REPUBLIKA HRVATSKA

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HRVATSKA KONTROLA ZRAČNE PLOVIDBE

Hrvatska kontrola zračne plovidbe d.o.o.
Služba zrakoplovnog informiranja (AIM/AIS)
Rudolfa Fizira 2
10410 Velika Gorica, p.p. 103
Hrvatska

AIRAC AIP AMDT 004/2023
Na snazi od: 18 MAY 2023
Datum izdavanja: 06 APR 2023

1. Sadržaj izmjene:

GEN

- GEN 0.2 - Ažurirana je Evidencija izmjena AIP-a
- GEN 0.3 - Ažurirana je Evidencija dopuna AIP-a
- GEN 0.4 - Ažuriran je Kontrolni popis stranica AIP-a
- GEN 0.5 - Ažuriran je Popis ručnih izmjena AIP-a
- GEN 1.2 - Ulazak, tranzit i odlazak zrakoplova - dodani podaci vezani uz Schengen zonu
- GEN 1.3 - Ulazak, tranzit i odlazak putnika i posade - novi podnaslovi vezani uz Schengen zonu; razne izmjene
- GEN 1.7 - Razlike u odnosu na standarde, preporučene prakse i postupke ICAO-a - izmijenjeno

ENR

- ENR 4.1 - Radionavigacijski uređaji - na ruti - izmijenjeni DME KLS CH i pokrivenost; izmijenjen NDB SAL FRA značaj
- ENR 4.4 - Kodni naziv označitelja značajnih točaka - razne izmjene
- ENR 5.1 - Zabranjena, uvjetno zabranjena i opasna područja - opasno područje LDD22 - dodan smjer luka
- ENR 6 - Nove karte:
  - 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

- AD LDDU, LDRI, LDSB i LDZA AD 2.6 - Službe spašavanja i vatrogasne službe - razne izmjene
- LDOS AD 2.19 - Radionavigacijski i uređaji za slijetanje - izmijenjeni DME KLS CH i pokrivenost
- LDOS AD - Nove karte:
  - 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 - Lokalni aerodromski propisi - dodan novi podnaslov 2.20.1. “Operacije zrakoplova kodnog slova E i zrakoplova s četiri motora”
- LDRI AD 2.2 - Zemljopisni i administrativni podaci o aerodromu - dodan novi telefonski broj
- LDSP AD 2.22 - Postupci tijekom leta - izmijenjeni STAR RWY 05, STAR RWY 23, SID RWY 05 i SID RWY 23
- LDSP AD - Nove karte:
  - 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 - Nove karte:
  - 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. Ručne ispravke su na sljedećim stranicama:

- Vidi GEN 0.5

3. Upišite AMDT u GEN 0.2

4. Ovaj AIP AMDT uključuje informacije sadržane u sljedećim NOTAM-ima i publikacijama:

NOTAM: A0502/23, A0503/23, A0504/23, A0505/23 i B 0258/23
NOTAM-i uključeni u ovaj AMDT bit će poništeni putem NOTAMC-a

SUP: NIL

AIC: NIL

5. Izvadite / umetnite stranice kao što je prikazano u popisu na sljedećoj stranici:

Umetnite sljedeće stranice:

GEN 0.2 - 3/4	02 DEC 2021 / 18 MAY 2023
GEN 0.3 - 1/2	18 MAY 2023 / 01 FEB 2018
GEN 0.4 - 1/2	18 MAY 2023 / 18 MAY 2023
GEN 0.4 - 3/4	18 MAY 2023 / 18 MAY 2023
GEN 0.4 - 5/6	18 MAY 2023 / 18 MAY 2023
GEN 0.4 - 7/8	18 MAY 2023 / 18 MAY 2023
GEN 0.5 - 1/2	18 MAY 2023 / 18 MAY 2023
GEN 1.2 - 3/4	18 MAY 2023 / 30 DEC 2021
GEN 1.3 - 3/4	18 MAY 2023 / 18 MAY 2023
GEN 1.3 - 5/6	18 MAY 2023 / 18 MAY 2023
GEN 1.3 - 7/8	18 MAY 2023 / 18 MAY 2023
GEN 1.3 - 9/10	18 MAY 2023 / 18 MAY 2023
GEN 1.7 - 19/20	20 APR 2023 / 18 MAY 2023
ENR 4.1 - 1/2	27 FEB 2020 / 18 MAY 2023
ENR 4.4 - 3/4	18 MAY 2023 / 20 APR 2023
ENR 4.4 - 5/6	20 APR 2023 / 18 MAY 2023
ENR 5.1 - 1/2	20 APR 2023 / 18 MAY 2023
ENR 6.1 - 1	18 MAY 2023
ENR 6.4 - 1/2	18 MAY 2023 / 18 MAY 2023
ENR 6.8 - 1/2	18 MAY 2023 / 18 MAY 2023
ENR 6.11 - 1/2	18 MAY 2023 / 18 MAY 2023
LDDU AD 2 - 3/4	18 MAY 2023 / 09 SEP 2021
LDOS AD 2 - 9/10	18 MAY 2023 / 18 JUN 2020
LDOS AD 2.24.8 SID RWY11 - 1/2	18 MAY 2023 / 18 MAY 2023
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
LDOS AD 2.24.10 STAR RNAV RWY11 - 1/2	18 MAY 2023 / 18 MAY 2023
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 RWY 11 - 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 RWY 29 CAT A&B - 1/2	18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC ILS y or LOC y RWY 29 - 1/2	18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC RNP RWY11 - 1/2	18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC RNP RWY11 - 3/4	18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.13 VOC - 1/2	18 MAY 2023 / 18 MAY 2023
LDPL AD 2 - 11/12	18 MAY 2023 / 18 MAY 2023
LDRI AD 2 - 1/2	18 MAY 2023 / 20 APR 2023
LDRI AD 2 - 3/4	18 MAY 2023 / 02 DEC 2021
LDSB AD 2 - 3/4	18 MAY 2023 / 20 MAY 2021
LDSP AD 2 - 13/14	19 MAY 2022 / 18 MAY 2023
LDSP AD 2 - 15/16	18 MAY 2023 / 18 MAY 2023
LDSP AD 2 - 17/18	18 MAY 2023 / 18 MAY 2023
LDSP AD 2 - 19/20	18 MAY 2023 / 18 MAY 2023
LDSP AD 2.24.8 SID RWY05 - 1/2	18 MAY 2023 / 18 MAY 2023
LDSP AD 2.24.8 SID RWY23 - 1/2	18 MAY 2023 / 18 MAY 2023
LDSP AD 2.24.10 STAR RWY05 - 1/2	18 MAY 2023 / 18 MAY 2023
LDSP AD 2.24.10 STAR RNAV RWY05 - 1/2	18 MAY 2023 / 18 MAY 2023
LDSP AD 2.24.10 STAR RNAV RWY05 - 3/4	18 MAY 2023 / 18 MAY 2023
LDSP AD 2.24.10 STAR RWY23 - 1/2	18 MAY 2023 / 18 MAY 2023
LDSP AD 2.24.12 IAC NDB RWY05 - 1/2	18 MAY 2023 / 18 MAY 2023
LDSP AD 2.24.12 IAC ILS y or LOC y RWY 05 - 1/2	18 MAY 2023 / 18 MAY 2023
LDSP AD 2.24.12 IAC ILS z or LOC z RWY 05 - 1/2	18 MAY 2023 / 18 MAY 2023
LDSP AD 2.24.12 IAC VOR-b RWY 23 - 1/2 -	18 MAY 2023 / 18 MAY 2023
LDSP AD 2.24.12 IAC RNP Y RWY05 - 1/2	18 MAY 2023 / 18 MAY 2023
LDSP AD 2.24.12 IAC RNP Z RWY05 (LPV only) - 1/2	18 MAY 2023 / 18 MAY 2023
LDSP AD 2.24.12 IAC RNP Z RWY05 (LPV only) - 3/4	18 MAY 2023 / 18 MAY 2023
LDZA AD 2 - 3/4	18 MAY 2023 / 18 JUL 2019
LDZA AD 2.24.2 APDC WEST - 1/2	18 MAY 2023 / 18 MAY 2023
LDZA AD 2.24.13 VOC - 1/2	18 MAY 2023 / 18 MAY 2023

Izvadite sljedeće stranice:

GEN 0.2 - 3/4	02 DEC 2021 / 20 APR 2023
GEN 0.3 - 1/2	23 MAR 2023 / 01 FEB 2018
GEN 0.4 - 1/2	20 APR 2023 / 20 APR 2023
GEN 0.4 - 3/4	20 APR 2023 / 20 APR 2023
GEN 0.4 - 5/6	20 APR 2023 / 20 APR 2023
GEN 0.4 - 7/8	20 APR 2023 / 20 APR 2023
GEN 0.5 - 1/2	20 APR 2023 / 20 APR 2023
GEN 1.2 - 3/4	30 DEC 2021 / 30 DEC 2021
GEN 1.3 - 3/4	15 JUL 2021 / 15 JUL 2021
GEN 1.3 - 5/6	15 JUL 2021 / 15 JUL 2021
GEN 1.3 - 7/8	15 JUL 2021 / 15 JUL 2021
GEN 1.3 - 9/10	15 JUL 2021 / 15 JUL 2021
GEN 1.7 - 19/20	20 APR 2023 / 20 APR 2023
ENR 4.1 - 1/2	27 FEB 2020 / 12 AUG 2021
ENR 4.4 - 3/4	20 APR 2023 / 20 APR 2023
ENR 4.4 - 5/6	20 APR 2023 / 20 APR 2023
ENR 5.1 - 1/2	20 APR 2023 / 20 APR 2023
ENR 6.1 - 1	01 DEC 2022
ENR 6.4 - 1/2	21 APR 2022 / 21 APR 2022
ENR 6.8 - 1/2	11 AUG 2022 / 11 AUG 2022
ENR 6.11 - 1/2	23 MAR 2023 / 23 MAR 2023
LDDU AD 2 - 3/4	19 MAY 2022 / 09 SEP 2021
LDOS AD 2 - 9/10	08 SEP 2022 / 18 JUN 2020
LDOS AD 2.24.8 SID RWY11 - 1/2	25 APR 2019 / 25 APR 2019
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
LDOS AD 2.24.8 SID RNAV RWY29 - 1/2	25 APR 2019 / 25 APR 2019
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
LDOS AD 2.24.10 STAR RWY29 - 1/2	20 APR 2023 / 20 APR 2023
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 RWY 11 - 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 RWY 29 CAT A&B - 1/2	20 APR 2023 / 20 APR 2023
LDOS AD 2.24.12 IAC ILS y or LOC y RWY 29 - 1/2	20 APR 2023 / 20 APR 2023
LDOS AD 2.24.12 IAC RNP RWY11 - 1/2	18 JUN 2020 / 18 JUN 2020
LDOS AD 2.24.12 IAC RNP RWY11 - 3/4	18 JUN 2020 / 18 JUN 2020
LDOS AD 2.24.13 VOC - 1/2	12 AUG 2021 / 12 AUG 2021
LDPL AD 2 - 11/12	20 MAY 2021 / 20 MAY 2021
LDRI AD 2 - 1/2	23 APR 2020 / 20 APR 2023
LDRI AD 2 - 3/4	24 FEB 2022 / 02 DEC 2021
LDSB AD 2 - 3/4	01 DEC 2022 / 20 MAY 2021
LDSP AD 2 - 13/14	19 MAY 2022 / 19 MAY 2022
LDSP AD 2 - 15/16	19 MAY 2022 / 19 MAY 2022
LDSP AD 2 - 17/18	19 MAY 2022 / 19 MAY 2022
LDSP AD 2 - 19/20	19 MAY 2022 / 19 MAY 2022
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
LDSP AD 2.24.10 STAR RNAV RWY05 - 1/2	19 MAY 2022 / 19 MAY 2022
LDSP AD 2.24.10 STAR RNAV RWY05 - 3/4	19 MAY 2022 / 19 MAY 2022
LDSP AD 2.24.10 STAR RWY23 - 1/2	21 MAY 2020 / 21 MAY 2020
LDSP AD 2.24.12 IAC NDB RWY05 - 1/2	23 MAY 2019 / 23 MAY 2019
LDSP AD 2.24.12 IAC ILS y or LOC y RWY 05 - 1/2	23 MAY 2019 / 23 MAY 2019
LDSP AD 2.24.12 IAC ILS z or LOC z RWY 05 - 1/2	19 MAY 2022 / 19 MAY 2022
LDSP AD 2.24.12 IAC VOR-b RWY 23 - 1/2	16 JUL 2020 / 16 JUL 2020
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
LDSP AD 2.24.12 IAC RNP Z RWY05 (LPV only) - 3/4	19 MAY 2022 / 19 MAY 2022
LDZA AD 2 - 3/4	06 OCT 2022 / 18 JUL 2019
LDZA AD 2.24.2 APDC WEST - 1/2	06 OCT 2022 / 06 OCT 2022
LDZA AD 2.24.13 VOC - 1/2	14 JUL 2022 / 14 JUL 2022

AIRAC AIP IZMJENA			
Broj/Godina	*Datum izdavanja*	*Datum stupanja na snagu*	*Izmjenu unio*
009/2018	30-Aug-2018	11-Oct-2018	
010/2018	27-Sep-2018	08-Nov-2018	
011/2018	25-Oct-2018	06-Dec-2018	
012/2018	22-Nov-2018	03-Jan-2019	
013/2018	20-Dec-2018	31-Jan-2019	
001/2019	17-Jan-2019	28-Feb-2019	
002/2019	14-Feb-2019	28-Mar-2019	
003/2019	14-Mar-2019	25-Apr-2019	
004/2019	11-Apr-2019	23-May-2019	
005/2019	09-May-2019	20-Jun-2019	
006/2019	06-Jun-2019	18-Jul-2019	
007/2019	01-Aug-2019	12-Sep-2019	
008/2019	29-Aug-2019	10-Oct-2019	
009/2019	26-Sep-2019	07-Nov-2019	
010/2019	24-Oct-2019	05-Dec-2019	
011/2019	19-Dec-2019	30-Jan-2020	
001/2020	16-Jan-2020	27-Feb-2020	
002/2020	13-Feb-2020	26-Mar-2020	
003/2020	12-Mar-2020	23-Apr-2020	
004/2020	09-Apr-2020	21-May-2020	
005/2020	07-May-2020	18-Jun-2020	
006/2020	04-Jun-2020	16-Jul-2020	
007/2020	02-Jul-2020	13-Aug-2020	
008/2020	30-Jul-2020	10-Sep-2020	
009/2020	24-Sep-2020	05-Nov-2020	
010/2020	22-Oct-2020	03-Dec-2020	
011/2020	19-Nov-2020	31-Dec-2020	
012/2020	17-Dec-2020	28-Jan-2021	
001/2021	14-Jan-2021	25-Feb-2021	
002/2021	11-Feb-2021	25-Mar-2021	
003/2021	11-Mar-2021	22-Apr-2021	
004/2021	08-Apr-2021	20-May-2021	
005/2021	06-May-2021	17-Jun-2021	
006/2021	02-Jun-2021	15-Jul-2021	
007/2021	01-Jul-2021	12-Aug-2021	
008/2021	29-Jul-2021	09-Sep-2021	
009/2021	26-Aug-2021	07-Oct-2021	
010/2021	23-Sep-2021	04-Nov-2021	
011/2021	21-Oct-2021	02-Dec-2021	

AIRAC AIP IZMJENA			
Broj/Godina	*Datum izdavanja*	*Datum stupanja na snagu*	*Izmjenu unio*
012/2021	17-Nov-2021	30-Dec-2021	
013/2021	16-Dec-2021	27-Jan-2022	
001/2022	13-Jan-2022	24-Feb-2022	
002/2022	10-Feb-2022	24-Mar-2022	
003/2022	10-Mar-2022	21-Apr-2022	
004/2022	07-Apr-2022	19-May-2022	
005/2022	05-May-2022	16-Jun-2022	
006/2022	02-Jun-2022	14-Jul-2022	
007/2022	30-Jun-2022	11-Aug-2022	
008/2022	28-Jul-2022	08-Sep-2022	
009/2022	25-Aug-2022	06-Oct-2022	
010/2022	22-Sep-2022	03-Nov-2022	
011/2022	20-Oct-2022	01-Dec-2022	
012/2022	17-Nov-2022	29-Dec-2022	
013/2022	15-Dec-2022	26-Jan-2023	
001/2023	12-Jan-2023	23-Feb-2023	
002/2023	09-Feb-2023	23-Mar-2023	
003/2023	09-Mar-2023	20-Apr-2023	
004/2023	06-Apr-2023	18-May-2023	

GEN 0.3 EVIDENCIJA DOPUNA AIP-A

Broj/ godina	Predmet	AIP odjeljak(ci) na koje se odnosi	Period valjanosti	Zapis o poništenju
001/2023	LDRI - Zračna luka RIJEKA/Krk I. - Izgradnja infrastrukture meteorološkog sustava AWOS	LDRI AD 2	23-Feb-2023 - UFN	
002/2023	LDZA - Zračna luka ZAGREB/Franjo Tuđman - Sanacija oštećenja na dijelu asfaltnog kolnika RWY-a 04/22 i TWY-a F	LDZA AD 2	23-Feb-2023 - UFN	
003/2023	LDZA - Zračna luka ZAGREB/Franjo Tuđman - Izgradnja infrastrukture meteorološkog sustava AWOS	LDZA AD 2	23-Mar-2023 - UFN	
004/2023	LDRI - Zračna luka RIJEKA/Krk I. - Privremena suspenzija LDRI ILS or LOC RWY 14 i probni LDRI ILS z or LOC z RWY14 instrumentalni zrakoplovni navigacijski postupak	LDRI AD 2	18-May-2023 - UFN	
005/2023	LDZD - Zračna luka ZADAR/Zemunik - Radovi na proširenju putničkog terminala	LDZD AD 2	18-May-2023 - UFN	

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA

GEN 0.4 KONTROLNI POPIS STRANICA AIP-A

PART 1 - GENERAL (GEN)

Stranica	Datum
GEN 0.1 - 1	23 MAR 2023
GEN 0.1 - 2	23 MAR 2023
GEN 0.1 - 3	23 MAR 2023
GEN 0.1 - 4	23 MAR 2023
GEN 0.2 - 1	27 JAN 2022
GEN 0.2 - 2	13 SEP 2018
GEN 0.2 - 3	02 DEC 2021
GEN 0.2 - 4	18 MAY 2023
GEN 0.2 - 5	30 DEC 2021
GEN 0.2 - 6	30 DEC 2021
GEN 0.3 - 1	18 MAY 2023
GEN 0.3 - 2	01 FEB 2018
GEN 0.4 - 1	18 MAY 2023
GEN 0.4 - 2	18 MAY 2023
GEN 0.4 - 3	18 MAY 2023
GEN 0.4 - 4	18 MAY 2023
GEN 0.4 - 5	18 MAY 2023
GEN 0.4 - 6	18 MAY 2023
GEN 0.4 - 7	18 MAY 2023
GEN 0.4 - 8	18 MAY 2023
GEN 0.5 - 1	18 MAY 2023
GEN 0.5 - 2	18 MAY 2023
GEN 0.6 - 1	23 MAR 2023
GEN 0.6 - 2	23 MAR 2023
GEN 0.6 - 3	23 MAR 2023
GEN 0.6 - 4	23 MAR 2023
GEN 1.1 - 1	23 MAR 2023
GEN 1.1 - 2	15 JUL 2021
GEN 1.1 - 3	15 JUL 2021
GEN 1.1 - 4	26 JAN 2023
GEN 1.2 - 1	23 MAR 2023
GEN 1.2 - 2	30 DEC 2021
GEN 1.2 - 3	18 MAY 2023
GEN 1.2 - 4	30 DEC 2021
GEN 1.2 - 5	30 DEC 2021
GEN 1.2 - 6	30 DEC 2021
GEN 1.2 - 7	30 DEC 2021
GEN 1.2 - 8	16 JUN 2022
GEN 1.2 - 9	30 DEC 2021
GEN 1.2 - 10	30 DEC 2021
GEN 1.2 - 11	30 DEC 2021
GEN 1.2 - 12	24 JUL 2014
GEN 1.3 - 1	23 MAR 2023
GEN 1.3 - 2	20 JUL 2017
GEN 1.3 - 3	18 MAY 2023
GEN 1.3 - 4	18 MAY 2023
GEN 1.3 - 5	18 MAY 2023
GEN 1.3 - 6	18 MAY 2023
GEN 1.3 - 7	18 MAY 2023
GEN 1.3 - 8	18 MAY 2023
GEN 1.3 - 9	18 MAY 2023
GEN 1.3 - 10	18 MAY 2023
GEN 1.4 - 1	23 MAR 2023
GEN 1.4 - 2	23 MAR 2023
GEN 1.5 - 1	23 MAR 2023
GEN 1.5 - 2	15 JUL 2021
GEN 1.5 - 3	30 DEC 2021
GEN 1.5 - 4	30 APR 2015
GEN 1.6 - 1	23 MAR 2023
GEN 1.6 - 2	15 JUL 2021
GEN 1.7 - 1	23 MAR 2023
GEN 1.7 - 2	20 APR 2023
GEN 1.7 - 3	30 DEC 2021
GEN 1.7 - 4	23 APR 2020
GEN 1.7 - 5	25 FEB 2021
GEN 1.7 - 6	25 FEB 2021
GEN 1.7 - 7	25 FEB 2021
GEN 1.7 - 8	25 FEB 2021
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GEN 2.1 - 4	23 MAR 2023
GEN 2.2 - 1	23 MAR 2023
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GEN 2.2 - 4	24 FEB 2022
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GEN 2.2 - 6	22 APR 2021
GEN 2.2 - 7	22 APR 2021
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GEN 2.2 - 11	12 AUG 2021
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GEN 2.2 - 13	12 AUG 2021
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GEN 2.3 - 12	01 FEB 2018
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GEN 3.1 - 5	01 DEC 2022
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GEN 3.3 - 1	27 JAN 2022
GEN 3.3 - 2	29 DEC 2022
GEN 3.3 - 3	24 MAR 2022
GEN 3.3 - 4	08 MAR 2012
GEN 3.4 - 1	23 MAR 2023
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GEN 3.4 - 6	08 MAR 2012
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GEN 3.5 - 6	30 DEC 2021
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GEN 3.5 - 11	02 DEC 2021
GEN 3.5 - 12	02 DEC 2021
GEN 3.6 - 1	23 MAR 2023
GEN 3.6 - 2	23 MAR 2023
GEN 3.6 - 3	03 NOV 2022
GEN 3.6 - 4	08 MAR 2012
GEN 4.1 - 1	24 FEB 2022
GEN 4.1 - 2	16 JUL 2020
GEN 4.1 - 3	14 JUL 2022
GEN 4.1 - 4	10 OCT 2019
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GEN 4.1 - 6	24 FEB 2022
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GEN 4.1 - 10	24 FEB 2022
GEN 4.1 - 11	24 FEB 2022
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GEN 4.1 - 14	24 FEB 2022
GEN 4.1 - 15	14 JUL 2022
GEN 4.1 - 16	21 APR 2022
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GEN 4.1 - 18	14 JUL 2022
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GEN 4.1 - 20	14 JUL 2022
GEN 4.1 - 21	10 OCT 2019
GEN 4.1 - 22	10 OCT 2019
GEN 4.1 - 23	14 JUL 2022
GEN 4.1 - 24	14 JUL 2022
GEN 4.1 - 25	24 MAR 2022
GEN 4.1 - 26	21 APR 2022
GEN 4.1 - 27	21 APR 2022
GEN 4.1 - 28	19 MAY 2022
GEN 4.1 - 29	18 JUL 2019
GEN 4.1 - 30	17 JUN 2021
GEN 4.1 - 31	24 MAR 2022
GEN 4.1 - 32	19 MAY 2022

Stranica	Datum
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GEN 4.1 - 35	14 JUL 2022
GEN 4.1 - 36	14 JUL 2022
GEN 4.1 - 37	18 JUL 2019
GEN 4.1 - 38	18 JUL 2019
GEN 4.1 - 39	17 JUN 2021
GEN 4.1 - 40	18 JUL 2019
GEN 4.2 - 1	16 JUN 2022
GEN 4.2 - 2	16 JUN 2022
GEN 4.2 - 3	23 MAR 2023
GEN 4.2 - 4	16 JUN 2022

PART 2 - EN-ROUTE (ENR)

ENR 0.1 - 1	08 MAR 2012
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ENR 0.6 - 3	30 DEC 2021
ENR 0.6 - 4	30 DEC 2021
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ENR 1.1 - 4	22 APR 2021
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ENR 1.3 - 3	02 DEC 2021
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ENR 1.4 - 2	10 SEP 2020
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ENR 1.6 - 3	15 JUL 2021
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ENR 1.7 - 4	08 MAR 2012
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ENR 1.8 - 3	16 JUL 2020
ENR 1.8 - 4	12 SEP 2019
ENR 1.8 - 5	12 SEP 2019
ENR 1.8 - 6	03 JAN 2019
ENR 1.8 - 7	03 JAN 2019
ENR 1.8 - 8	03 JAN 2019
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ENR 1.8 - 11	27 FEB 2020
ENR 1.8 - 12	27 FEB 2020
ENR 1.8 - 13	16 JUL 2020

Stranica	Datum	Stranica	Datum
ENR 1.8 - 14	27 FEB 2020	ENR 2.1 - 3	03 DEC 2020
ENR 1.8 - 15	03 JAN 2019	ENR 2.1 - 4	03 DEC 2020
ENR 1.8 - 16	03 JAN 2019	ENR 2.1 - 5	26 JAN 2023
ENR 1.8 - 17	03 JAN 2019	ENR 2.1 - 6	03 DEC 2020
ENR 1.8 - 18	03 JAN 2019	ENR 2.1 - 7	03 DEC 2020
ENR 1.8 - 19	03 JAN 2019	ENR 2.1 - 8	27 JAN 2022
ENR 1.8 - 20	03 JAN 2019	ENR 2.2 - 1	26 JAN 2023
ENR 1.9 - 1	22 JUN 2017	ENR 2.2 - 2	26 JAN 2023
ENR 1.9 - 2	10 SEP 2020	ENR 2.2 - 3	26 JAN 2023
ENR 1.9 - 3	10 SEP 2020	ENR 2.2 - 4	26 JAN 2023
ENR 1.9 - 4	10 SEP 2020	ENR 3.1 - 1	20 APR 2023
ENR 1.9 - 5	10 SEP 2020	ENR 3.1 - 2	25 APR 2019
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ENR 1.9 - 7	10 SEP 2020	ENR 3.1 - 4	20 APR 2023
ENR 1.9 - 8	15 JUL 2021	ENR 3.1 - 5	20 APR 2023
ENR 1.9 - 9	28 MAY 2015	ENR 3.1 - 6	20 APR 2023
ENR 1.9 - 10	22 JUN 2017	ENR 3.2 - 1	01 FEB 2018
ENR 1.9 - 11	22 JUN 2017	ENR 3.2 - 2	01 FEB 2018
ENR 1.9 - 12	22 JUN 2017	ENR 3.3 - 1	03 DEC 2020
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ENR 1.9 - 19	24 FEB 2022	ENR 3.3 - 8	03 DEC 2020
ENR 1.9 - 20	24 FEB 2022	ENR 3.3 - 9	03 DEC 2020
ENR 1.9 - 21	24 FEB 2022	ENR 3.3 - 10	03 DEC 2020
ENR 1.9 - 22	24 FEB 2022	ENR 3.3 - 11	03 DEC 2020
ENR 1.9 - 23	24 FEB 2022	ENR 3.3 - 12	03 DEC 2020
ENR 1.9 - 24	24 FEB 2022	ENR 3.3 - 13	01 DEC 2022
ENR 1.10 - 1	16 JUL 2020	ENR 3.3 - 14	03 DEC 2020
ENR 1.10 - 2	15 JUL 2021	ENR 3.3 - 15	03 DEC 2020
ENR 1.10 - 3	16 JUL 2020	ENR 3.3 - 16	24 MAR 2022
ENR 1.10 - 4	24 FEB 2022	ENR 3.3 - 17	03 DEC 2020
ENR 1.10 - 5	24 FEB 2022	ENR 3.3 - 18	03 DEC 2020
ENR 1.10 - 6	24 FEB 2022	ENR 3.3 - 19	24 MAY 2018
ENR 1.10 - 7	24 FEB 2022	ENR 3.3 - 20	24 MAR 2022
ENR 1.10 - 8	24 FEB 2022	ENR 3.3 - 21	03 DEC 2020
ENR 1.10 - 9	24 FEB 2022	ENR 3.3 - 22	03 DEC 2020
ENR 1.10 - 10	26 MAR 2020	ENR 3.3 - 23	03 DEC 2020
ENR 1.10 - 11	26 OCT 2015	ENR 3.3 - 24	17 JUN 2021
ENR 1.10 - 12	26 OCT 2015	ENR 3.3 - 25	03 DEC 2020
ENR 1.10 - 13	26 OCT 2015	ENR 3.3 - 26	01 DEC 2022
ENR 1.10 - 14	03 DEC 2020	ENR 3.3 - 27	03 DEC 2020
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ENR 1.10 - 20	25 APR 2019	ENR 3.3 - 33	03 DEC 2020
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ENR 1.14 - 1	23 FEB 2023	ENR 4.2 - 2	08 MAR 2012
ENR 1.14 - 2	23 FEB 2023	ENR 4.3 - 1	30 MAR 2017
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ENR 2.1 - 1	03 DEC 2020	ENR 4.4 - 4	20 APR 2023
ENR 2.1 - 2	07 OCT 2021	ENR 4.4 - 5	20 APR 2023

Stranica	Datum
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ENR 4.4 - 8	20 APR 2023
ENR 4.4 - 9	20 APR 2023
ENR 4.4 - 10	20 APR 2023
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ENR 4.5 - 2	08 MAR 2012
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ENR 5.1 - 21	01 MAR 2018
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Stranica	Datum
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ENR 5.5 - 2	09 SEP 2021
ENR 5.5 - 3	09 SEP 2021
ENR 5.5 - 4	09 SEP 2021
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ENR 6.4 - 2	18 MAY 2023
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ENR 6.12 - 2	14 JUL 2022

PART 3 - AERODROMES (AD)

AD 0.1 - 1	08 MAR 2012
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AD 0.6 - 4	20 APR 2023
AD 0.6 - 5	20 APR 2023
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AD 0.6 - 8	20 APR 2023
AD 0.6 - 9	20 APR 2023
AD 0.6 - 10	20 APR 2023
AD 1.1 - 1	21 APR 2022
AD 1.1 - 2	21 APR 2022
AD 1.1 - 3	07 DEC 2017
AD 1.1 - 4	07 DEC 2017
AD 1.1 - 5	07 DEC 2017
AD 1.1 - 6	08 MAR 2012

Stranica	Datum
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AD 1.2 - 3	26 JAN 2023
AD 1.2 - 4	26 JAN 2023
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AD 1.3 - 2	16 JUN 2022
AD 1.3 - 3	16 JUN 2022
AD 1.3 - 4	19 MAY 2022
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AD 1.4 - 2	08 MAR 2012
AD 1.5 - 1	10 OCT 2019
AD 1.5 - 2	08 MAR 2012
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LDDU AD 2 - 3	18 MAY 2023
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LDDU AD 2 - 6	03 NOV 2022
LDDU AD 2 - 7	17 JUN 2021
LDDU AD 2 - 8	06 DEC 2019
LDDU AD 2 - 9	03 DEC 2020
LDDU AD 2 - 10	23 FEB 2023
LDDU AD 2 - 11	23 FEB 2023
LDDU AD 2 - 12	03 DEC 2020
LDDU AD 2 - 13	03 DEC 2020
LDDU AD 2 - 14	03 DEC 2020
LDDU AD 2 - 15	28 MAR 2019
LDDU AD 2 - 16	08 SEP 2022
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LDDU AD 2.24.2 APDC - 1	28 MAR 2019
LDDU AD 2.24.2 APDC - 2	28 MAR 2019
LDDU AD 2.24.4 AOC RWY 11 - 1	28 MAR 2019
LDDU AD 2.24.4 AOC RWY 29 - 1	28 MAR 2019
LDDU AD 2.24.8 SID RWY 11 - 1	03 DEC 2020
LDDU AD 2.24.8 SID RWY 11 - 2	03 DEC 2020
LDDU AD 2.24.8 SID RNAV RWY 11 - 1	22 APR 2021
LDDU AD 2.24.8 SID RNAV RWY 11 - 2	22 APR 2021
LDDU AD 2.24.8 SID RWY 29 - 1	26 MAR 2020
LDDU AD 2.24.8 SID RWY 29 - 2	26 MAR 2020
LDDU AD 2.24.8 SID RNAV RWY 29 - 1	22 APR 2021
LDDU AD 2.24.8 SID RNAV RWY 29 - 2	22 APR 2021
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LDDU AD 2.24.10 STAR RWY 11/29 - 2	22 APR 2021
LDDU AD 2.24.10 STAR RNAV RWY 11 - 1	19 MAY 2022
LDDU AD 2.24.10 STAR RNAV RWY 11 - 2	19 MAY 2022
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LDDU AD 2.24.11 ATCSMAC - 2	12 AUG 2021
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LDDU AD 2.24.12 IAC VOR RWY 11 - 1	03 NOV 2022
LDDU AD 2.24.12 IAC VOR RWY 11 - 2	03 NOV 2022
LDDU AD 2.24.12 IAC ILSy or LOCy RWY 11 - 1	03 NOV 2022
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LDDU AD 2.24.12 IAC ILSz or LOCz RWY 11 - 1	03 NOV 2022
LDDU AD 2.24.12 IAC ILSz or LOCz RWY 11 - 2	03 NOV 2022
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LDLO AD 2 - 8	03 DEC 2020
LDLO AD 2 - 9	03 DEC 2020
LDLO AD 2 - 10	03 DEC 2020
LDLO AD 2 - 11	20 MAY 2021
LDLO AD 2 - 12	20 MAY 2021
LDLO AD 2 - 13	28 MAR 2019
LDLO AD 2 - 14	20 JUN 2019
LDLO AD 2.24.1 ADC - 1	23 FEB 2023
LDLO AD 2.24.1 ADC - 2	23 FEB 2023
LDLO AD 2.24.2 APDC - 1	25 APR 2019
LDLO AD 2.24.2 APDC - 2	25 APR 2019
LDLO AD 2.24.4 AOC RWY 02/20 - 1	25 APR 2019
LDLO AD 2.24.8 SID RWY 02 - 1	24 FEB 2022
LDLO AD 2.24.8 SID RWY 02 - 2	24 FEB 2022
LDLO AD 2.24.8 SID RWY 20 - 1	24 FEB 2022
LDLO AD 2.24.8 SID RWY 20 - 2	24 FEB 2022
LDLO AD 2.24.10 STAR RWY 02/20 - 1	24 FEB 2022
LDLO AD 2.24.10 STAR RWY 02/20 - 2	24 FEB 2022
LDLO AD 2.24.12 IAC NDB-a RWY 02/20 CAT A&B - 1	17 JUN 2021
LDLO AD 2.24.12 IAC NDB-a RWY 02/20 CAT A&B - 2	17 JUN 2021
LDLO AD 2.24.12 IAC VOR RWY 02 CatAB - 1	17 JUN 2021
LDLO AD 2.24.12 IAC VOR RWY 02 CatAB - 2	17 JUN 2021
LDLO AD 2.24.13 VOC - 1	17 JUN 2021
LDLO AD 2.24.13 VOC - 2	17 JUN 2021
LDOS AD 2 - 1	01 DEC 2022
LDOS AD 2 - 2	21 APR 2022
LDOS AD 2 - 3	01 DEC 2022
LDOS AD 2 - 4	28 FEB 2019
LDOS AD 2 - 5	29 DEC 2022
LDOS AD 2 - 6	03 NOV 2022
LDOS AD 2 - 7	23 APR 2020
LDOS AD 2 - 8	27 JAN 2022
LDOS AD 2 - 9	18 MAY 2023
LDOS AD 2 - 10	18 JUN 2020
LDOS AD 2 - 11	25 APR 2019
LDOS AD 2 - 12	25 APR 2019
LDOS AD 2 - 13	20 APR 2023
LDOS AD 2 - 14	20 APR 2023
LDOS AD 2.24.1 ADC - 1	02 DEC 2021
LDOS AD 2.24.1 ADC - 2	02 DEC 2021
LDOS AD 2.24.2 APDC - 1	02 DEC 2021
LDOS AD 2.24.2 APDC - 2	02 DEC 2021
LDOS AD 2.24.4 AOC RWY 11/29 - 1	20 JUN 2019
LDOS AD 2.24.8 SID RWY 11 - 1	18 MAY 2023
LDOS AD 2.24.8 SID RWY 11 - 2	18 MAY 2023
LDOS AD 2.24.8 SID RNAV RWY 11 - 1	18 MAY 2023
LDOS AD 2.24.8 SID RNAV RWY 11 - 2	18 MAY 2023
LDOS AD 2.24.8 SID RWY 29 - 1	18 MAY 2023
LDOS AD 2.24.8 SID RWY 29 - 2	18 MAY 2023
LDOS AD 2.24.8 SID RNAV RWY 29 - 1	18 MAY 2023
LDOS AD 2.24.8 SID RNAV RWY 29 - 2	18 MAY 2023
LDOS AD 2.24.10 STAR RWY 11 - 1	18 MAY 2023
LDOS AD 2.24.10 STAR RWY 11 - 2	18 MAY 2023
LDOS AD 2.24.10 STAR RNAV RWY 11 - 1	18 MAY 2023
LDOS AD 2.24.10 STAR RNAV RWY 11 - 2	18 MAY 2023
LDOS AD 2.24.10 STAR RWY 29 - 1	18 MAY 2023
LDOS AD 2.24.10 STAR RWY 29 - 2	18 MAY 2023
LDOS AD 2.24.12 IAC L RWY 11 - 1	18 MAY 2023
LDOS AD 2.24.12 IAC L RWY 11 - 2	18 MAY 2023
LDOS AD 2.24.12 IAC ILS or LOC RWY 11 - 1	18 MAY 2023
LDOS AD 2.24.12 IAC ILS or LOC RWY 11 - 2	18 MAY 2023
LDOS AD 2.24.12 IAC NDB RWY 11 - 1	18 MAY 2023
LDOS AD 2.24.12 IAC NDB RWY 11 - 2	18 MAY 2023
LDOS AD 2.24.12 IAC NDB RWY 29 - 1	18 MAY 2023
LDOS AD 2.24.12 IAC NDB RWY 29 - 2	18 MAY 2023
LDOS AD 2.24.12 IAC ILSx or LOCx RWY 29 CAT A&B - 1	18 MAY 2023
LDOS AD 2.24.12 IAC ILSx or LOCx RWY 29 CAT A&B - 2	18 MAY 2023
LDOS AD 2.24.12 IAC ILSy or LOCy RWY 29 - 1	18 MAY 2023
LDOS AD 2.24.12 IAC ILSy or LOCy RWY 29 - 2	18 MAY 2023
LDOS AD 2.24.12 IAC ILS z or LOC z RWY 29 - 1	20 APR 2023
LDOS AD 2.24.12 IAC ILS z or LOC z RWY 29 - 2	20 APR 2023
LDOS AD 2.24.12 IAC RNP RWY 11 - 1	18 MAY 2023
LDOS AD 2.24.12 IAC RNP RWY 11 - 2	18 MAY 2023
LDOS AD 2.24.12 IAC RNP RWY 11 - 3	18 MAY 2023
LDOS AD 2.24.12 IAC RNP RWY 11 - 4	18 MAY 2023
LDOS AD 2.24.13 VOC - 1	18 MAY 2023
LDOS AD 2.24.13 VOC - 2	18 MAY 2023
LDPL AD 2 - 1	10 OCT 2019
LDPL AD 2 - 2	21 MAY 2020

