REPUBLIC OF CROATIA

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AIRAC AIP AMDT 004/2023
Effective Date: 18 MAY 2023
Publication Date: 06 APR 2023

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 1.2 - Entry, transit and departure of aircraft - information related to Schengen area
- GEN 1.3 - Entry, transit and departure of passengers and crew - new Items related to Schengen area; various changes
- GEN 1.7 - Differences from ICAO standards, recommended practices and procedures - changed

ENR

- ENR 4.1 - Radio navigation aids - en-route - DME KLS CH and coverage changed; NDB SAL FRA relevance changed
- ENR 4.4 - Name-code designators for significant points - various changes
- ENR 5.1 - Prohibited, Restricted and Danger Areas - Danger Area LDD22 - arc direction added
- ENR 6 - New charts:
  - Enroute chart - ICAO - FIR Zagreb Lower airspace (ENR 6.1 -1)
  - Prohibited, Restricted and Danger Areas - Index Chart (ENR 6.4 -1/2)
  - Radio facility - Index Chart (ENR 6.8 -1/2)
  - Free Route Airspace - Index Chart - SECSI FRA (ENR 6.11 -1/2)

AD

- LDDU, LDRI, LDSB and LDZA AD 2.6 - Rescue and fire fighting services - various changes
- LDOS AD 2.19 - Radio navigation and landing aids - DME KLS CH and coverage changed
- LDOS AD - New charts:
  - Standard Departure Chart - Instrument - ICAO RWY 11 (LDOS AD 2.24.8 SID RWY 11 -1/2)
  - Standard Departure Chart - Instrument - ICAO RNAV RWY 11 (LDOS AD 2.24.8 SID RNAV RWY 11 -1/2)
  - Standard Departure Chart - Instrument - ICAO RWY 29 (LDOS AD 2.24.8 SID RWY 29 -1/2)
  - Standard Departure Chart - Instrument - ICAO RNAV RWY 29 (LDOS AD 2.24.8 SID RNAV RWY 29 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RWY 11 (LDOS AD 2.24.10 STAR RWY 11 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RNAV RWY 11 (LDOS AD 2.24.10 STAR RNAV RWY 11 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RWY 29 (LDOS AD 2.24.10 STAR RWY 29 -1/2)
  - Instrument Approach Chart - ICAO L RWY 11 (LDOS AD 2.24.12 IAC L RWY 11 -1/2)
  - Instrument Approach Chart - ICAO ILS or LOC RWY 11 (LDOS AD 2.24.12 IAC ILS or LOC RWY 11 -1/2)
  - Instrument Approach Chart - ICAO NDB RWY 11 (LDOS AD 2.24.12 IAC NDB RWY 11 -1/2)
  - Instrument Approach Chart - ICAO NDB RWY 29 (LDOS AD 2.24.12 IAC NDB RWY 29 -1/2)
  - Instrument Approach Chart - ICAO ILS x or LOC x RWY 29 ACFT CAT A&B (LDOS AD 2.24.12 IAC ILS x or LOC x RWY 29 CAT A&B -1/2)
  - Instrument Approach Chart - ICAO ILS y or LOC y RWY 29 (LDOS AD 2.24.12 IAC ILS y or LOC y RWY 29 -1/2)
  - Instrument Approach Chart - ICAO RNP RWY 11 (LDOS AD 2.24.12 IAC RNP RWY 11 -1/4)
  - Visual Operation Chart (LDOS AD 2.24.13 VOC -1/2)

- LDPL AD 2.20 - Local aerodrome regulations - New Item 2.20.1 "Code letter E and four-engine aircraft operation" added
- LDRI AD 2.2 - Aerodrome geographical and administrative data - new phone number added
- LDSP AD 2.22 - Flight procedures - STAR RWY 05, STAR RWY 23, SID RWY 05 and SID RWY 23 various changes
- LDSP AD - New charts:
  - Standard Departure Chart - Instrument - ICAO RWY 05 (LDSP AD 2.24.8 SID RWY 05 -1/2)
  - Standard Departure Chart - Instrument - ICAO RWY 23 (LDSP AD 2.24.8 SID RWY 23 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RWY 05 (LDSP AD 2.24.10 STAR RWY 05 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RNAV RWY 05 (LDSP AD 2.24.10 STAR RNAV RWY 05 -1/4)
  - Standard Arrival Chart - Instrument - ICAO RWY 23 (LDSP AD 2.24.10 STAR RWY 23 -1/2)
  - Instrument Approach Chart - ICAO NDB RWY 05 (LDSP AD 2.24.12 IAC NDB RWY 05 -1/2)
  - Instrument Approach Chart - ICAO ILS y or LOC y RWY 05 (LDSP AD 2.24.12 IAC ILS y or LOC y RWY 05 - 1/2)
  - Instrument Approach Chart - ICAO ILS z or LOC z RWY 05 (LDSP AD 2.24.12 IAC ILS z or LOC z RWY 05 - 1/2)
  - Instrument Approach Chart - ICAO RNP Y RWY 05 (LDSP AD 2.24.12 IAC RNP Y RWY 05 -1/2)
  - Instrument Approach Chart - ICAO RNP Z RWY 05 (LPV only) (LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 1/4)
  - Instrument Approach Chart (circling with prescribed tracks) - ICAO VOR-b RWY 23 (LDSP AD 2.24.12 IAC VOR-b RWY 23 -1/2)
- LDZA AD - New charts:
  - Aircraft Parking/Docking Chart - ICAO (LDZA AD 2.24.2 APDC WEST-1/2)
  - Visual Operation Chart (LDZA AD 2.24.13 VOC -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: A0502/23, A0503/23, A0504/23, A0505/23 and B0258/23
NOTAMs 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:

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GEN 0.4 - 1/2 18 MAY 2023 / 18 MAY 2023
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LDOS AD 2 - 9/10 18 MAY 2023 / 18 JUN 2020
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LDOS AD 2.24.8 SID RNAV RWY11 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.8 SID RWY29 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.8 SID RNAV RWY29 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.10 STAR RWY11 - 1/2 18 MAY 2023 / 18 MAY 2023
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LDOS AD 2.24.10 STAR RWY29 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC L RWY11 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC ILS or LOC RWY11 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC NDB RWY11 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC NDB RWY29 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC ILS x or LOC x RWY29 CAT A&B - 1/2 18 MAY 2023 / 18 MAY 2023
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LDOS AD 2.24.8 SID RNAV RWY11 - 1/2 25 APR 2019 / 25 APR 2019
LDOS AD 2.24.8 SID RWY29 - 1/2 25 APR 2019 / 25 APR 2019
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LDOS AD 2.24.10 STAR RWY11 - 1/2 25 APR 2019 / 25 APR 2019
LDOS AD 2.24.10 STAR RNAV RWY11 - 1/2 18 JUN 2020 / 18 JUN 2020
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LDOS AD 2.24.12 IAC L RWY11 - 1/2 25 APR 2019 / 25 APR 2019
LDOS AD 2.24.12 IAC ILS or LOC RWY11 - 1/2 20 JUN 2019 / 20 JUN 2019
LDOS AD 2.24.12 IAC NDB RWY11 - 1/2 20 APR 2023 / 20 APR 2023
LDOS AD 2.24.12 IAC NDB RWY29 - 1/2 20 APR 2023 / 20 APR 2023
LDOS AD 2.24.12 IAC ILS x or LOC x RWY29 CAT A&B - 1/2 20 APR 2023 / 20 APR 2023
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LDSP AD 2.24.8 SID RWY05 - 1/2 21 MAY 2020 / 21 MAY 2020
LDSP AD 2.24.8 SID RWY23 - 1/2 21 MAY 2020 / 21 MAY 2020
LDSP AD 2.24.10 STAR RWY05 - 1/2 21 MAY 2020 / 21 MAY 2020
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LDSP AD 2.24.12 IAC NDB RWY05 - 1/2 23 MAY 2019 / 23 MAY 2019
LDSP AD2.24.12 IAC ILS y or LOC y RWY05 - 1/2 23 MAY 2019 / 23 MAY 2019
LDSP AD2.24.12 IAC ILS z or LOC z RWY05 - 1/2 19 MAY 2022 / 19 MAY 2022
LDSP AD 2.24.12 IAC RNP Y RWY05 - 1/2 19 MAY 2022 / 19 MAY 2022
LDSP AD 2.24.12 IAC RNP Z RWY05 (LPV only) - 1/2 19 MAY 2022 / 19 MAY 2022
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LDSP AD 2.24.12 IAC VOR-b RWY23 - 1/2 16 JUL 2020 / 16 JUL 2020
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AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective date*	*Inserted by*
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	
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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	
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011/2020	19-Nov-2020	31-Dec-2020	
012/2020	17-Dec-2020	28-Jan-2021	
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002/2021	11-Feb-2021	25-Mar-2021	
003/2021	11-Mar-2021	22-Apr-2021	
004/2021	08-Apr-2021	20-May-2021	
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007/2021	01-Jul-2021	12-Aug-2021	
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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	
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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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012/2022	17-Nov-2022	29-Dec-2022	
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GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
001/2023	LDRI - RIJEKA/Krk I. Airport -Construction of the AWOS meteorological system infrastructure	LDRI AD 2	23-Feb-2023 - UFN	
002/2023	LDZA - ZAGREB/Franjo Tudjman Airport - Remedition works at the part of asphalt pavement on the RWY 04/22 and TWY F	LDZA AD 2	23-Feb-2023 - UFN	
003/2023	LDZA - ZAGREB/Franjo Tudjman Airport - Construction of the AWOS meteorological system infrastructure	LDZA AD 2	23-Mar-2023 - UFN	
004/2023	LDRI - RIJEKA/Krk I. Airport -Temporary suspension of LDRI ILS or LOC RWY14 and trial LDRI ILS z or LOC z RWY14 instrument flight procedure	LDRI AD 2	18-May-2023 - UFN	
005/2023	LDZD - ZADAR/Zemunik Airport - Works on the passenger terminal expansion	LDZD AD 2	18-May-2023 - UFN	

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GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

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GEN 1.2 - 11	30 DEC 2021
GEN 1.2 - 12	24 JUL 2014
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GEN 1.7 - 9	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	29 DEC 2022
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GEN 2.1 - 1	23 MAR 2023
GEN 2.1 - 2	08 SEP 2022
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GEN 2.3 - 12	01 FEB 2018
GEN 2.3 - 13	01 FEB 2018
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PART 2 - EN-ROUTE (ENR)

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PART 3 - AERODROMES (AD)

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LDZD AD 2.24.12 IAC RNP RWY 04 - 3	16 JUN 2022
LDZD AD 2.24.12 IAC RNP RWY 04 - 4	16 JUN 2022
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 1	16 JUN 2022
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 2	16 JUN 2022
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 3	16 JUN 2022
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 4	16 JUN 2022
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 1	16 JUN 2022
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 2	16 JUN 2022
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 3	16 JUN 2022
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 4	16 JUN 2022
LDZD AD 2.24.12 IAC RNP RWY 31 - 1	16 JUN 2022
LDZD AD 2.24.12 IAC RNP RWY 31 - 2	16 JUN 2022
LDZD AD 2.24.12 IAC RNP RWY 31 - 3	16 JUN 2022
LDZD AD 2.24.12 IAC RNP RWY 31 - 4	16 JUN 2022
LDZD AD 2.24.12 IAC L RWY 31 - 1	14 JUL 2022
LDZD AD 2.24.12 IAC L RWY 31 - 2	14 JUL 2022
LDZD AD 2.24.12 IAC VOR RWY 31 - 1	14 JUL 2022
LDZD AD 2.24.12 IAC VOR RWY 31 - 2	14 JUL 2022
LDZD AD 2.24.13 VOC - 1	11 AUG 2022
LDZD AD 2.24.13 VOC - 2	11 AUG 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 LDZD AD 2.24.4 AOC RWY13/31 -1	MAG VAR / Annual rate of change is 4°E (2019) / 0.13° increasing. RWY designator 14/32 is changed to 13/31.	AIRAC AIP AMDT 008/2019 (10 OCT 2019)
ENR 6.9-1	Airport name is changed to "Zagreb/Franjo Tuđman"	AIRAC AIP AMDT 003/2020 (23 APR 2020)
LDZD AD 2.24.1 ADC -1	New Sections S5 and S6 on Main apron.	AIRAC AIP AMDT 008/2019 (10 OCT 2019)
LDDU AD 2.24.2 APDC -1	ARO Dubrovnik withdrawn, instead amend it with AIS.	AIRAC AIP AMDT 004/2020 (21 MAY 2020)
LDSB AD 2.24.2 APDC -1	ACL ELEV is 1736 FT.	AIRAC AIP AMDT 007/2021 (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 (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 (04 NOV 2021)
LDDU AD 2.24.4 AOC RWY 11 -1 LDDU AD 2.24.4 AOC RWY 29 -1	TORA should read 3230 M.	AIRAC AIP AMDT 003/2022 (21 APR 2022)
LDZD AD 2.24.1 ADC -1 LDZD AD 2.24.2 APDC -1	ZADAR DELIVERY FREQ 132.975 MHZ.	AIRAC AIP AMDT 005/2022 (16 JUN 2022)
LDZD AD 2.24.1 ADC -1	TWY A strength changed to 55/R/B/W/T. TWY H strength changed to 50/R/B/W/T.	AIRAC AIP AMDT 008/2022 (08 SEP 2022)
LDZD AD 2.24.2 APDC -1	S5 PCN 63/R/A/W/T S6 PCN 132/F/B/X/T	AIRAC AIP AMDT 008/2022 (08 SEP 2022)
LDZA AD 2.24.2 APDC EAST -1	PSN number E8L equipped with Visual Docking Guidance System	AIRAC AIP AMDT 009/2022 (06 OCT 2022)
LDDU AD 2.24.2 APDC -1	Dimensions of RWY 11/19 should read 3230x45 M and RWY STRIP should read 3350x280 M.	AIRAC AIP AMDT 010/2022 (03 NOV 2022)
LDDU AD 2.24.11 ATCSMAC -1	Significant points TIBRI and KOFER changed to compulsory reporting points.	AIRAC AIP AMDT 011/2022 (01 DEC 2022)

AIP page(s) affected	Amendment text	Introduced by AIP AMDT number:
1	2	3
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 RNAV RWY 09 -1 LDPL AD 2.24.10 STAR RWY 27 -1 LDPL AD 2.24.10 STAR RNAV RWY 27 -1 LDPL AD 2.24.11 ATCSMAC -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 27 -1	New Danger Area LDD22 established. Danger Area LDD21 withdrawn. New Prohibited Area LDP1 established.	AIRAC AIP AMDT 003/2023 (20 APR 2023)
LDPL AD 2.24.11 ATCSMAC -1	KO L withdrawn.	AIRAC AIP AMDT 004/2023 (18 MAY 2023)
ENR 6.2-1	DME KLS channel is 29Y.	AIRAC AIP AMDT 004/2023 (18 MAY 2023)

d. time in hours, minutes and seconds (it is acceptable to use a wristwatch)

e. slip of aircraft for gyroplanes and helicopters, and

f. the amount of fuel during flight.

In the case of aircraft that are primarily controllable by changing the centre of gravity, the means of measuring and displaying the indicated airspeed (IAS) is not necessary if they are not used for training.

A person flying in a sport and recreational aircraft that does not have a fully enclosed cabin must wear a helmet with a protective visor or goggles on the head during flight operations.

GEN 1.2.1.2.3 Special Requirements for Flying and Operating Foreign Sport and Recreational Aircraft in the Republic of Croatia

Foreign sport and recreational aircraft can be flown in the Croatian airspace if:

a. The aircraft has a valid Certificate of Airworthiness in accordance with the regulations of the aircraft's country of registration,

b. The aircraft is equipped with instruments and equipment in accordance with GEN 1.2.1.2.2 and as it is requested on the flight route,

c. The aircraft must be insured in accordance with the Regulation (EC) No 785/2004 of the European Parliament and of the Council of 21 April 2004 on insurance requirements for air carriers and aircraft operators, governing mandatory insurance for the aircraft, and

d. The aircraft is not used for operations for which remuneration is received, except in the case of conducting training or participation in flying displays or competitions.

Foreign sport and recreational aircraft in Croatian airspace can be flown by a pilot who is authorized to fly sport and recreational aircraft in compliance with the applicable requirements of the aircraft's country of registration .

GEN 1.2.1.3 Aircraft Landing and Taking off in International Air Traffic

GEN 1.2.1.3.1 Foreign aircraft entering or leaving the territory of the Republic of Croatia to/from outside the countries of the Schengen area, shall make their first landing at, and final take-off from, international airport with customs and passport services (see AIP LDDU AD 2, LDLO AD 2, LDOS AD 2, LDPL AD 2, LDRI AD 2, LDSB AD 2, LDSP AD 2, LDZA AD 2, LDZD AD 2).

By way of an exception, the first landing of aircraft entering, or final take off of aircraft leaving the territory of the Republic of Croatia shall be permited at other airports for public or special air services if the airport operator can otherwise ensure adherence to state border crossing regulations at own expense (see VFR Manual).

GEN 1.2.1.3.2 Foreign aircraft entering or leaving the territory of the Republic of Croatia to/from abroad within the countries of the Schengen area can make their landing at and take off from, any aerodrome or operating site without customs and border control.

GEN 1.2.1.4 Compulsory Insurance Information

In order to operate in the Croatian airspace and/or land on the territory of the Republic of Croatia, every foreign air carrier or aircraft operator is required to have liability insurance for damages caused to passengers, baggage, cargo and third parties, in accordance with the Regulation (EC) No 785/2004 of the European Parliament and of the Council of 21 April 2004 on insurance requirements for air carriers and aircraft operators.

Insurance certificate or any other evidence of insurance shall list all insured risks and must include statement that it is issued in compliance with Regulation (EC) No. 785/2004.

GEN 1.2.1.5 Overflight and Technical Landing

GEN 1.2.1.5.1 No permit shall be required for foreign civil aircraft registered in a State that has acceded to the Chicago Convention for flying over or performing technical landing into the territory of the Republic of Croatia.
Overflight authorization must be obtained in the case of transport of dangerous goods, weapons of war and ammunition and when the aircraft do not hold a standard airworthiness certificate.

GEN 1.2.1.5.2 The provisions of GEN 1.2.1.5.1 shall not apply for overflight and technical landing on the territory of the Republic of Croatia of foreign state aircraft.

GEN 1.2.1.6 Transport of Dangerous Goods

The transport of dangerous goods by air is governed by the Technical Instructions for the Safe Transport of Dangerous Goods by Air of the International Civil Aviation Organization, including the Annex and Addenda published by the Council of the International Civil Aviation Organization (ICAO Doc 9284-AN/905).

The aircraft operator needs to apply for an operating permit for each individual flight concerning transport of dangerous goods to the Agency on the application form published on the Agency' website (FAO FRM-006) and submit the Shipper's Declaration for Dangerous Goods and other required documentation at least seven (7) working days before the day of the planned flight.

GEN 1.2.1.7 Flights that do not require an Authorization

No authorization shall be required for:

a. Private (non-commercial) flights of foreign civil aircraft registered in a State that has acceded to the Chicago Convention,

b. Overflights and technical landings of foreign civil aircraft registered in a State that has acceded to the Chicago Convention, except overflights carrying dangerous goods,

c. Medical emergency flights,

d. Flights involving emergency landing,

e. Humanitarian assistance flights,

f. Search and rescue operations,

g. Flights with no authorization required under the Air Traffic Act or special regulations.

Prior to commencing flights in items: a), c), and e) aircraft operators must notify the Agency in written form.

GEN 1.2.2 SCHEDULED AIR SERVICES

Foreign aircraft operators may provide scheduled air services in the Republic of Croatia in accordance with bilateral or multilateral international air service agreements binding on the Republic of Croatia.

Foreign aircraft operators intending to operate scheduled air services in the Republic of Croatia must previously be designated in writing by the aviation authorities of the country of their principal place of business, unless otherwise stipulated in an international agreement. The notification designating a specific aircraft operator shall be provided by the aviation authorities of the aircraft operator's country to the ministry responsible for civil aviation.

GEN 1.2.2.1 Request for Authorization of Scheduled Air Services

Written request for scheduled air services authorization is submitted to the Agency thirty days before the date of the first flight unless otherwise stipulated in an international agreement binding on the Republic of Croatia. The request is submitted in the form of a flight schedule on the application form which can be found on the Agency's website.

Summer and winter flight schedules are established separately, unless otherwise stipulated in the Air Traffic Act or in an international agreement binding on the Republic of Croatia.

Request for the authorization of code-shared scheduled air services must be submitted separately by the operating and the marketing carrier.

The foreign aircraft operator shall submit to the Agency for authorization any subsequent changes that are related to previously authorized flights without delay.

GEN 1.2.3 NON-SCHEDULED AIR SERVICES

Operation of non-scheduled air services shall be authorized in accordance with international agreements binding to the Republic of Croatia and the provisions of the Air Traffic Act.

Foreign aircraft operators are required to operate non-scheduled air services in compliance with the issued authorization.

GEN 1.2.3.1 Request for Authorization of Non-scheduled Air Services

A foreign aircraft operator shall apply to the Agency with a written request for non-scheduled air services authorization by completing the non-scheduled air services authorization form, as follows:

a. For one to four non-scheduled flights, not later than three working days prior to the date of the planned flight,

b. For a series of non-scheduled flights, no later than fifteen working days prior to the date of the first planned flight.

The application form can be found on the Agency’s website.

The foreign aircraft operator shall submit to the Agency for authorization any subsequent changes that are relating to previously authorized flight/flights without delay.

GEN 1.2.3.2 Requirements for Authorization of the Fourth, Fifth and Seventh Freedom of the Air Traffic Rights for Non-Scheduled Air Services

Traffic rights of the Fourth, Fifth and Seventh Freedom of the Air may exceptionally be granted to a foreign aircraft operator under the following conditions:

a. There is a reciprocity in such rights to be granted to Croatian air carriers by the country of the operator which is requesting such rights and,

b. The foreign aircraft operator has previously obtained non-objection letters for such air service from all Croatian air carriers, unless stipulated otherwise by an international agreement binding on the Republic of Croatia or the Air Traffic Act.

A foreign aircraft operator shall submit an application form to the Agency according to deadlines from GEN 1.2.3.1 together with non-objection letters obtained from all Croatian operators and evidence of compliance with requirements stipulated in GEN 1.2.4., otherwise the Agency can not guarantee timely issuance of an authorization.

The non-scheduled air services authorization shall be issued by the Agency upon seeking the opinion of the ministry responsible for civil aviation.

GEN 1.2.4 REQUIREMENTS FOR AUTHORIZATION OF SCHEDULED AND NON-SCHEDULED AIR SERVICES

Aircraft operator must hold EASA TCO Authorization or send valid one-off notification in accordance with GEN 1.2.1.1.5 and submit copies of the following documents together with the application form:

1. Aircraft Operator’s Certificate of Insurance against liability for damage to passengers, baggage, cargo/ mail and third parties according to Regulation (EC) No 785/2004 on insurance requirements of air carriers and aircraft operators;

2. On request, the Security Programme in English language and/or certificate that the Security Programme has been approved by the competent aviation authorities of the country of the aircraft operator;

3. In case of carrying cargo and/or mail from third country airports: “Air Cargo or Mail Carrier operating into the Union from a Third Country Airport” designation (ACC3), according to Commission Regulations (EC) No. 300/2008 and 2015/1998;

4. Charter agreement for the carriage of passengers or cargo, or equivalent document in English language concluded between the operator and the charterer in case of non-scheduled air services;

5. Non-objection letters obtained from Croatian operators according to GEN 1.2.3.2 when applicable; and

6. On request, other relevant information or documentation relating to the specific operation.

The foreign aircraft operator shall submit to the Agency for authorization any subsequent changes that are relating to previously authorized flights without delay.

GEN 1.2.4.1 Issuance of Authorization

The authorization for scheduled or non-scheduled air services shall be issued in writing by the Agency to the aircraft operator and shall contain flight information submitted by the aircraft operator, authorization number, as well as conditions and limitations.

GEN 1.2.4.2 Refusal of Authorization

Flight authorization shall not be issued if one of the conditions listed in GEN 1.2.4 has not been met and if:

1. The aircraft operator is subject to the operating ban in accordance with Regulation (EC) No 2111/2005 of the European Parliament and of the Council of 14th December 2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community and on informing air transport passengers of the identity of the operating air carrier, or,

2. The ministry responsible for civil aviation has not issued a positive opinion on the submitted request for flight authorization in accordance with the Air Traffic Act and GEN 1.2.3.2.

GEN 1.2.5 NON-COMMERCIAL FLIGHTS (FLIGHTS CARRIED OUT WITHOUT REMUNERATION OR OTHER VALUABLE CONSIDERATION)

For non-commercial flights of foreign aircraft within the territory of the Republic of Croatia, no entry, transit or transport permission is required if the aircraft is registered in the ICAO member state. Aircraft operator shall indicate the purpose (type) of the flight in the flight plan and declare it as non-commercial (private) flight.

GEN 1.2.6 SPECIAL PROVISIONS WITH REGARD TO GRANTING FLIGHT AUTHORIZATION TO FOREIGN STATE AIRCRAFT

Diplomatic clearance for foreign state aircraft for overflight of the Croatian airspace or landing in the territory of the Republic of Croatia can be issued as single or annual diplomatic clearance.

GEN 1.2.6.1 Application for Single Diplomatic Clearance of Foreign State Aircraft for Flying in the Croatian Airspace

Single diplomatic clearance application of foreign state aircraft for flying in the Croatian airspace shall be submitted by foreign diplomatic missions or consular offices accredited in the Republic of Croatia to the ministry responsible for foreign affairs:

1. five (5) working days before the planned flight,

2. seven (7) working days before the planned flight if the aircraft is transporting dangerous goods.

An application for granting a single diplomatic clearance shall be submitted on a Diplomatic Clearance Application Form as shown in GEN 1.2.8 Addendum A.

GEN 1.2.6.2 Granting Single Diplomatic Clearances

A clearance is granted to the applicant by diplomatic means by filling the Diplomatic Overflight/Landing Clearance Number of Foreign State Aircraft on the submitted Diplomatic Clearance Application Form from GEN 1.2.6.1.

GEN 1.2.6.3 Granting Annual Diplomatic Clearance

GEN 1.2.6.3.1 An Annual Diplomatic Clearance granting procedure for overflight and landing of foreign state aircraft is conducted by the ministry responsible for foreign affairs upon request of diplomatic mission or consular office of the applicant state.

GEN 1.2.6.3.2 An Annual Diplomatic Clearance may be also granted upon request by an international organization in case where the Republic of Croatia is bound to grant such clearances pursuant to assumed commitments.

GEN 1.2.6.3.3 Fulfilment of reciprocity conditions for the issuance of the Annual Diplomatic Clearance for foreign state aircraft is established by the ministry responsible for foreign affairs. Reciprocity refers to the existence of legal conditions for the issuance of Annual Diplomatic Clearance for Croatian state aircraft.

GEN 1.2.6.3.4 An Annual Diplomatic Clearance can be granted for the following purposes:

- the transport of persons who enjoy a special status,
- the transport of the diplomatic mail,
- humanitarian missions,
- transportation of staff and/or materials,
- search and rescue tasks,
- firefighting activities,
- overhaul tasks,
- accompaniment and exercise to navigate transport aircraft or connecting aircraft,
- accompaniment or exercises to navigate combat aircraft.

The form for Annual Diplomatic Clearance for State Aircraft Overflight/Landing in the Republic of Croatia is published in GEN 1.2.8. Addendum B.

GEN 1.2.6.4 Requirements for Granting Diplomatic Clearances

For the purpose of granting a diplomatic clearance, the applicant is required to fulfil reciprocity requirements that the respective state demands for granting clearances to flights of Croatian state aircraft.

GEN 1.2.6.5 Refusal of Diplomatic Clearances

GEN 1.2.6.5.1 A diplomatic clearance from GEN 1.2.6.2 and GEN 1.2.6.3 shall not be granted if:

1. complete flight data has not been submitted,
2. the subject flight is not a foreign state aircraft flight,
3. clearance issuance would endanger national safety,
4. the ministry responsible for foreign affairs does not receive prior consent under GEN 1.2.1.1.2,
5. internationally binding commitments are violated by granting such clearance,
6. the reciprocity conditions are not fulfilled.

GEN 1.2.6.5.2 In cases under GEN 1.2.6.5.1, the ministry responsible for foreign affairs advises the applicant on the refusal of diplomatic clearance by diplomatic means.

GEN 1.2.6.6 Issuance of Diplomatic Clearances for the needs of NATO Response Forces

GEN 1.2.6.6.1 Diplomatic clearance for NATO Response Forces (NRF) is issued by the ministry responsible for foreign affairs with the consent of the ministry responsible for defense affairs, as an annual diplomatic clearance or as a case by case diplomatic clearance.

GEN 1.2.6.6.2 As an exception from the provisions under GEN 1.2.6.6.1, diplomatic clearance for the needs of NRF can be issued as a General Diplomatic Clearance during a crisis and for carrying out NRF exercises in the Republic of Croatia.

GEN 1.2.6.6.3 Annual diplomatic clearance for the needs of NRF for military transport aircraft and leased civil transport aircraft for NRF needs is issued on request filed by the authorized NATO Command at least fifteen (15) working days before the planned one-year period.

GEN 1.2.6.6.4 Case by case diplomatic clearance for the needs of NRF for air-to-air refueling aircraft, combat aircraft, combat support aircraft, aircraft carrying dangerous substances (explosive mines, bombs, rockets, different types of ammunition, etc.) and other aircraft according to the NRF Command decision, is issued on request filed by the authorized NATO Command at least three (3) working days before the planned flight.

GEN 1.2.6.6.5 General diplomatic clearance during a crisis is issued on request filed by the authorized NATO Command at least two (2) working days before the planned flight.

GEN 1.2.6.6.6 General diplomatic clearance for the exercises performed by the NRF, and the aircraft participating in the said exercises, is issued on request filed by the authorized NATO Command at least fifteen (15) working days before the planned exercise.

GEN 1.2.6.6.7 Request for the issuance of diplomatic clearance stated in GEN 1.2.6.6.1 and GEN 1.2.6.6.2 is submitted on the Annual/Case by Case/General Diplomatic Clearance Application Form, which content is shown in GEN 1.2.8 Addendum C.

GEN 1.2.7 DESIGNATED AUTHORITIES AND CONTACTS

GEN 1.2.7.1 Authorization requests for entry, transit and provision of scheduled and non-scheduled air services of foreign civil aircraft shall be addressed to:

Croatian Civil Aviation Agency
Flight Authorization Section
Ulica grada Vukovara 284
10000 Zagreb
Croatia

URL: www.ccaa.hr

Email: flight-authorization@ccaa.hr

Phone: +385 1 2369350

Fax: +385 1 2369351

Working hours:
MON-FRI from 0700-1500 (0600-1400) UTC

GEN 1.2.7.2 Authorization requests for overflight and landing of foreign state aircraft (for military, customs and police purposes, and for transport of persons who enjoy special status) shall be addressed to:

Ministry of Foreign and European Affairs of the Republic of Croatia
Directorate-General for Consular Affairs
Directorate for Visas and Foreigners, Division for Foreigners
Petreticev trg 2
10000 Zagreb
Croatia

Phone: + 385 1 4599314
+ 385 1 4599322

Fax: + 385 1 4599447

Operational hours:
Summer time: workdays only, 0600-1400 UTC
Winter time: workdays only, 0700-1500 UTC

GEN 1.3.2 IMMIGRATION REQUIREMENTS

GEN 1.3.2.1 Granting third-country nationals approval to enter the Republic of Croatia

A third – country national who fulfills the conditions, determined by the Schengen Borders Code (Regulation (EU) 2016/399 of the European Parliament and of the Council of 9th of March 2016 on a Union Code on the rules governing the movement of persons across borders), will be allowed to enter the Republic of Croatia.

Third – country national who does not meet the conditions defined by the Schengen Borders Code may be allowed to enter the Republic of Croatia at a certain border crossing if serious humanitarian reasons, international obligations or the interest of the Republic of Croatia so require.

GEN 1.3.2.2 Issuance of visa at a border crossing

Short-term stay visa may be issued at a border crossing at the request of third – country national:

1. for a stay of up to 15 days,
2. for transit purposes,
3. for seafarers in transit.

GEN 1.3.2.3 Third-country national leaving the Republic of Croatia

1. Third – country national is free to leave the Republic of Croatia.
2. Third-country national shall be refused to leave the Republic of Croatia if:

   - he/she does not possess a valid passport or other document used to cross the state border, unless he/she will be allowed to enter a neighbouring country

   - when leaving the Republic of Croatia, use someone else's or forged travel or other document used to cross the state border

   - there is a reasonable suspicion that he/she intends to avoid criminal or misdemeanor prosecution, arrest, apprehension, bringing or execution of a prison sentence

   - this is required by the court

GEN 1.3.2.4 Letter of guarantee

Third-country national arriving to the Republic of Croatia for a business or private visit, or for participating in scientific, educational, cultural, sports gatherings and events, shall attach a guarantee letter along the short-term visa application which can be found in Annex 5 of the Ordinance of Visas.

Upon entering the Republic of Croatia, third-country national may be asked to submit a copy of the letter of guarantee as stated in para 1.

Third-country national being issued a visa at a border crossing shall be asked to submit the original letter of guarantee, except in case of humanitarian reason, in accordance with Article 26 of the Aliens Act (OG 133/20).

GEN 1.3.2.5 Invitation letter

Third-country national arriving to the Republic of Croatia:

- when invited by a Croatian State body,
- to participate in an international conference of public interest, or
- to participate in an event sponsored by the Croatian Parliament, President of the Republic of Croatia or the Croatian Government

shall attach the invitation letter, along with the visa request, from a Croatian State body or international event/ conference organizer.

GEN 1.3.2.6 Border control

Passenger border control in air traffic is carried out outside the aircraft in a designated area in the passenger terminal inside the border crossing area.

Border control may be carried out inside the aircraft or on the apron, if the situation so requires on the basis of risk assessment for internal security and illegal migration.

Surveillance of passengers and transit visa checks can be carried out in the airport transit area on the basis of risk assessment for internal security and illegal migration.

When an aircraft which crosses the external border, lands outside of a border crossing point on the basis of a duly justified request, due to *force majeure*, at the request of a competent authority or without previous authorisation, it needs to obtain consent from the competent police administration to continue the flight.

Procedures for certain passengers

The border police pay special attention to minors who are accompanied or travelling alone. Minors who cross the external border are subject to the same checks as adults, both on entry and exit, in line with the Schengen Borders Code.
In cases of accompanied minors, border police check whether accompaning adults have parental care over the minors, especially when they are accompanied only by a single adult and when there are serious reasons to suspect that they might have been illegally separated from the care of a person(s) who legally has parental care over the minor. In such cases, police officers carry out further checks with the aim of detecting any inconsistencies or contradictions in the information that was provided to them.
In cases of minors who are travelling alone, police officers carry out thorough checks of travel and supporting documents to verify whether the minors have left state territory against the will of the person(s) who legally has parental care over them.

GEN 1.3.2.7 Visa system

Regulation (EU) No 2018/1806 of the European Parliament and the Council of 14 November 2018 sets out a list of third countries whose nationals must be in possession of visas when crossing the external borders and those whose nationals are exempt from that requirement (OJ L 303, 28.11.2018.).
It is amended by Regulation (EU) No 2019/592 of the European Parliament and of the Council of 10 April 2019 amending Regulation (EU) 2018/1806 listing the third countries whose nationals must be in possession of visas when crossing the external borders and those whose nationals are exempt from that requirement, as regards the withdrawal of the United Kingdom from the Union (OJ L 103I, 12.04.2019.). The Ordinance on visas (Official Gazette 92/21) provides for the application of this Regulation.

GEN 1.3.2.8 Obligation to communicate data on passengers (API)

Council Directive 2004/82/EC of 29 April 2004 (OJ L 261, 6.8.2004) and Article 24 of the State Border Control Act (OG 83/13, 27/16, 151/22) lay down the obligation of air carriers to communicate data on passengers transported by air. Pursuant to the provisions of the State Border Control Act, air carriers have to notify complete and correct passenger data to the authority responsible for state border checks at a border crossing point of passengers' entry into the Republic of Croatia.

Passenger data for flights from third countries, as prescribed by Article 24(2) of the State Border Control Act, shall be communicated in the following manner:

- Type X messages have to be sent to XH_ZAG_BP,
- Type B messages have to be sent to ZAGBPXH.

In case of failing to comply with the above mentioned provisions, fine in amount of 2910.00 EUR to 5300.00 EUR is prescribed for legal entities which, as air carriers, communicate incorrect or incomplete data or fail to communicate passenger data as prescribed by Article 24 (Article 46(2) of the State Border Control Act).

Contact: National Coordination Center
e-mail: NCC-CROATIA@mup.hr
phone: +385 1 6122 361 or +385 1 6122 362

GEN 1.3.2.8.1 Obligation to communicate data on passengers on private flights (general declaration)

Pursuant to Regulation (EU) 2016/399 of the European Parliament and of the Council of 9 March 2016 on a Union Code on the rules governing the movement of persons across borders (Schengen Borders Code), in case of private flights from or to third countries, the captain has to transmit to border control officers of the Member State of destination and, where appropriate, of the Member State of first entry, prior to take off, a general declaration comprising inter alia a flight plan in accordance with Annex 2 to the Convention on International Civil Aviation and information concerning the passengers' identity.
In case of failure to comply with the said provisions, a fine ranging from 1,320.00 to 6,630.00 EUR will be imposed on a legal entity if they do not transmit a general declaration and information concerning the passengers' identity for private flights from or to third countries, prior to take off (Annex VI, item 2.3.1 of the Schengen Borders Code) as laid down by Article 24 (Article 45, paragraph 18) of the State Border Control Act.

