

REPUBLIC OF CROATIA

Phone: +385 1 6259 373
+385 1 6259 589
+385 1 6259 372
Fax: +385 1 6259 374
AFS: LDZAYOYX
Email: aip@crocontrol.hr
URL: http://www.crocontrol.hr



AIRAC AIP AMDT 002/2020
Effective Date: 26 MAR 2020
Publication Date: 13 FEB 2020

1. Amendment contents:**GEN**

- GEN 0.2 - Record of AIP amendments - updated
- GEN 0.3 - Record of AIP supplements - updated
- GEN 0.4 - Checklist of AIP pages - updated
- GEN 0.5 - List of hand amendments to the AIP - updated
- GEN 3.1, GEN 3.3 i GEN 3.4 - Establishment of a Central ARO Split and withdrawal of other AROs
- GEN 3.5 - Meteorological services - changed

ENR

- ENR 0.6 - Table of content to Part two - updated
- ENR 1.9, ENR 1.14 and ENR 5.6 - Establishment of a Central ARO Split and withdrawal of other AROs
- ENR 1.10 - Establishment of a Central ARO Split, withdrawal of other AROs; Flight plan - Item 15C - various changes
- ENR 1.11 - Addressing of flight plan messages - changed
- ENR 5.2.4 - Special areas for NATO operations LION, PAM and SONNY withdrawn
- ENR 5.2.5 - Special corridor for NATO operation CLASKO withdrawn
- ENR 6 - New charts:
 - Enroute chart - ICAO - FIR Zagreb Lower airspace (ENR 6.1 -1)
 - Military Exercise and Training Areas, TRA and TSA - Index Chart (ENR 6.5 - 1/2)
 - Aerial sporting and recreational activities - Index Chart (ENR 6.7 - 1/2)
 - Radio facility - Index Chart (ENR 6.8 -1/2)
 - Flexible Structures -Index chart (ENR 6.12-1/2)

AD

- AD 0.6 - Table of contents to Part three - updated
- LDDU AD 2.3 - Operational hours - changed
- LDDU AD 2.22 - Flight procedures - AMUGO4C replaces AMUGO3C
- LDDU AD 2.24 - Charts related to an aerodrome - New charts added on the list
- LDDU - New charts:
 - Standard Departure Chart - Instrument - ICAO RWY 11(LDDU AD 2.24.8 SID RWY 11 -1/2)
 - Standard Departure Chart - Instrument - ICAO RNAV RWY 11 (LDDU AD 2.24.8 SID RNAV RWY 11 -1/2)
 - Standard Departure Chart - Instrument - ICAO RWY 29 (LDDU AD 2.24.8 SID RWY 29 -1/2)
 - Standard Departure Chart - Instrument - ICAO RNAV RWY 29 (LDDU AD 2.24.8 SID RNAV RWY 29 -1/2)
 - Standard Arrival Chart - Instrument - ICAO RWY 11/29 (LDDU AD 2.24.10 STAR RWY 11/29 -1/2)
 - Standard Arrival Chart - Instrument - ICAO RNAV RWY 11 (LDDU AD 2.24.10 STAR RNAV RWY 11 -1/6)
 - Standard Arrival Chart - Instrument - ICAO RNAV RWY 29 (LDDU AD 2.24.10 STAR RNAV RWY 29 -1/4)
 - ATC Surveillance Minimum Altitude Chart - ICAO (LDDU AD 2.24.11 ATCSMAC -1/2)
 - Instrument Approach Chart - ICAO L RWY 11 (LDDU AD 2.24.12 IAC L RWY 11 -1/2)
 - Instrument Approach Chart - ICAO VOR RWY 11 (LDDU AD 2.24.12 IAC VOR RWY 11 -1/2)
 - Instrument Approach Chart - ICAO ILS or LOC RWY 11 (LDDU AD 2.24.12 ILS or LOC RWY 11 -1/2)
 - Instrument Approach Chart - ICAO (Circling with Prescribed Tracks) - VOR-a RWY 29 (LDDU AD 2.24.12 IAC

- VOR-a RWY 29 -1/2)
- Instrument Approach Chart - ICAO RNP RWY 11 (LDDU AD 2.24.12 IAC RNP RWY 11 -1/4)
- Instrument Approach Chart - ICAO RNP RWY 29 (AR) (LDDU AD 2.24.12 IAC RNP RWY 29 (AR) -1/2)
- Visual Manoeuvring - Circling With Prescribed Tracks Chart (IFR) - RWY 29 (LDDU AD 2.24.12 VMCC (IFR) RWY 29 -1/2)
- Visual Operation Chart (LDDU AD 2.24.13 VOC -1/2)
- LDLO AD 2.2 - AD operator address - changed; ARO AFS withdrawn
- LDLO AD 2.3 - Operational hours - changed
- LDOS AD 2.3, LDPL AD 2.3, LDRI AD 2.3, LDSB AD 2.3 and LDZD AD 2.3 - Operational hours - changed
- LDOS - New chart:
 - Instrument Approach Chart - ICAO NDB RWY 29 (LDDU AD 2.24.12 IAC NDB RWY 29 -1/2)
- LDZA AD 2.3 - Operational hours - changed
- LDZA AD 2.6 - Rescue and fire fighting services - changed
- LDZA AD 2.7 - Seasonal availability clearing - changed
- LDZA AD 2.20 - Local aerodrome regulations - changed
- LDZA - New charts:
 - Aerodrome Obstacle Chart - ICAO Type A RWY 04-22 (LDZA AD 2.24.4 AOC RWY 04/22 -1)
 - Precision Approach Terrain Chart - ICAO RWY 04 (LDZA AD 2.24.6 PATC RWY 04 -1/2)

2. Hand corrections to the following pages:

- See GEN 0.5

3. Record entry of AMDT in GEN 0.2.

4. This AIP amendment incorporates information contained in the following publications:

NOTAM: NIL

SUP: NIL

AIC: NIL

5. Remove / insert the pages as shown in list on the next page:

Insert the following pages

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010/2018	27-Sep-2018	08-Nov-2018	
011/2018	25-Oct-2018	06-Dec-2018	
012/2018	22-Nov-2018	03-Jan-2019	
013/2018	20-Dec-2018	31-Jan-2019	
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002/2012	13-Apr-2012	13-Apr-2012	
001/2014	22-Aug-2014	22-Aug-2014	
001/2015	01-Feb-2015	01-Feb-2015	
002/2015	01-Jun-2015	01-Jun-2015	
003/2015	11-Jun-2015	23-Jul-2015	
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GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
010/2018	DME "JAP" CH123Y is not available due to testing	GEN 2 ENR 4 ENR 6 LDZA AD 2	27-Sep-2018 - UFN	
005/2019	LDZD - ZADAR/Zemunik Airport - Construction works North-East from the main apron	LDZD AD 2	23-May-2019 - UFN	
014/2019	Replacement of RJK VOR/DME, its impact on existing LDRI and LDPL instrument flight procedures and publication of temporary LDRI instrument flight procedures	ENR 3 ENR 4 LDPL AD 2 LDRI AD 2	05-Dec-2019 - UFN	
016/2019	AD and ATS HR SER - LDDU/LDLO/LDOS/LDPL/LDRI/LDSB/LDZD	LDDU/LDLO/ LDOS/LDPL/ LDRI/LDSB/ LDZD AD 2	20-Nov-2019 - 28-Mar-2020	
001/2020	LDRI - Airport RIJEKA/Krk I. - Temporary suspension of RNAV (GNSS) RWY 14, RNAV (GNSS) RWY 32 and publication of trial PBN instrument flight procedures	LDRI AD 2	27-Feb-2020 - UFN	
002/2020	LDSP - Airport SPLIT/Kastela - Temporary suspension of RNAV VISUAL RWY 23 and publication of trial PBN instrument flight procedures	LDSP AD 2	27-Feb-2020 - UFN	
003/2020	LDZA - Airport ZAGREB/Franjo Tuđman - Snow plan for the winter season 2019/2020	LDZA AD 2	13-Feb-2020 - 31-Mar-2020	

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LDZD AD 2.24.12 IAC Lz RWY 13 - 2	27 FEB 2020		
LDZD AD 2.24.12 IAC VOR RWY 13 - 1	27 FEB 2020		
LDZD AD 2.24.12 IAC VOR RWY 13 - 2	27 FEB 2020		
LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 1	27 FEB 2020		
LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 2	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP RWY 04 - 1	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP RWY 04 - 2	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP RWY 04 - 3	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP RWY 04 - 4	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 1	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 2	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 3	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 4	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 1	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 2	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 3	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 4	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP RWY 31 - 1	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP RWY 31 - 2	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP RWY 31 - 3	27 FEB 2020		
LDZD AD 2.24.12 IAC RNP RWY 31 - 4	27 FEB 2020		
LDZD AD 2.24.12 IAC L RWY 31 - 1	23 MAY 2019		
LDZD AD 2.24.12 IAC L RWY 31 - 2	23 MAY 2019		
LDZD AD 2.24.12 IAC VOR RWY 31 - 1	23 MAY 2019		
LDZD AD 2.24.12 IAC VOR RWY 31 - 2	23 MAY 2019		
LDZD AD 2.24.13 VOC - 1	23 MAY 2019		
LDZD AD 2.24.13 VOC - 2	23 MAY 2019		

GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

AIP page(s) affected	Amendment text	Introduced by AIP AMDT number:
1	2	3
LDDU AD 2.24.1 ADC -1	Use of TWY B is prohibited to ACFT code letter E due to infrastructure restrictions.	AIRAC AIP AMDT 002/2019 (28 MAR 2019)
LDZA AD 2.24.2 APDC WEST-1	MAG VAR / Annual rate of change is 4°E (2019) / 0.15° increasing.	AIRAC AIP AMDT 002/2020 (26 MAR 2020)
LDZD AD 2.24.4 AOC RWY04/22 -1 LDZD AD 2.24.4 AOC RWY13/31 -1	MAG VAR / Annual rate of change is 4°E (2019) / 0.13° increasing. RWY designator 14/32 is changed to 13/31.	AIRAC AIP AMDT 008/2019 (10 OCT 2019)
LDDU AD 2.24.1 ADC -1	RWY11/29 physical characteristics changed to: - strength (PCN) and surface of RWY and SWY is: 86 F/A/W/T ASPH - RWY dimensions are: 3230x45 M - RWY 11 slopes are: 0.5% (0 M - 510 M) 0% (510 M - 1840 M) -1.1% (1840 M - 2860 M) -0.2% (2860 M - 3230 M) - RWY 29 slopes are: 0.2% (0 M - 370 M) 1.1% (370 M - 1390 M) 0% (1390 M - 2720 M) -0.5% (2720 M - 3230 M)	AIRAC AIP AMDT 005/2019 (20 JUN 2019)
LDZA AD 2.24.2 APDC WEST -1	Marshaller for all stands. Taxiing and parking restrictions and notes - APRON WEST, under point 3.- instead of the word "marshaller" write the word: "Follow me".	AIRAC AIP AMDT 001/2020 (27 FEB 2020)
LDDU AD 2.24.1 ADC -1	GP 11 transmitting antenna repositioned - new coordinates are: 423408.19N 0181507.94E New radio navigation aid DME IDU.	AIRAC AIP AMDT 007/2019 (12 SEP 2019)
ENR 6.4-1, ENR 6.9-1, LDZA AD 2.24.2 APDC WEST -1 and LDZA AD 2.24.14 BC -1	Airport name is changed to "Zagreb/Franjo Tuđman"	AIRAC AIP AMDT 002/2020 (26 MAR 2020)
LDZD AD 2.24.1 ADC -1	New Sections S5 and S6 on Main apron.	AIRAC AIP AMDT 008/2019 (10 OCT 2019)
LDSB AD 2.24.4 AOC RWY 04/22 -1	Obstacles NR 2, 3 and 5 removed.	AIRAC AIP AMDT 009/2019 (07 NOV 2019)

AIP page(s) affected	Amendment text	Introduced by AIP AMDT number:
1	2	3
LDDU AD 2.24.1 ADC -1	Anemometer RWY 11 repositioned. Location changed to: 111 M left of RCL, distance 341 M from (after) THR 11, ICAO marked and lighted. Anemometer RWY 29 repositioned. Location changed to: 111 M right of RCL, distance 341 M from (after) THR 29, ICAO marked and lighted.	AIP AMDT 002/2019 (06 DEC 2019)
LDDU AD 2.24.1 ADC -1	DBK VOR/DME coordinates changed to: 423313.84N 0181638.79E. DBK VOR/DME elevation changed to: 550 FT.	AIRAC AIP AMDT 002/2020 (26 MAR 2020)
LDZA AD 2.24.14 BC -1	Runway designator 05/23 changed to 04/22.	AIRAC AIP AMDT 002/2020 (26 MAR 2020)
LDZA AD 2.24.1 ADC -1	Anemometer RWY 04 - not lighted.	AIRAC AIP AMDT 001/2020 (27 FEB 2020)
LDDU AD 2.24.1 ADC -1 LDDU AD 2.24.2 APDC -1	ARO Dubrovnik withdrawn, instead amend it with AIS.	AIRAC AIP AMDT 002/2020 (26 MAR 2020)
LDZA AD 2.24.2 APDC WEST -1	ARO Zagreb withdrawn, instead amend it with AIS.	AIRAC AIP AMDT 002/2020 (26 MAR 2020)
All LDSB charts except LDSB AD 2.24.1 ADC -1, LDSB AD 2.24.2 APDC -1 and LDSB AD 2.24.4 AOC RWY 04/22 -1	Special area for NATO operations SONNY withdrawn.	AIRAC AIP AMDT 002/2020 (26 MAR 2020)
LDSP AD 2.24.8 SID RWY 05 -1 LDSP AD 2.24.8 SID RNAV RWY 05 -1 LDSP AD 2.24.8 SID RWY 23 -1 LDSP AD 2.24.10 STAR RWY 05 -1 LDSP AD 2.24.10 STAR RNAV RWY 05 -1 LDSP AD 2.24.10 STAR RWY 23 -1 LDSP AD 2.24.10 STAR RNAV RWY 23 -1	Special area for NATO operations SONNY withdrawn.	AIRAC AIP AMDT 002/2020 (26 MAR 2020)
LDSP AD 2.24.11 ATCSMAC -1	Special areas for NATO operations LION and SONNY withdrawn.	AIRAC AIP AMDT 002/2020 (26 MAR 2020)

Croatian eAIP on DVD contains AIP, AIP Amendments, AIP Supplements and AICs.

GEN 0.4 (Checklist of AIP pages) is not available in HTML, but only in PDF of the eAIP.

Back pages of ENR 6.1, ENR 6.2 and of all Aerodrome Obstacle Charts are completely blank, without any markings and text.

GEN 3.1.3.3 Amendment service to the AIP (AIP AMDT)

Amendments to the AIP are made by means of replacement sheets. Two types of AIP AMDT are produced:

- regular AIP Amendments (AIP AMDT) issued as specified in GEN 0.1-2 incorporate permanent changes into the AIP on the indicated publication date;
- AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and the acronym - AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date, as well as other changes, but operationally significant permanent changes are announced by means of TRIGGER NOTAM.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. On each replacement page, changes are either annotated or identified in the left margin of the page by a vertical line or arrow pointing to the change/addition/deletion.

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month (by name) and year of the publication date (regular AIP AMDT) or of the AIRAC effective date (AIRAC AIP AMDT) of the information. Each AIP amendment cover sheet includes references to the serial number of those elements, if any, of the Integrated Aeronautical Information Package which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT are allocated separate serial numbers which are consecutive, and based on the calendar year. The year, indicated by four digits, is a part of the serial number of the amendment.

A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name and year) of the information is reissued with each amendment and is an integral part of the AIP.

GEN 3.1.3.4 Supplement to the AIP (AIP SUP)

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

AIP Supplements are separated by information subject (General - GEN, En-route - ENR and Aerodromes - AD) and are placed accordingly at the beginning of each AIP Part. Each AIP Supplement is allocated a serial number which is consecutive and based on the calendar year. Due to software limitations, all AIP supplements are indicated as regular in the header, but those that contain AIRAC information follow the AIRAC system in terms of distribution 42 days in advance of the respective AIRAC effective date.

An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

GEN 3.1.3.5 NOTAM and Pre-flight Information Bulletins (PIB)

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the signification/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for Zagreb FIR and are distributed in four series identified by the letters A, B, C and S.

- **Series A - International distribution**

General rules, en-route navigation and communication facilities, airspace reservations and navigation warnings, information concerning major international aerodromes: DUBROVNIK/Cilipi, OSIJEK/Klisa, PULA/Pula, RIJEKA/ Krk I., SPLIT/Kaštela, ZADAR/Zemunik and ZAGREB/ Franjo Tuđman

- **Series B - Limited international distribution**

Information on navigation warnings other than those classified for Series A and information concerning other international IFR and international VFR aerodromes.

- **Series C - National distribution**

Information concerning national VFR aerodromes.

- **Series S (SNOWTAM)**

Information concerning snow, slush, ice or standing water associated with snow and slush and ice in the movement areas. SNOWTAM are prepared in accordance with ICAO Annex 15, Appendix 2, and are issued by the individual aerodrome directly, with separate serial numbers.

Pre-flight Information Bulletins (PIB), contains a recapitulation of current NOTAM and other information of urgent character for the operator/flight crews, are available at Central ARO Split.

Pre-flight briefing is also available via selfbriefing: <http://ib.crocontrol.hr>

There are selfbriefing terminals established at every international airport. The central Helpdesk for selfbriefing (Central ARO Split) is AVBL H24.

Central ARO Split contact is provided in AIP Croatia, under GEN 3.3.6 ATS units address list.

The extend of the information contained in the PIB is indicated under GEN 3.1.5 of this subsection.

GEN 3.1.3.6 Aeronautical Information Circulars (AIC)

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. AICs are divided by subject and are issued in two series (A and B).

AIC Series A contains information affecting international civil aviation and is given international distribution, while AIC Series B contains information affecting national aviation only and is given national distribution.

Each AIC is numbered consecutively within each series on a calendar year basis. The year, indicated by three digits, is a part of the serial number of the AIC, e.g. AIC A 001/2004; AIC B 001/2004. The effective date of an aeronautical information circular is pointed out in the header, except when the effective date does not correspond with the publication date and is therefore emphasized in front of the circular title. A checklist of AIC currently in force is issued as an AIC minimum once a year.

GEN 3.1.3.7 Checklist and list of valid NOTAM

A checklist of valid NOTAM is issued monthly via AFS. The checklist is followed by a printed list of valid NOTAM distributed by e-mail to all recipients of the Integrated Aeronautical Information Package. It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective.

GEN 3.1.3.8 VFR Manual

VFR Manual contains general rules and procedures which shall be applied during VFR flight; information about relevant services available to users; detailed information about airfields, landing sites, heliports; limited data set regarding airports, and VFR Chart with recommended VFR routes 1:500 000.

This publication is updated by the way of amendments at least once a year, while changes to the VFR Chart between two editions are published as a "List of hand amendments to the VFR Manual" through a VFR amendment.

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the VFR Manual and are related to VFR flights, are published as VFR Manual Supplements (VFR SUP).

VFR Manual is available as a printed version and on CD-ROM.

GEN 3.1.3.9 Sale of publications

The said publications can be obtained from:

Post: CROATIA CONTROL LTD.
AIM/AIS Service
Rudolfa Fizira 2
10410 Velika Gorica, P.O. Box 103
Croatia

Phone: +385 1 6259376

Fax: +385 1 6259374

Email: ais.subscription@crocontrol.hr

Purchase prices are published in AIC Series A, as well as the option of choosing the format and language of the publication.

GEN 3.1.4 AIRAC SYSTEM

In order to control and regulate the operationally significant changes requiring amendments to charts, routes etc, such changes, whenever possible, will be issued on predetermined dates according to the AIRAC System. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM will be issued. Such NOTAM will immediately be followed by an AIRAC or non-AIRAC AMDT or SUP.

GEN 3.1.4.1 The table on the page GEN 3.1-5 indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At publication date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or (AIRAC) AIP SUP that will become effective on relevant AIRAC effective date. Trigger NOTAM for an AIRAC AIP AMDT and (AIRAC) AIP SUP will remain in force as a reminder in the PIB for 14 days after the AIRAC effective date.

If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM on the publication date of AIRAC effective date concerned.

2019	2020	2021
3 JAN	2 JAN	28 JAN
31 JAN	30 JAN	25 FEB
28 FEB	27 FEB	25 MAR
28 MAR	26 MAR	22 APR
25 APR	23 APR	20 MAY
23 MAY	21 MAY	17 JUN
20 JUN	18 JUN	15 JUL
18 JUL	16 JUL	12 AUG
15 AUG	13 AUG	9 SEP
12 SEP	10 SEP	7 OCT
10 OCT	8 OCT	4 NOV

2019	2020	2021
7 NOV	5 NOV	2 DEC
5 DEC	3 DEC 31 DEC	30 DEC

GEN 3.1.5 PRE-FLIGHT INFORMATION SERVICES AT AERODROMES/HELIPORTS

Before beginning a flight, the pilot in command of an aircraft shall become familiar with all available information appropriate to the intended operation (ref. ICAO Annex 2). All aeronautical data and information for the Republic of Croatia is available at Central ARO Split (for contacts see GEN 3.3.6), and for other states as detailed below:

Aerodrome/Heliport	Briefing Coverage
SPLIT/Kaštela	Austria, Bosnia and Herzegovina, Czech Republic, Germany, Hungary, Greece, Italy, Slovenia, Serbia and Montenegro.

GEN 3.1.6 ELECTRONIC TERRAIN AND OBSTACLE DATA

Nil

GEN 3.3 AIR TRAFFIC SERVICES

GEN 3.3.1. RESPONSIBLE SERVICE

Croatia Control Ltd. is the responsible authority for the provision of air traffic services within the area indicated under GEN 3.3.2. below.

Post: CROATIA CONTROL Ltd.
Rudolfa Fizira 2
10410 Velika Gorica, P.O.B. 103
Croatia

Phone: +385 1 6259550

Fax: +385 1 6259574

AFS: LDZAYAKL

URL: <http://www.crocontrol.hr>

The services are provided in accordance with the provisions contained in the following ICAO documents:

- Annex 2 - Rules of the Air
- Annex 11 - Air Traffic Services
- Doc 4444 - Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services (PANS-RAC)
- Doc 8168 - Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS)
- Doc 7030 - Regional Supplementary Procedures

Differences to these provisions are detailed in subsection GEN 1.7.

GEN 3.3.2. AREA OF RESPONSIBILITY

Air traffic services are provided for the entire territory of the Republic of Croatia, including its territorial waters as well as the airspace over the high seas within the Zagreb FIR.

In some cases, in accordance with the international agreements in air traffic, based upon operational needs concerning air navigation services, air navigation services are provided in the airspace (FIR) within another state. The other state shall provide the air navigation service in the airspace of the Republic of Croatia (FIR Zagreb) upon the agreements stated above. Details of such services are provided in section ENR 2.1 and ENR 2.2.

GEN 3.3.3. TYPES OF SERVICES

The following types of services are provided:

- Air Traffic Control Service (ATC)
- Flight Information Service (FIS)
- Alerting Service

The Air Traffic Control Services are:

- Area Control Service (ACC)
- Approach Control Service (APP)

- Aerodrome Control Service (TWR)

GEN 3.3.4. COORDINATION BETWEEN THE OPERATOR AND ATS

Coordination between the operator and air traffic services is effected in accordance with 2.15 of ICAO Annex 11 and 2.1.1.4 and 2.1.1.5 of Part VIII of the Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services (Doc 4444, PANS-RAC).

GEN 3.3.5. MINIMUM FLIGHT ALTITUDE

The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined so as to ensure at least 300 M vertical clearance above the highest obstacle within 4 KM on each side of the centre line of the route.

However, where the angular divergence of the navigational air signal, in combination with the distance between the navigation aids, could result in an aircraft being more than 4 NM on either side of the centre line, the 10 NM protection limit is increased by the extent to which the divergence is more than 4 NM from the centre line.

Note: The navigation performance accuracy necessary for operation on air routes within Zagreb FIR is expressed as a distance in NM from the intended position within which flights would be for at least 95 per cent of the total flying time. For operation on the air routes in Zagreb FIR, the required navigation performance is RNAV 5. RNAV 5 represents a navigation accuracy of plus or minus 5 NM on a 95 per cent containment basis.

GEN 3.3.6. ATS UNITS ADDRESS LIST

Unit name	Postal address	Tel	Fax	AFS address / E-mail
BRAC TWR	Hrvatska kontrola zracne plovidbe d.o.o. Podruznica Brac p.p. 33 21400 Supetar	+385 21 648606 +385 21 648626	+385 21 648606 +385 21 648623	LDSBZTZX
DUBROVNIK TWR	Hrvatska kontrola zracne plovidbe d.o.o.	+385 20 772400 +385 20 447750		LDUZZTZX
DUBROVNIK APP	Podruznica Dubrovnik 20117 Dubrovnik-Zracna luka	+385 20 772310 +385 20 447752		LDUZZAZX
LOSINJ TWR	Hrvatska kontrola zracne plovidbe d.o.o. Podruznica Losinj Zabodarski 20 51564 Cunski	+385 51 235166		LDLOZTZX
LUCKO TWR	Hrvatska kontrola zracne plovidbe d.o.o. Aerodromska kontrola zracnog prometa Lucko Jezdovecka 17 10250 Lucko	+385 1 6560115	+385 1 6560363	LDZLZTZX
OSIJEK / KLISA TWR	Hrvatska kontrola zracne plovidbe d.o.o.	+385 31 514481 +385 31 599200		LDOSZTZX
OSIJEK / KLISA APP	Podruznica Osijek p.p.325 31103 Osijek	+385 31 514481 +385 31 599200		LDOSZAZX
PULA TWR	Hrvatska kontrola zracne plovidbe d.o.o.	+385 52 372511		LDPLZTZX
PULA APP	Podruznica Pula Valtursko polje 210 A p.p. 238 52100 Pula	+385 52 372516		LDPLZAZX

Unit name	Postal address	Tel	Fax	AFS address / E-mail
RIJEKA TWR	Hrvatska kontrola zracne plovodbe d.o.o. Podruznica Rijeka p.p. 28 51513 Omisalj	+385 51 654811 +385 51 842272		LDRIZTZX
SPLIT TWR	Hrvatska kontrola zracne plovodbe d.o.o. Podruznica Split/Brac p.p. 48 21216 Kastel Stari	+385 21 205421		LDSPZTZX
SPLIT APP		+385 21 205458 +385 21 205457		LDSPZAZX
Central ARO Split		+385 21 205444 +385 21 895353 (alternate)	+385 21 895227	LDSPZPZX / aro.ldsp@crocontrol.hr
ZADAR TWR	Hrvatska kontrola zracne plovodbe d.o.o. Podruznica Zadar p.p. 297 23000 Zadar	+385 23 203427		LDZDZTZX
ZADAR APP		+385 23 203428		LDZDZAZX
ZAGREB ACC	CROATIA CONTROL Ltd. AREA CONTROL CENTRE ZAGREB P.O.BOX 103 10410 Velika Gorica Croatia	+385 1 6259309 +385 98 355762	+385 1 6259558	LDZOZQZX
ZAGREB APP		+385 1 6259504	+385 1 6259558	LDZAZAZX
ZAGREB FIC		+385 1 6259503	+385 1 6259558	LDZAZFZX
ZAGREB TWR	Hrvatska kontrola zracne plovodbe d.o.o. Aerodromska kontrola zracnog prometa Zagreb P.O. Box 103 10410 Velika Gorica Croatia	+385 1 6259229		LDZAZTZX

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GEN 3.4.3.2 Fixed service

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

- a. they satisfy the requirements of ICAO Annex 10, Vol. II, Chapter 3, 3.3
- b. they are prepared in the form specified in ICAO Annex 10
- c. the text of an individual message does not exceed 1800 groups

General aircraft operating agency messages are only accepted for transmission to countries that have agreed to accept Class "B" traffic.

GEN 3.4.3.3 Meteorological broadcasting service (VOLMET)

Meteorological broadcasting service (VOLMET) is available for the use of aircraft in flight. Full details of the service are given in GEN 3.5.7.

GEN 3.4.3.4 Language used:

English

GEN 3.4.3.5 Where detailed information can be obtained

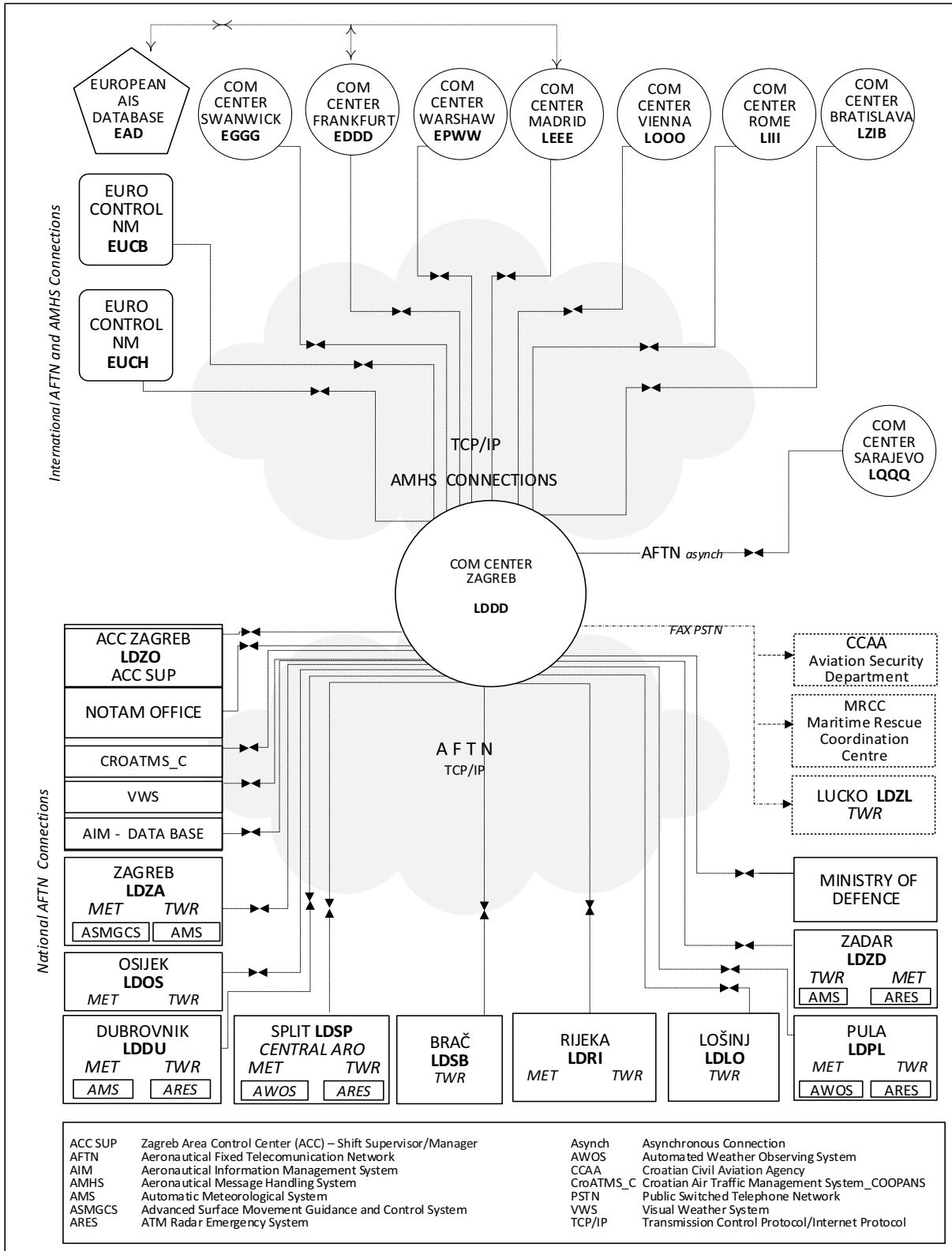
Details of the various aids available for the en-route traffic can be found in Part 2, ENR 4 Radio navigation aids/ systems.

Details of the aids available at the individual aerodromes can be found in Part 3 (AD 2). In cases where facilities are serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and in Part 3 (AD 2).

GEN 3.4.4. REQUIREMENTS AND CONDITIONS

The requirements and the general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, are contained in the Regulation on Rules of the Air and ATS, and Regulation on Provision of ATS.

GEN 3.4.5. APPENDIX A - AERONAUTICAL FIXED SERVICES: AFTN/AMHS



GEN 3.5.4 TYPES OF SERVICE**GEN 3.5.4.1 General**

At airports Osijek, Zagreb, Pula, Lošinj, Rijeka, Zadar, Split, Brač and Dubrovnik meteorological flight documentation is available in MO either, by yourself on selfbriefing position, or by meteorological operator. Outside MO flight documentation is available on web site <http://ib.crocontrol.hr> or by telefax (see AD 2.11). Briefing and consultation with a forecaster is available by telephone (see AD 2.11). Satellite, radar and lightning data are available at MO Osijek, Zagreb, Pula, Lošinj, Rijeka, Zadar, Split and Dubrovnik. All products are available on <http://met.crocontrol.hr/>.

GEN 3.5.4.2 Meteorological information for flights above FL 100

Meteorological information includes flight documentation and briefing and consultation.

Meteorological flight documentation consists of:

- METAR/SPECI for aerodrome of departure, destination and alternate aerodromes
- TAF for aerodrome of departure, destination and alternate aerodromes
- SIGWX charts and upper-wind/temperature charts
- SIGMET and SPECIAL AIREP en route

Additional information is available by consultation.

The documentation issuing time should be as close as possible to the time of departure.

GEN 3.5.4.3 Meteorological information for flights below FL 100

Meteorological information consists of documentation and/or briefing. The pilot shall state the category of flight rules (VFR/IFR), destination, route and flying time and altitude.

Meteorological documentation consists of:

- METAR/SPECI for aerodrome of departure, destination and alternate aerodromes
- TAF for aerodrome of departure, destination and alternate aerodromes
- SIGWX charts and upper-wind/temperature charts
- area forecasts for low level flights (GAMET, SWL chart and upper-wind/temperature charts)
- SIGMET and SPECIAL AIREP en route
- AIRMET en route
- GAFOR

Briefing describes the following meteorological elements:

- meteorological situation
- surface wind
- surface visibility
- upper wind and temperature
- clouds
- weather

- freezing level
- turbulence
- icing
- landing/aerodrome forecast






Forecasts for gliding, ballooning etc. are available on request.

GEN 3.5.4.4 En route forecasts

GAFOR (General Aviation FORecast) is a forecast of the state of previously defined routes for general aviation depending on horizontal visibility and low cloud base and weather phenomena which reduce the state of the route. GAFOR is a chart with drawn routes. Above each route is an info-box with a forecast of the state of the route and symbols of the weather phenomena which reduced the state of the route for a period of six hours.

Each route has its reference height, i.e. altitude of the highest geographical obstacle. The routes are defined as straight lines with a width of 1200 m. The state of the routes is presented with letters and colours; O - open (green), D - difficult (yellow), M - marginal (orange) and X - closed (red). Weather phenomena forecast in GAFOR are fog, mist, rain, snow, showers and low clouds. Phenomena are forecast with symbols:

Weather symbols:

	Fog
	Mist
	Rain
	Snow
	Shower
LC	Low Clouds

ENR 0.6 TABLE OF CONTENTS TO PART TWO

ENR 0.1	Preface - not applicable	ENR 0.1 - 1
ENR 0.2	Record of AIP amendments - not applicable	ENR 0.2 - 1
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ENR 0.4	Checklist of AIP pages - not applicable	ENR 0.4 - 1
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ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT

ENR 1.9.1. AIR TRAFFIC FLOW MANAGEMENT**ENR 1.9.1.1 Air traffic flow and capacity management structure, area of responsibility, service provided, location of units and hours of operation****ENR 1.9.1.1.1 General (introduction)**

Air Traffic Flow Management is a service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring ACC capacity is utilised to the maximum extent possible and the traffic volume is compatible with the capacities declared by the appropriate ATC authority. The Air Traffic Flow Management service is based on ICAO CTMO concept as a service complementary to Air Traffic control.

A Centralized Air Traffic Flow Management (ATFM) service is established within the ECAC (EUR) Region to optimize the use of air traffic system capacity. Capacity Management is described in the EC IR 255/2010 as one of the major parts of ATM. Various documents on this subject use two different abbreviations, ATFM and ATFCM, which in this context have the same meaning. Operational documents more often use ATFCM as capacities are directly managed at operational level, while strategic and most of NM documentation use ATFM.

The overall authority for the provision of Air Traffic Flow Management in Zagreb FIR is delegated to NM, and is conducted in close cooperation with Zagreb FMP, as part of a CDM process.

This CDM process is a key enabler of the ATFM strategy allowing the sharing of all relevant information between the parties involved in making decisions and supporting a permanent dialogue between the various partners throughout all phases of flight.

ENR 1.9.1.1.2 Structure and responsibilities

The structure of the Network Manager encompasses:

- a. the **Flow Management Division (FMD)**, responsible for the planning co-ordination and implementation of ATFM measures within the FMD ATFM area
- b. the **Flight Data Operations Division (FDOD)**, which is responsible for collecting, maintaining and providing data on all flight operations and the air navigation infrastructure. FDOD includes the Integrated Flight Planning System (**IFPS**), as well as the **ENV** database where all operational airspace and network entities are defined.

NM is responsible for:

- a. ensuring that traffic flows correspond to the stated capacities of the sectors through which they pass
- b. ensuring that, when necessary, ATFM measures are applied in an equitable manner and in such a way as to reduce as far as possible the penalties to Aircraft Operators

Post: Eurocontrol/DNM
Rue de la Fusée 96
1130 Brussels
Belgium

Phone: +322 729 9011

Fax: +322 729 9043

The provision of the ATFM service in Croatia is carried out in accordance with the national Regulations stated in the Rules of the Air and ATS and other relevant publications.

All flights subject to ATFM will be treated equally, except for the flights with special status, which are either excluded or entitled priority. The ATFM measures will only be imposed if the number of notified flights exceeds available ATC capacity. Whenever ATFM measures are in force they are published by FMD in form of an **ANM**

(ATFM Notification Message), **ANM** Flash and **AIM** (ATFM Information Message), which are all available in Central ARO Split.

A description of the ATFM area and information on the Network Operations Systems can be found in the Network Operations Handbook.

ENR 1.9.1.1.3 Responsibilities of Zagreb FMP

Zagreb FMP is responsible for coordination with NMOC on optimal use of ATFM measures, and as liaison between ATC, Aircraft Operators and the NM. Zagreb FMP is located in Zagreb ACC and is operational H24

Zagreb FMP address is:

Zagreb FMP
Croatia Control, Croatian Air Navigation Services, Ltd.
Rudolfa Fizira 2
10410 Velika Gorica, P.O.B. 103, Croatia

Phone: +385 1 6259 260

Fax: +385 1 6259 242

AFTN/AFS: LDZOZDFM

Zagreb FMP is responsible for the day to day monitoring, planning and co-ordination of all ATFM measures affecting air traffic which is entering, leaving, overflying or remaining within Croatia. The FMP is responsible for all co-ordination between ATC and the FMD and for providing ATFM support to Aircraft Operators.

Central ARO Split is responsible for the exchange of information between NMOC and Aircraft Operators who do not have a direct connection with Network Manager.

Furthermore, Central ARO Split is tasked to provide **support to Aircraft Operators** in the ATFM message interpretation and the routine message dialogue with NM, if required.

Full addresses and contact details of Central ARO Split is provided in AIP Croatia, GEN 3.3.6 ATS units address list.

