



HRVATSKA KONTROLA ZRAČNE PLOVIDBE

REPUBLIKA HRVATSKA

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SLUŽBA ZRAKOPLOVNOG INFORMIRANJA (AIM/AIS)

AIM/AIS SERVICE

VFR AMDT 7/25

WEF: 12 JUN 25

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GEN

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GEN 0.4 - 11/12	15 MAY 25 / 15 MAY 25
GEN 1.1 - 3/4	21 APR 22 / 26 JAN 23
GEN 3.6 - 1/2	23 MAR 23 / 24 MAR 22

GEN 0.3 - 1/2	12 JUN 25 / 27 JUN 13
GEN 0.4 - 1/2	12 JUN 25 / 12 JUN 25
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GEN

ENR

ENR 1.10 - 3/4	26 MAR 20 / 26 MAR 20
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ENR

AD

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AD

HELIPORTI

NIL
NIL
NIL
NIL
NIL

LDSF AD 3 - 1/2	12 JUN 25 / 12 JUN 25
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LDSF AD 3 - 5/6	12 JUN 25 / 12 JUN 25
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LDSF AD 3 - 9/10	12 JUN 25 / 12 JUN 25

HELIPORTI

Upišite AMDT u GEN 0.2.

Record entry of AMDT in GEN 0.2.

Ovaj VFR AMDT uključuje informacije sadržane u sljedećem:

- NOTAM-u: C0138/24
- VFR SUP-u: NIL

This VFR AMDT incorporates information contained in the following:

- NOTAM: C0138/24
- VFR SUP: NIL

GEN 0.3 EVIDENCIJA DOPUNA VFR PRIRUČNIKU

GEN 0.3 RECORD OF VFR MANUAL SUPPLEMENTS

Br./godina NR / Year	Predmet Subject	Odjeljak(ci) VFR priručnika na koje se odnosi VFR Manual section(s) affected	Period valjanosti Period of validity	Zapis o poništenju Cancellation record
VFR SUP 2/23	LDRO - Aerodrom OTOČAC/Otočac - Zatvoren / LDRO - Aerodrome OTOČAC/Otočac - Closed	LDRO AD 2	05 OCT 23 - UFN	
VFR SUP 1/24	LDOC - Aerodrom OSIJEK/Čepin - Zatvoren / LDOC - Aerodrome OSIJEK/Cepin - Closed	LDOC AD 2	21 MAR 24 - UFN	
VFR SUP 4/24	Zatvoreni aerodromi na vodi / Closed water aerodromes	LDLM, LDRP, LDSJ, LDSL, LDSM, LDST, LDSU i/and LDZN AD 2	31 OCT 24 - UFN	
VFR SUP 6/24	LDVA - Aerodrom VARAŽDIN/Varaždin - Prepreka / LDVA - VARAŽDIN/Varaždin Aerodrome - Obstacle	LDVA AD 2	26 DEC 24 - UFN	
➔ VFR SUP 1/25	LDOR - Aerodrom SLAVONSKI BROD/ Jelas - Zatvoren / LDOR - Aerodrome SLAVONSKI BROD/ Jelas - Closed	LDOR AD 2	12 JUN 25 - UFN	
Za cjelovito informiranje obavezno konzultirati AIP GEN 0.3 Evidencija dopuna AIP-a. For complete briefing one shall consult AIP GEN 0.3 Record of AIP Supplements.				

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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GEN 0.4 - KONTROLNI POPIS STRANICA VFR PRIRUČNIKA GEN 0.4 - CHECKLIST OF VFR MANUAL PAGES

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LDPV AD 2-5	30 NOV 23	LDRO AD 2-8	30 NOV 23
LDPV AD 2-6	08 AUG 24	LDRO AD 2-9	30 NOV 23
LDPV AD 2-7	30 NOV 23	LDRO AD 2-10	30 NOV 23
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LDRG AD 2-2	16 MAY 24	LDSB AD 2-7	25 JAN 24
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LDRG AD 2-5	30 NOV 23	LDSB AD 2-10	25 JAN 24
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LDRG AD 2-16	10 AUG 23	LDSH AD 2-2	30 NOV 23
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LDRG AD 2-18	10 AUG 23	LDSH AD 2-4	30 NOV 23
LDRG AD 2-ADC	10 AUG 23	LDSH AD 2-5	30 NOV 23
LDRG AD 2-VAC	28 DEC 23	LDSH AD 2-6	30 NOV 23

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LD SH AD 2-8	30 NOV 23	LDVA AD 2-13	30 NOV 23
LD SH AD 2-9	30 NOV 23	LDVA AD 2-14	30 NOV 23
LD SH AD 2-10	30 NOV 23	LDVA AD 2-15	30 NOV 23
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LD SH AD 2-12	30 NOV 23	LDVA AD 2-17	30 NOV 23
LD SH AD 2-13	30 NOV 23	LDVA AD 2-18	30 NOV 23
LD SH AD 2-14	30 NOV 23	LDVA AD 2-19	30 NOV 23
		LDVA AD 2-20	05 SEP 24
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LDSS AD 2-8	30 NOV 23	LDVA AD 2-28	30 NOV 23
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LDVA AD 2-3	30 NOV 23	LDVC AD 2-9	28 DEC 23
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LDVA AD 2-8	16 MAY 24	LDVC AD 2-14	03 MAR 16
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LDVA AD 2-10	30 NOV 23	LDVC AD 2-16	03 MAR 16
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LDSM AD 2-11	02 AUG 16	LDZN AD 2-3	02 AUG 16
LDSM AD 2-12	10 NOV 16	LDZN AD 2-4	02 AUG 16
LDSM AD 2-ADC	10 NOV 16	LDZN AD 2-5	02 AUG 16
LDSM AD 2-VAC	10 NOV 16	LDZN AD 2-6	20 MAY 21
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LDST AD 2-2	26 MAR 20	LDZN AD 2-9	26 MAR 20
LDST AD 2-3	17 SEP 15	LDZN AD 2-10	08 DEC 16
LDST AD 2-4	17 SEP 15	LDZN AD 2-11	20 MAY 21
LDST AD 2-5	20 MAY 21	LDZN AD 2-12	20 MAY 21
LDST AD 2-6	17 SEP 15	LDZN AD 2-13	05 JAN 17
LDST AD 2-7	17 SEP 15	LDZN AD 2-14	05 JAN 17
LDST AD 2-8	17 SEP 15	LDZN AD 2-ADC	05 JAN 17
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LDST AD 2-11	17 SEP 15		
LDST AD 2-12	17 SEP 15		
LDST AD 2-13	17 SEP 15		
LDST AD 2-14	17 SEP 15		
LDST AD 2-15	17 SEP 15		
LDST AD 2-16	17 SEP 15		
LDST AD 2-ADC	17 SEP 15		
LDST AD 2-VAC	17 SEP 15		
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LDSU AD 2-6	17 SEP 15		
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LDSU AD 2-8	17 SEP 15		
LDSU AD 2-9	17 SEP 15		
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LDSU AD 2-11	17 SEP 15		
LDSU AD 2-12	17 SEP 15		
LDSU AD 2-13	17 SEP 15		
LDSU AD 2-14	17 SEP 15		
LDSU AD 2-ADC	17 SEP 15		
LDSU AD 2-VAC	17 SEP 15		

