

**GENERAL****Operational Hours****ATS Hours / AD Operator Hours:** H24**Airport Information****RFF:** CAT 7**PCN:** RWY 17/35: 60/F/C/W/T**Operation****Low Visibility Procedures**

LVP in use when VIS is 800m or below and/or RVR is 550m or below, or the cloud ceiling is 330ft or below.  
Only one ACFT at a time is allowed on the maneuvering area.

ARR

RWY 17: vacate RWY via TWY C and W.

RWY 35: vacate RWY via TWY E.

DEP

Contact TWR before maneuvering on APN. Marshaller mandatory for movements on APN.

Intersection TKOF is not permitted under LVP.

RWY 17: enter RWY via TWY E.

RWY 35: enter RWY via TWY W and C.

**Minimum RWY Occupancy Time (MROT)**

Ensure standard MROT procedures.

**TWY Restriction**

TWY W1 width 18m / 59ft.

**Taxi/Parking**

Marshaller/Follow-me O/R.

ACFT landing on RWY 17, expect to vacate RWY via TWY C.

Use MNM power when taxiing on APN and taxilanes.

Main APN AVBL for ACFT with MAX wingspan 36m / 118ft.

North APN AVBL for ACFT with MAX wingspan 24m / 79ft. Taxi into APN via TWY W1.

Taxiing during winter condition:

- TWY are not equipped with CLL, taxi guide lines may not be visible due to snow.
- Follow-me AVBL via TWR

**Warnings**

High terrain E and rising terrain 6NM S of AD.

Strong winds, risk of turbulence and up/downdrafts possible.

Low level wind shear/microburst can be expected, report to ATC presence, height, time, distance and effect on ACFT.

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure****During Radar Vectoring****Initial Approach**

ACFT that are being vectored on base leg towards east and no instruction to turn onto the final APCH track of RWY in use is received from ATC, before intercepting respectively R347 for RWY 17 and R171 for RWY 35, shall turn to intercept the final APCH track and execute IAP.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate approved final APCH aid. If not possible follow the DVOR/DME MISAP.

**Arrival Procedure****Non-Standard GP Intercept Position on RWY 17**

GP intercepts RWY 17 at *332m / 1088ft* after landing threshold.

Remaining DIST beyond GP is *2414m / 7921ft*.

**DEPARTURE****Take-off Minima**

RWY		17/35	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

**Departure Procedure****Intersection TKOF**

Intersection TKOF is not permitted to ACFT above code letter B.

**ATC Slot, Clearance**

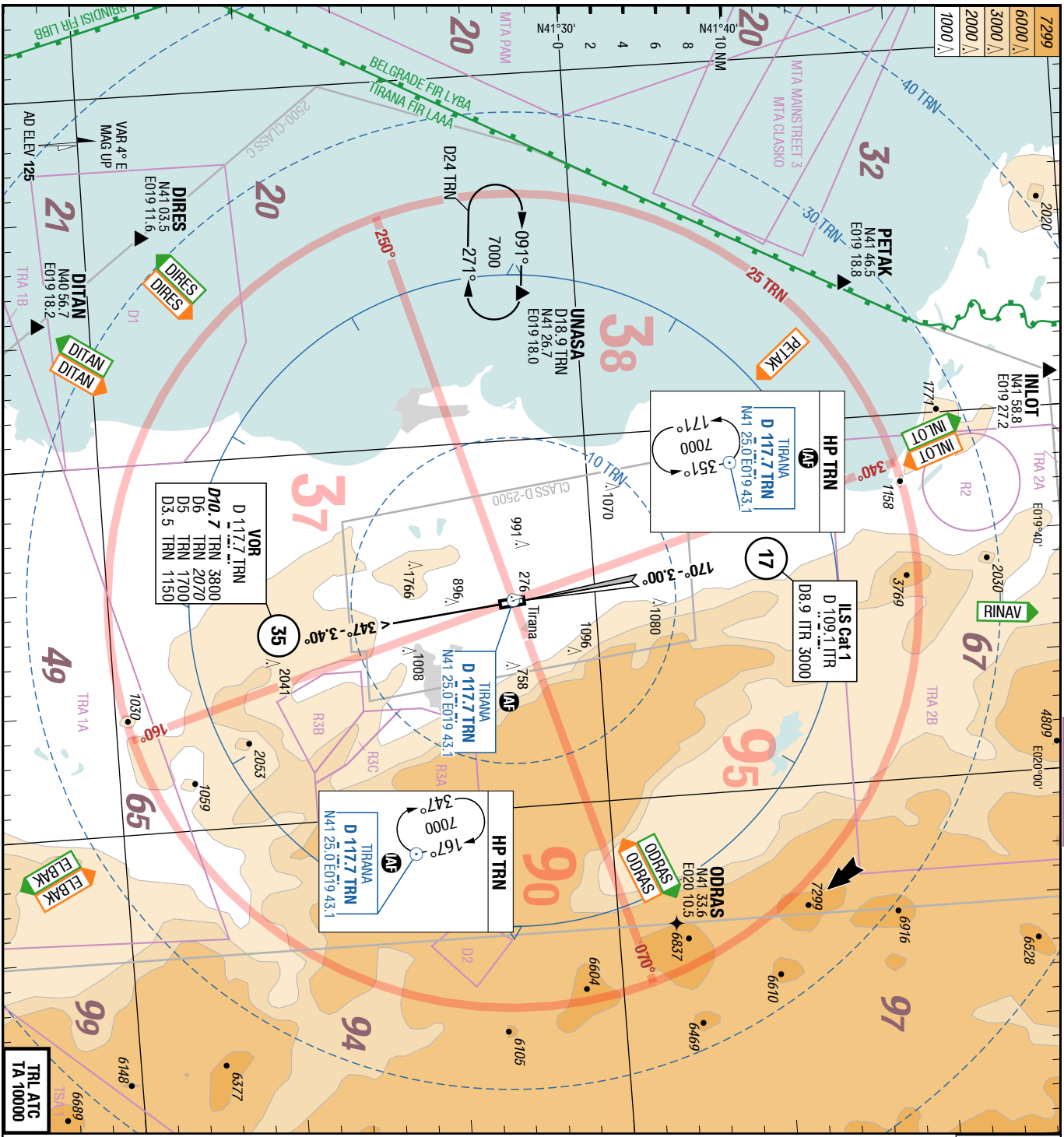
REQ CLR from TWR only after receiving approval from marshaller, doors are CLSD and ACFT is ready for start-up.

