# REPUBLIC OF CROATIA

Phone: +385 1 6259 373
+385 1 6259 589
+385 1 6259 372
+385 1 6259 381
Fax: +385 1 6259 374
AFS: LDZAYOYX
Email: aip@crocontrol.hr
URL: https://www.crocontrol.hr

CROATIA CONTROL

**Croatia Control Ltd.**
**AIM/AIS Service**
**Rudolfa Fizira 2**
**10410 Velika Gorica, PO Box 103**
**Croatia**

**AIRAC AIP AMDT 005/2024**
**Effective Date: 13 JUN 2024**
**Publication Date: 02 MAY 2024**

## 1. Amendment contents:

### GEN

- **GEN 0.2** - Record of AIP amendments - updated
- **GEN 0.3** - Record of AIP supplements - updated
- **GEN 0.4** - Checklist of AIP pages - updated
- **GEN 0.5** - List of hand amendments to the AIP - updated
- **GEN 2.4** - New location indicator LDZT added
- **GEN 3.3** - Air Traffic Services (ATS) - EU CIR regulation added
- **GEN 3.4** - Communication services - New Item GEN 3.4.3.6 Controller-pilot data link communication (CPDLC) added
- **GEN 3.5** - Meteorological services - Changed
- **GEN 4.1** - Aerodrome/Heliport Charges - LDDU and LDZD - various changes

### ENR

- **ENR 1.8.3.2** - Mandatory carriage of 8.33 KHZ channel spacing capable radio equipment - changed

### AD

- **AD 1.3** - Index of aerodromes/heliports - LDZT added
- **LDDU AD 2.20** - Local aerodrome regulations - new regulations added
- **LDDU AD 2.24** - Charts related to an aerodrome- one chart withdrawn
- **LDDU AD** - New charts:
  - Aircraft Parking/Docking Chart - ICAO (LDDU AD 2.24.2 APDC -1/2)
  - Instrument Approach Chart - ICAO VOR-a RWY 29 (LDDU AD 2.24.12 IAC VOR-a RWY 29 -1/2) - withdrawn
- **LDOS AD 2.24** - New charts added and some charts withdrawn
- **LDOS AD** - New charts:
  - Standard Departure Chart - Instrument - ICAO RWY 11 (LDOS AD 2.24.8 SID RWY 11 -1/2)
  - Standard Departure Chart - Instrument - ICAO RNP RWY 11 (LDOS AD 2.24.8 SID RNP RWY 11 -1/2) - first edition, replaces LDOS AD 2.24.8 SID RNAV RWY 11 -1/2
  - Standard Departure Chart - Instrument - ICAO RWY 29 (LDOS AD 2.24.8 SID RWY 29 -1/2)
  - Standard Departure Chart - Instrument - ICAO RNP RWY 29 (LDOS AD 2.24.8 SID RNP RWY 29 -1/2) - first edition, replaces LDOS AD 2.24.8 SID RNAV RWY 29 -1/2
  - Standard Arrival Chart - Instrument - ICAO RWY 11 (LDOS AD 2.24.10 STAR RWY 11 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RNP RWY 11 (LDOS AD 2.24.10 STAR RNP RWY 11 -1/2) - first edition, replaces LDOS AD 2.24.10 STAR RNAV RWY 11 -1/2
  - Standard Arrival Chart - Instrument - ICAO RWY 29 (LDOS AD 2.24.10 STAR RWY 29 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RNP RWY 29 (LDOS AD 2.24.10 STAR RNP RWY 29 -1/2) - first edition, replaces LDOS AD 2.24.10 STAR RNAV RWY 29 -1/2
  - ATC Surveillance Minimum Altitude Chart - ICAO (LDOS AD 2.24.11 ATCSMAC -1/2)
  - Instrument Approach Chart - ICAO L RWY 11 (LDOS AD 2.24.12 IAC L RWY 11 -1/2)

- Instrument Approach Chart - ICAO ILS or LOC RWY 11 (LDOS AD 2.24.12 IAC ILS or LOC RWY 11 -1/2)
- Instrument Approach Chart - ICAO NDB RWY 11 (LDOS AD 2.24.12 IAC NDB RWY 11 -1/2)
- Instrument Approach Chart - ICAO NDB RWY 29 (LDOS AD 2.24.12 IAC NDB RWY 29 -1/2)
- Instrument Approach Chart - ICAO ILSx or LOCx RWY 29 ACFT CAT A&B (LDOS AD 2.24.12 IAC ILSx or LOCx RWY 29 CAT A&B -1/2)
- Instrument Approach Chart - ICAO ILSy or LOCy RWY 29 (LDOS AD 2.24.12 IAC ILSy or LOCy RWY 29 -1/2)
- Instrument Approach Chart - ICAO ILS z or LOC z RWY 29 (LDOS AD 2.24.12 IAC ILS z or LOC z RWY 29 -1/2)
- Instrument Approach Chart - ICAO RNP RWY 11 (LDOS AD 2.24.12 IAC RNP RWY 11 -1/4)
- Instrument Approach Chart - ICAO RNP-a RWY 29 (LDOS AD 2.24.12 IAC RNP-a RWY 29 -1/2)
- Visual Operation Chart (LDOS AD 2.24.13 VOC -1/2)

- **LDPL AD 2.6, 2.12 and 2.15** - Various changes
- **LDPL AD 2.20** - New Item 2.20.2 TAXI Procedures added
- **LDRI AD 2.6 and 2.25** - Various changes
- **LDSP AD 2.10** - Aerodrome obstacles - various changes
- **LDZD AD 2.8, 2.9 and 2.15** - TWY L withdrawn
- **LDZD AD 2.20** - changed

## 2. Hand corrections to the following pages:

- See GEN 0.5

## 3. Record entry of AMDT in GEN 0.2

## 4. This AIP amendment incorporates information contained in the following publications:

**NOTAM:** A0646/24, A0689-0691/24 and A0776/24

NOTAMs incorporated in this amendment will be cancelled by NOTAMC

**SUP:** NIL

**AIC:** NIL

## 5. Insert / remove the pages as shown in list on the next page:

## Insert the following pages

GEN 0.2 - 3/4 30 DEC 2021 / 13 JUN 2024
GEN 0.3 - 1/2 13 JUN 2024 / 01 FEB 2018
GEN 0.4 - 1/2 13 JUN 2024 / 13 JUN 2024
GEN 0.4 - 3/4 13 JUN 2024 / 13 JUN 2024
GEN 0.4 - 5/6 13 JUN 2024 / 13 JUN 2024
GEN 0.4 - 7/8 13 JUN 2024 / 13 JUN 2024
GEN 0.4 - 9/10 13 JUN 2024 / 13 JUN 2024
GEN 0.5 - 1/2 13 JUN 2024 / 13 JUN 2024
GEN 0.5 - 3/4 13 JUN 2024 / 13 JUN 2024
GEN 2.4 - 1/2 02 NOV 2023 / 13 JUN 2024
GEN 3.3 - 1/2 13 JUN 2024 / 13 JUN 2024
GEN 3.3 - 3/4 13 JUN 2024 / 13 JUN 2024
GEN 3.4 - 1/2 13 JUN 2024 / 25 JAN 2024
GEN 3.4 - 3/4 13 JUN 2024 / 13 JUN 2024
GEN 3.4 - 5/6 13 JUN 2024 / 13 JUN 2024
GEN 3.4 - 7/8 13 JUN 2024 / 13 JUN 2024
GEN 3.4 - 9/10 13 JUN 2024 / 13 JUN 2024
GEN 3.5 - 3/4 13 JUN 2024 / 13 JUN 2024
GEN 3.5 - 5/6 18 APR 2024 / 13 JUN 2024
GEN 4.1 - 3/4 13 JUN 2024 / 10 OCT 2019
GEN 4.1 - 5/6 13 JUN 2024 / 13 JUN 2024
GEN 4.1 - 13/14 13 JUN 2024 / 16 MAY 2024
GEN 4.1 - 21/22 13 JUN 2024 / 05 OCT 2023
GEN 4.1 - 29/30 13 JUN 2024 / 13 JUN 2024
GEN 4.1 - 31/32 13 JUN 2024 / 13 JUN 2024
GEN 4.1 - 35/36 13 JUN 2024 / 13 JUN 2024
ENR 1.8 - 3/4 16 JUL 2020 / 13 JUN 2024
AD 1.3 - 1/2 13 JUN 2024 / 13 JUN 2024
LDDU AD 2 - 11/12 13 JUL 2023 / 13 JUN 2024
LDDU AD 2 - 13/14 13 JUN 2024 / 13 JUN 2024
LDDU AD 2 - 17/18 12 AUG 2021 / 13 JUN 2024
LDDU AD 2.24.2 APDC - 1/2 13 JUN 2024 / 13 JUN 2024
NIL

LDOS AD 2 - 13/14 20 APR 2023 / 13 JUN 2024
LDOS AD 2.24.8 SID RWY11 - 1/2 13 JUN 2024 / 13 JUN 2024
NIL

LDOS AD 2.24.8 SID RNP RWY 11 - 1/2 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.8 SID RWY29 - 1/2 13 JUN 2024 / 13 JUN 2024
NIL

LDOS AD 2.24.8 SID RNP RWY 29 - 1/2 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.10 STAR RWY11 - 1/2 13 JUN 2024 / 13 JUN 2024
NIL

LDOS AD 2.24.10 STAR RNP RWY 11 - 1/2 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.10 STAR RWY29 - 1/2 13 JUN 2024 / 13 JUN 2024
NIL

LDOS AD 2.24.10 STAR RNP RWY 29 - 1/2 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.11 ATCSMAC - 1/2 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.12 IAC L RWY11 - 1/2 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.12 IAC ILS or LOC RWY 11 - 1/2 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.12 IAC NDB RWY11 - 1/2 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.12 IAC NDB RWY29 - 1/2 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.12 IAC ILSx or LOCx RWY 29 CAT A&B - 1/2 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.12 IAC ILSy or LOCy RWY 29 - 1/2 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.12 IAC ILS z or LOC z RWY 29 - 1/2 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.12 IAC RNP RWY 11 - 1/2 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.12 IAC RNP RWY 11 - 3/4 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.12 IAC RNP-a RWY 29 - 1/2 13 JUN 2024 / 13 JUN 2024
LDOS AD 2.24.13 VOC - 1/2 13 JUN 2024 / 13 JUN 2024
LDPL AD 2 - 3/4 13 JUN 2024 / 13 JUN 2024
LDPL AD 2 - 5/6 13 JUN 2024 / 16 MAY 2024
LDPL AD 2 - 7/8 13 JUN 2024 / 13 JUN 2024
LDPL AD 2 - 11/12 15 JUN 2023 / 13 JUN 2024
LDPL AD 2 - 13/14 13 JUN 2024 / 13 JUN 2024
LDRI AD 2 - 3/4 13 JUN 2024 / 16 MAY 2024
LDRI AD 2 - 13/14 10 AUG 2023 / 13 JUN 2024
LDSP AD 2 - 7/8 21 MAR 2024 / 13 JUN 2024
LDSP AD 2 - 9/10 13 JUN 2024 / 13 JUN 2024

## Remove the following pages

GEN 0.2 - 3/4 30 DEC 2021 / 16 MAY 2024
GEN 0.3 - 1/2 16 MAY 2024 / 01 FEB 2018
GEN 0.4 - 1/2 16 MAY 2024 / 16 MAY 2024
GEN 0.4 - 3/4 16 MAY 2024 / 16 MAY 2024
GEN 0.4 - 5/6 16 MAY 2024 / 16 MAY 2024
GEN 0.4 - 7/8 16 MAY 2024 / 16 MAY 2024
GEN 0.4 - 9/10 16 MAY 2024 / 16 MAY 2024
GEN 0.5 - 1/2 05 OCT 2023 / 25 JAN 2024
GEN 0.5 - 3/4 16 MAY 2024 / 18 APR 2024
GEN 2.4 - 1/2 02 NOV 2023 / 26 JAN 2023
GEN 3.3 - 1/2 30 NOV 2023 / 30 NOV 2023
GEN 3.3 - 3/4 30 NOV 2023 / 30 NOV 2023
GEN 3.4 - 1/2 22 FEB 2024 / 25 JAN 2024
GEN 3.4 - 3/4 08 MAR 2012 / 23 MAR 2023
GEN 3.4 - 5/6 23 MAR 2023 / 08 MAR 2012
NIL
NIL
GEN 3.5 - 3/4 18 APR 2024 / 22 FEB 2024
GEN 3.5 - 5/6 18 APR 2024 / 18 APR 2024
GEN 4.1 - 3/4 16 MAY 2024 / 10 OCT 2019
GEN 4.1 - 5/6 16 MAY 2024 / 16 MAY 2024
GEN 4.1 - 13/14 16 MAY 2024 / 16 MAY 2024
GEN 4.1 - 21/22 02 NOV 2023 / 05 OCT 2023
GEN 4.1 - 29/30 16 MAY 2024 / 16 MAY 2024
GEN 4.1 - 31/32 16 MAY 2024 / 16 MAY 2024
GEN 4.1 - 35/36 16 MAY 2024 / 16 MAY 2024
ENR 1.8 - 3/4 16 JUL 2020 / 12 SEP 2019
AD 1.3 - 1/2 30 NOV 2023 / 30 NOV 2023
LDDU AD 2 - 11/12 13 JUL 2023 / 07 SEP 2023
LDDU AD 2 - 13/14 12 AUG 2021 / 12 AUG 2021
LDDU AD 2 - 17/18 12 AUG 2021 / 05 OCT 2023
LDDU AD 2.24.2 APDC - 1/2 10 AUG 2023 / 10 AUG 2023
LDDU AD 2.24.12 IAC VOR-a RWY29 - 1/2 05 OCT 2023 / 05 OCT 2023
LDOS AD 2 - 13/14 20 APR 2023 / 22 FEB 2024
LDOS AD 2.24.8 SID RWY11 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.8 SID RNAV RWY11 - 1/2 18 MAY 2023 / 18 MAY 2023
NIL

LDOS AD 2.24.8 SID RWY29 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.8 SID RNAV RWY29 - 1/2 18 MAY 2023 / 18 MAY 2023
NIL

LDOS AD 2.24.10 STAR RWY11 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.10 STAR RNAV RWY11 - 1/2 18 MAY 2023 / 18 MAY 2023
NIL

LDOS AD 2.24.10 STAR RWY29 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.10 STAR RNAV RWY29 - 1/2 22 FEB 2024 / 22 FEB 2024
NIL

LDOS AD 2.24.11 ATCSMAC - 1/2 18 APR 2024 / 18 APR 2024
LDOS AD 2.24.12 IAC L RWY11 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC ILS or LOC RWY 11 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC NDB RWY11 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC NDB RWY29 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC ILSx or LOCx RWY 29 CAT A&B - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC ILSy or LOCy RWY 29 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC ILS z or LOC z RWY 29 - 1/2 20 APR 2023 / 20 APR 2023
LDOS AD 2.24.12 IAC RNP RWY 11 - 1/2 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC RNP RWY 11 - 3/4 18 MAY 2023 / 18 MAY 2023
LDOS AD 2.24.12 IAC RNP-a RWY 29 - 1/2 22FEB2024/ 22 FEB 2024
LDOS AD 2.24.13 VOC - 1/2 28 DEC 2023 / 28 DEC 2023
LDPL AD 2 - 3/4 30 NOV 2023 / 30 NOV 2023
LDPL AD 2 - 5/6 30 DEC 2021 / 16 MAY 2024
LDPL AD 2 - 7/8 30 NOV 2023 / 07 SEP 2023
LDPL AD 2 - 11/12 15 JUN 2023 / 18 MAY 2023
LDPL AD 2 - 13/14 20 MAY 2021 / 20 MAY 2021
LDRI AD 2 - 3/4 30 NOV 2023 / 16 MAY 2024
LDRI AD 2 - 13/14 10 AUG 2023 / 30 NOV 2023
LDSP AD 2 - 7/8 21 MAR 2024 / 21 MAR 2024
LDSP AD 2 - 9/10 21 MAR 2024 / 21 MAR 2024

| Insert the following pages | | Remove the following pages | |
|---|---|---|---|
| LDSP AD 2 - 11/12 | 13 JUN 2024 / 13 JUN 2024 | LDSP AD 2 - 11/12 | 21 MAR 2024 / 21 MAR 2024 |
| LDSP AD 2 - 13/14 | 13 JUN 2024 / 13 JUN 2024 | LDSP AD 2 - 13/14 | 21 MAR 2024 / 16 MAY 2024 |
| LDZD AD 2 - 3/4 | 18 APR 2024 / 13 JUN 2024 | LDZD AD 2 - 3/4 | 18 APR 2024 / 30 NOV 2023 |
| LDZD AD 2 - 5/6 | 13 JUN 2024 / 16 MAY 2024 | LDZD AD 2 - 5/6 | 23 MAY 2019 / 16 MAY 2024 |
| LDZD AD 2 - 9/10 | 13 JUN 2024 / 25 JAN 2024 | LDZD AD 2 - 9/10 | 03 NOV 2022 / 25 JAN 2024 |
| LDZD AD 2 - 11/12 | 13 JUL 2023 / 13 JUN 2024 | LDZD AD 2 - 11/12 | 13 JUL 2023 / 30 NOV 2023 |
| LDZD AD 2 - 13/14 | 13 JUN 2024 / 13 JUN 2024 | LDZD AD 2 - 13/14 | 30 NOV 2023 / 30 NOV 2023 |
| LDZD AD 2 - 15/16 | 13 JUN 2024 / 03 NOV 2022 | LDZD AD 2 - 15/16 | 30 NOV 2023 / 03 NOV 2022 |

| AIRAC AIP AMENDMENT | | | |
|---|---|---|---|
| *NR/Year* | *Publication date* | *Effective date* | *Inserted by* |
| 010/2018 | 27-Sep-2018 | 08-Nov-2018 | |
| 011/2018 | 25-Oct-2018 | 06-Dec-2018 | |
| 012/2018 | 22-Nov-2018 | 03-Jan-2019 | |
| 013/2018 | 20-Dec-2018 | 31-Jan-2019 | |
| 001/2019 | 17-Jan-2019 | 28-Feb-2019 | |
| 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 | |
| 012/2021 | 17-Nov-2021 | 30-Dec-2021 | |

| AIRAC AIP AMENDMENT | | | |
|---|---|---|---|
| *NR/Year* | *Publication date* | *Effective date* | *Inserted by* |
| 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 | |
| 006/2023 | 01-Jun-2023 | 13-Jul-2023 | |
| 007/2023 | 29-Jun-2023 | 10-Aug-2023 | |
| 008/2023 | 27-Jul-2023 | 07-Sep-2023 | |
| 009/2023 | 24-Aug-2023 | 05-Oct-2023 | |
| 010/2023 | 21-Sep-2023 | 02-Nov-2023 | |
| 011/2023 | 19-Oct-2023 | 30-Nov-2023 | |
| 012/2023 | 16-Nov-2023 | 28-Dec-2023 | |
| 013/2023 | 14-Dec-2023 | 25-Jan-2024 | |
| 001/2024 | 11-Jan-2024 | 22-Feb-2024 | |
| 002/2024 | 08-Feb-2024 | 21-Mar-2024 | |
| 003/2024 | 07-Mar-2024 | 18-Apr-2024 | |
| 004/2024 | 04-Apr-2024 | 16-May-2024 | |
| 005/2024 | 02-May-2024 | 13-Jun-2024 | |


© Croatia Control Ltd.

## GEN 0.3 RECORD OF AIP SUPPLEMENTS

| NR/Year | Subject | AIP Section(s) Affected | Period of Validity | Cancellation Record |
|---|---|---|---|---|
| 008/2023 | LDZD - ZADAR/Zemunik Airport - Construction of the AWOS meteorological system infrastructure | LDZD AD 2 | 05-Oct-2023 - UFN | |
| 014/2023 | LDZA - ZAGREB/Franjo Tudjman Airport - Construction works at military area | LDZA AD 2 | 16-Nov-2023 - UFN | |
| 003/2024 | LDZA – ZAGREB/Franjo Tudjman Airport – Reconstruction works on the TWYs F, D and E | LDZA AD 2 | 04-Apr-2024 - UFN | |
| 004/2024 | LDZD – ZADAR/Zemunik Airport - Construction of new part of the Main apron and changes of parking procedures | LDZD AD 2 | 04-Apr-2024 - UFN | |
| 005/2024 | Ad-hoc established TRA/TSA flexible structures (for MIL use only) - Zagreb FIR lower airspace | ENR 5 | 02-May-2024 - UFN | |

THIS PAGE INTENTIONALLY LEFT BLANK


© Croatia Control Ltd.

## GEN 0.4 CHECKLIST OF AIP PAGES

### PART 1 - GENERAL (GEN)

| Page | Date |
|---|---|
| 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 | 20 JUL 2017 |
| GEN 0.2 - 2 | 11 OCT 2018 |
| GEN 0.2 - 3 | 30 DEC 2021 |
| GEN 0.2 - 4 | 13 JUN 2024 |
| GEN 0.2 - 5 | 27 JAN 2022 |
| GEN 0.2 - 6 | 27 JAN 2022 |
| GEN 0.3 - 1 | 13 JUN 2024 |
| GEN 0.3 - 2 | 01 FEB 2018 |
| GEN 0.4 - 1 | 13 JUN 2024 |
| GEN 0.4 - 2 | 13 JUN 2024 |
| GEN 0.4 - 3 | 13 JUN 2024 |
| GEN 0.4 - 4 | 13 JUN 2024 |
| GEN 0.4 - 5 | 13 JUN 2024 |
| GEN 0.4 - 6 | 13 JUN 2024 |
| GEN 0.4 - 7 | 13 JUN 2024 |
| GEN 0.4 - 8 | 13 JUN 2024 |
| GEN 0.4 - 9 | 13 JUN 2024 |
| GEN 0.4 - 10 | 13 JUN 2024 |
| GEN 0.5 - 1 | 13 JUN 2024 |
| GEN 0.5 - 2 | 13 JUN 2024 |
| GEN 0.5 - 3 | 13 JUN 2024 |
| GEN 0.5 - 4 | 13 JUN 2024 |
| GEN 0.6 - 1 | 18 APR 2024 |
| GEN 0.6 - 2 | 18 APR 2024 |
| GEN 0.6 - 3 | 18 APR 2024 |
| GEN 0.6 - 4 | 18 APR 2024 |
| GEN 1.1 - 1 | 15 JUL 2021 |
| GEN 1.1 - 2 | 13 JUL 2023 |
| GEN 1.1 - 3 | 15 JUL 2021 |
| GEN 1.1 - 4 | 26 JAN 2023 |
| GEN 1.1 - 5 | 26 JAN 2023 |
| GEN 1.1 - 6 | 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 | 18 MAY 2023 |
| GEN 1.2 - 5 | 18 MAY 2023 |
| GEN 1.2 - 6 | 18 MAY 2023 |
| GEN 1.2 - 7 | 18 MAY 2023 |
| GEN 1.2 - 8 | 18 MAY 2023 |
| GEN 1.2 - 9 | 30 DEC 2021 |
| GEN 1.2 - 10 | 21 JUL 2017 |
| GEN 1.2 - 11 | 30 DEC 2021 |
| GEN 1.2 - 12 | 24 JUL 2014 |
| GEN 1.3 - 1 | 12 DEC 2013 |
| GEN 1.3 - 2 | 12 DEC 2013 |
| 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 | 15 JUL 2021 |
| 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 | 15 JUL 2021 |
| GEN 1.6 - 2 | 15 JUL 2021 |
| GEN 1.7 - 1 | 12 OCT 2017 |
| GEN 1.7 - 2 | 12 AUG 2021 |
| GEN 1.7 - 3 | 20 APR 2023 |
| GEN 1.7 - 4 | 12 AUG 2021 |
| GEN 1.7 - 5 | 12 AUG 2021 |
| GEN 1.7 - 6 | 12 AUG 2021 |
| GEN 1.7 - 7 | 12 AUG 2021 |
| GEN 1.7 - 8 | 12 AUG 2021 |
| GEN 1.7 - 9 | 12 AUG 2021 |
| GEN 1.7 - 10 | 12 AUG 2021 |
| GEN 1.7 - 11 | 12 AUG 2021 |
| GEN 1.7 - 12 | 12 AUG 2021 |
| GEN 1.7 - 13 | 12 AUG 2021 |
| GEN 1.7 - 14 | 07 OCT 2021 |
| GEN 1.7 - 15 | 07 OCT 2021 |
| GEN 1.7 - 16 | 29 DEC 2022 |
| GEN 1.7 - 17 | 29 DEC 2022 |
| GEN 1.7 - 18 | 29 DEC 2022 |
| GEN 1.7 - 19 | 18 MAY 2023 |
| GEN 1.7 - 20 | 18 MAY 2023 |
| GEN 1.7 - 21 | 18 MAY 2023 |
| GEN 1.7 - 22 | 29 DEC 2022 |
| GEN 2.1 - 1 | 23 MAR 2023 |
| GEN 2.1 - 2 | 08 SEP 2022 |
| GEN 2.1 - 3 | 08 SEP 2022 |
| GEN 2.1 - 4 | 23 MAR 2023 |
| GEN 2.2 - 1 | 18 APR 2024 |
| GEN 2.2 - 2 | 18 APR 2024 |
| GEN 2.2 - 3 | 18 APR 2024 |
| GEN 2.2 - 4 | 18 APR 2024 |
| GEN 2.2 - 5 | 18 APR 2024 |
| GEN 2.2 - 6 | 18 APR 2024 |
| GEN 2.2 - 7 | 16 MAY 2024 |
| GEN 2.2 - 8 | 16 MAY 2024 |
| GEN 2.2 - 9 | 16 MAY 2024 |
| GEN 2.2 - 10 | 16 MAY 2024 |
| GEN 2.2 - 11 | 16 MAY 2024 |
| GEN 2.2 - 12 | 16 MAY 2024 |
| GEN 2.3 - 1 | 01 FEB 2018 |
| 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 | 01 FEB 2018 |
| GEN 2.3 - 9 | 04 NOV 2021 |
| GEN 2.3 - 10 | 01 FEB 2018 |
| GEN 2.3 - 11 | 01 FEB 2018 |
| GEN 2.3 - 12 | 01 FEB 2018 |
| GEN 2.3 - 13 | 01 FEB 2018 |
| GEN 2.3 - 14 | 01 FEB 2018 |
| GEN 2.4 - 1 | 02 NOV 2023 |
| GEN 2.4 - 2 | 13 JUN 2024 |
| GEN 2.5 - 1 | 02 NOV 2023 |
| GEN 2.5 - 2 | 02 NOV 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 |

| Page | Date |
|---|---|
| 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 |
| 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 | 28 DEC 2023 |
| GEN 3.1 - 3 | 28 DEC 2023 |
| GEN 3.1 - 4 | 28 DEC 2023 |
| GEN 3.1 - 5 | 18 APR 2024 |
| GEN 3.1 - 6 | 23 MAR 2023 |
| GEN 3.2 - 1 | 08 SEP 2022 |
| GEN 3.2 - 2 | 08 SEP 2022 |
| GEN 3.2 - 3 | 08 SEP 2022 |
| GEN 3.2 - 4 | 18 APR 2024 |
| GEN 3.3 - 1 | 13 JUN 2024 |
| GEN 3.3 - 2 | 13 JUN 2024 |
| GEN 3.3 - 3 | 13 JUN 2024 |
| GEN 3.3 - 4 | 13 JUN 2024 |
| GEN 3.4 - 1 | 13 JUN 2024 |
| GEN 3.4 - 2 | 25 JAN 2024 |
| GEN 3.4 - 3 | 13 JUN 2024 |
| GEN 3.4 - 4 | 13 JUN 2024 |
| GEN 3.4 - 5 | 13 JUN 2024 |
| GEN 3.4 - 6 | 13 JUN 2024 |
| GEN 3.4 - 7 | 13 JUN 2024 |
| GEN 3.4 - 8 | 13 JUN 2024 |
| GEN 3.4 - 9 | 13 JUN 2024 |
| GEN 3.4 - 10 | 13 JUN 2024 |
| GEN 3.5 - 1 | 18 APR 2024 |
| GEN 3.5 - 2 | 18 APR 2024 |
| GEN 3.5 - 3 | 13 JUN 2024 |
| GEN 3.5 - 4 | 13 JUN 2024 |
| GEN 3.5 - 5 | 18 APR 2024 |
| GEN 3.5 - 6 | 13 JUN 2024 |
| GEN 3.5 - 7 | 18 APR 2024 |
| GEN 3.5 - 8 | 18 APR 2024 |
| GEN 3.5 - 9 | 18 APR 2024 |
| GEN 3.5 - 10 | 18 APR 2024 |
| GEN 3.6 - 1 | 27 JAN 2022 |
| GEN 3.6 - 2 | 24 MAR 2022 |
| GEN 3.6 - 3 | 24 MAR 2022 |
| GEN 3.6 - 4 | 24 MAR 2022 |
| GEN 4.1 - 1 | 16 MAY 2024 |
| GEN 4.1 - 2 | 16 MAY 2024 |
| GEN 4.1 - 3 | 13 JUN 2024 |
| GEN 4.1 - 4 | 10 OCT 2019 |
| GEN 4.1 - 5 | 13 JUN 2024 |
| GEN 4.1 - 6 | 13 JUN 2024 |
| GEN 4.1 - 7 | 07 SEP 2023 |
| GEN 4.1 - 8 | 07 SEP 2023 |
| GEN 4.1 - 9 | 07 SEP 2023 |
| GEN 4.1 - 10 | 16 MAY 2024 |
| GEN 4.1 - 11 | 07 SEP 2023 |
| GEN 4.1 - 12 | 16 MAY 2024 |
| GEN 4.1 - 13 | 13 JUN 2024 |
| GEN 4.1 - 14 | 16 MAY 2024 |
| GEN 4.1 - 15 | 16 MAY 2024 |
| GEN 4.1 - 16 | 16 MAY 2024 |
| GEN 4.1 - 17 | 16 MAY 2024 |
| GEN 4.1 - 18 | 02 NOV 2023 |
| GEN 4.1 - 19 | 07 SEP 2023 |
| GEN 4.1 - 20 | 02 NOV 2023 |
| GEN 4.1 - 21 | 13 JUN 2024 |
| GEN 4.1 - 22 | 05 OCT 2023 |
| GEN 4.1 - 23 | 05 OCT 2023 |
| GEN 4.1 - 24 | 05 OCT 2023 |
| GEN 4.1 - 25 | 02 NOV 2023 |
| GEN 4.1 - 26 | 16 MAY 2024 |
| GEN 4.1 - 27 | 16 MAY 2024 |
| GEN 4.1 - 28 | 16 MAY 2024 |
| GEN 4.1 - 29 | 13 JUN 2024 |
| GEN 4.1 - 30 | 13 JUN 2024 |
| GEN 4.1 - 31 | 13 JUN 2024 |
| GEN 4.1 - 32 | 13 JUN 2024 |
| GEN 4.1 - 33 | 05 OCT 2023 |
| GEN 4.1 - 34 | 05 OCT 2023 |
| GEN 4.1 - 35 | 13 JUN 2024 |
| GEN 4.1 - 36 | 13 JUN 2024 |
| GEN 4.1 - 37 | 16 MAY 2024 |
| GEN 4.1 - 38 | 16 MAY 2024 |
| GEN 4.2 - 1 | 16 JUN 2022 |
| GEN 4.2 - 2 | 16 JUN 2022 |
| GEN 4.2 - 3 | 23 MAR 2023 |
| GEN 4.2 - 4 | 16 JUN 2022 |

## PART 2 - EN-ROUTE (ENR)

| | |
|---|---|
| ENR 0.1 - 1 | 08 MAR 2012 |
| 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 | 18 APR 2024 |
| ENR 0.6 - 2 | 18 APR 2024 |
| ENR 0.6 - 3 | 18 APR 2024 |
| ENR 0.6 - 4 | 18 APR 2024 |
| 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 | 19 JUL 2019 |
| ENR 1.3 - 3 | 07 SEP 2023 |
| ENR 1.3 - 4 | 01 FEB 2018 |
| ENR 1.4 - 1 | 10 SEP 2020 |
| ENR 1.4 - 2 | 13 SEP 2018 |
| ENR 1.5 - 1 | 21 APR 2022 |
| ENR 1.5 - 2 | 27 FEB 2020 |
| ENR 1.6 - 1 | 10 AUG 2023 |
| ENR 1.6 - 2 | 16 MAY 2024 |
| ENR 1.6 - 3 | 16 MAY 2024 |
| ENR 1.6 - 4 | 10 AUG 2023 |
| ENR 1.6 - 5 | 07 SEP 2023 |
| ENR 1.6 - 6 | 07 SEP 2023 |
| ENR 1.7 - 1 | 25 APR 2019 |
| ENR 1.7 - 2 | 16 MAY 2024 |
| ENR 1.7 - 3 | 16 MAY 2024 |
| ENR 1.7 - 4 | 08 MAR 2012 |
| ENR 1.8 - 1 | 13 JUL 2023 |
| ENR 1.8 - 2 | 16 JUL 2020 |
| ENR 1.8 - 3 | 16 JUL 2020 |
| ENR 1.8 - 4 | 13 JUN 2024 |
| ENR 1.8 - 5 | 13 SEP 2018 |
| ENR 1.8 - 6 | 03 JAN 2019 |
| ENR 1.8 - 7 | 03 JAN 2019 |


© Croatia Control Ltd.

| Page | Date | Page | Date |
|---|---|---|---|
| ENR 1.8 - 8 | 03 JAN 2019 | ENR 1.14 - 3 | 23 FEB 2023 |
| ENR 1.8 - 9 | 03 JAN 2019 | ENR 1.14 - 4 | 23 FEB 2023 |
| ENR 1.8 - 10 | 27 FEB 2020 | ENR 1.14 - 5 | 23 FEB 2023 |
| ENR 1.8 - 11 | 27 FEB 2020 | ENR 1.14 - 6 | 23 FEB 2023 |
| ENR 1.8 - 12 | 03 JAN 2019 | ENR 2.1 - 1 | 28 DEC 2023 |
| ENR 1.8 - 13 | 16 JUL 2020 | ENR 2.1 - 2 | 18 APR 2024 |
| ENR 1.8 - 14 | 03 JAN 2019 | ENR 2.1 - 3 | 18 APR 2024 |
| ENR 1.8 - 15 | 03 JAN 2019 | ENR 2.1 - 4 | 28 DEC 2023 |
| ENR 1.8 - 16 | 03 JAN 2019 | ENR 2.1 - 5 | 18 APR 2024 |
| ENR 1.8 - 17 | 03 JAN 2019 | ENR 2.1 - 6 | 28 DEC 2023 |
| ENR 1.8 - 18 | 03 JAN 2019 | ENR 2.1 - 7 | 18 APR 2024 |
| ENR 1.8 - 19 | 03 JAN 2019 | ENR 2.1 - 8 | 18 APR 2024 |
| ENR 1.8 - 20 | 03 JAN 2019 | ENR 2.2 - 1 | 26 JAN 2023 |
| ENR 1.9 - 1 | 13 JUL 2023 | ENR 2.2 - 2 | 26 JAN 2023 |
| ENR 1.9 - 2 | 26 MAR 2020 | ENR 2.2 - 3 | 18 APR 2024 |
| ENR 1.9 - 3 | 10 SEP 2020 | ENR 2.2 - 4 | 25 JAN 2024 |
| ENR 1.9 - 4 | 10 SEP 2020 | ENR 3.1 - 1 | 25 JAN 2024 |
| ENR 1.9 - 5 | 10 SEP 2020 | ENR 3.1 - 2 | 25 JAN 2024 |
| ENR 1.9 - 6 | 10 SEP 2020 | ENR 3.2 - 1 | 25 JAN 2024 |
| ENR 1.9 - 7 | 10 SEP 2020 | ENR 3.2 - 2 | 18 APR 2024 |
| ENR 1.9 - 8 | 15 JUL 2021 | ENR 3.2 - 3 | 25 JAN 2024 |
| ENR 1.9 - 9 | 28 MAY 2015 | ENR 3.2 - 4 | 18 APR 2024 |
| ENR 1.9 - 10 | 28 MAY 2015 | ENR 3.2 - 5 | 18 APR 2024 |
| ENR 1.9 - 11 | 28 MAY 2015 | ENR 3.2 - 6 | 25 JAN 2024 |
| ENR 1.9 - 12 | 28 MAY 2015 | ENR 3.2 - 7 | 25 JAN 2024 |
| ENR 1.9 - 13 | 10 SEP 2020 | ENR 3.2 - 8 | 18 APR 2024 |
| ENR 1.9 - 14 | 10 SEP 2020 | ENR 3.2 - 9 | 25 JAN 2024 |
| ENR 1.9 - 15 | 10 SEP 2020 | ENR 3.2 - 10 | 18 APR 2024 |
| ENR 1.9 - 16 | 22 JUN 2017 | ENR 3.2 - 11 | 25 JAN 2024 |
| ENR 1.9 - 17 | 15 JUL 2021 | ENR 3.2 - 12 | 18 APR 2024 |
| ENR 1.9 - 18 | 15 JUL 2021 | ENR 3.2 - 13 | 18 APR 2024 |
| ENR 1.9 - 19 | 28 DEC 2023 | ENR 3.2 - 14 | 25 JAN 2024 |
| ENR 1.9 - 20 | 16 MAY 2024 | ENR 3.2 - 15 | 25 JAN 2024 |
| ENR 1.9 - 21 | 16 MAY 2024 | ENR 3.2 - 16 | 25 JAN 2024 |
| ENR 1.9 - 22 | 28 DEC 2023 | ENR 3.2 - 17 | 18 APR 2024 |
| ENR 1.9 - 23 | 28 DEC 2023 | ENR 3.2 - 18 | 25 JAN 2024 |
| ENR 1.9 - 24 | 16 MAY 2024 | ENR 3.2 - 19 | 21 MAR 2024 |
| ENR 1.9 - 25 | 16 MAY 2024 | ENR 3.2 - 20 | 18 APR 2024 |
| ENR 1.9 - 26 | 28 DEC 2023 | ENR 3.2 - 21 | 18 APR 2024 |
| ENR 1.10 - 1 | 16 JUL 2020 | ENR 3.2 - 22 | 21 MAR 2024 |
| ENR 1.10 - 2 | 15 JUL 2021 | ENR 3.2 - 23 | 21 MAR 2024 |
| ENR 1.10 - 3 | 26 MAR 2020 | ENR 3.2 - 24 | 18 APR 2024 |
| ENR 1.10 - 4 | 24 FEB 2022 | ENR 3.2 - 25 | 18 APR 2024 |
| ENR 1.10 - 5 | 24 FEB 2022 | ENR 3.2 - 26 | 18 APR 2024 |
| ENR 1.10 - 6 | 24 FEB 2022 | ENR 3.2 - 27 | 25 JAN 2024 |
| ENR 1.10 - 7 | 24 FEB 2022 | ENR 3.2 - 28 | 25 JAN 2024 |
| ENR 1.10 - 8 | 24 FEB 2022 | ENR 3.2 - 29 | 18 APR 2024 |
| ENR 1.10 - 9 | 24 FEB 2022 | ENR 3.2 - 30 | 25 JAN 2024 |
| ENR 1.10 - 10 | 24 FEB 2022 | ENR 3.2 - 31 | 21 MAR 2024 |
| ENR 1.10 - 11 | 24 FEB 2022 | ENR 3.2 - 32 | 18 APR 2024 |
| ENR 1.10 - 12 | 24 FEB 2022 | ENR 3.2 - 33 | 18 APR 2024 |
| ENR 1.10 - 13 | 24 FEB 2022 | ENR 3.2 - 34 | 18 APR 2024 |
| ENR 1.10 - 14 | 24 FEB 2022 | ENR 3.2 - 35 | 25 JAN 2024 |
| ENR 1.10 - 15 | 24 FEB 2022 | ENR 3.2 - 36 | 18 APR 2024 |
| ENR 1.10 - 16 | 18 APR 2024 | ENR 3.2 - 37 | 25 JAN 2024 |
| ENR 1.10 - 17 | 18 APR 2024 | ENR 3.2 - 38 | 18 APR 2024 |
| ENR 1.10 - 18 | 18 APR 2024 | ENR 3.2 - 39 | 21 MAR 2024 |
| ENR 1.10 - 19 | 18 APR 2024 | ENR 3.2 - 40 | 21 MAR 2024 |
| ENR 1.10 - 20 | 18 APR 2024 | ENR 3.2 - 41 | 25 JAN 2024 |
| ENR 1.10 - 21 | 18 APR 2024 | ENR 3.2 - 42 | 25 JAN 2024 |
| ENR 1.10 - 22 | 01 FEB 2018 | ENR 3.3 - 1 | 25 JAN 2024 |
| ENR 1.11 - 1 | 07 SEP 2023 | ENR 3.3 - 2 | 25 JAN 2024 |
| ENR 1.11 - 2 | 23 MAY 2019 | ENR 3.4 - 1 | 25 JAN 2024 |
| ENR 1.12 - 1 | 03 DEC 2020 | ENR 3.4 - 2 | 08 MAR 2012 |
| ENR 1.12 - 2 | 08 MAR 2012 | ENR 4.1 - 1 | 22 FEB 2024 |
| ENR 1.12 - 3 | 08 MAR 2012 | ENR 4.1 - 2 | 22 FEB 2024 |
| ENR 1.12 - 4 | 08 MAR 2012 | ENR 4.2 - 1 | 08 MAR 2012 |
| ENR 1.13 - 1 | 30 APR 2015 | ENR 4.2 - 2 | 08 MAR 2012 |
| ENR 1.13 - 2 | 30 APR 2015 | ENR 4.3 - 1 | 30 MAR 2017 |
| ENR 1.14 - 1 | 23 FEB 2023 | ENR 4.3 - 2 | 08 MAR 2012 |
| ENR 1.14 - 2 | 23 FEB 2023 | ENR 4.4 - 1 | 21 MAR 2024 |

| Page | Date |
|---|---|
| ENR 4.4 - 2 | 21 MAR 2024 |
| ENR 4.4 - 3 | 21 MAR 2024 |
| ENR 4.4 - 4 | 16 MAY 2024 |
| ENR 4.4 - 5 | 21 MAR 2024 |
| ENR 4.4 - 6 | 21 MAR 2024 |
| ENR 4.4 - 7 | 21 MAR 2024 |
| ENR 4.4 - 8 | 21 MAR 2024 |
| ENR 4.4 - 9 | 21 MAR 2024 |
| ENR 4.4 - 10 | 21 MAR 2024 |
| 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 APR 2024 |
| 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 | 07 SEP 2023 |
| ENR 5.2 - 2 | 07 SEP 2023 |
| ENR 5.2 - 3 | 07 SEP 2023 |
| ENR 5.2 - 4 | 18 APR 2024 |
| ENR 5.2 - 5 | 18 APR 2024 |
| ENR 5.2 - 6 | 16 MAY 2024 |
| ENR 5.2 - 7 | 16 MAY 2024 |
| ENR 5.2 - 8 | 16 MAY 2024 |
| ENR 5.2 - 9 | 16 MAY 2024 |
| ENR 5.2 - 10 | 16 MAY 2024 |
| ENR 5.2 - 11 | 16 MAY 2024 |
| ENR 5.2 - 12 | 16 MAY 2024 |
| ENR 5.2 - 13 | 16 MAY 2024 |
| ENR 5.2 - 14 | 16 MAY 2024 |
| ENR 5.2 - 15 | 16 MAY 2024 |
| ENR 5.2 - 16 | 16 MAY 2024 |
| ENR 5.2 - 17 | 16 MAY 2024 |
| ENR 5.2 - 18 | 16 MAY 2024 |
| ENR 5.2 - 19 | 16 MAY 2024 |
| ENR 5.2 - 20 | 16 MAY 2024 |
| ENR 5.2 - 21 | 16 MAY 2024 |
| ENR 5.2 - 22 | 16 MAY 2024 |
| ENR 5.2 - 23 | 16 MAY 2024 |
| ENR 5.2 - 24 | 16 MAY 2024 |
| ENR 5.2 - 25 | 16 MAY 2024 |
| ENR 5.2 - 26 | 16 MAY 2024 |
| ENR 5.2 - 27 | 16 MAY 2024 |
| ENR 5.2 - 28 | 16 MAY 2024 |
| ENR 5.2 - 29 | 16 MAY 2024 |
| ENR 5.2 - 30 | 16 MAY 2024 |
| ENR 5.2 - 31 | 16 MAY 2024 |
| ENR 5.2 - 32 | 16 MAY 2024 |
| ENR 5.2 - 33 | 16 MAY 2024 |
| ENR 5.2 - 34 | 16 MAY 2024 |
| ENR 5.2 - 35 | 16 MAY 2024 |
| ENR 5.2 - 36 | 16 MAY 2024 |
| ENR 5.2 - 37 | 16 MAY 2024 |
| ENR 5.2 - 38 | 16 MAY 2024 |

| Page | Date |
|---|---|
| ENR 5.2 - 39 | 16 MAY 2024 |
| ENR 5.2 - 40 | 16 MAY 2024 |
| ENR 5.2 - 41 | 16 MAY 2024 |
| ENR 5.2 - 42 | 16 MAY 2024 |
| ENR 5.2 - 43 | 16 MAY 2024 |
| ENR 5.2 - 44 | 16 MAY 2024 |
| ENR 5.2 - 45 | 16 MAY 2024 |
| ENR 5.2 - 46 | 16 MAY 2024 |
| ENR 5.2 - 47 | 16 MAY 2024 |
| ENR 5.2 - 48 | 16 MAY 2024 |
| ENR 5.2 - 49 | 16 MAY 2024 |
| ENR 5.2 - 50 | 16 MAY 2024 |
| ENR 5.2 - 51 | 16 MAY 2024 |
| ENR 5.2 - 52 | 16 MAY 2024 |
| ENR 5.2 - 53 | 16 MAY 2024 |
| ENR 5.2 - 54 | 16 MAY 2024 |
| ENR 5.2 - 55 | 16 MAY 2024 |
| ENR 5.2 - 56 | 16 MAY 2024 |
| ENR 5.3 - 1 | 06 OCT 2022 |
| ENR 5.3 - 2 | 08 MAR 2012 |
| ENR 5.4 - 1 | 16 MAY 2024 |
| ENR 5.4 - 2 | 16 MAY 2024 |
| ENR 5.4 - 3 | 16 MAY 2024 |
| ENR 5.4 - 4 | 16 MAY 2024 |
| ENR 5.5 - 1 | 30 NOV 2023 |
| ENR 5.5 - 2 | 07 SEP 2023 |
| ENR 5.5 - 3 | 07 SEP 2023 |
| ENR 5.5 - 4 | 07 SEP 2023 |
| ENR 5.5 - 5 | 30 NOV 2023 |
| ENR 5.5 - 6 | 07 SEP 2023 |
| ENR 5.6 - 1 | 07 SEP 2023 |
| ENR 5.6 - 2 | 15 JUL 2021 |
| ENR 6 - 1 | 16 MAY 2024 |
| ENR 6 - 2 | 08 MAR 2012 |
| ENR 6.1 - 1 | 18 APR 2024 |
| ENR 6.2 - 1 | 18 APR 2024 |
| ENR 6.3 - 1 | 18 APR 2024 |
| ENR 6.3 - 2 | 18 APR 2024 |
| ENR 6.3 - 3 | 28 DEC 2023 |
| ENR 6.3 - 4 | 28 DEC 2023 |
| ENR 6.4 - 1 | 16 MAY 2024 |
| ENR 6.4 - 2 | 16 MAY 2024 |
| ENR 6.5 - 1 | 16 MAY 2024 |
| ENR 6.5 - 2 | 16 MAY 2024 |
| ENR 6.5 - 3 | 16 MAY 2024 |
| ENR 6.5 - 4 | 16 MAY 2024 |
| 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 | 10 AUG 2023 |
| ENR 6.8 - 2 | 10 AUG 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 | 16 MAY 2024 |
| ENR 6.11 - 2 | 16 MAY 2024 |
| ENR 6.12 - 1 | 14 JUL 2022 |
| ENR 6.12 - 2 | 14 JUL 2022 |
| ENR 6.14 - 1 | 28 DEC 2023 |
| ENR 6.14 - 2 | 28 DEC 2023 |
| ENR 6.15 - 1 | 28 DEC 2023 |
| ENR 6.15 - 2 | 28 DEC 2023 |

