

TIA-LATI

1-10

AOI

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**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.

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**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 repectively 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

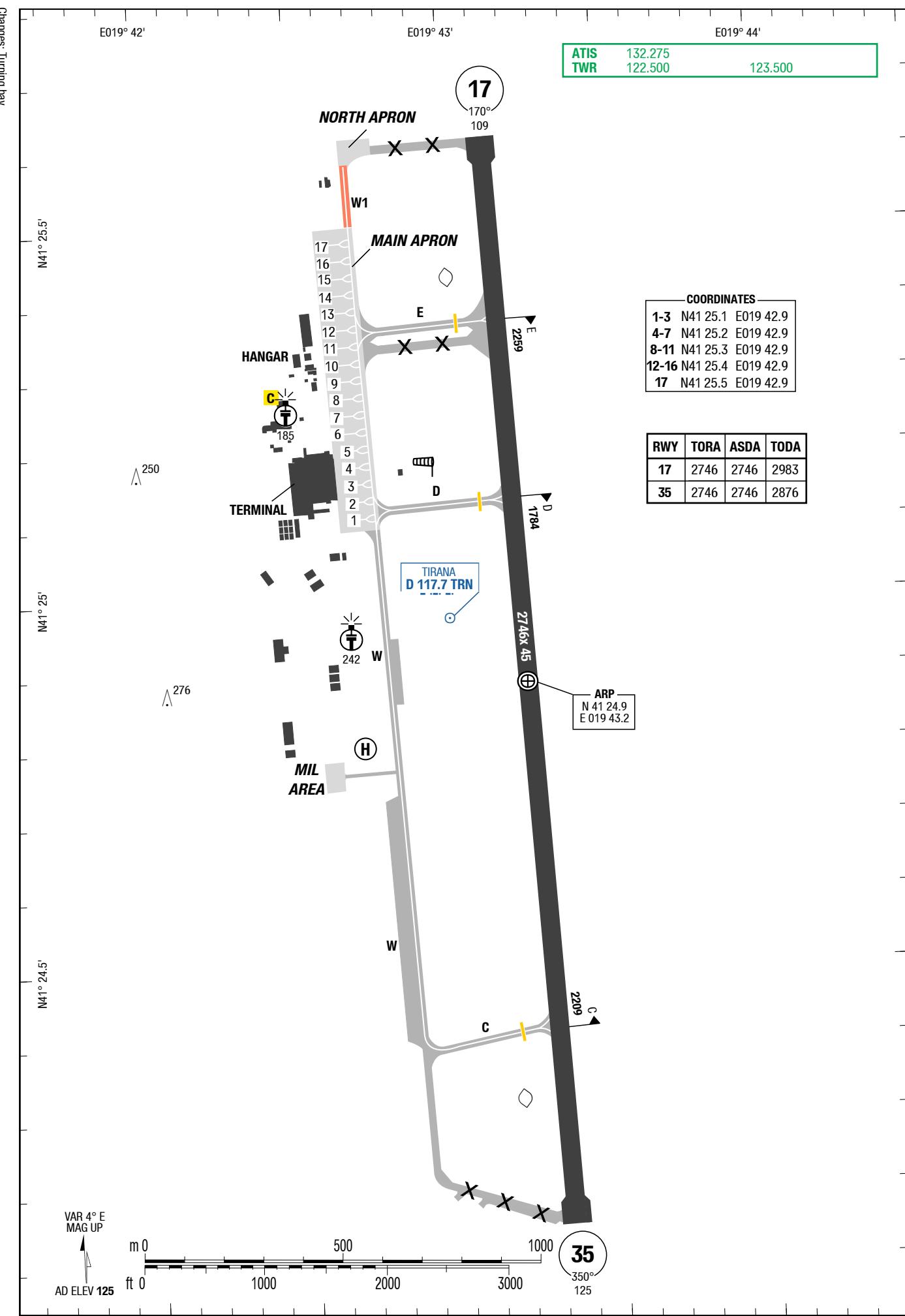
TIA-LATI

Albania Tirana Mother Teresa

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Mother Teresa Tirana Albania

