# LYTV / TIVAT / TIV

*This document is intended to draw to commercial and private pilots' the main threats related to an airport and their aeronautical context. They have been identified through the collaborative work of the main organizations that participate in operations at the airport (aircraft operators, airport operators, air navigation service provider, ...).*

## Content


### GENERAL

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### TAXIING

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- **Proximity to VFR routes and other VFR traffic in the vicinity of CTR Tivat**
- **Offset LOC direction on the approach 32**


# IMPORTANT

The information in this document is not exhaustive and is used for guidance purposes only. We make our best to keep them updated. It serves as a valuable supplement to flight preparation information, but cannot and should not replace the reference aeronautical information contained in AIP, AIP appendices, AIC and NOTAM.

## Risks related to meteorology

During unfavorable weather conditions, the probability of a missed approach is increased. The presence of low clouds, heavy showers and fog make it impossible for the visual segment of the final approach and landing, especially during the landing on runway 32.

Due to the orography of the terrain in the vicinity of the airport, there are very frequent changes in the direction and speed of the wind, as a result of which turbulence should be expected in the final landing on runway 32. Frequent occurrence of wind shear, especially during the presence of a storm - wind from the north-northeast (NNE) direction, at altitudes of 100 to 500 meters and 2 to 4 NM from threshold 32 may result with a missed approach.

A strong wind from the south leads to the visual only landing on runway 14. During the visual circling for landing, strong wind shear is frequent, especially in the third turn.

***Figure 1 Airport Tivat***

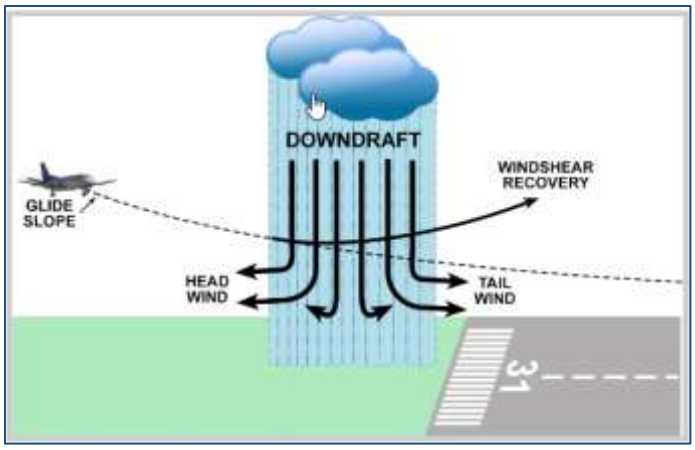


***Figure 2 A chart of wind shear and its impact on aircraft landing***

## Risks caused by lack of RESA and runway strip

The insufficient length of the runway strip and the absence of RESA in runway 32 may increase the risk of serious damage in cases of aircraft excursion.

***Figure 3 A chart of threshold 14 with the missing runway and RESA***

## The risk of movable obstacles around the airport

In front of threshold 14, due to the proximity of three large marinas, the appearance of movable obstacles in the form of high masts, cranes and similar is possible. The pilots must pay particular attention to obstacles and NOTAMs related to obstacles.

***Figure 4 Nautical marinas in the final for runway 14***

## Risk of birds

The appearance of a larger flock of birds is possible on thresholds 32 and 14 and along the entire runway, especially in conditions of reduced visibility and low clouds. Due to migratory flows of birds from natural habitats (the sea and the reserve Solila) to sources of food (landfills), particular attention should be paid when landing at runway 32 i and taking off from the runway 14.

***Figure 5 Migration flows of birds in relation to runway of the Airport Tivat***

## The lack of light marking – runway, taxiway and approach lighting

The attention should be paid, especially in conditions of reduced visibility, that AD Tivat does not have light markings of runway, taxiways and approach lighting.

| RWY Desi-gnator | APCH LGT type LEN INTST | THR LGT colour WBAR | VASIS (MEHT) PAPI | TDZ LGT LEN | RWY CL LGT LEN spacing colour INTST | RWY edge LGT LEN spacing colour INTST | RWY end LGT colour WBAR | SWY LGT LEN (M) colour |
|---|---|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** |
| 14 | NIL | NIL | PAPI BOTH / 3° (61 FT) | NIL | NIL | NIL | NIL | NIL |
| 32 | NIL | NIL | PAPI[1)] BOTH / 3.2° (61 FT) | NIL | NIL | NIL | NIL | NIL |
| **10** | **Remarks** | [1)] PAPI usable from 1800 M before THR, on longer distances not reliable | | | | | | |

