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AIRAC AIP AMDT 007/2025
Effective Date: 07 AUG 2025
Publication Date: 26 JUN 2025

1. Amendment contents:

GEN

- **GEN 0.2** - Record of AIP amendments - updated
- **GEN 0.3** - Record of AIP supplements - updated
- **GEN 0.4** - Checklist of AIP pages - updated
- **GEN 0.5** - List of hand amendments to the AIP - updated
- **GEN 3.1** - Aeronautical information services - various changes
- **GEN 3.5** - Meteorological services - various changes

ENR

- **ENR 1.10.2** - Procedures for the submission of a flight plan - deletion of Selfbriefing
- **ENR 6** - New Chart:
  - Enroute chart - ICAO - FIR Zagreb Upper airspace (ENR 6.2 -1)

AD

- **LDDU, LDLO, LDOS, LDPL, LDRI, LDSP, LDZA AD 2.3 and 2.11** - Operational hours; Meteorological information provided - deletion of Selfbriefing
- **LDSB AD 2.3, 2.4, 2.5, 2.6, 2.9 and 2.11** - various changes
- **LDZD AD 2.3, 2.6, 2.8 and 2.11** - various changes

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: NIL

SUP: NIL

AIC: NIL

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

Insert the following pages		Remove the following pages	
GEN 0.2 - 5/6	07 AUG 2025 / 23 JAN 2025	GEN 0.2 - 5/6	10 JUL 2025 / 23 JAN 2025
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013/2024	12 DEC 2024	23 JAN 2025	
001/2025	09 JAN 2025	20 FEB 2025	
002/2025	06 FEB 2025	20 MAR 2025	
003/2025	06 MAR 2025	17 APR 2025	
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002/2012	13-Apr-2012	13-Apr-2012	
001/2014	22-Aug-2014	22-Aug-2014	
001/2015	01-Feb-2015	01-Feb-2015	
002/2015	01-Jun-2015	01-Jun-2015	
003/2015	11-Jun-2015	23-Jul-2015	
004/2015	26-Oct-2015	26-Oct-2015	
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001/2017	06-Jan-2017	06-Jan-2017	
002/2017	06-Jul-2017	21-Jul-2017	
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002/2019	20-Nov-2019	06-Dec-2019	
001/2020	31-Aug-2020	14-Sep-2020	

GEN 0.3 RECORD OF AIP SUPPLEMENTS

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

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GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 0.4 - 4	07 AUG 2025
GEN 0.4 - 5	07 AUG 2025
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ENR 1.10 - 22	01 FEB 2018	ENR 3.4 - 1	25 JAN 2024
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ENR 1.12 - 2	08 MAR 2012	ENR 4.2 - 1	08 MAR 2012
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ENR 5.2 - 60	15 MAY 2025
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LDDU AD 2.24.8 SID RNAV RWY 29 - 2	15 MAY 2025
LDDU AD 2.24.10 STAR RWY 11 - 1	15 MAY 2025
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LDDU AD 2.24.12 IAC RNP RWY 11 - 1	15 MAY 2025
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LDLO AD 2.24.8 SID RWY 02 - 1	15 MAY 2025
LDLO AD 2.24.8 SID RWY 02 - 2	15 MAY 2025
LDLO AD 2.24.8 SID RNAV RWY 02 CAT A&B - 1	15 MAY 2025
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LDLO AD 2.24.10 STAR RWY 02/20 - 1	15 MAY 2025
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LDLO AD 2.24.10 STAR RNAV RWY 02 CAT A & B - 1	15 MAY 2025
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LDLO AD 2.24.12 IAC NDB-a RWY 02/20 CAT A&B - 1	15 MAY 2025
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LDLO AD 2.24.12 IAC VOR RWY02 CAT A&B - 1	15 MAY 2025
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LDLO AD 2.24.12 IAC RNP RWY 02 - 1	15 MAY 2025
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LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 1	15 MAY 2025
LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 2	15 MAY 2025
LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 3	15 MAY 2025
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LDZD AD 2.24.12 IAC RNP Z RWY 13 - 3	15 MAY 2025		
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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		
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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)
LDZD AD 2.24.1 ADC -1	TWY K: surface changed to ASPH; PCN 63/R/A/W/T changed to PCN 132/F/B/X/T. ACL (Main Apron) ELEV changed to 271 FT. ACL (General Aviation Apron) ELEV added: 269 FT. Main Apron lateral limits changed (See LDZD APDC chart). Main Apron Sections Changed (See LDZD APDC chart).	AIRAC AIP AMDT 005/2025 (12 JUN 2025)

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

GEN 3.1.1 RESPONSIBLE SERVICE

The AIM/AIS Service, which forms part of the Croatia Control Ltd., ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under GEN 3.1.2 below. It consists of AIM/AIS operational support department, Aeronautical Publications Department and International NOTAM Office (NOF). The part of the service with respect to pre-flight briefing and post-flight briefing is provided by Split Central ARO. Central Air Traffic Services Reporting Office (CARO) is integrated part of Split ATC.

The service is provided in accordance with CIR (EU) 2017/373, as amended and complemented, and with the provisions contained in ICAO Annex 15 - Aeronautical Information Services and ICAO Annex 4 - Aeronautical Charts, with the differences published under AIP GEN 1.7.

GEN 3.1.1.1 AIM/AIS Service

Post: CROATIA CONTROL LTD.
AIM/AIS Service
Rudolfa Fizira 2
10410 Velika Gorica, P.O. Box 103
Croatia

Phone: +385 1 6259 375

AFS: LDZAYOYX

URL: https://www.crocontrol.hr

URL: https://aim.crocontrol.hr (AIM Portal)

Operating hours: MON-FRI 0630-1430 (0530-1330)

GEN 3.1.1.2 Aeronautical Publications Department

Post: CROATIA CONTROL LTD.
Aeronautical Publications Department
Rudolfa Fizira 2
10410 Velika Gorica, P.O. Box 103
Croatia

Phone:
+385 1 6259 372
+385 1 6259 373
+385 1 6259 381

AFS: LDZAYOYX

Email: aip@crocontrol.hr

URL: https://www.crocontrol.hr

Operating hours: MON-FRI 0630-1430 (0530-1330)

GEN 3.1.1.3 International NOTAM Office (NOF)

Post: CROATIA CONTROL LTD.
International NOTAM Office
Rudolfa Fizira 2
10410 Velika Gorica, P.O. Box 103
Croatia

Phone: +385 1 6259 314
+385 1 7819 209
+385 1 6265 889

Fax: +385 1 2020 338

AFS: LDZAYNYX

Email: notam@crocontrol.hr

URL: https://www.crocontrol.hr

Operating hours: H24

GEN 3.1.2 AREA OF RESPONSIBILITY

The AIM/AIS Service is responsible for the collection and dissemination of information for the entire territory of the Republic of Croatia and for the airspace over the high seas encompassed by the Zagreb Flight Information Region.

GEN 3.1.3 AERONAUTICAL PUBLICATIONS

The aeronautical information is provided in the form of Aeronautical Information Products in a standardized presentation consisting of the following elements:

- Aeronautical Information Publication (AIP);
- Amendment service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- NOTAM;
- Aeronautical Information Circulars (AIC), and
- Aeronautical Charts.

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS).

The eAIP containing (AIRAC) AIP AMDT, AIP SUP and AIC is distributed on AIM Portal. All listed elements are also available for operational use in the European AIS Database (EAD).

Apart from provision for operational purposes in databases and on AIM Portal, aeronautical information is also available on following Croatia Control Ltd. web site, but for information only: https://www.crocontrol.hr/en.

***Note**: When accessing aeronautical information on the web site, acceptance of the Disclaimer is implied.*

GEN 3.1.3.1 Aeronautical Information Publication (AIP)

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes, essential to air navigation.

Croatian eAIP on AIM Portal contains AIP, AIP Amendments, AIP Supplements and AICs.

GEN 0.4 (Checklist of AIP pages) is not available in HTML, but only in PDF of the eAIP.

Back pages of ENR 6.1, ENR 6.2 and of all Aerodrome Obstacle Charts are completely blank, without any markings and text.

GEN 3.1.3.2 Amendment service to the AIP (AIP AMDT)

Amendments to the AIP are made by means of replacement sheets. Two types of AIP AMDT are produced:

- regular AIP Amendments (AIP AMDT) issued as specified in GEN 0.1-2 incorporate permanent changes into the AIP on the indicated publication date;

- AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and the acronym - AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date, as well as other changes, but operationally significant permanent changes are announced by means of TRIGGER NOTAM.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. On each replacement page, changes are either annotated or identified in the left margin of the page by a vertical line or arrow pointing to the change/addition/deletion.

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month (by name) and year of the publication date (regular AIP AMDT) or of the AIRAC effective date (AIRAC AIP AMDT) of the information. Each AIP amendment cover sheet includes references to the serial number of those aeronautical information products which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT are allocated separate serial numbers which are consecutive, and based on the calendar year. The year, indicated by four digits, is a part of the serial number of the amendment.

A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name and year) of the information is reissued with each amendment and is an integral part of the AIP.

GEN 3.1.3.3 Supplement to the AIP (AIP SUP)

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year. AIP supplements that contain AIRAC information, follow the AIRAC system in terms of distribution 42 days in advance of the respective AIRAC effective date.

An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

List of valid AIP Supplements is available on AIM Portal. The list is updated on the first possible administrative work day, upon issuance or cancellation of an AIP SUP.

GEN 3.1.3.4 NOTAM and Pre-flight Information Bulletins (PIB)

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the signification/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAMs are originated and issued for Zagreb FIR and are distributed in five series identified by the letters A, B, C, M and S.

- **Series A - International distribution**

General rules, en-route navigation and communication facilities, airspace reservations and navigation warnings, information concerning major international aerodromes: DUBROVNIK/Rudjer Boskovic, OSIJEK/ Klisa, PULA/Pula, RIJEKA/ Krk I., SPLIT/Saint Jerome, ZADAR/Zemunik and ZAGREB/ Franjo Tuđman.

- **Series B - Limited international distribution**

Information on navigation warnings other than those classified for Series A and M, and information concerning other international IFR and international VFR aerodromes.

- **Series C - National distribution**

Information concerning national VFR aerodromes.

- **Series M - International distribution**

Aeronautical information concerning Military activities (identical to the distribution of the NOTAM series A).

- **Series S (SNOWTAM)**

Information providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area. SNOWTAMs are prepared in accordance with ICAO PANS-AIM (Doc 10066), Appendix 4, and with CIR (EU) 2017/373, as amended and complemented, and they are issued for the individual aerodrome, with separate serial numbers.

Pre-flight Information Bulletins (PIB), containing a recapitulation of current NOTAM, SNOWTAM and other information of urgent character for the operator/flight crews, for ECAC area are available H24 at Central ARO Split.

Pre-flight briefing is also available via: https://ib.crocontrol.hr

Central ARO Split contact is provided in AIP Croatia, under GEN 3.3.6 (ATS units address list).

The extend of the information provided by CARO Split is indicated under GEN 3.1.5 of this subsection.

GEN 3.1.3.5 Aeronautical Information Circulars (AIC)

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. AICs are divided by subject and are issued in two series (A and B).

AIC Series A contains information affecting international civil aviation and is given international distribution, while AIC Series B contains information affecting national aviation only and is given national distribution.

Each AIC is numbered consecutively within each series o n a calendar year basis. The year, indicated by three digits, is a part of the serial number of the AIC, e.g. AIC A 001/2004; AIC B 001/2004. The effective date of an aeronautical information circular is pointed out in the header, except when the effective date does not correspond with the publication date and is therefore emphasized in front of the circular title. A checklist of AIC currently in force is issued as an AIC minimum once a year.

GEN 3.1.3.6 Checklist of valid NOTAM

A checklist of valid NOTAM is issued monthly via AFS. It contains numbers of valid NOTAM, information about the number of the latest issued (AIRAC) AIP AMDT, (AIRAC) AIP SUP, AIC, VFR Manual AMDT, VFR Manual SUP as well as the numbers of the elements issued under the AIRAC that will become effective and checklist of valid AIC and SUP (AIP IFR and VFR Manual SUP).

GEN 3.1.3.7 VFR Manual

VFR Manual contains general rules and procedures which shall be applied during VFR flight; information about relevant services available to users; detailed information about aerodromes, and VFR Chart with recommended VFR routes 1:500 000.