ATIS 132.275  
TWR 122.500 123.500

**TIA-LATI**

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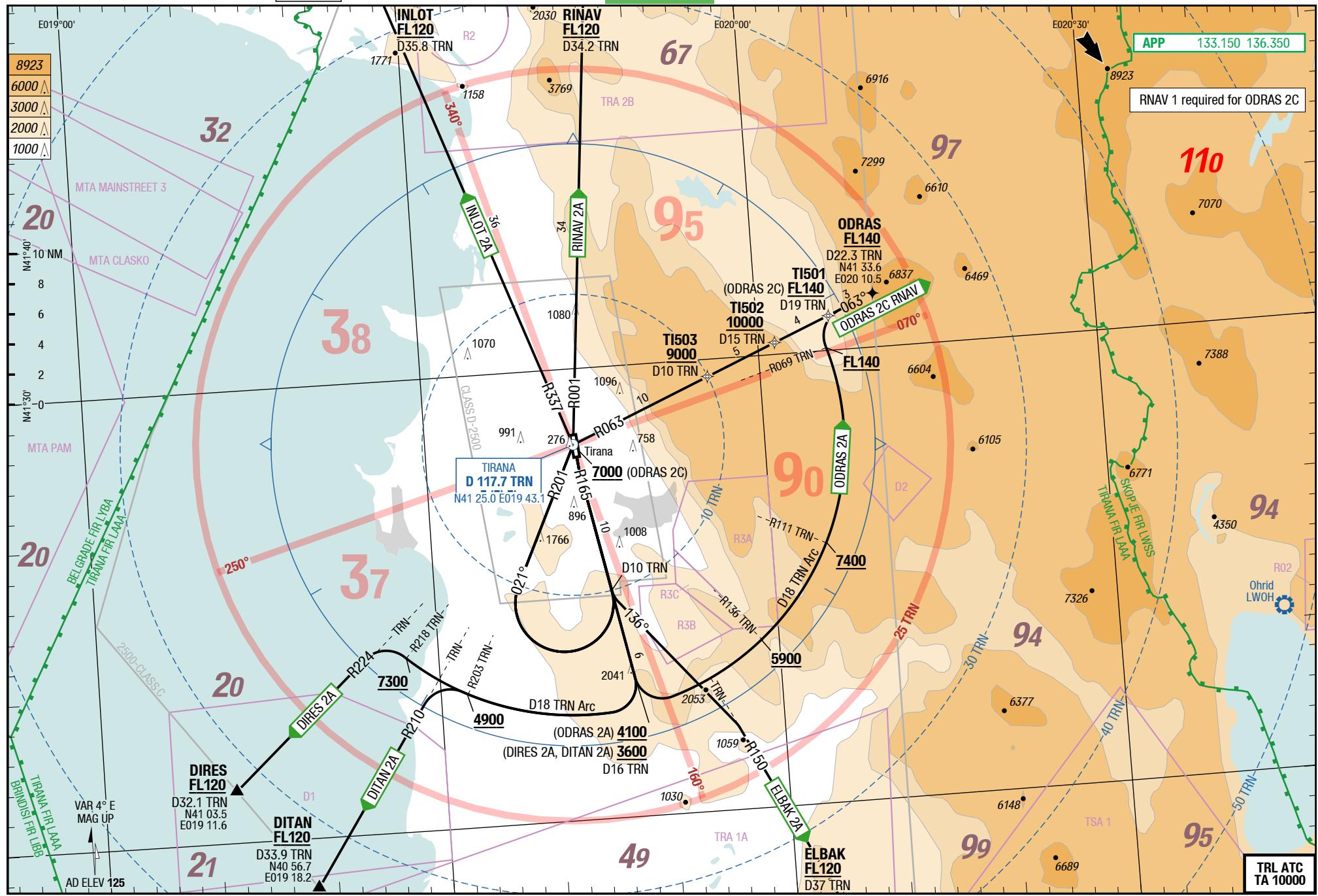
SIDs RWY 17

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SD

Mother Teresa **Tirana** Albania

SIDs RWY 17



Effective 08-DEC-2016

01-DEC-2016

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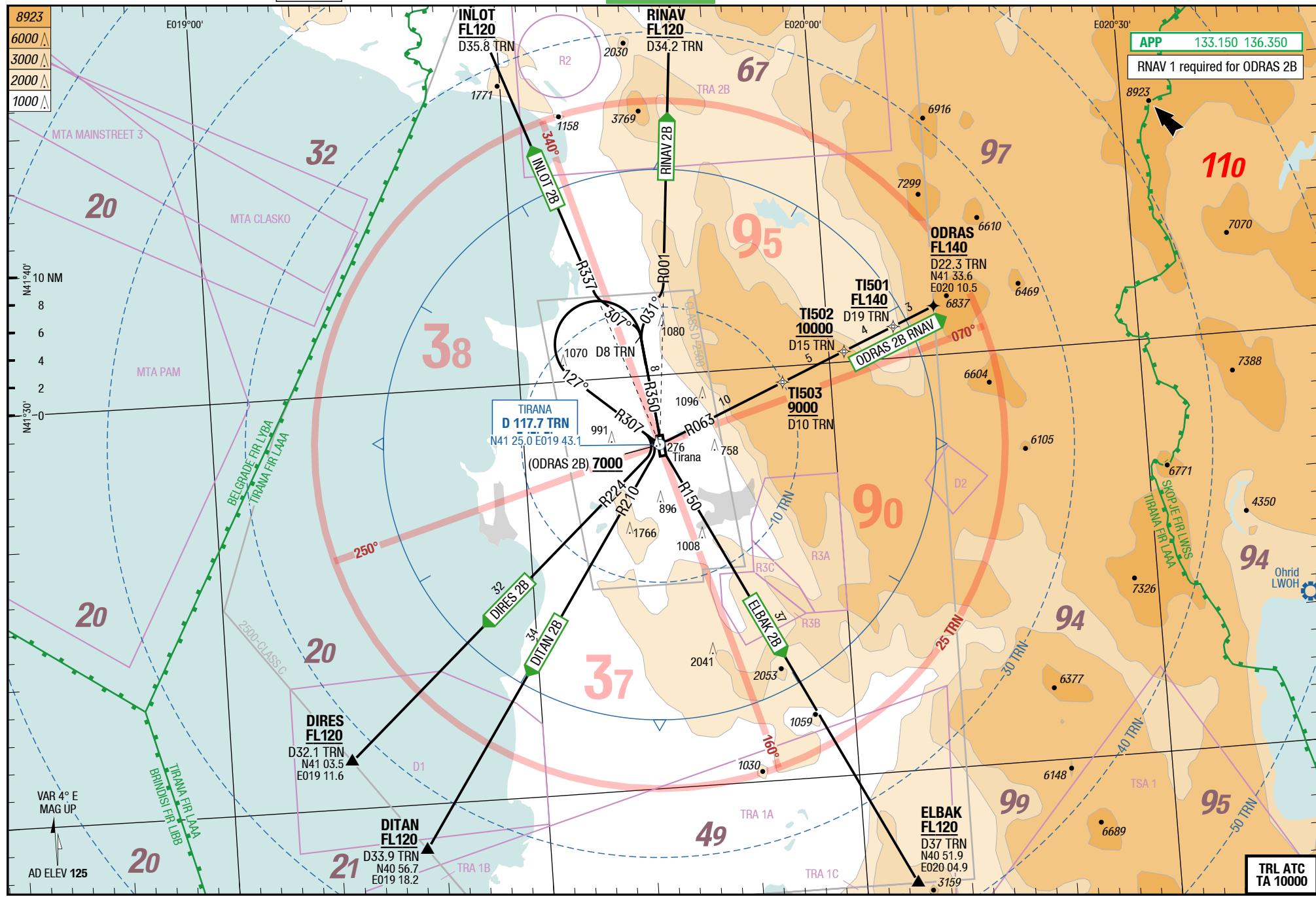
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SIDs RWY 35