***Table 1 Approach and runway lighting (source eAIP LYTV AD 2.14)***

## Degradation of VHF A-G voice communication quality in certain partial zones of CTR Tivat and TMA Tivat

In partial parts of the airspace CTR Tivat and TMA Tivat, a periodic occurrence of degradation of the VHF quality of pilot-controller-pilot voice communication is possible due to the configuration of the terrain, at the following polygons:

- Training ground KONUV-VESLO-PERDO at altitudes below 500 AGL
- Training ground NIKŠIĆ-RISAN at altitudes below 600 AGL

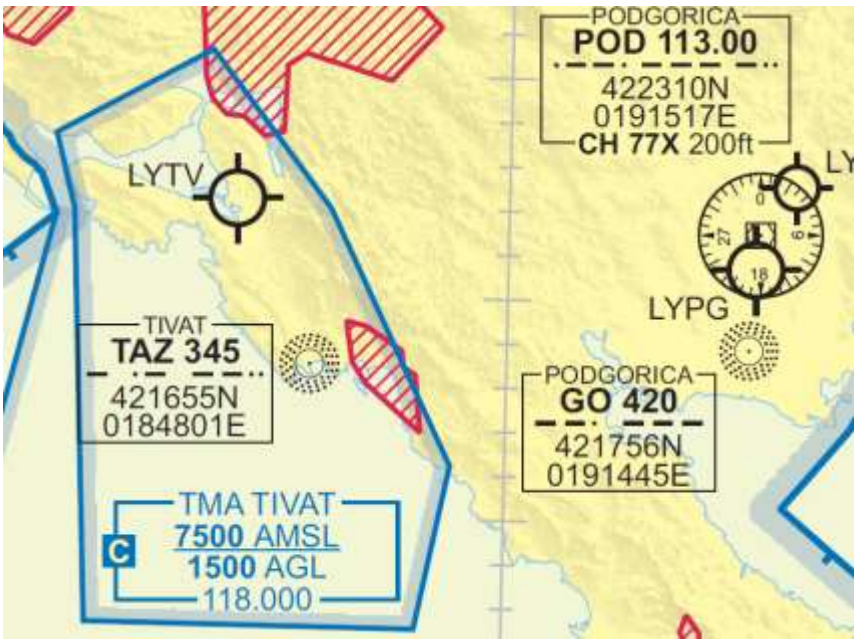


***Figure 6 Degradation of VHF voice communication (Source VFR AIP SUP 3/20 3 DEC)***

## Hot Spot

Hot spot 1: This is a high volume intersection for all departing and arriving traffic which connects RWY 14/32, general aviation apron and apron. Pilots are to exercise caution.

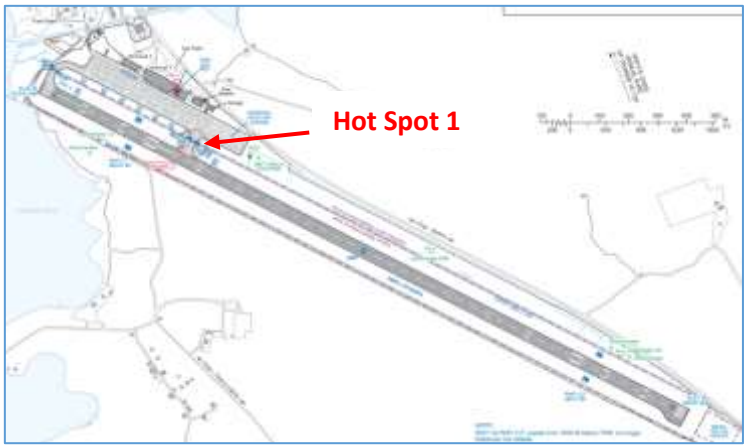


***Figure 7 Hot Spot at Airport Tivat***

Due to the lack of a taxiway to threshold 32, departing aircraft must use RWY for taxiing - backtrack. During periods of high traffic intensity, expect the instruction "*Expedite taxi*" from Airport Air Traffic Control due to incoming traffic.

## Risk of losing safety distance when taxiing

When the aircraft leaves the parking position, as well as when does the taxiing along the taxiway to access the parking positions - ACFT *stand taxiline*, pay attention to the possible reduction of the safety distance between the aircraft taxiing and other aircraft parked in adjacent parking positions, as well as vehicles moving across apron in order to serve other aircraft. It is very important to follow the instructions of the Parker signalist and the *"Follow Me"* vehicle.

