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/29.7° C
4	Geoid undulation at AD ELEV PSN	148 ft
5	MAG VAR/Annual Change	5° E (2020)/0.1° increasing
6	Name of AD operator Address Telephone Telefax AFS SITA E-mail URL	Post: P.E. Tuzla International Airport Ltd. Dubrave Gornje bb 75270 Živinice Phone: +387 35 365 100 +387 35 814 605 Fax: +387 35 745 611 AFS: NIL SITA: TZLAPXH E-mail: tzlops@tuzla-airport.ba opcentar@bih.net.ba 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	Upon NOTAM
9	Handling	Upon NOTAM
10	Security	H24
11	De-icing	Upon NOTAM
12	Remarks	Local time is: - Winter time: UTC+1 - 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; Forklift (1 x) MAX loading capacity up to 3 T; Main deck loader Lantis (1 x) MAX loading height up to 5.7 M, MAX loading capacity up to 15 T; Cooled warehouse, storage area: 140 square M, 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: 3 x 80 000 L Fixed tank fuel depo; 1 x 37 000 L Fuel truck; 1 x 24 000 L Fuel truck HIFA-PETROL doo: E-mail: tzl.fuelservices@hifapetrol.ba; Mobile: +387 62 760 741
4	De-icing facilities	Available De-Icing trucks: MAN/MALLAGHAN (Max working height 12 M); DAF/FMC (Max working height 14.5 M); MERCEDES (Max working height 10 M). 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 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 SCANIA P82M (1x): - 2900 L water; - 200 L foam / minute; - complete hydraulic for rescue. ROSENBAUER SIMBA TITAN 6x6 (1x): - 12000 L water; - 1000 L foam. MAGIRUS (1x): - 6000 L water; - 250 KG of dry powder on trailer; - 2 x 50 KG of dry powder located at Apron II.
3	Capability for removal of disabled aircraft	Light aircraft can be removed using airport resources. Large aircraft can be removed using outside sources. All operations to be performed in coordination with aircraft operators. Contact (Head of Traffic Sector) (Phone) +387 35 365 117 (Mobile) +387 61 201 491 Email: edina.sisic@tuzla-airport.ba
4	Remarks	[1)] CAT 7 AVBL O/R 24 HR prior notice

LQTZ AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	Snowplough (2 x), Broom (2 x), Snow blower (2 x), Spreader (solid agent) (2 x)
2	Clearance priorities	RWY, TWYs, APR
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	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 designation, 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 13 M from TWY C to A	CONC	PCN 84/R/C/W/T
3	Altimeter checkpoint location and elevation	Apron I, 767 FT			
4	VOR checkpoints location	NIL			
5	Points of INS checkpoints	NIL			
6	Remarks	* TWY temporary closed for ACFT movement TWY F closed for all traffic except from TWY E to TWY C and TWY C and 240 m of TWY F in direction from TWY C to Apron 1.			

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 LGTs	RWY-09/27; 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 DATA ABSENCE OF AN AREA 2 DATA SET FOR THE AERODROME

2.1 OBSTACLES THAT PENETRATE THE OBSTACLE LIMITATION SURFACES

NIL

2.2 OBSTACLES THAT PENETRATHE TAKE-OFF FLIGHT PATH AREA OBSTACLE IDENTIFICATION SURFACE

NIL

2.3 OTHER OBSTACLES ASSESSED AS BEING HAZARDOUS TO AIR NAVIGATION

NIL

3. 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 MET Office outside hours	MET observation: MET H24 MET Office outside hours: *MWO Banja Luka H24
3	Office responsible for TAF preparation Periods of validity Interval of issuance	*MWO Banja Luka 24 HR NIL
4	Trend forecast Interval of issuance	NIL NIL
5	Briefing / Consultation provided	Personal briefing or via telephone: +387 35 745 746; +387 63 351 665 Telephone (*MWO Banja Luka): +387 51 337 573
6	Flight documentation Language(s) used	METAR, TAF, SIGMET Charts: *SWC, W/T 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 of pavement (PCN) and surface of each RWY and associated SWY	THR COORD, RWY end COORD, THR GUND	THR ELEV and highest ELEV of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
09	096.27º	2490 X 45	PCN 75/F/C/W/T NIL	442735.55N 0184233.35E 442726.72N 0184425.29E 148 FT	THR 765 FT TDZ 772 FT	+0.387%
27	276.30º	2490 X 45	PCN 75/F/C/W/T NIL	442726.72N 0184425.29E 442735.55N 0184233.35E 148 FT	THR 778 FT TDZ 781 FT	-0.387%

