

REPUBLIC OF ALBANIA

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AIRAC AMDT 002/2023

Effective Date: 18 MAY 2023

Publication Date: 06 APR 2023

1. Amendment content:**LAAA**

1. Update of SECSI FRA Index Chart: Changes to the FRA lower limit and relevance of MAVAR and KOLGAT in North Macedonia (ENR 6.2-1);
2. Rename of entry point in LATSA1 NATED to NATTO (ENR 5.2);
3. Update of TRA and TSA Index Chart (ENR 6.4-1).

LATI

1. Operation of stop bars H24 (LATI AD 2.9);
2. Establishment of Ground Movement Control position in Tirana TWR on frequency 136.250 MHz (LATI AD 2.18 and LATI AD 2.20);
3. Update of Aerodrome Ground Movement Chart (LATI AD 2.24-5).

2. Hand corrections to the following pages:

Nil

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

Nil

SUP:

Nil

AIC:

Nil

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

Insert the following pages

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GEN 3.2 - 3/4
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Remove the following pages

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GEN 0.2 RECORD OF AIP AMENDMENTS

| AIRAC AIP AMENDMENT | | | |
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| 002/2013 | 18-Apr-2013 | 30-May-2013 | |
| 003/2013 | 16-May-2013 | 27-Jun-2013 | |
| 004/2013 | 11-Jul-2013 | 22-Aug-2013 | |
| 001/2014 | 24-Dec-2013 | 06-Feb-2014 | |
| 002/2014 | 17-Apr-2014 | 29-May-2014 | |
| 001/2015 | 11-Jun-2015 | 23-Jul-2015 | |
| 002/2015 | 01-Oct-2015 | 12-Nov-2015 | |
| 001/2016 | 17-Mar-2016 | 28-Apr-2016 | |
| 002/2016 | 13-Oct-2016 | 08-Dec-2016 | |
| 001/2017 | 13-Apr-2017 | 25-May-2017 | |
| 002/2017 | 12-Oct-2017 | 07-Dec-2017 | |
| 001/2018 | 15-Mar-2018 | 26-Apr-2018 | |
| 002/2018 | 07-Jun-2018 | 19-Jul-2018 | |
| 003/2018 | 25-Oct-2018 | 06-Dec-2018 | |
| 001/2019 | 20-Dec-2018 | 31-Jan-2019 | |
| 002/2019 | 11-Apr-2019 | 23-May-2019 | |
| 003/2019 | 01-Aug-2019 | 12-Sep-2019 | |
| 004/2019 | 24-Oct-2019 | 05-Dec-2019 | |
| 001/2020 | 13-Feb-2020 | 26-Mar-2020 | |
| 002/2020 | 30-Jul-2020 | 10-Sep-2020 | |
| 003/2020 | 05-Nov-2020 | 31-Dec-2020 | |
| 001/2021 | 17-Dec-2020 | 28-Jan-2021 | |
| 002/2021 | 11-Mar-2021 | 22-Apr-2021 | |
| 003/2021 | 06-May-2021 | 17-Jun-2021 | |
| 004/2021 | 01-Jul-2021 | 12-Aug-2021 | |
| 005/2021 | 29-Jul-2021 | 09-Sep-2021 | |
| 006/2021 | 26-Aug-2021 | 07-Oct-2021 | |
| 007/2021 | 07-Oct-2021 | 02-Dec-2021 | |
| 001/2022 | 16-Dec-2021 | 27-Jan-2022 | |
| 002/2022 | 13-Jan-2022 | 24-Feb-2022 | |
| 003/2022 | 10-Mar-2022 | 21-Apr-2022 | |
| 004/2022 | 05-May-2022 | 16-Jun-2022 | |
| 005/2022 | 28-Jul-2022 | 08-Sep-2022 | |

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| 006/2022 | 17-Nov-2022 | 29-Dec-2022 | |
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| 001/2016 | 04-Feb-2016 | 04-Feb-2016 | |
| 002/2016 | 08-Dec-2016 | 08-Dec-2016 | |
| 001/2018 | 04-Jan-2018 | 04-Jan-2018 | |
| 002/2018 | 01-Feb-2018 | 01-Feb-2018 | |
| 001/2019 | 28-Feb-2019 | 28-Feb-2019 | |
| 001/2020 | 02-Jan-2020 | 02-Jan-2020 | |
| 001/2021 | 29-Jan-2021 | 29-Jan-2021 | |
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| 001/2023 | 09-Jan-2023 | 09-Jan-2023 | |

