REPUBLIC OF CROATIA

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AIRAC AIP AMDT 009/2024
Effective Date: 03 OCT 2024
Publication Date: 22 AUG 2024

1. Amendment contents:

GEN

- **GEN 0.2** - Record of AIP amendments - updated
- **GEN 0.3** - Record of AIP supplements - updated
- **GEN 0.4** - Checklist of AIP pages - updated
- **GEN 0.5** - List of hand amendments to the AIP - updated
- **GEN 2.4** - Location indicators - new heliport LDRD - RIJEKA/Delta added, heliport name “Firule” changed to “SPLIT-Firule” and water aerodrome “SPLIT/Resnik” withdrawn

ENR

- **ENR 3.2** - Air navigation routes - L604 - editorial change

AD

- **AD 1.3** - Index of aerodromes and heliports - new heliport LDRD - RIJEKA/Delta added, heliport name “Firule” changed to “SPLIT-Firule” and water aerodrome “SPLIT/Resnik” withdrawn
- **LDDU AD 2.10** - Aerodrome obstacles - changed
- **LDDU AD** - New chart:
  - Instrument Approach Chart – ICAO (Circling with Prescribed Tracks) - RNP-b RWY 29 (LDDU AD 2.24.12 IAC RNP-b RWY 29 -1/4)
- **LDOS AD** - New charts:
  - Standard Departure Chart - Instrument - ICAO RNP RWY 11 (LDOS AD 2.24.8 SID RNP RWY 11 -1/2)
  - Standard Departure Chart - Instrument - ICAO RNP RWY 29 (LDOS AD 2.24.8 SID RNP RWY 29 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RNP RWY 11 (LDOS AD 2.24.10 STAR RNP RWY 11 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RNP RWY 29 (LDOS AD 2.24.10 STAR RNP RWY 29 -1/2)
- **LDPL AD 2.10, 2.16, 2.20.3** - Aerodrome obstacles - changed; Helicopter landing area - Remarks - changed; new item AD 2.20.3 "Helicopter operations" added
- **LDSB AD -** New charts:
  - Standard Departure Chart - Instrument - ICAO RWY 03 CAT A/B&C (LDSB AD 2.24.8 SID RWY 03 CAT A/B&C - 1/2)
  - Standard Departure Chart - Instrument - ICAO RNAV RWY 03 (LDSB AD 2.24.8 SID RNAV RWY 03 -1/2)
  - Standard Departure Chart - Instrument - ICAO RWY 21 CAT A/B&C (LDSB AD 2.24.8 SID RWY 21 CAT A/B&C - 1/2)
  - Standard Departure Chart - Instrument - ICAO RNAV RWY 21 (LDSB AD 2.24.8 SID RNAV RWY 21 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RWY 03/21 CAT A/B&C (LDSB AD 2.24.10 STAR RWY 03/21 CAT A/B&C -1/2)
  - Standard Arrival Chart - Instrument - ICAO RNAV RWY 03/21 (LDSB AD 2.24.10 STAR RNAV RWY 03/21 -1/2)
  - Instrument Approach Chart – ICAO NDB RWY 03 (LDSB AD 2.24.12 IAC NDB RWY 03 -1/2)
  - Instrument Approach Chart – ICAO NDB-a RWY 21 (LDSB AD 2.24.12 IAC NDB-a RWY 21 -1/2)
  - Instrument Approach Chart – ICAO NDB RWY 21 (LDSB AD 2.24.12 IAC NDB RWY 21 -1/2)

- Instrument Approach Chart – ICAO RNP RWY 03 (LDSB AD 2.24.12 IAC RNP RWY 03 -1/4)
- Instrument Approach Chart – ICAO RNP RWY 21 (LDSB AD 2.24.12 IAC RNP RWY 21 -1/4)
- Visual Operation Chart (LDSB AD 2.24.13 VOC -1/2)

• **LDSP AD** - New charts:
- Standard Departure Chart Instrument (SID) - ICAO RWY 05 (LDSP AD 2.24.8 SID RWY 05 -1/2)
- Standard Departure Chart - Instrument (SID) - ICAO RNAV RWY 05 (LDSP AD 2.24.8 SID RNAV RWY 05 -1/4)
- Standard Departure Chart - Instrument (SID) - ICAO RWY 23 (LDSP AD 2.24.8 SID RWY 23 -1/2)
- Standard Departure Chart - Instrument (SID) - ICAO RNAV RWY 23 (LDSP AD 2.24.8 SID RNAV RWY 23 -1/4)
- Standard Arrival Chart Instrument (STAR) - ICAO RWY 05 (LDSP AD 2.24.10 STAR RWY 05 -1/2)
- Standard Arrival Chart Instrument (STAR) - ICAO RNAV RWY 05 (LDSP AD 2.24.10 STAR RNAV RWY 05 -1/6)
- Standard Arrival Chart Instrument (STAR) - ICAO RWY 23 (LDSP AD 2.24.10 STAR RWY 23 -1/2)
- Standard Arrival Chart Instrument (STAR) - ICAO RNAV RWY 23 (LDSP AD 2.24.10 STAR RNAV RWY 23 -1/6)
- ATC Surveillance Minimum Altitude Chart - ICAO (LDSP AD 2.24.11 ATCSMAC - 1/2)
- Instrument Approach Chart – ICAO (circling with prescribed tracks) VOR-b RWY 23 (LDSP AD 2.24.12 IAC VOR-b RWY 23 -1/2)
- Visual Approach Chart RWY 23 (LDSP AD 2.24.13 VAC RWY 23 -1/2)
- Visual Operation Chart (LDSP AD 2.24.13 VOC -1/2)

• **LDZA AD 2.8** - Aprons, taxiways and check locations/positions data - TWY T width 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: C0138/24 and C0141/24
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

GEN 0.2 - 3/4 30 DEC 2021 / 03 OCT 2024
GEN 0.3 - 1/2 03 OCT 2024 / 01 FEB 2018
GEN 0.4 - 1/2 03 OCT 2024 / 03 OCT 2024
GEN 0.4 - 3/4 03 OCT 2024 / 03 OCT 2024
GEN 0.4 - 5/6 03 OCT 2024 / 03 OCT 2024
GEN 0.4 - 7/8 03 OCT 2024 / 03 OCT 2024
GEN 0.4 - 9/10 03 OCT 2024 / 03 OCT 2024
GEN 0.5 - 1/2 13 JUN 2024 / 03 OCT 2024
GEN 0.5 - 3/4 03 OCT 2024 / 11 JUL 2024
GEN 2.4 - 1/2 03 OCT 2024 / 03 OCT 2024
ENR 3.2 - 5/6 03 OCT 2024 / 25 JAN 2024
AD 1.3 - 1/2 03 OCT 2024 / 03 OCT 2024
AD 1.3 - 3/4 03 OCT 2024 / 03 OCT 2024
LDDU AD 2 - 5/6 03 OCT 2024 / 03 OCT 2024
LDDU AD 2 - 7/8 03 OCT 2024 / 03 OCT 2024
LDDU AD 2 - 9/10 03 OCT 2024 / 03 OCT 2024
LDDU AD 2 - 11/12 03 OCT 2024 / 03 OCT 2024
LDDU AD 2 - 13/14 03 OCT 2024 / 03 OCT 2024
LDDU AD 2 - 15/16 03 OCT 2024 / 03 OCT 2024
LDDU AD 2 - 17/18 03 OCT 2024 / 03 OCT 2024
LDDU AD 2 - 19/20 03 OCT 2024 / 03 OCT 2024
LDDU AD 2 - 21/22 03 OCT 2024 / 03 OCT 2024
LDDU AD 2.24.12 IAC RNP-b RWY 29 - 1/2 03 OCT 2024 / 03 OCT 2024
LDDU AD 2.24.12 IAC RNP-b RWY 29 - 3/4 03 OCT 2024 / 03 OCT 2024
LDOS AD 2.24.8 SID RNP RWY 11 - 1/2 03 OCT 2024 / 03 OCT 2024
LDOS AD 2.24.8 SID RNP RWY 29 - 1/2 03 OCT 2024 / 03 OCT 2024
LDOS AD 2.24.10 STAR RNP RWY 11 - 1/2 03 OCT 2024 / 03 OCT 2024
LDOS AD 2.24.10 STAR RNP RWY 29 - 1/2 03 OCT 2024 / 03 OCT 2024
LDPL AD 2 - 5/6 03 OCT 2024 / 03 OCT 2024
LDPL AD 2 - 9/10 03 OCT 2024 / 15 JUN 2023
LDPL AD 2 - 11/12 15 JUN 2023 / 03 OCT 2024
LDPL AD 2 - 13/14 03 OCT 2024 / 13 JUN 2024
LDSB AD 2.24.8 SID RWY 03 CAT A/B&C - 1/2 03 OCT 2024 / 03 OCT 2024
LDSB AD 2.24.8 SID RNAV RWY 03 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSB AD 2.24.8 SID RWY 21 CAT A/B&C - 1/2 03 OCT 2024 / 03 OCT 2024
LDSB AD 2.24.8 SID RNAV RWY 21 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSB AD 2.24.10 STAR RWY 03/21 CAT A/B&C - 1/2 03 OCT 2024 / 03 OCT 2024
LDSB AD 2.24.10 STAR RNAV RWY 03/21 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSB AD 2.24.12 IAC NDB RWY 03 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSB AD 2.24.12 IAC NDB-a RWY 21 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSB AD 2.24.12 IAC NDB RWY 21 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSB AD 2.24.12 IAC RNP RWY 03 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSB AD 2.24.12 IAC RNP RWY 03 - 3/4 03 OCT 2024 / 03 OCT 2024
LDSB AD 2.24.12 IAC RNP RWY 21 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSB AD 2.24.12 IAC RNP RWY 21 - 3/4 03 OCT 2024 / 03 OCT 2024
LDSB AD 2.24.13 VOC - 1/2 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.8 SID RWY 05 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.8 SID RNAV RWY 05 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.8 SID RNAV RWY 05 - 3/4 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.8 SID RWY 23 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.8 SID RNAV RWY 23 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.8 SID RNAV RWY 23 - 3/4 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.10 STAR RWY 05 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.10 STAR RNAV RWY 05 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.10 STAR RNAV RWY 05 - 3/4 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.10 STAR RNAV RWY 05 - 5/6 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.10 STAR RWY 23 - 1/2 03 OCT 2024 / 03 OCT 2024

Remove the following pages

GEN 0.2 - 3/4 30 DEC 2021 / 05 SEP 2024
GEN 0.3 - 1/2 11 JUL 2024 / 01 FEB 2018
GEN 0.4 - 1/2 05 SEP 2024 / 05 SEP 2024
GEN 0.4 - 3/4 05 SEP 2024 / 05 SEP 2024
GEN 0.4 - 5/6 05 SEP 2024 / 05 SEP 2024
GEN 0.4 - 7/8 05 SEP 2024 / 05 SEP 2024
GEN 0.4 - 9/10 05 SEP 2024 / 05 SEP 2024
GEN 0.5 - 1/2 13 JUN 2024 / 08 AUG 2024
GEN 0.5 - 3/4 05 SEP 2024 / 11 JUL 2024
GEN 2.4 - 1/2 08 AUG 2024 / 13 JUN 2024
ENR 3.2 - 5/6 05 SEP 2024 / 25 JAN 2024
AD 1.3 - 1/2 08 AUG 2024 / 11 JUL 2024
NIL
LDDU AD 2 - 5/6 08 AUG 2024 / 16 MAY 2024
LDDU AD 2 - 7/8 30 NOV 2023 / 30 NOV 2023
LDDU AD 2 - 9/10 25 JAN 2024 / 10 AUG 2023
LDDU AD 2 - 11/12 13 JUL 2023 / 13 JUN 2024
LDDU AD 2 - 13/14 13 JUN 2024 / 13 JUN 2024
LDDU AD 2 - 15/16 12 AUG 2021 / 12 AUG 2021
LDDU AD 2 - 17/18 12 AUG 2021 / 13 JUN 2024
LDDU AD 2 - 19/20 25 JAN 2024 / 30 NOV 2023
NIL
LDDU AD 2.24.12 IAC RNP-b RWY 29 - 1/2 05 OCT 2023 / 05 OCT 2023
LDDU AD 2.24.12 IAC RNP-b RWY 29 - 3/4 05 OCT 2023 / 05 OCT 2023
LDOS AD 2.24.8 SID RNP RWY 11 - 1/2 05 SEP 2024 / 05 SEP 2024
LDOS AD 2.24.8 SID RNP RWY 29 - 1/2 05 SEP 2024 / 05 SEP 2024
LDOS AD 2.24.10 STAR RNP RWY 11 - 1/2 05 SEP 2024 / 05 SEP 2024
LDOS AD 2.24.10 STAR RNP RWY 29 - 1/2 05 SEP 2024 / 05 SEP 2024
LDPL AD 2 - 5/6 08 AUG 2024 / 16 MAY 2024
LDPL AD 2 - 9/10 15 JUN 2023 / 15 JUN 2023
LDPL AD 2 - 11/12 15 JUN 2023 / 13 JUN 2024
LDPL AD 2 - 13/14 13 JUN 2024 / 13 JUN 2024
LDSB AD 2.24.8 SID RWY 03 CAT A/B&C - 1/2 20 MAY 2021 / 20 MAY 2021
LDSB AD 2.24.8 SID RNAV RWY 03 - 1/2 20 MAY 2021 / 20 MAY 2021
LDSB AD 2.24.8 SID RWY 21 CAT A/B&C - 1/2 20 MAY 2021 / 20 MAY 2021
LDSB AD 2.24.8 SID RNAV RWY 21 - 1/2 20 MAY 2021 / 20 MAY 2021
LDSB AD 2.24.10 STAR RWY 03/21 CAT A/B&C - 1/2 20 MAY 2021 / 20 MAY 2021
LDSB AD 2.24.10 STAR RNAV RWY 03/21 - 1/2 19 MAY 2022 / 19 MAY 2022
LDSB AD 2.24.12 IAC NDB RWY03 - 1/2 20 MAY 2021 / 20 MAY 2021
LDSB AD 2.24.12 IAC NDB-a RWY 21 - 1/2 20 MAY 2021 / 20 MAY 2021
LDSB AD 2.24.12 IAC NDB RWY 21 - 1/2 20 MAY 2021 / 20 MAY 2021
LDSB AD 2.24.12 IAC RNP RWY 03 - 1/2 20 MAY 2021 / 20 MAY 2021
LDSB AD 2.24.12 IAC RNP RWY 03 - 3/4 20 MAY 2021 / 20 MAY 2021
LDSB AD 2.24.12 IAC RNP RWY 21 - 1/2 20 MAY 2021 / 20 MAY 2021
LDSB AD 2.24.12 IAC RNP RWY 21 - 3/4 20 MAY 2021 / 20 MAY 2021
LDSB AD 2.24.13 VOC - 1/2 28 DEC 2023 / 28 DEC 2023
LDSP AD 2.24.8 SID RWY 05 - 1/2 18 APR 2024 / 18 APR 2024
LDSP AD 2.24.8 SID RNAV RWY 05 - 1/2 18 APR 2024 / 18 APR 2024
LDSP AD 2.24.8 SID RNAV RWY 05 - 3/4 18 APR 2024 / 18 APR 2024
LDSP AD 2.24.8 SID RWY 23 - 1/2 16 MAY 2024 / 16 MAY 2024
LDSP AD 2.24.8 SID RNAV RWY 23 - 1/2 16 MAY 2024 / 16 MAY 2024
LDSP AD 2.24.8 SID RNAV RWY 23 - 3/4 16 MAY 2024 / 16 MAY 2024
LDSP AD 2.24.10 STAR RWY 05 - 1/2 18 APR 2024 / 18 APR 2024
LDSP AD 2.24.10 STAR RNAV RWY 05 - 1/2 16 MAY 2024 / 16 MAY 2024
LDSP AD 2.24.10 STAR RNAV RWY 05 - 3/4 16 MAY 2024 / 16 MAY 2024
LDSP AD 2.24.10 STAR RNAV RWY 05 - 5/6 16 MAY 2024 / 16 MAY 2024
LDSP AD 2.24.10 STAR RWY 23 - 1/2 16 MAY 2024 / 16 MAY 2024

Insert the following pages

LDSP AD 2.24.10 STAR RNAV RWY 23 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.10 STAR RNAV RWY 23 - 3/4 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.10 STAR RNAV RWY 23 - 5/6 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.11 ATCSMAC - 1/2 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.12 IAC VOR-b RWY 23 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.13 VAC RWY 23 - 1/2 03 OCT 2024 / 03 OCT 2024
LDSP AD 2.24.13 VOC - 1/2 03 OCT 2024 / 03 OCT 2024
LDZA AD 2 - 3/4 30 NOV 2023 / 03 OCT 2024

Remove the following pages

LDSP AD 2.24.10 STAR RNAV RWY 23 - 1/2 16 MAY 2024 / 16 MAY 2024
LDSP AD 2.24.10 STAR RNAV RWY 23 - 3/4 16 MAY 2024 / 16 MAY 2024
LDSP AD 2.24.10 STAR RNAV RWY 23 - 5/6 16 MAY 2024 / 16 MAY 2024
LDSP AD 2.24.11 ATCSMAC - 1/2 16 MAY 2024 / 16 MAY 2024
LDSP AD 2.24.12 IAC VOR-b RWY 23 - 1/2 08 AUG 2024 / 08 AUG 2024
LDSP AD 2.24.13 VAC RWY 23 - 1/2 16 JUL 2020 / 16 JUL 2020
LDSP AD 2.24.13 VOC - 1/2 12 AUG 2021 / 12 AUG 2021
LDZA AD 2 - 3/4 30 NOV 2023 / 08 AUG 2024

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective date*	*Inserted by*
010/2018	27-Sep-2018	08-Nov-2018	
011/2018	25-Oct-2018	06-Dec-2018	
012/2018	22-Nov-2018	03-Jan-2019	
013/2018	20-Dec-2018	31-Jan-2019	
001/2019	17-Jan-2019	28-Feb-2019	
002/2019	14-Feb-2019	28-Mar-2019	
003/2019	14-Mar-2019	25-Apr-2019	
004/2019	11-Apr-2019	23-May-2019	
005/2019	09-May-2019	20-Jun-2019	
006/2019	06-Jun-2019	18-Jul-2019	
007/2019	01-Aug-2019	12-Sep-2019	
008/2019	29-Aug-2019	10-Oct-2019	
009/2019	26-Sep-2019	07-Nov-2019	
010/2019	24-Oct-2019	05-Dec-2019	
011/2019	19-Dec-2019	30-Jan-2020	
001/2020	16-Jan-2020	27-Feb-2020	
002/2020	13-Feb-2020	26-Mar-2020	
003/2020	12-Mar-2020	23-Apr-2020	
004/2020	09-Apr-2020	21-May-2020	
005/2020	07-May-2020	18-Jun-2020	
006/2020	04-Jun-2020	16-Jul-2020	
007/2020	02-Jul-2020	13-Aug-2020	
008/2020	30-Jul-2020	10-Sep-2020	
009/2020	24-Sep-2020	05-Nov-2020	
010/2020	22-Oct-2020	03-Dec-2020	
011/2020	19-Nov-2020	31-Dec-2020	
012/2020	17-Dec-2020	28-Jan-2021	
001/2021	14-Jan-2021	25-Feb-2021	
002/2021	11-Feb-2021	25-Mar-2021	
003/2021	11-Mar-2021	22-Apr-2021	
004/2021	08-Apr-2021	20-May-2021	
005/2021	06-May-2021	17-Jun-2021	
006/2021	02-Jun-2021	15-Jul-2021	
007/2021	01-Jul-2021	12-Aug-2021	
008/2021	29-Jul-2021	09-Sep-2021	
009/2021	26-Aug-2021	07-Oct-2021	
010/2021	23-Sep-2021	04-Nov-2021	
011/2021	21-Oct-2021	02-Dec-2021	
012/2021	17-Nov-2021	30-Dec-2021	

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective date*	*Inserted by*
013/2021	16-Dec-2021	27-Jan-2022	
001/2022	13-Jan-2022	24-Feb-2022	
002/2022	10-Feb-2022	24-Mar-2022	
003/2022	10-Mar-2022	21-Apr-2022	
004/2022	07-Apr-2022	19-May-2022	
005/2022	05-May-2022	16-Jun-2022	
006/2022	02-Jun-2022	14-Jul-2022	
007/2022	30-Jun-2022	11-Aug-2022	
008/2022	28-Jul-2022	08-Sep-2022	
009/2022	25-Aug-2022	06-Oct-2022	
010/2022	22-Sep-2022	03-Nov-2022	
011/2022	20-Oct-2022	01-Dec-2022	
012/2022	17-Nov-2022	29-Dec-2022	
013/2022	15-Dec-2022	26-Jan-2023	
001/2023	12-Jan-2023	23-Feb-2023	
002/2023	09-Feb-2023	23-Mar-2023	
003/2023	09-Mar-2023	20-Apr-2023	
004/2023	06-Apr-2023	18-May-2023	
005/2023	04-May-2023	15-Jun-2023	
006/2023	01-Jun-2023	13-Jul-2023	
007/2023	29-Jun-2023	10-Aug-2023	
008/2023	27-Jul-2023	07-Sep-2023	
009/2023	24-Aug-2023	05-Oct-2023	
010/2023	21-Sep-2023	02-Nov-2023	
011/2023	19-Oct-2023	30-Nov-2023	
012/2023	16-Nov-2023	28-Dec-2023	
013/2023	14-Dec-2023	25-Jan-2024	
001/2024	11-Jan-2024	22-Feb-2024	
002/2024	08-Feb-2024	21-Mar-2024	
003/2024	07-Mar-2024	18-Apr-2024	
004/2024	04-Apr-2024	16-May-2024	
005/2024	02-May-2024	13-Jun-2024	
006/2024	29-May-2024	11-Jul-2024	
007/2024	27-Jun-2024	08-Aug-2024	
008/2024	25-Jul-2024	05-Sep-2024	
009/2024	22-Aug-2024	03-Oct-2024	

GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
008/2023	LDZD - ZADAR/Zemunik Airport - Construction of the AWOS meteorological system infrastructure	LDZD AD 2	05-Oct-2023 - UFN	
014/2023	LDZA - ZAGREB/Franjo Tudjman Airport - Construction works at military area	LDZA AD 2	16-Nov-2023 - UFN	
003/2024	LDZA – ZAGREB/Franjo Tudjman Airport – Reconstruction works on the TWYs F, D and E	LDZA AD 2	04-Apr-2024 - UFN	
005/2024	Ad-hoc established TRA/TSA flexible structures (for MIL use only) - Zagreb FIR lower airspace	ENR 5	02-May-2024 - UFN	
006/2024	Ad-hoc established D (Danger area) flexible structures	ENR 1 ENR 5	29-May-2024 - UFN	
007/2024	LDDU - DUBROVNIK/Rudjer Boskovic Airport - Trial instrument flight procedures	LDDU AD 2	03-Oct-2024 - UFN	
008/2024	LDZD - ZADAR/Zemunik Airport - Construction works of new part of the Main apron completed and changes of parking procedures at the apron	LDZD AD 2	22-Aug-2024 - UFN	

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GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

Page	Date
GEN 0.1 - 1	23 MAR 2023
GEN 0.1 - 2	23 MAR 2023
GEN 0.1 - 3	23 MAR 2023
GEN 0.1 - 4	23 MAR 2023
GEN 0.2 - 1	20 JUL 2017
GEN 0.2 - 2	11 OCT 2018
GEN 0.2 - 3	30 DEC 2021
GEN 0.2 - 4	03 OCT 2024
GEN 0.2 - 5	27 JAN 2022
GEN 0.2 - 6	27 JAN 2022
GEN 0.3 - 1	03 OCT 2024
GEN 0.3 - 2	01 FEB 2018
GEN 0.4 - 1	03 OCT 2024
GEN 0.4 - 2	03 OCT 2024
GEN 0.4 - 3	03 OCT 2024
GEN 0.4 - 4	03 OCT 2024
GEN 0.4 - 5	03 OCT 2024
GEN 0.4 - 6	03 OCT 2024
GEN 0.4 - 7	03 OCT 2024
GEN 0.4 - 8	03 OCT 2024
GEN 0.4 - 9	03 OCT 2024
GEN 0.4 - 10	03 OCT 2024
GEN 0.5 - 1	13 JUN 2024
GEN 0.5 - 2	03 OCT 2024
GEN 0.5 - 3	03 OCT 2024
GEN 0.5 - 4	11 JUL 2024
GEN 0.6 - 1	18 APR 2024
GEN 0.6 - 2	18 APR 2024
GEN 0.6 - 3	18 APR 2024
GEN 0.6 - 4	18 APR 2024
GEN 1.1 - 1	15 JUL 2021
GEN 1.1 - 2	11 JUL 2024
GEN 1.1 - 3	15 JUL 2021
GEN 1.1 - 4	26 JAN 2023
GEN 1.1 - 5	26 JAN 2023
GEN 1.1 - 6	26 JAN 2023
GEN 1.2 - 1	11 JUL 2024
GEN 1.2 - 2	11 JUL 2024
GEN 1.2 - 3	18 MAY 2023
GEN 1.2 - 4	18 MAY 2023
GEN 1.2 - 5	11 JUL 2024
GEN 1.2 - 6	11 JUL 2024
GEN 1.2 - 7	11 JUL 2024
GEN 1.2 - 8	11 JUL 2024
GEN 1.2 - 9	11 JUL 2024
GEN 1.2 - 10	11 JUL 2024
GEN 1.2 - 11	11 JUL 2024
GEN 1.2 - 12	11 JUL 2024
GEN 1.3 - 1	12 DEC 2013
GEN 1.3 - 2	12 DEC 2013
GEN 1.3 - 3	18 MAY 2023
GEN 1.3 - 4	18 MAY 2023
GEN 1.3 - 5	18 MAY 2023
GEN 1.3 - 6	18 MAY 2023
GEN 1.3 - 7	18 MAY 2023
GEN 1.3 - 8	18 MAY 2023
GEN 1.3 - 9	18 MAY 2023
GEN 1.3 - 10	18 MAY 2023
GEN 1.4 - 1	23 MAR 2023
GEN 1.4 - 2	23 MAR 2023
GEN 1.5 - 1	15 JUL 2021
GEN 1.5 - 2	15 JUL 2021
GEN 1.5 - 3	30 DEC 2021
GEN 1.5 - 4	30 APR 2015
GEN 1.6 - 1	15 JUL 2021
GEN 1.6 - 2	15 JUL 2021
GEN 1.7 - 1	12 OCT 2017
GEN 1.7 - 2	12 AUG 2021
GEN 1.7 - 3	20 APR 2023
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GEN 2.7 - 7	23 FEB 2023

Page	Date
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PART 2 - EN-ROUTE (ENR)

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ENR 1.8 - 7	03 JAN 2019

Page	Date
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ENR 6.15 - 1	28 DEC 2023
ENR 6.15 - 2	28 DEC 2023

PART 3 - AERODROMES (AD)

AD 0.1 - 1	08 MAR 2012

Page	Date
AD 0.1 - 2	08 MAR 2012
AD 0.2 - 1	08 MAR 2012
AD 0.2 - 2	08 MAR 2012
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LDOS AD 2 - 6	30 NOV 2023

Page	Date
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Page	Date
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LDZD AD 2.24.10 STAR RWY 04 & 13/31 - 2	18 APR 2024
LDZD AD 2.24.10 STAR RNAV RWY 04 - 1	16 MAY 2024
LDZD AD 2.24.10 STAR RNAV RWY 04 - 2	16 MAY 2024
LDZD AD 2.24.10 STAR RNAV RWY 04 - 3	16 MAY 2024
LDZD AD 2.24.10 STAR RNAV RWY 04 - 4	16 MAY 2024
LDZD AD 2.24.10 STAR RNAV RWY 13 - 1	18 APR 2024
LDZD AD 2.24.10 STAR RNAV RWY 13 - 2	18 APR 2024
LDZD AD 2.24.10 STAR RNAV RWY 13 - 3	18 APR 2024
LDZD AD 2.24.10 STAR RNAV RWY 13 - 4	18 APR 2024
LDZD AD 2.24.10 STAR RNAV RWY 31 - 1	18 APR 2024
LDZD AD 2.24.10 STAR RNAV RWY 31 - 2	18 APR 2024
LDZD AD 2.24.10 STAR RNAV RWY 31 - 3	18 APR 2024
LDZD AD 2.24.10 STAR RNAV RWY 31 - 4	18 APR 2024
LDZD AD 2.24.11 ATCSMAC - 1	18 APR 2024
LDZD AD 2.24.11 ATCSMAC - 2	18 APR 2024
LDZD AD 2.24.12 IAC VOR RWY 04 - 1	16 MAY 2024
LDZD AD 2.24.12 IAC VOR RWY 04 - 2	16 MAY 2024
LDZD AD 2.24.12 IAC Ly RWY 13 - 1	18 APR 2024
LDZD AD 2.24.12 IAC Ly RWY 13 - 2	18 APR 2024
LDZD AD 2.24.12 IAC Lz RWY 13 - 1	18 APR 2024
LDZD AD 2.24.12 IAC Lz RWY 13 - 2	18 APR 2024
LDZD AD 2.24.12 IAC VOR RWY 13 - 1	18 APR 2024
LDZD AD 2.24.12 IAC VOR RWY 13 - 2	18 APR 2024
LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 1	18 APR 2024
LDZD AD 2.24.12 IAC ILS or LOC RWY 13 - 2	18 APR 2024
LDZD AD 2.24.12 IAC RNP RWY 04 - 1	16 MAY 2024
LDZD AD 2.24.12 IAC RNP RWY 04 - 2	16 MAY 2024
LDZD AD 2.24.12 IAC RNP RWY 04 - 3	16 MAY 2024
LDZD AD 2.24.12 IAC RNP RWY 04 - 4	16 MAY 2024
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 1	18 APR 2024
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 2	18 APR 2024
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 3	18 APR 2024
LDZD AD 2.24.12 IAC RNP Y RWY 13 - 4	18 APR 2024
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 1	18 APR 2024
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 2	18 APR 2024
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 3	18 APR 2024
LDZD AD 2.24.12 IAC RNP Z RWY 13 - 4	18 APR 2024
LDZD AD 2.24.12 IAC RNP RWY 31 - 1	16 MAY 2024

