REPUBLIKA HRVATSKA

Phone: +385 1 6259 373
+385 1 6259 589
+385 1 6259 372
Fax: +385 1 6259 374
AFS: LDZAYOYX
Email: aip@crocontrol.hr
URL: https://www.crocontrol.hr

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 005/2023
Na snazi od: 15 JUN 2023
Datum izdavanja: 04 MAY 2023

1. Sadržaj izmjene:

GEN

- GEN 0.2 - Ažurirana je Evidencija izmjena AIP-a
- GEN 0.4 - Ažuriran je Kontrolni popis stranica AIP-a
- GEN 0.5 - Ažuriran je Popis ručnih izmjena AIP-a
- GEN 2.5 - Popis radionavigacijskih sredstava - povučeni GS L i VL L
- GEN 3.5.1 - Meteorološke usluge - rad Odgovorne službe dodatno usklađen
- GEN 4.1.4 - Cijene usluga putnicima AD-a LDZA - izmijenjene

ENR

- ENR 1.1.12 - Izmijenjeni naslov i sadržaj podpoglavlja
- ENR 6 - Nova karta:
  - Radio facility - Index Chart (ENR 6.8 -1/2)

AD

- LDDU, LDPL, LDRI, LDSP, LDZA i LDZD AD 2.7 - naslov i tablica usklađeni s PUK-om (EU) 2022/938; druge izmjene
- LDOS, LDPL, LDSB, LDZA i LDZD AD 2.12 - razne izmjene
- LDDU AD - Nova karta:
  - Aircraft Parking/Docking Chart - ICAO (LDDU AD 2.24.2 APDC -1/2)
- LDLO AD - Nova karta:
  - Visual Operation Chart (LDLO AD 2.24.13 VOC -1/2)
- LDPL AD 2.3, 2.5, 2.6, 2.16, 2.19 i 2.24 - razne izmjene
- LDPL AD - Karte:
  - Instrument Approach Chart - ICAO IAC L RWY 09 (LDPL AD 2.24.12 IAC L RWY 09 -1/2) - povučena
  - Instrument Approach Chart - ICAO IAC NDB RWY 27 (LDPL AD 2.24.12 IAC NDB RWY 27 -1/2) - povučena
  - Standard Departure Chart - Instrument - ICAO RWY 09 (LDPL AD 2.24.8 SID RWY 09 -1/2)
  - Standard Departure Chart - Instrument - ICAO RNAV RWY 09 (LDPL AD 2.24.8 SID RNAV RWY 09 -1/4)
  - Standard Departure Chart - Instrument - ICAO RWY 27 (LDPL AD 2.24.8 SID RWY 27 -1/2)
  - Standard Departure Chart - Instrument - ICAO RNAV RWY 27 (LDPL AD 2.24.8 SID RNAV RWY 27 -1/4)
  - Standard Arrival Chart - Instrument - ICAO RWY 09 (LDPL AD 2.24.10 STAR RWY 09 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RWY 27 (LDPL AD 2.24.10 STAR RWY 27 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RNAV RWY 09 (LDPL AD 2.24.10 STAR RNAV RWY 09 -1/4)
  - Standard Arrival Chart - Instrument - ICAO RNAV RWY 27 (LDPL AD 2.24.10 STAR RNAV RWY 27 -1/4)
  - ATC Surveillance Minimum Altitude Chart - ICAO (LDPL AD 2.24.11 ATCSMAC -1/2)
  - Instrument Approach Chart - ICAO VOR RWY 09 (LDPL AD 2.24.12 IAC VOR RWY 09 -1/2)
  - Instrument Approach Chart - ICAO VOR RWY 27 (LDPL AD 2.24.12 IAC VOR RWY 27 -1/2)
  - Instrument Approach Chart - ICAO ILS y or LOC y RWY 27 (LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 -1/2)
  - Instrument Approach Chart - ICAO ILS z or LOC z RWY 27 (LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 -1/2)
  - Instrument Approach Chart - ICAO RNP RWY 27 (LDPL AD 2.24.12 IAC RNP RWY 27 - 1/4)
  - Visual Operation Chart (LDPL AD 2.24.13 VOC -1/2)

- LDZD AD - Nova karta:
  - ATC Surveillance Minimum Altitude Chart - ICAO (LDZD AD 2.24.11 ATCSMAC -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: A0625/23
NOTAM uključen u ovaj AMDT bit će poništen 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 / 15 JUN 2023
GEN 0.4 - 1/2	15 JUN 2023 / 15 JUN 2023
GEN 0.4 - 3/4	15 JUN 2023 / 15 JUN 2023
GEN 0.4 - 5/6	15 JUN 2023 / 15 JUN 2023
GEN 0.4 - 7/8	15 JUN 2023 / 15 JUN 2023
GEN 0.5 - 1/2	15 JUN 2023 / 15 JUN 2023
GEN 2.5 - 1/2	15 JUN 2023 / 15 JUN 2023
GEN 3.5 - 1/2	15 JUN 2023 / 02 DEC 2021
GEN 4.1 - 19/20	15 JUN 2023 / 14 JUL 2022
ENR 1.1 - 7/8	15 JUN 2023 / 15 JUN 2023
ENR 6.8 - 1/2	15 JUN 2023 / 15 JUN 2023
LDDU AD 2 - 3/4	15 JUN 2023 / 15 JUN 2023
LDDU AD 2 - 5/6	15 JUN 2023 / 15 JUN 2023
LDDU AD 2 - 7/8	15 JUN 2023 / 15 JUN 2023
LDDU AD 2 - 9/10	15 JUN 2023 / 15 JUN 2023
LDDU AD 2 - 11/12	15 JUN 2023 / 15 JUN 2023
LDDU AD 2 - 13/14	15 JUN 2023 / 15 JUN 2023
LDDU AD 2 - 15/16	15 JUN 2023 / 15 JUN 2023
LDDU AD 2 - 17/18	15 JUN 2023 / 15 JUN 2023
LDDU AD 2.24.2 APDC - 1/2	15 JUN 2023 / 15 JUN 2023
LDLO AD 2.24.13 VOC - 1/2	15 JUN 2023 / 15 JUN 2023
LDOS AD 2 - 5/6	29 DEC 2022 / 15 JUN 2023
LDPL AD 2 - 1/2	10 OCT 2019 / 15 JUN 2023
LDPL AD 2 - 3/4	15 JUN 2023 / 15 JUN 2023
LDPL AD 2 - 7/8	15 JUN 2023 / 15 JUN 2023
LDPL AD 2 - 9/10	15 JUN 2023 / 15 JUN 2023
LDPL AD 2 - 11/12	15 JUN 2023 / 15 JUN 2023
LDPL AD 2 - 13/14	15 JUN 2023 / 15 JUN 2023
LDPL AD 2 - 15/16	15 JUN 2023 / 15 JUN 2023
LDPL AD 2 - 17/18	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.8 SID RWY 09 - 1/2	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.8 SID RNAV RWY 09 - 1/2	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.8 SID RNAV RWY 09 - 3/4	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.8 SID RWY 27 - 1/2	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.8 SID RNAV RWY 27 - 1/2	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.8 SID RNAV RWY 27 - 3/4	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.10 STAR RWY 09 -1/2	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.10 STAR RWY 27 -1/2	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.10 STAR RNAV RWY 09 - 1/2	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.10 STAR RNAV RWY 09 - 3/4	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.10 STAR RNAV RWY 27 - 1/2	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.10 STAR RNAV RWY 27 - 3/4	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.11 ATCSMAC - 1/2	15 JUN 2023 / 15 JUN 2023
NIL	
LDPL AD 2.24.12 IAC VOR RWY 09 - 1/2	15 JUN 2023 / 15 JUN 2023
NIL	
LDPL AD 2.24.12 IAC VOR RWY 27 -1/2	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.12 IAC ILSy or LOCy RWY 27 -1/2	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.12 IAC ILSz or LOCz RWY 27 -1/2	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.12 IAC RNP RWY 27 -1/2	15 JUN 2023 / 15 JUN 2023
LDPL AD 2.24.12 IAC RNP RWY 27 -3/4	15 JUN 2023 / 15 JUN 2023

Izvadite sljedeće stranice:

GEN 0.2 - 3/4	02 DEC 2021 / 18 MAY 2023
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 2.5 - 1/2	20 APR 2023 / 20 APR 2023
GEN 3.5 - 1/2	23 MAR 2023 / 02 DEC 2021
GEN 4.1 - 19/20	17 JUN 2021 / 14 JUL 2022
ENR 1.1 - 7/8	22 APR 2021 / 22 APR 2021
ENR 6.8 - 1/2	18 MAY 2023 / 18 MAY 2023
LDDU AD 2 - 3/4	18 MAY 2023 / 09 SEP 2021
LDDU AD 2 - 5/6	02 DEC 2021 / 03 NOV 2022
LDDU AD 2 - 7/8	17 JUN 2021 / 06 DEC 2019
LDDU AD 2 - 9/10	03 DEC 2020 / 23 FEB 2023
LDDU AD 2 - 11/12	23 FEB 2023 / 03 DEC 2020
LDDU AD 2 - 13/14	03 DEC 2020 / 03 DEC 2020
LDDU AD 2 - 15/16	28 MAR 2019 / 08 SEP 2022
NIL	
LDDU AD 2.24.2 APDC - 1/2	28 MAR 2019 / 28 MAR 2019
LDLO AD 2.24.13 VOC - 1/2	17 JUN 2021 / 17 JUN 2021
LDOS AD 2 - 5/6	29 DEC 2022 / 03 NOV 2022
LDPL AD 2 - 1/2	10 OCT 2019 / 21 MAY 2020
LDPL AD 2 - 3/4	30 DEC 2021 / 26 APR 2018
LDPL AD 2 - 7/8	03 NOV 2022 / 28 MAR 2019
LDPL AD 2 - 9/10	20 MAY 2021 / 08 SEP 2022
LDPL AD 2 - 11/12	18 MAY 2023 / 18 MAY 2023
LDPL AD 2 - 13/14	20 MAY 2021 / 20 MAY 2021
LDPL AD 2 - 15/16	23 APR 2020 / 23 APR 2020
LDPL AD 2 - 17/18	06 OCT 2022 / 23 APR 2020
LDPL AD 2.24.8 SID RWY 09 - 1/2	24 FEB 2022 / 24 FEB 2022
LDPL AD 2.24.8 SID RNAV RWY 09 - 1/2	24 FEB 2022 / 24 FEB 2022
LDPL AD 2.24.8 SID RNAV RWY 09 - 3/4	24 FEB 2022 / 24 FEB 2022
LDPL AD 2.24.8 SID RWY 27 - 1/2	24 FEB 2022 / 24 FEB 2022
LDPL AD 2.24.8 SID RNAV RWY 27 - 1/2	24 FEB 2022 / 24 FEB 2022
LDPL AD 2.24.8 SID RNAV RWY 27 - 3/4	24 FEB 2022 / 24 FEB 2022
LDPL AD 2.24.10 STAR RWY 09 -1/2	24 FEB 2022 / 24 FEB 2022
LDPL AD 2.24.10 STAR RWY 27 -1/2	24 FEB 2022 / 24 FEB 2022
LDPL AD 2.24.10 STAR RNAV RWY 09-1/2	11 AUG 2022 / 11 AUG 2022
LDPL AD 2.24.10 STAR RNAV RWY 09 - 3/4	11 AUG 2022 / 11 AUG 2022
LDPL AD 2.24.10 STAR RNAV RWY 27 - 1/2	11 AUG 2022 / 11 AUG 2022
LDPL AD 2.24.10 STAR RNAV RWY 27 - 3/4	11 AUG 2022 / 11 AUG 2022
LDPL AD 2.24.11 ATCSMAC - 1/2	24 FEB 2022 / 24 FEB 2022
LDPL AD 2.24.12 IAC L RWY 09 -1/2	24 FEB 2022 / 24 FEB 2022
LDPL AD 2.24.12 IAC VOR RWY 09 -1/2	24 FEB 2022 / 24 FEB 2022
LDPL AD 2.24.12 IAC NDB RWY 27 -1/2	06 OCT 2022 / 06 OCT 2022
LDPL AD 2.24.12 IAC VOR RWY 27 -1/2	06 OCT 2022 / 06 OCT 2022
LDPL AD 2.24.12 IAC ILSy or LOCy RWY 27-1/2	19 MAY 2022 / 19 MAY 2022
LDPL AD 2.24.12 IAC ILSz or LOCz RWY 27-1/2	11 AUG 2022 / 11 AUG 2022
LDPL AD 2.24.12 IAC RNP RWY 27 -1/2	11 AUG 2022 / 11 AUG 2022
LDPL AD 2.24.12 IAC RNP RWY 27-3/4	11 AUG 2022 / 11 AUG 2022

Umetnite sljedeće stranice:		Izvadite sljedeće stranice:	
LDPL AD 2.24.13 VOC - 1/2	15 JUN 2023 / 15 JUN 2023	LDPL AD 2.24.13 VOC - 1/2	11 AUG 2022 / 11 AUG 2022
LDRI AD 2 - 3/4	15 JUN 2023 / 02 DEC 2021	LDRI AD 2 - 3/4	18 MAY 2023 / 02 DEC 2021
LDSB AD 2 - 5/6	02 DEC 2021 / 15 JUN 2023	LDSB AD 2 - 5/6	02 DEC 2021 / 03 NOV 2022
LDSP AD 2 - 3/4	15 JUN 2023 / 25 MAR 2021	LDSP AD 2 - 3/4	19 MAY 2022 / 25 MAR 2021
LDZA AD 2 - 1/2	06 OCT 2022 / 15 JUN 2023	LDZA AD 2 - 1/2	06 OCT 2022 / 05 NOV 2020
LDZA AD 2 - 3/4	15 JUN 2023 / 18 JUL 2019	LDZA AD 2 - 3/4	18 MAY 2023 / 18 JUL 2019
LDZA AD 2 - 7/8	02 DEC 2021 / 15 JUN 2023	LDZA AD 2 - 7/8	02 DEC 2021 / 03 NOV 2022
LDZD AD 2 - 3/4	15 JUN 2023 / 08 SEP 2022	LDZD AD 2 - 3/4	24 FEB 2022 / 08 SEP 2022
LDZD AD 2 - 7/8	15 JUN 2023 / 15 JUN 2023	LDZD AD 2 - 7/8	03 NOV 2022 / 23 MAY 2019
LDZD AD 2 - 9/10	15 JUN 2023 / 15 JUN 2023	LDZD AD 2 - 9/10	03 DEC 2020 / 08 SEP 2022
LDZD AD 2 - 11/12	15 JUN 2023 / 15 JUN 2023	LDZD AD 2 - 11/12	06 OCT 2022 / 16 JUN 2022
LDZD AD 2.24.11 ATCSMAC - 1/2	15 JUN 2023 / 15 JUN 2023	LDZD AD 2.24.11 ATCSMAC - 1/2	16 JUN 2022 / 16 JUN 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	
005/2023	04-May-2023	15-Jun-2023	

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	15 JUN 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	15 JUN 2023
GEN 0.4 - 2	15 JUN 2023
GEN 0.4 - 3	15 JUN 2023
GEN 0.4 - 4	15 JUN 2023
GEN 0.4 - 5	15 JUN 2023
GEN 0.4 - 6	15 JUN 2023
GEN 0.4 - 7	15 JUN 2023
GEN 0.4 - 8	15 JUN 2023
GEN 0.5 - 1	15 JUN 2023
GEN 0.5 - 2	15 JUN 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
GEN 1.7 - 9	25 FEB 2021
GEN 1.7 - 10	20 MAY 2021
GEN 1.7 - 11	20 MAY 2021
GEN 1.7 - 12	25 FEB 2021
GEN 1.7 - 13	25 FEB 2021
GEN 1.7 - 14	25 FEB 2021
GEN 1.7 - 15	07 OCT 2021
GEN 1.7 - 16	07 OCT 2021
GEN 1.7 - 17	29 DEC 2022
GEN 1.7 - 18	25 FEB 2021
GEN 1.7 - 19	20 APR 2023
GEN 1.7 - 20	18 MAY 2023
GEN 1.7 - 21	24 MAR 2022
GEN 1.7 - 22	21 APR 2022
GEN 2.1 - 1	23 MAR 2023
GEN 2.1 - 2	21 APR 2022
GEN 2.1 - 3	21 APR 2022
GEN 2.1 - 4	23 MAR 2023
GEN 2.2 - 1	23 MAR 2023
GEN 2.2 - 2	03 DEC 2020
GEN 2.2 - 3	10 SEP 2020
GEN 2.2 - 4	24 FEB 2022
GEN 2.2 - 5	22 APR 2021
GEN 2.2 - 6	22 APR 2021
GEN 2.2 - 7	22 APR 2021
GEN 2.2 - 8	22 APR 2021
GEN 2.2 - 9	12 AUG 2021
GEN 2.2 - 10	12 AUG 2021
GEN 2.2 - 11	12 AUG 2021
GEN 2.2 - 12	12 AUG 2021
GEN 2.2 - 13	12 AUG 2021
GEN 2.2 - 14	19 JUL 2018
GEN 2.3 - 1	23 MAR 2023
GEN 2.3 - 2	01 FEB 2018
GEN 2.3 - 3	01 FEB 2018
GEN 2.3 - 4	01 FEB 2018
GEN 2.3 - 5	01 FEB 2018
GEN 2.3 - 6	01 FEB 2018
GEN 2.3 - 7	01 FEB 2018
GEN 2.3 - 8	04 NOV 2021
GEN 2.3 - 9	01 FEB 2018
GEN 2.3 - 10	01 FEB 2018
GEN 2.3 - 11	01 FEB 2018
GEN 2.3 - 12	01 FEB 2018
GEN 2.4 - 1	23 MAR 2023
GEN 2.4 - 2	26 JAN 2023
GEN 2.5 - 1	15 JUN 2023
GEN 2.5 - 2	15 JUN 2023
GEN 2.6 - 1	13 SEP 2018
GEN 2.6 - 2	08 MAR 2012
GEN 2.6 - 3	08 MAR 2012
GEN 2.6 - 4	08 MAR 2012
GEN 2.7 - 1	23 FEB 2023
GEN 2.7 - 2	23 FEB 2023
GEN 2.7 - 3	23 FEB 2023
GEN 2.7 - 4	23 FEB 2023
GEN 2.7 - 5	23 FEB 2023
GEN 2.7 - 6	23 FEB 2023
GEN 2.7 - 7	23 FEB 2023
GEN 2.7 - 8	23 FEB 2023
GEN 2.7 - 9	23 FEB 2023
GEN 2.7 - 10	23 FEB 2023
GEN 2.7 - 11	23 FEB 2023

Stranica	Datum
GEN 2.7 - 12	23 FEB 2023
GEN 2.7 - 13	23 FEB 2023
GEN 2.7 - 14	23 FEB 2023
GEN 3.1 - 1	01 DEC 2022
GEN 3.1 - 2	01 DEC 2022
GEN 3.1 - 3	23 MAR 2023
GEN 3.1 - 4	01 DEC 2022
GEN 3.1 - 5	01 DEC 2022
GEN 3.1 - 6	23 MAR 2023
GEN 3.2 - 1	23 MAR 2023
GEN 3.2 - 2	08 SEP 2022
GEN 3.2 - 3	08 SEP 2022
GEN 3.2 - 4	23 MAR 2023
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
GEN 3.4 - 2	23 MAR 2023
GEN 3.4 - 3	08 MAR 2012
GEN 3.4 - 4	23 MAR 2023
GEN 3.4 - 5	23 MAR 2023
GEN 3.4 - 6	08 MAR 2012
GEN 3.5 - 1	15 JUN 2023
GEN 3.5 - 2	02 DEC 2021
GEN 3.5 - 3	02 DEC 2021
GEN 3.5 - 4	06 OCT 2022
GEN 3.5 - 5	30 DEC 2021
GEN 3.5 - 6	30 DEC 2021
GEN 3.5 - 7	02 DEC 2021
GEN 3.5 - 8	12 AUG 2021
GEN 3.5 - 9	23 MAR 2023
GEN 3.5 - 10	23 MAR 2023
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
GEN 4.1 - 5	24 FEB 2022
GEN 4.1 - 6	24 FEB 2022
GEN 4.1 - 7	24 FEB 2022
GEN 4.1 - 8	24 FEB 2022
GEN 4.1 - 9	14 JUL 2022
GEN 4.1 - 10	24 FEB 2022
GEN 4.1 - 11	24 FEB 2022
GEN 4.1 - 12	24 FEB 2022
GEN 4.1 - 13	24 FEB 2022
GEN 4.1 - 14	24 FEB 2022
GEN 4.1 - 15	14 JUL 2022
GEN 4.1 - 16	21 APR 2022
GEN 4.1 - 17	06 OCT 2022
GEN 4.1 - 18	14 JUL 2022
GEN 4.1 - 19	15 JUN 2023
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
GEN 4.1 - 33	24 MAR 2022
GEN 4.1 - 34	24 MAR 2022
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)

Stranica	Datum
ENR 0.1 - 1	08 MAR 2012
ENR 0.1 - 2	08 MAR 2012
ENR 0.2 - 1	08 MAR 2012
ENR 0.2 - 2	08 MAR 2012
ENR 0.3 - 1	08 MAR 2012
ENR 0.3 - 2	08 MAR 2012
ENR 0.4 - 1	08 MAR 2012
ENR 0.4 - 2	08 MAR 2012
ENR 0.5 - 1	08 MAR 2012
ENR 0.5 - 2	08 MAR 2012
ENR 0.6 - 1	30 DEC 2021
ENR 0.6 - 2	30 DEC 2021
ENR 0.6 - 3	30 DEC 2021
ENR 0.6 - 4	30 DEC 2021
ENR 1.1 - 1	22 APR 2021
ENR 1.1 - 2	22 APR 2021
ENR 1.1 - 3	22 APR 2021
ENR 1.1 - 4	22 APR 2021
ENR 1.1 - 5	22 APR 2021
ENR 1.1 - 6	22 APR 2021
ENR 1.1 - 7	15 JUN 2023
ENR 1.1 - 8	15 JUN 2023
ENR 1.2 - 1	26 OCT 2015
ENR 1.2 - 2	26 OCT 2015
ENR 1.2 - 3	26 OCT 2015
ENR 1.2 - 4	08 MAR 2012
ENR 1.3 - 1	19 JUL 2019
ENR 1.3 - 2	02 DEC 2021
ENR 1.3 - 3	02 DEC 2021
ENR 1.3 - 4	01 FEB 2018
ENR 1.4 - 1	10 SEP 2020
ENR 1.4 - 2	10 SEP 2020
ENR 1.5 - 1	21 APR 2022
ENR 1.5 - 2	27 FEB 2020
ENR 1.6 - 1	15 JUL 2021
ENR 1.6 - 2	15 JUL 2021
ENR 1.6 - 3	15 JUL 2021
ENR 1.6 - 4	15 JUL 2021
ENR 1.7 - 1	25 APR 2019
ENR 1.7 - 2	08 MAR 2012
ENR 1.7 - 3	08 MAR 2012
ENR 1.7 - 4	08 MAR 2012
ENR 1.8 - 1	16 JUL 2020
ENR 1.8 - 2	16 JUL 2020
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
ENR 1.8 - 9	03 JAN 2019
ENR 1.8 - 10	27 FEB 2020
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
ENR 1.9 - 6	10 SEP 2020	ENR 3.1 - 3	20 APR 2023
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
ENR 1.9 - 13	10 SEP 2020	ENR 3.3 - 2	01 DEC 2022
ENR 1.9 - 14	10 SEP 2020	ENR 3.3 - 3	03 DEC 2020
ENR 1.9 - 15	22 JUN 2017	ENR 3.3 - 4	03 DEC 2020
ENR 1.9 - 16	15 JUL 2021	ENR 3.3 - 5	03 DEC 2020
ENR 1.9 - 17	15 JUL 2021	ENR 3.3 - 6	03 DEC 2020
ENR 1.9 - 18	24 FEB 2022	ENR 3.3 - 7	01 DEC 2022
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
ENR 1.10 - 15	26 OCT 2015	ENR 3.3 - 28	12 AUG 2021
ENR 1.10 - 16	26 OCT 2015	ENR 3.3 - 29	01 DEC 2022
ENR 1.10 - 17	16 JUL 2020	ENR 3.3 - 30	03 DEC 2020
ENR 1.10 - 18	30 DEC 2021	ENR 3.3 - 31	12 AUG 2021
ENR 1.10 - 19	01 DEC 2022	ENR 3.3 - 32	03 DEC 2020
ENR 1.10 - 20	25 APR 2019	ENR 3.3 - 33	03 DEC 2020
ENR 1.10 - 20	24 MAR 2022	ENR 3.3 - 34	03 DEC 2020
ENR 1.10 - 21	01 FEB 2018	ENR 3.3 - 35	12 AUG 2021
ENR 1.10 - 21	16 JUL 2020	ENR 3.3 - 36	03 DEC 2020
ENR 1.10 - 22	01 FEB 2018	ENR 3.4 - 1	08 MAR 2012
ENR 1.11 - 1	16 JUN 2022	ENR 3.4 - 2	08 MAR 2012
ENR 1.11 - 2	23 MAY 2019	ENR 3.5 - 1	08 MAR 2012
ENR 1.12 - 1	03 DEC 2020	ENR 3.5 - 2	08 MAR 2012
ENR 1.12 - 2	08 MAR 2012	ENR 3.6 - 1	08 MAR 2012
ENR 1.12 - 3	08 MAR 2012	ENR 3.6 - 2	08 MAR 2012
ENR 1.12 - 4	08 MAR 2012	ENR 4.1 - 1	27 FEB 2020
ENR 1.13 - 1	30 APR 2015	ENR 4.1 - 2	18 MAY 2023
ENR 1.13 - 2	30 APR 2015	ENR 4.2 - 1	08 MAR 2012
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
ENR 1.14 - 3	23 FEB 2023	ENR 4.3 - 2	08 MAR 2012
ENR 1.14 - 4	23 FEB 2023	ENR 4.4 - 1	20 APR 2023
ENR 1.14 - 5	23 FEB 2023	ENR 4.4 - 2	20 APR 2023
ENR 1.14 - 6	23 FEB 2023	ENR 4.4 - 3	18 MAY 2023
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
ENR 4.4 - 6	18 MAY 2023
ENR 4.4 - 7	20 APR 2023
ENR 4.4 - 8	20 APR 2023
ENR 4.4 - 9	20 APR 2023
ENR 4.4 - 10	20 APR 2023
ENR 4.5 - 1	08 MAR 2012
ENR 4.5 - 2	08 MAR 2012
ENR 5.1 - 1	20 APR 2023
ENR 5.1 - 2	18 MAY 2023
ENR 5.1 - 3	01 MAR 2018
ENR 5.1 - 4	01 MAR 2018
ENR 5.1 - 5	01 MAR 2018
ENR 5.1 - 6	01 MAR 2018
ENR 5.1 - 7	01 MAR 2018
ENR 5.1 - 8	01 MAR 2018
ENR 5.1 - 9	01 MAR 2018
ENR 5.1 - 10	01 MAR 2018
ENR 5.1 - 11	01 MAR 2018
ENR 5.1 - 12	01 MAR 2018
ENR 5.1 - 13	01 MAR 2018
ENR 5.1 - 14	01 MAR 2018
ENR 5.1 - 15	01 MAR 2018
ENR 5.1 - 16	01 MAR 2018
ENR 5.1 - 17	01 MAR 2018
ENR 5.1 - 18	01 MAR 2018
ENR 5.1 - 19	01 MAR 2018
ENR 5.1 - 20	01 MAR 2018
ENR 5.1 - 21	01 MAR 2018
ENR 5.1 - 22	01 MAR 2018
ENR 5.2 - 1	30 DEC 2021
ENR 5.2 - 2	08 MAR 2012
ENR 5.2 - 3	05 NOV 2020
ENR 5.2 - 4	24 MAY 2018
ENR 5.2 - 5	24 MAY 2018
ENR 5.2 - 6	24 MAY 2018
ENR 5.2 - 7	24 MAY 2018
ENR 5.2 - 8	24 MAY 2018
ENR 5.2 - 9	01 MAR 2018
ENR 5.2 - 10	01 MAR 2018
ENR 5.2 - 11	01 MAR 2018
ENR 5.2 - 12	01 MAR 2018
ENR 5.2 - 13	30 DEC 2021
ENR 5.2 - 14	24 FEB 2022
ENR 5.2 - 15	30 DEC 2021
ENR 5.2 - 16	24 MAY 2018
ENR 5.2 - 17	24 MAY 2018
ENR 5.2 - 18	24 MAY 2018
ENR 5.2 - 19	24 MAY 2018
ENR 5.2 - 20	24 MAY 2018
ENR 5.2 - 21	24 MAY 2018
ENR 5.2 - 22	24 MAY 2018
ENR 5.2 - 23	24 MAY 2018
ENR 5.2 - 24	24 MAY 2018
ENR 5.2 - 25	24 MAY 2018
ENR 5.2 - 26	24 MAY 2018
ENR 5.2 - 27	24 MAY 2018
ENR 5.2 - 28	24 MAY 2018
ENR 5.2 - 29	24 MAY 2018
ENR 5.2 - 30	24 MAY 2018
ENR 5.2 - 31	24 MAY 2018
ENR 5.2 - 32	24 MAY 2018
ENR 5.2 - 33	24 MAY 2018
ENR 5.2 - 34	24 MAY 2018
ENR 5.2 - 35	24 MAY 2018
ENR 5.2 - 36	24 MAY 2018
ENR 5.2 - 37	24 MAY 2018
ENR 5.2 - 38	24 MAY 2018
ENR 5.2 - 39	24 MAY 2018
ENR 5.2 - 40	24 MAY 2018
ENR 5.2 - 41	24 MAY 2018
ENR 5.2 - 42	24 MAY 2018

Stranica	Datum
ENR 5.2 - 43	24 MAY 2018
ENR 5.2 - 44	24 MAY 2018
ENR 5.2 - 45	24 MAY 2018
ENR 5.2 - 46	24 MAY 2018
ENR 5.2 - 47	24 MAY 2018
ENR 5.2 - 48	24 MAY 2018
ENR 5.2 - 49	24 MAY 2018
ENR 5.2 - 50	24 MAY 2018
ENR 5.3 - 1	06 OCT 2022
ENR 5.3 - 2	08 MAR 2012
ENR 5.4 - 1	20 APR 2023
ENR 5.4 - 2	08 MAR 2012
ENR 5.5 - 1	09 SEP 2021
ENR 5.5 - 2	09 SEP 2021
ENR 5.5 - 3	09 SEP 2021
ENR 5.5 - 4	09 SEP 2021
ENR 5.5 - 5	09 SEP 2021
ENR 5.5 - 6	20 MAY 2021
ENR 5.6 - 1	08 MAR 2012
ENR 5.6 - 2	15 JUL 2021
ENR 6 - 1	01 MAR 2018
ENR 6 - 2	08 MAR 2012
ENR 6.1 - 1	18 MAY 2023
ENR 6.2 - 1	30 DEC 2021
ENR 6.3 - 1	08 MAR 2012
ENR 6.3 - 2	08 MAR 2012
ENR 6.4 - 1	18 MAY 2023
ENR 6.4 - 2	18 MAY 2023
ENR 6.5 - 1	21 APR 2022
ENR 6.5 - 2	21 APR 2022
ENR 6.6 - 1	08 MAR 2012
ENR 6.6 - 2	08 MAR 2012
ENR 6.7 - 1	11 AUG 2022
ENR 6.7 - 2	11 AUG 2022
ENR 6.8 - 1	15 JUN 2023
ENR 6.8 - 2	15 JUN 2023
ENR 6.9 - 1	08 MAR 2012
ENR 6.9 - 2	08 MAR 2012
ENR 6.10 - 1	08 MAR 2012
ENR 6.10 - 2	08 MAR 2012
ENR 6.11 - 1	18 MAY 2023
ENR 6.11 - 2	18 MAY 2023
ENR 6.12 - 1	14 JUL 2022
ENR 6.12 - 2	14 JUL 2022

PART 3 - AERODROMES (AD)

AD 0.1 - 1	08 MAR 2012
AD 0.1 - 2	08 MAR 2012
AD 0.2 - 1	08 MAR 2012
AD 0.2 - 2	08 MAR 2012
AD 0.3 - 1	08 MAR 2012
AD 0.3 - 2	08 MAR 2012
AD 0.4 - 1	08 MAR 2012
AD 0.4 - 2	08 MAR 2012
AD 0.5 - 1	08 MAR 2012
AD 0.5 - 2	08 MAR 2012
AD 0.6 - 1	20 APR 2023
AD 0.6 - 2	20 APR 2023
AD 0.6 - 3	20 APR 2023
AD 0.6 - 4	20 APR 2023
AD 0.6 - 5	20 APR 2023
AD 0.6 - 6	20 APR 2023
AD 0.6 - 7	20 APR 2023
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
AD 1.2 - 1	26 JAN 2023
AD 1.2 - 2	26 JAN 2023
AD 1.2 - 3	26 JAN 2023
AD 1.2 - 4	26 JAN 2023
AD 1.3 - 1	16 JUN 2022
AD 1.3 - 2	16 JUN 2022
AD 1.3 - 3	16 JUN 2022
AD 1.3 - 4	19 MAY 2022
AD 1.4 - 1	07 DEC 2017
AD 1.4 - 2	08 MAR 2012
AD 1.5 - 1	10 OCT 2019
AD 1.5 - 2	08 MAR 2012
LDDU AD 2 - 1	21 MAY 2020
LDDU AD 2 - 2	21 MAY 2020
LDDU AD 2 - 3	15 JUN 2023
LDDU AD 2 - 4	15 JUN 2023
LDDU AD 2 - 5	15 JUN 2023
LDDU AD 2 - 6	15 JUN 2023
LDDU AD 2 - 7	15 JUN 2023
LDDU AD 2 - 8	15 JUN 2023
LDDU AD 2 - 9	15 JUN 2023
LDDU AD 2 - 10	15 JUN 2023
LDDU AD 2 - 11	15 JUN 2023
LDDU AD 2 - 12	15 JUN 2023
LDDU AD 2 - 13	15 JUN 2023
LDDU AD 2 - 14	15 JUN 2023
LDDU AD 2 - 15	15 JUN 2023
LDDU AD 2 - 16	15 JUN 2023
LDDU AD 2 - 17	15 JUN 2023
LDDU AD 2 - 18	15 JUN 2023
LDDU AD 2.24.1 ADC - 1	21 MAY 2020
LDDU AD 2.24.1 ADC - 2	21 MAY 2020
LDDU AD 2.24.2 APDC - 1	15 JUN 2023
LDDU AD 2.24.2 APDC - 2	15 JUN 2023
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
LDDU AD 2.24.10 STAR RWY 11/29 - 1	22 APR 2021
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
LDDU AD 2.24.10 STAR RNAV RWY 11 - 3	19 MAY 2022
LDDU AD 2.24.10 STAR RNAV RWY 11 - 4	19 MAY 2022
LDDU AD 2.24.10 STAR RNAV RWY 11 - 5	19 MAY 2022
LDDU AD 2.24.10 STAR RNAV RWY 11 - 6	19 MAY 2022
LDDU AD 2.24.10 STAR RNAV RWY 29 - 1	19 MAY 2022
LDDU AD 2.24.10 STAR RNAV RWY 29 - 2	19 MAY 2022
LDDU AD 2.24.10 STAR RNAV RWY 29 - 3	19 MAY 2022
LDDU AD 2.24.10 STAR RNAV RWY 29 - 4	19 MAY 2022
LDDU AD 2.24.11 ATCSMAC - 1	12 AUG 2021
LDDU AD 2.24.11 ATCSMAC - 2	12 AUG 2021
LDDU AD 2.24.12 IAC L RWY 11 - 1	03 NOV 2022
LDDU AD 2.24.12 IAC L RWY 11 - 2	03 NOV 2022
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
LDDU AD 2.24.12 IAC ILSy or LOCy RWY 11 - 2	03 NOV 2022
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
LDDU AD 2.24.12 IAC VOR-a RWY 29 - 1	22 APR 2021
LDDU AD 2.24.12 IAC VOR-a RWY 29 - 2	22 APR 2021
LDDU AD 2.24.12 IAC RNP RWY 11 - 1	19 MAY 2022
LDDU AD 2.24.12 IAC RNP RWY 11 - 2	19 MAY 2022
LDDU AD 2.24.12 IAC RNP RWY 11 - 3	19 MAY 2022
LDDU AD 2.24.12 IAC RNP RWY 11 - 4	19 MAY 2022
LDDU AD 2.24.12 IAC RNP RWY 29 (AR) - 1	03 DEC 2020
LDDU AD 2.24.12 IAC RNP RWY 29 (AR) - 2	03 DEC 2020
LDDU AD 2.24.13 VAC RWY 29 - 1	12 AUG 2021
LDDU AD 2.24.13 VAC RWY 29 - 2	12 AUG 2021
LDDU AD 2.24.13 VOC - 1	12 AUG 2021
LDDU AD 2.24.13 VOC - 2	12 AUG 2021
LDDU AD 2.24.14 BC - 1	28 MAR 2019
LDDU AD 2.24.14 BC - 2	28 MAR 2019
LDLO AD 2 - 1	13 AUG 2020
LDLO AD 2 - 2	24 FEB 2022