ENR 1.9.1.1.4 Responsibilities of ATS

ATC have the following responsibilities:

- a. ATC is responsible for departure slot monitoring at departure aerodromes. The exact procedures to be followed will depend on the way that ATS is organized at each aerodrome;
- b. ATC units responsible for departure slot monitoring shall be provided with the necessary information concerning the restrictions in force and slots allocated;
- c. ATC shall ensure that an ATFM slot, if applicable, is included as part of the ATC clearance;
- d. ATC shall take account of an applicable slot or flight suspension when a clearance is issued;
- e. ATC shall provide all possible assistance to Aircraft Operators to meet a CTOT or to co-ordinate a revised CTOT;
- f. ATC may deny start up clearance to flights unable to meet their slots until co-ordination with the FMP/ FMD has been effected and a revised CTOT issued.

ATC is also responsible for monitoring flights compliance with departure slots (CTOTs) issued by the FMD as detailed in the ATFM Handbook. A slot window of -5 to +10 minutes is available for ATC to optimize the departure sequence.

ENR 1.9.1.3.2 Slot allocation process

When no other option is available, a regulation will be applied by NM and departure times will be issued in the form of a Calculated Take Off Time (CTOT). This is facilitated by Computer Assisted Slot Allocation (CASA) algorithm within the Enhanced Tactical Flow Management Systems (ETFMS).

Pre-planned or strategic ATFM regulations are promulgated by the NM one day in advance by ATFM Notification Messages (ANM). All changes and tactical additions are promulgated by ANM revision messages.

For flights subject to a regulation, ETFMS will send a Slot Allocation Message (SAM) containing a CTOT 2 hours prior to the original at Estimated Off-Block Time (EOBT). This will be sent to the Central ARO Split as well as the Aircraft Operator via AFTN or SITA. Revisions to, or cancellations of, the last issued CTOT may be initiated by FMD, the Aircraft Operator, or the FMP/ATC unit on behalf of the AO. AOs requiring assistance should contact either the Central ARO Split, FMD Central Flow HELPDESK or the Zagreb FMP.

Full details of the Slot Allocation Process are published in the Network Operations Handbook.

ENR 1.9.1.3.3 Modification of Estimated Off Block Time (EOBT)

It is a requirement for both ATC and ATFM that the EOBT of a flight shall be an accurate EOBT. Any change to the EOBT of more than 15 minutes (+ or -) for any IFR flight within the NM Initial Flight Planning Zone (IFPZ) shall be communicated to IFPS.

An Aircraft Operator (AO) should not modify the EOBT to a later time simply as a result of an ATFM delay. When an AO submits an amendment message (eg DLA or CHG) to IFPS, they must always give as an EOBT the earliest EOBT they may comply with. This time is not directly related to the CTOT provided in the Slot Allocation Message (SAM) or Slot Revision Message (SRM). The EOBT should always reflect the time the AO wants to be off-blocks. The EOBT should always be changed if the original EOBT established by the AO cannot be met by the AO for reasons other than ATFM delay.

There are two categories of controlled flights covered by this procedure.

The procedure to be followed to modify the EOBT of a flight that has not received an ATFM CTOT is as follows:

- a. To amend the EOBT to a later time, a DLA or CHG message shall be sent to IFPS;
- b. To amend the EOBT to an earlier time, a CNL message must be sent to IFPS followed five minutes later by a new flight plan with new EOBT indicated.
The replacement flight plan procedure shall not be used.

The procedure to be followed to modify the EOBT of a flight that has received an ATFM CTOT is as follows:

- a. If the EOBT established by the AO has changed or is no longer realistic for reasons other than ATFM then the following procedure shall be used:
 - i. If a flight has a CTOT that cannot be met, then the AO shall send a DLA message to IFPS with the new EOBT of the flight. This may trigger a revised CTOT;
 - ii. If a flight has a CTOT with some delay and the AO is aware that the original EOBT cannot be met but the existing CTOT is acceptable, then a message shall be sent to IFPS with the new EOBT of the flight. However, in order not to trigger a new CTOT, the following formula must be used:
Take the current CTOT minus the taxi-time, minus 10 minutes. The new EOBT must not be after this time.
However, as Network Operations Systems are continuously seeking to give zero delay, the CTOT of the flight will never be earlier than the new EOBT plus the taxi-time.
- b. If a flight has had a CTOT and now receives a Slot Cancellation Message (SLC), but the original EOBT can no longer be met, then the AO shall communicate the new EOBT by use of a DLA message. ATC/ATFM will now have the 'true' EOBT of the flight.

Some states outside the Network Management ATFM area of responsibility still require AOs to update the EOBT, regardless of why the flight's original EOBT may have changed. AOs should bear in mind the formula explained above when doing this. Where it is known that ATC send Departure messages (DEP) for all flights, then this DEP message will suffice. It is not possible to amend (via CHG or DLA) the EOBT to an earlier time than the EOBT given in the flight plan. However, if a flight is ready to go off blocks earlier than the current EOBT, then there are two options available:

- a. The AOs may ask the local ATC Unit (TWR), or the FMP, to send a Ready (REA) message. In this case, the flight is considered as 'ready to depart' from the filing time of the REA message; or
- b. The AOs may contact the Central Flow Help Desk who has the ability to input an earlier EOBT into the TACT system (max – 30 minutes). Each case is treated on its merits and may be refused if it is considered that the request is not justified.

ENR 1.9.1.3.4 ATFCM measures

A number of ATFM measures are available for aligning Traffic Demand (TD) with available ATC capacity. These include **Re-routing** or **Flight Level Capping** of particular flights or flows, **Cherry-picking** particular flights to keep them out of a particular ATC sector, and ultimately **ATFM regulation**. Routing 'scenarios' may be applied by the NM to help resolve particular problems on particular days. These involve recommended or mandatory routes for particular groups of flights or selected individual flights. Re-routes for groups of flights will be published by the NM in an AIM (Air Traffic Flow and Capacity Management Information Message) or ANM (ATFM Notification Message).

Aircraft Operators (AOs) complying with a re-route or level capping requirement shall cancel any existing flight plan and re-file on the new route in accordance with the Replacement Flight Plan procedure published in the IFPS Users Manual.

ENR 1.9.1.4 ATFM messages exchange

CASA Subsystem concept is based on the principle of direct dialogue whenever possible among the TACT database, the AO, and the ATS. This dialogue uses a series of ATFM messages which allows that the ATFM slots may be notified, corrected, cancelled, etc., and also to deal with rerouteing.

This exchange is made by means of a new message format named ADEXP (ATS Data Xchange Protocol). The ADEXP format is based on a sequence of fields each of which is identified by a hyphen (-), followed by a code, a space and the appropriate data.

Each ATFM message comprises a number of fields, some of which are mandatory and some optional. The sequence of the fields in a message is not mandatory, except for the first field (corresponding to title of message) which determines the subsequent fields.

The AO may interchange ATFM messages, by means of:

- a. A remote computer terminal of NM.
- b. Through AFTN or SITA using ADEXP format and sent to the following addresses:
AFTN: **EUCHZMTA**
SITA: **BRUEA7X**
- c. If the above means are not available, AO must communicate with the Central ARO Split for handling of messages which affect them, or with the regional FMP or ATM Central Unit which will contact the NM. NM will send the ATFM messages to those addresses previously specified by AOs. In cases where AO has not been identified or the has found neither a centralised nor a local address for an AO, messages will be sent to the Central ARO Split, and if different, to the address of the flight plan originator. NM will also send ATFM messages to the TWR and Central ARO Split, to the appropriate ACC, to the FMP and/ or to the ATM Central Unit.

ATFM messages transmitted by TACT/CASA to users

The ATFM messages trasmitted by TACT/CASA to users regarding ATFM slots, are the following:

SAM Slot Allocation Message.

SRM	Slot Revision Message.
SLC	Slot Cancellation Message.
SIP	Slot Improvement Proposal Message.
FLS	Flight Suspension Message.
DES	De-suspension Message.
RRP	Rerouteing Proposal Message.
ERR	Error Message.
RRN	Rerouteing Notification Message.

ATFM messages trasmitted by the users to TACT/CASA

Users may establish a direct dialogue with the TACT/CASA system in regard to the incidents to the allocated slot for its flight, by means of the following messages:

SPA	Slot Proposal Acceptance Message.
SRJ	Slot Proposal Rejection Message.
SMM	Slot Missed Message.
SRM	Slot Revision Message
FCM	Flight Confirmation Message.
RJT	Rerouteing Rejection Message.
RFI	Ready for improvement.
SWM	SIP wanted message.

ATFM messages sent by ATC units to NM

REA	Ready message.
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Of course, there are many other message types that are exchanged between the ATC and NM systems, like:

FSA	First System Activation
CPR	Correlated Position Report
AFP	ATC Flight Plan Proposal

and others, which are not directly linked to ATFM.

SAM: SLOT allocation message

The SAM is sent by TACT/CASA to inform AO/ATS of the Calculated Take-off Time (CTOT) computed by CASA for an individual flight, to which AOs and ATC must adhere. This message is sent to AOs/ATS 2 hours before the last received EOBT.

-TITLE SAM
-ARCID *AMB101*
-IFPLID *AA12345678*
-ADEP *EGLL*
-ADES *LMML*
-EOBT *0945*
-CTOT *1030*
-REGUL *UZZU11*
-TAXITIME *0020*
-EOBD *080901*
-REGCAUSE *CE 81*

The REGUL field indicates the name of the regulation affecting the flight.

A **SAM** message is sent by the NM when a problem occurs on the flight path requiring a modification of the take off time e.g. non-availability of aerodrome for a short period, or low visibility conditions. The flight is delayed to arrive when RVR requirement is met.

SRM: SLOT revision message

This message is sent automatically by TACT to AO/ATS to notify a significant change of CTOT previously allocated. This kind of message could be as a consequence of a CHG or DLA message or a modification of CASA parameters. It may also follow a SRR, SPA, FCM or REA message; also it is used to improve a flight with RFI status.

-TITLE SRM
-ARCID *AMB101*
-IFPLID *AA12345678*
-ADEP *EGLL*
-ADES *LMML*
-EOBD *080901*
-EOBT *0020*
-NEWCTOT *0050*
-REGUL *UZZU12*
-TAXITIME *0020*
-REGCAUSE *CE 81*

The field REGCAUSE is the reason for regulation code: the first letter corresponds to the reason assigned by the FMD, the second could be: D: departures, E: enroute or A: arrivals. The numeric code corresponds to the IATA Delay Code: See table of delay codes, Appendix 2.

SLC: SLOT requirement cancellation message

This message is sent by TACT to AO/ATS when a flight, which previously had a SAM, is no longer subject to any flow regulation, or when TACT receives a flight plan cancellation message (CNL).

-TITLE SLC
-ARCID *AMB101*
-IFPLID *AA12345678*
-ADEP *EGLL*
-ADES *LMML*
-EOBD *080901*
-EOBT *0945*
-REASON *OUTREG*
-TAXITIME *0020*

RFI: Ready for improvement

The flights can be set to a status called RFI (ready for improvement); when a flight has a such a status, it will receive improvements to its CTOT via an SRM. If the flight is not in such a status it may receive a SIP message. This procedure replaces the RDY message procedure. The AO can ask for the RFI status to NM for all the flights they operate or for each individual flight, in this case, by sending an RFI message.

-TITLE RFI
-ARCID *AMB101*
-ADEP *EGLL*
-ADES *LMML*
-EOBD *080901*
-EOBT *1030*

The AO operating a flight in RFI status will receive SRM if any improvement is possible. AO and ATC shall comply with the NEWCTOT.

SWM: SIP wanted message

When an airline set the status for RFI for all its flights, it can suppress the status of one particular flight by sending a SWM message to NM. The RFI status of the flight will be deactivated. The SWM message is used by the AO to indicate that it cannot accept SRM when an improvement is possible but wants to be in a position to refuse an improvement. The RFI status of the flight will be set to NO.

-TITLE SWM
-ARCID *AMB101*
-ADEP *EGLL*
-ADES *LMML*
-EOBD *080901*
-EOBT *1030*

From then on the flight may receive any possible improvement by a SIP message.

REA: Ready message

For flights having already received their slot and being in a situation to depart before their CTOT (doors closed and ready to depart), the AO may ask local ATC to send a Ready (REA) message. In the REA local ATC may also include a MINLINEUP time, to indicate the minimum time needed for that flight to get from its position to take-off. The REA message can only be sent by the ATC, although ATC may authorize to the ARO or FMP to send it. The REA message shall not be sent more than **30 minutes before the EOBT**.

-TITLE REA
-ARCID *ABC101*
-ADEP *EGLL*
-ADES *LMML*
-EOBD *080901*
-EOBT *1030*
-MINLINEUP *0005*

The MINLINEUP field is optional. If not present NM will use the local TAXITIME. NM will consider the filing time as a new EOBT and will try to improve the flight accordingly. If an improvement is possible AO and ATC will receive an SRM.

ENR 1.9.1.5 Enhanced Tactical Flow Management System (ETFMS) and Flight Activation Monitoring (FAM)

The development of the Enhanced Tactical Flow Management System (ETFMS), enables the NM to receive real-time data on departing flights using Flight Activation Monitoring (FAM). This data is provided by the ATC systems and is derived from ATC radar information and flight plan messaging.

There are advantages with improved knowledge of the traffic situation and this further assists ATFM tactical planning. FAM is being progressively introduced across the FMD ATFM area.

Flight Activation Monitoring:

- a. monitors flights which should have departed;
- b. takes action on these flights (through internal messaging to NM) to update the take-off time in order to improve the forecast of traffic demand;
- c. suspends flights after the designated time parameter (30 minutes after CTOT or ETOT), unless a message is received to confirm that the flight is airborne or delayed and;
- d. informs AOs and ATC at the departure aerodrome of any flight suspensions enabling these agencies to react accordingly.

The expected benefits of FAM are:

- a. to provide a better forecast of the actual and expected traffic situation;
- b. to release slots 'occupied' by flights that have not yet departed;
- c. to create an incentive for the AOs to update their flights promptly;
- d. to improve traffic load assessment; and
- e. to enable a more efficient use of the available and projected airspace capacity.

ETFMS expects flights to be airborne, based on the filed EOBT or the ATFM slot departure time. Those flights that are not notified as being airborne through ATC update messages within 30 minutes of the notified ETOT or CTOT time will receive a Flight Suspension (FLS) message from ETFMS and will remain suspended until signal action is taken. The comment 'NOT REPORTED AS AIRBORNE' will be identified in the text.

Unless an aircraft is taxiing it is the responsibility of the AO to send a DLA message (Central ARO Split). If a flight is suspended during the taxiing phase then ATC will be responsible for sending a DLA message.

A flight is considered to be active in ETFMS (TACT) following reception of any of the following messages:

DEP - Departure Message
FSA - Flight System Activation Message
CPR - Correlated Position Report
APL - ATC Flight Plan
ACH - ATC Flight Plan Change
APR - Aircraft Operator Position Report
ARR - Arrival Message

Flights that have been suspended by FAM, will receive a FLS message with the comment 'Not reported as airborne'. An example of FLS message sent due to FAM

-TITLE FLS
-ARCID *AMB101*
-IFPLID *AA12345678*
-ADEP *EGLL*
-ADES *LMML*
-EOBD *080901*
-EOBT *0945*
-COMMENT *NOT REPORTED AS AIRBORNE*
-TAXITIME *0020*

ENR 1.9.1.5.1 Flight Suspension – Procedures

When the AO and ATC at the aerodrome of departure receive an FLS due to the process, as described earlier, the following cases may occur:

- a. The flight is still effectively on the ground either on stand or already taxiing:

ENR 1.9.1.7.1 Rules of Application for the use of STS/ATFMX

The following Rules shall be applicable to all flights seeking to gain exemption from ATFM measures within the area of responsibility of the NM. It is intended to ensure priority for flights which by the nature of their mission cannot under any circumstances be delayed due to ATFCM. It is based on the ICAO SARPS (ICAO EUR DOC 003, ATFM-HB/2) and existing material in the Network Operations Handbook.

It should be noted by all users that any flight which obtains exemption, and which may have otherwise been delayed, will have that delay passed on to other flights. It is essential, therefore, that use of the exemption facility shall be properly controlled and monitored so that genuine flight priorities may continue to operate without ATFCM delay.

Any flight meeting the criteria established to warrant exemption status may, provided the necessary approval procedure has been followed and the flight duly authorized by the Office established by the National Administration for processing such requests, use STS/ATFMX for that flight and that flight only.

Each flight shall require specific approval to use STS/ATFMX.

ENR 1.9.1.7.2 Criteria for Determining the Application of STS/ATFMX for an Individual Flight STS/HOSP or STS/HUM

- a. The NM criteria afford ATFCM exemption for flights where the safety of human life is involved. That is, if the flight does not operate without delay a human life or lives may be lost. Such flights shall require specific medical authorization to support their request.
- b. The term 'safety of human life' is not always easy to define and, indeed, there are other urgent medical flights that also require operating without delay. Such flights may include patients with threat of loss of limbs, transfer of human organs and the transportation of medical teams.
- c. Positioning flights may also warrant exemption when they are required to undertake an urgent medical flight from another aerodrome.
- d. If the flight fulfils the requirements, as stated above, then the flight may apply for approval to use STS/ATFMX through the procedure specified in paragraph 7.3

The NM guidelines recommend that ATFM exemption may only be approved for flights if the person or persons on board a flight on State business are of such importance that the flight cannot accept any delay. Additionally, approval may be given if the mission of the flight is being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardize the success of the mission.

If the flight fulfils the requirements as stated above, then the flight may apply for approval to use STS/ATFMX through the procedure specified in paragraph 7.3.

ENR 1.9.1.7.3 Procedure for the Approval of use of STS/ATFMX

Croatia has established two processes for the approval of certain qualifying flights to use STS/ATFMX:

- a. **Manual Approval process** applies to AOs who make irregular flights and are able to provide prior notification of intended use of STS/ATFMX.
- b. a **Self-Regulatory Approval process** applies to AOs who are regularly engaged in Air Ambulance flights and, by the urgent nature of the flight, may not have sufficient time to undertake the Manual Approval process.

ENR 1.9.1.7.4 Manual Approval Process

The operator of a flight seeking an individual approval to insert the indicator STS/ATFMX in Item 18 of a flight plan, for a flight departing from an aerodrome within Zagreb FIR shall notify its intention to the relevant authority, in this case to the Central ARO Split, or Zagreb FMP. The attached **notification form** can be found in appendix 1 to this document.

The process requires that all supporting documentation be stated on the form, and it is the responsibility of the aircraft operator or the requester to keep these documents on file for a minimum of two years. The CCAA may audit and check with any requester the completeness of the documentation and conformity of the procedure.

Full contact details of the Central ARO Split can be found in AIP Croatia, part **GEN 3.3.6 ATS units address list**.

ENR 1.9.1.7.5 Self-Regulatory Approval Process

In recognition of the specific requirements of Air Ambulance flights, the CAA has established a process by which an AO can determine whether their flight meets the requirements for ATFM exemption. Subject to compliance with a set of formal conditions, the CCAA may grant AOs an Approval to apply STS/ATFMX to specific flights meeting the conditions of the Approval.

AO's wishing to apply for the Approval of Self-Regulatory process should contact:

Croatian Civil Aviation Agency
Odjel za upravljanje zračnim prostorom i protokom zračnog prometa (ASM/ATFM Department)

Email: autoatfm@ccaa.hr

Fax: +385 1 2369 301

ENR 1.9.1.7.6 Compliance Monitoring

NM provides the CCAA with a list of all flights departing Croatia using STS/ATFMX, on a monthly basis. The CCAA undertakes to verify that all such flights operated with an appropriate approval for ATFM exemption.

With regard to those AOs that have been granted an Approval for Self-Regulation, the CCAA will, from time to time, conduct an audit of randomly selected flights and will require proof that the flights met the requirements of NM and the conditions of the CCAA Approval.

Additionally, the AO will be required to retain, and supply on demand, all appropriate documentation to support the use of STS/ATFMX.

ENR 1.9.1.8 Provision of Information on Events Affecting Air Traffic Movements

Airport Operators at all Croatian airports (including military airfields) are to provide, at the earliest opportunity, but at least 14 days in advance, details of any event that may lead to a significant increase in traffic demand, eg. a large football match, international trade fair, European Ministerial meeting, etc.

The following information is required:

- a. name of airport;
- b. airport contact;
- c. ATC contact;
- d. nature of the event;

ENR 1.10 FLIGHT PLANNING

ENR 1.10.1 FLIGHT PLAN**ENR 1.10.1.1 General (SERA.4001)**

Information relative to an intended flight or portion of a flight, to be provided to air traffic services units, shall be in the form of a flight plan.

The purpose of a flight plan is to inform the competent ATS units enabling them to supervise the flight within the scope of air traffic control as well as the flight information service and alerting service.

ENR 1.10.1.2 Types of flight plan**ENR 1.10.1.2.1 Individual flight plan**

For each individual flight, for which the filing of a flight plan is mandatory or the pilot would like to file a flight plan, an individual flight plan (FPL) shall be filed.

Flights, in which several aircraft take part in a formation, as well as every separate stage of a flight for flights with intermediate stops, shall also be regarded as an individual flight.

ENR 1.10.1.2.2 Repetitive flight plan

For at least ten (10) IFR flights planned by the same aircraft operator, a repetitive flight plan may be filed provided that these flights are planned to be conducted regularly, in the same manner and at least once a week.

ENR 1.10.2 PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN (SERA.4001)

A flight plan shall be submitted to the competent ATC unit prior to operating:

- a. any flight or portion thereof to be provided with air traffic control service;
- b. any IFR flight within advisory airspace;
- c. any flight within or into areas, or along routes designated by the competent authority, to facilitate the provision of flight information, alerting and search and rescue services;
- d. any flight within or into areas or along routes designated by the competent authority, to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
- e. any flight across international borders;
- f. any flight planned to operate at night, if leaving the vicinity of an aerodrome.

The pilot may also submit a flight plan for other flights to the competent ATC unit in order to facilitate the execution of Search and Rescue Service for aircraft.

In order to process flight plan messages correctly, each flight plan shall be sent as a single AFTN message.

No flight plans shall be filed via the airspace of Zagreb FIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilization rules and availability for Zagreb FIR and any reference to them shall be made via <https://www.nm.eurocontrol.int/RAD/index.html>.

A flight plan shall be submitted, before departure, to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station, unless arrangements have been made for submission of repetitive flight plans.

ENR 1.10.2.1 Time of submission (SERA.4001)

Except for repetitive flight plans, a flight plan shall be submitted at least 60 minutes prior to EOBT, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information.

In addition, a flight plan submitted during flight shall be submitted at a time which will ensure its receipt by the appropriate air traffic services unit at least ten minutes before the aircraft is estimated to reach:

- a. the intended point of entry into control area or advisory area, or
- b. the point of crossing an airway or advisory route.

Flight plans for flights into areas subject to ATFCM shall be submitted at least 3 hours before EOBT. Flight plans may be submitted to IFPS up to a maximum of 120 hours, or five days, in advance of the EOBT of that flight plan.

If a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, the date of the flight departure shall be inserted in Item 18 of the flight plan.

ENR 1.10.2.2 Place of submission

Aircraft operators shall file their IFR or IFR/VFR (mixed) flight plans and associated messages (e. g. CHG, DLA, CNL) before departure directly with IFPS using their own AFTN or SITA access point in accordance with addressing principles set in AIP Croatia, ENR 1.11 Addressing of flight plan messages. If those means are not available, flight plan and associated messages shall be submitted at the Central ARO Split.

IFPS addresses IFR flight plans. In case of a IFR/VFR flight plan, IFPS addresses only the IFR part of the flight plan automatically to the ATC units concerned in the IFPS zone. In case of a OAT/GAT flight plan, IFPS addresses only the GAT part of the flight plan automatically to the ATC units concerned in the IFPS zone.

The message originator is always responsible for ensuring the addressing of all appropriate messages to those ATS addresses concerned with VFR or OAT route portions and the addressing outside the IFPS zone. For more information see the IFPS Users Manual, section "Re-addressing" (Ref. IFPS Users Manual).

Direct filers take the full responsibility for compliance with all relevant IFPS procedures including complete addressing of their messages.

VFR and VFR/IFR (mixed) flight plans and associated messages shall be normally filed at the Central ARO Split in accordance with addressing principles set in AIP Croatia, ENR 1.11 Addressing of flight plan messages.

At every international airport selfbriefing terminals are established for submission of flight plans.

The central Helpdesk (Central ARO Split) is available H24. Central ARO Split contact is provided in AIP Croatia, part GEN 3.3.6 ATS units address list.

Pre-flight briefing is also available via selfbriefing.

<http://ib.crocontrol.hr>

When the departure aerodrome is different from the place of filing a flight plan, a FPL for an IFR flight is forwarded to IFPS, while a FPL for a VFR flight is forwarded only to the Central ARO Split. Central ARO shall forward such FPL further to all required addresses.

If the departure will take place from an aerodrome at which an ARO service is available via selfbriefing, flight plans shall be submitted via selfbriefing. As central Helpdesk for selfbriefing, Central ARO Split is available H24. At Central ARO Split it is possible to submit flight plans personally, by telephone, telefax, in electronic form (Self or Homebriefing, e-mail) or AFTN.

<http://ib.crocontrol.hr>

In the absence of such an office at the departure aerodrome or if there is no possibility to submit the flight plan via self-briefing at the departure aerodrome, the flight plan shall be submitted to Central ARO Split.

ENR 1.10.2.3 Filing of flight plans with IFPS directly

Flight plans and flight plan associated messages filed directly with IFPS will be checked by IFPS as regards syntax, format and route structure.

The originator will be informed of the processing of flight plans and flight plan associated messages within IFPS through Operational Reply Messages (ORM).

- **MAN** - the message is not correct and will be amended manually
- **REJ** - the message is not correct and cannot be amended, a correct version has to be sent
- **ACK** - the message is correct and accepted by IFPS

ENR 1.10.2.4 Flight plan submission via Telefax, phone or e-mail

If the flight plan is submitted via Telefax or e-mail it has to be confirmed by the pilot (submitter of the flight plan) immediately after transmission via telephone, otherwise it will not be processed.

The flight plan form of CROATIA CONTROL Ltd. or a form produced by a computer shall be used for transmission.

The form has to be fully and legibly filled in.

A contact TEL/FAX number has to be given in the interest of the pilot-in-command.

When a flight plan is submitted by telephone, the ICAO sequence of items in the flight plan form shall be strictly followed.

The flight plan originator is responsible for:

- a. Completeness and correctness of data;
- b. Obtaining pre-flight information and necessary ATC clearances;
- c. Check of the flight feasibility;
- d. Complete addressing;
- e. The forwarding of messages.

Flight plan submission via Self or Homebriefing

If the flight plan is submitted via Self or Homebriefing it has to be accepted by the system before flight, otherwise the transmission is not guaranteed. Submitter of the flight plan will receive feedback regarding flight plan status.

ENR 1.10.2.5 Submission of flight plans during flight (AFIL)

Flight plan may be filed during flight if required by certain circumstances unknown to the pilot prior to departure.

Flight plans filed during flight (AFIL) shall not be accepted:

- for flights with en-route stops
- for international flights

The flight plan shall be submitted to the appropriate ATS unit in operation or to the ACC.

ENR 1.10.2.5.1 Submission of abbreviated flight plans during flight

An abbreviated flight plan may be filed during flight with the intention of acquiring clearance from the appropriate ATS unit for the following cases:

- short transitions through controlled airspace;
- departures from controlled aerodromes, after which the flight is operating in a controlled traffic area and/or continuing the flight in uncontrolled airspace;
- landings on controlled aerodromes.

An abbreviated flight plan filed during flight is considered valid until the last point of the controlled airspace or controlled area.

ENR 1.10.2.6 VFR flight plan for alerting service only

An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

ENR 1.10.3 CONTENTS AND FORM OF A FLIGHT PLAN

ICAO flight plan forms are available at AROs and aerodrome offices at uncontrolled aerodromes. Electronic copy of ICAO FPL form is available at www.crocontrol.hr. The instructions for completing those forms shall be followed.

ENR 1.10.3.1 Contents of a Flight Plan (SERA.4005)

A flight plan shall be completed in accordance with the provisions specified below:

ENR 1.10.3.1.1 Aircraft Identification – Item 7

The aircraft identification in a message shall contain a minimum of two (2) and a maximum of seven (7) alphanumeric characters and without hyphens or symbols as follows:

1. The ICAO telephony designator of the aircraft operating agency followed by the flight identification when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification.

or the nationality or common mark and registration mark of the aircraft when:

- a. In radiotelephony the call sign to be used by the aircraft will consist of this identification alone, or preceded by the ICAO telephony designator for the aircraft operating agency;
 - b. The aircraft is not equipped with radio;
2. A radio telephony call sign used for military aircraft.
 3. If several aircraft are involved, the registration mark of the leading aircraft or of the aircraft taking off first shall be indicated. The registration marks of other aircraft shall be indicated in Item 18, preceded by the identification group "**REG**".

ENR 1.10.3.1.2 Flight Rules and Type of Flight – Item 8

The following indications of flight rules may be used in Item 8a for a flight plan:

- **I** - if it is intended that the entire flight will be operated under the IFR
- **V** - if it is intended that the entire flight will be operated under the VFR
- **Y** - if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules or
- **Z** - if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules

Specify in Item 15 the point or points at which a change of flight rules is planned.

VFR flights at night shall be marked by the entry "**RMK/N VFR NIGHT**" in Item 18.

The following types of flight may be used in Item 8b for a flight plan:

- **S** - if scheduled air service
- **N** - if non-scheduled air transport operation
- **G** - if general aviation

- **M** - if military (in addition to military operations, operators of customs or police aircraft shall insert the letter "M" in Item 8b). State aircraft (aircraft used in military, customs and police service) intending to conduct flights within RVSM airspace shall indicate the type of flight (Item 8b) with the letter "M".
- **X** - if other than any of the defined categories above.
When using the letter "X", supplementary information concerning the intention of the flight shall be given in the Item 18 of the flight plan preceded by the identification group "RMK/".

Example:

RMK/LIC TG ("touch and go")

RMK/LIC LA ("low approach")

ENR 1.10.3.1.3 Number and Type of Aircraft and Wake Turbulence Category – Item 9

If more than one aircraft type intends to fly in formation, the total number of aircraft shall be given.

The type of aircraft shall be indicated by the type designator assigned by ICAO in compliance with ICAO Doc. 8643.

If no aircraft type designator has been assigned to an aircraft type by ICAO, the letter group "ZZZZ" shall be inserted and the aircraft type shall be specified in Item 18, preceded by the identification group "TYP/".

Example:

Item 9: ZZZZ Item 18: TYP/LJ39

In case of a flight with different types of aircraft, the type designator of the leading aircraft or of the aircraft taking off first, shall be indicated, and all other aircraft types shall be detailed in Item 18, preceded by the identification group "TYP/".

Examples:

Item 9: 2AN26 Item 18: TYP/1AN26 1LJ39 or TYP/AN26 LJ39

Item 9: 5F15 Item 18: TYP/2F15 3F5

The wake turbulence category of an aircraft shall be indicated by adding one of the following letters, separated by an oblique stroke from the aircraft type identification:

- **J** (super) - shall be inserted at present exclusively for A380-800 (A388)
- **H** (heavy) - shall be inserted for an aircraft with a maximum certified take off mass of 136000 KG or more
- **M** (medium) - shall be inserted for an aircraft with a maximum certified take off mass of less than 136000 KG but more than 7000 KG
- **L** (light) - shall be inserted for an aircraft with a maximum certified take off mass of 7000 KG or less

ENR 1.10.3.1.4 Equipment – Item 10

Capabilities comprise the following elements:

- presence of relevant serviceable equipment on board the aircraft;
- equipment and capabilities commensurate with flight crew qualifications; and
- where applicable, authorization from the appropriate authority.

The radio communication, navigation and approach aid equipment and capabilities as well as, separated by an oblique stroke, surveillance equipment and capabilities, shall be indicated.

ENR 1.10.3.1.4.1 Radio communication, navigation and approach aid equipment and capabilities - Item 10a

Radio communication, navigation and approach aid equipment and capabilities shall be indicated:

- **N** - if no COM/NAV/ approach aid equipment for the route to be flown is carried or the equipment is unserviceable

- **S** - if standard COM/NAV/ approach aid equipment for the route to be flown (VHF RTF, VOR and ILS) is carried and serviceable;

AND/OR

One or more of the following letters to indicate the serviceable COM/NAV/ approach aid equipment and capabilities:

- **A** GBAS landing system
- **B** LPV (APV with SBAS)
- **C** LORAN C
- **D** DME
- **E1** FMC WPR ACARS
- **E2** D-FIS ACARS
- **E3** PDC ACARS
- **F** ADF
- **G** GNSS (see Note 1)
- **H** HF RTF
- **I** Inertial Navigation
- **J1** CPDLC ATNVDL Mode 2
- **J2** CPDLC FANS 1/A HFDL
- **J3** CPDLC FANS 1/A VDL Mode A
- **J4** CPDLC FANS 1/A VDL Mode 2
- **J5** CPDLC FANS 1/A SATCOM (INMARSAT)
- **J6** CPDLC FANS 1/A SATCOM (MTSAT)
- **J7** CPDLC FANS 1/A SATCOM (Iridium)
- **K** MLS
- **L** ILS
- **M1** ATC RTF SATCOM (INMARSAT)
- **M2** ATC RTF (MTSAT)
- **M3** ATC RTF (Iridium)
- **O** VOR
- **P1-P9** Reserved for RCP
- **R** PBN approved (see Note 2)
- **T** TACAN
- **U** UHF RTF

- **V** VHF RTF
- **W** RVSM approved
- **X** MNPS approved
- **Y** VHF with 8.33 kHz channel spacing capability
- **Z** Other equipment carried or other capabilities (see Note 3)

*Note 1: If the letter "G" is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator **NAV/** and separated by a space.*

*Note 2: If the letter "R" is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator **PBN/**.*

Note 3: If the letter "Z" is used, specify in Item 18 the other equipment carried or other capabilities, preceded by "COM/", "NAV/" and/or "DAT/", as appropriate. Exemptions for RNAV, CPDLC and 8.33 kHz are to be indicated by inserting the letter Z in Item 10a and then inserting the appropriate descriptors in the following indicators in Item 18 as detailed in the IFPS Users Manual:

- a. *insert EXM833 following COM/;*
- b. *insert RNAVX or RNAVINOP as appropriate following NAV/;*
- c. *insert CPDLCX following DAT/.*

ENR 1.10.3.1.4.2 Surveillance equipment and capabilities - Item 10b

INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,
OR

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C

- A** Transponder — Mode A (4 digits — 4 096 codes)
- C** Transponder — Mode A (4 digits — 4 096 codes) and Mode C

SSR Mode S

- E** Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
- H** Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
- I** Transponder — Mode S, including aircraft identification, but no pressure-altitude capability
- L** Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
- P** Transponder — Mode S, including pressure-altitude, but no aircraft identification capability
- S** Transponder — Mode S, including both pressure altitude and aircraft identification capability
- X** Transponder — Mode S with neither aircraft identification nor pressure-altitude capability

Note: Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B

- B1** ADS-B with dedicated 1090 MHz ADS-B "out" capability
- B2** ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability
- U1** ADS-B "out" capability using UAT
- U2** ADS-B "out" and "in" capability using UAT
- V1** ADS-B "out" capability using VDL Mode 4

V2 ADS-B “out” and “in” capability using VDL Mode 4

ADS-C

D1 ADS-C with FANS 1/A capabilities

G1 ADS-C with ATN capabilities

*Note: Additional surveillance application should be listed in Item 18 following the indicator **SUR/***

ENR 1.10.3.1.5 Aerodrome of Departure and Estimated Off-Block Time – Item 13

Any flight plan shall indicate the aerodrome of departure (ADEP) using the ICAO four-letter designator, where that designator is known.

If no ICAO location indicator has been assigned to the departure aerodrome, the letter group “**ZZZZ**” and the name of the departure aerodrome and location, referring to the nearest locality depicted on the Aeronautical Chart ICAO 1:500000 shall be indicated in Item 18 preceded by the identification group “**DEP/**”.

If the aircraft has not taken off from the aerodrome, the first point of the route or the marker radio beacon preceded by “**DEP/**”, shall be inserted.

If a flight plan is filed during the flight, the letter group “**AFIL**” shall be entered instead of indicating the departure aerodrome and the air traffic control unit, from which supplementary flight plan data may be requested, shall be indicated in Item 18 together with the identification group “**DEP/**”.

The Estimated Off-Block Time (EOBT) shall be indicated by a four figure group following the designation of the departure aerodrome.

For those flights with the departure point given as AFIL, the associated time shall indicate the Estimated or Actual Time Over the point on the route from where the flight plan shall apply.

ENR 1.10.3.1.6 Route – Item 15

ENR 1.10.3.1.6.1 Cruising speed – Item 15a

The data concerning the true air speed, the estimated ground speed where manned free balloons are concerned, the cruising level requested and the intended route shall be indicated in Item 15.

Cruising speed may be indicated:

- **N** followed by four figures – indication in knots
- **M** followed by three figures – indication of the Mach number in hundreds
- **K** followed by four figures – indication in km/h.

The first digits of the figure group expressing the speed shall be completed by the figure “**0**”, if necessary.

Changes of speed by 5% or more shall be indicated in the route.

Kilometres per hour shall not be used for general air traffic (GAT) route segments within Republic of Croatia.

ENR 1.10.3.1.6.2 Cruising level – Item 15b

The data concerning the cruising level requested shall be given without a space following the speed data. The first digits shall be completed by the figure “**0**”, if necessary.

Level may be indicated in the following ways:

- **F** followed by three (3) figures – Indication of the flight level
- **A** followed by three (3) figures – Indication of the altitude in hundreds of feet.
- **VFR** - for uncontrolled VFR flights, except for VFR flights at night in controlled airspace, for flights subject to ATC, or for VFR flights intended to be performed at a definite level.

The indication of the requested cruising level in metres or in flight levels in accordance with the metric system is acceptable for routes outside Republic of Croatia as far as such data are prescribed.

These shall then be indicated as follows:

- **S** followed by a 4-figure group – Indication of the metric flight level in tens of metres
- **M** followed by a 4-figure group – Indication of the metric altitude in tens of metres.

Changes to the cruising level requested shall be indicated in the route.

ENR 1.10.3.1.6.3 Route – Item 15c

The data about the requested route shall be entered in Item 15 (Route) of the flight plan.

For IFR departures, only last point of a published SID shall be filled as a first point in Route.

For IFR arrivals, only first point of a published STAR shall be filled as a last point in Route.

For flights on ATS routes, the abbreviated designations (identifications) established for such routes shall be indicated.

In case a standard instrument arrival/departure route has not been established for an aerodrome, the identification group "DCT" shall be entered as the first and/or last route element.

Where a flight intends to fly on a route, the route given in the flight plan shall indicate the point at which the flight intends to join that route and the point at which the flight intends to leave that route.

For flights outside the published ATS routes, the identification group "DCT" (direct) shall be inserted between the specified points in order to indicate the direct route of flight between two points.

For flights outside designated ATS routes outside Republic of Croatia, points normally not more than 30 minutes flying time or 200 NM apart shall be inserted.

For IFR flights within the Republic of Croatia, the pilot shall consult the contents of the Integrated Aeronautical Information Package (IAIP) when planning routes. In addition, he may also refer to the contents of the Route Availability Documents (RAD).

For VFR flights entering Croatia, the point of crossing the international border, related to the nearest larger locality depicted on the Aeronautical Chart ICAO 1:500000 or to a navigation aid, shall be indicated in Item 18 by the identification group "EET".

When conducting VFR flights at night in controlled airspace the indicated route shall be the one closest to the published ATS routes.

For VFR flights on recommended VFR route within the Republic of Croatia the route given in the flight plan shall indicate the point at which the flight intends to join that VFR route and the point at which the flight intends to leave that route.

The route shall be described using the following elements:

- ATS route (2 to 7 characters) - the coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route.
- Significant point (2 to 11 characters) - the coded designator (2 to 5 characters) assigned to the point or, if no coded designator has been assigned, in the following way:
 - Degrees and minutes (11 characters): 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). The first digits of the figure groups shall be completed by the figure "0", if required.
 - Bearing and distance from significant point: the identification of the significant point, followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. The first digits of the figure groups shall be completed by the figure "0", if required.

