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AIRAC AIP AMDT 010/2025
Effective Date: 30 OCT 2025
Publication Date: 18 SEP 2025

1. Amendment contents:**GEN**

- **GEN 0.2** - Record of AIP amendments - updated
- **GEN 0.3** - Record of AIP supplements - updated
- **GEN 0.4** - Checklist of AIP pages - updated
- **GEN 0.5** - List of hand amendments to the AIP - updated
- **GEN 1.1** - Designated authorities - editorial change
- **GEN 1.7** - Differences from ICAO Standards, Recommended Practices and Procedures - various changes

ENR

- **ENR 5.6** - Bird migration and areas with sensitive fauna - subtitle 5.6.1.1 changed

AD

- **AD 0.6** - Table of contents to Part 3 - updated
- **LDDU AD 2** - New Charts:
 - Aerodrome Chart - ICAO (LDDU AD 2.24.1 ADC -1/2)
 - Aircraft Parking/Docking Chart - ICAO (LDDU AD 2.24.2 APDC -1/2)
- **LDOS AD 2.4, 2.5, 2.6, 2.7, 2.9** - various changes
- **LDPL AD 2.20** - Local aerodrome regulations - editorial changes
- **LDPL AD 2** - New Chart:
 - ATC Surveillance Minimum Altitude Chart - ICAO (LDPL AD 2.24.11 ATCSMAC -1/2)
- **LDSP AD 2** - New Chart:
 - ATC Surveillance Minimum Altitude Chart - ICAO (LDSP AD 2.24.11 ATCSMAC -1/2)
- **LDZD AD 2.10** - Aerodrome obstacles - updated
- **LDZD AD 2** - New Charts:
 - Aerodrome Chart - ICAO (LDZD AD 2.24.1 ADC -1/2)
 - Aircraft Parking/Docking Chart - ICAO (LDZD AD 2.24.2 APDC -1/2)
 - Instrument Approach Chart - ICAO ILS or LOC RWY 13 (LDZD AD 2.24.12 IAC ILS or LOC RWY 13 -1/2) - updated

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: A2533/25 and A2586/25

NOTAMs incorporated in this AMDT will be cancelled by NOTAMC

SUP: NIL

AIC: NIL

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

Insert the following pages

GEN 0.2 - 5/6 30 OCT 2025 / 23 JAN 2025
 GEN 0.3 - 1/2 30 OCT 2025 / 01 FEB 2018
 GEN 0.4 - 1/2 30 OCT 2025 / 30 OCT 2025
 GEN 0.4 - 3/4 30 OCT 2025 / 30 OCT 2025
 GEN 0.4 - 5/6 30 OCT 2025 / 30 OCT 2025
 GEN 0.4 - 7/8 30 OCT 2025 / 30 OCT 2025
 GEN 0.4 - 9/10 30 OCT 2025 / 30 OCT 2025
 GEN 0.5 - 1/2 30 OCT 2025 / 30 OCT 2025
 NIL
 GEN 1.1 - 1/2 30 OCT 2025 / 30 OCT 2025
 GEN 1.1 - 5/6 30 OCT 2025 / 26 JAN 2023
 GEN 1.7 - 1/2 30 OCT 2025 / 30 OCT 2025
 GEN 1.7 - 3/4 30 OCT 2025 / 30 OCT 2025
 GEN 1.7 - 5/6 30 OCT 2025 / 30 OCT 2025
 GEN 1.7 - 7/8 30 OCT 2025 / 30 OCT 2025
 GEN 1.7 - 9/10 30 OCT 2025 / 30 OCT 2025
 GEN 1.7 - 11/12 30 OCT 2025 / 30 OCT 2025
 GEN 1.7 - 13/14 30 OCT 2025 / 30 OCT 2025
 GEN 1.7 - 15/16 30 OCT 2025 / 30 OCT 2025
 GEN 1.7 - 17/18 30 OCT 2025 / 30 OCT 2025
 GEN 1.7 - 19/20 30 OCT 2025 / 30 OCT 2025
 GEN 1.7 - 21/22 30 OCT 2025 / 29 DEC 2022
 ENR 5.6 - 1/2 30 OCT 2025 / 30 OCT 2025
 AD 0.6 - 1/2 30 OCT 2025 / 30 OCT 2025
 AD 0.6 - 3/4 30 OCT 2025 / 30 OCT 2025
 AD 0.6 - 5/6 30 OCT 2025 / 30 OCT 2025
 AD 0.6 - 7/8 30 OCT 2025 / 30 OCT 2025
 AD 0.6 - 9/10 30 OCT 2025 / 30 OCT 2025
 LDDU AD 2.24.1 ADC - 1/2 30 OCT 2025 / 30 OCT 2025
 LDDU AD 2.24.2 APDC - 1/2 30 OCT 2025 / 30 OCT 2025
 LDOS AD 2 - 1/2 30 NOV 2023 / 30 OCT 2025
 LDOS AD 2 - 3/4 30 OCT 2025 / 30 OCT 2025
 LDPL AD 2 - 11/12 30 OCT 2025 / 30 OCT 2025
 LDPL AD 2.24.11 ATCSMAC - 1/2 30 OCT 2025 / 30 OCT 2025
 LDSP AD 2.24.11 ATCSMAC - 1/2 30 OCT 2025 / 30 OCT 2025
 LDZD AD 2 - 5/6 23 JAN 2025 / 30 OCT 2025
 LDZD AD 2 - 7/8 30 OCT 2025 / 30 OCT 2025
 LDZD AD 2 - 9/10 30 OCT 2025 / 30 OCT 2025
 LDZD AD 2 - 11/12 30 OCT 2025 / 13 JUN 2024
 LDZD AD 2.24.1 ADC - 1/2 30 OCT 2025 / 30 OCT 2025
 LDZD AD 2.24.2 APDC - 1/2 30 OCT 2025 / 30 OCT 2025
 LDZD AD 2.24.12 IAC ILS or LOC RWY13 - 1/2 30 OCT 2025 / 30 OCT 2025

Remove the following pages

GEN 0.2 - 5/6 02 OCT 2025 / 23 JAN 2025
 GEN 0.3 - 1/2 07 AUG 2025 / 01 FEB 2018
 GEN 0.4 - 1/2 02 OCT 2025 / 02 OCT 2025
 GEN 0.4 - 3/4 02 OCT 2025 / 02 OCT 2025
 GEN 0.4 - 5/6 02 OCT 2025 / 02 OCT 2025
 GEN 0.4 - 7/8 02 OCT 2025 / 02 OCT 2025
 GEN 0.4 - 9/10 02 OCT 2025 / 02 OCT 2025
 GEN 0.5 - 1/2 10 JUL 2025 / 07 AUG 2025
 GEN 0.5 - 3/4 02 OCT 2025 / 04 SEP 2025
 GEN 1.1 - 1/2 15 JUL 2021 / 11 JUL 2024
 GEN 1.1 - 5/6 26 JAN 2023 / 26 JAN 2023
 GEN 1.7 - 1/2 12 OCT 2017 / 12 AUG 2021
 GEN 1.7 - 3/4 20 APR 2023 / 12 AUG 2021
 GEN 1.7 - 5/6 12 AUG 2021 / 12 AUG 2021
 GEN 1.7 - 7/8 12 AUG 2021 / 12 AUG 2021
 GEN 1.7 - 9/10 12 AUG 2021 / 12 AUG 2021
 GEN 1.7 - 11/12 12 AUG 2021 / 12 AUG 2021
 GEN 1.7 - 13/14 12 AUG 2021 / 07 OCT 2021
 GEN 1.7 - 15/16 07 OCT 2021 / 04 SEP 2025
 GEN 1.7 - 17/18 29 DEC 2022 / 29 DEC 2022
 GEN 1.7 - 19/20 20 MAR 2025 / 08 AUG 2024
 GEN 1.7 - 21/22 04 SEP 2025 / 29 DEC 2022
 ENR 5.6 - 1/2 07 SEP 2023 / 12 JUN 2025
 AD 0.6 - 1/2 02 OCT 2025 / 02 OCT 2025
 AD 0.6 - 3/4 02 OCT 2025 / 02 OCT 2025
 AD 0.6 - 5/6 02 OCT 2025 / 02 OCT 2025
 AD 0.6 - 7/8 02 OCT 2025 / 02 OCT 2025
 AD 0.6 - 9/10 02 OCT 2025 / 02 OCT 2025
 LDDU AD 2.24.1 ADC - 1/2 21 MAY 2020 / 21 MAY 2020
 LDDU AD 2.24.2 APDC - 1/2 13 JUN 2024 / 13 JUN 2024
 LDOS AD 2 - 1/2 30 NOV 2023 / 07 AUG 2025
 LDOS AD 2 - 3/4 08 AUG 2024 / 23 JAN 2025
 LDPL AD 2 - 11/12 02 OCT 2025 / 02 OCT 2025
 LDPL AD 2.24.11 ATCSMAC - 1/2 15 MAY 2025 / 15 MAY 2025
 LDSP AD 2.24.11 ATCSMAC - 1/2 15 MAY 2025 / 15 MAY 2025
 LDZD AD 2 - 5/6 23 JAN 2025 / 07 AUG 2025
 LDZD AD 2 - 7/8 30 NOV 2023 / 30 NOV 2023
 LDZD AD 2 - 9/10 02 OCT 2025 / 25 JAN 2024
 LDZD AD 2 - 11/12 02 OCT 2025 / 13 JUN 2024
 LDZD AD 2.24.1 ADC - 1/2 23 MAY 2019 / 23 MAY 2019
 LDZD AD 2.24.2 APDC - 1/2 12 JUN 2025 / 12 JUN 2025
 LDZD AD 2.24.12 IAC ILS or LOC RWY13 - 1/2 02 OCT 2025 / 02 OCT 2025

AIRAC AIP AMENDMENT			
<i>NR/Year</i>	<i>Publication date</i>	<i>Effective date</i>	<i>Inserted by</i>
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	
004/2025	03 APR 2025	15 MAY 2025	
005/2025	30 APR 2025	12 JUN 2025	
006/2025	29 MAY 2025	10 JUL 2025	
007/2025	26 JUN 2025	07 AUG 2025	
008/2025	24 JUL 2025	04 SEP 2025	
009/2025	21 AUG 2025	02 OCT 2025	
010/2025	18 SEP 2025	30 OCT 2025	

AIP AMENDMENT			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
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	
001/2016	22-Jan-2016	22-Jan-2016	
002/2016	15-Mar-2016	15-Mar-2016	
003/2016	02-Aug-2016	02-Aug-2016	
001/2017	06-Jan-2017	06-Jan-2017	
002/2017	06-Jul-2017	21-Jul-2017	
001/2019	02-Jul-2019	19-Jul-2019	
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	
008/2025	LDZA - ZAGREB/Franjo Tudjman Airport - Announcement of works on the RWY (THR 04) and TWY A	LDZA AD 2	18-Sep-2025 - UFN	
009/2025	LDZD - ZADAR/Zemunik Airport - Works on expansion of Main passenger terminal building and their operational impact on aprons	LDZD AD 2	30-Oct-2025 - UFN	

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Page	Date	Page	Date
GEN 0.4 CHECKLIST OF AIP PAGES			
PART 1 - GENERAL (GEN)			
GEN 0.1 - 1	23 MAR 2023	GEN 1.5 - 3	30 DEC 2021
GEN 0.1 - 2	23 MAR 2023	GEN 1.5 - 4	30 APR 2015
GEN 0.1 - 3	23 MAR 2023	GEN 1.6 - 1	15 JUL 2021
GEN 0.1 - 4	20 FEB 2025	GEN 1.6 - 2	04 SEP 2025
GEN 0.2 - 1	20 JUL 2017	GEN 1.7 - 1	30 OCT 2025
GEN 0.2 - 2	11 OCT 2018	GEN 1.7 - 2	30 OCT 2025
GEN 0.2 - 3	30 DEC 2021	GEN 1.7 - 3	30 OCT 2025
GEN 0.2 - 4	26 DEC 2024	GEN 1.7 - 4	30 OCT 2025
GEN 0.2 - 5	30 OCT 2025	GEN 1.7 - 5	30 OCT 2025
GEN 0.2 - 6	23 JAN 2025	GEN 1.7 - 6	30 OCT 2025
GEN 0.3 - 1	30 OCT 2025	GEN 1.7 - 7	30 OCT 2025
GEN 0.3 - 2	01 FEB 2018	GEN 1.7 - 8	30 OCT 2025
GEN 0.4 - 1	30 OCT 2025	GEN 1.7 - 9	30 OCT 2025
GEN 0.4 - 2	30 OCT 2025	GEN 1.7 - 10	30 OCT 2025
GEN 0.4 - 3	30 OCT 2025	GEN 1.7 - 11	30 OCT 2025
GEN 0.4 - 4	30 OCT 2025	GEN 1.7 - 12	30 OCT 2025
GEN 0.4 - 5	30 OCT 2025	GEN 1.7 - 13	30 OCT 2025
GEN 0.4 - 6	30 OCT 2025	GEN 1.7 - 14	30 OCT 2025
GEN 0.4 - 7	30 OCT 2025	GEN 1.7 - 15	30 OCT 2025
GEN 0.4 - 8	30 OCT 2025	GEN 1.7 - 16	30 OCT 2025
GEN 0.4 - 9	30 OCT 2025	GEN 1.7 - 17	30 OCT 2025
GEN 0.4 - 10	30 OCT 2025	GEN 1.7 - 18	30 OCT 2025
GEN 0.5 - 1	30 OCT 2025	GEN 1.7 - 19	30 OCT 2025
GEN 0.5 - 2	30 OCT 2025	GEN 1.7 - 20	30 OCT 2025
GEN 0.6 - 1	04 SEP 2025	GEN 1.7 - 21	30 OCT 2025
GEN 0.6 - 2	04 SEP 2025	GEN 1.7 - 22	29 DEC 2022
GEN 0.6 - 3	04 SEP 2025	GEN 2.1 - 1	23 MAR 2023
GEN 0.6 - 4	04 SEP 2025	GEN 2.1 - 2	08 SEP 2022
GEN 1.1 - 1	30 OCT 2025	GEN 2.1 - 3	08 SEP 2022
GEN 1.1 - 2	30 OCT 2025	GEN 2.1 - 4	23 MAR 2023
GEN 1.1 - 3	12 JUN 2025	GEN 2.2 - 1	10 JUL 2025
GEN 1.1 - 4	26 JAN 2023	GEN 2.2 - 2	10 JUL 2025
GEN 1.1 - 5	30 OCT 2025	GEN 2.2 - 3	10 JUL 2025
GEN 1.1 - 6	26 JAN 2023	GEN 2.2 - 4	10 JUL 2025
GEN 1.2 - 1	04 SEP 2025	GEN 2.2 - 5	10 JUL 2025
GEN 1.2 - 2	11 JUL 2024	GEN 2.2 - 6	10 JUL 2025
GEN 1.2 - 3	04 SEP 2025	GEN 2.2 - 7	10 JUL 2025
GEN 1.2 - 4	04 SEP 2025	GEN 2.2 - 8	10 JUL 2025
GEN 1.2 - 5	04 SEP 2025	GEN 2.2 - 9	10 JUL 2025
GEN 1.2 - 6	04 SEP 2025	GEN 2.2 - 10	10 JUL 2025
GEN 1.2 - 7	04 SEP 2025	GEN 2.2 - 11	10 JUL 2025
GEN 1.2 - 8	04 SEP 2025	GEN 2.2 - 12	10 JUL 2025
GEN 1.2 - 9	04 SEP 2025	GEN 2.3 - 1	01 FEB 2018
GEN 1.2 - 10	04 SEP 2025	GEN 2.3 - 2	01 FEB 2018
GEN 1.2 - 11	04 SEP 2025	GEN 2.3 - 3	01 FEB 2018
GEN 1.2 - 12	04 SEP 2025	GEN 2.3 - 4	01 FEB 2018
GEN 1.2 - 13	04 SEP 2025	GEN 2.3 - 5	01 FEB 2018
GEN 1.2 - 14	04 SEP 2025	GEN 2.3 - 6	01 FEB 2018
GEN 1.3 - 1	12 DEC 2013	GEN 2.3 - 7	01 FEB 2018
GEN 1.3 - 2	12 DEC 2013	GEN 2.3 - 8	01 FEB 2018
GEN 1.3 - 3	18 MAY 2023	GEN 2.3 - 9	04 NOV 2021
GEN 1.3 - 4	18 MAY 2023	GEN 2.3 - 10	01 FEB 2018
GEN 1.3 - 5	18 MAY 2023	GEN 2.3 - 11	01 FEB 2018
GEN 1.3 - 6	18 MAY 2023	GEN 2.3 - 12	01 FEB 2018
GEN 1.3 - 7	18 MAY 2023	GEN 2.3 - 13	01 FEB 2018
GEN 1.3 - 8	18 MAY 2023	GEN 2.3 - 14	01 FEB 2018
GEN 1.3 - 9	18 MAY 2023	GEN 2.4 - 1	31 OCT 2024
GEN 1.3 - 10	18 MAY 2023	GEN 2.4 - 2	31 OCT 2024
GEN 1.4 - 1	23 MAR 2023	GEN 2.5 - 1	15 MAY 2025
GEN 1.4 - 2	23 MAR 2023	GEN 2.5 - 2	02 OCT 2025
GEN 1.5 - 1	15 JUL 2021	GEN 2.6 - 1	13 SEP 2018
GEN 1.5 - 2	04 SEP 2025	GEN 2.6 - 2	08 MAR 2012
		GEN 2.6 - 3	08 MAR 2012
		GEN 2.6 - 4	08 MAR 2012
		GEN 2.7 - 1	23 FEB 2023
		GEN 2.7 - 2	23 FEB 2023
		GEN 2.7 - 3	23 FEB 2023
		GEN 2.7 - 4	23 FEB 2023
		GEN 2.7 - 5	23 FEB 2023
		GEN 2.7 - 6	23 FEB 2023
		GEN 2.7 - 7	23 FEB 2023

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Page	Date	Page	Date
ENR 1.8 - 6	03 JAN 2019	ENR 1.14 - 1	12 JUN 2025
ENR 1.8 - 7	03 JAN 2019	ENR 1.14 - 2	12 JUN 2025
ENR 1.8 - 8	03 JAN 2019	ENR 1.14 - 3	23 FEB 2023
ENR 1.8 - 9	03 JAN 2019	ENR 1.14 - 4	23 FEB 2023
ENR 1.8 - 10	27 FEB 2020	ENR 1.14 - 5	23 FEB 2023
ENR 1.8 - 11	27 FEB 2020	ENR 1.14 - 6	23 FEB 2023
ENR 1.8 - 12	03 JAN 2019	ENR 2.1 - 1	12 JUN 2025
ENR 1.8 - 13	16 JUL 2020	ENR 2.1 - 2	15 MAY 2025
ENR 1.8 - 14	03 JAN 2019	ENR 2.1 - 3	15 MAY 2025
ENR 1.8 - 15	03 JAN 2019	ENR 2.1 - 4	15 MAY 2025
ENR 1.8 - 16	03 JAN 2019	ENR 2.1 - 5	15 MAY 2025
ENR 1.8 - 17	03 JAN 2019	ENR 2.1 - 6	15 MAY 2025
ENR 1.8 - 18	03 JAN 2019	ENR 2.1 - 7	15 MAY 2025
ENR 1.8 - 19	03 JAN 2019	ENR 2.1 - 8	15 MAY 2025
ENR 1.8 - 20	03 JAN 2019	ENR 2.2 - 1	26 JAN 2023
ENR 1.9 - 1	13 JUL 2023	ENR 2.2 - 2	26 JAN 2023
ENR 1.9 - 2	26 MAR 2020	ENR 2.2 - 3	04 SEP 2025
ENR 1.9 - 3	10 SEP 2020	ENR 2.2 - 4	04 SEP 2025
ENR 1.9 - 4	10 SEP 2020	ENR 3.1 - 1	25 JAN 2024
ENR 1.9 - 5	10 SEP 2020	ENR 3.1 - 2	25 JAN 2024
ENR 1.9 - 6	10 SEP 2020	ENR 3.2 - 1	15 MAY 2025
ENR 1.9 - 7	10 SEP 2020	ENR 3.2 - 2	15 MAY 2025
ENR 1.9 - 8	15 JUL 2021	ENR 3.2 - 3	15 MAY 2025
ENR 1.9 - 9	28 MAY 2015	ENR 3.2 - 4	15 MAY 2025
ENR 1.9 - 10	28 MAY 2015	ENR 3.2 - 5	15 MAY 2025
ENR 1.9 - 11	28 MAY 2015	ENR 3.2 - 6	15 MAY 2025
ENR 1.9 - 12	28 MAY 2015	ENR 3.2 - 7	15 MAY 2025
ENR 1.9 - 13	10 SEP 2020	ENR 3.2 - 8	15 MAY 2025
ENR 1.9 - 14	10 SEP 2020	ENR 3.2 - 9	15 MAY 2025
ENR 1.9 - 15	10 SEP 2020	ENR 3.2 - 10	15 MAY 2025
ENR 1.9 - 16	22 JUN 2017	ENR 3.2 - 11	05 SEP 2024
ENR 1.9 - 17	15 JUL 2021	ENR 3.2 - 12	15 MAY 2025
ENR 1.9 - 18	15 JUL 2021	ENR 3.2 - 13	15 MAY 2025
ENR 1.9 - 19	28 DEC 2023	ENR 3.2 - 14	15 MAY 2025
ENR 1.9 - 20	16 MAY 2024	ENR 3.2 - 15	15 MAY 2025
ENR 1.9 - 21	10 JUL 2025	ENR 3.2 - 16	15 MAY 2025
ENR 1.9 - 22	10 JUL 2025	ENR 3.2 - 17	15 MAY 2025
ENR 1.9 - 23	10 JUL 2025	ENR 3.2 - 18	15 MAY 2025
ENR 1.9 - 24	04 SEP 2025	ENR 3.2 - 19	15 MAY 2025
ENR 1.9 - 25	04 SEP 2025	ENR 3.2 - 20	15 MAY 2025
ENR 1.9 - 26	04 SEP 2025	ENR 3.2 - 21	05 SEP 2024
ENR 1.10 - 1	16 JUL 2020	ENR 3.2 - 22	15 MAY 2025
ENR 1.10 - 2	07 AUG 2025	ENR 3.2 - 23	15 MAY 2025
ENR 1.10 - 3	07 AUG 2025	ENR 3.2 - 24	15 MAY 2025
ENR 1.10 - 4	07 AUG 2025	ENR 3.2 - 25	15 MAY 2025
ENR 1.10 - 5	07 AUG 2025	ENR 3.2 - 26	15 MAY 2025
ENR 1.10 - 6	07 AUG 2025	ENR 3.2 - 27	15 MAY 2025
ENR 1.10 - 7	07 AUG 2025	ENR 3.2 - 28	15 MAY 2025
ENR 1.10 - 8	07 AUG 2025	ENR 3.2 - 29	15 MAY 2025
ENR 1.10 - 9	07 AUG 2025	ENR 3.2 - 30	15 MAY 2025
ENR 1.10 - 10	07 AUG 2025	ENR 3.2 - 31	15 MAY 2025
ENR 1.10 - 11	07 AUG 2025	ENR 3.2 - 32	05 SEP 2024
ENR 1.10 - 12	07 AUG 2025	ENR 3.2 - 33	15 MAY 2025
ENR 1.10 - 13	07 AUG 2025	ENR 3.2 - 34	15 MAY 2025
ENR 1.10 - 14	07 AUG 2025	ENR 3.2 - 35	15 MAY 2025
ENR 1.10 - 15	07 AUG 2025	ENR 3.2 - 36	15 MAY 2025
ENR 1.10 - 16	07 AUG 2025	ENR 3.2 - 37	15 MAY 2025
ENR 1.10 - 17	07 AUG 2025	ENR 3.2 - 38	15 MAY 2025
ENR 1.10 - 18	07 AUG 2025	ENR 3.2 - 39	15 MAY 2025
ENR 1.10 - 19	07 AUG 2025	ENR 3.2 - 40	15 MAY 2025
ENR 1.10 - 20	07 AUG 2025	ENR 3.3 - 1	25 JAN 2024
ENR 1.10 - 21	18 APR 2024	ENR 3.3 - 2	25 JAN 2024
ENR 1.10 - 22	01 FEB 2018	ENR 3.4 - 1	25 JAN 2024
ENR 1.11 - 1	07 SEP 2023	ENR 3.4 - 2	08 MAR 2012
ENR 1.11 - 2	23 MAY 2019	ENR 4.1 - 1	20 MAR 2025
ENR 1.12 - 1	03 DEC 2020	ENR 4.1 - 2	15 MAY 2025
ENR 1.12 - 2	08 MAR 2012	ENR 4.2 - 1	08 MAR 2012
ENR 1.12 - 3	08 MAR 2012	ENR 4.2 - 2	08 MAR 2012
ENR 1.12 - 4	08 MAR 2012	ENR 4.3 - 1	30 MAR 2017
ENR 1.13 - 1	30 APR 2015	ENR 4.3 - 2	08 MAR 2012
ENR 1.13 - 2	30 APR 2015	ENR 4.4 - 1	15 MAY 2025

