

## 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 010/2022  
Effective Date: 03 NOV 2022  
Publication Date: 22 SEP 2022

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**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 1.7 - Differences from ICAO standards, recommended practices and procedures - deletion of text
- GEN 3.5.4.6 - Aerodrome forecasts, landing, forecasts and take-off forecasts - various changes

**AD**

- AD 0.6 - Table of contents to Part 3 - updated
- LDDU, LDLO, LDOS, LDPL, LDRI, LDSB, LDSP, LDZA and LDZD AD 2.12 - harmonization of AD 2.12 table layout with Commission Implementing Regulation (EU) 2017/373
- LDDU AD New charts:
  - 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 y or LOC y RWY 11 (LDDU AD 2.24.12 IAC ILS y or LOC y RWY 11 - 1/2)
  - Instrument Approach Chart - ICAO ILS z or LOC z RWY 11 (LDDU AD 2.24.12 IAC ILS z or LOC z RWY 11 - 1/2)
- LDRI AD New chart:
  - Aircraft Parking/Docking Chart - ICAO (LDRI AD 2.24.2 APDC - 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:** A7115/22

NOTAM incorporated in this amendment will be cancelled by NOTAMC

**SUP:** NIL

**AIC:** NIL

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

## Insert the following pages

|                                                 |                           |
|-------------------------------------------------|---------------------------|
| GEN 0.2 - 3/4                                   | 30 DEC 2021 / 03 NOV 2022 |
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| LDDU AD 2.24.12 IAC L RWY11 - 1/2               | 03 NOV 2022 / 03 NOV 2022 |
| LDDU AD 2.24.12 IAC VOR RWY11 - 1/2             | 03 NOV 2022 / 03 NOV 2022 |
| LDDU AD 2.24.12 IAC ILS y or LOC y RWY 11 - 1/2 | 03 NOV 2022 / 03 NOV 2022 |
| LDDU AD 2.24.12 IAC ILS z or LOC z RWY 11 - 1/2 | 03 NOV 2022 / 03 NOV 2022 |
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| LDLO AD 2 - 11/12                               | 03 NOV 2022 / 03 NOV 2022 |
| LDLO AD 2 - 13/14                               | 03 NOV 2022 / 03 NOV 2022 |
| LDLO AD 2 - 15/16                               | 03 NOV 2022 / 03 NOV 2022 |
| LDOS AD 2 - 5/6                                 | 02 DEC 2021 / 03 NOV 2022 |
| LDOS AD 2 - 7/8                                 | 03 NOV 2022 / 27 JAN 2022 |
| LDPL AD 2 - 7/8                                 | 03 NOV 2022 / 03 NOV 2022 |
| LDRI AD 2 - 5/6                                 | 03 NOV 2022 / 03 NOV 2022 |
| LDRI AD 2.24.2 APDC - 1/2                       | 03 NOV 2022 / 03 NOV 2022 |
| LDSB AD 2 - 5/6                                 | 02 DEC 2021 / 03 NOV 2022 |
| LDSP AD 2 - 5/6                                 | 02 DEC 2021 / 03 NOV 2022 |
| LDZA AD 2 - 7/8                                 | 02 DEC 2021 / 03 NOV 2022 |
| LDZD AD 2 - 7/8                                 | 03 NOV 2022 / 03 NOV 2022 |
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| LDZD AD 2 - 17/18                               | 03 NOV 2022 / 03 NOV 2022 |

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| GEN 3.5 - 9/10                                  | 20 MAY 2021 / 20 MAY 2021 |
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| AD 0.6 - 9/10                                   | 06 OCT 2022 / 06 OCT 2022 |
| LDDU AD 2 - 7/8                                 | 12 AUG 2021 / 12 AUG 2021 |
| LDDU AD 2.24.12 IAC L RWY11 - 1/2               | 22 APR 2021 / 22 APR 2021 |
| LDDU AD 2.24.12 IAC VOR RWY11 - 1/2             | 22 APR 2021 / 22 APR 2021 |
| LDDU AD 2.24.12 IAC ILS y or LOC y RWY 11 - 1/2 | 12 AUG 2021 / 12 AUG 2021 |
| LDDU AD 2.24.12 IAC ILS z or LOC z RWY 11 - 1/2 | 19 MAY 2022 / 19 MAY 2022 |
| LDLO AD 2 - 5/6                                 | 25 APR 2019 / 25 APR 2019 |
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| LDLO AD 2 - 9/10                                | 03 DEC 2020 / 20 MAY 2021 |
| LDLO AD 2 - 11/12                               | 20 MAY 2021 / 20 MAY 2021 |
| LDLO AD 2 - 13/14                               | 28 MAR 2019 / 20 JUN 2019 |
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| LDRI AD 2 - 5/6                                 | 13 AUG 2020 / 13 AUG 2020 |
| LDRI AD 2.24.2 APDC - 1/2                       | 28 MAR 2019 / 28 MAR 2019 |
| LDSB AD 2 - 5/6                                 | 02 DEC 2021 / 20 MAY 2021 |
| LDSP AD 2 - 5/6                                 | 02 DEC 2021 / 21 JUN 2018 |
| LDZA AD 2 - 7/8                                 | 02 DEC 2021 / 17 JUN 2021 |
| LDZD AD 2 - 7/8                                 | 23 MAY 2019 / 23 MAY 2019 |
| LDZD AD 2 - 9/10                                | 03 DEC 2020 / 08 SEP 2022 |
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| LDZD AD 2 - 15/16                               | 27 FEB 2020 / 14 JUL 2022 |
| LDZD AD 2 - 17/18                               | 27 FEB 2020 / 27 FEB 2020 |

| AIRAC AIP AMENDMENT |                         |                       |                    |
|---------------------|-------------------------|-----------------------|--------------------|
| <i>NR/Year</i>      | <i>Publication date</i> | <i>Effective date</i> | <i>Inserted by</i> |
| 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           |                    |
| 001/2019            | 17-Jan-2019             | 28-Feb-2019           |                    |
| 002/2019            | 14-Feb-2019             | 28-Mar-2019           |                    |
| 003/2019            | 14-Mar-2019             | 25-Apr-2019           |                    |
| 004/2019            | 11-Apr-2019             | 23-May-2019           |                    |
| 005/2019            | 09-May-2019             | 20-Jun-2019           |                    |
| 006/2019            | 06-Jun-2019             | 18-Jul-2019           |                    |
| 007/2019            | 01-Aug-2019             | 12-Sep-2019           |                    |
| 008/2019            | 29-Aug-2019             | 10-Oct-2019           |                    |
| 009/2019            | 26-Sep-2019             | 07-Nov-2019           |                    |
| 010/2019            | 24-Oct-2019             | 05-Dec-2019           |                    |
| 011/2019            | 19-Dec-2019             | 30-Jan-2020           |                    |
| 001/2020            | 16-Jan-2020             | 27-Feb-2020           |                    |
| 002/2020            | 13-Feb-2020             | 26-Mar-2020           |                    |
| 003/2020            | 12-Mar-2020             | 23-Apr-2020           |                    |
| 004/2020            | 09-Apr-2020             | 21-May-2020           |                    |
| 005/2020            | 07-May-2020             | 18-Jun-2020           |                    |
| 006/2020            | 04-Jun-2020             | 16-Jul-2020           |                    |
| 007/2020            | 02-Jul-2020             | 13-Aug-2020           |                    |
| 008/2020            | 30-Jul-2020             | 10-Sep-2020           |                    |
| 009/2020            | 24-Sep-2020             | 05-Nov-2020           |                    |
| 010/2020            | 22-Oct-2020             | 03-Dec-2020           |                    |
| 011/2020            | 19-Nov-2020             | 31-Dec-2020           |                    |
| 012/2020            | 17-Dec-2020             | 28-Jan-2021           |                    |
| 001/2021            | 14-Jan-2021             | 25-Feb-2021           |                    |
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| 003/2021            | 11-Mar-2021             | 22-Apr-2021           |                    |
| 004/2021            | 08-Apr-2021             | 20-May-2021           |                    |
| 005/2021            | 06-May-2021             | 17-Jun-2021           |                    |
| 006/2021            | 02-Jun-2021             | 15-Jul-2021           |                    |
| 007/2021            | 01-Jul-2021             | 12-Aug-2021           |                    |
| 008/2021            | 29-Jul-2021             | 09-Sep-2021           |                    |
| 009/2021            | 26-Aug-2021             | 07-Oct-2021           |                    |
| 010/2021            | 23-Sep-2021             | 04-Nov-2021           |                    |
| 011/2021            | 21-Oct-2021             | 02-Dec-2021           |                    |
| 012/2021            | 17-Nov-2021             | 30-Dec-2021           |                    |

| AIRAC AIP AMENDMENT |                         |                       |                    |
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| 013/2021            | 16-Dec-2021             | 27-Jan-2022           |                    |
| 001/2022            | 13-Jan-2022             | 24-Feb-2022           |                    |
| 002/2022            | 10-Feb-2022             | 24-Mar-2022           |                    |
| 003/2022            | 10-Mar-2022             | 21-Apr-2022           |                    |
| 004/2022            | 07-Apr-2022             | 19-May-2022           |                    |
| 005/2022            | 05-May-2022             | 16-Jun-2022           |                    |
| 006/2022            | 02-Jun-2022             | 14-Jul-2022           |                    |
| 007/2022            | 30-Jun-2022             | 11-Aug-2022           |                    |
| 008/2022            | 28-Jul-2022             | 08-Sep-2022           |                    |
| 009/2022            | 25-Aug-2022             | 06-Oct-2022           |                    |
| 010/2022            | 22-Sep-2022             | 03-Nov-2022           |                    |

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**GEN 0.3 RECORD OF AIP SUPPLEMENTS**

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| NR/Year  | Subject                                                                                     | AIP Section(s)<br>Affected | Period of<br>Validity | Cancellation<br>Record |
|----------|---------------------------------------------------------------------------------------------|----------------------------|-----------------------|------------------------|
| 002/2022 | LDZD - ZADAR/Zemunik Airport -Construction of the AWOS meteorological system infrastructure | LDZD AD 2                  | 06-Oct-2022 - UFN     |                        |
| 003/2022 | LDZD - ZADAR/Zemunik Airport - Works on the Main apron reconstruction                       | LDZD AD 2                  | 03-Nov-2022 - UFN     |                        |

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| <b>GEN 0.4 CHECKLIST OF AIP PAGES</b> |             | GEN 1.7 - 3  | 12 AUG 2021 |
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|                                       |             | GEN 1.7 - 8  | 12 AUG 2021 |
|                                       |             | GEN 1.7 - 9  | 12 AUG 2021 |
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|                                       |             | GEN 1.7 - 12 | 12 AUG 2021 |
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|                                       |             | GEN 1.7 - 14 | 07 OCT 2021 |
|                                       |             | GEN 1.7 - 15 | 07 OCT 2021 |
|                                       |             | GEN 1.7 - 16 | 03 NOV 2022 |
|                                       |             | GEN 1.7 - 17 | 12 AUG 2021 |
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|                                       |             | GEN 1.7 - 20 | 24 MAR 2022 |
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|                                       |             | GEN 2.1 - 1  | 08 SEP 2022 |
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| GEN 1.2 - 4                           | 30 DEC 2021 |              |             |
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| GEN 1.3 - 2                           | 12 DEC 2013 |              |             |
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| GEN 1.3 - 5                           | 15 JUL 2021 |              |             |
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| GEN 1.3 - 8                           | 15 JUL 2021 |              |             |
| GEN 1.3 - 9                           | 15 JUL 2021 |              |             |
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| GEN 1.4 - 1                           | 15 JUL 2021 |              |             |
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| ENR 1.8 - 14  | 03 JAN 2019 | ENR 2.1 - 5  | 20 MAY 2021 |
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| ENR 1.8 - 18  | 03 JAN 2019 | ENR 2.2 - 1  | 18 JUL 2019 |
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| ENR 1.9 - 1   | 22 JUN 2017 | ENR 2.2 - 4  | 18 JUL 2019 |
| ENR 1.9 - 2   | 26 MAR 2020 | ENR 3.1 - 1  | 03 DEC 2020 |
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| LDPL AD 2.24.2 APDC - 1                       | 14 JUL 2022 | LDRI AD 2.24.8 SID RNAV RWY 32 - 3           | 04 NOV 2021 |
| LDPL AD 2.24.2 APDC - 2                       | 14 JUL 2022 | LDRI AD 2.24.8 SID RNAV RWY 32 - 4           | 04 NOV 2021 |
| LDPL AD 2.24.4 AOC RWY 09/27 - 1              | 28 MAR 2019 | LDRI AD 2.24.10 STAR RWY 14/32 - 1           | 06 OCT 2022 |
| LDPL AD 2.24.8 SID RWY 09 - 1                 | 24 FEB 2022 | LDRI AD 2.24.10 STAR RWY 14/32 - 2           | 06 OCT 2022 |
| LDPL AD 2.24.8 SID RWY 09 - 2                 | 24 FEB 2022 | LDRI AD 2.24.10 STAR RNAV RWY 14 - 1         | 06 OCT 2022 |
| LDPL AD 2.24.8 SID RNAV RWY 09 - 1            | 24 FEB 2022 | LDRI AD 2.24.10 STAR RNAV RWY 14 - 2         | 06 OCT 2022 |
| LDPL AD 2.24.8 SID RNAV RWY 09 - 2            | 24 FEB 2022 | LDRI AD 2.24.10 STAR RNAV RWY 32 - 1         | 06 OCT 2022 |
| LDPL AD 2.24.8 SID RNAV RWY 09 - 3            | 24 FEB 2022 | LDRI AD 2.24.10 STAR RNAV RWY 32 - 2         | 06 OCT 2022 |
| LDPL AD 2.24.8 SID RNAV RWY 09 - 4            | 24 FEB 2022 | LDRI AD 2.24.10 STAR RNAV RWY 32 - 3         | 06 OCT 2022 |
| LDPL AD 2.24.8 SID RWY 27 - 1                 | 24 FEB 2022 | LDRI AD 2.24.10 STAR RNAV RWY 32 - 4         | 06 OCT 2022 |
| LDPL AD 2.24.8 SID RWY 27 - 2                 | 24 FEB 2022 | LDRI AD 2.24.12 IAC L RWY 14 - 1             | 07 OCT 2021 |
| LDPL AD 2.24.8 SID RNAV RWY 27 - 1            | 24 FEB 2022 | LDRI AD 2.24.12 IAC L RWY 14 - 2             | 07 OCT 2021 |
| LDPL AD 2.24.8 SID RNAV RWY 27 - 2            | 24 FEB 2022 | LDRI AD 2.24.12 IAC VOR RWY 14 - 1           | 07 OCT 2021 |
| LDPL AD 2.24.8 SID RNAV RWY 27 - 3            | 24 FEB 2022 | LDRI AD 2.24.12 IAC VOR RWY 14 - 2           | 07 OCT 2021 |
| LDPL AD 2.24.8 SID RNAV RWY 27 - 4            | 24 FEB 2022 | LDRI AD 2.24.12 IAC ILS or LOC RWY 14 - 1    | 07 OCT 2021 |
| LDPL AD 2.24.10 STAR RWY 09 - 1               | 24 FEB 2022 | LDRI AD 2.24.12 IAC ILS or LOC RWY 14 - 2    | 07 OCT 2021 |
| LDPL AD 2.24.10 STAR RWY 09 - 2               | 24 FEB 2022 | LDRI AD 2.24.12 IAC Ly RWY 32 - 1            | 07 OCT 2021 |
| LDPL AD 2.24.10 STAR RWY 27 - 1               | 24 FEB 2022 | LDRI AD 2.24.12 IAC Ly RWY 32 - 2            | 07 OCT 2021 |
| LDPL AD 2.24.10 STAR RWY 27 - 2               | 24 FEB 2022 | LDRI AD 2.24.12 IAC Lz RWY 32 - 1            | 07 OCT 2021 |
| LDPL AD 2.24.10 STAR RNAV RWY 09 - 1          | 11 AUG 2022 | LDRI AD 2.24.12 IAC Lz RWY 32 - 2            | 07 OCT 2021 |
| LDPL AD 2.24.10 STAR RNAV RWY 09 - 2          | 11 AUG 2022 | LDRI AD 2.24.12 IAC RNP RWY 14 - 1           | 08 SEP 2022 |
| LDPL AD 2.24.10 STAR RNAV RWY 09 - 3          | 11 AUG 2022 | LDRI AD 2.24.12 IAC RNP RWY 14 - 2           | 08 SEP 2022 |
| LDPL AD 2.24.10 STAR RNAV RWY 09 - 4          | 11 AUG 2022 | LDRI AD 2.24.12 IAC RNP RWY 14 - 3           | 08 SEP 2022 |
| LDPL AD 2.24.10 STAR RNAV RWY 27 - 1          | 11 AUG 2022 | LDRI AD 2.24.12 IAC RNP RWY 14 - 4           | 08 SEP 2022 |
| LDPL AD 2.24.10 STAR RNAV RWY 27 - 2          | 11 AUG 2022 | LDRI AD 2.24.12 IAC RNP RWY 32 - 1           | 08 SEP 2022 |
| LDPL AD 2.24.10 STAR RNAV RWY 27 - 3          | 11 AUG 2022 | LDRI AD 2.24.12 IAC RNP RWY 32 - 2           | 08 SEP 2022 |
| LDPL AD 2.24.10 STAR RNAV RWY 27 - 4          | 11 AUG 2022 | LDRI AD 2.24.12 IAC RNP RWY 32 - 3           | 08 SEP 2022 |
| LDPL AD 2.24.11 ATCSMAC - 1                   | 24 FEB 2022 | LDRI AD 2.24.12 IAC RNP RWY 32 - 4           | 08 SEP 2022 |
| LDPL AD 2.24.11 ATCSMAC - 2                   | 24 FEB 2022 | LDRI AD 2.24.12 IAC VOR RWY 32 - 1           | 07 OCT 2021 |
| LDPL AD 2.24.12 IAC L RWY 09 - 1              | 24 FEB 2022 | LDRI AD 2.24.12 IAC VOR RWY 32 - 2           | 07 OCT 2021 |
| LDPL AD 2.24.12 IAC L RWY 09 - 2              | 24 FEB 2022 | LDRI AD 2.24.13 VOC - 1                      | 04 NOV 2021 |
| LDPL AD 2.24.12 IAC VOR RWY 09 - 1            | 24 FEB 2022 | LDRI AD 2.24.13 VOC - 2                      | 04 NOV 2021 |
| LDPL AD 2.24.12 IAC VOR RWY 09 - 2            | 24 FEB 2022 | LDSB AD 2 - 1                                | 15 JUL 2021 |
| LDPL AD 2.24.12 IAC NDB RWY 27 - 1            | 06 OCT 2022 | LDSB AD 2 - 2                                | 15 JUL 2021 |
| LDPL AD 2.24.12 IAC NDB RWY 27 - 2            | 06 OCT 2022 | LDSB AD 2 - 3                                | 15 JUL 2021 |
| LDPL AD 2.24.12 IAC VOR RWY 27 - 1            | 06 OCT 2022 | LDSB AD 2 - 4                                | 20 MAY 2021 |
| LDPL AD 2.24.12 IAC VOR RWY 27 - 2            | 06 OCT 2022 | LDSB AD 2 - 5                                | 02 DEC 2021 |
| LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 - 1 | 19 MAY 2022 | LDSB AD 2 - 6                                | 03 NOV 2022 |
| LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 - 2 | 19 MAY 2022 | LDSB AD 2 - 7                                | 20 MAY 2021 |
| LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 - 1 | 11 AUG 2022 | LDSB AD 2 - 8                                | 20 MAY 2021 |
| LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 - 2 | 11 AUG 2022 | LDSB AD 2 - 9                                | 20 MAY 2021 |
| LDPL AD 2.24.12 IAC RNP RWY 09 - 1            | 11 AUG 2022 | LDSB AD 2 - 10                               | 20 MAY 2021 |
| LDPL AD 2.24.12 IAC RNP RWY 09 - 2            | 11 AUG 2022 | LDSB AD 2 - 11                               | 20 MAY 2021 |
| LDPL AD 2.24.12 IAC RNP RWY 09 - 3            | 11 AUG 2022 | LDSB AD 2 - 12                               | 20 MAY 2021 |
| LDPL AD 2.24.12 IAC RNP RWY 09 - 4            | 11 AUG 2022 | LDSB AD 2.24.1 ADC - 1                       | 15 JUL 2021 |
| LDPL AD 2.24.12 IAC RNP RWY 27 - 1            | 11 AUG 2022 | LDSB AD 2.24.1 ADC - 2                       | 15 JUL 2021 |
| LDPL AD 2.24.12 IAC RNP RWY 27 - 2            | 11 AUG 2022 | LDSB AD 2.24.2 APDC - 1                      | 20 JUN 2019 |
| LDPL AD 2.24.12 IAC RNP RWY 27 - 3            | 11 AUG 2022 | LDSB AD 2.24.2 APDC - 2                      | 20 JUN 2019 |
| LDPL AD 2.24.12 IAC RNP RWY 27 - 4            | 11 AUG 2022 | LDSB AD 2.24.4 AOC RWY 03/21 - 1             | 20 MAY 2021 |
| LDPL AD 2.24.13 VOC - 1                       | 11 AUG 2022 | LDSB AD 2.24.8 SID RWY 03 CAT A/B&C - 1      | 20 MAY 2021 |
| LDPL AD 2.24.13 VOC - 2                       | 11 AUG 2022 | LDSB AD 2.24.8 SID RWY 03 CAT A/B&C - 2      | 20 MAY 2021 |
| LDPL AD 2.24.14 BC - 1                        | 08 MAR 2012 | LDSB AD 2.24.8 SID RNAV RWY 03 - 1           | 20 MAY 2021 |
| LDPL AD 2.24.14 BC - 2                        | 08 MAR 2012 | LDSB AD 2.24.8 SID RNAV RWY 03 - 2           | 20 MAY 2021 |
| LDRI AD 2 - 1                                 | 23 APR 2020 | LDSB AD 2.24.8 SID RWY 21 CAT A/B&C - 1      | 20 MAY 2021 |
| LDRI AD 2 - 2                                 | 03 DEC 2020 | LDSB AD 2.24.8 SID RWY 21 CAT A/B&C - 2      | 20 MAY 2021 |
| LDRI AD 2 - 3                                 | 24 FEB 2022 | LDSB AD 2.24.8 SID RNAV RWY 21 - 1           | 20 MAY 2021 |
| LDRI AD 2 - 4                                 | 02 DEC 2021 | LDSB AD 2.24.8 SID RNAV RWY 21 - 2           | 20 MAY 2021 |
| LDRI AD 2 - 5                                 | 03 NOV 2022 | LDSB AD 2.24.10 STAR RWY 03/21 CAT A/B&C - 1 | 20 MAY 2021 |
| LDRI AD 2 - 6                                 | 03 NOV 2022 | LDSB AD 2.24.10 STAR RWY 03/21 CAT A/B&C - 2 | 20 MAY 2021 |
| LDRI AD 2 - 7                                 | 20 MAY 2021 | LDSB AD 2.24.10 STAR RNAV RWY 03-21 - 1      | 19 MAY 2022 |
| LDRI AD 2 - 8                                 | 12 AUG 2021 | LDSB AD 2.24.10 STAR RNAV RWY 03-21 - 2      | 19 MAY 2022 |
| LDRI AD 2 - 9                                 | 20 MAY 2021 | LDSB AD 2.24.12 IAC NDB RWY 03 - 1           | 20 MAY 2021 |
| LDRI AD 2 - 10                                | 20 MAY 2021 | LDSB AD 2.24.12 IAC NDB RWY 03 - 2           | 20 MAY 2021 |
| LDRI AD 2 - 11                                | 06 OCT 2022 | LDSB AD 2.24.12 IAC VOR-a RWY 03/21 - 1      | 20 MAY 2021 |