GEN 1.3.2.8.2 Obligations of carriers

Pursuant to Article 52 of the Aliens Act, a carrier may take a third-country national to a border crossing point or to the Republic of Croatia if a third-country national is in possession of a valid travel document or other document for crossing the state border, a valid visa, if required, or a residence permit, or a valid travel authorisation, where necessary.
If a third-country national is refused entry, the carrier which brought him will immediately take him from the border crossing point or from the Republic of Croatia and bear the costs of the transport. If this is not possible, the carrier will find another way of transportation and bear the costs thereof. If another way of transportation is not possible immediately, the carrier will assume the costs incurred during the third-country national's stay and return.
This also refers to a carrier that has transported a third-country national in transit if:

1. the carrier that should have taken him to a country of destination has refused to do so, or if

2. he has been prohibited to entry into the country of destination.

Pursuant to the Aliens Act (Article 249), a fine in the amount of 6,630.00 EUR will be imposed for each transported third-country national on a carrier – legal person that has brought in a third-country national without a valid travel document or other document used for crossing the state border, a valid visa, if required, or a residence permit, or a valid travel authorisation, where necessary.
A fine in the amount of 4,640.00 EUR will be imposed for each transported third-country national on a carrier – legal person that fails to transport a third-country national from a border crossing point or from the Republic of Croatia at his own expense.
A fine in the amount of 4,640.00 EUR will be imposed for each transported third-country national on a carrier – legal person that fails to assume the costs of return of a third-country national.
A responsible person in a legal person will be fined for each transported or assisted third-country national in the amount of 3,050.00 EUR for misdemeanour offences referred to in paragraphs 1 and 2 of this Article.
A fine in the amount of 3,050.00 EUR will be imposed for each transported third-country national on a carrier – natural person that has brought in a third-country national without a valid travel document or other document used for crossing the state border, a valid visa, if required, or a residence permit, or a valid travel authorisation, where necessary.
A fine in the amount of 3,050.00 EUR will be imposed for each transported third-country national on a carrier – natural person that fails to transport a third-country national from a border crossing point or from the Republic of Croatia at his own expense.
A fine in the amount of 3,050.00 EUR will be imposed for each transported third-country national on a carrier – natural person that fails to assume the costs of return of a third-country national.
A natural person who assists or attempts to assist a third-country national in illegal crossing, transit and stay in the Republic of Croatia will be punished by imprisonment of up to 60 days or fined in the amount of 3,050.00 EUR for each assisted third-country national.

GEN 1.3.2.8.3 Internal flights

On 8 December 2022, the Council (EU) adopted a Decision on the full application of the provisions of the Schengen *acquis* in the Republic of Croatia as of 1 January 2023.
On 26 March 2023, entry/exit border checks in the Republic of Croatia will be lifted at airports for international

traffic (air border crossing points), air fields and other areas used for take off and landing, on internal flights (flights exclusively to or from Schengen area Member States that do not land in third countries).

Contact: National coordination center
Email: ncc-croatia@mup.hr
Phone: +385 1 6122361 or +385 1 6122362

GEN 1.3.2.9 Information and duties of air carriers in the transfer of air passenger data

In accordance with the Law on the transfer and processing of passenger air data for the purpose of the prevention, detection, investigation and criminal proceedings for terrorist offences and other serious criminal offences (Official Gazette, No. 46/18). The Law fully transposes into Croatian legislation Directive (EU) 2016/681 of the European Parliament and of the Council of 27th of April 2016 on the use of passenger name record (PNR) data for the prevention, detection, investigation and prosecution of terrorist offences and serious crime.

The Ministry of the Interior is responsible for collecting and processing of passenger data, and for this purpose a Passenger Information Unit (PIU) has been established under the full name of the Department for the information on passengers in air traffic (hereinafter: the Department).

The working hours of the Department are H24 throughout the year

The contact information is:

Phone: +385 4887764

Email: piu@mup.hr

1. Legal obligations of air carriers

The Law on the transfer and processing of passenger air data for the purpose of the prevention, detection, investigation and criminal proceedings for terrorist offences and other serious criminal offences provides for obligations of air carriers carrying out commercial transport of passengers in relation to transfer of air passenger data collected by air carriers in the normal course of their business. The Law applies to all flights by an air carrier where the point of departure is in the Republic of Croatia and a destination in another country or where the point of departure is in another country and a destination or stopover in the Republic of Croatia.

Article 10 of the Law provides for obligations of air carriers to transfer air passenger data to transmit to the Department the enumerated data on passengers they collect as part of their regular operations electronically using common protocols and supported formats established by implementing regulations adopted by the European Commission:

1. Air passenger data that air carriers are transferring to the PIU are:

   1.1 PNR record location

   1.2 date of reservation/issue of ticket

   1.3 intended travel date(s)

   1.4 name(s)

   1.5 address and contact information (telephone number, e-mail address)

   1.6 all information on forms of payment including billing address

   1.7 complete travel itinerary for specific PNR

   1.8 details of loyalty programs

   1.9 travel agency/travel agent

   1.10 information on the status of the passenger, including confirmations, check-in status, no show or showing up at the last moment without reservation

1.11 split/divided PNR information

1.12 general remarks (including all available information on unaccompanied minor travelers under 18 years, such as name and gender of the minor, age, language(s) spoken, name and contact details of accompanying person on departure and relationship to the minor, name and contact details of accompanying person on arrival and relationship to the minor, departure and arrival agent)

1.13 ticketing field information, including ticket number, date of ticket issuance, one-way tickets, price related ticketing field (Automated Ticket Fare Quote)

1.14 seat number and other seat information

1.15 information on the joint flight (code share)

1.16 all baggage information

1.17 number and names of other travelers from the PNR

1.18 complete and accurate information on the passengers to be transported and submitted by the airline carrier in accordance with the provisions of the Border Control Act (Official Gazette no. 83/13 and 27/16) API-advance passenger information data (number and type of travel document, nationality, full name, date of birth, name of the border crossing point at which will enter into the Republic of Croatia, flight code, time of departure and arrival, total number of passengers, first place of boarding)

1.19 all chronological changes to the PNR data listed in points 1.1 to 1.18 of this paragraph.

2. The air carrier is obliged to transfer to the PIU referred to in paragraph 1 all information gathered in the ordinary course of business

3. If the air carrier transfers data other than those referred to in paragraph 1 of this Article, the PIU shall permanently delete such data immediately upon receipt

4. The air carrier shall transmit the information referred to in paragraph 1 by electronic means using the common protocols and supported data formats referred to in PNR records, set out in implementing rules to be adopted by the Commission or in the event of a technical failure, by any other appropriate means ensuring an appropriate level of data security

5. In the case of code share flights (code share) of one or more air carriers, the flight operating air carrier shall submit the information to the PIU

6. The information referred to in paragraph 1 of this Article shall be transferred free of charge.

Article 11 of the Act (Official Gazette, No. 46/18) provides for deadlines in which the air carriers must/are obliged to give information on air traffic passengers to PIU:

1. The air carrier shall submit to the PIU the data:
   - 24 hours before the scheduled flight departure time and
   - immediately after flight closure or after the passengers have boarded the aircraft in preparation for departure and it is no longer possible for passengers to board or disembark

2. In the case as referred to in paragraph 1 subparagraph 2, the air carrier may provide only data which differ in relation to the information provided pursuant to paragraph 1 subparagraph 1.

3. By way of derogation from paragraph 1, where access to PNR data is necessary to respond to a specific and actual threat related to offences referred to in Article 5 the Act (Official Gazette, No. 46/18), the air carrier shall, on a case-by-case basis, at the request the PIU, transferred to that unit the information referred to in Article 10(2) of the mentioned Act.

2. Communication channels, methods and protocols of data transfer

Pursuant to the European Commission Implementing Decision, when establishing technical preconditions for the submission of passenger data to the Department, air carriers may decide which protocol (IBM MQ, IATA Type B or AS) and format (EDIFACT PNRGOV or XML PNRGOV) will use.

Air carriers that do not operate flights according to a specific and public schedule and that do not have the necessary infrastructure to use the prescribed data formats and data transfer protocols have the possibility to submit data through the WEB interface by entering or importing ("uploading") a file.

3. Contact information of air carriers

In order to establish a communication channel in a timely manner for transmitting data on passengers in air transport, it is necessary for air carriers to submit the following contact details of persons responsible for legal and technical issues to the e-mail of the Departmen piu@mup.hr :

1. name of the air carrier
2. air carrier address
3. name of contact person for technical questions
4. name of contact person for legal questions
5. e-mail address of contact persons under item 3 and 4.

This e-mail address is the contact point for all possible enquiries regarding technical, legal and other questions referring to transfer of air traffic passenger data.

GEN 1.3.3 PUBLIC HEALTH REGULATIONS

GEN 1.3.3.1 Health protection measures

Authorized officers and medical personnel at airports have the authority to carry out procedures to prevent the spread of infectious diseases, on arrival and departure.

1. This includes:
   - aircraft inspection,
   - pest control and disinfection of aircraft if necessary,
   - retention of arriving aircraft under certain circumstances.
2. Medical personnel, under certain conditions, has the authority to:
   - examine arriving passengers,
   - put passengers in isolation,
   - issue a ban from leaving the aircraft,
   - ask a passenger that is leaving the aircraft his name and the address of his destination in writing,
   - isolate an infected passenger,
   - put passengers under surveillance or to carry out other health protection measures.
3. Regulations dictate the pilot in command to report cases of infectious diseases prior to landing and to provide information on the health status upon landing.
4. Regulations give the medical personnel authority to inspect the passengers wishing to embark the aircraft, to ban disembarkement if necessary and to, under certain conditions, carry out health protection measures required by the Ministry of health.

World Health Organization (WHO) recommendations for member states include the following advice:

- reassess the movement anamnesis of the affected areas;
- reassess evidence of medical examination and laboratory analysis;
- request medical examinations;
- reassess evidence of vaccination or other type of prophylaxis;
- request vaccination or other type of prophylaxis;
- put suspicious people under public health surveillance;
- put in quarantine or carry out other public health measures for people that are suspected to be infected;
- put in quarantine and provide treatment for those affected by the disease, when necessary;
- monitor contacts of those under suspicion of being affected and those that are affected by the disease;
- deny entry to those under suspicion of being affected and to those that are affected by the disease;
- deny entry to those not affected by the disease to the affected areas; and
- apply screening and/or restrictions to persons from the affected areas.

GEN 1.3.3.2 Health measures on arrival and departure

1. In accordance with international agreements and regulation, a State may, for public health reasons, upon arrival and departure demand:

    a. with regards to passengers:

        1. information related to passenger's destination so the passenger could be contacted;

        2. information related to passenger's travel plan in order to determine if he traveled to an affected area or just near the area, as well as to determine other possible contacts with the contagion or contamination prior to arrival, and check of the passenger's health records if necessary; and/or

        3. perform a non-invasive medical examination;

    b. inspection of luggage, cargo, containers, vehicles, merchandise, mail and human remains.

2. Based on evidence of public health risk obtained through measures stated in paragraph 1 of this Article or through other means, State Party may, in accordance with this Regulation, apply additional health measures in regards to the person suspected to be infected or an infected passenger, depending from case to case, and especially when it comes to the least invasive medical examination used to prevent spreading of disease on an international level.

3. No medical examination, vaccination, prophylaxis or health measure shall be made against passengers without their consent or the consent of their parents or guardians, except in case as stated in paragraph 2, Article 31 IHR, and in accordance with the law and international obligations of the State Party.

4. Passengers that are to be vaccinated or are to be offered prophylaxis, or their parents or guardians, will be notified of any risks associated with vaccination or omission of vaccination and application or non-application of prophylaxis, in accordance with the law and international obligations of the State Party.

5. Each medical examination, medical procedure, vaccination or other prophylaxis that include the risk of disease transmission shall be performed or applied to the passenger in accordance with the national or international safety guidelines and standards in order to reduce that risk to minimum.

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 then 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, LDOS LOC z 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.
			Chapter 5 5.2.3	Circling approach AD SPLIT/Kastela - LDSP VOR-b RWY 23: The final approach track aligned beyond aerodrome boundary, more than 1.9 KM (1.0 NM) from the usable landing surface.
			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.

Title		Reference		Difference(s)
			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 and LDOS ILS z RWY 29: Intermediate approach segment length for precision approach is shorter then specified in Table II-1-1-1.
				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. 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: PART I SECTION 4 Chapter 5 Final approach segment 5.2 Alignment Final approach track not aligned with the runway. Visual manoeuvring - Circling not applied. PART III SECTION 5 Chapter 1 Publication and charting - General 1.4.2 Chart identification RNAV VISUAL is not part of a standardized naming convention.
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.

Title		Reference		Difference(s)
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.
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

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
BARNA VOR/DME (4°E/2019)	VBA	117.4 MHZ (CH 121X)	H24	454452.08N 0170848.29E	576 FT	Coverage 80 NM, except in QDR 114°-159°. Unsatisfactory DME power density due to terrain (Flight profile: Orbit flight, radius 40NM, 5000FT QNH). FRA (AD): LDZA; FRA (I)
BRAC DME	BRC	(CH 101Y)	H24	431656.93N 0163720.83E	2564 FT	Coverage 80 NM
CEPIN L	CE	372 KHZ	H24	453142.33N 0183336.18E		Coverage 25 NM
CRES NDB	CRE	433 KHZ	H24	445410.37N 0142459.57E		Coverage 50 NM FRA (A): LDLO, LDRI; FRA (D): LDLO, LDPL, LDRI; FRA (I)
DUBROVNIK VOR/DME (4°E/2019)	DBK	115.4 MHZ (CH101X)	H24	423313.84N 0181638.79E	550 FT	MRA at 40 NM: QDR 179°- 300° 3000 FT. Coverage 80 NM - unusable between QDR 057°- 073° FRA (I)
JAPETIC DME	JAP	(CH 123Y)	H24	454440.18N 0153629.45E	2927 FT	Coverage 80 NM
LOSINJ DME	LSJ	(CH 21Y)	H24	443057.23N 0142927.66E	722 FT	Coverage 80 NM
LOSINJ NDB	LOS	429 KHZ	H24	443137.55N 0142822.25E		Range 50 NM FRA (A): LDPL, LDRI, LDZD; FRA (D): LDPL; FRA (I)
LUKAVEC DME	LUK	(CH35Y)	H24	454125.96N 0155932.90E	471 FT	Coverage 80 NM, except for reduced coverage between QDR 341°-357°
OSIJEK DME	KLS	(CH 29Y)	H24	452758.26N 0184732.16E	314 FT	Coverage 150 NM
LOSINJ VOR/DME (4°E/2019)	NTL	117.350 MHZ (CH 120Y)	H24	443359.44N 0142327.79E	190 FT	Coverage 80 NM, except between QDR 330°-120° where coverage is 40 NM. MRA at 40 NM: QDR 020°-120° 10000 FT QDR 120°-330° 5000 FT QDR 330°-020° 12000 FT

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
PISAROVINA NDB	PIS	424 KHZ	H24	453618.10N 0155038.39E		Coverage 50 NM, except between QDR 339°-049° where coverage is 40 NM
PULA VOR/DME (4°E/2019)	PUL	111.25 MHZ (CH 49Y)	H24	445332.52N 0135505.23E	215 FT	Coverage 100 NM except in QDR 309°-024°: Unsatisfactory VOR/DME PUL power density due to terrain (Flight profile: orbit flight, radius 40 NM, 3000 FT to 6500 FT QNH). FRA (A): LDLO, LDPL, LDRI; FRA (D): LDLO, LDRI; FRA (I)
RIJEKA VOR/DME (4°E/2019)	RJK	117.8 MHZ (CH 125X)	H24	451326.85N 0143401.06E	362 FT	Coverage 60 NM FRA (D): LDPL; FRA (I)
SALI NDB	SAL	421 KHZ	H24	435616.30N 0151005.20E		MRA at 25 NM 4000 FT FRA(A):LDSP; FRA (D): LDZD; FRA (I)
SPLIT VOR/DME (4°E/2019)	SPL	115.7 MHZ (CH 104X)	H24	432947.69N 0161817.00E	734 FT	Coverage 100 NM FRA (A) LDSB, LDZD; FRA (D): LDSB, LDSP, LDZD; FRA (I)
SPLIT DME	IST	(CH 42X)	H24	433157.61N 0161720.86E	133 FT	Coverage 75 NM
TOUNJ NDB	TNJ	316 KHZ	H24	451453.22N 0152101.25E		Coverage 21 NM Military use.
VRSAR NDB	VRS	369 KHZ	H24	451236.66N 0133856.31E		Range 25 NM
ZADAR VOR/DME (4°E/2019)	ZDA	108.6 MHZ (CH 23X)	H24	440543.16N 0152151.22E	279 FT	Range 100 NM except in sectors QDR 334°-044° clockwise and QDR 124°-274° clockwise where coverage is reduced due to terrain FRA (D): LDSP; FRA (I)
ZAGREB VOR/DME (4°E/2019)	ZAG	113.7 MHZ (CH 84X)	H24	455344.01N 0161824.11E	420 FT	Range 100 NM FRA (D): LDZA; FRA (I)

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
EVUGA	431541.3N 0162030.1E		LDSP IAP LDSP STAR 23
GAPRI	434141N 0154801E		LDSP SID/STAR
GEKSI	445311.7N 0133706.9E		LDPL IAP LDPL STAR 09
GELKO	445321.7N 0134408.5E		LDPL IAP
GEMKA	452813N 0141215E	L607	LDPL SID/STAR FRA (AD): LDPL; FRA (I) FRA (EX): 7500 FT AMSL - FL 205
GIRDA	452832N 0140802E	M178	LDPL SID/STAR LDRI STAR 14 LDRI STAR 32 FRA (AD): LDPL; FRA (A): LDRI, FRA (I) FRA (EX): 7500 FT AMSL - FL 205
GISAM	415507N 0174531E	N138	FRA (EX) - Even FLs for all entering aircraft; Odd FLs for all exiting aircraft
GISER	450342N 0151026E	L862, L868	FRA (I)
GODLA	454142.4N 0154308.3E		LDZA IAP 04 LDZA STAR 04
GORPA	454623N 0152112E		FRA (A): LJLJ; FRA (I)
GOTRI	431811.7N 0160821.4E		LDSP IAP LDSP STAR 05
GUBOK	450241N 0175142E	N131, Q571	FRA (I)
IBENI	440051N 0135518E	M986	FRA (E) - Even FLs for all entering aircraft
IDNUM	432307.4N 0160358.2E		LDSP IAP
IRBUL	432917.5N 0155638.4E		LDSP IAP LDSP STAR 05
IPKIS	442206N 0141803E	M986	LDLO SID/STAR FRA (AD): LDLO; FRA (I)
IRDAX	452103.8N 0143157.0E		LDRI IAP LDRI STAR 14
IXONA	445044N 0133256E		FRA (I)
JARBO	430451N 0161554E		LDSP IAP RWY 05/23
KATTI	423028N 0160256E	M169	FRA (EX) - Odd FLs for all entering aircraft, Even FLs for all exiting aircraft
KEMIX	431842N 0155527E		LDSP IAP LDSP SID LDSP STAR

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
KENEM	433800N 0165648E	Y88	LDSP SID 05 LDSP STAR 05 LDSP STAR 23 FRA (AD): LDSP; FRA (I)
KOFER	415538N 0183949E	L611	FRA (D): LYTV; FRA (I)
KONAS	450012.5N 0133646.7E		LDPL IAP LDPL STAR 09
KONUV	422609N 0182612E		FRA (I)
KOPRY	461425N 0165746E	M986	LDZA SID 04/22 FRA (EX) - Even FLs for all entering aircraft, Odd FLs for all exiting aircraft
KOREX	444616N 0154609E	L615	FRA (I)
KOTOR	452628N 0153420E	M986, T742	LDZA SID/STAR 04/22 FRA (AD): LDZA; FRA (I)
KUDUL	444011N 0150355E	L614	STAR: LDZD RWY 04, LDZD RWY 13/31 FRA (A): LDZD; FRA (I)
KULEN	450955N 0150801E	L868, M986, W45	LDPL STAR 09/27 LDRI STAR 14/32 FRA (A): LDPL, LDRI; FRA (I)
KUSIB	450853N 0162818E		FRA (I)
KUTIG	452605.5N 0183035.9E		LDOS IAP 11 LDOS STAR 11
LABIN	445909N 0130529E	L614	LDPL SID/STAR FRA (EX) - Odd FLs for all entering aircraft, Even FLs for all exiting aircraft
LAKIK	453608N 0180551E	P735, Q571	LDOS STAR 11 LDOS SID 29 FRA (AD): LDOS; FRA (I)
LANIR	444700.8N 0141626.9E		LDPL IAP LDPL STAR 27
LAPOV	450015N 0190544E	B54	
LASDU	424701N 0170854E	L611	LDDU SID 29 FRA (D): LDDU; FRA (I)
LASUL	432035N 0161256E		LDSP IAP LDSP STAR 23
LEBDI	441303.8N 0151152.9E		IAP: LDZD RWY 13
LEVPA	435957.9N 0152937.4E		IAP: LDZD RWY 31
LOKDI	412942N 0182022E	A482	

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
LOKRU	422055N 0175608E	L611, P748	LDDU SID 11 LDDU SID 29 LDDU STAR 11/29 FRA (D): LDDU; FRA (I)
LORVI	452948.1N 0184050.9E		LDOS IAP 11
LUKAV	442126N 0150027E		STAR: LDZD RWY 13 IAP: LDZD RWY 13
LULUD	455033.13N 0154059.73E		LDZA STAR FRA (A): LDZA FRA (X): 7500 FT AMSL - FL 205
LURID	450806N 0172358E	L603	FRA (I)
MADOS	423609N 0181457E	L187	LDDU SID 11 LDDU SID 29 FRA (D): LDDU FRA (I)
MAGAM	455822N 0154211E	P735	FRA (A): LJLJ; FRA (I) FRA (EX): 7500 FT AMSL - FL 205
MAZEV	422912N 0181807E		LDDU VAC RWY 29
MINTU	442024N 0144144E	W45	LDLO SID/STAR/IAP STAR: LDZD RWY 04, LDZD RWY 13/31 FRA (A): LDLO, LDZD; FRA (D): LDLO; FRA (I)
MODMU	430848.2N 0155520.2E		LDSP STAR 05
MOKUN	422701N 0182848E	L187	LDDU SID 11 LDDU SID 29 LDDU STAR 11/29 FRA (AD): LDDU; FRA (I)
MONFA	452914N 0131645E	M859	
MOSAV	453331N 0165557E	N131	LDZA SID 04/22 FRA (D): LDZA; FRA (I)
NAKIT	451117N 0132652E	L615, T742	LDRI SID 14 LDRI SID 32 FRA (D): LDRI; FRA (I)
NASSY	452648N 0180559E	M19, Q571	LDOS STAR 11/29 FRA (A): LDOS; FRA (I)
NEDID	442620.2N 0150725.4E		IAP: LDZD RWY 13
NEGVI	452004.7N 0142652.0E		LDRI IAP
NEKIN	462425.80N 0164212.15E		LDZA STAR
NEMEK	453429N 0151753E		FRA (I)

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
NERRA	425419N 0173236E	L607, P10	LDDU SID 29 LDDU STAR 11/29 FRA (A): LDDU; FRA (I)
NETKO	430230N 0173942E	P10	FRA (AD): LQMO; FRA (I)
NIGDO	450102.6N 0141554.4E		LDPL IAP LDPL STAR 27
NIKOL	441319N 0134110E	M178	LDLO SID/STAR FRA (E) - Even FLs for all entering aircraft
NIVES	451326N 0155427E	Y137	LDZA SID 04/22 FRA (D): LDZA; FRA (I)
NOBRU	441632.4N 0145328.9E		STAR: LDZD RWY 13 IAP: LDZD RWY 13
NOVLO	451346N 0165711E	L196, L604	FRA (I)
NUPSO	440803N 0155108E	L862	LDSP STAR 05 FRA (A): LDSP FRA (I)
NURAT	432640.8N 0162019.6E		LDSP IAP
NUSKA	450536.6N 0144154.7E		LDRI IAP
OBALA	445513N 0145821E	L615, P11	LDPL SID 27 FRA (D): LDPL; FRA (I)
OBUTI	462242N 0161627E	L187, M19	LDZA SID 04/22 FRA (A): LOWW; FRA (D): LDZA; FRA (I) FRA (EX): 4500 FT AMSL - FL 205
ODOKA	455801.1N 0161340.1E		LDZA IAP 22 LDZA STAR 22
OKLAX	435203N 0160234E	L862	LDSP STAR 05 FRA (I)
OKROV	431848.1N 0154153.1E		LDSP STAR 05
OLEGU	422906.1N 0180754.0E		LDDU IAP LDDU STAR 29
ORAKA	423213N 0171202E	M169, N138	LDDU STAR 11/29 LDDU SID 29 LDSB STAR 03/21 LDSP SID 05/23 LDSP STAR 05 FRA (A): LDSB FRA (AD): LDDU, LDSP; FRA (I)
ORVAT	432948N 0171256E	Y128	FRA (I)
OSDUK	454714.91N 0180800.97E		LDOS STAR 11 FRA (E) - Odd FLs for all entering aircraft
OSGOL	432229N 0160332E		LDSP STAR/IAP

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

The areas listed in this section pose no restrictions for IFR flight planning purposes. It is expected that the average flight extension to be considered by aircraft operators will not be greater than 15 NM. In case there is no availability to cross the active area, radar vectors shall be provided by ATC.

ENR 5.1.1 PROHIBITED AREAS

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
PROHIBITED AREAS		
LDP1 A circle radius 0.54 NM (1000 M) centered at 451203N 0143159E	1000 FT ALT / GND	Permanently active - H24 Possible release of explosive agents.

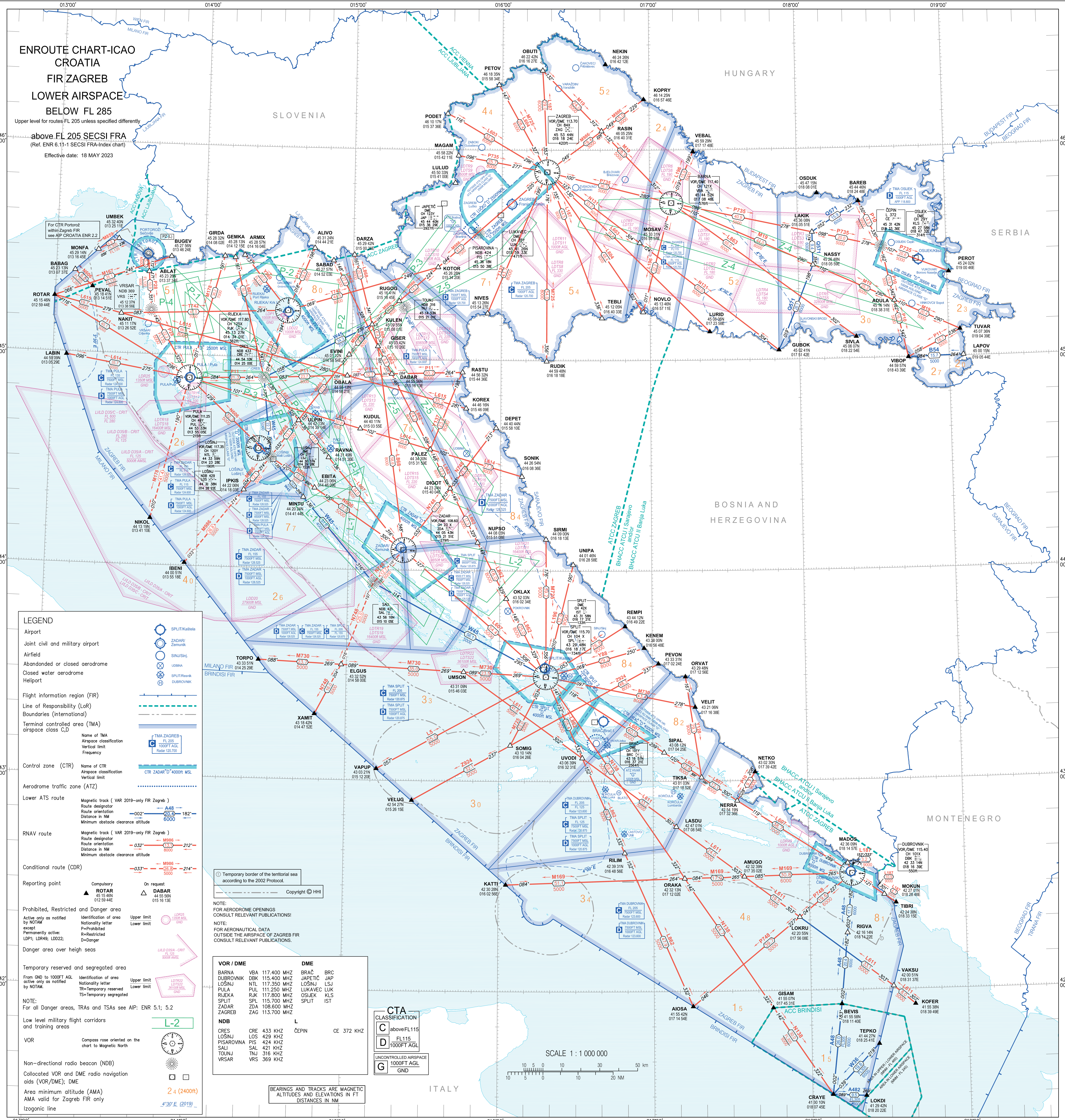
ENR 5.1.2 RESTRICTED AREAS

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RESTRICTED AREAS		
LDR25 A circle radius 1.62 NM centered on 445459N 0134444E	1350 FT ALT / GND	AMC MANAGEABLE AREA Active only as notified by NOTAM. Special use.
LDR49 SLANO LOZNICA 424836N 0175328E SLANO 424709N 0175326E GROMACA 424336N 0180049E RAVNI VRH 424430N 0180308E Along FIR boundary Zagreb/Sarajevo LOZNICA 424836N 0175328E	1000 FT AGL / GND	Permanently active - H24. Penetration possible with prior permission from APP Dubrovnik.

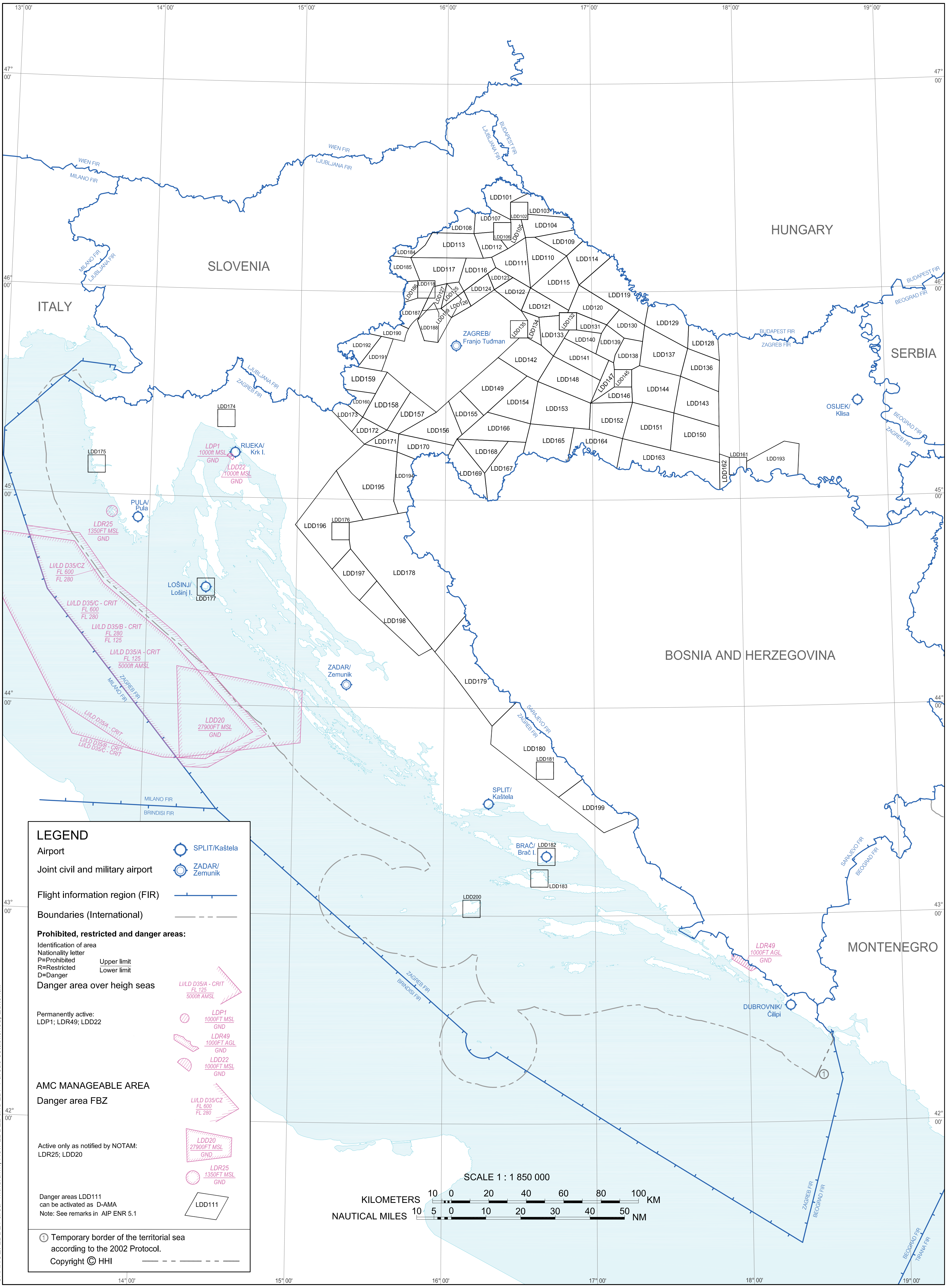
ENR 5.1.3 DANGER AREAS

Description of LI/LD D35A-CRIT, LI/LD D35B-CRIT and LI/LD D35C-CRIT danger areas over the high seas for heavy military activity is given in ENR 5.2.4 Danger area over high seas.

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
DANGER AREAS		
LDD20 440430N 0150313E - 434930N 0150243E - 434430N 0141444E - 441100N 0141244E - 440430N 0150313E	27900 FT ALT / GND	AMC MANAGEABLE AREA Active only as notified by NOTAM. Air-to-air firing.
LDD22 451200N 0143046E The arc of a circle, which is clockwise, radius 1.1 NM (1975 M) centered at 451132N 0143207E - 451045N 0143308E - 451200N 0143046E.	1000 FT ALT / GND	Permanently active - H24. Possible release of explosive agents.
LDD101 462834N 0163348E - 462601N 0162624E - 462101N 0162625E - 462354N 0161817E - along the FIR BDRY Zagreb/Ljubljana - 462834N 0163348 E	9500 FT ALT / GND	AMC MANAGEABLE AREA Planned hours notified by national AUP/UUP. Subject to approval by relevant ATC Unit on the day of operations. Real time activity information may be obtained from the relevant ATS unit. Penetration possible after prior permission from ATC.
LDD102 462601N 0162624E - 462601N 0163338E - 462101N 0163338E - 462101N 0162625E - 462601N 0162624E	9500 FT ALT / GND	AMC MANAGEABLE AREA Planned hours notified by national AUP/UUP. Subject to approval by relevant ATC Unit on the day of operations. Real time activity information may be obtained from the relevant ATS unit. Penetration possible after prior permission from ATC.
LDD103 462834N 0163348E along the FIR BDRY Zagreb/Budapest - 462133N 0165102E - 462233N 0163338E - 462601N 0163338E - 462601N 0162624E - 462834N 0163348E	9500 FT ALT / GND	AMC MANAGEABLE AREA Planned hours notified by national AUP/UUP. Subject to approval by relevant ATC Unit on the day of operations. Real time activity information may be obtained from the relevant ATS unit. Penetration possible after prior permission from ATC.
LDD104 462233N 0163338E - 462133N 0165102E along the FIR BDRY Zagreb/Budapest - 461803N 0165306E - 461556N 0163629E - 461551N 0163240E - 462102N 0163050E - 462101N 0163338E - 462233N 0163338E	9500 FT ALT / GND	AMC MANAGEABLE AREA Planned hours notified by national AUP/UUP. Subject to approval by relevant ATC Unit on the day of operations. Real time activity information may be obtained from the relevant ATS unit. Penetration possible after prior permission from ATC.


ENROUTE CHART-ICAO
CROATIA
FIR ZAGREB
LOWER AIRSPACE
BELOW FL 285
Upper level for routes FL 205 unless specified differently
above FL 205 SECSI FRA
(Ref. ENR 6.1-1-1 SECSI FRA-Index chart)
Effective date: 18 MAY 2023
SLOVENIA
HUNGARY
SERBIA
BOSNIA AND HERZEGOVINA
MONTENEGRO
ITALY
For CTR Portorož within Zagreb FIR see AIP CROATIA ENR 2.2
LEGEND
Airport
Joint civil and military airport
Airfield
Abandoned or closed aerodrome
Closed water aerodrome
Heliport
Flight information region (FIR)
Line of Responsibility (LoR)
Boundaries (international)
Terminal controlled area (TMA) airspace class C,D
Control zone (CTR)
Aerodrome traffic zone (ATZ)
Lower ATS route
RNAV route
Conditional route (CDR)
Reporting point
Compulsory
On request
Prohibited, Restricted and Danger area
Danger area over heigh seas
Temporary reserved and segregated area
NOTE:
For all Danger areas, TRAs and TSAs see AIP: ENR 5.1; 5.2
Low level military flight corridors and training areas
VOR
Compass rose oriented on the chart to Magnetic North
Non-directional radio beacon (NDB)
Collocated VOR and DME radio navigation aids (VOR/DME); DME
Area minimum altitude (AMA)
AMA valid for Zagreb FIR only
Izogonic line
VOR / DME
BARNA VBA 117.400 MHZ
DUBROVNIK DBK 115.400 MHZ
LOŠINJ NTL 117.350 MHZ
PULA PUL 111.250 MHZ
RIJEKA RJK 117.800 MHZ
SPLIT SPL 115.700 MHZ
ZADAR ZDA 108.600 MHZ
ZAGREB ZAG 113.700 MHZ
DME
BRAČ BRC
JAPETIĆ JAP
LOŠINJ LSJ
LUKAVEC LUK
OSIJEK KLS
SPLIT IST
NDB
CRES CRE 433 KHZ
LOŠINJ LOS 429 KHZ
PISAROVINA PIS 424 KHZ
SALI SAL 421 KHZ
TOUNJ TNJ 316 KHZ
VRSAR VRS 369 KHZ
L
ČEPIN CE 372 KHZ
CTA CLASSIFICATION
C above FL115
D FL115 1000FT AGL
UNCONTROLLED AIRSPACE
G 1000FT AGL GND
NOTE:
FOR AERODROME OPENINGS CONSULT RELEVANT PUBLICATIONS!
NOTE:
FOR AERONAUTICAL DATA OUTSIDE THE AIRSPACE OF ZAGREB FIR CONSULT RELEVANT PUBLICATIONS.
Temporary border of the territorial sea according to the 2002 Protocol.
Copyright © HHI
SCALE 1 : 1 000 000
BEARINGS AND TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FT
DISTANCES IN NM
CHANGE: KLS DME Channel; KO L withdrawn; LDR21 area withdrawn; New LDD22 and LDP1 areas established; Non enroute RN aids removed. Editorial.