Page	Date	Page	Date
LDZD AD 2.24.12 IAC RNP RWY 31 - 2	16 MAY 2024		
LDZD AD 2.24.12 IAC RNP RWY 31 - 3	16 MAY 2024		
LDZD AD 2.24.12 IAC RNP RWY 31 - 4	16 MAY 2024		
LDZD AD 2.24.12 IAC L RWY 31 - 1	16 MAY 2024		
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)
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)
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)

AIP page(s) affected	Amendment text	Introduced by AIP AMDT number:
1	2	3
LDZD AD 2.24.1 ADC - 1	TWY L withdrawn.	AIRAC AIP AMDT 005/2024 (13 JUN 2024)
ENR 6.2 - 1, ENR 6.4 - 1, ENR 6.5 -1, ENR 6.5 -3, ENR 6.8 - 1 LDSP AD 2.24.1 ADC -1 LDSP AD 2.24.2 APDC -1, LDSP AD 2.24.4 AOC RWY 05 -1, LDSP AD 2.24.4 AOC RWY 23 -1, LDSP AD 2.24.14 BC -1 ENR 1.6 -3	LDSP Airport name is changed to “Split/Saint Jerome” - all charts to which it is applicable.	AIRAC AIP AMDT 007/2024 (08 AUG 2024)
LDPL AD 2: SID, STAR and IAC charts, ATCSMAC and VOC LDRI AD 2: SID STAR and IAC charts	Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 withdrawn.	AIRAC AIP AMDT 008/2024 (05 SEP 2024)
LDZA AD 2.24.1 ADC -1	TWY T width changed from 11.25 M to 15 M.	AIRAC AIP AMDT 009/2024 (03 OCT 2024)
ENR 6.1 - 1, ENR 6.12 - 1, LDSP AD 2.24.12. IAC NDB RWY 05 -1, LDSP AD 2.24.12 IAC ILSy or LOCy RWY 05 -1, LDSP AD 2.24.12 IAC ILSz or LOCz RWY 05 -1, LDSP AD 2.24.12 IAC RNP Y RWY 05 -1, LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 1, LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 -1, LDSB AD 2.24.12 IAC VOR-a RWY 03/21 -1	Heliport name “Firule” changed to “SPLIT-Firule”.	AIRAC AIP AMDT 009/2024 (03 OCT 2024)
ENR 6.12 - 1, LDSP AD 2.24.12. IAC NDB RWY 05 -1, LDSP AD 2.24.12 IAC ILSy or LOCy RWY 05 -1, LDSP AD 2.24.12 IAC ILSz or LOCz RWY 05 -1, LDSP AD 2.24.12 IAC RNP Y RWY 05 -1, LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only) - 1, LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23 -1, LDSB AD 2.24.12 IAC VOR-a RWY 03/21 -1	Water aerodrome “SPLIT/Resnik” withdrawn.	AIRAC AIP AMDT 009/2024 (03 OCT 2024)
ENR 6 - all charts to which it is applicable LDPL AD 2.24 LDRI AD 2.24	New Heliport „LDRD - RIJEKA/Delta" added.	AIRAC AIP AMDT 009/2024 (03 OCT 2024)

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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
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 AERODROME MALI 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 / DELTA (Heliport)	LDRD*
RIJEKA / KRK I	LDRI
WATER AERODROME RIJEKA/ PORT RIJEKA	LDRP*
SINJ	LDSS*
SLAVONSKI BROD / JELAS	LDOR*
SPLIT-FIRULE (Heliport)	LDSF*
SPLIT / SAINT JEROME	LDSP
WATER AERODROME SPLIT/PORT SPLIT	LDST*
VARAZDIN	LDVA*

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
LDRD*	RIJEKA / DELTA (Heliport)
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*	SPLIT-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
LDSS*	SINJ
LDST*	WATER AERODROME SPLIT/PORT SPLIT
LDSU*	WATER AERODROME LASTOVO/ UBLI
LDVA*	VARAZDIN

ENCODE	
Name	**Identifier**
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**
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

Route designator	Route Remarks					
Significant point name, coded designators or name-codes	Significant point geographical coordinates					Significant point Remarks
Navigation specification RCP, RSP specification	MAG bearing ↓ ↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	 ↑	Remarks Controlling unit, Operating channel, logon address RCP, RSP, NAV specification(s) and limitations NAV accuracy REQ {Airspace classification}
L604						
△ NOVLO (FIR BDRY)	451346N 0165711E					For continuation see AIP Bosnia and Herzegovina.
(RNAV 5)	322°	48.4 NM	FL 205 6000 FT MSL	Even(1)		MOCA: 6000 FT {Class D/C} (1) NONFUA
△ ZAGREB VOR/DME (ZAG)	455344.01N 0161824.11E					
(RNAV 5)	327° 147°	28.4 NM	FL 205 6000 FT MSL	Even(3)	Odd(2)	MOCA: 6000 FT {Class D/C} (3) NONFUA (2) NONFUA
△ PETOV (FIR BDRY)	461835N 0155834E					For continuation see AIP Slovenia.
Route Remarks: Controlling unit(s): Zagreb ACC 125.780 MHZ; Zagreb APP 118.885 MHZ, 120.700 MHZ (For State ACFT, 8.33 KHZ not capable)						

Route designator	Route Remarks					
Significant point name, coded designators or name-codes	Significant point geographical coordinates					Significant point Remarks
Navigation specification RCP, RSP specification	MAG bearing ↓/↑	Geodesic distance	Upper and lower limits	Direction of cruising levels ↓	↑	Remarks Controlling unit, Operating channel, logon address RCP, RSP, NAV specification(s) and limitations NAV accuracy REQ {Airspace classification}
L607						
△ DUBROVNIK VOR/DME (DBK)	423313.84N 0181638.79E					
(RNAV 5)	299°/119°	38.7 NM	FL 205/7000 FT MSL	Even(2)	Odd(1)	MOCA: 7000 FT {Class D/C} (2) NONFUA (1) NONFUA
△ NERRA	425419N 0173236E					
(RNAV 5)	300°/120°	12.1 NM	FL 205/8000 FT MSL	Even(4)	Odd(3)	MOCA: 8000 FT {Class C} (4) NONFUA (3) NONFUA
△ TIKSA	430103N 0171852E					
(RNAV 5)	300°/120°	12.8 NM	FL 205/8000 FT MSL	Even(6)	Odd(5)	MOCA: 8000 FT {Class C} (6) NONFUA (5) NONFUA
△ SIPAL	430812N 0170425E					
(RNAV 5)	299°/118°	40.0 NM	FL 205/8000 FT MSL	Even(8)	Odd(7)	MOCA: 8000 FT {Class C} (8) NONFUA (7) NONFUA
△ SPLIT VOR/DME (SPL)	432947.69N 0161817.00E					
(RNAV 5)	308°/127°	54.4 NM	FL 205/5000 FT MSL	Even(10)	Odd(9)	MOCA: 5000 FT {Class D/C} (10) NONFUA (9) NONFUA
△ ZADAR VOR/DME (ZDA)	440543.16N 0152151.22E					
(RNAV 5)	316°/136°	34.0 NM	FL 205/8000 FT MSL	Even(12)	Odd(11)	MOCA: 8000 FT {Class C} (12) NONFUA (11) NONFUA
△ RAVNA	443149N 0145130E					
(RNAV 5)	316°/136°	13.6 NM	FL 205/8000 FT MSL	Even(14)	Odd(13)	MOCA: 8000 FT {Class C} (14) NONFUA (13) NONFUA
△ ULPIN	444213N 0143914E					
(RNAV 5)	316°/136°	15.7 NM	FL 205/4000 FT MSL	Even(16)	Odd(15)	MOCA: 4000 FT {Class D/C} (16) NONFUA (15) NONFUA
△ CRES NDB (CRE)	445410.37N 0142459.57E					
(RNAV 5)	341°/161°	35.2 NM	FL 205/7000 FT MSL	Even(18)	Odd(17)	MOCA: 7000 FT {Class D/C} (18) NONFUA (17) NONFUA
△ GEMKA (FIR BDRY)	452813N 0141215E					For continuation see AIP Slovenia.
Route Remarks: Controlling unit(s): Zagreb ACC 135.800 MHZ; Dubrovnik APP 123.600 MHZ; Pula APP 124.600 MHZ; Split APP 120.875 MHZ; Zadar APP 128.525 MHZ						

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 / DELTA (Heliport) LDRD*	[3]NTL	VFR	NS	LDRD AD 3 VFR Manual
RIJEKA / KRK I LDRI	INTL-NTL	IFR-VFR	S-NS-G	LDRI AD 2
SINJ *LDSS	NTL	VFR	G	LDSS AD 2 VFR Manual
SLAVONSKI BROD / JELAS *LDOR	NTL	VFR	G	LDOR AD 2 VFR Manual
SPLIT - FIRULE (Heliport) LDSF*	[3]NTL	VFR	NS	LDSF AD 3 VFR Manual
SPLIT / SAINT JEROME LDSP	INTL-NTL	IFR-VFR	S-NS-G	LDSP AD 2
VARAZDIN *LDVA	[2]INTL-NTL	VFR	NS-G	LDVA AD 2 VFR Manual

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

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

[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
WATER AERODROME SPLIT/PORT SPLIT *LDST	[2]INTL-NTL	VFR	S-NS-G	LDST AD 2 VFR Manual

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

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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 2A:

Area 2A					
OBST ID or designation	**Type**	**Position**	**ELEV / HGT**	**Marking LGT type and colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDDU2021_2A_0721_5000	ANEMOMETER	423408.18N 0181507.95E	565 FT / Nil	Yes LI Type B/red	Nil

Obstacle in Area 2B:

Area 2B					
OBST ID or designation	**Type**	**Position**	**ELEV / HGT**	**Marking LGT type and colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDDU2021_2B_0721_1	TREE	423315.81N 0181655.59E	517 FT / Nil	No No	Nil
LDDU2021_2B_0721_2	TREE	423315.65N 0181656.89E	515 FT / Nil	No No	Nil
LDDU2021_2B_0721_3	TREE	423315.53N 0181656.88E	519 FT / Nil	No No	Nil
LDDU2021_2B_0721_4	BUILDING	423314.79N 0181658.35E	518 FT / Nil	No No	Nil
LDDU2021_2B_0721_5	BUILDING	423314.37N 0181658.27E	524 FT / Nil	No No	Nil
LDDU2021_2B_0721_6	TREE	423313.38N 0181703.09E	511 FT / Nil	No No	Nil
LDDU2021_2B_0721_7	TREE	423313.32N 0181703.33E	509 FT / Nil	No No	Nil
LDDU2021_2B_0721_8	TREE	423313.12N 0181703.80E	510 FT / Nil	No No	Nil
LDDU2021_2B_0721_9	TREE	423312.90N 0181703.96E	509 FT / Nil	No No	Nil
LDDU2021_2B_0721_10	TREE	423311.71N 0181703.43E	517 FT / Nil	No No	Nil
LDDU2021_2B_0721_11	TREE	423312.82N 0181704.63E	507 FT / Nil	No No	Nil
LDDU2021_2B_0721_12	TREE	423312.70N 0181705.36E	513 FT / Nil	No No	Nil
LDDU2021_2B_0721_13	TREE	423311.75N 0181703.60E	511 FT / Nil	No No	Nil
LDDU2021_2B_0721_14	TREE	423312.39N 0181706.28E	508 FT / Nil	No No	Nil
LDDU2021_2B_0721_15	TREE	423312.28N 0181706.48E	508 FT / Nil	No No	Nil
LDDU2021_2B_0721_16	STADIUM	423311.97N 0181705.93E	510 FT / Nil	No No	Nil
LDDU2021_2B_0721_17	BUILDING	423311.47N 0181706.39E	516 FT / Nil	No No	Nil
LDDU2021_2B_0721_18	WALL	423311.55N 0181707.08E	516 FT / Nil	No No	Nil
LDDU2021_2B_0721_19	BUILDING	423311.50N 0181707.07E	516 FT / Nil	No No	Nil
LDDU2021_2B_0721_22	TREE	423313.46N 0181703.96E	501 FT / Nil	No No	Nil
LDDU2021_2B_0721_23	TOWER	423314.30N 0181705.31E	496 FT / Nil	Yes LI Type B/red	Nil

Area 2B					
OBST ID or designation	**Type**	**Position**	**ELEV / HGT**	**Marking LGT type and colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDDU2021_2B_0721_24	TREE	423313.29N 0181704.35E	499 FT / Nil	No No	Nil
LDDU2021_2B_0721_25	TREE	423313.15N 0181705.04E	500 FT / Nil	No No	Nil
LDDU2021_2B_0721_26	TREE	423312.28N 0181707.01E	511 FT / Nil	No No	Nil
LDDU2021_2B_0721_27	TREE	423312.27N 0181707.37E	501 FT / Nil	No No	Nil
LDDU2021_2B_0721_28	TREE	423311.97N 0181707.51E	507 FT / Nil	No No	Nil
LDDU2021_2B_0721_29	TREE	423311.25N 0181707.44E	502 FT / Nil	No No	Nil
LDDU2021_2B_0721_30	TREE	423311.12N 0181707.37E	501 FT / Nil	No No	Nil
LDDU2021_2B_0721_31	TREE	423310.96N 0181707.05E	507 FT / Nil	No No	Nil
LDDU2021_2B_0721_35	POLE	423312.10N 0181704.75E	543 FT / Nil	No No	Nil
LDDU2021_2B_0721_36	POLE	423311.82N 0181705.37E	543 FT / Nil	No No	Nil
LDDU2021_2B_0721_37	POLE	423311.53N 0181706.00E	543 FT / Nil	No No	Nil
LDDU2021_2B_0721_38	POLE	423311.23N 0181706.63E	543 FT / Nil	No No	Nil
LDDU2021_2B_0721_89	TREE	423315.50N 0181656.75E	513 FT / Nil	No No	Nil
LDDU2021_2B_0721_90	POLE	423313.80N 0181703.37E	514 FT / Nil	No No	Nil
LDDU2021_2B_0721_91	TREE	423312.96N 0181704.08E	509 FT / Nil	No No	Nil
LDDU2021_2B_0721_92	TREE	423312.82N 0181705.86E	502 FT / Nil	No No	Nil
LDDU2021_2B_0721_93	TREE	423312.72N 0181705.92E	505 FT / Nil	No No	Nil
LDDU2021_2B_0721_94	FENCE	423310.10N 0181706.10E	513 FT / Nil	No No	Nil
LDDU2021_2B_0721_95	TREE	423312.80N 0181706.15E	499 FT / Nil	No No	Nil
LDDU2021_2B_0721_96	TREE	423312.73N 0181706.30E	498 FT / Nil	No No	Nil
LDDU2021_2B_0721_97	TREE	423312.21N 0181707.03E	510 FT / Nil	No No	Nil
LDDU2021_2B_0721_98	TREE	423309.99N 0181707.16E	500 FT / Nil	No No	Nil

Area 2B					
OBST ID or designation	**Type**	**Position**	**ELEV / HGT**	**Marking LGT type and colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LDDU2021_2B_0721_99	TREE	423311.18N 0181707.51E	500 FT / Nil	No No	Nil

For obstacles that penetrate the take-off flight path area obstacle identification surface see LDDU AD 2.24.4 AOC RWY 11-1 and LDDU AD 2.24.4 AOC RWY 29 -1.

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

LDDU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

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

LDDU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	3230	3230	3230	3149	THR 11 displaced 81 M
	2388	2388	2388	Nil	Intersection TWY B
	1900	1900	1900	Nil	Intersection TWY C
	1487	1487	1487	Nil	Intersection TWY D
29	3230	3230	3230	3230	Nil
	2464	2464	2464	Nil	Intersection TWY E
	1798	1798	1798	Nil	Intersection TWY D
	1411	1411	1411	Nil	Intersection TWY C

LDDU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type / LEN / INTST	THR LGT colour / WBAR	VASIS type (MEHT)	TDZ LGT LEN	RWY Centre Line LGT LEN / spacing / colour / INTST	RWY edge LGT LEN / spacing / colour / INTST	RWY End LGT Colour / WBAR	SWY LGT LEN (M) / Colour	Remarks
1	2	3	4	5	6	7	8	9	10
11	CAT I (A) 900 M W VRB LIH	G VRB LIH	PAPI LEFT 3° 56 FT	Nil	3149M 30M W VRB LIH	3149M 60M W VRB LIH YCZ 600 M	R VRB LIH	Nil	LED lights: APCH, RTHL, CL, REDL and RENL.
29	SALS (E) 420 M R VRB LIL	G VRB LIH	PAPI LEFT 3.2° 59 FT	Nil	3230M 30M W VRB LIH	3230M 60M W VRB LIH YCZ 600 M	R VRB LIH	Nil	2 white Lead-In lights at location Radovcici (423031.44N 0182007.05E) and Gruda (423226.90N 0181915.43E) and white flashing Runway Threshold Identification Lights (RTIL) as part of the approach lights. LED lights: RTIL as part of the APCH lights, RTHL, CL, REDL and RENL.

LDDU 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: 398 M and 1497 M right from THR11 and 299 M left from THR 29, lighted. Anemometer RWY 11 - position 111 M left of RCL, distance 341 M from (after) THR 11, ICAO marked and lighted. Anemometer RWY 29 - position 111 M right of RCL, distance 341 M from (after) THR 29, ICAO marked and lighted.
3	TWY edge and centre line lighting	TWY A EDGE: B VRB LIL TWY B EDGE: B VRB LIL TWY C EDGE: B VRB LIL TWY D EDGE: B VRB LIL TWY E EDGE: B VRB LIL TWY F EDGE: B VRB LIL TWY G EDGE: B VRB LIL TWY W EDGE: B VRB LIL
4	Secondary power supply/switch-over time	available, switch-over time: 1 SEC
5	Remarks	APRON EDGE: B VRB LIL

LDDU 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 arrangements with Airport Authorities.

LDDU AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR Dubrovnik 424230N 0180249E 423619N 0181441E along the FIR boundary Zagreb/Sarajevo 423612N 0181514E 423246N 0182545E 422447N 0182554E 423441N 0175738E 424230N 0180249E
2	Vertical limits	4000 FT ALT / GND
3	Airspace classification	D
4	ATS unit call sign Language(s)	DUBROVNIK TORANJ / DUBROVNIK TOWER Croatian, English
5	Transition altitude	10000 FT MSL
6	Remarks	NIL

LDDU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	DUBROVNIK RADAR	123.600 MHZ	H24	Primary FREQ
	DUBROVNIK RADAR	134.725 MHZ	H24	ALTN FREQ
	DUBROVNIK RADAR	121.500 MHZ	H24	EMERG FREQ
TWR	DUBROVNIK TORANJ / DUBROVNIK TOWER	129.500 MHZ	H24	Primary FREQ If no contact on TWR frequency, contact Dubrovnik Radar.
		125.400 MHZ	H24	ALTN FREQ
DELIVERY	DUBROVNIK DELIVERY	125.400 MHZ	TUE, THU, SAT, SUN 0700-1500 during summer period only	For additional hours of operation, monitor ATIS. If no contact on Dubrovnik Delivery FREQ, contact Dubrovnik TWR on 129.500 MHZ.
ATIS	DUBROVNIK ATIS	118.425 MHZ	H24	

LDDU 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)	DBK	115.4 MHZ CH101X	H24	423313.84N 0181638.79E	550 FT	MRA at 40NM: QDR 179°- 300° 3000FT Coverage 80 NM - unusable between QDR 057°-073°
VOR/DME (4°E/2019)	SPL	115.7 MHZ CH104X	H24	432947.69N 0161817.00E	734 FT	Range 100 NM
DME 11	IDU	CH38X	H24	423408.19N 0181507.96E	571 FT	Collocated with GP11, Orbit flight DME 25 NM MRA: 140° - 310° 4000 FT 310° - 140° 6000 FT
NDB	KLP	318 KHZ	H24	424009.42N 0180115.07E		297°MAG/11.73 NM from THR 11. Range 50 NM
L	CV	397 KHZ	H24	423506.68N 0181245.51E		1.9 NM from THR 11 Range 15 NM
L	GR	414 KHZ	H24	423226.26N 0181914.97E		1.9 NM from THR 29 Range 15 NM- unusable between QDR 044°-089° clockwise.
LOC 11	IDU	110.1 MHZ	H24	423316.63N 0181706.77E		ILS CAT I Not usable to 17 NM outside 22° left (North) of centre line.
GP 11		334.4 MHZ	H24	423408.19N 0181507.94E		3.0°, RDH 50 FT
MM11	Dots-Dashes	75 MHZ	H24	423427.81N 0181408.83E		

LDDU AD 2.20 LOCAL AERODROME REGULATIONS

TWR directions, follow me guidance and marshaller instructions shall be followed for entering to / exiting from any of aircraft and/or helicopters positions.

MAX wingspan for TXL (taxilane) H is 31 M and MAX wingspan for TXL J is 52 M.

During Code letter F ACFT ground movement, outer engines shall be used on idle power only.

When ACFT with wingspan greater than 47.8 M is taxiing on APRON TXL between PSNs 8-16, special conditions can be expected.

During code letter E ACFT taxiing between TWY G and TWY W, slow taxi speed is required.

For ACFT engine testing, PSNs 1-21 can be used, with mandatory TWR prior approval.

When entering the APRON, it is mandatory to stop at HOLD FOR FOLLOW ME position and wait for the follow me vehicle and guidance.
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.

AVDGS (*Advanced Visual Docking Guidance System)* type APIS shall be followed for final entering to PSNs: 10, 10A, 11, 12, 14 and 14A. In case of APIS failure, strictly follow marshaller instructions.

ACFT engine start-up is forbidden at PSNs: 22, 23, 24, 25, 26 and 27. Start-up will be approved after push-out to HP (holding position) J.
ATC DEP clearance is available on Dubrovnik TWR FREQ 15 MIN before start-up.
Pilots shall state their parking position number on initial contact with ATC.
For taxi-out, ACFT shall request start-up clearance after communication with ground crew has been established.

In case of self-manoeuvring from nose-in parking positions (1-9, 15-21), usage of both engines is strongly recommended.
In case that one engine is used, special caution is advised in respect of the need that engine on the opposite side from turning direction should be used.

For push-back:

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

Push-back clearance issued by ATC shall contain runway in use.
Runway in use shall be relayed to the ground crew by the flight deck.

WARNING: Gusts, wind shear and turbulence can be expected on final approaches and on RWY 11/29 in conditions of strong north-easterly winds.

Preferential configuration/RWY in use is RWY11.

LDDU AD 2.21 NOISE ABATEMENT PROCEDURES

NOISE ABATEMENT DEPARTURE PROCEDURE RWY 29

Aircraft operators shall follow aircraft manufacturer's noise abatement recommended procedures up to FL 100, or the procedure below:

- Take-off to 1350 FT QNH
- Climb at V_2 + 10 KT

- On reaching altitude of 1350 FT QNH, adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule provided in the aircraft operating manual
- Maintain climb speed of V_2 + 10-20 KT with flaps and slats in the take off configuration
- At 3500 FT QNH maintain positive rate of climb, accelerate and retract flaps/slats on schedule

LDDU AD 2.22 FLIGHT PROCEDURES

LDDU AD 2.22.1 DEPARTING TRAFFIC

Transfer to Dubrovnik Radar

Pilots of departing aircraft shall remain on TWR frequency until passing 3000 FT AMSL, unless otherwise instructed by ATC.

In case of non-standard departure clearance and/or visual departure, pilots are expected to follow instruction “After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.”

SID RWY 11 (Preferential RWY)

Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 5.0 per cent (304 FT/NM).

SID RWY 11 (Preferential RWY)				
Designator	**Route**	**After take off**		**Remarks**
		Climb initially	**Contact**	
AMUGO4C	**AMUGO FOUR CHARLIE DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 275°. Cross R-218 DBK, turn LEFT, intercept R-227 DBK. At LOKRU (19.6 DME DBK) turn RIGHT, intercept R-131 SPL, climbing to AMUGO.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	
AMUGO2E	**AMUGO TWO ECHO DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 275°. After crossing QDR 198° CV L follow ATC RADAR vector to AMUGO.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	Cross QDR 198° CV L at or above 5000ft.
AMUGO2F	**AMUGO TWO FOXTROT DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on bearing QDR 177° GR L. At 11.0 DME DBK turn RIGHT and follow ATC RADAR vector to AMUGO.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	Cross 11.0 DME DBK at or above 6000ft.

SID RWY 11 (Preferential RWY)				
Designator	**Route**	**After take off**		**Remarks**
		Climb initially	**Contact**	
LOKRU3C	**LOKRU THREE CHARLIE DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 275°. Cross R-218 DBK, turn LEFT, intercept R-227 DBK climbing to LOKRU.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	
MOKUN5C	**MOKUN FIVE CHARLIE DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 218°. At or above 4500 FT, but not before passing R-182 DBK, turn RIGHT, intercept R-218 DBK, climbing to DBK VOR DME. At 3.0 DME DBK, on R-218 DBK, turn RIGHT, intercept R-121 DBK climbing to MOKUN.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	Cross 3.0 DME DBK at or above 7000 FT. Cross MOKUN at or above 9000 FT.
MADOS5C	**MADOS FIVE CHARLIE DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 218°. At or above 4500 FT, but not before passing R-182 DBK, turn RIGHT, intercept R-218 DBK, climbing to DBK VOR DME. At 3.0 DME DBK, on R-218 DBK, turn LEFT, intercept R-333 DBK climbing to MADOS.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	Cross 3.0 DME DBK at or above 7000 FT. Cross MADOS at or above FL105.
MADOS2E	**MADOS TWO ECHO DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on bearing QDR 177° GR L. At 11.0 DME DBK turn RIGHT on track 288°. After crossing R-200 DBK turn RIGHT intercept R-218 DBK, climbing to DBK VOR DME. At 3.0 DME DBK, on R-218 DBK, turn LEFT, intercept R-333 DBK climbing to MADOS.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	Cross 11.0 DME DBK at or above 6000ft. Cross R-200 DBK at or above 8500ft. Cross MADOS at or above FL105.
BEVIS4C	**BEVIS FOUR CHARLIE DEPARTURE** Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on track 218°. Intercept R-182 DBK climbing to BEVIS.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	
MOKUN2E WITH ATC RADAR MONITORING ONLY	**MOKUN TWO ECHO DEPARTURE** MAX IAS 210KT until MOKUN. Climb straight ahead. At GR L (2.1 DME DBK) turn RIGHT, on bearing QDR 177° GR L. At 11.0 DME DBK turn LEFT on R-150 DBK climbing to DBK VOR DME. After crossing 8.4 DME DBK, turn RIGHT, intercept R-121 DBK climbing to MOKUN.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	Cross 11.0 DME DBK at or above 6000ft. Cross 8.4 DME DBK at or above 8500ft. Cross MOKUN at or above 9000 FT.

SID RWY 29

Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 3.3 per cent (201 FT/NM)

WARNING: Close-in obstacles. See LDDU AD 2.24.4 AOC RWY 29 -1, Aerodrome Obstacle Chart - ICAO Type A, regarding obstacle number 4 and significant obstacle shown on the plan view of the chart at the distance 556 M (0.3 NM) in the north-west direction from DER with related altitude of 181.3 M (595 FT).

When RWY 29 is in use, for deconfliction purposes between departing and arriving traffic, preferential SID is DOPUT 4D. Expect vectors or direct routing by Dubrovnik Radar back to FPL route.