Stranica	Datum
LDLO AD 2 - 3	25 APR 2019
LDLO AD 2 - 4	03 NOV 2022
LDLO AD 2 - 5	03 NOV 2022
LDLO AD 2 - 6	02 DEC 2021
LDLO AD 2 - 7	08 SEP 2022
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	15 JUN 2023
LDLO AD 2.24.13 VOC - 2	15 JUN 2023
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	15 JUN 2023
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

Stranica	Datum
LDPL AD 2 - 1	10 OCT 2019
LDPL AD 2 - 2	15 JUN 2023
LDPL AD 2 - 3	15 JUN 2023
LDPL AD 2 - 4	15 JUN 2023
LDPL AD 2 - 5	30 DEC 2021
LDPL AD 2 - 6	02 DEC 2021
LDPL AD 2 - 7	15 JUN 2023
LDPL AD 2 - 8	15 JUN 2023
LDPL AD 2 - 9	15 JUN 2023
LDPL AD 2 - 10	15 JUN 2023
LDPL AD 2 - 11	15 JUN 2023
LDPL AD 2 - 12	15 JUN 2023
LDPL AD 2 - 13	15 JUN 2023
LDPL AD 2 - 14	15 JUN 2023
LDPL AD 2 - 15	15 JUN 2023
LDPL AD 2 - 16	15 JUN 2023
LDPL AD 2 - 17	15 JUN 2023
LDPL AD 2 - 18	15 JUN 2023
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	15 JUN 2023
LDPL AD 2.24.8 SID RWY 09 - 2	15 JUN 2023
LDPL AD 2.24.8 SID RNAV RWY 09 - 1	15 JUN 2023
LDPL AD 2.24.8 SID RNAV RWY 09 - 2	15 JUN 2023
LDPL AD 2.24.8 SID RNAV RWY 09 - 3	15 JUN 2023
LDPL AD 2.24.8 SID RNAV RWY 09 - 4	15 JUN 2023
LDPL AD 2.24.8 SID RWY 27 - 1	15 JUN 2023
LDPL AD 2.24.8 SID RWY 27 - 2	15 JUN 2023
LDPL AD 2.24.8 SID RNAV RWY 27 - 1	15 JUN 2023
LDPL AD 2.24.8 SID RNAV RWY 27 - 2	15 JUN 2023
LDPL AD 2.24.8 SID RNAV RWY 27 - 3	15 JUN 2023
LDPL AD 2.24.8 SID RNAV RWY 27 - 4	15 JUN 2023
LDPL AD 2.24.10 STAR RWY 09 - 1	15 JUN 2023
LDPL AD 2.24.10 STAR RWY 09 - 2	15 JUN 2023
LDPL AD 2.24.10 STAR RWY 27 - 1	15 JUN 2023
LDPL AD 2.24.10 STAR RWY 27 - 2	15 JUN 2023
LDPL AD 2.24.10 STAR RNAV RWY 09 - 1	15 JUN 2023
LDPL AD 2.24.10 STAR RNAV RWY 09 - 2	15 JUN 2023
LDPL AD 2.24.10 STAR RNAV RWY 09 - 3	15 JUN 2023
LDPL AD 2.24.10 STAR RNAV RWY 09 - 4	15 JUN 2023
LDPL AD 2.24.10 STAR RNAV RWY 27 - 1	15 JUN 2023
LDPL AD 2.24.10 STAR RNAV RWY 27 - 2	15 JUN 2023
LDPL AD 2.24.10 STAR RNAV RWY 27 - 3	15 JUN 2023
LDPL AD 2.24.10 STAR RNAV RWY 27 - 4	15 JUN 2023
LDPL AD 2.24.11 ATCSMAC - 1	15 JUN 2023
LDPL AD 2.24.11 ATCSMAC - 2	15 JUN 2023
LDPL AD 2.24.12 IAC VOR RWY 09 - 1	15 JUN 2023
LDPL AD 2.24.12 IAC VOR RWY 09 - 2	15 JUN 2023
LDPL AD 2.24.12 IAC VOR RWY 27 - 1	15 JUN 2023
LDPL AD 2.24.12 IAC VOR RWY 27 - 2	15 JUN 2023
LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 - 1	15 JUN 2023
LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 - 2	15 JUN 2023
LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 - 1	15 JUN 2023
LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 - 2	15 JUN 2023
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	15 JUN 2023
LDPL AD 2.24.12 IAC RNP RWY27 - 2	15 JUN 2023
LDPL AD 2.24.12 IAC RNP RWY27 - 3	15 JUN 2023
LDPL AD 2.24.12 IAC RNP RWY27 - 4	15 JUN 2023
LDPL AD 2.24.13 VOC - 1	15 JUN 2023
LDPL AD 2.24.13 VOC - 2	15 JUN 2023
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	15 JUN 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
LDRI AD 2 - 12	20 APR 2023
LDRI AD 2 - 13	20 APR 2023

Stranica	Datum
LDRI AD 2 - 1423 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	15 JUN 2023
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
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

Stranica	Datum
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	15 JUN 2023
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	18 MAY 2023
LDSP AD 2 - 15	18 MAY 2023
LDSP AD 2 - 16	18 MAY 2023
LDSP AD 2 - 17	18 MAY 2023
LDSP AD 2 - 18	18 MAY 2023
LDSP AD 2 - 19	18 MAY 2023
LDSP AD 2 - 20	18 MAY 2023
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
LDSP AD 2.24.13 VAC RWY 23 - 2	16 JUL 2020
LDSP AD 2.24.13 VOC - 1	12 AUG 2021

Stranica	Datum
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	15 JUN 2023
LDZA AD 2 - 3	15 JUN 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	15 JUN 2023
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
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

Stranica	Datum
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	15 JUN 2023
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	15 JUN 2023
LDZD AD 2 - 8	15 JUN 2023
LDZD AD 2 - 9	15 JUN 2023
LDZD AD 2 - 10	15 JUN 2023
LDZD AD 2 - 11	15 JUN 2023
LDZD AD 2 - 12	15 JUN 2023
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 2022
LDZD AD 2.24.8 SID RWY 13 - 1	16 JUN 2022
LDZD AD 2.24.8 SID RWY 13 - 2	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 13 - 1	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 13 - 2	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 13 - 3	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 13 - 4	16 JUN 2022
LDZD AD 2.24.8 SID RWY 22 - 1	16 JUN 2022
LDZD AD 2.24.8 SID RWY 22 - 2	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 22 - 1	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 22 - 2	16 JUN 2022
LDZD AD 2.24.8 SID RWY 31 - 1	16 JUN 2022
LDZD AD 2.24.8 SID RWY 31 - 2	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 31 - 1	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 31 - 2	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 31 - 3	16 JUN 2022
LDZD AD 2.24.8 SID RNAV RWY 31 - 4	16 JUN 2022
LDZD AD 2.24.10 STAR RWY 04 & 13/31 - 1	16 JUN 2022
LDZD AD 2.24.10 STAR RWY 04 & 13/31 - 2	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 04 - 1	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 04 - 2	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 04 - 3	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 04 - 4	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 13 - 1	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 13 - 2	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 13 - 3	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 13 - 4	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 31 - 1	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 31 - 2	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 31 - 3	16 JUN 2022
LDZD AD 2.24.10 STAR RNAV RWY 31 - 4	16 JUN 2022
LDZD AD 2.24.11 ATCSMAC - 1	15 JUN 2023
LDZD AD 2.24.11 ATCSMAC - 2	15 JUN 2023
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
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

Stranica	Datum
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)
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)
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 2.24.11 ATCSMAC -1	Značajne točke TIBRI i KOFER izmijenjene u obvezne točke javljanja.	AIRAC AIP AMDT 011/2022 (01 DEC 2022)
ENR 6.2-1	DME KLS frekvencija (CH) je 29Y.	AIRAC AIP AMDT 004/2023 (18 MAY 2023)
LDDU AD 2.24.4 AOC RWY 11 -1 LDDU AD 2.24.4 AOC RWY 29 -1	RWY 11: TORA, TODA i ASDA trebaju glasiti 3230 M. RWY 29: TORA, TODA, ASDA i LDA trebaju glasiti 3230 M.	AIRAC AIP AMDT 005/2023 (15 JUN 2023)

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA

GEN 2.5 POPIS RADIONAVIGACIJSKIH SREDSTAVA

DECODE			
ID	Naziv postaje	Sredstvo	Namjena
BO	BOKANJAC	L	A
BRC	BRAC	DME	AE
BRZ	BREZA	NDB	A
CE	CEPIN	L	AE
CRE	CRES	NDB	AE
CV	CAVTAT	L	A
DBK	DUBROVNIK	VOR/DME	AE
DVN	DRVENIK	NDB	A
GR	GRUDA	L	A
HUM	BRAC	NDB	A
IDU	DUBROVNIK	DME	A
IDU	DUBROVNIK / CILIPI	LOC 11	A
IKR	RIJEKA / KRK I	LOC 14	A
IOS	OSIJEK / KLISA	LOC 29	A
IPU	PULA	LOC 27	A
ISJ	OSIJEK	DME	A
ISJ	OSIJEK	LOC 11	A
IST	SPLIT	DME	AE
IST	SPLIT / KASTELA	LOC 05	A
IZA	ZAGREB	DME	A
IZA	ZAGREB / FRANJO TUĐMAN	LOC 04	A
IZD	ZADAR / ZEMUNIK	LOC 13	A
IZG	ZAGREB / FRANJO TUĐMAN	LOC 22	A
JAP	JAPETIC	DME	AE
KAV	KAVRAN	NDB	A
KLP	KOLOCEP	NDB	A
KLS	OSIJEK	DME	AE
LOS	LOSINJ	NDB	AE
LSJ	LOSINJ	DME	AE
LUK	LUKAVEC	DME	AE
NTL	LOSINJ	VOR/DME	AE

ENCODE			
Naziv postaje	Sredstvo	ID	Namjena
BARNA	VOR/DME	VBA	AE
BOKANJAC	L	BO	A
BRAC	DME	BRC	AE
BRAC	NDB	HUM	A
BREZA	NDB	BRZ	A
CAVTAT	L	CV	A
CEPIN	L	CE	AE
CRES	NDB	CRE	AE
DRVENIK	NDB	DVN	A
DUBROVNIK	DME	IDU	A
DUBROVNIK	VOR/DME	DBK	AE
DUBROVNIK / CILIPI	LOC 11	IDU	A
GRUDA	L	GR	A
JAPETIC	DME	JAP	AE
KAKMA	NDB	ZRA	A
KAVRAN	NDB	KAV	A
KOLOCEP	NDB	KLP	A
LOSINJ	DME	LSJ	AE
LOSINJ	NDB	LOS	AE
LOSINJ	VOR/DME	NTL	AE
LUKAVEC	DME	LUK	AE
OSIJEK	DME	KLS	AE
OSIJEK	NDB	OSJ	A
OSIJEK / KLISA	LOC 29	IOS	A
OSIJEK	LOC 11	ISJ	A
OSIJEK	DME	ISJ	A
PISAROVINA	NDB	PIS	AE
PULA	LOC 27	IPU	A
PULA	NDB	PLA	A
PULA	VOR/DME	PUL	AE
RIJEKA	L	RI	A

DECODE			
ID	**Naziv postaje**	**Sredstvo**	**Namjena**
OSJ	OSIJEK	NDB	A
PIS	PISAROVINA	NDB	AE
PLA	PULA	NDB	A
PUL	PULA	VOR/DME	AE
RI	RIJEKA	L	A
RJK	RIJEKA	VOR/DME	AE
SAL	SALI	NDB	AE
SK	S.KRALJEVEC	L	A
SPL	SPLIT	VOR/DME	AE
TNJ	TOUNJ	NDB	E
TRI	TROGIR	NDB	A
VBA	BARNA	VOR/DME	AE
VG	VELIKA GORICA	L	A
VRS	VRSAR	NDB	AE
ZAG	ZAGREB	VOR/DME	AE
ZDA	ZADAR	VOR/DME	AE
ZK	ZADAR	L	A
ZRA	KAKMA	NDB	A

ENCODE			
Naziv postaje	**Sredstvo**	**ID**	**Namjena**
RIJEKA	VOR/DME	RJK	AE
RIJEKA / KRK I	LOC 14	IKR	A
S.KRALJEVEC	L	SK	A
SALI	NDB	SAL	AE
SPLIT	VOR/DME	SPL	AE
SPLIT	DME	IST	AE
SPLIT / KASTELA	LOC 05	IST	A
TOUNJ	NDB	TNJ	E
TROGIR	NDB	TRI	A
VELIKA GORICA	L	VG	A
VRSAR	NDB	VRS	AE
ZADAR	L	ZK	A
ZADAR	VOR/DME	ZDA	AE
ZADAR / ZEMUNIK	LOC 13	IZD	A
ZAGREB	DME	IZA	A
ZAGREB	VOR/DME	ZAG	AE
ZAGREB / FRANJO TUĐMAN	LOC 04	IZA	A
ZAGREB / FRANJO TUĐMAN	LOC 22	IZG	A

GEN 3.5 METEOROLOŠKE USLUGE

GEN 3.5.1 ODGOVORNA SLUŽBA

Meteorološke usluge za civilno zrakoplovstvo pruža Hrvatska kontrola zračne plovidbe d.o.o., Služba zrakoplovne meteorologije (MET).

Post: Hrvatska kontrola zračne plovidbe d.o.o.
Služba zrakoplovne meteorologije (MET)
Rudolfa Fizira 2
10410 Velika Gorica, p.p. 103
Hrvatska

Phone: +385 1 6259 280

Fax: + 385 1 6259 223

Email: met@crocontrol.hr

URL: https://met.crocontrol.hr

Služba djeluje sukladno PUK (EU) 2017/373, kako je izmijenjena i dopunjena, te u skladu s odredbama koje se nalaze u sljedećim ICAO dokumentima:

- Annex 3 - Meteorological Service for International Air Navigation;
- Doc 7030 - Regional Supplementary Procedures;
- Doc 7754 - Air Navigation Plan - European Region;
- Doc 8400 - Abbreviations and Codes;
- Doc 8896 - Manual of Aeronautical meteorological Practice.

Odstupanja od ovih odredbi detaljno su prikazana u pododjeljku GEN 1.7.

GEN 3.5.2 PODRUČJE ODGOVORNOSTI

Meteorološko bdjenje se obavlja za FIR Zagreb.

GEN 3.5.3. METEOROLOŠKA OPAŽANJA I IZVJEŠĆA

Meteorološka motrenja i izvješća obavljaju i odašilju zrakoplovne meteorološke stanice sukladno odredbama ICAO Aneksa 3. Redovna izvješća izdaju se u HR+00 i HR+30.

Motrenja se obavljaju na aerodromima ZAGREB/Franjo Tuđman, SPLIT/Kaštela, PULA, DUBROVNIK/Čilipi, ZADAR/Zemunik, OSIJEK/Klisa, RIJEKA/Krk I., LOŠINJ/Lošinj I. i BRAČ/Brač I..

Vidni doseg duž USS-e (RVR) procjenjuje se u zračnoj luci ZAGREB/Franjo Tuđman, PULA, SPLIT/Kaštela, DUBROVNIK/Čilipi i ZADAR/Zemunik. Vrijednosti RVR-a su automatski prikazane u digitalnom obliku u MET i ATS jedinicama.

AUTO METAR se izrađuje prema mjerenjima senzora/indikatora koji se nalaze na određenim reprezentativnim mjestima na aerodromu. U AUTO METAR izvještajima opisuju se uvjeti na temelju podataka koji se mjere te izračuna algoritama. U AUTO METAR izvještajima mogu se izvijestiti vremenski uvjeti u skladu s ICAO Annex 3 ukoliko su unutar mogućnosti detekcije sustava.

Nema razlike između METAR i AUTO METAR izvještaja vezano za elemente koji se izvještavaju:

- smjer i brzina vjetra,
- temperatura i temperatura rosišta,
- tlak (QNH),
- RVR,

Razlike i ograničenja AUTO METAR izvještaja naspram METAR izvještaja očituju se u sljedećim elementima:

- vidljivost,
- pojave,
- naoblaka,
- dopunska informacija o pojavama u prošlom vremenu.

VIDLJIVOST:

U AUTO METAR izvještajima vidljivost je određena u točki u kojoj se nalazi indikator (vizibilimetar). Izvještava se aeronautička vidljivost definirana prema Annex 3 izmjerena u točki mjerenja. Vidljivost u krugu od 360° može odstupati od ove vrijednosti. Minimalnu vidljivost u određenom smjeru nije moguće izvijestiti.

VREMENSKE POJAVE:

U AUTO METAR izvještajima pojave sadašnjeg i prošlog vremena određuju se indikatorom koji se nalazi na lokaciji vizibilimetra. Ograničenja indikatora sastoje se u točkastom mjerenju (pokriva samo jedan prag piste) te u nemogućnosti izvještavanja određenih vremenskih pojava (GR, GS, PRFG, DU, SA, FU). Također, moguće je da indikator izvještava donekle različitu pojavu od one koja je zaista prisutna kako u karakteristici tako i u intenzitetu, što je donekle također posljedica ograničenja točkastog mjerenja. Najčešća primijećena pogreška izvještavanja indikatora je pojava slabe kiše (-RA) kad nema nikakve oborine.

Mreža detekcije sijevanja daje pouzdane podatke TS (grmljavine) i VCTS (pojava grmljavine u blizini aerodroma). Pri korištenju senzora koji služi kao backup moguće su rijetke pojave nedetektiranih sijevanja.

U skladu sa zahtjevima ICAO Annex-a 3 zbog nedostatka radarske slike i pripadajućeg algoritma onemogućeno je izvještavanje pojava karakteristike SH.

NAOBLAKA:

U AUTO METAR izvještajima naoblaka se izvještava mjerenjima indikatora silometra. Laserski baziran princip mjerenja u jednoj točki (MM) onemogućava izvještavanje naoblake koja se ne nalazi ili se u proteklom vremenu nije nalazila iznad samog indikatora. Određivanje količine naoblake radi se algoritmom koji uključuje podatke detekcije naoblake u proteklom vremenu. Algoritam i indikator rade dobro za slojevitu i rasprostranjenu naoblaku. Nedostaci u podacima očituju se najčešće kod orografskih oblaka.

TCU i CB oblaci ne izvještavaju se u AUTO METAR izvještajima zbog nedostatka radarske slike i pripadajućeg algoritma.

NADZOR I TEHNIČKA PODRŠKA:

Sustav za izradu i distribuciju AUTO METAR izvještaja kontrolira tehnička služba.

Tehnički kvar pojedinog senzora/indikatora moguće je nadomjestiti drugim senzorom/indikatorom jedino u slučaju kvara anemometra. Ostali senzori/indikatori nisu duplicirani i nedostajući podatak zamjenjuje se kosim crtama kako je uobičajeno u izvještajima.

GEN 4.1.4.7 Zračna luka SPLIT/Kaštela

Cijena usluge		
Vrsta prometa	**Jedinica**	**EUR**
Međunarodni putnički servis	Po odlazećem putniku	11,00
Domaći putnički servis		5,00

GEN 4.1.4.8 Zračna luka ZADAR/Zemunik

Cijena usluge

Putnički servis po odlazećem putniku		
Vrsta prometa	**Jedinica**	**EUR**
Međunarodni putnički servis	Po odlazećem putniku	10,00
Domaći putnički servis		5,00

GEN 4.1.4.9 Zračna luka ZAGREB/Franjo Tuđman

Putnički servis po odlazećem putniku:

Cijena usluge		
Vrsta prometa	**Jedinica**	**EUR**
Međunarodni putnički servis	Odlazeći putnik	19,67
Domaći putnički servis		8,43
Putnički servis po transfernom putniku		4,50

GEN 4.1.5. OSIGURANJE

GEN 4.1.5.1 Zračna luka DUBROVNIK/Čilipi

Naknada za zaštitu (vrijedi od 01 JUL 2014)		
Vrsta prometa	**Jedinica**	**EUR**
Komercijalni letovi	Odlazeći putnik	5,00
Nekomercijalni letovi		5,00

GEN 4.1.5.2 Zračna luka OSIJEK/Klisa

Vrsta prometa	Jedinica	EUR
Komercijalni letovi	Odlazeći putnik	4,00
Nekomercijalni letovi		4,00

Naknada za zaštitu tereta

Naknada za zaštitu tereta naplaćuje se špediteru, osim ako se drugačije ne dogovori sa zrakoplovnim prijevoznikom.

Usluga	Jedinica	EUR
Rendgenski zaštitni pregled tereta i pošte	po pošiljci	1,35
	dodatno po kg	0,02

Usluga	Jedinica	EUR
zaštitni pregled (za pošiljke koje nije moguće provući kroz rendgen zbog težine ili dimenzija)	po pošiljci	6,76

GEN 4.1.5.3 Zračna luka PULA/Pula

Naknada za zaštitu		
Vrsta prometa	**Jedinica**	**EUR**
Komercijalni letovi	Odlazeći putnik	4,00
Nekomercijalni letovi		4,00

GEN 4.1.5.4 Zračna luka RIJEKA/Krk I.

Naknada za zaštitu		
Vrsta prometa	**Jedinica**	**EUR**
Komercijalni letovi	Odlazeći putnik	6,00
Nekomercijalni letovi		6,00
Teretni zrakoplovi	Po kg tereta	0,01

CERTIFICIRANA KATEGORIJA

1. Operacije se razvrstavaju kao operacije UAS-a u „certificiranoj kategoriji” samo ako su ispunjeni sljedeći uvjeti:

    a. UAS je certificiran u skladu s člankom 40. stavkom 1. točkama (a), (b) i (c) Delegirane uredbe (EU) 2019/945; i

    b. riječ je o operaciji:

        i. koja se izvodi iznad mnoštva ljudi;

        ii. koja uključuje prijevoz ljudi;

        iii. koja uključuje prijevoz opasne robe zbog čega bi u slučaju nesreće treće strane bile izložene visokom riziku.

2. Osim toga, operacije UAS-a razvrstavaju se u „certificiranu” kategoriju ako HACZ na temelju procjene rizika iz članka 11. Provedbene Uredbe (EU) 2019/947 smatra da se rizik operacije ne može dovoljno ublažiti ako se UAS i operator UAS-a ne certificiraju i ako, prema potrebi, udaljeni piloti ne ishode dozvolu.

Osnovna pravila letenja u certificiranoj kategoriji

U skladu s Jedinstvenim Europskim Pravilima Letenja Uredbom (EU) 923/2012 i Uredbom (EU) 1332/2011.

ZAHTJEVI ZA OPERATORE IZ TREĆIH ZEMALJA

Operatori UAS-a čije je glavno mjesto poslovanja, poslovni nastan ili boravište u trećoj zemlji dužni su za operacije UAS-a unutar zračnog prostora Republike Hrvatske poštovati gore navedena i ostala primjenjiva pravila Provedbene uredbe (EU) 2019/947.

ENR 1.1.12 IZVANAERODROMSKO SLIJETANJE I UZLIJETANJE HELIKOPTERA

Pojedinačne operacije izvanaerodromskog slijetanja i uzlijetanja helikoptera (u daljnjem tekstu IASU/H) s prirodnih mjesta za slijetanje (u daljnjem tekstu NHLS) dopuštene su ukoliko operator udovoljava uvjetima propisanim Pravilnikom o izvanaerodromskom slijetanju i uzlijetanju helikoptera (u daljnjem tekstu Pravilnik), a koji se odnose na obvezu ishođenja odobrenja, iskustvo posade, površinu za slijetanje/uzlijetanje te sigurnosne aspekte operacije.

Odredbe Pravilnika ne primjenjuju se na operacije IASU/H kada helikopteri slijeću u slučaju nužde, pružaju hitnu medicinsku pomoć te obavljaju vojne, carinske ili policijske aktivnosti, aktivnosti traganja i spašavanja, gašenja požara, nadzora granice i obalne straže ili slične aktivnosti od javnog interesa.

Odobrenje za IASU/H izdaje Hrvatska agencija za civilno zrakoplovstvo (u daljnjem tekstu Agencija) temeljem zahtjeva koji je operator dužan podnijeti na propisanom obrascu FAO-FRM-003, najkasnije sedam (7) radnih dana prije početka obavljanja operacija, a obrazac je dostupan na mrežnoj stranici Agencije: https://www.ccaa.hr/obrasci-34669

Ishođenje odobrenja Agencije za IASU/H operatora ne oslobađa odgovornosti od obveze ishođenja drugih odobrenja i udovoljavanja uvjetima iz drugih propisa koji uređuju imovinsko-pravne odnose te prostorno uređenje i zaštitu okoliša.

Odobrenje za IASU/H potrebno je i u slučajevima kada se helikopterom namjerava slijetati i uzlijetati na/s NHLS, a da se pritom koriste plovila (npr. jahte).

IASU/H može izvoditi samo zapovjednik helikoptera (PIC) s odgovarajućom pilotskom dozvolom i iskustvom te izvedena najmanje 3 slijetanja i uzlijetanja tijekom 90 dana koji prethode namjeravanim operacijama, i pritom na helikopteru navedenom u zahtjevu za IASU/H.

Površina za IASU/H ne smije se nalaziti u gusto naseljenom području i na udaljenosti manjoj od 500 FT (150 M) od gusto naseljenog područja, mora biti bez ikakvih prepreka te okružena sigurnosnim prostorom širine ne manje od 10 M.

IASU/H se smije izvoditi isključivo u vizualnim meteorološkim uvjetima danju i u skladu s letačkim priručnikom helikoptera (FM).

Prije početka izvođenja operacija operator mora o mjestu slijetanja tj. korištenju NHLS, obavijestiti Operativno-komunikacijski centar mjesno nadležne Policijske uprave Ministarstva unutarnjih poslova RH putem kontakt broja dostupnog na: https://policija.gov.hr/policijske-uprave/104

Operator helikoptera dužan je voditi evidenciju o izvršenim IASU/H (mjesto, koordinate, datum i broj operacija) te pisanim putem Agenciji dostaviti obavijest o izvršenom po završetku operacija.

ENR 1.1.13 POSEBNO KORIŠTENJE KONTROLIRANOG ZRAČNOG PROSTORA

Prilikom posebnog korištenja kontroliranog zračnog prostora, prethodno se mora pribaviti pisano odobrenje HKZP-a. (vidi AIC-eve serije B).

ENR 1.1.14 DOPUŠTENA KONCENTRACIJA ALKOHOLA U ORGANIZMU ZA ČLANOVE POSADE ZRAKOPLOVA

Pravilnik o letenju zrakoplova (NN broj 32/2018, 10/2021)

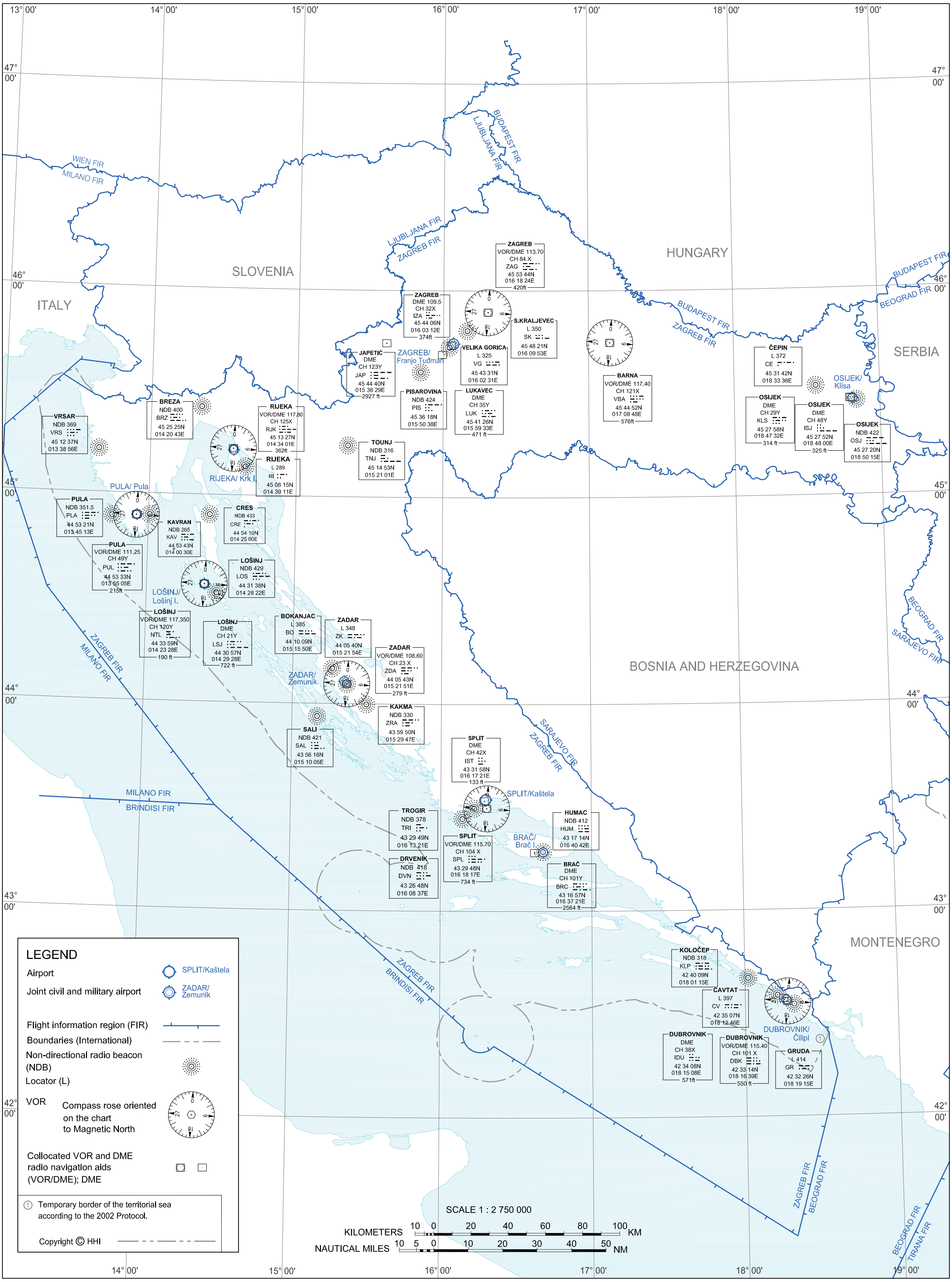
Zlouporaba psihoaktivnih tvari

Članak 75.a

Član posade zrakoplova je pod utjecajem alkohola dok obavlja svoje dužnosti ako mu se utvrdi koncentracija alkohola u organizmu veća od 0,2 g/kg (gram alkohola po kilogramu krvi) odnosno odgovarajući iznos miligrama u litri izdahnutog zraka.

Član posade zrakoplova koji odbije surađivati tijekom alkotestiranja ili za kojeg je pozitivnim alkotestom utvrđeno da je pod utjecajem alkohola ne dopušta se obavljanje dužnosti.

RADIO FACILITY - INDEX CHART



CHANGE: GS L and VL L withdrawn; Editorial.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK

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 PROCJENA I IZVJEŠĆIVANJE O STANJU POVRŠINE UZLETNO-SLETNE STAZE I PLAN POSTUPANJA U SLUČAJU SNIJEGA

1	Vrste opreme za čišćenje	Ralice za snijeg, posipač sredstva za odleđivanje (urea)
2	Prioriteti čišćenja	1. Uzletno-sletna staza 2. Staza za vožnju D 3. Parkirne pozicije: 8 i 10
3	Upotreba materijala za obradu operativnih površina	Urea
4	Posebno pripremljene zimske uzletno-sletne staze	NIL
5	Napomene	Globalni format izvješćivanja - GRF u primjeni

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.
3	Zaustavne oznake	Nil
4	Primjedbe	TWY A - RWY guard lights TWY B - RWY guard lights TWY C - RWY guard lights TWY D - RWY guard lights TWY E - RWY guard lights TWY F - RWY guard lights THR 29 RWY turn pad for aircraft with a wheelbase greater than 22.8 M requires a turn made with nose gear a steering angle greater than 45 DEG.

