

LDOS AD 2.1 NAZIV I OZNAKA MJESTA AERODROMA
LDOS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LDOS - ZRAČNA LUKA OSIJEK/Klisa
LDOS - OSIJEK/Klisa AIRPORT

LDOS AD 2.2 ZEMLJOPISNI I ADMINISTRATIVNI PODACI O
AERODROMU
LDOS AD 2.2 AERODROME GEOGRAPHICAL AND
ADMINISTRATIVE DATA

1	<i>ARP koordinate i lokacija /</i> <i>ARP coordinates and its site</i>	452745.60N 0184836.56E 111° GEO / 1151 M od/from THR 11 291° GEO / 1348 M od/from THR 29
2	<i>Smjer i udaljenost od (grada) /</i> <i>Direction and distance from (city)</i>	20 KM ESE od / from Osijek
3	<i>Nadmorska visina / Odnosna temperatura</i> <i>AD Elevation / Reference temperature</i>	291 FT / 30°C (JUL)
4	<i>Geoidna undulacija na /</i> <i>Geoid undulation at AD ELEV PSN</i>	144 FT
5	<i>MAG VAR (datum informacije) /</i> <i>Godišnja promjena</i> <i>MAG VAR (date of information) /</i> <i>Annual change</i>	5° E (2019) / 0.13° u porastu/increasing
6	<i>Operator AD, adresa, telefon, telefax, AFS,</i> <i>E-mail, adresa internetske stranice /</i> <i>AD Operator, address, telephone, telefax,</i> <i>AFS, E-mail, website</i>	Zračna luka Osijek P.O. Box 47 31000 Osijek Croatia TEL: +385 31 514 451 SITA: OSIAPXH E-mail: opc@osijek-airport.hr website: www.osijek-airport.hr
7	<i>Dozvoljene vrste prometa (IFR/VFR) /</i> <i>Types of traffic permitted (IFR/VFR)</i>	IFR / VFR
8	<i>Napomene /</i> <i>Remarks</i>	NIL

LDOS AD 2.3 RADNA VREMENA
LDOS AD 2.3 OPERATIONAL HOURS

1	<i>Operator AD / AD Operator</i>	Prema NOTAM-u / Upon NOTAM
2	<i>Carinska kontrola i kontrola putovnica / Customs and immigration</i>	Kao AD HR SER / As AD HR SER
3	<i>Zdravstvo i sanitetske mjere / Health and sanitation</i>	Kao AD HR SER / As AD HR SER
4	<i>AIS ured za informiranje / AIS Briefing Office</i>	Kao ATS - Selfbriefing / As ATS - Selfbriefing
5	<i>ATS prijavni ured (ARO) / ATS Reporting Office (ARO)</i>	H24 - Central ARO Split TEL: +358 21 205 444 FAX: +385 21 895 227
6	<i>Ured za MET informiranje / MET Briefing Office</i>	Vidi/See AIP LDOS AD 2.11
7	<i>ATS</i>	Prema NOTAM-u ili AIP SUP-u / Upon NOTAM or AIP SUP
8	<i>Opskrba gorivom / Fuelling</i>	Kao AD HR SER / As AD HR SER
9	<i>Prihvat i otprema / Handling</i>	Kao AD HR SER / As AD HR SER
10	<i>Osiguranje / Security</i>	H24
11	<i>Odleđivanje / De-icing</i>	Kao AD HR SER / As AD HR SER
12	<i>Napomene / Remarks</i>	REF AD 2.22 Izvan redovne otvorenosti Zračne luke (ZL) LDOS, polijetanje i slijetanje samo uz suglasnost ZL Osijek. Obavezan je zahtjev operativnom centru ZL Osijek (u vrijeme redovne otvorenosti ZL) minimalno 24 HR prije planiranog polijetanja/slijetanja putem E-maila na: opc@osijek-airport.hr / All planned arrivals or departures to/from Airport LDOS, out of regular opening hours of LDOS, can be operated only with prior approval of Osijek Airport. Aircraft operator shall send request to Airport LDOS Operating centre via E-mail on: opc@osijek-airport.hr (during the regular opening hours of the airport) at least 24 HR before the planned take-off/landing.