Stranica	Datum
LDPL AD 2 - 3	30 DEC 2021
LDPL AD 2 - 4	26 APR 2018
LDPL AD 2 - 5	30 DEC 2021
LDPL AD 2 - 6	02 DEC 2021
LDPL AD 2 - 7	03 NOV 2022
LDPL AD 2 - 8	28 MAR 2019
LDPL AD 2 - 9	20 MAY 2021
LDPL AD 2 - 10	08 SEP 2022
LDPL AD 2 - 11	18 MAY 2023
LDPL AD 2 - 12	18 MAY 2023
LDPL AD 2 - 13	20 MAY 2021
LDPL AD 2 - 14	20 MAY 2021
LDPL AD 2 - 15	23 APR 2020
LDPL AD 2 - 16	23 APR 2020
LDPL AD 2 - 17	06 OCT 2022
LDPL AD 2 - 18	23 APR 2020
LDPL AD 2.24.1 ADC - 1	02 DEC 2021
LDPL AD 2.24.1 ADC - 2	02 DEC 2021
LDPL AD 2.24.2 APDC - 1	14 JUL 2022
LDPL AD 2.24.2 APDC - 2	14 JUL 2022
LDPL AD 2.24.4 AOC RWY 09/27 - 1	28 MAR 2019
LDPL AD 2.24.8 SID RWY 09 - 1	24 FEB 2022
LDPL AD 2.24.8 SID RWY 09 - 2	24 FEB 2022
LDPL AD 2.24.8 SID RNAV RWY 09 - 1	24 FEB 2022
LDPL AD 2.24.8 SID RNAV RWY 09 - 2	24 FEB 2022
LDPL AD 2.24.8 SID RNAV RWY 09 - 3	24 FEB 2022
LDPL AD 2.24.8 SID RNAV RWY 09 - 4	24 FEB 2022
LDPL AD 2.24.8 SID RWY 27 - 1	24 FEB 2022
LDPL AD 2.24.8 SID RWY 27 - 2	24 FEB 2022
LDPL AD 2.24.8 SID RNAV RWY 27 - 1	24 FEB 2022
LDPL AD 2.24.8 SID RNAV RWY 27 - 2	24 FEB 2022
LDPL AD 2.24.8 SID RNAV RWY 27 - 3	24 FEB 2022
LDPL AD 2.24.8 SID RNAV RWY 27 - 4	24 FEB 2022
LDPL AD 2.24.10 STAR RWY 09 - 1	24 FEB 2022
LDPL AD 2.24.10 STAR RWY 09 - 2	24 FEB 2022
LDPL AD 2.24.10 STAR RWY 27 - 1	24 FEB 2022
LDPL AD 2.24.10 STAR RWY 27 - 2	24 FEB 2022
LDPL AD 2.24.10 STAR RNAV RWY 09 - 1	11 AUG 2022
LDPL AD 2.24.10 STAR RNAV RWY 09 - 2	11 AUG 2022
LDPL AD 2.24.10 STAR RNAV RWY 09 - 3	11 AUG 2022
LDPL AD 2.24.10 STAR RNAV RWY 09 - 4	11 AUG 2022
LDPL AD 2.24.10 STAR RNAV RWY 27 - 1	11 AUG 2022
LDPL AD 2.24.10 STAR RNAV RWY 27 - 2	11 AUG 2022
LDPL AD 2.24.10 STAR RNAV RWY 27 - 3	11 AUG 2022
LDPL AD 2.24.10 STAR RNAV RWY 27 - 4	11 AUG 2022
LDPL AD 2.24.11 ATCSMAC - 1	24 FEB 2022
LDPL AD 2.24.11 ATCSMAC - 2	24 FEB 2022
LDPL AD 2.24.12 IAC L RWY 09 - 1	24 FEB 2022
LDPL AD 2.24.12 IAC L RWY 09 - 2	24 FEB 2022
LDPL AD 2.24.12 IAC VOR RWY 09 - 1	24 FEB 2022
LDPL AD 2.24.12 IAC VOR RWY 09 - 2	24 FEB 2022
LDPL AD 2.24.12 IAC NDB RWY 27 - 1	06 OCT 2022
LDPL AD 2.24.12 IAC NDB RWY 27 - 2	06 OCT 2022
LDPL AD 2.24.12 IAC VOR RWY 27 - 1	06 OCT 2022
LDPL AD 2.24.12 IAC VOR RWY 27 - 2	06 OCT 2022
LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 - 1	19 MAY 2022
LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 - 2	19 MAY 2022
LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 - 1	11 AUG 2022
LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 - 2	11 AUG 2022
LDPL AD 2.24.12 IAC RNP RWY09 - 1	11 AUG 2022
LDPL AD 2.24.12 IAC RNP RWY09 - 2	11 AUG 2022
LDPL AD 2.24.12 IAC RNP RWY09 - 3	11 AUG 2022
LDPL AD 2.24.12 IAC RNP RWY09 - 4	11 AUG 2022
LDPL AD 2.24.12 IAC RNP RWY27 - 1	11 AUG 2022
LDPL AD 2.24.12 IAC RNP RWY27 - 2	11 AUG 2022
LDPL AD 2.24.12 IAC RNP RWY27 - 3	11 AUG 2022
LDPL AD 2.24.12 IAC RNP RWY27 - 4	11 AUG 2022
LDPL AD 2.24.13 VOC - 1	11 AUG 2022
LDPL AD 2.24.13 VOC - 2	11 AUG 2022
LDPL AD 2.24.14 BC - 1	08 MAR 2012
LDPL AD 2.24.14 BC - 2	08 MAR 2012
LDRI AD 2 - 1	18 MAY 2023
LDRI AD 2 - 2	20 APR 2023
LDRI AD 2 - 3	18 MAY 2023
LDRI AD 2 - 4	02 DEC 2021
LDRI AD 2 - 5	03 NOV 2022
LDRI AD 2 - 6	13 AUG 2020
LDRI AD 2 - 7	20 MAY 2021
LDRI AD 2 - 8	20 APR 2023
LDRI AD 2 - 9	20 APR 2023
LDRI AD 2 - 10	20 APR 2023
LDRI AD 2 - 11	20 APR 2023

Stranica	Datum
LDRI AD 2 - 12	20 APR 2023
LDRI AD 2 - 13	20 APR 2023
LDRI AD 2 - 14	23 FEB 2023
LDRI AD 2.24.1 ADC - 1	13 AUG 2020
LDRI AD 2.24.1 ADC - 2	13 AUG 2020
LDRI AD 2.24.2 APDC - 1	03 NOV 2022
LDRI AD 2.24.2 APDC - 2	03 NOV 2022
LDRI AD 2.24.4 AOC RWY 14/32 - 1	28 MAR 2019
LDRI AD 2.24.8 SID RWY 14 - 1	20 APR 2023
LDRI AD 2.24.8 SID RWY 14 - 2	20 APR 2023
LDRI AD 2.24.8 SID RNAV RWY 14 - 1	20 APR 2023
LDRI AD 2.24.8 SID RNAV RWY 14 - 2	20 APR 2023
LDRI AD 2.24.8 SID RNAV RWY 14 - 3	20 APR 2023
LDRI AD 2.24.8 SID RNAV RWY 14 - 4	20 APR 2023
LDRI AD 2.24.8 SID RWY 32 - 1	20 APR 2023
LDRI AD 2.24.8 SID RWY 32 - 2	20 APR 2023
LDRI AD 2.24.8 SID RNAV RWY 32 - 1	20 APR 2023
LDRI AD 2.24.8 SID RNAV RWY 32 - 2	20 APR 2023
LDRI AD 2.24.8 SID RNAV RWY 32 - 3	20 APR 2023
LDRI AD 2.24.8 SID RNAV RWY 32 - 4	20 APR 2023
LDRI AD 2.24.10 STAR RWY 14/32 - 1	20 APR 2023
LDRI AD 2.24.10 STAR RWY 14/32 - 2	20 APR 2023
LDRI AD 2.24.10 STAR RNAV RWY 14 - 1	20 APR 2023
LDRI AD 2.24.10 STAR RNAV RWY 14 - 2	20 APR 2023
LDRI AD 2.24.10 STAR RNAV RWY 32 - 1	20 APR 2023
LDRI AD 2.24.10 STAR RNAV RWY 32 - 2	20 APR 2023
LDRI AD 2.24.10 STAR RNAV RWY 32 - 3	20 APR 2023
LDRI AD 2.24.10 STAR RNAV RWY 32 - 4	20 APR 2023
LDRI AD 2.24.12 IAC VOR RWY 14 - 1	20 APR 2023
LDRI AD 2.24.12 IAC VOR RWY 14 - 2	20 APR 2023
LDRI AD 2.24.12 IAC ILS or LOC RWY 14 - 1	20 APR 2023
LDRI AD 2.24.12 IAC ILS or LOC RWY 14 - 2	20 APR 2023
LDRI AD 2.24.12 IAC VOR RWY 32 - 1	20 APR 2023
LDRI AD 2.24.12 IAC VOR RWY 32 - 2	20 APR 2023
LDRI AD 2.24.12 IAC RNP RWY14 - 1	20 APR 2023
LDRI AD 2.24.12 IAC RNP RWY14 - 2	20 APR 2023
LDRI AD 2.24.12 IAC RNP RWY14 - 3	20 APR 2023
LDRI AD 2.24.12 IAC RNP RWY14 - 4	20 APR 2023
LDRI AD 2.24.12 IAC RNP RWY32 - 1	20 APR 2023
LDRI AD 2.24.12 IAC RNP RWY32 - 2	20 APR 2023
LDRI AD 2.24.12 IAC RNP RWY32 - 3	20 APR 2023
LDRI AD 2.24.12 IAC RNP RWY32 - 4	20 APR 2023
LDRI AD 2.24.13 VOC - 1	20 APR 2023
LDRI AD 2.24.13 VOC - 2	20 APR 2023
LDSB AD 2 - 1	01 DEC 2022
LDSB AD 2 - 2	15 JUL 2021
LDSB AD 2 - 3	18 MAY 2023
LDSB AD 2 - 4	20 MAY 2021
LDSB AD 2 - 5	02 DEC 2021
LDSB AD 2 - 6	03 NOV 2022
LDSB AD 2 - 7	20 MAY 2021
LDSB AD 2 - 8	20 MAY 2021
LDSB AD 2 - 9	20 MAY 2021
LDSB AD 2 - 10	20 MAY 2021
LDSB AD 2 - 11	20 MAY 2021
LDSB AD 2 - 12	20 MAY 2021
LDSB AD 2.24.1 ADC - 1	15 JUL 2021
LDSB AD 2.24.1 ADC - 2	15 JUL 2021
LDSB AD 2.24.2 APDC - 1	20 JUN 2019
LDSB AD 2.24.2 APDC - 2	20 JUN 2019
LDSB AD 2.24.4 AOC RWY 03/21 - 1	20 MAY 2021
LDSB AD 2.24.8 SID RWY 03 CAT A/B&C - 1	20 MAY 2021
LDSB AD 2.24.8 SID RWY 03 CAT A/B&C - 2	20 MAY 2021
LDSB AD 2.24.8 SID RNAV RWY 03 - 1	20 MAY 2021
LDSB AD 2.24.8 SID RNAV RWY 03 - 2	20 MAY 2021
LDSB AD 2.24.8 SID RWY 21 CAT A/B&C - 1	20 MAY 2021
LDSB AD 2.24.8 SID RWY 21 CAT A/B&C - 2	20 MAY 2021
LDSB AD 2.24.8 SID RNAV RWY 21 - 1	20 MAY 2021
LDSB AD 2.24.8 SID RNAV RWY 21 - 2	20 MAY 2021
LDSB AD 2.24.10 STAR RWY 03/21 CAT A/B&C - 1	20 MAY 2021
LDSB AD 2.24.10 STAR RWY 03/21 CAT A/B&C - 2	20 MAY 2021
LDSB AD 2.24.10 STAR RNAV RWY 03/21 - 1	19 MAY 2022
LDSB AD 2.24.10 STAR RNAV RWY 03/21 - 2	19 MAY 2022
LDSB AD 2.24.12 IAC NDB RWY 03 - 1	20 MAY 2021
LDSB AD 2.24.12 IAC NDB RWY 03 - 2	20 MAY 2021
LDSB AD 2.24.12 IAC VOR-a RWY 03/21 - 1	20 MAY 2021
LDSB AD 2.24.12 IAC VOR-a RWY 03/21 - 2	20 MAY 2021
LDSB AD 2.24.12 IAC NDB-a RWY 21 - 1	20 MAY 2021
LDSB AD 2.24.12 IAC NDB-a RWY 21 - 2	20 MAY 2021
LDSB AD 2.24.12 IAC NDB RWY 21 - 1	20 MAY 2021
LDSB AD 2.24.12 IAC NDB RWY 21 - 2	20 MAY 2021
LDSB AD 2.24.12 IAC RNP RWY 03 - 1	20 MAY 2021

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LDSB AD 2.24.12 IAC RNP RWY 03 - 2	20 MAY 2021
LDSB AD 2.24.12 IAC RNP RWY 03 - 3	20 MAY 2021
LDSB AD 2.24.12 IAC RNP RWY 03 - 4	20 MAY 2021
LDSB AD 2.24.12 IAC RNP RWY 21 - 1	20 MAY 2021
LDSB AD 2.24.12 IAC RNP RWY 21 - 2	20 MAY 2021
LDSB AD 2.24.12 IAC RNP RWY 21 - 3	20 MAY 2021
LDSB AD 2.24.12 IAC RNP RWY 21 - 4	20 MAY 2021
LDSB AD 2.24.13 VOC - 1	20 MAY 2021
LDSB AD 2.24.13 VOC - 2	20 MAY 2021
LDSP AD 2 - 1	23 MAY 2019
LDSP AD 2 - 2	21 MAY 2020
LDSP AD 2 - 3	19 MAY 2022
LDSP AD 2 - 4	25 MAR 2021
LDSP AD 2 - 5	02 DEC 2021
LDSP AD 2 - 6	03 NOV 2022
LDSP AD 2 - 7	25 MAR 2021
LDSP AD 2 - 8	23 MAY 2019
LDSP AD 2 - 9	08 SEP 2022
LDSP AD 2 - 10	08 SEP 2022
LDSP AD 2 - 11	19 MAY 2022
LDSP AD 2 - 12	19 MAY 2022
LDSP AD 2 - 13	19 MAY 2022
LDSP AD 2 - 14	19 MAY 2022
LDSP AD 2 - 15	19 MAY 2022
LDSP AD 2 - 16	19 MAY 2022
LDSP AD 2 - 17	19 MAY 2022
LDSP AD 2 - 18	19 MAY 2022
LDSP AD 2 - 19	19 MAY 2022
LDSP AD 2 - 20	19 MAY 2022
LDSP AD 2.24.1 ADC - 1	25 MAR 2021
LDSP AD 2.24.1 ADC - 2	25 MAR 2021
LDSP AD 2.24.2 APDC - 1	25 MAR 2021
LDSP AD 2.24.2 APDC - 2	25 MAR 2021
LDSP AD 2.24.4 AOC RWY 05 - 1	20 JUN 2019
LDSP AD 2.24.4 AOC RWY 23 - 1	20 JUN 2019
LDSP AD 2.24.8 SID RWY 05 - 1	18 MAY 2023
LDSP AD 2.24.8 SID RWY 05 - 2	18 MAY 2023
LDSP AD 2.24.8 SID RNAV RWY 05 - 1	21 MAY 2020
LDSP AD 2.24.8 SID RNAV RWY 05 - 2	21 MAY 2020
LDSP AD 2.24.8 SID RNAV RWY 05 - 3	21 MAY 2020
LDSP AD 2.24.8 SID RNAV RWY 05 - 4	21 MAY 2020
LDSP AD 2.24.8 SID RWY 23 - 1	18 MAY 2023
LDSP AD 2.24.8 SID RWY 23 - 2	18 MAY 2023
LDSP AD 2.24.8 SID RNAV RWY 23 - 1	05 DEC 2019
LDSP AD 2.24.8 SID RNAV RWY 23 - 2	05 DEC 2019
LDSP AD 2.24.8 SID RNAV RWY 23 - 3	05 DEC 2019
LDSP AD 2.24.8 SID RNAV RWY 23 - 4	05 DEC 2019
LDSP AD 2.24.10 STAR RWY 05 - 1	18 MAY 2023
LDSP AD 2.24.10 STAR RWY 05 - 2	18 MAY 2023
LDSP AD 2.24.10 STAR RNAV RWY 05 - 1	18 MAY 2023
LDSP AD 2.24.10 STAR RNAV RWY 05 - 2	18 MAY 2023
LDSP AD 2.24.10 STAR RNAV RWY 05 - 3	18 MAY 2023
LDSP AD 2.24.10 STAR RNAV RWY 05 - 4	18 MAY 2023
LDSP AD 2.24.10 STAR RWY 23 - 1	18 MAY 2023
LDSP AD 2.24.10 STAR RWY 23 - 2	18 MAY 2023
LDSP AD 2.24.10 STAR RNAV RWY 23 - 1	19 MAY 2022
LDSP AD 2.24.10 STAR RNAV RWY 23 - 2	19 MAY 2022
LDSP AD 2.24.10 STAR RNAV RWY 23 - 3	19 MAY 2022
LDSP AD 2.24.10 STAR RNAV RWY 23 - 4	19 MAY 2022
LDSP AD 2.24.10 STAR RNAV RWY 23 - 5	19 MAY 2022
LDSP AD 2.24.10 STAR RNAV RWY 23 - 6	19 MAY 2022
LDSP AD 2.24.11 ATCSMAC - 1	14 JUL 2022
LDSP AD 2.24.11 ATCSMAC - 2	14 JUL 2022
LDSP AD 2.24.12 IAC NDB RWY 05 - 1	18 MAY 2023
LDSP AD 2.24.12 IAC NDB RWY 05 - 2	18 MAY 2023
LDSP AD 2.24.12 IAC ILSy or LOCy RWY 05 - 1	18 MAY 2023
LDSP AD 2.24.12 IAC ILSy or LOCy RWY 05 - 2	18 MAY 2023
LDSP AD 2.24.12 IAC ILSz or LOCz RWY 05 - 1	18 MAY 2023
LDSP AD 2.24.12 IAC ILSz or LOCz RWY 05 - 2	18 MAY 2023
LDSP AD 2.24.12 IAC VOR-b RWY 23 - 1	18 MAY 2023
LDSP AD 2.24.12 IAC VOR-b RWY 23 - 2	18 MAY 2023
LDSP AD 2.24.12 IAC RNP Y RWY 05 - 1	18 MAY 2023
LDSP AD 2.24.12 IAC RNP Y RWY 05 - 2	18 MAY 2023
LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 1	18 MAY 2023
LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 2	18 MAY 2023
LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 3	18 MAY 2023
LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 4	18 MAY 2023
LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 - 1	19 MAY 2022
LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 - 2	19 MAY 2022
LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 - 3	19 MAY 2022
LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 - 4	19 MAY 2022
LDSP AD 2.24.13 VAC RWY 23 - 1	16 JUL 2020

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LDSP AD 2.24.13 VAC RWY 23 - 2	16 JUL 2020
LDSP AD 2.24.13 VOC - 1	12 AUG 2021
LDSP AD 2.24.13 VOC - 2	12 AUG 2021
LDSP AD 2.24.14 BC - 1	08 MAR 2012
LDSP AD 2.24.14 BC - 2	08 MAR 2012
LDZA AD 2 - 1	06 OCT 2022
LDZA AD 2 - 2	05 NOV 2020
LDZA AD 2 - 3	18 MAY 2023
LDZA AD 2 - 4	18 JUL 2019
LDZA AD 2 - 5	27 FEB 2020
LDZA AD 2 - 6	17 JUN 2021
LDZA AD 2 - 7	02 DEC 2021
LDZA AD 2 - 8	03 NOV 2022
LDZA AD 2 - 9	03 NOV 2022
LDZA AD 2 - 10	17 JUN 2021
LDZA AD 2 - 11	17 JUN 2021
LDZA AD 2 - 12	08 SEP 2022
LDZA AD 2 - 13	26 JAN 2023
LDZA AD 2 - 14	06 OCT 2022
LDZA AD 2 - 15	06 OCT 2022
LDZA AD 2 - 16	24 MAR 2022
LDZA AD 2 - 17	24 MAR 2022
LDZA AD 2 - 18	24 MAR 2022
LDZA AD 2 - 19	24 MAR 2022
LDZA AD 2 - 20	24 MAR 2022
LDZA AD 2 - 21	24 MAR 2022
LDZA AD 2 - 22	24 MAR 2022
LDZA AD 2 - 23	24 MAR 2022
LDZA AD 2 - 24	19 MAY 2022
LDZA AD 2.24.1 ADC - 1	05 NOV 2020
LDZA AD 2.24.1 ADC - 2	05 NOV 2020
LDZA AD 2.24.2 APDC EAST - 1	06 OCT 2022
LDZA AD 2.24.2 APDC EAST - 2	06 OCT 2022
LDZA AD 2.24.2 APDC WEST - 1	18 MAY 2023
LDZA AD 2.24.2 APDC WEST - 2	18 MAY 2023
LDZA AD 2.24.4 AOC RWY 04/22 - 1	26 MAR 2020
LDZA AD 2.24.6 PATC RWY 04 - 1	26 MAR 2020
LDZA AD 2.24.6 PATC RWY 04 - 2	26 MAR 2020
LDZA AD 2.24.8 SID RWY 04 - 1	19 MAY 2022
LDZA AD 2.24.8 SID RWY 04 - 2	19 MAY 2022
LDZA AD 2.24.8 SID RNAV RWY 04 - 1	19 MAY 2022
LDZA AD 2.24.8 SID RNAV RWY 04 - 2	19 MAY 2022
LDZA AD 2.24.8 SID RNAV RWY 04 - 3	19 MAY 2022
LDZA AD 2.24.8 SID RNAV RWY 04 - 4	19 MAY 2022
LDZA AD 2.24.8 SID RWY 22 - 1	19 MAY 2022
LDZA AD 2.24.8 SID RWY 22 - 2	19 MAY 2022
LDZA AD 2.24.8 SID RNAV RWY 22 - 1	19 MAY 2022
LDZA AD 2.24.8 SID RNAV RWY 22 - 2	19 MAY 2022
LDZA AD 2.24.8 SID RNAV RWY 22 - 3	19 MAY 2022
LDZA AD 2.24.8 SID RNAV RWY 22 - 4	19 MAY 2022
LDZA AD 2.24.10 STAR RWY 04 - 1	19 MAY 2022
LDZA AD 2.24.10 STAR RWY 04 - 2	19 MAY 2022
LDZA AD 2.24.10 STAR RNAV RWY 04 - 1	19 MAY 2022
LDZA AD 2.24.10 STAR RNAV RWY 04 - 2	19 MAY 2022
LDZA AD 2.24.10 STAR RNAV RWY 04 - 3	19 MAY 2022
LDZA AD 2.24.10 STAR RNAV RWY 04 - 4	19 MAY 2022
LDZA AD 2.24.10 STAR RWY 22 - 1	19 MAY 2022
LDZA AD 2.24.10 STAR RWY 22 - 2	19 MAY 2022
LDZA AD 2.24.10 STAR RNAV RWY 22 - 1	19 MAY 2022
LDZA AD 2.24.10 STAR RNAV RWY 22 - 2	19 MAY 2022
LDZA AD 2.24.10 STAR RNAV RWY 22 - 3	19 MAY 2022
LDZA AD 2.24.10 STAR RNAV RWY 22 - 4	19 MAY 2022
LDZA AD 2.24.11 ATCSMAC - 1	14 JUL 2022
LDZA AD 2.24.11 ATCSMAC - 2	14 JUL 2022
LDZA AD 2.24.12 IAC L RWY 04 - 1	19 MAY 2022
LDZA AD 2.24.12 IAC L RWY 04 - 2	19 MAY 2022
LDZA AD 2.24.12 IAC ILS y or LOC y RWY 04 - 1	19 MAY 2022
LDZA AD 2.24.12 IAC ILS y or LOC y RWY 04 - 2	19 MAY 2022
LDZA AD 2.24.12 IAC ILSz or LOCz RWY 04 - 1	19 MAY 2022
LDZA AD 2.24.12 IAC ILSz or LOCz RWY 04 - 2	19 MAY 2022
LDZA AD 2.24.12 IAC L RWY 22 - 1	19 MAY 2022
LDZA AD 2.24.12 IAC L RWY 22 - 2	19 MAY 2022
LDZA AD 2.24.12 IAC ILS y or LOC y RWY 22 - 1	19 MAY 2022
LDZA AD 2.24.12 IAC ILS y or LOC y RWY 22 - 2	19 MAY 2022
LDZA AD 2.24.12 IAC ILSz or LOCz RWY 22 - 1	19 MAY 2022
LDZA AD 2.24.12 IAC ILSz or LOCz RWY 22 - 2	19 MAY 2022
LDZA AD 2.24.12 IAC RNP RWY 04 - 1	19 MAY 2022
LDZA AD 2.24.12 IAC RNP RWY 04 - 2	19 MAY 2022
LDZA AD 2.24.12 IAC RNP RWY 04 - 3	19 MAY 2022
LDZA AD 2.24.12 IAC RNP RWY 04 - 4	19 MAY 2022
LDZA AD 2.24.12 IAC RNP RWY 22 - 1	19 MAY 2022
LDZA AD 2.24.12 IAC RNP RWY 22 - 2	19 MAY 2022

Stranica	Datum
LDZA AD 2.24.12 IAC RNP RWY 22 - 3	19 MAY 2022
LDZA AD 2.24.12 IAC RNP RWY 22 - 4	19 MAY 2022
LDZA AD 2.24.13 VOC - 1	18 MAY 2023
LDZA AD 2.24.13 VOC - 2	18 MAY 2023
LDZA AD 2.24.14 BC - 1	23 APR 2020
LDZA AD 2.24.14 BC - 2	23 APR 2020
LDZD AD 2 - 1	05 NOV 2020
LDZD AD 2 - 2	21 APR 2022
LDZD AD 2 - 3	24 FEB 2022
LDZD AD 2 - 4	08 SEP 2022
LDZD AD 2 - 5	23 MAY 2019
LDZD AD 2 - 6	02 DEC 2021
LDZD AD 2 - 7	03 NOV 2022
LDZD AD 2 - 8	23 MAY 2019
LDZD AD 2 - 9	03 DEC 2020
LDZD AD 2 - 10	08 SEP 2022
LDZD AD 2 - 11	06 OCT 2022
LDZD AD 2 - 12	16 JUN 2022
LDZD AD 2 - 13	10 SEP 2020
LDZD AD 2 - 14	10 SEP 2020
LDZD AD 2 - 15	27 FEB 2020
LDZD AD 2 - 16	14 JUL 2022
LDZD AD 2 - 17	27 FEB 2020
LDZD AD 2 - 18	27 FEB 2020
LDZD AD 2.24.1 ADC - 1	23 MAY 2019
LDZD AD 2.24.1 ADC - 2	23 MAY 2019
LDZD AD 2.24.2 APDC - 1	10 OCT 2019
LDZD AD 2.24.2 APDC - 2	10 OCT 2019
LDZD AD 2.24.4 AOC RWY 04/22 - 1	05 APR 2012
LDZD AD 2.24.4 AOC RWY 13/31 - 1	05 APR 2012
LDZD AD 2.24.8 SID RWY 04 - 1	16 JUN 2022
LDZD AD 2.24.8 SID RWY 04 - 2	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 04 - 1	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 04 - 2	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 04 - 3	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 04 - 4	16 JUN 202216
LDZD AD 2.24.8 SID RWY 13 - 1	16 JUN 2022
LDZD AD 2.24.8 SID RWY 13 - 2	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 13 - 1	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 13 - 2	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 13 - 3	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 13 - 4	16 JUN 2022
LDZD AD 2.24.8 SID RWY 22 - 1	16 JUN 2022
LDZD AD 2.24.8 SID RWY 22 - 2	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 22 - 1	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 22 - 2	16 JUN 2022
LDZD AD 2.24.8 SID RWY 31 - 1	16 JUN 2022
LDZD AD 2.24.8 SID RWY 31 - 2	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 31 - 1	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 31 - 2	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 31 - 3	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 31 - 4	16 JUN 2022
LDZD AD 2.24.10 STAR RWY 04 & 13/31 - 1	16 JUN 2022
LDZD AD 2.24.10 STAR RWY 04 & 13/31 - 2	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 04 - 1	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 04 - 2	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 04 - 3	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 04 - 4	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 13 - 1	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 13 - 2	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 13 - 3	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 13 - 4	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 31 - 1	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 31 - 2	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 31 - 3	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 31 - 4	16 JUN 2022
LDZD AD 2.24.11 ATCSMAC - 1	16 JUN 2022
LDZD AD 2.24.11 ATCSMAC - 2	16 JUN 2022
LDZD AD 2.24.12 IAC VOR RWY 04 - 1	14 JUL 2022
LDZD AD 2.24.12 IAC VOR RWY 04 - 2	14 JUL 2022
LDZD AD 2.24.12 IAC Ly RWY 13 - 1	14 JUL 2022
LDZD AD 2.24.12 IAC Ly RWY 13 - 2	14 JUL 2022
LDZD AD 2.24.12 IAC Lz RWY 13 - 1	14 JUL 2022
LDZD AD 2.24.12 IAC Lz RWY 13 - 2	14 JUL 2022
LDZD AD 2.24.12 IAC VOR RWY 13 - 1	14 JUL 2022
LDZD AD 2.24.12 IAC VOR RWY 13 - 2	14 JUL 2022
LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 1	14 JUL 2022
LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 2	14 JUL 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

Stranica	Datum
LDZD AD 2.24.12 IAC RNP RWY 04 - 1	16 JUN 2022
LDZD AD 2.24.12 IAC RNP RWY 04 - 2	16 JUN 2022
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 2.24.13 VOC - 1	11 AUG 2022
LDZD AD 2.24.13 VOC - 2	11 AUG 2022

GEN 0.5 POPIS RUČNIH IZMJENA AIP-A

Stranica(e) AIP-a na koje se odnosi	Tekst izmjene	Uključeno AIP izmjenom broj:
1	2	3
LDZD AD 2.24.4 AOC RWY04/22 -1 LDZD AD 2.24.4 AOC RWY13/31 -1	MAG VAR / godišnju promjenu izmijenite kako slijedi: 4°E (2019) / 0.13° u porastu. Oznaku RWY-a 14/32 promijenite u: 13/31.	AIRAC AIP AMDT 008/2019 (10 OCT 2019)
ENR 6.9-1	Naziv zračne luke promijenjen u "Zagreb/Franjo Tuđman"	AIRAC AIP AMDT 003/2020 (23 APR 2020)
LDZD AD 2.24.1 ADC -1	Nove površine S5 i S6 na Glavnoj stajanci.	AIRAC AIP AMDT 008/2019 (10 OCT 2019)
LDDU AD 2.24.2 APDC -1	ARO Dubrovnik povučen. Umjesto ARO upisati AIS.	AIRAC AIP AMDT 004/2020 (21 MAY 2020)
LDSB AD 2.24.2 APDC -1	ACL ELEV iznosi 1736 FT.	AIRAC AIP AMDT 007/2021 (12 AUG 2021)
LDDU AD 2.24.1 ADC -1	Korištenje TWY-a B za zrakoplove kodnog slova E dozvoljeno samo uz odobrenje ATC-a i predvođenje *Follow me* vozilom. Obavezno strogo praćenje *Follow me* vozila.	AIRAC AIP AMDT 008/2021 (09 SEP 2021)
LDZA AD 2.24.6 PATC RWY 04 -1	GP 04 RDH promijenjen u 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 treba glasiti 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	Nosivost TWY A promijenjena u PCN 55/R/B/W/T Nosivost TWY H promijenjena u PCN 50/R/B/W/T	AIRAC AIP AMDT 008/2022 (08 SEP 2022)
LDZD AD 2.24.2 APDC -1	Nosivost površine S5 treba glasiti PCN 63/R/A/WT Nosivost površine S6 treba glasiti PCN 132/F/B/X/T	AIRAC AIP AMDT 008/2022 (08 SEP 2022)
LDZA AD 2.24.2 APDC EAST -1	PSN broj E8L opremljena sustavom Visual Docking Guidance System.	AIRAC AIP AMDT 009/2022 (06 OCT 2022)
LDDU AD 2.24.2 APDC -1	Dimenzije RWY-a 11/29 trebaju glasiti 3230x45 M, a dimenzije RWY 11/29 strip-a trebaju glasiti 3350x280 M.	AIRAC AIP AMDT 010/2022 (03 NOV 2022)

Stranica(e) AIP-a na koje se odnosi	Tekst izmjene	Uključeno AIP izmjenom broj:
1	2	3
LDDU AD 2.24.11 ATCSMAC -1	Značajne točke TIBRI i KOFER izmijenjene u obvezne točke javljanja.	AIRAC AIP AMDT 011/2022 (01 DEC 2022)
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	Uspostavljeno je novo Opasno područje LDD22. Povučeno je Opasno područje LDD21. Uspostavljeno je novo Zabranjeno područje LDP1.	AIRAC AIP AMDT 003/2023 (20 APR 2023)
LDPL AD 2.24.11 ATCSMAC -1	KO L povučen.	AIRAC AIP AMDT 004/2023 (18 MAY 2023)
ENR 6.2-1	DME KLS frekvencija (CH) je 29Y.	AIRAC AIP AMDT 004/2023 (18 MAY 2023)

f. količine goriva tijekom leta.

