## LQTZ - TUZLA

Note: The following sections in this chapter are intentionally left blank: AD-2.16, AD-2.21, AD-2.25

## LQTZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LQTZ - INTERNATIONAL AIRPORT TUZLA

## LQTZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 442731.15N 0184329.21E |
| 2 | Direction and distance from (city) | 11 KM BRG 170° from Tuzla |
| 3 | Elevation/Reference temperature | 784 FT/23° C |
| 4 | Geoid undulation at AD ELEV PSN | NIL |
| 5 | MAG VAR/Annual Change | 5° E (2020)/0.1° increasing |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax<br>AFS<br>SITA<br>URL | Post: P.E. Tuzla International Airport Ltd.<br>Gornje Dubrave bb<br>75270 Živinice<br>Phone: +387 35 745 610<br>+387 35 814 605<br>Fax: +387 35 745 750<br>AFS: NIL<br>SITA: TZLAPXH<br>E-mail: opsmanagr@bih.net.ba<br>tzlops@tuzla-airport.ba<br>opcentar@bih.net.ba<br>URL: www.tuzla-airport.ba |
| 7 | Types of traffic permitted (IFR/VFR) | IFR-VFR |
| 8 | Remarks | NIL |

## LQTZ AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Operator | Upon NOTAM |
| 2 | Customs and immigration | Upon NOTAM |
| 3 | Health and sanitation | Upon NOTAM |
| 4 | AIS Briefing Office | Upon NOTAM |
| 5 | ATS Reporting Office (ARO) | Upon NOTAM |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | Upon NOTAM |
| 8 | Fuelling | O/R 24 HR in advance |
| 9 | Handling | Upon NOTAM |
| 10 | Security | H24 |
| 11 | De-icing | Upon NOTAM |
| 12 | Remarks | Local time is:<br>- Winter time: UTC+1<br>- Summer time: UTC+2 |

## LQTZ AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | Forklift (1 x) MAX loading capacity up to 2.5 T;<br>Forklift (1 x) MAX loading capacity up to 3 T;<br>Main deck loader Lantis (1 x) MAX loading height up to 5.7 M, MAX loading capacity up to 15 T;<br>Cooled warehouse, storage area: 140 square M,<br>Temperature controlled storage from -18°C to +8°C |
| 2 | Fuel/oil types | Jet A1 / NIL |
| 3 | Fuelling facilities/capacity | Fuel depo and fuel vehicles:<br>3 x 80000 L Fixed tank fuel depo<br>3 x 24000 L Fuel trucks |
| 4 | De-icing facilities | Available de-icing trucks:<br>Mercedes, MAX working height 11 M<br>DAF/FMC, MAX working height 14 M<br>MAN/Malaghan, MAX working height 12 M<br><br>De-icing fluid types: ADF SAE type I and type IV |
| 5 | Hangar space for visiting aircraft | NIL |
| 6 | Repair facilities for visiting aircraft | NIL |
| 7 | Remarks | NIL |

## LQTZ AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in Tuzla and Zivinice |
| 2 | Restaurants | At AD, Tuzla and Zivinice |
| 3 | Transportation | Bus, taxi and rent a car O/R |
| 4 | Medical facilities | First aid at AD, hospitals in Tuzla |
| 5 | Bank and Post Office | ATM and exchange office at the Airport<br>Bank and post office in Tuzla and Zivinice |
| 6 | Tourist Office | In Tuzla and Zivinice |
| 7 | Remarks | NIL |

## LQTZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 6 [1)] |
| 2 | Rescue equipment | According to ICAO Annex 14<br><br>SCANIA P82M (1x):<br>2900 L water<br>200 L foam / minute<br>complete hydraulic for rescue;<br>CHEVROLET (1x):<br>400 L water<br>FAP 1620 (1x):<br>7000 L water<br>400 L foam / minute;<br>ROSENBAUER SIMBA TITAN 6x6 (1x):<br>10000 L water<br>1000 L foam<br>250 KG of dry powder on trailer;<br>Additional truck with 4000 L of water available<br>2 x 50 KG of dry powder located at apron II |
| 3 | Capability for removal of disabled aircraft | Light aircraft to be removed within aerodrome resources and capabilities. Larger aircraft to be removed with assistance of outside resources. All operations to be performed in coordination with aircraft operator. |
| 4 | Remarks | [1)] CAT 7 AVBL O/R 24 HR prior notice |

