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

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

AIRAC AIP AMDT 006/2025
Effective Date: 10 JUL 2025
Publication Date: 29 MAY 2025

1. Amendment contents:

GEN

- **GEN 0.2** - Record of AIP amendments - updated
- **GEN 0.4** - Checklist of AIP pages - updated
- **GEN 0.5** - List of hand amendments to the AIP - corrected and updated
- **GEN 2.2** - Abbreviations used in AIS publications - new abbreviations ADS-B and WAM added
- **GEN 3.2.4** - Aeronautical charts series available - list of index charts is updated
- **GEN 3.6** - Search and Rescue (SAR) - Air, Maritime and Railway Traffic Accidents Investigation Agency - address changed

ENR

- **ENR 1.9.2.3** - Organization of Airspace Management in the Republic of Croatia - updated

AD

- **AD 1.3** - Index of Aerodromes and Heliports - changes
- **LDPL AD 2.8, 2.9, 2.13, 2.14 and 2.20.1** - various changes
- **LDPL AD 2** - New Chart:
  - Aerodrome Chart - ICAO (LDPL AD 2.24.1 ADC -1/2)
- **LDRI AD 2.10** - Aerodrome obstacles - Markings/LGT type and colour - new data added

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: A1206/25 and A1223/25
NOTAMs 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:

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002/2012	13-Apr-2012	13-Apr-2012	
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001/2015	01-Feb-2015	01-Feb-2015	
002/2015	01-Jun-2015	01-Jun-2015	
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ENR 5.2 - 2	07 SEP 2023
ENR 5.2 - 3	07 SEP 2023
ENR 5.2 - 4	18 APR 2024
ENR 5.2 - 5	20 MAR 2025
ENR 5.2 - 6	20 MAR 2025
ENR 5.2 - 7	11 JUL 2024
ENR 5.2 - 8	11 JUL 2024
ENR 5.2 - 9	11 JUL 2024
ENR 5.2 - 10	11 JUL 2024
ENR 5.2 - 11	11 JUL 2024
ENR 5.2 - 12	20 MAR 2025
ENR 5.2 - 13	20 MAR 2025
ENR 5.2 - 14	20 MAR 2025
ENR 5.2 - 15	20 MAR 2025
ENR 5.2 - 16	20 MAR 2025
ENR 5.2 - 17	20 MAR 2025
ENR 5.2 - 18	20 MAR 2025
ENR 5.2 - 19	20 MAR 2025
ENR 5.2 - 20	20 MAR 2025
ENR 5.2 - 21	20 MAR 2025
ENR 5.2 - 22	20 MAR 2025
ENR 5.2 - 23	20 MAR 2025
ENR 5.2 - 24	20 MAR 2025
ENR 5.2 - 25	20 MAR 2025
ENR 5.2 - 26	20 MAR 2025
ENR 5.2 - 27	20 MAR 2025
ENR 5.2 - 28	20 MAR 2025
ENR 5.2 - 29	20 MAR 2025
ENR 5.2 - 30	20 MAR 2025
ENR 5.2 - 31	20 MAR 2025
ENR 5.2 - 32	20 MAR 2025
ENR 5.2 - 33	20 MAR 2025
ENR 5.2 - 34	20 MAR 2025
ENR 5.2 - 35	20 MAR 2025
ENR 5.2 - 36	20 MAR 2025
ENR 5.2 - 37	20 MAR 2025
ENR 5.2 - 38	20 MAR 2025
ENR 5.2 - 39	20 MAR 2025
ENR 5.2 - 40	20 MAR 2025
ENR 5.2 - 41	20 MAR 2025
ENR 5.2 - 42	20 MAR 2025
ENR 5.2 - 43	20 MAR 2025
ENR 5.2 - 44	20 MAR 2025
ENR 5.2 - 45	15 MAY 2025
ENR 5.2 - 46	15 MAY 2025
ENR 5.2 - 47	15 MAY 2025
ENR 5.2 - 48	15 MAY 2025
ENR 5.2 - 49	15 MAY 2025
ENR 5.2 - 50	15 MAY 2025
ENR 5.2 - 51	15 MAY 2025
ENR 5.2 - 52	15 MAY 2025
ENR 5.2 - 53	15 MAY 2025
ENR 5.2 - 54	15 MAY 2025
ENR 5.2 - 55	15 MAY 2025
ENR 5.2 - 56	15 MAY 2025
ENR 5.2 - 57	15 MAY 2025
ENR 5.2 - 58	15 MAY 2025
ENR 5.2 - 59	15 MAY 2025
ENR 5.2 - 60	15 MAY 2025
ENR 5.2 - 61	15 MAY 2025
ENR 5.2 - 62	15 MAY 2025
ENR 5.2 - 63	15 MAY 2025
ENR 5.2 - 64	15 MAY 2025
ENR 5.3 - 1	06 OCT 2022
ENR 5.3 - 2	08 MAR 2012
ENR 5.4 - 1	23 JAN 2025
ENR 5.4 - 2	23 JAN 2025
ENR 5.4 - 3	23 JAN 2025
ENR 5.4 - 4	23 JAN 2025
ENR 5.4 - 5	17 APR 2025
ENR 5.4 - 6	17 APR 2025
ENR 5.5 - 1	30 NOV 2023
ENR 5.5 - 2	15 MAY 2025
ENR 5.5 - 3	15 MAY 2025
ENR 5.5 - 4	15 MAY 2025
ENR 5.6 - 1	07 SEP 2023
ENR 5.6 - 2	12 JUN 2025
ENR 6 - 1	15 MAY 2025
ENR 6 - 2	08 MAR 2012
ENR 6.1 - 1	15 MAY 2025
ENR 6.2 - 1	20 MAR 2025
ENR 6.3 - 1	15 MAY 2025
ENR 6.3 - 2	15 MAY 2025
ENR 6.3 - 3	15 MAY 2025
ENR 6.3 - 4	15 MAY 2025
ENR 6.4 - 1	16 MAY 2024
ENR 6.4 - 2	16 MAY 2024
ENR 6.5 - 1	20 MAR 2025
ENR 6.5 - 2	20 MAR 2025
ENR 6.5 - 3	20 MAR 2025
ENR 6.5 - 4	20 MAR 2025
ENR 6.6 - 1	08 MAR 2012
ENR 6.6 - 2	08 MAR 2012
ENR 6.7 - 1	15 MAY 2025
ENR 6.7 - 2	15 MAY 2025
ENR 6.7 - 3	15 MAY 2025
ENR 6.7 - 4	15 MAY 2025
ENR 6.8 - 1	15 MAY 2025
ENR 6.8 - 2	15 MAY 2025
ENR 6.9 - 1	08 MAR 2012
ENR 6.9 - 2	08 MAR 2012
ENR 6.10 - 1	08 MAR 2012
ENR 6.10 - 2	08 MAR 2012
ENR 6.11 - 1	15 MAY 2025
ENR 6.11 - 2	15 MAY 2025
ENR 6.12 - 1	14 JUL 2022
ENR 6.12 - 2	14 JUL 2022
ENR 6.14 - 1	28 DEC 2023
ENR 6.14 - 2	28 DEC 2023
ENR 6.15 - 1	28 DEC 2023
ENR 6.15 - 2	28 DEC 2023

PART 3 - AERODROMES (AD)