U slučaju aviona koji su ponajprije upravljivi promjenom težišta, sredstvo za mjerenje i pokazivanje indicirane zračne brzine (IAS) nije potrebno ukoliko se ne koriste za osposobljavanje.

Osoba koja leti sportsko rekreativnim zrakoplovom koji nema u potpunosti zatvorenu kabinu mora tijekom izvođenja letačkih operacija na glavi nositi kacigu sa zaštitnim vizirom ili naočalama.

GEN 1.2.1.2.3 Posebne odredbe za letenje i upravljanje inozemnim sportsko rekreativnim zrakoplovom u Republici Hrvatskoj

Inozemni sportsko rekreativni zrakoplov smije letjeti u hrvatskom zračnom prostoru ako:

a. je za zrakoplov izdana valjana svjedodžba o plovidbenosti zrakoplova ili drugi jednakovrijedni dokument u skladu s propisima države registracije zrakoplova,

b. je zrakoplov opremljen instrumentima i opremom u skladu sa zahtjevima GEN 1.2.1.2.2 i kako se zahtijeva na ruti leta,

c. za zrakoplov je sklopljen ugovor o osiguranju u skladu s Uredbom (EZ) br. 785/2004 Europskog Parlamenta i Vijeća od 21.travnja 2004. o zahtjevima za zračne prijevoznike i operatore zrakoplova u vezi s osiguranjem, koja uređuje obavezna osiguranja za zrakoplove i

d. zrakoplov se ne koristi za izvođenje operacija za koje se prima naknada, osim u slučaju provođenja osposobljavanja ili sudjelovanja na zrakoplovnim priredbama ili natjecanjima.

Inozemnim sportsko rekreativnim zrakoplovom u hrvatskom zračnom prostoru smije upravljati pilot koji je ovlašten upravljati sportsko rekreativnim zrakoplovom u skladu s primjenjivim zahtjevima države registracije zrakoplova.

GEN 1.2.1.3 Slijetanje i uzlijetanje zrakoplova u međunarodnom zračnom prometu

GEN 1.2.1.3.1 Inozemni zrakoplovi koji ulaze ili napuštaju teritorij Republike Hrvatske u/iz zemalja izvan Schengenskog prostora, moraju svoje prvo slijetanje ili zadnje uzlijetanje izvoditi na međunarodnom aerodromu s carinskom kontrolom i kontrolom putovnica (vidi 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).
Iznimno, prvo slijetanje ili zadnje uzlijetanje zrakoplova koji ulaze ili napuštaju teritorij Republike Hrvatske, dopušteno je i na drugim aerodromima za javni ili posebni zračni promet ako operator aerodroma osigura, na drugi način i na vlastiti trošak, provedbu propisa o prelasku državne granice (vidi VFR priručnik).

GEN 1.2.1.3.2 Inozemni zrakoplovi koji ulaze ili napuštaju teritorij Republike Hrvatske u/iz zemalja unutar Schengenskog prostora, mogu obavljati slijetanje i uzlijetanje s/na bilo koje zračne luke ili operativne površine bez obavljanja carinske i granične kontrole.

GEN 1.2.1.4 Podaci o obveznom osiguranju

Inozemni zračni prijevoznik odnosno operator zrakoplova koji namjerava letjeti u hrvatskom zračnom prostoru i/ili slijetati na teritorij Republike Hrvatske, obvezan je sklopiti ugovor o osiguranju od odgovornosti za štetu prouzročenu putnicima, prtljazi, teretu i trećim osobama u skladu s Uredbom br. (EZ) 785/2004 Europskog parlamenta i Vijeća od 21. travnja 2004. o zahtjevima za zračne prijevoznike i operatore zrakoplova u vezi s osiguranjem.

U potvrdi ili drugom dokazu o sklopljenom ugovoru o osiguranju moraju biti navedeni osigurani rizici te mora sadržavati izjavu da je osiguranje sklopljeno u skladu s Uredbom (EZ) br. 785/2004.

GEN 1.2.1.5 Prelet i tehničko slijetanje

GEN 1.2.1.5.1 Inozemni civilni zrakoplovi registrirani u državi članici Čikaške konvencije ICAO ne trebaju odobrenje za prelet i tehničko slijetanje na teritorij Republike Hrvatske, osim kada se zrakoplovom prevozi opasna roba, bojevno oružje i streljivo te kada zrakoplov ne posjeduje standardnu svjedodžbu o plovidbenosti.

GEN 1.2.1.5.2 Odredbe iz točke GEN 1.2.1.5.1. ne primjenjuju se na prelet teritorija odnosno tehničko slijetanje na teritorij Republike Hrvatske inozemnih državnih zrakoplova.

GEN 1.2.1.6 Prijevoz opasnih roba

Na prijevoz opasnih roba u zračnom prometu primjenjuju se odredbe Tehničkih instrukcija za siguran prijevoz opasnih roba zrakom Organizacije međunarodnog civilnog zrakoplovstva uključujući Dodatak i dopune objavljene odlukom Vijeća Organizacije međunarodnog civilnog zrakoplovstva (ICAO Doc 9284-AN/905).

Operator zrakoplova mora zatražiti odobrenje Agencije za svaki pojedinačni let kojim se prevoze opasne robe na obrascu zahtjeva koji je objavljen na internetskoj stranici Agencije (FAO-FRM-006) i priložiti Izjavu pošiljatelja za prijevoz opasne robe (Shipper's Declaration for Dangerous Goods) i ostalu traženu dokumentaciju.
Zahtjev je potrebno dostaviti najkasnije sedam (7) radnih dana prije planiranog datuma leta.

GEN 1.2.1.7 Letovi za koje nije potrebno Odobrenje

Odobrenje nije potrebno za:

a. privatne (nekomercijalne) letove inozemnih civilnih zrakoplova registriranih u državi potpisnici Čikaške konvencije,

b. prelete i tehnička slijetanja inozemnih civilnih zrakoplova registriranih u državi stranci Čikaške konvencije, osim za prelete s opasnim robama,

c. hitne medicinske letove,

d. let zrakoplovom u uvjetima potrebe slijetanja u nuždi,

e. let zrakoplovom u humanitarne svrhe,

f. let zrakoplovom u svrhu potrage i spašavanja,

g. letove za koje je Zakonom o zračnom prometu ili posebnim propisima propisano da se ne izdaje odobrenje.

Prije početka obavljanja letova pod točkom a), c) i e) operatori zrakoplova moraju dostaviti pisanu obavijest Agenciji.

GEN 1.2.2 LINIJSKI ZRAČNI PRIJEVOZ

Inozemni operatori zrakoplova mogu obavljati usluge linijskog zračnog prijevoza u Republici Hrvatskoj u skladu s uvjetima iz dvostranog ili mnogostranog ugovora o međunarodnom zračnom prometu koji obvezuje Republiku Hrvatsku.

Inozemni operatori zrakoplova koji namjeravaju obavljati usluge linijskog zračnog prijevoza u Republici Hrvatskoj moraju biti prethodno dezignirani u pisanom obliku od strane zrakoplovnih vlasti države u kojima se nalazi njihovo glavno poslovno sjedište, osim ako međunarodnim ugovorom nije drukčije određeno. Obavijest o dezignaciji pojedinog operatora zrakoplova dostavljaju zrakoplovne vlasti države operatora zrakoplova ministarstvu nadležnom za civilni zračni promet.

GEN 1.2.2.1 Zahtjev za izdavanje odobrenja za obavljanje usluga linijskog zračnog prijevoza

Zahtjev za izdavanje odobrenja za obavljanje usluga linijskog zračnog prijevoza inozemni operator zrakoplova podnosi Agenciji pisanim putem trideset dana prije prvog leta ukoliko međunarodnim ugovorom koji obvezuje Republiku Hrvatsku nije utvrđeno drukčije. Zahtjev se podnosi u obliku reda letenja na obrascu zahtjeva koji je dostupan na internetskim stranicama Agencije.

Red letenja utvrđuje se posebno za ljetno, a posebno za zimsko prometno razdoblje osim ako Zakonom o zračnom prometu ili međunarodnim ugovorom koji obvezuje Republiku Hrvatsku nije propisano drugačije.

Zahtjev za izdavanjem odobrenja za letenje, na temelju ugovora o letovima sa skupnom oznakom (code-share), zasebno podnose i operativni i marketinški operator zrakoplova.

Inozemni operator zrakoplova dužan je bez odgađanja dostaviti Agenciji na odobravanje i sve naknadne promjene koje se odnose na odobrene letove.

GEN 1.3.2 IMIGRACIJSKI PROPISI

GEN 1.3.2.1 Odobrenje ulaska državljana treće zemlje u Republiku Hrvatsku

Državljaninu treće zemlje koji ispunjava uvjete za ulazak propisane Zakonikom o schengenskim granicama (Uredba (EU) 2016/399 Europskog parlamenta i Vijeća od 9. ožujka 2016. o Zakoniku Unije o pravilima kojima se uređuje kretanje osoba preko granica) odobriti će se ulazak u Republiku Hrvatsku.

Državljaninu treće zemlje koji ne ispunjava uvjete za ulazak propisane Zakonikom o schengenskim granicama može se odobriti ulazak u Republiku Hrvatsku na određenom graničnom prijelazu ako to zahtijevaju ozbiljni humanitarni razlozi, međunarodne obveze ili interes Republike Hrvatske.

GEN 1.3.2.2 Izdavanje vize na graničnom prijelazu

Na graničnom prijelazu kratkotrajna viza može se izdati na zahtjev državljanina treće zemlje:

1. za boravak do 15 dana,
2. u svrhu tranzita,
3. pomorcu u svrhu tranzita.

GEN 1.3.2.3 Izlazak državljanina treće zemlje iz Republike Hrvatske

1. Državljanin treće zemlje može slobodno izaći iz Republike Hrvatske.
2. Državljaninu treće zemlje odbit će se izlazak iz Republike Hrvatske ako:

   - ne posjeduje valjanu putnu ili drugu ispravu koja služi za prelazak državne granice, osim ako će mu biti odobren ulazak u susjednu državu.

   - prilikom izlaska iz Republike Hrvatske upotrijebi tuđu ili krivotvorenu putnu ili drugu ispravu koja služi za prelazak državne granice.

   - postoji opravdana sumnja da namjerava izbjeći kazneno ili prekršajno gonjenje, uhićenje, privođenje, dovođenje ili izvršenje kazne zatvora.

   - to zahtijeva sud.

GEN 1.3.2.4 Jamstveno pismo

Državljanin treće zemlje koji dolazi u Republiku Hrvatsku u poslovni ili privatni posjet ili radi sudjelovanja na znanstvenim, obrazovnim, kulturnim, sportskim skupovima i manifestacijama, uz zahtjev za izdavanje kratkotrajne vize prilaže jamstveno pismo u skladu s Dodatkom 5. Pravilnika o vizama.

Prilikom ulaska u Republiku Hrvatsku, od državljanina treće zemlje iz stavka 1. može se zatražiti da preda presliku jamstvenog pisma.

Od državljanina treće zemlje kojem se izdaje viza na graničnom prijelazu sukladno članku 26. Zakona o strancima (NN 130/20), zatražit će se da preda izvornik jamstvenog pisma, osim u slučaju humanitamog razloga.

GEN 1.3.2.5 Pozivno pismo

Državljanin treće zemlje koji dolazi u Republiku Hrvatsku:

- na poziv hrvatskoga državnoga tijela,
- radi sudjelovanja na međunarodnom skupu od javnog interesa, ili
- radi sudjelovanja na manifestaciji koja se održava pod pokroviteljstvom Hrvatskoga sabora, Predsjednika Republike Hrvatske, ili Vlade Republike Hrvatske,

Uz zahtjev za izdavanje vize prilaže odgovarajuće pozivno pismo hrvatskoga državnog tijela, odnosno organizatora međunarodnog skupa ili manifestacije.

GEN 1.3.2.6 Granična kontrola

Granična kontrola putnika u zračnom prometu obavlja se u pravilu izvan zrakoplova na za to određenom mjestu u putničkoj zgradi unutar područja graničnog prijelaza.

Iznimno, na temelju procjene rizika za unutarnju sigurnost i od nezakonitih migracija, granična kontrola može se obavljati u zrakoplovu, odnosno na stajanci pri izlazu iz zrakoplova.

U tranzitnom prostoru zračne luke, na temelju procjene rizika za unutarnju sigurnost i od nezakonitih migracija, može se obavljati nadzor nad osobama uključujući i provjeru posjedovanja zrakoplovno-tranzitne vize.

U slučaju kada zrakoplov koji prelazi vanjsku granicu sleti izvan mjesta graničnog prijelaza, na temelju urednog zahtjeva, zbog više sile, na zahtjev nadležnog tijela ili bez prethodno pribavljene dozvole, za nastavak leta potrebna je suglasnost nadležne policijske uprave.

Procedure prema određenim osobama

Granična policija obraća posebnu pozornost na maloljetnike koji putuju sami ili u pratnji. Maloljetnici koji prelaze vanjsku granicu podliježu istoj kontroli prilikom ulaska i izlaska kao i odrasle osobe, na način utvrđen Zakonikom o schengenskim granicama.
U slučaju maloljetnika s pratnjom, granična policija provjerava imaju li osobe koje prate maloljetnike roditeljsku skrb nad njima, posebno kada su maloljetnici u pratnji samo jedne odrasle osobe i kada postoje ozbiljni razlozi za sumnju da su možda nezakonito odvojeni od skrbi osobe/osoba koja/koje zakonito ostvaruje/ostvaruju roditeljsku skrb nad njima. U tom slučaju, policijski službenik provodi daljnje provjere u svrhu otkrivanja bilo kakve nedosljednosti ili proturječnosti u danim informacijama.
U slučaju maloljetnika koji putuju sami, policijski službenici obavljaju temeljitu kontrolu putnih isprava i dokaznih isprava te utvrđuju napuštaju li maloljetnici državno područje protiv volje osobe/osoba koja/koje ostvaruje/ostvaruju roditeljsku skrb nad njima.

GEN 1.3.2.7 Odredbe viznog sustava

Uredbom (EU) 2018/1806 Europskog parlamenta i Vijeća od 14. studenoga 2018. propisan je popis trećih zemalja čiji državljani moraju imati vizu pri prelasku vanjskih granica i zemalja čiji su državljani izuzeti od tog zahtjeva (SL L 303, 28.11.2018.), a koja je izmijenjena Uredbom (EU) 2019/592 Europskog parlamenta i Vijeća od 10. travnja 2019. o izmjeni Uredbe (EU) 2018/1806 o popisu trećih zemalja čiji državljani moraju imati vizu pri prelasku vanjskih granica i zemalja čiji su državljani izuzeti od tog zahtjeva, u pogledu povlačenja Ujedinjene Kraljevine iz Unije (SL L 103I, 12.4 2019.). Uredbom o viznom sustavu (NN 92/21) osigurava se primjena predmetne Uredbe.

GEN 1.3.2.8 Obveze dostave podataka o putnicima (API)

Direktivom Vijeća 2004/82/EZ od 29. travnja 2004. godine (SL L 261, 6.8.2004.) i članka 24. Zakona o nadzoru državne granice (NN 83/13, 27/16 i 151/22) propisana je obveza dostave podataka o putnicima u zračnom prometu od strane zračnog prijevoznika. Prijevoznik je dužan, odmah po završetku prijave putnika za let, nadležnom tijelu za kontrolu prelaska državne granice na graničnom prijelazu na kojem će putnici ući u Republiku Hrvatsku dostaviti potpune i točne podatke o putnicima.

Podaci o putnicima na letovima iz trećih zemalja, kako su propisani stavkom 2. članka 24. Zakona o nadzoru državne granice, dostavljaju se na sljedeći način:

- Poruke Type X potrebno je poslati na adresu XH_YAG_BP
- Poruke Type B potrebno je poslati na adresu ZAGBPXH

U slučaju nepridržavanja navedenih odredbi propisana je novčana kazna od 2.910,00 do 5.300,00 EUR za pravnu osobu koja u svojstvu zračnog prijevoznika dostavi netočne ili nepotpune podatke ili ne dostavi podatke o putnicima kako je propisano člankom 24. (čl. 46 stavak 2. Zakona o nadzoru državne granice).

Kontakt: Nacionalni koordinacijski centar
Email: NCC-CROATIA@mup.hr
TEL: +385 1 6122 361 ili +385 1 6122 362

GEN 1.3.2.8.1 Obveze dostave podataka o putnicima na privatnim letovima (opća izjava)

Uredbom (EU) 2016/399 Europskog parlamenta i Vijeća od 9. ožujka 2016. o Zakoniku Unije o pravilima kojima se uređuje kretanje osoba preko granica (Zakonik o schengenskim granicama) u slučaju privatnih letova iz ili prema trećim zemljama, kapetan prije polijetanja mora obavijestiti službenike graničnog nadzora države članice odredišta, a, prema potrebi, i državu članicu prvog ulaska, putem opće izjave koja između ostalog sadržava plan leta u skladu s Prilogom II. Konvenciji o međunarodnom civilnom zrakoplovstvu te informacije o osobnim podacima putnika.

U slučaju nepridržavanja navedenih odredbi, propisana je novčana kazna od 1.320,00 do 6.630,00 EUR za pravnu osobu kada u slučaju privatnih letova iz ili prema trećim zemljama prije polijetanja ne dostavi opću izjavu te informacije o osobnim podacima putnika (Prilog VI. točka 2.3.1. Zakonika o schengenskim granicama) kako je propisano člankom 24. (čl. 45. stavak 18.) Zakona o nadzoru državne granice.

GEN 1.3.2.8.2 Obveze prijevoznika

Sukladno članku 52. Zakona o strancima prijevoznik može dovesti državljanina treće zemlje na granični prijelaz ili u Republiku Hrvatsku ako državljanin treće zemlje ima valjanu putnu ispravu ili drugu ispravu koja služi za prelazak državne granice, valjanu vizu ako mu je potrebna, ili odobrenje boravka ili valjano odobrenje putovanja, ako mu je potrebno.

Ako je državljaninu treće zemlje odbijen ulazak, prijevoznik koji ga je dovezao dužan ga je bez odgađanja i na svoj trošak odvesti s graničnog prijelaza ili iz Republike Hrvatske, a ako to nije moguće, prijevoznik je dužan na vlastiti trošak pronaći drugi način prijevoza ili ako drugi način prijevoza nije odmah moguć, preuzeti troškove koji nastanu prilikom boravka i povratka državljanina treće zemlje.

Navedeno se odnosi i na prijevoznika koji je dovezao državljanina treće zemlje u tranzitu:

1. ako ga je prijevoznik, koji ga je trebao prevesti u državu odredišta, odbio prevesti ili

2. ako mu je zabranjen ulazak u državu odredišta.

Zakonom o strancima propisano je (članak 249.) da će se novčanom kaznom u iznosu od 6.630,00 EUR za svakog prevezenog državljanina treće zemlje kazniti prijevoznik – pravna osoba koja je dovezla državljanina treće zemlje koji nema valjanu putnu ispravu ili drugu ispravu koja služi za prelazak državne granice, valjanu vizu ako mu je potrebna ili odobrenje boravka ili valjano odobrenje putovanja, ako mu je potrebno.
Novčanom kaznom u iznosu od 4.640,00 EUR za svakog prevezenog državljanina treće zemlje kaznit će se prijevoznik – pravna osoba koja na svoj trošak nije odvezla državljanina treće zemlje s graničnog prijelaza ili iz Republike Hrvatske.
Novčanom kaznom u iznosu od 4.640,00 EUR za svakog prevezenog državljanina treće zemlje kaznit će se prijevoznik – pravna osoba koja nije preuzela troškove povratka državljanina treće zemlje.
Za prekršaje iz stavaka 1. i 2. ovoga članka novčanom kaznom u iznosu od 3.050,00 EUR kaznit će se i odgovorna osoba u pravnoj osobi za svakog prevezenog odnosno potpomognutog državljanina treće zemlje.
Novčanom kaznom u iznosu od 3.050,00 EUR za svakog prevezenog državljanina treće zemlje kaznit će se i prijevoznik – fizička osoba koja je dovezla državljanina treće zemlje koji nema valjanu putnu ispravu ili drugu ispravu koja služi za prelazak državne granice, valjanu vizu ako mu je potrebna ili odobrenje boravka ili valjano odobrenje putovanja, ako mu je potrebno.
Novčanom kaznom u iznosu od 3.050,00 EUR za svakog prevezenog državljanina treće zemlje kaznit će se prijevoznik – fizička osoba koja na svoj trošak nije odvezla državljanina treće zemlje s graničnog prijelaza ili iz Republike Hrvatske.
Novčanom kaznom u iznosu od 3.050,00 EUR za svakog prevezenog državljanina treće zemlje kaznit će se prijevoznik – fizička osoba koja nije preuzela troškove povratka državljanina treće zemlje.
Kaznom zatvora do 60 dana ili novčanom kaznom u iznosu od 3.050,00 EUR za svakog potpomognutog državljanina treće zemlje kaznit će se fizička osoba koja pomaže ili pokuša pomoći državljaninu treće zemlje u nezakonitom prelasku, tranzitu i nezakonitom boravku u Republici Hrvatskoj.

GEN 1.3.2.8.3 Unutarnji letovi

Vijeće (EU) 08. prosinca 2022. godine donijelo je Odluku o punoj primjeni odredaba schengenske pravne stečevine u Republici Hrvatskoj s danom 01. siječnja 2023. godine.
Od 26. ožujka 2023. godine u Republici Hrvatskoj na zračnim lukama otvorenim za međunarodni promet (zračni granični prijelazi), aerodromima i drugim površinama za slijetanje i uzlijetanje, na unutarnjim letovima (letovi isključivo prema ili s državnih područja država članica schengenskog područja, a koji ne slijeće na državno područje treće zemlje) ukida se obavljanje ulazne/izlazne granične kontrole.

Kontakt: Nacionalni koordinacijski centar
Email: NCC-CROATIA@mup.hr
TEL: +385 1 6122 361 ili +385 1 6122 362

GEN 1.3.2.9 Obavijesti i obveze zračnih prijevoznika vezano za prijenos podataka o putnicima

Sukladno Zakonu o prijenosu i obradi podataka o putnicima u zračnom prometu u svrhu sprječavanja, otkrivanja, istraživanja i vođenja kaznenog postupka za kaznena djela terorizma i druga teška kaznena dijela (NN 46/18) čime je u potpunosti u hrvatsko zakonodavstvo prenesena Direktiva (EU) 2016/681 Europskog parlamenta i Vijeća od 27. travnja 2016. godine o uporabi podataka iz evidencije podataka o putnicima (PNR) u svrhu sprečavanja, otkrivanja, istrage i kaznenog progona kaznenih djela terorizma i teških kaznenih djela.

Ministarstvo unutarnjih poslova nadležno je za prikupljanje i obradu podataka o putnicima te je u tu svrhu ustrojena jedinica za informacije o putnicima punim nazivom:

Odjel za informacije o putnicima u zračnom prometu (u daljnjem tekstu: Odjel). Radno vrijeme Odjela je H24 kroz čitavu godinu.

Kontakt podaci:
TEL: +385 1 4887 764
Email: piu@mup.hr

1. Zakonske obveze zračnih prijevoznika:

Zakonom o prijenosu i obradi podataka o putnicima u zračnom prometu u svrhu sprječavanja, otkrivanja, istraživanja i vođenja kaznenog postupka za kaznena djela terorizma i druga teška kaznena dijela (NN 46/18) propisane su obveze zračnih prijevoznika koji obavljaju komercijalni prijevoz putnika u odnosu na prijenos podataka o putnicima u zračnom prometu, a koje podatke zračni prijevoznici prikupljaju u okviru svojeg redovnog poslovanja i to za sve letove zračnog prijevoznika kojima je polazište u Republici Hrvatskoj, a odredište u drugoj državi ili kojima je polazište u drugoj državi, a odredište ili međuslijetanje u Republici Hrvatskoj.

Člankom 10 (Zakona NN 46/18) propisana je obveza zračnih prijevoznika da Odjelu prenose taksativno nabrojane podatke o putnicima koje prikupljaju u sklopu svog redovnog poslovanja i to elektroničkim putem koristeći zajedničke protokole i podržane formate utvrđene provedbenim propisima koje donosi Europska komisija:

1. Podaci o putnicima u zračnom prometu koje zračni prijevoznici prenose jedinici za informacije o putnicima su:

   1.1 Kod evidencije podataka o putnicima u zračnom prometu,

   1.2 Datum rezervacije/izdavanja karte,

   1.3 Predviđen(i) datum(i) putovanja,

   1.4 Ime(na),

   1.5 Adresa i kontaktni podaci (telefonski broj, adresa e-pošte),

   1.6 Svi podaci o načinu plaćanja, uključujući adresu za slanje računa,

   1.7 Cjeloviti plan puta za određenu evidenciju podataka o putnicima,

   1.8 Podaci o programima vjernosti,

   1.9 Putnička agencija/putnički agent,

   1.10 Status putnika, uključujući informacije o potvrdi, prijavi na let, neprijavljivanju na let ili prijavi u posljednjem trenutku bez rezervacije, 1.11 Razdijeljene/podijeljene informacije iz evidencije podataka o putnicima,

1.12 Opće primjedbe (uključujući sve dostupne informacije o maloljetnim putnicima bez pratnje mlađima od 18 godina, kao što su ime i spol maloljetnika, dob, jezik/jezici koje govori, ime i kontaktni podaci pratitelja na polasku i kako je povezan s maloljetnikom, ime i kontaktni podaci pratitelja na dolasku i kako je povezan s maloljetnikom, agent na polasku i dolasku),

1.13 Informacije s putne karte, uključujući broj karte, datum izdavanja karte, jednosmjerne karte, polja elektronskih karata koja se odnose na cijenu (Automated Ticket Fare Quote),

1.14 Broj sjedala i ostale informacije o sjedalu,

1.15 Informacije o zajedničkom letu (code share),

1.16 Sve informacije koje se odnose na prtljagu,

1.17 Broj i imena drugih putnika iz evidencije podataka o putnicima,

1.18 Potpune i točne informacije o putnicima koje će prevoziti, a koje zračni prijevoznik dostavlja sukladno odredbama Zakona o nadzoru državne granice (Narodne novine br. 83/13 i 27/16) (API - Advance Passenger Information) (broj i vrsta putne isprave, državljanstvo, ime i prezime, datum rođenja, naziv graničnog prijelaza na kojem će ući u Republiku Hrvatsku, oznaku leta, vrijeme polaska i dolaska, ukupan broj putnika, prvo mjesto ukrcaja),

1.19 Sve kronološke izmjene podataka iz evidencije podataka o putnicima navedene u točkama od 1. do 18. ovog stavka.

2. Zračni prijevoznik je dužan prenijeti jedinici za informacije o putnicima sve podatke iz stavka 1. ovog članka prikupljene u okviru redovnog poslovanja.

3. Ukoliko zračni prijevoznik prenese podatke koji nisu navedeni u stavku 1. ovog članka, jedinica za informacije o putnicima, odmah po primitku, trajno briše takve podatke.

4. Zračni prijevoznik dužan je podatke iz stavka 1. ovog članka prenositi elektroničkim putem, upotrebljavajući zajedničke protokole i podržane formate za prijenos podataka iz evidencije o putnicima, utvrđene provedbenim propisima koje donosi Europska komisija ili, u slučaju tehničke neispravnosti, nekim drugim odgovarajućim načinom koji jamči odgovarajuću razinu sigurnosti podataka.

5. U slučaju zajedničkih letova (code share) jednog zračnog prijevoznika ili više njih podatke jedinici za putnike prenosi zračni prijevoznik koji obavlja let.

6. Podaci iz stavka 1. ovog članka prenose se bez naknade.

Sukladno članku 11, Zakona (NN 46/18), propisani su rokovi u kojima su zračni prijevoznici Odjelu dužni dostavljati podatke o putnicima o zračnom prometu:

1. Zračni prijevoznik je dužan jedinici za informacije o putnicima prenijeti podatke iz članka 10. stavka 2. ovog Zakona:

   - 24 sata prije zakazanog vremena polaska zrakoplova te,

   - odmah po zatvaranju leta odnosno nakon što su se putnici ukrcali u zrakoplov koji se sprema za polazak i kada se putnici više ne mogu ukrcati ni iskrcati.

2. U slučaju iz stavka 1. podstavka 2. ovog članka, zračni prijevoznik može dostaviti samo podatke koji se razlikuju u odnosu na podatke dostavljene sukladno stavku 1. podstavku 1. ovog članka.

3. Iznimno od stavka 1, ako je pristup podacima iz evidencije podataka o putnicima potreban kako bi se odgovorilo na konkretnu i stvarnu prijetnju povezanu s kaznenim djelima iz članka 5. Zakona (NN 46/18), zračni prijevoznik dužan je, za svaki slučaj pojedinačno, na zahtjev jedinice za informacije o putnicima, prenijeti toj jedinici podatke iz članka 10. stavka 2. navedenog Zakona.

2. Komunikacijski kanali, načini i protokoli prijenosa podataka

Sukladno Provedbenoj odluci Europske komisije, zračni prijevoznici prilikom uspostavljanja tehničkih preduvjeta za dostavu podataka o putnicima Odjelu mogu odlučiti koji će protokol (IBM MQ, IATA Type B ili AS) i format (EDIFACT PNRGOV ili XML PNRGOV) koristiti.

Zračni prijevoznici koji ne obavljaju letove prema točno određenom i javnom rasporedu te koji nemaju potrebnu infrastrukturu za korištenje propisanih formata podataka i protokola za prijenos podataka imaju mogućnost dostavljanja podataka kroz WEB sučelje upisom ili uvozom („uploadom“) datoteke.

3. Kontakt podaci zračnih prijevoznika

U cilju pravovremene uspostave komunikacijskog kanala radi prijenosa podataka o putnicima u zračnom prijevozu potrebno je da zračni prijevoznici na e-mail Odjela piu@mup.hr dostave kontakt podatke osoba odgovornih za pravna i tehnička pitanja i to:

1. Naziv zračnog prijevoznika,

2. Adresa zračnog prijevoznika,

3. Ime i prezime kontakt osobe za tehnička pitanja,

4. Ime i prezime kontakt osobe za pravna pitanja,

5. Adresa elektroničke pošte kontakt osoba pod točkom 3. i 4.

Navedena adresa elektroničke pošte predstavlja kontakt točku za sve eventualne upite vezane za tehnička, pravna i druga pitanja u području prijenosa podataka o putnicima u zračnom prometu.

GEN 1.3.3 JAVNOZDRAVSTVENI PROPISI

GEN 1.3.3.1 Mjere zaštite zdravlja

Ovlašteni službenici i medicinsko osoblje u zračnim lukama imaju brojne ovlasti za provođenje postupaka sprečavanja širenja zaraznih bolesti, kako pri dolascima tako i pri odlascima.

1. To uključuje sljedeće ovlasti:
   - pregled zrakoplova,
   - izvođenje deratizacije ili dezinfekcije zrakoplova ukoliko je potrebno, te
   - pod određenim okolnostima zadržavanje zrakoplova pri dolasku.
2. Medicinsko osoblje, pod određenim uvjetima, ima ovlasti:
   - za pregled putnika pri dolasku,
   - za određivanje izolacije,
   - za izdavanje zabrane napuštanja zrakoplova,
   - da zatraže od putnika koji napušta zrakoplov pismenim putem ime i planiranu destinacijsku adresu,
   - da izdvoje zaraženog putnika iz zrakoplova,
   - da stave putnike pod nadzor ili da provode brojne druge mjere zaštite zdravlja.
3. Dodatno, Regulativa nalaže zapovjednicima zrakoplova da prijave pojavu slučajeva zaraznih bolesti u zrakoplovima prije slijetanja kao i da dostave informacije o zdravstvenom stanju pri slijetanju.
4. Regulativa također daje ovlasti medicinskom osoblju da pregledaju putnike koji se žele ukrcati na zrakoplov, da zabrane ukrcaj ako je potrebno te pod određenim uvjetima primjene bilo koje druge mjere zaštite zdravlja koje zahtjeva Ministarstvo zdravlja.

Prema preporukama koje Svjetska zdravstvena organizacija (SZO) izdaje državama strankama s obzirom na osobu, mogu obuhvaćati sljedeće savjete:

- preispitati anamnezu kretanja u zahvaćenim područjima;
- preispitati dokaze o zdravstvenim pregledima i svim laboratorijskim analizama;
- zatražiti zdravstvene preglede;
- preispitati dokaze o cijepljenju ili drugoj vrsti profilakse;
- zatražiti cijepljenje ili drugu vrstu profilakse;
- staviti sumnjive osobe pod javnozdravstveni nadzor;
- primijeniti karantenu ili ostale zdravstvene mjere prema osobama za koje se sumnja da su zaražene;
- kada je potrebno, primijeniti izolaciju i liječenje osoba zahvaćenih bolešću;
- primijeniti praćenje kontakata osoba pod sumnjom da su zaražene i osoba zahvaćenih bolešću;
- uskratiti ulazak osobama pod sumnjom da su zaražene i osobama zahvaćenih bolešću;
- uskratiti ulazak osobama nezahvaćenih bolešću u zahvaćena područja; i
- primijeniti screening (probir) i/ili ograničenja prema osobama iz zahvaćenih područja.