- c. Change of speed or level (maximum 21 characters) - the point at which a change of speed (5% TAS or 0.01 Mach or more) and/or a change of level is planned to commence, even when only one of these values will be changed.
- d. Change of flight rules (maximum 3 characters) - the point at which the change of flight rules is planned, followed by a space and one of the following:
 - VFR if from IFR to VFR
 - IFR if from VFR to IFR

For routes outside Republic of Croatia the cruise climb may be indicated by using a maximum of 28 successive characters as defined below:

- The letter "C" followed by an oblique stroke and the indication of the route point from where the cruise climb is intended. Separated by an oblique stroke, the speed during cruise climb will follow as well as either the two flight levels defining the airspace occupied during cruise climb, or the flight level at which the cruise climb is commenced, followed by the word "PLUS".

Example:

C/48N050W/M082F290F350 or
C/48N050W/M082F290PLUS.

The reporting point, at which the change to operational from military air traffic is completed, shall be indicated by the identification group "OAT". The change to non-operational military air traffic shall be indicated by the identification group "GAT".

ENR 1.10.3.1.6.4 STAY Indicator

The STAY Indicator specifies the location and time of a special flight activity which only takes place enroute (e.g. training flight, photo flight operation, etc.). It shall only be used for individual flight plans if the entire flight is conducted completely within the IFPS zone.

The point of entry into the area where special activities are planned (STAY Area) shall be followed by the identification group "STAY1...n/", the duration of the planned flight activity as well as the point of exit from the STAY Area.

Every STAY Indicator shall be numbered. If there is only one STAY Indicator in Item 15, the number shall always be „1“. If a flight plan contains several STAY Indicators, they shall be numbered.

As way of explanation regarding the type of intended flight, an identification group "STAYINFO1...n" shall be entered in Item 18 for every STAY Indicator. The STAYINFO identification group shall be numbered analogous to the STAY Indicator in Item 15.

ENR 1.10.3.1.7 Destination Aerodrome and Total Estimated Elapsed Time, and Destination Alternate Aerodrome(s) – Item 16

The destination aerodrome, in the case of manned free balloons the estimated location of landing, the total EET and, at least one, maximum two alternate aerodromes shall be indicated as follows.

A flight plan shall indicate the destination aerodrome and the destination alternate aerodromes using the ICAO four-letter location designator, when that designator is known.

If no location indicators have been assigned, the letter group "ZZZZ" shall be indicated, and in Item 18 the name of the destination aerodrome or of the estimated location of landing preceded by the identification group "DEST/" and/or the name and location of the destination alternate aerodrome(s) preceded by the identification group "ALTN/" shall be indicated.

Maximum two destination alternate aerodrome(s) aerodrome shall be accepted.

If no estimated location of landing can be indicated in the case of flights of manned free balloons, the word "nepoznato" (within Republic of Croatia) or "unknown" shall be indicated following the identification group "DEST/".

The total EET is to be given as a 4-figure group following the designation of the destination aerodrome or following the identification group "ZZZZ".

If a flight plan is filed during the flight, the total EET related to the route point from where the flight plan is intended to apply, shall be indicated.

The total estimated elapsed time signifies:

- a. for IFR flights, the estimated time required from departure until arrival over the established point defined by reference to navigation aids, from which an instrument approach procedure is intended, or, if no navigation aid is associated with the destination aerodrome, until arrival over the destination aerodrome
- b. for VFR flights, the estimated time required from departure until arrival over the destination aerodrome.

ENR 1.10.3.1.8 Other Information – Item 18

As far as supplementary information with regard to Items 7 to 16 or other additional information becomes necessary, it shall be indicated by using the following identification groups in Item 18.

Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost

Hyphens or oblique strokes should only be used as prescribed below.

If no other information, zero (0) shall be used.

Any other necessary information shall be inserted in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

- STS/** Reason for special handling by ATS, e.g. a search and rescue mission, as follows:
- ALTRV:** for a flight operated in accordance with an altitude reservation;
 - ATFMX:** for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
 - FFR:** fire-fighting;
 - FLTCK:** flight check for calibration of navaids;
 - HAZMAT:** for a flight carrying hazardous material;
 - HEAD:** a flight with Head of State status;
 - HOSP:** for a medical flight declared by medical authorities;
 - HUM:** for a flight operating on a humanitarian mission;
 - MARSA:** for a flight for which a military entity assumes responsibility for separation of military aircraft;
 - MEDEVAC:** for a life critical medical emergency evacuation;
 - NONRVSM:** for a non-RVSM capable flight intending to operate in RVSM airspace;
 - SAR:** for a flight engaged in a search and rescue mission; and
 - STATE:** for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

- PBN/** Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

	RNAV SPECIFICATIONS
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME

B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS. If appropriate, insert RNAVX or RNAVINOP, as detailed in the IFPS User Manual.

COM/ Indicate communications applications or capabilities not specified in Item 10a. If appropriate, insert EXM833 as detailed in the IFPS User Manual.

DAT/ Indicate data applications or capabilities not specified in 10a. If appropriate, insert CPDLCX as detailed in the IFPS User Manual.

SUR/ Include surveillance applications or capabilities not specified in Item 10b.

DEP/ Name and location of departure aerodrome, if "ZZZZ" is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if "AFIL" is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

OR, Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if "ZZZZ" is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples:

EET/CAP0745 XYZ0830 EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if "ZZZZ" is inserted in Item 9.

Examples:

Item 9: 4ZZZZ Item 18:TYP/2 MORANE KA350 PA28

Item 9: ZZZZ Item 18:TYP/GYROCOPTER

In case of a flight with different types of aircraft, the type designator of the leading aircraft or of the aircraft taking off first, shall be indicated in Item 9, and all other aircraft types shall be detailed here.

Examples:

Item 9: 3AN26 Item 18: TYP/1AN26 2LJ39 or TYP/AN26 2LJ39

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

RVR/ The minimum RVR requirement of the flight.

Note: This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).

Example: DLE/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

PER/ Aircraft performance data, indicated by a single letter as specified in the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), *Volume I — Flight Procedures*, if so prescribed by the appropriate ATS authority.

- ALTN/** Name of destination alternate aerodrome(s), if “ZZZZ” is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.
- RALT/** ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, *Location Indicators*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.
- TALT/** ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, *Location Indicators*, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.
- RIF/** The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

Examples:

RIF/DTA HEC KLAX

RIF/ESP G94 CLA YPPH

- RMK/** Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

- RFP/** Q followed by a digit to indicate the sequence of the replacement flight plan being submitted.

Note: This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.

ENR 1.10.3.1.9 Supplementary Information – Item 19

The following elements shall be used as supplementary information sub-field indicators:

- **E/** total fuel endurance - four-figure group expressed in hours and minutes
- **P/** total number of persons on board (passengers and crew) or TBN (to be notified) if the total number of persons on board is not known at the time of filing the flight plan
- **R/** the available emergency radio, whereby:
 - *U* shall be crossed out if UHF frequency 243.0 MHz is not available
 - *V* shall be crossed out if VHF frequency 121.5 MHz is not available
 - *E* shall be crossed out if the emergency locator transmitter (ELT) is not carried in the aircraft
- **S/** the type of survival equipment carried, whereby:
 - *P* shall be crossed out if polar survival equipment is not carried
 - *D* shall be crossed out if desert survival equipment is not carried
 - *M* shall be crossed out if maritime survival equipment is not carried
 - *J* shall be crossed out if jungle survival equipment is not carried
- **J/** the type of life jackets carried, whereby:
 - *L* shall be crossed out if the life jackets are not equipped with lights
 - *F* shall be crossed out if the life jackets are not equipped with fluorescein
 - *U* and/or *V* shall be crossed out if the life jackets are not equipped according to the criteria under “**R/**”

- **D/** the number, capacity, type and colour of the dinghies carried, whereby:
 - *D* and *C* shall be crossed out if no dinghies are carried
 - *C* shall be crossed out if the dinghies are not covered
 - colour of dinghies if carried
- **A/** colour of the aircraft and significant markings
- **N/** any possible additional information regarding the survival equipment
- **C/** name of pilot-in-command

Name of the flight plan originator (Name of the flight plan originator shall be given)

Space reserved for additional requirements - Indicate whether the flight plan is accepted required by the appropriate ATS authority

ENR 1.10.3.2 Contents of an Abbreviated Flight Plan

An abbreviated flight plan shall contain provisions specified below:

- aircraft identification;
- type of aircraft;
- entry point into controlled airspace (if applicable);
- exit point into uncontrolled airspace (if applicable);
- level (if applicable);
- intentions.

ENR 1.10.3.3 Special Status Flights

IFR/GAT flights or parts thereof that require special handling may use the sub-field STS indicator to indicate those needs.

Flights with status STS/STATE or HEAD shall clearly indicate in Item 18 (RMK/) if additional separation is required.

Flights with the following STS indicators shall be given an automatic exemption from ATFCM measures by the CFMU:

- **STS/SAR** flights engaged in Search and Rescue missions;
- **STS/HEAD** flights with Heads of States;
- **STS/ATFMX** flight approved for exemption from ATFM measures by the appropriate ATS authority;
- **STS/MEDEVAC** life critical medical emergency evacuation;
- **STS/FFR** fire fighting.

ENR 1.10.3.4 Completion of a flight plan (SERA.4010)

The flight plan shall, in addition, contain information on all other items deemed necessary by the person submitting the flight plan.

ENR 1.10.4 CHANGES TO THE SUBMITTED FLIGHT PLAN (SERA.4015)

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit.

In the event of a delay in departure in excess of 15 minutes from the estimated off-block time, for an IFR flight (except if the IFR flight has a SLOT allocated) or in excess of 30 minutes for a VFR flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has been cancelled.

Note 1: If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

Note 2: If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA.

Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately. Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan).

Changes in fuel endurance or total number of persons carried on board, as well as changes in time estimates of 30 minutes or more, constitutes a significant change to the flight plan and as such shall be reported.

ENR 1.10.4.1 Adherence to a flight plan (SERA.8020)

Except in the event that a controlled flight inadvertently deviates from its current flight plan or when it becomes evident that a flight in VMC in accordance with its current flight plan will not be practicable, an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft.

ENR 1.10.5 DISTRIBUTION OF DEP MESSAGE

The DEP message shall be transmitted by the ATS unit serving the departure aerodrome to all recipients of basic flight plan data:

- for a flight for which the flight plan has been filed departing from an uncontrolled aerodrome;
- for a flight for which a request for sending a DEP message is indicated in field 18 of the flight plan.

ENR 1.10.6 ARRIVAL

ENR 1.10.6.1 Arrival report (closing a flight plan) (SERA.4020)

An arrival report shall be made in person or by radiotelephony at the earliest possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the arrival aerodrome.

Submission of an arrival report is not required after landing on an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the landing has been observed.

When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.

When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.

When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action

shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.

Arrival reports shall contain the following elements of information:

- aircraft identification
- departure aerodrome or operating site
- destination aerodrome or operating site
- arrival aerodrome or operating site (only in the case of diversion)
- time of arrival.

ENR 1.10.6.2 Distribution of ARR message

The ARR message shall be sent:

- for a flight plan for which the flight plan has been filed landing at an uncontrolled aerodrome (upon closure of a flight plan);
- for a flight plan landing at an alternate or other aerodrome;
- for a flight for which a request for sending an ARR message is indicated in field 18 of the flight plan.

ENR 1.10.7 REPETITIVE FLIGHT PLAN SYSTEM

ENR 1.10.7.1 General

The procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Doc 7030 (EUR Regional Supplementary Procedures), Part 1, paragraph 2.1., Doc 4444 (The Rules of The Air and Air Traffic Services PANS-RAC), part II, para. 8.4. and the EUROCONTROL Handbook.

RPL- lists in relation to flights within Zagreb FIR as well as in overflying shall be submitted, at least 21 days in advance, to the following address:

Post: RPL OFFICE
EUROCONTROL CFMU
Rue de la Fusee 96
B - 1130 Brussels
Belgium

Phone: +32 2 729 98 47

Fax: +32 2 729 90 42

Fax: BRUER7X

RPL will not be accepted for any flight conducted on 25 December between 0000 and 2400 UTC. On this day individual flight plans shall be filed for all flights (REF ICAO Doc 7030, EUR/RAC 2.1.1.1.)

ENR 1.10.8 FLIGHT PLANNING PROCEDURES WITHIN SECSI FRA

ENR 1.10.8.1 Flight procedures

ENR 1.10.8.1.1 General

All traffic shall comply with:

- the aircraft equipment requirements of the respective state

- General Rules of the respective state
- current RAD.

For exemptions for State aircraft see the corresponding AIP-s.

The ATS route network within Zagreb FIR/UIR, as published in AIP Croatia sections ENR 3.1, ENR 3.2 and ENR 3.3 is withdrawn above FL 205 within all airspace portions forming SECSI FRA.

Within SECSI FRA relevant significant points are considered as FRA Horizontal Entry (E), FRA Horizontal Exit (X), FRA Intermediate (I), FRA Arrival Connecting (A) and FRA Departure Connecting (D) Points, as described in ENR 4.1 and ENR 4.4 subsections.

The Flight Level Orientation Scheme (FLOS) applicable within SECSI FRA corresponds to the semi-circular rules according to ICAO Annex 2 (Appendix 3a) or Appendix 3 to Standardised European Rules of the Air (SERA) Table of cruising levels and ENR 1.7. Exceptions to this rule are published in ENR 4.1 and ENR 4.4 column "Remarks".

ENR 1.10.8.1.2 Eligible flights for SECSI FRA

Eligible flights are all flights that are intending to operate within the vertical and horizontal limits of SECSI FRA as specified in ENR 2.1 and/or ENR 2.2 and ENR 6 of the corresponding AIP-s, regardless of the phase of flight (overflights, arriving or departing from local aerodromes or from aerodromes situated in close proximity of SECSI FRA).

ENR 1.10.8.2 Airspace restrictions and airspace reservations

ENR 1.10.8.2.1 Circumnavigating areas of airspace restrictions and airspace reservations

Flights may be planned through active published Military Areas except SPEEDY (ref ENR 5.2.4 SPECIAL AREAS FOR NATO OPERATIONS).

Airspace users shall plan their trajectory around airspaces that are not available for civil operations as published/managed by NOTAM/AUP/UUP by using FRA relevant points published in ENR 4.1 and ENR 4.4.

ENR 1.10.8.2.2 Promulgation of route extension

In cases, where crossing of active reserved (restricted) areas is not possible, one of the following procedures applies:

- a. A flight will be instructed tactically by ATC to proceed via FRA Intermediate Points (I) published in ENR 4.1 and ENR 4.4.
- b. Tactical radar vectoring by ATC.

The average extension to be considered by airspace users is approximately 5 NM.

ENR 1.10.8.3 Flight planning within SECSI FRA area

ENR 1.10.8.3.1 General

Within SECSI FRA, airspace users are allowed to plan user preferred trajectories using significant points or radio navigation aids (see ENR 4.1 and ENR 4.4), as well as geographical coordinates under special conditions and rules laid down in AIP and RAD.

Eligible flights shall flight plan via FRA relevant points according to the table below.

From	To	Remark
FRA Horizontal Entry Point (E)	FRA Horizontal Exit Point (X) FRA Arrival Connecting Point (A) FRA Intermediate Point (I)	Flight plan direct or via one or several intermediate points
FRA Horizontal Departure Connecting Point (D)	FRA Horizontal Exit Point (X) FRA Arrival Connecting Point (A) FRA Intermediate Point (I)	
FRA Intermediate Point (I)	FRA Horizontal Exit Point (X) FRA Arrival Connecting Point (A) FRA Intermediate Point (I)	

In SECSI FRA there is no limitation on the number of FRA Intermediate Points (I) and DCT-s used in Field 15 of FPL.

Within SECSI FRA there is no limitation on the maximum DCT distance.

In case published FRA Intermediate Points (I) or DCT segments are compulsory due ATS operational reasons, specific rules for the correct usage are described in the respective RAD. This is valid for departing, arriving and overflying traffic.

Flights shall not be planned closer than 3 NM to the published SECSI FRA border.

To manage the operationally sensitive areas, No Planning Zones (NPZ-s) are published. An NPZ is a defined airspace volume within which the planning of FRA DCT trajectories is either not allowed or allowed only for exceptions as described.

Airspace users can avoid these areas by planning via appropriate SECSI FRA Intermediate Points (I) around the NPZ or according to described conditions. Planning a DCT through the published NPZ will cause a reject message (REJ) by IFPS except where the set conditions are met. For complete NPZ source information see RAD.

For Y/Z flights, changes of flight rules (IFR joining or cancelling) shall be indicated, by reference, to any FRA relevant point, as published in ENR 4.1 and ENR 4.4 respectively.

Airspace users may use any significant FRA point published in ENR 4.1 and ENR 4.4, or unpublished point defined by geographical coordinates as described in item 1.10.8.3.4, for indicating changes of level and speed.

Usage of bearing and distance from a significant point or radio navigation aid as FRA Intermediate Point (I) is not allowed in SECSI FRA.

Route portions between unpublished points defined by geographical coordinates, as well as to/from significant points or radio navigation aids shall be indicated by means of "DCT" in accordance with ICAO Doc 4444 Appendix 2 "Flight Plan, Item 15".

ENR 1.10.8.3.2 Cross border application

Inside SECSI FRA, the crossing of FIR borders as well as the crossing of the Area of Responsibility (AoR) boundary between the involved ATS units is basically allowed without the usage of FRA Intermediate Points (I) published along the boundaries, except otherwise specified in RAD. Except for DCT segments published in RAD Appendix 4, ATS Routes and SID-s/STAR-s:

- entry to and exit from SECSI FRA shall be planned using the published FRA Horizontal Entry (E) and FRA Horizontal Exit (X) Points only;
- the planning of DCT segments that are partially outside the lateral limits of SECSI FRA (re-entry segments) is only allowed by using FRA Horizontal Entry (E) and FRA Horizontal Exit (X) Points.

ENR 1.10.8.3.3 Determination of Lowest Available Level (LAL) within SECSI FRA

For determination of lowest available level within those parts of the SECSI FRA where Free Route operations are eligible from ground to FL 660 (i.e. AoRs of ACC/APP Ljubljana and ACC/APP Wien and the local APP

units of LOWL, LOWS, LOWI, LOWK and LOWG), see AIP Austria and AIP Slovenia, ENR 6.8. The published values correspond to the lowest available level within controlled airspace ensuring obstacle clearance. Flight plan filing, according to SECSI FRA flight planning rules below these minima will cause a reject message by IFPS.

ENR 1.10.8.3.4 Use of geographical coordinates in Field 15

Unpublished points defined by geographical coordinates shall in general only be inserted along the direct trajectory between two FRA relevant points (E/X//A/D) to indicate changes of level and speed.

ENR 1.10.8.3.5 Overflying traffic

Overflying traffic are all flights whose aerodromes of departure and destination are located outside SECSI FRA. Overflying traffic may be planned directly from any FRA Horizontal Entry Point (E) to any FRA Horizontal Exit Point (X) and via published and unpublished FRA Intermediate Points (I) as specified in the AIP-s of the States involved in SECSI FRA and RAD.

Additionally, in Zagreb FIR/UIR, for traffic departing or arriving from the aerodromes in the close proximity of SECSI FRA border, vertical transition to or from SECSI FRA airspace will be allowed over adequate FRA Horizontal Entry (E) or FRA Horizontal Exit (X) Points. The list of points and corresponding aerodromes are given in the table below:

ARRIVALS		DEPARTURES	
Aerodrome	FRA Horizontal Exit Points (X)	Aerodrome	FRA Horizontal Entry Points (E)
LIPZ/U/H/B/A	LABIN	LIPZ/U/H/B/A	ROTAR
		LIPY	TORPO

ENR 1.10.8.3.6 Access to FRA for departing traffic

Departing traffic are flights whose departure aerodrome is located inside the lateral limits of SECSI FRA.

Depending on the aerodrome, there are different requirements on flight planning for departing traffic. FRA flight plan filing shall be started from:

- a FRA Departure Connecting Point (D) or;
- a specific FRA Intermediate Point (I) linked to an aerodrome according to RAD or;
- if no SID is available or there is no requirement for a connecting point, any FRA relevant point within a required distance from the aerodrome, according to RAD, can be used.

ENR 1.10.8.3.7 Access to FRA for arriving traffic

Arriving traffic are flights whose aerodrome of destination is located inside the lateral limits of SECSI FRA.

Depending on the aerodrome, there are different requirements on flight planning for arriving traffic. FRA flight plan filing shall be finished:

- at a FRA Arrival Connecting Point (A) or;
- at a specific FRA Intermediate Point (I) linked to an aerodrome according to RAD or;
- if no STAR is available or there is no requirement for a connecting point, at any FRA relevant Point within a required distance from the aerodrome, according to RAD, can be used.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic into or via the Zagreb FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Note: Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO PANS-RAC, Doc 4444, chapter 11, item 11.4.2.2 and IFPS Users Manual, chapters 13, 14 and 15 refers).

Category of flight (IFR, VFR or both)		Message address
IFR flights		EUCHZMFP EUCBZMFP
VFR flights with departure aerodrome located in Croatia	ALL	LDSPZPZX
VFR flights with departure aerodrome located outside of Croatia	ALL	LDZOZFZX
	via Osijek TMA	+ LDOSZTZX
	via Brac CTR Dubrovnik CTR Losinj CTR Lucko CTR Osijek CTR Pula CTR Rijeka CTR Split CTR Zadar CTR Zagreb CTR	+ LDSBZTZX + LDDUZTZX + LDLOZTZX + LDZLZTZX + LDOSZTZX + LDPLZTZX + LDRIZTZX + LDSPZTZX + LDZDZTZX + LDZAZTZX
	Flights to destination aerodrome with following location indicator to:	
	LDLM or LDLO	+ LDZDZTZX, LDPLZTZX and LDLOZTZX
	LDOB, LDOC, LDOR or LDOV	+ LDOSZTZX
	LDPP or LDPV	+ LDPLZTZX
	LDRG, LDRO, LDRP or LDRR	+ LDRIZTZX
	LDSB, LDSF, LDSH, LDSJ, LDSL, LDSM, LDSR, LDSS, LDST or LDSU	+ LDSPZTZX
	LDZN	+ LDZDZTZX
	LDAG, LDVA, LDVC, LDVR, LDZE, LDZJ, LDZK or LDZR	+LDZAZTZX
	LDZL	+ LDZAZTZX and LDZLZTZX

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ENR 1.14 AIR TRAFFIC INCIDENTS

ENR 1.14.1 DEFINITION OF AIR TRAFFIC INCIDENTS

ENR 1.14.1.1 "Air traffic incident" is used to mean a occurrence related to the provision of air traffic services, such as:

- a. aircraft proximity (AIRPROX);
- b. serious difficulty resulting in a hazard to aircraft caused, for example, by:
 1. faulty procedures
 2. non-compliance with procedures, or
 3. failure of ground facilities.

ENR 1.14.1.1.1 Definitions for aircraft proximity and AIRPROX.

Aircraft proximity - A situation in which, in the opinion of the pilot in command or the air traffic controller, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

Risk of collision - The risk classification of aircraft proximity in which serious risk of collision has existed.

Safety not assured - The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

No risk of collision - The risk classification of aircraft proximity in which no risk of collision has existed.

Risk not determined - The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

AIRPROX - The code word used in an air traffic incident report to designate aircraft proximity.

ENR 1.14.1.2 AIR traffic incidents are designated and identified in reports as follows

<i>Type</i>	<i>Designation</i>
Air traffic incident	Incident
as a) above	AIRPROX (aircraft proximity)
as b) 1) and 2) above	Procedure
as b) 3) above	Facility

ENR 1.14.2 USE OF THE AIRCRAFT PROXIMITY, IRREGULAR PROCEDURE EMPLOYMENT OR WORK OF RADIONAVIGATION OR OTHER FACILITY REPORT FORM (SEE MODEL ON PAGES ENR 1.14 - 3/4)

The Aircraft proximity, irregular procedure employment or work of radionavigation or other facility Report Form is intended for use:

- a. by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.
Note: The form, if available onboard, may also be of use in providing a pattern for making the initial report in flight.
- b. by an ATS unit for recording an air traffic incident report received by radio, telephone or teleprinter.
Note: The form may be used as the format for the text of a message to be transmitted over the AFS network.

ENR 1.14.3 REPORTING PROCEDURES (INCLUDING IN-FLIGHT PROCEDURES)

ENR 1.14.3.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident::

- a. during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately;
- b. as promptly as possible after landing, submit a completed Aircraft proximity, irregular procedure employment or work of radionavigation or other facility Report Form:
 1. for confirming a report of an incident made initially as in a) above, or for making the initial report on such an incident if it had not been possible to report it by radio;
 2. for reporting an incident which did not require immediate notification at the time of occurrence.

ENR 1.14.3.2 An initial report made by radio should contain the following information:

- a. aircraft identification;
- b. type of incident, e.g. aircraft proximity;
- c. the incident; 1.a) and b); 2. a), b), c), d), n); 3. a),b), c), i); 4.a), b);
- d. Miscellaneous: 1. e).

ENR 1.14.3.3 The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to Air, maritime and railway traffic accidents investigation agency, to Croatian Civil Aviation Agency and to the Croatia Control Ltd. Central ARO Split. The pilot should complete the Aircraft proximity, irregular procedure employment or work of radionavigation or other facility Report Form, supplementing the details of the initial reports as necessary.

Note: Where there is no Croatia Control Ltd. ARO Office, the report may be submitted to another Croatia Control Ltd. ATS unit.

ENR 1.14.4 PURPOSE OF REPORTING AND HANDLING OF THE FORM

ENR 1.14.4.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as "risk of collision", "safety not assured", "no risk of collision" or "risk not determined".

ENR 1.14.4.2 The purpose of the form is to provide investigatory authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the Investigation of the incident and, if appropriate, the remedial action taken.

Identification, name and lateral limits	Upper limit/ Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LDTS17 445200N 0135600E - 445200N 0140200E - 444407N 0140200E - 444407N 0135347E - 444800N 0134920E - 445200N 0135600E	FL 100 / GND	AMC MANAGEABLE AREA Military activities The area shall be entered with prior permission from ATC only. Published by AUP/UUP From GND to 1000 FT AGL will be activated only by NOTAM minimum 24 HR in advance.
LDTS18 444702N 0135352E - 444559N 0135944E - 442959N 0135944E - 442959N 0135114E - 443529N 0134144E - 444259N 0133414E - 444637N 0133921E - 444702N 0135352E	16400 FT ALT / GND	AMC MANAGEABLE AREA Military activities The area shall be entered with prior permission from ATC only. Published by AUP/UUP From GND to 1000 FT AGL will be activated only by NOTAM minimum 24 HR in advance.
LDTS19 441200N 0145143E - 434500N 0152743E - 433400N 0151343E - 433830N 0150443E - 435700N 0144243E - 435930N 0143743E - 440130N 0143513E - 441200N 0145143E	16400 FT ALT / GND	AMC MANAGEABLE AREA Military activities The area shall be entered with prior permission from ATC only. Published by AUP/UUP From GND to 1000 FT AGL will be activated only by NOTAM minimum 24 HR in advance.
LDTS20 440800N 0153743E - 440400N 0154043E - 440130N 0154053E - 435845N 0153943E - 440030N 0153343E - 440815N 0152813E - 440800N 0153743E	9850 FT ALT / GND	AMC MANAGEABLE AREA Military activities The area shall be entered with prior permission from ATC only. Published by AUP/UUP From GND to 1000 FT AGL will be activated only by NOTAM minimum 24 HR in advance.
LDTS21 A circle radius 2.27 NM centered on 440330.00N 0161513.00E	16400 FT ALT / GND	AMC MANAGEABLE AREA Military activities The area shall be entered with prior permission from ATC only. Published by AUP/UUP From GND to 1000 FT AGL will be activated only by NOTAM minimum 24 HR in advance.
LDTS22 433800N 0155043E - 433300N 0155743E - 432800N 0155643E - 432730N 0153713E - 433600N 0153313E - 433800N 0155043E	36100 FT ALT / GND	AMC MANAGEABLE AREA Military activities The area shall be entered with prior permission from ATC only. Published by AUP/UUP From GND to 1000 FT AGL will be activated only by NOTAM minimum 24 HR in advance.

ENR 5.2.4 SPECIAL AREAS FOR NATO OPERATIONS

Danger area for NATO operations established over the Adriatic Sea is as follows:

Name Lateral limits	Vertical limits	Remarks and Activity times
1	2	3
<p>“SPEEDY”</p> <p>a) “A SECTOR” 444915N 0124543E - 444600N 0133000E - 443403N 0134226E - 441823N 0140959E - 434358N 0145429E - 434430N 0140800E - 434638N 0135539E - 440017N 0132416E - 444915N 0124543E</p>	<p>FL125 / 5000 FT AMSL</p>	<p>HR: Active from Monday 0001 to Friday 1500. “SPEEDY” is active with upper limit raised up to FL 280: From Monday to Friday daily 0730 – 1030 UTC (wintertime) or 0600 – 0900 UTC (summertime) and from Monday to Thursday 1700 – 2000 UTC daily (wintertime) or 1800 – 2100 UTC daily (summertime).</p>
<p>b) “B SECTOR” 444915N 0124543E - 444600N 0133000E - 443403N 0134226E - 441823N 0140959E - 434358N 0145429E - 434430N 0140800E - 435034N 0133145E - 444915N 0124543E</p>	<p>FL250 / FL125</p>	<p>Additional activation shall be published by NOTAM at least 7 days in advance. Portion of the area is within Milano FIR. Aircraft within the area must stay within 5 NM from the area border.</p>

Note: Area is graphically presented in ENR 6.1 -1.

ENR 5.2.6 TEMPORARY RESERVED AREAS (CIV/MIL USE)

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LDTR101 462834N 0163348E - 462601N 0162624E - 462101N 0162625E - 462354N 0161817E - along the FIR BDRY Zagreb/Ljubljana - 462834N 0163348 E	9500 FT ALT / GND	AMC MANAGEABLE AREA Planned hours notified by national AUP/UUP. From GND up to 1000 FT AGL active only by NOTAM issued on D-1. Subject to approval by relevant ATC Unit on the day of operations. Real time activity information may be obtained from the relevant ATS unit. Penetration possible after prior permission from ATC.
LDTR102 462601N 0162624E - 462601N 0163338E - 462101N 0163338E - 462101N 0162625E - 462601N 0162624E	9500 FT ALT / GND	AMC MANAGEABLE AREA Planned hours notified by national AUP/UUP. From GND up to 1000 FT AGL active only by NOTAM issued on D-1. Subject to approval by relevant ATC Unit on the day of operations. Real time activity information may be obtained from the relevant ATS unit. Penetration possible after prior permission from ATC.
LDTR103 462834N 0163348E along the FIR BDRY Zagreb/Budapest - 462133N 0165102E - 462233N 0163338E - 462601N 0163338E - 462601N 0162624E - 462834N 0163348E	9500 FT ALT / GND	AMC MANAGEABLE AREA Planned hours notified by national AUP/UUP. From GND up to 1000 FT AGL active only by NOTAM issued on D-1. Subject to approval by relevant ATC Unit on the day of operations. Real time activity information may be obtained from the relevant ATS unit. Penetration possible after prior permission from ATC.
LDTR104 462233N 0163338E - 462133N 0165102E along the FIR BDRY Zagreb/Budapest - 461803N 0165306E - 461556N 0163629E - 461551N 0163240E - 462102N 0163050E - 462101N 0163338E - 462233N 0163338E	9500 FT ALT / GND	AMC MANAGEABLE AREA Planned hours notified by national AUP/UUP. From GND up to 1000 FT AGL active only by NOTAM issued on D-1. Subject to approval by relevant ATC Unit on the day of operations. Real time activity information may be obtained from the relevant ATS unit. Penetration possible after prior permission from ATC.

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

ENR 5.6.1 BIRD MIGRATION

Increased risk of airplanes colliding with birds is, on one hand, present in localities attractive to birds, and areas which attract the birds as temporary or permanent habitats situated near airports, and on the other, during spring and autumn migrations when birds fly over Croatian territory.

For a moderate number of birds of northern and central Europe, Croatia's geographical position in southeastern part of Mediterranean, with its continental and coastal features, represents an area of autumn and spring migrations. These are migratory birds that nest in areas north of Croatia, and spend winter in African countries. A path they take from the nesting area to where they spend winter is the so called Euro-African migration flyway (Palearctic-African) which splits in two main directions in Europe: continental western and eastern direction over Gibraltar and Bosphorus, and one of lower intensity over the Mediterranean Sea including terrestrial parts of Italy and Sicily. Important for Croatia are the eastern and Mediterranean flyways. For some species autumn migration begins already in second half of August (Ciconia ciconia, White Stork), and for the majority it begins in and lasts over September. Apart from passing by, many species will make a stop at Croatia's coastal area and there spend winter. Wintering begins in September and lasts until March, wherein four winter months, November, December, January and February, are the most intensive. Apart from foreign nesting birds, Croatian nesting-migratory birds use these flyway. Autumn migration is much more intense than the spring migration in terms of greater number of flocks of birds. Spring flyway does not have to coincide with the autumn one. Spring migration is shorter, and for some species begins as early as February (Sturnus vulgaris, Starling), but for the majority from the second half of March to the beginning of May.

Potential sites of risk of airplanes colliding with birds are three wetland area (See "Bird migration routes - Index Chart") as gathering sites of waterbirds:

1. Fishponds of Crna Mlaka in the area of Pokupsko depression (25 KM from the Zagreb airport). The area is under protection in category of a special reserve: ornithological reserve. It has been protected due to its importance for birds' migration and wintering. In winter, there are several thousands of waterbirds.
2. Wetland area of Kopački rit (30 KM from the Osijek airport) regularly supports 20000 waterbirds. A part of the area has been protected as a special zoological reserve, while the majority of the area has the status of a Nature park, with a tendency to become a National park in the near future.
3. The Neretva delta area (80 KM from the Dubrovnik airport). Since hunting activities disturb migratory flocks in the area, there are no larger bird gatherings. Flocks stay in the Neretva delta for a short time. The area is protected by 4 ornithological reserves, while a protection at the Nature park level is planned for the near future.

All three mentioned sites are internationally important as wetland habitats, which support a great diversity of waterbirds, and are included in the Ramsar List.

Apart from spring arrival and autumn departure, there are daily movements of birds in flocks within these areas when birds pass from areas of morning feeding to areas where they spend night or rest during the day. There is no danger of collision with airplanes with regard to these movements.

Coastal airports: Pula, Rijeka, Zadar, Split and Brač are not on the way or anywhere near greater gathering sites of birds. However, gathering of pigeons in winter flocks may as well be risky for the said airports: flocks of Herring gulls (*Larus cachinnans michahallis*), our island nesting bird, and Blackheaded gull (*Larus ridibundus*), the nesting bird of continental wetland areas (economic fish-ponds) in Croatia, and central and northern Europe which lands on the Adriatic coast in winter months. A few swans spend winter on the seacoast (as well as in waters on the continent), as lonesome examples, or in a few family flocks of 4 to 6 or 8 birds.

Meteorological conditions have an impact on birds' migration, its intensity and the altitude of birds' flight. During strong winters when lakes' water surfaces in northern and central Europe freeze, the inflow of waterbirds (ducks, coots, swans) into Croatia increases, if there are no frozen waters. Many of these birds will continue on to the Adriatic coast, more of them towards south where they will stay.

Birds, which might represent potential danger in Croatia, include gulls and terns (30%), birds of prey (13%), starlings (12%), waterfowl (12%), pigeons (11%) and 22% other species.

ENR 5.6.1.1 Reporting of bird strike

In the interest of air traffic safety, and based upon established "Procedure on reporting on collision of airplanes with birds and other animals on Croatian territory", the following occurrences are subjected to reporting:

- Collisions with material damage,
- Collisions without material damage,
- Avoided collisions.

In case of the above said occurrences, the "Bird strike report" must be filled out, and delivered mandatory to Central ARO Split:

- ARO Split

Fax: +385 21 895227

Email: aro.ldsp@crocontrol.hr

Upon the receipt of the Bird strike report, Central ARO Split should send it to:

Post: AIR, MARITIME AND RAILWAY TRAFFIC ACCIDENTS INVESTIGATION AGENCY
Ivana Sibla 9-11
10000 Zagreb
Croatia

Fax: +385 1 8886831

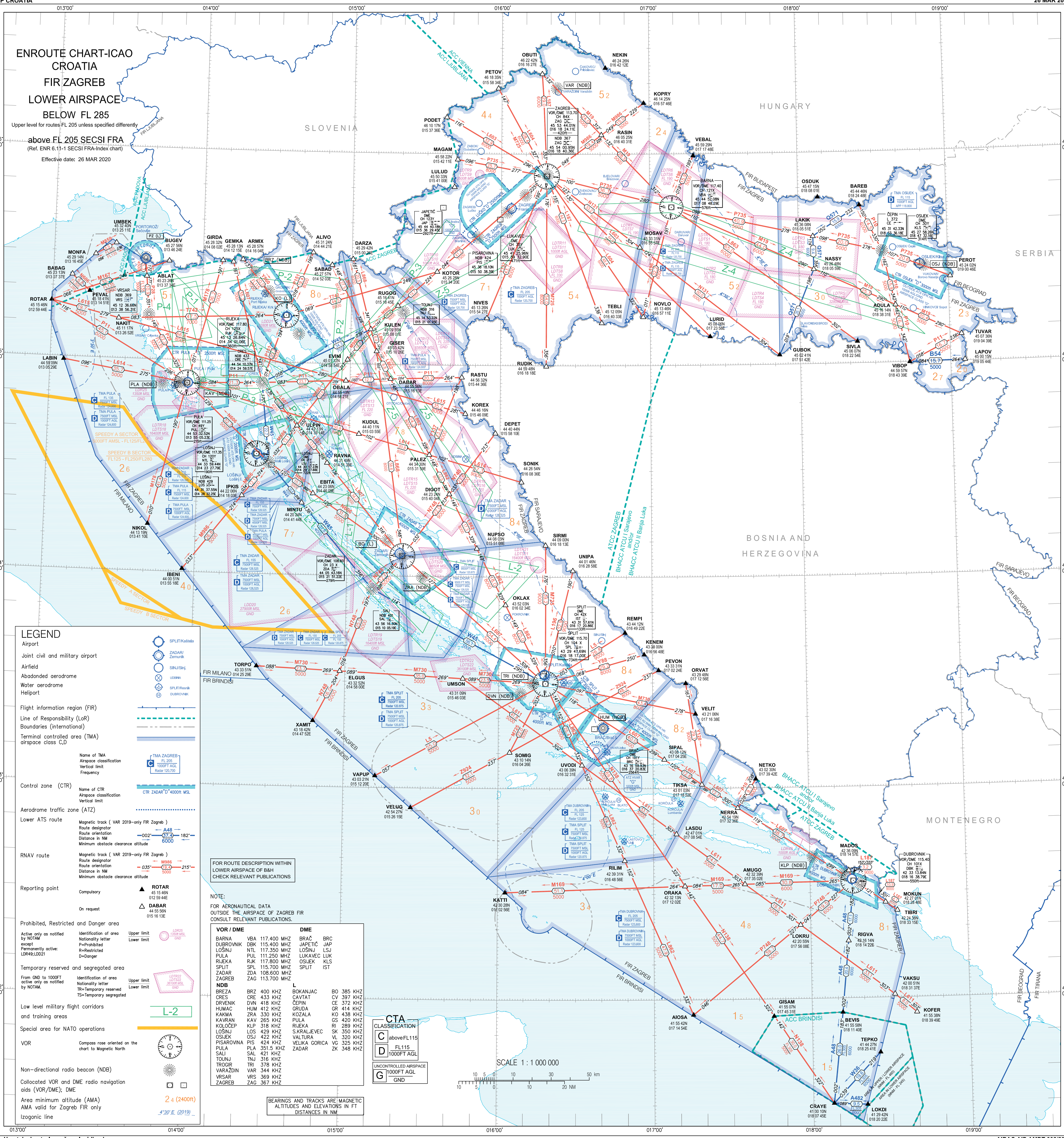
Email: air.safety@ain.hr

URL: <http://www.ain.hr>

ENR 5.6.2 AREAS WITH SENSITIVE FAUNA

Nil

ENROUTE CHART-ICAO
CROATIA
FIR ZAGREB
LOWER AIRSPACE
BELOW FL 285
Upper level for routes FL 205 unless specified differently
above FL 205 SECSI FRA
(Ref. ENR 6.11-1 SECSI FRA-Index chart)
Effective date: 26 MAR 2020



LEGEND

- Airport
 - Joint civil and military airport
 - Airfield
 - Abandoned aerodrome
 - Water aerodrome
 - Helipoint
- Flight information region (FIR)
- Line of Responsibility (LoR)
- Boundaries (international)
- Terminal controlled area (TMA) airspace class C,D
- Control zone (CTR)
- Aerodrome traffic zone (ATZ)
- Lower ATS route
- RNAV route
- Reporting point
- Prohibited, Restricted and Danger area
- Temporary reserved and segregated area
- Low level military flight corridors and training areas
- Special area for NATO operations
- VOR

SPLIT Kaštel
ZADAR Zadar
SINJ Sinj
UDINA Udina
SPLIT Resnik
DUBROVNIK Dubrovnik

TMA ZAGREB
FL 205
1000FT AGL
Radar 120.700

CTR ZADAR D 4000R MSL

Name of TMA
Airspace classification
Vertical limit
Frequency

Name of CTR
Airspace classification
Vertical limit

Magnetic track (VAR 2019-only FIR Zagreb)
Route designator
Route orientation
Distance in NM
Minimum obstacle clearance altitude

Magnetic track (VAR 2019-only FIR Zagreb)
Route designator
Route orientation
Distance in NM
Minimum obstacle clearance altitude

Compulsory
On request

Identification of area
Nationality letter
Upper limit
Lower limit

Identification of area
Nationality letter
Upper limit
Lower limit

Compass rose oriented on the chart to Magnetic North

FOR ROUTE DESCRIPTION WITHIN LOWER AIRSPACE OF B&H CHECK RELEVANT PUBLICATIONS

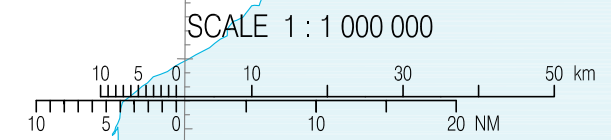
NOTE: FOR AERONAUTICAL DATA OUTSIDE THE AIRSPACE OF ZAGREB FIR CONSULT RELEVANT PUBLICATIONS.

