REPUBLIC OF CROATIA

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AIRAC AIP AMDT 007/2024
Effective Date: 08 AUG 2024
Publication Date: 27 JUN 2024

1. Amendment contents:

GEN

- **GEN 0.2** - Record of AIP amendments - updated
- **GEN 0.4** - Checklist of AIP pages - updated
- **GEN 0.5** - List of hand amendments to the AIP - updated
- **GEN 1.7, GEN 2.4, GEN 2.5, GEN 3.1, GEN 3.5 and GEN 4.1** - Aerodrome name SPLIT/Kastela changed to SPLIT/Saint Jerome
- **GEN 3.5** - Meteorological services - meteorological information for flights below FL100 changed

ENR

- **ENR 5.4** - Air navigation obstacles - updated

AD

- **AD 1.2, AD 1.3 and AD 1.5** - Aerodrome name SPLIT/Kastela changed to SPLIT/Saint Jerome
- **LDDU, LDLO, LDOS, LDPL, LDRI and LDZA AD 2.7 and 2.10** - Alignment with regulations
- **LDSB AD 2.7, 2.10 and 2.25 -** Alignment with regulations
- **LDSB AD** - New chart:
  - Instrument Approach Chart - ICAO VOR-a RWY 03/21 (LDSB AD 2.24.12 IAC VOR-a RWY 03/21 -1/2)
- **LDSP AD 2.1, 2.2, 2.7, 2.10, 2.14, 2.16, 2.20 and 2.25** - various changes; aerodrome name SPLIT/Kastela changed to SPLIT/Saint Jerome
- **LDSP AD** - New charts:
  - Instrument Approach Chart - ICAO NDB RWY 05 (LDSP AD 2.24.12. IAC NDB RWY 05 -1/2)
  - Instrument Approach Chart - ICAO ILSy or LOCy RWY 05 (LDSP AD 2.24.12 IAC ILSy or LOCy RWY 05 -1/2)
  - Instrument Approach Chart - ICAO ILSz or LOCz RWY 05 (LDSP AD 2.24.12 IAC ILSz or LOCz RWY 05 -1/2)
  - Instrument Approach Chart - ICAO RNP Y RWY 05 (LDSP AD 2.24.12 IAC RNP Y RWY 05 -1/2)
  - Instrument Approach Chart - ICAO RNP Z RWY 05 (LPV only) (LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) -1/4)
  - Instrument Approach Chart - ICAO RNAV VISUAL RWY 23 (LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 -1/4)
  - Instrument Approach Chart - ICAO (circling with prescribed tracks) VOR-b RWY 23 (LDSP AD 2.24.12 IAC VOR-b RWY 23 -1/2)
- **LDZD AD 2.7, 2.10, 2.15 and 2.25** - Alignment with regulations; Other lighting, secondary power supply - switch-over time changed

2. Hand corrections to the following pages:

- See GEN 0.5

3. Record entry of AMDT in GEN 0.2

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

NOTAM: A1153/24, A1296/24, A1308/24 and A1516/24
NOTAMs incorporated in this amendment will be cancelled by NOTAMC

SUP: NIL

AIC: NIL

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

Insert the following pages

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LDLO AD 2.24.10 STAR RWY 02/20 - 1	22 FEB 2024
LDLO AD 2.24.10 STAR RWY 02/20 - 2	22 FEB 2024
LDLO AD 2.24.10 STAR RNAV RWY 02 CAT A & B - 1	18 APR 2024
LDLO AD 2.24.10 STAR RNAV RWY 02 CAT A & B - 2	18 APR 2024
LDLO AD 2.24.10 STAR RNAV RWY 20 CAT A & B - 1	18 APR 2024
LDLO AD 2.24.10 STAR RNAV RWY 20 CAT A & B - 2	18 APR 2024
LDLO AD 2.24.12 IAC NDB-a RWY 02/20 CAT A&B - 1	22 FEB 2024
LDLO AD 2.24.12 IAC NDB-a RWY 02/20 CAT A&B - 2	22 FEB 2024
LDLO AD 2.24.12 IAC VOR RWY02 CAT A&B - 1	22 FEB 2024
LDLO AD 2.24.12 IAC VOR RWY02 CAT A&B - 2	22 FEB 2024
LDLO AD 2.24.12 IAC RNP RWY 02 - 1	22 FEB 2024
LDLO AD 2.24.12 IAC RNP RWY 02 - 2	22 FEB 2024
LDLO AD 2.24.12 IAC RNP RWY 02 - 3	22 FEB 2024
LDLO AD 2.24.12 IAC RNP RWY 02 - 4	22 FEB 2024
LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 1	22 FEB 2024
LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 222	FEB 2024
LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 322	FEB 2024
LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) - 422	FEB 2024
LDLO AD 2.24.13 VOC - 1	28 DEC 2023
LDLO AD 2.24.13 VOC - 2	28 DEC 2023
LDOS AD 2 - 1	30 NOV 2023
LDOS AD 2 - 2	16 MAY 2024
LDOS AD 2 - 3	08 AUG 2024
LDOS AD 2 - 4	18 APR 2024
LDOS AD 2 - 5	08 AUG 2024
LDOS AD 2 - 6	30 NOV 2023
LDOS AD 2 - 7	30 NOV 2023
LDOS AD 2 - 8	28 DEC 2023
LDOS AD 2 - 9	18 APR 2024
LDOS AD 2 - 10	18 APR 2024

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LDOS AD 2 - 11	18 APR 2024
LDOS AD 2 - 12	25 APR 2019
LDOS AD 2 - 13	20 APR 2023
LDOS AD 2 - 14	13 JUN 2024
LDOS AD 2 - 15	16 MAY 2024
LDOS AD 2 - 16	30 NOV 2023
LDOS AD 2.24.1 ADC - 1	02 DEC 2021
LDOS AD 2.24.1 ADC - 2	02 DEC 2021
LDOS AD 2.24.2 APDC - 1	18 APR 2024
LDOS AD 2.24.2 APDC - 2	18 APR 2024
LDOS AD 2.24.4 AOC RWY 11/29 - 1	20 JUN 2019
LDOS AD 2.24.8 SID RWY 11 - 1	13 JUN 2024
LDOS AD 2.24.8 SID RWY 11 - 2	13 JUN 2024
LDOS AD 2.24.8 SID RNP RWY 11 - 1	13 JUN 2024
LDOS AD 2.24.8 SID RNP RWY 11 - 2	13 JUN 2024
LDOS AD 2.24.8 SID RWY 29 - 1	13 JUN 2024
LDOS AD 2.24.8 SID RWY 29 - 2	13 JUN 2024
LDOS AD 2.24.8 SID RNP RWY 29 - 1	13 JUN 2024
LDOS AD 2.24.8 SID RNP RWY 29 - 2	13 JUN 2024
LDOS AD 2.24.10 STAR RWY 11 - 1	13 JUN 2024
LDOS AD 2.24.10 STAR RWY 11 - 2	13 JUN 2024
LDOS AD 2.24.10 STAR RNP RWY 11 - 1	13 JUN 2024
LDOS AD 2.24.10 STAR RNP RWY 11 - 2	13 JUN 2024
LDOS AD 2.24.10 STAR RWY 29 - 1	13 JUN 2024
LDOS AD 2.24.10 STAR RWY 29 - 2	13 JUN 2024
LDOS AD 2.24.10 STAR RNP RWY 29 - 1	13 JUN 2024
LDOS AD 2.24.10 STAR RNP RWY 29 - 2	13 JUN 2024
LDOS AD 2.24.11 ATCSMAC - 1	13 JUN 2024
LDOS AD 2.24.11 ATCSMAC - 2	13 JUN 2024
LDOS AD 2.24.12 IAC L RWY 11 - 1	13 JUN 2024
LDOS AD 2.24.12 IAC L RWY 11 - 2	13 JUN 2024
LDOS AD 2.24.12 IAC ILS or LOC RWY 11 - 1	13 JUN 2024
LDOS AD 2.24.12 IAC ILS or LOC RWY 11 - 2	13 JUN 2024
LDOS AD 2.24.12 IAC NDB RWY 11 - 1	13 JUN 2024
LDOS AD 2.24.12 IAC NDB RWY 11 - 2	13 JUN 2024
LDOS AD 2.24.12 IAC NDB RWY 29 - 1	13 JUN 2024
LDOS AD 2.24.12 IAC NDB RWY 29 - 2	13 JUN 2024
LDOS AD 2.24.12 IAC ILSx or LOCx RWY 29 CAT A&B - 1	13 JUN 2024
LDOS AD 2.24.12 IAC ILSx or LOCx RWY 29 CAT A&B - 2	13 JUN 2024
LDOS AD 2.24.12 IAC ILSy or LOCy RWY 29 - 1	13 JUN 2024
LDOS AD 2.24.12 IAC ILSy or LOCy RWY 29 - 2	13 JUN 2024
LDOS AD 2.24.12 IAC ILS z or LOC z RWY 29 - 1	13 JUN 2024
LDOS AD 2.24.12 IAC ILS z or LOC z RWY 29 - 2	13 JUN 2024
LDOS AD 2.24.12 IAC RNP RWY 11 - 1	13 JUN 2024
LDOS AD 2.24.12 IAC RNP RWY 11 - 2	13 JUN 2024
LDOS AD 2.24.12 IAC RNP RWY 11 - 3	13 JUN 2024
LDOS AD 2.24.12 IAC RNP RWY 11 - 4	13 JUN 2024
LDOS AD 2.24.12 IAC RNP-a RWY 29 - 1	13 JUN 2024
LDOS AD 2.24.12 IAC RNP-a RWY 29 - 2	13 JUN 2024
LDOS AD 2.24.13 VOC - 1	13 JUN 2024
LDOS AD 2.24.13 VOC - 2	13 JUN 2024
LDPL AD 2 - 1	11 JUL 2024
LDPL AD 2 - 2	11 JUL 2024
LDPL AD 2 - 3	13 JUN 2024
LDPL AD 2 - 4	08 AUG 2024
LDPL AD 2 - 5	08 AUG 2024
LDPL AD 2 - 6	16 MAY 2024
LDPL AD 2 - 7	13 JUN 2024
LDPL AD 2 - 8	13 JUN 2024
LDPL AD 2 - 9	15 JUN 2023
LDPL AD 2 - 10	15 JUN 2023
LDPL AD 2 - 11	15 JUN 2023
LDPL AD 2 - 12	13 JUN 2024
LDPL AD 2 - 13	13 JUN 2024
LDPL AD 2 - 14	13 JUN 2024
LDPL AD 2 - 15	23 APR 2020
LDPL AD 2 - 16	23 APR 2020
LDPL AD 2 - 17	15 JUN 2023
LDPL AD 2 - 18	28 DEC 2023
LDPL AD 2.24.1 ADC - 1	02 DEC 2021
LDPL AD 2.24.1 ADC - 2	02 DEC 2021
LDPL AD 2.24.2 APDC - 1	14 JUL 2022
LDPL AD 2.24.2 APDC - 2	14 JUL 2022
LDPL AD 2.24.4 AOC RWY 09/27 - 1	28 MAR 2019
LDPL AD 2.24.8 SID RWY 09 - 1	11 JUL 2024
LDPL AD 2.24.8 SID RWY 09 - 2	11 JUL 2024
LDPL AD 2.24.8 SID RNAV RWY 09 - 1	11 JUL 2024
LDPL AD 2.24.8 SID RNAV RWY 09 - 2	11 JUL 2024
LDPL AD 2.24.8 SID RNAV RWY 09 - 3	11 JUL 2024
LDPL AD 2.24.8 SID RNAV RWY 09 - 4	11 JUL 2024
LDPL AD 2.24.8 SID RWY 27 - 1	11 JUL 2024
LDPL AD 2.24.8 SID RWY 27 - 2	11 JUL 2024
LDPL AD 2.24.8 SID RNAV RWY 27 - 1	11 JUL 2024
LDPL AD 2.24.8 SID RNAV RWY 27 - 2	11 JUL 2024
LDPL AD 2.24.8 SID RNAV RWY 27 - 3	11 JUL 2024
LDPL AD 2.24.8 SID RNAV RWY 27 - 4	11 JUL 2024
LDPL AD 2.24.10 STAR RWY 09 - 1	11 JUL 2024
LDPL AD 2.24.10 STAR RWY 09 - 2	11 JUL 2024
LDPL AD 2.24.10 STAR RWY 27 - 1	11 JUL 2024
LDPL AD 2.24.10 STAR RWY 27 - 2	11 JUL 2024
LDPL AD 2.24.10 STAR RNAV RWY 09 - 1	11 JUL 2024
LDPL AD 2.24.10 STAR RNAV RWY 09 - 2	11 JUL 2024
LDPL AD 2.24.10 STAR RNAV RWY 09 - 3	11 JUL 2024
LDPL AD 2.24.10 STAR RNAV RWY 09 - 4	11 JUL 2024
LDPL AD 2.24.10 STAR RNAV RWY 27 - 1	11 JUL 2024
LDPL AD 2.24.10 STAR RNAV RWY 27 - 2	11 JUL 2024
LDPL AD 2.24.10 STAR RNAV RWY 27 - 3	11 JUL 2024
LDPL AD 2.24.10 STAR RNAV RWY 27 - 4	11 JUL 2024
LDPL AD 2.24.11 ATCSMAC - 1	18 APR 2024
LDPL AD 2.24.11 ATCSMAC - 2	18 APR 2024
LDPL AD 2.24.12 IAC VOR RWY 09 - 1	11 JUL 2024
LDPL AD 2.24.12 IAC VOR RWY 09 - 2	11 JUL 2024
LDPL AD 2.24.12 IAC VOR RWY 27 - 1	11 JUL 2024
LDPL AD 2.24.12 IAC VOR RWY 27 - 2	11 JUL 2024
LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 - 1	11 JUL 2024
LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 - 2	11 JUL 2024
LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 - 1	11 JUL 2024
LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 - 2	11 JUL 2024
LDPL AD 2.24.12 IAC RNP RWY 09 - 1	11 JUL 2024
LDPL AD 2.24.12 IAC RNP RWY 09 - 2	11 JUL 2024
LDPL AD 2.24.12 IAC RNP RWY 09 - 3	11 JUL 2024
LDPL AD 2.24.12 IAC RNP RWY 09 - 4	11 JUL 2024
LDPL AD 2.24.12 IAC RNP RWY 27 - 1	11 JUL 2024
LDPL AD 2.24.12 IAC RNP RWY 27 - 2	11 JUL 2024
LDPL AD 2.24.12 IAC RNP RWY 27 - 3	11 JUL 2024
LDPL AD 2.24.12 IAC RNP RWY 27 - 4	11 JUL 2024
LDPL AD 2.24.13 VOC - 1	11 JUL 2024
LDPL AD 2.24.13 VOC - 2	11 JUL 2024
LDPL AD 2.24.14 BC - 1	08 MAR 2012
LDPL AD 2.24.14 BC - 2	08 MAR 2012
LDRI AD 2 - 1	11 JUL 2024
LDRI AD 2 - 2	11 JUL 2024
LDRI AD 2 - 3	08 AUG 2024
LDRI AD 2 - 4	08 AUG 2024
LDRI AD 2 - 5	08 AUG 2024
LDRI AD 2 - 6	08 AUG 2024
LDRI AD 2 - 7	08 AUG 2024
LDRI AD 2 - 8	08 AUG 2024
LDRI AD 2 - 9	08 AUG 2024
LDRI AD 2 - 10	08 AUG 2024
LDRI AD 2 - 11	08 AUG 2024
LDRI AD 2 - 12	08 AUG 2024
LDRI AD 2 - 13	08 AUG 2024
LDRI AD 2 - 14	08 AUG 2024
LDRI AD 2 - 15	08 AUG 2024
LDRI AD 2 - 16	08 AUG 2024
LDRI AD 2.24.1 ADC - 1	13 AUG 2020
LDRI AD 2.24.1 ADC - 2	13 AUG 2020
LDRI AD 2.24.2 APDC - 1	03 NOV 2022
LDRI AD 2.24.2 APDC - 2	03 NOV 2022
LDRI AD 2.24.4 AOC RWY 14/32 - 1	28 MAR 2019
LDRI AD 2.24.8 SID RWY 14 - 1	11 JUL 2024
LDRI AD 2.24.8 SID RWY 14 - 2	11 JUL 2024
LDRI AD 2.24.8 SID RNAV RWY 14 - 1	11 JUL 2024
LDRI AD 2.24.8 SID RNAV RWY 14 - 2	11 JUL 2024
LDRI AD 2.24.8 SID RNAV RWY 14 - 3	11 JUL 2024
LDRI AD 2.24.8 SID RNAV RWY 14 - 4	11 JUL 2024
LDRI AD 2.24.8 SID RWY 32 - 1	11 JUL 2024
LDRI AD 2.24.8 SID RWY 32 - 2	11 JUL 2024
LDRI AD 2.24.8 SID RNAV RWY 32 - 1	11 JUL 2024
LDRI AD 2.24.8 SID RNAV RWY 32 - 2	11 JUL 2024
LDRI AD 2.24.8 SID RNAV RWY 32 - 3	11 JUL 2024
LDRI AD 2.24.8 SID RNAV RWY 32 - 4	11 JUL 2024
LDRI AD 2.24.10 STAR RWY 14/32 - 1	11 JUL 2024
LDRI AD 2.24.10 STAR RWY 14/32 - 2	11 JUL 2024
LDRI AD 2.24.10 STAR RNAV RWY 14 - 1	11 JUL 2024
LDRI AD 2.24.10 STAR RNAV RWY 14 - 2	11 JUL 2024
LDRI AD 2.24.10 STAR RNAV RWY 32 - 1	11 JUL 2024
LDRI AD 2.24.10 STAR RNAV RWY 32 - 2	11 JUL 2024
LDRI AD 2.24.10 STAR RNAV RWY 32 - 3	11 JUL 2024
LDRI AD 2.24.10 STAR RNAV RWY 32 - 4	11 JUL 2024
LDRI AD 2.24.12 IAC VOR RWY 14 - 1	11 JUL 2024
LDRI AD 2.24.12 IAC VOR RWY 14 - 2	11 JUL 2024
LDRI AD 2.24.12 IAC ILS y or LOC y RWY 14 - 1	11 JUL 2024

Page	Date	Page	Date
LDZD AD 2.24.12 IAC L RWY 31 - 2	16 MAY 2024		
LDZD AD 2.24.12 IAC VOR RWY 31 - 1	16 MAY 2024		
LDZD AD 2.24.12 IAC VOR RWY 31 - 2	16 MAY 2024		
LDZD AD 2.24.13 VOC - 1	18 APR 2024		
LDZD AD 2.24.13 VOC - 2	18 APR 2024		

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

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

AIP page(s) affected	Amendment text	Introduced by AIP AMDT number:
1	2	3
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 2.24.12 IAC NDB-a RWY 02/20 CAT A&B -1 LDLO AD 2.24.12 IAC VOR RWY 02 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	TMA PULA vertical limits changed (see ENR 2.1)	AIRAC AIP AMDT 003/2024 (18 APR 2024)
LDLO AD 2.24.8 SID RNAV RWY 02 CAT A&B -1	Some LDTRs, LDTSs and danger areas over high seas have been withdrawn. For comprehensive list of airspaces please see chapter ENR 5.2 Military exercise and training areas and air defence identification zone (ADIZ) and ENR 6.5-1 chart Military Exercise and Training areas, TRA and TSA - Index Chart	AIRAC AIP AMDT 003/2024 (18 APR 2024)
LDOS AD 2.24.1 ADC -1	LDOS TWR PRI FREQ changed to 128.350 MHZ.	AIRAC AIP AMDT 003/2024 (18 APR 2024)
LDZD AD 2.24.11 ATCSMAC - 1 LDZD AD 2.24.13 VOC - 1	25 Air navigation obstacles erected, type windmill (designation group VE ZD2P and VE ZD3P) - see AIP ENR 5.4.	AIRAC AIP AMDT 004/2024 (16 MAY 2024)
LDZD AD 2.24.1 ADC - 1	TWY L withdrawn.	AIRAC AIP AMDT 005/2024 (13 JUN 2024)
ENR 6 LDSB AD 2.24 LDSP AD 2.24 ENR 1.6 - 1	Airport name is changed to “Split/Saint Jerome” - all charts to which it is applicable.	AIRAC AIP AMDT 007/2024 (08 AUG 2024)

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Title		Reference		Difference(s)
Doc 8168 OPS/611 Volume II	Procedures for Air Navigation Services - Aircraft Operations, Volume II	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 4 4.3.1.1.1	Length Intermediate approach segments length for non-precision approach procedures LDZD VOR RWY 04, LDDU VOR-a RWY 29, LDOS LOCy 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 Difference(s): 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.

Title		Reference		Difference(s)
			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.
			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.
Doc 9868	Procedures for Air Navigation Services - Training (PANS-TRG)			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.

GEN 2.4 LOCATION INDICATORS

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

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

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

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

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

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

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

1. AFTN protocol via PSTN telefax during operating hours

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

DECODE			
ID	Station name	Aid	Purpose
BO	BOKANJAC	L	A
BRC	BRAC	DME	AE
BRZ	BREZA	NDB	A
CE	CEPIN	L	AE
CRE	CRES	NDB	AE
CV	CAVTAT	L	A
DBK	DUBROVNIK	VOR/DME	AE
DVN	DRVENIK	NDB	A
GR	GRUDA	L	A
HUM	BRAC	NDB	A
IDU	DUBROVNIK	DME	A
IDU	DUBROVNIK / RUDJER BOSKOVIC	LOC 11	A
IKR	RIJEKA / KRK I	LOC 14	A
IOS	OSIJEK / KLISA	LOC 29	A
IPU	PULA	LOC 27	A
ISJ	OSIJEK	DME	A
ISJ	OSIJEK	LOC 11	A
IST	SPLIT	DME	AE
IST	SPLIT / SAINT JEROME	LOC 05	A
IZA	ZAGREB	DME	A
IZA	ZAGREB / FRANJO TUDJMAN	LOC 04	A
IZD	ZADAR / ZEMUNIK	LOC 13	A
IZG	ZAGREB / FRANJO TUDJMAN	LOC 22	A
JAP	JAPETIC	DME	AE
KAV	KAVRAN	NDB	A
KLP	KOLOCEP	NDB	A
KLS	OSIJEK	DME	AE
LOS	LOSINJ	NDB	AE
LSJ	LOSINJ	DME	AE

ENCODE			
Station name	Aid	ID	Purpose
BARNA	VOR/DME	VBA	AE
BOKANJAC	L	BO	A
BRAC	DME	BRC	AE
BRAC	NDB	HUM	A
BREZA	NDB	BRZ	A
CAVTAT	L	CV	A
CEPIN	L	CE	AE
CRES	NDB	CRE	AE
DRVENIK	NDB	DVN	A
DUBROVNIK	DME	IDU	A
DUBROVNIK	VOR/DME	DBK	AE
DUBROVNIK / RUDJER BOSKOVIC	LOC 11	IDU	A
GRUDA	L	GR	A
JAPETIC	DME	JAP	AE
KAKMA	NDB	ZRA	A
KAVRAN	NDB	KAV	A
KOLOCEP	NDB	KLP	A
LOSINJ	DME	LSJ	AE
LOSINJ	NDB	LOS	AE
LOSINJ	VOR/DME	NTL	AE
LUKAVEC	DME	LUK	AE
OSIJEK	DME	ISJ	A
OSIJEK	DME	KLS	AE
OSIJEK	LOC 11	ISJ	A
OSIJEK	NDB	OSJ	A
OSIJEK / KLISA	LOC 29	IOS	A
PISAROVINA	NDB	PIS	AE
PETROVA GORA	DME	PTG	AE
PULA	LOC 27	IPU	A

DECODE			
ID	Station name	Aid	Purpose
LUK	LUKAVEC	DME	AE
NTL	LOSINJ	VOR/DME	AE
OSJ	OSIJEK	NDB	A
PIS	PISAROVINA	NDB	AE
PLA	PULA	NDB	A
PTG	PETROVA GORA	DME	AE
PUL	PULA	VOR/DME	AE
RI	RIJEKA	L	A
RJK	RIJEKA	VOR/DME	AE
SAL	SALI	NDB	AE
SK	S.KRALJEVEC	L	A
SPL	SPLIT	VOR/DME	AE
TNJ	TOUNJ	NDB	E
TRI	TROGIR	NDB	A
VBA	BARNA	VOR/DME	AE
VG	VELIKA GORICA	L	A
VRS	VRSAR	NDB	AE
ZAG	ZAGREB	VOR/DME	AE
ZDA	ZADAR	VOR/DME	AE
ZK	ZADAR	L	A
ZRA	KAKMA	NDB	A

ENCODE			
Station name	Aid	ID	Purpose
PULA	NDB	PLA	A
PULA	VOR/DME	PUL	AE
RIJEKA	L	RI	A
RIJEKA	VOR/DME	RJK	AE
RIJEKA / KRK I	LOC 14	IKR	A
S.KRALJEVEC	L	SK	A
SALI	NDB	SAL	AE
SPLIT	VOR/DME	SPL	AE
SPLIT	DME	IST	AE
SPLIT / SAINT JEROME	LOC 05	IST	A
TOUNJ	NDB	TNJ	E
TROGIR	NDB	TRI	A
VELIKA GORICA	L	VG	A
VRSAR	NDB	VRS	AE
ZADAR	L	ZK	A
ZADAR	VOR/DME	ZDA	AE
ZADAR / ZEMUNIK	LOC 13	IZD	A
ZAGREB	DME	IZA	A
ZAGREB	VOR/DME	ZAG	AE
ZAGREB / FRANJO TUDJMAN	LOC 04	IZA	A
ZAGREB / FRANJO TUDJMAN	LOC 22	IZG	A

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

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

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

GEN 3.1.3.2 Amendment service to the AIP (AIP AMDT)

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

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

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

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

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

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

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

GEN 3.1.3.3 Supplement to the AIP (AIP SUP)

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

AIP Supplements are separated by information subject (General - GEN, En-route - ENR and Aerodromes - AD) and are placed accordingly at the beginning of each AIP Part. Each AIP Supplement is allocated a serial number which is consecutive and based on the calendar year.AIP supplements that contain AIRAC information, follow the AIRAC system in terms of distribution 42 days in advance of the respective AIRAC effective date.