Page	Date	Page	Date
ENR 4.4 - 2	15 MAY 2025	ENR 5.2 - 41	20 MAR 2025
ENR 4.4 - 3	15 MAY 2025	ENR 5.2 - 42	20 MAR 2025
ENR 4.4 - 4	15 MAY 2025	ENR 5.2 - 43	20 MAR 2025
ENR 4.4 - 5	15 MAY 2025	ENR 5.2 - 44	20 MAR 2025
ENR 4.4 - 6	15 MAY 2025	ENR 5.2 - 45	15 MAY 2025
ENR 4.4 - 7	15 MAY 2025	ENR 5.2 - 46	15 MAY 2025
ENR 4.4 - 8	20 MAR 2025	ENR 5.2 - 47	15 MAY 2025
ENR 4.5 - 1	08 MAR 2012	ENR 5.2 - 48	15 MAY 2025
ENR 4.5 - 2	08 MAR 2012	ENR 5.2 - 49	15 MAY 2025
ENR 5.1 - 1	20 APR 2023	ENR 5.2 - 50	15 MAY 2025
ENR 5.1 - 2	11 JUL 2024	ENR 5.2 - 51	15 MAY 2025
ENR 5.1 - 3	11 JUL 2024	ENR 5.2 - 52	15 MAY 2025
ENR 5.1 - 4	11 JUL 2024	ENR 5.2 - 53	15 MAY 2025
ENR 5.1 - 5	11 JUL 2024	ENR 5.2 - 54	15 MAY 2025
ENR 5.1 - 6	11 JUL 2024	ENR 5.2 - 55	15 MAY 2025
ENR 5.1 - 7	11 JUL 2024	ENR 5.2 - 56	15 MAY 2025
ENR 5.1 - 8	11 JUL 2024	ENR 5.2 - 57	15 MAY 2025
ENR 5.1 - 9	11 JUL 2024	ENR 5.2 - 58	15 MAY 2025
ENR 5.1 - 10	11 JUL 2024	ENR 5.2 - 59	15 MAY 2025
ENR 5.1 - 11	11 JUL 2024	ENR 5.2 - 60	15 MAY 2025
ENR 5.1 - 12	11 JUL 2024	ENR 5.2 - 61	15 MAY 2025
ENR 5.1 - 13	11 JUL 2024	ENR 5.2 - 62	15 MAY 2025
ENR 5.1 - 14	11 JUL 2024	ENR 5.2 - 63	15 MAY 2025
ENR 5.1 - 15	11 JUL 2024	ENR 5.2 - 64	15 MAY 2025
ENR 5.1 - 16	11 JUL 2024	ENR 5.3 - 1	06 OCT 2022
ENR 5.1 - 17	11 JUL 2024	ENR 5.3 - 2	08 MAR 2012
ENR 5.1 - 18	11 JUL 2024	ENR 5.4 - 1	02 OCT 2025
ENR 5.1 - 19	11 JUL 2024	ENR 5.4 - 2	02 OCT 2025
ENR 5.1 - 20	11 JUL 2024	ENR 5.4 - 3	02 OCT 2025
ENR 5.1 - 21	11 JUL 2024	ENR 5.4 - 4	02 OCT 2025
ENR 5.1 - 22	11 JUL 2024	ENR 5.4 - 5	02 OCT 2025
ENR 5.2 - 1	07 SEP 2023	ENR 5.4 - 6	02 OCT 2025
ENR 5.2 - 2	07 SEP 2023	ENR 5.4 - 7	02 OCT 2025
ENR 5.2 - 3	07 SEP 2023	ENR 5.4 - 8	02 OCT 2025
ENR 5.2 - 4	18 APR 2024	ENR 5.5 - 1	30 NOV 2023
ENR 5.2 - 5	20 MAR 2025	ENR 5.5 - 2	15 MAY 2025
ENR 5.2 - 6	20 MAR 2025	ENR 5.5 - 3	15 MAY 2025
ENR 5.2 - 7	11 JUL 2024	ENR 5.5 - 4	15 MAY 2025
ENR 5.2 - 8	11 JUL 2024	ENR 5.6 - 1	30 OCT 2025
ENR 5.2 - 9	11 JUL 2024	ENR 5.6 - 2	30 OCT 2025
ENR 5.2 - 10	11 JUL 2024	ENR 6 - 1	15 MAY 2025
ENR 5.2 - 11	11 JUL 2024	ENR 6 - 2	08 MAR 2012
ENR 5.2 - 12	20 MAR 2025	ENR 6.1 - 1	15 MAY 2025
ENR 5.2 - 13	20 MAR 2025	ENR 6.2 - 1	07 AUG 2025
ENR 5.2 - 14	20 MAR 2025	ENR 6.3 - 1	15 MAY 2025
ENR 5.2 - 15	20 MAR 2025	ENR 6.3 - 2	15 MAY 2025
ENR 5.2 - 16	20 MAR 2025	ENR 6.3 - 3	15 MAY 2025
ENR 5.2 - 17	20 MAR 2025	ENR 6.3 - 4	15 MAY 2025
ENR 5.2 - 18	20 MAR 2025	ENR 6.4 - 1	16 MAY 2024
ENR 5.2 - 19	20 MAR 2025	ENR 6.4 - 2	16 MAY 2024
ENR 5.2 - 20	20 MAR 2025	ENR 6.5 - 1	20 MAR 2025
ENR 5.2 - 21	20 MAR 2025	ENR 6.5 - 2	20 MAR 2025
ENR 5.2 - 22	20 MAR 2025	ENR 6.5 - 3	20 MAR 2025
ENR 5.2 - 23	20 MAR 2025	ENR 6.5 - 4	20 MAR 2025
ENR 5.2 - 24	20 MAR 2025	ENR 6.6 - 1	08 MAR 2012
ENR 5.2 - 25	20 MAR 2025	ENR 6.6 - 2	08 MAR 2012
ENR 5.2 - 26	20 MAR 2025	ENR 6.7 - 1	15 MAY 2025
ENR 5.2 - 27	20 MAR 2025	ENR 6.7 - 2	15 MAY 2025
ENR 5.2 - 28	20 MAR 2025	ENR 6.7 - 3	15 MAY 2025
ENR 5.2 - 29	20 MAR 2025	ENR 6.7 - 4	15 MAY 2025
ENR 5.2 - 30	20 MAR 2025	ENR 6.8 - 1	02 OCT 2025
ENR 5.2 - 31	20 MAR 2025	ENR 6.8 - 2	02 OCT 2025
ENR 5.2 - 32	20 MAR 2025	ENR 6.9 - 1	08 MAR 2012
ENR 5.2 - 33	20 MAR 2025	ENR 6.9 - 2	08 MAR 2012
ENR 5.2 - 34	20 MAR 2025	ENR 6.10 - 1	08 MAR 2012
ENR 5.2 - 35	20 MAR 2025	ENR 6.10 - 2	08 MAR 2012
ENR 5.2 - 36	20 MAR 2025	ENR 6.11 - 1	15 MAY 2025
ENR 5.2 - 37	20 MAR 2025	ENR 6.11 - 2	15 MAY 2025
ENR 5.2 - 38	20 MAR 2025	ENR 6.12 - 1	14 JUL 2022
ENR 5.2 - 39	20 MAR 2025	ENR 6.12 - 2	14 JUL 2022
ENR 5.2 - 40	20 MAR 2025	ENR 6.14 - 1	28 DEC 2023

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Page	Date	Page	Date
LDLO AD 2.24.12 IAC VOR RWY02 CAT A&B - 2	15 MAY 2025	LDPL AD 2 - 7	02 OCT 2025
LDLO AD 2.24.12 IAC RNP RWY 02 - 1	15 MAY 2025	LDPL AD 2 - 8	02 OCT 2025
LDLO AD 2.24.12 IAC RNP RWY 02 - 2	15 MAY 2025	LDPL AD 2 - 9	02 OCT 2025
LDLO AD 2.24.12 IAC RNP RWY 02 - 3	15 MAY 2025	LDPL AD 2 - 10	02 OCT 2025
LDLO AD 2.24.12 IAC RNP RWY 02 - 4	15 MAY 2025	LDPL AD 2 - 11	30 OCT 2025
LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 1	15 MAY 2025	LDPL AD 2 - 12	30 OCT 2025
LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 2	15 MAY 2025	LDPL AD 2 - 13	12 JUN 2025
LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 3	15 MAY 2025	LDPL AD 2 - 14	12 JUN 2025
LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 4	15 MAY 2025	LDPL AD 2 - 15	23 APR 2020
LDLO AD 2.24.13 VOC - 1	15 MAY 2025	LDPL AD 2 - 16	23 APR 2020
LDLO AD 2.24.13 VOC - 2	15 MAY 2025	LDPL AD 2 - 17	15 JUN 2023
LDOS AD 2 - 1	30 NOV 2023	LDPL AD 2 - 18	28 DEC 2023
LDOS AD 2 - 2	30 OCT 2025	LDPL AD 2.24.1 ADC - 1	10 JUL 2025
LDOS AD 2 - 3	30 OCT 2025	LDPL AD 2.24.1 ADC - 2	10 JUL 2025
LDOS AD 2 - 4	30 OCT 2025	LDPL AD 2.24.2 APDC - 1	20 MAR 2025
LDOS AD 2 - 5	07 AUG 2025	LDPL AD 2.24.2 APDC - 2	20 MAR 2025
LDOS AD 2 - 6	30 NOV 2023	LDPL AD 2.24.4 AOC RWY 09/27 - 1	28 MAR 2019
LDOS AD 2 - 7	12 JUN 2025	LDPL AD 2.24.8 SID RWY 09 - 1	15 MAY 2025
LDOS AD 2 - 8	02 OCT 2025	LDPL AD 2.24.8 SID RWY 09 - 2	15 MAY 2025
LDOS AD 2 - 9	18 APR 2024	LDPL AD 2.24.8 SID RNAV RWY 09 - 1	15 MAY 2025
LDOS AD 2 - 10	23 JAN 2025	LDPL AD 2.24.8 SID RNAV RWY 09 - 2	15 MAY 2025
LDOS AD 2 - 11	23 JAN 2025	LDPL AD 2.24.8 SID RNAV RWY 09 - 3	15 MAY 2025
LDOS AD 2 - 12	23 JAN 2025	LDPL AD 2.24.8 SID RNAV RWY 09 - 4	15 MAY 2025
LDOS AD 2 - 13	23 JAN 2025	LDPL AD 2.24.8 SID RWY 27 - 1	15 MAY 2025
LDOS AD 2 - 14	13 JUN 2024	LDPL AD 2.24.8 SID RWY 27 - 2	15 MAY 2025
LDOS AD 2 - 15	16 MAY 2024	LDPL AD 2.24.8 SID RNAV RWY 27 - 1	15 MAY 2025
LDOS AD 2 - 16	30 NOV 2023	LDPL AD 2.24.8 SID RNAV RWY 27 - 2	15 MAY 2025
LDOS AD 2.24.1 ADC - 1	23 JAN 2025	LDPL AD 2.24.8 SID RNAV RWY 27 - 3	15 MAY 2025
LDOS AD 2.24.1 ADC - 2	23 JAN 2025	LDPL AD 2.24.8 SID RNAV RWY 27 - 4	15 MAY 2025
LDOS AD 2.24.2 APDC - 1	18 APR 2024	LDPL AD 2.24.10 STAR RWY 09 - 1	15 MAY 2025
LDOS AD 2.24.2 APDC - 2	18 APR 2024	LDPL AD 2.24.10 STAR RWY 09 - 2	15 MAY 2025
LDOS AD 2.24.4 AOC RWY 11/29 - 1	20 JUN 2019	LDPL AD 2.24.10 STAR RWY 27 - 1	15 MAY 2025
LDOS AD 2.24.8 SID RWY 11 - 1	15 MAY 2025	LDPL AD 2.24.10 STAR RNAV RWY 09 - 1	15 MAY 2025
LDOS AD 2.24.8 SID RWY 11 - 2	15 MAY 2025	LDPL AD 2.24.10 STAR RNAV RWY 09 - 2	15 MAY 2025
LDOS AD 2.24.8 SID RNP RWY 11 - 1	15 MAY 2025	LDPL AD 2.24.10 STAR RNAV RWY 09 - 3	15 MAY 2025
LDOS AD 2.24.8 SID RNP RWY 11 - 2	15 MAY 2025	LDPL AD 2.24.10 STAR RNAV RWY 09 - 4	15 MAY 2025
LDOS AD 2.24.8 SID RWY 29 - 1	15 MAY 2025	LDPL AD 2.24.10 STAR RNAV RWY 27 - 1	15 MAY 2025
LDOS AD 2.24.8 SID RWY 29 - 2	15 MAY 2025	LDPL AD 2.24.10 STAR RNAV RWY 27 - 2	15 MAY 2025
LDOS AD 2.24.8 SID RNP RWY 29 - 1	15 MAY 2025	LDPL AD 2.24.10 STAR RNAV RWY 27 - 3	15 MAY 2025
LDOS AD 2.24.8 SID RNP RWY 29 - 2	15 MAY 2025	LDPL AD 2.24.10 STAR RNAV RWY 27 - 4	15 MAY 2025
LDOS AD 2.24.10 STAR RWY 11 - 1	15 MAY 2025	LDPL AD 2.24.11 ATCSMAC - 1	30 OCT 2025
LDOS AD 2.24.10 STAR RWY 11 - 2	15 MAY 2025	LDPL AD 2.24.11 ATCSMAC - 2	30 OCT 2025
LDOS AD 2.24.10 STAR RNP RWY 11 - 1	15 MAY 2025	LDPL AD 2.24.12 IAC VOR RWY 09 - 1	15 MAY 2025
LDOS AD 2.24.10 STAR RNP RWY 11 - 2	15 MAY 2025	LDPL AD 2.24.12 IAC VOR RWY 09 - 2	15 MAY 2025
LDOS AD 2.24.10 STAR RWY 29 - 1	15 MAY 2025	LDPL AD 2.24.12 IAC VOR RWY 27 - 1	15 MAY 2025
LDOS AD 2.24.10 STAR RWY 29 - 2	15 MAY 2025	LDPL AD 2.24.12 IAC VOR RWY 27 - 2	15 MAY 2025
LDOS AD 2.24.10 STAR RNP RWY 29 - 1	15 MAY 2025	LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 - 1	15 MAY 2025
LDOS AD 2.24.10 STAR RNP RWY 29 - 2	15 MAY 2025	LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 - 2	15 MAY 2025
LDOS AD 2.24.11 ATCSMAC - 1	15 MAY 2025	LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 - 1	15 MAY 2025
LDOS AD 2.24.11 ATCSMAC - 2	15 MAY 2025	LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 - 2	15 MAY 2025
LDOS AD 2.24.12 IAC L RWY 11 - 1	15 MAY 2025	LDPL AD 2.24.12 IAC RNP RWY 09 - 1	15 MAY 2025
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LDOS AD 2.24.12 IAC ILS or LOC RWY 11 - 1	15 MAY 2025	LDPL AD 2.24.12 IAC RNP RWY 09 - 3	15 MAY 2025
LDOS AD 2.24.12 IAC ILS or LOC RWY 11 - 2	15 MAY 2025	LDPL AD 2.24.12 IAC RNP RWY 09 - 4	15 MAY 2025
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LDOS AD 2.24.12 IAC NDB RWY 11 - 2	15 MAY 2025	LDPL AD 2.24.12 IAC RNP RWY 27 - 2	15 MAY 2025
LDOS AD 2.24.12 IAC NDB RWY 29 - 1	15 MAY 2025	LDPL AD 2.24.12 IAC RNP RWY 27 - 3	15 MAY 2025
LDOS AD 2.24.12 IAC NDB RWY 29 - 2	15 MAY 2025	LDPL AD 2.24.12 IAC RNP RWY 27 - 4	15 MAY 2025
LDOS AD 2.24.12 IAC ILSx or LOCx RWY 29 CAT A&B - 1	15 MAY 2025	LDPL AD 2.24.13 VOC - 1	15 MAY 2025
LDOS AD 2.24.12 IAC ILSx or LOCx RWY 29 CAT A&B - 2	15 MAY 2025	LDPL AD 2.24.13 VOC - 2	15 MAY 2025
LDOS AD 2.24.12 IAC ILSy or LOCy RWY 29 - 1	15 MAY 2025	LDPL AD 2.24.14 BC - 1	08 MAR 2012
LDOS AD 2.24.12 IAC ILSy or LOCy RWY 29 - 2	15 MAY 2025	LDPL AD 2.24.14 BC - 2	08 MAR 2012
LDOS AD 2.24.12 IAC ILS z or LOC z RWY 29 - 1	15 MAY 2025	LDRI AD 2 - 1	07 AUG 2025
LDOS AD 2.24.12 IAC ILS z or LOC z RWY 29 - 2	15 MAY 2025	LDRI AD 2 - 2	17 APR 2025
LDOS AD 2.24.12 IAC RNP RWY 11 - 1	15 MAY 2025	LDRI AD 2 - 3	08 AUG 2024
LDOS AD 2.24.12 IAC RNP RWY 11 - 2	15 MAY 2025	LDRI AD 2 - 4	10 JUL 2025
LDOS AD 2.24.12 IAC RNP RWY 11 - 3	15 MAY 2025	LDRI AD 2 - 5	07 AUG 2025
LDOS AD 2.24.12 IAC RNP RWY 11 - 4	15 MAY 2025	LDRI AD 2 - 6	08 AUG 2024
LDOS AD 2.24.12 IAC RNP-a RWY 29 - 1	15 MAY 2025	LDRI AD 2 - 7	08 AUG 2024
LDOS AD 2.24.12 IAC RNP-a RWY 29 - 2	15 MAY 2025	LDRI AD 2 - 8	02 OCT 2025
LDOS AD 2.24.13 VOC - 1	15 MAY 2025	LDRI AD 2 - 9	08 AUG 2024
LDOS AD 2.24.13 VOC - 2	15 MAY 2025	LDRI AD 2 - 10	17 APR 2025
LDPL AD 2 - 1	11 JUL 2024	LDRI AD 2 - 11	08 AUG 2024
LDPL AD 2 - 2	02 OCT 2025	LDRI AD 2 - 12	08 AUG 2024
LDPL AD 2 - 3	13 JUN 2024	LDRI AD 2 - 13	15 MAY 2025
LDPL AD 2 - 4	10 JUL 2025	LDRI AD 2 - 14	15 MAY 2025
LDPL AD 2 - 5	02 OCT 2025	LDRI AD 2 - 15	15 MAY 2025
LDPL AD 2 - 6	02 OCT 2025	LDRI AD 2 - 16	15 MAY 2025
		LDRI AD 2.24.1 ADC - 1	13 AUG 2020
		LDRI AD 2.24.1 ADC - 2	13 AUG 2020
		LDRI AD 2.24.2 APDC - 1	03 NOV 2022

Page	Date	Page	Date
LDRI AD 2.24.2 APDC - 2	03 NOV 2022	LDSB AD 2.24.12 IAC RNP RWY 03 - 2	15 MAY 2025
LDRI AD 2.24.4 AOC RWY 14/32 - 1	28 MAR 2019	LDSB AD 2.24.12 IAC RNP RWY 03 - 3	15 MAY 2025
LDRI AD 2.24.8 SID RWY 14 - 1	15 MAY 2025	LDSB AD 2.24.12 IAC RNP RWY 03 - 4	15 MAY 2025
LDRI AD 2.24.8 SID RWY 14 - 2	15 MAY 2025	LDSB AD 2.24.12 IAC RNP RWY 21 - 1	15 MAY 2025
LDRI AD 2.24.8 SID RNAV RWY 14 - 1	15 MAY 2025	LDSB AD 2.24.12 IAC RNP RWY 21 - 2	15 MAY 2025
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LDRI AD 2.24.8 SID RNAV RWY 14 - 3	15 MAY 2025	LDSB AD 2.24.12 IAC RNP RWY 21 - 4	15 MAY 2025
LDRI AD 2.24.8 SID RNAV RWY 14 - 4	15 MAY 2025	LDSB AD 2.24.13 VOC - 1	15 MAY 2025
LDRI AD 2.24.8 SID RWY 32 - 1	15 MAY 2025	LDSB AD 2.24.13 VOC - 2	15 MAY 2025
LDRI AD 2.24.8 SID RWY 32 - 2	15 MAY 2025	LDSP AD 2 - 1	08 AUG 2024
LDRI AD 2.24.8 SID RNAV RWY 32 - 1	15 MAY 2025	LDSP AD 2 - 2	07 AUG 2025
LDRI AD 2.24.8 SID RNAV RWY 32 - 2	15 MAY 2025	LDSP AD 2 - 3	08 AUG 2024
LDRI AD 2.24.8 SID RNAV RWY 32 - 3	15 MAY 2025	LDSP AD 2 - 4	04 SEP 2025
LDRI AD 2.24.8 SID RNAV RWY 32 - 4	15 MAY 2025	LDSP AD 2 - 5	20 FEB 2025
LDRI AD 2.24.10 STAR RWY 14/32 - 1	15 MAY 2025	LDSP AD 2 - 6	20 FEB 2025
LDRI AD 2.24.10 STAR RWY 14/32 - 2	15 MAY 2025	LDSP AD 2 - 7	20 FEB 2025
LDRI AD 2.24.10 STAR RNAV RWY 14 - 1	15 MAY 2025	LDSP AD 2 - 8	20 FEB 2025
LDRI AD 2.24.10 STAR RNAV RWY 14 - 2	15 MAY 2025	LDSP AD 2 - 9	20 FEB 2025
LDRI AD 2.24.10 STAR RNAV RWY 32 - 1	15 MAY 2025	LDSP AD 2 - 10	20 FEB 2025
LDRI AD 2.24.10 STAR RNAV RWY 32 - 2	15 MAY 2025	LDSP AD 2 - 11	20 FEB 2025
LDRI AD 2.24.10 STAR RNAV RWY 32 - 3	15 MAY 2025	LDSP AD 2 - 12	20 FEB 2025
LDRI AD 2.24.10 STAR RNAV RWY 32 - 4	15 MAY 2025	LDSP AD 2 - 13	20 FEB 2025
LDRI AD 2.24.12 IAC VOR RWY 14 - 1	15 MAY 2025	LDSP AD 2 - 14	07 AUG 2025
LDRI AD 2.24.12 IAC VOR RWY 14 - 2	15 MAY 2025	LDSP AD 2 - 15	16 MAY 2024
LDRI AD 2.24.12 IAC ILS y or LOC y RWY 14 - 1	15 MAY 2025	LDSP AD 2 - 16	12 JUN 2025
LDRI AD 2.24.12 IAC ILS y or LOC y RWY 14 - 2	15 MAY 2025	LDSP AD 2 - 17	02 OCT 2025
LDRI AD 2.24.12 IAC ILS z or LOC z RWY 14 - 1	15 MAY 2025	LDSP AD 2 - 18	21 MAR 2024
LDRI AD 2.24.12 IAC ILS z or LOC z RWY 14 - 2	15 MAY 2025	LDSP AD 2 - 19	21 MAR 2024
LDRI AD 2.24.12 IAC ILS z or LOC z RWY 14 - 3	15 MAY 2025	LDSP AD 2 - 20	08 AUG 2024
LDRI AD 2.24.12 IAC ILS z or LOC z RWY 14 - 4	15 MAY 2025	LDSP AD 2 - 21	21 MAR 2024
LDRI AD 2.24.12 IAC RNP RWY 14 - 1	15 MAY 2025	LDSP AD 2 - 22	21 MAR 2024
LDRI AD 2.24.12 IAC RNP RWY 14 - 2	15 MAY 2025	LDSP AD 2 - 23	21 MAR 2024
LDRI AD 2.24.12 IAC RNP RWY 14 - 3	15 MAY 2025	LDSP AD 2 - 24	21 MAR 2024
LDRI AD 2.24.12 IAC RNP RWY 14 - 4	15 MAY 2025	LDSP AD 2 - 25	21 MAR 2024
LDRI AD 2.24.12 IAC RNP RWY 32 - 1	15 MAY 2025	LDSP AD 2 - 26	21 MAR 2024
LDRI AD 2.24.12 IAC RNP RWY 32 - 2	15 MAY 2025	LDSP AD 2 - 27	21 MAR 2024
LDRI AD 2.24.12 IAC RNP RWY 32 - 3	15 MAY 2025	LDSP AD 2 - 28	21 MAR 2024
LDRI AD 2.24.12 IAC RNP RWY 32 - 4	15 MAY 2025	LDSP AD 2 - 29	08 AUG 2024
LDRI AD 2.24.12 IAC VOR RWY 32 - 1	15 MAY 2025	LDSP AD 2 - 30	21 MAR 2024
LDRI AD 2.24.12 IAC VOR RWY 32 - 2	15 MAY 2025	LDSP AD 2.24.1 ADC - 1	28 DEC 2023
LDRI AD 2.24.13 VOC - 1	15 MAY 2025	LDSP AD 2.24.1 ADC - 2	28 DEC 2023
LDRI AD 2.24.13 VOC - 2	15 MAY 2025	LDSP AD 2.24.2 APDC - 1	28 DEC 2023
LDSB AD 2 - 1	18 APR 2024	LDSP AD 2.24.2 APDC - 2	28 DEC 2023
LDSB AD 2 - 2	07 AUG 2025	LDSP AD 2.24.4 AOC RWY 05 - 1	20 JUN 2019
LDSB AD 2 - 3	07 AUG 2025	LDSP AD 2.24.4 AOC RWY 23 - 1	20 JUN 2019
LDSB AD 2 - 4	07 AUG 2025	LDSP AD 2.24.8 SID RWY 05 - 1	15 MAY 2025
LDSB AD 2 - 5	07 AUG 2025	LDSP AD 2.24.8 SID RWY 05 - 2	15 MAY 2025
LDSB AD 2 - 6	30 NOV 2023	LDSP AD 2.24.8 SID RNAV RWY 05 - 1	15 MAY 2025
LDSB AD 2 - 7	30 NOV 2023	LDSP AD 2.24.8 SID RNAV RWY 05 - 2	15 MAY 2025
LDSB AD 2 - 8	02 OCT 2025	LDSP AD 2.24.8 SID RNAV RWY 05 - 3	15 MAY 2025
LDSB AD 2 - 9	28 DEC 2023	LDSP AD 2.24.8 SID RNAV RWY 05 - 4	15 MAY 2025
LDSB AD 2 - 10	20 MAY 2021	LDSP AD 2.24.8 SID RWY 23 - 1	15 MAY 2025
LDSB AD 2 - 11	20 MAY 2021	LDSP AD 2.24.8 SID RWY 23 - 2	15 MAY 2025
LDSB AD 2 - 12	08 AUG 2024	LDSP AD 2.24.8 SID RNAV RWY 23 - 1	15 MAY 2025
LDSB AD 2 - 13	30 NOV 2023	LDSP AD 2.24.8 SID RNAV RWY 23 - 2	15 MAY 2025
LDSB AD 2 - 14	07 SEP 2023	LDSP AD 2.24.8 SID RNAV RWY 23 - 3	15 MAY 2025
LDSB AD 2.24.1 ADC - 1	07 SEP 2023	LDSP AD 2.24.8 SID RNAV RWY 23 - 4	15 MAY 2025
LDSB AD 2.24.1 ADC - 2	07 SEP 2023	LDSP AD 2.24.10 STAR RWY 05 - 1	15 MAY 2025
LDSB AD 2.24.2 APDC - 1	20 JUN 2019	LDSP AD 2.24.10 STAR RWY 05 - 2	15 MAY 2025
LDSB AD 2.24.2 APDC - 2	20 JUN 2019	LDSP AD 2.24.10 STAR RNAV RWY 05 - 1	15 MAY 2025
LDSB AD 2.24.4 AOC RWY 03/21 - 1	20 MAY 2021	LDSP AD 2.24.10 STAR RNAV RWY 05 - 2	15 MAY 2025
LDSB AD 2.24.8 SID RWY 03 CAT A/B&C - 1	15 MAY 2025	LDSP AD 2.24.10 STAR RNAV RWY 05 - 3	15 MAY 2025
LDSB AD 2.24.8 SID RWY 03 CAT A/B&C - 2	15 MAY 2025	LDSP AD 2.24.10 STAR RNAV RWY 05 - 4	15 MAY 2025
LDSB AD 2.24.8 SID RNAV RWY 03 - 1	15 MAY 2025	LDSP AD 2.24.10 STAR RNAV RWY 05 - 5	15 MAY 2025
LDSB AD 2.24.8 SID RNAV RWY 03 - 2	15 MAY 2025	LDSP AD 2.24.10 STAR RNAV RWY 05 - 6	15 MAY 2025
LDSB AD 2.24.8 SID RWY 21 CAT A/B&C - 1	15 MAY 2025	LDSP AD 2.24.10 STAR RWY 23 - 1	15 MAY 2025
LDSB AD 2.24.8 SID RWY 21 CAT A/B&C - 2	15 MAY 2025	LDSP AD 2.24.10 STAR RWY 23 - 2	15 MAY 2025
LDSB AD 2.24.8 SID RNAV RWY 21 - 1	15 MAY 2025	LDSP AD 2.24.10 STAR RNAV RWY 23 - 1	15 MAY 2025
LDSB AD 2.24.8 SID RNAV RWY 21 - 2	15 MAY 2025	LDSP AD 2.24.10 STAR RNAV RWY 23 - 2	15 MAY 2025
LDSB AD 2.24.10 STAR RWY 03/21 CAT A/B&C - 1	15 MAY 2025	LDSP AD 2.24.10 STAR RNAV RWY 23 - 3	15 MAY 2025
LDSB AD 2.24.10 STAR RWY 03/21 CAT A/B&C - 2	15 MAY 2025	LDSP AD 2.24.10 STAR RNAV RWY 23 - 4	15 MAY 2025
LDSB AD 2.24.10 STAR RNAV RWY 03-21 - 1	15 MAY 2025	LDSP AD 2.24.10 STAR RNAV RWY 23 - 5	15 MAY 2025
LDSB AD 2.24.10 STAR RNAV RWY 03-21 - 2	15 MAY 2025	LDSP AD 2.24.10 STAR RNAV RWY 23 - 6	15 MAY 2025
LDSB AD 2.24.12 IAC NDB RWY 03 - 1	15 MAY 2025	LDSP AD 2.24.11 ATCSMAC - 1	30 OCT 2025
LDSB AD 2.24.12 IAC NDB RWY 03 - 2	15 MAY 2025	LDSP AD 2.24.11 ATCSMAC - 2	30 OCT 2025
LDSB AD 2.24.12 IAC VOR-a RWY 03/21 - 1	15 MAY 2025	LDSP AD 2.24.12 IAC NDB RWY 05 - 1	15 MAY 2025
LDSB AD 2.24.12 IAC VOR-a RWY 03/21 - 2	15 MAY 2025	LDSP AD 2.24.12 IAC NDB RWY 05 - 2	15 MAY 2025
LDSB AD 2.24.12 IAC NDB-a RWY 21 - 1	15 MAY 2025	LDSP AD 2.24.12 IAC ILSy or LOCy RWY 05 - 1	15 MAY 2025
LDSB AD 2.24.12 IAC NDB-a RWY 21 - 2	15 MAY 2025	LDSP AD 2.24.12 IAC ILSy or LOCy RWY 05 - 2	15 MAY 2025
LDSB AD 2.24.12 IAC NDB RWY 21 - 1	15 MAY 2025	LDSP AD 2.24.12 IAC ILSz or LOCz RWY 05 - 1	15 MAY 2025
LDSB AD 2.24.12 IAC NDB RWY 21 - 2	15 MAY 2025	LDSP AD 2.24.12 IAC ILSz or LOCz RWY 05 - 2	15 MAY 2025
LDSB AD 2.24.12 IAC RNP RWY 03 - 1	15 MAY 2025	LDSP AD 2.24.12 IAC RNP Y RWY 05 - 1	15 MAY 2025