SID RWY 29				
Designator	**Route**	**After take off**		**Remarks**
		Climb initially	**Contact**	
DOPUT4D (On ATC authorization only)	**DOPUT FOUR DELTA DEPARTURE** Climb to KLP NDB. At KLP NDB climb on R-299 DBK to DOPUT. Expect further climb and radar vectoring to en-route transition point filed in FPL. **RADIO COMMUNICATION FAILURE PROCEDURE:** In case of two-way communication failure, after passing DOPUT, rejoin the flight planned route no later than the next significant point, taking into consideration the applicable minimum flight altitude then climb to the flight planned cruising level.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	Cross KLP NDB at or above 3800 FT. Cross DOPUT at or above 5000 FT. DOPUT 4D is the preferential SID.
NERRA9D (only for traffic destination LDSP, below FL145)	**NERRA NINE DELTA DEPARTURE** Climb to KLP NDB. At KLP NDB climb on R-299 DBK to NERRA.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	Cross KLP NDB at or above 3800 FT.
LASDU2D	**LASDU TWO DELTA DEPARTURE** Climb to KLP NDB. At KLP NDB turn LEFT on QDR 276° KLP to LASDU.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	Cross KLP NDB at or above 3800 FT.
AMUGO2D	**AMUGO TWO DELTA DEPARTURE** Climb straight ahead. At 5.0 DME DBK turn LEFT, on track 238°. Intercept R-265 DBK climbing to AMUGO.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	

SID RWY 29				
Designator	Route	After take off		Remarks
		Climb initially	Contact	
LOKRU2D	**LOKRU TWO DELTA DEPARTURE** Climb straight ahead. At 5.0 DME DBK turn LEFT, on track 166°, intercept R-227 DBK climbing to LOKRU.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	
MOKUN4D	**MOKUN FOUR DELTA DEPARTURE** Climb straight ahead. At 5.0 DME DBK turn LEFT, on track 166°. Cross R-227 DBK, turn LEFT, intercept R-198 DBK inbound DBK VOR DME. At 4.0 DME DBK, on R-198 DBK, turn RIGHT, intercept R-121 DBK, climbing to MOKUN.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	Cross 4.0 DME DBK at or above 6500 FT. Cross MOKUN at or above 9000 FT.
MADOS5D	**MADOS FIVE DELTA DEPARTURE** Climb straight ahead. At 5.0 DME DBK turn LEFT, on track 166°. Cross R-227 DBK, turn LEFT intercept R-198 DBK inbound DBK VOR DME. At DBK VOR DME turn LEFT, intercept R-333 DBK climbing to MADOS.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	Cross 4.0 DME DBK at or above 6500 FT. Cross MADOS at or above FL105.
BEVIS3D	**BEVIS THREE DELTA DEPARTURE** Climb straight ahead. At 5.0 DME DBK turn LEFT, on track 166°. Cross R-227 DBK, turn LEFT on track 126°. Cross R-198 DBK, turn RIGHT, intercept R-182 DBK climbing to BEVIS.	8000 FT	After passing 3000 FT AMSL, contact Dubrovnik Radar on 123.600 MHZ.	

LDDU AD 2.22.2 STAR RWY 11/29

STAR RWY 11/29				
Designator	**Route**	**Descend**	**Contact**	**Remarks**
NERRA8A	**NERRA EIGHT ALPHA ARRIVAL** From NERRA proceed on QDM 120° KLP to KLP NDB (MNM ALT 5000 FT). At 21.0 DME DBK proceed on QDM 120° KLP (MNM ALT 4000 FT) and hold.	As cleared by ATC		
MOKUN4A	**MOKUN FOUR ALPHA ARRIVAL** From MOKUN proceed on R-121 DBK to DBK VOR DME (MNM ALT 7500 FT). After crossing DBK VOR DME intercept and follow QDM 297° KLP to KLP NDB (MNM ALT 5000 FT) and hold.	As cleared by ATC		HOLDING ENTRY FROM SECTOR 1 (parallel entry) & SECTOR 2 (offset entry) MNM ALT 4500FT
BEVIS3A	**BEVIS THREE ALPHA ARRIVAL** From BEVIS proceed on R-182 DBK (MNM ALT 5000 FT). At 15.0 DME DBK turn LEFT and intercept QDM 332° KLP to KLP NDB (MNM ALT 4500 FT) and hold.	As cleared by ATC		
LOKRU2A	**LOKRU TWO ALPHA ARRIVAL** From LOKRU proceed on QDM 007° KLP to KLP NDB (MNM ALT 4500 FT) and hold.	As cleared by ATC		
AMUGO2A	**AMUGO TWO ALPHA ARRIVAL** From AMUGO proceed on QDM 065° KLP to KLP NDB (MNM ALT 4000 FT) and hold	As cleared by ATC		

LDDU AD 2.22.3 MISSED APPROACH PROCEDURE

Inform ATC immediately.

Unless otherwise instructed by ATC, see relevant instrument approach chart in AD 2.24 and follow published missed approach procedure.

Missed approach procedure during **visual approach RWY 29:** 'Join final RWY 29, maintain RWY track and climb to 5000 FT'.

LDDU AD 2.22.4 BACKUP DEVICE ON TWR IN CASE OF A COMPLETE COMMUNICATION FAILURE

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

LDDU AD 2.23 ADDITIONAL INFORMATION

Increased activity of Herring gulls (Larus cachinnans) on and in the vicinity of aerodrome. Island Mrkan, island Bobara and island Supetar which are located in the vicinity of approach and take-off climb surface of RWY 11 are protected as an ornithological reserve.

See Bird concentrations chart: LDDU AD 2.24.14. BC -1

LDDU AD 2.24 CHARTS RELATED TO AN AERODROME

LDDU AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Instrument flight procedure	Minima	ACFT CAT
L RWY 11	Straight-in approach	A/B/C/D
VOR RWY 11	Straight-in approach	A/B/C/D

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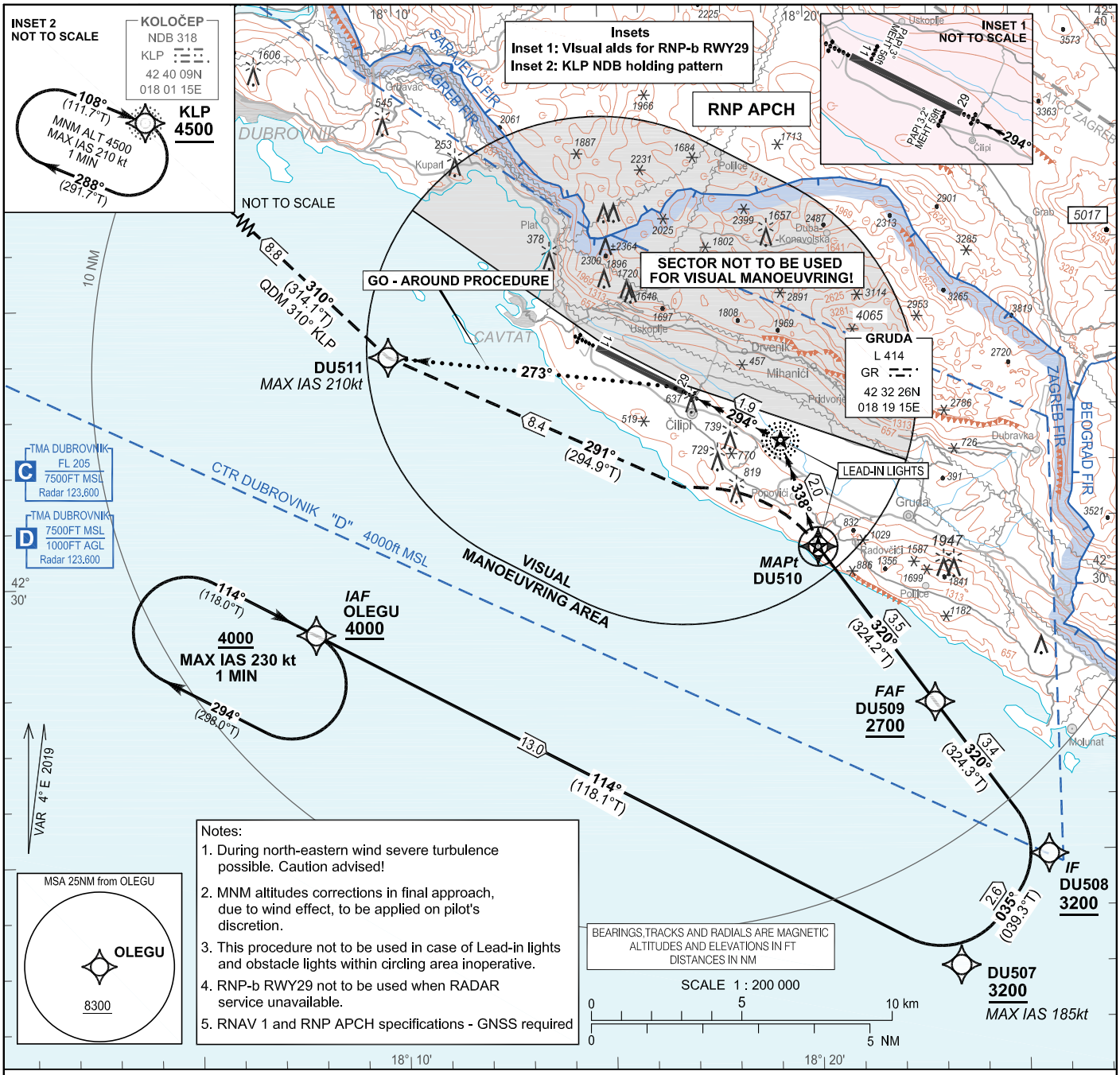
INSTRUMENT APPROACH CHART-ICAO (CIRCLING WITH PRESCRIBED TRACKS)

AD ELEV 527
HEIGHTS RELATED TO AD ELEV 527

DUBROVNIK ATIS	118.425
DUBROVNIK RADAR	123.600
DUBROVNIK TOWER	129.500
DUBROVNIK DELIVERY	125.400

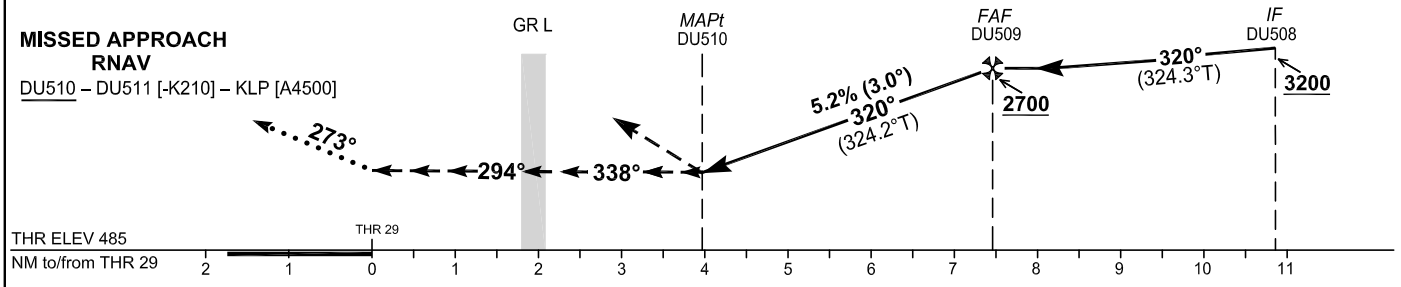
DUBROVNIK / Ruđer Bošković (LDDU)

RNP-b RWY 29



TRANSITION ALT 10 000

MISSED APPROACH
RNAV
DU510 – DU511 [-K210] – KLP [A4500]



OCA(H)	A	B	C
Circling	1620 (1100)		

NOTE: Circling NE of aerodrome not allowed.

See special notes to Aircraft Operators on page 3.

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

GO - AROUND PROCEDURE :
Above THR 29, at the latest, turn LEFT onto track 273°.
Intercept QDM 310° KLP to KLP NDB climbing to 4500 and hold.

CHANGE: Special notes updated; Airport name Dubrovnik/Čilipi to Dubrovnik/Ruđer Bošković; Dubrovnik Delivery frequency added; Editorial

DUBROVNIK / Ruđer Bošković (LDDU)

RNP-b RWY 29

LDDU RNP-b RWY29

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	OLEGU	-	-	4°E	-	-	+4000	-	-	-	RNP APCH
020	-	TF	DU507	-	114° (118.1°T)	4°E	13.0	-	+3200	-185	-	-	
030	IF	TF	DU508	-	035° (039.3°T)	4°E	2.6	-	+3200	-	-	-	

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	DU508	-	-	4°E	-	-	+3200	-	-	-	RNP APCH
020	FAF	TF	DU509	-	320° (324.3°T)	4°E	3.4	-	+2700	-	-	-	
030	MAPt	TF	DU510	Y	320° (324.2°T)	4°E	3.5	-	-	-	3.0 / -	-	
040	-	TF	DU511	-	291° (294.9°T)	4°E	8.4	-	-	-210	-	-	
050	MAHF	TF	KLP	-	310° (314.1°T)	4°E	8.8	-	+4500	-	-	-	
060	MAHF	HM	KLP	-	108° (111.7°T)	4°E	1MIN	R	+4500	-210	-	Holding above 4500t on ATC clearance only	RNAV 1

RNAV HOLDING tabular description

Waypoint name	Path Terminator	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
OLEGU	HM	114° (118.0°T)	1MIN / -	R	4000	-	230	4°E	-	RNAV 1
KLP	HM	108° (111.7°T)	1MIN / -	R	4500	-	210	4°E	-	RNAV 1

Waypoint coordinates

Waypoint name	WGS-84 Latitude	WGS-84 Longitude
KLP	424009.42N	0180115.07E
OLEGU	422906.1N	0180754.0E
DU507	422257.5N	0182322.4E
DU508	422456.1N	0182533.4E
DU509	422741.7N	0182252.4E
DU510	423031.4N	0182007.0E
DU511	423404.3N	0180946.2E

CHANGE: Special notes updated; Airport name Dubrovnik/Čilipi to Dubrovnik/Ruđer Bošković; Dubrovnik Delivery frequency added; Editorial

SPECIAL NOTES
CIRCLING WITH PRESCRIBED TRACKS

RNP-b RWY 29

The following requirements and SPECIAL NOTES contain information which shall be consider before practise and operating LDDU RNP-b RWY 29 procedure:

- Consider specific orography, mountainous terrain in vicinity of AD Dubrovnik and the requirements for visual segment
- Usage of Lead-in lights (MAPt and GR L) and PAPI at night operations are mandatory
- This procedure not be used in case of lead-in lights and obstacle lights within circling area inoperative
- The procedure to be used when the tailwind component for approach RWY 11 exceeds the operational limits for landing: for particular type of aircraft
- The procedure should not be used during „BURA“ wind (a northern to north-eastern local katabatic wind in the Adriatic) due to severe turbulence
- During daylight hours use of standard visual approach for RWY 29 is recommended.

CHANGE: Special notes updated; Airport name Dubrovnik/Čilipi to Dubrovnik/Ruđer Bošković; Dubrovnik Delivery frequency added; Editorial

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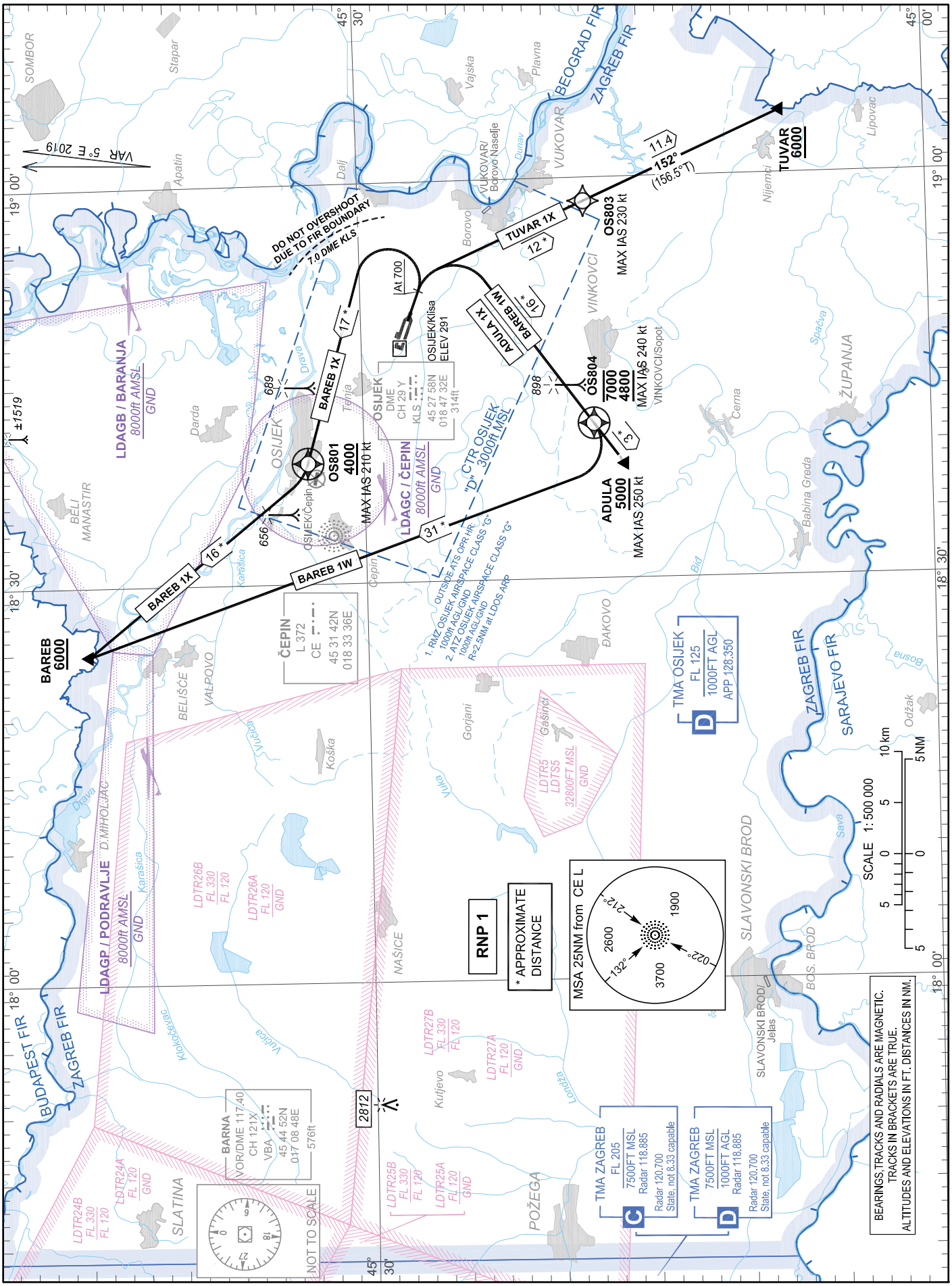
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10 000

OSIJEK TOWER	128.350
OSIJEK APPROACH	128.350
OSIJEK APPROACH ALTN	125.850

OSIJEK / Klisa (LDOS)
RNP RWY 11

BAREB 1X TUVAR 1X ADULA 1X BAREB 1W



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OSIJEK / Klisa (LDOS)

RNP RWY 11

BAREB 1X TUVAR 1X ADULA 1X BAREB 1W

Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 3.3 per cent (201 FT/NM). Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the tabular description of the route.

LDOS RNP STANDARD INSTRUMENT DEPARTURE RWY 11

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	BAREB 1X	CA	-	-	106° (110.5°T)	5°E	-	-	@700	-	MNM PDG 5.5% to OS801.	RNP 1
020		DF	OS801	Y	-	5°E	-	L	+4000	-210	Do not overshoot 7.0 DME KLS during turn towards OS801.	
030		DF	BAREB	-	-	5°E	-	R	+6000	-		
010	TUVAR 1X	CA	-	-	106° (110.5°T)	5°E	-	-	@700	-	-	RNP 1
020		DF	OS803	-	-	5°E	-	R	-	-230		
030		TF	TUVAR	-	152° (156.5°T)	5°E	11.4	-	+6000	-		
010	ADULA 1X	CA	-	-	106° (110.5°T)	5°E	-	-	@700	-	No turn before DER	RNP 1
020		DF	ADULA	-	-	5°E	-	R	+5000	-250		
010	BAREB 1W	CA	-	-	106° (110.5°T)	5°E	-	-	@700	-	No turn before DER	RNP 1
020		DF	OS804	Y	-	5°E	-	R	-7000 +4800	-240		
030		DF	BAREB	-	-	5°E	-	R	+6000	-		

Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
ADULA	451614N	0183831E
BAREB	454446N	0182448E
TUVAR	450736N	0190439E
OS801	453258.4N	0183903.6E
OS803	451805.0N	0185813.0E
OS804	451748.8N	0184135.0E

Change: PBN box.

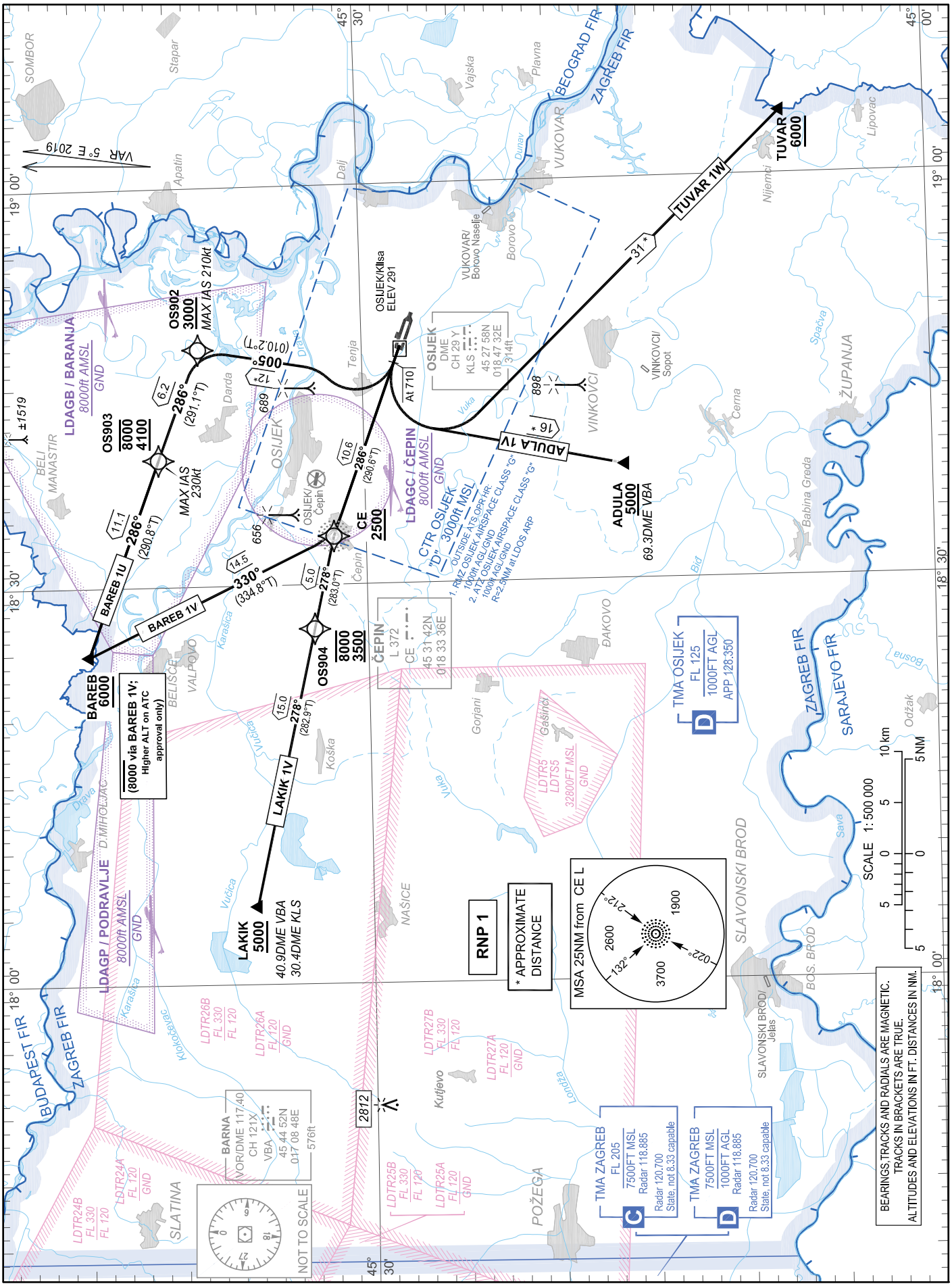
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10 000

OSIJEK TOWER	128.350
OSIJEK APPROACH	128.350
OSIJEK APPROACH ALTN	125.850

OSIJEK / Klisa (LDOS)
RNP RWY 29

BAREB 1U BAREB 1V
LAKIK 1V ADULA 1V TUVAR 1W



Change: PBN box.

OSIJEK / Klisa (LDOS)

RNP RWY 29 BAREB 1U BAREB 1V LAKIK 1V ADULA 1V TUVAR 1W

Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 3.3 per cent (201 FT/NM). Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the tabular description of the route.

LDOS RNP STANDARD INSTRUMENT DEPARTURE RWY 29

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	BAREB 1U	CA	-	-	286° (290.6°T)	5°E	-	-	@710	-	MNM PDG 3.5% to 1800 ft AMSL	RNP 1
020		CF	OS902	-	005° (010.2°T)	5°E	-	-	+3000	-210		
030		TF	OS903	-	286° (291.1°T)	5°E	6.2	-	-8000 +4100	-230		
040		TF	BAREB	-	286° (290.8°T)	5°E	11.1	-	+6000	-		
010	BAREB 1V	CF	CE	-	286° (290.6°T)	5°E	10.6	-	+2500	-	(1) Higher ALT on ATC approval only	RNP 1
020		TF	BAREB	-	330° (334.8°T)	5°E	14.5	-	-8000(1) +6000	-		
010	LAKIK 1V	CF	CE	-	286° (290.6°T)	5°E	10.6	-	+2500	-	-	RNP 1
020		TF	OS904	-	278° (283.0°T)	5°E	5.0	-	-8000 +3500	-		
030		TF	LAKIK	-	278° (282.9°T)	5°E	15.0	-	+5000	-		
010	ADULA 1V	CA	-	-	286° (290.6°T)	5°E	-	-	@710	-	-	RNP 1
020		DF	ADULA	-	-	5°E	-	L	+5000	-		
010	TUVAR 1W	CA	-	-	286° (290.6°T)	5°E	-	-	@710	-	-	RNP 1
020		DF	TUVAR	-	-	5°E	-	L	+6000	-		

Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
ADULA	451614N	0183831E
BAREB	454446N	0182448E
LAKIK	453608N	0180551E
TUVAR	450736N	0190439E
CE	453142.33N	0183336.18E
OS902	453838.8N	0184749.3E
OS903	454052.2N	0183933.6E
OS904	453249.5N	0182640.2E

Change: PBN box.

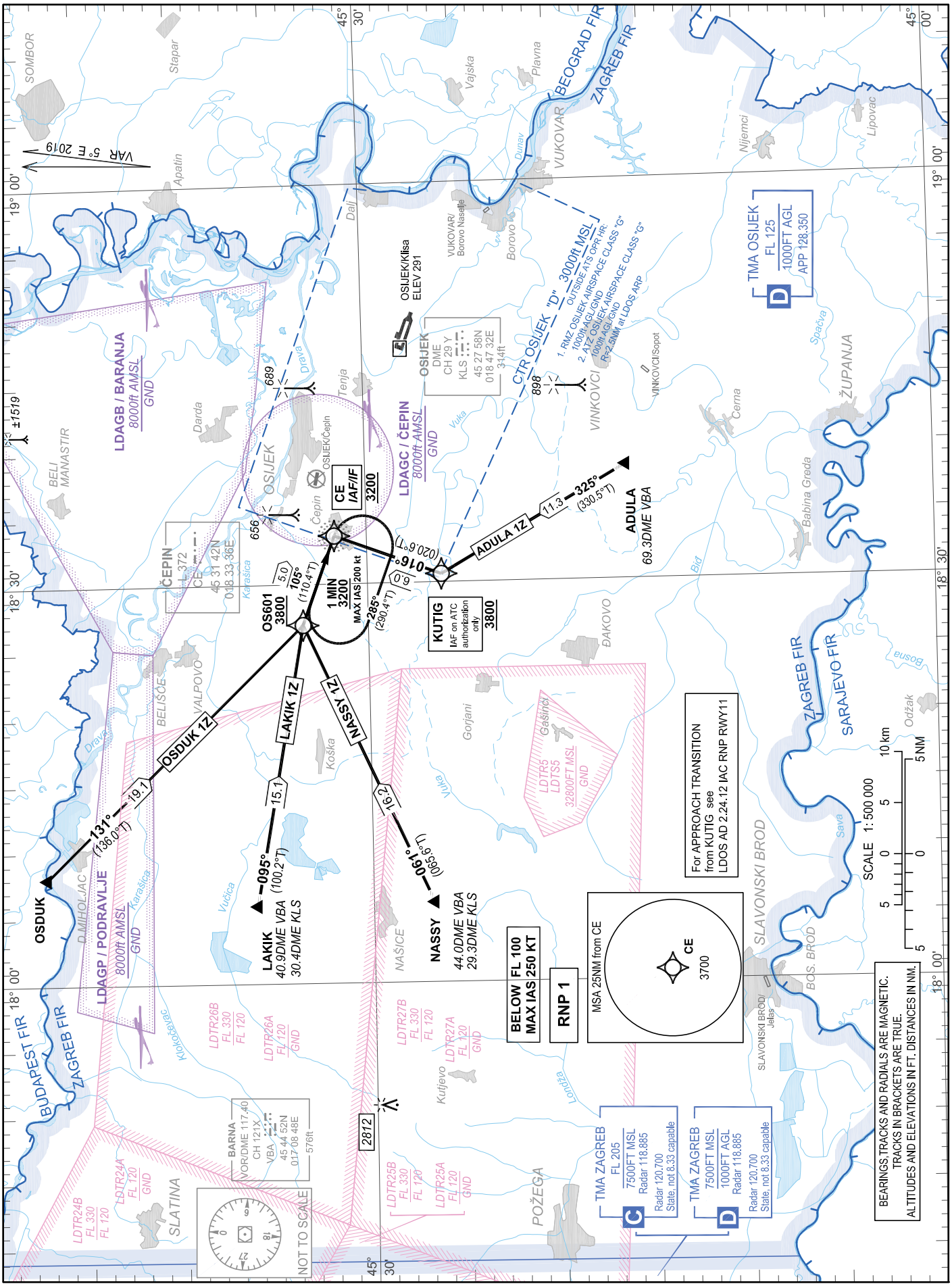
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10 000

OSIJEK APPROACH	128.350
OSIJEK APPROACH ALTN	125.850
OSIJEK TOWER	128.350

OSIJEK / Klisa (LDOS)
RNP RWY 11

LAKIK 1Z OSDUK 1Z ADULA 1Z NASSY 1Z



Change: PBN box.