## 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 |


© Croatia Control Ltd.

| Page | Date |
|---|---|
| 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 | 18 APR 2024 |
| AD 0.6 - 2 | 18 APR 2024 |
| AD 0.6 - 3 | 18 APR 2024 |
| AD 0.6 - 4 | 18 APR 2024 |
| AD 0.6 - 5 | 18 APR 2024 |
| AD 0.6 - 6 | 18 APR 2024 |
| AD 0.6 - 7 | 18 APR 2024 |
| AD 0.6 - 8 | 18 APR 2024 |
| AD 0.6 - 9 | 18 APR 2024 |
| AD 0.6 - 10 | 18 APR 2024 |
| AD 1.1 - 1 | 13 JUL 2023 |
| AD 1.1 - 2 | 13 JUL 2023 |
| AD 1.2 - 1 | 25 JAN 2024 |
| AD 1.2 - 2 | 13 JUL 2023 |
| AD 1.3 - 1 | 13 JUN 2024 |
| AD 1.3 - 2 | 13 JUN 2024 |
| AD 1.4 - 1 | 13 JUL 2023 |
| AD 1.4 - 2 | 08 MAR 2012 |
| AD 1.5 - 1 | 30 NOV 2023 |
| AD 1.5 - 2 | 08 MAR 2012 |
| LDDU AD 2 - 1 | 30 NOV 2023 |
| LDDU AD 2 - 2 | 30 NOV 2023 |
| LDDU AD 2 - 3 | 30 NOV 2023 |
| LDDU AD 2 - 4 | 25 JAN 2024 |
| LDDU AD 2 - 5 | 12 AUG 2021 |
| LDDU AD 2 - 6 | 16 MAY 2024 |
| LDDU AD 2 - 7 | 30 NOV 2023 |
| LDDU AD 2 - 8 | 30 NOV 2023 |
| LDDU AD 2 - 9 | 25 JAN 2024 |
| LDDU AD 2 - 10 | 10 AUG 2023 |
| LDDU AD 2 - 11 | 13 JUL 2023 |
| LDDU AD 2 - 12 | 13 JUN 2024 |
| LDDU AD 2 - 13 | 13 JUN 2024 |
| LDDU AD 2 - 14 | 13 JUN 2024 |
| LDDU AD 2 - 15 | 12 AUG 2021 |
| LDDU AD 2 - 16 | 12 AUG 2021 |
| LDDU AD 2 - 17 | 12 AUG 2021 |
| LDDU AD 2 - 18 | 13 JUN 2024 |
| LDDU AD 2 - 19 | 25 JAN 2024 |
| LDDU AD 2 - 20 | 30 NOV 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 | 13 JUN 2024 |
| LDDU AD 2.24.2 APDC - 2 | 13 JUN 2024 |
| 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 | 18 APR 2024 |
| LDDU AD 2.24.11 ATCSMAC - 2 | 18 APR 2024 |
| 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 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 2.24.12 IAC RNP-b RWY 29 - 1 | 05 OCT 2023 |
| LDDU AD 2.24.12 IAC RNP-b RWY 29 - 2 | 05 OCT 2023 |
| LDDU AD 2.24.12 IAC RNP-b RWY 29 - 3 | 05 OCT 2023 |
| LDDU AD 2.24.12 IAC RNP-b RWY 29 - 4 | 05 OCT 2023 |
| 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 | 30 NOV 2023 |
| LDLO AD 2 - 2 | 16 MAY 2024 |
| LDLO AD 2 - 3 | 30 NOV 2023 |
| LDLO AD 2 - 4 | 22 FEB 2024 |
| LDLO AD 2 - 5 | 22 FEB 2024 |
| LDLO AD 2 - 6 | 16 MAY 2024 |
| LDLO AD 2 - 7 | 22 FEB 2024 |
| LDLO AD 2 - 8 | 22 FEB 2024 |
| LDLO AD 2 - 9 | 22 FEB 2024 |
| LDLO AD 2 - 10 | 22 FEB 2024 |
| LDLO AD 2 - 11 | 22 FEB 2024 |
| LDLO AD 2 - 12 | 22 FEB 2024 |
| LDLO AD 2 - 13 | 21 MAR 2024 |
| LDLO AD 2 - 14 | 21 MAR 2024 |
| LDLO AD 2 - 15 | 21 MAR 2024 |
| LDLO AD 2 - 16 | 16 MAY 2024 |
| 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 | 22 FEB 2024 |
| LDLO AD 2.24.8 SID RWY 02 - 2 | 22 FEB 2024 |
| LDLO AD 2.24.8 SID RNAV RWY 02 CAT A&B - 1 | 22 FEB 2024 |
| LDLO AD 2.24.8 SID RNAV RWY 02 CAT A&B - 2 | 22 FEB 2024 |
| LDLO AD 2.24.8 SID RWY 20 - 1 | 22 FEB 2024 |
| LDLO AD 2.24.8 SID RWY 20 - 2 | 22 FEB 2024 |
| LDLO AD 2.24.8 SID RNAV RWY 20 CAT A & B - 1 | 22 FEB 2024 |
| LDLO AD 2.24.8 SID RNAV RWY 20 CAT A & B - 2 | 22 FEB 2024 |
| LDLO AD 2.24.10 STAR RWY 02/20 - 1 | 22 FEB 2024 |
| LDLO AD 2.24.10 STAR RWY 02/20 - 2 | 22 FEB 2024 |
| LDLO AD 2.24.10 STAR RNAV RWY 02 CAT A & B - 1 | 18 APR 2024 |
| LDLO AD 2.24.10 STAR RNAV RWY 02 CAT A & B - 2 | 18 APR 2024 |
| LDLO AD 2.24.10 STAR RNAV RWY 20 CAT A & B - 1 | 18 APR 2024 |
| LDLO AD 2.24.10 STAR RNAV RWY 20 CAT A & B - 2 | 18 APR 2024 |
| LDLO AD 2.24.12 IAC NDB-a RWY 02/20 CAT A&B - 1 | 22 FEB 2024 |
| LDLO AD 2.24.12 IAC NDB-a RWY 02/20 CAT A&B - 2 | 22 FEB 2024 |
| LDLO AD 2.24.12 IAC VOR RWY02 CAT A&B - 1 | 22 FEB 2024 |
| LDLO AD 2.24.12 IAC VOR RWY02 CAT A&B - 2 | 22 FEB 2024 |
| LDLO AD 2.24.12 IAC RNP RWY 02 - 1 | 22 FEB 2024 |
| LDLO AD 2.24.12 IAC RNP RWY 02 - 2 | 22 FEB 2024 |
| LDLO AD 2.24.12 IAC RNP RWY 02 - 3 | 22 FEB 2024 |
| LDLO AD 2.24.12 IAC RNP RWY 02 - 4 | 22 FEB 2024 |
| LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 1 | 22 FEB 2024 |
| LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 2 | 22 FEB 2024 |
| LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 3 | 22 FEB 2024 |
| LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 4 | 22 FEB 2024 |
| LDLO AD 2.24.13 VOC - 1 | 28 DEC 2023 |
| LDLO AD 2.24.13 VOC - 2 | 28 DEC 2023 |
| LDOS AD 2 - 1 | 30 NOV 2023 |
| LDOS AD 2 - 2 | 16 MAY 2024 |
| LDOS AD 2 - 3 | 18 APR 2024 |
| LDOS AD 2 - 4 | 18 APR 2024 |
| LDOS AD 2 - 5 | 16 MAY 2024 |
| LDOS AD 2 - 6 | 30 NOV 2023 |
| LDOS AD 2 - 7 | 30 NOV 2023 |
| LDOS AD 2 - 8 | 28 DEC 2023 |
| LDOS AD 2 - 9 | 18 APR 2024 |
| LDOS AD 2 - 10 | 18 APR 2024 |
| LDOS AD 2 - 11 | 18 APR 2024 |
| LDOS AD 2 - 12 | 25 APR 2019 |

| Page | Date |
|---|---|
| LDOS AD 2 - 13 | 20 APR 2023 |
| LDOS AD 2 - 14 | 13 JUN 2024 |
| LDOS AD 2 - 15 | 16 MAY 2024 |
| LDOS AD 2 - 16 | 30 NOV 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 | 18 APR 2024 |
| LDOS AD 2.24.2 APDC - 2 | 18 APR 2024 |
| LDOS AD 2.24.4 AOC RWY 11/29 - 1 | 20 JUN 2019 |
| LDOS AD 2.24.8 SID RWY 11 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.8 SID RWY 11 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.8 SID RNP RWY 11 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.8 SID RNP RWY 11 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.8 SID RWY 29 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.8 SID RWY 29 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.8 SID RNP RWY 29 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.8 SID RNP RWY 29 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.10 STAR RWY 11 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.10 STAR RWY 11 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.10 STAR RNP RWY 11 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.10 STAR RNP RWY 11 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.10 STAR RWY 29 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.10 STAR RWY 29 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.10 STAR RNP RWY 29 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.10 STAR RNP RWY 29 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.11 ATCSMAC - 1 | 13 JUN 2024 |
| LDOS AD 2.24.11 ATCSMAC - 2 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC L RWY 11 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC L RWY 11 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC ILS or LOC RWY 11 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC ILS or LOC RWY 11 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC NDB RWY 11 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC NDB RWY 11 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC NDB RWY 29 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC NDB RWY 29 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC ILSx or LOCx RWY 29 CAT A&B - 1 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC ILSx or LOCx RWY 29 CAT A&B - 2 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC ILSy or LOCy RWY 29 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC ILSy or LOCy RWY 29 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC ILS z or LOC z RWY 29 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC ILS z or LOC z RWY 29 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC RNP RWY 11 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC RNP RWY 11 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC RNP RWY 11 - 3 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC RNP RWY 11 - 4 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC RNP-a RWY 29 - 1 | 13 JUN 2024 |
| LDOS AD 2.24.12 IAC RNP-a RWY 29 - 2 | 13 JUN 2024 |
| LDOS AD 2.24.13 VOC - 1 | 13 JUN 2024 |
| LDOS AD 2.24.13 VOC - 2 | 13 JUN 2024 |
| LDPL AD 2 - 1 | 30 NOV 2023 |
| LDPL AD 2 - 2 | 30 NOV 2023 |
| LDPL AD 2 - 3 | 13 JUN 2024 |
| LDPL AD 2 - 4 | 13 JUN 2024 |
| LDPL AD 2 - 5 | 13 JUN 2024 |
| LDPL AD 2 - 6 | 16 MAY 2024 |
| LDPL AD 2 - 7 | 13 JUN 2024 |
| LDPL AD 2 - 8 | 13 JUN 2024 |
| 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 | 13 JUN 2024 |
| LDPL AD 2 - 13 | 13 JUN 2024 |
| LDPL AD 2 - 14 | 13 JUN 2024 |
| LDPL AD 2 - 15 | 23 APR 2020 |
| LDPL AD 2 - 16 | 23 APR 2020 |
| LDPL AD 2 - 17 | 15 JUN 2023 |
| LDPL AD 2 - 18 | 28 DEC 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 | 18 APR 2024 |
| LDPL AD 2.24.8 SID RWY 27 - 2 | 18 APR 2024 |
| LDPL AD 2.24.8 SID RNAV RWY 27 - 1 | 18 APR 2024 |
| LDPL AD 2.24.8 SID RNAV RWY 27 - 2 | 18 APR 2024 |
| LDPL AD 2.24.8 SID RNAV RWY 27 - 3 | 18 APR 2024 |
| LDPL AD 2.24.8 SID RNAV RWY 27 - 4 | 18 APR 2024 |
| 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 | 18 APR 2024 |
| LDPL AD 2.24.10 STAR RWY 27 - 2 | 18 APR 2024 |
| 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 | 18 APR 2024 |
| LDPL AD 2.24.10 STAR RNAV RWY 27 - 2 | 18 APR 2024 |
| LDPL AD 2.24.10 STAR RNAV RWY 27 - 3 | 18 APR 2024 |
| LDPL AD 2.24.10 STAR RNAV RWY 27 - 4 | 18 APR 2024 |
| LDPL AD 2.24.11 ATCSMAC - 1 | 18 APR 2024 |
| LDPL AD 2.24.11 ATCSMAC - 2 | 18 APR 2024 |
| 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 RWY 09 - 1 | 11 AUG 2022 |
| LDPL AD 2.24.12 IAC RNP RWY 09 - 2 | 11 AUG 2022 |
| LDPL AD 2.24.12 IAC RNP RWY 09 - 3 | 11 AUG 2022 |
| LDPL AD 2.24.12 IAC RNP RWY 09 - 4 | 11 AUG 2022 |
| LDPL AD 2.24.12 IAC RNP RWY 27 - 1 | 15 JUN 2023 |
| LDPL AD 2.24.12 IAC RNP RWY 27 - 2 | 15 JUN 2023 |
| LDPL AD 2.24.12 IAC RNP RWY 27 - 3 | 15 JUN 2023 |
| LDPL AD 2.24.12 IAC RNP RWY 27 - 4 | 15 JUN 2023 |
| LDPL AD 2.24.13 VOC - 1 | 18 APR 2024 |
| LDPL AD 2.24.13 VOC - 2 | 18 APR 2024 |
| LDPL AD 2.24.14 BC - 1 | 08 MAR 2012 |
| LDPL AD 2.24.14 BC - 2 | 08 MAR 2012 |
| LDRI AD 2 - 1 | 30 NOV 2023 |
| LDRI AD 2 - 2 | 16 MAY 2024 |
| LDRI AD 2 - 3 | 13 JUN 2024 |
| LDRI AD 2 - 4 | 16 MAY 2024 |
| LDRI AD 2 - 5 | 30 NOV 2023 |
| LDRI AD 2 - 6 | 30 NOV 2023 |
| LDRI AD 2 - 7 | 28 DEC 2023 |
| LDRI AD 2 - 8 | 13 JUL 2023 |
| LDRI AD 2 - 9 | 28 DEC 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 | 10 AUG 2023 |
| LDRI AD 2 - 14 | 13 JUN 2024 |
| 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 | 18 APR 2024 |
| LDRI AD 2.24.8 SID RWY 14 - 2 | 18 APR 2024 |
| LDRI AD 2.24.8 SID RNAV RWY 14 - 1 | 18 APR 2024 |
| LDRI AD 2.24.8 SID RNAV RWY 14 - 2 | 18 APR 2024 |
| LDRI AD 2.24.8 SID RNAV RWY 14 - 3 | 18 APR 2024 |
| LDRI AD 2.24.8 SID RNAV RWY 14 - 4 | 18 APR 2024 |
| LDRI AD 2.24.8 SID RWY 32 - 1 | 18 APR 2024 |
| LDRI AD 2.24.8 SID RWY 32 - 2 | 18 APR 2024 |
| LDRI AD 2.24.8 SID RNAV RWY 32 - 1 | 18 APR 2024 |
| LDRI AD 2.24.8 SID RNAV RWY 32 - 2 | 18 APR 2024 |
| LDRI AD 2.24.8 SID RNAV RWY 32 - 3 | 18 APR 2024 |
| LDRI AD 2.24.8 SID RNAV RWY 32 - 4 | 18 APR 2024 |
| LDRI AD 2.24.10 STAR RWY 14/32 - 1 | 18 APR 2024 |
| LDRI AD 2.24.10 STAR RWY 14/32 - 2 | 18 APR 2024 |
| LDRI AD 2.24.10 STAR RNAV RWY 14 - 1 | 18 APR 2024 |
| LDRI AD 2.24.10 STAR RNAV RWY 14 - 2 | 18 APR 2024 |
| 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 y or LOC y RWY 14 - 1 | 10 AUG 2023 |
| LDRI AD 2.24.12 IAC ILS y or LOC y RWY 14 - 2 | 10 AUG 2023 |
| LDRI AD 2.24.12 IAC ILS z or LOC z RWY 14 - 1 | 10 AUG 2023 |
| LDRI AD 2.24.12 IAC ILS z or LOC z RWY 14 - 2 | 10 AUG 2023 |
| LDRI AD 2.24.12 IAC ILS z or LOC z RWY 14 - 3 | 10 AUG 2023 |


© Croatia Control Ltd.

| Page | Date |
|---|---|
| LDRI AD 2.24.12 IAC ILS z or LOC z RWY 14 - 4 | 10 AUG 2023 |
| LDRI AD 2.24.12 IAC RNP RWY 14 - 1 | 20 APR 2023 |
| LDRI AD 2.24.12 IAC RNP RWY 14 - 2 | 20 APR 2023 |
| LDRI AD 2.24.12 IAC RNP RWY 14 - 3 | 20 APR 2023 |
| LDRI AD 2.24.12 IAC RNP RWY 14 - 4 | 20 APR 2023 |
| LDRI AD 2.24.12 IAC RNP RWY 32 - 1 | 20 APR 2023 |
| LDRI AD 2.24.12 IAC RNP RWY 32 - 2 | 20 APR 2023 |
| LDRI AD 2.24.12 IAC RNP RWY 32 - 3 | 20 APR 2023 |
| LDRI AD 2.24.12 IAC RNP RWY 32 - 4 | 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 2.24.13 VOC - 1 | 18 APR 2024 |
| LDRI AD 2.24.13 VOC - 2 | 18 APR 2024 |
| LDSB AD 2 - 1 | 18 APR 2024 |
| LDSB AD 2 - 2 | 16 MAY 2024 |
| LDSB AD 2 - 3 | 30 NOV 2023 |
| LDSB AD 2 - 4 | 20 MAY 2021 |
| LDSB AD 2 - 5 | 16 MAY 2024 |
| LDSB AD 2 - 6 | 30 NOV 2023 |
| LDSB AD 2 - 7 | 30 NOV 2023 |
| LDSB AD 2 - 8 | 28 DEC 2023 |
| LDSB AD 2 - 9 | 28 DEC 2023 |
| LDSB AD 2 - 10 | 20 MAY 2021 |
| LDSB AD 2 - 11 | 20 MAY 2021 |
| LDSB AD 2 - 12 | 20 MAY 2021 |
| LDSB AD 2 - 13 | 30 NOV 2023 |
| LDSB AD 2 - 14 | 30 NOV 2023 |
| LDSB AD 2.24.1 ADC - 1 | 07 SEP 2023 |
| LDSB AD 2.24.1 ADC - 2 | 07 SEP 2023 |
| 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 |
| 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 | 28 DEC 2023 |
| LDSB AD 2.24.13 VOC - 2 | 28 DEC 2023 |
| LDSP AD 2 - 1 | 28 DEC 2023 |
| LDSP AD 2 - 2 | 30 NOV 2023 |
| LDSP AD 2 - 3 | 25 JAN 2024 |
| LDSP AD 2 - 4 | 25 JAN 2024 |
| LDSP AD 2 - 5 | 21 MAR 2024 |
| LDSP AD 2 - 6 | 21 MAR 2024 |
| LDSP AD 2 - 7 | 21 MAR 2024 |
| LDSP AD 2 - 8 | 13 JUN 2024 |
| LDSP AD 2 - 9 | 13 JUN 2024 |
| LDSP AD 2 - 10 | 13 JUN 2024 |
| LDSP AD 2 - 11 | 13 JUN 2024 |
| LDSP AD 2 - 12 | 13 JUN 2024 |
| LDSP AD 2 - 13 | 13 JUN 2024 |
| LDSP AD 2 - 14 | 13 JUN 2024 |
| LDSP AD 2 - 15 | 16 MAY 2024 |
| LDSP AD 2 - 16 | 21 MAR 2024 |
| LDSP AD 2 - 17 | 21 MAR 2024 |
| LDSP AD 2 - 18 | 21 MAR 2024 |
| LDSP AD 2 - 19 | 21 MAR 2024 |
| LDSP AD 2 - 20 | 21 MAR 2024 |
| LDSP AD 2 - 21 | 21 MAR 2024 |
| LDSP AD 2 - 22 | 21 MAR 2024 |
| LDSP AD 2 - 23 | 21 MAR 2024 |
| LDSP AD 2 - 24 | 21 MAR 2024 |
| LDSP AD 2 - 25 | 21 MAR 2024 |
| LDSP AD 2 - 26 | 21 MAR 2024 |
| LDSP AD 2 - 27 | 21 MAR 2024 |
| LDSP AD 2 - 28 | 21 MAR 2024 |
| LDSP AD 2 - 29 | 21 MAR 2024 |
| LDSP AD 2 - 30 | 21 MAR 2024 |
| LDSP AD 2.24.1 ADC - 1 | 28 DEC 2023 |
| LDSP AD 2.24.1 ADC - 2 | 28 DEC 2023 |
| LDSP AD 2.24.2 APDC - 1 | 28 DEC 2023 |
| LDSP AD 2.24.2 APDC - 2 | 28 DEC 2023 |
| 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 APR 2024 |
| LDSP AD 2.24.8 SID RWY 05 - 2 | 18 APR 2024 |
| LDSP AD 2.24.8 SID RNAV RWY 05 - 1 | 18 APR 2024 |
| LDSP AD 2.24.8 SID RNAV RWY 05 - 2 | 18 APR 2024 |
| LDSP AD 2.24.8 SID RNAV RWY 05 - 3 | 18 APR 2024 |
| LDSP AD 2.24.8 SID RNAV RWY 05 - 4 | 18 APR 2024 |
| LDSP AD 2.24.8 SID RWY 23 - 1 | 16 MAY 2024 |
| LDSP AD 2.24.8 SID RWY 23 - 2 | 16 MAY 2024 |
| LDSP AD 2.24.8 SID RNAV RWY 23 - 1 | 16 MAY 2024 |
| LDSP AD 2.24.8 SID RNAV RWY 23 - 2 | 16 MAY 2024 |
| LDSP AD 2.24.8 SID RNAV RWY 23 - 3 | 16 MAY 2024 |
| LDSP AD 2.24.8 SID RNAV RWY 23 - 4 | 16 MAY 2024 |
| LDSP AD 2.24.10 STAR RWY 05 - 1 | 18 APR 2024 |
| LDSP AD 2.24.10 STAR RWY 05 - 2 | 18 APR 2024 |
| LDSP AD 2.24.10 STAR RNAV RWY 05 - 1 | 16 MAY 2024 |
| LDSP AD 2.24.10 STAR RNAV RWY 05 - 2 | 16 MAY 2024 |
| LDSP AD 2.24.10 STAR RNAV RWY 05 - 3 | 16 MAY 2024 |
| LDSP AD 2.24.10 STAR RNAV RWY 05 - 4 | 16 MAY 2024 |
| LDSP AD 2.24.10 STAR RNAV RWY 05 - 5 | 16 MAY 2024 |
| LDSP AD 2.24.10 STAR RNAV RWY 05 - 6 | 16 MAY 2024 |
| LDSP AD 2.24.10 STAR RWY 23 - 1 | 16 MAY 2024 |
| LDSP AD 2.24.10 STAR RWY 23 - 2 | 16 MAY 2024 |
| LDSP AD 2.24.10 STAR RNAV RWY 23 - 1 | 16 MAY 2024 |
| LDSP AD 2.24.10 STAR RNAV RWY 23 - 2 | 16 MAY 2024 |
| LDSP AD 2.24.10 STAR RNAV RWY 23 - 3 | 16 MAY 2024 |
| LDSP AD 2.24.10 STAR RNAV RWY 23 - 4 | 16 MAY 2024 |
| LDSP AD 2.24.10 STAR RNAV RWY 23 - 5 | 16 MAY 2024 |
| LDSP AD 2.24.10 STAR RNAV RWY 23 - 6 | 16 MAY 2024 |
| LDSP AD 2.24.11 ATCSMAC - 1 | 16 MAY 2024 |
| LDSP AD 2.24.11 ATCSMAC - 2 | 16 MAY 2024 |
| 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 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 2.24.12 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 2.24.13 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 |
| 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 | 30 NOV 2023 |
| LDZA AD 2 - 2 | 30 NOV 2023 |
| LDZA AD 2 - 3 | 30 NOV 2023 |
| LDZA AD 2 - 4 | 30 NOV 2023 |
| LDZA AD 2 - 5 | 27 FEB 2020 |
| LDZA AD 2 - 6 | 17 JUN 2021 |
| LDZA AD 2 - 7 | 16 MAY 2024 |
| LDZA AD 2 - 8 | 30 NOV 2023 |
| LDZA AD 2 - 9 | 30 NOV 2023 |
| LDZA AD 2 - 10 | 05 OCT 2023 |
| LDZA AD 2 - 11 | 18 APR 2024 |
| LDZA AD 2 - 12 | 18 APR 2024 |

| Page | Date |
|---|---|
| LDZA AD 2 - 13 | 29 DEC 2022 |
| LDZA AD 2 - 14 | 29 DEC 2022 |
| LDZA AD 2 - 15 | 26 JAN 2023 |
| LDZA AD 2 - 16 | 24 MAR 2022 |
| LDZA AD 2 - 17 | 18 APR 2024 |
| LDZA AD 2 - 18 | 18 APR 2024 |
| LDZA AD 2 - 19 | 18 APR 2024 |
| LDZA AD 2 - 20 | 18 APR 2024 |
| LDZA AD 2 - 21 | 18 APR 2024 |
| LDZA AD 2 - 22 | 18 APR 2024 |
| LDZA AD 2 - 23 | 18 APR 2024 |
| LDZA AD 2 - 24 | 18 APR 2024 |
| 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 | 18 APR 2024 |
| LDZA AD 2.24.8 SID RWY 04 - 2 | 18 APR 2024 |
| LDZA AD 2.24.8 SID RNAV RWY 04 - 1 | 18 APR 2024 |
| LDZA AD 2.24.8 SID RNAV RWY 04 - 2 | 18 APR 2024 |
| LDZA AD 2.24.8 SID RNAV RWY 04 - 3 | 18 APR 2024 |
| LDZA AD 2.24.8 SID RNAV RWY 04 - 4 | 18 APR 2024 |
| LDZA AD 2.24.8 SID RWY 22 - 1 | 18 APR 2024 |
| LDZA AD 2.24.8 SID RWY 22 - 2 | 18 APR 2024 |
| LDZA AD 2.24.8 SID RNAV RWY 22 - 1 | 18 APR 2024 |
| LDZA AD 2.24.8 SID RNAV RWY 22 - 2 | 18 APR 2024 |
| LDZA AD 2.24.8 SID RNAV RWY 22 - 3 | 18 APR 2024 |
| LDZA AD 2.24.8 SID RNAV RWY 22 - 4 | 18 APR 2024 |
| LDZA AD 2.24.10 STAR RWY 04 - 1 | 18 APR 2024 |
| LDZA AD 2.24.10 STAR RWY 04 - 2 | 18 APR 2024 |
| LDZA AD 2.24.10 STAR RNAV RWY 04 - 1 | 18 APR 2024 |
| LDZA AD 2.24.10 STAR RNAV RWY 04 - 2 | 18 APR 2024 |
| LDZA AD 2.24.10 STAR RNAV RWY 04 - 3 | 18 APR 2024 |
| LDZA AD 2.24.10 STAR RNAV RWY 04 - 4 | 18 APR 2024 |
| LDZA AD 2.24.10 STAR RWY 22 - 1 | 18 APR 2024 |
| LDZA AD 2.24.10 STAR RWY 22 - 2 | 18 APR 2024 |
| LDZA AD 2.24.10 STAR RNAV RWY 22 - 1 | 18 APR 2024 |
| LDZA AD 2.24.10 STAR RNAV RWY 22 - 2 | 18 APR 2024 |
| LDZA AD 2.24.10 STAR RNAV RWY 22 - 3 | 18 APR 2024 |
| LDZA AD 2.24.10 STAR RNAV RWY 22 - 4 | 18 APR 2024 |
| LDZA AD 2.24.11 ATCSMAC - 1 | 18 APR 2024 |
| LDZA AD 2.24.11 ATCSMAC - 2 | 18 APR 2024 |
| LDZA AD 2.24.12 IAC L RWY 04 - 1 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC L RWY 04 - 2 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC ILSy or LOCy RWY 04 - 1 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC ILSy or LOCy RWY 04 - 2 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC ILSz or LOCz RWY 04 - 1 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC ILSz or LOCz RWY 04 - 2 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC L RWY 22 - 1 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC L RWY 22 - 2 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC ILSy or LOCy RWY 22 - 1 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC ILSy or LOCy RWY 22 - 2 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC ILSz or LOCz RWY 22 - 1 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC ILSz or LOCz RWY 22 - 2 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC RNP RWY 04 - 1 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC RNP RWY 04 - 2 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC RNP RWY 04 - 3 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC RNP RWY 04 - 4 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC RNP RWY 22 - 1 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC RNP RWY 22 - 2 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC RNP RWY 22 - 3 | 16 MAY 2024 |
| LDZA AD 2.24.12 IAC RNP RWY 22 - 4 | 16 MAY 2024 |
| LDZA AD 2.24.13 VOC - 1 | 16 MAY 2024 |
| LDZA AD 2.24.13 VOC - 2 | 16 MAY 2024 |
| LDZA AD 2.24.14 BC - 1 | 23 APR 2020 |
| LDZA AD 2.24.14 BC - 2 | 23 APR 2020 |
| LDZD AD 2 - 1 | 30 NOV 2023 |
| LDZD AD 2 - 2 | 16 MAY 2024 |
| LDZD AD 2 - 3 | 18 APR 2024 |
| LDZD AD 2 - 4 | 13 JUN 2024 |
| LDZD AD 2 - 5 | 13 JUN 2024 |
| LDZD AD 2 - 6 | 16 MAY 2024 |
| LDZD AD 2 - 7 | 30 NOV 2023 |
| LDZD AD 2 - 8 | 30 NOV 2023 |
| LDZD AD 2 - 9 | 13 JUN 2024 |
| LDZD AD 2 - 10 | 25 JAN 2024 |
| LDZD AD 2 - 11 | 13 JUL 2023 |

| Page | Date |
|---|---|
| LDZD AD 2 - 12 | 13 JUN 2024 |
| LDZD AD 2 - 13 | 13 JUN 2024 |
| LDZD AD 2 - 14 | 13 JUN 2024 |
| LDZD AD 2 - 15 | 13 JUN 2024 |
| LDZD AD 2 - 16 | 03 NOV 2022 |
| LDZD AD 2 - 17 | 03 NOV 2022 |
| LDZD AD 2 - 18 | 30 NOV 2023 |
| 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 OCT 2023 |
| LDZD AD 2.24.4 AOC RWY 13/31 - 1 | 05 OCT 2023 |
| LDZD AD 2.24.8 SID RWY 04 - 1 | 16 MAY 2024 |
| LDZD AD 2.24.8 SID RWY 04 - 2 | 16 MAY 2024 |
| LDZD AD 2.24.8 SID RNAV RWY 04 - 1 | 16 MAY 2024 |
| LDZD AD 2.24.8 SID RNAV RWY 04 - 2 | 16 MAY 2024 |
| LDZD AD 2.24.8 SID RNAV RWY 04 - 3 | 16 MAY 2024 |
| LDZD AD 2.24.8 SID RNAV RWY 04 - 4 | 16 MAY 2024 |
| LDZD AD 2.24.8 SID RWY 13 - 1 | 18 APR 2024 |
| LDZD AD 2.24.8 SID RWY 13 - 2 | 18 APR 2024 |
| LDZD AD 2.24.8 SID RNAV RWY 13 - 1 | 18 APR 2024 |
| LDZD AD 2.24.8 SID RNAV RWY 13 - 2 | 18 APR 2024 |
| LDZD AD 2.24.8 SID RNAV RWY 13 - 3 | 18 APR 2024 |
| LDZD AD 2.24.8 SID RNAV RWY 13 - 4 | 18 APR 2024 |
| LDZD AD 2.24.8 SID RWY 22 - 1 | 16 MAY 2024 |
| LDZD AD 2.24.8 SID RWY 22 - 2 | 16 MAY 2024 |
| LDZD AD 2.24.8 SID RNAV RWY 22 - 1 | 16 MAY 2024 |
| LDZD AD 2.24.8 SID RNAV RWY 22 - 2 | 16 MAY 2024 |
| LDZD AD 2.24.8 SID RWY 31 - 1 | 18 APR 2024 |
| LDZD AD 2.24.8 SID RWY 31 - 2 | 18 APR 2024 |
| LDZD AD 2.24.8 SID RNAV RWY 31 - 1 | 18 APR 2024 |
| LDZD AD 2.24.8 SID RNAV RWY 31 - 2 | 18 APR 2024 |
| LDZD AD 2.24.8 SID RNAV RWY 31 - 3 | 18 APR 2024 |
| LDZD AD 2.24.8 SID RNAV RWY 31 - 4 | 18 APR 2024 |
| LDZD AD 2.24.10 STAR RWY 04 & 13/31 - 1 | 18 APR 2024 |
| LDZD AD 2.24.10 STAR RWY 04 & 13/31 - 2 | 18 APR 2024 |
| LDZD AD 2.24.10 STAR RNAV RWY 04 - 1 | 16 MAY 2024 |
| LDZD AD 2.24.10 STAR RNAV RWY 04 - 2 | 16 MAY 2024 |
| LDZD AD 2.24.10 STAR RNAV RWY 04 - 3 | 16 MAY 2024 |
| LDZD AD 2.24.10 STAR RNAV RWY 04 - 4 | 16 MAY 2024 |
| LDZD AD 2.24.10 STAR RNAV RWY 13 - 1 | 18 APR 2024 |
| LDZD AD 2.24.10 STAR RNAV RWY 13 - 2 | 18 APR 2024 |
| LDZD AD 2.24.10 STAR RNAV RWY 13 - 3 | 18 APR 2024 |
| LDZD AD 2.24.10 STAR RNAV RWY 13 - 4 | 18 APR 2024 |
| LDZD AD 2.24.10 STAR RNAV RWY 31 - 1 | 18 APR 2024 |
| LDZD AD 2.24.10 STAR RNAV RWY 31 - 2 | 18 APR 2024 |
| LDZD AD 2.24.10 STAR RNAV RWY 31 - 3 | 18 APR 2024 |
| LDZD AD 2.24.10 STAR RNAV RWY 31 - 4 | 18 APR 2024 |
| LDZD AD 2.24.11 ATCSMAC - 1 | 18 APR 2024 |
| LDZD AD 2.24.11 ATCSMAC - 2 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC VOR RWY 04 - 1 | 16 MAY 2024 |
| LDZD AD 2.24.12 IAC VOR RWY 04 - 2 | 16 MAY 2024 |
| LDZD AD 2.24.12 IAC Ly RWY 13 - 1 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC Ly RWY 13 - 2 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC Lz RWY 13 - 1 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC Lz RWY 13 - 2 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC VOR RWY 13 - 1 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC VOR RWY 13 - 2 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 1 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 2 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC RNP RWY 04 - 1 | 16 MAY 2024 |
| LDZD AD 2.24.12 IAC RNP RWY 04 - 2 | 16 MAY 2024 |
| LDZD AD 2.24.12 IAC RNP RWY 04 - 3 | 16 MAY 2024 |
| LDZD AD 2.24.12 IAC RNP RWY 04 - 4 | 16 MAY 2024 |
| LDZD AD 2.24.12 IAC RNP Y RWY 13 - 1 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC RNP Y RWY 13 - 2 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC RNP Y RWY 13 - 3 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC RNP Y RWY 13 - 4 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC RNP Z RWY 13 - 1 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC RNP Z RWY 13 - 2 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC RNP Z RWY 13 - 3 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC RNP Z RWY 13 - 4 | 18 APR 2024 |
| LDZD AD 2.24.12 IAC RNP RWY 31 - 1 | 16 MAY 2024 |
| LDZD AD 2.24.12 IAC RNP RWY 31 - 2 | 16 MAY 2024 |
| LDZD AD 2.24.12 IAC RNP RWY 31 - 3 | 16 MAY 2024 |
| LDZD AD 2.24.12 IAC RNP RWY 31 - 4 | 16 MAY 2024 |
| LDZD AD 2.24.12 IAC L RWY 31 - 1 | 16 MAY 2024 |
| LDZD AD 2.24.12 IAC L RWY 31 - 2 | 16 MAY 2024 |
| LDZD AD 2.24.12 IAC VOR RWY 31 - 1 | 16 MAY 2024 |
| LDZD AD 2.24.12 IAC VOR RWY 31 - 2 | 16 MAY 2024 |
| LDZD AD 2.24.13 VOC - 1 | 18 APR 2024 |


© Croatia Control Ltd.

| Page | Date | Page | Date |
|---|---|---|---|
| LDZD AD 2.24.13 VOC - 2 | 18 APR 2024 | | |

THIS PAGE INTENTIONALLY LEFT BLANK


© Croatia Control Ltd.

## GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

| AIP page(s) affected | Amendment text | Introduced by AIP AMDT number: |
|---|---|---|
| 1 | 2 | 3 |
| ENR 6.9-1 | Airport name is changed to “Zagreb/Franjo Tuđman” | AIRAC AIP AMDT 003/2020 (23 APR 2020) |
| LDZD AD 2.24.1 ADC -1 | New Sections S5 and S6 on Main apron. | AIRAC AIP AMDT 008/2019 (10 OCT 2019) |
| LDSB AD 2.24.2 APDC -1 | ACL ELEV is 1736 FT. | AIRAC AIP AMDT 007/2021 (12 AUG 2021) |
| LDDU AD 2.24.1 ADC -1 | Use of TWY B by ACFT code letter E only if approved by ATC and strictly guided by FOLLOW ME vehicle. | AIRAC AIP AMDT 008/2021 (09 SEP 2021) |
| LDZA AD 2.24.6 PATC RWY 04 -1 | GP 04 RDH is changed to 54 FT. | AIRAC AIP AMDT 010/2021 (04 NOV 2021) |
| LDZD AD 2.24.1 ADC -1<br>LDZD AD 2.24.2 APDC -1 | ZADAR DELIVERY FREQ 132.975 MHZ. | AIRAC AIP AMDT 005/2022 (16 JUN 2022) |
| LDZD AD 2.24.1 ADC -1 | TWY A strength changed to 55/R/B/W/T.<br>TWY H strength changed to 50/R/B/W/T. | AIRAC AIP AMDT 008/2022 (08 SEP 2022) |
| LDZD AD 2.24.2 APDC -1 | S5 PCN 63/R/A/W/T<br>S6 PCN 132/F/B/X/T | AIRAC AIP AMDT 008/2022 (08 SEP 2022) |
| LDZA AD 2.24.2 APDC EAST -1 | PSN number E8L equipped with Visual Docking Guidance System | AIRAC AIP AMDT 009/2022 (06 OCT 2022) |
| LDDU AD 2.24.4 AOC RWY 11 -1<br>LDDU AD 2.24.4 AOC RWY 29 -1 | RWY 11: TORA, TODA and ASDA should read 3230 M.<br>RWY 29: TORA, TODA, ASDA and LDA should read 3230 M. | AIRAC AIP AMDT 005/2023 (15 JUN 2023) |
| LDDU AD 2.24.1 ADC -1 | RWY 11 TODA/ASDA is 2388 M at intersection TWY B.<br>RWY 11 TODA/ASDA is 1900 M at intersection TWY C.<br>RWY 11 TODA/ASDA is 1487 M at intersection TWY D.<br>RWY 29 TODA/ASDA is 2464 M at intersection TWY E.<br>RWY 29 TODA/ASDA is 1798 M at intersection TWY D.<br>RWY 29 TODA/ASDA is 1411 M at intersection TWY C. | AIRAC AIP AMDT 007/2023 (10 AUG 2023) |
| LDDU AD 2.24.1 ADC -1 | Dubrovnik Delivery Service established, FREQ 125.400 MHZ. | AIRAC AIP AMDT 007/2023 (10 AUG 2023) |
| LDPL AD 2.24.1 ADC -1 | RWY 09 TODA/ASDA is 1692 M at intersection TWY C.<br>RWY 27 TODA/ASDA is 1992 M at intersection TWY D.<br>RWY 27 TODA/ASDA is 2491 M at intersection TWY E. | AIRAC AIP AMDT 007/2023 (10 AUG 2023) |

| AIP page(s) affected | Amendment text | Introduced by AIP AMDT number: |
|---|---|---|
| 1 | 2 | 3 |
| LDZA AD 2.24.1 ADC -1 | RWY 04 TODA/ASDA is 2912 M at intersection TWY B.<br>RWY 04 TODA/ASDA is 2162 M at intersection TWY C.<br>RWY 22 TODA/ASDA is 2457 M at intersection TWY D.<br>RWY 22 TODA/ASDA is 2916 M at intersection TWY E. | AIRAC AIP AMDT 007/2023 (10 AUG 2023) |
| LDDU AD 2.24.1 ADC -1 | Add the following note:<br>During taxi on TWY B by code letter E ACFT with 4 engines, outer engines shall be used on idle power only. | AIRAC AIP AMDT 008/2023 (07 SEP 2023) |
| LDSB AD 2.24.2 APDC -1 | RWY 03/21 strip length should read 1880 M. | AIRAC AIP AMDT 008/2023 (07 SEP 2023) |
| LDDU AD 2 - all charts<br>ENR 6 - all charts to which it is applicable | Airport name is changed to “DUBROVNIK/Rudjer Boskovic”. | AIRAC AIP AMDT 010/2023 (02 NOV 2023) |
| LDRI AD 2.24.1 ADC -1<br>LDRI AD 2.24.2 APDC -1 | MET Station relocated to a new position: 451313N 0143415E. | AIRAC AIP AMDT 013/2023 (25 JAN 2024) |
| LDSB AD 2.24.8 SID RWY 03 CAT A/B&C-1<br>LDSB AD 2.24.8 SID RWY 21 CAT A/B&C -1<br>LDSB AD 2.24.8 SID RNAV RWY 03 -1<br>LDSB AD 2.24.8 SID RNAV RWY 21 -1<br>LDSB AD 2.24.10 STAR RWY 03/21 CAT A/B & C -1<br>LDSB AD 2.24.10 STAR RNAV RWY 03/21 -1<br>LDSB AD 2.24.12 IAC NDB RWY 03 -1<br>LDSB AD 2.24.12 IAC VOR-a RWY 03/21 -1<br>LDSB AD 2.24.12 IAC NDB RWY 21 -1<br>LDSB AD 2.24.12 IAC NDB-a RWY 21 -1<br>LDSB AD 2.24.12 IAC RNP RWY 03 -1<br>LDSB AD 2.24.12 IAC RNP RWY 21 -1<br><br>LDSP AD 2.24.12 IAC NDB RWY 05 -1<br>LDSP AD 2.24.12 IAC ILS y or LOC y RWY 05 -1<br>LDSP AD 2.24.12 IAC ILS z or LOC z RWY 05 -1<br>LDSP AD 2.24.12 IAC RNP y RWY 05 -1<br>LDSP AD 2.24.12 IAC RNP z (LPV only) RWY 05 -1<br>LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 -1<br>LDSP AD 2.24.12 IAC VOR-b RWY 23 -1 | RMZ Brac added (REF ENR 2.2.1.2 for lateral and vertical limits and class of airspace). | AIRAC AIP AMDT 013/2023 (25 JAN 2024) |


© Croatia Control Ltd.

| AIP page(s) affected | Amendment text | Introduced by AIP AMDT number: |
|---|---|---|
| 1 | 2 | 3 |
| LDPL AD 2.24.8 SID RWY 09 -1<br>LDPL AD 2.24.8 SID RNAV RWY 09 -1<br>LDPL AD 2.24.10 STAR RWY 09 -1<br>LDPL AD 2.24.10 STAR RNAV RWY 09 -1<br>LDPL AD 2.24.12 IAC VOR RWY 09 -1<br>LDPL AD 2.24.12 IAC VOR RWY 27 -1<br>LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 -1<br>LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 -1<br>LDPL AD 2.24.12 IAC RNP RWY 27 -1<br>LDRI AD 2.24.10 STAR RNAV RWY 32 -1<br>LDRI AD 2.24.12 IAC VOR RWY 14 -1<br>LDRI AD 2.24.12 IAC ILS y or LOC y RWY 14 -1<br>LDRI AD 2.24.12 IAC ILS z or LOC z RWY 14 -1<br>LDRI AD 2.24.12 IAC RNP RWY 14 -1<br>LDRI AD 2.24.12 IAC RNP RWY 32 -1<br>LDRI AD 2.24.12 IAC VOR RWY 32 -1 | RMZ Rijeka added (REF ENR 2.2.1.2 for lateral and vertical limits and class of airspace). | AIRAC AIP AMDT 013/2023 (25 JAN 2024) |
| LDPL AD 2.24.8 SID RWY 09 -1<br>LDPL AD 2.24.8 SID RNAV RWY 09 -1<br>LDPL AD 2.24.10 STAR RWY 09 -1<br>LDPL AD 2.24.10 STAR RNAV RWY 09 -1<br>LDPL AD 2.24.12 IAC VOR RWY 09 -1<br>LDPL AD 2.24.12 IAC VOR RWY 27 -1<br>LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 -1<br>LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 -1<br>LDPL AD 2.24.12 IAC RNP RWY 27 -1<br>LDRI AD 2.24.10 STAR RNAV RWY 32 -1 | RMZ Losinj added (REF ENR 2.2.1.2 for lateral and vertical limits and class of airspace). | AIRAC AIP AMDT 013/2023 (25 JAN 2024) |
| LDSP AD 2.24.4 AOC RWY 05 -1 | RWY 05 OBST ID 14 is replaced with OBST ID 14a (COORD - 433251.59N, 0161848.49E; ELEV - 28.0 M (91.9 FT); Type - ANTENNA) and OBST ID 14b (COORD - 433251.18N, 0161848.97E; ELEV - 28.0 M (91.9 FT); Type - ANTENNA), REF LDSP AD 2.10. | AIRAC AIP AMDT 002/2024 (21 MAR 2024) |
| LDRI AD 2.24.10 STAR RNAV RWY 32 -1<br>LDRI AD 2.24.12 IAC VOR RWY 14 -1<br>LDRI AD 2.24.12 IAC ILS y or LOC y RWY 14 -1<br>LDRI AD 2.24.12 IAC ILS z or LOC z RWY 14 -1<br>LDRI AD 2.24.12 IAC RNP RWY 14 -1<br>LDRI AD 2.24.12 IAC RNP RWY 32 -1<br>LDRI AD 2.24.12 IAC VOR RWY 32 -1 | TMA PULA lateral and vertical limits changed (see ENR 2.1) | AIRAC AIP AMDT 003/2024 (18 APR 2024) |

| AIP page(s) affected | Amendment text | Introduced by AIP AMDT number: |
|---|---|---|
| 1 | 2 | 3 |
| LDLO AD 2.24.8 SID RWY 02 -1<br>LDLO AD 2.24.8 SID RNAV RWY 02 CAT A&B -1<br>LDLO AD 2.24.8 SID RWY 20 -1<br>LDLO AD 2.24.8 SID RNAV RWY 20 CAT A&B -1<br>LDLO AD 2.24.10 STAR RWY 02/20 -1<br>LDLO AD 2.24.12 IAC NDB-a RWY 02/20 CAT A&B -1<br>LDLO AD 2.24.12 IAC VOR RWY 02 CAT A&B -1<br>LDLO AD 2.24.12 IAC RNP RWY 02 -1<br>LDLO AD 2.24.12 IAC RNP RWY 20 (LPV&LNAV/VNAV only) -1<br>LDLO AD 2.24.13 VOC -1<br>LDPL AD 2.24.8 SID RWY 09 -1<br>LDPL AD 2.24.8 SID RNAV RWY 09 -1<br>LDPL AD 2.24.10 STAR RWY 09 - 1<br>LDPL AD 2.24.10 STAR RNAV RWY 09 - 1<br>LDPL AD 2.24.12 IAC VOR RWY 09 -1<br>LDPL AD 2.24.12 IAC VOR RWY 27 -1<br>LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 -1<br>LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 -1<br>LDPL AD 2.24.12 IAC RNP RWY 09 -1<br>LDPL AD 2.24.12 IAC RNP RWY 27 -1 | TMA PULA vertical limits changed<br>(see ENR 2.1) | AIRAC AIP AMDT 003/2024<br>(18 APR 2024) |
| LDLO AD 2.24.8 SID RNAV RWY 02 CAT A&B -1<br>LDPL AD 2.24.8 SID RNAV RWY 09 -1<br>LDPL AD 2.24.10 STAR RWY 09 - 1 | Some LDTRs, LDTSs and danger areas over high seas have been established, and some LDTRs, LDTSs and danger areas over high seas have been withdrawn. For comprehensive list of airspaces please see chapter ENR 5.2 Military exercise and training areas and air defence identification zone (ADIZ) and ENR 6.5-1 chart Military Exercise and Training areas, TRA and TSA - Index Chart | AIRAC AIP AMDT 003/2024<br>(18 APR 2024) |
| LDOS AD 2.24.1 ADC -1 | LDOS TWR PRI FREQ changed to 128.350 MHZ. | AIRAC AIP AMDT 003/2024<br>(18 APR 2024) |
| LDZD AD 2.24.11 ATCSMAC - 1<br>LDZD AD 2.24.13 VOC - 1 | 25 Air navigation obstacles erected, type windmill (designation group VE ZD2P and VE ZD3P) - see AIP ENR 5.4. | AIRAC AIP AMDT 004/2024<br>(16 MAY 2024) |
| LDZD AD 2.24.1 ADC - 1 | TWY L withdrawn. | AIRAC AIP AMDT 005/2024<br>(13 JUN 2024) |


© Croatia Control Ltd.