HELIPORTS

		LDSF AD 3-6	12 JUN 25
		LDSF AD 3-7	12 JUN 25
LDRD AD 3-1	08 AUG 24	LDSF AD 3-8	12 JUN 25
LDRD AD 3-2	08 AUG 24	LDSF AD 3-9	12 JUN 25
LDRD AD 3-3	08 AUG 24	LDSF AD 3-10	12 JUN 25
LDRD AD 3-4	08 AUG 24		
LDRD AD 3-5	08 AUG 24		
LDRD AD 3-6	08 AUG 24	VFR Chart with	15 MAY 25
LDRD AD 3-7	08 AUG 24	recommended VFR	
LDRD AD 3-8	08 AUG 24	routes Croatia	
LDRD AD 3-9	08 AUG 24		
LDRD AD 3-10	08 AUG 24		
LDRD AD 3-11	08 AUG 24		
LDRD AD 3-12	08 AUG 24		
LDRD AD 3-13	08 AUG 24		
LDRD AD 3-14	08 AUG 24		
LDRD AD 3-ADC	08 AUG 24		
LDRD AD 3-VAC	08 AUG 24		
LDZT AD 3-1	13 JUN 24		
LDZT AD 3-2	13 JUN 24		
LDZT AD 3-3	13 JUN 24		
LDZT AD 3-4	13 JUN 24		
LDZT AD 3-5	13 JUN 24		
LDZT AD 3-6	13 JUN 24		
LDZT AD 3-7	13 JUN 24		
LDZT AD 3-8	13 JUN 24		
LDZT AD 3-9	13 JUN 24		
LDZT AD 3-10	13 JUN 24		
LDZT AD 3-11	13 JUN 24		
LDZT AD 3-12	13 JUN 24		
LDZT AD 3-13	13 JUN 24		
LDZT AD 3-14	13 JUN 24		
LDZT AD 3-15	13 JUN 24		
LDZT AD 3-16	13 JUN 24		
LDZT AD 3-ADC	13 JUN 24		
LDZT AD 3-VAC	13 JUN 24		
LDSF AD 3-1	12 JUN 25		
LDSF AD 3-2	12 JUN 25		
LDSF AD 3-3	12 JUN 25		
LDSF AD 3-4	12 JUN 25		
LDSF AD 3-5	12 JUN 25		

GEN 1.1.4 IMIGRACIJA

**MINISTARSTVO UNUTARNJIH POSLOVA
REPUBLIKE HRVATSKE
UPRAVA ZA IMIGRACIJU, DRŽAVLJANSTVO I
UPRAVNE POSLOVE**

Adresa: Ilica 335
10000 Zagreb
Hrvatska
TEL: +385 1 3788 646
FAX: +385 1 3788 158
URL: <https://mup.gov.hr>

**GEN 1.1.5 ISTRAŽIVANJE NESREĆA
ZRAKOPLOVA**

**AGENCIJA ZA ISTRAŽIVANJE NESREĆA U
ZRAČNOM, POMORSKOM I ŽELJEZNIČKOM
PROMETU**

Adresa: Radnička 177
10000 Zagreb
Hrvatska
TEL: +385 1 8886 830
Mobitel: +385 99 807 1301
FAX: +385 1 8886 831
Email: air.safety@ain.hr
URL: <http://www.ain.hr>

GEN 1.1.6 VOJNO ZRAKOPLOVSTVO

**MINISTARSTVO OBRANE REPUBLIKE
HRVATSKE**

**Samostalna služba za vojni zračni i
pomorski promet**

Adresa: Sarajevska 7
10000 Zagreb
Hrvatska
TEL: +385 1 4832 650
FAX: +385 1 4832 964
Email: zracni.promet@morh.hr
URL: <https://www.morh.hr>

GEN 1.1.4 IMMIGRATION

**MINISTRY OF THE INTERIOR OF THE
REPUBLIC OF CROATIA
DIRECTORATE OF IMMIGRATION,
CITIZENSHIP AND ADMINISTRATIVE
AFFAIRS**

Post: Ilica 335
10000 Zagreb
Croatia
TEL: +385 1 3788 646
FAX: +385 1 3788 158
URL: <https://mup.gov.hr>

**GEN 1.1.5 AIRCRAFT ACCIDENTS
INVESTIGATION**

**AIR, MARITIME AND RAILWAY TRAFFIC
ACCIDENTS INVESTIGATION AGENCY**

Post: Radnička 177
10000 Zagreb
Croatia
TEL: +385 1 8886 830
Mobile phone: +385 99 807 1301
FAX: +385 1 8886 831
Email: air.safety@ain.hr
URL: <http://www.ain.hr>

GEN 1.1.6 MILITARY AVIATION

**MINISTRY OF DEFENCE OF THE REPUBLIC
OF CROATIA**

Military Aviation Authority

Post: Sarajevska 7
10000 Zagreb
Croatia
TEL: +385 1 4832 650
FAX: +385 1 4832 964
Email: zracni.promet@morh.hr
URL: <https://www.morh.hr>

**Nacionalna podrška pripadnicima stranih
zemalja i NATO saveznicima**

93. krilo

TEL: +385 23 358 017
FAX: +385 23 358 255
Email: OSr93zb@morh.hr
Lokacija: LDZD (Zemunik Donji) i LDHD
(Divulje)

91. krilo

TEL: +385 1 6228 806
FAX: +385 1 6228 838
Email: Osr91krilo@morh.hr
Lokacija: LDZA (Pleso) i LDZL (Lučko)

Host Nation Support

93. krilo

TEL: +385 23 358 017
FAX: +385 23 358 255
Email: OSr93zb@morh.hr
Location: LDZD (Zemunik Donji) i LDHD
(Divulje)

91. krilo

TEL: +385 1 6228 806
FAX: +385 1 6228 838
Email: Osr91krilo@morh.hr
Location: LDZA (Pleso) i LDZL (Lucko)

GEN 1.1.7 OSTALA NADLEŽNA TIJELA

**MINISTARSTVO VANJSKIH I EUROPSKIH
POSLOVA REPUBLIKE HRVATSKE
UPRAVA ZA KONZULARNE POSLOVE**

Adresa: Trg N. Š. Zrinskog 7-8
10000 Zagreb
Hrvatska

TEL: +385 1 4599 400
+385 1 4599 277
FAX: +385 1 4599 447
+385 1 4551 795

Email: stranci@mvep.hr
URL: <https://mvep.gov.hr>

Napomena: Također vidjeti AIP GEN 1.1.

**GEN 1.1.7 OTHER DESIGNATED
AUTHORITIES**

**MINISTRY OF FOREIGN AND EUROPEAN
AFFAIRS OF THE REPUBLIC OF CROATIA
DIRECTORATE-GENERAL FOR CONSULAR
AFFAIRS**

Post: Trg N. S. Zrinskog 7-8
10000 Zagreb
Croatia

TEL: +385 1 4599 400
+385 1 4599 277
FAX: +385 1 4599 447
+385 1 4551 795

Email: stranci@mvep.hr
URL: <https://mvep.gov.hr>

Note: Also see AIP GEN 1.1.

GEN 3.6 TRAGANJE I SPAŠAVANJE (SAR)

GEN 3.6.1 ODGOVORNE SLUŽBE

Hrvatska kontrola zračne plovidbe d.o.o. pokreće postupak traganja i spašavanja uzbuñjivanjem središnjeg tijela državne uprave nadležnim za zaštitu i spašavanje i Agenciju za istraživanje. Agencija za istraživanje o tome izvješćuje operatora ili vlasnika zrakoplova i nadležno tijelo države registracije zrakoplova. Postupci traganja i spašavanja uključuju sve zrakoplove koji podliježu kontroli zračnog prometa, ostale zrakoplove koji su predali plan leta ili zrakoplove koji su na drugi način poznati subjektima nadležnim za pružanje usluga u zračnoj plovidbi i zrakoplove kojima prijeti nezakonito ometanje ili su predmetom nezakonitog ometanja.