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

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

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

- **Series A - International distribution**

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

- **Series B - Limited international distribution**

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

- **Series C - National distribution**

Information concerning national VFR aerodromes.

- **Series M - International distribution**

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

- **Series S (SNOWTAM)**

Information providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area. As from 12 AUG 2021, SNOWTAMs are prepared in accordance with ICAO PANS-AIM (Doc 10066), Appendix 4, and with CIR (EU) 2017/373, as amended and complemented, and they are issued for the individual aerodrome, with separate serial numbers.

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

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

There are selfbriefing terminals established at every international airport. The central Helpdesk for selfbriefing (Central ARO Split) is AVBL H24.
Central ARO Split contact is provided in AIP Croatia, under GEN 3.3.6 (ATS units address list).

The extend of the information contained in the PIB is indicated under GEN 3.1.5 of this subsection.

GEN 3.1.3.5 Aeronautical Information Circulars (AIC)

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

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

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

GEN 3.1.3.6 Checklist and list of valid NOTAM

A checklist of valid NOTAM is issued monthly via AFS. It contains numbers of valid NOTAM, information about the number of the latest issued (AIRAC) AIP AMDT, (AIRAC) AIP SUP, AIC, VFR Manual AMDT, VFR Manual SUP as well as the numbers of the elements issued under the AIRAC that will become effective and checklist of valid AIC and SUP (AIP IFR and VFR Manual SUP).
List of valid NOTAM is available on AIM Portal. It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued (AIRAC) AIP AMDT, (AIRAC) AIP SUP, AIC, VFR Manual AMDT and VFR Manual SUP as well as the numbers of the elements issued under the AIRAC that will become effective.

GEN 3.1.3.7 VFR Manual

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

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

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

VFR Manual is available as a printed version, on CD-ROM and as a digital version on AIM Portal.

GEN 3.1.3.8 Sale of publications

The said publications can be obtained from:

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

Phone: +385 1 6259376

URL: https://aim.crocontrol.hr

Email: ais.subscription@crocontrol.hr

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

GEN 3.1.4 AIRAC SYSTEM

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

GEN 3.1.4.1 The table on the page GEN 3.1-6 indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At publication date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or (AIRAC) AIP SUP that will become effective on relevant AIRAC effective date. Trigger NOTAM for an AIRAC AIP AMDT and (AIRAC) AIP SUP will remain in force as a reminder in the PIB for 14 days after the AIRAC effective date.

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

2021	2022	2023	2024	2025
28 JAN	27 JAN	26 JAN	25 JAN	23 JAN
25 FEB	24 FEB	23 FEB	22 FEB	20 FEB
25 MAR	24 MAR	23 MAR	21 MAR	20 MAR
22 APR	21 APR	20 APR	18 APR	17 APR
20 MAY	19 MAY	18 MAY	16 MAY	15 MAY
17 JUN	16 JUN	15 JUN	13 JUN	12 JUN
15 JUL	14 JUL	13 JUL	11 JUL	10 JUL
12 AUG	11 AUG	10 AUG	08 AUG	07 AUG
9 SEP	08 SEP	07 SEP	05 SEP	04 SEP
7 OCT	06 OCT	05 OCT	03 OCT	02 OCT
4 NOV	03 NOV	02 NOV	31 OCT	30 OCT
2 DEC	01 DEC	30 NOV	28 NOV	27 NOV
30 DEC	29 DEC	28 DEC	26 DEC	25 DEC

GEN 3.1.5 PRE-FLIGHT INFORMATION SERVICES AT AERODROMES/HELIPORTS

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

Aerodrome/Heliport	Briefing Coverage
SPLIT/Saint Jerome	Austria, Bosnia and Herzegovina, Czech Republic, Hungary, Greece, Italy, Slovenia, Serbia and Montenegro.

GEN 3.1.6 DIGITAL DATA SETS

GEN 3.1.6.1 Available data sets

Currently not provided.

GEN 3.1.6.2 Contact details of how data sets may be obtained

Currently not provided.

GEN 3.5 METEOROLOGICAL SERVICES

GEN 3.5.1 RESPONSIBLE SERVICE

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

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

Phone: +385 1 6259280

Email: met@crocontrol.hr

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

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

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

Differences to these provisions are detailed in subsection GEN 1.7.

GEN 3.5.2 AREA OF RESPONSIBILITY

Area meteorological watch is provided for the Zagreb FIR.

GEN 3.5.3 METEOROLOGICAL OBSERVATIONS AND REPORTS

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

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

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

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

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

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

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

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

VISIBILITY:

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

PRESENT WEATHER:

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

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

CLOUDS:

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

MONITORING AND TECHNICAL SUPPORT:

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

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

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

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

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

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

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

GEN 3.5.4 TYPES OF SERVICE

GEN 3.5.4.1 General

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

GEN 3.5.4.2 Meteorological information for flights above FL100

Meteorological flight documentation consists of:

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

Additional information is available by consultation.

GEN 3.5.4.3 Meteorological information for flights below FL100

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

Meteorological documentation consists of:

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

Meteorological information in digital form:

- eGAFOR

Briefing describes the following meteorological elements:

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

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

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

GEN 3.5.4.4 En route forecasts

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

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

GEN 3.5.4.5 Area forecasts

MWO Zagreb issues area forecasts in chart form.

Area forecasts in chart form consist of two charts:

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

SWL is issued six times daily:

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

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

SWL charts are continuously monitored and amended if needed.

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

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

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

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

GEN 4.1.1.6 RIJEKA/Krk I. Airport

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

The lighting charge is 25% of the landing charge.

GEN 4.1.1.7 SPLIT/Saint Jerome Airport

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

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

GEN 4.1.1.8 ZADAR/Zemunik Airport

Passenger aircraft and general air traffic:

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

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

For additional information see: 8. Exemptions and reductions

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

The lighting charge is 25% of the landing charge.

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

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

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

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

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

The fixed part of the price of the service:

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

The variable part of the price list of the service:

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

Training flights

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

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

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

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

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

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

The price includes a total aircraft handling operation during turnaround and the amount is indivisible, when charging. Additional services exceeding quoted time and quantity from the list of services shall be charged according to special facilities charges (on request).

The service charge for cargo aircraft is 25,00 EUR per each started metric ton on the basis of the MTOW.

Centralized infrastructure - passenger handling	
Unit	**EUR**
Departing passenger	1,00

Centralized infrastructure - passenger handling	
Passenger aircraft (MTOW in KG)	**EUR**
up to 2 000	2,10
2 001 - 5 000	5,70
5 001 - 10 000	12,10
10 001 - 16 000	31,20
16 001 - 24 000	55,20
24 001 - 35 000	72,20
35 001 - 60 000	82,80
60 001 - 70 000	97,60
70 001 - 90 000	117,60
90 001 - 150 000	140,02
150 001 - 180 000	184,40
180 001 - 210 000	231,40
210 001 - 260 000	298,10
260 001 - 320 000	376,30
320 001 - 350 000	479,70
above 350 001	599,40

Note: Centralized infrastructure charge is included in the price of ground handling services and not charged separately. In case that Rijeka/Krk I. Airport does not provide ground handling services completely, but the airport user provides them (independently performs ground handling services) centralised infrastructure charge shall be payable for ground handling services performed.

GEN 4.1.2.7 SPLIT/Saint Jerome Airport

Aircraft handling				
CAT	***MTOW (tons)**	**PAX handling (EUR)**	**RAMP handling (EUR)**	**Price (EUR)**
1	4.1 - 10.0	36,00	53,00	89,00
2	10.1 - 16.0	125,00	188,00	313,00
3	16.1 - 21.0	181,00	272,00	453,00
4	21.1 - 30.0	232,00	347,00	579,00
5	30.1 - 40.0	278,00	417,00	695,00
6	40.1 - 60.0	316,00	473,00	789,00
7	60.1 - 79.0	376,00	563,00	939,00
8	79.1 - 100.0	453,00	679,00	1.132,00
9	100.1 - 130.0	540,00	810,00	1.350,00
10	130.1 - 155.0	710,00	1.064,00	1.774,00
11	155.1 - 200.0	892,00	1.339,00	2.231,00
12	200.1 - 270.0	1.146,00	1.720,00	2.866,00
13	iznad 270.0	1.441,00	2.161,00	3.602,00

Handling of cargo aircraft:
The service charge includes aircraft and cargo handling operations during turnaround. The price of service is 20,00 EUR per ton of *MTOW and is indivisible.

General air traffic handling for aircraft up to 4 tons:
General air traffic handling is 15,00 EUR per ton of *MTOW.

Centralized infrastructure		
	Unit	**EUR**
Traffic handling	Departing passenger	1,20

Ramp handling for passenger and cargo aircraft		
	Unit	**EUR**
Ramp handling	Ton / *MTOW	1,00

GEN 4.1.2.8 ZADAR/Zemunik Airport

Handling charges for passenger aircraft and general air traffic are as follows:

***MTOW (KG)**	**TRAFFIC HANDLING (EUR)**	**RAMP HANDLING (EUR)**	**Total (EUR)**
up to 1 200	5,00	7,00	12,00
1 201 - 2 000	10,00	15,00	25,00
2 001 - 3 000	18,00	27,00	45,00
3 001 - 5 700	26,00	39,00	65,00

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

GEN 4.1.3.1 Parking of aircraft

GEN 4.1.3.1.1 BRAČ/Brač I. Aerodrome

The first 4 hours are free of charge.

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

GEN 4.1.3.1.2 DUBROVNIK/Rudjer Boskovic Airport

The first 4 hours are free of charge.

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

GEN 4.1.3.1.3 LOŠINJ/Lošinj I. Aerodrome

The first 4 hours are free of charge.

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

GEN 4.1.3.1.4 OSIJEK/Klisa Airport

The first 4 hours of parking are free of charge.

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

Unit	EUR
Each started tonne of *MTOW	3.00

GEN 4.1.3.1.5 PULA/Pula Airport

The first 4 hours are free of charge.

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

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

GEN 4.1.3.1.6 RIJEKA/Krk I. Airport

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

GEN 4.1.3.1.7 SPLIT/Saint Jerome Airport

Unit	EUR
Each started ton of *MTOW	4,00

- Aircraft parking is charged per ton of *MTOW.

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

GEN 4.1.3.1.8 ZADAR/Zemunik Airport

Price of service

Unit	EUR
Each started ton of MTOW	4,00

Aircraft parking is charged per ton MTOW.

The first 4 hours are free of charge.

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

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

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

GEN 4.1.3.1.9 ZAGREB/Franjo Tuđman Airport

PARKING CHARGES ON WEST APRON

- the first 4 hours are free of charge

PARKING CHARGES ON EAST APRON

Grace Period:

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

In case of exceeding the free time of parking, the calculation period starts from the beginning of actual block-to-block time.

Period of time between 2200-0600 (local time) is free of charge.

The calculation period starts from the beginning of the actual on-block-time and finishes on the actual off-block-time.

PARKING CHARGES ON WEST APRON

Parking charge is applied after the use of first 4 hours of parking at West Apron and is calculated according to below table in case of parking up to 3 days on the same parking stand, including first 4 hours of parking.

Unit	Period	Fee (EUR)
Per tonne or part thereof	5 MIN	0.01

If the ACFT is parked more than 3 days, the formula below applies for the calculation of the parking charge, including first 3 days of parking.

Unit	Period	Fee (EUR)
Per tonne or part thereof	Day	1.00

PARKING CHARGES ON EAST APRON

Parking charge is applied after “grace period” at East Apron and parking charge is according to below table from on-block time to off-block time.

Unit	Period	Fee (EUR)
Per tonne or part thereof	5 MIN	0.04

GEN 4.1.3.2 Hangarage charges

BRAČ/Brač I. Aerodrome - Nil.

DUBROVNIK/Rudjer Boskovic Airport - Nil.

LOŠINJ/Lošinj I. Aerodrome - Nil.

OSIJEK/Klisa Airport - Nil.

PULA/Pula Airport - Nil.

RIJEKA/Krk I. Airport - Nil.

SPLIT/Saint Jerome Airport - Nil.

ZADAR/Zemunik Airport - Nil.

ZAGREB/Franjo Tuđman Airport - Nil.

GEN 4.1.3.3 Long-term storage

Detailed information available at the aerodrome operator.

GEN 4.1.4. PASSENGER SERVICE

GEN 4.1.4.1 BRAČ/Brač I. Aerodrome

General aviation - the charge for passengers in domestic air traffic is 7,15 EUR, and for passengers in international air traffic 9,15 EUR.

Passenger aircraft - the charge for passengers (PAX service, Passenger with reduced mobility, Security Charge) in domestic air traffic is 12,00 EUR, and for passengers in international air traffic 21,00 EUR.

GEN 4.1.4.2 DUBROVNIK/Rudjer Boskovic Airport

Service charge		
Traffic type	**Unit**	**EUR**
International passenger service	Departing passenger	11,00
Domestic passenger service		5,00
Passenger service per transfer		5,00

GEN 4.1.4.3 LOŠINJ/Lošinj I. Aerodrome

*MTOW (KG)	Charge (HRK)
up to 1 000	25,00
1 001 - 2 000	25,00
2 001 - 5 000	25,00
5 001 - 10 000	25,00

GEN 4.1.4.4 OSIJEK/Klisa Airport

Traffic type	Unit	EUR
International passenger service	per departing passenger	7.50
Domestic passenger service		4.00
Transfer passenger service		4.00

GEN 4.1.4.5 PULA/Pula Airport

The charge for departing passengers in domestic air traffic is 5,00 EUR, and for passengers in international air traffic 10,00 EUR.

The charge for transfer passengers is 5,00 EUR.

The charge for general aviation passengers is 3,50 EUR.

GEN 4.1.4.6 RIJEKA/Krk I. Airport

The charge for passengers in domestic air traffic is 15,00 EUR per departing passenger, for passengers in international air traffic 15,00 EUR per departing passenger and for transfer passengers 15,00 EUR per departing passenger.

GEN 4.1.4.7 SPLIT/Saint Jerome Airport

Service charge		
Traffic type	**Unit**	**EUR**
International passenger service	Departing passenger	11,00
Domestic passenger service		5,00

GEN 4.1.4.8 ZADAR/Zemunik Airport

Price of service

Passenger service charge per departing passenger		
Traffic type	**Unit**	**EUR**
International passenger service	Departing passenger	10,00
Domestic passenger service		5,00

GEN 4.1.4.9 ZAGREB/Franjo Tuđman Airport

Passenger service per departing passenger:

Service charge		
Traffic type	**Unit**	**EUR**
International passenger service	Departing passenger	19,67
Domestic passenger service		8,43
Passenger service per transfer		4,50

GEN 4.1.5. SECURITY

GEN 4.1.5.1 DUBROVNIK/Rudjer Boskovic Airport

Security charge (valid from 01 JUL 2014)		
Traffic type	**Unit**	**EUR**
Commercial traffic	Departing passenger	5,00
Non Commercial traffic		5,00

GEN 4.1.5.2 OSIJEK/Klisa Airport

Traffic type	Unit	EUR
All categories	per departing passenger	4,00

Service	Unit	EUR
X-ray check of cargo and mail	per shipment	1.45
	additionally per KG	0.03

Service	Unit	EUR
Security check (for shipments not possible to be checked by X-ray due to weight or dimensions)	per shipment	7.30

GEN 4.1.5.3 PULA/Pula Airport

Security charge		
Traffic type	**Unit**	**EUR**
Commercial traffic	Departing passenger	4,00
Non Commercial traffic		4,00

GEN 4.1.5.4 RIJEKA/Krk I. Airport

Security charge		
Traffic type	**Unit**	**EUR**
Commercial traffic	Departing passenger	6,00
Non Commercial traffic		6,00
Cargo traffic	Per KG	0,01

GEN 4.1.5.5 SPLIT/Saint Jerome Airport

Security charge		
Traffic type	**Unit**	**EUR**
Commercial traffic	Departing passenger	4,60
Non Commercial traffic		4,60

GEN 4.1.5.6 ZADAR/Zemunik Airport

Security charge		
Traffic type	**Unit**	**EUR**
Commercial traffic	Departing passenger	4,00
Non Commercial traffic		4,00

GEN 4.1.5.7 ZAGREB/Franjo Tuđman Airport

Passenger security charges		
Traffic type	**Unit**	**EUR**
Commercial traffic	Departing passenger	6,50
Non Commercial traffic		6,50

Air Cargo Security Charges

Air Cargo Security Charges are due from the freight forwarding agent, unless otherwise advised by the air carrier.

Service	Unit	EUR
X-ray check of cargo and mail	per shipment	2,703
	additionally per kg	0,041

Service	Unit	EUR
Security check for shipments not possible to be checked by X-ray due to weight or dimensions	per shipment	13,520

GEN 4.1.6. NOISE-RELATED ITEMS

GEN 4.1.6.1 BRAČ/Brač I. Aerodrome

Nil

GEN 4.1.6.2 DUBROVNIK/Rudjer Boskovic Airport

Nil

GEN 4.1.6.3 LOŠINJ/Lošinj I. Aerodrome

Nil

GEN 4.1.6.4 OSIJEK/Klisa Airport

Nil

GEN 4.1.6.5 PULA/Pula Airport

Nil

GEN 4.1.6.6 RIJEKA/Krk I. Airport

Nil

GEN 4.1.6.7 SPLIT/Saint Jerome Airport

Nil

GEN 4.1.6.8 ZADAR/Zemunik Airport

Nil

GEN 4.1.6.9 ZAGREB/Franjo Tuđman Airport

Nil

GEN 4.1.7. OTHER

GEN 4.1.7.1 BRAČ/Brač I. Aerodrome

Special services charges - on request.

GEN 4.1.7.2 DUBROVNIK/Rudjer Boskovic Airport

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

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

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

GEN 4.1.7.3 LOŠINJ/Lošinj I. Aerodrome

Special services charges - on request.

GEN 4.1.7.4 OSIJEK/Klisa Airport

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

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

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

URL: www.osijek-airport.hr

GEN 4.1.7.5 PULA/Pula Airport

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

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

GEN 4.1.7.6 RIJEKA/Krk I. Airport

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

Passenger with reduced mobility (PRM)

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

Cargo infrastructure tax

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

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

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

GEN 4.1.7.7 SPLIT/Saint Jerome Airport

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

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

f. state ACFT providing special activity flights,

g. Croatian military ACFT when flying for MIL purposes, Croatian Ministry of Interior's ACFT and Republic of Croatia Red Cross ACFT shall be exempt from the payment of charges.

GEN 4.1.8.1.6 RIJEKA/Krk I. Airport

Passenger service charges are not paid by the following categories of passengers:

- children up to 2 years of age (infants)
- passengers holding free ticket (ID00)
- direct transit passengers
- crew (DHC)
- Rijeka/Krk I. Airport employees
- panoramic flights passengers
- medical flights passengers

The following categories shall be exempt from airport charges:

a. aircraft involved in search and rescue operations

b. aircraft used for humanitarian assistance in case of a natural disaster or state of emergency

c. aircraft in distress

d. state aircraft which provide emergency medical aid

e. state aircraft providing fire fighting protection

f. state aircraft providing special activity flights

g. Croatian military aircraft when flying for military purposes, Croatian Ministry of Interior's aircraft and Republic of Croatia Red Cross aircraft shall be exempt from the payment of charges

GEN 4.1.8.1.7 SPLIT/Saint Jerome Airport

Passenger service charges are not paid by the following categories of passengers:

- children up to 2 years of age (infants)
- ID00
- transit passengers
- crew (DHC)

The following categories shall be exempt from airport charges:

a. aircraft involved in search and rescue operations

b. aircraft used for humanitarian assistance in case of a natural disaster or state of emergency

c. aircraft in distress

d. state aircraft which provide emergency medical aid

e. state aircraft which perform fire fighting protection

f. state aircraft which perform special activity flights

g. Croatian military aircraft when flying for military purposes and Republic of Croatia Red Cross aircraft shall be exempt from the payment of charges.

Should an aircraft return from the take-off position to the apron, handling shall not be charged provided no change of load occurs (passengers, baggage, cargo, mail).

Handling is not charged for the purpose of training flight crew personnel.

GEN 4.1.8.1.8 ZADAR/Zemunik Airport

Should an aircraft return from take off point to the apron, handling shall not be charged provided no change of load occurs.

Passenger service charges are not paid by the following categories of passengers:

- children up to 2 years of age (infants)
- ID00
- DHC (Dead Head Crew)
- Transit passengers

The following categories shall be exempt from airport charges:

a. aircraft involved in search and rescue operations

b. aircraft used for humanitarian assistance in case of a natural disaster or state of emergency

c. aircraft in distress

d. state aircraft which provide emergency medical aid

e. state aircraft which perform fire fighting protection

f. state aircraft which perform special activity flights

g. Croatian military aircraft when flying for military purposes and Republic of Croatia Red Cross aircraft shall be exempt from the payment of charges.

GEN 4.1.8.1.9 ZAGREB/Franjo Tuđman Airport

Passenger service charges are not paid by the following categories of passengers:

- children up to 2 years of age (infants)
- transit passengers

The following shall be exempt from airport and user charges:

a. aircraft involved in search and rescue operations;

b. aircraft used for humanitarian assistance in case of a natural disaster or state of emergency;

c. aircraft in distress;

d. state aircraft which provide emergency medical aid;

e. state aircraft which perform fire fighting protection;

f. state aircraft which perform special activity flights;

GEN 4.1.8.2 Reductions

GEN 4.1.8.2.1 BRAČ/Brač I. Aerodrome

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

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

Landing and take-off charges shall be reduced for:

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

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

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

Handling charges shall be reduced for:

- 25% for ferry flight (empty leg)

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

GEN 4.1.8.2.2 DUBROVNIK/Rudjer Boskovic Airport

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

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

GEN 4.1.8.2.3 LOŠINJ/Lošinj I. Aerodrome

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

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

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

GEN 4.1.8.2.4 OSIJEK/Klisa Airport

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

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

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

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

- trial flights;

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

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

GEN 4.1.8.2.5 PULA/Pula Airport

Landing charges shall be reduced by:

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

b. 50% for technical and emergency landing;

c. 75% za test flights;

d. 75% for each touch and go.

Handling charges shall be reduced by:

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

b. 75% for positioning or test flights;

c. 50% for technical landing;

d. 50% for helicopters;

e. 50% for training and ambulance flights.

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

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

GEN 4.1.8.2.6 RIJEKA/Krk I. Airport

Landing charges shall be reduced by:

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

Handling charges shall be reduced by:

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

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

GEN 4.1.8.2.7 SPLIT/Saint Jerome Airport

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

GEN 4.1.8.3.4 OSIJEK/Klisa Airport

The handling charge shall be increased by 25%:

- on Sundays and national holidays of the Republic of Croatia
- for night handling between 2100-0500 (2000-0400)
- outside OSIJEK/Klisa Airport HR SER
- for repeated loading/unloading caused by Carrier's error

Opening the airport outside of regular opening hours and waiting on request:

- Opening the airport outside of official opening hours and waiting time outside of regular opening hours is subject to additional charges.
- Aircraft waiting time is defined as a period of time of up to two hours after the official end of Osijek Airport opening hours, in accordance with the Ordinance on Airport Opening Hours. The minimum unit of time for charging waiting time outside of regular airport opening hours is 30 minutes.
- Opening of Osijek Airport is defined as a period of time preceding the official airport opening hours and a period of time after the maximum aircraft waiting time (over two hours after the official opening hours)
- The charge for opening the airport outside of official opening hours and for waiting outside of regular opening hours does not include the landing charge, lighting charge and handling charge.