**De-Icing**

AVBL

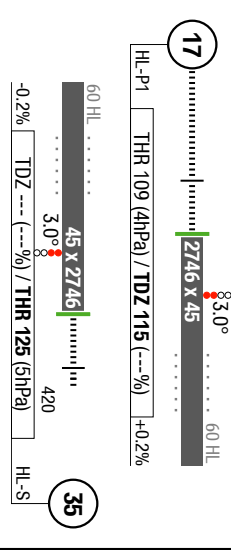
12-OCT-2017  
TIA-LATI

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2-10  
AFC  
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AFC  
Mother Teresa Tirana Albania  
AFC



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

Landing RWY system:



TRL ATC  
TA 10000

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3-20  
AGC  
AGC  
AGC  
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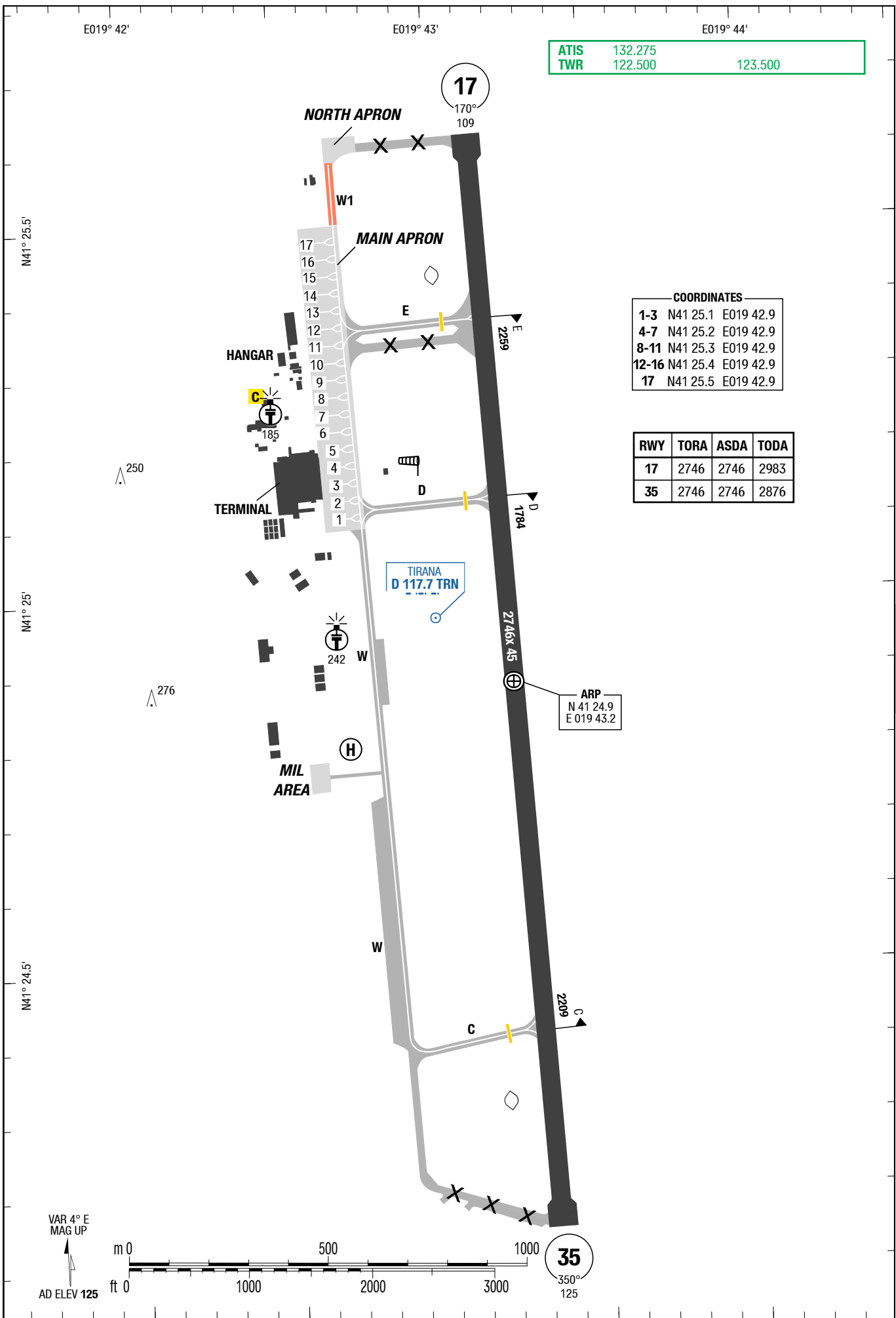
ATIS	132.275	
TWR	122.500	123.500

COORDINATES		
1-3	N41 25.1	E019 42.9
4-7	N41 25.2	E019 42.9
8-11	N41 25.3	E019 42.9
12-16	N41 25.4	E019 42.9
17	N41 25.5	E019 42.9

