT	no	N415847.00 E0192711.00				F120+		RNAV 1	
TF	INDAL	no	N413813.00 E0193204.00	165° (169.9°)	20.9		A4000+		RNAV 1	
TF	TALLU	no	N411020.00 E0193551.00	169° (174.1°)	28.0	right	A4000+		RNAV 1	
TF	TINKI	no	N411102.00 E0194504.00	079° (084.2°)	7.0	left	A4000+		RNAV 1	

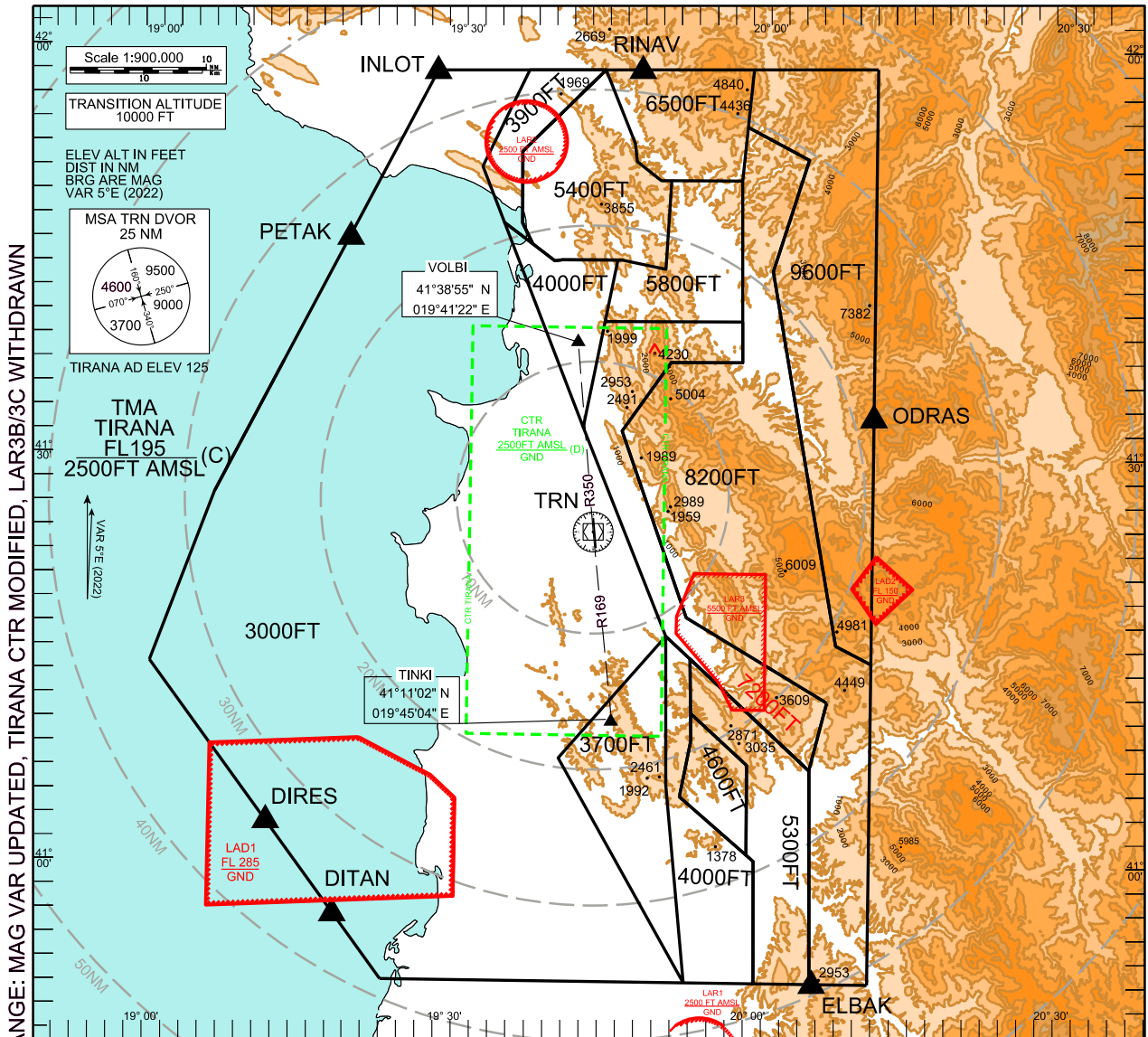
Designator		Route						Remarks		
ODRAS 3N Odras three november arrival		ODRAS – TI728 – TI720 – TINKI								
RNAV STAR Coding Table of ODRAS 3N										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Crossing ALT	Speed		
IF	ODRAS	no	N413335.00 E0201027.00				F140+		RNAV 1	
TF	TI728	no	N411843.10 E0195926.23	204° (209.2°)	17.0		A9000+		RNAV 1	
TF	TI720	no	N411143.26 E0195417.19	204° (209.1°)	8.0		A7000+		RNAV 1	
TF	TINKI	no	N411102.00 E0194504.00	260° (264.4°)	7.0	right	A4000+		RNAV 1	

Designator		Route						Remarks		
PETAK 3N Petak three november arrival		PETAK – INDAL – TALLU – TINKI								
RNAV STAR Coding Table of PETAK 3N										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Crossing ALT	Speed		
IF	PETAK	no	N414631.00 E0191850.00				F120+		RNAV 1	
TF	INDAL	no	N413813.00 E0193204.00	125° (129.9°)	12.9		A4000+		RNAV 1	
TF	TALLU	no	N411020.00 E0193551.00	169° (174.1°)	28.0	right	A4000+		RNAV 1	
TF	TINKI	no	N411102.00 E0194504.00	079° (084.2°)	7.0	left	A4000+		RNAV 1	

ATC SURVEILLANCE MINIMUM  
ALTITUDE CHART - ICAO

TWR	122.500	ATIS	132.275
	123.500	APP	133.150 136.350
ACC		127.500	136.350

TIRANA  
LATI



CHANGE: MAG VAR UPDATED, TIRANA CTR MODIFIED, LAR3B/3C WITHDRAWN

**GENERAL INFORMATION:**

- 1) The minimum vectoring altitudes within ATC Surveillance Minimum Altitude Area ensure terrain and obstacle clearance in conformity with ICAO Doc 8168 requirements. Corrections to the published minimum vectoring altitudes for low temperatures effect are applied, when necessary, by ATC.
- 2) Altitudes shown are based on QNH.
- 3) Only significant obstacles and dominant spot heights are shown.
- 4) This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.