This publication is updated by the way of amendments at least once a year, while changes to the VFR Chart between two editions are published as a “List of hand amendments to the VFR Manual and VFR Chart” through a VFR amendment.

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the VFR Manual and are related to VFR flights, are published as VFR Manual Supplements (VFR SUP).

VFR Manual is available as a digital version on AIM Portal.

GEN 3.1.3.8 Sale of publications

The said publications can be obtained as described on AIM Portal.

URL: https://aim.crocontrol.hr (AIM Portal)

Email: ais.subscription@crocontrol.hr

Post: CROATIA CONTROL LTD.
AIM/AIS Service
Rudolfa Fizira 2
10410 Velika Gorica, P.O. Box 103
Croatia

Phone: +385 1 6259 376

AIC series A is published with information regarding subscription renewal and publication ordering.

GEN 3.1.4 AIRAC SYSTEM

In order to control and regulate the operationally significant changes requiring amendments to charts, routes etc, such changes, whenever possible, will be issued on predetermined dates according to the AIRAC System. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM will be issued. Such NOTAM will immediately be followed by an AIRAC or non-AIRAC AMDT or SUP.

The table on the page GEN 3.1-6 indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At publication date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or (AIRAC) AIP SUP that will become effective on relevant AIRAC effective date. Trigger NOTAM for an AIRAC AIP AMDT and (AIRAC) AIP SUP will remain in force as a reminder in the PIB for 14 days after the AIRAC effective date.

If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM on the publication date of AIRAC effective date concerned.

2024	2025	2026	2027	2028
25 JAN	23 JAN	22 JAN	21 JAN	20 JAN
22 FEB	20 FEB	19 FEB	18 FEB	17 FEB
21 MAR	20 MAR	19 MAR	18 MAR	16 MAR
18 APR	17 APR	16 APR	15 APR	13 APR
16 MAY	15 MAY	14 MAY	13 MAY	11 MAY
13 JUN	12 JUN	11 JUN	10 JUN	08 JUN
11 JUL	10 JUL	09 JUL	08 JUL	06 JUL
08 AUG	07 AUG	06 AUG	05 AUG	03 AUG
05 SEP	04 SEP	03 SEP	02 SEP	31 AUG
03 OCT	02 OCT	01 OCT	30 SEP	28 SEP
31 OCT	30 OCT	29 OCT	28 OCT	26 OCT
28 NOV	27 NOV	26 NOV	25 NOV	23 NOV
26 DEC	25 DEC	24 DEC	23 DEC	21 DEC

GEN 3.1.5 PRE-FLIGHT INFORMATION SERVICES AT AERODROMES/HELIPORTS

Before beginning a flight, the pilot in command of an aircraft shall become familiar with all available information appropriate to the intended operation (ref. ICAO Annex 2). All aeronautical data and information for the Republic of Croatia is available at Central ARO Split (for contacts see GEN 3.3.6), and for other states as detailed below:

Aerodrome/Heliport	Briefing Coverage
SPLIT/Saint Jerome	ECAC (European Civil Aviation Conference) Area States

GEN 3.1.6 DIGITAL DATA SETS

GEN 3.1.6.1 Available data sets

Currently not provided.

GEN 3.1.6.2 Contact details of how data sets may be obtained

Currently not provided.

GEN 3.5 METEOROLOGICAL SERVICES

GEN 3.5.1 RESPONSIBLE SERVICE

The meteorological services for civil aviation are provided by Croatia Control Ltd., Aeronautical Meteorology Service (MET).

Post: CROATIA CONTROL, Ltd.
AERONAUTICAL METEOROLOGY SERVICE (MET)
Rudolfa Fizira 2
10410 Velika Gorica, P.O. Box 103
Croatia

Phone: +385 1 6259280

Email: met@crocontrol.hr

URL: https://met.crocontrol.hr/

The service is provided in accordance with CIR (EU) 2017/373, as amended and complemented, and with the provisions contained in the following ICAO documents:

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

Differences to these provisions are detailed in subsection GEN 1.7.

GEN 3.5.2 AREA OF RESPONSIBILITY

Area meteorological watch is provided for the Zagreb FIR.

GEN 3.5.3 METEOROLOGICAL OBSERVATIONS AND REPORTS

Meteorological observations and reports are provided and disseminated from aeronautical meteorological stations, according to ICAO Annex 3 regulations. Routine reports are issued at HR+00 and HR+30.

Observations are provided at airports ZAGREB/Franjo Tuđman, SPLIT/Saint Jerome, PULA, DUBROVNIK/ Rudjer Boskovic, ZADAR/Zemunik, OSIJEK/Klisa, RIJEKA/Krk I., LOŠINJ/Lošinj I. and BRAČ/Brač I.

Runway visual range (RVR) assessment is made at airport ZAGREB/Franjo Tuđman, PULA, SPLIT/Saint Jerome, DUBROVNIK/Rudjer Boskovic, ZADAR/Zemunik and OSIJEK/Klisa. The RVR values are displayed automatically in digital form at the MET and ATS units.

AUTO METAR is made from sensor data and a calculation of algorithms. Sensors are located on sites representative for airport measurements or a detection system composed of a sensor network is used for elements for which this is appropriate. In AUTO METAR reports weather conditions are reported in accordance with ICAO Annex 3 if they are within the detection range of the system.

There is no difference between METAR and AUTO METAR reports for the following elements:

- Wind speed and direction
- Temperature and dew point
- Pressure (QNH)
- RVR

Differences and limitations of AUTO METAR reports in relation to METAR reports are reflected in the following elements:

- Visibility
- Present Weather
- Cloudiness
- Supplementary information on recent weather phenomena

VISIBILITY:

In AUTO METAR reports aeronautical visibility is determined and reported as defined by ICAO Annex 3 at the location of the visibilimeter. Visibility cannot be estimated within 360 DEG and this is why the reported visibility may not represent prevailing values. Minimum visibility in a certain direction cannot be reported.

PRESENT WEATHER:

In AUTO METAR reports present weather and recent weather information is assessed from the sensor located at the visibilimeter position. Sensor limitations are single point measurement (covering only one runway threshold) and the inability of reporting certain phenomena (GR, GS, PRFG, DU, SA, FU). Also, it is possible that the sensor reports present weather differently from the one that is actually present. Apart from the phenomena itself, the difference is more to be expected in the characteristic or the intensity which is due to a limitation of the sensor and a result of a single point measurement. The most frequent observed error is in reporting feeble rain (-RA) when there is no precipitation.

The lightning detection network is reliable in reporting TS and VCTS. In case of using a backup sensor rare occurrences of lightning that was not detected by the system are possible.
According to ICAO Annex 3 showers (SH) are not reported due to a lack of algorithm.

CLOUDS:

In AUTO METAR reports cloud amount and ceiling is reported as a result of ceilometer measurements and an algorithm calculation. The laser-based measuring principle in one point prevents reporting cloud cover that is not, or recently has not been above the sensor itself. Determination of cloud amount is made by an algorithm that includes cloud detection data from the recent period. The algorithm works well for homogenous cloud distribution and moving clouds. Clouds off the sensors cannot be detected. Orographic clouds are most likely not to be detected by the system.
TCU and CB clouds are not reported in AUTO METAR reports due to a lack of algorithm.

MONITORING AND TECHNICAL SUPPORT:

The system for the production and distribution of AUTO METAR is monitored by the technical service. Technical failure of an individual sensor can be replaced by another sensor only when there are other redundant sensors/ indicators. Otherwise, missing data is replaced by slashes as usual in AUTO reports.

GEN 3.5.4 TYPES OF SERVICE

GEN 3.5.4.1 General

Flight documentation is available on the web site https://ib.crocontrol.hr. Briefing and consultation with a forecaster is available by telephone (see AD 2.11). Satellite, radar and lightning data are available. All products are available on https://met.crocontrol.hr/.

GEN 3.5.4.2 Meteorological information for flights above FL100

Meteorological flight documentation consists of:

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

Additional information is available by consultation.

GEN 3.5.4.3 Meteorological information for flights below FL100

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

Meteorological documentation consists of:

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

Meteorological information in digital form:

- eGAFOR

Briefing describes the following meteorological elements:

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

- turbulence
- icing
- landing/aerodrome forecast

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

GEN 3.5.4.4 En route forecasts

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

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

GEN 3.5.4.5 Area forecasts

MWO Zagreb issues area forecasts in chart form.

Area forecasts in chart form consist of two charts:

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

SWL is issued six times daily:

Time of issuance	**Time of validity**
0500	0900-1200
0800	1200-1500
1100	1500-1800
1400	1800-0000
1900	0000-0600
2100	0600-0900

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

SWL charts are continuously monitored and amended if needed.

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

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

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

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

GEN 3.5.5 NOTIFICATION REQUIRED FROM OPERATORS

Notification for:

1. scheduled flights:
   - within Europe - 24 hours prior to departure
   - outside Europe - 1 month in advance
2. non-scheduled flights:
   - within Europe - 1 hour and 30 minutes prior to departure
   - outside Europe - 24 hours prior to departure

Note: *Details on meteorological briefing at aerodromes are given in the individual aerodrome sections, AD* 2

GEN 3.5.6 AIRCRAFT REPORTS

Routine aircraft observations are not required within Zagreb FIR, but special aircraft observations and reports during flight are required whenever the following conditions are encountered or observed:

- moderate or severe turbulence
- moderate or severe icing
- severe mountain waves
- thunderstorms with or without hail, that are obscured, embedded, widespread or in squall lines
- heavy dust storm or heavy sandstorm
- volcanic ash cloud

When meteorological conditions other than those listed above (such as wind shear) are encountered, and which, upon the opinion of the pilot-in-command, may affect the safety of aircraft or aircraft operations, other non-routine aircraft observations and reports are required, especially during the climb-out and approach phase.

GEN 3.5.7 VOLMET SERVICE

Name of station	Call Sign/ IDENT/ Abbreviation (EM)	Frequency	Broadcast period	Hours of service	Aerodromes/ Heliports included	REP, SIGMET INFO, FCST & Remarks
1	2	3	4	5	6	7
ZAGREB	INTERNATIONAL ZAGREB VOLMET / MEDUNARODNI ZAGREB VOLMET (A3E)	127.800 MHZ	continuous broadcast	H24	ZAGREB LDZA	METAR
					LJUBLJANA LJLJ	METAR
					BEOGRAD LYBE	METAR
					DUBROVNIK LDDU	METAR
					SPLIT LDSP	METAR
					PULA LDPL	METAR
					SARAJEVO LQSA	METAR
					ZURICH LSZH	METAR
					MUNCHEN EDDM	METAR
					FRANKFURT EDDF	METAR

VOLMET broadcast - continuous VOLMET broadcast contain current aerodrome reports with TREND forecast (when available) on VHF 127.800 MHZ MOD AMPL. If VOLMET unavailable METAR can be acquired from ATC via A/G communication.

GEN 3.5.8 SIGMET AND AIRMET SERVICE

GEN 3.5.8.1 General

The service of a continuous weather watch within the FIR and the issuance of appropriate warnings (SIGMET, AIRMET) as needed are provided by Meteorological Watch Office Zagreb (LDZO) on a H24 basis. SIGMETs and AIRMETs have a validity period of 4 hours, while SIGMETs for volcanic ash have a validity period of 6 hours.

GEN 3.5.8.2 SIGMET

SIGMET information gives a concise description in abbreviated plain language concerning the occurrence and/ or expected occurrence of specified en-route weather phenomena, which may affect the safety of aircraft operations. SIGMET information is issued for the following phenomena:

- OBSC, EMBD, FRQ, SQL thunderstorms with or without hail
- severe turbulence
- severe icing
- severe mountain waves
- volcanic ash cloud
- heavy duststorm
- heavy sandstorm
- radioactive cloud

SIGMETs concerning tropical cyclones are not issued by MWO due to meteorological reasons. SIGMETs are numbered sequentially from 0001 UTC.

ENR 1.10 FLIGHT PLANNING

ENR 1.10.1 FLIGHT PLAN

ENR 1.10.1.1 General (SERA.4001)

Information relative to an intended flight or portion of a flight, to be provided to air traffic services units, shall be in the form of a flight plan.