Page	Date	Page	Date
LDSP AD 2.24.12 IAC RNP Y RWY 05 - 2	15 MAY 2025	LDZA AD 2.24.12 IAC ILS z or LOC z RWY 04 - 2	15 MAY 2025
LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 1	15 MAY 2025	LDZA AD 2.24.12 IAC L RWY 22 - 1	15 MAY 2025
LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 2	15 MAY 2025	LDZA AD 2.24.12 IAC L RWY 22 - 2	15 MAY 2025
LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 3	15 MAY 2025	LDZA AD 2.24.12 IAC ILS y or LOC y RWY 22 - 1	15 MAY 2025
LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 4	15 MAY 2025	LDZA AD 2.24.12 IAC ILS y or LOC y RWY 22 - 2	15 MAY 2025
LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 - 1	15 MAY 2025	LDZA AD 2.24.12 IAC ILS z or LOC z RWY 22 - 1	15 MAY 2025
LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 - 2	15 MAY 2025	LDZA AD 2.24.12 IAC ILS z or LOC z RWY 22 - 2	15 MAY 2025
LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 - 3	15 MAY 2025	LDZA AD 2.24.12 IAC RNP RWY 04 - 1	04 SEP 2025
LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 - 4	15 MAY 2025	LDZA AD 2.24.12 IAC RNP RWY 04 - 2	04 SEP 2025
LDSP AD 2.24.12 IAC VOR-b RWY 23 - 1	15 MAY 2025	LDZA AD 2.24.12 IAC RNP RWY 04 - 3	04 SEP 2025
LDSP AD 2.24.12 IAC VOR-b RWY 23 - 2	15 MAY 2025	LDZA AD 2.24.12 IAC RNP RWY 04 - 4	04 SEP 2025
LDSP AD 2.24.13 VAC RWY 23 - 1	15 MAY 2025	LDZA AD 2.24.12 IAC RNP RWY 22 - 1	15 MAY 2025
LDSP AD 2.24.13 VAC RWY 23 - 2	15 MAY 2025	LDZA AD 2.24.12 IAC RNP RWY 22 - 2	15 MAY 2025
LDSP AD 2.24.13 VOC - 1	15 MAY 2025	LDZA AD 2.24.12 IAC RNP RWY 22 - 3	15 MAY 2025
LDSP AD 2.24.13 VOC - 2	15 MAY 2025	LDZA AD 2.24.12 IAC RNP RWY 22 - 4	15 MAY 2025
LDSP AD 2.24.14 BC - 1	08 MAR 2012	LDZA AD 2.24.13 VOC - 1	15 MAY 2025
LDSP AD 2.24.14 BC - 2	08 MAR 2012	LDZA AD 2.24.13 VOC - 2	15 MAY 2025
LDZA AD 2 - 1	30 NOV 2023	LDZA AD 2.24.14 BC - 1	23 APR 2020
LDZA AD 2 - 2	07 AUG 2025	LDZA AD 2.24.14 BC - 2	23 APR 2020
LDZA AD 2 - 3	30 NOV 2023	LDZD AD 2 - 1	30 NOV 2023
LDZA AD 2 - 4	03 OCT 2024	LDZD AD 2 - 2	07 AUG 2025
LDZA AD 2 - 5	27 FEB 2020	LDZD AD 2 - 3	07 AUG 2025
LDZA AD 2 - 6	02 OCT 2025	LDZD AD 2 - 4	07 AUG 2025
LDZA AD 2 - 7	07 AUG 2025	LDZD AD 2 - 5	23 JAN 2025
LDZA AD 2 - 8	08 AUG 2024	LDZD AD 2 - 6	30 OCT 2025
LDZA AD 2 - 9	08 AUG 2024	LDZD AD 2 - 7	30 OCT 2025
LDZA AD 2 - 10	05 SEP 2024	LDZD AD 2 - 8	30 OCT 2025
LDZA AD 2 - 11	02 OCT 2025	LDZD AD 2 - 9	30 OCT 2025
LDZA AD 2 - 12	05 SEP 2024	LDZD AD 2 - 10	30 OCT 2025
LDZA AD 2 - 13	05 SEP 2024	LDZD AD 2 - 11	30 OCT 2025
LDZA AD 2 - 14	05 SEP 2024	LDZD AD 2 - 12	13 JUN 2024
LDZA AD 2 - 15	05 SEP 2024	LDZD AD 2 - 13	13 JUN 2024
LDZA AD 2 - 16	05 SEP 2024	LDZD AD 2 - 14	13 JUN 2024
LDZA AD 2 - 17	05 SEP 2024	LDZD AD 2 - 15	13 JUN 2024
LDZA AD 2 - 18	05 SEP 2024	LDZD AD 2 - 16	15 MAY 2025
LDZA AD 2 - 19	05 SEP 2024	LDZD AD 2 - 17	02 OCT 2025
LDZA AD 2 - 20	05 SEP 2024	LDZD AD 2 - 18	02 OCT 2025
LDZA AD 2 - 21	05 SEP 2024	LDZD AD 2.24.1 ADC - 1	30 OCT 2025
LDZA AD 2 - 22	05 SEP 2024	LDZD AD 2.24.1 ADC - 2	30 OCT 2025
LDZA AD 2 - 23	05 SEP 2024	LDZD AD 2.24.2 APDC - 1	30 OCT 2025
LDZA AD 2 - 24	05 SEP 2024	LDZD AD 2.24.2 APDC - 2	30 OCT 2025
LDZA AD 2.24.1 ADC - 1	28 NOV 2024	LDZD AD 2.24.4 AOC RWY 04/22 - 1	05 OCT 2023
LDZA AD 2.24.1 ADC - 2	28 NOV 2024	LDZD AD 2.24.4 AOC RWY 13/31 - 1	05 OCT 2023
LDZA AD 2.24.2 APDC EAST - 1	06 OCT 2022	LDZD AD 2.24.8 SID RWY 04 - 1	02 OCT 2025
LDZA AD 2.24.2 APDC EAST - 2	06 OCT 2022	LDZD AD 2.24.8 SID RWY 04 - 2	02 OCT 2025
LDZA AD 2.24.2 APDC WEST - 1	17 APR 2025	LDZD AD 2.24.8 SID RNAV RWY 04 - 1	15 MAY 2025
LDZA AD 2.24.2 APDC WEST - 2	17 APR 2025	LDZD AD 2.24.8 SID RNAV RWY 04 - 2	15 MAY 2025
LDZA AD 2.24.4 AOC RWY 04/22 - 1	02 OCT 2025	LDZD AD 2.24.8 SID RNAV RWY 04 - 3	15 MAY 2025
LDZA AD 2.24.4 AOC RWY 04/22 - 2	02 OCT 2025	LDZD AD 2.24.8 SID RNAV RWY 04 - 4	15 MAY 2025
LDZA AD 2.24.6 PATC RWY 04 - 1	26 MAR 2020	LDZD AD 2.24.8 SID RWY 13 - 1	02 OCT 2025
LDZA AD 2.24.6 PATC RWY 04 - 2	26 MAR 2020	LDZD AD 2.24.8 SID RWY 13 - 2	02 OCT 2025
LDZA AD 2.24.8 SID RWY 04 - 1	15 MAY 2025	LDZD AD 2.24.8 SID RNAV RWY 13 - 1	15 MAY 2025
LDZA AD 2.24.8 SID RWY 04 - 2	15 MAY 2025	LDZD AD 2.24.8 SID RNAV RWY 13 - 2	15 MAY 2025
LDZA AD 2.24.8 SID RNAV RWY 04 - 1	15 MAY 2025	LDZD AD 2.24.8 SID RNAV RWY 13 - 3	15 MAY 2025
LDZA AD 2.24.8 SID RNAV RWY 04 - 2	15 MAY 2025	LDZD AD 2.24.8 SID RNAV RWY 13 - 4	15 MAY 2025
LDZA AD 2.24.8 SID RNAV RWY 04 - 3	15 MAY 2025	LDZD AD 2.24.8 SID RWY 22 - 1	02 OCT 2025
LDZA AD 2.24.8 SID RNAV RWY 04 - 4	15 MAY 2025	LDZD AD 2.24.8 SID RWY 22 - 2	02 OCT 2025
LDZA AD 2.24.8 SID RWY 22 - 1	15 MAY 2025	LDZD AD 2.24.8 SID RNAV RWY 22 - 1	15 MAY 2025
LDZA AD 2.24.8 SID RWY 22 - 2	15 MAY 2025	LDZD AD 2.24.8 SID RNAV RWY 22 - 2	15 MAY 2025
LDZA AD 2.24.8 SID RNAV RWY 22 - 1	15 MAY 2025	LDZD AD 2.24.8 SID RWY 31 - 1	02 OCT 2025
LDZA AD 2.24.8 SID RNAV RWY 22 - 2	15 MAY 2025	LDZD AD 2.24.8 SID RWY 31 - 2	02 OCT 2025
LDZA AD 2.24.8 SID RNAV RWY 22 - 3	15 MAY 2025	LDZD AD 2.24.8 SID RNAV RWY 31 - 1	15 MAY 2025
LDZA AD 2.24.8 SID RNAV RWY 22 - 4	15 MAY 2025	LDZD AD 2.24.8 SID RNAV RWY 31 - 2	15 MAY 2025
LDZA AD 2.24.10 STAR RWY 04 - 1	15 MAY 2025	LDZD AD 2.24.8 SID RNAV RWY 31 - 3	15 MAY 2025
LDZA AD 2.24.10 STAR RWY 04 - 2	15 MAY 2025	LDZD AD 2.24.8 SID RNAV RWY 31 - 4	15 MAY 2025
LDZA AD 2.24.10 STAR RNAV RWY 04 - 1	15 MAY 2025	LDZD AD 2.24.10 STAR RWY 04 & 13/31 - 1	02 OCT 2025
LDZA AD 2.24.10 STAR RNAV RWY 04 - 2	15 MAY 2025	LDZD AD 2.24.10 STAR RWY 04 & 13/31 - 2	02 OCT 2025
LDZA AD 2.24.10 STAR RNAV RWY 04 - 3	15 MAY 2025	LDZD AD 2.24.10 STAR RNAV RWY 04 - 1	15 MAY 2025
LDZA AD 2.24.10 STAR RNAV RWY 04 - 4	15 MAY 2025	LDZD AD 2.24.10 STAR RNAV RWY 04 - 2	15 MAY 2025
LDZA AD 2.24.10 STAR RWY 22 - 1	15 MAY 2025	LDZD AD 2.24.10 STAR RNAV RWY 04 - 3	15 MAY 2025
LDZA AD 2.24.10 STAR RWY 22 - 2	15 MAY 2025	LDZD AD 2.24.10 STAR RNAV RWY 04 - 4	15 MAY 2025
LDZA AD 2.24.10 STAR RNAV RWY 22 - 1	15 MAY 2025	LDZD AD 2.24.10 STAR RNAV RWY 13 - 1	15 MAY 2025
LDZA AD 2.24.10 STAR RNAV RWY 22 - 2	15 MAY 2025	LDZD AD 2.24.10 STAR RNAV RWY 13 - 2	15 MAY 2025
LDZA AD 2.24.10 STAR RNAV RWY 22 - 3	15 MAY 2025	LDZD AD 2.24.10 STAR RNAV RWY 13 - 3	15 MAY 2025
LDZA AD 2.24.10 STAR RNAV RWY 22 - 4	15 MAY 2025	LDZD AD 2.24.10 STAR RNAV RWY 13 - 4	15 MAY 2025
LDZA AD 2.24.11 ATCSMAC - 1	15 MAY 2025	LDZD AD 2.24.10 STAR RNAV RWY 31 - 1	15 MAY 2025
LDZA AD 2.24.11 ATCSMAC - 2	15 MAY 2025	LDZD AD 2.24.10 STAR RNAV RWY 31 - 2	15 MAY 2025
LDZA AD 2.24.12 IAC L RWY 04 - 1	04 SEP 2025	LDZD AD 2.24.10 STAR RNAV RWY 31 - 3	15 MAY 2025
LDZA AD 2.24.12 IAC L RWY 04 - 2	04 SEP 2025	LDZD AD 2.24.10 STAR RNAV RWY 31 - 4	15 MAY 2025
LDZA AD 2.24.12 IAC ILS y or LOC y RWY 04 - 1	04 SEP 2025	LDZD AD 2.24.11 ATCSMAC - 1	02 OCT 2025
LDZA AD 2.24.12 IAC ILS y or LOC y RWY 04 - 2	04 SEP 2025	LDZD AD 2.24.11 ATCSMAC - 2	02 OCT 2025
LDZA AD 2.24.12 IAC ILS z or LOC z RWY 04 - 1	15 MAY 2025	LDZD AD 2.24.12 IAC VOR RWY 04 - 1	02 OCT 2025

Page	Date	Page	Date
LDZD AD 2.24.12 IAC VOR RWY 04 - 2	02 OCT 2025		
LDZD AD 2.24.12 IAC VOR RWY 13 - 1	02 OCT 2025		
LDZD AD 2.24.12 IAC VOR RWY 13 - 2	02 OCT 2025		
LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 1	30 OCT 2025		
LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 2	30 OCT 2025		
LDZD AD 2.24.12 IAC RNP RWY 04 - 1	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP RWY 04 - 2	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP RWY 04 - 3	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP RWY 04 - 4	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 1	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 2	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 3	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 4	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 1	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 2	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 3	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 4	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP RWY 31 - 1	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP RWY 31 - 2	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP RWY 31 - 3	15 MAY 2025		
LDZD AD 2.24.12 IAC RNP RWY 31 - 4	15 MAY 2025		
LDZD AD 2.24.12 IAC VOR RWY 31 - 1	02 OCT 2025		
LDZD AD 2.24.12 IAC VOR RWY 31 - 2	02 OCT 2025		
LDZD AD 2.24.13 VOC - 1	02 OCT 2025		
LDZD AD 2.24.13 VOC - 2	02 OCT 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)
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)
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)
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 2.24.14 BC -1	Airport name is changed to "DUBROVNIK/Rudjer Boskovic".	AIRAC AIP AMDT 010/2023 (02 NOV 2023)
LDRI AD 2.24.1 ADC -1 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)
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)

AIP page(s) affected	Amendment text	Introduced by AIP AMDT number:
1	2	3
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 2.16	New HEL PRKG PSN H11 installed for HEMS use only: - COORD 423325.22N 0181617.74E - MAX radius 14.1 M - turning while hovering forbidden on H11 - H11 using new HEL hangar, S of H11 - HEL tow tractor used for MOV of HEL BTN hangar and H11.	AIRAC AIP AMDT 008/2025 (04 SEP 2025)

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the responsible overall authorities concerned with civil aviation are as follows:

GEN 1.1.1. CIVIL AVIATION

GEN 1.1.1.1 MINISTRY OF THE SEA, TRANSPORT AND INFRASTRUCTURE OF THE REPUBLIC OF CROATIA DIRECTORATE FOR AIR TRAFFIC, ELECTRONIC COMMUNICATIONS AND POSTAL SERVICES

Post: Prisavlje 14
10000 Zagreb
Croatia

Phone: +385 1 6169060

Fax: +385 1 6196393

Email: uprava@caacro.hr

URL: <https://mmpi.gov.hr>

GEN 1.1.1.2 CROATIAN CIVIL AVIATION AGENCY

Post: Ulica grada Vukovara 284
10000 Zagreb
Croatia

Phone: +385 1 2369300

Fax: +385 1 2369301

Email: ccaa@ccaa.hr

URL: <http://www.ccaa.hr>

For other contacts, related to entry, transit and departure of aircraft, see [GEN 1.2](#).

GEN 1.1.1.3 CROATIA CONTROL LTD.

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

Phone: +385 1 6259400

Fax: +385 1 6228101

AFS: LDZAYAYX

URL: <https://www.crocontrol.hr>

GEN 1.1.2. METEOROLOGY

GEN 1.1.2.1 CROATIA CONTROL LTD.

AERONAUTICAL METEOROLOGY SERVICE (MET)

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

Phone: +385 1 6259280

AFS: LDZAYAYM

Email: met@crocontrol.hr

GEN 1.1.3. CUSTOMS

**GEN 1.1.3.1 MINISTRY OF FINANCE OF THE REPUBLIC OF CROATIA
CUSTOMS ADMINISTRATION**

Post: A. Humbolta 4a
10000 Zagreb
Croatia

Phone: +385 1 6102333

Fax: +385 1 6155280

URL: <https://mfin.gov.hr>

GEN 1.1.4. IMMIGRATION

**GEN 1.1.4.1 MINISTRY OF THE INTERIOR OF THE REPUBLIC OF CROATIA
DIRECTORATE OF IMMIGRATION, CITIZENSHIP AND ADMINISTRATIVE AFFAIRS**

Post: Ilica 335
10000 Zagreb
Croatia

Phone: +385 1 3788646

Fax: +385 1 3788158

URL: <https://mup.gov.hr>

For other contacts, related to entry, transit and departure of aircraft, see [GEN 1.2.](#)

URL: <https://mvep.gov.hr>

For other contacts, related to entry, transit and departure of aircraft, see [GEN 1.2](#).

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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

Title	Reference	Difference(s)
Annex 1 - Personnel Licensing, 14th Edition (including up to amendment 179)		NIL
Annex 2 - Rules Of The Air, 11th Edition, Amdt 48	Chapter 3 3.2.2	Implementing Regulation (EU) No 923/2012, SERA.3210(b), specifies: '(b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.' Remark (reason for difference): SERA Difference A2-01 New Provision.
	Chapter 3 3.2.2.4	Implementing Regulation (EU) No 923/2012, paragraph SERA.3210(c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4 by specifying that: '(i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.' Remark (reason for difference): SERA Difference A2-05 New Provision.
	Chapter 3 3.2.3.2(b)	Implementing Regulation (EU) No 923/2012, paragraph SERA.3215(b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2(b) of the underlined text): '(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, <u>as far as practicable</u> .' Remark (reason for difference): SERA Difference A2-02
	Chapter 3 3.2.5(c) and (d)	Implementing Regulation (EU) No 923/2012, paragraph SERA.3225 differs from ICAO Standard in Annex 2, 3.2.5(c) and 3.2.5(d) in that it specifies that subparagraphs (c) and (d) do not apply to balloons: '(c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; (d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.' Remark (reason for difference): SERA Difference A2-03
	Chapter 3 3.3.1.2	ICAO Annex 2, 3.3.1.2 is replaced with point SERA.4001(b) of Implementing Regulation (EU) No 923/2012. The differences between that ICAO Standard and that Union regulation are as follows: —With regards to VFR flights planned to operate across international borders, the Union regulation (point SERA.4001(b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the underlined text, as follows: 'any flight across international borders, <u>unless otherwise prescribed by the States concerned</u> .' —With regard to VFR and IFR flights planned to operate at night, the following requirement is added to point SERA.4001(b)(6) of that Union regulation: '(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome' Remark (reason for difference): SERA Difference A2-04

Title	Reference	Difference(s)
	Chapter 3 3.8 and Appendix 2	The words 'in distress' of Chapter 3 Part 3.8, are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law. Remark (reason for difference): SERA Difference A2-08
	Chapter 4 4.6	ICAO Annex 2, point 4.6, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005, introducing the obstacle clearance criteria in (f), as follows: '(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown: —over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 M (1 000 FT) above the highest obstacle within a radius of 600 M from the aircraft; —elsewhere than as specified in (1), at a height less than 150 M (500 FT) above the ground or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft.' Remark (reason for difference): SERA Difference A2-07
Annex 3 - Meteorological Service for International Air Navigation, 20th Edition, Amdt 81	Chapter 5 5.1	Implementing Regulation (EU) No 923/2012, point SERA.12005, specifies: (b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed. Remark (reason for difference): SERA Difference A03-01 New provision.
	Chapter 5 5.9	Special AIREP or SIGMET for volcanic ash cloud is issued and included in flight documentation instead of the form.
	Chapter 6 6.5.2	Croatia does not issue GAMET.
	Chapter 10 10.2	In agreement with user (Search and Rescue Service Unit) MWO Zagreb is not providing to Search and Rescue Service Unit following data: sea-surface temperature, state of the sea ice cover and ocean currents.

Title	Reference	Difference(s)
Annex 4 - Aeronautical Charts, 11th Edition, Amdt 62	Chapter 2 2.3.1	Marginal note layout is different
	Chapter 2 2.5.7	Conversion tables are not on all charts. The meter/feet conversion table is not on a chart where it is not required by Annex 4.
	Chapter 2 2.6.1	Parameters of projection are not indicated. The State has published new parameters of projection on VFR chart
	Chapter 2 2.17.2	Resolution of geographical coordinates of radio navigation aids is different.
	Chapter 2 2.18.1.3	Resolution of geographical coordinates is different.
	Chapter 2 2.18.2.2	Geoid undulation is not published.
	Chapter 2 2.18.2.3	Geoid undulation is not published on all charts.
	Chapter 3 3.3.1	Elevations are shown to the nearest tenth of metre.
	Chapter 3 3.3.2	Linear dimensions are shown to the nearest metre.
	Chapter 3 3.9.1	Order of accuracy shown in the geodetic survey report only.
	Chapter 4 4.2.1	The Aerodrome Obstacle Chart – ICAO Type B is not produced
	Chapter 5 5.1	Not yet available.
	Chapter 5 5.2.1	The Aerodrom Terrain and Obstacle Chart – ICAO (Electronic) is not produced.
	Chapter 7 7.9.3.1.1	1) The geographical coordinates of radio navigation aids are given to 1/100 of a second 2) The elevation of the DME transmitter is rounded to the nearest meter (or foot) 12) ADIZ is not applicable
	Chapter 8 8.2.1	The Area Chart – ICAO is not produced.
	Chapter 9 9.9.4.1.1	b) 4) Geographic coordinates are in degrees, minutes, seconds, and 1/10 of a second b) 5) DME elevation is rounded to the nearest foot c) Directions are rounded to the nearest degree e) Transition altitude is 10000 FT
	Chapter 10 10.9.4.1.1	b) 4) Geographic coordinates are in degrees, minutes, seconds, and 1/10 of a second b) 5) DME elevation is rounded to the nearest foot c) Directions are rounded to the nearest degree e) Transition altitude is 10000 FT
	Chapter 11 11.7.2	The shades of the layers are not shown.
	Chapter 11 11.10.6.1	c) dashed lines with an arrow are used.
	Chapter 11 11.10.6.3	d) dashed lines with an arrow are used.