VOR / DME		DME	
BARNA	VBA 117.400 MHz	BRAC	BRC 385 KHZ
DUBROVNIK	DBK 115.400 MHz	JAPETIC	JAP 397 KHZ
LOSUNJ	NL 117.350 MHz	LOSUNJ	LSU 372 KHZ
PULA	PUL 111.250 MHz	LUKAVEC	LUK 438 KHZ
RIJEKA	RJK 117.800 MHz	OSJEK	OSJ 320 KHZ
SPLIT	SPL 115.700 MHz	SPLIT	IST 325 KHZ
ZADAR	ZDA 108.600 MHz	ZADAR	ZK 348 KHZ
ZAGREB	ZAG 113.700 MHz		

CTA CLASSIFICATION

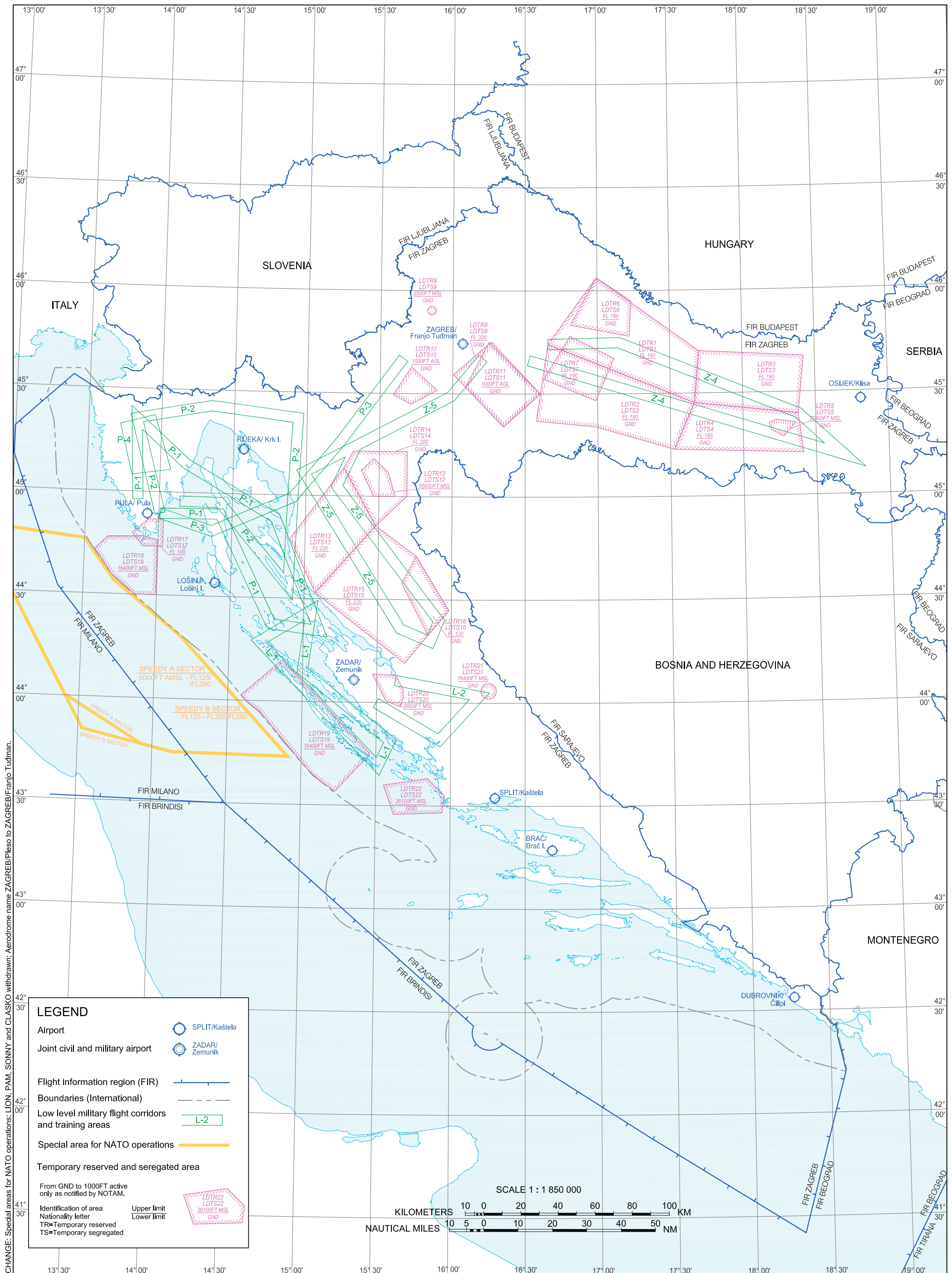
C above FL115
D FL115
1000FT AGL

UNCONTROLLED AIRSPACE
G 1000FT AGL
GND



BEARINGS AND TRACKS ARE MAGNETIC ALTITUDES AND ELEVATIONS IN FT DISTANCES IN NM

MILITARY EXERCISE AND TRAINING AREAS, TRA AND TSA - INDEX CHART



LEGEND

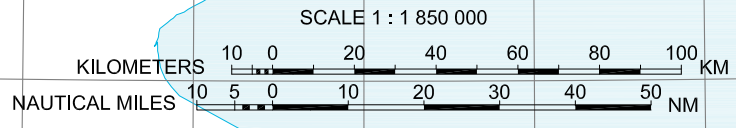
- Airport: SPLIT/Kaštela
- Joint civil and military airport: ZADAR/Zemunik
- Flight information region (FIR):
- Boundaries (International):
- Low level military flight corridors and training areas: L-2
- Special area for NATO operations:
- Temporary reserved and segregated area:

From GND to 1000FT active only as notified by NOTAM.

Identification of area:

Nationality letter:

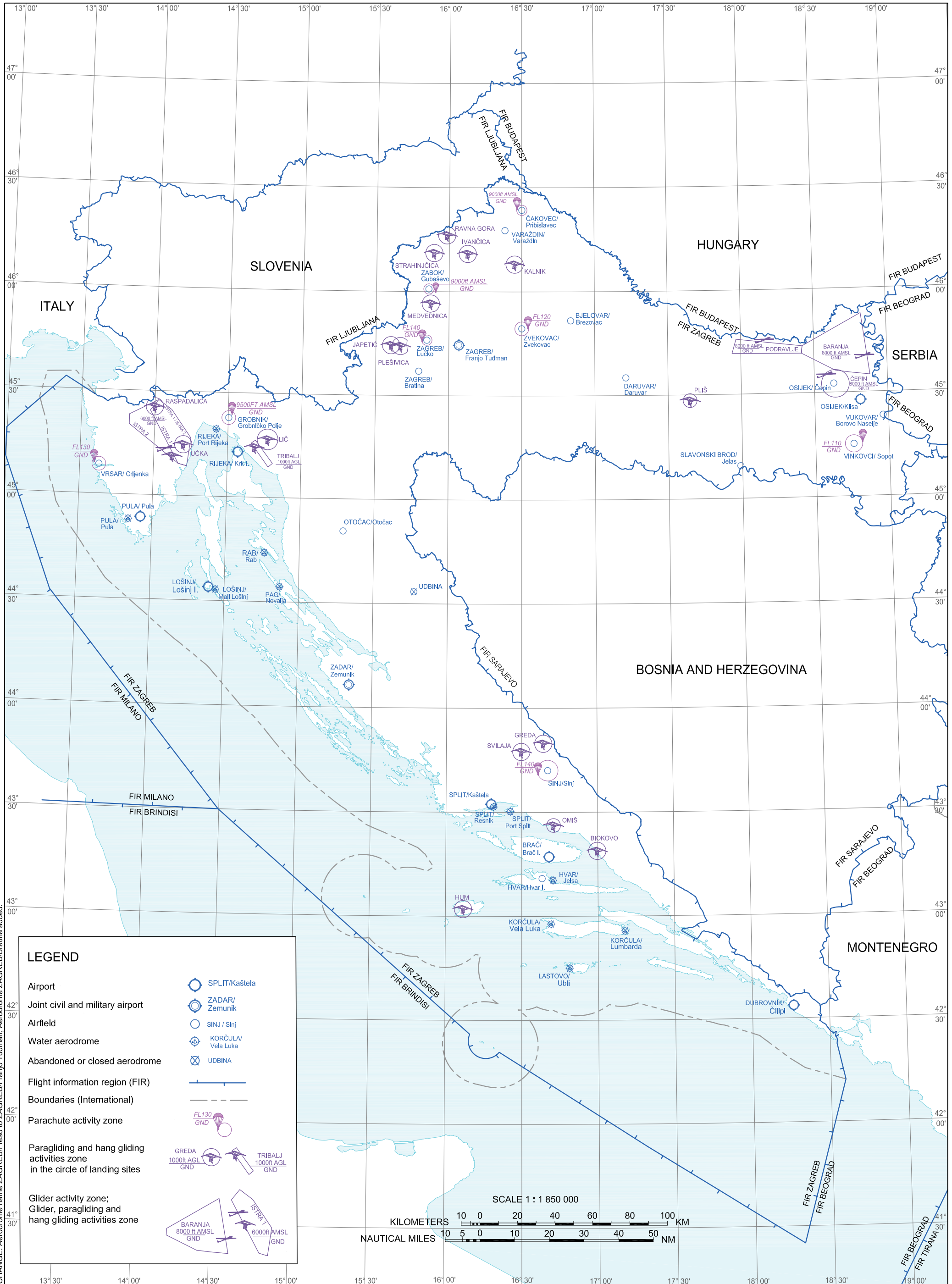
TR=Temporary reserved
TS=Temporary segregated



CHANGE: Special areas for NATO operations: LION, PAM, SONNY and CLASKO withdrawn; Aerodrome name ZAGREB/Pleso to ZAGREB/Franjo Tudman.

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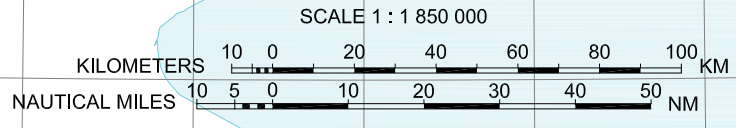
AERIAL SPORTING AND RECREATIONAL ACTIVITIES - INDEX CHART



CHANGE: Aerodrome name ZAGREB/Pleso to ZAGREB/Franjo Tuđman; Aerodrome ZAGREB/Bračina added.

LEGEND

- Airport ○ SPLIT/Kaštela
- Joint civil and military airport ⊗ ZADAR/Zemunik
- Airfield ○ SINJ/Sinj
- Water aerodrome ⊗ KORČULA/Vela Luka
- Abandoned or closed aerodrome ⊗ UDBINA
- Flight information region (FIR) —
- Boundaries (International) - - -
- Parachute activity zone FL 130 GND
- Paragliding and hang gliding activities zone in the circle of landing sites GREDA 1000ft AGL GND TRIBALJ 1000ft AGL GND
- Glider activity zone; Glider, paragliding and hang gliding activities zone BARANJA 8000ft AMSL GND ISTRA 1 6000ft AMSL GND



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FLEXIBLE STRUCTURES
ZAGREB FIR
LOWER AIRSPACE



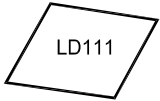
Note: See AIP, ENR 1.9.2.

LEGEND

- Airport  LDSP
- Joint civil and military airport  LDZA
- Airfield  LDSS
- Abandoned aerodrome  UDBINA
- Water aerodrome  LDRP
- Heliport  DUBROVNIK
- Flight information region (FIR) 
- Line of Responsibility (LoR) 
- Boundaries (international) 

FLEXIBLE STRUCTURES

LD111 Flexible structures LD111
can be activated as D-AMA, TRA, TSA.



CHANGE: Aerodrome ZAGREB/Bratina added; Heliport Agrokor withdrawn

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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AD 0.6 TABLE OF CONTENTS TO PART 3

AD 0		
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AD 0.2	Record of AIP amendments - not applicable	AD 0.2 - 1
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AD 0.4	Checklist of AIP pages - not applicable	AD 0.4 - 1
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AD 1.1.5	Other information	AD 1.1 - 5
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AD 1.2.1	Rescue and fire fighting services	AD 1.2 - 1
AD 1.2.2	Snow plan	AD 1.2 - 1
AD 1.3	Index to aerodromes and heliports	AD 1.3 - 1
AD 1.4	Grouping of aerodromes and heliports	AD 1.4 - 1
AD 1.5	Status of certification of aerodromes	AD 1.5 - 1
AD 2	Aerodromes	
LDDU AD 2		LDDU AD 2 - 1
LDDU AD 2.1	Aerodrome location indicator and name	LDDU AD 2 - 1
LDDU - AIRPORT DUBROVNIK / Čilipi		
LDDU AD 2.2	Aerodrome geographical and administrative data	LDDU AD 2 - 1
LDDU AD 2.3	Operational hours	LDDU AD 2 - 2
LDDU AD 2.4	Handling services and facilities	LDDU AD 2 - 2
LDDU AD 2.5	Passenger facilities	LDDU AD 2 - 3
LDDU AD 2.6	Rescue and fire fighting services	LDDU AD 2 - 3
LDDU AD 2.7	Seasonal availability - clearing	LDDU AD 2 - 3
LDDU AD 2.8	Aprons, taxiways and check locations/positions data	LDDU AD 2 - 4
LDDU AD 2.9	Surface movement guidance and control system and markings	LDDU AD 2 - 4
LDDU AD 2.10	Aerodrome obstacles	LDDU AD 2 - 5
LDDU AD 2.11	Meteorological information provided	LDDU AD 2 - 5
LDDU AD 2.12	Runway physical characteristics	LDDU AD 2 - 6
LDDU AD 2.13	Declared distances	LDDU AD 2 - 7
LDDU AD 2.14	Approach and runway lighting	LDDU AD 2 - 7
LDDU AD 2.15	Other lighting, secondary power supply	LDDU AD 2 - 8
LDDU AD 2.16	Helicopter landing area	LDDU AD 2 - 8
LDDU AD 2.17	ATS airspace	LDDU AD 2 - 9
LDDU AD 2.18	ATS communication facilities	LDDU AD 2 - 9
LDDU AD 2.19	Radio navigation and landing aids	LDDU AD 2 - 10
LDDU AD 2.20	Local aerodrome regulations	LDDU AD 2 - 10
LDDU AD 2.21	Noise abatement procedures	LDDU AD 2 - 11
LDDU AD 2.22	Flight procedures	LDDU AD 2 - 12

LDDU AD 2.22.1	Departing traffic	LDDU AD 2 - 12
LDDU AD 2.22.2	STAR RWY 11/29	LDDU AD 2 - 15
LDDU AD 2.22.3	Missed approach procedure	LDDU AD 2 - 15
LDDU AD 2.22.4	Backup device on TWR in case of a complete communication failure	LDDU AD 2 - 16
LDDU AD 2.23	Additional information	LDDU AD 2 - 16
LDDU AD 2.24	Charts related to an aerodrome	LDDU AD 2 - 17
LDDU AD 2.24.1	ADC - 1	
LDDU AD 2.24.2	APDC - 1	
LDDU AD 2.24.4	AOC RWY 11 - 1	
LDDU AD 2.24.4	AOC RWY 29 - 1	
LDDU AD 2.24.8	SID RWY 11 - 1	
LDDU AD 2.24.8	SID RNAV RWY 11 - 1	
LDDU AD 2.24.8	SID RWY 29 - 1	
LDDU AD 2.24.8	SID RNAV RWY 29 - 1	
LDDU AD 2.24.10	STAR RWY 11/29 - 1	
LDDU AD 2.24.10	STAR RNAV RWY 11 - 1	
LDDU AD 2.24.10	STAR RNAV RWY 29 - 1	
LDDU AD 2.24.11	ATCSMAC - 1	
LDDU AD 2.24.12	IAC L RWY 11 - 1	
LDDU AD 2.24.12	IAC VOR RWY 11 - 1	
LDDU AD 2.24.12	IAC ILS or LOC RWY 11 - 1	
LDDU AD 2.24.12	IAC RNP RWY 11 - 1	
LDDU AD 2.24.12	IAC RNP RWY 29 (AR) - 1	
LDDU AD 2.24.12	IAC VOR-a RWY 29 - 1	
LDDU AD 2.24.12	VMCC (IFR) RWY 29 - 1	
LDDU AD 2.24.13	VOC - 1	
LDDU AD 2.24.14	BC - 1	

AD 2 Aerodromes

LDLO AD 2		LDLO AD 2 - 1
LDLO AD 2.1	Aerodrome location indicator and name	LDLO AD 2 - 1
LDLO - AIRFIELD LOŠINJ/Lošinj I.		
LDLO AD 2.2	Aerodrome geographical and administrative data	LDLO AD 2 - 1
LDLO AD 2.3	Operational hours	LDLO AD 2 - 2
LDLO AD 2.4	Handling services and facilities	LDLO AD 2 - 2
LDLO AD 2.5	Passenger facilities	LDLO AD 2 - 2
LDLO AD 2.6	Rescue and fire fighting services	LDLO AD 2 - 3
LDLO AD 2.7	Seasonal availability - clearing	LDLO AD 2 - 3
LDLO AD 2.8	Aprons, taxiways and check locations/positions data	LDLO AD 2 - 3
LDLO AD 2.9	Surface movement guidance and control system and markings	LDLO AD 2 - 4
LDLO AD 2.10	Aerodrome obstacles	LDLO AD 2 - 4
LDLO AD 2.11	Meteorological information provided	LDLO AD 2 - 4
LDLO AD 2.12	Runway physical characteristics	LDLO AD 2 - 5
LDLO AD 2.13	Declared distances	LDLO AD 2 - 5
LDLO AD 2.14	Approach and runway lighting	LDLO AD 2 - 5
LDLO AD 2.15	Other lighting, secondary power supply	LDLO AD 2 - 6
LDLO AD 2.16	Helicopter landing area	LDLO AD 2 - 6
LDLO AD 2.17	ATS airspace	LDLO AD 2 - 6
LDLO AD 2.18	ATS communication facilities	LDLO AD 2 - 7
LDLO AD 2.19	Radio navigation and landing aids	LDLO AD 2 - 7
LDLO AD 2.20	Local aerodrome regulations	LDLO AD 2 - 8
LDLO AD 2.21	Noise abatement procedures	LDLO AD 2 - 8

LDLO AD 2.22	Flight procedures	LDLO AD 2 - 9
LDLO AD 2.22.1	VFR flight procedures	LDLO AD 2 - 9
LDLO AD 2.22.2	SID RWY 02	LDLO AD 2 - 10
LDLO AD 2.22.3	SID RWY 20	LDLO AD 2 - 11
LDLO AD 2.22.4	STAR RWY 02/20	LDLO AD 2 - 13
LDLO AD 2.23	Additional information	LDLO AD 2 - 13
LDLO AD 2.24	Charts related to an aerodrome	LDLO AD 2 - 14
LDLO AD 2.24.1	ADC - 1	
LDLO AD 2.24.2	APDC - 1	
LDLO AD 2.24.4	AOC RWY 02/20 - 1	
LDLO AD 2.24.8	SID RWY 02 - 1	
LDLO AD 2.24.8	SID RWY 20 - 1	
LDLO AD 2.24.10	STAR RWY 02/20 - 1	
LDLO AD 2.24.12	IAC NDB-a RWY 02/20 CAT A&B - 1	
LDLO AD 2.24.12	IAC VOR RWY02 CAT A&B - 1	
LDLO AD 2.24.13	VOC - 1	

AD 2 Aerodromes

LDOS AD 2		LDOS AD 2 - 1
LDOS AD 2.1	Aerodrome location indicator and name	LDOS AD 2 - 1

LDOS - AIRPORT OSIJEK / Klisa

LDOS AD 2.2	Aerodrome geographical and administrative data	LDOS AD 2 - 1
LDOS AD 2.3	Operational hours	LDOS AD 2 - 2
LDOS AD 2.4	Handling services and facilities	LDOS AD 2 - 2
LDOS AD 2.5	Passenger facilities	LDOS AD 2 - 2
LDOS AD 2.6	Rescue and fire fighting services	LDOS AD 2 - 3
LDOS AD 2.7	Seasonal availability - clearing	LDOS AD 2 - 3
LDOS AD 2.8	Aprons, taxiways and check locations/positions data	LDOS AD 2 - 4
LDOS AD 2.9	Surface movement guidance and control system and markings	LDOS AD 2 - 4
LDOS AD 2.10	Aerodrome obstacles	LDOS AD 2 - 5
LDOS AD 2.11	Meteorological information provided	LDOS AD 2 - 5
LDOS AD 2.12	Runway physical characteristics	LDOS AD 2 - 6
LDOS AD 2.13	Declared distances	LDOS AD 2 - 6
LDOS AD 2.14	Approach and runway lighting	LDOS AD 2 - 7
LDOS AD 2.15	Other lighting, secondary power supply	LDOS AD 2 - 7
LDOS AD 2.16	Helicopter landing area	LDOS AD 2 - 8
LDOS AD 2.17	ATS airspace	LDOS AD 2 - 8
LDOS AD 2.18	ATS communication facilities	LDOS AD 2 - 8
LDOS AD 2.19	Radio navigation and landing aids	LDOS AD 2 - 9
LDOS AD 2.20	Local aerodrome regulations	LDOS AD 2 - 9
LDOS AD 2.21	Noise abatement procedures	LDOS AD 2 - 9
LDOS AD 2.22	Flight procedures	LDOS AD 2 - 10
LDOS AD 2.23	Additional information	LDOS AD 2 - 13
LDOS AD 2.24	Charts related to an aerodrome	LDOS AD 2 - 14
LDOS AD 2.24.1	ADC - 1	
LDOS AD 2.24.2	APDC - 1	
LDOS AD 2.24.4	AOC RWY 11/29 - 1	
LDOS AD 2.24.8	SID RWY 11 - 1	
LDOS AD 2.24.8	SID RNAV RWY 11 - 1	
LDOS AD 2.24.8	SID RWY 29 - 1	
LDOS AD 2.24.8	SID RNAV RWY 29 - 1	
LDOS AD 2.24.10	STAR RWY 11 - 1	

LDOS AD 2.24.10 STAR RNAV RWY 11 - 1
LDOS AD 2.24.10 STAR RWY 29 - 1
LDOS AD 2.24.12 IAC L RWY 11 - 1
LDOS AD 2.24.12 IAC ILS or LOC RWY 11 - 1
LDOS AD 2.24.12 IAC NDBy RWY 11 - 1
LDOS AD 2.24.12 IAC NDBz RWY 11 - 1
LDOS AD 2.24.12 IAC NDB RWY 29 - 1
LDOS AD 2.24.12 IAC ILSx or LOCx RWY 29 CAT A&B - 1
LDOS AD 2.24.12 IAC ILSy or LOCy RWY 29 - 1
LDOS AD 2.24.12 IAC RNAV (GNSS) RWY 11 - 1
LDOS AD 2.24.13 VOC - 1

AD 2 Aerodromes

LDPL AD 2	LDPL AD 2 - 1
LDPL AD 2.1	Aerodrome location indicator and name	LDPL AD 2 - 1
LDPL - AIRPORT PULA / Pula		
LDPL AD 2.2	Aerodrome geographical and administrative data	LDPL AD 2 - 1
LDPL AD 2.3	Operational hours	LDPL AD 2 - 2
LDPL AD 2.4	Handling services and facilities	LDPL AD 2 - 2
LDPL AD 2.5	Passenger facilities	LDPL AD 2 - 2
LDPL AD 2.6	Rescue and fire fighting services	LDPL AD 2 - 3
LDPL AD 2.7	Seasonal availability - clearing	LDPL AD 2 - 3
LDPL AD 2.8	Aprons, taxiways and check locations/positions data	LDPL AD 2 - 4
LDPL AD 2.9	Surface movement guidance and control system and markings	LDPL AD 2 - 5
LDPL AD 2.10	Aerodrome obstacles	LDPL AD 2 - 5
LDPL AD 2.11	Meteorological information provided	LDPL AD 2 - 6
LDPL AD 2.12	Runway physical characteristics	LDPL AD 2 - 7
LDPL AD 2.13	Declared distances	LDPL AD 2 - 7
LDPL AD 2.14	Approach and runway lighting	LDPL AD 2 - 8
LDPL AD 2.15	Other lighting, secondary power supply	LDPL AD 2 - 8
LDPL AD 2.16	Helicopter landing area	LDPL AD 2 - 9
LDPL AD 2.17	ATS airspace	LDPL AD 2 - 9
LDPL AD 2.18	ATS communication facilities	LDPL AD 2 - 9
LDPL AD 2.19	Radio navigation and landing aids	LDPL AD 2 - 10
LDPL AD 2.20	Local aerodrome regulations	LDPL AD 2 - 11
LDPL AD 2.21	Noise abatement procedures	LDPL AD 2 - 11
LDPL AD 2.22	Flight procedures	LDPL AD 2 - 12
LDPL AD 2.23	Additional information	LDPL AD 2 - 15
LDPL AD 2.24	Charts related to an aerodrome	LDPL AD 2 - 16
LDPL AD 2.24.1	ADC - 1	
LDPL AD 2.24.2	APDC - 1	
LDPL AD 2.24.4	AOC RWY 09/27 - 1	
LDPL AD 2.24.8	SID RWY 09 - 1	
LDPL AD 2.24.8	SID RNAV RWY 09 - 1	
LDPL AD 2.24.8	SID RWY 27 - 1	
LDPL AD 2.24.8	SID RNAV RWY 27 - 1	
LDPL AD 2.24.10	STAR RWY 09/27 - 1	
LDPL AD 2.24.10	STAR RNAV RWY 09 - 1	
LDPL AD 2.24.10	STAR RNAV RWY 27 - 1	
LDPL AD 2.24.11	ATCSMAC - 1	
LDPL AD 2.24.12	IAC L RWY 09 - 1	
LDPL AD 2.24.12	IAC VOR RWY 09 - 1	
LDPL AD 2.24.12	IAC NDBy RWY 27 - 1	
LDPL AD 2.24.12	IAC NDBz RWY 27 CAT A/B - 1	

LDPL AD 2.24.12 IAC VOR RWY 27 - 1
 LDPL AD 2.24.12 IAC ILS or LOC RWY 27 - 1
 LDPL AD 2.24.12 IAC RNAV (GNSS) RWY 09 - 1
 LDPL AD 2.24.12 IAC RNAV (GNSS) RWY 27 - 1
 LDPL AD 2.24.13 VOC - 1
 LDPL AD 2.24.14 BC - 1

AD 2 Aerodromes

LDRI AD 2 LDRI AD 2 - 1
 LDRI AD 2.1 Aerodrome location indicator and name LDRI AD 2 - 1

LDRI - AIRPORT RIJEKA / Krk I.

LDRI AD 2.2 Aerodrome geographical and administrative data LDRI AD 2 - 1
 LDRI AD 2.3 Operational hours LDRI AD 2 - 2
 LDRI AD 2.4 Handling services and facilities LDRI AD 2 - 2
 LDRI AD 2.5 Passenger facilities LDRI AD 2 - 2
 LDRI AD 2.6 Rescue and fire fighting services LDRI AD 2 - 3
 LDRI AD 2.7 Seasonal availability - clearing LDRI AD 2 - 3
 LDRI AD 2.8 Aprons, taxiways and check locations/positions data LDRI AD 2 - 3
 LDRI AD 2.9 Surface movement guidance and control system and markings LDRI AD 2 - 4
 LDRI AD 2.10 Aerodrome obstacles LDRI AD 2 - 4
 LDRI AD 2.11 Meteorological information provided LDRI AD 2 - 4
 LDRI AD 2.12 Runway physical characteristics LDRI AD 2 - 5
 LDRI AD 2.13 Declared distances LDRI AD 2 - 5
 LDRI AD 2.14 Approach and runway lighting LDRI AD 2 - 6
 LDRI AD 2.15 Other lighting, secondary power supply LDRI AD 2 - 6
 LDRI AD 2.16 Helicopter landing area LDRI AD 2 - 7
 LDRI AD 2.17 ATS airspace LDRI AD 2 - 7
 LDRI AD 2.18 ATS communication facilities LDRI AD 2 - 7
 LDRI AD 2.19 Radio navigation and landing aids LDRI AD 2 - 8
 LDRI AD 2.20 Local aerodrome regulations LDRI AD 2 - 8
 LDRI AD 2.21 Noise abatement procedures LDRI AD 2 - 9
 LDRI AD 2.22 Flight procedures LDRI AD 2 - 9
 LDRI AD 2.23 Additional information LDRI AD 2 - 12
 LDRI AD 2.24 Charts related to an aerodrome LDRI AD 2 - 13

LDRI AD 2.24.1 ADC - 1
 LDRI AD 2.24.2 APDC - 1
 LDRI AD 2.24.4 AOC RWY 14/32 - 1
 LDRI AD 2.24.8 SID RWY 14 - 1
 LDRI AD 2.24.8 SID RNAV RWY 14 - 1
 LDRI AD 2.24.8 SID RWY 32 - 1
 LDRI AD 2.24.8 SID RNAV RWY 32 - 1
 LDRI AD 2.24.10 STAR RWY 14/32 - 1
 LDRI AD 2.24.10 STAR RNAV RWY 14 - 1
 LDRI AD 2.24.10 STAR RNAV RWY 32 - 1
 LDRI AD 2.24.12 IAC L RWY 14 - 1
 LDRI AD 2.24.12 IAC VOR RWY 14 - 1
 LDRI AD 2.24.12 IAC ILS or LOC RWY 14 - 1
 LDRI AD 2.24.12 IAC Ly RWY 32 - 1
 LDRI AD 2.24.12 IAC Lz RWY 32 - 1
 LDRI AD 2.24.12 IAC VOR RWY 32 - 1
 LDRI AD 2.24.12 IAC RNAV (GNSS) RWY 14 - 1
 LDRI AD 2.24.12 IAC RNAV (GNSS) RWY 32 - 1
 LDRI AD 2.24.13 VOC - 1

AD 2 Aerodromes

LDSB AD 2	LDSB AD 2 - 1
LDSB AD 2.1	Aerodrome location indicator and name	LDSB AD 2 - 1

LDSB - AIRFIELD BRAČ / Brač I.

LDSB AD 2.2	Aerodrome geographical and administrative data	LDSB AD 2 - 1
LDSB AD 2.3	Operational hours	LDSB AD 2 - 2
LDSB AD 2.4	Handling services and facilities	LDSB AD 2 - 2
LDSB AD 2.5	Passenger facilities	LDSB AD 2 - 2
LDSB AD 2.6	Rescue and fire fighting services	LDSB AD 2 - 3
LDSB AD 2.7	Seasonal availability - clearing	LDSB AD 2 - 3
LDSB AD 2.8	Aprons, taxiways and check locations/positions data	LDSB AD 2 - 3
LDSB AD 2.9	Surface movement guidance and control system and markings	LDSB AD 2 - 4
LDSB AD 2.10	Aerodrome obstacles	LDSB AD 2 - 4
LDSB AD 2.11	Meteorological information provided	LDSB AD 2 - 4
LDSB AD 2.12	Runway physical characteristics	LDSB AD 2 - 5
LDSB AD 2.13	Declared distances	LDSB AD 2 - 5
LDSB AD 2.14	Approach and runway lighting	LDSB AD 2 - 6
LDSB AD 2.15	Other lighting, secondary power supply	LDSB AD 2 - 6
LDSB AD 2.16	Helicopter landing area	LDSB AD 2 - 7
LDSB AD 2.17	ATS airspace	LDSB AD 2 - 7
LDSB AD 2.18	ATS communication facilities	LDSB AD 2 - 8
LDSB AD 2.19	Radio navigation and landing aids	LDSB AD 2 - 8
LDSB AD 2.20	Local aerodrome regulations	LDSB AD 2 - 8
LDSB AD 2.21	Noise abatement procedures	LDSB AD 2 - 8
LDSB AD 2.22	Flight procedures	LDSB AD 2 - 9
LDSB AD 2.23	Additional information	LDSB AD 2 - 10
LDSB AD 2.24	Charts related to an aerodrome	LDSB AD 2 - 11

LDSB AD 2.24.1	ADC - 1
LDSB AD 2.24.2	APDC - 1
LDSB AD 2.24.4	AOC RWY 04/22 - 1
LDSB AD 2.24.8	SID RWY 04 CAT A/B&C - 1
LDSB AD 2.24.8	SID RNAV RWY 04 - 1
LDSB AD 2.24.8	SID RWY 22 CAT A/B&C - 1
LDSB AD 2.24.8	SID RNAV RWY 22 - 1
LDSB AD 2.24.10	STAR RWY 04/22 CAT A/B&C - 1
LDSB AD 2.24.10	STAR RNAV RWY 04/22 - 1
LDSB AD 2.24.12	IAC NDB RWY 04 - 1
LDSB AD 2.24.12	IAC VOR-a RWY 04/22 - 1
LDSB AD 2.24.12	IAC NDB-a RWY 22 - 1
LDSB AD 2.24.12	IAC NDB RWY 22 - 1
LDSB AD 2.24.12	IAC RNAV (GNSS) RWY 04 - 1
LDSB AD 2.24.12	IAC RNAV (GNSS) RWY 22 - 1
LDSB AD 2.24.13	VOC - 1

AD 2 Aerodromes

LDSP AD 2	LDSP AD 2 - 1
LDSP AD 2.1	Aerodrome location indicator and name	LDSP AD 2 - 1

LDSP - AIRPORT SPLIT / Kaštela

LDSP AD 2.2	Aerodrome geographical and administrative data	LDSP AD 2 - 1
LDSP AD 2.3	Operational hours	LDSP AD 2 - 2

LDSP AD 2.4	Handling services and facilities	LDSP AD 2 - 2
LDSP AD 2.5	Passenger facilities	LDSP AD 2 - 3
LDSP AD 2.6	Rescue and fire fighting services	LDSP AD 2 - 3
LDSP AD 2.7	Seasonal availability - clearing	LDSP AD 2 - 3
LDSP AD 2.8	Aprons, taxiways and check locations/positions data	LDSP AD 2 - 4
LDSP AD 2.9	Surface movement guidance and control system and markings	LDSP AD 2 - 4
LDSP AD 2.10	Aerodrome obstacles	LDSP AD 2 - 4
LDSP AD 2.11	Meteorological information provided	LDSP AD 2 - 5
LDSP AD 2.12	Runway physical characteristics	LDSP AD 2 - 6
LDSP AD 2.13	Declared distances	LDSP AD 2 - 6
LDSP AD 2.14	Approach and runway lighting	LDSP AD 2 - 7
LDSP AD 2.15	Other lighting, secondary power supply	LDSP AD 2 - 7
LDSP AD 2.16	Helicopter landing area	LDSP AD 2 - 7
LDSP AD 2.17	ATS airspace	LDSP AD 2 - 8
LDSP AD 2.18	ATS communication facilities	LDSP AD 2 - 9
LDSP AD 2.19	Radio navigation and landing aids	LDSP AD 2 - 9
LDSP AD 2.20	Local aerodrome regulations	LDSP AD 2 - 10
LDSP AD 2.20.1.	Minimum runway occupancy time	LDSP AD 2 - 10
LDSP AD 2.20.2.	Taxi procedures	LDSP AD 2 - 11
LDSP AD 2.20.3.	Code letter E and four-engine aircraft operation	LDSP AD 2 - 11
LDSP AD 2.21	Noise abatement procedures	LDSP AD 2 - 11
LDSP AD 2.22	Flight procedures	LDSP AD 2 - 12
LDSP AD 2.23	Additional information	LDSP AD 2 - 19
LDSP AD 2.24	Charts related to an aerodrome	LDSP AD 2 - 20
	LDSP AD 2.24.1 ADC - 1	
	LDSP AD 2.24.2 APDC - 1	
	LDSP AD 2.24.4 AOC RWY 05 - 1	
	LDSP AD 2.24.4 AOC RWY 23 - 1	
	LDSP AD 2.24.8 SID RWY 05 - 1	
	LDSP AD 2.24.8 SID RNAV RWY 05 - 1	
	LDSP AD 2.24.8 SID RWY 23 - 1	
	LDSP AD 2.24.8 SID RNAV RWY 23 - 1	
	LDSP AD 2.24.10 STAR RWY 05 - 1	
	LDSP AD 2.24.10 STAR RNAV RWY 05 - 1	
	LDSP AD 2.24.10 STAR RWY 23 - 1	
	LDSP AD 2.24.10 STAR RNAV RWY 23 - 1	
	LDSP AD 2.24.11 ATCSMAC - 1	
	LDSP AD 2.24.12 IAC NDB RWY 05 - 1	
	LDSP AD 2.24.12 IAC ILSy or LOCy RWY 05 - 1	
	LDSP AD 2.24.12 IAC ILSz or LOCz RWY 05 - 1	
	LDSP AD 2.24.12 IAC RNAV (GNSS) Y RWY 05 - 1	
	LDSP AD 2.24.12 IAC RNAV (GNSS) Z RWY 05 - 1	
	LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 - 1	
	LDSP AD 2.24.12 IAC VOR-b RWY 23 - 1	
	LDSP AD 2.24.13 VAC - 1	
	LDSP AD 2.24.13 VOC - 1	
	LDSP AD 2.24.14 BC - 1	