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SIDs RWY 17

SIDPT

**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 MNM 3600</b> R203 <b>TRN MNM 4900</b> R218 <b>TRN MNM 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 MNM 3600</b> R203 <b>TRN MNM 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 MNM 4100</b> R136 <b>TRN MNM 5900</b> R111 <b>TRN MNM 7400</b> R069 <b>TRN MNM 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 MNM 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>

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SIDs RWY 35

SIDPT

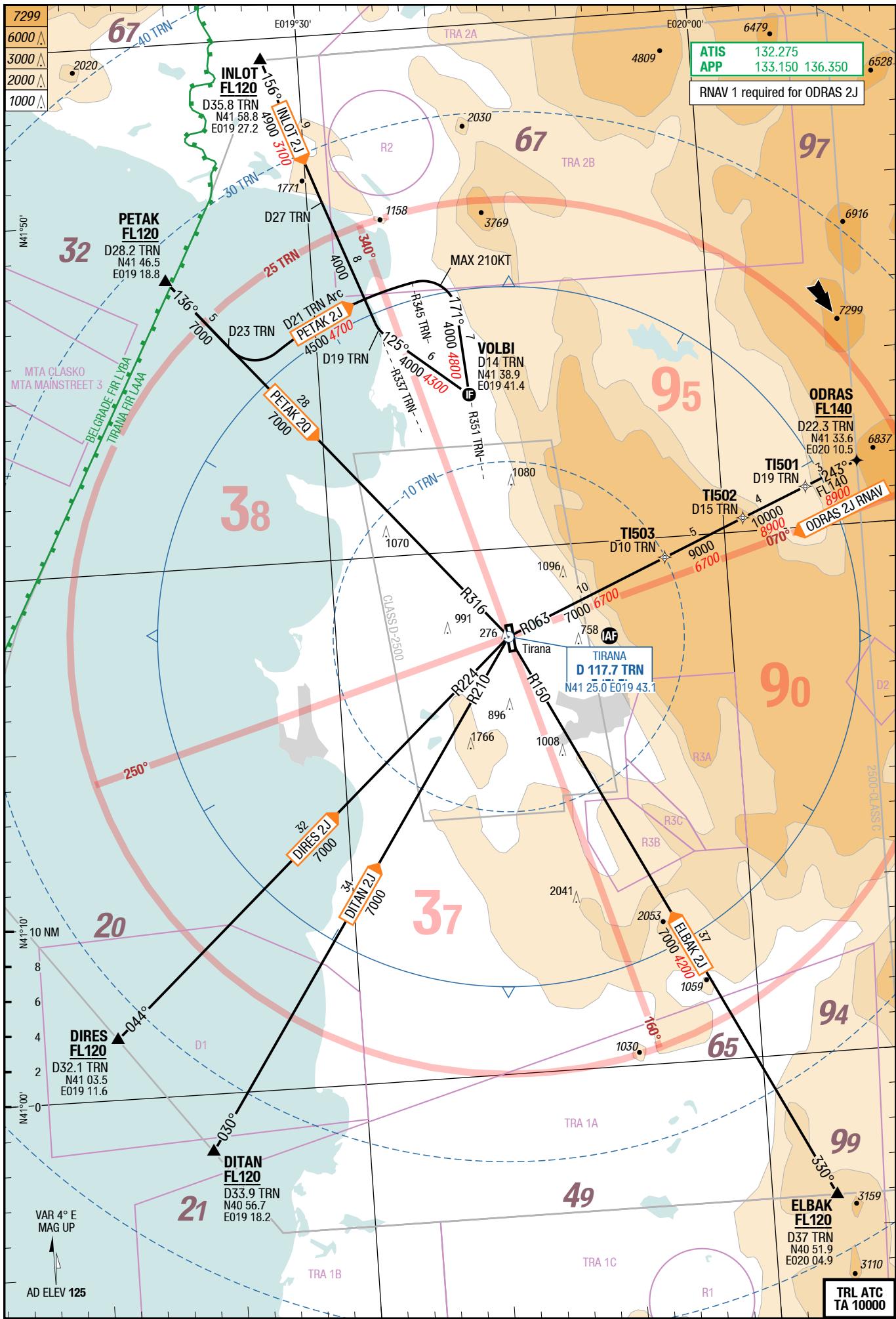
DIRES 2B / DITAN 2B / EBAK 2B / INLOT 2B / ODRAS 2B RNAV / RINAV 2B

