

REPUBLIC OF CROATIA

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AIRAC AIP AMDT 012/2022
Effective Date: 29 DEC 2022
Publication Date: 17 NOV 2022

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 0.6 - Table of contents to Part 1 - updated
- GEN 1.7 - Differences from ICAO standards, recommended practices and procedures - text added
- GEN 3.3 - ATS Units address list - OSIJEK/Klisa TWR/APP telephone number - one changed, one withdrawn
- GEN 3.4 - Communication and navigation services - Harmonization of Title with Commission Implementing Regulation (EU) 2022/938

AD

- LDOS AD 2.11- Meteorological information provided - flight documentation on request by phone - phone number changed
- LDZA AD 2.20.1.2 - Low Visibility Procedures (LVP) - new text added for the Apron East

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: A8310/22 and A8311/22

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
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GEN 0.4 - 1/2
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LDOS AD 2 - 5/6
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010/2018	27-Sep-2018	08-Nov-2018	
011/2018	25-Oct-2018	06-Dec-2018	
012/2018	22-Nov-2018	03-Jan-2019	
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006/2019	06-Jun-2019	18-Jul-2019	
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009/2020	24-Sep-2020	05-Nov-2020	
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002/2021	11-Feb-2021	25-Mar-2021	
003/2021	11-Mar-2021	22-Apr-2021	
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GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation 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	
004/2022	LDSP - Airport SPLIT/Kastela - Publication of trial PBN instrument flight procedures	LDSP AD 2	01-Dec-2022 - UFN	
006/2022	LDZA - ZAGREB/Franjo Tudjman Airport - Remediation works at the part of asphalt pavement on the RWY 04/22 and TWY F	LDZA AD 2	29-Dec-2022 - UFN	

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GEN 0.2 - 2	11 OCT 2018	GEN 1.7 - 8	12 AUG 2021
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GEN 0.4 - 6	29 DEC 2022	GEN 1.7 - 20	29 DEC 2022
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		GEN 2.7 - 8	08 MAR 2012
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ENR 5.1 - 7	01 MAR 2018	ENR 5.4 - 2	08 MAR 2012
ENR 5.1 - 8	01 MAR 2018	ENR 5.5 - 1	09 SEP 2021
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Title	Reference	Difference(s)
	Chapter 3 (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): SERA Difference A11-04</p>
	Chapter 3 (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): 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): SERA Difference A11-06 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			Nil
Annex 14, Volume I, 8th Edition, Amdt 17		Chapter 9.2.1	<p>EU Regulations: Non-commercial operations with complex aircraft are not excluded from the requirements for the provision of rescue and firefighting services.</p> <p>National Regulations: Non-commercial operations are not excluded from the requirements for the provision of rescue and firefighting services.</p>
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

Title	Reference	Difference(s)
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

Title	Reference	Difference(s)	
Doc 4444 Procedures for Air Navigation Services - Air Traffic Management	Chapter 4	4.5.6.1	Employment of cruise climb techniques is not approved in the Republic of Croatia.
		4.10.1.2	This provision is not applied in the Republic of Croatia. QFE altimeter setting may be used only by traffic operating in aerodrome circuit upon pilot's request and ATC approval, for flights at uncontrolled aerodromes if so prescribed and during PAR approaches.
		4.11.1.2	This provision is not applied in the Republic of Croatia.
	Chapter 5	5.3.3.2	This provision is not applied in the Republic of Croatia.
		5.3.4.2	Deviating from the item stated, pilots may be requested to observe certain rates of descent/climb for the use of vertical separation. The instruction will be expected to be followed if the pilot raises no objection. The following conditions must be fulfilled before the procedure is applied: - the vertical separation is constant or increases.
		5.4.2.2.1.1 a)	This provision is not applied in the Republic of Croatia.
		5.4.2.2.1.2 a)	This provision is not applied in the Republic of Croatia.
	Chapter 6	6.5.3.4	Responsibility for provision of separation between an aircraft cleared to execute visual approach and other aircraft rests with ATC, while during the hours of daylight the responsibility for provision of separation may be delegated to the pilot of the aircraft.
	Appendix 2	Item 8	In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the ICAO flight plan form.