LDDU AD 2.10 AERODROMSKE PREPREKE

Prepreke u području 2: Vidi LDDU AD 2.24.4 AOC RWY 11 -1, LDDU AD 2.24.4 AOC RWY 29 -1, LDDU AD 2.24.12 VMCC (IFR) RWY 29 -1

Prepreke u području 3: Nil

LDDU AD 2.11 RASPOLOŽIVE METEOROLOŠKE INFORMACIJE

1	Pridružen MET ured	DUBROVNIK
2	Radno vrijeme MET ured izvan radnog vremena	H24
3	Ured nadležan za pripremu TAF-a Razdoblja valjanosti	DUBROVNIK, SPLIT, ZADAR, ZAGREB TAF (24HR)
4	Trend prognoza Interval izdavanja	TREND Stalno izdavanje tijekom AD HR SER i 2 sata prije AD HR SER.
5	Mogućnosti informiranja/konzultacija	Selfbriefing (URL: https://ib.crocontrol.hr) ili telefonom na: +385 1 6259224
6	Dokumentacija u svezi leta Korišteni jezik(ci)	• Selfbriefing (URL: https://ib.crocontrol.hr) ili zahtjev na tel.: +385 20 447766 • 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	Dubrovnik TWR, Dubrovnik APP
10	Dodatne informacije (ograničenja u pružanju usluge, itd.)	Nil

LDDU AD 2.12 FIZIČKE KARAKTERISTIKE UZLETNO-SLETNE STAZE

Oznake RWY NR	TRUE BRG	Dimenzije RWY-a (M)	Nosivost (PCN) i površina RWY-a i SWY-a	COORD THR-a COORD kraja RWY-a Geoidna undulacija THR	Nadmorska visina THR-a i najviša nadmorska visina TDZ-a kod RWY-a za precizni prilaz
1	2	3	4	5	6
11	118.21°	3230 x 45	86/F/A/W/T ASPH	423409.21N 0181454.24E 423320.95N 0181655.89E 132.1 FT	THR 519.5 FT TDZ 527.4 FT
29	298.23°			423320.95N 0181655.89E 423410.45N 0181451.11E 132.12 FT	THR 485 FT Nil

Oznake RWY NR	Nagib RWY-SWY-a	Dimenzije SWY-a (M)	Dimenzije CWY-a (M)	Dimenzije strip-a (M)	RESA dimenzije (M) i površina
1	7	8	9	10	11
11	Slope of RWY 11: 0.5% (0 M - 510 M) 0% (510 M - 1840 M) -1.1% (1840 M - 2860 M) -0.2% (2860 M - 3230 M)	Nil	Nil	3350 x 280	Undershoot RESA: Length:171 M Width:90 M Surface:ASPH and grass Overrun RESA: Length: 240 M Width: 90 M Surface: grass
29	Slope of RWY 29: 0.2% (0 M - 370 M) 1.1% (370 M - 1390 M) 0% (1390 M - 2720 M) -0.5 % (2720 M - 3230 M)	Nil	Nil		Undershoot RESA: Length: 240 M Width: 90 M Surface: grass Overrun RESA: Length: 90 M Width: 90 M Surface: ASPH and grass

Oznake RWY NR	Lokacija i opis sustava zaustavljanja	OFZ	Napomene
1	12	13	14
11	Nil	Nil	Nil
29	Nil	Nil	Nil

LDDU AD 2.13 OBJAVLJENE UDALJENOSTI

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

LDDU AD 2.14 PRILAZNA SVJETLA I OSVJETLJENJE UZLETNO-SLETNE STAZE

Oznaka RWY-a	Tip APCH LGT / LEN / INTST	Boja THR LGT / WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	Dužina LGT središnje linije RWY-a / razmak / boja / INTST	LGT LEN ruba RWY-a/ razmak / boja / INTST	Boja LGT kraja RWY-a / WBAR	SWY LGT LEN (M) / boja	Primjedbe
1	2	3	4	5	6	7	8	9	10
11	CAT I (A) 900 M W VRB LIH	G VRB LIH	PAPI LEFT 3° 56 FT	Nil	3149M 30M W*VRB LIH	3149M 60M W VRB LIH YCZ 600 M	R VRB LIH	Nil	W* to 900M before RWY end; W/R from 900M to 300M before RWY end; R on the last 300M before RWY end.
29	SALS (E) 420 M R VRB LIL	G VRB LIH	PAPI LEFT 3.2° 59 FT	Nil	3230M 30M W*VRB LIH	3230M 60M W VRB LIH YCZ 600 M	R VRB LIH	Nil	2 white Lead-In lights at location Radovcici (423031.44N 0182007.05E) and Gruda (423226.90N 0181915.43E) and white flashing Runway Treshold Identification lights (RTIL) as part of the approach lights. W* to 900M before RWY end; W/R from 900M to 300M before RWY end; R on the last 300M before RWY end.

LDDU AD 2.15 OSTALA OSVJETLJENJA, SEKUNDARNI IZVORI ELEKTRIČNE ENERGIJE

1	Položaj ABN/IBN, karakteristike i sati rada	Nil
2	Položaj LDI-a i LGT Položaj anemometra i LGT	WDI: 398 M and 1497 M right from THR11 and 299 M left from THR 29, lighted. Anemometar RWY11 - pozicija 111 M lijevo od RCL-a, udaljenost 341 M od (poslije) THR 11, ICAO označen i osvijetljen. Anemometar RWY29 - pozicija 111 M desno od RCL-a, udaljenost 341 M od (poslije) THR 29, ICAO označen i osvijetljen.
3	Osvjetljenje ruba i središnje linije TWY-a	TWY A EDGE: BLU VRB LIL TWY B EDGE: BLU VRB LIL TWY C EDGE: BLU VRB LIL TWY D EDGE: BLU VRB LIL TWY E EDGE: BLU VRB LIL TWY F EDGE: BLU VRB LIL TWY G EDGE: BLU VRB LIL TWY W EDGE: BLU VRB LIL
4	Sekundarni izvor električne energije/vrijeme uključivanja	available, switch-over time: 10 sec
5	Primjedbe	Rub stajanke: BLU VRB LIL

LDDU AD 2.16 PROSTOR ZA SLIJETANJE HELIKOPTERA

1	Koordinate TLOF ili THR od FATO Geoidna undulacija	Nil
2	TLOF i/ili FATO nadmorska visina M/FT	Nil
3	Dimenzije područja TLOF i FATO, površina, nosivost, oznaka	Nil
4	Stvarni i MAG BRG za FATO	Nil
5	Raspoložive objavljene udaljenosti	Nil
6	APP i FATO osvjetljenje	Nil
7	Primjedbe	Nije definiran prostor. Pozicije za parkiranje se koriste prema dogovoru sa Upravom zračne luke.

LDDU AD 2.17 ZRAČNI PROSTOR U NADLEŽNOSTI ATS-A

1	Oznaka i bočne granice	CTR Dubrovnik 424230N 0180249E 423619N 0181441E along the FIR boundary Zagreb/Sarajevo 423612N 0181514E 423246N 0182545E 422447N 0182554E 423441N 0175738E 424230N 0180249E
2	Vertikalne granice	4000 FT ALT / GND
3	Klasifikacija zračnog prostora	D
4	Pozivni znak ATS jedinice Jezik(ci)	DUBROVNIK TORANJ / DUBROVNIK TOWER Hrvatski, engleski
5	Prijelazna apsolutna visina	10000 FT MSL
6	Primjedbe	Nil

LDDU AD 2.18 KOMUNIKACIJSKE SLUŽBE ATS-A

Oznaka službe	Pozivni znak	Frekvencija	Sati rada	Primjedbe
1	2	3	4	5
APP	DUBROVNIK RADAR	123.600 MHZ	H24	Primary FREQ
	DUBROVNIK RADAR	125.400 MHZ	H24	ALTN FREQ
	DUBROVNIK RADAR	121.500 MHZ	H24	EMERG FREQ
TWR	DUBROVNIK TORANJ / DUBROVNIK TOWER	129.500 MHZ	H24	Primary FREQ If no contact on TWR frequency, contact Dubrovnik Radar.
		125.400 MHz	H24	ALTN FREQ If no contact on TWR frequency, contact Dubrovnik Radar.
ATIS	DUBROVNIK ATIS	118.425 MHZ	H24	

LDDU 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)	DBK	115.4 MHZ CH101X	H24	423313.84N 0181638.79E	550 FT	Pokrivanje 80 NM - neupotrebljivo između QDR 057° - 073° MRA at 40 NM: QDR 179° - 300° 3000 FT
VOR/DME (4°E/2019)	SPL	115.7 MHZ CH104X	H24	432947.69N 0161817.00E	734 FT	Domet 100 NM
DME 11	IDU	CH38X	H24	423408.19N 0181507.96E	571 FT	Collocated with GP 11, Orbit flight DME 25 NM MRA: 140°- 310° 4000 FT 310°- 140° 6000 FT
NDB	KLP	318 KHZ	H24	424009.42N 0180115.07E		297°MAG/11.73 NM from THR 11 Domet 50 NM
L	CV	397 KHZ	H24	423506.68N 0181245.51E		1.9 NM from THR 11 Domet 15 NM
L	GR	414 KHZ	H24	423226.26N 0181914.97E		1.9 NM from THR 29 Domet 15 NM - neupotrebljiv između QDR 044°-089° u smjeru kazaljke na satu.
LOC 11	IDU	110.1 MHZ	H24	423316.63N 0181706.77E		ILS CAT I Not usable to 17 NM outside 22° left (North) of centre line.
GP 11		334.4 MHZ	H24	423408.19N 0181507.94E		3.0°, RDH 50 FT
MM11	Dots-Dashes	75 MHZ	H24	423427.81N 0181408.83E		

LDDU AD 2.20 LOKALNI AERODROMSKI PROPISI

Snaga vanjskih motora zrakoplova kodnog slova F mora biti korištena samo u praznom hodu za vrijeme kretanja zrakoplova po tlu.

Prilikom ulaska/izlaska sa bilo koje parkirne pozicije, vožnje na zemlji ili vožnje helikoptera zrakom (*air-taxiing*) moraju se slijediti upute aerodromske kontrole zračnog prometa i signaliste.

ATC odobrenje za polazak raspoloživo je na Dubrovnik TWR FREQ 15 MIN prije pokretanja.

Prilikom prvog javljanja kontroli zračnog prometa pilot je dužan javiti broj parkirne pozicije.

Zrakoplov mora tražiti odobrenje za izguravanje i pokretanje motora tek nakon što je:

- vozilo za izguravanje pričvršćeno,
- komunikacija sa zemaljskim osobljem uspostavljena,
- zrakoplov spreman započeti sa izguravanjem.

Odobrenje kontrole zračnog prometa za izguravanje sadrži informaciju o uzletno-sletnoj stazi u upotrebi. Posada, nakon što dobije tu informaciju, istu mora proslijediti zemaljskom osoblju zaduženom za izguravanje.

UPOZORENJE: Mogući naleti vjetra, smicanje vjetra i turbulencija u prilazima za slijetanje i na RWY 11/29 u uvjetima jakih sjeveroistočnih vjetrova.

Poželjna konfiguracija RWY-a/ RWY u upotrebi je RWY 11.

LDDU AD 2.21 POSTUPCI ZA SMANJENJE BUKE

POSTUPAK ZA SMANJENJE BUKE U ODLASKU RWY 29

Operateri zrakoplova slijediti će postupke za smanjenje buke koje preporučuje proizvođač zrakoplova do FL 100 ili postupak koji se nalazi ispod:

- uzlijetati do 1350 FT QNH
- penjati brzinom V_2 + 10 KT
- po dolasku na visinu od 1350 FT QNH, podesiti i održavati snagu/potisak motora u skladu s postupcima za smanjenje buke koji se nalaze u operativnom priručniku zrakoplova.
- održavati brzinu penjanja od V_2 + 10-20 KT s pretkrilcima i zakrilcima u konfiguraciji za uzlijetanje.
- na visini od 3500 FT QNH održavati pozitivnu brzinu penjanja, ubrzavati i uvući pretkrilca/zakrilca u skladu s procedurom.

LDDU AD 2.22 POSTUPCI TIJEKOM LETA

LDDU AD 2.22.1 ZRAKOPLOVI U ODLASKU

Prelazak na frekvenciju Dubrovnik Radara

Piloti zrakoplova u odlasku moraju ostati na frekvenciji Tornja do prolaska visine 3000 FT AMSL, osim u slučaju drugačije upute kontrole zračnog prometa.

Za slučaj nestandardnog odobrenja za odlazak i/ili procedure vizualnog odlaska, piloti trebaju slijediti uputu: “Nakon prolaska visine 3000 FT AMSL, uspostaviti kontakt sa Dubrovnik Radarom na 123.600 MHZ”.

SID RWY 11 (Preferential RWY)

Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 5.0 per cent (304 FT/NM).

SID RWY 11 (Preferential RWY)				
Designator	**Route**	**After take off**		**Remarks**
		Climb initially	**Contact**	
AMUGO4C	**AMUGO FOUR CHARLIE DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 275°. Cross R-218 DBK, turn LEFT, intercept R-227 DBK. At LOKRU (19.6 DME DBK) turn RIGHT, intercept R-131 SPL, climbing to AMUGO.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	
AMUGO2E	**AMUGO TWO ECHO DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 275°. After crossing QDR 198° CV L follow ATC RADAR vector to AMUGO.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	Cross QDR 198° CV L at or above 5000ft.
AMUGO2F	**AMUGO TWO FOXTROT DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on bearing QDR 177° GR L. At 11.0 DME DBK turn RIGHT and follow ATC RADAR vector to AMUGO.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	Cross 11.0 DME DBK at or above 6000ft.
LOKRU3C	**LOKRU THREE CHARLIE DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 275°. Cross R-218 DBK, turn LEFT, intercept R-227 DBK climbing to LOKRU.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	
MOKUN5C	**MOKUN FIVE CHARLIE DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 218°. At or above 4500 FT, but not before passing R-182 DBK, turn RIGHT, intercept R-218 DBK, climbing to DBK VOR DME. At 3.0 DME DBK, on R-218 DBK, turn RIGHT, intercept R-121 DBK climbing to MOKUN.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	Cross 3.0 DME DBK at or above 7000 FT. Cross MOKUN at or above 9000 FT.
MADOS5C	**MADOS FIVE CHARLIE DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 218°. At or above 4500 FT, but not before passing R-182 DBK, turn RIGHT, intercept R-218 DBK, climbing to DBK VOR DME. At 3.0 DME DBK, on R-218 DBK, turn LEFT, intercept R-333 DBK climbing to MADOS.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	Cross 3.0 DME DBK at or above 7000 FT. Cross MADOS at or above FL105.

SID RWY 11 (Preferential RWY)				
Designator	**Route**	**After take off**		**Remarks**
		Climb initially	**Contact**	
MADOS2E	**MADOS TWO ECHO DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on bearing QDR 177° GR L. At 11.0 DME DBK turn RIGHT on track 288°. After crossing R-200 DBK turn RIGHT intercept R-218 DBK, climbing to DBK VOR DME. At 3.0 DME DBK, on R-218 DBK, turn LEFT, intercept R-333 DBK climbing to MADOS.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	Cross 11.0 DME DBK at or above 6000ft. Cross R-200 DBK at or above 8500ft. Cross MADOS at or above FL105.
BEVIS4C	**BEVIS FOUR CHARLIE DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 218°. Intercept R-182 DBK climbing to BEVIS.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	
MOKUN2E WITH ATC RADAR MONITORING ONLY	**MOKUN TWO ECHO DEPARTURE** MAX IAS 210KT until MOKUN. Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on bearing QDR 177° GR L. At 11.0 DME DBK turn LEFT on R-150 DBK climbing to DBK VOR DME. After crossing 8.4 DME DBK, turn RIGHT, intercept R-121 DBK climbing to MOKUN.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	Cross 11.0 DME DBK at or above 6000ft. Cross 8.4 DME DBK at or above 8500ft. Cross MOKUN at or above 9000 FT.

SID 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).

WARNING: Close-in obstacles. See LDDU AD 2.24.4 AOC RWY 29 -1, Aerodrome Obstacle Chart - ICAO Type A, regarding obstacle number 4 and significant obstacle shown on the plan view of the chart at the distance 556 M (0.3 NM) in the north-west direction from DER with related altitude of 181.3 M (595 FT).

Kada je u upotrebi RWY 29, za potrebe razdvajanja dolaznog i odlaznog prometa, poželjni SID je DOPUT 4D.
Za očekivati je vektoriranje ili direktnu rutu od Dubrovnik Radara za priključenje/povratak na traženu rutu leta.

SID RWY 29				
Designator	**Route**	**After take off**		**Remarks**
		Climb initially	**Contact**	
DOPUT4D (On ATC authorization only)	**DOPUT FOUR DELTA DEPARTURE** Climb to KLP NDB. At KLP NDB climb on R-299 DBK to DOPUT. 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 DOPUT, 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.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	Cross KLP NDB at or above 3800 FT. Cross DOPUT at or above 5000 FT. DOPUT 4D is the preferential SID.
NERRA9D (only for traffic destination LDSP, below FL145)	**NERRA NINE DELTA DEPARTURE** Climb to KLP NDB. At KLP NDB climb on R-299 DBK to NERRA.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	Cross KLP NDB at or above 3800 FT.

SID RWY 29				
Designator	**Route**	**After take off**		**Remarks**
		Climb initially	**Contact**	
LASDU2D	**LASDU TWO DELTA DEPARTURE** Climb to KLP NDB. At KLP NDB turn LEFT on QDR 276° KLP to LASDU.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	Cross KLP NDB at or above 3800 FT.
AMUGO2D	**AMUGO TWO DELTA DEPARTURE** Climb straight ahead. At 5.0 DME DBK turn LEFT, on track 238°. Intercept R-265 DBK climbing to AMUGO.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	
LOKRU2D	**LOKRU TWO DELTA DEPARTURE** Climb straight ahead. At 5.0 DME DBK turn LEFT, on track 166°, intercept R-227 DBK climbing to LOKRU.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	
MOKUN4D	**MOKUN FOUR DELTA DEPARTURE** Climb straight ahead. At 5.0 DME DBK turn LEFT, on track 166°. Cross R-227 DBK, turn LEFT, intercept R-198 DBK inbound DBK VOR DME. At 4.0 DME DBK, on R-198 DBK, turn RIGHT, intercept R-121 DBK, climbing to MOKUN.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	Cross 4.0 DME DBK at or above 6500 FT. Cross MOKUN at or above 9000 FT.
MADOS5D	**MADOS FIVE DELTA DEPARTURE** Climb straight ahead. At 5.0 DME DBK turn LEFT, on track 166°. Cross R-227 DBK, turn LEFT intercept R-198 DBK inbound DBK VOR DME. At DBK VOR DME turn LEFT, intercept R-333 DBK climbing to MADOS.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	Cross 4.0 DME DBK at or above 6500 FT. Cross MADOS at or above FL105.
BEVIS3D	**BEVIS THREE DELTA DEPARTURE** Climb straight ahead. At 5.0 DME DBK turn LEFT, on track 166°. Cross R-227 DBK, turn LEFT on track 126°. Cross R-198 DBK, turn RIGHT, intercept R-182 DBK climbing to BEVIS.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ	

LDDU AD 2.22.2 STAR RWY 11/29

<table>
<tr><th colspan="5">STAR RWY 11/29</th></tr>
<tr><th>Designator</th><th>Route</th><th>Descend</th><th>Contact</th><th>Remarks</th></tr>
<tr><td>NERRA8A</td><td>NERRA EIGHT ALPHA ARRIVAL
From NERRA proceed on QDM 120° KLP to KLP NDB (MNM ALT 5000 FT). At 21.0 DME DBK proceed on QDM 120° KLP (MNM ALT 4000 FT) and hold.</td><td>As cleared by ATC</td><td></td><td></td></tr>
<tr><td>MOKUN4A</td><td>MOKUN FOUR ALPHA ARRIVAL
From MOKUN proceed on R-121 DBK to DBK VOR DME (MNM ALT 7500 FT). After crossing DBK VOR DME intercept and follow QDM 297° KLP to KLP NDB (MNM ALT 5000 FT) and hold.</td><td>As cleared by ATC</td><td></td><td rowspan="3">HOLDING ENTRY FROM SECTOR 1 (parallel entry) & SECTOR 2 (offset entry) MNM ALT 4500FT</td></tr>
<tr><td>BEVIS3A</td><td>BEVIS THREE ALPHA ARRIVAL
From BEVIS proceed on R-182 DBK (MNM ALT 5000 FT). At 15.0 DME DBK turn LEFT and intercept QDM 332° KLP to KLP NDB (MNM ALT 4500 FT) and hold.</td><td>As cleared by ATC</td><td></td></tr>
<tr><td>LOKRU2A</td><td>LOKRU TWO ALPHA ARRIVAL
From LOKRU proceed on QDM 007° KLP to KLP NDB (MNM ALT 4500 FT) and hold.</td><td>As cleared by ATC</td><td></td></tr>
<tr><td>AMUGO2A</td><td>AMUGO TWO ALPHA ARRIVAL
From AMUGO proceed on QDM 065° KLP to KLP NDB (MNM ALT 4000 FT) and hold.</td><td>As cleared by ATC</td><td></td><td></td></tr>
</table>

LDDU AD 2.22.3 PROCEDURA NEUSPJELOG PRILAZA

Neodložno obavijestiti kontrolu zračnog prometa.

Osim u slučaju drugačije upute kontrole zračnog prometa, koristiti odgovarajuću kartu instrumentalnog prilaza - LDDU AD 2.24 i slijediti objavljenu proceduru neuspjelog prilaza.

Procedura neuspjelog prilaza tijekom **vizualnog prilaženja za RWY 29**: ‘Uključiti se u završni krak za RWY 29, zadržati se u pravcu RWY-a i penjati na visinu 5000 FT’.

LDDU AD 2.22.4 REZERVNI UREĐAJ NA TWR-U ZA SLUČAJ POTPUNOG OTKAZA KOMUNIKACIJE

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

LDDU AD 2.23 DODATNE INFORMACIJE

Povećana aktivnost galebova klaukavaca (Larus cachinnans) na i u blizini aerodroma. Otoci Mrkan, Bobara i Supetar su zaštićeni kao ornitološki rezervat, a nalaze se u neposrednoj blizini prilazne i odlazne površine RWY 11.

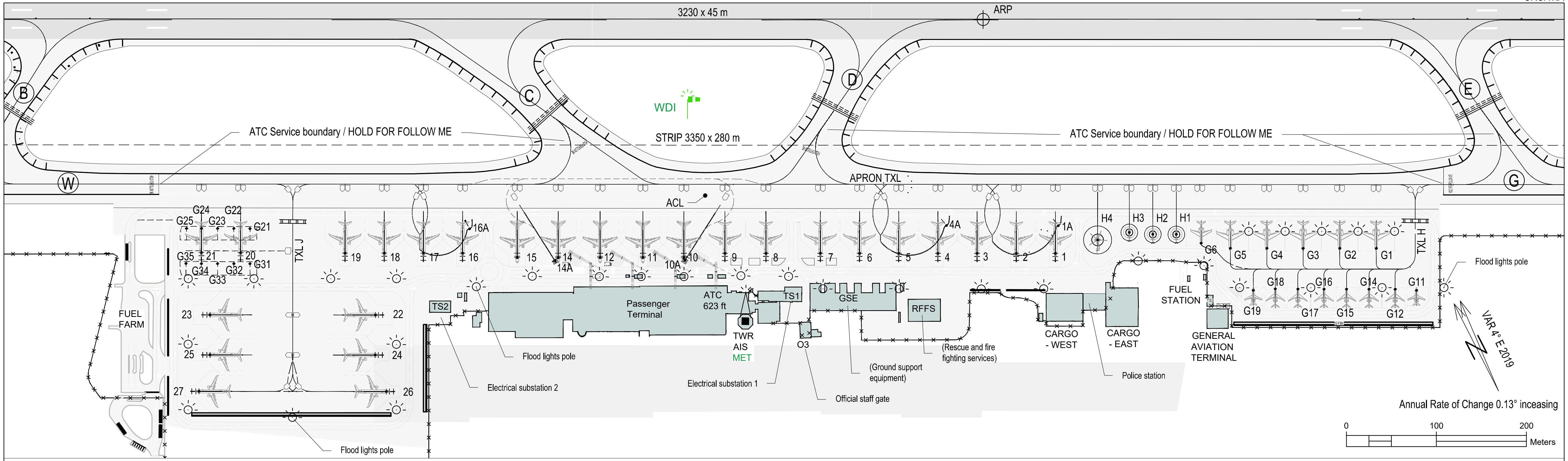
Vidjeti Kartu koncentracije ptica: LDDU AD 2.24.14 BC -1.

LDDU AD 2.24 POPRATNE KARTE AERODROMA

Naziv	Stranica
Aerodrome Chart - ICAO	LDDU AD 2.24.1 ADC -1
Aircraft Parking/Docking Chart - ICAO	LDDU AD 2.24.2 APDC -1
Aerodrome Ground Movement Chart - ICAO	*NOT AVBL*
Aerodrome Obstacle Chart - ICAO - Type A RWY 11	LDDU AD 2.24.4 AOC RWY 11 -1
Aerodrome Obstacle Chart - ICAO - Type A RWY 29	LDDU AD 2.24.4 AOC RWY 29 -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 11	LDDU AD 2.24.8 SID RWY 11 -1
Standard Departure Chart - Instrument - ICAO - RNAV RWY 11	LDDU AD 2.24.8 SID RNAV RWY 11 -1
Standard Departure Chart - Instrument - ICAO - RWY 29	LDDU AD 2.24.8 SID RWY 29 -1
Standard Departure Chart - Instrument - ICAO - RNAV RWY 29	LDDU AD 2.24.8 SID RNAV RWY 29 -1
Area Chart – ICAO (arrival and transit routes)	*NOT AVBL*
Standard Arrival Chart - Instrument - ICAO - RWY 11/29	LDDU AD 2.24.10 STAR RWY 11/29 -1
Standard Arrival Chart - Instrument - ICAO - RNAV RWY 11	LDDU AD 2.24.10 STAR RNAV RWY 11 -1
Standard Arrival Chart - Instrument - ICAO - RNAV RWY 29	LDDU AD 2.24.10 STAR RNAV RWY 29 -1
ATC Surveillance Minimum Altitude Chart - ICAO	LDDU AD 2.24.11 ATCSMAC -1
Instrument Approach Chart - ICAO - L RWY 11	LDDU AD 2.24.12 IAC L RWY 11 -1
Instrument Approach Chart - ICAO - VOR RWY 11	LDDU AD 2.24.12 IAC VOR RWY 11 -1
Instrument Approach Chart - ICAO - ILSy or LOCy RWY 11	LDDU AD 2.24.12 IAC ILSy or LOCy RWY 11 -1
Instrument Approach Chart - ICAO - ILSz or LOCz RWY 11	LDDU AD 2.24.12 IAC ILSz or LOCz RWY 11 -1
Instrument Approach Chart - ICAO (Circling With Prescribed Tracks) - VOR-a RWY 29	LDDU AD 2.24.12 IAC VOR-a RWY 29 -1
Instrument Approach Chart - ICAO RNP RWY 11	LDDU AD 2.24.12 IAC RNP RWY 11 -1
Instrument Approach Chart - ICAO RNP RWY 29 (AR)	LDDU AD 2.24.12 IAC RNP RWY 29 (AR) -1
Visual Approach Chart RWY 29	LDDU AD 2.24.13 VAC RWY 29 -1
Visual Operation Chart	LDDU AD 2.24.13 VOC -1
Bird concentrations	LDDU AD 2.24.14 BC -1

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA

APRON ACL ELEV. 515 FT | DUBROVNIK ATIS 118.425 | DUBROVNIK TOWER 129.500



PARKING POSITIONS AND ITS REFERENCE POINTS ETRS89:

PSN 1	MAX B739/MD90	42°33'32".54 N 18°16'02".59 E
PSN1A	MAX B748	42°33'33".37 N 18°16'03".35 E
PSN 2	MAX B739/MD90	42°33'33".21 N 18°16'00".91 E
PSN 3	MAX B739/MD90	42°33'33".88 N 18°15'59".23 E
PSN 4	MAX B739/MD90	42°33'34".54 N 18°15'57".55 E
PSN 4A	MAX B748	42°33'35".27 N 18°15'58".56 E
PSN 5	MAX B739/MD90	42°33'35".21 N 18°15'55".87 E
PSN 6	MAX B739/MD90	42°33'35".87 N 18°15'54".19 E
PSN 7	MAX B739/MD90	42°33'36".54 N 18°15'52".51 E
PSN 8	MAX B739/MD90	42°33'37".46 N 18°15'50".18 E
PSN 9	MAX B739/MD90	42°33'38".16 N 18°15'48".42 E
PSN 10	MAX B752	42°33'38".72 N 18°15'46".56 E
PSN 10A	MAX B772LR	42°33'38".62 N 18°15'46".54 E
PSN 11	MAX B752	42°33'39".42 N 18°15'44".80 E
PSN 12	MAX B752	42°33'40".14 N 18°15'42".96 E
PSN 14	MAX B752	42°33'40".85 N 18°15'41".17 E
PSN 14A	MAX B772LR	42°33'40".82 N 18°15'40".96 E
PSN 15	MAX B752	42°33'41".55 N 18°15'39".41 E
PSN 16	MAX B739/MD90	42°33'42".63 N 18°15'37".17 E
PSN 16A	MAX B744	42°33'43".28 N 18°15'38".02 E
PSN 17	MAX B739/MD90	42°33'43".29 N 18°15'35".49 E
PSN 18	MAX B739/MD90	42°33'43".96 N 18°15'33".81 E
PSN 19	MAX B739/MD90	42°33'44".62 N 18°15'32".13 E
PSN 20	MAX B739/MD90	42°33'46".41 N 18°15'27".66 E
PSN 21	MAX B739/MD90	42°33'47".08 N 18°15'25".98 E
PSN 22	MAX B739/MD90	42°33'42".14 N 18°15'32".01 E
PSN 23	MAX B739/MD90	42°33'44".96 N 18°15'24".92 E
PSN 24	MAX B739/MD90	42°33'40".88 N 18°15'31".08 E
PSN 25	MAX B739/MD90	42°33'43".69 N 18°15'24".00 E
PSN 26	MAX B739/MD90	42°33'39".53 N 18°15'30".72 E
PSN 27	MAX B739/MD90	42°33'42".72 N 18°15'22".69 E
PSN G1	MAX Gulfstream 700	42°33'27".25 N 18°16'16".47 E
PSN G2	MAX Gulfstream 700	42°33'27".87 N 18°16'14".90 E
PSN G3	MAX Gulfstream 700	42°33'28".49 N 18°16'13".33 E
PSN G4	MAX Gulfstream 700	42°33'29".11 N 18°16'11".78 E
PSN G5	MAX Gulfstream 700	42°33'29".73 N 18°16'10".21 E
PSN G6	MAX Gulfstream IV	42°33'30".38 N 18°16'09".08 E
PSN G11	MAX Falcon 900	42°33'25".23 N 18°16'17".22 E
PSN G12	MAX Cessna Citation X+	42°33'25".63 N 18°16'16".34 E
PSN G14	MAX Cessna Citation X+	42°33'26".08 N 18°16'15".22 E
PSN G15	MAX Cessna Citation X+	42°33'26".46 N 18°16'14".25 E
PSN G16	MAX Cessna Citation X+	42°33'26".84 N 18°16'13".29 E
PSN G17	MAX Cessna Citation X+	42°33'27".29 N 18°16'12".17 E
PSN G18	MAX Cessna Citation X+	42°33'27".68 N 18°16'11".21 E
PSN G19	MAX Falcon 900	42°33'28".00 N 18°16'10".23 E
PSN H1	MAX Bell 430	42°33'31".09 N 18°16'08".21 E
PSN H2	MAX Bell 430	42°33'31".49 N 18°16'07".21 E
PSN H3	MAX Bell 412EPX	42°33'31".95 N 18°16'06".24 E
PSN H4	MAX Mil Mi-171	42°33'32".25 N 18°16'04".71 E
PSN G21	MAX Air Tractor A402	42°33'47".02 N 18°15'28".62 E
PSN G22	MAX Air Tractor A402	42°33'47".29 N 18°15'27".92 E
PSN G23	MAX Air Tractor A402	42°33'47".57 N 18°15'27".23 E
PSN G24	MAX Air Tractor A402	42°33'47".84 N 18°15'26".53 E
PSN G25	MAX DA40	42°33'48".10 N 18°15'25".90 E
PSN G31	MAX Air Tractor A402	42°33'45".90 N 18°15'27".81 E
PSN G32	MAX Air Tractor A402	42°33'46".17 N 18°15'27".11 E
PSN G33	MAX Air Tractor A402	42°33'46".45 N 18°15'26".42 E
PSN G34	MAX Air Tractor A402	42°33'46".73 N 18°15'25".72 E
PSN G35	MAX C421	42°33'47".00 N 18°15'25".07 E

TAXIING AND PARKING RESTRICTIONS AND NOTES:

1. PSNs: 1A, 4A, 16A, G1-G5, G21-G25 and H1-H4 are selfmanoeuvring.
2. PSNs: 1-27, 10A, 14A and G6 are taxi-in/push-out.
3. PSNs: G11-G19 and G31-G35 are push-in/taxi-out.
4. PSNs: 1-9, 15-21 and G6 are selfmanoeuvring for exiting if the following PSNs are vacated:
   PSNs: H4 or 2 for PSN 1
   PSNs: 1 or 3 for PSN 2
   PSNs: 2 and 1A or 4 and 4A for PSN 3
   PSNs: 3 or 5 for PSN 4
   PSNs: 4 or 6 for PSN 5
   PSNs: 5 and 4A or 7 for PSN 6
   PSNs: 6 or 8 for PSN 7
   PSNs: 7 or 9 for PSN 8
   PSN: 8 for PSN 9
   PSNs: 14 or 16 and 16A for PSN 15
   PSNs: 15 or 17 for PSN 16
   PSNs: 16 or 18 for PSN 17
   PSNs: 17 and 16A or 19 for PSN 18
   PSN: 18 or TXL J for PSN 19
   PSNs: 21, G24, G25, G34 and G35 or TXL J for PSN 20
   PSNs: 20, G21, G22, G31 and G32 for PSN 21
   PSN: G5 or H1 for PSN G6
5. When ACFT enters to PSNs: 1, 2, 4, 5, 9, 10, 14, 15, 16, 17, 20 and 21 the following PSNs must be vacated:
   PSN: 1A for PSNs: 1 and 2
   PSN: 4A for PSNs: 4 and 5
   PSN: 10A for PSNs: 9 and 10
   PSN: 14A for PSNs: 14 and 15
   PSN: 16A for PSNs: 16 and 17
   PSNs: G21, G22, G23, G31, G32, G33 for PSN 20
   PSNs: G23, G24, G25, G33, G34, G35 for PSN 21
6. When ACFT enters to PSNs: 1A, 4A, 10A, 14A, 16A, G21-G25, G31-G35 the following PSNs: must be vacated:
   PSNs: 1, 2 and 3 for PSN: 1A
   PSNs: 4, 5 and 6 for PSN: 4A
   PSNs: 9 and 10 for PSN: 10A
   PSNs: 14 and 15 for PSN: 14A
   PSNs: 16, 17 and 18 for PSN: 16A
   PSN: 20 for PSNs: G21-G25 and G31-G35
   PSN: 21 for PSNs: G23, G24, G25, G33, G34, G35

GENERAL NOTES

7. TWR directions, follow me guidance and marshaller instructions shall be followed for entering to/exiting from any of aircrafts and/or helicopters PSNs.
8. Max. Wingspan for TXL-H is 31m and max. Wingspan for TXL-J is 52m.
9. When ACFT with wingspan grater than 47,8m is taxiing on APRON TWY between PSNs 8-16, special conditions can be expected.
10. During code letter F ACFT ground movement, outer engines shall be used on idle power only.
11. During code letter E ACFT taxiing between TWY G and TWY W slow taxi speed is required.
12. For ACFT engine testing PSNs 1-21 can be used, with mandatory TWR prior approval.