**MINIMUM INITIAL ALTITUDE:**  
Within the ATC Minimum Surveillance Altitude Area the minimum initial altitudes shown on the chart may be assigned by the approach surveillance controller while radar vectoring.  
Sectors defined by the lateral limits are shown on the next page.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**  
ATC shall not at any time clear or vector aircraft below the published minimum en-route levels for aircraft operating outside the designated ATC Surveillance minimum Altitude Area.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**  
Aircraft that are being vectored on base leg towards east and no instruction to turn onto the final approach track of the runway in use is received from ATC before intercepting respectively Radial 350 for Runway 17 and Radial 169 for Runway 35, shall turn to intercept the final approach track and execute the appropriate instrument approach procedure.

**Intermediate and final Approach**  
Continue visually or by means of an appropriate approved final approach aid. If not possible follow the DVOR/DME Missed Approach Procedure.

In all cases where the aircraft returns to the holding facility the procedure to be adopted is the basic radio failure procedure detailed at ENR 1.6.

<b>3000:</b>											
415847N	0192711E	-	415854N	0193611E	-	415145N	0193142E	-	414739N	0193355E	-
413240N	0194158E	-	411722N	0195019E	-	410819N	0194000E	-	405153N	0195227E	-
405151N	0192301E	-	411456N	0190008E	-	412409N	0190426E	-	412730N	0190600E	
<b>3700:</b>											
411722N	0195019E	-	410626N	0195031E	-	405153N	0195227E	-	410819N	0194000E	
<b>3900:</b>											
415854N	0193611E	-	415145N	0193142E	-	414739N	0193355E	-	414606N	0193645E	-
414736N	0193543E	-	415254N	0193537E	-	415859N	0194342E				
<b>4000 North:</b>											
413240N	0194158E	-	414028N	0194358E	-	414501N	0194508E	-	414458N	0193940E	-
414453N	0193856E	-	414606N	0193645E	-	414739N	0193355E				
<b>4000 South:</b>											
411722N	0195019E	-	411543N	0195243E	-	411142N	0195250E	-	410942N	0195253E	-
410534N	0195151E	-	410053N	0195905E	-	405152N	0195914E	-	405153N	0195227E	-
410626N	0195031E										
<b>4600:</b>											
411142N	0195250E	-	410942N	0195253E	-	410534N	0195151E	-	410120N	0195824E	-
410756N	0195821E										
<b>5300:</b>											
411543N	0195243E	-	410735N	0200425E	-	405151N	0200438E	-	405152N	0195914E	-
410053N	0195905E	-	410120N	0195824E	-	410756N	0195821E	-	411142N	0195250E	
<b>5400:</b>											
415859N	0194342E	-	415336N	0194640E	-	415216N	0194654E	-	415053N	0194918E	-
415054N	0195019E	-	414422N	0194952E	-	414500N	0194534E	-	414501N	0194508E	-
414458N	0193940E	-	414453N	0193855E	-	414606N	0193645E	-	414736N	0193543E	-
415254N	0193537E										
<b>5800:</b>											
414422N	0194952E	-	415054N	0195019E	-	415056N	0195718E	-	414034N	0195728E	-
414028N	0194358E	-	414501N	0194508E	-	414500N	0194534E				
<b>6500:</b>											
415054N	0195019E	-	415056N	0195718E	-	415453N	0195748E	-	415908N	0195820E	-
415859N	0194342E	-	415336N	0194640E	-	415216N	0194654E	-	415053N	0194918E	
<b>7200:</b>											
414028N	0194358E	-	414034N	0195728E	-	413734N	0195731E	-	413731N	0195030E	-
413226N	0194547E	-	411845N	0195217E	-	411235N	0200605E	-	410735N	0200425E	-
411543N	0195243E	-	411722N	0195019E	-	413240N	0194158E				
<b>8200:</b>											
415056N	0195718E	-	415453N	0195748E	-	415231N	0200351E	-	414417N	0200025E	-
411646N	0200654E	-	411526N	0201022E	-	405150N	0201014E	-	405151N	0200438E	-
410735N	0200425E	-	411235N	0200605E	-	411845N	0195217E	-	413226N	0194547E	-
413731N	0195030E	-	413734N	0195731E	-	414034N	0195728E				
<b>9600:</b>											
415908N	0195820E	-	415453N	0195748E	-	415231N	0200351E	-	414417N	0200025E	-
411646N	0200654E	-	411526N	0201022E	-	415914N	0201035E				