GEN 0.3 RECORD OF AIP SUPPLEMENTS

| NR/Year | Subject | AIP Section(s) Affected | Period of Validity | Cancellation Record |
|----------|--|----------------------------|---------------------------|---------------------|
| 001/2019 | Reconstruction of Taxiway W | AD | 05 Dec 2019 - 30 Apr 2020 | 30 Apr 2020 |
| 001/2022 | UEFA Europa Conference League Final Slot Coordination Procedure | GEN | 28 Apr 2022 - 26 May 2022 | 26 May 2022 |
| 001/2023 | TIRANA International Airport Rehabilitation of a Portion of Taxiway C | AD | 18 May 2023 - 31 Dec 2023 | 31 Dec 2023 |

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GEN 0.4 CHECKLIST OF AIP PAGES**PART 1 - GENERAL (GEN)**

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| GEN 0.6 - 4 | 18 MAY 2023 | GEN 2.7 - 1 | 07 OCT 2021 |
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| ENR 4.2 - 1 | 30 MAY 2013 | LAKU AD 2.24 - 1 | 12 AUG 2021 |
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| ENR 4.5 - 1 | 30 MAY 2013 | LAKU AD 2.24 - 7 | 12 AUG 2021 |
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PART 3 - AERODROMES (AD)

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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 | - | 18 MAY 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 |

| Title of Series | Scale | Name and/or Number | Price | Date |
|---|-------------|--------------------|-------|-------------|
| Aircraft Parking/Docking Chart (APDC) - ICAO* | 1:5 000 | LATI | - | 23 MAR 2023 |
| Aerodrome Ground Movement Chart (AGMC) - ICAO* | 1:12 000 | LATI | - | 18 MAY 2023 |
| 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 | - | 29 DEC 2022 |
| | 1:1 000 000 | LATI RNAV RWY 35 | - | 29 DEC 2022 |
| 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 | - | 29 DEC 2022 |
| | 1:500 000 | LATI RNAV RWY 35 | - | 29 DEC 2022 |
| | 1:925 000 | LATI RWY 17/35 | - | 29 DEC 2022 |
| ATC Surveillance Minimum Chart - ICAO* | 1:900 000 | LATI | - | 29 DEC 2022 |
| Instrument Approach Chart (IAC) - ICAO* | 1:500 000 | LATI ILS RWY 17 | - | 29 DEC 2022 |
| | 1:500 000 | LATI VOR RWY 17 | - | 29 DEC 2022 |
| | 1:500 000 | LATI VOR RWY 35 | - | 29 DEC 2022 |
| | 1:350 000 | LAKU RNP RWY 19 | - | 12 AUG 2021 |
| Visual Approach Chart (VAC) - ICAO* | 1:250 000 | LATI | - | 29 DEC 2022 |
| | 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



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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE

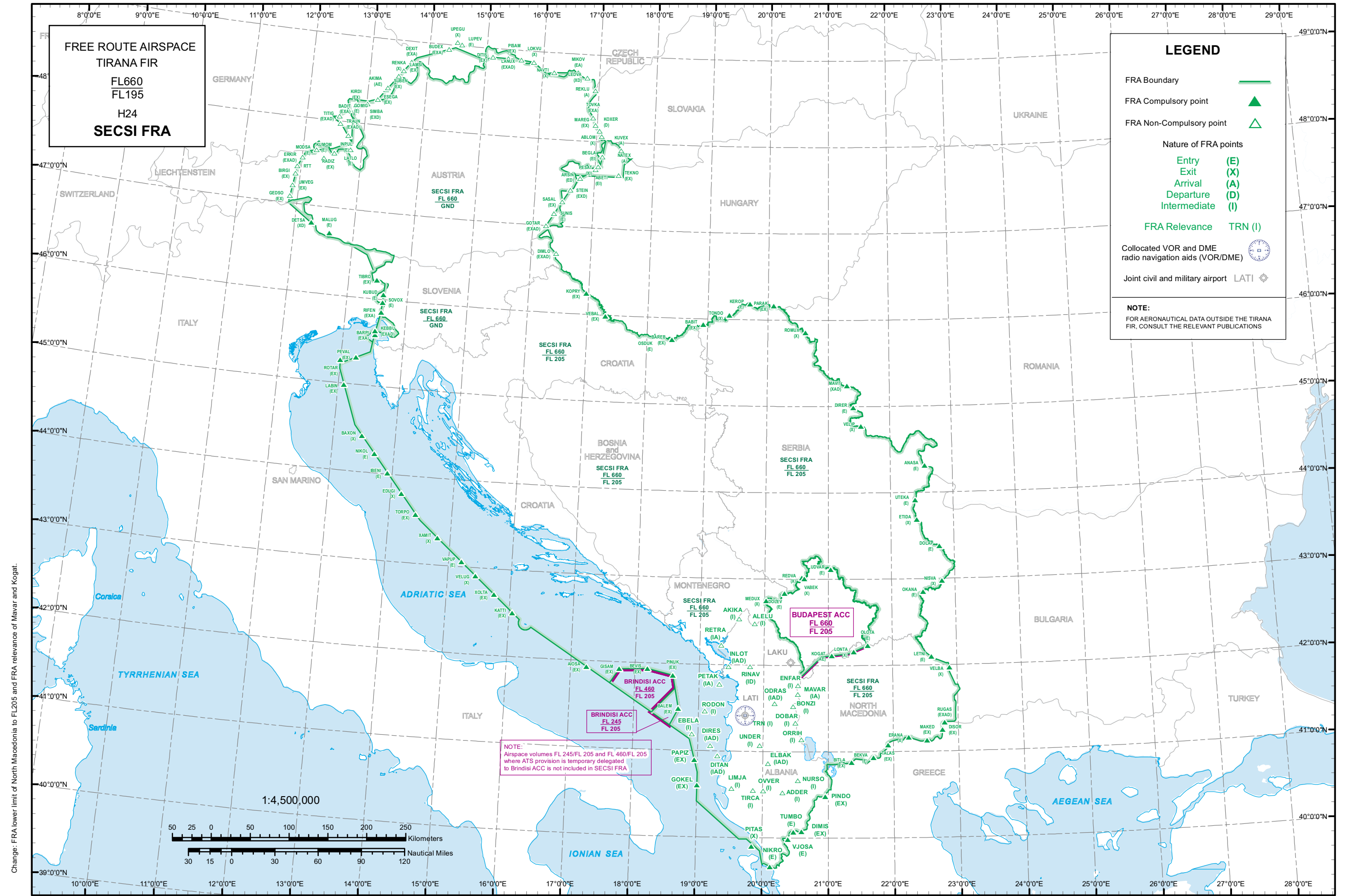
1. MILITARY EXERCISE AND TRAINING AREAS

| Identification and Name Lateral limits | Upper and Lower Limits | Remarks |
|--|--|---|
| 1 | 2 | 3 |
| LATRA1A KUCOVA 410600N 0200900E - 405150N 0200825E - 405151N 0192301E - 405535N 0191920E - 410600N 0200900E | Upper limits: 2500 FT AMSL Lower limits: GND | 1. AMC Manageable Area. 2. Military training area. 3. Activation shall be promulgated by NOTAM at least 24 hours in advance. 4. When active, entry or transit of GAT flights may be allowed under ATC clearance. 5. Vertical limits are subject of changes on tactical basis between the Rinas Military Coordination Centre and Tirana APP. |
| LATRA1B KUCOVA 405535N 0191920E - 405151N 0192301E - 405153N 0193454E - 403600N 0193500E - 404600N 0191200E - 405400N 0191200E - 405535N 0191920E | Upper limits: 10000 FT AMSL Lower limits: GND | 1. AMC Manageable Area. 2. Military training area. 3. Activation shall be promulgated by NOTAM at least 24 hours in advance. 4. When active, entry or transit of GAT flights may be allowed under ATC clearance. 5. Vertical limits are subject of changes on tactical basis between the Rinas Military Coordination Centre and Tirana APP. |
| LATRA1C KUCOVA 403600N 0193500E - 405153N 0193454E - 405150N 0200825E - 404200N 0200800E - 403600N 0193500E | Upper limits: 10000 FT AMSL Lower limits: GND | 1. AMC Manageable Area. 2. Military training area. 3. Activation shall be promulgated by NOTAM at least 24 hours in advance. 4. When active, entry or transit of GAT flights may be allowed under ATC clearance. 5. Vertical limits are subject of changes on tactical basis between the Rinas Military Coordination Centre and Tirana APP. |