Title	Reference	Difference(s)
	Chapter 11 11.10.8.5	For the final approach, only a descent gradient.
	Chapter 15 15.6	b) Bearing strength is not shown f) Coordinates of taxiway centre line points are not shown b) Only in the AIP
	Chapter 16 16.2.1	The World Aeronautical Chart - ICAO 1:1000000 is not produced.
	Chapter 17 17.7.9.1	Elevation in valleys and on the surface of the lake is not available.
	Chapter 17 17.7.9.2	The geographical position of the highest point on the chart of Croatia is rounded to the nearest second.
	Chapter 17 17.7.13	Data is not available.
	Chapter 17 17.8.1	Isogonic lines are not shown.
	Chapter 17 17.8.2	Isogonic lines are not shown.
	Chapter 17 17.9.2.2	Lighting of the runway not shown on chart.
	Chapter 18 18.2.1	The Aeronautical Chart – ICAO Small Scale is not produced.
	Chapter 19 19.2.1	The Plotting Chart – ICAO is not produced.
	Chapter 20 20.2.1	The Electronic Aeronautical Chart Display – ICAO is not produced
	Chapter 21 21.2.1	The ATC Surveillance Minimum Altitude Chart – ICAO is not produced
Annex 5 - Units of Measurement to be Used in the Air and Ground Services, 5th Edition, Amdt 17		NIL

Title	Reference	Difference(s)
Annex 6 - Operation Of Aircraft - Part I - International Commercial Air Transport - Aeroplanes, 12th Edition, Amdt 49	Chapter 1 Definitions	The definition of „Agreement summary“ is not implemented. The term is not used in the EU regulation.
		The definition of „COMAT“ is not implemented. Term not used in the EU regulation (EU) 965/2012.
		The definition of “Current flight plan (CPL)” included in EU Regulations will need to be amended following State Letter AN 11/1.3.36-24/34.
		The definitions of 'EDTO critical fuel', 'EDTO significant system', and 'Extended Diversion Time Operations (EDTO)' have not been implemented. Regulation (EU) 965/2012 uses ETOPS, which applies only to twin-engine aircraft.
		The definition of “Filed flight plan (FPL or eFPL)” included in EU Regulations will need to be amended following State Letter AN 11/1.3.36-24/34.
		The definition of “Flight plan” included in EU Regulations will need to be amended following State Letter AN 11/1.3.36-24/34.
		The new definition “Preliminary flight plan” is not included in EU Regulations which will need to be amended following State Letter AN 11/1.3.36-24/34.
	Chapter 3 3.3.2	Not required for aeroplanes with a maximum certificated take-off mass (MCTOM) equal to or less than 27 000 KG.
	Chapter 3 3.3.3	ORO.AOC.130 does not require an FDM program for aircraft with an MCTOM equal to or less than 27 000 KG. Therefore, Appendix 6, Part I, 3.3.3 is not implemented for aircraft with an MCTOM between 15 000 and 27 000 KG.
	Chapter 3 3.3.5	The EU regulation requires in addition that the flight data monitoring (FDM) programme is non-punitive, regardless of the date.
	Chapter 4 4.2.2.1	The EU regulation also requires compliance with ICAO Annexes 1, 2, 8, and 18. Additionally, compliance with the mitigating measures accepted by EASA in accordance with ART.200(d); the relevant requirements of Part-TCO; and the applicable EU rules of the air.
	Chapter 4 4.3.4.1.3	CAT.OP.MPA.182(a) requires a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome.
	Chapter 4 4.3.4.2	The new terms “filed flight plan” and “preliminary flight plan” are not included in Regulation (EU) No 965/2012, which currently refers to “ATS flight plan”.
	Chapter 4 4.3.4.3.1	The EU regulation requires a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome. Regarding the changes related to FF-ICE: The new terms “filed flight plan” and “preliminary flight plan” are not included in Regulation (EU) No 965/2012, which currently refers to “ATS flight plan”.
	Chapter 4 4.3.4.3.2	The new terms “filed flight plan” and “preliminary flight plan” are not included in Regulation (EU) No 965/2012, which currently refers to “ATS flight plan”.

Title	Reference	Difference(s)
	Chapter 4 4.3.4.4	The EU regulation establishes to collect relevant data for a period of 2 years of continuous operations before applying for an Individual Fuel Scheme. Moreover, it is mandatory to implement an effective continuous reporting system to the competent authority on the safety performance and regulatory compliance. In addition, EU regulation adds to the elements minimum to take into account for determining the extent of the deviation, the type of ATS provided and characteristics and procedures of the ATFM and of the airspace management.
	Chapter 4 4.3.9.2	The regulation has additional and more specific requirements on the quantities of oxygen and the percentages of passengers and also specific requirements on automatically deployable masks for aeroplanes certified to fly above 25 000 FT.
	Chapter 4 4.4.7	The new terms 'filed flight plan' and 'current flight plan' are not included in Regulation (EU) No 965/2012, which currently refers to 'ATS flight plan'.
	Chapter 4 4.7.1.1 4.7.2.1 4.7.2.2 4.7.2.3 4.7.2.4	The EU regulations do not use EDTO. Instead, the ETOPS concept is used.
	Chapter 5 5.2.10	The EU regulation provides stricter and more detailed requirements.
	Chapter 5 5.4.1	The EU regulations require operators to ensure that routes and flight altitudes are chosen in such a way that there is a landing site available within the range in planning mode. Additional protection is provided with regard to the geographical characteristics of European territory.
	Chapter 6 6.1.5.1 6.1.5.2 6.1.5.3	Not implemented.
	Chapter 6 6.3.1.1.8	According to AMC6 CAT.IDE.A.190 para (a)(4) the FDR shall record 32 parameters if installed in aeroplanes with an MCTOM exceeding 27 000 KG when the following conditions are met: (i) sufficient capacity is available on a flight recorder system; (ii) the sensor is readily available; and (iii) a change is not required in the equipment that generates the data. CAT.IDE.A.190 (a)(2) applies to all turbine-engined aeroplanes with a MCTOM of over 5700 KG and first issued with an individual CofA before 1 June 1990 whatever the date of prototype certification.
	Chapter 6 6.3.1.1.11	CAT.IDE.A.190 (a)(1) applies to all aeroplanes with a MCTOM of over 5700 KG and first issued with an individual CofA on or after 1 June 1990.
	Chapter 6 6.3.1.3	The minimum recording duration for the FDR is 25 hours for other aeroplanes than those referenced in 6.3.1.1.5. For aeroplanes referenced in 6.3.1.1.5, the minimum recording duration is 10 hours.
	Chapter 6 6.3.2.1.3	CAT.IDE.A.185 pt. (a)(1) is applicable to all aeroplanes with a MCTOM of more than 5 700 KG, irrespective of the date of first issuance of the CofA.
	Chapter 6 6.3.2.1.4	CAT.IDE.A.185 (a)(1) applies to all aeroplanes with a MCTOM exceeding 5 700 KG, be they turbine-engined or not. CAT.IDE.A.185 (a)(1) applies whatever the date of certification of the prototype.

Title	Reference	Difference(s)
	Chapter 6 6.3.3.1.1	CAT.IDE.A.195 (a) requires recording data link communications for aeroplanes issued with an individual CofA on or after 8 April 2014.
	Chapter 6 6.3.4.1.1	Not implemented.
	Chapter 6 6.3.4.2 6.3.4.3	Not implemented.
	Chapter 6 6.3.5.5.2	The use of two combination recorders is an alternative to the use of a separate CVR and FDR for aeroplanes with a MCTOM exceeding 5700 KG regardless of the date of application for their type certificate.
	Chapter 6 6.4.1	Part-CAT prescribes additional equipment
	Chapter 6 6.7.3	Part-CAT requires it for all aircraft.
	Chapter 6 6.10	CAT.IDE.A.115 requires portable lights also during daylight flights. This exceeds ICAO SARP which requires it only for night flights.
	Chapter 6 6.26.1	The ICAO amendment applies as of 1 January 2026. However, point 26.206 of Regulation (EU) 2015/640, as introduced by Regulation 2020/1159 will become applicable as of 1 January 2025, for aeroplanes subject to that Regulation (aeroplanes of more than 5700 KG MCTOW).
	Chapter 8 8.4.2	Retaining periods exceed requirements.
	Chapter 8 8.5.2	Part-M requirements apply above 2730 KG, while Part-ML applies to 2730 KG or below. This means that the mass range between 2730 KG and 5700 KG is obliged to comply with a higher standard.
	Chapter 8 8.8.2 8.8.3	Not implemented.
	Chapter 9 9.2	ORO.FC.130 (a) establishes provisions for each type and variant. ORO.GEN.110(h) requires also the use of a checklist. ICAO Annex 6 9.2 does not require it.
	Chapter 9 9.4.1.1	For single pilot IFR, EASA also requires 5 IFR flights and 3 IFR approaches in the single pilot role under ORO.FC.202. However, besides the 90 days, Regulation (EU) 965/2012 extends the mitigation measures. This is not required by the standard.
	Chapter 9 9.4.2.1	The EU regulation, FCL.060 requires at least 3 sectors.
	Chapter 12 12.4	The successful completion of the Initial training required by Regulation (EU) No 1178/2011 AIRCREW results in the issuance of a Cabin Crew Attestation (CCA) to the applicant. CCA is required for CAT operations. If operators other than CAT decide to carry a cabin crew member, this person shall also comply with Regulation (EU) No 1178/2011 and Regulation (EU) No 965/2012.

Title	Reference	Difference(s)
Annex 6 - Operation Of Aircraft - Part II - International General Aviation - Aeroplanes, 11th Edition, Amdt 41	Chapter 1 Definitions	The definition of „Agreement summary“ is not implemented. The term is not used in the EU regulation.
		The definition of 'Filed flight plan (FPL or eFPL)' included in EU Regulations will need to be amended following State Letter AN 11/6.3.34-24/35.
		The definition of 'Flight plan' included in EU Regulations will need to be amended following State Letter AN 11/6.3.34-24/35.
		The new definition 'Preliminary flight plan' is not included in EU Regulations which will need to be amended following State Letter AN 11/6.3.34-24/35.
	Chapter 2 2.4.16.1.1.2	NCC.IDE.A.165 is applicable to aeroplanes with CofA issued on or after 1st of January 2016.
	Chapter 2 2.4.16.1.2	Not implemented. FDR is required by 2.4.16.1.1.2 for large aeroplanes for which application for Type Certificate (TC) is after 2023. FDR, aircraft data recording system (ADRS), airborne image recorder (AIR) or airborne image recording system (AIRS) is recommended by 2.4.16.1.1 for light aeroplanes first issued with an individual CofA on or after 1st of January 2016.
	Chapter 2 2.4.16.2.2	2.4.16.2.1 is only applicable to aeroplanes first issued with an individual CofA on or after 1st of January 2016, and all modern models of cockpit voice recorder (CVR) are solid- state. Therefore there is no need to forbid the old recording technologies.
	Chapter 2 2.4.17.2.2	A specific approval is not required for NCC or NCO operators using EFB applications.
	Chapter 2 2.4.18.1 2.4.18.2 2.4.18.3	Not implemented.
	Chapter 2 2.6.2.2	Retaining periods exceed requirements.
	Chapter 3 3.4.3.8.1	The EU regulations do not allow embarking, on board or disembarking of passengers while refuelling with AVGAS or wide-cut type fuel or a mixture of these fuel types.
	Chapter 3 3.6.3.2.1.1	NCC.IDE.A.160 (a)(2) is applicable to aeroplanes for which the type certificate is issued after 1st of January 2016, while 3.6.3.2.1 criterion is the date of submission of the application for a type certificate.
	Chapter 3 3.6.9.1	European Regulatory system requires ACAS II to turbine engine aeroplanes with an MCTOM of more than 5700 KG or maximum operational passenger seating configuration (MOPSC) of more than 19.
	Chapter 3 3.8.4	For the transmission of the information as per Annex 8 there is no alleviation related to MTOW – required from all aeroplanes' owners.

Title	Reference	Difference(s)
Annex 6 - Operation Of Aircraft - Part III - International Operations - Helicopters, 11th Edition, Amdt 25	SECTION I Chapter 1 Definitions	The definition of „Agreement summary“ is not implemented. The term is not used in the EU regulation.
		The definition of „COMAT“ is not implemented. The term is not used in Regulation (EU) 965/2012.
		The definition of 'Filed flight plan (FPL or eFPL)' included in EU Regulations will need to be amended following State Letter AN 11/32.3.17-24/36.
		The definition of 'Flight plan' included in EU Regulations will need to be amended following State Letter AN 11/32.3.17-24/36.
		The new definition 'Preliminary flight plan' is not included in EU Regulations which will need to be amended following State Letter AN 11/32.3.17-24/36.
	SECTION II Chapter 1 1.3.2	The European regulation requires in addition that the FDM programme is non-punitive, regardless of the date.
	Chapter 2 2.2.2.1	Additionally, the EU regulation also requires compliance with ICAO Annexes 1, 2, 8, and 18. Additionally, compliance with the mitigating measures accepted by EASA in accordance with ART.200(d); the relevant requirements of Part-TCO; and the applicable EU rules of the air.
	Chapter 2 2.3.4.1.2	The EU regulation requires a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome.
	Chapter 2 2.3.4.2.2	The EU regulation requires a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome and higher operating minima (one category above).
	Chapter 2 2.3.6.2	If required an alternate aerodrome, it shall be also carried fuel enough for reaching it. EU regulation stipulates that when flying under VFR and navigating by means other than by reference to visual landmarks or at night, 30-minutes fuel at best range of speed are required.
	Chapter 2 2.3.8.2	There are no pressurised helicopters operated in the EU.
	Chapter 3 3.1.4	Such operations are not allowed.
	Chapter 3 3.4.1 3.4.2 3.4.3	Not implemented
	Chapter 4 4.1.5.1 4.1.5.2 4.1.5.3	Not implemented

Title	Reference	Difference(s)
	Chapter 4 4.3.1.1.2	The passenger capacity threshold in CAT.IDE.H.190 (a)(1) is 9, not 19.
	Chapter 4 4.3.3.1.1	The data link recording capability is required for all helicopters first issued with an individual CofA on or after 8 Apr 2014.
	Chapter 4 4.3.3.1.2	CAT.IDE.H.195(a) is only applicable to helicopters first issued with an individual CofA on or after 8 April 2014. Retrofit of data link recording equipment is not required.
	Chapter 4 4.8.2 4.8.3	There are no pressurised helicopters in the EU.
	Chapter 5 5.1.3	PBC is not allowed for operations with helicopters. The references state that the communication equipment shall be the required by the applicable airspace requirements.
	Chapter 5 5.1.4 5.1.5	PBC operations only allowed for operations with aeroplanes in the EU.
	Chapter 5 5.3.2 5.3.3 5.3.4	PBC operations only allowed for operations with aeroplanes in the EU.
	Chapter 6 6.4.2 6.8.2	Retaining periods exceed requirements.
	Chapter 7 7.2	7.2 establishes provisions for each type of helicopter, ORO.FC.130(a) requires it for each type and variant. ORO.GEN.110(h) requires the use of a checklist, ICAO Annex 6 SARP 7.2 does not require it.
	Chapter 7 7.4.1.1	For single pilot IFR, EU regulations also require 5 IFR flights and 3 IFR approaches in the single pilot role under ORO.FC. 202. Besides the 90 days, Regulation (EU) 965/2012 extends the mitigation measures. This is not required in the standard.
	Chapter 7 7.4.2.3	This standard is met by line flying under supervision or initial line check or aerodrome competency. The Air OPS regulation requires all three.
	Chapter 10 10.3	The successful completion of the Initial training required by Regulation (EU) 1178/2011 AIR CREW results in the issuance of a Cabin Crew Attestation (CCA) to the applicant. CCA is required for CAT operations. If operators other than CAT decide to carry a cabin crew member, this person shall also comply with Regulation (EU) 1178/2011 and Regulation (EU) 965/2012.
	SECTION III Chapter 2 2.7.1	For isolated heliports the minimum weather conditions defined in 2.6.2.2 must prevail and all the other conditions must be met.
	Chapter 2 2.10.2	Not implemented. There are no pressurised helicopters operated in the EU.
	Chapter 4 4.2.1	The following additional instruments are also prescribed: A means of measuring slip. For NCC operations over water, all instruments required for Night VFR are also required.
	Chapter 4 4.2.2	The following additional instruments are also prescribed for NCC operations: a means of preventing malfunction of the airspeed indicator and a means of indicating when the supply of power to gyroscopic instruments is not adequate.

Title	Reference	Difference(s)
	Chapter 4 4.2.3	The following additional instruments are also prescribed: an alternate source of static pressure. Whenever 2 pilots are required, an additional separate means of indicating pressure altitude, IAS, VS, slip, and stabilised heading.
	Chapter 4 4.3.2.1	Additional provisions for crew survival suits, life saving equipment and survival equipment. Additional requirements for NCC offshore over hostile waters.
	Chapter 4 4.7.1.1.2	Not implemented
	Chapter 4 4.7.3.1.2	Not implemented
	Chapter 4 4.12.2.2	The EU regulations do not require a specific approval in the case of NCC operators.
	Chapter 4 4.13.1 4.13.2 4.13.3	Not implemented
	Chapter 5 5.1.6	Not implemented
	Chapter 6 6.2.2	Retaining periods exceed requirements.
Annex 6 - Operation Of Aircraft - Part IV – International Operations – Remotely Piloted Aircraft Systems, 1st Edition		Operations of certified UAS are not yet regulated in the Republic of Croatia.
Annex 7 - Aircraft Nationality & Registration Marks, 6th Edition, Amdt 7		NIL
Annex 8 - Airworthiness of Aircraft, 13th Edition, Amdt 109		NIL
Annex 9 - Facilitation, 16th Edition, Amdt 29		NIL
Annex 10 - Aeronautical Telecommunications - Volume I - Radio Navigational Aids, 8th Edition, Amdt 93		NIL

Title	Reference	Difference(s)
Annex 10 - Aeronautical Telecommunications - Volume II - Communication Procedures including those with PANS status, 7th Edition, Amdt 93	Chapter 5 5.2.1.4.1	ICAO Annex 10, Volume II, Chapter 5.2.1.4.1 is transposed in point SERA.14035 of Implementing Regulation (EU) No 923/2012 with some differences. The differences between that ICAO Standard and Union Regulation are as follows: SERA.14035 Transmissions of numbers in radiotelephony (a) Transmissions of numbers 1. All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately. i. Flight levels shall be transmitted by pronouncing each digit separately <u>except for the case of flight levels in whole hundreds.</u> ii. The altimeter setting shall be transmitted by pronouncing each digit separately <u>except for the case of a setting of 1000 hPa</u> which shall be transmitted as "ONE THOUSAND". iii. All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately <u>except that, when the transponder codes contain whole thousands only,</u> the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word "THOUSAND". 2. All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word "HUNDRED" or "THOUSAND", as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word "THOUSAND", followed by the number of hundreds, followed by the word "HUNDRED". 3. In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately. 4. When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as "TEN O'CLOCK" or "ELEVEN O'CLOCK". 5. Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word "DECIMAL". 6. All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zero, in which case only the first four digits shall be used. Remark (reason for difference): SERA Difference A10-01
	Chapter 5 5.2.1.7.3.2.3	ICAO Annex 10, Volume II, Chapter 5.2.1.7.3.2.3 is transposed in point SERA.14055 of Implementing Regulation (EU) No 932/2012 with a difference. The difference between that ICAO Standard and that EU Regulation is as follows: SERA.14055 Radiotelephony procedures (b)(2) The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling. <u>For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted, when so authorised by the competent authority.</u> Remark (reason for difference): SERA Difference A10-02

Title	Reference	Difference(s)
Annex 10 - Aeronautical Telecommunications - Volume III - Communication Systems, 2nd Edition, Amdt 92		Nil
Annex 10 - Aeronautical Telecommunications - Volume IV- Surveillance Radar and Collision Avoidance Systems, 5th Edition, Amdt 91		Nil
Annex 10 - Aeronautical Telecommunications - Volume V- Aeronautical Radio Frequency Spectrum Utilization, 3rd Edition, Amdt 90		Nil

Title	Reference	Difference(s)
Annex 11 - Air Traffic Services, 15th edition, Amdt 53	Chapter 2 2.26.3.	Implementing Regulation (EU) No 923/2012, SERA.3401(d)(1) differs from ICAO Annex 11, standard 2.26.3 by stating that: 'Time checks shall be given <u>at least</u> to the nearest minute' Remark (reason for difference): SERA Difference A11-01
	Chapter 2 2.6.1	Implementing Regulation (EU) No 923/2012, SERA.6001 allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. Remark (reason for difference): SERA Difference A11-02 Exemption possibility.
	Chapter 3 3.3.4	Implementing Regulation (EU) No 923/2012, SERA.8005(b), specifies: (b) Clearances issued by air traffic control units shall provide separation: (1) between all flights in airspace Classes A and B; (2) between IFR flights in airspace Classes C, D and E; (3) between IFR flights and VFR flights in airspace Class C; (4) between IFR flights and special VFR flights; (5) between special VFR flights unless otherwise prescribed by the competent authority; except that, <u>when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft</u> and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, <u>a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3 050 M (10 000 FT) during climb or descent, during day in visual meteorological conditions.</u> Remark (reason for difference): SERA Difference A11-03 New provision.
	Chapter 3 3.7.3.1	Implementing Regulation (EU) No 923/2012, SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the underlined text): (e) Read-back of clearances and safety-related information: (1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: (i) ATC route clearances; (ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and (iii) runway-in-use, altimeter settings, SSR codes, <u>newly assigned communication channels</u> , level instructions, heading and speed instructions; and (iv) transition levels, whether issued by the controller or contained in ATIS broadcasts Remark (reason for difference): SERA Difference A11-04
	Chapter 3 3.7.3.1.1	Implementing Regulation (EU) No 923/2012, SERA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the underlined text): (2) Other clearances or instructions, including conditional clearances and <u>taxi instructions</u> , shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with. Remark (reason for difference): SERA Difference A11-05

Title	Reference	Difference(s)
	Chapter 3	Implementing Regulation (EU) No 923/2012, point SERA.5010, specifies: SERA.5010 Special VFR in control zones Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied: (a) such flights may be conducted during day only, unless otherwise permitted by the competent authority; (b) by the pilot: 1. clear of cloud and with the surface in sight; 2. the flight visibility is not less than 1 500 M or, for helicopters, not less than 800 M; 3. fly at speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and (c) an air traffic control unit shall not issue a Special VFR clearance to aircraft to take-off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima: 1. the ground visibility is less than 1 500 M or, for helicopters, less than 800 M; 2. the ceiling is less than 180 M (600 FT). Remark (reason for difference): SERA Difference A11-06 New provision
Annex 12 - Search And Rescue, 9th Edition, Amdt 19		NIL
Annex 13 - Aircraft Accident and Incident Investigation, 13th Edition, Amdt 19		NIL
Annex 14 - Aerodromes - Volume I - Aerodromes Design and Operations, 8th Edition, Amdt 15	Chapter 2 2.6 and Attachment A, 19.	The aircraft classification rating-pavement classification rating (ACR-PCR) method of reporting pavement strength is not yet applicable.
Annex 14 - Aerodromes - Volume I - Aerodromes Design and Operations, 9th Edition, Amdt 17	Chapter 9 9.2.1	EU Regulations: Non-commercial operations with complex aircraft are not excluded from the requirements for the provision of rescue and firefighting services. National Regulations: Non-commercial operations are not excluded from the requirements for the provision of rescue and firefighting services.
Annex 14 - Aerodromes - Volume II - Heliports, 5th Edition, Amdt 9		NIL

Title	Reference	Difference(s)
Annex 15 - Aeronautical Information Services, 16th Edition, Amdt 43	Chapter 5 5.3.1.3	A checklist of valid data sets is currently not provided.
	Chapter 5 5.3.3	A significant difference between national regulations and practices of the State and related ICAO provisions includes: Difference between the format of part AD 1.2.2 of the AIP and the provisions of paragraph 5.2.1.1.1 of ICAO Doc 10066 to ensure promulgation of relevant and consistent operational information, regarding implementation of GRF, through the relevant AIP entries.
Annex 16 - Environmental Protection - Volume I - Aircraft Noise, 8th Edition, Amdt 14		NIL
Annex 16 - Environmental Protection - Volume II - Aircraft Engine Emissions, 5th Edition, Amdt 11		NIL
Annex 17 - Aviation Security, 12th Edition, Amdt 18		NIL
Annex 18 - The Safe Transport of Dangerous Goods by Air, 4th Edition, Amdt 12		NIL
Annex 19 - Safety Management, 2nd Edition, Amdt 1	Chapter 3 3.3.2	In addition to paragraph 3.3.2 of Annex 19, Air Safety Order on Implementation of Safety Management Systems (SMS) contains the obligation of establishing and maintaining SMS for Part M G (CAMO) organizations managing the continuing airworthiness of complex motor-powered aircraft (CMPA); Remark (reason for difference): Air Safety Order on Implementation of Safety Management Systems (SMS), ASO-2010-004
		In addition to paragraph 3.3.2 of Annex 19, pursuing the Regulation (EU) 1178/2011 and Regulation (EU) 290/2011 obligation for implementation of Safety Management Systems (SMS) is applicable to Aeromedical Centers (AeMCs) Remark (reason for difference): Implementation of EU Regulations 1178/2011 and 290/2011

Title	Reference	Difference(s)
Procedures for Air Navigation Services (PANS) - Air Traffic Management (Doc 4444), 16th Edition, Amdt 12	Chapter 4 4.5.6.1	Employment of cruise climb techniques is not approved in the Republic of Croatia.
	Chapter 4 4.10.1.2	This provision is not applied in the Republic of Croatia. QFE altimeter setting may be used only by traffic operating in aerodrome circuit upon pilot's request and ATC approval, for flights at uncontrolled aerodromes if so prescribed and during PAR approaches.
	Chapter 4 4.11.1.2	This provision is not applied in the Republic of Croatia.
	Chapter 5 5.3.3.2	This provision is not applied in the Republic of Croatia.
	Chapter 5 5.3.4.2	Deviating from the item stated, pilots may be requested to observe certain rates of descent/climb for the use of vertical separation. The instruction will be expected to be followed if the pilot raises no objection. The following conditions must be fulfilled before the procedure is applied: - the vertical separation is constant or increases.
	Chapter 5 5.4.2.2.1.1 a)	This provision is not applied in the Republic of Croatia.
	Chapter 5 5.4.2.2.1.2 a)	This provision is not applied in the Republic of Croatia.
	Chapter 6 6.5.3.4	Responsibility for provision of separation between an aircraft cleared to execute visual approach and other aircraft rests with ATC, while during the hours of daylight the responsibility for provision of separation may be delegated to the pilot of the aircraft.
Regional Supplementary Procedures (Doc 7030), 5th Edition	Appendix 2 Item 8	In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the ICAO flight plan form.
	Chapter 4 4.1	Deviating from the item stated, the following applies: If a cruising level other than the one given in the flight plan is assigned according to en-route clearance to the pilot, when departing according to IFR in IMC, including the departure route, he shall, in case of radio communication failure, after operating the transponder, maintain the level prescribed in the departure route or the level assigned by ATC for a period of 3 minutes and then continue his climb to the cruising level indicated in the flight plan. If during three-minute period the IFR minimum cruising level for the route segment concerned exceeds the level assigned by ATC, the pilot shall climb to this IFR minimum cruising level.
	Chapter 4 4.2	Deviating from the item stated, the following applies: If a pilot under radar control is being vectored away - without limitation as to time or geographical reference - from the route last confirmed by him and is experiencing radio communication failure, he shall operate the transponder and return on the shortest way to the route according to the current flight plan.
	Chapter 6 6.3.1	Deviating from the item stated, the procedure according to 2) may also be applied with indicated air speed (IAS).