GEN 1.3.3.2 Zdravstvene mjere prilikom dolaska i odlaska

1. Pod uvjetima mjerodavnih međunarodnih sporazuma i relevantnih članaka ovih Propisa, država stranka može, u javnozdravstvene svrhe, prilikom dolaska i odlaska zahtijevati:

   a. s obzirom na putnike:

      1. informacije koje se odnose na odredište u koje se putnik uputio tako da s njime može stupiti u kontakt;

      2. informacije koje se odnose na putnikov plan puta kako bi se utvrdilo je li je došlo do putovanja u samo zahvaćeno područje ili blizu njega, kao i ostali mogući kontakti sa zarazom ili kontaminacijom koji su prethodili dolasku te provjeru zdravstvene dokumentacije putnika ukoliko je ista potrebna temeljem ovih propisa; i/ili

      3. neinvazivni medicinski pregled kao najmanje uznemirujući pregled kojime bi se postigla javnozdravstvena svrha;

   b. pregled prtljage, tereta, kontejnera, prijevoznih sredstava, robe, poštanskih pošiljaka i ljudskih ostataka.

2. Temeljem dokaza o javnozdravstvenome riziku koji su dobiveni putem mjera predviđenih u stavku 1. ovoga članka ili pomoću drugih sredstava, države stranke mogu, u skladu s ovim Propisima, primijeniti dodatne zdravstvene mjere s obzirom na osobu pod sumnjom na zarazu ili putnika zahvaćenog bolešću, ovisno od slučaja do slučaja, a posebice kada je riječ o najmanje uznemirujućem i invazivnom zdravstvenom pregledu kojime se postiže javnozdravstvena svrha koja se sastoji u sprječavanju širenja bolesti na međunarodnoj razini.

3. Temeljem ovih Propisa, na putnicima neće biti obavljen nikakav medicinski pregled, cijepljenje, profilaksa ili zdravstvena mjera bez njihovog prethodnog izričitog informiranog pristanka ili pristanka njihovih roditelja ili skrbnika, izuzev u slučaju predviđenom u stavku 2. članka 31. IHR, i u skladu s pravom i međunarodnim obvezama države stranke.

4. Putnici koji imaju biti cijepljeni ili kojima se, temeljem ovih Propisa, ima ponuditi profilaksa, ili njihovi roditelji ili skrbnici, bit će obaviješteni o svakom riziku vezanom za cijepljenje ili propuštanje cijepljenja te uz primjenu ili neprirnjenu profilakse, a u skladu s pravom i međunarodnim obvezama države stranke. Države stranke obavijestit će doktore medicine o ovim uvjetima u skladu sa zakonom države stranke.

5. Svaki medicinski pregled, medicinski postupak, cijepljenje ili druga profilaksa koja uključuje rizik od prenošenja bolesti bit će obavljeni na ili primijenjeni na putniku sukladno utvrđenim nacionalnim ili međunarodnim sigurnosnim smjernicama i standardima kako bi se takav rizik sveo na najmanju mjeru.

Naziv		Referenca		Razlika(e)
			4.2	Odstupajući od navedenog, primjenjuje se sljedeće: Ako je pilot pod radarskom kontrolom vektoriran sa rute koju je on zadnju potvrdio, bez granice važenja odobrenja (vremenske ili zemljopisne), te nastupi otkaz radiokomunikacije, on će sukladno tome postaviti transponder i vratiti se najkraćim putom na rutu prema tekućem planu leta.
			6.3.1	Odstupajući od navedenog, postupak sukladan točki 2) može se također primijeniti za indiciranu brzinu (IAS).
ICAO Doc 8126	Aeronautical Information Services Manual	Poglavlje 4. Paket objedinjenih zrakoplovnih informacija		Protok podataka je organiziran u skladu s Eurocontrolovom preporukom „AIS Data process“.
		Poglavlje 6. - Dodatak B “NOTAM Selection Criteria”		*2. Qualifiers traffic, purpose and scope* U slučaju objave zrakoplovnih informacija za TWY kod primjene backtrackinga, kvalifikator „purpose“ se popunjava s „BO“, tj. provodi se upgrade NSC-a. U slučaju objave pojedinih subjekata koji su kategorizirani kao „Navigation warnings“, kvalifikator „purpose“ se popunjava s najmanje „BO“, tj. provodi se upgrade NSC-a.
(Doc 8168 OPS/611, Volume II)	Procedures for Air Navigation Services - Aircraft Operations Volume II	Dio I odjeljak 3	Poglavlje 3 3.1.2	Opći dio Kod pojedinih odlazaka sa zaokretom vođenje po putu nije omogućeno unutar 5.4NM nakon završetka zaokreta.
			Poglavlje 3 3.3.4	Parametri za izračun površine zaokreta U postupcima standardnih instrumentalnih odlazaka na aerodromu SPLIT/Kaštela, RWY 05, na kategorije zrakoplova C i D primjenjuje se minimalni kut poprečnog nagiba 20°.
		Dio I odjeljak 4		
			Dodatak poglavlju 3 3.1.2	Komponente postupka Segment međuprilaženja kraći od propisanog.
			Poglavlje 4 4.3.1.1.1	Dužina Dužine segmenata međuprilaženja za neprecizne postupke prilaženja LDZD VOR RWY04, LDDU VOR-a RWY29, LDOS LOC y RWY29, LDOS LOC z RWY29, LDSP NDB RWY05, LDSP LOC Z RWY05 i LDSP LOC Y RWY05 su kraće od 5NM.

Naziv	Referenca		Razlika(e)
		Poglavlje 5 5.2.2.2	Završno prilaženje s putanjom koja ne presijeca produženu središnju liniju uzletno-sletne staze AD RIJEKA/Krk I., LDRI VOR RWY32: Putanja završnog prilaženja lateralno nije unutar 150 M od produžetka središnje linije uzletno-sletne staze, na udaljenosti 1400 M od praga 32.
		Poglavlje 5 5.2.3	Prilaz kruženjem AD Split/Kaštela - LDSP VOR-b RWY 23: Smjer završnog prilaženja, izvan granica aerodroma je udaljen više od 1.9 KM (1.0 NM) od dostupne površine za slijetanje.
		Dodatak poglavlju 7 1.2	Opći dio AD SPLIT/Kaštela, LDSP VOR-b RWY23: Završetak kraka niz vjetar određen je jedino s DME udaljenošću.
		Dodatak poglavlju 7 2.6	Radijus zaokreta AD SPLIT/Kaštela, LDSP VOR-b RWY23: Indicirana brzina za kategoriju zrakoplova D s obzirom na brzinu prilaženja ograničena je na MAX IAS 180kt.
		Dodatak poglavlju 7 2.7	Završni segment (propisane putanje) AD SPLIT/Kaštela, LDSP VOR-b RWY23: Ako se leti na minimalnoj visini do početka završnog segmenta, u tom slučaju gradijent snižavanja prelazi PANS-OPS propisane vrijednosti za postupak vizualnog manevriranja.
		Dodatak poglavlju 7 2.9	Go-around putanja AD SPLIT/Kaštela, LDSP VOR-b RWY23: Go-around postupak ne prati instrumentalni postupak neuspjelog slijetanja.
		Dodatak poglavlju 7 3.	Površine povezane s propisanom putanjom AD SPLIT/Kaštela, LDSP VOR-b RWY23: U svezi s kategorijom zrakoplova C i D, polu-širina zaštitnog koridora na vanjskoj strani propisane putanje vizualnog manevriranja, za vrijeme leta na osnovnom kraku (završni zaokret), iznosi do1400 M. Vidjeti posebno priopćenje uz kartu.
	Dio II odjeljak I	Poglavlje 1 1.3.3	Dužina segmenta međuprilaženja AD OSIJEK/KLISA, LDOS ILS y RWY29 i LDOS ILS z RWY29: Dužina segmenta međuprilaženja za precizni postupak prilaženja je kraća od dužine propisane u Tablici II-1-1-1.

ENR 4 RADIONAVIGACIJSKI UREĐAJI/SUSTAVI

ENR 4.1 RADIONAVIGACIJSKI UREĐAJI - NA RUTI

Naziv postaje (VOR/VAR)	ID	Frekvencija (CH)	Sati rada	Koordinate	ELEV DME antene	Primjedbe
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	Pokrivenost 80 NM osim između 114°- 159° QDR. Nezadovoljavajuća gustoća snage DME antene zbog terena (profil leta: orbitalni let, radijus 40 NM, 5000 FT QNH) FRA (AD): LDZA; FRA (I)
BRAC DME	BRC	(CH 101Y)	H24	431656.93N 0163720.83E	2564 FT	Pokrivenost 80 NM
CEPIN L	CE	372 KHZ	H24	453142.33N 0183336.18E		Pokrivenost 25 NM
CRES NDB	CRE	433 KHZ	H24	445410.37N 0142459.57E		Pokrivenost 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	Coverage 80 NM -unusable between QDR 057°-073° MRA at 40 NM: QDR 179°-300° 3000 FT FRA (I)
JAPETIC DME	JAP	(CH 123Y)	H24	454440.18N 0153629.45E	2927 FT	Pokrivenost 80 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
LOSINJ DME	LSJ	(CH 21Y)	H24	443057.23N 0142927.66E	722 FT	Pokrivenost 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	(CH 35Y)	H24	454125.96N 0155932.90E	471 FT	Pokrivenost 80 NM, osim smanjene pokrivenosti između QDR 341°-357°

Naziv postaje (VOR/VAR)	ID	Frekvencija (CH)	Sati rada	Koordinate	ELEV DME antene	Primjedbe
1	2	3	4	5	6	7
OSIJEK DME	KLS	(CH 29Y)	H24	452758.26N 0184732.16E	314 FT	Coverage 150 NM
PISAROVINA NDB	PIS	424 KHZ	H24	453618.10N 0155038.39E		Pokrivenost 50 NM, osim između QDR 339°-049° gdje je pokrivenost 40 NM
PULA VOR/DME (4°E/2019)	PUL	111.25 MHZ (CH 49Y)	H24	445332.52N 0135505.23E	215 FT	Pokrivenost 100 NM osim između QDR 309° - 024°: nezadovoljavajuća gustoća snage zbog terena (Profil leta: Orbit flight, radijus 40NM, 3000FT do 6500FT 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 100NM 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 (CH84X)	H24	455344.01N 0161824.11E	420 FT	Range 100 NM FRA (D): LDZA; FRA (I)

Kodni naziv označitelja	Koordinate	ATS rute ili druge rute	Primjedbe
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

Kodni naziv označitelja	Koordinate	ATS rute ili druge rute	Primjedbe
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	

Kodni naziv označitelja	Koordinate	ATS rute ili druge rute	Primjedbe
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)

Kodni naziv označitelja	Koordinate	ATS rute ili druge rute	Primjedbe
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 (AI): LDSP
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 NAVIGACIJSKA UPOZORENJA

ENR 5.1 ZABRANJENA, UVJETNO ZABRANJENA I OPASNA PODRUČJA

Područja navedena u ovom podpoglavlju ne predstavljaju ograničenja za svrhu planiranja IFR letova. Očekivano prosječno produljenje rute, na koje operateri zrakoplova mogu računati, neće biti veće od 15 NM. U slučaju da prolazak kroz aktivno područje nije moguć, ATC će osigurati radarsko vektoriranje.

ENR 5.1.1 ZABRANJENA PODRUČJA

Oznaka, naziv i bočne granice	Gornja granica / Donja granica	Primjedbe (vrijeme aktivnosti, tip restrikcije, priroda opasnosti, rizik presretanja)
1	2	3
ZABRANJENA PODRUČJA		
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.

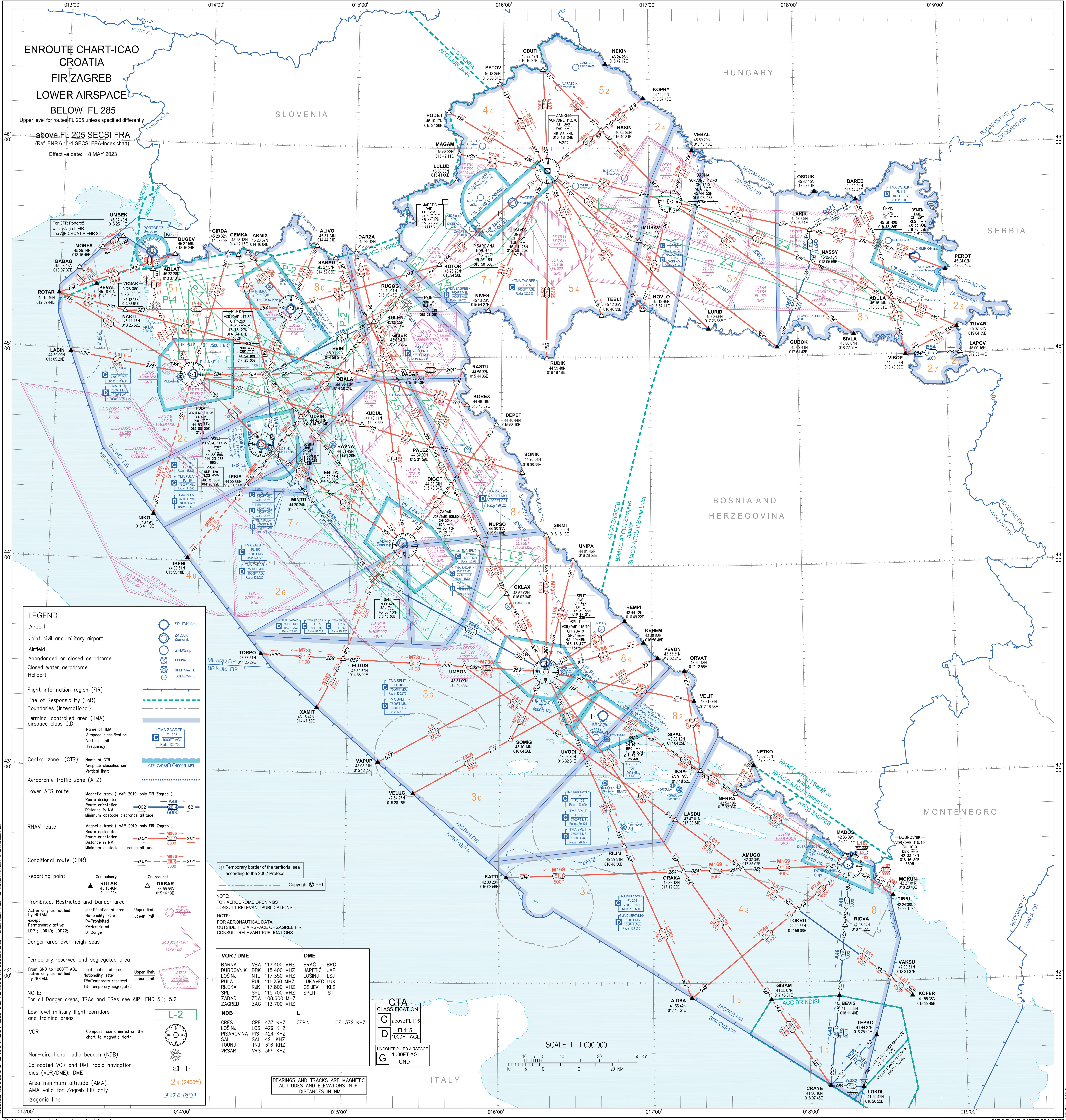
ENR 5.1.2 UVJETNO ZABRANJENA PODRUČJA

Oznaka, naziv i bočne granice	Gornja granica / Donja granica	Primjedbe (vrijeme aktivnosti, tip restrikcije, priroda opasnosti, rizik presretanja)
1	2	3
UVJETNO ZABRANJENA PODRUČJA		
LDR25 A circle radius 1.62 NM centered on 445459.00N 0134444.00E	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 after prior permission from APP Dubrovnik.

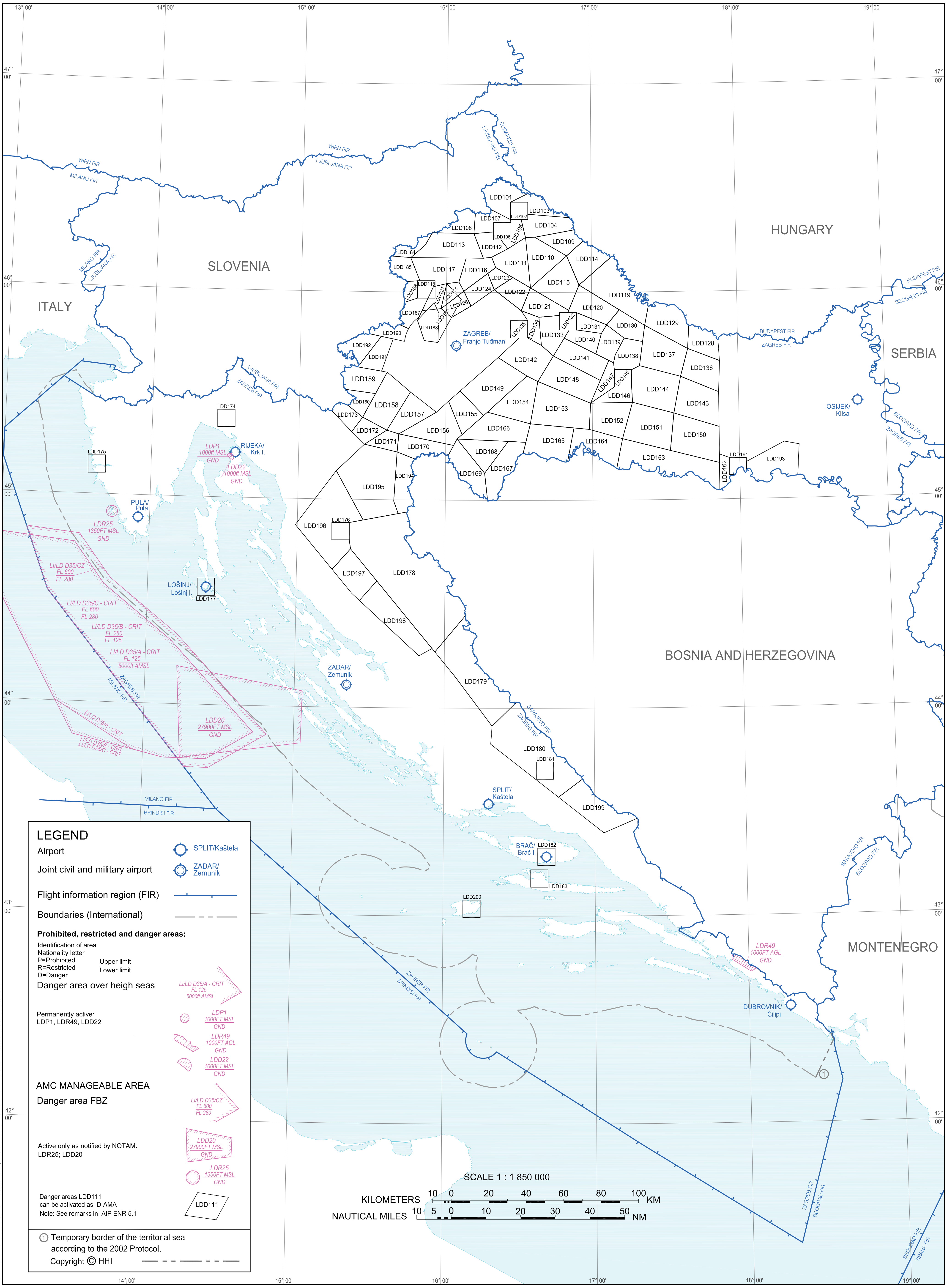
ENR 5.1.3 OPASNA PODRUČJA

Opis opasnih područja iznad otvorenog mora za vojne aktivnosti LI/LD D35A-CRIT, LI/LD D35B-CRIT i LI/LD D35C-CRIT nalazi se u ENR 5.2.4 Opasno područje iznad otvorenog mora.

Oznaka, naziv i bočne granice	Gornja granica / Donja granica	Primjedbe (vrijeme aktivnosti, tip restrikcije, priroda opasnosti, rizik presretanja)
1	2	3
OPASNA PODRUČJA		
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 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.
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 SECSI FRA-Index chart)
Effective date: 18 MAY 2023
SLOVENIA
HUNGARY
SERBIA
BOSNIA AND HERZEGOVINA
MONTENEGRO
ITALY
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
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
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

PROHIBITED, RESTRICTED AND DANGER AREAS - INDEX CHART



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

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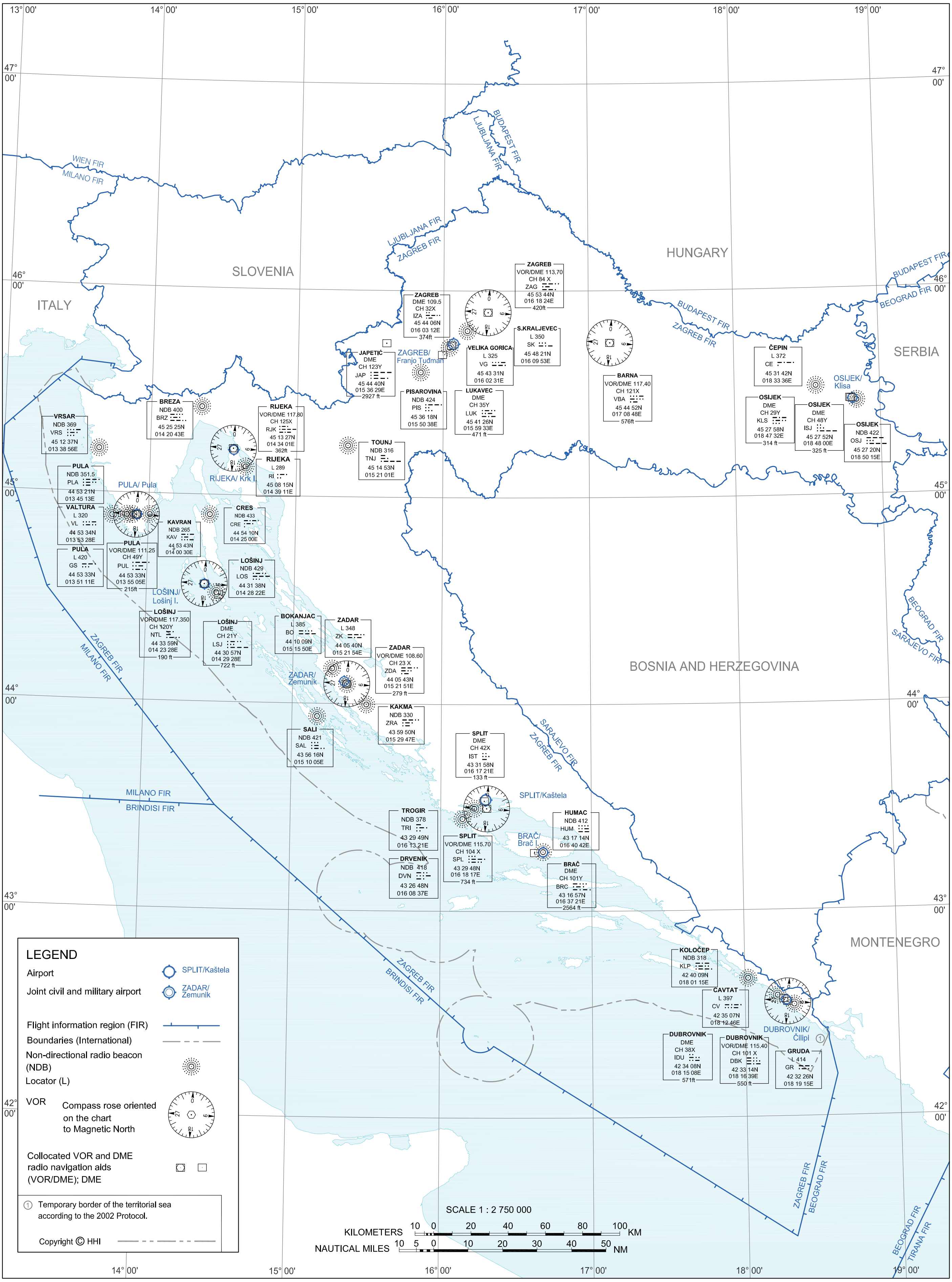
RADIO FACILITY - INDEX CHART



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

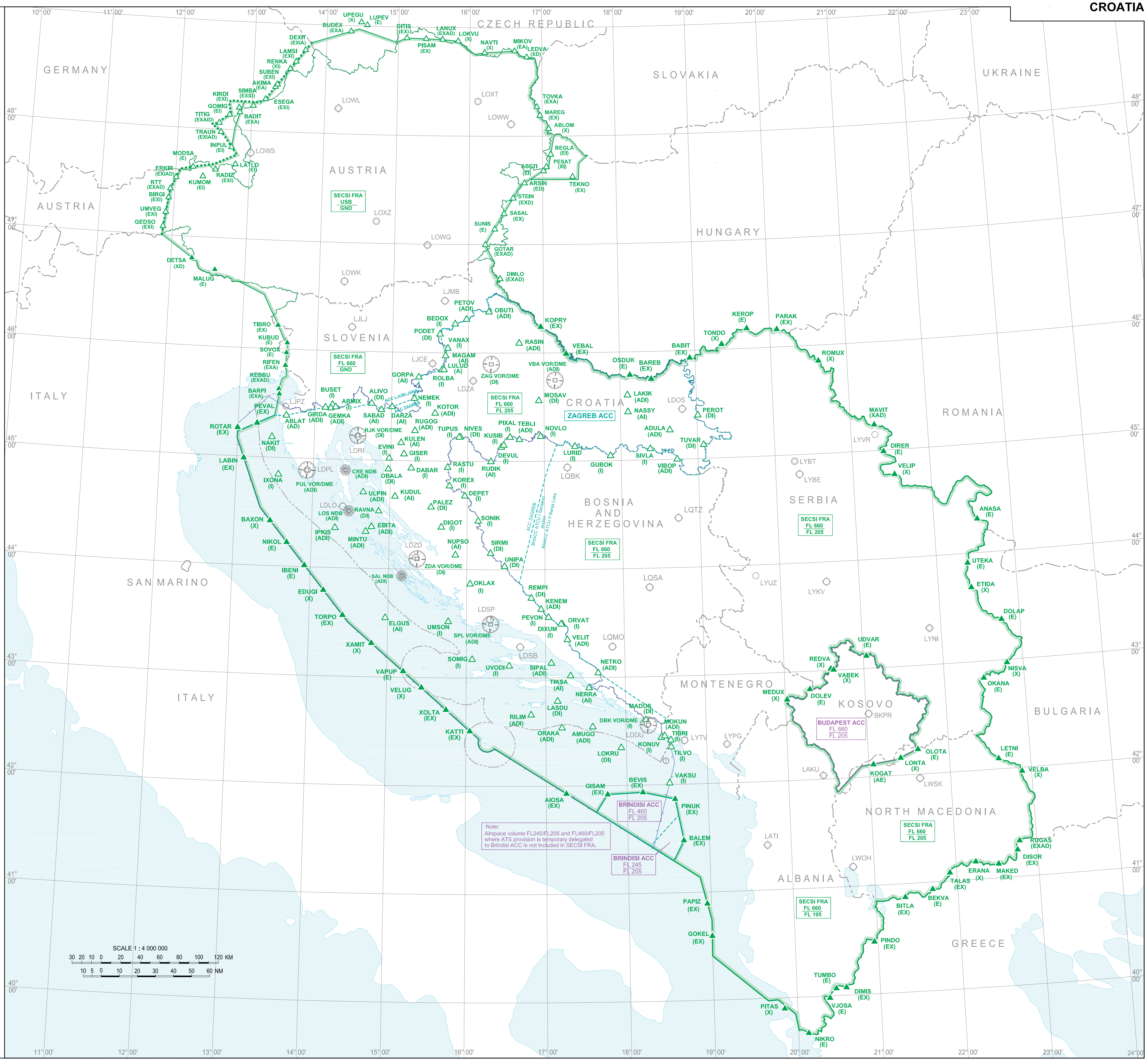
FOR AERONAUTICAL DATA
OUTSIDE THE AIRSPACE OF ZAGREB FIR
CONSULT RELEVANT PUBLICATIONS.

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 USLUGE NA RASPOLAGANJU PUTNICIMA

1	Hoteli	Hotels in Cavtat and Dubrovnik
2	Restorani	At AD, in Cavtat and Dubrovnik
3	Prijevoz	Bus, taxi, rent a car at AD
4	Liječničke usluge	First aid at AD, hospital in Dubrovnik
5	Banka i pošta	At AD, in Cavtat and Dubrovnik
6	Turističke informacije	At AD and in Cavtat and Dubrovnik
7	Primjedbe	NIL

LDDU AD 2.6 SLUŽBE SPAŠAVANJA I VATROGASNE SLUŽBE

1	AD vatrogasna kategorija	CAT 9 Vidjeti Primjedbe
2	Oprema za spašavanje	- 1 zapovjedno vozilo 200 L vode, 5 L pjenila - 1 teško vatrogasno vozilo 15 000 L vode, 2 000 L pjenila, 250 KG praha - 1 teško vatrogasno vozilo 12 500 L vode, 1 500 L pjenila, 250 KG praha - 1 teško vatrogasno vozilo 9 100 L vode, 1 100 L pjenila - 1 tehničko vatrogasno vozilo 4 000 L vode, 400 L pjenila, 250 KG praha
3	Mogućnost uklanjanja onesposobljenog zrakoplova	1 traktor za vuču/guranje sa rudom TITAN. Rude za vuču zrakoplova: A319, A320, A321, A300, A330, A340, ATR42, B732, B738, B757, B767, B747, B717, CRJ200, DC9, DHC-7, MD80, MD90, TU134, TU154. 3 traktora za vuču/guranje bez rude GOLDHOFER, traktor za vuču/guranje bez rude LECTRO do 33 T MTOW, traktor za vuču/guranje bez rude LECTRO do 54 T MTOW. Oprema dostupna na zahtjev u suradnji sa vanjskim poduzećem: mobilna dizalica nosivosti do 100 000 KG. Kontakt (Airport Duty Manager), mobilni telefon: +385 98 983 5980, e-mail: stationmngr@airport-dubrovnik.hr
4	Primjedbe	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 MOGUĆNOST SEZONSKOG ČIŠĆENJA

1	Vrste opreme za čišćenje	Ralice za snijeg, kamion s četkama za čišćenje snijega, posipač sredstva za odleđivanje (urea)
2	Prioriteti kod čišćenja	1. Uzletno-sletna staza 2. Staze za vožnju C i D 3. Parkirne pozicije: (10-14)
3	Primjedbe	NIL

LDDU AD 2.8 PODACI O STAJANKAMA, STAZAMA ZA VOŽNJU I MJESTIMA PROVJERE

1	Površina stajanke i nosivost	**POVRŠINA**		**NOSIVOST**	
		CONC		PCN 68/R/A/W/T	
2	Vrsta, širina, vrsta površine i nosivost staze za vožnju	**TWY**	**ŠIRINA (M)**	**POVRŠINA**	**NOSIVOST**
		A	23	ASPH	PCN 88/F/A/W/T
		B	27	CONC	PCN 72/R/A/W/T
		C	26	ASPH	PCN 88/F/A/W/T
		D	28	ASPH	PCN 88/F/A/W/T
		E	28	ASPH	PCN 88/F/A/W/T
		F	23	ASPH	PCN 88/F/A/W/T
		G	23	ASPH	PCN 88/F/A/W/T
		W	23	ASPH	PCN 88/F/A/W/T
3	Položaj ACL-a i nadmorska visina	Položaj: Na stajanci Nadmorska visina: 157 M			
4	VOR kontrolne točke	NIL			
5	INS kontrolne točke	Vidi LDDU AD 2.24.2 APDC -1			
6	Primjedbe	Korištenje TWY-a B za zrakoplove kodnog slova E dozvoljeno samo uz odobrenje ATC-a i predvođenje *Follow me* vozilom. Obavezno strogo praćenje *Follow me* vozila.			

LDDU AD 2.9 SUSTAV VOĐENJA I KONTROLE KRETANJA I OZNAKE

1	Uporaba ID znakova na mjestima za parkiranje zrakoplova, linije za vođenje na TWY-u i vizualni sustav za vođenje kod pristajanja/parkiranja na mjestima za parkiranje zrakoplova	Guide lines at Apron, nose-in guidance at aircraft stands, Marshaller, vehicle "Follow me", docking guidance system APIS (AVGDS) available at aircraft stands 10, 10A, 11, 12, 14 and 14A.
2	Oznake RWY-a, TWY-a i LGT	RWY-11/29: RWY Designations, THR/lighted, displaced THR, centre line/ lighted, edges/lighted, TDZ, aiming point, turnpad at THR 29/lighted, pre-treshold area. TWY A centre line, enhanced centre line, mandatory instruction marking, edges/lighted, holding position. TWY B centre line, enhanced centre line, mandatory instruction marking, edges/lighted, holding position. TWY C centre line, enhanced centre line, mandatory instruction marking, edges/lighted, holding position, hold for follow me (ATC service boundary). TWY D centre line, enhanced centre line, mandatory instruction marking, edges/lighted, holding position, hold for follow me (ATC service boundary). TWY E centre line, enhanced centre line, mandatory instruction marking, edges/lighted, holding position. TWY F centre line, enhanced centre line, mandatory instruction marking, edges/lighted, holding position. TWY G centre line, edges/lighted, ATC service boundary, hold for follow me. TWY W centre line, edges/lighted, ATC service boundary, hold for follow me.

LDOS AD 2.19 RADIONAVIGACIJSKI I UREĐAJI ZA SLIJETANJE

Vrsta uređaja CAT ILS/MLS (Za VOR/ILS/MLS, dati VAR)	ID	Frekvencija	Sati rada	Koordinate predajne antene	Nadmorska visina DME predajne antene	Primjedbe
1	2	3	4	5	6	7
VOR/DME (4°E/2019)	VBA	117.4 MHZ CH121X	H24	454452.08N 0170848.29E	576 FT	Pokrivenost 80 NM osim između 114°- 159° QDR. Nezadovoljavajuća gustoća snage DME antene zbog terena (profil leta: orbitalni let, radijus 40 NM, 5000 FT 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 LOKALNI AERODROMSKI PROPISI

Pokretanje motora nije dozvoljeno bez odobrenja aerodromske kontrole leta, to uključuje i VFR letove.
Nema operacija polijetanja i slijetanja zrakoplova kada je horizontalna vidljivost manja od 800 M.

LDOS AD 2.21 POSTUPCI ZA SMANJENJE BUKE

NIL

LDOS AD 2.22 POSTUPCI TIJEKOM LETA

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

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.