INSTRUMENT APPROACH CHART - ICAO

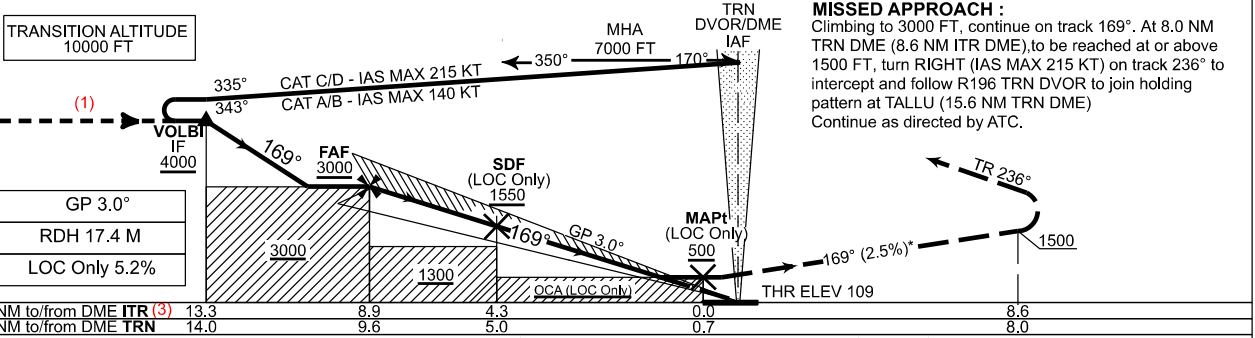
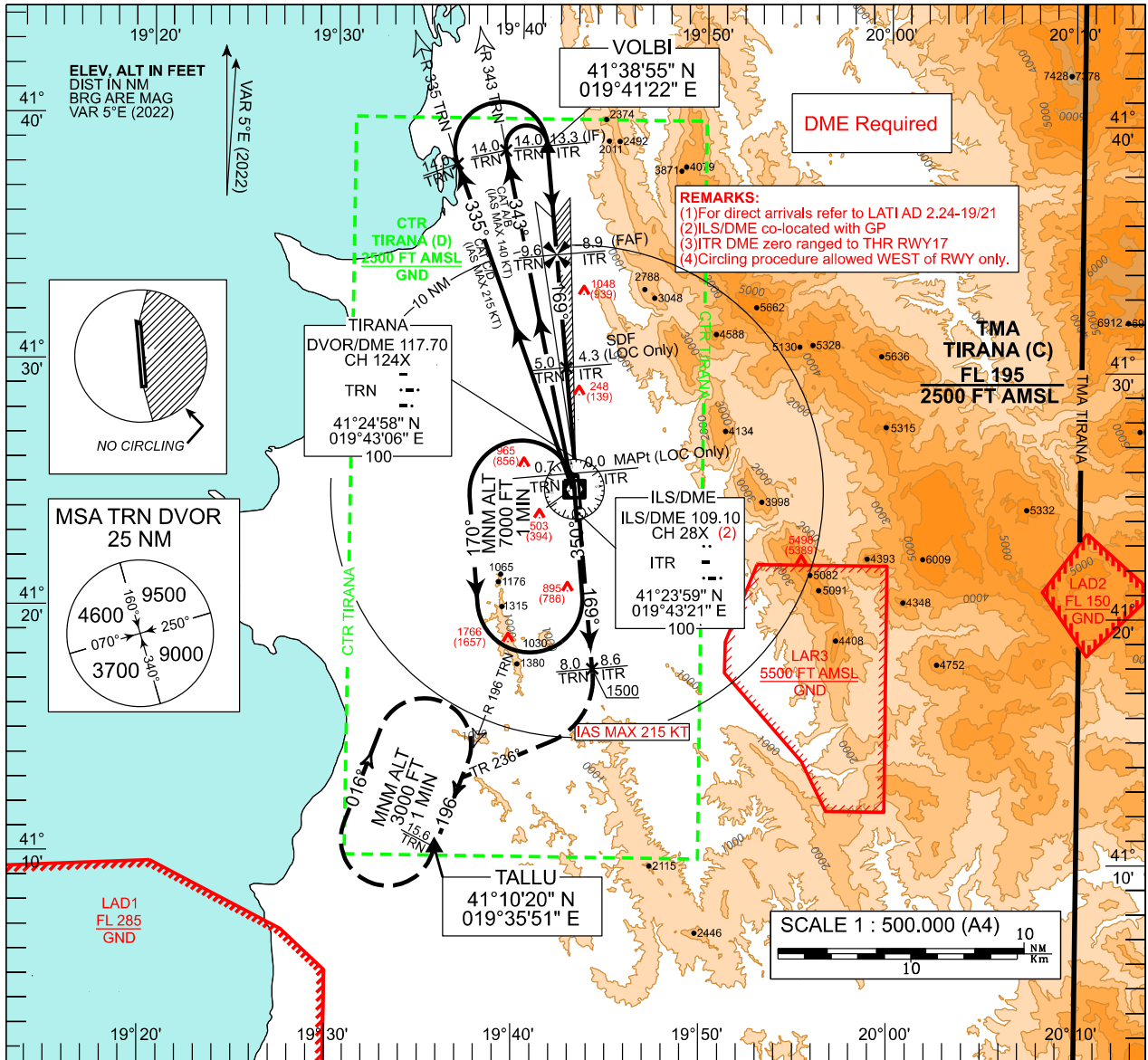
AERODROME ELEVATION 125 FT  
HEIGHTS RELATED TO THR RWY 17 - ELEV 109 FT

TWR	122.500	ATIS	132.275	ACC	127.500
	123.500		APP		133.150

TIRANA (LATI)  
ILS or LOC  
RWY17

DOC. 8168 VOL II - ED.7 - 2020

CHANGE : MISSED APPROACH MODIFIED



NM to/from DME ITR (3)	13.3	8.9	4.3	0.0	8.6
NM to/from DME TRN	14.0	9.6	5.0	0.7	8.0

		8.9	8	7	6	5.0	4.3	4	3	2	
ITR DME DIST (NM)	NM	8.9	8	7	6	5.0	4.3	4	3	2	
TRN DME DIST (NM)	NM	9.6	8.7	7.7	6.7	5.7	5.0	4.7	3.7	2.7	
ALT (HGT)	3.0° APCH	FT	3000 (2891)	2715 (2606)	2395 (2286)	2075 (1966)	1760 (1651)	1550 (1441)	1440 (1331)	1120 (1011)	805 (696)

OCA / H	A	B	C	D	Timing not authorized for defining MAPt							
ILS CAT I	FT	335 (226)	346 (237)	355 (246)	366 (257)	NOMINAL DESCENT	KT	90	120	140	160	180
LOC/DME	FT	500 (391)				FAF to THR17 (8.9 NM)	MIN:S	5:56	4:27	3:49	3:20	2:58
CIRCLING (4)	FT	870 (745)	1270 (1145)	1480 (1355)	1750 (1625)	RATE OF DESCENT	FT/MIN	480	640	745	850	955

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**INSTRUMENT APPROACH CHART - ICAO**