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	NIL	3000 X 150	NIL	NIL	NIL	NIL
NIL	NIL	3000 X 150	NIL	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	RWY THR LGT, colour and WBAR	VASIS (MEHT), PAPI	TDZ LGT LEN
1	2	3	4	5
09	CAT I 900 M LIH	G LIH NIL	PAPI LEFT 3° (64.5 FT)	NIL
27	NIL	G LIH 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
2490 M 15 M W 0-1590 M R/W 1590–2190 M R 2190–2490 M LIH	NIL 60 M W LIH	R LIH NIL	NIL	Led lights used for RCL
2490 M 15 M W 0-1590 M R/W 1590–2190 M R 2190–2490 M LIH	NIL 60 M W LIH	R LIH NIL	NIL	Led lights used for RCL

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 IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: TDZ 09 and 27, R
3	TWY edge and centre line lighting	EDGE: A, B, C, D, E, F; Blue edge lights CL: NIL
4	Secondary power supply/switch-over time	AVBL - 12 SEC [1] / 0 SEC [2]
5	Remarks	[1] TWY LGT [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 443339N 0182925E; 443229N 0184236E; 443109N 0190057E; 442113N 0185923E; 442231N 0184350E; 442342N 0182757E; 443339N 0182925E.
2	Vertical limits	GND - 5500 FT AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	TUZLA TOWER/ TUZLA TORANJ 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	Channel (s)	SAT-VOICE number (s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
APP	TUZLA APPROACH/ TUZLA PRILAZNA KONTROLA	120.350 MHZ	NIL	NIL	As ATS	Primary FREQ
		121.500 MHZ	NIL	NIL	As ATS	EMERG FREQ
TWR	TUZLA TOWER/ TUZLA TORANJ	132.925 MHZ	NIL	NIL	As ATS	Primary FREQ
		121.500 MHZ	NIL	NIL	As ATS	EMERG FREQ
ATIS	TUZLA INFORMATION	133.825 MHZ	NIL	NIL	H24	NIL

LQTZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aids, MAG VAR, type of supported OPS for ILS/MLS/ GLS, basic GNSS and SBAS, classification for ILS, facility classification and approach facility designation(s) for GBAS (for VOR/ILS/MLS give declination)	ID	Frequency Channel number Service provider	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

Type of aids, MAG VAR, type of supported OPS for ILS/MLS/ GLS, basic GNSS and SBAS, classification for ILS, facility classification and approach facility designation(s) for GBAS (for VOR/ILS/MLS give declination)	ID	Frequency Channel number Service provider	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
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

Take- off operations in LVTO conditions are available for RWY's 09 and 27.
The fixed minimum required RVR value for LVTO at Tuzla airport is: 125 M.

1.2 CRITERIA FOR THE IMPLEMENTATION LVTO

- Low-visibility operations (LVO) refer to an approach to or take-off from the runway when the horizontal visibility along the runway (Runway Visual Range – RVR) is less than 550 m, or when the Decision Height (DH) is less than 200 ft.
- Low-visibility procedures (LVP) refer to the procedures applied at the aerodrome to ensure safety during low-visibility operations.
- Low-visibility take-off (LVTO) refers to a take-off when the Runway Visual Range (RVR) is less than 550 m.

1.3 DETAILS FOR RUNWAY ENTRIES

- Entry to RWY 09 is permitted only via taxiway A (ALFA)
- Entry to RWY 27 is permitted only via taxiway E (ECHO)

1.4 DETAILS OF HOLDING POINTS TO BE USED

- The holding position to be used for RWY 09 is Holding position on taxiway A (ALFA)
- The holding position to be used for RWY 27 is Holding position on taxiway E (ECHO)

1.5 GROUND MOVEMENT RESTRICTIONS

Operations of vehicles on the maneuvering area are to be restricted to minimum when LVTO is in progress. Aircraft movements on the apron must only be carried out according to the directions of the marshaller. Only one ACFT movement on the apron at the time is allowed when LVTO is in place (including ACFT in push-back procedure).

