# REPUBLIC OF CROATIA

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**AIRAC AIP AMDT 005/2025**
**Effective Date: 12 JUN 2025**
**Publication Date: 30 APR 2025**

## 1. Amendment contents:

### GEN

- **GEN 0.2** - Record of AIP amendments - updated
- **GEN 0.3** - Record of AIP supplements - updated
- **GEN 0.4** - Checklist of AIP pages - updated
- **GEN 0.5** - List of hand amendments to the AIP - updated
- **GEN 1.1** - Designated authorities - Air, Maritime and Railway Traffic Accidents Investigation Agency - address changed
- **GEN 2.2** - Abbreviations used in AIS publications - two new abbreviations added (RMZ, TXL)
- **GEN 3.5** - Meteorological services - ZADAR/Zemunik station - changes

### ENR

- **ENR 1.6.3** - Automatic Dependent Surveillance - Broadcast (ADS-B) - new text added
- **ENR 1.10** - Flight planning - various changes
- **ENR 1.14** - Air traffic incidents - Air, Maritime and Railway Traffic Accidents Investigation Agency - address changed
- **ENR 2.1** - FIR, UIR, TMA and CTA - updated
- **ENR 5.6** - Bird migration and areas with sensitive fauna - Air, Maritime and Railway Traffic Accidents Investigation Agency - address changed

### AD

- **AD 0.6** - Table of contents to Part 3. - updated
- **LDOS AD 2.4, 2.10, 2.15** - various changes
- **LDPL AD 2.11, 2.20** - editorial changes; new subsection AD 2.20.4 added
- **LDRI AD 2.10** - Aerodrome obstacles - various changes
- **LDSP AD 2.15** - Other lighting, secondary power supply - Secondary power supply/switch-over time - changed
- **LDZD AD 2.8, 2.10** - Aprons, taxiways and check locations/positions data - various changes; editorial changes
- **LDZD AD 2** - New Chart:
  - Aircraft Parking/Docking Chart – ICAO (LDZD AD 2.24.2 APDC -1/2)

## 2. Hand corrections to the following pages:

- See GEN 0.5

## 3. Record entry of AMDT in GEN 0.2

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

**NOTAM:** A0778/25
NOTAM incorporated in this AMDT 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 | | Remove the following pages | |
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| 002/2012 | 13-Apr-2012 | 13-Apr-2012 | |
| 001/2014 | 22-Aug-2014 | 22-Aug-2014 | |
| 001/2015 | 01-Feb-2015 | 01-Feb-2015 | |
| 002/2015 | 01-Jun-2015 | 01-Jun-2015 | |
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## GEN 0.3 RECORD OF AIP SUPPLEMENTS

| NR/Year | Subject | AIP Section(s) Affected | Period of Validity | Cancellation Record |
|---|---|---|---|---|
| 014/2023 | LDZA - ZAGREB/Franjo Tudjman Airport - Construction works at military area | LDZA AD 2 | 16-Nov-2023 - UFN | |
| 004/2025 | Ad hoc established flexible Danger Areas - Zagreb FIR lower airspace | ENR 1.9.2, ENR 5.1 | 06-Feb-2025 - UFN | |
| 006/2025 | Ad hoc established flexible Temporary Reserved Areas and Temporary Segregated Areas (for State users only) - Zagreb FIR lower airspace | ENR 1.9.2, ENR 5.2 | 06-Mar-2025 - UFN | |
| 007/2025 | LDZD - ZADAR/Zemunik Airport - Apron current status and works on the expansion of Main passenger terminal building | LDZD AD 2 | 12-Jun-2025 - UFN | |

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| ENR 1.9 - 25 | 16 MAY 2024 |
| ENR 1.9 - 26 | 28 DEC 2023 |
| ENR 1.10 - 1 | 16 JUL 2020 |
| ENR 1.10 - 2 | 15 JUL 2021 |
| ENR 1.10 - 3 | 26 MAR 2020 |
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| ENR 1.10 - 8 | 12 JUN 2025 |
| ENR 1.10 - 9 | 24 FEB 2022 |
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| ENR 1.13 - 1 | 30 APR 2015 |
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| ENR 6.11 - 1 | 15 MAY 2025 |
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## PART 3 - AERODROMES (AD)

 

 

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| LDZD AD 2.24.12 IAC RNP Y RWY 13 - 2 | 15 MAY 2025 | | |
| LDZD AD 2.24.12 IAC RNP Y RWY 13 - 3 | 15 MAY 2025 | | |
| LDZD AD 2.24.12 IAC RNP Y RWY 13 - 4 | 15 MAY 2025 | | |
| LDZD AD 2.24.12 IAC RNP Z RWY 13 - 1 | 15 MAY 2025 | | |
| LDZD AD 2.24.12 IAC RNP Z RWY 13 - 2 | 15 MAY 2025 | | |
| LDZD AD 2.24.12 IAC RNP Z RWY 13 - 3 | 15 MAY 2025 | | |
| LDZD AD 2.24.12 IAC RNP Z RWY 13 - 4 | 15 MAY 2025 | | |
| LDZD AD 2.24.12 IAC RNP RWY 31 - 1 | 15 MAY 2025 | | |
| LDZD AD 2.24.12 IAC RNP RWY 31 - 2 | 15 MAY 2025 | | |
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| LDZD AD 2.24.12 IAC RNP RWY 31 - 4 | 15 MAY 2025 | | |
| LDZD AD 2.24.12 IAC L RWY 31 - 1 | 15 MAY 2025 | | |
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## 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) |
| 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 | 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) |
| 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 | 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) |
| 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) |

| AIP page(s) affected | Amendment text | Introduced by AIP AMDT number: |
|---|---|---|
| 1 | 2 | 3 |
| LDDU AD 2.24.1 ADC -1<br>LDDU AD 2.24.14 BC -1 | 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) |
| 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) |
| LDZD AD 2.24.1 ADC - 1 | TWY L withdrawn. | AIRAC AIP AMDT 005/2024 (13 JUN 2024) |
| ENR 6.4 - 1,<br>LDSP AD 2.24.1 ADC -1,<br>LDSP AD 2.24.2 APDC -1,<br>LDSP AD 2.24.4 AOC RWY 05 -1,<br>LDSP AD 2.24.4 AOC RWY 23 -1,<br>LDSP AD 2.24.14 BC -1 | LDSP Airport name is changed to “Split/Saint Jerome” - all charts to which it is applicable. | AIRAC AIP AMDT 007/2024 (08 AUG 2024) |
| ENR 6.12 - 1 | Heliport name “Firule” changed to “SPLIT-Firule”. | AIRAC AIP AMDT 009/2024 (03 OCT 2024) |
| ENR 6.12 - 1 | Water aerodrome “SPLIT/Resnik” withdrawn. | AIRAC AIP AMDT 009/2024 (03 OCT 2024) |
| LDLO AD 2.24.1 ADC -1 | RWY 02/20 Strip dimensions should read 1020x140 (M).<br>RWY 02 and RWY 20 RESA dimensions should read Length 90M, Width 60M.<br>Type of RWY should read Instrument-non precision.<br>RWY lighting according to AD 2.14, other lighting according to AD 2.15.<br>RWY 02 PAPI (41ft) 3° Left. | AIRAC AIP AMDT 011/2024 (28 NOV 2024) |
| LDLO AD 2.24.2 APDC -1 | Helicopter takeoff and landings only on RWY 02/20.<br>Parking positions are determined by airport operator.<br>RWY 02/20 Strip dimensions should read 1020x140 (M).<br>RWY lighting according to AD 2.14, other lighting according to AD 2.15. | AIRAC AIP AMDT 011/2024 (28 NOV 2024) |
| LDDU AD 2.24.1 ADC -1 | Restriction should read: RWY 29 THR turn pad is forbidden to use for ACFT with wheelbase greater than 22.8m. Ref. AD 2.9.4 | AIRAC AIP AMDT 001/2025 (20 FEB 2025) |
| LDDU AD 2.24.1 ADC -1 | DBK VOR/DME relocated to new PSN: 423403.53N 0181522.00E. | AIRAC AIP AMDT 002/2025 (20 MAR 2025) |

| AIP page(s) affected | Amendment text | Introduced by AIP AMDT number: |
|---|---|---|
| 1 | 2 | 3 |
| LDZD AD 2.24.1 ADC -1 | TWY K: surface changed to ASPH; PCN 63/R/A/W/T changed to PCN 132/F/B/X/T<br>ACL (Main Apron) ELEV changed to 271 FT<br>ACL (General Aviation Apron) ELEV added: 269 FT<br>Main Apron lateral limits changed (See LDZD APDC chart)<br>Main Apron Sections Changed (See LDZD APDC chart) | AIRAC AIP AMDT 005/2025 (12 JUN 2025) |

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## GEN 1.1.5. HEALTH

### GEN 1.1.5.1 MINISTRY OF HEALTH OF THE REPUBLIC OF CROATIA

Post: Ksaver 200a
10000 Zagreb
Croatia

Phone: +385 1 4607555

Fax: +385 1 4677076

URL: https://zdravstvo.gov.hr

## GEN 1.1.6. CHARGES

### GEN 1.1.6.1 EN-ROUTE NAVIGATION SERVICE CHARGES EUROCONTROL

Post: EUROCONTROL
Central Route Charges Office
Rue de la Fussee 96
B-1130 Brussels
Belgium

Phone: +322 7293838

Fax: +322 7299093

Email: r3.crco@eurocontrol.int

## GEN 1.1.7. AGRICULTURAL QUARANTINE

### GEN 1.1.7.1 INSPECTORATE OF THE REPUBLIC OF CROATIA SECTOR FOR AGRICULTURAL AND PHYTOSANITARY SUPERVISION

Post: Phytosanitary inspection Zagreb Airport
Zracna luka Franjo Tudman
Rudolfa Fizira 11a
10410 Velika Gorica
Croatia

Phone: +385 1 6265219
+385 1 6265255
+385 1 6265267

Email: fitoinspekcija.zagreb@dirh.hr

URL: https://dirh.gov.hr

## GEN 1.1.8. AIRCRAFT ACCIDENTS INVESTIGATION

### GEN 1.1.8.1 AIR, MARITIME AND RAILWAY TRAFFIC ACCIDENTS INVESTIGATION AGENCY

Post: Radnicka 177
10000 Zagreb
Croatia

Phone: +385 1 8886830
+385 99 8071301 (mobile phone)

Fax: +385 1 8886831

Email: air.safety@ain.hr

URL: http://www.ain.hr

**GEN 1.1.9. MILITARY AVIATION**

**GEN 1.1.9.1 MINISTRY OF DEFENCE OF THE REPUBLIC OF CROATIA**

**GEN 1.1.9.1.1 Military Aviation Authority**

Post: Sarajevska 7
10000 Zagreb
Croatia

Phone: +385 1 4832 650

Fax: +385 1 4832 964

Email: zracni.promet@morh.hr

URL: https://www.morh.hr

**GEN 1.1.9.1.2 Host Nation Support**

**93. krilo**

Phone: +385 23 358 017

Fax: +385 23 358 255

Email: OSr93zb@morh.hr

**Location:** LDZD (Zemunik Donji) i LDHD (Divulje)

**91. krilo**

Phone: +385 1 6228 806

Fax: +385 1 6228 838

Email: Osr91krilo@morh.hr

**Location:** LDZA (Pleso) i LDZL (Lucko)

**GEN 1.1.10. OTHER DESIGNATED AUTHORITIES**

**GEN 1.1.10.1 MINISTRY OF FOREIGN AND EUROPEAN AFFAIRS OF THE REPUBLIC OF CROATIA DIRECTORATE - GENERAL FOR CONSULAR AFFAIRS**