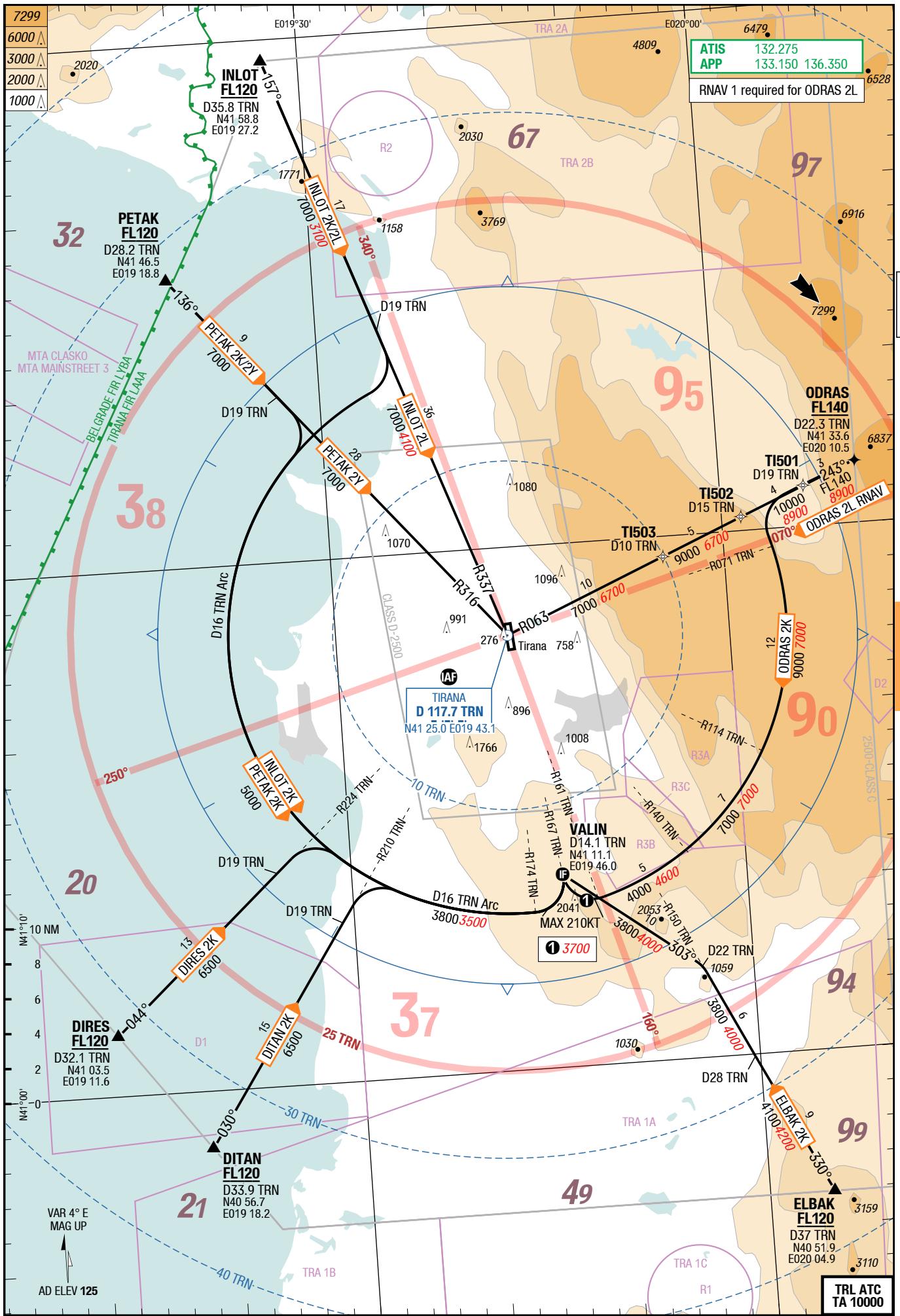
RWY 35 (350°)