| Identification and Name Lateral limits | Upper and Lower Limits | Remarks |
|---|---|--|
| 1 | 2 | 3 |
| LATRA2B GJADRI 415851N 0193141E - 415913N 0200732E - 414504N 0200730E - 414500N 0193147E - 415851N 0193141E | Upper limits: 2500 FT AMSL Lower limits: GND | 1. AMC Manageable Area. 2. Military training area. 3. Activation shall be promulgated by NOTAM at least 24 hours in advance. 4. When active, entry or transit of GAT flights may be allowed under ATC clearance. 5. Vertical limits are subject of changes on tactical basis between the Rinas Military Coordination Centre and Tirana APP. |
| LATSA1 401951N 0203701E - 403451N 0205506E - 410613N 0202934E - 404953N 0201055E - 401951N 0203701E | Upper limits: FL 285 Lower limits: FL 120 | 1. AMC Manageable Area. 2. Temporary segregated area. 3. Activation shall be notified through AUP/UPP and promulgated by NOTAM at least 24 hours in advance. 4. GAT flights shall not be permitted to enter or transit the activated TSA, except aircraft in emergency. Aircraft in receipt of a radar service will be offered a re-route in these circumstances. 5. Entry/Exit points TIRVU and NATTO shall be used by OAT flights during the TSA notified hours of activity. |

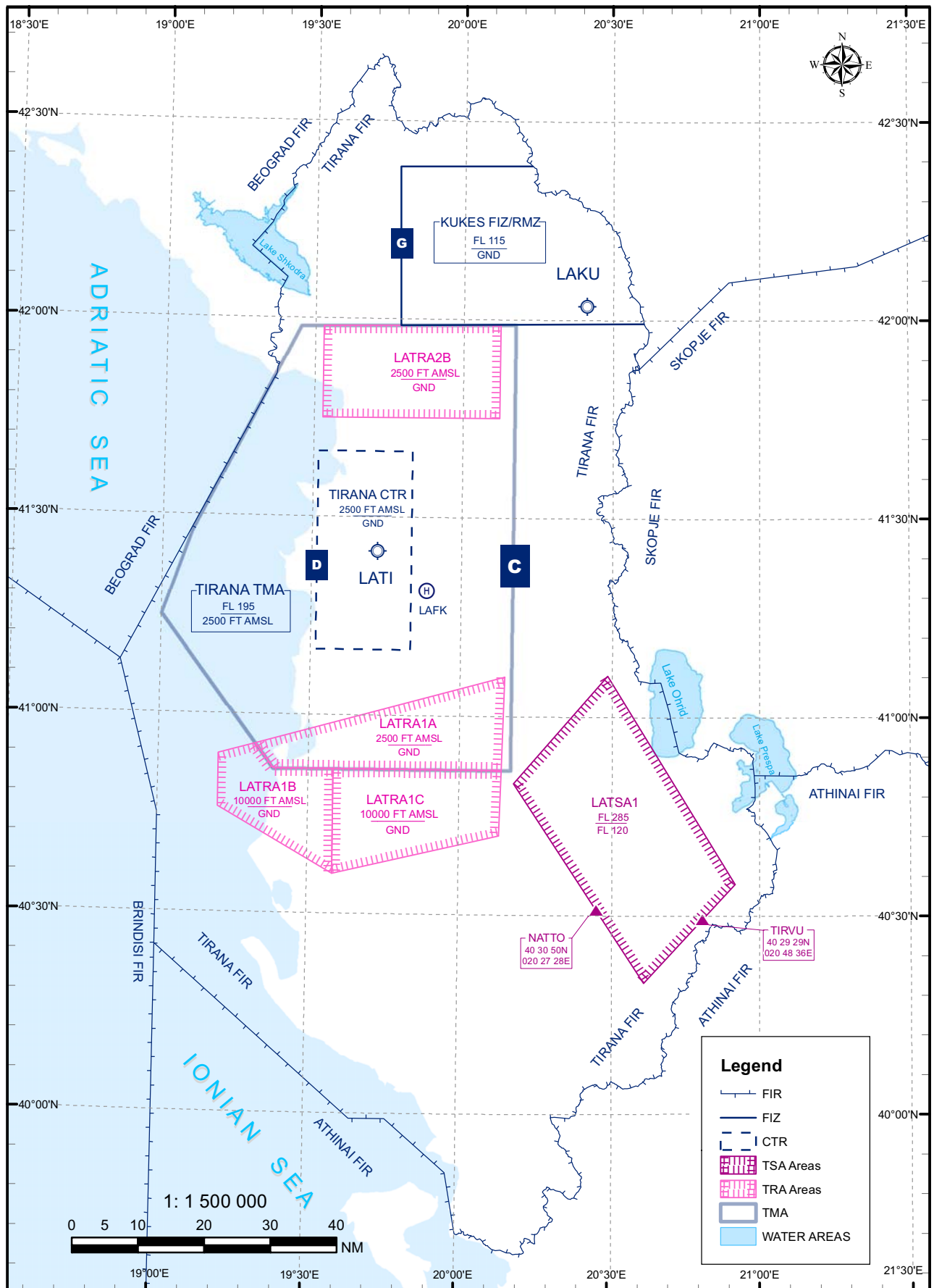
2. AIR DEFENCE IDENTIFICATION ZONE (ADIZ)