## LQTZ AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Types of clearing equipment | Snowplough (2 x),<br>Broom (2 x),<br>Snow blower (2 x),<br>Spreader (solid agent) (2 x) |
| 2 | Clearance priorities | RWY, TWYs, APR |
| 3 | Remarks | NIL |

## LQTZ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | | | | |
|---|---|---|---|---|---|
| 1 | Apron designation, surface and strength | **APRON** | | **SURFACE** | **STRENGTH** |
| | | APRON I | | ASPH | PCN 99/R/B/W/T |
| | | APRON II | | CONC | PCN 85/R/B/W/T |
| 2 | Taxiway width, surface and strength | **TAXIWAY** | **WIDTH** | **SURFACE** | **STRENGTH** |
| | | A | 42.7 M | ASPH | PCN 99/R/B/W/T |
| | | B* | 10.3 M | ASPH | PCN 65/R/C/W/T |
| | | C* | 22.7 M | ASPH | PCN 59/R/B/W/T |
| | | D* | 22.7 M | ASPH | PCN 75/R/C/W/T |
| | | E | 81.5 M | ASPH | PCN 90/R/B/W/T |
| | | F* | 22.7 M from TWY E to C<br>13 M from TWY C to A | CONC | PCN 84/R/C/W/T |

| | | |
|---|---|---|
| 3 | ACL location and elevation | Apron I, 767 FT |
| 4 | VOR checkpoints | NIL |
| 5 | INS checkpoints | NIL |
| 6 | Remarks | * TWY temporary closed for ACFT movement |

## LQTZ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWYguide lines and visual docking/parking guidance system of aircraft stands | AVBL |
| 2 | RWY and TWY markings and LGT | RWY-09/27;<br>RWY designations illuminated signs, illuminated TWY information signs, illuminated taxiing guidance signs, RWY designation markings, THR, TDZ, centre line, aiming points, RWY edges |
| | | TWY A: Holding position, edges, centre line, RWY guard lights [1)] |
| | | TWY B: Holding position, edges, centre line |
| | | TWY C: Holding position, edges, centre line, RWY guard lights [1)] |
| | | TWY D: Holding position, edges, centre line, RWY guard lights [1)] |
| | | TWY E: Holding position, edges, centre line, RWY guard lights [1)] |
| | | TWY F: Edges, centre line |
| 3 | Stop bars | NIL |
| 4 | Remarks | [1)] Pairs of alternately flashing ground mounted yellow lights at each side of the TWY (A, C, D and E) operate when TWY edge lights are in use |

## LQTZ AD 2.10 AERODROME OBSTACLES

### 1. OBSTACLES IN AREA 2

| Obstacle ID | Obstacle type | Coordinates | ELEV at TOP/ HGT | Marking / LGT type / colour | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| NIL | NIL | NIL | NIL | NIL | NIL |
| **See: LQTZ AD 2.24.04-1 and LQTZ AD 2.24.04-3** | | | | | |

### 2. OBSTACLES IN AREA 3

| Obstacle ID | Obstacle type | Coordinates | ELEV at TOP/ HGT | Marking / LGT type / colour | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| NIL | NIL | NIL | NIL | NIL | NIL |

## LQTZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | TUZLA MET |
| 2 | Hours of service<br>MET Office outside hours | MET observation: MET H24<br>MET Office outside hours: *MWO Banja Luka H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity<br>Interval of issuance | *MWO Banja Luka<br>24 HR<br>NIL |
| 4 | Trend forecast<br>Interval of issuance | NIL<br>NIL |
| 5 | Briefing / Consultation provided | Personal briefing or via telephone: +387 35 745 746; +387 63 351 665<br>Telephone (*MWO Banja Luka): +387 51 337 573 |
| 6 | Flight documentation<br><br>Language(s) used | METAR, TAF, SIGMET<br>Charts: *SWC, W/T<br>English |
| 7 | Charts and other information available for briefing or consultation | Diagnostic and prognostic surface and upper-level charts of meteorological fields |
| 8 | Supplementary equipment available for providing information | Internet access |
| 9 | ATS units provided with information | TUZLA TWR, TUZLA APP |
| 10 | Additional information (limitation of service, etc.) | NIL |