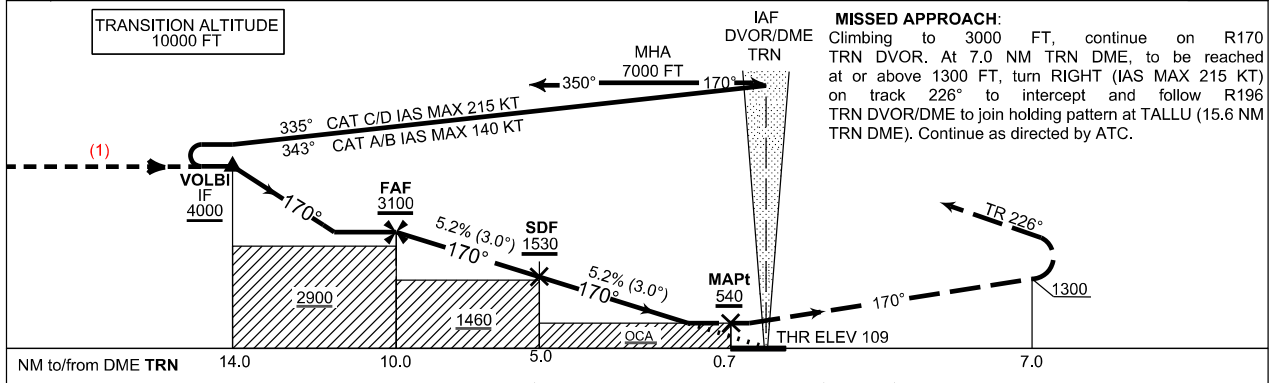
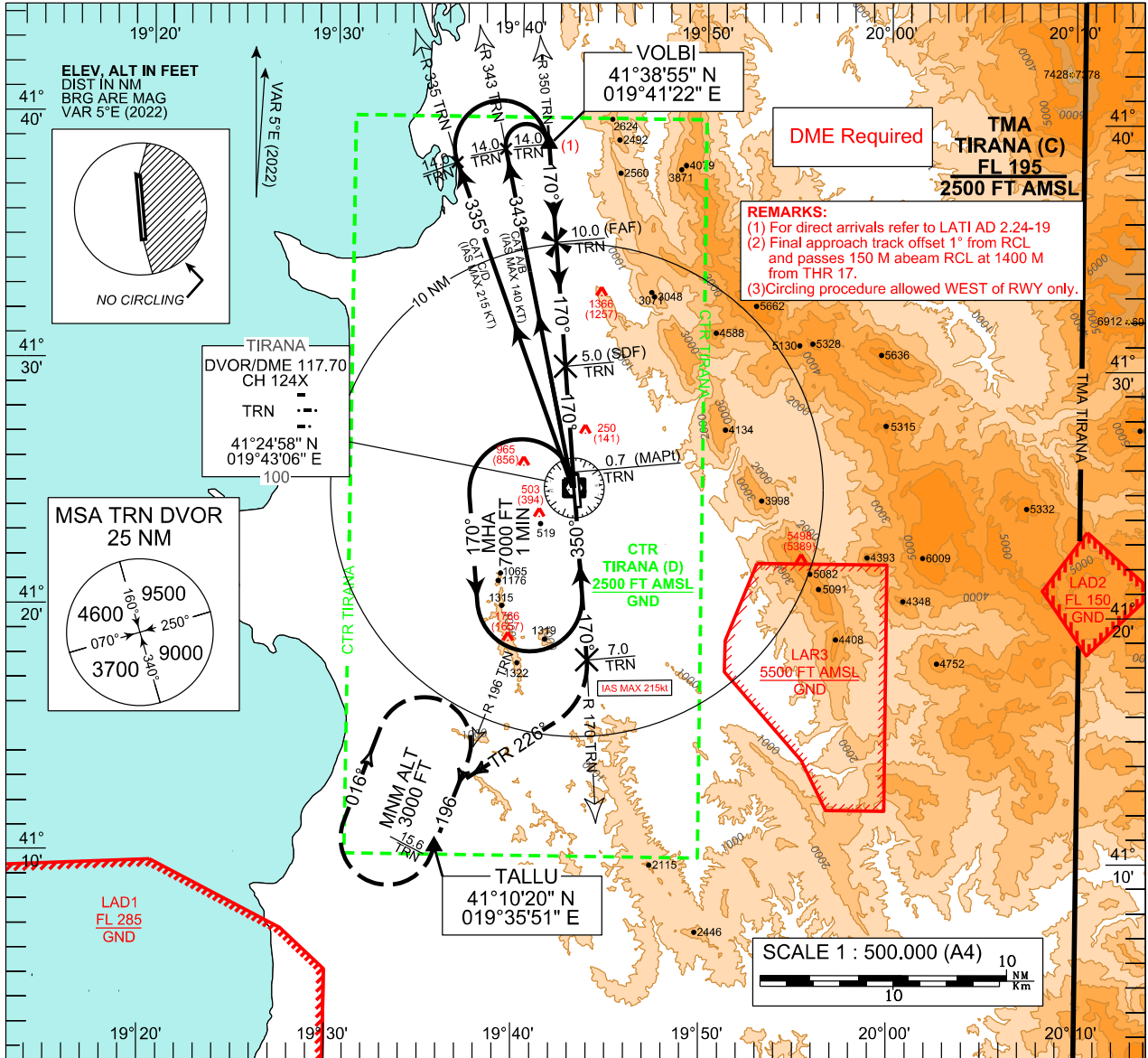
**AERODROME ELEVATION 125 FT**  
HEIGHTS RELATED TO THR RWY 17 - ELEV 109 FT

TWR	122.500	ATIS	132.275	ACC	127.500
	123.500		APP		133.150

**TIRANA (LATI) VOR RWY 17**

DOC. 8168 VOL II - ED.7 - 2020

CHANGE : MISSED APPROACH MODIFIED.



TRN DME DIST (NM)	NM	10	9.0	8.0	7.0	6.0	5.0	4.7	4.0	3.0	2.0	
ALT (HGT)	3.0° APCH	FT	3100 (2991)	2805 (2696)	2485 (2376)	2165 (2056)	1845 (1736)	1530 (1421)	1450 (1341)	1210 (1101)	890 (781)	575 (466)

OCA / H		A	B	C	D	Timing not authorized for defining MAPt							
STRAIGHT IN APPROACH	FT	540 (431)					<b>NOMINAL DESCENT</b>	KT	90	120	140	160	180
CIRCLING (3)	FT	870 (745)	1270 (1145)	1480 (1355)	1750 (1625)	FAF to THR 17 (9.3 NM)	MIN:S	6:12	4:39	3:59	3:29	3:06	
						<b>RATE OF DESCENT</b>	FT/MIN	475	640	745	850	955	

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**INSTRUMENT APPROACH CHART - ICAO**