Opening of airport outside regular opening hours	Unit	EUR
per flight	per hour	350.00

Aircraft waiting time outside regular opening hours	Unit	EUR
per flight	30 MIN	180.00

Note:

- Cancelling an aircraft operation outside of regular opening hours of OSIJEK/Klisa Airport within 12 hours before the scheduled take-off/landing time is charged at a rate equal to 100% of the total price agreed. In addition to the charge for opening the airport specified above, Osijek Airport Ltd. will also charge the air carrier the full amount of the landing, handling and centralised infrastructure charge.
- Cancellations made outside of regular opening hours of Osijek Airport within 12-24 hours before the scheduled flight are charged at a rate equal to 50% of the total price agreed. In addition to the charge for opening the airport specified above, Osijek Airport Ltd. will also charge the air carrier 50% of the landing, handling and centralised infrastructure charge.
- The charge will not apply to an aircraft for which the airport was requested to be opened or waiting was required in the event of severe weather or deteriorating technical conditions at the airport due to which the aircraft is unable to land/take off.

GEN 4.1.8.3.5 PULA/Pula Airport

Charges for passenger aircraft shall be increased by:

a. 200,00 EUR for handling outside AD HR SER per each hour started. Four (4) hours is the maximum to be charged from 2100-0100 (2000-0000) counting in advance and from 0500-0100 (0400-0000) counting backwards;

b. 25% for night handling from 2100-0500 (2000-0400);

c. 25% for repeated loading/unloading caused by Carrier's error;

d. 25% for handling during state holidays;

e. the maximum surcharge is 50% on the basis of two surcharges.

All flights cancelled with a less than 24 hours notice given before planned arrival/departure shall be charged 50% of the total handling charge.

Charges for general air traffic shall be increased by 100,00 EUR for handling outside AD HR SER per each hour started. Four (4) hours is the maximum to be charged from 2100-0100 (2000-0000) counting forward and from 0500-0100 (0400-0000) counting backwards.

GEN 4.1.8.3.6 RIJEKA/Krk I. Airport

Handling charges shall be increased by:

- 25% for night handling (thirty minutes upon official sunset and thirty minutes prior to the official sunrise, minimum from 2200 until 0600 LT
- 25% for repeated loading/unloading caused by Carrier's error
- 25% for handling during state holidays
- 50,00 EUR for aircraft up to 3.000 KG MTOW (rescue and fire-fighting category III), 190,00 EUR for aircraft over 3.001 KG MTOW (rescue and fire-fighting category IV), 290,00 EUR for aircraft up to 49,000 KG MTOW (rescue and fire-fighting category V and VI) and 490,000 EUR for aircraft over 49,001 KG MTOW (rescue and fire-fighting category VI, VII, VIII, IX and X) for handling outside AD HR SER per each commenced hour. Minimum calculation unit is 1 hour on working days for extension or early opening, and 3 hours during night and in case of non-working days. In case when Rijeka airport is not extending opening hours, but has to be reopened for handling and landing minimum calculation unit is 3 hours.

50% of handling charge will be charged in case of confirmed flight cancellation with less than 24 hours notice given before planned arrival/departure.
50% of handling charge will be charged in case of diversions of aircraft which is not caused by force majeure.

GEN 4.1.8.3.7 SPLIT/Saint Jerome Airport

When waiting for aircraft outside AD HR SER a fee shall be charged. Minimal unit rate is 30 minutes and the maximum number of hours charged is 8 (eight).

Traffic type	Unit	EUR
Commercial traffic	per hour	230,00
Non Commercial traffic		230,00

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

- days of national holidays of the Republic of Croatia
- night handling between 2100-0500 (2000-0400)
- reloading caused by Carrier's error

GEN 4.1.8.3.8 ZADAR/Zemunik Airport

Handling charges shall be increased for:

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

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

GEN 4.1.8.3.9 ZAGREB/Franjo Tuđman Airport

Nil

GEN 4.1.8.4 Cargo

See 2. Handling charges

GEN 4.1.9. METHODS OF PAYMENT

GEN 4.1.9.1 BRAČ/Brač I. Aerodrome

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

GEN 4.1.9.2 DUBROVNIK/Rudjer Boskovic Airport

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

GEN 4.1.9.3 LOŠINJ/Lošinj I. Aerodrome

Prices do not include V.A.T.

GEN 4.1.9.4 OSIJEK/Klisa Airport

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

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

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

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

GEN 4.1.9.5 PULA/Pula Airport

Nil

GEN 4.1.9.6 RIJEKA/Krk I. Airport

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

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

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

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

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

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

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

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

GEN 4.1.9.7 SPLIT/Saint Jerome Airport

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

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

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

- in cash
- Diners
- Master Card
- VISA.

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

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

ENR 5.4 AIR NAVIGATION OBSTACLES

Designation	Type of obstacle	Coordinates	ELEV/HGT GND	OBST LGT Type/Colour
1	2	3	4	5
BELJE	Antenna mast	454746N 0184128E	1513FT / 722FT	Medium-Intensity Type C/Red
BORINCI	Antenna mast	451814N 0184426E	898FT / 562FT	Medium-Intensity Type C/Red
JOSIPOVAC	Antenna mast	453332N 0183515E	656FT / 362FT	Nil/Red
MS VISOKA	Wind speed measuring pillar	434055N 0163617E	3272FT / 361FT	Nil
PSUNJ	Antenna mast	452308N 0171956E	3645FT / 417FT	Nil/Red
TOPLANA FOLNEGOVICEVO	Chimney	454652N 0160100E	1038FT / Nil	Medium-Intensity Type C/Red Low-Intensity Type B/Red
TOPLANA OSIJEK	Chimney	453232N 0184444E	689FT / 393FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
TOPLANA TRESNJEVKA	Chimney	454822N 0155659E	1044FT / Nil	Nil/Red
TORANJ SLJEME	Antenna mast	455358N 0155653E	3929FT / 561FT	Medium-Intensity Type C/Red
VA4 (BRUVNO)	Windmill	442501N 0155354E	3124FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type E/Red
VA3 (OPOR)	Windmill	433534N 0161629E	2505FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type E/Red
VA4 (OPOR)	Windmill	433527N 0161654E	2584FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type E/Red
VA5 (OPOR)	Windmill	433518N 0161711E	2620FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type E/Red
VA6 (OPOR)	Windmill	433509N 0161729E	2689FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type E/Red

Designation	Type of obstacle	Coordinates	ELEV/HGT GND	OBST LGT Type/Colour
1	2	3	4	5
VA7 (BRUVNO)	Windmill	442459N 0155410E	3126FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type E/Red
VA10 (BRUVNO)	Windmill	442512N 0155438E	3062FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type E/Red
VA11 (BRUVNO)	Windmill	442441N 0155421E	3087FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type E/Red
VA12 (BRUVNO)	Windmill	442453N 0155440E	3085FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type E/Red
VA13 (BRUVNO)	Windmill	442502N 0155458E	3083FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type E/Red
VA14 (BRUVNO)	Windmill	442424N 0155412E	3152FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type E/Red
VA15 (BRUVNO)	Windmill	442429N 0155430E	3054FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type E/Red
VA16 (BRUVNO)	Windmill	442431N 0155456E	3100FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type E/Red
VA17 (BRUVNO)	Windmill	442444N 0155458E	3093FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type E/Red
VA11 (VE ZD2P)	Windmill	440551N 154346E	2596FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA12 (VE ZD2P)	Windmill	440604N 154323E	2550FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA13 (VE ZD2P)	Windmill	440529N 154440E	2475FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red

Designation	Type of obstacle	Coordinates	ELEV/HGT GND	OBST LGT Type/Colour
1	2	3	4	5
VA14 (VE ZD2P)	Windmill	440516N 154441E	2543FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA21 (VE ZD2P)	Windmill	440739N 154129E	2714FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA22 (VE ZD2P)	Windmill	440723N 154146E	2636FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA23 (VE ZD2P)	Windmill	440715N 154153E	2737FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA24 (VE ZD2P)	Windmill	440521N 154424E	2647FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA31 (VE ZD2P)	Windmill	440705N 154218E	2650FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA32 (VE ZD2P)	Windmill	440648N 154230E	2550FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA33 (VE ZD2P)	Windmill	440640N 154246E	2576FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA35 (VE ZD2P)	Windmill	440729N 154135E	2610FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA36 (VE ZD2P)	Windmill	440554N 154402E	2515FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA37 (VE ZD2P)	Windmill	440549N 154419E	2438FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA38 (VE ZD2P)	Windmill	440539N 154432E	2489FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red

Designation	Type of obstacle	Coordinates	ELEV/HGT GND	OBST LGT Type/Colour
1	2	3	4	5
VA11 (VE ZD3P)	Windmill	440359N 154555E	2334FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA12 (VE ZD3P)	Windmill	440422N 154542E	2334FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA13 (VE ZD3P)	Windmill	440355N 154642E	2073FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA14 (VE ZD3P)	Windmill	440408N 154714E	1969FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA15 (VE ZD3P)	Windmill	440331N 154801E	2153FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA21 (VE ZD3P)	Windmill	440432N 154539E	2314FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA22 (VE ZD3P)	Windmill	440329N 154717E	1930FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA23 (VE ZD3P)	Windmill	440336N 154701E	2002FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA25 (VE ZD3P)	Windmill	440349N 154806E	1984FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
VA26 (VE ZD3P)	Windmill	440308N 154825E	2096FT / 589FT	Medium-Intensity Type B/Red Low-Intensity Type B/Red
ZADAR 1200 STUP 2	Antenna mast	441352N 0151415E	529FT / 447FT	Nil/Red

AD 1.2 RESCUE AND FIREFIGHTING SERVICES, RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

AD 1.2.1. RESCUE AND FIREFIGHTING SERVICES

Information about whether there is service or not and also the extent of the service is published in section AD 2.6 for each aerodrome.

The aerodrome category is defined depending on the characteristics of the largest aircraft (aircraft overall length and maximum fuselage width) normally using the aerodrome and by the number of movements of the largest aircraft.

Scheduled or non-scheduled traffic with aircraft carrying passengers are not allowed to use aerodromes without Rescue and Fire Fighting Services.

The scale of protection available has been determined in terms of Aerodrome categories from I to X according to ICAO Annex 14 and the related Manual.

AD 1.2.2. RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

All nine (9) aerodromes published in eAIP Republic of Croatia are using enhanced global reporting format for assessing and reporting runway surface condition.
“Special prepared winter runways” are not approved on any of the aerodromes.
Snow plans are available on aerodromes with winter service established.

The AIM/AIS department of Croatia Control Ltd. promulgates the information, requested from the aerodrome operators and based on RCR, to end users through SNOWTAM in the new format, as prescribed in Commission Implementing Regulation (EU) 2017/373, Implementing Regulation (EU) 2020/469, point 6: Appendix 3 ‘SNOWTAM FORMAT’, then additionally in the Procedures for Air Navigation Services (PANS) - Aeronautical Information Management (ICAO PANS-AIM, Doc 10066) and in ICAO EUR/NAT Guidance on the Issuance of SNOWTAM.

1. **Organization of the runway surface condition reporting and the winter service**

The Aerodrome Operators conduct the following activities:

a. Runway surface assessment, to note presence of water, frost, ice, snow, or slush.

b. Implementation of measures to maintain the usability of the runway(s) (plowing and de-icing, treatment of paved surfaces with chemical substances) on aerodromes with established winter service.

c. Provision of Runway Condition Code (RWYCC) if contaminants cover more than 10% or if water covers more than 25% of at least one third of the runway.

d. Reporting conditions mentioned in item c) above using the Runway Condition Report (RCR).

During the winter period, approximately from the 1st of November until the 15th of April, winter service is established at the following aerodromes:

- ZAGREB/Franjo Tudjman
- OSIJEK/Klisa
- SPLIT/Saint Jerome

Operational priorities established for the clearance of movement areas:

I. Runway

II. Primary taxiway routings

III. Aircraft parking stands

IV. Service roads on aprons

The trend monitoring concept on all nine (9) aerodromes is used to monitor the trend of degradation of runway surface friction characteristics. Aerodrome operator has to ensure that the surface friction characteristics, measured by continuous friction measuring device, for the entire runway remain at or above the specified minimum standards (Regulation 139/2014, AMC1 ADR.OPS.C.010(b)(3) (all aerodromes except LDLO) and Pravilnik o aerodromima (Table 9.1) (only for LDLO AD)), to avoid the runway becoming slippery wet.

2. Surveillance of movement areas

Movement area inspection is carried out at least twice each day and the runway(s) is additionally inspected whenever its surface conditions may have changed significantly due to meteorological conditions.

3. Surface condition assessment methods used; operations on specially prepared winter runways

Trained and competent aerodrome personnel will assess the runway surface conditions for each third of the runway length, generate RWYCC by using Runway Condition Assessment Matrix (RCAM), and report it by means of RCR. No approved case of specially prepared winter runways in Croatia.

4. **Actions taken to maintain the usability of movement areas**

Methods used by aerodrome operator for clearing snow, slush or ice are snow ploughing and de-icing (urea) of movement areas in the following order:

a. Runway

b. Taxiways

c. Aircraft parking stands

Runway surface friction characteristics must be improved when they are evaluated to be below specified maintenance planning level. The method of improving depends on the reason of degradation (rubber deposits, surface polishing or poor drainage) and it can be achieved through rubber removal, resurfacing or improvement of drainage capabilities of the pavement.
Coordination between aerodrome operators and Air Traffic Services providers is provided through legal agreements between them (SLAs).

5. System and means of reporting

If there is more than 10% of runway third covered with contaminant or 25% of runway third covered with water, information on runway surface condition will be disseminated using the RCR.

6. **The cases of runway closure**

On aerodromes with winter service established, the manoeuvring area may be temporarily closed for traffic to carry out surface condition assessment, snow removal and de-icing.

Runway closure depends on the aerodrome operator’s procedure described in its aerodrome manual. The closure will be notified to users through NOTAM.

7. **Distribution of information about runway surface conditions**

NOTAM will be issued for “Slippery wet runway” condition when surface friction characteristics of the runway are evaluated to be below the minimum specified standards.
SNOWTAM will be issued to notify the presence or cessation of hazardous conditions due to snow, ice, slush, frost, or standing water or water associated with snow, slush and ice, or frost on the movement area.
Dissemination of information (RCR) is provided through:

a. the AIS and ATS services (SNOWTAM, ATIS, Radio): when the runway is wholly or partly contaminated by standing water, snow, slush, ice or frost, or is wet associated with the clearing or treatment of snow, slush, ice or frost.

b. the ATS only (ATIS, Radio): when the runway is wet, not associated with the presence of standing water, snow, slush, ice or frost.

AD 1.3 INDEX OF AERODROMES AND HELIPORTS

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

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

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

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

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name and ICAO location indicator	Date of certification	Validity of certification	Remarks
1	2	3	4
BRAČ/Brač I. LDSB	29 DEC 17	Unlimited	Certificate in accordance to Commission Regulation (EU) 139/2014
DUBROVNIK/Rudjer Boskovic LDDU	27 DEC 17	Unlimited	Certificate in accordance to Commission Regulation (EU) 139/2014
LOŠINJ/Lošinj I. LDLO	21 APR 15	Unlimited	Certificate in accordance to national regulation
OSIJEK/Klisa LDOS	27 DEC 17	Unlimited	Certificate in accordance to Commission Regulation (EU) 139/2014
PULA/Pula LDPL	14 DEC 17	Unlimited	Certificate in accordance to Commission Regulation (EU) 139/2014
RIJEKA/Krk I. LDRI	29 DEC 17	Unlimited	Certificate in accordance to Commission Regulation (EU) 139/2014
SPLIT/Saint Jerome LDSP	29 DEC 17	Unlimited	Certificate in accordance to Commission Regulation (EU) 139/2014
ZADAR/Zemunik LDZD	29 DEC 17	Unlimited	Certificate in accordance to Commission Regulation (EU) 139/2014
ZAGREB/Franjo Tuđman LDZA	27 DEC 17	Unlimited	Certificate in accordance to Commission Regulation (EU) 139/2014

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LDDU AD 2.5 PASSENGER FACILITIES

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

LDDU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9 See Remarks
2	Rescue equipment	- 1 command vehicle 200 L water, 5 L foam - 1 heavy fire fighting vehicle 15.000 L water, 2.000 L foam, 250 KG powder - 1 heavy fire fighting vehicle 12.500 L water, 1.500 L foam, 250 KG powder - 1 heavy fire fighting vehicle 9.100 L water, 1.100 L foam - 1 technical fire fighting vehicle 4.000 L water, 400 L foam, 250 KG powder.
3	Capability for removal of disabled aircraft	1 towing tractor TITAN. Towbars: A319, A320, A321, A300, A330, A340, ATR42, B732, B738, B757, B767, B747, B717, CRJ200, DC9, DHC-7, MD80, MD90, TU134, TU154. 3 Towbarless tractors GOLDHOFER, towbarless tractor LECTRO up to 33 T MTOW, towbarless tractor LECTRO up to 54 T MTOW. On request by external company: mobile lifting cranes up to 100 000 KG. Contact (Airport Duty Manager) Mobile phone: +385 98 983 5980 e-mail: stationmngr@airport-dubrovnik.hr
4	Remarks	Winter period flight schedule - CAT 6 Summer period flight schedule - CAT 7 All flights with a schedule approved in process of facilitation and coordination activities according to EEC 95/93 and IATA Calendar of Coordination Activities will be covered with adequate Rescue and Fire Fighting CAT. All categories previously noticed, up to and including CAT 9, AVBL on request by prior notice (H24).

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

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

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

1	Apron surface and strength	**SURFACE**		**STRENGTH**	
		CONC		PCN 68/R/A/W/T	
2	Designation, width, surface and strength of taxiways	**DESIGNATION**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	23	ASPH	PCN 88/F/A/W/T
		B	27	CONC	PCN 72/R/A/W/T
		C	26	ASPH	PCN 88/F/A/W/T
		D	28	ASPH	PCN 88/F/A/W/T
		E	28	ASPH	PCN 88/F/A/W/T
		F	23	ASPH	PCN 88/F/A/W/T
		G	23	ASPH	PCN 88/F/A/W/T
		W	23	ASPH	PCN 88/F/A/W/T
3	ACL location and elevation	Location: At Apron Elevation: 157 M			
4	Location of VOR checkpoints	NIL			
5	Position of INS checkpoints	See LDDU AD 2.24.2 APDC -1			
6	Remarks	Use of TWY B by ACFT code letter E only if approved by ATC and strictly guided by follow me vehicle. During taxi on TWY B by code letter E ACFT with 4 engines, outer engines shall be used on idle power only.			

LDDU 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, vehicle "Follow me", docking guidance system APIS (AVGDS) available at aircraft stands 10, 10A, 11, 12, 14 and 14A.
2	RWY and TWY markings and LGT	RWY-11/29: RWY Designations, THR/lighted, displaced THR, centre line/lighted, edges/lighted, TDZ, aiming point, turnpad at THR 29/lighted, pre-treshold area. TWY A centre line, enhanced centre line, mandatory instruction marking, edges/lighted, holding position. TWY B centre line, enhanced centre line, mandatory instruction marking, edges/lighted, holding position. TWY C centre line, enhanced centre line, mandatory instruction marking, edges/lighted, holding position, hold for follow me (ATC service boundary). TWY D centre line, enhanced centre line, mandatory instruction marking, edges/lighted, holding position, hold for follow me (ATC service boundary). TWY E centre line, enhanced centre line, mandatory instruction marking, edges/lighted, holding position. TWY F centre line, enhanced centre line, mandatory instruction marking, edges/lighted, holding position. TWY G centre line, edges/lighted, ATC service boundary, hold for follow me. TWY W centre line, edges/lighted, ATC service boundary, hold for follow me.
3	Stop bars	Nil
4	Remarks	TWY A - RWY guard lights TWY B - RWY guard lights TWY C - RWY guard lights TWY D - RWY guard lights TWY E - RWY guard lights TWY F - RWY guard lights THR 29 RWY turn pad for ACFT with a wheelbase greater than 22,8 M requires a turn made with nose gear steering angle greater than 45 DEG.

LDDU AD 2.10 AERODROME OBSTACLES

Obstacles in Area 2:

See LDDU AD 2.24.4 AOC RWY 11 -1, LDDU AD 2.24.4 AOC RWY 29 -1 and LDDU AD 2.24.12 VMCC (IFR) RWY 29 -1
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

LDDU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	DUBROVNIK
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MWO ZAGREB TAF (24HR)
4	Trend Forecast Interval of issuance	TREND 30 MIN
5	Briefing/consultation provided	Selfbriefing (URL: https://ib.crocontrol.hr) or by phone: +385 1 6259224
6	Flight documentation Language(s) used	• Selfbriefing (URL: https://ib.crocontrol.hr) or request by phone: +385 20 447766 • Croatian, English
7	Charts and other information available for briefing or consultation	• ICE, TURB and CB forecasts • Lightning data • Satelite images • Radar images
8	Supplementary equipment available for providing information	URL:https://met.crocontrol.hr
9	ATS units provided with information	Dubrovnik TWR, Dubrovnik APP
10	Additional information (limitation of service, etc.)	NIL

LDLO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 2
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

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

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

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

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

LDLO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	aircraft stand markings, Marshaller
2	RWY and TWY markings and LGT	RWY-02/20: THR, Centre line TWY A centre lines, taxi-holding positions TWY B centre lines, taxi-holding positions
3	Stop bars	Nil
4	Remarks	Nil

LDLO AD 2.10 AERODROME OBSTACLES

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

Obstacles assessed as being hazardous to air navigation					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ type, colour**	**Remarks**
a	b	c	d	e	f
LDLO_02_CI_1	Tree	443416.87N 0142338.82E	184 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_2	Tree	443416.89N 0142339.98E	185 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_3	Tree	443417.70N 0142338.79E	179 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_4	Tree	443415.19N 0142348.02E	167 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_5	Tree	443414.59N 0142350.51E	170 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_6	Tree	443416.93N 0142342.30E	169 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_7	Tree	443417.72N 0142339.95E	185 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_8	Tree	443417.00N 0142343.20E	168 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_9	Tree	443414.62N 0142351.67E	169 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_10	Tree	443416.95N 0142343.46E	169 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_11	Tree	443415.40N 0142349.32E	169 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_12	Tree	443417.74N 0142341.11E	176 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_13	Tree	443415.42N 0142350.48E	169 FT/Nil	Nil	Close-in obstacle

Obstacles assessed as being hazardous to air navigation					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ type, colour**	**Remarks**
a	b	c	d	e	f
LDLO_02_CI_14	Tree	443418.55N 0142339.92E	179 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_15	Tree	443418.57N 0142341.08E	182 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_16	Tree	443425.56N 0142337.79E	197 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_17	Tree	443425.64N 0142342.43E	195 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_18	Tree	443432.27N 0142342.19E	214 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_19	Tree	443432.36N 0142346.83E	217 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_20	Tree	443432.45N 0142351.47E	217 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_21	Tree	443435.59N 0142342.07E	243 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_22	Tree	443435.68N 0142346.71E	244 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_23	Tree	443435.76N 0142351.35E	248 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_24	Tree	443438.91N 0142341.95E	267 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_25	Tree	443435.85N 0142355.99E	236 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_26	Tree	443438.99N 0142346.59E	252 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_27	Tree	443435.93N 0142400.62E	234 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_28	Tree	443439.08N 0142351.23E	259 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_29	Tree	443442.22N 0142341.83E	267 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_30	Tree	443439.16N 0142355.87E	264 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_31	Tree	443442.31N 0142346.47E	265 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_32	Tree	443442.39N 0142351.11E	278 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_33	Tree	443445.54N 0142341.71E	267 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_34	Tree	443442.48N 0142355.75E	274 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_35	Tree	443445.71N 0142350.99E	271 FT/Nil	Nil	Close-in obstacle
LDLO_02_CI_36	Tree	443445.79N 0142355.63E	276 FT/Nil	Nil	Close-in obstacle

Area 2 data set for the aerodrome currently not available.

Obstacles in Area 3:
NIL

LDLO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

LDOS AD 2.5 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	Nil
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 (Rosenbauer): 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.