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|-------------------------------------------------|-------------|---------------------------------------------|-------------|
| LDSB AD 2.24.12 IAC VOR-a RWY 03/21 - 2         | 20 MAY 2021 | LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 - 2  | 19 MAY 2022 |
| LDSB AD 2.24.12 IAC NDB-a RWY 21 - 1            | 20 MAY 2021 | LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 - 3  | 19 MAY 2022 |
| LDSB AD 2.24.12 IAC NDB-a RWY 21 - 2            | 20 MAY 2021 | LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 - 4  | 19 MAY 2022 |
| LDSB AD 2.24.12 IAC NDB RWY 21 - 1              | 20 MAY 2021 | LDSP AD 2.24.12 IAC VOR-b RWY 23 - 1        | 16 JUL 2020 |
| LDSB AD 2.24.12 IAC NDB RWY 21 - 2              | 20 MAY 2021 | LDSP AD 2.24.12 IAC VOR-b RWY 23 - 2        | 16 JUL 2020 |
| LDSB AD 2.24.12 IAC RNP RWY 03 - 1              | 20 MAY 2021 | LDSP AD 2.24.13 VAC RWY 23 - 1              | 16 JUL 2020 |
| LDSB AD 2.24.12 IAC RNP RWY 03 - 2              | 20 MAY 2021 | LDSP AD 2.24.13 VAC RWY 23 - 2              | 16 JUL 2020 |
| LDSB AD 2.24.12 IAC RNP RWY 03 - 3              | 20 MAY 2021 | LDSP AD 2.24.13 VOC - 1                     | 12 AUG 2021 |
| LDSB AD 2.24.12 IAC RNP RWY 03 - 4              | 20 MAY 2021 | LDSP AD 2.24.13 VOC - 2                     | 12 AUG 2021 |
| LDSB AD 2.24.12 IAC RNP RWY 21 - 1              | 20 MAY 2021 | LDSP AD 2.24.14 BC - 1                      | 08 MAR 2012 |
| LDSB AD 2.24.12 IAC RNP RWY 21 - 2              | 20 MAY 2021 | LDSP AD 2.24.14 BC - 2                      | 08 MAR 2012 |
| LDSB AD 2.24.12 IAC RNP RWY 21 - 3              | 20 MAY 2021 | LDZA AD 2 - 1                               | 06 OCT 2022 |
| LDSB AD 2.24.12 IAC RNP RWY 21 - 4              | 20 MAY 2021 | LDZA AD 2 - 2                               | 05 NOV 2020 |
| LDSB AD 2.24.13 VOC - 1                         | 20 MAY 2021 | LDZA AD 2 - 3                               | 06 OCT 2022 |
| LDSB AD 2.24.13 VOC - 2                         | 20 MAY 2021 | LDZA AD 2 - 4                               | 31 DEC 2020 |
| LDSP AD 2 - 1                                   | 23 MAY 2019 | LDZA AD 2 - 5                               | 27 FEB 2020 |
| LDSP AD 2 - 2                                   | 21 MAY 2020 | LDZA AD 2 - 6                               | 17 JUN 2021 |
| LDSP AD 2 - 3                                   | 19 MAY 2022 | LDZA AD 2 - 7                               | 02 DEC 2021 |
| LDSP AD 2 - 4                                   | 25 MAR 2021 | LDZA AD 2 - 8                               | 03 NOV 2022 |
| LDSP AD 2 - 5                                   | 02 DEC 2021 | LDZA AD 2 - 9                               | 30 DEC 2021 |
| LDSP AD 2 - 6                                   | 03 NOV 2022 | LDZA AD 2 - 10                              | 17 JUN 2021 |
| LDSP AD 2 - 7                                   | 25 MAR 2021 | LDZA AD 2 - 11                              | 08 SEP 2022 |
| LDSP AD 2 - 8                                   | 23 MAY 2019 | LDZA AD 2 - 12                              | 08 SEP 2022 |
| LDSP AD 2 - 9                                   | 08 SEP 2022 | LDZA AD 2 - 13                              | 06 OCT 2022 |
| LDSP AD 2 - 10                                  | 08 SEP 2022 | LDZA AD 2 - 14                              | 06 OCT 2022 |
| LDSP AD 2 - 11                                  | 19 MAY 2022 | LDZA AD 2 - 15                              | 06 OCT 2022 |
| LDSP AD 2 - 12                                  | 19 MAY 2022 | LDZA AD 2 - 16                              | 24 MAR 2022 |
| LDSP AD 2 - 13                                  | 19 MAY 2022 | LDZA AD 2 - 17                              | 24 MAR 2022 |
| LDSP AD 2 - 14                                  | 19 MAY 2022 | LDZA AD 2 - 18                              | 24 MAR 2022 |
| LDSP AD 2 - 15                                  | 19 MAY 2022 | LDZA AD 2 - 19                              | 24 MAR 2022 |
| LDSP AD 2 - 16                                  | 19 MAY 2022 | LDZA AD 2 - 20                              | 24 MAR 2022 |
| LDSP AD 2 - 17                                  | 19 MAY 2022 | LDZA AD 2 - 21                              | 24 MAR 2022 |
| LDSP AD 2 - 18                                  | 19 MAY 2022 | LDZA AD 2 - 22                              | 24 MAR 2022 |
| LDSP AD 2 - 19                                  | 19 MAY 2022 | LDZA AD 2 - 23                              | 19 MAY 2022 |
| LDSP AD 2 - 20                                  | 19 MAY 2022 | LDZA AD 2 - 24                              | 24 MAR 2022 |
| LDSP AD 2.24.1 ADC - 1                          | 25 MAR 2021 | LDZA AD 2.24.1 ADC - 1                      | 05 NOV 2020 |
| LDSP AD 2.24.1 ADC - 2                          | 25 MAR 2021 | LDZA AD 2.24.1 ADC - 2                      | 05 NOV 2020 |
| LDSP AD 2.24.2 APDC - 1                         | 25 MAR 2021 | LDZA AD 2.24.2 APDC EAST - 1                | 06 OCT 2022 |
| LDSP AD 2.24.2 APDC - 2                         | 25 MAR 2021 | LDZA AD 2.24.2 APDC EAST - 2                | 06 OCT 2022 |
| LDSP AD 2.24.4 AOC RWY 05 - 1                   | 20 JUN 2019 | LDZA AD 2.24.2 APDC WEST - 1                | 06 OCT 2022 |
| LDSP AD 2.24.4 AOC RWY 23 - 1                   | 20 JUN 2019 | LDZA AD 2.24.2 APDC WEST - 2                | 06 OCT 2022 |
| LDSP AD 2.24.8 SID RWY 05 - 1                   | 21 MAY 2020 | LDZA AD 2.24.4 AOC RWY 04/22 - 1            | 26 MAR 2020 |
| LDSP AD 2.24.8 SID RWY 05 - 2                   | 21 MAY 2020 | LDZA AD 2.24.6 PATC RWY 04 - 1              | 26 MAR 2020 |
| LDSP AD 2.24.8 SID RNAV RWY 05 - 1              | 21 MAY 2020 | LDZA AD 2.24.6 PATC RWY 04 - 2              | 26 MAR 2020 |
| LDSP AD 2.24.8 SID RNAV RWY 05 - 2              | 21 MAY 2020 | LDZA AD 2.24.8 SID RWY 04 - 1               | 19 MAY 2022 |
| LDSP AD 2.24.8 SID RNAV RWY 05 - 3              | 21 MAY 2020 | LDZA AD 2.24.8 SID RWY 04 - 2               | 19 MAY 2022 |
| LDSP AD 2.24.8 SID RNAV RWY 05 - 4              | 21 MAY 2020 | LDZA AD 2.24.8 SID RNAV RWY 04 - 1          | 19 MAY 2022 |
| LDSP AD 2.24.8 SID RWY 23 - 1                   | 21 MAY 2020 | LDZA AD 2.24.8 SID RNAV RWY 04 - 2          | 19 MAY 2022 |
| LDSP AD 2.24.8 SID RWY 23 - 2                   | 21 MAY 2020 | LDZA AD 2.24.8 SID RNAV RWY 04 - 3          | 19 MAY 2022 |
| LDSP AD 2.24.8 SID RNAV RWY 23 - 1              | 05 DEC 2019 | LDZA AD 2.24.8 SID RNAV RWY 04 - 4          | 19 MAY 2022 |
| LDSP AD 2.24.8 SID RNAV RWY 23 - 2              | 05 DEC 2019 | LDZA AD 2.24.8 SID RWY 22 - 1               | 19 MAY 2022 |
| LDSP AD 2.24.8 SID RNAV RWY 23 - 3              | 05 DEC 2019 | LDZA AD 2.24.8 SID RWY 22 - 2               | 19 MAY 2022 |
| LDSP AD 2.24.8 SID RNAV RWY 23 - 4              | 05 DEC 2019 | LDZA AD 2.24.8 SID RNAV RWY 22 - 1          | 19 MAY 2022 |
| LDSP AD 2.24.10 STAR RWY 05 - 1                 | 21 MAY 2020 | LDZA AD 2.24.8 SID RNAV RWY 22 - 2          | 19 MAY 2022 |
| LDSP AD 2.24.10 STAR RWY 05 - 2                 | 21 MAY 2020 | LDZA AD 2.24.8 SID RNAV RWY 22 - 3          | 19 MAY 2022 |
| LDSP AD 2.24.10 STAR RNAV RWY 05 - 1            | 19 MAY 2022 | LDZA AD 2.24.8 SID RNAV RWY 22 - 4          | 19 MAY 2022 |
| LDSP AD 2.24.10 STAR RNAV RWY 05 - 2            | 19 MAY 2022 | LDZA AD 2.24.10 STAR RWY 04 - 1             | 19 MAY 2022 |
| LDSP AD 2.24.10 STAR RNAV RWY 05 - 3            | 19 MAY 2022 | LDZA AD 2.24.10 STAR RWY 04 - 2             | 19 MAY 2022 |
| LDSP AD 2.24.10 STAR RNAV RWY 05 - 4            | 19 MAY 2022 | LDZA AD 2.24.10 STAR RNAV RWY 04 - 1        | 19 MAY 2022 |
| LDSP AD 2.24.10 STAR RWY 23 - 1                 | 21 MAY 2020 | LDZA AD 2.24.10 STAR RNAV RWY 04 - 2        | 19 MAY 2022 |
| LDSP AD 2.24.10 STAR RWY 23 - 2                 | 21 MAY 2020 | LDZA AD 2.24.10 STAR RNAV RWY 04 - 3        | 19 MAY 2022 |
| LDSP AD 2.24.10 STAR RNAV RWY 23 - 1            | 19 MAY 2022 | LDZA AD 2.24.10 STAR RNAV RWY 04 - 4        | 19 MAY 2022 |
| LDSP AD 2.24.10 STAR RNAV RWY 23 - 2            | 19 MAY 2022 | LDZA AD 2.24.10 STAR RWY 22 - 1             | 19 MAY 2022 |
| LDSP AD 2.24.10 STAR RNAV RWY 23 - 3            | 19 MAY 2022 | LDZA AD 2.24.10 STAR RWY 22 - 2             | 19 MAY 2022 |
| LDSP AD 2.24.10 STAR RNAV RWY 23 - 4            | 19 MAY 2022 | LDZA AD 2.24.10 STAR RNAV RWY 22 - 1        | 19 MAY 2022 |
| LDSP AD 2.24.10 STAR RNAV RWY 23 - 5            | 19 MAY 2022 | LDZA AD 2.24.10 STAR RNAV RWY 22 - 2        | 19 MAY 2022 |
| LDSP AD 2.24.10 STAR RNAV RWY 23 - 6            | 19 MAY 2022 | LDZA AD 2.24.10 STAR RNAV RWY 22 - 3        | 19 MAY 2022 |
| LDSP AD 2.24.11 ATCSMAC - 1                     | 14 JUL 2022 | LDZA AD 2.24.10 STAR RNAV RWY 22 - 4        | 19 MAY 2022 |
| LDSP AD 2.24.11 ATCSMAC - 2                     | 14 JUL 2022 | LDZA AD 2.24.11 ATCSMAC - 1                 | 14 JUL 2022 |
| LDSP AD 2.24.12 IAC NDB RWY 05 - 1              | 23 MAY 2019 | LDZA AD 2.24.11 ATCSMAC - 2                 | 14 JUL 2022 |
| LDSP AD 2.24.12 IAC NDB RWY 05 - 2              | 23 MAY 2019 | LDZA AD 2.24.12 IAC L RWY 04 - 1            | 19 MAY 2022 |
| LDSP AD 2.24.12 IAC ILSy or LOCy RWY 05 - 1     | 23 MAY 2019 | LDZA AD 2.24.12 IAC L RWY 04 - 2            | 19 MAY 2022 |
| LDSP AD 2.24.12 IAC ILSy or LOCy RWY 05 - 2     | 23 MAY 2019 | LDZA AD 2.24.12 IAC ILSy or LOCy RWY 04 - 1 | 19 MAY 2022 |
| LDSP AD 2.24.12 IAC ILSz or LOCz RWY 05 - 1     | 19 MAY 2022 | LDZA AD 2.24.12 IAC ILSy or LOCy RWY 04 - 2 | 19 MAY 2022 |
| LDSP AD 2.24.12 IAC ILSz or LOCz RWY 05 - 2     | 19 MAY 2022 | LDZA AD 2.24.12 IAC ILSz or LOCz RWY 04 - 1 | 19 MAY 2022 |
| LDSP AD 2.24.12 IAC RNP Y RWY 05 - 1            | 19 MAY 2022 | LDZA AD 2.24.12 IAC ILSz or LOCz RWY 04 - 2 | 19 MAY 2022 |
| LDSP AD 2.24.12 IAC RNP Y RWY 05 - 2            | 19 MAY 2022 | LDZA AD 2.24.12 IAC L RWY 22 - 1            | 19 MAY 2022 |
| LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 1 | 19 MAY 2022 | LDZA AD 2.24.12 IAC L RWY 22 - 2            | 19 MAY 2022 |
| LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 2 | 19 MAY 2022 | LDZA AD 2.24.12 IAC ILSy or LOCy RWY 22 - 1 | 19 MAY 2022 |
| LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 3 | 19 MAY 2022 | LDZA AD 2.24.12 IAC ILSy or LOCy RWY 22 - 2 | 19 MAY 2022 |
| LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 4 | 19 MAY 2022 | LDZA AD 2.24.12 IAC ILSz or LOCz RWY 22 - 1 | 19 MAY 2022 |
| LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 - 1      | 19 MAY 2022 | LDZA AD 2.24.12 IAC ILSz or LOCz RWY 22 - 2 | 19 MAY 2022 |

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| LDZA AD 2.24.12 IAC RNP RWY 04 - 1      | 19 MAY 2022 | LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 1 | 14 JUL 2022 |
| LDZA AD 2.24.12 IAC RNP RWY 04 - 2      | 19 MAY 2022 | LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 2 | 14 JUL 2022 |
| LDZA AD 2.24.12 IAC RNP RWY 04 - 3      | 19 MAY 2022 | LDZD AD 2.24.12 IAC RNP RWY 04 - 1        | 16 JUN 2022 |
| LDZA AD 2.24.12 IAC RNP RWY 04 - 4      | 19 MAY 2022 | LDZD AD 2.24.12 IAC RNP RWY 04 - 2        | 16 JUN 2022 |
| LDZA AD 2.24.12 IAC RNP RWY 22 - 1      | 19 MAY 2022 | LDZD AD 2.24.12 IAC RNP RWY 04 - 3        | 16 JUN 2022 |
| LDZA AD 2.24.12 IAC RNP RWY 22 - 2      | 19 MAY 2022 | LDZD AD 2.24.12 IAC RNP RWY 04 - 4        | 16 JUN 2022 |
| LDZA AD 2.24.12 IAC RNP RWY 22 - 3      | 19 MAY 2022 | LDZD AD 2.24.12 IAC RNP Y RWY 13 - 1      | 16 JUN 2022 |
| LDZA AD 2.24.12 IAC RNP RWY 22 - 4      | 19 MAY 2022 | LDZD AD 2.24.12 IAC RNP Y RWY 13 - 2      | 16 JUN 2022 |
| LDZA AD 2.24.13 VOC - 1                 | 14 JUL 2022 | LDZD AD 2.24.12 IAC RNP Y RWY 13 - 3      | 16 JUN 2022 |
| LDZA AD 2.24.13 VOC - 2                 | 14 JUL 2022 | LDZD AD 2.24.12 IAC RNP Y RWY 13 - 4      | 16 JUN 2022 |
| LDZA AD 2.24.14 BC - 1                  | 23 APR 2020 | LDZD AD 2.24.12 IAC RNP Z RWY 13 - 1      | 16 JUN 2022 |
| LDZA AD 2.24.14 BC - 2                  | 23 APR 2020 | LDZD AD 2.24.12 IAC RNP Z RWY 13 - 2      | 16 JUN 2022 |
| LDZD AD 2 - 1                           | 05 NOV 2020 | LDZD AD 2.24.12 IAC RNP Z RWY 13 - 3      | 16 JUN 2022 |
| LDZD AD 2 - 2                           | 21 APR 2022 | LDZD AD 2.24.12 IAC RNP Z RWY 13 - 4      | 16 JUN 2022 |
| LDZD AD 2 - 3                           | 24 FEB 2022 | LDZD AD 2.24.12 IAC RNP RWY 31 - 1        | 16 JUN 2022 |
| LDZD AD 2 - 4                           | 08 SEP 2022 | LDZD AD 2.24.12 IAC RNP RWY 31 - 2        | 16 JUN 2022 |
| LDZD AD 2 - 5                           | 23 MAY 2019 | LDZD AD 2.24.12 IAC RNP RWY 31 - 3        | 16 JUN 2022 |
| LDZD AD 2 - 6                           | 02 DEC 2021 | LDZD AD 2.24.12 IAC RNP RWY 31 - 4        | 16 JUN 2022 |
| LDZD AD 2 - 7                           | 03 NOV 2022 | LDZD AD 2.24.12 IAC L RWY 31 - 1          | 14 JUL 2022 |
| LDZD AD 2 - 8                           | 03 NOV 2022 | LDZD AD 2.24.12 IAC L RWY 31 - 2          | 14 JUL 2022 |
| LDZD AD 2 - 9                           | 03 NOV 2022 | LDZD AD 2.24.12 IAC VOR RWY 31 - 1        | 14 JUL 2022 |
| LDZD AD 2 - 10                          | 03 NOV 2022 | LDZD AD 2.24.12 IAC VOR RWY 31 - 2        | 14 JUL 2022 |
| LDZD AD 2 - 11                          | 03 NOV 2022 | LDZD AD 2.24.13 VOC - 1                   | 11 AUG 2022 |
| LDZD AD 2 - 12                          | 03 NOV 2022 | LDZD AD 2.24.13 VOC - 2                   | 11 AUG 2022 |
| LDZD AD 2 - 13                          | 03 NOV 2022 |                                           |             |
| LDZD AD 2 - 14                          | 03 NOV 2022 |                                           |             |
| LDZD AD 2 - 15                          | 03 NOV 2022 |                                           |             |
| LDZD AD 2 - 16                          | 03 NOV 2022 |                                           |             |
| LDZD AD 2 - 17                          | 03 NOV 2022 |                                           |             |
| LDZD AD 2 - 18                          | 03 NOV 2022 |                                           |             |
| LDZD AD 2.24.1 ADC - 1                  | 23 MAY 2019 |                                           |             |
| LDZD AD 2.24.1 ADC - 2                  | 23 MAY 2019 |                                           |             |
| LDZD AD 2.24.2 APDC - 1                 | 10 OCT 2019 |                                           |             |
| LDZD AD 2.24.2 APDC - 2                 | 10 OCT 2019 |                                           |             |
| LDZD AD 2.24.4 AOC RWY 04/22 - 1        | 05 APR 2012 |                                           |             |
| LDZD AD 2.24.4 AOC RWY 13/31 - 1        | 05 APR 2012 |                                           |             |
| LDZD AD 2.24.8 SID RWY 04 - 1           | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RWY 04 - 2           | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RNAV RWY 04 - 1      | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RNAV RWY 04 - 2      | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RNAV RWY 04 - 3      | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RNAV RWY 04 - 4      | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RWY 13 - 1           | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RWY 13 - 2           | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RNAV RWY 13 - 1      | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RNAV RWY 13 - 2      | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RNAV RWY 13 - 3      | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RNAV RWY 13 - 4      | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RWY 22 - 1           | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RWY 22 - 2           | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RNAV RWY 22 - 1      | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RNAV RWY 22 - 2      | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RWY 31 - 1           | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RWY 31 - 2           | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RNAV RWY 31 - 1      | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RNAV RWY 31 - 2      | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RNAV RWY 31 - 3      | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.8 SID RNAV RWY 31 - 4      | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.10 STAR RWY 04 & 13/31 - 1 | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.10 STAR RWY 04 & 13/31 - 2 | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.10 STAR RNAV RWY 04 - 1    | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.10 STAR RNAV RWY 04 - 2    | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.10 STAR RNAV RWY 04 - 3    | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.10 STAR RNAV RWY 04 - 4    | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.10 STAR RNAV RWY 13 - 1    | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.10 STAR RNAV RWY 13 - 2    | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.10 STAR RNAV RWY 13 - 3    | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.10 STAR RNAV RWY 13 - 4    | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.10 STAR RNAV RWY 31 - 1    | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.10 STAR RNAV RWY 31 - 2    | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.10 STAR RNAV RWY 31 - 3    | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.10 STAR RNAV RWY 31 - 4    | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.11 ATCSMAC - 1             | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.11 ATCSMAC - 2             | 16 JUN 2022 |                                           |             |
| LDZD AD 2.24.12 IAC VOR RWY 04 - 1      | 14 JUL 2022 |                                           |             |
| LDZD AD 2.24.12 IAC VOR RWY 04 - 2      | 14 JUL 2022 |                                           |             |
| LDZD AD 2.24.12 IAC Ly RWY 13 - 1       | 14 JUL 2022 |                                           |             |
| LDZD AD 2.24.12 IAC Ly RWY 13 - 2       | 14 JUL 2022 |                                           |             |
| LDZD AD 2.24.12 IAC Lz RWY 13 - 1       | 14 JUL 2022 |                                           |             |
| LDZD AD 2.24.12 IAC Lz RWY 13 - 2       | 14 JUL 2022 |                                           |             |
| LDZD AD 2.24.12 IAC VOR RWY 13 - 1      | 14 JUL 2022 |                                           |             |
| LDZD AD 2.24.12 IAC VOR RWY 13 - 2      | 14 JUL 2022 |                                           |             |

**GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP**

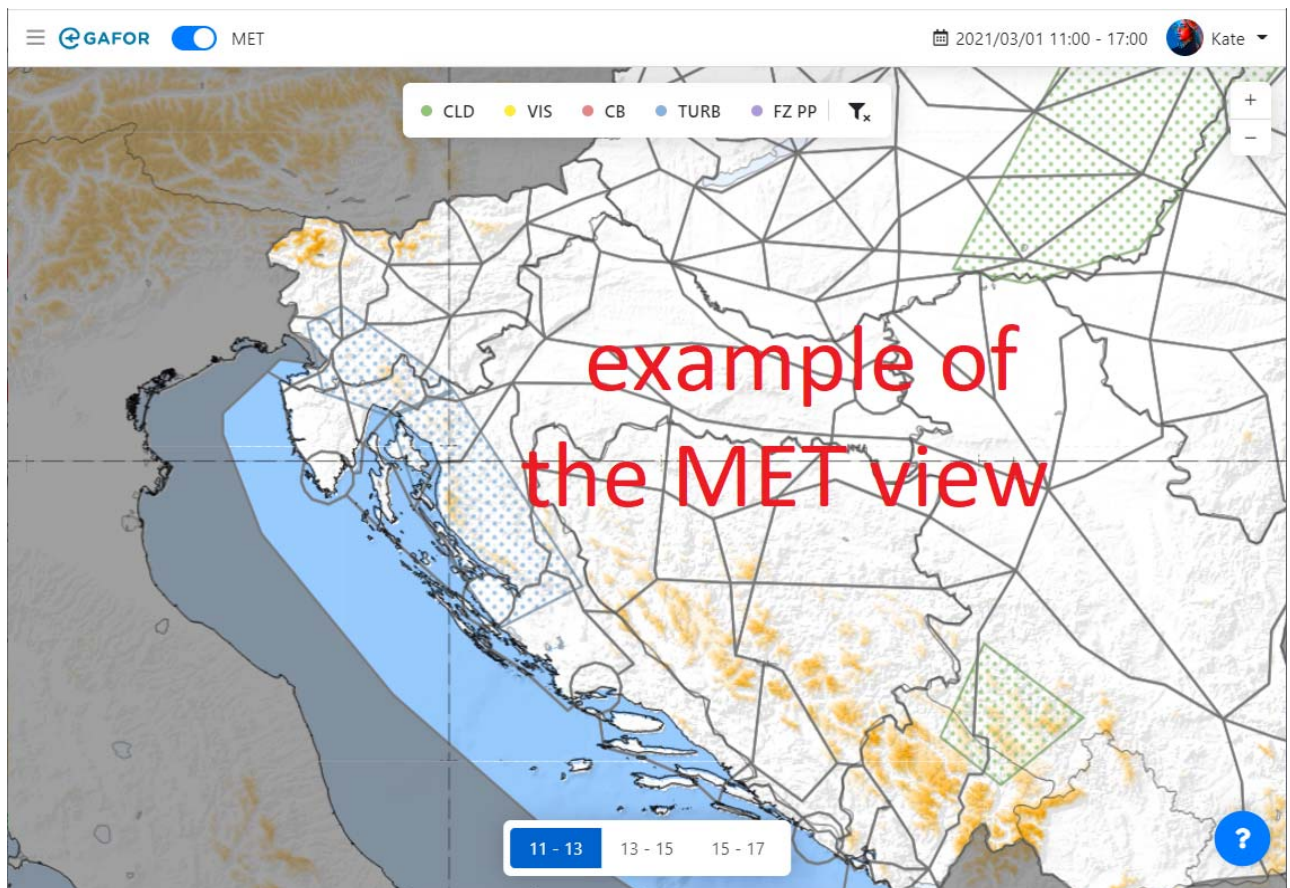
| AIP page(s) affected                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Amendment text                                                                                                 | Introduced by AIP AMDT number:           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|------------------------------------------|
| 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 2                                                                                                              | 3                                        |
| LDZD AD 2.24.4 AOC RWY04/22 -1<br>LDZD AD 2.24.4 AOC RWY13/31 -1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | MAG VAR / Annual rate of change is 4°E (2019) / 0.13° increasing.<br>RWY designator 14/32 is changed to 13/31. | AIRAC AIP AMDT 008/2019<br>(10 OCT 2019) |
| ENR 6.9-1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Airport name is changed to "Zagreb/Franjo Tuđman"                                                              | AIRAC AIP AMDT 003/2020<br>(23 APR 2020) |
| LDZD AD 2.24.1 ADC -1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | New Sections S5 and S6 on Main apron.                                                                          | AIRAC AIP AMDT 008/2019<br>(10 OCT 2019) |
| LDDU AD 2.24.2 APDC -1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ARO Dubrovnik withdrawn, instead amend it with AIS.                                                            | AIRAC AIP AMDT 004/2020<br>(21 MAY 2020) |
| LDOS AD 2.24.8 SID RWY 11 -1<br>LDOS AD 2.24.8 SID RNAV RWY 11 -1<br>LDOS AD 2.24.8 SID RWY 29 -1<br>LDOS AD 2.24.8 SID RNAV RWY 29 -1<br>LDOS AD 2.24.10 STAR RWY 11 -1<br>LDOS AD 2.24.10 STAR RNAV RWY 11 -1<br>LDOS AD 2.24.10 STAR RWY 29 -1<br>LDOS AD 2.24.12 IAC L RWY 11 -1<br>LDOS AD 2.24.12 IAC ILS or LOC RWY 11 -1<br>LDOS AD 2.24.12 IAC NDB <sub>y</sub> RWY 11 -1<br>LDOS AD 2.24.12 IAC NDB <sub>z</sub> RWY 11 -1<br>LDOS AD 2.24.12 IAC NDB RWY 29 -1<br>LDOS AD 2.24.12 IAC ILS <sub>x</sub> or LOC <sub>x</sub> RWY 29<br>CAT A&B -1<br>LDOS AD 2.24.12 IAC ILS <sub>y</sub> or LOC <sub>y</sub> RWY 29<br>-1<br>LDOS AD 2.24.12 IAC RNP RWY 11 -1 | Parachute activity zone Padobraska zona VINKOVCI/SOPOT withdrawn.                                              | AIRAC AIP AMDT 004/2021<br>(20 MAY 2021) |
| LDSP AD 2.24.8 SID RWY 05 -1<br>LDSP AD 2.24.8 SID RWY 23 -1<br>LDSP AD 2.24.10 STAR RWY 05 -1<br>LDSP AD 2.24.10 STAR RWY 23 -1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | NDB SAL longitude coordinate is 0151005.20E                                                                    | AIRAC AIP AMDT 005/2021<br>(17 JUN 2021) |
| LDSB AD 2.24.2 APDC -1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ACL ELEV is 1736 FT.                                                                                           | AIRAC AIP AMDT 007/2021<br>(12 AUG 2021) |
| LDDU AD 2.24.1 ADC -1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Use of TWY B by ACFT code letter E only if approved by ATC and strictly guided by FOLLOW ME vehicle.           | AIRAC AIP AMDT 008/2021<br>(09 SEP 2021) |
| LDZA AD 2.24.6 PATC RWY 04 -1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | GP 04 RDH is changed to 54 FT.                                                                                 | AIRAC AIP AMDT 010/2021<br>(04 NOV 2021) |
| LDDU AD 2.24.4 AOC RWY 11 -1<br>LDDU AD 2.24.4 AOC RWY 29 -1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TORA should read 3230 M.                                                                                       | AIRAC AIP AMDT 003/2022<br>(21 APR 2022) |