► **LDOS AD 2.12 FIZIČKE KARAKTERISTIKE UZLETNO-SLETNE
STAZE**

LDOS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Oznake RWY-a	TRUE BRG	Dimenzije RWY-a (M)	Nosivost (PCN) i površina RWY-a i SWY-a	COORD THR-a COORD kraja RWY-a Geoidna undulacija THR-a	Nadmorska visina THR-a i najviša nadmorska visina TDZ-a kod RWY-a za precizni prilaz	Nagib RWY-SWY-a
RWY Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and the highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
11	110.52°	2500 x 45	PCN 82/F/B/W/T ASPH	452758.68N 0184746.96E 452730.26N 0184934.68E 144.0 FT	THR 291 FT TDZ 289 FT	Slope of RWY 11/29: 0°
29	290.54°			452730.26N 0184934.67E 452758.68N 0184746.95E 144.0 FT	THR 290 FT TDZ 289 FT	
Dimenzije SWY-a (M)	Dimenzije CWY-a (M)	Dimenzije strip-a (M)	RESA dimenzije (M)	Lokacija i opis sustava zaustavljanja	OFZ	Napomene
SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	NIL	2620x300	Duljina/Length: 240 M	NIL	NIL	Asfaltirana ramena/Paved shoulders, širina/width: 7.5 M
NIL	NIL		Širina/Width: 90 M	NIL	NIL	

LDOS AD 2.13 OBJAVLJENE UDALJENOSTI
LDOS AD 2.13 DECLARED DISTANCES

<i>Oznaka RWY-a</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Napomene</i>
<i>RWY Designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
11	2 500 1850 1573	2 500 1850 1573	2 500 NIL NIL	2 500 NIL NIL	NIL Intersection TWY A Intersection TWY B
29	2 500 673 950	2 500 673 950	2 500 NIL NIL	2 500 NIL NIL	NIL Intersection TWY A Intersection TWY B

LDOS AD 2.17 ZRAČNI PROSTOR U NADLEŽNOSTI ATS-A
LDOS AD 2.17 ATS AIRSPACE

1	Oznake bočne granice Designation and lateral limits	CTR Osijek 453642N 0183557E 453027N 0185943E 452853N 0185922E Along the FIR boundary / Uzduž granice FIR-a Zagreb/ Beograd. 452140N 0185952E 451714N 0185645E 452614N 0183019E 453642N 0183557E
2	Vertikalne granice / Vertical limits	<u>3 000 FT ALT</u> GND
3	Klasifikacija zračnog prostora / Airspace classification	D
4	Pozivni znak ATS jedinice / ATS unit call sign Jezik(ci) /Language(s)	OSIJEK TOWER / OSIJEK TORANJ Hrvatski / Croatian, Engleski / English
5	Prijelazna apsolutna visina / Transition altitude	10 000 FT MSL
6	Napomene / Remarks	For airspace description outside LDOS ATS operational hours see AIP ENR 2.1 (Uncontrolled Airspace and CTA Zagreb). Outside LDOS ATS operating hours, RMZ Osijek activated within same lateral limits as CTR Osijek, 1000 FT AGL/ GND. Outside LDOS ATS operating hours, ATZ Osijek is active. ATZ Osijek is defined as a circle of R=2.5 NM centered at LDOS ARP, 1000 FT AGL/GND, classified as G class airspace. REF AD 2.22

LDOS AD 2.18 KOMUNIKACIJSKE SLUŽBE ATS-A LDOS AD 2.18 ATS COMMUNICATION FACILITIES

<i>Oznaka službe</i>	<i>Pozivni znak</i>	<i>Frekvencija</i>	<i>Sati rada</i>	<i>Napomene</i>
<i>Service designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5
APP	OSIJEK PRILAZNA KONTROLA / OSIJEK APPROACH	128.350 MHZ 125.850 MHZ 121.500 MHZ	Prema/Upon NOTAM ili/or AIP SUP	PRIMARY FREQ ALTN FREQ EMERG FREQ
TWR	OSIJEK TOWER / OSIJEK TORANJ	128.350 MHZ 125.850 MHZ	Prema/Upon NOTAM ili/or AIP SUP	PRIMARY FREQ ALTN FREQ

LDOS AD 2.20 LOKALNI AERODROMSKI PROPISI LDOS AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 Aerodromski propisi

Obveza pilota je najaviti planirani dolazak ili odlazak na/s AD LDOS, kao i svaku promjenu u planu leta operatoru AD LDOS na e-mail opc@osijek-airport.hr (u vrijeme redovne otvorenosti zračne luke) 24 HR prije planiranog polijetanja/slijetanja. Pilot ne smije operirati sa AD LDOS bez suglasnosti operatora zračne luke.

