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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

- Risk of laser interference
- Risk of birds and wild animals
- Proximity to the sport airport

TAXIING

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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.

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Risk of laser interference

During the approach and initial climbing phase, laser interference was reported on multiple occasions from the direction of the populated area. It is not possible to determine a clear source of the laser interference, so extra caution is advised.



Figure 1 An example of the effect of laser radiation in the cockpit

Risk of birds and wild animals

The appearance of a larger flock of birds is possible on thresholds 36 and 18 and along the entire runway. Due to migratory flows of birds from natural habitats (Lake Skadar) to sources of food (vineyards "Plantaža" and landfills), particular attention should be paid when landing and taking off in the direction of 36.

The appearance of animals (rabbits, dogs) is observed on the runway and runway strip. Extra caution is advised when moving on maneuvering surfaces.



Figure 2 Presence of birds at airport (Illustration)

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Proximity to the small airport

Small airport is located at a distance of about 3.5 NM north-north-east of threshold 18. Pilots should exercise caution.

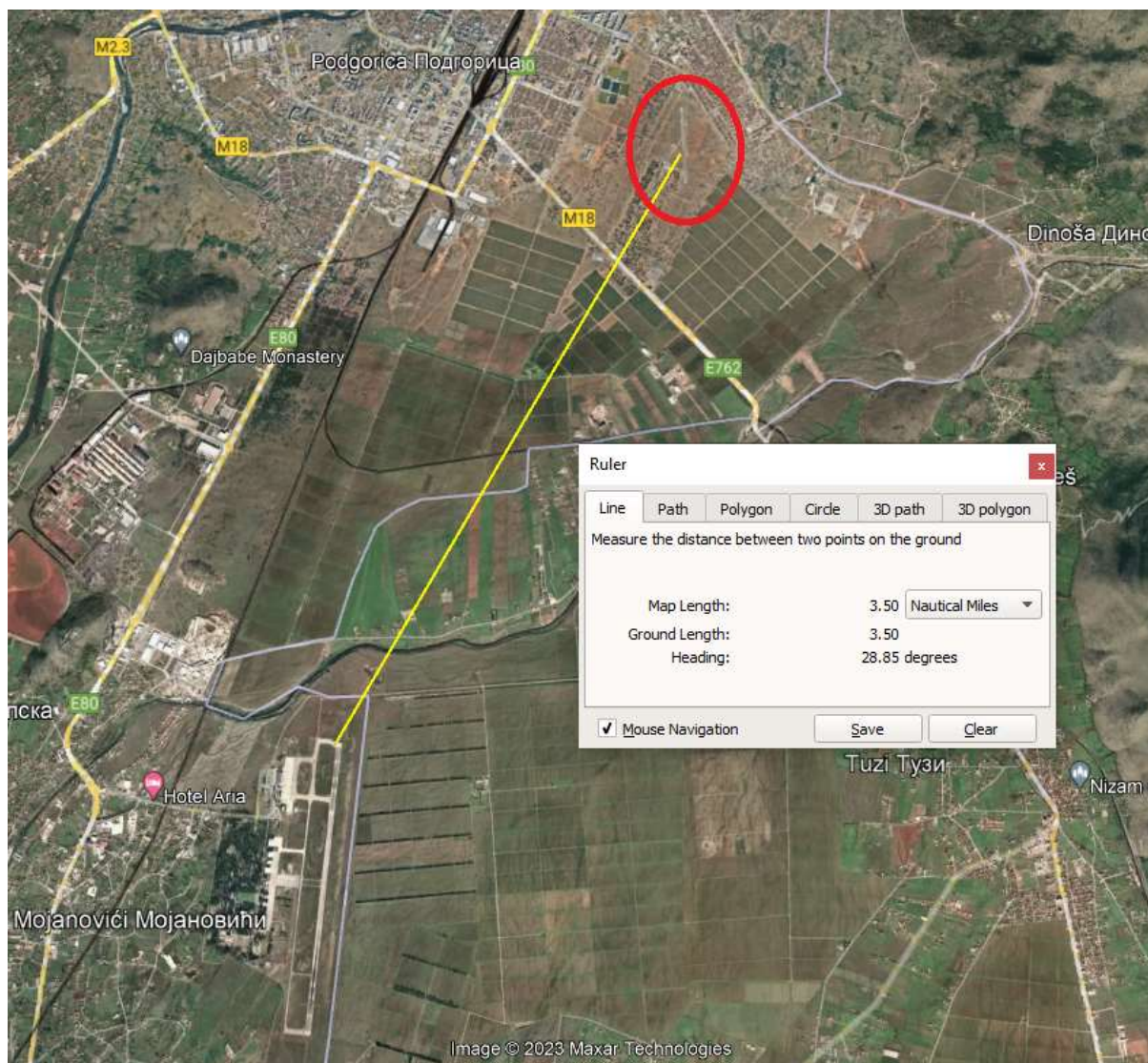


Figure 3 Location of the Airport Špiro Mugoša (Source: Google Earth)

Hot Spot 1

Hot spot 1: The intersection of Apron Taxiway and TWY N. Possible errors when taxiing from apron stands 6, 5, 4, 3 and 2 towards RWY 18/36 using TWY N. Pilots should exercise caution and timely pay attention to execute left turn otherwise they will come across general aviation apron.