| AIP page(s) affected                            | Amendment text                                                                                        | Introduced by AIP<br>AMDT number:           |
|-------------------------------------------------|-------------------------------------------------------------------------------------------------------|---------------------------------------------|
| 1                                               | 2                                                                                                     | 3                                           |
| LDZD AD 2.24.1 ADC -1<br>LDZD AD 2.24.2 APDC -1 | ZADAR DELIVERY FREQ 132.975 MHZ.                                                                      | AIRAC AIP AMDT<br>005/2022<br>(16 JUN 2022) |
| LDZD AD 2.24.1 ADC -1                           | TWY A strength changed to 55/R/B/W/T.<br>TWY H strength changed to 50/R/B/W/T.                        | AIRAC AIP AMDT<br>008/2022<br>(08 SEP 2022) |
| LDZD AD 2.24.2 APDC -1                          | S5 PCN 63/R/A/W/T<br>S6 PCN 132/F/B/X/TPSN number E8L equipped<br>with Visual Docking Guidance System | AIRAC AIP AMDT<br>008/2022<br>(08 SEP 2022) |
| LDZA AD 2.24.2 APDC EAST -1                     | PSN number E8L equipped with Visual Docking<br>Guidance System                                        | AIRAC AIP AMDT<br>009/2022<br>(06 OCT 2022) |
| LDDU AD 2.24.2 APDC -1                          | Dimensions of RWY 11/19 should read 3230x45 M<br>and RWY STRIP should read 3350x280 M.                | AIRAC AIP AMDT<br>010/2022<br>(03 NOV 2022) |



| Title                      | Reference                | Difference(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|----------------------------|--------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            | Chapter 3<br>(3.7.3.1)   | <p>Implementing Regulation (EU) No 923/2012, SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the underlined text):</p> <p>(e) Read-back of clearances and safety-related information:</p> <p>(1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:</p> <p>(i) ATC route clearances;</p> <p>(ii) clearances and instructions to enter, land on, take off from, hold short of, cross, <u>taxi</u> and backtrack on any runway; and</p> <p>(iii) runway-in-use, altimeter settings, SSR codes, <u>newly assigned communication channels</u>, level instructions, heading and speed instructions; and</p> <p>(iv) transition levels, whether issued by the controller or contained in ATIS broadcasts</p> <p>Remark (reason for difference):<br/>SERA Difference A11-04</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                            | Chapter 3<br>(3.7.3.1.1) | <p>Implementing Regulation (EU) No 923/2012, SERA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the underlined text):</p> <p>(2) Other clearances or instructions, including conditional clearances <u>and taxi instructions</u>, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.</p> <p>Remark (reason for difference):<br/>SERA Difference A11-05</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                            | Chapter 3                | <p>Implementing Regulation (EU) No 923/2012, point SERA.5010, specifies:</p> <p>SERA.5010 Special VFR in control zones</p> <p>Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:</p> <p>(a) such flights may be conducted during day only, unless otherwise permitted by the competent authority;</p> <p>(b) by the pilot:</p> <p>(1) clear of cloud and with the surface in sight;</p> <p>(2) the flight visibility is not less than 1 500 M or, for helicopters, not less than 800 M;</p> <p>(3) fly at speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and</p> <p>(c) an air traffic control unit shall not issue a Special VFR clearance to aircraft to take-off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:</p> <p>(1) the ground visibility is less than 1 500 M or, for helicopters, less than 800 M;</p> <p>(2) the ceiling is less than 180 M (600 FT).</p> <p>Remark (reason for difference):<br/>SERA Difference A11-06<br/>New provision</p> |
| Annex 12 Search and Rescue |                          | Nil                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Title                                    |                                                                                            | Reference |                   | Difference(s)                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------------------------------------|--------------------------------------------------------------------------------------------|-----------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Annex 13                                 | Aircraft Accident and Incident Investigation                                               |           |                   | Nil                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Annex 14, Volume I, 8th Edition, Amdt 16 | Aerodromes                                                                                 |           |                   | Nil                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Annex 14, Volume II                      | Heliports                                                                                  |           |                   | Nil                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Annex 15                                 | Aeronautical Information Services                                                          |           | Chapter 5 5.3.1.3 | A checklist of valid data sets is currently not provided.                                                                                                                                                                                                                                                                                                                                                           |
|                                          |                                                                                            |           | Chapter 5 5.3.3   | Terrain and obstacle data sets are not provided.                                                                                                                                                                                                                                                                                                                                                                    |
|                                          |                                                                                            |           |                   | A significant difference between national regulations and practices of the State and related ICAO provisions includes: Difference between the format of part AD 1.2.2 of the AIP and the provisions of paragraph 5.2.1.1.1 of ICAO Doc 10066 to ensure promulgation of relevant and consistent operational information, regarding implementation of GRF, through the relevant AIP entries.                          |
| Annex 16 Volume I                        | Environmental Protection - Aircraft Noise                                                  |           |                   | Nil                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Annex 16 Volume II                       | Environmental Protection - Aircraft Engine Emission                                        |           |                   | Nil                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Annex 17                                 | Security - Safeguarding International Civil Aviation Against Acts of Unlawful Interference |           |                   | Nil                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Annex 18                                 | The Safe Transport of Dangerous Goods by Air                                               |           |                   | Nil                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Annex 19                                 | Safety Management                                                                          |           | 3.3.2             | In addition to paragraph 3.3.2 of Annex 19, Air Safety Order on Implementation of Safety Management Systems (SMS) contains the obligation of establishing and maintaining SMS for Part M G (CAMO) organizations managing the continuing airworthiness of complex motor-powered aircraft (CMPA); Remark (reason for difference): Air Safety Order on Implementation of Safety Management Systems (SMS), ASO-2010-004 |
|                                          |                                                                                            |           |                   | In addition to paragraph 3.3.2 of Annex 19, pursuing the Regulation (EU) 1178/2011 and Regulation (EU) 290/2011 obligation for implementation of Safety Management Systems (SMS) is applicable to Aeromedical Centers (AeMCs) Remark (reason for difference): Implementation of EU Regulations 1178/2011 and 290/2011                                                                                               |



#### GEN 3.5.4.5 Area forecasts

MWO Zagreb issues area forecasts in chart form.

Area forecasts in chart form consist of two charts:

1. SWL - significant weather chart below FL 100
2. WT - charts of wind and air temperature at 2 000, 5 000 and 10 000 FT above MSL

SWL is issued six times daily:

| Time of issuance | Time of validity |
|------------------|------------------|
| 0500             | 0900-1200        |
| 0800             | 1200-1500        |
| 1100             | 1500-1800        |
| 1400             | 1800-0000        |
| 1700             | 0000-0600        |
| 2300             | 0600-0900        |

WT charts are generated automatically every three hours (UTC): 0000,0300,0600... 2100.

SWL charts are continuously monitored and amended if needed.

#### GEN 3.5.4.6 Aerodrome forecasts, landing, forecasts and take-off forecasts

At airports ZAGREB/Franjo Tuđman, SPLIT/Kaštela, PULA, DUBROVNIK/Čilipi, ZADAR/Zemunik, RIJEKA/Krk I., OSIJEK/Klisa, LOŠINJ/Lošinj I. and BRAČ/Brač I., aerodrome forecasts in TAF form are prepared and disseminated nationally and internationally.

Landing forecasts (TREND) are issued in METAR for airports ZAGREB/Franjo Tuđman, SPLIT/Kaštela, PULA, DUBROVNIK/Čilipi, ZADAR/Zemunik according to table GEN 3.5.3.

Take-off forecasts containing information on expected conditions over the runway complex, in respect of surface wind, temperature and pressure, can be made available from Meteorological Office, on request only.

#### GEN 3.5.5 NOTIFICATION REQUIRED FROM OPERATORS

Notification for:

1. scheduled flights:
  - within Europe - 24 hours prior to departure
  - outside Europe - 1 month in advance
2. non-scheduled flights:
  - within Europe - 1 hour and 30 minutes prior to departure
  - outside Europe - 24 hours prior to departure

**Note:** Details on meteorological briefing at aerodromes are given in the individual aerodrome sections, AD 2

#### GEN 3.5.6 AIRCRAFT REPORTS

Routine aircraft observations are not required within Zagreb FIR, but special aircraft observations and reports during flight are required whenever the following conditions are encountered or observed:

- moderate or severe turbulence
- moderate or severe icing
- severe mountain waves
- thunderstorms with or without hail, that are obscured, embedded, widespread or in squall lines
- heavy dust storm or heavy sandstorm
- volcanic ash cloud

When meteorological conditions other than those listed above (such as wind shear) are encountered, and which, upon the opinion of the pilot-in-command, may affect the safety of aircraft or aircraft operations, other non-routine aircraft observations and reports are required, especially during the climb-out and approach phase.

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| AD 0.4 | Checklist of AIP pages - not applicable             | AD 0.4 - 1 |
| AD 0.5 | List of hand amendments to the AIP - not applicable | AD 0.5 - 1 |
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**AD 2 Aerodromes**

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**LDDU - AIRPORT DUBROVNIK / Čilipi**

|                |                                                                  |                |
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|              | 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 y or LOC y RWY 11 - 1 |                |
|              | LDDU AD 2.24.12 IAC ILS z or LOC z 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 2.24.13 VAC 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  |
|              | <b>LDLO - AIRFIELD LOŠINJ/Lošinj I.</b>                   |                |
| 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 - 6  |
| 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 - 7  |
| LDLO AD 2.18 | ATS communication facilities                              | LDLO AD 2 - 7  |
| LDLO AD 2.19 | Radio navigation and landing aids                         | LDLO AD 2 - 8  |
| LDLO AD 2.20 | Local aerodrome regulations                               | LDLO AD 2 - 9  |
| LDLO AD 2.21 | Noise abatement procedures                                | LDLO AD 2 - 9  |
| LDLO AD 2.22 | Flight procedures                                         | LDLO AD 2 - 10 |
|              | LDLO AD 2.22.1 VFR flight procedures                      | LDLO AD 2 - 10 |
|              | LDLO AD 2.22.2 SID RWY 02                                 | LDLO AD 2 - 11 |
|              | LDLO AD 2.22.3 SID RWY 20                                 | LDLO AD 2 - 12 |
|              | LDLO AD 2.22.4 STAR RWY 02/20                             | LDLO AD 2 - 14 |
| LDLO AD 2.23 | Additional information                                    | LDLO AD 2 - 14 |

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|-----------------|---------------------------------|----------------|
| LDLO AD 2.24    | Charts related to an aerodrome  | LDLO AD 2 - 15 |
| 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 RNP 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 - 16 |
| LDPL AD 2.24 Charts related to an aerodrome                           | LDPL AD 2 - 17 |
| 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 - 1                                       |                |
| LDPL AD 2.24.10 STAR RWY 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 NDB RWY 27 - 1                                    |                |
| LDPL AD 2.24.12 IAC VOR RWY 27 - 1                                    |                |
| LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 - 1                         |                |
| LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 - 1                         |                |
| LDPL AD 2.24.12 IAC RNP RWY 09 - 1                                    |                |
| LDPL AD 2.24.12 IAC RNP 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  |
| <b>LDRI - AIRPORT RIJEKA / Krk I.</b> |                                                           |                |
| 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 RNP RWY 14 - 1                        |                |
|                                       | LDRI AD 2.24.12 IAC RNP RWY 32 - 1                        |                |
|                                       | LDRI AD 2.24.12 IAC VOR 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 |
| <b>LDSB - AERODROME BRAČ / Brač I.</b> |                                                |               |
| 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 - 5  |
| LDSB AD 2.12 | Runway physical characteristics                           | LDSB AD 2 - 6  |
| LDSB AD 2.13 | Declared distances                                        | LDSB AD 2 - 6  |
| LDSB AD 2.14 | Approach and runway lighting                              | LDSB AD 2 - 7  |
| LDSB AD 2.15 | Other lighting, secondary power supply                    | LDSB AD 2 - 7  |
| LDSB AD 2.16 | Helicopter landing area                                   | LDSB AD 2 - 8  |
| LDSB AD 2.17 | ATS airspace                                              | LDSB AD 2 - 8  |
| LDSB AD 2.18 | ATS communication facilities                              | LDSB AD 2 - 9  |
| LDSB AD 2.19 | Radio navigation and landing aids                         | LDSB AD 2 - 9  |
| LDSB AD 2.20 | Local aerodrome regulations                               | LDSB AD 2 - 9  |
| LDSB AD 2.21 | Noise abatement procedures                                | LDSB AD 2 - 9  |
| LDSB AD 2.22 | Flight procedures                                         | LDSB AD 2 - 10 |
| LDSB AD 2.23 | Additional information                                    | LDSB AD 2 - 11 |
| LDSB AD 2.24 | Charts related to an aerodrome                            | LDSB AD 2 - 12 |
|              | LDSB AD 2.24.1 ADC - 1                                    |                |
|              | LDSB AD 2.24.2 APDC - 1                                   |                |
|              | LDSB AD 2.24.4 AOC RWY 03/21 - 1                          |                |
|              | LDSB AD 2.24.8 SID RWY 03 CAT A/B&C - 1                   |                |
|              | LDSB AD 2.24.8 SID RNAV RWY 03 - 1                        |                |
|              | LDSB AD 2.24.8 SID RWY 21 CAT A/B&C - 1                   |                |
|              | LDSB AD 2.24.8 SID RNAV RWY 21 - 1                        |                |
|              | LDSB AD 2.24.10 STAR RWY 03/21 CAT A/B&C - 1              |                |
|              | LDSB AD 2.24.10 STAR RNAV RWY 03-21 - 1                   |                |
|              | LDSB AD 2.24.12 IAC NDB RWY 03 - 1                        |                |
|              | LDSB AD 2.24.12 IAC VOR-a RWY 03/21 - 1                   |                |
|              | LDSB AD 2.24.12 IAC NDB-a RWY 21 - 1                      |                |
|              | LDSB AD 2.24.12 IAC NDB RWY 21 - 1                        |                |
|              | LDSB AD 2.24.12 IAC RNP RWY 03 - 1                        |                |
|              | LDSB AD 2.24.12 IAC RNP RWY 21 - 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 - 12 |
| LDSP AD 2.22    | Flight procedures                                | LDSP AD 2 - 13 |
| 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 ILS y or LOC y RWY 05 - 1                    |                |
| LDSP AD 2.24.12 | IAC ILS z or LOC z RWY 05 - 1                    |                |
| LDSP AD 2.24.12 | IAC RNP Y RWY 05 - 1                             |                |
| LDSP AD 2.24.12 | IAC RNP Z RWY 05 (LPV only) - 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 RWY 23 - 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                     |
|              | <b>LDZA - AIRPORT ZAGREB / Franjo Tuđman</b>                            |
| 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 - 7                       |
| LDZA AD 2.12 | Runway physical characteristics LDZA AD 2 - 7                           |
| LDZA AD 2.13 | Declared distances LDZA AD 2 - 8                                        |
| LDZA AD 2.14 | Approach and runway lighting LDZA AD 2 - 9                              |
| LDZA AD 2.15 | Other lighting, secondary power supply LDZA AD 2 - 9                    |
| LDZA AD 2.16 | Helicopter landing area LDZA AD 2 - 10                                  |
| LDZA AD 2.17 | ATS airspace LDZA AD 2 - 10                                             |
| LDZA AD 2.18 | ATS communication facilities LDZA AD 2 - 11                             |

|              |                                               |                |
|--------------|-----------------------------------------------|----------------|
| LDZA AD 2.19 | Radio navigation and landing aids             | LDZA AD 2 - 11 |
| LDZA AD 2.20 | Local aerodrome regulations                   | LDZA AD 2 - 13 |
| 2.20.1       | General                                       | LDZA AD 2 - 13 |
| 2.20.2       | Arrival                                       | LDZA AD 2 - 14 |
| 2.20.3       | Departure                                     | LDZA AD 2 - 14 |
| 2.20.4       | Rescue and fire fighting service              | LDZA AD 2 - 15 |
| LDZA AD 2.21 | Noise abatement procedures                    | LDZA AD 2 - 15 |
| LDZA AD 2.22 | Flight procedures                             | LDZA AD 2 - 15 |
| 2.22.1       | Low visibility procedures                     | LDZA AD 2 - 15 |
| 2.22.2       | SID RWY 04                                    | LDZA AD 2 - 17 |
| 2.22.3       | SID RWY 22                                    | LDZA AD 2 - 18 |
| 2.22.4       | STAR RWY 04                                   | LDZA AD 2 - 20 |
| 2.22.5       | STAR RWY 22                                   | LDZA AD 2 - 21 |
| LDZA AD 2.23 | Additional information                        | LDZA AD 2 - 22 |
| LDZA AD 2.24 | Charts related to an aerodrome                | LDZA AD 2 - 23 |
|              | 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 y or LOC y RWY 04 - 1 |                |
|              | LDZA AD 2.24.12 IAC ILS z or LOC z RWY 04 - 1 |                |
|              | LDZA AD 2.24.12 IAC L RWY 22 - 1              |                |
|              | LDZA AD 2.24.12 IAC ILS y or LOC y RWY 22 - 1 |                |
|              | LDZA AD 2.24.12 IAC ILS z or LOC z 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 |
|              | <b>LDZD - AIRPORT ZADAR / Zemunik</b>                     |               |
| 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 - 9  |
| 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 - 10 |
| LDZD AD 2.19 | Radio navigation and landing aids         | LDZD AD 2 - 10 |
| LDZD AD 2.20 | Local aerodrome regulations               | LDZD AD 2 - 12 |
| LDZD AD 2.21 | Noise abatement procedures                | LDZD AD 2 - 12 |
| LDZD AD 2.22 | Flight procedures                         | LDZD AD 2 - 13 |
| LDZD AD 2.23 | Additional information                    | LDZD AD 2 - 17 |
| LDZD AD 2.24 | Charts related to an aerodrome            | LDZD AD 2 - 17 |
|              | 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 L y RWY 13 - 1        |                |
|              | LDZD AD 2.24.12 IAC L z 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                   |                |

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## LDDU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY (M) | Strength (PCN) and<br>surface of RWY and<br>SWY | THR COORD<br>RWY End COORD<br>THR Geoid<br>Undulation               | THR elevation and<br>highest elevation of<br>TDZ of precision APP<br>RWY |
|------------------------|----------|--------------------------|-------------------------------------------------|---------------------------------------------------------------------|--------------------------------------------------------------------------|
| 1                      | 2        | 3                        | 4                                               | 5                                                                   | 6                                                                        |
| 11                     | 118.21°  | 3230 X 45                | 86/F/A/W/T ASPH                                 | 423409.21N<br>0181454.24E<br>423320.95N<br>0181655.89E<br>132.1 FT  | THR 519.5 FT<br>TDZ 527.4 FT                                             |
| 29                     | 298.23°  |                          |                                                 | 423320.95N<br>0181655.89E<br>423410.45N<br>0181451.11E<br>132.12 FT | THR 485 FT<br>Nil                                                        |

| Designations<br>RWY NR | Slope of<br>RWY-SWY                                                                                                 | SWY<br>dimensions<br>(M) | CWY<br>dimensions<br>(M) | Strip<br>dimensions<br>(M) | RESA dimensions (M)<br>and surface                                                                                                            |
|------------------------|---------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| 1                      | 7                                                                                                                   | 8                        | 9                        | 10                         | 11                                                                                                                                            |
| 11                     | Slope of RWY 11:<br>0.5% (0 M - 510 M)<br>0% (510 M - 1840 M)<br>-1.1% (1840 M - 2860 M)<br>-0.2% (2860 M - 3230 M) | Nil                      | Nil                      | 3350 X 280                 | Undershoot RESA:<br>Length:171 M<br>Width:90 M<br>Surface:ASPH and grass<br>Overrun RESA:<br>Length: 240 M<br>Width: 90 M<br>Surface: grass   |
| 29                     | Slope of RWY 29:<br>0.2% (0 M - 370 M)<br>1.1% (370 M - 1390 M)<br>0% (1390 M - 2720 M)<br>-0.5% (2720 M - 3230 M)  | Nil                      | Nil                      |                            | Undershoot RESA:<br>Length: 240 M<br>Width: 90 M<br>Surface: grass<br>Overrun RESA:<br>Length: 90 M<br>Width: 90 M<br>Surface: ASPH and grass |

| Designations<br>RWY NR | Location and description of arresting<br>system | OFZ | Remarks |
|------------------------|-------------------------------------------------|-----|---------|
| 1                      | 12                                              | 13  | 14      |
| 11                     | Nil                                             | Nil | Nil     |
| 29                     | Nil                                             | Nil | Nil     |

## LDDU AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks               |
|----------------|----------|----------|----------|---------|-----------------------|
| 1              | 2        | 3        | 4        | 5       | 6                     |
| 11             | 3230     | 3230     | 3230     | 3149    | THR 11 displaced 81 M |
|                | 2388     | Nil      | Nil      | Nil     | Intersection TWY B    |
|                | 1900     | Nil      | Nil      | Nil     | Intersection TWY C    |
|                | 1487     | Nil      | Nil      | Nil     | Intersection TWY D    |
| 29             | 3230     | 3230     | 3230     | 3230    | Nil                   |
|                | 2464     | Nil      | Nil      | Nil     | Intersection TWY E    |
|                | 1798     | Nil      | Nil      | Nil     | Intersection TWY D    |
|                | 1411     | Nil      | Nil      | Nil     | Intersection TWY C    |