AD 2 Aerodromes

LDZA AD 2 LDZA AD 2 - 1

LDZA AD 2.1 Aerodrome location indicator and name LDZA AD 2 - 1

LDZA - AIRPORT ZAGREB / Franjo Tuđman

LDZA AD 2.2	Aerodrome geographical and administrative data	LDZA AD 2 - 1
LDZA AD 2.3	Operational hours	LDZA AD 2 - 2
LDZA AD 2.4	Handling services and facilities	LDZA AD 2 - 2
LDZA AD 2.5	Passenger facilities	LDZA AD 2 - 3
LDZA AD 2.6	Rescue and fire fighting services	LDZA AD 2 - 3
LDZA AD 2.7	Seasonal availability - clearing	LDZA AD 2 - 3
LDZA AD 2.8	Aprons, taxiways and check locations/positions data	LDZA AD 2 - 4
LDZA AD 2.9	Surface movement guidance and control system and markings	LDZA AD 2 - 5
LDZA AD 2.10	Aerodrome obstacles	LDZA AD 2 - 6
LDZA AD 2.11	Meteorological information provided	LDZA AD 2 - 6
LDZA AD 2.12	Runway physical characteristics	LDZA AD 2 - 7
LDZA AD 2.13	Declared distances	LDZA AD 2 - 7
LDZA AD 2.14	Approach and runway lighting	LDZA AD 2 - 8
LDZA AD 2.15	Other lighting, secondary power supply	LDZA AD 2 - 8
LDZA AD 2.16	Helicopter landing area	LDZA AD 2 - 9
LDZA AD 2.17	ATS airspace	LDZA AD 2 - 9
LDZA AD 2.18	ATS communication facilities	LDZA AD 2 - 10
LDZA AD 2.19	Radio navigation and landing aids	LDZA AD 2 - 10
LDZA AD 2.20	Local aerodrome regulations	LDZA AD 2 - 12
2.20.1	General	LDZA AD 2 - 12
2.20.2	Arrival	LDZA AD 2 - 13
2.20.3	Departure	LDZA AD 2 - 13
2.20.4	Rescue and fire fighting service	LDZA AD 2 - 14
LDZA AD 2.21	Noise abatement procedures	LDZA AD 2 - 14
LDZA AD 2.22	Flight procedures	LDZA AD 2 - 14
2.22.1	Low visibility procedures, including CAT II/III approach, landing and LVTO	LDZA AD 2 - 14
2.22.2	SID RWY 04	LDZA AD 2 - 18
2.22.3	SID RWY 22	LDZA AD 2 - 19
2.22.4	STAR RWY 04	LDZA AD 2 - 21
2.22.5	STAR RWY 22	LDZA AD 2 - 22
LDZA AD 2.23	Additional information	LDZA AD 2 - 23
LDZA AD 2.24	Charts related to an aerodrome	LDZA AD 2 - 24
	LDZA AD 2.24.1 ADC - 1	
	LDZA AD 2.24.2 APDC EAST - 1	
	LDZA AD 2.24.2 APDC WEST - 1	
	LDZA AD 2.24.4 AOC RWY 04/22 - 1	
	LDZA AD 2.24.6 PATC RWY 04 - 1	
	LDZA AD 2.24.8 SID RWY 04 - 1	
	LDZA AD 2.24.8 SID RNAV RWY 04 - 1	
	LDZA AD 2.24.8 SID RWY 22 - 1	
	LDZA AD 2.24.8 SID RNAV RWY 22 - 1	
	LDZA AD 2.24.10 STAR RWY 04 - 1	
	LDZA AD 2.24.10 STAR RNAV RWY 04 - 1	
	LDZA AD 2.24.10 STAR RWY 22 - 1	
	LDZA AD 2.24.10 STAR RNAV RWY 22 - 1	
	LDZA AD 2.24.11 ATCSMAC - 1	
	LDZA AD 2.24.12 IAC L RWY 04 - 1	
	LDZA AD 2.24.12 IAC ILS or LOC RWY 04 - 1	
	LDZA AD 2.24.12 IAC Ly RWY 22 - 1	
	LDZA AD 2.24.12 IAC Lz RWY 22 - 1	
	LDZA AD 2.24.12 IAC ILS or LOC RWY 22 - 1	
	LDZA AD 2.24.12 IAC RNP RWY 04 - 1	
	LDZA AD 2.24.12 IAC RNP RWY 22 - 1	
	LDZA AD 2.24.13 VOC - 1	
	LDZA AD 2.24.14 BC - 1	

AD 2 Aerodromes

LDZD AD 2	LDZD AD 2 - 1
LDZD AD 2.1	Aerodrome location indicator and name	LDZD AD 2 - 1

LDZD - AIRPORT ZADAR / Zemunik

LDZD AD 2.2	Aerodrome geographical and administrative data	LDZD AD 2 - 1
LDZD AD 2.3	Operational hours	LDZD AD 2 - 2
LDZD AD 2.4	Handling services and facilities	LDZD AD 2 - 2
LDZD AD 2.5	Passenger facilities	LDZD AD 2 - 3
LDZD AD 2.6	Rescue and fire fighting services	LDZD AD 2 - 3
LDZD AD 2.7	Seasonal availability - clearing	LDZD AD 2 - 3
LDZD AD 2.8	Aprons, taxiways and check locations/positions data	LDZD AD 2 - 4
LDZD AD 2.9	Surface movement guidance and control system and markings	LDZD AD 2 - 5
LDZD AD 2.10	Aerodrome obstacles	LDZD AD 2 - 6
LDZD AD 2.11	Meteorological information provided	LDZD AD 2 - 6
LDZD AD 2.12	Runway physical characteristics	LDZD AD 2 - 7
LDZD AD 2.13	Declared distances	LDZD AD 2 - 8
LDZD AD 2.14	Approach and runway lighting	LDZD AD 2 - 8
LDZD AD 2.15	Other lighting, secondary power supply	LDZD AD 2 - 8
LDZD AD 2.16	Helicopter landing area	LDZD AD 2 - 9
LDZD AD 2.17	ATS airspace	LDZD AD 2 - 9
LDZD AD 2.18	ATS communication facilities	LDZD AD 2 - 9
LDZD AD 2.19	Radio navigation and landing aids	LDZD AD 2 - 10
LDZD AD 2.20	Local aerodrome regulations	LDZD AD 2 - 11
LDZD AD 2.21	Noise abatement procedures	LDZD AD 2 - 11
LDZD AD 2.22	Flight procedures	LDZD AD 2 - 12
LDZD AD 2.23	Additional information	LDZD AD 2 - 16
LDZD AD 2.24	Charts related to an aerodrome	LDZD AD 2 - 16

LDZD AD 2.24.1	ADC - 1
LDZD AD 2.24.2	APDC - 1
LDZD AD 2.24.4	AOC RWY 04/22 - 1
LDZD AD 2.24.4	AOC RWY 13/31 - 1
LDZD AD 2.24.8	SID RWY 04 - 1
LDZD AD 2.24.8	SID RNAV RWY 04 - 1
LDZD AD 2.24.8	SID RWY 13 - 1
LDZD AD 2.24.8	SID RNAV RWY 13 - 1
LDZD AD 2.24.8	SID RWY 22 - 1
LDZD AD 2.24.8	SID RNAV RWY 22 - 1
LDZD AD 2.24.8	SID RWY 31 - 1
LDZD AD 2.24.8	SID RNAV RWY 31 - 1
LDZD AD 2.24.10	STAR RWY 04 & 13/31 - 1
LDZD AD 2.24.10	STAR RNAV RWY 04 - 1
LDZD AD 2.24.10	STAR RNAV RWY 13 - 1
LDZD AD 2.24.10	STAR RNAV RWY 31 - 1
LDZD AD 2.24.11	ATCSMAC - 1
LDZD AD 2.24.12	IAC VOR RWY 04 - 1
LDZD AD 2.24.12	IAC Ly RWY 13 - 1
LDZD AD 2.24.12	IAC Lz RWY 13 - 1
LDZD AD 2.24.12	IAC VOR RWY 13 - 1
LDZD AD 2.24.12	IAC ILS or LOC RWY 13 - 1
LDZD AD 2.24.12	IAC RNP RWY 04 - 1
LDZD AD 2.24.12	IAC RNP Y RWY 13 - 1

LDZD AD 2.24.12 IAC RNP Z RWY 13 - 1
LDZD AD 2.24.12 IAC RNP RWY 31 - 1
LDZD AD 2.24.12 IAC L RWY 31 - 1
LDZD AD 2.24.12 IAC VOR RWY 31 - 1
LDZD AD 2.24.13 VOC - 1

AD 2 AERODROMES**LDDU AD 2****LDDU AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LDDU - AIRPORT DUBROVNIK / Čilipi

LDDU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	423340.87N 0181605.68E 298° GEO/1300 M from THR 29
2	Direction and distance from (city)	125°, 13 KM from Dubrovnik
3	Elevation/Reference temperature	527 FT / 30.2°C (AUG)
4	Geoid undulation at AD ELEV PSN	132 FT
5	MAG VAR/Annual change	4° E (2019) / 0.13° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, e-mail, URL	Post: ZRAČNA LUKA DUBROVNIK d.o.o. Dubrovnik Airport Ltd. 20213 Čilipi - Konavle Croatia Phone: (+385 20) 773300 Fax: (+385 20) 773326 AFS: LDDUYDYX SITA: DBVAPXH Email: stationmngr@airport-dubrovnik.hr URL: http://www.airport-dubrovnik.hr/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

LDDU AD 2.3 OPERATIONAL HOURS

1	AD Operator	Upon NOTAM or AIP SUP
2	Customs and immigration	H24
3	Health and sanitation	As AD HR SER
4	AIS Briefing Office	H24 - Selfbriefing
5	ATS Reporting Office (ARO)	H24 - Central ARO Split; Phone: +385 21 205-444 Fax: +385 21 895-227
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	As AD HR SER
10	Security	H24
11	De-icing	As AD HR SER
12	Remarks	Nil

LDDU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	9 self propelled conveyor belts 22 towing tractors 6 pallet dollies 32 container dollies 101 luggage dollies 1 forklift 7 tonnes 1 forklift 2.5 tonnes 2 cargo loaders 7 tonnes 1 cargo loader 3.5 tonnes
2	Fuel/oil types	A1, AVGAS 100LL / Oil - Nil
3	Fuelling facilities/capacity	1 Fuel Truck 60 000 L (A1) 1 Fuel Truck 42 000 L (A1) 1 Fuel Truck 30 000 L (A1) 1 Fuel Truck 20 000 L (A1) 1 Fuel Truck 2 200 L (AVGAS 100LL)
4	De-icing facilities	1 aircraft de-icing vehicle, maximum working height 11 M
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Dubrovnik Airport Handling AVBL during AD operational hours on FREQ 131.750 MHZ.

-
- communication with the ground crew has been established,
 - aircraft is ready to commence push-back.

Push-back clearance issued by ATC shall contain runway in use.
Runway in use shall be relayed to the ground crew by the flight deck.

WARNING: Gusts, wind shear and turbulence can be expected on final approaches and on RWY 11/29 in conditions of strong north-easterly winds.

Preferential configuration/RWY in use is RWY11.

LDDU AD 2.21 NOISE ABATEMENT PROCEDURES

NOISE ABATEMENT DEPARTURE PROCEDURE RWY 29

Aircraft operators shall follow aircraft manufacturer's noise abatement recommended procedures up to FL 100, or the procedure below:

- Take-off to 1350 FT QNH
- Climb at $V_2 + 10$ KT
- On reaching altitude of 1350 FT QNH, adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule provided in the aircraft operating manual
- Maintain climb speed of $V_2 + 10-20$ KT with flaps and slats in the take off configuration
- At 3500 FT QNH maintain positive rate of climb, accelerate and retract flaps/slats on schedule

LDDU AD 2.22 FLIGHT PROCEDURES

LDDU AD 2.22.1 DEPARTING TRAFFIC

Transfer to Dubrovnik Radar

Pilots of departing aircraft shall remain on TWR frequency until passing 3000 FT AMSL, unless otherwise instructed by ATC.

In case of non-standard departure clearance and/or visual departure, pilots are expected to follow instruction "After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.6 MHZ."

SID RWY 11 (Preferential RWY)

Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 5.0 per cent (304 FT/NM).

SID RWY 11 (Preferential RWY)				
Designator	Route	After take off		Remarks
		Climb initially	Contact	
AMUGO4C	AMUGO FOUR CHARLIE DEPARTURE Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 275°. Cross R-218 DBK, turn LEFT, intercept R-227 DBK. At LOKRU (19.6 DME DBK) turn RIGHT, intercept R-131 SPL, climbing to AMUGO.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.6 MHZ.	
AMUGO2E	AMUGO TWO ECHO DEPARTURE Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 275°. After crossing QDR 198° CV L follow ATC RADAR vector to AMUGO.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.6 MHZ.	Cross QDR 198° CV L at or above 5000ft.
AMUGO2F	AMUGO TWO FOXTROT DEPARTURE Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on bearing QDR 177° GR L. At 11.0 DME DBK turn RIGHT and follow ATC RADAR vector to AMUGO.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.6 MHZ.	Cross 11.0 DME DBK at or above 6000ft.
LOKRU3C	LOKRU THREE CHARLIE DEPARTURE Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 275°. Cross R-218 DBK, turn LEFT, intercept R-227 DBK climbing to LOKRU.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.6 MHZ.	

LDDU AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart - ICAO	LDDU AD 2.24.1 ADC -1
Aircraft Parking/Docking Chart - ICAO	LDDU AD 2.24.2 APDC -1
Aerodrome Ground Movement Chart - ICAO	NOT AVBL
Aerodrome Obstacle Chart - ICAO - Type A RWY 11	LDDU AD 2.24.4 AOC RWY 11 -1
Aerodrome Obstacle Chart - ICAO - Type A RWY 29	LDDU AD 2.24.4 AOC RWY 29 -1
Aerodrome Terrain and Obstacle Chart - ICAO (Electronic)	NOT AVBL
Precision Approach Terrain Chart - ICAO	NOT AVBL
Area Chart – ICAO (departure and transit routes)	NOT AVBL
Standard Departure Chart - Instrument - ICAO - RWY 11	LDDU AD 2.24.8 SID RWY 11 -1
Standard Departure Chart - Instrument - ICAO RNAV RWY 11	LDDU AD 2.24.8 SID RNAV RWY 11 -1
Standard Departure Chart - Instrument - ICAO - RWY 29	LDDU AD 2.24.8 SID RWY 29 -1
Standard Departure Chart - Instrument - ICAO RNAV RWY 29	LDDU AD 2.24.8 SID RNAV RWY 29 -1
Area Chart – ICAO (arrival and transit routes)	NOT AVBL
Standard Arrival Chart - Instrument - ICAO - RWY 11/29	LDDU AD 2.24.10 STAR RWY 11/29 -1
Standard Arrival Chart - Instrument - ICAO - RNAV RWY 11	LDDU AD 2.24.10 STAR RNAV RWY 11 -1
Standard Arrival Chart - Instrument - ICAO - RNAV RWY 29	LDDU AD 2.24.10 STAR RNAV RWY 29 -1
ATC Surveillance Minimum Altitude Chart - ICAO	LDDU AD 2.24.11 ATCSMAC -1
Instrument Approach Chart - ICAO - L RWY 11	LDDU AD 2.24.12 IAC L RWY 11 -1
Instrument Approach Chart - ICAO - VOR RWY 11	LDDU AD 2.24.12 IAC VOR RWY 11 -1
Instrument Approach Chart - ICAO - ILS or LOC RWY 11	LDDU AD 2.24.12 IAC ILS or LOC RWY 11 -1
Instrument Approach Chart - ICAO (Circling With Prescribed Tracks) - VOR-a RWY 29	LDDU AD 2.24.12 IAC VOR-a RWY 29 -1
Instrument Approach Chart - ICAO RNP RWY 11	LDDU AD 2.24.12 IAC RNP RWY 11 - 1
Instrument Approach Chart - ICAO RNP RWY 29 (AR)	LDDU AD 2.24.12 IAC RNP RWY 29 (AR) -1
Visual Manoeuvring - Circling With Prescribed Tracks Chart (IFR) - RWY 29	LDDU AD 2.24.12 VMCC (IFR) RWY 29 -1
Visual Approach Chart - ICAO	NOT AVBL
Visual Operation Chart	LDDU AD 2.24.13 VOC -1
Bird concentrations	LDDU AD 2.24.14 BC -1

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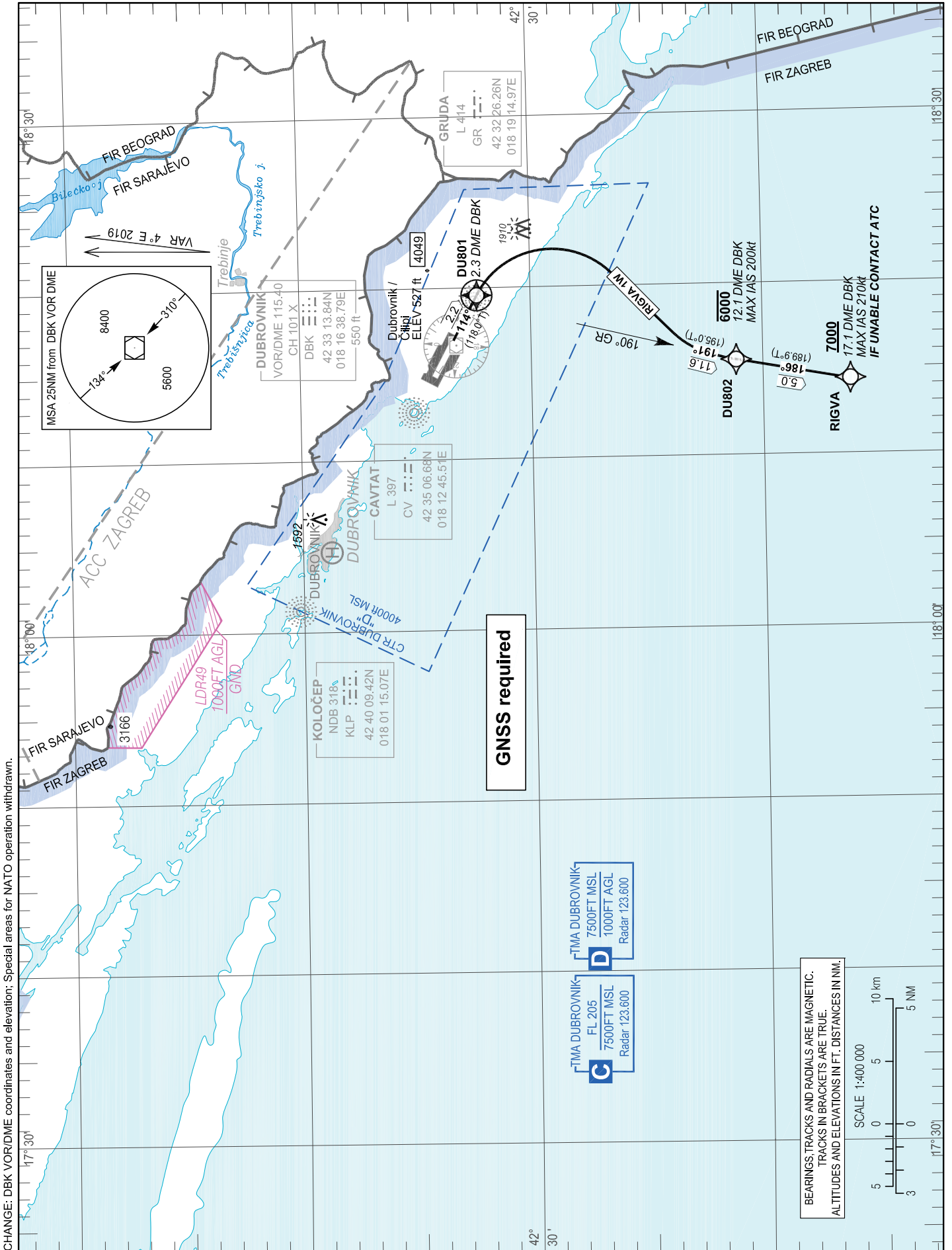
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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10 000

DUBROVNIK ATIS 118.425
DUBROVNIK TOWER 129.500
DUBROVNIK RADAR 123.600

DUBROVNIK / Čilipi
CROATIA
RNAV Rwy 11



DUBROVNIK / Čilipi

CROATIA

RNAV RWY 11

SID RWY 11 (Preferential RWY)

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 5.1 per cent (310 FT/NM).
- After take-off climb initially 8000 FT AMSL. After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.6 MHz.
- Close-in obstacles: Building and trees right of RCL up to 634 FT AMSL.

WARNING

Back-up conventional (NON-RNAV) procedure, in case of loss of RNAV 1 capability or RNAV system failure, below minimum radar vectoring altitude for RNAV SID RIGVA 1W only:

Climb straight ahead. At 2.3 DME DBK (DU801) turn RIGHT on bearing QDR 190° GR climbing to be at 12.1 DME DBK (DU802) at or below 6000 FT. After passing 12.1 DME DBK (DU802) proceed on prescribed SID RIGVA 1W procedure or according to ATC instruction.

NOTE 1 - expect further climb and radar vectoring to en-route transition point filed in FPL.

NOTE 2 - RADIO COMMUNICATION FAILURE PROCEDURE:

In case of two-way communication failure, after passing RIGVA rejoin the flight planned route no later than the next significant point, taking into consideration the applicable minimum flight altitude then climb to the flight planned cruising level.

LDDU RNAV STANDARD INSTRUMENT DEPARTURE RWY 11

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	RIGVA 1W	CF	DU801	Y	114° (118.0°T)	4.00°E	2.2	-	-	-	See WARNING and NOTE 1 & 2	RNAV 1
020		TF	DU802	-	191° (195.0°T)	4.00°E	11.6	-	-6000	-200		
030		TF	RIGVA	-	186° (189.9°T)	4.00°E	5.0	-	+7000	-210		

Waypoint coordinates

Waypoint name	WGS-84 latitude	WGS-84 longitude
RIGVA	421613.8N	0181421.6E
DU801	423219.1N	0181933.3E
DU802	422109.3N	0181531.3E

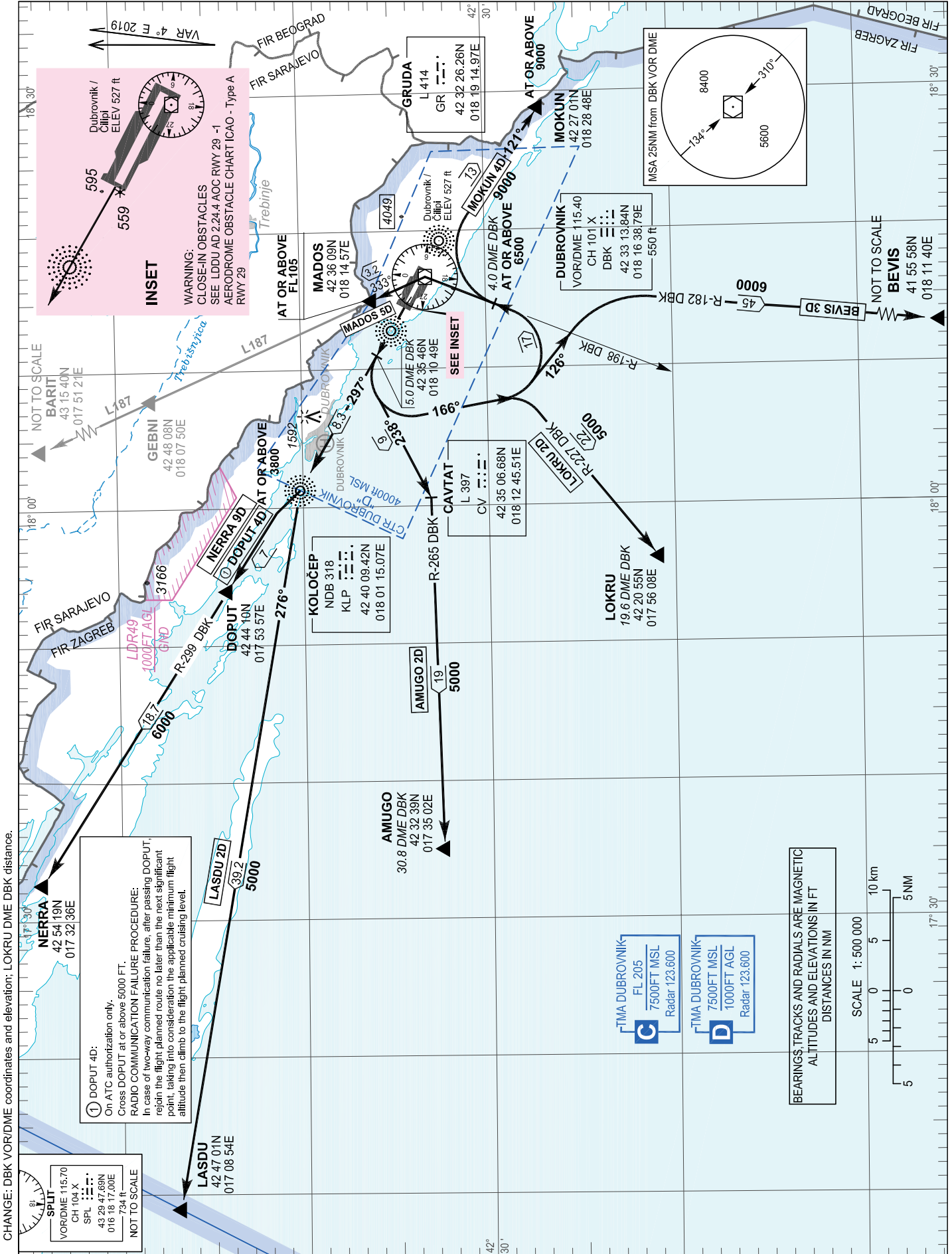
CHANGE: DBK VOR/DME coordinates and elevation; Special areas for NATO operation withdrawn.

STANDARD DEPARTURE CHART
 INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
 10 000

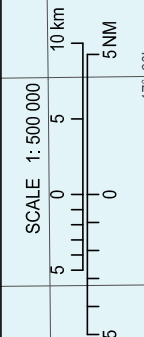
DUBROVNIK ATIS	118.425
DUBROVNIK TOWER	129.500
DUBROVNIK RADAR	123.600

DUBROVNIK / Čilipi
CROATIA
 RWY 29



① DOPUT 4D:
 On ATC authorization only.
 Cross DOPUT at or above 5000 FT.
RADIO COMMUNICATION FAILURE PROCEDURE:
 In case of two-way communication failure, after passing DOPUT,
 rejoin the flight planned route no later than the next significant
 point, taking into consideration the applicable minimum flight
 altitude then climb to the flight planned cruising level.

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
 ALTITUDES AND ELEVATIONS IN FT
 DISTANCES IN NM



CHANGE: DBK VOR/DME coordinates and elevation; LOKRU DME DBK distance.

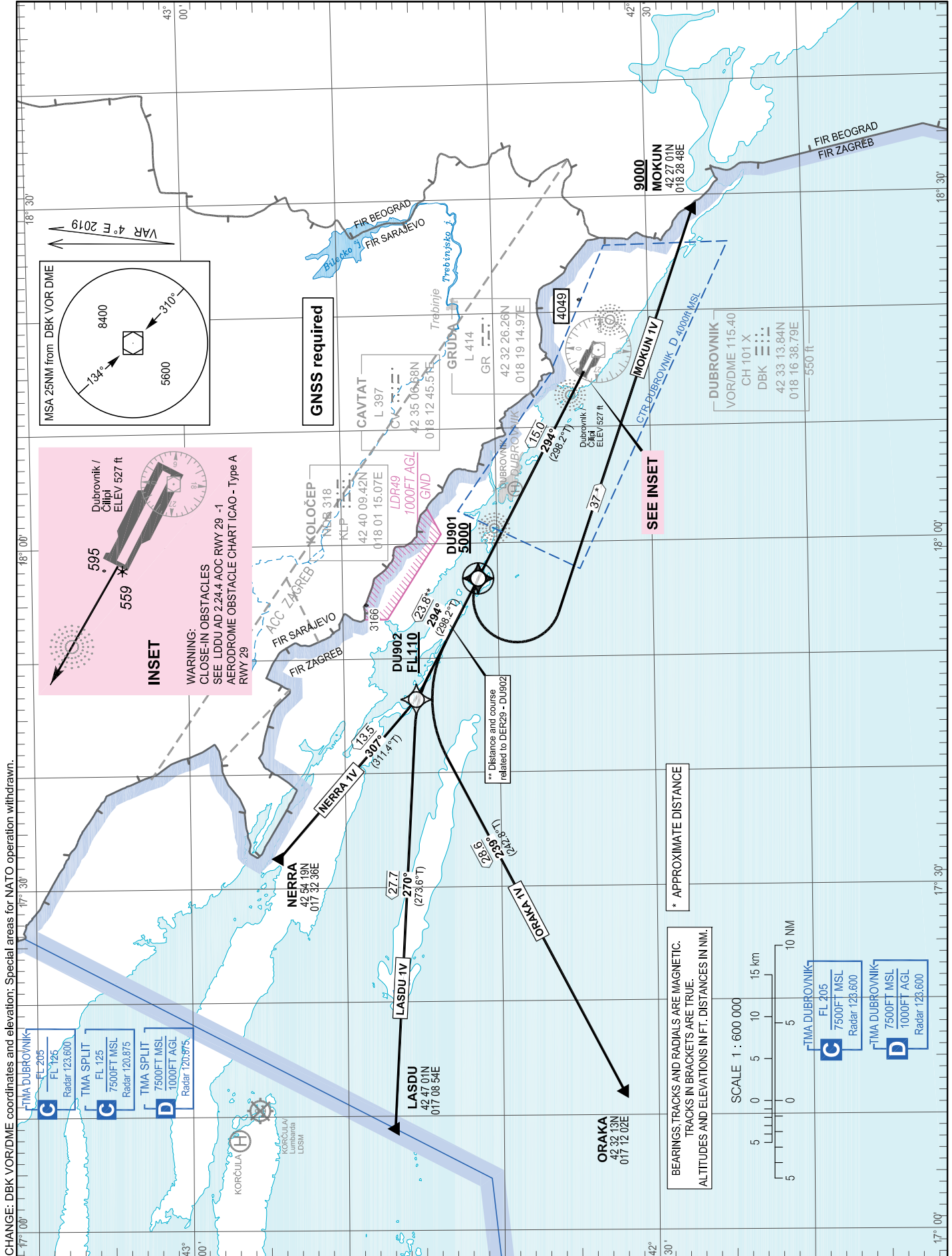
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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10 000

DUBROVNIK ATIS 118.425
DUBROVNIK TOWER 129.500
DUBROVNIK RADAR 123.600

DUBROVNIK / Čilipi
CROATIA
RNAV RWY 29



CHANGE: DBK VOR/DME coordinates and elevation; Special areas for NATO operation withdrawn.

DUBROVNIK / Čilipi

CROATIA

RNAV RWY 29

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 3.3 per cent (201 FT/NM). Where a greater climb gradient for a specific SID (or part of SID) is necessary, this is indicated in the tabular description of the route.

- The published minimum net climb gradient does not guarantee reaching the required MCAs. Pilot pre-flight planning must consider a higher net climb gradient to reach the required MCAs. If unable to comply, inform ATC.

- After take-off climb initially 8000 FT AMSL. After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.6 MHZ.

WARNING: Close-in obstacles. See LDDU AD 2.24.4 AOC RWY 29 -1, Aerodrome Obstacle Chart - ICAO Type A, regarding obstacle number 4 and significant obstacle shown on the plan view of the chart at the distance 556 M (0.3 NM) in the north-west direction from DER with related altitude of 181.3 M (595 FT).

LDDU RNAV STANDARD INSTRUMENT DEPARTURE RWY 29

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	NERRA 1V	CF	DU902	-	294° (298.2°T)	4.00°E	23.8	-	+FL110	-	-	RNAV 1
020		TF	NERRA	-	307° (311.4°T)	4.00°E	13.5	-	-	-		
010	LASDU 1V	CF	DU902	-	294° (298.2°T)	4.00°E	23.8	-	+FL110	-	-	RNAV 1
020		TF	LASDU	-	270° (273.6°T)	4.00°E	27.7	-	-	-		
010	ORAKA 1V	CF	DU902	-	294° (298.2°T)	4.00°E	23.8	-	+FL110	-	-	RNAV 1
020		TF	ORAKA	-	239° (242.8°T)	4.00°E	28.6	-	-	-		
010	MOKUN 1V	CF	DU901	Y	294° (298.2°T)	4.00°E	15.0	-	+5000	-	-	RNAV 1
020		DF	MOKUN	-	-	4.00°E	-	L	+9000	-		

Waypoint coordinates

Waypoint name	WGS-84 latitude	WGS-84 longitude
LASDU	424701N	0170854E
MOKUN	422701N	0182848E
NERRA	425419N	0173236E
ORAKA	423213N	0171202E
DU901	424115.1N	0175654.5E
DU902	424521.5N	0174624.7E

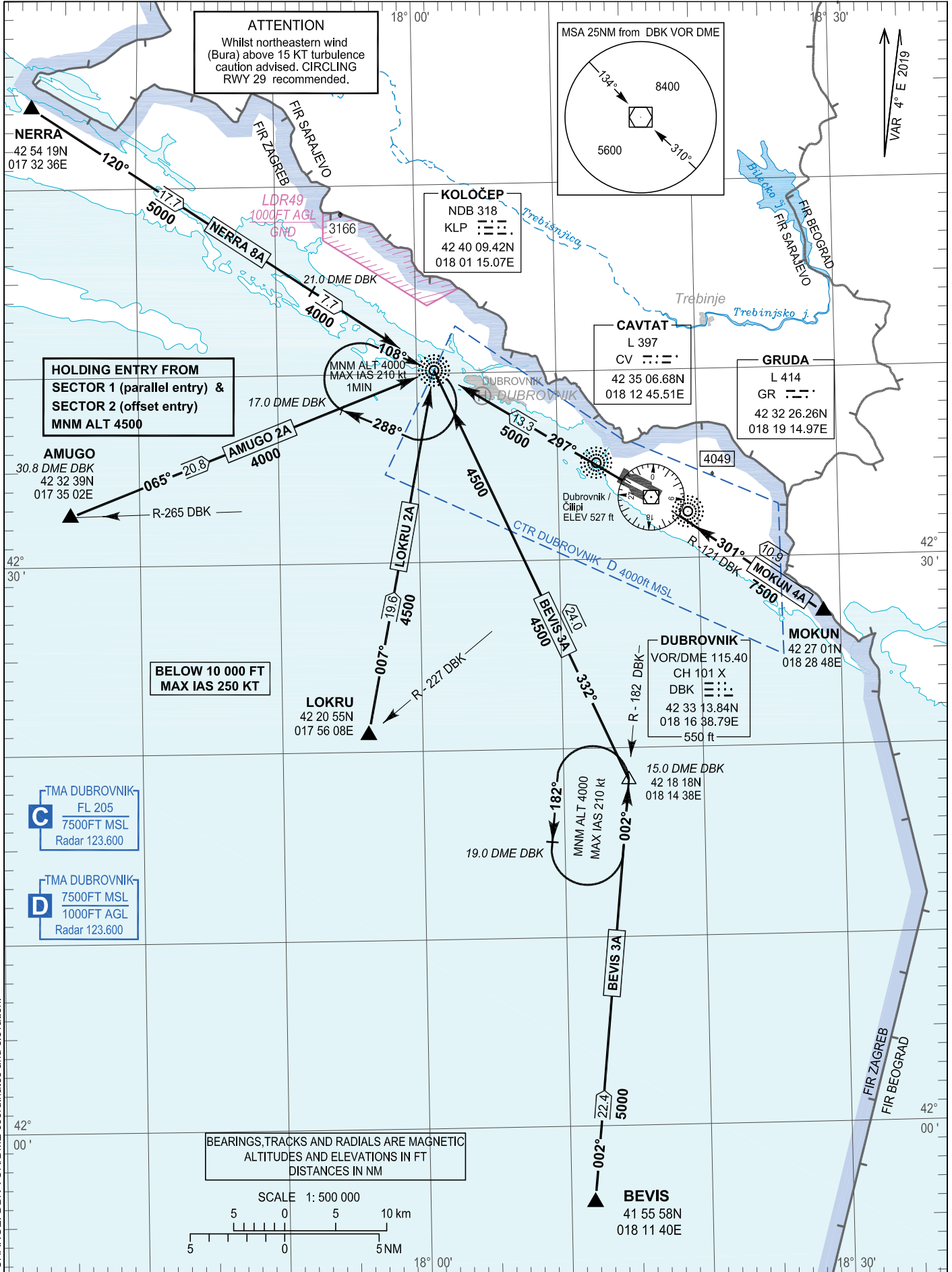
CHANGE: DBK VOR/DME coordinates and elevation: Special areas for NATO operation withdrawn.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10 000

DUBROVNIK ATIS 118.425
DUBROVNIK RADAR 123.600
DUBROVNIK TOWER 129.500

DUBROVNIK / Čilipi
CROATIA
RWY 11/29



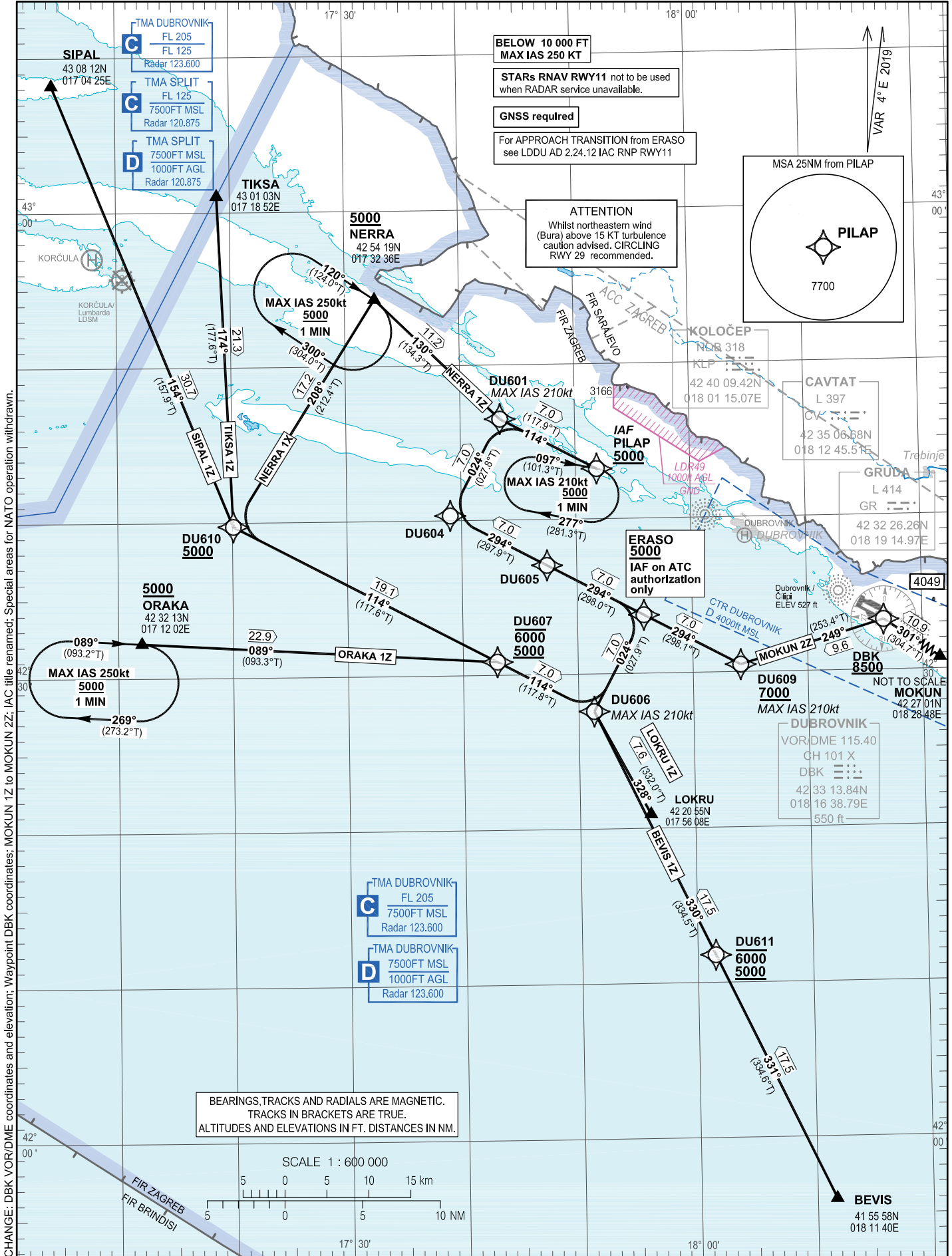
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STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10 000

DUBROVNIK ATIS 118.425
DUBROVNIK RADAR 123.600
DUBROVNIK TOWER 129.500

DUBROVNIK / Čilipi
CROATIA
RNAV RWY 11



CHANGE: DBK VOR/DME coordinates and elevation; Waypoint DBK coordinates; MOKUN 1Z to MOKUN 2Z; IAC title renamed; Special areas for NATO operation withdrawn.