	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 - RT R224 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 - RT R210 TRN</b> to DITAN	DITAN MNM <b>FL120</b>
<b>EBAK 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 - RT R150 TRN</b> to EBAK	EBAK 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 - TI503 - TI502 - TI501 - ODRAS</b>	<b>TRN MNM 7000</b> <b>TI503 MNM 9000</b> <b>TI502 MNM 10000</b> <b>TI501 MNM FL140</b> <b>ODRAS MNM 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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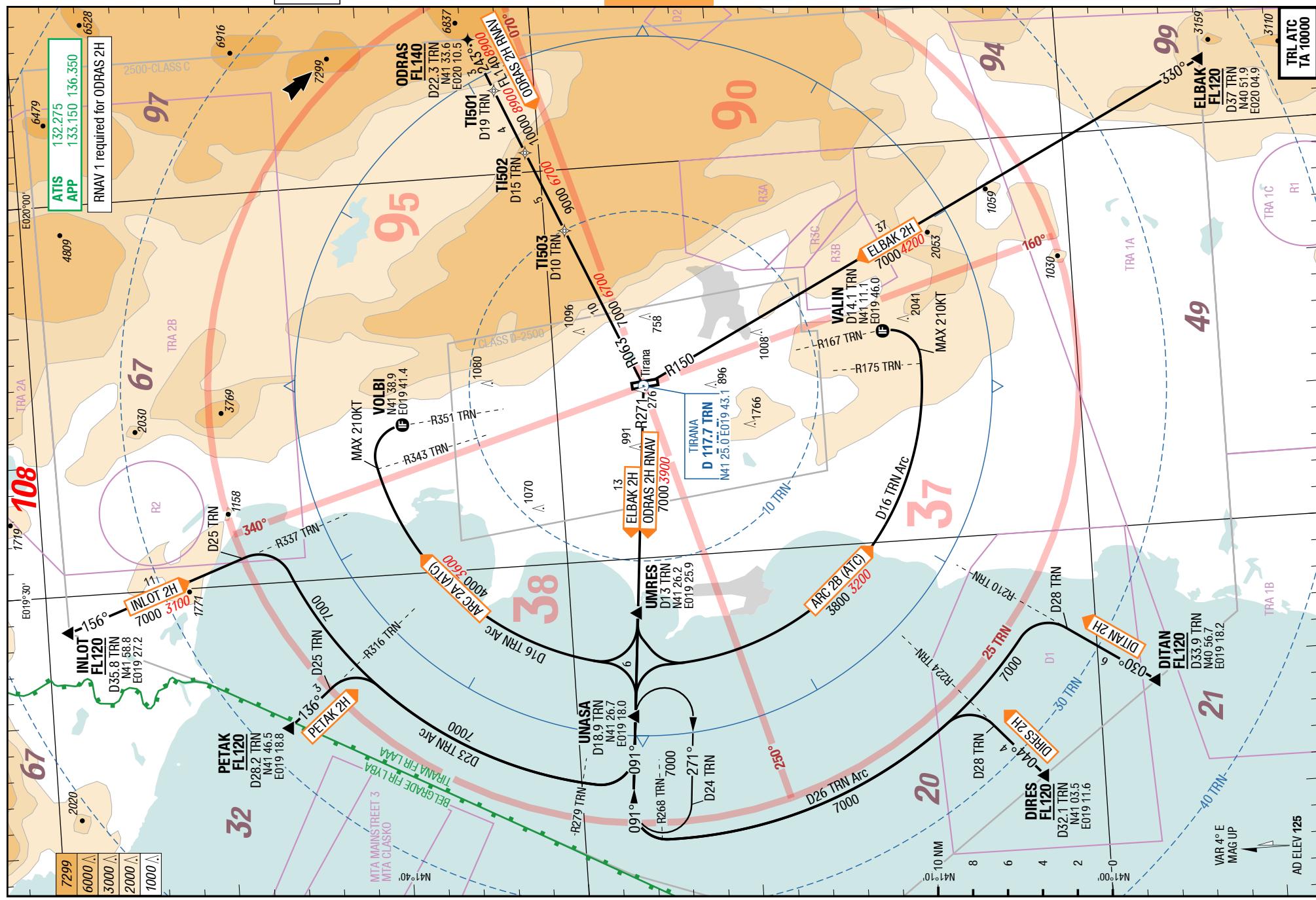
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STARs 17/35