## GEN 2.4 LOCATION INDICATORS

The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

| ENCODE | |
|---|---|
| **Name** | **Identifier** |
| AGROKOR (Heliport) | LDAG* |
| BJELOVAR / BREZOVAC | LDZJ* |
| BRAC / BRAC I. | LDSB |
| CAKOVEC / PRIBISLAVEC | LDVC* |
| DUBROVNIK / RUDJER BOSKOVIC | LDDU |
| FIRULE (Heliport) | LDSF* |
| GROBNIK / GROBNICKO POLJE | LDRG* |
| HVAR / HVAR I. | LDSH* |
| WATER AERODROME HVAR/ JELSA | LDSJ* |
| WATER AERODROME KORCULA/ VELA LUKA | LDSL* |
| WATER AERODROME LASTOVO/ UBLI | LDSU* |
| LOSINJ / LOSINJ I. | LDLO |
| WATER AERODROME LUMBARDA | LDSM* |
| WATER AERODROMEMALI LOSINJ | LDLM* |
| WATER AERODROME NOVALJA | LDZN* |
| OSIJEK / CEPIN | LDOC* |
| OSIJEK / KLISA | LDOS |
| OTOCAC | LDRO* |
| PULA | LDPL |
| WATER AERODROME PULA | LDPP* |
| WATER AERODROME RAB/RAB | LDRR* |
| RIJEKA / KRK I | LDRI |
| WATER AERODROME RIJEKA/ PORT RIJEKA | LDRP* |
| SINJ | LDSS* |
| SLAVONSKI BROD / JELAS | LDOR* |
| SPLIT / KASTELA | LDSP |
| WATER AERODROME SPLIT/PORT SPLIT | LDST* |

| DECODE | |
|---|---|
| **Identifier** | **Name** |
| LDAG* | AGROKOR (Heliport) |
| LDDU | DUBROVNIK / RUDJER BOSKOVIC |
| LDLM* | WATER AERODROME MALI LOSINJ |
| LDLO | LOSINJ / LOSINJ I. |
| LDOB* | VUKOVAR / BOROVO NASELJE |
| LDOC* | OSIJEK / CEPIN |
| LDOR* | SLAVONSKI BROD / JELAS |
| LDOS | OSIJEK / KLISA |
| LDOV* | VINKOVCI / SOPOT |
| LDPL | PULA |
| LDPP* | WATER AERODROME PULA |
| LDPV* | VRSAR / CRLJENKA |
| LDRG* | GROBNIK / GROBNICKO POLJE |
| LDRI | RIJEKA / KRK I |
| LDRO* | OTOCAC |
| LDRP* | WATER AERODROME RIJEKA/ PORT RIJEKA |
| LDRR* | WATER AERODROME RAB/RAB |
| LDSB | BRAC / BRAC I. |
| LDSF* | FIRULE (Heliport) |
| LDSH* | HVAR / HVAR I. |
| LDSJ* | WATER AERODROME HVAR/ JELSA |
| LDSL* | WATER AERODROME KORCULA/ VELA LUKA |
| LDSM* | WATER AERODROME LUMBARDA |
| LDSP | SPLIT / KASTELA |
| LDSR* | WATER AERODROME SPLIT/ RESNIK |
| LDSS* | SINJ |
| LDST* | WATER AERODROME SPLIT/PORT SPLIT |

| ENCODE | |
|---|---|
| **Name** | **Identifier** |
| WATER AERODROME SPLIT/ RESNIK | LDSR* |
| VARAZDIN | LDVA* |
| VINKOVCI / SOPOT | LDOV* |
| VRSAR / CRLJENKA | LDPV* |
| VUKOVAR / BOROVO NASELJE | LDOB* |
| ZABOK/GUBASEVO | LDZK* |
| ZADAR / ZEMUNIK | LDZD |
| ZAGREB / BRATINA | LDZR* |
| ZAGREB / FRANJO TUDJMAN | LDZA |
| ZAGREB / LUCKO | LDZL |
| ZRAKOPLOVNO-TEHNICKI CENTAR (Heliport) | LDZT* |
| ZVEKOVAC | LDZE* |

| DECODE | |
|---|---|
| **Identifier** | **Name** |
| LDSU* | WATER AERODROME LASTOVO/ UBLI |
| LDVA* | VARAZDIN |
| LDVC* | CAKOVEC / PRIBISLAVEC |
| LDZA | ZAGREB / FRANJO TUDJMAN |
| LDZD | ZADAR / ZEMUNIK |
| LDZE* | ZVEKOVAC |
| LDZJ* | BJELOVAR / BREZOVAC |
| LDZK* | ZABOK/GUBASEVO |
| LDZL | ZAGREB / LUCKO |
| LDZN* | WATER AERODROME NOVALJA |
| LDZR* | ZAGREB / BRATINA |
| LDZT* | ZRAKOPLOVNO-TEHNICKI CENTAR (Heliport) |

| ENCODE | |
|---|---|
| **Name** | **Identifier** |
| Collective Address for the AFTN | LDZZ |
| CRES / Cres I. (Heliport) | LDHE* |
| CROATIA (MIL Heliport) | LDHC* |
| DIVULJE (MIL Heliport) | LDHD* |
| National OPMET Centre | LDZM |
| PREKRIZJE (MIL Heliport) | LDHP* |
| RAB / Rab I. (Heliport) | LDHR* |
| VELIKI BRIJUN I. (MIL Heliport) | LDHB* |
| ZAGREB (AFTN) | LDDD |
| ZAGREB ACC/FIR | LDZO |
| ZAGREB CITY | LDZG[1] |

| DECODE | |
|---|---|
| **Identifier** | **Name** |
| LDDD | ZAGREB (AFTN) |
| LDHB* | VELIKI BRIJUN I. (MIL Heliport) |
| LDHC* | CROATIA (MIL Heliport) |
| LDHD* | DIVULJE (MIL Heliport) |
| LDHE* | CRES / Cres I. (Heliport) |
| LDHP* | PREKRIZJE (MIL Heliport) |
| LDHR* | RAB / Rab I. (Heliport) |
| LDZG[1] | ZAGREB CITY |
| LDZM | National OPMET Centre |
| LDZO | ZAGREB ACC/FIR |
| LDZZ | Collective Address for the AFTN |

1. AFTN protocol via PSTN telefax during operating hours


© Croatia Control Ltd.

# GEN 3.3 AIR TRAFFIC SERVICES (ATS)

## GEN 3.3.1. RESPONSIBLE SERVICE

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

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

Phone: +385 1 6259550

Fax: +385 1 6259574

AFS: LDZAYAKL

URL: https://www.crocontrol.hr

The services are provided in accordance with all applicable EU regulations and with the provisions contained in the ICAO Annexes and documents:

- COMMISSION IMPLEMENTING REGULATION (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011

- COMMISSION IMPLEMENTING REGULATION (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 (SERA 2001)

- COMMISSION IMPLEMENTING REGULATION (EU) 2016/1185 of 20 July 2016 amending Implementing Regulation (EU) No 923/2012 as regards the update and completion of the common rules of the air and operational provisions regarding services and procedures in air navigation (SERA Part C) and repealing Regulation (EC) No 730/2006

- COMMISSION IMPLEMENTING REGULATION (EU) 2020/469 of 14 February 2020 amending Regulation (EU) No 923/2012, Regulation (EU) No 139/2014 and Regulation (EU) 2017/373 as regards requirements for air traffic management/air navigation services, design of airspace structures and data quality, runway safety and repealing Regulation (EC) No 73/2010

- COMMISSION DELEGATED REGULATION (EU) 2019/945 of 12 March 2019 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems

- COMMISSION IMPLEMENTING REGULATION (EU) 2019/947 of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft

- COMMISSION IMPLEMENTING REGULATION (EU) 2021/664 of 22 April 2021 on a regulatory framework for the U-space

- COMMISSION IMPLEMENTING REGULATION (EU) 2021/665 of 22 April 2021 amending Implementing Regulation (EU) 2017/373 as regards requirements for providers of air traffic management/air navigation services and other air traffic management network functions in the U-space airspace designated in controlled airspace

- COMMISSION IMPLEMENTING REGULATION (EU) 2021/666 of 22 April 2021 amending Regulation (EU) No 923/2012 as regards requirements for manned aviation operating in U-space airspace

- ICAO Annex 2 - Rules of the Air
- ICAO Annex 11 - Air Traffic Services
- ICAO Annex 10 Volume II Aeronautical Telecommunications
- ICAO Doc 4444 - Procedures for Air Navigation Services - Air Traffic Management
- ICAO Document 7030 Regional Supplementary Procedures, and
- ICAO Doc 8168 - Procedures for Air Navigation Services - Aircraft Operations

Other EU and ICAO regulations could be taken into consideration where applicable.
Differences from EU 923/2012 regulations were stipulated in the last part of the regulation.
Differences to ICAO provisions are detailed in subsection GEN 1.7.

## GEN 3.3.2. AREA OF RESPONSIBILITY

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

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

## GEN 3.3.3. TYPES OF SERVICES

The following types of ATS services are provided within area of responsibility:

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

Certified Air Traffic Control Services are:

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

As mentioned above, Croatia Control Ltd. provides its services throughout the Republic of Croatia at 10 aerodromes and 1 ACC (ACC Zagreb).

Aerodrome control service is provided at the following aerodromes: Brac, Dubrovnik, Losinj, Lucko, Osijek, Pula, Rijeka, Split, Zadar and Zagreb. At aerodromes where the time of openness is not H24, the ATS operating hours are published in AIP of Croatia or through NOTAM in case of additional hours of service. Detailed information about aerodrome operational hours may be found in the AIP of Croatia, AD part, item AD 2.3.

The lower and upper airspace is controlled by the Area Control Center (ACC Zagreb) in Zagreb.

Air traffic control is provided for IFR and VFR flights in controlled airspace and for aerodrome traffic at controlled aerodromes.

The Flight Information Service (FIS) issues information which is useful for the safe, orderly and smooth conduct of flights.


© Croatia Control Ltd.

The Alerting Service is provided by the Flight Information Service and the Air Traffic Control Service for all known aircraft.

Flight Information Service and Alerting Service are normally provided within the scope of Air Traffic Control Service. Also, Flight Information Service and Alerting Service could be provided from dedicated FIC position as defined in the local operational manual.
Flight Data Processing and Aeronautical Fixed Service are provided within the scope of Air Traffic Services.
Pre-flight Information Service, as the part of Aeronautical Information Service, is provided within the scope of Air Traffic Services.

The Air Traffic Advisory Service is not provided in the Republic of Croatia.

## GEN 3.3.4. COORDINATION BETWEEN THE OPERATOR AND ATS

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

## GEN 3.3.5. MINIMUM FLIGHT ALTITUDE

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

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

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

## GEN 3.3.6. ATS UNITS ADDRESS LIST

| Unit name | Postal address | Tel | Fax | AFS address / E-mail |
|---|---|---|---|---|
| BRAC TWR | Hrvatska kontrola zračne plovidbe d.o.o.<br>Podružnica Brač<br>p.p. 33<br>21400 Supetar | +385 21 648606<br>+385 21 648626 | +385 21 648606<br>+385 21 648623 | LDSBZTZX |
| DUBROVNIK TWR | Hrvatska kontrola zračne plovidbe d.o.o.<br>Jedinica prilazne i aerodromske kontrole<br>Podružnica Dubrovnik<br>Dobrota 24B, Močići<br>20213 Cilipi | +385 20 772400<br>+385 20 447750 | | LDDUZTZX |
| DUBROVNIK APP | | +385 20 772310<br>+385 20 447752 | | LDDUZAZX |
| LOSINJ TWR | Hrvatska kontrola zračne plovidbe d.o.o.<br>Podružnica Istra/Kvarner<br>lokacija Lošinj<br>Zabodarski 20<br>51564 Ćunski | +385 51 235166 | | LDLOZTZX |
| LUCKO TWR | Hrvatska kontrola zračne plovidbe d.o.o.<br>Aerodromska kontrola zračnog prometa Lučko<br>Ježdovečka 17<br>10250 Lučko | +385 1 6560115 | +385 1 6560363 | LDZLZTZX |

| Unit name | Postal address | Tel | Fax | AFS address / E-mail |
|---|---|---|---|---|
| OSIJEK / TWR | Hrvatska kontrola zračne plovidbe d.o.o.<br>Podružnica Osijek<br>p.p.325<br>31103 Osijek | +385 31 226808 | | LDOSZTZX |
| OSIJEK / APP | | +385 31 226808 | | LDOSZAZX |
| PULA TWR | Hrvatska kontrola zračne plovidbe d.o.o.<br>Podružnica Istra/Kvarner<br>lokacija Pula<br>Valtursko polje 210 A<br>52204 Ližnjan | +385 52 372511 | | LDPLZTZX |
| PULA APP | | +385 52 372516 | | LDPLZAZX |
| RIJEKA TWR | Hrvatska kontrola zračne plovidbe d.o.o.<br>Podružnica Istra/Kvarner<br>lokacija Rijeka<br>Hamec 1<br>51513 Omišalj | +385 51 654811<br>+385 51 842272 | | LDRIZTZX |
| SPLIT TWR | Hrvatska kontrola zračne plovidbe d.o.o.<br>Podružnica Split/Brač<br>p.p. 48<br>21216 Kaštel Stari | +385 21 205421 | | LDSPZTZX |
| SPLIT APP | | +385 21 205458<br>+385 21 205457 | | LDSPZAZX |
| Central ARO Split | | +385 21 205444<br>+385 21 895353<br>(alternate) | +385 21 895227 | LDSPZPZX /<br>aro.ldsp@crocontrol.hr |
| ZADAR TWR | Hrvatska kontrola zračne plovidbe d.o.o.<br>Podružnica Zadar<br>p.p. 297<br>23000 Zadar | +385 23 203427 | | LDZDZTZX |
| ZADAR APP | | +385 23 203428 | | LDZDZAZX |
| ZAGREB ACC | CROATIA CONTROL Ltd.<br>AREA CONTROL CENTRE<br>ZAGREB<br>P.O.BOX 103<br>10410 Velika Gorica<br>Croatia | +385 1 6259309<br>+385 98 355762 | +385 1 6259558 | LDZOZQZX |
| ZAGREB APP | | +385 1 6259504 | +385 1 6259558 | LDZAZAZX |
| ZAGREB FIC | | +385 1 6259503 | +385 1 6259558 | LDZAZFZX |
| ZAGREB TWR | Hrvatska kontrola zračne plovidbe d.o.o.<br>Aerodromska kontrola zračnog prometa Zagreb<br>P.O. Box 103<br>10410 Velika Gorica<br>Croatia | +385 1 6259229 | | LDZAZTZX |


© Croatia Control Ltd.

# GEN 3.4 COMMUNICATION SERVICES

## GEN 3.4.1. RESPONSIBLE SERVICE

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

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

Phone: +385 1 6259 268
+385 1 6259 330

Fax: +385 1 2020 338

AFS: LDDDYFYX

The service is provided in accordance with CIR (EU) 2017/373, as amended and complemented, and with the ICAO Annexes and Documents:

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

## GEN 3.4.2. AREA OF RESPONSIBILITY

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

## GEN 3.4.3. TYPES OF SERVICES

### GEN 3.4.3.1 Radio navigation services

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

The following types of radio navigation aids are available:

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

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

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

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

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

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

### GEN 3.4.3.2 Mobile/fixed service

#### GEN 3.4.3.2.1 Mobile service

The air traffic services units maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified, however low level flights in areas with mountainous terrain may encounter difficulties in establishing and maintaining radio communication with relevant air traffic services units.

VHF-equipment (transmitter and receiver) used in the aeronautical band (118.000 - 137.000 MHZ) shall comply with the specifications prescribed in ICAO Annex 10, Vol. III, Part II, Chapter 2.


© Croatia Control Ltd.

**GEN 3.4.3.2.2 Fixed service**

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

a. they satisfy the requirements of ICAO Annex 10, Vol. II, Chapter 3, 3.3

b. they are prepared in the form specified in ICAO Annex 10

c. the text of an individual message does not exceed 1800 groups

General aircraft operating agency messages are only accepted for transmission to countries that have agreed to accept Class “B” traffic.

**GEN 3.4.3.3 Meteorological broadcasting service (VOLMET)**

Meteorological broadcasting service (VOLMET) is available for the use of aircraft in flight. Full details of the service are given in GEN 3.5.7.

**GEN 3.4.3.4 Language used:**

English

**GEN 3.4.3.5 Where detailed information can be obtained**

Details of the various aids available for the en-route traffic can be found in Part 2, ENR 4 Radio navigation aids/ systems.

Details of the aids available at the individual aerodromes can be found in Part 3 (AD 2). In cases where facilities are serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and in Part 3 (AD 2).

**GEN 3.4.3.6 Controller-pilot data link communication (CPDLC)**

**GEN 3.4.3.6.1 General**

CPDLC is part of the service for ATN via VHF Data Link Mode 2 (VDL M2) equipped aircraft.

The CPDLC application provides a means of communication between the air traffic controller and the pilot, using a predefined data link message set. This application includes a set of clearance/information/request message elements which correspond to the phraseologies used in the radiotelephony environment as described in ICAO Doc 4444, ref. Chapter 12 "Phraseologies" and Chapter 14 "Controller-Pilot Data Link Communications (CPDLC)".

Basis for CPDLC within Zagreb FIR is ATN/FANS B+. Data communication via FANS 1A will be not supported. If an aircraft logs on with both ATN B2 and ATN B1 capability, Croatia Control will offer ATN B1 CPDLC service. If an aircraft logs on with ATN B2 capability only, Croatia Control will not offer any CPDLC service – neither ATN B2 nor ATN B1.

**GEN 3.4.3.6.2 Area of Application**

CPDLC services are available for all certified aircraft operating within Zagreb FIR in the airspace of Zagreb CTA (Zagreb ACC), Zagreb TMA, Pula TMA, Zadar TMA, Split TMA and Dubrovnik TMA (commonly named ATCC Zagreb units) (refer to AIP Croatia ENR 2.1 and ENR 6.1-1).

Within FIR Zagreb above FL285, IFR flights shall be equipped with CPDLC. Below FL285 the use of CPDLC is not mandatory but appreciated and is conducted at the discretion of the ATS-Unit and at the initiative of the pilots concerned.

Within FIR Zagreb it is mandatory for all flight crews of data link equipped aircraft to log on to Zagreb data link address (LDZO).

Full coverage of the CPDLC services might not be available for aircraft operating in certain parts of the respective AoR below FL205.

**GEN 3.4.3.6.3 Flight plan**

In order to use the CPDLC services, following shall be filed in the respective items of the flight plan:

- Item 10a - J1 for the CPDLC ATN VDL Mode 2 capable aircraft;
- Item 18 - the indicator CODE/followed by the aircraft 24-bit address expressed in the form of alphanumerical code of six hexadecimal characters.

Aircraft which are exempt of the DLS IR (EC IR2023/1770) mandate and can't use ATN B1 CPDLC shall file letter “Z” in item 10 and the indicator „DAT/CPDLCX“ in item 18.

**GEN 3.4.3.6.4 CPDLC use**

In ATCC Zagreb units AoR voice communication and/or radiotelephony instructions have priority over CPDLC instructions at all times. However, a clearance requested via CPDLC should subsequently be issued via CPDLC and a clearance requested via radiotelephony should also be issued via radiotelephony.

Voice read-back is not required for any CPDLC instruction.

Clearances shall not be executed until the *WILCO* message has been sent.

If uncertainty arises regarding a data link message, voice communication shall always be used. CPDLC exchanges with ATCC Zagreb units shall only be conducted when the aircraft is actually under control and responsibility of referenced unit.

Pilots can expect to receive data uplink messages especially during periods of high traffic volume. Pilots are requested to always confirm data uplink messages as soon as possible with WILCO.

When using CPDLC, the maximum dialogue time is 120 seconds. CPDLC shall only be used for non-time-critical requests, i.e. requests that do not require the immediate reaction of the pilot. Nevertheless, as in radiotelephony, the CPDLC messages shall be answered with the least possible delay. If the downlink request is cut off because the time limit was exceeded, the pilot shall repeat the request via radiotelephony.

**GEN 3.4.3.6.5 CPDLC services**

The following CPDLC services are provided in Zagreb FIR:

- Data Link Initiation Capability (DLIC)
- ATC Communications Management (ACM)
- ATC Clearances and Instructions (ACL)
- ATC Microphone Check (AMC)

**DLIC log-on**

All data link equipped aircraft are required to log on to **LDZO.**

CPDLC shall be established in due time to ensure that the aircraft is communicating with the appropriate ATC unit. Log-on shall be initiated by the pilot. Pilots shall log-on using their ICAO call sign as filed in the flight plan. Pilots shall not use a two-letter IATA flight ID, neither insert a leading zero (0) into the call sign, as these actions will result in a failed log-on.

At the convenience of the controller a Start-CPDLC may be performed to enable the CPDLC message sending for any particular flight in the designated CPDLC airspace.

Data link capability is displayed on the radar screens at ATCC Zagreb and the controllers may request appropriately equipped aircraft to LOG ON. CPDLC capability shall not be mentioned on VHF.


© Croatia Control Ltd.

**ATC Communications Management (ACM)**

When an aircraft is transferred by data link to an adjacent sector/ATC unit, the pilot shall acknowledge the instruction by WILCO, and shall then contact the next sector/ATC unit by voice communication on the instructed VHF channel. If the pilot is unable to comply with this data link instruction, he shall revert to voice communication to inform ATC.

If the controller needs to transfer the aircraft without replying to any downlink message(s) outstanding, the system has the capability to automatically send the response message “REQUEST AGAIN WITH NEXT UNIT” in order to close the pending dialogue, followed by the CONTACT message.

**ATC Clearances and Instructions (ACL)**

Pilots may receive an ATC instruction via data uplink messages. Pilots may request changes to flight levels (climb or descent) or clearance direct to a point on their route via data downlink messages.

**ATC Microphone Check (AMC)**

A “check stuck microphone” instruction may be sent by ATC in circumstances where an aircraft is inadvertently blocking a voice communication channel.

If the "check stuck microphone" instruction relates to the RTF channel currently being used, the pilot shall check that their radio equipment is not causing the blockage. If the "check stuck microphone" instruction does not relate to the RTF channel being used, no further action by the pilot is required.

**GEN 3.4.3.6.6 Message restrictions and error management**

If the ground system receives a message that is not supported, or constitutes an error to the technical rules for CPDLC communication, flight crew will receive an automatic reply indicating the nature of the error and, if applicable, required actions.

Pilots shall not use free-format free-text messages when communicating with Zagreb ATCC units via CPDLC. Use of such free-text messages will result in an error response.

**GEN 3.4.3.6.7 CPDLC failure**

Some failures may result in termination of the existing data link connections with aircraft that are under control of a sector. In this case, it will not be possible for ATC to re-initiate dialogues via CPDLC unless the pilot re-initiates the data link logon process in order to re-establish data link connection.

In case of a CPDLC failure, CPDLC clearances that have not yet been confirmed shall be repeated over voice communication and/or confirmed. If either the pilot or ATC consider that CPDLC should not be used in the prevailing circumstances, CPDLC shall be suspended or terminated and the other party shall be informed by voice communication.

In case of a scheduled shutdown or an unexpected failure of the CPDLC system, ATC will instruct all aircraft equipped with data link to return to voice communication. In case of an on-board failure of CPDLC, the pilot shall return to voice communication and inform ATC.

**GEN 3.4.3.6.8 CPDLC disconnection (log-off)**

CPDLC disconnection is automatic upon transfer of communication to adjacent ATC unit, no pilot action is required. Between Zagreb ATCC units and adjacent CPDLC equipped ATC units the ACM service is used.

**GEN 3.4.3.6.9 CPDLC Messages**

The controller or pilot shall construct CPDLC messages using the defined message set. The following set of uplink/downlink messages may be expected when using CPDLC with Zagreb ATCC units:

**1. ATC uplink clearances and instructions**

Vertical clearances:

- MAINTAIN */level/*
- CLIMB TO */level/*
- DESCEND TO */level/*

Route modifications:

- TURN */direction/* HEADING */degrees/*
- FLY HEADING */degrees/*
- PROCEED DIRECT TO */position/*
- CLEARED TO */position/* VIA */route clearance/*

Contact/monitor/surveillance requests:

- CONTACT */unit name/ /frequency/*
- MONITOR */unit name/ /frequency/*
- SQUAWK */code/*
- SQUAWK IDENT

Air traffic advisories:

- CHECK STUCK MICROPHONE */frequency/*

Other uplinked messages supported by ATM system:

- UNABLE
- STANDBY
- ROGER
- REQUEST AGAIN WITH NEXT UNIT

**2. Pilot downlink request**

The following downlink requests may be sent by pilots using CPDLC with Zagreb ATCC units:

Vertical requests:

- REQUEST */level/*
- REQUEST CLIMB TO */level/*
- REQUEST DESCENT TO */level/*

Route modifications requests:

- REQUEST DIRECT TO */position/*

Other downlinked messages supported by ATM system:

- PAN PAN PAN
- MAYDAY MAYDAY MAYDAY
- SQUAWKING 7500


© Croatia Control Ltd.

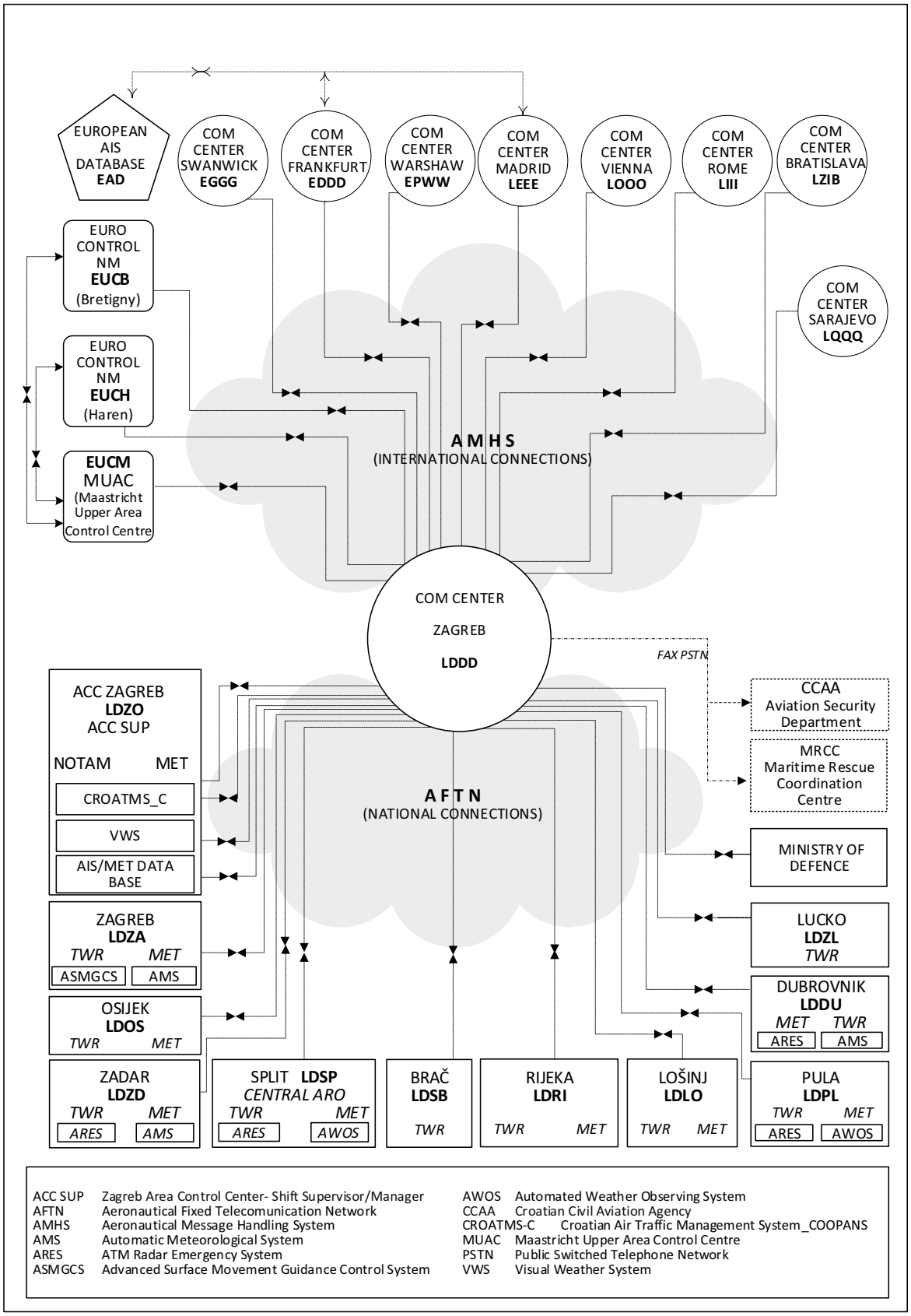
- DUE TO WEATHER
- DUE TO AIRCRAFT PERFORMANCE
- WILCO
- UNABLE
- STANDBY
- ROGER

### GEN 3.4.4. REQUIREMENTS AND CONDITIONS

The requirements and the general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, are contained in the Regulation on Rules of the Air and ATS, and Regulation on Provision of ATS.

## GEN 3.4.5. MISCELLANEOUS

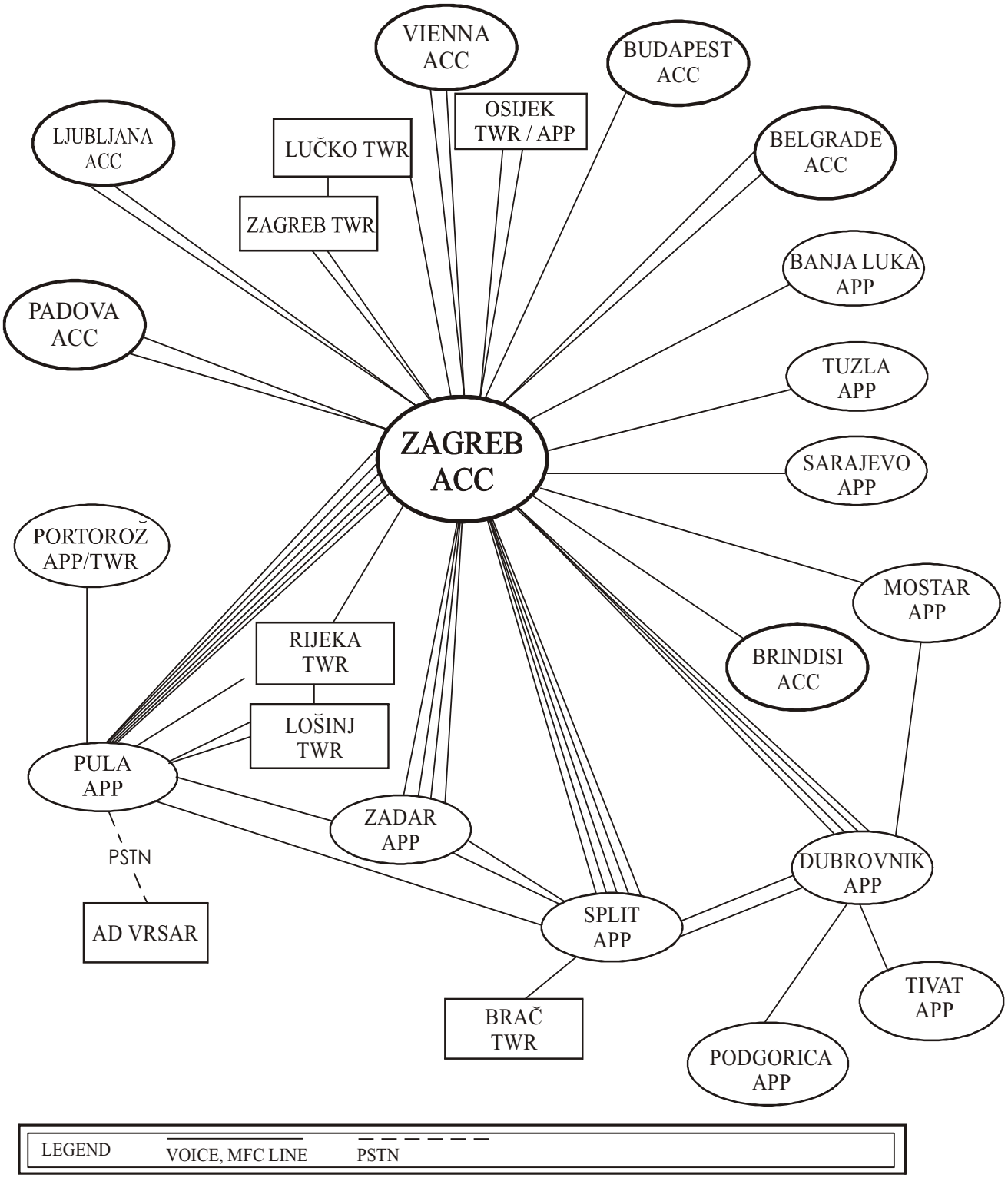
Appendix A - Aeronautical Fixed Services: AFTN/AMHS





© Croatia Control Ltd.

Appendix B - Aeronautical FIxed Services: Telephone



THIS PAGE INTENTIONALLY LEFT BLANK


© Croatia Control Ltd.

| Name of station/ Location indicator | Type & frequency of observation/ automatic observing equipment | Types of MET reports & availability of trend forecasts | Observation system & site(s) | Hours of operation | Climatological information |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| ZAGREB/Franjo Tuđman<br>LDZA | Half - hourly plus special observations | METAR<br><br>MET REPORT<br><br>SPECIAL<br><br>TREND | RWY 04/22<br><br>3 transmissiometers (TDZ, MID, END)<br><br>3 scattermeters (TDZ, MID, END)<br><br>2 present weather sensors (TDZ 04, TDZ 22)<br><br>2 anemometers (TDZ 04, TDZ 22)<br>2 ceilometers (MM 04, MM 22)<br>1 remote sensor for temperature and humidity reading (TDZ 04)<br>2 cameras (TDZ 04, TDZ 22) | H24 | Aerodrome climatological tables and summaries AVBL on request. |
| PULA<br>LDPL | Half - hourly plus special observations | METAR<br><br>MET REPORT*<br><br>SPECIAL*<br><br>TREND**<br><br>AUTO METAR *** | RWY 09/27<br><br>2 anemometers (TDZ 09, TDZ 27)<br>1 ceilometer (MM 27)<br>2 remote sensors for temperature and humidity reading (TDZ 27, MID)<br><br>2 scattermeters (TDZ 27, MID)<br><br>2 present weather sensors (TDZ 27, MID)<br><br>1 lightning sensor (MID)<br>2 cameras (TDZ 27, LOC 27) | H24<br>*AD HR SER<br>**2 hours before AD HR SER and AD HR SER<br><br>*** outside AD HR SER | Aerodrome climatological tables and summaries AVBL on request. |
| SPLIT/Kaštela<br>LDSP | Half - hourly plus special observations | METAR<br><br>MET REPORT*<br><br>SPECIAL*<br><br>TREND**<br><br>AUTO METAR*** | RWY 05/23<br><br>2 anemometers (TDZ 05, TDZ 23)<br>1 ceilometer (MM 05)<br>1 remote sensor for temperature and humidity reading (TDZ 05)<br><br>1 scattermeter (TDZ 05)<br><br>1 present weather sensor (TDZ 05)<br><br>1 lightning sensor (MID)<br><br>2 cameras (TDZ 05, LOC 05) | H24<br>*AD HR SER<br>**2 hours before AD HR SER and AD HR SER<br>***outside AD HR SER | Aerodrome climatological tables and summaries AVBL on request. |
| DUBROVNIK/ Rudjer Boskovic<br>LDDU | Half - hourly plus special observations | METAR<br><br>MET REPORT*<br><br>SPECIAL*<br><br>TREND** | RWY 11/29<br><br>1 scattermeter (TDZ 11)<br><br>2 anemometers (TDZ 11,TDZ 29)<br>1 ceilometer (MM 11)<br>1 remote sensor for temperature and humidity reading (TDZ 11)<br>2 cameras (TDZ 11, TDZ 29) | H24<br>*AD HR SER<br>**2 hours before AD HR SER and AD HR SER | Aerodrome climatological tables and summaries AVBL on request. |

| Name of station/ Location indicator | Type & frequency of observation/ automatic observing equipment | Types of MET reports & availability of trend forecasts | Observation system & site(s) | Hours of operation | Climatological information |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| ZADAR/ Zemunik LDZD | Half - hourly plus special observations | METAR<br><br>MET REPORT*<br><br>SPECIAL*<br><br>TREND** | RWY 13/31<br><br>1 scattermeter (TDZ 13)<br><br>2 anemometers (TDZ 13, TDZ 31)<br>1 ceilometer (MM 13)<br>1 remote sensor for temperature and humidity reading (TDZ 13)<br><br>2 cameras (TDZ 13, LOC 13)<br><br>RWY 04/22<br><br>1 anemometer (TDZ 04) | H24<br>*AD HR SER<br>**2 hours before AD HR SER and AD HR SER | Aerodrome climatological tables and summaries AVBL on request. |
| RIJEKA/Krk I. LDRI | Half - hourly plus special observations | METAR<br><br>MET REPORT*<br><br>SPECIAL* | RWY 14/32<br><br>2 anemometers (TDZ 14, TDZ 32)<br><br>1 remote sensor for temperature and humidity reading (TDZ 14)<br><br>2 cameras (TDZ 14, LOC 14) | H24<br>*AD HR SER | Aerodrome climatological tables and summaries AVBL on request. |
| OSIJEK/Klisa LDOS | Half - hourly plus special observations | METAR<br><br>MET REPORT*<br><br>SPECIAL* | RWY 11/29<br><br>2 anemometers (TDZ 11, TDZ 29)<br>1 remote sensor for temperature and humidity reading (TDZ 29)<br><br>2 cameras (LOC 29, LOC 11) | H24<br>*AD HR SER | Aerodrome climatological tables and summaries AVBL on request. |
| LOŠINJ/Lošinj I. LDLO | Half - hourly plus special observations | METAR<br><br>MET REPORT<br><br>SPECIAL | RWY 02/20<br><br>1 anemometer (300 M FM THR 02)<br>1 remote sensor for temperature and humidity reading (300 M FM THR 02) | ATS HR SER | Aerodrome climatological tables and summaries AVBL on request. |
| BRAČ/Brač I. LDSB | Half - hourly plus special observations | METAR<br><br>MET REPORT<br><br>SPECIAL | RWY 03/21<br><br>2 anemometers (TDZ 03, TDZ 21)<br><br>1 remote sensor for temperature and humidity reading (TDZ 21)<br><br>1 camera (TDZ 03) | ATS HR SER | Aerodrome climatological tables and summaries AVBL on request. |

AUTO METAR:
AUTO METAR reports are generated and disseminated outside aerodrome service hours according to the following terms:
The content of these reports will include all meteorological parameters which are part of METAR corresponding to ICAO Annex 3, except:
- No cloud type will be reported (TCU, CB)
- No Supplementary information on WS will be reported

In the AUTO METAR report if the system has not detected any clouds, instead of using:
- NSC (no significant cloud)

the following abbreviation will be used:
- NCD (no cloud detected)

The generation of AUTO METAR is based on instrumental measurements at specific locations and algorithms only and not on human observations or measurements.


© Croatia Control Ltd.

## GEN 3.5.4 TYPES OF SERVICE

### GEN 3.5.4.1 General

At airports Osijek, Zagreb, Pula, Lošinj, Rijeka, Zadar, Split, Brač and Dubrovnik meteorological flight documentation is available on the selfbriefing position. Flight documentation is also available on the web site https://ib.crocontrol.hr or upon request (see AD 2.11). Briefing and consultation with a forecaster is available by telephone (see AD 2.11). Satellite, radar and lightning data are available. All products are available on https://met.crocontrol.hr/.

### GEN 3.5.4.2 Meteorological information for flights above FL100

Meteorological flight documentation consists of:

- METAR/SPECI for aerodrome of departure, destination and alternate aerodromes
- TAF for aerodrome of departure, destination and alternate aerodromes
- *SIGWX charts and upper-wind/temperature charts
- SIGMET and SPECIAL AIREP en route
- Volcanic Ash Advisory, Tropical Cyclone Advisory and Space Weather Advisory

Additional information is available by consultation.