Post: Trg N. S. Zrinskog 7-8
10000 Zagreb
Croatia

Phone: +385 1 4599400
+385 1 4599277

Fax: +385 1 4599447
+385 1 4551795

Email: stranci@mvep.hr

| | |
|---|---|
| R | Right (*preceded by runway designation number to identify a parallel runway*) |
| R | Red |
| R | Received (*acknowledgement of receipt*) (*to be used in AFS as a procedure signal*) |
| R... | Restricted area (*followed by identification*) |
| R... | Runway (*followed by figures in METAR/SPECI*) |
| *R | Radial (*followed by magnetic bearing*) |
| RA | Rain |
| RA | Resolution advisory |
| RAC | Rules of the air and air traffic services |
| *RAD | Route availability document |
| *RAFC | Regional area forecast centre |
| RAG | Ragged |
| RAG | Runway arresting gear |
| RAI | Runway alignment indicator |
| RAIM | Receiver autonomous integrity monitoring † |
| RASC | Regional AIS system centre † |
| RASS | Remote altimeter setting source |
| RB | Rescue boat |
| RCA | Reach cruising altitude |
| *RCAM | Runway condition assessment matrix |
| RCC | Rescue coordination centre |
| RCF | Radiocommunication failure (*message type designator*) |
| RCH | Reach or reaching |
| RCL | Runway centre line |
| RCLL | Runway centre line light(s) |
| RCLR | Recleared |
| RCP | Required communication performance ‡ |
| *RCR | Runway condition report |
| RDH | Reference datum height (*for ILS*) |
| RDL | Radial |
| RDO | Radio |
| RE | Recent (*used to qualify weather phenomena, e.g. RERA = recent rain*) |
| REC | Receive *or* receiver |
| REDL | Runway edge light(s) |
| REF | Reference to *or* refer to |
| REG | Registration |
| RENL | Runway end light(s) |
| REP | Report *or* reporting *or* reporting point |
| REQ | Request *or* requested |
| RERTE | Re-route |
| RESA | Runway end safety area |
| RF | Constant radius arc to a fix |
| RG | Range (*lights*) |
| RHC | Right-hand circuit |
| RIF | Reclearance in flight |
| RIME | Rime (*used in aerodrome warnings*) † |
| RITE | Right (*direction of turn*) |
| RL | Report leaving |
| RLA | Relay to |
| RLCE | Request level change en route |
| RLLS | Runway lead-in lighting system |
| RLNA | Request level not available |
| RMK | Remark |
| *RMZ | Radio Mandatory Zones |
| RNAV | (*to be pronounced "AR-NAV"*) Area navigation † |
| RNG | Radio range |
| RNP | Required navigation performance ‡ |
| ROBEX | Regional OPMET bulletin exchange (*scheme*) † |
| ROC | Rate of climb |
| ROD | Rate of descent |
| ROFOR | Route forecast (*in meteorological code*) |
| RON | Receiving only |
| RPI | Radar position indicator ‡ |
| RPLC | Replace or replaced |
| RPS | Radar position symbol |
| RPT | Repeat *or* I repeat (*to be used in AFS as a procedure signal*) |
| RQ | Request (*to be used in AFS as a procedure signal*) |
| RQMNTS | Requirements |
| RQP | Request flight plan (*message type designator*) |
| RQS | Request supplementary flight plan (*message type designator*) |
| RR | Report reaching |
| RRA | (*or RRB, RRC... etc., in sequence*) Delayed meteorological message (*message type designator*) |
| RSC | Rescue sub-centre |
| RSCD | Runway surface condition |
| RSP | Responder beacon |
| RSR | En-route surveillance radar |
| RTD | Delayed (*used to indicate delayed meteorological message; message type designator*) |
| RTE | Route |
| RTF | Radiotelephone |
| RTG | Radiotelegraph |
| RTHL | Runway threshold light(s) |
| RTN | Return *or* returned or returning |
| RTODAH | Rejected take-off distance available, helicopter |
| RTS | Return to service |
| RTT | Radioteletypewriter |
| RTZL | Runway touchdown zone light(s) |
| RUT | Standard regional route transmitting frequencies |
| RV | Rescue vessel |
| RVR | Runway visual range ‡ |
| RVSM | Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410 ‡ |
| RWY | Runway |
| *RWYCC | Runway condition code |
| S | South *or* southern latitude |
| S... | State of the sea (*followed by figures in METAR/SPECI*) |
| SA | Sand |
| SALS | Simple approach lighting system |
| SAN | Sanitary |
| SAP | As soon as possible |
| SAR | Search and rescue |

| | |
|---|---|
| SARPS | Standards and Recommended Practices [ICAO] |
| SAT | Saturday |
| SATCOM | Satellite communication † |
| SB | Southbound |
| SBAS | (*to be pronounced "ESS-BAS"*) Satellite-based augmentation system† |
| SC | Stratocumulus |
| SCT | Scattered |
| SD | Standard deviation |
| SDBY | Stand by |
| SDF | Step down fix |
| SE | South-east |
| SEA | Sea (*used in connection with sea-surface temperature and state of the sea*) |
| SEB | South-eastbound |
| SEC | Seconds |
| SECN | Section |
| *SECSI | South East Common Sky Initiative |
| *SECSI FRA | South East Common Sky Initiative Free Route Airspace |
| SECT | Sector |
| SELCAL | Selective calling system † |
| SEP | September |
| SER | Service *or* servicing *or* served |
| SEV | Severe (*used e.g. to qualify icing and turbulence reports*) |
| SFC | Surface |
| SG | Snow grains |
| SGL | Signal |
| SH... | Shower (*followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow*) |
| SHF | Super high frequency [3 000 to 30 000 MHz] |
| SID | Standard instrument departure † |
| SIF | Selective identification feature |
| SIG | Significant |
| SIGMET | Information concerning en-route weather phenomena which may affect the safety of aircraft operations † |
| *SIGWX | Significant weather |
| SIMUL | Simultaneous *or* simultaneously |
| SIWL | Single isolated wheel load |
| SKC | Sky clear |
| SKED | Schedule *or* scheduled |
| SLP | Speed limiting point |
| SLW | Slow |
| SMC | Surface movement control |
| SMR | Surface movement radar |
| SN | Snow |
| SNOCLO | Aerodrome closed due to snow (*used in METAR/SPECI*) |
| SNOWTAM | Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format † |
| SOC | Start of climb |
| *SPEC | Specification |
| SPECI | Aerodrome special meteorological report (*in meteorological code*) † |
| SPECIAL | Local special meteorological report (*in abbreviated plain language*) † |
| SPI | Special position indicator |
| SPL | Supplementary flight plan (*message type designator*) |
| SPOC | SAR point of contact |
| SPOT | Spot wind † |
| SQ | Squall |
| SQL | Squall line |
| SR | Sunrise |
| SRA | Surveillance radar approach |
| SRE | Surveillance radar element of precision approach radar system |
| SRG | Short range |
| SRR | Search and rescue region |
| SRY | Secondary |
| SS | Sandstorm |
| SS | Sunset |
| SSB | Single sideband |
| SSE | South-south-east |
| SSR | Secondary surveillance radar ‡ |
| SST | Supersonic transport |
| SSW | South-south-west |
| ST | Stratus |
| STA | Straight-in approach |
| STAR | Standard instrument arrival † |
| STD | Standard |
| STF | Stratiform |
| STN | Station |
| STNR | Stationary |
| STOL | Short take-off and landing |
| STS | Status |
| *STUB | Stub taxiway |
| STWL | Stopway light(s) |
| SUBJ | Subject to |
| SUN | Sunday |
| SUP | Supplement (*AIP Supplement*) |
| SUPPS | Regional supplementary procedures |
| SVC | Service message |
| SVCBL | Serviceable |
| SW | South-west |
| SWB | South-westbound |
| SWX | Space weather |
| SWXC | Space weather centre |
| SWY | Stopway |

## T

| | |
|---|---|
| T | Temperature |
| TA | Traffic advisory |
| TA | Transition altitude |
| TAA | Terminal arrival altitude |
| TACAN | UHF tactical air navigation aid † |
| TAF | Aerodrome forecast (in meteorological code) † |
| TA/H | Turn at an altitude/height |
| TAIL | Tail wind † |
| TAR | Terminal area surveillance radar |
| T-AROUND* | Turn around taxiway |

| | |
|---|---|
| TAS | True airspeed |
| TAX | Taxiing *or* taxi |
| TC | Tropical cyclone |
| TCAC | Tropical cyclone advisory centre |
| *TCH | Threshold crossing height |
| TCU | Towering cumulus |
| TDO | Tornado |
| TDZ | Touchdown zone |
| TECR | Technical reason |
| TEL | Telephone |
| TEMPO | Temporary *or* temporarily † |
| TF | Track to fix |
| TFC | Traffic |
| TGL | Touch-and-go landing |
| *TGL | Temporary Guidance Leaflet |
| TGS | Taxiing guidance system |
| THR | Threshold |
| THRU | Through |
| THU | Thursday |
| TIBA | Traffic information broadcast by aircraft † |
| TIL | Until † |
| TIP | Until past... (*place*) |
| TKOF | Take-off |
| TL... | Till (*followed by time by which weather change is forecast to end*) |
| TLOF | Touchdown and lift-off area |
| TMA | Terminal control area ‡ |
| TN... | Minimum temperature (*followed by figures in TAF*) |
| TNA | Turn altitude |
| TNH | Turn height |
| TO... | To... (place) |
| TOC | Top of climb |
| TODA | Take-off distance available |
| TODAH | Take-off distance available, helicopter |
| TOP | Cloud top † |
| TORA | Take-off run available |
| TP | Turning point |
| TR | Track |
| TRA | Temporary reserved airspace |
| *TRA | Temporary reserved area |
| TRANS | Transmits *or* transmitter |
| TREND | Trend forecast † |
| TRL | Transition level |
| TROP | Tropopause |
| TS | Thunderstorm (*in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome*) |
| TS... | Thunderstorm (*followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. TSRASN=thunderstorm with rain and snow*) |
| *TSA | Temporary segregated area |
| TSUNAMI | Tsunami (*used in aerodrome warnings*) † |
| TT | Teletypewriter |
| TUE | Tuesday |
| TURB | Turbulence |
| T-VASIS | (*to be pronounced "TEE-VASIS"*) T visual approach slope indicator system † |
| TVOR | Terminal VOR |
| TWR | Aerodrome control tower *or* aerodrome control |
| TWY | Taxiway |
| TWYL | Taxiway-link |
| TX... | Maximum temperature (*followed by figures in TAF*) |
| TXL | Taxilane |
| TXT | Text (*when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT*) (*to be used in AFS as a procedure signal*) |
| TYP | Type of aircraft |
| TYPH | Typhoon |

U

| | |
|---|---|
| U | Upward (*tendency in RVR during previous 10 minutes*) |
| UAB... | Until advised by ... |
| UAC | Upper area control centre |
| *UAG | UAS Approved Geographical Zone |
| UAR | Upper air route |
| UAS | Unmanned aircraft system |
| UDF | Ultra high frequency direction-finding station |
| UFN | Until further notice |
| UHDT | Unable higher due traffic |
| UHF | Ultra high frequency [300 to 3 000 MHz] ‡ |
| UIC | Upper information centre |
| UIR | Upper flight information region ‡ |
| *ULG | UAS Limited Geographical Zone |
| ULR | Ultra long range |
| UNA | Unable |
| UNAP | Unable to approve |
| UNL | Unlimited |
| UNREL | Unreliable |
| UP | Unidentified precipitation (*used in automated METAR/SPECI*) |
| *URG | UAS Restricted Geographical Zone |
| U/S | Unserviceable |
| *USSP | U-Space Service Provider |
| UTA | Upper control area |
| UTC | Coordinated Universal Time ‡ |
| *UTCW | UTC adjustable for summer time: the hours are expressed in UTC, as applicable during the winter time. During the summer time the values must be decreased by one hour |
| *UTR | UAS Temporary Reserved Area |
| *UUP | Updated airspace use plan |

V

| | |
|---|---|
| V... | Variations from the mean wind direction (*preceded and followed by figures in METAR/SPECI, e.g. 350V070*) |
| VA | Heading to an altitude |
| VA | Volcanic ash |

| | |
|---|---|
| VAC... | Visual approach chart (*followed by name/title*) |
| VAL | In valleys |
| *VAL | Vertical alarm limit |
| VAN | Runway control van |
| VAR | Magnetic variation |
| VAR | Visual-aural radio range |
| VASIS | Visual approach slope indicator systems |
| VC... | Vicinity of the aerodrome (*followed by FG=fog, FC=funnel cloud, SH=shower, PO=dust/sand whirl, BLDU=blowing dust, BLSA=blowing sand, BLSN=blowing snow, DS=duststorm, SS=sandstorm, TS=thunderstorm or VA=volcanic ash, e.g. VCFG=vicinity fog*) |
| VCY | Vicinity |
| VDF | Very high frequency direction-finding station |
| VER | Vertical |
| VFR | Visual flight rules ‡ |
| VHF | Very high frequency [30 to 300 MHz]‡ |
| VI | Heading to an intercept |
| VIP | Very important person ‡ |
| VIS | Visibility |
| VLF | Very low frequency [3 to 30 kHz] |
| VLR | Very long range |
| VM | Heading to a manual termination |
| VMC | Visual meteorological conditions ‡ |
| VNAV | Vertical navigation † |
| *VOC | Visual Operation Chart |
| VOLMET | Meteorological information for aircraft in flight † |
| VOR | VHF omnidirectional radio range ‡ |
| VORTAC | VOR and TACAN combination † |
| VOT | VOR airborne equipment test facility |
| VPA | Vertical path angle |
| VRB | Variable |
| VSA | By visual reference to the ground |
| VSP | Vertical speed |
| VTOL | Vertical take-off and landing |
| VV... | Vertical visibility (*followed by figures in METAR/SPECI and TAF*) |