Title		Reference		Difference(s)
Doc 7030	Regional Supplementary Procedures		4.1	Deviating from the item stated, the following applies: If a cruising level other than the one given in the flight plan is assigned according to en-route clearance to the pilot, when departing according to IFR in IMC, including the departure route, he shall, in case of radio communication failure, after operating the transponder, maintain the level prescribed in the departure route or the level assigned by ATC for a period of 3 minutes and then continue his climb to the cruising level indicated in the flight plan. If during three-minute period the IFR minimum cruising level for the route segment concerned exceeds the level assigned by ATC, the pilot shall climb to this IFR minimum cruising level.
			4.2	Deviating from the item stated, the following applies: If a pilot under radar control is being vectored away - without limitation as to time or geographical reference - from the route last confirmed by him and is experiencing radio communication failure, he shall operate the transponder and return on the shortest way to the route according to the current flight plan.
			6.3.1	Deviating from the item stated, the procedure according to 2) may also be applied with indicated air speed (IAS).
ICAO Doc 8126	Aeronautical Information Services Manual	Chapter 4. Integrated Aeronautical Information Package		Data flow is organized in accordance with Eurocontrol's "AIS Data process" recommendation.
		Chapter 6. - Appendix B "NOTAM Selection Criteria"		<i>2. Qualifiers traffic, purpose and scope</i> If aeronautical information for TWY is published while backtracking is applied, the qualifier "purpose" is filled in with "BO", i.e. an upgrade of NSC is conducted. If certain subjects which are categorized as "Navigation warnings" are published, the qualifier "purpose" is filled in with at least a "BO", i.e. an upgrade of NSC is conducted.

Title		Reference		Difference(s)	
Doc 8168 OPS/611 Volume II	Procedures for Air Navigation Services - Aircraft Operations, Volume II	Part I Section 3	Chapter 3 3.1.2	General On certain turning departures track guidance are not provided within 5.4 NM after completion of turns.	
			Chapter 3 3.3.4	Turn Parameters For standard instrument departure procedures at aerodrome LDSP - SPLIT/Kastela, RWY 05 bank angle minimum 20° applied for aircraft category C and D.	
		Part I Section 4			
			Appendix to Chapter 3 3.1.2	Components of procedures Intermediate segment shorter than prescribed.	
			Chapter 4 4.3.1.1.1	Length Intermediate approach segments length for non-precision approach procedures LDZD VOR RWY 04, LDDU VOR-a RWY 29, LDOS LOCy RWY 29, LDSP NDB RWY 05, LDSP LOC Z RWY 05 and LDSP LOC Y RWY 05 are shorter than 5 NM.	
			Chapter 5 5.2.2.2	Final approach with track not intersecting the extended runway centre line AD RIJEKA/Krk I., LDRI VOR RWY 32: Final approach track do not lie within 150 M laterally of the extended runway centre line at a distance 1400 M outward from the runway threshold 32.	
			Appendix to Chapter 7 1.2	General AD SPLIT/Kastela, LDSP VOR-b RWY 23: End of the downwind leg defined with DME distance only.	
			Appendix to Chapter 7 2.6	Radius of turn AD SPLIT/Kastela, LDSP VOR-b RWY 23: Indicated airspeed for aircraft approach category D reduced to MAX IAS 180 KT.	
			Appendix to Chapter 7 2.7	Final segment (of the prescribed track) AD SPLIT/Kastela, LDSP VOR-b RWY 23: If the minimum altitude is maintained at the beginning of the final segment, then descent gradient exceeds PANS OPS prescribed values for visual manoeuvring.	
			Appendix to Chapter 7 2.9	Go-around track AD SPLIT/Kastela, LDSP VOR-b RWY 23: Go-around procedure does not join the prescribed instrument missed approach.	
Appendix to Chapter 7 3	Area associated with prescribed track AD SPLIT/Kastela, LDSP VOR-b RWY 23: Regarding aircraft approach category C and D, semi-width of the protection corridor on the outside of the nominal visual manoeuvring track, during the base leg (last turn), is up to 1400 M. See special note to the chart.				
Part II Section I	Chapter 1 1.3.3	Intermediate approach segment length AD OSIJEK/Klisa, LDOS ILSy RWY 29: Intermediate approach segment length for precision approach is shorter than specified in Table II-1-1-1.			