Title	Reference	Difference(s)
Aeronautical Information Services Manual (Doc 8126), 7th Edition, Amdt 1	Chapter 4 Integrated Aeronautical Information Package	Data flow is organized in accordance with Eurocontrol's "AIS Data process" recommendation.
	Chapter 6 - Appendix B "NOTAM Selection Criteria"	2. <i>Qualifiers traffic, purpose and scope</i> If aeronautical information for TWY is published while backtracking is applied, the qualifier "purpose" is filled in with "BO", i.e. an upgrade of NSC is conducted. If certain subjects which are categorized as "Navigation warnings" are published, the qualifier "purpose" is filled in with at least a "BO", i.e. an upgrade of NSC is conducted.
Procedures for Air Navigation Services (PANS) - Aircraft Operations - Volume II Construction of Visual & Instrument Flight Procedures (Doc 8168), 7th Edition, Amdt 10	Part I Section 3 Chapter 3 3.1.2	General On certain turning departures track guidance are not provided within 5.4 NM after completion of turns.
	Chapter 3 3.3.4	Turn Parameters For standard instrument departure procedures at aerodrome LDSP - SPLIT/Saint Jerome, RWY 05 bank angle minimum 20° applied for aircraft category C and D.
	Part I Section 4 Appendix to Chapter 3 3.1.2	Components of procedures Intermediate segment shorter then prescribed.
	Chapter 3, Appendix A 3.1.2 b) 1)	Orientation AD DUBROVNIK / Rudjer Boskovic - LDDU ILS y or LOC y RWY 11 & VOR RWY 11: The angle between the DR segment and the intermediate segment is less than the prescribed value of 45°.
	Chapter 4 4.3.1.1.1	Length Intermediate approach segments length for non-precision approach procedures LDZD VOR RWY 04, LDOS LOC y RWY 29, LDOS LOC z RWY 29, LDSP NDB RWY 05, LDSP LOC Z RWY 05 and LDSP LOC Y RWY 05 are shorter than 5 NM.
	Chapter 5 5.2.2.2	Final approach with track not intersecting the extended runway centre line AD RIJEKA/Krk I., LDRI VOR RWY 32: Final approach track do not lie within 150 M laterally of the extended runway centre line at a distance 1400 M outward from the runway threshold 32.
	Chapter 5 5.2.3	Circling approach AD SPLIT/Saint Jerome - LDSP VOR-b RWY 23: The final approach track aligned beyond aerodrome boundary, more than 1.9 KM (1.0 NM) from the usable landing surface.
	Appendix to Chapter 7 1.2	General AD SPLIT/Saint Jerome, LDSP VOR-b RWY 23: End of the downwind leg defined with DME distance only.
	Appendix to Chapter 7 2.6	Radius of turn AD SPLIT/Saint Jerome, LDSP VOR-b RWY 23: Indicated airspeed for aircraft approach category D reduced to MAX IAS 180 KT.
	Appendix to Chapter 7 2.7	Final segment (of the prescribed track) AD SPLIT/Saint Jerome, LDSP VOR-b RWY 23: If the minimum altitude is maintained at the beginning of the final segment, then descent gradient exceeds PANS-OPS prescribed values for visual manoeuvring.

Title	Reference	Difference(s)
	Appendix to Chapter 7 2.9	Go-around track AD SPLIT/Saint Jerome, LDSP VOR-b RWY 23: Go-around procedure does not join the prescribed instrument missed approach.
	Appendix to Chapter 7 3	Area associated with prescribed track AD SPLIT/Saint Jerome, LDSP VOR-b RWY 23: Regarding aircraft approach category C and D, semi-width of the protection corridor on the outside of the nominal visual manoeuvring track, during the base leg (last turn), is up to 1400 M. See special note to the chart.
	Part II Section I Chapter 1 1.3.3	Intermediate approach segment length AD OSIJEK/Klisa, LDOS ILSy RWY 29 and LDOS ILS z RWY 29: Intermediate approach segment length for precision approach is shorter then specified in Table II-1-1-1.
		LDSP RNAV VISUAL RWY 23 ICAO PANS-OPS, Doc 8168 OPS/611 Volume II does not prescribe how to construct RNAV VISUAL procedure. LDSP RNAV VISUAL RWY 23 flight procedure consists of instrument and visual part. For visual part, see special notes to the chart. Instrument segments for LDSP RNAV VISUAL RWY 23 procedure constructed according to ICAO PANS-OPS, Doc 8168 OPS/611 Volume II with the following exceptions: PART I SECTION 4 Chapter 5 Final approach segment 5.2 Alignment Final approach track not aligned with the runway. Visual manoeuvring - Circling not applied. PART III SECTION 5 Chapter 1 Publication and charting - General 1.4.2 Chart identification RNAV VISUAL is not part of a standardized naming convention.
Procedures For Air Navigation Services - Training - (Doc 9868), 3rd Edition, 2020		In the Republic of Croatia training of Air Traffic Control Officer (ATCO) personnel is provided in accordance with Commission Regulation (EU) 2015/340 and training of Air Traffic Safety Electronics Personnel (ATSEP) in accordance with Implementing Commission Regulation (EU) 2017/373.
Procedures for Air Navigation Services (PANS) - Aerodromes (Doc 9981), 3rd edition, 2020		NIL

Title	Reference	Difference(s)
Procedures for Air Navigation Services - Aeronautical Information Management (Doc 10066), 1st Edition, Amdt 3	Chapter 1 Definitions	Definition "Conventional navigation route" is not transposed into Annex I - Definitions of Regulation (EU) 2017/373.
	Chapter 5 5.2.1.1.1	A significant difference between national regulations and practices of the State and related ICAO provisions includes: Difference between the format of part AD 1.2.2 of the AIP and the provisions of paragraph 5.2.1.1.1 of ICAO Doc 10066 to ensure promulgation of relevant and consistent operational information, regarding implementation of GRF, through the relevant AIP entries.
	Chapter 5 5.3.3.2	Terrain and obstacle data sets are not provided.
	Chapter 5 5.4.1.3	A checklist of the available data sets is currently not provided.
	Chapter 5 5.4.1.4	A checklist of the data sets is currently not provided.
	Appendix 1 Aeronautical Data Catalogue Table A1 - 3 ATS and other routes data - ATS Route PBN requirements: Navigation specification	The additional sub-property of Navigation specification is missing from the Aeronautical Data Catalogue of Regulation (EU) 2017/373 in Appendix 1, Section 3 of Annex III.

Title	Reference	Difference(s)
	Appendix 1 Aeronautical Data Catalogue Table A1-5 Radio navigation aids/ system data - Radio Navaid ILS facility classification, GBAS facility classification, GBAS approach facility designation	The additional properties of ILS facility classification, Ground Based Augmentation System (GBAS) facility classification, GBAS approach facility designation are missing from the Aeronautical Data Catalogue of Regulation (EU) 2017/373 in Appendix 1, Section 5 of Annex III.
	Appendix 2 Contents of the Aeronautical Information Publication (AIP) Part 2 - En-route (ENR) ENR 3. ATS Routes	Appendix 1 of Annex VI Specific requirements for the providers of aeronautical information of Regulation (EU) 2017/373 requires the contents before the amendment.
	Appendix 2 Contents of the Aeronautical Information Publication (AIP) Part 3 - Aerodromes (AD) AD 2. Aerodromes **** AD 2.19 Radio navigation and landing aids and **** AD 2.25 Visual segment surface (VSS) penetration	Appendix 1 of Annex VI (Part AIS) of Regulation (EU) 2017/ 373 for **** AD 2.19 Radio navigation and landing aids in point 1) does not require the amended list of navigational aids. Furthermore, it does not contain the requirement for **** AD 2.25 Visual segment surface (VSS) penetration.

GEN 1.7.1. DATA NOT COMPLIANT WITH DATA QUALITY REQUIREMENTS OF COMMISSION IMPLEMENTING
REGULATION (EU) 2017/373

Data Item	AIP Section	Reason for Incompliance	Notes / Remarks

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

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

ENR 5.6.1 BIRD MIGRATION

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

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

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

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

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

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

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

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

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

ENR 5.6.1.1 Reporting of bird strike

To be developed

ENR 5.6.2 AREAS WITH SENSITIVE FAUNA

NIL

AD 0.6 TABLE OF CONTENTS TO PART 3

AD 0

AD 0.1	Preface - not applicable	AD 0.1 - 1
AD 0.2	Record of AIP amendments - not applicable	AD 0.2 - 1
AD 0.3	Record of AIP supplements - not applicable	AD 0.3 - 1
AD 0.4	Checklist of AIP pages - not applicable	AD 0.4 - 1
AD 0.5	List of hand amendments to the AIP - not applicable	AD 0.5 - 1
AD 0.6	Table of contents to Part 3	AD 0.6 - 1

AD 1 Aerodromes/heliports introduction

AD 1.1	Aerodrome/heliport availability and conditions of use	AD 1.1 - 1
AD 1.1.1	General conditions	AD 1.1 - 1
AD 1.1.2	Use of military air bases	AD 1.1 - 2
AD 1.1.3	Low visibility procedures (LVP)	AD 1.1 - 2
AD 1.1.4	Aerodrome operating minima	AD 1.1 - 2
AD 1.1.5	Other information	AD 1.1 - 2
AD 1.2	1.2 - 1 Rescue and firefighting services, runway surface condition assessment and reporting, and snow plan	AD
AD 1.2.1	Rescue and firefighting services	AD 1.2 - 1
AD 1.2.2	Runway surface condition assessment and reporting, and snow plan	AD 1.2 - 1
AD 1.3	Index of aerodromes and heliports	AD 1.3 - 1
AD 1.4	Grouping of aerodromes/heliports	AD 1.4 - 1
AD 1.5	Status of certification of aerodromes	AD 1.5 - 1

AD 2 Aerodromes

LDDU AD 2		LDDU AD 2 - 1
LDDU AD 2.1	Aerodrome location indicator and name	LDDU AD 2 - 1
LDDU - AIRPORT DUBROVNIK / Rudjer Boskovic		
LDDU AD 2.2	Aerodrome geographical and administrative data	LDDU AD 2 - 1
LDDU AD 2.3	Operational hours	LDDU AD 2 - 2
LDDU AD 2.4	Handling services and facilities	LDDU AD 2 - 2
LDDU AD 2.5	Passenger facilities	LDDU AD 2 - 3
LDDU AD 2.6	Rescue and fire fighting services	LDDU AD 2 - 3
LDDU AD 2.7	Runway surface condition assessment and reporting, and snow plan	LDDU AD 2 - 4
LDDU AD 2.8	Aprons, taxiways and check locations/positions data	LDDU AD 2 - 4
LDDU AD 2.9	Surface movement guidance and control system and markings	LDDU AD 2 - 5
LDDU AD 2.10	Aerodrome obstacles	LDDU AD 2 - 5
LDDU AD 2.11	Meteorological information provided	LDDU AD 2 - 23
LDDU AD 2.12	Runway physical characteristics	LDDU AD 2 - 24
LDDU AD 2.13	Declared distances	LDDU AD 2 - 25
LDDU AD 2.14	Approach and runway lighting	LDDU AD 2 - 25
LDDU AD 2.15	Other lighting, secondary power supply	LDDU AD 2 - 26
LDDU AD 2.16	Helicopter landing area	LDDU AD 2 - 26
LDDU AD 2.17	ATS airspace	LDDU AD 2 - 27
LDDU AD 2.18	ATS communication facilities	LDDU AD 2 - 27
LDDU AD 2.19	Radio navigation and landing aids	LDDU AD 2 - 28
LDDU AD 2.20	Local aerodrome regulations	LDDU AD 2 - 29
LDDU AD 2.21	Noise abatement procedures	LDDU AD 2 - 29
LDDU AD 2.22	Flight procedures	LDDU AD 2 - 30
LDDU AD 2.22.1	Departing traffic	LDDU AD 2 - 30
LDDU AD 2.22.2	STAR RWY 11	LDDU AD 2 - 31
LDDU AD 2.22.3	Missed approach procedure	LDDU AD 2 - 31
LDDU AD 2.22.4	Backup device on TWR in case of a complete communication failure	LDDU AD 2 - 31

LDDU AD 2.23	Additional information	LDDU AD 2 - 31
LDDU AD 2.24	Charts related to an aerodrome	LDDU AD 2 - 32
LDDU AD 2.25	Visual segment surface (VSS) penetration	LDDU AD 2 - 33
	LDDU AD 2.24.1 ADC - 1	
	LDDU AD 2.24.2 APDC - 1	
	LDDU AD 2.24.4 AOC RWY 11 - 1	
	LDDU AD 2.24.4 AOC RWY 29 - 1	
	LDDU AD 2.24.8 SID RWY 11 - 1	
	LDDU AD 2.24.8 SID RNAV RWY 11 - 1	
	LDDU AD 2.24.8 SID RWY 29 - 1	
	LDDU AD 2.24.8 SID RNAV RWY 29 - 1	
	LDDU AD 2.24.10 STAR RWY 11 - 1	
	LDDU AD 2.24.10 STAR RNAV RWY 11 - 1	
	LDDU AD 2.24.10 STAR RNAV RWY 29 - 1	
	LDDU AD 2.24.11 ATCSMAC - 1	
	LDDU AD 2.24.12 IAC VOR RWY 11 - 1	
	LDDU AD 2.24.12 IAC ILSy or LOCy RWY 11 - 1	
	LDDU AD 2.24.12 IAC ILSz or LOCz RWY 11 - 1	
	LDDU AD 2.24.12 IAC RNP RWY 11 - 1	
	LDDU AD 2.24.12 IAC RNP RWY 29 (AR) - 1	
	LDDU AD 2.24.12 IAC RNP-b RWY 29 - 1	
	LDDU AD 2.24.13 VAC RWY 29 - 1	
	LDDU AD 2.24.13 VOC - 1	
	LDDU AD 2.24.14 BC - 1	
LDLO AD 2		LDLO AD 2 - 1
LDLO AD 2.1	Aerodrome location indicator and name	LDLO AD 2 - 1
	LDLO - AERODROME LOŠINJ/Lošinj I.	
LDLO AD 2.2	Aerodrome geographical and administrative data	LDLO AD 2 - 1
LDLO AD 2.3	Operational hours	LDLO AD 2 - 2
LDLO AD 2.4	Handling services and facilities	LDLO AD 2 - 2
LDLO AD 2.5	Passenger facilities	LDLO AD 2 - 2
LDLO AD 2.6	Rescue and fire fighting services	LDLO AD 2 - 3
LDLO AD 2.7	Runway surface condition assessment and reporting, and snow plan	LDLO AD 2 - 3
LDLO AD 2.8	Aprons, taxiways and check locations/positions data	LDLO AD 2 - 3
LDLO AD 2.9	Surface movement guidance and control system and markings	LDLO AD 2 - 4
LDLO AD 2.10	Aerodrome obstacles	LDLO AD 2 - 4
LDLO AD 2.11	Meteorological information provided	LDLO AD 2 - 6
LDLO AD 2.12	Runway physical characteristics	LDLO AD 2 - 7
LDLO AD 2.13	Declared distances	LDLO AD 2 - 7
LDLO AD 2.14	Approach and runway lighting	LDLO AD 2 - 8
LDLO AD 2.15	Other lighting, secondary power supply	LDLO AD 2 - 8
LDLO AD 2.16	Helicopter landing area	LDLO AD 2 - 9
LDLO AD 2.17	ATS airspace	LDLO AD 2 - 9
LDLO AD 2.18	ATS communication facilities	LDLO AD 2 - 9
LDLO AD 2.19	Radio navigation and landing aids	LDLO AD 2 - 10
LDLO AD 2.20	Local aerodrome regulations	LDLO AD 2 - 10
LDLO AD 2.21	Noise abatement procedures	LDLO AD 2 - 11
LDLO AD 2.22	Flight procedures	LDLO AD 2 - 12
	LDLO AD 2.22.1 VFR flight procedures	LDLO AD 2 - 12
	LDLO AD 2.22.2 SID RWY 02	LDLO AD 2 - 13
	LDLO AD 2.22.3 SID RWY 20	LDLO AD 2 - 14
	LDLO AD 2.22.4 STAR RWY 02/20	LDLO AD 2 - 15
LDLO AD 2.23	Additional information	LDLO AD 2 - 15
LDLO AD 2.24	Charts related to an aerodrome	LDLO AD 2 - 16

LDLO AD 2.25	Visual segment surface (VSS) penetration	LDLO AD 2 - 16
	LDLO AD 2.24.1 ADC - 1	
	LDLO AD 2.24.2 APDC - 1	
	LDLO AD 2.24.4 AOC RWY 02/20 - 1	
	LDLO AD 2.24.8 SID RWY 02 - 1	
	LDLO AD 2.24.8 SID RNAV RWY 02 CAT A&B - 1	
	LDLO AD 2.24.8 SID RWY 20 - 1	
	LDLO AD 2.24.8 SID RNAV RWY 20 CAT A & B - 1	
	LDLO AD 2.24.10 STAR RWY 02/20 - 1	
	LDLO AD 2.24.10 STAR RNAV RWY 02 CAT A & B - 1	
	LDLO AD 2.24.10 STAR RNAV RWY 20 CAT A & B - 1	
	LDLO AD 2.24.12 IAC NDB-a RWY 02/20 CAT A&B - 1	
	LDLO AD 2.24.12 IAC VOR RWY02 CAT A&B - 1	
	LDLO AD 2.24.12 IAC RNP RWY 02 - 1	
	LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 1	
	LDLO AD 2.24.13 VOC - 1	
LDOS AD 2		LDOS AD 2 - 1
LDOS AD 2.1	Aerodrome location indicator and name	LDOS AD 2 - 1
	LDOS - AIRPORT OSIJEK / Klisa	
LDOS AD 2.2	Aerodrome geographical and administrative data	LDOS AD 2 - 1
LDOS AD 2.3	Operational hours	LDOS AD 2 - 2
LDOS AD 2.4	Handling services and facilities	LDOS AD 2 - 2
LDOS AD 2.5	Passenger facilities	LDOS AD 2 - 3
LDOS AD 2.6	Rescue and fire fighting services	LDOS AD 2 - 3
LDOS AD 2.7	Runway surface condition assessment and reporting, and snow plan	LDOS AD 2 - 3
LDOS AD 2.8	Aprons, taxiways and check locations/positions data	LDOS AD 2 - 4
LDOS AD 2.9	Surface movement guidance and control system and markings	LDOS AD 2 - 4
LDOS AD 2.10	Aerodrome obstacles	LDOS AD 2 - 5
LDOS AD 2.11	Meteorological information provided	LDOS AD 2 - 5
LDOS AD 2.12	Runway physical characteristics	LDOS AD 2 - 6
LDOS AD 2.13	Declared distances	LDOS AD 2 - 6
LDOS AD 2.14	Approach and runway lighting	LDOS AD 2 - 7
LDOS AD 2.15	Other lighting, secondary power supply	LDOS AD 2 - 7
LDOS AD 2.16	Helicopter landing area	LDOS AD 2 - 8
LDOS AD 2.17	ATS airspace	LDOS AD 2 - 8
LDOS AD 2.18	ATS communication facilities	LDOS AD 2 - 9
LDOS AD 2.19	Radio navigation and landing aids	LDOS AD 2 - 9
LDOS AD 2.20	Local aerodrome regulations	LDOS AD 2 - 10
2.20.1	General	LDOS AD 2 - 10
LDOS AD 2.21	Noise abatement procedures	LDOS AD 2 - 10
LDOS AD 2.22	Flight procedures	LDOS AD 2 - 10
2.22.1	Low visibility procedures	LDOS AD 2 - 10
2.22.2	SID RWY 11.	LDOS AD 2 - 11
2.22.3	SID RWY 29.	LDOS AD 2 - 12
2.22.4	STAR RWY 11.	LDOS AD 2 - 12
2.22.5	STAR RWY 29.	LDOS AD 2 - 13
LDOS AD 2.23	Additional information	LDOS AD 2 - 13
LDOS AD 2.24	Charts related to an aerodrome	LDOS AD 2 - 14
LDOS AD 2.25	Visual segment surface (VSS) penetration	LDOS AD 2 - 15
	LDOS AD 2.24.1 ADC - 1	
	LDOS AD 2.24.2 APDC - 1	
	LDOS AD 2.24.4 AOC RWY 11/29 - 1	
	LDOS AD 2.24.8 SID RWY 11 - 1	
	LDOS AD 2.24.8 SID RNP RWY 11 - 1	

	LDOS AD 2.24.8 SID RWY 29 - 1	
	LDOS AD 2.24.8 SID RNP RWY 29 - 1	
	LDOS AD 2.24.10 STAR RWY 11 - 1	
	LDOS AD 2.24.10 STAR RNP RWY 11 - 1	
	LDOS AD 2.24.10 STAR RWY 29 - 1	
	LDOS AD 2.24.10 STAR RNP RWY 29 - 1	
	LDOS AD 2.24.11 ATCSMAC - 1	
	LDOS AD 2.24.12 IAC L RWY 11 - 1	
	LDOS AD 2.24.12 IAC ILS or LOC RWY 11 - 1	
	LDOS AD 2.24.12 IAC NDB RWY 11 - 1	
	LDOS AD 2.24.12 IAC NDB RWY 29 - 1	
	LDOS AD 2.24.12 IAC ILSx or LOCx RWY 29 CAT A&B - 1	
	LDOS AD 2.24.12 IAC ILSy or LOCy RWY 29 - 1	
	LDOS AD 2.24.12 IAC ILS z or LOC z RWY 29 - 1	
	LDOS AD 2.24.12 IAC RNP RWY 11 - 1	
	LDOS AD 2.24.12 IAC RNP-a RWY 29 - 1	
	LDOS AD 2.24.13 VOC - 1	
LDPL AD 2		LDPL AD 2 - 1
LDPL AD 2.1	Aerodrome location indicator and name	LDPL AD 2 - 1
	LDPL - AIRPORT PULA / Pula	
LDPL AD 2.2	Aerodrome geographical and administrative data	LDPL AD 2 - 1
LDPL AD 2.3	Operational hours	LDPL AD 2 - 2
LDPL AD 2.4	Handling services and facilities	LDPL AD 2 - 2
LDPL AD 2.5	Passenger facilities	LDPL AD 2 - 3
LDPL AD 2.6	Rescue and fire fighting services	LDPL AD 2 - 3
LDPL AD 2.7	Runway surface condition assessment and reporting, and snow plan	LDPL AD 2 - 4
LDPL AD 2.8	Aprons, taxiways and check locations/positions data	LDPL AD 2 - 4
LDPL AD 2.9	Surface movement guidance and control system and markings	LDPL AD 2 - 5
LDPL AD 2.10	Aerodrome obstacles	LDPL AD 2 - 5
LDPL AD 2.11	Meteorological information provided	LDPL AD 2 - 6
LDPL AD 2.12	Runway physical characteristics	LDPL AD 2 - 7
LDPL AD 2.13	Declared distances	LDPL AD 2 - 8
LDPL AD 2.14	Approach and runway lighting	LDPL AD 2 - 8
LDPL AD 2.15	Other lighting, secondary power supply	LDPL AD 2 - 8
LDPL AD 2.16	Helicopter landing area	LDPL AD 2 - 9
LDPL AD 2.17	ATS airspace	LDPL AD 2 - 9
LDPL AD 2.18	ATS communication facilities	LDPL AD 2 - 10
LDPL AD 2.19	Radio navigation and landing aids	LDPL AD 2 - 10
LDPL AD 2.20	Local aerodrome regulations	LDPL AD 2 - 11
	LDPL AD 2.20.1 Code letter E and four-engine aircraft operation	LDPL AD 2 - 11
	LDPL AD 2.20.2 TAXI Procedures	LDPL AD 2 - 12
	LDPL AD 2.20.3 Helicopter operations	LDPL AD 2 - 12
	LDPL AD 2.20.4 Adverse weather conditions	LDPL AD 2 - 12
LDPL AD 2.21	Noise abatement procedures	LDPL AD 2 - 12
LDPL AD 2.22	Flight procedures	LDPL AD 2 - 12
LDPL AD 2.23	Additional information	LDPL AD 2 - 16
LDPL AD 2.24	Charts related to an aerodrome	LDPL AD 2 - 17
LDPL AD 2.25	Visual segment surface (VSS) penetration	LDPL AD 2 - 18
	LDPL AD 2.24.1 ADC - 1	
	LDPL AD 2.24.2 APDC - 1	
	LDPL AD 2.24.4 AOC RWY 09/27 - 1	
	LDPL AD 2.24.8 SID RWY 09 - 1	
	LDPL AD 2.24.8 SID RNAV RWY 09 - 1	
	LDPL AD 2.24.8 SID RWY 27 - 1	

	LDPL AD 2.24.8 SID RNAV RWY 27 - 1	
	LDPL AD 2.24.10 STAR RWY 09 - 1	
	LDPL AD 2.24.10 STAR RWY 27 - 1	
	LDPL AD 2.24.10 STAR RNAV RWY 09 - 1	
	LDPL AD 2.24.10 STAR RNAV RWY 27 - 1	
	LDPL AD 2.24.11 ATCSMAC - 1	
	LDPL AD 2.24.12 IAC VOR RWY 09 - 1	
	LDPL AD 2.24.12 IAC VOR RWY 27 - 1	
	LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 - 1	
	LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 - 1	
	LDPL AD 2.24.12 IAC RNP RWY 09 - 1	
	LDPL AD 2.24.12 IAC RNP RWY 27 - 1	
	LDPL AD 2.24.13 VOC - 1	
	LDPL AD 2.24.14 BC - 1	
LDRI AD 2		LDRI AD 2 - 1
LDRI AD 2.1	Aerodrome location indicator and name	LDRI AD 2 - 1
	LDRI - AIRPORT RIJEKA / Krk I.	
LDRI AD 2.2	Aerodrome geographical and administrative data	LDRI AD 2 - 1
LDRI AD 2.3	Operational hours	LDRI AD 2 - 1
LDRI AD 2.4	Handling services and facilities	LDRI AD 2 - 2
LDRI AD 2.5	Passenger facilities	LDRI AD 2 - 2
LDRI AD 2.6	Rescue and fire fighting services	LDRI AD 2 - 3
LDRI AD 2.7	Runway surface condition assessment and reporting, and snow plan	LDRI AD 2 - 3
LDRI AD 2.8	Aprons, taxiways and check locations/positions data	LDRI AD 2 - 3
LDRI AD 2.9	Surface movement guidance and control system and markings	LDRI AD 2 - 4
LDRI AD 2.10	Aerodrome obstacles	LDRI AD 2 - 4
LDRI AD 2.11	Meteorological information provided	LDRI AD 2 - 5
LDRI AD 2.12	Runway physical characteristics	LDRI AD 2 - 5
LDRI AD 2.13	Declared distances	LDRI AD 2 - 6
LDRI AD 2.14	Approach and runway lighting	LDRI AD 2 - 6
LDRI AD 2.15	Other lighting, secondary power supply	LDRI AD 2 - 8
LDRI AD 2.16	Helicopter landing area	LDRI AD 2 - 8
LDRI AD 2.17	ATS airspace	LDRI AD 2 - 8
LDRI AD 2.18	ATS communication facilities	LDRI AD 2 - 9
LDRI AD 2.19	Radio navigation and landing aids	LDRI AD 2 - 9
LDRI AD 2.20	Local aerodrome regulations	LDRI AD 2 - 10
	LDRI AD 2.20.1. Taxi procedures	LDRI AD 2 - 10
	LDRI AD 2.20.2. Four-engine aircraft operation	LDRI AD 2 - 10
LDRI AD 2.21	Noise abatement procedures	LDRI AD 2 - 10
LDRI AD 2.22	Flight procedures	LDRI AD 2 - 10
LDRI AD 2.23	Additional information	LDRI AD 2 - 13
LDRI AD 2.24	Charts related to an aerodrome	LDRI AD 2 - 14
LDRI AD 2.25	Visual segment surface (VSS) penetration	LDRI AD 2 - 15
	LDRI AD 2.24.1 ADC - 1	
	LDRI AD 2.24.2 APDC - 1	
	LDRI AD 2.24.4 AOC RWY 14/32 - 1	
	LDRI AD 2.24.8 SID RWY 14 - 1	
	LDRI AD 2.24.8 SID RNAV RWY 14 - 1	
	LDRI AD 2.24.8 SID RWY 32 - 1	
	LDRI AD 2.24.8 SID RNAV RWY 32 - 1	
	LDRI AD 2.24.10 STAR RWY 14/32 - 1	
	LDRI AD 2.24.10 STAR RNAV RWY 14 - 1	
	LDRI AD 2.24.10 STAR RNAV RWY 32 - 1	
	LDRI AD 2.24.12 IAC VOR RWY 14 - 1	