RWY	TORA	ASDA	TODA
17	2746	2746	2983
35	2746	2746	2876

ARP  
N 41 24.9  
E 019 43.2

TIRANA  
D 117.7 TRN



Changes: Turning bay

01-DEC-2016

## TIA-LATI

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SIDs RWY 35

## SIDs RWY 17

SID

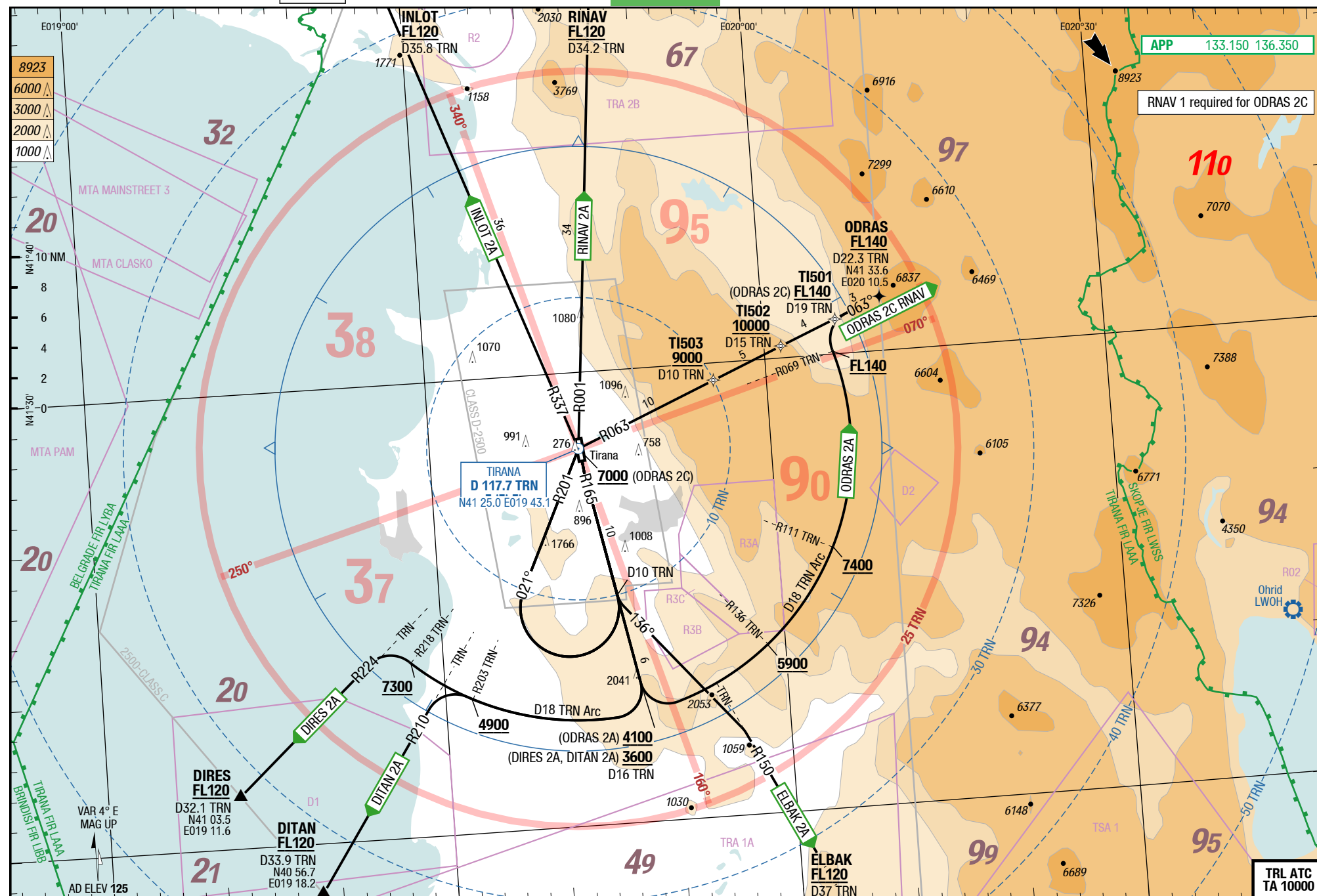
SID

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## SIDs RWY 35

## SIDs RWY 17

4-10



Changes: Completely revised

01-DEC-2016

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## TIA-LATI

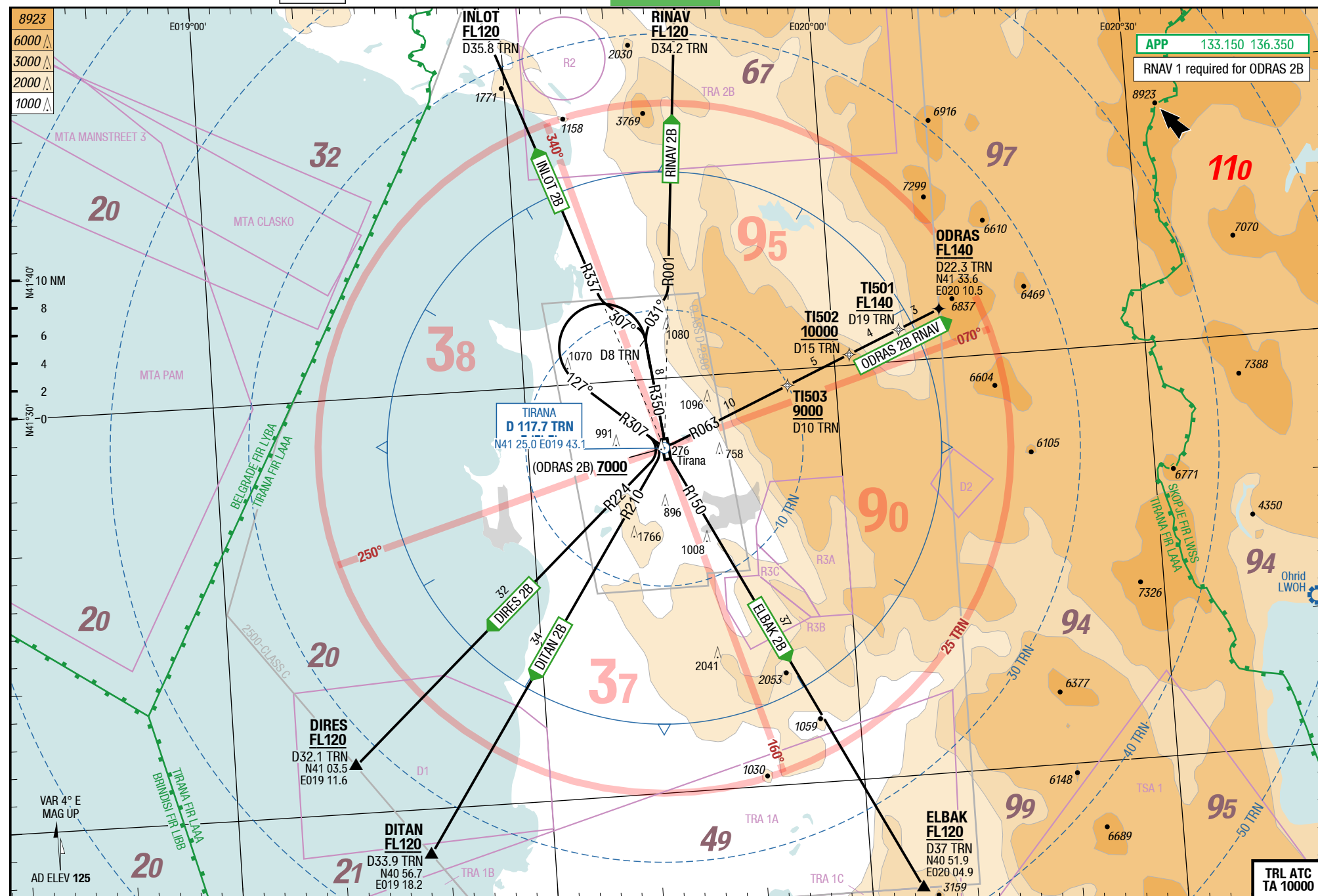
4-20

## SIDs RWY 35

side

DIS

## SIDs RWY 35



Changes: Completely revised

**DIRES 2A / DITAN 2A / ELBAK 2A / INLOT 2A / ODRAS 2A / ODRAS 2C RNAV / RINAV 2A**  
RWY 17 (170°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 17</b>	
<b>DIRES 2A</b> 6.0% to 6000 <b>133.150</b>	intercept R165 <b>TRN</b> - at D16 <b>TRN RT</b> follow D18 <b>TRN</b> arc - crossing R218 <b>TRN LT</b> intercept R224 <b>TRN</b> to DIRES	D16 <b>TRN</b> MNM <b>3600</b> R203 <b>TRN</b> MNM <b>4900</b> R218 <b>TRN</b> MNM <b>7300</b> DIRES MNM <b>FL120</b>
<b>DITAN 2A</b> 7.0% to 6000 <b>133.150</b>	intercept R165 <b>TRN</b> - at D16 <b>TRN RT</b> follow D18 <b>TRN</b> arc - crossing R203 <b>TRN LT</b> intercept R210 <b>TRN</b> to DITAN	D16 <b>TRN</b> MNM <b>3600</b> R203 <b>TRN</b> MNM <b>4900</b> DITAN MNM <b>FL120</b>