PROHIBITED, RESTRICTED AND DANGER AREAS - INDEX CHART



CHANGE: LDD21 area withdrawn; New LDD22 and LDP1 areas established; Editorial.

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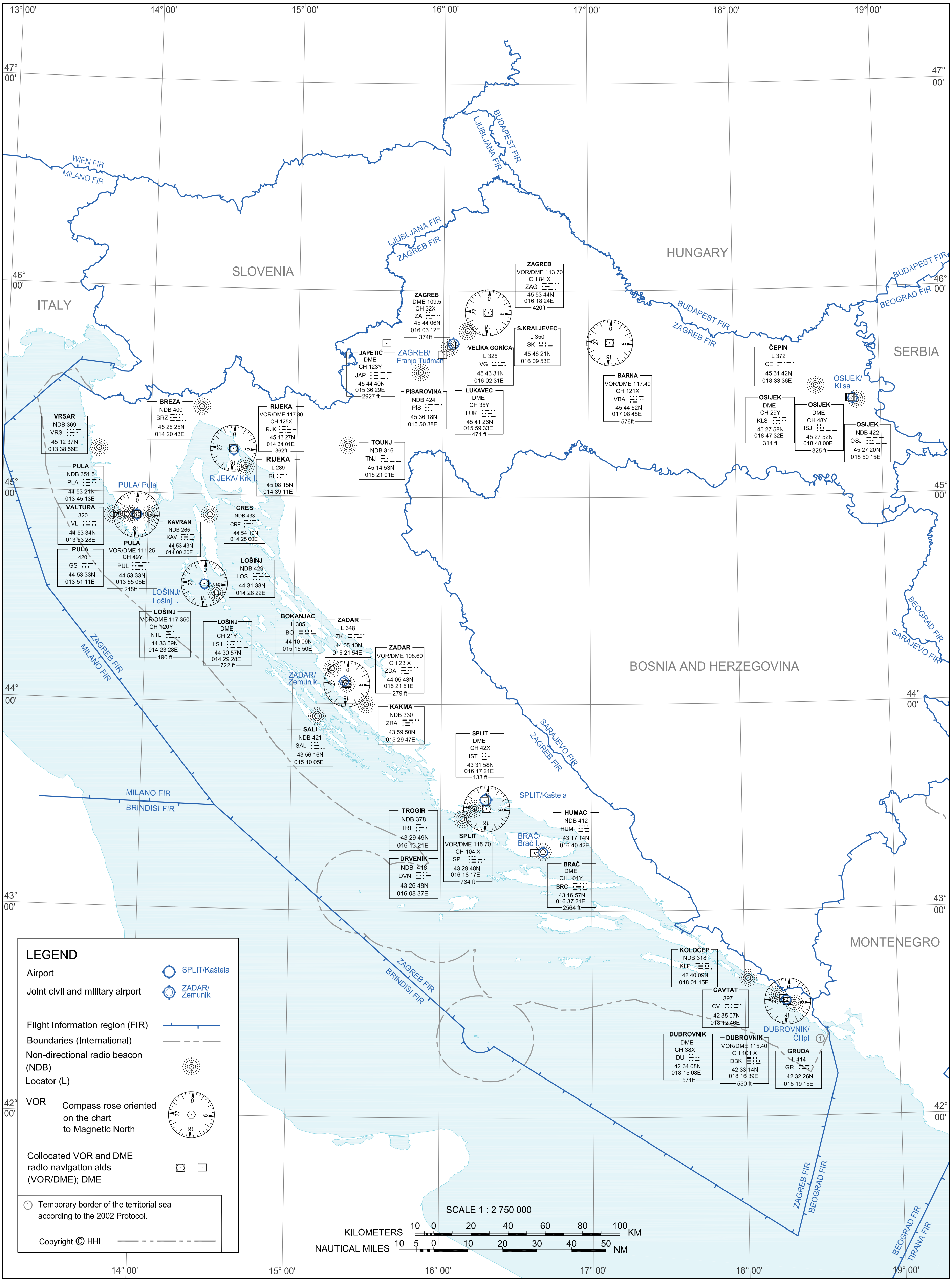
RADIO FACILITY - INDEX CHART



CHANGE: KLS DME Channel; KO L withdrawn; Editorial.

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FREE ROUTE AIRSPACE
ZAGREB FIR

FL 660
FL 205

SECSI FRA

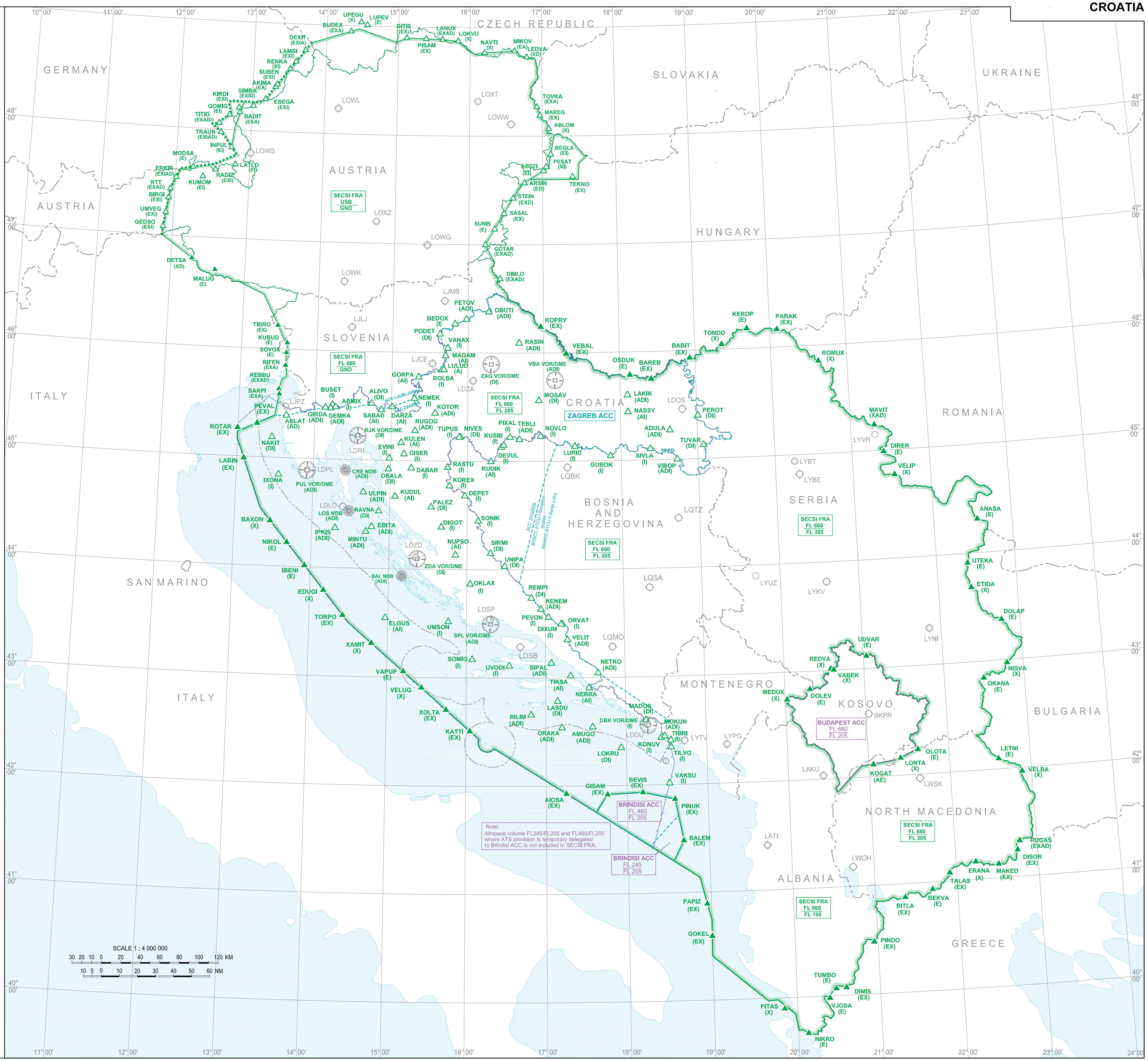
Effective date: 18 MAY 2023

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

LEGEND

FRA boundary	
FIR boundaray	
Boundaries (international)	
Cross border FRA operations	
FRA relevance	E - entry X - exit A - arrival D - departure I - intermediate
Reporting point	on - request compulsory
Compulsory reporting point PEVAL to entry/exit FRA	PEVAL (EX)
VOR / DME	ZAG VOR DME (DI)
Non-directional radio beacon (NDB)	CRE NDB (ADI)
Airport	LDSP
Joint civil and military airport	LDZD

(1) Temporary border of the territorial sea according to the 2002 Protocol. Copyright © HHI



CHANGE: FRA relevance for: OKLAX, RUGOG, TUVAR; FRA relevance for KOGAT in North Macedonia ; Vertical limit in North Macedonia; Editorial.

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LDDU AD 2.5 PASSENGER FACILITIES

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

LDDU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9 See Remarks
2	Rescue equipment	- 1 command vehicle 200 L water, 5 L foam - 1 heavy fire fighting vehicle 15.000 L water, 2.000 L foam, 250 KG powder - 1 heavy fire fighting vehicle 12.500 L water, 1.500 L foam, 250 KG powder - 1 heavy fire fighting vehicle 9.100 L water, 1.100 L foam - 1 technical fire fighting vehicle 4.000 L water, 400 L foam, 250 KG powder.
3	Capability for removal of disabled aircraft	1 towing tractor TITAN. Towbars: A319, A320, A321, A300, A330, A340, ATR42, B732, B738, B757, B767, B747, B717, CRJ200, DC9, DHC-7, MD80, MD90, TU134, TU154. 3 Towbarless tractors GOLDHOFER, towbarless tractor LECTRO up to 33 T MTOW, towbarless tractor LECTRO up to 54 T MTOW. On request by external company: mobile lifting cranes up to 100 000 KG. Contact (Airport Duty Manager) Mobile phone: +385 98 983 5980 e-mail: stationmngr@airport-dubrovnik.hr
4	Remarks	Winter period flight schedule - CAT 6 Summer period flight schedule - CAT 7 All flights with a schedule approved in process of facilitation and coordination activities according to EEC 95/93 and IATA Calendar of Coordination Activities will be covered with adequate Rescue and Fire Fighting CAT. All categories previously noticed, up to and including CAT 9, AVBL on request by prior notice (H24).

LDDU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Snow ploughs, sweeper truck, spreaders (urea)
2	Clearance priorities	1. Runway 2. Taxiway C and D 3. Parking positions (10 - 14)
3	Remarks	Nil

LDDU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

<table>
<tr><td rowspan="2">1</td><td rowspan="2">Apron surface and strength</td><td colspan="2">SURFACE</td><td colspan="2">STRENGTH</td></tr>
<tr><td colspan="2">CONC</td><td colspan="2">PCN 68/R/A/W/T</td></tr>
<tr><td rowspan="9">2</td><td rowspan="9">Taxiway width, surface and strength</td><td>TWY</td><td>WIDTH (M)</td><td>SURFACE</td><td>STRENGTH</td></tr>
<tr><td>A</td><td>23</td><td>ASPH</td><td>PCN 88/F/A/W/T</td></tr>
<tr><td>B</td><td>27</td><td>CONC</td><td>PCN 72/R/A/W/T</td></tr>
<tr><td>C</td><td>26</td><td>ASPH</td><td>PCN 88/F/A/W/T</td></tr>
<tr><td>D</td><td>28</td><td>ASPH</td><td>PCN 88/F/A/W/T</td></tr>
<tr><td>E</td><td>28</td><td>ASPH</td><td>PCN 88/F/A/W/T</td></tr>
<tr><td>F</td><td>23</td><td>ASPH</td><td>PCN 88/F/A/W/T</td></tr>
<tr><td>G</td><td>23</td><td>ASPH</td><td>PCN 88/F/A/W/T</td></tr>
<tr><td>W</td><td>23</td><td>ASPH</td><td>PCN 88/F/A/W/T</td></tr>
<tr><td>3</td><td>ACL location and elevation</td><td colspan="4">Location: At Apron
Elevation: 157 M</td></tr>
<tr><td>4</td><td>VOR checkpoints</td><td colspan="4">Nil</td></tr>
<tr><td>5</td><td>INS checkpoints</td><td colspan="4">See LDDU AD 2.24.2 APDC -1</td></tr>
<tr><td>6</td><td>Remarks</td><td colspan="4">Use of TWY B by ACFT code letter E only if approved by ATC and strictly guided by follow me vehicle.</td></tr>
</table>

LDOS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (4°E/2019)	VBA	117.4 MHZ CH121X	H24	454452.08N 0170848.29E	576 FT	Range 80 NM, except in QDR 114°-159°. Unsatisfactory DME power density due to terrain (Flight profile: Orbit flight, radius 40NM, 5000FT QNH).
DME	KLS	CH29Y	H24	452758.26N 0184732.16E	314 FT	Range 150 NM
DME 11	ISJ	CH48Y	H24	452751.96N 0184759.67E	325 FT	Coverage 80 NM Collocated with GP 11
NDB	OSJ	422 KHZ	H24	452719.51N 0185015.39E		Range 30 NM
L	CE	372 KHZ	H24	453142.33N 0183336.18E		Range 25 NM
LOC 11	ISJ	111.150 MHZ	H24	452726.88N 0184947.52E		ILS CAT I
LOC 29	IOS	111.5 MHZ	H24	452802.05N 0184734.19E		ILS CAT I
GP 11		331.550 MHZ	H24	452751.88N 0184759.63E		3°, RDH 15.4 M
GP 29		332.9 MHZ	H24	452730.64N 0184920.29E		3°, RDH 50 FT
MM29	Dots-Dashes	75 MHZ	H24	452719.64N 0185014.90E		

LDOS AD 2.20 LOCAL AERODROME REGULATIONS

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

Take-off and landing operations are not allowed when horizontal visibility is less than 800 M.

LDOS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LDOS AD 2.22 FLIGHT PROCEDURES

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

SID RWY 11

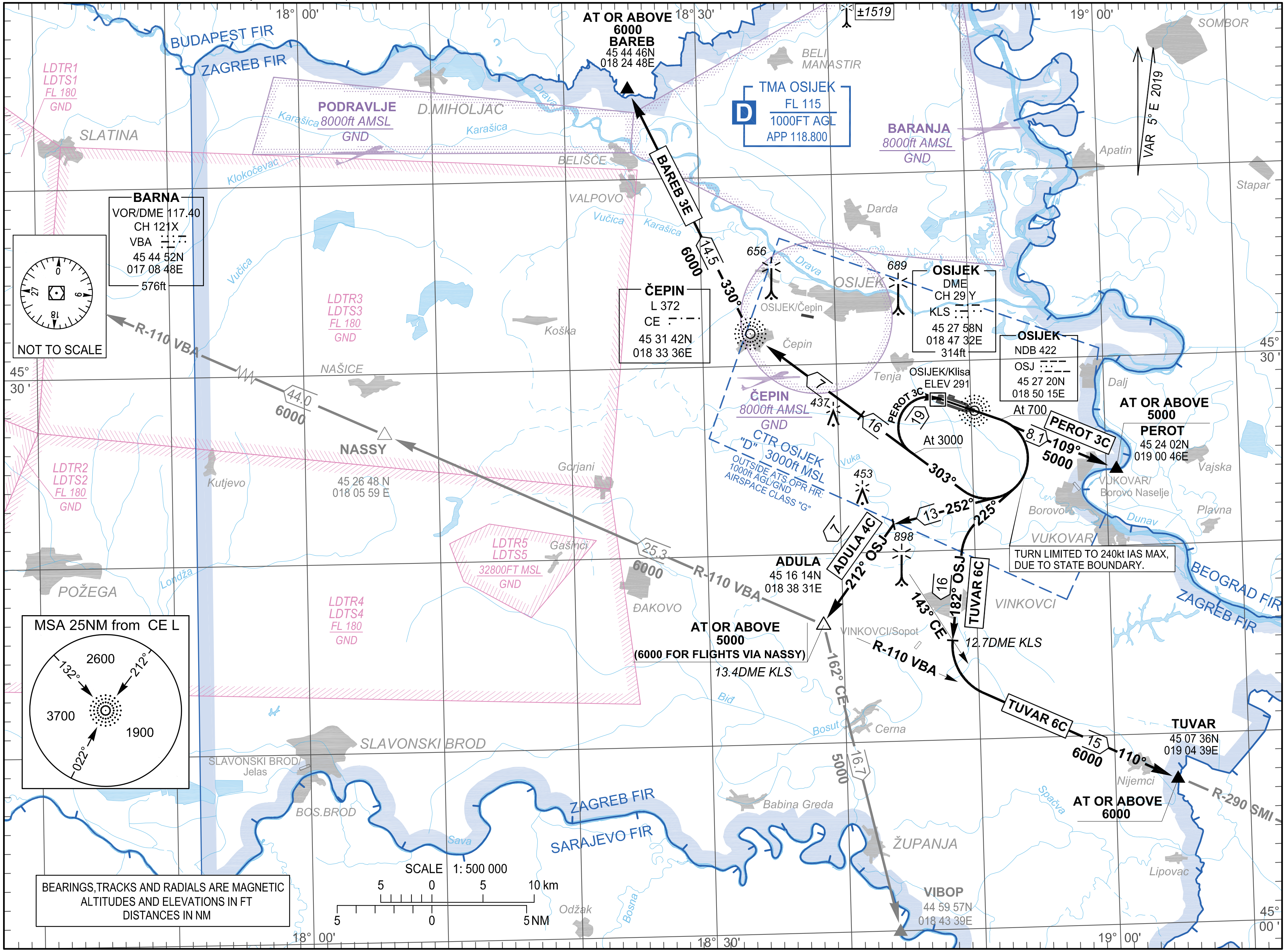
CALCULATION of SIDs is based on all-engines operative minimum net climb gradient of 3.3% (201 FT/NM).
Where a greater climb gradient for specific SID is necessary this is indicated in the description of the route.
CAUTION: Departure turn is limited to 240 KT IAS MAX, due to state boundary.

SID RWY 11				
Designator	Route	After take off		Remarks
		Climb initially	Contact	
BAREB3E	**BAREB THREE ECHO DEPARTURE** Climb straight ahead. At 700 FT turn RIGHT, intercept QDM 303° CE to CE L. Cross CE L, intercept QDR 330° CE, climbing to BAREB.			Cross BAREB at or above 6000 FT.
TUVAR6C	**TUVAR SIX CHARLIE DEPARTURE** Climb straight ahead. At 700 FT turn RIGHT, climbing on track 225°, intercept QDR 182° OSJ. At QDR 143° CE or 12.7 DME KLS, turn LEFT, to intercept R- 110 VBA, climbing to TUVAR.			Cross TUVAR at or above 6000 FT.
ADULA4C	**ADULA FOUR CHARLIE DEPARTURE** Climb straight ahead. At 700 FT turn RIGHT, climbing on track 252°, intercept QDR 212° OSJ, climbing to ADULA.			Cross ADULA at or above 5000 FT. (For flights via NASSY cross ADULA at or above 6000 FT).
PEROT3C	**PEROT THREE CHARLIE DEPARTURE** Climb straight ahead. At 700 FT turn RIGHT, intercept QDM 303° CE to CE L. At 3000 FT turn RIGHT to OSJ NDB. Cross OSJ NDB, intercept QDR 109° OSJ, climbing to PEROT.			Cross PEROT at or above 5000 FT.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

OSIJEK / Klisa
CROATIA
RWY 11

CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Editorial.



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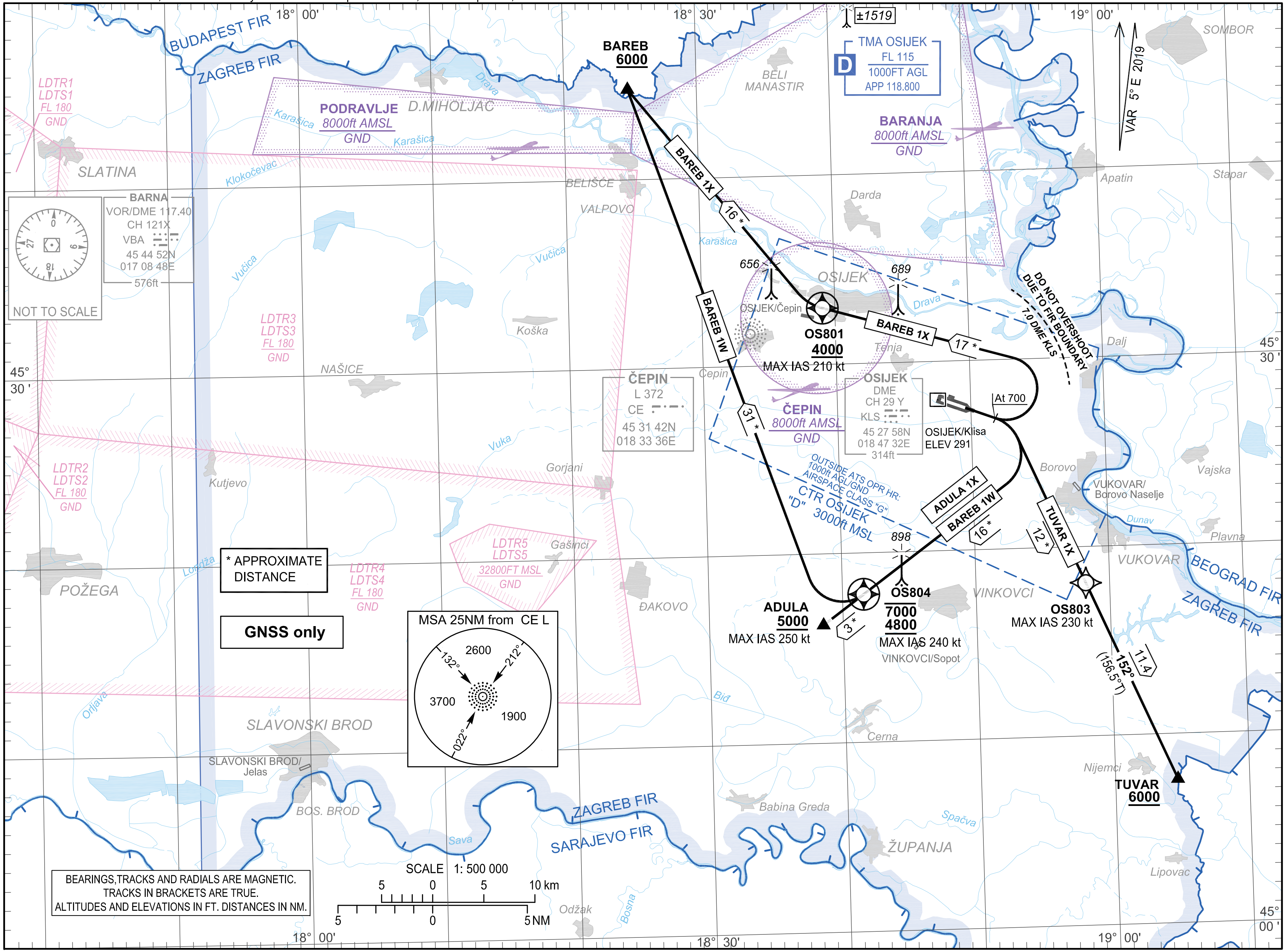
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Obstacle updated; Editorial.



TRANSITION ALTITUDE
10 000

OSIJEK TOWER 118.800
OSIJEK APPROACH 118.800

OSIJEK / Klisa
CROATIA
RNAV RWY 11

OSIJEK / Klisa
CROATIA
RNAV RWY 11

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

LDOS RNAV STANDARD INSTRUMENT DEPARTURE RWY 11

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	BAREB 1X	CA	-	-	106° (110.5°T)	5°E	-	-	@700	-	MNM PDG 5.5% to OS801. Do not overshoot 7.0 DME KLS during turn towards OS801.	RNP 1
020		DF	OS801	Y	-	5°E	-	L	+4000	-210		
030		DF	BAREB	-	-	5°E	-	R	+6000	-		
010	TUVAR 1X	CA	-	-	106° (110.5°T)	5°E	-	-	@700	-	-	RNP 1
020		DF	OS803	-	-	5°E	-	R	-	-230		
030		TF	TUVAR	-	152° (156.5°T)	5°E	11.4	-	+6000	-		
010	ADULA 1X	CA	-	-	106° (110.5°T)	5°E	-	-	@700	-	No turn before DER	RNP 1
020		DF	ADULA	-	-	5°E	-	R	+5000	-250		
010	BAREB 1W	CA	-	-	106° (110.5°T)	5°E	-	-	@700	-	No turn before DER	RNP 1
020		DF	OS804	Y	-	5°E	-	R	-7000 +4800	-240		
030		DF	BAREB	-	-	5°E	-	R	+6000	-		

Waypoint coordinates		
Waypoint name	**WGS-84 latitude**	**WGS-84 longitude**
ADULA	451614N	0183831E
BAREB	454446N	0182448E
TUVAR	450736N	0190439E
OS801	453258.4N	0183903.6E
OS803	451805.0N	0185813.0E
OS804	451748.8N	0184135.0E

CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Obstacle updated; Editorial.

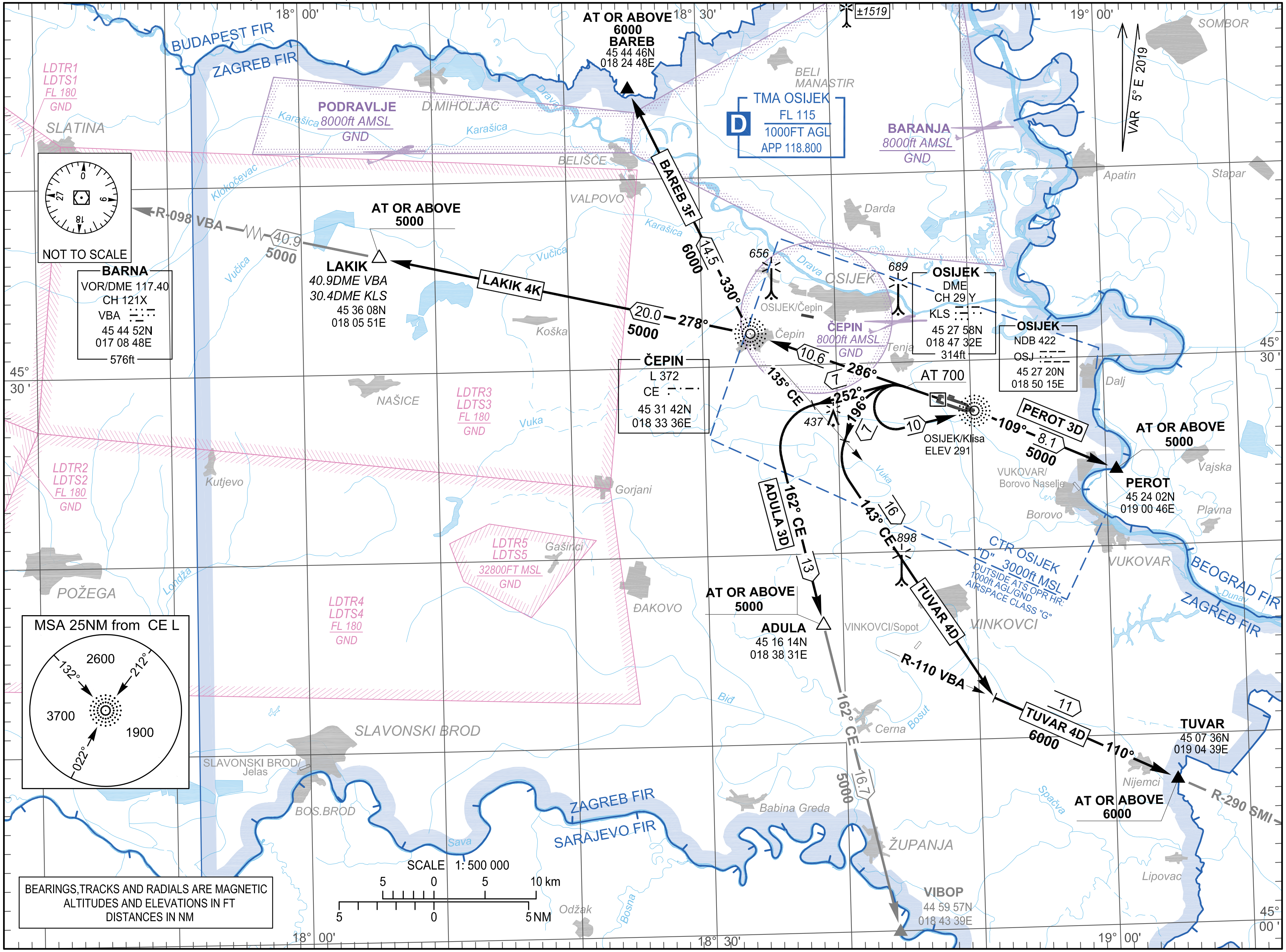
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

OSIJEK / Klisa
CROATIA
RWY 29

CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Editorial.

TRANSITION ALTITUDE
10 000

OSIJEK TOWER 118.800
OSIJEK APPROACH 118.800



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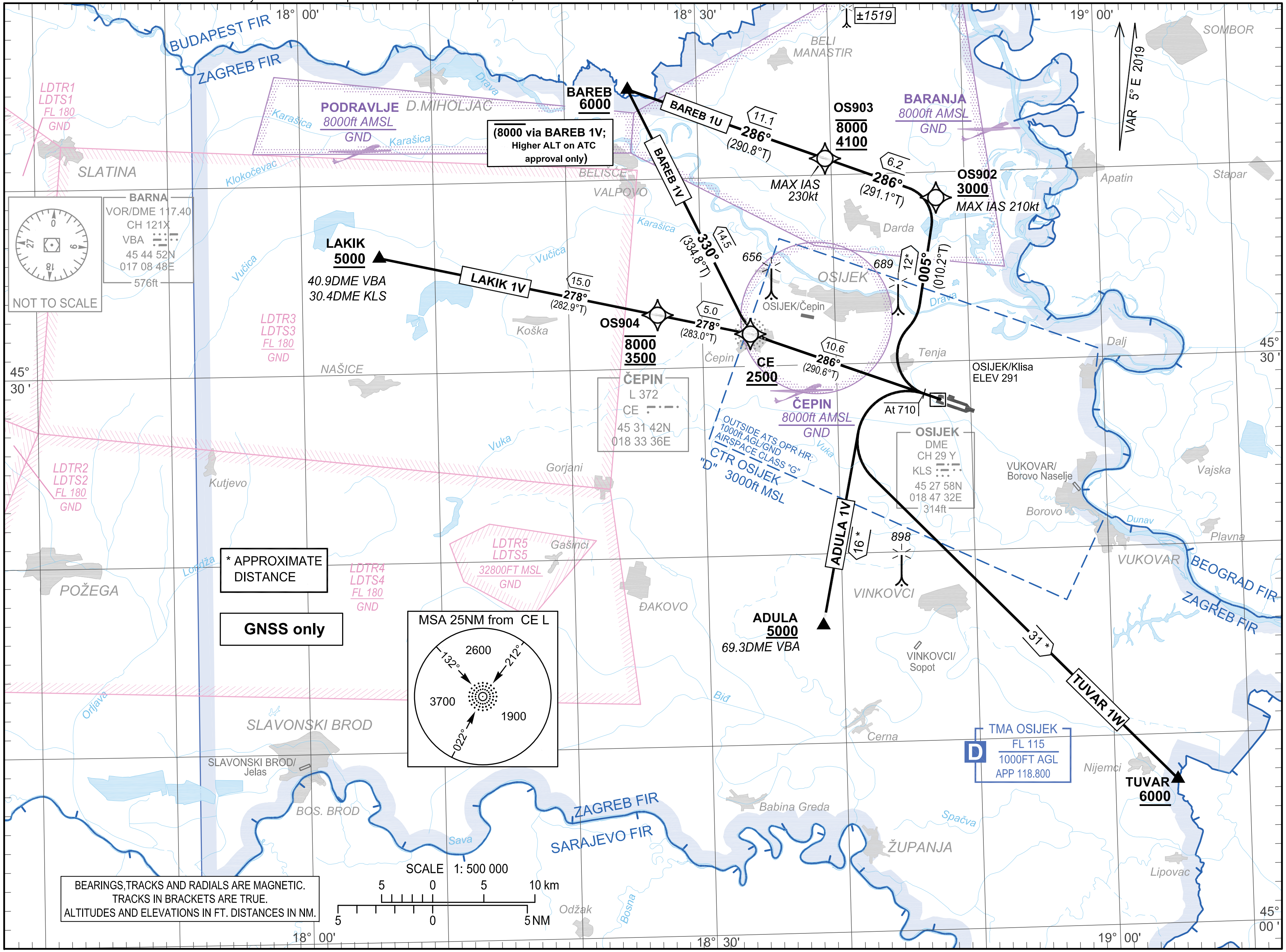
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

LDOS AD 2.24.8 SID RNAV RWY 29 -1

18 MAY 2023

OSIJEK / Klisa
CROATIA
RNAV RWY 29

CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Obstacle updated; Editorial.



OSIJEK / Klisa
CROATIA
RNAV RWY 29

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

LDOS RNAV STANDARD INSTRUMENT DEPARTURE RWY 29

Proposed tabular description for navigation database coding

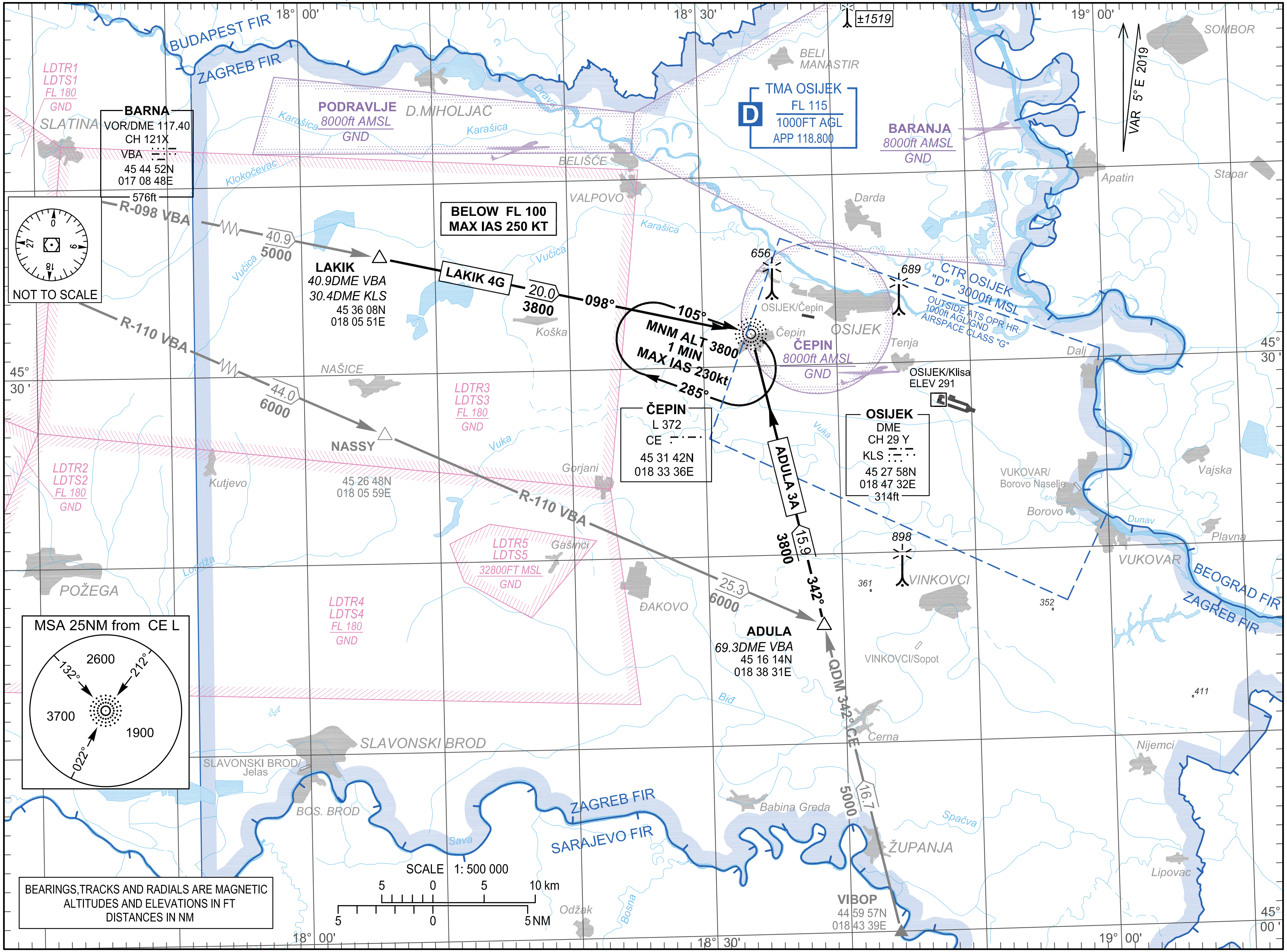
Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	BAREB 1U	CA	-	-	286° (290.6°T)	5°E	-	-	@710	-	MNM PDG 3.5% to 1800 ft AMSL	RNP 1
020		CF	OS902	-	005° (010.2°T)	5°E	-	-	+3000	-210		
030		TF	OS903	-	286° (291.1°T)	5°E	6.2	-	-8000 +4100	-230		
040		TF	BAREB	-	286° (290.8°T)	5°E	11.1	-	+6000	-		
010	BAREB 1V	CF	CE	-	286° (290.6°T)	5°E	10.6	-	+2500	-	(1) Higher ALT on ATC approval only	RNP 1
020		TF	BAREB	-	330° (334.8°T)	5°E	14.5	-	-8000(1) +6000	-		
010	LAKIK 1V	CF	CE	-	286° (290.6°T)	5°E	10.6	-	+2500	-	-	RNP 1
020		TF	OS904	-	278° (283.0°T)	5°E	5.0	-	-8000 +3500	-		
030		TF	LAKIK	-	278° (282.9°T)	5°E	15.0	-	+5000	-		
010	ADULA 1V	CA	-	-	286° (290.6°T)	5°E	-	-	@710	-	-	RNP 1
020		DF	ADULA	-	-	5°E	-	L	+5000	-		
010	TUVAR 1W	CA	-	-	286° (290.6°T)	5°E	-	-	@710	-	-	RNP 1
020		DF	TUVAR	-	-	5°E	-	L	+6000	-		

Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
ADULA	451614N	0183831E
BAREB	454446N	0182448E
LAKIK	453608N	0180551E
TUVAR	450736N	0190439E
CE	453142.33N	0183336.18E
OS902	453838.8N	0184749.3E
OS903	454052.2N	0183933.6E
OS904	453249.5N	0182640.2E

CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Obstacle updated; Editorial.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Editorial.