The purpose of a flight plan is to inform the competent ATS units enabling them to supervise the flight within the scope of air traffic control as well as the flight information service and alerting service.

ENR 1.10.1.2 Types of flight plan

ENR 1.10.1.2.1 Individual flight plan

For each individual flight, for which the filing of a flight plan is mandatory or the pilot would like to file a flight plan, an individual flight plan (FPL) shall be filed.

Flights, in which several aircraft take part in a formation, as well as every separate stage of a flight for flights with intermediate stops, shall also be regarded as an individual flight.

ENR 1.10.2 PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN (SERA.4001)

A flight plan shall be submitted to the

petent ATC unit prior to operating:

a. any flight or portion thereof to be provided with air traffic control service;

b. any IFR flight within advisory airspace;

c. any flight within or into areas, or along routes designated by the competent authority, to facilitate the provision of flight information, alerting and search and rescue services;

d. any flight within or into areas or along routes designated by the competent authority, to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;

e. any flight across international borders;

f. any flight planned to operate at night, if leaving the vicinity of an aerodrome.

The pilot may also submit a flight plan for other flights to the competent ATC unit in order to facilitate the execution of Search and Rescue Service for aircraft.

In order to process flight plan messages correctly, each flight plan shall be sent as a single AFTN message.

No flight plans shall be filed via the airspace of Zagreb FIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilization rules and availability for Zagreb FIR and any reference to them shall be made via https://www.nm.eurocontrol.int/RAD/index.html.

A flight plan shall be submitted, before departure, to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station.

ENR 1.10.2.1 Time of submission (SERA.4001)

A flight plan shall be submitted at least 60 minutes prior to EOBT, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information.

In addition, a flight plan submitted during flight shall be submitted at a time which will ensure its receipt by the appropriate air traffic services unit at least ten minutes before the aircraft is estimated to reach:

a. the intended point of entry into control area or advisory area, or

b. the point of crossing an airway or advisory route.

Flight plans for flights into areas subject to ATFCM shall be submitted at least 3 hours before EOBT. Flight plans may be submitted to IFPS up to a maximum of 120 hours, or five days, in advance of the EOBT of that flight plan.

If a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, the date of the flight departure shall be inserted in Item 18 of the flight plan.

ENR 1.10.2.2 Place of submission

Aircraft operators shall file their IFR or IFR/VFR (mixed) flight plans and associated messages (e. g. CHG, DLA, CNL) before departure directly with IFPS using their own AFTN or SITA access point in accordance with addressing principles set in AIP Croatia, ENR 1.11 Addressing of flight plan messages. If those means are not available, flight plan and associated messages shall be submitted at the Central ARO Split.

IFPS addresses IFR flight plans. In case of a IFR/VFR flight plan, IFPS addresses only the IFR part of the flight plan automatically to the ATC units concerned in the IFPS zone. In case of a OAT/GAT flight plan, IFPS addresses only the GAT part of the flight plan automatically to the ATC units concerned in the IFPS zone.
The message originator is always responsible for ensuring the addressing of all appropriate messages to those ATS addresses concerned with VFR or OAT route portions and the addressing outside the IFPS zone. For more information see the IFPS Users Manual, section "Re-addressing" (Ref. IFPS Users Manual).

Direct filers take the full responsibility for compliance with all relevant IFPS procedures including complete addressing of their messages.

VFR and VFR/IFR (mixed) flight plans and associated messages shall be normally filed at the Central ARO Split in accordance with addressing principles set in AIP Croatia, ENR 1.11 Addressing of flight plan messages.

Central ARO Split contact is provided in AIP Croatia, part GEN 3.3.6 ATS units address list.

When the departure aerodrome is different from the place of filing a flight plan, a FPL for an IFR flight is forwarded to IFPS, while a FPL for a VFR flight is forwarded only to the Central ARO Split. Central ARO shall forward such FPL further to all required addresses.

At Central ARO Split it is possible to submit flight plans personally, by telephone, telefax, in electronic form (Homebriefing: https://ib.crocontrol.hr or e-mail) or AFTN.

ENR 1.10.2.3 Filing of flight plans with IFPS directly

Flight plans and flight plan associated messages filed directly with IFPS will be checked by IFPS as regards syntax, format and route structure.

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

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

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

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

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

The form has to be fully and legibly filled in.

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

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

The flight plan originator is responsible for:

a. Completeness and correctness of data;

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

c. Check of the flight feasibility;

d. Complete addressing;

e. The forwarding of messages.

Flight plan submission via Homebriefing

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

ENR 1.10.2.5 Submission of flight plans during flight (AFIL)

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

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

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

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

ENR 1.10.2.5.1 Submission of abbreviated flight plans during flight

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

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

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

ENR 1.10.2.6 VFR flight plan for alerting service only

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

ENR 1.10.2.7 Flight Plan Buffer Zones (FBZ)

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

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

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

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

ENR 1.10.3 CONTENTS AND FORM OF A FLIGHT PLAN

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

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

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

ENR 1.10.3.1.1 Aircraft Identification – Item 7

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

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

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

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

   b. The aircraft is not equipped with radio;

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

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

ENR 1.10.3.1.2 Flight Rules and Type of Flight – Item 8

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ENR 1.10.3.1.4 Equipment – Item 10

Capabilities comprise the following elements:

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

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

c. where applicable, authorization from the competent authority.

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

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

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

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

AND/OR

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

- **A**GBAS landing system
- **B**LPV (APV with SBAS)
- **C**LORAN C
- **D** DME
- **E1**FMC WPR ACARS
- **E2**D-FIS ACARS
- **E3**PDC ACARS
- **F**ADF
- **G**GNSS (see Note 1)
- **H**HF RTF
- **I** Inertial Navigation
- **J1**CPDLC ATNVDL Mode 2
- **J2**CPDLC FANS 1/A HFDL
- **J3**CPDLC FANS 1/A VDL Mode A
- **J4**CPDLC FANS 1/A VDL Mode 2
- **J5**CPDLC FANS 1/A SATCOM (INMARSAT)
- **J6**CPDLC FANS 1/A SATCOM (MTSAT)
- **J7**CPDLC FANS 1/A SATCOM (Iridium)
- **K** MLS
- **L** ILS
- **M1**ATC RTF SATCOM (INMARSAT)
- **M2**ATC RTF (MTSAT)
- **M3**ATC RTF (Iridium)
- **O** VOR
- **P1-P9**Reserved for RCP

- **R** PBN approved (see Note 2)
- **T** TACAN
- **U** UHF RTF
- **V** VHF RTF
- **W** RVSM approved
- **X** MNPS approved
- **Y** VHF with 8.33 kHz channel spacing capability
- **Z** Other equipment carried or other capabilities (see Note 3)

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

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

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

a. *insert EXM833 following COM/;*

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

c. *insert CPDLCX following DAT/.*

ENR 1.10.3.1.4.2 Surveillance equipment and capabilities - Item 10b

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

OR

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

SSR Modes A and C

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

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

SSR Mode S

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

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

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

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

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

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

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

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

ADS-B

B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability

B2 ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability

U1 ADS-B “out” capability using UAT

U2 ADS-B “out” and “in” capability using UAT

V1 ADS-B “out” capability using VDL Mode 4

V2 ADS-B “out” and “in” capability using VDL Mode 4

ADS-C

D1 ADS-C with FANS 1/A capabilities

G1 ADS-C with ATN capabilities

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

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

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

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

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

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

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

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

ENR 1.10.3.1.6 Route – Item 15

ENR 1.10.3.1.6.1 Cruising speed – Item 15a

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

Cruising speed may be indicated:

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

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

Changes of speed by 5% or more shall be indicated in the route.

Kilometres per hour shall not be used for general air traffic (GAT) route segments within Republic of Croatia.

ENR 1.10.3.1.6.2 Cruising level – Item 15b

The data concerning the cruising level requested shall be given without a space following the speed data. The first digits shall be completed by the figure "**0**", if necessary.

Level may be indicated in the following ways:

- **F** followed by three (3) figures – Indication of the flight level
- **A** followed by three (3) figures – Indication of the altitude in hundreds of feet.
- **VFR** - for uncontrolled VFR flights, except for VFR flights at night in controlled airspace, for flights subject to ATC, or for VFR flights intended to be performed at a definite level.

The indication of the requested cruising level in metres or in flight levels in accordance with the metric system is acceptable for routes outside Republic of Croatia as far as such data are prescribed.

These shall then be indicated as follows:

- **S** followed by a 4-figure group – Indication of the metric flight level in tens of metres
- **M** followed by a 4-figure group – Indication of the metric altitude in tens of metres.

Changes to the cruising level requested shall be indicated in the route.

ENR 1.10.3.1.6.3 Route – Item 15c

The data about the requested route shall be entered in Item 15 (Route) of the flight plan.

For IFR departures, only last point of a published SID shall be filled as a first point in Route.
For IFR arrivals, only first point of a published STAR shall be filled as a last point in Route.
For flights on ATS routes, the abbreviated designations (identifications) established for such routes shall be indicated.

In case a standard instrument arrival/departure route has not been established for an aerodrome, the identification group “DCT“ shall be entered as the first and/or last route element.

Where a flight intends to fly on a route, the route given in the flight plan shall indicate the point at which the flight intends to join that route and the point at which the flight intends to leave that route.

For flights outside the published ATS routes, the identification group “DCT“ (direct) shall be inserted between the specified points in order to indicate the direct route of flight between two points.

For flights outside designated ATS routes outside Republic of Croatia, points normally not more than 30 minutes flying time or 200 NM apart shall be inserted.

For IFR flights within the Republic of Croatia, the pilot shall consult the contents of the Integrated Aeronautical Information Package (IAIP) when planning routes. In addition, he may also refer to the contents of the Route Availability Documents (RAD).

For VFR flights entering Croatia, the point of crossing the international border, related to the nearest larger locality depicted on the Aeronautical Chart ICAO 1:500000 or to a navigation aid, shall be indicated in Item 18 by the identification group “**EET/**“.

When conducting VFR flights at night in controlled airspace the indicated route shall be the one closest to the published ATS routes.

For VFR flights on recommended VFR route within the Republic of Croatia the route given in the flight plan shall indicate the point at which the flight intends to join that VFR route and the point at which the flight intends to leave that route.

The route shall be described using the following elements:

a. ATS route (2 to 7 characters) - the coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route.

b. Significant point (2 to 11 characters) - the coded designator (2 to 5 characters) assigned to the point or, if no coded designator has been assigned, in the following way:

   - Degrees and minutes (11 characters): 4 figures describing latitude in degrees and tens and units of minutes followed by “N” (North) or “S” (South), followed by 5 figures describing longitude in

degrees and tens and units of minutes, followed by “E” (East) or “W” (West). The first digits of the figure groups shall be completed by the figure "**0**", if required.

- Bearing and distance from significant point: the identification of the significant point, followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. The first digits of the figure groups shall be completed by the figure "**0**", if required.

c. Change of speed or level (maximum 21 characters) - the point at which a change of speed (5% TAS or 0.01 Mach or more) and/or a change of level is planned to commence, even when only one of these values will be changed.

d. Change of flight rules (maximum 3 characters) - the point at which the change of flight rules is planned, followed by a space and one of the following:

- VFR if from IFR to VFR
- IFR if from VFR to IFR

For routes outside Republic of Croatia the cruise climb may be indicated by using a maximum of 28 successive characters as defined below:

- The letter "C" followed by an oblique stroke and the indication of the route point from where the cruise climb is intended. Separated by an oblique stroke, the speed during cruise climb will follow as well as either the two flight levels defining the airspace occupied during cruise climb, or the flight level at which the cruise climb is commenced, followed by the word "PLUS".

  Example:
  C/48N050W/M082F290F350 or
  C/48N050W/M082F290PLUS.

The reporting point, at which the change to operational from military air traffic is completed, shall be indicated by the identification group "**OAT**". The change to non-operational military air traffic shall be indicated by the identification group "**GAT**".

ENR 1.10.3.1.6.4 STAY Indicator

The STAY Indicator specifies the location and time of a special flight activity which only takes place enroute (e.g. training flight, photo flight operation, etc.). It shall only be used for individual flight plans if the entire flight is conducted completely within the IFPS zone.

The point of entry into the area where special activities are planned (STAY Area) shall be followed by the identification group “STAY1...n/“, the duration of the planned flight activity as well as the point of exit from the STAY Area.