<b>ELBAK 2A</b> 6.0% to FL120 <b>133.150</b>	intercept R165 <b>TRN</b> - at D10 <b>TRN LT</b> 136° - intercept R150 <b>TRN</b> to ELBAK	ELBAK MNM <b>FL120</b>
<b>INLOT 2A</b> 6.0% to 6000 <b>133.150</b>	intercept R165 <b>TRN</b> - at D10 <b>TRN RT</b> intercept R201 <b>TRN</b> to <b>TRN</b> - R337 <b>TRN</b> to INLOT	INLOT MNM <b>FL120</b>
<b>ODRAS 2A</b> 6.0% to 6000 <b>133.150</b>	intercept R165 <b>TRN</b> - at D16 <b>TRN LT</b> follow D18 <b>TRN</b> arc - crossing R069 <b>TRN RT</b> intercept R063 <b>TRN</b> to ODRAS	D16 <b>TRN</b> MNM <b>4100</b> R136 <b>TRN</b> MNM <b>5900</b> R111 <b>TRN</b> MNM <b>7400</b> R069 <b>TRN</b> MNM <b>FL140</b> ODRAS MNM <b>FL140</b>
<b>ODRAS 2C RNAV</b> 6.0% to 6000 <b>133.150</b>	intercept R165 <b>TRN</b> - at D10 <b>TRN RT</b> intercept R201 <b>TRN</b> to <b>TRN</b> - R063 <b>TRN</b> to TI503 - TI502 - TI501 - ODRAS	<b>TRN</b> MNM <b>7000</b> TI503 MNM <b>9000</b> TI502 MNM <b>10000</b> TI501 MNM <b>FL140</b> ODRAS MNM <b>FL140</b>
<b>RINAV 2A</b> 6.0% to 6000 <b>133.150</b>	intercept R165 <b>TRN</b> - at D10 <b>TRN RT</b> intercept R201 <b>TRN</b> to <b>TRN</b> - R001 <b>TRN</b> to RINAV	RINAV MNM <b>FL120</b>