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, Centre line, edges, TDZ, aiming point, RWY turn pad. TWY A: Centre line, Holding positions. TWY B: Centre line, Holding positions. APRON TWY: Centre line
3	Stop bars	Nil
4	Remarks	Nil

LDOS AD 2.10 AERODROME OBSTACLES

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

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDOS 01	NDB antenna	452720.27N 0185015.79E	101/15 M	Marked / ICAO Lighted	NIL
LDOS 02	NDB antenna	452718.76N 0185014.99E	101/14 M	Marked / ICAO Lighted	NIL

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

Obstacles in Area 3:
NIL

LDOS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	OSIJEK
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MWO ZAGREB TAF (24HR)
4	Trend Forecast Interval of issuance	NIL
5	Briefing/consultation provided	Selfbriefing (URL: https://ib.crocontrol.hr) or by phone: +385 1 6259 240
6	Flight documentation Language(s) used	• Selfbriefing (URL: https://ib.crocontrol.hr) or request by phone: +385 31 226 803 • Croatian, English
7	Charts and other information available for briefing or consultation	• ICE, TURB and CB forecasts • Lightning data • Satelite images • Radar images
8	Supplementary equipment available for providing information	URL:https://met.crocontrol.hr
9	ATS units provided with information	Osijek TWR, Osijek APP
10	Additional information (limitation of service, etc.)	NIL

LDOS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

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

LDOS AD 2.13 DECLARED DISTANCES

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

LDPL AD 2.5 PASSENGER FACILITIES

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

LDPL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

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

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

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

1	Apron surface and strength	**SURFACE**		**STRENGTH**	
		ASPH		PCN 65/F/A/W/T	
2	Designation, width, surface and strength of taxiways	**DESIGNATION**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	23 M	ASPH	PCN 71/F/A/W/T
		B	23 M	ASPH	PCN 71/F/A/W/T
		C	23 M	ASPH	PCN 71/F/A/W/T
		D	23 M	ASPH	PCN 71/F/A/W/T
		E	23 M	ASPH	PCN 71/F/A/W/T
		F	23 M	ASPH	PCN 71/F/A/W/T
		G	23 M	ASPH	PCN 71/F/A/W/T
		H	23 M	ASPH	PCN 71/F/A/W/T
3	ACL location and elevation	Location: Apron Elevation: 64.28 M			
4	Location of VOR checkpoints	See LDPL AD 2.24.1 ADC -1			
5	Position of INS checkpoints	See LDPL AD 2.24.2 APDC -1			

6	Remarks	TWY shoulders: Width: 7.5 M Surface: grass On TWY curves and intersections judgemental oversteering method required for ACFT with wheelbase greater than 18.59 M.

LDPL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

LDPL AD 2.10 AERODROME OBSTACLES

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

LDPL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

LDRI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

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

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

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

LDRI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

LDRI AD 2.10 AERODROME OBSTACLES

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

RWY 32					
OBST ID or designation	**Type**	**Position**	**ELEV / HGT**	**Marking LGT type and colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
NIL	POLE	451236.83N 0143443.99E	293FT (89M) /NIL	ICAO marked and lighted	Frangible anemometer mast

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

Obstacle in Area 3:

RWY 14					
OBST ID or designation	**Type**	**Position**	**ELEV / HGT**	**Marking LGT type and colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
NIL	POLE	451321.78N 0143345.06E	308FT (94M) / NIL	ICAO marked and lighted	Frangible anemometer mast

LDRI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

LDRI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14	143.68°	2500 x 45	120 M, CONC, PCN 45/R/A/X/T 2260 M, ASPH, PCN 76/F/B/W/T 120 M, CONC, PCN 45/R/A/X/T	451332.36N 0143341.16E Nil 145 FT	THR 264 FT TDZ 271 FT
32	323.69°			451227.41N 0143448.70E Nil 145 FT	THR 246 FT Nil

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

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

LDRI AD 2.13 DECLARED DISTANCES

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

LDRI AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type / LEN / INTST	THR LGT colour / WBAR	VASIS type (MEHT)	TDZ LGT LEN	RWY Centre Line LGT LEN / spacing / colour / INTST	RWY edge LGT LEN / spacing / colour / INTST	RWY End LGT Colour / WBAR	SWY LGT LEN (M) / Colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	SALS 420 M LIH	G	PAPI (53 FT) LEFT/3°	Nil	2500 M 15 M W VRB LIH	2500 M 60 M YCZ 600 M VRB W LIH	R	Nil	LED lights: APCH, THR and RCL

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
32	SALS 420 M LIH	G	PAPI (59 FT) LEFT/3°	Nil	2500 M 15 M W VRB LIH	2500 M 60 M YCZ 600 M VRB W LIH	R	Nil	LED lights: APCH, RCL and RWY End LGT

LDRI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	WDI: 1228 M after THR 14, on the left side, lighted; 1272 M after THR 32, on the right side, lighted. Anemometer 1: 318.04 M from THR 14, lighted Anemometer 2: 295.57 M from THR 32, lighted
3	TWY edge and centre line lighting	TWY A EDGE: B VRB LIL; Centre line: Nil TWY B EDGE: B VRB LIL; Centre line: Nil
4	Secondary power supply/switch-over time	AVBL, switch-over time: 10 SEC
5	Remarks	Nil

LDRI 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	Nil

LDRI AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR Rijeka 452815N 0142611E 450454N 0145038E 445714N 0143623E 452039N 0141058E to point of origin.
2	Vertical limits	4000 FT ALT / GND
3	Airspace classification	D
4	ATS unit call sign Language(s)	RIJEKA TORANJ / RIJEKA TOWER Croatian, English
5	Transition altitude	10000 FT MSL
6	Remarks	For airspace description outside LDRI ATS operational hours see AIP ENR 2.1 (Uncontrolled Airspace and Pula TMA). Outside LDRI ATS operating hours, RMZ Rijeka activated within same lateral limits as CTR Rijeka, 1000 FT AGL/GND. REF AD 2.22

LDRI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	PULA RADAR	124.600 MHZ	H24	Nil
	PULA RADAR	127.675 MHZ	H24	Nil
	PULA RADAR	121.500 MHZ	H24	EMERG FREQ
TWR	RIJEKA TORANJ / RIJEKA TOWER	119.000 MHZ	H24	Primary FREQ
		125.425 MHZ	H24	ALTN FREQ
		121.500 MHZ	H24	EMERG FREQ

LDRI 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)	PUL	111.25 MHZ *CH49Y	H24	445332.52N 0135505.23E	215 FT	Coverage 100 NM except in QDR 309°-024°: Unsatisfactory VOR/DME PUL power density due to terrain (Flight profile: orbit flight, radius 40NM, 3000FT to 6500FT QNH).
VOR/DME (4°E/2019)	RJK	117.8 MHZ CH125X	H24	451326.85N 0143401.06E	362 FT	Coverage 60 NM
NDB	BRZ	400 KHZ	H24	452525.14N 0142043.44E		318°MAG/14.99 NM from THR 14. Range 50 NM
NDB	CRE	433 KHZ	H24	445410.37N 0142459.57E		Range 50 NM
L	RI	289 KHZ	H24	450815.04N 0143910.56E		140°MAG/5.22 NM from THR 32. Range 25 NM
LOC 14	IKR	108.5 MHZ	H24	451221.87N 0143454.46E		ILS CAT I
GP 14		329.9 MHZ	H24	451324.15N 0143346.29E		3°, RDH 16 M GP 14 coverage (right side) reduced to 6° due to low clearance.
OM14	Dashes-Dashes	75 MHZ	H24	452004.75N 0142648.55E		15.09 KM from THR 14

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
MM14	Dots-Dashes	75 MHZ	H24	451403.80N 0143308.47E		1.24 KM from THR 14

LDRI AD 2.20 LOCAL AERODROME REGULATIONS

Arriving aircraft shall in due time before entering the RMZ make an initial call on the RMZ frequency, according to SERA.6005 (a) (2).

Engines start up is not allowed without TWR approval, including VFR flights.

WARNING: Gusts, wind shear and turbulence can be expected on final approaches and on RWY 14/32 in conditions of strong north-easterly winds.

LDRI AD 2.1. TAXI PROCEDURES

For aircraft with higher letter code than airport letter code minimum thrust settings are to be used when taxiing on apron, away from parking stand and on TWY A and B.

LDRI AD 2.2. FOUR-ENGINE AIRCRAFT OPERATION

Outer engines shall be used on idle power only, during taxiing.

LDRI AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LDRI AD 2.22 FLIGHT PROCEDURES

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

SID RWY 14

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

SID RWY 14				
Designator	**Route**	**After take off**		**Remarks**
		Climb initially	**Contact**	
ALIVO3C	ALIVO THREE CHARLIE DEPARTURE MNM PDG 5.4% (328 FT/NM) up to 2000 FT. Climb straight ahead. At 3300 FT, but not before RI L, turn RIGHT climbing to RJK VOR DME. At RJK VOR DME, proceed on R-018 RJK, climbing to ALIVO.	8000 FT	After passing 4000 FT, contact Pula Radar on 127.675 MHZ	Cross RJK VOR DME at or above 7000 FT. Cross ALIVO at or above 8000 FT.
RUGOG 1C	RUGOG ONE CHARLIE DEPARTURE MNM PDG 5.4% (328 FT/NM) up to 2000 FT. Climb straight ahead. AT 3300 FT, but not before RI L, turn RIGHT climbing to RJK VOR DME. At RJK VOR DME, turn RIGHT on R-080 RJK climbing to RUGOG.	8000 FT	After passing 4000 FT, contact Pula Radar on 127.675 MHZ	Cross RJK VOR DME at or above 7000 FT. Cross 20.0 DME RJK at or above FL120.
CRE4H	CRES FOUR HOTEL DEPARTURE MNM PDG 5.4% (328 FT/NM) up to 2000 FT. Climb straight ahead. At RI L turn RIGHT climbing on track 241°, intercept QDM 212° CRE to CRE NDB.	8000 FT	After passing 4000 FT, contact Pula Radar on 127.675 MHZ	
PUL4R	PULA FOUR ROMEO DEPARTURE MNM PDG 6.2% (377 FT/NM) up to 3700 FT. Climb straight ahead. At RI L turn RIGHT climbing on track 301°, at R-207 RJK turn LEFT, intercept R-050 PUL, climbing to PUL VOR DME.	8000 FT	After passing 4000 FT, contact Pula Radar on 127.675 MHZ	
NAKIT4C	NAKIT FOUR CHARLIE DEPARTURE MNM PDG 6.2% (377 FT/NM) up to 3700 FT. Climb straight ahead. At RI L turn RIGHT intercept QDR 285° RI, climbing to intercept R- 264 RJK to NAKIT.	8000 FT	After passing 4000 FT, contact Pula Radar on 127.675 MHZ	

SID RWY 32

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

SID RWY 32				
Designator	**Route**	**After take off**		**Remarks**
		Climb initially	**Contact**	
ALIVO4D	ALIVO FOUR DELTA DEPARTURE MNM PDG 7.3% (444 FT/NM) up to 5400 FT. Climb straight ahead on track 320°. At 4.5 DME RJK turn left inbound RJK VOR/DME. From RJK VOR/DME continue on R-018 RJK climbing to ALIVO.	8000 FT	After passing 4000 FT, contact Pula Radar on 127.675 MHZ	Cross ALIVO at or above 8000 FT.
RUGOG2D	RUGOG TWO DELTA DEPARTURE MNM PDG 7.3% (444 FT/NM) up to 5400 FT. Climb straight ahead on track 320°. At 4.5 DME RJK turn left inbound RJK VOR/DME. From RJK VOR/DME continue on R-080 RJK climbing to RUGOG.	8000 FT	After passing 4000 FT, contact Pula Radar on 127.675 MHZ	Cross 20.0 DME RJK at or above FL120.
CRE5G	CRES FIVE GOLF DEPARTURE MNM PDG 7.2% (437 FT/NM) up to 3600 FT. Climb straight ahead on track 320°. At 4.5 DME RJK turn left climbing on track 149°, intercept QDM 179° CRE climbing to CRE NDB.	8000 FT	After passing 4000 FT, contact Pula Radar on 127.675 MHZ	
PUL4L	PULA FOUR LIMA DEPARTURE MNM PDG 7.2% (437 FT/NM) up to 3600 FT. Climb straight ahead. At 4.5 DME RJK, turn LEFT climbing on track 178°. At R-241 RJK turn RIGHT, intercept R-050 PUL climbing to PUL VOR DME.	8000 FT	After passing 4000 FT, contact Pula Radar on 127.675 MHZ	
NAKIT4D	NAKIT FOUR DELTA DEPARTURE MNM PDG 7.2% (437 FT/NM) up to 3600 FT. Climb straight ahead. At 4.5 DME RJK, turn LEFT on track 178° climbing to intercept R- 264 RJK to NAKIT.	8000 FT	After passing 4000 FT, contact Pula Radar on 127.675 MHZ	

STAR RWY 14/32

STAR RWY 14/32				
Designator	**Route**	**Descend**	**Contact**	**Remarks**
CRE4B	**CRES FOUR BRAVO ARRIVAL** From CRE NDB proceed on QDM 031° RI to RI L (MNM ALT 6000 FT) and hold.	As cleared by ATC		

STAR RWY 14/32				
Designator	**Route**	**Descend**	**Contact**	**Remarks**
CRE4K	**CRES FOUR KILO ARRIVAL** From CRE NDB proceed on QDM 031° RI to RI L (MNM ALT 7000 FT). At RI L turn LEFT to intercept and follow QDM 319° BRZ to BRZ NDB (MNM ALT 7000 FT) and hold.	As cleared by ATC		See BRZ NDB HLDG entry instructions on chart STAR RWY14/32.
PUL3B	**PULA THREE BRAVO ARRIVAL** From PUL VOR DME proceed on R-061 PUL (MNM ALT 6000 FT). At midpoint change over to RI L and proceed on QDM 061° RI to RI L (MNM ALT 6000 FT) and hold.	As cleared by ATC		
PUL3A	**PULA THREE ALPHA ARRIVAL** From PUL VOR DME intercept and follow QDM 025° BRZ to BRZ NDB (MNM ALT 7000 FT) and hold.	As cleared by ATC		
GIRDA1G	**GIRDA ONE GOLF ARRIVAL** From GIRDA proceed on QDM 105° BRZ to BRZ NDB (MNM ALT 7000 FT) and hold.	As cleared by ATC		
GIRDA1H	**GIRDA ONE HOTEL ARRIVAL** From GIRDA proceed on QDM 105° BRZ to BRZ NDB (MNM ALT 7000 FT). At BRZ NDB turn right to intercept QDM 139° RI to RI L (MNM ALT 6000 FT) and hold.	As cleared by ATC		
RUGOG 1A	**RUGOG ONE ALPHA ARRIVAL** From RUGOG proceed on QDM 278° BRZ (MNM ALT 7100 FT). After crossing R-009 RJK proceed on QDM 278° BRZ to BRZ NDB (MNM ALT 7000 FT) and hold.	As cleared by ATC		

Instrument Approach Chart (IAC) RWY 14

Caution note for ILS or LOC RWY 14, VOR RWY 14, L RWY 14:

Obstacle clearance calculation of the missed approach procedure is based on an all-engines operative minimum net climb gradient of 2.5 % (152 FT/NM) until BRZ NDB.
Pilot pre-flight planning must consider a higher missed approach climb performances appropriate to the intended flight to reach BRZ NDB HLDG at 7000 FT AMSL.

Instrument Approach Chart (IAC) RWY 32

Caution note for VOR RWY 32, Lz RWY 32, Ly RWY 32:

Obstacle clearance calculation of the missed approach procedure is based on an all-engines operative minimum net climb gradient of 2.5 % (152 FT/NM) until RI L.
Pilot pre-flight planning must consider a higher missed approach climb performances appropriate to the intended flight to reach RI L HLDG at 6000 FT AMSL.

Backup device on TWR in case of a complete communication failure

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

LDRI AD 2.23 ADDITIONAL INFORMATION

Bird concentration on and in the vicinity of RWY. Caution advised.

LDRI AD 2.24 CHARTS RELATED TO AN AERODROME

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

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

LDRI AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.

LDSB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 6 See Remarks
2	Rescue equipment	1 Heavy fire fighting vehicle Simba FLF 14000, water 12500 L, foam 1500 L, 50 KG powder. 1 Heavy fire fighting vehicle Mercedes FLF 2632, water 7000 L, foam 1000 L, 18 KG powder. 1 Fire fighting vehicle Mercedes FLF 1328, water 3000 L, foam 300 L, 15 KG powder.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	AD category for fire fighting during AD HR SER: summer period: MON - SUN: CAT 3 WED: 1400 - 1500 CAT 6 SAT: CAT 6 Winter period: MON - SUN: CAT 3 or upon NOTAM Higher fire fighting category (MAX CAT 6) O/R 24 HR PPR sent during AD HR SER (groundoperations@airport-brac.hr).

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

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

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

1	Apron surface and strength	**SURFACE**		**STRENGTH**	
		ASPH		PCN 37/F/B/X/T	
2	Designation, width, surface and strength of taxiways	**DESIGNATION**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	25.3	ASPH	PCN 37/F/B/X/T
3	ACL location and elevation	Location: 431717.01N 0164046.66E Elevation: 1736 FT			
4	Location of VOR checkpoints	NIL			
5	Position of INS checkpoints	See LDSB AD 2.24.2 APDC -1			

6	Remarks	NIL

LDSB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

LDSB AD 2.10 AERODROME OBSTACLES

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

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking LGT type and colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDSB2017_AOC0321_1	NATURAL_HIGHPOINT	431642.41N 0164017.75E	1782 FT /NIL	NIL	NIL
LDSB2017_AOC0321_2	FENCE	431639.31N 0164019.14E	1789 FT /NIL	NIL	NIL
LDSB2017_AOC0321_3	NATURAL_HIGHPOINT	431632.53N 0164018.79E	1798 FT /NIL	NIL	NIL
LDSB2017_AOC0321_4	TREE	431632.33N 0164018.48E	1817 FT /NIL	NIL	NIL
LDSB2017_AOC0321_5	NATURAL_HIGHPOINT	431636.49N 0164009.50E	1804 FT /NIL	NIL	NIL
LDSB2017_AOC0321_6	TREE	431727.40N 0164109.00E	1719 FT /NIL	NIL	NIL
LDSB2017_AOC0321_7	NATURAL_HIGHPOINT	431731.06N 0164103.32E	1708 FT /NIL	NIL	NIL
LDSB2017_AOC0321_8	NATURAL_HIGHPOINT	431734.42N 0164105.76E	1708 FT /NIL	NIL	NIL
LDSB2024_2c_1	ANTENNA_MAST	431646.27N 0163713.10E	2712 FT / 156 FT	Yes Low-intensity Type B / Red	NIL

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

Obstacles in area 3:
NIL

LDSB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

LDSB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	035.09°	1760 x 30	PCN 37/F/B/X/T ASPH	431644.72N 0164024.04E* 431727.67N 0164105.34E 139.4 FT	THR 1779 FT displaced 140 M TDZ ELEV 1759 FT
21	215.09°			431726.09N 0164103.82E* 431641.02N 0164020.48E 139.4 FT	THR 1701 FT displaced 60 M TDZ ELEV 1730 FT

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

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

LDSB AD 2.13 DECLARED DISTANCES

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

LDSB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.

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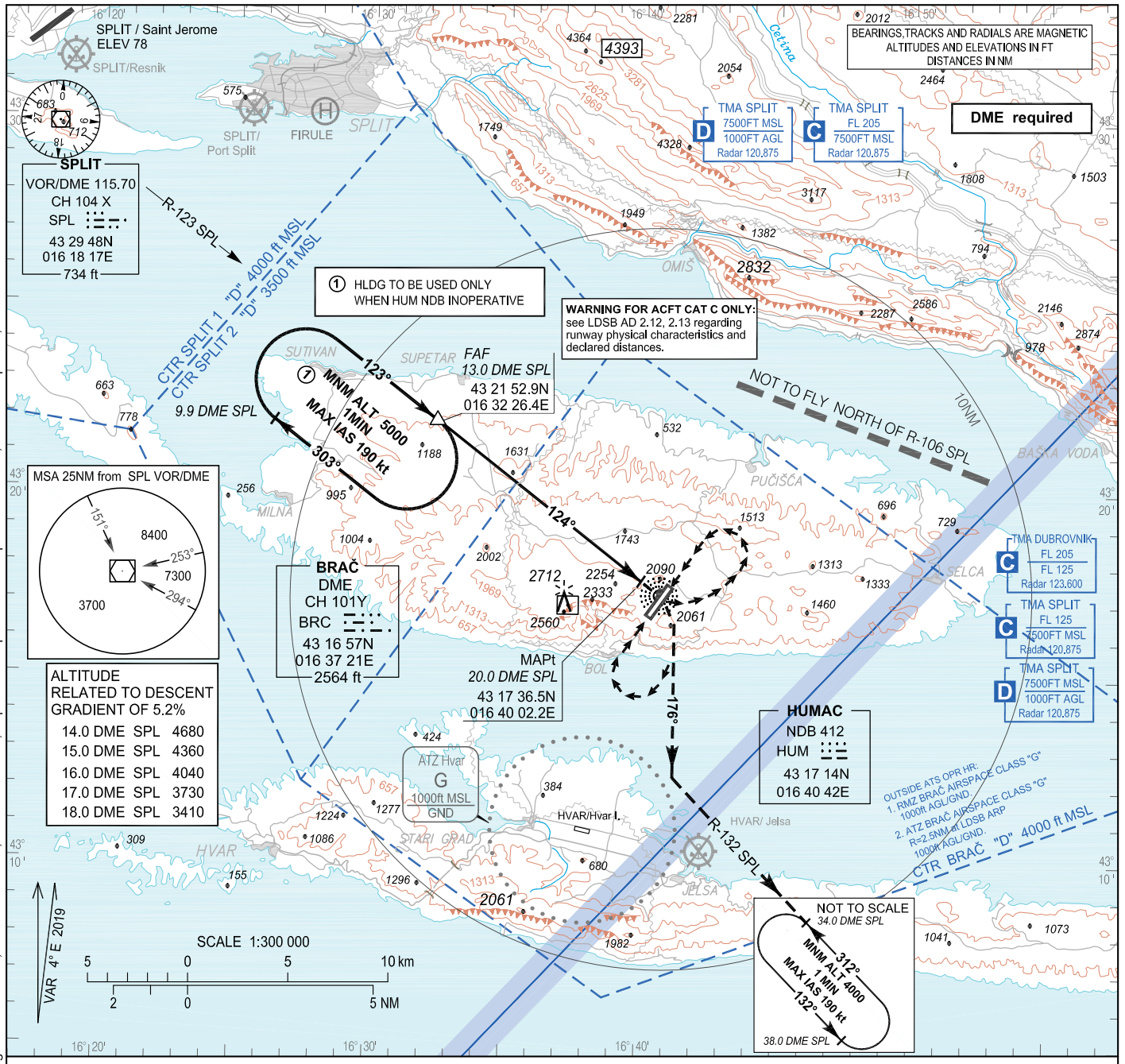
INSTRUMENT APPROACH CHART-ICAO

AD ELEV 1781
HEIGHTS RELATED TO AD ELEV 1781

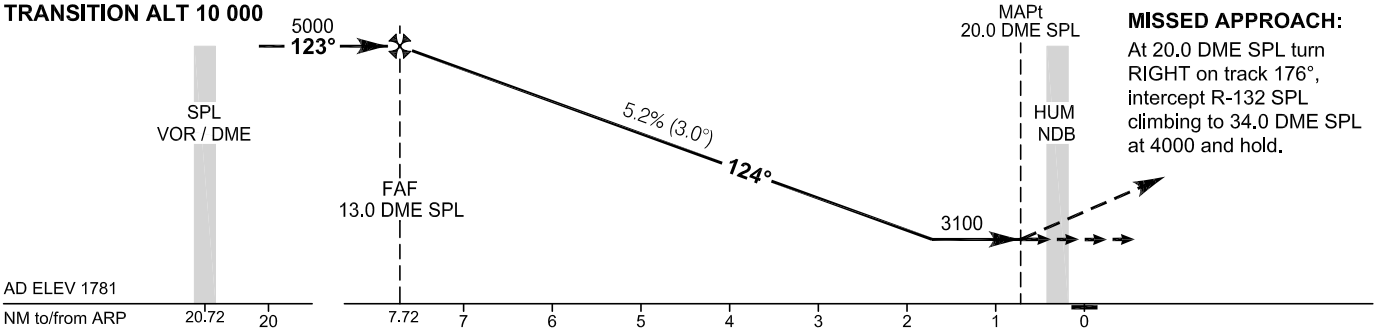
BRAČ/Brač I. (LDSB)

SPLIT RADAR	BRAČ TOWER
120.875	118.025

CIRCLING
VOR - a RWY 03/21



TRANSITION ALT 10 000



MISSED APPROACH:
At 20.0 DME SPL turn RIGHT on track 176°, intercept R-132 SPL climbing to 34.0 DME SPL at 4000 and hold.