Pilot samostalno donosi odluku o izvršenju leta u danim meteorološkim uvjetima, na osnovu prethodno pribavljenih informacija.

Zbog objavljenog područja obavezne uporabe radio opreme (RMZ), svi zrakoplovi koji namjeravaju letjeti u tom području dužni su se javiti prije ulaska i biti na slušanju cijelo vrijeme boravka u RMZ Osijek (Osijek Radio 128.350 MHZ).

2.20.2 Voženje zrakoplova izvan radnog vremena LDOS ATIS-a

2.20.2.1 Postupci za zrakoplove u odlasku:

Pilot zrakoplova u odlasku koji namjerava obavljati let u kontroliranom zračnom prostoru, prije ulaska u zrakoplov obavezan je javiti se telefonom Zagreb FIC-u na TEL: +385 1 6259 503.

Nakon startanja motora mora emitirati poruku u "slijepo" svim sudionicima u prometu o svojim namjerama na FREQ Osijek Radio 128.350 MHZ sljedećeg sadržaja :

- ime aerodroma na kojeg se poruka odnosi
- registracijsku oznaku i tip zrakoplova
- naznaku vožnje
- planirani RWY
- namjera /odredište

Kretanje po manevarskim površinama prije uzlijetanja:

Zrakoplov vozi preko stajanke, a potom TWY-om A ili TWY-om B do pozicije za čekanje na TWY-u A ili TWY-u B. Prije izlaska na RWY, pilot slušanjem i promatranjem provjerava ima li zrakoplovnih operacija na RWY-u, i kad se uvjeri da nema, na FREQ Osijek Radio 128.350 MHZ u „slijepo“ prenosi poruke sljedećeg sadržaja:

- ime aerodroma na kojeg se poruka odnosi
- registracijsku oznaku i tip zrakoplova
- naznaku vožnje
- planirani RWY
- namjera/odredište

2.20.2.2 Postupci za zrakoplove u dolasku:

Kretanje po manevarskim površinama poslije slijetanja:

Nakon slijetanja na RWY, zrakoplov, ovisno o trenutačnoj prometnoj situaciji, napušta RWY putem TWY-a A ili TWY-a B.

Pilot je dužan zaustaviti se na poziciji za čekanje na stazi za vožnju i pričekati instrukcije „Follow me“ vozila koje ga vodi do parkirne pozicije na stajanci.

2.20.2.3 Odlet i dolet helikoptera:

Svi helikopteri obavljaju vožnju taksiranjem po zemlji ili zraku, i koriste iste staze za voženje i iste postupke koji vrijede za zrakoplove, a za polijetanje i slijetanje koriste isključivo RWY.

2.20.3 Voženje zrakoplova tijekom radnog vremena LDOS ATS-a

Pokretanje motora nije dozvoljeno bez odobrenja Osijek TWR-a.

Instrukcije za voženje od/do pozicije, uključujući odobrenje za voženje po manevarskim površinama, bit će izdano od strane Osijek TWR-a.

Rezervni uređaj na TWR-u za slučaj potpunog otkaza komunikacije:

U slučaju potpunog prekida komunikacije, na TWR-u Osijek na raspolaganju je signalna svjetiljka. Piloti trebaju pratiti svjetlosne signale s tornja.

2.20.4 Ograničenja

Operacije na nekontroliranom AD LDOS mogu se provoditi isključivo u vizualnim meteorološkim uvjetima (VFR pravila).

2.20.1 Aerodrome regulations

All planned arrivals at/or departures from AD LDOS, including any flight plan modifications shall be reported to AD LDOS operator via e-mail: opc@osijek-airport.hr (during the regular opening hours of the airport) at least 24 HR before the planned take-off/landing. The pilot is not allowed to operate from AD LDOS without the consent of the airport operator.