### GEN 3.5.4.3 Meteorological information for flights below FL100

The pilot shall state the category of flight rules (VFR/IFR), destination, route and flying time and altitude.

Meteorological documentation consists of:

- METAR/SPECI for aerodrome of departure, destination and alternate aerodromes
- TAF for aerodrome of departure, destination and alternate aerodromes
- *SIGWX charts and upper-wind/temperature charts
- area forecasts for low level flights (GAMET, SWL chart and upper-wind/temperature charts)
- SIGMET and SPECIAL AIREP en route
- AIRMET en route
- Volcanic Ash Advisory, Tropical Cyclone Advisory and Space Weather Advisory

Meteorological information in digital form:

- eGAFOR

Briefing describes the following meteorological elements:

- meteorological situation
- surface wind
- surface visibility
- upper wind and temperature
- clouds
- weather

- freezing level
- turbulence
- icing
- landing/aerodrome forecast

Forecasts for gliding, ballooning etc. are available on request.

**GEN 3.5.4.4 En route forecasts**

The eGAFOR (enhanced, electronic or European General Aviation FORecast) forecast is an uniform, harmonized, probabilistic, graphical, colour-coded Low Level Forecast (LLF) for VFR Flights up to FL100, with an assessment of the impact of forecasted meteorological elements on flight routes. It is a graphical 6-hour forecast divided into three two-hour intervals, produced collaboratively and simultaneously in FIR Zagreb and other FIRs.

eGAFOR is accessible through the interactive web page www.egafor.eu.

**GEN 3.5.4.5 Area forecasts**

MWO Zagreb issues area forecasts in chart form.

Area forecasts in chart form consist of two charts:

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

SWL is issued six times daily:

| Time of issuance | **Time of validity** |
|---|---|
| 0500 | 0900-1200 |
| 0800 | 1200-1500 |
| 1100 | 1500-1800 |
| 1400 | 1800-0000 |
| 1900 | 0000-0600 |
| 2300 | 0600-0900 |

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

SWL charts are continuously monitored and amended if needed.

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

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

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

Take-off forecasts contain information on expected conditions over the runway complex, in respect of surface wind, temperature and pressure. The Meteorological Office issues take-off forecasts in written form or in the form of consultations within the 3 hours before the expected time of departure, on request only.


© Croatia Control Ltd.

**GEN 4.1.1.6 RIJEKA/Krk I. Airport**

| *MTOW (KG) | Charge per 1000 KG (EUR) |
|---|---|
| up to 3 000 | 7,00 |
| 3 001 to 25 000 | 11,00 |
| over 25 000 | 13,00 |

The lighting charge is 25% of the landing charge.

**GEN 4.1.1.7 SPLIT/Kaštela Airport**

The price of service is indivisible and includes landing and take-off.

| ACFT *MTOW | Unit | EUR |
|---|---|---|
| up to 4 tone | Each started ton of *MTOW | 7,00 |
| above 4 tone | | 8,50 |

**GEN 4.1.1.8 ZADAR/Zemunik Airport**

Passenger aircraft and general air traffic:

| *MTOW (KG) | Charge per 1000 KG (EUR) |
|---|---|
| up to 25 000 | 8,30 |
| over 25 000 | 11,70 |

Charges for test and training flights (each touch and go) are 25% of the basic charge.

For additional information see: 8. Exemptions and reductions

*Helicopter* - For additional information see: 8. Exemptions and reductions

The lighting charge is 25% of the landing charge.

For training and test flights during the night the lighting is to be charged at the actual coast.

Training flights must be announced in advance and approved by Zadar Airport Ltd.

### GEN 4.1.1.9 ZAGREB/Franjo Tuđman Airport - International and domestic flights

Charges will be collected for use of the landing and take-off infrastructure and installations (including lighting).

The price of the service is composed of fixed and variable part. Fixed part is based on ACFT MTOW, and variable part is based on the total number of passengers departing from ZAGREB/Franjo Tuđman.

The fixed part of the price of the service:

| ACFT *MTOW | Unit | EUR |
|---|---|---|
| Up to 3,0 tons | Flat fee | 30,00 |
| From 3,1 tons up to 6,0 tons | Each started ton of *MTOW | 10,00 |
| From 6,1 up to 100,0 tons | | 6,50 |
| From 100,1 up to 220,0 tons | | 6,00 |
| Over 220,1 tons | | 5,50 |

The variable part of the price list of the service:

| Unit | EUR |
|---|---|
| Passenger on departure (adult and child) | 1,85 |

**Training flights**

Training flight must be announced in advance and approved by Zagreb International Airport Jsc. (MZLZ d.d.).

For an increased number of training flights which differ from the usual amount, special conditions may be negotiated.

For aircraft with MTOW up to 5.7 tons the Zagreb International Airport Jsc. proposes to aircraft operators authorised by CCAA for pilot trainings in compliance with ATO-FTO (Approved training Organization) permits, conclusion of a separate contract for series of training flights for certain period, where special charge will be specified for cases when:

- aircraft (actually) lands on RWY and immediately taxies on RWY,
- aircraft only touches the RWY by wheels of landing gear and immediately takes-off (touch and go).

Training flights with aircraft whose MTOW is 5.8 tons and more is reduced by 75%.

If the training flights with aircraft whose MTOW is 5.8 tons and more are performed during the night or in low visibility conditions, when approach lighting and RWY lighting systems are requested, additional 50.00 EUR per final approach and/or landing will be charged.


© Croatia Control Ltd.

## GEN 4.1.2. HANDLING CHARGES

### GEN 4.1.2.1 BRAČ/Brač I. Aerodrome

General aviation handling charges are following:

| *MTOW (KG) | Charge (EUR) |
|---|---|
| up to 1 000 | 15,00 |
| 1 001 - 2 000 | 23,50 |
| 2 001 - 4 000 | 35,00 |
| 4 001 - 6 000 | 57,00 |
| 6 001 - 10 000 | 105,50 |
| 10 001 - 18 000 | 297,50 |
| 18 001 - 25 000 | 456,00 |
| 25 001 - 40 000 | 648,00 |
| Above 40 001 | 812,00 |

Passenger aircraft handling charges are following:

| MTOW (KG) | Charge (EUR) |
|---|---|
| 4000 - 10000 | 280,00 |
| 10001 - 18 000 | 580,00 |
| 18 001 - 23 000 | 1050,00 |
| Above 23 000+ | 1400,00 |

| Centralized infrastructure - ramp handling for general and bussines aviation | |
|---|---|
| *MTOW (KG) | Charge (EUR) |
| 0 - 4000 | 5,00 |
| Above 4001 | 24,00 |

### GEN 4.1.2.2 DUBROVNIK/Rudjer Boskovic Airport

#### GEN 4.1.2.2.1 Description of service

Handling of aircraft, passengers, baggage, cargo and mail in arrival and departure, in accordance with IATA procedure AHM 810, January 2018. Handling charges are available on request at Dubrovnik Airport (contact Airport Duty Manager, e-mail: stationmanager@airport-dubrovnik.hr, always in copy: operations@airport-dubrovnik.hr).

#### GEN 4.1.2.2.2 Centralized infrastructure

| Centralized infrastructure - traffic handling | |
|---|---|
| Unit | EUR |
| departing passenger | 2,50 |

| Centralized infrastructure - ramp handling | |
|---|---|
| Unit | EUR |
| Each started ton of MTOW | 2,75 |

**GEN 4.1.2.3 LOŠINJ/Lošinj I. Aerodrome**

The handling charge for aircraft up to 10 000 KG is free and for aircraft from 10 000 up to 20 000 KG amounts 2000,00 HRK.

**GEN 4.1.2.4 OSIJEK/Klisa Airport**

| Aircraft handling | | | | | |
|---|---|---|---|---|---|
| CAT | From (tonnes) | To (tonnes) | PAX handling (EUR) | Ramp handling (EUR) | Total handling (EUR) |
| 1 | | 1.20 | 6.00 | 8.00 | 14.00 |
| 2 | 1.21 | 2.00 | 11.00 | 17.00 | 28.00 |
| 3 | 2.01 | 3.50 | 22.00 | 28.00 | 50.00 |
| 4 | 3.51 | 5.70 | 34.00 | 39.00 | 73.00 |
| 5 | 5.71 | 10.00 | 42.00 | 50.00 | 92.00 |
| 6 | 10.01 | 15.00 | 110.00 | 165.00 | 275.00 |
| 7 | 15.01 | 25.00 | 160.00 | 230.00 | 390.00 |
| 8 | 25.01 | 45.00 | 205.00 | 280.00 | 485.00 |
| 9 | 45.01 | 65.00 | 275.00 | 415.00 | 690.00 |
| 10 | 65.01 | 80.00 | 325.00 | 490.00 | 815.00 |
| 11 | 80.01 | 120.00 | 385.00 | 575.00 | 960.00 |
| 12 | 120.01 | 180.00 | 490.00 | 780.00 | 1,270.00 |
| 13 | 180.01 | 250.00 | 720.00 | 1,250.00 | 1,970.00 |
| 14 | >250.01 | | 935.00 | 1,750.00 | 2,685.00 |

The service price for cargo ACFT is EUR 20.00 per tonne of *MTOW and, fixed.

| Centralized infrastructure | | |
|---|---|---|
| | Unit | EUR |
| Charges related to passengers<br>CIP - centralised infrastructure, traffic handling | Departing passenger | 0.90 |
| Charges related to ACFT<br>CIR - centralised infrastructure, ramp handling | Tonne / MTOW | 1,10 |


© Croatia Control Ltd.

## GEN 4.1.3. PARKING, HANGARAGE AND LONG-TERM STORAGE OF AIRCRAFT

### GEN 4.1.3.1 Parking of aircraft

#### GEN 4.1.3.1.1 BRAČ/Brač I. Aerodrome

The first 4 hours are free of charge.

Parking charge per tonne *MTOW / 24H is 4,00 EUR.

#### GEN 4.1.3.1.2 DUBROVNIK/Rudjer Boskovic Airport

The first 4 hours are free of charge.

Parking charge per ton *MTOW to 24 hours amounts to 7,00 EUR. The parking charge for helicopters is 75% of the basic parking charge.

#### GEN 4.1.3.1.3 LOŠINJ/Lošinj I. Aerodrome

The first 4 hours are free of charge.

| *MTOW (KG) | Charge (HRK) |
|---|---|
| up to 1 000 | 60,00 |
| 1 001 - 2 000 | 75,00 |
| 2 001 - 5 000 | 150,00 |
| 5 001 - 10 000 | 250,00 |

#### GEN 4.1.3.1.4 OSIJEK/Klisa Airport

The first 4 hours of parking are free of charge.

In case of exceeding the 4 hours free-of-charge parking period, the calculation period starts from the beginning of actual block-to-block time and is calculated as a 24 hours charge. Every hour started after the period of 24 hours is taken as new 24 hours.

| Unit | EUR |
|---|---|
| Each started tonne of *MTOW | 3.00 |

#### GEN 4.1.3.1.5 PULA/Pula Airport

The first 4 hours are free of charge.

Parking charge per ton on the basis of the MTOW for up to 24 hours is 3,00 EUR.

Helicopter parking charge is 50% of the basic parking charge.

#### GEN 4.1.3.1.6 RIJEKA/Krk I. Airport

The first 4 hours are free of charge.
The fee is charged 8,00 EUR per ton on the basis of the MTOW for every started calendar day.

#### GEN 4.1.3.1.7 SPLIT/Kaštela Airport

| Unit | EUR |
|---|---|
| Each started ton of *MTOW | 4,00 |

- Aircraft parking is charged per ton of *MTOW.

- First 4 hours are free of charge.
- The parking charge is calculated for every started period of 24 hours.
- In case of exceeding the free 4 hours of parking time the calculation period starts from the beginning of actual block-to-block time.
- In the period from 01 JUN to 30 SEP the stated prices are increased as follows:
  - The charge is 50% increased in case when aircraft parking lasts from 24 to 48 hours and is applied for the whole parking period
  - The charge is 100% increased in case when an aircraft parking lasts from 48 to 72 hours and is applied for the whole parking period
  - The charge is 200% increased in case when an aircraft parking lasts longer than 72 hours and is applied for the whole parking period.

**GEN 4.1.3.1.8 ZADAR/Zemunik Airport**

Price of service

| Unit | EUR |
|---|---|
| Each started ton of MTOW | 4,00 |

Aircraft parking is charged per ton MTOW.

The first 4 hours are free of charge.

The charge is calculated for every started period of 24 hours.

For the period from 1st JUN to 30th SEP, for any aircraft that uses Zadar Airport Apron for parking for any reason but technical trouble or some other reason out of objective influence of aircraft operator, the stated prices are increased as follows:

- The charge is 25% increased in case when an aircraft parking lasts from 24 to 48 hours, and is applied for the whole parking period.
- The charge is 75% increased in case when an aircraft parking lasts longer than 48 hours, and is applied for the whole parking period.

**GEN 4.1.3.1.9 ZAGREB/Franjo Tuđman Airport**

**PARKING CHARGES ON WEST APRON**

- the first 4 hours are free of charge

**PARKING CHARGES ON EAST APRON**

Grace Period:

- 50 MIN for ACFT with Code letter “A”, “B” (“A” wingspan up to but not including 15 M; “B” wingspan 15 M up to but not including 24 M)
- 60 MIN for ACFT with Code letter “C” (wingspan 24 M up to but not including 36 M) for long-haul flights defined in ZAG concession agreement
- 90 MIN for ACFT with Code letter “D” (wingspan 36 M up to but not including 52 M)
- 120 MIN for ACFT with Code letter “E” (wingspan 52 M up to but not including 65 M)
- 180 MIN for ACFT with Code letter “F” (wingspan from 65 M and above)


© Croatia Control Ltd.

## GEN 4.1.7. OTHER

### GEN 4.1.7.1 BRAČ/Brač I. Aerodrome

Special services charges - on request.

### GEN 4.1.7.2 DUBROVNIK/Rudjer Boskovic Airport

| Charge for passengers with reduced mobility (PRM)* | | |
|---|---|---|
| **Traffic type** | **Unit** | **EUR** |
| Commercial traffic | Departing passenger | 0,25 |
| Non Commercial traffic | | 0,25 |

*** The charge includes assistance and arrangements necessary for PRM passengers and accomodation of services available to all passengers.**

Airlines Incentives Policy is available at the following link:https://www.airport-dubrovnik.hr/en/business/incentives-policy-s63

### GEN 4.1.7.3 LOŠINJ/Lošinj I. Aerodrome

Special services charges - on request.

### GEN 4.1.7.4 OSIJEK/Klisa Airport

| Charge for disabled passengers and passengers with reduced mobility (PRM) | | |
|---|---|---|
| **Traffic type** | **Unit** | **EUR** |
| Passengers on all flights | per departing passenger | 0,25 |
| | | |

| **Charge for upgrading the rescue and fire-fighting category above CAT 4** (during the official opening hours of OSIJEK/Klisa Airport, CAT 4 is available) | | |
|---|---|---|
| **Upgrading CAT** | **Unit** | **EUR** |
| charge for upgrading the rescue and fire-fighting CAT from 4 to 5 | Per commenced hour | 50.00 |
| charge for upgrading the rescue and fire-fighting CAT from 4 to 6 | Per commenced hour | 348.00 |
| charge for upgrading the rescue and fire-fighting CAT from 4 to 7 | Per commenced hour | 365.00 |
| charge for upgrading the rescue and fire-fighting CAT from 4 to 8 | Per commenced hour | on request |
| charge for upgrading the rescue and fire-fighting CAT from 4 to 9 | Per commenced hour | on request |

A more detailed Regulated Airport Service Price List can be found on

URL: www.osijek-airport.hr

### GEN 4.1.7.5 PULA/Pula Airport

| Charge for passengers with reduced mobility (PRM) | | |
|---|---|---|
| **Traffic type** | **Unit** | **EUR** |
| Commercial traffic | Departing passenger | 0,25 |
| Non Commercial traffic | | 0,25 |

Charges for special services on request are charged in accordance with the Price list of services on special request.

### GEN 4.1.7.6 RIJEKA/Krk I. Airport

A more detailed Regulated Airport Services Price list and Price list of services on special request can be found on http://www.rijeka-airport.hr/. For more information on commercial details please use the following e-mail for contact: commercial@rijeka-airport.hr.

**Passenger with reduced mobility (PRM)**

| Charge for passengers with reduced mobility (PRM) | | |
|---|---|---|
| **Traffic type** | **Unit** | **EUR** |
| Commercial and non commercial traffic | Departing passenger | 0,30 |

**Cargo infrastructure tax**

| Cargo infrastructure tax<br>(charge for usage of cargo infrastructure for cargo traffic) | | |
|---|---|---|
| **Traffic type** | **Unit** | **EUR** |
| Cargo traffic | Outgoing cargo per kg | 0,05 |

**Service on demand: insurance of the higher rescue and fire-fighting category**

| Higher rescue and fire-fighting category | | |
|---|---|---|
| **Rescue and fire-fighting category** | **Unit** | **EUR** |
| II-V | Per commenced hour | 150,00 |
| VI | Per commenced hour | 360,00 |
| VII | Per commenced hour | 390,00 |
| VIII-X | Per commenced hour | 430,00 |

### GEN 4.1.7.7 SPLIT/Kaštela Airport

| Charge for passengers with reduced mobility (PRM) | | |
|---|---|---|
| **Traffic type** | **Unit** | **EUR** |
| Commercial traffic | Departing passenger | 0,30 |
| Non Commercial traffic | | 0,30 |

Service charges on request are charged in accordance with the Price list of services on special request.


© Croatia Control Ltd.

### GEN 4.1.8.2 Reductions

#### GEN 4.1.8.2.1 BRAČ/Brač I. Aerodrome

Landing and take-off charges for crew personnel training purpose (touch and go) shall be reduced for 25%.

Handling charges for crew personnel training purpose shall be reduced for 75%.

Landing and take-off charges shall be reduced for:

- 25% for technical landing, if no change of load occurs, except fuel
- 50% for helicopters

Landing and take-off charges, as well as handling charges shall be reduced for:

- 25% for test flight (only Landing)
- 25% for return flight

Handling charges shall be reduced for:

- 25% for ferry flight (empty leg)

Reduction of one provision excludes using any other provision at the same time.

#### GEN 4.1.8.2.2 DUBROVNIK/Rudjer Boskovic Airport

Charges for reversal and ferry flights and emergency landings are 50% of the basic Landing charge.
Charges for helicopter flights are 75% of the basic Landing charge.
Charges for test and training flights (each touch and go) are 25% of the basic Landing charge.

Charges for basic airport services for the Republic of Croatia government aircraft are 50% of the charges stated.

#### GEN 4.1.8.2.3 LOŠINJ/Lošinj I. Aerodrome

Discount up to 25% can be approved for organised group arrivals of registered aeroclubs aircraft.

Discount up to 50% can be approved for bussiness partners aircraft, owners of aircraft with permanent address in Lošinj, owners of aircraft on regulary lines (two times a week or more).

Discounts can be approved only for landing and parking.
Discounts do not apply for commercial landing.

#### GEN 4.1.8.2.4 OSIJEK/Klisa Airport

Runway charge shall be reduced by 25% in case of:

- return flights
- trial flights
- technical landing
- helicopter landing

The handling charge shall be reduced by 50% in case of:

- technical landing, if no change of load occurs, except fuel;
- air ambulance flight;
- training flights

- trial flights;

If an aircraft returns from the take-off position to the apron and a subsequent change of commercial load occurs, the repeated handling shall be charged in the amount of 75% of the handling charge.

The handling charge shall be reduced by 25% if a scheduled or a charter flight does not use the passenger, cargo, and/or goods handling service at the moment of arrival or departure (ferry flight).

**GEN 4.1.8.2.5 PULA/Pula Airport**

Landing charges shall be reduced by:

a. 50% for helicopters, reversal, training and positioning flights;

b. 50% for technical and emergency landing;

c. 75% za test flights;

d. 75% for each touch and go.

Handling charges shall be reduced by:

a. 25% for an arriving or departing empty leg flight;

b. 75% for positioning or test flights;

c. 50% for technical landing;

d. 50% for helicopters;

e. 50% for training and ambulance flights.

For advance or cash payment, an additional discount of 5% shall be granted for services rendered to commercial air carriers.

Charges for basic aerodrome services for the Republic of Croatia government aircraft are 50% of the charges stated in this Price list.

**GEN 4.1.8.2.6 RIJEKA/Krk I. Airport**

Landing charges shall be reduced by:

- 100% for helicopters with skis/floats (not wheels)
- 75% for test and training flights (each touch and go counts)
- 50% for helicopters with wheels, technical landings and emergency flights
- 30% for ferry-in and positional flights

Handling charges shall be reduced by:

- 75% for test and training flights
- 50% for helicopters with wheels, technical landings and emergency flights
- 30% for empty and ferry-out flights

Reduction for one provision excludes using any other at the same time.

**GEN 4.1.8.2.7 SPLIT/Kaštela Airport**

Charges for use of the runway shall be reduced by 25% in cases of a:


© Croatia Control Ltd.

- reversal flight
- test flight
- technical landing

Landing charges for training flights are reduced by 75% from the basic charge. Training flight must be announced in advance and approved by Split Airport Ltd.

Handling charges shall be reduced by 50% in case of:

- technical landing, if no change of load occurs
- ambulance flight
- trial flight

If an aircraft returns from the take-off position to the apron and a change of load occurs, the repeated handling shall be charged in the amount of 75% percent of the handling charge.

Handling charges shall be reduced by 25% in case when passenger aircraft in scheduled or charter traffic, arriving or departing, does not use the service of loading or unloading (Ferry flight).

**GEN 4.1.8.2.8 ZADAR/Zemunik Airport**

Charges for use of the RWY shall be reduced by 25% in cases of:

- reversal flight,
- test flight,
- technical landing,
- emergency landing.

Handling charges shall be reduced by 50% in case of:

- technical landing, if no change of load occurs.

If an aircraft returns from the take-off position to the apron and a change of load occurs, the repeated handling shall be charged in the amount of 75% of the handling charge.

Handling charges shall be reduced by 25% in case when passenger aircraft in scheduled or charter traffic, arriving or departing, does not use the service of loading or unloading (Ferry flight).

**GEN 4.1.8.2.9 ZAGREB/Franjo Tuđman Airport**

Charges for use of the runway shall be reduced by 25% in case of a:

- return flight
- trial flight
- technical landing

### GEN 4.1.8.3 Surcharges

#### GEN 4.1.8.3.1 BRAČ/Brač I. Aerodrome

Handling charges shall be increased by 25% in cases of:

- night handling (from SS till SR)
- handling on Croatian national holidays
- repeated part or complete handling service, upon user request

Take off, landing and handling charges out of operating hours on request:

For all aircraft up to 5700 KG of *MTOW, the charge is 120,00 EUR per hour; for aircraft between 5701 *MTOW and 20000 KG *MTOW, it's 250,00 EUR per hour; and for aircraft over 20000 KG *MTOW, the charge is 350,00 EUR per hour.

#### GEN 4.1.8.3.2 DUBROVNIK/Rudjer Boskovic Airport

Waiting on request charge is 300 EUR for operating out of airport working hours per each commenced hour. Four (4) hours is the maximum to be charged i.e. from 2100 – 0100 (2100 - 0100) counting in advance and from 0500 – 0100 (0400- 0000) counting backwards.

#### GEN 4.1.8.3.3 LOŠINJ/Lošinj I. Aerodrome

Overtime (for all flights out of operating hours, all services included) amounts 350,00 HRK per hour.


© Croatia Control Ltd.

**GEN 4.1.8.3.8 ZADAR/Zemunik Airport**

Handling charges shall be increased for:

- 25% for night handling (summer period from 2000-0400 UTC; winter period from 2100-0500 UTC)
- 25% for reloading caused by carrier's error
- 25% for handling during Sundays and national holidays
- 25% for non announced flight within 24 hours
- 250,00 EUR for handling during out of Zadar Airport opening hours per each hour. Four (4) hours is the maximum to be charged. Minimal unit rate is 30 min.
- 200 EUR for all flights arriving without approved PPR.

Charges shall be only simultaneously increased for a maximum of 50%.

**GEN 4.1.8.3.9 ZAGREB/Franjo Tuđman Airport**

Nil

**GEN 4.1.8.4 Cargo**

See 2. Handling charges

**GEN 4.1.9. METHODS OF PAYMENT**

**GEN 4.1.9.1 BRAČ/Brač I. Aerodrome**

Invoicing and charges collection from the services in air traffic is made in accordance with signed contracts or immediately prior to take-off in cash or credit cards (Visa, Diners and Master card).

**GEN 4.1.9.2 DUBROVNIK/Rudjer Boskovic Airport**

Calculation and charge of services rendered to regular air carriers are performed in accordance with signed contracts. The air carriers, who did not sign a contract with Dubrovnik Airport Ltd. for providing airport services, shall pay for rendered services prior to take off. Charge of services provided to air carriers from item shall be performed in debit or credit cards officially accepted by Dubrovnik Airport Ltd.

**GEN 4.1.9.3 LOŠINJ/Lošinj I. Aerodrome**

Prices do not include V.A.T.

**GEN 4.1.9.4 OSIJEK/Klisa Airport**

Air carriers who do not have a contract with Osijek Airport Ltd., shall pay for rendered services prior to take-off.

Charge of services rendered to air carriers shall be performed as follows:

- in cash
- transaction account
- American Express
- Diners
- Maestro
- Master Card
- VISA

Value Added Tax (VAT) is not included in the listed prices.

**GEN 4.1.9.5 PULA/Pula Airport**

Nil

**GEN 4.1.9.6 RIJEKA/Krk I. Airport**

The calculation and invoicing of airport services to the carriers are to be made in accordance with the company's business policy. Calculation and charge of services, the user shall pay for rendered services prior to take-off. Charge of services shall be performed as follows:

- in cash
- credit and debit cards
- by transaction on the account according to sent preliminary invoice.

For advanced payments Rijeka Airport Management can approve extra discount up to 20% on total amount of demanded services.
Rijeka Airport Management can approve user's written demand for payment after take-off according invoice with due date no longer than 30 days.
Users, who have a contract with Rijeka/Krk I. Airport, shall pay for rendered services in accordance with signed contracts.

Value Added Tax (VAT) is not included in the Price List. Air carriers that are not exempt from paymet of VAT in accordance with Respective rules and regulations, will be charged at VAT rate prescribed by law.
Rijeka/Krk I. Airport has right to inspect Air Operator Certificate (AOC) in order to determine for which type of transport is the air carrier registered.

Calculation and charge of rendered services can be performed in any currency in the following way: the price quoted in EUR is to be calculated into preferred currency in accordance with the invoice issuance.

For delayed payments, interest will be added to the debtor in a ccordance with the law. All disputes between the users of airport services and the Rijeka Airport regarding charges and changes of the Tariff and General Business Conditions will be submitted to the court in Rijeka.

Rijeka/Krk I. Airport may require payment security instrument from the user of services.

Special services rendered to aircraft shall be charged to air carrier in accordance with prices from Price list of services on special request.

**GEN 4.1.9.7 SPLIT/Kaštela Airport**

Calculation and charge of services rendered to regular air carriers are performed in accordance with signed contracts.

Air carriers who do not have a contract with Split Airport Ltd., shall pay for rendered services prior to take-off

Charge of services rendered to air carriers shall be performed as follows:

- in cash
- Diners
- Master Card
- VISA.

Value Added Tax (VAT) is not included in prices quoted in the Price List.

Air carriers that are not exempt from payment of Value Added Tax (VAT) in accordance with respective rules and regulations will be charged at VAT rate prescribed by law.


© Croatia Control Ltd.

**ENR 1.8.2.3 Submission**

(A2 - Chapter 3; P-ATM - Chapters 3 and 4)

**ENR 1.8.2.3.1 General**

A centralized flight planning processing and distribution service has been established under the authority of the EUROCONTROL CFMU. The service is provided through the IFPS and covers part of the ICAO EUR Region known as the IFPZ.

For all IFR flights, including the IFR portions of mixed IFR/VFR flights, entering, overflying or departing the IFPZ, a flight plan shall be submitted to IFPS either directly or via the Air Traffic Services Reporting Office (ARO) serving the aerodrome of departure.
Note 1 - *The area of applicability and detailed procedures pertaining to the IFPZ are contained in the EUROCONTROL "Basic CFMU Handbook"*
Note 2 - *See 1.8.2.2.2 for information concerning flight plan addressing and distribution.*

Flight plans for flights which may be subject to ATFM shall be submitted at least 3 hours before the EOBT.

**ENR 1.8.2.3.2 Amendments**

(P-ATM - Chapter 11)

Any changes to the EOBT of more than 15 minutes for any IFR flight within the IFPZ shall be communicated to the IFPS.

When an individual flight plan (FPL) has been filed but it is decided, within 4 hours of EOBT, to use an alternative routing between the same aerodromes of departure and destination, either a modification message (CHG) may be sent or alternatively:

a. a cancellation message (CNL) shall be sent to IFPS;

b. not less than 5 minutes after sending the CNL message, a replacement flight plan (RFP) in the form of an FPL with identical call sign shall be transmitted;

c. the RFP shall contain, in Item 18, the indication "RFP/Qn", where RFP signifies "Replacement Flight Plan" and "n" is "1" for the first replacement, "2" for the second replacement, and so on; and

d. the last RFP shall be filed at least 30 minutes before EOBT.

Note - *The submission of a replacement flight plan is normally accepted as fulfilling a State's requirement for advance notification of flight (diplomatic clearance).*

## ENR 1.8.3 COMMUNICATIONS

### ENR 1.8.3.1 Air-ground communications and in-flight reporting (A2 - Chapters 3 and 5; P-ATM - Chapter 4)

#### ENR 1.8.3.1.1 Continuous listening watch in uncontrolled airspace

Aircraft flying within uncontrolled airspace may be requested to maintain a continuous watch on the appropriate air-ground frequency of the ATS unit serving the flight information region within which the aircraft is flying.

#### ENR 1.8.3.1.2 Abbreviated position reports

Abbreviated position reports should only contain the aircraft identification, position, time and flight level or altitude, unless otherwise specified.

In defined portions of the airspace, designated by the appropriate ATS authority, where:

a. through secondary surveillance radar (SSR), individual identity and verified Mode C information are permanently available in the form of labels associated with the radar position of the aircraft concerned; and

b. reliable air-ground communications coverage and direct pilot-to-controller communications exist,

the initial call after changing a radio channel may contain only the aircraft identification and level; subsequently, position reports may contain only aircraft identification, position and time.

#### ENR 1.8.3.1.3 Read-back of VHF channels

When instructed to contact an ATS unit on a different VHF communication channel, the pilot shall read back the newly assigned channel.

### ENR 1.8.3.2 Mandatory carriage of 8.33 KHZ channel spacing capable radio equipment

All aircraft operating above FL 195 in Zagreb FIR shall be equipped with 8.33 KHZ channel spacing capable VHF radio equipment, except for UHF equipped State aircraft.
Non 8.33 KHZ equipped State aircraft operating above FL 195 and equipped with UHF radio equipment will be accommodated on UHF frequencies.

Since 1st of January 2021 carriage of 8.33 KHZ channel spacing capable VHF radio equipment is mandatory for all aircraft operating below FL 195 in Zagreb FIR, except for non 8.33 KHZ equipped State aircraft which are being accommodated on UHF or designated 25 KHZ channel spacing VHF frequencies.

### ENR 1.8.3.3 Controller-pilot data link communications (CPDLC)

#### ENR 1.8.3.3.1 Area of applicability

1. All concerned aircraft operating flights as general air traffic in accordance with instrument flight rules in the airspace defined below shall be equipped with context management (CM) and controller-pilot data link communications (CPDLC) applications capable of supporting the following data link services: data link initiation capability, air traffic control clearance, air traffic control communications management and air traffic control microphone check:

   a. from 7 February 2013, in the following FIRs/UIRs above FL285: Amsterdam FIR, Wien FIR, Barcelona UIR, Brindisi UIR, Brussels UIR, Canarias UIR, France UIR, Hannover UIR, Lisboa UIR, London UIR, Madrid UIR, Milano UIR, Rhein UIR, Roma UIR, Scottish UIR, Shannon UIR and Switzerland UIR; and

   b. from 5 February 2015, in the following FIRs/UIRs above FL285: Bratislava FIR, Bucuresti FIR, Budapest FIR, Kobenhavn FIR, Ljubljana FIR, Nicosia FIR, Praha FIR, Sofia FIR, Warszawa FIR, Finland UIR south of 61°30’, Hellas UIR, Malta UIR, Riga UIR, Sweden UIR south of 61°30’, Tallinn UIR, Vilnius UIR.


© Croatia Control Ltd.

## AD 1.3 INDEX OF AERODROMES AND HELIPORTS

| Aerodrome/heliport name and ICAO location indicator | Type of traffic permitted to use the aerodrome/heliport | | | Reference to AD Section and remarks |
|---|---|---|---|---|
| | International - National (INTL-NTL) | IFR-VFR | S=Scheduled NS=Non-scheduled G=General Aviation M=Military X=Other | |
| 1 | 2 | 3 | 4 | 5 |
| **Aerodromes** | | | | |
| BJELOVAR / BREZOVAC *LDZJ | [2]INTL-NTL | VFR | G | LDZJ AD 2 VFR Manual |
| BRAC / BRAC I. [1]LDSB | INTL-NTL | IFR-VFR | NS-G | LDSB AD 2 and VFR Manual |
| CAKOVEC / PRIBISLAVEC *LDVC | NTL | VFR | G | LDVC AD 2 VFR Manual |
| DUBROVNIK / RUDJER BOSKOVIC LDDU | INTL-NTL | IFR-VFR | S-NS-G | LDDU AD 2 |
| GROBNIK / GROBNICKO POLJE *LDRG | NTL | VFR | G | LDRG AD 2 VFR Manual |
| HVAR / HVAR I. *LDSH | NTL | VFR | G | LDSH AD 2 VFR Manual |
| LOSINJ / LOSINJ I. LDLO | INTL-NTL | IFR-VFR | NS-G | LDLO AD 2 and VFR Manual |
| OSIJEK / CEPIN *LDOC | NTL | VFR | G | LDOC AD 2 VFR Manual |
| OSIJEK / KLISA LDOS | INTL-NTL | IFR-VFR | S-NS-G | LDOS AD 2 |
| OTOCAC *LDRO | NTL | VFR | G | LDRO AD 2 VFR Manual |
| PULA LDPL | INTL-NTL | IFR-VFR | S-NS-G-M | LDPL AD 2 |
| RIJEKA / KRK I LDRI | INTL-NTL | IFR-VFR | S-NS-G | LDRI AD 2 |
| SINJ *LDSS | NTL | VFR | G | LDSS AD 2 VFR Manual |
| SLAVONSKI BROD / JELAS *LDOR | NTL | VFR | G | LDOR AD 2 VFR Manual |
| SPLIT / KASTELA LDSP | INTL-NTL | IFR-VFR | S-NS-G | LDSP AD 2 |
| VARAZDIN *LDVA | [2]INTL-NTL | VFR | NS-G | LDVA AD 2 VFR Manual |
| VINKOVCI / SOPOT *LDOV | NTL | VFR | G | LDOV AD 2 VFR Manual |
| VRSAR / CRLJENKA *LDPV | [2]INTL-NTL | VFR | NS-G | LDPV AD 2 VFR Manual |

[1] AFTN protocol via PSTN telefax during operating hours.
[2] INTL on request (for other requirements see AD 2-3).
3 HEMS (Helicopter Emergency Medical Service) only
[*] The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

| Aerodrome/heliport name and ICAO location indicator | Type of traffic permitted to use the aerodrome/heliport | | | Reference to AD Section and remarks |
|---|---|---|---|---|
| | International - National (INTL-NTL) | IFR-VFR | S=Scheduled NS=Non-scheduled G=General Aviation M=Military X=Other | |
| 1 | 2 | 3 | 4 | 5 |
| VUKOVAR / BOROVO NASELJE *LDOB | NTL | VFR | G | LDOB AD 2 VFR Manual |
| ZABOK/GUBASEVO *LDZK | NTL | VFR | G | LDZK AD 2 VFR Manual |
| ZADAR / ZEMUNIK LDZD | INTL-NTL | IFR-VFR | S-NS-G-M | LDZD AD 2 |
| ZAGREB/BRATINA *LDZR | NTL | VFR | G | LDZR AD 2 VFR Manual |
| ZAGREB / FRANJO TUDJMAN LDZA | INTL-NTL | IFR-VFR | S-NS-G-M | LDZA AD 2 |
| ZAGREB / LUCKO [1]LDZL | NTL | VFR | NS-G-M | LDZL AD 2 VFR Manual |
| ZRAKOPLOVNO-TEHNICKI CENTAR (Heliport) *LDZT | NTL | VFR | NS | NIL |
| ZVEKOVAC *LDZE | NTL | VFR | G | LDZE AD 2 VFR Manual |
| WATER AERODROME HVAR/JELSA *LDSJ | [2]INTL-NTL | VFR | S-NS-G | LDSJ AD 2 VFR Manual |
| WATER AERODROME KORCULA/ VELA LUKA *LDSL | [2] INTL-NTL | VFR | S-NS-G | LDSL AD 2 VFR Manual |
| WATER AERODROME LASTOVO/ UBLI *LDSU | [2]INTL-NTL | VFR | S-NS-G | LDSU AD 2 VFR Manual |
| WATER AERODROME LUMBARDA *LDSM | [2]INTL-NTL | VFR | S-NS-G | LDSM AD 2 VFR Manual |
| WATER AERODROME MALI LOSINJ *LDLM | [2]INTL-NTL | VFR | S-NS-G | LDLM AD 2 VFR Manual |
| WATER AERODROME NOVALJA *LDZN | [2]INTL-NTL | VFR | S-NS-G | LDZN AD 2 VFR Manual |
| WATER AERODROME PULA *LDPP | [2]INTL-NTL | VFR | S-NS-G | LDPP AD 2 VFR Manual |
| WATER AERODROME RAB/RAB *LDRR | [2]INTL-NTL | VFR | S-NS-G | LDRR AD 2 VFR Manual |
| WATER AERODROME RIJEKA/PORT RIJEKA *LDRP | [2]INTL-NTL | VFR | S-NS-G | LDRP AD 2 VFR Manual |
| WATER AERODROME SPLIT/PORT SPLIT *LDST | [2]INTL-NTL | VFR | S-NS-G | LDST AD 2 VFR Manual |
| WATER AERODROME SPLIT/RESNIK *LDSR | [2]INTL-NTL | VFR | S-NS-G | LDSR AD 2 VFR Manual |

[1] AFTN protocol via PSTN telefax during operating hours.
[2] INTL on request (for other requirements see AD 2-3).
3 HEMS (Helicopter Emergency Medical Service) only
[*] The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.


© Croatia Control Ltd.

## LDDU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid CAT of ILS/MLS (VOR/ILS/MLS VAR) | ID | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME (4°E/2019) | DBK | 115.4 MHZ CH101X | H24 | 423313.84N 0181638.79E | 550 FT | MRA at 40NM: QDR 179°- 300° 3000FT Coverage 80 NM - unusable between QDR 057°-073° |
| VOR/DME (4°E/2019) | SPL | 115.7 MHZ CH104X | H24 | 432947.69N 0161817.00E | 734 FT | Range 100 NM |
| DME 11 | IDU | CH38X | H24 | 423408.19N 0181507.96E | 571 FT | Collocated with GP11, 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. Range 50 NM |
| L | CV | 397 KHZ | H24 | 423506.68N 0181245.51E | | 1.9 NM from THR 11 Range 15 NM |
| L | GR | 414 KHZ | H24 | 423226.26N 0181914.97E | | 1.9 NM from THR 29 Range 15 NM- unusable between QDR 044°-089° clockwise. |
| 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 LOCAL AERODROME REGULATIONS

TWR directions, follow me guidance and marshaller instructions shall be followed for entering to / exiting from any of aircraft and/or helicopters positions.

MAX wingspan for TXL (taxilane) H is 31 M and MAX wingspan for TXL J is 52 M.

During Code letter F ACFT ground movement, outer engines shall be used on idle power only.

When ACFT with wingspan greater than 47.8 M is taxiing on APRON TXL between PSNs 8-16, special conditions can be expected.

During code letter E ACFT taxiing between TWY G and TWY W, slow taxi speed is required.

For ACFT engine testing, PSNs 1-21 can be used, with mandatory TWR prior approval.

When entering the APRON, it is mandatory to stop at HOLD FOR FOLLOW ME position and wait for the follow me vehicle and guidance.
Use of TWY B by ACFT code letter E only if approved by ATC and strictly guided by follow me vehicle.
During taxi on TWY B by code letter E ACFT with 4 engines, outer engines shall be used on idle power only.

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.

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 (holding position) J.
ATC DEP clearance is available on Dubrovnik TWR FREQ 15 MIN before start-up.
Pilots shall state their parking position number on initial contact with ATC.
For taxi-out, ACFT shall request start-up clearance after communication with ground crew has been established.

In case of self-manoeuvring from nose-in parking positions (1-9, 15-21), usage of both engines is strongly recommended.
In case that one engine is used, special caution is advised in respect of the need that engine on the opposite side from turning direction should be used.

For push-back:

- ACFT shall request push-back and start-up clearance after communication with the ground crew has been established, push-back vehicle has been attached and aircraft is ready to commence push-back,
- push-back clearance issued by ATC shall contain RWY in use,
- RWY in use shall be relayed to the ground crew by flight deck.

Push-back clearance issued by ATC shall contain runway in use.
Runway in use shall be relayed to the ground crew by the flight deck.

**WARNING:** Gusts, wind shear and turbulence can be expected on final approaches and on RWY 11/29 in conditions of strong north-easterly winds.

Preferential configuration/RWY in use is RWY11.

## LDDU AD 2.21 NOISE ABATEMENT PROCEDURES

NOISE ABATEMENT DEPARTURE PROCEDURE RWY 29

Aircraft operators shall follow aircraft manufacturer's noise abatement recommended procedures up to FL 100, or the procedure below:

- Take-off to 1350 FT QNH
- Climb at $V_2$ + 10 KT


© Croatia Control Ltd.

- On reaching altitude of 1350 FT QNH, adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule provided in the aircraft operating manual
- Maintain climb speed of $V_2$ + 10-20 KT with flaps and slats in the take off configuration
- At 3500 FT QNH maintain positive rate of climb, accelerate and retract flaps/slats on schedule

## LDDU AD 2.22 FLIGHT PROCEDURES

### LDDU AD 2.22.1 DEPARTING TRAFFIC

**Transfer to Dubrovnik Radar**

Pilots of departing aircraft shall remain on TWR frequency until passing 3000 FT AMSL, unless otherwise instructed by ATC.

In case of non-standard departure clearance and/or visual departure, pilots are expected to follow instruction “After passing 3000 FT AMSL, contact Dubrovnik Radar on 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**<br>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**<br>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**<br>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. |

| SID RWY 11 (Preferential RWY) | | | | |
|---|---|---|---|---|
| Designator | Route | After take off | | Remarks |
| | | Climb initially | Contact | |
| **LOKRU3C** | **LOKRU THREE CHARLIE DEPARTURE**<br>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**<br>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.<br>Cross MOKUN at or above 9000 FT. |
| **MADOS5C** | **MADOS FIVE CHARLIE DEPARTURE**<br>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.<br>Cross MADOS at or above FL105. |
| **MADOS2E** | **MADOS TWO ECHO DEPARTURE**<br>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.<br>Cross R-200 DBK at or above 8500ft.<br>Cross MADOS at or above FL105. |
| **BEVIS4C** | **BEVIS FOUR CHARLIE DEPARTURE**<br>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**<br>WITH ATC RADAR MONITORING ONLY | **MOKUN TWO ECHO DEPARTURE**<br>MAX IAS 210KT until MOKUN.<br>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.<br>Cross 8.4 DME DBK at or above 8500ft.<br>Cross MOKUN at or above 9000 FT. |


© Croatia Control Ltd.

**LDDU AD 2.22.2 STAR RWY 11/29**

| STAR RWY 11/29 | | | | |
|---|---|---|---|---|
| **Designator** | **Route** | **Descend** | **Contact** | **Remarks** |
| **NERRA8A** | **NERRA EIGHT ALPHA ARRIVAL**<br>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. | As cleared by ATC | | |
| **MOKUN4A** | **MOKUN FOUR ALPHA ARRIVAL**<br>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. | As cleared by ATC | | HOLDING ENTRY FROM SECTOR 1 (parallel entry) & SECTOR 2 (offset entry) MNM ALT 4500FT |
| **BEVIS3A** | **BEVIS THREE ALPHA ARRIVAL**<br>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. | As cleared by ATC | | |
| **LOKRU2A** | **LOKRU TWO ALPHA ARRIVAL**<br>From LOKRU proceed on QDM 007° KLP to KLP NDB (MNM ALT 4500 FT) and hold. | As cleared by ATC | | |
| **AMUGO2A** | **AMUGO TWO ALPHA ARRIVAL**<br>From AMUGO proceed on QDM 065° KLP to KLP NDB (MNM ALT 4000 FT) and hold | As cleared by ATC | | |

**LDDU AD 2.22.3 MISSED APPROACH PROCEDURE**

Inform ATC immediately.

Unless otherwise instructed by ATC, see relevant instrument approach chart in AD 2.24 and follow published missed approach procedure.

Missed approach procedure during **visual approach RWY 29:** 'Join final RWY 29, maintain RWY track and climb to 5000 FT'.

**LDDU AD 2.22.4 BACKUP DEVICE ON TWR IN CASE OF A COMPLETE COMMUNICATION FAILURE**

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

## LDDU AD 2.23 ADDITIONAL INFORMATION

Increased activity of Herring gulls (Larus cachinnans) on and in the vicinity of aerodrome. Island Mrkan, island Bobara and island Supetar which are located in the vicinity of approach and take-off climb surface of RWY 11 are protected as an ornithological reserve.