Title		Reference		Difference(s)
				<p>LDSP RNAV VISUAL RWY 23 ICAO PANS-OPS, Doc 8168 OPS/611 Volume II does not prescribe how to construct RNAV VISUAL procedure. LDSP RNAV VISUAL RWY 23 flight procedure consists of instrument and visual part. For visual part, see special notes to the chart.</p> <p>Instrument segments for LDSP RNAV VISUAL RWY 23 procedure constructed according to ICAO PANS-OPS, Doc 8168 OPS/611 Volume II with the following exceptions:</p> <p>PART I SECTION 4 Chapter 5 Final approach segment</p> <p>5.2 Alignment Final approach track not aligned with the runway. Visual manoeuvring - Circling not applied.</p> <p>PART III SECTION 5 Chapter 1 Publication and charting - General</p> <p>1.4.2 Chart identification RNAV VISUAL is not part of a standardized naming convention.</p>
Doc 9868	Procedures for Air Navigation Services - Training (PANS-TRG)			In the Republic of Croatia training of Air Traffic Control Officer (ATCO) personnel is provided in accordance with Commission Regulation (EU) 2015/340 and training of Air Traffic Safety Electronics Personnel (ATSEP) in accordance with Implementing Commission Regulation (EU) 2017/373.
Doc 9981	Procedures for Air Navigation Services - AERODROMES (3rd edition, 2020)		Chapter 7 7.1	Requirements for aircraft stand allocation, marshalling service, follow me, blast precautions, apron cleaning, aircraft push-backs and operation of airbridges will apply as of first quarter of 2022.

Title		Reference		Difference(s)
Doc 10066	Procedures for Air Navigation Services - Aeronautical Information Management (PANS-AIM)		Chapter 1 Definitions "Conventional navigation route"	Definitions are not transposed into Annex I - Definitions of Regulation (EU) 2017/373.
			Chapter 5 5.2.1.1.1	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.
			Chapter 5 5.3.3.2	Terrain and obstacle data sets are not provided.
			Chapter 5 5.4.1.3	A checklist of the available data sets is currently not provided.
			Chapter 5 5.4.1.4	A checklist of the data sets is currently not provided.
			Appendix 1 Aeronautical Data Catalogue Table A1-3 ATS and other routes data - ATS Route PBN requirements: Navigation specification	The additional sub-property of Navigation specification is missing from the Aeronautical Data Catalogue of Regulation (EU) 2017/373 in Appendix 1, Section 3 of Annex III.
			Appendix 1 Aeronautical Data Catalogue Table A1-5 Radio navigation aids/system data - Radio Navaid ILS facility classification, GBAS facility classification, GBAS approach facility designation	The additional properties of ILS facility classification, Ground Based Augmentation System (GBAS) facility classification, GBAS approach facility designation are missing from the Aeronautical Data Catalogue of Regulation (EU) 2017/373 in Appendix 1, Section 5 of Annex III.
			Appendix 2 Contents of the Aeronautical Information Publication (AIP) Part 2 - En-route (ENR) ENR 3. ATS Routes	Appendix 1 of Annex VI Specific requirements for the providers of aeronautical information of Regulation (EU) 2017/373 requires the contents before the amendment.
	Appendix 2 Contents of the Aeronautical Information Publication (AIP) Part 3 - Aerodromes (AD) AD 2. Aerodromes **** AD 2.19 Radio navigation and landing aids and **** AD 2.25 Visual segment surface (VSS) penetration	Appendix 1 of Annex VI (Part AIS) of Regulation (EU) 2017/373 for **** AD 2.19 Radio navigation and landing aids in point 1) does not require the amended list of navigational aids. Furthermore, it does not contain the requirement for **** AD 2.25 Visual segment surface (VSS) penetration.		

GEN 1.7.1. DATA NOT COMPLIANT WITH DATA QUALITY REQUIREMENTS OF COMMISSION IMPLEMENTING REGULATION (EU) 2017/373

Data Item	AIP Section	Reason for Incompliance	Notes / Remarks

GEN 3.3 AIR TRAFFIC SERVICES (ATS)

GEN 3.3.1. RESPONSIBLE SERVICE

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

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

Phone: +385 1 6259550

Fax: +385 1 6259574

AFS: LDZAYAKL

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

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

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

Differences to these provisions are detailed in subsection GEN 1.7.

GEN 3.3.2. AREA OF RESPONSIBILITY

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

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

GEN 3.3.3. TYPES OF SERVICES

The following types of services are provided:

- Air Traffic Control Service (ATC)
- Flight Information Service (FIS)
- Alerting Service
- Central Air Traffic Services Reporting Office (CARO)

The Air Traffic Control Services are:

- Area Control Service (ACC)

- Approach Control Service (APP)
- Aerodrome Control Service (TWR)