Page	Date
LDSP AD 2.24.13 VAC RWY 23 - 1	15 MAY 2025
LDSP AD 2.24.13 VAC RWY 23 - 2	15 MAY 2025
LDSP AD 2.24.13 VOC - 1	15 MAY 2025
LDSP AD 2.24.13 VOC - 2	15 MAY 2025
LDSP AD 2.24.14 BC - 1	08 MAR 2012
LDSP AD 2.24.14 BC - 2	08 MAR 2012
LDZA AD 2 - 1	30 NOV 2023
LDZA AD 2 - 2	30 NOV 2023
LDZA AD 2 - 3	30 NOV 2023
LDZA AD 2 - 4	03 OCT 2024
LDZA AD 2 - 5	27 FEB 2020
LDZA AD 2 - 6	20 FEB 2025
LDZA AD 2 - 7	20 FEB 2025
LDZA AD 2 - 8	08 AUG 2024
LDZA AD 2 - 9	08 AUG 2024
LDZA AD 2 - 10	05 SEP 2024
LDZA AD 2 - 11	05 SEP 2024
LDZA AD 2 - 12	05 SEP 2024
LDZA AD 2 - 13	05 SEP 2024
LDZA AD 2 - 14	05 SEP 2024
LDZA AD 2 - 15	05 SEP 2024
LDZA AD 2 - 16	05 SEP 2024
LDZA AD 2 - 17	05 SEP 2024
LDZA AD 2 - 18	05 SEP 2024
LDZA AD 2 - 19	05 SEP 2024
LDZA AD 2 - 20	05 SEP 2024
LDZA AD 2 - 21	05 SEP 2024
LDZA AD 2 - 22	05 SEP 2024
LDZA AD 2 - 23	05 SEP 2024
LDZA AD 2 - 24	05 SEP 2024
LDZA AD 2.24.1 ADC - 1	28 NOV 2024
LDZA AD 2.24.1 ADC - 2	28 NOV 2024
LDZA AD 2.24.2 APDC EAST - 1	06 OCT 2022
LDZA AD 2.24.2 APDC EAST - 2	06 OCT 2022
LDZA AD 2.24.2 APDC WEST - 1	17 APR 2025
LDZA AD 2.24.2 APDC WEST - 2	17 APR 2025
LDZA AD 2.24.4 AOC RWY 04/22 - 1	26 MAR 2020
LDZA AD 2.24.6 PATC RWY 04 - 1	26 MAR 2020
LDZA AD 2.24.6 PATC RWY 04 - 2	26 MAR 2020
LDZA AD 2.24.8 SID RWY 04 - 1	15 MAY 2025
LDZA AD 2.24.8 SID RWY 04 - 2	15 MAY 2025
LDZA AD 2.24.8 SID RNAV RWY 04 - 1	15 MAY 2025
LDZA AD 2.24.8 SID RNAV RWY 04 - 2	15 MAY 2025
LDZA AD 2.24.8 SID RNAV RWY 04 - 3	15 MAY 2025
LDZA AD 2.24.8 SID RNAV RWY 04 - 4	15 MAY 2025
LDZA AD 2.24.8 SID RWY 22 - 1	15 MAY 2025
LDZA AD 2.24.8 SID RWY 22 - 2	15 MAY 2025
LDZA AD 2.24.8 SID RNAV RWY 22 - 1	15 MAY 2025
LDZA AD 2.24.8 SID RNAV RWY 22 - 2	15 MAY 2025
LDZA AD 2.24.8 SID RNAV RWY 22 - 3	15 MAY 2025
LDZA AD 2.24.8 SID RNAV RWY 22 - 4	15 MAY 2025
LDZA AD 2.24.10 STAR RWY 04 - 1	15 MAY 2025
LDZA AD 2.24.10 STAR RWY 04 - 2	15 MAY 2025
LDZA AD 2.24.10 STAR RNAV RWY 04 - 1	15 MAY 2025
LDZA AD 2.24.10 STAR RNAV RWY 04 - 2	15 MAY 2025
LDZA AD 2.24.10 STAR RNAV RWY 04 - 3	15 MAY 2025
LDZA AD 2.24.10 STAR RNAV RWY 04 - 4	15 MAY 2025
LDZA AD 2.24.10 STAR RWY 22 - 1	15 MAY 2025
LDZA AD 2.24.10 STAR RWY 22 - 2	15 MAY 2025
LDZA AD 2.24.10 STAR RNAV RWY 22 - 1	15 MAY 2025
LDZA AD 2.24.10 STAR RNAV RWY 22 - 2	15 MAY 2025
LDZA AD 2.24.10 STAR RNAV RWY 22 - 3	15 MAY 2025
LDZA AD 2.24.10 STAR RNAV RWY 22 - 4	15 MAY 2025
LDZA AD 2.24.11 ATCSMAC - 1	15 MAY 2025
LDZA AD 2.24.11 ATCSMAC - 2	15 MAY 2025
LDZA AD 2.24.12 IAC L RWY 04 - 1	15 MAY 2025
LDZA AD 2.24.12 IAC L RWY 04 - 2	15 MAY 2025
LDZA AD 2.24.12 IAC ILS y or LOC y RWY 04 - 1	15 MAY 2025
LDZA AD 2.24.12 IAC ILS y or LOC y RWY 04 - 2	15 MAY 2025
LDZA AD 2.24.12 IAC ILS z or LOC z RWY 04 - 1	15 MAY 2025
LDZA AD 2.24.12 IAC ILS z or LOC z RWY 04 - 2	15 MAY 2025
LDZA AD 2.24.12 IAC L RWY 22 - 1	15 MAY 2025
LDZA AD 2.24.12 IAC L RWY 22 - 2	15 MAY 2025
LDZA AD 2.24.12 IAC ILS y or LOC y RWY 22 - 1	15 MAY 2025
LDZA AD 2.24.12 IAC ILS y or LOC y RWY 22 - 2	15 MAY 2025
LDZA AD 2.24.12 IAC ILS z or LOC z RWY 22 - 1	15 MAY 2025
LDZA AD 2.24.12 IAC ILS z or LOC z RWY 22 - 2	15 MAY 2025
LDZA AD 2.24.12 IAC RNP RWY 04 - 1	15 MAY 2025
LDZA AD 2.24.12 IAC RNP RWY 04 - 2	15 MAY 2025
LDZA AD 2.24.12 IAC RNP RWY 04 - 3	15 MAY 2025
LDZA AD 2.24.12 IAC RNP RWY 04 - 4	15 MAY 2025
LDZA AD 2.24.12 IAC RNP RWY 22 - 1	15 MAY 2025
LDZA AD 2.24.12 IAC RNP RWY 22 - 2	15 MAY 2025
LDZA AD 2.24.12 IAC RNP RWY 22 - 3	15 MAY 2025
LDZA AD 2.24.12 IAC RNP RWY 22 - 4	15 MAY 2025
LDZA AD 2.24.13 VOC - 1	15 MAY 2025
LDZA AD 2.24.13 VOC - 2	15 MAY 2025
LDZA AD 2.24.14 BC - 1	23 APR 2020
LDZA AD 2.24.14 BC - 2	23 APR 2020
LDZD AD 2 - 1	30 NOV 2023
LDZD AD 2 - 2	16 MAY 2024
LDZD AD 2 - 3	08 AUG 2024
LDZD AD 2 - 4	12 JUN 2025
LDZD AD 2 - 5	23 JAN 2025
LDZD AD 2 - 6	12 JUN 2025
LDZD AD 2 - 7	30 NOV 2023
LDZD AD 2 - 8	30 NOV 2023
LDZD AD 2 - 9	20 FEB 2025
LDZD AD 2 - 10	25 JAN 2024
LDZD AD 2 - 11	13 JUL 2023
LDZD AD 2 - 12	13 JUN 2024
LDZD AD 2 - 13	13 JUN 2024
LDZD AD 2 - 14	13 JUN 2024
LDZD AD 2 - 15	13 JUN 2024
LDZD AD 2 - 16	15 MAY 2025
LDZD AD 2 - 17	03 NOV 2022
LDZD AD 2 - 18	08 AUG 2024
LDZD AD 2.24.1 ADC - 1	23 MAY 2019
LDZD AD 2.24.1 ADC - 2	23 MAY 2019
LDZD AD 2.24.2 APDC - 1	12 JUN 2025
LDZD AD 2.24.2 APDC - 2	12 JUN 2025
LDZD AD 2.24.4 AOC RWY 04/22 - 1	05 OCT 2023
LDZD AD 2.24.4 AOC RWY 13/31 - 1	05 OCT 2023
LDZD AD 2.24.8 SID RWY 04 - 1	15 MAY 2025
LDZD AD 2.24.8 SID RWY 04 - 2	15 MAY 2025
LDZD AD 2.24.8 SID RNAV RWY 04 - 1	15 MAY 2025
LDZD AD 2.24.8 SID RNAV RWY 04 - 2	15 MAY 2025
LDZD AD 2.24.8 SID RNAV RWY 04 - 3	15 MAY 2025
LDZD AD 2.24.8 SID RNAV RWY 04 - 4	15 MAY 2025
LDZD AD 2.24.8 SID RWY 13 - 1	15 MAY 2025
LDZD AD 2.24.8 SID RWY 13 - 2	15 MAY 2025
LDZD AD 2.24.8 SID RNAV RWY 13 - 1	15 MAY 2025
LDZD AD 2.24.8 SID RNAV RWY 13 - 2	15 MAY 2025
LDZD AD 2.24.8 SID RNAV RWY 13 - 3	15 MAY 2025
LDZD AD 2.24.8 SID RNAV RWY 13 - 4	15 MAY 2025
LDZD AD 2.24.8 SID RWY 22 - 1	15 MAY 2025
LDZD AD 2.24.8 SID RWY 22 - 2	15 MAY 2025
LDZD AD 2.24.8 SID RNAV RWY 22 - 1	15 MAY 2025
LDZD AD 2.24.8 SID RNAV RWY 22 - 2	15 MAY 2025
LDZD AD 2.24.8 SID RWY 31 - 1	15 MAY 2025
LDZD AD 2.24.8 SID RWY 31 - 2	15 MAY 2025
LDZD AD 2.24.8 SID RNAV RWY 31 - 1	15 MAY 2025
LDZD AD 2.24.8 SID RNAV RWY 31 - 2	15 MAY 2025
LDZD AD 2.24.8 SID RNAV RWY 31 - 3	15 MAY 2025
LDZD AD 2.24.8 SID RNAV RWY 31 - 4	15 MAY 2025
LDZD AD 2.24.10 STAR RWY 04 & 13/31 - 1	15 MAY 2025
LDZD AD 2.24.10 STAR RWY 04 & 13/31 - 2	15 MAY 2025
LDZD AD 2.24.10 STAR RNAV RWY 04 - 1	15 MAY 2025
LDZD AD 2.24.10 STAR RNAV RWY 04 - 2	15 MAY 2025
LDZD AD 2.24.10 STAR RNAV RWY 04 - 3	15 MAY 2025
LDZD AD 2.24.10 STAR RNAV RWY 04 - 4	15 MAY 2025
LDZD AD 2.24.10 STAR RNAV RWY 13 - 1	15 MAY 2025
LDZD AD 2.24.10 STAR RNAV RWY 13 - 2	15 MAY 2025
LDZD AD 2.24.10 STAR RNAV RWY 13 - 3	15 MAY 2025
LDZD AD 2.24.10 STAR RNAV RWY 13 - 4	15 MAY 2025
LDZD AD 2.24.10 STAR RNAV RWY 31 - 1	15 MAY 2025
LDZD AD 2.24.10 STAR RNAV RWY 31 - 2	15 MAY 2025
LDZD AD 2.24.10 STAR RNAV RWY 31 - 3	15 MAY 2025
LDZD AD 2.24.10 STAR RNAV RWY 31 - 4	15 MAY 2025
LDZD AD 2.24.11 ATCSMAC - 1	15 MAY 2025
LDZD AD 2.24.11 ATCSMAC - 2	15 MAY 2025
LDZD AD 2.24.12 IAC VOR RWY 04 - 1	15 MAY 2025
LDZD AD 2.24.12 IAC VOR RWY 04 - 2	15 MAY 2025
LDZD AD 2.24.12 IAC Ly RWY 13 - 1	15 MAY 2025
LDZD AD 2.24.12 IAC Ly RWY 13 - 2	15 MAY 2025
LDZD AD 2.24.12 IAC Lz RWY 13 - 1	15 MAY 2025
LDZD AD 2.24.12 IAC Lz RWY 13 - 2	15 MAY 2025
LDZD AD 2.24.12 IAC VOR RWY 13 - 1	15 MAY 2025
LDZD AD 2.24.12 IAC VOR RWY 13 - 2	15 MAY 2025
LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 1	15 MAY 2025
LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 2	15 MAY 2025
LDZD AD 2.24.12 IAC RNP RWY 04 - 1	15 MAY 2025
LDZD AD 2.24.12 IAC RNP RWY 04 - 2	15 MAY 2025
LDZD AD 2.24.12 IAC RNP RWY 04 - 3	15 MAY 2025