See Bird concentrations chart: LDDU AD 2.24.14. BC -1

## LDDU AD 2.24 CHARTS RELATED TO AN AERODROME

| Name | Page |
|---|---|
| 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) - RNP-b RWY 29 | LDDU AD 2.24.12 IAC RNP-b 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 |

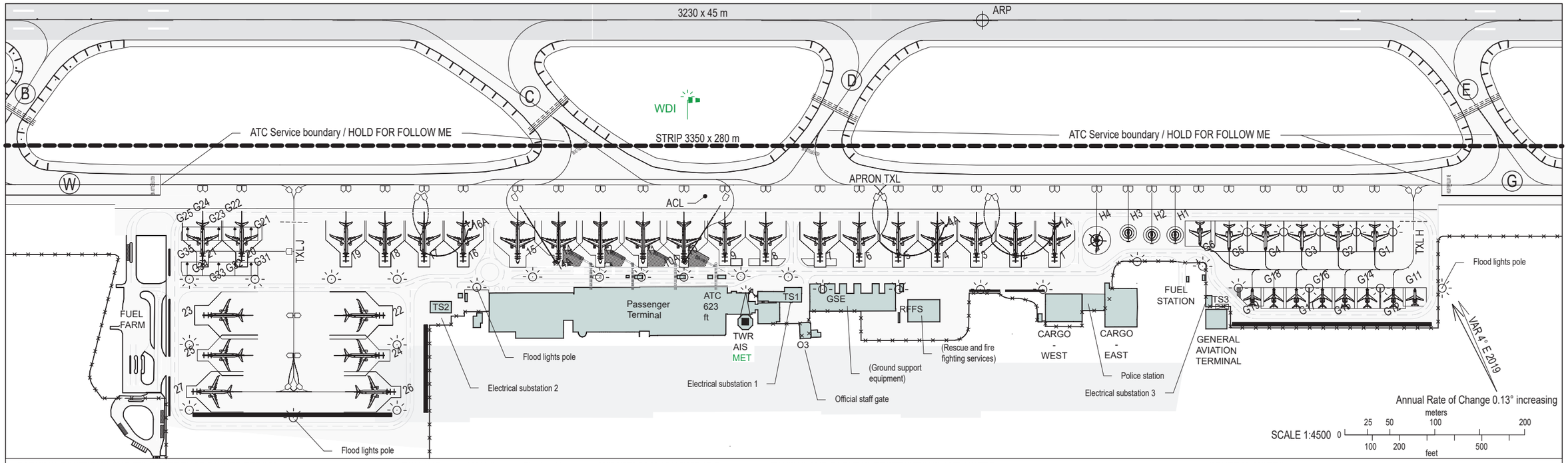

© Croatia Control Ltd.

AIRCRAFT PARKING/
DOCKING CHART - ICAO



DUBROVNIK/Ruđer Bošković
CROATIA

APRON ACL ELEV 515 FT | DUBROVNIK ATIS 118.425 | DUBROVNIK TOWER 129.500 | DUBROVNIK DELIVERY 125.400




PARKING POSITIONS AND ITS REFERENCE POINTS ETRS89:

| | | |
|---|---|---|
| PSN 1 | MAX B739/MD90 | 42°33'32".53 N 18°16'02".58 E |
| PSN1A | MAX B748 | 42°33'33".37 N 18°16'03".35 E |
| PSN 2 | MAX B739/MD90 | 42°33'33".20 N 18°16'00".90 E |
| PSN 3 | MAX B739/MD90 | 42°33'33".86 N 18°15'59".22 E |
| PSN 4 | MAX B739/MD90 | 42°33'34".53 N 18°15'57".54 E |
| PSN 4A | MAX B748 | 42°33'35".28 N 18°15'58".56 E |
| PSN 5 | MAX B739/MD90 | 42°33'35".19 N 18°15'55".86 E |
| PSN 6 | MAX B739/MD90 | 42°33'35".86 N 18°15'54".18 E |
| PSN 7 | MAX B739/MD90 | 42°33'36".53 N 18°15'52".50 E |
| PSN 8 | MAX B739/MD90 | 42°33'37".46 N 18°15'50".17 E |
| PSN 9 | MAX B739/MD90 | 42°33'38".16 N 18°15'48".41 E |
| PSN 10 | MAX B752 | 42°33'38".85 N 18°15'46".65 E |
| PSN 10A | MAX B772LR | 42°33'38".60 N 18°15'46".53 E |
| PSN 11 | MAX B752 | 42°33'39".55 N 18°15'44".89 E |
| PSN 12 | MAX B752 | 42°33'40".28 N 18°15'43".06 E |
| PSN 14 | MAX B752 | 42°33'40".99 N 18°15'41".26 E |
| PSN 14A | MAX B772LR | 42°33'40".82 N 18°15'40".95 E |
| PSN 15 | MAX B752 | 42°33'41".69 N 18°15'39".50 E |
| PSN 16 | MAX B739/MD90 | 42°33'42".62 N 18°15'37".16 E |
| PSN 16A | MAX B744 | 42°33'43".27 N 18°15'38".01 E |
| PSN 17 | MAX B739/MD90 | 42°33'43".28 N 18°15'35".48 E |
| PSN 18 | MAX B739/MD90 | 42°33'43".95 N 18°15'33".79 E |
| PSN 19 | MAX B739/MD90 | 42°33'44".62 N 18°15'32".12 E |
| PSN 20 | MAX B739/MD90 | 42°33'46".41 N 18°15'27".65 E |
| PSN 21 | MAX B739/MD90 | 42°33'47".07 N 18°15'25".97 E |
| PSN 22 | MAX B739/MD90 | 42°33'42".13 N 18°15'32".00 E |
| PSN 23 | MAX B739/MD90 | 42°33'44".95 N 18°15'24".91 E |
| PSN 24 | MAX B739/MD90 | 42°33'40".87 N 18°15'31".07 E |
| PSN 25 | MAX B739/MD90 | 42°33'43".68 N 18°15'23".99 E |
| PSN 26 | MAX B739/MD90 | 42°33'39".52 N 18°15'30".71 E |
| PSN 27 | MAX B739/MD90 | 42°33'42".71 N 18°15'22".68 E |
| PSN G1 | MAX Gulfstream 650/650ER | 42°33'27".23 N 18°16'16".46 E |
| PSN G2 | MAX Gulfstream 650/650ER | 42°33'27".86 N 18°16'14".90 E |
| PSN G3 | MAX Gulfstream 650/650ER | 42°33'28".48 N 18°16'13".33 E |
| PSN G4 | MAX Gulfstream 650/650ER | 42°33'29".10 N 18°16'11".77 E |
| PSN G5 | MAX Gulfstream 650/650ER | 42°33'29".72 N 18°16'10".20 E |
| PSN G6 | MAX Gulfstream IV | 42°33'30".38 N 18°16'09".07 E |
| PSN G11 | MAX Falcon 900 | 42°33'25".22 N 18°16'17".22 E |
| PSN G12 | MAX Cessna Citation X+ | 42°33'25".62 N 18°16'16".32 E |
| PSN G14 | MAX Cessna Citation X+ | 42°33'26".07 N 18°16'15".20 E |
| PSN G15 | MAX Cessna Citation X+ | 42°33'26".45 N 18°16'14".24 E |
| PSN G16 | MAX Cessna Citation X+ | 42°33'26".84 N 18°16'13".27 E |
| PSN G17 | MAX Cessna Citation X+ | 42°33'27".28 N 18°16'12".15 E |
| PSN G18 | MAX Cessna Citation X+ | 42°33'27".67 N 18°16'11".19 E |
| PSN G19 | MAX Falcon 900 | 42°33'27".99 N 18°16'10".23 E |
| PSN G21 | MAX Air Tractor A402 | 42°33'47".01 N 18°15'28".61 E |
| PSN G22 | MAX Air Tractor A402 | 42°33'47".29 N 18°15'27".91 E |
| PSN G23 | MAX Air Tractor A402 | 42°33'47".56 N 18°15'27".22 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".88 E |
| PSN G31 | MAX Air Tractor A402 | 42°33'45".89 N 18°15'27".80 E |
| PSN G32 | MAX Air Tractor A402 | 42°33'46".17 N 18°15'27".10 E |
| PSN G33 | MAX Air Tractor A402 | 42°33'46".45 N 18°15'26".41 E |
| PSN G34 | MAX Air Tractor A402 | 42°33'46".72 N 18°15'25".72 E |
| PSN G35 | MAX C421 | 42°33'46".99 N 18°15'25".06 E |
| PSN H1 | MAX Bell 430 | 42°33'31".08 N 18°16'08".20 E |
| PSN H2 | MAX Bell 430 | 42°33'31".48 N 18°16'07".20 E |
| PSN H3 | MAX Bell 412EPX | 42°33'31".94 N 18°16'06".23 E |
| PSN H4 | MAX Mil Mi-171 | 42°33'32".24 N 18°16'04".70 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 TXL 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 (Aircraft Positioning and Information System) 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.
20. In case of self-manoeuvring from nose-in parking positions (1-9, 15-21) usage of both engines is strongly recommended. In case that one engine is used, special caution is advised in respect of the need that engine on the opposite side from turning direction should be used.

Change: All positions reference points corrected due to error. Apron TWY changed to TXL in general notes.

© HRVATSKA KONTROLA ZRAČNE PLOVIDBE d.o.o.
© CROATIA CONTROL Ltd.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

**STAR RWY 29**

| STAR RWY 29 | | | | |
|---|---|---|---|---|
| **Designator** | **Route** | **Descend** | **Contact** | **Remarks** |
| **CE3A** | **CEPIN THREE ALPHA ARRIVAL**<br>From CE L proceed on QDM 105° OSJ to OSJ NDB (MNM ALT 2000 FT). | As cleared by ATC | | |
| **ADULA5E** | **ADULA FIVE ECHO ARRIVAL**<br>From ADULA proceed on QDM 032° OSJ to ASPUN (MNM ALT 2500 FT). | As cleared by ATC | | STAR to be used only for transition to ILS z or LOC z RWY 29 and ILS y or LOC y RWY 29. |
| **NASSY4H** | **NASSY FOUR HOTEL ARRIVAL**<br>From NASSY proceed on QDM 084° OSJ (MNM ALT 4000 FT). After crossing 8.9 DME KLS proceed on QDM 084° OSJ to OSJ NDB (MNM ALT 2000 FT). | As cleared by ATC | | IAF at QDM 084° OSJ / 8.9 DME KLS for ILS y or LOC y RWY 29 only. |

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

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

## LDOS AD 2.23 ADDITIONAL INFORMATION

Possible bird concentration on and in the vicinity of the RWY.

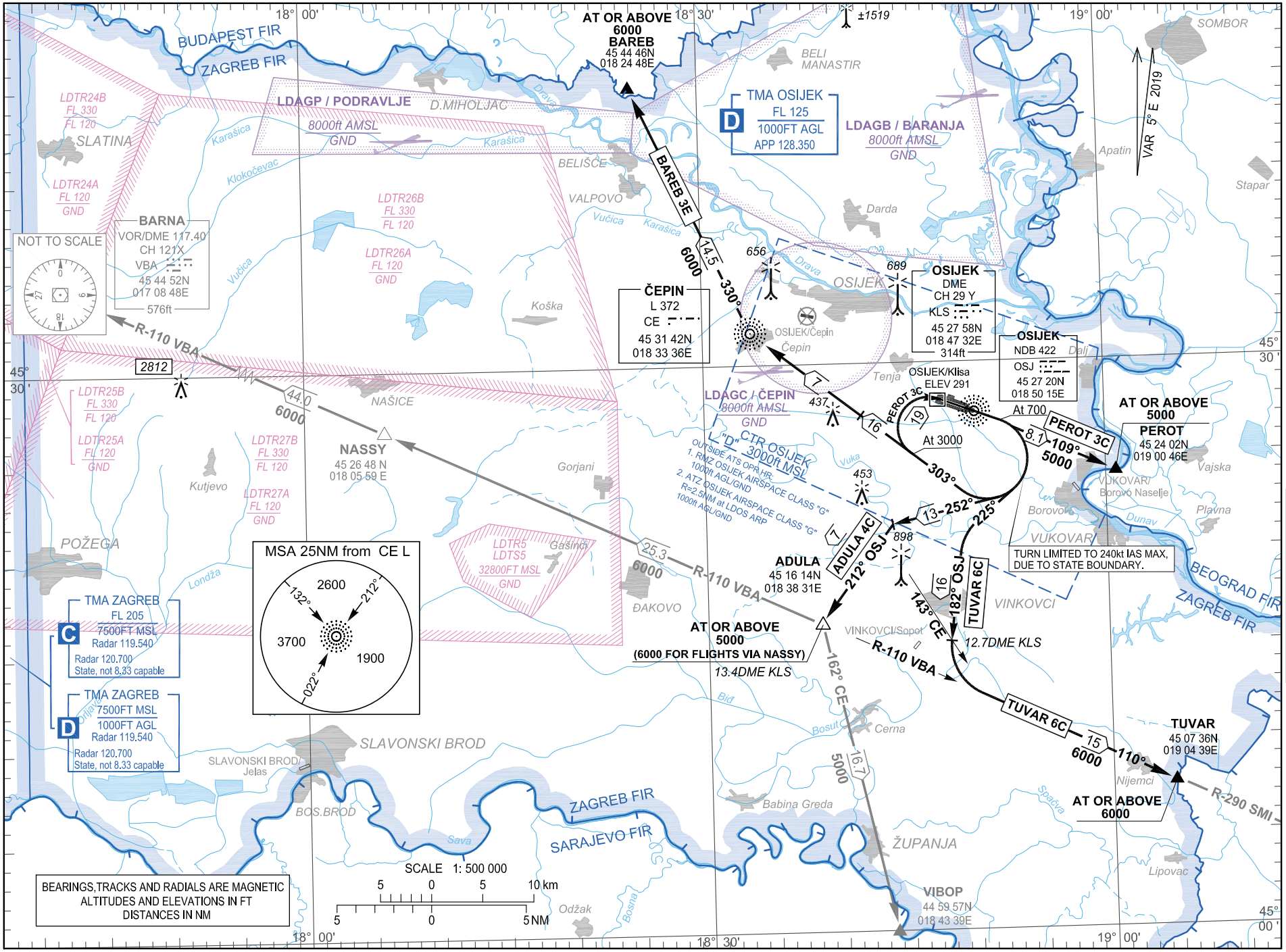
## LDOS AD 2.24 CHARTS RELATED TO AN AERODROME

| Name | Page |
|---|---|
| Aerodrome Chart - ICAO | LDOS AD 2.24.1 ADC -1 |
| Aircraft Parking/Docking Chart - ICAO | LDOS AD 2.24.2 APDC -1 |
| Aerodrome Ground Movement Chart – ICAO | *NOT AVBL* |
| Aerodrome Obstacle Chart – ICAO Type A RWY 11-29 | LDOS AD 2.24.4 AOC RWY 11/29 -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 | LDOS AD 2.24.8 SID RWY 11 -1 |
| Standard Departure Chart – Instrument – ICAO RNP RWY 11 | LDOS AD 2.24.8 SID RNP RWY 11 -1 |
| Standard Departure Chart – Instrument – ICAO RWY 29 | LDOS AD 2.24.8 SID RWY 29 -1 |
| Standard Departure Chart – Instrument – ICAO RNP RWY 29 | LDOS AD 2.24.8 SID RNP RWY 29 -1 |
| Area Chart – ICAO (arrival and transit routes) | *NOT AVBL* |
| Standard Arrival Chart – Instrument – ICAO RWY 11 | LDOS AD 2.24.10 STAR RWY 11 -1 |
| Standard Arrival Chart – Instrument – ICAO RNP RWY 11 | LDOS AD 2.24.10 STAR RNP RWY 11 -1 |
| Standard Arrival Chart – Instrument – ICAO RWY 29 | LDOS AD 2.24.10 STAR RWY 29 -1 |
| Standard Arrival Chart - Instrument - ICAO RNP RWY 29 | LDOS AD 2.24.10 STAR RNP RWY 29 -1 |
| ATC Surveillance Minimum Altitude Chart - ICAO | LDOS AD 2.24.11 ATCSMAC -1 |
| Instrument Approach Chart – ICAO L RWY 11 | LDOS AD 2.24.12 IAC L RWY 11 -1 |
| Instrument Approach Chart – ICAO ILS or LOC RWY 11 | LDOS AD 2.24.12 IAC ILS or LOC RWY 11 |
| Instrument Approach Chart – ICAO NDB RWY 11 | LDOS AD 2.24.12 IAC NDB RWY 11 -1 |
| Instrument Approach Chart – ICAO NDB RWY 29 | LDOS AD 2.24.12 IAC NDB RWY 29 -1 |
| Instrument Approach Chart – ICAO ILSx or LOCx RWY 29 ACFT CAT A&B | LDOS AD 2.24.12 IAC ILSx or LOCx RWY 29 CAT A&B -1 |
| Instrument Approach Chart – ICAO ILS y or LOC y RWY 29 | LDOS AD 2.24.12 IAC ILSy or LOCy RWY 29 -1 |
| Instrument Approach Chart – ICAO ILS z or LOC z RWY 29 | LDOS AD 2.24.12 IAC ILS z or LOC z RWY 29 -1 |
| Instrument Approach Chart – ICAO RNP RWY 11 | LDOS AD 2.24.12 IAC RNP RWY 11 -1 |
| Instrument Approach Chart – ICAO RNP-a RWY 29 | LDOS AD 2.24.12 IAC RNP-a RWY 29 -1 |
| Visual Approach Chart - ICAO | *NOT AVBL* |
| Visual Operation Chart | LDOS AD 2.24.13 VOC -1 |
| Bird concentrations | *NOT AVBL* |

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


© Croatia Control Ltd.

CHANGE: Call signs and frequencies updated; TMA Osijek lateral and vertical limit updated; TMA Zagreb lateral and vertical limit and classification updated; Some LDTR and LDTS areas removed and added; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Obstacles updated; Editorial.




© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK

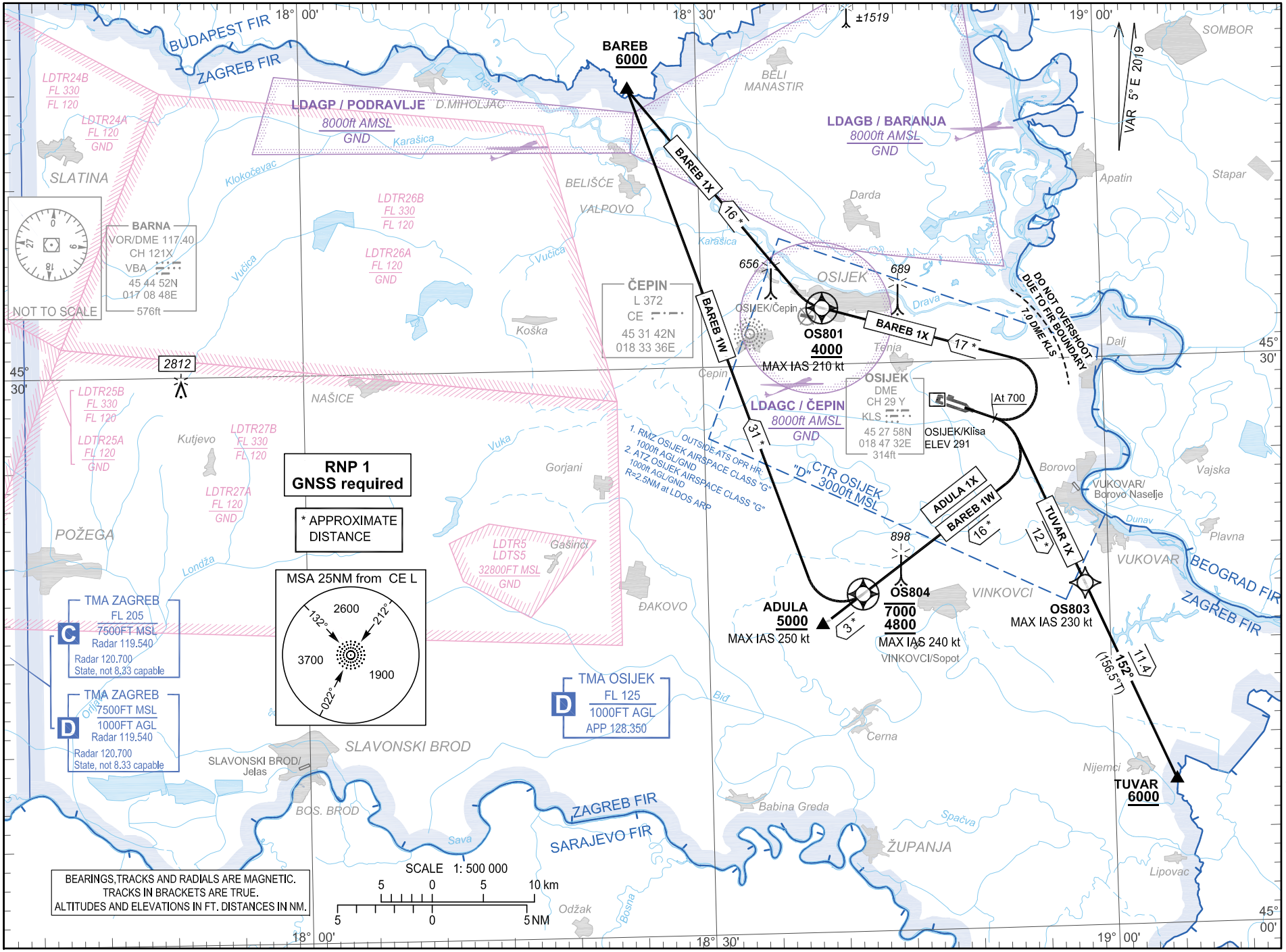

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

# LDOS AD 2.24.8 SID RNP RWY 11 -1

13 JUN 2024

CHANGE: Call signs and frequencies updated; TMA Osijek lateral and vertical limit updated; TMA Zagreb lateral and vertical limit and classification updated; Some LDTR and LDTS areas removed and added; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; PBN box; Chart title; Page number; Obstacles updated; Editorial.




© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

**OSIJEK / Klisa (LDOS)**
**RNP RWY 11**
BAREB 1X TUVAR 1X ADULA 1X BAREB 1W

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

## LDOS RNP STANDARD INSTRUMENT DEPARTURE RWY 11

Proposed tabular description for navigation database coding

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

Waypoint coordinates

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

CHANGE: Call signs and frequencies updated; TMA Osijek lateral and vertical limit updated; TMA Zagreb lateral and vertical limit and classification updated; Some LDTR and LDTS areas removed and added; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; PBN box; Chart title; Page number; Editorial.


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

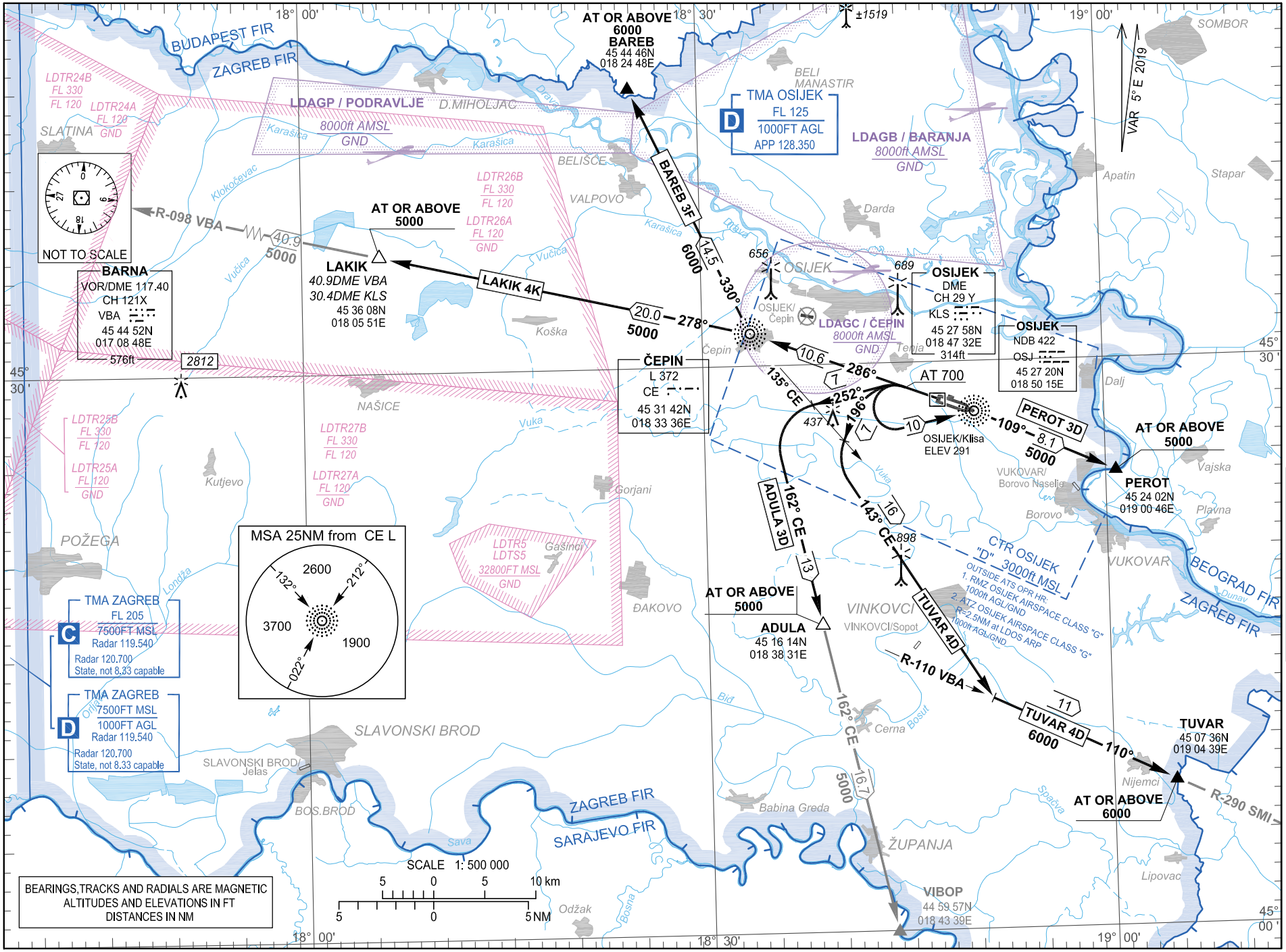
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

**TRANSITION ALTITUDE**
**10 000**

| | |
|---|---|
| OSIJEK TOWER | 128.350 |
| OSIJEK APPROACH | 128.350 |
| OSIJEK APPROACH ALTN | 125.850 |



CHANGE: Call signs and frequencies updated; TMA Osijek lateral and vertical limit updated; TMA Zagreb lateral and vertical limit and classification updated; Some LDTR and LDTS areas removed and added; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Obstacles updated; Editorial.




**OSIJEK / Klisa (LDOS)**
**RWY 29**

| | |
|---|---|
| LAKIK 4K | BAREB 3F |
| TUVAR 4D | ADULA 3D |
| | PEROT 3D |

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

**LDOS AD 2.24.8 SID RNP RWY 29 -1**
**13 JUN 2024**

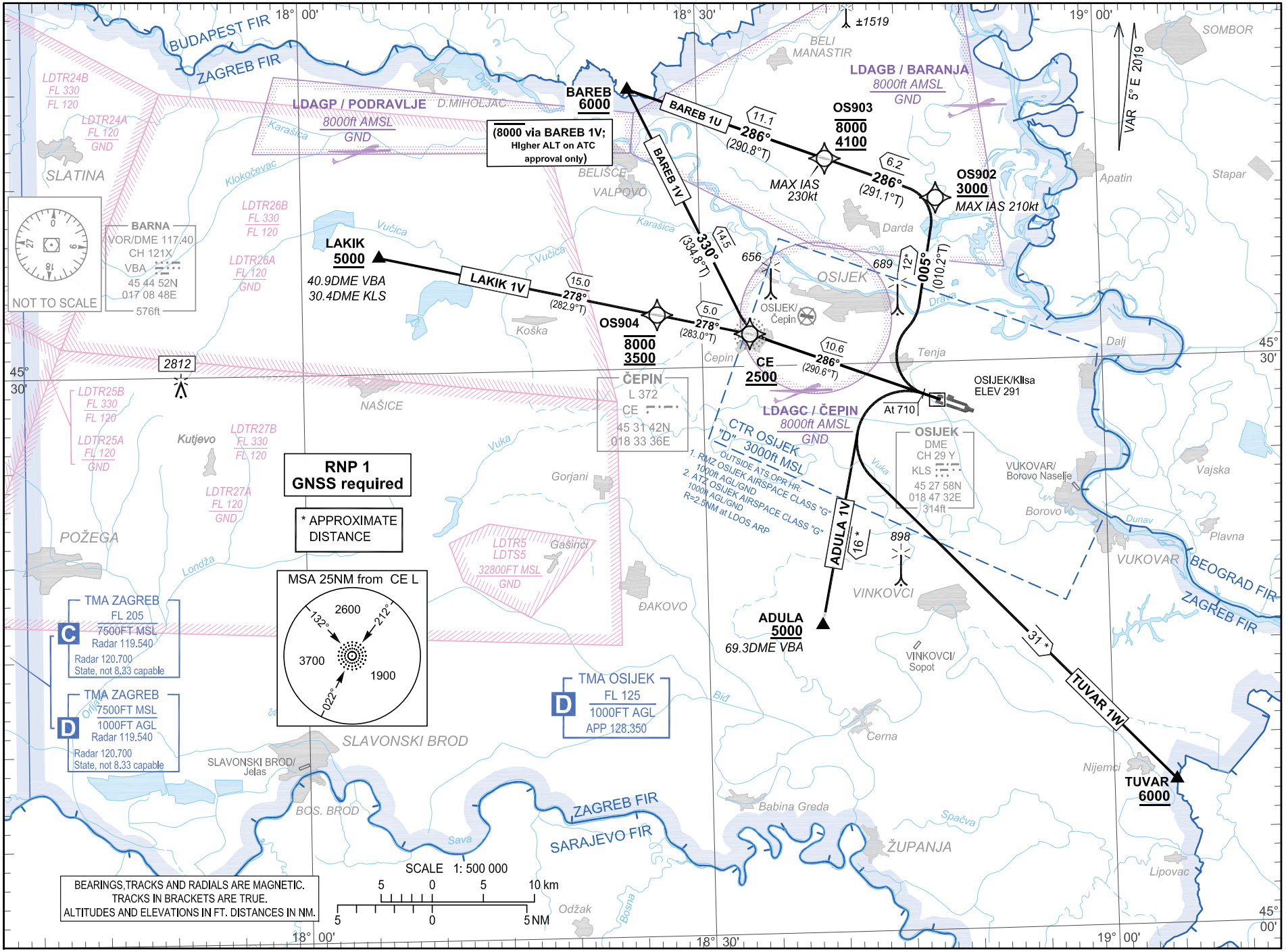
CHANGE: Call signs and frequencies updated; TMA Osijek lateral and vertical limit updated; TMA Zagreb lateral and vertical limit and classification updated; Some LDTR and LDTS areas removed and added; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; PBN box; Chart title; Page number; Obstacles updated; Editorial.

**TRANSITION ALTITUDE**
**10 000**

| | |
|---|---|
| OSIJEK TOWER | 128.350 |
| OSIJEK APPROACH | 128.350 |
| OSIJEK APPROACH ALTN | 125.850 |

**OSIJEK / Klisa (LDOS)**
**RNP RWY 29**

BAREB 1U — BAREB 1V
LAKIK 1V — ADULA 1V — TUVAR 1W




© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

**OSIJEK / Klisa (LDOS)**

**RNP RWY 29** BAREB 1U BAREB 1V LAKIK 1V ADULA 1V TUVAR 1W

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

## LDOS RNP STANDARD INSTRUMENT DEPARTURE RWY 29

Proposed tabular description for navigation database coding

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

Waypoint coordinates

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

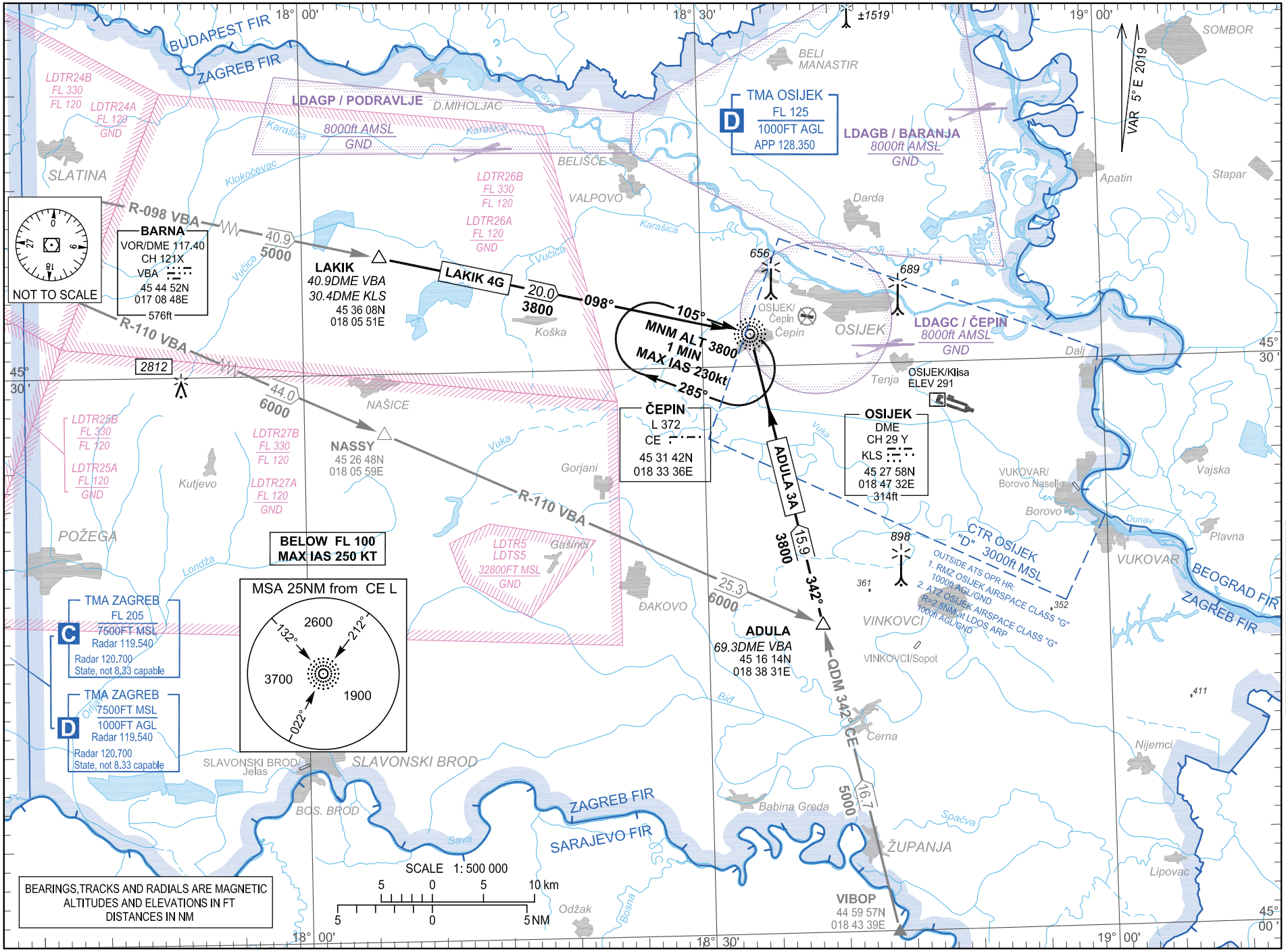
CHANGE: Call signs and frequencies updated; TMA Osijek lateral and vertical limit updated; TMA Zagreb lateral and vertical limit and classification updated; Some LDTR and LDTS areas removed and added; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; PBN box; Chart title; Page number; Editorial.


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

# LDOS AD 2.24.10 STAR RWY 11 -1
13 JUN 2024

CHANGE: Call signs and frequencies updated; TMA Osijek lateral and vertical limit updated; TMA Zagreb lateral and vertical limit and classification updated; Some LDTR and LDTS areas removed and added; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Obstacles updated; Editorial.




**TRANSITION ALTITUDE**
**10 000**

| | |
|---|---|
| OSIJEK APPROACH | 128.350 |
| OSIJEK APPROACH ALTN | 125.850 |
| OSIJEK TOWER | 128.350 |

**OSIJEK / Klisa (LDOS)**
**RWY 11**
LAKIK 4G ADULA 3A

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

# LDOS AD 2.24.10 STAR RNP RWY 11 -1

13 JUN 2024

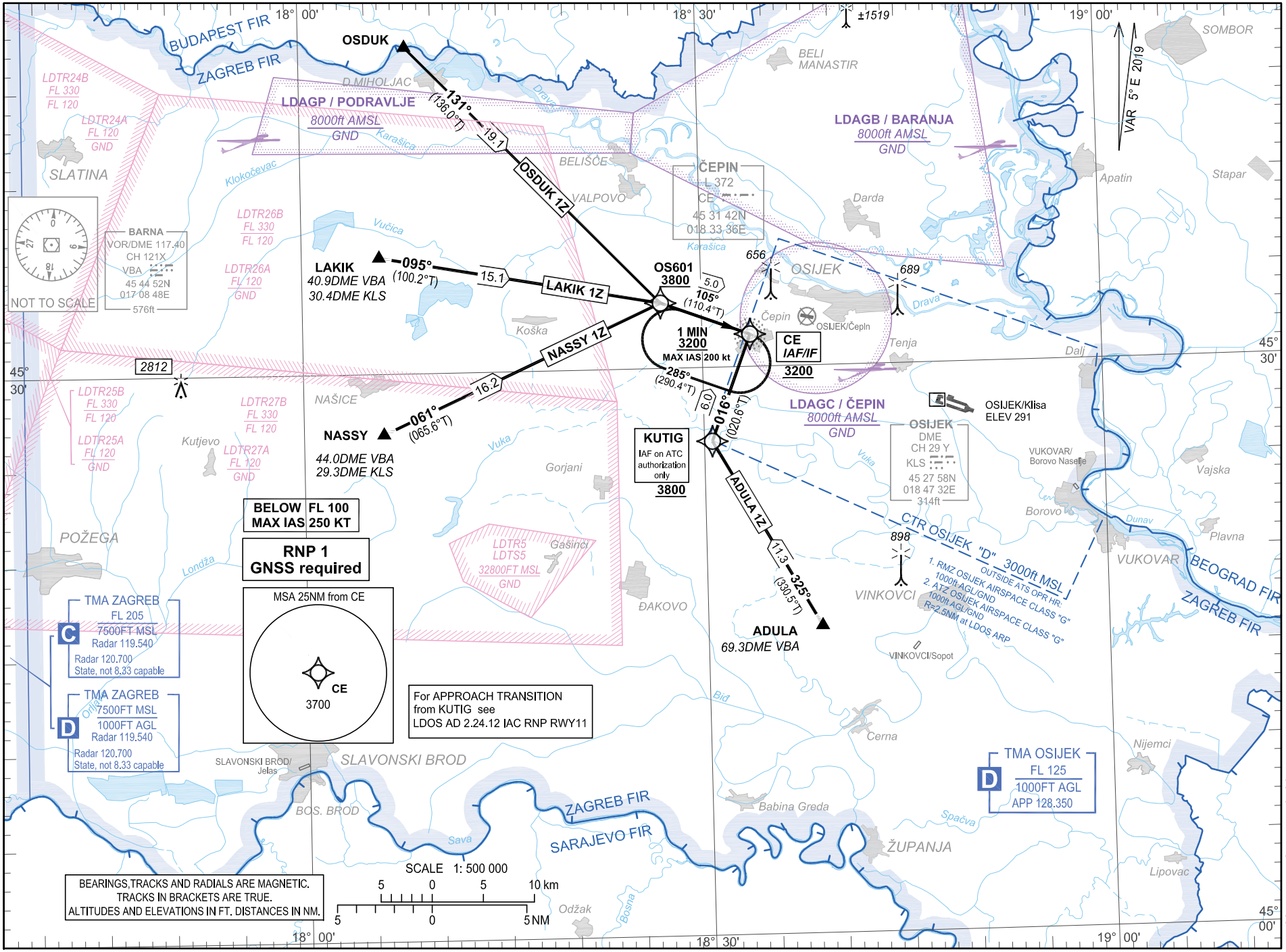
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

**TRANSITION ALTITUDE**
**10 000**

OSIJEK APPROACH 128.350
OSIJEK APPROACH ALTN 125.850
OSIJEK TOWER 128.350

## OSIJEK / Klisa (LDOS)
## RNP RWY 11

CHANGE: Call signs and frequencies updated; TMA Osijek lateral and vertical limit updated; TMA Zagreb lateral and vertical limit and classification updated; Some LDTR and LDTS areas removed and added; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; PBN box; Chart title; Page number; Obstacles updated; Editorial.






© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

**OSIJEK / Klisa (LDOS)**
**RNP RWY 11**
LAKIK 1Z OSDUK 1Z ADULA 1Z NASSY 1Z

## LDOS RNP STANDARD ARRIVAL RWY 11

Proposed tabular description for navigation database coding

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

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

RNAV HOLDING tabular description

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

Waypoint coordinates

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

CHANGE: Call signs and frequencies updated; TMA Osijek lateral and vertical limit updated; TMA Zagreb lateral and vertical limit and classification updated; Some LDTR and LDTS areas removed and added; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; PBN box; Chart title; Page number; Editorial.


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO



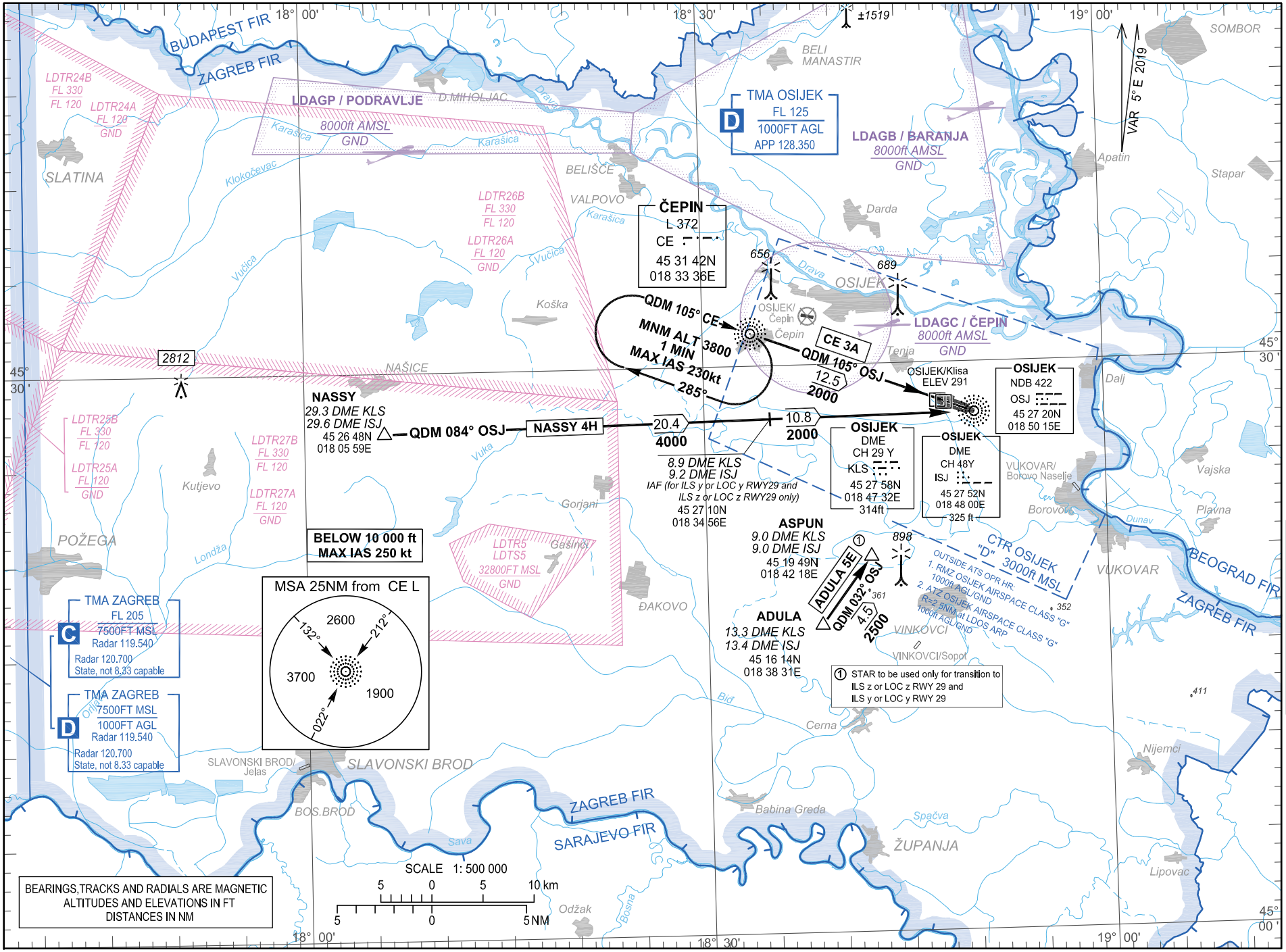
CHANGE: Call signs and frequencies updated; TMA Osijek lateral and vertical limit updated; TMA Zagreb lateral and vertical limit and classification updated; Some LDTR and LDTS areas removed and added; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Obstacles updated; Editorial.