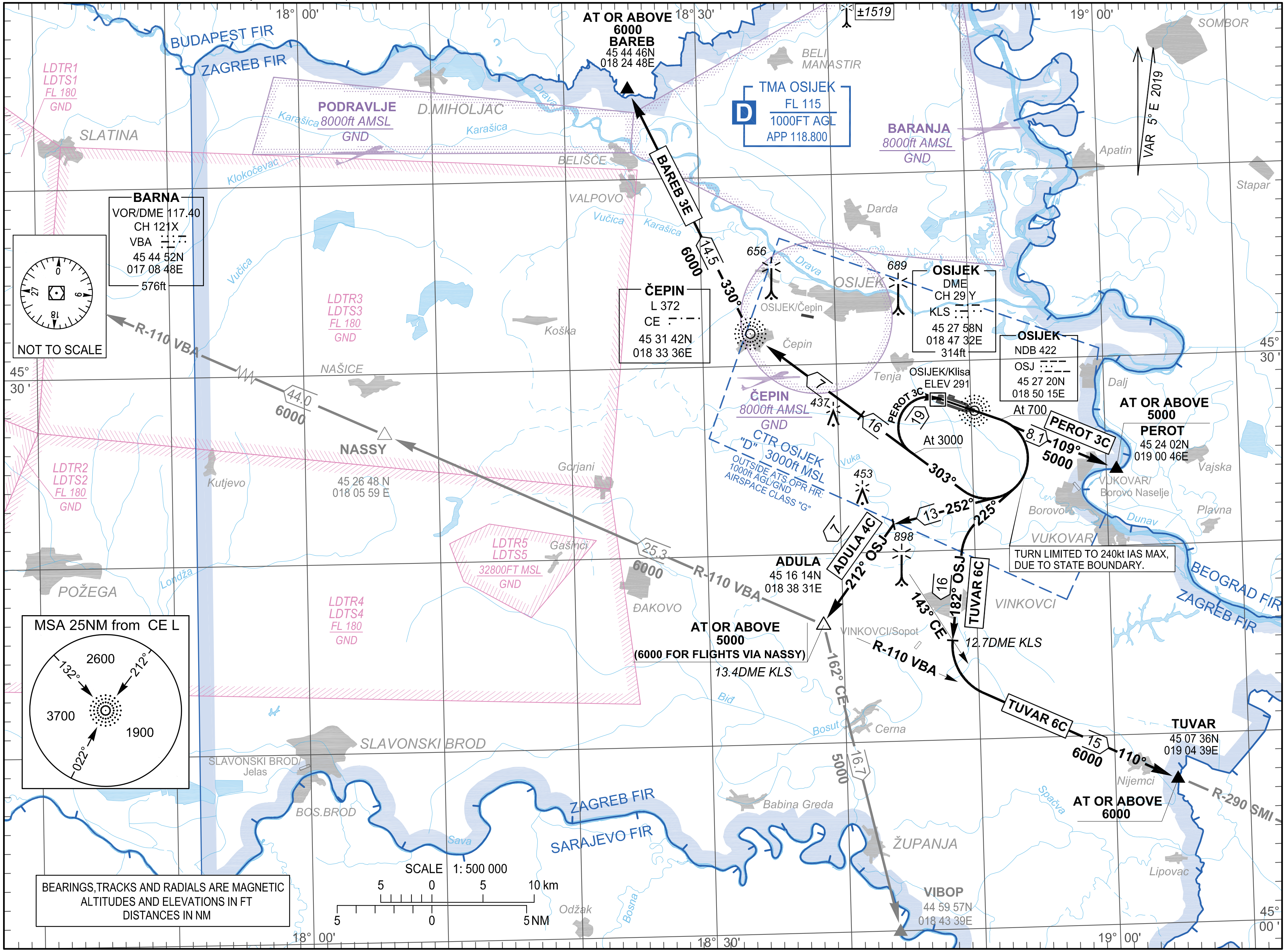
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

OSIJEK / Klisa
CROATIA
RWY 11

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

TRANSITION ALTITUDE
10 000

OSIJEK TOWER 118.800
OSIJEK APPROACH 118.800



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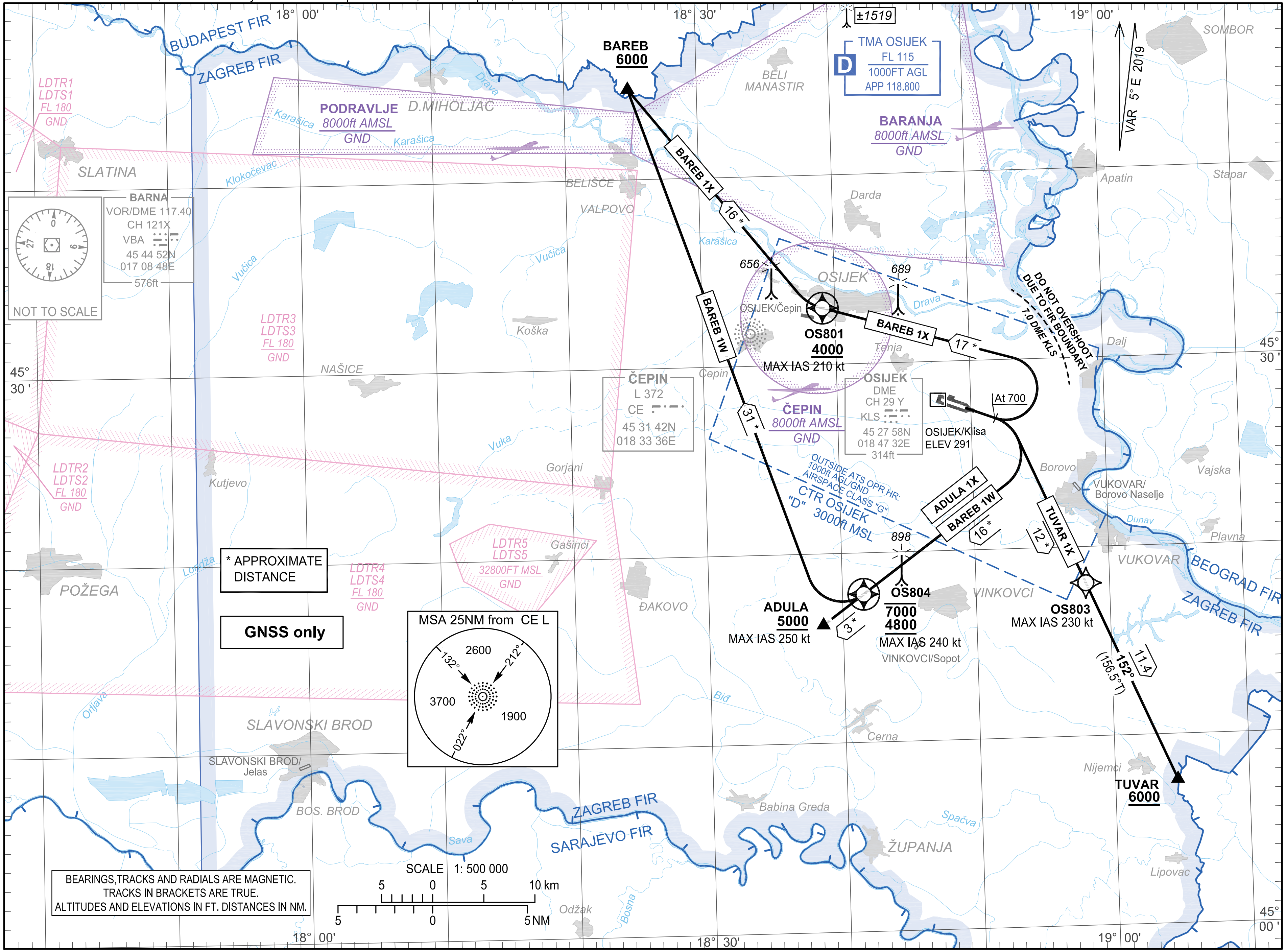
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

OSIJEK / Klisa
CROATIA
RNAV RWY 11

TRANSITION ALTITUDE
10 000

OSIJEK TOWER	118.800
OSIJEK APPROACH	118.800

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



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	-		

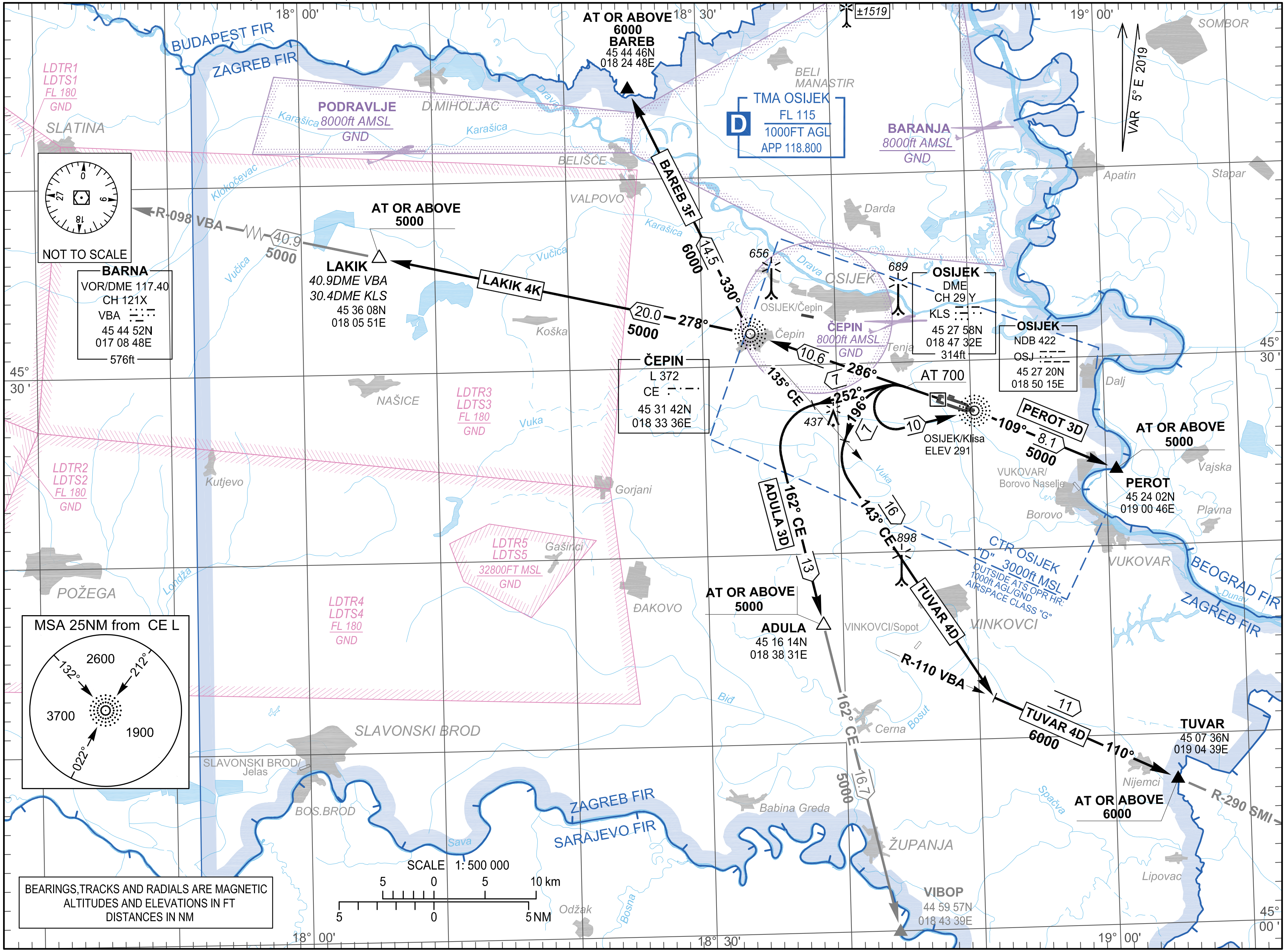
Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
ADULA	451614N	0183831E
BAREB	454446N	0182448E
TUVAR	450736N	0190439E
OS801	453258.4N	0183903.6E
OS803	451805.0N	0185813.0E
OS804	451748.8N	0184135.0E

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.



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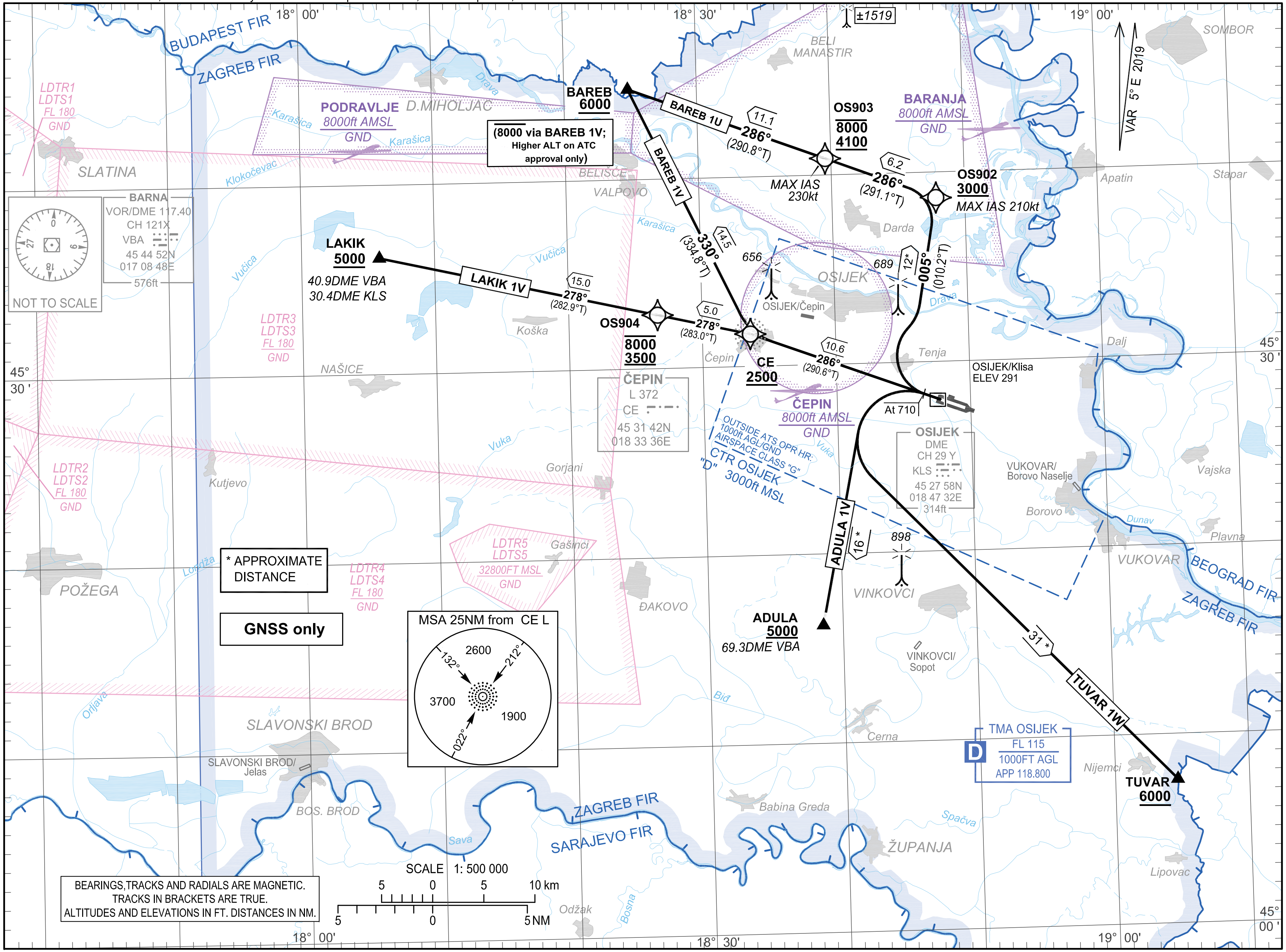
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

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 29

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	-		

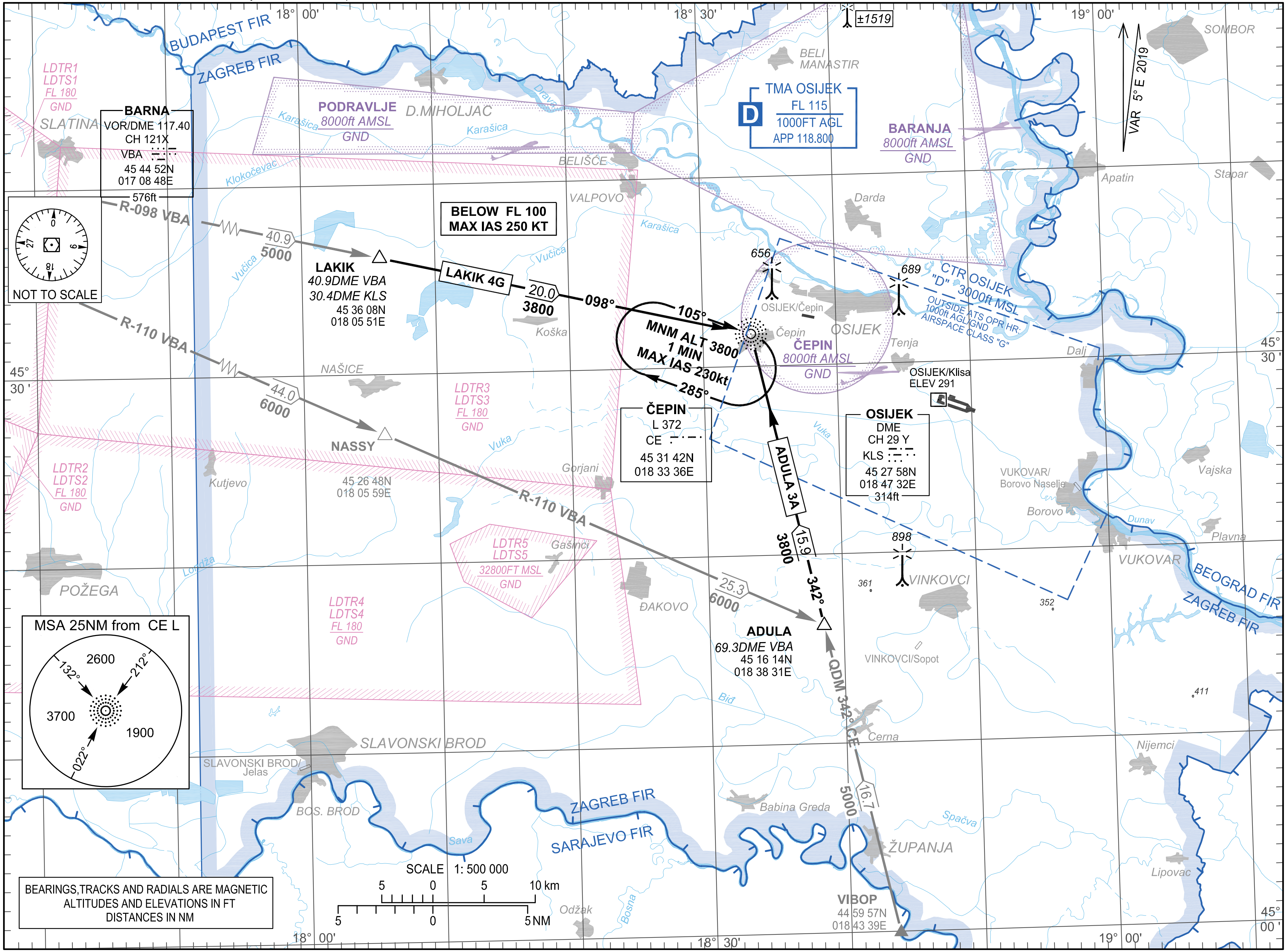
Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
ADULA	451614N	0183831E
BAREB	454446N	0182448E
LAKIK	453608N	0180551E
TUVAR	450736N	0190439E
CE	453142.33N	0183336.18E
OS902	453838.8N	0184749.3E
OS903	454052.2N	0183933.6E
OS904	453249.5N	0182640.2E

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

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

OSIJEK / Klisa
CROATIA
RWY 11

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



TRANSITION ALTITUDE
10 000

OSIJEK APPROACH	118.800
OSIJEK TOWER	118.800

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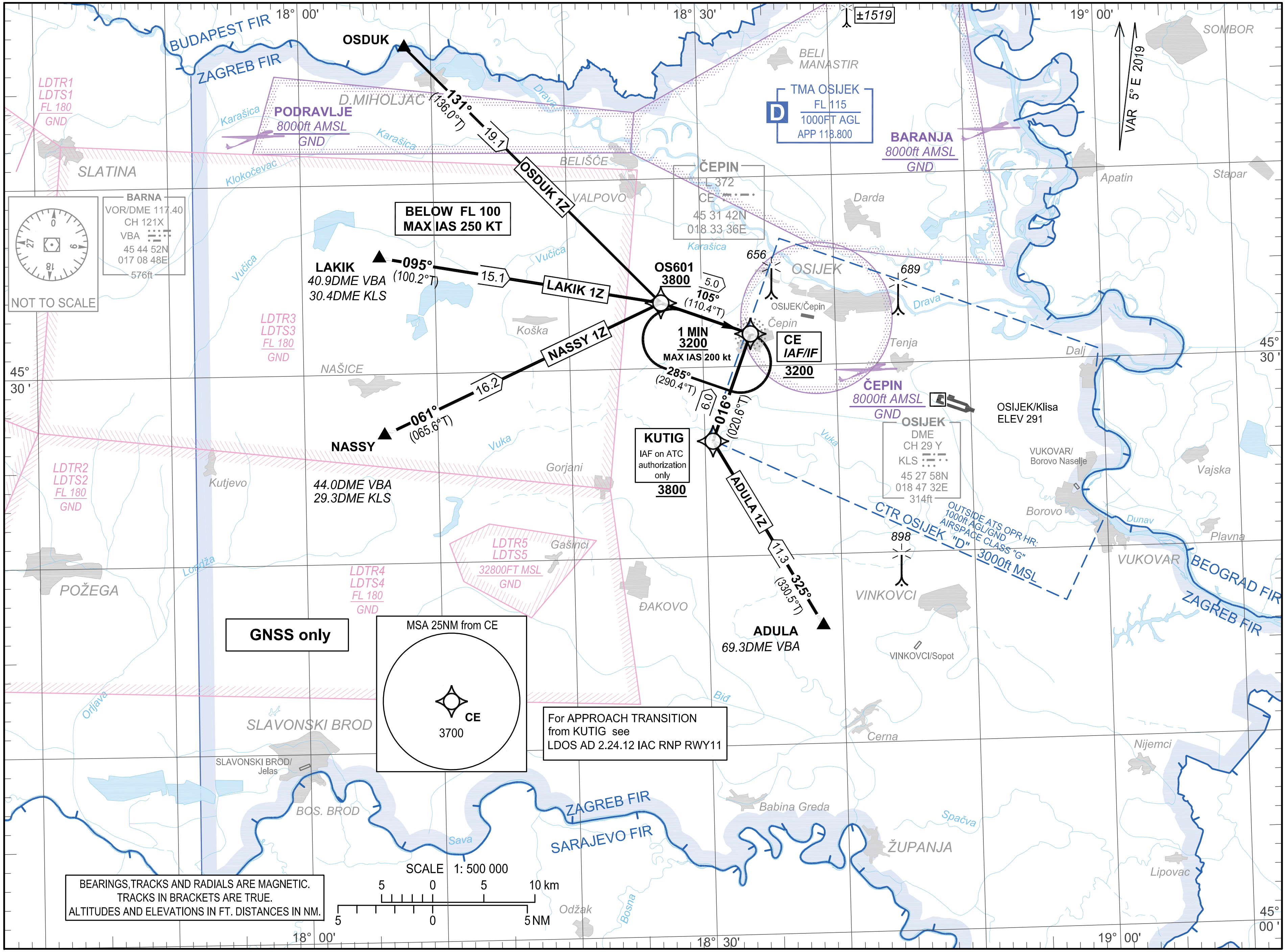
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

OSIJEK / Klisa
CROATIA
RNAV RWY 11

TRANSITION ALTITUDE
10 000

OSIJEK APPROACH 118.800
OSIJEK TOWER 118.800

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



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.

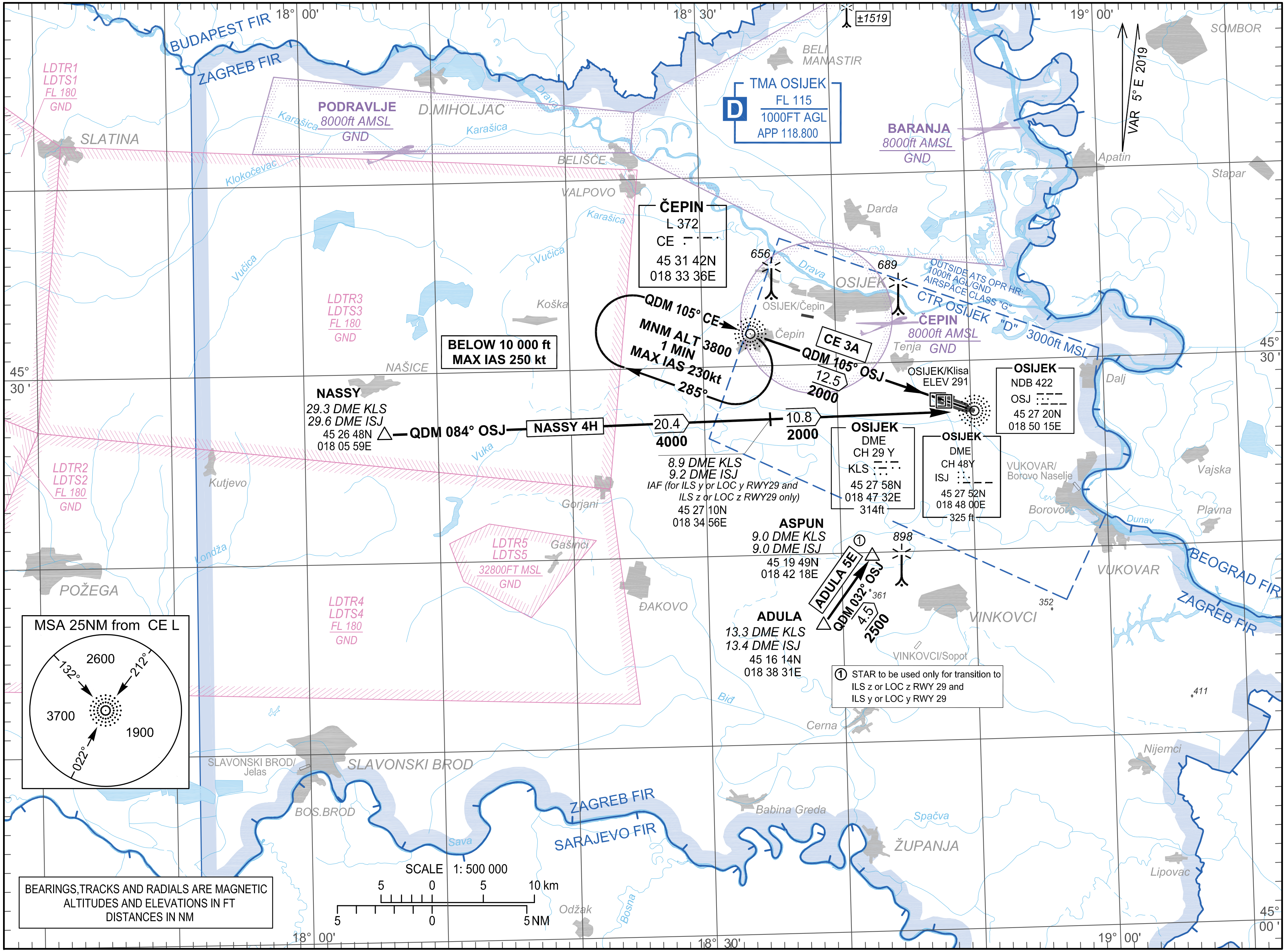
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

OSIJEK / Klisa
CROATIA
RWY 29

TRANSITION ALTITUDE
10 000

OSIJEK APPROACH	118.800
OSIJEK TOWER	118.800

CHANGE: KLS DME Channel; Editorial.



OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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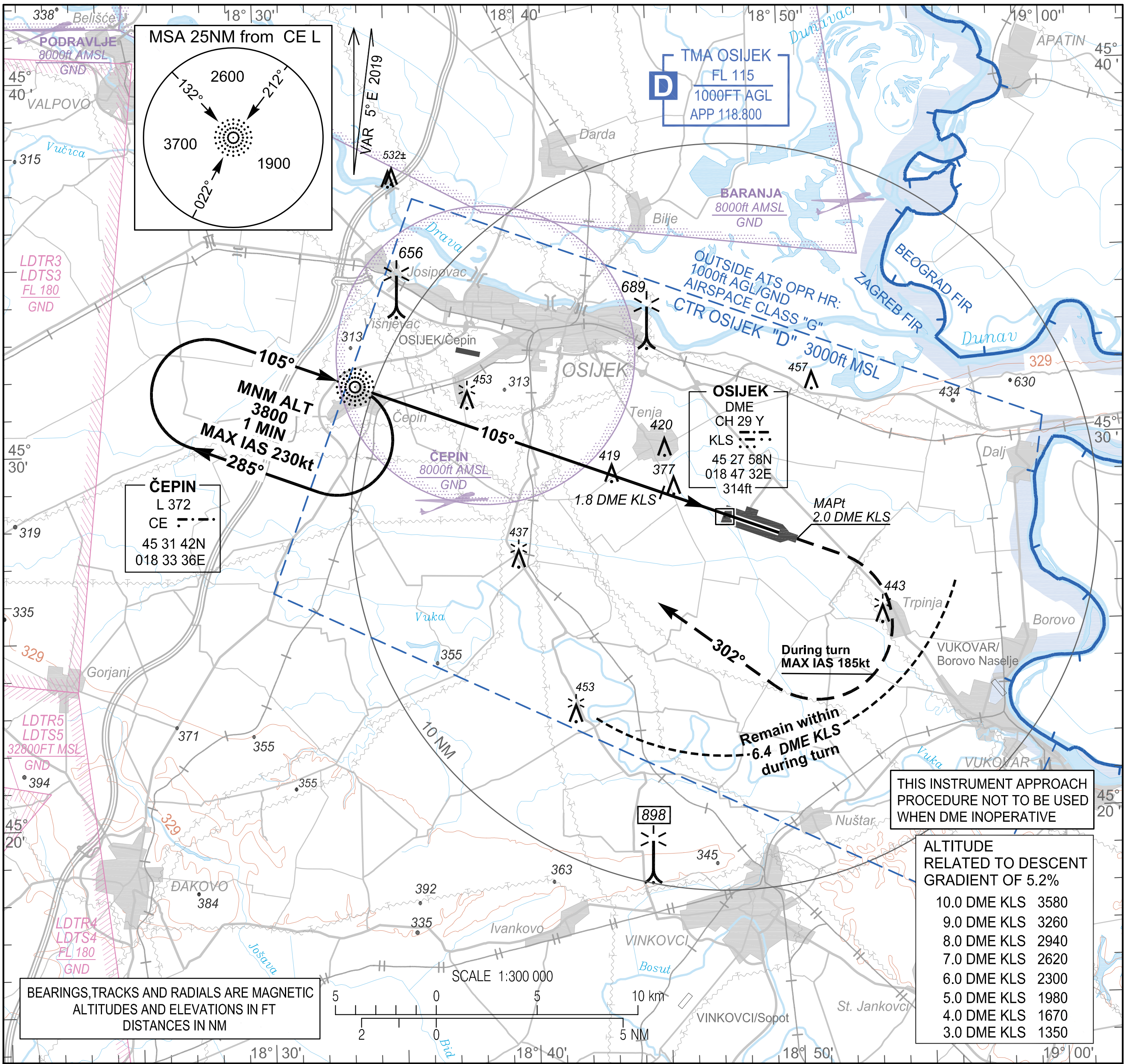
INSTRUMENT APPROACH
CHART-ICAO

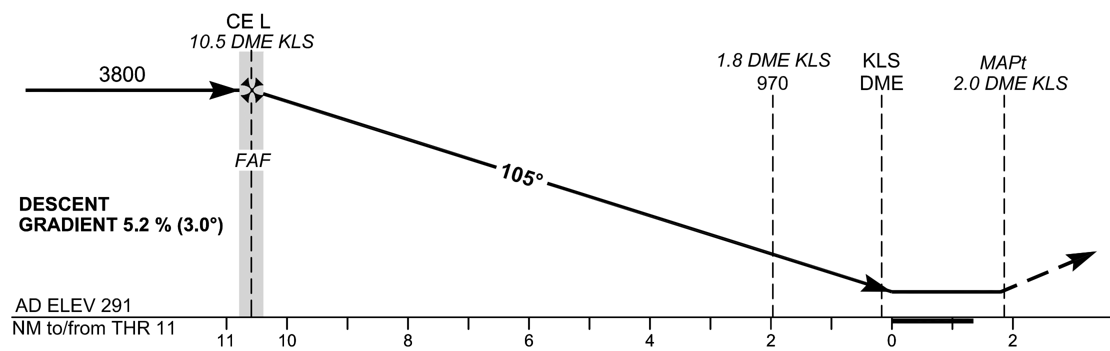
AD ELEV 291
HEIGHTS RELATED
TO AD ELEV

OSIJEK APPROACH	118.800
OSIJEK TOWER	118.800

OSIJEK / Klisa
CROATIA
L RWY 11



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 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°)

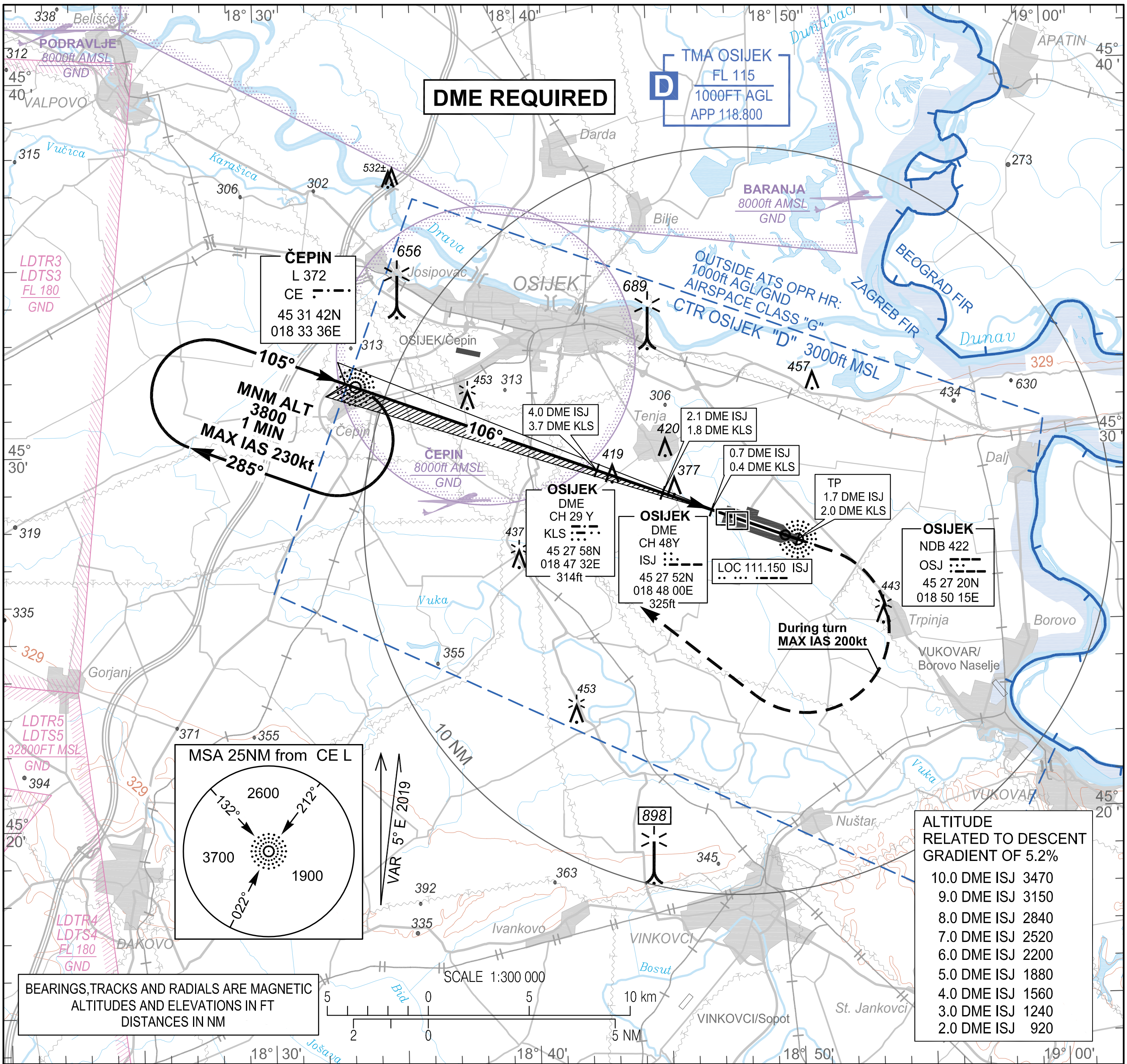
CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Editorial.