SYSTEM CONSIDERED	FAILURE TO BE REPORTED	EFFECT ON FLIGHT OPERATIONS
RVR	Touchdown RVR system for RWY 27 unserviceable	Take-off from RWY 27 is not permitted for visibility between 125 m and 300 m. Take-off from RWY 09 is permitted for visibility of 125 m or more. Take-off from RWY 27 is permitted for visibility of 300 m or more, based on pilot assessment.
	Touchdown RVR system for RWY 09 unserviceable	Restrictions in Accordance with Flight Operations Rules. Take-off from RWY 09 is not permitted for visibility between 125 m and 300 m. Take-off from RWY 27 is permitted for visibility of 125 m or more. Take-off from RWY 09 is permitted for visibility of 300 m or more, based on pilot assessment.
	Other RVR systems	Restrictions in Accordance with Flight Operations Rules
LIGHTING	Runway Lighting unserviceable (Runway End)	LVTO not permitted
	Centre line RWY unserviceable	Restrictions in Accordance with Flight Operations Rules. Take-off permitted for RVR 300 m or more.
	Runway edge lighting system unserviceable	LVTO not permitted
	Edge Taxiway lighting system unserviceable	No effect. Use of Follow-me vehicle is mandatory.
	Vertical signals unserviceable	No effect. Use of Follow-me vehicle is mandatory.
	RGL unserviceable	No effect. Use of Follow-me vehicle is mandatory.
	Secondary Power Supply unserviceable	LVTO not permitted

1.6 PROCEDURE IN THE EVENT OF DEGRADATION OF THE RUNWAY CENTRE LINE LIGHTING SYSTEM

Low-visibility take-off (LVTO) under conditions of degradation of the runway centreline lighting system is conducted exclusively when the RVR is less than 550 m and greater than 300 m.

Therefore, the minimum permitted RVR value for take-off from Tuzla Airport in the event of degradation of the runway centerline lighting system, based on information provided by air traffic controllers, is 300 m.

In this case, the horizontal visibility value measured by RVR for the initial phase of the aircraft take-off operation may be replaced by a pilot assessment upon entering the take-off position on the runway.

The pilot-in-command has the option, if the measured horizontal visibility is less than 300 m but not less than 200 m, with a tendency to increase, or if the pilot expresses doubt regarding the RVR report for horizontal visibility for the initial phase of take-off, to request entry to the line-up position (take-off position) on runway 09 or 27 with a follow-me vehicle or with the aircraft, and to perform a visual assessment of horizontal visibility.

The line-up position on runway 09 from which the horizontal visibility assessment is performed is an imaginary line connecting the third runway edge light counted from the runway threshold on both the left and right sides. For runway 27, the line-up position is an imaginary line connecting the second runway edge light on the right side and the third runway edge light on the left side.

From the specified line-up positions, the pilot-in-command assesses the horizontal visibility by counting the runway edge lights on the left side of the runway. If the number of observed runway edge lights is five or more, the aircraft will be cleared for take-off from the runway on which the visual assessment of horizontal visibility was carried out.

The horizontal visibility value of 300 m represents the minimum value for aircraft take-off at Tuzla Airport for runways 09 and 27 in the event of degradation of the runway centerline lighting system, based on measured RVR values or pilot assessment. Below this minimum, operations are not permitted in such cases.

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 (RNP SID RWY 09)	LQTZ AD 2.24.08 - 5
Standard Departure Chart - Instrument (SID) - ICAO (RNP SID RWY 27)	LQTZ AD 2.24.08 - 9
Area Chart – ICAO (arrival and transit routes)	NIL
Standard Arrival Chart - Instrument (STAR) - ICAO (BOSNA 1R, DER 1R, KEB 1R SOMUN 1R, VEBAR 1R, VIBOP 1R CONV STAR RWY 09)	LQTZ AD 2.24.10 - 1
Standard Arrival Chart - Instrument (STAR) - ICAO (RNP STAR RWY 09)	LQTZ AD 2.24.10 - 5
Standard Arrival Chart - Instrument (STAR) - ICAO (RNP STAR RWY 27)	LQTZ AD 2.24.10 - 9
ATC Surveillance Minimum Altitude Chart - ICAO	NIL
Instrument Approach Chart - ICAO (ILS or LOC RWY 09)	LQTZ AD 2.24.12 - 1
Instrument Approach Chart - ICAO (RNP RWY 09)	LQTZ AD 2.24.12 - 11
Instrument Approach Chart - ICAO (RNP RWY 27)	LQTZ AD 2.24.12 - 15
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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