ARRIVAL NOTES

13. When entering the APRON, it is mandatory to stop at HOLD FOR FOLLOW ME position and wait for the follow me vehicle and guidance.
14. AVDGS (Advanced visual docking guidance system) type APIS shall be followed for final entering to PSNs: 10, 10A, 11,12, 14 and 14A. In case of APIS failure, strictly follow marshaller instructions.

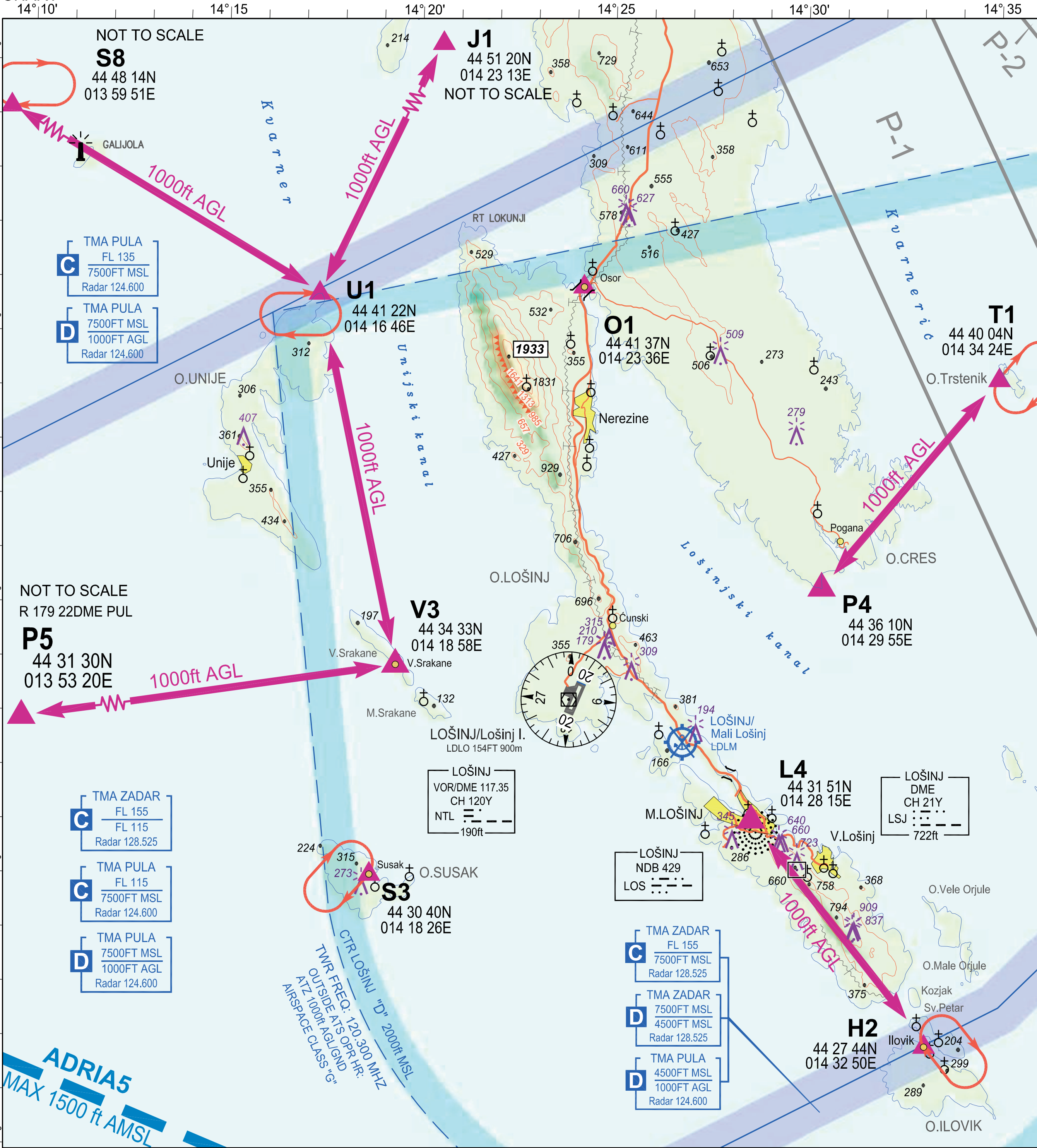
DEPARTURE NOTES:

15. ACFT engine start up is forbidden at PSNs: 22, 23, 24, 25, 26 and 27. Start up will be approved after push-out to HP J.
16. ATC DEP clearance is available on Dubrovnik TWR FREQ 15 MIN before start up.
17. Pilots shall state their parking position number on initial contact with ATC.
18. For taxi-out, ACFT shall request start-up clearance after communication with the ground crew has been established.
19. For push-out:
   - ACFT shall request push-back and start-up clearance after communication with the ground crew has been eastablished, push-back vehicle has been attached and aircraft is ready to commence push-back;
   - push-back clearance issued by ATC shall contain runway in use;
   - RWY in use shall be relayed to the ground crew by flight deck.

Change: Removed 20A. Moved PSNs G1-G11. Added PSNs G12-G35, H1-H4 and 22-27. Redesigned PSNs 7, 8 and 9 because of GSE parking area. Added taxilanes TXL-H and TXL-J withed adjacent holding positions. Added pushback lines for PSNs. 8-16, G6, 10A, 14A, 26, 27. Updated Taxiing and parking restrictions and notes. Editorial

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK

VISUAL OPERATION CHART	ARP 44°33'57.26"N 014°23'35.48"E	AD ELEV 154	LOŠINJ TOWER 120.300	PULA RADAR 124.600 127.675 ZADAR RADAR 128.525	LOŠINJ / Lošinj I. CROATIA



Reporting Point	Definition
H2	Island Ilovik
J1	Lake Vransko jezero
L4	Town Mali Lošinj
O1	Village Osor
P4	The southernmost cape of the island Cres
P5	R179 22DME PUL
S3	Island Susak
S8	Cape of Marlera
T1	Island Trstenik
U1	The northernmost cape of the island Unije
V3	Island Vele Srakane

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

SCALE 1:200 000

(m)	ft	ELEVATION TINTS
(800)	2625	
(400)	1313	
(0)	0	

VAR 4° E 2019

ALTITUDES AND ELEVATIONS IN 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 — H2 44 27 44N 014 32 50E
- Significant VFR point — J1
- Recommended VFR route — ADRIA5
- Mandatory (arrival - departure) VFR route

CHANGE: New recommended VFR route ADRIA5 added; new mandatory VFR route V3-P5 added; new reporting point P5 added; Obstacles updated; Editorial.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK

LDOS AD 2.10 AERODROMSKE PREPREKE

Prepreke u području 2: Vidi LDOS AD 2.24.4 AOC RWY 11/29 -1

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

Prepreke u području 3: Nil

LDOS AD 2.11 RASPOLOŽIVE METEOROLOŠKE INFORMACIJE

1	Pridružen MET ured	OSIJEK
2	Radno vrijeme MET ured izvan radnog vremena	H24
3	Ured nadležan za pripremu TAF-a Razdoblja valjanosti	ZAGREB TAF (24HR)
4	Trend prognoza Interval izdavanja	Nil
5	Mogućnosti informiranja/konzultacija	Selfbriefing (URL: https://ib.crocontrol.hr) ili telefonom na +385 1 6259 240
6	Dokumentacija u svezi leta Korišteni jezik(ci)	• Selfbriefing (URL: https://ib.crocontrol.hr) ili zahtjev na tel.: +385 31 226 803 • 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	Osijek TWR, Osijek APP
10	Dodatne informacije (ograničenja u pružanju usluge, itd.)	Nil

LDOS AD 2.12 FIZIČKE KARAKTERISTIKE UZLETNO-SLETNE STAZE

Oznake RWY NR	TRUE BRG	Dimenzije RWY-a (M)	Nosivost (PCN) i površina RWY-a i SWY-a	COORD THR-a COORD kraja RWY-a Geoidna undulacija THR	Nadmorska visina THR-a i najviša nadmorska visina TDZ-a kod RWY-a za precizni prilaz
1	2	3	4	5	6
11	110.52°	2500 x 45 M	PCN 82/F/B/W/T ASPH	452758.68N 0184746.96E 452730.26N 0184934.68E 144.0 FT	THR 291 FT TDZ 289 FT
29	290.54°			452730.26N 0184934.67E 452758.68N 0184746.95E 144.0 FT	THR 290 FT TDZ 289 FT

Oznake RWY NR	Nagib RWY-SWY-a	Dimenzije SWY-a (M)	Dimenzije CWY-a (M)	Dimenzije strip-a (M)	RESA dimenzije (M) i površina
1	7	8	9	10	11
11	Slope of RWY 11/29: 0°	Nil	Nil	2620 x 300	Dužina: 240 M Širina: 90 M Površina: trava
29		Nil	Nil		Dužina: 240 M Širina: 90 M Površina: trava

Oznake RWY NR	Lokacija i opis sustava zaustavljanja	OFZ	Napomene
1	12	13	14
11	Nil	Nil	Asfaltirana ramena širine 7.5 M
29	Nil	Nil	Asfaltirana ramena širine 7.5 M

LDOS AD 2.13 OBJAVLJENE UDALJENOSTI

Oznaka RWY-a	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Primjedbe
1	2	3	4	5	6
11	2500	2500	2500	2500	Nil
	1850	1850	Nil	Nil	Intersection TWY A
	1573	1573	Nil	Nil	Intersection TWY B
29	2500	2500	2500	2500	Nil
	673	673	Nil	Nil	Intersection TWY A
	950	950	Nil	Nil	Intersection TWY B

AD 2 AERODROMI

LDPL AD 2

LDPL AD 2.1 NAZIV I OZNAKA AERODROMA

LDPL - ZRAČNA LUKA PULA / Pula

LDPL AD 2.2 ZEMLJOPISNI I ADMINISTRATIVNI PODACI O AERODROMU

1	ARP koordinate i položaj na AD	445336.72N 0135519.89E 088°/1476 M from THR 09
2	Smjer i udaljenost od (grada)	067°, 6 KM from the centre of Pula
3	Nadmorska visina/Odnosna temperatura	275 FT / 30.2°C (JUL)
4	Geoidna undulacija na AD ELEV PSN	142 FT
5	MAG VAR/Godišnja promjena	4°E (2019) / 0.15° increasing
6	Operator AD, adresa, telefon, telefax, telex, AFS, E-mail, URL	Post: Zracna luka PULA d.o.o. Valtursko polje 210, p.p. 89 52100 Pula Phone: (+385 52) 530100 Fax: (+385 52) 550914 (+385 52) 550915 SITA: PUYAPXH Email: uprava@airport-pula.hr URL: http://www.airport-pula.hr
7	Dozvoljene vrste prometa (IFR/VFR)	IFR/VFR
8	Primjedbe	Nil

LDPL AD 2.3 RADNA VREMENA

1	Operator AD	Prema NOTAM-u tijekom zimskog perioda. 0400-2000UTC tijekom ljetnog perioda
2	Carinska kontrola i kontrola putovnica	As AD HR SER
3	Zdravstvo i sanitetske mjere	As AD HR SER
4	AIS ured za informiranje	H24 - 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	H24
8	Opskrba gorivom	As AD HR SER
9	Prihvat i otprema	As AD HR SER
10	Osiguranje	H24
11	Odleđivanje	As AD HR SER
12	Primjedbe	All flights with a schedule approved outside of AD HR SER in process of facilitation and coordination activities according to Council Regulation (EEC) 95/93 and IATA Calendar of Coordination Activities do not require AD Operator approval. Outside AD HR SER, upon AD Operator approval only, PPR sent via SITA PUYAPXH or via e-mail: operations@airport-pula.hr 24 HR before planned flight operations.

LDPL AD 2.4 SLUŽBA I OPREMA ZA PRIHVAT I OTPREMU

1	Oprema za prihvat i otpremu tereta	2 cargo loader 7.5 tones/ 5.6 M 1 Fork lift 2 tones/ 3.2 M
2	Vrste goriva/ulja	JET A1, AVGAS 100LL / Oil - Nil
3	Opskrba gorivom/kapacitet	1 Fuel Trucks 63 000 L (A1) 1 Fuel Truck 40 000 L (A1) 1 Fuel Truck 18 000 L (A1) 1 Fuel Truck 4 000 L (AVGAS 100LL)
4	Oprema za odleđivanje	AVBL 1 truck, de/anti-icing fluid: TYPE IV
5	Hangarski prostor za zrakoplove u posjeti	Nil
6	Oprema za popravak zrakoplova u posjeti	Nil
7	Primjedbe	Nil

LDPL AD 2.5 USLUGE NA RASPOLAGANJU PUTNICIMA

1	Hoteli	In the city.
2	Restorani	In the city.
3	Prijevoz	Bus, taxi, rent a car at AD
4	Liječničke usluge	First aid at AD. Hospitals in the city.
5	Banka i pošta	In the city.
6	Turističke informacije	In the city.
7	Primjedbe	Nil

LDPL AD 2.6 SLUŽBE SPAŠAVANJA I VATROGASNE SLUŽBE

1	AD vatrogasna kategorija	CAT 9 Vidjeti Primjedbe
2	Oprema za spašavanje	3 Heavy fire fighting vehicle (12 000 L water, foam 1 500 L, powder 250 KG) 1 Heavy fire fighting vehicle (9 000 L water, foam 1 000 L)
3	Mogućnost uklanjanja onesposobljenog zrakoplova	Airport Duty Manager Working hours: 0400-2000 UTC during Summer season. Upon NOTAM during Winter season. Phone: +385 52 530 108 Fax: +385 52 550 925 Email: operations@airport-pula.hr 1 towing tractor - SCHOPF up to MTOW 420 000 KG. Towbars: A300, A310, A318, A319, A320, A321, B707, B717, B727, B737, B747, B757, B767, DC9, DC10, DHC-7, DHC-8, ATR42, ATR72, TU134. On request by external company: Mobile lifting cranes up to 180 000 KG.
4	Primjedbe	Tijekom zimske sezone: CAT 4. Sav potvrđeni redovni promet će biti uslužen prikladnom kategorijom-spasilačko vatrogasne službe. Tijekom ljetne sezone: CAT 6 FM početka sezone do 30 APR CAT 7 FM 01 MAY do završetka sezone. Sav potvrđeni redovni promet će biti uslužen prikladnom kategorijom spasilačko-vatrogasne službe. Više CAT, do CAT 9, AVBL na zahtjev, 24HR PPR, poslan putem: SITA: PUYAPXH ili E-mail: operations@airport-pula.hr

LDPL AD 2.7 PROCJENA I IZVJEŠĆIVANJE O STANJU POVRŠINE UZLETNO-SLETNE STAZE I PLAN POSTUPANJA U SLUČAJU SNIJEGA

1	Vrste opreme za čišćenje	Nil
2	Prioriteti čišćenja	Nil
3	Upotreba materijala za obradu operativnih površina	Nil
4	Posebno pripremljene zimske uzletno-sletne staze	Nil
5	Napomene	GRF

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

1	Površina stajanke i nosivost	**POVRŠINA**		**NOSIVOST**	
		ASPH		PCN 65/F/A/W/T	
2	Vrsta, širina, vrsta površine i nosivost staze za vožnju	**TWY**	**ŠIRINA (M)**	**POVRŠINA**	**NOSIVOST**
		A	23 M	ASPH	PCN 71/F/A/W/T
		B	23 M	ASPH	PCN 71/F/A/W/T
		C	23 M	ASPH	PCN 71/F/A/W/T
		D	23 M	ASPH	PCN 71/F/A/W/T
		E	23 M	ASPH	PCN 71/F/A/W/T
		F	23 M	ASPH	PCN 71/F/A/W/T
		G	23 M	ASPH	PCN 71/F/A/W/T
		H	23 M	ASPH	PCN 71/F/A/W/T
3	Položaj ACL-a i nadmorska visina	Location: Apron Elevation: 64.28 M			
4	VOR kontrolne točke	Vidi LDPL AD 2.24.1 ADC -1			
5	INS kontrolne točke	Vidi LDPL AD 2.24.2 APDC -1			
6	Primjedbe	Ramena TWY-a: Širina: 7.5 M Površina: trava Na zavojima i raskrižjima staza za vožnju nužno je korištenje metode “judgemental oversteering” za zrakoplove sa rasponom između glavnog i nosnog stajnog trapa većim od 18.59 M.			

LDPL AD 2.12 FIZIČKE KARAKTERISTIKE UZLETNO-SLETNE STAZE

Oznake RWY NR	TRUE BRG	Dimenzije RWY-a (M)	Nosivost (PCN) i površina RWY-a i SWY-a	COORD THR-a COORD kraja RWY-a Geoidna undulacija THR	Nadmorska visina THR-a i najviša nadmorska visina TDZ-a kod RWY-a za precizni prilaz
1	2	3	4	5	6
09	088.25°	2946 x 45	PCN 59/R/A/W/T ASPH	445335.27N 0135412.67E Nil 142 FT	THR 168 FT
27	268.28°			445338.16N 0135626.85E Nil 141.6 FT	THR 275 FT

Oznake RWY NR	Nagib RWY-SWY-a	Dimenzije SWY-a (M)	Dimenzije CWY-a (M)	Dimenzije strip-a (M)	RESA dimenzije (M)
1	7	8	9	10	11
09	Nagib RWY-a 0.6% (0 - 1080 M) 1.1% (1080 M - 2160 M) 1.8% (2160 M - 2946 M)	Nil	Nil	3066 x 300	Dužina: 240 M Širina: 90 M
27	Nagib RWY-a -1.8% (0 - 786 M) -1.1% (786 M - 1866 M) -0.6% (1866 M - 2946 M)	Nil	Nil		Dužina: 240 M Širina: 90 M

Oznake RWY NR	Lokacija i opis sustava zaustavljanja	OFZ	Napomene
1	12	13	14
09	Nil	Nil	RWY shoulders: Width: 7.5 M Surface: grass Za nagib RWY-a dodatno vidjeti AOC RWY 09/27
27	Nil	Nil	RWY shoulders and RWY turn pad shoulders: Width: 7.5 M Surface: grass Za nagib RWY-a dodatno vidjeti AOC RWY 09/27

LDPL AD 2.13 OBJAVLJENE UDALJENOSTI

Oznaka RWY-a	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Primjedbe
1	2	3	4	5	6
09	2946	2946	2946	2946	Nil
	1692	Nil	Nil	Nil	Intersection TWY C
27	2946	2946	2946	2946	Nil
	1992	Nil	Nil	Nil	Intersection TWY D
	2491	Nil	Nil	Nil	Intersection TWY E

LDPL AD 2.14 PRILAZNA SVJETLA I OSVJETLJENJE UZLETNO-SLETNE STAZE

Oznaka RWY-a	Tip APCH LGT / LEN / INTST	Boja THR LGT / WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	Dužina LGT središnje linije RWY-a / razmak / boja / INTST	LGT LEN ruba RWY-a/ razmak / boja / INTST	Boja LGT kraja RWY-a / WBAR	SWY LGT LEN (M) / boja	Primjedbe
1	2	3	4	5	6	7	8	9	10
09	420 M	G VRB LIH	PAPI 3° 18.6 M	Nil	Nil	VRB YCZ 600 M W LIH	R VRB LIH	Nil	Nil
27	420 M	G VRB LIH	PAPI 3° 15.8 M	Nil	Nil	VRB YCZ 600 M W LIH	R VRB LIH	Nil	Nil

LDPL AD 2.15 OSTALA OSVJETLJENJA, SEKUNDARNI IZVORI ELEKTRIČNE ENERGIJE

1	Položaj ABN/IBN, karakteristike i sati rada	Nil
2	Položaj LDI-a i LGT Položaj anemometra i LGT	Nil 473 M from THR 09, NIL 440 M from THR 27, NIL WDI: 1465 M after THR 09, on the left side, lighted 1481 M after THR 27, on the right side, lighted
3	Osvjetljenje ruba i središnje linije TWY-a	TWY A EDGE TWY B EDGE TWY C EDGE TWY D EDGE TWY E EDGE TWY F EDGE TWY G EDGE TWY H EDGE
4	Sekundarni izvor električne energije/vrijeme uključivanja	Secondary power supply to all lighting at AD. Switch-over time: 10 SEC.
5	Primjedbe	Nil

LDPL AD 2.16 PROSTOR ZA SLIJETANJE HELIKOPTERA

1	Koordinate TLOF ili THR od FATO Geoidna undulacija	Nil
2	TLOF i/ili FATO nadmorska visina M/FT	Nil
3	Dimenzije područja TLOF i FATO, površina, nosivost, oznaka	Nil
4	Stvarni i MAG BRG za FATO	Nil
5	Raspoložive objavljene udaljenosti	Nil
6	APP i FATO osvjetljenje	Nil
7	Primjedbe	Područje nije definirano. Parkirne pozicije se koriste u skladu s uputama Pružatelja zemaljskih usluga.

LDPL AD 2.17 ZRAČNI PROSTOR U NADLEŽNOSTI ATS-A

1	Oznaka i bočne granice	CTR Pula 445758N 0134047E 450339N 0134653E 450349N 0141115E 444709N 0141152E 444229N 0134359E 444800N 0134107E 445758N 0134047E
2	Vertikalne granice	2500 FT ALT / GND
3	Klasifikacija zračnog prostora	D
4	Pozivni znak ATS jedinice Jezik(ci)	PULA TORANJ / PULA TOWER Hrvatski, engleski
5	Prijelazna apsolutna visina	10000 FT MSL
6	Primjedbe	Nil

LDPL AD 2.18 KOMUNIKACIJSKE SLUŽBE ATS-A

Oznaka službe	Pozivni znak	Frekvencija	Sati rada	Primjedbe
1	2	3	4	5
APP	PULA RADAR	124.600 MHZ	H24	If no contact, contact Pula Radar on 127.675 MHZ
		127.675 MHZ	H24	If no contact, contact Pula Radar on 124.600 MHZ
		121.500 MHZ	H24	EMERG FREQ
TWR	PULA TORANJ / PULA TOWER	132.000 MHZ	H24	Primary FREQ If no contact on TWR frequency, contact Pula Radar.
		120.000 MHZ	H24	ALTN FREQ If no contact on TWR frequency, contact Pula Radar.
ATIS	PULA ATIS	129.150 MHZ	As AD HR SER	

LDPL AD 2.19 RADIONAVIGACIJSKI I UREĐAJI ZA SLIJETANJE

Vrsta uređaja CAT ILS/MLS (VOR/ILS/ MLSVAR)	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)	NTL	117.350 MHZ CH120Y	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
VOR/DME (4°E/2019)	PUL	111.25 MHZ CH49Y	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)
DME	LSJ	CH21Y	H24	443057.23N 0142927.66E	722 FT	Pokrivenost 80 NM osim između QDR 044°- 074° u smjeru kazaljke na satu i QDR 104°-114° u smjeru kazaljke na satu, gdje je nezadovoljavajuća i smanjena gustoća snage zbog terena (Profil leta: Orbitalni let, radijus 40NM, 8000FT QNH)
NDB	CRE	433 KHZ	H24	445410.37N 0142459.57E		Domet 50 NM
NDB	KAV	265 KHZ	H24	445343.27N 0140029.66E		084°MAG/2.88 NM from THR 27. MRA at 25 NM: sector 070°-310° 5000 FT sector 310°-070° 7000 FT
NDB	LOS	429 KHZ	H24	443137.55N 0142822.25E		118°MAG/4.10 NM from LDLO THR 02. Domet 50 NM
NDB	PLA	351.5 KHZ	H24	445321.15N 0134512.66E		264°MAG/6.41 NM from THR 09. Coverage 50 NM.
NDB	VRS	369 KHZ	H24	451236.66N 0133856.31E		Domet 25 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

Vrsta uređaja CAT ILS/MLS (VOR/ILS/ MLSVAR)	ID	Frekvencija	Sati rada	Koordinate predajne antene	Nadmorska visina DME predajne antene	Primjedbe
1	2	3	4	5	6	7
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	

SID RWY 27

Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 3,3 per cent (201 FT/NM);
Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route.

WARNING: Close-in obstacles. See inset on the chart.

SID RWY 27				
Designator	**Route**	**After take off**		**Remarks**
		Climb initially	**Contact**	
PEVAL1B	PEVAL ONE BRAVO DEPARTURE Climb straight ahead. At 5.0 DME PUL turn RIGHT (MAX IAS 240 KT during turn) to intercept QDR 354° PLA. At 18.1 DME PUL turn LEFT to intercept QDR 286° VRS climbing to PEVAL.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	When LDR25 is active, cross 5.0 DME PUL at or above 1400 FT AMSL with MNM PDG 4.6 % (280 FT/NM). Cross 18.1 DME PUL at or above 7000 FT AMSL. Cross PEVAL at or above 9000 FT AMSL.
GIRDA5F	GIRDA FIVE FOXTROT DEPARTURE Climb straight ahead. At 5.0 DME PUL turn RIGHT (MAX IAS 240 KT during turn) to intercept QDR 354° PLA. At 21.8 DME PUL turn RIGHT to intercept QDR 048° VRS climbing to GIRDA.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	When LDR25 is active, cross 5.0 DME PUL at or above 1400 FT AMSL with MNM PDG 4.6 % (280 FT/NM). Cross 18.1 DME PUL at or above 7000 FT AMSL. Cross GIRDA at or above 8000 FT AMSL.
RJK4D	RIJEKA FOUR DELTA DEPARTURE Climb straight ahead. At 5.0 DME PUL turn RIGHT (MAX IAS 240 KT during turn) to intercept QDR 354° PLA. At 18.1 DME PUL turn RIGHT and follow ATC RADAR vector climbing to RJK.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	When LDR25 is active, cross 5.0 DME PUL at or above 1400 FT AMSL with MNM PDG 4.6% (280 FT/NM). Cross 18.1 DME PUL at or above 7000 FT AMSL.
OBALA1B	OBALA ONE BRAVO DEPARTURE Climb straight ahead. At 5.0 DME PUL turn RIGHT (MAX IAS 240 KT during turn) to intercept QDR 354° PLA. Cross R-309 PUL and turn RIGHT to intercept QDM 098° CRE. At CRE NDB turn LEFT on QDR 083° CRE climbing to OBALA.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	When LDR25 is active, cross 5.0 DME PUL at or above 1400 FT AMSL with MNM PDG 4.6 % (280 FT/NM). Cross R-355 PUL at or above 6000 FT AMSL. Cross CRE NDB at or above 8000 FT AMSL.

SID RWY 27				
Designator	**Route**	**After take off**		**Remarks**
		Climb initially	**Contact**	
OBALA1C	OBALA ONE CHARLIE DEPARTURE Climb straight ahead. At 5.0 DME PUL turn LEFT (MAX IAS 240 KT during turn) to intercept QDR 174° PLA. Cross R-219 PUL and turn LEFT to intercept QDM 070° CRE. At CRE NDB turn RIGHT on QDR 083° CRE climbing to OBALA.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	When LDR25 is active, cross 5.0 DME PUL at or above 1400 FT AMSL with MNM PDG 4.6 % (280 FT/NM). Cross R-175 PUL at or above 6000 FT AMSL. Cross CRE NDB at or above 8000 FT AMSL.
LOS6G	LOSINJ SIX GOLF DEPARTURE Climb straight ahead. At 5.0 DME PUL turn LEFT (MAX IAS 240 KT during turn) to intercept QDR 174° PLA. Cross R-219 PUL and turn LEFT to intercept QDM 111° LOS climbing to LOS NDB.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	When LDR25 is active, cross 5.0 DME PUL at or above 1400 FT AMSL with MNM PDG 4.6 % (280 FT/NM). Cross LOS NDB at or above 8000 FT AMSL.

STAR RWY 09

STAR RWY 09				
Designator	**Route**	**Descend**	**Contact**	**Remarks**
GIRDA4B	GIRDA FOUR BRAVO ARRIVAL From GIRDA proceed on QDM 201° PLA (MNM ALT 7000 FT). At 17.0 DME PUL proceed on QDM 201° PLA to intercept and follow ARC 11.0 DME PUL (MNM ALT 3000 FT). At R-289 PUL turn LEFT on QDM 121° PLA to PLA NDB and hold (MNM ALT 2300 FT).	As cleared by ATC		
KULEN1E	KULEN ONE ECHO ARRIVAL From KULEN proceed on QDM 239° CRE (MNM ALT 8000 FT). After crossing 32.8 DME PUL proceed on QDM 239° CRE to CRE NDB (MNM ALT 4000 FT). After CRE NDB proceed on QDR 238° CRE (MNM ALT 3100 FT). After crossing R-180 PUL intercept and follow ARC 11.0 DME PUL (MNM ALT 2300 FT). At R-242 PUL turn RIGHT on QDM 054° PLA to PLA NDB and hold (MNM ALT 2300 FT).	As cleared by ATC		
LOS5B	LOSINJ FIVE BRAVO ARRIVAL From LOS NDB proceed on QDR 290° LOS (MNM ALT 4000 FT). After crossing 17.0 DME LSJ proceed on QDR 290° LOS (MNM ALT 2300 FT). After crossing R-180 PUL intercept and follow ARC 11.0 DME PUL (MNM ALT 2300 FT). At R-242 PUL turn RIGHT on QDM 054° PLA to PLA NDB and hold (MNM ALT 2300 FT).	As cleared by ATC		
ROTAR4B	ROTAR FOUR BRAVO ARRIVAL From ROTAR proceed on QDM 121° PLA (MNM ALT 3000 FT). After crossing 12.0 DME PUL proceed on QDM 121° PLA to PLA NDB (MNM ALT 2300 FT) and hold.	As cleared by ATC		

STAR RWY 09				
Designator	**Route**	**Descend**	**Contact**	**Remarks**
LABIN3A	LABIN THREE ALPHA ARRIVAL From LABIN proceed on QDM 097° PLA (MNM ALT 3000 FT). After crossing 12.0 DME PUL proceed on QDM 097° PLA to PLA NDB (MNM ALT 2300 FT) and hold.	As cleared by ATC		

STAR RWY 27

STAR RWY 27				
Designator	**Route**	**Descend**	**Contact**	**Remarks**
GIRDA4A	GIRDA FOUR ALPHA ARRIVAL From GIRDA proceed on QDM 157° CRE (MNM ALT 7000 FT). After crossing 40.0 DME LSJ (R-040 PUL) proceed on QDM 157° CRE (MNM ALT 4000 FT). After crossing 30.0 DME LSJ (R-066 PUL) proceed on QDM 157° CRE to CRE NDB and hold (MNM ALT 4000 FT).	As cleared by ATC		After crossing R-066 PUL MNM ALT 3300 FT if cleared by ATC only.
ROTAR1C	ROTAR ONE CHARLIE ARRIVAL From ROTAR proceed on QDM 121° PLA NDB to PLA NDB (MNM ALT 4000 FT). At PLA NDB turn LEFT and proceed on bearing QDR 084° PLA NDB to PUL VOR DME. At PUL VOR DME turn LEFT to intercept and follow R-066 PUL. At 17.9 DME PUL turn RIGHT to intercept and follow QDM 157° CRE to CRE NDB and hold (MNM ALT 4000 FT).	As cleared by ATC		
ROTAR1D	ROTAR ONE DELTA ARRIVAL From ROTAR proceed on QDM 121° PLA NDB to PLA NDB (MNM ALT 4000 FT). At PLA NDB turn LEFT and proceed on bearing QDR 084° PLA NDB to PUL VOR DME. At PUL VOR DME proceed on R-107 PUL. At 20.1 DME PUL turn LEFT to intercept and follow QDM 350° CRE to CRE NDB and hold (MNM ALT 4000 FT).	As cleared by ATC		
LOS4F	LOSINJ FOUR FOXTROT ARRIVAL From LOS NDB proceed on QDM 350° CRE NDB (MNM ALT 4000 FT). After crossing R-107 PUL (14.1 DME LSJ) proceed on QDM 350° CRE to CRE NDB and hold (MNM ALT 4000 FT).	As cleared by ATC		After crossing R-107 PUL MNM ALT 3300 FT if cleared by ATC only.
KULEN4F	KULEN FOUR FOXTROT ARRIVAL From KULEN proceed on QDM 239° CRE (MNM ALT 8000 FT). After crossing 32.8 DME PUL proceed on QDM 239° CRE to CRE NDB (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 Pula na raspolaganju je signalna svjetiljka.
Piloti trebaju pratiti svjetlosne signale s tornja.