Adrese i brojevi telefona su sljedeći:

1. Središte za koordinaciju traganja i spašavanja

Ministarstvo unutarnjih poslova Republike
Hrvatske - Ravnateljstvo civilne zaštite

Adresa: Nehajska 5
10000 Zagreb
Hrvatska

TEL: +385 1 6192 929
+385 1 4551 792
+385 1 4814 911

FAX: +385 1 4551 796

Nacionalna središnjica za usklađivanje traganja
i spašavanja na moru - MRCC Rijeka

Adresa: Senjsko pristanište 3
51000 Rijeka
Hrvatska

TEL: +385 1 195
FAX: +385 51 312 254
Email: mrcc@pomorstvo.hr

GEN 3.6 SEARCH AND RESCUE (SAR)

GEN 3.6.1 RESPONSIBLE SERVICE

Croatia Control Ltd. shall initiate search and rescue procedure, by alerting the central state administration body responsible for search and rescue and informing the Investigation Agency. The Investigation Agency shall inform the operator or the owner of the aircraft and the competent authority of the aircraft registration country. Search and rescue actions shall include all aircraft pursuant to air traffic control, other aircraft that have submitted flight plan or aircraft that are in a way known to the authorities for the provision of services in air navigation, and aircraft that are threatened or are subjected to an act of unlawful interference.

The addresses and telephone numbers are as follows:

1. Search and rescue co-ordination centre

Ministry of the Interior of the Republic of
Croatia - Civil Protection Directorate

Post: Nehajska 5
10000 Zagreb
Croatia

TEL: +385 1 6192 929
+385 1 4551 792
+385 1 4814 911

FAX: +385 1 4551 796

Maritime Rescue Coordination Centre - Rijeka
MRCC

Post: Senjsko pristanište 3
51000 Rijeka
Croatia

TEL: +385 1 195
FAX: +385 51 312 254
Email: mrcc@pomorstvo.hr

2. Služba uzbunjivanja

Hrvatska kontrola zračne plovidbe d.o.o.
Oblasna kontrola zračnog prometa Zagreb

Adresa: p.p. 103
Rudolfa Fizira 2
10410 Velika Gorica
Hrvatska

TEL: +385 1 6259 309

+385 1 6259 296

+385 1 6259 504

FAX: +385 1 6259 242

Agencija za istraživanje nesreća u zračnom,
pomorskom i željezničkom prometu

Adresa: Radnička 177
10000 Zagreb
Hrvatska

TEL: +385 1 8886 830

+385 99 807 1301 (mobitel)

FAX: +385 1 8886 831

Služba djeluje sukladno odredbama sadržanim
u ICAO Aneksu 12 - Traganje i spašavanje
zrakoplova.

GEN 3.6.2 PODRUČJE ODGOVORNOSTI

Služba za traganje i spašavanje odgovorna je za
SAR na području Republike Hrvatske pod
uvjetima i na način utvrđen Zakonom o
zračnom prometu i propisima donesenim na
temelju ovog Zakona.

Pokriva teritorij Republike Hrvatske kako je
definirano i izvješteno ICAO-u od strane
ministarstva nadležnog za promet, a može
uključivati i teritorij definiran međunarodnim
ugovorima kojih je Republika Hrvatska
potpisnica.

Kada je izvjesno da se zračna nesreća dogodila
na moru, pomorsko područje uključuje
unutarnje morske vode i teritorijalno more

2. Alerting service

Croatia Control Ltd.
Area Control Centre Zagreb

Post: P.O. BOX 103
Rudolfa Fizira 2
10410 Velika Gorica
Croatia

TEL: +385 1 6259 309

+385 1 6259 296

+385 1 6259 504

FAX: +385 1 6259 242

Air, Maritime and Railway Traffic Accidents
Investigation Agency

Post: Radnička 177
10000 Zagreb
Croatia

TEL: +385 1 8886 830

+385 99 807 1301 (mobile phone)

FAX: +385 1 8886 831

The service is provided in accordance with the
provisions contained in ICAO Annex 12 -
Search and Rescue.

GEN 3.6.2 AREA OF RESPONSIBILITY

The search and rescue service is responsible for
SAR operations within the territory of
Republic of Croatia under the conditions and in
the manner determined by the Air Traffic Act
and regulations adopted on the basis of this
Act.

It covers the territory of the Republic of
Croatia as defined and reported to ICAO by the
ministry responsible for transport and may
include the territory defined by international
agreements to which the Republic of Croatia is
signatory.

When it is certain that the air accident occurred
at sea, the maritime area includes the internal

leta) mora odmah nakon prijenesa telefonom potvrditi plan, inače plan leta neće biti obrađen.

Za predaju se mora koristiti obrazac plana leta koji je izradila HKZP d.o.o. ili kompjutorski obrazac. Obrazac treba biti čitljivo i u potpunosti popunjen.

U interesu zapovjednika zrakoplova je da priloži broj telefona/ telefaksa.

Kada se plan leta podnosi telefonom, treba se strogo pridržavati ICAO redoslijeda točaka u obrascu plana leta.

Ako je plan leta podnesen putem Self ili Homebriefinga, isti mora biti prihvaćen/odobren od strane sustava/radnika ARO-a, inače prijenos/slanje plana leta neće biti moguće. Podnosilac plana leta dobit će povratnu informaciju o statusu svog plana leta.

Plan leta može se predati i tijekom leta ako to zahtijevaju posebne okolnosti, nepoznate prije uzlijetanja, osim ako se radi o letu koji se nastavlja nakon međuslijetanja ili ako se radi o letovima u inozemstvo.

Skraćeni plan leta se može predati u tijeku leta u svrhu pribavljanja odobrenja nadležne kontrole zračnog prometa s ciljem:

- kraćeg prolaska kroz kontrolirani zračni prostor
- polijetanja s kontroliranog aerodroma, letenja u kontroliranoj zoni i/ili nastavka leta u nekontroliranom zračnom prostoru
- slijetanja na kontrolirani aerodrom

Zaprimljen skraćeni plan leta smatra se važećim do točke izlaska iz kontroliranog zračnog prostora/zone.

Sve promjene u planu leta podnjetom za kontrolirani VFR let, te značajne promjene u

telephone by the pilot (submitter of the flight plan) immediately after transmission, 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.

Contact telephone/telex 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.

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.

Flight plan may be filed during flight, if required by circumstances unknown to the pilot prior to departure, except for continuing flights after intermediate landing and for flights into foreign countries.

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
- arrivals on controlled aerodromes

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

All changes to a flight plan submitted for a controlled VFR flight and significant changes to

planu leta podnesenom za nekontrolirani VFR let prijaviti će se što je prije moguće odgovarajućoj nadležnoj jedinici ATS-a. U slučaju kašnjenja 30 MIN dužem od predviđenog vremena početka vožnje za kontrolirani let ili za kašnjenje od 1 HR za nekontrolirani let za koji je podnijet plan leta, taj će se plan izmijeniti ili će se podnijeti novi, nakon poništenja starog plana leta, ovisno o tome što je primjenjivo.