OCA(H)	A	B	C
CIRCLING	3100 (1320)		3110 (1330)

FAF TO MAPt - 7.0 NM TIMING NOT AUTHORIZED FOR DEFINING THE MAPt							
GS(KT)	70	80	90	100	120	130	140
MIN:SEC	6:00	5:15	4:40	4:12	3:30	3:14	3:00
RATE OF DESCENT (ft/min)	370	420	480	530	640	690	740

CHANGE: Circling CAT C OCA(H) changed; HLDG outbound limiting distance added; ADR table added; RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Editorial.

BRAČ / Brač I. (LDSB)

CIRCLING
VOR - a RWY 03/21

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
VOR-a RWY 03/21			
Final approach descent angle:		3.00°	
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (HLDG)	43 21 52.9N 016 32 26.4E	127.41° (SPL VOR)	13.00 DME SPL
FAF	43 21 52.9N 016 32 26.4E	127.41° (SPL VOR)	13.00 DME SPL
MAPt	43 17 36.5N 016 40 02.2E	127.41° (SPL VOR)	20.00 DME SPL

CHANGE: Circling CAT C OCA(H) changed; HLDG outbound limiting distance added; ADR table added; RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Editorial.

AD 2 AERODROMES

LDSP AD 2

LDSP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LDSP - AIRPORT SPLIT / **SAINT JEROME**

LDSP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

LDSP AD 2.3 OPERATIONAL HOURS

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

LDSP AD 2.4 HANDLING SERVICES AND FACILITIES

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

LDSP AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in Split, Trogir and Kastela
2	Restaurants	At AD, in the city
3	Transportation possibilities	Bus, taxi, rent a car at AD
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	At AD, open daily 0600-1300 and 1400-2100 LMT
6	Tourist Office	Agent's at AD and in the city
7	Remarks	NIL

LDSP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9 See Remarks
2	Rescue equipment	1 Heavy fire fighting vehicle Rosenbauer Panther 6x6 12 500 L / 1 500 L 1 Heavy fire fighting vehicle MAN 6x6 8 500 L / 1 000 L 1 Heavy fire fighting vehicle Mercedes 9 000 L / 1 000 L 1 Heavy fire fighting vehicle Mercedes 8 500 L / 1 000 L 1 Commanding vehicle Toyota Land Cruiser 1 Commanding vehicle Jeep Cherokee 2.8 CRD 1 Zigler trailer with medical equipment 2.5 T
3	Capability for removal of disabled aircraft	1 towbar tractor - SCHOPF up to MTOW 180 000 KG 1 towbarless tractor - LEKTRO up to MTOW 55 000 KG - towbars: DC10, DC9, MD11, L1011, TU134, B747, B767, B757C, B727, B737/3, A310, A300, A320, A319, A220, E195
4	Remarks	CAT 7 during AD HR SER (see AD 2.3) CAT 8 and CAT 9 AVBL upon AD Operator approval only. PPR sent via SITA SPUAPXH or e-mail: ground.ops@split-airport.hr minimum 24 hours prior to arrival.

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

1	Types of clearing equipment	2 tractors with snowplows; Spreader of de-icing agents; Sprinkler of liquid de-icing agent and protection against icing.
2	Clearance priorities	1. Runway 2. Taxiways “A” and ”B” 3. Apron 4. other parts of the operating surface and other operational areas
3	Use of material for movement area surface treatment	Urea
4	Specially prepared winter runways	NIL
5	Remarks	Runway surface inspection and report will be according to GRF regulation. REF AD 1.2.2 for additional information.

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

1	Designation, surface and strength of aprons	**DESIGNATION**		**SURFACE**	**STRENGTH**
		APRON SECTION S1		CONC+ASPH	PCN 47/R/A/W/T
		APRON SECTION S2		CONC	PCN 66/R/A/W/T
		APRON SECTION S3		ASPH	PCN 73/F/B/W/T
2	Designation, width, surface and strength of taxiways	**DESIGNATION**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	20	ASPH	PCN 58/R/A/W/T
		B	18	ASPH	PCN 56/R/A/W/T
3	ACL location and elevation	At Apron 19 M / 62 FT			
4	Location of VOR checkpoints	NIL			
5	Position of INS checkpoints	NIL			
6	Remarks	TWY A shoulders suface: GRASS + ASPH, width: 9 M TWY B shoulders suface: GRASS, width: 3.5 M			

LDSP 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 Vehicle “Follow me”, Marshaller
2	RWY and TWY markings and LGT	RWY 05/23: Designator, THR, TDZ, Centre line, Edge line, Edge Lights, RWY turn pad markings*, information signs TWY A: center line, extended center line, holding position, RWY ahead marking, RWY guard lights, mandatory instruction signs, information signs. TWY B: center line, extended center line, holding position, RWY ahead marking, RWY guard lights, mandatory instruction signs, information signs.
3	Stop bars	NIL
4	Remarks	*RWY 05 turn pad and RWY 23 turn pad restrictions: for aircraft with wheel base more than 17.30 M, the nose wheel steering angle exceeds 45 DEG. A slow taxi speed is recommended.

LDSP AD 2.10 AERODROME OBSTACLES

Obstacles in Area 2A:

Area 2A					
OBST ID or designation	**Type**	**Position**	**ELEV / HGT**	**Marking LGT type and colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Nil	Nil	Nil	Nil	Nil	Nil

Obstacles in Area 2B, 2C and 2D data currently not available.
Detailed description of obstacles that penetrate the obstacle limitation surfaces currently not available.

Obstacles that penetrate the take-off flight path area obstacle identification surface

Obstacles penetrating take-off flight path area obstacle identification surface - RWY 05					
OBST ID or designation	**Type**	**Position**	**ELEV / HGT**	**Marking LGT type and colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDSP2007_AOC05_14a	ANTENNA	433251.59N 0161848.49E	91.9 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_14b	ANTENNA	433251.18N 0161848.97E	91.9 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_15	BUILDING	433255.26N 0161902.39E	105.0 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_16	BUILDING	433254.11N 0161903.74E	99.1 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_17	BUILDING	433257.06N 0161901.70E	109.9 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_18	BUILDING	433255.97N 0161904.43E	99.1 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_19	ANTENNA	433259.04N 0161902.84E	128.3 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_20	BUILDING	433254.70N 0161907.65E	95.5 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_21	BUILDING	433256.48N 0161907.93E	95.5 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_22	NATURAL_HIGHPOINT	433304.87N 0161859.68E	131.2 FT / Nil	No No	Nil
LDSP2007_AOC05_23	BUILDING	433307.48N 0161903.86E	141.4 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_24	BUILDING	433307.10N 0161906.02E	134.2 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_25	BUILDING	433306.89N 0161908.63E	121.4 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_26	BUILDING	433305.53N 0161914.07E	110.9 FT / Nil	Nil Nil	Nil

Obstacles penetrating take-off flight path area obstacle identification surface - RWY 05					
OBST ID or designation	**Type**	**Position**	**ELEV / HGT**	**Marking LGT type and colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDSP2007_AOC05_27	BUILDING	433307.22N 0161913.18E	122.0 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_28	BUILDING	433308.41N 0161916.58E	111.5 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_29	BUILDING	433309.57N 0161919.86E	114.8 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_30	BUILDING	433328.30N 0161933.66E	154.9 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_31	NATURAL_HIGHPOINT	433337.74N 0161952.11E	147.6 FT / Nil	No No	Nil
LDSP2007_AOC05_32	BUILDING	433338.62N 0161953.24E	177.5 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_33	BUILDING	433343.17N 0162005.80E	170.6 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_34	BUILDING	433343.38N 0162012.55E	173.2 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_35	BUILDING	433346.04N 0162015.08E	177.2 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_36	TRANSMISSION_LINE	433350.67N 0162027.23E	252.6 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_37	TRANSMISSION_LINE	433349.91N 0162028.07E	216.5 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_38	TRANSMISSION_LINE	433348.91N 0162034.81E	236.2 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_39	TRANSMISSION_LINE	433347.35N 0162041.67E	224.1 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_40	TRANSMISSION_LINE	433345.66N 0162048.95E	215.6 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_41	BUILDING	433354.38N 0162053.11E	258.9 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_42	TRANSMISSION_LINE	433343.98N 0162056.52E	210.6 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_43	BUILDING	433350.87N 0162055.32E	213.3 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_44	BUILDING	433355.67N 0162057.50E	269.4 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_45	BUILDING	433356.13N 0162107.83E	272.3 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_46	BUILDING	433356.69N 0162112.50E	279.5 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_47	BUILDING	433349.52N 0162117.22E	236.2 FT / Nil	Nil Nil	Nil
LDSP2007_AOC05_48	BUILDING	433354.51N 0162118.91E	259.8 FT / Nil	Nil Nil	Nil

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

Obstacles penetrating take-off flight path area obstacle identification surface - RWY 23					
OBST ID or designation	**Type**	**Position**	**ELEV / HGT**	**Marking LGT type and colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDSP2007_AOC23_1	NATURAL_HIGHPOINT	433051.88N 0161545.08E	196.9 FT / Nil	No No	Nil
LDSP2007_AOC23_2	BUILDING	433051.73N 0161544.24E	205.7 FT / Nil	Nil Nil	Nil
LDSP2007_AOC23_3	NATURAL_HIGHPOINT	433040.84N 0161529.43E	295.3 FT / Nil	No No	Nil
LDSP2007_AOC23_4	TREE	433041.83N 0161526.37E	311.0 FT / Nil	No No	Nil
LDSP2007_AOC23_5	BUILDING	433042.34N 0161518.30E	230.3 FT / Nil	Nil Nil	Nil

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

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

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

LDSP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	052.57°	2550 x 45	210 M, CONC, PCN 49/R/A/W/T 2340 M, ASPH, PCN 49/R/A/W/T	433155.39N 0161708.10E 433245.48N 0161838.11E 139 FT	THR 70 FT TDZ 78 FT
23	232.59°			433242.33N 0161832.44E 433155.27N 0161707.89E 139 FT	THR 50 FT TDZ 58 FT

RWY Designations	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)
1	7	8	9	10	11
05	Slope of RWY 05/23: 0%	Nil	Nil	2670 x 130	Length: 240 M Width: 90 M
23		Nil	Nil		Length: 20 M Width: 90 M

RWY Designations	Location and description of arresting system	OFZ	Remarks
1	12	13	14
05	Nil	Nil	Shoulders width: 7.5 M surface: grass
23	Nil	Nil	Shoulders width: 7.5 M surface: grass

LDSP AD 2.13 DECLARED DISTANCES

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

LDSP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type / LEN / INTST	THR LGT colour / WBAR	VASIS type (MEHT)	TDZ LGT LEN	RWY Centre Line LGT LEN / spacing / colour / INTST	RWY edge LGT LEN / spacing / colour/ INTST	RWY End LGT Colour / WBAR	SWY LGT LEN (M) / Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	CAT I (A) W VRB LIH	G VRB LIH	PAPI 3° 52 FT	Nil	Nil	VRB YCZ 600 M W LIH	R VRB LIH	Nil	LED LIGHTS: THR and RWY END
23	SALS R VRB LIL	G VRB LIH	PAPI 3° 49 FT	Nil	Nil	VRB YCZ 600 M W LIH	R VRB LIH	Nil	LED LIGHTS: THR and RWY END

LDSP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	At TWR (red) H24
2	LDI location and LGT Anemometer location and LGT	Anemometer RWY05 position: 104M right from RCL, 272 M right from THR 05, lighted Anemometer RWY23 position: 91M left from RCL, 31 M left from THR 23, lighted
3	TWY edge and centre line lighting	TWY A EDGE: B VRB LIL TWY B EDGE: B VRB LIL
4	Secondary power supply/switch-over time	Available, switch-over time: 7,0 sec
5	Remarks	WDI externally lighted

LDSP 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.

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
MM05	Dots-Dashes	75 MHZ	H24	433138.13N 0161637.09E		0.47 NM from THR05
OM05	Dashes - Dashes	75 MHZ	H24	432948.65N 0161321.06E		3.47 NM from THR05

LDSP AD 2.20 LOCAL AERODROME REGULATIONS

General

Gusts, wind shear and turbulence can be expected on final approach to/climb out from RWY 05 in conditions of strong north-easterly winds.

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

Aircraft with wheelbase more than 17.30 m will oversteer the nose gear on RWY turn pads (angle will exceed 45 DEG).

When RWY 23 is in use, RNAV VISUAL RWY 23 approach is preferential. If unable, advise ATC on first contact.

LDSP AD 2.20.1. MINIMUM RUNWAY OCCUPANCY TIME

The objective of HIRO (High intensity runway operations) is to minimize runway occupancy times (ROT) for both arriving and departing aircraft, consistent with both safety and passenger comfort. HIRO enables ATC to apply minimum spacing to aircraft on final approach to achieve maximum runway utilization.

Arrivals:

The pilot's objective should be to achieve minimum ROT, within the normally accepted landing and braking performance of the aircraft, by targeting the earliest suitable exit point and applying the right deceleration rate so that the aircraft leaves the runway as expeditiously as possible at the most convenient exit.

If a pilot of an arriving aircraft needs full RWY length, he should notify ATC as soon as possible.

RWY 05: vacate via TWY B, if not otherwise instructed by ATC (see 2.20.2 for restrictions).
If TWY B has been passed on landing roll, make a 180° turn if possible on the RWY (before reaching the turn pad) and vacate the runway without delay.

RWY 23: vacate via TWY A, if not otherwise instructed by ATC (see 2.20.2 for restrictions).
If TWY A has been passed on landing roll, make a 180° turn if possible on the RWY (before reaching the turn pad) and vacate the runway without delay.

Departures:

ATC operates on the basis that each aircraft, when instructed to backtrack and line-up, is ready for immediate departure.

Pilots should ensure, commensurate with safety and standard operating procedures that cockpit checks and cabin readiness should be completed prior entering RWY for backtrack, and any checks requiring completion on the runway should be kept to a minimum. If extra time is required on the runway, ATC should be informed before the aircraft arrives at the holding point.

Pilots should ensure that they are able to commence the take-off roll immediately when a take-off clearance is issued.

Pilots not able to comply with these requirements should notify ATC as soon as possible.

LDSP AD 2.20.2. TAXI PROCEDURES

Minimum power settings are to be used when taxiing on apron and away from parking stand.
A slow taxi speed on all taxiways and apron is required.
Taxiing aircraft shall stop and hold on T1, T2 or T3 until further cleared to proceed, only when so instructed by TWR.
It's not allowed to drive vehicles or GSE (Ground service equipment) on service road parallel with TL 1 (Taxilane 1) during taxiing codeletter "D" aircraft on TL 1 (Taxilane 1)
Only aircraft with outer main gear wheel span less than 9 M and aircraft type DH8C/DH8D are allowed to taxi via TWY B.

For other restriction adhere strictly to TWR instructions and marshaller guidance.

Arrivals:

'Follow me' guidance is mandatory for all arriving aircraft when entering apron from TWY A or TWY B.

Restrictions for B767 and code letter E aircraft:
RWY 05: if taxiing in backtrack from turn pad on THR 23, proceed to turn pad on THR 05 and vacate RWY via TWY A only.

Restrictions for B757 aircraft:
RWY 23: if taxiing in backtrack from turn pad on THR 05, vacate via TWY A only.

Departures:

All parking positions are self-manoeuvring for departure, under marshaller guidance.

Restrictions for B767 and code letter E aircraft:
RWY 23: taxi via TWY A only, proceed inbound turn pad THR 05 then backtrack inbound turn pad THR 23.

Restriction for B757 aircraft:
RWY 05: taxi via TWY A only and backtrack inbound turn pad THR 05.

LDSP AD 2.20.3. CODE LETTER E AND FOUR-ENGINE AIRCRAFT OPERATION

Prior and after code letter E aircraft landing, taxiing or departure RWY and TWY will be checked by duty officer.

Prior and after four engine aircraft landing, taxiing or departure RWY and TWY (including shoulders) will be checked by duty officer.
Outer engines shall be used on idle power only, during taxiing.

During taxiing on RWY 05 turn pad and RWY 23 turn pad the nose wheel steering angle exceeds 45 DEG. A slow taxi speed is recommended.

It is recommended to use symmetric/asymmetric thrust when turning on turn pad (mandatory for B777-300).
Marshaller assistance is available on request during taxiing on turn pad and taxiway.

Following ACFT types do not meet recommended distance (4 M) from outer main gear wheel to taxiway edge when taxiing:

ACFT TYPE	Distance available
B747-400	3.40 M
B777-200/300	3.10 M
A330-200/300	3.39 M
A340-200/300	3.39 M
A350-900	3.13 M

It is not allowed to use TWY B and TL1 (Taxilane 1) for code letter E aircraft.

It is recommended to reduce MTOW during take-off for code letter E aircraft.

LDSP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

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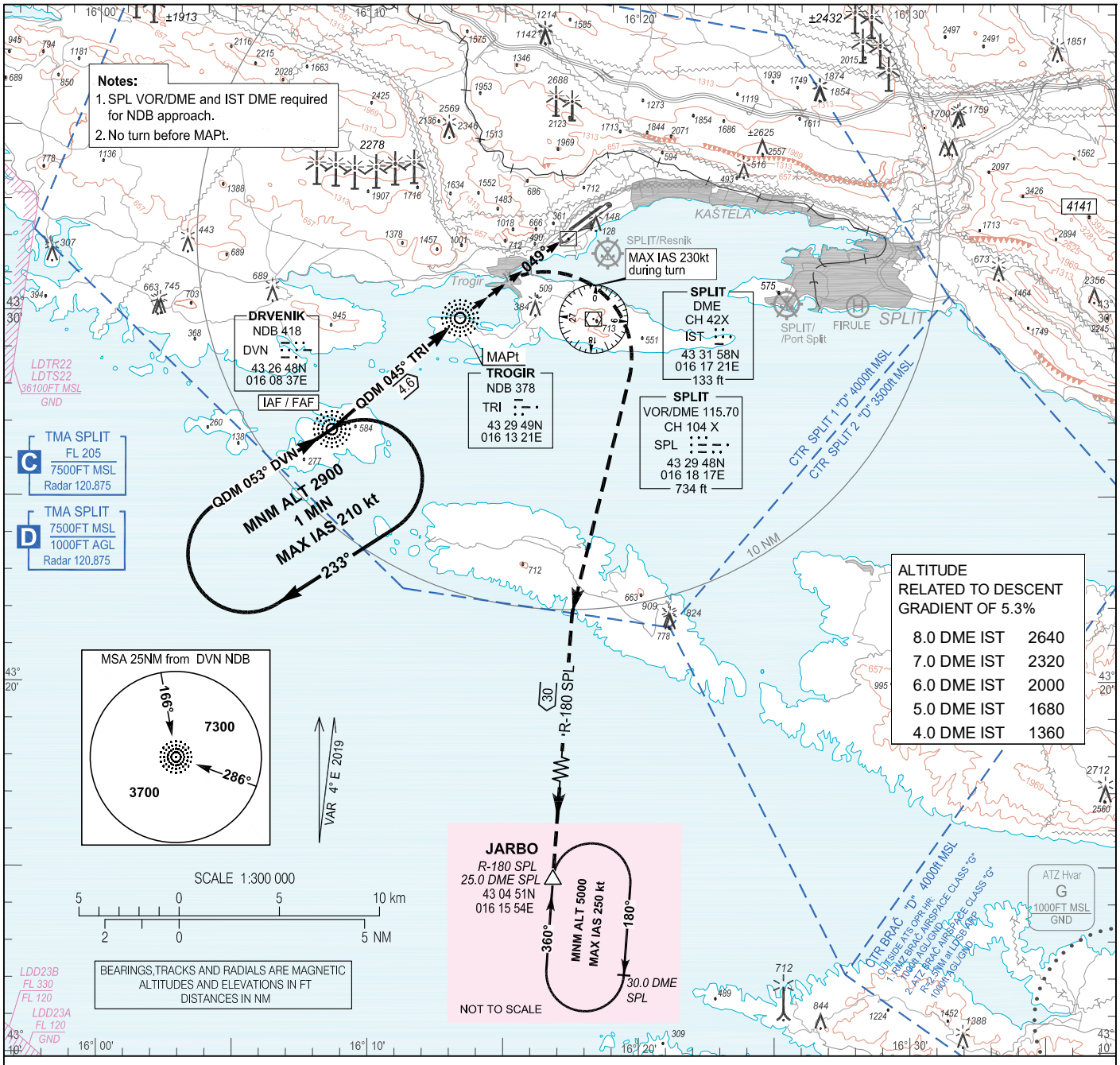
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 78
HEIGHTS RELATED TO THR 05 ELEV 70

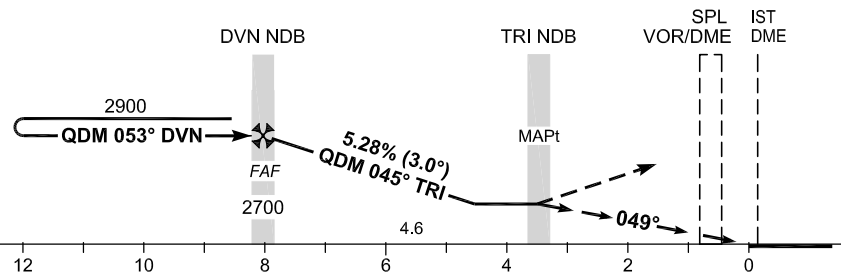
SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)

NDB RWY 05



TRANSITION ALT 10 000



MISSED APPROACH:

At TRI NDB turn RIGHT to intercept R-180 SPL climbing to JARBO at 5000 ft and hold. MAX IAS 230 kt during turn.