DUBROVNIK / Čilipi

CROATIA

RNAV RWY 11

LDDU RNAV STANDARD ARRIVAL RWY 11

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	SIPAL 1Z	IF	SIPAL	-	-	4.00°E	-	-	-	-	-	RNAV 1
020		TF	DU610	-	154° (157.9°T)	4.00°E	30.7	-	+5000	-	-	
030		TF	DU607	-	114° (117.6°T)	4.00°E	19.1	-	-6000 +5000	-	-	
040		TF	DU606	-	114° (117.8°T)	4.00°E	7.0	-	-	-210	-	
050		TF	ERASO	-	024° (027.9°T)	4.00°E	7.0	-	+5000	-	IAF on ATC authorization only	
060		TF	DU605	-	294° (298.0°T)	4.00°E	7.0	-	-	-	-	
070		TF	DU604	-	294° (297.9°T)	4.00°E	7.0	-	-	-	-	
080		TF	DU601	-	024° (027.8°T)	4.00°E	7.0	-	-	-210	-	
090		TF	PILAP	-	114° (117.9°T)	4.00°E	7.0	-	+5000	-	IAF	
010		TIKSA 1Z	IF	TIKSA	-	-	4.00°E	-	-	-	-	
020	TF		DU610	-	174° (177.6°T)	4.00°E	21.3	-	+5000	-	-	
030	TF		DU607	-	114° (117.6°T)	4.00°E	19.1	-	-6000 +5000	-	-	
040	TF		DU606	-	114° (117.8°T)	4.00°E	7.0	-	-	-210	-	
050	TF		ERASO	-	024° (027.9°T)	4.00°E	7.0	-	+5000	-	IAF on ATC authorization only	
060	TF		DU605	-	294° (298.0°T)	4.00°E	7.0	-	-	-	-	
070	TF		DU604	-	294° (297.9°T)	4.00°E	7.0	-	-	-	-	
080	TF		DU601	-	024° (027.8°T)	4.00°E	7.0	-	-	-210	-	
090	TF		PILAP	-	114° (117.9°T)	4.00°E	7.0	-	+5000	-	IAF	

CHANGE: DBK VOR/DME coordinates and elevation; Waypoint DBK coordinates; MOKUN 1Z to MOKUN 2Z; IAC title renamed; Special areas for NATO operation withdrawn.

LDDU RNAV STANDARD ARRIVAL RWY 11

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	NERRA 1X	IF	NERRA	-	-	4.00°E	-	-	+5000	-	-	RNAV 1
020		TF	DU610	-	208° (212.4°T)	4.00°E	17.2	-	+5000	-	-	
030		TF	DU607	-	114° (117.6°T)	4.00°E	19.1	-	-6000 +5000	-	-	
040		TF	DU606	-	114° (117.8°T)	4.00°E	7.0	-	-	-210	-	
050		TF	ERASO	-	024° (027.9°T)	4.00°E	7.0	-	+5000	-	IAF on ATC authorization only	
060		TF	DU605	-	294° (298.0°T)	4.00°E	7.0	-	-	-	-	
070		TF	DU604	-	294° (297.9°T)	4.00°E	7.0	-	-	-	-	
080		TF	DU601	-	024° (027.8°T)	4.00°E	7.0	-	-	-210	-	
090		TF	PILAP	-	114° (117.9°T)	4.00°E	7.0	-	+5000	-	IAF	
010	NERRA 1Z	IF	NERRA	-	-	4.00°E	-	-	+5000	-	-	RNAV 1
020		TF	DU601	-	130° (134.3°T)	4.00°E	11.2	-	-	-210	-	
030		TF	PILAP	-	114° (117.9°T)	4.00°E	7.0	-	+5000	-	IAF	
010	MOKUN 2Z	IF	MOKUN	-	-	4.00°E	-	-	-	-	-	RNAV 1
020		TF	DBK	-	301° (304.7°T)	4.00°E	10.9	-	+8500	-	-	
030		TF	DU609	-	249° (253.4°T)	4.00°E	9.6	-	+7000	-210	-	
040		TF	ERASO	-	294° (298.1°T)	4.00°E	7.0	-	+5000	-	IAF on ATC authorization only	
050		TF	DU605	-	294° (298.0°T)	4.00°E	7.0	-	-	-	-	
060		TF	DU604	-	294° (297.9°T)	4.00°E	7.0	-	-	-	-	
070		TF	DU601	-	024° (027.8°T)	4.00°E	7.0	-	-	-210	-	
080		TF	PILAP	-	114° (117.9°T)	4.00°E	7.0	-	+5000	-	IAF	

CHANGE: DBK VOR/DME coordinates and elevation; Waypoint DBK coordinates; MOKUN 1Z to MOKUN 2Z; IAC title renamed; Special areas for NATO operation withdrawn.

DUBROVNIK / Čilipi

CROATIA

RNAV RWY 11

LDDU RNAV STANDARD ARRIVAL RWY 11

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	BEVIS 1Z	IF	BEVIS	-	-	4.00°E	-	-	-	-	-	RNAV 1
020		TF	DU611	-	331° (334.6°T)	4.00°E	17.5	-	-6000 +5000	-	-	
030		TF	DU606	-	330° (334.5°T)	4.00°E	17.5	-	-	-210	-	
040		TF	ERASO	-	024° (027.9°T)	4.00°E	7.0	-	+5000	-	IAF on ATC authorization only	
050		TF	DU605	-	294° (298.0°T)	4.00°E	7.0	-	-	-	-	
060		TF	DU604	-	294° (297.9°T)	4.00°E	7.0	-	-	-	-	
070		TF	DU601	-	024° (027.8°T)	4.00°E	7.0	-	-	-210	-	
080		TF	PILAP	-	114° (117.9°T)	4.00°E	7.0	-	+5000	-	IAF	
010	LOKRU 1Z	IF	LOKRU	-	-	4.00°E	-	-	-	-	-	RNAV 1
020		TF	DU606	-	328° (332.0°T)	4.00°E	7.6	-	-	-210	-	
030		TF	ERASO	-	024° (027.9°T)	4.00°E	7.0	-	+5000	-	IAF on ATC authorization only	
040		TF	DU605	-	294° (298.0°T)	4.00°E	7.0	-	-	-	-	
050		TF	DU604	-	294° (297.9°T)	4.00°E	7.0	-	-	-	-	
060		TF	DU601	-	024° (027.8°T)	4.00°E	7.0	-	-	-210	-	
070		TF	PILAP	-	114° (117.9°T)	4.00°E	7.0	-	+5000	-	IAF	
010	ORAKA 1Z	IF	ORAKA	-	-	4.00°E	-	-	+5000	-	-	RNAV 1
020		TF	DU607	-	089° (093.3°T)	4.00°E	22.9	-	-6000 +5000	-	-	
030		TF	DU606	-	114° (117.8°T)	4.00°E	7.0	-	-	-210	-	
040		TF	ERASO	-	024° (027.9°T)	4.00°E	7.0	-	+5000	-	IAF on ATC authorization only	
050		TF	DU605	-	294° (298.0°T)	4.00°E	7.0	-	-	-	-	
060		TF	DU604	-	294° (297.9°T)	4.00°E	7.0	-	-	-	-	
070		TF	DU601	-	024° (027.8°T)	4.00°E	7.0	-	-	-210	-	
080		TF	PILAP	-	114° (117.9°T)	4.00°E	7.0	-	+5000	-	IAF	

IAF on ATC authorization only. For APPROACH TRANSITION from ERASO see LDDU AD 2.24.12 IAC RNP RWY 11

CHANGE: DBK VOR/DME coordinates and elevation; Waypoint DBK coordinates; MOKUN 1Z to MOKUN 2Z; IAC title renamed; Special areas for NATO operation withdrawn.

RNAV HOLDING tabular description

Waypoint name	Path descriptor	Inbound course °M (°T)	Leg time/ Distance (NM)	Turn direction	Minimum altitude (ft)	Maximum altitude (ft)	Speed limit MAX IAS (kt)	Magnetic variation	Remarks	NAV SPEC
PILAP	HM	097° (101.3°T)	1MIN / -	R	5000	-	210	4.00°E	-	RNAV 1
NERRA	HM	120° (124.0°T)	1MIN / -	R	5000	-	250	4.00°E	-	RNAV 1
ORAKA	HM	089° (093.2°T)	1MIN / -	R	5000	-	250	4.00°E	-	RNAV 1

Waypoint coordinates

Waypoint name	WGS-84 latitude	WGS-84 longitude
BEVIS	415558N	0181140E
ERASO	423345.7N	0175547.1E
LOKRU	422055N	0175608E
MOKUN	422701N	0182848E
NERRA	425419N	0173236E
ORAKA	423213N	0171202E
PILAP	424313.8N	0175151.5E
SIPAL	430812N	0170425E
TIKSA	430103N	0171852E
DBK	423313.84N	0181638.79E
DU601	424630.5N	0174327.6E
DU604	424018.9N	0173901.6E
DU605	423702.6N	0174724.8E
DU606	422734.5N	0175120.8E
DU607	423051.1N	0174259.0E
DU609	423028.1N	0180408.6E
DU610	423944.6N	0172005.2E
DU611	421146.7N	0180132.9E

CHANGE: DBK VOR/DME coordinates and elevation; Waypoint DBK coordinates; MOKUN 1Z to MOKUN 2Z; IAC title renamed; Special areas for NATO operation withdrawn.

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DUBROVNIK / Čilipi

CROATIA

RNAV RWY 29

LDDU RNAV STANDARD ARRIVAL RWY 29

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	SIPAL 1Y	IF	SIPAL	-	-	4.00°E	-	-	-	-	-	RNAV 1
020		TF	DU706	-	153° (157.2°T)	4.00°E	20.4	-	+8000	-	-	
030		TF	DU705	-	153° (157.3°T)	4.00°E	13.2	-	-	-	-	
040		TF	DU704	-	114° (117.6°T)	4.00°E	12.1	-	+4000	-250	-	
050		TF	DU702	-	114° (117.8°T)	4.00°E	12.1	-	4000	-	-	
060		TF	DU701	-	024° (027.9°T)	4.00°E	8.7	-	-	-230	-	
070		TF	OLEGU	-	114° (118.0°T)	4.00°E	9.5	-	4000	-	IAF	
010	TIKSA 1Y	IF	TIKSA	-	-	4.00°E	-	-	-	-	-	RNAV 1
020		TF	DU707	-	170° (174.4°T)	4.00°E	10.8	-	+8000	-	-	
030		TF	DU705	-	170° (174.4°T)	4.00°E	13.2	-	-	-	-	
040		TF	DU704	-	114° (117.6°T)	4.00°E	12.1	-	+4000	-250	-	
050		TF	DU702	-	114° (117.8°T)	4.00°E	12.1	-	4000	-	-	
060		TF	DU701	-	024° (027.9°T)	4.00°E	8.7	-	-	-230	-	
070		TF	OLEGU	-	114° (118.0°T)	4.00°E	9.5	-	4000	-	IAF	
010	NERRA 1Y	IF	NERRA	-	-	4.00°E	-	-	+5000	-	-	RNAV 1
020		TF	DU705	-	201° (204.5°T)	4.00°E	18.8	-	-	-	-	
030		TF	DU704	-	114° (117.6°T)	4.00°E	12.1	-	+4000	-250	-	
040		TF	DU702	-	114° (117.8°T)	4.00°E	12.1	-	4000	-	-	
050		TF	DU701	-	024° (027.9°T)	4.00°E	8.7	-	-	-230	-	
060		TF	OLEGU	-	114° (118.0°T)	4.00°E	9.5	-	4000	-	IAF	

CHANGE: DBK VOR/DME coordinates and elevation; Special areas for NATO operation withdrawn.

LDDU RNAV STANDARD ARRIVAL RWY 29

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	MOKUN 1Y	IF	MOKUN	-	-	4.00°E	-	-	-	-	-	RNAV 1
020		TF	DU708	-	236° (240.2°T)	4.00°E	7.0	-	+8500	-	-	
030		TF	DU703	-	236° (240.1°T)	4.00°E	9.7	-	-	-250	-	
040		TF	DU702	-	294° (298.1°T)	4.00°E	15.4	-	4000	-	-	
050		TF	DU701	-	024° (027.9°T)	4.00°E	8.7	-	-	-230	-	
060		TF	OLEGU	-	114° (118.0°T)	4.00°E	9.5	-	4000	-	IAF	
010	BEVIS 1Y	IF	BEVIS	-	-	4.00°E	-	-	-	-	-	RNAV 1
020		TF	DU703	-	352° (355.6°T)	4.00°E	22.8	-	-	-250	-	
030		TF	DU702	-	294° (298.1°T)	4.00°E	15.4	-	4000	-	-	
040		TF	DU701	-	024° (027.9°T)	4.00°E	8.7	-	-	-230	-	
050		TF	OLEGU	-	114° (118.0°T)	4.00°E	9.5	-	4000	-	IAF	
010	AIOSA 1Y	IF	AIOSA	-	-	4.00°E	-	-	-	-	-	RNAV 1
020		TF	DU702	-	037° (041.4°T)	4.00°E	40.4	-	4000	-	-	
030		TF	DU701	-	024° (027.9°T)	4.00°E	8.7	-	-	-230	-	
040		TF	OLEGU	-	114° (118.0°T)	4.00°E	9.5	-	4000	-	IAF	
010	ORAKA 1Y	IF	ORAKA	-	-	4.00°E	-	-	-	-	-	RNAV 1
020		TF	DU705	-	052° (056.1°T)	4.00°E	8.9	-	-	-	-	
030		TF	DU704	-	114° (117.6°T)	4.00°E	12.1	-	+4000	-250	-	
040		TF	DU702	-	114° (117.8°T)	4.00°E	12.1	-	4000	-	-	
050		TF	DU701	-	024° (027.9°T)	4.00°E	8.7	-	-	-230	-	
060		TF	OLEGU	-	114° (118.0°T)	4.00°E	9.5	-	4000	-	IAF	

CHANGE: DBK VOR/DME coordinates and elevation; Special areas for NATO operation withdrawn.

DUBROVNIK / Čilipi

CROATIA

RNAV RWY 29

RNAV HOLDING tabular description

Waypoint name	Path descriptor	Inbound course °M (°T)	Leg time/ Distance (NM)	Turn direction	Minimum altitude (ft)	Maximum altitude (ft)	Speed limit MAX IAS (kt)	Magnetic variation	Remarks	NAV SPEC
OLEGU	HM	114° (118.0°T)	1MIN / -	R	4000	-	230	4.00°E	HLDG above 4000 on ATC authorization only	RNAV 1

Waypoint coordinates

Waypoint name	WGS-84 latitude	WGS-84 longitude
AIOSA	415542N	0171454E
BEVIS	415558N	0181140E
MOKUN	422701N	0182848E
NERRA	425419N	0173236E
OLEGU	422906N	0180754E
ORAKA	423213N	0171202E
SIPAL	430812N	0170425E
TIKSA	430103N	0171852E
DU701	423335.4N	0175631.1E
DU702	422554.6N	0175100.4E
DU703	421841.2N	0180917.9E
DU704	423134.0N	0173632.9E
DU705	423711.6N	0172202.7E
DU706	424923.3N	0171508.9E
DU707	425020.6N	0172017.8E
DU708	422331.2N	0182035.3E

CHANGE: DBK VOR/DME coordinates and elevation; Special areas for NATO operation withdrawn.

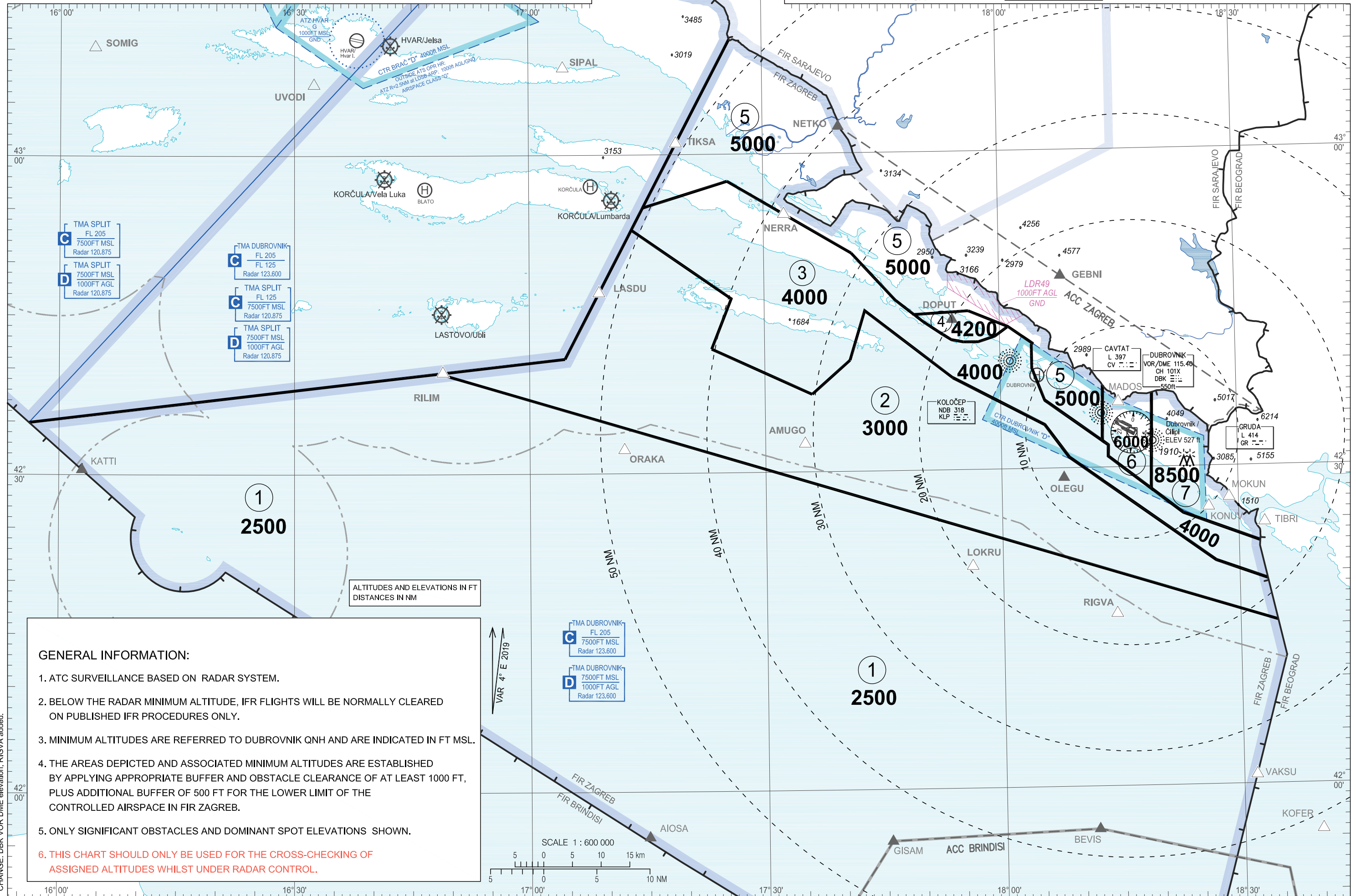
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

TRANSITION ALTITUDE
10 000

AD ELEV 527 ft

DUBROVNIK ATIS 118,425
DUBROVNIK RADAR 123,600
DUBROVNIK TOWER 129,500

DUBROVNIK / Čilipi
CROATIA



GENERAL INFORMATION:

1. ATC SURVEILLANCE BASED ON RADAR SYSTEM.
2. BELOW THE RADAR MINIMUM ALTITUDE, IFR FLIGHTS WILL BE NORMALLY CLEARED ON PUBLISHED IFR PROCEDURES ONLY.
3. MINIMUM ALTITUDES ARE REFERRED TO DUBROVNIK QNH AND ARE INDICATED IN FT MSL.
4. THE AREAS DEPICTED AND ASSOCIATED MINIMUM ALTITUDES ARE ESTABLISHED BY APPLYING APPROPRIATE BUFFER AND OBSTACLE CLEARANCE OF AT LEAST 1000 FT, PLUS ADDITIONAL BUFFER OF 500 FT FOR THE LOWER LIMIT OF THE CONTROLLED AIRSPACE IN FIR ZAGREB.
5. ONLY SIGNIFICANT OBSTACLES AND DOMINANT SPOT ELEVATIONS SHOWN.
6. THIS CHART SHOULD ONLY BE USED FOR THE CROSS-CHECKING OF ASSIGNED ALTITUDES WHILST UNDER RADAR CONTROL.

CHANGE: DBK VOR DME elevation; RIGVA added.

SEKTOR 4	WGS-84 latitude	WGS-84 longitude
	424440N	0174908E
424457N	0175602E	
424324N	0180104E	
424231N	0175925E	
424201N	0175718E	
424201N	0175524E	
424215N	0175351E	
424245N	0175246E	
424358N	0175020E	
424440N	0174908E	

SEKTOR 5	WGS-84 latitude	WGS-84 longitude
	431049N	0172551E
along FIR BDRY ZAGREB -SARAJEVO		
423743N	0181259E	
423230N	0181251E	
423625N	0180536E	
423926N	0180402E	
424138N	0180401E	
424148N	0180409E	
424324N	0180104E	
424457N	0175602E	
424440N	0174908E	
424603N	0174646E	
425033N	0174111E	
425727N	0172524E	
425500N	0171433E	
425908N	0171730E	
431049N	0172551E	

SEKTOR 6	WGS-84 latitude	WGS-84 longitude
	423743N	0181259E
along FIR BDRY ZAGREB -SARAJEVO		
423659N	0181913E	
422755N	0181858E	
423101N	0181334E	
423206N	0181336E	
423230N	0181251E	
423743N	0181259E	

SEKTOR 7	WGS-84 latitude	WGS-84 longitude
	423659N	0181913E
along FIR BDRY ZAGREB -SARAJEVO		
along FIR BDRY ZAGREB -BEOGRAD		
422252N	0183239E	
422535N	0182258E	
422755N	0181858E	
423659N	0181913E	

SEKTOR 3	WGS-84 latitude	WGS-84 longitude
	425256N	0171305E
425500N	0171433E	
425727N	0172524E	
425033N	0174111E	
424603N	0174646E	
424440N	0174908E	
424358N	0175020E	
424245N	0175246E	
424215N	0175351E	
424201N	0175524E	
424201N	0175718E	
424231N	0175925E	
424324N	0180104E	
424148N	0180409E	
424138N	0180401E	
423926N	0180402E	
423625N	0180536E	
423230N	0181251E	
423206N	0181336E	
423101N	0181334E	
422755N	0181858E	
422535N	0182258E	
422252N	0183239E	
along FIR BDRY ZAGREB -BEOGRAD		
421918N	0183331E	
422104N	0182701E	
423100N	0180837E	
423406N	0180534E	
423840N	0175357E	
424506N	0174250E	
424028N	0174053E	
423718N	0173600E	
424139N	0172315E	
424623N	0172548E	
425256N	0171305E	

SEKTOR 1	WGS-84 latitude	WGS-84 longitude
	423454N	0155610E
423929N	0164827E	
421522N	0183442E	
along FIR BDRY ZAGREB -BEOGRAD		
412501N	0181842E	
along FIR BDRY ZAGREB -BRINDISI		
423454N	0155610E	

SEKTOR 2	WGS-84 latitude	WGS-84 longitude
	423929N	0164827E
424048N	0170431E	
425000N	0171101E	
425256N	0171305E	
424623N	0172548E	
424139N	0172315E	
423718N	0173600E	
424028N	0174053E	
424506N	0174250E	
423840N	0175357E	
423406N	0180534E	
423100N	0180837E	
422104N	0182701E	
421918N	0183331E	
along FIR BDRY ZAGREB -BEOGRAD		
421522N	0183442E	
423929N	0164827E	

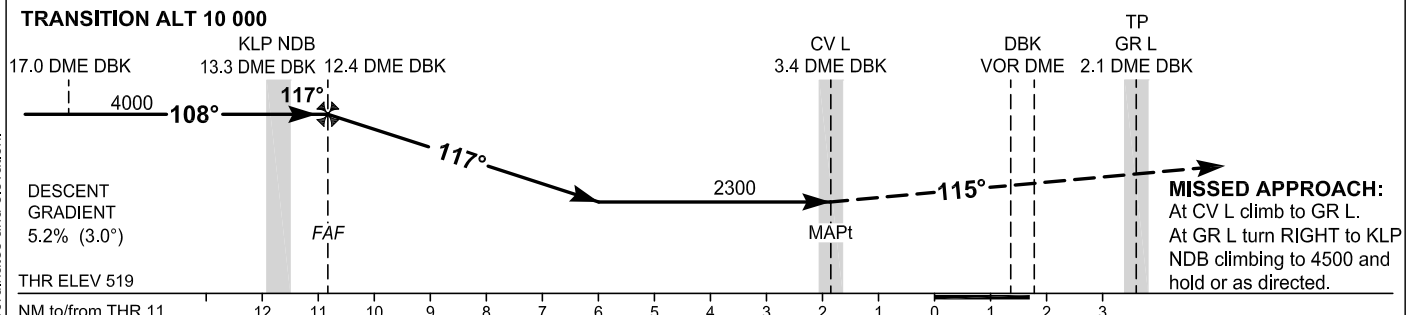
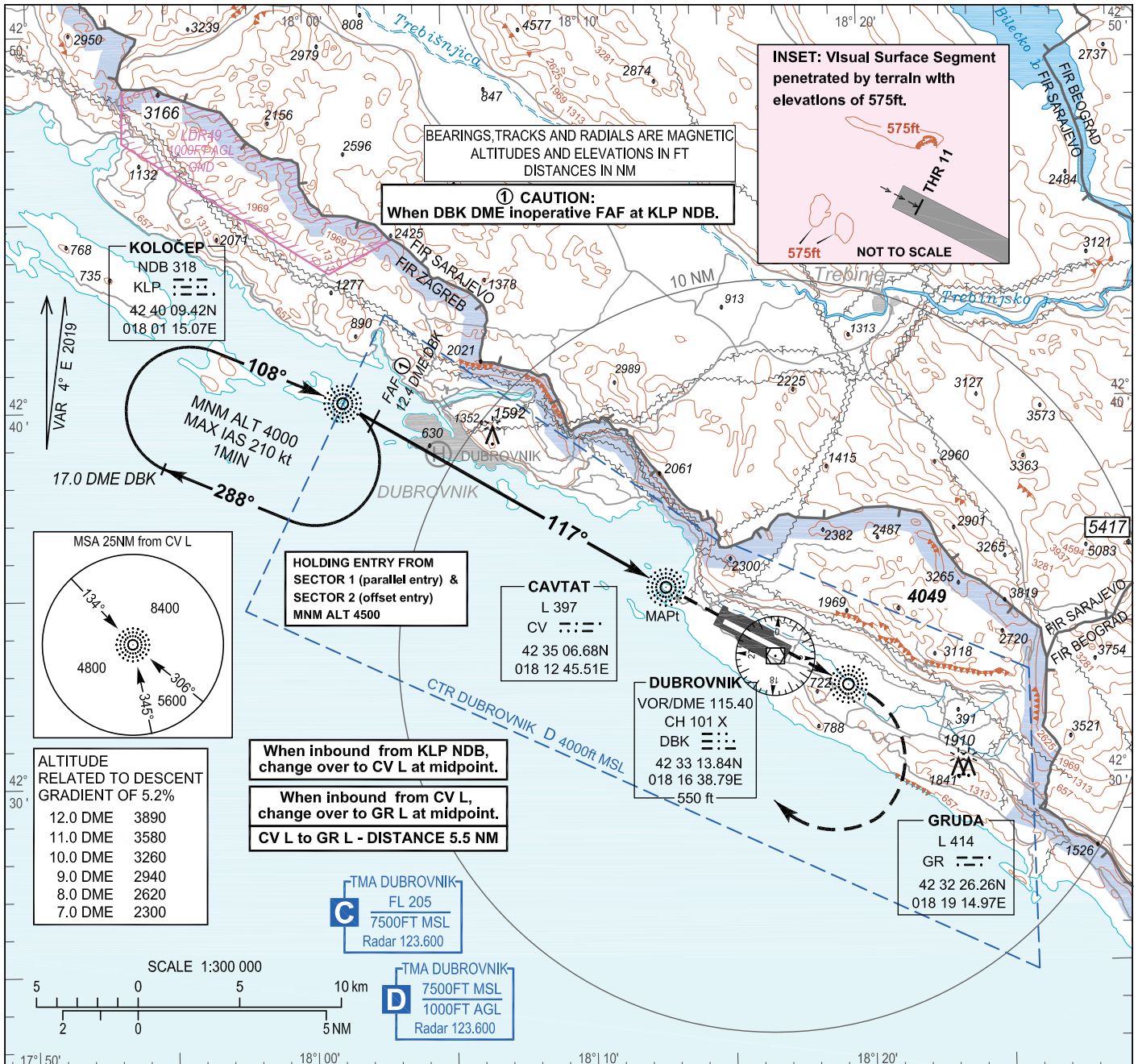
CHANGE: DBK VOR DME elevation; RIGVA added.

INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 527
HEIGHTS RELATED
TO THR RWY 11 ELEV 519

DUBROVNIK ATIS 118.425
DUBROVNIK RADAR 123.600
DUBROVNIK TOWER 129.500

DUBROVNIK / Čilipi
CROATIA
L RWY 11



OCA(H)	A	B	C	D
Straight - in Approach	2300 (1781)			
Circling	See Visual Manoeuvring-Circling Chart (IFR)			

KLP NDB TO CV L - DISTANCE 9.9 NM TIMING NOT AUTHORIZED FOR DEFINING THE MAPt						
GS(kt)	70	100	120	140	160	180
min : sec	8:29	5:56	4:57	4:15	3:43	3:18
Rate of descent (ft / min)	369	527	632	737	843	948
MAPt at CV L						

Note: Circling NE of aerodrome NA

CHANGE: DBK VOR/DME coordinates and elevation.

DUBROVNIK / Čilipi
CROATIA
L RWY 11

AERONAUTICAL DATABASE REQUIREMENTS

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
L RWY11			
Final approach descent angle:		3.00°	
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (KLP NDB)	See LDDU AD 2.19	-	-
FAF	42 39 40.3N 018 02 21.6E	120.64° (KLP NDB)	12.36 DME DBK
MAPt (CV L)	See LDDU AD 2.19	-	-
TP (GR L)	See LDDU AD 2.19	-	-

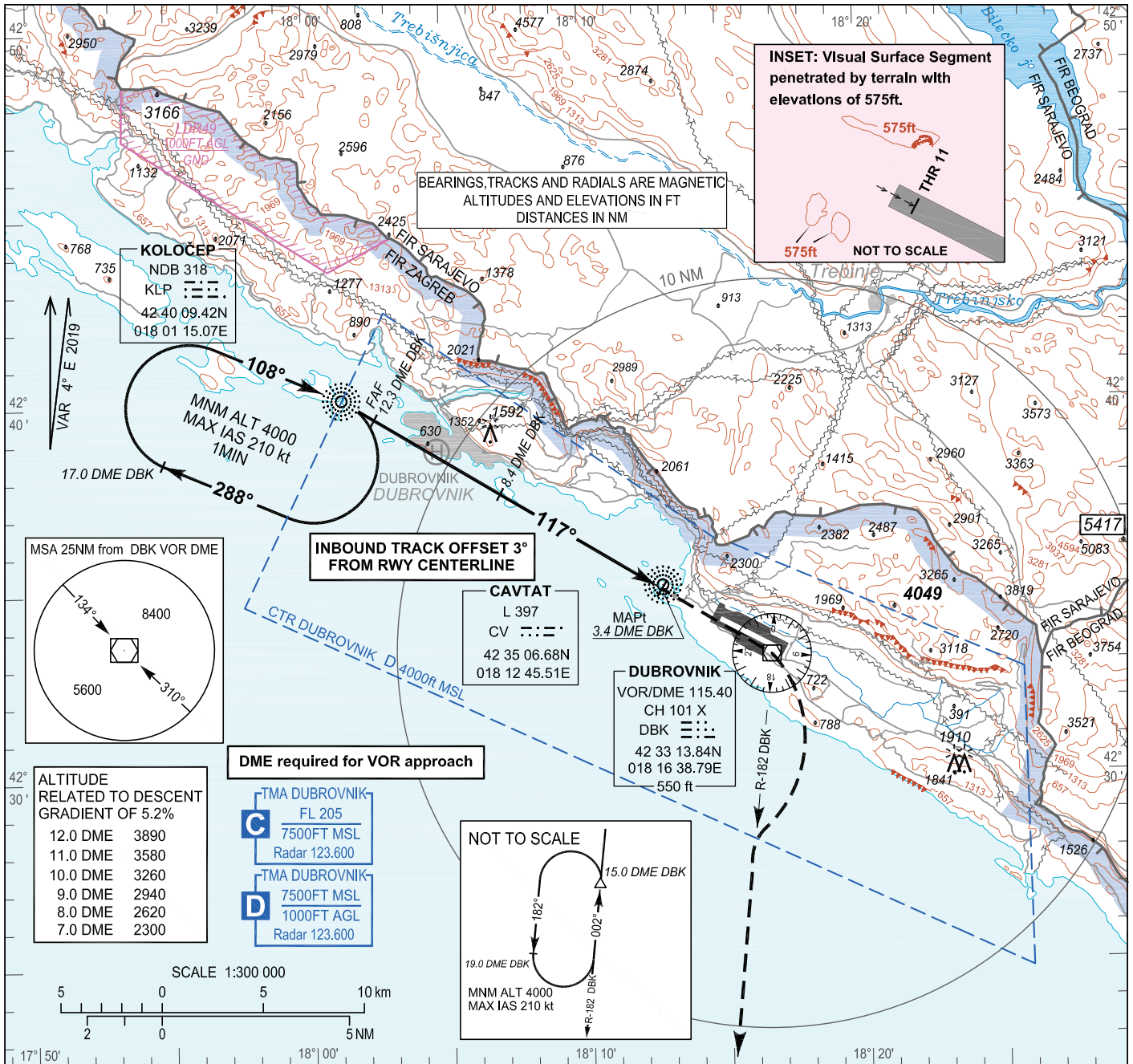
CHANGE: DBK VOR/DME coordinates and elevation.

INSTRUMENT APPROACH
CHART-ICAO

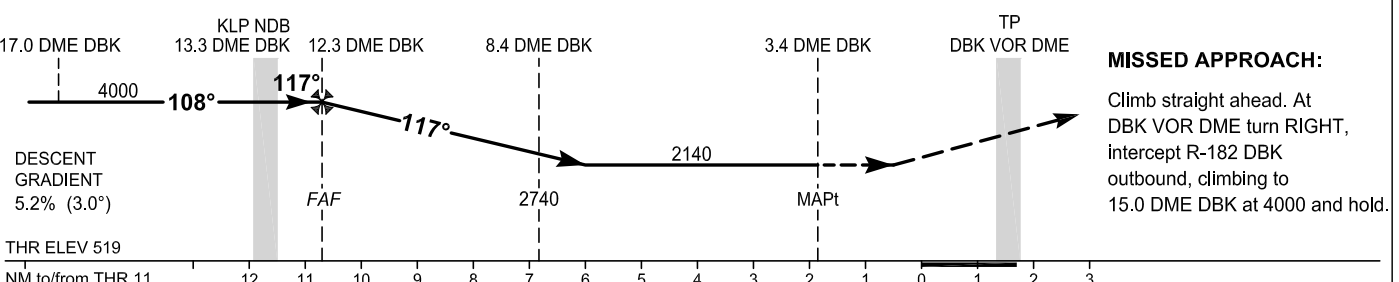
AD ELEV 527
HEIGHTS RELATED
TO THR RWY 11 ELEV 519

DUBROVNIK ATIS 118.425
DUBROVNIK RADAR 123.600
DUBROVNIK TOWER 129.500

DUBROVNIK / Čilipi
CROATIA
VOR RWY 11



TRANSITION ALT 10 000



OCA(H)	A	B	C	D
Straight - in Approach	2140 (1621)			
Circling	See Visual Manoeuvring-Circling Chart (IFR)			

FAF TO MAPt-DISTANCE 8.9 NM TIMING NOT AUTHORIZED FOR DEFINING THE MAPt						
GS(kt)	70	100	120	140	160	180
min : sec	7:38	5:20	4:27	3:49	3:20	2:58
Rate of descent (ft / min)	369	527	632	737	843	948

MAPt at 3.4DME DBK

Note: Circling NE of aerodrome NA

CHANGE: DBK VOR/DME coordinates and elevation; ADR table updated.

DUBROVNIK / Čilipi
CROATIA
VOR RWY 11

AERONAUTICAL DATABASE REQUIREMENTS

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
VOR RWY11			
Final approach descent angle:		3.01°	
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (KLP NDB)	See LDDU AD 2.19	-	-
FAF	42 39 37.9N 018 02 25.3E	121.26° (DBK VOR)	12.30 DME DBK
SDF	42 37 36.3N 018 06 56.3E	121.26° (DBK VOR)	8.40 DME DBK
MAPt	42 35 01.1N 018 12 41.1E	121.26° (DBK VOR)	3.43 DME DBK
TP (DBK VOR DME)	See LDDU AD 2.19	-	-

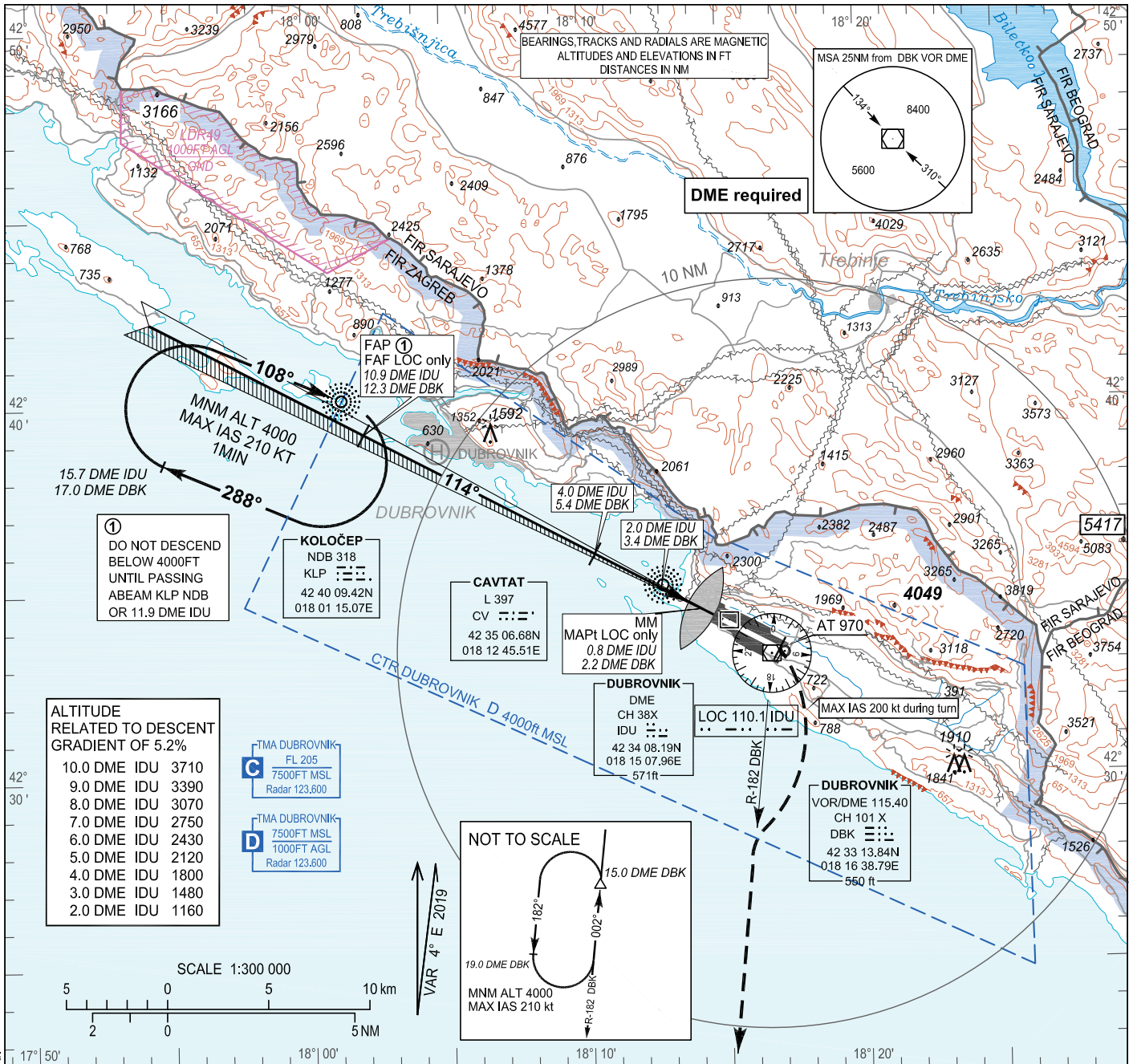
CHANGE: DBK VOR/DME coordinates and elevation; ADR table updated.

INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 527
HEIGHTS RELATED
TO THR RWY 11 ELEV 519

DUBROVNIK ATIS 118.425
DUBROVNIK RADAR 123.600
DUBROVNIK TOWER 129.500

DUBROVNIK / Čilipi
CROATIA
ILS or LOC RWY 11

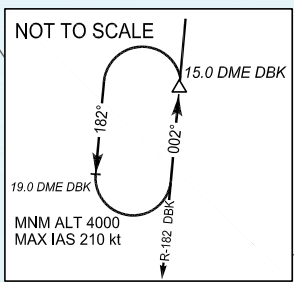
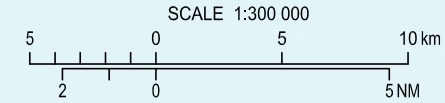


ALTITUDE RELATED TO DESCENT GRADIENT OF 5.2%

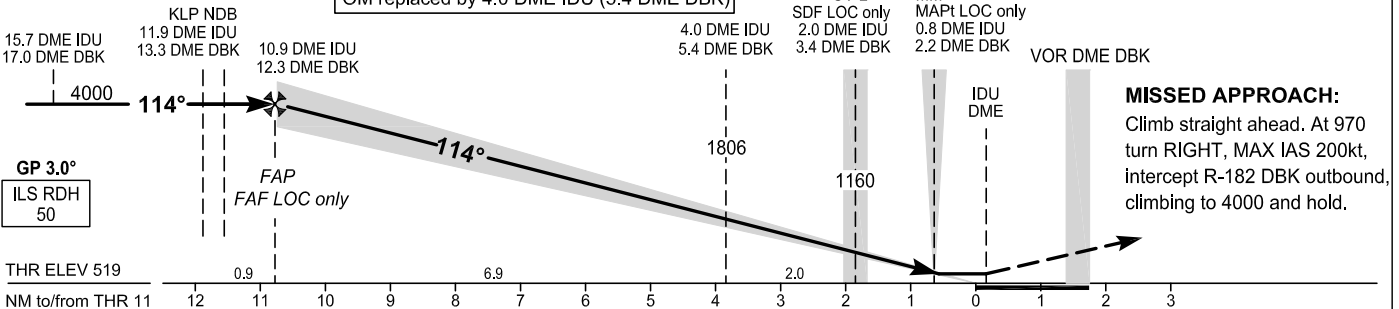
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9.0 DME IDU	3390
8.0 DME IDU	3070
7.0 DME IDU	2750
6.0 DME IDU	2430
5.0 DME IDU	2120
4.0 DME IDU	1800
3.0 DME IDU	1480
2.0 DME IDU	1160

TMA DUBROVNIK

FL 205	7500FT MSL	Radar 123.600	
FL 205	7500FT MSL	1000FT AGL	Radar 123.600



TRANSITION ALT 10 000



MISSED APPROACH:
Climb straight ahead. At 970 turn RIGHT, MAX IAS 200kt, intercept R-182 DBK outbound, climbing to 4000 and hold.

OCA(H)		A	B	C	D
Straight-in Approach	ILS CAT I press. altim.	710 (191)	716 (197)	726 (207)	736 (217)
	LOC only	870 (351)			
Circling		See Visual Manoeuvring-Circling Chart (IFR)			

GS(KT)	70	100	120	140	160	180
Rate of descent (ft / min)	372	531	637	743	850	956

Note: Circling NE of aerodrome NA

CHANGE: DBK VOR/DME coordinates and elevation; ADR table updated.

DUBROVNIK / Čilipi
CROATIA
ILS or LOC RWY 11

AERONAUTICAL DATABASE REQUIREMENTS

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
ILS or LOC RWY11			
LOC only - final approach descent angle:		3.01°	
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (KLP NDB)	See LDDU AD 2.19	-	-
FAP / FAF LOC only	42 39 14.2N 018 02 02.1E	118.21° (IDU LOC)	10.93 DME IDU 12.35 DME DBK
SDF LOC only	42 35 01.7N 018 12 41.9E	118.21° (IDU LOC)	2.01 DME IDU 3.43 DME DBK
MAPt LOC only (MM)	See LDDU AD 2.19	118.21° (IDU LOC)	0.80 DME IDU 2.22 DME DBK

CHANGE: DBK VOR/DME coordinates and elevation; ADR table updated.

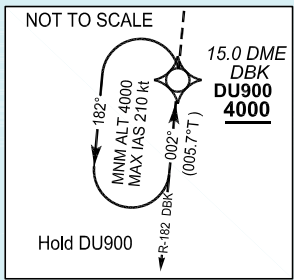
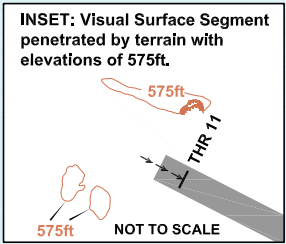
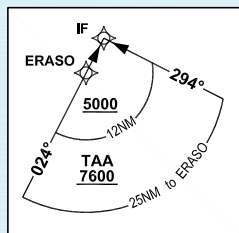
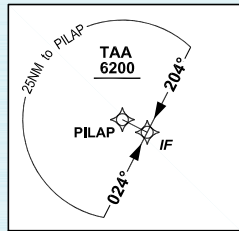
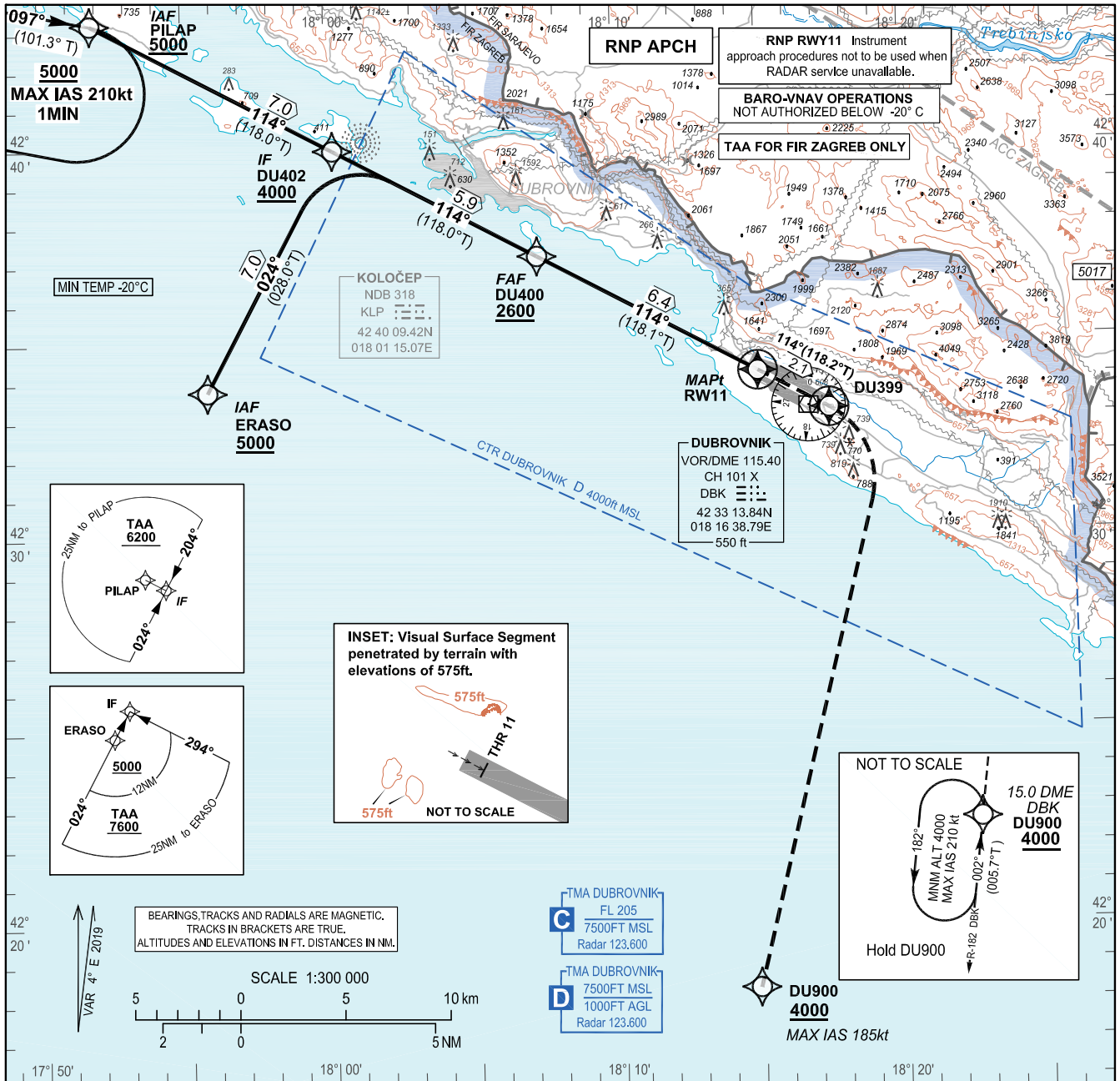
INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 527
HEIGHTS RELATED
TO THR RWY 11 - ELEV 519

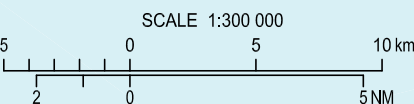
SBAS
CH: 68831
E11A

DUBROVNIK ATIS 118.425
DUBROVNIK RADAR 123.600
DUBROVNIK TOWER 129.500

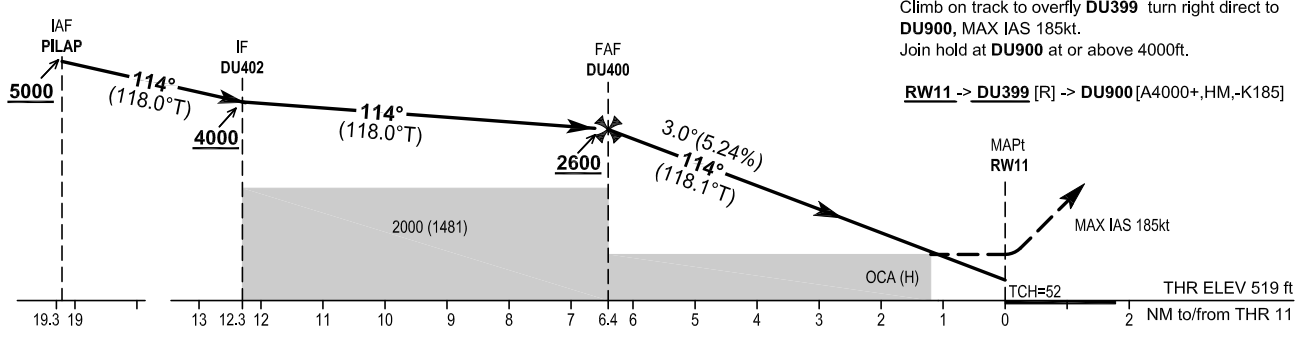
DUBROVNIK / Čilipi
CROATIA
RNP RWY 11



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC.
TRACKS IN BRACKETS ARE TRUE.
ALTITUDES AND ELEVATIONS IN FT. DISTANCES IN NM.



TRANSITION ALTITUDE 10 000



MISSED APPROACH:
Climb on track to overfly DU399 turn right direct to DU900, MAX IAS 185kt.
Join hold at DU900 at or above 4000ft.

RW11 -> DU399 [R] -> DU900 [A4000+, HM, -K185]

		OCA (H)	A	B	C	D
Straight-in approach	LNAV 2.5 % *			2180 (1661)		
	LNAV 4.0 % *			1890 (1371)		
	LNAV / VNAV			1730 (1211)		
	LPV 2.5 % *			1620 (1101)		
	LPV 4.0 % *			810 (291)		

Note: * - Minimum missed approach climb gradient

DIST THR / RW11	NM	6	5	4	3	2	1
Altitude (HGT) 3.0°	ft	2485 (1966)	2165 (1646)	1845 (1326)	1530 (1011)	1210 (691)	890 (371)

Timing not authorized for defining the MAPt

GS	kt	90	110	130	150	170	190
FAF-RW11 (6.37NM)	min:sec	4:15	3:28	2:56	2:33	2:15	2:01
Rate of descent (5.24%)	ft/min	478	584	690	796	902	1008

CHANGE: DBK VOR/DME coordinates and elevation; Chart title; Page number.

DUBROVNIK / Čilipi

CROATIA

RNP RWY 11

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LDDU
Runway	11
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E11A
LTP/FTP Latitude	423409.2060N
LTP/FTP Longitude	0181454.2415E
LTP/FTP Ellipsoidal Height (metres)	198.6
FPAP Latitude	423320.9460N
Delta FPAP Latitude (seconds)	-48.2600
FPAP Longitude	0181655.8855E
Delta FPAP Longitude (seconds)	121.6440
Threshold Crossing Height	52.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output data

Data Block	10 15 04 04 0C 0B 00 00 01 31 31 05 6C CB 44 12 43 D4 D4 07 C2 1B F8 86 FE 58 B6 03 08 02 2C 01 64 00 C8 FA 27 B1 E8 07
Calculated CRC Value	27B1E807

Required Additional Data

ICAO Code	LD
LTP/FTP Orthometric Height (metres)	158.3

LDDU RNP RWY11

Proposed tabular description for navigation database coding - APPROACH TRANSITION

Serial Number	Fix	Path descriptor	Waypoint name	Flyover	Course	Magnetic Variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Remarks	NAV SPEC
					°M (°T)								
010	IAF	IF	ERASO	-	-	4.00°E	-	-	+5000	-	-	-	RNP APCH
020	IF	TF	DU402	-	024° (028.0°T)	4.00°E	7.0	-	+4000	-	-	-	
010	IAF	IF	PILAP	-	-	4.00°E	-	-	+5000	-	-	-	RNP APCH
020	IF	TF	DU402	-	114° (118.0°T)	4.00°E	7.0	-	+4000	-	-	-	

Proposed tabular description for navigation database coding - FINAL TRANSITION

Serial Number	Fix	Path descriptor	Waypoint name	Flyover	Course	Magnetic Variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Remarks	NAV SPEC
					°M (°T)								
010	IF	IF	DU402	-	-	4.00°E	-	-	+4000	-	-	-	RNP APCH
020	FAF	TF	DU400	-	114° (118.0°T)	4.00°E	5.9	-	+2600	-	-	-	
030	MAPt	TF	RW11	Y	114° (118.1°T)	4.00°E	6.4	-	-	-	3.0 / 52.0	-	
040	-	TF	DU399	Y	114° (118.2°T)	4.00°E	2.1	-	-	-	-	-	
060	MAHF	DF	DU900	-	-	4.00°E	-	R	+4000	-185	-	-	
070	MAHF	HM	DU900	-	002° (005.7°T)	4.00°E	1MIN	L	+4000	-210	-	Holding above 4000ft on ATC clearance only	

RNAV HOLDING tabular description

Waypoint name	Path Terminator	Inbound course °M (°T)	Leg time/distance NM	Turn direction	Minimum altitude FT	Maximum altitude FT	Speed limit MAX IAS	Magnetic variation	Remarks	NAV SPEC
PILAP	HM	097°	1MIN /	R	5000	-	210	4°E	-	RNAV 1
		(101.3°T)	-							
DU900	HM	002°	1MIN /	L	4000	-	210	4°E	-	RNAV 1
		(005.7°T)	-							

Waypoint coordinates

Waypoint name	wgs-84 latitude	wgs-84 longitude
ERASO	423345.7N	0175547.1E
PILAP	424313.8N	0175151.5E
RW11	423409.21N	0181454.24E
DU399	423310.7N	0181721.6E
DU400	423709.7N	0180717.9E
DU402	423956.6N	0180014.4E
DU900	421817.9N	0181438.3E

CHANGE: DBK VOR/DME coordinates and elevation; Chart title; Page number.

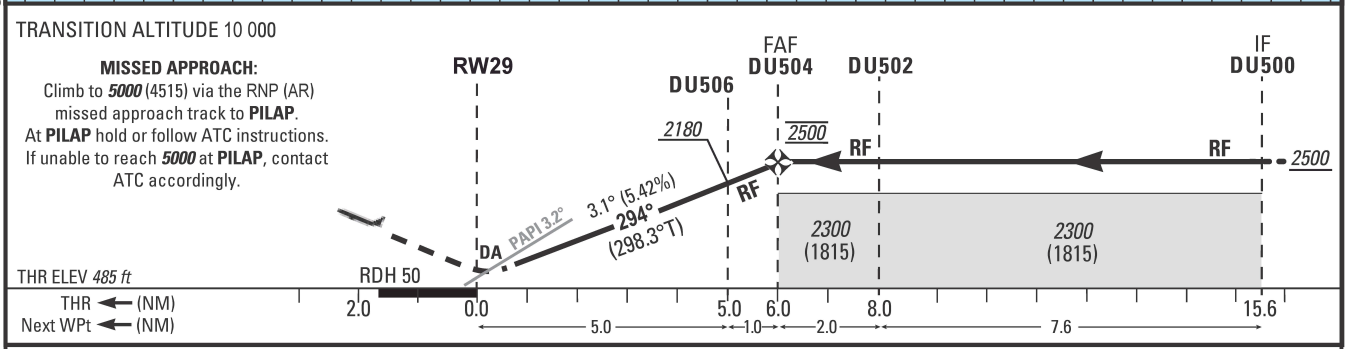
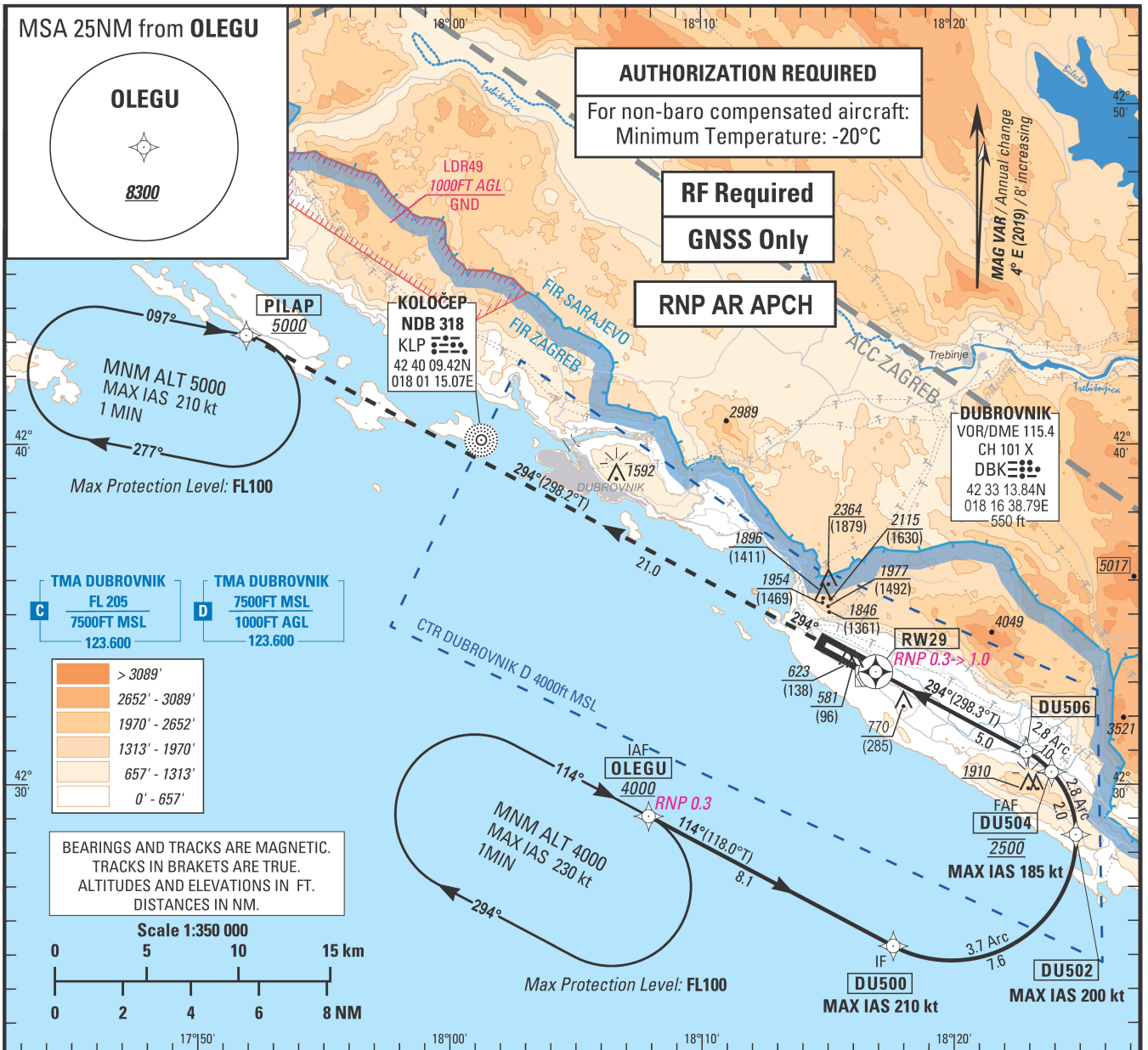
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INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 527
HEIGHTS RELATED
TO THR RWY 29 - ELEV 485

DUBROVNIK ATIS 118.425
DUBROVNIK RADAR 123.600
DUBROVNIK TOWER 129.500

DUBROVNIK/Čilipi
CROATIA
RNP RWY29 (AR)



AD minima : Altitude and Height in feet. REF HGT : THR ELEV.

WITHOUT IRU	MA	CAT A	CAT B	CAT C	CAT D		
OCA (H)	2.5%	1740 (1255)	1760 (1275)	1780 (1295)	1800 (1315)		
	4.0%	1480 (995)	1510 (1025)	1530 (1045)	1550 (1065)		
	5.0%	1350 (865)	1380 (895)	1400 (915)	1420 (935)		
WITH IRU		IAS MIN 70kt	IAS MIN 85kt	IAS MIN 85kt	IAS MIN 100kt		
OCA (H)	2.5%	1740 (1255)	1600 (1115)	1620 (1135)	1490 (1005)	920 (435)	930 (445)
	4.0%	1480 (995)	1260 (775)	1290 (805)	920 (435)	920 (435)	930 (445)
	5.0%	1260 (775)	1130 (645)	1170 (685)	920 (435)	920 (435)	930 (445)

Change: DBK VOR/DME coordinates and elevation; Chart title; Page number.

DUBROVNIK/Čilipi

CROATIA

RNP RWY29 (AR)

Illustrative Coding RWY29

Seq No	P T	W/P ID	Over Fly	Fix role	T D	CRS Val (°) True	CRS Val (°) Mag	DIST NM	ALT DESC	ALT	SPD LMT	VRT ANG	NAV PERF	Nav Spec	RADIUS val NM	ARC CTR ID
10	IF	OLEGU		IAF					+	4000FT			0.3 NM	RNP AR APCH		
20	TF	DU500		IF		118.0	114	8.1			210 KT		0.3 NM	RNP AR APCH		
30	RF	DU502			L	0.0	356	7.6			200 KT		0.3 NM	RNP AR APCH	3.667	DUC01
40	RF	DU504		FAF	L	318.2	314	2.0	@	2500FT	185 KT		0.3 NM	RNP AR APCH	2.800	DUC02
50	RF	DU506			L	298.3	294	1.0				-3.1	0.3 NM	RNP AR APCH	2.800	DUC02
60	TF	RW29	Y	MAPT		298.3	294	5.0				-3.1	0.3 NM	RNP AR APCH		
70	TF	PILAP				298.2	294	21.0	@	5000FT			1.0 NM	RNP AR APCH		

RNAV Holding

Leg Sequence	Path Terminator	Waypoint Identification	Fly Over	Direction MAG(°)	Direction True(°)	Leg Time/Distance (NM)	Turn direction	MNM Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	MAX IAS (Kt)	Vertical angle (°)/TCH (m)	Nav Spec
HLDG	HM	OLEGU	Y	114	118.0	T 1 min	R	4000		230		RNAV 1
HLDG	HM	PILAP	Y	097	101.0	T 1 min	R	5000		210		RNAV 1

Full Waypoint List

W/P ID	Latitude	Longitude
DU500	42°25'16.7"N	018°17'35.3"E
DU502	42°28'30.9"N	018°24'52.7"E
DU504	42°30'22.8"N	018°23'55.0"E
DU506	42°30'58.8"N	018°22'53.3"E
DUC01	42°28'30.8"N	018°19'55.4"E
DUC02	42°28'30.8"N	018°21'05.7"E
OLEGU	42°29'06.1"N	018°07'54.0"E
PILAP	42°43'13.8"N	017°51'51.5"E
RW29	42°33'20.95"N	018°16'55.89"E

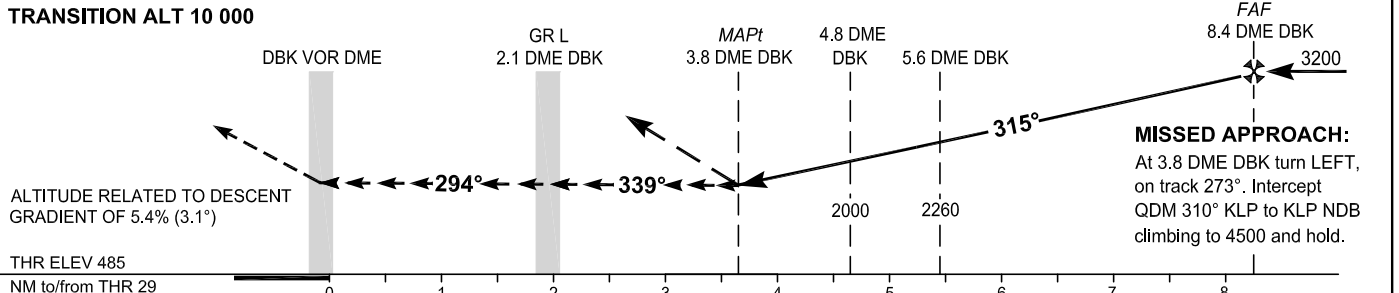
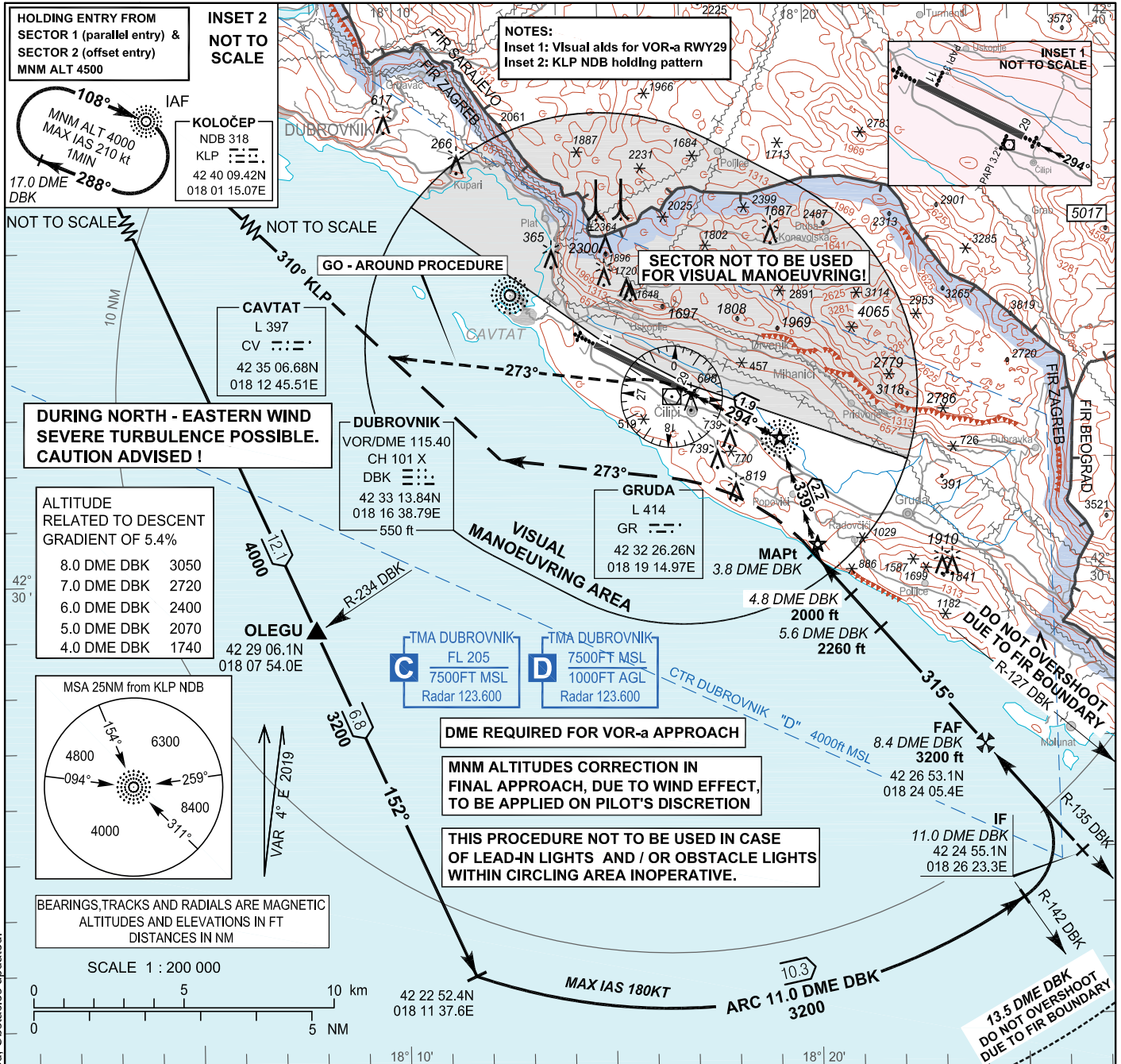
Change: DBK VOR/DME coordinates and elevation; Chart title; Page number.

INSTRUMENT APPROACH
CHART-ICAO
(CIRCLING WITH PRESCRIBED TRACKS)

AD ELEV 527
HEIGHTS RELATED
TO AD ELEV 527

DUBROVNIK ATIS	118.425
DUBROVNIK RADAR	123.600
DUBROVNIK TOWER	129.500

DUBROVNIK / Čilipi
CROATIA
VOR - a RWY 29



OCA(H)	A	B	C
Circling	1670 (1143)		

NOTE: Circling NE of aerodrome NA.

See special notes to Aircraft Operators on the second page.

CIRCLING PROCEDURE:
Execute a published instrument approach procedure to circling OCA/H for relevant ACFT CAT, proceed VISUALLY on tracks and distances given on the chart above.

GO - AROUND PROCEDURE :
Above THR 29, at the latest, turn LEFT onto track 273°. Intercept QDM 310° KLP to KLP NDB climbing to 4500 and hold.

CHANGE: DBK VOR/DME coordinates and elevation; INSET 1 updated; Obstacles updated.

DUBROVNIK / Čilipi
CROATIA
VOR - a RWY 29

SPECIAL NOTES
CIRCLING WITH PRESCRIBED TRACKS

The following requirements contain information which shall be considered by the operator.

SPECIAL NOTES before practice and operating LDDU VOR-a RWY29 procedure.

Requirements for Operators:

- Due to specific orography, mountainous terrain in vicinity of APT Dubrovnik and the requirement for visual segment manoeuvring, before using of LDDU VOR-a RWY 29 procedure, according to the provisions of EC REG 965/2012 ORO.FC.105 (Designation as pilot-in-command/commander) all operators shall develop competence qualification criteria for this particular procedure.
- Commander must be Pilot Flying.

Requirements for Pilot Flying:

- Maximum speed on 11 DME ARC is 180 kias
- At MAPt if RWY in sight proceed visually following the course 339° to GR L and reduce the vertical speed in order to reach altitude at GR L not below 1220ft(QNH), or execute go around if RWY is not in sight
- Usage of Lead-in lights (MAPt and GR L) and PAPI at night operations are mandatory
- This procedure not to be used in case of lead-in lights and or obstacle lights within circling area inoperative.

Common Recommendation:

- The procedure to be used when the tailwind component for approach RWY 11 exceeds the operational limits for landing: for particular type of aircraft
- The procedure should not be used during "BURA" wind (a northern to north-eastern local katabatic wind in the Adriatic) due to severe turbulence
- During daylight hours use of standard visual approach for RWY 29 is recommended.

CHANGE: DBK VOR/DME coordinates and elevation; INSET 1 updated; Obstacles updated.

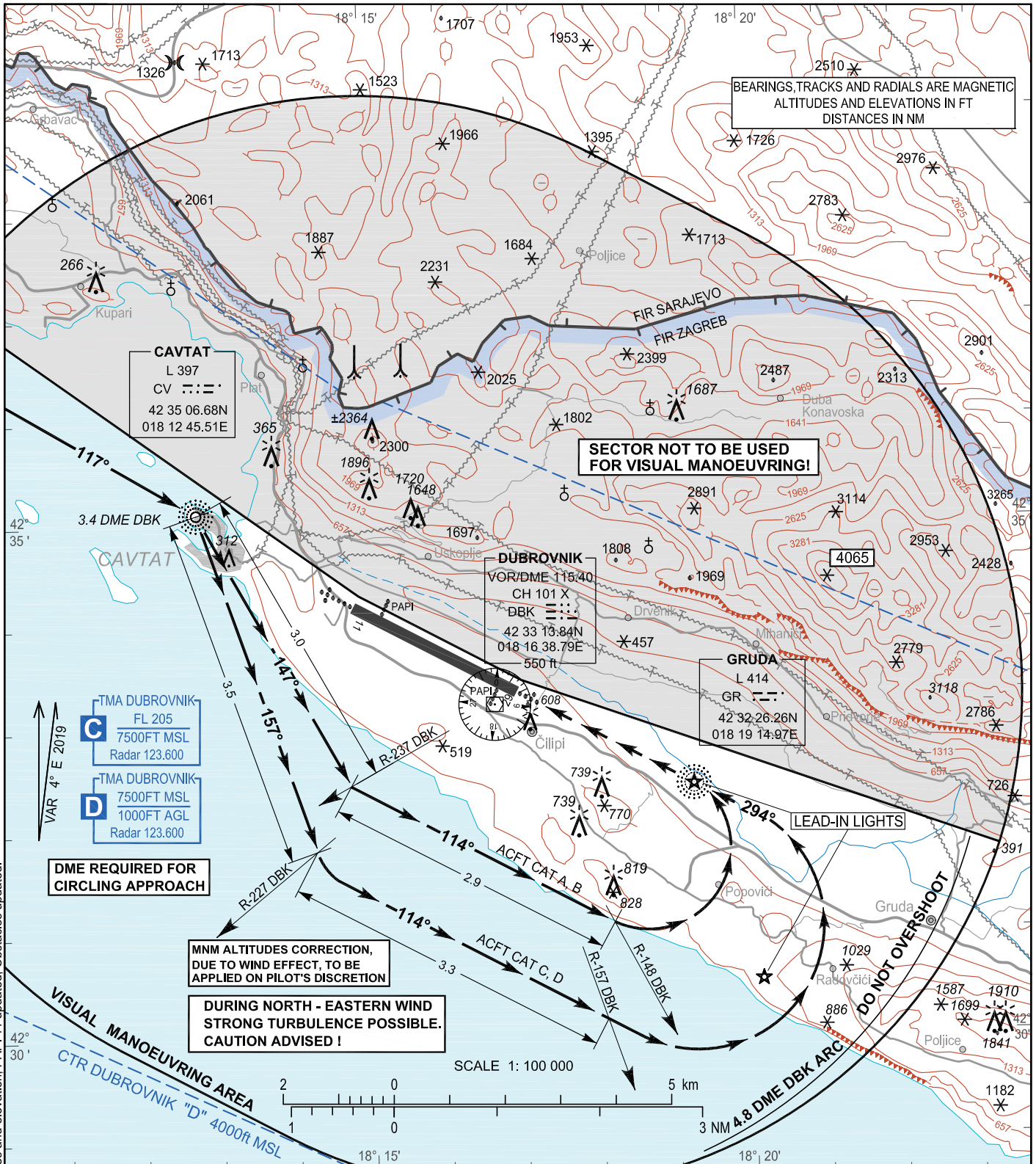
VISUAL MANOEUVRING- CIRCLING
WITH PRESCRIBED TRACKS CHART (IFR)

AD ELEV 527
HEIGHTS RELATED
TO AD ELEV 527

DUBROVNIK ATIS 118.425
DUBROVNIK RADAR 123.600
DUBROVNIK TOWER 129.500

DUBROVNIK / Čilipi
CROATIA

Circling with prescribed tracks RWY 29



OCA(H)	A	B	C	D
Circling ILS LOC only	1300 (773)		2170 (1643)	
Circling VOR	2170 (1643)			
Circling L	2300 (1773)			

NOTE: Circling night and NE of aerodrome NA

CIRCLING PROCEDURE:

Execute a published instrument approach procedure to circling OCA(H) for relevant ACFT CAT, proceed VISUALLY onto tracks and distances given on the chart above.

MISSED APPROACH PROCEDURE WHILE CIRCLING:

If visual reference is lost before R - 182 DBK intercept
R - 182 DBK climbing to 15.0 DME DBK and hold.

If visual reference is lost after R - 182 DBK turn left inbound
DBK VOR DME intercept R - 182 DBK climbing to 15.0 DME DBK and hold.

CHANGE: DBK VOR/DME coordinates and elevation; PAPI 11 updated; Obstacles updated.

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VISUAL
OPERATION
CHART

ARP
42° 33' 40.87"N
018° 16' 05.68"E

AD ELEV 527

DUBROVNIK ATIS 118.425
DUBROVNIK RADAR 123.600
DUBROVNIK TOWER 129.500

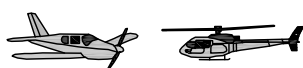
DUBROVNIK / Čilipi
CROATIA



CHANGE: DBK VOR/DME elevation: Obstacles updated.