Page	Date	Page	Date
LDZD AD 2.24.12 IAC RNP RWY 04 - 4	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 1	15 MAY 2025		
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		
LDZD AD 2.24.12 IAC RNP RWY 31 - 3	15 MAY 2025		
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		
LDZD AD 2.24.12 IAC L RWY 31 - 2	15 MAY 2025		
LDZD AD 2.24.12 IAC VOR RWY 31 - 1	15 MAY 2025		
LDZD AD 2.24.12 IAC VOR RWY 31 - 2	15 MAY 2025		
LDZD AD 2.24.13 VOC - 1	15 MAY 2025		
LDZD AD 2.24.13 VOC - 2	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. 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. 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. RWY 11 TODA/ASDA is 1900 M at intersection TWY C. RWY 11 TODA/ASDA is 1487 M at intersection TWY D. RWY 29 TODA/ASDA is 2464 M at intersection TWY E. RWY 29 TODA/ASDA is 1798 M at intersection TWY D. 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)
LDDU AD 2.24.1 ADC -1	Add the following note: During taxi on TWY B by code letter E ACFT with 4 engines, outer engines shall be used on idle power only.	AIRAC AIP AMDT 008/2023 (07 SEP 2023)
LDSB AD 2.24.2 APDC -1	RWY 03/21 strip length should read 1880 M.	AIRAC AIP AMDT 008/2023 (07 SEP 2023)
LDDU AD 2.24.1 ADC -1 LDDU AD 2.24.14 BC -1	Airport name is changed to “DUBROVNIK/Rudjer Boskovic”.	AIRAC AIP AMDT 010/2023 (02 NOV 2023)

AIP page(s) affected	Amendment text	Introduced by AIP AMDT number:
1	2	3
LDRI AD 2.24.1 ADC -1 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, LDSP AD 2.24.1 ADC -1, LDSP AD 2.24.2 APDC -1, LDSP AD 2.24.4 AOC RWY 05 -1, LDSP AD 2.24.4 AOC RWY 23 -1, 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). RWY 02 and RWY 20 RESA dimensions should read Length 90M, Width 60M. Type of RWY should read Instrument-non precision. RWY lighting according to AD 2.14, other lighting according to AD 2.15. 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. Parking positions are determined by airport operator. RWY 02/20 Strip dimensions should read 1020x140 (M). 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)
ENR 6.2 -1	VRS NDB withdrawn.	AIRAC AIP AMDT 004/2025 (15 MAY 2025)

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400.

† When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.

‡ When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.

A

A	Amber
*AA	Approved Agency
AAA	(*or AAB, AAC...etc., in sequence*) Amended meteorological message (*message type designator*)
A/A	Air to Air
AAD	Assigned altitude deviation
AAL	Above aerodrome level
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altocumulus
ACARS	(*to be pronounced "AY-CARS"*) Aircraft communication addressing and reporting system †
ACAS	Airborne collision avoidance system †
ACC	Area control centre or area control ‡
ACCID	Notification of an aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACN	Aircraft classification number
ACP	Acceptance (*message type designator*)
ACPT	Accept *or* accepted
ACT	Active *or* activated *or* activity
AD	Aerodrome
ADA	Advisory area
ADC	Aerodrome chart
ADDN	Addition or additional
ADF	Automatic direction-finding equipment ‡
ADIZ	(*to be pronounced "AY-DIZ"*) Air defence identification zone
ADJ	Adjacent
ADO	Aerodrome office (*specify service*)
ADR	Advisory route
ADS	The address (*to be used in AFS as a procedure signal*)
ADS-B	Automatic dependent surveillance - broadcast
ADSU	Automatic dependent surveillance unit
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFM	Yes *or* affirm *or* affirmative *or* that is correct
AFS	Aeronautical fixed service
AFT	After (*time or place*)
AFTN	Aeronautical fixed telecommunication network
A/G	Air-to-ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIDC	Air traffic services inter-facility data communication
AIM	Aeronautical information management
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP	Air-report †
AIRMET	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations †
AIS	Aeronautical information services
ALA	Alighting area
ALERFA	Alert phase
ALR	Alerting (*message type designator*)
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating (*light alternates in colour*)
ALTN	Alternate (aerodrome)
AMA	Area minimum altitude
*AMC	Airspace Management Cell
AMD	Amend or amended (*used to indicate amended meteorological message; message type designator*)
AMDT	Amendment (*AIP Amendment*)
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
ANC	Aeronautical chart 1:500 000 (*followed by name/title*)
ANCS	Aeronautical navigation chart - small scale (*followed by name/title and scale*)
ANS	Answer
AOC	Aerodrome obstacle chart (*followed by type and name/title*)
*AoR	Area of Responsibility
AP	Airport
APAPI	(*to be pronounced "AY-PAPI"*) Abbreviated precision approach path indicator †
APCH	Approach
APDC	Aircraft parking/docking chart (*followed by name/title*)
APN	Apron
APP	Approach control office *or* approach

	control *or* approach control service
APR	April
APRX	Approximate *or* approximately
APSG	After passing
APV	Approve *or* approved *or* approval
*APV	Approach procedure with vertical guidance
*AR	Authorization Required
ARC	Area chart
*ARFOR	Area forecast (*in aeronautical meteorological code*)
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP	Air-report (*message type designator*)
ARQ	Automatic error correction
ARR	Arrival (*message type designator*)
ARR	Arrive *or* arrival
ARS	Special air-report (*message type designator*)
ARST	Arresting (*specify (part of) aircraft arresting equipment*)
AS	Altostratus
ASC	Ascend to *or* ascending to
ASDA	Accelerate-stop distance available
ASE	Altimetry system error
ASHTAM	Special series NOTAM notifying, by means of a specific format, change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations
*A-SMGCS	Advanced Surface Movement Guidance and Control System
ASPH	Asphalt
AT...	At (*followed by time at which weather change is forecast to occur*)
ATA	Actual time of arrival ‡
ATC	Air traffic control (i*n general*) ‡
*ATCC	Air traffic control centre
ATCSMAC	Air traffic control surveillance minimum altitude chart (*followed by name/title*)
ATD	Actual time of departure ‡
ATFM	Air traffic flow management
ATIS	Automatic terminal information service †
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP...	At... (*time or place*)
ATS	Air traffic services
ATTN	Attention
AT-VASIS	(*to be pronounced "AY-TEE-VASIS"*) Abbreviated T visual approach slope indicator system †
ATZ	Aerodrome traffic zone
AUG	August
*AUP	Airspace use plan
AUTH	Authorized *or* authorization
AUW	All up weight
AUX	Auxiliary
AVBL	Available or availability
AVG	Average
AVGAS	Aviation gasoline †
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth

B

B	Blue
BA	Braking action
BARO-VNAV	*(to be pronounced "BAA-RO-VEE-NAV")* Barometric vertical navigation †
BASE	Cloud base †
BCFG	Fog patches
BCN	Beacon (*aeronautical ground light*)
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BKN	Broken (cloud amount 5-7 octas)
BL...	Blowing (*followed by DU=dust, SA=sand or SN=snow*)
BLDG	Building
BLO	Below clouds
BLW...	Below...
BOMB	Bombing
BR	Mist
BRF	Short (*used to indicate the type of approach desired or required*)
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between

C

C	Centre (*preceded by runway designation number to identify a parallel runway*)
C	Degrees Celsius (Centigrade)
CA	Course to an altitude
CAT	Category
CAT	Clear air turbulence
CAVOK	(*to be pronounced "KAV-OH-KAY"*) Visibility, cloud and present weather better than prescribed values or conditions †
CB	(*to be pronounced "CEE BEE"*) Cumulonimbus ‡
CC	Cirrocumulus
CCA	(*or CCB, CCC...etc., in sequence*) Corrected meteorological message (*message type designator*)
CD	Candela
CDN	Coordination (*message type designator*)
*CDR	Conditional route
CF	Change frequency to...
CF	Course to a fix
CFM	Confirm *or* I confirm (*to be used in AFS as a procedure signal*)
CGL	Circling guidance light(s)
*CH	Channel

CH	This is a channel-continuity-check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel (*to be used in AFS as a procedure signal*)
CHG	Modification (*message type designator*)
CI	Cirrus
CIDIN	Common ICAO data interchange network †
*CIS	Common Information Service
*CISP	Common Information Service Provider
CIT	Near *or* over large towns
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
*CLL	Center line lights
CLR	Clear(s) *or* cleared to ... *or* clearance
CLRD	Runway(s) cleared (*used in METAR/ SPECI*)
CLSD	Close *or* closed *or* closing
CM	Centimetre
CMB	Climb to *or* climbing to
CMPL	Completion *or* completed *or* complete
CNL	Cancel *or* cancelled
CNL	Flight plan cancellation (*message type designator*)
CNS	Communications, navigation and surveillance
COM	Communications
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction *or* constructed
CONT	Continue(s) *or* continued
COOR	Coordinate *or* coordination
COORD	Coordinates
COP	Change-over-point
COR	Correct *or* correction *or* corrected (*used to indicate corrected meteorological message; message type designator*)
COT	At the coast
COV	Cover *or* covered *or* covering
CPDLC	Controller-pilot data link communications ‡
CPL	Current flight plan (*message type designator*)
CRC	Cyclic redundancy check
CRM	Collision risk model
CRZ	Cruise
CS	Call sign
CS	Cirrostratus
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
*CTOT	Calculated Take-Off Time (departure slot)
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CVR	Cockpit voice recorder
CW	Continuous wave
CWY	Clearway

D

D	Downward (*tendency in RVR during previous 10 minutes*)
D...	Danger area (*followed by identification*)
DA	Decision altitude
*D-AMA	Danger AMC manageable area
D-ATIS	(*to be pronounced "DEE-ATIS"*) Data link automatic terminal information service †
DCD	Double channel duplex
DCKG	Docking
DCPC	Direct controller-pilot communications
DCS	Double channel simplex
DCT	Direct (*in relation to flight plan clearances and type of approach*)
DE	From (*used to precede the call sign od the calling station*) (*to be used in AFS as a procedure signal*)
DEC	December
DEG	Degrees
DEP	Depart *or* departure
DEP	Departure (*message type designator*)
DER	Departure end of runway
DES	Descend to *or* descending to
DEST	Destination
DETRESFA	Distress phase †
DEV	Deviation *or* deviating
DF	Direction finding
*DF	Direct to fix
DFDR	Digital flight data recorder
DFTI	Distance from touchdown indicator
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert *or* diverting
DLA	Delay *or* delayed
DLA	Delay (*message type designator*)
DLIC	Data link initiation capability
DLY	Daily
DME	Distance measuring equipment ‡
DNG	Danger *or* dangerous
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DR...	Low drifting (*followed by DU=dust, SA=sand or SN=snow*)
DRG	During
DS	Dust storm
DSB	Double sideband
DTAM	Descend to and maintain
DTG	Date-time group