OCA(H)	A	B	C	D
Straight-in Approach	1200 (1130)			

DVN NDB TO TRI NDB DISTANCE 4.6 NM						
GS(kt)	70	100	120	140	160	180
min : sec	3:57	2:46	2:18	1:58	1:44	1:32
Rate of descent (ft / min)	374	534	641	748	855	962
MAPt at TRI NDB	TIMING NOT AUTHORIZED FOR DEFINING THE MAPt					

CHANGE: LDD23A and LDD23B areas added; RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Editorial

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)

NDB RWY 05

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
NDB RWY 05			
Final approach descent angle:		3.02°	
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (DVN NDB)	43 26 48.24N 016 08 37.08E	-	-
FAF (DVN NDB)	43 26 48.24N 016 08 37.08E	-	-
MAPt (TRI NDB)	43 29 48.59N 016 13 20.78E	-	-

CHANGE: LDD23A and LDD23B areas added; RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Editorial

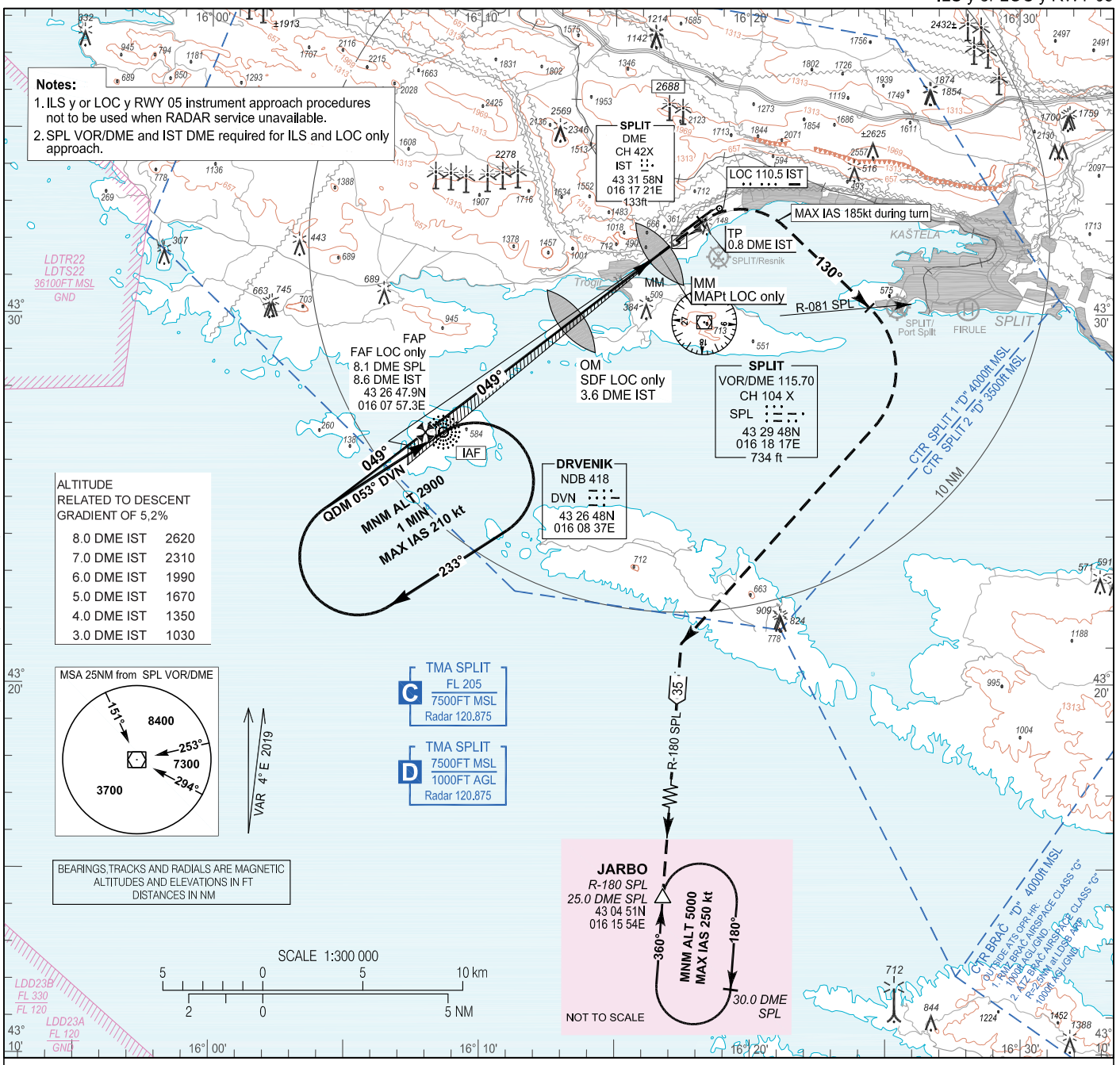
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 78
HEIGHTS RELATED TO THR 05 ELEV 70

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)

ILS y or LOC y RWY 05



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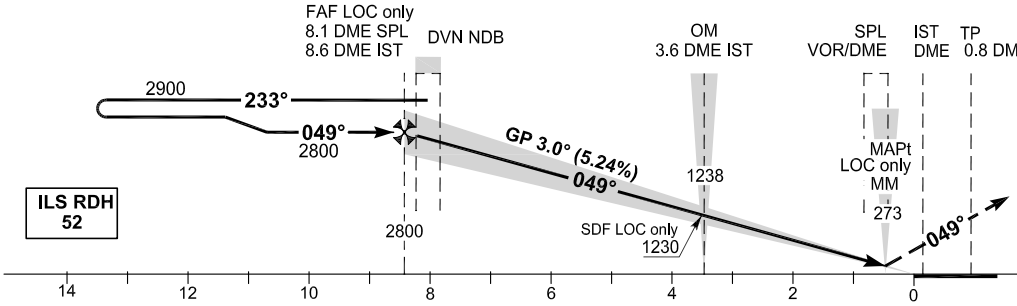


MISSED APPROACH:
Climb straight ahead on track 049°.
At 0.8 DME IST (after passing THR05) turn RIGHT (MAX IAS 185 kt during turn) climbing on track 130°.
Cross R-081 SPL and turn RIGHT to intercept R-180 SPL climbing to JARBO at 5000 and hold.

OCA(H)					
	ACFT CAT	A	B	C	D
Straight-in Approach	ILS CAT I 2.5% press. altim.	650 (580)	660 (590)	670 (600)	680 (610)
	ILS CAT I 3.0% press. altim.	420 (350)	430 (360)	440 (370)	450 (380)
	LOC only	790 (720)			

FAF LOC only to MAPt DISTANCE – 7.9 NM Timing not authorized for defining the MAPt						
GS(kt)	70	100	120	140	160	180
min : sec	6:47	4:45	3:57	3:24	2:58	2:38
Rate of descent (ft/min)	371	531	637	743	849	955

CHANGE: FAF LOC only to MAPt distance corrected; Timing corrected; LDD23A and LDD23B areas added; RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Editorial

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)

ILS y or LOC y RWY 05

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
ILS y or LOC y RWY 05			
LOC only - final approach descent angle: 3.00°			
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (DVN NDB)	43 26 48.24N 016 08 37.08E	-	-
FAF LOC only	43 26 47.9N 016 07 57.3E	052.57° (IST LOC)	8.10 DME SPL 8.57 DME IST
SDF LOC only (OM05)	43 29 48.65N 016 13 21.06E	052.57° (IST LOC)	3.62 DME IST
MAPt LOC only (MM05)	43 31 38.13N 016 16 37.09E	-	-
TP	43 32 29.8N 016 18 09.9E	052.57° (IST LOC)	0.80 DME IST

CHANGE: FAF LOC only to MAPt distance corrected; Timing corrected; LDD23A and LDD23B areas added; RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Editorial

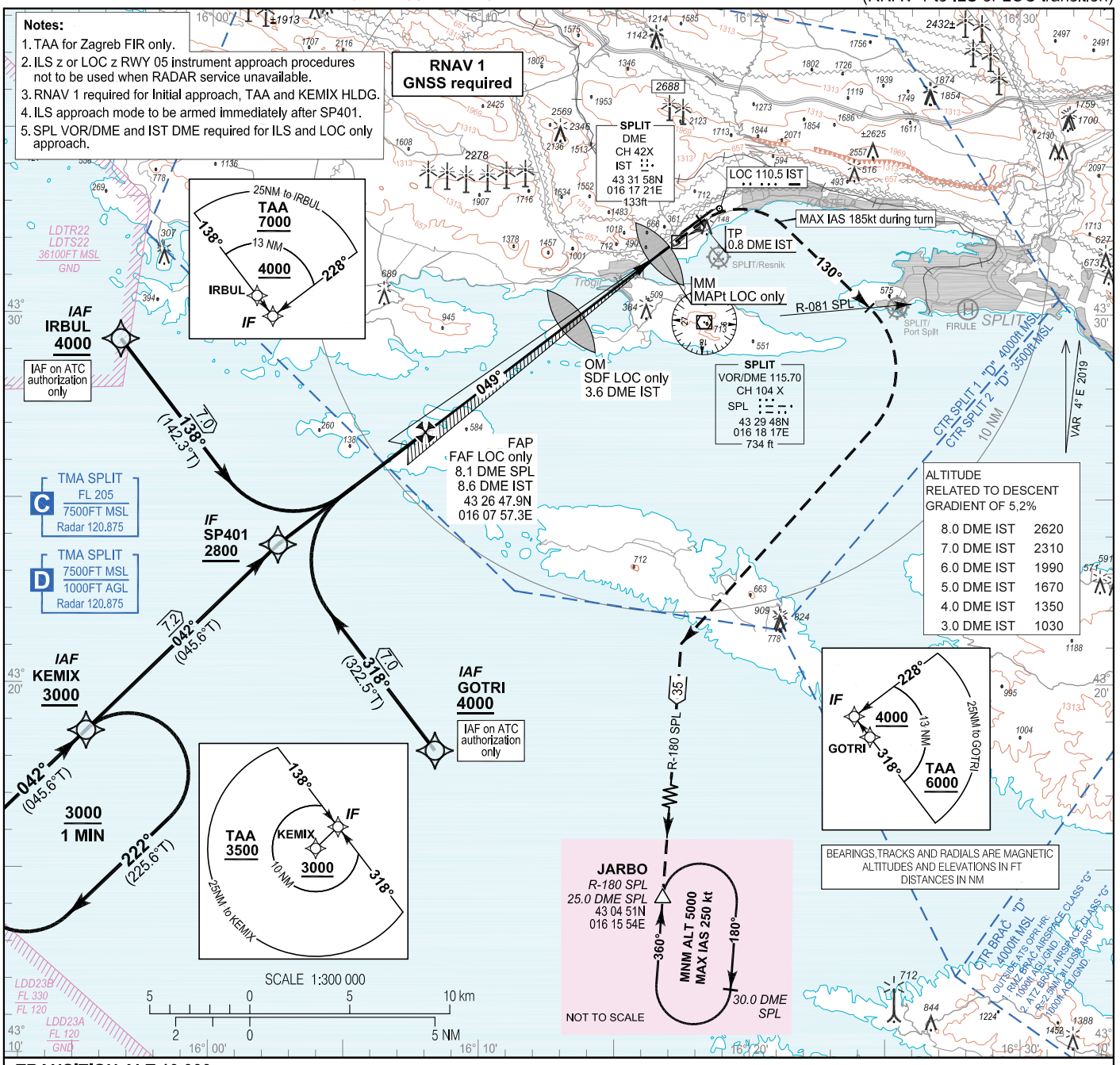
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 78
HEIGHTS RELATED TO THR 05 ELEV 70

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)

ILS z or LOC z RWY 05
(RNAV 1 to ILS or LOC transition)



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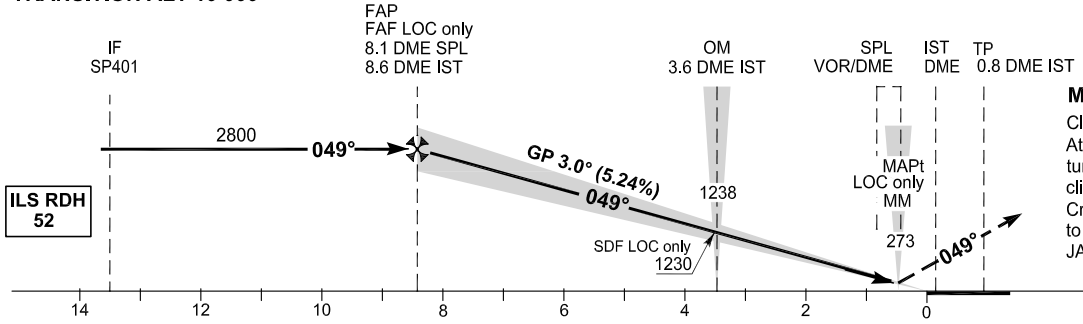


MISSED APPROACH:
Climb straight ahead on track 049°.
At 0.8 DME IST (after passing THR05) turn RIGHT (MAX IAS 185 kt during turn) climbing on track 130°.
Cross R-081 SPL and turn RIGHT to intercept R-180 SPL climbing to JARBO at 5000 and hold.

OCA(H)					
	ACFT CAT	A	B	C	D
Straight-in Approach	ILS CAT I 2.5% press. altim.	650 (580)	660 (590)	670 (600)	680 (610)
	ILS CAT I 3.0% press. altim.	420 (350)	430 (360)	440 (370)	450 (380)
	LOC only	790 (720)			

FAF LOC only to MAPt DISTANCE – 7.9 NM
Timing not authorized for defining the MAPt

GS(kt)	70	100	120	140	160	180
min : sec	6:47	4:45	3:57	3:24	2:58	2:38
Rate of descent (ft/min)	371	531	637	743	849	955

CHANGE: FAF LOC only to MAPt distance corrected; Timing corrected; Notes updated; PBN box added; LDD23A and LDD23B areas added; RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Editorial

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)
ILS z or LOC z RWY 05
(RNAV 1 to ILS or LOC transition)

LDSP ILS z or LOC z RWY 05 (RNAV 1 to ILS OR LOC transition)

Proposed tabular description for navigation database coding - APPROACH TRANSITION

Serial Number	Fix	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Remarks	NAV SPEC
010	IAF	IF	GOTRI	-	-	4°E	-	-	+4000	-	-	IAF on ATC authorization only	RNAV 1
020	IF	TF	SP401	-	318° (322.5° T)	4°E	7.0	-	+2800	-	-	-	
010	IAF	IF	KEMIX	-	-	4°E	-	-	+3000	-	-	-	RNAV 1
020	IF	TF	SP401	-	042° (045.6° T)	4°E	7.2	-	+2800	-	-	-	
010	IAF	IF	IRBUL	-	-	4°E	-	-	+4000	-	-	IAF on ATC authorization only	RNAV 1
020	IF	TF	SP401	-	138° (142.3° T)	4°E	7.0	-	+2800	-	-	-	

AERONAUTICAL DATABASE REQUIREMENTS

Conventional procedure essential fixes/points

ILS z or LOC z RWY 05

LOC only - final approach descent angle: 3.00°

Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IF (SP401)	43 23 44.7N 016 02 30.4E	-	-
FAF LOC only	43 26 47.9N 016 07 57.3E	052.57° (IST LOC)	8.10 DME SPL 8.57 DME IST
SDF LOC only (OM 05)	43 29 48.65N 016 13 21.06E	052.57° (IST LOC)	3.62 DME IST
MAPt LOC only (MM 05)	43 31 38.13N 016 16 37.09E	-	-
TP	43 32 29.8N 016 18 09.9E	052.57° (IST LOC)	0.80 DME IST

RNAV HOLDING tabular description

Waypoint name	Path Term-inator	Inbound course °M (°T)	Leg time/ distance NM	Turn direction	Minimum altitude (ft)	Maximum altitude (ft)	Speed limit MAX IAS (kt)	Magnetic variation	Remarks	NAV SPEC
KEMIX	HM	042° (045.6°T)	1MIN / -	R	3000	-	-	4°E	-	RNAV 1

Waypoint coordinates

Waypoint name	WGS-84 Latitude	WGS-84 Longitude
GOTRI	431811.7N	0160821.4E
IRBUL	432917.5N	0155638.4E
KEMIX	431842.4N	0155526.9E
SP401	432344.7N	0160230.4E

CHANGE: FAF LOC only to MAPt distance corrected; Timing corrected; Notes updated; PBN box added; LDD23A and LDD23B areas added; RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Editorial

INSTRUMENT APPROACH CHART-ICAO

AD ELEV 78
HEIGHTS RELATED TO THR 05 ELEV 70

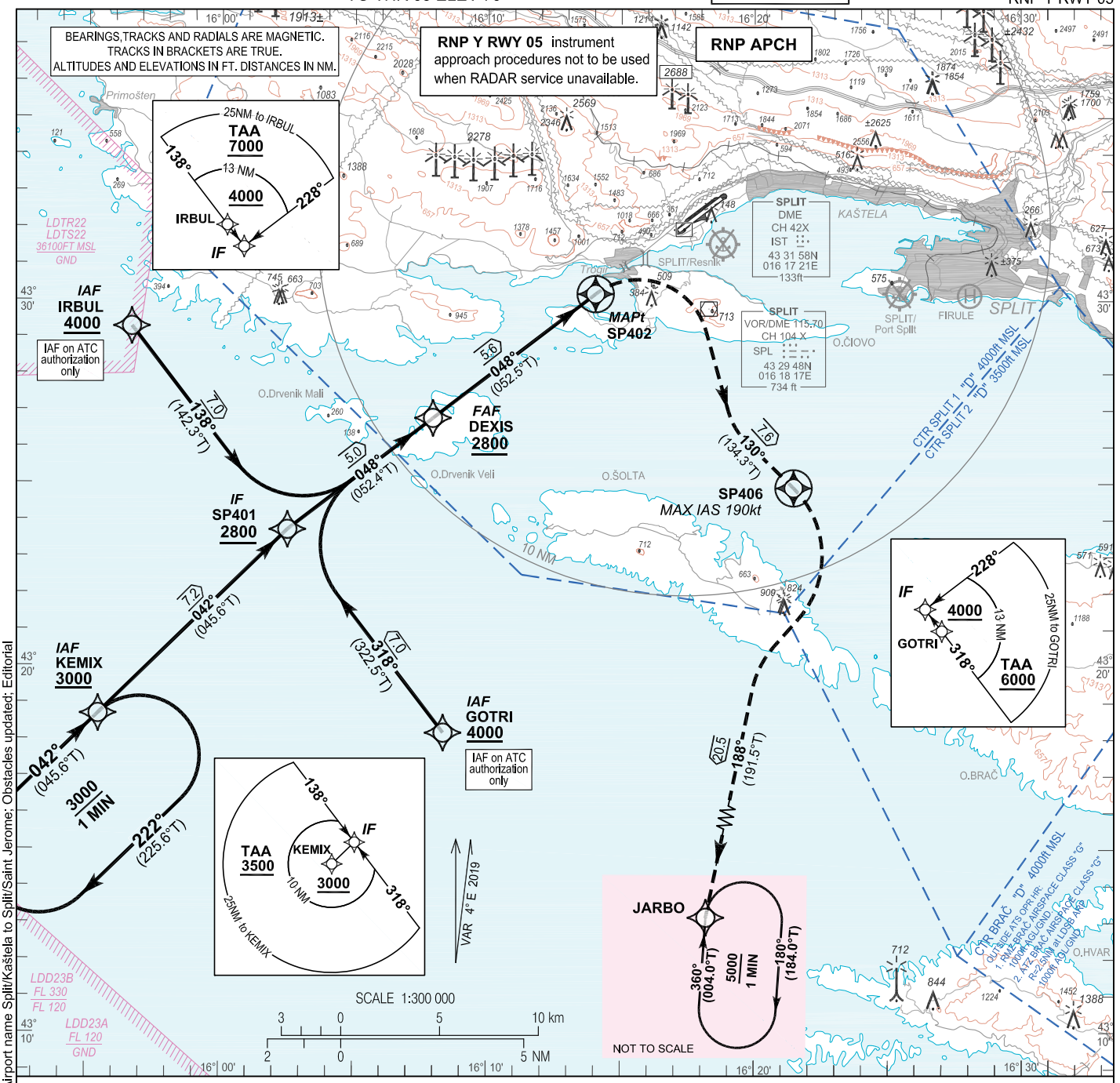
SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)
RNP Y RWY 05

BEARINGS,TRACKS AND RADIALS ARE MAGNETIC.
TRACKS IN BRACKETS ARE TRUE.
ALTITUDES AND ELEVATIONS IN FT. DISTANCES IN NM.

RNP Y RWY 05 instrument approach procedures not to be used when RADAR service unavailable.

RNP APCH



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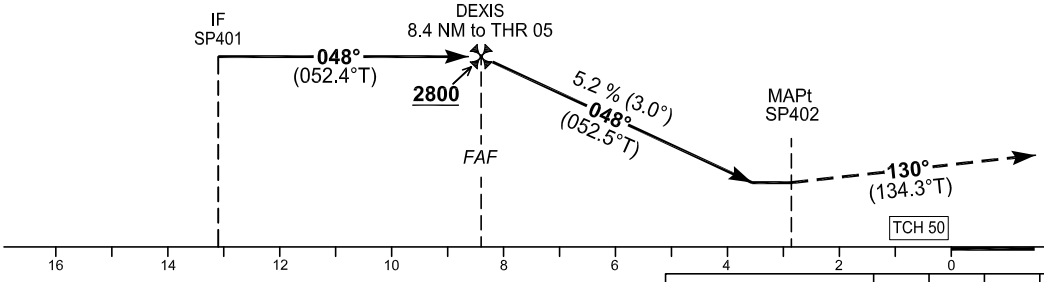


MISSED APPROACH
RNAV

SP402 – SP406 [M130; - K190]
– JARBO [M188; A5000]

OCA(OCH)	A	B	C	D
LNAV	1200 (1130)			

DIST to THR 05	NM	8	7	6	5	4
Altitude	ft	2670	2350	2030	1720	1400

Timing not authorized for defining the MAPt							
GS	kt	80	100	120	140	160	180
DEXIS-SP402(5.6NM)	min:sec	4:12	3:22	2:48	2:24	2:06	1:52
Rate of descent (5.2%)	ft/min	425	531	637	743	849	955

CHANGE: LDD23A and LDD23B areas added; RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Editorial

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)

RNP Y RWY 05

LDSP RNP Y RWY 05

Proposed tabular description for navigation database coding - APPROACH TRANSITION

Serial Number	Fix	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Remarks	NAV SPEC
010	IAF	IF	GOTRI	-	-	4°E	-	-	+4000	-	-	IAF on ATC authorization only	RNP APCH
020	IF	TF	SP401	-	318° (322.5° T)	4°E	7.0	-	+2800	-	-	-	
010	IAF	IF	KEMIX	-	-	4°E	-	-	+3000	-	-	-	RNP APCH
020	IF	TF	SP401	-	042° (045.6° T)	4°E	7.2	-	+2800	-	-	-	
010	IAF	IF	IRBUL	-	-	4°E	-	-	+4000	-	-	IAF on ATC authorization only	RNP APCH
020	IF	TF	SP401	-	138° (142.3° T)	4°E	7.0	-	+2800	-	-	-	

Proposed tabular description for navigation database coding - FINAL TRANSITION

Serial Number	Fix	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Remarks	NAV SPEC
010	IF	IF	SP401	-	-	4°E	-	-	+2800	-	-	-	RNP APCH
020	FAF	TF	DEXIS	-	048° (052.4°T)	4°E	5.0	-	+2800	-	-	-	
030	MAPt	TF	SP402	Y	048° (052.5°T)	4°E	5.6	-	-	-	3.0 / 50.0	-	
040	-	TF	SP406	Y	130° (134.3°T)	4°E	7.6	-	-	-190	-	-	
050	MAHF	TF	JARBO	-	188° (191.5°T)	4°E	20.5	-	5000	-	-	-	
060	MAHF	HM	JARBO	-	360° (004.0°T)	4°E	1 MIN	R	5000	-	-	Holding above 5000 on ATC clearance only	RNAV 1

RNAV HOLDING tabular description

Waypoint name	Path Term-inator	Inbound course °M (°T)	Leg time/ distance NM	Turn direction	Minimum altitude (ft)	Maximum altitude (ft)	Speed limit MAX IAS (kt)	Magnetic variation	Remarks	NAV SPEC
KEMIX	HM	042° (045.6°T)	1MIN / -	R	3000	-	-	4°E	-	RNAV 1
JARBO	HM	360° (004.0°T)	1MIN / -	R	5000	-	-	4°E	-	

Waypoint coordinates

Waypoint name	WGS-84 Latitude	WGS-84 Longitude
DEXIS	432647.7N	0160757.0E
GOTRI	431811.7N	0160821.4E
IRBUL	432917.5N	0155638.4E
JARBO	430451.0N	0161554.2E
KEMIX	431842.4N	0155526.9E
SP401	432344.7N	0160230.4E
SP402	433011.7N	0161401.9E
SP406	432453.8N	0162128.2E

CHANGE: LDD23A and LDD23B areas added; RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Editorial

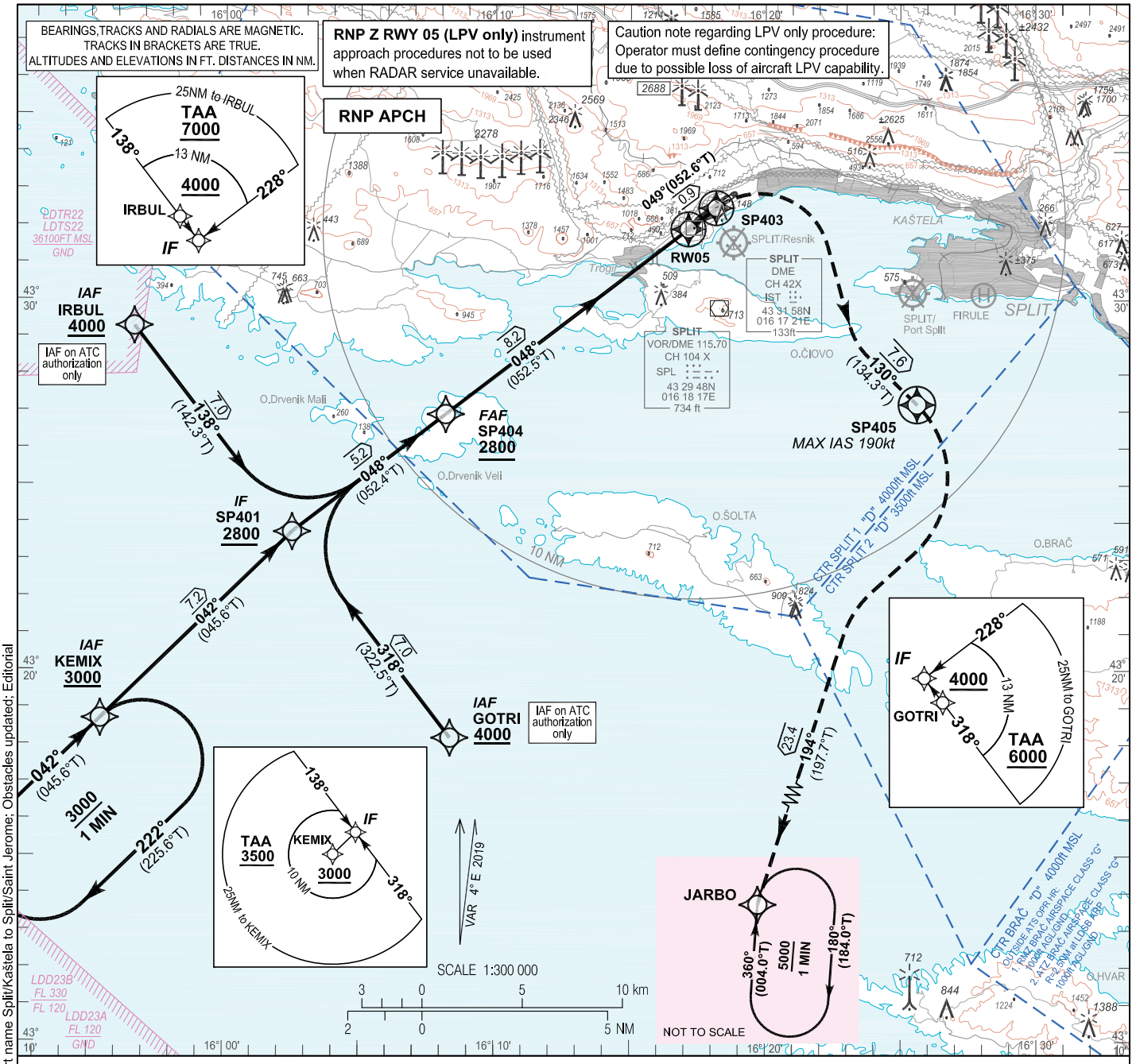
INSTRUMENT APPROACH CHART-ICAO

AD ELEV 78
HEIGHTS RELATED TO THR 05 ELEV 70

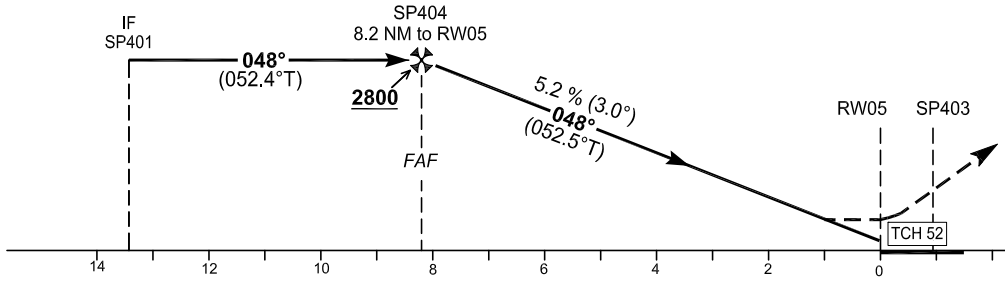
SBAS
CH: 69806
E05A

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)
RNP Z RWY 05 (LPV only)