## LDDU AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type / LEN / INTST        | THR LGT colour / WBAR | VASIS (MEHT) PAPI          | TDZ LGT LEN | RWY Centre Line LGT LEN / spacing / colour / INTST | RWY edge LGT LEN / spacing / colour / INTST | RWY End LGT Colour / WBAR | SWY LGT LEN (M) / Colour | Remarks                                                                                                                                                                                                                                                                                                       |
|----------------|------------------------------------|-----------------------|----------------------------|-------------|----------------------------------------------------|---------------------------------------------|---------------------------|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1              | 2                                  | 3                     | 4                          | 5           | 6                                                  | 7                                           | 8                         | 9                        | 10                                                                                                                                                                                                                                                                                                            |
| 11             | CAT I (A)<br>900 M<br>W VRB<br>LIH | G VRB<br>LIH          | PAPI<br>LEFT 3°<br>56 FT   | Nil         | 3149M<br>30M<br>W*VRB<br>LIH                       | 3149M<br>60M<br>W VRB<br>LIH<br>YCZ 600 M   | R VRB<br>LIH              | Nil                      | W* to 900M before RWY end; W/R from 900M to 300M before RWY end; R on the last 300M before RWY end.                                                                                                                                                                                                           |
| 29             | SALS (E)<br>420 M<br>R VRB<br>LIL  | G VRB<br>LIH          | PAPI<br>LEFT 3.2°<br>59 FT | Nil         | 3230M<br>30M<br>W*VRB<br>LIH                       | 3230M<br>60M<br>W VRB<br>LIH<br>YCZ 600 M   | R VRB<br>LIH              | Nil                      | 2 white Lead-In lights at location Radovcici (423031.44N 0182007.05E) and Gruda (423226.90N 0181915.43E) and white flashing Runway Threshold Identification Lights (RTIL) as part of the approach lights. W* to 900M before RWY end; W/R from 900M to 300M before RWY end; R on the last 300M before RWY end. |

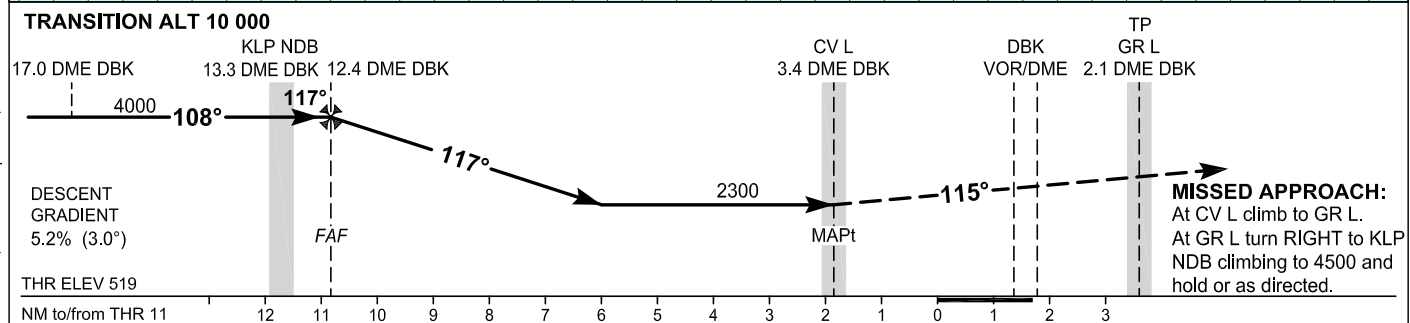
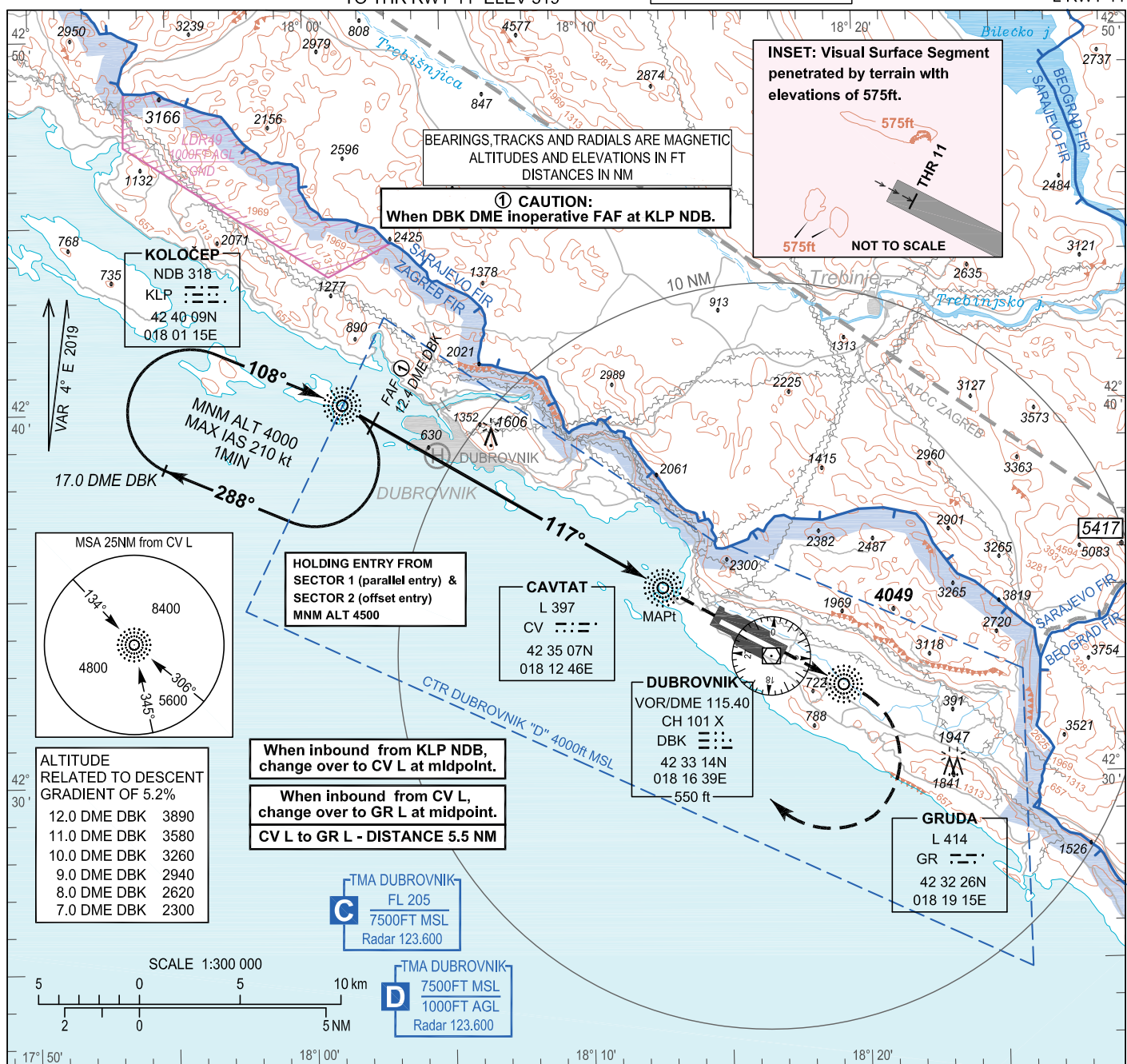


INSTRUMENT APPROACH  
CHART-ICAO

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<br>Approach | 2300 (1781) |   |   |   |

| KLP NDB TO CV L - DISTANCE 9.9 NM<br>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                                                                     |      |      |      |      |      |      |

CHANGE: Circling information deleted; Obstacle updated; Editorial

DUBROVNIK / Čilipi  
CROATIA  
L RWY 11

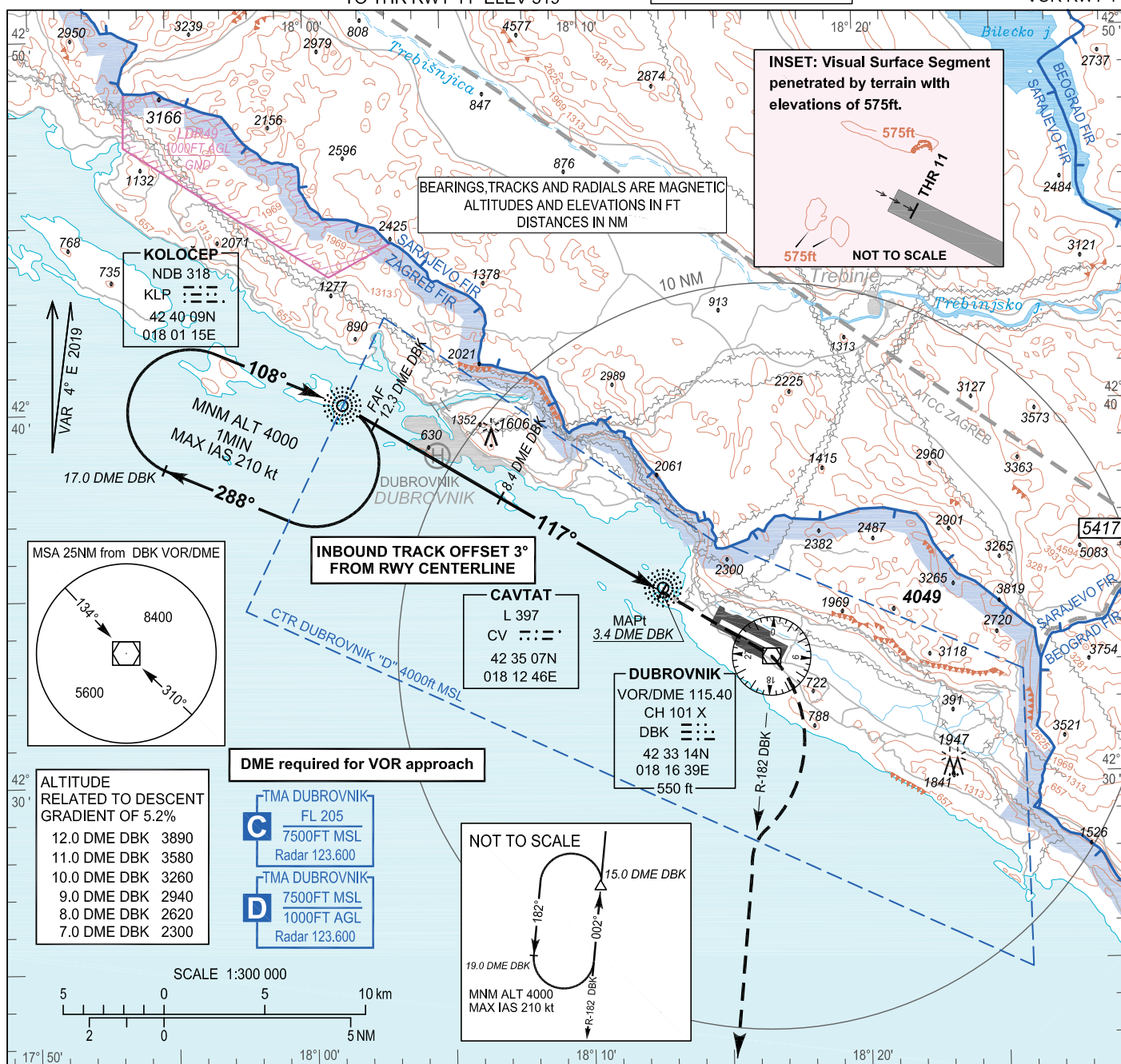
| AERONAUTICAL DATABASE REQUIREMENTS            |                             |                                                 |                                                    |
|-----------------------------------------------|-----------------------------|-------------------------------------------------|----------------------------------------------------|
| Conventional procedure essential fixes/points |                             |                                                 |                                                    |
| L RWY11                                       |                             |                                                 |                                                    |
| Final approach descent angle:                 |                             | 3.00°                                           |                                                    |
| Fix identification                            | Coordinates                 | True bearing or ARC distance<br>providing track | True bearing or distance<br>providing intersection |
| IAF (KLP NDB)                                 | See LDDU AD 2.19            | -                                               | -                                                  |
| FAF                                           | 42 39 40.3N<br>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            | -                                               | -                                                  |

INSTRUMENT APPROACH  
CHART-ICAO

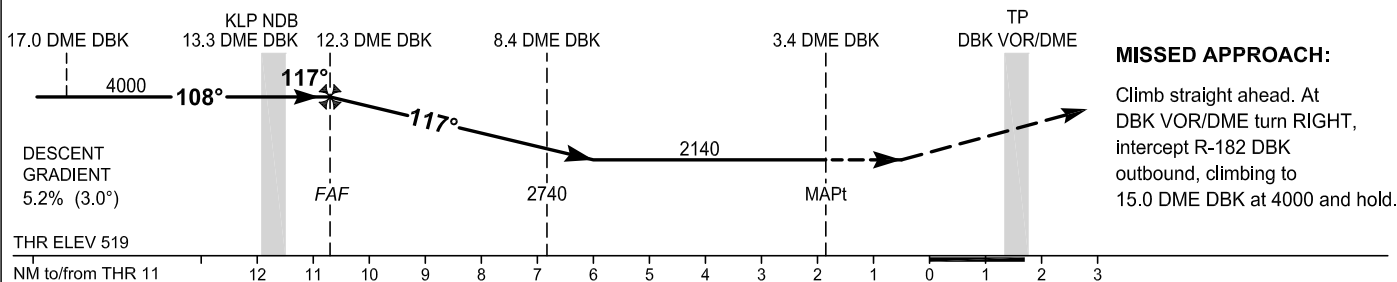
AD ELEV 527  
HEIGHTS RELATED  
TO THR RWY 11 ELEV 519

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<br>Approach |   | 2140 (1621) |   |   |

| FAF TO MAPt-DISTANCE 8.9 NM<br>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                                                         |      |      |      |      |      |      |

CHANGE: Circling information deleted; Obstacle updated; Editorial

DUBROVNIK / Čilipi  
CROATIA  
VOR RWY 11

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

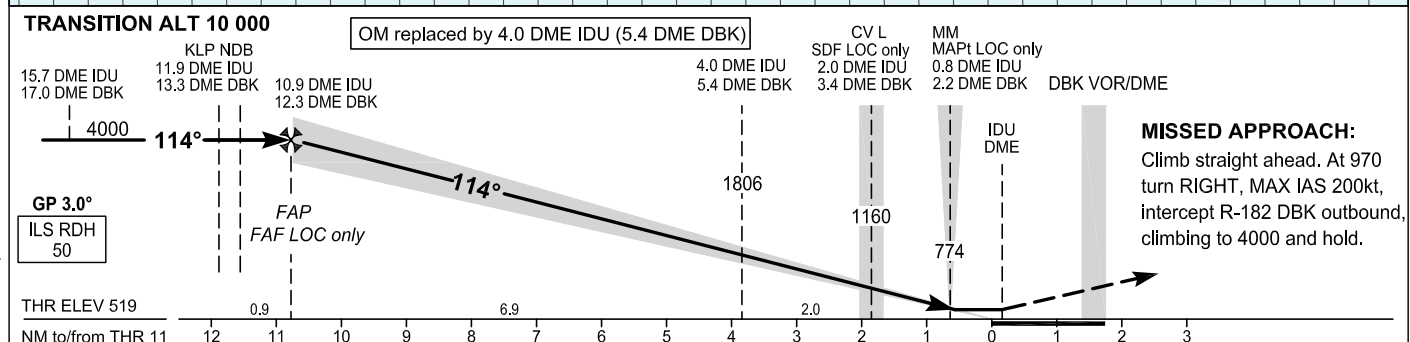
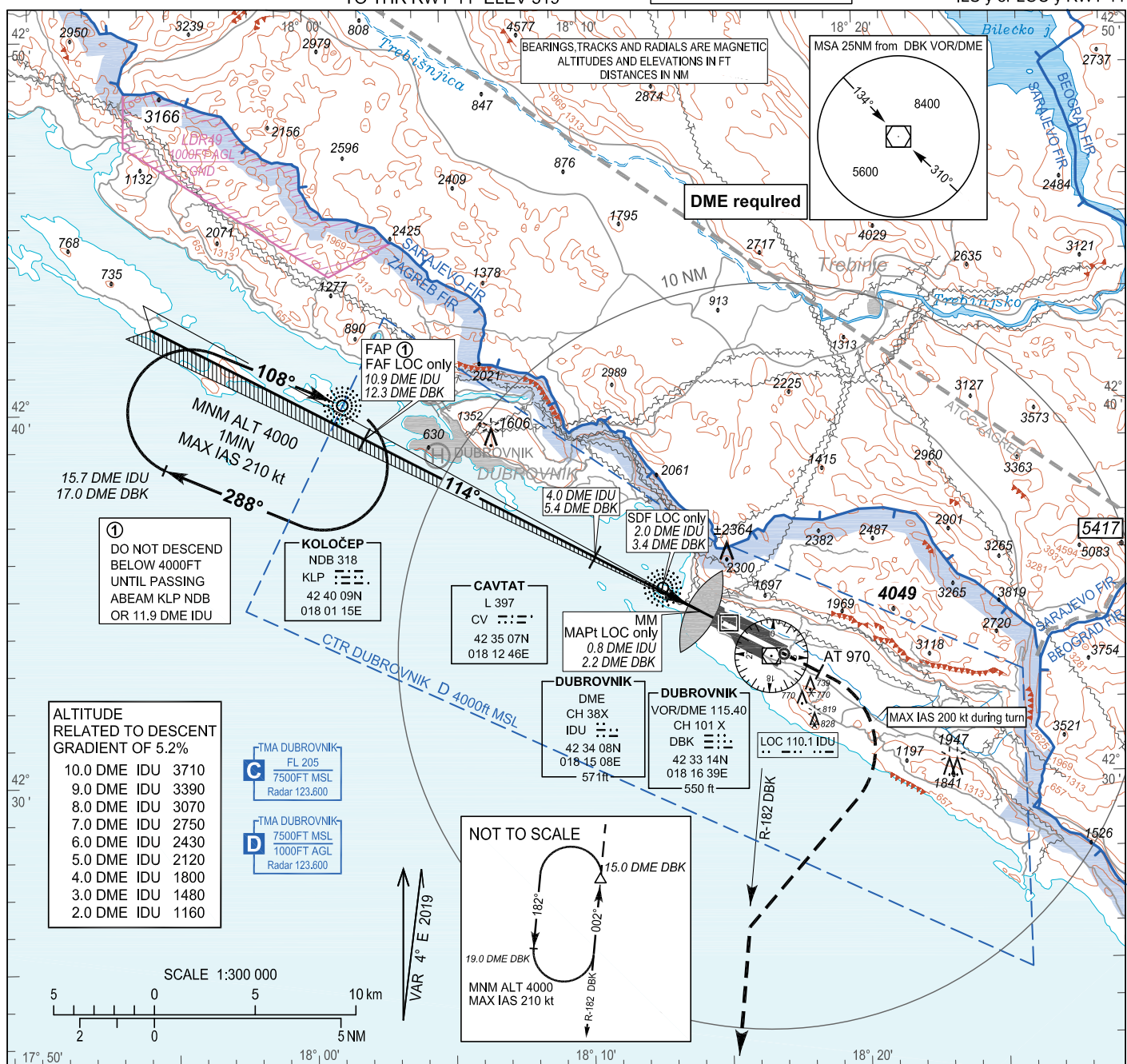


INSTRUMENT APPROACH  
CHART-ICAO

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 y or LOC y RWY 11



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

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

CHANGE: Circling information deleted; Editorial

DUBROVNIK / Čilipi  
CROATIA  
ILS y or LOC y RWY 11

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

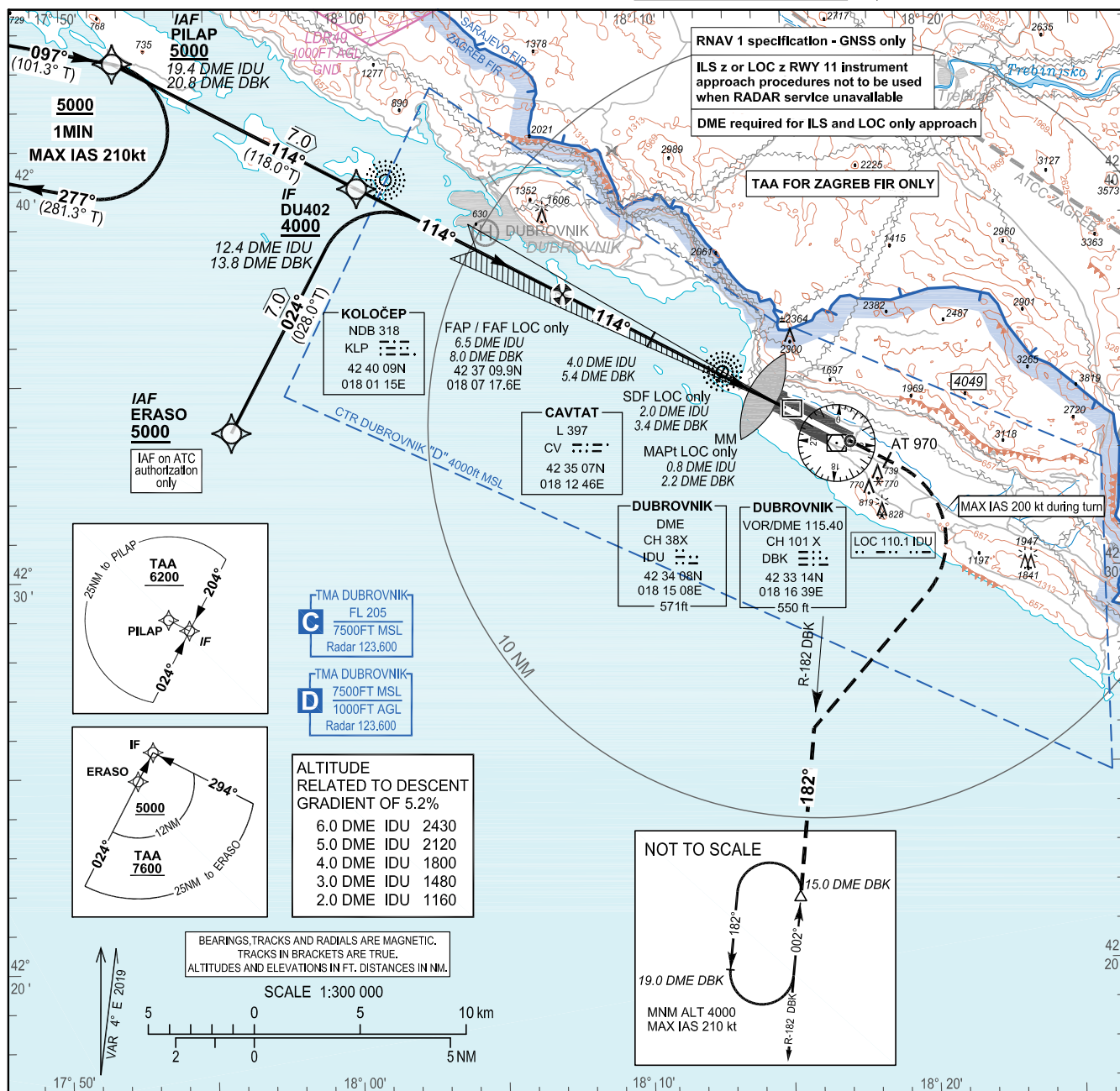
CHANGE: Circling information deleted; Editorial

INSTRUMENT APPROACH  
CHART-ICAO

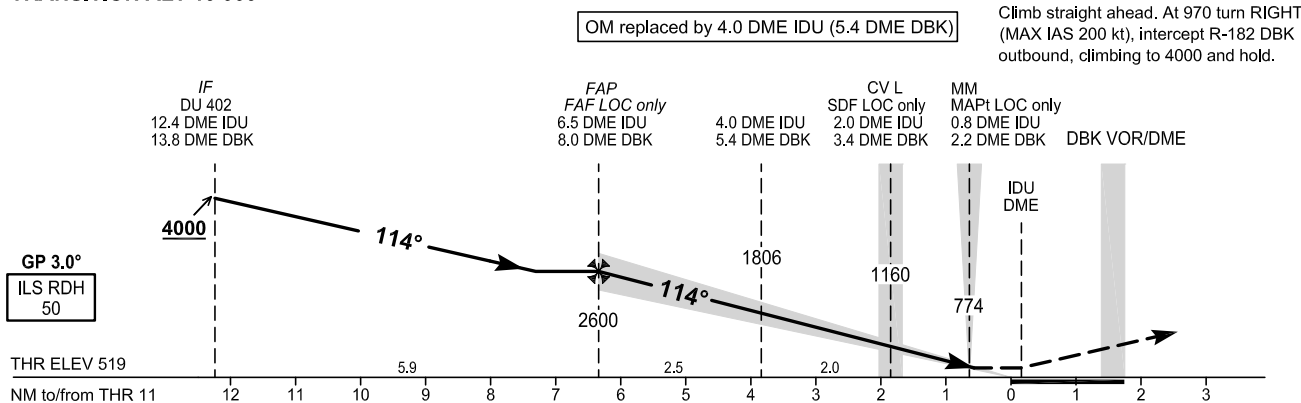
AD ELEV 527  
HEIGHTS RELATED  
TO THR RWY 11 - ELEV 519

DUBROVNIK ATIS 118.425  
DUBROVNIK RADAR 123.600  
DUBROVNIK TOWER 129.500

DUBROVNIK / Čilipi  
CROATIA  
ILS z or LOC z RWY 11  
(RNAV 1 to ILS or LOC transition)



TRANSITION ALT 10 000



| OCA(H)               | A         | B         | C         | D         |
|----------------------|-----------|-----------|-----------|-----------|
| Straight-in Approach | 710 (191) | 716 (197) | 726 (207) | 736 (217) |
| LOC only             | 870 (351) |           |           |           |