DTHR	Displaced runway threshold
DTRT	Deteriorate *or* deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUPE	This is a duplicate message (*to be used in AFS as a procedure signa*l)
DUR	Duration
D-VOLMET	Data link VOLMET
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

E

E	East *or* eastern longitude
EAT	Expected approach time
EB	Eastbound
EEE	Error (*to be used in AFS as a procedure signal*)
EET	Estimated elapsed time
EFC	Expect further clearance
EFIS	(*to be pronounced "EE-FIS"*) Electronic flight instrument system †
eFPL	Filed flight plan exchanged via flight and flow — information for a collaborative environment (FF-ICE) services
EGNOS	(*to be pronounced "EGG-NOS"*) European geostationary navigation overlay service †
EHF	Extremely high frequency [30 000 to 300 000 MHz]
ELBA	Emergency location beacon-aircraft †
ELEV	Elevation
ELR	Extra long range
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (*to indicate cumulonimbus embedded in layers of other clouds*)
EMERG	Emergency
END	Stop-end (*related to RVR*)
ENE	East-north-east
ENG	Engine
ENR	En route
ENRC...	Enroute chart (*followed by name/title*)
EOBT	Estimated off-block time
EQN	Equatorial latitudes northern hemisphere
EQPT	Equipment
EQS	Equatorial latitudes southern hemisphere
ER	Here *or* herewith
ESE	East-south-east
EST	Estimate *or* estimated *or* estimation (*message type designator*)
ETA	Estimated time of arrival *or* estimating arrival ‡
ETD	Estimated time of departure *or* estimating departure ‡
ETO	Estimated time over significant point
EV	Every
EXC	Except
EXER	Exercises *or* exercising *or* to exercise
*EXIT	Exit/turnoff taxiway
EXP	Expect *or* expected *or* expecting
EXTD	Extend *or* extending

F

F	Fixed
FA	Course from a fix to an altitude
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FAS	Final approach segment
FATO	Final approach and take-off area
FAX	Facsimile transmission
FBL	Light (*used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA= light rain*)
*FBZ	Flight Plan Buffer Zone
FC	Funnel cloud (*tornado or water spout*)
FCST	Forecast
FCT	Friction coefficient
FDPS	Flight data processing system
FEB	February
FEW	Few (cloud amount 1-2 octas)
FG	Fog
FIC	Flight information centre
FIR	Flight information region ‡
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
*FLOS	Flight Level Orientation Scheme
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating *or* fluctuation *or* fluctuated
FLW	Follow(s) *or* following
FLY	Fly *or* flying
FM	Course from a fix to manual termination (*used in navigation database coding*)
FM	From
FM...	From (*followed by time weather change is forecast to begin*)
FMC	Flight management computer
FMS	Flight management system ‡
FMU	Flow management unit
FNA	Final approach
FPAP	Flight path alignment point
FPL	Filed flight plan exchanged via aeronautical fixed service (AFS)
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
*FRA	Free route airspace
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	Front (*relating to weather*) †
FROST	Frost (*used in aerodrome warnings*) †

FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet (*dimensional unit*)
FTP	Fictitious threshold point
FTE	Flight technical error
FTT	Flight technical tolerance
FU	Smoke
*FUA	Flexible Use of Airspace
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
GA	Go ahead, resume sending (*to be used in AFS as a procedure signal*)
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GAMET	Area forecast for low-level flights
GCA	Ground controlled approach system or ground controlled approach ‡
GEN	General
GEO	Geographic *or* true
GES	Ground earth station
GLD	Glider
GMC...	Ground movement chart (*followed by name/title*)
GND	Ground
GNDCK	Ground check
*GNDTWY	Ground taxiway
GNSS	Global navigation satellite system ‡
GP	Glide path
GPA	Glide path angle
GPS	Global positioning system ‡
GPWS	Ground proximity warning system ‡
GR	Hail
GRASS	Grass landing area
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (meteorological code)
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
GUND	Geoid undulation

H

H	High pressure area *or* the centre of high pressure
H24	Continuous day and night service
HA	Holding/racetrack to an altitude
*HAL	Horizontal alarm limit
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
HF	High frequency [3000 to 30 000 kHz]‡
HF	Holding/racetrack to a fix
HGT	Height *or* height above
HJ	Sunrise to sunset
HLDG	Holding
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HNH	High latitudes northern hemisphere
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours
HS	Service available during hours of scheduled operations
HSH	High latitudes southern hemisphere
HUD	Head-up display
HURCN	Hurricane
HVDF	High and very high frequency direction finding stations (at the same location)
HVY	Heavy
HVY	Heavy (*used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain*)
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (*cycle per second*)

I

IAC...	Instrument approach chart (*followed by name/title*)
IAF	Initial approach fix
IAO	In and out of clouds
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated airspeed
IBN	Identification beacon
IC	Ice crystals (*very small ice crystals in suspension, also known as diamond dust*)
ICE	Icing
ID	Identifier *or* identify
IDENT	Identification †
IF	Intermediate approach fix
*IF	Initial fix
IFF	Identification friend/foe
IFR	Instrument flight rules ‡
IGA	International general aviation
ILS	Instrument landing system ‡
IM	Inner marker
IMC	Instrument meteorological conditions‡
IMG	Immigration
IMI	Interrogation sign (question mark) (*to be used in AFS as a procedure signal*)
IMPR	Improve *or* improving
IMT	Immediate *or* immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA	Uncertainty phase †

INFO	Information †
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install *or* installed *or* installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt *or* interruption *or* interrupted
INTSF	Intensify *or* intensifying
INTST	Intensity
IR	Ice on runway
*IRU	Inertial reference unit
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated

J

*JAA	Joint Aviation Authorities
JAN	January
JTST	Jet stream
JUL	July
JUN	June

K

KG	Kilograms
KHZ	Kilohertz
KIAS	Knots indicated airspeed
KM	Kilometres
KMH	Kilometres per hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts

L

L	Left (*preceded by runway designation number to identify a parallel runway*)
L	Locator (*see LM, LO*)
L	Low pressure area *or* the centre of low pressure
*LAL	Lowest Available Level (within SECSI FRA)
LAM	Logical acknowledgement (*message type designator*)
LAN	Inland
LAT	Latitude
LCA	Local *or* locally *or* location *or* located
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length
LF	Low frequency [30 to 300 kHz]
LGT	Light *or* lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LINE	Line (*used in SIGMET*)
LM	Locator, middle
LMT	Local mean time
LNAV	Lateral navigation (to *be pronounced "EL-NAV"*) †
LNG	Long (*used to indicate the type of approach desired or required*)
LO	Locator, outer
*LoA	Letters of agreement
LOC	Localizer
LONG	Longitude
LORAN	LORAN (l*ong range air navigation system*) †
LPV	Localizer performance with vertical guidance
LR	The last message received by me was... (*to be used in AFS as a procedure signal*)
LRG	Long range
LS	The last message sent by me was... *or* Last message was... (*to be used in AFS as a procedure signal*)
LTD	Limited
LTP	Landing threshold point
LTT	Landline teletypewriter
LV	Light and variable (relating to wind)
LVE	Leave *or* leaving
LVL	Level
*LVO	Low Visibility Operations
LVP	Low visibility procedures
*LVTO	Low visibility take off
LYR	Layer *or* layered

M

M	Metres (*preceded by figures*)
M	Mach number (*followed by figures*)
M...	Minimum value of runway visual range (*followed by figures in METAR/ SPECI*)
MAA	Maximum authorized altitude
MAG	Magnetic
MAHF	Missed approach holding fix
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	At sea
MAR	March
MAS	Manual A1 simplex
MATF	Missed approach turning fix
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum crossing altitude
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEHT	Minimum eye height over threshold (*for visual approach slope indicator systems*)
MET	Meteorological *or* meteorology †
METAR	Aerodrome routine meteorological

	report (*in meteorological code*) †
MET REPORT	Local routine meteorological report (*in abbreviated plain language*)
MF	Medium frequency [300 to 3 000 kHz]
MHDF	Medium and high frequency direction-finding stations (*at the same location*)
MHVDF	Medium, high and very high frequency direction-finding stations (*at the same location*)
MHZ	Megahertz
MID	Mid-point (*related to RVR*)
MIFG	Shallow fog
MIL	Military
MIN	Minutes
MIS	Missing... (*transmission identification*) (*to be used in AFS as a procedure signal*)
MKR	Marker radio beacon
MLS	Microwave landing system ‡
MM	Middle marker
MNH	Middle latitudes northern hemisphere
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor *or* monitoring *or* monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
MOCA	Minimum obstacle clearance altitude
MOD	Moderate (*used to indicate the intensity of weather phenomena, interference or static reports, e.g. MODRA = moderate rain*)
MON	Above mountains
MON	Monday
MOPS	Minimum operational performance standards †
MOTNE	Meteorological Operational Telecommunications Network Europe
MOV	Move *or* moving *or* movement
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAW	Minimum safe altitude warning
MSG	Message
MSH	Middle latitudes southern hemisphere
MSL	Mean sea level
MSR	Message... (*transmission identification*) has been misrouted (*to be used in AFS as a procedure signal*)
MSSR	Monopulse secondary surveillance radar
MT	Mountain
*MTOM	Maximum take-off mass
*MTOW	Maximum take-off weight
MTU	Metric units
MTW	Mountain waves
MVDF	Medium and very high frequency direction-finding stations (*at the same location*)
MWO	Meteorological watch office
MX	Mixed type of ice formation (*white and clear*)