STAR

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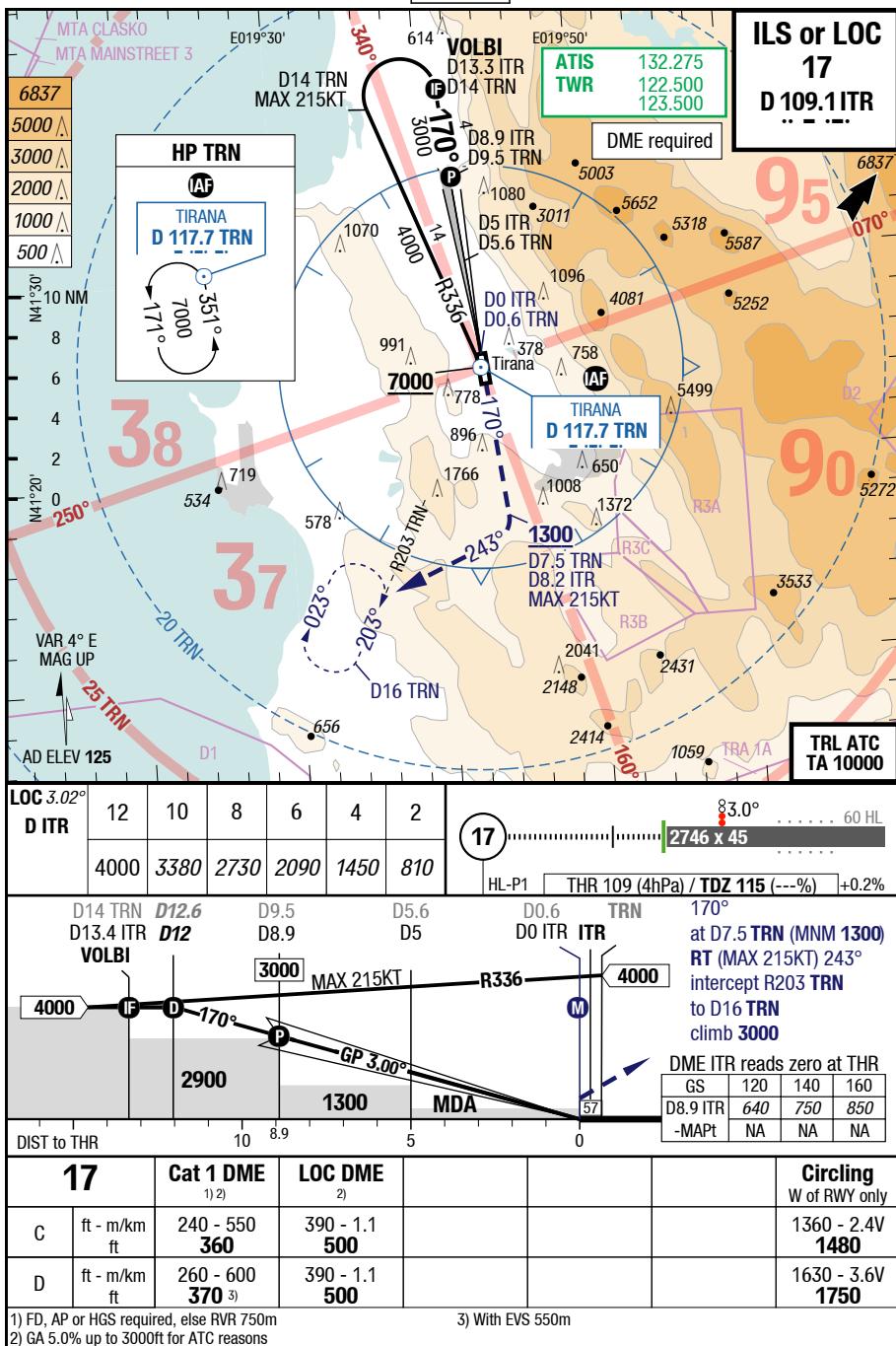
Mother Teresa  
NIL  
**STARs 17/35**