**TRANSITION ALTITUDE**
**10 000**

| | |
|---|---|
| OSIJEK APPROACH | 128.350 |
| OSIJEK APPROACH ALTN | 125.850 |
| OSIJEK TOWER | 128.350 |

**OSIJEK / Klisa (LDOS)**
**RWY 29**

CE 3A ADULA 5E NASSY 4H






© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

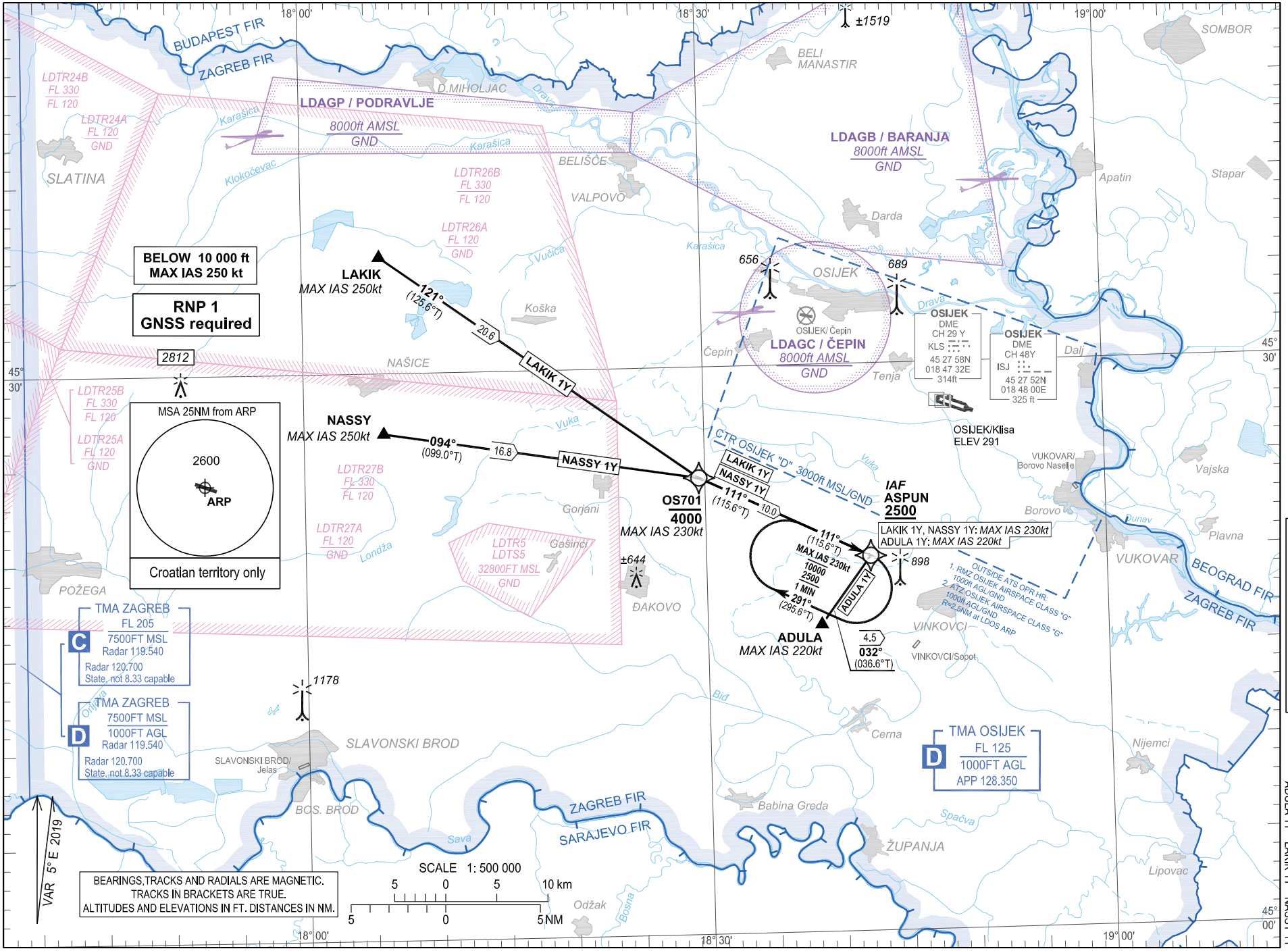
OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

# LDOS AD 2.24.10 STAR RNP RWY 29 -1
13 JUN 2024

CHANGE: Call signs and frequencies updated; TMA Osijek lateral and vertical limit updated; TMA Zagreb lateral and vertical limit and classification updated; Some LDTR and LDTS areas removed and added; Glider activity zones updated; LDOC closed; PBN box; Chart title; Page number; Obstacles updated; Editorial.




TRANSITION ALTITUDE
10 000

| | |
|---|---|
| OSIJEK APPROACH | 128.350 |
| OSIJEK APPROACH ALTN | 125.850 |
| OSIJEK TOWER | 128.350 |

OSIJEK / Klisa (LDOS)
RNP RWY 29

ADULA 1Y LAKIK 1Y NASSY 1Y

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

**OSIJEK / Klisa (LDOS)**
**RNP RWY 29**
ADULA 1Y LAKIK 1Y NASSY 1Y

## LDOS RNP STANDARD ARRIVAL RWY 29

Proposed tabular description for navigation database coding

| Serial number | Route | Path descriptor | Waypoint name | Flyover | Course °M (°T) | Magnetic variation | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Remarks | NAV SPEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 010 | ADULA 1Y | IF | ADULA | - | - | 5°E | - | - | - | -220 | - | RNP 1 |
| 020 | | TF | ASPUN | - | 032° (036.6°T) | 5°E | 4.5 | - | +2500 | -220 | IAF | |
| 010 | LAKIK 1Y | IF | LAKIK | - | - | 5°E | - | - | - | -250 | - | RNP 1 |
| 020 | | TF | OS701 | - | 121° (125.6°T) | 5°E | 20.6 | - | -4000 | -230 | | |
| 030 | | TF | ASPUN | - | 111° (115.6°T) | 5°E | 10.0 | - | +2500 | -230 | IAF | |
| 010 | NASSY 1Y | IF | NASSY | - | - | 5°E | - | - | - | -250 | - | RNP 1 |
| 020 | | TF | OS701 | - | 094° (099.0°T) | 5°E | 16.8 | - | -4000 | -230 | - | |
| 030 | | TF | ASPUN | - | 111° (115.6°T) | 5°E | 10.0 | - | +2500 | -230 | IAF | |

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 |
|---|---|---|---|---|---|---|---|---|---|---|
| ASPUN | HM | 111° (115.6°T) | 1MIN / - | R | 2500 | 10000 | 230 | 5°E | - | RNP 1 |

Waypoint coordinates

| Waypoint name | WGS-84 latitude | WGS-84 longitude |
|---|---|---|
| ADULA | 451614N | 0183831E |
| ASPUN | 451948.8N | 0184217.9E |
| LAKIK | 453608N | 0180551E |
| NASSY | 452648N | 0180559E |
| OS701 | 452408.0N | 0182933.2E |

CHANGE: Call signs and frequencies updated; TMA Osijek lateral and vertical limit updated; TMA Zagreb lateral and vertical limit and classification updated; Some LDTR and LDTS areas removed and added; Glider activity zones updated; LDOC closed; PBN box; Chart title; Page number; Editorial.


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

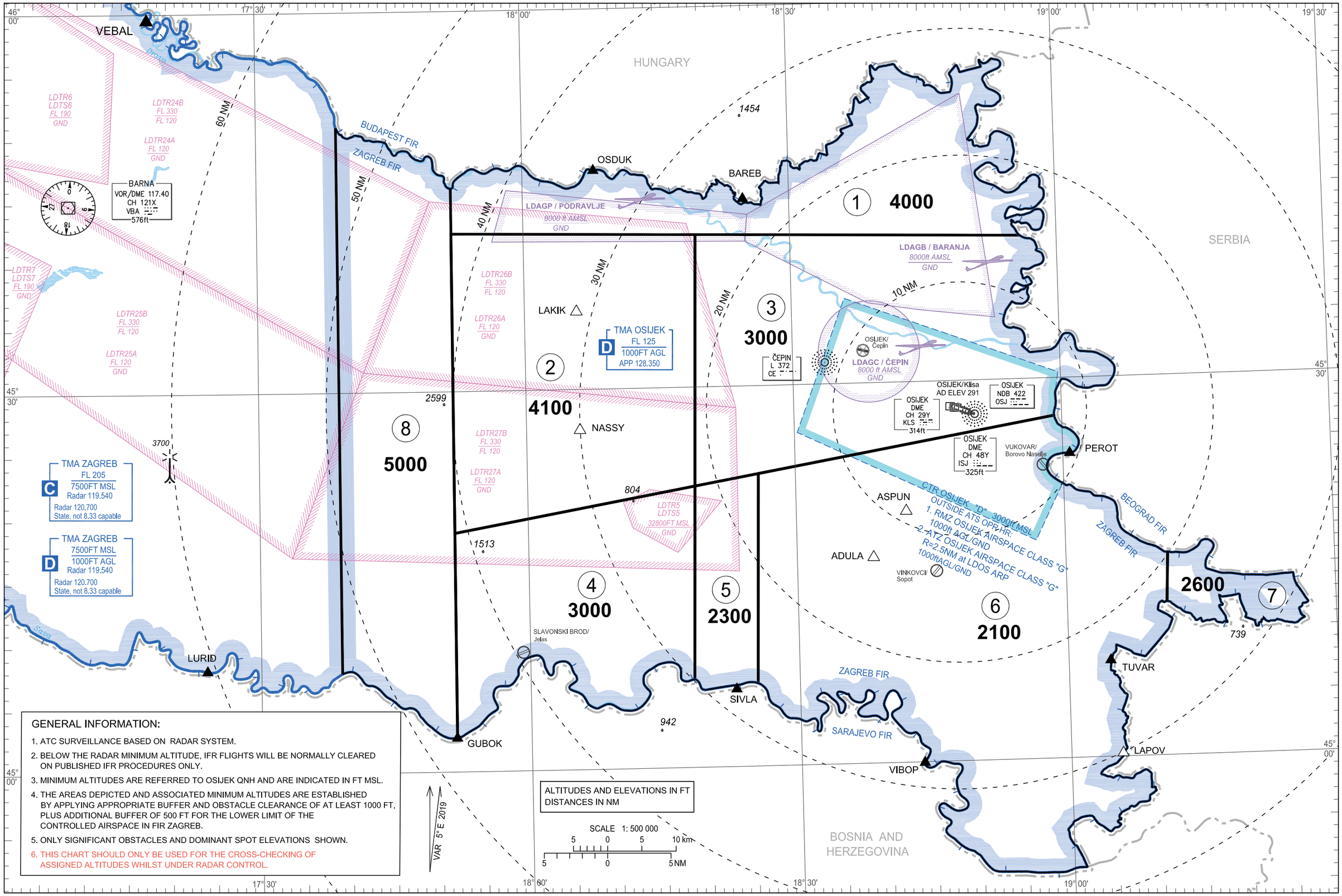
**TRANSITION ALTITUDE**
**10 000**

**AD ELEV 291 ft**

| | |
|---|---|
| ZAGREB ACC | 135.800 MHz |
| ZAGREB ACC | 132.125 MHz |

| | |
|---|---|
| OSIJEK APPROACH | 128.350 MHz |
| OSIJEK APPROACH ALTN | 125.850 MHz |

**OSIJEK / Klisa (LDOS)**




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 OSIJEK 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.

CHANGE: Glider activity zones updated; LDOC closed; Editorial.

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

LIST OF COORDINATES FOR
MINIMUM VECTORING ALTITUDE SECTORS

| | WGS-84 latitude | WGS-84 longitude |
|---|---|---|
| SECTOR 1 | 454601N | 0175154E |
| | along FIR BDRY Zagreb - Budapest | |
| | along FIR BDRY Zagreb - Beograd | |
| | 454118N | 0185553E |
| | 454226N | 0175153E |
| | 454601N | 0175154E |

| | WGS-84 latitude | WGS-84 longitude |
|---|---|---|
| SECTOR 2 | 454226N | 0175153E |
| | 454201N | 0181922E |
| | 452212N | 0181844E |
| | 451850N | 0175146E |
| | 454226N | 0175153E |

| | WGS-84 latitude | WGS-84 longitude |
|---|---|---|
| SECTOR 3 | 454201N | 0181922E |
| | 454118N | 0185553E |
| | along FIR BDRY Zagreb - Beograd | |
| | 452702N | 0185910E |
| | 452212N | 0181844E |
| | 454201N | 0181922E |

| | WGS-84 latitude | WGS-84 longitude |
|---|---|---|
| SECTOR 4 | 451850N | 0175146E |
| | 452212N | 0181844E |
| | 450657N | 0181814E |
| | along FIR BDRY Zagreb - Sarajevo | |
| | 450241N | 0175142E |
| | 451850N | 0175146E |

| | WGS-84 latitude | WGS-84 longitude |
|---|---|---|
| SECTOR 5 | 452212N | 0181844E |
| | 452304N | 0182551E |
| | 450632N | 0182517E |
| | along FIR BDRY Zagreb - Sarajevo | |
| | 450657N | 0181814E |
| | 452212N | 0181844E |

| | WGS-84 latitude | WGS-84 longitude |
|---|---|---|
| SECTOR 6 | 452304N | 0182551E |
| | 452702N | 0185910E |
| | along FIR BDRY Zagreb - Beograd | |
| | 451600N | 0191122E |
| | 451207N | 0191107E |
| | along FIR BDRY Zagreb - Beograd | |
| | along FIR BDRY Zagreb - Sarajevo | |
| | 450632N | 0182517E |
| | 452304N | 0182551E |

| | WGS-84 latitude | WGS-84 longitude |
|---|---|---|
| SECTOR 7 | 451600N | 0191122E |
| | along FIR BDRY Zagreb - Beograd | |
| | 451207N | 0191107E |
| | 451600N | 0191122E |

| | WGS-84 latitude | WGS-84 longitude |
|---|---|---|
| SECTOR 8 | 455055N | 0173903E |
| | along FIR BDRY Zagreb - Budapest | |
| | 454601N | 0175154E |
| | 450241N | 0175142E |
| | along FIR BDRY Zagreb - Sarajevo | |
| | 450751N | 0173900E |
| | 455055N | 0173903E |

CHANGE: Glider activity zones updated; LDOC closed; Editorial.



© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

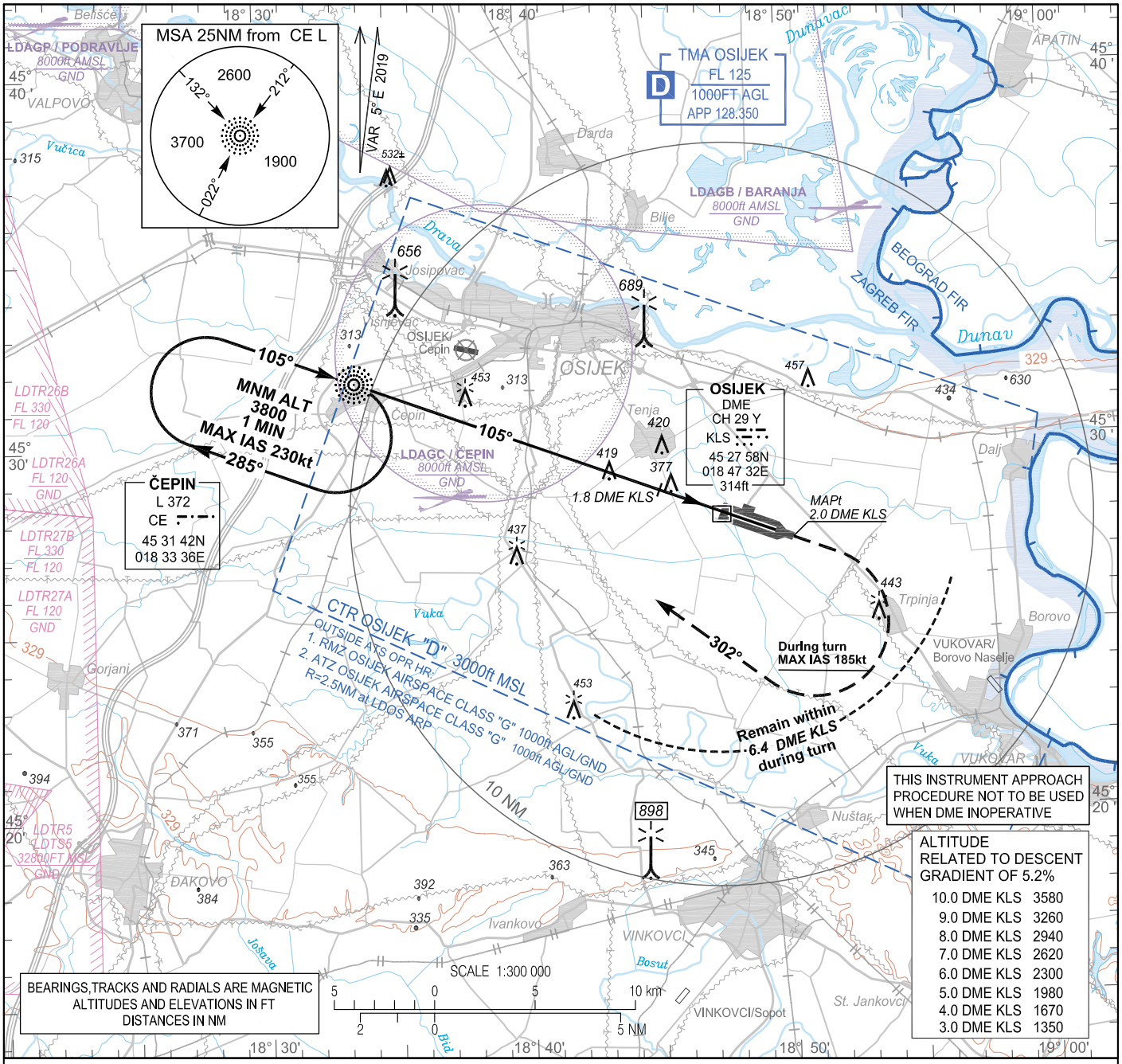
INSTRUMENT APPROACH
CHART-ICAO

**AD ELEV 291**
HEIGHTS RELATED
TO AD ELEV

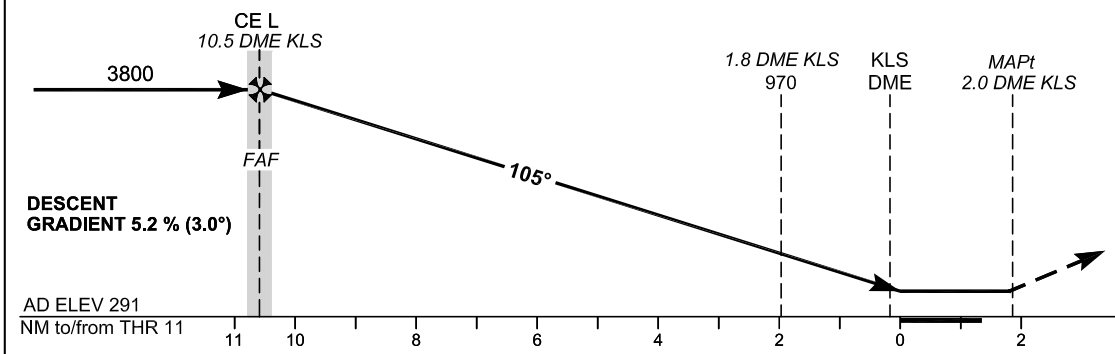
| | |
|---|---|
| OSIJEK APPROACH | 128.350 |
| OSIJEK APPROACH ALTN | 125.850 |
| OSIJEK TOWER | 128.350 |

**OSIJEK / Klisa (LDOS)**

L RWY 11




**TRANSITION ALT 10 000**




**MISSED APPROACH:**
Turn RIGHT inbound CE L on QDM 302° CE climbing to 3800 and hold. Remain within 6.4 DME KLS during turn. Missed approach turn limited to 185kt IAS maximum.
Caution:
Missed approach MAX IAS 185kt and 6.4 DME KLS limitation during turn due to airspace Class G restriction only.

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

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; LDTR3, LDTS3, LDTR4 and LDTS4 areas changed to LDTR26A, LDTR26B, LDTR27A and LDTR27B; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

L RWY 11

| AERONAUTICAL DATABASE REQUIREMENTS | | | |
|---|---|---|---|
| Conventional procedure essential fixes/points | | | |
| L RWY 11 | | | |
| Final approach descent angle: (1) 3.00° | | | |
| Fix identification | Coordinates | True bearing or ARC distance providing track | True bearing or distance providing intersection |
| IAF (CE L) | 453142.33N 0183336.18E | - | - |
| FAF (CE L) | 453142.33N 0183336.18E | - | - |
| SDF | 452839.9N 0184510.6E | 110.41° (CE L) | 1.80 DME KLS |
| MAPt | 452719.4N 0185015.4E | 110.41° (CE L) | 2.02 DME KLS |

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; LDTR3, LDTS3, LDTR4 and LDTS4 areas changed to LDTR26A, LDTR26B, LDTR27A and LDTR27B; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

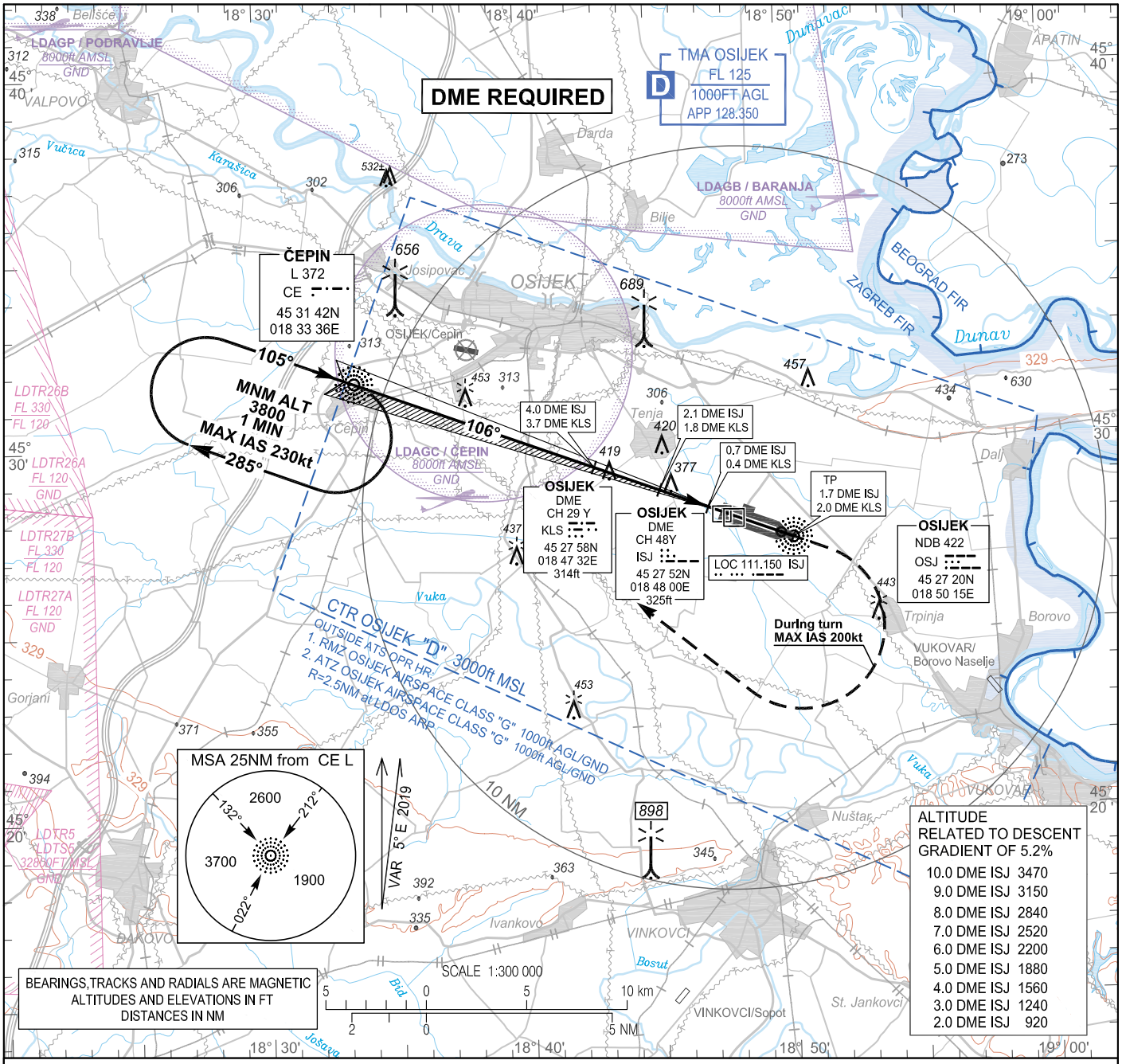
INSTRUMENT APPROACH CHART-ICAO

**AD ELEV 291**
HEIGHTS RELATED TO THR 11 ELEV 291

| | |
|---|---|
| OSIJEK APPROACH | 128.350 |
| OSIJEK APPROACH ALTN | 125.850 |
| OSIJEK TOWER | 128.350 |

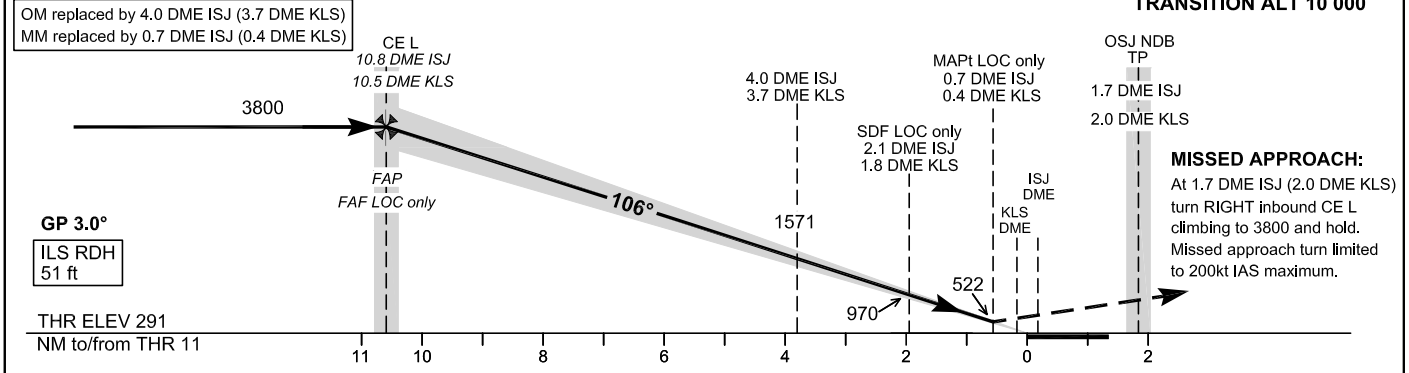
**OSIJEK / Klisa (LDOS)**

ILS or LOC RWY 11




OM replaced by 4.0 DME ISJ (3.7 DME KLS)
MM replaced by 0.7 DME ISJ (0.4 DME KLS)

**TRANSITION ALT 10 000**




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

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

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; LDTR3, LDTS3, LDTR4 and LDTS4 areas changed to LDTR26A, LDTR26B, LDTR27A and LDTR27B; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

**OSIJEK / Klisa (LDOS)**

ILS or LOC RWY 11

| AERONAUTICAL DATABASE REQUIREMENTS | | | |
|---|---|---|---|
| Conventional procedure essential fixes/points | | | |
| ILS or LOC RWY 11 | | | |
| LOC only - final approach descent angle: (1)3.00° | | | |
| Fix identification | Coordinates | True bearing or ARC distance providing track | True bearing or distance providing intersection |
| IAF (CE L) | 45 31 42.33N<br>018 33 36.18E | - | - |
| FAF LOC only / FAP (CE L) | 45 31 42.33N<br>018 33 36.18E | - | - |
| SDF LOC only | 45 28 39.9N<br>018 45 10.5E | 110.54° (ISJ LOC) | 2.14 DME ISJ (1.80 DME KLS) |
| MAPt LOC only | 45 28 10.6N<br>018 47 01.7E | 110.54° (ISJ LOC) | 0.75 DME ISJ (0.41 DME KLS) |

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

(2) Higher resolution: 0.748 DME ISJ

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; LDTR3, LDTS3, LDTR4 and LDTS4 areas changed to LDTR26A, LDTR26B, LDTR27A and LDTR27B; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

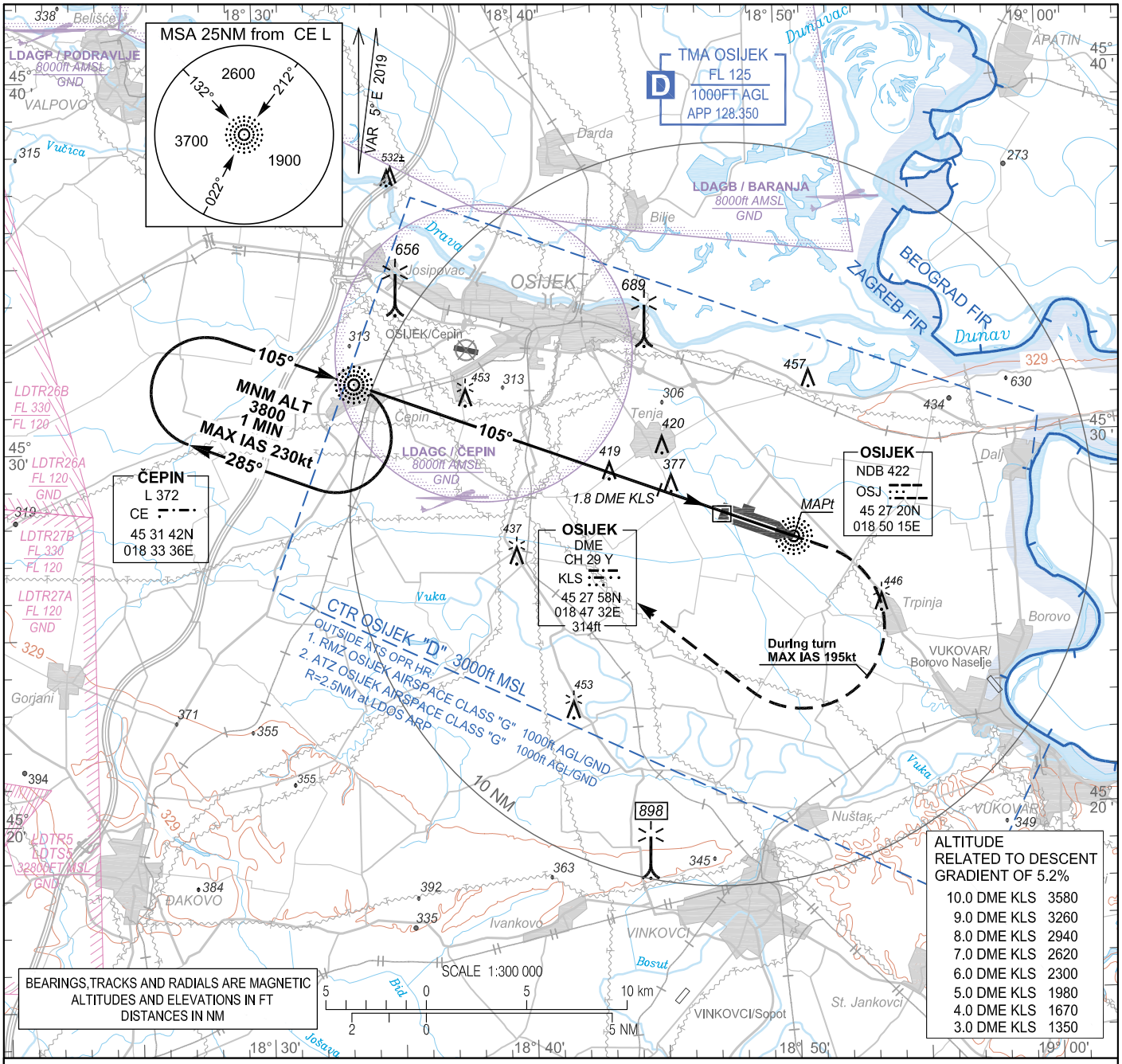
INSTRUMENT APPROACH
CHART-ICAO

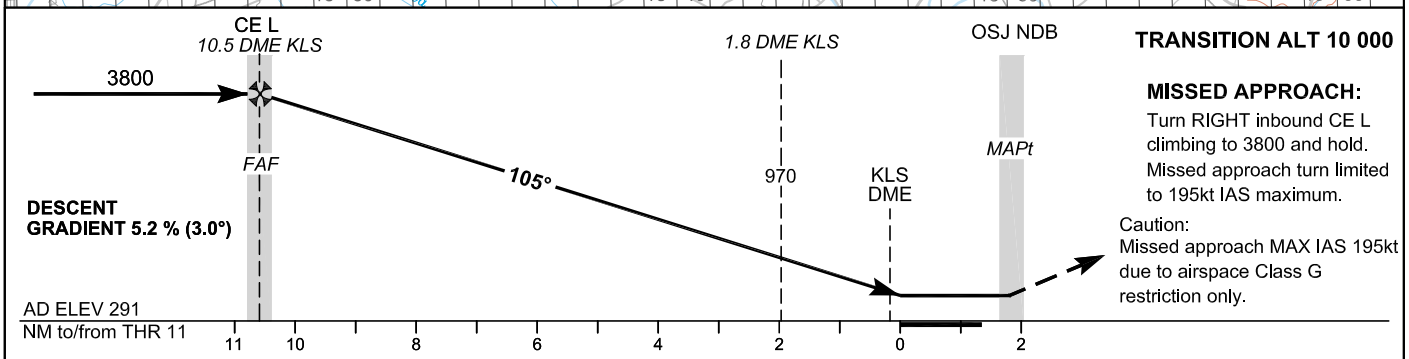
**AD ELEV 291**
HEIGHTS RELATED
TO AD ELEV

| | |
|---|---|
| OSIJEK APPROACH | 128.350 |
| OSIJEK APPROACH ALTN | 125.850 |
| OSIJEK TOWER | 128.350 |

**OSIJEK / Klisa (LDOS)**

NDB RWY 11




**TRANSITION ALT 10 000**

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

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

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

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; LDTR3, LDTS3, LDTR4 and LDTS4 areas changed to LDTR26A, LDTR26B, LDTR27A and LDTR27B; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

NDB RWY 11

| AERONAUTICAL DATABASE REQUIREMENTS | | | |
|---|---|---|---|
| Conventional procedure essential fixes/points | | | |
| NDB RWY 11 | | | |
| Final approach descent angle: (1) 3.00° | | | |
| Fix identification | Coordinates | True bearing or ARC distance providing track | True bearing or distance providing intersection |
| IAF (CE L) | 45 31 42.33N<br>018 33 36.18E | - | - |
| FAF (CE L) | 45 31 42.33N<br>018 33 36.18E | - | - |
| SDF | 45 28 40.0N<br>018 45 10.6E | 110.54° (OSJ NDB) | 1.80 DME KLS |
| MAPt (OSJ NDB) | 45 27 19.51N<br>018 50 15.39E | - | - |

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; LDTR3, LDTS3, LDTR4 and LDTS4 areas changed to LDTR26A, LDTR26B, LDTR27A and LDTR27B; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

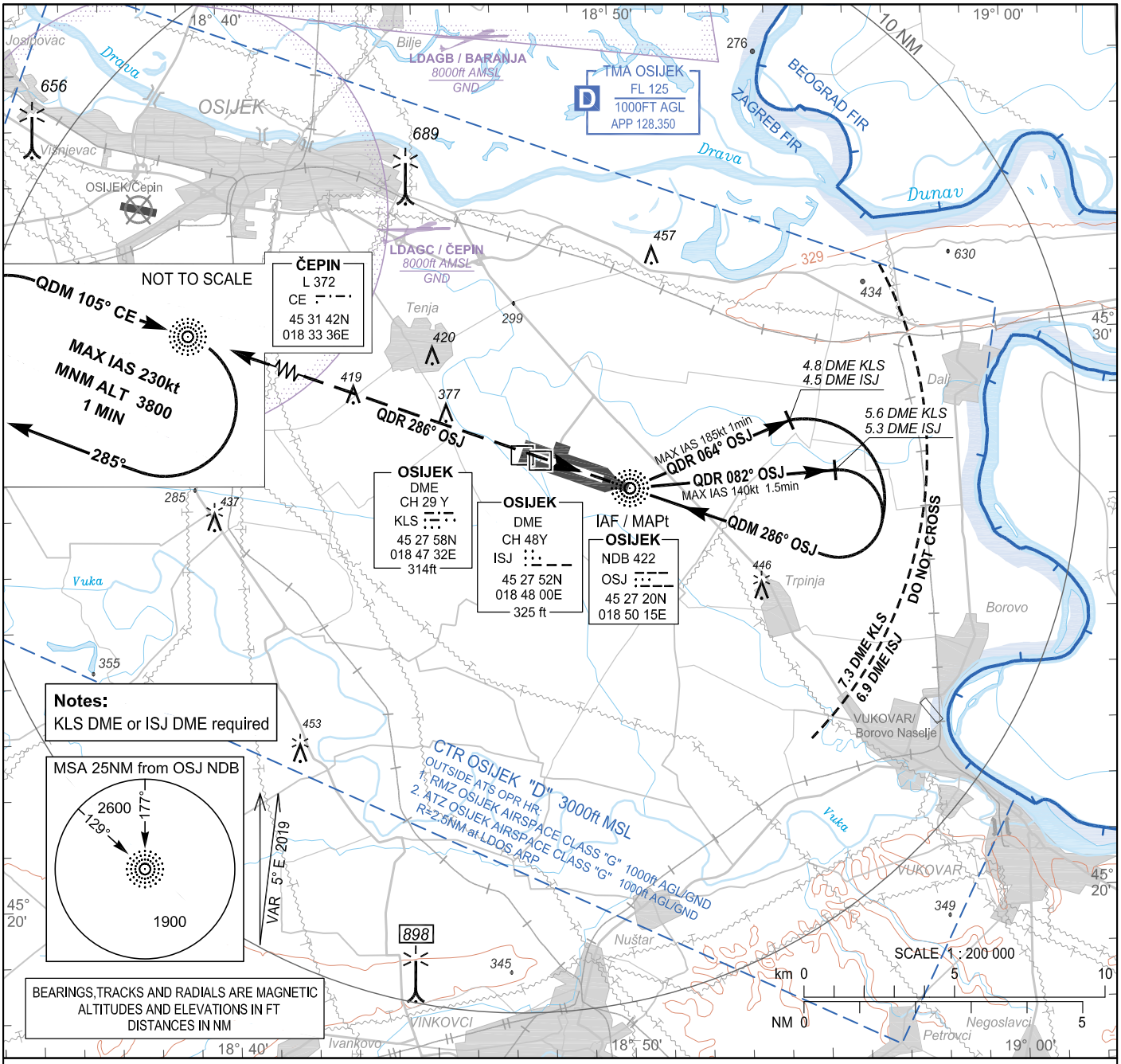
INSTRUMENT APPROACH
CHART-ICAO

**AD ELEV 291**
HEIGHTS RELATED
TO AD ELEV

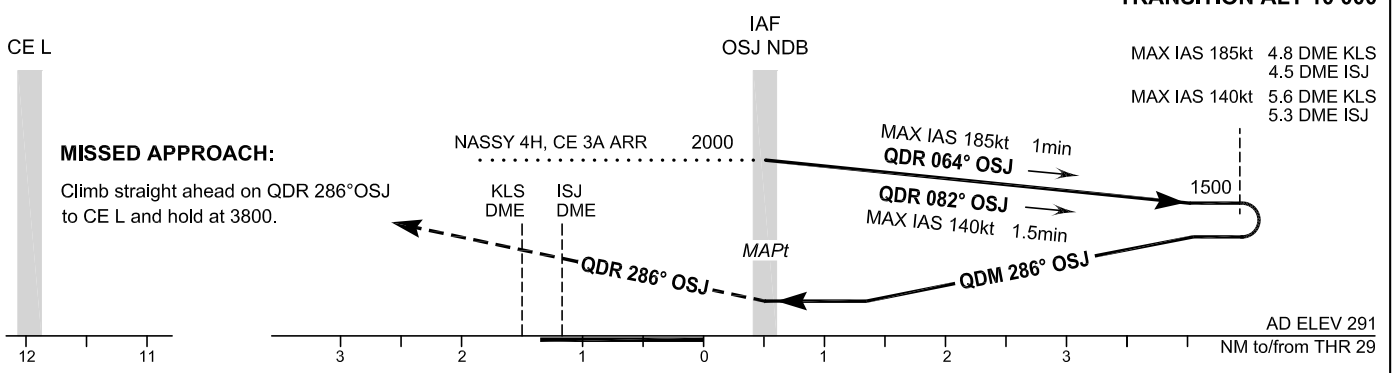
| | |
|---|---|
| OSIJEK APPROACH | 128.350 |
| OSIJEK APPROACH ALTN | 125.850 |
| OSIJEK TOWER | 128.350 |

**OSIJEK / Klisa (LDOS)**

NDB RWY 29




**TRANSITION ALT 10 000**




**MISSED APPROACH:**

Climb straight ahead on QDR 286°OSJ to CE L and hold at 3800.

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

NDB RWY 29

| AERONAUTICAL DATABASE REQUIREMENTS | | | |
|---|---|---|---|
| Conventional procedure essential fixes/points | | | |
| NDB RWY 29 | | | |
| Final approach descent angle: - | | | |
| Fix identification | Coordinates | True bearing or ARC distance providing track | True bearing or distance providing intersection |
| IAF (OSJ NDB) | 45 27 19.51N<br>018 50 15.39E | - | - |
| MAPt (OSJ NDB) | | - | - |

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.