W

| | |
|---|---|
| W | West *or* western longitude |
| W | White |
| W... | Sea-surface temperature (*followed by figures in METAR/SPECI*) |
| WAAS | Wide area augmentation system † |
| WAC | World Aeronautical Chart - ICAO 1:1 000 000 (*followed by name/title*) |
| WAFC | World area forecast centre |
| WB | Westbound |
| WBAR | Wing bar lights |
| WDI | Wind direction indicator |
| WDSPR | Widespread |
| WED | Wednesday |
| WEF | With effect from *or* effective from |
| WGS-84 | World Geodetic System - 1984 |
| WI | Within |
| WID | Width *or* wide |
| WIE | With immediate effect *or* effective immediately |
| WILCO | Will comply † |
| WIND | Wind |
| WINTEM | Forecast upper wind and temperature for aviation |
| WIP | Work in progress |
| WKN | Weaken *or* weakening |
| WNW | West-north-west |
| WO | Without |
| WPT | Way-point |
| WRNG | Warning |
| WS | Wind shear |
| WSPD | Wind speed |
| WSW | West-south-west |
| WT | Weight |
| WTSPT | Waterspout |
| WWW | Worldwide web |
| WX | Weather |

X

| | |
|---|---|
| X | Cross |
| XBAR | Crossbar (*of approach lighting system*) |
| XNG | Crossing |
| XS | Atmospherics |

Y

| | |
|---|---|
| Y | Yellow |
| YCZ | Yellow caution zone (*runway lighting*) |
| YES | Yes (affirmative) (*to be used in AFS as a procedure signal*) |
| YR | Your |

Z

| | |
|---|---|
| Z | Coordinated Universal Time (in meteorological messages) |

| 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>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>3 scattermeters (TDZ, MID, END)<br>2 present weather sensors (TDZ 04, TDZ 22)<br>2 cameras (TDZ 04, TDZ 22) | H24 | Aerodrome climatological tables and summaries AVBL on request within 30 days. |
| 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>2 scattermeters (TDZ 27, MID)<br>2 present weather sensors (TDZ 27, MID)<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 within 30 days. |
| SPLIT/Saint Jerome<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>1 scattermeter (TDZ 05)<br>1 present weather sensor (TDZ 05)<br>1 lightning sensor (MID)<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 within 30 days. |
| 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>2 anemometers (TDZ 11,TDZ 29)<br>1 ceilometer (MM 11)<br>1 remote sensor for temperature and humidity reading (TDZ 11)<br>1 scattermeter (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 within 30 days. |
| ZADAR/ Zemunik<br>LDZD | Half - hourly plus special observations | METAR<br><br>MET REPORT*<br><br>SPECIAL*<br><br>TREND** | RWY 13/31<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>1 scattermeter (TDZ 13)<br>2 cameras (TDZ 13, LOC 13)<br><br>RWY 04/22<br><br>1 anemometer (TDZ 04)<br>2 cameras (TDZ 04, TDZ 22) | H24<br>*AD HR SER<br>**2 hours before AD HR SER and AD HR SER | Aerodrome climatological tables and summaries AVBL on request within 30 days. |

| 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 |
| RIJEKA/Krk I.<br>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>1 remote sensor for temperature and humidity reading (TDZ 14)<br>2 cameras (TDZ 14, LOC 14) | H24<br>*AD HR<br>SER | Aerodrome climatological tables and summaries AVBL on request within 30 days. |
| OSIJEK/Klisa<br>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 celiometer (MM 29)<br>1 remote sensor for temperature and humidity reading (TDZ 29)<br>1 scattermeter (TDZ 29)<br>1 present weather sensor (TDZ 29)<br>2 cameras (LOC 29, LOC 11) | H24<br>*AD HR<br>SER | Aerodrome climatological tables and summaries AVBL on request within 30 days. |
| LOŠINJ/Lošinj I.<br>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<br>SER | Aerodrome climatological tables and summaries AVBL on request within 30 days. |
| BRAČ/Brač I.<br>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>1 remote sensor for temperature and humidity reading (TDZ 21)<br>1 camera (TDZ 03) | ATS HR<br>SER | Aerodrome climatological tables and summaries AVBL on request within 30 days. |

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.

**ENR 1.6.1.4 A-SMGCS**

The aerodrome control unit is mainly based on the determination of the aircraft and vehicle position on the manoeuvring area by visual observation of traffic and/or position reports.
The information shown on A-SMGCS display may be used to augment visual observation of traffic on the manoeuvring area and to provide surveillance of traffic on those parts of manoeuvring area which cannot be observed visually due to obstacle/visibility conditions. Radar separation is not provided.

The information displayed may be used to assist in:

- traffic monitoring on the manoeuvring area for compliance with clearances and instructions,
- determining that RWY is clear prior to landing/take off,
- providing essential local traffic information on/near the manoeuvring area,
- determining the location of aircraft/vehicle on the manoeuvring area,
- providing aircraft with directional taxi information when requested by flight crew or deemed necessary by air traffic controller (LVP),
- provide assistance to emergency vehicles,
- provide directional information and assistance to vehicle drivers on/near manoeuvring area in determining their position.

**ENR 1.6.2 SECONDARY SURVEILLANCE RADAR (SSR)**

**ENR 1.6.2.1 Emergency procedures**

ENR 1.6.2.1.1 In emergency situations, the pilot shall maintain the last assigned code, unless otherwise instructed.

ENR 1.6.2.1.2 In addition to ENR 1.6.2.1.1, the pilot may select Mode A, Code 7700, whenever he believes that would be the best coarse of action, in view of the nature of the situation.

ENR 1.6.2.1.3 A pilot experiencing the radio communication failure shall operate the SSR transponder to Mode A, Code 7600 and take actions prescribed for such a situation.

ENR 1.6.2.1.4 The pilot of an aircraft being subject to unlawful interference, shall endavor to set Mode A, Code 7500, to give the indication of the situation, unless circumstances justify the use of Code 7700. The pilot of an aircraft being intercepted by a military aircraft may apply the procedure in accordance with ENR 1.6.2.1.1, if he believes that it would be appropriate in view of the circumstances of the individual case.

ENR 1.6.2.1.5 When SSR transponder operates incorrectly on Mode C, the pilot shall, unless otherwise instructed, immediately inform ATC unit concerned and switch off altitude reporting and transmit the framing pulses of the Mode C response. Alternately, he shall switch off completely Mode C if the design of the SSR transponder does not permit procedures stated above and maintain the Mode A transmission.

If the design of the SSR transponder does not permit Modes A and C being switched off separately, the SSR transponder shall not be switched off without explicit instruction by ATC, to ensure continuous transmission of identification and position information via Mode A.

When entering the area of responsibility of an ATC unit, the pilot shall maintain undertaken measures and inform the ATC accordingly.

***Note**: Mode A/C, Codes 7500, 7600 and 7700 are permanently monitored in the Zagreb FIR/UIR.*

**ENR 1.6.2.2 System of SSR Code assignment**

NIL

## ENR 1.6.3 AUTOMATIC DEPENDENT SURVEILLANCE - BROADCAST (ADS-B)

### ENR 1.6.3.1 Introduction

ENR 1.6.3.1.1 ADS-B is a function of an on-board aircraft equipment that periodically transmits data such as identification, position, velocity and other information. The source of the position data is GNSS. It is periodically broadcasted on SSR frequency 1090 MHZ and available for different airspace and ground users.

ENR 1.6.3.1.2 Distributed network of ADS-B ground stations is receiving ADS-B messages, which are further processed and used as an assistant surveillance data service in ATM systems.

### ENR 1.6.3.2 Use and operations

ENR 1.6.3.2.1 ATM systems use only ADS-B version 2, or higher, with sufficient accuracy and integrity indicators.

ENR 1.6.3.2.2 ADS-B shall transmit the aircraft identification as specified in the field 7 of the ICAO flight plan, or aircraft registration (if there is no filed flight plan).

## ENR 1.6.4 OTHER RELEVANT INFORMATION AND PROCEDURES

NIL

The originator will be informed of the processing of flight plans and flight plan associated messages within IFPS through Operational Reply Messages (ORM).

- **MAN** - the message is not correct and will be amended manually
- **REJ** - the message is not correct and cannot be amended, a correct version has to be sent
- **ACK** - the message is correct and accepted by IFPS

**ENR 1.10.2.4 Flight plan submission via Telefax, phone or e-mail**

If the flight plan is submitted via Telefax or e-mail it has to be confirmed by the pilot (submitter of the flight plan) immediatelly after transmission via telephone, otherwise it will not be processed.

The flight plan form of CROATIA CONTROL Ltd. or a form produced by a computer shall be used for transmission.

The form has to be fully and legibly filled in.

A contact TEL/FAX number has to be given in the interest of the pilot-in-command.

When a flight plan is submitted by telephone, the ICAO sequence of items in the flight plan form shall be strictly followed.

The flight plan originator is responsible for:

a. Completeness and correctness of data;

b. Obtaining pre-flight information and necessary ATC clearances;

c. Check of the flight feasibility;

d. Complete addressing;

e. The forwarding of messages.

**Flight plan submission via Self or Homebriefing**

If the flight plan is submitted via Self or Homebriefing it has to be accepted by the system before flight, otherwise the transmission is not guaranteed. Submitter of the flight plan will receive feedback regarding flight plan status.

**ENR 1.10.2.5 Submission of flight plans during flight (AFIL)**

Flight plan may be filed during flight if required by certain circumstances unknown to the pilot prior to departure.

Flight plans filed during flight (AFIL) shall not be accepted:

- for flights with en-route stops
- for international flights

The flight plan shall be submitted to the appropriate ATS unit in operation or to the ACC.

ENR 1.10.2.5.1 Submission of abbreviated flight plans during flight

An abbreviated flight plan may be filed during flight with the intention of acquiring clearance from the appropriate ATS unit for the following cases:

- short transitions through controlled airspace;
- departures from controlled aerodromes, after which the flight is operating in a controlled traffic area and/ or continuing the flight in uncontrolled airspace;
- landings on controlled aerodromes.

An abbreviated flight plan filed during flight is considered valid until the last point of the controlled airspace or controlled area.

**ENR 1.10.2.6 VFR flight plan for alerting service only**

An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

**ENR 1.10.2.7 Flight Plan Buffer Zones (FBZ)**

This subsection includes a description of the concept of the FBZ and the applicable rules for IFR flight planning, such as the following examples:

a. When applicable, for each relevant area, an FBZ have been established for IFR flight planning purposes only. Flight plans can be filed up to the boundary of the FBZ when active.

b. The route described in ITEM 15, should consider the nominal track between two points according to the great circle shortest route.

c. Relevant areas and the selected FBZ(s) are published by AUP/UUP when active.

**ENR 1.10.3 CONTENTS AND FORM OF A FLIGHT PLAN**

ICAO flight plan forms are available at AROs and aerodrome offices at uncontrolled aerodromes. Electronic copy of ICAO FPL form is available at www.crocontrol.hr. The instructions for completing those forms shall be followed.