## LQTZ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| RWY Designator | True BRG | Dimensions of RWY (M) | Strength (PCN) and surface of RWY and SWY | THR COORD, RWY end COORD, THR GUND | THR ELEV and highest ELEV of TDZ of precision APP RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 096.27º | 2490 X 45 | PCN 75/F/C/W/T<br>NIL | 442735.55N<br>0184233.35E<br>442726.72N<br>0184425.29E<br>148 FT | THR 765 FT<br>TDZ 772 FT |
| 27 | 276.30º | 2490 X 45 | PCN 75/F/C/W/T<br>NIL | 442726.72N<br>0184425.29E<br>442735.55N<br>0184233.35E<br>148 FT | THR 778 FT<br>TDZ 781 FT |

| Slope of RWY-SWY | SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | RESA dimensions (M) | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| +0.387% | NIL | NIL | 3000 X 150 | NIL | NIL | NIL |
| -0.387% | NIL | NIL | 3000 X 150 | NIL | NIL | NIL |

## LQTZ AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 2490 | 2490 | 2490 | 2490 | NIL |
| 27 | 2490 | 2490 | 2490 | 2490 | NIL |

## LQTZ AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type, LEN, INTST | THR LGT, colour, WBAR | VASIS (MEHT), PAPI | TDZ LGT LEN |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| 09 | CAT I<br>720 M<br>LIH [1)] | G LIH<br>NIL | PAPI LEFT 3°<br>(64.5 FT) | NIL |
| 27 | NIL | G LIH<br>NIL | NIL | NIL |

| RWY Centre Line LGT LEN, spacing, colour, INTST | RWY edge LGT LEN, spacing, colour, INTST | RWY End LGT colour, WBAR | SWY LGT LEN, colour | Remarks |
|---|---|---|---|---|
| 6 | 7 | 8 | 9 | 10 |
| NIL | NIL<br>60 M<br>W<br>LIH | R LIH<br>NIL | NIL | [1)] Reduced length |
| NIL | NIL<br>60 M<br>W<br>LIH | R LIH<br>NIL | NIL | NIL |

## LQTZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: Top of TWR, W/G light, 6 *RPM<br>IBN: NIL |
| 2 | LDI location and LGT<br>Anemometer location and LGT | LDI: NIL<br>Anemometer: TDZ 09 and 27, R |
| 3 | TWY edge and centre line lighting | EDGE: A, B, C, D, E, F; Blue edge lights<br>CL: NIL |
| 4 | Secondary power supply/switch-over time | AVBL - 12 SEC [1)] / 0 SEC [2)] |
| 5 | Remarks | [1)] TWY LGT<br>[2)] APCH LGT, RWY edge LGT, RWY end LGT, THR LGT, PAPI LGT |

## LQTZ AD 2.16 HELICOPTER LANDING AREA

NIL

## LQTZ AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | TUZLA CTR<br>443339N 0182925E;<br>443229N 0184236E;<br>443109N 0190057E;<br>442113N 0185923E;<br>442231N 0184350E;<br>442342N 0182757E;<br>443339N 0182925E. |
| 2 | Vertical limits | GND - 5500 FT AMSL |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign<br>Language(s) | TUZLA TOWER/ TUZLA TORANJ<br>English/ Bosnian/ Croatian/ Serbian |
| 5 | Transition altitude | 10000 FT AMSL |
| 6 | Hours of applicability | NIL |
| 7 | Remarks | NIL |

## LQTZ AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | TUZLA APPROACH/<br>TUZLA PRILAZNA KONTROLA | 120.350 MHZ | As ATS | Primary FREQ |
| | | 121.500 MHZ | As ATS | EMERG FREQ |
| TWR | TUZLA TOWER/<br>TUZLA TORANJ | 132.925 MHZ | As ATS | Primary FREQ |
| ATIS | TUZLA INFORMATION | 133.825 MHZ | H24 | NIL |

## LQTZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, MAG VAR, Type of supported OPS (for VOR/ILS/MLS, give declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME (5°E/2020) | TZU | 108.8 MHZ CH 25X | H24 | 442724.33N 0184407.53E | 245.24 M | No VOR coverage between R310 clockwise and 070, range orbit 8000 FT QNH, 40 NM. No VOR coverage between R190 clockwise and 240, range orbit 8000 FT QNH, 40 NM. Unsatisfactory DME coverage (power density out of tolerances) between R125 and R225 clockwise (flight profile: orbit R=25 NM ALT 7400 FT QNH), and between R305 and R085 clockwise (flight profile: orbit R=25 NM ALT 4600 FT QNH). |
| NDB (5°E/2020) | TU | 445 KHZ | H24 | 442838.21N 0182858.87E | 298.74 M | Unsatisfactory coverage parameter Power Density out of tolerance (Flight profile orbit radius 25 NM, ALT 4200 FT QNH from QDR 098 to QDR 278 counter clockwise and 6000 FT QNH from QDR 278 to QDR 098) between R135 and R240 clockwise, due to terrain. |
| LOC 09 (5°E/2020) | TLA | 110.1 MHZ | H24 | 442726.00N 0184434.72E | 240.24 M | ILS CAT I |
| GP 09 (5°E/2020) | - | 334.4 MHZ | H24 | 442730.65N 0184245.40E | 247.81 M | NIL |
| DME 09 (5°E/2020) | TLA | 110.1 MHZ CH 38X | H24 | 442730.65N 0184245.40E | 247.81 M | Colocated with GP 09 |

# LQTZ AD 2.20 LOCAL TRAFFIC REGULATIONS

## 1. LOW VISIBILITY TAKE-OFF (LVTO)

### 1.1 INTRODUCTION

LVTO is applied for departing traffic when Runway Visual Range (RVR) reporting visibility below 400 meters at Tuzla International Airport.

Take-off operations in LVTO conditions are available for RWY's 09 and 27.

### 1.2 DEFINITIONS

Low visibility take-off (LVTO) means a take-off when a reported runway visual range (RVR) is lower than 400 M.

### 1.3 PREPARATION PHASE

The preparation phase for the application of LVTO carried-out by ATCO starts when the RVR reaches the value of 550 M or less with downwards tendency (Pilots will not be informed about this phase).

During the all LVTO phases only one aircraft shall be allowed to operate on the maneuvering area at the time.

Vehicles entering and moving on the maneuvering area during activated LVP shall have turned on lights and rotary lights (yellow colour) and all 4 winkers (if no rotary lights available).

Vehicle speed limit must be reduced to:

- Apron: 15 KMH;
- Taxiways: 25 KMH;
- Runway: 30 KMH.

### 1.4 LVTO PHASE ACTIVATION

The application of ATC procedures for LVTO becomes effective when the RVR reaches the value which is equal or less than 400 M.

The decision to initiate LVTO procedures is taken by the on-duty air traffic controller, is there is take-off slot, and meteo report shows RVR value equal or less than 550 M with a decreasing tendency.

Pilot will be informed when this procedure is in operation by RTF message: " Low Visibility Take-Off Procedure in Operation".

Take-off in LVTO is an operation when the RVR value is lower than 400 M, but not lower than 300 M. Reported RVR shall be the triggering value for LVTO.

The reported RVR value of 300 M given by ATC represents the take-off minima for Tuzla Airport, however the reported RVR value representative of the initial part of the take-off run can be replaced by pilot assessment from RWY line-up position.

The line-up position on RWY 09, from which horizontal visibility is read, is an imaginary line connecting the third edge light in a series, counting from the threshold on the left and right, while for RWY 27 the line-up position is an imaginary line connecting second on the right and third edge light on the left.

From these line-up positions, the pilot flying (PF) reads the value of horizontal visibility by counting of the RWY left side edge lights. If the number of counted edge lights is five or more, the aircraft will be allowed to take off.

During operation under LVTO vehicle traffic on the maneuvering area is controlled and restricted to the absolute minimum.