Nil



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



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LATI AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|--|---|
| 1 | Seasonal availability | Aerodrome is serviceable during all seasons of the year. |
| 2 | Type(s) of clearing equipment | 2 Snow Removal Equipment; 1 Excavator with snow plough 2.7 meter long; 1 Runway De-icing Sprayer Equipment. |
| 3 | Clearance priorities | Runway in use, associated exits and entry points for the runway in use; Designated taxiway(s); Main aprons; ILS and PAPI areas if needed; and All other aircraft operating areas not yet cleared. |
| 4 | Use of material for movement area surface treatment | NAAC |
| 5 | Specially prepared winter runways | Not applicable |
| 6 | Remarks | See AD 1.2.2 for the runway surface condition assessment and reporting. |

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

| | | |
|---|---|--|
| 1 | Designation, surface and strength of aprons | Designation: MAIN APRON Surface: CONC Strength: PCN 120/R/B/W/T |
| 2 | Designation, width, surface and strength of taxiways | Designation: B Width: 23 M Surface: ASPH Strength: PCN 76/F/A/W/T |
| | | Designation: C Width: 23 M Surface: ASPH Strength: PCN 48/F/D/W/U |
| | | Designation: D Width: 23 M Surface: CONC Strength: PCN 92/R/B/W/T |
| | | Designation: E Width: 23 M Surface: CONC Strength: PCN 120/R/C/W/T |
| | | Designation: W Width: 23 M Surface: ASPH Strength: PCN 76/F/A/W/T |
| 3 | Location and elevation of altimeter checkpoints | NIL |
| 4 | Location of VOR checkpoints | NIL |
| 5 | Position of INS checkpoints | NIL |
| 6 | Remarks | Taxiways C, D and E without shoulders and mandatory instruction signs only on the left side. |

LATI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand identification signs, taxiway guide lines and visual docking/parking guidance system at aircraft stands | Approach to the apron is from the taxiways, following the continuous yellow line markings. Usually aircraft are guided by a "FOLLOW ME" car. The guidance principles are according to the marshaller's hand signals. |
| 2 | Runway and taxiway markings and lights | RWY-17/35 Markings: Designation numbers and touchdown zone LGT: Threshold, runway end and runway edges. TWY Markings: Taxi-holding positions and TWY centreline LGT: Taxiway edges |
| 3 | Stop bars and runway guard lights (if any) | Red stop bars are located at holding points B, C, D and E and are in operation H24. No aircraft/vehicle is to cross a red stop bar unless given a specific instruction to do so under aerodrome Tower Controller. During contingency procedures, escort from an airside operations vehicle may be required to guide an aircraft through the lit stop bar, if requested by pilots. |
| 4 | Other runway protection measures | NIL |
| 5 | Remarks | NIL |