N

N	No distinct tendency (*in RVR during previous 10 minutes*)
N	North *or* northern latitude
NADP	Noise abatement departure procedure
NASC	National AIS system centre †
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected (*used in automated METAR/SPECI*)
NDB	Non-directional radio beacon ‡
NDV	No directional variations available (*used in automated METAR/SPECI*)
NE	North-east
NEB	North-eastbound
NEG	No *or* negative *or* permission not granted *or* that is not correct
NGT	Night
NIL	None *or* I have nothing to send to you†
NM	Nautical miles
NML	Normal
NNE	North-north-east
NNW	North-north-west
NO	No (negative) (*to be used in AFS as a procedure signal*)
NOF	International NOTAM office
*NONFUA	Non-flexible use of airspace
NOSIG	No significant change (*used in trend-type landing forecast*) †
NOTAM	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations †
NOV	November
NPA	Non-precision approach
*NPZ	No Planning Zone
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSE	Navigation system error
NSW	Nil significant weather
NTL	National
NTZ	No transgression zone
*NUP	National Airspace Use Plan
NW	North-west
NWB	North-westbound
NXT	Next

O

OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OBS	Observe *or* observed *or* observation
OBSC	Obscure *or* obscured *or* obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting (light)
OCH	Obstacle clearance height
OCNL	Occasional *or* occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OGN	Originate (*to be used in AFS as a procedure signal*)
OHD	Overhead
OIS	Obstacle identification surface
OK	We agree *or* It is correct (*to be used in AFS as a procedure signal*)
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	Control indicated is operational control
OPMET	Operational meteorological (*information*) †
OPN	Open *or* opening *or* opened
OPR	Operator *or* operate *or* operative *or* operating *or* operational
OPS	Operations †
O/R	On request
ORD	Order
OSV	Ocean station vessel
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast

P

P...	Maximum value of wind speed or runway visual range (*followed by figures in METAR/SPECI and TAF*)
P...	Prohibited area (*followed by identification*)
PA	Precision approach
PALS	Precision approach lighting system (*specify category*)
PANS	Procedures for air navigation services
PAPI	Precision approach path indicator †
PAR	Precision approach radar ‡
*PAR	Parallel taxiway
PARL	Parallel
PATC...	Precision approach terrain chart (*followed by name/title*)
PAX	Passenger(s)
*PBN	Performance-based navigation
PCD	Proceed *or* proceeding
PCL	Pilot-controlled lighting
PCN	Pavement classification number
PDC	Pre-departure clearance ‡
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PFP	Preliminary flight plan
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
PLA	Practice low approach
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (dust devils)
POB	Persons on board
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PROB	Probability †
PROC	Procedure
PROV	Provisional
PRP	Point-in-space reference point
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PSR	Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

Q

QDM	Magnetic heading (*zero wind*) ‡
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation (*or at runway threshold); altimeter sub-scale setting to read a hight of zero when on the ground* ‡
QFU	Magnetic orientation of runway
QGE	What is my distance to your station? *or* Your distance to my station is (*distance figures and units*) (*to be used in radiotelegraphy as a Q Code*)
QJH	Shall I run my test tape/a test sentence? *or* Run your test tape/a test sentence (t*o be used in AFS as a Q Code*)
QNH	Atmospheric pressure at mean see level determined for standard atmosphere; Altimeter sub-scale setting to obtain elevation when on the ground ‡
QSP	Will you relay to...free of charge? *or* I will relay to...free of charge (*to be used in AFS as a Q code*)
QTA	Shall I cancel channel sequence number...? *or* Cancel channel sequence number... (*to be used in AFS as a Q Code*)
QTE	True bearing
QUAD	Quadrant

R

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

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
*WAM	Wide area Multilateration
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)

- only limited navigation facilities are available; or
- radio communication facilities are not available: or
- no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or
- visual flight operation procedures have been established.

The aeronautical data shown includes information on aerodromes, obstacles, designated airspace, visual flight operation information, radio navigation aids and communication facilities, as appropriate.

h. *Aerodrome Chart - ICAO*

This chart contains detailed aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft:

- from the aircraft stand to the runway
- from the runway to the aircraft stand

i. *Aircraft Parking/Docking Chart - ICAO*

This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome Chart - ICAO.

j. *ATC Surveillance Minimum Altitude Chart - ICAO*

This supplementary chart provides information that will enable flight crews to monitor and cross-check altitudes assigned by a controller using an ATS surveillance system.

k. *Instrument Approach Chart - ICAO (Circling with Prescribed Tracks)*

Instrument Approach Chart - ICAO (Circling with Prescribed Tracks) is published for those aerodromes where specific track for visual manoeuvring is prescribed (in addition to the circling area).

The scale depends on the area to be covered.

l. *Visual Operation Chart*

This chart is produced for aerodromes used by civil aviation where:

- only limited navigation facilities are available; or
- radio communication facilities are not available: or
- no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or
- visual approach procedures have been established.

The aeronautical data shown includes information on aerodromes, obstacles, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.

m. *VFR Chart with recommended VFR routes 1:500 000*

This colour chart in Transverse Merkator projection consists of one sheet.

The topographic basis of the chart comprises build-up areas, railroad, roads, hydrography, topography (by shading, contours and spot elevations), boundaries and significant landmarks. The aeronautical data includes the structure of airspace, aerodromes, radio navigation facilities with names, frequencies and identification, prohibited, restricted and danger areas and known obstructions.

This chart is designed to serve as a basic aeronautical chart for aircraft flying in accordance with visual fight rules and for preflight planning of operation.

n. *Bird Concentrations Chart*

This chart shows areas of bird concentrations and major directions of bird migrations in the vicinity of the aerodrome. Chart is made in the scale of 1 : 50 000 on the topographic chart.

o. *Index Charts*

Following charts are published in the AIP of the Republic of Croatia: ATS airspace - Depiction and classification - Index Chart, ATS airspace - Other regulated airspace - Radio Mandatory Zones - Index Chart, Prohibited, Restricted and Danger Areas - Index Chart in the FIR Zagreb according to data published in ENR 5.1, Military Exercise and Training Areas, TRA and TSA - Index Chart and FBZ - Military Exercise and Training Areas, TRA and TSA - Index Chart according to data published in ENR 5.2, Aerial sporting and recreational activities - Index Chart according to data published in ENR 5.5, Parachute activity zones - TRA (CIV/MIL use) - Index Chart, Radio facility - Index Chart, Bird migration routes - Index Chart, Free Route Airspace - Index Chart (SECSI FRA) according to data published in ENR 2.2 and ENR 4.4 and Flexible structures - Index Chart, UAS Geographical Zones in CTRs - Index Chart, UAS Geographical Zones in uncontrolled airspace and uncontrolled aerodromes - Index Chart.

Free route airspace - Index Chart shows SECSI FRA boundary, radio navigation aids with their FRA relevance depiction, FRA arrival and departure connecting points, FRA horizontal entry and exit points and FRA intermediate points in the airspace of Zagreb FIR/UIR excluding areas where responsibility for the provision of ATS is delegated to ATS units other than Zagreb ACC and including area where responsibility for the provision of ATS is delegated to Zagreb ACC (ref. ENR 2.1 and ENR 2.2 parts of relevant AIP-s).
Vertical limits: FL660 / FL205 Class C.

GEN 3.2.5. LIST OF AERONAUTICAL CHARTS AVAILABLE

Title of series	Scale	Name and/or number	Price	Date of latest version
VFR Chart Croatia	1: 500 000	VFR Chart with recommended VFR routes Croatia	see AIM Portal	see AIM Portal

Other available charts are not for sale separately.

GEN 3.2.6. INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1: 1 000 000

Nil

GEN 3.2.7. TOPOGRAPHICAL CHARTS

Nil

GEN 3.2.8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

VFR Chart with recommended VFR routes - 1: 500 000 is not contained in AIP Croatia. For corrections see VFR Manual, “List of hand amendments to the VFR Manual and VFR chart”.

GEN 3.6 SEARCH AND RESCUE (SAR)

GEN 3.6.1 RESPONSIBLE SERVICE

Croatia Control Ltd. shall initiate search and rescue procedure, by alerting the central state administration body responsible for search and rescue and informing the Investigation Agency. The Investigation Agency shall inform the operator or the owner of the aircraft and the competent authority of the aircraft registration country. Search and rescue actions shall include all aircraft pursuant to air traffic control, other aircraft that have submitted flight plan or aircraft that are in a way known to the authorities for the provision of services in air navigation, and aircraft that are threatened or are subjected to an act of unlawful interference.

The addresses and telephone numbers are as follows:

1. SEARCH AND RESCUE CO-ORDINATION CENTRE

Post: MINISTRY OF THE INTERIOR OF THE REPUBLIC OF CROATIA - CIVIL PROTECTION DIRECTORATE
Nehajska 5
10000 Zagreb
Croatia

Phone: +385 1 6192929
+385 1 4551792
+385 1 4814911

Fax: +385 1 4551796

MARITIME RESCUE COORDINATION CENTRE RIJEKA – MRCC

Post: Senjsko pristaniste 3
51000 Rijeka
Croatia

Phone: +385 1 195

Fax: +385 51 312254

Email: mrcc@pomorstvo.hr

2. ALERTING SERVICE

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

Phone: +385 1 6259309
+385 1 6259296
+385 1 6259504

Fax: +385 1 6259242

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

The service is provided in accordance with the provisions contained in ICAO Annex 12 - Search and Rescue.

GEN 3.6.2 AREA OF RESPONSIBILITY

The search and rescue service is responsible for SAR operations within the territory of Republic of Croatia under the conditions and in the manner determined by the Air Traffic Act and the regulations adopted on the basis of this Act.

It covers the territory of the Republic of Croatia as defined and reported to ICAO by the ministry responsible for transport and may include the territory defined by international agreements to which the Republic of Croatia is signatory.

When it is certain that the air accident occurred at sea, the maritime area includes the internal sea waters and the territorial sea of the Republic of Croatia and the open sea area between the territorial sea and the line established by interstate agreements between the Republic of Croatia and neighboring countries as reported to the International Maritime Organization (IMO).

GEN 3.6.3 TYPES OF SERVICES

Depending on the scale, conditions and in accordance with their duties, armed forces units of the Republic of Croatia are also available for search and rescue missions, as well as corporate legal persons and individual persons. All aircraft are amphibious and carry survival equipment, capable of being dropped, consisting of inflatable rubber dinghies equipped with medical supplies, emergency rations and survival radio equipment. Aircraft and marine craft are equipped to communicate on 121.500 MHZ, 123.100 MHZ, 243.000 MHZ, 500 KHZ, 2182 KHZ and 8364 KHZ.