OSIJEK / Klisa (LDOS)
RNP RWY 11
LAKIK 1Z OSDUK 1Z ADULA 1Z NASSY 1Z

LDOS RNP STANDARD ARRIVAL RWY 11

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	LAKIK 1Z	IF	LAKIK	-	-	5°E	-	-	-	-	-	RNP 1
020		TF	OS601	-	095° (100.2°T)	5°E	15.1	-	+3800	-	-	
030		TF	CE	-	105° (110.4°T)	5°E	5.0	-	+3200	-	IAF/IF	
010	OSDUK 1Z	IF	OSDUK	-	-	5°E	-	-	-	-	-	RNP 1
020		TF	OS601	-	131° (136.0°T)	5°E	19.1	-	+3800	-	-	
030		TF	CE	-	105° (110.4°T)	5°E	5.0	-	+3200	-	IAF/IF	
010	ADULA 1Z	IF	ADULA	-	-	5°E	-	-	-	-	-	RNP 1
020		TF	KUTIG	-	325° (330.5°T)	5°E	11.3	-	+3800	-	IAF on ATC authorization only	
030		TF	CE	-	016° (020.6°T)	5°E	6.0	-	+3200	-	IAF/IF	
010	NASSY 1Z	IF	NASSY	-	-	5°E	-	-	-	-	-	RNP 1
020		TF	OS601	-	061° (065.6°T)	5°E	16.2	-	+3800	-	-	
030		TF	CE	-	105° (110.4°T)	5°E	5.0	-	+3200	-	IAF/IF	

IAF on ATC authorization only: For APPROACH TRANSITION from KUTIG see LDOS AD 2.24.12 IAC RNP RWY 11

RNAV HOLDING tabular description

Waypoint name	Path descriptor	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
CE	HM	105° (110.4°T)	1MIN / -	R	3200	-	200	5°E	-	RNP 1

Waypoint coordinates

Waypoint name	WGS-84 latitude	WGS-84 longitude
ADULA	451614N	0183831E
OSDUK	454715N	0180801E
KUTIG	452605.5N	0183035.9E
LAKIK	453608N	0180551E
NASSY	452648N	0180559E
CE	453142.33N	0183336.18E
OS601	453326.9N	0182656.1E

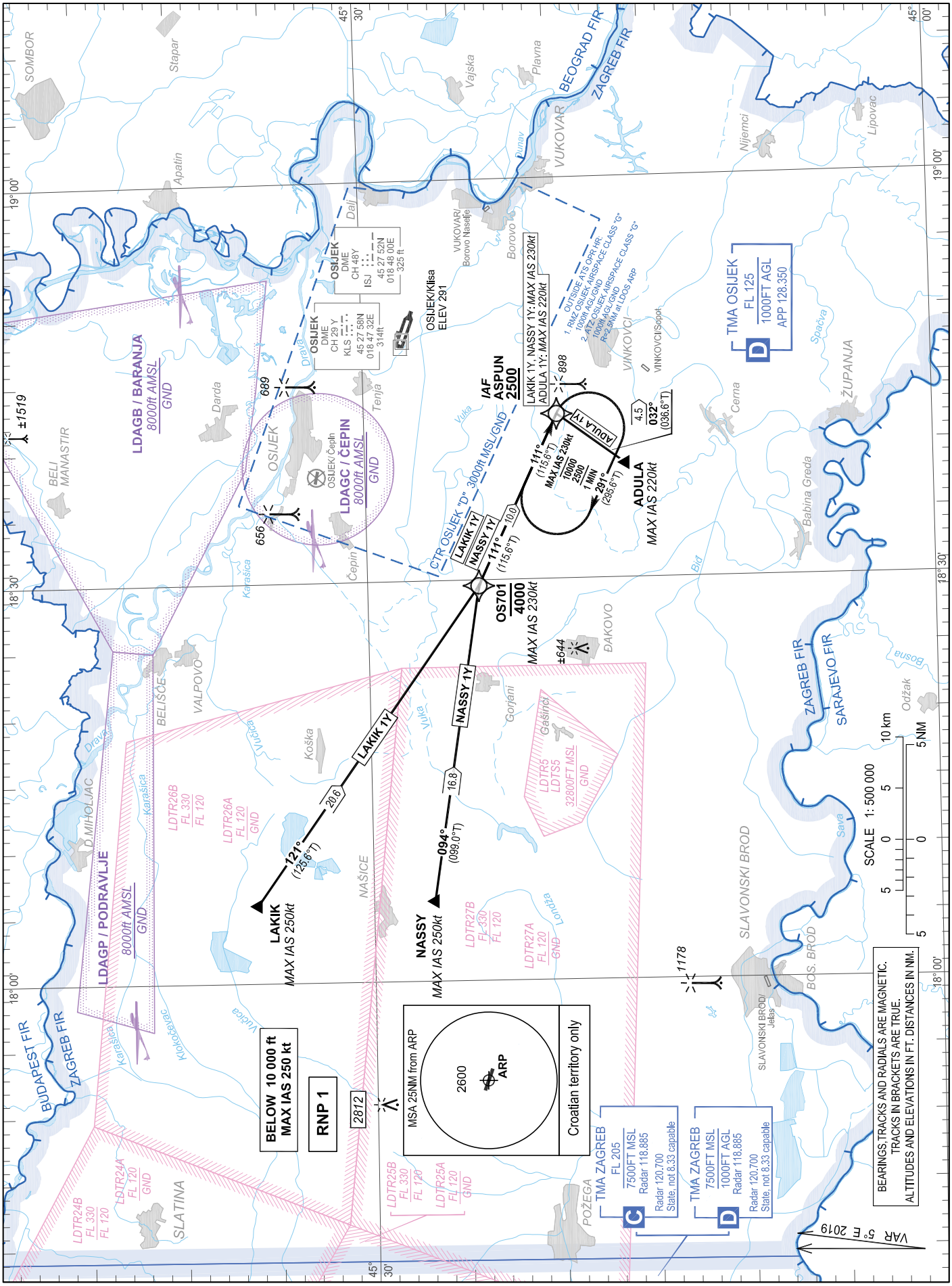
Change: PBN box.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10 000

OSIJEK APPROACH	128.350
OSIJEK APPROACH ALTN	125.850
OSIJEK TOWER	128.350

OSIJEK / Klisa (LDOS)
RNP RWY 29
ADULA 1Y LAKIK 1Y NASSY 1Y



Change: PBN box.

OSIJEK / Klisa (LDOS)
RNP RWY 29
ADULA 1Y LAKIK 1Y NASSY 1Y

LDOS RNP STANDARD ARRIVAL RWY 29

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	ADULA 1Y	IF	ADULA	-	-	5°E	-	-	-	-220	-	RNP 1
020		TF	ASPUN	-	032° (036.6°T)	5°E	4.5	-	+2500	-220	IAF	
010	LAKIK 1Y	IF	LAKIK	-	-	5°E	-	-	-	-250	-	RNP 1
020		TF	OS701	-	121° (125.6°T)	5°E	20.6	-	-4000	-230		
030		TF	ASPUN	-	111° (115.6°T)	5°E	10.0	-	+2500	-230	IAF	
010	NASSY 1Y	IF	NASSY	-	-	5°E	-	-	-	-250	-	RNP 1
020		TF	OS701	-	094° (099.0°T)	5°E	16.8	-	-4000	-230	-	
030		TF	ASPUN	-	111° (115.6°T)	5°E	10.0	-	+2500	-230	IAF	

RNAV HOLDING tabular description

Waypoint name	Path descriptor	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
ASPUN	HM	111° (115.6°T)	1MIN / -	R	2500	10000	230	5°E	-	RNP 1

Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
ADULA	451614N	0183831E
ASPUN	451948.8N	0184217.9E
LAKIK	453608N	0180551E
NASSY	452648N	0180559E
OS701	452408.0N	0182933.2E

Change: PBN box.

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:

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

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

Obstacles in Area 3: NIL

LDPL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	PULA
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MWO ZAGREB TAF (24HR)
4	Trend Forecast Interval of issuance	TREND 30 MIN
5	Briefing/consultation provided	Selfbriefing (URL: https://ib.crocontrol.hr) or by phone: +385 52 372521
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

LDPL 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	See LDPL AD 2.20.3

LDPL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR Pula 445758N 0134047E 450339N 0134653E 450349N 0141115E 444709N 0141152E 444229N 0134359E 444800N 0134107E 445758N 0134047E
2	Vertical limits	2500 FT ALT / GND
3	Airspace classification	D
4	ATS unit call sign Language(s)	PULA TORANJ / PULA TOWER Croatian, English
5	Transition altitude	10000 FT MSL
6	Remarks	Nil

LDPL 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	If no contact, contact Pula Radar on 127.675 MHZ
		127.675 MHZ	H24	If no contact, contact Pula Radar on 124.600 MHZ
		121.500 MHZ	H24	EMERG FREQ

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	PULA TORANJ / PULA TOWER	132.000 MHZ	H24	Primary FREQ If no contact on TWR frequency, contact Pula Radar.
		120.000 MHZ	H24	ALTN FREQ If no contact on TWR frequency, contact Pula Radar.
ATIS	PULA ATIS	129.150 MHZ	As AD HR SER	

LDPL 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 (CH 120Y)	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)	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).
DME	LSJ	CH21Y	H24	443057.23N 0142927.66E	722 FT	Coverage 80 NM except BTN QDR 044°-074° clockwise and QDR 104°-114° clockwise, where unsatisfactory power density and reduced coverage due to terrain (Flight profile: Orbit flight, radius 40 NM, 8000 FT QNH).
NDB	CRE	433 KHZ	H24	445410.37N 0142459.57E		Range 50 NM
NDB	KAV	265 KHZ	H24	445343.27N 0140029.66E		084°MAG/2.88 NM from THR 27. MRA at 25 NM: sector 070°-310° 5000 FT sector 310°-070° 7000 FT
NDB	LOS	429 KHZ	H24	443137.55N 0142822.25E		118°MAG/4.10 NM from LDLO THR 02. Range 50 NM
NDB	PLA	351.5 KHZ	H24	445321.15N 0134512.66E		264°MAG/6.41 NM from THR 09. Coverage 50 NM.

Type of aid CAT of ILS/MLS (VOR/ILS/MLS VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	VRS	369 KHZ	H24	451236.66N 0133856.31E		Range 25 NM
LOC 27	IPU	111.5 MHZ	H24	445335.03N 0135401.39E		ILS CAT I LOC coverage 17 NM MRA 3000 FT LOC coverage 25 NM MRA 4000 FT
GP 27		332.9 MHZ	H24	445333.87N 0135607.91E		3.2°, RDH 15.85 M (52 FT)
MM27	Dots-Dashes	75 MHZ	H24	445339.18N 0135712.92E		From THR 27 = 0.55 NM Intersect heights: 223.1 FT
OM27	Dashes-Dashes	75 MHZ	H24	445343.28N 0140029.09E		From THR 27 = 2.87 NM Intersect heights: 1036.8 FT

LDPL AD 2.20 LOCAL AERODROME REGULATIONS

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

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

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

Prior and after code letter E ACFT landing, taxiing or departure, RWY and TWY will be checked by responsible department.
Prior and after four engine ACFT landing, taxiing or departure RWY and TWY (including shoulders) will be checked by responsible department.
It is recommended to use outer engines on idle power during taxiing.

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

During taxiing on RWY 27 turn pad the nose wheel steering angle exceeds 45 DEG. A slow taxi speed is recommended. Turning not possible for ACFT wheel base more than 26.2 M.

It is recommended to use asymmetric thrust when turning on turn pad.
It is not allowed to use TWY F for code letter E ACFT.

List of ACFT approved to operate with higher aerodrome reference code letter	
Airbus A330-300	Boeing 747-400
Airbus A330-900	Boeing 767-400
Airbus A340-200	Boeing 777-200
Airbus A340-300	Boeing 777-200LR
Airbus A340-500	Boeing 777-300
Airbus A350-900	Boeing 777-300ER
	Boeing 787-800
	Boeing 787-900
	Boeing 787-10 Dreamliner

LDPL AD 2.20.2 TAXI PROCEDURES

Minimum power settings are to be used when taxiing on apron and away from parking stand.
Only aircraft with wingspan up to 36 M are allowed to taxi via taxilane 1.
Only aircraft with wingspan up to 38.05 M are allowed to taxi via taxilane 2.
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 F, TWY G or TWY H.
For further information see LDPL AD 2.24.2 APDC -1 (Aircraft Parking/Docking Chart).

Departures:

All parking positions are self-manoeuvring for departure, under marshaller guidance.
Start-up, towing clearance, and taxi instructions will be provided via Pula TWR FREQ.
For further information see LDPL AD 2.24.2 APDC -1 (Aircraft Parking/Docking Chart).

LDPL AD 2.20.3 HELICOPTER OPERATIONS

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

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

LDPL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LDPL AD 2.22 FLIGHT PROCEDURES

SID RWY 09

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

SID RWY 09				
Designator	Route	After take off		Remarks
		Climb initially	Contact	
PEVAL1A	PEVAL ONE ALPHA DEPARTURE Climb straight ahead. At KAV NDB or 3.8 DME PUL turn LEFT to intercept QDR 005° KAV and continue climb. At 18.5 DME PUL turn LEFT to intercept QDM 272° VRS to VRS NDB. At VRS NDB turn RIGHT on QDR 286° VRS climbing to PEVAL.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	Cross 18.5 DME PUL at or above 9000 FT AMSL.

SID RWY 09				
Designator	Route	After take off		Remarks
		Climb initially	Contact	
GIRDA6D	GIRDA SIX DELTA DEPARTURE Climb straight ahead. At KAV NDB or 3.8 DME PUL turn LEFT to intercept QDR 005° KAV climbing to GIRDA.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	Cross 18.5 DME PUL at or above 9000 FT AMSL.
RJK5C	RIJEKA FIVE CHARLIE DEPARTURE Climb straight ahead. At KAV NDB or 3.8 DME PUL turn LEFT to intercept QDR 005° KAV and continue climb. After 18.5 DME PUL follow ATC RADAR vector RJK.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	Cross 18.5 DME PUL at or above 9000 FT AMSL.
OBALA1A	OBALA ONE ALPHA DEPARTURE Climb straight ahead on QDM 084° CRE. At CRE NDB continue on QDR 083° CRE climbing to OBALA.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	
LOS5H	LOSINJ FIVE HOTEL DEPARTURE Climb straight ahead. At KAV NDB or 3.8 DME PUL turn RIGHT, intercept bearing 134° KAV NDB climbing to LOS NDB.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	

SID RWY 27

Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 3.3 per cent (201 FT/NM); Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route.

WARNING: Close-in obstacles. See inset on the chart.

SID RWY 27				
Designator	Route	After take off		Remarks
		Climb initially	Contact	
PEVAL1B	PEVAL ONE BRAVO DEPARTURE Climb straight ahead. At 5.0 DME PUL turn RIGHT (MAX IAS 240 KT during turn) to intercept QDR 354° PLA. At 18.1 DME PUL turn LEFT to intercept QDR 286° VRS climbing to PEVAL.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	When LDR25 is active, cross 5.0 DME PUL at or above 1400 FT AMSL with MNM PDG 4.6% (280 FT/NM). Cross 18.1 DME PUL at or above 7000 FT AMSL. Cross PEVAL at or above 9000 FT AMSL.

SID RWY 27				
Designator	Route	After take off		Remarks
		Climb initially	Contact	
GIRDA5F	GIRDA FIVE FOXTROT DEPARTURE Climb straight ahead. At 5.0 DME PUL, turn RIGHT (MAX IAS 240 KT during turn) to intercept QDR 354° PLA. At 21.8 DME PUL turn RIGHT to intercept QDR 048° VRS climbing to GIRDA.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	When LDR25 is active, cross 5.0 DME PUL at or above 1400 FT AMSL with MNM PDG 4.6 % (280 FT/NM). Cross 18.1 DME PUL at or above 7000 FT AMSL. Cross GIRDA at or above 8000 FT AMSL.
RJK4D	RIJEKA FOUR DELTA DEPARTURE Climb straight ahead. At 5.0 DME PUL, turn RIGHT (MAX IAS 240 KT during turn) to intercept QDR 354° PLA. At 18.1 DME PUL turn RIGHT and follow ATC RADAR vector climbing to RJK.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	When LDR25 is active, cross 5.0 DME PUL at or above 1400 FT AMSL with MNM PDG 4.6% (280 FT/NM). Cross 18.1 DME PUL at or above 7000 FT AMSL.
OBALA1B	OBALA ONE BRAVO DEPARTURE Climb straight ahead. At 5.0 DME PUL turn RIGHT (MAX IAS 240 KT during turn) to intercept QDR 354° PLA. Cross R-309 PUL and turn RIGHT to intercept QDM 098° CRE. At CRE NDB turn LEFT on QDR 083° CRE climbing to OBALA.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	When LDR25 is active, cross 5.0 DME PUL at or above 1400 FT AMSL with MNM PDG 4.6% (280 FT/NM). Cross R-355 PUL at or above 6000 FT AMSL. Cross CRE NDB at or above 8000 FT AMSL.
OBALA1C	OBALA ONE CHARLIE DEPARTURE Climb straight ahead. At 5.0 DME PUL turn LEFT (MAX IAS 240 KT during turn) to intercept QDR 174° PLA. Cross R-219 PUL and turn LEFT to intercept QDM 070° CRE. At CRE NDB turn RIGHT on QDR 083° CRE climbing to OBALA.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	When LDR25 is active, cross 5.0 DME PUL at or above 1400 FT AMSL with MNM PDG 4.6% (280 FT/NM). Cross R-175 PUL at or above 6000 FT AMSL. Cross CRE NDB at or above 8000 FT AMSL.
LOS6G	LOSINJ SIX GOLF DEPARTURE Climb straight ahead. At 5.0 DME PUL turn LEFT (MAX IAS 240 KT during turn) to intercept QDR 174° PLA. Cross R-219 PUL and turn LEFT to intercept QDM 111° LOS climbing to LOS NDB.	5000 FT	After passing 1000 FT, contact Pula Radar on 127.675 MHZ	When LDR25 is active, cross 5.0 DME PUL at or above 1400 FT AMSL with MNM PDG 4.6% (280 FT/NM). Cross LOS NDB at or above 8000 FT AMSL.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

BRAČ / Brač I. (LDSB)

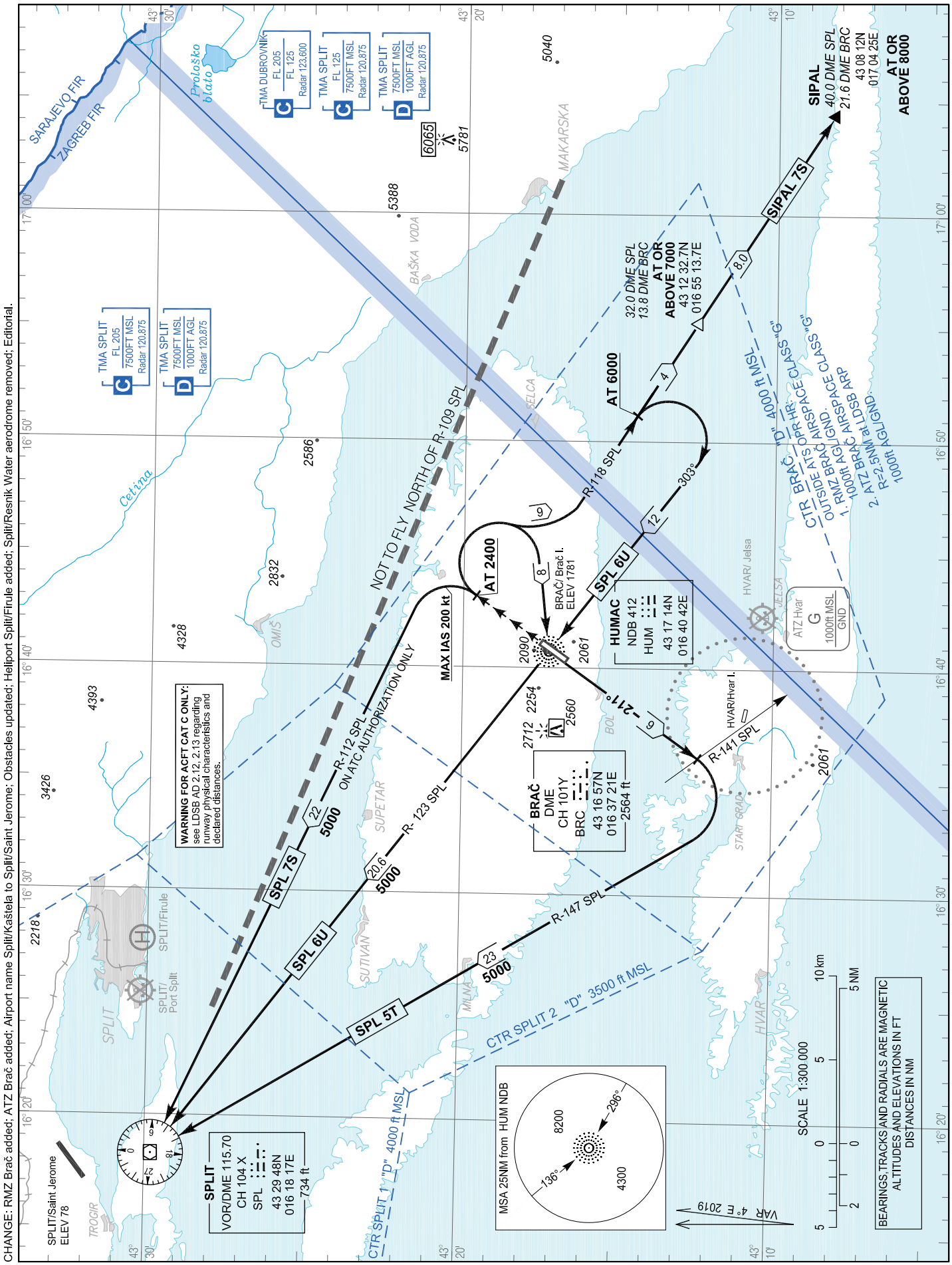
TRANSITION ALTITUDE
10 000

BRAČ TOWER 118.025
SPLIT RADAR 120.875

SPL 7S
SPL 6U

SPL 5T
SIPAL 7S

ACFT CAT A / B & C RWY 03



CHANGE: RMZ Brač added; ATZ Brač added; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Editorial.

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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

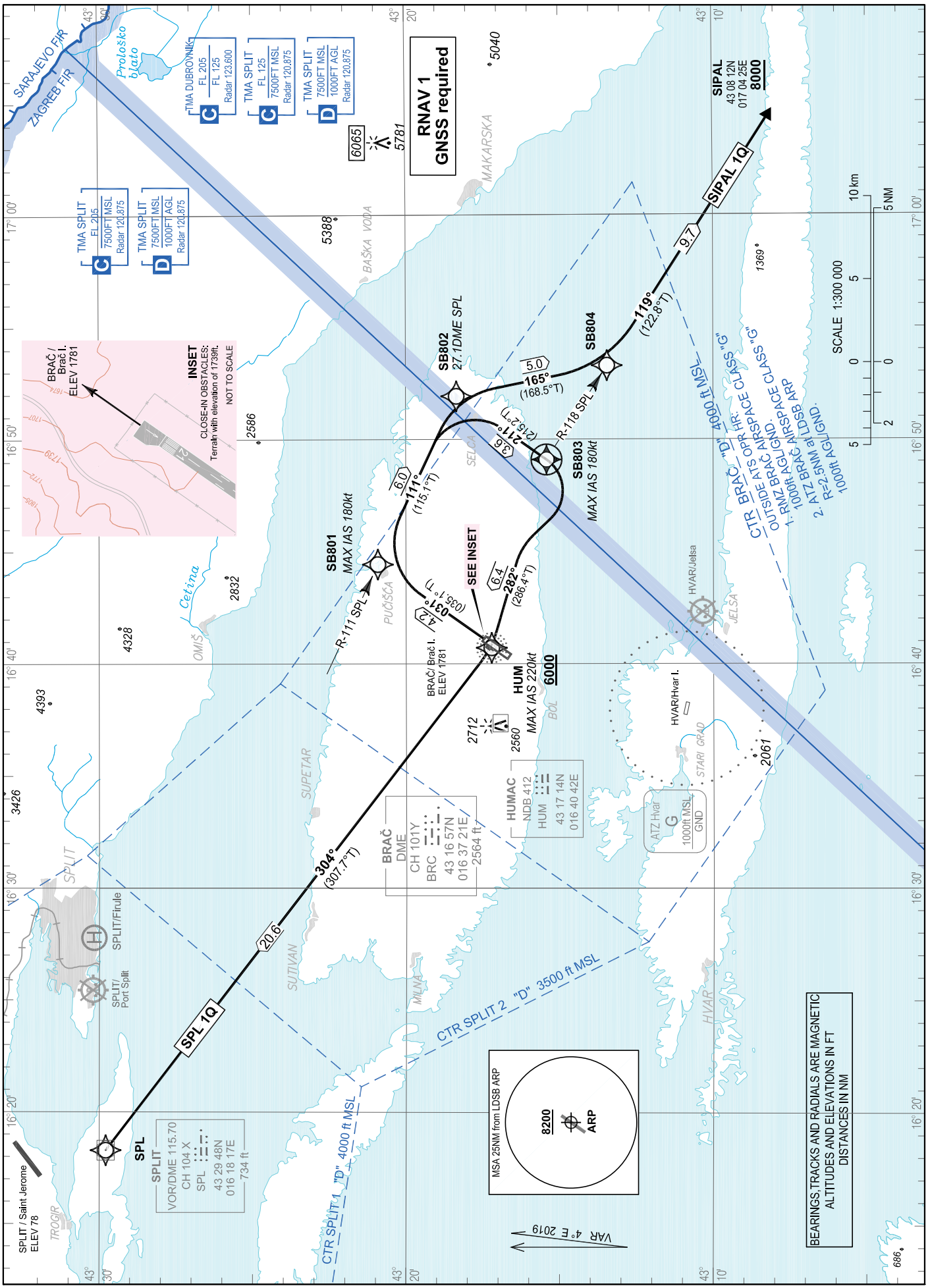
TRANSITION ALTITUDE
10 000

BRAČ TOWER 118.025
SPLIT RADAR 120.875

SPL 1Q SIPAL 1Q

BRAČ / Brač I. (LDSB)

RNAV RWY 03



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BRAČ / Brač I. (LDSB)

RNAV RWY 03 SPL 1Q SIPAL 1Q

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 3.3 per cent (201 FT/NM). Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the tabular description of the route.

CAUTION regarding close-in obstacle: terrain with elevation of 530m (1739ft) on lateral distance of approximately 150m (0.08NM)NorhtWest and abeam of the departure end of the RWY03 (See inset on the SID RNAV RWY03 chart).

WARNING

Back-up conventional (NON-RNAV) procedure, in case of loss of RNAV 1 capability or RNAV system failure, below minimum radar vectoring altitude for RNAV SID SPL 1Q only:

Climb straight ahead to intercept and follow R-111 SPL. At 27.1 DME SPL turn RIGHT climbing on track 211°. When on track 211° and at or above 4300 FT AMSL proceed via RNAV SID SPL 1Q or according to ATC instruction. MNM PDG 3.8% (231 FT/NM).

LDSB RNAV STANDARD INSTRUMENT DEPARTURE RWY 04

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	SPL 1Q	CF	SB801	-	031° (035.1°T)	4°E	4.2	-	-		MNM PDG 3.8% (231 FT/NM) to 6000 FT AMSL	RNAV 1
020		TF	SB802	-	111° (115.1°T)	4°E	6.0	-	-	-		
030		TF	SB803	Y	211° (215.2°T)	4°E	3.6	R	-	-180		
040		TF	HUM		282° (286.4°T)	4°E	6.4	-	+6000	-220		
050		TF	SPL	-	304° (307.7°T)	4°E	20.6	-	-	-		

WARNING

Back-up conventional (NON-RNAV) procedure, in case of loss of RNAV 1 capability or RNAV system failure, below minimum radar vectoring altitude for RNAV SID SIPAL 1Q only:

Climb straight ahead to intercept and follow R-111 SPL. At 27.1 DME SPL turn RIGHT climbing on track 165°. When on track 165° and at or above 4300 FT AMSL proceed via RNAV SID SIPAL 1Q or according to ATC instruction. MNM PDG 3.8% (231 FT/NM).

LDSB RNAV STANDARD INSTRUMENT DEPARTURE RWY 04

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	SIPAL 1Q	CF	SB801	-	031° (035.1°T)	4°E	4.2	-	-	-180	MNM PDG 3.8% (231 FT/NM) to 6000 FT AMSL	RNAV 1
020		TF	SB802	-	111° (115.1°T)	4°E	6.0	-	-	-		
030		TF	SB804	-	165° (168.5°T)	4°E	5.0	-	-	-		
040		TF	SIPAL	-	119° (122.8°T)	4°E	9.7	-	+8000	-		

Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
SIPAL	430812N	0170425E
HUM	431713.88N	0164042.42E
SPL	432947.69N	0161817.00E
SB801	432055.8N	0164425.8E
SB802	431821.9N	0165155.2E
SB803	431526.1N	0164905.4E
SB804	431327.8N	0165316.8E

CHANGE: RMZ Brač added; ATZ Brač added; PBN box updated; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Editorial.