GEN 3.3.4. COORDINATION BETWEEN THE OPERATOR AND ATS

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

GEN 3.3.5. MINIMUM FLIGHT ALTITUDE

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

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

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

GEN 3.3.6. ATS UNITS ADDRESS LIST

Unit name	Postal address	Tel	Fax	AFS address / E-mail
BRAC TWR	Hrvatska kontrola zračne plovidbe d.o.o. Podružnica Brač p.p. 33 21400 Supetar	+385 21 648606 +385 21 648626	+385 21 648606 +385 21 648623	LDSBZTZX
DUBROVNIK TWR	Hrvatska kontrola zračne plovidbe d.o.o.	+385 20 772400 +385 20 447750		LDUZZTZX
DUBROVNIK APP	Jedinica prilazne i aerodromske kontrole Podružnica Dubrovnik Dobrota 24B, Močići 20213 Cilipi	+385 20 772310 +385 20 447752		LDUZZAZX
LOSINJ TWR	Hrvatska kontrola zračne plovidbe d.o.o. Podružnica Istra/Kvarner lokacija Lošinj Zabodarski 20 51564 Čunski	+385 51 235166		LDLOZTZX
LUCKO TWR	Hrvatska kontrola zračne plovidbe d.o.o. Aerodromska kontrola zračnog prometa Lučko Ježdovečka 17 10250 Lučko	+385 1 6560115	+385 1 6560363	LDZLZTZX
OSIJEK / KLISA TWR	Hrvatska kontrola zračne plovidbe d.o.o.	+385 31 226808		LDOSZTZX
OSIJEK / KLISA APP	Podružnica Osijek p.p.325 31103 Osijek	+385 31 226808		LDOSZAZX

GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES

GEN 3.4.1. RESPONSIBLE SERVICE

Responsible for the provision of Aeronautical Fixed and Mobile Services as well as the Radio Navigation Service in the Republic of Croatia is Croatia Control Ltd.

Post: Croatia Control Ltd.
Rudolfa Fizira 2
10410 Velika Gorica, P.O. Box 103
Croatia

Phone: +385 1 6259268
+385 1 6259330

Fax: +385 1 2020338

AFS: LDDDYFYX

The service is provided in accordance with the provisions contained in the following ICAO documents:

- Annex 5 - Units of Measurement to be used in Air and Ground Operations
- Annex 10 - Aeronautical Telecommunications
- Doc 8400 - Procedures for Air Navigation Services - ICAO Abbreviations and Codes (PANS-ABC)
- Doc 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services
- Doc 7030 - Regional Supplementary Procedures
- Doc 7910 - Location indicators
- Doc 4444 - Rules of the Air and Air Traffic Services
- Doc 8259 - Manual on the Planning and Engineering of the Aeronautical Fixed Telecommunication Networks
- Doc 8071 - Manual on testing of radio navigation aids
- EUR Doc 020 - AMHS Manual
- EUR Doc 021 - ATS Messaging Management Manual

GEN 3.4.2. AREA OF RESPONSIBILITY

Croatia Control Ltd. is the responsible authority for the installation and operation of the civil facilities and services listed in Part ENR.

GEN 3.4.3. TYPES OF SERVICES

GEN 3.4.3.1 Radio navigation services

The radio navigation aids tolerances are in accordance with the provisions of ICAO Annex 10.

The following types of radio navigation aids are available:

- Locator Beacon (L);
- LF/MF non-directional beacon (NDB);
- Instrument landing system (ILS);
- VHF omnidirectional radio range (VOR);
- Distance-measuring equipment (DME);
- VHF-Marker Radio Beacon (MKR);
- Primary Surveillance Radar (PSR);
- Secondary Surveillance Radar (SSR);
- Monopulse Secondary Surveillance Radar (MSSR).

All radio navigation aids are dual installations and equipped with secondary power supply.

The maximum switch-over time to the standby transmitter correspond to the power supply switch-over time, and for non-visual approach aids switch-over time shall be within the tolerances according to ICAO Annex 10, Volume I; if these times cannot be met, the maximum switch-over time will be published as a remark within AD part of the relevant aerodrome, under item AD 2.19.

Radio navigation facilities will not be available for navigational purposes during the maintenance period.

The usable range of the radio navigation aids is indicated as coverage in ENR 4 Radio navigation aids/systems.

The change-over point between radio navigation aids of an ATS route is normally mid-way point between these aids or at the point of the change of track, if not otherwise published. Radio navigation aids are regularly flight-checked and calibrated by Croatia Control Ltd.

GEN 3.4.3.2 Mobile/fixed service

GEN 3.4.3.2.1 Mobile service

The air traffic control units maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

VHF-equipment (transmitter and receiver) used in the aeronautical band (118.000 - 137.000 MHZ) shall comply with the specifications prescribed in ICAO Annex 10, Vol. I, Part II, Chapter 4; the channel spacing for this equipment shall be 25 KHZ.