LDPL AD 2.23 DODATNE INFORMACIJE

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

LDPL AD 2.24 POPRATNE KARTE AERODROMA

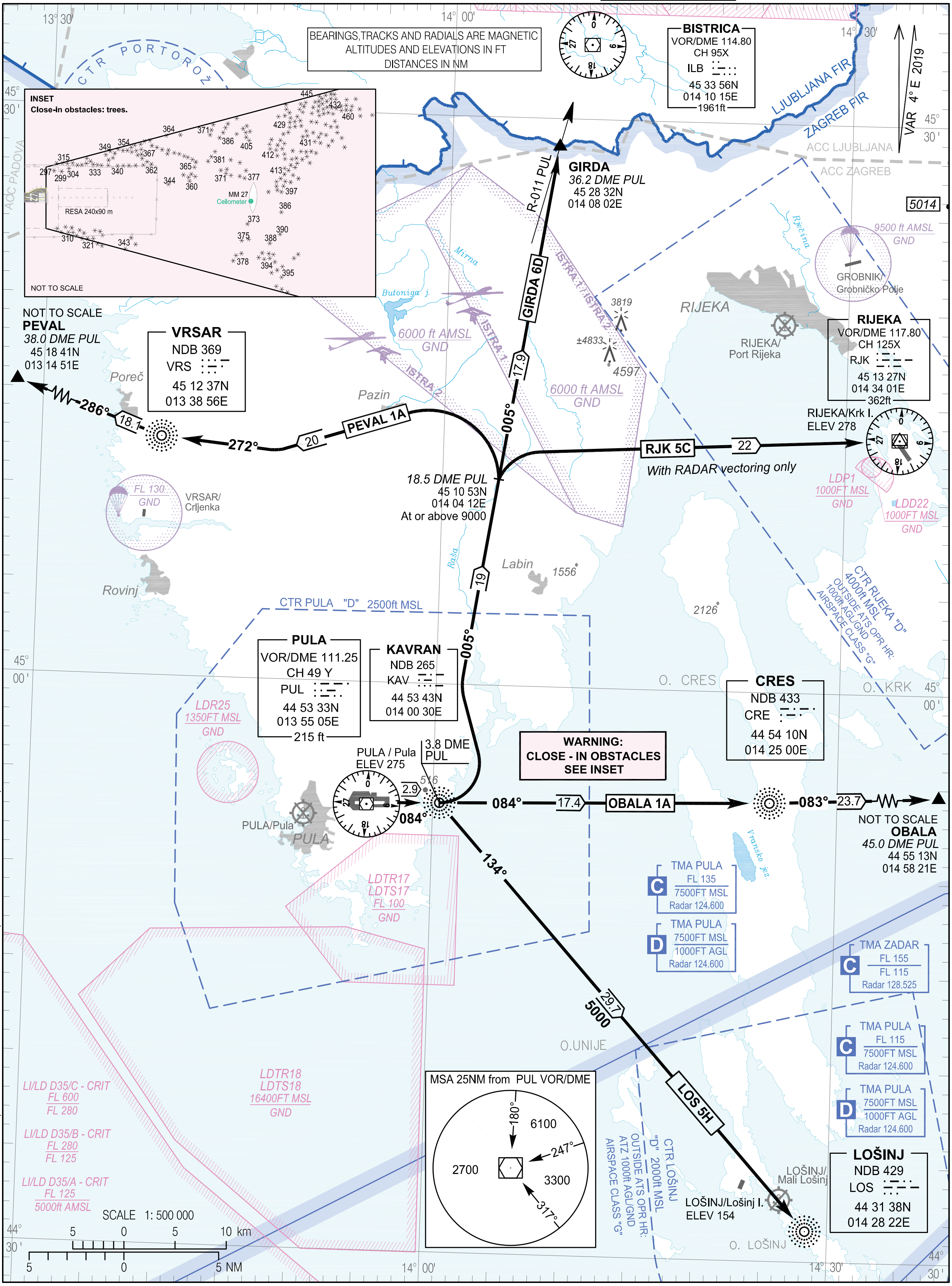
OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10 000

PULA ATIS	129.150
PULA TOWER	132.000
PULA RADAR	127.675
	124.600

PULA / Pula
CROATIA
RWY 09



CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; GS L and VL L withdrawn; Editorial.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK

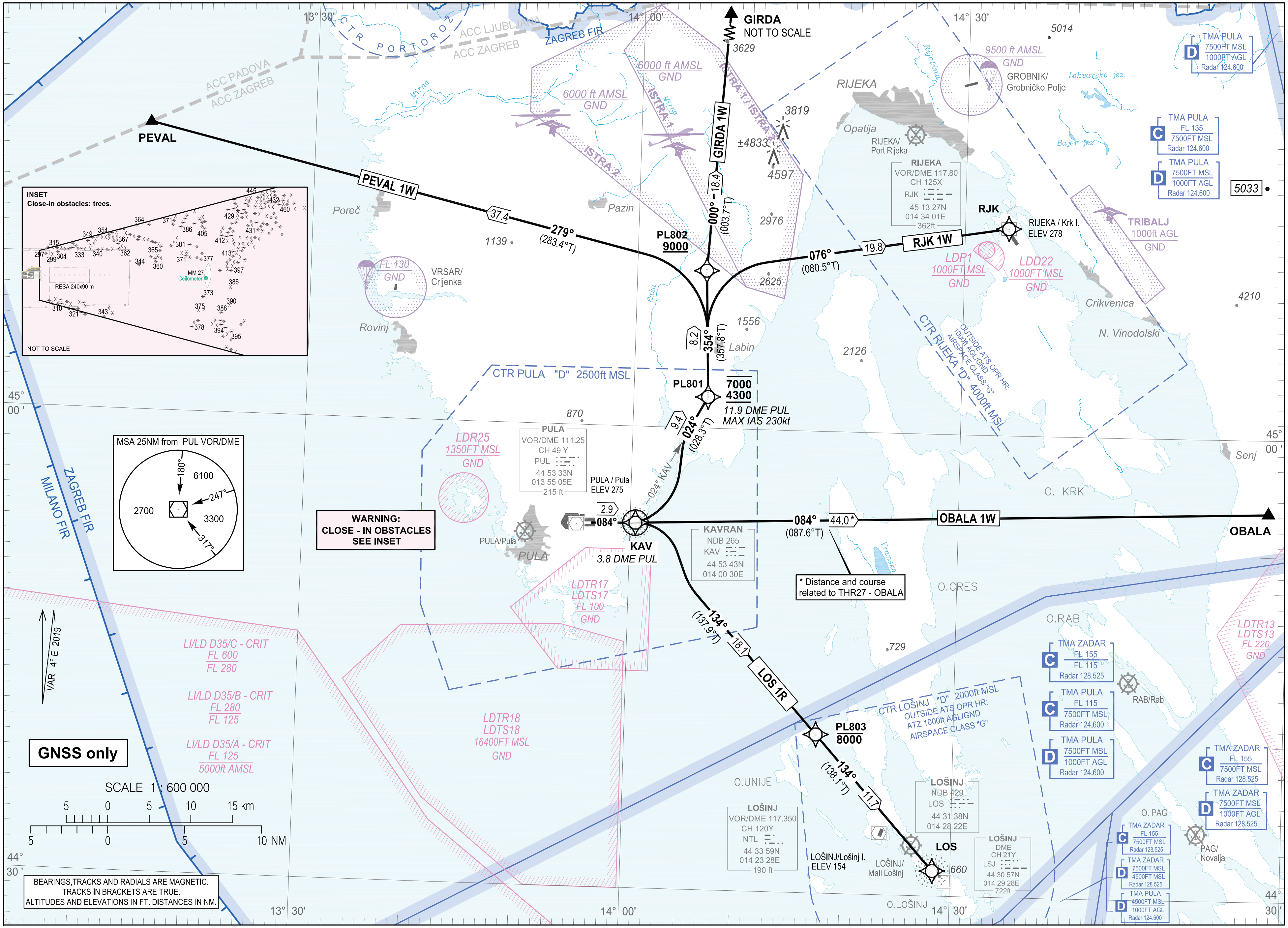
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

PULA / Pula
CROATIA
RNAV RWY 09

TRANSITION ALTITUDE
10 000

PULA ATIS	129.150
PULA TOWER	132.000
PULA RADAR	127.675
	124.600

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.



PULA/ Pula
CROATIA
RNAV RWY 09

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs
- 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.
- After take-off, climb initially to 5000 FT. After passing 1000 FT, contact Pula Radar on 127.675 MHZ.
- Caution: Close-in obstacles. See inset on the chart.

WARNING: Back-up conventional (NON-RNAV) procedure, in case of loss of RNAV 1 capability or RNAV system failure, below minimum radar vectoring altitude for RNAV SIDs PEVAL 1W, GIRDA 1W and RJK 1W only:
Climb straight ahead. At KAV NDB or 3.8 DME PUL turn LEFT climbing to intercept and follow QDR 024° KAV NDB to 11.9 DME PUL. Cross 11.9 DME PUL at or above 4300 FT AMSL, but at or below 7000 FT AMSL. After crossing 11.9 DME PUL proceed via RNAV SID flight procedure filed in FPL or according to ATC instruction. MAX IAS 230 kt. MNM PDG 4.4% (267 FT/NM) to 900 FT AMSL.

LDPL RNAV STANDARD INSTRUMENT DEPARTURE RWY 09

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	PEVAL 1W	CF	KAV	Y	084° (088.3°T)	4°E	2.9	-	-	-	MNM PDG 4.4% (267 FT/NM) to 900 FT AMSL	RNAV 1
020		TF	PL801	-	024° (028.3°T)	4°E	9.4	L	-7000 +4300	-230		
030		TF	PL802	-	354° (357.8°T)	4°E	8.2	-	+9000	-		
040		TF	PEVAL	-	279° (283.4°)	4°E	37.4	-	-	-		
010	GIRDA 1W	CF	KAV	Y	084° (088.3°T)	4°E	2.9	-	-	-	MNM PDG 4.4% (267 FT/NM) to 900 FT AMSL	RNAV 1
020		TF	PL801	-	024° (028.3°T)	4°E	9.4	L	-7000 +4300	-230		
030		TF	PL802	-	354° (357.8°T)	4°E	8.2	-	+9000	-		
040		TF	GIRDA	-	000° (003.7°)	4°E	18.4	-	-	-		
010	RJK 1W	CF	KAV	Y	084° (088.3°T)	4°E	2.9	-	-	-	MNM PDG 4.4% (267 FT/NM) to 900 FT AMSL	RNAV 1
020		TF	PL801	-	024° (028.3°T)	4°E	9.4	L	-7000 +4300	-230		
030		TF	PL802	-	354° (357.8°T)	4°E	8.2	-	+9000	-		
040		TF	RJK	-	076° (080.5°)	4°E	19.8	-	-	-		

LDPL RNAV STANDARD INSTRUMENT DEPARTURE RWY 09

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	OBALA 1W	CF	OBALA	-	084° (087.6°)	4°E	44.0	-	-	-	MNM PDG 4.4% (267 FT/NM) to 900 FT AMSL	RNAV 1

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

WARNING: Back-up conventional (NON-RNAV) procedure, in case of loss of RNAV 1 capability or RNAV system failure, below minimum radar vectoring altitude for RNAV SID LOS 1R only:
Climb straight ahead. At KAV NDB or 3.8 DME PUL turn RIGHT, intercept bearing QDR 134° KAV NDB climbing to LOS NDB. On passing 3500 FT AMSL proceed via RNAV SID LOS 1R or according to ATC instruction. MNM PDG 4.4% (267 FT/NM) to 900 FT AMSL.

LDPL RNAV STANDARD INSTRUMENT DEPARTURE RWY 09

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	LOS 1R	CF	KAV	Y	084° (088.3°T)	4°E	2.9	-	-	-	MNM PDG 4.4% (267 FT/NM) to 900 FT AMSL	RNAV 1
020		TF	PL803	-	134° (137.9°T)	4°E	18.1	-	-8000	-		
030		TF	LOS	-	134° (138.1°T)	4°E	11.7	-	-	-		

Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
KAV	445343.27N	0140029.66E
LOS	443137.55N	0142822.25E
RJK	451326.85N	0143401.06E
GIRDA	452832N	0140802E
OBALA	445513N	0145821E
PEVAL	451841N	0131451E
PL801	450201.6N	0140648.3E
PL802	451013.5N	0140621.5E
PL803	444018.1N	0141729.2E

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

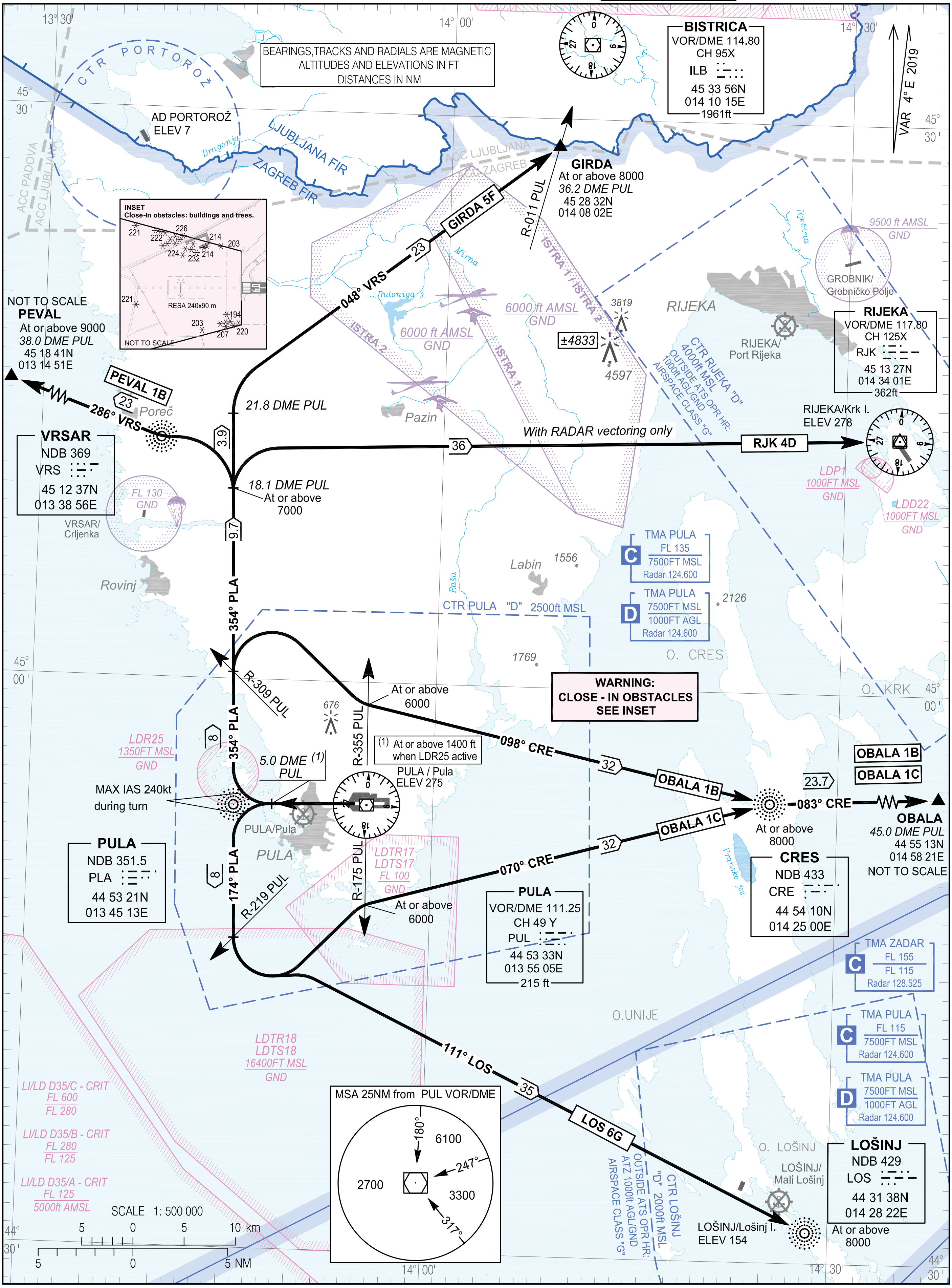
OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10 000

PULA ATIS	129.150
PULA TOWER	132.000
PULA RADAR	127.675
	124.600

PULA / Pula
CROATIA
RWY 27



CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; GS L and VL L withdrawn; Editorial.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK

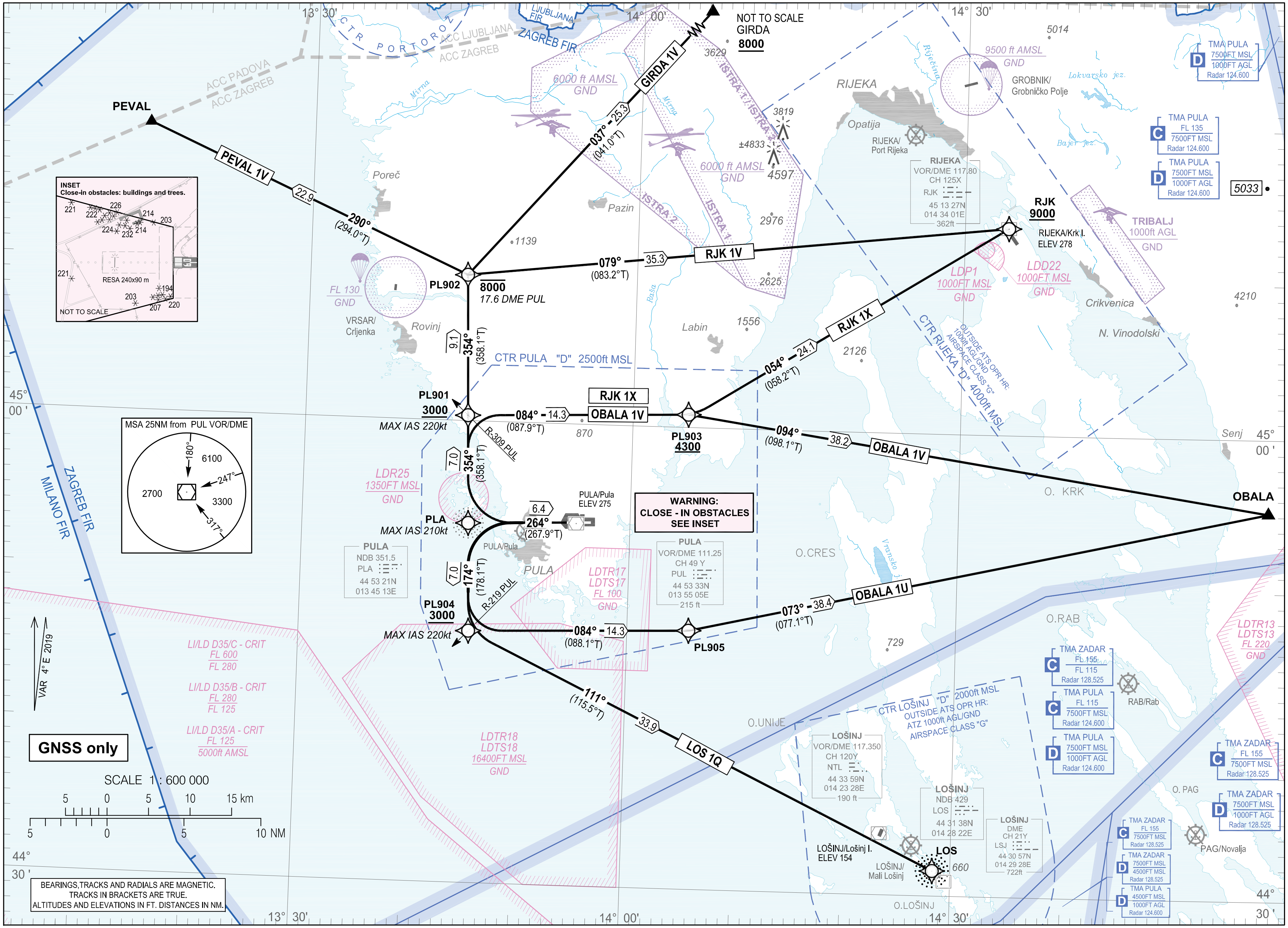
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

PULA / Pula
CROATIA
RNAV RWY 27

TRANSITION ALTITUDE
10 000

PULA ATIS	129.150
PULA TOWER	132.000
PULA RADAR	127.675
	124.600

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.



PULA/ Pula
CROATIA
RNAV RWY 27

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs
- 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.
- After take-off, climb initially to 5000 FT. After passing 1000 FT, contact Pula Radar on 127.675 MHZ.
- Caution: Close-in obstacles. See inset on the chart.

WARNING: Back-up conventional (NON-RNAV) procedure, in case of loss of RNAV 1 capability or RNAV system failure, below minimum radar vectoring altitude for RNAV SIDs PEVAL 1V, GIRDA 1V, RJK 1V, RJK 1X and OBALA 1V only:
Climb straight ahead. At PLA NDB turn RIGHT (MAX IAS 210 KT) climbing to intercept and follow QDR 354° PLA NDB. Cross R-309 PUL at or above 3000 FT AMSL. After passing 3000 FT AMSL proceed via RNAV SID flight procedure filed in FPL or according to ATC instruction.

LDPL RNAV STANDARD INSTRUMENT DEPARTURE RWY 27

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	PEVAL 1V	CF	PLA	-	264° (267.9°T)	4°E	6.4	-	-	-210	-	RNAV 1
020		TF	PL901	-	354° (358.1° T)	4°E	7.0	R	+3000	-220		
030		TF	PL902	-	354° (358.1°T)	4°E	9.1	-	-8000	-		
040		TF	PEVAL	-	290° (294.0°T)	4°E	22.9	-	-	-		
010	GIRDA 1V	CF	PLA	-	264° (267.9°T)	4°E	6.4	-	-	-210	-	RNAV 1
020		TF	PL901	-	354° (358.1°T)	4°E	7.0	R	+3000	-220		
030		TF	PL902	-	354° (358.1°T)	4°E	9.1	-	-8000	-		
040		TF	GIRDA	-	037° (041.0°T)	4°E	25.3	-	+8000	-		
010	RJK 1V	CF	PLA	-	264° (267.9°T)	4°E	6.4	-	-	-210	-	RNAV 1
020		TF	PL901	-	354° (358.1° T)	4°E	7.0	R	+3000	-220		
030		TF	PL902	-	354° (358.1°T)	4°E	9.1	-	-8000	-		
040		TF	RJK	-	079° (083.2°T)	4°E	35.3	-	+9000	-		
010	RJK 1X	CF	PLA	-	264° (267.9°T)	4°E	6.4	-	-	-210	-	RNAV 1
020		TF	PL901	-	354° (358.1° T)	4°E	7.0	R	+3000	-220		
030		TF	PL903	-	084° (087.9°T)	4°E	14.3	R	+4300	-		
040		TF	RJK	-	054° (058.2° T)	4°E	24.1	-	+9000	-		
010	OBALA 1V	CF	PLA	-	264° (267.9°T)	4°E	6.4	-	-	-210	-	RNAV 1
020		TF	PL901	-	354° (358.1° T)	4°E	7.0	R	+3000	-220		
030		TF	PL903	-	084° (087.9°T)	4°E	14.3	R	+4300	-		
040		TF	OBALA	-	094° (098.1° T)	4°E	38.2	-	-	-		

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

WARNING: Back-up conventional (NON-RNAV) procedure, in case of loss of RNAV 1 capability or RNAV system failure, below minimum radar vectoring altitude for RNAV SIDs OBALA 1U and LOS 1Q only:
Climb straight ahead. At PLA NDB turn LEFT (MAX IAS 210kt) climbing to intercept and follow QDR 174° PLA NDB. Cross R-219 PUL at or above 3000FT AMSL. After passing 3000FT proceed via RNAV SID flight procedure filed in FPL or according to ATC instruction.

LDPL RNAV STANDARD INSTRUMENT DEPARTURE RWY 27

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	OBALA 1U	CF	PLA	-	264° (267.9°T)	4°E	6.4	-	-	-210	-	RNAV 1
020		TF	PL904	-	174° (178.1°T)	4°E	7.0	-	+3000	-220		
030		TF	PL905	-	084° (088.1°T)	4°E	14.3	-	-	-		
040		TF	OBALA	-	073° (077.1°T)	4°E	38.4	-	-	-		
010	LOS 1Q	CF	PLA	-	264° (267.9°T)	4°E	6.4	-	-	-210	-	RNAV 1
020		TF	PL904	-	174° (178.1°T)	4°E	7.0	-	+3000	-220		
030		TF	LOS	-	111° (115.5°T)	4°E	33.9	-	-	-		

Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
LOS	443137.55N	0142822.25E
PLA	445321.15N	0134512.66E
RJK	451326.85N	0143401.06E
GIRDA	452832N	0140802E
OBALA	445513N	0145821E
PEVAL	451841N	0131451E
PL901	450020.8N	0134452.6E
PL902	450928.0N	0134426.3E
PL903	450050.1N	0140504.0E
PL904	444621.4N	0134532.6E
PL905	444648.3N	0140537.3E

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK

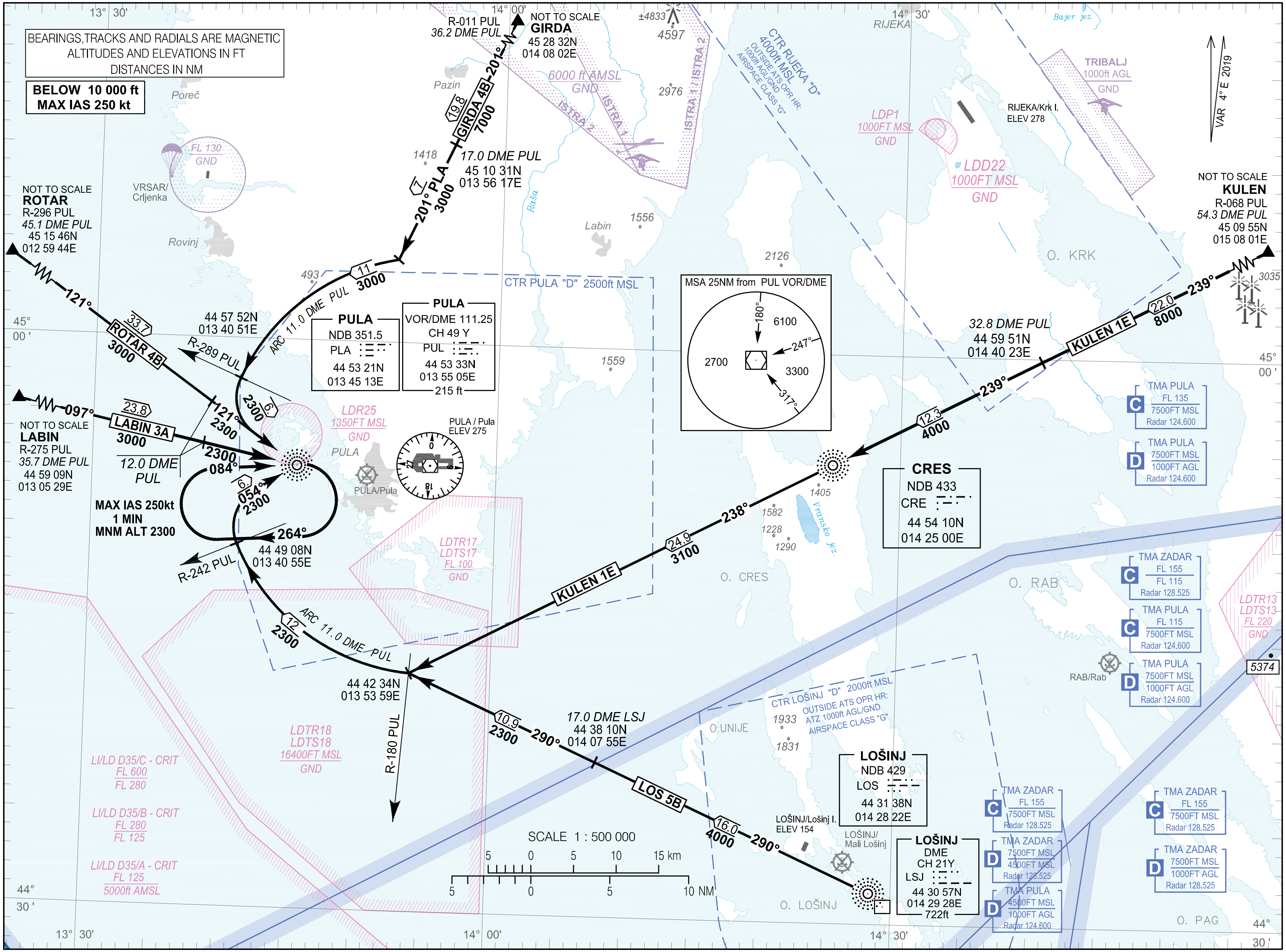
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10 000

PULA ATIS	129.150	
PULA RADAR	127.675	124.600
PULA TOWER	132.000	

PULA / Pula
CROATIA
RWY 09

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; GS L and VL L withdrawn; Editorial.



OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK

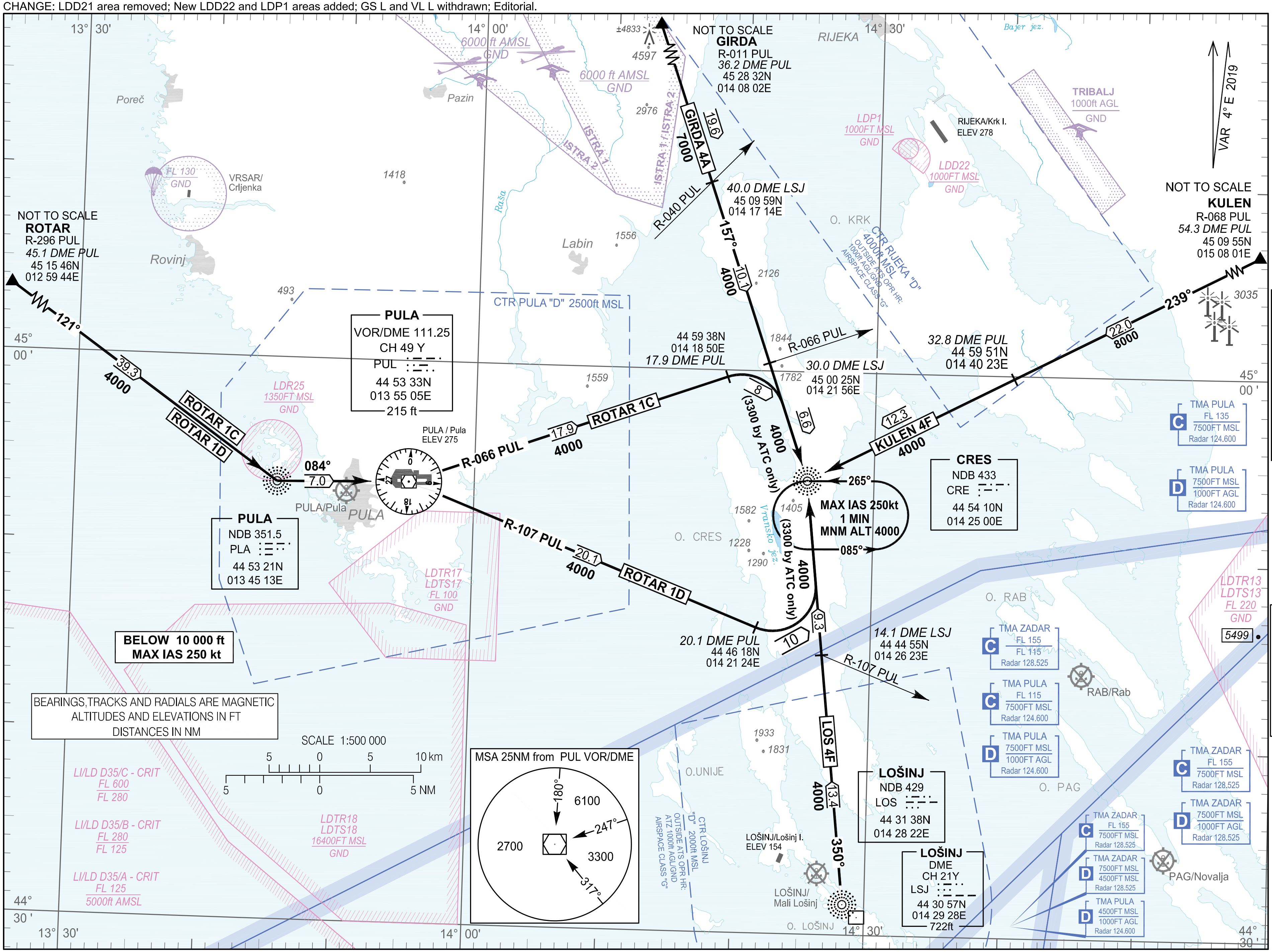
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

PULA / Pula
CROATIA
RWY 27

PULA ATIS	129.150
PULA RADAR	127.675 124.600
PULA TOWER	132.000

TRANSITION ALTITUDE 10 000

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; GS L and VL L withdrawn; Editorial.



OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

LDPL AD 2.24.10 STAR RNAV RWY 09 - 1

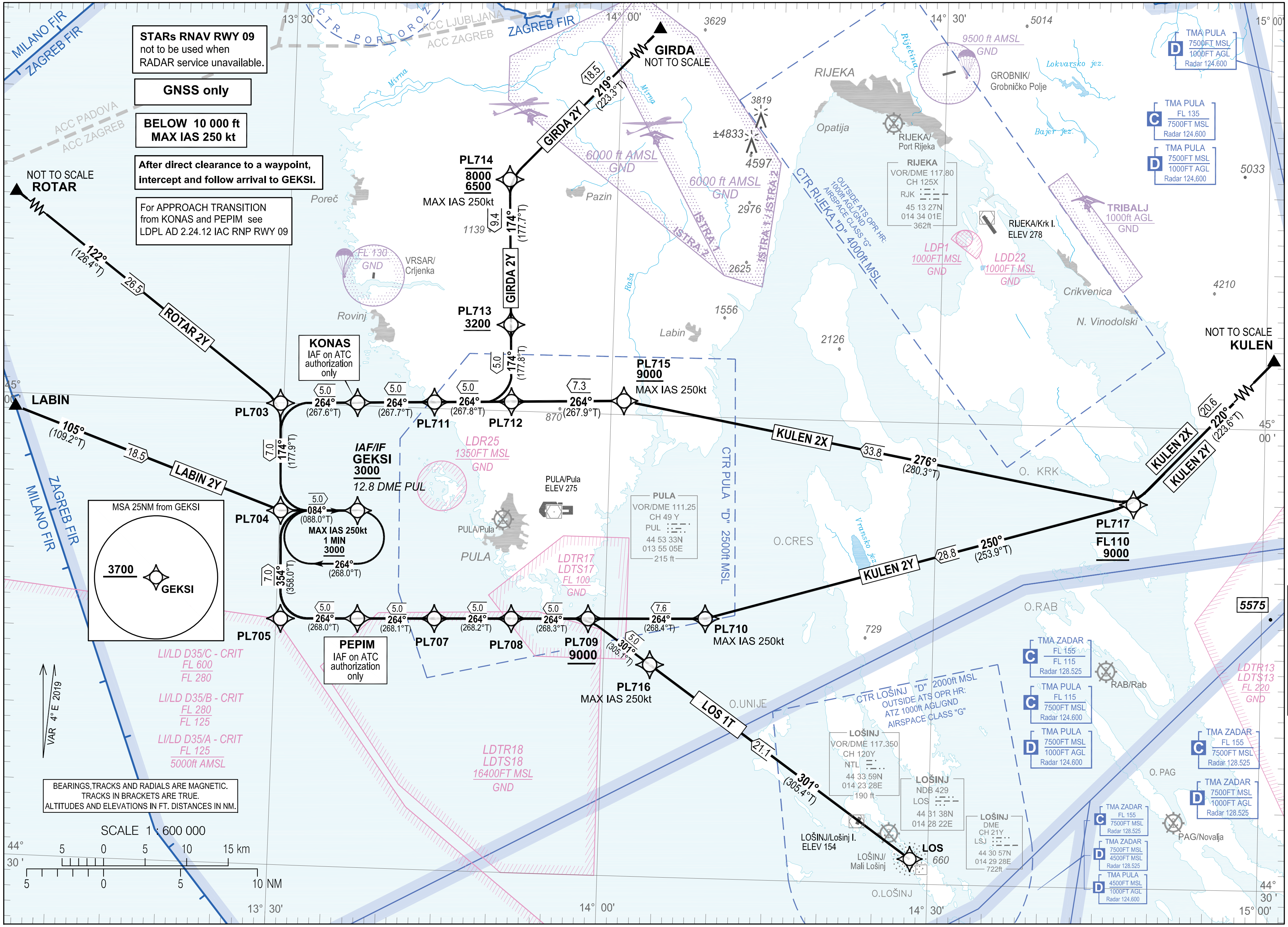
15 JUN 2023

PULA / Pula
CROATIA
RNAV RWY 09

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

TRANSITION ALTITUDE
10 000

PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000



PULA/ Pula
CROATIA
RNAV RWY 09

LDPL RNAV STANDARD ARRIVAL RWY 09

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	ROTAR 2Y	IF	ROTAR	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL703	-	122° (126.4°T)	4°E	26.5	-	-	-	-	
030		TF	PL704	-	174° (177.9°T)	4°E	7.0	-	-	-	-	
040		TF	GEKSI	-	084° (088.0°T)	4°E	5.0	-	+3000	-	IAF/IF	
010	GIRDA 2Y	IF	GIRDA	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL714	-	219° (223.3°T)	4°E	18.5	-	-8000 +6500	-250	-	
030		TF	PL713	-	174° (177.7°T)	4°E	9.4	-	+3200	-	-	
040		TF	PL712	-	174° (177.8°T)	4°E	5.0	-	-	-	-	
050		TF	PL711	-	264° (267.8°T)	4°E	5.0	-	-	-	-	
060		TF	KONAS	-	264° (267.7°T)	4°E	5.0	-	-	-	IAF on ATC authorization only	
070		TF	PL703	-	264° (267.6°T)	4°E	5.0	-	-	-	-	
080		TF	PL704	-	174° (177.9°T)	4°E	7.0	-	-	-	-	
090		TF	GEKSI	-	084° (088.0°T)	4°E	5.0	-	+3000	-	IAF/IF	
010	KULEN 2X	IF	KULEN	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL717	-	220° (223.6T)	4°E	20.6	-	-FL110 +9000	-	-	
030		TF	PL715	-	276° (280.3°T)	4°E	33.8	-	+9000	-250	-	
040		TF	PL712	-	264° (267.9°T)	4°E	7.3	-	-	-	-	
050		TF	PL711	-	264° (267.8°T)	4°E	5.0	-	-	-	-	
060		TF	KONAS	-	264° (267.7°T)	4°E	5.0	-	-	-	IAF on ATC authorization only	
070		TF	PL703	-	264° (267.6°T)	4°E	5.0	-	-	-	-	
080		TF	PL704	-	174° (177.9°T)	4°E	7.0	-	-	-	-	
090		TF	GEKSI	-	084° (088.0°T)	4°E	5.0	-	+3000	-	IAF/IF	

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

LDPL RNAV STANDARD ARRIVAL RWY 09

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	KULEN 2Y	IF	KULEN	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL717	-	220° (223.6°T)	4°E	20.6	-	-FL110 +9000	-	-	
030		TF	PL710	-	250° (253.9°T)	4°E	28.8	-	-	-250	-	
040		TF	PL709	-	264° (268.4°T)	4°E	7.6	-	+9000	-	-	
050		TF	PL708	-	264° (268.3°T)	4°E	5.0	-	-	-	-	
060		TF	PL707	-	264° (268.2°T)	4°E	5.0	-	-	-	-	
070		TF	PEPIM	-	264° (268.1°T)	4°E	5.0	-	-	-	IAF on ATC authorization only	
080		TF	PL705	-	264° (268.0°T)	4°E	5.0	-	-	-	-	
090		TF	PL704	-	354° (358.0°T)	4°E	7.0	-	-	-	-	
100		TF	GEKSI	-	084° (088.0°T)	4°E	5.0	-	+3000	-	IAF/IF	
010	LOS 1T	IF	LOS	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL716	-	301° (305.4°T)	4°E	21.1	-	-	-250	-	
030		TF	PL709	-	301° (305.1°T)	4°E	5.0	-	+9000	-	-	
040		TF	PL708	-	264° (268.3°T)	4°E	5.0	-	-	-	-	
050		TF	PL707	-	264° (268.2°T)	4°E	5.0	-	-	-	-	
060		TF	PEPIM	-	264° (268.1°T)	4°E	5.0	-	-	-	IAF on ATC authorization only	
070		TF	PL705	-	264° (268.0°T)	4°E	5.0	-	-	-	-	
080		TF	PL704	-	354° (358.0°T)	4°E	7.0	-	-	-	-	
090		TF	GEKSI	-	084° (088.0°T)	4°E	5.0	-	+3000	-	IAF/IF	
010	LABIN 2Y	IF	LABIN	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL704	-	105° (109.2°T)	4°E	18.5	-	-	-	-	
030		TF	GEKSI	-	084° (088.0°T)	4°E	5.0	-	+3000	-	IAF/IF	

IAF on ATC authorization only: For APPROACH TRANSITION from KONAS and PEPIM see LDPL AD 2.24.12 IAC RNP RWY 09

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

PULA/ Pula
CROATIA
RNAV RWY 09

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
GEKSI	HM	084° (088.0°T)	1MIN / -	R	3000	-	250	4°E	-	RNAV 1

Waypoint name	WGS-84 latitude	WGS-84 longitude
LOS	443137.55N	0142822.25E
GEKSI	445311.7N	0133706.9E
GIRDA	452832N	0140802E
KONAS	450012.5N	0133646.7E
KULEN	450955N	0150801E
LABIN	445909N	0130529E
PEPIM	444611.0N	0133727.0E
ROTAR	451546N	0125944E
PL703	445959.6N	0132943.5E
PL704	445301.3N	0133005.4E
PL705	444600.4N	0133026.3E
PL707	444621.1N	0134427.7E
PL708	444630.8N	0135128.5E
PL709	444640.0N	0135829.4E
PL710	444653.3N	0140910.3E
PL711	450024.8N	0134349.0E
PL712	450036.8N	0135051.4E
PL713	450536.5N	0135034.9E
PL714	451502.4N	0135003.4E
PL715	450053.5N	0140109.6E
PL716	444347.8N	0140414.0E
PL717	445458.9N	0144802.5E

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

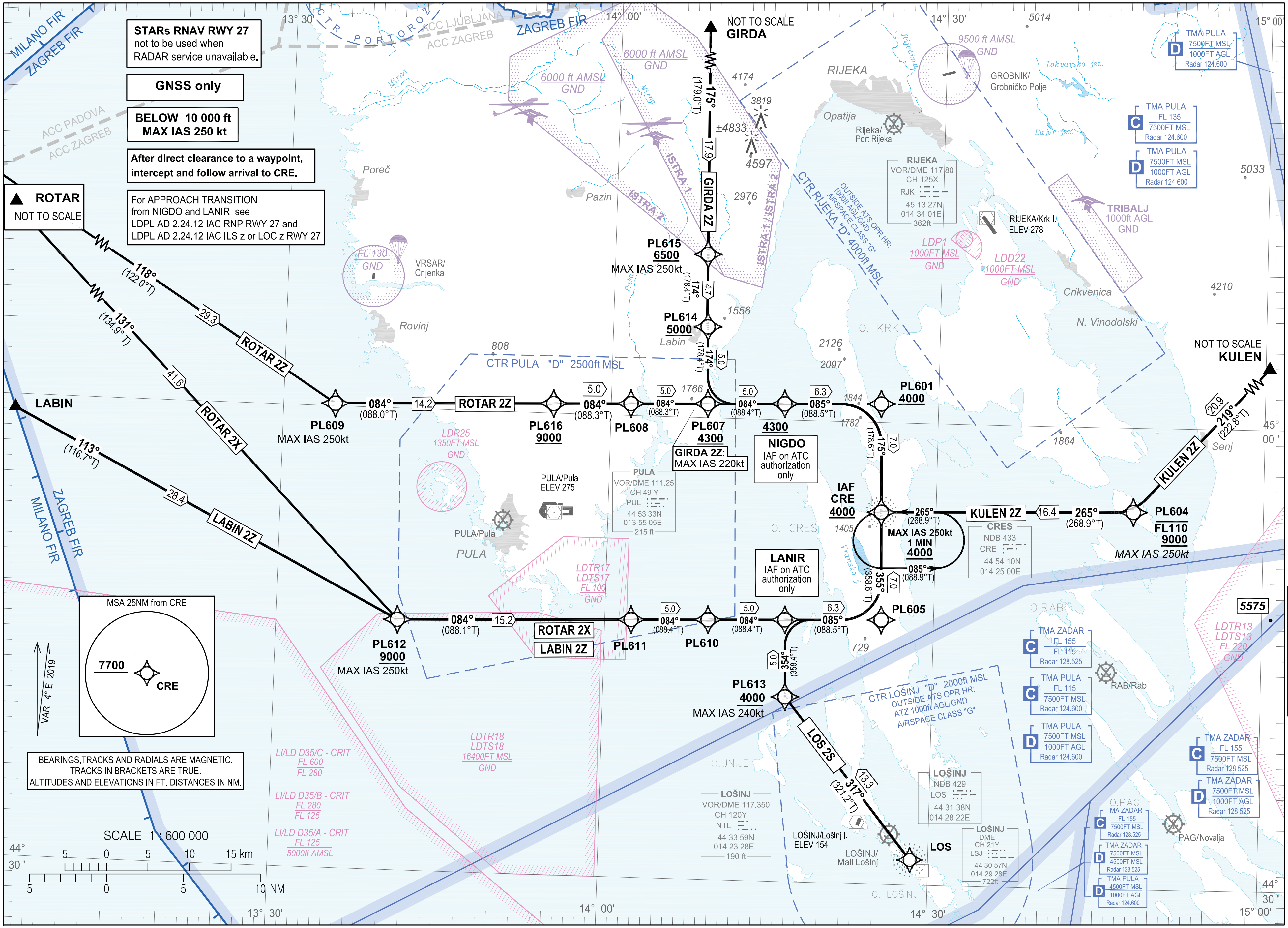
LDPL AD 2.24.10 STAR RNAV RWY 27 -1
15 JUN 2023

PULA / Pula
CROATIA
RNAV RWY 27

PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

TRANSITION ALTITUDE
10 000

Change: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.



PULA/ Pula
CROATIA
RNAV RWY 27

LDPL RNAV STANDARD ARRIVAL RWY 27

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	ROTAR 2Z	IF	ROTAR	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL609	-	118° (122.0°T)	4°E	29.3	-	-	-250	-	
030		TF	PL616	-	084° (088.0°T)	4°E	14.2	-	+9000	-	-	
040		TF	PL608	-	084° (088.3°T)	4°E	5.0	-	-	-	-	
050		TF	PL607	-	084° (088.3°T)	4°E	5.0	-	+4300	-	-	
060		TF	NIGDO	-	084° (088.4°T)	4°E	5.0	-	+4300	-	IAF on ATC authorization only	
070		TF	PL601	-	085° (088.5°T)	4°E	6.3	-	+4000	-	-	
080		TF	CRE	-	175° (178.6°T)	4°E	7.0	-	+4000	-	IAF	
010	GIRDA 2Z	IF	GIRDA	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL615	-	175° (179.0°T)	4°E	17.9	-	+6500	-250	-	
030		TF	PL614	-	174° (178.4°T)	4°E	4.7	-	+5000	-	-	
040		TF	PL607	-	174° (178.4°T)	4°E	5.0	-	+4300	-220	-	
050		TF	NIGDO	-	084° (088.4°T)	4°E	5.0	-	+4300	-	IAF on ATC authorization only	
060		TF	PL601	-	085° (088.5°T)	4°E	6.3	-	+4000	-	-	
070		TF	CRE	-	175° (178.6°T)	4°E	7.0	-	+4000	-	IAF	
010	KULEN 2Z	IF	KULEN	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL604	-	219° (222.8°T)	4°E	20.9	-	-FL110 +9000	-250	-	
030		TF	CRE	-	265° (268.9°T)	4°E	16.4	-	+4000	-	IAF	
010	LOS 2S	IF	LOS	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL613	-	317° (321.2°T)	4°E	13.3	-	+4000	-240	-	
030		TF	LANIR	-	354° (358.4°T)	4°E	5.0	-	-	-	IAF on ATC authorization only	
040		TF	PL605	-	085° (088.5°T)	4°E	6.3	-	-	-	-	
050		TF	CRE	-	355° (358.6°T)	4°E	7.0	-	+4000	-	IAF	

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

PULA / Pula
CROATIA
RNAV RWY 27

LDPL RNAV STANDARD ARRIVAL RWY 27

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	LABIN 2Z	IF	LABIN	-	-	4°E	-	-	-	-	-	
020		TF	PL612	-	113° (116.7°T)	4°E	28.4	-	+9000	-250	-	
030		TF	PL611	-	084° (088.1°T)	4°E	15.2	-	-	-	-	
040		TF	PL610	-	084° (088.4°T)	4°E	5.0	-	-	-	-	RNAV 1
050		TF	LANIR	-	084° (088.4°T)	4°E	5.0	-	-	-	IAF on ATC authorization only	
060		TF	PL605	-	085° (088.5°T)	4°E	6.3	-	-	-	-	
070		TF	CRE	-	355° (358.6°T)	4°E	7.0	-	+4000	-	IAF	
010	ROTAR 2X	IF	ROTAR	-	-	4°E	-	-	-	-	-	
020		TF	PL612	-	131° (134.9°T)	4°E	41.6	-	+9000	-250	-	
030		TF	PL611	-	084° (088.1°T)	4°E	15.2	-	-	-	-	
040		TF	PL610	-	084° (088.4T)	4°E	5.0	-	-	-	-	RNAV 1
050		TF	LANIR	-	084° (088.4°T)	4°E	5.0	-	-	-	IAF on ATC authorization only	
060		TF	PL605	-	085° (088.5°T)	4°E	6.3	-	-	-	-	
070		TF	CRE	-	355° (358.6°T)	4°E	7.0	-	+4000	-	IAF	

IAF on ATC authorization only:
For APPROACH TRANSITION from NIGDO and LANIR see LDPL AD 2.24.12 IAC RNP RWY 27 and LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27

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
CRE	HM	265° (268.9°T)	1MIN / -	L	4000	-	250	4°E	-	RNAV 1

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

PULA/ Pula
CROATIA
RNAV RWY 27

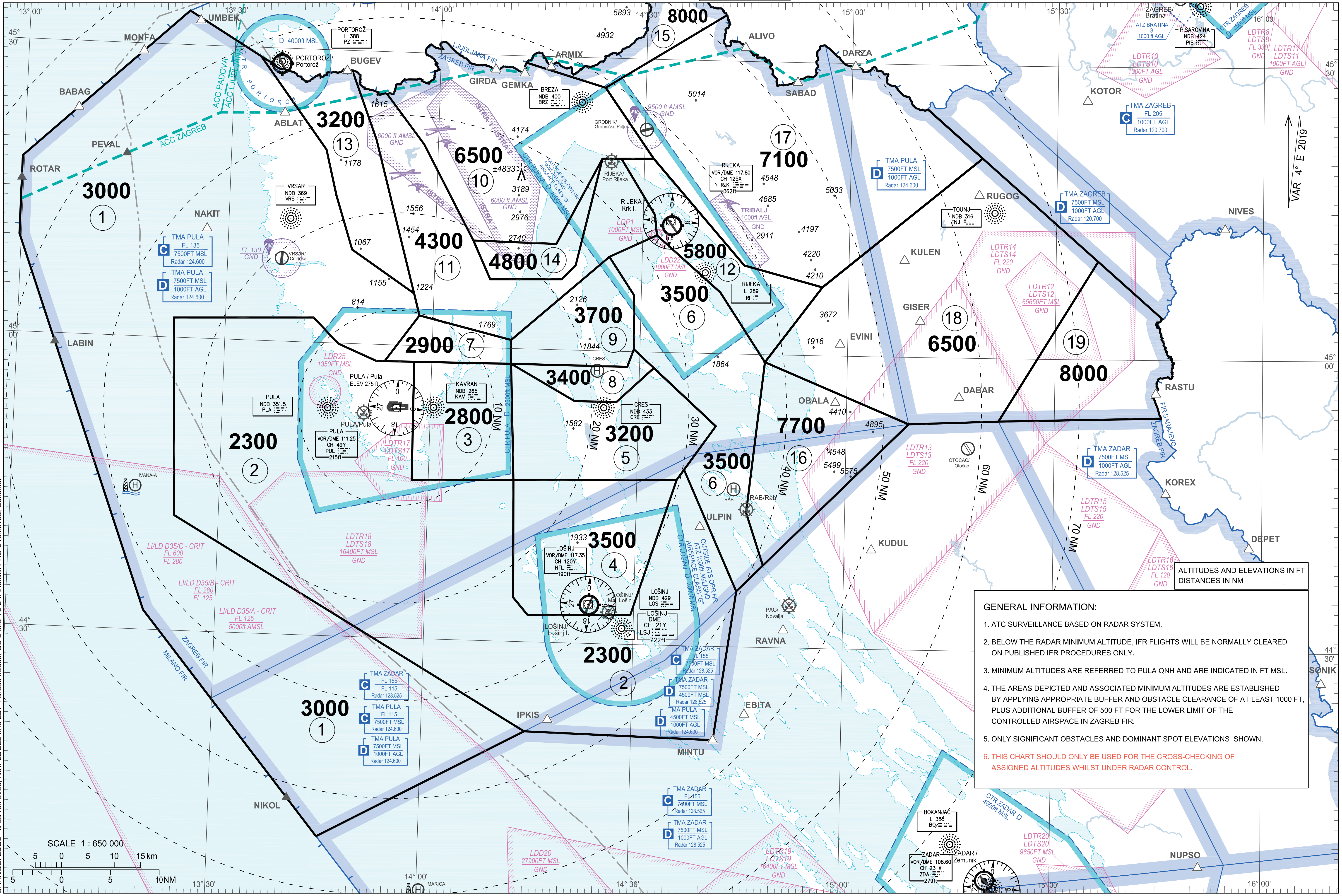
Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
CRE	445410.37N	0142459.57E
LOS	443137.55N	0142822.25E
GIRDA	452832N	0140802E
KULEN	450955N	0150801E
LABIN	445909N	0130529E
ROTAR	451546N	0125944E
LANIR	444700.8N	0141626.9E
NIGDO	450102.6N	0141554.4E
PL601	450112.1N	0142445.1E
PL604	445431.8N	0144803.2E
PL605	444710.1N	0142513.9E
PL607	450054.6N	0140851.7E
PL608	450046.1N	0140149.0E
PL609	450009.4N	0133444.6E
PL610	444652.8N	0140925.9E
PL611	444644.4N	0140225.0E
PL612	444616.2N	0134106.3E
PL613	444200.9N	0141638.4E
PL614	450554.4N	0140840.0E
PL615	451036.9N	0140828.9E
PL616	450037.1N	0135444.0E

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

PULA/ Pula
CROATIA

PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000



GENERAL INFORMATION:

1. ATC SURVEILLANCE BASED ON RADAR SYSTEM.
2. BELOW THE RADAR MINIMUM ALTITUDE, IFR FLIGHTS WILL BE NORMALLY CLEARED ON PUBLISHED IFR PROCEDURES ONLY.
3. MINIMUM ALTITUDES ARE REFERRED TO PULA QNH AND ARE INDICATED IN FT MSL.
4. THE AREAS DEPICTED AND ASSOCIATED MINIMUM ALTITUDES ARE ESTABLISHED BY APPLYING APPROPRIATE BUFFER AND OBSTACLE CLEARANCE OF AT LEAST 1000 FT, PLUS ADDITIONAL BUFFER OF 500 FT FOR THE LOWER LIMIT OF THE CONTROLLED AIRSPACE IN ZAGREB FIR.
5. ONLY SIGNIFICANT OBSTACLES AND DOMINANT SPOT ELEVATIONS SHOWN.
6. THIS CHART SHOULD ONLY BE USED FOR THE CROSS-CHECKING OF ASSIGNED ALTITUDES WHILST UNDER RADAR CONTROL.

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; GS L and VL L withdrawn; KO L removed; Editorial.

LIST OF COORDINATES FOR
MINIMUM VECTORING ALTITUDE SECTORS

SECTOR 1

WGS-84 latitude	*WGS-84 longitude*
452906N	0133347E
451946N	0134345E
451503N	0134527E
450937N	0134758E
450520N	0135708E
450306N	0135801E
445818N	0135311E
445818N	0135200E
445956N	0134627E
450232N	0134243E
450201N	0132235E
444147N	0132341E
442050N	0141447E
440926N	0134535E
along the FIR BDRY Zagreb-Milano	
along the FIR BDRY Zagreb-Ljubljana	
452906N	0133347E

SECTOR 2

WGS-84 latitude	*WGS-84 longitude*
442050N	0141447E
444147N	0132341E
450201N	0132235E
450232N	0134243E
445956N	0134627E
445818N	0135200E
445818N	0135311E
445820N	0135728E
444614N	0135738E
444632N	0141216E
443430N	0141242E
443245N	0141451E
443301N	0142933E
444658N	0143545E
444802N	0143646E
443542N	0144440E
442024N	0144144E
442050N	0141447E

SECTOR 3

WGS-84 latitude	*WGS-84 longitude*
445820N	0135728E
445825N	0141127E
444632N	0141216E
444614N	0135738E
445820N	0135728E

SECTOR 4

WGS-84 latitude	*WGS-84 longitude*
444632N	0141216E
444658N	0143545E
443301N	0142933E
443245N	0141451E
443430N	0141242E
444632N	0141216E

SECTOR 5

WGS-84 latitude	*WGS-84 longitude*
445825N	0141127E
445447N	0142047E
445448N	0142648E
445823N	0143204E
445234N	0144112E
444802N	0143646E
444658N	0143545E
444632N	0141216E
445825N	0141127E

SECTOR 6

WGS-84 latitude	*WGS-84 longitude*
450939N	0142515E
451159N	0143204E
450617N	0144126E
445914N	0144805E
444346N	0144550E
443824N	0144824E
443542N	0144440E
444802N	0143646E
445234N	0144112E
445823N	0143204E
450015N	0142907E
450549N	0142856E
450939N	0142515E

SECTOR 7

WGS-84 latitude	*WGS-84 longitude*
450306N	0135801E
450052N	0141122E
445825N	0141127E
445820N	0135728E
445818N	0135311E
450306N	0135801E

SECTOR 8

WGS-84 latitude	*WGS-84 longitude*
445825N	0141127E
445826N	0142814E
450015N	0142907E
445823N	0143204E
445448N	0142648E
445447N	0142047E
445825N	0141127E

SECTOR 9

WGS-84 latitude	*WGS-84 longitude*
450939N	0142515E
450549N	0142856E
450015N	0142907E
445826N	0142814E
445825N	0141127E
450052N	0141122E
450939N	0142515E

SECTOR 10

WGS-84 latitude	*WGS-84 longitude*
452918N	0141228E
452658N	0142404E
451949N	0143119E
451944N	0142638E
451941N	0142352E
451050N	0141731E
451056N	0140529E
452038N	0135755E
452543N	0135214E
along the FIR BDRY Zagreb-Ljubljana	
452918N	0141228E

SECTOR 11

WGS-84 latitude	*WGS-84 longitude*
452543N	0135214E
452038N	0135755E
451056N	0140529E
450701N	0140805E
450714N	0141826E
450842N	0142024E
451941N	0142352E
451944N	0142638E
451405N	0143141E
451159N	0143204E
450939N	0142515E
450052N	0141122E
450306N	0135801E
450520N	0135708E
452059N	0135058E
452758N	0134707E
along the FIR BDRY Zagreb-Ljubljana	
452543N	0135214E

SECTOR 12

WGS-84 latitude	*WGS-84 longitude*
451944N	0142638E
451949N	0143119E
450906N	0144449E
450701N	0145612E
445914N	0144805E
450617N	0144126E
451159N	0143204E
451405N	0143141E
451944N	0142638E

SECTOR 13

WGS-84 latitude	*WGS-84 longitude*
452758N	0134707E
452059N	0135058E
450520N	0135708E
450937N	0134758E
451503N	0134527E
451946N	0134345E
452906N	0133347E
along the FIR BDRY Zagreb-Ljubljana	
452758N	0134707E

SECTOR 14

WGS-84 latitude	*WGS-84 longitude*
451056N	0140529E
451050N	0141731E
451941N	0142352E
450842N	0142024E
450714N	0141826E
450701N	0140805E
451056N	0140529E

SECTOR 15

WGS-84 latitude	*WGS-84 longitude*
453441N	0144129E
452658N	0142404E
452918N	0141228E
along the FIR BDRY Zagreb-Ljubljana	
453441N	0144129E

SECTOR 16

WGS-84 latitude	*WGS-84 longitude*
445914N	0144805E
445308N	0150900E
443824N	0144824E
444346N	0144550E
445914N	0144805E

SECTOR 17

WGS-84 latitude	*WGS-84 longitude*
452527N	0151100E
452029N	0151908E
450701N	0145612E
450906N	0144449E
451949N	0143119E
452658N	0142404E
453441N	0144129E
along the FIR BDRY Zagreb -Ljubljana	
452527N	0151100E

SECTOR 18

WGS-84 latitude	*WGS-84 longitude*
452029N	0151908E
451004N	0153605E
445334N	0152156E
445314N	0151136E
445308N	0150900E
445914N	0144805E
450701N	0145612E
451101N	0150300E
452029N	0151908E

SECTOR 19

WGS-84 latitude	*WGS-84 longitude*
451004N	0153605E
450414N	0154529E
along the FIR BDRY Zagreb -Sarajevo	
445403N	0154522E
445334N	0152156E
451004N	0153605E

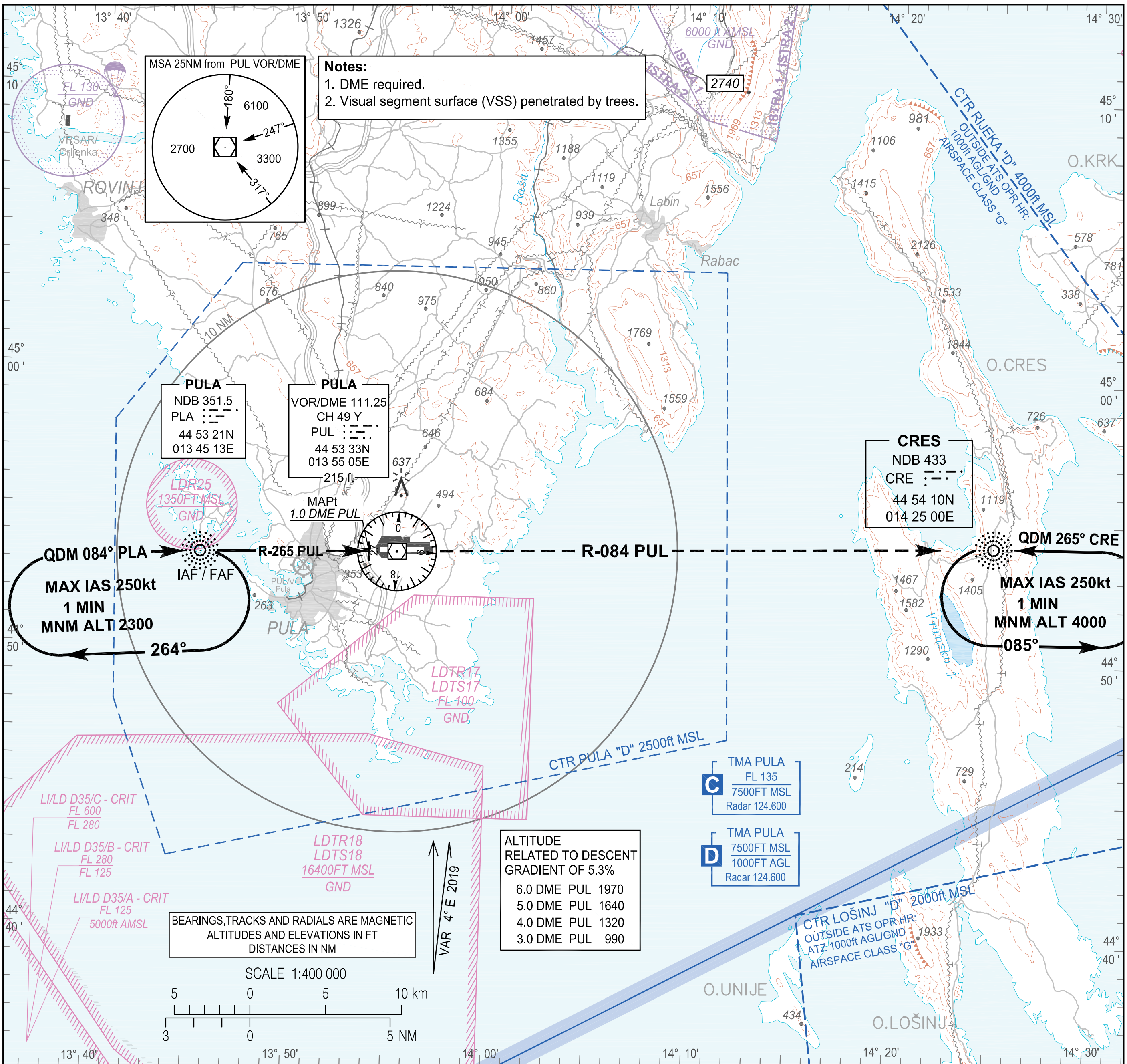
CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; GS L and VL L withdrawn; KO L removed; Editorial.

INSTRUMENT APPROACH
CHART-ICAO

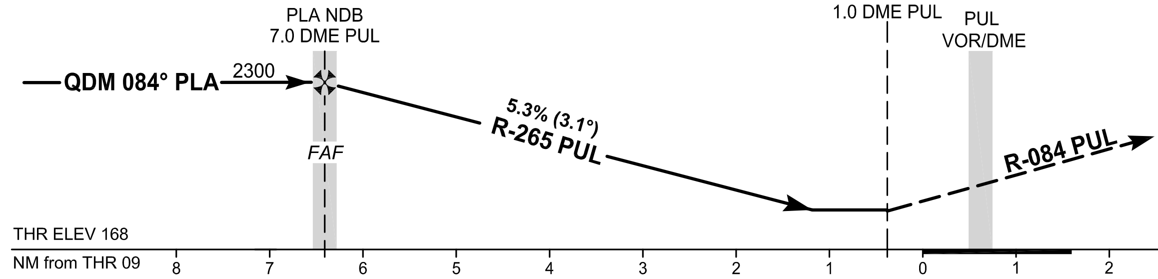
AD ELEV 275
HEIGHTS RELATED
TO THR 09 ELEV 168

PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

PULA / Pula
CROATIA
VOR RWY 09



TRANSITION ALT 10 000



MISSED APPROACH:
Climb on R-265 PUL.
From PUL VOR/DME
continue climbing on
R-084 PUL to CRE NDB
and hold at 4000.

OCA(H)	A	B	C	D
Straight-in Approach	670 (510)			
Circling	860 (590)	950 (680)	1110 (840)	1190 (920)

FAF to MAPt distance 6.0 NM
Timing not authorized for defining the MAPt

GS (kt)	80	100	120	140	160	180
min:sec	4:31	3:37	3:01	2:35	2:16	2:01
Rate of descent (ft/min)	433	541	650	758	866	974

CHANGE: Intermediate segment from LABIN 3A withdrawn; PLA NDB base turn withdrawn; descent gradient changed; SDF withdrawn; altitude related to descent gradient table updated; profile view updated; ADR table updated; circling CAT A OCA(H); missed approach text; „time to fly" table updated; VL L and GS L withdrawn; Obstacles updated; Editorial.

PULA / Pula
CROATIA
VOR RWY 09

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
VOR RWY 09			
Final approach descent angle: 3.06°			
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (PLA NDB)	445321.15N 0134512.66E	-	-
FAF (PLA NDB)	445321.15N 0134512.66E	268.51° PUL VOR	7.02 DME PUL
MAPt	445331.0N 0135340.9E	268.51° PUL VOR	1.00 DME PUL

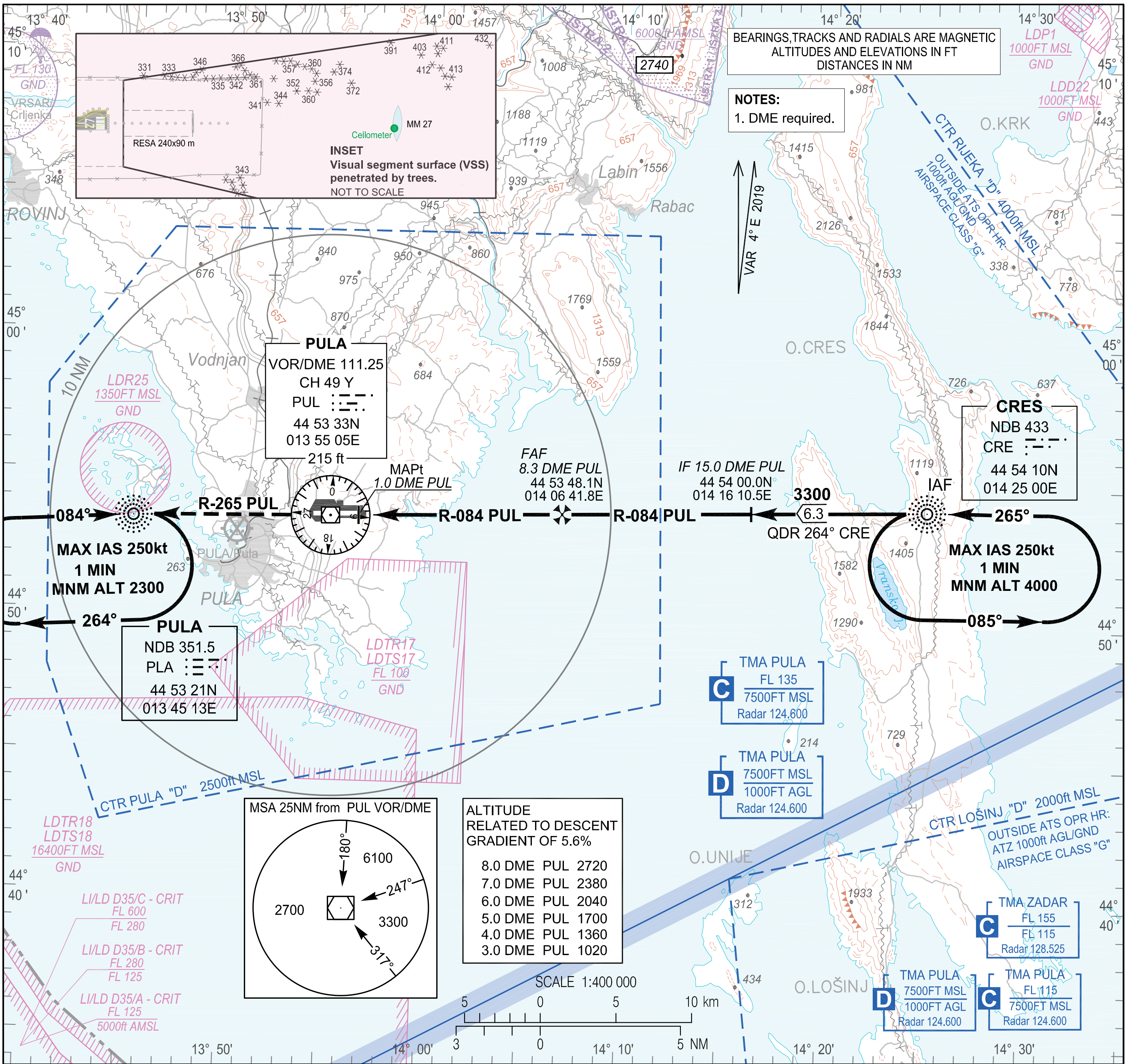
CHANGE: Intermediate segment from LABIN 3A withdrawn; PLA NDB base turn withdrawn; descent gradient changed; SDF withdrawn; altitude related to descent gradient table updated; profile view updated; ADR table updated; circling CAT A OCA(H); missed approach text; „time to fly" table updated; VL L and GS L withdrawn; Obstacles updated; Editorial.

INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 275
HEIGHTS RELATED
TO THR 27 ELEV 275

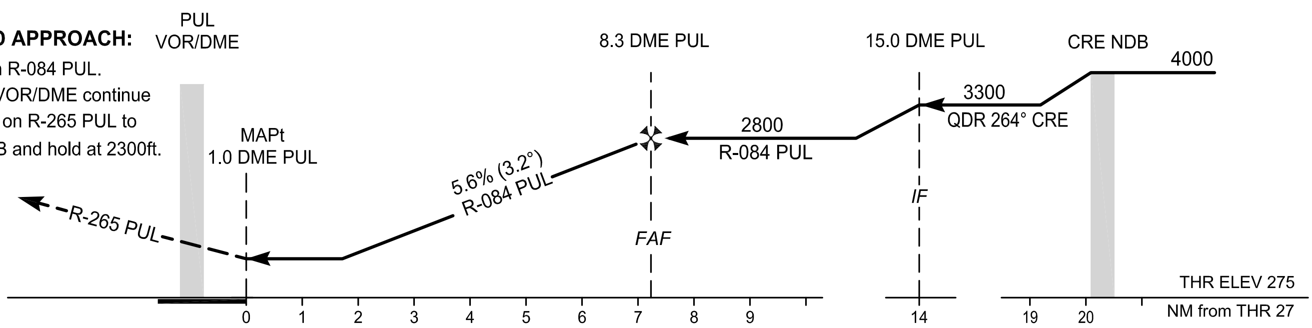
PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

PULA / Pula
CROATIA
VOR RWY 27



TRANSITION ALT 10 000

MISSED APPROACH: Climb on R-084 PUL. At PUL VOR/DME continue climbing on R-265 PUL to PLA NDB and hold at 2300ft.



OCA(H)	A	B	C	D
Straight-in Approach	830 (560)			
Circling	860 (590)	950 (680)	1110 (840)	1190 (920)

FAF to MAPt distance 7.3 NM Timing not authorized for defining the MAPt						
GS (kt)	80	100	120	140	160	180
min : sec	5:27	4:21	3:38	3:07	2:43	2:25
Rate of descent (ft / min)	453	567	680	793	906	1020

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added.

PULA / Pula
CROATIA
VOR RWY 27

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
VOR RWY 27			
Final approach descent angle: 3.2°			
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (CRE NDB)	445410.37N 0142459.57E	-	-
IF	445400.0N 0141610.5E	088.12° PUL VOR	15.00 DME PUL
FAF	445348.1N 0140641.8E	088.12° PUL VOR	8.26 DME PUL
MAPt	445334.5N 0135629.6E	088.12° PUL VOR	1.00 DME PUL

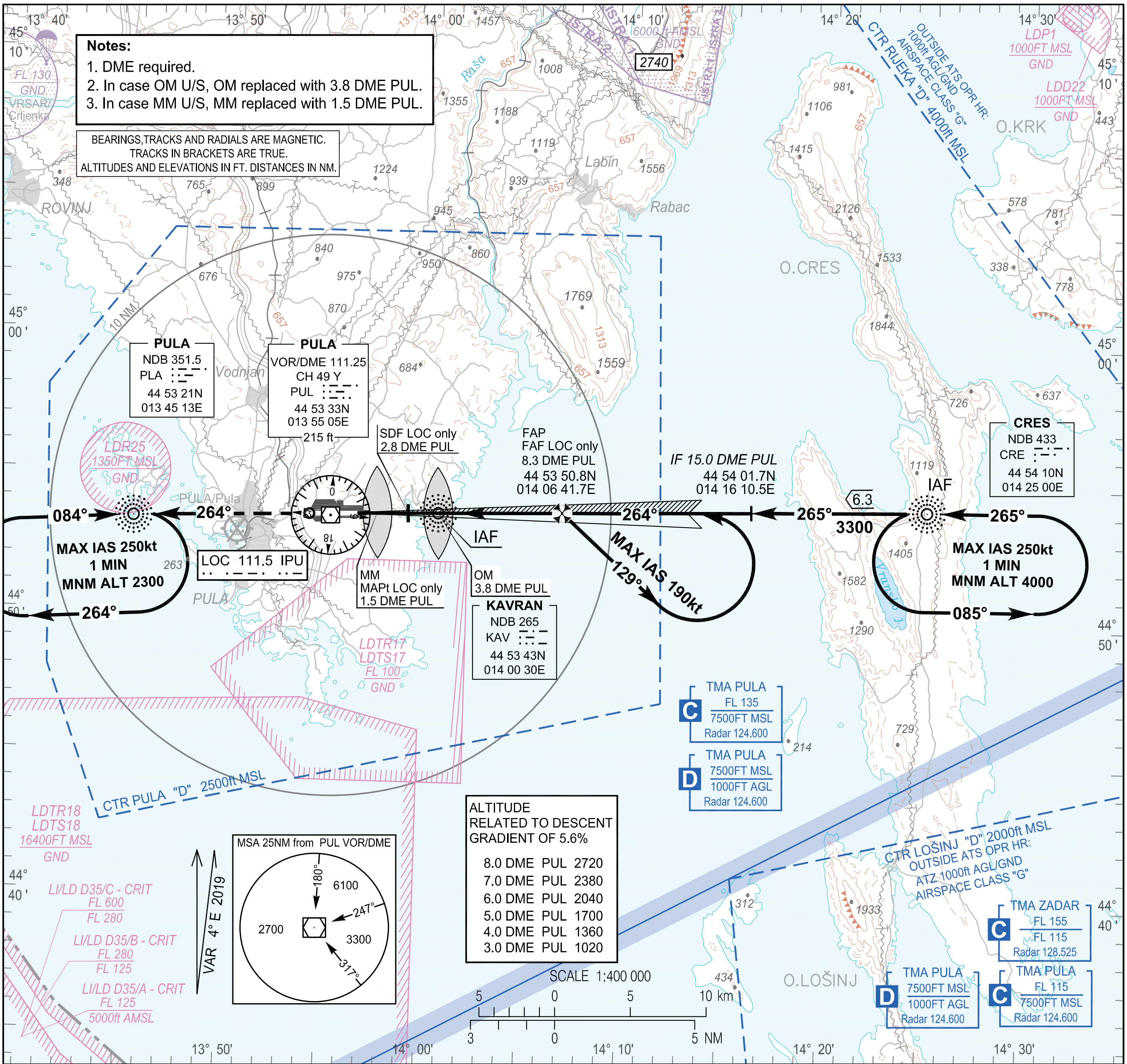
CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added.

INSTRUMENT APPROACH CHART-ICAO

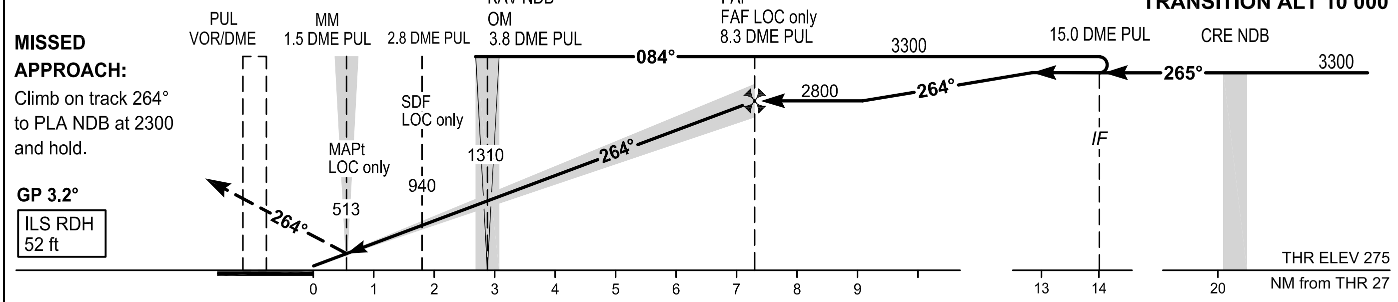
AD ELEV 275
HEIGHTS RELATED TO THR 27 ELEV 275

PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

PULA / Pula
CROATIA
ILS y or LOC y RWY 27



TRANSITION ALT 10 000



OCA(H)		A	B	C	D
Straight-in Approach	ILS CAT I press. altim.	492 (217)	498 (223)	505 (230)	515 (240)
Straight-in Approach	LOC only	690 (420)			
Circling		860 (590)	950 (680)	1110 (840)	1190 (920)

GS(kt)	80	100	120	140	160	180
Rate of descent (ft / min)	453	567	680	793	906	1020

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; GS L and VL L withdrawn; Editorial.

PULA / Pula
CROATIA
ILS y or LOC y RWY 27

AERONAUTICAL DATABASE REQUIREMENTS

Conventional procedure essential fixes/points

ILS y or LOC y RWY 27

LOC only - final approach descent angle: 3.2°

Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (KAV NDB)	445343.27N 0140029.66E	-	-
IAF (CRE NDB)	445410.37N 0142459.57E	-	-
IF	445401.7N 0141610.5E	268.28° (IPU LOC)	15.0 DME PUL
FAF LOC only	445350.8N 0140641.7E	268.28° (IPU LOC)	8.26 DME PUL
SDF LOC only	445341.4N 0135858.6E	268.28° (IPU LOC)	2.77 DME PUL
MAPt LOC only (MM 27)	445339.18N 0135712.92E	268.28° (IPU LOC)	1.52 DME PUL

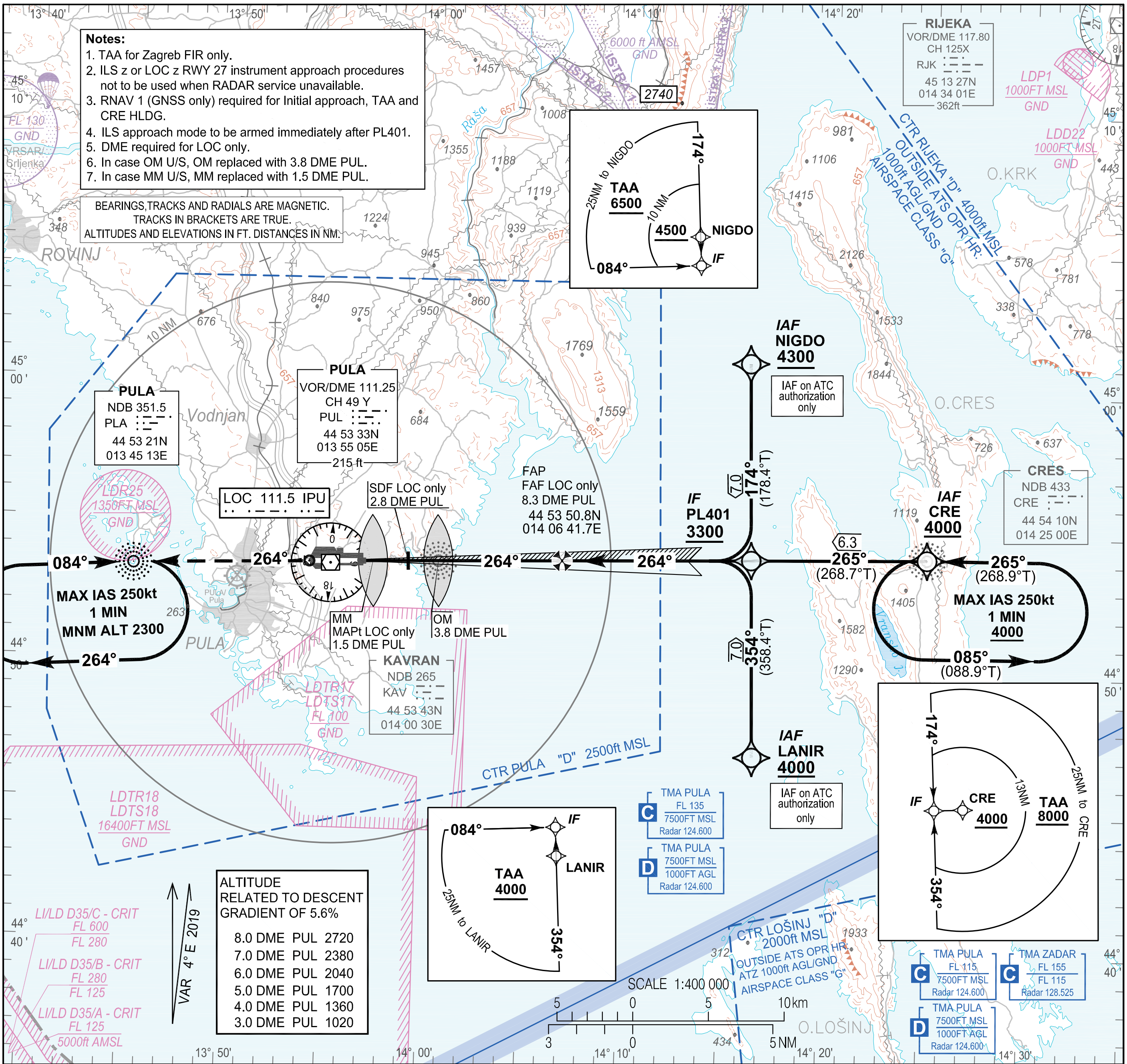
CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; GS L and VL L withdrawn; Editorial.

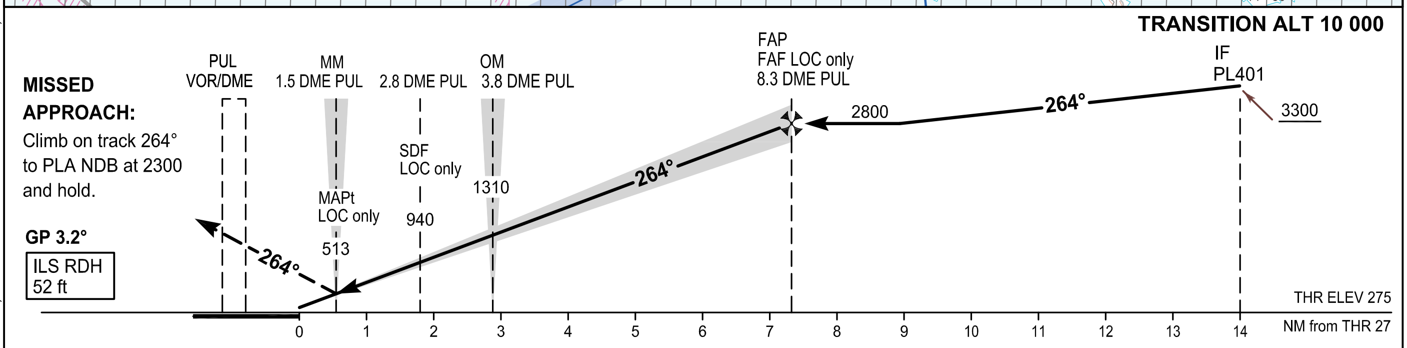
INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 275
HEIGHTS RELATED
TO THR 27 ELEV 275

PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

PULA / Pula
CROATIA
ILS z or LOC z RWY 27
(RNAV 1 to ILS or LOC transition)





OCA(H)		A	B	C	D
Straight-in Approach	ILS CAT I press. altim.	492 (217)	498 (223)	505 (230)	515 (240)
	LOC only	690 (420)			
Circling		860 (590)	950 (680)	1110 (840)	1190 (920)

GS(kt)	80	100	120	140	160	180
Rate of descent (ft / min)	453	567	680	793	906	1020

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

PULA / Pula
CROATIA
ILS z or LOC z RWY 27
(RNAV 1 to ILS or LOC transition)

LDPL ILS z or LOC z RWY 27 (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	NIGDO	-	-	4°E	-	-	+4300	-	-	IAF on ATC autorization only	RNAV 1
020	IF	TF	PL401	-	174° (178.4°T)	4°E	7.0	-	+3300	-	-	-	
010	IAF	IF	CRE	-	-	4°E	-	-	+4000	-	-	-	RNAV 1
020	IF	TF	PL401	-	265° (268.7°T)	4°E	6.3	-	+3300	-	-	-	
010	IAF	IF	LANIR	-	-	4°E	-	-	+4000	-	-	IAF on ATC autorization only	RNAV 1
020	IF	TF	PL401	-	354° (358.4°T)	4°E	7.0	-	+3300	-	-	-	

AERONAUTICAL DATABASE REQUIREMENTS

Conventional procedure essential fixes/points

ILS z or LOC z RWY 27

LOC only - final approach descent angle: 3.2°

Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IF (PL401)	445401.7N 0141610.7E	-	-
FAF LOC only	445350.8N 0140641.7E	268.28° (IPU LOC)	8.26 DME PUL
SDF LOC only	445341.4N 0135858.6E	268.28° (IPU LOC)	2.77 DME PUL
MAPt LOC only (MM 27)	445339.18N 0135712.92E	268.28° (IPU LOC)	1.52 DME PUL

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
CRE	HM	265° (268.9°T)	1 MIN / -	L	4000	-	250	4°E	-	RNAV 1

Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
NIGDO	450102.6N	0141554.4E
CRE	445410.37N	0142459.57E
LANIR	444700.8N	0141626.9E
PL401	445401.7N	0141610.7E

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

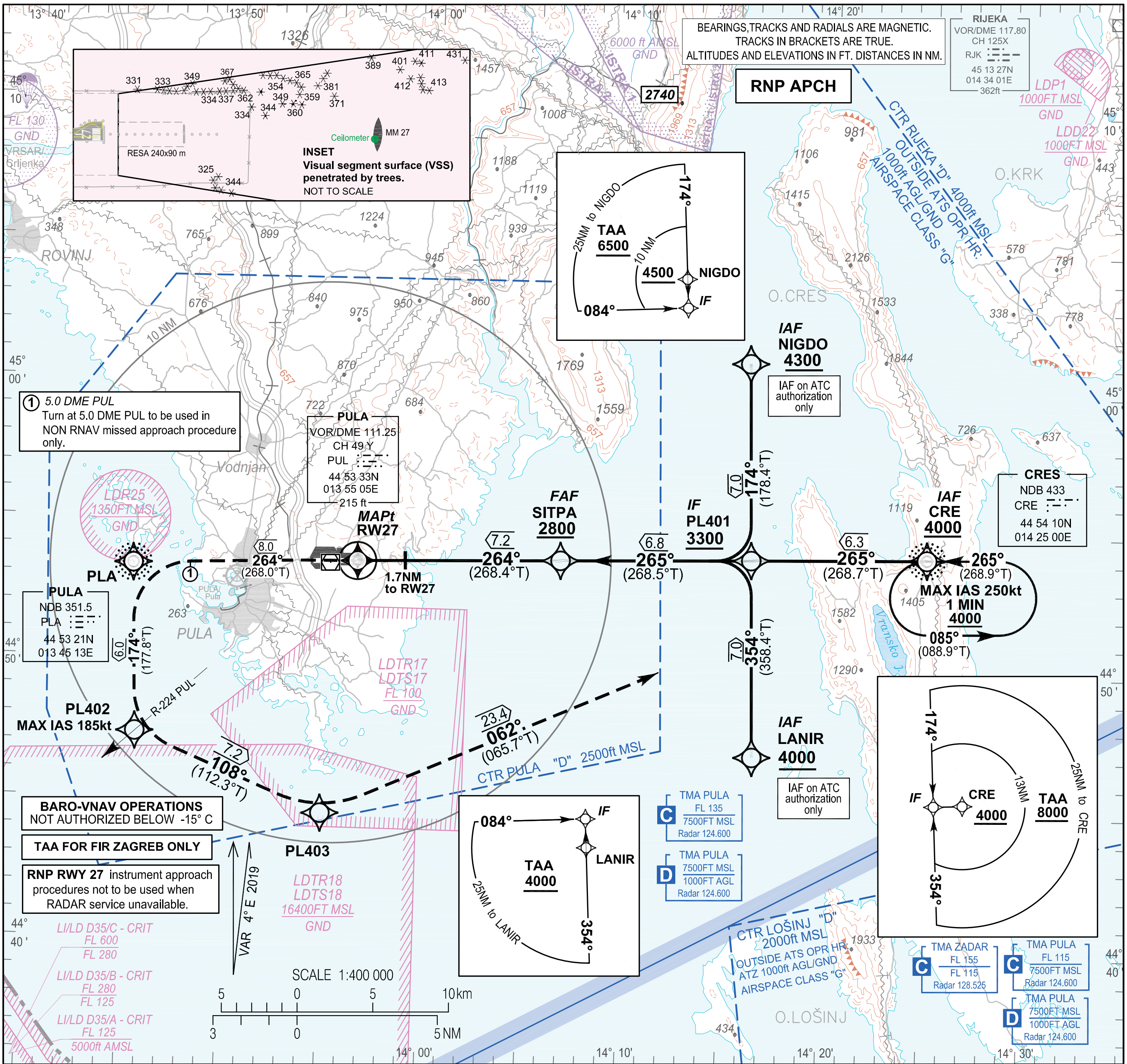
INSTRUMENT APPROACH CHART-ICAO

AD ELEV 275
HEIGHTS RELATED
TO THR 27 ELEV 275

SBAS	
CH: 84565	
E27A	

PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

PULA / Pula
CROATIA
RNP RWY 27



MISSED APPROACH

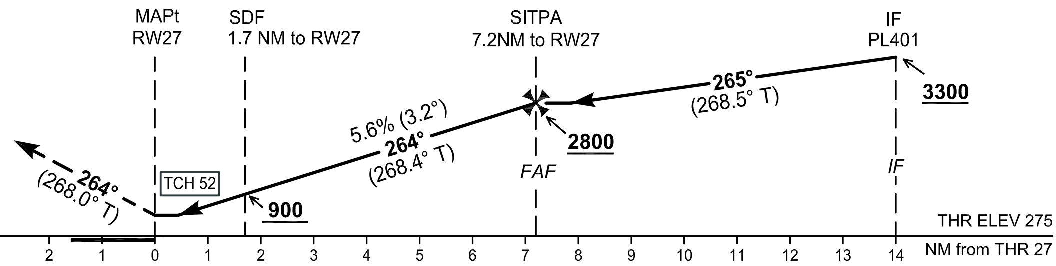
RNAV

RW27 - PLA [L] - PL402 [L; -K185] - PL403 [L] - CRE [A4000]

NON RNAV

Climb straight ahead to PLA NDB. At 5.0 DME PUL turn LEFT to intercept and follow QDR 174° PLA. On crossing R-224 PUL turn LEFT on track 108°. Intercept and follow bearing QDM 062° CRE to CRE NDB at 4000 and hold.
MAX IAS 185kt until crossing PL402.

TRANSITION ALT 10 000



DIST THR / RW27	NM	7	6	5	4	3	2	1
Altitude	ft	2700	2360	2020	1680	1340	1000	660

OCA(H)		A	B	C	D
Straight-in approach	LNAV	710 (435)			
	LNAV/VNAV	610 (335)		620 (345)	630 (355)
	LPV	560 (285)	570 (295)	580 (305)	590 (315)
Circling		890 (620)	950 (680)	1110 (840)	1190 (920)

Timing not authorized for defining the MAPt

GS	kt	80	100	120	140	160	180
SITPA - RW27 (7.2NM)	min:sec	5:24	4:19	3:36	3:05	2:42	2:24
Rate of descent (5.6%)	ft/min	454	567	681	794	907	1021

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

PULA / Pula
CROATIA
RNP RWY 27

Coding elements for FAS Data Block

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LDPL
Runway	27
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E27A
LTP/FTP Latitude	445338.1600N
LTP/FTP Longitude	0135626.8550E
LTP/FTP Ellipsoidal Height (metres)	126.9
FPAP Latitude	445335.2700N
Delta FPAP Latitude (seconds)	-2.8900
FPAP Longitude	0135412.6710E
Delta FPAP Longitude (seconds)	-134.1840
Threshold Crossing Height	52.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.20
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output data

Data Block	10 0C 10 04 0C 1B 00 00 01 37 32 05 E0 31 44 13 CE 94 FB 05 F5 18 6C E9 FF B0 E7 FB 08 02 40 01 64 00 C8 FA 8B 02 04 89
Calculated CRC Value	8B020489

Required Additional Data

ICAO Code	LD
LTP/FTP Orthometric Height (metres)	83.7

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

LDPL RNP RWY27

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	NIGDO	-	-	4°E	-	-	+4300	-	-	IAF on ATC autoriization only	RNP APCH
020	IF	TF	PL401	-	174° (178.4°T)	4°E	7.0	-	+3300	-	-	-	
010	IAF	IF	CRE	-	-	4°E	-	-	+4000	-	-	-	RNP APCH
020	IF	TF	PL401		265° (268.7°T)	4°E	6.3	-	+3300	-	-	-	
010	IAF	IF	LANIR	-	-	4°E	-	-	+4000	-	-	IAF on ATC autoriization only	RNP APCH
020	IF	TF	PL401	-	354° (358.4°T)	4°E	7.0	-	+3300	-	-	-	

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	PL401	-	-	4°E	-	-	+3300	-	-	-	RNP APCH
020	FAF	TF	SITPA	-	265° (268.5°T)	4°E	6.8	-	+2800	-	-	-	
030	MAPt	TF	RW27	Y	264° (268.4°T)	4°E	7.2	-	-	-	3.2 / 52.0	-	
040	-	TF	PLA	-	264° (268.0°T)	4°E	8.0	-	-	-	-	-	
050	-	TF	PL402	-	174° (177.8°T)	4°E	6.0	L	-	-185	-	-	
060	-	TF	PL403	-	108° (112.3°T)	4°E	7.2	-	-	-	-	-	
070	MAHF	TF	CRE	-	062° (065.7°T)	4°E	23.4	-	4000	-	-	-	
080	MAHF	HM	CRE	-	265° (268.9°T)	4°E	1MIN	L	4000	-250	-	Holding above 4000ft on ATC clearance only	RNAV 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
CRE	HM	265° (268.9°T)	1MIN / -	L	4000	-	250	4°E	-	RNAV 1

Waypoint coordinates

Waypoint name	WGS-84 latitude	WGS-84 longitude
CRE	445410.37N	0142459.57E
PLA	445321.15N	0134512.66E
LANIR	444700.8N	0141626.9E
NIGDO	450102.6N	0141554.4E
SITPA	445350.7N	0140636.9E
RW27	445338.16N	0135626.85E
PL401	445401.7N	0141610.7E
PL402	444721.5N	0134531.7E
PL403	444436.5N	0135455.4E

CHANGE: LDD21 area removed; New LDD22 and LDP1 areas added; Editorial.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK

VISUAL OPERATION CHART	ARP 44° 53' 36.72"N 013° 55' 19.89"E	AD ELEV 275	PULA ATIS 129.150 PULA RADAR 127.675 124.600	PULA TOWER 132.000	PULA / Pula CROATIA

Reporting Point	Definition
E3	Town Rabac
E6	Village Marčana
KONAS	R293 15DME PUL
N5	Near village Baderna
P5	R179 22DME PUL
PEPIM	R236 15DME PUL
S7	South from islet Porer
S8	Cape of Marlera
U1	The northernmost cape of island Cres
W4	Village Barbariga
W5	Town Vodnjan

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

SCALE 1:300 000

km 0 5 10
NM 0 5

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

VAR 4° E 2019

ALTITUDES AND ELEVATIONS IN 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 — S8 44 48 14N 013 59 51E
Significant VFR point — S7
Recommended VFR route — ADRIA1
Mandatory (arrival - departure) VFR route

CHANGE: GS L and VL L withdrawn; Obstacles updated; New VFR route ADRIA5 added; New reporting points KONAS, PEPIM and P5 added; Editorial.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK

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 PROCJENA I IZVJEŠĆIVANJE O STANJU POVRŠINE UZLETNO-SLETNE STAZE I PLAN POSTUPANJA U SLUČAJU SNIJEGA

1	Vrste opreme za čišćenje	NIL
2	Prioriteti čišćenja	NIL
3	Upotreba materijala za obradu operativnih površina	NIL
4	Posebno pripremljene zimske uzletno-sletne staze	NIL
5	Napomene	Postupa se sukladno GRF-u.

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 osvijetljen.
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 osvijetljen.

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 2.11 RASPOLOŽIVE METEOROLOŠKE INFORMACIJE

1	Pridružen MET ured	BRAČ
2	Radno vrijeme MET ured izvan radnog vremena	Tijekom radnog vremena ATS-a SPLIT
3	Ured nadležan za pripremu TAF-a Razdoblja valjanosti	SPLIT, DUBROVNIK, ZADAR, ZAGREB TAF (24HR) - pokriva radno vrijeme ATS-a
4	Trend prognoza Interval izdavanja	NIL
5	Mogućnosti informiranja/konzultacija	Selfbriefing (URL: https://ib.crocontrol.hr) ili telefonom na +385 1 6259 224
6	Dokumentacija u svezi leta Korišteni jezik(ci)	• Selfbriefing (URL: https//ib.crocontrol.hr) ili zahtjev na TEL: +385 21 205 452 • 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	Brač TWR, Split APP
10	Dodatne informacije (ograničenja u pružanju usluge, itd.)	NIL

LDSB AD 2.12 FIZIČKE KARAKTERISTIKE UZLETNO-SLETNE STAZE

Oznake RWY NR	TRUE BRG	Dimenzije RWY-a (M)	Nosivost (PCN) i površina RWY-a i SWY-a	COORD THR-a COORD kraja RWY-a Geoidna undulacija THR	Nadmorska visina THR-a i najviša nadmorska visina TDZ-a kod RWY-a za precizni prilaz
1	2	3	4	5	6
03	035.09°	1760 x 30	PCN 37/F/B/X/T ASPH	431644.72N 0164024.04E* 431727.67N 0164105.34E 139.4 FT	THR 1779 FT displaced 140 M TDZ ELEV 1759 FT
21	215.09°			431726.09N 0164103.82E* 431641.02N 0164020.48E 139.4 FT	THR 1701 FT displaced 60 M TDZ ELEV 1730 FT

Oznake RWY NR	Nagib RWY-SWY-a	Dimenzije SWY-a (M)	Dimenzije CWY-a (M)	Dimenzije strip-a (M)	RESA dimenzije (M) i površina
1	7	8	9	10	11
03	Slope of RWY 03: -0.4% (0 M - 440 M) -1.8% (440 M - 1760 M)	NIL	NIL	1830 x 150	NIL
21	Slope of RWY 21: 1.8% (0 M - 1320 M) 0.4% (1320 M - 1760 M)	NIL	NIL		Dužina: 90 M Širina: 60 M Površina: makadam

Oznake RWY NR	Lokacija i opis sustava zaustavljanja	OFZ	Napomene
1	12	13	14
03	NIL	NIL	* koordinate pomaknutog THR-a
21	NIL	NIL	* koordinate pomaknutog THR-a

LDSB AD 2.13 OBJAVLJENE UDALJENOSTI

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

LDSP AD 2.5 USLUGE NA RASPOLAGANJU PUTNICIMA

1	Hoteli	Hotels in Split, Trogir and Kastela
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	At AD, open daily 0600-1300 and 1400-2100 LMT
6	Turističke informacije	Agent's at AD and in the city
7	Primjedbe	Nil

LDSP 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 Rosenbauer Panther 6x6 12 500 L / 1 500 L 1 Heavy fire fighting vehicle MAN 6x6 8 500 L / 1 000 L 1 Heavy fire fighting vehicle Mercedes 9 000 L / 1 000 L 1 Heavy fire fighting vehicle Mercedes 8 500 L / 1 000 L 1 Commanding vehicle Toyota Land Cruiser 1 Commanding vehicle Jeep Cherokee 2.8 CRD 1 Zigler trailer with medical equipment 2.5 T
3	Mogućnost uklanjanja onesposobljenog zrakoplova	1 towbar tractor - SCHOPF up to MTOW 180 000 KG 1 towbarless tractor - LEKTRO up to MTOW 55 000 KG - towbars: DC10, DC9, MD11, L1011, TU134, B747, B767, B757C, B727, B737/3, A310, A300, A320, A319
4	Primjedbe	CAT 7 during AD HR SER (see AD 2.3) CAT 8 and CAT 9 AVBL upon AD Operator approval only. PPR sent via SITA SPUAPXH or e-mail: ground.ops@split-airport.hr minimum 24 hours prior arrival.

LDSP AD 2.7 PROCJENA I IZVJEŠĆIVANJE O STANJU POVRŠINE UZLETNO-SLETNE STAZE I PLAN POSTUPANJA U SLUČAJU SNIJEGA

1	Vrste opreme za čišćenje	NIL
2	Prioriteti čišćenja	NIL
3	Upotreba materijala za obradu operativnih površina	NIL
4	Posebno pripremljene zimske uzletno-sletne staze	NIL
5	Napomene	Pregled i izvješćivanje o stanju na RWY-u obavlja se prema GRF regulativi.