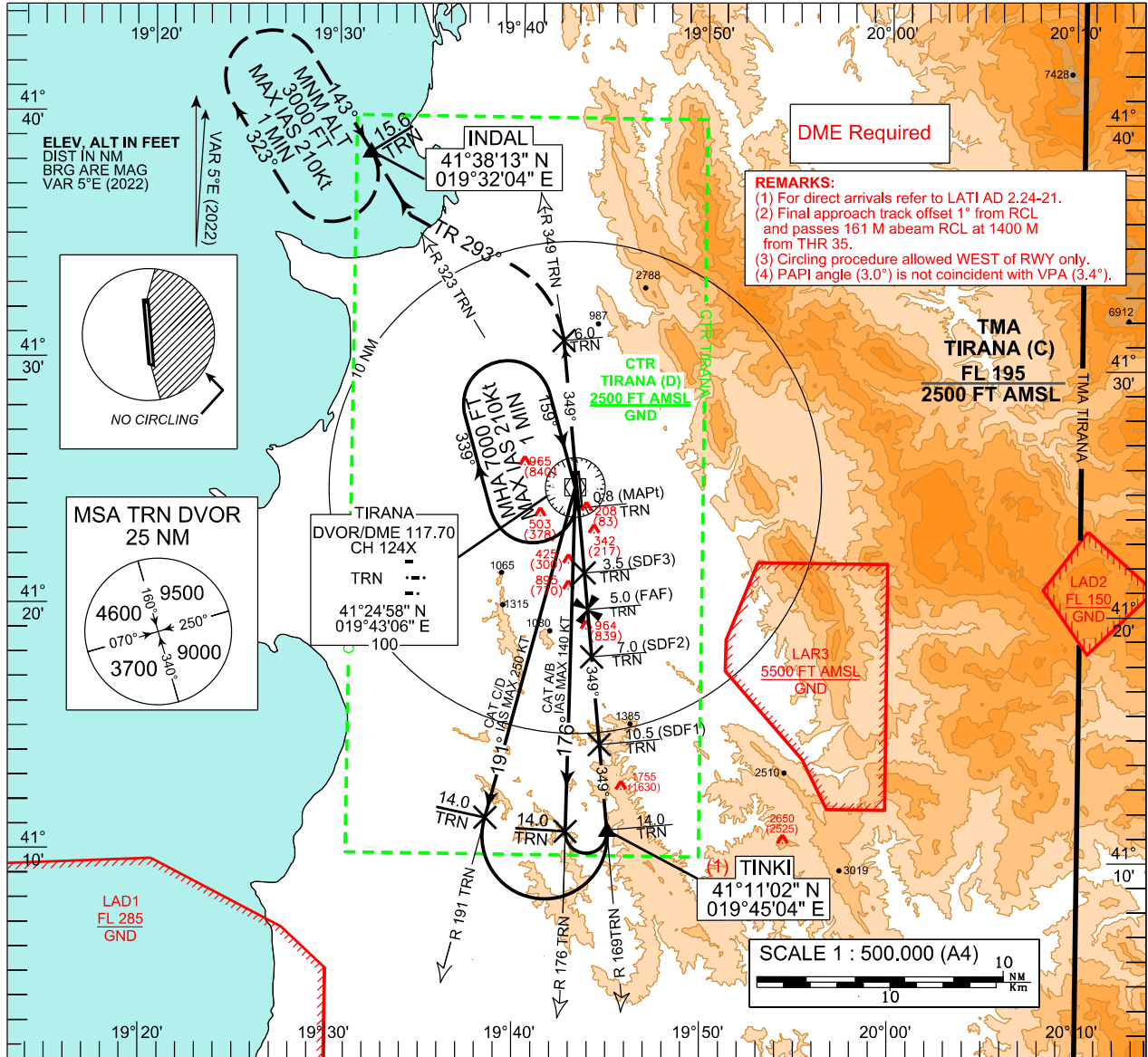
**AERODROME ELEVATION 125 FT**  
HEIGHTS RELATED TO THR RWY 35 - ELEV 125 FT

TWR	122.500	ATIS	132.275
	123.500		136.350
APP	133.150	ACC	127.500
	136.350		136.350

**TIRANA (LATI) VOR RWY35**

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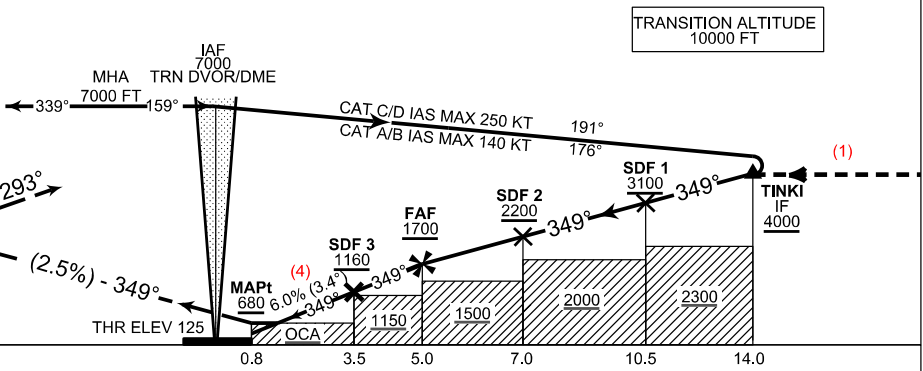
CHANGE : MISSED APPROACH HOLDING PATTERN MODIFIED.



**REMARKS:**  
(1) For direct arrivals refer to LATI AD 2.24-21.  
(2) Final approach track offset 1° from RCL and passes 161 M abeam RCL at 1400 M from THR 35.  
(3) Circling procedure allowed WEST of RWY only.  
(4) PAPI angle (3.0°) is not coincident with VPA (3.4°).

**MISSED APPROACH:**

Climbing to 3000 FT, continue on R349 TRN DVOR. At 6.0 NM TRN DME, turn LEFT on track 293° to intercept and follow R323 TRN DVOR until joining Holding Pattern at INDAL (15.6 NM TRN DME). Continue as directed by ATC.



NM to/from DME TRN

6.0 0.8 3.5 5.0 7.0 10.5 14.0

TRN DME DIST (NM)	NM	5.0	4.0	3.5	3.0
ALT (HGT)	3.4° APCH	FT	1700 (1345)	1160 (1035)	980 (855)

OCA / H	A	B	C	D	NOMINAL DESCENT	KT	90	120	140	160	180	
STRAIGHT IN APPROACH	FT	680 (555)				FAF to THR 35 (4.2 NM)	MIN:S	2:48	2:06	1:48	1:35	1:24
CIRCLING (3)	FT	870 (745)	1270 (1145)	1480 (1355)	1750 (1625)	RATE OF DESCENT/GS	FT/MIN	550	730	850	975	1095