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

CHANGE: Circling information deleted; Editorial

DUBROVNIK / Čilipi  
CROATIA  
ILS z or LOC z RWY 11  
(RNAV 1 to ILS or LOC transition)

| LDDU ILS z or LOC z RWY11 (RNAV 1 to ILS or LOC transition)                       |                 |                        |                         |                             |                       |                       |                                              |                    |               |                                                 |                |                               |          |
|-----------------------------------------------------------------------------------|-----------------|------------------------|-------------------------|-----------------------------|-----------------------|-----------------------|----------------------------------------------|--------------------|---------------|-------------------------------------------------|----------------|-------------------------------|----------|
| Proposed tabular description for navigation database coding - APPROACH TRANSITION |                 |                        |                         |                             |                       |                       |                                              |                    |               |                                                 |                |                               |          |
| Serial Number                                                                     | Fix             | Path descriptor        | Waypoint name           | Flyover                     | Course °M (°T)        | Magnetic variation    | Distance (NM)                                | Turn direction     | Altitude (ft) | Speed (kt)                                      | VPA/TCH (°/ft) | Remarks                       | NAV SPEC |
| 010                                                                               | IAF             | IF                     | ERASO                   | -                           | -                     | 4°E                   | -                                            | -                  | +5000         | -                                               | -              | IAF on ATC authorization only | RNAV 1   |
| 020                                                                               | IF              | TF                     | DU402                   | -                           | 024° (028.0°T)        | 4°E                   | 7.0                                          | -                  | +4000         | -                                               | -              | -                             |          |
| 010                                                                               | IAF             | IF                     | PILAP                   | -                           | -                     | 4°E                   | -                                            | -                  | +5000         | -                                               | -              | -                             | RNAV 1   |
| 020                                                                               | IF              | TF                     | DU402                   | -                           | 114° (118.0°T)        | 4°E                   | 7.0                                          | -                  | +4000         | -                                               | -              | -                             |          |
|                                                                                   |                 |                        |                         |                             |                       |                       |                                              |                    |               |                                                 |                |                               |          |
| AERONAUTICAL DATABASE REQUIREMENTS                                                |                 |                        |                         |                             |                       |                       |                                              |                    |               |                                                 |                |                               |          |
| Conventional procedure essential fixes/points                                     |                 |                        |                         |                             |                       |                       |                                              |                    |               |                                                 |                |                               |          |
| ILS z or LOC z RWY11                                                              |                 |                        |                         |                             |                       |                       |                                              |                    |               |                                                 |                |                               |          |
| LOC only - final approach descent angle: 3.00°                                    |                 |                        |                         |                             |                       |                       |                                              |                    |               |                                                 |                |                               |          |
| Fix identification                                                                |                 |                        |                         | Coordinates                 |                       |                       | True bearing or ARC distance providing track |                    |               | True bearing or distance providing intersection |                |                               |          |
| IF (DU402)                                                                        |                 |                        |                         | 42 39 56.6N<br>018 00 14.4E |                       |                       | -                                            |                    |               | -                                               |                |                               |          |
| FAF LOC only                                                                      |                 |                        |                         | 42 37 09.9N<br>018 07 17.6E |                       |                       | 118.21° (IDU LOC)                            |                    |               | 6.53 DME IDU<br>7.95 DME DBK                    |                |                               |          |
| SDF LOC only                                                                      |                 |                        |                         | 42 35 01.7N<br>018 12 41.9E |                       |                       | 118.21° (IDU LOC)                            |                    |               | 2.01 DME IDU<br>3.43 DME DBK                    |                |                               |          |
| MAPt LOC only (MM)                                                                |                 |                        |                         | See LDDU AD 2.19            |                       |                       | 118.21° (IDU LOC)                            |                    |               | 0.80 DME IDU<br>2.22 DME DBK                    |                |                               |          |
|                                                                                   |                 |                        |                         |                             |                       |                       |                                              |                    |               |                                                 |                |                               |          |
| 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 (kt)                     | Magnetic variation | Remarks       | NAV SPEC                                        |                |                               |          |
| PILAP                                                                             | HM              | 097°                   | 1MIN /                  | R                           | 5000                  | -                     | 210                                          | 4°E                | -             | RNAV 1                                          |                |                               |          |
|                                                                                   |                 | (101.3°T)              | -                       |                             |                       |                       |                                              |                    |               |                                                 |                |                               |          |
|                                                                                   |                 |                        |                         |                             |                       |                       |                                              |                    |               |                                                 |                |                               |          |
| Waypoint coordinates                                                              |                 |                        |                         |                             |                       |                       |                                              |                    |               |                                                 |                |                               |          |
| Waypoint name                                                                     |                 | WGS-84 Latitude        |                         | WGS-84 Longitude            |                       |                       |                                              |                    |               |                                                 |                |                               |          |
| ERASO                                                                             |                 | 423345.7N              |                         | 0175547.1E                  |                       |                       |                                              |                    |               |                                                 |                |                               |          |
| PILAP                                                                             |                 | 424313.8N              |                         | 0175151.5E                  |                       |                       |                                              |                    |               |                                                 |                |                               |          |
| DU402                                                                             |                 | 423956.6N              |                         | 0180014.4E                  |                       |                       |                                              |                    |               |                                                 |                |                               |          |

CHANGE: Circling information deleted; Editorial



## LDLO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY (M) | Strength (PCN) and<br>surface of RWY and<br>SWY | THR COORD<br>RWY End COORD<br>THR Geoid<br>Undulation | THR elevation and<br>highest elevation of<br>TDZ of precision APP<br>RWY |
|------------------------|----------|--------------------------|-------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------|
| 1                      | 2        | 3                        | 4                                               | 5                                                     | 6                                                                        |
| 02                     | 021.58°  | 900 x 30                 | 39/F/A/Y/T<br>ASPH                              | 443348.41N<br>0142330.59E<br>Nil<br>140 FT            | THR 129 FT                                                               |
| 20                     | 201.58°  |                          |                                                 | 443415.16N<br>0142345.39E<br>Nil<br>140 FT            | THR 146 FT                                                               |

| Designations<br>RWY NR | Slope of<br>RWY-SWY          | SWY<br>dimensions<br>(M) | CWY<br>dimensions<br>(M) | Strip<br>dimensions<br>(M) | RESA dimensions (M)<br>and surface |
|------------------------|------------------------------|--------------------------|--------------------------|----------------------------|------------------------------------|
| 1                      | 7                            | 8                        | 9                        | 10                         | 11                                 |
| 02                     | Slope of<br>RWY 02/20:<br>2% | Nil                      | Nil                      | 1050 x 80                  | Nil                                |
| 20                     |                              | Nil                      | Nil                      |                            | Nil                                |

| Designations<br>RWY NR | Location and description<br>of arresting system | OFZ | Remarks                                                                           |
|------------------------|-------------------------------------------------|-----|-----------------------------------------------------------------------------------|
| 1                      | 12                                              | 13  | 14                                                                                |
| 02                     | Nil                                             | Nil | Type of RWY: NON-<br>INSTRUMENT.<br>AD AVBL for ACFT up to 27 000<br>KG MTOM only |
| 20                     | Nil                                             | Nil |                                                                                   |

## LDLO AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|----------------|----------|----------|----------|---------|---------|
| 1              | 2        | 3        | 4        | 5       | 6       |
| 02             | 900      | 900      | 900      | 900     | Nil     |
| 20             | 900      | 900      | 900      | 900     | Nil     |

## LDLO AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT<br>type / LEN /<br>INTST | THR<br>LGT<br>colour /<br>WBAR | VASIS<br>(MEHT)<br>PAPI | TDZ<br>LGT<br>LEN | RWY<br>Centre<br>Line LGT<br>LEN /<br>spacing /<br>colour /<br>INTST | RWY<br>edge<br>LGT LEN<br>/spacing<br>/ colour /<br>INTST | RWY<br>End LGT<br>Colour /<br>WBAR | SWY<br>LGT LEN<br>(M) /<br>Colour | Remarks |
|----------------|-----------------------------------|--------------------------------|-------------------------|-------------------|----------------------------------------------------------------------|-----------------------------------------------------------|------------------------------------|-----------------------------------|---------|
| 1              | 2                                 | 3                              | 4                       | 5                 | 6                                                                    | 7                                                         | 8                                  | 9                                 | 10      |
| 02             | Nil                               | Nil                            | Nil                     | Nil               | Nil                                                                  | Nil                                                       | Nil                                | Nil                               | Nil     |
| 20             | Nil                               | Nil                            | Nil                     | Nil               | Nil                                                                  | Nil                                                       | Nil                                | Nil                               | Nil     |

## LDLO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                          |            |
|---|----------------------------------------------------------|------------|
| 1 | ABN/IBN location, characteristics and hours of operation | Nil        |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | Nil<br>Nil |
| 3 | TWY edge and centre line lighting                        | Nil        |
| 4 | Secondary power supply/switch-over time                  | Nil        |
| 5 | Remarks                                                  | Nil        |

## LDLO AD 2.16 HELICOPTER LANDING AREA

|   |                                                              |                                                             |
|---|--------------------------------------------------------------|-------------------------------------------------------------|
| 1 | Coordinates TLOF or THR of FATO<br>Geoid undulation          | Nil                                                         |
| 2 | TLOF and/or FATO elevation M/FT                              | Nil                                                         |
| 3 | TLOF and FATO area dimensions, surface,<br>strength, marking | Nil                                                         |
| 4 | True and MAG BRG of FATO                                     | Nil                                                         |
| 5 | Declared distance available                                  | Nil                                                         |
| 6 | APP and FATO lighting                                        | Nil                                                         |
| 7 | Remarks                                                      | Parking positions are used according to Airport Authorities |

**LDLO AD 2.17 ATS AIRSPACE**

|   |                                   |                                                                                                                                                                                            |
|---|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Designation and lateral limits    | CTR Lošinj<br>444059N 0141533E<br>444424N 0143558E<br>443310N 0143921E<br>A circle R=8 NM centered at<br>443138N 0142822E (LOS NDB)<br>443004N 0141724E<br>to point of origin              |
| 2 | Vertical limits                   | 2000 FT ALT / GND                                                                                                                                                                          |
| 3 | Airspace classification           | D                                                                                                                                                                                          |
| 4 | ATS unit call sign<br>Language(s) | LOSINJ TWR / LOSINJ TORANJ<br>Croatian, English                                                                                                                                            |
| 5 | Transition altitude               | 10000 FT MSL                                                                                                                                                                               |
| 6 | Remarks                           | Outside the operational hours of ATS Lošinj, ATZ Lošinj activated within the same lateral limits as CTR, with vertical limits up to 1000 FT AGL, airspace classification G.<br>REF AD 2.22 |

**LDLO AD 2.18 ATS COMMUNICATION FACILITIES**

| Service designation | Call sign                       | Frequency   | Hours of operation    | Remarks      |
|---------------------|---------------------------------|-------------|-----------------------|--------------|
| 1                   | 2                               | 3           | 4                     | 5            |
| APP                 | PULA RADAR                      | 124.600 MHZ | H24                   | Nil          |
|                     |                                 | 127.675 MHZ | H24                   | Nil          |
|                     |                                 | 121.500 MHZ | H24                   | EMERG FREQ   |
| Nil                 | LOSINJ RADIO                    | 120.300 MHZ | Outside TWR OPR HR    | Nil          |
| TWR                 | LOSINJ TOWER /<br>LOSINJ TORANJ | 120.300 MHZ | Upon NOTAM or AIP SUP | Primary FREQ |
|                     | LOSINJ TOWER/LOSINJ TORANJ      | 121.500 MHZ | Upon NOTAM or AIP SUP | EMERG FREQ   |

## LDLO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS,<br>give VAR) | ID  | Frequency                   | Hours of<br>operation | Site of<br>transmitting<br>antenna<br>coordinates | Elevation of<br>DME<br>transmitting<br>antenna | Remarks                                                                                                                                                                                                                            |
|-----------------------------------------------------------------|-----|-----------------------------|-----------------------|---------------------------------------------------|------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                               | 2   | 3                           | 4                     | 5                                                 | 6                                              | 7                                                                                                                                                                                                                                  |
| VOR/DME<br>(4° E/2019)                                          | NTL | 117.350<br>MHZ<br>(CH 120Y) | H24                   | 443359.44N<br>0142327.79E                         | 190 FT                                         | Coverage 80 NM, except between<br>QDR 330°-120° where coverage is<br>40 NM.<br><br>MRA at 40 NM:<br>QDR 020°-120° 10000 FT<br>QDR 120°-330° 5000 FT<br>QDR 330°-020° 12000 FT                                                      |
| VOR/DME<br>(4°E/2019)                                           | PUL | 111.25 MHZ<br>*CH49Y        | H24                   | 445332.52N<br>0135505.23E                         | 215 FT                                         | Coverage 100 NM except in QDR<br>309°-024°: Unsatisfactory VOR/<br>DME PUL power density due to<br>terrain (Flight profile: Orbit flight,<br>radius 40NM, 3000FT to 6500FT<br>QNH).                                                |
| VOR/DME<br>(4°E/2019)                                           | ZDA | 108.6 MHZ<br>*CH23X         | H24                   | 440543.16N<br>0152151.22E                         | 279 FT                                         | Range 100 NM except in sectors<br>QDR 334°- 044 °clockwise and<br>QDR 124°- 274° clockwise where<br>coverage is reduced due to terrain.                                                                                            |
| DME                                                             | LSJ | CH21Y                       | H24                   | 443057.23N<br>0142927.66E                         | 722 FT                                         | Coverage 80 NM except BTN QDR<br>044°-074° clockwise and QDR<br>104°-114° clockwise, where<br>unsatisfactory power density and<br>reduced coverage due to terrain<br>(Flight profile: Orbit flight, radius 40<br>NM, 8000 FT QNH). |
| NDB                                                             | SAL | 421 KHZ                     | H24                   | 435616.30N<br>0151005.20E                         |                                                | MRA at 25 NM 4000 FT                                                                                                                                                                                                               |
| NDB                                                             | CRE | 433 KHZ                     | H24                   | 445410.37N<br>0142459.57E                         |                                                | Range 50 NM                                                                                                                                                                                                                        |
| NDB                                                             | LOS | 429 KHZ                     | H24                   | 443137.55N<br>0142822.25E                         |                                                | 118°MAG/4.10 NM from LDLO<br>THR 02.<br>Range 50 NM                                                                                                                                                                                |

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## LDLO AD 2.20 LOCAL AERODROME REGULATIONS

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All planned arrivals at or departures from LDLO, including any flight plan modifications must be reported to the aerodrome Lošinj in person or via telephone +385 51 231 666 or facsimile +385 51 235 148.

Engines start up is not allowed without TWR approval, including VFR flights.

### Procedures for departing aircraft

Pilots of departing aircraft are required to call the appropriate ATC Unit (Pula APP: +385 52 372 516). After starting engines pilots shall transmit a blind message about their intentions to all traffic on Lošinj Radio FREQ 120.300 MHZ.

### Movement on manoeuvring areas before take-off

Aircraft departures from the Main Apron:

RWY 02: Taxi via main apron, then via TWY B to TWY B holding position

RWY 20: Taxi via main apron, then via TWY A to TWY A holding position

### Movement on manoeuvring areas after landing

RWY 02/20: After landing on RWY 02/20, the aircraft shall vacate the runway via TWY A or B, then taxi along TWY A or B to the main apron taking into account the current traffic situation.

WARNING: Wind shear and turbulence can be expected on final approach to RWY 20 in conditions of strong south-easterly winds.

### Removal of disabled aircraft from manoeuvring area

Procedure for aircraft removal from the manoeuvring area will be coordinated by local committee for air traffic safety in coordination with Air, Maritime and Railway Traffic Accidents Investigation Agency and owner of the equipment for aircraft removal.

Organization of removing the aircraft from manoeuvring area is the responsibility of the aerodrome operator, depending on the aircraft type, the type of damage and the degree of damage.

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## LDLO AD 2.21 NOISE ABATEMENT PROCEDURES

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NIL

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## LDLO AD 2.22 FLIGHT PROCEDURES

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All instrument approach procedures (NDB-a RWY02/20 ACFT CAT A&B and VOR RWY 02 ACFT CAT A&B) and all standard instrument departures (RWY02 and RWY20) are suspended outside ATS hours of service.

### LDLO AD 2.22.1 VFR FLIGHT PROCEDURES

A continuous two-way radio communication with Lošinj Radio on FREQ 120.300 MHZ is mandatory.

Compulsory exit/entry points from/in ATZ Lošinj are:

| Point                | Coordinates      |
|----------------------|------------------|
| 1                    | 2                |
| O1 (Osor)            | 444137N 0142336E |
| T1 (island Trstenik) | 444004N 0143424E |
| H2 (island Ilovik)   | 442744N 0143250E |
| S3 (island Susak)    | 443040N 0141826E |

Aerodrome operator shall provide AD flight information outside ATS Lošinj working hours in the required form.

#### Departure

After take-off the pilot shall fly to ATZ Lošinj compulsory exit points taking into account the current traffic situation.

Radio communication with the appropriate ATC Unit, Pula APP (call sign Pula Radar) shall be established no later than 5 minutes before entry into the controlled airspace.

#### Departure of aircraft changing flight rules from VFR to IFR

Aircraft departing under VFR and continuing as IFR after take-off shall fly toward ATZ Lošinj exit points at max 1000 FT AGL. Radio communication with the appropriate ATC Unit, Pula APP, shall be established as soon as possible. Entry into controlled airspace and change of flight rules from VFR to IFR is only permitted with the clearance of the appropriate ATC Unit in accordance with the FPL (Z-flight plan) and operational conditions and at the appropriate height (equal to or greater than the minimum IFR height).

#### Procedures for arriving aircraft

Radio communication with Lošinj Radio must be established immediately after the clearance/instructions of the appropriate ATC Unit or no later than 5 minutes before entry into the ATZ Lošinj.

#### Arrival

If radio communication is not established, entry into the ATZ Lošinj shall be done with increased vigilance and position report shall be transmitted blind. The entry is made over compulsory points (at minimum safety height not lower than 1000 FT AGL) or in compliance with instructions issued by the appropriate ATC Unit. The flight then continues in the direction of aerodrome traffic circuit.

#### Entry into the aerodrome traffic circuit

The aerodrome traffic circuit height is 800 FT AGL.

Depending on the current traffic situation, all aircraft must join the appropriate aerodrome traffic circuit in use or fly over the mid-point of the runway perpendicular to the runway centerline at 1000 FT AGL then join the traffic circuit taking into account the position of wind direction indicator.

**Arrival of aircraft changing flight rules from IFR to VFR:**

Arriving aircraft flying under the IFR shall change IFR to VFR after passing one of the following reporting points: NIKOL, IPKIS, MINTU, EBITA, ULPIN, CRE NDB, LOS NDB or PUL VOR, in accordance with the flight plan (Y-flight plan) or no later than at the minimum IFR altitude. Pilots shall inform the appropriate ATC Unit about their intention to change flight rules and continue flight toward one of the ATZ Lošinj entry points according to the instructions of the appropriate ATC Unit. If minimum VMC meteorological conditions are not met, the flight shall continue towards the alternate aerodrome.

**Note:** If the clearances and/or instructions of the appropriate ATC Unit are different from the procedures stated above, the pilots shall follow the obtained clearances and/or instructions in accordance with the Aviation Law and the Rules of the Air and ATS.

**Helicopter arrivals and departures**

All helicopters air taxi using the same taxiways and same procedures as applicable to the engine-driven aircraft. All take-off and landing operations shall be conducted on RWY 02/20 only.

**Restrictions**

The following is not permitted: take-off, landing, taxiing and engine run-up operations simultaneously with parachute jumps – from the moment when the drop aircraft is ready to drop the first parachutist until the very last parachutist has landed.

**LDLO AD 2.22.2 SID RWY 02**

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 is necessary this is indicated in the description of the route.

| SID RWY 02     |                                                                                                                                                                                                                                                    |                 |                                                          |                                                                        |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------------------------|------------------------------------------------------------------------|
| Designator     | Route                                                                                                                                                                                                                                              | After take off  |                                                          | Remarks                                                                |
|                |                                                                                                                                                                                                                                                    | Climb initially | Contact                                                  |                                                                        |
| <b>CRE4F</b>   | CRES FOUR FOXTROT DEPARTURE<br>Climb straight ahead visually to 1100 FT, then assume standard net climb gradient on track 018°. At or above 2000 FT intercept QDR 350° LOS NDB, climbing to CRE NDB.                                               | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross CRE NDB at or above 5000 FT.                                     |
| <b>EBITA3C</b> | EBITA THREE CHARLIE DEPARTURE<br>Climb straight ahead visually to 1100 FT, then assume standard net climb gradient on track 018°. At 1500 FT, turn RIGHT, on QDM 182° LOS NDB, climbing to LOS NDB. Intercept QDR 120° LOS NDB, climbing to EBITA. | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross LOS NDB at or above 3000 FT.<br>Cross EBITA at or above 5000 FT. |
| <b>IPKIS3C</b> | IPKIS THREE CHARLIE DEPARTURE<br>Climb straight ahead visually to 1100 FT, then assume standard net climb gradient on track 018°. At 1500 FT, turn RIGHT, on QDM 182° LOS NDB, climbing to LOS NDB. Intercept QDR 214° LOS NDB, climbing to IPKIS. | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross LOS NDB at or above 3000 FT.<br>Cross IPKIS at or above 5000 FT. |
| <b>MINTU3C</b> | MINTU THREE CHARLIE DEPARTURE<br>Climb straight ahead visually to 1100 FT, then assume standard net climb gradient on track 018°. At 1500 FT, turn RIGHT, on QDM 182° LOS NDB, climbing to LOS NDB. Intercept QDR 135° LOS NDB climbing to MINTU.  | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross LOS NDB at or above 3000 FT.<br>Cross MINTU at or above 4000 FT. |

| SID RWY 02     |                                                                                                                                                                                                                                                                                                          |                 |                                                          |                                                                        |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------------------------|------------------------------------------------------------------------|
| Designator     | Route                                                                                                                                                                                                                                                                                                    | After take off  |                                                          | Remarks                                                                |
|                |                                                                                                                                                                                                                                                                                                          | Climb initially | Contact                                                  |                                                                        |
| <b>NIKOL3C</b> | NIKOL THREE CHARLIE DEPARTURE<br>Climb straight ahead visually to 1100 FT, then assume standard net climb gradient on track 018°. At 1500 FT, turn RIGHT, on QDM 182° LOS NDB, climbing to LOS NDB. Intercept QDR 238° LOS NDB, climbing to NIKOL.                                                       | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross LOS NDB at or above 3000 FT.<br>Cross NIKOL at or above 5000 FT. |
| <b>PUL4E</b>   | PULA FOUR ECHO DEPARTURE<br>Climb straight ahead visually to 1100 FT, then assume standard net climb gradient on track 018°. At 1500 FT, turn RIGHT, on QDM 182° LOS NDB, climbing to LOS NDB. Cross R-126 PUL (2.5 DME LSJ), turn RIGHT, intercept QDR 309° LOS NDB, climbing to PUL VOR DME.           | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross PUL VOR DME at or above 5000 FT.                                 |
| <b>ULPIN3J</b> | ULPIN THREE JULIETT DEPARTURE<br>MNM net climb gradient 7.8% (474 FT/NM)<br>Climb straight ahead visually to 1100 FT, then proceed on track 018°. At 1500 FT, turn RIGHT, on track 100°. At or above 5000 FT, intercept QDR 032° LOS NDB, climbing to ULPIN.                                             | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross ULPIN at or above 8000 FT.                                       |
| <b>ULPIN4K</b> | ULPIN FOUR KILO DEPARTURE<br>MNM net climb gradient 5.0% (304 FT/NM)<br>Climb straight ahead visually to 1100 FT, then proceed on track 018°. At 1500 FT, turn RIGHT, on QDM 182° LOS NDB, climbing to LOS NDB. Cross R-126 PUL (2.5 DME LSJ), turn LEFT, intercept QDR 032° LOS NDB, climbing to ULPIN. | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross ULPIN at or above 8000 FT.                                       |

**LDLO AD 2.22.3 SID RWY 20**

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 is necessary this is indicated in the description of the route.

| SID RWY 20     |                                                                                                                                                                           |                 |                                                          |                                                                         |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------------------------|-------------------------------------------------------------------------|
| Designator     | Route                                                                                                                                                                     | After take off  |                                                          | Remarks                                                                 |
|                |                                                                                                                                                                           | Climb initially | Contact                                                  |                                                                         |
| <b>CRE4J</b>   | CRES FOUR JULIETT DEPARTURE<br>Climb straight ahead. At 1300 FT, turn LEFT climbing to LOS NDB. Cross LOS NDB, turn LEFT, intercept QDR 350° LOS NDB climbing to CRE NDB. | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross LOS NDB at or above 3000 FT.<br>Cross CRE NDB at or above 5000 FT |
| <b>EBITA4D</b> | EBITA FOUR DELTA DEPARTURE<br>Climb straight ahead. At 1300 FT turn LEFT, climbing to LOS NDB. Cross LOS NDB, turn RIGHT, intercept QDR 120° LOS NDB, climbing to EBITA.  | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross LOS NDB at or above 3000 FT.<br>Cross EBITA at or above 5000 FT.  |



| SID RWY 20     |                                                                                                                                                                                     |                 |                                                          |                                                                        |
|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------------------------|------------------------------------------------------------------------|
| Designator     | Route                                                                                                                                                                               | After take off  |                                                          | Remarks                                                                |
|                |                                                                                                                                                                                     | Climb initially | Contact                                                  |                                                                        |
| <b>IPKIS3D</b> | IPKIS THREE DELTA DEPARTURE<br>MNM net climb gradient 6.0% (365 FT/NM)<br>Climb straight ahead. At 1300 FT, turn LEFT on track 164°, intercept QDR 214° LOS NDB, climbing to IPKIS. | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross IPKIS at or above 5000 FT                                        |
| <b>MINTU4D</b> | MINTU FOUR DELTA DEPARTURE<br>Climb straight ahead. At 1300 FT, turn LEFT, climbing to LOS NDB. Cross LOS NDB, turn RIGHT, intercept QDR 135° LOS NDB, climbing to MINTU.           | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross LOS NDB at or above 3000 FT.<br>Cross MINTU at or above 4000 FT. |
| <b>NIKOL4D</b> | NIKOL FOUR DELTA DEPARTURE<br>Climb straight ahead. Intercept QDR 238° LOS NDB, climbing to NIKOL.                                                                                  | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross NIKOL at or above 5000 FT.                                       |
| <b>PUL3F</b>   | PULA THREE FOXTROT DEPARTURE<br>Climb straight ahead. At 1000 FT turn RIGHT, climbing on track 347°. Intercept R-129 PUL, climbing to PUL VOR DME.                                  | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross PUL VOR DME at or above 5000 FT.                                 |
| <b>ULPIN3L</b> | ULPIN THREE LIMA DEPARTURE<br>Climb straight ahead. At 1300 FT, turn LEFT, climbing to LOS NDB. Cross LOS NDB, intercept QDR 032° LOS NDB, climbing to ULPIN.                       | 4000 FT         | After passing 1000 FT, contact Pula Radar on 124.600 MHZ | Cross LOS NDB at or above 3000 FT.<br>Cross ULPIN at or above 8000 FT. |

LDLO AD 2.22.4 STAR RWY 02/20

| STAR RWY 02/20 |                                                                                                               |                   |         |         |
|----------------|---------------------------------------------------------------------------------------------------------------|-------------------|---------|---------|
| Designator     | Route                                                                                                         | Descend           | Contact | Remarks |
| CRE4C          | CRES FOUR CHARLIE ARRIVAL<br>From CRE NDB proceed on QDM 170° LOS to LOS NDB (MNM ALT 3000 FT) and hold.      | As cleared by ATC |         |         |
| ULPIN3G        | ULPIN THREE GOLF ARRIVAL<br>From ULPIN proceed on QDM 212° LOS to LOS NDB (MNM ALT 3000 FT) and hold.         | As cleared by ATC |         |         |
| EBITA3A        | EBITA THREE ALPHA ARRIVAL<br>From EBITA proceed on QDM 300° LOS to LOS NDB (MNM ALT 3000 FT) and hold.        | As cleared by ATC |         |         |
| MINTU3A        | MINTU THREE ALPHA ARRIVAL<br>From MINTU proceed on QDM 316° LOS to LOS NDB (MNM ALT 3000 FT) and hold.        | As cleared by ATC |         |         |
| IPKIS3A        | IPKIS THREE ALPHA ARRIVAL<br>From IPKIS proceed on QDM 034° LOS to LOS NDB (MNM ALT 3000 FT) and hold.        | As cleared by ATC |         |         |
| NIKOL3A        | NIKOL THREE ALPHA ARRIVAL<br>From NIKOL proceed on QDM 057° LOS to LOS NDB (MNM ALT 3000 FT) and hold.        | As cleared by ATC |         |         |
| PUL3C          | PULA THREE CHARLIE ARRIVAL<br>From PUL VOR DME proceed on QDM 129° LOS to LOS NDB (MNM ALT 3000 FT) and hold. | As cleared by ATC |         |         |

**Backup device on TWR in case of a complete communication failure**

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

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**LDLO AD 2.23 ADDITIONAL INFORMATION**

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Bird concentration on and in the vicinity of RWY. Caution advised.