The pilot independently makes a decision on the execution of the flight in the given meteorological conditions, based on previously obtained information.

Due to introduced Radio Mandatory Zone (RMZ), all aircraft intending to fly in that area are obliged to report before entering and to keep listening watch during the entire stay in RMZ Osijek (Osijek Radio 128.350 MHZ).

2.20.2 Aircraft taxiing outside of LDOS ATS working hours

2.20.2.1 Procedures for departing aircraft:

Pilot of departing aircraft with the intention of flying in controlled airspace, shall contact Zagreb FIC, via TEL: +385 1 6259 503.

After starting the engine, on Osijek Radio FREQ 128.350 MHZ the pilot shall transmit a "blind" message about his intentions to all traffic, stating the following:

- the name of the aerodrome to which the message refers to
- aircraft registration and type
- taxi intention
- planned RWY
- intention / destination

Movement on manoeuvring area before take-off:

The aircraft taxi via main apron, then via TWY A or TWY B to TWY A or TWY B holding position.

Before entering the RWY, pilot shall check whether any operations are active on the RWY and, when sure that the RWY is clear, shall transmit a "blind" message on Osijek Radio 128.350 MHz the following message:

- the name of the aerodrome to which the message refers to
- aircraft registration and type
- taxi intention
- planned RWY
- intention/destination

2.20.2.2 Procedures for arriving aircraft:

Movement on manoeuvring area after landing:

After landing on RWY, the aircraft shall vacate the RWY via TWY A or TWY B, taking into account the current traffic situation.

After exiting the RWY, pilot shall hold on taxiway and wait for "Follow me" vehicle that takes him to the parking position at the apron.

2.20.2.3 Helicopter arrivals and departures:

All helicopters shall taxi or air taxi using the same taxiways and procedures applicable to the engine- driven aircraft, and for take-off and landing operations they use RWY only.

2.20.3 Aircraft taxiing during LDOS ATS working hours

Engines start-up is not allowed without Osijek TWR clearance.

Instructions for taxiing to/from parking positions, including approval for taxiing on the manoeuvring area, shall be issued by Osijek TWR.

Backup device on TWR in case of complete communication failure:

In case of complete communication failure, ATC signal light gun is available on Osijek TWR. Pilot shall observe light signals from TWR.

2.20.4 Restrictions

Operations at the uncontrolled AD LDOS can only be conducted in Visual meteorological conditions (VFR rules).

LDOS AD 2.22 POSTUPCI TIJEKOM LETA LDOS AD 2.22 FLIGHT PROCEDURES

Svi postupci instrumentalnog prilaza i svi standardni instrumentalni odlasci (RWY 11 i RWY 29) su izvan radnog vremena ATS-a suspendirani.

2.22.1 VFR postupci izvan radnog vremena LDOS ATS-a

Zbog objavljenog područja obavezne uporabe radio opreme (RMZ), svi zrakoplovi koji namjeravaju letjeti u tom području dužni su se javiti prije ulaska i biti na slušanju cijelo vrijeme boravka u RMZ Osijek (Osijek Radio 128.350 MHZ).

Dolazne/odlazne obvezne VFR rute u/iz ATZ Osijek su publicirane na Visual Operation Chart (LDOS AD 2-VOC).

NAPOMENA:

1. Promet u aerodromskom krugu ima prednost pred prometom koji se u njega uključuje
2. Ako u aerodromskom krugu promet već postoji, smjer uzlijetanja i slijetanja određuje se prema tom prometu i obavezan je za sve zrakoplove koji se u njega uključuju ili namjeravaju uzletjeti. Sudionici u prometu mogu se drugačije dogovoriti.

2.22.1.1 Postupci nakon polijetanja:

Poslije polijetanja, ovisno o trenutnoj prometnoj situaciji, pilot leti prema obveznim točkama izlaska iz ATZ Osijek (publiciranim na LDOS AD 2 – VOC) i pravovremeno, prije prolaska 1000 FT AGL u penjanju, a najkasnije 5 MIN prije ulaska u kontrolirani zračni prostor, pilot uspostavlja radiokomunikaciju s nadležnom kontrolom zračnog prometa (Zagreb FIC ili Zagreb ACC). Pilot je nakon polijetanja dužan izbjegavati zone aerodromskog prometa u blizini (ATZ Čepin, ATZ Borovo, ATZ Vinkovci) osim ako u njima ne namjerava sletjeti.