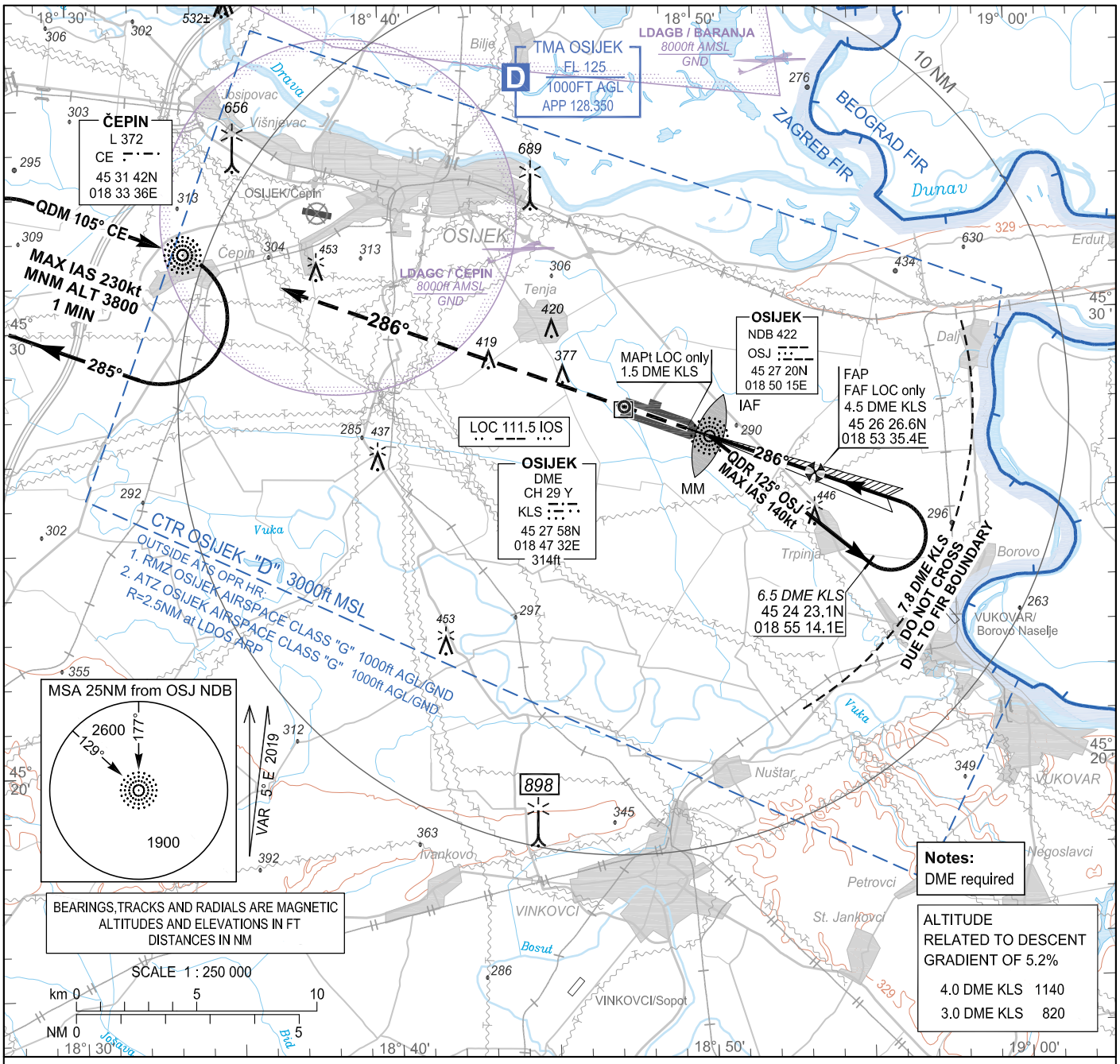

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

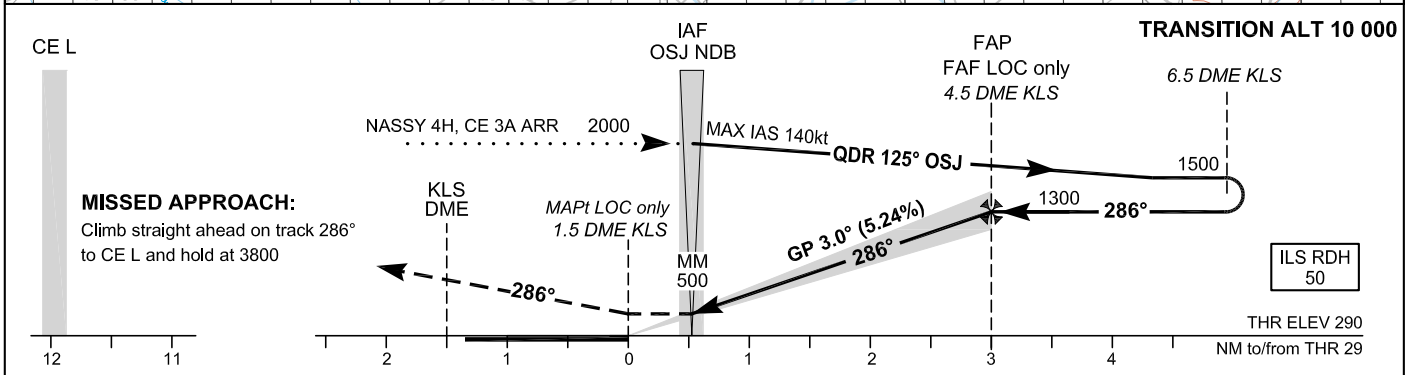
INSTRUMENT APPROACH
CHART-ICAO

**AD ELEV 291**
HEIGHTS RELATED
TO THR 29 ELEV 290

| | |
|---|---|
| OSIJEK APPROACH | 128.350 |
| OSIJEK APPROACH ALTN | 125.850 |
| OSIJEK TOWER | 128.350 |

**OSIJEK / Klisa (LDOS)**
ILS x or LOC x RWY 29
ACFT CAT A & B




**MISSED APPROACH:**
Climb straight ahead on track 286°
to CE L and hold at 3800

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

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

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

**OSIJEK / Klisa (LDOS)**

ILS x or LOC x RWY 29
ACFT CAT A & B

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

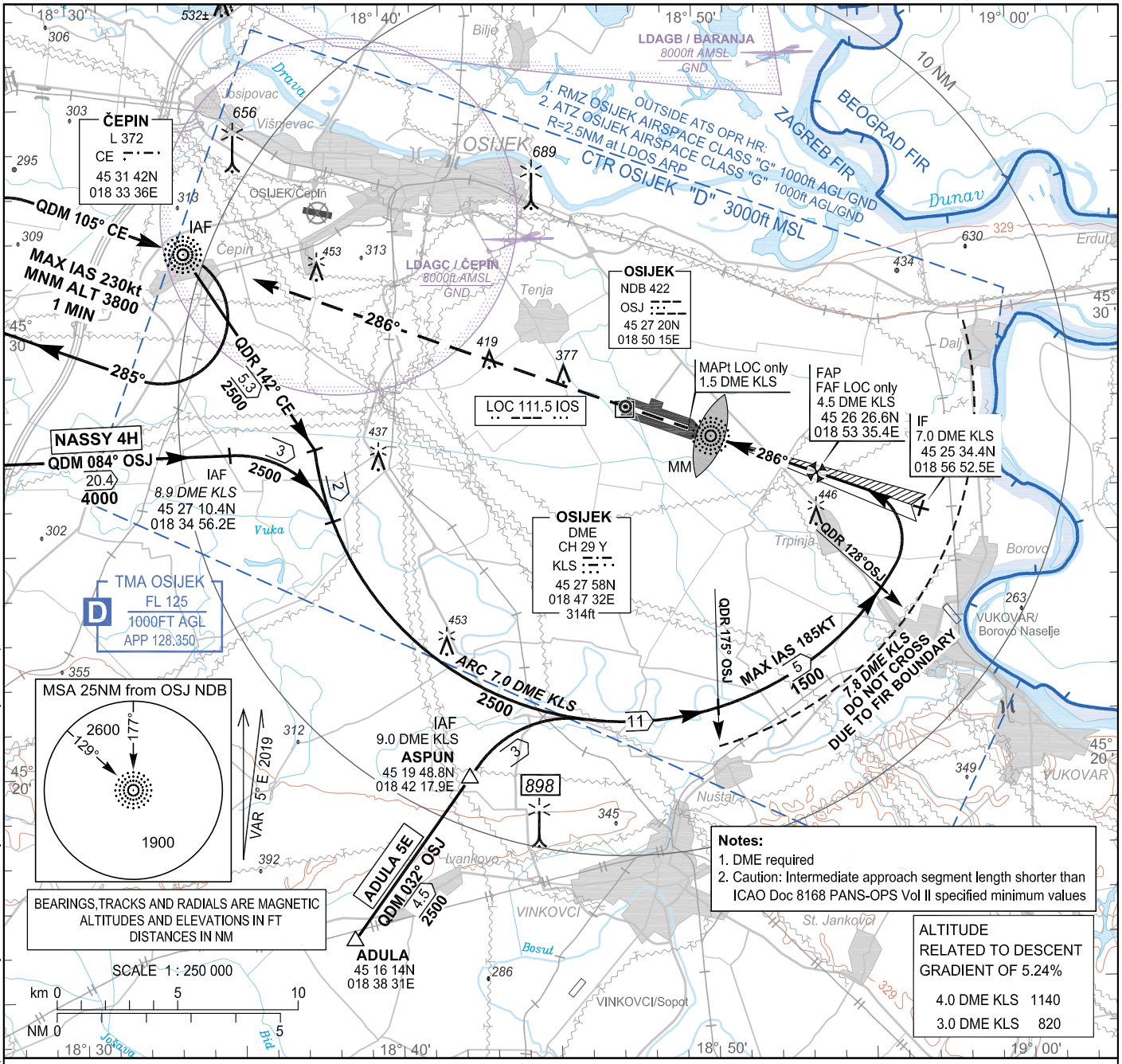
INSTRUMENT APPROACH CHART-ICAO

**AD ELEV 291**
HEIGHTS RELATED TO THR 29 ELEV 290

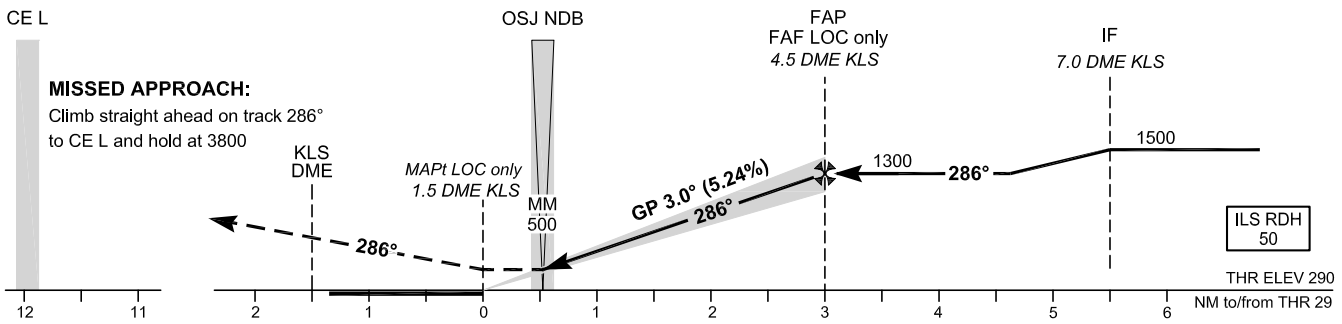
| | |
|---|---|
| OSIJEK APPROACH | 128.350 |
| OSIJEK APPROACH ALTN | 125.850 |
| OSIJEK TOWER | 128.350 |

**OSIJEK / Klisa (LDOS)**

ILS y or LOC y RWY 29




**TRANSITION ALT 10 000**




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

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

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

**OSIJEK / Klisa (LDOS)**

ILS y or LOC y RWY 29

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

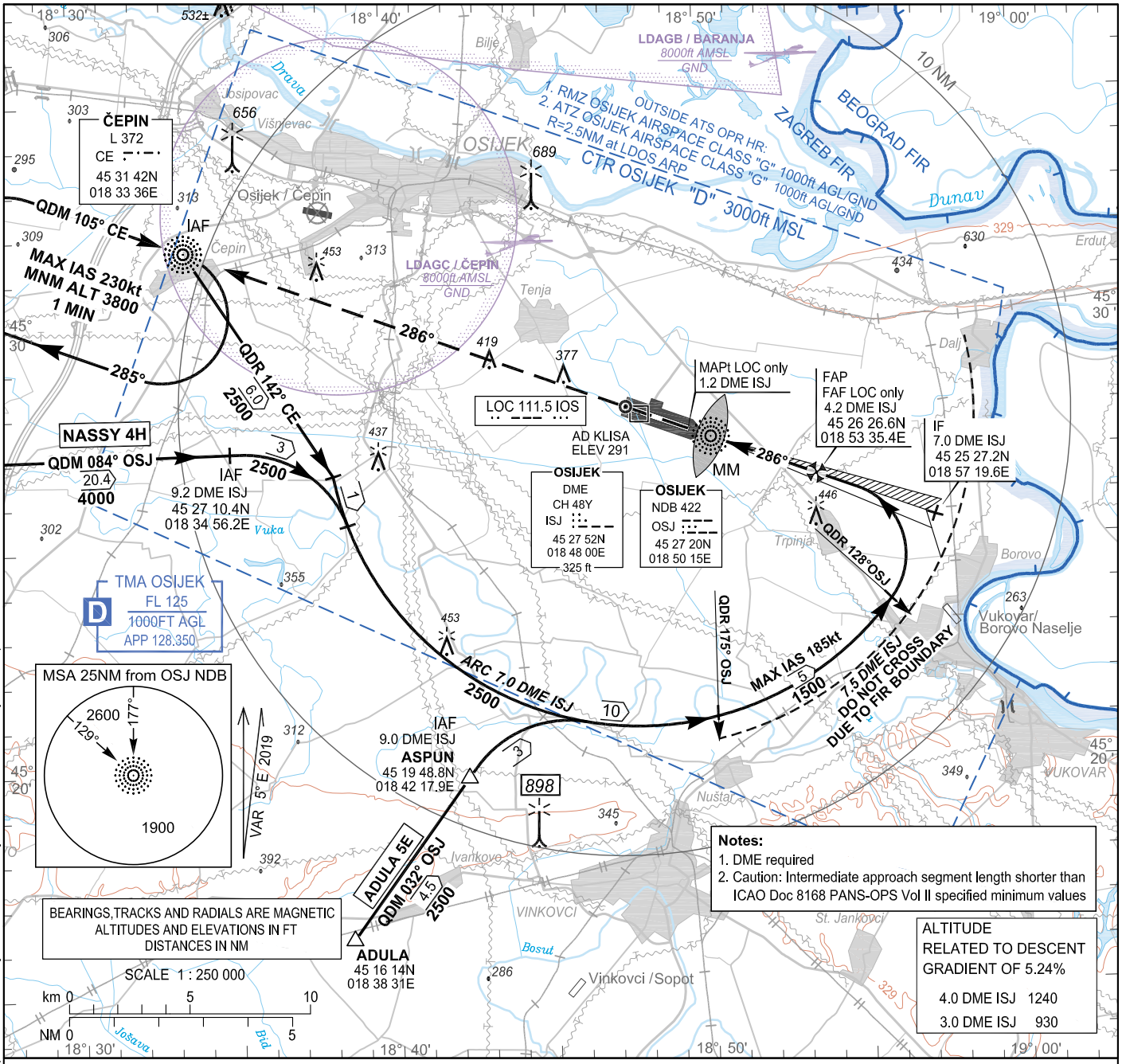
INSTRUMENT APPROACH CHART-ICAO

**AD ELEV 291**
HEIGHTS RELATED TO THR 29 ELEV 290

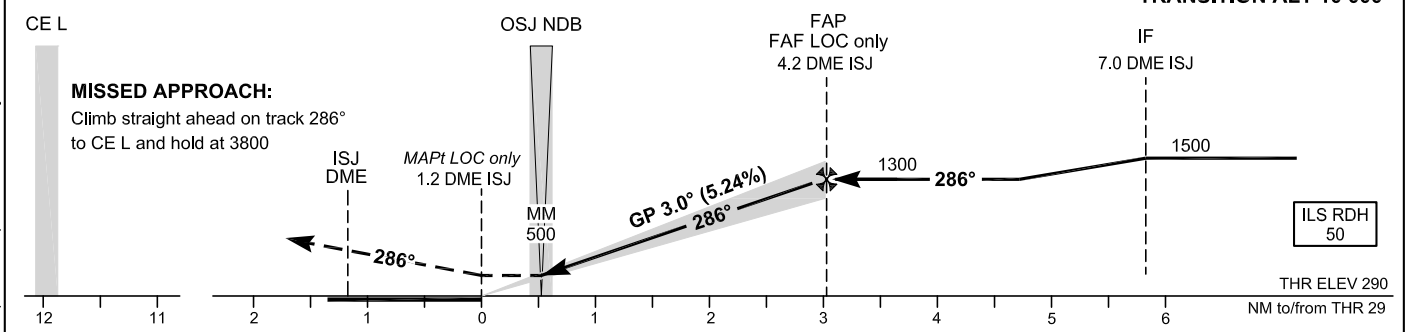
| | |
|---|---|
| OSIJEK APPROACH | 128.350 |
| OSIJEK APPROACH ALTN | 125.850 |
| OSIJEK TOWER | 128.350 |

**OSIJEK / Klisa (LDOS)**

ILS z or LOC z RWY 29




**TRANSITION ALT 10 000**




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

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

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

ILS z or LOC z RWY 29

| AERONAUTICAL DATABASE REQUIREMENTS | | | |
|---|---|---|---|
| Conventional procedure essential fixes/points | | | |
| ILS z or LOC z RWY 29 | | | |
| LOC only - final approach descent angle: 3.00° | | | |
| Fix identification | Coordinates | True bearing or ARC distance providing track | True bearing or distance providing intersection |
| IAF (CE L) | 453142.33N 0183336.18E | - | - |
| IAF (via NASSY) | 452710.4N 0183456.2E | 089.10° (OSJ NDB) | 9.22 DME ISJ |
| IAF (ASPUN) | 451948.8N 0184217.9E | 036.69° (OSJ NDB) | 9.00 DME ISJ |
| SDF Initial | 452103.0N 0185014.8E | ARC 7.00 DME ISJ | 180.07° (OSJ NDB) |
| IF | 452527.2N 0185719.6E | 290.56° (IOS LOC) | 7.00 DME ISJ |
| FAF LOC only | 452626.6N 0185335.4E | 290.56° (IOS LOC) | 4.19 DME ISJ |
| MAPt LOC only (THR 29) | 452730.26N 0184934.67E | 290.56° (IOS LOC) | 1.17 DME ISJ |

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

INSTRUMENT APPROACH CHART-ICAO

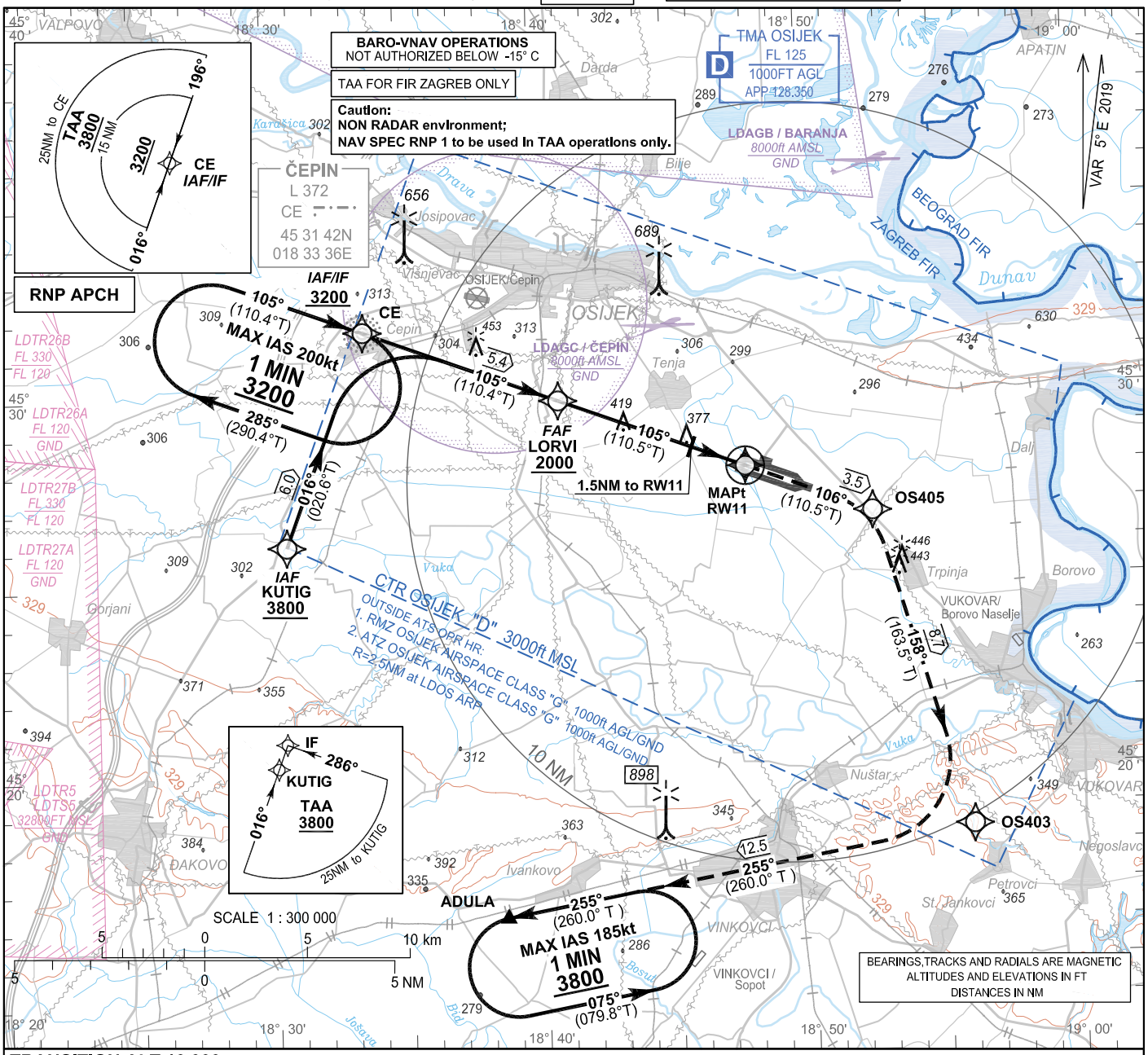
**AD ELEV 291**
HEIGHTS RELATED TO THR 11 ELEV 291

SBAS CH: **59925** E11A

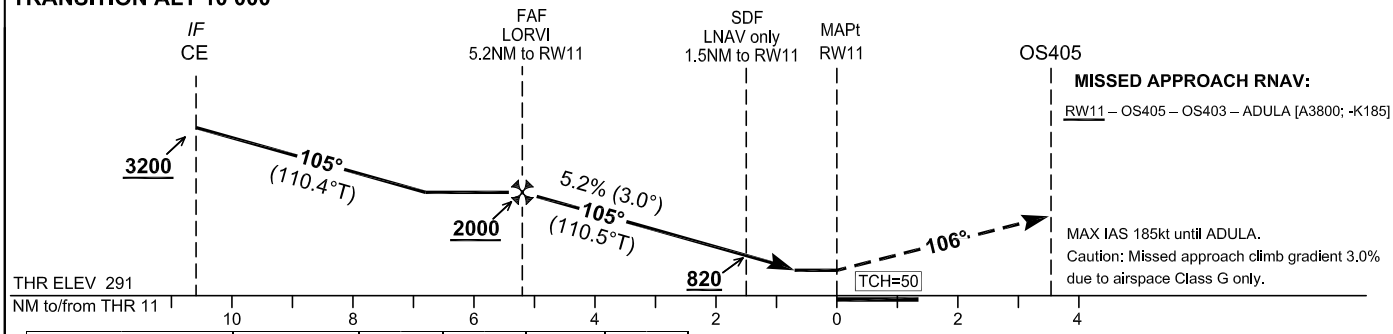
| | |
|---|---|
| OSIJEK APPROACH | 128.350 |
| OSIJEK APPROACH ALTN | 125.850 |
| OSIJEK TOWER | 128.350 |

**OSIJEK / Klisa (LDOS)**

RNP RWY 11




## TRANSITION ALT 10 000




**MISSED APPROACH RNAV:**

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

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

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

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

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; LDTR3, LDTS3, LDTR4 and LDTS4 areas changed to LDTR26A, LDTR26B, LDTR27A and LDTR27B; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

RNP RWY 11

# Coding elements for FAS Data Block

## Input data

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

## Output data

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

## Required Additional Data

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; LDTR3, LDTS3, LDTR4 and LDTS4 areas changed to LDTR26A, LDTR26B, LDTR27A and LDTR27B; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

RNP RWY 11

## LDOS RNP RWY11

### Proposed tabular description for navigation database coding - APPROACH TRANSITION

| Serial Number | Fix | Path descriptor | Waypoint name | Flyover | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | VPA/TCH (°/ft) | Remarks | NAV SPEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 010 | IAF | IF | KUTIG | - | - | 5°E | - | - | +3800 | - | - | - | RNP APCH |
| 020 | IF | TF | CE | - | 016° (020.6°T) | 5°E | 6.0 | - | +3200 | - | - | - | |
| 010 | IAF / IF | IF | CE | - | - | 5°E | - | - | +3200 | - | - | - | RNP APCH |

### Proposed tabular description for navigation database coding - FINAL TRANSITION

| Serial Number | Fix | Path descriptor | Waypoint name | Flyover | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | VPA/TCH (°/ft) | Remarks | NAV SPEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 010 | IF | IF | CE | - | - | 5°E | - | - | +3200 | - | - | - | RNP APCH |
| 020 | FAF | TF | LORVI | - | 105° (110.4°T) | 5°E | 5.4 | - | +2000 | - | - | - | |
| 030 | MAPt | TF | RW11 | Y | 105° (110.5°T) | 5°E | 5.2 | - | - | - | 3.0 / 50.0 | - | |
| 040 | - | TF | OS405 | - | 106° (110.5°T) | 5°E | 3.5 | - | - | - | - | - | |
| 050 | - | TF | OS403 | - | 158° (163.5°T) | 5°E | 8.7 | - | - | - | | | |
| 060 | MAHF | TF | ADULA | - | 255° (260.0°T) | 5°E | 12.5 | - | 3800 | -185 | - | - | |
| 070 | MAHF | HM | ADULA | - | 255° (260.0°T) | 5°E | 1 MIN | L | 3800 | -185 | - | Holding above 3800ft on ATC clearance only | RNP 1 |

### RNAV HOLDING tabular description

| Waypoint name | Path Terminator | Inbound course °M (°T) | Leg time/ distance NM | Turn direction | Minimum altitude FT | Maximum altitude FT | Speed limit MAX IAS (kt) | Magnetic variation | Remarks | NAV SPEC |
|---|---|---|---|---|---|---|---|---|---|---|
| CE | HM | 105° (110.4°T) | 1MIN / - | R | 3200 | - | 200 | 5°E | - | RNP 1 |
| ADULA | HM | 255° (260.0°T) | 1MIN / - | L | 3800 | - | 185 | 5°E | - | RNP 1 |

### Waypoint coordinates

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; LDTR3, LDTS3, LDTR4 and LDTS4 areas changed to LDTR26A, LDTR26B, LDTR27A and LDTR27B; RMZ Osijek added; ATZ Osijek added; Glider activity zones updated; LDOC closed; Editorial.

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

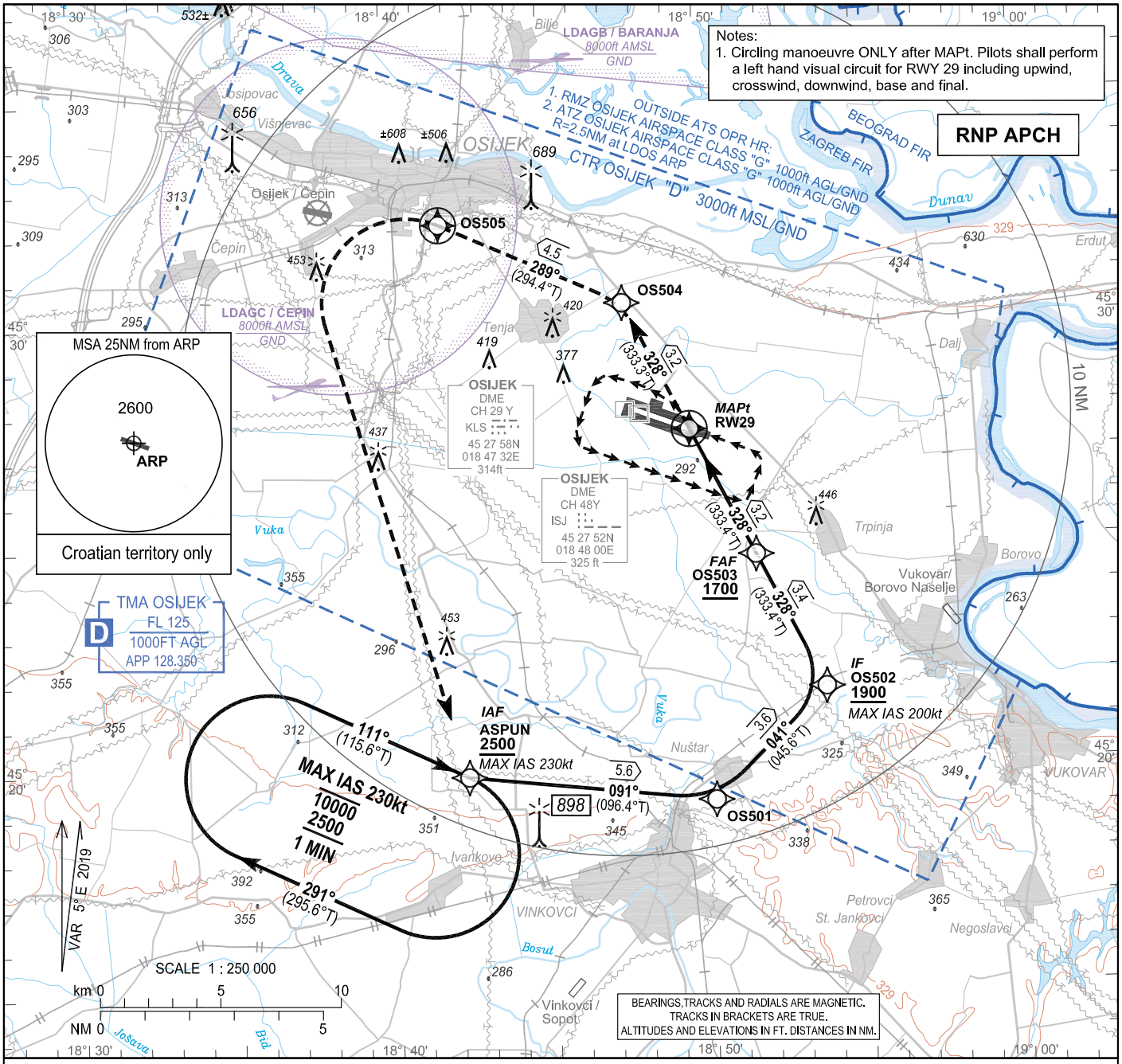
INSTRUMENT APPROACH CHART-ICAO

HEIGHTS RELATED TO AD ELEV 291

| | |
|---|---|
| OSIJEK APPROACH | 128.350 |
| OSIJEK APPROACH ALTN | 125.850 |
| OSIJEK TOWER | 128.350 |

**OSIJEK / Klisa (LDOS)**

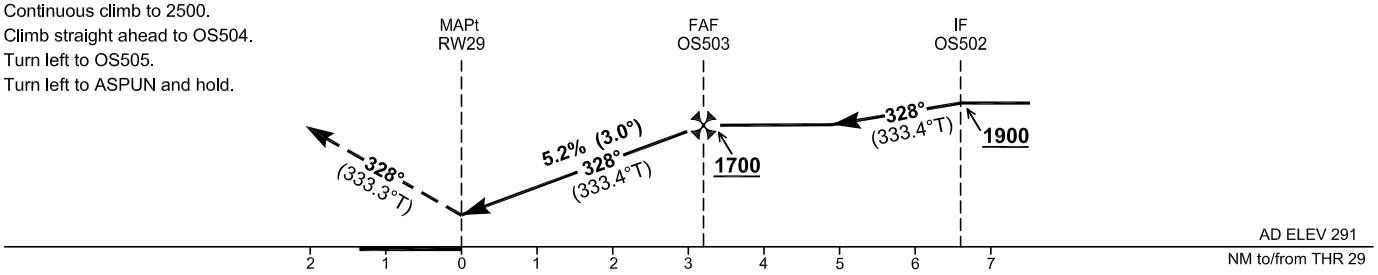
RNP-a RWY 29




**MISSED APPROACH:**

Continuous climb to 2500.
Climb straight ahead to OS504.
Turn left to OS505.
Turn left to ASPUN and hold.

**TRANSITION ALT 10 000**




| OCA(H) | A | B | C | D |
|---|---|---|---|---|
| Circling | 690 (400) | 790 (500) | 890 (600) | 1090 (800) |

| DIST to MAPt (RW29) | NM | 3 | 2 | 1 |
|---|---|---|---|---|
| Altitude | ft | 1650 | 1330 | 1010 |

| Timing not authorized for defining the MAPt | | | | | | | |
|---|---|---|---|---|---|---|---|
| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
| FAF - MAPt (3.2NM) | min:sec | 2:23 | 1:54 | 1:35 | 1:22 | 1:11 | 1:03 |
| Rate of descent (5.2%) | ft/min | 425 | 531 | 637 | 743 | 849 | 955 |

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; Glider activity zones updated; LDOC closed; Editorial.

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

**OSIJEK / Klisa (LDOS)**

RNP-a RWY 29

**LDOS RNP-a RWY 29**

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 | ASPUN | - | - | 5°E | - | - | +2500 | -230 | - | - | RNP APCH |
| 020 | - | TF | OS501 | - | 091° (096.4°T) | 5°E | 5.6 | - | - | - | - | - | |
| 030 | IF | TF | OS502 | - | 041° (045.6° T) | 5°E | 3.6 | - | +1900 | -200 | - | - | |

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 | OS502 | - | - | 5°E | - | - | +1900 | -200 | - | - | RNP APCH |
| 020 | FAF | TF | OS503 | - | 328° (333.4°T) | 5°E | 3.4 | - | +1700 | - | - | - | |
| 030 | MAPt | TF | RW29 | Y | 328° (333.4°T) | 5°E | 3.2 | - | - | - | 3.0 / - | - | |
| 040 | MATF | TF | OS504 | - | 328° (333.3°T) | 5°E | 3.2 | - | - | - | - | - | |
| 050 | MATF | TF | OS505 | Y | 289° (294.4°T) | 5°E | 4.5 | - | - | - | - | - | |
| 060 | MAHF | DF | ASPUN | - | - | 5°E | - | L | @2500 | -230 | - | - | |
| 070 | MAHF | HM | ASPUN | - | 111° (115.6°T) | 5°E | 1 MIN | R | @2500 | -230 | - | - | RNP 1 |

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 |
|---|---|---|---|---|---|---|---|---|---|---|
| ASPUN | HM | 111° (115.6°T) | 1 MIN / - | R | 2500 | 10000 | 230 | 5°E | - | RNP 1 |

Waypoint coordinates

| Waypoint name | WGS-84 latitude | WGS-84 longitude |
|---|---|---|
| ASPUN | 451948.8N | 0184217.9E |
| OS501 | 451911.3N | 0185007.6E |
| OS502 | 452140.5N | 0185343.9E |
| OS503 | 452440.2N | 0185135.9E |
| OS504 | 453021.9N | 0184732.1E |
| OS505 | 453212.2N | 0184144.7E |
| RW29 | 452730.26N | 0184934.67E |

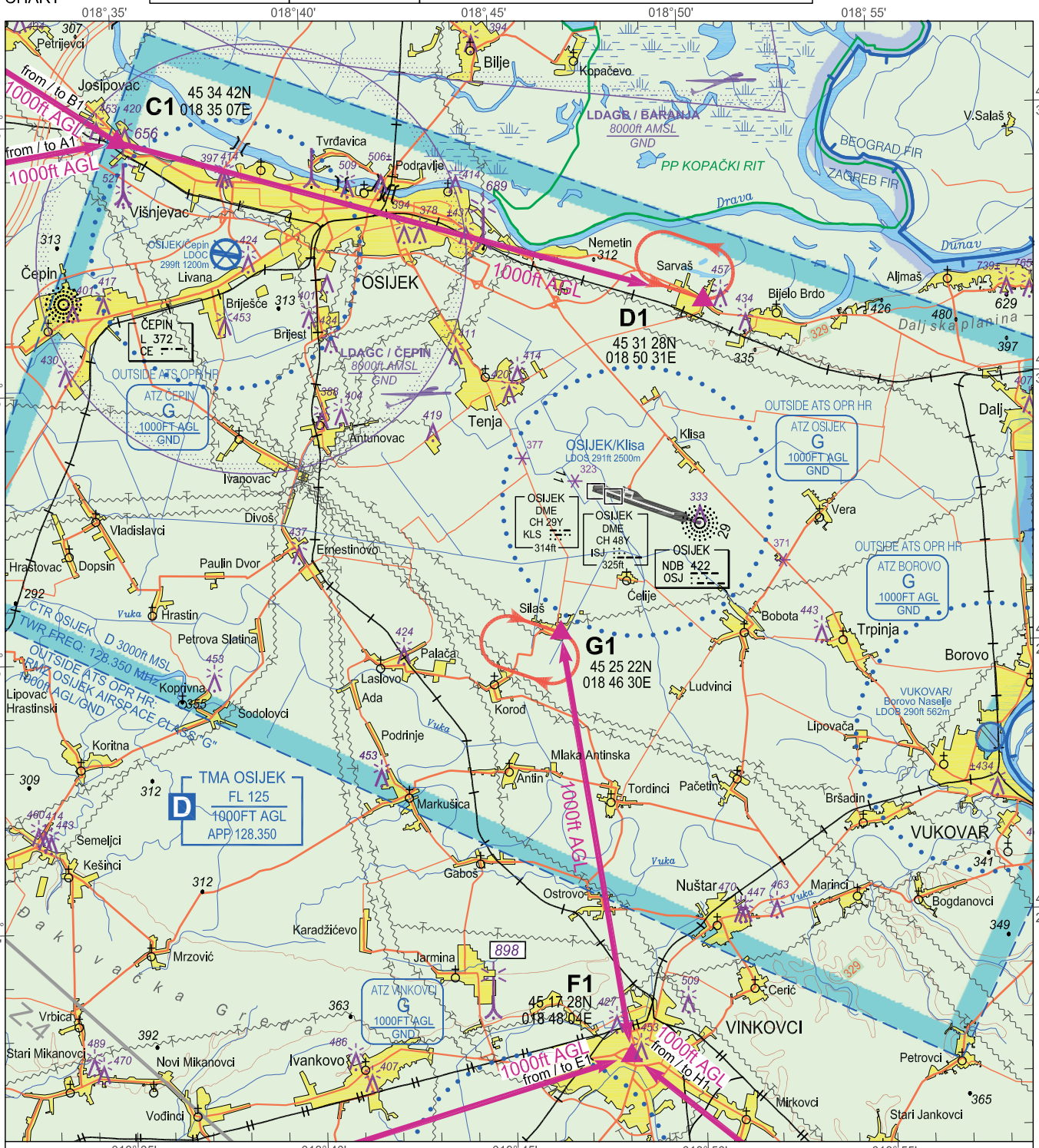
CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; Glider activity zones updated; LDOC closed; Editorial.


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

VISUAL OPERATION CHART

| ARP | AD ELEV 291 | | | | |
|---|---|---|---|---|---|
| 45°27'46"N 018°48'37"E | | OSIJEK APPROACH | 128.350 | OSIJEK TOWER | 128.350 |
| | | OSIJEK APPROACH ALTN | 125.850 | OSIJEK RADIO | 128.350 |

# OSIJEK / Klisa (LDOS)




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

FOR LDOS ATS OPERATIONAL HOURS CONSULT RELEVANT PUBLICATIONS

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

VAR 5° E 2019

SCALE 1:200 000

2 0 5 km
1 0 3 NM

ALTITUDES AND ELEVATIONS IN FT

LEGEND

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

Significant VFR point — F1

Mandatory (arrival - departure) VFR route

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

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

CHANGE: Call signs and frequencies updated; TMA Osijek vertical limit updated; Glider activity zones updated; LDOC closed; Obstacles updated; Editorial.

© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
THIS PAGE INTENTIONALLY LEFT BLANK


© Hrvatska kontrola zračne plovidbe d.o.o.
© Croatia Control Ltd.

## LDPL AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the city. |
| 2 | Restaurants | In the city. |
| 3 | Transportation possibilities | Bus, taxi, rent a car at AD. |
| 4 | Medical facilities | First aid at AD. Hospitals in the city. |
| 5 | Bank and Post Office | In the city. |
| 6 | Tourist Office | In the city. |
| 7 | Remarks | NIL |

## LDPL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 9<br>See Remarks |
| 2 | Rescue equipment | 3 Heavy fire fighting vehicles (12 000 L water, foam 1 500 L, powder 250 KG)<br>1 Heavy fire fighting vehicle (9 000 L water, foam 1 000 L) |
| 3 | Capability for removal of disabled aircraft | Airport Duty Manager working hours:<br>0400 - 2000 UTC during Summer season.<br>Upon NOTAM during Winter season.<br><br>Phone: +385 52 530 108<br><br>Fax: +385 52 550 925<br><br>Email: operations@airport-pula.hr<br><br>1 towing tractor - SCHOPF up to MTOW 420 000 KG.<br>Towbars: A300, A310, A318, A319, A320, A321, B737, B747, B757, B767, DHC-7, DHC-8, ATR42, ATR72.<br>On request by external company:<br>1 self-propelled crane up to 30 000 KG<br>1 self-propelled crane up to 40 000 KG<br>1 self-propelled crane up to 50 000 KG<br>1 self-propelled crane up to 70 000 KG<br>1 self-propelled crane up to 90 000 KG<br>1 self-propelled crane up to 100 000 KG<br>1 self-propelled crane up to 160 000 KG<br>1 self-propelled crane up to 230 000 KG<br>1 self-propelled crane up to 300 000 KG<br>1 truck crane up to 25 000 KG<br>2 truck cranes up to 32 000 KG<br>Capability for removal of heaviest disabled aircraft: B744 |

| | | |
|---|---|---|
| 4 | Remarks | During Winter season: CAT 5<br><br>During Summer season:<br>CAT 6 FM 31 MAR until 30 APR<br>CAT 7 FM 01 MAY until 30 SEP<br>CAT 6 FM 01 OCT until 26 OCT<br>All confirmed scheduled traffic will be covered with adequate rescue and firefighting CAT.<br><br>Higher rescue and fire fighting CAT, up to CAT 9, available on request, 24 HR PPR, sent via:<br>SITA: PUYAPXH or<br>E-mail: operations@airport-pula.hr |

## LDPL AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

| | | |
|---|---|---|
| 1 | Types of clearing equipment | NIL |
| 2 | Clearance priorities | NIL |
| 3 | Use of material for movement area surface treatment | NIL |
| 4 | Specially prepared winter runways | NIL |
| 5 | Remarks | GRF |

## LDPL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | | | | |
|---|---|---|---|---|---|
| 1 | Apron surface and strength | **SURFACE** | | **STRENGTH** | |
| | | ASPH | | PCN 65/F/A/W/T | |
| 2 | Designation, width, surface and strength of taxiways | **DESIGNATION** | **WIDTH (M)** | **SURFACE** | **STRENGTH** |
| | | 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 | ACL location and elevation | Location: Apron<br>Elevation: 64.28 M | | | |
| 4 | Location of VOR checkpoints | See LDPL AD 2.24.1 ADC -1 | | | |
| 5 | Position of INS checkpoints | See LDPL AD 2.24.2 APDC -1 | | | |
| 6 | Remarks | TWY shoulders:<br>Width: 7.5 M<br>Surface: grass<br>On TWY curves and intersections judgemental oversteering method required for ACFT with wheelbase greater than 18.59 M. | | | |


© Croatia Control Ltd.

## LDPL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Guide lines at Apron<br>Nose-in guidance at aircraft stands<br>Follow me vehicle, Marshaller |
| 2 | RWY and TWY markings and LGT | RWY-09/27 - RWY: Designation, THR, TDZ, Centre line, fixed distances, edges, Runway turn pad marking THR27.<br>TWY A - TWY: Centre line;<br>Taxiing guidance signs at all intersections with TWY and RWY.<br>TWY B - TWY: Centre line; Holding positions;<br>Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.<br>TWY C - TWY: Centre line; Holding positions;<br>Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.<br>TWY D - TWY: Centre line; Holding positions;<br>Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.<br>TWY E - TWY: Centre line; Holding positions;<br>Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.<br>TWY F - TWY: Centre line;<br>Taxiing guidance signs at all intersections with TWY and RWY.<br>TWY G - TWY: Centre line;<br>Taxiing guidance signs at all intersections with TWY and RWY.<br>TWY H - TWY: Centre line;<br>Taxiing guidance signs at all intersections with TWY and RWY. |
| 3 | Stop bars | Nil |
| 4 | Remarks | Vertical signs on movement area to be used during daylight only and in visibility conditions greater than 800 M or RVR 550 M (CAT I).<br>RWY turn pad THR 27 restrictions:<br>180DEG turn on RWY turn pad for aircraft with wheel base more than 26.20 M is not possible. For aircraft with wheel base more than 17.30 M, the nose wheel steering angle exceeds 45 DEG. |

## LDPL AD 2.10 AERODROME OBSTACLES

Obstacles in Area 2: See LDPL AD 2.24.4 AOC RWY 09/27 -1

Obstacles in Area 3: Nil

## LDPL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | PULA |
| 2 | Hours of service<br>MET Office outside hours | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MWO ZAGREB<br>TAF (24HR) |
| 4 | Trend Forecast<br>Interval of issuance | TREND<br>30 MIN |
| 5 | Briefing/consultation provided | Selfbriefing (URL: https://ib.crocontrol.hr)<br>or by phone: +385 52 372521 |
| 6 | Flight documentation<br>Language(s) used | • Selfbriefing (URL: https://ib.crocontrol.hr) or request by phone: +385 52 372520<br>• Croatian, English |
| 7 | Charts and other information available for briefing or consultation | • ICE, TURB and CB forecasts<br>• Lightning data<br>• Satelite images<br>• Radar images |
| 8 | Supplementary equipment available for providing information | URL:https://met.crocontrol.hr |
| 9 | ATS units provided with information | Pula TWR, Pula APP |
| 10 | Additional information (limitation of service, etc.) | NIL |


© Croatia Control Ltd.

## LDPL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

| RWY Designations | Slope of RWY-SWY | SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | RESA dimensions (M) |
|---|---|---|---|---|---|
| 1 | 7 | 8 | 9 | 10 | 11 |
| 09 | Slope of RWY:<br>09/27: 1.1%<br>See Remarks | Nil | Nil | 3066 x 300 | Length: 240 M<br>Width: 90 M |
| 27 | | Nil | Nil | | Length: 240 M<br>Width: 90 M |

| RWY Designations | Location and description of arresting system | OFZ | Remarks |
|---|---|---|---|
| 1 | 12 | 13 | 14 |
| 09 | Nil | Nil | RWY shoulders:<br>Width: 7.5 M<br>Surface: grass<br><br>Slope of RWY:<br>0.6% (0 - 1080 M)<br>1.1% (1080 - 2160 M)<br>1.8% (2160 - 2946 M)<br>For RWY slope see AOC RWY 09/27 additionally. |
| 27 | Nil | Nil | RWY shoulders and RWY turn pad shoulders:<br>Width: 7.5 M<br>Surface: grass<br><br>Slope of RWY:<br>-1.8% (0 - 786 M)<br>-1.1% (786 - 1866 M)<br>-0.6% (1866 - 2946 M)<br>For RWY slope see AOC RWY 09/27 additionally. |

## LDPL AD 2.13 DECLARED DISTANCES

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

## LDPL AD 2.14 APPROACH AND RUNWAY LIGHTING

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

## LDPL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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


© Croatia Control Ltd.

| Type of aid CAT of ILS/MLS (VOR/ILS/MLS VAR) | ID | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB | VRS | 369 KHZ | H24 | 451236.66N 0133856.31E | | Range 25 NM |
| LOC 27 | IPU | 111.5 MHZ | H24 | 445335.03N 0135401.39E | | ILS CAT I<br>LOC coverage 17 NM MRA 3000 FT<br>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<br>Intersect heights: 223.1 FT |
| OM27 | Dashes-Dashes | 75 MHZ | H24 | 445343.28N 0140029.09E | | From THR 27 = 2.87 NM<br>Intersect heights: 1036.8 FT |

## LDPL AD 2.20 LOCAL AERODROME REGULATIONS

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

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

### LDPL AD 2.20.1 CODE LETTER E AND FOUR-ENGINE AIRCRAFT OPERATION

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

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

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

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

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

**LDPL AD 2.20.2 TAXI Procedures**

Minimum power settings are to be used when taxiing on apron and away from parking stand.
Only aircraft with wingspan up to 36 M are allowed to taxi via taxilane 1.
Only aircraft with wingspan up to 38.05 M are allowed to taxi via taxilane 2.
For other restriction adhere strictly to TWR instructions and marshaller guidance.

**Arrivals**:

'Follow me' guidance is mandatory for all arriving aircraft when entering apron from TWY F, TWY G or TWY H.
For further information see LDPL AD 2.24.2 APDC -1 (Aircraft Parking/Docking Chart).

**Departures:**

All parking positions are self-manoeuvring for departure, under marshaller guidance.
Start-up, towing clearance, and taxi instructions will be provided via Pula TWR FREQ.
For further information see LDPL AD 2.24.2 APDC -1 (Aircraft Parking/Docking Chart).