OSIJEK APPROACH 118.800
OSIJEK TOWER 118.800

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STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

LDOS AD 2.24.10 STAR RNAV RWY 11 -1

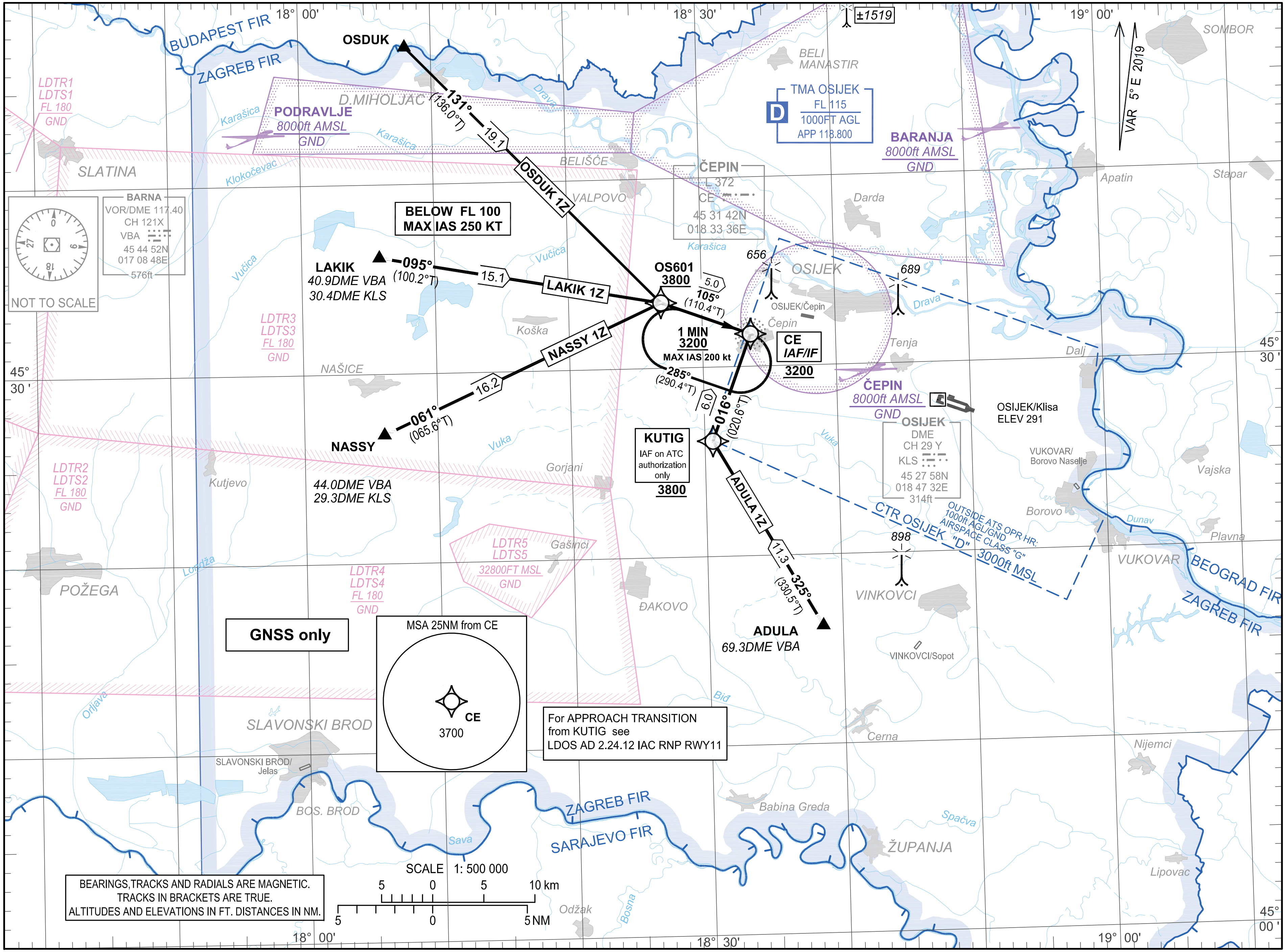
18 MAY 2023

OSIJEK / Klisa
CROATIA
RNAV RWY 11

CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Obstacle updated; Editorial.

TRANSITION ALTITUDE
10 000

OSIJEK APPROACH 118.800
OSIJEK TOWER 118.800



OSIJEK / Klisa
CROATIA
RNAV RWY 11

LDOS RNAV STANDARD ARRIVAL RWY 11

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	LAKIK 1Z	IF	LAKIK	-	-	5°E	-	-	-	-	-	RNP 1
020		TF	OS601	-	095° (100.2°T)	5°E	15.1	-	+3800	-	-	
030		TF	CE	-	105° (110.4°T)	5°E	5.0	-	+3200	-	IAF/IF	
010	OSDUK 1Z	IF	OSDUK	-	-	5°E	-	-	-	-	-	RNP 1
020		TF	OS601	-	131° (136.0°T)	5°E	19.1	-	+3800	-	-	
030		TF	CE	-	105° (110.4°T)	5°E	5.0	-	+3200	-	IAF/IF	
010	ADULA 1Z	IF	ADULA	-	-	5°E	-	-	-	-	-	RNP 1
020		TF	KUTIG	-	325° (330.5°T)	5°E	11.3	-	+3800	-	IAF on ATC authorization only	
030		TF	CE	-	016° (020.6°T)	5°E	6.0	-	+3200	-	IAF/IF	
010	NASSY 1Z	IF	NASSY	-	-	5°E	-	-	-	-	-	RNP 1
020		TF	OS601	-	061° (065.6°T)	5°E	16.2	-	+3800	-	-	
030		TF	CE	-	105° (110.4°T)	5°E	5.0	-	+3200	-	IAF/IF	

IAF on ATC authorization only: For APPROACH TRANSITION from KUTIG see LDOS AD 2.24.12 IAC RNP RWY 11

RNAV HOLDING tabular description

Waypoint name	Path descriptor	Inbound course °M (°T)	Leg time/ distance (NM)	Turn direction	Minimum altitude (ft)	Maximum altitude (ft)	Speed limit MAX IAS (kt)	Magnetic variation	Remarks	NAV SPEC
CE	HM	105° (110.4°T)	1MIN / -	R	3200	-	200	5°E	-	RNP 1

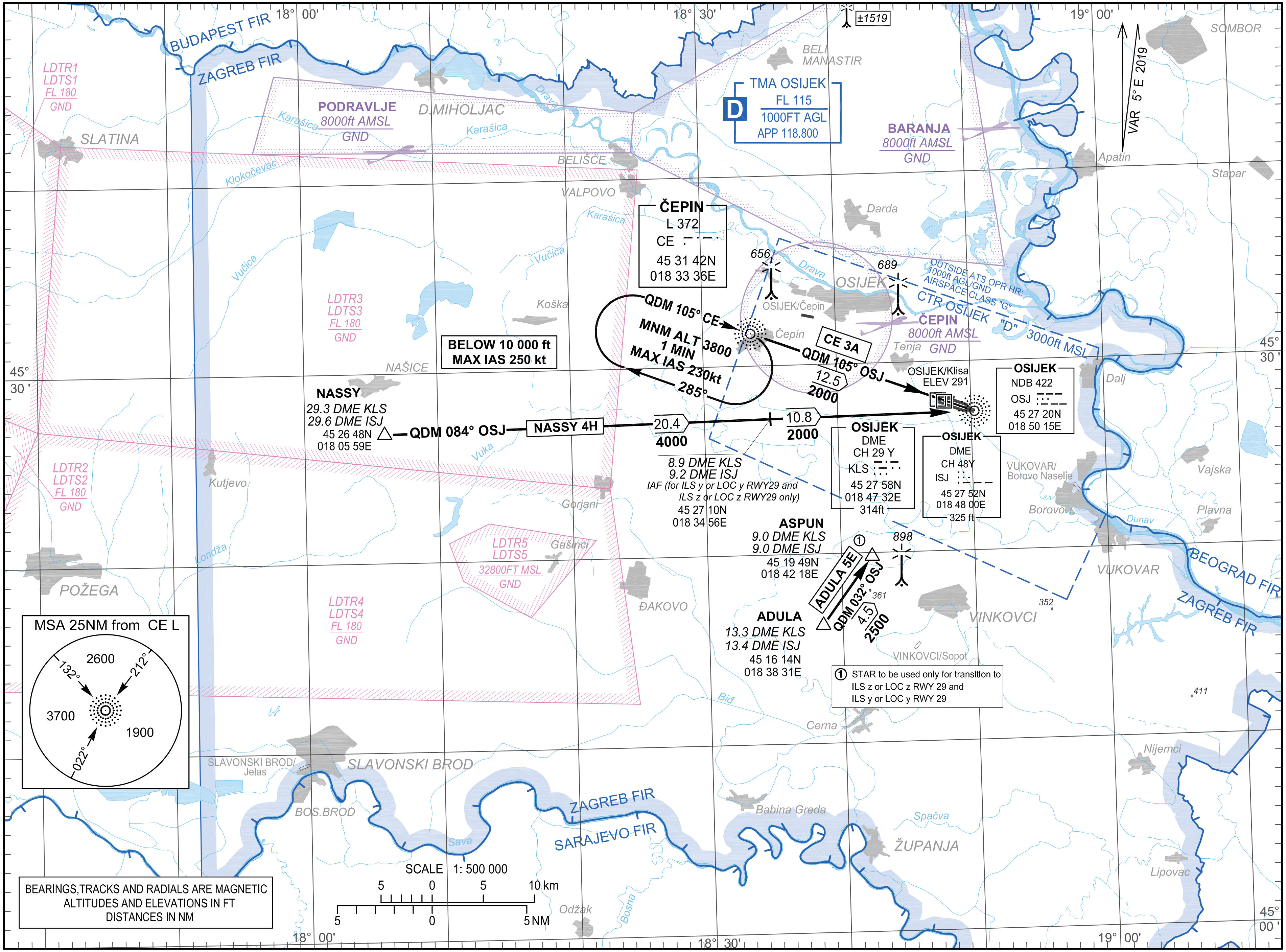
Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
ADULA	451614N	0183831E
OSDUK	454715N	0180801E
KUTIG	452605.5N	0183035.9E
LAKIK	453608N	0180551E
NASSY	452648N	0180559E
CE	453142.33N	0183336.18E
OS601	453326.9N	0182656.1E

CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Obstacle updated; Editorial.

CHANGE: KLS DME Channel; Editorial.

TRANSITION ALTITUDE
10 000

OSIJEK APPROACH 118.800
OSIJEK TOWER 118.800



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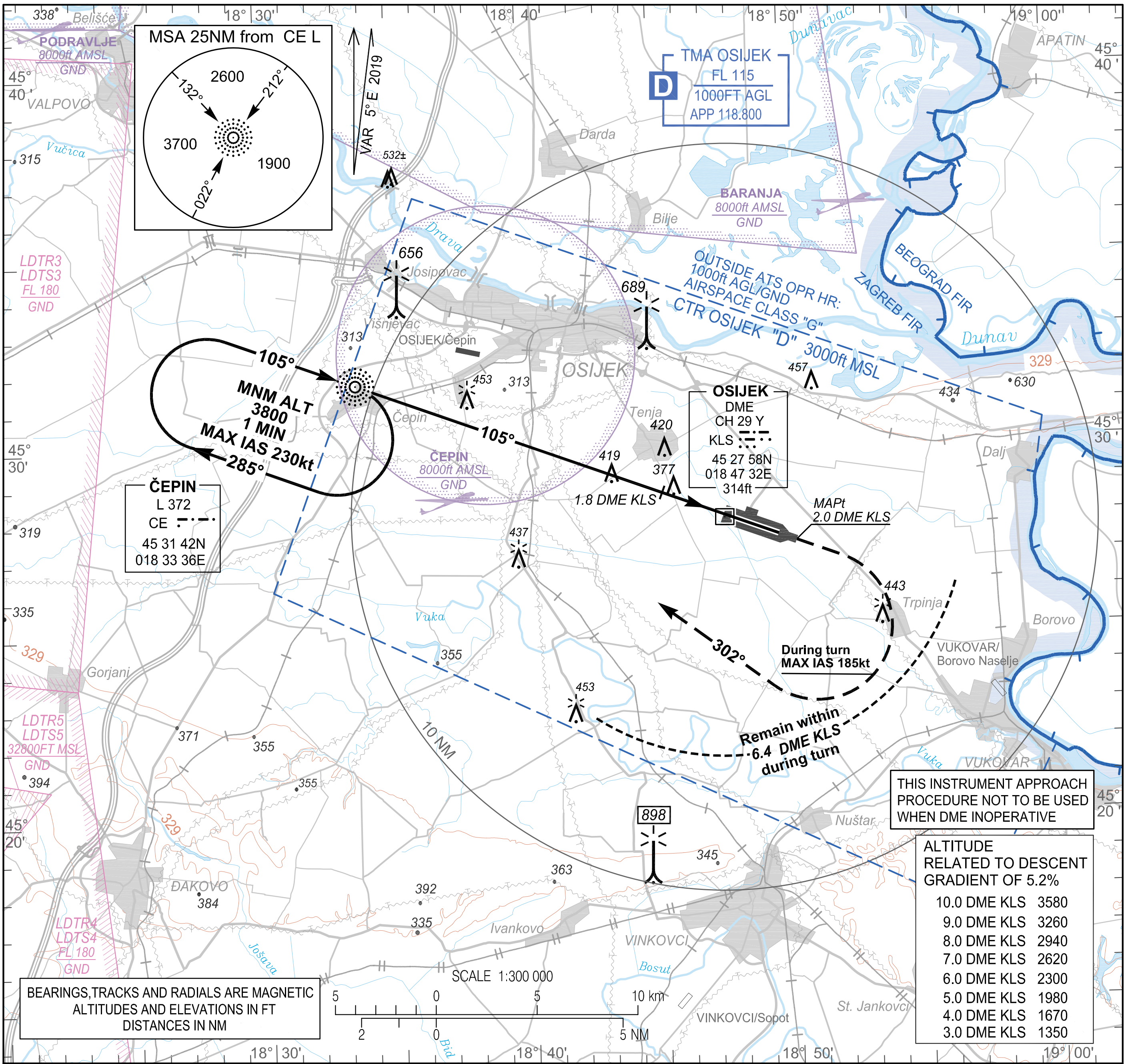
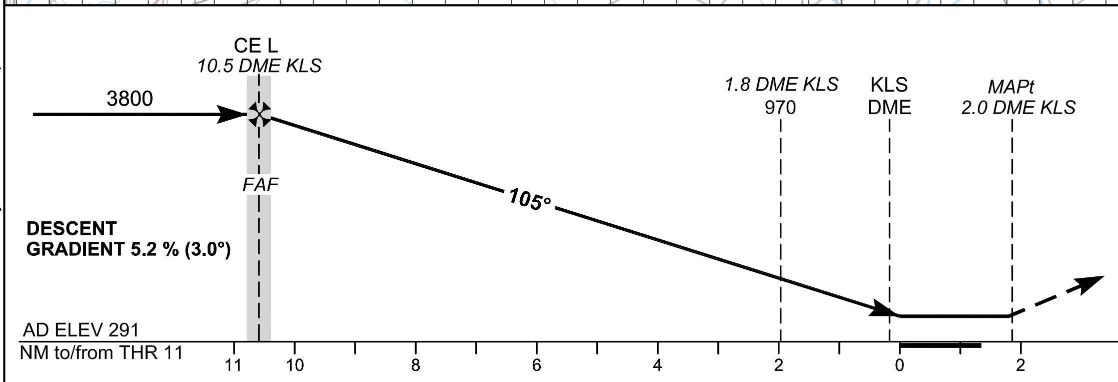
INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 291
HEIGHTS RELATED
TO AD ELEV

OSIJEK APPROACH	118.800
OSIJEK TOWER	118.800

OSIJEK / Klisa
CROATIA
L RWY 11





TRANSITION ALT 10 000

MISSED APPROACH:

Turn RIGHT inbound CE L on QDM 302° CE climbing to 3800 and hold. Remain within 6.4 DME KLS during turn. Missed approach turn limited to 185kt IAS maximum.

Caution:
Missed approach MAX IAS 185kt and 6.4 DME KLS limitation during turn due to airspace Class G restriction only.

OCA(H)	A	B	C	D
Straight-in Approach	630 (340)			
Circling	690 (400)	790 (500)	890 (600)	1090 (800)

FAF to MAPt - 12.5 NM								
GS(kt)	70	80	90	100	120	140	160	180
min : sec	10:42	9:22	8:20	7:30	6:15	5:21	4:41	4:10
Rate of descent (ft / min)	372	425	478	531	637	743	849	955
Timing not authorized for defining the MAPt								

CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Editorial.

OSIJEK / Klisa
CROATIA
L RWY 11

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
L RWY 11			
Final approach descent angle: (1) 3.00°			
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (CE L)	See LDOS AD 2.19	-	-
FAF (CE L)	See LDOS AD 2.19	-	-
SDF	452839.9N 0184510.6E	110.41° (CE L)	1.80 DME KLS
MAPt	452719.4N 0185015.4E	110.41° (CE L)	2.02 DME KLS

(1) Descent point inside CE L cone (from CE L coordinate descent angle should read 3.06°)

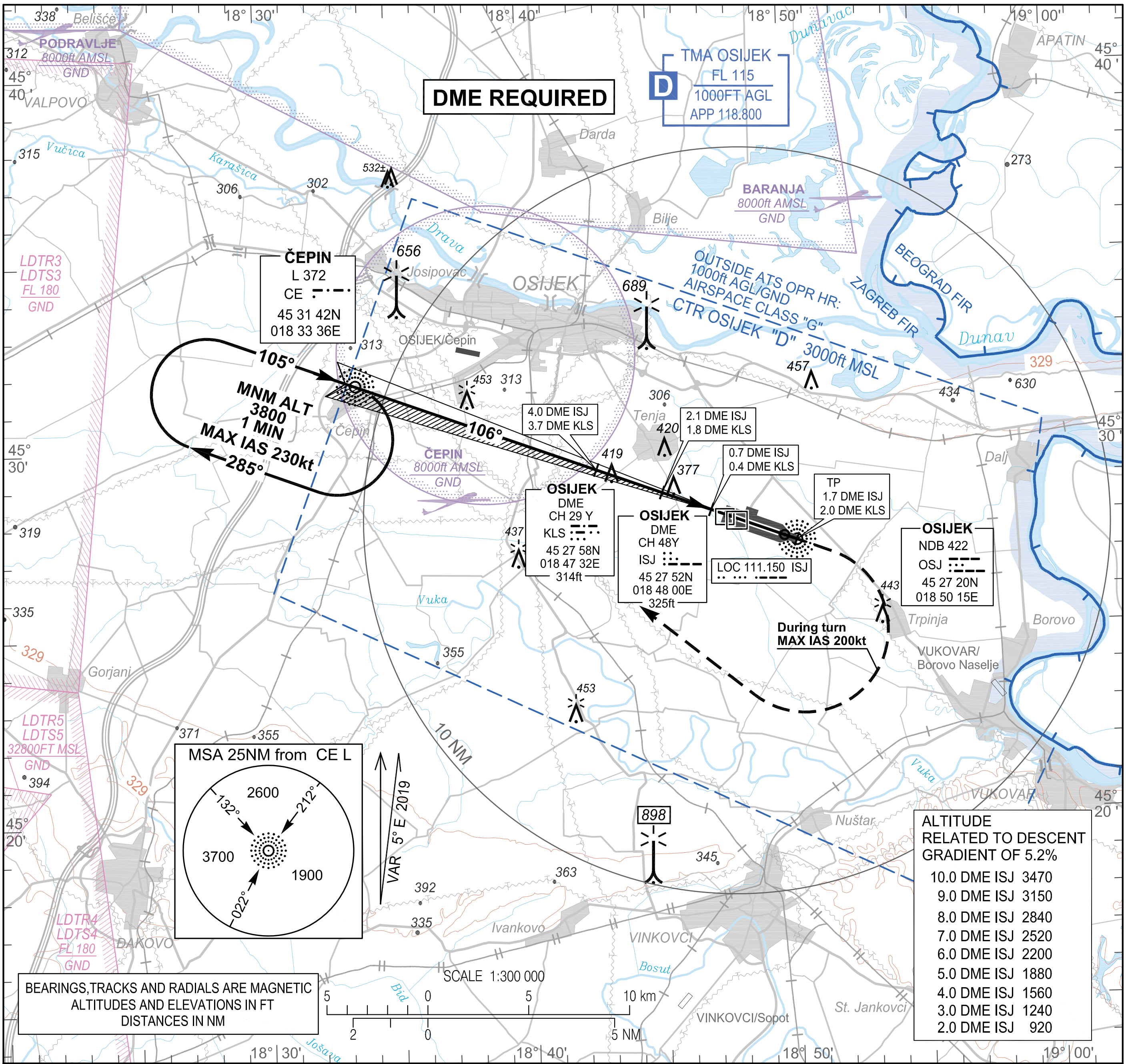
CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Editorial.

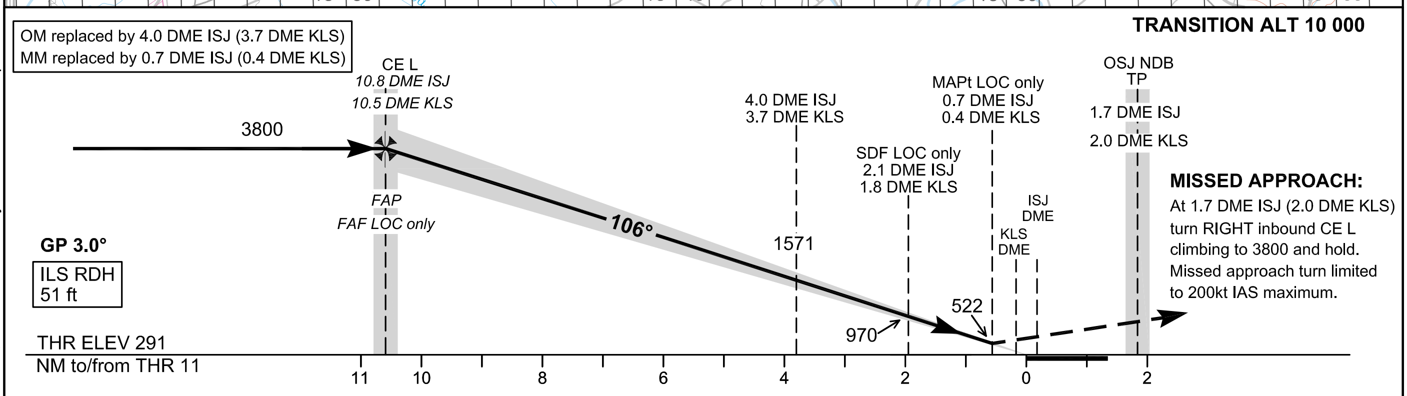
INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 291
HEIGHTS RELATED
TO THR 11 ELEV 291

OSIJEK APPROACH	118.800
OSIJEK TOWER	118.800

OSIJEK / Klisa
CROATIA
ILS or LOC RWY 11





OCA(H)		A	B	C	D
Straight-in approach	ILS CAT I press. altim.	436 (145)	446 (155)	459 (168)	472 (181)
	LOC only	630 (340)			
Circling		690 (400)	790 (500)	890 (600)	1090 (800)

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

CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Editorial.

OSIJEK / Klisa
CROATIA
ILS or LOC RWY 11

AERONAUTICAL DATABASE REQUIREMENTS

Conventional procedure essential fixes/points

ILS or LOC RWY 11

LOC only - final approach descent angle: (1)3.00°

Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (CE L)	See LDOS AD 2.19	-	-
FAF LOC only / FAP (CE L)	See LDOS AD 2.19	-	-
SDF LOC only	45 28 39.9N 018 45 10.5E	110.54° (ISJ LOC)	2.14 DME ISJ (1.80 DME KLS)
MAPt LOC only	45 28 10.6N 018 47 01.7E	110.54° (ISJ LOC)	(2)0.75 DME ISJ (0.41 DME KLS)

(1) Descent point inside CE L cone (from CE L coordinate descent angle should read 3.06°)
(2) Higher resolution: 0.748 DME ISJ

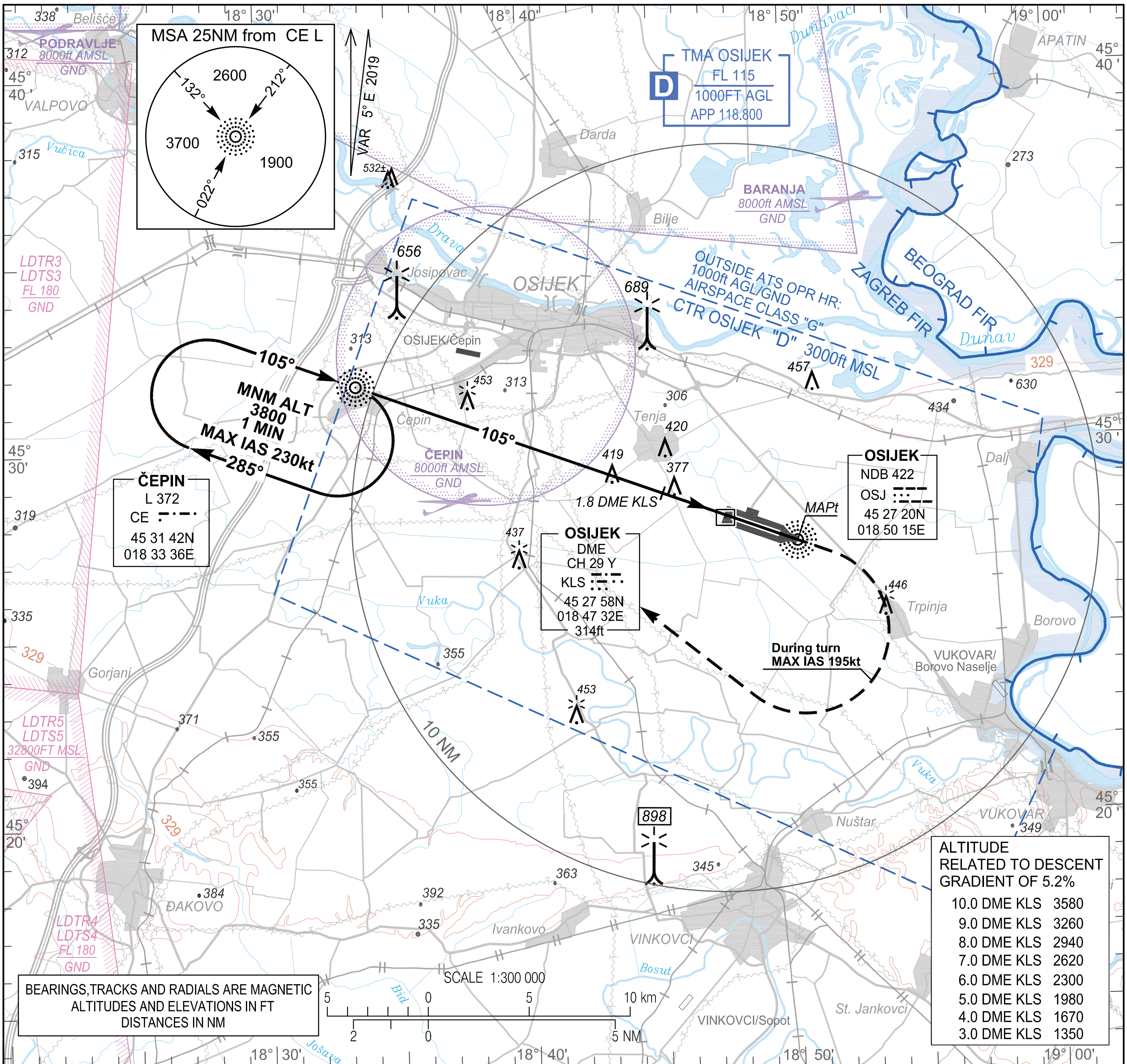
CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Editorial.

INSTRUMENT APPROACH
CHART-ICAO

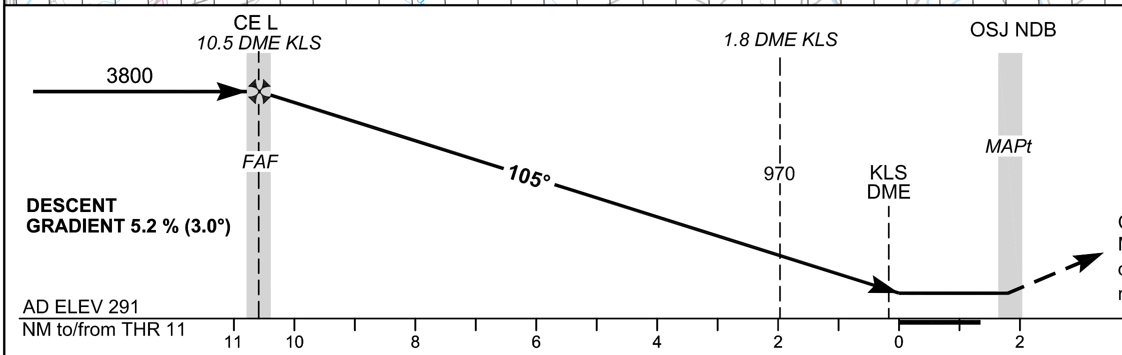
AD ELEV 291
HEIGHTS RELATED
TO AD ELEV

OSIJEK APPROACH	118.800
OSIJEK TOWER	118.800

OSIJEK / Klisa
CROATIA
NDB RWY 11



ALTITUDE RELATED TO DESCENT GRADIENT OF 5.2%	
10.0 DME KLS	3580
9.0 DME KLS	3260
8.0 DME KLS	2940
7.0 DME KLS	2620
6.0 DME KLS	2300
5.0 DME KLS	1980
4.0 DME KLS	1670
3.0 DME KLS	1350



TRANSITION ALT 10 000

MISSED APPROACH:
Turn RIGHT inbound CE L climbing to 3800 and hold. Missed approach turn limited to 195kt IAS maximum.

Caution:
Missed approach MAX IAS 195kt due to airspace Class G restriction only.

OCA(H)	A	B	C	D
Straight-in Approach	630 (340)			
	WO DME 850 (560)			
Circling	850 (560)		890 (600)	1090 (800)

FAF to MAPt - 12.5 NM								
GS(kt)	70	80	90	100	120	140	160	180
min : sec	10:42	9:22	8:20	7:30	6:15	5:21	4:41	4:10
Rate of descent (ft / min)	372	425	478	531	637	743	849	955
Timing not authorized for defining the MAPt								

CHANGE: KLS DME Channel; Editorial.

OSIJEK / Klisa
CROATIA
NDB RWY 11

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
NDB RWY 11			
Final approach descent angle: [(1)] 3.00°			
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (CE L)	See LDOS AD 2.19	-	-
FAF (CE L)	See LDOS AD 2.19	-	-
SDF	452840.0N 0184510.6E	110.54° (OSJ NDB)	1.80 DME KLS
MAPt (OSJ NDB)	See LDOS AD 2.19	-	-

[(1)] Descent point inside CE L cone (from CE L coordinate descent angle should read 3.06°)

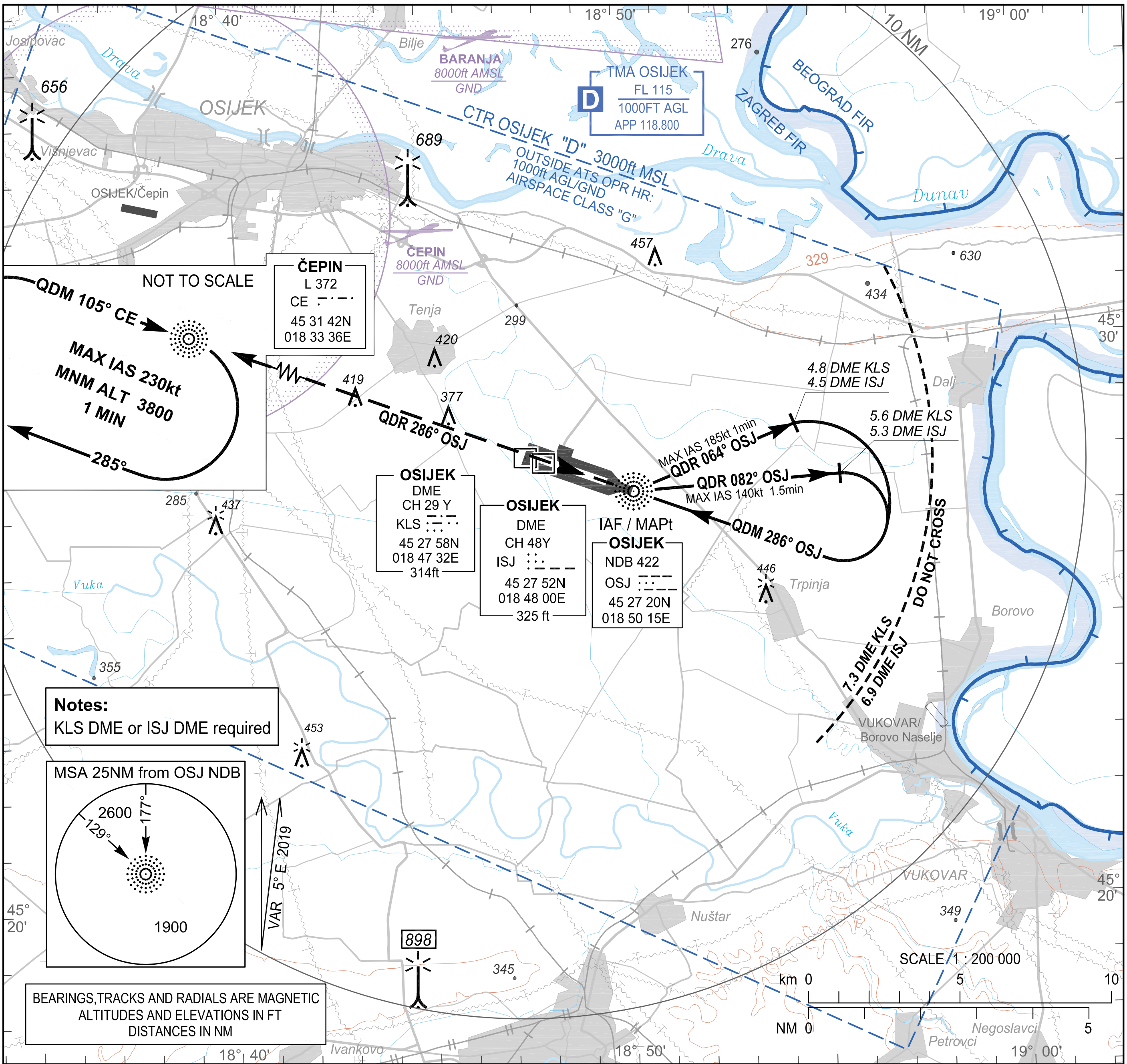
CHANGE: KLS DME Channel; Editorial.

INSTRUMENT APPROACH
CHART-ICAO

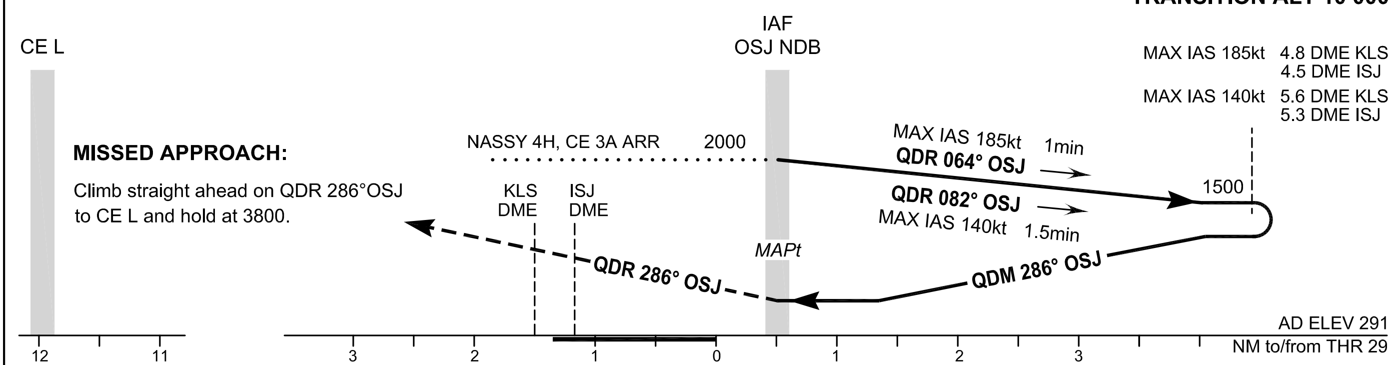
AD ELEV 291
HEIGHTS RELATED
TO AD ELEV

OSIJEK APPROACH	118.800
OSIJEK TOWER	118.800

OSIJEK / Klisa
CROATIA
NDB RWY 29



TRANSITION ALT 10 000



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

CHANGE: KLS DME Channel; Editorial.