TRANSITION ALT 10 000



MISSED APPROACH RNAV

RW05 - SP403 [R] - SP405 [M130; - K190]
- JARBO [M194; A5000]

OCA(H)		A	B	C	D
Straight-in approach	LPV	750 (680)	760 (690)	770 (700)	780 (710)

DIST THR / RW 05	NM	8	7	6	5	4	3	2
Altitude	ft	2670	2360	2040	1720	1400	1080	760

SP404 TO RW05 DISTANCE – 8.2NM						
GS (kt)	80	100	120	140	160	180
min : sec	6:09	4:55	4:06	3:31	3:05	2:44
Rate of descent (ft / min)	425	531	637	743	849	955
NO MAPt ; TIMING NOT AUTHORIZED FOR DEFINING THE RW05						

CHANGE: LDD23A and LDD23B areas added; RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Editorial

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)

RNP Z RWY 05 (LPV only)

Coding elements for FAS Data Block

Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LDSP
Runway	05
Runway Direction	0
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E05A
LTP/FTP Latitude	433155.3885N
LTP/FTP Longitude	0161708.0990E
LTP/FTP Ellipsoidal Height (metres)	63.7
FPAP Latitude	433246.3360N
Delta FPAP Latitude (seconds)	50.9475
FPAP Longitude	0161839.6425E
Delta FPAP Longitude (seconds)	91.5435
Threshold Crossing Height	52.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	40
HAL (metres)	40.0
VAL (metres)	50.0

Output data

Data Block	10 10 13 04 0C 05 D0 00 01 35 30 05 F9 92 AE 12 06 30 FD 06 7D 16 07 8E 01 2F CB 02 08 02 2C 01 64 05 C8 FA C0 E3 39 4E
Calculated CRC Value	C0E3394E

Required Additional Data

ICAO Code	LD
LTP/FTP Orthometric Height (metres)	21.4
FPAP Orthometric Height (metres)	

CHANGE: LDD23A and LDD23B areas added; RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Editorial

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)

RNP Z RWY 05 (LPV only)

LDSP RNP Z RWY 05 (LPV only)

Proposed tabular description for navigation database coding - APPROACH TRANSITION

Serial Number	Fix	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Remarks	NAV SPEC
010	IAF	IF	GOTRI	-	-	4°E	-	-	+4000	-	-	IAF on ATC authorization only	RNP APCH
020	IF	TF	SP401	-	318° (322.5° T)	4°E	7.0	-	+2800	-	-	-	
010	IAF	IF	KEMIX	-	-	4°E	-	-	+3000	-	-	-	RNP APCH
020	IF	TF	SP401	-	042° (045.6° T)	4°E	7.2	-	+2800	-	-	-	
010	IAF	IF	IRBUL	-	-	4°E	-	-	+4000	-	-	IAF on ATC authorization only	RNP APCH
020	IF	TF	SP401	-	138° (142.3° T)	4°E	7.0	-	+2800	-	-	-	

Proposed tabular description for navigation database coding - FINAL TRANSITION

Serial Number	Fix	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Remarks	NAV SPEC
010	IF	IF	SP401	-	-	4°E	-	-	+2800	-	-	-	RNP APCH
020	FAF	TF	SP404	-	048° (052.4°T)	4°E	5.2	-	+2800	-	-	-	
030	-	TF	RW05	Y	048° (052.5°T)	4°E	8.2	-	-	-	3.0 / 52.0	-	
040	TP	CF	SP403	Y	049° (052.6°T)	4°E	0.9	-	-	-	-	-	
050	-	TF	SP405	Y	130° (134.3°T)	4°E	7.6	R	-	-190	-	-	
060	MAHF	TF	JARBO	-	194° (197.7°T)	4°E	23.4		5000	-	-	-	
070	MAHF	HM	JARBO	-	360° (004.0°T)	4°E	1 MIN	R	5000	-	-	Holding above 5000 on ATC clearance only	RNAV 1

RNAV HOLDING tabular description

Waypoint name	Path Term-inator	Inbound course °M (°T)	Leg time/ distance NM	Turn direction	Minimum altitude (ft)	Maximum altitude (ft)	Speed limit MAX IAS (kt)	Magnetic variation	Remarks	NAV SPEC
KEMIX	HM	042° (045.6°T)	1MIN / -	R	3000	-	-	4°E	-	RNAV 1
JARBO	HM	360° (004.0°T)	1MIN / -	R	5000	-	-	4°E	-	

Waypoint coordinates

Waypoint name	WGS-84 Latitude	WGS-84 Longitude
GOTRI	431811.7N	0160821.4E
IRBUL	432917.5N	0155638.4E
JARBO	430451.0N	0161554.2E
KEMIX	431842.4N	0155526.9E
RW05	433155.39N	0161708.10E
SP401	432344.7N	0160230.4E
SP403	433229.8N	0161809.9E
SP404	432655.2N	0160810.3E
SP405	432711.7N	0162536.2E

CHANGE: LDD23A and LDD23B areas added; RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Editorial

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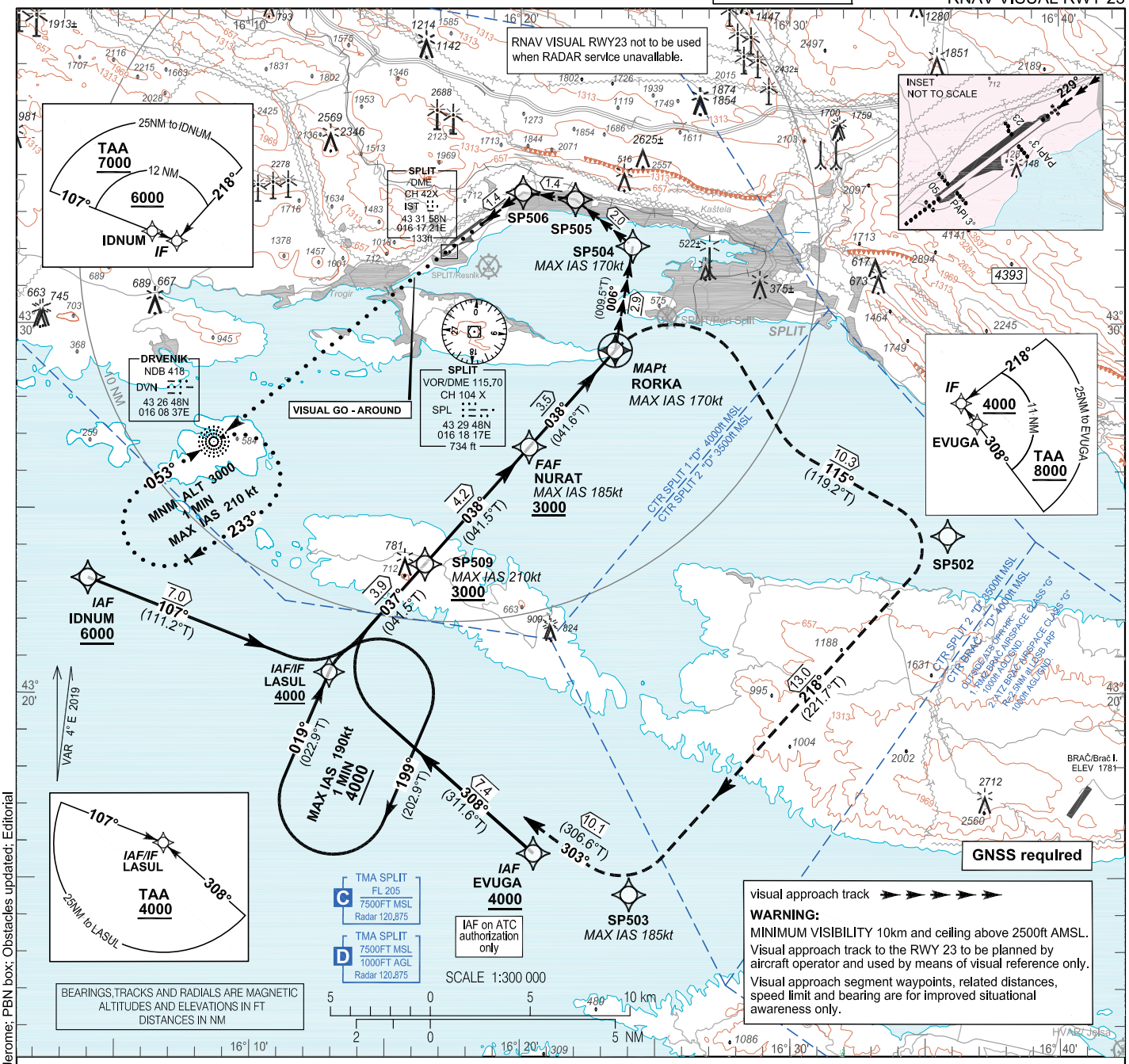
INSTRUMENT APPROACH
CHART - ICAO

AD ELEV 78
HEIGHTS RELATED
TO AD ELEV 78

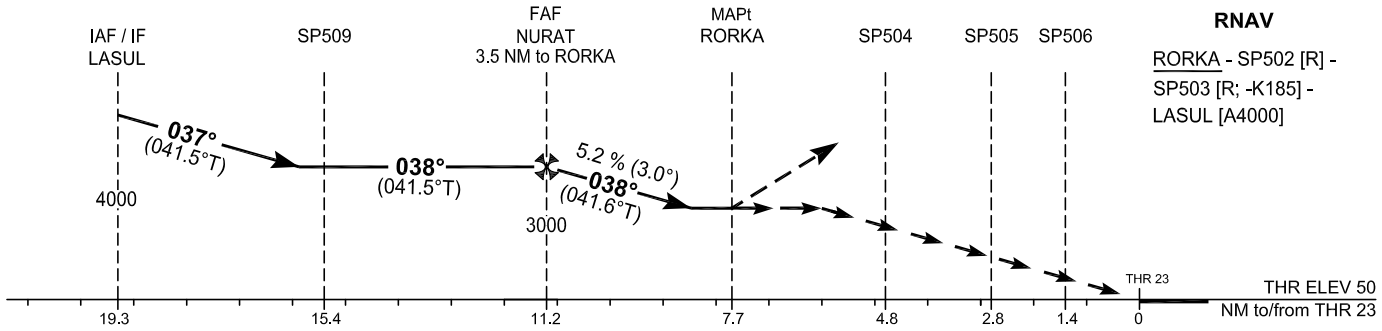
SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SPLIT / Sveti Jeronim (LDSP)
SPLIT / Saint Jerome (LDSP)

RNAV VISUAL RWY 23



TRANSITION ALT 10 000



MISSED APPROACH RNAV

RORKA - SP502 [R] - SP503 [R; -K185] - LASUL [A4000]

OCA(H)	A	B	C	D
LNAV	2000 (1922)			

Aircraft category	A	B	C	D
Minimum visibility	10km (5.4NM)			

GO-AROUND PROCEDURE FOR VISUAL SEGMENT:

In visual phase of flight after passing RORKA proceed along the visual approach track and when once on the final approach track climb straight ahead to DVN NDB at 3000ft and hold.

NOTES: For daylight operations only
See special notes for Pilot Flying on the third page.

CHANGE: RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; PBN box; Obstacles updated; Editorial

SPLIT / Sveti Jeronim (LDSP)
SPLIT / Saint Jerome (LDSP)

RNAV VISUAL RWY 23

LDSP RNAV VISUAL RWY23

Proposed tabular description for navigation database coding - INSTRUMENT APPROACH TRANSITION

Serial Number	Fix	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Remarks	NAV SPEC
010	IAF	IF	IDNUM	-	-	4°E	-	-	+6000	-	-	-	RNP APCH
020	IF	TF	LASUL	-	107° (111.2° T)	4°E	7.0	-	+4000	-	-	-	
010	IAF	IF	EVUGA	-	-	4°E	-	-	+4000	-	-	IAF on ATC authorization only	RNP APCH
020	IF	TF	LASUL	-	308° (311.6°T)	4°E	7.4	-	+4000	-	-	-	
010	IAF/IF	IF	LASUL	-	-	4°E	-	-	+4000	-	-	-	RNP APCH

Proposed tabular description for navigation database coding - INSTRUMENT FINAL APPROACH TRANSITION

Serial Number	Fix	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Remarks	NAV SPEC
010	IF	IF	LASUL	-	-	4°E	-	-	+4000	-	-	-	RNP APCH
020	-	TF	SP509		037° (041.5°T)	4°E	3.9	-	+3000	-210	-	-	
030	FAF	TF	NURAT	-	038° (041.5°T)	4°E	4.2	-	+3000	-185	-	-	
040	MAPt	TF	RORKA	Y	038° (041.6°T)	4°E	3.5	-	-	-170	3.0 / -	-	
050	-	TF	SP502	-	115° (119.2°T)	4°E	10.3	-	-	-	-	-	
060	-	TF	SP503	-	218° (221.7°T)	4°E	13.0	R	-	-185	-	-	
070	MAHF	TF	LASUL	-	303° (306.6°T)	4°E	10.1	-	4000	-	-	-	
080	MAHF	HM	LASUL	-	019° (022.9°T)	4°E	1 MIN	R	4000	-190	-	Holding above 4000 on ATC clearance only	RNAV 1

VISUAL APPROACH SEGMENT (AFTER RORKA) - POSSIBLE CODING

Serial Number	Fix	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Remarks	NAV SPEC
-	-	TF	SP504	-	006° (009.5°T)	4°E	2.9	-	-	-170	-	-	-
-	-	TF	SP505	-	- -	4°E	2.0	-	-	-170	-	-	
-	-	TF	SP506	-	- -	4°E	1.4	-	-	-170	-	-	

THR Coordinates

RWY23	433242.33N 0161832.44E

RNAV HOLDING tabular description

Waypoint name	Path Term-inator	Inbound course °M (°T)	Leg time/ distance (NM)	Turn direction	Minimum altitude (ft)	Maximum altitude (ft)	Speed limit MAX IAS (kt)	Magnetic variation	Remarks	NAV SPEC
LASUL	HM	019° (022.9°T)	1MIN / -	R	4000	-	190	4°E	-	RNAV 1

Waypoint coordinates		
Waypoint name	wgs-84 latitude	wgs-84 longitude
IDNUM	432307.4N	0160358.2E
EVUGA	431541.3N	0162030.1E
LASUL	432035.0N	0161255.7E
NURAT	432640.8N	0162019.6E
RORKA	432918.0N	0162331.0E
SP509	432330.3N	0161628.2E
SP502	432416.0N	0163551.5E
SP503	431434.2N	0162402.5E

Waypoint coordinates - visual segment		
Waypoint name	wgs-84 latitude	wgs-84 longitude
SP504	433207.0N	0162409.9E
SP505	433322.5N	0162201.9E
SP506	433334.0N	0162005.3E

CHANGE: RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; PBN box; Obstacles updated; Editorial

SPECIAL NOTES before practice and operating LDSP RNAV VISUAL RWY23 procedure

Requirements for Pilot Flying:

- Obstacle clearance during the visual part of the approach is responsibility of pilot flying.
- After receiving clearance to execute RNAV Visual RWY23, pilot flying is expected to:
  a) Not later than passing RORKA must be in visual reference to terrain with minimum visibility of 10 km (5.4NM) and ceiling above 2500ft AMSL and to continue with visual part of procedure, or
  b) From RORKA follow the prescribed instrument missed approach procedure for LDSP RNAV VISUAL RWY23.
- Visual approach segment waypoints, related distances, speed limit and bearing are for improved situational awareness only.

ATC / pilot communication procedures and requirement:

- When RWY23 is in use, during daytime, RNAV Visual RWY23 will be considered as primary approach (announced by ATIS or ATC).
- If ATIS information announces RNAV Visual APCH RWY23 to be expected, Operators unable to accept this approach, shall advise Split APP on first contact.

CHANGE: RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; PBN box; Obstacles updated; Editorial

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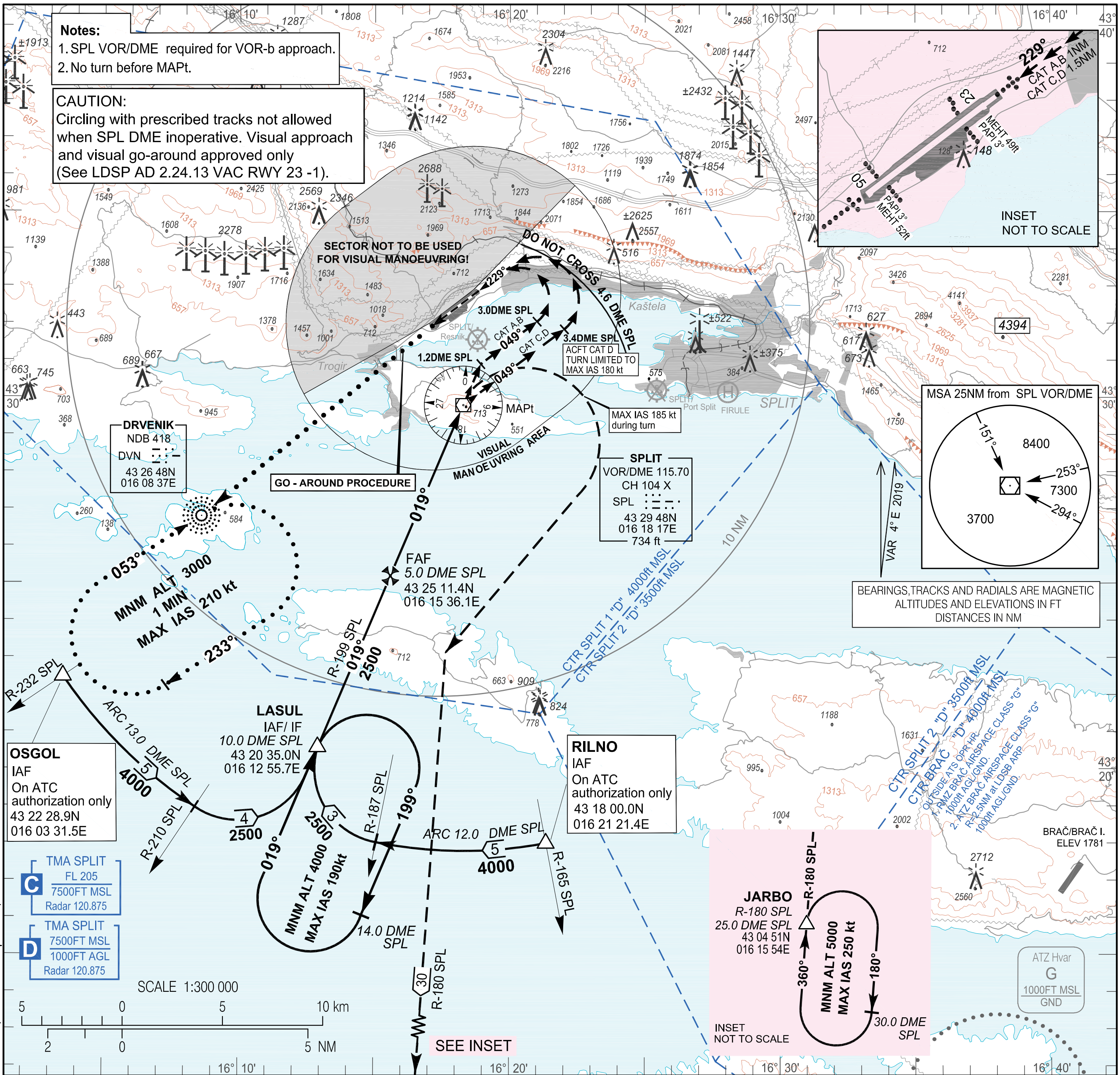
INSTRUMENT APPROACH
CHART - ICAO
(CIRCLING WITH PRESCRIBED TRACKS)

AD ELEV 78
HEIGHTS RELATED
TO AD ELEV 78

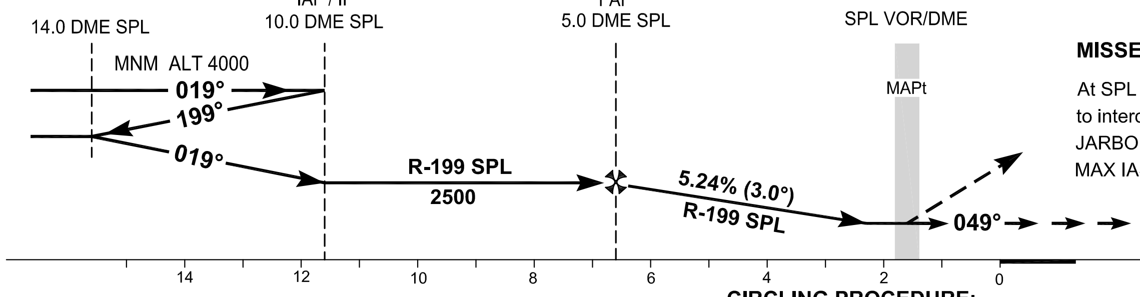
SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SPLIT / Sveti Jeronim (LDSP)
SPLIT / Saint Jerome (LDSP)

VOR-b RWY 23



TRANSITION ALT 10 000



MISSED APPROACH:

At SPL VOR/DME turn RIGHT to intercept R-180 SPL climbing to JARBO at 5000 and HOLD. MAX IAS 185 kt during turn.

OCA(H)	A	B	C	D
Circling	1610 (1532)		2040 (1962)	

NOTE: Circling NIGHT and NW of aerodrome not allowed.
See special notes to Aircraft Operators on the second page.

CIRCLING PROCEDURE:
Execute a published instrument approach procedure to circling OCA(H) for relevant ACFT CAT, proceed VISUALLY onto tracks and distances given on the chart above.

GO - AROUND PROCEDURE FOR CIRCLING ONLY
If visual reference is lost after passing SPL VOR/DME proceed on prescribed track, turn LEFT and when once on the final approach track climb straight ahead to DVN NDB at 3000 and hold, as shown on the chart.

CHANGE: RMZ Brač added; Airport name Split/Saint Jerome; Obstacles updated; Editorial

VOR-b RWY 23

SPECIAL NOTES
CIRCLING WITH PRESCRIBED TRACKS

The following requirements contain information which shall to be considered by the operator.

SPECIAL NOTES before practice and operating LDSP VOR-b RWY 23 procedure.

