

TIRANA (TIA/LATI)

Elevation 125ft

CATEGORY B

AV brief – not required

GENERAL

- Tirana is located on the Eastern side of the Adriatic in a valley open to the NNW only.
- Airport is 6 nm NW of the city.
- Preferred runway for landing Rwy 17, take-off Rwy 35.

Threats

CFIT

- Terrain E of the airport is the most prominent with peaks to over 5,000ft asl at 9 nm.
- 1,000ft contour is 5 nm E, with terrain to the W reaching 1,000ft asl at 2 nm.
- Following spot elevations are rounded up:

	5,660 ft asl 10 nm NE	
1,000 ft asl 2 nm W	•	5,300 ft asl 9 nm E
1,770 ft asl 7 nm SW		1,000 ft asl 13 nm SE
	950 ft asl 6 nm S	
	1,600 ft asl 9 nm S	

Runway Excursion

- PAPIs to Rwy 35 are set at 3° whilst the approach from the VOR Approach is 3.4°. It is recommended to stay on the 3.4° approach profile rather than correct to the PAPI approach slope to avoid destabilising the approach vertically.

Loss of Control

- Strong N'ly winds cause turbulence and orographic uplift on approaches to Rwy 35.

ARRIVAL

Diversion Airports

BARI	BRI/LIBD	134 nm/263°T	CAT A
DUBROVNIK	DBV/LDDU	095 nm/317°T	CAT B
THESSALONIKI	SKG/LGTS	157 nm/110°T	CAT B
NAPLES	NAP/LIRN	248 nm/262°T	CAT B
ROME(Fiumicino)	FCO/LIRF	337 nm/273°T	CAT A

- Circling W of the airport only.
- ATC Clearance may be given to descend for the final approach from cruising Flight Level.
- Vigilance is required to ensure that QNH is set below Transition Level.
- NDB approach requires descent in the Overhead and is only authorised when TRN VOR U/S or as instructed by ATC.

Approach

- Late changes to runway in use may occur to facilitate outbound traffic.
- Speed restrictions apply during the base turn for both runways, with a bank angle of 20° being recommended for the base turn Rwy 35.
- If planning a Rwy 17 VOR via INLOT arrival be aware that the minimum FL at INLOT is FL110. With only 36 track miles to touchdown this puts you high on a normal arrival profile. Early energy management, from INLOT even, may be required to achieve the required descent angle.
- If the NDB approach is necessary this will require careful briefing. There is no DME associated with the procedure, it requires a steep approach gradient (3.2°) and there is an 18° track adjustment at a late stage of the approach overhead the TR. ATC will generally offer a visual approach instead.
- Approaches to Rwy 35 should make the maximum use of the autoflight system including the use of managed vertical guidance (FINAL APP/VNAV) where applicable.
- Strong northerly winds makes the approach challenging due to the high terrain below the approach causing turbulence and uplift.
- VOR 35:
 - It is recommended to route via VALIN to ensure correct flight plan sequencing.
 - ATC may offer a 10-mile final along with an early descent to 3000ft.
 - Use of FINAL APP requires TO waypoint is the Final Descent Point (PRO NOR SOP Approach), therefore, DO NOT ACCEPT vectors inside Final Descent Point (TR105).
 - Sequence approach waypoints with care to avoid loss of coded vertical path between 'TR105' and 'TRN06' waypoints. Loss of the correct managed vertical profile risks early descent in close proximity to terrain.

GROUND

- Taxiways are 23 m except Twy E, which is 18 m.
- Expect a follow me vehicle guidance to a remote stand and hand signals for start-up.
- There will be no push back and the aircraft will be expected to self-maneuvre with tight clearances. Be aware of wing tip clearance and jet blast effects.

BAV Crew Reports

- *Crew report that ACARS seems to work normally on the ground however ACARS reception has been intermittent in the past. Crews should consider making CARD requests on inbound flight – especially if departing from Rwy 18 which can be performance limiting.*

DEPARTURE

- Take-off from Rwy 17 can be performance limiting.
- Intersection departures are against airport regulation and will not be authorised by ATC.

WEATHER

- Tirana has a very Mediterranean climate with hot dry summers and mild wet winters.
- Feb-Apr and Oct-Dec, fronts with associated strong winds may bring a risk of turbulence with both up and downdraughts within the valley.
- Weather forecasts have been unavailable on occasions.

OPERATIONAL INFORMATION

Handling Agent	TIRANA INTERNATIONAL AIRPORT
Handling Agent VHF	131.9
Potable Water	Uplift Ban.

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU for air-conditioning (Keep ground power connected according to guidance above to reduce fuel burn) (ACU equipment not available)