OSIJEK / Klisa
CROATIA
NDB RWY 29

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
NDB RWY 29			
Final approach descent angle: -			
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (OSJ NDB)	452719.51N 0185015.39E	-	-
MAPt (OSJ NDB)		-	-

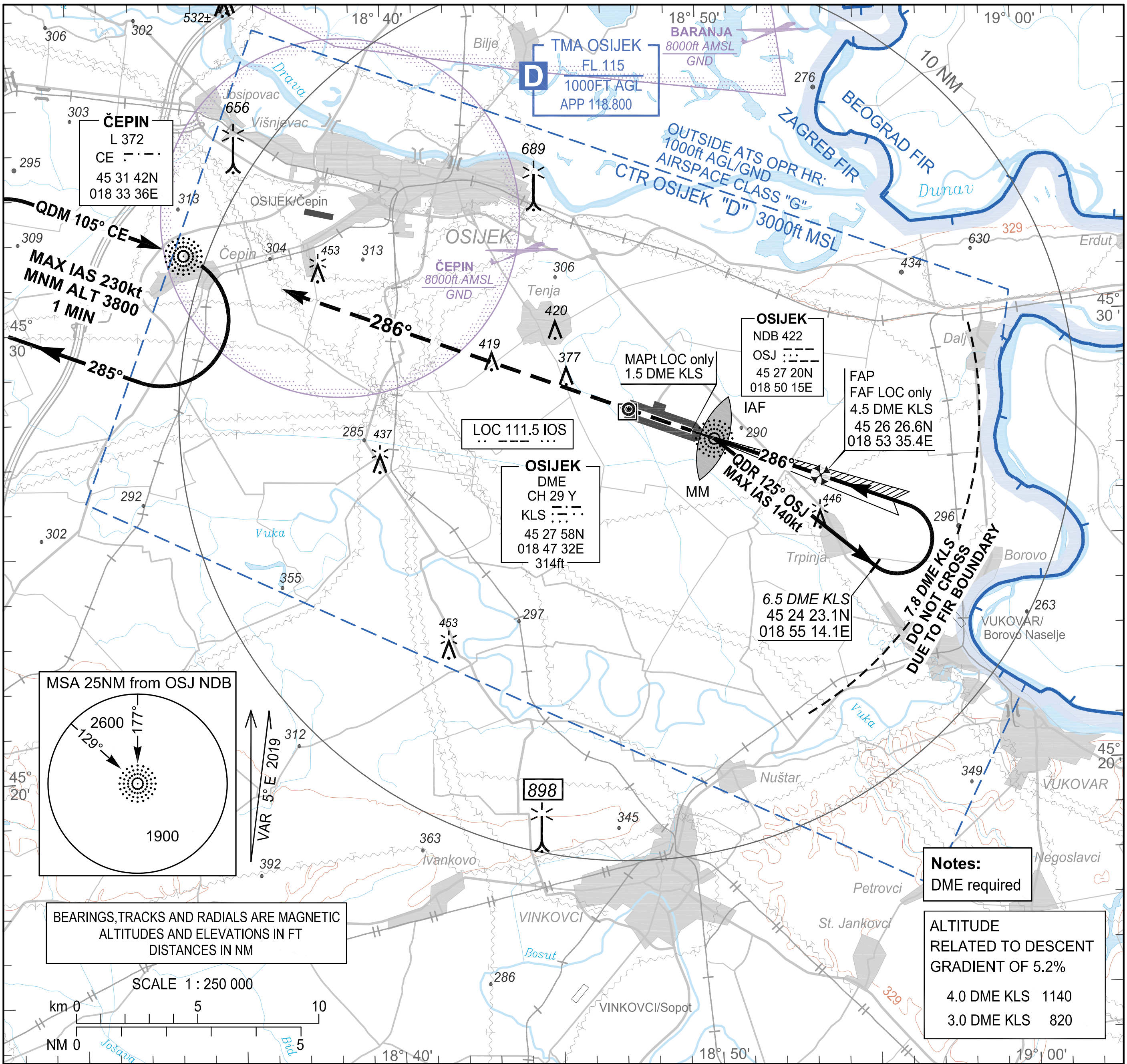
Change: KLS DME Channel; Editorial.

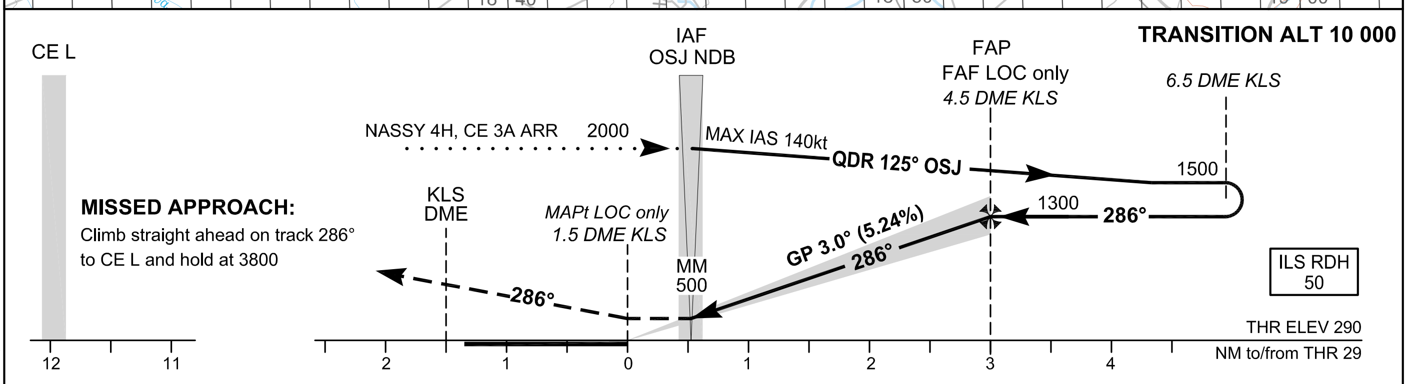
INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 291
HEIGHTS RELATED
TO THR 29 ELEV 290

OSIJEK APPROACH	118.800
OSIJEK TOWER	118.800

OSIJEK / Klisa
CROATIA
ILS x or LOC x RWY 29
ACFT CAT A & B





OCA(H)		A	B
Straight-in Approach	ILS CAT I press. altim.	428 (138)	438 (148)
	LOC only	620 (330)	
Circling		690 (400)	790 (500)

FAF LOC only to MAPt distance – 3.0 NM
Timing not authorized for defining the MAPt

GS(kt)	70	80	90	100	110	120	130
min:sec	2:34	2:15	2:00	1:48	1:38	1:30	1:23
Rate of descent (ft/min)	372	425	478	531	584	637	690

CHANGE: KLS DME Channel; Editorial.

OSIJEK / Klisa
CROATIA
ILS x or LOC x RWY 29
ACFT CAT A & B

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
ILS x or LOC x RWY 29 ACFT CAT A&B			
LOC only - final approach descent angle: 3.00°			
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (OSJ NDB)	452719.51N 0185015.39E	-	-
FAF LOC only	452626.6N 0185335.4E	290.56° (IOS LOC)	4.53 DME KLS
MAPt LOC only (THR 29)	452730.26N 0184934.67E	290.56° (IOS LOC)	1.51 DME KLS

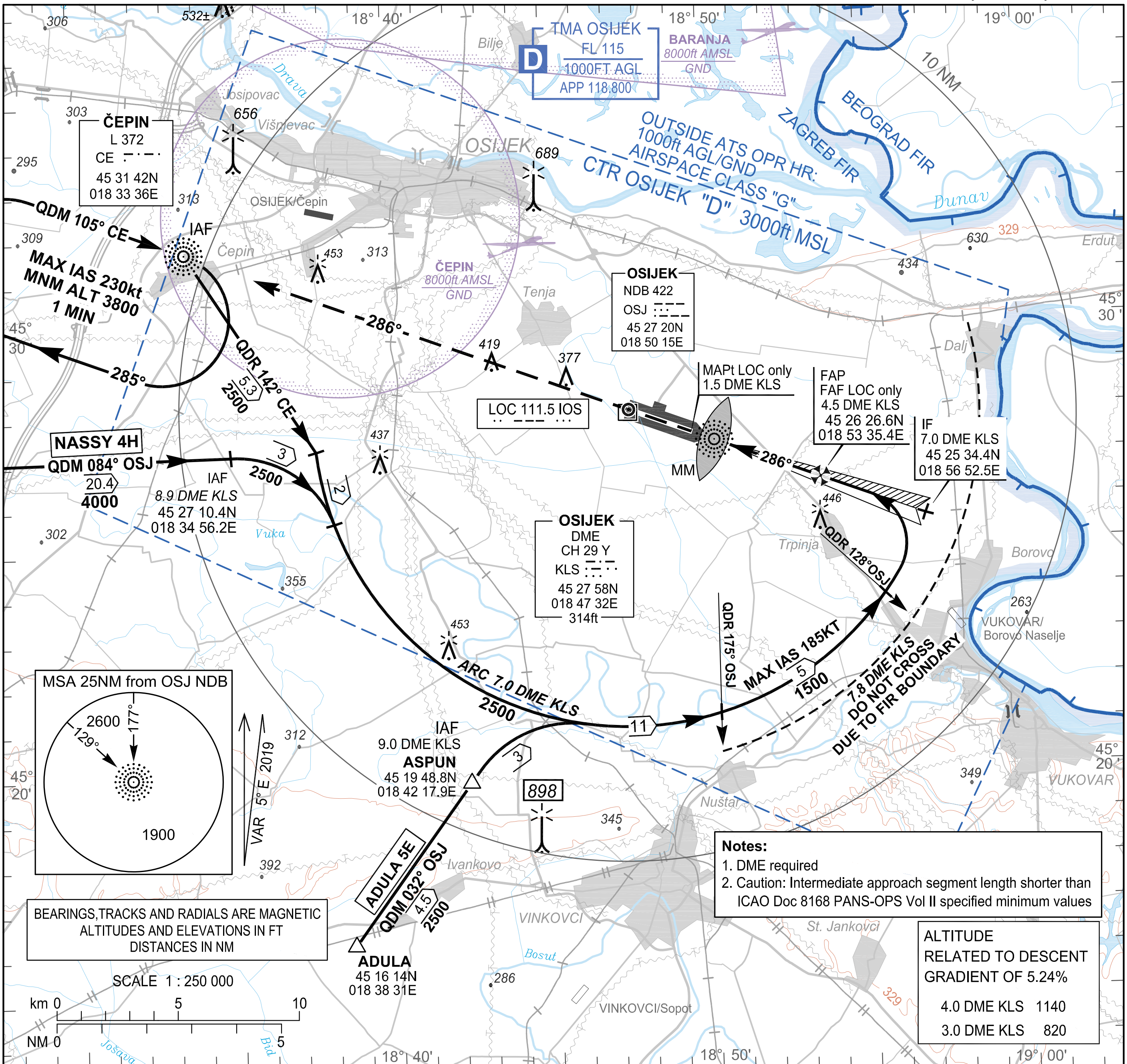
CHANGE: KLS DME Channel; Editorial.

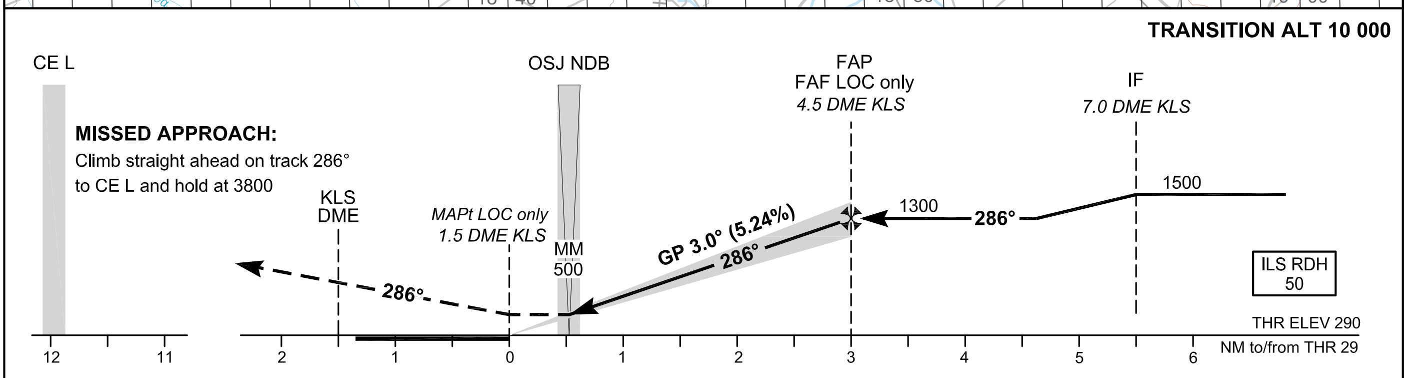
INSTRUMENT APPROACH CHART-ICAO

AD ELEV 291
HEIGHTS RELATED
TO THR 29 ELEV 290

OSIJEK APPROACH	118.800
OSIJEK TOWER	118.800

OSIJEK / Klisa
CROATIA
ILS y or LOC y RWY 29





OCA(H)		A	B	C	D
Straight-in Approach	ILS CAT I press. altim.	428 (138)	438 (148)	448 (158)	468 (178)
	LOC only	620 (330)			
Circling		690 (400)	790 (500)	890 (600)	1090 (800)

FAF LOC only to MAPt DISTANCE – 3.0 NM
Timing not authorized for defining the MAPt

GS (kt)	80	100	120	140	160	180
min:sec	2:15	1:48	1:30	1:17	1:08	1:00
Rate of descent (ft/min)	425	531	637	743	849	955

CHANGE: KLS DME Channel; Editorial.

OSIJEK / Klisa
CROATIA
ILS y or LOC y RWY 29

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
ILS y or LOC y RWY 29			
LOC only - final approach descent angle: 3.00°			
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (CE L)	453142.33N 0183336.18E	-	-
IAF (via NASSY)	452710.4N 0183456.2E	089.10° (OSJ NDB)	8.91 DME KLS
IAF (ASPUN)	451948.8N 0184217.9E	036.69° (OSJ NDB)	8.96 DME KLS
SDF Initial	452114.3N 0185014.8E	ARC 7.00 DME KLS	180.07° (OSJ NDB)
IF	452534.4N 0185652.5E	290.56° (IOS LOC)	7.00 DME KLS
FAF LOC only	452626.6N 0185335.4E	290.56° (IOS LOC)	4.53 DME KLS
MAPt LOC only (THR 29)	452730.26N 0184934.67E	290.56° (IOS LOC)	1.51 DME KLS

CHANGE: KLS DME Channel; Editorial.

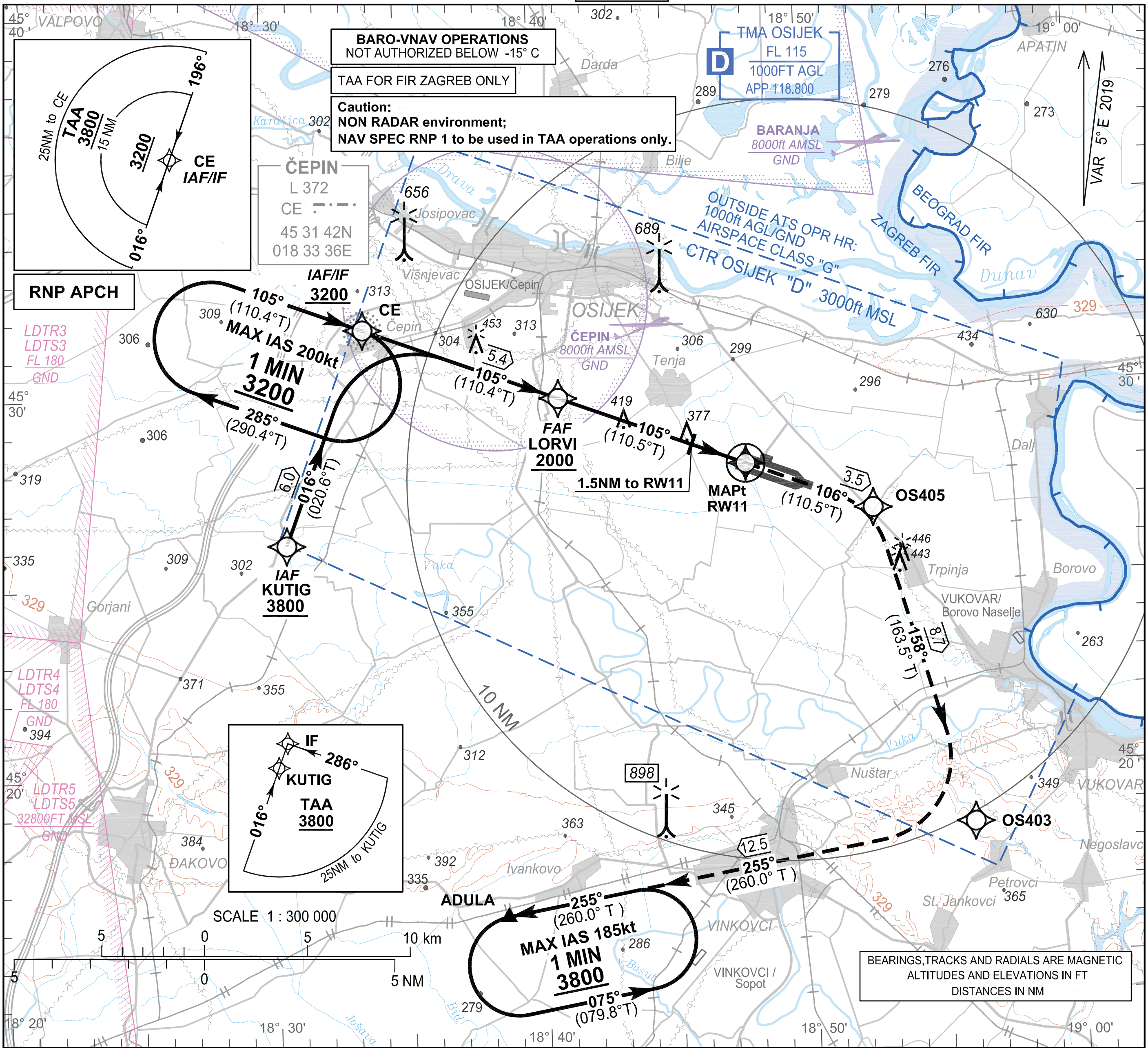
INSTRUMENT APPROACH CHART-ICAO

AD ELEV 291
HEIGHTS RELATED TO THR 11 ELEV 291

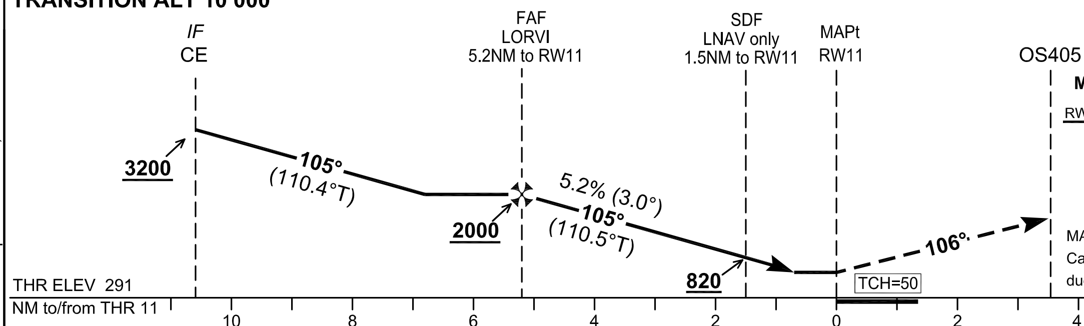
SBAS
CH: **59925**
E11A

OSIJEK APPROACH	118.800
OSIJEK TOWER	118.800

OSIJEK / Klisa
CROATIA
RNP RWY 11



TRANSITION ALT 10 000



MISSED APPROACH RNAV:

RW11 – OS405 – OS403 – ADULA [A3800; -K185]

MAX IAS 185kt until ADULA.
Caution: Missed approach climb gradient 3.0% due to airspace Class G only.

OCA(H)		Minimum missed approach climb gradient	A	B	C	D
Straight-in approach	LNAV	2.5%	610 (319)			
	LNAV / VNAV	2.5%	590 (299)	600 (309)	610 (319)	620 (329)
		3.0%	540 (249)			
	LPV	2.5%	550 (259)	560 (269)	570 (279)	580 (289)
		3.0%	540 (249)			
Circling			790 (499)		890 (599)	1230 (939)

DIST THR / RW11	NM	5	4	3	2	1
Altitude	ft	1930	1610	1300	980	660

Timing not authorized for defining the MAPt							
GS	kt	80	100	120	140	160	180
LORVI- RW11 (5.2NM)	min:sec	3:54	3:07	2:36	2:14	1:57	1:44
Rate of descent (5.2%)	ft/min	425	531	637	743	849	955

CHANGE: Parachute activity zone Vinkovci/Sopot withdrawn; Editorial.

OSIJEK / Klisa
CROATIA
RNP RWY 11

Coding elements for FAS Data Block

Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LDOS
Runway	11
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E11A
LTP/FTP Latitude	452758.6765N
LTP/FTP Longitude	0184746.9615E
LTP/FTP Ellipsoidal Height (metres)	132.6
FPAP Latitude	452730.2635N
Delta FPAP Latitude (seconds)	-28.4130
FPAP Longitude	0184934.6715E
Delta FPAP Longitude (seconds)	107.7100
Threshold Crossing Height	50.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output data

Data Block	10 13 0F 04 0C 0B 00 00 01 31 31 05 A9 13 83 13 23 08 11 08 2E 19 06 22 FF 7C 49 03 F4 01 2C 01 64 00 C8 FA 86 32 81 72
Calculated CRC Value	86328172

Required Additional Data

ICAO Code	LD
LTP/FTP Orthometric Height (metres)	88.6
FPAP Orthometric Height (metres)	88.3

CHANGE: Parachute activity zone Vinkovci/Sopot withdrawn; Editorial.

LDOS RNP RWY11

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	KUTIG	-	-	5°E	-	-	+3800	-	-	-	RNP APCH
020	IF	TF	CE	-	016° (020.6°T)	5°E	6.0	-	+3200	-	-	-	
010	IAF / IF	IF	CE	-	-	5°E	-	-	+3200	-	-	-	RNP APCH

Proposed tabular description for navigation database coding - FINAL 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	IF	IF	CE	-	-	5°E	-	-	+3200	-	-	-	RNP APCH
020	FAF	TF	LORVI	-	105° (110.4°T)	5°E	5.4	-	+2000	-	-	-	
030	MAPt	TF	RW11	Y	105° (110.5°T)	5°E	5.2	-	-	-	3.0 / 50.0	-	
040	-	TF	OS405	-	106° (110.5°T)	5°E	3.5	-	-	-	-	-	
050	-	TF	OS403	-	158° (163.5°T)	5°E	8.7	-	-	-			
060	MAHF	TF	ADULA	-	255° (260.0°T)	5°E	12.5	-	3800	-185	-	-	
070	MAHF	HM	ADULA	-	255° (260.0°T)	5°E	1 MIN	L	3800	-185	-	Holding above 3800ft on ATC clearance only	RNP 1

RNAV HOLDING tabular description

Waypoint name	Path Term-inator	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
CE	HM	105° (110.4°T)	1MIN / -	R	3200	-	200	5°E	-	RNP 1
ADULA	HM	255° (260.0°T)	1MIN / -	L	3800	-	185	5°E	-	RNP 1

Waypoint coordinates

Waypoint name	WGS-84 Latitude	WGS-84 Longitude
KUTIG	452605.5N	0183035.9E
CE	453142.33N	0183336.18E
LORVI	452948.1N	0184050.9E
RW11	452758.68N	0184746.96E
OS403	451825.8N	0185558.8E
OS405	452644.1N	0185229.4E
ADULA	451614N	0183831E

CHANGE: Parachute activity zone Vinkovci/Sopot withdrawn; Editorial.

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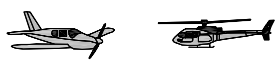
VISUAL
OPERATION
CHART

ARP 45°27'45.60"N 018°48'36.56"E	AD ELEV 291	OSIJEK APPROACH 118.800 OSIJEK TOWER 118.800

OSIJEK / Klisa
CROATIA

Reporting Point	Definition
A1	Village Koška
B1	Town Valpovo
C1	Village Josipovac
D1	Village Sarvaš
E1	Village Vrpolje
F1	Town Vinkovci
G1	Village Silaš
H1	Reporting point TUVAR

FOR LDOS ATS OPERATIONAL HOURS
CONSULT RELEVANT PUBLICATIONS



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

VAR 5° E 2019

SCALE 1:200 000

2 0 5 km
1 0 3 NM

ALTITUDES AND ELEVATIONS IN FT

LEGEND

Holding fix with WGS-84 coordinates — G1 45 25 22N 018 46 30E

Significant VFR point — F1

Mandatory (arrival - departure) VFR route

ELEVATION TINTS
(m) ft
(400) 1313
(0) 0

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

CHANGE: KLS DME Channel; Obstacles updated.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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Type of aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L	VL	320 KHZ	H24	445334.30N 0135328.16E		264°MAG/0.53 NM from THR 09. Range 15 NM
LOC 27	IPU	111.5 MHZ	H24	445335.03N 0135401.39E		ILS CAT I LOC coverage 17 NM MRA 3000 FT LOC coverage 25 NM MRA 4000 FT
GP 27		332.9 MHZ	H24	445333.87N 0135607.91E		3.2°, RDH 15.85 M (52 FT)
MM27	Dots-Dashes	75 MHZ	H24	445339.18N 0135712.92E		From THR 27 = 0.55 NM Intersect heights: 223.1 FT
OM27	Dashes-Dashes	75 MHZ	H24	445343.28N 0140029.09E		From THR 27 = 2.87 NM Intersect heights: 1036.8 FT

LDPL AD 2.20 LOCAL AERODROME REGULATIONS

ATC DEP clearance and DEP INFO are available on Pula TWR FREQ 15 MIN before start up.

WARNING: Gusts, wind shear and turbulence can be expected on final approach to/climb out from RWY 09 in conditions of strong east-north-easterly winds.

LDPL AD 2.20.1 Code letter E and four-engine aircraft operation

Prior and after code letter E ACFT landing, taxiing or departure, RWY and TWY will be checked by responsible department.
Prior and after four engine ACFT landing, taxiing or departure RWY and TWY (including shoulders) will be checked by responsible department.
It is recommended to use outer engines on idle power during taxiing.

Recommended safety distances (4 M) are not met on TWY curves and intersections with other TWY and RWY. Judgemental oversteering method required for ACFT with wheelbase greater than 18.59 M. Extra caution advise while entering/exiting TWY B and TWY E from/to RWY.

During taxiing on RWY 27 turn pad the nose wheel steering angle exceeds 45 DEG. A slow taxi speed is recommended. Turning not possible for ACFT wheel base more than 26.2 M.

It is recommended to use asymmetric thrust when turning on turn pad.
It is not allowed to use TWY F for code letter E ACFT.

List of ACFT approved to operate with higher aerodrome reference code letter	
Airbus A330-300	Boeing 747-400
Airbus A330-900	Boeing 767-400
Airbus A340-200	Boeing 777-200
Airbus A340-300	Boeing 777-200LR
Airbus A340-500	Boeing 777-300
Airbus A350-900	Boeing 777-300ER
	Boeing 787-800
	Boeing 787-900
	Boeing 787-10 Dreamliner

LDPL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LDPL AD 2.22 FLIGHT PROCEDURES

SID RWY 09

Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 4.4 per cent (267 FT/NM).
Assume minimum net climb gradient of 3.3 per cent (201 FT/NM) after passing 500 FT QNH.
WARNING: Close-in obstacles. See inset on the chart.

SID RWY 09				
Designator	**Route**	**After take off**		**Remarks**
		Climb initially	**Contact**	
PEVAL1A	PEVAL ONE ALPHA DEPARTURE Climb straight ahead. At KAV NDB or 3.8 DME PUL turn LEFT to intercept QDR 005° KAV and continue climb. At 18.5 DME PUL turn LEFT to intercept QDM 272° VRS to VRS NDB. At VRS NDB turn RIGHT on QDR 286° VRS climbing to PEVAL.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	Cross 18.5 DME PUL at or above 9000 FT AMSL.
GIRDA6D	GIRDA SIX DELTA DEPARTURE Climb straight ahead. At KAV NDB or 3.8 DME PUL turn LEFT to intercept QDR 005° KAV climbing to GIRDA.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	Cross 18.5 DME PUL at or above 9000 FT AMSL.
RJK5C	RIJEKA FIVE CHARLIE DEPARTURE Climb straight ahead. At KAV NDB or 3.8 DME PUL turn LEFT to intercept QDR 005° KAV and continue climb. After 18.5 DME PUL follow ATC RADAR vector RJK.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	Cross 18.5 DME PUL at or above 9000 FT AMSL.
OBALA1A	OBALA ONE ALPHA DEPARTURE Climb straight ahead on QDM 084° CRE. At CRE NDB continue on QDR 083° CRE climbing to OBALA.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	
LOS5H	LOSINJ FIVE HOTEL DEPARTURE Climb straight ahead. At KAV NDB or 3.8 DME PUL turn RIGHT, intercept bearing 134° KAV NDB climbing to LOS NDB.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	

AD 2 AERODROMES

LDRI AD 2

LDRI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LDRI - AIRPORT RIJEKA / Krk I.

LDRI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	451300.80N 0143412.96E 143°/1250 M from THR 14
2	Direction and distance from (city)	139°, 27 KM from Rijeka (railway station)
3	Elevation/Reference temperature	278 FT / 29.9°C (JUL)
4	Geoid undulation at AD ELEV PSN	145 FT
5	MAG VAR/Annual change	4°E (2019) / 0.15° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, E-mail, URL	Post: Zracna luka Rijeka 51513 Omisalj Phone: (+385 99) 525 8911 (+385 99) 525 8910 (+385 99) 267 5581 Fax: (+385 51) 841 236 SITA: RJKAPXH Email: operations@rijeka-airport.hr URL: http://www.rijeka-airport.hr/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

LDRI AD 2.3 OPERATIONAL HOURS

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

LDRI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Cargo loader - capacity 7000 KG, MAX height 5.45 M. 2xCargo loader - capacity 3500 KG, MAX height 3.50 M. Pallet dollies - 6 pieces, Container dollies - 20 pieces, Luggage dollies - 35 pieces.
2	Fuel/oil types	A1, AVGAS 100LL / Oil - Nil
3	Fuelling facilities/capacity	1 Fuel Truck 18000 L (A1) 1 Fuel Truck 15000 L (A1) 10000 L (AVGAS 100LL)
4	De-icing facilities	Not AVBL
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LDRI AD 2.5 PASSENGER FACILITIES

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

LDRI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 10 See remarks.
2	Rescue equipment	2 heavy fire fighting vehicles Volvo FMX, 9000 L water, 1500 L foam, 250 KG powder. 1 heavy fire fighting vehicle Mercedes Actros, 7000 L water, 1500 L foam, 750 KG powder. 1 heavy fire fighting vehicle Mercedes 2636, 10 000 L water, 200 L foam, 250 KG powder. 1 command vehicle Nissan Pick Up with equipment for technical rescue.
3	Capability for removal of disabled aircraft	On request; in cooperation with external companies.
4	Remarks	From 01 JAN to 29 MAR and from 25 OCT to 31 DEC - CAT 5. From 30 MAR to 24 OCT - CAT 6. Up to CAT 10 available on request by prior notice (3 hours). During AD HR SER via: SITA: RJKAPXH; Email: operations@rijeka-airport.hr Outside AD HR SER via: Mobile phone: +385 99 267 5581, +385 99 525 8910, +385 99 545 9069, +385 99 265 5655.

LDRI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

LDRI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

<table>
<tr><td rowspan="2">1</td><td rowspan="2">Apron surface and strength</td><td colspan="2">SURFACE</td><td colspan="2">STRENGTH</td></tr>
<tr><td colspan="2">CONC</td><td colspan="2">PCN 45/R/A/X/T</td></tr>
<tr><td rowspan="3">2</td><td rowspan="3">Taxiway width, surface and strength</td><td>TWY</td><td>WIDTH (M)</td><td>SURFACE</td><td>STRENGTH</td></tr>
<tr><td>TWY A</td><td>20</td><td>CONC</td><td>PCN 45/R/A/X/T</td></tr>
<tr><td>TWY B</td><td>20</td><td>CONC</td><td>PCN 45/R/A/X/T</td></tr>
<tr><td>3</td><td>ACL location and elevation</td><td colspan="4">Location: At Apron
Elevation: 278 FT</td></tr>
<tr><td>4</td><td>VOR checkpoints</td><td colspan="4">Nil</td></tr>
<tr><td>5</td><td>INS checkpoints</td><td colspan="4">See LDRI AD 2.24.2 APDC -1</td></tr>
<tr><td>6</td><td>Remarks</td><td colspan="4">Nil</td></tr>
</table>

LDRI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guide lines at apron. Nose-in guidance at aircraft stands. Follow-me vehicle, Marshaller - obligatory guidance to/from parking stand from/to TWY A and B. Edge lights at Apron.Edge lights at Apron.
2	RWY and TWY markings and LGT	RWY-14/32: Designator, THR, Centre line, edges, TDZ, Runway turn pad marking TWY A Centre line, holding positions, edge lights, edge lights TWY B Centre line, holding positions, edge lights, edge lights
3	Stop bars	Nil
4	Remarks	Nil

LDRI AD 2.10 AERODROME OBSTACLES

RWY32 obstacle in Area 2: Frangible anemometer mast COORD 451236.83N 0143443.99E, ELEV 293FT (89M) AMSL. ICAO marked and lighted.
Other, LDRI AD 2.24.4 AOC RWY 14/32 -1

RWY14 obstacle in Area 3: Frangible anemometer mast COORD 451321.78N 0143345.06E, ELEV 308FT (94M) AMSL. ICAO marked and lighted.

LDRI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	RIJEKA
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	PULA, ZAGREB TAF (24HR)
4	Trend Forecast Interval of issuance	Nil
5	Briefing/consultation provided	Selfbriefing (URL: https://ib.crocontrol.hr) or by phone: +385 52 372521
6	Flight documentation Language(s) used	• Selfbriefing (URL: https://ib.crocontrol.hr) or request by phone.: +385 51 654841 • Croatian, English
7	Charts and other information available for briefing or consultation	• ICE, TURB and CB forecasts • Lightning data • Satelite images • Radar images
8	Supplementary equipment available for providing information	Telefax URL: https://met.crocontrol.hr
9	ATS units provided with information	Rijeka TWR, Pula APP
10	Additional information (limitation of service, etc.)	Nil

LDSB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 6 See Remarks
2	Rescue equipment	1 Heavy fire fighting vehicle Simba FLF 14000, water 12500 L, foam 1500 L, 50 KG powder. 1 Heavy fire fighting vehicle Mercedes FLF 2632, water 7000 L, foam 1000 L, 18 KG powder. 1 Fire fighting vehicle Mercedes FLF 1328, water 3000 L, foam 300 L, 15 KG powder.
3	Capability for removal of disabled aircraft	Nil
4	Remarks	AD category for fire fighting during AD HR SER: summer period: MON - SUN: CAT 3 WED: 1400 - 1500 CAT 6 SAT: CAT 6 Winter period: MON - SUN: CAT 3 or upon NOTAM Higher fire fighting category (MAX CAT 6) O/R 24 HR PPR sent during AD HR SER (groundoperations@airport-brac.hr).

LDSB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

LDSB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	**SURFACE**		**STRENGTH**	
		ASPH		PCN 37/F/B/X/T	
2	Taxiway width, surface and strength	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	25.3	ASPH	PCN 37/F/B/X/T
3	ACL location and elevation	Location: 431717.01N 0164046.66E Elevation: 1736 FT			
4	VOR checkpoints	Nil			
5	INS checkpoints	See LDSB AD 2.24.2 APDC -1			
6	Remarks	Nil			

LDSB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guide lines at Apron, Marshaller, aircraft stand markings, "Follow me" vehicle.
2	RWY and TWY markings and LGT	RWY-03/21: Designator, THR, Centre line, Edge, TDZ, Aiming point markings, Runway turn pad marking TWY A: Centre line, Holding position
3	Stop bars	Nil
4	Remarks	THR 03 RWY turn pad restriction: 180° turn not possible for ACFT wheel base more than 15.6 M, for ACFT wheel base more than 11.04 M turning angle more than 45°. PSNs 1-3 are self manoeuvring. When one ACFT is taxiing, taxiing for other ACFT is prohibited. TWR directions and marshaller guidance shall be followed for entering/exiting from any of ACFT PSNs and for ground taxiing or air taxiing of helicopters.

LDSB AD 2.10 AERODROME OBSTACLES

Obstacles in area 2: See LDSB AD 2.24.4 AOC RWY 03/21 -1

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDSB1	Terrain	431642.41N 0164017.75E	543.3 M/Nil	Nil	Nil
LDSB2	Fence	431639.31N 0164019.14E	545.3 M/Nil	Nil	Nil
LDSB3	Terrain	431632.53N 0164018.79E	548.1 M/Nil	Nil	Nil
LDSB4	Tree	431632.33N 0164018.48E	553.8 M/Nil	Nil	Nil
LDSB5	Terrain	431636.49N 0164009.50E	549.9 M/Nil	Nil	Nil
LDSB6	Tree	431727.40N 0164109.00E	523.8 M/Nil	Nil	Nil
LDSB7	Terrain	431731.06N 0164103.32E	520.7 M/Nil	Nil	Nil
LDSB8	Terrain	431734.42N 0164105.76E	520.6 M/Nil	Nil	Nil

Obstacles in area 3: Nil

LDSP AD 2.22 FLIGHT PROCEDURES

SID RWY 05

Calculation of the SIDs is based on all-engines operative minimum net climb gradient of 7.4 per cent (450 FT/NM).
Assume minimum net climb gradient of 3.3 per cent (201 FT/NM) after passing SPL VOR DME (Only for SIDs: UNIPA 8D, REMPI 2C, SIRMI 8D, ZDA 7K, SAL 7J, TORPO 7D, KENEM 8H).