Odlazak zrakoplova koji mijenjaju pravila letenja iz VFR u IFR

Zrakoplov u odlasku koji nakon polijetanja mijenja pravila letenja iz VFR u IFR, ovisno o trenutačnoj prometnoj situaciji, uključuje se u aerodromski prometni krug te leti prema preporučenoj točki izlaska iz ATZ-a (ili po uputama Zagreb FIC-a), na visini 1000 FT AGL, i pravovremeno uspostavlja radiokomunikaciju s nadležnom kontrolom zračnog prometa (Zagreb FIC ili Zagreb ACC) te nakon toga, a u skladu s planom leta (Z - flight plan) i operativnim okolnostima na odgovarajućoj visini (jednako ili višoj od minimalne IFR visine), po odobrenju nadležne kontrole zračnog prometa mijenja pravila letenja iz VFR u IFR.

2.22.1.2 Postupci za zrakoplove u doletu:

Emitiranje u slijepo na Osijek Radio FREQ 128.350 MHZ mora se započeti odmah po odobrenju / uputi nadležne kontrole zračnog prometa ili najkasnije 5 MIN prije ulaska u RMZ Osijek. Uz pojačano motrenje izvršiti ulazak u ATZ Osijek preko obveznih ulaznih točaka i na visinama publiciranim na LDOS AD 2-VOC, uz emitiranje “u slijepo” poruke sljedećeg sadržaja: ime aerodroma na kojeg se poruka odnosi, registracijsku oznaku i tip zrakoplova, trenutačnu poziciju, visinu i svoju namjeru.

Ulazak u aerodromski prometni krug

Može se koristiti sjeverni i južni aerodromski prometni krug za slijetanje na oba RWY-a.

Visina aerodromskog prometnog kruga je 1000 FT AGL. Ovisno o trenutačnoj prometnoj situaciji, uključiti se u aerodromski prometni krug ili preletjeti sredinu RWY-a okomito na njegovu uzdužnu os na visini 1000 FT AGL te se, ovisno o položaju pokazivača smjera vjetra, uključiti u prometni krug.

Dolazak zrakoplova koji mijenjaju pravila letenja iz IFR u VFR

Zrakoplov u dolasku koji leti prema IFR pravilima letenja, prije ulaska u ATZ Osijek, sukladno planu leta (Y - flight plan), a najkasnije na minimalnoj IFR visini treba inicirati promjenu IFR u VFR pravila letenja.

Promjena u VFR pravila letenja bit će odobrena isključivo ako pilot javi da ima stalni kontakt sa zemljom. O namjeri promjene izvješćuje nadležnu kontrolu zračnog prometa te, sukladno uputi nadležne kontrole zračnog prometa, prelazi na FREQ 128.350 MHZ (Osijek Radio) i uključuje se u aerodromski krug za slijetanje. Ako nisu zadovoljeni minimalni VMC meteorološki uvjeti, nastavlja let prema alternativnom aerodromu.

2.22.2 VFR postupci tijekom radnog vremena LDOS ATS

Instrukcije za odlaske/dolaske iz/u CTR Osijek, bit će izdane od strane Osijek TWR-a.

Rezervni uređaj na TWR-u za slučaj potpunog otkaza komunikacije:

U slučaju potpunog prekida komunikacije, na TWR-u Osijek na raspolaganju je signalna svjetiljka. Piloti trebaju pratiti svjetlosne signale s tornja.

All instrument approach procedures and all standard instrument departures (RWY11 and RWY29) are suspended outside ATS hours of service.

2.22.1 VFR procedures outside LDOS ATS working hours

Due to introduced Radio Mandatory Zone (RMZ), all aircraft intending to fly in that area are obliged to report before entering and to keep listening watch during the entire stay in RMZ Osijek (Osijek Radio 128.350 MHZ).

Inbound/outbound mandatory VFR routes to/from ATZ Osijek are published on the Visual Operation Chart (LDOS AD 2-VOC).

NOTE:

1. Aerodrome traffic circuit has priority over traffic joining the circuit
2. When there is a traffic in aerodrome traffic circuit, take-off and landing direction shall be determined according to the traffic and is obligatory for all aircraft joining the circuit, or with intention to take-off.