Every STAY Indicator shall be numbered. If there is only one STAY Indicator in Item 15, the number shall always be „1“. If a flight plan contains several STAY Indicators, they shall be numbered.

As way of explanation regarding the type of intended flight, an identification group "STAYINFO1...n" shall be entered in Item 18 for every STAY Indicator. The STAYINFO identification group shall be numbered analogous to the STAY Indicator in Item 15.

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

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

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

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

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

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

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

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

The total estimated elapsed time signifies:

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

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

ENR 1.10.3.1.8 Other Information – Item 18

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

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

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

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

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

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

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

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

FFR: fire-fighting;

FLTCK: flight check for calibration of navaids;

HAZMAT: for a flight carrying hazardous material;

HEAD: a flight with Head of State status;

HOSP: for a medical flight declared by medical authorities;

HUM: for a flight operating on a humanitarian mission;

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

MEDEVAC: for a life critical medical emergency evacuation;

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

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

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

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

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

	RNAV SPECIFICATIONS
A1	RNAV 10 (RNP 10)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Examples:
EET/CAP0745 XYZ0830 EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

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

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

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

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

RVR/ The minimum RVR requirement of the flight.

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

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

Example: DLE/MDG0030

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

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

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

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

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

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

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

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

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

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

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

ENR 1.10.3.1.9 Supplementary Information – Item 19

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

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

- **D/** the number, capacity, type and colour of the dinghies carried, whereby:
  - *D* and *C* shall be crossed out if no dinghies are carried
  - *C* shall be crossed out if the dinghies are not covered
  - colour of dinghies if carried
- **A/** colour of the aircraft and significant markings
- **N/** any possible additional information regarding the survival equipment
- **C/** name of pilot-in-command

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

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

ENR 1.10.3.2 Contents of an Abbreviated Flight Plan

An abbreviated flight plan shall contain provisions specified below:

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

ENR 1.10.3.3 Special Status Flights

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

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

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

- **STS/SAR** flights engaged in Search and Rescue missions;
- **STS/HEAD** flights with Heads of States;
- **STS/ATFMX** flight approved for exemption from ATFM measures by the appropriate ATS authority;
- **STS/MEDEVAC** life critical medical emergency evacuation;
- **STS/FFR** fire fighting.

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

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

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

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

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

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

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

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

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

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

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

ENR 1.10.5 SERA.4020 CLOSING A FLIGHT PLAN

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

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

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

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

d. When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken: immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.

e. Arrival reports made by aircraft shall contain the following elements of information:

1. aircraft identification;
2. departure aerodrome or operating site;
3. destination aerodrome or operating site (only in the case of a diversionary landing);
4. arrival aerodrome or operating site;
5. time of arrival.

Remark:
The arrival report can be entered into the Internet Briefing system by the pilot (provided that a flight plan had been filed via Internet Briefing), otherwise the arrival report shall in any case be made via telephone at Central ARO Split - in order to avoid that alerting service will be initiated for overdue aircraft.
Whenever an arrival report is required, failure to comply with the provisions of SERA.4020 may cause serious disruption in the air traffic services and incur great expenses in carrying out unnecessary search and rescue operations.

ENR 1.10.6 FLIGHT PLANNING PROCEDURES WITHIN SECSI FRA

ENR 1.10.6.1 Flight procedures

ENR 1.10.6.1.1 General

All trafic shall comply with:

- the aircraft aquipment requirements of the respective state
- General Rules of the respective state
- current RAD.

For exemptions for State aircraft see the corresponding AIP-s.

The ATS route network within Zagreb FIR/UIR, as published in AIP Croatia sections ENR 3.1, ENR 3.2 and ENR 3.3 is withdrawn above FL 205 within all airspace portions forming SECSI FRA.

Within SECSI FRA relevant significant points are considered as FRA Horizontal Entry (E), FRA Horizontal Exit (X), FRA Intermediate (I), FRA Arrival Connecting (A) and FRA Departure Connecting (D) Points, as described in ENR 4.1 and ENR 4.4 subsections.

The Flight Level Orientation Scheme (FLOS) applicable within SECSI FRA corresponds to the semi-circular rules according to ICAO Annex 2 (Appendix 3a) or Appendix 3 to Standardised European Rules of the Air (SERA) Table of cruising levels and ENR 1.7. Exceptions to this rule are published in ENR 4.1 and ENR 4.4 column “Remarks”.

ENR 1.10.6.1.2 Eligible flights for SECSI FRA

Eligible flights are all flights that are intending to operate within the vertical and horizontal limits of SECSI FRA as specified in ENR 2.1 and/or ENR 2.2 and ENR 6 of the corresponding AIP-s, regardless of the phase of flight (overflights, arriving or departing from local aerodromes or from aerodromes situated in close proximity of SECSI FRA).

ENR 1.10.6.2 Airspace restrictions and airspace reservations

ENR 1.10.6.2.1 Circumnavigating areas of airspace restrictions and airspace reservations

Flights may be planned through active published Military Areas according to the information published by relevant AUP/UUP.

Airspace users shall plan their trajectory around airspaces that are not available for civil operations as published/managed by NOTAM/AUP/UUP by using FRA relevant points published in ENR 4.1 and ENR 4.4.

ENR 1.10.6.2.2 Promulgation of route extension

In cases, where crossing of active reserved (restricted) areas is not possible, one of the following procedures applies:

a. A flight will be instructed tactically by ATC to proceed via FRA Intermediate Points (I) published in ENR 4.1 and ENR 4.4.

b. Tactical radar vectoring by ATC.

The average extension to be considered by airspace users is approximately 15 NM.

ENR 1.10.6.3 Flight planning within SECSI FRA area

ENR 1.10.6.3.1 General

Within SECSI FRA, airspace users are allowed to plan user preferred trajectories using significant points or radio navigation aids (see ENR 4.1 and ENR 4.4), as well as geographical coordinates under special conditions and rules laid down in AIP and RAD.

Eligible flights shall flight plan via FRA relevant points according to the table below.

From	To	Remark
FRA Horizontal Entry Point (E)	FRA Horizontal Exit Point (X) FRA Arrival Connecting Point (A) FRA Intermediate Point (I)	Flight plan direct or via one or several intermediate points
FRA Horizontal Departure Connecting Point (D)	FRA Horizontal Exit Point (X) FRA Arrival Connecting Point (A) FRA Intermediate Point (I)	
FRA Intermediate Point (I)	FRA Horizontal Exit Point (X) FRA Arrival Connecting Point (A) FRA Intermediate Point (I)	

In SECSI FRA there is no limitation on the number of FRA Intermediate Points (I) and DCT-s used in Field 15 of FPL.

Within SECSI FRA there is no limitation on the maximum DCT distance.

In case published FRA Intermediate Points (I) or DCT segments are compulsory due ATS operational reasons, specific rules for the correct usage are described in the respective RAD. This is valid for departing, arriving and overflying traffic.

Flights shall not be planned closer than 3 NM to the published SECSI FRA border.

To manage the operationally sensitive areas, No Planning Zones (NPZ-s) are published. An NPZ is a defined airspace volume within which the planning of FRA DCT trajectories is either not allowed or allowed only for exceptions as described.
Airspace users can avoid these areas by planning via appropriate SECSI FRA Intermediate Points (I) around the NPZ or according to described conditions. Planning a DCT through the published NPZ will cause a reject message (REJ) by IFPS except where the set conditions are met. For complete NPZ source information see RAD.

For Y/Z flights, changes of flight rules (IFR joining or cancelling) shall be indicated, by reference, to any FRA relevant point, as published in ENR 4.1 and ENR 4.4 respectively.

Airspace users may use any significant FRA point published in ENR 4.1 and ENR 4.4, or unpublished point defined by geographical coordinates as described in item 1.10.6.3.4, for indicating changes of level and speed.

Usage of bearing and distance from a significant point or radio navigation aid as FRA Intermediate Point (I) is not allowed in SECSI FRA.

Route portions between unpublished points defined by geographical coordinates, as well as to/from significant points or radio navigation aids shall be indicated by means of “DCT” in accordance with ICAO Doc 4444 Appendix 2 “Flight Plan, Item 15”.

ENR 1.10.6.3.2 Cross border application

Inside SECSI FRA, the crossing of FIR borders as well as the crossing of the Area of Responsibility (AoR) boundary between the involved ATS units is basically allowed without the usage of FRA Intermediate Points (I) published along the boundaries, except otherwise specified in RAD. Except for DCT segments published in RAD Appendix 4, ATS Routes and SID-s/STAR-s:

- entry to and exit from SECSI FRA shall be planned using the published FRA Horizontal Entry (E) and FRA Horizontal Exit (X) Points only;
- the planning of DCT segments that are partially outside the lateral limits of SECSI FRA (re-entry segments) is only allowed by using FRA Horizontal Entry (E) and FRA Horizontal Exit (X) Points.

DFS (Deutsche Flugsicherung GmbH) FRA Cell EDUU East - SECSI FRA

- Cross-border FRA operations are allowed above FL315 during the period 2230 – 0500 (2130 – 0400).
- During cross-border FRA operations all boundary FRA intermediate points are not mandatory for flight planning.
- During cross-border FRA operations the use of unpublished points, defined by geographical coordinates or by bearing and distance within SECSI FRA is not allowed.

FRAIT (Free Route Airspace Italy)- SECSI FRA

- Cross-border FRA operations between FRAIT and SECSI FRA are allowed (FRAIT lower limit is FL195)
- FRA Boundary intermediate points are not mandatory for flight planning

ENR 1.10.6.3.3 Determination of Lowest Available Level (LAL) within SECSI FRA

For determination of lowest available level within those parts of the SECSI FRA where Free Route operations are eligible from ground to FL 660 (i.e. AoRs of ACC/APP Ljubljana and ACC/APP Wien and the local APP units of LOWL, LOWS, LOWI, LOWK and LOWG), see AIP Austria and AIP Slovenia, ENR 6.8. The published values correspond to the lowest available level within controlled airspace ensuring obstacle clearance.
Flight plan filing, according to SECSI FRA flight planning rules below these minima will cause a reject message by IFPS.

ENR 1.10.6.3.4 Use of geographical coordinates in Field 15

Unpublished points defined by geographical coordinates shall in general only be inserted along the direct trajectory between two FRA relevant points (E/X/I/A/D) to indicate changes of level and speed.

ENR 1.10.6.3.5 Overflying traffic

Overflying traffic are all flights whose aerodromes of departure and destination are located outside SECSI FRA. Overflying traffic may be planned directly from any FRA Horizontal Entry Point (E) to any FRA Horizontal Exit Point (X) and via published and unpublished FRA Intermediate Points (I) as specified in the AIP-s of the States involved in SECSI FRA and RAD.

ENR 1.10.6.3.6 Access to FRA for departing traffic

Departing traffic are flights whose departure aerodrome is located inside the lateral limits of SECSI FRA.

Depending on the aerodrome, there are different requirements on flight planning for departing traffic. FRA flight plan filing shall be started from:

- a FRA Departure Connecting Point (D) or;
- a specific FRA Intermediate Point (I) linked to an aerodrome according to RAD or;

- if no SID is available or there is no requirement for a connecting point, any FRA relevant point within a required distance from the aerodrome, according to RAD, can be used.

ENR 1.10.6.3.7 Access to FRA for arriving traffic

Arriving traffic are flights whose aerodrome of destination is located inside the lateral limits of SECSI FRA.

Depending on the aerodrome, there are different requirements on flight planning for arriving traffic. FRA flight plan filing shall be finished:

- at a FRA Arrival Connecting Point (A) or;
- at a specific FRA Intermediate Point (I) linked to an aerodrome according to RAD or;
- if no STAR is available or there is no requirement for a connecting point, at any FRA relevant Point within a required distance from the aerodrome, according to RAD, can be used.