For all SIDs applies:
Climb on track 059°. At 480 FT turn RIGHT (for CAT C and D, bank angle minimum 20°).
MAX IAS 185 KT during turn, until crossing R-047 SPL.

WARNING: Close-in obstacles. See Aerodrome chart.

SID RWY 05				
Designator	**Route**	**After take off**		**Remarks**
		Climb initially	**Contact**	
UNIPA8D	UNIPA EIGHT DELTA DEPARTURE At 480 FT turn RIGHT on track 147°. Cross R-107 SPL turn RIGHT inbound SPL VOR DME. Cross SPL VOR DME intercept R-010 SPL climbing to UNIPA.	5000 FT	Split Radar on 120.875 MHZ	Do not fly WEST of R-177 SPL while executing turn inbound SPL VOR DME. Cross SPL VOR DME at or above 5000 FT. Cross 15.0 DME SPL (13.1 DME IST) at or above 8000 FT. Cross UNIPA at or above FL105.
REMPI2C	REMPI TWO CHARLIE DEPARTURE At 480 FT turn RIGHT, on track 147°. Cross R-107 SPL turn RIGHT inbound SPL VOR DME. Cross SPL VOR DME intercept R-053 SPL climbing to REMPI.	5000 FT	Split Radar on 120.875 MHZ	Do not fly WESTof R-177 SPL while executing turn inbound SPL VOR DME. Cross SPL VOR DME at or above 5000FT. Cross 12.0 DME SPL (11.6 DME IST) at or above 8000 FT. Cross REMPI at or above FL105.
KENEM8H	KENEM EIGHT HOTEL DEPARTURE At 480 FT turn RIGHT, on track 147°. Cross R-107 SPL turn RIGHT, inbound SPL VOR DME. At SPL VOR DME turn RIGHT, intercept R-069 SPL climbing to KENEM.	5000 FT	Split Radar on 120.875 MHZ	Do not fly WEST of R-177 SPL while executing turn inbound SPL VOR DME. Cross SPL VOR DME at or above 5000 FT. Cross 15.0 DME SPL (15.2 DME IST) at or above 8000 FT. Cross KENEM at or above FL105.
KENEM7G	KENEM SEVEN GOLF DEPARTURE At 480 FT turn RIGHT, on track 147°. Intercept R-097 SPL. At 13.0 DME SPL (14.2 DME IST), on R-097 SPL, turn LEFT climbing on track 007°, intercept R-069 SPL climbing to KENEM.	5000 FT	Split Radar on 120.875 MHZ	Cross 13.0 DME SPL (14.2 DME IST) at or above 7000 FT. Cross KENEM at or above FL105.

SID RWY 05				
Designator	Route	After take off		Remarks
		Climb initially	Contact	
VELIT6D	VELIT SIX DELTA DEPARTURE At 480 FT turn RIGHT, on track 147°, intercept R-097 SPL climbing to VELIT.	5000 FT	Split Radar on 120.875 MHZ	Cross 13.0 DME SPL (14.2 DME IST) at or above 7000 FT. Cross VELIT at or above FL105.
SIPAL5E	SIPAL FIVE ECHO DEPARTURE At 480 FT turn RIGHT, on track 147°. Cross R-107 SPL, turn LEFT, intercept R-118 SPL climbing to SIPAL.	5000 FT	Split Radar on 120.875 MHZ	Cross BAMRO at or above 7000 FT.
ORAKA5C	ORAKA FIVE CHARLIE DEPARTURE At 480 FT turn RIGHT, on track 147°. Cross R-107 SPL, turn RIGHT on track 177°. Intercept R-141 SPL climbing to ORAKA.	5000 FT	Split Radar on 120.875 MHZ	
RILIM3E	RILIM THREE ECHO DEPARTURE At 480 FT turn RIGHT, on track 147°. Cross R-107 SPL, turn RIGHT on track 177°. Intercept R-152 SPL climbing to RILIM.	5000 FT	Split Radar on 120.875 MHZ	
VELUG2C	VELUG TWO CHARLIE DEPARTURE At 480 FT turn RIGHT, on track 147°. Cross R-107 SPL, turn RIGHT on track 257°, intercept R-223 SPL, climbing to VELUG.	5000 FT	Split Radar on 120.875 MHZ	
TORPO7D	TORPO SEVEN DELTA DEPARTURE At 480 FT turn RIGHT, on track 147°. Cross R-107 SPL, turn RIGHT inbound SPL VOR DME. At SPL VOR DME, turn LEFT, intercept R-269 SPL, climbing to TORPO.	5000 FT	Split Radar on 120.875 MHZ	Do not fly WEST of R-177 SPL while executing turn inbound SPL VOR DME. Cross SPL VOR DME at or above 5000 FT.
ZDA7K	ZADAR SEVEN KILO DEPARTURE At 480 FT turn RIGHT, on track 147°. Cross R-107 SPL, turn RIGHT inbound SPL VOR DME. At SPL VOR DME, turn LEFT, intercept R-308 SPL climbing to ZDA VOR DME.	5000 FT	Split Radar on 120.875 MHZ	Do not fly WEST of R-177 SPL while executing turn inbound SPL VOR DME. Cross SPL VOR DME at or above 5000 FT.
SIRMI8D	SIRMI EIGHT DELTA DEPARTURE At 480 FT turn RIGHT, on track 147°. Cross R-107 SPL, turn RIGHT inbound SPL VOR DME. Cross SPL VOR DME, intercept R-356 SPL climbing to SIRMI.	5000 FT	Split Radar on 120.875 MHZ	Do not fly WEST of R-177 SPL while executing turn inbound SPL VOR DME. Cross SPL VOR DME at or above 5000 FT. Cross 15.0 DME SPL (12.9 DME IST) at or above 8000 FT. Cross SIRMI at or above FL105.

SID RWY 23

Calculation of the SIDs is based on all-engines operative minimum net climb gradient of 6.4 per cent (389 FT/NM).
Assume minimum net climb gradient of 3.3 per cent (201 FT/NM) after passing 1900 FT QNH.
If unable to comply advise ATC.

SID RWY 23				
Designator	**Route**	**After take off**		**Remarks**
		Climb initially	**Contact**	
KEMIX3A (On ATC authorization only)	KEMIX THREE ALFA DEPARTURE Climb inbound DVN NDB. After crossing DVN NDB proceed on QDR 226° DVN to KEMIX and expect further climb and radar vectoring to en-route transition point filed in FPL. RADIO COMMUNICATION FAILURE PROCEDURE: In case of two-way communication failure, after passing KEMIX, rejoin the flight planned route no later than the next significant point, taking into consideration the applicable minimum flight altitude then climb to the flight planned cruising level.	5000 FT	Split Radar on 120.875 MHZ	Cross TRI NDB at or above 1150 FT. Cross DVN NDB at 3000 FT.
ZDA8P	ZADAR EIGHT PAPA DEPARTURE Climb inbound DVN NDB. At 5.0 DME IST turn RIGHT climbing on track 319° to 42.3 DME ZDA. After crossing 42.3 DME ZDA intercept R-132 ZDA climbing to ZDA VOR DME.	5000 FT	Split Radar on 120.875 MHZ	Cross 5.0 DME IST at or above 1900 FT. Cross 42.3 DME ZDA at or above 4000 FT.
SIRMI2E	SIRMI TWO ECHO DEPARTURE Climb inbound DVN NDB. At 5.0 DME IST turn RIGHT climbing on track 319° to 42.3 DME ZDA. After crossing 42.3 DME ZDA turn RIGHT and follow ATC RADAR vector climbing to SIRMI.	5000 FT	Split Radar on 120.875 MHZ	Cross 5.0 DME IST at or above 1900 FT. Cross 42.3 DME ZDA at or above 4000 FT. Cross SIRMI at or above FL105.
UNIPA1G	UNIPA ONE GOLF DEPARTURE Climb inbound DVN NDB. At 5.0 DME IST turn RIGHT climbing on track 319° to 42.3 DME ZDA. After crossing 42.3 DME ZDA turn RIGHT and follow ATC RADAR vector climbing to UNIPA.	5000 FT	Split Radar on 120.875 MHZ	Cross 5.0 DME IST at or above 1900 FT. Cross 42.3 DME ZDA at or above 4000 FT. Cross UNIPA at or above FL105.
REMPI4D	REMPI FOUR DELTA DEPARTURE Climb inbound DVN NDB. At 5.0 DME IST turn RIGHT climbing on track 319° to 42.3 DME ZDA. After crossing 42.3 DME ZDA turn RIGHT and follow ATC RADAR vector climbing to REMPI.	5000 FT	Split Radar on 120.875 MHZ	Cross 5.0 DME IST at or above 1900 FT. Cross 42.3 DME ZDA at or above 4000 FT. Cross REMPI at or above FL105.
KENEM1J	KENEM ONE JULIETT DEPARTURE Climb inbound DVN NDB. At 5.0 DME IST turn RIGHT climbing on track 319° to 42.3 DME ZDA. After crossing 42.3 DME ZDA turn RIGHT and follow ATC RADAR vector climbing to KENEM.	5000 FT	Split Radar on 120.875 MHZ	Cross 5.0 DME IST at or above 1900 FT. Cross 42.3 DME ZDA at or above 4000 FT. Cross KENEM at or above FL105.
VELIT8E	VELIT EIGHT ECHO DEPARTURE Climb inbound DVN NDB. At 4000 FT (but not before DVN NDB) turn LEFT inbound SPL VOR DME. At 2.0 DME SPL turn RIGHT, intercept R-097 SPL climbing to VELIT.	5000 FT	Split Radar on 120.875 MHZ	Cross TRI NDB at or above 1150 FT. Cross QDM 295° DVN at or above 6000 FT. Cross VELIT at or above FL105.

SID RWY 23				
Designator	Route	After take off		Remarks
		Climb initially	Contact	
SIPAL7D	SIPAL SEVEN DELTA DEPARTURE Climb inbound DVN NDB. At 4000 FT (but not before DVN NDB) turn LEFT inbound SPL VOR DME. At QDM 295° DVN, turn RIGHT, on QDR 101° DVN. Intercept R-118 SPL climbing to SIPAL.	5000 FT	Split Radar on 120.875 MHZ	Cross TRI NDB at or above 1150 FT Cross QDM 295° DVN at or above 6000 FT. Cross BAMRO at or above 7000 FT.
ORAKA7D	ORAKA SEVEN DELTA DEPARTURE Climb inbound DVN NDB. At 4000 FT (but not before DVN NDB) turn LEFT inbound SPL VOR DME. At QDM 295° DVN, turn RIGHT, on QDR 101° DVN. Intercept R-141 SPL climbing to ORAKA.	5000 FT	Split Radar on 120.875 MHZ	Cross TRI NDB at or above 1150 FT. Cross QDM 295° DVN at or above 6000 FT.
RILIM5F	RILIM FIVE FOXTROT DEPARTURE Climb inbound DVN NDB. At 4000 FT (but not before DVN NDB) turn LEFT inbound SPL VOR DME. At QDM 295° DVN, turn RIGHT, on QDR 101° DVN. Intercept R-152 SPL, climbing to RILIM.	5000 FT	Split Radar on 120.875 MHZ	Cross TRI NDB at or above 1150 FT. Cross QDM 295° DVN at or above 6000 FT.
VELUG2D	VELUG TWO DELTA DEPARTURE Climb inbound DVN NDB. Cross DVN NDB, proceed on QDR 226° DVN. At 17.5 DME SPL (18.2 DME IST) turn LEFT on track 178° to intercept R-223 SPL climbing to VELUG.	5000 FT	Split Radar on 120.875 MHZ	Cross TRI NDB at or above 1150 FT.
TORPO8E	TORPO EIGHT ECHO DEPARTURE Climb inbound DVN NDB. At 5.0 DME IST turn RIGHT climbing on track 319° to 42.3 DME ZDA. After crossing 42.3 DME ZDA turn LEFT and follow ATC RADAR vector climbing to TORPO.	5000 FT	Split Radar on 120.875 MHZ	Cross 5.0 DME IST at or above 1900 FT. Cross 42.3 DME ZDA at or above 4000 FT.
SPL2D	SPLIT TWO DELTA DEPARTURE Climb inbound DVN NDB. At 5.0 DME IST turn RIGHT climbing on track 319° to 42.3 DME ZDA. After crossing 42.3 DME ZDA turn RIGHT and intercept R-311 SPL climbing to SPL VOR DME (MAX IAS 230KT).	5000 FT	Split Radar on 120.875 MHZ	Cross 5.0 DME IST at or above 1900 FT. Cross 42.3 DME ZDA at or above 4000 FT. Cross SPL VOR DME at or above minimum en-route altitude for planned route.

STAR RWY 05

STAR RWY 05				
Designator	Route	Descend	Contact	Remarks
NUPSO1A	**NUPSO ONE ALFA ARRIVAL** From NUPSO proceed on R-329 SPL (MNM FL 120). After crossing 34.2 DME SPL proceed on R-329 SPL to OKLAX (MNM ALT 8000 FT). At OKLAX turn RIGHT to proceed on QDM 166° DVN (MNM ALT 7000 FT). After crossing 19.5 DME SPL proceed on QDM 166° DVN (MNM ALT 4000 FT) to DVN NDB and hold.	As cleared by ATC		

STAR RWY 05				
Designator	**Route**	**Descend**	**Contact**	**Remarks**
KENEM6B	**KENEM SIX BRAVO ARRIVAL** From KENEM proceed on R-069 SPL (MNM ALT 8100 FT). After crossing 11.4 DME SPL (11.7 DME IST), proceed on R-069 SPL to SPL VOR/DME (MNM ALT 4900 FT). After crossing SPL VOR/DME, proceed on QDM 243° DVN (MNM ALT 4000 FT) to DVN NDB and hold.	As cleared by ATC		
VELIT5A	**VELIT FIVE ALPHA ARRIVAL** From VELIT proceed on R-097 SPL (MNM ALT 8100 FT). After crossing 11.0 DME SPL (12.3 DME IST) proceed on R-097 SPL to SPL VOR/DME (MNM ALT 4100 FT). After crossing SPL VOR/DME, proceed on QDM 243° DVN (MNM ALT 4000 FT) to DVN NDB and hold.	As cleared by ATC		
SIPAL6G	**SIPAL SIX GOLF ARRIVAL** From SIPAL proceed on QDM 294° HUM to HUM NDB (MNM ALT 7000 FT). From HUM NDB proceed on QDM 288° DVN (MNM ALT 4100 FT) to DVN NDB and hold.	As cleared by ATC		
ORAKA5A	**ORAKA FIVE ALPHA ARRIVAL** From ORAKA proceed on R-141 SPL (MNM ALT 7000 FT). At 20.0 DME SPL (22.2 DME IST) turn LEFT to intercept QDM 302° DVN (MNM ALT 4000 FT) and proceed to DVN NDB and hold.	As cleared by ATC		
RILIM4B	**RILIM FOUR BRAVO ARRIVAL** From RILIM proceed on R-152 SPL (MNM ALT 7000 FT). At 20.0 DME SPL (22.3 DME IST) turn LEFT and intercept QDM 311° DVN (MNM ALT 4000 FT), proceed to DVN NDB and hold.	As cleared by ATC		
VAPUP2A	**VAPUP TWO ALPHA ARRIVAL** From VAPUP proceed on R-238 SPL (MNM ALT 5000 FT). After crossing 16.8 DME SPL / 17.4 DME IST proceed on QDM 053° DVN (MNM ALT 2900 FT) to DVN NDB and hold.	As cleared by ATC		
TORPO4C	**TORPO FOUR CHARLIE ARRIVAL** From TORPO proceed on R-269 SPL (MNM ALT 5000 FT). After crossing ROGOV (25.0 DME SPL) proceed on QDM 100° DVN (MNM ALT 4000 FT) to DVN NDB and hold.	As cleared by ATC		
SAL4S	**SALI FOUR SIERRA ARRIVAL** From SAL NDB proceed on QDR 114° SAL (MNM ALT 5000 FT). After crossing GAPRI (25.0 DME SPL) proceed on QDM 131° DVN (MNM ALT 4000 FT) to DVN NDB and hold.	As cleared by ATC		

STAR RWY 23

STAR RWY 23				
Designator	**Route**	**Descend**	**Contact**	**Remarks**
TORPO2B	**TORPO TWO BRAVO ARRIVAL** From TORPO proceed on R-269 SPL (MNM ALT 5000 FT). After crossing AMOLU (17.0 DME SPL) turn RIGHT on track 127° (MNM ALT 4000 FT) to intercept ARC 13.0 DME SPL (MNM ALT 4000 FT). On crossing R-210 SPL turn LEFT to intercept 10.0 DME SPL on R-199 SPL (MNM ALT 4000 FT) and hold.	As cleared by ATC		
SPL2B	**SPLIT TWO BRAVO ARRIVAL** From SPL VOR DME proceed on R-154 SPL (MNM ALT 4000 FT). After crossing 10.0 DME SPL turn RIGHT and intercept ARC 12.0 DME SPL (MNM ALT 4000 FT). On crossing R-187 SPL turn RIGHT to intercept 10.0 DME SPL on R-199 SPL (MNM ALT 4000 FT) and hold.	As cleared by ATC		
HUM2B	**HUMAC TWO BRAVO ARRIVAL** From HUM NDB proceed on R-123 SPL (MNM ALT 4000 FT). At 14.0 DME SPL turn LEFT and intercept ARC 12.0 DME SPL (MNM ALT 4000 FT). On crossing R-187 SPL turn RIGHT to intercept 10.0 DME SPL on R-199 SPL (MNM ALT 4000 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 Split TWR.
Pilots shall observe light signals from TWR.

LDSP AD 2.23 ADDITIONAL INFORMATION

Concentration of birds (seagulls and crows) at and in the vicinity of the airport. Caution advised.

LDSP AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart - ICAO	LDSP AD 2.24.1 ADC -1
Aircraft Parking/Docking Chart - ICAO	LDSP AD 2.24.2 APDC -1
Aerodrome Ground Movement Chart - ICAO	*NOT AVBL*
Aerodrome Obstacle Chart - ICAO Type A RWY 05	LDSP AD 2.24.4 AOC RWY 05 -1
Aerodrome Obstacle Chart - ICAO Type A RWY 23	LDSP AD 2.24.4 AOC RWY 23 -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 05	LDSP AD 2.24.8 SID RWY 05 -1
Standard Departure Chart - Instrument - ICAO RNAV RWY 05	LDSP AD 2.24.8 SID RNAV RWY 05 -1
Standard Departure Chart - Instrument - ICAO RWY 23	LDSP AD 2.24.8 SID RWY 23 -1
Standard Departure Chart - Instrument - ICAO RNAV RWY 23	LDSP AD 2.24.8 SID RNAV RWY 23 -1
Area Chart – ICAO (arrival and transit routes)	*NOT AVBL*
Standard Arrival Chart - Instrument - ICAO RWY 05	LDSP AD 2.24.10 STAR RWY 05 -1
Standard Arrival Chart - Instrument - ICAO RNAV RWY 05	LDSP AD 2.24.10 STAR RNAV RWY 05 -1
Standard Arrival Chart - Instrument - ICAO RWY 23	LDSP AD 2.24.10 STAR RWY 23 -1
Standard Arrival Chart - Instrument - ICAO RNAV RWY 23	LDSP AD 2.24.10 STAR RNAV RWY 23 -1
ATC Surveillance Minimum Altitude Chart - ICAO	LDSP AD 2.24.11 ATCSMAC -1
Instrument Approach Chart - ICAO NDB RWY 05	LDSP AD 2.24.12. IAC NDB RWY 05 -1
Instrument Approach Chart - ICAO ILSy or LOCy RWY 05	LDSP AD 2.24.12 IAC ILSy or LOCy RWY 05 -1
Instrument Approach Chart - ICAO ILSz or LOCz RWY 05	LDSP AD 2.24.12 IAC ILSz or LOCz RWY 05 -1
Instrument Approach Chart - ICAO RNP Y RWY 05	LDSP AD 2.24.12 IAC RNP Y RWY 05 -1
Instrument Approach Chart - ICAO RNP Z RWY 05 (LPV only)	LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) -1
Instrument Approach Chart - ICAO RNAV VISUAL RWY 23	LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 -1
Instrument Approach Chart (circling with prescribed tracks) - ICAO VOR-b RWY 23	LDSP AD 2.24.12 IAC VOR-b RWY 23 -1
Visual Approach Chart RWY 23	LDSP AD 2.24.13 VAC RWY 23 -1
Visual Operation Chart	LDSP AD 2.24.13 VOC -1
Bird concentrations	LDSP AD 2.24.14 BC -1

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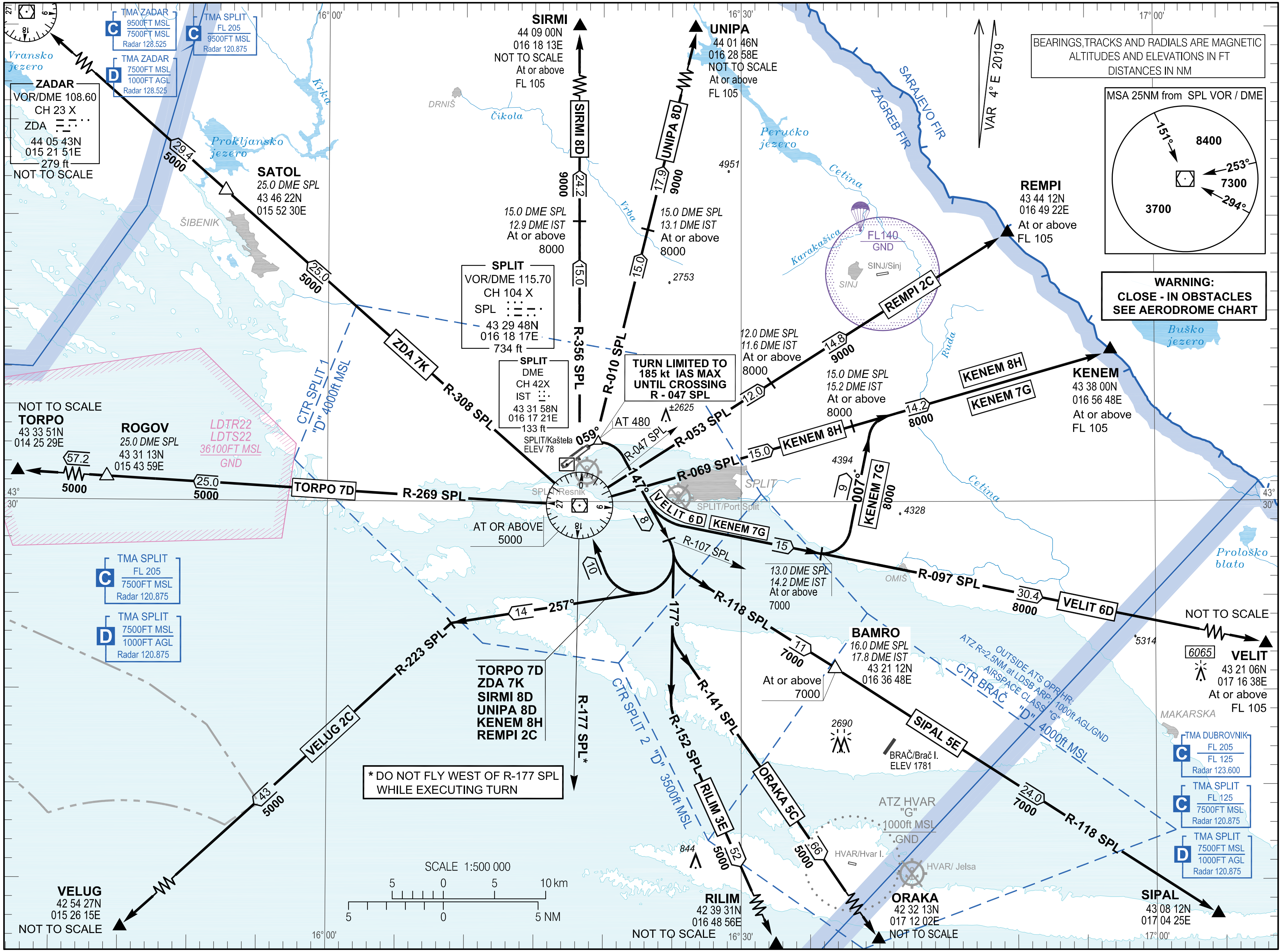
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

SPLIT / Kaštela
CROATIA
RWY 05

CHANGE: SID SAL 7J withdrawn; Obstacles; Editorial.



OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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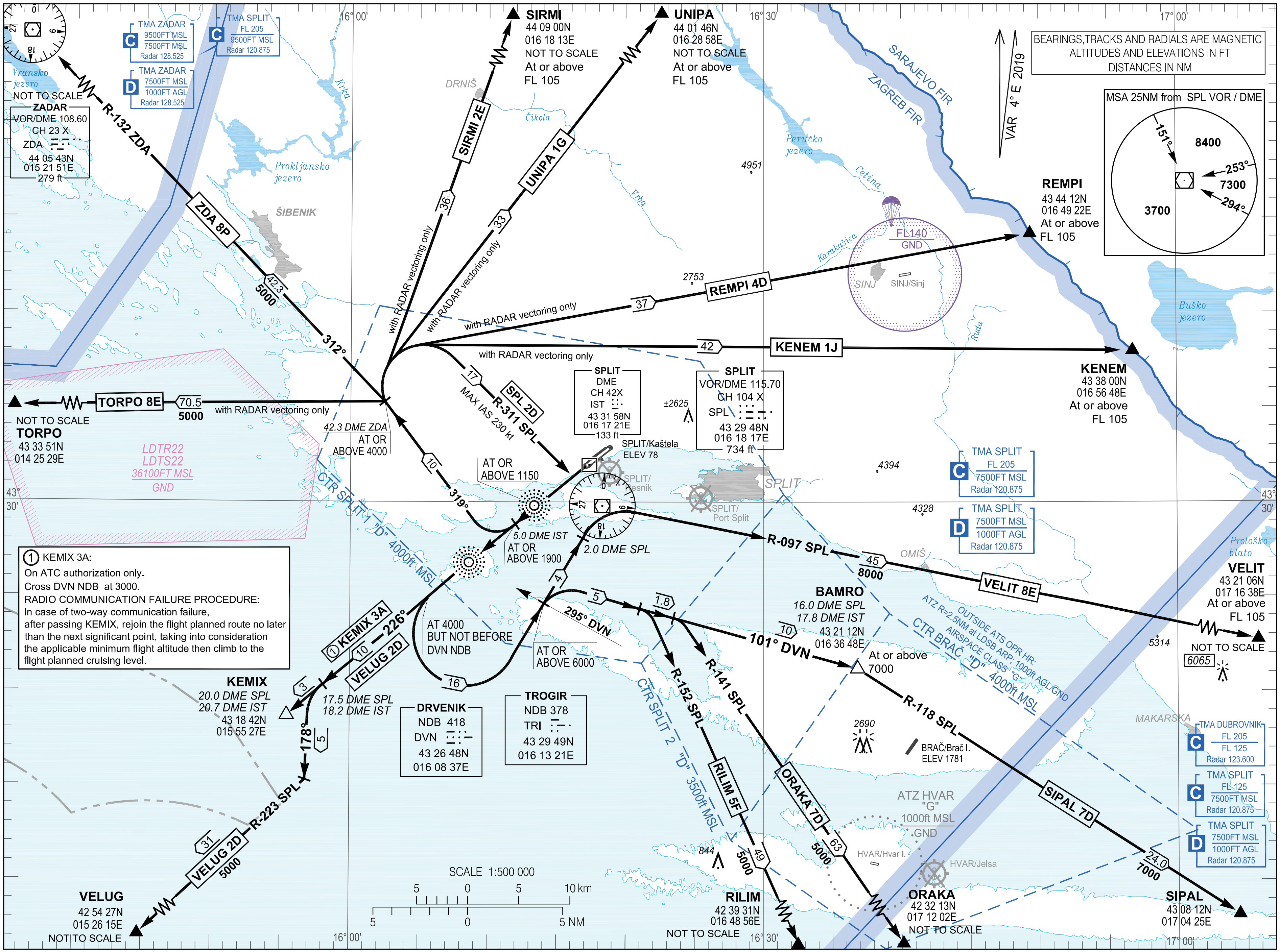
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

SPLIT / Kaštela
CROATIA
RWY 23

TRANSITION ALTITUDE
10 000

SPLIT ATIS	125.300
SPLIT TOWER	124.675
SPLIT RADAR	120.875

CHANGE: SID SAL 8K withdrawn; Obstacles; Editorial.



OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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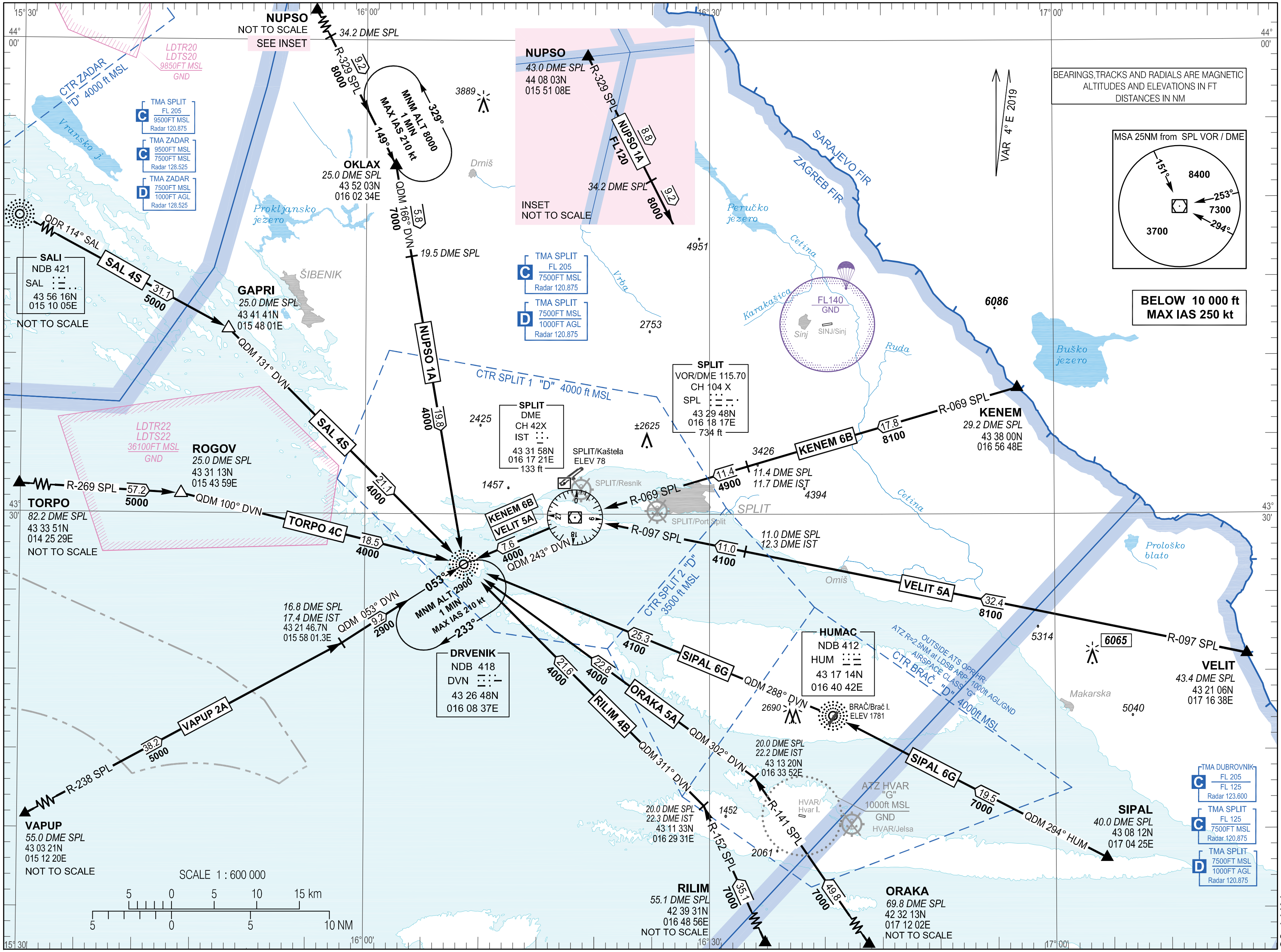
CHANGE: New STAR NUPSO 1A; STARs OKLAX 4A, OKLAX 4B, OKLAX 4C, SAL 4P, TORPO 4F withdrawn; STARs KENEM 5B, VELIT 4A, SIPAL 5G, ORAKA 4A, RILIM 3B changed to KENEM 6B, VELIT 5A, SIPAL 6G, ORAKA 5A, RILIM 4B; Obstacles; Editorial.



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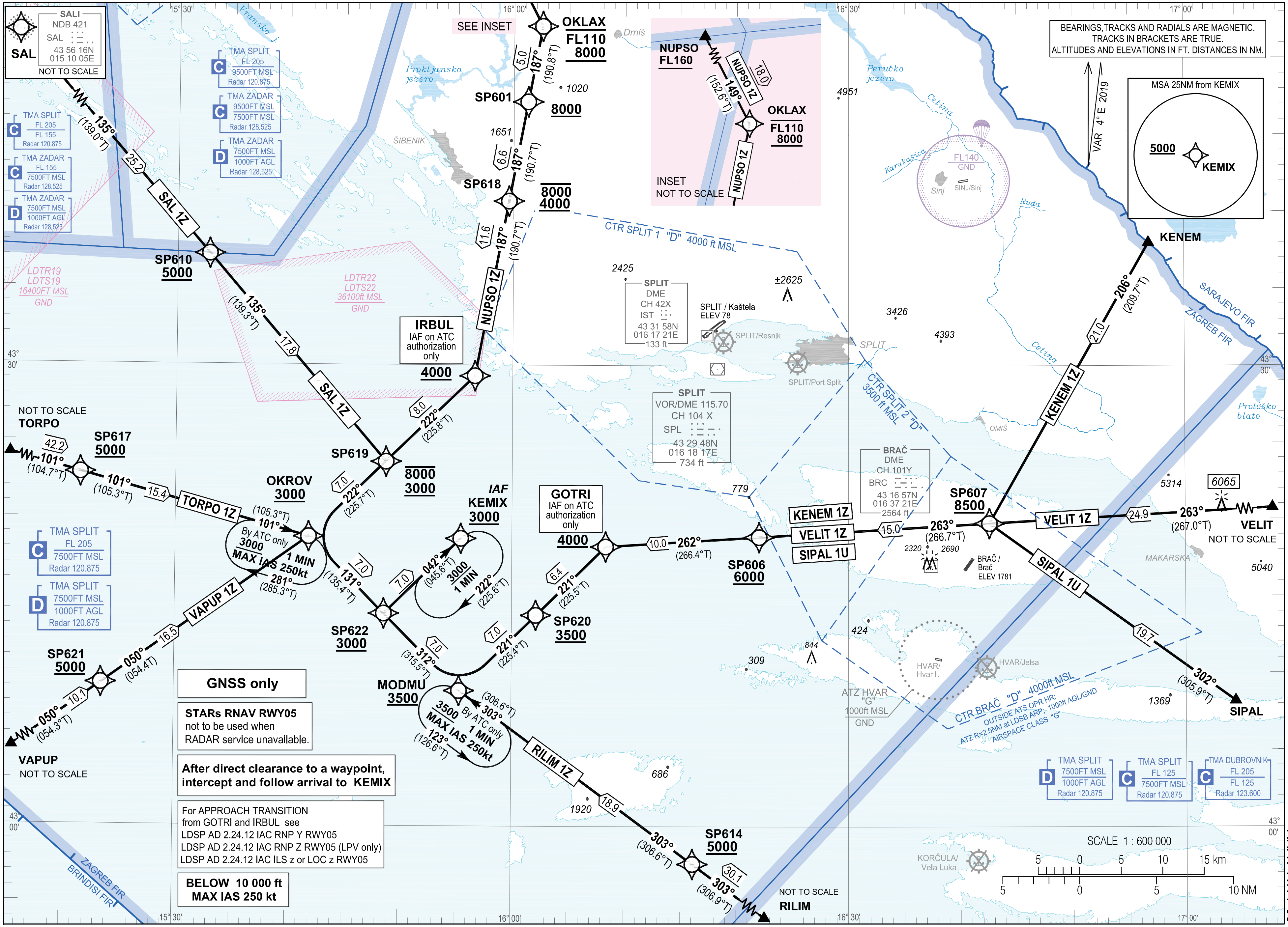
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

SPLIT / Kaštela
CROATIA
RNAV RWY 05

CHANGE: New STAR NUPSO 1Z; OKLAX 1Z withdrawn; Obstacles; Editorial.