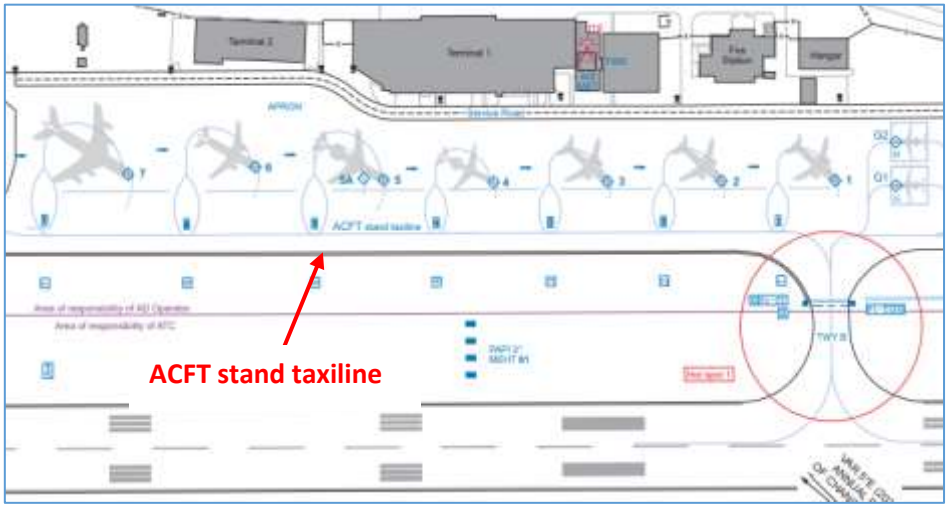


***Figure 8 Apron of Airport Tivat (source eAIP AD 2 LYTV 2.2–1 20 APR 23)***

## Proximity to VFR routes and other VFR traffic in the vicinity of CTR Tivat.

The attention should be paid to VFR traffic in the vicinity/proximity of CTR Tivat. The VFR route intersects the LOC Z (AD 2 LYTV 6.3–5) and Y (AD 2 LYTV 6.3–7) intermediate approach for runway 32 just before the TAZ.

***Figure 9 VFR route in the area TMA Tivat (source: eAIP AD 2 LYTV 9.1–1 3 DEC 20)***

## Offset LOC direction on approach 32

LOC at threshold 32 is off-set relative to the central by 20 degrees, hence there is visual segment of the final approach on RWY 32 in the length of 3 NM.

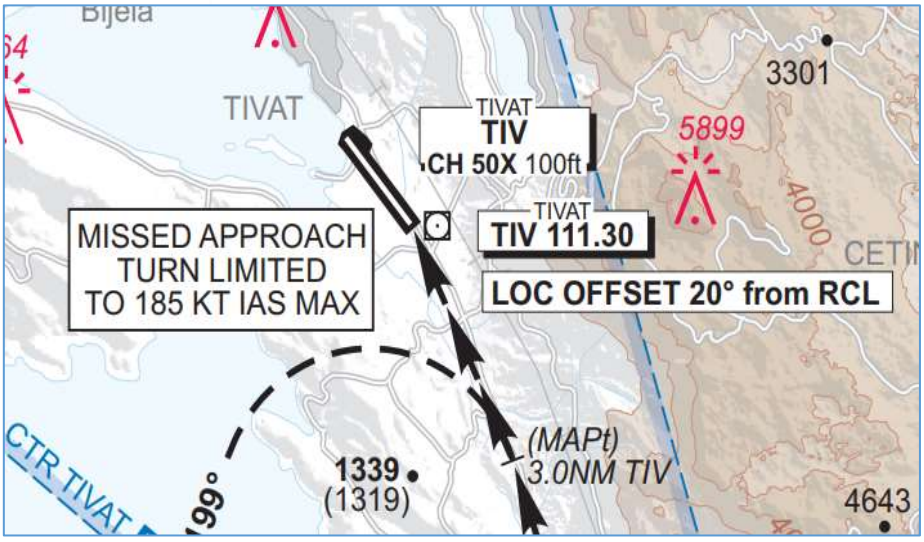


***Figure 9 Chart of offset LOC at the threshold 32 (source: eAIP AD 2 LYTV 9.1–1 3 DEC 20)***

Atypical location of the LOC (0.35 Nm East of the threshold of runway 32, 20° degree off-set) when compared to standard, for certain types of aircraft, depending on their selected FMS mode, this can lead to lateral course deviation and roll angle during LOC Z (AD 2 LYTV 6.3–5) and Y (AD 2 LYTV 6.3–7) approaches onto runway 32. The possibility of unexpected behavior of the aircraft does not refer to the quality of the transmitted localizer signal, but refers to the limitations of the robustness of the software design of the aircraft themselves. In order to reduce the risk, operators should take in to the consideration recommendations from the manufacturers and inform their respective aircrews.