BRAČ / Brač I. (LDSB)

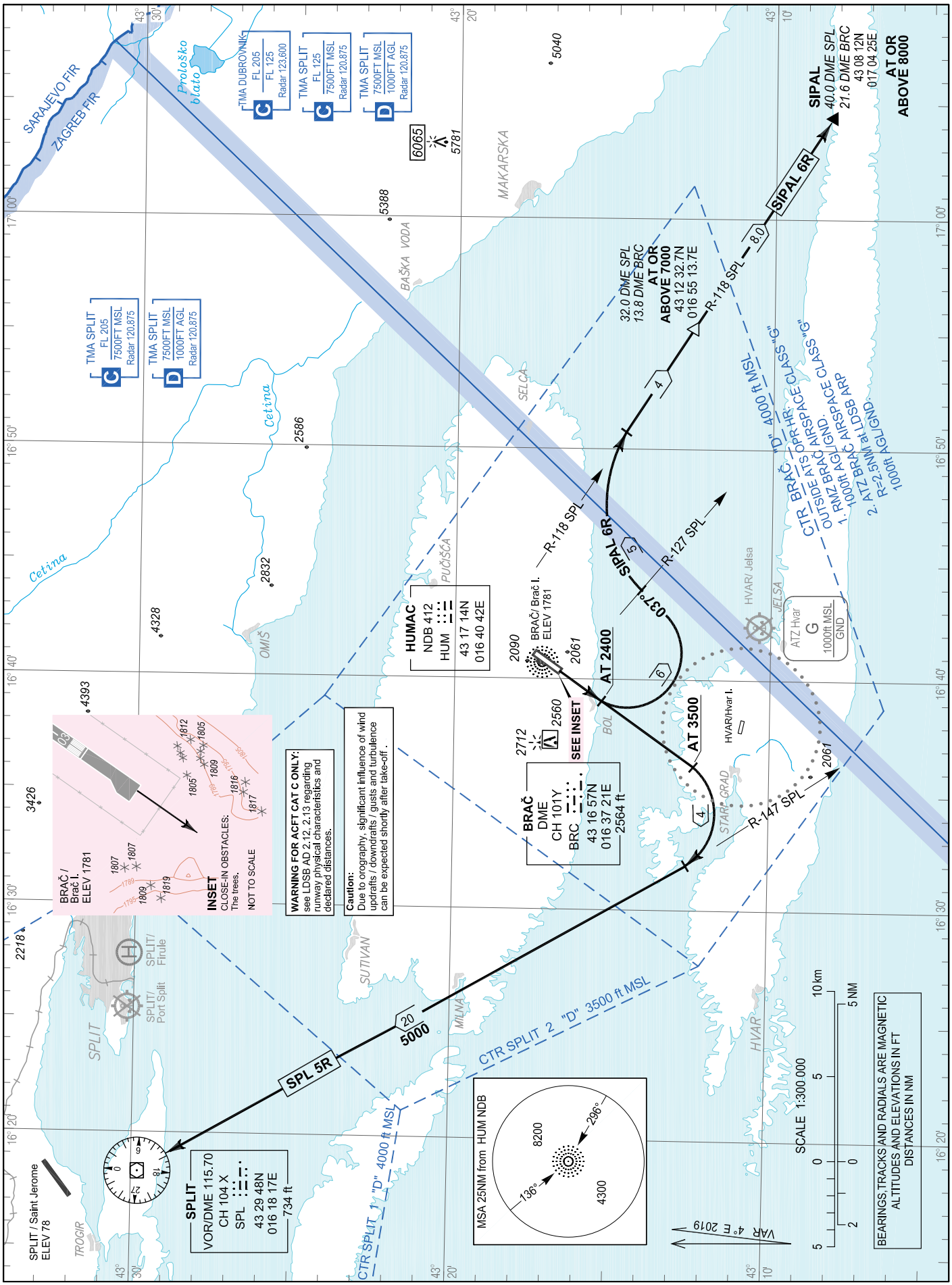
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10 000

BRAČ TOWER 118.025
SPLIT RADAR 120.875

SPL 5R SIPAL 6R

ACFT CAT A / B & C RWY 21



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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

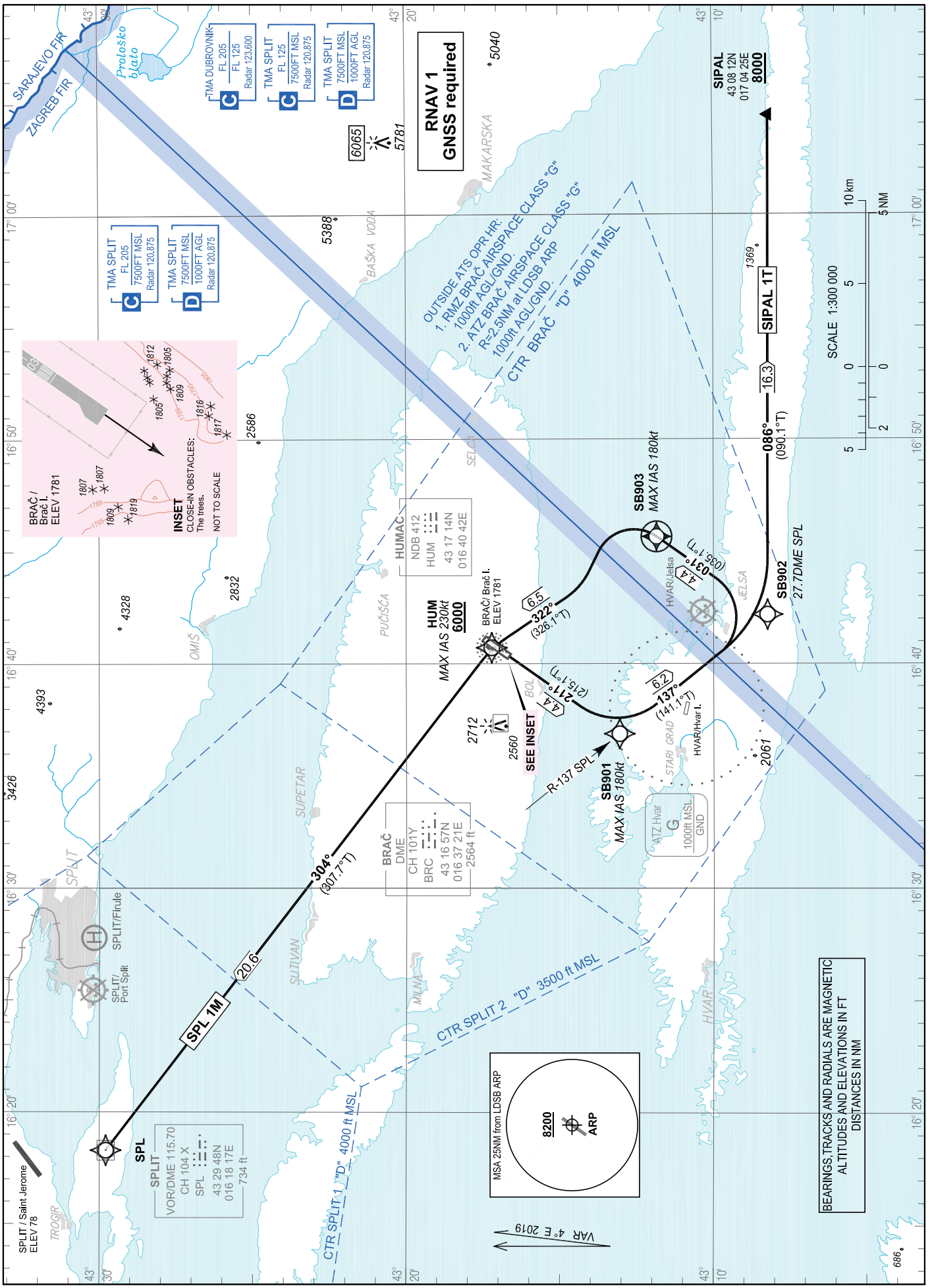
TRANSITION ALTITUDE
10 000

BRAČ TOWER 118.025
SPLIT RADAR 120.875

SPL 1M SIPAL 1T

BRAČ / Brač I. (LDSB)

RNAV RWY 21



CHANGE: RMZ Brač added; ATZ Brač added; PBN box updated; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Editorial.

BRAČ / Brač I. (LDSB)

RNAV RWY 21 SPL 1M SIPAL 1T

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 3.3 per cent (201 FT/NM). Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the tabular description of the route.

Close-in obstacles: trees with heights up to 554.4 M (1819 FT) AMSL on both sides and abeam of the extended RWY centre line, from the DER until the distance of 190 M (0.1 NM) after passing DER. See inset on the chart.

WARNING

Back-up conventional (NON-RNAV) procedure, in case of loss of RNAV 1 capability or RNAV system failure, below minimum radar vectoring altitude for RNAV SID SPL 1M only:

Climb straight ahead to intercept and follow R-137 SPL. At 27.7 DME SPL turn LEFT climbing on track 031°. On passing 4000 FT AMSL proceed via RNAV SID SPL 1M or according to ATC instruction.

LDSB RNAV STANDARD INSTRUMENT DEPARTURE RWY 21

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	SPL 1M	CF	SB901	-	211° (215.1°T)	4°E	4.4	-	-		-	RNAV 1
020		TF	SB902	-	137° (141.1°T)	4°E	6.2	-	-	-		
030		TF	SB903	Y	031° (035.1°T)	4°E	4.4	L	-	-180		
040		TF	HUM		322° (326.1°T)	4°E	6.5	-	+6000	-230		
050		TF	SPL	-	304° (307.7°T)	4°E	20.6	-	-	-		

WARNING

Back-up conventional (NON-RNAV) procedure, in case of loss of RNAV 1 capability or RNAV system failure, below minimum radar vectoring altitude for RNAV SID SIPAL 1T only:

Climb straight ahead to intercept and follow R-137 SPL. At 27.7 DME SPL turn LEFT climbing on track 086°. On passing 4000 FT AMSL proceed via RNAV SID SIPAL 1T or according to ATC instruction.

LDSB RNAV STANDARD INSTRUMENT DEPARTURE RWY 21

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	SIPAL 1T	CF	SB901	-	211° (215.1°T)	4°E	4.4	-	-	-180	-	RNAV 1
020		TF	SB902	-	137° (141.1°T)	4°E	6.2	-	-	-		
040		TF	SIPAL	-	086° (090.1°T)	4°E	16.3	-	+8000	-		

Waypoint coordinates

Waypoint name	WGS-84 latitude	WGS-84 longitude
SIPAL	430812N	0170425E
HUM	431713.88N	0164042.42E
SPL	432947.69N	0161817.00E
SB901	431304.3N	0163652.3E
SB902	430815.4N	0164210.9E
SB903	431151.9N	0164539.1E

CHANGE: RMZ Brač added; ATZ Brač added; PBN box updated; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Editorial.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

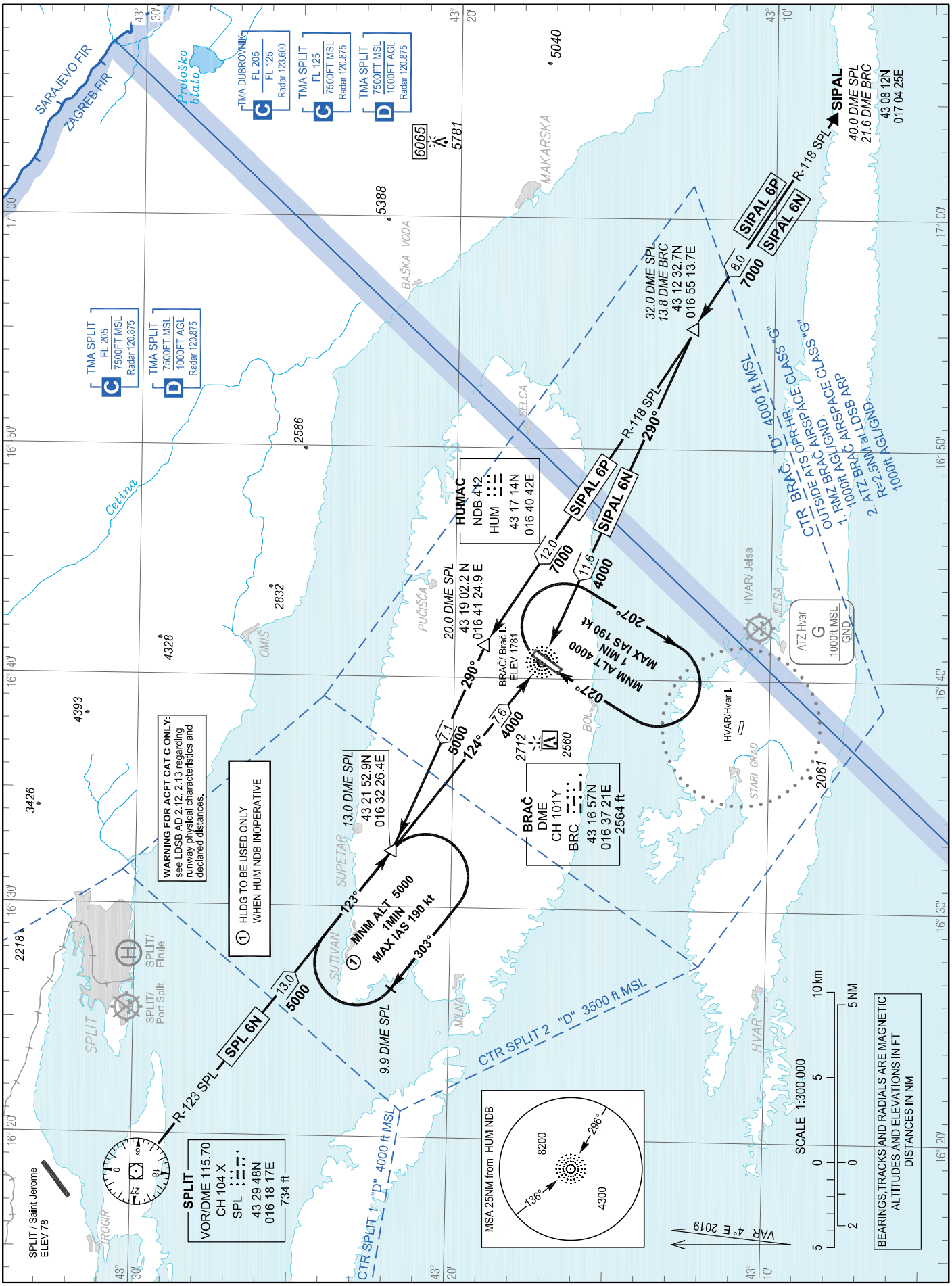
BRAČ / Brač I. (LDSB)

TRANSITION ALTITUDE
10 000

SPLIT RADAR 120.875
BRAČ TOWER 118.025

SPL 6N SIPAL 6P SIPAL 6N

ACFT CAT A / B & C RWY 03/21



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BRAČ / Brač I. (LDSB)

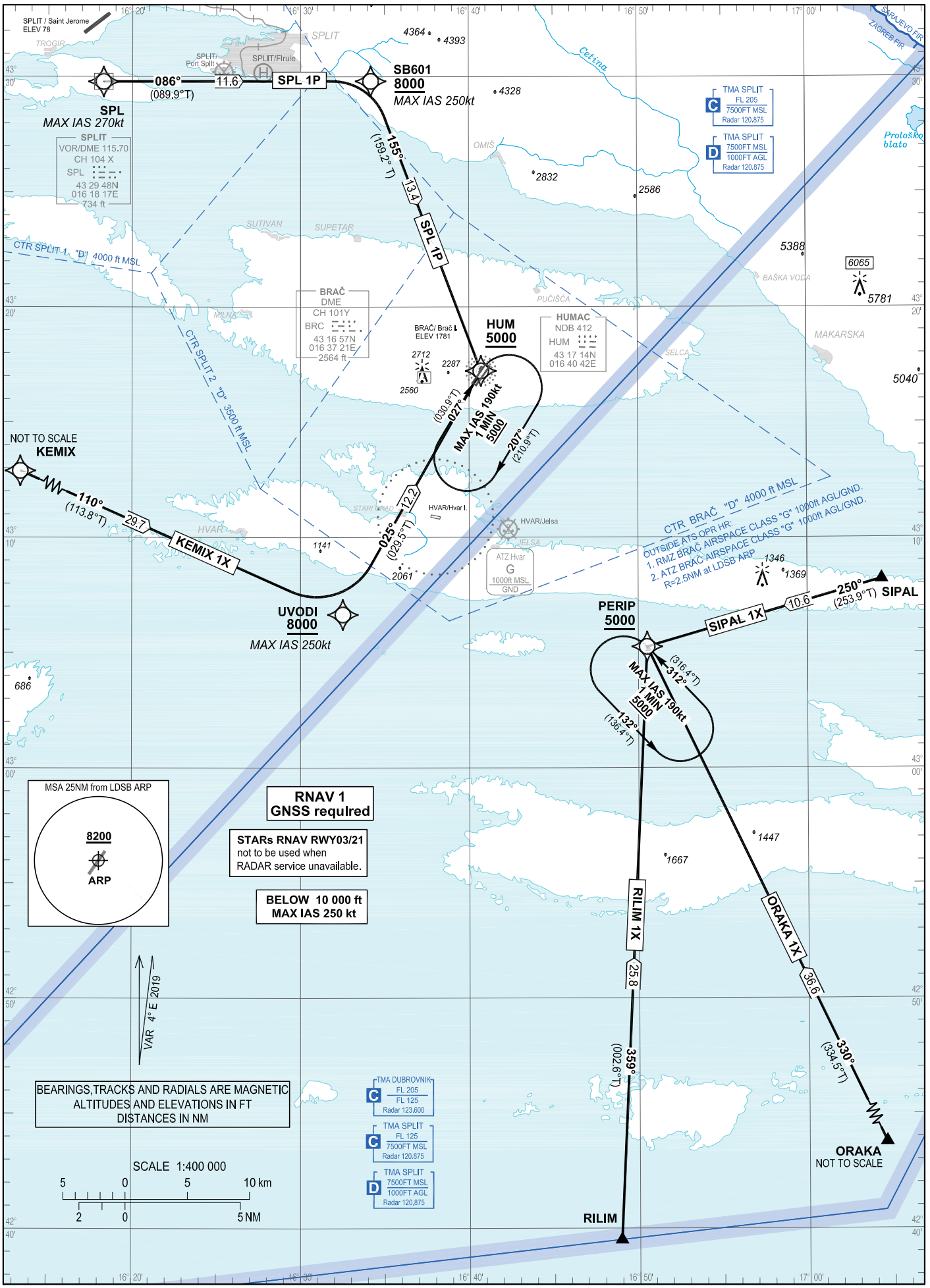
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

RNAV RWY 03/21

TRANSITION ALTITUDE
10 000

SPLIT RADAR 120.875
BRAČ TOWER 118.025

SPL 1P SIPAL 1X ORAKA 1X
RILIM 1X KEMIX 1X



CHANGE: RMZ Brač added; ATZ Brač added; PBN box updated; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Editorial.

BRAČ / Brač I. (LDSB)

RNAV RWY 03/21

SPL 1P SIPAL 1X ORAKA 1X
RILIM 1X KEMIX 1X

LDSB RNAV STANDARD ARRIVAL RWY 03/21

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	SPL 1P	IF	SPL	-	-	4°E	-	-	-	-270	-	
020		TF	SB601	-	086° (089.9° T)	4°E	11.6	-	+8000	-250	-	RNAV 1
030		TF	HUM	-	155° (159.2°T)	4°E	13.4	-	+5000	-	-	
010	SIPAL 1X	IF	SIPAL	-		4°E	-	-	-	-	-	
020		TF	PERIP	-	250° (253.9°T)	4°E	10.6	-	+5000	-	-	RNAV 1
010	ORAKA 1X	IF	ORAKA	-		4°E	-	-	-	-	-	
020		TF	PERIP	-	330° (334.5°T)	4°E	36.6	-	+5000	-	-	RNAV 1
010	RILIM 1X	IF	RILIM	-	-	4°E	-	-	-	-	-	
020		TF	PERIP	-	359° (002.6°T)	4°E	25.8	-	+5000	-	-	RNAV 1
010	KEMIX 1X	IF	KEMIX	-	-	4°E	-	-	-	-	-	
020		TF	UVODI	-	110° (113.8°T)	4°E	29.7	-	+8000	-250	-	RNAV 1
030		TF	HUM	-	025° (029.5°T)	4°E	12.2	-	+5000	-	-	

RNAV HOLDING tabular description

Waypoint name	Path descriptor	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
HUM	HM	027° (030.9°T)	1MIN / -	R	5000	-	190	4°E	-	RNAV 1
PERIP	HM	312° (316.4°T)	1MIN / -	L	5000	-	190	4°E	-	RNAV 1

Waypoint coordinates

Waypoint name	WGS-84 latitude	WGS-84 longitude
SPL	432947.69N	0161817.00E
HUM	431713.88N	0164042.42E
KEMIX	431842.4N	0155526.9E
ORAKA	423213N	0171202E
PERIP	430515.3N	0165031.1E
RILIM	423931N	0164856E
SIPAL	430812N	0170425E
UVODI	430638.8N	0163230.5E
SB601	432948.2N	0163410.6E

CHANGE: RMZ Brač added; ATZ Brač added; PBN box updated; Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Editorial.

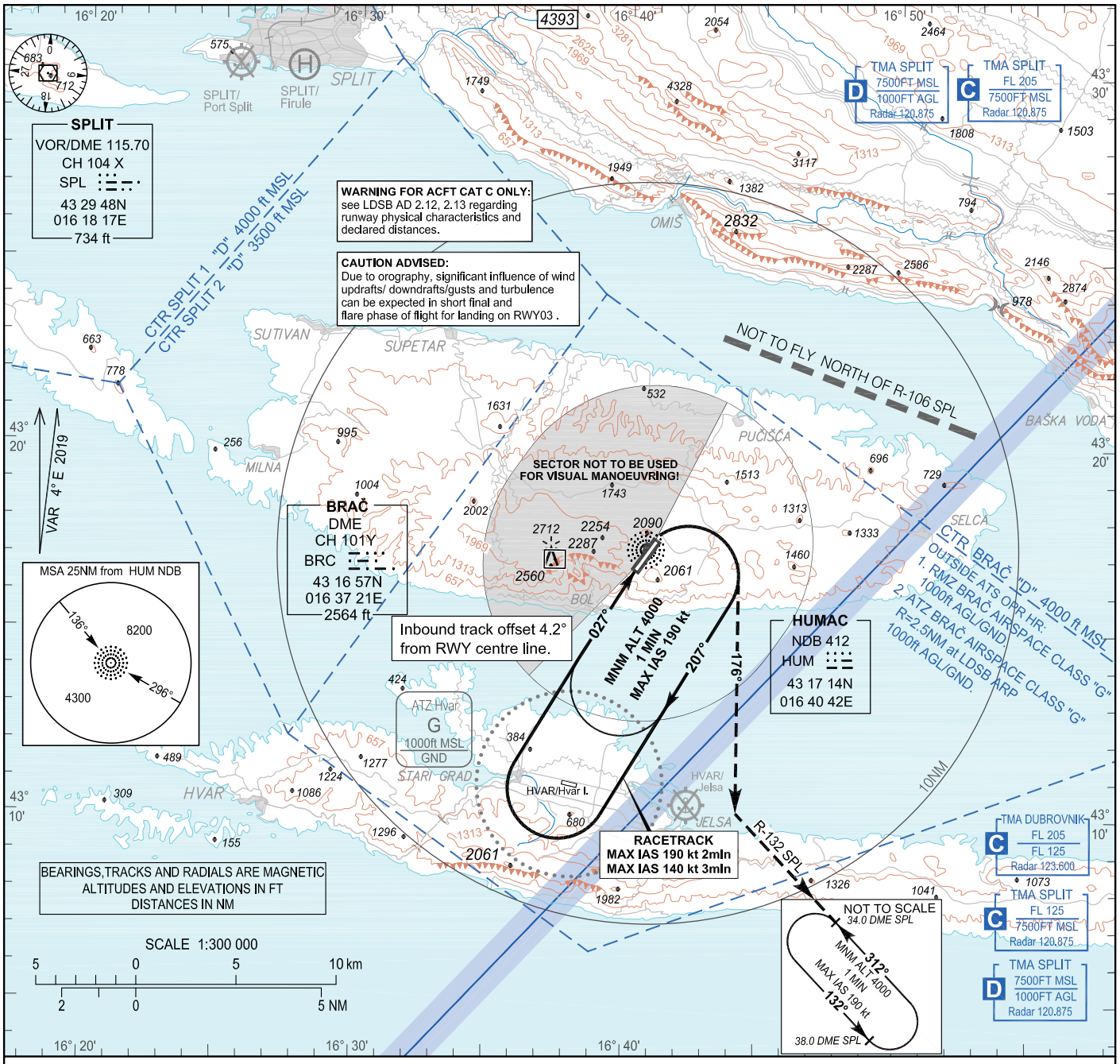
INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 1781
HEIGHTS RELATED
TO AD ELEV 1781

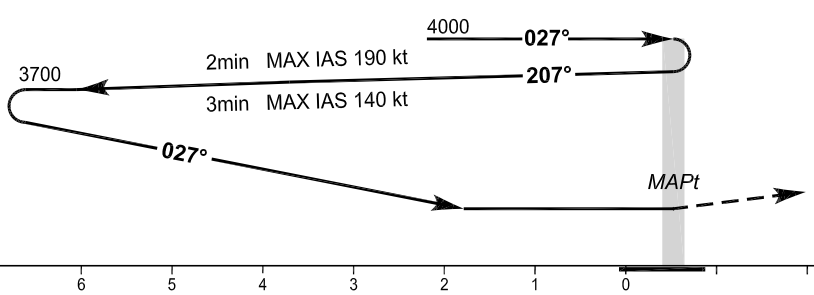
SPLIT RADAR 120.875
BRAČ TOWER 118.025

BRAČ / Brač I. (LDSB)

NDB RWY 03



TRANSITION ALT 10 000



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

OCA(H)	A	B	C
Straight - in Approach	2650 (870)		
Circling	2650 (870)		

Circling NW of aerodrome not allowed.

MAPt at HUM NDB.

WARNING FOR ACFT CAT C ONLY:
see LDSB AD 2.12, 2.13 regarding runway physical characteristics and declared distances.

CHANGE: RMZ Brač added; ATZ Brač added; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Editorial.

NDB RWY 03

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
NDB RWY 03			
Final approach descent angle:		-	
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (HUM NDB)	431713.88N 0164042.42E	-	-
MAPt (HUM NDB)	431713.88N 0164042.42E	-	-

CHANGE: RMZ Brač added; ATZ Brač added; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Editorial.

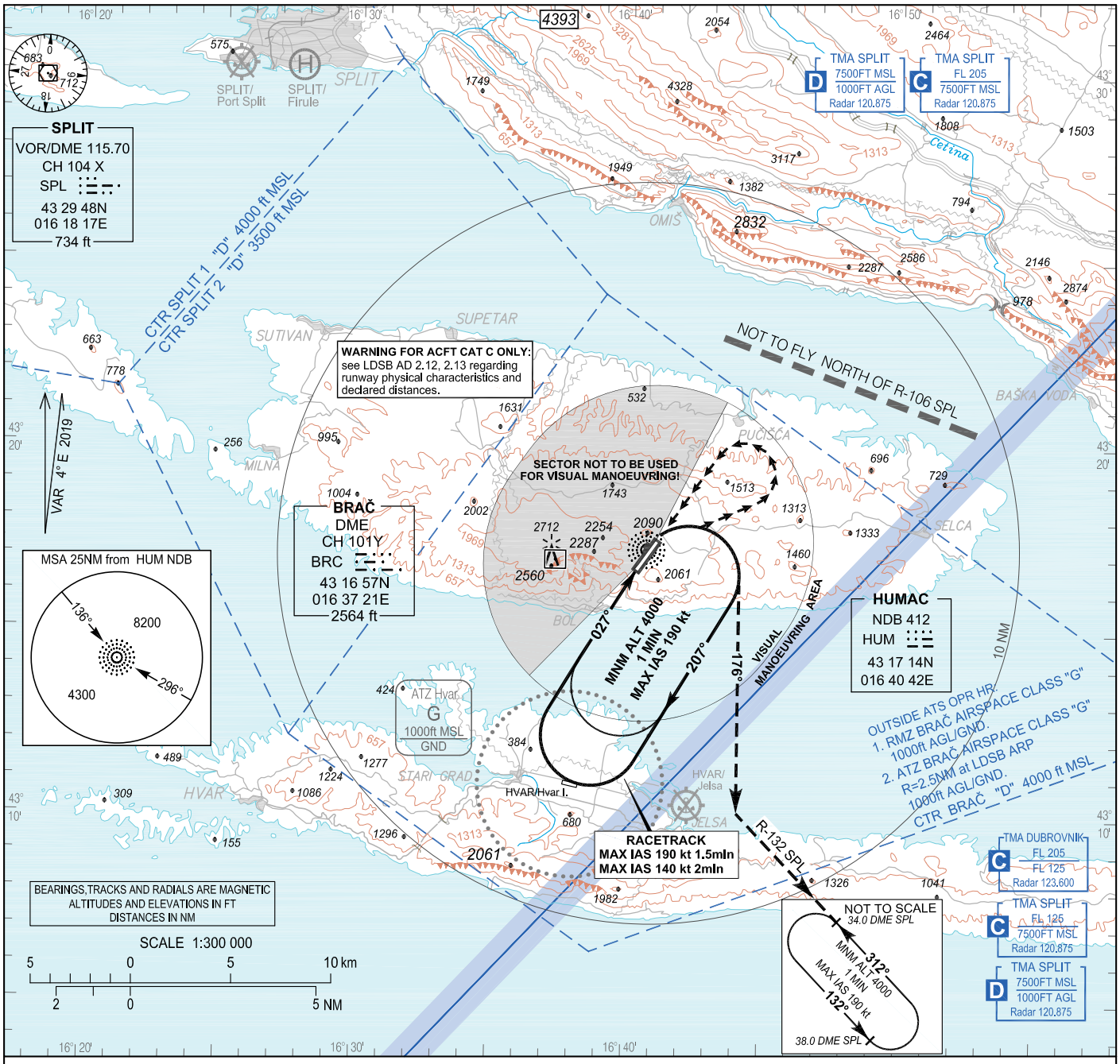
INSTRUMENT APPROACH CHART-ICAO

AD ELEV 1781
HEIGHTS RELATED TO AD ELEV 1781

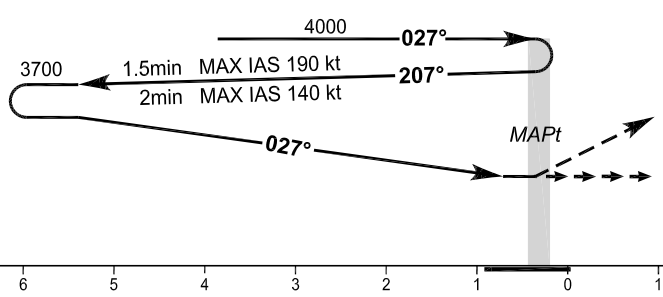
SPLIT RADAR 120.875
BRAČ TOWER 118.025

BRAČ / Brač I. (LDSB)

NDB - a RWY 21



TRANSITION ALT 10 000



MISSED APPROACH:
At HUM NDB 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	2650 (870)		

Circling NW of aerodrome not allowed.