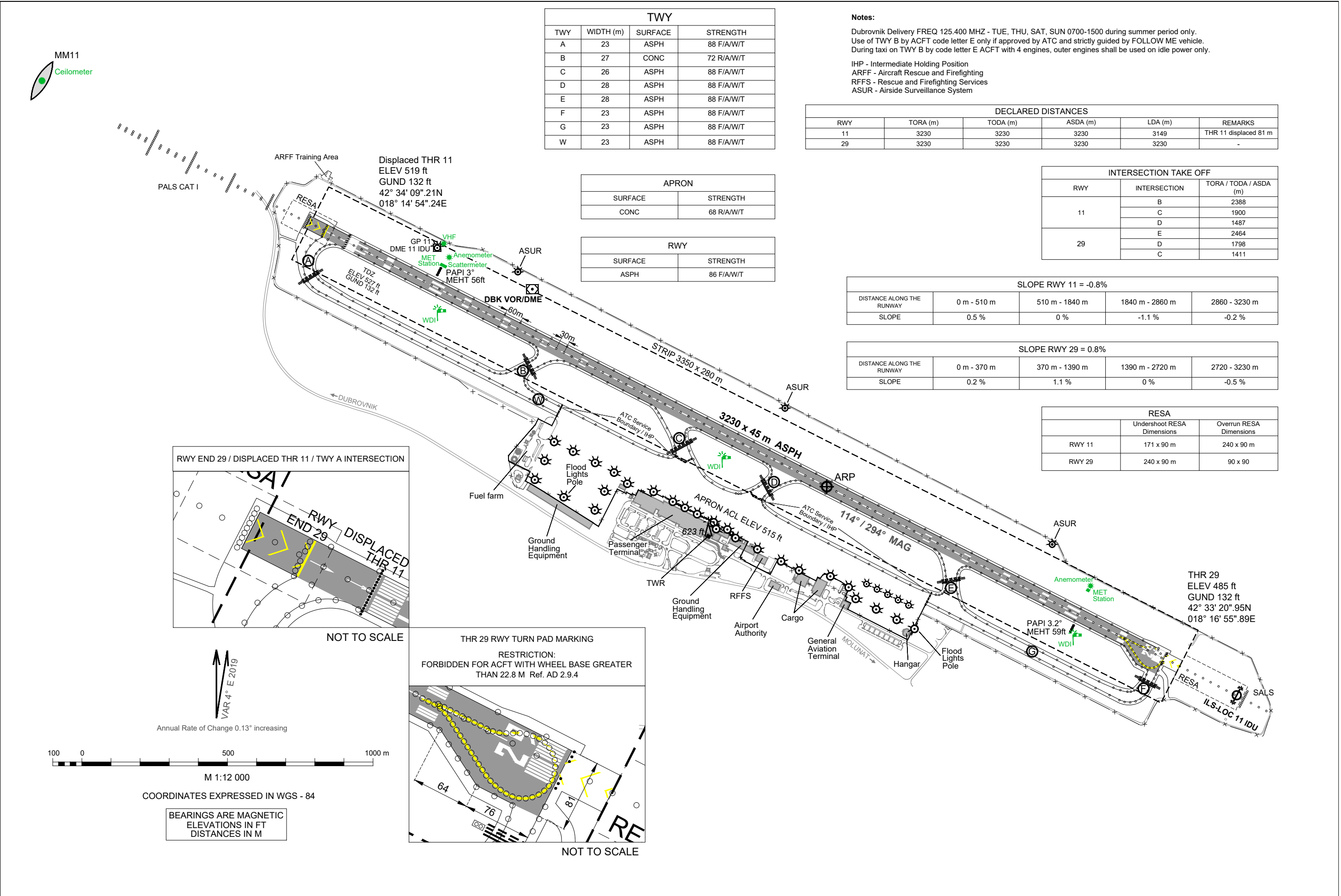
	LDRI AD 2.24.12 IAC ILS y or LOC y RWY 14 - 1	
	LDRI AD 2.24.12 IAC ILS z or LOC z RWY 14 - 1	
	LDRI AD 2.24.12 IAC RNP RWY 14 - 1	
	LDRI AD 2.24.12 IAC RNP RWY 32 - 1	
	LDRI AD 2.24.12 IAC VOR RWY 32 - 1	
	LDRI AD 2.24.13 VOC - 1	
LDSB AD 2		LDSB AD 2 - 1
LDSB AD 2.1	Aerodrome location indicator and name	LDSB AD 2 - 1
LDSB - AERODROME BRAČ / Brač I.		
LDSB AD 2.2	Aerodrome geographical and administrative data	LDSB AD 2 - 1
LDSB AD 2.3	Operational hours	LDSB AD 2 - 2
LDSB AD 2.4	Handling services and facilities	LDSB AD 2 - 2
LDSB AD 2.5	Passenger facilities	LDSB AD 2 - 2
LDSB AD 2.6	Rescue and fire fighting services	LDSB AD 2 - 3
LDSB AD 2.7	Runway surface condition assessment and reporting, and snow plan	LDSB AD 2 - 3
LDSB AD 2.8	Aprons, taxiways and check locations/positions data	LDSB AD 2 - 3
LDSB AD 2.9	Surface movement guidance and control system and markings	LDSB AD 2 - 4
LDSB AD 2.10	Aerodrome obstacles	LDSB AD 2 - 4
LDSB AD 2.11	Meteorological information provided	LDSB AD 2 - 5
LDSB AD 2.12	Runway physical characteristics	LDSB AD 2 - 6
LDSB AD 2.13	Declared distances	LDSB AD 2 - 6
LDSB AD 2.14	Approach and runway lighting	LDSB AD 2 - 7
LDSB AD 2.15	Other lighting, secondary power supply	LDSB AD 2 - 7
LDSB AD 2.16	Helicopter landing area	LDSB AD 2 - 8
LDSB AD 2.17	ATS airspace	LDSB AD 2 - 8
LDSB AD 2.18	ATS communication facilities	LDSB AD 2 - 9
LDSB AD 2.19	Radio navigation and landing aids	LDSB AD 2 - 9
LDSB AD 2.20	Local aerodrome regulations	LDSB AD 2 - 9
LDSB AD 2.21	Noise abatement procedures	LDSB AD 2 - 9
LDSB AD 2.22	Flight procedures	LDSB AD 2 - 10
LDSB AD 2.23	Additional information	LDSB AD 2 - 11
LDSB AD 2.24	Charts related to an aerodrome	LDSB AD 2 - 12
LDSB AD 2.25	Visual segment surface (VSS) penetration	LDSB AD 2 - 13
	LDSB AD 2.24.1 ADC - 1	
	LDSB AD 2.24.2 APDC - 1	
	LDSB AD 2.24.4 AOC RWY 03/21 - 1	
	LDSB AD 2.24.8 SID RWY 03 CAT A/B&C - 1	
	LDSB AD 2.24.8 SID RNAV RWY 03 - 1	
	LDSB AD 2.24.8 SID RWY 21 CAT A/B&C - 1	
	LDSB AD 2.24.8 SID RNAV RWY 21 - 1	
	LDSB AD 2.24.10 STAR RWY 03/21 CAT A/B&C - 1	
	LDSB AD 2.24.10 STAR RNAV RWY 03-21 - 1	
	LDSB AD 2.24.12 IAC NDB RWY 03 - 1	
	LDSB AD 2.24.12 IAC VOR-a RWY 03/21 - 1	
	LDSB AD 2.24.12 IAC NDB-a RWY 21 - 1	
	LDSB AD 2.24.12 IAC NDB RWY 21 - 1	
	LDSB AD 2.24.12 IAC RNP RWY 03 - 1	
	LDSB AD 2.24.12 IAC RNP RWY 21 - 1	
	LDSB AD 2.24.13 VOC - 1	
LDSP AD 2		LDSP AD 2 - 1
LDSP AD 2.1	Aerodrome location indicator and name	LDSP AD 2 - 1
LDSP - AIRPORT SPLIT / SAINT JEROME		
LDSP AD 2.2	Aerodrome geographical and administrative data	LDSP AD 2 - 1
LDSP AD 2.3	Operational hours	LDSP AD 2 - 2

LDSP AD 2.4	Handling services and facilities	LDSP AD 2 - 2
LDSP AD 2.5	Passenger facilities	LDSP AD 2 - 3
LDSP AD 2.6	Rescue and fire fighting services	LDSP AD 2 - 3
LDSP AD 2.7	Runway surface condition assessment and reporting, and snow plan	LDSP AD 2 - 3
LDSP AD 2.8	Aprons, taxiways and check locations/positions data	LDSP AD 2 - 4
LDSP AD 2.9	Surface movement guidance and control system and markings	LDSP AD 2 - 4
LDSP AD 2.10	Aerodrome obstacles	LDSP AD 2 - 5
LDSP AD 2.11	Meteorological information provided	LDSP AD 2 - 14
LDSP AD 2.12	Runway physical characteristics	LDSP AD 2 - 15
LDSP AD 2.13	Declared distances	LDSP AD 2 - 15
LDSP AD 2.14	Approach and runway lighting	LDSP AD 2 - 16
LDSP AD 2.15	Other lighting, secondary power supply	LDSP AD 2 - 16
LDSP AD 2.16	Helicopter landing area	LDSP AD 2 - 16
LDSP AD 2.17	ATS airspace	LDSP AD 2 - 17
LDSP AD 2.18	ATS communication facilities	LDSP AD 2 - 18
LDSP AD 2.19	Radio navigation and landing aids	LDSP AD 2 - 18
LDSP AD 2.20	Local aerodrome regulations	LDSP AD 2 - 19
LDSP AD 2.20.1.	Minimum runway occupancy time	LDSP AD 2 - 19
LDSP AD 2.20.2.	Taxi procedures	LDSP AD 2 - 20
LDSP AD 2.20.3.	Code letter E and four-engine aircraft operation	LDSP AD 2 - 20
LDSP AD 2.21	Noise abatement procedures	LDSP AD 2 - 21
LDSP AD 2.22	Flight procedures	LDSP AD 2 - 21
LDSP AD 2.23	Additional information	LDSP AD 2 - 27
LDSP AD 2.24	Charts related to an aerodrome	LDSP AD 2 - 28
LDSP AD 2.25	Visual segment surface (VSS) penetration	LDSP AD 2 - 29
	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 2.24.8 SID RWY 05 - 1	
	LDSP AD 2.24.8 SID RNAV RWY 05 - 1	
	LDSP AD 2.24.8 SID RWY 23 - 1	
	LDSP AD 2.24.8 SID RNAV RWY 23 - 1	
	LDSP AD 2.24.10 STAR RWY 05 - 1	
	LDSP AD 2.24.10 STAR RNAV RWY 05 - 1	
	LDSP AD 2.24.10 STAR RWY 23 - 1	
	LDSP AD 2.24.10 STAR RNAV RWY 23 - 1	
	LDSP AD 2.24.11 ATCSMAC - 1	
	LDSP AD 2.24.12 IAC NDB RWY 05 - 1	
	LDSP AD 2.24.12 IAC ILSy or LOCy RWY 05 - 1	
	LDSP AD 2.24.12 IAC ILSz or LOCz RWY 05 - 1	
	LDSP AD 2.24.12 IAC RNP Y RWY 05 - 1	
	LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 1	
	LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 - 1	
	LDSP AD 2.24.12 IAC VOR-b RWY 23 - 1	
	LDSP AD 2.24.13 VAC RWY 23 - 1	
	LDSP AD 2.24.13 VOC - 1	
	LDSP AD 2.24.14 BC - 1	
LDZA AD 2		LDZA AD 2 - 1
LDZA AD 2.1	Aerodrome location indicator and name	LDZA AD 2 - 1
	LDZA - AIRPORT ZAGREB / Franjo Tudjman	
LDZA AD 2.2	Aerodrome geographical and administrative data	LDZA AD 2 - 1
LDZA AD 2.3	Operational hours	LDZA AD 2 - 2
LDZA AD 2.4	Handling services and facilities	LDZA AD 2 - 2

LDZA AD 2.5	Passenger facilities	LDZA AD 2 - 3
LDZA AD 2.6	Rescue and fire fighting services	LDZA AD 2 - 3
LDZA AD 2.7	Runway surface condition assessment and reporting, and snow plan	LDZA AD 2 - 3
LDZA AD 2.8	Aprons, taxiways and check locations/positions data	LDZA AD 2 - 4
LDZA AD 2.9	Surface movement guidance and control system and markings	LDZA AD 2 - 5
LDZA AD 2.10	Aerodrome obstacles	LDZA AD 2 - 6
LDZA AD 2.11	Meteorological information provided	LDZA AD 2 - 7
LDZA AD 2.12	Runway physical characteristics	LDZA AD 2 - 8
LDZA AD 2.13	Declared distances	LDZA AD 2 - 8
LDZA AD 2.14	Approach and runway lighting	LDZA AD 2 - 9
LDZA AD 2.15	Other lighting, secondary power supply	LDZA AD 2 - 9
LDZA AD 2.16	Helicopter landing area	LDZA AD 2 - 10
LDZA AD 2.17	ATS airspace	LDZA AD 2 - 10
LDZA AD 2.18	ATS communication facilities	LDZA AD 2 - 11
LDZA AD 2.19	Radio navigation and landing aids	LDZA AD 2 - 12
LDZA AD 2.20	Local aerodrome regulations	LDZA AD 2 - 13
2.20.1	General	LDZA AD 2 - 13
2.20.2	Arrival	LDZA AD 2 - 14
2.20.3	Departure	LDZA AD 2 - 14
2.20.4	Rescue and fire fighting service	LDZA AD 2 - 15
LDZA AD 2.21	Noise abatement procedures	LDZA AD 2 - 15
LDZA AD 2.22	Flight procedures	LDZA AD 2 - 15
2.22.1	Low visibility procedures	LDZA AD 2 - 15
2.22.2	SID RWY 04	LDZA AD 2 - 17
2.22.3	SID RWY 22	LDZA AD 2 - 18
2.22.4	STAR RWY 04	LDZA AD 2 - 20
2.22.5	STAR RWY 22	LDZA AD 2 - 21
LDZA AD 2.23	Additional information	LDZA AD 2 - 22
LDZA AD 2.24	Charts related to an aerodrome	LDZA AD 2 - 23
LDZA AD 2.25	Visual segment surface (VSS) penetration	LDZA AD 2 - 23
	LDZA AD 2.24.1 ADC - 1	
	LDZA AD 2.24.2 APDC EAST - 1	
	LDZA AD 2.24.2 APDC WEST - 1	
	LDZA AD 2.24.4 AOC RWY 04/22 - 1	
	LDZA AD 2.24.6 PATC RWY 04 - 1	
	LDZA AD 2.24.8 SID RWY 04 - 1	
	LDZA AD 2.24.8 SID RNAV RWY 04 - 1	
	LDZA AD 2.24.8 SID RWY 22 - 1	
	LDZA AD 2.24.8 SID RNAV RWY 22 - 1	
	LDZA AD 2.24.10 STAR RWY 04 - 1	
	LDZA AD 2.24.10 STAR RNAV RWY 04 - 1	
	LDZA AD 2.24.10 STAR RWY 22 - 1	
	LDZA AD 2.24.10 STAR RNAV RWY 22 - 1	
	LDZA AD 2.24.11 ATCSMAC - 1	
	LDZA AD 2.24.12 IAC L RWY 04 - 1	
	LDZA AD 2.24.12 IAC ILS y or LOC y RWY 04 - 1	
	LDZA AD 2.24.12 IAC ILS z or LOC z RWY 04 - 1	
	LDZA AD 2.24.12 IAC L RWY 22 - 1	
	LDZA AD 2.24.12 IAC ILS y or LOC y RWY 22 - 1	
	LDZA AD 2.24.12 IAC ILS z or LOC z RWY 22 - 1	
	LDZA AD 2.24.12 IAC RNP RWY 04 - 1	
	LDZA AD 2.24.12 IAC RNP RWY 22 - 1	
	LDZA AD 2.24.13 VOC - 1	
	LDZA AD 2.24.14 BC - 1	
LDZD AD 2		LDZD AD 2 - 1

LDZD AD 2.1	Aerodrome location indicator and name	LDZD AD 2 - 1
LDZD - AIRPORT ZADAR / Zemunik		
LDZD AD 2.2	Aerodrome geographical and administrative data	LDZD AD 2 - 1
LDZD AD 2.3	Operational hours	LDZD AD 2 - 2
LDZD AD 2.4	Handling services and facilities	LDZD AD 2 - 2
LDZD AD 2.5	Passenger facilities	LDZD AD 2 - 3
LDZD AD 2.6	Rescue and fire fighting services	LDZD AD 2 - 3
LDZD AD 2.7	Runway surface condition assessment and reporting, and snow plan	LDZD AD 2 - 3
LDZD AD 2.8	Aprons, taxiways and check locations/positions data	LDZD AD 2 - 4
LDZD AD 2.9	Surface movement guidance and control system and markings	LDZD AD 2 - 5
LDZD AD 2.10	Aerodrome obstacles	LDZD AD 2 - 6
LDZD AD 2.11	Meteorological information provided	LDZD AD 2 - 6
LDZD AD 2.12	Runway physical characteristics	LDZD AD 2 - 7
LDZD AD 2.13	Declared distances	LDZD AD 2 - 8
LDZD AD 2.14	Approach and runway lighting	LDZD AD 2 - 8
LDZD AD 2.15	Other lighting, secondary power supply	LDZD AD 2 - 9
LDZD AD 2.16	Helicopter landing area	LDZD AD 2 - 9
LDZD AD 2.17	ATS airspace	LDZD AD 2 - 10
LDZD AD 2.18	ATS communication facilities	LDZD AD 2 - 10
LDZD AD 2.19	Radio navigation and landing aids	LDZD AD 2 - 11
LDZD AD 2.20	Local aerodrome regulations	LDZD AD 2 - 12
LDZD AD 2.20.1	Code letter E aircraft	LDZD AD 2 - 13
LDZD AD 2.20.2	Fire fighting category	LDZD AD 2 - 13
LDZD AD 2.21	Noise abatement procedures	LDZD AD 2 - 13
LDZD AD 2.22	Flight procedures	LDZD AD 2 - 13
LDZD AD 2.23	Additional information	LDZD AD 2 - 17
LDZD AD 2.24	Charts related to an aerodrome	LDZD AD 2 - 17
LDZD AD 2.25	Visual segment surface (VSS) penetration	LDZD AD 2 - 18
	LDZD AD 2.24.1 ADC - 1	
	LDZD AD 2.24.2 APDC - 1	
	LDZD AD 2.24.4 AOC RWY 04/22 - 1	
	LDZD AD 2.24.4 AOC RWY 13/31 - 1	
	LDZD AD 2.24.8 SID RWY 04 - 1	
	LDZD AD 2.24.8 SID RNAV RWY 04 - 1	
	LDZD AD 2.24.8 SID RWY 13 - 1	
	LDZD AD 2.24.8 SID RNAV RWY 13 - 1	
	LDZD AD 2.24.8 SID RWY 22 - 1	
	LDZD AD 2.24.8 SID RNAV RWY 22 - 1	
	LDZD AD 2.24.8 SID RWY 31 - 1	
	LDZD AD 2.24.8 SID RNAV RWY 31 - 1	
	LDZD AD 2.24.10 STAR RWY 04 & 13/31 - 1	
	LDZD AD 2.24.10 STAR RNAV RWY 04 - 1	
	LDZD AD 2.24.10 STAR RNAV RWY 13 - 1	
	LDZD AD 2.24.10 STAR RNAV RWY 31 - 1	
	LDZD AD 2.24.11 ATCSMAC - 1	
	LDZD AD 2.24.12 IAC VOR RWY 04 - 1	
	LDZD AD 2.24.12 IAC VOR RWY 13 - 1	
	LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 1	
	LDZD AD 2.24.12 IAC RNP RWY 04 - 1	
	LDZD AD 2.24.12 IAC RNP Y RWY 13 - 1	
	LDZD AD 2.24.12 IAC RNP Z RWY 13 - 1	
	LDZD AD 2.24.12 IAC RNP RWY 31 - 1	
	LDZD AD 2.24.12 IAC VOR RWY 31 - 1	
	LDZD AD 2.24.13 VOC - 1	

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AIRCRAFT PARKING/
DOCKING CHART - ICAO

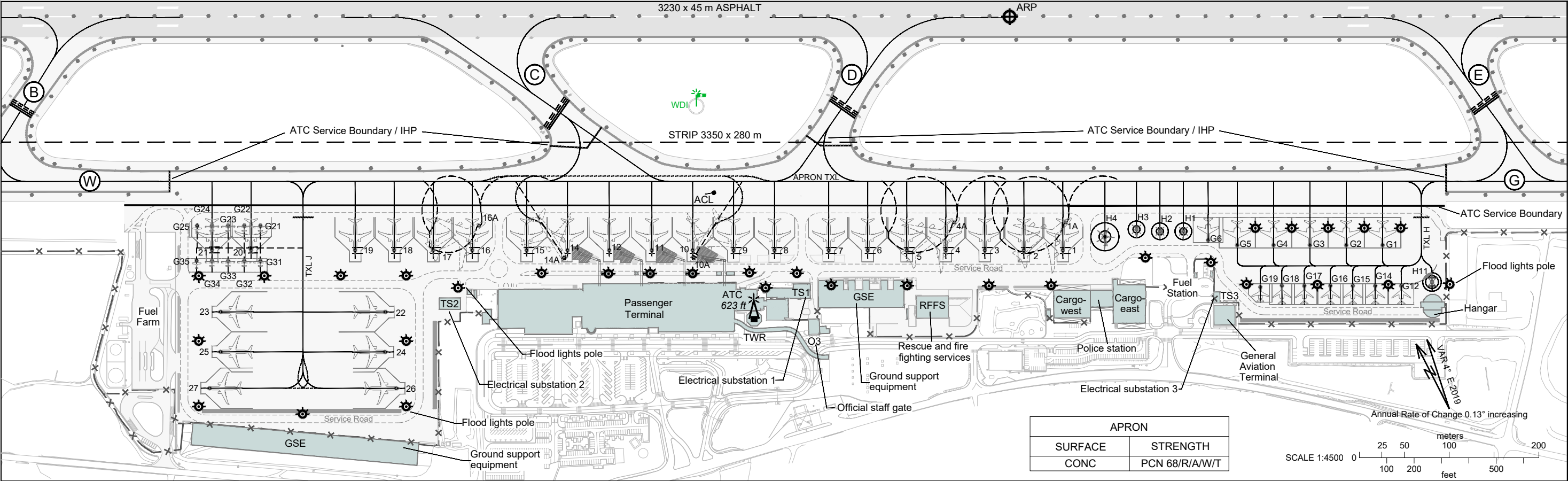
APRON ACL ELEV 515 FT

DUBROVNIK ATIS 118.425

DUBROVNIK TOWER 129.500

DUBROVNIK DELIVERY 125.400

DUBROVNIK / Rudjer Boskovic
CROATIA



PARKING POSITIONS AND INS REFERENCE POINTS:

PSN nr:	PSN for:	INS coordinates WGS-84 (ETRS89):
PSN 1	MAX B739/A321	42°33'32.53" N 18°16'02.58" E
PSN1A	MAX B748	42°33'33.37" N 18°16'03.35" E
PSN 2	MAX B739/A321	42°33'33.20" N 18°16'00.90" E
PSN 3	MAX B739/A321	42°33'33.86" N 18°15'59.22" E
PSN 4	MAX B739/A321	42°33'34.53" N 18°15'57.54" E
PSN 4A	MAX B773ER	42°33'35.28" N 18°15'58.56" E
PSN 5	MAX B739/A321	42°33'35.19" N 18°15'55.86" E
PSN 6	MAX B739/A321	42°33'35.86" N 18°15'54.18" E
PSN 7	MAX B739/A321	42°33'36.53" N 18°15'52.50" E
PSN 8	MAX B739/A321	42°33'37.46" N 18°15'50.17" E
PSN 9	MAX B739/A321	42°33'38.16" N 18°15'48.41" E
PSN 10	MAX B739/A321	42°33'38.85" N 18°15'46.65" E
PSN 10A	MAX B764ER	42°33'38.60" N 18°15'46.53" E
PSN 11	MAX B739/A321	42°33'39.55" N 18°15'44.89" E
PSN 12	MAX B739/A321	42°33'40.28" N 18°15'43.06" E
PSN 14	MAX B739/A321	42°33'40.99" N 18°15'41.26" E
PSN 14A	MAX B764ER	42°33'40.82" N 18°15'40.95" E
PSN 15	MAX B739/A321	42°33'41.69" N 18°15'39.50" E
PSN 16	MAX B739/A321	42°33'42.62" N 18°15'37.16" E
PSN 16A	MAX B744	42°33'43.27" N 18°15'38.01" E
PSN 17	MAX B739/A321	42°33'43.28" N 18°15'35.48" E
PSN 18	MAX B739/A321	42°33'43.95" N 18°15'33.79" E
PSN 19	MAX B739/A321	42°33'44.62" N 18°15'32.12" E
PSN 20	MAX B739/A321	42°33'46.41" N 18°15'27.65" E
PSN 21	MAX B739/A321	42°33'47.07" N 18°15'25.97" E
PSN 22	MAX B739/A321	42°33'42.13" N 18°15'32.00" E
PSN 23	MAX B739/A321	42°33'44.95" N 18°15'24.91" E
PSN 24	MAX B739/A321	42°33'40.87" N 18°15'31.07" E
PSN 25	MAX B739/A321	42°33'43.68" N 18°15'23.99" E
PSN 26	MAX B739/A321	42°33'39.52" N 18°15'30.71" E
PSN 27	MAX B739/A321	42°33'42.71" N 18°15'22.68" E
PSN G1	MAX Gulfstream 650/650ER	42°33'27.23" N 18°16'16.46" E
PSN G2	MAX Gulfstream 650/650ER	42°33'27.86" N 18°16'14.90" E
PSN G3	MAX Gulfstream 650/650ER	42°33'28.48" N 18°16'13.33" E
PSN G4	MAX Gulfstream 650/650ER	42°33'29.10" N 18°16'11.77" E
PSN G5	MAX Gulfstream 650/650ER	42°33'29.72" N 18°16'10.20" E
PSN G6	MAX Gulfstream IV	42°33'30.38" N 18°16'09.07" E
PSN H11	MAX Bell 412EPX	42°33'25.22" N 18°16'17.74" E
PSN G12	MAX Cessna Citation X+	42°33'25.62" N 18°16'16.32" E
PSN G14	MAX Cessna Citation X+	42°33'26.07" N 18°16'15.20" E
PSN G15	MAX Cessna Citation X+	42°33'26.45" N 18°16'14.24" E