**LDLO AD 2.24 CHARTS RELATED TO AN AERODROME**

| Name                                                          | Page                                           |
|---------------------------------------------------------------|------------------------------------------------|
| Aerodrome Chart – ICAO                                        | LDLO AD 2.24.1 ADC -1                          |
| Aircraft Parking/Docking Chart – ICAO                         | LDLO AD 2.24.2 APDC -1                         |
| Aerodrome Ground Movement Chart – ICAO                        | NOT AVBL                                       |
| Aerodrome Obstacle Chart – ICAO Type A                        | LDLO AD 2.24.4 AOC RWY 02/20 -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 02           | LDLO AD 2.24.8 SID RWY 02 -1                   |
| Standard Departure Chart - Instrument - ICAO RWY 20           | LDLO AD 2.24.8 SID RWY 20 -1                   |
| Area Chart – ICAO (arrival and transit routes)                | NOT AVBL                                       |
| Standard Arrival Chart - Instrument - ICAO RWY 02/20          | LDLO AD 2.24.10 STAR RWY 02/20 -1              |
| ATC Surveillance Minimum Altitude Chart - ICAO                | NOT AVBL                                       |
| Instrument Approach Chart - ICAO NDB-a RWY 02/20 ACFT CAT A&B | LDLO AD 2.24.12 IAC NDB-a RWY 02/20 CAT A&B -1 |
| Instrument Approach Chart - ICAO - VOR RWY 02 ACFT CAT A&B    | LDLO AD 2.24.12 IAC VOR RWY02 CAT A&B          |
| Visual Approach Chart - ICAO                                  | NOT AVBL                                       |
| Visual Operation Chart                                        | LDLO AD 2.24.13 VOC -1                         |
| Bird concentrations                                           | NOT AVBL                                       |

**Remark:** All instrument approach procedures (NDB-a RWY02/20 ACFT CAT A&B and VOR RWY 02 ACFT CAT A&B) and all standard instrument departures (RWY02 and RWY20) are suspended outside ATS hours of service.

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**LDOS AD 2.10 AERODROME OBSTACLES**

Obstacles in Area 2: See LDOS AD 2.24.4 AOC RWY 11/29 -1

| In Area 2               |             |                           |          |                           |         |
|-------------------------|-------------|---------------------------|----------|---------------------------|---------|
| OBST ID/<br>Designation | OBST type   | OBST position             | ELEV/HGT | Markings/<br>type, colour | Remarks |
| a                       | b           | c                         | d        | e                         | f       |
| LDOS 01                 | NDB antenna | 452720.27N<br>0185015.79E | 101/15 M | Marked / ICAO<br>Lighted  | Nil     |
| LDOS 02                 | NDB antenna | 452718.76N<br>0185014.99E | 101/14 M | Marked / ICAO<br>Lighted  | Nil     |

Obstacles in Area 3: Nil

**LDOS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

|    |                                                                        |                                                                                                                                                                                                       |
|----|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Associated MET Office                                                  | OSIJEK                                                                                                                                                                                                |
| 2  | Hours of service<br>MET Office outside hours                           | H24                                                                                                                                                                                                   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | ZAGREB<br>TAF (24HR)                                                                                                                                                                                  |
| 4  | Trend Forecast<br>Interval of issuance                                 | Nil                                                                                                                                                                                                   |
| 5  | Briefing/consultation provided                                         | Selfbriefing (URL: <a href="https://ib.crocontrol.hr">https://ib.crocontrol.hr</a> )<br>or by phone: +385 1 6259 240                                                                                  |
| 6  | Flight documentation<br>Language(s) used                               | <ul style="list-style-type: none"> <li>Selfbriefing (URL: <a href="https://ib.crocontrol.hr">https://ib.crocontrol.hr</a>) or request by phone: +385 31 514 483</li> <li>Croatian, English</li> </ul> |
| 7  | Charts and other information available for briefing<br>or consultation | <ul style="list-style-type: none"> <li>ICE, TURB and CB forecasts</li> <li>Lightning data</li> <li>Satellite images</li> <li>Radar images</li> </ul>                                                  |
| 8  | Supplementary equipment available for providing<br>information         | Telefax<br>URL: <a href="https://met.crocontrol.hr">https://met.crocontrol.hr</a>                                                                                                                     |
| 9  | ATS units provided with information                                    | Osijek TWR, Osijek APP                                                                                                                                                                                |
| 10 | Additional information (limitation of service, etc.)                   | Nil                                                                                                                                                                                                   |

## LDOS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY (M) | Strength (PCN) and<br>surface of RWY and<br>SWY | THR COORD<br>RWY End COORD<br>THR Geoid<br>Undulation            | THR elevation and<br>highest elevation of<br>TDZ of precision APP<br>RWY |
|------------------------|----------|--------------------------|-------------------------------------------------|------------------------------------------------------------------|--------------------------------------------------------------------------|
| 1                      | 2        | 3                        | 4                                               | 5                                                                | 6                                                                        |
| 11                     | 110.52°  | 2500 x 45 M              | PCN 82/F/B/W/T<br>ASPH                          | 452758.68N<br>0184746.96E<br>452730.26N<br>0184934.68E<br>144 FT | THR 291 FT<br>TDZ 289 FT                                                 |
| 29                     | 290.54°  |                          |                                                 | 452730.26N<br>0184934.67E<br>452758.68N<br>0184746.95E<br>144 FT | THR 290 FT<br>TDZ 289 FT                                                 |

| Designations<br>RWY NR | Slope of<br>RWY-SWY       | SWY<br>dimensions<br>(M) | CWY<br>dimensions<br>(M) | Strip<br>dimensions<br>(M) | RESA dimensions (M)<br>and surface             |
|------------------------|---------------------------|--------------------------|--------------------------|----------------------------|------------------------------------------------|
| 1                      | 7                         | 8                        | 9                        | 10                         | 11                                             |
| 11                     | Slope of RWY<br>11/29: 0° | Nil                      | Nil                      | 2620 x 300                 | Length: 240 M<br>Width: 90 M<br>Surface: grass |
| 29                     |                           | Nil                      | Nil                      |                            | Length: 240 M<br>Width: 90 M<br>Surface: grass |

| Designations<br>RWY NR | Location and description of<br>arresting system | OFZ | Remarks                         |
|------------------------|-------------------------------------------------|-----|---------------------------------|
| 1                      | 12                                              | 13  | 14                              |
| 11                     | Nil                                             | Nil | Paved shoulders, width<br>7.5 M |
| 29                     | Nil                                             | Nil | Paved shoulders, width<br>7.5 M |

## LDOS AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks            |
|----------------|----------|----------|----------|---------|--------------------|
| 1              | 2        | 3        | 4        | 5       | 6                  |
| 11             | 2500     | 2500     | 2500     | 2500    | Nil                |
|                | 1850     | 1850     | Nil      | Nil     | Intersection TWY A |
|                | 1573     | 1573     | Nil      | Nil     | Intersection TWY B |

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks            |
|----------------|----------|----------|----------|---------|--------------------|
| 1              | 2        | 3        | 4        | 5       | 6                  |
| 29             | 2500     | 2500     | 2500     | 2500    | Nil                |
|                | 673      | 673      | Nil      | Nil     | Intersection TWY A |
|                | 950      | 950      | Nil      | Nil     | Intersection TWY B |

## LDOS AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT<br>type / LEN /<br>INTST  | THR<br>LGT<br>colour /<br>WBAR | VASIS<br>(MEHT)<br>PAPI     | TDZ<br>LGT<br>LEN | RWY<br>Centre<br>Line LGT<br>LEN /<br>spacing /<br>colour /<br>INTST | RWY edge<br>LGT LEN /<br>spacing /<br>colour /<br>INTST | RWY<br>End LGT<br>Colour /<br>WBAR | SWY<br>LGT LEN<br>(M) /<br>Colour | Remarks |
|----------------|------------------------------------|--------------------------------|-----------------------------|-------------------|----------------------------------------------------------------------|---------------------------------------------------------|------------------------------------|-----------------------------------|---------|
| 1              | 2                                  | 3                              | 4                           | 5                 | 6                                                                    | 7                                                       | 8                                  | 9                                 | 10      |
| 11             | SALS (E)<br>420 M<br>W VRB<br>LIH  | GRN<br>VRB LIH                 | PAPI<br>(52 FT)<br>LEFT, 3° | Nil               | Nil                                                                  | 2500 M<br>60 M<br>W VRB<br>LIH<br>YCZ 600 M             | RED<br>VRB<br>LIH                  | Nil                               | Nil     |
| 29             | CAT I (A)<br>900 M<br>W VRB<br>LIH | GRN<br>VRB<br>LIH              | PAPI<br>(52 FT)<br>LEFT, 3° | Nil               | Nil                                                                  | 2500 M<br>60 M<br>W VRB<br>LIH<br>YCZ 600 M             | RED<br>VRB<br>LIH                  | Nil                               | Nil     |

## LDOS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                          |                                                                                                                                                                                                                                                                                                                                                  |
|---|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation | Nil                                                                                                                                                                                                                                                                                                                                              |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | Nil<br>Anemometer RWY11: position 115 M right of RCL, distance 374 M from (after) THR11, ICAO marked and lighted.<br>Anemometer RWY29: position 137 M left of RCL, distance 301 M from (after) THR29, ICAO marked and lighted.<br>WDI Position: 1151 M from THR11 and 91 M left from RCL, 1349 M from THR29 and 91 M right from RCL.<br>Lighted. |
| 3 | TWY edge and centre line lighting                        | TWY A EDGE: BLU VRB LIL<br>TWY B EDGE: BLU VRB LIL<br>APRON TWY EDGE: BLU VRB LIL                                                                                                                                                                                                                                                                |
| 4 | Secondary power supply/switch-over time                  | available, switch-over time: 8 SEC                                                                                                                                                                                                                                                                                                               |
| 5 | Remarks                                                  | RWY turn pad marking lights on turn pad THR 11 and on turn pad THR 29 are not available.                                                                                                                                                                                                                                                         |

## LDOS AD 2.16 HELICOPTER LANDING AREA

|   |                                                              |                                                                                                            |
|---|--------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| 1 | Coordinates TLOF or THR of FATO<br>Geoid undulation          | Nil                                                                                                        |
| 2 | TLOF and/or FATO elevation M/FT                              | Nil                                                                                                        |
| 3 | TLOF and FATO area dimensions, surface,<br>strength, marking | Nil                                                                                                        |
| 4 | True and MAG BRG of FATO                                     | Nil                                                                                                        |
| 5 | Declared distance available                                  | Nil                                                                                                        |
| 6 | APP and FATO lighting                                        | Nil                                                                                                        |
| 7 | Remarks                                                      | Area not defined. Parking positions are to be used in accordance with the aerodrome operator instructions. |

## LDOS AD 2.17 ATS AIRSPACE

|   |                                   |                                                                                                                                                                                                                                                                                                                             |
|---|-----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Designation and lateral limits    | CTR Osijek<br>453642N 0183557E<br>453027N 0185943E<br>452853N 0185922E<br>Along the FIR boundary Zagreb/Beograd.<br>452140N 0185952E<br>451714N 0185645E<br>452614N 0183019E<br>453642N 0183557E                                                                                                                            |
| 2 | Vertical limits                   | 3000 FT ALT / GND                                                                                                                                                                                                                                                                                                           |
| 3 | Airspace classification           | D                                                                                                                                                                                                                                                                                                                           |
| 4 | ATS unit call sign<br>Language(s) | OSIJEK TOWER / OSIJEK TORANJ<br>Croatian, English                                                                                                                                                                                                                                                                           |
| 5 | Transition altitude               | 10000 FT MSL                                                                                                                                                                                                                                                                                                                |
| 6 | Remarks                           | For airspace description outside LDOS ATS operational hours see AIP ENR 2.1 (Uncontrolled Airspace and CTA Zagreb). Due to possible unplanned extension of LDOS ATS operational hours all aircraft flying in uncontrolled airspace should maintain a continuous listening watch on Osijek TWR/APP frequency.<br>REF AD 2.22 |

## LDOS AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign                                        | Frequency   | Hours of operation    | Remarks      |
|---------------------|--------------------------------------------------|-------------|-----------------------|--------------|
| 1                   | 2                                                | 3           | 4                     | 5            |
| APP                 | OSIJEK PRILAZNA<br>KONTROLA /<br>OSIJEK APPROACH | 118.800 MHz | Upon NOTAM or AIP SUP | PRIMARY FREQ |
|                     |                                                  | 120.150 MHz | Upon NOTAM or AIP SUP | ALTN FREQ    |
|                     |                                                  | 121.500 MHz | Upon NOTAM or AIP SUP | EMERG FREQ   |
| TWR                 | OSIJEK TOWER /<br>OSIJEK TORANJ                  | 118.800 MHz | Upon NOTAM or AIP SUP | PRIMARY FREQ |
|                     |                                                  | 120.150 MHz | Upon NOTAM or AIP SUP | ALTN FREQ    |



## LDPL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY (M) | Strength (PCN) and<br>surface of RWY and<br>SWY | THR COORD<br>RWY End COORD<br>THR Geoid<br>Undulation | THR elevation and<br>highest elevation of<br>TDZ of precision APP<br>RWY |
|------------------------|----------|--------------------------|-------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------|
| 1                      | 2        | 3                        | 4                                               | 5                                                     | 6                                                                        |
| 09                     | 088.25°  | 2946 x 45                | PCN 59/R/A/W/T<br>ASPH                          | 445335.27N<br>0135412.67E<br>Nil<br>142 FT            | THR 168 FT                                                               |
| 27                     | 268.28°  |                          |                                                 | 445338.16N<br>0135626.85E<br>Nil<br>141.6 FT          | THR 275 FT                                                               |

| Designations<br>RWY NR | Slope of<br>RWY-SWY                                                                | SWY<br>dimensions<br>(M) | CWY<br>dimensions<br>(M) | Strip<br>dimensions<br>(M) | RESA dimensions (M)<br>and surface             |
|------------------------|------------------------------------------------------------------------------------|--------------------------|--------------------------|----------------------------|------------------------------------------------|
| 1                      | 7                                                                                  | 8                        | 9                        | 10                         | 11                                             |
| 09                     | Slope of RWY:<br>0.6% (0 - 1080 M)<br>1.1% (1080 - 2160 M)<br>1.8% (2160 - 2946 M) | Nil                      | Nil                      | 3066 x 300                 | Length: 240 M<br>Width: 90 M<br>Surface: grass |
| 27                     | Slope of RWY:<br>1.8% (0 - 786 M)<br>1.1% (786 - 1866 M)<br>0.6% (1866 - 2946 M)   | Nil                      | Nil                      |                            | Length: 240 M<br>Width: 90 M<br>Surface: grass |

| Designations<br>RWY NR | Location and description of arresting<br>system | OFZ | Remarks                                                                        |
|------------------------|-------------------------------------------------|-----|--------------------------------------------------------------------------------|
| 1                      | 12                                              | 13  | 14                                                                             |
| 09                     | Nil                                             | Nil | RWY shoulders:<br>Width: 7.5 M<br>Surface: grass                               |
| 27                     | Nil                                             | Nil | RWY shoulders and RWY turn<br>pad shoulders:<br>Width: 7.5 M<br>Surface: grass |

## LDPL AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks            |
|----------------|----------|----------|----------|---------|--------------------|
| 1              | 2        | 3        | 4        | 5       | 6                  |
| 09             | 2946     | 2946     | 2946     | 2946    | Nil                |
|                | 1692     | Nil      | Nil      | Nil     | Intersection TWY C |

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks            |
|----------------|----------|----------|----------|---------|--------------------|
| 1              | 2        | 3        | 4        | 5       | 6                  |
| 27             | 2946     | 2946     | 2946     | 2946    | Nil                |
|                | 1992     | Nil      | Nil      | Nil     | Intersection TWY D |
|                | 2491     | Nil      | Nil      | Nil     | Intersection TWY E |

## LDPL AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type / LEN / INTST | THR LGT colour / WBAR | VASIS (MEHT) PAPI | TDZ LGT LEN | RWY Centre Line LGT LEN / spacing / colour / INTST | RWY edge LGT LEN / spacing / colour / INTST | RWY End LGT Colour / WBAR | SWY LGT LEN (M) / Colour | Remarks |
|----------------|-----------------------------|-----------------------|-------------------|-------------|----------------------------------------------------|---------------------------------------------|---------------------------|--------------------------|---------|
| 1              | 2                           | 3                     | 4                 | 5           | 6                                                  | 7                                           | 8                         | 9                        | 10      |
| 09             | 420 M                       | G<br>VRB LIH          | PAPI 3°<br>18.6 M | Nil         | Nil                                                | VRB<br>YCZ 600 M<br>W<br>LIH                | R<br>VRB LIH              | Nil                      | Nil     |
| 27             | 420 M                       | G<br>VRB LIH          | PAPI 3°<br>15.8 M | Nil         | Nil                                                | VRB<br>YCZ 600 M<br>W<br>LIH                | R<br>VRB LIH              | Nil                      | Nil     |

## LDPL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                          |                                                                                                                                                                   |
|---|----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation | Nil                                                                                                                                                               |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | Nil<br>473 M from THR 09, NIL<br>440 M from THR 27, NIL<br>WDI: 1465 M after THR 09. on the left side, lighted<br>1481 M after THR 27. on the right side, lighted |
| 3 | TWY edge and centre line lighting                        | TWY A EDGE<br>TWY B EDGE<br>TWY C EDGE<br>TWY D EDGE<br>TWY E EDGE<br>TWY F EDGE<br>TWY G EDGE<br>TWY H EDGE                                                      |
| 4 | Secondary power supply/switch-over time                  | Secondary power supply to all lighting at AD.<br>Switch-over time: 10 SEC.                                                                                        |
| 5 | Remarks                                                  | Nil                                                                                                                                                               |

**LDRI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY (M) | Strength (PCN) and<br>surface of RWY and<br>SWY                                                     | THR COORD<br>RWY End COORD<br>THR Geoid<br>Undulation | THR elevation and<br>highest elevation of<br>TDZ of precision APP<br>RWY |
|------------------------|----------|--------------------------|-----------------------------------------------------------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------|
| 1                      | 2        | 3                        | 4                                                                                                   | 5                                                     | 6                                                                        |
| 14                     | 143.68°  | 2500 x 45                | 120 M, CONC, PCN<br>45/R/A/X/T<br>2260 M, ASPH, PCN<br>76/F/B/W/T<br>120 M, CONC, PCN<br>45/R/A/X/T | 451332.36N<br>0143341.16E<br>Nil<br>145 FT            | THR 264 FT<br>TDZ 271 FT                                                 |
| 32                     | 323.69°  |                          |                                                                                                     | 451227.41N<br>0143448.70E<br>Nil<br>145 FT            | THR 246 FT<br>Nil                                                        |

| Designations<br>RWY NR | Slope of<br>RWY-SWY                                                                                                    | SWY<br>dimensions<br>(M) | CWY<br>dimensions<br>(M) | Strip<br>dimensions<br>(M) | RESA dimensions (M)<br>and surface            |
|------------------------|------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|----------------------------|-----------------------------------------------|
| 1                      | 7                                                                                                                      | 8                        | 9                        | 10                         | 11                                            |
| 14                     | Slope of RWY 14:<br>first quarter: +0.3 %<br>second quarter: +0.3 %<br>third quarter: -0.5 %<br>fourth quarter: -1.1 % | Nil                      | Nil                      | 2620 x 150                 | Length: 64 M<br>Width: 90 M<br>Surface: grass |
| 32                     | Slope of RWY 32:<br>first quarter: +1.1 %<br>second quarter: +0.5 %<br>third quarter: -0.3 %<br>fourth quarter: -0.3 % | Nil                      | Nil                      |                            | Length: 32 M<br>Width: 90 M<br>Surface: grass |

| Designations<br>RWY NR | Location and description of arresting<br>system | OFZ | Remarks |
|------------------------|-------------------------------------------------|-----|---------|
| 1                      | 12                                              | 13  | 14      |
| 14                     | Nil                                             | Nil | Nil     |
| 32                     | Nil                                             | Nil | Nil     |

**LDRI AD 2.13 DECLARED DISTANCES**

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks            |
|----------------|----------|----------|----------|---------|--------------------|
| 1              | 2        | 3        | 4        | 5       | 6                  |
| 14             | 2500     | 2500     | 2500     | 2500    | Nil                |
|                | 1790     | 1790     | 1790     | Nil     | Intersection TWY A |
|                | 1170     | 1170     | 1170     | Nil     | Intersection TWY B |

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks            |
|----------------|----------|----------|----------|---------|--------------------|
| 1              | 2        | 3        | 4        | 5       | 6                  |
| 32             | 2500     | 2500     | 2500     | 2500    | Nil                |
|                | 770      | 770      | 770      | Nil     | Intersection TWY A |
|                | 1390     | 1390     | 1390     | Nil     | Intersection TWY B |