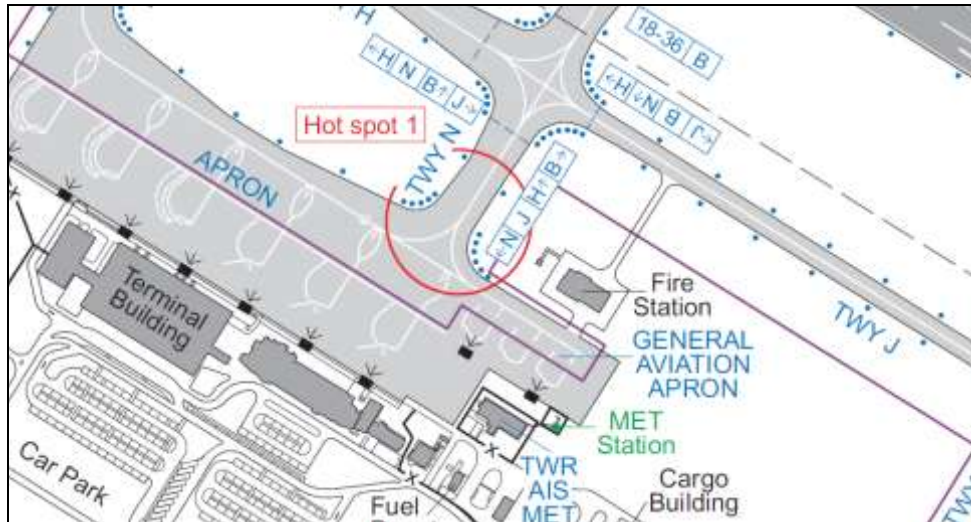


Figure 4 Hot Spot 1 at Podgorica Airport (source eAIP AD 2 LYPG 2.1–1 28 DEC 23)

Caution: The center line of the TWY commercial apron continues and merges with the center line of the TWY apron for general aviation, which is intended for aircraft with a wingspan of MAX 20m. Aircraft access to parking positions on the general aviation apron is possible only through one side, through the TWY commercial apron. If the crew of the aircraft with a range greater than 20m in the phase of taxiing from the parking position to the runway (RWY) does not spot and does not turn towards TWY N in time, but continues taxiing in the direction of the general aviation apron, it may happen that the aircraft will not be able to make a turn on its own power in order to return to the correct taxiing path. In that case, IMMEDIATELY stop the aircraft and ask for the assistance of the operational services of the Airport Operator through Airport Air Traffic Control.



Figure 5 Apron, GA Apron and TWY N intersection

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Hot Spot 2

The intersection of TWY J, K, C, D and military operational area is hot spot area with potential of incidents between taxiing aircraft, towed aircraft and ground handling service equipment. Pilots are to exercise caution.

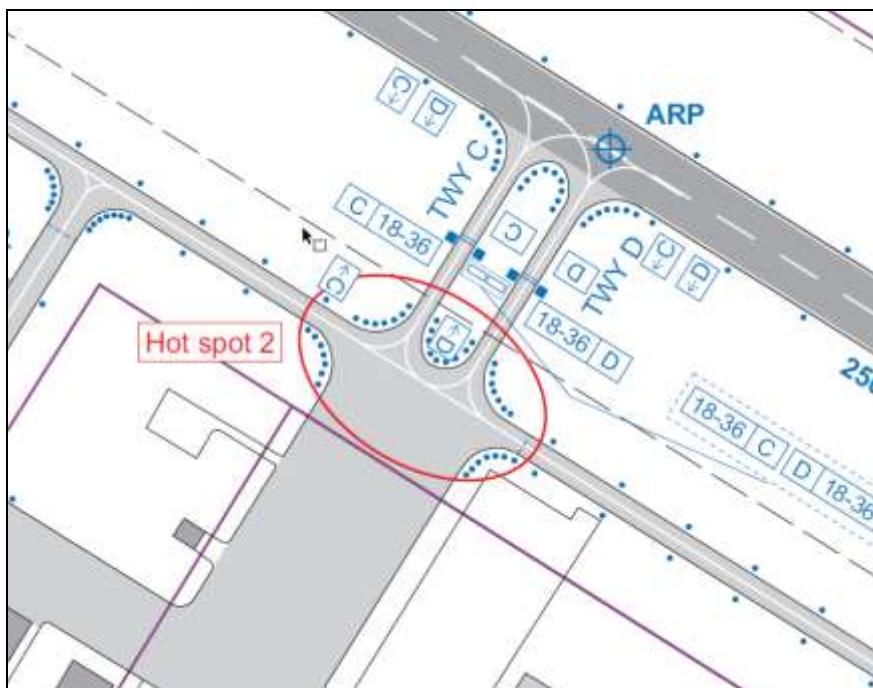


Figure 6 Hot Spot 2 at Podgorica Airport (source eAIP AD 2 LYPG 2.1–1 28 DEC 23)