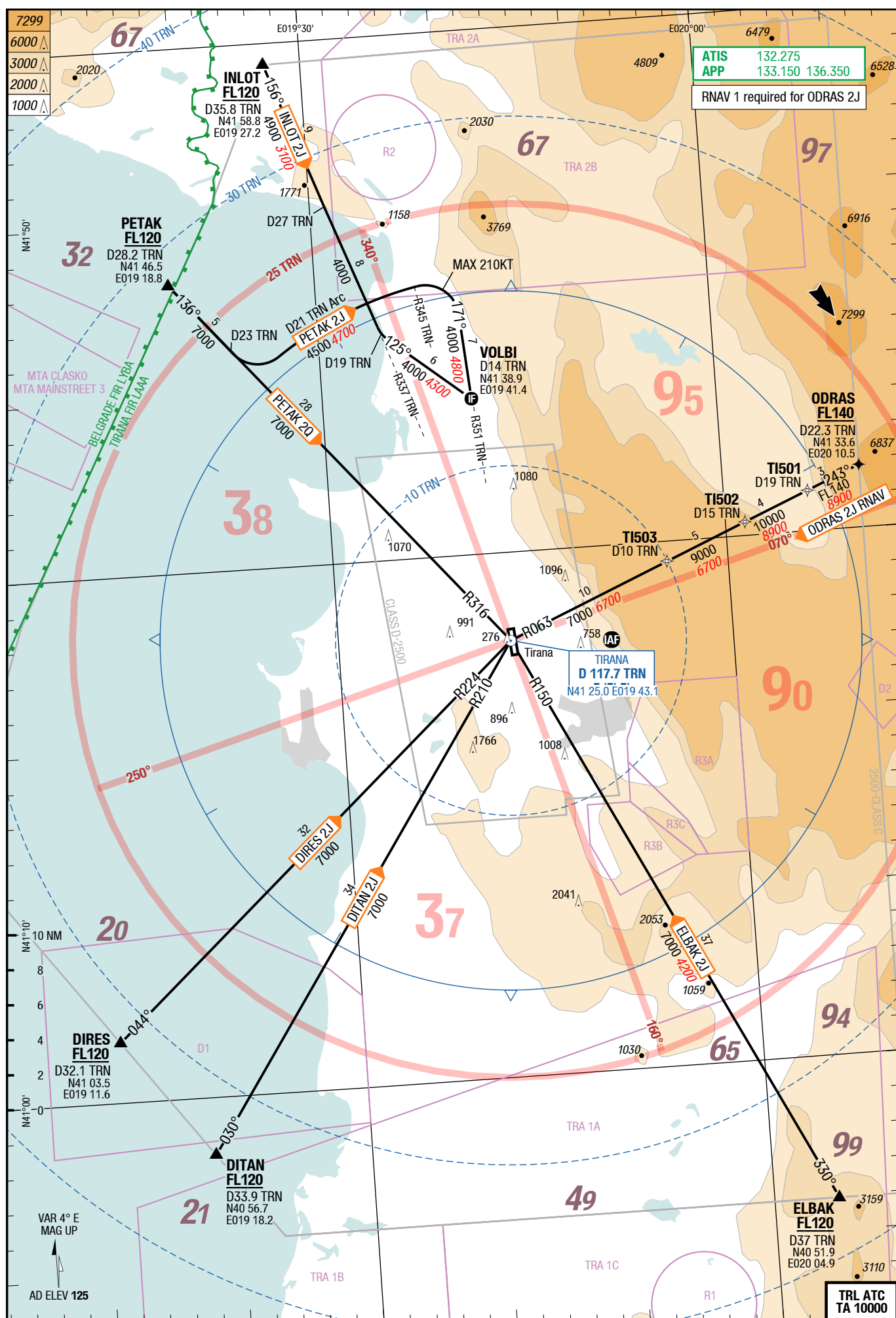
**DIRES 2B / DITAN 2B / ELBAK 2B / INLOT 2B / ODRAS 2B RNAV / RINAV 2B**  
RWY 35 (350°)

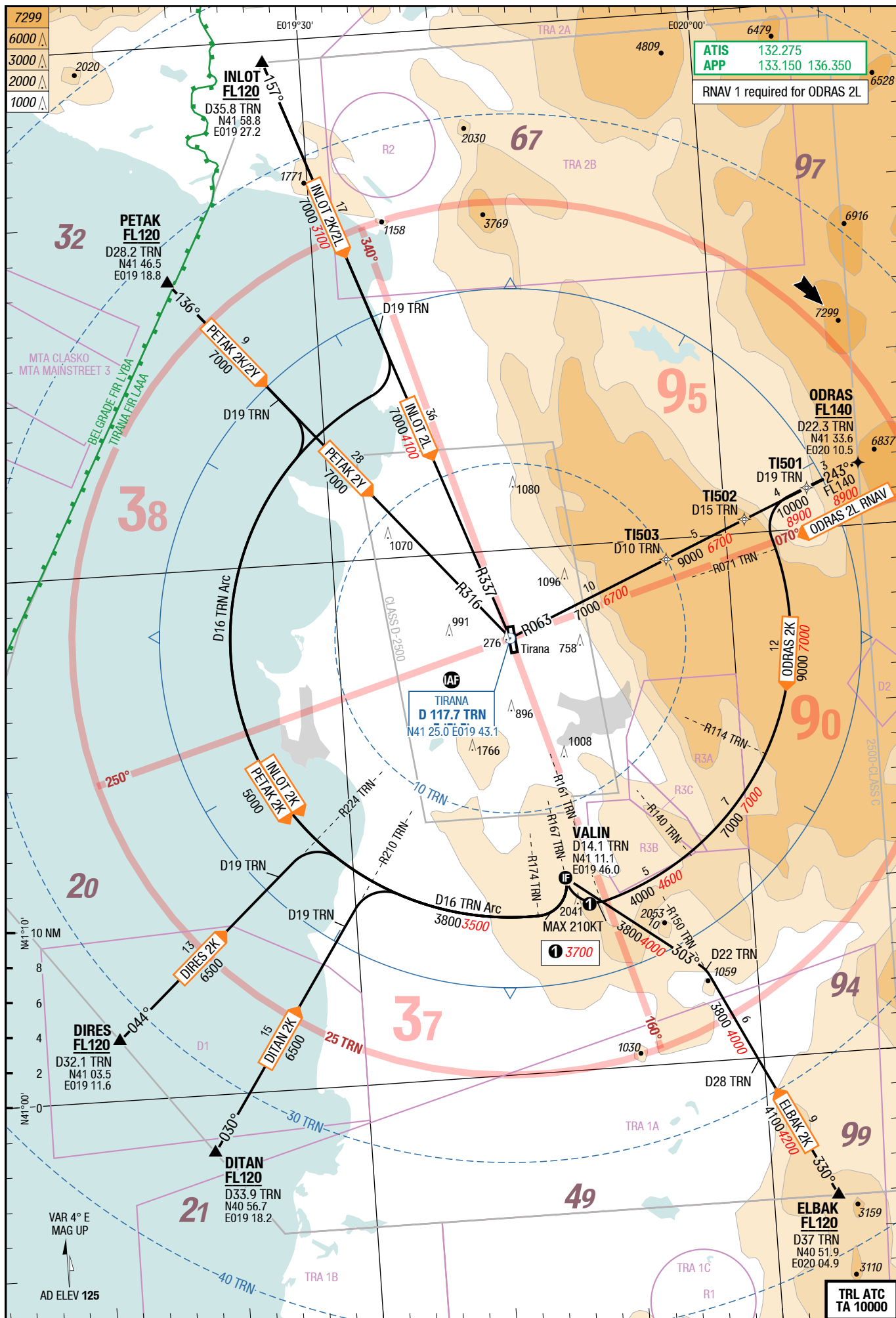
	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
6.8%	ft/MIN	900	1100	1300	1500	1700	1900
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 35</b>	
<b>DIRES 2B</b> 4.5% to 3000 <b>133.150</b> ①	intercept R350 <b>TRN</b> - at D8 <b>TRN LT</b> intercept R307 <b>TRN</b> to <b>TRN</b> - RT R224 <b>TRN</b> to DIRES	DIRES MNM <b>FL120</b>
<b>DITAN 2B</b> 4.5% to 3000 <b>133.150</b> ①	intercept R350 <b>TRN</b> - at D8 <b>TRN LT</b> intercept R307 <b>TRN</b> to <b>TRN</b> - RT R210 <b>TRN</b> to DITAN	DITAN MNM <b>FL120</b>
<b>ELBAK 2B</b> 4.5% to 6500 <b>133.150</b> ①	intercept R350 <b>TRN</b> - at D8 <b>TRN LT</b> intercept R307 <b>TRN</b> to <b>TRN</b> - RT R150 <b>TRN</b> to ELBAK	ELBAK MNM <b>FL120</b>
<b>INLOT 2B</b> 7.0% to 7400 <b>133.150</b> ①	intercept R350 <b>TRN</b> - at D8 <b>TRN LT</b> 307° intercept R337 <b>TRN</b> to INLOT	INLOT MNM <b>FL120</b>
<b>ODRAS 2B RNAV</b> 6.8% to 6700 <b>133.150</b> ①	intercept R350 <b>TRN</b> - at D8 <b>TRN LT</b> intercept R307 <b>TRN</b> to <b>TRN</b> - TI503 - TI502 - TI501 - ODRAS	<b>TRN</b> MNM <b>7000</b> TI503 MNM <b>9000</b> TI502 MNM <b>10000</b> TI501 MNM <b>FL140</b> ODRAS MNM <b>FL140</b>
<b>RINAV 2B</b> 7.0% to 8100 <b>133.150</b> ①	intercept R350 <b>TRN</b> - at D8 <b>TRN RT</b> 031° intercept R001 <b>TRN</b> to RINAV	RINAV MNM <b>FL120</b>