**ENR 1.10.3.1 Contents of a Flight Plan (SERA.4005)**

A flight plan shall be completed in accordance with the provisions specified below:

ENR 1.10.3.1.1 Aircraft Identification – Item 7

The aircraft identification in a message shall contain a minimum of two (2) and a maximum of seven (7) alphanumeric characters and without hyphens or symbols as follows:

1. The ICAO designator of the aircraft operating agency followed by the flight identification when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification.

   or the nationality or common mark and registration mark of the aircraft when:

   a. In radiotelephony the call sign to be used by the aircraft will consist of this identification alone, or preceded by the ICAO telephony designator for the aircraft operating agency;

   b. The aircraft is not equipped with radio;

2. A radio telephony call sign used for military aircraft.

3. If several aircraft are involved, the registration mark of the leading aircraft or of the aircraft taking off first shall be indicated. The registration marks of other aircraft shall be indicated in Item 18, preceded by the identification group "**REG/**".

ENR 1.10.3.1.2 Flight Rules and Type of Flight – Item 8

The following indications of flight rules may be used in Item 8a for a flight plan:

- **I** - if it is intended that the entire flight will be operated under the IFR
- **V** - if it is intended that the entire flight will be operated under the VFR
- **Y** - if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules or

- **Z** - if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules

Specify in Item 15 the point or points at which a change of flight rules is planned.

VFR flights at night shall be marked by the entry "**RMK/N VFR NIGHT**" in Item 18.

The following types of flight may be used in Item 8b for a flight plan:

- **S** - if scheduled air service
- **N** - if non-scheduled air transport operation
- **G** - if general aviation
- **M** - if military (in addition to military operations, operators of customs or police aircraft shall insert the letter "**M**" in Item 8b). State aircraft (aircraft used in military, customs and police service) intending to conduct flights within RVSM airspace shall indicate the type of flight (Item 8b) with the letter "**M**".
- **X** - if other than any of the defined categories above.
  When using the letter "**X**", supplementary information concerning the intention of the flight shall be given in the Item 18 of the flight plan preceded by the identification group "**RMK/**".

  Example:
  RMK/LIC TG ("touch and go")
  RMK/LIC LA ("low approach")

ENR 1.10.3.1.3 Number and Type of Aircraft and Wake Turbulence Category – Item 9

If more than one aircraft type intends to fly in formation, the total number of aircraft shall be given.

The type of aircraft shall be indicated by the type designator assigned by ICAO in compliance with ICAO Doc. 8643.

If no aircraft type designator has been assigned to an aircraft type by ICAO, the letter group "**ZZZZ**"shall be inserted and the aircraft type shall be specified in Item 18, preceded by the identification group "**TYP/**".

Example:
Item 9: ZZZZ Item 18: TYP/LJ39

In case of a flight with different types of aircraft, the type designator of the leading aircraft or of the aircraft taking off first, shall be indicated, and all other aircraft types shall be detailed in Item 18, preceded by the identification group "**TYP/**".

Examples:
Item 9: 2AN26 Item 18: TYP/1AN26 1LJ39 or TYP/AN26 LJ39
Item 9: 5F15 Item 18: TYP/2F15 3F5

The wake turbulence category of an aircraft shall be indicated by adding one of the following letters, separated by an oblique stroke from the aircraft type identification:

- **J** (super) - shall be inserted at present exclusively for A380-800 (A388)
- **H** (heavy) - shall be inserted for an aircraft with a maximum certified take off mass of 136000 KG or more
- **M** (medium) - shall be inserted for an aircraft with a maximum certified take off mass of less than 136000 KG but more than 7000 KG
- **L** (light) - shall be inserted for an aircraft with a maximum certified take off mass of 7000 KG or less

ENR 1.10.3.1.4 Equipment – Item 10

Capabilities comprise the following elements:

a. presence of relevant serviceable equipment on board the aircraft;

b. equipment and capabilities commensurate with flight crew qualifications; and

c. where applicable, authorization from the competent authority.

The radio communication, navigation and approach aid equipment and capabilities as well as, separated by an oblique stroke, surveillance equipment and capabilities, shall be indicated.

ENR 1.10.3.1.4.1 Radio communication, navigation and approach aid equipment and capabilities - Item 10a

Radio communication, navigation and approach aid equipment and capabilities shall be indicated:

- **N** - if no COM/NAV/ approach aid equipment for the route to be flown is carried or the equipment is unserviceable
- **S** - if standard COM/NAV/ approach aid equipment for the route to be flown (VHF RTF, VOR and ILS) is carried and serviceable;

AND/OR

One or more of the following letters to indicate the serviceable COM/NAV/ approach aid equipment and capabilities:

- **A**GBAS landing system
- **B**LPV (APV with SBAS)
- **C**LORAN C
- **D** DME
- **E1**FMC WPR ACARS
- **E2**D-FIS ACARS
- **E3**PDC ACARS
- **F**ADF
- **G**GNSS (see Note 1)
- **H**HF RTF
- **I** Inertial Navigation
- **J1**CPDLC ATNVDL Mode 2
- **J2**CPDLC FANS 1/A HFDL
- **J3**CPDLC FANS 1/A VDL Mode A
- **J4**CPDLC FANS 1/A VDL Mode 2
- **J5**CPDLC FANS 1/A SATCOM (INMARSAT)
- **J6**CPDLC FANS 1/A SATCOM (MTSAT)
- **J7**CPDLC FANS 1/A SATCOM (Iridium)
- **K** MLS
- **L** ILS

- **M1**ATC RTF SATCOM (INMARSAT)
- **M2**ATC RTF (MTSAT)
- **M3**ATC RTF (Iridium)
- **O** VOR
- **P1-P9**Reserved for RCP
- **R** PBN approved (see Note 2)
- **T** TACAN
- **U** UHF RTF
- **V** VHF RTF
- **W** RVSM approved
- **X** MNPS approved
- **Y** VHF with 8.33 kHz channel spacing capability
- **Z** Other equipment carried or other capabilities (see Note 3)

*Note 1: If the letter "**G**" is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator **NAV/** and separated by a space.*

*Note 2: If the letter **"R"** is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator **PBN/**.*

*Note 3: If the letter "**Z**" is used, specify in Item 18 the other equipment carried or other capabilities, preceded by **"COM/",** "**NAV/**" and/or "**DAT/**", as appropriate. Exemptions for RNAV, CPDLC and 8.33 kHz are to be indicated by inserting the letter Z in Item 10a and then inserting the appropriate descriptors in the following indicators in Item 18 as detailed in the IFPS Users Manual:*

a. *insert EXM833 following COM/;*

b. *insert RNAVX or RNAVINOP as appropriate following NAV/;*

c. *insert CPDLCX following DAT/.*

ENR 1.10.3.1.4.2 Surveillance equipment and capabilities - Item 10b

*INSERT* **N** if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,

*OR*

*INSERT* one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

**SSR Modes A and C**

**A** Transponder — Mode A (4 digits — 4 096 codes)

**C** Transponder — Mode A (4 digits — 4 096 codes) and Mode C

**SSR Mode S**

**E** Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability

**H** Transponder — Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability

**I** Transponder — Mode S, including aircraft identification, but no pressure-altitude capability

**L** Transponder — Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability

**P** Transponder — Mode S, including pressure-altitude, but no aircraft identification capability

**S** Transponder — Mode S, including both pressure altitude and aircraft identification capability

**X** Transponder — Mode S with neither aircraft identification nor pressure-altitude capability

*Note: Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.*

**ADS-B**

**B1** ADS-B with dedicated 1090 MHz ADS-B "out" capability

**B2** ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability

**U1** ADS-B "out" capability using UAT

**U2** ADS-B "out" and "in" capability using UAT

**V1** ADS-B "out" capability using VDL Mode 4

**V2** ADS-B "out" and "in" capability using VDL Mode 4

**ADS-C**

**D1** ADS-C with FANS 1/A capabilities

**G1** ADS-C with ATN capabilities

*Note: Additional surveillance application should be listed in Item 18 following the indicator **SUR/***

ENR 1.10.3.1.5 Aerodrome of Departure and Estimated Off-Block Time – Item 13

Any flight plan shall indicate the aerodrome of departure (ADEP) using the ICAO four-letter designator, where that designator is known.

If no ICAO location indicator has been assigned to the departure aerodrome, the letter group "**ZZZZ**" and the name of the departure aerodrome and location, referring to the nearest locality depicted on the Aeronautical Chart ICAO 1:500000 shall be indicated in Item 18 preceded by the identification group "**DEP/**".

If the aircraft has not taken off from the aerodrome, the first point of the route or the marker radio beacon preceded by "**DEP/**", shall be inserted.

If a flight plan is filed during the flight, the letter group "**AFIL**" shall be entered instead of indicating the departure aerodrome and the air traffic control unit, from which supplementary flight plan data may be requested, shall be indicated in Item 18 together with the identification group "**DEP/**".

The Estimated Off-Block Time (EOBT) shall be indicated by a four figure group following the designation of the departure aerodrome.

For those flights with the departure point given as AFIL, the associated time shall indicate the Estimated or Actual Time Over the first point of the route to which the flight plan applies.

ENR 1.10.3.1.6 Route – Item 15

ENR 1.10.3.1.6.1 Cruising speed – Item 15a

The data concerning the true air speed, the estimated ground speed where manned free balloons are concerned, the cruising level requested and the intended route shall be indicated in Item 15.

Cruising speed may be indicated:

- **N** followed by four figures – indication in knots
- **M** followed by three figures – indication of the Mach number in hundreds
- **K** followed by four figures – indication in km/h.

The first digits of the figure group expressing the speed shall be completed by the figure "**0**", if necessary.

ENR 1.10.3.1.7 Destination Aerodrome and Total Estimated Elapsed Time, and Destination Alternate Aerodrome(s) – Item 16

The destination aerodrome, in the case of manned free balloons the estimated location of landing, the total EET and, at least one, maximum two alternate aerodromes shall be indicated as follows.

A flight plan shall indicate the destination aerodrome and the destination alternate aerodromes using the ICAO four-letter location designator, when that designator is known.

If no location indicators have been assigned, the letter group "**ZZZZ**" shall be indicated, and in Item 18 the name of the destination aerodrome or of the estimated location of landing preceded by the identification group "**DEST/** " and/or the name and location of the destination alternate aerodrome(s) preceded by the identification group "**ALTN/**" shall be indicated.

Maximum two destination alternate aerodrome(s)aerodrome shall be accepted.

If no estimated location of landing can be indicated in the case of flights of manned free balloons, the word "nepoznato" (within Republic of Croatia) or "unknown" shall be indicated following the identification group "**DEST/**".

The total EET is to be given as a 4-figure group following the designation of the destination aerodrome or following the identification group "**ZZZZ**".

If a flight plan is filed during the flight, the total EET related to the route point from where the flight plan is intended to apply, shall be indicated.

The total estimated elapsed time signifies:

a. for IFR flights, the estimated time required from departure until arrival over the established point defined by reference to navigation aids, from which an instrument approach procedure is intended, or, if no navigation aid is associated with the destination aerodrome, until arrival over the destination aerodrome

b. for VFR flights, the estimated time required from departure until arrival over the destination aerodrome.

ENR 1.10.3.1.8 Other Information – Item 18

As far as supplementary information with regard to Items 7 to 16 or other additional information becomes necessary, it shall be indicated by using the following identification groups in Item 18.

Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost

Hyphens or oblique strokes should only be used as prescribed below.

If no other information, zero (0) shall be used.

Any other necessary information shall be inserted in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

**STS/** Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

**ALTRV**: for a flight operated in accordance with an altitude reservation;

**ATFMX**: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;

**FFR**: fire-fighting;

**FLTCK**: flight check for calibration of navaids;

**HAZMAT**: for a flight carrying hazardous material;

**HEAD**: a flight with Head of State status;

**HOSP**: for a medical flight declared by medical authorities;

**HUM**: for a flight operating on a humanitarian mission;

**MARSA**: for a flight for which a military entity assumes responsibility for separation of military aircraft;

**MEDEVAC**: for a life critical medical emergency evacuation;

**NONRVSM**: for a non-RVSM capable flight intending to operate in RVSM airspace;

**SAR**: for a flight engaged in a search and rescue mission; and

**STATE**: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator **RMK/**.

**PBN/** Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

| | **RNAV SPECIFICATIONS** |
|---|---|
| A1 | RNAV 10 (RNP 10) |
| | |
| B1 | RNAV 5 all permitted sensors |
| B2 | RNAV 5 GNSS |
| B3 | RNAV 5 DME/DME |
| B4 | RNAV 5 VOR/DME |
| B5 | RNAV 5 INS or IRS |
| B6 | RNAV 5 LORANC |
| | |
| C1 | RNAV 2 all permitted sensors |
| C2 | RNAV 2 GNSS |
| C3 | RNAV 2 DME/DME |
| C4 | RNAV 2 DME/DME/IRU |
| | |
| D1 | RNAV 1 all permitted sensors |
| D2 | RNAV 1 GNSS |
| D3 | RNAV 1 DME/DME |
| D4 | RNAV 1 DME/DME/IRU |
| | |
| | **RNP SPECIFICATIONS** |
| L1 | RNP 4 |
| | |
| O1 | Basic RNP 1 all permitted sensors |
| O2 | Basic RNP 1 GNSS |
| O3 | Basic RNP 1 DME/DME |
| O4 | Basic RNP 1 DME/DME/IRU |
| | |
| S1 | RNP APCH |
| S2 | RNP APCH with BARO-VNAV |
| | |
| T1 | RNP AR APCH with RF (special authorization required) |
| T2 | RNP AR APCH without RF (special authorization required) |

**NAV/** Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS. If appropriate, insert RNAVX or RNAVINOP, as detailed in the IFPS User Manual.