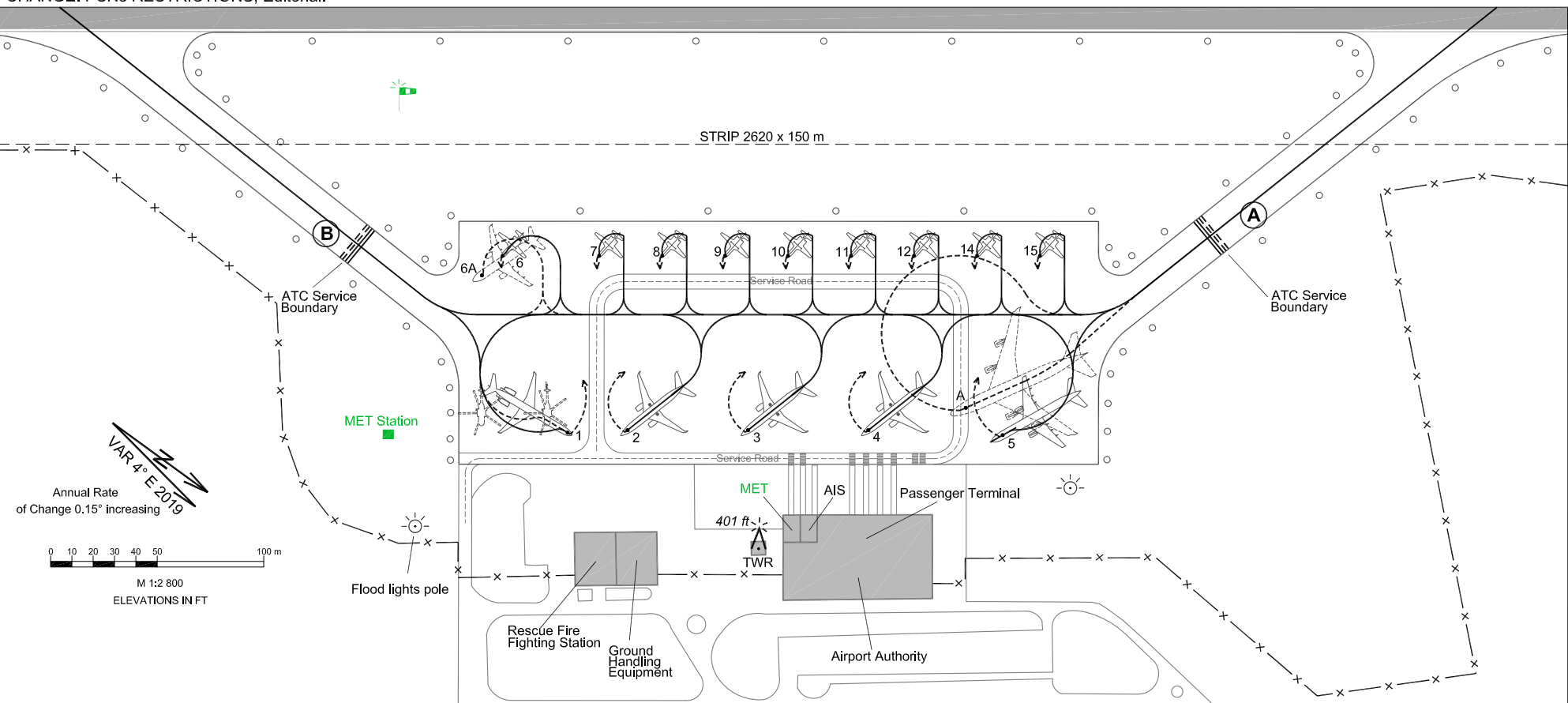
## LDRI AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type / LEN / INTST | THR LGT colour / WBAR | VASIS (MEHT) PAPI          | TDZ LGT LEN | RWY Centre Line LGT LEN / spacing / colour / INTST | RWY edge LGT LEN / spacing / colour / INTST | RWY End LGT Colour / WBAR | SWY LGT LEN (M) / Colour | Remarks                                                                                                     |
|----------------|-----------------------------|-----------------------|----------------------------|-------------|----------------------------------------------------|---------------------------------------------|---------------------------|--------------------------|-------------------------------------------------------------------------------------------------------------|
| 1              | 2                           | 3                     | 4                          | 5           | 6                                                  | 7                                           | 8                         | 9                        | 10                                                                                                          |
| 14             | SALS<br>420 M<br>LIH        | G                     | PAPI<br>(53 FT)<br>LEFT/3° | Nil         | 2500 M<br>15 M<br>W*VRB<br>LIH                     | 2500 M<br>60 M<br>YCZ 600 M<br>VRB<br>W LIH | R                         | Nil                      | *W to 900 M<br>before RWY end<br>W/R to 300 M<br>before RWY end<br>R on the last 300<br>M before RWY<br>end |
| 32             | SALS<br>420 M<br>LIH        | G                     | PAPI<br>(59 FT)<br>LEFT/3° | Nil         | 2500 M<br>15 M<br>W* VRB<br>LIH                    | 2500 M<br>60 M<br>YCZ 600 M<br>VRB<br>W LIH | R                         | Nil                      | *W to 900 M<br>before RWY end<br>W/R to 300 M<br>before RWY end<br>R on the last 300<br>M before RWY<br>end |

## LDRI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                          |                                                                                                                                                                                                        |
|---|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation | Nil                                                                                                                                                                                                    |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | WDI: 1228 M after THR 14, on the left side, lighted;<br>1272 M after THR 32, on the right side, lighted.<br>Anemometer 1: 318.04 M from THR 14, lighted<br>Anemometer 2: 295.57 M from THR 32, lighted |
| 3 | TWY edge and centre line lighting                        | TWY A EDGE: B VRB LIL; Centre line: Nil<br>TWY B EDGE: B VRB LIL; Centre line: Nil                                                                                                                     |
| 4 | Secondary power supply/switch-over time                  | AVBL, switch-over time: 10 SEC                                                                                                                                                                         |
| 5 | Remarks                                                  | Nil                                                                                                                                                                                                    |

CHANGE: PSNs RESTRICTIONS, Editorial.



## PARKING POSITIONS AND INS REFERENCE POINTS:

| PSN nr: | PSN for:      | INS coordinates (WGS84): |                |
|---------|---------------|--------------------------|----------------|
| PSN 1   | Max MD90      | 45°13'06.56"N            | 014°34'19.95"E |
| PSN 2   | Max B 737-900 | 45°13'07.27"N            | 014°34'19.15"E |
| PSN 3   | Max B 737-900 | 45°13'08.74"N            | 014°34'17.61"E |
| PSN 4   | Max B 737-900 | 45°13'10.22"N            | 014°34'16.08"E |
| PSN 5   | Max B 757-200 | 45°13'11.90"N            | 014°34'14.45"E |
| PSN A   | Max B 747-400 | 45°13'11.20"N            | 014°34'14.45"E |
| PSN 6A  | Max A320      | 45°13'04.09"N            | 014°34'18.32"E |
| PSN 6   | Max C56X      | 45°13'04.17"N            | 014°34'17.72"E |
| PSN 7   | Max C56X      | 45°13'05.35"N            | 014°34'16.49"E |
| PSN 8   | Max C56X      | 45°13'06.12"N            | 014°34'15.70"E |
| PSN 9   | Max C56X      | 45°13'06.89"N            | 014°34'14.89"E |

| PSN nr: | PSN for: | INS coordinates (WGS84): |                |
|---------|----------|--------------------------|----------------|
| PSN 10  | Max C56X | 45°13'07.67"N            | 014°34'14.08"E |
| PSN 11  | Max C56X | 45°13'08.44"N            | 014°34'13.29"E |
| PSN 12  | Max C56X | 45°13'09.21"N            | 014°34'12.49"E |
| PSN 14  | Max C56X | 45°13'09.98"N            | 014°34'11.68"E |
| PSN 15  | Max C56X | 45°13'10.75"N            | 014°34'10.87"E |

## TAXIING AND PARKING RESTRICTIONS AND NOTES:

- All PSNs are self manoeuvring.
- When PSN A is in use by B757-300 or B747-400, TWY B shall be used, and:  
For B757-300: PSNs 5,4,11,12,14,15 must be vacated.  
For B747-400: PSNs 5,4,3,9,10,11,12,14,15 must be vacated.
- When PSN 6A is in use by ACFT code letter B or C, TWY A shall be used.
- PSN 6A is used when handling dangerous goods.

6. Taxiing of more than one ACFT on the Apron at the time is not allowed.

7. PSN nr: HELICOPTER ROTOR DIAMETER:  
PSN 1 up to 21.29m (max length 25.35m)

8. TWR and marshaller guidance shall be followed for taxiing or air taxiing of helicopters.

9. For other restrictions adhere strictly to TWR directions and marshaller guidance.

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**LDSB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

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|    |                                                                        |                                                                                                                                                                                                       |
|----|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Associated MET Office                                                  | BRAČ                                                                                                                                                                                                  |
| 2  | Hours of service<br>MET Office outside hours                           | During ATS operating hours<br>SPLIT                                                                                                                                                                   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | SPLIT, DUBROVNIK, ZADAR, ZAGREB<br>TAF (24HR) - covering ATS operating hours                                                                                                                          |
| 4  | Trend Forecast<br>Interval of issuance                                 | Nil                                                                                                                                                                                                   |
| 5  | Briefing/consultation provided                                         | Selfbriefing (URL: <a href="https://ib.crocontrol.hr">https://ib.crocontrol.hr</a> )<br>or by phone: +385 1 6259224                                                                                   |
| 6  | Flight documentation<br>Language(s) used                               | <ul style="list-style-type: none"><li>• Selfbriefing (URL: <a href="https://ib.crocontrol.hr">https://ib.crocontrol.hr</a>) or request by phone: +385 21 205452</li><li>• Croatian, English</li></ul> |
| 7  | Charts and other information available for briefing<br>or consultation | <ul style="list-style-type: none"><li>• ICE, TURB and CB forecasts</li><li>• Lightning data</li><li>• Satellite images</li><li>• Radar images</li></ul>                                               |
| 8  | Supplementary equipment available for providing<br>information         | Telefax<br>URL: <a href="https://met.crocontrol.hr">https://met.crocontrol.hr</a>                                                                                                                     |
| 9  | ATS units provided with information                                    | Brac TWR, Split APP                                                                                                                                                                                   |
| 10 | Additional information (limitation of service, etc.)                   | Nil                                                                                                                                                                                                   |

LDSB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY (M) | Strength (PCN) and<br>surface of RWY and<br>SWY | THR COORD<br>RWY End COORD<br>THR Geoid<br>Undulation | THR elevation and<br>highest elevation of<br>TDZ of precision APP<br>RWY |
|------------------------|----------|--------------------------|-------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------|
| 1                      | 2        | 3                        | 4                                               | 5                                                     | 6                                                                        |
| 03                     | 035.09°  | 1760 x 30                | PCN 37/F/B/X/T<br>ASPH                          | 431644.72N<br>0164024.04E*<br>Nil<br>139 FT           | THR 1779 FT<br>displaced 140 M<br>TDZ ELEV 1759 FT                       |
| 21                     | 215.09°  |                          |                                                 | 431726.09N<br>0164103.82E*<br>Nil<br>139 FT           | THR 1701 FT<br>displaced 60 M<br>TDZ ELEV 1730 FT                        |

| Designations<br>RWY NR | Slope of<br>RWY-SWY             | SWY<br>dimensions<br>(M) | CWY<br>dimensions<br>(M) | Strip<br>dimensions<br>(M) | RESA dimensions (M)<br>and surface              |
|------------------------|---------------------------------|--------------------------|--------------------------|----------------------------|-------------------------------------------------|
| 1                      | 7                               | 8                        | 9                        | 10                         | 11                                              |
| 03                     | Slope of<br>RWY 03/21:<br>1.41% | Nil                      | Nil                      | 1830 x 150                 | Nil                                             |
| 21                     |                                 | Nil                      | Nil                      |                            | Length: 90 M<br>Width: 60 M<br>Surface: macadam |

| Designations<br>RWY NR | Location and description of arresting<br>system | OFZ | Remarks                     |
|------------------------|-------------------------------------------------|-----|-----------------------------|
| 1                      | 12                                              | 13  | 14                          |
| 03                     | Nil                                             | Nil | * displaced THR coordinates |
| 21                     | Nil                                             | Nil | * displaced THR coordinates |

LDSB AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks            |
|----------------|----------|----------|----------|---------|--------------------|
| 1              | 2        | 3        | 4        | 5       | 6                  |
| 03             | 1760     | 1760     | 1760     | 1620    | Nil                |
|                | 550      | 550      | Nil      | Nil     | Intersection TWY A |
| 21             | 1760     | 1760     | 1760     | 1700    | Nil                |
|                | 1210     | 1210     | Nil      | Nil     | Intersection TWY A |



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**LDSP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

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|    |                                                                     |                                                                                                                                                                                                       |
|----|---------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Associated MET Office                                               | SPLIT                                                                                                                                                                                                 |
| 2  | Hours of service<br>MET Office outside hours                        | H24                                                                                                                                                                                                   |
| 3  | Office responsible for TAF preparation<br>Periods of validity       | SPLIT, ZADAR, DUBROVNIK, ZAGREB<br>TAF (24HR)                                                                                                                                                         |
| 4  | Trend Forecast<br>Interval of issuance                              | TREND<br>Continuous issuance during AD HR SER and 2 hours before AD HR SER                                                                                                                            |
| 5  | Briefing/consultation provided                                      | Selfbriefing (URL: <a href="https://ib.crocontrol.hr">https://ib.crocontrol.hr</a> )<br>or by phone: +385 1 6259224                                                                                   |
| 6  | Flight documentation<br>Language(s) used                            | <ul style="list-style-type: none"><li>• Selfbriefing (URL: <a href="https://ib.crocontrol.hr">https://ib.crocontrol.hr</a>) or request by phone: +385 21 205452</li><li>• Croatian, English</li></ul> |
| 7  | Charts and other information available for briefing or consultation | <ul style="list-style-type: none"><li>• ICE, TURB and CB forecasts</li><li>• Lightning data</li><li>• Satellite images</li><li>• Radar images</li></ul>                                               |
| 8  | Supplementary equipment available for providing information         | Telefax<br>URL: <a href="https://met.crocontrol.hr">https://met.crocontrol.hr</a>                                                                                                                     |
| 9  | ATS units provided with information                                 | Split TWR, Split APP                                                                                                                                                                                  |
| 10 | Additional information (limitation of service, etc.)                | Nil                                                                                                                                                                                                   |

## LDSP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY (M) | Strength (PCN) and<br>surface of RWY and<br>SWY                   | THR COORD<br>RWY end COORD<br>THR geoid<br>undulation | THR elevation and<br>highest elevation of<br>TDZ of precision APP<br>RWY |
|------------------------|----------|--------------------------|-------------------------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------|
| 1                      | 2        | 3                        | 4                                                                 | 5                                                     | 6                                                                        |
| 05                     | 052.57°  | 2550 x 45                | 210 M, CONC, PCN<br>49/R/A/W/T<br>2340 M, ASPH, PCN<br>49/R/A/W/T | 433155.39N<br>0161708.10E<br>Nil<br>139 FT            | THR 70 FT<br>TDZ 78 FT                                                   |
| 23                     | 232.59°  |                          |                                                                   | 433242.33N<br>0161832.44E<br>Nil<br>139 FT            | THR 50 FT<br>TDZ 58 FT                                                   |

| Designations<br>RWY NR | Slope of<br>RWY-SWY          | SWY<br>dimensions<br>(M) | CWY<br>dimensions<br>(M) | Strip<br>dimensions<br>(M) | RESA dimensions (M)<br>and surface                      |
|------------------------|------------------------------|--------------------------|--------------------------|----------------------------|---------------------------------------------------------|
| 1                      | 7                            | 8                        | 9                        | 10                         | 11                                                      |
| 05                     | Slope of<br>RWY 05/23:<br>0% | Nil                      | Nil                      | 2670 x 130                 | Length: 240 M<br>Width: 90 M<br>Surface: ASPH and grass |
| 23                     |                              | Nil                      | Nil                      |                            | Length: 20 M<br>Width: 90 M<br>Surface: grass           |

| Designations<br>RWY NR | Location and description of arresting system | OFZ | Remarks                                  |
|------------------------|----------------------------------------------|-----|------------------------------------------|
| 1                      | 12                                           | 13  | 14                                       |
| 05                     | Nil                                          | Nil | Shoulders width: 7.5 M<br>surface: grass |
| 23                     | Nil                                          | Nil | Shoulders width: 7.5 M<br>surface: grass |

## LDSP AD 2.13 DECLARED DISTANCES

| RWY<br>Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks                |
|-------------------|----------|----------|----------|---------|------------------------|
| 1                 | 2        | 3        | 4        | 5       | 6                      |
| 05                | 2550     | 2550     | 2550     | 2550    | Nil                    |
|                   | 1635     | 1635     | 1635     | Nil     | Intersection TWY A     |
| 23                | 2550     | 2550     | 2550     | 2390    | THR 23 displaced 160 M |
|                   | 1580     | 1580     | 1580     | Nil     | Intersection TWY B     |

**LDZA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

|    |                                                                        |                                                                                                                                                                                                           |
|----|------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Associated MET Office                                                  | ZAGREB                                                                                                                                                                                                    |
| 2  | Hours of service<br>MET Office outside hours                           | H24                                                                                                                                                                                                       |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | ZAGREB<br>TAF (24HR)                                                                                                                                                                                      |
| 4  | Trend Forecast<br>Interval of issuance                                 | TREND<br>Continuous issuance H24                                                                                                                                                                          |
| 5  | Briefing/consultation provided                                         | Selfbriefing (URL: <a href="https://ib.crocontrol.hr">https://ib.crocontrol.hr</a> )<br>or by phone: +385 1 6259 240                                                                                      |
| 6  | Flight documentation<br>Language(s) used                               | <ul style="list-style-type: none"> <li>Selfbriefing (URL: <a href="https://ib.crocontrol.hr">https://ib.crocontrol.hr</a>)<br/>or request by phone: +385 1 6259 237</li> <li>Croatian, English</li> </ul> |
| 7  | Charts and other information available for briefing<br>or consultation | <ul style="list-style-type: none"> <li>ICE, TURB and CB forecasts</li> <li>Lightning data</li> <li>Satellite images</li> <li>Radar images</li> </ul>                                                      |
| 8  | Supplementary equipment available for providing<br>information         | VOLMET broadcast<br>Telefax<br>URL: <a href="https://met.crocontrol.hr">https://met.crocontrol.hr</a>                                                                                                     |
| 9  | ATS units provided with information                                    | Zagreb TWR, Zagreb APP                                                                                                                                                                                    |
| 10 | Additional information (limitation of service, etc.)                   | Nil                                                                                                                                                                                                       |

**LDZA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY (M) | Strength (PCN) and<br>surface of RWY and<br>SWY                   | THR COORD<br>RWY End COORD<br>THR Geoid<br>Undulation | THR elevation and<br>highest elevation of<br>TDZ of precision APP<br>RWY |
|------------------------|----------|--------------------------|-------------------------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------|
| 1                      | 2        | 3                        | 4                                                                 | 5                                                     | 6                                                                        |
| 04                     | 046.79°  | 3252 x 45                | 390 M, CONC, PCN<br>68/R/B/W/T<br>106 M, CONC, PCN<br>54/R/A/W/T  | 454354.75N<br>0160307.09E<br>Nil<br>148 FT            | THR 353FT<br>TDZ 353FT                                                   |
| 22                     | 226.81°  | 3252 x 45                | 2262 M, ASPH, PCN<br>54/F/A/W/T<br>494 M, CONC, PCN<br>54/R/A/W/T | 454506.86N<br>0160456.75E<br>Nil<br>148 FT            | THR 348FT<br>TDZ 349FT                                                   |

| Designations<br>RWY NR | Slope of<br>RWY-SWY          | SWY<br>dimensions<br>(M) | CWY<br>dimensions<br>(M) | Strip<br>dimensions<br>(M) | RESA dimensions (M)<br>and surface             |
|------------------------|------------------------------|--------------------------|--------------------------|----------------------------|------------------------------------------------|
| 1                      | 7                            | 8                        | 9                        | 10                         | 11                                             |
| 04                     | Slope of<br>RWY 04/22:<br>0% | Nil                      | Nil                      | 3372 x 300                 | Length: 240 M<br>Width: 90 M<br>Surface: grass |
| 22                     |                              | Nil                      | Nil                      |                            | Length: 240 M<br>Width: 90 M<br>Surface: grass |

| Designations<br>RWY NR | Location and description of arresting system | OFZ | Remarks                                                                                                                                  |
|------------------------|----------------------------------------------|-----|------------------------------------------------------------------------------------------------------------------------------------------|
| 1                      | 12                                           | 13  | 14                                                                                                                                       |
| 04                     | Nil                                          | Nil | Along RWY edges and turn pad<br>RWY22, paved shoulders,<br>width: 7.5 M<br>RWY22 turn pad dimensions:<br>length: 79 M and<br>width: 71 M |
| 22                     | Nil                                          | Nil |                                                                                                                                          |

## LDZA AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks            |
|----------------|----------|----------|----------|---------|--------------------|
| 1              | 2        | 3        | 4        | 5       | 6                  |
| 04             | 3252     | 3252     | 3252     | 3252    | Nil                |
|                | 2912     | Nil      | Nil      | Nil     | Intersection TWY B |
|                | 2162     | Nil      | Nil      | Nil     | Intersection TWY C |
| 22             | 3252     | 3252     | 3252     | 3252    | Nil                |
|                | 2457     | Nil      | Nil      | Nil     | Intersection TWY D |
|                | 2916     | Nil      | Nil      | Nil     | Intersection TWY E |

## LDZD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY (M) | Strength (PCN) and<br>surface of RWY and<br>SWY | THR COORD<br>RWY End COORD<br>THR Geoid<br>Undulation            | THR elevation and<br>highest elevation of<br>TDZ of precision APP<br>RWY |
|------------------------|----------|--------------------------|-------------------------------------------------|------------------------------------------------------------------|--------------------------------------------------------------------------|
| 1                      | 2        | 3                        | 4                                               | 5                                                                | 6                                                                        |
| 04                     | 041.62°  | 2000 x 45                | 45/F/B/X/T<br>ASPH                              | 440445.81N<br>0152028.19E<br>440534.11N<br>0152127.73E<br>140 FT | THR 289 FT                                                               |
| 22                     | 221.63°  |                          |                                                 | 440533.96N<br>0152127.55E<br>440445.66N<br>0152028.00E<br>140 FT | THR 272 FT                                                               |
| 13                     | 135.69°  | 2500 x 45                | 44/F/B/W/T<br>ASPH                              | 440658.98N<br>0152008.50E<br>440601.15N<br>0152126.83E<br>140 FT | THR 243 FT<br>TDZ 251 FT                                                 |
| 31                     | 315.71°  |                          |                                                 | 440601.29N<br>0152126.65E<br>440659.12N<br>0152008.31E<br>140 FT | THR 258 FT<br>TDZ 259 FT                                                 |

| Designations<br>RWY NR | Slope of<br>RWY-SWY | SWY<br>dimensions<br>(M) | CWY<br>dimensions<br>(M) | Strip<br>dimensions<br>(M) | RESA dimensions (M)<br>and surface             |
|------------------------|---------------------|--------------------------|--------------------------|----------------------------|------------------------------------------------|
| 1                      | 7                   | 8                        | 9                        | 10                         | 11                                             |
| 04                     | Nil                 | Nil                      | Nil                      | 2120 x 150                 | Length: 140 M<br>Width: 90 M<br>Surface: grass |
| 22                     | Nil                 | Nil                      | Nil                      |                            | Length: 170 M<br>Width: 90 M<br>Surface: grass |
| 13                     | Nil                 | Nil                      | Nil                      | 2620 x 300                 | Length: 240 M<br>Width: 90 M<br>Surface: grass |
| 31                     | Nil                 | Nil                      | Nil                      |                            | Length: 240 M<br>Width: 90 M<br>Surface: grass |

| Designations<br>RWY NR | Location and description of arresting system | OFZ | Remarks |
|------------------------|----------------------------------------------|-----|---------|
| 1                      | 12                                           | 13  | 14      |
| 04                     | Nil                                          | Nil | Nil     |
| 22                     | Nil                                          | Nil | Nil     |
| 13                     | Nil                                          | Nil | Nil     |

| Designations<br>RWY NR | Location and description of arresting system | OFZ | Remarks |
|------------------------|----------------------------------------------|-----|---------|
| 1                      | 12                                           | 13  | 14      |
| 31                     | Nil                                          | Nil | Nil     |

**LDZD AD 2.13 DECLARED DISTANCES**

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|----------------|----------|----------|----------|---------|---------|
| 1              | 2        | 3        | 4        | 5       | 6       |
| 04             | 2000     | 2000     | 2000     | 2000    | Nil     |
| 22             | 2000     | 2000     | 2000     | 2000    | Nil     |
| 13             | 2500     | 2500     | 2500     | 2500    | Nil     |
| 31             | 2500     | 2500     | 2500     | 2500    | Nil     |

**LDZD AD 2.14 APPROACH AND RUNWAY LIGHTING**

| RWY Designator | APCH LGT<br>type / LEN /<br>INTST | THR<br>LGT<br>colour /<br>WBAR | VASIS<br>(MEHT)<br>PAPI | TDZ<br>LGT<br>LEN | RWY<br>Centre<br>Line LGT<br>LEN /<br>spacing /<br>colour /<br>INTST | RWY edge LGT<br>LEN / spacing /<br>colour / INTST | RWY<br>End LGT<br>Colour /<br>WBAR | SWY<br>LGT LEN<br>(M) /<br>Colour | Remarks |
|----------------|-----------------------------------|--------------------------------|-------------------------|-------------------|----------------------------------------------------------------------|---------------------------------------------------|------------------------------------|-----------------------------------|---------|
| 1              | 2                                 | 3                              | 4                       | 5                 | 6                                                                    | 7                                                 | 8                                  | 9                                 | 10      |
| 04             | SALS (E)<br>420 M<br>W VRB LIH    | GRN<br>VRB LIH                 | PAPI<br>3°              | Nil               | Nil                                                                  | YCZ 600 M<br>50 M<br>W VRB LIH                    | RED<br>VRB LIH                     | Nil                               | Nil     |
| 22             | Nil                               | Nil                            | Nil                     | Nil               | Nil                                                                  | YCZ 600 M<br>50 M<br>W VRB LIH                    | RED<br>VRB<br>LIH                  | Nil                               | Nil     |
| 13             | CAT I (A)<br>900 M<br>W VRB LIH   | GRN<br>VRB LIH                 | PAPI<br>3°              | Nil               | Nil                                                                  | YCZ 600 M<br>60 M<br>W VRB LIH                    | RED<br>VRB LIH                     | Nil                               | Nil     |
| 31             | SALS (E)<br>420 M<br>W VRB LIH    | GRN<br>VRB LIH                 | PAPI<br>3°              | Nil               | Nil                                                                  | YCZ 600 M<br>60 M<br>W VRB LIH                    | RED<br>VRB LIH                     | Nil                               | Nil     |