Podnosilac plana leta odgovoran je za:

- potpunost i točnost podataka,
- pribavljanje preduzetnih informacija i po potrebi odobrenje KZP,
- provjeru izvedivosti leta,
- potpuno adresiranje i prosljeđivanje.

Prilikom predaje plana leta iz zraka (AFIL), pilot zrakoplova mora prosljediti slijedeće podatke:

- pozivni znak zrakoplova
- pravilo leta
- tip zrakoplova
- radio i navigacijsku opremu
- aerodrom odlaska ili vrijeme i poziciju na kojoj se plan leta počinje primjenjivati
- stvarnu brzinu
- traženu razinu (ako je potrebno)
- aerodrom odredišta ili vrijeme i poziciju do koje se plan leta primjenjuje
- alternativni aerodrom ako je potrebno
- najveće trajanje leta
- broj osoba u zrakoplovu
- ruta leta (ako je potrebno)

Skraćeni plan leta mora sadržavati najmanje sljedeće podatke:

- pozivni znak zrakoplova
- tip zrakoplova
- točka ulaska u kontrolirani zračni prostor (ako je primjenjivo)

a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the competent ATS unit. In the event of a delay of 30 MIN in excess of the estimated off-block time for a controlled flight or a delay of 1 HR for an uncontrolled flight for which a flight plan has been submitted, the flight plan shall be amended, or a new flight plan submitted, and the old flight plan cancelled, whichever is applicable.

A submitter of a flight plan is responsible for:

- completeness and correctness of data;
- obtaining pre-flight information and necessary ATC clearances;
- check of the flight feasibility;
- complete addressing and transmission.

When flight plane is fill during the flight (AFIL), the pilot shall transmit the following data:

- call sign of an aircraft
- flight rule
- type of aircraft
- communication and navigation equipment
- aerodrome of departure or time and position to which the flight plan is applicable
- true airspeed
- requested level (if required)
- aerodrome of destination or time and position until the flight plan is valid
- alternate aerodrome if requested
- endurance
- number of persons on board
- route of flight (if required)

An abbreviated flight plan shall contain provisions specified below:

- aircraft identification
- type of aircraft
- entry point into controlled airspace (if applicable)

- točka izlaska u nekontrolirani zračni prostor (ako je primjenjivo)
- razinu leta (ako je primjenjivo)
- namjeru

Ako se od pilota zrakoplova, koji održava radiokomunikaciju s centrom za pružanje letnih informacija, zatraži uključenje transpondera na određeni kod i/ili mod, pilot zrakoplova ne smije smatrati da će biti kontroliran ili razdvajan od drugog prometa.

ENR 1.10.1 ZATVARANJE PLANA LETA

SERA.4020

a. Za svaki let za koji je predan plan leta koji obuhvaća cijeli ili preostali dio leta do aerodroma odredišta, prvom prilikom nakon slijetanja, odgovarajućoj jedinici za usluge zračnog prometa na aerodromu dolaska treba podnijeti izvješće o dolasku osobno, radiotelefonskom vezom, podatkovnom vezom ili drugim sredstvima, kako propisuje nadležno tijelo.

1. Izvješće o dolasku nije potrebno predati nakon slijetanja na aerodrom na kojemu su osigurane usluge zračnog prometa, ako radio-komunikacijski sustavi ili vizualni signali pokazuju da je uočeno slijetanje.

b. Kada je plan leta predan samo za dio leta, osim preostalog dijela leta do odredišta, plan se mora na zahtjev zaključiti prikladnim izvješćem odgovarajućoj jedinici za usluge zračnog prometa.

c. Kada na aerodromu ili operativnom mjestu dolaska ne postoji jedinica za usluge zračnog prometa, izvješće o dolasku podnosi se, na zahtjev, što je prije moguće nakon slijetanja, najbržim raspoloživim sredstvima najbližoj jedinici za usluge zračnog prometa.

d. Kada se zna da su na aerodromu ili operativnom mjestu dolaska komunikacijski uređaji neodgovarajući, a ne postoje zamjenski sustavi

- exit point into uncontrolled airspace (if applicable)
- level (if applicable)
- intentions

If requested from the pilot-in-command in contact with FIC to set transponder on determined Code and/or Mode, the pilot-in-command shall not consider that he is controlled or separated from other traffic.

ENR 1.10.1 CLOSING A FLIGHT PLAN

SERA.4020

a. An arrival report shall be made in person, by radiotelephony, via data link or by other means as prescribed by the competent authority 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 destination aerodrome.

1. 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.

b. 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.

c. 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 practical after landing and by the quickest means available to the nearest air traffic services unit.

d. When communication facilities at the arrival aerodrome or operating site are known to

za postupanje s izvješćima o dolasku na zemlji, poduzimaju se sljedeće mjere: Neposredno prije slijetanja, zrakoplov, ako je moguće, prenosi odgovarajućoj jedinici za usluge zračnog prometa poruku sličnu izvješću o dolasku, ako se takvo izvješće zahtijeva. Obično se ta poruka prenosi zrakoplovnoj postaji jedinice za usluge zračnog prometa koja je zadužena za područje letnih informacija u kojem zrakoplov leti.

e. Izvješća o dolasku zrakoplova trebaju sadržavati sljedeće podatke:

- identifikaciju zrakoplova,
- aerodrom ili operativno mjesto odlaska,
- aerodrom ili operativno mjesto odredišta (samo u slučaju preusmjerenog slijetanja),
- aerodrom ili operativno mjesto dolaska,
- vrijeme dolaska.

Napomena:

Izvještaj o dolasku pilot može unijeti u Internet Briefing sustav (pod uvjetom da je plan leta predan putem Internet Briefing-a), inače se izvještaj mora u svakom slučaju predati telefonski u Centralni ARO ured Split – kako bi se izbjeglo pokretanje uzbunjivanja ili traganja i spašavanja za zakašnjele zrakoplove. Kada je izvješće o slijetanju obavezno, nepoštivanje odredbe SERA.4020 može prouzročiti ozbiljne poteškoće u pružanju usluga zračnog prometa i uzrokovati značajne troškove provođenja nepotrebnih operacija traganja i spašavanja.

Napomena: Za obrazac plana leta i ostale detalje vidi AIP ENR 1.10.

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 flight information region in charge of the flight information region in which the aircraft is operated.

e. Arrival reports made by aircraft shall contain the following elements of information:

- aircraft identification,
- departure aerodrome or operating site,
- destination aerodrome or operating site (only in the case of a diversionary landing),
- arrival aerodrome or operating site,
- time of arrival.

Remark:

The arrival report can be entered into the Internet Briefing system by the pilot (provided that a flight plan had been filed via Internet Briefing), otherwise the arrival report shall in any case be made via telephone at Central ARO Split - in order to avoid that alerting service will be initiated for overdue aircraft. Whenever an arrival report is required, failure to comply with the provisions of SERA.4020 may cause serious disruption in the air traffic services and incur great expenses in carrying out unnecessary search and rescue operations.

Note: For Flight Plan Form and other details see AIP ENR 1.10.