LATI AD 2.10 AERODROME OBSTACLES

LATI AD 2.10.1 OBSTACLES IN AREA 2

The list of obstacles in Area 2 is available as a digital data set. See GEN 3.1.6.

LATI AD 2.10.2 OBSTACLES IN AREA 3

The list of obstacles in Area 3 is available as a digital data set. See GEN 3.1.6.

LATI AD 2.14 APPROACH AND RUNWAY LIGHTING

| Runway designator | Approach lighting system type, length and intensity | THR lights colour and wing bars | VASIS type (MEHT) | TDZ lights length |
|-------------------|---|---------------------------------|---------------------------|-------------------|
| 1 | 2 | 3 | 4 | 5 |
| 17 | Type: Approach lighting system - Cat I Length: 900 M Intensity: LIH Adjustable in 5 stages | GRN | PAPI 3° LEFT (15.7 M) | NIL |
| 35 | Type: Simple approach lighting system Length: 420 M Intensity: LIH Adjustable in 5 stages | GRN | PAPI 3° LEFT (16.27 M) | NIL |

| RWY centre line lights length, spacing, colour and intensity | RWY edge lights length, spacing, colour and intensity | RWY end lights colour and wing bars | Stopway lights length and colour | Remarks |
|--|---|-------------------------------------|----------------------------------|---------|
| 6 | 7 | 8 | 9 | 10 |
| NIL | Length: 2 746 M Spacing: 60 M Colour: WHI Intensity: LIH | RED | NIL | NIL |
| NIL | Length: 2 746 M Spacing: 60 M Colour: WHI Intensity: LIH | RED | NIL | NIL |

LATI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

LATI AD 2.16 HELICOPTER LANDING AREAS

NIL

LATI AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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

LATI AD 2.18 ATS COMMUNICATION FACILITIES

| Service Designation | Call sign | Channel(s) | Hours of operation | Remarks |
|---------------------|--------------------|--|--------------------|-------------------------------------|
| 1 | 2 | 3 | 4 | 5 |
| APP | Tirana Approach | 133.150 MHZ 136.350 MHZ 121.500 MHZ Emergency Channel | H24 | |
| TWR | Tirana Ground | 136.250 MHz Ground Movement Control | H24 | |
| | Tirana Tower | 122.500 MHZ 123.500 MHZ 121.500 MHZ Emergency Channel | H24 | |
| ATIS | Tirana Information | 132.275 MHZ | H24 | Broadcast in English language only. |

LATI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

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.

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

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

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

2.3 Push-back procedures

2.3.1 Aircraft which are parked either nose in to the terminal building will need to be pushed back off the stand towards the taxiway centerline taking into account the standard taxiway routing.

2.3.2 Subject to the requirements in 2.2.5, the Pilot in Command shall contact Tirana GMC for start-up clearance, stating the parking position and after that for push-back permission.

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

2.3.4 Tirana GMC may deviate from the standard push-back procedure as stated below for reasons such as traffic or work in progress. The deviation will be given in the push-back permission and the Pilot in Command has to make sure that the Ground Engineer/Marshaller fully understands the deviation.

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

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

2.4 Taxiing

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

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

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

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

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

2.5 Taxiing on a runway-in-use

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

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

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

2.6 Engine ground running

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

2.6.2 The following regulations must be adhered to both prior to and during the course of an aircraft engine test run:

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

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

3. CAT II/III OPERATIONS

Not applicable.

4. SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS

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

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

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

5. RUNWAY OCCUPANCY TIME

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

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

6. REDUCED DISTANCES AND PROCEDURES FOR INTERSECTION TAKE-OFF

6.1 Reduced distances and intersection take-off positions

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

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

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