① Close in obstacles up to 184ft.







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## TIA-LATI

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**STARs 17/35**

# STAR

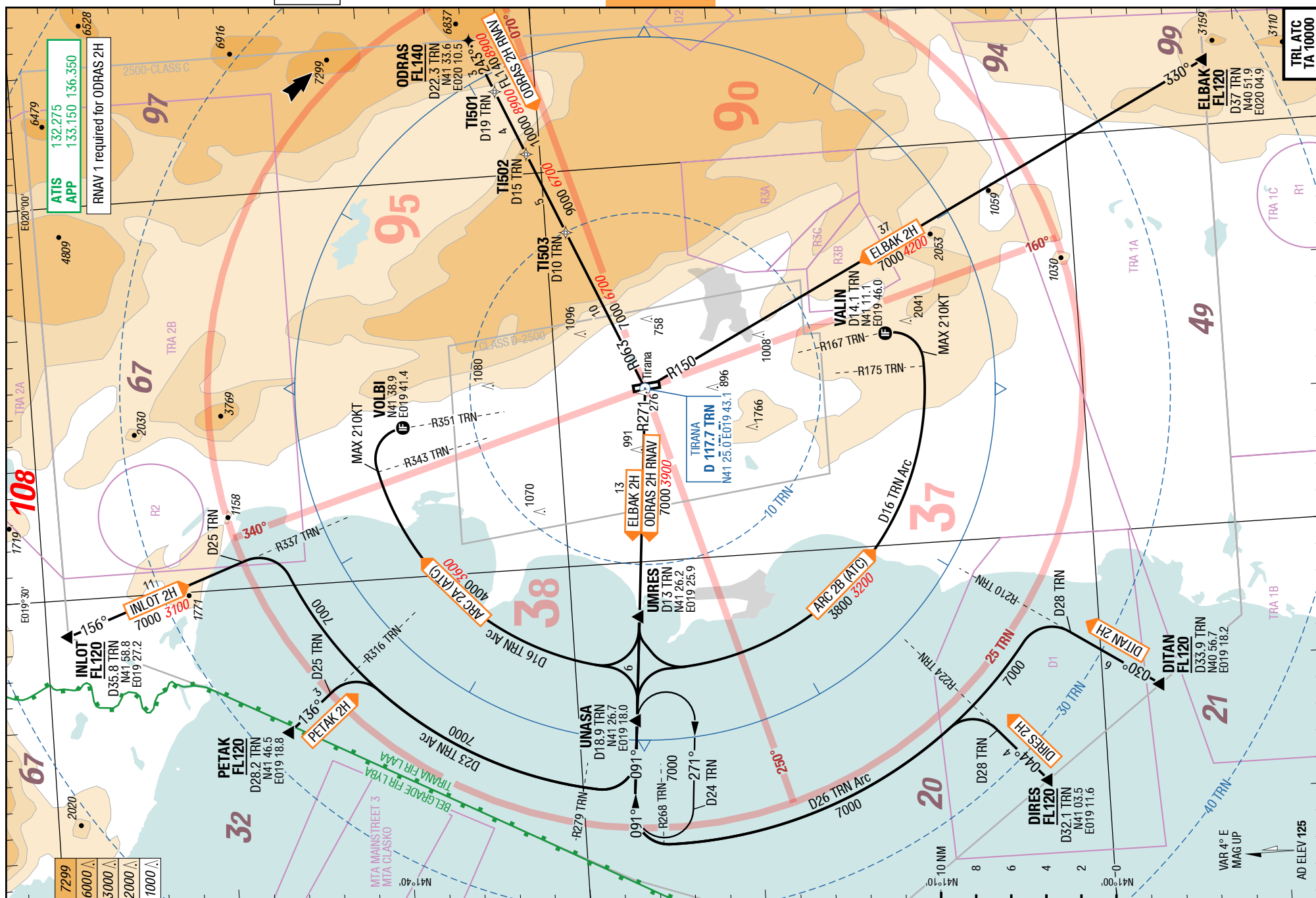
# STAR

Mother Teresa **Tirana** Albania

**NIL**

**STARs 17/35**

6-30

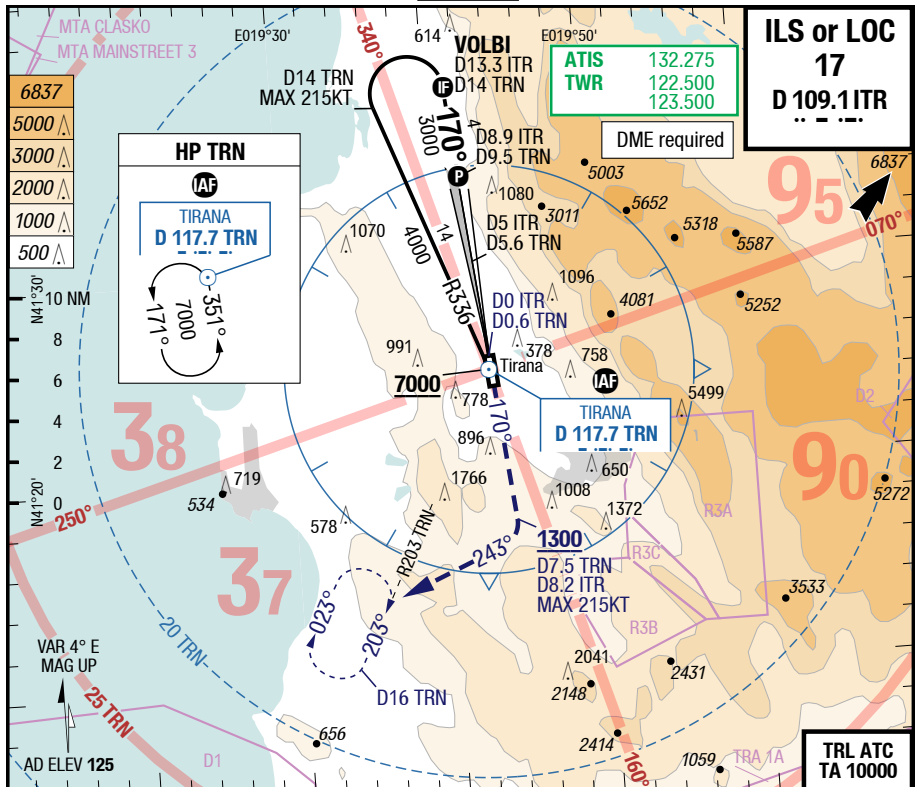


Changes: Completely revised

## TIA-LATI

7-10

## ILS or LOC 17



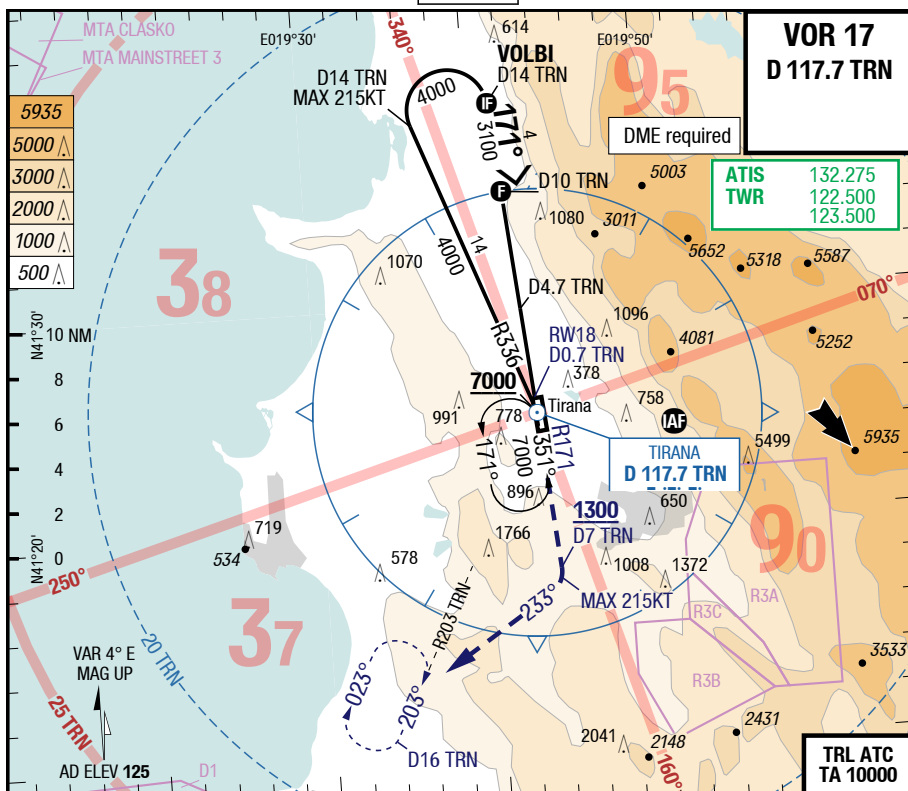