PSN nr:	PSN for:	INS coordinates WGS-84 (ETRS89):
PSN G16	MAX Cessna Citation X+	42°33'26.84" N 18°16'13.27" E
PSN G17	MAX Cessna Citation X+	42°33'27.28" N 18°16'12.15" E
PSN G18	MAX Cessna Citation X+	42°33'27.67" N 18°16'11.19" E
PSN G19	MAX Falcon 900	42°33'27.99" N 18°16'10.23" E
PSN G21	MAX Air Tractor A402	42°33'47.01" N 18°15'28.61" E
PSN G22	MAX Air Tractor A402	42°33'47.29" N 18°15'27.91" E
PSN G23	MAX Air Tractor A402	42°33'47.56" N 18°15'27.22" E
PSN G24	MAX Air Tractor A402	42°33'47.84" N 18°15'26.53" E
PSN G25	MAX DA40	42°33'48.10" N 18°15'25.88" E
PSN G31	MAX Air Tractor A402	42°33'45.89" N 18°15'27.80" E
PSN G32	MAX Air Tractor A402	42°33'46.17" N 18°15'27.10" E
PSN G33	MAX Air Tractor A402	42°33'46.45" N 18°15'26.41" E
PSN G34	MAX Air Tractor A402	42°33'46.72" N 18°15'25.72" E
PSN G35	MAX C421	42°33'46.99" N 18°15'25.06" E
PSN H1	MAX Bell 430	42°33'31.08" N 18°16'08.20" E
PSN H2	MAX Bell 430	42°33'31.48" N 18°16'07.20" E
PSN H3	MAX Bell 412EPX	42°33'31.94" N 18°16'06.23" E
PSN H4	MAX Mil Mi-171	42°33'32.24" N 18°16'04.70" E

TAXIING AND PARKING RESTRICTIONS AND NOTES:

- PSNs: 1A, 4A, 16A, G1-G5, G21-G25 and H1-H4 are selfmanoeuvring.
- PSNs: 1-27, 10A, 14A and G6 are taxi-in/push-out.
- PSNs: G12-G19 and G31-G35 are push-in/taxi-out.
- PSN H11: Taxi-in/taxi-out permitted. Selfmanoeuvring turns prohibited.
- PSNs: 1-8, 16-21 and G6 are selfmanoeuvring for exiting if the following PSNs are vacated:
 - for PSN 1: H4 or 2 PSNs
 - for PSN 2: 1 or 3 PSNs
 - for PSN 3: 2 and 1A or 4 and 4A PSNs
 - for PSN 4: 3 or 5 PSNs
 - for PSN 5: 4 or 6 PSNs
 - for PSN 6: 5 and 4A or 7 PSNs
 - for PSN 7: 6 or 8 PSNs
 - for PSN 8: 7 or 9 PSNs
 - for PSN 16: 15 or 17 PSNs
 - for PSN 17: 16 or 18
 - for PSN 18: 17 and 16A or 19
 - for PSN 19: 18 PSN or TXL J
 - for PSN 20: 21, G24, G25, G34 and G35 PSNs or TXL J
 - for PSN 21: 20, G21, G22, G31 and G32 PSNs
 - for PSN G6: G5 or H1 PSNs

- When ACFT enters to PSNs: 1, 2, 4, 5, 9, 10, 14, 15, 16, 17, 20 and 21 the following PSNs must be vacated:
 - for PSNs 1 and 2: 1A PSN
 - for PSNs 4 and 5: 4A PSN
 - for PSNs 9 and 10: 10A PSN
 - for PSNs 14 and 15: 14A PSN
 - for PSNs 16 and 17: 16A PSN
 - for PSN 20: G21-G23 and G31-G33 PSNs
 - for PSN 21: G23-G25 and G33-G35 PSNs
- When ACFT enters to PSNs: 1A, 4A, 10A, 14A, 16A, G21-G25, G31-G35 the following PSNs must be vacated:
 - for PSN 1A: 1, 2 and 3 PSNs
 - for PSN 4A: 4, 5 and 6 PSNs
 - for PSN 10A: 9 and 10 PSNs
 - for PSN 14A: 14 and 15 PSNs
 - for PSN 16A: 16, 17 and 18 PSNs
 - for PSNs G21-G25 and G31-G35: 20 PSN
 - for PSNs G23-G25 and G33-G35: 21 PSN

GENERAL NOTES

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

ARRIVAL NOTES

- When entering the APRON, it is mandatory to stop at IHP (Intermediate Holding Position) and wait for the follow me vehicle and guidance.
- AVDGS (Advanced visual docking guidance system) type APIS (Aircraft Positioning and Information System) shall be followed for final entering to PSNs: 10, 10A, 11,12, 14 and 14A. In case of APIS failure, strictly follow marshaller instructions.

DEPARTURE NOTES:

- ACFT engine start up is forbidden at PSNs: 22, 23, 24, 25, 26 and 27. Start up will be approved after push-out to HP J.
- ATC DEP clearance is available on Dubrovnik TWR FREQ 15 MIN before start up.
- Pilots shall state their parking position number on initial contact with ATC.
- For taxi-out, ACFT shall request start-up clearance after communication with the ground crew has been established.
- For push-out:
 - ACFT shall request push-back and start-up clearance after communication with the ground crew has been eastablished, push-back vehicle has been attached and aircraft is ready to commence push-back;
 - push-back clearance issued by ATC shall contain runway in use;
 - RWY in use shall be relayed to the ground crew by flight deck.
- In case of self-manoeuvring from nose-in parking positions (1-8, 16-21) usage of both engines is strongly recommended. In case that one engine is used, special caution is advised in respect of the need that engine on the opposite side from turning direction should be used.

CHANGE: Stand Safety Line Marking for PSNs G21-G25, G31-G35, 1-12 and 14-27; Parking Positions and INS Reference Points (Types of Aircraft per Positions); PSN G11 Withdrawn and PSN H11 Installed; Taxiing and Parking Restrictions and Notes; Fence; ADDED: Stand Safety Line Marking for PSN H11; Marking for IHP; Lead-in Line Marking for PSNs G1-G6, G21-G25, G31-G35, 1-12 and 14-25; Lead-out Marking for PSNs 1A, 4A and 16A; Stop Line Marking for PSNs 1-9 and 15-21; Edge Lights TWY B, C, D, E, G and W; Edge Lights APRON; RWY Edge Lights; Table APRON Surface and Strength; Hangar; GSE; Editorial; REMOVED: Marking for PSN G11; Hold for Follow me; Stop Line Marking for PSNs 1-12, 14-27, 10A and 14A.

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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: Zracha 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 self-propelled conveyor belts, 3 towing tractors, 5 pallet dollies, 20 luggage dollies, 2 GPU, 1 ASU, 1 lavatory service vehicle, 1 potable water vehicle, 5 aircraft steps
2	Fuel and oil types	A1, AVGAS 100LL, Oil - NIL
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 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in Osijek and Vukovar
2	Restaurants	At AD
3	Transportation possibilities	Bus, taxi, rent-a-car at AD
4	Medical facilities	First aid at AD, hospital in Osijek
5	Bank and Post Office	In Osijek
6	Tourist Office	In Osijek
7	Remarks	NIL

LDOS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7 See Remarks
2	Rescue equipment	1 heavy fire fighting vehicle Mercedes (Ziegler): 9000 L water, 1000 L foam 1 heavy fire fighting vehicle MAN (ZIEGLER): 9100 L water, 1100 L foam 1 command vehicle Mazda BT50, 100 L water, 5 L foam
3	Capability for removal of disabled aircraft	Special equipment for removal of disabled aircraft is not available at Osijek Airport, possible cooperation with external companies. Contact: Tel: +385 (31) 514 451 e-mail: opc@osijek-airport.hr
4	Remarks	CAT 4 during operational hours of AD, up to CAT 7 for ACFT at scheduled flights and O/R 24 HR earlier during operational hours of AD.

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

1	Types of clearing equipment	2 snow blower 2 snow brushes 3 snow ploughs 2 urea spreaders
2	Clearance priorities	1. RWY 2. TWY 3. APRON
3	Use of material for movement area surface treatment	Urea
4	Specially prepared winter runways	NIL
5	Remarks	Surface friction testers (high pressure tire): MOVENTOR SKIDDOMETER BV11 REF AD 1.2.2 for additional information. Global reporting format - GRF implemented

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

1	Apron surface and strength	SURFACE		STRENGTH	
		ASPH		PCN 95/F/B/W/T	
2	Designation, width, surface and strength of taxiways	DESIGNATION	WIDTH (M)	SURFACE	STRENGTH
		A	23	ASPH	PCN 91/F/BW//T
		B	23	ASPH	PCN 91/F/B/W/T
		APRON TWY	23	ASPH	PCN 95/F/B/W/T
3	ACL location and elevation	Location: At Apron Elevation: 291 FT			
4	Location of VOR checkpoints	Nil			
5	Position of INS checkpoints	RAMP/STAND	INS COORDINATES		
		PSN 1	452755.31N 0184831.13E		
		PSN 2	452755.99N 0184828.57E		
		PSN 3	452756.66N 0184826.00E		
		PSN 4	452757.34N 0184823.44E		
		PSN 5	452757.31N 0184820.33E		
		PSN 6	452757.78N 0184820.58E		
		PSN 7	452758.26N 0184820.83E		
		PSN 8	452758.57N 0184819.62E		
		PSN 9	452758.07N 0184819.35E		
		PSN 10	452757.48N 0184818.69E		
		PSN A	452755.81N 0184829.72E		
		PSN B1	452757.53N 0184820.50E		
		PSN B2	452757.37N 0184820.83E		
6	Remarks	TWY A: Paved shoulders, width 7.5 M. TWY B: Paved shoulders, width 7.5 M. APRON: Paved shoulders, width 7.5 M			

LDOS 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. Vehicle-Follow me, Marshaller.
2	RWY and TWY markings and LGT	RWY-11/29: Designations, THR/lighted, Centre line, edges/lighted, TDZ, aiming point, RWY turn pad. TWY A: Centre line, enhanced centre line, edges/lighted, Holding positions, RWY guard lights. TWY B: Centre line, enhanced centre line, edges/lighted, Holding positions, RWY guard lights. Apron TWY: Centre line
3	Stop bars	Nil
4	Remarks	Nil

Type of aid CAT of ILS/MLS (VOR/ILS/MLS VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	KAV	265 KHZ	H24	445343.27N 0140029.66E		084°MAG/2.88 NM from THR 27. MRA at 25 NM: sector 070°-310° 5000 FT sector 310°-070° 7000 FT
NDB	LOS	429 KHZ	H24	443137.55N 0142822.25E		118°MAG/4.10 NM from LDLO THR 02. Range 50 NM
NDB	PLA	351.5 KHZ	H24	445321.15N 0134512.66E		264°MAG/6.41 NM from THR 09. Coverage 50 NM.
LOC 27	IPU	111.5 MHZ	H24	445335.03N 0135401.39E		ILS CAT I LOC coverage 17 NM MRA 3000 FT LOC coverage 25 NM MRA 4000 FT
GP 27		332.9 MHZ	H24	445333.87N 0135607.91E		3.2°, RDH 15.85 M (52 FT)
MM27	Dots- Dashes	75 MHZ	H24	445339.18N 0135712.92E		From THR 27 = 0.55 NM Intersect heights: 223.1 FT
OM27	Dashes- Dashes	75 MHZ	H24	445343.28N 0140029.09E		From THR 27 = 2.87 NM Intersect heights: 1036.8 FT

LDPL AD 2.20 LOCAL AERODROME REGULATIONS

ATC DEP clearance and DEP INFO are AVBL on Pula TWR FREQ 15 MIN BFR start up.

WRNG: Gusts, wind shear and TURB can be expected on final approach to/climb out from RWY 09 in COND of strong east-north-easterly WIND.

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

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

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

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

It is not allowed to use TWY F for code letter E ACFT.

List of ACFT approved to operate with higher AD reference code letter

Airbus A330-300	Boeing 747-400
Airbus A330-900	Boeing 767-400
Airbus A340-200	Boeing 777-200
Airbus A340-300	Boeing 777-200LR

List of ACFT approved to operate with higher AD reference code letter	
Airbus A340-500	Boeing 777-300
Airbus A350-900	Boeing 777-300ER
	Boeing 787-800
	Boeing 787-900
	Boeing 787-10 Dreamliner

LDPL AD 2.20.2 TAXI PROCEDURES

Minimum PWR settings are to be used when TAX on APN and away from PRKG PSN.
Only ACFT with wingspans up to 36 M are allowed to TAX via TXL 1 and TaxilaneTXL 2.

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

ARR:

'Follow me' guidance is mandatory for all ARR ACFT entering APN from TWY F, TWY G or TWY H. For further INFO, see LDPL AD 2.24.2 APDC -1 (Aircraft Parking/Docking Chart).

DEP:

All PRKG PSN are self-manoeuvring for DEP under marshaller guidance.
Start-up, towing clearance, and TAX instructions will be provided via Pula TWR FREQ.
For further INFO see LDPL AD 2.24.2 APDC -1 (Aircraft Parking/Docking Chart).

LDPL AD 2.20.3 HELICOPTER OPERATIONS

All ARR and DEP HEL OPS shall use the RWY and shall not carry out final approach or TKOF from the APN or TWY. After LDG, HEL shall use GND-TAX route or air-TAX route to the assigned PRKG PSN.

Before entering the APN, HEL must wait on TWY F, G, or H for the "Follow Me" vehicle and strictly follow the instructions of the PRKG marshaller. Special attention shall be given to the DIST from the rotor tip and the effect of WIND velocity/TURB induced by rotor downwash while the HEL is OPR on the manoeuvring area.

LDPL AD 2.20.4 ADVERSE WEATHER CONDITIONS

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

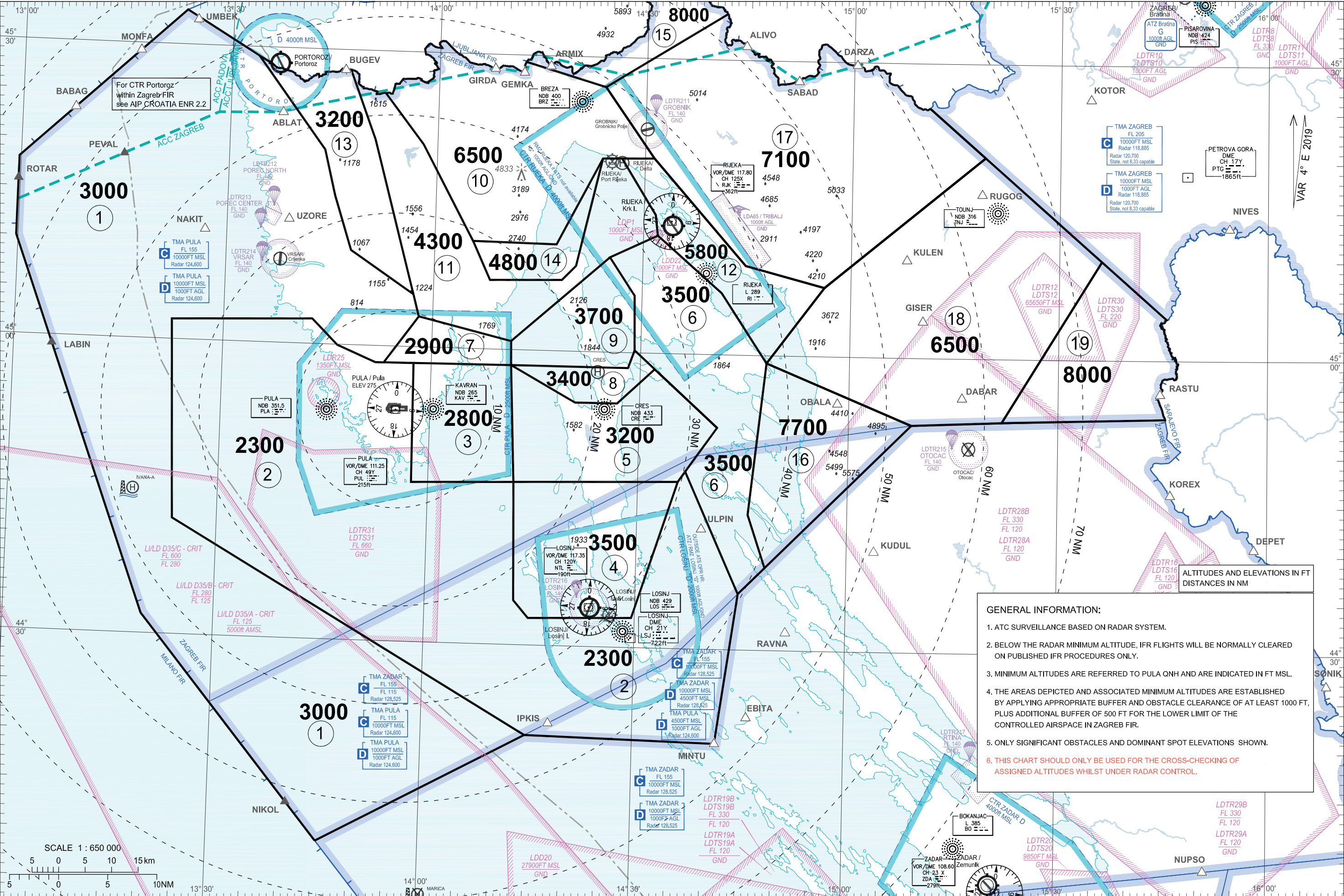
LDPL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LDPL AD 2.22 FLIGHT PROCEDURES

SID RWY 09

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



SECTOR 1	WGS-84 latitude	WGS-84 longitude
	452906N	0133347E
	451946N	0134345E
	451503N	0134527E
	450937N	0134758E
	450520N	0135708E
	450306N	0135801E
	445818N	0135311E
	445818N	0135200E
	445956N	0134627E
	450232N	0134243E
	450201N	0132235E
	444147N	0132341E
	442050N	0141447E
	440926N	0134535E
	along the FIR BDRY Zagreb-Milano	
	along the FIR BDRY Zagreb-Ljubljana	
	452906N	0133347E

SECTOR 2	WGS-84 latitude	WGS-84 longitude
	442050N	0141447E
	444147N	0132341E
	450201N	0132235E
	450232N	0134243E
	445956N	0134627E
	445818N	0135200E
	445818N	0135311E
	445820N	0135728E
	444614N	0135738E
	444632N	0141216E
	443430N	0141242E
	443245N	0141451E
	443301N	0142933E
	444658N	0143545E
	444802N	0143646E
	443542N	0144440E
	442024N	0144144E
	442050N	0141447E

SECTOR 3	WGS-84 latitude	WGS-84 longitude
	445820N	0135728E
	445825N	0141127E
	444632N	0141216E
	444614N	0135738E
	445820N	0135728E

SECTOR 4	WGS-84 latitude	WGS-84 longitude
	444632N	0141216E
	444658N	0143545E
	443301N	0142933E
	443245N	0141451E
	443430N	0141242E
	444632N	0141216E

SECTOR 5	WGS-84 latitude	WGS-84 longitude
	445825N	0141127E
	445447N	0142047E
	445448N	0142648E
	445823N	0143204E
	445234N	0144112E
	444802N	0143646E
	444658N	0143545E
	444632N	0141216E
	445825N	0141127E

SECTOR 6	WGS-84 latitude	WGS-84 longitude
	450939N	0142515E
	451159N	0143204E
	450617N	0144126E
	445914N	0144805E
	444346N	0144550E
	443824N	0144824E
	443542N	0144440E
	444802N	0143646E
	445234N	0144112E
	445823N	0143204E
	450015N	0142907E
	450549N	0142856E
	450939N	0142515E

SECTOR 7	WGS-84 latitude	WGS-84 longitude
	450306N	0135801E
	450052N	0141122E
	445825N	0141127E
	445820N	0135728E
	445818N	0135311E
	450306N	0135801E

SECTOR 8	WGS-84 latitude	WGS-84 longitude
	445825N	0141127E
	445826N	0142814E
	450015N	0142907E
	445823N	0143204E
	445448N	0142648E
	445447N	0142047E
	445825N	0141127E

SECTOR 9	WGS-84 latitude	WGS-84 longitude
	450939N	0142515E
	450549N	0142856E
	450015N	0142907E
	445826N	0142814E
	445825N	0141127E
	450052N	0141122E
	450939N	0142515E

SECTOR 10	WGS-84 latitude	WGS-84 longitude
	452918N	0141228E
	452658N	0142404E
	451949N	0143119E
	451944N	0142638E
	451941N	0142352E
	451050N	0141731E
	451056N	0140529E
	452038N	0135755E
	452543N	0135214E
	along the FIR BDRY Zagreb-Ljubljana	
	452918N	0141228E

SECTOR 11	WGS-84 latitude	WGS-84 longitude
	452543N	0135214E
	452038N	0135755E
	451056N	0140529E
	450701N	0140805E
	450714N	0141826E
	450842N	0142024E
	451941N	0142352E
	451944N	0142638E
	451405N	0143141E
	451159N	0143204E
	450939N	0142515E
	450052N	0141122E
	450306N	0135801E
	450520N	0135708E
	452059N	0135058E
	452758N	0134707E
	along the FIR BDRY Zagreb-Ljubljana	
	452543N	0135214E

SECTOR 12	WGS-84 latitude	WGS-84 longitude
	451944N	0142638E
	451949N	0143119E
	450906N	0144449E
	450701N	0145612E
	445914N	0144805E
	450617N	0144126E
	451159N	0143204E
	451405N	0143141E
	451944N	0142638E

SECTOR 13	WGS-84 latitude	WGS-84 longitude
	452758N	0134707E
	452059N	0135058E
	450520N	0135708E
	450937N	0134758E
	451503N	0134527E
	451946N	0134345E
	452906N	0133347E
	along the FIR BDRY Zagreb-Ljubljana	
	452758N	0134707E

SECTOR 14	WGS-84 latitude	WGS-84 longitude
	451056N	0140529E
	451050N	0141731E
	451941N	0142352E
	450842N	0142024E
	450714N	0141826E
	450701N	0140805E
	451056N	0140529E

SECTOR 15	WGS-84 latitude	WGS-84 longitude
	453441N	0144129E
	452658N	0142404E
	452918N	0141228E
	along the FIR BDRY Zagreb-Ljubljana	
	453441N	0144129E

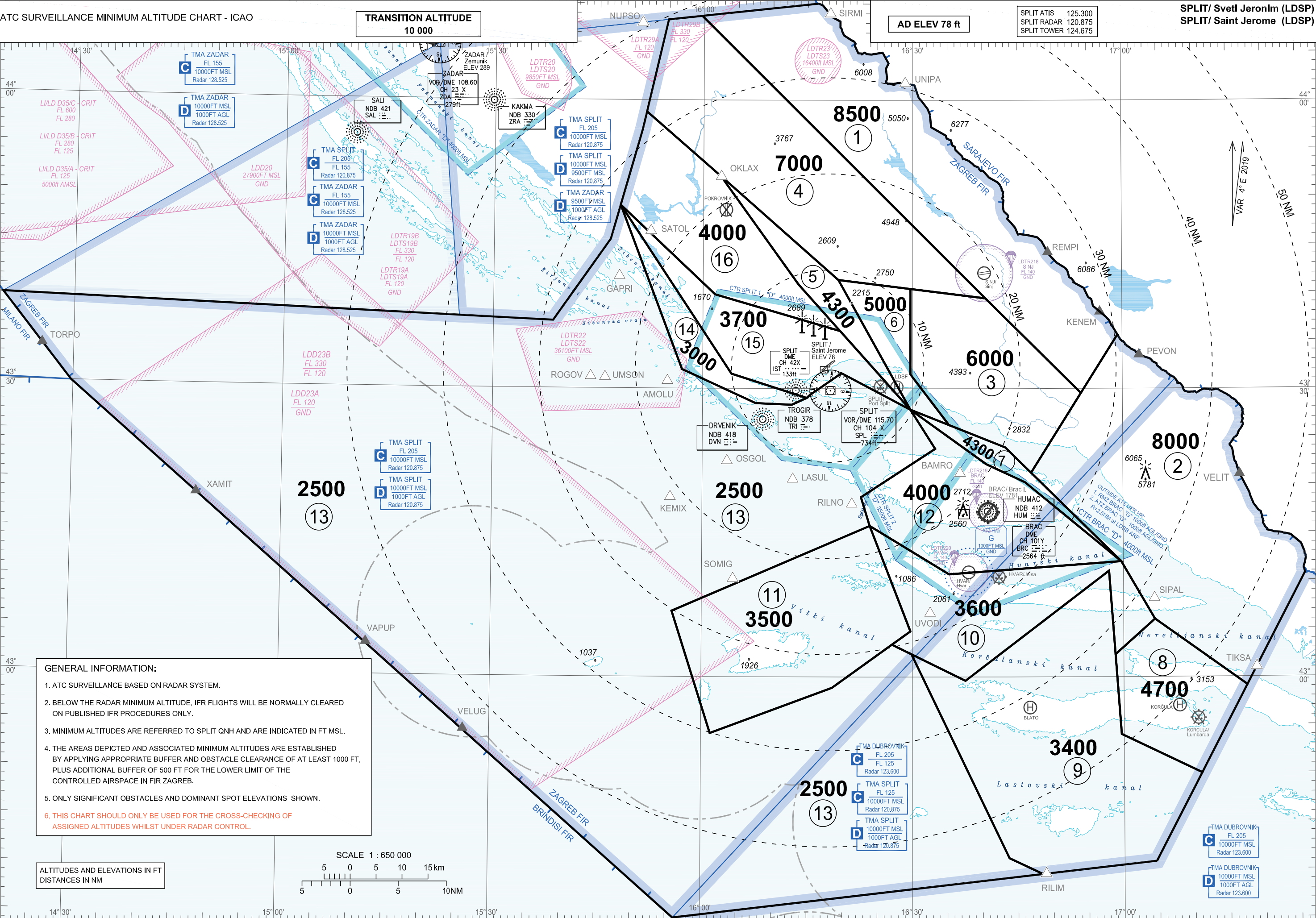
SECTOR 16	WGS-84 latitude	WGS-84 longitude
	445914N	0144805E
	445308N	0150900E
	443824N	0144824E
	444346N	0144550E
	445914N	0144805E

SECTOR 17	WGS-84 latitude	WGS-84 longitude
	452527N	0151100E
	452029N	0151908E
	450701N	0145612E
	450906N	0144449E
	451949N	0143119E
	452658N	0142404E
	453441N	0144129E
	along the FIR BDRY Zagreb -Ljubljana	
	452527N	0151100E

SECTOR 18	WGS-84 latitude	WGS-84 longitude
	452029N	0151908E
	451004N	0153605E
	445334N	0152156E
	445314N	0151136E
	445308N	0150900E
	445914N	0144805E
	450701N	0145612E
	451101N	0150300E
	452029N	0151908E