Ground rescue teams are equipped to communicate on 121.500 MHZ, 500 KHZ and 8364 KHZ. SAR aircraft and marine craft are equipped with direction-finding equipment and radar.

GEN 3.6.3.1 Table - Search and Rescue Units

Nil

GEN 3.6.4 SAR AGREEMENTS

Nil

GEN 3.6.5 CONDITIONS OF AVAILABILITY

Nil

GEN 3.6.6 PROCEDURES AND SIGNALS USED

GEN 3.6.6.1 Procedures and signals used by aircraft

Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined in ICAO Annex 12, Chapter 5.

GEN 3.6.6.2 Communications

Transmission and reception of distress messages within the Zagreb Search and Rescue Area are handled in accordance with ICAO Annex 10, Volume II, Chapter 5, paragraph 5.3.

For communications during search and rescue operations, the codes and abbreviations published in ICAO Abbreviations and Codes (Doc 8400) are used. The frequency 121.500 MHZ is guarded continuously during the hours of service at all area control centres and flight information centres. In addition, the aerodrome control towers serving international aerodromes and international alternate aerodromes will, on request, guard the frequency 121.500 MHZ. All coast stations guard the international distress frequencies.

Military Approved Agency

Republic of Croatia
Ministry of Defense
Armed Forces of the Republic of Croatia
Croatian Air Force
Croatian Air Force Operations Center

Phone: +385 1 6228 337
+385 1 6228 338

Tactical Level - ASM 3

This level is performed by the competent ATC units and an appropriate military units in accordance with the Commission Regulation (EC) No. 2150/2005 of 23 December 2005 laying down common rules for the flexible use of airspace.

FIC ZAGREB is responsible unit for ASM Level 3 coordination (Activation, De-Activation, or Suspension of Reserved Airspace).
Contact:
Phone: +385 1 6259 333

Email: FIC_ZAGREB@crocontrol.hr

ENR 1.9.2.4 Airspace Use Plan (AUP) and Updated Airspace Use Plan (UUP)

The allocation of Croatian airspace is published by the AMC Croatia in the daily Airspace Use Plan (AUP). This AUP will be published by the Centralized Airspace Data Function (CADF) on the EUROCONTROL Network Operations Portal (NOP) at https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/ in the European AUP/UUP (EAUP/EUUP) section.

The validity period of the AUP is from 0600 UTC D until 0600 UTC D+1.

Since updates to the AUP are possible, up to 31 UUPs can be released and published in accordance with the UUP procedure laid down in the AMC/CADF Operations Manual.

AMC Croatia also publishes the national AUP/UUP (National Airspace Use Plan - *NUP) on the dedicated AMC Portal website at https://amc.crocontrol.hr/.

The validity period of the national AUP is from 0600 UTC D until 0600 UTC D+1.

Since updates to the national AUP are possible, all national UUPs will be released and published in accordance with the national UUP procedure laid down in the AMC Croatia Operations Manual (see the AMC Portal website at https://amc.crocontrol.hr/).

ENR 1.9.2.5 Priority Rules for Airspace Reservations and Negotiation Procedures at Pre-tactical and Tactical Levels (ASM Level 2 and Level 3)

ENR 1.9.2.5.1 Introduction

The Flexible Use of Airspace is an airspace management concept described by the International Civil Aviation Organization (ICAO) and developed by the European Organization for the Safety of Air Navigation (Eurocontrol), based on the principle that airspace should not be designated as purely civil or military, but rather as a continuum in which all user requirements are accommodated to the greatest extent possible.

The described airspace availability principle should be based on the efficiency of its usage and clearly defined airspace allocation priority rules, having regard to defense, public, economic, commercial, and private users' needs.

Airspace Management (ASM) at Levels 2 and 3 is conducted by clear rules, procedures, and standards, to ensure a high level of airspace availability and usage efficiency, as well as all users' safety.

The Collaborative Decision Making (CDM) process at ASM Levels 2 and 3 aims to ensure efficient airspace usage based on the priority rules criteria, which are made at the strategic ASM level. At Levels 2 and 3, airspace

users, Approved Agencies, the Airspace Management Cell (AMC), the Flow Management Position, and the competent Air Traffic Control participate in the CDM process, whereas the decision on airspace allocation is made by the AMC after completing the CDM process.

During the planning and allocation process, priority rules for the reservation of airspace are applied, and in the negotiation procedures, reducing the negative impact of airspace reservations on air traffic should be taken into account.

On the day of activity, during the ASM Level 3 procedures (activation, deactivation, reservation cancellation, and urgent activity discontinuation request), special emphasis is placed on the complexity of weather conditions and real operational conditions in air traffic and airspace, to keep all airspace users safe.

For activities demanding airspace reservation in special circumstances, due to the nature of their occurrence and need for quick airspace access, airspace has to be ensured as soon as possible for the activities to be conducted, applying measures for the safety of other airspace users.

These priority rules are used by the AMC (Level 2) and air traffic controllers (Level 3) to properly allocate previously reserved airspace as well as to set priorities in special circumstances (at Level 3).

ENR 1.9.2.5.2 Priority Rules for Planned Activities at ASM Levels 2 and 3

Having regard to the national interests of the Republic of Croatia and users' needs, the following priority list is laid down for planned activities requiring the reservation of airspace:

1. Control and protection of the state border of the Republic of Croatia and the Exclusive Economic Zone in the Adriatic Sea;
2. Aerial surveillance in the domain of police and customs tasks;
3. Protection of state authorities, critical infrastructure, and important persons;
4. Securing the area struck by a natural or technological disaster and/or catastrophe;
5. Celebrating state anniversaries, parades, and events organized by state administration bodies;
6. International military exercises and international exercises of other state administration bodies;
7. National military exercises and national exercises of other state administration bodies;
8. International air shows;
9. International aviation championships;
10. National aviation championships;
11. Military test flights;
12. Public interest activities (e.g. aerial work) conducted at the request of a competent state administration body;
13. Military and police training;
14. Training at the request of other state bodies;
15. Civil training flights;
16. Commercial manned aircraft aerial work operations;
17. Commercial unmanned aircraft aerial work operations;
18. Sports and recreational activities of manned aircraft and parachute jumps;
19. Sports and recreational activities of unmanned aircraft;

20. Releasing and launching objects into the atmosphere (e.g. unmanned free balloons, children's balloons, sky lanterns, fireworks, lighting effects...);

21. Experimental activities for educational purposes.

If more users submit a request for the same portion of airspace for an activity to be conducted at the same time and of the same priority level, the requested airspace will be allocated to the user whose request was submitted first. Alternatively, two or more users can agree to work together in the same airspace at the same time if they clearly designate the user responsible for the allocated airspace.

In case of unforeseen events, the AMC can decide to discontinue activities in reserved airspace in the following situations:

- Emergency flights;
- Flights of Croatian military aircraft for the protection of sovereignty of the Republic of Croatia (STS/ PROTECTED);
- Search and rescue flights and humanitarian flights (STS/SAR/HUM);
- Medical flights transporting sick or injured persons requiring emergency medical assistance, including the flights for the purpose of providing emergency medical assistance to sick or injured persons, as well as flights transporting transplants, blood, and medication, including the flights for boarding patients, medication, transplants or blood at the destination (STS/HOSP);
- Flights for heads of states (STS/HEAD) and flights for prime ministers and other state officials with the established preferential status (STS/STATE);
- Interception training flights of Croatian military aircraft;
- Securing the area struck by a natural or technological disaster and/or catastrophe;
- Urgent police and customs operations.

For this purpose, all airspace users reserving airspace structures shall submit to the Airspace Management Cell the contact details of the person responsible/head of activities who shall be available for the Airspace Management Cell via a means of communication (mobile or fixed line) for the whole duration of the activity.
Observation flights according to international agreements binding on the Republic of Croatia are prioritized pursuant to the agreement in force.

ENR 1.9.2.5.3 Priority Rules in Special Circumstances

The AMC must, by establishing an ad hoc structure, in the most suitable way for the given airspace situation, restrict or prohibit flights and activities in a specific volume of airspace for all except the approved users in the following cases:

1. At the written request of competent state administration bodies, if necessary for the safety of air traffic and other airspace users' activities, due to the defense needs of the Republic of Croatia, military and police operations, search and rescue operations, fire control, the protection of state institutions, critical infrastructure and important persons, the protection from the emissions of hazardous and/or harmful substances, gases and phenomena, the Croatian state border control and protection, and the celebration of state anniversaries, parades and events organized by state administration bodies,

2. Due to real operational requirements for a period not longer than 48 hours, if necessary for the safety of air traffic and other airspace users' activities, due to the defense needs of the Republic of Croatia, military and police operations, search and rescue operations, fire control, the protection of state institutions, critical infrastructure and important persons, the protection from the emissions of hazardous and/or harmful substances, gases and phenomena, the Croatian state border control and protection, and the celebration of state anniversaries, parades and events organized by state administration bodies.

At the request of the AMC, and for the purpose of informing all airspace users, the air navigation service provider shall publish all relevant information in the manner customary in air traffic.

The air navigation service provider shall, at the written request of competent state administration bodies or the Croatian Civil Aviation Agency, temporarily prohibit or restrict flights in a specific portion of airspace or at a specific aerodrome, by issuing a navigational warning, if necessary for defense or national security needs or the safety of (an) aircraft or in case of major natural disasters, according to the international agreements binding on the Republic of Croatia or immediately if necessary due to special circumstances, and publish it in the manner customary in air traffic.
Activities conducted in special circumstances are prioritized over all other airspace activities.

When establishing Ad-hoc structures **in special circumstances,** the AMC shall follow this priority list for allocating reserved airspace:

a. Protection of sovereignty of the Republic of Croatia,

b. Protection of state authorities, critical infrastructure, and important persons,

c. Securing, inspecting, and controlling an area struck by a natural or technological disaster and/or catastrophe,

d. Search and rescue at the request of a competent state administration body,

e. Police and customs operations,

f. Control of the state border and the Exclusive Economic Zone,

g. Unforeseeable operations by a competent state administration body.