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4000	3380	2730	2090	1450	810		
D14 TRN D13.4 ITR VOLBI						D12.6 D12	
D9.5 D8.9						D5.6 D5	
D0.6 DO ITR						TRN	
170° at D7.5 TRN (MNM 1300) RT (MAX 215KT) 243° intercept R203 TRN to D16 TRN climb 3000						DME ITR reads zero at THR	
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D9.5 D8.9						D5.6 D5	
D0.6 DO ITR						TRN	



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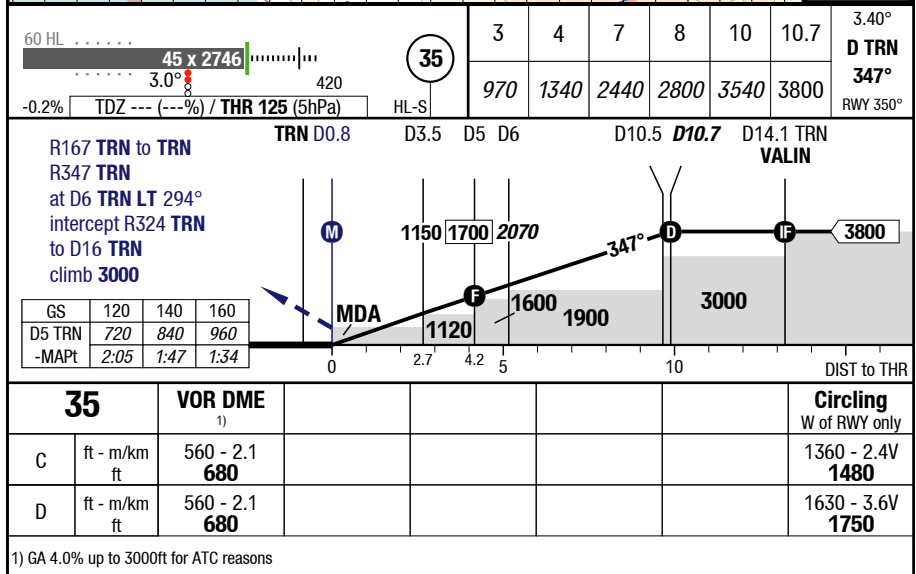
7-20