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

1	<i>Oznake i bočne granice / Designation and lateral limits</i>	ATZ Grobnik* Krug R=2.5 NM s centrom u ARP-u / A circle R=2.5 NM centered at ARP
2	<i>Vertikalne granice / Vertical limits</i>	<u>1000 FT AGL</u> GND
3	<i>Klasifikacija zračnog prostora / Airspace classification</i>	G
4	<i>Pozivni znak ATS jedinice / ATS unit call sign Jezik(ci) /Language(s)</i>	Grobnik Radio Hrvatski/Croatian
5	<i>Prijelazna apsolutna visina / Transition altitude</i>	10 000 FT MSL
6	<i>Napomene / Remarks</i>	*Izvan/Outside LDRI TWR OPR HR Vidi/See LDRG AD 2.20 Ako ATS nije dostupan, aktivirana je RMZ Rijeka unutar istih bočnih granica kao CTR Rijeka, 1000 FT AGL/GND, klasa zračnog prostora G / If ATS is not available, RMZ Rijeka activated within same lateral limits as CTR Rijeka, 1000 FT AGL/GND, airspace class G.

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

<i>Oznaka službe Service designation</i>	<i>Pozivni znak Call signe</i>	<i>Frekvencija Frequency</i>	<i>Sati rada Hours of operation</i>	<i>Napomene Remarks</i>
1	2	3	4	5
NIL	Grobnik Radio	123.500 MHZ	NIL	Ako ATS nije dos- tupan/If ATS not AVBL
NIL	Rijeka Radio	119.000 MHZ	NIL	Ako ATS nije dos- tupan/If ATS not AVBL

LDRG AD 2.19 RADIONAVIGACIJSKI UREĐAJI I UREĐAJI ZA SLIJETANJE

LDRG AD 2.19 RADIONAVIGATION AND LANDING AIDS

NIL

LDRG AD 2.20 LOKALNI AERODROMSKI PROPISI

LDRG AD 2.20 LOCAL AERODROME REGULATIONS

Informacije o NOTAM-ima i MET podacima mogu se dobiti od Centralnog ARO Split putem:

- e-mail-a: aro.ldsp@crocontrol.hr
- TEL: +385 21 205 444

Informacije o MET podacima mogu se dobiti od Službe zrakoplovne meteorologije (MET) putem:

- e-mail-a: met@crocontrol.hr
- TEL: +385 1 6259 280

Informacije značajne za sigurnu provedbu planiranog leta također se mogu dobiti uporabom dostupnih aplikacija na internetu, a preporučuje se Croatia Control Internet Briefing: <https://ib.crocontrol.hr>

OPERACIJE ODLAZAKA I DOLAZAKA NA AERODROM

Operacije odlazaka i dolazaka izvode se preko ulazno-izlaznih točaka aerodroma LDRG.

Ulazno-izlazne točke aerodroma LDRG:

- ulazno-izlazna točka za dolaske/odlaske iz/prema W je grad KASTAV
- ulazno-izlazna točka za dolaske/odlaske iz/prema SE je industrijska zona KUKULJANOVO
- ulazno-izlazna točka za dolaske/odlaske iz/prema E je BRANA NA JEZERU LOKVE.

Koordinate svih točaka vidljive su na „VISUAL APPROACH CHART“.

|Kada je ATS Rijeka dostupan, postupati po uputama nadležne kontrole leta.

DOLASCI:

|Kada ATS Rijeka nije dostupan

Zapovjednik zrakoplova dužan je:

1. Pet MIN prije ulaska u ATZ, na FREQ 123.500 MHZ emitirati „u slijepo“ poruku sljedećeg sadržaja:
 - 1) Grobnik radio
 - 2) registracijsku oznaku i tip zrakoplova
 - 3) trenutnu poziciju (ulazno-izlaznu točku aerodroma), visinu i svoju namjeru.
 2. Ulazno-izlaznu točku preletjeti na visini 1000 FT AGL te tijekom leta u ATZ-u stalno biti na prijemu na FREQ 123.500 MHZ.
 3. Ako namjerava sletjeti, uključiti se u propisani prometni krug na visini 1000 FT AGL (2000 FT AMSL), na poziciju „niz vjetar“ za RWY u uporabi.
 4. Ukoliko radiokomunikaciju nije moguće uspostaviti, nastaviti let na visini od 1000 FT AGL, preletjeti RWY, provjeriti na pokazivaču smjera vjetra trenutni pravac i intenzitet vjetra, te se na istoj visini uključiti u propisani prometni krug na visini 1000 FT AGL (2000 FT AMSL), na poziciju „niz vjetar“, pazeći cijelo vrijeme na moguću prisutnost drugih zrakoplova u ATZ-u.
- Obvezno „u slijepo“ prosljeđivati izvještaj o poziciji, koji se odnosi na poziciju „niz vjetar“ i završni krak, a koji mora sadržavati:
- 1) Grobnik radio
 - 2) pozivni znak zrakoplova
 - 3) poziciju za smjer slijetanja
 - 4) planirani RWY.
 5. U slučaju intenzivnog prometa u ATZ-u te nemogućnosti trenutnog ulaska u ATZ, navedene ulazno-izlazne točke su ujedno i točke čekanja. Visina čekanja je 1000 FT AGL.

ODLASCI:

|Kada ATS Rijeka nije dostupan

Zapovjednik zrakoplova dužan je:

- Na stajanci prije uzlijetanja na FREQ 123.500 MHZ emitirati „u slijepo“ poruku sljedećeg sadržaja:
- 1) Grobnik radio
 - 2) registracijsku oznaku i tip zrakoplova
 - 3) naznaku vožnje

- 4) planiranu uzletnu stazu i
- 5) namjeru odnosno odredište.

Napomene:

Promet u prometnom krugu ima prednost pred prometom koji se u njega uključuje. Promet u završnom kraku uvijek ima prednost pred drugim prometom, osim u slučajevima nužde.

Ako u aerodromskom prometnom krugu promet već postoji, smjer slijetanja i uzlijetanja određuje se prema tom prometu i obvezan je za sve zrakoplove koji se u njega uključuju ili namjeravaju uzletjeti. Sudionici u prometu mogu se drukčije dogovoriti.

Pri svakom planiranju i izvođenju putanja odlaska i dolaska, zapovjednik zrakoplova mora voditi računa o smanjenju buke iznad naseljenih mjesta.

Information about NOTAMs and weather data can be obtained from Central ARO Split through:

- E-mail: aro.ldsp@crocontrol.hr
- TEL: +385 21 205 444

Information on meteorological data can be obtained from the Aeronautical Meteorology Service (MET) through:

- E-mail: met@crocontrol.hr
- TEL: +385 1 6259 280

Information relevant for the safe implementation of the planned flight can also be obtained using available applications on the Internet, and Croatia Control Internet Briefing is recommended: <https://ib.crocontrol.hr>

OPERATIONS OF DEPARTURES AND ARRIVALS AT THE AERODROME

Departure and arrival operations are carried out through the entry-exit points of the LDRG aerodrome.

The entry and exit points of the LDRG aerodrome are:

- the entry-exit point for arrivals/departures from/to W is the town of KASTAV
 - the entry-exit point for arrivals/departures from/to SE is the KUKULJANOVO industrial zone
 - the entry-exit point for arrivals/departures from/to E is the LOKVE LAKE DAM.
- The coordinates of all points are visible on the "VISUAL APPROACH CHART".

| If ATS Rijeka is available, act according to instructions of the competent ATC.