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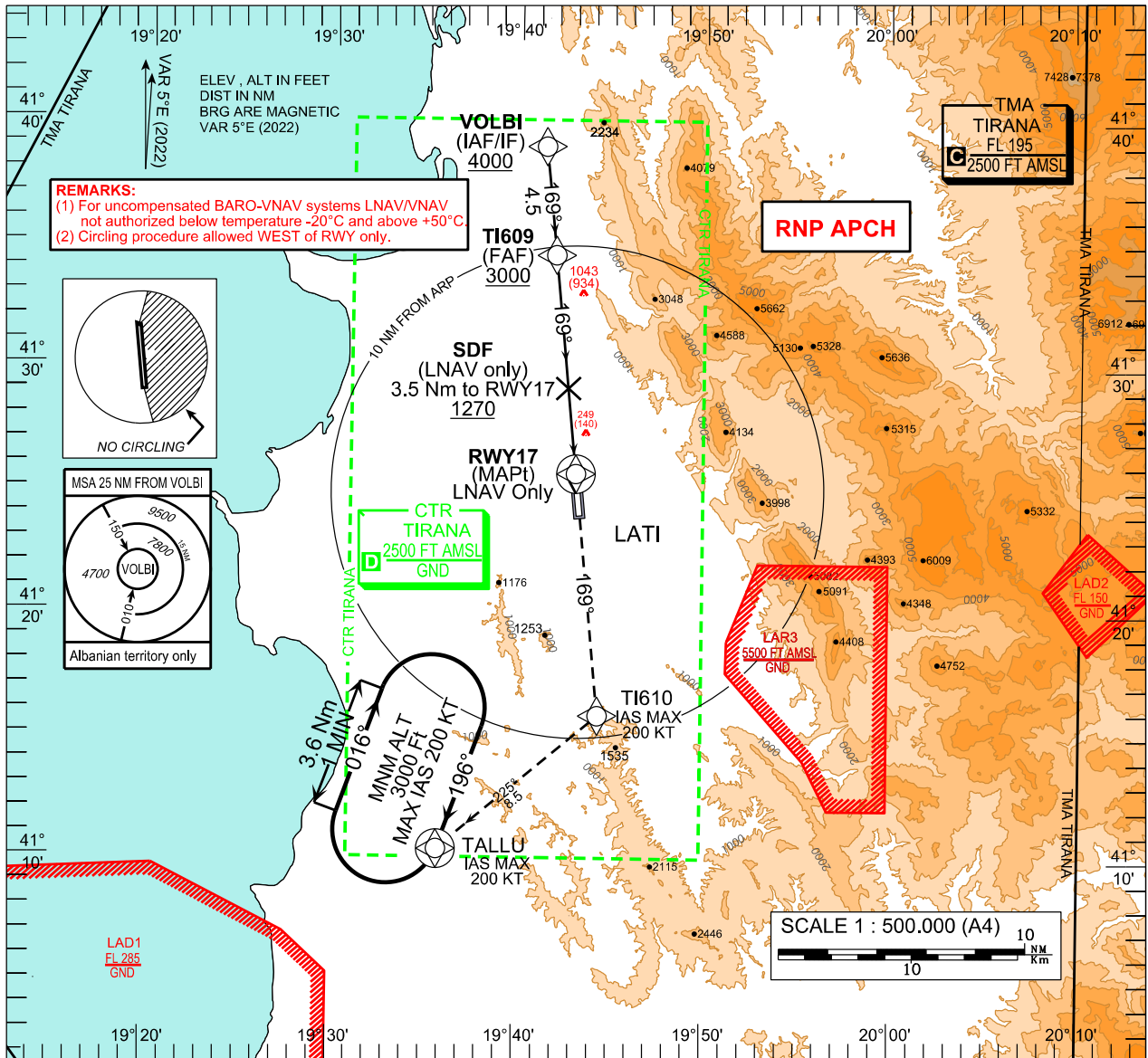
INSTRUMENT APPROACH CHART - ICAO  
AERODROME ELEVATION 125 FT  
HEIGHTS RELATED TO THR RWY 17 - ELEV 109 FT

TWR	122.500	ATIS	132.275
	123.500	APP	133.150
			136.350
ACC	127.500		136.350

TIRANA (LATI)  
RNP  
RWY17

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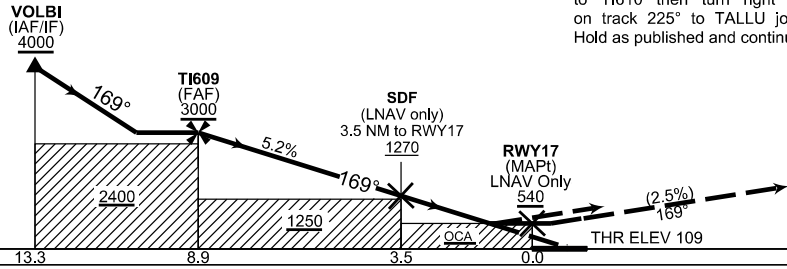
CHANGE : NEW CHART



TRANSITION ALTITUDE  
10000 FT

**MISSED APPROACH :**  
Climbing to 3000 FT, continue straight direct to TI610 then turn right (IAS MAX 200 KT) on track 225° to TALLU joining holding pattern. Hold as published and continue as directed by ATC.

VPA 3.0°  
TCH 17.4 M



THR 17 DIST (NM)	NM	8,9	8	7	6	5,0	4	3	2
ALT (HGT) 3.0° APCH	FT	3000 (2891)	2715 (2606)	2395 (2286)	2080 (1971)	1760 (1651)	1440 (1331)	1120 (1011)	805 (696)

OCA / H		A	B	C	D
LNAV/VNAV	FT	420 (311)	430 (321)	440 (331)	450 (341)
LNAV	FT	540 (431)			
CIRCLING (2)	FT	870 (745)	1270 (1145)	1480 (1355)	1750 (1625)

Timing not authorized for defining MAPt						
NOMINAL DESCENT	KT	90	120	140	160	180
FAF to RWY17 (8.9 NM)	MIN:S	5:56	4:27	3:49	3:20	2:58
RATE OF DESCENT	FT/MN	480	640	745	850	955

LATI

RNP RWY 17

Serial Number	Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	VPA/TCH	Navigation Specification
010	IF	VOLBI	N					+4000	250		RNAV 1
020	TF	TI609	N	169 (174.3)		4.5		+3000			RNP APCH
030	TF	RWY17	Y	169 (174.3)		8.9		+166		3.0°/ 17.4m	RNP APCH
040	DF	TI610	N						200		RNAV 1
050	TF	TALLU	Y	225 (230.0)		8.5		+3000	200		RNAV 1