## LDPL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## LDPL AD 2.22 FLIGHT PROCEDURES

**SID RWY 09**

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

| SID RWY 09 | | | | |
|---|---|---|---|---|
| **Designator** | **Route** | **After take off** | | **Remarks** |
| | | **Climb initially** | **Contact** | |
| **PEVAL1A** | PEVAL ONE ALPHA DEPARTURE<br>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<br>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. |


© Croatia Control Ltd.

| SID RWY 09 | | | | |
|---|---|---|---|---|
| Designator | Route | After take off | | Remarks |
| | | Climb initially | Contact | |
| **RJK5C** | RIJEKA FIVE CHARLIE DEPARTURE<br>Climb straight ahead. At KAV NDB or 3.8 DME PUL turn LEFT to intercept QDR 005° KAV and continue climb. After 18.5 DME PUL follow ATC RADAR vector RJK. | 5000 FT | After passing 1000 FT, contact Pula Radar on 127.675 MHZ | Cross 18.5 DME PUL at or above 9000 FT AMSL. |
| **OBALA1A** | OBALA ONE ALPHA DEPARTURE<br>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<br>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<br>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).<br>Cross 18.1 DME PUL at or above 7000 FT AMSL.<br>Cross PEVAL at or above 9000 FT AMSL. |

| SID RWY 27 | | | | |
|---|---|---|---|---|
| **Designator** | **Route** | **After take off** | | **Remarks** |
| | | **Climb initially** | **Contact** | |
| **GIRDA5F** | GIRDA FIVE FOXTROT DEPARTURE<br>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).<br>Cross 18.1 DME PUL at or above 7000 FT AMSL.<br>Cross GIRDA at or above 8000 FT AMSL. |
| **RJK4D** | RIJEKA FOUR DELTA DEPARTURE<br>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).<br>Cross 18.1 DME PUL at or above 7000 FT AMSL. |
| **OBALA1B** | OBALA ONE BRAVO DEPARTURE<br>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).<br>Cross R-355 PUL at or above 6000 FT AMSL.<br>Cross CRE NDB at or above 8000 FT AMSL. |
| **OBALA1C** | OBALA ONE CHARLIE DEPARTURE<br>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).<br>Cross R-175 PUL at or above 6000 FT AMSL.<br>Cross CRE NDB at or above 8000 FT AMSL. |
| **LOS6G** | LOSINJ SIX GOLF DEPARTURE<br>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).<br>Cross LOS NDB at or above 8000 FT AMSL. |


© Croatia Control Ltd.

## LDRI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

## LDRI AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

| | | |
|---|---|---|
| 1 | Types of clearing equipment | NIL |
| 2 | Clearance priorities | NIL |
| 3 | Use of material for movement area surface treatment | NIL |
| 4 | Specially prepared winter runways | NIL |
| 5 | Remarks | It is proceeded in accordance with GRF |

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

| | | | | | |
|---|---|---|---|---|---|
| 1 | Apron surface and strength | **SURFACE** | | **STRENGTH** | |
| | | CONC | | PCN 45/R/A/X/T | |
| 2 | Designation, width, surface and strength of taxiways | **DESIGNATION** | **WIDTH (M)** | **SURFACE** | **STRENGTH** |
| | | TWY A | 20 | CONC | PCN 45/R/A/X/T |
| | | TWY B | 20 | CONC | PCN 45/R/A/X/T |
| 3 | ACL location and elevation | Location: At Apron<br>Elevation: 278 FT | | | |
| 4 | Location of VOR checkpoints | Nil | | | |
| 5 | Position of INS checkpoints | See LDRI AD 2.24.2 APDC -1 | | | |
| 6 | Remarks | Nil | | | |

## LDRI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

## LDRI AD 2.10 AERODROME OBSTACLES

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

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

## LDRI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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


© Croatia Control Ltd.

## LDRI AD 2.24 CHARTS RELATED TO AN AERODROME

| Name | Page |
|---|---|
| Aerodrome Chart - ICAO | LDRI AD 2.24.1 ADC -1 |
| Aircraft Parking/Docking Chart - ICAO | LDRI AD 2.24.2 APDC -1 |
| Aerodrome Ground Movement Chart - ICAO | *NOT AVBL* |
| Aerodrome Obstacle Chart - ICAO Type A RWY 14-32 | LDRI AD 2.24.4 AOC RWY 14/32 -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 14 | LDRI AD 2.24.8 SID RWY 14 -1 |
| Standard Departure Chart - Instrument - ICAO RNAV RWY 14 | LDRI AD 2.24.8 SID RNAV RWY 14 -1 |
| Standard Departure Chart - Instrument - ICAO RWY 32 | LDRI AD 2.24.8 SID RWY 32 -1 |
| Standard Departure Chart - Instrument - ICAO RNAV RWY 32 | LDRI AD 2.24.8 SID RNAV RWY 32 -1 |
| Area Chart - ICAO (arrival and transit routes) | *NOT AVBL* |
| Standard Arrival Chart - Instrument - ICAO RWY 14/32 | LDRI AD 2.24.10 STAR RWY 14/32 -1 |
| Standard Arrival Chart - Instrument - ICAO RNAV RWY 14 | LDRI AD 2.24.10 STAR RNAV RWY 14 -1 |
| Standard Arrival Chart - Instrument - ICAO RNAV RWY 32 | LDRI AD 2.24.10 STAR RNAV RWY 32 -1 |
| ATC Surveillance Minimum Altitude Chart - ICAO | *NOT AVBL* |
| Instrument Approach Chart - ICAO VOR RWY 14 | LDRI AD 2.24.12 IAC VOR RWY 14 -1 |
| Instrument Approach Chart - ICAO ILS y or LOC y RWY 14 | LDRI AD 2.24.12 IAC ILS y or LOC y RWY 14 -1 |
| Instrument Approach Chart - ICAO ILS z or LOC z RWY 14 | LDRI AD 2.24.12 IAC ILS z or LOC z RWY 14 -1 |
| Instrument Approach Chart - ICAO VOR RWY 32 | LDRI AD 2.24.12 IAC VOR RWY 32 -1 |
| Instrument Approach Chart - ICAO RNP RWY 14 | LDRI AD 2.24.12 IAC RNP RWY 14 -1 |
| Instrument Approach Chart - ICAO RNP RWY 32 | LDRI AD 2.24.12 IAC RNP RWY 32 -1 |
| Visual Approach Chart - ICAO | *NOT AVBL* |
| Visual Operation Chart | LDRI AD 2.24.13 VOC -1 |
| Bird concentrations | *NOT AVBL* |

**Remark:** All instrument approach procedures and all standard instrument departures (RWY14 and RWY32) are suspended outside ATS hours of service.

## LDRI AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.


© Croatia Control Ltd.

| Obstacles penetrating take-off flight path area obstacle identification surface - RWY 05 | | | | | |
|---|---|---|---|---|---|
| OBST ID or designation | Type | Position | ELEV / HGT | Marking LGT type and colour | Remarks |
| a | b | c | d | e | f |
| LDSP2007_AOC05_48 | BUILDING | 433354.51N 0162118.91E | 259.8 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC05_49 | BUILDING | 433356.73N 0162125.20E | 292.0 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC05_50 | BUILDING | 433355.03N 0162131.82E | 295.6 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC05_51 | NATURAL_HIGHPOINT | 433357.47N 0162143.13E | 367.5 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC05_52 | BUILDING | 433349.79N 0162148.93E | 242.1 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC05_53 | BUILDING | 433349.38N 0162154.96E | 298.6 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC05_54 | BUILDING | 433354.78N 0162157.33E | 325.1 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC05_55 | BUILDING | 433350.09N 0162208.61E | 301.8 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC05_56 | BUILDING | 433351.73N 0162218.81E | 347.8 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC05_57 | BUILDING | 433347.50N 0162221.37E | 312.3 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC05_58 | BUILDING | 433343.34N 0162253.40E | 305.8 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC05_59 | BUILDING | 433337.24N 0162300.77E | 305.1 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC05_60 | BUILDING | 433338.00N 0162310.10E | 370.7 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC05_61 | BUILDING | 433335.68N 0162315.62E | 361.5 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC05_62 | BUILDING | 433334.04N 0162319.72E | 367.5 FT / Nil | Nil Nil | Nil |

| Obstacles penetrating take-off flight path area obstacle identification surface - RWY 23 | | | | | |
|---|---|---|---|---|---|
| OBST ID or designation | Type | Position | ELEV / HGT | Marking LGT type and colour | Remarks |
| a | b | c | d | e | f |
| LDSP2007_AOC23_1 | NATURAL_HIGHPOINT | 433051.88N 0161545.08E | 196.9 FT / Nil | No No | Nil |
| LDSP2007_AOC23_2 | BUILDING | 433051.73N 0161544.24E | 205.7 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC23_3 | NATURAL_HIGHPOINT | 433040.84N 0161529.43E | 295.3 FT / Nil | No No | Nil |
| LDSP2007_AOC23_4 | TREE | 433041.83N 0161526.37E | 311.0 FT / Nil | No No | Nil |

| Obstacles penetrating take-off flight path area obstacle identification surface - RWY 23 | | | | | |
|---|---|---|---|---|---|
| **OBST ID or designation** | **Type** | **Position** | **ELEV / HGT** | **Marking LGT type and colour** | **Remarks** |
| **a** | **b** | **c** | **d** | **e** | **f** |
| LDSP2007_AOC23_5 | BUILDING | 433042.34N 0161518.30E | 230.3 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC23_6 | CRANE | 433042.69N 0161429.83E | 242.8 FT / Nil | Nil Nil | Nil |
| LDSP2007_AOC23_7 | NATURAL_HIGHPOINT | 432927.06N 0161345.75E | 353.0 FT / Nil | No No | Nil |
| LDSP2007_AOC23_8 | TREE | 432927.69N 0161341.70E | 369.1 FT / Nil | No No | Nil |
| LDSP2007_AOC23_9 | NATURAL_HIGHPOINT | 432936.52N 0161326.62E | 353.7 FT / Nil | No No | Nil |
| LDSP2007_AOC23_10 | TREE | 432928.89N 0161332.44E | 362.9 FT / Nil | No No | Nil |
| LDSP2007_AOC23_11 | TREE | 432931.98N 0161256.38E | 370.7 FT / Nil | No No | Nil |
| LDSP2007_AOC23_12 | NATURAL_HIGHPOINT | 432931.71N 0161251.52E | 377.3 FT / Nil | No No | Nil |
| LDSP2007_AOC23_13 | TREE | 432930.91N 0161249.10E | 406.8 FT / Nil | No No | Nil |

Data for other obstacles assessed as being hazardous to air navigation currently not provided.

| Area 3 | | | | | |
|---|---|---|---|---|---|
| **OBST ID or designation** | **Type** | **Position** | **ELEV / HGT** | **Marking LGT type and colour** | **Remarks** |
| **a** | **b** | **c** | **d** | **e** | **f** |
| LDSP2020_3_1 | TREE | 433157.32N 0161705.01E | 76.1 FT / Nil | No No | Nil |
| LDSP2020_3_2 | TREE | 433157.40N 0161705.16E | 77.8 FT / Nil | No No | Nil |
| LDSP2020_3_3 | TREE | 433157.48N 0161705.28E | 78.1 FT / Nil | No No | Nil |
| LDSP2020_3_4 | POLE | 433157.59N 0161705.48E | 96.5 FT / Nil | No No | Nil |
| LDSP2020_3_5 | SIGN | 433155.88N 0161706.63E | 72.5 FT / Nil | No No | Nil |
| LDSP2020_3_6 | TREE | 433157.72N 0161706.02E | 76.8 FT / Nil | No No | Nil |
| LDSP2020_3_7 | TREE | 433157.83N 0161705.95E | 76.4 FT / Nil | No No | Nil |
| LDSP2020_3_8 | TREE | 433157.79N 0161706.10E | 76.1 FT / Nil | No No | Nil |
| LDSP2020_3_9 | TREE | 433157.79N 0161706.27E | 76.4 FT / Nil | No No | Nil |


© Croatia Control Ltd.

| Area 3 | | | | | |
|---|---|---|---|---|---|
| OBST ID or designation | Type | Position | ELEV / HGT | Marking LGT type and colour | Remarks |
| a | b | c | d | e | f |
| LDSP2020_3_10 | VEGETATION | 433157.92N 0161706.51E | 80.4 FT / Nil | No No | Nil |
| LDSP2020_3_11 | SIGN | 433156.59N 0161707.94E | 73.5 FT / Nil | No No | Nil |
| LDSP2020_3_12 | POLE | 433158.12N 0161707.04E | 97.1 FT / Nil | No No | Nil |
| LDSP2020_3_13 | VEGETATION | 433158.43N 0161707.19E | 83.3 FT / Nil | No No | Nil |
| LDSP2020_3_14 | TREE | 433158.55N 0161707.60E | 77.8 FT / Nil | No No | Nil |
| LDSP2020_3_15 | TREE | 433158.65N 0161707.74E | 81.7 FT / Nil | No No | Nil |
| LDSP2020_3_16 | TREE | 433158.88N 0161707.91E | 83.7 FT / Nil | No No | Nil |
| LDSP2020_3_17 | TREE | 433158.98N 0161708.00E | 82.7 FT / Nil | No No | Nil |
| LDSP2020_3_18 | TREE | 433158.92N 0161708.05E | 84.0 FT / Nil | No No | Nil |
| LDSP2020_3_19 | POLE | 433158.82N 0161708.37E | 103.0 FT / Nil | No No | Nil |
| LDSP2020_3_20 | VEGETATION | 433159.90N 0161709.71E | 86.3 FT / Nil | No No | Nil |
| LDSP2020_3_21 | POLE | 433159.29N 0161709.31E | 101.4 FT / Nil | No No | Nil |
| LDSP2020_3_22 | POLE | 433200.02N 0161710.22E | 104.0 FT / Nil | No No | Nil |
| LDSP2020_3_23 | BUILDING | 433200.31N 0161710.50E | 88.6 FT / Nil | No No | Nil |
| LDSP2020_3_24 | POLE | 433200.65N 0161711.61E | 104.7 FT / Nil | No No | Nil |
| LDSP2020_3_25 | POLE | 433201.40N 0161712.93E | 104.0 FT / Nil | No No | Nil |
| LDSP2020_3_26 | VEGETATION | 433202.61N 0161714.63E | 93.8 FT / Nil | No No | Nil |
| LDSP2020_3_27 | VEGETATION | 433202.64N 0161715.02E | 88.3 FT / Nil | No No | Nil |
| LDSP2020_3_28 | OTHER: PAPI | 433202.42N 0161716.01E | 80.4 FT / Nil | No No | Nil |
| LDSP2020_3_29 | OTHER: PAPI | 433202.19N 0161716.22E | 79.7 FT / Nil | No No | Nil |
| LDSP2020_3_30 | OTHER: PAPI | 433201.96N 0161716.48E | 79.7 FT / Nil | No No | Nil |
| LDSP2020_3_31 | VEGETATION | 433203.89N 0161716.79E | 100.1 FT / Nil | No No | Nil |

| Area 3 | | | | | |
|---|---|---|---|---|---|
| OBST ID or designation | Type | Position | ELEV / HGT | Marking LGT type and colour | Remarks |
| a | b | c | d | e | f |
| LDSP2020_3_32 | TREE | 433200.02N 0161722.43E | 81.4 FT / Nil | No No | Nil |
| LDSP2020_3_33 | VEGETATION | 433159.89N 0161722.50E | 85.3 FT / Nil | No No | Nil |
| LDSP2020_3_34 | TREE | 433200.55N 0161723.36E | 82.3 FT / Nil | No No | Nil |
| LDSP2020_3_35 | TREE | 433200.35N 0161723.57E | 79.1 FT / Nil | No No | Nil |
| LDSP2020_3_36 | TREE | 433200.52N 0161723.90E | 81.7 FT / Nil | No No | Nil |
| LDSP2020_3_37 | TREE | 433201.25N 0161724.84E | 91.5 FT / Nil | No No | Nil |
| LDSP2020_3_38 | VEGETATION | 433201.72N 0161725.64E | 88.6 FT / Nil | No No | Nil |
| LDSP2020_3_39 | FENCE | 433202.14N 0161725.81E | 83.0 FT / Nil | No No | Nil |
| LDSP2020_3_40 | NATURAL HIGHPOINT | 433206.24N 0161721.58E | 85.3 FT / Nil | No No | Nil |
| LDSP2020_3_41 | VEGETATION | 433202.53N 0161727.06E | 82.7 FT / Nil | No No | Nil |
| LDSP2020_3_42 | BUILDING | 433202.99N 0161728.24E | 91.9 FT / Nil | No No | Nil |
| LDSP2020_3_43 | VEGETATION | 433203.12N 0161728.28E | 91.2 FT / Nil | No No | Nil |
| LDSP2020_3_44 | FENCE | 433203.39N 0161728.05E | 86.0 FT / Nil | No No | Nil |
| LDSP2020_3_45 | FENCE | 433203.72N 0161729.02E | 82.0 FT / Nil | No No | Nil |
| LDSP2020_3_46 | TREE | 433203.58N 0161729.16E | 87.9 FT / Nil | No No | Nil |
| LDSP2020_3_47 | TREE | 433203.98N 0161729.33E | 85.6 FT / Nil | No No | Nil |
| LDSP2020_3_48 | TREE | 433204.16N 0161729.58E | 79.4 FT / Nil | No No | Nil |
| LDSP2020_3_49 | FENCE | 433204.88N 0161731.51E | 84.0 FT / Nil | No No | Nil |
| LDSP2020_3_50 | VEGETATION | 433205.21N 0161732.33E | 81.7 FT / Nil | No No | Nil |
| LDSP2020_3_51 | TREE | 433205.80N 0161733.15E | 81.7 FT / Nil | No No | Nil |
| LDSP2020_3_52 | VEGETATION | 433207.25N 0161738.47E | 88.6 FT / Nil | No No | Nil |
| LDSP2020_3_53 | BUILDING | 433207.69N 0161738.35E | 75.1 FT / Nil | No No | Nil |


© Croatia Control Ltd.

| Area 3 | | | | | |
|---|---|---|---|---|---|
| OBST ID or designation | Type | Position | ELEV / HGT | Marking LGT type and colour | Remarks |
| a | b | c | d | e | f |
| LDSP2020_3_54 | BUILDING | 433207.71N 0161738.56E | 73.5 FT / Nil | No No | Nil |
| LDSP2020_3_55 | POLE | 433207.77N 0161738.76E | 80.1 FT / Nil | Yes LI Type B/red | Nil |
| LDSP2020_3_56 | BUILDING | 433207.88N 0161738.87E | 76.4 FT / Nil | No No | Nil |
| LDSP2020_3_57 | BUILDING | 433206.90N 0161741.77E | 74.8 FT / Nil | No No | Nil |
| LDSP2020_3_58 | TREE | 433206.33N 0161741.27E | 76.4 FT / Nil | No No | Nil |
| LDSP2020_3_59 | FENCE | 433208.08N 0161739.92E | 74.1 FT / Nil | No No | Nil |
| LDSP2020_3_60 | BUILDING | 433206.34N 0161741.81E | 72.5 FT / Nil | No No | Nil |
| LDSP2020_3_61 | TREE | 433206.72N 0161741.93E | 76.4 FT / Nil | No No | Nil |
| LDSP2020_3_62 | VEGETATION | 433207.20N 0161741.73E | 81.4 FT / Nil | No No | Nil |
| LDSP2020_3_63 | FENCE | 433208.20N 0161741.25E | 72.2 FT / Nil | No No | Nil |
| LDSP2020_3_64 | BUILDING | 433206.65N 0161742.27E | 69.6 FT / Nil | No No | Nil |
| LDSP2020_3_65 | POLE | 433207.50N 0161741.89E | 101.7 FT / Nil | Yes LI Type B/red | Nil |
| LDSP2020_3_66 | TREE | 433206.87N 0161742.80E | 76.1 FT / Nil | No No | Nil |
| LDSP2020_3_67 | TREE | 433206.82N 0161743.06E | 71.9 FT / Nil | No No | Nil |
| LDSP2020_3_68 | FENCE | 433207.84N 0161742.41E | 70.5 FT / Nil | No No | Nil |
| LDSP2020_3_69 | TREE | 433207.06N 0161743.33E | 68.9 FT / Nil | No No | Nil |
| LDSP2020_3_70 | TREE | 433206.75N 0161743.39E | 70.9 FT / Nil | No No | Nil |
| LDSP2020_3_71 | BUILDING | 433206.56N 0161743.67E | 69.9 FT / Nil | No No | Nil |
| LDSP2020_3_72 | VEGETATION | 433207.81N 0161743.08E | 108.9 FT / Nil | No No | Nil |
| LDSP2020_3_73 | TREE | 433207.57N 0161743.60E | 73.2 FT / Nil | No No | Nil |
| LDSP2020_3_74 | TREE | 433207.63N 0161743.79E | 71.5 FT / Nil | No No | Nil |
| LDSP2020_3_75 | TREE | 433207.72N 0161743.95E | 74.1 FT / Nil | No No | Nil |

| Area 3 | | | | | |
|---|---|---|---|---|---|
| OBST ID or designation | Type | Position | ELEV / HGT | Marking LGT type and colour | Remarks |
| a | b | c | d | e | f |
| LDSP2020_3_76 | SIGN | 433211.01N 0161738.64E | 77.1 FT / Nil | No No | Nil |
| LDSP2020_3_77 | POLE | 433208.22N 0161743.68E | 101.7 FT / Nil | Yes LI Type B/red | Nil |
| LDSP2020_3_78 | BUILDING | 433204.82N 0161745.60E | 74.5 FT / Nil | No No | Nil |
| LDSP2020_3_79 | POLE | 433205.69N 0161746.28E | 127.0 FT / Nil | Yes LI Type B/red | Nil |
| LDSP2020_3_80 | POLE | 433203.80N 0161748.08E | 144.4 FT / Nil | Yes LI Type B/red | Nil |
| LDSP2020_3_81 | BUILDING | 433205.45N 0161753.37E | 81.0 FT / Nil | No No | Nil |
| LDSP2020_3_82 | SIGN | 433212.27N 0161742.96E | 73.5 FT / Nil | No No | Nil |
| LDSP2020_3_83 | SIGN | 433211.52N 0161743.80E | 72.2 FT / Nil | No No | Nil |
| LDSP2020_3_84 | SIGN | 433213.27N 0161746.82E | 71.2 FT / Nil | No No | Nil |
| LDSP2020_3_85 | SIGN | 433214.61N 0161745.04E | 75.5 FT / Nil | No No | Nil |
| LDSP2020_3_86 | NATURAL HIGHPOINT | 433215.27N 0161748.38E | 70.2 FT / Nil | No No | Nil |
| LDSP2020_3_87 | BUILDING | 433209.59N 0161753.14E | 127.6 FT / Nil | No No | Nil |
| LDSP2020_3_88 | BUILDING | 433210.93N 0161755.20E | 110.6 FT / Nil | No No | Nil |
| LDSP2020_3_89 | POLE | 433211.91N 0161754.67E | 131.9 FT / Nil | Yes LI Type B/red | Nil |
| LDSP2020_3_90 | POLE | 433213.31N 0161757.50E | 130.9 FT / Nil | Yes LI Type B/red | Nil |
| LDSP2020_3_91 | BUILDING | 433213.69N 0161758.55E | 89.2 FT / Nil | No No | Nil |
| LDSP2020_3_92 | BUILDING | 433214.39N 0161759.21E | 75.1 FT / Nil | No No | Nil |
| LDSP2020_3_93 | BUILDING | 433213.83N 0161800.71E | 67.9 FT / Nil | No No | Nil |
| LDSP2020_3_94 | OTHER: WIND VANE | 433217.88N 0161754.19E | 90.2 FT / Nil | Yes LI Type B/red | Nil |
| LDSP2020_3_95 | BUILDING | 433214.83N 0161800.48E | 179.1 FT / Nil | No LI Type B/red | Nil |
| LDSP2020_3_96 | BUILDING | 433215.09N 0161801.45E | 96.5 FT / Nil | No No | Nil |
| LDSP2020_3_97 | BUILDING | 433216.13N 0161802.60E | 75.5 FT / Nil | No No | Nil |


© Croatia Control Ltd.

| Area 3 | | | | | |
|---|---|---|---|---|---|
| OBST ID or designation | Type | Position | ELEV / HGT | Marking LGT type and colour | Remarks |
| a | b | c | d | e | f |
| LDSP2020_3_98 | TREE | 433216.00N 0161802.95E | 78.1 FT / Nil | No No | Nil |
| LDSP2020_3_99 | BUILDING | 433215.48N 0161803.45E | 67.3 FT / Nil | No No | Nil |
| LDSP2020_3_100 | VEGETATION | 433215.43N 0161803.75E | 80.1 FT / Nil | No No | Nil |
| LDSP2020_3_101 | VEGETATION | 433216.18N 0161803.44E | 81.7 FT / Nil | No No | Nil |
| LDSP2020_3_102 | POLE | 433216.77N 0161803.77E | 125.7 FT / Nil | Yes LI Type B/red | Nil |
| LDSP2020_3_103 | BUILDING | 433216.94N 0161804.36E | 83.3 FT / Nil | No No | Nil |
| LDSP2020_3_104 | BUILDING | 433216.70N 0161804.66E | 90.6 FT / Nil | No No | Nil |
| LDSP2020_3_105 | BUILDING | 433216.27N 0161805.13E | 84.6 FT / Nil | No No | Nil |
| LDSP2020_3_106 | BUILDING | 433218.40N 0161804.14E | 90.2 FT / Nil | No No | Nil |
| LDSP2020_3_107 | BUILDING | 433218.79N 0161805.18E | 85.6 FT / Nil | No No | Nil |
| LDSP2020_3_108 | BUILDING | 433220.16N 0161804.40E | 72.2 FT / Nil | No No | Nil |
| LDSP2020_3_109 | SIGN | 433221.79N 0161801.34E | 64.3 FT / Nil | No No | Nil |
| LDSP2020_3_110 | SIGN | 433223.57N 0161801.14E | 66.6 FT / Nil | No No | Nil |
| LDSP2020_3_111 | SIGN | 433222.66N 0161801.72E | 64.3 FT / Nil | No No | Nil |
| LDSP2020_3_112 | SIGN | 433221.37N 0161803.44E | 69.6 FT / Nil | No No | Nil |
| LDSP2020_3_113 | OTHER: METEO DEVICE | 433221.62N 0161805.10E | 71.9 FT / Nil | No No | Nil |
| LDSP2020_3_114 | NATURAL HIGHPOINT | 433223.38N 0161805.80E | 67.3 FT / Nil | No No | Nil |
| LDSP2020_3_115 | SIGN | 433227.82N 0161808.84E | 61.7 FT / Nil | No No | Nil |
| LDSP2020_3_116 | OTHER: PAPI | 433238.13N 0161820.16E | 52.5 FT / Nil | No No | Nil |
| LDSP2020_3_117 | OTHER: PAPI | 433237.88N 0161820.36E | 52.2 FT / Nil | No No | Nil |
| LDSP2020_3_118 | TREE | 433235.11N 0161825.87E | 53.8 FT / Nil | No No | Nil |
| LDSP2020_3_119 | NATURAL HIGHPOINT | 433240.22N 0161822.00E | 52.5 FT / Nil | No No | Nil |

| Area 3 | | | | | |
|---|---|---|---|---|---|
| **OBST ID or designation** | **Type** | **Position** | **ELEV / HGT** | **Marking LGT type and colour** | **Remarks** |
| **a** | **b** | **c** | **d** | **e** | **f** |
| LDSP2020_3_120 | NATURAL HIGHPOINT | 433242.27N 0161825.98E | 52.8 FT / Nil | No<br>No | Nil |
| LDSP2020_3_121 | OTHER: DISTRIBUTION CABINET FOR LOCALIZER POWER SUPPLY | 433239.73N 0161834.45E | 56.8 FT / Nil | Yes<br>No | Nil |
| LDSP2020_3_122 | FENCE | 433244.60N 0161841.72E | 65.0 FT / Nil | No<br>LI Type B/red | Nil |
| LDSP2020_3_123 | NATURAL HIGHPOINT | 433247.24N 0161838.94E | 58.4 FT / Nil | No<br>No | Nil |
| LDSP2020_3_124 | NATURAL HIGHPOINT | 433248.67N 0161837.32E | 64.6 FT / Nil | No<br>No | Nil |

## LDSP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | SPLIT |
| 2 | Hours of service<br>MET Office outside hours | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MWO ZAGREB<br>TAF (24HR) |
| 4 | Trend Forecast<br>Interval of issuance | TREND<br>30 MIN |
| 5 | Briefing/consultation provided | Selfbriefing (URL: https://ib.crocontrol.hr)<br>or by phone: +385 1 6259224 |
| 6 | Flight documentation<br>Language(s) used | • Selfbriefing (URL: https://ib.crocontrol.hr) or request by phone: +385 21 205452<br>• Croatian, English |
| 7 | Charts and other information available for briefing or consultation | • ICE, TURB and CB forecasts<br>• Lightning data<br>• Satelite images<br>• Radar images |
| 8 | Supplementary equipment available for providing information | URL:https://met.crocontrol.hr |
| 9 | ATS units provided with information | Split TWR, Split APP |
| 10 | Additional information (limitation of service, etc.) | NIL |


© Croatia Control Ltd.

## LDZD AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in Zadar and Biograd |
| 2 | Restaurants | At AD and in the city |
| 3 | Transportation possibilities | Bus, taxi, rent a car |
| 4 | Medical facilities | First aid at AD, hospital in Zadar and Biograd cities |
| 5 | Bank and Post Office | Bank and P.O. Box at AD and in the city |
| 6 | Tourist Office | In the city |
| 7 | Remarks | NIL |

## LDZD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 9<br>See Remarks |
| 2 | Rescue equipment | 1 Commanding vehicle: JEEP CHEROKEE<br>1 Heavy fire fighting vehicle: PANTHER 12500 L water, 1500 L foam, 250 KG powder<br>1 Heavy fire fighting vehicle: MAN 9100 L water, 1100 L foam, 250 KG powder<br>1 Heavy fire fighting vehicle: MERCEDES 9000 L water, 1000 L foam, 250 KG powder<br>1 Heavy fire fighting vehicle: VOLVO 9000 L water, 1000 L foam |
| 3 | Capability for removal of disabled aircraft | Towbarless tractor LECTRO up to 55 T MTOW |
| 4 | Remarks | CAT 5 during AD HR SER in winter season.<br>CAT 7 during AD HR SER in summer season.<br>CAT 6 up to CAT 9 AVBL upon 24 HR PPR sent via:<br>SITA: ZADAPXH<br>Phone: +385 23 205 832<br>Fax: +385 23 205 831<br>E-mail: groundops@zadar-airport.hr |

## LDZD AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

| | | |
|---|---|---|
| 1 | Types of clearing equipment | NIL |
| 2 | Clearance priorities | NIL |
| 3 | Use of material for movement area surface treatment | NIL |
| 4 | Specially prepared winter runways | NIL |
| 5 | Remarks | RWY surface inspection and report will be according to GRF regulation |

## LDZD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | | | | |
|---|---|---|---|---|---|
| 1 | Designation, surface and strength of aprons | **DESIGNATION** | **SURFACE** | **STRENGTH** | |
| | | MAIN APRON | ASPH | S1 PCN 65/F/B/W/T<br>S2 PCN 93/F/B/W/T<br>S3 PCN 57/F/B/W/T<br>S4 PCN 55/F/B/X/T<br>S6 PCN 132/F/B/X/T<br>See: LDZD AD 2.24.2 APDC -1 | |
| | | | CONC | S5 PCN 63/R/A/W/T<br>See: LDZD AD 2.24.2 APDC -1 | |
| | | GENERAL AVIATION APRON | ASPH | PCN 15/F/B/Y/T | |
| 2 | Designation, width, surface and strength of taxiways | **DESIGNATION** | **WIDTH (M)** | **SURFACE** | **STRENGTH** |
| | | A | 15 | CONC | PCN 55/R/B/W/T |
| | | B | 15 | CONC | PCN 44/R/B/W/T |
| | | C | 10 | ASPH | PCN 22/F/B/Y/T |
| | | D | 10 | ASPH | PCN 22/F/B/Y/T |
| | | E | 15 | CONC | PCN 20/R/B/W/T |
| | | F | 15 | CONC | PCN 36/R/B/W/T |
| | | G | 27 | ASPH | PCN 65/F/B/W/U |
| | | H | 15 | CONC | PCN 50/R/B/W/T |
| | | K | 18 | CONC+ASPH | CONC PCN 63/R/A/W/T<br>ASPH PCN 47/F/B/X/T |
| 3 | ACL location and elevation | At Main apron<br>269 FT | | | |
| 4 | Location of VOR checkpoints | NIL | | | |
| 5 | Position of INS checkpoints | See LDZD AD 2.24.2 APDC -1 | | | |
| 6 | Remarks | 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.<br>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. | | | |


© Croatia Control Ltd.

## LDZD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Guide lines at Apron, nose-in guidance at aircraft stands, Marshaller, "Follow me" vehicle. |
| 2 | RWY and TWY markings and LGT | RWY-04/22 RWY designation, THR markings, TDZ markings, Centre line markings, edges, aiming point markings, RWY 04 turning bay marking*.<br>RWY-13/31 RWY designation, THR markings, TDZ markings, centre line markings, edges, aiming point markings.<br>TWYA Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.<br>TWY markings: centre line, holding positions<br>TWYB Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.<br>TWY markings: centre line, holding positions<br>TWY C Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.<br>TWY markings: centre line, holding positions<br>TWY D Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.<br>TWY markings: centre line, holding positions<br>TWY E Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.<br>TWY markings: centre line, holding positions<br>TWY F Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.<br>TWY markings: centre line, holding positions<br>TWY G Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.<br>TWY markings: centre line, holding positions<br>TWY H Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.<br>TWY markings: centre line, holding positions<br>TWY K Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions.<br>TWY markings: centre line, holding positions<br>RWY designation, THR markings, TDZ markings, Centre line markings, edges, aiming point markings |
| 3 | Stop bars | Nil |
| 4 | Remarks | *RWY 04 turning bay closed for civil traffic.<br>TWY A - RWY guard lights<br>TWY G - RWY guard lights<br>TWY K - RWY guard lights |

## LDZD AD 2.10 AERODROME OBSTACLES

Obstacles in area 2: See LDZD AD 2.24.4 AOC RWY 04/22 -1

| In Area 2 | | | | | |
|---|---|---|---|---|---|
| **OBST ID/ Designation** | **OBST type** | **OBST position** | **ELEV/HGT** | **Markings/ type, colour** | **Remarks** |
| **a** | **b** | **c** | **d** | **e** | **f** |
| LDZD 1 | Fence | 440440.97N<br>0152014.95E | 97.4/3.9 M | Nil | Nil |
| LDZD 2 | Terrain-Hill | 440437.92N<br>0152010.09E | 99.3/0 M | Nil | Nil |
| LDZD 3 | Terrain-Hill | 440430.96N<br>0151958.95E | 99.9/0 M | Nil | Nil |

Obstacles in area 3: Nil

## LDZD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | ZADAR |
| 2 | Hours of service<br>MET Office outside hours | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MWO ZAGREB<br>TAF (24HR) |
| 4 | Trend Forecast<br>Interval of issuance | TREND<br>30 MIN |
| 5 | Briefing/consultation provided | Selfbriefing (URL:https://ib.crocontrol.hr)<br>or by phone: +385 1 6259224 |
| 6 | Flight documentation<br>Language(s) used | • Selfbriefing (URL: https://ib.crocontrol.hr) or request by phone.: +385 23 203438<br>• Croatian, English |
| 7 | Charts and other information available for briefing or consultation | • ICE, TURB and CB forecasts<br>• Lightning data<br>• Satelite images<br>• Radar images |
| 8 | Supplementary equipment available for providing information | URL:https://met.crocontrol.hr |
| 9 | ATS units provided with information | Zadar TWR, Zadar APP |
| 10 | Additional information (limitation of service, etc.) | NIL |


© Croatia Control Ltd.

## LDZD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

## LDZD AD 2.16 HELICOPTER LANDING AREA

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

## LDZD AD 2.17 ATS AIRSPACE

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

## LDZD AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | ZADAR RADAR | 128.525 MHZ | H24 | Primary FREQ * |
| | ZADAR RADAR | 130.625 MHZ | H24 | ALTN FREQ * |
| | ZADAR RADAR | 121.500 MHZ | H24 | EMERG FREQ * |
| TWR | ZADAR TOWER / ZADAR TORANJ | 123.700 MHZ | H24 | Primary FREQ<br>If no contact on TWR frequency, contact Zadar Radar. |
| | | 132.975 MHZ | H24 | ALTN FREQ<br>If no contact on TWR frequency, contact Zadar Radar. |
| ZADAR DELIVERY | ZADAR DELIVERY | 132.975 MHZ | TUE-FRI 0800-1400 UTC during winter period<br>TUE-SAT 0700-1800 UTC during summer period | ALTN FREQ for primary TWR FREQ.<br>If used as TWR FREQ, clearance delivery will be provided by Zadar TWR. |
| * Low level flights in areas with mountainous terrain may encounter difficulties in establishing and maintaining radio communication with Zadar Approach. | | | | |

## LDZD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid CAT of ILS/MLS (VOR/ILS/MLS VAR) | ID | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME<br>(4° E/2019) | NTL | 117.350 MHZ<br>CH120Y | H24 | 443359.44N<br>0142327.79E | 190 FT | Coverage 80 NM, except between QDR 330°-120° where coverage is 40 NM.<br><br>MRA at 40 NM:<br>QDR 020°-120° 10000 FT<br>QDR 120°-330° 5000 FT<br>QDR 330°-020° 12000 FT |
| VOR/DME<br>(4°E/2019) | SPL | 115.7 MHZ<br>CH104X | H24 | 432947.69N<br>0161817.00E | 734 FT | Range 100 NM |
| VOR/DME<br>(4°E/2019) | ZDA | 108.6 MHZ<br>CH23X | H24 | 440543.16N<br>0152151.22E | 279 FT | Range 100 NM except in sectors QDR 334°- 044° clockwise and QDR 124°-274° clockwise where coverage is reduced due to terrain |
| NDB | LOS | 429 KHZ | H24 | 443137.55N<br>0142822.25E | | 119°MAG/4.10 NM from LDLO THR 02.<br>Range 50 NM |
| NDB | SAL | 421 KHZ | H24 | 435616.30N<br>0151005.20E | | MRA at 25 NM 4000 FT |
| NDB | ZRA | 330 KHZ | H24 | 435949.76N<br>0152947.31E | | Range 50 NM |


© Croatia Control Ltd.

| Type of aid CAT of ILS/MLS (VOR/ILS/MLS VAR) | ID | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| L | BO | 385 KHZ | H24 | 441009.29N 0151550.41E | | Coverage 25 NM, except between QDR 349°- 069° clockwise where coverage is 15 NM |
| L | ZK | 348 KHZ | H24 | 440540.45N 0152154.26E | | Range 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 LOCAL AERODROME REGULATIONS

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

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

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

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

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

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

**TAXIING PROCEDURES**
A slow taxi speed on apron is required, and on TWY A and TWY H.
„Follow me“ guidance can be expected when taxiing via TWY H. All aircraft vacating runway 13/31 via TWY G shall hold short on Intermediate holding positions with TWY H. Continuing of taxing may be expected upon ATC instruction.
All aircraft vacating runway 13/31 via TWY A and taxing via TWY H shall hold short on Intermediate holding positions with TWY G. Continuing of taxing may be expected upon ATC instruction.
**Arrivals:**
“Follow me” guidance is mandatory for all arriving aircraft when entering apron from TWY G or TWY K.

**Departures:**
ATC DEP clearance and DEP INFO are available 15 MIN before EOBT.
Unless otherwise notified to ATC by the pilot, ACFT are expected to be ready for departure upon reaching the runway-holding position.

Pilot shall state their parking position number on initial contact with ATC.In case of self-manoeuvring from nose-in parking positions (1-10), usage of both engines is strongly recommended. In case that one engine is used, special caution is advised in respect of the need that engine on the opposite side from turning direction should be used.

For push-back:

- ACFT shall request start-up and push-back clearance after communication with the ground crew has been established, push-back vehicle has been attached and aircraft is ready to commence push-back,
- push-back clearance issued by ATC shall contain RWY in use,
- RWY in use shall be relayed to the ground crew by flight deck.

For taxi-out from the self-maneuvering parking positions, ACFT shall request start-up clearance after communication with ground crew has been established.

Aircraft shall not request start up clearance before it is ascertained that start of the engine(s) can be completed within 5 MIN after the clearance has been issued.


© Croatia Control Ltd.

Aircraft with CTOT are strongly advised to be ready and request push-back/start up clearance 10 MIN prior to CTOT at latest..

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

**LDZD AD 2.20.1 CODE LETTER E AIRCRAFT**

1. Prior and after code letter E ACFT landing, taxiing or departure, RWY, TWY and parking positions will be checked by responsible department

2. Restrictions for code letter E aircraft:

- **Landing:** permitted only on THR 13 - exit from RWY only via TWY G
- **Take off:** permitted only from THR 31 - entry on RWY only via TWY G

**LDZD AD 2.20.2 FIRE FIGHTING CATEGORY**

For all aircraft operations, previously approved by the airport operator (based on flight schedule or “ad-hoc”), the (aerodrome) rescue and fire fighting category will be aligned with the rescue and fire fighting category of the aircraft.

## LDZD AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## LDZD AD 2.22 FLIGHT PROCEDURES

**SID RWY 04**

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

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

| SID RWY 04 | | | | |
|---|---|---|---|---|
| Designator | Route | After take off | | Remarks |
| | | Climb initially | Contact | |
| SAL2L | SALI TWO LIMA DEPARTURE<br>Climb straight ahead. At 730 FT turn LEFT, climbing to SAL NDB. | 8000 | Zadar Radar 128.525 MHZ | |

**SID RWY 13**

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

| SID RWY 13 | | | | |
|---|---|---|---|---|
| Designator | Route | After take off | | Remarks |
| | | Climb initially | Contact | |
| RAVNA1B | RAVNA ONE BRAVO DEPARTURE<br>MNM PDG 4.5% (274 FT/NM) to 5700 FT.<br>Climb on R-127 ZDA. At 3.0 DME ZDA turn RIGHT climbing inbound ZDA VOR/DME. Cross ZDA VOR/DME, intercept R-316 ZDA climbing to RAVNA. | 8000 | Zadar Radar 128.525 MHZ | Cross ZDA VOR/DME at or above 6000 FT.<br>Cross RAVNA at or above 8000 FT. |
| PALEZ1B | PALEZ ONE BRAVO DEPARTURE<br>MNM PDG 6.0% (365 FT/NM) to 7800 FT.<br>Climb on R-127 ZDA. At 3.0 DME ZDA turn RIGHT climbing inbound ZDA VOR/DME. Cross ZDA VOR/DME, intercept R-010 ZDA climbing to PALEZ. | 8000 | Zadar Radar 128.525 MHZ | Cross ZDA VOR/DME at or above 6000 FT.<br>Cross PALEZ at or above 8000 FT. |
| SAL4D | SALI FOUR DELTA DEPARTURE<br>Climb on R-127 ZDA to SPL VOR/DME. At 3.0 DME ZDA turn RIGHT, climbing to SAL NDB. | 8000 | Zadar Radar 128.525 MHZ | |
| SPL4D | SPLIT FOUR DELTA DEPARTURE<br>Climb on R-127 ZDA to SPL VOR DME. | 8000 | Zadar Radar 128.525 MHZ | |

**SID RWY 22**

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

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


© Croatia Control Ltd.

| SID RWY 22 | | | | |
|---|---|---|---|---|
| Designator | Route | After take off | | Remarks |
| | | Climb initially | Contact | |
| SAL3M | SALI THREE MIKE DEPARTURE<br>Climb on R-218 ZDA direct to SAL NDB. | 8000 | Zadar Radar 128.525 MHZ | |
| SPL3G | SPLIT THREE GOLF DEPARTURE<br>Climb on R-221 ZDA. At 5.0 DME ZDA turn LEFT, inbound ZRA NDB. Cross R-137 ZDA turn RIGHT, intercept R-127 ZDA, climbing to SPL VOR DME. | 8000 | Zadar Radar 128.525 MHZ | |

**SID RWY 31**

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

| SID RWY 31 | | | | |
|---|---|---|---|---|
| Designator | Route | After take off | | Remarks |
| | | Climb initially | Contact | |
| RAVNA1D | RAVNA ONE DELTA DEPARTURE<br>Climb straight ahead. At 6.2 DME ZDA turn RIGHT, intercept R-316 ZDA climbing to RAVNA. | 8000 | Zadar Radar 128.525 MHZ | Cross RAVNA at or above 8000 FT. |
| PALEZ1D | PALEZ ONE DELTA DEPARTURE<br>MNM PDG 5.6% (341 FT/NM) to 7800 FT.<br>Climb straight ahead. At 6.2 DME ZDA turn LEFT inbound ZDA VOR/DME. Cross ZDA VOR/DME, intercept R-010 ZDA climbing to PALEZ. | 8000 | Zadar Radar 128.525 MHZ | Cross ZDA VOR/DME at or above 6000 FT. Cross PALEZ at or above 8000 FT. |
| SAL3E | SALI THREE ECHO DEPARTURE<br>Climb straight ahead. At BO L (6.2 DME ZDA) turn LEFT, climbing to SAL NDB. | 8000 | Zadar Radar 128.525 MHZ | |
| SPL5E | SPLIT FIVE ECHO DEPARTURE<br>Climb straight ahead. At BO L (6.2 DME ZDA) turn LEFT inbound ZRA NDB. Cross ZRA NDB, intercept R-127 ZDA, climbing to SPL VOR DME. | 8000 | Zadar Radar 128.525 MHZ | |

**STAR RWY 04 & RWY 13/31**

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

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

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


© Croatia Control Ltd.