**LDZD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

|   |                                                          |                                               |
|---|----------------------------------------------------------|-----------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN/IBN red on TWR H24                        |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | Nil                                           |
| 3 | TWY edge and centre line lighting                        | TWY G EDGE<br>TWY K EDGE<br>TWY L EDGE        |
| 4 | Secondary power supply/switch-over time                  | Available.<br>Switch-over time: 10 sec        |
| 5 | Remarks                                                  | WDI: At THR 04,13 and 31, externally lighted. |

**LDZD AD 2.16 HELICOPTER LANDING AREA**

|   |                                                           |                                                                            |
|---|-----------------------------------------------------------|----------------------------------------------------------------------------|
| 1 | Coordinates TLOF or THR of FATO<br>Geoid undulation       | NIL                                                                        |
| 2 | TLOF and/or FATO elevation M/FT                           | NIL                                                                        |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | NIL                                                                        |
| 4 | True and MAG BRG of FATO                                  | NIL                                                                        |
| 5 | Declared distance available                               | NIL                                                                        |
| 6 | APP and FATO lighting                                     | NIL                                                                        |
| 7 | Remarks                                                   | Area not defined. Parking positions used according to Airport Authorities. |

**LDZD AD 2.17 ATS AIRSPACE**

|   |                                   |                                                                                                                                   |
|---|-----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| 1 | Designation and lateral limits    | CTR Zadar<br>440628N 0150520E<br>441951N 0151431E<br>441058N 0153303E<br>440118N 0154302E<br>435155N 0152603E<br>440628N 0150520E |
| 2 | Vertical limits                   | 4000 FT ALT / GND                                                                                                                 |
| 3 | Airspace classification           | D                                                                                                                                 |
| 4 | ATS unit call sign<br>Language(s) | ZADAR TOWER / ZADAR TORANJ<br>Croatian, English                                                                                   |
| 5 | Transition altitude               | 10000 FT MSL                                                                                                                      |
| 6 | Remarks                           | NIL                                                                                                                               |

## LDZD AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign                     | Frequency   | Hours of operation                                                                                   | Remarks                                                                                                      |
|---------------------|-------------------------------|-------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
| 1                   | 2                             | 3           | 4                                                                                                    | 5                                                                                                            |
| APP                 | ZADAR RADAR                   | 128.525 MHZ | H24                                                                                                  | Primary FREQ                                                                                                 |
|                     | ZADAR RADAR                   | 130.625 MHZ | H24                                                                                                  | ALTN FREQ                                                                                                    |
|                     | ZADAR RADAR                   | 121.500 MHZ | H24                                                                                                  | EMERG FREQ                                                                                                   |
| TWR                 | ZADAR TOWER /<br>ZADAR TORANJ | 123.700 MHZ | H24                                                                                                  | Primary FREQ<br>If no contact on TWR frequency, contact<br>Zadar Radar.                                      |
|                     |                               | 132.975 MHZ | H24                                                                                                  | ALTN FREQ<br>If no contact on TWR frequency, contact<br>Zadar Radar.                                         |
| ZADAR DELIVERY      | ZADAR<br>DELIVERY             | 132.975 MHZ | TUE-FRI 0800-1400<br>UTC during winter<br>period<br>TUE-SAT 0700-1800<br>UTC during summer<br>period | ALTN FREQ for primary TWR FREQ.<br>If used as TWR FREQ, clearance delivery<br>will be provided by Zadar TWR. |

## LDZD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS,<br>give VAR) | ID  | Frequency                | Hours of<br>operation | Site of<br>transmitting<br>antenna<br>coordinates | Elevation of<br>DME<br>transmitting<br>antenna | Remarks                                                                                                                                                                       |
|-----------------------------------------------------------------|-----|--------------------------|-----------------------|---------------------------------------------------|------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                                               | 2   | 3                        | 4                     | 5                                                 | 6                                              | 7                                                                                                                                                                             |
| VOR/DME<br>(4° E/2019)                                          | NTL | 117.350 MHZ<br>(CH 120Y) | H24                   | 443359.44N<br>0142327.79E                         | 190 FT                                         | Coverage 80 NM, except<br>between QDR 330°-120°<br>where coverage is 40 NM.<br><br>MRA at 40 NM:<br>QDR 020°-120° 10000 FT<br>QDR 120°-330° 5000 FT<br>QDR 330°-020° 12000 FT |
| VOR/DME<br>(4°E/2019)                                           | SPL | 115.7 MHZ<br>*CH104X     | H24                   | 432947.69N<br>0161817.00E                         | 734 FT                                         | Range 100 NM                                                                                                                                                                  |
| VOR/DME<br>(4°E/2019)                                           | ZDA | 108.6 MHZ<br>*CH23X      | H24                   | 440543.16N<br>0152151.22E                         | 279 FT                                         | Range 100 NM except in<br>sectors QDR 334°- 044°<br>clockwise and QDR 124°-<br>274° clockwise where<br>coverage is reduced due to<br>terrain                                  |
| NDB                                                             | LOS | 429 KHZ                  | H24                   | 443137.55N<br>0142822.25E                         |                                                | 119°MAG/4.10 NM from<br>LDLO THR 02.<br>Range 50 NM                                                                                                                           |
| NDB                                                             | SAL | 421 KHZ                  | H24                   | 435616.30N<br>0151005.20E                         |                                                | MRA at 25 NM 4000 FT                                                                                                                                                          |
| NDB                                                             | ZRA | 330 KHZ                  | H24                   | 435949.76N<br>0152947.31E                         |                                                | Range 50 NM                                                                                                                                                                   |



| Type of aid<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS,<br>give VAR) | ID                | Frequency | Hours of<br>operation | Site of<br>transmitting<br>antenna<br>coordinates | Elevation of<br>DME<br>transmitting<br>antenna | Remarks                                                                                   |
|-----------------------------------------------------------------|-------------------|-----------|-----------------------|---------------------------------------------------|------------------------------------------------|-------------------------------------------------------------------------------------------|
| 1                                                               | 2                 | 3         | 4                     | 5                                                 | 6                                              | 7                                                                                         |
| L                                                               | BO                | 385 KHZ   | H24                   | 441009.29N<br>0151550.41E                         |                                                | Coverage 25 NM, except<br>between QDR 349° - 069°<br>clockwise where coverage<br>is 15 NM |
| L                                                               | ZK                | 348 KHZ   | H24                   | 440540.45N<br>0152154.26E                         |                                                | Range 25 NM                                                                               |
| LOC 13                                                          | IZD               | 110.1 MHZ | H24                   | 440552.77N<br>0152138.17E                         |                                                | ILS CAT I                                                                                 |
| GP 13                                                           |                   | 334.4 MHZ | H24                   | 440655.31N<br>0152021.07E                         |                                                | 3°, RDH 52 FT                                                                             |
| MM13                                                            | Dots-<br>Dashes   | 75 MHZ    | H24                   | 440723.53N<br>0151935.24E                         |                                                | 0.57 NM from THR 13                                                                       |
| OM13                                                            | Dashes-<br>Dashes | 75 MHZ    | H24                   | 441009.07N<br>0151550.69E                         |                                                | 4.43 NM from THR 13                                                                       |

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## LDZD AD 2.20 LOCAL AERODROME REGULATIONS

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ATC DEP clearance and DEP INFO are available 15 MIN before EOBT.

### 1. WARNING:

Gusts, wind shear and turbulence can be expected on final approaches and on RWY 13/31 in conditions of strong north-easterly winds.

Gusts, wind shear and turbulence can be expected on final approach to/climb out from RWY 04 in conditions of strong north-easterly winds.

### 2. WARNING:

Following parts of manoeuvring area are not visible from ATC TWR and surveillance EQPT is limited:

- Part of RWY13/31 around the intersection of TWY C, D, E and RWY,
- TWY C, D and E,
- RWY holding positions on TWY B, C, D and E,
- Part of TWY H BTN TWY B and F,
- Junction of TWY A and H.

Due to view limitations of the manoeuvring area from Zadar TWR and complex aerodrome layout special attention from pilots and vehicle drivers is advised.

Additional position reports may be required by ATC. Pilots and vehicle drivers shall comply with ATC clearances and instructions and adhere to the signs and markings.

### TAXIING PROCEDURES

Minimum power settings are to be used when taxiing on apron and away from parking stand, and on TWY A and TWY H. A slow taxi speed on apron is required, and on TWY A and TWY H.

#### Arrivals:

"Follow me" guidance is mandatory for all arriving aircraft when entering apron from TWY G or TWY K.

#### Departures:

All parking positions are self-manoeuvring for departure, under marshaller guidance or supervision.

Unless otherwise notified to ATC by the pilot, ACFT are expected to be ready for departure upon reaching the runway-holding position.

### 3. WARNING:

Training flights filing the FPL to/from LDZD AD may be subject to additional coordination due to frequent military activity in the vicinity of the airport, which may require changes to the submitted flight plan.

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## LDZD AD 2.21 NOISE ABATEMENT PROCEDURES

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NIL

**LDZD AD 2.22 FLIGHT PROCEDURES****SID RWY 04**

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 description of the route.

| <b>SID RWY 04</b> |                                                                                                                                                                                                   |                        |                               |                                                                                                 |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------------------------------|-------------------------------------------------------------------------------------------------|
| <b>Designator</b> | <b>Route</b>                                                                                                                                                                                      | <b>After take off</b>  |                               | <b>Remarks</b>                                                                                  |
|                   |                                                                                                                                                                                                   | <b>Climb initially</b> | <b>Contact</b>                |                                                                                                 |
| <b>RAVNA2A</b>    | RAVNA TWO ALPHA DEPARTURE<br>MNM PDG 3.4% up to 2000 FT. Climb straight ahead. At 730 FT turn RIGHT inbound ZDA VOR/DME. At ZDA VOR/DME continue climb on R-316 to RAVNA.                         | 8000                   | Zadar Radar<br>128.525<br>MHZ | Cross ZDA VOR/DME at or above 6000 FT. Cross RAVNA at or above 8000 FT. If unable, contact ATC. |
| <b>PALEZ2A</b>    | PALEZ TWO ALPHA DEPARTURE<br>MNM PDG 3.4% up to 2000 FT. Climb straight ahead. At 730 FT turn RIGHT inbound ZDA VOR/DME. Cross ZDA VOR/DME, intercept R-010 ZDA climbing to PALEZ.                | 8000                   | Zadar Radar<br>128.525<br>MHZ | Cross ZDA VOR/DME at or above 6000 FT. Cross PALEZ at or above 8000 FT. If unable, contact ATC. |
| <b>SPL5F</b>      | SPLIT FIVE FOXTROT DEPARTURE<br>MNM PDG 3.4% up to 2000 FT. Climb straight ahead. At 730 FT turn RIGHT inbound ZRA NDB. Cross R-117 ZDA, turn LEFT, intercept R-127 ZDA, climbing to SPL VOR DME. | 8000                   | Zadar Radar<br>128.525<br>MHZ |                                                                                                 |
| <b>SAL2L</b>      | SALI TWO LIMA DEPARTURE<br>Climb straight ahead. At 730 FT turn LEFT, climbing to SAL NDB.                                                                                                        | 8000                   | Zadar Radar<br>128.525<br>MHZ |                                                                                                 |

**SID RWY 13**

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 description of the route.

| <b>SID RWY 13</b> |                                                                                                                                                                                                         |                        |                               |                                                                         |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------------------------------|-------------------------------------------------------------------------|
| <b>Designator</b> | <b>Route</b>                                                                                                                                                                                            | <b>After take off</b>  |                               | <b>Remarks</b>                                                          |
|                   |                                                                                                                                                                                                         | <b>Climb initially</b> | <b>Contact</b>                |                                                                         |
| <b>RAVNA1B</b>    | RAVNA ONE BRAVO DEPARTURE<br>MNM PDG 4.5% (274 FT/NM) to 5700 FT. Climb on R-127 ZDA. At 3.0 DME ZDA turn RIGHT climbing inbound ZDA VOR/DME. Cross ZDA VOR/DME, intercept R-316 ZDA climbing to RAVNA. | 8000                   | Zadar Radar<br>128.525<br>MHZ | Cross ZDA VOR/DME at or above 6000 FT. Cross RAVNA at or above 8000 FT. |
| <b>PALEZ1B</b>    | PALEZ ONE BRAVO DEPARTURE<br>MNM PDG 6.0% (365 FT/NM) to 7800 FT. Climb on R-127 ZDA. At 3.0 DME ZDA turn RIGHT climbing inbound ZDA VOR/DME. Cross ZDA VOR/DME, intercept R-010 ZDA climbing to PALEZ. | 8000                   | Zadar Radar<br>128.525<br>MHZ | Cross ZDA VOR/DME at or above 6000 FT. Cross PALEZ at or above 8000 FT. |
| <b>SAL4D</b>      | SALI FOUR DELTA DEPARTURE<br>Climb on R-127 ZDA to SPL VOR/DME. At 3.0 DME ZDA turn RIGHT, climbing to SAL NDB.                                                                                         | 8000                   | Zadar Radar<br>128.525<br>MHZ |                                                                         |

| SID RWY 13 |                                                                  |                 |                               |         |
|------------|------------------------------------------------------------------|-----------------|-------------------------------|---------|
| Designator | Route                                                            | After take off  |                               | Remarks |
|            |                                                                  | Climb initially | Contact                       |         |
| SPL4D      | SPLIT FOUR DELTA DEPARTURE<br>Climb on R-127 ZDA to SPL VOR DME. | 8000            | Zadar Radar<br>128.525<br>MHZ |         |

## SID RWY 22

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 description of the route.

| SID RWY 22 |                                                                                                                                                                                     |                 |                               |                                                                                                |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-------------------------------|------------------------------------------------------------------------------------------------|
| Designator | Route                                                                                                                                                                               | After take off  |                               | Remarks                                                                                        |
|            |                                                                                                                                                                                     | Climb initially | Contact                       |                                                                                                |
| RAVNA1C    | RAVNA ONE CHARLIE DEPARTURE<br>Climb on R-221 ZDA. At 5.0 DME ZDA turn RIGHT on 006° to intercept R-316 ZDA and continue climb to RAVNA.                                            | 8000            | Zadar Radar<br>128.525<br>MHZ | Cross RAVNA at or above 8000 FT.<br>If unable, contact ATC.                                    |
| PALEZ1C    | PALEZ ONE CHARLIE DEPARTURE<br>Climb on R-221 ZDA. At 5.0 DME ZDA turn RIGHT direct to BO L (MAX IAS 250 KT during turn). Cross BO L and continue on QDR 021° BO climbing to PALEZ. | 8000            | Zadar Radar<br>128.525<br>MHZ | Cross BO L at or above 6000 FT.<br>Cross PALEZ at or above 8000 FT.<br>If unable, contact ATC. |
| SAL3M      | SALI THREE MIKE DEPARTURE<br>Climb on R-218 ZDA direct to SAL NDB.                                                                                                                  | 8000            | Zadar Radar<br>128.525<br>MHZ |                                                                                                |
| SPL3G      | SPLIT THREE GOLF DEPARTURE<br>Climb on R-221 ZDA. At 5.0 DME ZDA turn LEFT, inbound ZRA NDB. Cross R-137 ZDA turn RIGHT, intercept R-127 ZDA, climbing to SPL VOR DME.              | 8000            | Zadar Radar<br>128.525<br>MHZ |                                                                                                |

## SID RWY 31

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 description of the route.

| SID RWY 31 |                                                                                                                                                                                                    |                 |                               |                                                                            |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-------------------------------|----------------------------------------------------------------------------|
| Designator | Route                                                                                                                                                                                              | After take off  |                               | Remarks                                                                    |
|            |                                                                                                                                                                                                    | Climb initially | Contact                       |                                                                            |
| RAVNA1D    | RAVNA ONE DELTA DEPARTURE<br>Climb straight ahead. At 6.2 DME ZDA turn RIGHT, intercept R-316 ZDA climbing to RAVNA.                                                                               | 8000            | Zadar Radar<br>128.525<br>MHZ | Cross RAVNA at or above 8000 FT.                                           |
| PALEZ1D    | PALEZ ONE DELTA DEPARTURE<br>MNM PDG 5.6% (341 FT/NM) to 7800 FT.<br>Climb straight ahead. At 6.2 DME ZDA turn LEFT inbound ZDA VOR/DME. Cross ZDA VOR/DME, intercept R-010 ZDA climbing to PALEZ. | 8000            | Zadar Radar<br>128.525<br>MHZ | Cross ZDA VOR/DME at or above 6000 FT.<br>Cross PALEZ at or above 8000 FT. |

| SID RWY 31   |                                                                                                                                                                  |                 |                               |         |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-------------------------------|---------|
| Designator   | Route                                                                                                                                                            | After take off  |                               | Remarks |
|              |                                                                                                                                                                  | Climb initially | Contact                       |         |
| <b>SAL3E</b> | SALI THREE ECHO DEPARTURE<br>Climb straight ahead. At BO L (6.2 DME ZDA) turn LEFT, climbing to SAL NDB.                                                         | 8000            | Zadar Radar<br>128.525<br>MHZ |         |
| <b>SPL5E</b> | SPLIT FIVE ECHO DEPARTURE<br>Climb straight ahead. At BO L (6.2 DME ZDA) turn LEFT inbound ZRA NDB. Cross ZRA NDB, intercept R-127 ZDA, climbing to SPL VOR DME. | 8000            | Zadar Radar<br>128.525<br>MHZ |         |

STAR RWY 04 & RWY 13/31

| STAR RWY 04 & RWY 13/31 |                                                                                                                                                                                                                                                                                                                                                   |                      |         |         |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---------|---------|
| Designator              | Route                                                                                                                                                                                                                                                                                                                                             | Descend              | Contact | Remarks |
| <b>LOS6A</b>            | <b>LOSINJ SIX ALPHA ARRIVAL</b><br>From LOS NDB proceed on QDM 110° LOS (MNM ALT 6000 FT) to intercept 22.0 DME ZDA on R-312 ZDA (MNM ALT 6000 FT) and hold.                                                                                                                                                                                      | As cleared by<br>ATC |         |         |
| <b>KUDUL1A</b>          | <b>KUDUL ONE ALPHA ARRIVAL</b><br>From KUDUL proceed on R-336 ZDA inbound ZDA VOR/ DME (MNM ALT 7400 FT). At 24.0 DME ZDA turn RIGHT and intercept ARC 22.0 DME ZDA (MNM ALT 6100 FT). After crossing R-317 ZDA continue on ARC 22.0 DME ZDA (MNM ALT 6000 FT) to LUKAV and hold.                                                                 | As cleared by<br>ATC |         |         |
| <b>KUDUL1B</b>          | <b>KUDUL ONE BRAVO ARRIVAL</b><br>From KUDUL proceed on R-336 ZDA inbound ZDA VOR/ DME (MNM ALT 7400 FT). Cross 24.0 DME ZDA and continue on R-336 ZDA (MNM ALT 6500 FT). Cross 10.0 DME ZDA and continue on R-336 ZDA to ZDA VOR/DME (MNM ALT 3000 FT). After crossing ZDA VOR/DME turn LEFT on R-132 ZDA to ZRA NDB (MNM ALT 3000 FT) and hold. | As cleared by<br>ATC |         |         |
| <b>MINTU3E</b>          | <b>MINTU THREE ECHO ARRIVAL</b><br>From MINTU proceed on QDM 136° SAL to SAL NDB (MNM ALT 3000 FT).                                                                                                                                                                                                                                               | As cleared by<br>ATC |         |         |
| <b>SPL6B</b>            | <b>SPLIT SIX BRAVO ARRIVAL</b><br>From SPL VOR DME proceed on R-307 SPL (MNM ALT 5000 FT). After crossing 30.4 DME SPL / 24.0 DME ZDA proceed on R-307 SPL to ZRA NDB (MNM ALT 3000 FT) and hold.                                                                                                                                                 | As cleared by<br>ATC |         |         |

**Backup device on TWR in case of a complete communication failure**

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

**LDZD AD 2.23 ADDITIONAL INFORMATION**

Sea gulls on and in the vicinity of RWY. Caution advised.

**LDZD AD 2.24 CHARTS RELATED TO AN AERODROME**

| Name                                                          | Page                                     |
|---------------------------------------------------------------|------------------------------------------|
| Aerodrome Chart - ICAO                                        | LDZD AD 2.24.1 ADC -1                    |
| Aircraft Parking/Docking Chart – ICAO                         | LDZD AD 2.24.2 APDC -1                   |
| Aerodrome Ground Movement Chart – ICAO                        | NOT AVBL                                 |
| Aerodrome Obstacle Chart - ICAO Type A - RWY04-22             | LDZD AD 2.24.4 AOC RWY 04/22 -1          |
| Aerodrome Obstacle Chart - ICAO Type A - RWY13/31             | LDZD AD 2.24.4 AOC RWY 13/31 -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 04           | LDZD AD 2.24.8 SID RWY 04 -1             |
| Standard Departure Chart - Instrument - ICAO RNAV RWY 04      | LDZD AD 2.24.8 SID RNAV RWY 04 -1        |
| Standard Departure Chart - Instrument - ICAO RWY 13           | LDZD AD 2.24.8 SID RWY 13 -1             |
| Standard Departure Chart - Instrument - ICAO RNAV RWY 13      | LDZD AD 2.24.8 SID RNAV RWY 13 -1        |
| Standard Departure Chart - Instrument - ICAO RWY 22           | LDZD AD 2.24.8 SID RWY 22 -1             |
| Standard Departure Chart - Instrument - ICAO RNAV RWY 22      | LDZD AD 2.24.8 SID RNAV RWY 22 -1        |
| Standard Departure Chart - Instrument - ICAO RWY 31           | LDZD AD 2.24.8 SID RWY 31 -1             |
| Standard Departure Chart - Instrument - ICAO RNAV RWY 31      | LDZD AD 2.24.8 SID RNAV RWY 31 -1        |
| Area Chart – ICAO (arrival and transit routes)                | NOT AVBL                                 |
| Standard Arrival Chart - Instrument - ICAO RWY 04 & RWY 13/31 | LDZD AD 2.24.10 STAR RWY 04 & 13/31 -1   |
| Standard Arrival Chart - Instrument - ICAO RNAV RWY 04        | LDZD AD 2.24.10 STAR RNAV RWY 04 -1      |
| Standard Arrival Chart - Instrument - ICAO RNAV RWY 13        | LDZD AD 2.24.10 STAR RNAV RWY 13 -1      |
| Standard Arrival Chart - Instrument - ICAO RNAV RWY 31        | LDZD AD 2.24.10 STAR RNAV RWY 31 -1      |
| ATC Surveillance Minimum Altitude Chart - ICAO                | LDZD AD 2.24.11 ATCSMAC -1               |
| Instrument Approach Chart - ICAO VOR RWY 04                   | LDZD AD 2.24.12 IAC VOR RWY 04 -1        |
| Instrument Approach Chart - ICAO L y RWY 13                   | LDZD AD 2.24.12 IAC L y RWY 13 -1        |
| Instrument Approach Chart - ICAO L z RWY 13                   | LDZD AD 2.24.12 IAC L z RWY 13 -1        |
| Instrument Approach Chart - ICAO VOR RWY 13                   | LDZD AD 2.24.12 IAC VOR RWY 13 -1        |
| Instrument Approach Chart - ICAO ILS or LOC RWY 13            | LDZD AD 2.24.12 IAC ILS or LOC RWY 13 -1 |
| Instrument Approach Chart - ICAO RNP RWY 04                   | LDZD AD 2.24.12 IAC RNP RWY 04 -1        |
| Instrument Approach Chart - ICAO RNP Y RWY 13                 | LDZD AD 2.24.12 IAC RNP Y RWY 13 -1      |
| Instrument Approach Chart - ICAO RNP Z RWY 13                 | LDZD AD 2.24.12 IAC RNP Z RWY 13 -1      |
| Instrument Approach Chart - ICAO RNP RWY 31                   | LDZD AD 2.24.12 IAC RNP RWY 31 -1        |
| Instrument Approach Chart - ICAO L RWY 31                     | LDZD AD 2.24.12 IAC L RWY 31 -1          |

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| Name                                        | Page                              |
|---------------------------------------------|-----------------------------------|
| Instrument Approach Chart - ICAO VOR RWY 31 | LDZD AD 2.24.12 IAC VOR RWY 31 -1 |
| Visual Approach Chart - ICAO                | <i>NOT AVBL</i>                   |
| Visual Operation Chart                      | LDZD AD 2.24.13 VOC -1            |
| Bird concentrations                         | <i>NOT AVBL</i>                   |