Path Terminator	Waypoint Identifier	Inbound Course °M (°T)	Leg Distance (NM)	Timing (min.)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FL)	Speed Limit (kt)	Magnetic Variation (°)	Navigation Specification
<i>HOLD</i> HM	TALLU	196 (200.5)	3.6	1 min	R	+3000		200	4.9	RNAV1

WAYPOINT LIST  
RNP RWY 17

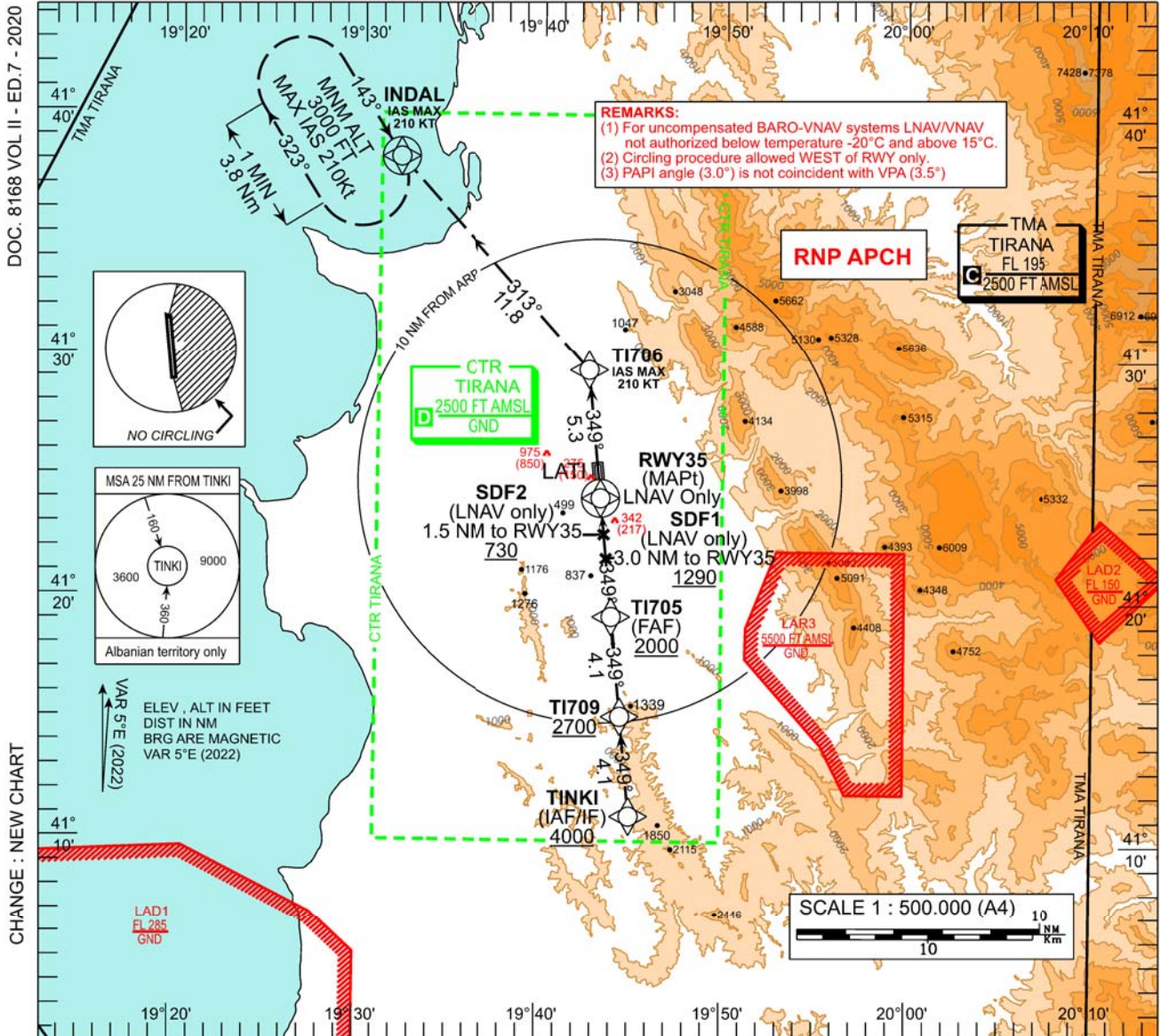
Waypoint Identifier	Coordinates
TI609	41°34'28.90"N, 019°41'57.29"E
RWY17	41°25'37.31"N, 019°43'08.15"E
TI610	41°15'47.54"N, 019°44'26.31"E
TALLU	41°10'20.00"N, 019°35'51.00"E
VOLBI	41°38'55.00"N, 019°41'22.00"E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEVATION 125 FT  
HEIGHTS RELATED TO THR RWY 35 - ELEV 125 FT

TWR	122.500	ATIS	132.275
	123.500	APP	133.150
		ACC	127.500
			136.350

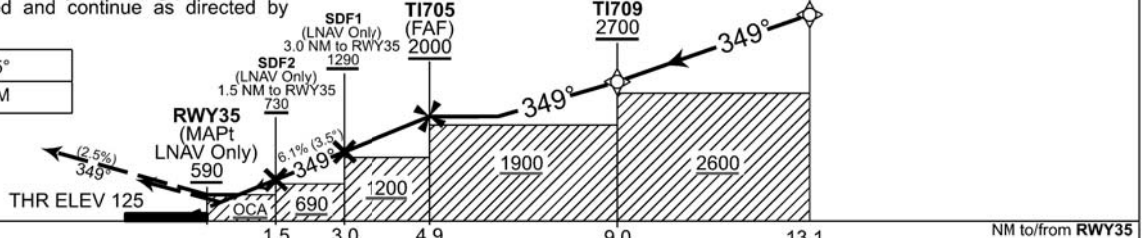
TIRANA (LATI)  
RNP  
RWY35



MISSED APPROACH :

Climbing to 3000 FT proceed direct to TI706 then turn LEFT (IAS MAX 210 KT) on track 313° to INDAL and join holding pattern. Hold as published and continue as directed by ATC.