MAPt at HUM NDB.

WARNING FOR ACFT CAT C ONLY:
see LDSB AD 2.12, 2.13 regarding runway physical characteristics and declared distances.

CHANGE: RMZ Brač added; ATZ Brač added; Obstacles updated: Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Editorial.

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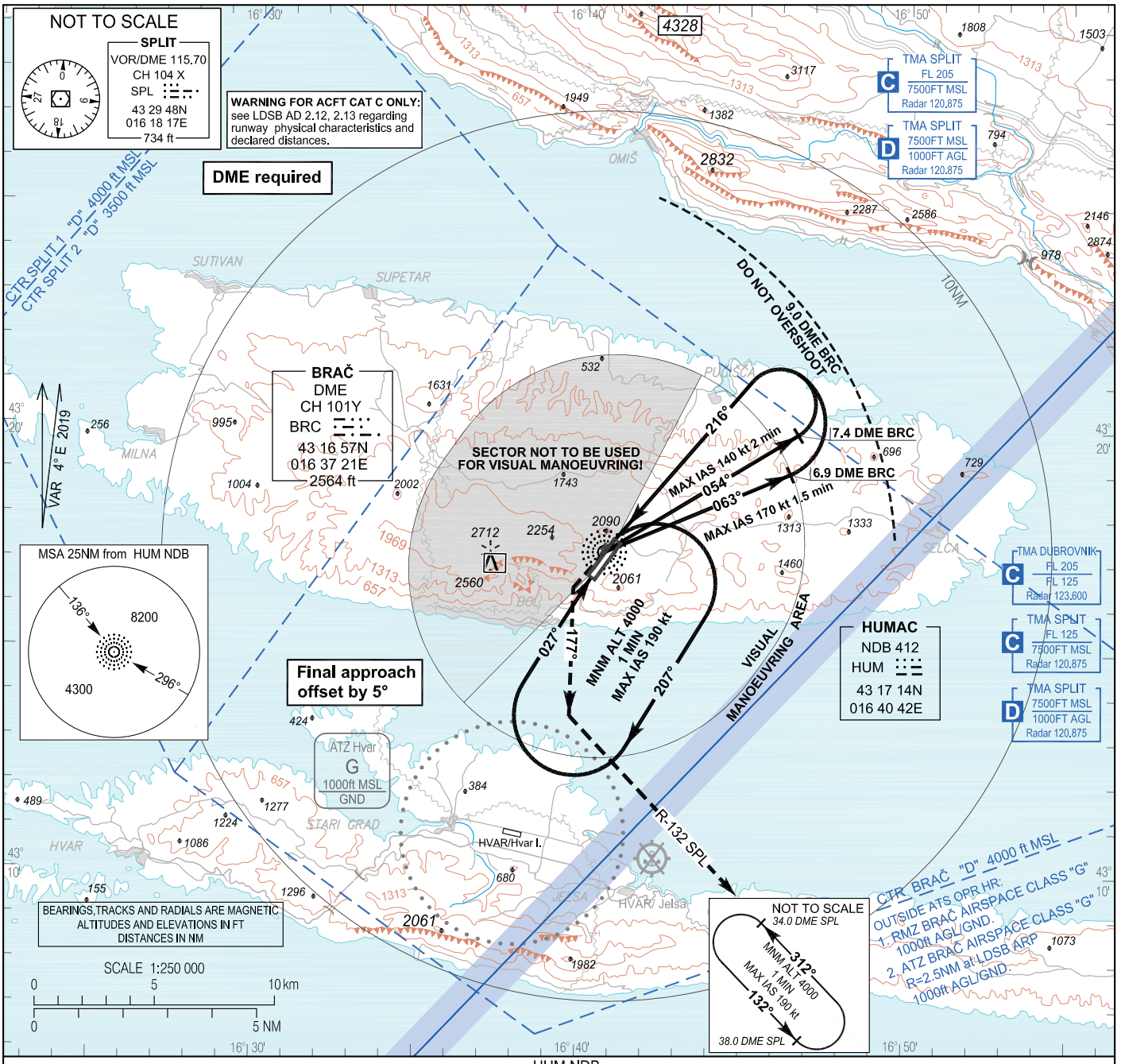
INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 1781
HEIGHTS RELATED
TO THR 21 ELEV 1701

SPLIT RADAR 120.875
BRAČ TOWER 118.025

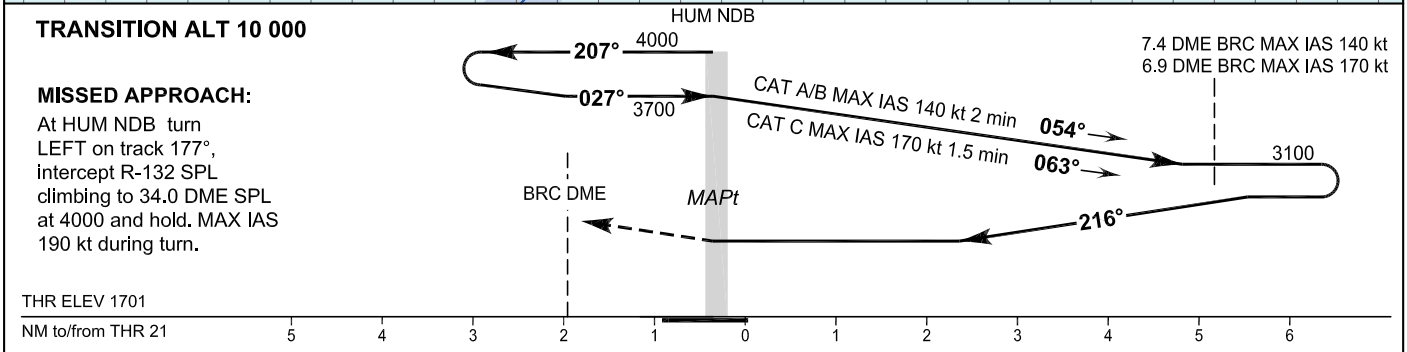
BRAČ / Brač I. (LDSB)

NDB RWY 21



TRANSITION ALT 10 000

MISSED APPROACH:
At HUM NDB turn
LEFT on track 177°,
intercept R-132 SPL
climbing to 34.0 DME SPL
at 4000 and hold. MAX IAS
190 kt during turn.



OCA(H)	A	B	C
Straight - in Approach	2500 (800)		2530 (830)
Circling	2500 (720)		2530 (750)

Circling NW of aerodrome not allowed.
MAPt at HUM NDB.

CHANGE: RMZ Brač added; ATZ Brač added; Obstacles updated; Editorial.

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
NDB RWY 21			
Final approach descent angle:		-	
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (HUM NDB)	431713.88N 0164042.42E	-	-
MAPt (HUM NDB)	431713.88N 0164042.42E	-	-

CHANGE: RMZ Brač added; ATZ Brač added; Obstacles updated; Editorial.

INSTRUMENT APPROACH CHART-ICAO

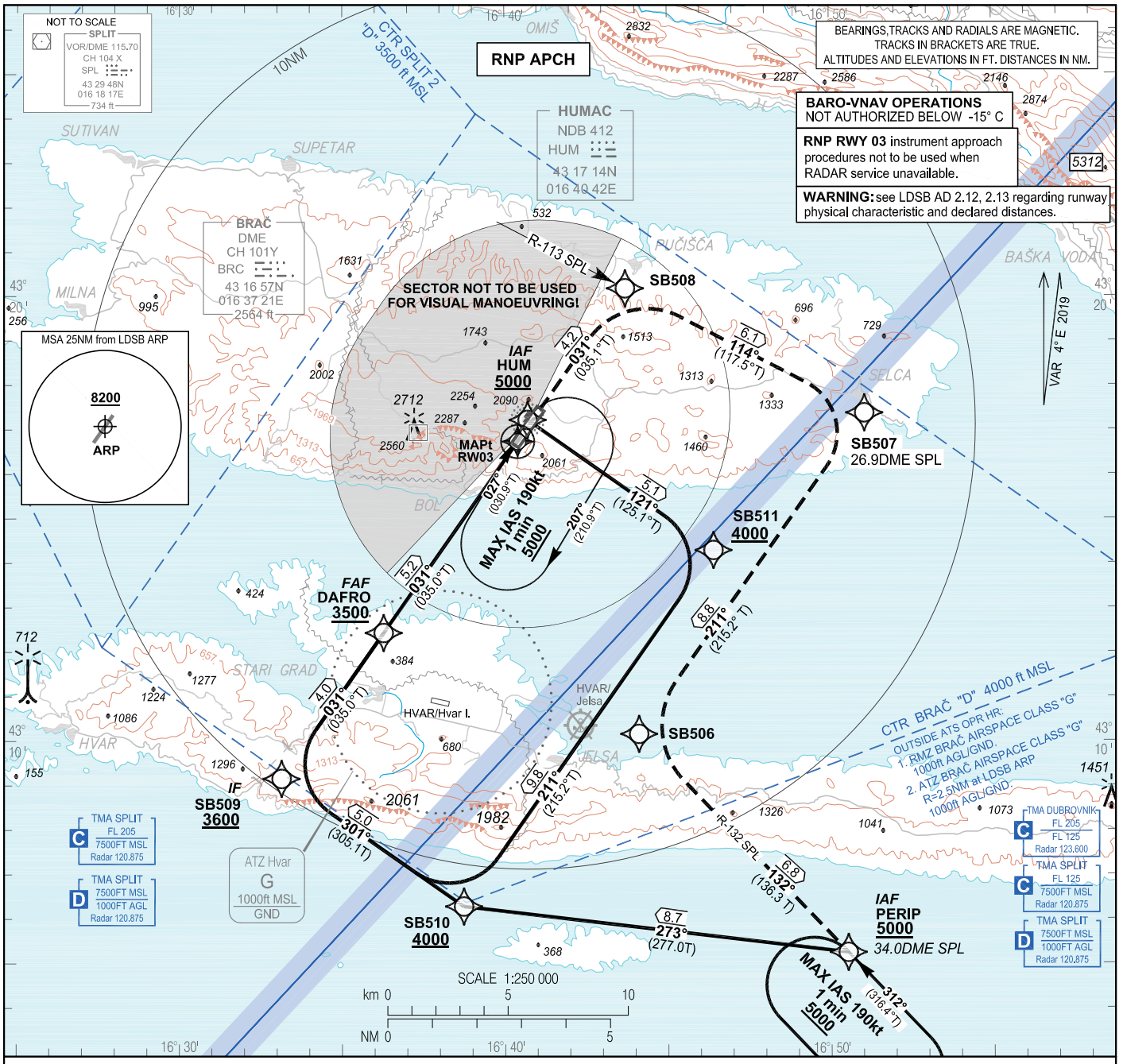
AD ELEV 1781
HEIGHTS RELATED TO THR 03 ELEV 1779

SBAS CH:60004 E03A

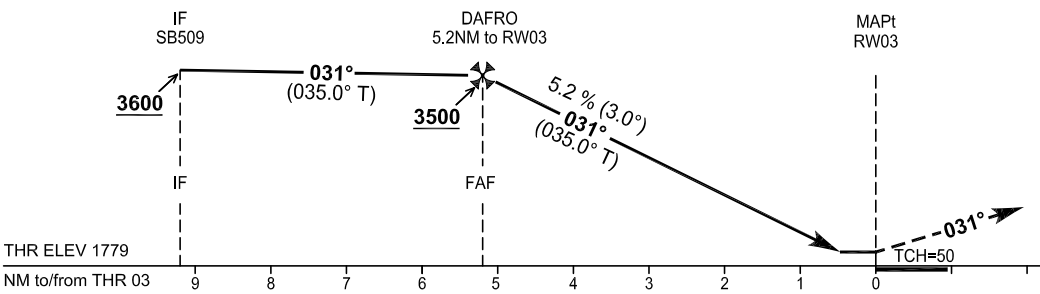
SPLIT RADAR 120.875
BRAČ TOWER 118.025

BRAČ / Brač I. (LDSB)

RNP RWY 03



TRANSITION ALT 10 000



MISSED APPROACH

RNAV

RW03 – SB508 – SB507 – SB506 – PERIP
[A5000; -K190]

NON RNAV

Climb straight ahead to intercept and follow R-113 SPL. At 26.9 DME SPL turn RIGHT climbing on track 211° to intercept R-132 SPL. Follow R-132 SPL climbing to 34.0 DME SPL (PERIP) at 5000 and hold. MAX IAS 190kt.

OCA(H)		A	B	C
Straight-in approach	LNAV	2410 (630)		
	LNAV/VNAV	2300 (521)	2310 (531)	2310 (531)
	LPV	2290 (511)	2300 (521)	2310 (531)
Circling		2430 (650)		2520 (740)

DIST THR/RW03	NM	5	4	3	2	1
Altitude	ft	3420	3100	2780	2470	2150

TIMING NOT AUTHORIZED FOR DEFINING THE MAPt						
GS	kt	70	100	120	140	160
DAFRO-RW03 (5.2NM)	min : sec	4:27	3:07	2:36	2:14	1:57
Rate of descent (5.2%)	ft/min	372	531	637	743	849

CHANGE: RMZ Brač added; ATZ Brač added; Obstacles updated; Editorial.

RNP RWY 03

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LDSB
Runway	03
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E03A
LTP/FTP Latitude	431644.7235N
LTP/FTP Longitude	0164024.0370E
LTP/FTP Ellipsoidal Height (metres)	584.7
FPAP Latitude	431727.6745N
Delta FPAP Latitude (seconds)	42.9510
FPAP Longitude	0164105.3400E
Delta FPAP Longitude (seconds)	41.3030
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output data

Data Block	10 02 13 04 0C 03 00 00 01 33 30 05 67 C8 92 12 CA C9 27 07 D7 2A 8E 4F 01 AE 42 01 F4 01 2C 01 64 00 C8 FA 1D 89 09 9E
Calculated CRC Value	1D89099E

Required Additional Data

ICAO Code	LD
LTP/FTP Orthometric Height (metres)	542.3

CHANGE: RMZ Brač added; ATZ Brač added; Obstacles updated; Editorial.

RNP RWY 03

LDSB RNP RWY03

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	HUM	-	-	4°E	-	-	+5000	-	-	-	RNP APCH
020	-	TF	SB511	-	121° (125.1°T)	4°E	5.1	-	+4000	-	-	-	
030	-	TF	SB510	-	211° (215.2°T)	4°E	9.8	-	+4000	-	-	-	
040	IF	TF	SB509	-	301° (305.1°T)	4°E	5.0	-	+3600	-	-	-	
010	IAF	IF	PERIP	-	-	4°E	-	-	+5000	-	-	-	RNP APCH
020	-	TF	SB510	-	273° (277.0°T)	4°E	8.7	-	+4000	-	-	-	
030	IF	TF	SB509	-	301° (305.1°T)	4°E	5.0	-	+3600	-	-	-	

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	SB509	-	-	4°E	-	-	+3600	-	-	-	RNP APCH
020	FAF	TF	DAFRO	-	031° (035.0°T)	4°E	4.0	-	+3500	-	-	-	
030	MAPt	TF	RW03	Y	031° (035.0°T)	4°E	5.2	-	-	-	3.0 / 50.0	-	
040	-	TF	SB508	-	031° (035.1°T)	4°E	4.2	-	-	-	-	-	
050	-	TF	SB507		114° (117.5°T)	4°E	6.1	-	-	-	-	-	
060	-	TF	SB506		211° (215.2°T)	4°E	8.8	R	-	-	-	-	
070	MAHF	TF	PERIP	-	132° (136.3°T)	4°E	6.8	-	5000	-190	-	-	
080	MAHF	HM	PERIP	-	312° (316.4°T)	4°E	1MIN	L	5000	-190	-	Holding above 5000ft 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	Magnetic variation	Remarks	NAV SPEC
HUM	HM	027° (030.9° T)	1MIN / -	R	5000	-	190	4°E	-	RNAV 1
PERIP	HM	312° (316.4° T)	1MIN / -	L	5000	-	190	4°E	-	RNAV 1

Waypoint coordinates

Waypoint name	WGS-84 latitude	WGS-84 longitude
RW03	431644.72N	0164024.04E
HUM	431713.88N	0164042.42E
DAFRO	431226.9N	0163616.5E
PERIP	430515.3N	0165031.1E
SB506	431010.2N	0164406.8E
SB507	431722.8N	0165103.7E
SB508	432011.1N	0164342.7E
SB509	430910.3N	0163308.2E
SB510	430617.9N	0163843.8E
SB511	431417.9N	0164624.8E

CHANGE: RMZ Brač added; ATZ Brač added; Obstacles updated; Editorial.

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INSTRUMENT APPROACH CHART-ICAO

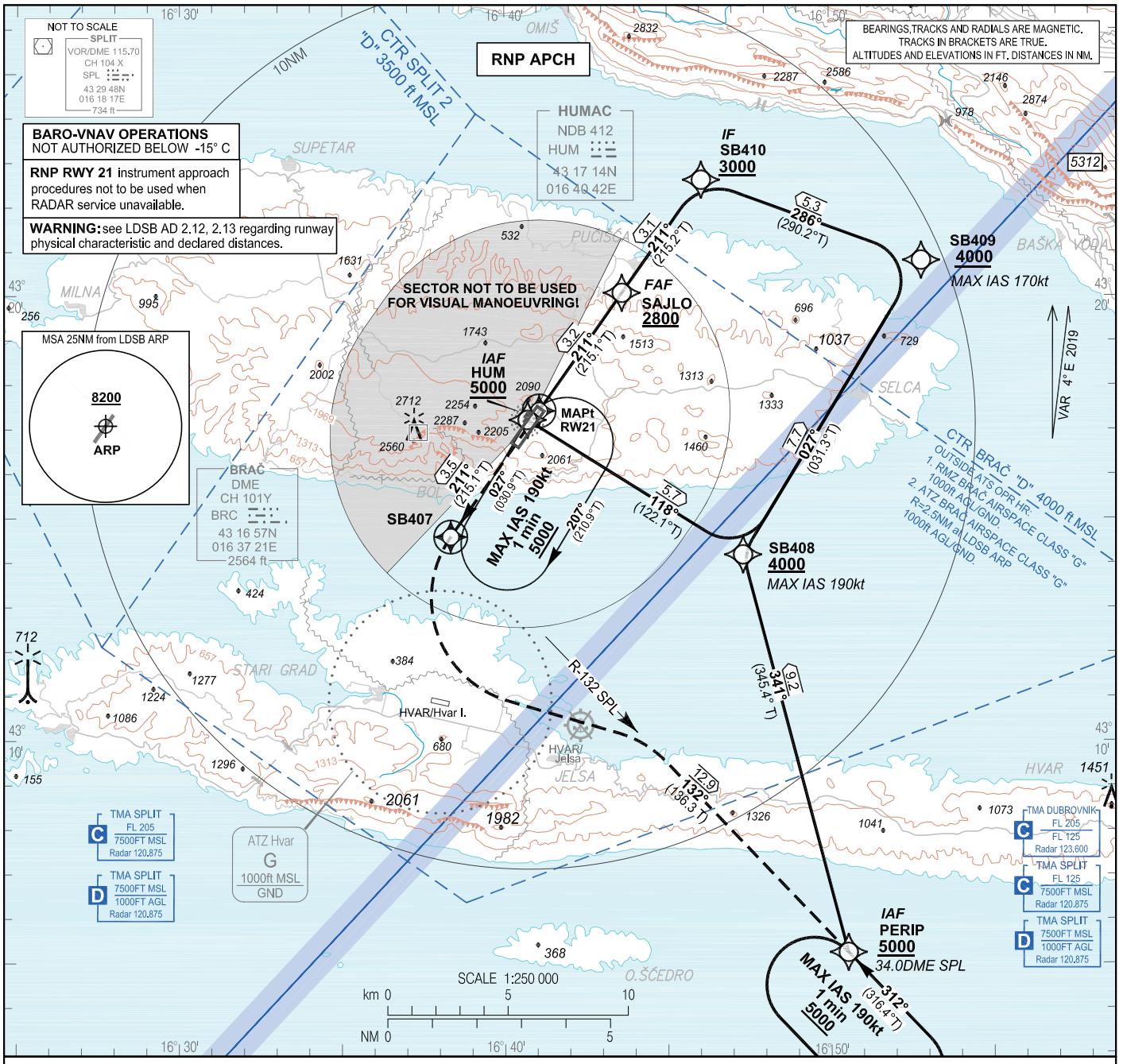
AD ELEV 1781
HEIGHTS RELATED TO THR 21 ELEV 1701

SBAS CH:69772 E21A

SPLIT RADAR 120.875
BRAČ TOWER 118.025

BRAČ/Brač I. (LDSB)

RNP RWY 21



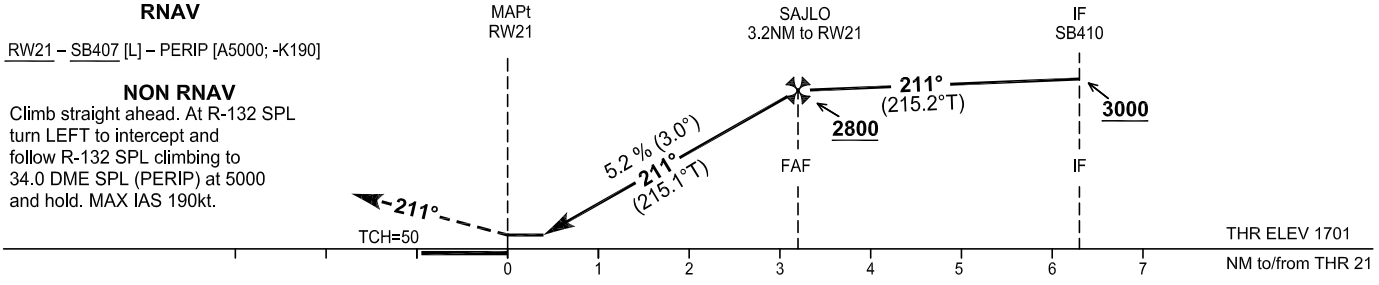
TRANSITION ALT 10 000

MISSED APPROACH
RNAV

RW21 – SB407 [L] – PERIP [A5000; -K190]

NON RNAV

Climb straight ahead. At R-132 SPL turn LEFT to intercept and follow R-132 SPL climbing to 34.0 DME SPL (PERIP) at 5000 and hold. MAX IAS 190kt.



OCA(H)		A	B	C
Straight-in approach	LNAV	2410 (710)		
	LNAV/VNAV	2290 (589)	2300 (599)	2310 (609)
	LPV	2290 (589)	2300 (599)	2310 (609)
Circling		2430 (650)		2520 (740)

TIMING NOT AUTHORIZED FOR DEFINING THE MAPt						
GS	kt	70	100	120	140	160
SAJLO – RW21 (3.2NM)	min : sec	2:45	1:55	1:36	1:22	1:12
Rate of descent (5.2%)	ft/min	372	531	637	743	849

CHANGE: RMZ Brač added; ATZ Brač added; Obstacles updated; Editorial.

RNP RWY 21

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LDSB
Runway	21
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E21A
LTP/FTP Latitude	431726.0900N
LTP/FTP Longitude	0164103.8185E
LTP/FTP Ellipsoidal Height (metres)	561.1
FPAP Latitude	431641.0210N
Delta FPAP Latitude (seconds)	-45.0690
FPAP Longitude	0164020.4775E
Delta FPAP Longitude (seconds)	-43.3410
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output data

Data Block	10 02 13 04 0C 15 00 00 01 31 32 05 94 0B 94 12 95 00 29 07 EB 29 E6 9F FE 66 AD FE F4 01 2C 01 64 00 C8 FA 06 08 D3 7D
Calculated CRC Value	0608D37D

Required Additional Data

ICAO Code	LD
LTP/FTP Orthometric Height (metres)	518.6

CHANGE: RMZ Brač added; ATZ Brač added; Obstacles updated; Editorial.

LDSB RNP RWY21

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	HUM	-	-	4°E	-	-	+5000	-	-	-	RNP APCH
020	-	TF	SB408	-	118° (122.1°T)	4°E	5.7	-	+4000	-190	-	-	
030	-	TF	SB409	-	027° (031.3°T)	4°E	7.7	-	+4000	-170	-	-	
040	IF	TF	SB410	-	286° (290.2°T)	4°E	5.3	L	+3000	-	-	-	
010	IAF	IF	PERIP	-	-	4°E	-	-	+5000	-	-	-	RNP APCH
020	-	TF	SB408	-	341° (345.4°T)	4°E	9.2	-	+4000	-190	-	-	
030	-	TF	SB409	-	027° (031.3°T)	4°E	7.7	-	+4000	-170	-	-	
040	IF	TF	SB410	-	286° (290.2°T)	4°E	5.3	L	+3000	-	-	-	

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	SB410	-	-	4°E	-	-	+3000	-	-	-	RNP APCH
020	FAF	TF	SAJLO	-	211° (215.2°T)	4°E	3.1	-	+2800	-	-	-	
030	MAPt	TF	RW21	Y	211° (215.1°T)	4°E	3.2	-	-	-	3.0 / 50.0	-	
040	-	TF	SB407	Y	211° (215.1°T)	4°E	3.5	-	-	-	-	-	
050	MAHF	TF	PERIP	-	132° (136.3°T)	4°E	12.9	-	5000	-190	-	-	
060	MAHF	HM	PERIP	-	312° (316.4°T)	4°E	1MIN	L	5000	-190	-	Holding above 5000ft 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	Magnetic variation	Remarks	NAV SPEC
HUM	HM	027° (030.9° T)	1MIN / -	R	5000	-	190	4°E	-	RNAV 1
PERIP	HM	312° (316.4° T)	1MIN / -	L	5000	-	190	4°E	-	RNAV 1

Waypoint coordinates

Waypoint name	WGS-84 latitude	WGS-84 longitude
RW21	431726.09N	0164103.82E
HUM	431713.88N	0164042.42E
PERIP	430515.3N	0165031.1E
SAJLO	432005.0N	0164336.8E
SB407	431436.1N	0163820.3E
SB408	431411.9N	0164719.4E
SB409	432048.4N	0165249.7E
SB410	432237.2N	0164603.6E

CHANGE: RMZ Brač added; ATZ Brač added; Obstacles updated; Editorial.