TRANSITION ALTITUDE
10 000

SPLIT ATIS 125.300
SPLIT RADAR 120.875
SPLIT TOWER 124.675



SPLIT/ Kaštela
CROATIA
RNAV RWY 05

LDSP RNAV STANDARD ARRIVAL RWY 05												
Proposed tabular description for navigation database coding												
Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	SAL 1Z	IF	SAL	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	SP610	-	135° (139.0°T)	4°E	25.2	-	+5000	-	-	
030		TF	SP619	-	135° (139.3°T)	4°E	17.8	-	-8000 +3000	-	-	
040		TF	OKROV	-	222° (225.7°T)	4°E	7.0	-	+3000	-	-	
050		TF	SP622	-	131° (135.4°T)	4°E	7.0	-	+3000	-	-	
060		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	
010	NUPSO 1Z	IF	NUPSO	-	-	4°E	-	-	+FL160	-	-	RNAV 1
020		TF	OKLAX	-	149° (152.6°T)	4°E	18.0	-	-FL110 +8000	-	-	
030		TF	SP601	-	187° (190.8°T)	4°E	5.0	-	+8000	-	-	
040		TF	SP618	-	187° (190.7°T)	4°E	6.6	-	-8000 +4000	-	-	
050		TF	IRBUL	-	187° (190.7°T)	4°E	11.6	-	+4000	-	IAF on ATC authorization only	
060		TF	SP619	-	222° (225.8°T)	4°E	8.0	-	-8000 +3000	-	-	
070		TF	OKROV	-	222° (225.7°T)	4°E	7.0	-	+3000	-	-	
080		TF	SP622	-	131° (135.4°T)	4°E	7.0	-	+3000	-	-	
090		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	
010	KENEM 1Z	IF	KENEM	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	SP607	-	206° (209.7°T)	4°E	21.0	-	+8500	-	-	
030		TF	SP606	-	263° (266.7°T)	4°E	15.0	-	+6000	-	-	
040		TF	GOTRI	-	262° (266.4°T)	4°E	10.0	-	+4000	-	IAF on ATC authorization only	
050		TF	SP620	-	221° (225.5°T)	4°E	6.4	-	+3500	-	-	
060		TF	MODMU	-	221° (225.4°T)	4°E	7.0	-	+3500	-	-	
070		TF	SP622	-	312° (315.5°T)	4°E	7.0	-	+3000	-	-	
080		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	

CHANGE: New STAR NUPSO 1Z; OKLAX 1Z withdrawn; Obstacles; Editorial.

LDSP RNAV STANDARD ARRIVAL RWY 05

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	VELIT 1Z	IF	VELIT	-	-	4°E	-	-	-	-	-	
020		TF	SP607	-	263° (267.0°T)	4°E	24.9	-	+8500	-	-	
030		TF	SP606	-	263° (266.7°T)	4°E	15.0	-	+6000	-	-	
040		TF	GOTRI	-	262° (266.4°T)	4°E	10.0	-	+4000	-	IAF on ATC authorization only	
050		TF	SP620	-	221° (225.5°T)	4°E	6.4	-	+3500	-	-	RNAV 1
060		TF	MODMU	-	221° (225.4°T)	4°E	7.0	-	+3500	-	-	
070		TF	SP622	-	312° (315.5°T)	4°E	7.0	-	+3000	-	-	
080		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	
010	SIPAL 1U	IF	SIPAL	-	-	4°E	-	-	-	-	-	
020		TF	SP607	-	302° (305.9°T)	4°E	19.7	-	+8500	-	-	
030		TF	SP606	-	263° (266.7°T)	4°E	15.0	-	+6000	-	-	
040		TF	GOTRI	-	262° (266.4°T)	4°E	10.0	-	+4000	-	IAF on ATC authorization only	
050		TF	SP620	-	221° (225.5°T)	4°E	6.4	-	+3500	-	-	RNAV 1
060		TF	MODMU	-	221° (225.4°T)	4°E	7.0	-	+3500	-	-	
070		TF	SP622	-	312° (315.5°T)	4°E	7.0	-	+3000	-	-	
080		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	
010	RILIM 1Z	IF	RILIM	-	-	4°E	-	-	-	-	-	
020		TF	SP614	-	303° (306.9°T)	4°E	30.1	-	+5000	-	-	
030		TF	MODMU	-	303° (306.6°T)	4°E	18.9	-	+3500	-	-	RNAV 1
040		TF	SP622	-	312° (315.5°T)	4°E	7.0	-	+3000	-	-	
050		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	

CHANGE: New STAR NUPSO 1Z; OKLAX 1Z withdrawn; Obstacles; Editorial.

SPLIT/ Kaštela
CROATIA
RNAV RWY 05

LDSP RNAV STANDARD ARRIVAL RWY 05

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	VAPUP 1Z	IF	VAPUP	-	-	4°E	-	-	-	-	-	
020		TF	SP621	-	050° (054.3°T)	4°E	10.1	-	+5000	-	-	
030		TF	OKROV	-	050° (054.4°T)	4°E	16.5	-	+3000	-	-	RNAV 1
040		TF	SP622	-	131° (135.4°T)	4°E	7.0	-	+3000	-	-	
050		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	
010	TORPO 1Z	IF	TORPO	-	-	4°E	-	-	-	-	-	
020		TF	SP617	-	101° (104.7°T)	4°E	42.2	-	+5000	-	-	
030		TF	OKROV	-	101° (105.3°T)	4°E	15.4	-	+3000	-	-	RNAV 1
040		TF	SP622	-	131° (135.4°T)	4°E	7.0	-	+3000	-	-	
050		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	

IAF on ATC authorization only: For APPROACH TRANSITION from GOTRI and IRBUL see LDSP AD 2.24.12 IAC RNP Y RWY 05, LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only), LDSP AD 2.24.12 IAC ILS z or LOC z RWY 05.

RNAV HOLDING tabular description

Waypoint name	Path descriptor	Inbound course °M (°T)	Leg time/ distance (NM)	Turn direction	Minimum altitude (ft)	Maximum altitude (ft)	Speed limit MAX IAS (kt)	Magnetic variation	Remarks	NAV SPEC
KEMIX	HM	042° (045.6°T)	1MIN / -	R	3000	-	-	4°E	-	RNAV 1
OKROV	HM	101° (105.3°T)	1MIN / -	R	3000	-	250	4°E	HLDG by ATC only	RNAV 1
MODMU	HM	303° (306.6°T)	1MIN / -	L	3500	-	250	4°E	HLDG by ATC only	RNAV 1

Waypoint coordinates

Waypoint name	WGS-84 latitude	WGS-84 longitude
SAL	435616.30N	0151005.19E
GOTRI	431811.7N	0160821.4E
IRBUL	432917.5N	0155638.4E
KEMIX	431842.4N	0155526.9E
MODMU	430848.2N	0155520.2E
NUPSO	440803N	0155108E
OKROV	431848.1N	0154153.1E
KENEM	433800N	0165648E
OKLAX	435203N	0160234E
RILIM	423931N	0164856E
SIPAL	430812N	0170425E
TORPO	433351N	0142529E

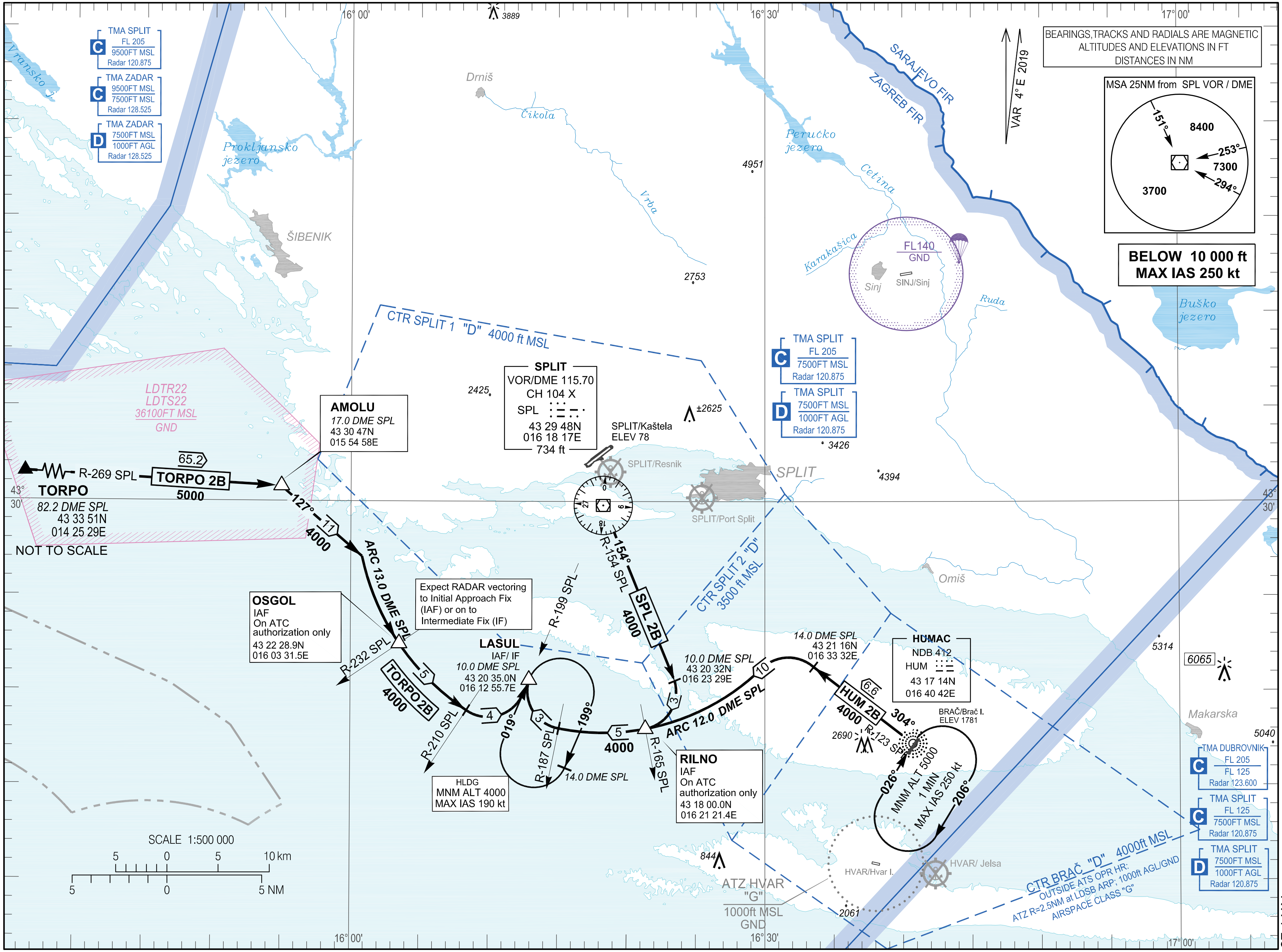
Waypoint name	WGS-84 latitude	WGS-84 longitude
VAPUP	430321N	0151220E
VELIT	432106N	0171638E
SP601	434708.0N	0160117.2E
SP606	431849.9N	0162201.7E
SP607	431944.2N	0164232.8E
SP610	433710.7N	0153251.9E
SP614	425733.3N	0161606.9E
SP617	432254.6N	0152130.4E
SP618	434040.2N	0155935.9E
SP619	432341.6N	0154845.0E
SP620	431343.4N	0160208.8E
SP621	430913.4N	0152330.6E
SP622	431348.8N	0154836.6E

CHANGE: New STAR NUPSO 1Z; OKLAX 1Z withdrawn; Obstacles; Editorial.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

SPLIT / Kaštela
CROATIA
RWY 23

CHANGE: STAR OKLAX 3D withdrawn; Obstacles; Editorial.



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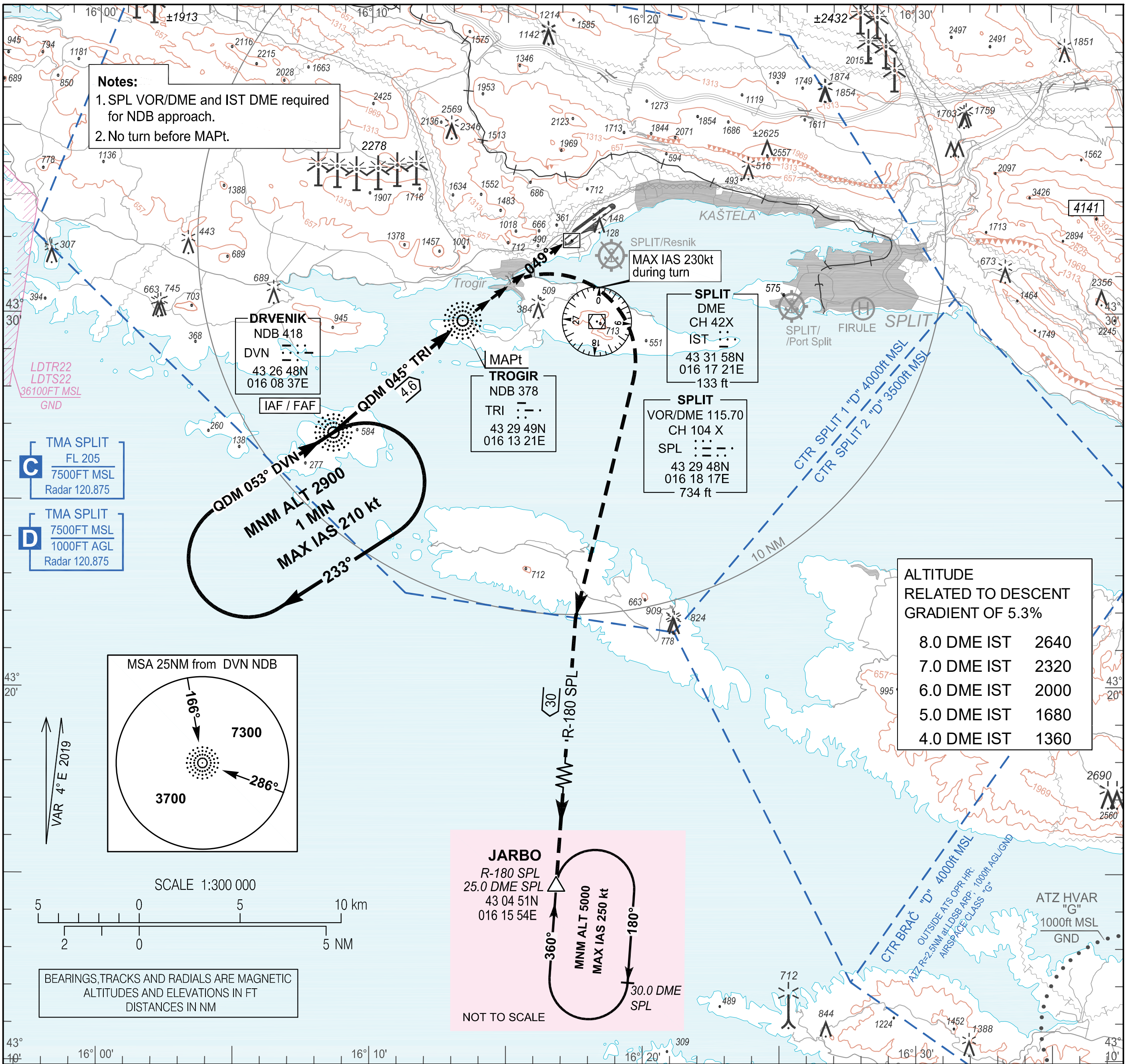
INSTRUMENT APPROACH CHART - ICAO

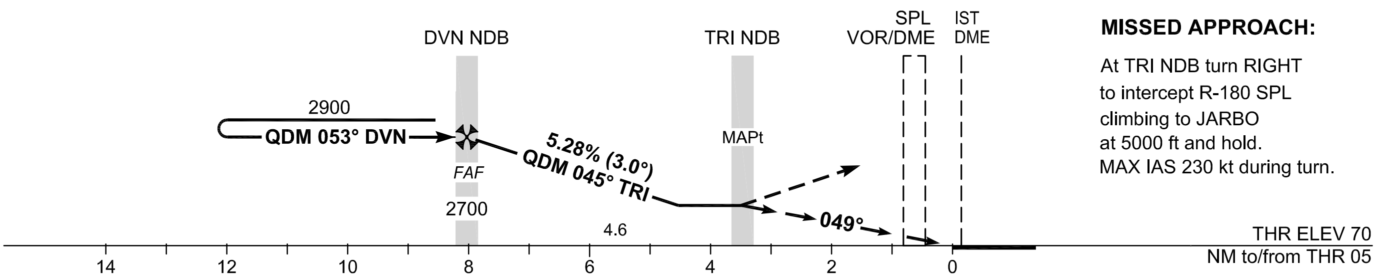
AD ELEV 78
HEIGHTS RELATED TO THR 05 ELEV 70

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SPLIT/ Kaštela
CROATIA
NDB RWY 05



TRANSITION ALT 10 000



MISSED APPROACH:

At TRI NDB turn RIGHT to intercept R-180 SPL climbing to JARBO at 5000 ft and hold. MAX IAS 230 kt during turn.

OCA(H)	A	B	C	D
Straight-in Approach	1200 (1130)			

DVN NDB TO TRI NDB DISTANCE 4.6 NM						
GS(kt)	70	100	120	140	160	180
min : sec	3:57	2:46	2:18	1:58	1:44	1:32
Rate of descent (ft / min)	374	534	641	748	855	962
MAPt at TRI NDB	TIMING NOT AUTHORIZED FOR DEFINING THE MAPt					

CHANGE: Initial approach procedure segment; New missed approach segment; New missed approach holding procedure; Altitude related to descent table; Rate of descent values; Notes updated; ADR table updated; New minimum OCA(H); Obstacles; Editorial

SPLIT / Kaštela
CROATIA
NDB RWY 05

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
NDB RWY 05			
Final approach descent angle:	3.02°		
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (DVN NDB)	43 26 48.24N 016 08 37.08E	-	-
FAF (DVN NDB)	43 26 48.24N 016 08 37.08E	-	-
MAPt (TRI NDB)	43 29 48.59N 016 13 20.78E	-	-

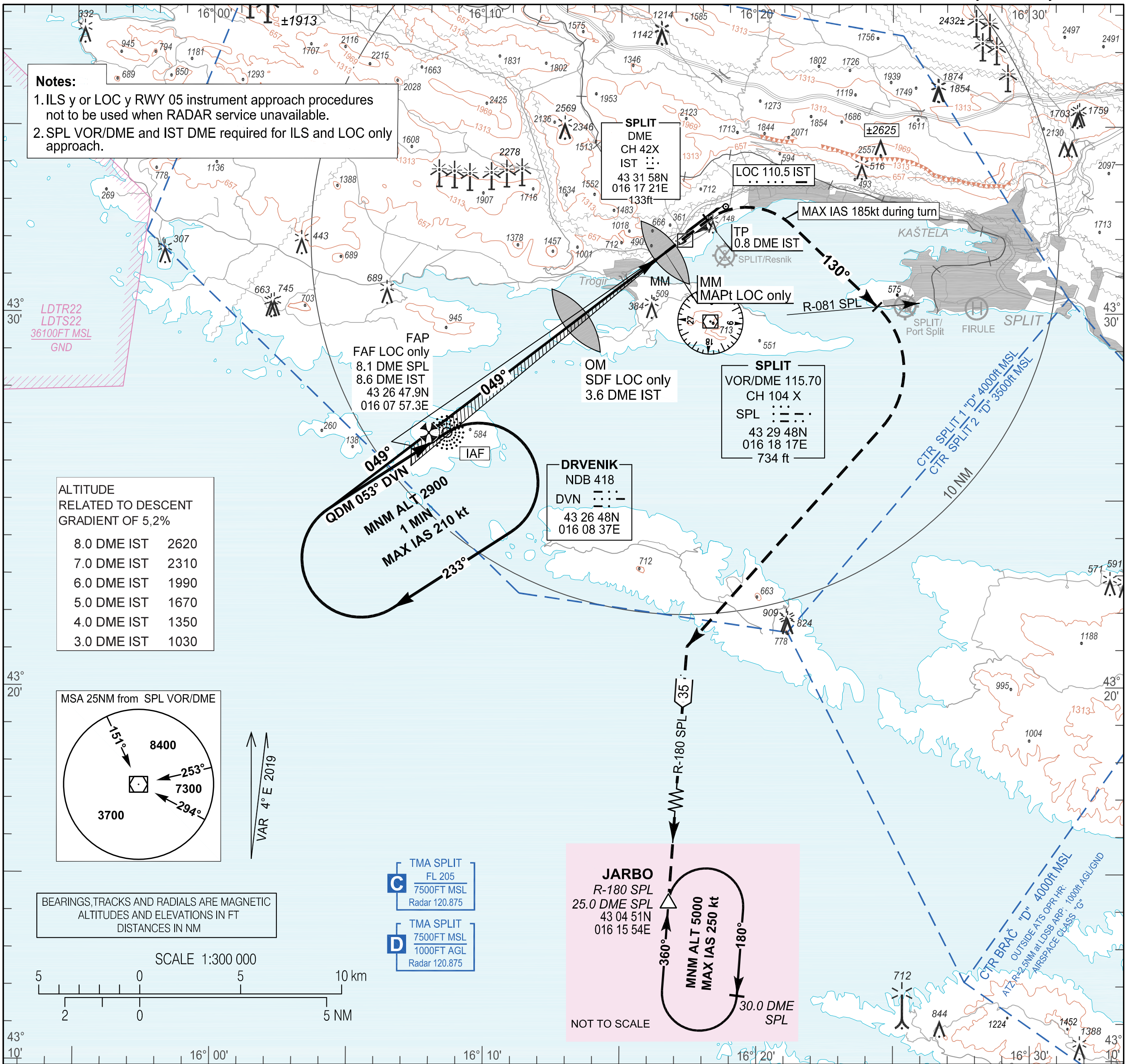
CHANGE: Initial approach procedure segment; New minimum OCA(H); New missed approach segment; New missed approach holding procedure; Altitude related to descent table; Rate of descent values; Notes updated; ADR table updated; Obstacles; Editorial

INSTRUMENT APPROACH CHART - ICAO

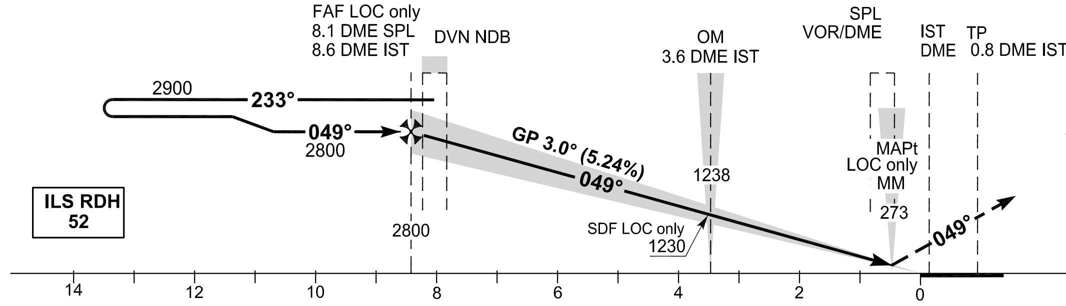
AD ELEV 78
HEIGHTS RELATED TO THR 05 ELEV 70

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SPLIT/ Kaštela
CROATIA
ILS y or LOC y RWY 05



TRANSITION ALT 10 000



MISSED APPROACH:
Climb straight ahead on track 049°.
At 0.8 DME IST (after passing THR05) turn RIGHT (MAX IAS 185 kt during turn) climbing on track 130°.
Cross R-081 SPL and turn RIGHT to intercept R-180 SPL climbing to JARBO at 5000 and hold.

		OCA(H)			
	ACFT CAT	A	B	C	D
Straight-in Approach	ILS CAT I 2.5% press. altim.	650 (580)	660 (590)	670 (600)	680 (610)
	ILS CAT I 3.0% press. altim.	420 (350)	430 (360)	440 (370)	450 (380)
	LOC only	790 (720)			

FAF LOC only to MAPt DISTANCE – 8.0 NM
Timing not authorized for defining the MAPt

GS(kt)	70	100	120	140	160	180
min : sec	6:52	4:48	4:00	3:26	3:00	2:40
Rate of descent (ft/min)	371	531	637	743	849	955

CHANGE: Initial approach procedure segment; FAF; New minimum OCA(H); New missed approach segment; New missed approach holding procedure; Notes updated; ADR table updated; Obstacles; Editorial

SPLIT / Kaštela
CROATIA
ILS y or LOC y RWY 05

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
ILS y or LOC y RWY 05			
LOC only - final approach descent angle: 3.00°			
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (DVN NDB)	43 26 48.24N 016 08 37.08E	-	-
FAF LOC only	43 26 47.9N 016 07 57.3E	052.57° (IST LOC)	8.10 DME SPL 8.57 DME IST
SDF LOC only (OM05)	43 29 48.65N 016 13 21.06E	052.57° (IST LOC)	3.62 DME IST
MAPt LOC only (MM05)	43 31 38.13N 016 16 37.09E	-	-
TP	43 32 29.8N 016 18 09.9E	052.57° (IST LOC)	0.80 DME IST

CHANGE: Initial approach procedure segment; FAF; New minimum OCA(H); New missed approach segment; New missed approach holding procedure; Notes updated; ADR table updated; Obstacles; Editorial

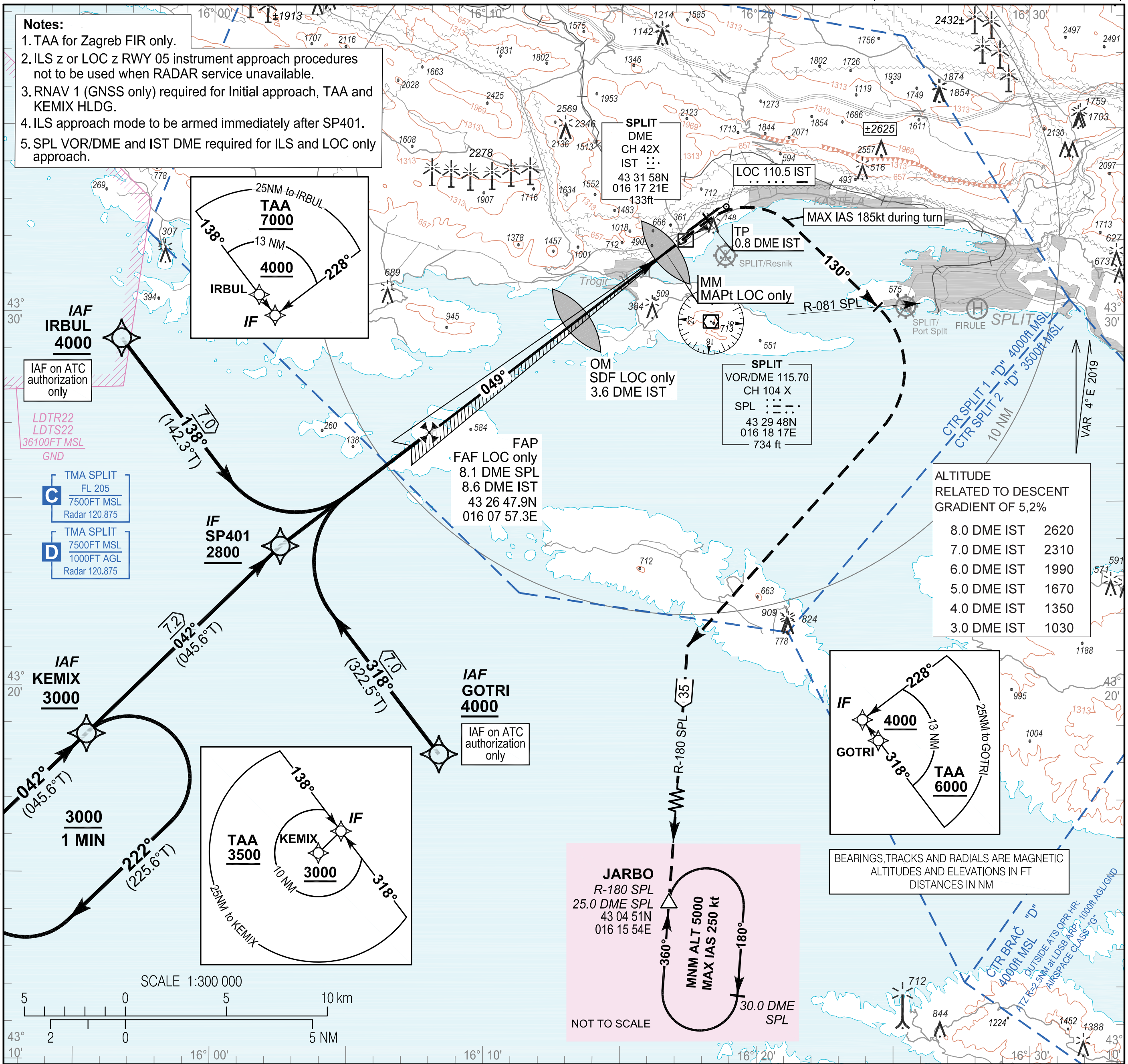
SPLIT/ Kaštela
CROATIA

INSTRUMENT APPROACH CHART - ICAO

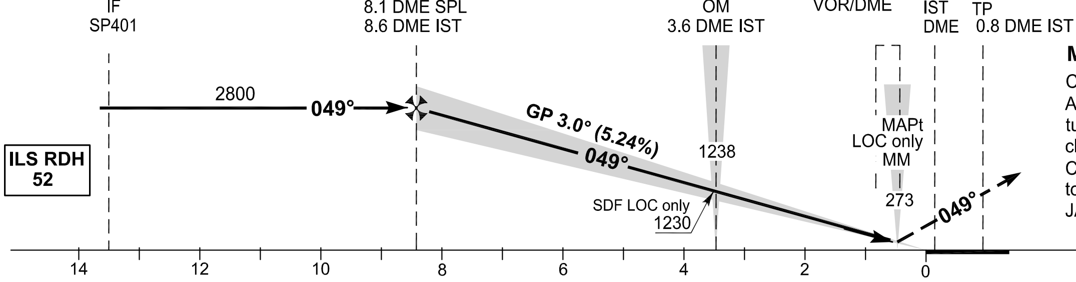
AD ELEV 78
HEIGHTS RELATED TO THR 05 ELEV 70

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

ILS z or LOC z RWY 05
(RNAV 1 to ILS or LOC transition)



TRANSITION ALT 10 000



MISSED APPROACH:
Climb straight ahead on track 049°.
At 0.8 DME IST (after passing THR05) turn RIGHT (MAX IAS 185 kt during turn) climbing on track 130°.
Cross R-081 SPL and turn RIGHT to intercept R-180 SPL climbing to JARBO at 5000 and hold.

THR ELEV 70
NM to/from THR 05

OCA(H)					
	ACFT CAT	A	B	C	D
Straight-in Approach	ILS CAT I 2.5% press. altim.	650 (580)	660 (590)	670 (600)	680 (610)
	ILS CAT I 3.0% press. altim.	420 (350)	430 (360)	440 (370)	450 (380)
	LOC only	790 (720)			

FAF LOC only to MAPt DISTANCE – 8.0 NM
Timing not authorizied for defining the MAPt

GS(kt)	70	100	120	140	160	180
min : sec	6:52	4:48	4:00	3:26	3:00	2:40
Rate of descent (ft/min)	371	531	637	743	849	955

CHANGE: FAF; New minimum OCA(H); New missed approach segment; New missed approach holding procedure; ADR table updated; Notes updated; Obstacles; Editorial

SPLIT / Kaštela
CROATIA
ILS z or LOC z RWY 05
(RNAV 1 to ILS or LOC transition)

LDSP ILS z or LOC z RWY 05 (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	GOTRI	-	-	4°E	-	-	+4000	-	-	IAF on ATC authorization only	RNAV 1
020	IF	TF	SP401	-	318° (322.5° T)	4°E	7.0	-	+2800	-	-	-	
010	IAF	IF	KEMIX	-	-	4°E	-	-	+3000	-	-	-	RNAV 1
020	IF	TF	SP401	-	042° (045.6° T)	4°E	7.2	-	+2800	-	-	-	
010	IAF	IF	IRBUL	-	-	4°E	-	-	+4000	-	-	IAF on ATC authorization only	RNAV 1
020	IF	TF	SP401	-	138° (142.3° T)	4°E	7.0	-	+2800	-	-	-	

AERONAUTICAL DATABASE REQUIREMENTS

Conventional procedure essential fixes/points

ILS z or LOC z RWY 05

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 (SP401)	43 23 44.7N 016 02 30.4E	-	-
FAF LOC only	43 26 47.9N 016 07 57.3E	052.57° (IST LOC)	8.10 DME SPL 8.57 DME IST
SDF LOC only (OM 05)	43 29 48.65N 016 13 21.06E	052.57° (IST LOC)	3.62 DME IST
MAPt LOC only (MM 05)	43 31 38.13N 016 16 37.09E	-	-
TP	43 32 29.8N 016 18 09.9E	052.57° (IST LOC)	0.80 DME IST

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
KEMIX	HM	042° (045.6°T)	1MIN / -	R	3000	-	-	4°E	-	RNAV 1

Waypoint coordinates		
Waypoint name	WGS-84 Latitude	WGS-84 Longitude
GOTRI	431811.7N	0160821.4E
IRBUL	432917.5N	0155638.4E
KEMIX	431842.4N	0155526.9E
SP401	432344.7N	0160230.4E

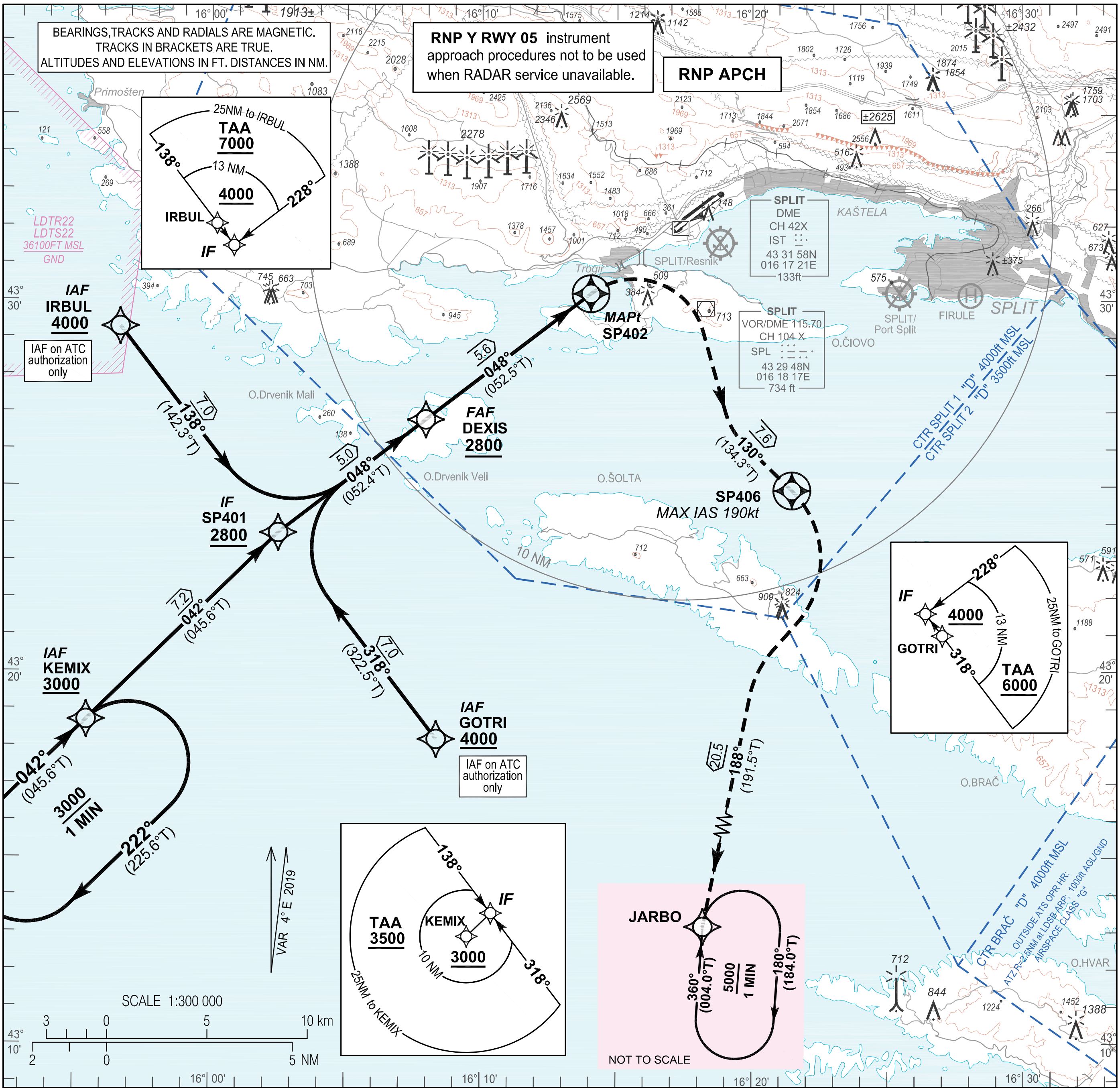
CHANGE: FAF; New minimum OCA(H); New missed approach segment; New missed approach holding procedure; ADR table updated; Notes updated; Obstacles; Editorial

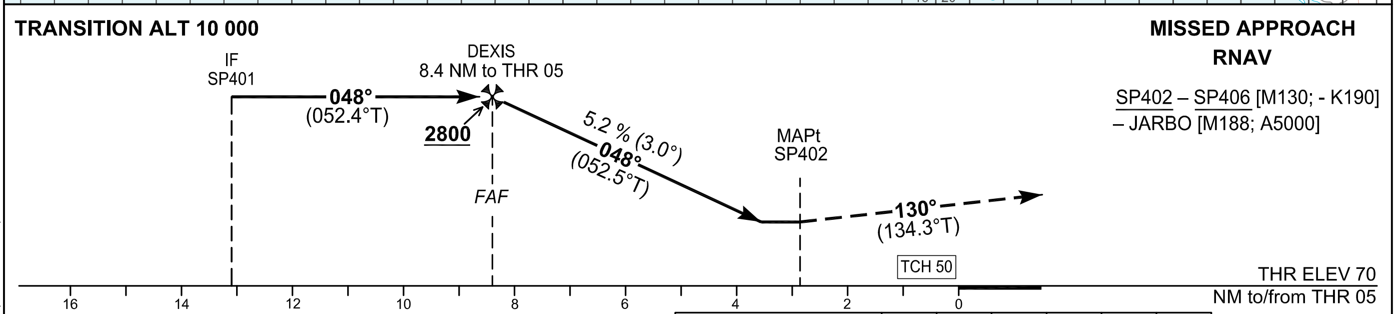
INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 78
HEIGHTS RELATED
TO THR 05 ELEV 70

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SPLIT/ Kaštela
CROATIA
RNP Y RWY 05





MISSED APPROACH RNAV

SP402 – SP406 [M130; - K190] – JARBO [M188; A5000]