VPA	3.5°
TCH	15 M



RWY35 DME DIST (NM)	NM	1.5	2	3	3.5	4	4.9
ALT (HGT) 3.5° APCH	FT	730 (605)	920 (795)	1290 (1165)	1475 (1350)	1660 (1535)	2000 (1875)

OCA / H		A	B	C	D	Timing not authorized for defining MAPt						
LNAV/VNAV	FT	500 (375)	510 (385)	520 (395)	530 (405)	NOMINAL DESCENT	KT	90	120	140	160	180
LNAV	FT	590 (465)				FAF to RWY35 (4.9 NM)	MIN:S	3:16	2:27	2:06	1:50	1:38
CIRCLING (2)	FT	870 (745)	1270 (1145)	1480 (1355)	1750 (1625)	RATE OF DESCENT	FT/MIN	556	741	865	988	1115

TABULAR DESCRIPTION

LATI

RNP RWY 35

Serial Number	Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	VPA/TCH	Navigation Specification
010	IF	TINKI	N					+4000			RNAV 1
020	TF	TI709	N	349 (354.3)		4.1		+2700			RNAV 1
030	TF	TI705	N	349 (354.3)		4.1		+2000			RNP APCH
060	TF	RWY35	Y	349 (354.3)		4.9		+175		3.5°/15m	RNP APCH
020	DF	TI706	N			5.3			210		RNAV 1
030	TF	INDAL	Y	313 (317.9)		11.8		+3000	210		RNAV 1

Path Terminator	Waypoint Identifier	Inbound Course °M (°T)	Leg Distance (NM)	Timing (min.)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FL)	Speed Limit (kt)	Magnetic Variation (°)	Navigation Specification
<i>HOLD</i> HM	INDAL	143 (147.9)	3.8	1 min	R	+3000		210	4.9	RNAV1

WAYPOINT LIST  
RNP RWY 35

Waypoint Identifier	Coordinates
TI709	41°15'08.72" N 019°44'31.47"E
TI705	41°19'15.45" N 019°43'58.83"E
RWY35	41°24'08.74" N 019°43'19.92"E
TI706	41°29'26.63"N 019°42'37.59"E
INDAL	41°38'13.00"N 019°32'04.00"E
TINKI	41°11'02.00"N 019°45'04.00"E

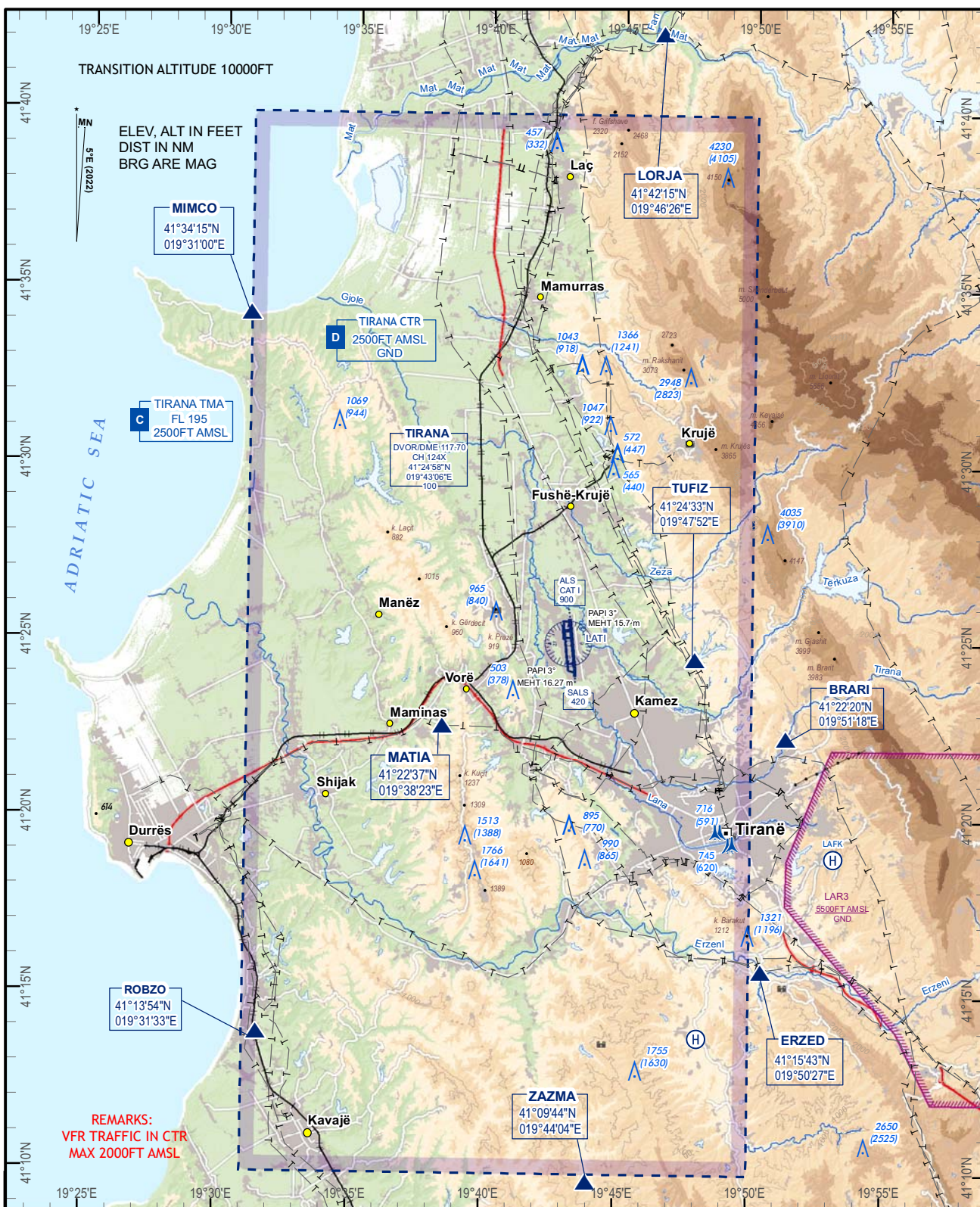
VISUAL APPROACH CHART - ICAO

AD ELEV 125 FT

ARP 412453N 0194314E

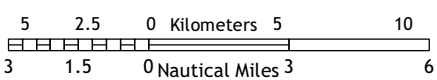
ATIS	132.275
TWR	122.500
	123.500

TIRANA LATI



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

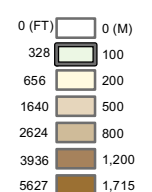
CONTOUR INTERVAL 1000 FT



- ▲ VISUAL REPORTING POINT
- △ VISUAL HOLDING GATES: ATC CLEARANCE SHALL BE REQUESTED BEFORE CROSSING LATI AERODROME

- ▲ 745 ELEVATION (620) (HEIGHT REL TO AD ELEVATION)
- T — T — TRANSMISSION LINES
- CABLE CAR

1:300.000 (A4)



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