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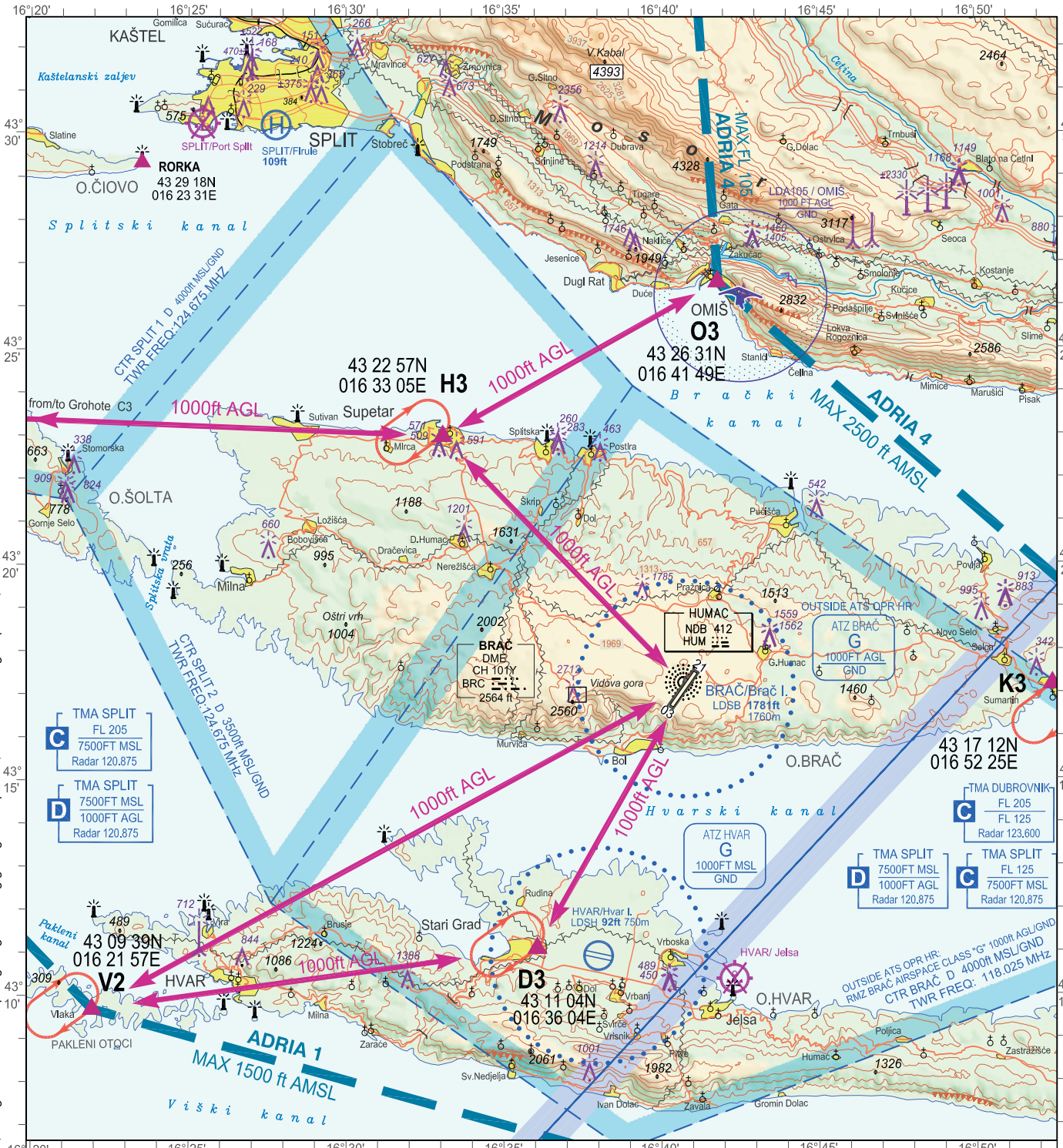
BRAČ / Brač I. (LDSB)

VISUAL OPERATION CHART

AD ELEV 1781ft	ARP 43°17'09"N 016°40'47"E

SPLIT RADAR 120.875	BRAČ TOWER 118.025 BRAČ RADIO 118.025



Reporting Point	Definition
C3	Village Grohote
D3	Town Stari Grad
H3	Town Supetar
K3	Town Sumartin
O3	Town Omiš
V2	Village Vlaka

Two-way radio communication required.
Contact Tower normally at reporting points or any other point but not later than 5min prior to entering CTR/RMZ.

ALTITUDES AND ELEVATIONS IN FT

VAR 4°E 2019

(m)	ft	ELEVATION TINTS
(1600)	5250	
(1200)	3937	
(800)	2625	
(400)	1313	
(0)	0	

SCALE 1:250 000

km 0 5 10
NM 0 5

LEGEND

- Holding fix with WGS-84 coordinates — D3, 43 11 04N, 016 36 04E
- Significant VFR point — O3
- Recommended VFR route — ADRIA1
- Mandatory (arrival - departure) VFR route
- Paragliding and hang gliding activity zone — LDA105 / OMIŠ, 1000ft AGL, GND

ATTENTION:
For latest information consult relevant publications, and NOTAMs!
Prominent transmission lines data not complete!
No guarantee for the completeness and accuracy of obstacles!

CHANGE: Obstacles updated; Heliport Split/Firule added; Designation/Name for paragliding and hang gliding zone updated; LDSH RWY length updated; Editorial.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10 000

SPLIT ATIS	125.300
SPLIT TOWER	124.675
SPLIT RADAR	120.875

UNIPA 8D · KENEM 7G · ORAKA 5C · TORPO 7D
REMPI 2C · VELIT 6D · RILIM 3E · ZDA 7K
KENEM 8H · SIPAL 5E · VELUG 2C · SIRMI 8D

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

03 OCT 2024

RWY 05

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

VAR 4° E 2019

MSA 25NM from SPL VOR / DME
151° 8400 253° 7300 294° 3700

WARNING:
CLOSE - IN OBSTACLES
SEE AERODROME CHART

ZADAR
VOR/DME 108.60
CH 23 X
ZDA
44 05 43N
015 21 51E
279 ft
NOT TO SCALE

SATOL
25.0 DME SPL
43 46 22N
015 52 30E

SIRMI
44 09 00N
016 18 13E
NOT TO SCALE
At or above
FL 105

UNIPA
44 01 46N
016 28 58E
NOT TO SCALE
At or above
FL 105

REMPI
43 44 12N
016 49 22E
At or above
FL 105

KENEM
43 38 00N
016 56 48E
At or above
FL 105

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

SPLIT
DME
CH 42X
IST
43 31 58N
016 17 21E
133 ft
SPLIT/
Saint Jerome
ELEV 78

TORPO
43 33 51N
014 25 29E
NOT TO SCALE

ROGOV
25.0 DME SPL
43 31 13N
015 43 59E

BAMRO
16.0 DME SPL
17.8 DME IST
43 21 12N
016 36 48E
At or above
7000

VELIT
43 21 06N
017 16 38E
At or above
FL 105
NOT TO SCALE

ORAKA
42 32 13N
017 12 02E
NOT TO SCALE

SIPAL
43 08 12N
017 04 25E

RILIM
42 39 31N
016 48 56E
NOT TO SCALE

VELUG
42 54 27N
015 26 15E
NOT TO SCALE

15.0 DME SPL
12.9 DME IST
At or above
8000

15.0 DME SPL
13.1 DME IST
At or above
8000

12.0 DME SPL
11.6 DME IST
At or above
8000

15.0 DME SPL
15.2 DME IST
At or above
8000

13.0 DME SPL
14.2 DME IST
At or above
7000

AT OR ABOVE
5000

AT 480

TURN LIMITED TO
185 kt MAX IAS
UNTIL CROSSING
R - 047 SPL

* DO NOT FLY WEST OF R-177 SPL
WHILE EXECUTING TURN

TORPO 7D
ZDA 7K
SIRMI 8D
UNIPA 8D
KENEM 8H
REMPI 2C

LDAPS / SINJ
FL140
GND
SINJ
SINJ/Sinj

ATZ Hvar
G
1000FT MSL
GND

HVAR/Hvar I.
HVAR/ Jelsa

BRAČ/Brač I.
ELEV 1781

SPLIT/Port Split
SPLIT/Firule

OUTSIDE ATS OPR HR:
1. RMZ BRAČ AIRSPACE CLASS "G"
1000ft AGL/GND
2. ATZ BRAČ AIRSPACE CLASS "G"
R=2 NM of LDSB ARP
1000ft AGL/GND

CTR BRAČ "D" 4000ft MSL

CTR SPLIT 1 "D" 4000ft MSL

CTR SPLIT 2 "D" 3500ft MSL

LDTR22
LDTS22
36100FT MSL
GND

LDD23B
FL 330
FL 120

LDD23A
FL 120
GND

TMA ZADAR
9500FT MSL
7500FT MSL
Radar 128.525

TMA ZADAR
7500FT MSL
1000FT AGL
Radar 128.525

TMA SPLIT
FL 205
9500FT MSL
Radar 120.875

TMA SPLIT
FL 205
7500FT MSL
Radar 120.875

TMA SPLIT
7500FT MSL
1000FT AGL
Radar 120.875

TMA DUBROVNIK
FL 205
FL 125
Radar 123.600

TMA SPLIT
FL 125
7500FT MSL
Radar 120.875

TMA SPLIT
7500FT MSL
1000FT AGL
Radar 120.875

SCALE 1:500 000
5 0 5 10 km
5 0 5 NM

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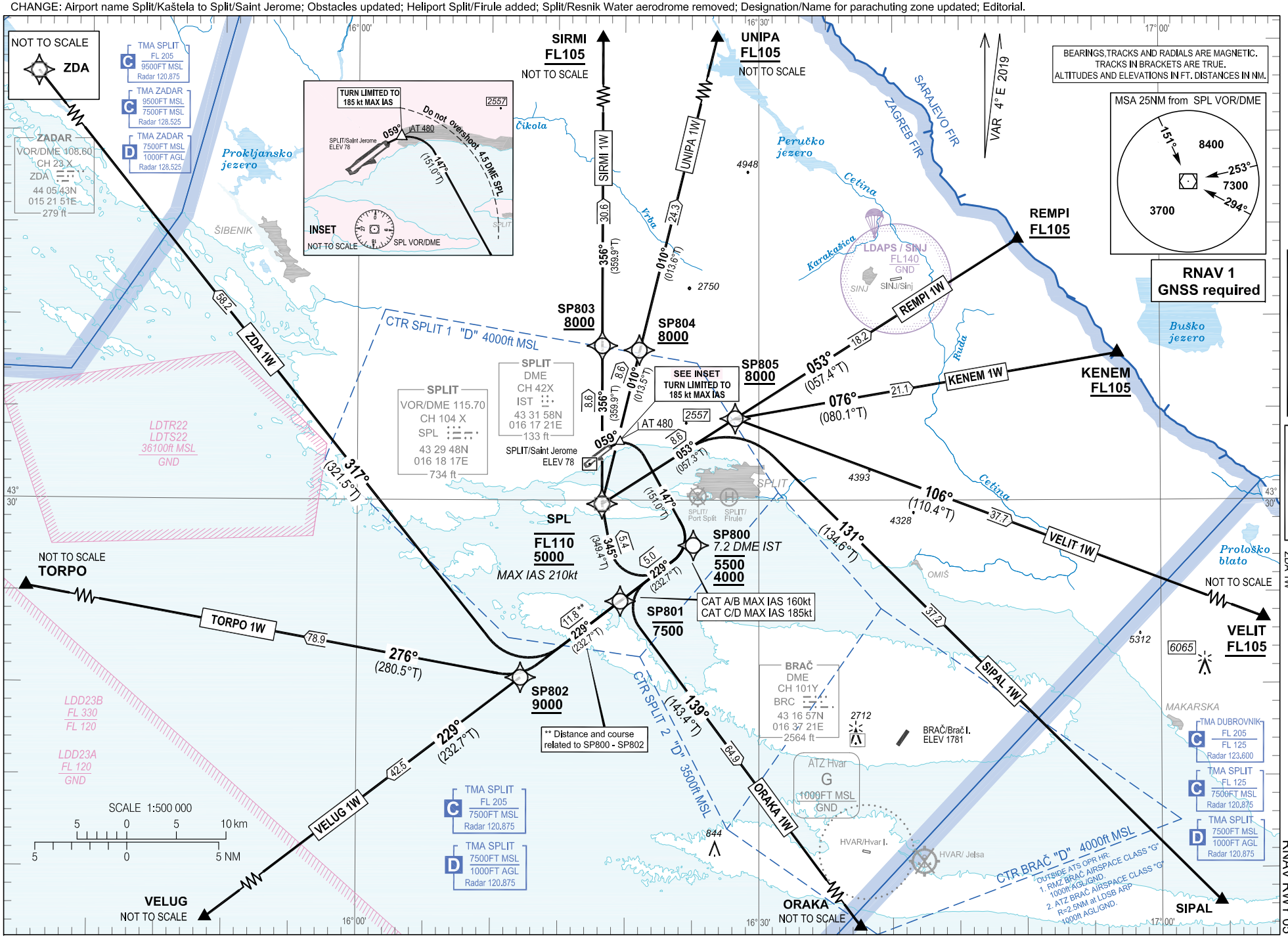
CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.



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

RNAV RWY 05

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)
RNAV RWY 05

SIRMI 1W UNIPA 1W REMPI 1W
KENEM 1W VELIT 1W SIPAL 1W
ORAKA 1W VELUG 1W TORPO 1W
ZDA 1W

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- Calculation of the SIDs is based on all-engines operative minimum net climb gradient of 7.4 per cent (450 FT/NM). Assume minimum net climb gradient of 3.3 per cent (201 FT/NM) after passing 4000 FT.
- After take-off climb initially 5000 FT and contact Split Radar on 120.875 MHz.
- Caution: Close-in obstacles on and left of RCL up to 148 FT AMSL.

WARNING 1: CAT C and D minimum bank angle 20°.

WARNING 2

Back-up conventional (NON-RNAV) procedure, in case of loss of RNAV 1 capability or RNAV system failure, below minimum radar vectoring altitude for RNAV SID(s) SIRMI 1W, UNIPA 1W, REMPI 1W, KENEM 1W, VELIT 1W, SIPAL 1W, ORAKA 1W, VELUG 1W, TORPO 1W, ZDA 1W only:

Climb on track 059°. At 480 FT turn RIGHT (for CAT C and D, bank angle minimum 20°) on track 147° climbing to 7.2 DME IST (SP800). After crossing 7.2 DME IST (SP800) proceed via RNAV SID flight procedure filed in FPL or according to ATC instruction.
MAX IAS 185 kt until 7.2 DME IST (SP800). Cross 7.2 DME IST (SP800) at or above 4000 FT.

LDSP RNAV STANDARD INSTRUMENT DEPARTURE RWY 05

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	SIRMI 1W	CA	-	-	059° (062.6°T)	4°E	-	-	@480	-	See WARNING 1 & 2.	
020		CF	SP800	-	147° (151.0°T)	4°E	-	R	-5500 +4000	-160 (CAT A/B) -185 (CAT C/D)		
030		TF	SP801	-	229° (232.7°T)	4°E	5.0	-	-7500	-160 (CAT A/B) -185 (CAT C/D)		
040		TF	SPL	-	345° (349.4°T)	4°E	5.4	R	-FL110 +5000	-210		RNAV 1
050		TF	SP803	-	356° (359.9°T)	4°E	8.6	-	+8000	-		
060		TF	SIRMI	-	356° (359.9°T)	4°E	30.6	-	+FL105	-		
010	UNIPA 1W	CA	-	-	059° (062.6°T)	4°E	-	-	@480	-	See WARNING 1 & 2.	
020		CF	SP800	-	147° (151.0°T)	4°E	-	R	-5500 +4000	-160 (CAT A/B) -185 (CAT C/D)		
030		TF	SP801	-	229° (232.7°T)	4°E	5.0	-	-7500	-160 (CAT A/B) -185 (CAT C/D)		
040		TF	SPL	-	345° (349.4°T)	4°E	5.4	R	-FL110 +5000	-210		RNAV 1
050		TF	SP804	-	010° (013.5°T)	4°E	8.6	-	+8000	-		
060		TF	UNIPA	-	010° (013.6°T)	4°E	24.3	-	+FL105	-		
010	REMPI 1W	CA	-	-	059° (062.6°T)	4°E	-	-	@480	-	See WARNING 1 & 2.	
020		CF	SP800	-	147° (151.0°T)	4°E	-	R	-5500 +4000	-160 (CAT A/B) -185 (CAT C/D)		
030		TF	SP801	-	229° (232.7°T)	4°E	5.0	-	-7500	-160 (CAT A/B) -185 (CAT C/D)		
040		TF	SPL	-	345° (349.4°T)	4°E	5.4	R	-FL110 +5000	-210		RNAV 1
050		TF	SP805	-	053° (057.3°T)	4°E	8.6	-	+8000	-		
060		TF	REMPI	-	053° (057.4°T)	4°E	18.2	-	+FL105	-		

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SIRMI 1W UNIPA 1W REMPI 1W
KENEM 1W VELIT 1W SIPAL 1W
ORAKA 1W VELUG 1W TORPO 1W
ZDA 1W

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

RNAV RWY 05

LDSP RNAV STANDARD INSTRUMENT DEPARTURE RWY 05

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	KENEM 1W	CA	-	-	059° (062.6°T)	4°E	-	-	@480	-	See WARNING 1 & 2.	
020		CF	SP800	-	147° (151.0°T)	4°E	-	R	-5500 +4000	-160 (CAT A/B) -185 (CAT C/D)		
030		TF	SP801	-	229° (232.7°T)	4°E	5.0	-	-7500	-160 (CAT A/B) -185 (CAT C/D)		
040		TF	SPL	-	345° (349.4°T)	4°E	5.4	R	-FL110 +5000	-210		RNAV 1
050		TF	SP805	-	053° (057.3°T)	4°E	8.6	-	+8000	-		
060		TF	KENEM	-	076° (080.1°T)	4°E	21.1	-	+FL105	-		
010	VELIT 1W	CA	-	-	059° (062.6°T)	4°E	-	-	@480	-	See WARNING 1 & 2.	
020		CF	SP800	-	147° (151.0°T)	4°E	-	R	-5500 +4000	-160 (CAT A/B) -185 (CAT C/D)		
030		TF	SP801	-	229° (232.7°T)	4°E	5.0	-	-7500	-160 (CAT A/B) -185 (CAT C/D)		
040		TF	SPL	-	345° (349.4°T)	4°E	5.4	R	-FL110 +5000	-210		RNAV 1
050		TF	SP805	-	053° (057.3°T)	4°E	8.6	-	+8000	-		
060		TF	VELIT	-	106° (110.4°T)	4°E	37.7	-	+FL105	-		
010	SIPAL 1W	CA	-	-	059° (062.6°T)	4°E	-	-	@480	-	See WARNING 1 & 2.	
020		CF	SP800	-	147° (151.0°T)	4°E	-	R	-5500 +4000	-160 (CAT A/B) -185 (CAT C/D)		
030		TF	SP801	-	229° (232.7°T)	4°E	5.0	-	-7500	-160 (CAT A/B) -185 (CAT C/D)		
040		TF	SPL	-	345° (349.4°T)	4°E	5.4	R	-FL110 +5000	-210		RNAV 1
050		TF	SP805	-	053° (057.3°T)	4°E	8.6	-	+8000	-		
060		TF	SIPAL	-	131° (134.6°T)	4°E	37.2	-	-	-		
010	ORAKA 1W	CA	-	-	059° (062.6°T)	4°E	-	-	@480	-	See WARNING 1 & 2.	
020		CF	SP800	-	147° (151.0°T)	4°E	-	R	-5500 +4000	-160 (CAT A/B) -185 (CAT C/D)		
030		TF	SP801	-	229° (232.7°T)	4°E	5.0	-	-7500	-160 (CAT A/B) -185 (CAT C/D)		RNAV 1
040		TF	ORAKA	-	139° (143.4°T)	4°E	64.9	-	-	-		

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)
RNAV RWY 05

SIRMI 1W UNIPA 1W REMPI 1W
KENEM 1W VELIT 1W SIPAL 1W
ORAKA 1W VELUG 1W TORPO 1W
ZDA 1W

LDSP RNAV STANDARD INSTRUMENT DEPARTURE RWY 05

Proposed tabular description for navigation database coding

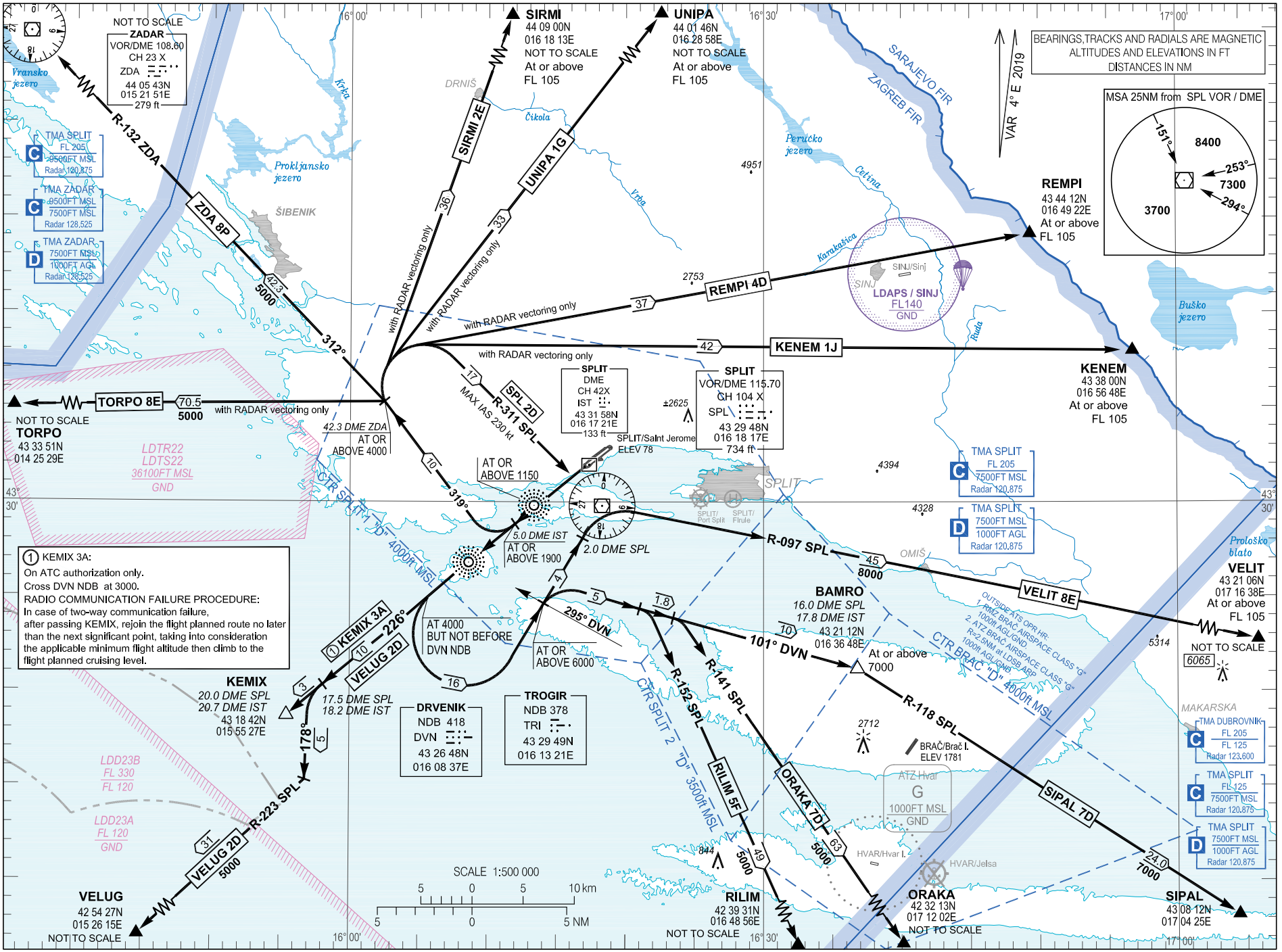
Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	VELUG 1W	CA	-	-	059° (062.6°T)	4°E	-	-	@480	-	See WARNING 1 & 2.	
020		CF	SP800	-	147° (151.0°T)	4°E	-	R	-5500 +4000	-160 (CAT A/B) -185 (CAT C/D)		
030		TF	SP802	-	229° (232.7°T)	4°E	11.8	-	+9000	-		RNAV 1
040		TF	VELUG	-	229° (232.7°T)	4°E	42.5	-	-	-		
010	TORPO 1W	CA	-	-	059° (062.6°T)	4°E	-	-	@480	-	See WARNING 1 & 2.	
020		CF	SP800	-	147° (151.0°T)	4°E	-	R	-5500 +4000	-160 (CAT A/B) -185 (CAT C/D)		
030		TF	SP802	-	229° (232.7°T)	4°E	11.8	-	+9000	-		RNAV 1
040		TF	TORPO	-	276° (280.5°T)	4°E	78.9	-	-	-		
010	ZDA 1W	CA	-	-	059° (062.6°T)	4°E	-	-	@480	-	See WARNING 1 & 2.	
020		CF	SP800	-	147° (151.0°T)	4°E	-	R	-5500 +4000	-160 (CAT A/B) -185 (CAT C/D)		
030		TF	SP802	-	229° (232.7°T)	4°E	11.8	-	+9000	-		RNAV 1
040		TF	ZDA	-	317° (321.5°T)	4°E	58.2	-	-	-		

Waypoint coordinates		
Waypoint name	wgs-84 latitude	wgs-84 longitude
KENEM	433800N	0165648E
ORAKA	423213N	0171202E
REMPI	434412N	0164922E
SIPAL	430812N	0170425E
SIRMI	440900N	0161813E
TORPO	433351N	0142529E
UNIPA	440146N	0162858E
VELIT	432106N	0171638E
VELUG	425427N	0152615E
SPL	432947.69N	0161817.00E
ZDA	440543.16N	0152151.22E

Waypoint name	wgs-84 latitude	wgs-84 longitude
SP800	432732.4N	0162506.3E
SP801	432430.2N	0161938.9E
SP802	432021.0N	0161212.7E
SP803	433823.5N	0161816.0E
SP804	433809.2N	0162103.3E
SP805	433425.8N	0162814.0E

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated.



① KEMIX 3A:
On ATC authorization only.
Cross DVN NDB at 3000.
RADIO COMMUNICATION FAILURE PROCEDURE:
In case of two-way communication failure,
after passing KEMIX, rejoin the flight planned route no later than the next significant point, taking into consideration the applicable minimum flight altitude then climb to the flight planned cruising level.

TRANSITION ALTITUDE
10 000

SPLIT ATIS	125.300
SPLIT TOWER	124.675
SPLIT RADAR	120.875

KEMIX 3A	ZDA 8P
UNIPA 1G	REMPI 4D
VELIT 8E	SIPAL 7D
RILIM 5F	VELUG 2D
	SIRMI 2E
	KENEM 1J
	ORAKA 7D
	TORPO 8E
	SPL 2D

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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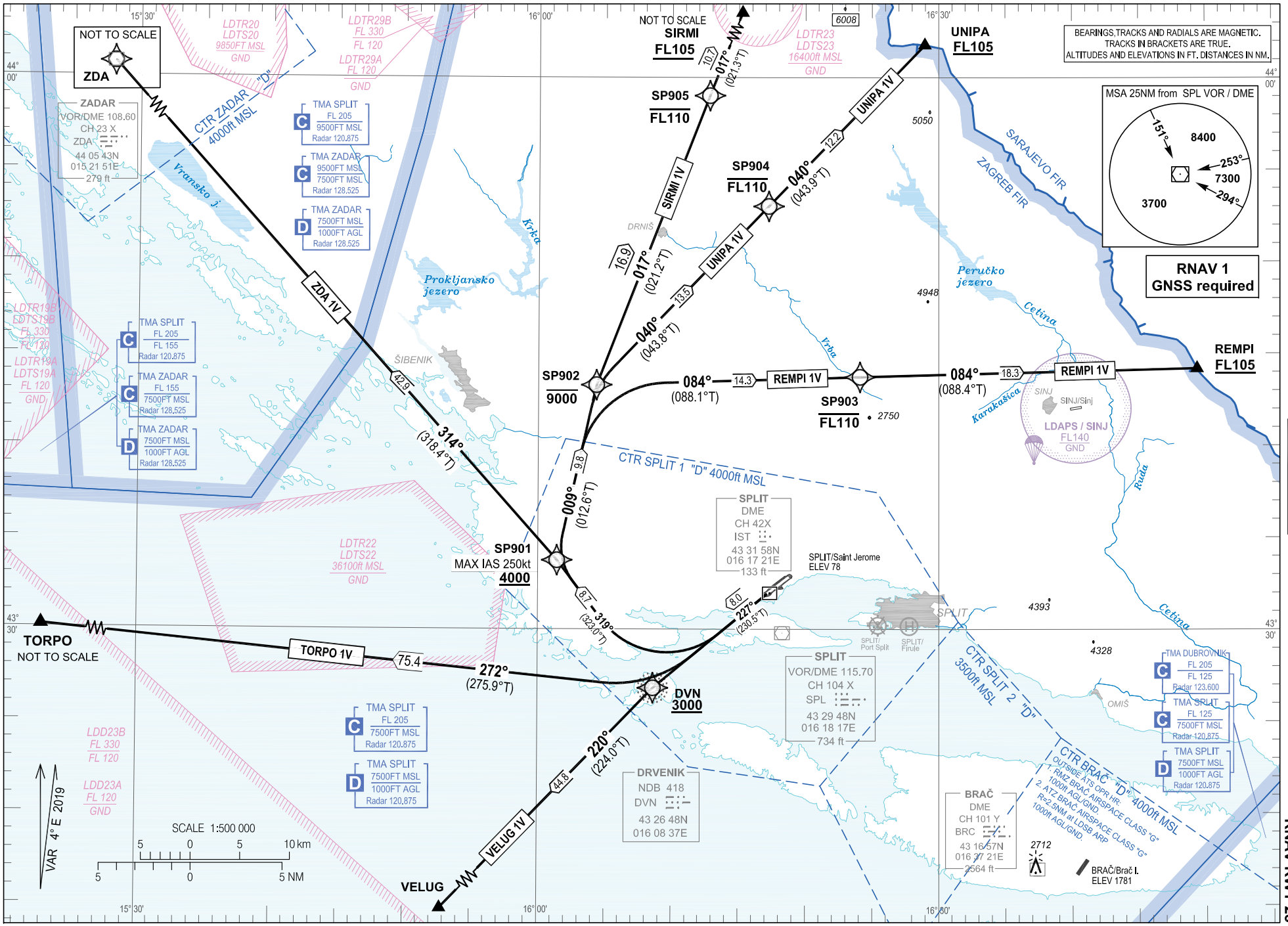

SPLIT ATIS 125.300
SPLIT RADAR 120.875
SPLIT TOWER 124.675

ZDA 1V SIRMI 1V
REMPI 1V VELUG 1V
UNIPA 1V
TORPO 1V

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10 000

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)
RNAV RWY 23

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

RNAV RWY 23

ZDA 1V SIRMI 1V UNIPA 1V
REMPI 1V VELUG 1V TORPO 1V

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 6.4 per cent (389 FT/NM). Assume minimum net climb gradient of 3.3 per cent (201 FT/MIN) after passing 400 FT AMSL.
- After take-off climb initially 5000 FT and contact Split Radar on 120.875 MHZ.