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

1	Površina stajanke i nosivost	**APRON**	**POVRŠINA**	**NOSIVOST**	
		APRON SECTION S1	CONC+ASPH	PCN 47/R/A/W/T	
		APRON SECTION S2	CONC	PCN 66/R/A/W/T	
		APRON SECTION S3	ASPH	PCN 73/F/B/W/T	
2	Vrsta, širina, vrsta površine i nosivost staze za vožnju	**TWY**	**ŠIRINA (M)**	**POVRŠINA**	**NOSIVOST**
		A	20	CONC+ASPH	PCN 58/R/A/W/T
		B	18	CONC+ASPH	PCN 56/R/A/W/T
3	Položaj ACL-a i nadmorska visina	At Apron 19 M/62 FT			
4	VOR kontrolne točke	NIL			
5	INS kontrolne točke	NIL			
6	Primjedbe	TWY A shoulders suface: GRASS + ASPH, width: 9 M TWY B shoulders suface: GRASS, width: 3.5 M			

LDSP 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 Vehicle "Follow me", Marshaller
2	Oznake RWY-a, TWY-a i LGT	RWY-05/23: Designator, THR, TDZ, Centre line, Edge line, Edge Lights, RWY turn pad markings*, information signs TWY A: Centre line, Extended centre line, Holding position, RWY ahead marking, RWY guard lights, mandatory instruction signs, information signs. TWY B: Centre line, Extended centre line, Holding position, RWY ahead marking, RWY guard lights, mandatory instruction signs, information signs.
3	Zaustavne oznake	NIL
4	Primjedbe	*RWY 05 turn pad and RWY 23 turn pad restrictions: for aircraft with wheel base more than 17.30 M, the nose wheel steering angle exceeds 45 DEG. A slow taxi speed is recommended.

LDSP AD 2.10 AERODROMSKE PREPREKE

Prepreke u području 2: Vidi LDSP AD 2.24.4 AOC RWY 05 -1 i LDSP AD 2.24.4 AOC RWY 23 -1

Prepreke u području 3: NIL

AD 2 AERODROMI

LDZA AD 2

LDZA AD 2.1 NAZIV I OZNAKA AERODROMA

LDZA - ZRAČNA LUKA ZAGREB / Franjo Tuđman

LDZA AD 2.2 ZEMLJOPISNI I ADMINISTRATIVNI PODACI O AERODROMU

1	ARP koordinate i položaj na AD	454434.55N 0160407.60E on RWY centre line 1800 M NE from THR 04
2	Smjer i udaljenost od (grada)	135°, 10 KM from railway station in Zagreb
3	Nadmorska visina/Odnosna temperatura	353 FT / 28°C (JUL)
4	Geoidna undulacija na AD ELEV PSN	148 FT
5	MAG VAR/Godišnja promjena	4°E (2019) / 0.15° increasing
6	Operator AD, adresa, telefon, telefax, telex, AFS, E-mail, URL	Adresa: Međunarodna zračna luka Zagreb d.d. Rudolfa Fizira 1 10410 Velika Gorica Hrvatska Phone: (+385 1) 4562113 SITA:ZAGAPXH Email: koordinatori@zag.aero URL: http://www.zagreb-airport.hr/
7	Dozvoljene vrste prometa (IFR/VFR)	IFR/VFR
8	Primjedbe	Nil

LDZA AD 2.3 RADNA VREMENA

1	Operator AD	H24
2	Carinska kontrola i kontrola putovnica	H24
3	Zdravstvo i sanitetske mjere	0500-2300 (0400-2200)
4	AIS ured za informiranje	H24 - 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 - Selfbriefing or by phone
7	ATS	H24
8	Opskrba gorivom	H24
9	Prihvat i otprema	H24
10	Osiguranje	H24
11	Odleđivanje	H24
12	Primjedbe	Nil

LDZA AD 2.4 SLUŽBA I OPREMA ZA PRIHVAT I OTPREMU

1	Oprema za prihvat i otpremu tereta	Baggage and cargo handling up to 20 T, lifting up to 5,6 M
2	Vrste goriva/ulja	A1, AVGAS 100LL / Oil - Nil
3	Opskrba gorivom/kapacitet	3 Fuel Trucks 60 000 L (A1) 1 Fuel Trucks 45 000 L (A1) 1 Fuel Truck 36 000 L (A1) 1 Fuel Truck 20 000 L (A1) 1 Fuel Truck 5 000 L (AVGAS 100LL)
4	Oprema za odleđivanje	4 aircraft de-icing vehicles, MAX working height 21 M
5	Hangarski prostor za zrakoplove u posjeti	Nil
6	Oprema za popravak zrakoplova u posjeti	Available for minor repairs
7	Primjedbe	"ZAGREB AIRPORT HANDLING" AVBL H24 on FREQ 131.550 MHZ

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 PROCJENA I IZVJEŠĆIVANJE O STANJU POVRŠINE UZLETNO-SLETNE STAZE I PLAN POSTUPANJA U SLUČAJU SNIJEGA

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 čišćenja	1. Uzletno-sletna staza 2. Staze za vožnju 3. Parkirne pozicije na stajanci
3	Upotreba materijala za obradu operativnih površina	Nordway KF
4	Posebno pripremljene zimske uzletno-sletne staze	Nil
5	Napomene	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 Procjena i izvješććivanje o stanju površine uzletno-sletne staze obavlja se sukladno GRF

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.			

LDZA AD 2.11 RASPOLOŽIVE METEOROLOŠKE INFORMACIJE

1	Pridružen MET ured	ZAGREB
2	Radno vrijeme MET ured izvan radnog vremena	H24
3	Ured nadležan za pripremu TAF-a Razdoblja valjanosti	ZAGREB TAF (24HR)
4	Trend prognoza Interval izdavanja	TREND Stalno izdavanje H24
5	Mogućnosti informiranja/konzultacija	Selfbriefing (URL: https://ib.crocontrol.hr) ili telefonom na: +385 1 6259240
6	Dokumentacija u svezi leta Korišteni jezik(ci)	• Selfbriefing (URL: https://ib.crocontrol.hr) ili zahtjev na tel.: +385 1 6259237 • 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	VOLMET emisija Telefax URL: https://met.crocontrol.hr
9	ATS jedinice opskrbljene informacijama	Zagreb TWR, Zagreb APP
10	Dodatne informacije (ograničenja u pružanju usluge, itd.)	Nil

LDZA AD 2.12 FIZIČKE KARAKTERISTIKE UZLETNO-SLETNE STAZE

Oznake RWY NR	TRUE BRG	Dimenzije RWY-a (M)	Nosivost (PCN) i površina RWY-a i SWY-a	COORD THR-a COORD kraja RWY-a Geoidna undulacija THR	Nadmorska visina THR-a i najviša nadmorska visina TDZ-a kod RWY-a za precizni prilaz
1	2	3	4	5	6
04	046.79°	3252 x 45	390 M, CONC, PCN 68/R/B/W/T 106 M, CONC, PCN 54/R/A/W/T 2262 M, ASPH, PCN 54/F/A/W/T 494 M, CONC, PCN 54/R/A/W/T	454354.75N 0160307.09E 454506.86N 0160456.75E 148.2 FT	THR 353FT TDZ 353 FT
22	226.81°	3252 x 45		454506.86N 0160456.75E 454354.75N 0160307.09E 148.2 FT	THR 348FT TDZ 349 FT

Oznake RWY NR	Nagib RWY-SWY-a	Dimenzije SWY-a (M)	Dimenzije CWY-a (M)	Dimenzije strip-a (M)	RESA dimenzije (M) i površina
1	7	8	9	10	11
04	Slope of RWY 04/22: 0%	Nil	Nil	3372 x 300	Dužina: 240 M Širina: 90 M Površina: trava
22		Nil	Nil		Dužina: 240 M Širina: 90 M Površina: trava

Oznake RWY NR	Lokacija i opis sustava zaustavljanja	OFZ	Napomene
1	12	13	14
04	Nil	Nil	Along RWY edges and turn pad RWY22, paved shoulders Width: 7.5 M RWY 22 turn pad dimensions: Length: 79 M Width: 71 M
22	Nil	Nil	

LDZD AD 2.5 USLUGE NA RASPOLAGANJU PUTNICIMA

1	Hoteli	Hotels in Zadar and Biograd
2	Restorani	At AD and in the city
3	Prijevoz	Bus, taxi, rent a car
4	Liječničke usluge	First aid at AD, hospital in Zadar and Biograd cities
5	Banka i pošta	Bank and P.O. Box at AD and in the city
6	Turističke informacije	In the city
7	Primjedbe	Nil

LDZD AD 2.6 SLUŽBE SPAŠAVANJA I VATROGASNE SLUŽBE

1	AD vatrogasna kategorija	CAT 9 Vidi primjedbe
2	Oprema za spašavanje	1 Heavy fire fighting vehicles "MAN FE 27410" 91001 1 Heavy fire fighting vehicles "VOLVO F 1220" 90001 1 Heavy fire fighting vehicles "ZIEGLER" 90001
3	Mogućnost uklanjanja onesposobljenog zrakoplova	Towbarless tractor LECTRO up to 55 T MTOW
4	Primjedbe	CAT 5 during AD HR SER in winter season. CAT 7 during AD HR SER in summer season. CAT 6 up to CAT 9 AVBL upon 24 HR PPR sent via: SITA: ZADAPXH Phone: +385 23 205 832 Fax: +385 23 205 831 E-mail: groundops@zadar-airport.hr

LDZD AD 2.7 PROCJENA I IZVJEŠĆIVANJE O STANJU POVRŠINE UZLETNO-SLETNE STAZE I PLAN POSTUPANJA U SLUČAJU SNIJEGA

1	Vrste opreme za čišćenje	Plug za snijeg, četka
2	Prioriteti čišćenja	RWY 13/31, TWY G and H, Main Apron
3	Upotreba materijala za obradu operativnih površina	Nil
4	Posebno pripremljene zimske uzletno-sletne staze	Nil
5	Napomene	Uređaj za mjerenje trenja: Moventor skiddometer BV11

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

<table>
<tr><td rowspan="5">1</td><td rowspan="5">Površina stajanke i nosivost</td><th>APRON</th><th>POVRŠINA</th><th colspan="2">NOSIVOST</th></tr>
<tr><td rowspan="2">MAIN APRON</td><td>ASPH</td><td colspan="2">S1 PCN 65/F/B/W/T
S2 PCN 93/F/B/W/T
S3 PCN 57/F/B/W/T
S4 PCN 55/F/B/X/T
S6 PCN 132/F/B/X/T
Vidi: LDZD AD 2.24.2 APDC -1</td></tr>
<tr><td>CONC</td><td colspan="2">S5 PCN 63/R/A/W/T
Vidi: LDZD AD 2.24.2 APDC -1</td></tr>
<tr><td>GENERAL AVIATION APRON</td><td>ASPH</td><td colspan="2">PCN 15/F/B/Y/T</td></tr>
<tr style="display:none"></tr>
<tr><td rowspan="11">2</td><td rowspan="11">Vrsta, širina, vrsta površine i nosivost staze za vožnju</td><th>TWY</th><th>ŠIRINA (M)</th><th>POVRŠINA</th><th>NOSIVOST</th></tr>
<tr><td>A</td><td>15</td><td>CONC</td><td>PCN55/R/B/W/T</td></tr>
<tr><td>B</td><td>15</td><td>CONC</td><td>PCN 44/R/B/W/T</td></tr>
<tr><td>C</td><td>10</td><td>ASPH</td><td>PCN 22/F/B/Y/T</td></tr>
<tr><td>D</td><td>10</td><td>ASPH</td><td>PCN 22/F/B/Y/T</td></tr>
<tr><td>E</td><td>15</td><td>CONC</td><td>PCN 20/R/B/W/T</td></tr>
<tr><td>F</td><td>15</td><td>CONC</td><td>PCN 36/R/B/W/T</td></tr>
<tr><td>G</td><td>27</td><td>ASPH</td><td>PCN 65/F/B/W/U</td></tr>
<tr><td>H</td><td>15</td><td>CONC</td><td>PCN 50/R/B/W/T</td></tr>
<tr><td>K</td><td>18</td><td>CONC+ASPH</td><td>CONC PCN 63/R/A/W/T
ASPH PCN 47/F/B/X/T</td></tr>
<tr><td>L</td><td>10.5</td><td>ASPH</td><td>PCN 15/F/B/Y/T</td></tr>
<tr><td>3</td><td>Položaj ACL-a i nadmorska visina</td><td colspan="4">At Main apron
269 FT</td></tr>
<tr><td>4</td><td>VOR kontrolne točke</td><td colspan="4">Nil</td></tr>
<tr><td>5</td><td>INS kontrolne točke</td><td colspan="4">Vidi LDZD AD 2.24.2 APDC -1</td></tr>
<tr><td>6</td><td>Primjedbe</td><td colspan="4">TWYs B, C, D, E and F are closed to civil traffic. TWYs A and H are available only for aircraft with outer main gear wheel span up to but not including 9 M.
When landing RWY 31, ACFT with outer main gear wheel span equal or larger than 9 M can expect backtrack to vacate the RWY via TWY G because no RWY turning bay on THR 13.</td></tr>
</table>

LDZD AD 2.12 FIZIČKE KARAKTERISTIKE UZLETNO-SLETNE STAZE

Oznake RWY NR	TRUE BRG	Dimenzije RWY-a (M)	Nosivost (PCN) i površina RWY-a i SWY-a	COORD THR-a COORD kraja RWY-a Geoidna undulacija THR	Nadmorska visina THR-a i najviša nadmorska visina TDZ-a kod RWY-a za precizni prilaz
1	2	3	4	5	6
04	041.62	2000 x 45	45/F/B/X/T ASPH	440445.81N 0152028.19E 440534.11N 0152127.73E 140 FT	THR 289 FT
22	221.63°			440533.96N 0152127.55E 440445.66N 0152028.00E 140 FT	THR 272 FT
13	135.69°	2500 x 45	44/F/B/W/T ASPH	440658.98N 0152008.50E 440601.15N 0152126.83E 140 FT	THR 243 FT TDZ 251 FT
31	315.71°			440601.29N 0152126.65E 440659.12N 0152008.31E 140 FT	THR 258 FT TDZ 259 FT

Oznake RWY NR	Nagib RWY-SWY-a	Dimenzije SWY-a (M)	Dimenzije CWY-a (M)	Dimenzije strip-a (M)	RESA dimenzije (M)
1	7	8	9	10	11
04	Nagib RWY: -1.4% (0 - 181 M) -0.5% (181 - 1271 M) 0.2% (1271 - 1746 M) 0.9% (1746 - 2000 M)	Nil	Nil	2120 x 150	Dužina: 140 M Širina: 90 M
22	Nagib RWY: -0.9% (0 - 254 M) -0.2% (254 - 729 M) 0.5% (729 - 1819 M) 1.4% (1819 - 2000 M)	Nil	Nil		Dužina: 170 M Širina: 90 M
13	Nagib RWY: 0.5% (0 - 307 M) 0.2% (307 - 1912 M) -0.1% (1912 - 2330 M) 0.1% (2330 - 2500 M)	Nil	Nil	2620 x 300	Dužina:240 M Širina:90 M
31	Nagib RWY: -0.1% (0 - 170 M) 0.1% (170 - 588 M) -0.2% (588 - 2193 M) -0.5% (2193 - 2500 M)	Nil	Nil		Dužina:240 M Širina:90 M

Oznake RWY NR	Lokacija i opis sustava zaustavljanja	OFZ	Napomene
1	**12**	**13**	**14**
04	Nil	Nil	Nil
22	Nil	Nil	Nil
13	Nil	Nil	Nil
31	Nil	Nil	Nil

LDZD AD 2.13 OBJAVLJENE UDALJENOSTI

Oznaka RWY-a	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Primjedbe
1	**2**	**3**	**4**	**5**	**6**
04	2000	2000	2000	2000	Nil
22	2000	2000	2000	2000	Nil
13	2500	2500	2500	2500	Nil
31	2500	2500	2500	2500	Nil

LDZD AD 2.14 PRILAZNA SVJETLA I OSVJETLJENJE UZLETNO-SLETNE STAZE

Oznaka RWY-a	Tip APCH LGT / LEN / INTST	Boja THR LGT / WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	Dužina LGT središnje linije RWY-a / razmak / boja / INTST	LGT LEN ruba RWY-a/ razmak / boja / INTST	Boja LGT kraja RWY-a / WBAR	SWY LGT LEN (M) / boja	Primjedbe
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
04	SALS (E) 420 M W VRB LIH	GRN VRB LIH	PAPI 3°	Nil	Nil	YCZ 600 M 50 M W VRB LIH	RED VRB LIH	Nil	Nil
22	Nil	Nil	Nil	Nil	Nil	YCZ 600 M 50 M W VRB LIH	RED VRB LIH	Nil	Nil
13	CAT I (A) 900 M W VRB LIH	GRN VRB LIH	PAPI 3°	Nil	Nil	YCZ 600 M 60 M W VRB LIH	RED VRB LIH	Nil	Nil
31	SALS (E) 420 M W VRB LIH	GRN VRB LIH	PAPI 3°	Nil	Nil	YZC 600 M 60 M W VRB LIH	RED VRB LIH	Nil	Nil

LDZD AD 2.15 OSTALA OSVJETLJENJA, SEKUNDARNI IZVORI ELEKTRIČNE ENERGIJE

1	Položaj ABN/IBN, karakteristike i sati rada	ABN/IBN red on TWR H24
2	Položaj LDI-a i LGT Položaj anemometra i LGT	Nil
3	Osvjetljenje ruba i središnje linije TWY-a	TWY G EDGE TWY K EDGE TWY L EDGE
4	Sekundarni izvor električne energije/vrijeme uključivanja	Available. Switch-over time: 10 sec
5	Primjedbe	WDI: At THR 04,13 and 31, externally lighted.

LDZD AD 2.16 PROSTOR ZA SLIJETANJE HELIKOPTERA

1	Koordinate TLOF ili THR od FATO Geoidna undulacija	Nil
2	TLOF i/ili FATO nadmorska visina M/FT	Nil
3	Dimenzije područja TLOF i FATO, površina, nosivost, oznaka	Nil
4	Stvarni i MAG BRG za FATO	Nil
5	Raspoložive objavljene udaljenosti	Nil
6	APP i FATO osvjetljenje	Nil
7	Primjedbe	Area not defined. Parking positions used according to Airport Authorities.

LDZD AD 2.17 ZRAČNI PROSTOR U NADLEŽNOSTI ATS-A

1	Oznaka i bočne granice	CTR Zadar 440628N 0150520E 441951N 0151431E 441058N 0153303E 440118N 0154302E 435155N 0152603E 440628N 0150520E
2	Vertikalne granice	4000 FT ALT / GND
3	Klasifikacija zračnog prostora	D
4	Pozivni znak ATS jedinice Jezik(ci)	ZADAR TOWER / ZADAR TORANJ Hrvatski, engleski
5	Prijelazna apsolutna visina	10000 FT MSL
6	Primjedbe	Nil

LDZD AD 2.18 KOMUNIKACIJSKE SLUŽBE ATS-A

Oznaka službe	Pozivni znak	Frekvencija	Sati rada	Primjedbe
1	2	3	4	5
APP	ZADAR RADAR	128.525 MHZ	H24	Primary FREQ
	ZADAR RADAR	130.625 MHZ	H24	ALTN FREQ
	ZADAR RADAR	121.500 MHZ	H24	EMERG FREQ
TWR	ZADAR TOWER / ZADAR TORANJ	123.700 MHZ	H24	Primary FREQ If no contact on TWR frequency, contact Zadar Radar.
		132.975 MHZ	H24	ALTN FREQ If no contact on TWR frequency, contact Zadar Radar.
CLEARANCE DELIVERY	ZADAR DELIVERY	132.975 MHZ	TUE-FRI 0800-1400 UTC during winter period TUE-SAT 0700-1800 UTC during summer period	ALTN FREQ for primary TWR FREQ. If used as TWR FREQ, clearance delivery will be provided by Zadar TWR.

LDZD 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)	NTL	117.350 MHZ CH120Y	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
VOR/DME (4°E/2019)	SPL	115.7 MHZ CH104X	H24	432947.69N 0161817.00E	734 FT	Domet 100 NM
VOR/DME (4°E/2019)	ZDA	108.6 MHZ CH23X	H24	440543.16N 0152151.22E	279 FT	Range 100 NM except in sectors QDR 334°-044° clockwise and QDR 124°-274° clockwise where coverage is reduced due to terrain
NDB	LOS	429 KHZ	H24	443137.55N 0142822.25E		119°MAG/4.10 NM from LDLO THR 02. Domet 50 NM

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
NDB	SAL	421 KHZ	H24	435616.30N 0151005.20E		MRA at 25 NM 4000 FT
NDB	ZRA	330 KHZ	H24	435949.76N 0152947.31E		Domet 50 NM
L	BO	385 KHZ	H24	441009.29N 0151550.41E		Pokrivenost 25 NM, osim između QDR 349°-069° u smjeru kazaljke na satu gdje je pokrivenost 15 NM
L	ZK	348 KHZ	H24	440540.45N 0152154.26E		Domet 25 NM
LOC 13	IZD	110.1 MHZ	H24	440552.77N 0152138.17E		ILS CAT I
GP 13		334.4 MHZ	H24	440655.31N 0152021.07E		3°, RDH 52 FT
MM13	Dots-Dashes	75 MHZ	H24	440723.53N 0151935.24E		0.57 NM from THR 13
OM13	Dashes-Dashes	75 MHZ	H24	441009.07N 0151550.69E		4.43 NM from THR 13

LDZD AD 2.20 LOKALNI AERODROMSKI PROPISI

ATC odobrenja za polazak i DEP INFO raspoloživi su 15 MIN prije EOBT-a.

1. UPOZORENJE:
Udari vjetra, smicanje vjetra i turbulencije mogu se očekivati u završnom prilazu na RWY 13/31 u uvjetima jakih sjevero-istočnih vjetrova.

Udari vjetra, smicanje vjetra i turbulencije mogu se očekivati u završnom prilaženju prema / penjanju od RWY 04 u uvjetima jakih sjevero-istočnih vjetrova.

2. UPOZORENJE:
Sljedeći dijelovi manevarskih površina nisu vidljivi sa ATC TWR, a upotreba opreme za nadzor je ograničena za:

- dio RWY 13/31 oko presjecišta TWY C, D, E i RWY;
- TWY C, D i E;
- pozicije za čekanje za izlazak na RWY, kod TWY B, C, D i E;
- dio TWY H između TWY B i F;
- priključenja TWY A i H

Zbog ograničenog vizualnog nadzora nad manevarskim površinama s radnog mjesta Zadar TWR i složenog izgleda aerodroma, savjetuje se posebna pozornost od strane pilota i vozača vozila.

Dodatni izvještaji o poziciji mogu biti zatraženi od strane ATC-a. Piloti i vozači vozila moraju postupati u skladu s odobrenjima i uputama, te poštovati znakove i oznake.

TAXIING PROCEDURES
Minimum power settings are to be used when taxiing on apron and away from parking stand, and on TWY A and TWY H.

A slow taxi speed on apron is required, and on TWY A and TWY H.

Arrivals:
“Follow me” guidance is mandatory for all arriving aircraft when entering apron from TWY G or TWY K.

Departures:
All parking positions are self-manoeuvring for departure, under marshaller guidance or supervision.
Unless otherwise notified to ATC by the pilot, aircraft are expected to be ready for departure upon reaching the runway-holding position.

3. UPOZORENJE
Podnošenje plana leta za vježbovne letove u/iz LDZD AD može biti predmetom dodatne koordinacije zbog čestih vojnih aktivnosti u blizini zračne luke, što može zahtijevati promjene u predanom planu leta.

LDZD AD 2.21 POSTUPCI ZA SMANJENJE BUKE

NIL

LDZD AD 2.22 POSTUPCI TIJEKOM LETA

SID RWY 04

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

SID RWY 04				
Designator	**Route**	**After take-off**		**Remarks**
		Climb initially	**Contact**	
RAVNA2A	**RAVNA TWO ALPHA DEPARTURE** MNM PDG 3.4% up to 2000 FT. Climb straight ahead. At 730 FT turn RIGHT inbound ZDA VOR/DME. At ZDA VOR/DME continue climb on R-316 to RAVNA.	8000	Zadar Radar 128.525 MHZ	Cross ZDA VOR/DME at or above 6000 FT. Cross RAVNA at or above 8000 FT. If unable, contact ATC.
PALEZ2A	**PALEZ TWO ALPHA DEPARTURE** MNM PDG 3.4% up to 2000 FT. Climb straight ahead. At 730 FT turn RIGHT inbound ZDA VOR/DME. Cross ZDA VOR/DME, intercept R-010 ZDA climbing to PALEZ.	8000	Zadar Radar 128.525 MHZ	Cross ZDA VOR/DME at or above 6000 FT. Cross PALEZ at or above 8000 FT. If unable, contact ATC.
SPL5F	**SPLIT FIVE FOXTROT DEPARTURE** MNM PDG 3.4% up to 2000 FT. Climb straight ahead. At 730 FT turn RIGHT inbound ZRA NDB. Cross R-117 ZDA, turn LEFT, intercept R-127 ZDA, climbing to SPL VOR DME.	8000	Zadar Radar 128.525 MHZ	
SAL 2L	**SALI TWO LIMA DEPARTURE** Climb straight ahead. At 730 FT turn LEFT, climbing to SAL NDB.	8000	Zadar Radar 128.525 MHZ	

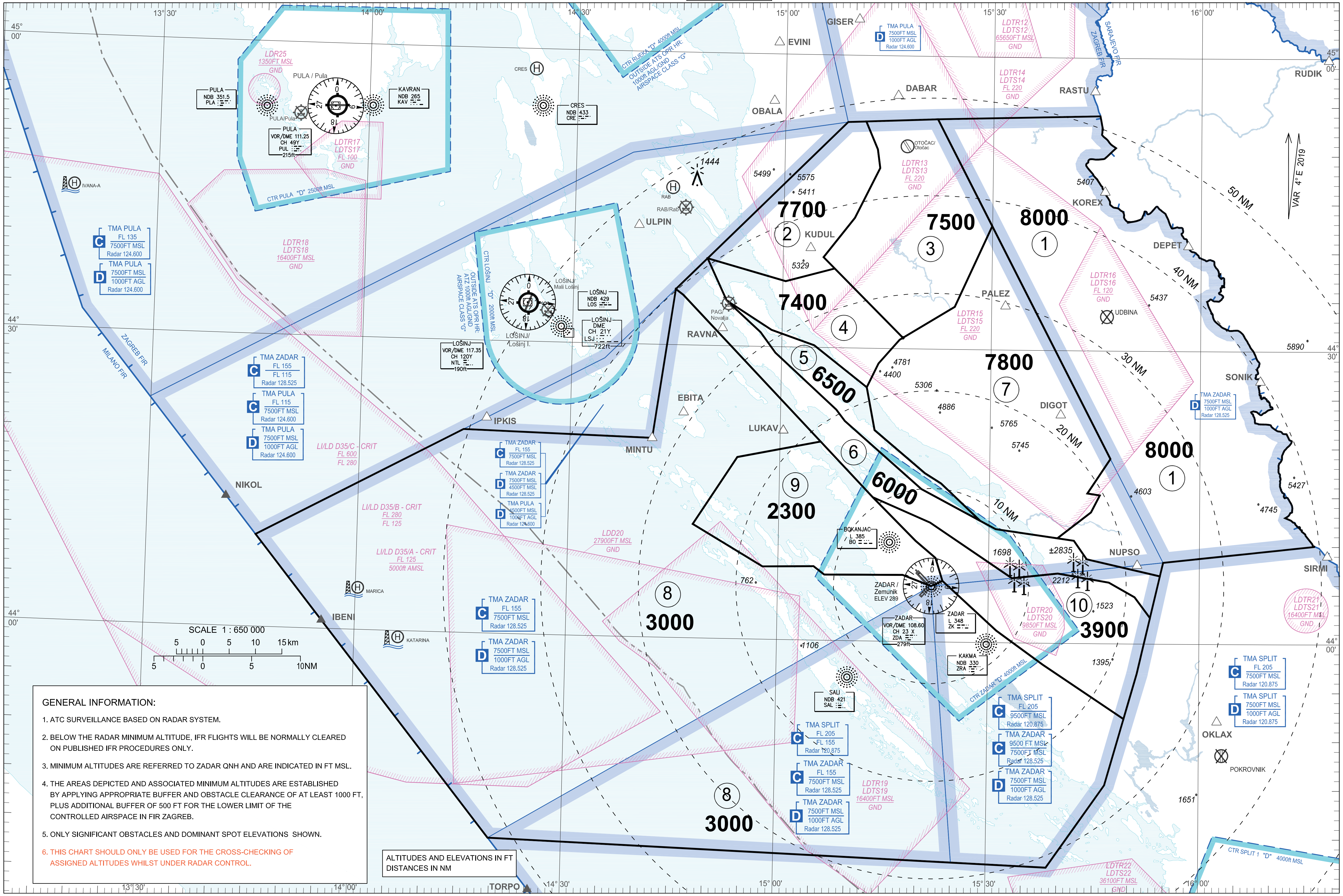
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

TRANSITION ALTITUDE 10 000

AD ELEV 289

ZADAR RADAR	128.525
ZADAR TOWER	123.700

ZADAR/ Zemunik
CROATIA



GENERAL INFORMATION:

1. ATC SURVEILLANCE BASED ON RADAR SYSTEM.
2. BELOW THE RADAR MINIMUM ALTITUDE, IFR FLIGHTS WILL BE NORMALLY CLEARED ON PUBLISHED IFR PROCEDURES ONLY.
3. MINIMUM ALTITUDES ARE REFERRED TO ZADAR QNH AND ARE INDICATED IN FT MSL.
4. THE AREAS DEPICTED AND ASSOCIATED MINIMUM ALTITUDES ARE ESTABLISHED BY APPLYING APPROPRIATE BUFFER AND OBSTACLE CLEARANCE OF AT LEAST 1000 FT, PLUS ADDITIONAL BUFFER OF 500 FT FOR THE LOWER LIMIT OF THE CONTROLLED AIRSPACE IN FIR ZAGREB.
5. ONLY SIGNIFICANT OBSTACLES AND DOMINANT SPOT ELEVATIONS SHOWN.
6. THIS CHART SHOULD ONLY BE USED FOR THE CROSS-CHECKING OF ASSIGNED ALTITUDES WHILST UNDER RADAR CONTROL.

ALTITUDES AND ELEVATIONS IN FT
DISTANCES IN NM

CHANGE: Sector 10 MNM ALT; Obstacles; GS L and VL L withdrawn; Editorial.

LIST OF COORDINATES FOR
MINIMUM VECTORING ALTITUDE SECTORS

	WGS-84 latitude	WGS-84 longitude
SECTOR 1	445403N	0154522E
	along the FIR boundary Zagreb/Sarajevo	
	441003N	0161628E
	440821N	0155450E
	440658N	0155423E
	440839N	0154357E
	441032N	0154206E
	441046N	0153945E
	441327N	0154431E
	441512N	0154545E
	441524N	0154358E
	441857N	0154713E
	444241N	0152957E
	445334N	0152156E
	445403N	0154522E

	WGS-84 latitude	WGS-84 longitude
SECTOR 2	445308N	0150900E
	445314N	0151136E
	445023N	0151320E
	444829N	0151343E
	444320N	0151011E
	443915N	0150547E
	443807N	0150724E
	443644N	0150024E
	443855N	0144908E
	445308N	0150900E

	WGS-84 latitude	WGS-84 longitude
SECTOR 3	445314N	0151136E
	445334N	0152156E
	444241N	0152957E
	443422N	0152442E
	443107N	0151720E
	443807N	0150724E
	443915N	0150547E
	444320N	0151011E
	444829N	0151343E
	445023N	0151320E
	445314N	0151136E

	WGS-84 latitude	WGS-84 longitude
SECTOR 4	443855N	0144908E
	443644N	0150024E
	443807N	0150724E
	443107N	0151720E
	442827N	0151354E
	442600N	0151216E
	443013N	0150438E
	443142N	0145830E
	443438N	0145159E
	443855N	0144908E

	WGS-84 latitude	WGS-84 longitude
SECTOR 5	443438N	0145159E
	443142N	0145830E
	443013N	0150438E
	442600N	0151216E
	442137N	0151329E
	441716N	0152046E
	441615N	0152305E
	441228N	0152844E
	441539N	0152018E
	442231N	0150912E
	442339N	0150758E
	442923N	0145907E
	443127N	0145656E
	443438N	0145159E

	WGS-84 latitude	WGS-84 longitude
SECTOR 6	443855N	0144908E
	443438N	0145159E
	443127N	0145656E
	442923N	0145907E
	442339N	0150758E
	442231N	0150912E
	441539N	0152018E
	441228N	0152844E
	441138N	0153056E
	441046N	0153945E
	441032N	0154206E
	440839N	0154357E
	440658N	0155423E
	440241N	0155301E
	440448N	0155049E
	440617N	0154708E
	440709N	0153951E
	440638N	0153321E
	441214N	0152135E
	441445N	0151322E
	442021N	0150548E
	443508N	0144545E
	443542N	0144440E
	443824N	0144824E
	443855N	0144908E

	WGS-84 latitude	WGS-84 longitude
SECTOR 7	444241N	0152957E
	441857N	0154713E
	441524N	0154358E
	441512N	0154545E
	441327N	0154431E
	441046N	0153945E
	441138N	0153056E
	441228N	0152844E
	441615N	0152305E
	441716N	0152046E
	442137N	0151329E
	442600N	0151216E
	442827N	0151354E
	443107N	0151720E
	443422N	0152442E
	444241N	0152957E

	WGS-84 latitude	WGS-84 longitude
SECTOR 8	443542N	0144440E
	443508N	0144545E
	442021N	0150548E
	441837N	0145357E
	441140N	0144747E
	440728N	0145750E
	440735N	0150505E
	440644N	0150638E
	440650N	0151747E
	440543N	0152151E
	440616N	0152328E
	440114N	0153113E
	435747N	0153754E
	435218N	0154922E
	434902N	0154806E
	434530N	0154643E
	433700N	0153833E
	433902N	0141944E
	440926N	0134535E
	442050N	0141447E
	442024N	0144144E
	443542N	0144440E

	WGS-84 latitude	WGS-84 longitude
SECTOR 9	442021N	0150548E
	441445N	0151322E
	441019N	0151934E
	440837N	0152226E
	440616N	0152328E
	440543N	0152151E
	440650N	0151747E
	440644N	0150638E
	440735N	0150505E
	440728N	0145750E
	441140N	0144747E
	441837N	0145357E
	442021N	0150548E

	WGS-84 latitude	WGS-84 longitude
SECTOR 10	441445N	0151322E
	441214N	0152135E
	440638N	0153321E
	440709N	0153951E
	440617N	0154708E
	440448N	0155049E
	440241N	0155301E
	435846N	0155146E
	435700N	0155113E
	435218N	0154922E
	435747N	0153754E
	440114N	0153113E
	440616N	0152328E
	440837N	0152226E
	441019N	0151934E
	441445N	0151322E

CHANGE: Sector 10 MNM ALT; Obstacles; GS L and VL L withdrawn; Editorial.