SECTOR 19	WGS-84 latitude	WGS-84 longitude
	451004N	0153605E
	450414N	0154529E
	along the FIR BDRY Zagreb -Sarajevo	
	445403N	0154522E
	445334N	0152156E
	451004N	0153605E

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO



SECTOR 1	WGS-84 latitude	WGS-84 longitude
	441003N	0161628E
	along FIR BDRY Zagreb-Sarajevo	
	433536N	0165920E
	432932N	0165404E
	433924N	0164026E
	440844N	0155940E
	441003N	0161628E

SECTOR 2	WGS-84 latitude	WGS-84 longitude
	433536N	0165920E
	along FIR BDRY Zagreb-Sarajevo	
	431049N	0172551E
	425908N	0171730E
	430600N	0170427E
	431200N	0165942E
	432115N	0164655E
	432932N	0165404E
	433536N	0165920E

SECTOR 3	WGS-84 latitude	WGS-84 longitude
	434023N	0162943E
	433924N	0164026E
	432932N	0165404E
	432115N	0164655E
	432353N	0164315E
	432613N	0163513E
	433130N	0162943E
	434023N	0162943E

SECTOR 4	WGS-84 latitude	WGS-84 longitude
	440844N	0155940E
	433924N	0164026E
	434023N	0162943E
	434118N	0161923E
	435205N	0160228E
	435846N	0155146E
	440821N	0155450E
	440844N	0155940E

SECTOR 5	WGS-84 latitude	WGS-84 longitude
	435205N	0160228E
	434118N	0161923E
	432749N	0162943E
	433600N	0161938E
	434048N	0161343E
	435205N	0160228E

SECTOR 6	WGS-84 latitude	WGS-84 longitude
	434118N	0161923E
	434023N	0162943E
	433130N	0162943E
	432613N	0163513E
	432749N	0162943E
	434118N	0161923E

SECTOR 7	WGS-84 latitude	WGS-84 longitude
	432749N	0162943E
	432613N	0163513E
	432353N	0164315E
	432115N	0164655E
	431200N	0165942E
	432015N	0164604E
	432208N	0164033E
	432749N	0162943E

SECTOR 8	WGS-84 latitude	WGS-84 longitude
	430600N	0170427E
	425908N	0171730E
	425500N	0171433E
	425256N	0171305E
	425000N	0171101E
	425401N	0165939E
	430220N	0165850E
	430600N	0170427E

SECTOR 9	WGS-84 latitude	WGS-84 longitude
	425000N	0171101E
	424048N	0170431E
	423929N	0164827E
	424108N	0164343E
	430222N	0162952E
	425936N	0163731E
	431101N	0165758E
	430220N	0165850E
	425401N	0165939E
	425000N	0171101E

SECTOR 10	WGS-84 latitude	WGS-84 longitude
	430322N	0162705E
	430445N	0162943E
	431543N	0162354E
	431041N	0163513E
	431200N	0165942E
	430600N	0170427E
	430220N	0165850E
	431101N	0165758E
	425936N	0163731E
	430222N	0162952E
	430322N	0162705E

SECTOR 11	WGS-84 latitude	WGS-84 longitude
	431543N	0162354E
	430445N	0162943E
	430322N	0162705E
	425852N	0161835E
	425407N	0160118E
	430650N	0155546E
	431543N	0162354E

SECTOR 12	WGS-84 latitude	WGS-84 longitude
	432749N	0162943E
	432208N	0164033E
	432015N	0164604E
	431200N	0165942E
	431041N	0163513E
	431543N	0162354E
	431843N	0162240E
	432345N	0163315E
	432749N	0162943E

SECTOR 13	WGS-84 latitude	WGS-84 longitude
	434902N	0154806E
	433159N	0155703E
	432828N	0160736E
	432819N	0161246E
	432902N	0161453E
	432917N	0161515E
	433137N	0161951E
	432749N	0162943E
	432345N	0163315E
	431843N	0162240E
	431543N	0162354E
	430650N	0155546E
	425407N	0160118E
	425852N	0161835E
	430322N	0162705E
	430222N	0162952E
	424108N	0164343E
	423929N	0164827E
	423454N	0155610E
	along FIR BDRY Zagreb-Brindisi	
	along FIR BDRY Zagreb-Milano	
	433902N	0141944E
	433700N	0153833E
	434530N	0154643E
	434902N	0154806E

SECTOR 14	WGS-84 latitude	WGS-84 longitude
	434902N	0154806E
	433131N	0160407E
	432902N	0161453E
	432819N	0161246E
	432828N	0160736E
	433159N	0155703E
	434902N	0154806E

SECTOR 15	WGS-84 latitude	WGS-84 longitude
	434902N	0154806E
	433946N	0160144E
	433600N	0161938E
	432749N	0162943E
	433137N	0161951E
	432917N	0161515E
	432902N	0161453E
	433131N	0160407E
	434902N	0154806E

SECTOR 16	WGS-84 latitude	WGS-84 longitude
	435846N	0155146E
	435205N	0160228E
	434048N	0161343E
	433600N	0161938E
	433946N	0160144E
	434902N	0154806E
	435700N	0155113E
	435846N	0155146E

CHANGE: ZK L deleted; Reporting point LASDU deleted; Water aerodromes KORCULA Vela Luka and LASTOVO Ublj deleted.

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
LDZD2025_2C_4	ANTENNA_POLE	440657.06N 0152026.03E	315 FT / 79 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 - Satellite 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
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LDZD 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	041.62°	2000 x 45	45/F/B/X/T ASPH	440445.81N 0152028.19E 440534.11N 0152127.73E 140 FT	THR 289 FT
22	221.63°			440533.96N 0152127.55E 440445.66N 0152028.00E 140 FT	THR 272 FT
13	135.69°	2500 x 45	44/F/B/W/T ASPH	440658.98N 0152008.50E 440601.15N 0152126.83E 140 FT	THR 243 FT TDZ 251 FT
31	315.71°			440601.29N 0152126.65E 440659.12N 0152008.31E 140 FT	THR 258 FT TDZ 259 FT

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: -1.4% (0 - 181 M) -0.5% (181 - 1271 M) 0.2% (1271 - 1746 M) 0.9% (1746 - 2000 M)	Nil	Nil	2120 x 150	Length: 140 M Width: 90 M
22	Slope of RWY: -0.9% (0 - 254 M) -0.2% (254 - 729 M) 0.5% (729 - 1819 M) 1.4% (1819 - 2000 M)	Nil	Nil		Length: 170 M Width: 90 M

RWY Designations	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)
1	7	8	9	10	11
13	Slope of RWY: 0.5% (0 - 307 M) 0.2% (307 - 1912 M) -0.1% (1912 - 2330 M) 0.1% (2330 - 2500 M)	Nil	Nil	2620 x 300	Length: 240 M Width: 90 M
31	Slope of RWY: -0.1% (0 - 170 M) 0.1% (170 - 588 M) -0.2% (588 - 2193 M) -0.5% (2193 - 2500 M)	Nil	Nil		Length: 240 M Width: 90 M

RWY Designations	Location and description of arresting system	OFZ	Remarks
1	12	13	14
04	Nil	Nil	Nil
22	Nil	Nil	Nil
13	Nil	Nil	Nil
31	Nil	Nil	Nil

LDZD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	2000	2000	2000	2000	Nil
22	2000	2000	2000	2000	Nil
13	2500	2500	2500	2500	Nil
31	2500	2500	2500	2500	Nil

LDZD AD 2.14 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
04	SALS (E) 420 M W VRB LIH	G VRB LIH	PAPI 3°	Nil	Nil	YCZ 600 M 50 M W VRB LIH	R VRB LIH	Nil	Nil

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
22	Nil	Nil	Nil	Nil	Nil	YCZ 600 M 50 M W VRB LIH	R VRB LIH	Nil	Nil
13	CAT I (A) 900 M W VRB LIH	G VRB LIH	PAPI 3°	Nil	Nil	YCZ 600 M 60 M W VRB LIH	R VRB LIH	Nil	Nil
31	SALS (E) 420 M W VRB LIH	G VRB LIH	PAPI 3°	Nil	Nil	YZC 600 M 60 M W VRB LIH	R VRB LIH	Nil	Nil

LDZD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN/IBN red on TWR H24
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	TWY G EDGE TWY K EDGE
4	Secondary power supply/switch-over time	Available. Switch-over time: 01 SEC
5	Remarks	WDI: At THR 04,13 and 31, externally lighted.

LDZD AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	RWY to be used as landing area. Parking positions used according to Airport Authorities.

LDZD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR Zadar 440628N 0150520E 441951N 0151431E 441058N 0153303E 440118N 0154302E 435155N 0152603E 440628N 0150520E
2	Vertical limits	4000 FT ALT / GND
3	Airspace classification	D
4	ATS unit call sign Language(s)	ZADAR TOWER / ZADAR TORANJ Croatian, English
5	Transition altitude	10000 FT MSL
6	Hours of applicability	H24
7	Remarks	NIL

LDZD AD 2.18 ATS COMMUNICATION FACILITIES

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

LDZD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (VOR/ILS/MLS VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (4° E/2019)	NTL	117.350 MHZ CH120Y	H24	443359.44N 0142327.79E	190 FT	Coverage 80 NM, except between QDR 330°-120° where coverage is 40 NM. MRA at 40 NM: QDR 020°-120° 10000 FT QDR 120°-330° 5000 FT QDR 330°-020° 12000 FT
VOR/DME (4°E/2019)	SPL	115.7 MHZ CH104X	H24	432947.69N 0161817.00E	734 FT	Range 100 NM
VOR/DME (4°E/2019)	ZDA	108.6 MHZ CH23X	H24	440543.16N 0152151.22E	279 FT	Range 100 NM except in sectors QDR 334°- 044° clockwise and QDR 124°- 274° clockwise where coverage is reduced due to terrain
NDB	LOS	429 KHZ	H24	443137.55N 0142822.25E		119°MAG/4.10 NM from LDLO THR 02. Range 50 NM
NDB	SAL	421 KHZ	H24	435616.30N 0151005.20E		MRA at 25 NM 4000 FT
NDB	ZRA	330 KHZ	H24	435949.76N 0152947.31E		Range 50 NM
L	BO	385 KHZ	H24	441009.29N 0151550.41E		Coverage 25 NM, except between QDR 349°- 069° clockwise where coverage is 15 NM
LOC 13	IZD	110.1 MHZ	H24	440552.77N 0152138.17E		ILS CAT I
GP 13		334.4 MHZ	H24	440655.31N 0152021.07E		3°, RDH 52 FT
MM13	Dots- Dashes	75 MHZ	H24	440723.53N 0151935.24E		0.57 NM from THR 13
OM13	Dashes- Dashes	75 MHZ	H24	441009.07N 0151550.69E		4.43 NM from THR 13

LDZD AD 2.20 LOCAL AERODROME REGULATIONS

1. WARNING:

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

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

2. WARNING:

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

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

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

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

TAXIING PROCEDURES

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

„Follow me“ guidance can be expected when taxiing via TWY H. All aircraft vacating runway 13/31 via TWY G shall hold short on Intermediate holding positions with TWY H. Continuing of taxiing may be expected upon ATC instruction.

All aircraft vacating runway 13/31 via TWY A and taxiing via TWY H shall hold short on Intermediate holding positions with TWY G. Continuing of taxiing may be expected upon ATC instruction.

Arrivals:

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

Departures:

ATC DEP clearance and DEP INFO are available 15 MIN before EOBT.

Unless otherwise notified to ATC by the pilot, ACFT are expected to be ready for departure upon reaching the runway-holding position.

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

For push-back:

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

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

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

AERODROME CHART - ICAO

ARP
44° 06' 29.77"N
015° 20' 48.11"E

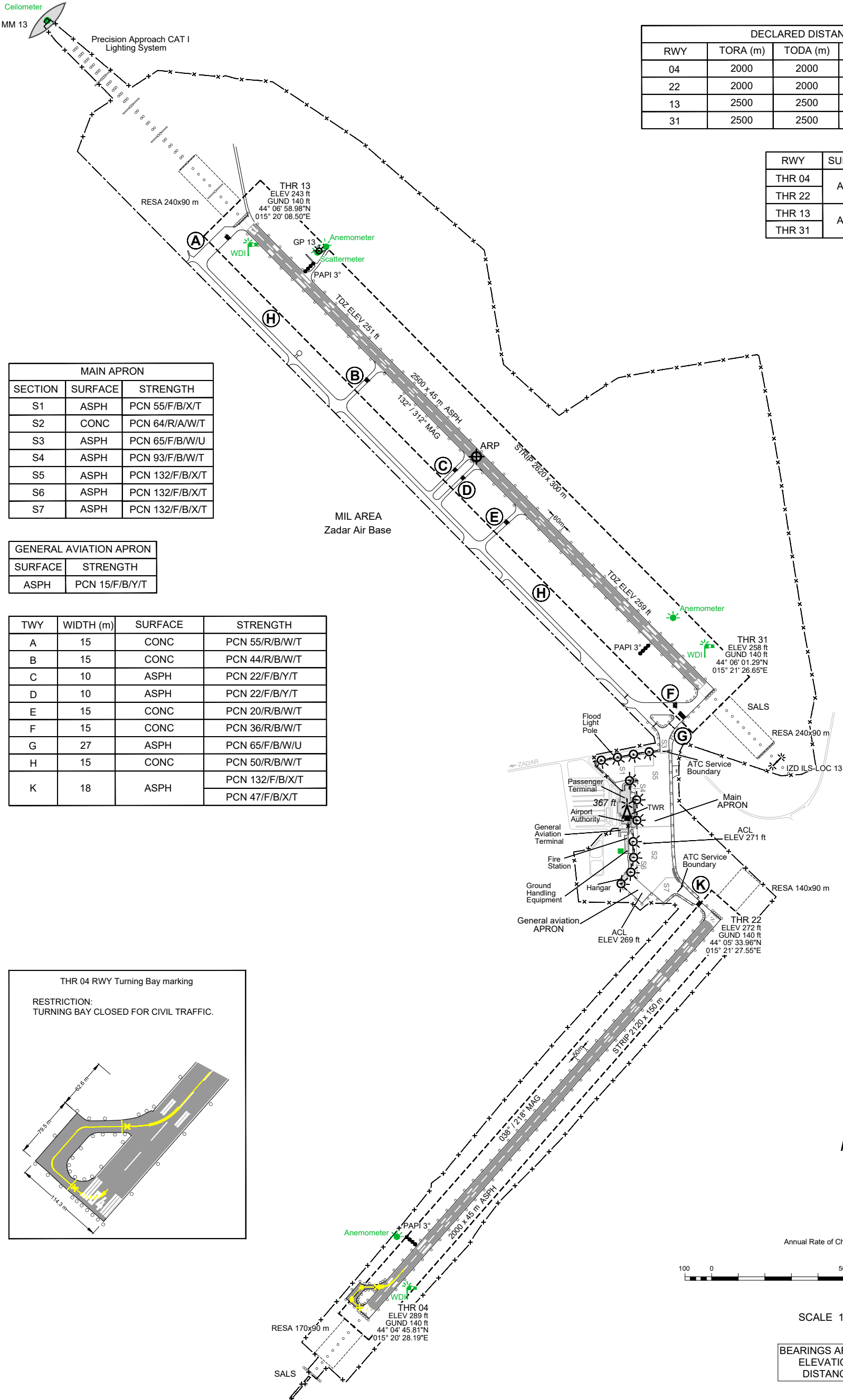
AD ELEV 289 ft
GUND 140 ft

ZADAR TOWER
123.700

ZADAR DELIVERY
132.975

ZADAR / Zemunik
CROATIA

CHANGE: Expanded APRON; Main Apron Elev; ATC Service Boundary Relocation; Main Apron Table; TWY Table; Editorial; ADDED: General Aviation Apron Elev; Flood Lights Pole on APRON; Apron Edge Lights; TWY K Edge Lights; Passenger Terminal Buildings; Delivery FREQ; REMOVED: TWY L; ZK L.



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AIRCRAFT PARKING/
DOCKING CHART - ICAO

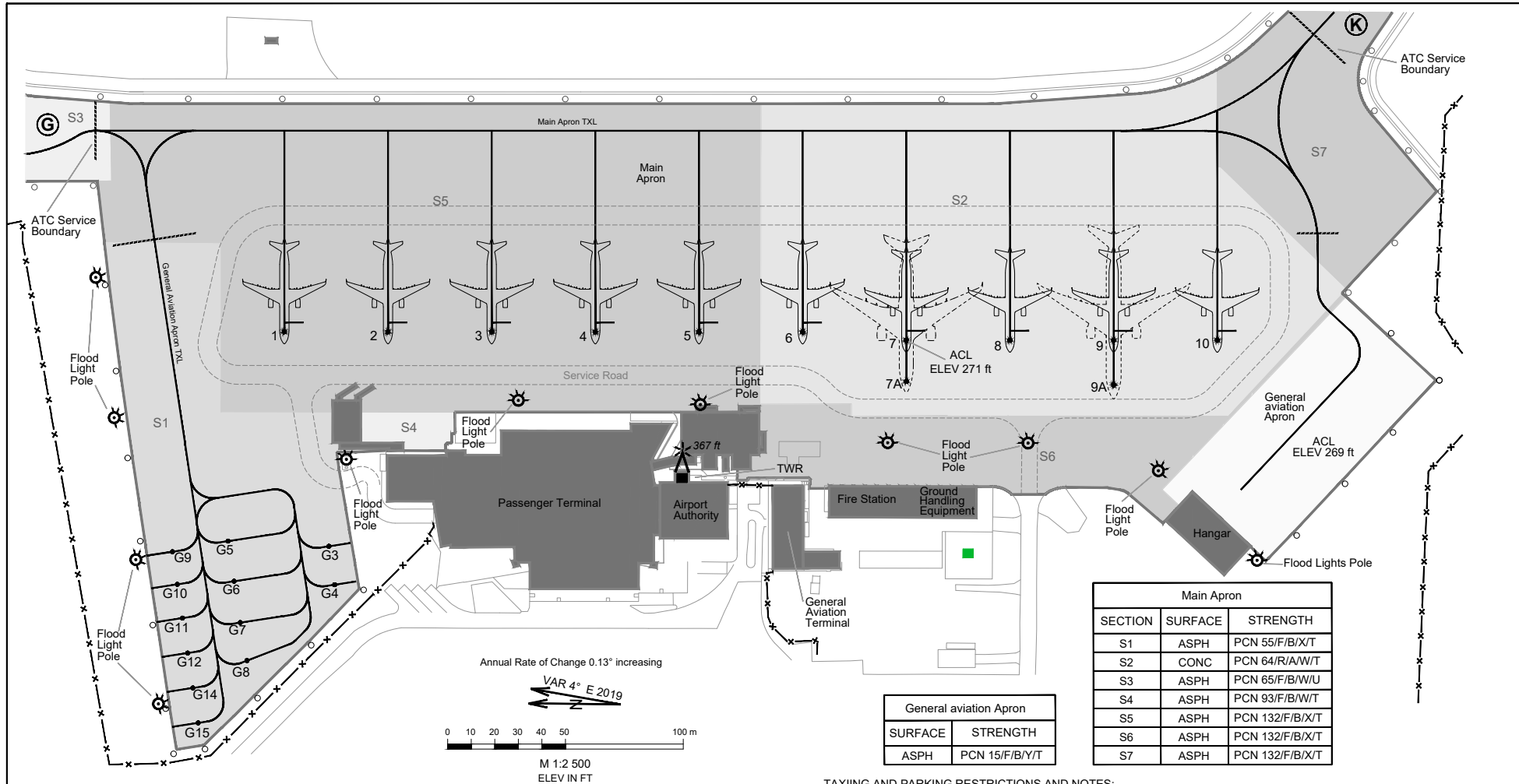
Main Apron ELEV 271 ft
General aviation Apron ELEV 269 ft

ZADAR TOWER
123.700

ZADAR DELIVERY
132.975

ZADAR / Zemunik
CROATIA

CHANGE: Self-briefing Position Withdrawn (AIS MET); ADDED: ACL ELEV 269 ft at General Aviation Apron.



PARKING POSITIONS AND INS REFERENCE POINTS:

PSN nr:	PSN for:	INS coordinates WGS-84 (ETRS89):	
PSN 1	MAX A321	44° 05' 51.49" N	015° 21' 15.59" E
PSN 2	MAX A321	44° 05' 50.06" N	015° 21' 15.64" E
PSN 3	MAX A321	44° 05' 48.64" N	015° 21' 15.69" E
PSN 4	MAX A321	44° 05' 47.21" N	015° 21' 15.74" E
PSN 5	MAX A321	44° 05' 45.79" N	015° 21' 15.78" E
PSN 6	MAX A321	44° 05' 44.36" N	015° 21' 15.83" E
PSN 7	MAX A321	44° 05' 42.94" N	015° 21' 15.72" E
PSN 7A	MAX A359	44° 05' 42.92" N	015° 21' 14.94" E
PSN 8	MAX A321	44° 05' 41.51" N	015° 21' 15.77" E
PSN 9	MAX A321	44° 05' 40.08" N	015° 21' 15.82" E
PSN 9A	MAX B773	44° 05' 40.07" N	015° 21' 14.96" E
PSN 10	MAX A321	44° 05' 38.66" N	015° 21' 15.87" E

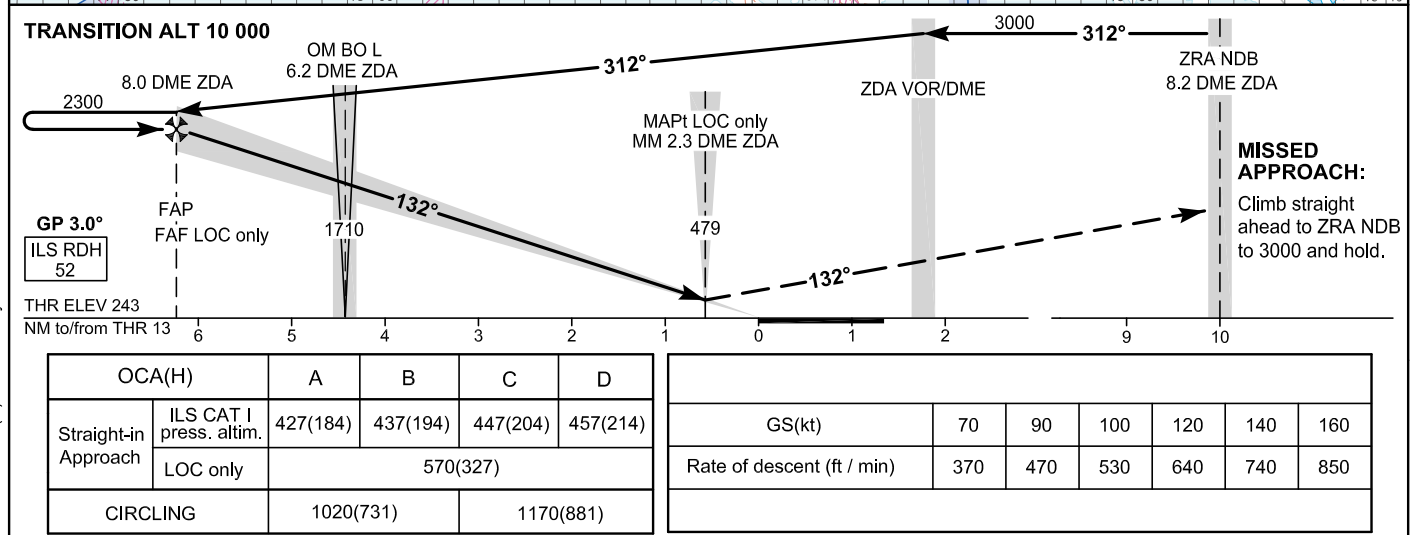
PSN nr:	PSN for:	INS coordinates WGS-84 (ETRS89):	
PSN G3	General Aviation	44° 05' 50.80" N	015° 21' 11.52" E
PSN G4	General Aviation	44° 05' 50.71" N	015° 21' 10.79" E
PSN G5	General Aviation	44° 05' 52.19" N	015° 21' 11.58" E
PSN G6	General Aviation	44° 05' 52.10" N	015° 21' 10.81" E
PSN G7	General Aviation	44° 05' 52.00" N	015° 21' 10.02" E
PSN G8	General Aviation	44° 05' 51.89" N	015° 21' 09.30" E
PSN G9	General Aviation	44° 05' 52.95" N	015° 21' 11.34" E
PSN G10	General Aviation	44° 05' 52.87" N	015° 21' 10.72" E
PSN G11	General Aviation	44° 05' 52.79" N	015° 21' 10.08" E
PSN G12	General Aviation	44° 05' 52.71" N	015° 21' 09.42" E
PSN G14	General Aviation	44° 05' 52.63" N	015° 21' 08.75" E
PSN G15	General Aviation	44° 05' 52.54" N	015° 21' 08.09" E

TAXIING AND PARKING RESTRICTIONS AND NOTES:

- PSNs: 1-10, 7A, 9A Taxi-In / Push-Back.
PSNs: G3, G4, G9-G15 Push-In / Taxi-Out.
PSNs: G5-G8 Selfmanoeuvring
- When ACFT entry to PSNs: 6, 7, 8, 9, 10, 7A, 9A the following PSNs must be vacated:

PSNs: 7A for PSN: 6
PSNs: 7A for PSN: 7
PSNs: 7A, 9A for PSN: 8
PSNs: 9A for PSN: 9
PSN: 9A for PSN: 10
PSN: 6, 7, 8 for PSN: 7A
PSN: 8, 9, 10 for PSN: 9A
- When ACFT entry to General Aviation Apron adhere strictly to marshaller guidance.
- Adhere strictly to the yellow taxi guide line and Marshalling signals.
For other restrictions adhere strictly to Zadar TWR instructions and Follow Me guidance.
- ACFT is not allowed to enter the parking position if Marshaller is not present.
- Departing ACFT must stop at intermediate holding position (IHP) on taxilane and wait for further taxi instructions from Zadar TWR.

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ZADAR / Zemunik (LDZD)

ILS or LOC RWY 13

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
ILS or LOC RWY 13			
LOC only - final approach descent angle:		3.03°	
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (VIA KUDUL)	44 28 12.8N 015 10 11.4E	339.64° (from ZDA VOR)	24.00 DME ZDA
IAF / IF (LUKAV)	44 21 26.3N 015 00 26.7E	315.72° (from ZDA VOR)	22.00 DME ZDA
IAF (ZRA NDB)	43 59 49.76N 015 29 47.31E	-	-
IAF - <i>by ATC only</i> (ZDA VOR/DME)	44 05 43.16N 015 21 51.22E	-	-
FAP / FAF LOC only	44 11 26.5N 015 14 05.3E	135.69° (IZD LOC)	8.00 DME ZDA
SDF LOC only (OM)	44 10 09.07N 015 15 50.69E	135.69° (IZD LOC)	6.19 DME ZDA
MAPt LOC only (MM)	44 07 23.53N 015 19 35.24E	135.69° (IZD LOC)	2.34 DME ZDA