ENROUTE CHART - ICAO
CROATIA
FIR ZAGREB
UPPER AIRSPACE

FL 660
FL 285

above FL 205 SECSI FRA
(Ref. ENR 6.11-1 SECSI FRA-Index chart)

Airspace Classification C

Effective date: 07 AUG 2025

013° 00' 014° 00' 015° 00' 016° 00' 017° 00' 018° 00' 019° 00'

46° 00' 45° 00' 44° 00' 43° 00' 42° 00'

SLOVENIA
HUNGARY
SERBIA
BOSNIA AND HERZEGOVINA
MONTENEGRO
ITALY

WIEN FIR
MILANO FIR
LJUBLJANA FIR
BUDAPEST FIR
BEOGRAD FIR
ZAGREB FIR
SARAJEVO FIR
BRINDISI FIR

ACC WIEN
ACC LJUBLJANA
ACC ZAGREB
BHACC ATCU I Sarajevo
ACC BRINDISI

PODET
46 10 17N
015 37 36E

MAGAM
45 58 22N
015 42 11E

ROLBA
45 50 25N
015 39 18E

GIRDA
45 28 32N
014 08 02E

GEMKA
45 28 13N
014 12 15E

ALIVO
45 31 24N
014 44 21E

DARZA
45 29 42N
015 00 26E

SABAD
45 27 57N
014 52 03E

ZAGREB
VOR/DME 113.70
CH 84X
ZAG
45 53 44N
016 18 24E
420ft

ZAGREB/
Franjo Tudjman

LUKAVEC
DME
CH 35Y
LUK
45 41 26N
015 59 33E
471ft

JAPETIC
DME
CH 123Y
JAP
45 44 40N
015 36 29E
2927ft

PISAROVINA
NDB 424
PIS
45 36 18N
015 50 38E

PETROVA GORA
DME
CH 17Y
PTG
45 18 46N
015 48 20E
1865ft

BARNA
VOR/DME 117.40
CH 121X
VBA
45 44 52N
017 08 48E
576ft

OSIJEK
DME
CH 29Y
KLS
45 27 58N
018 47 32E
314ft

OSIJEK/Klisa

CEPIN
L 372
CE
45 31 42N
018 33 36E

RIJEKA
VOR/DME 117.80
CH 125X
RJK
45 13 27N
014 34 01E
362ft

RIJEKA/ Krk I.

TOUNJ
NDB 316
TNJ
45 14 53N
015 21 01E

PULA / Pula

PULA
VOR/DME 111.25
CH 49Y
PUL
44 53 33N
013 55 05E
215ft

CRES
NDB 433
CRE
44 54 10N
014 25 00E

LOSINJ/Losinj I.

LOSINJ
VOR/DME 117.35
CH 120Y
NTL
44 33 59N
014 23 28E
190ft

LOSINJ
DME
CH 21Y
LSJ
44 30 57N
014 29 28E
722ft

LOSINJ
NDB 429
LOS
44 31 38N
014 28 22E

ZADAR/
Zemunik

ZADAR
VOR/DME 108.60
CH 23 X
ZDA
44 05 43N
015 21 51E
279ft

SALI
NDB 421
SAL
43 56 16N
015 10 05E

SPLIT
DME
CH 42X
IST
43 31 58N
016 17 21E
133ft

SPLIT/
Saint Jerome

SPLIT
VOR/DME 115.70
CH 104 X
SPL
43 29 48N
016 18 17E
734ft

BRAC/Brac I.

BRAC
DME
CH 101Y
BRC
43 16 57N
016 37 21E
2564ft

DUBROVNIK
Ruđer Boskovic

DUBROVNIK
VOR/DME 115.40
CH 101 X
DBK
42 34 04N
018 15 22E
556 ft

LDTR8 LDTS8 FL 330 GND

LDTR24B FL 330 FL 120
LDTR24C FL 660 FL 330

LDTR25B FL 330 FL 120
LDTR25C FL 660 FL 330

LDTR26B FL 330 FL 120
LDTR26C FL 660 FL 330

LDTR27B FL 330 FL 120
LDTR27C FL 660 FL 330

LDTR5 LDTS5 32800ft MSL GND

LDTR12 LDTS12 65650ft MSL GND

LDTR28B FL 330 FL 120
LDTR28C FL 660 FL 330

LDTR29B FL 330 FL 120
LDTR29C FL 660 FL 330

LDTR31 LDTS31 FL 660 GND

LI/LD D35/C - CRIT FL 600 FL 280

LDTR19B LDTS19B FL 330 FL 120

LDTR22 LDTS22 36100ft MSL GND

LDD23B FL 330 FL 120
LDD23C FL 660 FL 330

4°30' E

4°00' E

LEGEND

- Airport — SPLIT/ Saint Jerome
- Joint civil and military airport — ZADAR/ Zemunik
- Flight Information Region (FIR)
- ATS provision boundary
- Boundaries (international)
- Reporting point
  - On request — △ GIRDA 45 28 32N 014 08 02E
- Prohibited, Restricted and Danger area
- Danger area over high seas
  - Active only as notified by NOTAM
  - Identification of area: Nationality letter, D=Danger; Upper limit / Lower limit
  - Example: LI/LD D35/C - CRIT, FL 660 / FL 280
- Temporary reserved and segregated area
  - From GND to 1000FT active only as notified by NOTAM.
  - Identification of area: Nationality letter, TR=Temporary reserved, TS=Temporary segregated
  - Example: LDTR22 LDTS22 36100ft MSL GND
- VOR — Compass rose oriented on the chart to Magnetic North
- Non-directional radio beacon (NDB)
- Collocated VOR and DME radio navigation aids (VOR/DME); DME
- Isogonic line — 4°30' E (2019)

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

① Temporary border of the territorial sea according to the 2002 Protocol.

BEARINGS AND TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FT
DISTANCES IN NM

SCALE 1 : 1 350 000

10 5 0 10 30 50 km
10 5 0 10 20NM

CHANGE: VRS NDB deleted; Editorial.

TM PROJECTION

AD 2 AERODROMES

LDDU AD 2

LDDU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LDDU - AIRPORT DUBROVNIK / Rudjer Boskovic

LDDU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and its site	423340.87N 0181605.68E 298° GEO/1300 M from THR 29
2	Direction and distance from (city)	125°, 13 KM from Dubrovnik
3	Elevation/Reference temperature	527 FT / 29.9°C (AUG)
4	Geoid undulation at AD ELEV PSN	132 FT
5	MAG VAR (date of information)/Annual change	4° E (2019) / 0.13° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, e-mail, web site	Post: ZRAČNA LUKA DUBROVNIK d.o.o. Dubrovnik Airport Ltd. 20213 Čilipi - Konavle Croatia Phone: (+385 20) 773300 Fax: (+385 20) 773326 AFS: LDDUYDYX SITA: DBVAPXH Email: stationmngr@airport-dubrovnik.hr web site: http://www.airport-dubrovnik.hr/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LDDU AD 2.3 OPERATIONAL HOURS

1	AD Operator	0500-2100 (0400-2100)
2	Customs and immigration	H24
3	Health and sanitation	As AD HR SER
4	AIS Briefing Office	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
5	ATS Reporting Office (ARO)	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	As AD HR SER
10	Security	H24
11	De-icing	As AD HR SER
12	Remarks	All flights with a schedule approved outside of AD HR SER in process of facilitation and coordination activities according to Council Regulation (EEC) 95/93 and IATA Calendar of Coordination Activities do not require AD Operator approval. Outside AD HR SER, upon AD Operator approval only, request sent via SITA DBVAPXH till 1900 (1800).

LDDU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	11 self propelled conveyor belts 27 towing tractors 12 pallet dollies 50 container dollies 120 luggage dollies 1 forklift 7 tonnes 1 forklift 2.5 tonnes 3 cargo loaders 7 tonnes 1 cargo loader 3.5 tonnes
2	Fuel and oil types	A1, AVGAS 100LL / Oil - NIL
3	Fuelling facilities and capacity	2 Fuel Trucks 60 000 L (A1) 1 Fuel Truck 42 000 L (A1) 1 Fuel Truck 30 000 L (A1) 1 Fuel Truck 20 000 L (A1) 1 Fuel Truck 7 000 L (AVGAS 100LL)
4	De-icing facilities	1 aircraft de-icing vehicle, maximum working height 11 M De/anti-icing fluid: TYPE I
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Dubrovnik Airport Operations AVBL during AD operational hours on FREQ 131.750 MHZ.

Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV / HGT**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDDU2021_3_0721_3763	SIGN	423323.47N 0181646.50E	487 FT / NIL	No No	NIL
LDDU2021_3_0721_3764	SIGN	423318.94N 0181652.41E	481 FT / NIL	No No	NIL
LDDU2021_3_0721_3765	SIGN	423316.67N 0181647.39E	482 FT / NIL	No No	NIL
LDDU2021_3_0721_3766	POLE	423348.59N 0181522.76E	545 FT / NIL	No No	NIL
LDDU2021_3_0721_3767	POLE	423348.76N 0181522.62E	550 FT / NIL	No No	NIL

LDDU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	DUBROVNIK
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	URL: https://ib.crocontrol.hr or by TEL: +385 1 6259 224, +385 1 7819 201
6	Flight documentation Language(s) used	• URL: https://ib.crocontrol.hr or if URL unavailable by TEL: +385 20 447 766, +385 20 737 704 • 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	Dubrovnik TWR, Dubrovnik APP
10	Additional information (limitation of service, etc.)	NIL

LDDU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
11	118.21°	3230 X 45	86/F/A/W/T ASPH	423409.21N 0181454.24E 423320.95N 0181655.89E 132.1 FT	THR 519.5 FT TDZ 527.4 FT
29	298.23°			423320.95N 0181655.89E 423410.45N 0181451.11E 132.12 FT	THR 485 FT NIL

RWY Designations	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)
1	7	8	9	10	11
11	Slope of RWY 11: 0.5% (0 M - 510 M) 0% (510 M - 1840 M) -1.1% (1840 M - 2860 M) -0.2% (2860 M - 3230 M)	NIL	NIL	3350 X 280	Undershoot RESA: Length:171 M Width:90 M Overrun RESA: Length: 240 M Width: 90 M
29	Slope of RWY 29: 0.2% (0 M - 370 M) 1.1% (370 M - 1390 M) 0% (1390 M - 2720 M) -0.5% (2720 M - 3230 M)	NIL	NIL		Undershoot RESA: Length: 240 M Width: 90 M Overrun RESA: Length: 90 M Width: 90 M

RWY Designations	Location and description of arresting system	OFZ	Remarks
1	12	13	14
11	NIL	NIL	NIL
29	NIL	NIL	NIL

LDLO AD 2

LDLO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LDLO - AERODROME LOŠINJ/Lošinj I.

LDLO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and its site	443357.26N 0142335.48E 021°/294 M from THR 02
2	Direction and distance from (city)	307°, 3.2 NM from Mali Losinj
3	Elevation/Reference temperature	154 FT / 30°C (AUG)
4	Geoid undulation at AD ELEV PSN	140 FT
5	MAG VAR (date of information)/Annual change	4°E (2019) / 0.15° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, e-mail, web site	Post: Zracno pristaniste Mali Losinj d.o.o. Privlaka 19 51550 Mali Losinj Phone: (+385 51) 231666 Fax: (+385 51) 235148 Email: info@airportmalilosinj.hr
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LDLO AD 2.3 OPERATIONAL HOURS

1	AD Operator	Upon NOTAM
2	Customs and immigration	As AD HR SER
3	Health and sanitation	As AD HR SER
4	AIS Briefing Office	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
5	ATS Reporting Office (ARO)	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
6	MET Briefing Office	As ATS or upon NOTAM or AIP SUP
7	ATS	Upon NOTAM or AIP SUP
8	Fuelling	As AD HR SER
9	Handling	As AD HR SER
10	Security	Police H24
11	De-icing	NIL
12	Remarks	REF AD 2.22 Outside AD HR SER, on REQ and upon AD operator approval 24 HR before flight. REQ should be sent by Email: info@airportmalilosinj.hr, Phone: +385 51 231 666, Fax: +385 51 235 148

LDLO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Generator with 28V and 115V 1 towing truck 3 luggage dollies
2	Fuel and oil types	A1, AVGAS 100LL / Oil - NIL
3	Fuelling facilities and capacity	1 Fuel Truck AVGAS 5000 L 1 Fuel Truck Jet A1 18.000 L 2 Fuel pump, hose length 25 M
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Available for minor repairs
7	Remarks	NIL

LDLO AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city

2	Restaurants	In the city
3	Transportation possibilities	Airport shuttle van MAX 8 PAX
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	In the city
6	Tourist Office	In the city
7	Remarks	NIL

LDLO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 2
2	Rescue equipment	1 fire fighting vehicle Mercedes 1124 AF 3 500 L water, 300 L foam, 80 KG powder 1 Commanding vehicle Ford Ranger
3	Capability for removal of disabled aircraft	On request in cooperation with external companies Phone: +385 51 231 666 Fax: +385 51 235 148 Email: info@airportmalilosinj.hr
	Remarks	NIL

LDLO 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	Global reporting format – GRF in use

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

1	Apron surface and strength	**SURFACE**		**STRENGTH**	
		ASPH		PCN 39/F/A/Y/T	
2	Designation, width, surface and strength of taxiways	**DESIGNATION**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		TWY A	15	ASPH	PCN 39/F/A/Y/T
		TWY B	15	ASPH	PCN 39/F/A/Y/T
3	ACL location and elevation	Location: At Apron Elevation: 166 FT			
4	Location of VOR checkpoints	NIL			
5	Position of INS checkpoints	See LDLO AD 2.24.2 APDC -1			

6	Remarks	NIL

LDLO 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	aircraft stand markings, Marshaller
2	RWY and TWY markings and LGT	RWY-02/20: THR, Centre line TWY A centre lines, taxi-holding positions TWY B centre lines, taxi-holding positions
3	Stop bars	NIL
4	Remarks	NIL

LDLO AD 2.10 AERODROME OBSTACLES

Obstacles in Area 2:
NIL
Detailed description of obstacles that penetrate the obstacle limitation surfaces currently not available.
Detailed description of obstacles that penetrate the take-off flight path area obstacle identification surface currently not available.