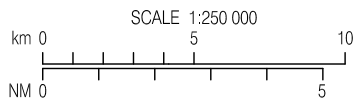
Reporting Point	Definition
A2	Islet Sv. Andrija
B2	Visual holding point
C2	R 227 15 DME DBK
D2	R 182 15 DME DBK
F2	R 265 15 DME DBK
E5	Village Molunat

Two-way radio communication required.
Contact Tower normally at reporting points or any other point but not later than 5min prior to entering CTR.



ATTENTION:
For latest information consult relevant publications, and NOTAMs!
Prominent transmission lines data not complete!
No guarantee for the completeness and accuracy of obstacles!

ALTITUDES AND ELEVATIONS IN FT



OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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AD 2 AERODROMES**LDLO AD 2****LDLO AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LDLO - AIRFIELD LOŠINJ/Lošinj I.

LDLO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	443357.26N 0142335.48E 021°/294 M from THR 02
2	Direction and distance from (city)	307°, 3.2 NM from Mali Losinj
3	Elevation/Reference temperature	154 FT / 30°C (AUG)
4	Geoid undulation at AD ELEV PSN	140 FT
5	MAG VAR/Annual change	4°E (2019) / 0.15° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, e-mail, URL	Post: Zračno pristaniste Mali Losinj d.o.o. Privlaka 19 51550 Mali Losinj Phone: (+385 51) 231666 Fax: (+385 51) 235148 Email: info@airportmalilosinj.hr
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

LDLO AD 2.3 OPERATIONAL HOURS

1	AD Operator	Upon NOTAM or AIP SUP
2	Customs and immigration	As AD HR SER
3	Health and sanitation	As AD HR SER
4	AIS Briefing Office	As ATS - Selfbriefing
5	ATS Reporting Office (ARO)	H24 - Central ARO Split; Phone: +385 21 205-444 Fax: +385 21 895-227
6	MET Briefing Office	As ATS
7	ATS	Upon NOTAM or AIP SUP
8	Fuelling	As AD HR SER
9	Handling	As AD HR SER
10	Security	Police H24
11	De-icing	Nil
12	Remarks	REF AD 2.22

LDLO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Generator with 28V and 115V 1 towing truck 3 luggage dollies
2	Fuel/oil types	A1, AVGAS 100LL / Oil - Nil
3	Fuelling facilities/capacity	1 Fuel Truck 700 litres 1 Fuel Truck 5.000 litres Fuel pump, hose length 25 M
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Available for minor repairs
7	Remarks	Nil

LDLO AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Mini van up to 8 persons, taxi
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	In the city
6	Tourist Office	In the city
7	Remarks	Nil

AD 2 AERODROMES**LDOS AD 2****LDOS AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LDOS - AIRPORT OSIJEK / Klisa

LDOS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	452745.60N 0184836.56E 111° GEO / 1151 M from THR 11 291° GEO / 1348 M from THR 29
2	Direction and distance from (city)	20 KM ESE from OSIJEK
3	Elevation/Reference temperature	291 FT / 30°C (JUL)
4	Geoid undulation at AD ELEV PSN	144 FT
5	MAG VAR/Annual change	5°E (2019) / 0.13° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, e-mail, URL	Post: Zračna luka OSIJEK P.O. Box 47 31001 Osijek Phone: (+385 31) 514400 Fax: (+385 31) 514452 SITA: OSIAPXH Email: opc@osijek-airport.hr URL: http://www.osijek-airport.hr/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

LDOS AD 2.3 OPERATIONAL HOURS

1	AD Operator	Upon NOTAM or AIP SUP
2	Customs and immigration	AS AD HR SER
3	Health and sanitation	AS AD HR SER
4	AIS Briefing Office	As ATS - Selfbriefing
5	ATS Reporting Office (ARO)	H24 - Central ARO Split; Phone: +385 21 205-444 Fax: +385 21 895-227
6	MET Briefing Office	H24
7	ATS	Upon NOTAM or AIP SUP
8	Fuelling	AS AD HR SER
9	Handling	AS AD HR SER
10	Security	H24
11	De-icing	AS AD HR SER
12	Remarks	REF AD 2.22

LDOS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	1 cargo loader 7000 KG 1 fork lift 3000 KG 1 main deck loader 18 000 KG
2	Fuel/oil types	A1, AVGAS 100LL
3	Fuelling facilities/capacity	1 Fuel Truck 45 000 L (A1) 1 Fuel Truck 5 000 L (AVGAS 100LL)
4	De-icing facilities	2 aircraft de-icing vehicles, max. working height 14 M.
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LDOS AD 2.5 PASSENGER FACILITIES

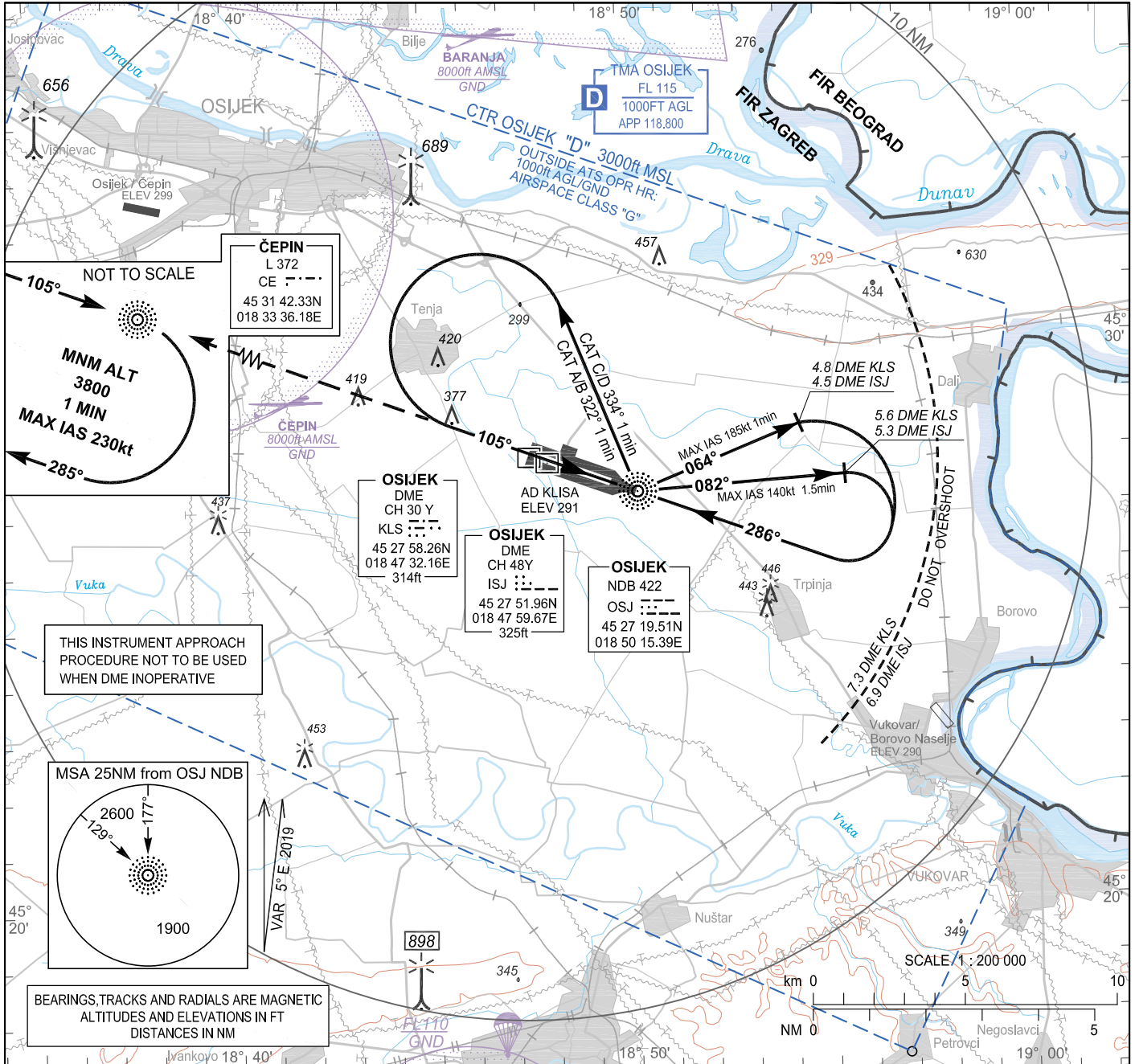
1	Hotels	Hotels in Osijek and Vukovar
2	Restaurants	At AD
3	Transportation	Bus, taxi, rent-a-car at AD
4	Medical facilities	First aid at AD, hospital in Osijek
5	Bank and Post Office	Nil
6	Tourist Office	In Osijek
7	Remarks	Nil

INSTRUMENT APPROACH
CHART-ICAO

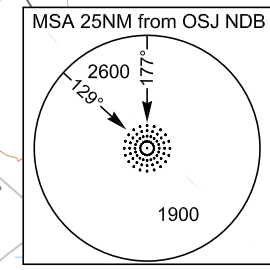
AD ELEV 291
HEIGHTS RELATED
TO AD ELEV

OSIJEK APPROACH 118.800
OSIJEK TOWER 118.800

OSIJEK / Klisa
CROATIA
NDB RWY 29

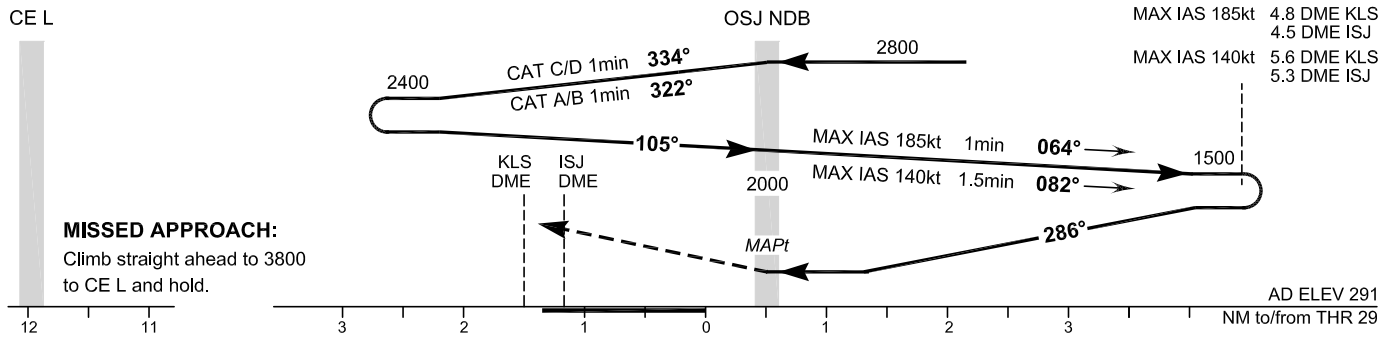


THIS INSTRUMENT APPROACH PROCEDURE NOT TO BE USED WHEN DME INOPERATIVE



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FT
DISTANCES IN NM

TRANSITION ALT 10 000



MISSED APPROACH:
Climb straight ahead to 3800
to CE L and hold.

OCA(H)	A	B	C	D
Straight-in Approach	680 (390)			
Circling	690 (400)	790 (500)	890 (600)	1090 (800)

CHANGE: ISJ DME back up distances

OSIJEK / Klisa

CROATIA

NDB RWY 29

AERONAUTICAL DATABASE REQUIREMENTS

Conventional procedure essential fixes/points

NDB RWY 29

Final approach descent angle: -

Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (OSJ NDB)	See LDOS AD 2.19	-	-
MAPt (OSJ NDB)	See LDOS AD 2.19	-	-

CHANGE: ISJ DME back up distances

AD 2 AERODROMES**LDPL AD 2****LDPL AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LDPL - AIRPORT PULA / Pula

LDPL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	445336.72N 0135519.89E 088°/1476 M from THR 09
2	Direction and distance from (city)	067°, 6 KM from the centre of Pula
3	Elevation/Reference temperature	275 FT / 30.2°C (JUL)
4	Geoid undulation at AD ELEV PSN	142 FT
5	MAG VAR/Annual change	4°E (2019) / 0.15° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, e-mail, URL	Post: Zračna luka PULA d.o.o. Valtursko polje 210, p.p. 89 52100 Pula Phone: (+385 52) 530100 Fax: (+385 52) 550914 (+385 52) 550915 SITA: PUYAPXH Email: uprava@airport-pula.hr URL: http://www.airport-pula.hr
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

LDPL AD 2.3 OPERATIONAL HOURS

1	AD Operator	Upon NOTAM or AIP SUP
2	Customs and immigration	As AD HR SER
3	Health and sanitation	As AD HR SER
4	AIS Briefing Office	H24 - Selfbriefing
5	ATS Reporting Office (ARO)	H24 - Central ARO Split; Phone: +385 21 205-444, Fax: +385 21 895-227
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	As AD HR SER
10	Security	H24
11	De-icing	As AD HR SER
12	Remarks	Nil

LDPL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	2 cargo loader 7.5 tones/ 5.6 M 1 Fork lift 2 tones/ 3.2 M
2	Fuel/oil types	JET A1, AVGAS 100LL / Oil - Nil
3	Fuelling facilities/capacity	1 Fuel Trucks 63 000 L (A1) 1 Fuel Truck 40 000 L (A1) 1 Fuel Truck 18 000 L (A1) 1 Fuel Truck 4 000 L (AVGAS 100LL)
4	De-icing facilities	AVBL 1 truck, de/anti-icing fluid: TYPE IV
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LDPL AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city.
2	Restaurants	In the city.
3	Transportation	Bus, taxi
4	Medical facilities	First aid at AD. Hospitals in the city.
5	Bank and Post Office	In the city.
6	Tourist Office	In the city.
7	Remarks	Nil

AD 2 AERODROMES**LDRI AD 2****LDRI AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LDRI - AIRPORT RIJEKA / Krk I.

LDRI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	451300.80N 0143412.96E 143°/1250 M from THR 14
2	Direction and distance from (city)	139°, 27 KM from Rijeka (railway station)
3	Elevation/Reference temperature	278 FT / 29.9°C (JUL)
4	Geoid undulation at AD ELEV PSN	145 FT
5	MAG VAR/Annual change	4°E (2019) / 0.15° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, E-mail, URL	Post: Zragna luka Rijeka 51513 Omisalj Phone: (+385 51) 842040 (+385 51) 842055 Fax: (+385 51) 842032 SITA: RJKAPXH Email: operations@rijeka-airport.hr URL: http://www.rijeka-airport.hr/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

LDRI AD 2.3 OPERATIONAL HOURS

1	AD Operator	Upon NOTAM or AIP SUP
2	Customs and immigration	H24
3	Health and sanitation	AS AD HR SER
4	AIS Briefing Office	As ATS - Selfbriefing
5	ATS Reporting Office (ARO)	H24 - Central ARO Split; Phone: +385 21 205-444, Fax: +385 21 895-227
6	MET Briefing Office	As ATS HR SER
7	ATS	Upon NOTAM or AIP SUP
8	Fuelling	H24
9	Handling	AS AD HR SER
10	Security	H24
11	De-icing	Not AVBL
12	Remarks	REF AD 2.22

LDRI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Cargo lifter - capacity 8400 KG, max. height 3.65 M Palette trailers - 6 pieces
2	Fuel/oil types	A1, AVGAS 100LL / Oil - Nil
3	Fuelling facilities/capacity	1 Fuel Truck 18000 L (A1) 1 Fuel Truck 15000 L (A1) 10000 L (AVGAS 100LL)
4	De-icing facilities	Not AVBL
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LDRI AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in Rijeka, hotels on Krk Island
2	Restaurants	In the city and on Krk Island
3	Transportation	Bus, taxi, rent a car
4	Medical facilities	First aid at AD, hospital in the city.
5	Bank and Post Office	In the city, on Krk Island, Omisalj
6	Tourist Office	At AD, in the city, on Krk Island, Omisalj
7	Remarks	Nil

AD 2 AERODROMES**LDSB AD 2****LDSB AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LDSB - AIRFIELD BRAČ / Brač I.

LDSB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	431708.59N 0164046.99E
2	Direction and distance from (city)	225° GEO, 5 KM from Bol
3	Elevation/Reference temperature	1781 FT / 30.2°C (AUG)
4	Geoid undulation at AD ELEV PSN	139 FT
5	MAG VAR/Annual change	4°E (2019) / 0.13° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, e-mail, URL	Post: Aerodrom Brač d.o.o. P.O. BOX 33 21400 Supetar Phone: (+385 21) 559701 (+385 21) 559711 Fax: (+385 21) 559709 (+385 21) 559722 SITA: BWKAPXH Email: airport-brac@airport-brac.hr URL: http://www.airport-brac.hr/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

LDSB AD 2.3 OPERATIONAL HOURS

1	AD Operator	Upon NOTAM or AIP SUP
2	Customs and immigration	AS AD HR SER
3	Health and sanitation	AS AD HR SER
4	AIS Briefing Office	As ATS - Selfbriefing
5	ATS Reporting Office (ARO)	H24 - Central ARO Split; Phone: +385 21 205-444, Fax: +385 21 895-227
6	MET Briefing Office	As ATS
7	ATS	Upon NOTAM or AIP SUP
8	Fuelling	AS AD HR SER
9	Handling	AS AD HR SER
10	Security	Police H24
11	De-icing	Nil
12	Remarks	REF AD 2.22

LDSB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	A1, AVGAS 100LL / Oil - Nil
3	Fuelling facilities/capacity	100 000 L (A1) 29 937 L (AVGAS 100LL)
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LDSB AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in Bol (14 KM) and Supetar (28 KM)
2	Restaurants	Nil
3	Transportation	taxi
4	Medical facilities	First aid at AD
5	Bank and Post Office	Nil
6	Tourist Office	Nil
7	Remarks	Nil

AD 2 AERODROMES**LDZA AD 2****LDZA AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LDZA - AIRPORT ZAGREB / Franjo Tuđman

LDZA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	454434.55N 0160407.60E on RWY centre line 1800 M NE from THR 04
2	Direction and distance from (city)	135°, 10 KM from railway station in Zagreb
3	Elevation/Reference temperature	353 FT / 28°C (JUL)
4	Geoid undulation at AD ELEV PSN	148 FT
5	MAG VAR/Annual change	4°E (2019) / 0.15° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, e-mail, URL	Post: MZLZ-Zagreb Airport Operator Ltd. Rudolfa Fizira 1 10410 Velika Gorica Croatia Phone: (+385 1) 4562113 SITA: ZAGAPXH Email: koordinatori@zag.aero URL: http://www.zagreb-airport.hr/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

LDZA AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	0500-2300 (0400-2200)
4	AIS Briefing Office	H24 - Selfbriefing
5	ATS Reporting Office (ARO)	H24 - Central ARO Split; Phone: +385 21 205-444, Fax: +385 21 895-227
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Nil

LDZA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Baggage and cargo handling up to 20 T, lifting up to 5,6 M
2	Fuel/oil types	A1, AVGAS 100LL / Oil - Nil
3	Fuelling facilities/capacity	3 Fuel Trucks 60 000 L (A1) 1 Fuel Trucks 45 000 L (A1) 1 Fuel Truck 36 000 L (A1) 1 Fuel Truck 20 000 L (A1) 1 Fuel Truck 5 000 L (AVGAS 100LL)
4	De-icing facilities	4 aircraft de-icing vehicles, MAX working height 21 M.
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Available for minor repairs
7	Remarks	"ZAGREB AIRPORT HANDLING" AVBL H24 on FREQ 131.550 MHZ

LDZA AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in Zagreb
2	Restaurants	At AD, in the city
3	Transportation	Bus, taxi, rent a car at AD
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	Nil
6	Tourist Office	Information counter Tourist board of the city of Zagreb.
7	Remarks	Nil

LDZA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	MAX available CAT 9 See Remarks
2	Rescue equipment	1 Heavy fire fighting vehicle: 14 000 L water, 1 300 L foam, 8 200 L discharge rate 1 Heavy fire fighting vehicle: 12 500 L water, 1 500 L foam, 9 000 L discharge rate 1 Heavy fire fighting vehicle: 3 500 L water, 500 L foam, 2 400 L discharge rate 1 Heavy fire fighting vehicle: 9 000 L water, 1 000 L foam, 4 000 L discharge rate 1 Heavy fire fighting vehicle: 9 000 L water, 1 000 L foam, 6 400 L discharge rate
3	Capability for removal of disabled aircraft	Special equipment for this purpose is not available. Contact: Slavko Roguljic, phone: +385 (0)1 4562 847, e-mail: sroguljic@zag.aero
4	Remarks	AD categories for fire fighting are: CAT 6 2200-0400 (2300-0500) CAT 7 1500-2200 (1600-2300) CAT 8 0400-1000 (0500-1100) CAT 9 1000-1500 (1100-1600) See LDZA AD 2.20.4

LDZA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Snow removal equipment: snow ploughs, snow blowers, towed sweepers, spreaders and snow loaders. Chemical treatment with liquid spreaders. Surface friction testers (high pressure tire): ASFT SAAB 9000 CS and SFT SAAB 9-5.
2	Clearance priorities	1. Runway 2. Taxiways 3. Apron parking stands

3	Remarks	Snow clearance information promulgated by SNOWTAM and ATIS from November to April H24. Winter service manager Tel: + 385 1 4562419
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LDZA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	APRON	SURFACE	STRENGTH	
		APRON WEST	CONC	PCN 88/R/C/W/T	
		APRON EAST	CONC	PCN 57/R/A/W/T	
		GENERAL AVIATION APRON	ASPH	PCN 30/F/A/W/T	
2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	26	CONC	PCN 68/R/B/W/T
		B	37	CONC	PCN 54/R/A/W/T
		C	23	ASPH	PCN 54/F/A/W/T
		D	23	ASPH	PCN 35/F/A/W/T
		E	37	CONC	PCN 54/R/A/W/T
		F	23	CONC	PCN 54/R/A/W/T
		G	23	ASPH	PCN 95/F/B/X/T
		H	23	ASPH	PCN 95/F/B/X/T
		MC	23	ASPH	PCN 95/F/B/X/T
		R	15	ASPH	PCN 28/F/A/W/T
		T	11.25	CONC	PCN 40/R/D/W/T
3	ACL location and elevation	at Apron West 350 FT/107 M at Apron East 345 FT/105 M at General Aviation Apron 349 FT/107 M			
4	VOR checkpoints	Nil			
5	INS checkpoints	Apron West - see LDZA AD 2.24.2 APDC West -1 Apron East - see LDZA AD 2.24.2 APDC East -1			
6	Remarks	<p>TWY A: grass shoulders, width 2x9 M TWY B and TWY E: grass shoulders, width 2x3.5 M TWY C and TWY D: grass shoulders, width 2x1 M TWY F: paved shoulders, width 2x3.5 M and grass shoulders width 2x7 M TWY G and TWY H: paved shoulders, width 2x10.5 M</p> <p>On TWY C and TWY F taxiing of four engine aircraft is forbidden with engines 1 and 4 active.</p> <p>TWY D prohibited to ACFT code letter D, E, F and code letter C with wheelbase more than 18 M.</p> <p>TWY T: Only for military ACFT (Military authorization required)</p> <p>ACFT Code Letter F has to await Follow me when entering part of TWY F from TWY C to TWY B for taxiing to parking position WB, WD and WE.</p>			

Type of aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	PIS	424 KHZ	H24	453618.10N 0155038.39E		Coverage 50 NM, except between QDR 339°-049° where coverage is 40 NM.
L	SK	350 KHZ	H24	454820.96N 0160952.78E		4.75 NM from THR22 Range 25 NM
L	VG	325 KHZ	H24	454331.30N 0160231.44E		223°MAG/0.57 NM from THR 04. Range 25 NM
LOC 04	IZA	109.5 MHZ	H24	454513.99N 0160507.60E		ILS CAT III.E4
GP 04		332.6 MHZ	H24	454405.79N 0160312.42E		3°, RDH 53 FT
DME 04	IZA	109.5 MHZ CH32X	H24	454405.79N 0160312.42E	372 FT	Collocated with GP 04
OM04	Dashes- Dashes	75 MHZ	H24	454126.29N 0155924.06E		3.59 NM from THR04
MM04	Dots- Dashes	75 MHZ	H24	454331.45N 0160231.71E		0.57 NM from THR04
LOC 22	IZG	109.1 MHZ	H24	454346.87N 0160255.12E		ILS CAT I
GP 22		331.4 MHZ	H24	454503.84N 0160440.66E		3°, RDH 17 M
OM22	Dashes- Dashes	75 MHZ	H24	454820.56N 0160952.34E		4.75 NM from THR22
MM22	Dots- Dashes	75 MHZ	H24	454529.91N 0160531.84E		0.57 NM from THR22

LDZA AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 GENERAL

2.20.1.1 Advanced Surface Movement Guidance and Control System (A-SMGCS)

Croatia Control Ltd. is providing A-SMGCS service at Zagreb/Franjo Tuđman Airport, supported by 1 SMR and integrated Mode S MLAT (*Multilateration*) operative 24HR which provides aircraft position information and identification to TWR and GND.

Surveillance service for surface movement is provided according to ENR 1.6.

Aircraft Operators intending to use Zagreb/Franjo Tuđman Airport shall ensure that Mode S transponders are able to operate when the aircraft is on the ground, transmitting Mode S *squitter* and replying to Mode S addressed interrogations only.

2.20.1.2 Low Visibility Procedures (LVP)

ATC applies Low Visibility Procedures (LVP) for the purpose of ensuring safe operations during ILS Category II/III (CAT II/III) approaches and/or Low Visibility Take-Offs (LVTO).

When LVP is in operation pilots will be informed by ATIS broadcast or RTF.

During LVP runway in use is RWY04 only.

On Apron East and Apron West (during LVP) only one aircraft movement is allowed at a time.

Hourly traffic rates are anticipated in LVP- RVR less than 350 M=12 operations (ARR/DEP).

For CAT II/III training purposes sensitive area will not be protected and LOC22 will be switched off.

ARRIVALS:

Aircraft shall report when landed and shall report RWY vacated when passing the end of the colour coded yellow-green TWY CLL on TWR FREQ.

Vacating the runway available via TWY E only.

Expect stopbars on TWY F and TWY G.

„Follow me“ guidance shall be provided from stopbar F3 (entrance to Apron West) or G (entrance to Apron East). Aircraft shall report „follow me in sight“ on GND FREQ.

DEPARTURES:

Apron East (during LVP) – „Follow me“ guidance from TWY MC up to stopbar in TWY H.

Apron West (during LVP) – „Follow me“ guidance from parking position to CAT II/III holding position in TWY A (note: guidance could be omitted if ATC has visual contact with holding position CAT II/III in TWY A).

Aircraft shall report „follow me in sight“ to GND FREQ.

Intersection take-offs are not available during LVP.

Aircraft shall report „airborne“ on TWR FREQ.

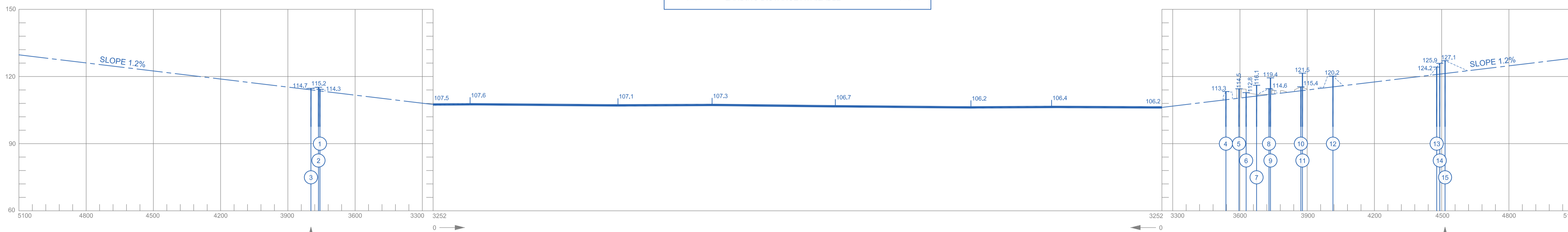
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METRES

RUNWAY 04-22

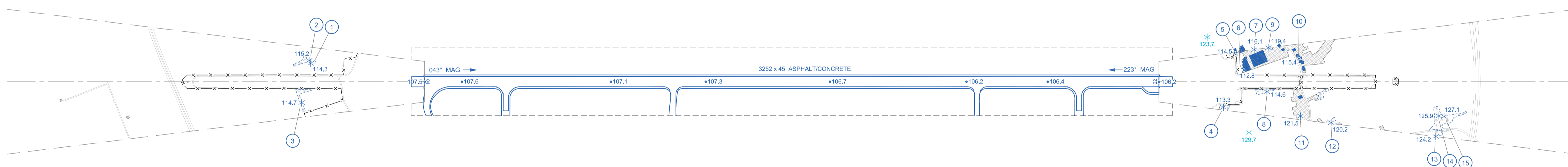
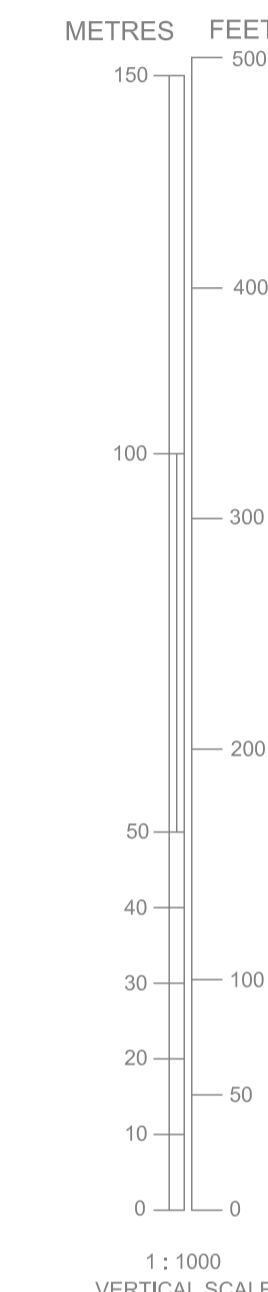
DECLARED DISTANCES

RWY 04		RWY 22
3252	TAKE-OFF RUN AVAILABLE	3252
3252	TAKE-OFF DISTANCE AVAILABLE	3252
3252	ACCELERATE STOP DISTANCE AVAILABLE	3252
3252	LANDING DISTANCE AVAILABLE	3252

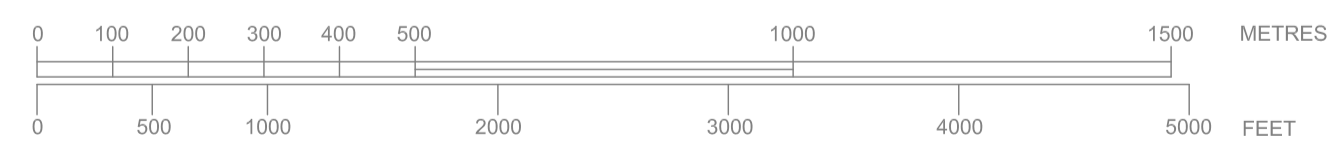


NO SIGNIFICANT OBSTACLES
BEYOND THIS POINT

NO SIGNIFICANT OBSTACLES
BEYOND THIS POINT



HORIZONTAL SCALE
1 : 10 000



AMENDMENT RECORD		
NO.	DATE	ENTERED BY

	LEGEND	
	PLAN	PROFILE
ELEVATION	•100.0	100.0
IDENTIFICATION NUMBER	①	①
TREE OR SHRUB	*	
BUILDING	■	
PRIMARY ROAD	—	
FENCE	-x-x-x-	
BUILDING AREA	■	
BUILDINGS PENETRATING OBSTACLE PLANE	■	—
WOODED AREA PENETRATING OBSTACLE PLANE	■	—

MAGNETIC VARIATION: 4°E (2019) / Annual Rate of Change 9' E

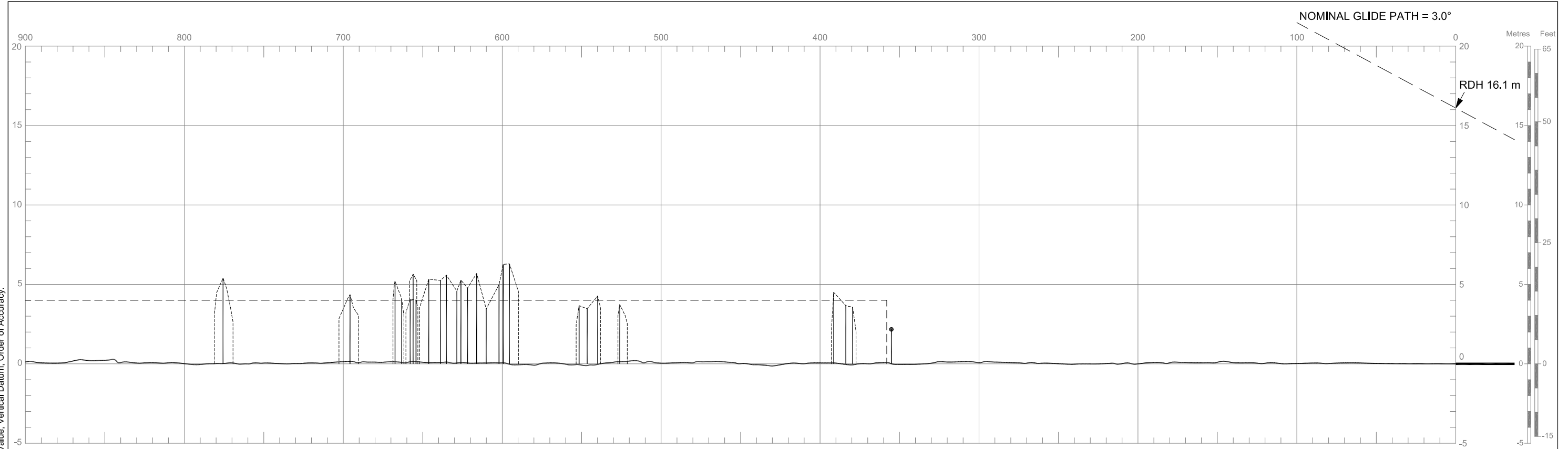
VERTICAL DATUM: Croatian Vertical Reference System HVRS1875

ORDER OF ACCURACY (95% confidence level):
HORIZONTAL: ±0.05 M per E and ±0.05 M per N
VERTICAL: ±0.11 M

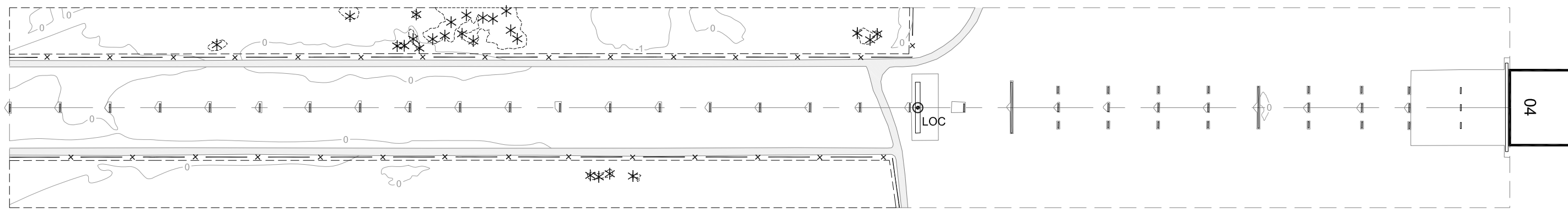
PRECISION APPROACH TERRAIN CHART - ICAO

ZAGREB/Franjo Tuđman
CROATIA
RWY 04

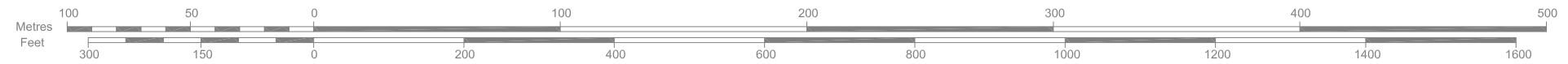
DISTANCES AND HEIGHTS IN METRES



CHANGE: RWY Designator, Chart Title, Page Number, Aerodrome Name, Horizontal and Vertical Scale; ADDED: New Obstacles, ILS RDH Value, Vertical Datum, Order of Accuracy.



TUMAČ ZNAKOVA		LEGEND
PRESJEK TERENA U PRODUŽENOJ OSI USS-e		PROFILE OF EXTENDED RWY CENTRE LINE
IZOLINIJA		CONTOUR
CESTA		ROAD
OGRADA		FENCE
STUP, ANTENA		POLE, ANTENNA
PRILAZNA SVJETLA		APPROACH LIGHTS
POKRETNE PREPREKE		MOBILE OBSTACLE
STABLO		TREE OR SHRUB
PREPREKE IZVAN SREDIŠNJE LINIJE		OBSTACLE OUTSIDE CENTRE LINE



HORIZONTALNO MJERILO
HORIZONTAL SCALE
1:2500

IZOLINIJE I VISINE PRIKAZANE SU U ODNOSU NA VISINU PRAGA (107.46 m MSL)
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR (107.46 m MSL)

VERTICAL DATUM: Croatian Vertical Reference System HVRS1875

ORDER OF ACCURACY (95% confidence level):
HORIZONTAL: ±0.02 M per E and ±0.01 M per N
VERTICAL: ±0.04 M

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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AD 2 AERODROMES**LDZD AD 2****LDZD AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LDZD - AIRPORT ZADAR / Zemunik

LDZD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	440629.77N 0152048.11E 136° / 1250 M from THR 14
2	Direction and distance from (city)	078°, 8 KM from railway station in Zadar
3	Elevation/Reference temperature	289 FT / 31°C (JUL)
4	Geoid undulation at AD ELEV PSN	140 FT
5	MAG VAR/Annual change	4°E (2019) / 0.13° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, e-mail, URL	Post: Zracna luka Zadar d.o.o. Zadar Airport Ltd. P.O. Box 367 23000 Zadar Post: Headquarters address Zracna luka Zadar d.o.o. Zadar Airport Ltd. Zemunik Donji, Ulica I br. 2/A 23222 Zemunik Phone: (+385 23) 205832 (Airport operations) Phone: (+385 23) 205869 (Airport administration) Fax: (+385 23) 205831 (Airport operations) Fax: (+385 23) 205801 (Airport administration) SITA: ZADAPXH AFS: LDZDYDYX Email: groundops@zadar-airport.hr URL: http://www.zadar-airport.hr/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

LDZD AD 2.3 OPERATIONAL HOURS

1	AD Operator	0500-2100 (0400-2000)
2	Customs and immigration	AS AD HR SER
3	Health and sanitation	AS AD HR SER
4	AIS Briefing Office	H24 - Selfbriefing
5	ATS Reporting Office (ARO)	H24 - Central ARO Split; Phone: +385 21 205-444, Fax: +385 21 895-227
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	AS AD HR SER
9	Handling	AS AD HR SER
10	Security	AS AD HR SER
11	De-icing	AS AD HR SER
12	Remarks	Nil

LDZD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	2 fork lifts 2 and 3 tonnes 4 self propelled conveyer belts 40 luggage dollies 10 pallet and ULD dollies 1 ULD loader up to 3,5 tonnes
2	Fuel/oil types	A1, AVGAS 100LL Oil - AVBL / Contact AEROSTANDARD, mobile phone: +385 91 6230 334
3	Fuelling facilities/capacity	1 Fuel Truck 15 000 L (A1) 1 Fuel Truck 18 800 L (A1) 1 Fuel Truck 4 000 L (AVGAS 100LL)
4	De-icing facilities	1 de-icing vehicle max height 14 M
5	Hangar space for visiting aircraft	Hangar 33 M x 16.5 M. Contact AEROSTANDARD via mobile phone: +385 91 6230334.
6	Repair facilities for visiting aircraft	Contact AEROSTANDARD via mobile phone: +385 91 6230334.
7	Remarks	Nil