ENR 1.9.2.6 Operational and Equipment Requirements for the Reservation, Definition of Areas and Rules of Conduct in Areas Published in ENR 5.1 and ENR 5.2

- **Danger Area - D**: An airspace structure of defined dimensions within which activities dangerous to the flight of aircraft may exist at specific times. In the context of the FUA concept, some D areas subject to management and allocation at Level 2 are established at Level 1 as “AMC-Manageable Areas” and identified as such in the AIP.

    - **Danger Area AMC Manageable - D-AMA:** A defined volume of airspace temporarily exempted from controlled airspace and inside which rules of the air for VFR flights in uncontrolled airspace are applied (G-class airspace).
      - The equipment requirements are the same as for the use of uncontrolled airspace (G-class airspace).
      - The operational requirement for airspace users is to register on the web AMC Portal (ENR 1.9.2.7.1) and follow the rules and procedures laid down in the Rules and Procedures published on the AMC Portal.

- **Temporary Reserved Area - TRA:** A defined volume of airspace under the jurisdiction of a user authorized by the National Airspace Management Committee, which is temporarily reserved for a specific use by a specific authority or user, through which other traffic may be allowed to transit, with an ATC clearance.

    - The equipment requirements are two-way radio communication and a transponder.

    - The operational requirements for airspace users are to file a flight plan in accordance with valid regulations, to register on the web AMC Portal and to follow the rules and procedures laid down in the Rules and Procedures published on the AMC Portal.

- **Temporary Segregated Area - TSA:** A defined volume of airspace under the jurisdiction of a user authorized by the National Airspace Management Committee, which is temporarily segregated for the exclusive use by a specific authority or user, through which other traffic will not be allowed to transit.

    - There are no equipment requirements.

    - The operational requirements for airspace users are to file a flight plan in accordance with valid regulations, to register on the web AMC Portal and follow the rules and procedures laid down in the Rules and Procedures for Reservations and Use of Airspace via AMC Portal System that are published on the AMC Portal.

Procedures for Operating Within the Areas

The procedures are laid down in the Rules and Procedures for Reservations and Use of Airspace via AMC Portal System that are published on the AMC Portal (ENR 1.9.2.7.1).

ENR 1.9.2.7 Tools for Managing Airspace of the Republic of Croatia and Informing Users

ENR 1.9.2.7.1 AMC Portal System

The AMC Portal System is a centralized Airspace Management (ASM) tool, serving as an ASM system for publishing information as a publicly available IT system through which the provider of ASM services publishes information to its users on the restrictions and prohibitions in airspace. To utilize all the functions of the AMC Portal System, users are required to register on the Portal's website.
The details on airspace reservations will be available to registered users only.

URL: https://amc.crocontrol.hr/

ENR 1.9.2.7.2 Informing of Users

Airspace users are informed about restrictions and prohibitions in airspace via Aeronautical Information Products and via the AMC Portal System. The AMC Portal System displays the actual occupancy of airspace in real time as well as the approved Airspace Use Plan and its amendments for the following period (AUP - Airspace Use Plan / UUP - Updated Airspace Use Plan / NUP - National Airspace Use Plan). The reservation of permanent structures published in the AIP of the Republic of Croatia is published by the AUP, UUP and/or NUP messages via the AMC Portal. For Zagreb FIR, detailed national AUPs and UUPs (NUPs) are issued via the ASM system for publishing information (the AMC Portal System).
The AMC publishes information regarding the flight operations of Unmanned Aircraft Systems via the AMC Portal, which serves as a publicly available system with the function of providing the Common Information Service.

ENR 1.9.2.7.3 Automatized Procedure for Establishing Ad-hoc Structures

This procedure is conducted via the AMC Portal Mobile application in real time on the day of activity of UAS flight operations if those operations are conducted within the UAS Approved Geographical Zone (UAG).

ENR 1.9.2.8 UAS Operations

In the context of Airspace Management, abiding by the principles laid down by the Regulation 2150/2005, with the aim to integrate Unmanned Aircraft Systems (UAS) into airspace pursuant to the regulations of the European Union (EU), UAS Geographical Zones are defined pursuant to the Commission Implementing Regulation (EU) 2019/947 of 24 MAY 2019 on the rules and procedures for the operation of unmanned aircraft and the Ordinance on Airspace Management (Official Gazette, issue No. 20/2023).
UAS operations are conducted in airspace of defined dimensions that is temporarily reserved exclusively for UAS flights, which is named UAS Temporary Reserved Area (UTR). Other manned aircraft are prohibited from flying through UTR areas and as such, they should be avoided by pilots. ASM service providers can prohibit other UASs from entering UTR areas at all times.

ENR 1.9.2.8.1 UAS Geographical Zones

UAS Geographical Zones are zones determined by a competent body to facilitate, restrict or prohibit UAS operations, in order to take into account the risks related to safety, privacy, personal data protection, security or the environment that stem from those operations. To enable and facilitate the informing of airspace users on the status of UAS Geographical Zones, the following airspace structures are introduced:

1. UAS Restricted Geographical Zone (URG): A part of airspace above a geographical zone determined by a competent body that is conditionally prohibited for UAS operations, but not for other aircraft and flight activities. UAS flight activities in this zone can be approved as an exception, in line with the laid down ASM procedures. In the context of the FUA concept, URG zones are established through the laid down ASM procedure, and, depending on the nature of the request, can be established temporarily or permanently at an appropriate ASM level.

2. UAS Limited Geographical Zone (ULG): A part of airspace above a geographical zone determined by a competent body that is restricted for UAS operations, depending on the characteristics of the UAS, type of allowed operations and/or the procedure for the approval of flight operations itself. Within this zone,

an approval for conducting flight operations can be granted in line with the laid down ASM procedures. In the context of the FUA concept, ULG zones are established through the laid down ASM procedure, and depending on the nature of the request, can be established temporarily or permanently at an appropriate ASM level.

3. UAS Approved Geographical Zone (UAG): A part of airspace above a geographical zone determined by a competent body within which UAS operations can be conducted by the shortened procedure for the approval of flight operations. Within this zone, an approval for conducting UAS flight operations can be granted through the automatized procedure by a competent authority or service provider.

The following geographical zones are established in the control zone (CTR):

a. URG Zone – Within airspace bounded by the distance of 1500 M from the security fence of controlled aerodromes and 500 M laterally along the approach surface axis to the distance of 3500 M from the runway threshold;

b. ULG Zone – Within controlled airspace, higher than 50 M above ground or the surface of water outside of the URG zone;

c. UAG Zone – Within controlled airspace, MAX up to 50 M from ground level or the surface of water outside of the URG zone.

The following geographical zones are established outside of the control zone (CTR) and within Croatian airspace:

a. ULG Zone – Typically, higher than 120 M above ground level, and

b. UAG Zone – From ground level or the surface of water up to 120 M.

To conduct UAS operations in the vicinity of uncontrolled aerodromes, at distances shorter than 1500 M from the edges and 500 M laterally along the approach surface axis up to the distance of 2500 M from the runway threshold, prior consent of the operator of the uncontrolled aerodrome has to be obtained.
By the method of their publication, UAS Geographical Zones can be permanent or temporary, and they are shown on the AMC Portal. Permanent geographical zones are published in the AIP, ENR 6 “En-route charts”.

ENR 1.9.2.8.2 Establishing U-space

U-space airspace is a geographical zone established for conducting UAS flight operations, in which operations are permitted only with the support of U-space services.
U-space airspace can be established for security, safety, privacy or ecological reasons, and to propose its establishment, an airspace risk assessment has to be made.

AD 1.3 INDEX OF AERODROMES AND HELIPORTS

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

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

Aerodrome/heliport name and ICAO location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and remarks
	International - National (INTL-NTL)	IFR-VFR	S=Scheduled NS=Non-scheduled G=General Aviation M=Military X=Other	
1	2	3	4	5
VINKOVCI / SOPOT *LDOV	NTL	VFR	G	LDOV AD 2 VFR Manual
VRSAR / CRLJENKA *LDPV	[2]INTL-NTL	VFR	G	LDPV AD 2 VFR Manual
VUKOVAR / BOROVO NASELJE *LDOB	NTL	VFR	G	LDOB AD 2 VFR Manual
ZABOK/GUBASEVO *LDZK	NTL	VFR	G	LDZK AD 2 VFR Manual
ZADAR / ZEMUNIK LDZD	INTL-NTL	IFR-VFR	S-NS-G-M	LDZD AD 2
ZAGREB/BRATINA *LDZR	NTL	VFR	G	LDZR AD 2 VFR Manual
ZAGREB / FRANJO TUDJMAN LDZA	INTL-NTL	IFR-VFR	S-NS-G-M	LDZA AD 2
ZAGREB / LUCKO [1]LDZL	NTL	VFR	NS-G-M	LDZL AD 2 VFR Manual
ZRAKOPLOVNO-TEHNICKI CENTAR (Heliport) *LDZT	[3]NTL	VFR	NS	LDZT AD 3 VFR MANUAL
ZVEKOVAC *LDZE	NTL	VFR	G	LDZE AD 2 VFR Manual
WATER AERODROME HVAR/JELSA *LDSJ	[2]INTL-NTL	VFR	S-NS-G	LDSJ AD 2 VFR Manual
WATER AERODROME LUMBARDA *LDSM	[2]INTL-NTL	VFR	S-NS-G	LDSM AD 2 VFR Manual
WATER AERODROME MALI LOSINJ *LDLM	[2]INTL-NTL	VFR	S-NS-G	LDLM AD 2 VFR Manual
WATER AERODROME RIJEKA/PORT RIJEKA *LDRP	[2]INTL-NTL	VFR	S-NS-G	LDRP AD 2 VFR Manual
WATER AERODROME SPLIT/PORT SPLIT *LDST	[2]INTL-NTL	VFR	S-NS-G	LDST AD 2 VFR Manual

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

LDPL AD 2.5 PASSENGER FACILITIES

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

LDPL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

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

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	GRF REF AD 1.2.2 for additional information.