Obstacles assessed as being hazardous to air navigation					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDLO_02_CI_1	Tree	443416.87N 0142338.82E	184 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_2	Tree	443416.89N 0142339.98E	185 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_3	Tree	443417.70N 0142338.79E	179 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_4	Tree	443415.19N 0142348.02E	167 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_5	Tree	443414.59N 0142350.51E	170 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_6	Tree	443416.93N 0142342.30E	169 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_7	Tree	443417.72N 0142339.95E	185 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_8	Tree	443417.00N 0142343.20E	168 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_9	Tree	443414.62N 0142351.67E	169 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_10	Tree	443416.95N 0142343.46E	169 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_11	Tree	443415.40N 0142349.32E	169 FT/NIL	NIL	Close-in obstacle

Obstacles assessed as being hazardous to air navigation					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDLO_02_CI_12	Tree	443417.74N 0142341.11E	176 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_13	Tree	443415.42N 0142350.48E	169 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_14	Tree	443418.55N 0142339.92E	179 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_15	Tree	443418.57N 0142341.08E	182 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_16	Tree	443425.56N 0142337.79E	197 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_17	Tree	443425.64N 0142342.43E	195 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_18	Tree	443432.27N 0142342.19E	214 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_19	Tree	443432.36N 0142346.83E	217 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_20	Tree	443432.45N 0142351.47E	217 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_21	Tree	443435.59N 0142342.07E	243 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_22	Tree	443435.68N 0142346.71E	244 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_23	Tree	443435.76N 0142351.35E	248 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_24	Tree	443438.91N 0142341.95E	267 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_25	Tree	443435.85N 0142355.99E	236 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_26	Tree	443438.99N 0142346.59E	252 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_27	Tree	443435.93N 0142400.62E	234 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_28	Tree	443439.08N 0142351.23E	259 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_29	Tree	443442.22N 0142341.83E	267 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_30	Tree	443439.16N 0142355.87E	264 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_31	Tree	443442.31N 0142346.47E	265 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_32	Tree	443442.39N 0142351.11E	278 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_33	Tree	443445.54N 0142341.71E	267 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_34	Tree	443442.48N 0142355.75E	274 FT/NIL	NIL	Close-in obstacle
LDLO_02_CI_35	Tree	443445.71N 0142350.99E	271 FT/NIL	NIL	Close-in obstacle

Obstacles assessed as being hazardous to air navigation					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDLO_02_CI_36	Tree	443445.79N 0142355.63E	276 FT/NIL	NIL	Close-in obstacle

Area 2 data set for the aerodrome currently not available.

Obstacles in Area 3:
NIL

LDLO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	LOŠINJ
2	Hours of service MET Office outside hours	During ATS operating hours PULA
3	Office responsible for TAF preparation Periods of validity	MWO ZAGREB TAF (24HR) - covering ATS operating hours
4	Trend Forecast Interval of issuance	NIL
5	Briefing/consultation provided	URL: https://ib.crocontrol.hr or by TEL: +385 52 372 521, +385 52 552 506
6	Flight documentation Language(s) used	• URL: https://ib.crocontrol.hr or if URL unavailable by TEL: +385 52 372 520, +385 52 552 505 • Croatian, English
7	Charts and other information available for briefing or consultation	• ICE, TURB and CB forecasts • Lightning data • Satellite images • Radar images
8	Supplementary equipment available for providing information	URL: https://met.crocontrol.hr
9	ATS units provided with information	Lošinj TWR, Pula APP
10	Additional information (limitation of service, etc.)	NIL

LDOS AD 2

LDOS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LDOS - AIRPORT OSIJEK / Klisa

LDOS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

LDOS AD 2.3 OPERATIONAL HOURS

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

LDOS AD 2.4 HANDLING SERVICES AND FACILITIES

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

LDOS AD 2.10 AERODROME OBSTACLES

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

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

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

Obstacles in Area 3:
NIL

LDOS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	OSIJEK
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MWO ZAGREB TAF (24HR)
4	Trend Forecast Interval of issuance	NIL
5	Briefing/consultation provided	URL: https://ib.crocontrol.hr or by TEL: +385 1 6259 240, +385 1 7819 205
6	Flight documentation Language(s) used	• URL: https://ib.crocontrol.hr or if URL unavailable by TEL: +385 31 226 803, +385 31 736 800 • 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	Osijek TWR, Osijek APP
10	Additional information (limitation of service, etc.)	NIL

LDOS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

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

LDOS AD 2.13 DECLARED DISTANCES

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

LDPL AD 2

LDPL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LDPL - AIRPORT PULA / Pula

LDPL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and its site	445336.72N 0135519.89E 088°/1476 M from THR 09
2	Direction and distance from (city)	067°, 6 KM from the centre of Pula
3	Elevation/Reference temperature	275 FT / 30.6°C (JUL)
4	Geoid undulation at AD ELEV PSN	142 FT
5	MAG VAR (date of information)/Annual change	4°E (2019) / 0.15° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, e-mail, web site	Post: PULA AIRPORT Ltd. Valtursko polje 210, P.O.Box 89 52204 Ližnjan Phone: (+385 52) 530100 Fax: (+385 52) 550915 SITA: PUYAPXH Email: uprava@airport-pula.hr web site: http://www.airport-pula.hr
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LDPL AD 2.3 OPERATIONAL HOURS

1	AD Operator	Upon NOTAM during Winter season. 0400 - 2000 UTC during Summer season.
2	Customs and immigration	As AD HR SER
3	Health and sanitation	As AD HR SER
4	AIS Briefing Office	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
5	ATS Reporting Office (ARO)	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	As AD HR SER
9	Handling	As AD HR SER
10	Security	H24
11	De-icing	As AD HR SER
12	Remarks	All flights with a schedule approved outside AD HR SER in process of facilitation and coordination activities according to Council Regulation (EEC) 95/93 and IATA Calendar of Coordination Activities do not require AD Operator approval. Outside AD HR SER, upon AD Operator approval only, PPR sent via SITA PUYAPXH or via e-mail:operations@airport-pula.hr 24 HR before planned flight operations.

LDPL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	6 self-propelled conveyor belts 1 towing tractor 28 container dollies 69 luggage dollies 1 fork lift 2 tonnes/ 3.2 M 2 cargo loader 7.5 tonnes/ 5.6 M
2	Fuel and oil types	JET A1, AVGAS 100LL / Oil - NIL
3	Fuelling facilities and capacity	1 Fuel Truck 63 000 L (A1) 1 Fuel Truck 40 000 L (A1) 1 Fuel Truck 18 000 L (A1) 1 Fuel Truck 4 000 L (AVGAS 100LL)
4	De-icing facilities	1 de-icing vehicle, maximum working height 14 M, de/anti-icing fluid: TYPE IV
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

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	URL: https://ib.crocontrol.hr or by TEL: +385 52 372 521, +385 52 552 506
6	Flight documentation Language(s) used	• URL: https://ib.crocontrol.hr or if URL unavailable by TEL: +385 52 372 520, +385 52 552 505 • 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

LDRI AD 2

LDRI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LDRI - AIRPORT RIJEKA / Krk I.

LDRI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and its site	451300.80N 0143412.96E 143°/1250 M from THR 14
2	Direction and distance from (city)	139°, 27 KM from Rijeka (railway station)
3	Elevation/Reference temperature	278 FT / 29.9°C (JUL)
4	Geoid undulation at AD ELEV PSN	145 FT
5	MAG VAR (date of information)/Annual change	4°E (2019) / 0.15° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, E-mail, web site	Post: Zracna luka Rijeka 51513 Omisalj Phone: (+385 99) 525 8911 (+385 99) 525 8910 (+385 99) 267 5581 Fax: (+385 51) 841 236 SITA: RJKAPXH Email: operations@rijeka-airport.hr web site: http://www.rijeka-airport.hr/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LDRI AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	As AD HR SER
4	AIS Briefing Office	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
5	ATS Reporting Office (ARO)	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
6	MET Briefing Office	H24
7	ATS	H24*

8	Fuelling	H24
9	Handling	As AD HR SER
10	Security	H24
11	De-icing	Not AVBL
12	Remarks	AD HR SER for Helicopter Emergency Medical SER - see AD 2.3 - 1. All schedule operations requirement for timetable approval or change send to via Email: coo@rijeka-airport.hr. For all unschedule flights PPR is mandatory MIN 3 HR in advance via Email: operations@rijeka-airport.hr (or via Phone: +385 99 525 8910), otherwise ADDN handling fees apply. *If ATS is not available, only HEMS operations allowed. REF AD 2.17 REF AD 2.22

LDRI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Cargo loader - capacity 7000 KG, MAX height 5.45 M. 2xCargo loader - capacity 3500 KG, MAX height 3.50 M. Pallet dollies - 6 pieces, Container dollies - 20 pieces, Luggage dollies - 35 pieces.
2	Fuel and oil types	A1, AVGAS 100LL / Oil - NIL
3	Fuelling facilities and capacity	1 Fuel Truck 18000 L (A1) 1 Fuel Truck 15000 L (A1) 10000 L (AVGAS 100LL)
4	De-icing facilities	Not AVBL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LDRI AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in Rijeka, hotels on Krk Island
2	Restaurants	In the city and on Krk Island
3	Transportation possibilities	Bus, taxi, rent a car
4	Medical facilities	First aid at AD, hospital in the city.
5	Bank and Post Office	In the city, on Krk Island, Omisalj
6	Tourist Office	At AD, in the city, on Krk Island, Omisalj
7	Remarks	NIL

LDRI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	RIJEKA
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	NIL
5	Briefing/consultation provided	URL: https://ib.crocontrol.hr or by TEL: +385 52 372 521, +385 52 552 506
6	Flight documentation Language(s) used	• URL: https://ib.crocontrol.hr or if URL unavailable by TEL: +385 51 654 841, +385 51 734 803 • 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	Rijeka TWR, Pula APP
10	Additional information (limitation of service, etc.)	NIL

LDRI 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
14	143.68°	2500 x 45	120 M, CONC, PCN 45/R/A/X/T 2260 M, ASPH, PCN 76/F/B/W/T 120 M, CONC, PCN 45/R/A/X/T	451332.36N 0143341.16E NIL 145 FT	THR 264 FT TDZ 271 FT
32	323.69°			451227.41N 0143448.70E NIL 145 FT	THR 246 FT NIL

RWY Designations	Slope of RWY - SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)
1	7	8	9	10	11
14	Slope of RWY 14: first quarter: +0.3 % second quarter: +0.3 % third quarter: -0.5 % fourth quarter: -1.1 %	NIL	NIL	2620 x 150	Length: 64 M Width: 90 M
32	Slope of RWY 32: first quarter: +1.1 % second quarter: +0.5 % third quarter: -0.3 % fourth quarter: -0.3 %	NIL	NIL		Length: 32 M Width: 90 M

RWY Designations	Location and description of arresting system	OFZ	Remarks
1	12	13	14
14	NIL	NIL	NIL
32	NIL	NIL	NIL

LDRI AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2500	2500	2500	2500	NIL
	1790	1790	1790	NIL	Intersection TWY A
	1170	1170	1170	NIL	Intersection TWY B
32	2500	2500	2500	2500	NIL
	770	770	770	NIL	Intersection TWY A
	1390	1390	1390	NIL	Intersection TWY B

LDRI 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
14	SALS 420 M LIH	G	PAPI (53 FT) LEFT/3°	NIL	2500 M 15 M W VRB LIH	2500 M 60 M YCZ 600 M VRB W LIH	R	NIL	LED lights: APCH, THR and RCL

LDSB AD 2

LDSB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LDSB - AERODROME BRAČ / Brač I.