ARRIVALS:

| If ATS Rijeka not available

The aircraft commander is obliged to:

1. Five MIN before entering the ATZ, on the FREQ 123.500 MHZ, broadcast the following message "in blind":
 - 1) Grobnik radio
 - 2) registration mark and aircraft type
 - 3) current position (aerodrome entry-exit point), altitude and his intention.
2. Fly over the entry-exit point at a height of 1000 FT AGL and, during the flight in the ATZ, be constantly on reception on the FREQ 123.500 MHZ.
3. If intending to land, join the prescribed traffic circle at 1000 FT AGL (2000 FT AMSL), to a "downwind" position for the RWY in use.
4. If it is not possible to establish radio communication, continue the flight at an altitude of 1000 FT AGL, fly over the RWY, check the current direction and intensity of the wind on the wind direction indicator, and at the same altitude join the prescribed traffic circle at an altitude of 1000 FT AGL (2000 FT AMSL) to a "downwind" position, keeping an eye out all the time for the possible presence of other aircraft in the ATZ. Mandatory "blind" forwarding of the position report, that refers to the "downwind" position and the final leg, which must contain:
 - 1) Grobnik radio
 - 2) aircraft call sign
 - 3) position for landing direction
 - 4) planned RWY.
5. In the case of intensive traffic in the ATZ and the impossibility of immediate entry into the ATZ, the specified entry-exit points are also holding points. Hold altitude is 1000 FT AGL.

DEPARTURES:

| If ATS Rijeka not available

The aircraft commander is obliged to:

At the apron before take-off, on the FREQ 123.500 MHZ, broadcast the following message "in blind":

- 1) Grobnik radio

- 2) registration mark and aircraft type
- 3) taxi intentions
- 4) planned runway and
- 5) intention or destination.

Remarks:

Traffic in a traffic circle has priority over traffic entering it. Traffic in the final leg always has priority over other traffic, except in cases of emergency.

If traffic already exists in the aerodrome traffic circle, the direction of landing and take-off is determined according to that traffic, and is mandatory for all aircraft joining it or intending to take off. Traffic participants can agree otherwise.

During every planning and execution of departure and arrival routes, the aircraft commander must take into account the reduction of noise over populated area.

LDRG AD 2.21 POSTUPCI ZA SMANJENJE BUKE
LDRG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LDRG AD 2.22 POSTUPCI TIJEKOM LETA
LDRG AD 2.22 FLIGHT PROCEDURES

OPERACIJE UZLIJETANJA I SLIJETANJA

Operacije uzlijetanja – RWY 07:

Nakon uzlijetanja s RWY 07, penjati do pozicije iznad THR 25, skrenuti u desno u 1. zaokret kruga i nastaviti penjati zapadno od vrha Konj prema autocesti. Prije preleta autoceste, izvršiti 2. zaokret kruga i nastaviti penjati prema poziciji „niz vjetar“, koja je udaljena bočno od RWY 0.75 NM (postepeno udaljavajući se od RWY). S pozicije „niz vjetar“ nastaviti penjati i okrenuti prema odgovarajućoj ulazno-izlaznoj točki aerodroma LDRG.

Operacije slijetanja – RWY 07:

S pozicije ulazno-izlazne točke aerodroma LDRG nastaviti let prema poziciji „niz vjetar“ južnog prometnog kruga. Nastaviti let prema 3. zaokretu kruga, paralelno s RWY. Nakon 3. zaokreta (45° u odnosu na poziciju slova „T“), snižavati prema 4. zaokretu kruga, izvršiti prilaz za slijetanje i sletjeti.

Operacije uzlijetanja – RWY 25:

Nakon uzlijetanja s RWY 25, penjati do visine 1500 FT AMSL (500 FT AGL). Po dostizanju visine, skrenuti u desno u 1. zaokret kruga i nastaviti penjati do pozicije stadiona u selu Dražice. Po dolasku na poziciju iznad stadiona, nastaviti penjati i okrenuti prema odgovarajućoj ulazno-izlaznoj točki aerodroma LDRG.

Operacije slijetanja – RWY 25:

S pozicije ulazno-izlazne točke aerodroma LDRG nastaviti let prema poziciji „niz vjetar“ sjevernog prometnog kruga. Nastaviti let prema 3. zaokretu kruga paralelno s RWY, vodeći računa o blizini okolnih brda. Nakon 3. zaokreta (45° u odnosu na poziciju slova „T“), snižavati prema 4. zaokretu kruga, vodeći računa o visini prilaza. Izvršiti prilaz za slijetanje i sletjeti.

Napomena:

Zabranjeno je nastaviti let u smjeru prilazne ravnine LDRI RWY-a ukoliko komunikacija s Rijeka TWR nije uspostavljena.

LETENJE PO PROMETNOM (ŠKOLSKOM) KRUGU

Sjeverni aerodromski prometni krug je desni i koriste ga svi zrakoplovi za uzlijetanje iz pravca 25. Visina kruga je 2000 FT AMSL ili 1000 FT AGL.

Južni aerodromski prometni krug je desni i koriste ga svi zrakoplovi za uzlijetanje iz pravca 07. Visina kruga je 2000 FT AMSL ili 1000 FT AGL.

Letenje po sjevernom aerodromskom prometnom krugu:

Nakon uzlijetanja s RWY 25, penjati do visine 1500 FT AMSL (500 FT AGL). Po dostizanju visine, skrenuti u desno u 1. zaokret kruga i nastaviti penjati do pozicije stadiona u selu Dražice. Po dolasku na poziciju iznad stadiona, uvesti u 2. zaokret kruga i nastaviti penjati do visine kruga prema poziciji „niz vjetar“, koja je udaljena bočno od RWY 1 NM.

S pozicije „niz vjetar“ nastaviti let prema 3. zaokretu kruga paralelno s RWY, vodeći računa o blizini okolnih brda. Nakon 3. zaokreta (45° u odnosu na poziciju slova „T“), snižavati prema 4. zaokretu kruga, vodeći računa o visini prilaza.

Letenje po južnom aerodromskom prometnom krugu:

Nakon uzlijetanja s RWY 07, penjati do pozicije iznad THR 25, skrenuti u desno u 1.

zaokret kruga i nastaviti penjati zapadno od vrha Konj prema autocesti. Prije preleta autoceste, izvršiti 2. zaokret kruga i nastaviti penjati prema poziciji „niz vjetar“, koja je udaljena bočno od RWY 0.75 NM (postepeno se udaljavajući od RWY).

S pozicije „niz vjetar“ nastaviti let prema 3. zaokretu kruga paralelno s RWY. Nakon 3. zaokreta (45° u odnosu na poziciju slova „T“), snižavati prema 4. zaokretu kruga.

TAKE-OFF AND LANDING OPERATIONS

Take-off Operations – RWY 07:

After take-off from RWY 07, climb to a position above THR 25, turn right into the 1st turn of the circuit and continue climbing west from the top of the hill Konj towards the highway. Before flying over the highway, make the 2nd turn of the circle and continue to climb towards the "downwind" position, which is 0.75 NM laterally from the RWY (gradually moving away from the RWY). From the "downwind" position, continue to climb and turn towards the appropriate entry-exit point of the LDRG aerodrome.

Landing Operations – RWY 07:

From the position of the entry-exit point of the LDRG aerodrome, continue the flight towards the "downwind" position of the southern traffic circle. Continue the flight towards the 3rd turn of the circle parallel to RWY. After the 3rd turn (45° in relation to the position of the letter "T"), lower towards the 4th turn of the circle, make the landing approach and land.