**VOR 17**



3.00° D TRN 171° RWY 170°	12.7	9	7	5	3	2	<div><div>17</div><div>83.0°</div><div>2746 x 45</div><div>60 HL</div></div>														
	4000	2820	2190	1550	910	590	<div><div>HL-P1</div><div>THR 109 (4hPa) / TDZ 115 (---%)</div><div>+0.2%</div></div>														
D14 TRN VOLBI							D10	D4.7	D0.7 TRN RW17	R171 TRN at D7 TRN (MNM1300) RT (MAX 215KT) 233° intercept R203 TRN to D16 TRN climb 3000											
<div>DIST to THR</div>							<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D4.7 TRN</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>NA</td><td>NA</td><td>NA</td></tr></table>			GS	120	140	160	D4.7 TRN	640	740	850	-MAPt	NA	NA	NA
GS	120	140	160																		
D4.7 TRN	640	740	850																		
-MAPt	NA	NA	NA																		
17	VOR DME GA 5.0%								Circling W of RWY only												
C	ft - m/km ft	430 - 1.3 540							1360 - 2.4V 1480												
D	ft - m/km ft	430 - 1.3 540							1630 - 3.6V 1750												

**VOR 35**



Effective 08-DEC-2016

01-DEC-2016

TIA-LATI

Albania Tirana Mother Teresa

NIL

MRC

MRC

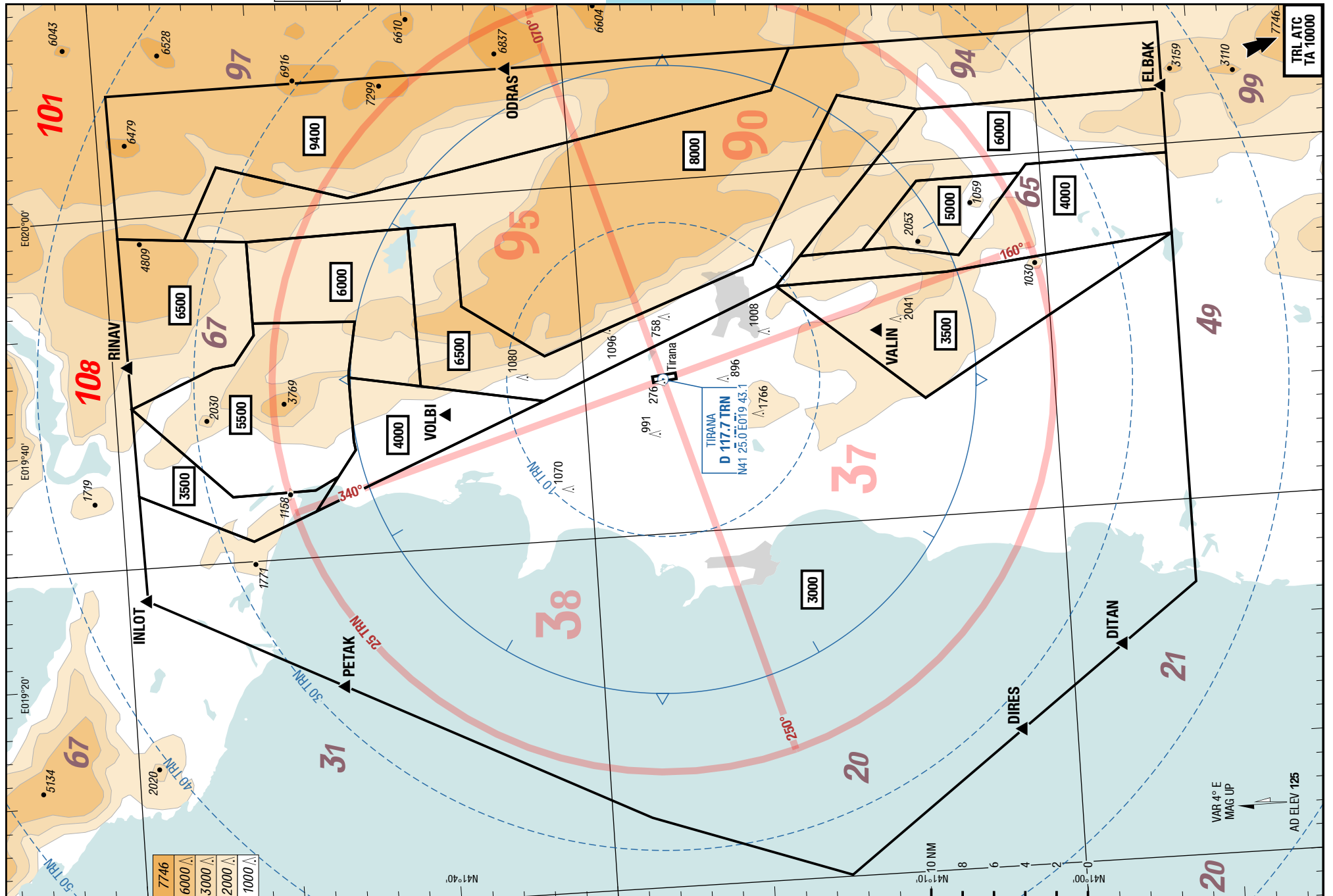
MRC

Mother Teresa Tirana Albania

NIL

MRC

8-10



Changes: Completely revised