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

1	Apron surface and strength	**SURFACE**		**STRENGTH**	
		ASPH		PCN 65/F/A/W/T	
2	Designation, width, surface and strength of taxiways	**DESIGNATION**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	23 M	ASPH	PCN 71/F/A/W/T
		B	23 M	ASPH	PCN 71/F/A/W/T
		C	23 M	ASPH	PCN 71/F/A/W/T
		D	23 M	ASPH	PCN 71/F/A/W/T
		E	23 M	ASPH	PCN 71/F/A/W/T
		F	23 M	ASPH	PCN 71/F/A/W/T
		G	23 M	ASPH	PCN 71/F/A/W/T
		H	23 M	ASPH	PCN 71/F/A/W/T
3	ACL location and elevation	Location: Apron Elevation: 211 FT			
4	Location of VOR checkpoints	NIL			
5	Position of INS checkpoints	See LDPL AD 2.24.2 APDC -1			

6	Remarks	TWY shoulders: Width: 7.5 M Surface: grass 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 Nose-in guidance at aircraft stands 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. TWY A - TWY: Centre line; Taxiing guidance signs at all intersections with TWY and RWY. TWY B - TWY: Centre line; Holding positions; Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. TWY C - TWY: Centre line; Holding positions; Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. TWY D - TWY: Centre line; Holding positions; Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. TWY E - TWY: Centre line; Holding positions; Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. TWY F - TWY: Centre line; Taxiing guidance signs at all intersections with TWY and RWY. TWY G - TWY: Centre line; Taxiing guidance signs at all intersections with TWY and RWY. TWY H - TWY: Centre line; 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). THR 27 RWY Turn Pad marking restrictions: 180° turn not possible for ACFT wheel base more than 26.2 M, for ACFT with wheel base more than 17.3 M turning angle more than 45°.

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 MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MWO ZAGREB TAF (24HR)
4	Trend Forecast Interval of issuance	TREND 30 MIN
5	Briefing/consultation provided	Selfbriefing (URL: https://ib.crocontrol.hr) or by phone: +385 52 372521, +385 52 552506
6	Flight documentation Language(s) used	• Selfbriefing (URL: https://ib.crocontrol.hr) or request by phone: +385 52 372520, +385 52 552505 • Croatian, English
7	Charts and other information available for briefing or consultation	• ICE, TURB and CB forecasts • Lightning data • Satelite images • Radar images
8	Supplementary equipment available for providing information	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

LDPL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

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

LDPL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	2946	2946	2946	2946	Nil
	1706	1706	1706	Nil	Intersection TWY C
27	2946	2946	2946	2946	Nil
	2005	2005	2005	Nil	Intersection TWY D
	2504	2504	2504	Nil	Intersection TWY E

LDPL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type / LEN / INTST	THR LGT colour / WBAR	VASIS type (MEHT)	TDZ LGT LEN	RWY centre line LGT LEN / spacing / colour / INTST	RWY edge LGT LEN / spacing / colour / INTST	RWY end LGT colour / WBAR	SWY LGT LEN (M) / colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	SALS 420 M R VRB LIL	G VRB LIH	PAPI left 3° (61 FT)	NIL	NIL	VRB YCZ 600 M W LIH	R VRB LIH	NIL	NIL
27	SALS 420 M R VRB LIL	G VRB LIH	PAPI left 3° (52 FT)	NIL	NIL	VRB YCZ 600 M W LIH	R VRB LIH	NIL	NIL

LDPL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

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 LOC coverage 17 NM MRA 3000 FT LOC coverage 25 NM MRA 4000 FT
GP 27		332.9 MHZ	H24	445333.87N 0135607.91E		3.2°, RDH 15.85 M (52 FT)
MM27	Dots-Dashes	75 MHZ	H24	445339.18N 0135712.92E		From THR 27 = 0.55 NM Intersect heights: 223.1 FT
OM27	Dashes-Dashes	75 MHZ	H24	445343.28N 0140029.09E		From THR 27 = 2.87 NM Intersect heights: 1036.8 FT

LDPL AD 2.20 LOCAL AERODROME REGULATIONS

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

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

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

Prior and after code letter E ACFT LDG, TAX or TKOF, RWY and TWY will be checked by responsible department.
Prior to and after four ENG ACFT LDG, TAX or TKOF RWY and TWY (including shoulders) will be checked by responsible department. It is recommended to use outer ENG on idle PWR during TAX.

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

For TAX on RWY 27 turn pad: see LDPL AD 2.9, 4. Remarks. It is recommended to use asymmetric thrust and slow speed when turning on the 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.

AERODROME CHART - ICAO

ARP
44° 53' 36,72"N
013° 55' 19,89"E

AD ELEV 275 FT
GUND 142 FT

PULA ATIS 129.150

PULA TOWER 132.000

PULA / Pula
CROATIA

DECLARED DISTANCES					
RWY	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	2946	2946	2946	2946	NIL
	1706	1706	1706	NIL	INT TWY C
27	2946	2946	2946	2946	NIL
	2005	2005	2005	NIL	INT TWY D
	2504	2504	2504	NIL	INT TWY E

TWY	WIDTH (M)	SURFACE	STRENGTH
A	23	ASPH	PCN 71/F/A/W/T
B	23	ASPH	PCN 71/F/A/W/T
C	23	ASPH	PCN 71/F/A/W/T
D	23	ASPH	PCN 71/F/A/W/T
E	23	ASPH	PCN 71/F/A/W/T
F	23	ASPH	PCN 71/F/A/W/T
G	23	ASPH	PCN 71/F/A/W/T
H	23	ASPH	PCN 71/F/A/W/T

RWY	SURFACE	STRENGTH
09/27	ASPH	PCN 59/R/A/W/T

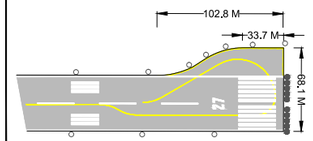
APRON	
SURFACE	STRENGTH
ASPH	PCN 65/F/A/W/T

RWY 09			
DISTANCE ALONG RWY	0 - 1080 M	1080 M - 2160 M	2160 M - 2946 M
SLOPE	0.6 %	1.1 %	1.8 %

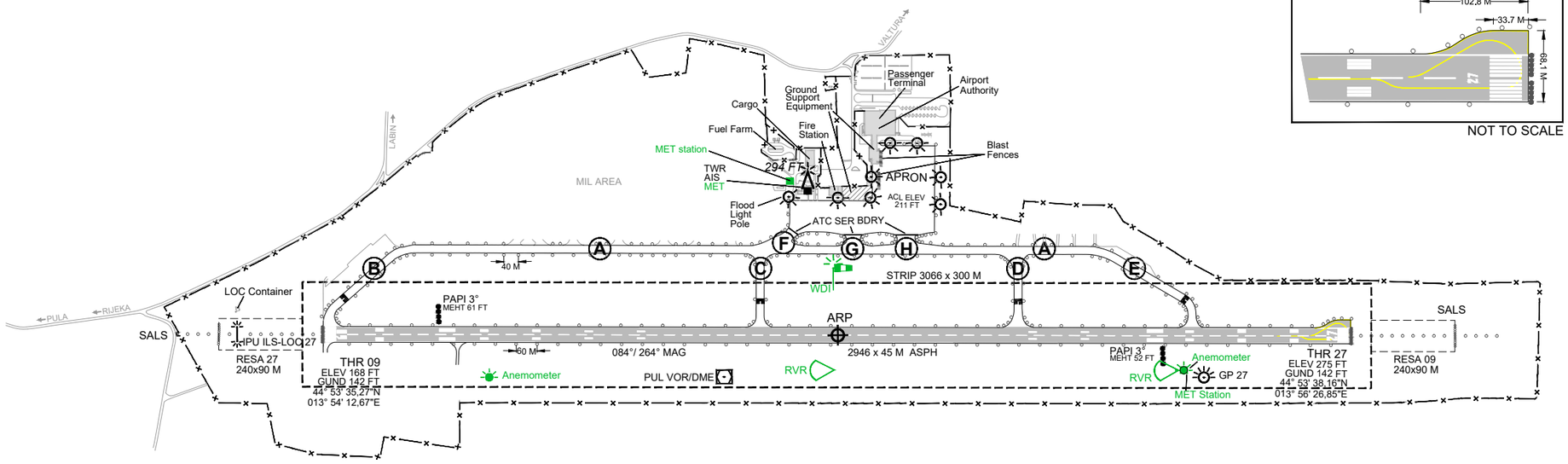
RWY 27			
DISTANCE ALONG RWY	0 - 786 M	786 M - 1866 M	1866 M - 2946 M
SLOPE	-1.8 %	-1.1 %	-0.6 %

THR 27 RWY Turn Pad marking

RESTRICTION:
180° TURN NOT POSSIBLE FOR ACFT WHEEL BASE MORE THAN 26.2 M, FOR ACFT WHEEL BASE MORE THAN 17.3 M TURNING ANGLE MORE THAN 45°
Ref. AD 2.9.4



NOT TO SCALE



Annual Rate of Change
0.15° increasing

100 0 500 1000 M

M 1:15 000

BEARINGS ARE MAGNETIC
ELEVATIONS IN FT
DISTANCES IN M

CHANGE: Marking for ATC SER BDRY; Merging Tables Declared Distances and Intersection Take Off; Table RWY 27 Slope; ADDED: LOC Container; Ground Support Equipment Area; Fence; Blast Fences; Cargo Lead Line; Fuel Farm; Symbol MET station; Symbol TWR AIS MET; RWY End Lights; RWY Edge Lights; Edge Lights APRON, TWY A and E; Passenger Terminal Stairs; REMOVED: VOR PUL Checkpoints; RWY Edge Lights; Edge Lights TWY B and E; Edge Lights MIL Area; MIL Area East of Main Apron.

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LDRI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

LDRI AD 2.7 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. 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 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. Nose-in guidance at aircraft stands. Follow-me vehicle, Marshaller - obligatory guidance to/from parking stand from/to TWY A and B. Edge lights at Apron. Edge lights at Apron.
2	RWY and TWY markings and LGT	RWY-14/32: Designator, THR, Centre line, edges, TDZ, Runway turn pad marking TWY A Centre line, holding positions, edge lights, edge lights TWY B Centre line, holding positions, edge lights, edge lights
3	Stop bars	NIL
4	Remarks	NIL

LDRI AD 2.10 AERODROME OBSTACLES

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	Yes LIL Type B/Red	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	Yes LIL Type B/Red	Frangible anemometer mast