Take-off Operations – RWY 25:

After take-off from RWY 25, climb to 1500 FT AMSL (500 FT AGL). After reaching the height, turn right into the 1st turn of the circuit and continue climbing to the stadium position in the village of Dražice. Upon reaching the position above the stadium, continue climbing and turn towards the appropriate entry-exit point of the LDRG aerodrome.

Landing Operations – RWY 25:

From the position of the entry-exit point of the LDRG aerodrome, continue the flight towards the "downwind" position of the northern traffic circle. Continue the flight towards the 3rd turn of the circle parallel to the RWY, taking into account the proximity of the surrounding hills. After the 3rd turn (45° in relation to the position of the letter "T"), lower towards the 4th turn of the circle, taking into account the approach height. Perform the landing approach and land.

Remark:

If communication with Rijeka TWR is not established it is prohibited to continue the flight in the direction of the approach path of the LDRI RWY.

FLYING AROUND THE AERODROME TRAFFIC CIRCLE

The northern aerodrome traffic circle is on the right and is used by all aircraft taking-off from direction 25. The height of the circle is 2000 FT AMSL or 1000 FT AGL.

The southern aerodrome traffic circle is on the right and is used by all aircraft taking-off from direction 07. The height of the circle is 2000 FT AMSL or 1000 FT AGL.

Flying on the northern aerodrome traffic circle:

After take-off from RWY 25, climb to 1500 FT AMSL (500 FT AGL). After reaching the height, turn right into the 1st turn of the circuit and continue climbing to the stadium position in the village of Dražice. Upon reaching the position above the stadium, enter the 2nd turn of the circle and continue to climb to the height of the circle towards the "downwind" position, which is 1 NM laterally from the RWY.

From the "downwind" position, continue the flight towards the 3rd turn of the circuit parallel to the RWY, taking into account the proximity of the surrounding hills. After the 3rd turn (45° in relation to the position of the letter "T"), lower towards the 4th turn of the circle, taking into account the height of the approach.

Flying on the southern aerodrome traffic circle:

After taking-off from RWY 07, climb to a position above THR 25, turn right into the 1st turn of the circuit and continue climbing west from the top of the hill Konj towards the highway. Before flying over the highway, make the 2nd turn of the circle and continue to climb towards the "downwind" position, which is 0.75 NM laterally from the RWY (gradually moving away from the RWY).

From the "downwind" position, continue the flight towards the 3rd turn of the circle parallel to the RWY. After the 3rd turn (45° in relation to the position of the letter "T"), lower towards the 4th turn of the circle.

LDRG AD 2.23 DODATNE INFORMACIJE
LDRG AD 2.23 ADDITIONAL INFORMATION

AD 2.23.1 Divlje životinje / Wildlife

OPREZ! Moguća pojava ptica i divljači na području aerodroma.

CAUTION! Possible bird and wild animal presence on AD.

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

NIL

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

<i>Ime / Name</i>	<i>Stranica / Page</i>
Aerodrome Chart	LDRG AD 2-ADC
Visual Approach Chart	LDRG AD 2-VAC

LDSF AD 3.1 OZNAKA LOKACIJE I IME HELIDROMA
LDSF AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

LDSF - HELIDROM SPLIT/FIRULE
LDSF - HELIPORT SPLIT/FIRULE

LDSF AD 3.2 GEOGRAFSKI I ADMINISTRATIVNI PODACI
O HELIDROMU
LDSF AD 3.2 HELIPORT GEOGRAPHICAL AND
ADMINISTRATIVE DATA

1	<i>HRP koordinate i lokacija /</i> <i>HRP coordinates and its site</i>	433010.02N 0162746.71E, Split
2	<i>Smjer i udaljenost od grada /</i> <i>Direction and distance from city</i>	NIL
3	<i>Nadmorska visina/Referentna temperatura /</i> <i>Heliport Elevation/Reference temperature</i>	NIL
4	<i>Geoidna undulacija na / Geoid undulation at</i> <i>Helidrom/Heliport ELEV PSN</i>	NIL
5	<i>MAG VAR (datum informacije)/Godišnja</i> <i>promjena /</i> <i>MAG VAR (date of information)/Annual</i> <i>change</i>	NIL
6	<i>Operator Helidroma, adresa, telefon, telefax,</i> <i>adresa e-pošte, AFS, adresa internetske</i> <i>stranice /</i> <i>Heliport Operator, address, telephone,</i> <i>telefax, e-mail address, AFS, website</i>	Klinički bolnički centar Split Spinčičeva 1 21 000 Split Hrvatska Tel/Phone:(+385 21) 556 517 (+385 21) 556 518 e-mail: office@kbsplit.hr

7	<i>Dozvoljene vrste prometa (IFR/VFR) / Types of traffic permitted (IFR/VFR)</i>	VFR, HEMS only
8	<i>Napomene / Remarks</i>	Helidrom je namijenjen za letačke operacije helikoptera HEMS (Helikopterska Hitna Medicinska Služba) operatora te državnih i drugih helikoptera kada obavljaju SAR operacije, a pri čemu njihova najveća dopuštena masa pri polijetanju ne smije prelaziti 12 000 KG / The heliport is intended for the use of HEMS (Helicopter Emergency Medical Service) helicopter operators, state and other helicopters when they perform SAR operations, and their MAX take-off weight must not exceed 12 000 KG.

LDSF AD 3.3 RADNO VRIJEME

LDSF AD 3.3 OPERATIONAL HOURS

1	<i>Operator Helidroma / Heliport Operator</i>	O/R*
2	<i>Carinske i imigracijske službe / Customs and immigration</i>	NIL
3	<i>Zdravstvene i sanitarne službe / Health and sanitation</i>	NIL
4	<i>AIS ured za informiranje /AIS briefing office</i>	NIL
5	<i>ATS ured za izvješćivanje(ARO) / ATS reporting office (ARO)</i>	H24 - Central ARO Split TEL: +385 21 205 444 Internet briefing: https://ib.crocontrol.hr
6	<i>MET ured za informiranje MET briefing office</i>	NIL vidi Napomene/see Remarks
7	<i>ATS</i>	NIL
8	<i>Opskrba gorivom / Fuelling</i>	NIL
9	<i>Zemaljske usluge / Handling</i>	NIL
10	<i>Osiguranje / Security</i>	NIL
11	<i>Odleđivanje / De-icing</i>	NIL

12	<i>Napomene / Remarks</i>	MET informiranje moguće iz MET ureda Split, vidi/MET briefing AVBL from MET Office Split, see AIP LDSP AD 2.11. *Za dolazak helikoptera na LDSF potrebno je isti najaviti pozivnom centru Kliničko Bolničkog Centra Split (KBC Split) na broj telefona (+385 21) 556 158 (Objedinjeni hitni bolnički prijam) kako bi se bolničke službe mogle pripremiti za njegov prihvata / For the arrival of a helicopter at the LDSF, it is necessary to announce it to the call center of the Clinical Hospital Center Split (KBC Split) on the phone number (+385 21) 556 158 (Unified emergency hospital admission) so that the hospital services can prepare for its reception.
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LDSF AD 3.4 ZEMALJSKE USLUGE I INFRASTRUKTURA
LDSF AD 3.4 HANDLING SERVICES AND FACILITIES