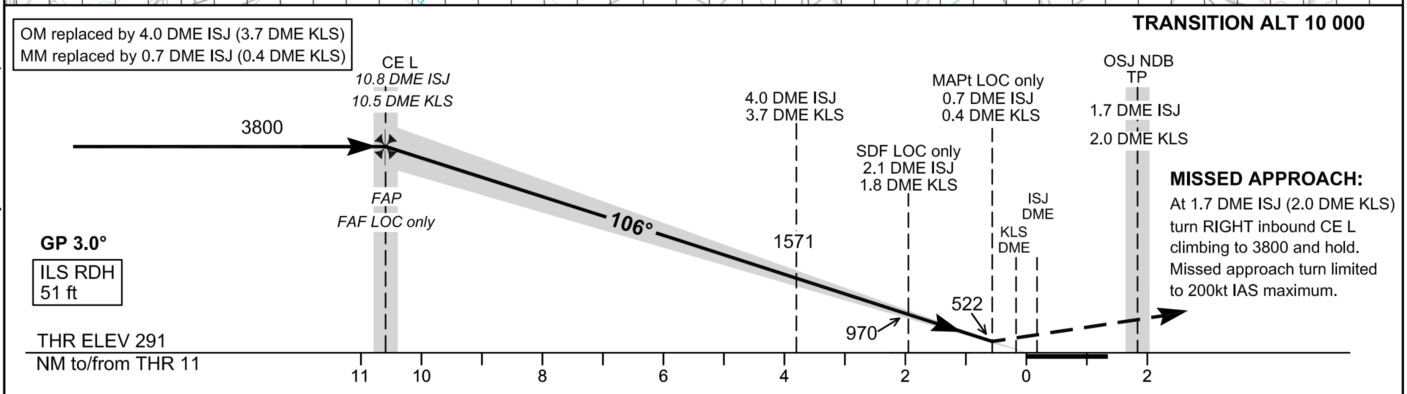
INSTRUMENT APPROACH
CHART-ICAO

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





MISSED APPROACH:
At 1.7 DME ISJ (2.0 DME KLS) turn RIGHT inbound CE L climbing to 3800 and hold. Missed approach turn limited to 200kt IAS maximum.

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

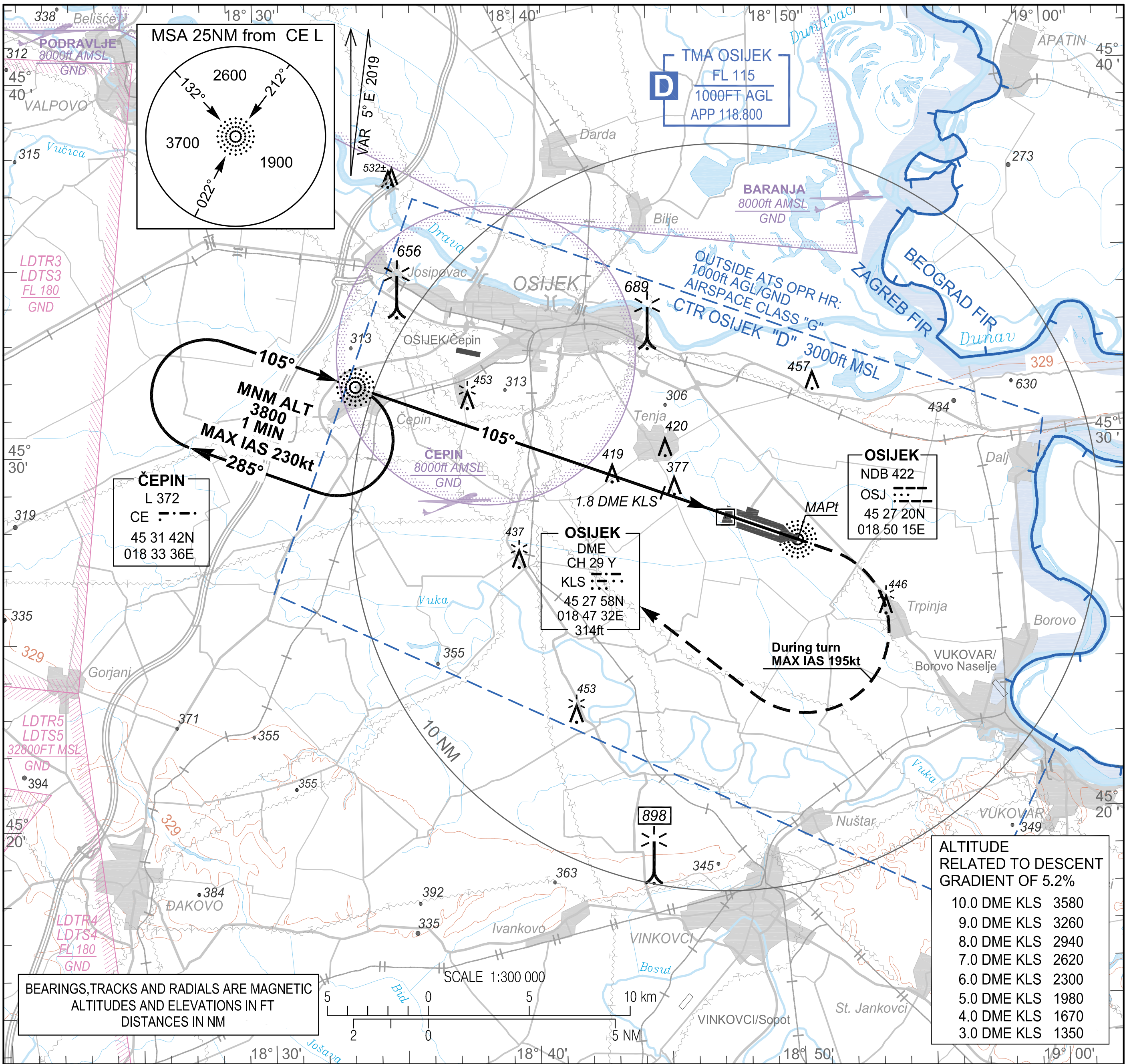
CHANGE: KLS DME Channel; Parachute activity zone Vinkovci/Sopot withdrawn; Editorial.

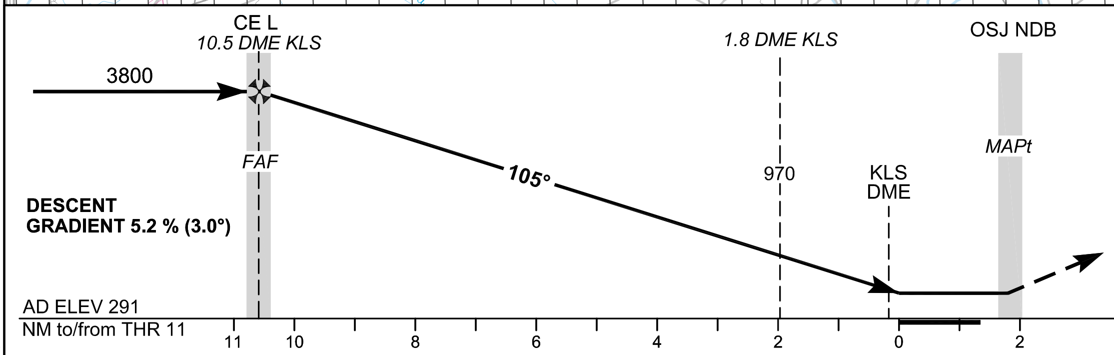
INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 291
HEIGHTS RELATED
TO AD ELEV

OSIJEK APPROACH	118.800
OSIJEK TOWER	118.800

OSIJEK / Klisa
CROATIA
NDB RWY 11





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°)

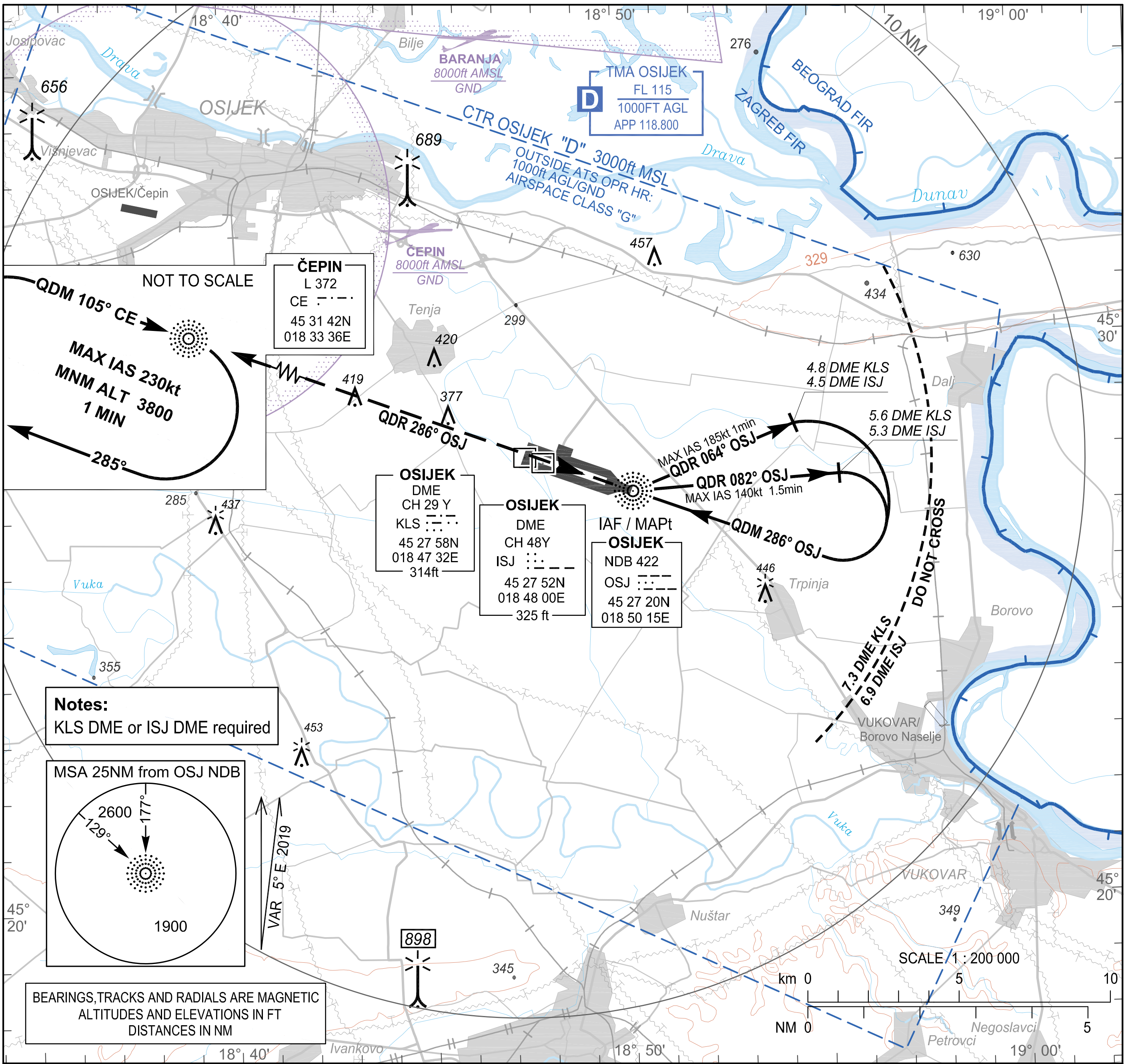
CHANGE: KLS DME Channel; Editorial.

INSTRUMENT APPROACH CHART-ICAO

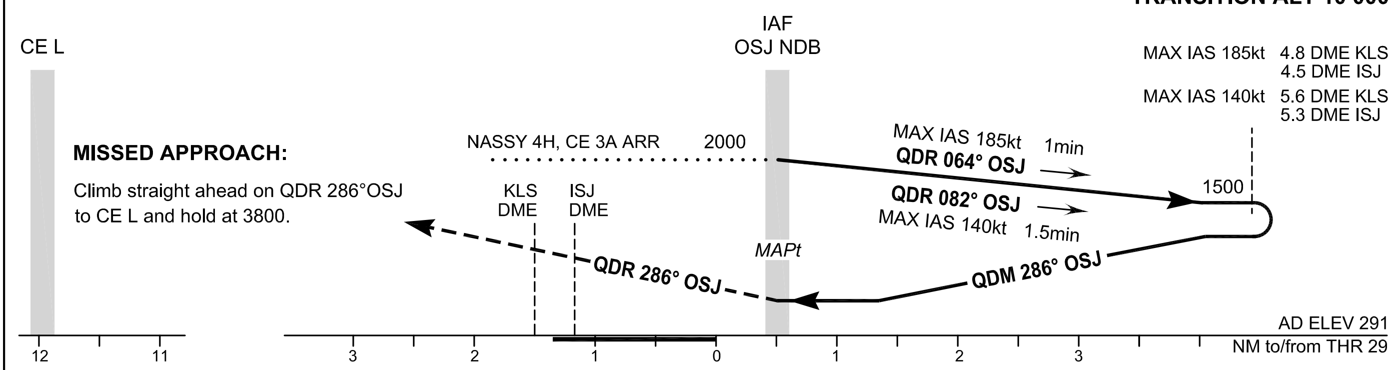
AD ELEV 291
HEIGHTS RELATED TO AD ELEV

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)		-	-

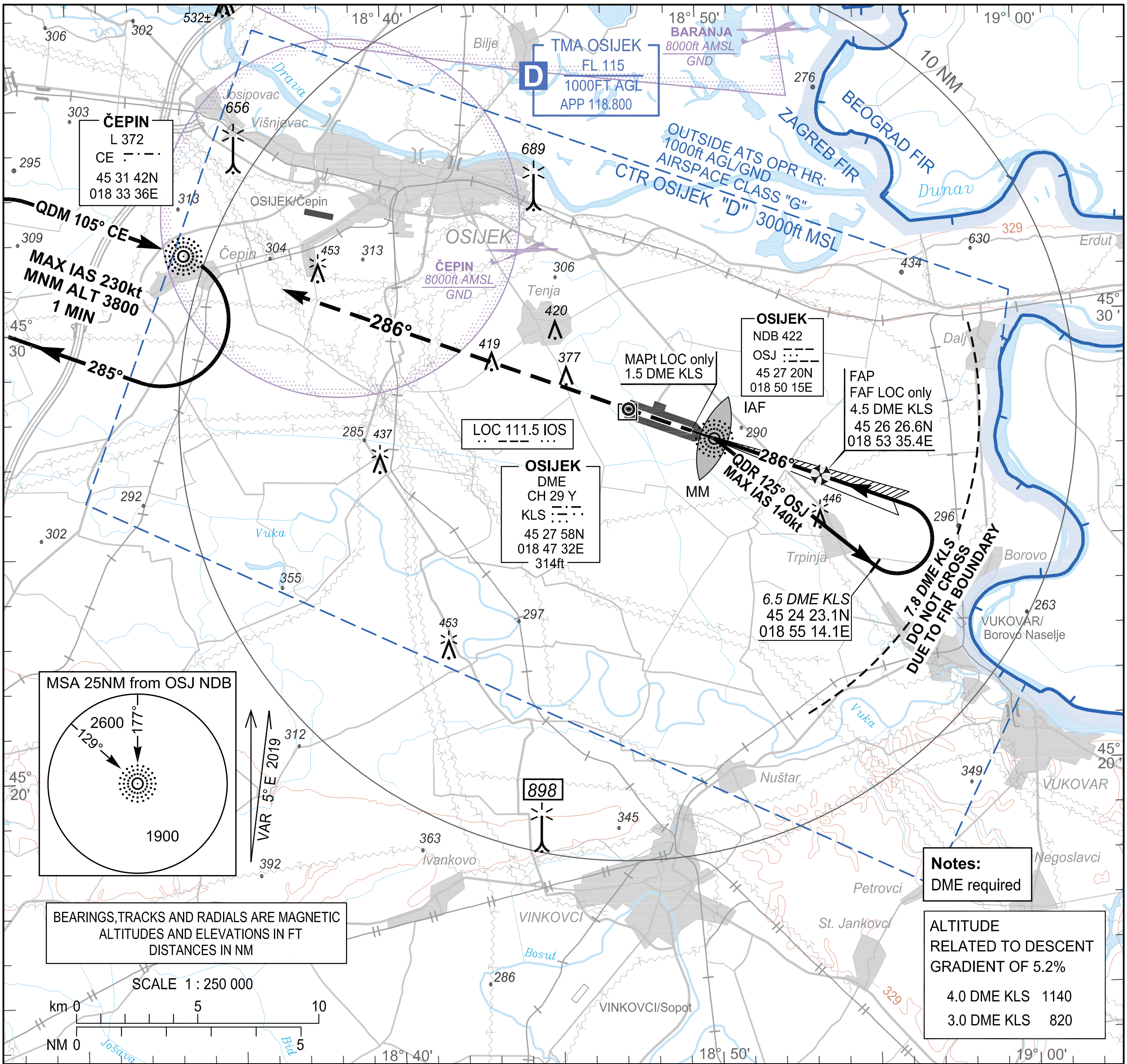
Change: KLS DME Channel; Editorial.

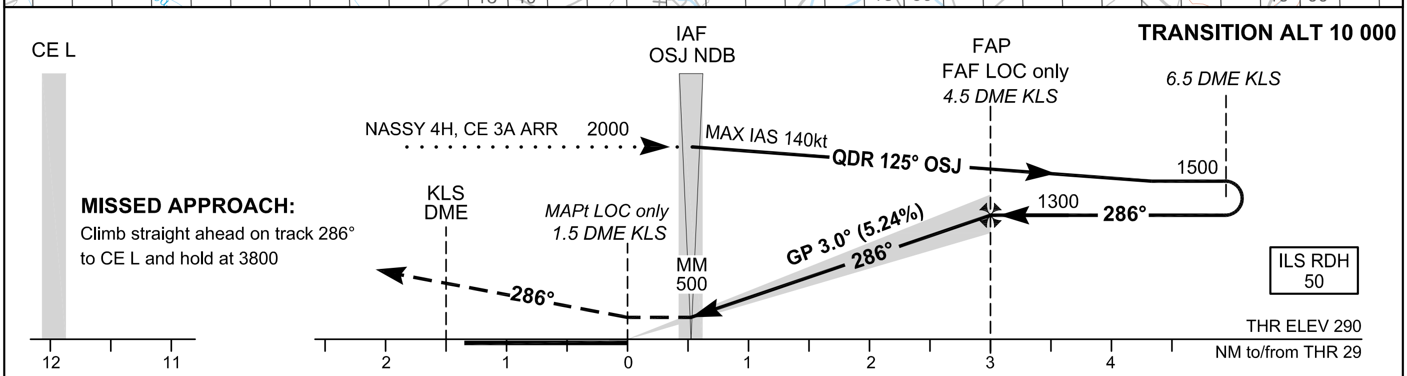
INSTRUMENT APPROACH CHART-ICAO

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

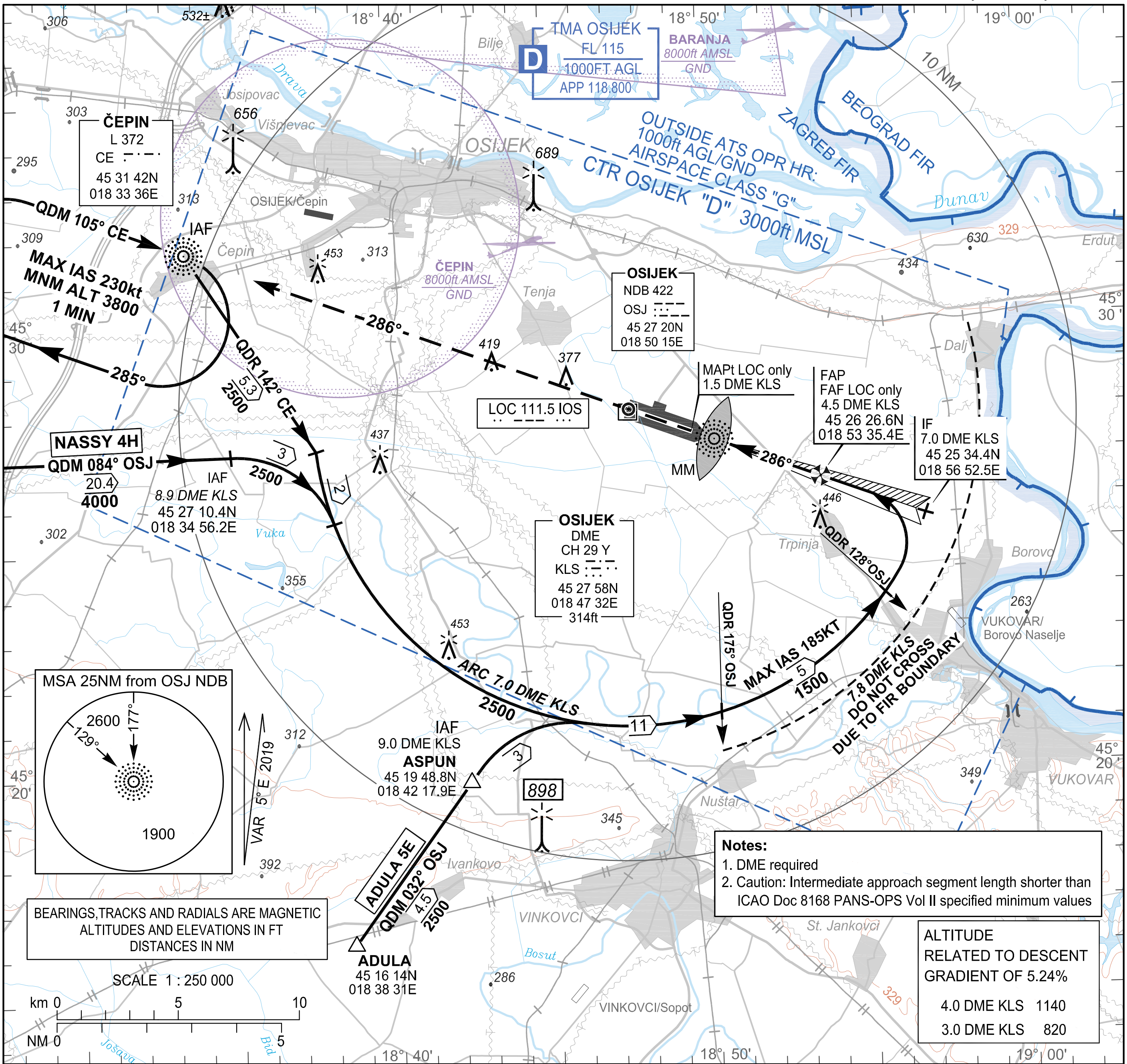
CHANGE: KLS DME Channel; Editorial.

INSTRUMENT APPROACH
CHART-ICAO

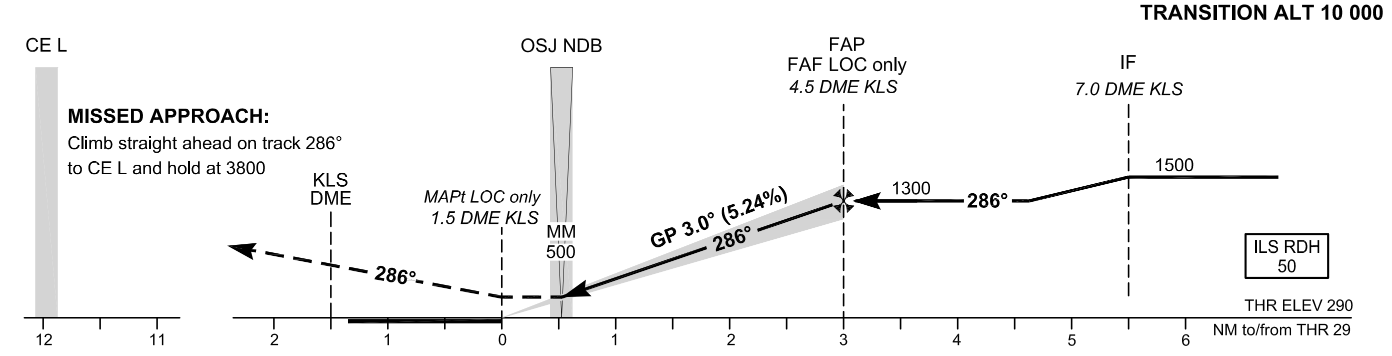
AD ELEV 291
HEIGHTS RELATED
TO THR 29 ELEV 290

OSIJEK APPROACH	118.800
OSIJEK TOWER	118.800

OSIJEK / Klisa
CROATIA
ILS y or LOC y RWY 29



TRANSITION ALT 10 000



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.

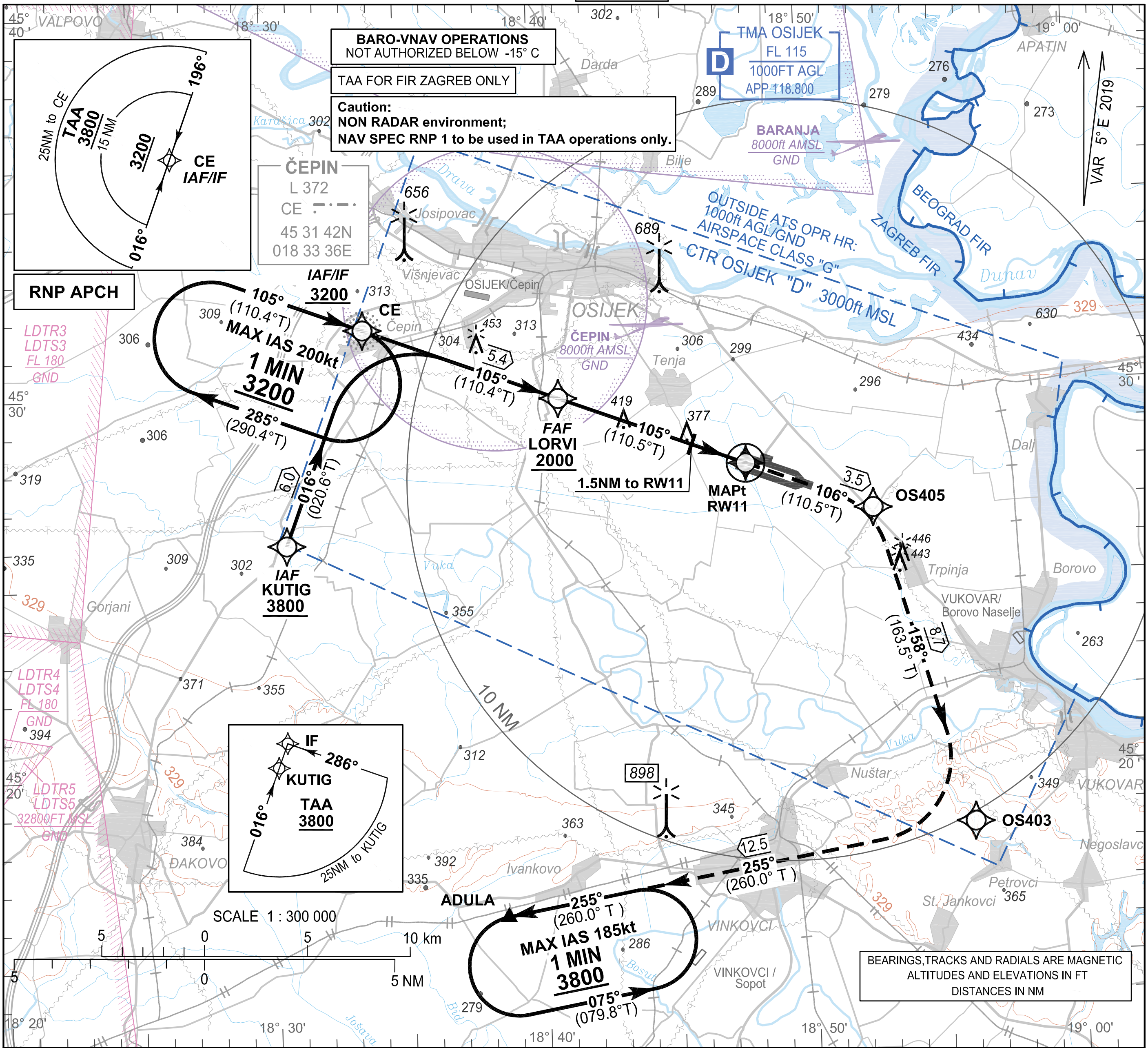
INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 291
HEIGHTS RELATED
TO THR 11 ELEV 291

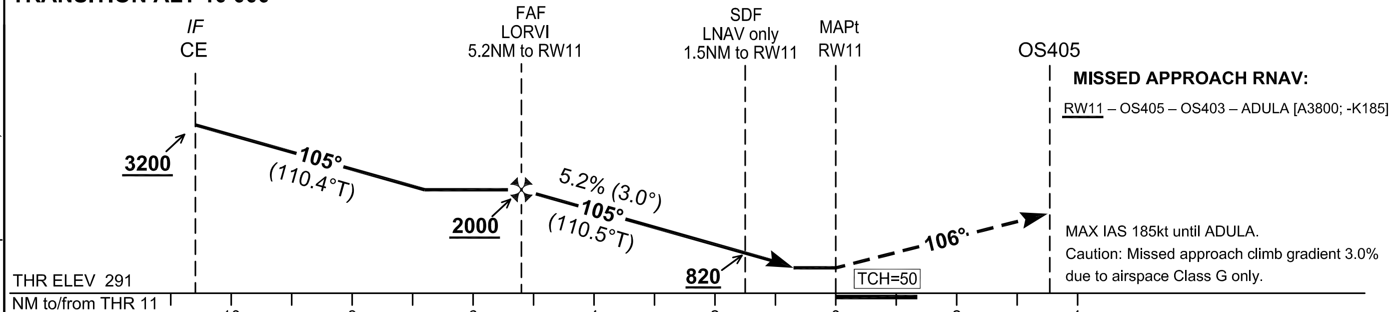
SBAS
CH: **59925**
E11A

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.

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

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

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.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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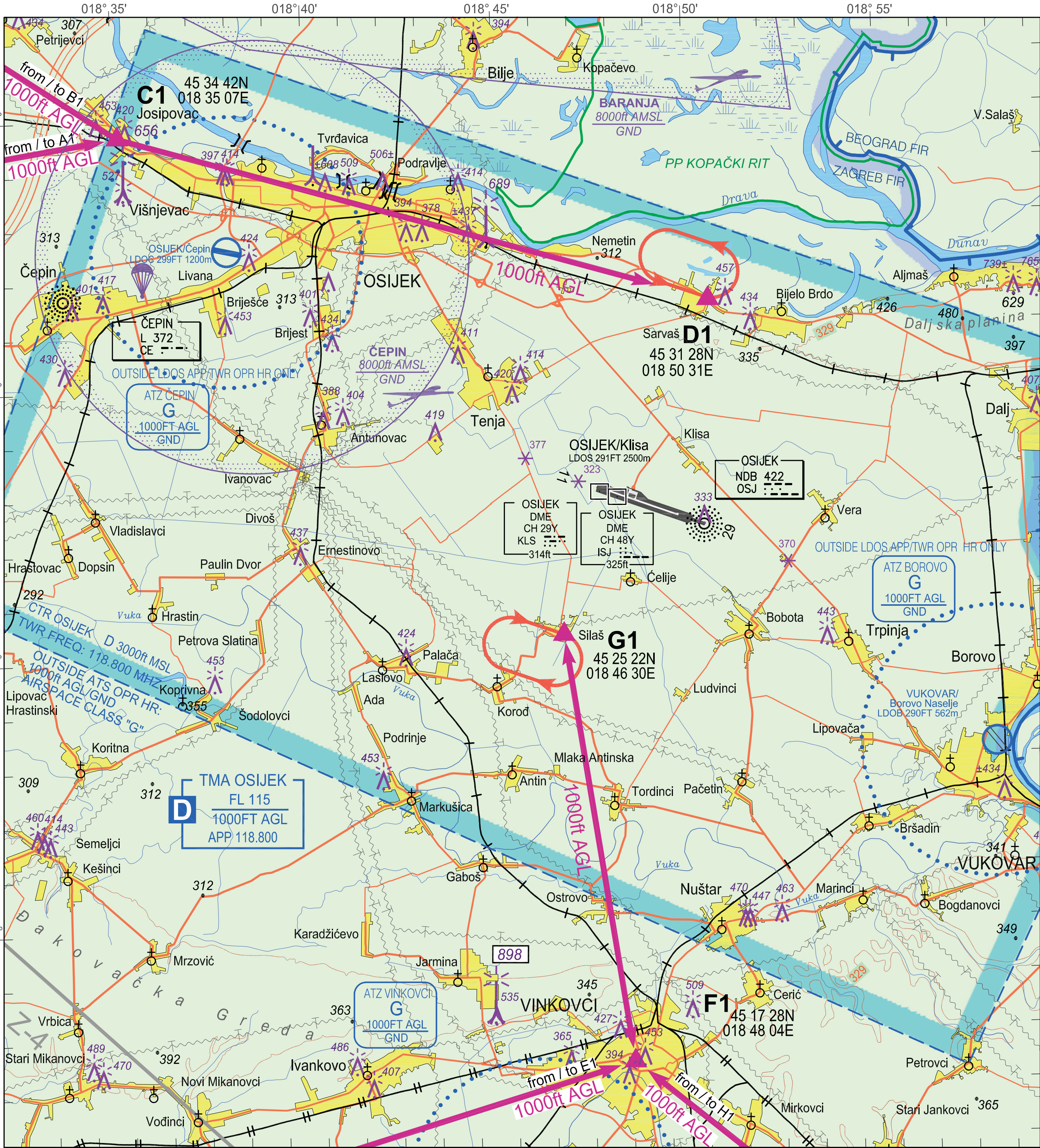
VISUAL OPERATION CHART

ARP	AD ELEV 291		
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

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

ELEVATION TINTS

(m)	ft	
(400)	1313	
(0)	0	

CHANGE: KLS DME Channel; Obstacles updated.

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Vrsta uređaja CAT ILS/MLS (Za VOR/ILS/MLS, dati VAR)	ID	Frekvencija	Sati rada	Koordinate predajne antene	Nadmorska visina DME predajne antene	Primjedbe
1	2	3	4	5	6	7
L	VL	320 KHZ	H24	445334.30N 0135328.16E		264°MAG/0.53 NM from THR 09. Domet 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 LOKALNI AERODROMSKI PROPISI

ATC odobrenja za polazak i DEP INFO raspoloživi su na Pula TWR FREQ 15 MIN prije pokretanja.

UPOZORENJE: Mogući naleti vjetra, smicanje vjetra i turbulencija u prilazima za slijetanje/penjanju iz smjera RWY 09 u uvjetima jakih istočnih-sjeveroistočnih vjetrova.