TIA-LATI

7-10

ILS or LOC 17

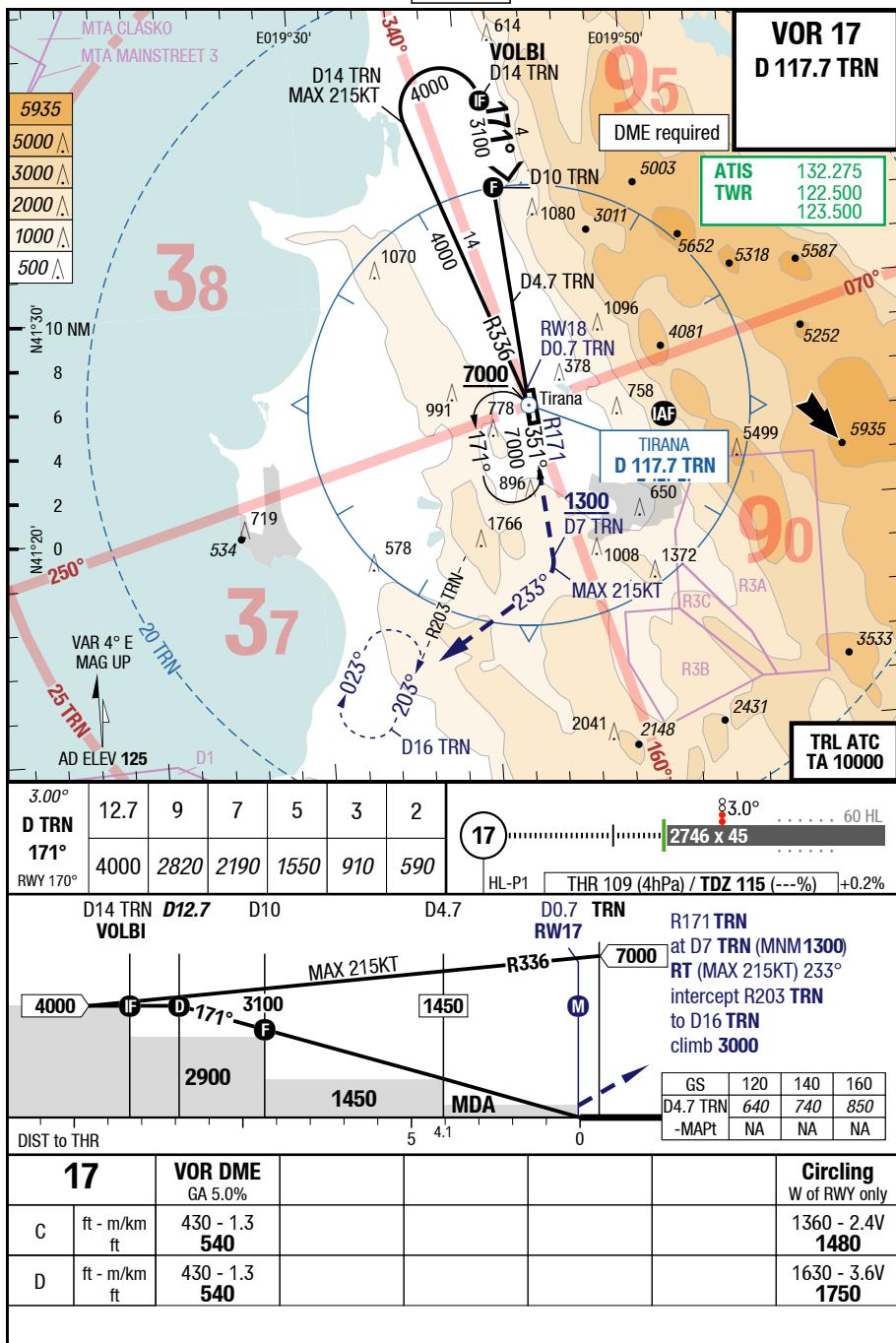


Changes: Completely revised

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7-20

VOR 17



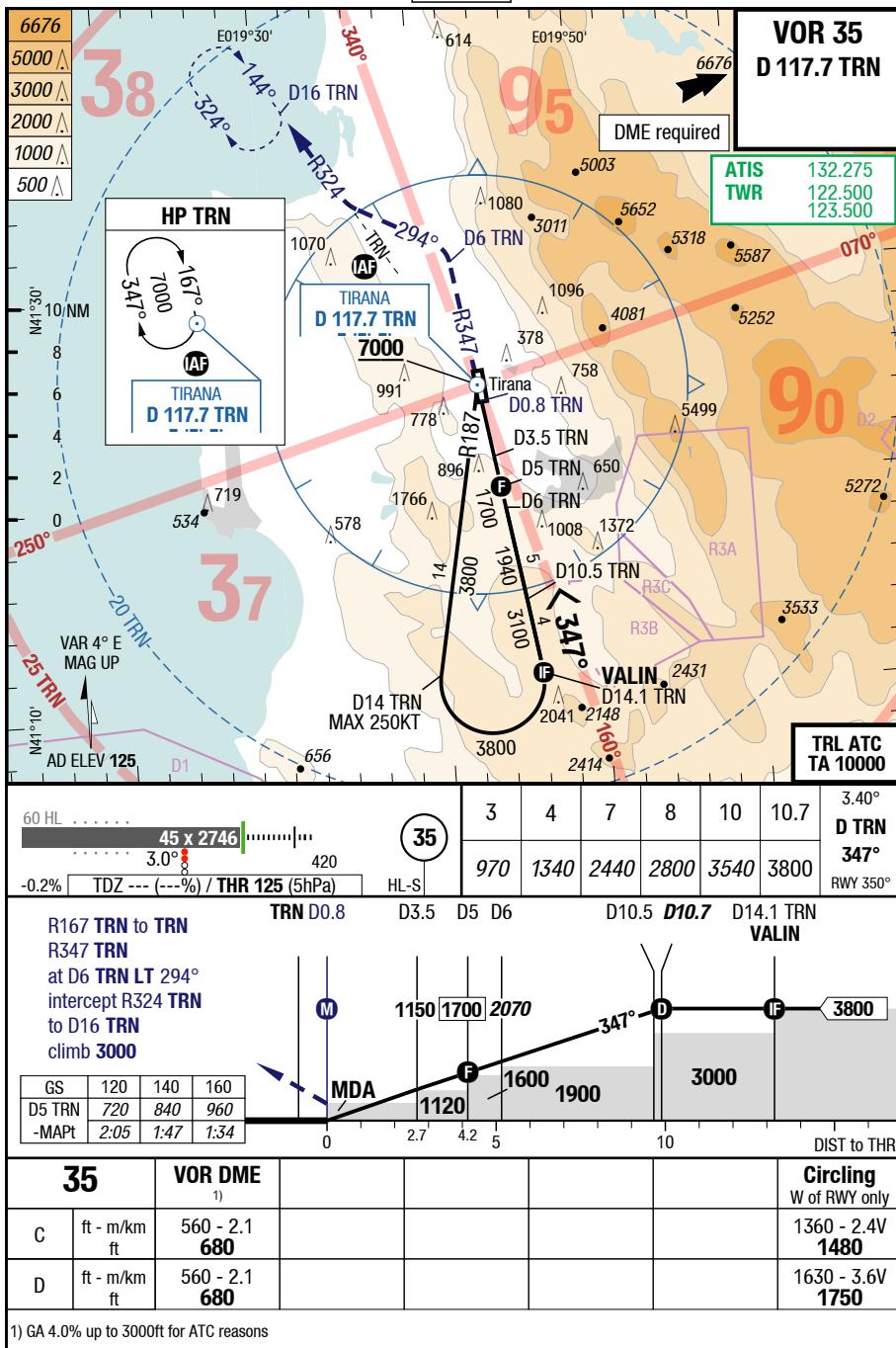
Changes: Completely revised

23-MAR-2017

**TIA-LATI**

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**VOR 35**