LDSB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and its site	431708.59N 0164046.99E
2	Direction and distance from (city)	225° GEO, 5 KM from Bol
3	Elevation/Reference temperature	1781 FT / 30.2°C (AUG)
4	Geoid undulation at AD ELEV PSN	139 FT
5	MAG VAR (date of information)/Annual change	4°E (2019) / 0.13° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, e-mail, web site	Post: Aerodrom Brac d.o.o. P.O. BOX 33 21400 Supetar Phone: +385 21 559 701 (Airport Administration) +385 21 559 711 (Airport Operations) Fax: +385 21 559 709 (Airport Administration) SITA: BWKAPXH Email: airport-brac@airport-brac.hr groundoperations@airport-brac.hr web site: http://www.airport-brac.hr/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LDSB AD 2.3 OPERATIONAL HOURS

1	AD Operator	0700 - 1300 during Winter season. Upon NOTAM or AIP SUP during Summer season. See also Remarks.**
2	Customs and immigration	AS AD HR SER
3	Health and sanitation	AS AD HR SER
4	AIS Briefing Office	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
5	ATS Reporting Office (ARO)	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
6	MET Briefing Office	As ATS or upon NOTAM or AIP SUP
7	ATS	Upon NOTAM or AIP SUP*
8	Fuelling	AS AD HR SER
9	Handling	AS AD HR SER
10	Security	Police H24
11	De-icing	NIL
12	Remarks	*REF AD 2.22 **For ACFT above 20000 KG MTOM 48HR PPR during AD HR SER when aerodrome is uncontrolled. Outside AD HR SER, for ACFT up to 20000 KG MTOM 24HR PPR, for ACFT above 20000 KG MTOM 48HR PPR during AD HR SER via Email: ppr@airport-brac.hr

LDSB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel and oil types	A1, AVGAS 100LL / Oil - NIL
3	Fuelling facilities and capacity	150 000 L (A1), 30 000 L (AVGAS 100LL) - Underground tank; 10 000 L (A1) - Fuel Truck
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LDSB AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in Bol (14 KM) and Supetar (28 KM)
2	Restaurants	In a city
3	Transportation possibilities	Taxi, rent a car
4	Medical facilities	First aid at AD, hospital in Supetar city

5	Bank and Post Office	In the city (Supetar, Bol)
6	Tourist Office	In the city (Supetar, Bol, Sutivan, Milna, Selca, Pucisca, Postira)
7	Remarks	NIL

LDSB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 6 See Remarks
2	Rescue equipment	1 Heavy fire fighting vehicle Simba FLF 14000, water 12500 L, foam 1500 L, 50 KG powder. 1 Heavy fire fighting vehicle Mercedes FLF 2632, water 7000 L, foam 1000 L, 18 KG powder. 1 Fire fighting vehicle Mercedes FLF 1328, water 3000 L, foam 300 L, 15 KG powder.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	AD category for fire fighting during AD HR SER: Summer season: MON - SUN: CAT 3 WED: 1530 - 1730 CAT 6 THU: CAT 4 SAT: CAT 6 Higher fire fighting CAT (MAX CAT 6) O/R 24 HR PPR sent during AD HR SER (groundoperations@airport-brac.hr). Winter season: MON - SUN: CAT 3 or upon NOTAM Higher fire fighting CAT (MAX CAT 6) O/R 24 HR PPR sent during AD HR SER (groundoperations@airport-brac.hr).

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

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	RWY surface inspection and report will be according to GRF regulation. REF AD 1.2.2 for additional information.

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

1	Apron surface and strength	**SURFACE**		**STRENGTH**	
		ASPH		PCN 37/F/B/X/T	
2	Designation, width, surface and strength of taxiways	**DESIGNATION**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	25.3	ASPH	PCN 37/F/B/X/T

3	ACL location and elevation	Location: 431717.01N 0164046.66E Elevation: 1736 FT
4	Location of VOR checkpoints	NIL
5	Position of INS checkpoints	See LDSB AD 2.24.2 APDC -1
6	Remarks	NIL

LDSB 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, Marshaller, aircraft stand markings, "Follow me" vehicle, Apron edge lights
2	RWY and TWY markings and LGT	RWY 03/21: Designator, THR, Centre line, Edge lights, TDZ, Aiming point markings, RWY turn pad marking TWY A: Centre line, Holding position
3	Stop bars	NIL
4	Remarks	THR 03 RWY turn pad restriction: 180° turn not possible for ACFT wheel base more than 15.6 M, for ACFT wheel base more than 11.04 M turning angle more than 45°. PSNs 1-3 are self manoeuvring. When one ACFT is taxiing, taxiing for other ACFT is prohibited. TWR directions and marshaller guidance shall be followed for entering/exiting from any of ACFT PSNs and for ground taxiing or air taxiing of helicopters.

LDSB AD 2.10 AERODROME OBSTACLES

Obstacles in area 2:
See LDSB AD 2.24.4 AOC RWY 03/21 -1

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDSB2017_AOC0321_1	NATURAL_HIGHPOINT	431642.41N 0164017.75E	1782 FT /NIL	NIL	NIL
LDSB2017_AOC0321_2	FENCE	431639.31N 0164019.14E	1789 FT /NIL	NIL	NIL
LDSB2017_AOC0321_3	NATURAL_HIGHPOINT	431632.53N 0164018.79E	1798 FT /NIL	NIL	NIL
LDSB2017_AOC0321_4	TREE	431632.33N 0164018.48E	1817 FT /NIL	NIL	NIL
LDSB2017_AOC0321_5	NATURAL_HIGHPOINT	431636.49N 0164009.50E	1804 FT /NIL	NIL	NIL
LDSB2017_AOC0321_6	TREE	431727.40N 0164109.00E	1719 FT /NIL	NIL	NIL
LDSB2017_AOC0321_7	NATURAL_HIGHPOINT	431731.06N 0164103.32E	1708 FT /NIL	NIL	NIL

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDSB2017_AOC0321_8	NATURAL_HIGHPOINT	431734.42N 0164105.76E	1708 FT /NIL	NIL	NIL
LDSB2024_2c_1	ANTENNA_MAST	431646.27N 0163713.10E	2712 FT / 156 FT	Yes Low-intensity Type B / Red	NIL

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

Obstacles in area 3:
NIL

LDSB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	BRAČ
2	Hours of service MET Office outside hours	During ATS operating hours SPLIT
3	Office responsible for TAF preparation Periods of validity	MWO ZAGREB TAF (24HR) - covering ATS operating hours
4	Trend Forecast Interval of issuance	NIL
5	Briefing/consultation provided	URL: https://ib.crocontrol.hr or by TEL: +385 1 6259 224, +385 1 7819 201
6	Flight documentation Language(s) used	• URL: https://ib.crocontrol.hr or if URL unavailable by TEL: +385 21 205 452, +385 21 295 406 • 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	Brac TWR, Split APP
10	Additional information (limitation of service, etc.)	NIL

LDSB 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
03	035.09°	1760 x 30	PCN 37/F/B/X/T ASPH	431644.72N 0164024.04E* 431727.67N 0164105.34E 139.4 FT	THR 1779 FT displaced 140 M TDZ ELEV 1759 FT
21	215.09°			431726.09N 0164103.82E* 431641.02N 0164020.48E 139.4 FT	THR 1701 FT displaced 60 M TDZ ELEV 1730 FT

RWY Designations	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)
1	7	8	9	10	11
03	Slope of RWY: -0.4% (0 - 440 M) -1.8% (440 - 1760 M)	NIL	NIL	1880 x 150	Length: 90 M Width: 60 M
21	Slope of RWY: 1.8% (0 - 1320 M) 0.4% (1320 - 1760 M)	NIL	NIL		Length: 90 M Width: 60 M

RWY Designations	Location and description of arresting system	OFZ	Remarks
1	12	13	14
03	NIL	NIL	* displaced THR coordinates
21	NIL	NIL	* displaced THR coordinates

LDSB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	1760	1760	1760	1620	NIL
	562	562	NIL	NIL	Intersection TWY A
21	1760	1760	1760	1700	NIL
	1222	1222	NIL	NIL	Intersection TWY A

LDSP AD 2

LDSP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LDSP - AIRPORT SPLIT / SAINT JEROME

LDSP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and its site	433220.20N 0161752.67E 053° GEO/1260 M from THR 05
2	Direction and distance from (city)	287°, 25 KM from Split
3	Elevation/Reference temperature	78 FT / 29°C (JUL)
4	Geoid undulation at AD ELEV PSN	139 FT
5	MAG VAR (date of information)/Annual change	4° E (2019) / 0.13° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, e-mail, web site	Post: Split Airport Ltd. Cesta dr.Franje Tudmana 1270, 21217 Kastel Stafilic Phone: (+385 21) 203353 Fax: (+385 21) 203422 AFS: LDSPZPZX SITA: SPUAPXH Email: ground.ops@split-airport.hr URL: http://www.split-airport.hr/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LDSP AD 2.3 OPERATIONAL HOURS

1	AD Operator	0500-2100 (0400-2000)
2	Customs and immigration	H24
3	Health and sanitation	As AD HR SER
4	AIS Briefing Office	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
5	ATS Reporting Office (ARO)	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	As AD HR SER
10	Security	H24
11	De-icing	As AD HR SER
12	Remarks	All flights with a schedule approved outside of AD HR SER in process of facilitation and coordination activities according to Council Regulation (EEC) 95/93 and IATA Calendar of Coordination Activities do not require AD Operator approval. Outside AD HR SER, upon AD Operator approval only, PPR sent via SITA SPUAPXH till 2000 (1900).

LDSP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	9 self propelled conveyer belts 26 towing trucks 21 pallet dollies 144 luggage dollies 1 cargo loader "Air Marrel", MAX 7 T 1 cargo transporter "Trepel", MAX 3.5 T 3 forklifts: 5 T; 4.5 T; 1.5 T 4 ground power units 140KVA 1 ground power unit 90KVA 3 air start units 2 lavatory service vehicles 22 aircraft steps
2	Fuel and oil types	A1, AVGAS 100LL / Oil - NIL
3	Fuelling facilities and capacity	1 Fuel Truck 60 000 L (A1) 3 Fuel Trucks 42 000 L (A1) 1 Fuel Truck 30 000 L (A1) 1 Fuel Truck 8 000 L (AVGAS 100LL)
4	De-icing facilities	1 vehicle for de-iceing, MAX working height 16 M
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

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

Area 3					
OBST ID/ Designation	**OBST Type**	**OBST position**	**ELEV / HGT**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDSP2020_3_120	NATURAL HIGHPOINT	433242.27N 0161825.98E	52.8 FT / NIL	No No	NIL
LDSP2020_3_121	OTHER: DISTRIBUTION CABINET FOR LOCALIZER POWER SUPPLY	433239.73N 0161834.45E	56.8 FT / NIL	Yes No	NIL
LDSP2020_3_122	FENCE	433244.60N 0161841.72E	65.0 FT / NIL	No LI Type B/red	NIL
LDSP2020_3_123	NATURAL HIGHPOINT	433247.24N 0161838.94E	58.4 FT / NIL	No No	NIL
LDSP2020_3_124	NATURAL HIGHPOINT	433248.67N 0161837.32E	64.6 FT / NIL	No No	NIL

LDSP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	SPLIT
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	URL: https://ib.crocontrol.hr or by TEL: +385 1 6259 224, +385 1 7819 201
6	Flight documentation Language(s) used	• URL: https://ib.crocontrol.hr or if URL unavailable by TEL: +385 21 205 452, +385 21 295 406 • 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	Split TWR, Split APP
10	Additional information (limitation of service, etc.)	NIL