LDPL AD 2.20.1 Operacije zrakoplova kodnog slova E i zrakoplova s četiri motora

Prije i nakon slijetanja, taksiranja ili polijetanja zrakoplova kodnog slova E, odgovorna služba će izvršiti pregled RWY-a i TWY-a.
Prije i nakon slijetanja, taksiranja ili polijetanja zrakoplova s četiri motora, odgovorna služba će izvršiti pregled RWY-a i TWY-a (uključujući površine njihovih ramena).
Preporuča se koristiti vanjske motore na minimalnoj snazi (idle power) tijekom taksiranja.

Zavoji i križanja TWY-a te križanja TWY-a i RWY-a ne udovoljavaju preporučenim sigurnosnim razmacima (4 M). Zrakoplovi s međuosovinskim razmakom većim od 18.59 M skreću prema procjeni pilota nakon linije vodilje. Savjetuje se dodatan oprez prilikom ulaska s TWY-a B i E na RWY, te prilikom izlaska s RWY-a na TWY-e B i E.

Tijekom taksiranja na okretištu RWY-a 27, kut prednjeg kotača stajnog trapa prelazi 45 DEG, te se preporuča taksiranje manjim brzinama. Okretanje na okretištu nije moguće za zrakoplove s međuosovinskim razmakom većim od 26.2 M.

Prilikom okretanja na okretištu, preporuča se koristiti asimetrični potisak motora zrakoplova.
Zrakoplovi kodnog slova E ne smiju koristiti TWY F.

Popis zrakoplova većeg kodnog slova od referentnog koda aerodroma kojima su odobrene operacije	
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 POSTUPCI ZA SMANJENJE BUKE

NIL

LDPL AD 2.22 POSTUPCI TIJEKOM LETA

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**	
PEVAL 1A	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 to 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 AERODROMI

LDRI AD 2

LDRI AD 2.1 NAZIV I OZNAKA AERODROMA

LDRI - ZRAČNA LUKA RIJEKA / Krk I.

LDRI AD 2.2 ZEMLJOPISNI I ADMINISTRATIVNI PODACI O AERODROMU

1	ARP koordinate i položaj na AD	451300.80N 0143412.96E 143°/1250 M from THR 14
2	Smjer i udaljenost od (grada)	139°, 27 KM from Rijeka (railway station)
3	Nadmorska visina/Referentna temperatura	278 FT / 29.9°C (JUL)
4	Geoidna undulacija na AD ELEV PSN	145 FT
5	MAG VAR/Godišnja promjena	4°E (2019) / 0.15° increasing
6	Operator AD, adresa, telefon, telefax, AFS, 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	Dozvoljene vrste prometa (IFR/VFR)	IFR/VFR
8	Primjedbe	NIL

LDRI AD 2.3 RADNA VREMENA

1	Operator AD	Upon NOTAM or AIP SUP
2	Carinska kontrola i kontrola putovnica	H24
3	Zdravstvo i sanitetske mjere	As AD HR SER
4	AIS ured za informiranje	Kao ATS - Selfbriefing
5	ATS prijavni ured (ARO)	H24 - Centralni ARO ured Split, TEL: +385 21 205 444 FAX: +385 21 895 227
6	Ured za MET informiranje	H24
7	ATS	Prema NOTAM ili AIP SUP
8	Opskrba gorivom	H24
9	Prihvat i otprema	As AD HR SER
10	Osiguranje	H24
11	Odleđivanje	Not AVBL
12	Primjedbe	REF AD 2.22

LDRI AD 2.4 SLUŽBA I OPREMA ZA PRIHVAT I OTPREMU

1	Oprema za prihvat i otpremu tereta	Cargo loader - capacity 7000 KG, MAX height 5.45 M 2xCargo loader - capacity 3500 KG, MAX height 3.50 M Palette dollies - 6 pieces: Container dollies - 20 pieces, Luggage dollies - 35 pieces
2	Vrste goriva/ulja	A1, AVGAS 100LL / Oil - NIL
3	Opskrba gorivom/kapacitet	1 Fuel Truck 18000 L (A1) 1 Fuel Truck 15000 L (A1) 10000 L (AVGAS 100LL)
4	Oprema za odleđivanje	Not AVBL
5	Hangarski prostor za zrakoplove u posjeti	NIL
6	Oprema za popravak zrakoplova u posjeti	NIL
7	Primjedbe	NIL

LDRI AD 2.5 USLUGE NA RASPOLAGANJU PUTNICIMA

1	Hoteli	Hotels in Rijeka, hotels on Krk Island
2	Restorani	In the city and on Krk Island
3	Prijevoz	Bus, taxi, rent a car
4	Liječničke usluge	First aid at AD, hospital in the city.
5	Banka i pošta	In the city, on Krk Island, Omisalj
6	Turističke informacije	At AD, in the city, on Krk Island, Omisalj
7	Primjedbe	NIL

LDRI AD 2.6 SLUŽBE SPAŠAVANJA I VATROGASNE SLUŽBE

1	AD vatrogasna kategorija	CAT 10 Vidjeti Primjedbe
2	Oprema za spašavanje	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	Mogućnost uklanjanja onesposobljenog zrakoplova	Na zahtjev; u suradnji s vanjskim tvrtkama.
4	Primjedbe	CAT 5 - from 01 JAN to 29 MAR and from 25 OCT to 31 DEC. CAT 6 - from 30 MAR to 24 OCT. Up to CAT 10 available on request by prior notice (3 hours) sent during AD HR SER via: SITA: RJKAPXH E-mail: operations@rijeka-airport.hr Outside AD HR SER: Mobile phone: +385 99 267 5581, +385 99 525 8910, +385 99 545 9069, +385 99 265 5655.

LDRI AD 2.7 MOGUĆNOST SEZONSKOG ČIŠĆENJA

1	Vrste opreme za čišćenje	NIL
2	Prioriteti kod čišćenja	NIL
3	Primjedbe	NIL

LDRI AD 2.8 PODACI O STAJANKAMA, STAZAMA ZA VOŽNJU I MJESTIMA PROVJERE

1	Površina stajanke i nosivost	**POVRŠINA**		**NOSIVOST**	
		CONC		PCN 45/R/A/X/T	
2	Vrsta, širina, vrsta površine i nosivost staze za vožnju	**TWY**	**ŠIRINA (M)**	**POVRŠINA**	**NOSIVOST**
		TWY A	20	CONC	PCN 45/R/A/X/T
		TWY B	20	CONC	PCN 45/R/A/X/T
3	Položaj ACL-a i nadmorska visina	Location: At Apron Elevation: 278 FT			
4	VOR kontrolne točke	NIL			
5	INS kontrolne točke	Vidi LDRI AD 2.24.2 APDC -1			
6	Primjedbe	NIL			

LDRI AD 2.9 SUSTAV VOĐENJA I KONTROLE KRETANJA I OZNAKE

1	Uporaba ID znakova na mjestima za parkiranje zrakoplova, linije za vođenje na TWY-u i vizualni sustav za vođenje kod pristajanja/parkiranja na mjestima za parkiranje zrakoplova	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.
2	Oznake RWY-a, TWY-a i LGT	RWY-14/32: Designator, THR, Centre line, edges, TDZ, Runway turn pad marking TWY A Centre line, holding positions, edge lights TWY B Centre line, holding positions, edge lights
3	Zaustavne oznake	NIL
4	Primjedbe	NIL

LDRI AD 2.10 AERODROMSKE PREPREKE

RWY 32 prepreka u području 2: Lomljivi anemometarski stup, koordinata 451236.83N 0143443.99E, elevacije 293FT AMSL. ICAO označen i osvjetljen.
Ostalo, LDRI AD 2.24.4 AOC RWY 14/32 -1

RWY 14 prepreka u području 3: Lomljivi anemometarski stup, koordinata 451321.78N 0143345.06E, elevacije 308FT (94M) AMSL. ICAO označen i osvjetljen.

LDRI AD 2.11 RASPOLOŽIVE METEOROLOŠKE INFORMACIJE

1	Pridružen MET ured	RIJEKA
2	Radno vrijeme MET ured izvan radnog vremena	H24
3	Ured nadležan za pripremu TAF-a Razdoblja valjanosti	PULA, ZAGREB TAF (24HR)
4	Trend prognoza Interval izdavanja	NIL
5	Mogućnosti informiranja/konzultacija	Selfbriefing (URL: https://ib.crocontrol.hr) ili telefonom na +385 52 372 521
6	Dokumentacija u svezi leta Korišteni jezik(ci)	• Selfbriefing (URL: https://ib.crocontrol.hr) ili zahtjev na tel.: +385 51 654 841 • hrvatski, engleski
7	Karte i ostali podaci raspoloživi za informiranje ili konzultacije	• Prognoze ICE, TURB i CB • Podaci detekcije sijevanja • Satelitske slike • Radarske slike
8	Dodatni raspoloživi uređaji za pružanje informacija	Telefax URL: https://met.crocontrol.hr
9	ATS jedinice opskrbljene informacijama	Rijeka TWR, Pula APP
10	Dodatne informacije (ograničenja u pružanju usluge, itd.)	NIL

LDSB AD 2.6 SLUŽBE SPAŠAVANJA I VATROGASNE SLUŽBE

1	AD vatrogasna kategorija	CAT 6 Vidi primjedbe
2	Oprema za spašavanje	1 Heavy fire fighting vehicle Simba FLF 14000 12 500 L water, 1 500 L foam, 50 KG powder 1 Heavy fire fighting vehicle Mercedes FLF 2632 7 000 L water, 1 000 L foam, 18 KG powder 1 fire fighting vehicle Mercedes FLF 1328 3 000 L water, 300 L foam, 15 KG powder
3	Mogućnost uklanjanja onesposobljenog zrakoplova	NIL
4	Primjedbe	AD category for fire fighting during AD HR SER: summer period: MON - SUN: CAT 3 WED: 14:00 - 15:00 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 MOGUĆNOST SEZONSKOG ČIŠĆENJA

1	Vrste opreme za čišćenje	NIL
2	Prioriteti kod čišćenja	NIL
3	Primjedbe	NIL

LDSB AD 2.8 PODACI O STAJANKAMA, STAZAMA ZA VOŽNJU I MJESTIMA PROVJERE

1	Površina stajanke i nosivost	**POVRŠINA**		**NOSIVOST**	
		ASPH		PCN 37/F/B/X/T	
2	Vrsta, širina, vrsta površine i nosivost staze za vožnju	**TWY**	**ŠIRINA (M)**	**POVRŠINA**	**NOSIVOST**
		A	25.3	ASPH	PCN 37/F/B/X/T
3	Položaj ACL-a i nadmorska visina	Location: 431717.01N 0164046.66E Elevation: 1736 FT			
4	VOR kontrolne točke	NIL			
5	INS kontrolne točke	Vidi LDSB AD 2.24.2 APDC -1			
6	Primjedbe	NIL			

LDSB AD 2.9 SUSTAV VOĐENJA I KONTROLE KRETANJA I OZNAKE

1	Uporaba ID znakova na mjestima za parkiranje zrakoplova, linije za vođenje na TWY-u i vizualni sustav za vođenje kod pristajanja/parkiranja na mjestima za parkiranje zrakoplova	Guide lines at Apron, Marshaller, aircraft stand markings, "Follow me" vehicle.
2	Oznake RWY-a, TWY-a i LGT	RWY-03/21: Designator, THR, Centre line, Edge, TDZ, Aiming point markings, Runway turn pad marking TWY A: Centre line, Holding position
3	Zaustavne oznake	NIL
4	Primjedbe	RWY 03 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 AERODROMSKE PREPREKE

Prepreke u području 2: Vidi 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**
LDSB 1	Terrain	431642.41N 0164017.75E	543.3	NIL	NIL
LDSB 2	Fence	431639.31N 0164019.14E	545.3	NIL	NIL
LDSB 3	Terrain	431632.53N 0164018.79E	548.1	NIL	NIL
LDSB 4	Tree	431632.33N 0164018.48E	553.8	NIL	NIL
LDSB 5	Terrain	431636.49N 0164009.50E	549.9	NIL	NIL
LDSB 6	Tree	431727.40N 0164109.00E	523.8	NIL	NIL
LDSB 7	Terrain	431731.06N 0164103.32E	520.7	NIL	NIL
LDSB 8	Terrain	431734.42N 0164105.76E	520.6	NIL	NIL

Prepreke u području 3: NIL

LDSP AD 2.22 POSTUPCI TIJEKOM LETA

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 WEST of R-177 SPL while executing turn inbound SPL VOR DME. Cross SPL VOR DME at or above 5000 FT. 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 ALPHA 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		

Rezervni uređaj na TWR-u za slučaj potpunog otkaza komunikacije

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

LDSP AD 2.23 DODATNE INFORMACIJE

Oprez, koncentracija ptica (morski galebovi i vrane) na i u blizini aerodroma.

LDSP AD 2.24 POPRATNE KARTE AERODROMA

Naziv	Stranica
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 (circling with prescribed tracks) - ICAO VOR-b RWY 23	LDSP AD 2.24.12 IAC VOR-b RWY 23 -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
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

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA

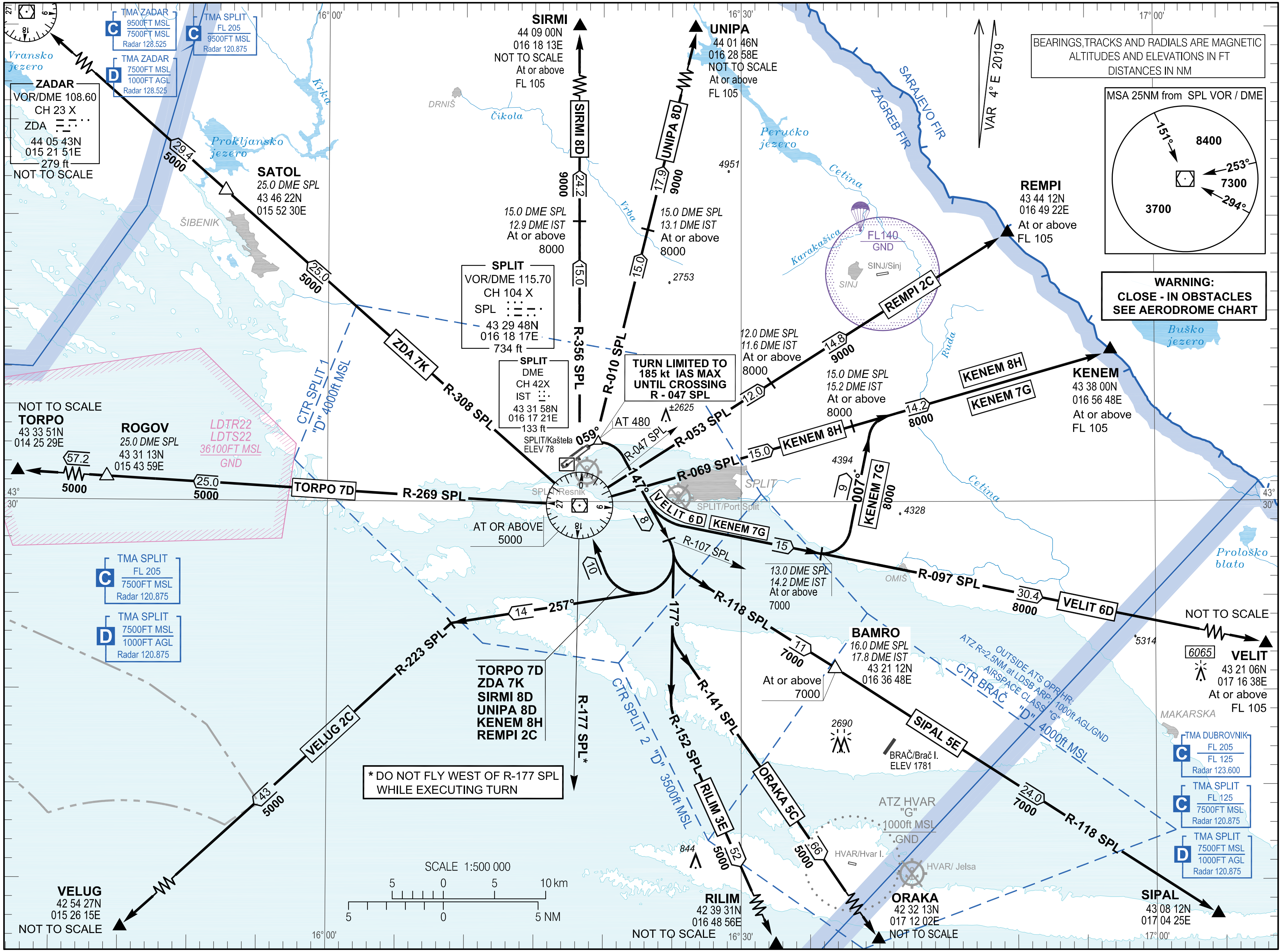
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

SPLIT / Kaštela
CROATIA
RWY 05

TRANSITION ALTITUDE 10 000

SPLIT ATIS	125.300
SPLIT TOWER	124.675
SPLIT RADAR	120.875

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



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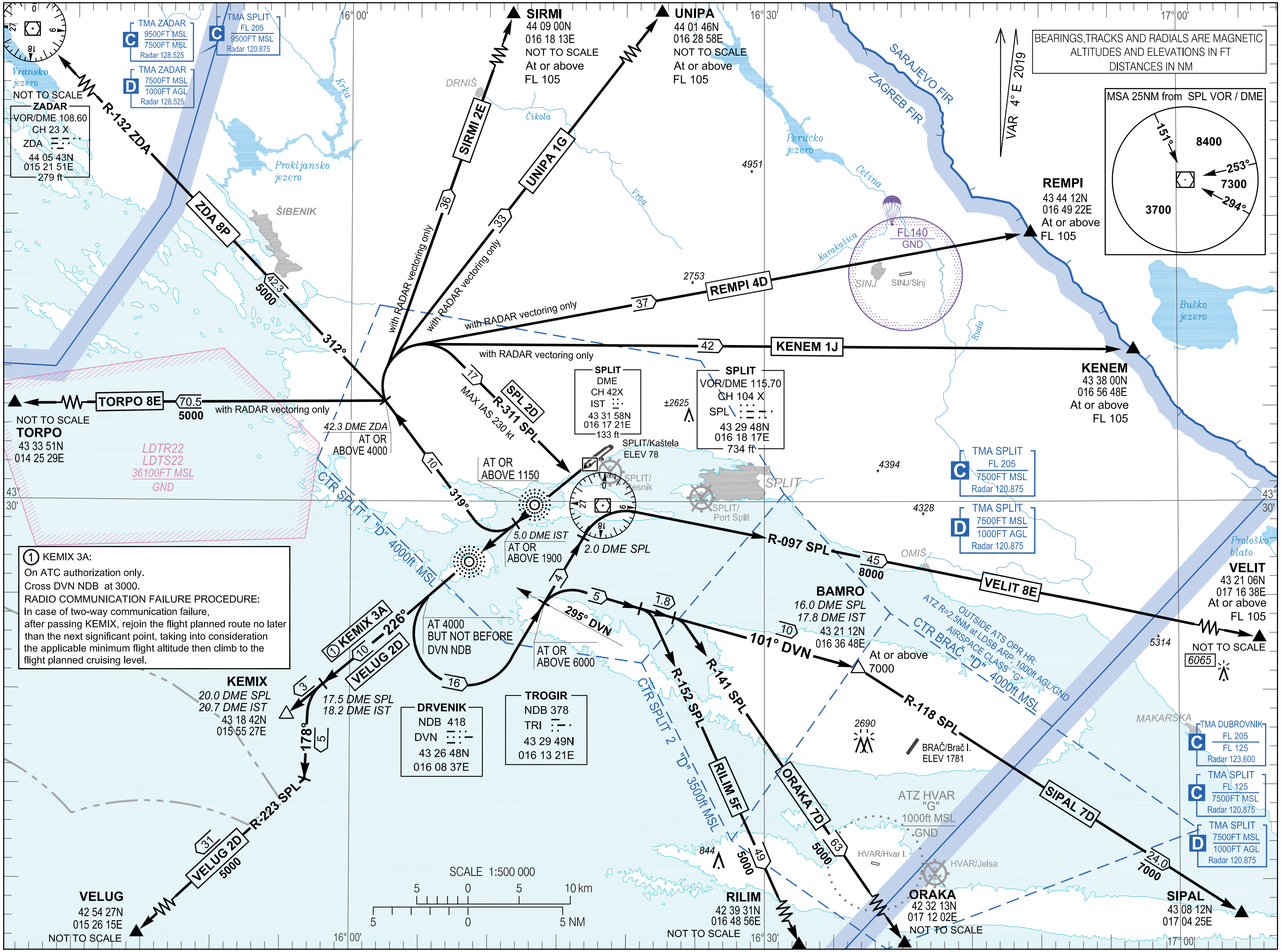
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

SPLIT / Kaštela
CROATIA
RWY 23

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

TRANSITION ALTITUDE
10 000

SPLIT ATIS 125.300
SPLIT TOWER 124.675
SPLIT RADAR 120.875



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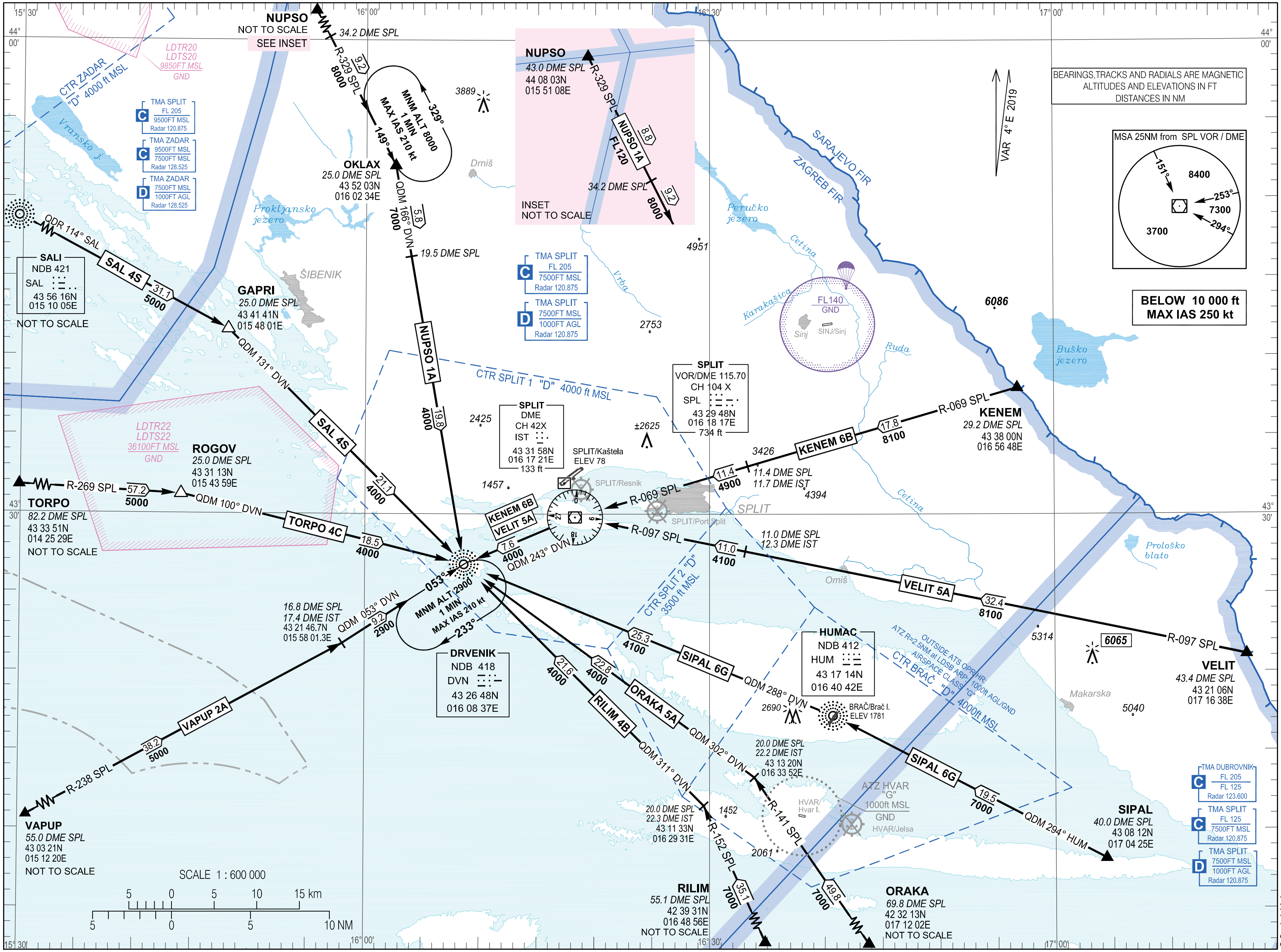
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

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.

TRANSITION ALTITUDE
10 000

SPLIT ATIS 125.300
SPLIT RADAR 120.875
SPLIT TOWER 124.675



SPLIT / Kaštela
CROATIA
RWY 05

AIRAC AIP AMDT 004/2023

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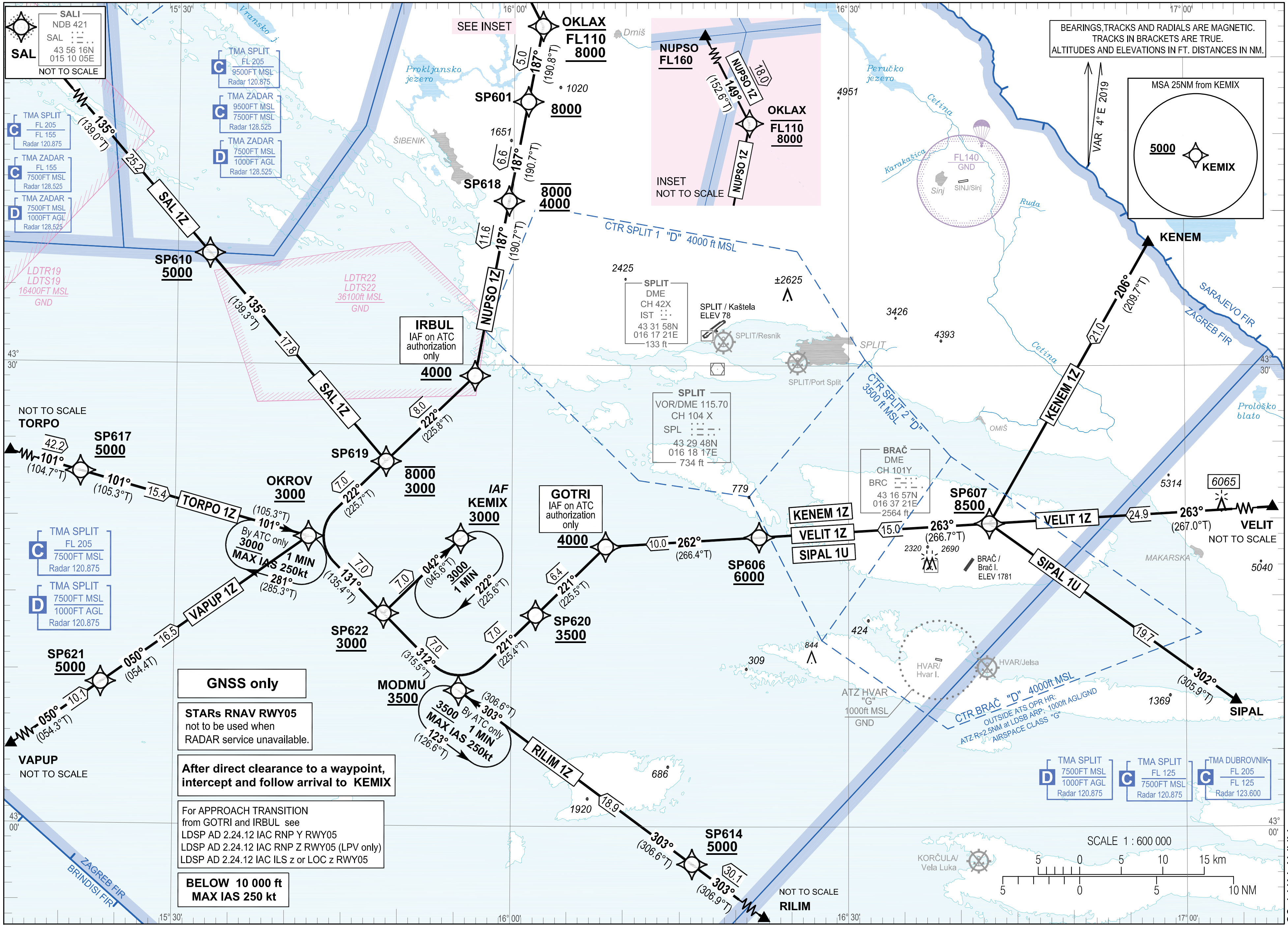
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

SPLIT / Kaštela
CROATIA
RNAV RWY 05

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



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	-	-	-	-	-	RNAV 1
020		TF	SP621	-	050° (054.3°T)	4°E	10.1	-	+5000	-	-	
030		TF	OKROV	-	050° (054.4°T)	4°E	16.5	-	+3000	-	-	
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	-	-	-	-	-	RNAV 1
020		TF	SP617	-	101° (104.7°T)	4°E	42.2	-	+5000	-	-	
030		TF	OKROV	-	101° (105.3°T)	4°E	15.4	-	+3000	-	-	
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.

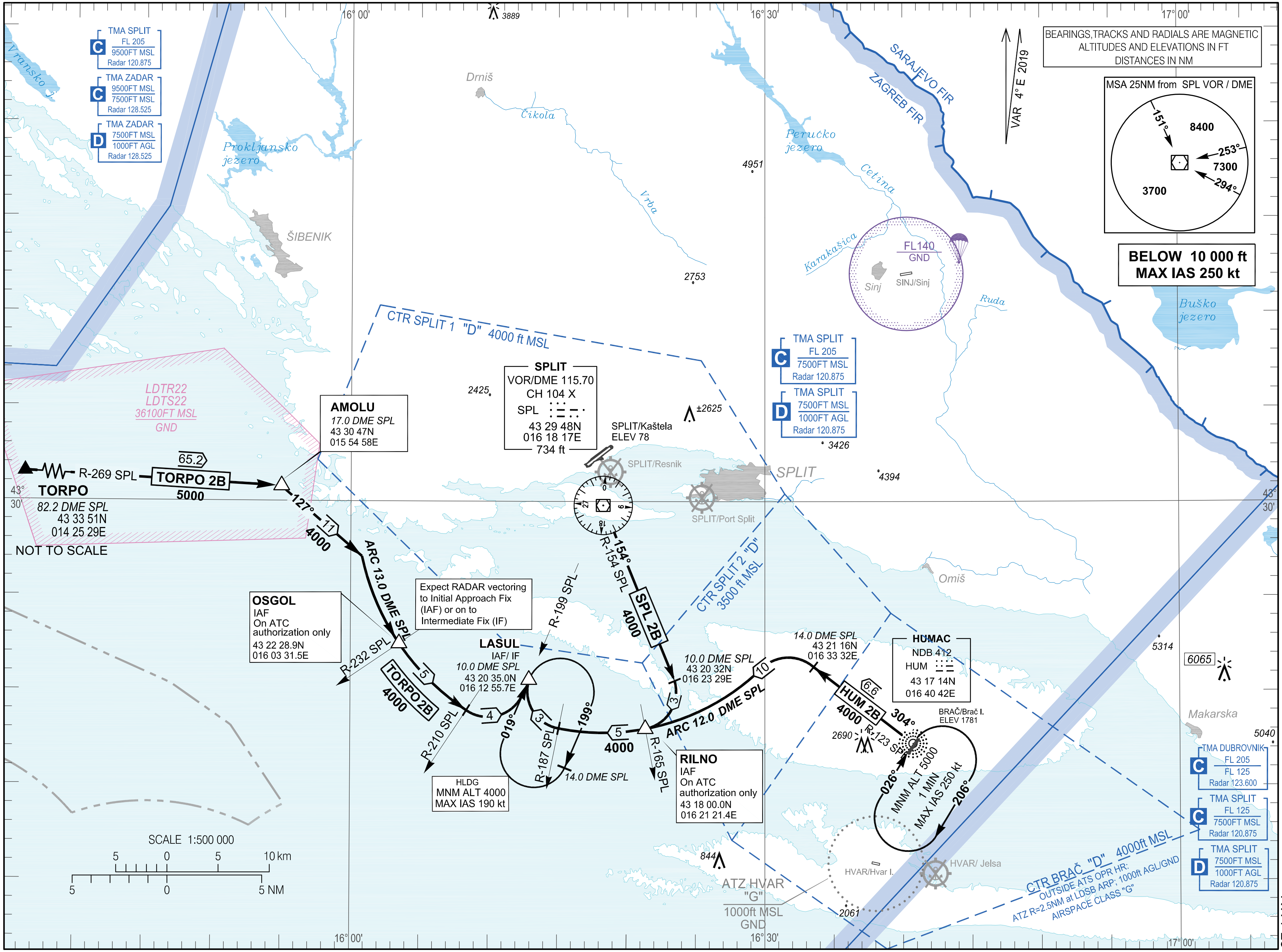
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

SPLIT / Kaštela
CROATIA
RWY 23

TRANSITION ALTITUDE
10 000

SPLIT ATIS 125.300
SPLIT RADAR 120.875
SPLIT TOWER 124.675

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



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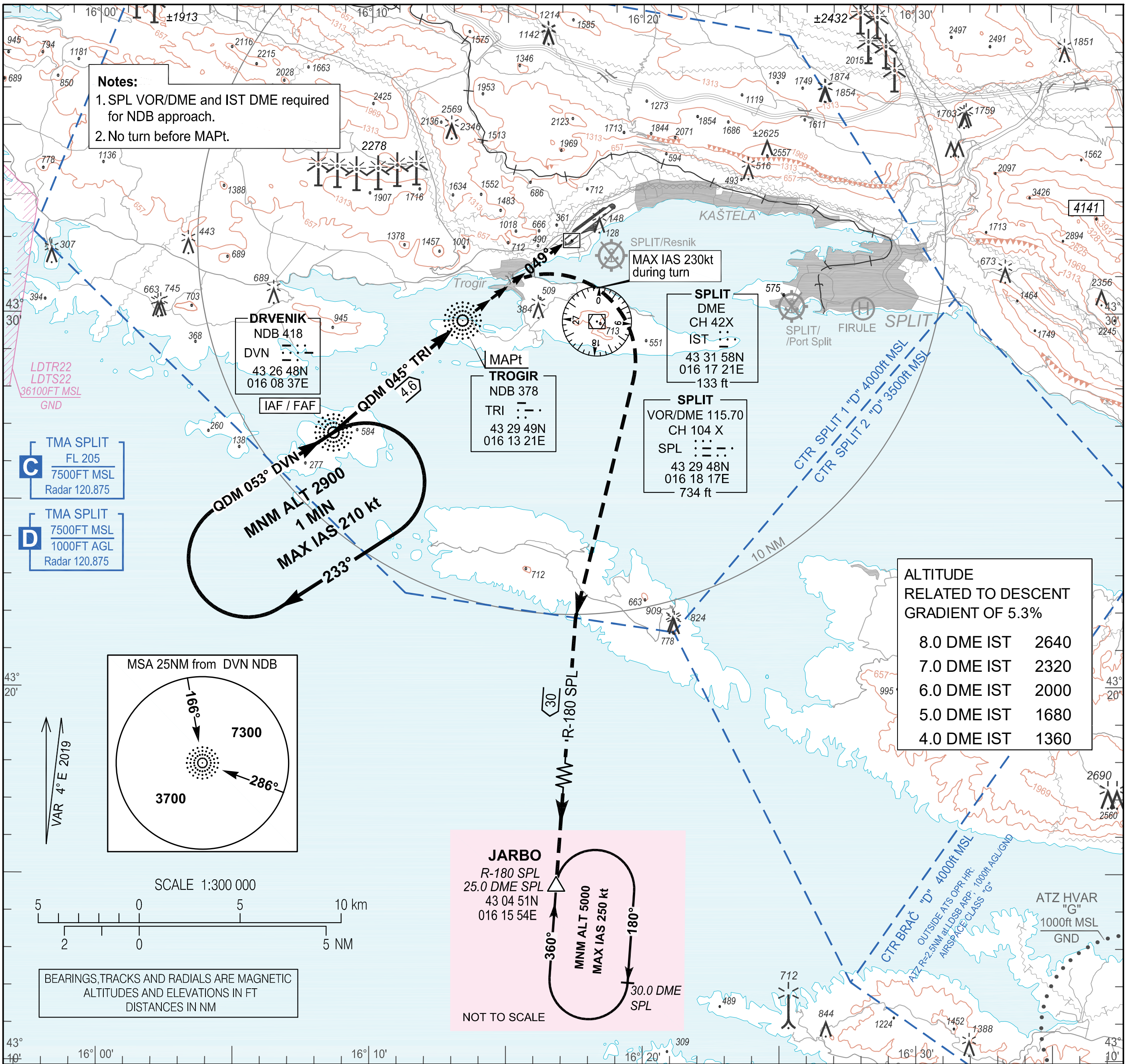
INSTRUMENT APPROACH
CHART - ICAO