### 1.5 VISUAL AIDS

Visual aids provided are:

a. Threshold markings;

b. Runway edge lights and markings;

c. Runway end lights and markings;

d. Runway centerline and markings;

e. Touch-down zone markings;

f. Taxiway edge lights and markings;

g. Runway holding position markings;

h. Runway guard lights on taxiways A, C, D and E associated with a runaway.

Aerodrome lighting system shall be operated by ATCO on duty depending on prevailing meteorological conditions.

In the absence (failure) of taxiway edge lights, when LVTO activated, in all cases, aircraft must be guided by "Follow me" vehicle (to and from apron).

A change in the operational status, if caused by a failure expected to continue more than one hour, must be published by NOTAM.

Shorter-term deficiencies or failures must be announced to the pilots from BHANSA by RTF.

## 2. GENERAL MAINTENANCE

### 2.1 SECONDARY POWER SUPPLIES

International airport Tuzla shall provide secondary power supplies for runway and taxiway lights and RGL.

Maximum switch over time shall be at least equal or less than 15 seconds.

Electric power supply connections to those facilities for which secondary power is required shall be so arranged that the facilities are automatically connected to the secondary power supply on failure of the primary source of power.

### 2.2 MAINTENANCE ACTIVITIES

A system of preventive maintenance, during any period of LVTO operations, all runway lights are serviceable and that, in any event, at least 95 per cent of the lights are serviceable in the runway edge lights and 75 per cent of the runway end lights.

In order to provide continuity of guidance, an unserviceable light shall not be permitted adjacent to another unserviceable light.

## LQTZ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## LQTZ AD 2.22 FLIGHT PROCEDURES

Tuzla International Airport is classified as CAT A airport.
Descriptions of arrival and departure procedures are on the charts.
In case of complete communication failure, ATC signal light gun is available on Tuzla TWR.
Pilots shall observe light signals from TWR.

## LQTZ AD 2.23 ADDITIONAL INFORMATION

Bird concentration on and in the vicinity of RWY. Caution advised. Possibility of wildlife appearance in the vicinity of RWY early in the morning and late in the afternoon. Caution advised.

## LQTZ AD 2.24 CHARTS RELATED TO AN AERODROME

| Name | Page |
|---|---|
| Aerodrome Chart - ICAO | LQTZ AD 2.24.01 - 1 |
| Aircraft Parking/Docking Chart - ICAO | NIL |
| Aerodrome Ground Movement Chart - ICAO | NIL |
| Aerodrome Obstacle Chart - ICAO Type A (RWY 09) | LQTZ AD 2.24.04 - 1 |
| Aerodrome Obstacle Chart - ICAO Type A (RWY 27) | LQTZ AD 2.24.04 - 3 |
| Aerodrome Terrain and Obstacle Chart - ICAO (Electronic) | NIL |
| Precision Approach Terrain Chart - ICAO | NIL |
| Area Chart – ICAO (departure and transit routes) | NIL |
| Standard Departure Chart - Instrument (SID) - ICAO (RWY 09) | LQTZ AD 2.24.08 - 1 |
| Standard Departure Chart - Instrument (SID) - ICAO (RWY 27) | LQTZ AD 2.24.08 - 3 |
| Area Chart – ICAO (arrival and transit routes) | NIL |
| Standard Arrival Chart - Instrument (STAR) - ICAO | LQTZ AD 2.24.10 - 1 |
| ATC Surveillance Minimum Altitude Chart - ICAO | NIL |
| Instrument Approach Chart - ICAO (ILS W RWY 09 Missed APP 2.5%) | LQTZ AD 2.24.12 - 1 |
| Instrument Approach Chart - ICAO (ILS Z RWY 09 Missed APP 4.31%) | LQTZ AD 2.24.12 - 3 |
| Instrument Approach Chart - ICAO (VOR/DME RWY 09) | LQTZ AD 2.24.12 - 5 |
| Instrument Approach Chart - ICAO (VOR/DME RWY 27) | LQTZ AD 2.24.12 - 7 |
| Instrument Approach Chart - ICAO (NDB RWY 09) | LQTZ AD 2.24.12 - 9 |
| Visual Approach Chart - ICAO | LQTZ AD 2.24.13 - 1 |
| Bird concentrations | NIL |

## LQTZ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

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