LDZA AD 2

LDZA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LDZA - AIRPORT ZAGREB / Franjo Tudjman

LDZA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and its site	454434.55N 0160407.60E on RWY centre line 1800 M NE from THR 04
2	Direction and distance from (city)	135°, 10 KM from railway station in Zagreb
3	Elevation/Reference temperature	353 FT / 28°C (JUL)
4	Geoid undulation at AD ELEV PSN	148 FT
5	MAG VAR (date of information)/Annual change	4°E (2019) / 0.15° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, e-mail, web site	Post: International Zagreb Airport Jsc. Rudolfa Fizira 1 10410 Velika Gorica Croatia Phone: (+385 1) 4562113 SITA: ZAGAPXH Email: koordinatori@zag.aero web site: http://www.zagreb-airport.hr/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LDZA AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	0500-2300 (0400-2200)
4	AIS Briefing Office	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
5	ATS Reporting Office (ARO)	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
6	MET Briefing Office	H24 - Selfbriefing or by phone
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

LDZA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Baggage and cargo handling up to 20 T, lifting up to 5.6 M
2	Fuel and oil types	A1, AVGAS 100LL / Oil - NIL
3	Fuelling facilities and capacity	3 Fuel Trucks 60 000 L (A1) 1 Fuel Trucks 45 000 L (A1) 1 Fuel Truck 36 000 L (A1) 1 Fuel Truck 20 000 L (A1) 1 Fuel Truck 5 000 L (AVGAS 100LL)
4	De-icing facilities	4 aircraft de-icing vehicles, MAX working height 21 M
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Available for minor repairs
7	Remarks	"ZAGREB AIRPORT HANDLING" AVBL H24 on FREQ 131.550 MHZ

Obstacles in Area 3:

In Area 3					
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

LDZA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ZAGREB
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	URL: https://ib.crocontrol.hr or by TEL: +385 1 6259 240, +385 1 7819 205
6	Flight documentation Language(s) used	• URL: https://ib.crocontrol.hr or if URL unavailable by TEL: +385 1 6259 237, +385 1 7819 204 • 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	Zagreb TWR, Zagreb APP
10	Additional information (limitation of service, etc.)	NIL

LDZA 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**
04	046.79°	3252 x 45	390 M, CONC, PCN 68/R/B/W/T 106 M, CONC, PCN 54/R/A/W/T 2262 M, ASPH, PCN 54/F/A/W/T 494 M, CONC, PCN 54/R/A/W/T	454354.75N 0160307.09E 454506.86N 0160456.75E 148.2 FT	THR 353 FT TDZ 353 FT
22	226.81°	3252 x 45		454506.86N 0160456.75E 454354.75N 0160307.09E 148.2 FT	THR 348 FT TDZ 349 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**
04	Slope of RWY 04/22: 0%	NIL	NIL	3372 x 300	Length: 240 M Width: 90 M
22		NIL	NIL		Length: 240 M Width: 90 M

RWY Designations	**Location and description of arresting system**	**OFZ**	**Remarks**
1	**12**	**13**	**14**
04	NIL	YES	Along RWY edges and turn pad RWY22, paved shoulders, width: 7.5 M RWY22 turn pad dimensions: length: 79 M and width: 71 M
22	NIL	NIL	

LDZA AD 2.13 DECLARED DISTANCES

RWY Designator	**TORA** (**M**)	**TODA** (**M**)	**ASDA** (**M**)	**LDA** (**M**)	**Remarks**
1	**2**	**3**	**4**	**5**	**6**
04	3252	3252	3252	3252	NIL
	2912	2912	2912	NIL	Intersection TWY B
	2162	2162	2162	NIL	Intersection TWY C

LDZD AD 2

LDZD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LDZD - AIRPORT ZADAR / Zemunik

LDZD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and its site	440629.77N 0152048.11E 136° / 1250 M from THR 13
2	Direction and distance from (city)	078°, 8 KM from railway station in Zadar
3	Elevation/Reference temperature	289 FT / 31°C (JUL)
4	Geoid undulation at AD ELEV PSN	140 FT
5	MAG VAR (date of information)/Annual change	4°E (2019) / 0.13° increasing
6	AD Operator, address, telephone, telefax, AFS, SITA, e-mail, web site	Post: Zracna luka Zadar d.o.o. Zadar Airport Ltd. P.O. Box 367 23000 Zadar Post: Headquarters address Zracna luka Zadar d.o.o. Zadar Airport Ltd. Zemunik Donji, Ulica I br. 2/A 23222 Zemunik Phone: +385 23 205 832 (Airport operations) Phone: +385 23 205 869 (Airport administration) Fax: +385 23 205 831 (Airport operations) Fax: +385 23 205 801 (Airport administration) SITA: ZADAPXH AFS: LDZDYDYX Email: groundops@zadar-airport.hr web site: http://www.zadar-airport.hr/
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LDZD AD 2.3 OPERATIONAL HOURS

1	AD Operator	Upon NOTAM during winter season. 0400-2000 during summer season.
2	Customs and immigration	AS AD HR SER
3	Health and sanitation	AS AD HR SER
4	AIS Briefing Office	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
5	ATS Reporting Office (ARO)	H24 - Central ARO Split, TEL: +385 21 205 444, FAX: +385 21 895 227, URL: https://ib.crocontrol.hr
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	AS AD HR SER
9	Handling	AS AD HR SER
10	Security	H24
11	De-icing	AS AD HR SER
12	Remarks	All flights with a schedule approved outside of AD HR SER in process of facilitation and coordination activities according to Council Regulation (EEC) 95/93 and IATA Calendar of Coordination Activities do not require AD Operator approval. Outside AD HR SER, upon AD Operator approval only, PPR sent via SITA ZADAPXH or via e-mail: groundops@zadar-airport.hr till 1900. For use of military air base see AD 1.1.2.

LDZD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	2 fork lifts 2 and 3 tonnes 4 self propelled conveyer belts 40 luggage dollies 10 pallet and ULD dollies 1 ULD loader up to 3,5 tonnes
2	Fuel and oil types	A1, AVGAS 100LL Oil - AVBL / Contact AEROSTANDARD, mobile phone: +385 91 6230 334
3	Fuelling facilities and capacity	1 Fuel Truck 15 000 L (A1) 1 Fuel Truck 18 800 L (A1) 1 Fuel Truck 4 000 L (AVGAS 100LL)
4	De-icing facilities	1 de-icing vehicle MAX height 14 M
5	Hangar space for visiting aircraft	Hangar 33 M x 16.5 M. Contact AEROSTANDARD via mobile phone: +385 91 6230334.
6	Repair facilities for visiting aircraft	Contact AEROSTANDARD via mobile phone: +385 91 6230334.
7	Remarks	Airport Operations AVBL during AD HR SER on FREQ 131.440 MHZ

LDZD AD 2.5 PASSENGER FACILITIES

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

LDZD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9 See Remarks
2	Rescue equipment	1 Commanding vehicle: JEEP CHEROKEE 1 Heavy fire fighting vehicle: PANTHER 12500 L water, 1500 L foam, 250 KG powder 1 Heavy fire fighting vehicle: MAN 9100 L water, 1100 L foam, 250 KG powder 1 Heavy fire fighting vehicle: MERCEDES 9000 L water, 1000 L foam, 250 KG powder 1 Heavy fire fighting vehicle: VOLVO 9000 L water, 1000 L foam
3	Capability for removal of disabled aircraft	Special equipment for this purpose is not available. Contact: Airport Duty Manager, TEL: +385 23 205 832, E-mail: groundops@zadar-airport.hr
4	Remarks	CAT 5 during AD HR SER in winter season. CAT 7 during AD HR SER in summer season. CAT 6 up to CAT 9 AVBL upon 24 HR PPR sent via: SITA: ZADAPXH Phone: +385 23 205 832 Fax: +385 23 205 831 E-mail: groundops@zadar-airport.hr

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

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	RWY surface inspection and report will be according to GRF regulation. REF AD 1.2.2 for additional information.

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

<table>
<tr><td rowspan="4">1</td><td rowspan="4">Designation, surface and strength of aprons</td><td colspan="2">DESIGNATION</td><td colspan="2">SURFACE</td><td colspan="2">STRENGTH</td></tr>
<tr><td colspan="2" rowspan="2">MAIN APRON</td><td colspan="2" rowspan="2">ASPH</td><td colspan="2" rowspan="2">S1 PCN 55/F/B/X/T
S3 PCN 65/F/B/W/U
S4 PCN 93/F/B/W/T
S5 PCN 132/F/B/X/T
S6 PCN 132/F/B/X/T
S7 PCN 132/F/B/X/T
See: LDZD AD 2.24.2 APDC -1</td></tr>
<tr></tr>
<tr><td colspan="2">CONC</td><td colspan="2">S2 PCN 64/R/A/W/T
See: LDZD AD 2.24.2 APDC -1</td></tr>
<tr><td colspan="2">GENERAL AVIATION APRON</td><td colspan="2">ASPH</td><td colspan="2">PCN 15/F/B/Y/T</td></tr>
<tr><td rowspan="10">2</td><td rowspan="10">Designation, width, surface and strength of taxiways</td><td>DESIGNATION</td><td>WIDTH (M)</td><td>SURFACE</td><td colspan="3">STRENGTH</td></tr>
<tr><td>A</td><td>15</td><td>CONC</td><td colspan="3">PCN 55/R/B/W/T</td></tr>
<tr><td>B</td><td>15</td><td>CONC</td><td colspan="3">PCN 44/R/B/W/T</td></tr>
<tr><td>C</td><td>10</td><td>ASPH</td><td colspan="3">PCN 22/F/B/Y/T</td></tr>
<tr><td>D</td><td>10</td><td>ASPH</td><td colspan="3">PCN 22/F/B/Y/T</td></tr>
<tr><td>E</td><td>15</td><td>CONC</td><td colspan="3">PCN 20/R/B/W/T</td></tr>
<tr><td>F</td><td>15</td><td>CONC</td><td colspan="3">PCN 36/R/B/W/T</td></tr>
<tr><td>G</td><td>27</td><td>ASPH</td><td colspan="3">PCN 65/F/B/W/U</td></tr>
<tr><td>H</td><td>15</td><td>CONC</td><td colspan="3">PCN 50/R/B/W/T</td></tr>
<tr><td>K</td><td>18</td><td>ASPH</td><td colspan="3">PCN 132/F/B/X/T
PCN 47/F/B/X/T</td></tr>
<tr><td>3</td><td>ACL location and elevation</td><td colspan="6">At Main apron 271 FT
At General Aviation Apron 269 FT</td></tr>
<tr><td>4</td><td>Location of VOR checkpoints</td><td colspan="6">NIL</td></tr>
<tr><td>5</td><td>Position of INS checkpoints</td><td colspan="6">See LDZD AD 2.24.2 APDC -1</td></tr>
<tr><td>6</td><td>Remarks</td><td colspan="6">TWYs B, C, D, E and F are closed to civil traffic. TWYs A and H are available only for aircraft with outer main gear wheel span up to but not including 9 M.
When landing RWY 31, ACFT with outer main gear wheel span equal or larger than 9 M can expect backtrack to vacate the RWY via TWY G because no RWY turn pad on THR 13.</td></tr>
</table>

LDZD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

LDZD AD 2.10 AERODROME OBSTACLES

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

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDZD 1	FENCE	440440.97N 0152014.95E	320 FT / 13 FT	No No	NIL
LDZD 2	NATURAL HIGHPOINT	440437.92N 0152010.09E	326 FT / 0 FT	No No	NIL
LDZD 3	NATURAL HIGHPOINT	440430.96N 0151958.95E	328 FT / 0 FT	No No	NIL

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

Obstacles in area 3:
NIL

LDZD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ZADAR
2	Hours of service 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	URL: https://ib.crocontrol.hr or by TEL: +385 1 6259 224, +385 1 7819 201
6	Flight documentation Language(s) used	• URL: https://ib.crocontrol.hr or if URL unavailable by TEL: +385 23 203 438, +385 23 733 405 • 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	Zadar TWR, Zadar APP
10	Additional information (limitation of service, etc.)	NIL