**COM/** Indicate communication equipment and capabilities not specified in Item 10a. If appropriate, insert EXM833 as detailed in the IFPS User Manual.

**DAT/** Indicate data communication equipment and capabilities not specified in 10a. If appropriate, insert CPDLCX as detailed in the IFPS User Manual.

**SUR/** Include surveillance applications or capabilities not specified in Item 10b.

**DEP/** Name and location of departure aerodrome, if “ZZZZ” is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if “AFIL” is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by “N” (North) or “S” (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).

*OR,* Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the competent authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR “DUB” should be expressed as DUB180040.

*OR,* The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

**DEST/** Name and location of destination aerodrome, if “ZZZZ” is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

**DOF/** The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

**REG/** The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.

**EET/** Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples:
EET/CAP0745 XYZ0830 EET/EINN0204

**SEL/** SELCAL Code, for aircraft so equipped.

**TYP/** Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if “ZZZZ” is inserted in Item 9.

Examples:
Item 9: 4ZZZZ Item 18:TYP/2 MORANE KA350 PA28
Item 9: ZZZZ Item 18:TYP/GYROCOPTER
In case of a flight with different types of aircraft, the type designator of the leading aircraft or of the aircraft taking off first, shall be indicated in Item 9, and all other aircraft types shall be detailed here.

Examples:
Item 9: 3AN26 Item 18: TYP/1AN26 2LJ39 or TYP/AN26 2LJ39

**CODE/** Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Example: “F00001” is the lowest aircraft address contained in the specific block administered by ICAO.

**RVR/** The minimum RVR requirement of the flight.

*Note: This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.*

**DLE/** Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).

Example: DLE/MDG0030

**OPR/** ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

**ORGN/** The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

**PER/** Aircraft performance data, indicated by a single letter as specified in the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), *Volume I — Flight Procedures*, if so prescribed by the appropriate ATS authority.

**ALTN/** Name of destination alternate aerodrome(s), if "ZZZZ" is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

**RALT/** ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, *Location Indicators*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

**TALT/** ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, *Location Indicators*, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

**RIF/** The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

Examples:
RIF/DTA HEC KLAX
RIF/ESP G94 CLA YPPH

**RMK/** Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

**RFP/** Q followed by a digit to indicate the sequence of the replacement flight plan being submitted.

*Note: This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.*

ENR 1.10.3.1.9 Supplementary Information – Item 19

The following elements shall be used as supplementary information sub-field indicators:

- **E/** total fuel endurance - four-figure group expressed in hours and minutes
- **P/** total number of persons on board (passengers and crew) or TBN (to be notified) if the total number of persons on board is not known at the time of filing the flight plan
- **R/** the available emergency radio, whereby:
  - *U* shall be crossed out if UHF frequency 243.000 MHz is not available
  - *V* shall be crossed out if VHF frequency 121.500 MHz is not available
  - *E* shall be crossed out if the emergency locator transmitter (ELT) is not carried in the aircraft
- **S/** the type of survival equipment carried, whereby:
  - *P* shall be crossed out if polar survival equipment is not carried
  - *D* shall be crossed out if desert survival equipment is not carried

- *M* shall be crossed out if maritime survival equipment is not carried
- *J* shall be crossed out if jungle survival equipment is not carried

- **J/** the type of life jackets carried, whereby:
  - *L* shall be crossed out if the life jackets are not equipped with lights
  - *F* shall be crossed out if the life jackets are not equipped with fluorescein
  - *U* and/or *V* shall be crossed out if the life jackets are not equipped according to the criteria under "**R/**"
- **D/** the number, capacity, type and colour of the dinghies carried, whereby:
  - *D* and *C* shall be crossed out if no dinghies are carried
  - *C* shall be crossed out if the dinghies are not covered
  - colour of dinghies if carried
- **A/** colour of the aircraft and significant markings
- **N/** any possible additional information regarding the survival equipment
- **C/** name of pilot-in-command

**Name of the flight plan originator** (Name of the flight plan originator shall be given)

**Space reserved for additional requirements** - Indicate whether the flight plan is accepted required by the appropriate ATS authority

### ENR 1.10.3.2 Contents of an Abbreviated Flight Plan

An abbreviated flight plan shall contain provisions specified below:

- aircraft identification;
- type of aircraft;
- entry point into controlled airspace (if applicable);
- exit point into uncontrolled airspace (if applicable);
- level (if applicable);
- intentions.

### ENR 1.10.3.3 Special Status Flights

IFR/GAT flights or parts thereof that require special handling may use the sub-field STS indicator to indicate those needs.

Flights with status STS/STATE or HEAD shall clearly indicate in Item 18 (RMK/) if additional separation is required.

Flights with the following STS indicators shall be given an automatic exemption from ATFCM measures by the CFMU:

- **STS/SAR** flights engaged in Search and Rescue missions;
- **STS/HEAD** flights with Heads of States;
- **STS/ATFMX** flight approved for exemption from ATFM measures by the appropriate ATS authority;

- **STS/MEDEVAC** life critical medical emergency evacuation;
- **STS/FFR** fire fighting.

**ENR 1.10.3.4 Completion of a flight plan (SERA.4010)**

The flight plan shall, in addition, contain information on all other items deemed necessary by the person submitting the flight plan.

**ENR 1.10.4 CHANGES TO THE SUBMITTED FLIGHT PLAN (SERA.4015)**

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit.

In the event of a delay of 30 minutes in excess of the estimated off-block time for a controlled flight or a delay of 1 hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan shall be amended, or a new flight plan submitted, and the old flight plan cancelled, whichever is applicable. For any flight operated in accordance with IFR, delays of more than 15 minutes shall be communicated to the Network Manager.

*Note 1: If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.*

*Note 2: If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA.*

Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately. Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan).

Changes in fuel endurance or total number of persons carried on board, as well as changes in time estimates of 30 minutes or more, constitutes a significant change to the flight plan and as such shall be reported.

**ENR 1.10.4.1 Adherence to a flight plan (SERA.8020)**

Except in the event that a controlled flight inadvertently deviates from its current flight plan or when it becomes evident that a flight in VMC in accordance with its current flight plan will not be practicable, an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft.

**ENR 1.10.5 SERA.4020 CLOSING A FLIGHT PLAN**

a. An arrival report shall be made in person, by radiotelephony, via data link or by other means as prescribed by the competent authority at the earliest possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.

    1. Submission of an arrival report is not required after landing on an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the landing has been observed.

b. When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.

c. When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practical after landing and by the quickest means available to the nearest air traffic services unit.

# ENR 1.14 AIR TRAFFIC INCIDENTS

## ENR 1.14.1 DEFINITION OF AIR TRAFFIC INCIDENTS

**ENR 1.14.1.1** **"Incident"** means any occurrence, other than an accident, that is associated with the operation of an aircraft and affects, or could affect, the safety of operation (EU Regulation 996/2010, Article 2(7).

**"Serious Incident"** means an incident involving circumstances indicating that there was a high probability of an accident and is associated with the operation of an aircraft, which in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down (EU Regulation 996/2010, Article 2 (16).

**"Accident"** means an occurrence that is associated with the operation of an aircraft and takes place between the time any person boards the aircraft with the intention of flight and such time as all such persons have disembarked and the engine or any propellers or rotors come to rest, being an occurrence (EU Regulation 996/2010, Article 2 (1,5 i 17) in which:

a. a person is fatally or seriously injured as a result of:
- being in the aircraft; or
- direct contact with any part of the aircraft, including any part that has become detached from the aircraft; or
- direct exposure to jet blast,

except when the injuries are self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to passengers and crew; or

b. The aircraft sustains damage or structural failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft; and would normally require major repair or replacement of the affected component except engine failure or damage that is limited to the engine, its cowlings, or accessories, or damage limited to propellers, wing tips, rotors, antennas, tyres, brakes, fairings, small dents, or puncture holes in the aircraft skin; or

c. the aircraft is missing or is completely inaccessible

Any person involved who knows that an accident or serious incident has occurred is obliged without delay to immediately inform the authority responsible for safety investigations, in accordance with EU Regulation 996/2010, Article 9:

Post: Air, Maritime and Railway Traffic Accident Investigation Agency
Radnicka 177, 10000 Zagreb

Phone: +385 1 8886 830

Fax: +385 1 8886 831

URL: www.ain.hr

**"Occurence"** means any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person and includes in particular an accident or serious incident (EU Regulation 376/2014, Article 2 (7).

Occurences related to safety should be reported in accordance with EU Regulation 376/2014, and in accordance with the Air Traffic Act (Official Gazette 69/09, 84/11, 54/13, 127/13, 92/14) Article 108, to the Croatian Civil Aviation Agency and the Air, Maritime and Railway Accident Investigation Agency, using the prescribed forms available on the web portals of the aforementioned agencies or using the ECCAIRS web platform (https://aviationreporting.eu/en/homepage).

Post: Air, Maritime and Railway Traffic Accident Investigation Agency
Radnicka 177, 10000 Zagreb

Phone: +385 1 8886 830

Fax: +385 1 8886 831

URL: www.ain.hr

Post: Croatian Civil Aviation Agency
Ul. Grada Vukovara 284, 10000 Zagreb

Phone: +385 1 2369 300

Fax: +385 1 2369 301

URL: www.ccaa.hr

ENR 1.14.1.1.1 Definitions for aircraft proximity and AIRPROX.

***Aircraft proximity*** - A situation in which, in the opinion of the pilot in command or the air traffic controller, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

*Risk of collision* - The risk classification of aircraft proximity in which serious risk of collision has existed.

*Safety not assured* - The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

*No risk of collision* - The risk classification of aircraft proximity in which no risk of collision has existed.