Requirements for Operators:

- Due to specific orography, mountainous terrain in vicinity of AD Split and the requirement for visual segment maneouvering, before using of LDSP VOR-b RWY 23 procedure, all operators shall develop competence qualification criteria for this particular procedure.
- Commander must be Pilot Flying.
- Night Flight Restrictions: Night Operations are not Authorised.

Requirements for Pilot Flying:

- During base leg visual segment do not overshoot 4.6 DME SPL ARC due to high terrain.
- Maximum speed on base leg is 180 kt.
- At MAPt if RWY in sight proceed visually following the prescribed track (depends on ACFT category) in order to reach the final RWY 23.
- Usage of PAPI is mandatory.

Common Recommendation:

- The procedure to be used when the tailwind component for approach RWY 05 exceeds the operational limits for landing for particular type of aircraft.

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
VOR-b RWY 23			
Final approach descent angle:	3.00°		
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF / IF (LASUL)	43 20 35.0N 016 12 55.7E	-	-
IAF (OSGOL)	43 22 28.9N 016 03 31.5E	ARC 13.00 DME SPL	235.87° (SPL VOR)
IAF (RILNO)	43 18 00.0N 016 21 21.4E	ARC 12.00 DME SPL	169.22° (SPL VOR)
FAF	43 25 11.4N 016 15 36.1E	203.00° (SPL VOR)	5.00 DME SPL
MAPt (SPL VOR / DME)	43 29 47.69N 016 18 17.00E	-	-

CHANGE: RMZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Editorial

LDZA AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in Zagreb
2	Restaurants	At AD, in the city
3	Transportation possibilities	Bus, taxi, rent a car at AD
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	Nil
6	Tourist Office	Information counter Tourist board of the city of Zagreb.
7	Remarks	Nil

LDZA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9 See Remarks
2	Rescue equipment	1 Heavy fire fighting vehicle: 14 000 L water, 1 300 L foam, 8 200 L discharge rate 1 Heavy fire fighting vehicle: 12 500 L water, 1 500 L foam, 9 000 L discharge rate 1 Heavy fire fighting vehicle: 3 500 L water, 500 L foam, 2 400 L discharge rate 1 Heavy fire fighting vehicle: 9 000 L water, 1 000 L foam, 6 400 L discharge rate
3	Capability for removal of disabled aircraft	Special equipment for this purpose is not available. Contact: Airport Duty Manager, mobile phone: +385 98 238 505, e-mail: koordinatori@zag.aero
4	Remarks	AD categories for fire fighting are: CAT 6 2200-0500 (2100-0400) CAT 7 0500-2200 (0400-2100) CAT 8 and 9 aligned with current/approved flight schedule as needed or on request in written form not later than 24 HR before the ACFT operation, e-mail: koordinatori@zag.aero. See LDZA AD 2.20.4

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

1	Types of clearing equipment	Snow removal equipment: snow ploughs, snow blowers, towed sweepers, spreaders and snow loaders. Chemical treatment with liquid spreaders
2	Clearance priorities	1. Runway 2. Taxiways 3. Apron parking stands
3	Use of material for movement area surface treatment	Nordway KF
4	Specially prepared winter runways	NIL

5	Remarks	De-snowing and de-icing available from 01 NOV to 15 APR H24. Construction maintenance, de-snowing and de-icing department manager phone: +385 1 4562 109 Assessment and reporting on the condition of the runway surface is carried out in accordance with GRF. REF AD 1.2.2 for additional information.

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

1	Designation, surface and strength of aprons	**DESIGNATION**	**SURFACE**	**STRENGTH**	
		APRON WEST	CONC	PCN 88/R/C/W/T	
		APRON EAST	CONC	PCN 57/R/A/W/T	
		GENERAL AVIATION APRON	ASPH	PCN 30/F/A/W/T	
2	Designation, width, surface and strength of taxiways	**DESIGNATION**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	26	CONC	PCN 68/R/B/W/T
		B	37	CONC	PCN 54/R/A/W/T
		C	23	ASPH	PCN 54/F/A/W/T
		D	23	ASPH	PCN 35/F/A/W/T
		E	37	CONC	PCN 54/R/A/W/T
		F	23	CONC	PCN 54/R/A/W/T
		G	23	ASPH	PCN 95/F/B/X/T
		H	23	ASPH	PCN 95/F/B/X/T
		MC	23	ASPH	PCN 95/F/B/X/T
		R	15	ASPH	PCN 28/F/A/W/T
		T	11.25	CONC	PCN 40/R/D/W/T
3	ACL location and elevation	at Apron West 350 FT/107 M at Apron East 345 FT/105 M at General Aviation Apron 349 FT/107 M			
4	Location of VOR checkpoints	Nil			
5	Position of INS checkpoints	Apron West - see LDZA AD 2.24.2 APDC West -1 Apron East - see LDZA AD 2.24.2 APDC East -1			
6	Remarks	TWY A: grass shoulders, width 2x9 M TWY B and TWY E: grass shoulders, width 2x3.5 M TWY C and TWY D: grass shoulders, width 2x1 M TWY F: paved shoulders, width 2x3.5 M and grass shoulders width 2x7 M TWY G and TWY H: paved shoulders, width 2x10.5 M On TWY C and TWY F taxiing of four engine aircraft is forbidden with engines 1 and 4 active. TWY D prohibited to ACFT code letter D, E, F and code letter C with wheelbase more than 18 M. TWY T: Only for military ACFT (Military authorization required) ACFT Code Letter F has to await Follow me when entering part of TWY F from TWY C to TWY B for taxiing to parking position WB, WD and WE.			

LDZA 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	APRON WEST Taxiway guidance signs, guide lines and ACFT stand ID signs at apron, self manoeuvring (except PSN W2 for ACFT code letter D: push-back) and nose-in (basic), nose-out (alternative), and parallel to RWY (general aviation) stands, marshaller for all stands, stop bar markings, Follow me (see Remarks). APRON EAST Taxiway guidance signs, guide lines and ACFT stand ID signs at apron, self-manoeuvring an nose-in/push-back ACFT stands, marshaller, Visual Guidance Docking System at ACFT stands 1-8, stop bar markings, Follow me (see Remarks).
2	RWY and TWY markings and LGT	RWY-04/22: Runway designation markings, Threshold markings, Runway centre line markings, Runway side stripe markings, Touchdown zone markings, Aiming point markings, Runway turn pad marking*. TWY A Taxiway centre line markings, Runway holding position markings, Intermediate holding position markings. TWY B Taxiway centre line markings, Runway holding position markings, Intermediate holding position markings. TWY C Taxiway centre line markings, Runway holding position markings, Intermediate holding position markings. TWY D Taxiway centre line markings, Runway holding position markings, Intermediate holding position markings. TWY E Taxiway centre line markings, Runway holding position markings, Intermediate holding position markings. TWY F Taxiway intermediate holding position lights, Taxiway centre line markings, Intermediate holding position markings. TWY G Taxiway centre line markings, Intermediate holding position markings. TWY H Taxiway centre line markings, Intermediate holding position markings. TWY MC Taxiway centre line markings. TWY R Taxiway centre line markings. TWY T Taxiway centre line markings, Intermediate holding position markings.
3	Stop bars	TWY A: R LIH TWY B: R LIH TWY C: R LIH TWY D: R LIH TWY E: R LIH TWY F: R LIH - F1, F2, F3 TWY G: R LIH - Ga, Gb TWY H: R LIH TWY T: R LIH
4	Remarks	*RWY 22 turn pad restrictions: 180° turn on turn pad for aircraft with wheel base more than 25.6 M is not possible APRON EAST and WEST - Follow me available only during LVO and for ACFT code letter F.

LDZA AD 2.10 AERODROME OBSTACLES

Obstacles in Area 2:

In Area 2					
OBST ID / Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDZA1	Tree	454345.47N 0160247.49E	114.3 M (375 FT) / Nil	Nil	Nil
LDZA2	Tree	454345.64N 0160246.86E	115.2 M (378 FT) / Nil	Nil	Nil
LDZA3	Tree	454340.48N 0160251.65E	114.7 M (376 FT) / Nil	Nil	Nil
LDZA4	Tree	454510.51N 0160509.97E	113.3 M (372 FT) / Nil	Nil	Nil
LDZA5	Building	454517.55N 0160504.23E	114.5 M (376 FT) / Nil	Nil	Nil
LDZA6	Building	454516.41N 0160507.80E	112.8 M (370 FT) / Nil	Nil	Nil
LDZA7	Tree	454519.59N 0160506.48E	116.1 M (381 FT) / Nil	Nil	Nil
LDZA8	Tree	454516.41N 0160514.27E	114.6 M (376 FT) / Nil	Nil	Nil
LDZA9	Tree	454521.16N 0160508.31E	119.4 M (392 FT) / Nil	Nil	Nil
LDZA10	Building	454523.03N 0160514.41E	115.4 M (379 FT) / Nil	Nil	Nil
LDZA11	Tree	454517.17N 0160522.72E	121.5 M (399 FT) / Nil	Nil	Nil
LDZA12	Tree	454519.49N 0160528.25E	120.2 M (394 FT) / Nil	Nil	Nil
LDZA13	Tree	454528.31N 0160545.80E	124.2 M (407 FT) / Nil	Nil	Nil
LDZA14	Tree	454530.76N 0160543.38E	125.9 M (413 FT) / Nil	Nil	Nil
LDZA15	Tree	454531.22N 0160544.27E	127.1 M (417 FT) / Nil	Nil	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:

In Area 3					
OBST ID / Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Markings/ Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Nil	Nil	Nil	Nil	Nil	Nil

LDZA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ZAGREB
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MWO ZAGREB TAF (24HR)
4	Trend Forecast Interval of issuance	TREND 30 MIN
5	Briefing/consultation provided	Selfbriefing (URL: https://ib.crocontrol.hr) or by phone: +385 1 6259 240
6	Flight documentation Language(s) used	• Selfbriefing (URL: https://ib.crocontrol.hr) or request by phone: +385 1 6259 237 • Croatian, English
7	Charts and other information available for briefing or consultation	• ICE, TURB and CB forecasts • Lightning data • Satelite images • Radar images
8	Supplementary equipment available for providing information	URL:https://met.crocontrol.hr
9	ATS units provided with information	Zagreb TWR, Zagreb APP
10	Additional information (limitation of service, etc.)	NIL

LDZA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04	046.79°	3252 x 45	390 M, CONC, PCN 68/R/B/W/T 106 M, CONC, PCN 54/R/A/W/T 2262 M, ASPH, PCN 54/F/A/W/T 494 M, CONC, PCN 54/R/A/W/T	454354.75N 0160307.09E 454506.86N 0160456.75E 148.2 FT	THR 353 FT TDZ 353 FT
22	226.81°	3252 x 45		454506.86N 0160456.75E 454354.75N 0160307.09E 148.2 FT	THR 348 FT TDZ 349 FT

RWY Designations	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)
1	7	8	9	10	11
04	Slope of RWY 04/22: 0%	NIL	NIL	3372 x 300	Length: 240 M Width: 90 M
22		NIL	NIL		Length: 240 M Width: 90 M

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

LDZA AD 2.13 DECLARED DISTANCES

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

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
22	3252	3252	3252	3252	NIL
	2457	2457	2457	NIL	Intersection TWY D
	2916	2916	2916	NIL	Intersection TWY E

LDZA 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	ILS CAT III.E4 W VRB LIH/ LIL (C)/ sequenced flashing lights from 900 M to 300 M before THR 04	G VRB LIH/LIL	PAPI 3° 70 FT	VRB 900M from THR 04 W LIH	3252M 15M W VRB LIH	3252M 60M W VRB LIH/LIL	R VRB LIH/LIL	Nil	LED lights: THR, RWY EDGE LGT and RWY END LGT
22	CAT I (A) W VRB LIH/ LIL	G VRB, LIH/LIL	PAPI 3° 64 FT	Nil	3252 M 15 M W VRB LIH	3252 M, 60 M, W VRB, LIH/LIL	R VRB, LIH/LIL	Nil	LED lights: APCH, THR, RWY EDGE LGT and RWY END LGT

LDZA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN white/green on TWR HN, O/R during day
2	LDI location and LGT Anemometer location and LGT	Nil Anemometer RWY 04 - position 324 M right from RCL, distance 95 M from (before) THR04, ICAO marked. Anemometer RWY 22 - position 220 M right from RCL, distance 325 M from (after) THR22, ICAO marked and lighted.

3	TWY edge and centre line lighting	TWY A EDGE: B LIL; CL: G VRB LIH; Spacing 15 M on a straight section, 7.5 M on a curve. On TWY A on RWY exit - green/yellow coded TWY centreline lights. TWY B EDGE: B LIL TWY C EDGE: B LIL TWY D EDGE: B LIL TWY E EDGE: B LIL; CL: G VRB LIH, Spacing 15 M on a straight section, 7.5 M on a curve. On TWY E on RWY exit - green/yellow coded TWY centreline lights. TWY F EDGE: B LIL (Section between TWY B and TWY C.); CL: G VRB LIH, Spacing 15 M on a straight section, 7.5 M on a curve. TWY G EDGE: B LIL; CL: G VRB LIH TWY H EDGE: B LIL; CL: G VRB LIH TWY MC: CL: G VRB LIH, spacing 15 M on a straight section, 7.5 M on a curve.
4	Secondary power supply/switch-over time	Available. Switch-over time: 0,5 sec
5	Remarks	On RWY turn pad RWY 22, TWY edge lights: B LIL. RWY 22 turn pad marking lights are not available. WDI: At THR 04 and 22, externally lighted. The lighting system of Touch Down Zone of RWY 04 is not aligned with the Marking of Touch Down Zone of RWY 04, but is displaced 37 CM south of the Marking of Touch Down Zone.

LDZA 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	Area not defined. Parking positions are used according to Airport Authorities.

LDZA AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR Zagreb 455641N 0161418E 455041N 0162206E 453301N 0155442E 453838N 0154552E 455641N 0161418E
2	Vertical limits	2500 FT ALT / GND
3	Airspace classification	D
4	ATS unit call sign Language(s)	ZAGREB TOWER / ZAGREB TORANJ Croatian / English

5	Transition altitude	10000 FT MSL
6	Remarks	Excluding part of airspace ATZ Bratina, area within coordinates: 453705N 0154819E 453826N 0155024E 454008N 0154812E 453838N 0154552E 453705N 0154819E With vertical limits: GND-1000 FT AGL, classified as G class airspace.

LDZA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	ZAGREB RADAR	119.540 MHZ	H24	Primary FREQ
	ZAGREB RADAR	120.700 MHZ	H24	For State ACFT, 8.33 KHZ not capable
	ZAGREB RADAR	118.885 MHZ	H24	ALTN
	ZAGREB RADAR	121.500 MHZ	H24	EMERG VHF FREQ
	ZAGREB RADAR	243.000 MHZ	H24	EMERG VHF FREQ
TWR	ZAGREB TOWER / ZAGREB TORANJ	118.300 MHZ	H24	Primary FREQ
		119.125 MHZ	H24	
GND	ZAGREB GROUND	121.850 MHZ	0700-1500 (0600-1400)	For additional hours of operation, monitor ATIS. If no contact on GND FREQ, contact ZAGREB TWR on 118.300 MHz.
FIS	ZAGREB INFORMATION	135.050 MHZ	H24	
ATIS	ZAGREB ATIS	124.575 MHZ	H24	

LDZA 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)	VBA	117.4 MHZ CH121X	H24	454452.08N 0170848.29E	576 FT	Coverage 80 NM, except in QDR 114°-159°. Unsatisfactory DME power density due to terrain (Flight profile: Orbit flight, radius 40NM, 5000 FT QNH).

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)	ZAG	113.7 MHZ CH84X	H24	455344.01N 0161824.11E	420 FT	Range 100 NM
DME	JAP	CH123Y	H24	454440.18N 0153629.45E	2927 FT	Coverage 80 NM
DME	LUK	CH35Y	H24	454125.96N 0155932.90E	471 FT	Coverage 80 NM, except for reduced coverage between QDR 341°-357°
DME 04	IZA	109.5 MHZ CH32X	H24	454405.78N 0160312.42E	374 FT	Collocated with GP 04
DME	PTG	CH17Y	H24	451846.05N 0154820.06E	1865 FT	Coverage 150 NM
NDB	PIS	424 KHZ	H24	453618.10N 0155038.39E		Coverage 50 NM, except between QDR 339°-049° where coverage is 40 NM.
L	SK	350 KHZ	H24	454820.96N 0160952.78E		4.75 NM from THR22 Range 25 NM
L	VG	325 KHZ	H24	454331.30N 0160231.44E		223°MAG/0.57 NM from THR 04. Range 25 NM
LOC 04	IZA	109.5 MHZ	H24	454513.99N 0160507.59E		ILS CAT III.E4
LOC 22	IZG	109.1 MHZ	H24	454346.87N 0160255.12E		ILS CAT I
GP 04		332.6 MHZ	H24	454405.80N 0160312.43E		3°, RDH 54 FT
GP 22		331.4 MHZ	H24	454503.84N 0160440.66E		3°, RDH 17 M
MM04	Dots-Dashes	75 MHZ	H24	454331.45N 0160231.71E		0.57 NM from THR04
MM22	Dots-Dashes	75 MHZ	H24	454529.91N 0160531.84E		0.57 NM from THR22
OM04	Dashes-Dashes	75 MHZ	H24	454126.29N 0155924.06E		3.59 NM from THR04
OM22	Dashes-Dashes	75 MHZ	H24	454820.56N 0160952.34E		4.75 NM from THR22

LDZD AD 2.5 PASSENGER FACILITIES

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

LDZD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

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

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

1	Designation, surface and strength of aprons	**DESIGNATION**	**SURFACE**	**STRENGTH**	
		MAIN APRON	ASPH	S1 PCN 65/F/B/W/T S2 PCN 93/F/B/W/T S3 PCN 57/F/B/W/T S4 PCN 55/F/B/X/T S6 PCN 132/F/B/X/T See: LDZD AD 2.24.2 APDC -1	
			CONC	S5 PCN 63/R/A/W/T See: LDZD AD 2.24.2 APDC -1	
		GENERAL AVIATION APRON	ASPH	PCN 15/F/B/Y/T	
2	Designation, width, surface and strength of taxiways	**DESIGNATION**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	15	CONC	PCN 55/R/B/W/T
		B	15	CONC	PCN 44/R/B/W/T
		C	10	ASPH	PCN 22/F/B/Y/T
		D	10	ASPH	PCN 22/F/B/Y/T
		E	15	CONC	PCN 20/R/B/W/T
		F	15	CONC	PCN 36/R/B/W/T
		G	27	ASPH	PCN 65/F/B/W/U
		H	15	CONC	PCN 50/R/B/W/T
		K	18	CONC+ASPH	CONC PCN 63/R/A/W/T ASPH PCN 47/F/B/X/T
3	ACL location and elevation	At Main apron 269 FT			
4	Location of VOR checkpoints	NIL			
5	Position of INS checkpoints	See LDZD AD 2.24.2 APDC -1			
6	Remarks	TWYs B, C, D, E and F are closed to civil traffic. TWYs A and H are available only for aircraft with outer main gear wheel span up to but not including 9 M. When landing RWY 31, ACFT with outer main gear wheel span equal or larger than 9 M can expect backtrack to vacate the RWY via TWY G because no RWY turning bay on THR 13.			

LDZD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guide lines at Apron, nose-in guidance at aircraft stands, Marshaller, "Follow me" vehicle.
2	RWY and TWY markings and LGT	RWY-04/22 RWY designation, THR markings, TDZ markings, Centre line markings, edges, aiming point markings, RWY 04 turning bay marking*. 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**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDZD 1	Fence	440440.97N 0152014.95E	97.4/3.9 M	Nil	Nil
LDZD 2	Terrain-Hill	440437.92N 0152010.09E	99.3/0 M	Nil	Nil
LDZD 3	Terrain-Hill	440430.96N 0151958.95E	99.9/0 M	Nil	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	Selfbriefing (URL:https://ib.crocontrol.hr) or by phone: +385 1 6259224
6	Flight documentation Language(s) used	• Selfbriefing (URL: https://ib.crocontrol.hr) or request by phone.: +385 23 203438 • Croatian, English
7	Charts and other information available for briefing or consultation	• ICE, TURB and CB forecasts • Lightning data • Satelite images • Radar images
8	Supplementary equipment available for providing information	URL:https://met.crocontrol.hr
9	ATS units provided with information	Zadar TWR, Zadar APP
10	Additional information (limitation of service, etc.)	NIL

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	Area not defined. 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	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

LDZD AD 2.23 ADDITIONAL INFORMATION

Sea gulls on and in the vicinity of RWY. Caution advised.

LDZD AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart - ICAO	LDZD AD 2.24.1 ADC -1
Aircraft Parking/Docking Chart – ICAO	LDZD AD 2.24.2 APDC -1
Aerodrome Ground Movement Chart – ICAO	*NOT AVBL*
Aerodrome Obstacle Chart - ICAO Type A - RWY04-22	LDZD AD 2.24.4 AOC RWY 04/22 -1
Aerodrome Obstacle Chart - ICAO Type A - RWY13/31	LDZD AD 2.24.4 AOC RWY 13/31 -1
Aerodrome Terrain and Obstacle Chart – ICAO (Electronic)	*NOT AVBL*
Precision Approach Terrain Chart – ICAO	*NOT AVBL*
Area Chart – ICAO (departure and transit routes)	*NOT AVBL*
Standard Departure Chart - Instrument - ICAO RWY 04	LDZD AD 2.24.8 SID RWY 04 -1
Standard Departure Chart - Instrument - ICAO RNAV RWY 04	LDZD AD 2.24.8 SID RNAV RWY 04 -1
Standard Departure Chart - Instrument - ICAO RWY 13	LDZD AD 2.24.8 SID RWY 13 -1
Standard Departure Chart - Instrument - ICAO RNAV RWY 13	LDZD AD 2.24.8 SID RNAV RWY 13 -1
Standard Departure Chart - Instrument - ICAO RWY 22	LDZD AD 2.24.8 SID RWY 22 -1
Standard Departure Chart - Instrument - ICAO RNAV RWY 22	LDZD AD 2.24.8 SID RNAV RWY 22 -1
Standard Departure Chart - Instrument - ICAO RWY 31	LDZD AD 2.24.8 SID RWY 31 -1
Standard Departure Chart - Instrument - ICAO RNAV RWY 31	LDZD AD 2.24.8 SID RNAV RWY 31 -1
Area Chart – ICAO (arrival and transit routes)	*NOT AVBL*
Standard Arrival Chart - Instrument - ICAO RWY 04 & RWY 13/31	LDZD AD 2.24.10 STAR RWY 04 & 13/31 -1
Standard Arrival Chart - Instrument - ICAO RNAV RWY 04	LDZD AD 2.24.10 STAR RNAV RWY 04 -1
Standard Arrival Chart - Instrument - ICAO RNAV RWY 13	LDZD AD 2.24.10 STAR RNAV RWY 13 -1
Standard Arrival Chart - Instrument - ICAO RNAV RWY 31	LDZD AD 2.24.10 STAR RNAV RWY 31 -1
ATC Surveillance Minimum Altitude Chart - ICAO	LDZD AD 2.24.11 ATCSMAC -1
Instrument Approach Chart - ICAO VOR RWY 04	LDZD AD 2.24.12 IAC VOR RWY 04 -1
Instrument Approach Chart - ICAO L y RWY 13	LDZD AD 2.24.12 IAC L y RWY 13 -1
Instrument Approach Chart - ICAO L z RWY 13	LDZD AD 2.24.12 IAC L z RWY 13 -1
Instrument Approach Chart - ICAO VOR RWY 13	LDZD AD 2.24.12 IAC VOR RWY 13 -1
Instrument Approach Chart - ICAO ILS or LOC RWY 13	LDZD AD 2.24.12 IAC ILS or LOC RWY 13 -1
Instrument Approach Chart - ICAO RNP RWY 04	LDZD AD 2.24.12 IAC RNP RWY 04 -1
Instrument Approach Chart - ICAO RNP Y RWY 13	LDZD AD 2.24.12 IAC RNP Y RWY 13 -1
Instrument Approach Chart - ICAO RNP Z RWY 13	LDZD AD 2.24.12 IAC RNP Z RWY 13 -1
Instrument Approach Chart - ICAO RNP RWY 31	LDZD AD 2.24.12 IAC RNP RWY 31 -1
Instrument Approach Chart - ICAO L RWY 31	LDZD AD 2.24.12 IAC L RWY 31 -1

Name	Page
Instrument Approach Chart - ICAO VOR RWY 31	LDZD AD 2.24.12 IAC VOR RWY 31 -1
Visual Approach Chart - ICAO	*NOT AVBL*
Visual Operation Chart	LDZD AD 2.24.13 VOC -1
Bird concentrations	*NOT AVBL*

LDZD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.