OCA(OCH)	A	B	C	D
LNAV	1200 (1130)			

DIST to THR 05	NM	8	7	6	5	4
Altitude	ft	2670	2350	2030	1720	1400

Timing not authorized for defining the MAPt							
GS	kt	80	100	120	140	160	180
DEXIS-SP402(5.6NM)	min:sec	4:12	3:22	2:48	2:24	2:06	1:52
Rate of descent (5.2%)	ft/min	425	531	637	743	849	955

CHANGE: Missed approach; Obstacles; Editorial

SPLIT / Kaštela
CROATIA
RNP Y RWY 05

LDSP RNP Y RWY 05

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	GOTRI	-	-	4°E	-	-	+4000	-	-	IAF on ATC authorization only	RNP APCH
020	IF	TF	SP401	-	318° (322.5° T)	4°E	7.0	-	+2800	-	-	-	
010	IAF	IF	KEMIX	-	-	4°E	-	-	+3000	-	-	-	RNP APCH
020	IF	TF	SP401	-	042° (045.6° T)	4°E	7.2	-	+2800	-	-	-	
010	IAF	IF	IRBUL	-	-	4°E	-	-	+4000	-	-	IAF on ATC authorization only	RNP APCH
020	IF	TF	SP401	-	138° (142.3° T)	4°E	7.0	-	+2800	-	-	-	

Proposed tabular description for navigation database coding - FINAL 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	IF	IF	SP401	-	-	4°E	-	-	+2800	-	-	-	RNP APCH
020	FAF	TF	DEXIS	-	048° (052.4°T)	4°E	5.0	-	+2800	-	-	-	
030	MAPt	TF	SP402	Y	048° (052.5°T)	4°E	5.6	-	-	-	3.0 / 50.0	-	
040	-	TF	SP406	Y	130° (134.3°T)	4°E	7.6	-	-	-190	-	-	
050	MAHF	TF	JARBO	-	188° (191.5°T)	4°E	20.5	-	5000	-	-	-	
060	MAHF	HM	JARBO	-	360° (004.0°T)	4°E	1 MIN	R	5000	-	-	Holding above 5000 on ATC clearance only	RNAV 1

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
KEMIX	HM	042° (045.6°T)	1MIN / -	R	3000	-	-	4°E	-	RNAV 1
JARBO	HM	360° (004.0°T)	1MIN / -	R	5000	-	-	4°E	-	

Waypoint coordinates

Waypoint name	WGS-84 Latitude	WGS-84 Longitude
DEXIS	432647.7N	0160757.0E
GOTRI	431811.7N	0160821.4E
IRBUL	432917.5N	0155638.4E
JARBO	430451.0N	0161554.2E
KEMIX	431842.4N	0155526.9E
SP401	432344.7N	0160230.4E
SP402	433011.7N	0161401.9E
SP406	432453.8N	0162128.2E

CHANGE: Missed approach; Obstacles; Editorial

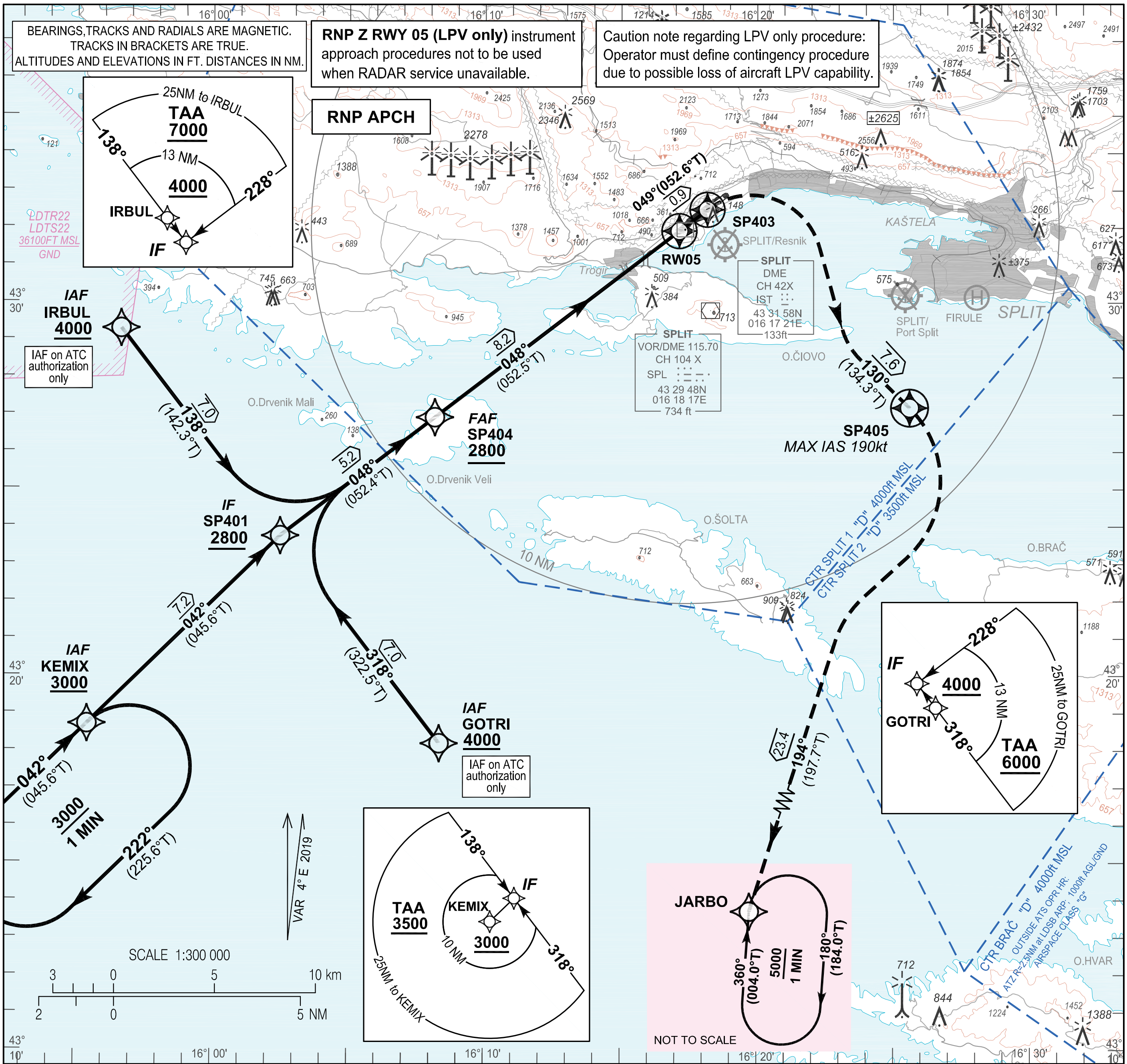
INSTRUMENT APPROACH CHART-ICAO

AD ELEV 78
HEIGHTS RELATED TO THR 05 ELEV 70

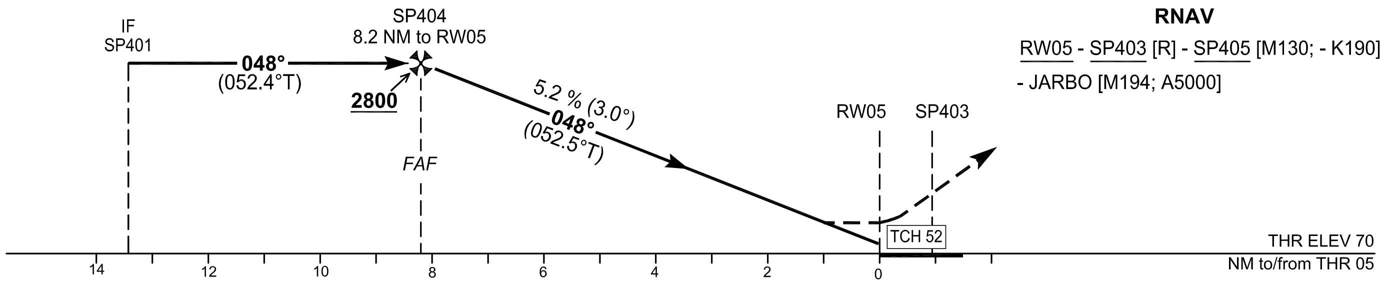
SBAS
CH: 69806
E05A

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SPLIT/ Kaštela
CROATIA
RNP Z RWY 05 (LPV only)



TRANSITION ALT 10 000



MISSED APPROACH RNAV

RW05 - SP403 [R] - SP405 [M130; - K190] - JARBO [M194; A5000]

OCA(H)		A	B	C	D
Straight-in approach	LPV	750 (680)	760 (690)	770 (700)	780 (710)

DIST THR / RW 05	NM	8	7	6	5	4	3	2
Altitude	ft	2670	2360	2040	1720	1400	1080	760

SP404 TO RW05 DISTANCE – 8.2NM						
GS (kt)	80	100	120	140	160	180
min : sec	6:09	4:55	4:06	3:31	3:05	2:44
Rate of descent (ft / min)	425	531	637	743	849	955

NO MAPt ; TIMING NOT AUTHORIZED FOR DEFINING THE RW05

CHANGE: FAF; New minimum OCA(H); Missed approach; Obstacles; Editorial

SPLIT / Kaštela
CROATIA
RNP Z RWY 05 (LPV only)

Coding elements for FAS Data Block

Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LDSP
Runway	05
Runway Direction	0
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E05A
LTP/FTP Latitude	433155.3885N
LTP/FTP Longitude	0161708.0990E
LTP/FTP Ellipsoidal Height (metres)	63.7
FPAP Latitude	433246.3360N
Delta FPAP Latitude (seconds)	50.9475
FPAP Longitude	0161839.6425E
Delta FPAP Longitude (seconds)	91.5435
Threshold Crossing Height	52.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	40
HAL (metres)	40.0
VAL (metres)	50.0

Output data

Data Block	10 10 13 04 0C 05 D0 00 01 35 30 05 F9 92 AE 12 06 30 FD 06 7D 16 07 8E 01 2F CB 02 08 02 2C 01 64 05 C8 FA C0 E3 39 4E
Calculated CRC Value	C0E3394E

Required Additional Data

ICAO Code	LD
LTP/FTP Orthometric Height (metres)	21.4
FPAP Orthometric Height (metres)	

CHANGE: FAF; New minimum OCA(H); Missed approach; Obstacles; Editorial

LDSP RNP Z RWY 05 (LPV only)

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	GOTRI	-	-	4°E	-	-	+4000	-	-	IAF on ATC authorization only	RNP APCH
020	IF	TF	SP401	-	318° (322.5° T)	4°E	7.0	-	+2800	-	-	-	
010	IAF	IF	KEMIX	-	-	4°E	-	-	+3000	-	-	-	RNP APCH
020	IF	TF	SP401	-	042° (045.6° T)	4°E	7.2	-	+2800	-	-	-	
010	IAF	IF	IRBUL	-	-	4°E	-	-	+4000	-	-	IAF on ATC authorization only	RNP APCH
020	IF	TF	SP401	-	138° (142.3° T)	4°E	7.0	-	+2800	-	-	-	

Proposed tabular description for navigation database coding - FINAL 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	IF	IF	SP401	-	-	4°E	-	-	+2800	-	-	-	RNP APCH
020	FAF	TF	SP404	-	048° (052.4°T)	4°E	5.2	-	+2800	-	-	-	
030	-	TF	RW05	Y	048° (052.5°T)	4°E	8.2	-	-	-	3.0 / 52.0	-	
040	TP	CF	SP403	Y	049° (052.6°T)	4°E	0.9	-	-	-	-	-	
050	-	TF	SP405	Y	130° (134.3°T)	4°E	7.6	R	-	-190	-	-	
060	MAHF	TF	JARBO	-	194° (197.7°T)	4°E	23.4		5000	-	-	-	
070	MAHF	HM	JARBO	-	360° (004.0°T)	4°E	1 MIN	R	5000	-	-	Holding above 5000 on ATC clearance only	RNAV 1

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
KEMIX	HM	042° (045.6°T)	1MIN / -	R	3000	-	-	4°E	-	RNAV 1
JARBO	HM	360° (004.0°T)	1MIN / -	R	5000	-	-	4°E	-	

Waypoint coordinates

Waypoint name	WGS-84 Latitude	WGS-84 Longitude
GOTRI	431811.7N	0160821.4E
IRBUL	432917.5N	0155638.4E
JARBO	430451.0N	0161554.2E
KEMIX	431842.4N	0155526.9E
RW05	433155.39N	0161708.10E
SP401	432344.7N	0160230.4E
SP403	433229.8N	0161809.9E
SP404	432655.2N	0160810.3E
SP405	432711.7N	0162536.2E

CHANGE: FAF; New minimum OCA(H); Missed approach; Obstacles; Editorial

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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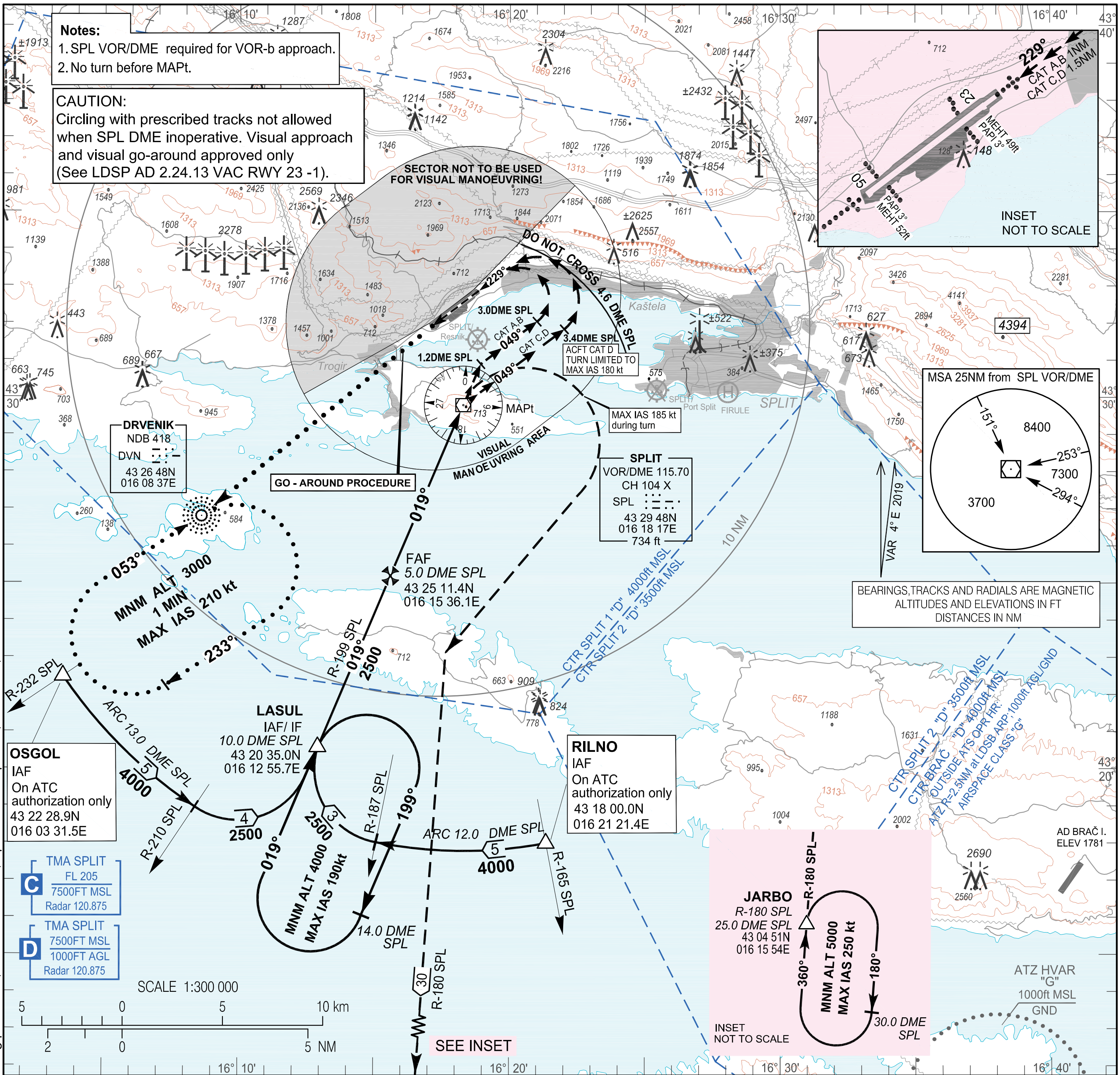
INSTRUMENT APPROACH
CHART - ICAO
(CIRCLING WITH PRESCRIBED TRACKS)

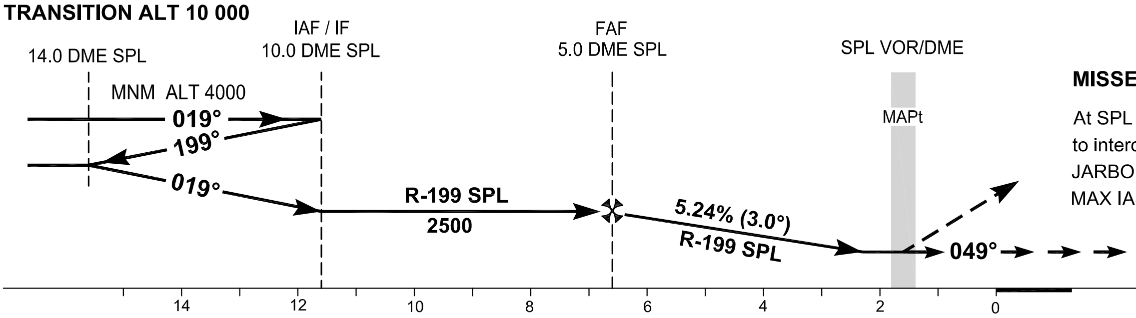
AD ELEV 78
HEIGHTS RELATED
TO AD ELEV 78

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SPLIT / Kaštela
CROATIA
VOR-b RWY 23



TRANSITION ALT 10 000



MISSED APPROACH:

At SPL VOR/DME turn RIGHT to intercept R-180 SPL climbing to JARBO at 5000 and HOLD.
MAX IAS 185 kt during turn.

OCA(H)	A	B	C	D
Circling	1610 (1532)		2040 (1962)	

NOTE: Circling NIGHT and NW of aerodrome not allowed.
See special notes to Aircraft Operators on the second page.

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

GO - AROUND PROCEDURE FOR CIRCLING ONLY
If visual reference is lost after passing SPL VOR/DME proceed on prescribed track, turn LEFT and when once on the final approach track climb straight ahead to DVN NDB at 3000 and hold, as shown on the chart.

CHANGE: New missed approach segment; New missed approach holding procedure; ADR table added; Special notes updated, Obstacles; Editorial

SPLIT / Kaštela
CROATIA
VOR-b RWY 23

SPECIAL NOTES
CIRCLING WITH PRESCRIBED TRACKS

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

SPECIAL NOTES before practice and operating LDSP VOR-b RWY 23 procedure.

Requirements for Operators:

- Due to specific orography, mountainous terrain in vicinity of AD Split and the requirement for visual segment maneouvering, before using of LDSP VOR-b RWY 23 procedure, all operators shall develop competence qualification criteria for this particular procedure.
- Commander must be Pilot Flying.
- Night Flight Restrictions: Night Operations are not Authorised.

Requirements for Pilot Flying:

- During base leg visual segment do not overshoot 4.6 DME SPL ARC due to high terrain.
- Maximum speed on base leg is 180 kt.
- At MAPt if RWY in sight proceed visually following the prescribed track (depends on ACFT category) in order to reach the final RWY 23.
- Usage of PAPI is mandatory.

Common Recommendation:

- The procedure to be used when the tailwind component for approach RWY 05 exceeds the operational limits for landing for particular type of aircraft.

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
VOR-b RWY 23			
Final approach descent angle: 3.00°			
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF / IF (LASUL)	43 20 35.0N 016 12 55.7E	-	-
IAF (OSGOL)	43 22 28.9N 016 03 31.5E	ARC 13.00 DME SPL	235.87° (SPL VOR)
IAF (RILNO)	43 18 00.0N 016 21 21.4E	ARC 12.00 DME SPL	169.22° (SPL VOR)
FAF	43 25 11.4N 016 15 36.1E	203.00° (SPL VOR)	5.00 DME SPL
MAPt (SPL VOR / DME)	43 29 47.69N 016 18 17.00E	-	-

CHANGE: New missed approach segment; New missed approach holding procedure; ADR table added; Special notes updated, Obstacles; Editorial

LDZA AD 2.5 PASSENGER FACILITIES

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

LDZA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9 See Remarks
2	Rescue equipment	1 Heavy fire fighting vehicle: 14 000 L water, 1 300 L foam, 8 200 L discharge rate 1 Heavy fire fighting vehicle: 12 500 L water, 1 500 L foam, 9 000 L discharge rate 1 Heavy fire fighting vehicle: 3 500 L water, 500 L foam, 2 400 L discharge rate 1 Heavy fire fighting vehicle: 9 000 L water, 1 000 L foam, 6 400 L discharge rate
3	Capability for removal of disabled aircraft	Special equipment for this purpose is not available. Contact: Airport Duty Manager, mobile phone: +385 98 238 505, e-mail: koordinatori@zag.aero
4	Remarks	AD categories for fire fighting are: CAT 6 2200-0500 (2100-0400) CAT 7 0500-2200 (0400-2100) CAT 8 and 9 aligned with current/approved flight schedule as needed or on request in written form not later than 24 HR before the ACFT operation, e-mail: koordinatori@zag.aero. See LDZA AD 2.20.4

LDZA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Snow removal equipment: snow ploughs, snow blowers, towed sweepers, spreaders and snow loaders. Chemical treatment with liquid spreaders.
2	Clearance priorities	1. Runway 2. Taxiways 3. Apron parking stands
3	Remarks	De-snowing and de-icing available from 01 NOV to 15 APR H24. Construction maintenance, de-snowing and de-icing department manager: Phone: +385 1 4562 109

LDZA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

<table>
<tr><td rowspan="4">1</td><td rowspan="4">Apron surface and strength</td><td>APRON</td><td>SURFACE</td><td colspan="2">STRENGTH</td></tr>
<tr><td>APRON WEST</td><td>CONC</td><td colspan="2">PCN 88/R/C/W/T</td></tr>
<tr><td>APRON EAST</td><td>CONC</td><td colspan="2">PCN 57/R/A/W/T</td></tr>
<tr><td>GENERAL AVIATION APRON</td><td>ASPH</td><td colspan="2">PCN 30/F/A/W/T</td></tr>
<tr><td rowspan="12">2</td><td rowspan="12">Taxiway width, surface and strength</td><td>TWY</td><td>WIDTH (M)</td><td>SURFACE</td><td>STRENGTH</td></tr>
<tr><td>A</td><td>26</td><td>CONC</td><td>PCN 68/R/B/W/T</td></tr>
<tr><td>B</td><td>37</td><td>CONC</td><td>PCN 54/R/A/W/T</td></tr>
<tr><td>C</td><td>23</td><td>ASPH</td><td>PCN 54/F/A/W/T</td></tr>
<tr><td>D</td><td>23</td><td>ASPH</td><td>PCN 35/F/A/W/T</td></tr>
<tr><td>E</td><td>37</td><td>CONC</td><td>PCN 54/R/A/W/T</td></tr>
<tr><td>F</td><td>23</td><td>CONC</td><td>PCN 54/R/A/W/T</td></tr>
<tr><td>G</td><td>23</td><td>ASPH</td><td>PCN 95/F/B/X/T</td></tr>
<tr><td>H</td><td>23</td><td>ASPH</td><td>PCN 95/F/B/X/T</td></tr>
<tr><td>MC</td><td>23</td><td>ASPH</td><td>PCN 95/F/B/X/T</td></tr>
<tr><td>R</td><td>15</td><td>ASPH</td><td>PCN 28/F/A/W/T</td></tr>
<tr><td>T</td><td>11.25</td><td>CONC</td><td>PCN 40/R/D/W/T</td></tr>
<tr><td>3</td><td>ACL location and elevation</td><td colspan="4">at Apron West 350 FT/107 M
at Apron East 345 FT/105 M
at General Aviation Apron 349 FT/107 M</td></tr>
<tr><td>4</td><td>VOR checkpoints</td><td colspan="4">Nil</td></tr>
<tr><td>5</td><td>INS checkpoints</td><td colspan="4">Apron West - see LDZA AD 2.24.2 APDC West -1
Apron East - see LDZA AD 2.24.2 APDC East -1</td></tr>
<tr><td>6</td><td>Remarks</td><td colspan="4">TWY A: grass shoulders, width 2x9 M
TWY B and TWY E: grass shoulders, width 2x3.5 M
TWY C and TWY D: grass shoulders, width 2x1 M
TWY F: paved shoulders, width 2x3.5 M and grass shoulders width 2x7 M
TWY G and TWY H: paved shoulders, width 2x10.5 M

On TWY C and TWY F taxiing of four engine aircraft is forbidden with engines 1 and 4 active.

TWY D prohibited to ACFT code letter D, E, F and code letter C with wheelbase more than 18 M.

TWY T: Only for military ACFT (Military authorization required)

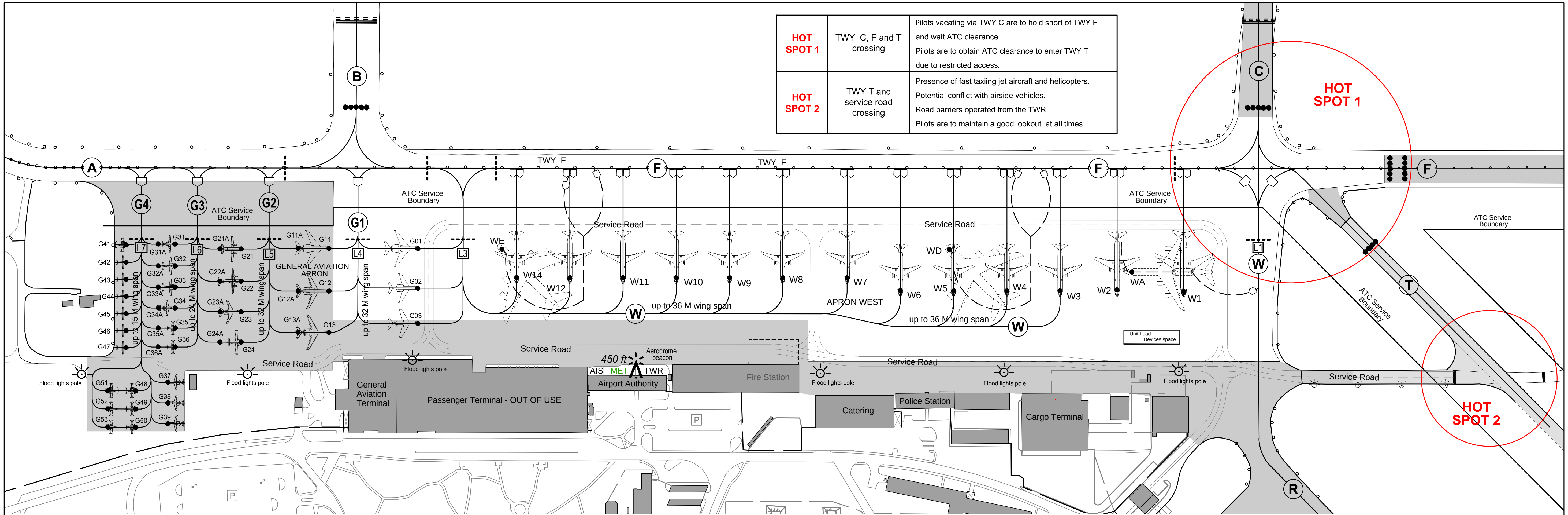
ACFT Code Letter F has to await Follow me when entering part of TWY F from TWY C to TWY B for taxiing to parking position WB, WD and WE.</td></tr>
</table>

AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON WEST / ACL ELEV 350 FT
General aviaton APRON ELEV 349 FT

ZAGREB ATIS 124.575 | ZAGREB TOWER 118.300 | ZAGREB GROUND 121.850

ZAGREB / Franjo Tuđman
CROATIA



HOT SPOT 1	TWY C, F and T crossing	Pilots vacating via TWY C are to hold short of TWY F and wait ATC clearance. Pilots are to obtain ATC clearance to enter TWY T due to restricted access.
HOT SPOT 2	TWY T and service road crossing	Presence of fast taxiing jet aircraft and helicopters. Potential conflict with airside vehicles. Road barriers operated from the TWR. Pilots are to maintain a good lookout at all times.

PARKING POSITIONS AND INS / REFERENCE POINTS (WGS-84)

GENERAL AVIATION APRON						APRON WEST		
PSN	INS COORDINATES		PSN	INS COORDINATES		PSN	INS COORDINATES	
G01	454357.31N	0160329.64E	G34	454351.73N	0160324.47E	WA	454409.89N	0160350.04E
G02	454356.54N	0160330.67E	G34A	454351.42N	0160324.00E	WD	454407.00N	0160344.40E
G03	454355.86N	0160331.59E	G35	454351.34N	0160324.99E	WE	454358.83N	0160332.00E
G11	454355.69N	0160327.18E	G35A	454351.04N	0160324.52E	W1	454410.46N	0160351.99E
G11A	454355.13N	0160326.32E	G36	454350.98N	0160325.48E	W2	454409.28N	0160350.10E
G12	454354.87N	0160328.29E	G36A	454350.67N	0160325.01E	W3	454408.22N	0160348.55E
G12A	454354.31N	0160327.43E	G37	454350.16N	0160326.20E	W4	454407.25N	0160347.07E
G13	454354.06N	0160329.36E	G38	454349.76N	0160326.73E	W5	454406.28N	0160345.60E
G13A	454353.50N	0160328.51E	G39	454349.36N	0160327.27E	W6	454405.31N	0160344.12E
G21	454354.08N	0160324.76E	G41	454352.06N	0160321.46E	W7	454404.58N	0160342.31E
G21A	454353.70N	0160324.17E	G42	454351.72N	0160321.92E	W8	454403.41N	0160340.52E
G22	454353.45N	0160325.60E	G43	454351.39N	0160322.36E	W9	454402.44N	0160339.05E
G22A	454353.07N	0160325.01E	G44	454351.06N	0160322.80E	W10	454401.47N	0160337.57E
G23	454352.86N	0160326.39E	G45	454350.73N	0160323.25E	W11	454400.49N	0160336.09E
G23A	454352.48N	0160325.81E	G46	454350.40N	0160323.69E	W12	454359.52N	0160334.62E
G24	454352.27N	0160327.18E	G47	454350.07N	0160324.13E	W14	454358.55N	0160333.14E
G24A	454351.89N	0160326.59E	G48	454349.41N	0160325.52E			
G31	454352.97N	0160322.81E	G49	454349.05N	0160326.00E			
G31A	454352.66N	0160322.33E	G50	454348.70N	0160326.47E			
G32	454352.55N	0160323.37E	G51	454348.90N	0160324.75E			
G32A	454352.24N	0160322.91E	G52	454348.54N	0160325.22E			
G33	454352.13N	0160323.93E	G53	454348.19N	0160325.69E			
G33A	454351.83N	0160323.46E						

TAXIING AND PARKING RESTRICTIONS AND NOTES - APRON WEST AND GENERAL AVIATION:

EXITING FROM PARKING POSITION "G01" RESTRICTION:

1. ACFT exit from G01 is allowed only when ACFT may continue on its way to TWY "F" and enter the TWY "F" without stopping at the intermediate holding position (IHP) "L3".
2. TXL W must be used for ACFT exit from PSNs "G01" to "G03".

TAXIING ON APRON:

1. Parking position number for inbound traffic is provided by ATC.
2. Adhere strictly to the yellow taxi guide line and manual parking. For other restrictions adhere strictly to Zagreb TWR instructions and Follow me guidance.
3. ACFT is not allowed to enter the parking position if marshaller is not present.
4. ACFT Code Letter "F" has to await Follow me when entering part of TWY "F" from TWY "C" to TWY "B" for taxiing to parking position "WD" & "WE".
5. TXL "W" from PSN "W3" to PSN "W14" up to 36,0 m wing span.
6. In order to enter PSN WA, ACFT must turn from TWY "F" to TXL "W".
7. ACFT exit from PSN "W3" to "W14" is mandatory in the direction to the west.
8. ACFT exit from PSNs "W1" & "W2" is mandatory by using Push-back.
9. Follow Me guidance is mandatory on TWY "R" for self-manoeuvering ACFT.
10. The movement of two or more ACFT on the apron at the same time is allowed in conditions other than LVP, when the ACFT are at a safe distance from each other.
11. Mandatory notification of stand position number to ATC with start up request.

Parking Positions (PSN)	
PSN: W3 to W14 & PSN: WA, WD & WE	Taxi-in / Taxi-out
PSN: W1 & W2	Taxi-in / Push-back
PSN: WD & WE	ACFT Code Letter "F"
PSN: W1 & PSN No: WA	ACFT CODE LETTER "E"
PSN: W2	ACFT CODE LETTER "D"
PSN: W3 to W14	ACFT CODE LETTER "C"
PSN: W1	Maximum Wing Span 52M & Maximum Length 55M
PSN: W2	Maximum Wing Span 42M & Maximum Length 55M
PSN: W3 to W7	Maximum Wing Span 36M & Maximum Length 55M
PSN: W8 to W 14	Maximum Wing Span 36M & Maximum Length 45M
PSN: WA	Maximum Wing Span 64,8M & Maximum Length 74,77M
PSN: WD & WE	Maximum Wing Span 88,4M & Maximum Length 84M

Helicopter parking:

All PSNs can be used for helicopter parking considering helicopter dimensions.

Zagreb TWR instructions and Follow Me guidance shall be followed for ground taxi or air taxi of helicopters between TWYs and parking positions.

VAR 4° E 2019
Annual Rate of change 0.15° increasing

TAXIING AND PARKING RESTRICTIONS AND NOTES - GENERAL AVIATION APRON:

Taxiing on Apron

1. TXL "G1" must be used for enter to PSNs "G01" to "G03" & PSNs "G11A" to "G13A"
2. TXL "G2" must be used for enter
3. to PSNs "G11" to "G13" & PSNs "G21A" to "G24A"
4. TXL "G3" must be used for enter to PSNs "G21" to "G24" & PSNs "G31A" to "G36A"
5. TXL "G4" must be used for enter to PSNs "G31" to "G36", PSNs "G41" to "G47" & PSNs "G37" to "G53"
6. Departing ACFT must stop at intermediate holding position (IHP) on taxilane (TXL) and wait for further taxi instructions from Zagreb TWR:
   - IHP "L4" on TXL "G1",
   - IHP "L5" on TXL "G2",
   - IHP "L6" on TXL "G3" &
   - IHP "L7" on TXL "G4".
6. PSNs "G41 to "G47" & PSNs "G37" to "G39" are Push-in / Taxi-out.
7. PSNs "G01" to "G03", "G11" to "G13", "G11A" to "G13A", "G21" to "G24", "G21A" to "G24A", "G31" to "G36", "G31A" to "G36A", "G48" to "G53" are self -manoeuvring via designated TXL.

Restrictions for some parking positions:
When PSNs "WA", "WD" & "WE" are in use, the following positions must be vacated or with limitation:
When PSN "WA" is in use, PSNs "W1" & "W2" must be vacated.
When ACFT is entering to PSN "WD", PSN "W3" must be vacated.
When PSN "WD" is in use, PSNs "W4", "W5" & "W6" must be vacated.
When PSN "WE" is in use, PSNs "W11", "W12" & "W14" must be vacated.
When PSN "WD" is in use, ACFT exit from PSN "W3", is mandatory by using Push-back.
When PSN "WE" is in use, ACFT exit from PSNs "W10" - "W2", is mandatory by using Push-back.
When PSN "W1" and/or "W2" are/is in use, PSN "WA" must be vacated.
When PSN "W3" and/or "W4", and/or "W5" and/or "W6" are/ is in use, PSN "WD" must be vacated.
When PSN "W11" and/or "W12", and/or "W14" are/is in use, PSN "WE" must be vacated.

NOT TO SCALE
ELEVATIONS IN FT

50 0 200 m

CHANGE: ACFT STAND WB COMPLETELY WITHDRAWN; ACFT STAND TAXILANE IN FRONT OF W1 AND W2 COMPLETELY WITHDRAWN, PART OF TXL W COMPLETELY WITHDRAWN; TAXIING AND PARKING RESTRICTIONS AND NOTES, FIRE STATION LOCATION

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VISUAL OPERATION CHART

AD ELEV 353ft

ARP
45°44'34.55"N
016°04'07.60"E

ZAGREB ATIS	124.575
ZAGREB RADAR	120.700
ZAGREB TOWER	118.300

ZAGREB / Franjo Tuđman
CROATIA

Reporting Point	Coordinates		Definition
E2	45 42 23N	016 23 37E	Town Ivanić - Grad
K4	45 54 22N	016 07 32E	Village Kašina
K5	45 50 04N	016 03 29E	Kaufland G. Dubrava
L5	45 35 03N	016 12 40E	Village Lekenik
N1	46 02 57N	016 05 04E	Town Zlatar Bistrica
N2	45 51 22N	015 48 22E	Town Zaprešić
N3	45 45 21N	016 00 45E	Marshaling yard
S1	45 29 07N	015 59 31E	Village Pokupsko
S2	45 42 30N	016 06 34E	Lake Čiče
W1	45 40 19N	015 39 04E	Town Jastrebarsko

SCALE 1:250 000
km 0 5 10
NM 0 5

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

Meteorological conditions:
VFR: VMC conditions within airspace of CONTROL ZONE CLASS D
- flight visibility: 5 km
- ground visibility: 5 km
- minimum ceiling: 1500 ft

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

LEGEND
- Holding fix with WGS-84 coordinates — N2
- Significant VFR point — K4
- Recommended VFR route — PANON1
- Mandatory (arrival - departure) VFR route

ELEVATION TINTS

(m)	ft
(1200)	3937
(800)	2625
(400)	1313
(0)	0

VAR 4° E 2019

Change: Mandatory VFR routes; New significant VFR points K5 and L5 added; Obstacles updated; Editorial.

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