*Risk not determined* - The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

**AIRPROX -** The code word used in an air traffic incident report to designate aircraft proximity.

ENR 1.14.1.1.2 AIR traffic incidents are designated and identified in reports as follows

| *Type* | *Designation* |
|---|---|
| Air traffic incident | Incident |
| as a) above | AIRPROX (aircraft proximity) |
| as b) 1) and 2) above | Procedure |
| as b) 3) above | Facility |

## ENR 1.14.2 USE OF THE AIRCRAFT PROXIMITY, IRREGULAR PROCEDURE EMPLOYMENT OR WORK OF RADIONAVIGATION OR OTHER FACILITY REPORT FORM

The Aircraft proximity, irregular procedure employment or work of radionavigation or other facility Report Form example is given within this subsection. It is intended for use:

a. by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.
*Note: The form, if available onboard, may also be of use in providing a pattern for making the initial report in flight.*

b. by an ATS unit for recording an air traffic incident report received by radio, telephone or teleprinter.
*Note: The form may be used as the format for the text of a message to be transmitted over the AFS network.*

# ENR 2 AIR TRAFFIC SERVICES AIRSPACE

## ENR 2.1 FIR, UIR, TMA AND CTA

### ENR 2.1.1. ZAGREB FIR/UIR

| Name<br>Lateral limits<br>Vertical limits<br>Class of airspace | Unit providing service | Call sign<br>Languages<br>Area and conditions of use<br>Hours of service | Frequency / Purpose | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| **ZAGREB FIR/UIR**<br><br>4212N 01836E - 4125N 01819E - 4221N 01621E -<br>along on arc of circle of 5 NM radius, clockwise centred on 4224N 01616E - 4226N 01610E - 4330N 01430E - 4432N 01320E - 4510N 01300E - 4518N 01300E - 453329N 0132314E - along the FIR BDRY ZAGREB/ LJUBLJANA to 452833N 0133505E - along the FIR BDRY ZAGREB/ LJUBLJANA -<br>along the FIR BDRY ZAGREB/ BUDAPEST -<br>along the FIR BDRY ZAGREB/ BEOGRAD -<br>along the FIR BDRY ZAGREB/ SARAJEVO -<br>along the FIR BDRY ZAGREB/ BEOGRAD to 4212N 01836E.<br><br>Upper limit: UNL<br>Lower limit: GND<br><br>*Note: Portion between the points 453329N 0132314E and 452833N 0133505E not yet defined, and is subject to negotiations.* | ZAGREB ACC | ZAGREB CONTROL / ZAGREB RADAR<br>EN, HR | | |
| | | H24 | 122.530 MHZ / 8.33 *CH | |
| | | H24 | 126.635 MHZ / 8.33 CH | |
| | | H24 | 127.110 MHZ / 8.33 *CH | |
| | | H24 | 124.375 MHZ | |
| | | H24 | 125.780 MHZ / 8.33 *CH | |
| | | H24 | 132.340 MHZ 8.33 CH | |
| | | H24 | 133.635 MHZ / 8.33 CH | |
| | | H24 | 136.300 MHZ | |
| | | H24 | 129.650 MHZ | |
| | | H24 | 132.125 MHZ | |
| | | H24 | 129.425 MHZ / ALTN FREQ | |
| | | H24 | 130.215 MHZ / 8.33 *CH | |
| | | H24 | 135.800 MHZ | |
| | | H24 | 122.575 MHZ | |
| | | H24 | 128.275 MHZ | |
| | | H24 | 131.275 MHZ | |
| | | H24 | 339.175 MHZ / UHF FREQ FOR STATE AIRCRAFT | |
| | | H24 | 121.500 MHZ / EMERG FREQ | |
| | | H24 | 243.000 MHZ / EMERG FREQ | |
| | | H24 | 123.100 MHZ / SAR | |
| | | H24 | 292.600 MHZ / MILITARY | |
| | | H24 | 266.075 MHZ / MILITARY | |
| | | H24 | 125.225 MHZ | |
| | | H24 | 127.365 MHZ / 8.33 CH | |
| | | H24 | 127.875 MHZ | |
| | | H24 | 132.715 MHZ / 8.33 CH | |
| | ZAGREB FIC | ZAGREB INFORMATION<br>EN, HR<br>H24 | 135.050 MHZ / FIC | |

## ENR 2.1.2. CONTROL AREA (CTA) ZAGREB

| Name<br>Lateral limits<br>Vertical limits<br>Class of airspace | Unit providing service | Call sign<br>Languages<br>Area and conditions of use<br>Hours of service | Frequency / Purpose | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| **CONTROL AREA ZAGREB**<br><br>CTA ZAGREB covers the airspace within the following limits:<br>Lateral: FIR Zagreb (See remarks)<br>Vertical:<br>• Upper limit: FL 660<br>• Lower limit: FL 125<br>(Outside TMAs)<br><br>CLASS OF AIRSPACE OUTSIDE OTHER REGULATED AIRSPACE:<br>• C - above FL 125<br><br>**UNCONTROLLED AIRSPACE**<br><br>UNCONTROLLED AIRSPACE covers the airspace within the following limits:<br>Lateral: FIR Zagreb<br>Vertical: Above FL 660 unclassified | ZAGREB ACC | ZAGREB CONTROL / ZAGREB RADAR<br><br>EN, HR<br><br>H24 | | RVSM airspace:<br>FL 290 - FL 410 both inclusive<br><br>*The airspace where the ATS has been delegated to both Padova and Brindisi ACCs is classified according to Italian classification for the rest of the route segments. See route description - ENR 3*<br><br>Outside notified hours of operation of aerodrome control tower, airspace classification of the associated control zone reverts to the classification of surrounding airspace (Uncontrolled Airspace and TMA) within which the control zone is established unless otherwise promulgated in AIP AD 2.17. |
| Upper limit: 1000 FT AGL<br>Lower limit: GND<br><br>Class of airspace: G (with exemption of CTRs) | | | | |

# ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

Graphic portrayal is given on ENR 6.9 Bird migration routes - index chart.

## ENR 5.6.1 BIRD MIGRATION

Increased risk of airplanes colliding with birds is, on one hand, present in localities attractive to birds, and areas which attract the birds as temporary or permanent habitats situated near airports, and on the other, during spring and autumn migrations when birds fly over Croatian territory.

For a moderate number of birds of northern and central Europe, Croatia's geographical position in southeastern part of Mediterranean, with its continental and coastal features, represents an area of autumn and spring migrations. These are migratory birds that nest in areas north of Croatia, and spend winter in African countries. A path they take from the nesting area to where they spend winter is the so called Euro-African migration flyway (Palaearctic-African) which splits in two main directions in Europe: continental western and eastern direction over Gibraltar and Bosporus, and one of lower intensity over the Mediterranean Sea including terrestrial parts of Italy and Sicily. Important for Croatia are the eastern and Mediterranean flyways. For some species autumn migration begins already in second half of August (Ciconia ciconia, White Stork), and for the majority it begins in and lasts over September. Apart from passing by, many species will make a stop at Croatia's coastal area and there spend winter. Wintering begins in September and lasts until March, wherein four winter months, November, December, January and February, are the most intensive. Apart from foreign nesting birds, Croatian nesting-migratory birds use these flyway. Autumn migration is much more intense than the spring migration in terms of greater number of flocks of birds. Spring flyway does not have to coincide with the autumn one. Spring migration is shorter, and for some species begins as early as February (Sturnus vulgaris, Starling), but for the majority from the second half of March to the beginning of May.

Potential sites of risk of airplanes colliding with birds are three wetland area (See “Bird migration routes - Index Chart”) as gathering sites of waterbirds:

1. Fishponds of Crna Mlaka in the area of Pokupsko depression (25 KM from the Zagreb airport). The area is under protection in category of a special reserve: ornithological reserve. It has been protected due to its importance for birds' migration and wintering. In winter, there are several thousands of waterbirds.
2. Wetland area of Kopački rit (30 KM from the Osijek airport) regularly supports 20000 waterbirds. A part of the area has been protected as a special zoological reserve, while the majority of the area has the status of a Nature park, with a tendency to become a National park in the near future.
3. The Neretva delta area (80 KM from the Dubrovnik airport). Since hunting activities disturb migratory flocks in the area, there are no larger bird gatherings. Flocks stay in the Neretva delta for a short time. The area is protected by 4 ornithological reserves, while a protection at the Nature park level is planned for the near future.

All three mentioned sites are internationally important as wetland habitats, which support a great diversity of waterbirds, and are included in the Ramsar List.

Apart from spring arrival and autumn departure, there are daily movements of birds in flocks within these areas when birds pass from areas of morning feeding to areas where they spend night or rest during the day. There is no danger of collision with airplanes with regard to these movements.

Coastal airports: Pula, Rijeka, Zadar, Split and Brač are not on the way or anywhere near greater gathering sites of birds. However, gathering of pigeons in winter flocks may as well be risky for the said airports: flocks of Herring gulls (Larus cachinnans michahallis), our island nesting bird, and Blackheaded gull (Larus ridibundus), the nesting bird of continental wetland areas (economic fish-ponds) in Croatia, and central and northern Europe which lands on the Adriatic coast in winter months. A few swans spend winter on the seacoast (as well as in waters on the continent), as lonesome examples, or in a few family flocks of 4 to 6 or 8 birds.

Meteorological conditions have an impact on birds' migration, its intensity and the altitude of birds' flight. During strong winters when lakes' water surfaces in northern and central Europe freeze, the inflow of waterbirds (ducks, coots, swans) into Croatia increases, if there are no frozen waters. Many of these birds will continue on to the Adriatic coast, more of them towards south where they will stay.

Birds, which might represent potential danger in Croatia, include gulls and terns (30%), birds of prey (13%), starlings (12%), waterfowl (12%), pigeons (11%) and 22% other species.

### ENR 5.6.1.1 Reporting of bird strike

In the interest of air traffic safety, and based upon established “Procedure on reporting on collision of airplanes with birds and other animals on Croatian territory”, the following occurrences are subjected to reporting:

- Collisions with material damage,
- Collisions without material damage,
- Avoided collisions.

In case of the above said occurrences, the "Bird strike report" must be filled out, and delivered mandatory to Central ARO Split:

- ARO Split

Fax: +385 21 895227

Email: aro.ldsp@crocontrol.hr

Upon the receipt of the Bird strike report, Central ARO Split should send it to:

Post: AIR, MARITIME AND RAILWAY TRAFFIC ACCIDENTS INVESTIGATION AGENCY
Radnicka 177
10000 Zagreb
Croatia

Fax: +385 1 8886831

Email: air.safety@ain.hr

URL: http://www.ain.hr

### ENR 5.6.2 AREAS WITH SENSITIVE FAUNA

NIL

## AD 0.6 TABLE OF CONTENTS TO PART 3

**LDLO - AERODROME LOŠINJ/Lošinj I.**



**LDPL - AIRPORT PULA / Pula**



**LDZA - AIRPORT ZAGREB / Franjo Tudjman**

LDZD AD 2.24.12 IAC L RWY 31 - 1
LDZD AD 2.24.12 IAC VOR RWY 31 - 1
LDZD AD 2.24.13 VOC - 1

# LDOS AD 2

## LDOS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

**LDOS - AIRPORT OSIJEK / Klisa**

## LDOS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and its site | 452745.60N 0184836.56E<br>111° GEO / 1151 M from THR 11<br>291° GEO / 1348 M from THR 29 |
| 2 | Direction and distance from (city) | 20 KM ESE from OSIJEK |
| 3 | Elevation/Reference temperature | 291 FT / 30°C (JUL) |
| 4 | Geoid undulation at AD ELEV PSN | 144 FT |
| 5 | MAG VAR (date of information)/Annual change | 5°E (2019) / 0.13° increasing |
| 6 | AD Operator, address, telephone, telefax, AFS, SITA, e-mail, web site | Post: Zracna luka OSIJEK<br>P.O. Box 47<br>31000 Osijek<br>Phone: (+385 31) 514400<br>SITA: OSIAPXH<br>Email: opc@osijek-airport.hr<br><br>web site: http://www.osijek-airport.hr/ |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | NIL |

## LDOS AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Operator | Upon NOTAM |
| 2 | Customs and immigration | AS AD HR SER |
| 3 | Health and sanitation | AS AD HR SER |
| 4 | AIS Briefing Office | As ATS - Selfbriefing |
| 5 | ATS Reporting Office (ARO) | H24 - Central ARO Split; Phone: +385 21 205-444<br>Fax: +385 21 895-227 |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | Upon NOTAM or AIP SUP |
| 8 | Fuelling | AS AD HR SER |
| 9 | Handling | AS AD HR SER |
| 10 | Security | H24 |
| 11 | De-icing | AS AD HR SER |
| 12 | Remarks | REF AD 2.22<br>All planned ARR or DEP to/from LDOS, outside AD LDOS HR SER, can only be operated upon PPR from Osijek AP, ACFT OPR must send a REQ to the LDOS Operating centre via e-mail: opc@osijek-airport.hr (submitted during AD HR SER), at least 24 HR BFR SKED TKOF/LDG. |

## LDOS AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | 1 cargo loader 7000 KG<br>1 fork lift 3000 KG |
| 2 | Fuel and oil types | A1, AVGAS 100LL |
| 3 | Fuelling facilities and capacity | 1 Fuel Truck 45 000 L (A1)<br>1 Fuel Truck 5 000 L (AVGAS 100LL) |
| 4 | De-icing facilities | 1 aircraft de-icing vehicle, MAX working height 14 M, fluid type I<br>1 aircraft de-icing vehicle, MAX working height 10 M, fluid type I |
| 5 | Hangar space for visiting aircraft | AVBL<br>See: www.pannonia-aero-technics.hr |
| 6 | Repair facilities for visiting aircraft | Unspecified oxygen facilities, major airframe repairs and minor engine repairs are available.<br>See: www.pannonia-aero-technics.hr |
| 7 | Remarks | NIL |

## LDOS AD 2.10 AERODROME OBSTACLES

**Obstacles in Area 2:**
See LDOS AD 2.24.4 AOC RWY 11/29 -1

| In Area 2 | | | | | |
|---|---|---|---|---|---|
| **OBST ID/ Designation** | **OBST type** | **OBST position** | **ELEV/HGT** | **Markings / Type, colour, lighting (LGT)** | **Remarks** |
| **a** | **b** | **c** | **d** | **e** | **f** |
| LDOS 01 | ANTENNA | 452720.27N 0185015.79E | 332 FT / 50 FT | Yes LGT Type B/red | NIL |
| LDOS 02 | ANTENNA | 452718.76N 0185014.99E | 332 FT / 46 FT | Yes LGT Type B/red | NIL |

Detailed description of obstacles that penetrate the obstacle limitation surfaces currently not available.
Detailed description of obstacles that penetrate the take-off flight path area obstacle identification surface currently not available.
Detailed description of obstacles assessed as being hazardous to air navigation currently not available.
Area 2 data set for the aerodrome currently not available.