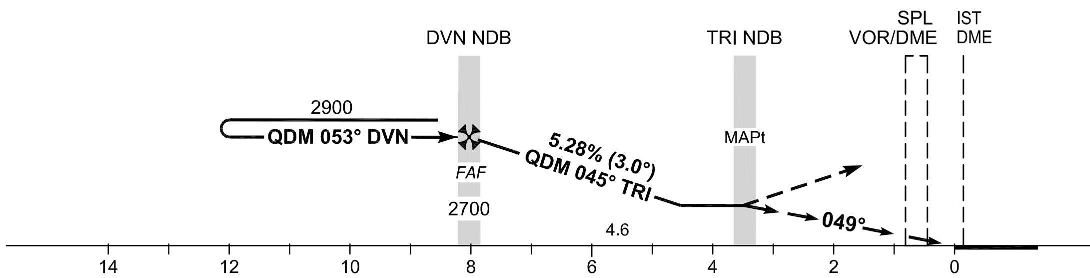
AD ELEV 78
HEIGHTS RELATED
TO THR 05 ELEV 70

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 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

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	-	-

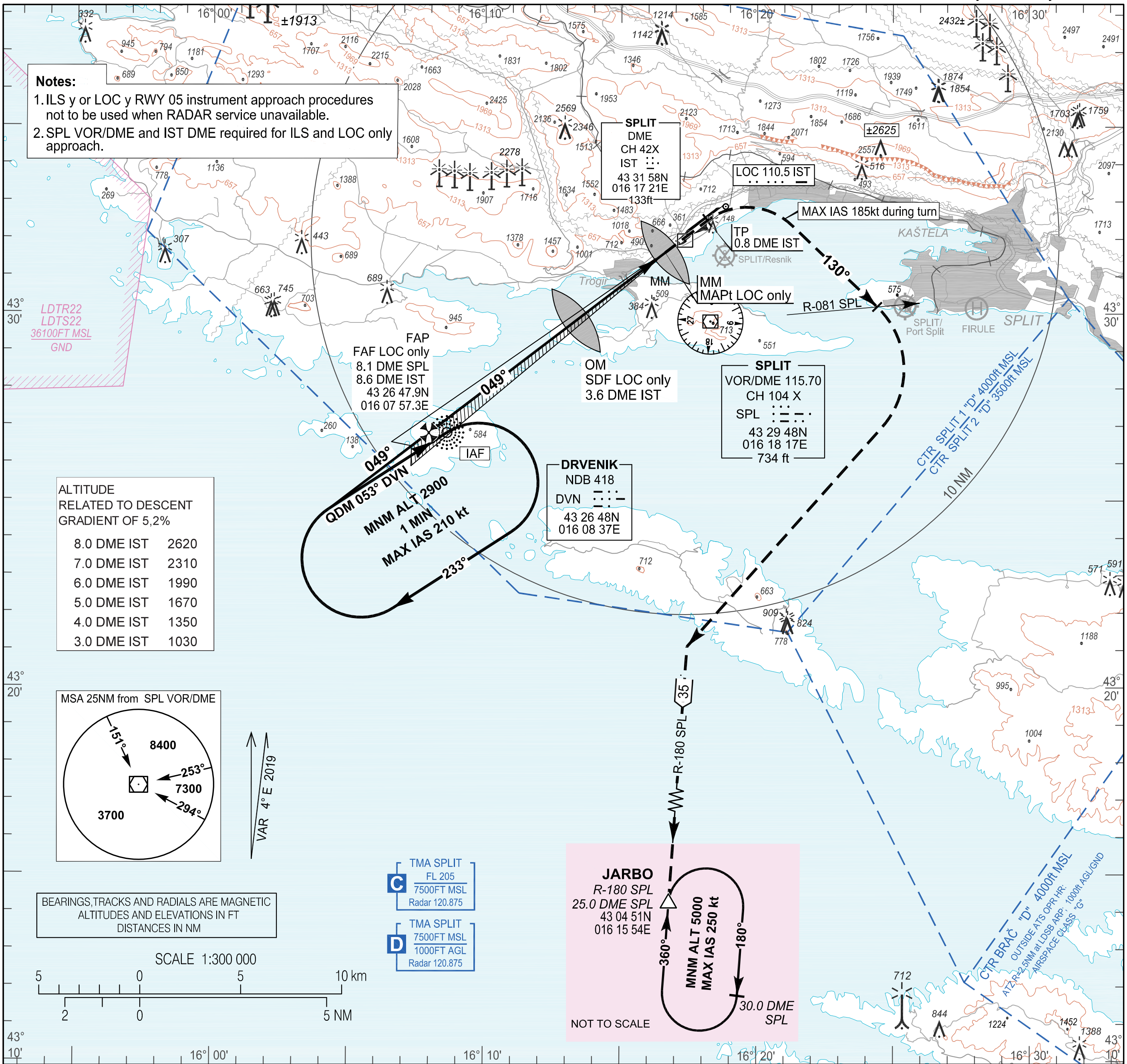
CHANGE: Initial approach procedure segment; New minimum OCA(H); New missed approach segment; New missed approach holding procedure; Altitude related to descent table; Rate of descent values; Notes updated; ADR table updated; Obstacles; Editorial

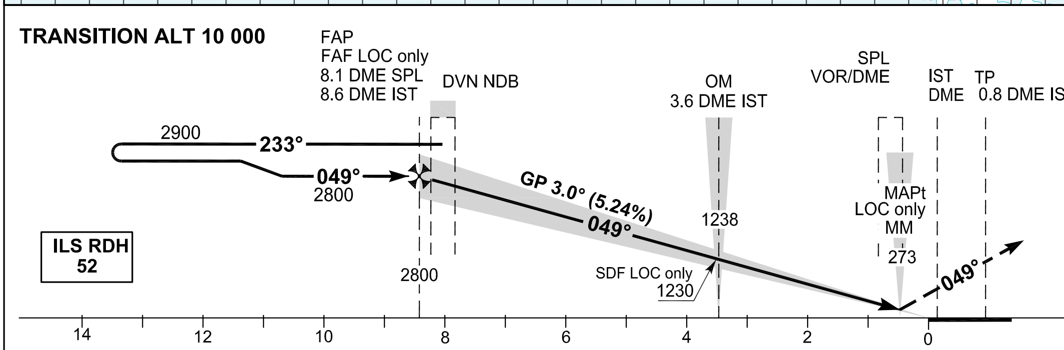
INSTRUMENT APPROACH
CHART - ICAO

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





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

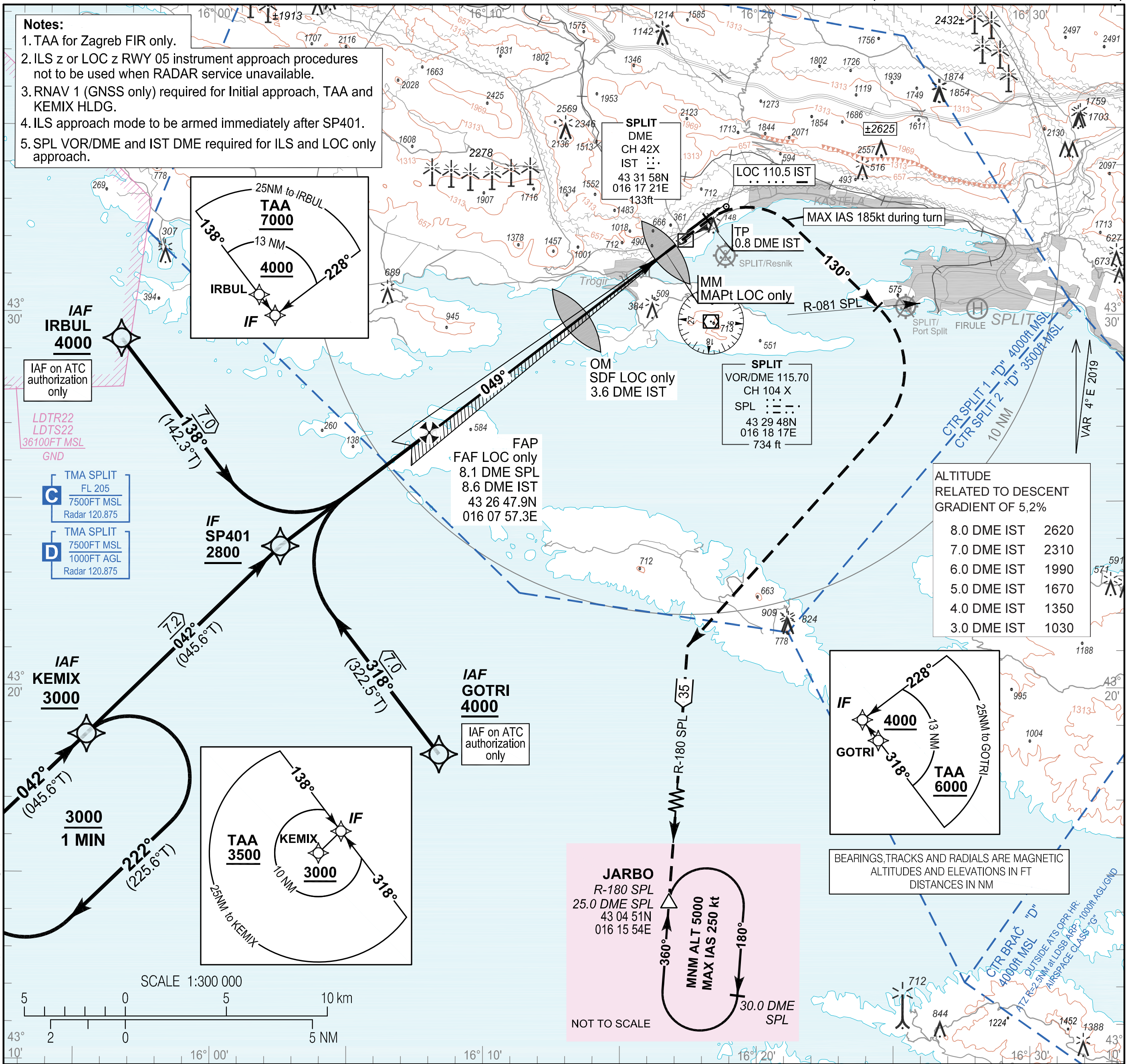
SPLIT/ Kaštela
CROATIA

INSTRUMENT APPROACH CHART - ICAO

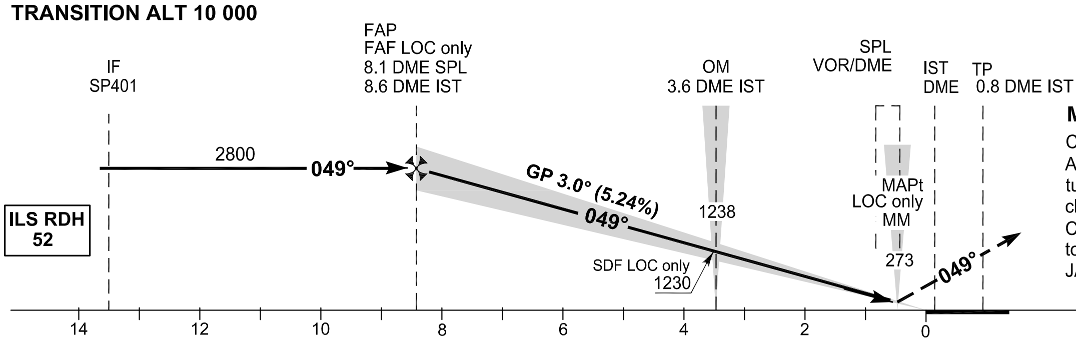
AD ELEV 78
HEIGHTS RELATED TO THR 05 ELEV 70

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.

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 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
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

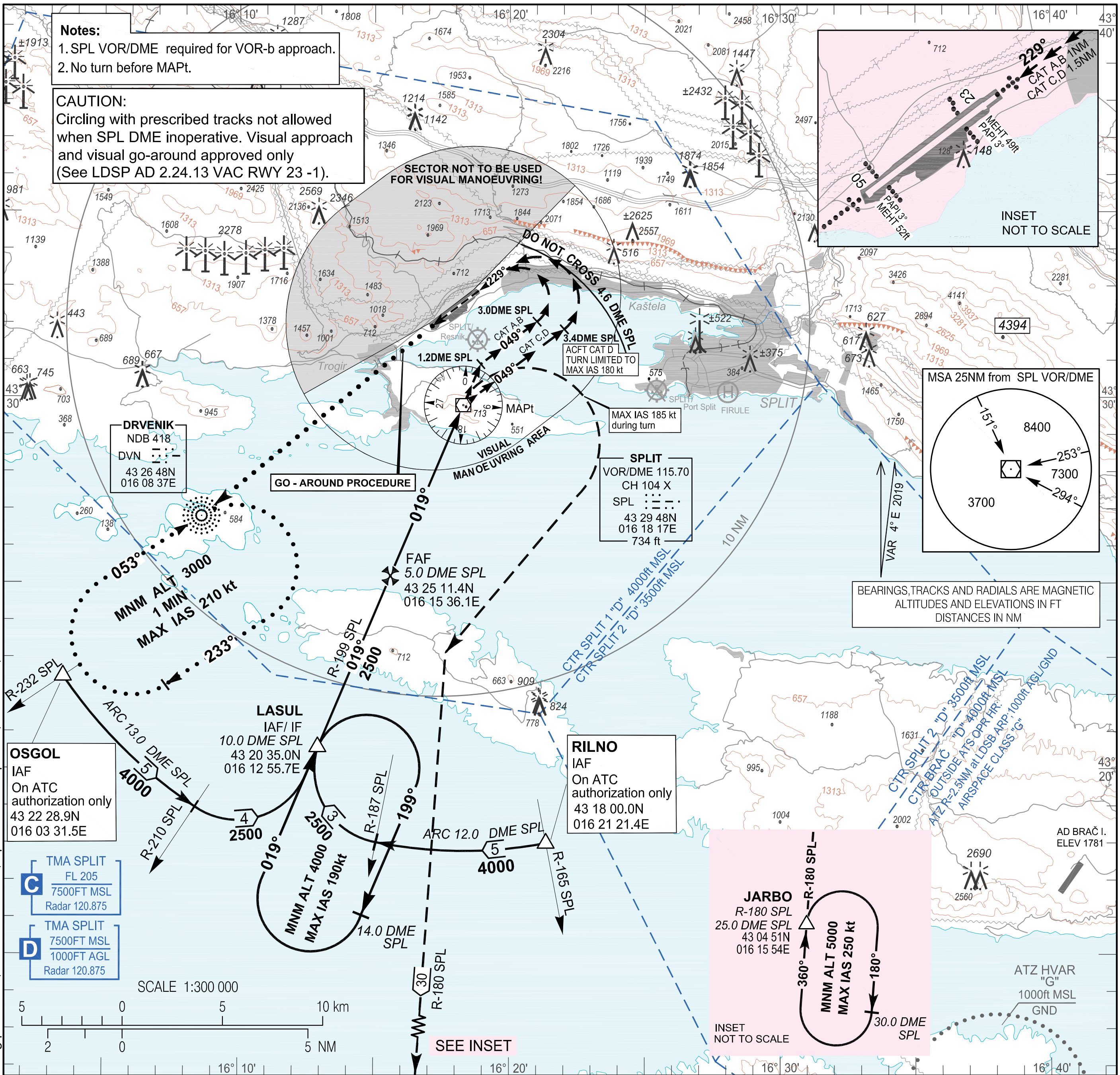
CHANGE: FAF; New minimum OCA(H); New missed approach segment; New missed approach holding procedure; ADR table updated; Notes updated; Obstacles; Editorial

INSTRUMENT APPROACH
CHART - ICAO
(CIRCLING WITH PRESCRIBED TRACKS)

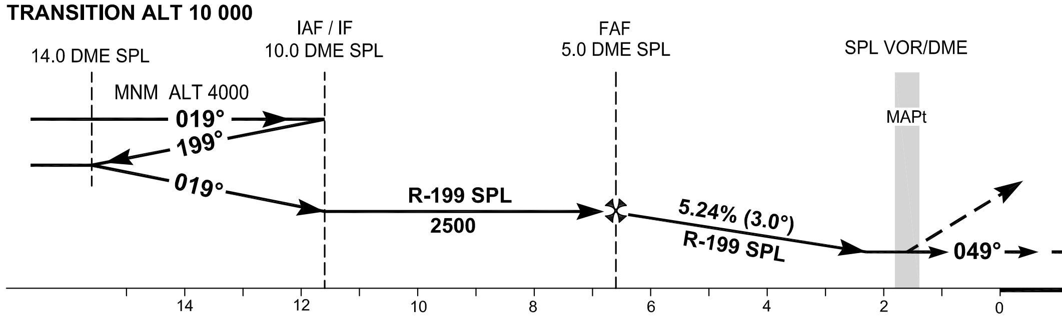
AD ELEV 78
HEIGHTS RELATED
TO AD ELEV 78

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SPLIT / Kaštela
CROATIA
VOR-b RWY 23



TRANSITION ALT 10 000



THR ELEV 50
NM to/from THR 23

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	-	-

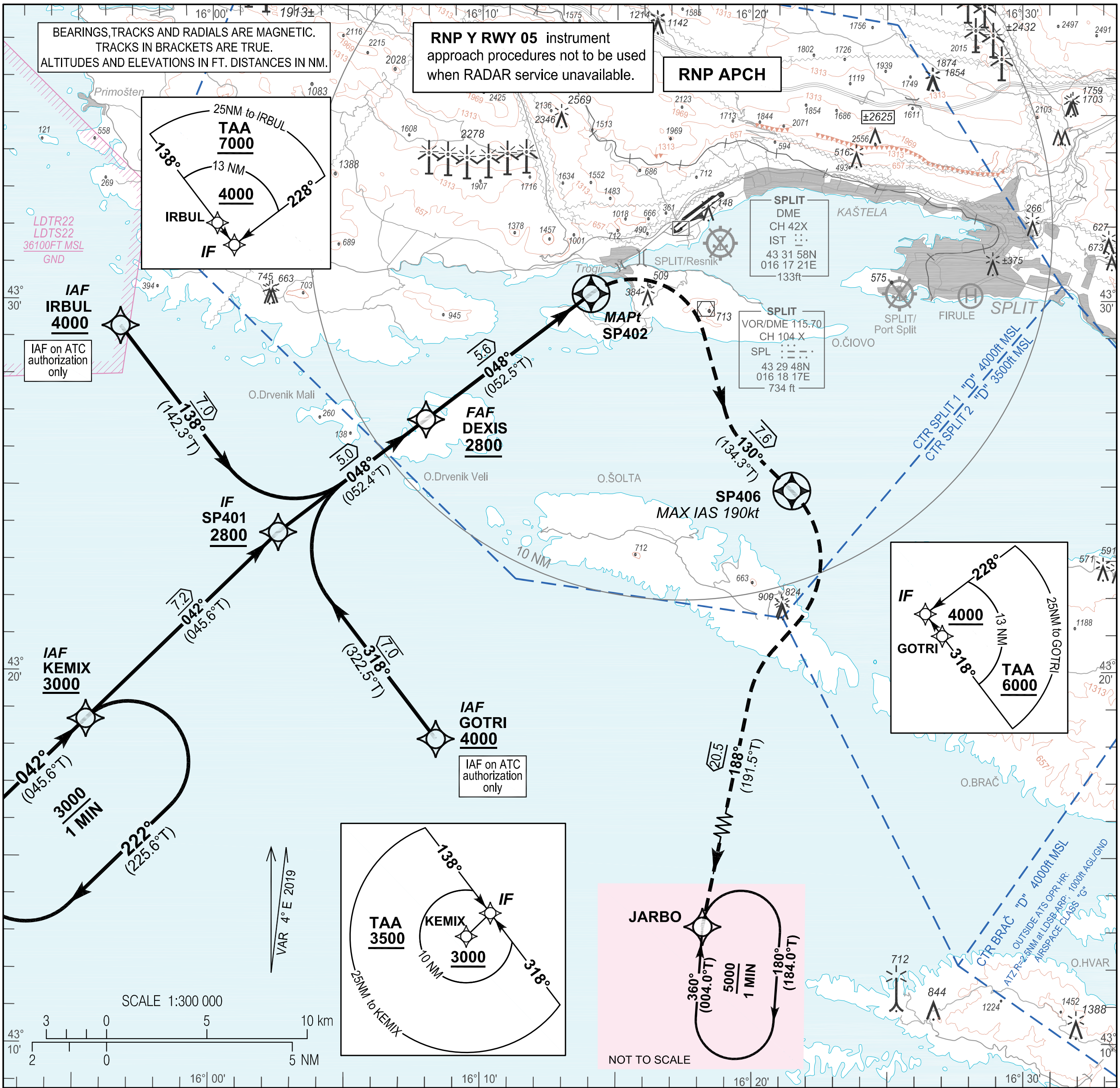
CHANGE: New missed approach segment; New missed approach holding procedure; ADR table added; Special notes updated, Obstacles; Editorial

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

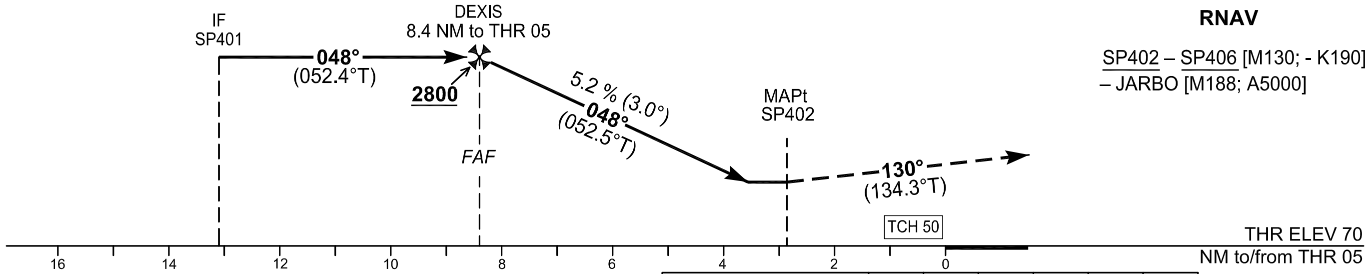
SPLIT/ Kaštela
CROATIA
RNP Y RWY 05



TRANSITION ALT 10 000

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

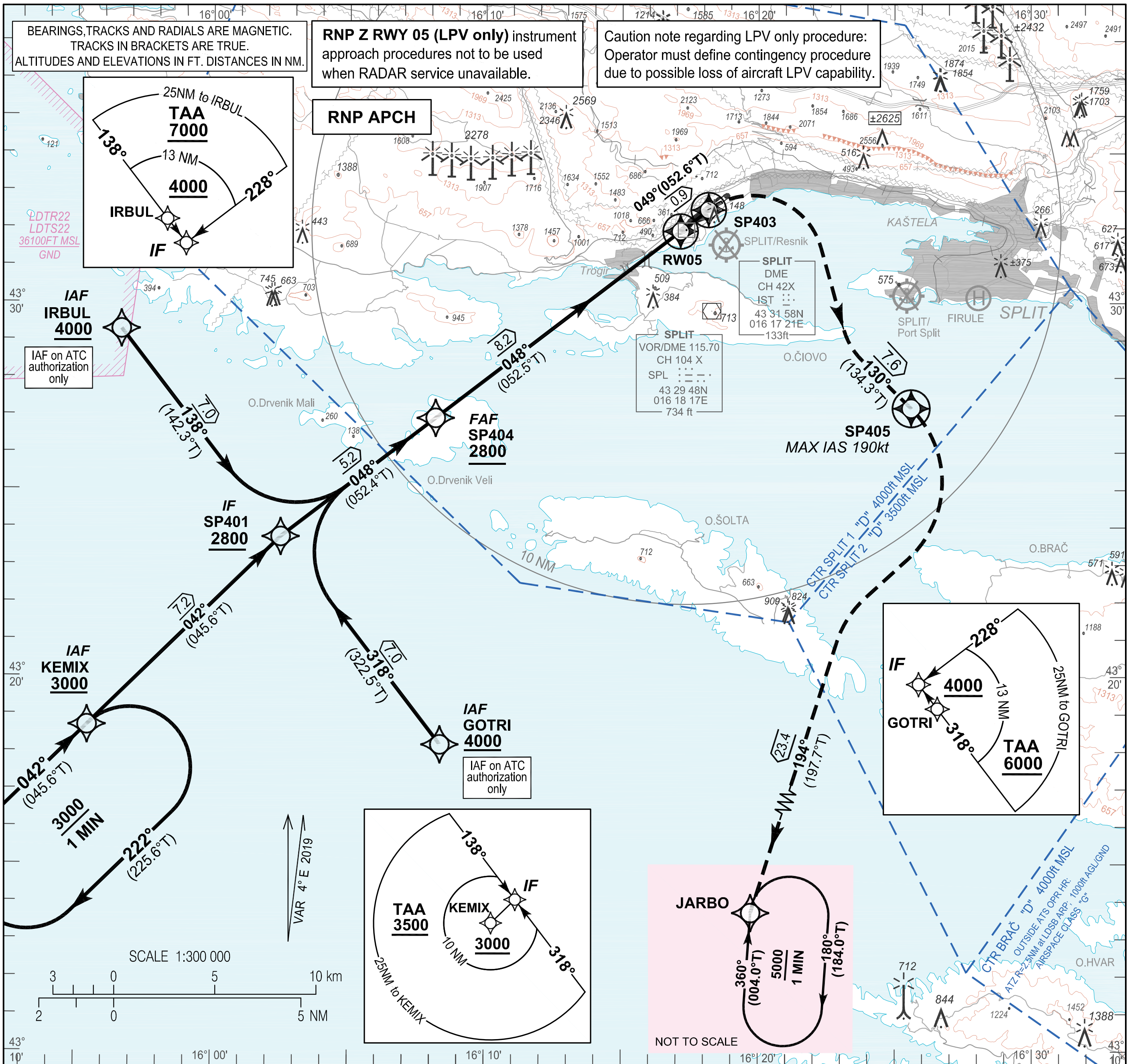
INSTRUMENT APPROACH CHART-ICAO

AD ELEV 78
HEIGHTS RELATED TO THR 05 ELEV 70

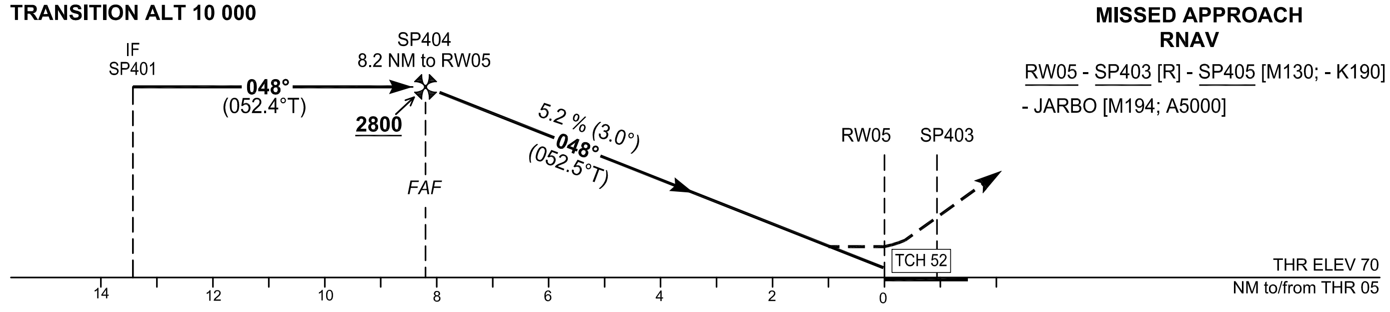
SBAS
CH: 69806
E05A

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]

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

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

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

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

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

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LDZA AD 2.5 USLUGE NA RASPOLAGANJU PUTNICIMA

1	Hoteli	Hotels in Zagreb
2	Restorani	At AD, in the city
3	Prijevoz	Bus, taxi, rent a car at AD
4	Liječničke usluge	First aid at AD, hospital in the city
5	Banka i pošta	NIL
6	Turističke informacije	Information counter Tourist board of the city of Zagreb.
7	Primjedbe	NIL

LDZA AD 2.6 SLUŽBE SPAŠAVANJA I VATROGASNE SLUŽBE

1	AD vatrogasna kategorija	CAT 9 Vidi Primjedbe
2	Oprema za spašavanje	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, 1000 L foam, 6 400 L discharge rate
3	Mogućnost uklanjanja onesposobljenog zrakoplova	Posebna oprema za tu namjenu nije dostupna. Kontakt: Airport Duty Manager, mobilni telefon: +385 98 238 505, Email: koordinatori@zag.aero
4	Primjedbe	AD vatrogasne kategorije su: CAT 6 2200-0500 (2100-0400) CAT 7 0500-2200 (0400-2100) CAT 8 i 9 usklađene s aktualnim/odobrenim redom letenja prema potrebi ili na zahtjev u pisanom obliku najkasnije 24 HR prije operacije zrakoplova na e-mail: koordinatori@zag.aero Vidi LDZA AD 2.20.4

LDZA AD 2.7 MOGUĆNOST SEZONSKOG ČIŠĆENJA

1	Vrste opreme za čišćenje	Oprema za uklanjanje snijega: snježni plugovi, snjegobacači, četke za čišćenje snijega, posipači i utovarivači snijega. Tretiranje kemikalijom s posipačem tekućina.
2	Prioriteti kod čišćenja	1. Uzletno-sletna staza 2. Staze za vožnju 3. Parkirne pozicije na stajanci
3	Primjedbe	Čišćenje snijega i odleđivanje je na raspolaganju od 01 NOV do 15 APR H24. Rukovoditelj službe građevinskog održavanja, čišćenja snijega i odleđivanja, TEL: +385 1 4562 109

LDZA AD 2.8 PODACI O STAJANKAMA, STAZAMA ZA VOŽNJU I MJESTIMA PROVJERE

1	Površina stajanke i nosivost	**APRON**	**POVRŠINA**	**NOSIVOST**	
		APRON WEST	CONC	PCN 88/R/C/W/T	
		APRON EAST	CONC	PCN 57/R/A/W/T	
		GENERAL AVIATION APRON	ASPH	PCN 30/F/A/W/T	
2	Vrsta, širina, vrsta površine i nosivost staze za vožnju	**TWY**	**ŠIRINA (M)**	**POVRŠINA**	**NOSIVOST**
		A	26	CONC	PCN 68/R/B/W/T
		B	37	CONC	PCN 54/R/A/W/T
		C	23	ASPH	PCN 54/F/A/W/T
		D	23	ASPH	PCN 35/F/A/W/T
		E	37	CONC	PCN 54/R/A/W/T
		F	23	CONC	PCN 54/R/A/W/T
		G	23	ASPH	PCN 95/F/B/X/T
		H	23	ASPH	PCN 95/F/B/X/T
		MC	23	ASPH	PCN 95/F/B/X/T
		R	15	ASPH	PCN 28/F/A/W/T
		T	11.25	CONC	PCN 40/R/D/W/T
3	Položaj ACL-a i nadmorska visina	at Apron West 350 FT/107 M at Apron East 345 FT/105 M at General Aviation Apron 349 FT/107 M			
4	VOR kontrolne točke	NIL			
5	INS kontrolne točke	Apron West - vidi LDZA AD 2.24.2 APDC WEST -1 Apron East - vidi LDZA AD 2.24.2 APDC EAST -1			
6	Primjedbe	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: -aircraft code letter D, E and F -aircraft code letter C with wheel base 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.			

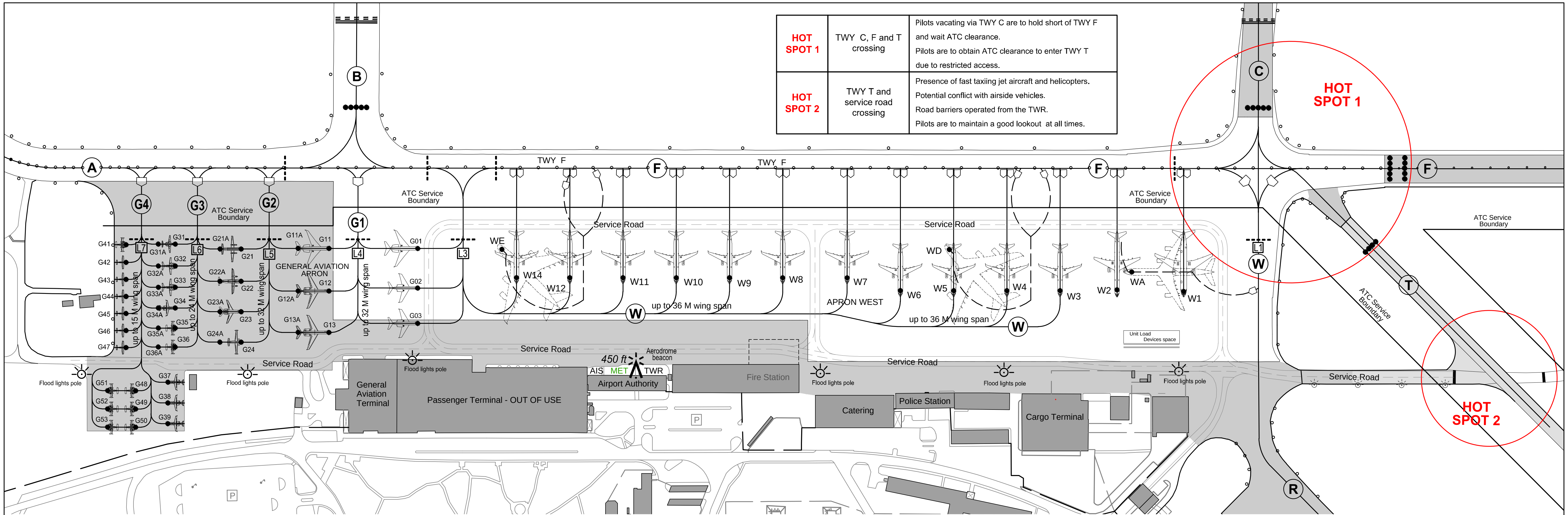
AIRCRAFT PARKING / DOCKING CHART - ICAO

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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