NIL

LDSF AD 3.5 INFRASTRUKTURA ZA PUTNIKE
LDSF AD 3.5 PASSENGER FACILITIES

NIL

LDSF AD 3.6 USLUGE SPAŠAVANJA I GAŠENJA POŽARA
LDSF AD 3.6 RESCUE AND FIREFIGHTING SERVICES

1	<i>Vatrogasna kategorija helidroma/ Heliport category for firefighting</i>	H1
2	<i>Oprema za spašavanje / Rescue equipment</i>	Suhi prah/dry powder - 23 KG. Veće škare za lim/Larger sheet metal scissors - 1 Velika vatrogasna sjekira/Big fire ax - 2 Čelična poluga/Steel bar - 2 Hidraulični (ili zračni) razvalni alat/ Hydraulic (or air) breaker - 1 Čekić/Hammer 1.8 KG - 1 Nezapaljivi prekrivač/Non-flammable blanket - 2
3	<i>Kapacitet za uklanjanje onespособljenog helikoptera / Capability for removal of disabled helicopter</i>	NIL
4	<i>Napomene / Remarks</i>	NIL

LDSF AD 3.7 SEZONSKA DOSTUPNOST - ČIŠĆENJE
LDSF AD 3.7 SEASONAL AVAILABILITY - CLEARING

NIL

LDSF AD 3.8 PODACI O STAJANKAMA, STAZAMA ZA VOŽNJU
I LOKACIJAMA/POZICIJAMA PROVJERE
LDSF AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/
POSITIONS DATA

NIL

LDSF AD 3.9 OZNAKE I MARKERI
LDSF AD 3.9 MARKINGS AND MARKERS

1	<i>Oznake područja završnog prilaza i uzlijetanja</i> <i>Final approach and take-off markings</i>	NIL
2	<i>Oznake staze za vožnju, markeri staze za vožnju u letu i markeri zračnog tranzitnog puta</i> <i>Taxiway markings, air taxiway markers and air transit route markers</i>	NIL
3	<i>Napomene / Remarks</i>	NIL

LDSF AD 3.10 HELIDROMSKE PREPREKE
LDSF AD 3.10 HELIPORT OBSTACLES

NIL

LDSF AD 3.11 PRUŽENE METEOROLOŠKE INFORMACIJE

LDSF AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Povezana MET služba / Associated MET office</i>	NIL
2	<i>Radno vrijeme MET ured izvan radnog vremena / Hours of service MET office outside hours</i>	NIL
3	<i>Ured odgovoran za pripremu TAF-a Razdoblja valjanosti / Office responsible for TAF preparation Periods of validity</i>	NIL
4	<i>TREND prognoza Interval objave / TREND Forecast (AVBL) Interval of issuance</i>	NIL
5	<i>Način informiranja/savjetovanja Briefing/consultation provided</i>	https://met.crocontrol.hr Osobne konzultacije telefonom, vidi / Personal briefing by telephone, see AIP LDZA AD 2.11
6	<i>Dokumentacija u svezi leta i korišteni jezik(ci) / Flight documentation and language(s) used</i>	NIL
7	<i>Karte i ostali podaci raspoloživi za informiranje ili savjetovanje / Charts and other information available for briefing or consultation</i>	NIL
8	<i>Dodatna oprema raspoloživa za pružanje informacija o MET uvjetima/ Supplementary equipment available for providing information on MET condition</i>	NIL
9	<i>ATS jedinice opskrbljene informacijama / ATS unit provided with information</i>	NIL
10	<i>Dodatne informacije (ograničenja u pružanju usluge, itd.) / Additional information (limitation of service, etc.)</i>	NIL

LDSF AD 3.12 PODACI O HELIDROMU LDSF AD 3.12 HELIPORT DATA

1	<i>Vrsta helidroma / Heliport type</i>	NIL
2	<i>TLOF dimenzije / dimensions</i>	Kružnica promjera/A circle of diameter D=17.00 M
3	<i>Stvarni smjer FATO-a/ FATO GEO bearing</i>	NIL
4	<i>Dimenzije FATO-a i vrsta površine / FATO dimensions and surface type</i>	Kružnica promjera/A circle of diameter D=25.50 M Vrsta površine/Type of surface: ASPH
5	<i>Čvrstoća površine i nosivost TLOF-a / TLOF surface and bearing strength</i>	NIL Nosivost/Strength: 12 t MTOM
6	<i>Geografske koordinate geometrijskog centra TLOF- a ili svakog praga FATO-a, GUND / Co-ordinates of geometric centre TLOF or threshold of FATO, GUND</i>	TLOF: 433010.02N 0162746.71E NIL
7	<i>Nagib i nadmorska visina TLOF-a i/ili FATO-a / TLOF and/ or FATO slope and elevation</i>	NIL
8	<i>Dimenzije sigurnosne površine / Safety area dimensions</i>	Kružnica promjera/A circle of diameter D=40.00 M
9	<i>Dimenzije helikopterske čistine / Helicopter clearway dimensions</i>	NIL
10	<i>Postojanje zone bez prepreka / Obstacle-free sector existence</i>	NIL
11	<i>Napomene / Remarks</i>	NIL

LDSF AD 3.13 OBJAVLJENE DULJINE LDSF AD 3.13 DECLARED DISTANCES

NIL

LDSF AD 3.14 PRILAZNA SVJETLA I SVJETLA FATO-A
LDSF AD 3.14 APPROACH AND FATO LIGHTING

NIL

LDSF AD 3.15 OSTALO OSVJETLJENJE, SEKUNDARNO
NAPAJANJE ENERGIJOM
LDSF AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

LDSF AD 3.16 ZRAČNI PROSTOR OPERATIVNIH USLUGA U
ZRAČNOM PROMETU
LDSF AD 3.16 ATS AIRSPACE

1	<i>Oznaka i bočne granice / Airspace designation and lateral limits</i>	NIL
2	<i>Vertikalne granice / Vertical limits</i>	NIL
3	<i>Klasifikacija zračnog prostora / Airspace classification</i>	NIL
4	<i>Pozivni znak ATS jedinice i jezik(ci) / ATS unit call sign and language(s)</i>	NIL
5	<i>Prijelazna apsolutna visina / Transition altitude</i>	NIL
6	<i>Vrijeme primjene / Hours of applicability</i>	NIL
7	<i>Napomene / Remarks</i>	NIL

LDSF AD 3.17 KOMUNIKACIJSKA OPREMA ZA PRUŽANJE ATS-A
LDSF AD 3.17 ATS COMMUNICATION FACILITIES

<i>Oznaka usluge</i>	<i>Pozivni znak</i>	<i>Frekvencija</i>	<i>Vrijeme 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
NIL	NIL	NIL	NIL	NIL
NIL	NIL	NIL	NIL	NIL

LDSF AD 3.18 RADIONAVIGACIJSKA SREDSTVA I POMAGALA
ZA SLIJETANJE
LDSF AD 3.18 RADIONAVIGATION AND LANDING AIDS

NIL

LDSF AD 3.19 LOKALNI PROPISI HELIDROMA
LDSF AD 3.19 LOCAL HELIPORT REGULATIONS

NIL

LDSF AD 3.20 POSTUPCI ZA SMANJENJE BUKE
LDSF AD 3.20 NOISE ABATEMENT PROCEDURES

NIL

LDSF AD 3.21 LETAČKI POSTUPCI
LDSF AD 3.21 FLIGHT PROCEDURES

NIL

LDSF AD 3.22 DODATNE INFORMACIJE
LDSF AD 3.22 ADDITIONAL INFORMATION

NIL

LDSF AD 3.23 KARTE POVEZANE S HELIDROMOM
LDSF AD 3.23 CHARTS RELATED TO A HELIPORT

NIL