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

Obstacles in Area 3: Nil

LDOS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	OSIJEK
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	ZAGREB TAF (24HR)
4	Trend Forecast Interval of issuance	Nil
5	Briefing/consultation provided	Selfbriefing (URL: https://ib.crocontrol.hr) or by phone: +385 1 6259 240
6	Flight documentation Language(s) used	<ul style="list-style-type: none"> Selfbriefing (URL: https://ib.crocontrol.hr) or request by phone: +385 31 226 803 Croatian, English
7	Charts and other information available for briefing or consultation	<ul style="list-style-type: none"> ICE, TURB and CB forecasts Lightning data Satellite images Radar images
8	Supplementary equipment available for providing information	Telefax URL: https://met.crocontrol.hr
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 RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
11	110.52°	2500 x 45 M	PCN 82/F/B/W/T ASPH	452758.68N 0184746.96E 452730.26N 0184934.68E 144 FT	THR 291 FT TDZ 289 FT
29	290.54°			452730.26N 0184934.67E 452758.68N 0184746.95E 144 FT	THR 290 FT TDZ 289 FT

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

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

LDZA AD 2.20 LOCAL AERODROME REGULATIONS

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

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

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

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

Mode A code

Flight crews shall ensure that the transponder is set to and transmitting the assigned mode A code:

- For departure: latest when start-up and/or push-back clearance is received by GND; and
- After landing: continuously until the ACFT has reached its final parking position; and
- On stand: transponder STBY.

Mode S aircraft identification

Flight crews of ACFT with mode S transponder being able to manually set an ACFT ID shall set their ACFT ID as specified in item 7 of the flight plan.

- For departure: ACFT ID shall be set latest when the start-up and/or push-back clearance is received by ATC unit.

2.20.1.2 Low Visibility Procedures (LVP)

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

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

During LVP runway in use is RWY04 only.

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

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

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

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

ARRIVALS:

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

Vacating the runway available via TWY E only.

Expect stopbars on TWY F and TWY G.

„Follow me“ guidance:

Apron East - from TWY MC to parking position on pilot request only

Apron West - from TWY F to parking position on pilot request only

Aircraft shall report „follow me in sight“ on GND FREQ

DEPARTURES:

Apron West – „Follow me“ guidance from parking position to TWY F
(note: guidance could be omitted by ATC).

Intersection take-offs are not available during LVP.
Aircraft shall report „airborne“ on TWR FREQ.

2.20.2 ARRIVAL

RWY04:

-preferred exit TWY C for general and business aviation
-TWY D for all other aircraft, unless subject to restriction (note: see LDZA AD 2.8 for restrictions).

RWY22:

-preferred exit via TWY C
Aircraft unable to vacate the RWY via preferred taxiways should notify TWR as soon as possible.

2.20.2.1 Taxiing and Parking

For information regarding parking restrictions, docking systems and other see Aircraft Parking/Docking Chart - ICAO.

A speed-limit of MAX 30 KT will be applied on all TWY.

RWY 04: expect taxi via TWY D/E, F, G and MC for Apron East or TWY C/D, F for Apron West

RWY22: expect taxi via TWY C/B, F, H or G (as instructed by ATC) and MC for Apron East or TWY C/B and F to Apron West.

Parking position number for arriving aircraft will be provided by ATC.

2.20.3 DEPARTURE

Start-up, push-back, en route clearance and taxi instructions will be provided via Zagreb TWR FREQ, except during hours of operation of Zagreb GND (as stated in LDZA AD 2.18 ATS COMMUNICATION FACILITIES).

At initial contact with active ATC FREQ departing aircraft shall advise of ATIS message received and parking position.

ATC DEP CLR will be available on Zagreb Tower/Ground FREQ 15 MIN before EOBT.

Flight crew shall request ATC DEP CLR prior to request for push back/start up.

2.20.3.1 Push back/Start up

Approval for push-back or taxi-out from a parking position must not be requested unless the push-back vehicle is attached and/or the aircraft is ready to perform the manoeuvre immediately.

Apron West: aircraft shall not request start up clearance before it is ascertained that start of the engine(s) can be completed within 5 minutes after the clearance has been issued.

Apron East: aircraft with CTOT are strongly advised to be ready and request push-back/start up clearance 5 minutes prior to CTOT at latest.

2.20.3.2 Deicing

Zagreb TWR/GND shall be informed as soon as possible if deicing is needed.

RWY04 deicing positions:

- Apron East: jet aircraft with fuselage engines and turbo-prop - on parking position, all other on Apron West
- Apron West: all aircraft - on parking position

RWY22 deicing position:

- all aircraft - on parking position

2.20.3.3 TAXI

Aircraft must not perform powered U-turns (180 DEG) in the apron areas.

RWY04 expect taxiing:

- from Apron East via TWY H, F and A (TWY B/C optional)
- from Apron West via TWY F and A (TWY B optional)