It may be otherwise arranged by traffic participants.

2.22.1.1 Procedures after take-off:

After take-off, the pilot shall join traffic circuit and fly towards ATZ Osijek mandatory exit points (published on LDOS AD 2 - VOC), taking into account the current traffic situation and in a timely manner, before passing 1000 FT AGL in the climb, not later than 5 MIN before entering the controlled airspace, the pilot establishes radio communication with competent air traffic control (Zagreb FIC or Zagreb ACC). After take-off, the pilot is obliged to avoid aerodrome traffic zones in the vicinity (ATZ Čepin, ATZ Borovo, ATZ Vinkovci), unless he intends to land there.

Departure of the aircraft changing from VFR to IFR:

Aircraft departing under VFR and continuing as IFR, after take-off, shall join the aerodrome traffic circuit, taking into account the current traffic situation, then continue flying towards recommended ATZ Osijek exit points (or as instructed by Zagreb FIC) at height 1000 FT AGL and radio communication with the appropriate ATC Unit (Zagreb FIC or Zagreb ACC) in a timely manner shall be established. After that in line with flight plan (Z – flight plan) and operational conditions at the appropriate altitude (equal to or higher than the minimum IFR altitude), upon clearance by the competent air traffic control, changes the flight rules from VFR to IFR.

2.22.1.2 Procedures for arriving aircraft

“Blind” transmission on Osijek Radio FREQ 128.350 MHZ must start immediately after the clearance/instructions of the appropriate ATC Unit or no later than 5 MIN before entry into the Osijek RMZ. With increased vigilance, enter ATZ Osijek through the mandatory entry points and

at altitudes published on LDOS AD 2-VOC while broadcasting a “blind” message with the following content: name of the airport to which the message refers to, registration number and type of aircraft, current position, altitude and your intention.

Entering aerodrome traffic circuit:

Both, north and south, aerodrome traffic circuit can be used for landing at both RWYs. The height of the traffic circuit is 1000 FT AGL. Depending on the current traffic situation, aircraft shall

join the aerodrome traffic circuit or fly over the mid-point of the RWY perpendicular to the RWY centerline at 1000 FT AGL, then join the traffic circuit taking into account the position of wind direction indicator.

Arrival of the aircraft changing from IFR to VFR

Before entering ATZ Osijek, an arriving aircraft flying according to IFR flight rules shall initiate the change from IFR to VFR flight rules before entering ATZ Osijek at the latest at the minimum IFR altitude and according to the flight plan (Y - flight plan). Changing the flight rules from IFR to VFR will be approved only if the pilot reports constant visual contact with the ground. Pilot shall inform the appropriate ATC Unit about his intention to change flight rules and in compliance with instructions issued by the appropriate ATC Unit, switch to Osijek Radio FREQ 128.350 MHZ and join the appropriate aerodrome traffic circuit for landing. If minimum VMC meteorological conditions are not met, the flight shall continue towards the alternate aerodrome.

2.22.2 VFR procedures during LDOS ATS working hours

Osijek TWR shall issue instructions for departures/arrivals from/to CTR Osijek.

Backup device on TWR in case of complete communication failure:

In case of complete communication failure, ATC signal light gun is available on Osijek TWR. Pilot shall observe light signals from TWR.

LDOS AD 2.23 DODATNE INFORMACIJE
LDOS AD 2.23 ADDITIONAL INFORMATION

AD 2.23.1 Divlje životinje / Wildlife

Mogućnost pojave ptica na i oko RWY-a. /

Possible bird concentration on and in the vicinity of RWY.

AD 2.23.2 Naknade za aerodrome/helidrome / Aerodrome/heliport charges

Vidi/See AIP RH GEN 4.1

LDOS AD 2.24 POPRATNE KARTE AERODROMA
LDOS AD 2.24 CHARTS RELATED TO AN AERODROME

<i>Ime / Name</i>	<i>Stranica / Page</i>
Aerodrome Chart	LDOS AD 2 - ADC
Visual Operation Chart	LDOS AD 2 - VOC

Za sve ostale podatke vidi AIP LDOS AD 2 / For all other data see AIP LDOS AD 2