**Obstacles in Area 3:**
NIL

## LDOS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | OSIJEK |
| 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 1 6259 240, +385 1 7819205 |
| 6 | Flight documentation<br>Language(s) used | • Selfbriefing (URL: https://ib.crocontrol.hr) or request by phone: +385 31 226 803, +385 31 736800<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 | Osijek TWR, Osijek APP |
| 10 | Additional information (limitation of service, etc.) | NIL |

## LDOS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **RWY Designations** | **TRUE BRG** | Dimensions of **RWY** (**M**) | Strength (**PCN**) and surface of **RWY** and **SWY** | **THR COORD RWY** End **COORD THR** Geoid Undulation | **THR** elevation and highest elevation of **TDZ** of precision **APP RWY** |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 11 | 110.52° | 2500 x 45 M | PCN 82/F/B/W/T ASPH | 452758.68N 0184746.96E 452730.26N 0184934.68E 144.0 FT | THR 291 FT TDZ 289 FT |
| 29 | 290.54° | | | 452730.26N 0184934.67E 452758.68N 0184746.95E 144.0 FT | THR 290 FT TDZ 289 FT |

| **RWY Designations** | Slope of **RWY-SWY** | **SWY dimensions (M)** | **CWY** dimensions (**M**) | **Strip dimensions (M)** | **RESA dimensions (M)** |
|---|---|---|---|---|---|
| **1** | **7** | **8** | **9** | **10** | **11** |
| 11 | Slope of RWY 11/29: 0° | NIL | NIL | 2620 x 300 | Length: 240 M Width: 90 M |
| 29 | | NIL | NIL | | Length: 240 M Width: 90 M |

| **RWY Designations** | **Location and description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|
| **1** | **12** | **13** | **14** |
| 11 | NIL | NIL | Paved shoulders, width 7.5 M |
| 29 | NIL | NIL | Paved shoulders, width 7.5 M |

## LDOS AD 2.13 DECLARED DISTANCES

| **RWY Designator** | **TORA** (**M**) | **TODA** (**M**) | **ASDA** (**M**) | **LDA** (**M**) | **Remarks** |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 11 | 2500 | 2500 | 2500 | 2500 | NIL |
| | 1850 | 1850 | NIL | NIL | Intersection TWY A |
| | 1573 | 1573 | NIL | NIL | Intersection TWY B |
| 29 | 2500 | 2500 | 2500 | 2500 | NIL |
| | 673 | 673 | NIL | NIL | Intersection TWY A |
| | 950 | 950 | NIL | NIL | Intersection TWY B |

## LDOS 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** |
| 11 | SALS (E)<br>420 M<br>W VRB<br>LIH | G<br>VRB LIH | PAPI<br>(52 FT)<br>LEFT, 3° | NIL | NIL | 2500 M<br>60 M<br>W VRB<br>LIH<br>YCZ 600 M | R<br>VRB<br>LIH | NIL | NIL |
| 29 | CAT I (A)<br>900 M<br>W VRB<br>LIH | G<br>VRB<br>LIH | PAPI<br>(52 FT)<br>LEFT, 3° | NIL | NIL | 2500 M<br>60 M<br>W VRB<br>LIH<br>YCZ 600 M | R<br>VRB<br>LIH | NIL | NIL |

## LDOS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | NIL |
| 2 | LDI location and LGT<br>Anemometer location and LGT | NIL<br>Anemometer RWY 11: position 115 M right of RCL, distance 374 M from (after) THR 11, ICAO marked and lighted.<br>Anemometer RWY 29: position 137 M left of RCL, distance 301 M from (after) THR 29, ICAO marked and lighted.<br>WDI Position: 1151 M from THR 11 and 91 M left from RCL, 1349 M from THR 29 and 91 M right from RCL.<br>Lighted. |
| 3 | TWY edge and centre line lighting | TWY A EDGE: B VRB LIL<br>TWY B EDGE: B VRB LIL<br>APRON TWY EDGE: B VRB LIL |
| 4 | Secondary power supply/switch-over time | Available/ 1 SEC: RWY lights (THR 11, THR 29, RWY End, RWY Edge, Vertical signs, RWY guard lights), TWY lights (Edge, Vertical signs), Vertical Airport Marking aids and Signs, Approach lighting, PAPI units;<br>8 SEC: all other lighting at AD |
| 5 | Remarks | RWY turn pad marking lights on turn pad THR 11 and on turn pad THR 29 are not available. |

## LDOS 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 are to be used in accordance with the aerodrome operator instructions. |

## LDOS AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | CTR Osijek<br>453642N 0183557E<br>453027N 0185943E<br>452853N 0185922E<br>Along the FIR boundary Zagreb/Beograd.<br>452140N 0185952E<br>451714N 0185645E<br>452614N 0183019E<br>453642N 0183557E |
| 2 | Vertical limits | 3000 FT ALT / GND |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign<br>Language(s) | OSIJEK TOWER / OSIJEK TORANJ<br>Croatian, English |
| 5 | Transition altitude | 10000 FT MSL |
| 6 | Remarks | For airspace description outside LDOS ATS operational hours see AIP ENR 2.1 (Uncontrolled Airspace and CTA Zagreb).<br>Outside LDOS ATS operating hours, RMZ Osijek activated within same lateral limits as CTR Osijek, 1000 FT AGL/GND.<br>Outside LDOS ATS operating hours, ATZ Osijek is active. ATZ Osijek is defined as a circle of R=2.5 NM centered at LDOS ARP, 1000 FT AGL/GND, classified as G class airspace.<br>REF AD 2.22 |

| | | |
|---|---|---|
| 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. |

## 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:**

| Area 2A | | | | | |
|---|---|---|---|---|---|
| **OBST ID/ Designation** | **OBST type** | **OBST position** | **ELEV / HGT** | **Markings/ Type, colour, lighting (LGT)** | **Remarks** |
| **a** | **b** | **c** | **d** | **e** | **f** |
| NIL | NIL | NIL | NIL | NIL | NIL |

See LDPL AD 2.24.4 AOC RWY 09/27 -1
Obstacles in Area 2B, 2C and 2D data currently not available.
Detailed description of obstacles that penetrate the obstacle limitation surfaces currently not available.
Detailed description of obstacles that penetrate the take-off flight path area obstacle identification surface currently not available.
Detailed description of obstacles assessed as being hazardous to air navigation currently not available.

**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, +385 52 552506 |
| 6 | Flight documentation<br>Language(s) used | • Selfbriefing (URL: https://ib.crocontrol.hr) or request by phone: +385 52 372520, +385 52 552505<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.) | See LDPL AD 2.20.4 |

| 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 |
| 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 position.
Only aircraft with wingspans up to 36 M are allowed to taxi via Taxilane 1 and Taxilane 2.

For other restrictions, adhere strictly to TWR instructions and marshaller guidance.

**Arrivals**:

'Follow me' guidance is mandatory for all arriving aircraft 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 2.20.3 HELICOPTER OPERATIONS**

All arrival and departure HEL operations shall use the RWY and shall not carry out final approach or takeoff from the APN or TWY. After landing, HEL shall use ground-taxi route or air-taxi route to the assigned aircraft parking position.

Before entering the APN, HEL must wait on TWY F, G, or H for the "Follow Me" vehicle and strictly follow the instructions of the parking marshaller. Special attention shall be given to the distance from the rotor tip and the effect of wind velocity/turbulence induced by rotor downwash while the helicopter is operating on the maneuvering area.

**LDPL AD 2.20.4 ADVERSE WEATHER CONDITIONS**

Ground handling SER will be suspended during adverse WX COND, such as high WIND exceeding 40 KT, HVY RA, and TS within 5 KM of ARP. Arriving ACFT must follow the "Follow Me" vehicle TAX instructions without marshalling signals on the ACFT stand.

## 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 | |
| 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. |
| 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 | |
| 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). Cross 18.1 DME PUL at or above 7000 FT AMSL. |

| SID RWY 27 | | | | |
|---|---|---|---|---|
| Designator | Route | After take off | | Remarks |
| | | Climb initially | Contact | |
| **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). Cross R-355 PUL at or above 6000 FT AMSL. 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). Cross R-175 PUL at or above 6000 FT AMSL. 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). Cross LOS NDB at or above 8000 FT AMSL. |

## 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.<br>REF AD 1.2.2 for additional information. |

## 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

**Obstacle in Area 2:** Detailed description of obstacles that penetrate the obstacle limitation surfaces currently not available.
Detailed description of obstacles that penetrate the take-off flight path area obstacle identification surface currently not available.
Detailed description of obstacles assessed as being hazardous to air navigation currently not available.

| RWY 32 | | | | | |
|---|---|---|---|---|---|
| **OBST ID/ Designation** | **OBST type** | **OBST position** | **ELEV / HGT** | **Markings/ Type, colour, lighting (LGT)** | **Remarks** |
| **a** | **b** | **c** | **d** | **e** | **f** |
| LDRI_2_1 | POLE | 451236.83N 0143443.99E | 292 FT /NIL | ICAO marked and lighted | Frangible anemometer mast |

Other, LDRI AD 2.24.4 AOC RWY 14/32 -1
Area 2 data set for the aerodrome currently not available.

**Obstacle in Area 3:**

| RWY 14 | | | | | |
|---|---|---|---|---|---|
| **OBST ID/ Designation** | **OBST type** | **OBST position** | **ELEV / HGT** | **Markings/ Type, colour, lighting (LGT)** | **Remarks** |
| **a** | **b** | **c** | **d** | **e** | **f** |
| LDRI_3_1 | POLE | 451321.78N 0143345.06E | 309 FT /NIL | ICAO marked and lighted | Frangible anemometer mast |

## LDSP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| RWY Designations | TRUE BRG | Dimensions of RWY (M) | Strength (PCN) and surface of RWY and SWY | THR COORD RWY End COORD THR Geoid Undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05 | 052.57° | 2550 x 45 | 210 M, CONC, PCN 49/R/A/W/T<br>2340 M, ASPH, PCN 49/R/A/W/T | 433155.39N<br>0161708.10E<br>433245.48N<br>0161838.11E<br>139 FT | THR 70 FT<br>TDZ 78 FT |
| 23 | 232.59° | | | 433242.33N<br>0161832.44E<br>433155.27N<br>0161707.89E<br>139 FT | THR 50 FT<br>TDZ 58 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 |
| 05 | Slope of RWY 05/23: 0% | NIL | NIL | 2670 x 130 | Length: 240 M<br>Width: 90 M |
| 23 | | NIL | NIL | | Length: 20 M<br>Width: 90 M |

| RWY Designations | Location and description of arresting system | OFZ | Remarks |
|---|---|---|---|
| 1 | 12 | 13 | 14 |
| 05 | NIL | NIL | Shoulders width: 7.5 M<br>surface: grass |
| 23 | NIL | NIL | Shoulders width: 7.5 M<br>surface: grass |

## LDSP AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05 | 2550 | 2550 | 2550 | 2550 | NIL |
| | 1636 | 1636 | 1636 | NIL | Intersection TWY A |
| 23 | 2550 | 2550 | 2550 | 2390 | THR 23 displaced 160 M |
| | 1582 | 1582 | 1582 | NIL | Intersection TWY B |

