

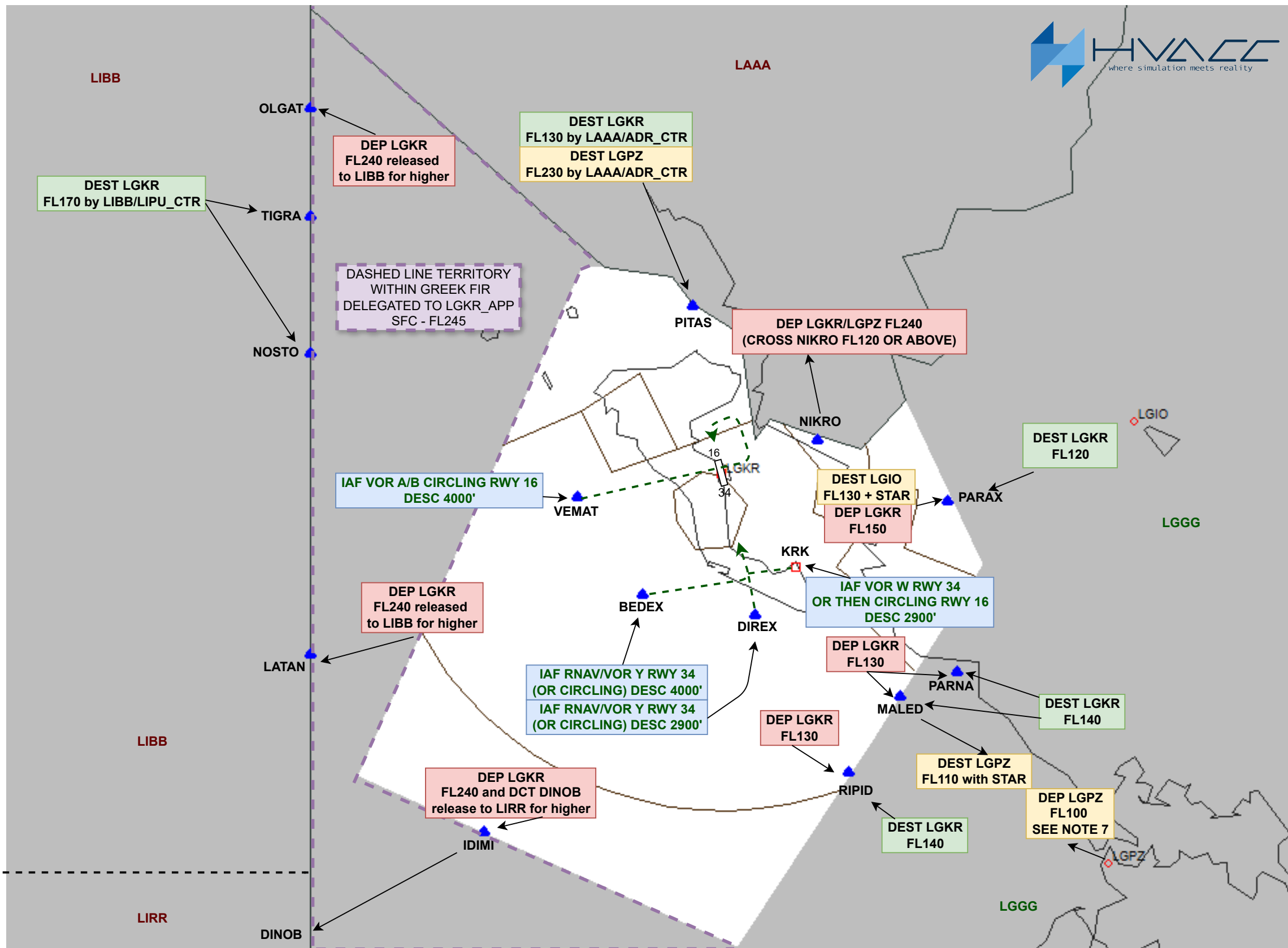
LEVEL AGREEMENT AND SOPS



LGKR_APP
KERKIRA RADAR

VERSION 1.5

Effective
21.03.24



NOTES

- 1) ALL GUIDELINES GIVEN IN THIS LoA ARE IN FORCE UNLESS OTHERWISE COORDINATED WITH ONLINE STATIONS.
- 2) ALL FLIGHT LEVELS GIVEN IN THIS LoA ARE "RELEASED FOR FURTHER DESCENT TO THE NEXT CONTROLLER" FLIGHT LEVELS AND NOT OF THE "TO BE LEVELED AT/BY X POINT" TYPE INSTRUCTIONS.
- 3) WHEN RUNWAY 34 IS IN USE A POSSIBLE DIRECT TO OVVER OR PINDO OR ANY OTHER WAYPOINT INSIDE TIRANA FIR SHOULD BE GIVEN PASSING 5000FT VIA THE SID. OTHER DEPARTING TRAFFIC EXITING TMA TO THE SOUTH WHEN RUNWAY 34 IN USE SHOULD BE VECTORED SOUTHBOUND WITH A LEFT TURN AFTER PASSING 3000FT.
- 4) WHEN RUNWAY 34 IS IN USE AND NO DIRECTS INSIDE TIRANA FIR ARE ALLOWED THE COMMON PRACTISE SUGGESTS A CONTINUOUS LEFT TURN, AFTER DEPARTURE (PASSING 3000FT), TO NIKRO AND CLIMB FL280.
- 5) WHEN RWY 16 IS IN USE, APPROACH AND TOWER UNITS SHALL COORDINATE CLOSELY.
- 6) WHEN RWY 16 IN USE, THE RNAV APPROACH FOLLOWED BY CIRCLING CAN NOT BE PERFORMED. THUS ANOTHER APPROACH TYPE SHOULD BE EXECUTED.
- 7) LGPZ DEPARTURES RELEASED TO LGKR_APP FL100 FOR FURTHER CLIMB LGKR_APP CLIMB TO FL240 RELEASED FOR FURTHER CLIMB TO LGGG_W/LGGG_CTR OR CLIMB FL280 AND RELEASED TO TIRANA ACC/ADR