1. **What is the primary purpose of the study?**

Effective 08-DEC-2016  
01-DEC-2016

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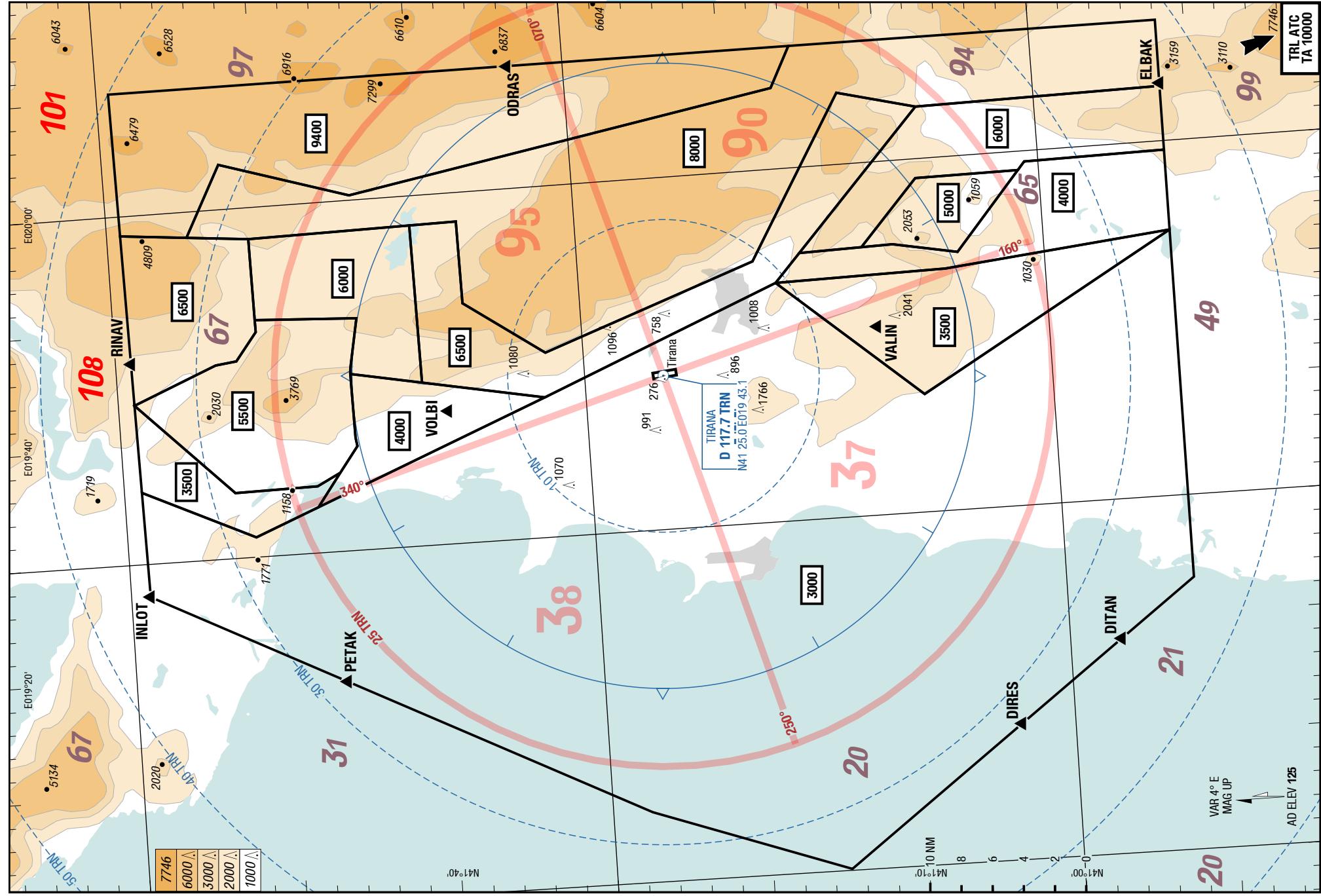
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8-10

NIL  
**MRC**

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Changes: Completely revised