## LDSP 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 |
| 05 | CAT I (A)<br>W VRB LIH | G<br>VRB LIH | PAPI 3°<br>52 FT | NIL | NIL | VRB<br>YCZ 600 M<br>W<br>LIH | R<br>VRB LIH | NIL | LED LIGHTS: THR and RWY END |
| 23 | SALS<br>R VRB LIL | G<br>VRB LIH | PAPI 3°<br>49 FT | NIL | NIL | VRB<br>YCZ 600 M<br>W<br>LIH | R<br>VRB LIH | NIL | LED LIGHTS: THR and RWY END |

## LDSP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | At TWR (red) H24 |
| 2 | LDI location and LGT<br>Anemometer location and LGT | Anemometer RWY05 position: 104M right from RCL, 272 M right from THR 05, lighted<br>Anemometer RWY23 position: 91M left from RCL, 31 M left from THR 23, lighted |
| 3 | TWY edge and centre line lighting | TWY A EDGE: B VRB LIL<br>TWY B EDGE: B VRB LIL |
| 4 | Secondary power supply/switch-over time | Available, switch-over time: 1.0 SEC |
| 5 | Remarks | WDI externally lighted |

## LDSP 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 | RWY to be used as landing area.<br>Parking positions used according to Airport Authorities. |

## 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.<br>REF AD 1.2.2 for additional information. |

## 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 55/F/B/X/T<br>S3 PCN 65/F/B/W/U<br>S4 PCN 93/F/B/W/T<br>S5 PCN 132/F/B/X/T<br>S6 PCN 132/F/B/X/T<br>S7 PCN 132/F/B/X/T<br>See: LDZD AD 2.24.2 APDC -1 | |
| | | | CONC | S2 PCN 64/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 | ASPH | PCN 132/F/B/X/T<br>PCN 47/F/B/X/T |
| 3 | ACL location and elevation | At Main apron 271 FT<br>At General Aviation Apron 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. | | | |

## 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, lighting (LGT)** | **Remarks** |
| **a** | **b** | **c** | **d** | **e** | **f** |
| LDZD 1 | FENCE | 440440.97N<br>0152014.95E | 320 FT / 13 FT | No<br>No | NIL |
| LDZD 2 | NATURAL<br>HIGHPOINT | 440437.92N<br>0152010.09E | 326 FT / 0 FT | No<br>No | NIL |
| LDZD 3 | NATURAL<br>HIGHPOINT | 440430.96N<br>0151958.95E | 328 FT / 0 FT | No<br>No | NIL |

Detailed description of obstacles that penetrate the obstacle limitation surfaces currently not available.
Detailed description of obstacles that penetrate the take-off flight path area obstacle identification surface currently not available.
Detailed description of obstacles assessed as being hazardous to air navigation currently not available.
Area 2 data set for the aerodrome currently not available.

**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, +385 1 7819201 |
| 6 | Flight documentation<br>Language(s) used | • Selfbriefing (URL: https://ib.crocontrol.hr) or request by phone.: +385 23 203438, +385 23 733405<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 |

CHANGE: Main Apron TXL; General aviaton Apron TXL; Main Apron Elev; PSNs 1 - 10; Service Road; TWY G and TWY K ATC Servce Boundary Relocation; Taxiing and Parking Restrictions and Notes; Main Apron Section, Surface and Strength; Editorial; ADDED: PSNs 7A and 9A; Apron edge lights; Intermediate Holding Positions on TXL; Passenger Terminal Buildings; REMOVED: PSNs NG1 - NG12.



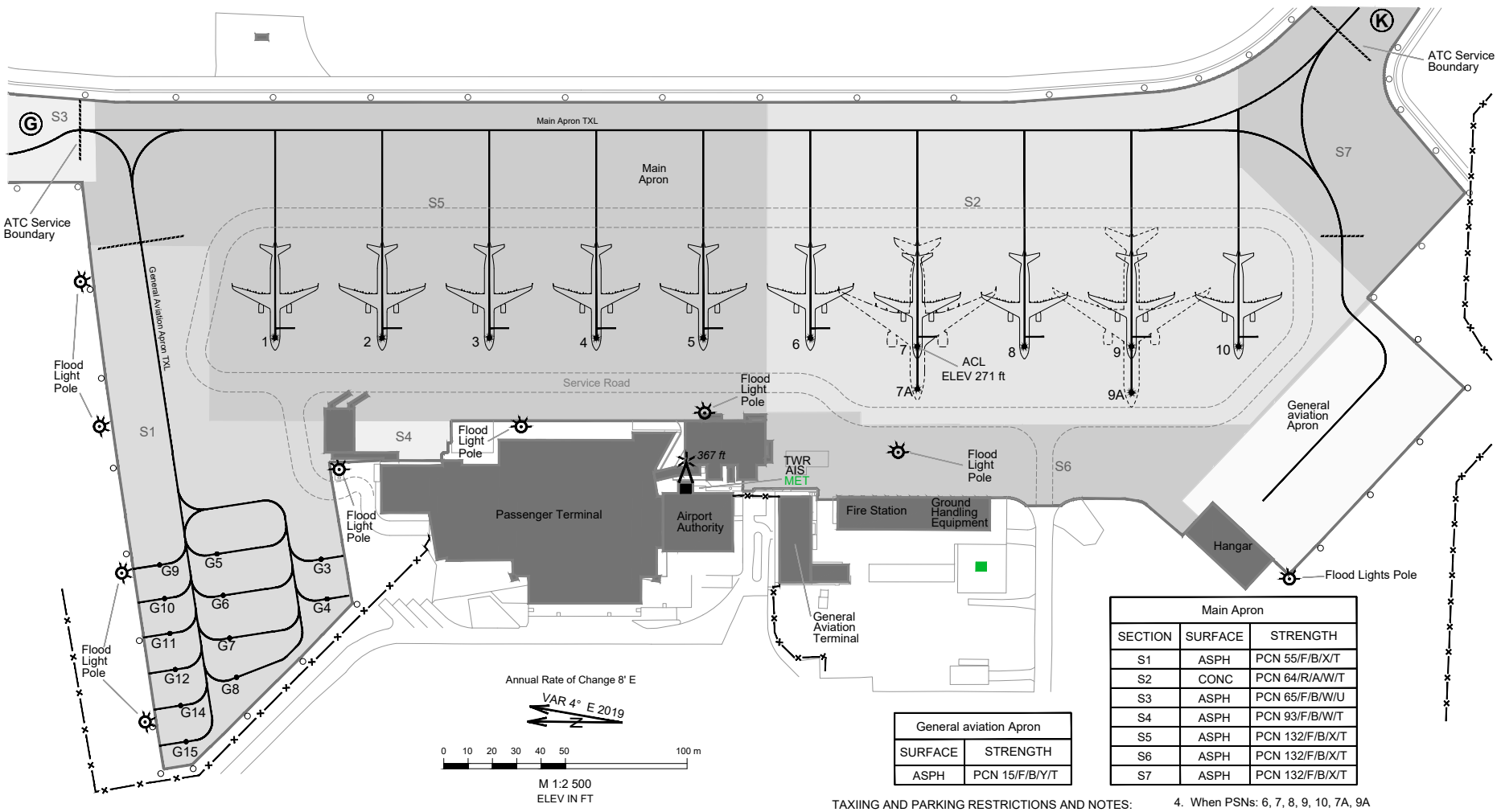
# AIRCRAFT PARKING/ DOCKING CHART - ICAO

Main Apron ELEV 271 ft
General aviation Apron ELEV 269 ft

ZADAR TOWER 123.700
ZADAR DELIVERY 132.975

ZADAR / Zemunik CROATIA






| Main Apron | | |
|---|---|---|
| SECTION | SURFACE | STRENGTH |
| S1 | ASPH | PCN 55/F/B/X/T |
| S2 | CONC | PCN 64/R/A/W/T |
| S3 | ASPH | PCN 65/F/B/W/U |
| S4 | ASPH | PCN 93/F/B/W/T |
| S5 | ASPH | PCN 132/F/B/X/T |
| S6 | ASPH | PCN 132/F/B/X/T |
| S7 | ASPH | PCN 132/F/B/X/T |

| General aviation Apron | |
|---|---|
| SURFACE | STRENGTH |
| ASPH | PCN 15/F/B/Y/T |

PARKING POSITIONS AND INS REFERENCE POINTS:

| PSN nr: | PSN for: | INS coordinates WGS-84 (ETRS89): | | PSN nr: | PSN for: | INS coordinates WGS-84 (ETRS89): | |
|---|---|---|---|---|---|---|---|
| PSN 1 | MAX A321 | 44° 05' 51.49" N | 015° 21' 15.59" E | PSN G3 | General Aviation | 44° 05' 50.80" N | 015° 21' 11.52" E |
| PSN 2 | MAX A321 | 44° 05' 50.06" N | 015° 21' 15.64" E | PSN G4 | General Aviation | 44° 05' 50.71" N | 015° 21' 10.79" E |
| PSN 3 | MAX A321 | 44° 05' 48.64" N | 015° 21' 15.69" E | PSN G5 | General Aviation | 44° 05' 52.19" N | 015° 21' 11.58" E |
| PSN 4 | MAX A321 | 44° 05' 47.21" N | 015° 21' 15.74" E | PSN G6 | General Aviation | 44° 05' 52.10" N | 015° 21' 10.81" E |
| PSN 5 | MAX A321 | 44° 05' 45.79" N | 015° 21' 15.78" E | PSN G7 | General Aviation | 44° 05' 52.00" N | 015° 21' 10.02" E |
| PSN 6 | MAX A321 | 44° 05' 44.36" N | 015° 21' 15.83" E | PSN G8 | General Aviation | 44° 05' 51.89" N | 015° 21' 09.30" E |
| PSN 7 | MAX A321 | 44° 05' 42.94" N | 015° 21' 15.72" E | PSN G9 | General Aviation | 44° 05' 52.95" N | 015° 21' 11.34" E |
| PSN 7A | MAX A359 | 44° 05' 42.92" N | 015° 21' 14.94" E | PSN G10 | General Aviation | 44° 05' 52.87" N | 015° 21' 10.72" E |
| PSN 8 | MAX A321 | 44° 05' 41.51" N | 015° 21' 15.77" E | PSN G11 | General Aviation | 44° 05' 52.79" N | 015° 21' 10.08" E |
| PSN 9 | MAX A321 | 44° 05' 40.08" N | 015° 21' 15.82" E | PSN G12 | General Aviation | 44° 05' 52.71" N | 015° 21' 09.42" E |
| PSN 9A | MAX B773 | 44° 05' 40.07" N | 015° 21' 14.96" E | PSN G14 | General Aviation | 44° 05' 52.63" N | 015° 21' 08.75" E |
| PSN 10 | MAX A321 | 44° 05' 38.66" N | 015° 21' 15.87" E | PSN G15 | General Aviation | 44° 05' 52.54" N | 015° 21' 08.09" E |

TAXIING AND PARKING RESTRICTIONS AND NOTES:

1. PSNs: 1-10, 7A, 9A Taxi-In / Push-Back.
   PSNs: G3, G4, G9-G15 Push-In / Taxi-Out.
   PSNs: G5-G8 Selfmanoeuvering
2. When ACFT entry to PSNs: 6, 7, 8, 9, 10, 7A, 9A the following PSNs must be vacated:
   PSNs: 7A for PSN: 6
   PSNs: 7A for PSN: 7
   PSNs: 7A, 9A for PSN: 8
   PSNs: 9A for PSN: 9
   PSN: 9A for PSN: 10
   PSN: 6, 7, 8 for PSN: 7A
   PSN: 8, 9, 10 for PSN: 9A
3. When ACFT entry to General Aviation Apron adhere strictly to marshaller guidance.
4. When PSNs: 6, 7, 8, 9, 10, 7A, 9A are in use the following PSNs must be vacated:
   PSNs: 7A for PSN: 6
   PSN: 7A for PSN: 7
   PSNs: 7A, 9A for PSN: 8
   PSNs: 9A for PSN: 9
   PSN: 9A for PSN: 10
   PSN: 6, 7, 8 for PSN: 7A
   PSN: 8, 9, 10 for PSN: 9A
5. Adhere strictly to the yellow taxi guide line and Marshalling signals. For other restrictions adhere strictly to Zadar TWR instructions and Follow Me guidance.
6. ACFT is not allowed to enter the parking position if Marshaller is not present.
7. Departing ACFT must stop at intermediate holding position (IHP) on taxilane and wait for further taxi instructions from Zadar TWR.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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