LDSP RNAV STANDARD INSTRUMENT DEPARTURE RWY 23

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	ZDA 1V	CF	DVN	-	227° (230.5°T)	4°E	8.0	-	+3000	-	-	
020		TF	SP901	-	319° (323.0°T)	4°E	8.7	-	+4000	-250		RNAV 1
030		TF	ZDA	-	314° (318.4°T)	4°E	42.9	-	-	-		
010	SIRMI 1V	CF	DVN	-	227° (230.5°T)	4°E	8.0	-	+3000	-	-	
020		TF	SP901	-	319° (323.0°T)	4°E	8.7	-	+4000	-250		
030		TF	SP902	-	009° (012.6°T)	4°E	9.8	-	-9000	-		RNAV 1
040		TF	SP905	-	017° (021.2°T)	4°E	16.9	-	-FL110	-		
050		TF	SIRMI	-	017° (021.3°T)	4°E	10.7	-	+FL105	-		
010	UNIPA 1V	CF	DVN	-	227° (230.5°T)	4°E	8.0	-	+3000	-	-	
020		TF	SP901	-	319° (323.0°T)	4°E	8.7	-	+4000	-250		
030		TF	SP902	-	009° (012.6°T)	4°E	9.8	-	-9000	-		RNAV 1
040		TF	SP904	-	040° (043.8°T)	4°E	13.5	-	-FL110	-		
050		TF	UNIPA	-	040° (043.9°T)	4°E	12.2	-	+FL105	-		
010	REMPI 1V	CF	DVN	-	227° (230.5°T)	4°E	8.0	-	+3000	-	-	
020		TF	SP901	-	319° (323.0°T)	4°E	8.7	-	+4000	-250		
030		TF	SP902	-	009° (012.6°T)	4°E	9.8	-	-9000	-		RNAV 1
040		TF	SP903	-	084° (088.1°T)	4°E	14.3	-	-FL110	-		
050		TF	REMPI	-	084° (088.4°T)	4°E	18.3	-	+FL105	-		
010	VELUG 1V	CF	DVN	-	227° (230.5°T)	4°E	8.0	-	+3000	-	-	
020		TF	VELUG	-	220° (224.0°T)	4°E	44.8	-	-	-		RNAV 1
010	TORPO 1V	CF	DVN	-	227° (230.5°T)	4°E	8.0	-	+3000	-	-	
020		TF	TORPO	-	272° (275.9°T)	4°E	75.4	-	-	-		RNAV 1

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
DVN	432648.24N	0160837.08E
ZDA	440543.16N	0152151.22E
REMPI	434412N	0164922E
SIRMI	440900N	0161813E
TORPO	433351N	0142529E
UNIPA	440146N	0162858E
VELUG	425427N	0152615E
SP901	433344.5N	0160125.4E
SP902	434316.4N	0160421.0E
SP903	434342.8N	0162405.8E
SP904	435259.8N	0161714.6E
SP905	435900.7N	0161248.2E

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

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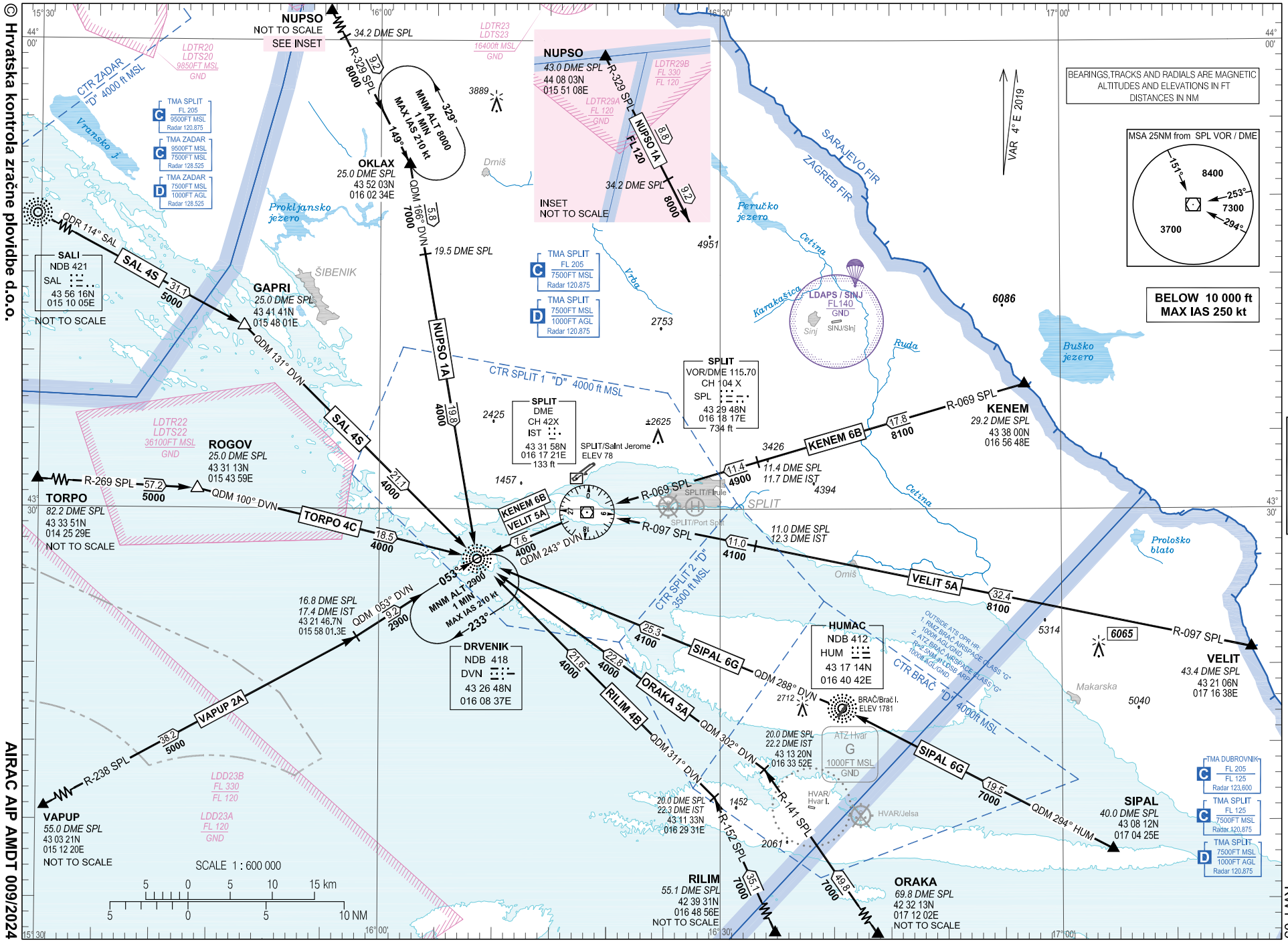
AIP HRVATSKA
AIP CROATIA

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.



STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10 000

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

NUPSO 1A	VELIT 5A
SIPAL 6G	RILIM 4B
VAPUP 2A	SAL 4S
KENEM 6B	
ORAKA 5A	
TORPO 4C	

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

LDSP AD 2.24.10 STAR RWY 05 -1
03 OCT 2024

RWY 05

AIRAC AIP AMDT 009/2024

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STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

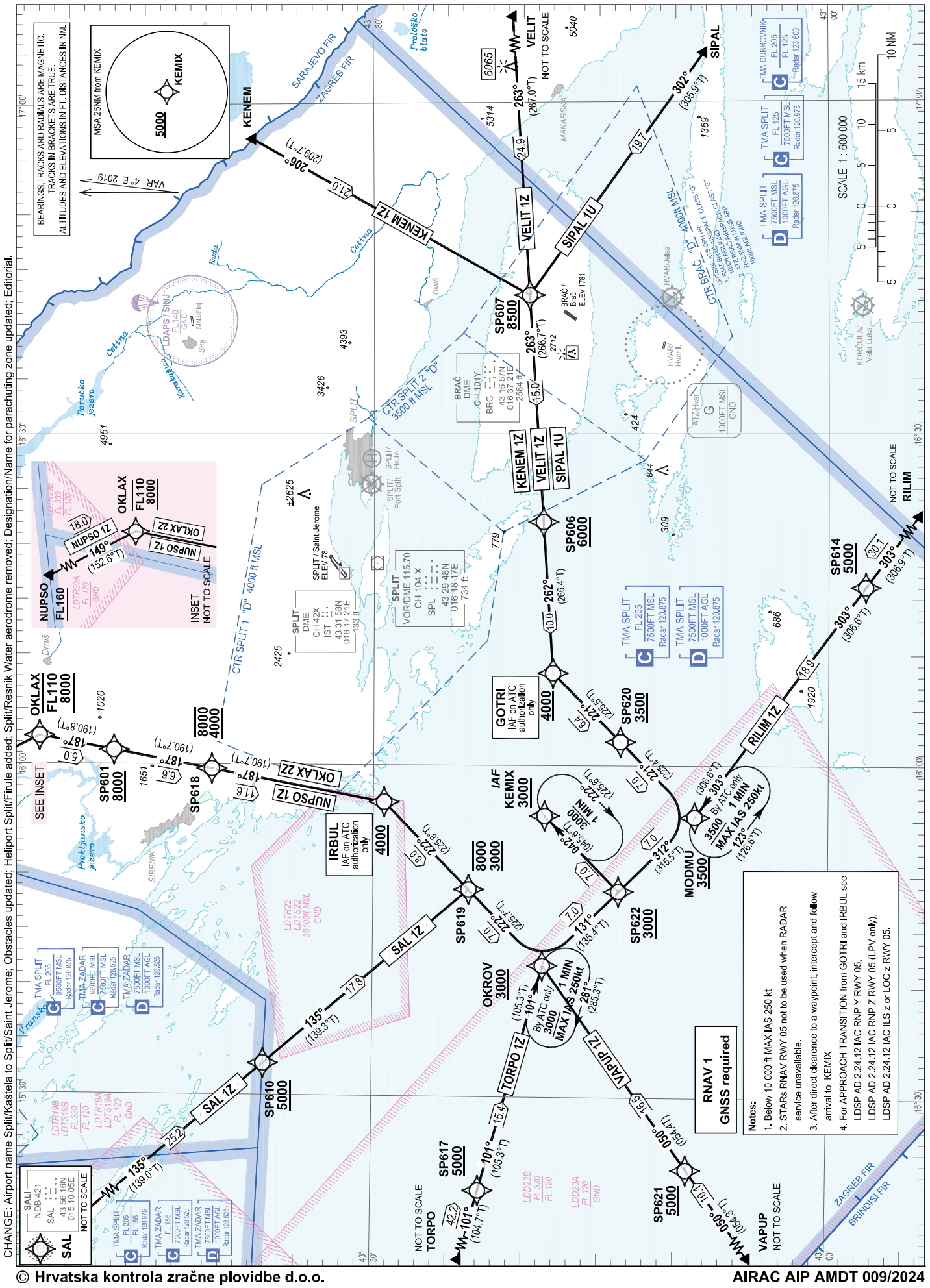
TRANSITION ALTITUDE
10 000

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SAL 1Z OKLAX 2Z NUPSO 1Z
KENEM 1Z VELIT 1Z SIPAL 1U
RILIM 1Z VAPUP 1Z TORPO 1Z

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

RNAV RWY 05



CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

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

SAL 1Z OKLAX 2Z NUPSO 1Z
KENEM 1Z VELIT 1Z SIPAL 1U
RILIM 1Z VAPUP 1Z TORPO 1Z

RNAV RWY 05

LDSP RNAV STANDARD ARRIVAL RWY 05

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	SAL 1Z	IF	SAL	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	SP610	-	135° (139.0°T)	4°E	25.2	-	+5000	-	-	
030		TF	SP619	-	135° (139.3°T)	4°E	17.8	-	-8000 +3000	-	-	
040		TF	OKROV	-	222° (225.7°T)	4°E	7.0	-	+3000	-	-	
050		TF	SP622	-	131° (135.4°T)	4°E	7.0	-	+3000	-	-	
060		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	
010	OKLAX 2Z	IF	OKLAX	-	-	4°E	-	-	-FL110 +8000	-	-	RNAV 1
020		TF	SP601	-	187° (190.8°T)	4°E	5.0	-	+8000	-	-	
030		TF	SP618	-	187° (190.7°T)	4°E	6.6	-	-8000 +4000	-	-	
040		TF	IRBUL	-	187° (190.7°T)	4°E	11.6	-	+4000	-	IAF on ATC authorization only	
050		TF	SP619	-	222° (225.8°T)	4°E	8.0	-	-8000 +3000	-	-	
060		TF	OKROV	-	222° (225.7°T)	4°E	7.0	-	+3000	-	-	
070		TF	SP622	-	131° (135.4°T)	4°E	7.0	-	+3000	-	-	
080		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	
010	NUPSO 1Z	IF	NUPSO	-	-	4°E	-	-	+FL160	-	-	RNAV 1
020		TF	OKLAX	-	149° (152.6°T)	4°E	18.0	-	-FL110 +8000	-	-	
030		TF	SP601	-	187° (190.8°T)	4°E	5.0	-	+8000	-	-	
040		TF	SP618	-	187° (190.7°T)	4°E	6.6	-	-8000 +4000	-	-	
050		TF	IRBUL	-	187° (190.7°T)	4°E	11.6	-	+4000	-	IAF on ATC authorization only	
060		TF	SP619	-	222° (225.8°T)	4°E	8.0	-	-8000 +3000	-	-	
070		TF	OKROV	-	222° (225.7°T)	4°E	7.0	-	+3000	-	-	
080		TF	SP622	-	131° (135.4°T)	4°E	7.0	-	+3000	-	-	
090		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

LDSP RNAV STANDARD ARRIVAL RWY 05

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	KENEM 1Z	IF	KENEM	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	SP607	-	206° (209.7°T)	4°E	21.0	-	+8500	-	-	
030		TF	SP606	-	263° (266.7°T)	4°E	15.0	-	+6000	-	-	
040		TF	GOTRI	-	262° (266.4°T)	4°E	10.0	-	+4000	-	IAF on ATC authorization only	
050		TF	SP620	-	221° (225.5°T)	4°E	6.4	-	+3500	-	-	
060		TF	MODMU	-	221° (225.4°T)	4°E	7.0	-	+3500	-	-	
070		TF	SP622	-	312° (315.5°T)	4°E	7.0	-	+3000	-	-	
080		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	
010	VELIT 1Z	IF	VELIT	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	SP607	-	263° (267.0°T)	4°E	24.9	-	+8500	-	-	
030		TF	SP606	-	263° (266.7°T)	4°E	15.0	-	+6000	-	-	
040		TF	GOTRI	-	262° (266.4°T)	4°E	10.0	-	+4000	-	IAF on ATC authorization only	
050		TF	SP620	-	221° (225.5°T)	4°E	6.4	-	+3500	-	-	
060		TF	MODMU	-	221° (225.4°T)	4°E	7.0	-	+3500	-	-	
070		TF	SP622	-	312° (315.5°T)	4°E	7.0	-	+3000	-	-	
080		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	
010	SIPAL 1U	IF	SIPAL	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	SP607	-	302° (305.9°T)	4°E	19.7	-	+8500	-	-	
030		TF	SP606	-	263° (266.7°T)	4°E	15.0	-	+6000	-	-	
040		TF	GOTRI	-	262° (266.4°T)	4°E	10.0	-	+4000	-	IAF on ATC authorization only	
050		TF	SP620	-	221° (225.5°T)	4°E	6.4	-	+3500	-	-	
060		TF	MODMU	-	221° (225.4°T)	4°E	7.0	-	+3500	-	-	
070		TF	SP622	-	312° (315.5°T)	4°E	7.0	-	+3000	-	-	
080		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

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

SAL 1Z OKLAX 2Z NUPSO 1Z
KENEM 1Z VELIT 1Z SIPAL 1U
RILIM 1Z VAPUP 1Z TORPO 1Z

RNAV RWY 05

LDSP RNAV STANDARD ARRIVAL RWY 05

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	RILIM 1Z	IF	RILIM	-	-	4°E	-	-	-	-	-	
020		TF	SP614	-	303° (306.9°T)	4°E	30.1	-	+5000	-	-	
030		TF	MODMU	-	303° (306.6°T)	4°E	18.9	-	+3500	-	-	RNAV 1
040		TF	SP622	-	312° (315.5°T)	4°E	7.0	-	+3000	-	-	
050		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	
010	VAPUP 1Z	IF	VAPUP	-	-	4°E	-	-	-	-	-	
020		TF	SP621	-	050° (054.3°T)	4°E	10.1	-	+5000	-	-	
030		TF	OKROV	-	050° (054.4°T)	4°E	16.5	-	+3000	-	-	RNAV 1
040		TF	SP622	-	131° (135.4°T)	4°E	7.0	-	+3000	-	-	
050		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	
010	TORPO 1Z	IF	TORPO	-	-	4°E	-	-	-	-	-	
020		TF	SP617	-	101° (104.7°T)	4°E	42.2	-	+5000	-	-	
030		TF	OKROV	-	101° (105.3°T)	4°E	15.4	-	+3000	-	-	RNAV 1
040		TF	SP622	-	131° (135.4°T)	4°E	7.0	-	+3000	-	-	
050		TF	KEMIX	-	042° (045.6°T)	4°E	7.0	-	+3000	-	IAF	

IAF on ATC authorization only: For APPROACH TRANSITION from GOTRI and IRBUL see LDSP AD 2.24.12 IAC RNP Y RWY 05, LDSP AD 2.24.12 IAC RNP Z RWY 05 (LPV only), LDSP AD 2.24.12 IAC ILS z or LOC z RWY 05.

RNAV HOLDING tabular description

Waypoint name	Path descriptor	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
OKROV	HM	101° (105.3°T)	1MIN / -	R	3000	-	250	4°E	HLDG by ATC only	RNAV 1
MODMU	HM	303° (306.6°T)	1MIN / -	L	3500	-	250	4°E	HLDG by ATC only	RNAV 1

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

SAL 1Z OKLAX 2Z NUPSO 1Z
KENEM 1Z VELIT 1Z SIPAL 1U
RILIM 1Z VAPUP 1Z TORPO 1Z

Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
SAL	435616.30N	0151005.19E
GOTRI	431811.7N	0160821.4E
IRBUL	432917.5N	0155638.4E
KEMIX	431842.4N	0155526.9E
MODMU	430848.2N	0155520.2E
NUPSO	440803N	0155108E
OKROV	431848.1N	0154153.1E
KENEM	433800N	0165648E
OKLAX	435203N	0160234E
RILIM	423931N	0164856E
SIPAL	430812N	0170425E
TORPO	433351N	0142529E

Waypoint name	WGS-84 latitude	WGS-84 longitude
VAPUP	430321N	0151220E
VELIT	432106N	0171638E
SP601	434708.0N	0160117.2E
SP606	431849.9N	0162201.7E
SP607	431944.2N	0164232.8E
SP610	433710.7N	0153251.9E
SP614	425733.3N	0161606.9E
SP617	432254.6N	0152130.4E
SP618	434040.2N	0155935.9E
SP619	432341.6N	0154845.0E
SP620	431343.4N	0160208.8E
SP621	430913.4N	0152330.6E
SP622	431348.8N	0154836.6E

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

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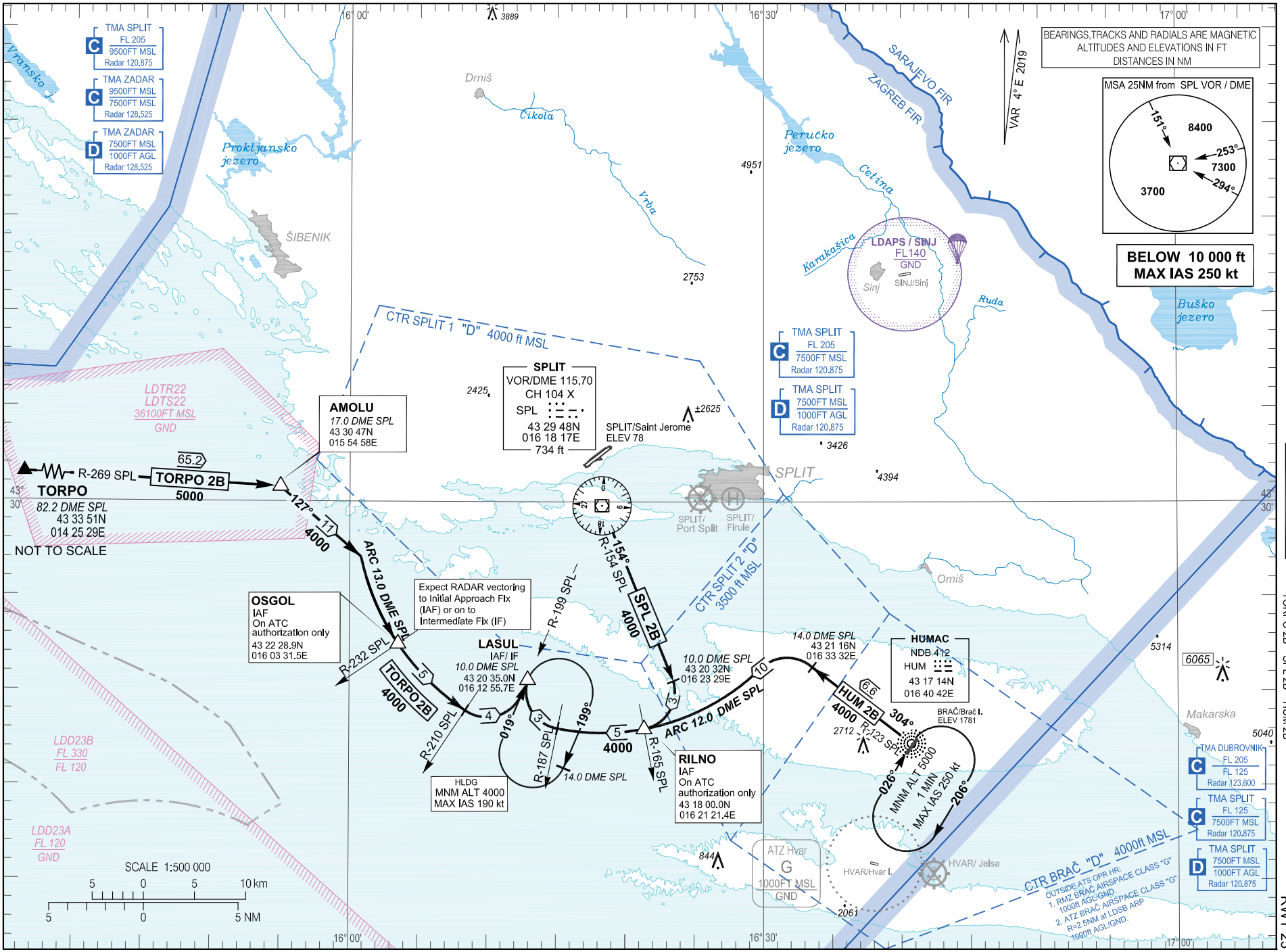

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10 000

SPLIT ATIS 125.300
SPLIT TOWER 124.675
SPLIT RADAR 120.875

TORPO 2B
SPL 2B
HUM 2B

RWY 23

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

LDSP AD 2.24.10 STAR RWY 23 -1
03 OCT 2024

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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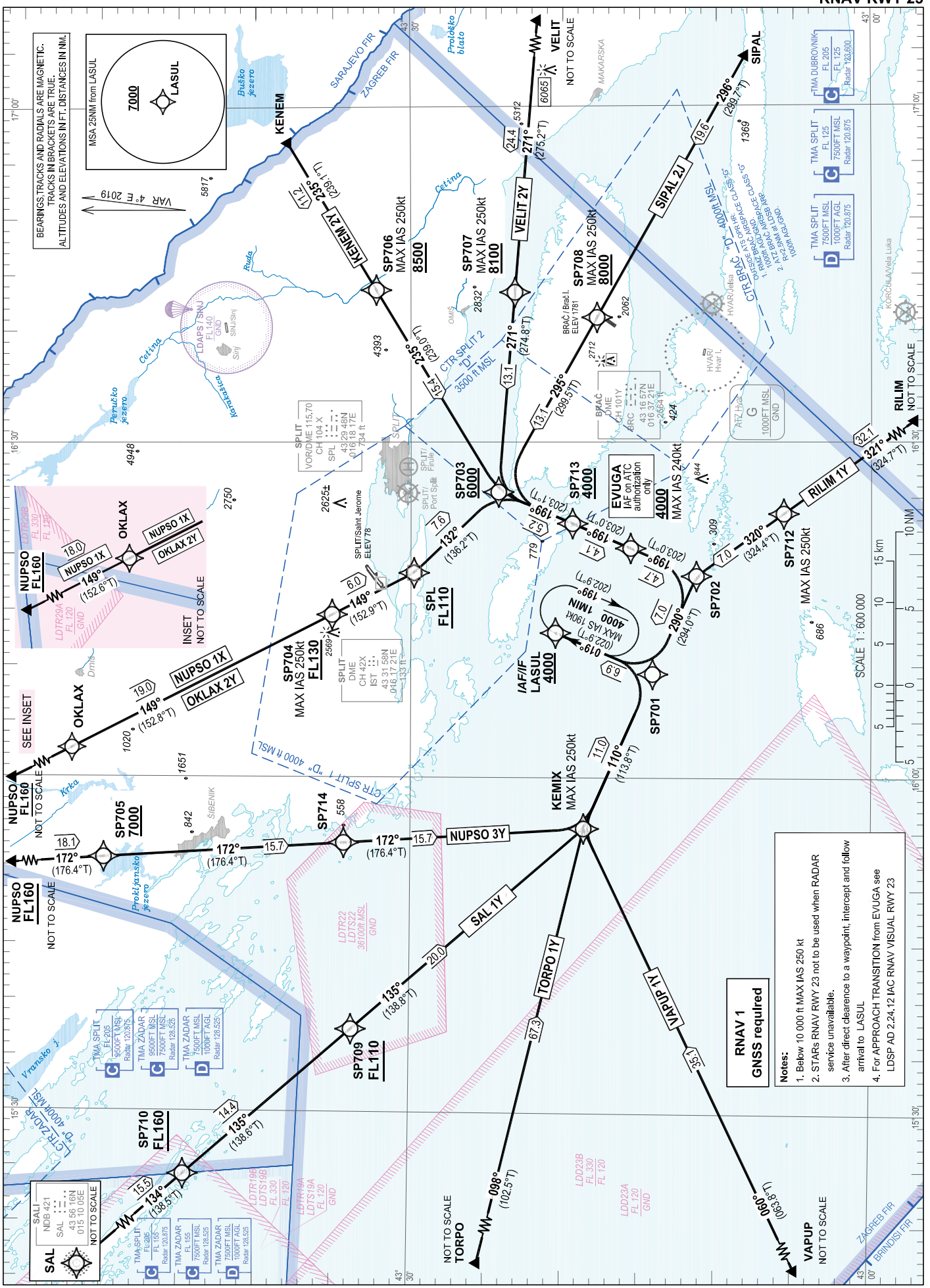
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10 000

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SAL 1Y NUPSO 1X SIPAL 2J
NUPSO 3Y KENEM 2Y RILIM 1Y
OKLAX 2Y VELIT 2Y VAPUP 1Y
TORPO 1Y

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)
RNAV RWY 23



CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

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

RNAV RWY 23

SAL 1Y NUPSO 3Y OKLAX 2Y
NUPSO 1X KENEM 2Y VELIT 2Y
SIPAL 2J RILIM 1Y VAPUP 1Y TORPO 1Y

LDSP RNAV STANDARD ARRIVAL RWY 23

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	SAL 1Y	IF	SAL	-	-	4°E	-	-	-	-	-	
020		TF	SP710	-	134° (138.5°T)	4°E	15.5	-	+FL160	-	-	
030		TF	SP709	-	135° (138.6°T)	4°E	14.4	-	+FL110	-	-	
040		TF	KEMIX	-	135° (138.8°T)	4°E	20.0	-	-	-250	-	RNAV 1
050		TF	SP701	-	110° (113.8°T)	4°E	11.0	-	-	-	-	
060		TF	LASUL	-	019° (022.9°T)	4°E	6.9	L	+4000	-	IAF/IF	
010	NUPSO 3Y	IF	NUPSO	-	-	4°E	-	-	+FL160	-	-	
020		TF	SP705	-	172° (176.4°T)	4°E	18.1	-	+7000	-	-	
030		TF	SP714	-	172° (176.4°T)	4°E	15.7	-	-	-	-	
040		TF	KEMIX	-	172° (176.4°T)	4°E	15.7	-	-	-250	-	RNAV 1
050		TF	SP701	-	110° (113.8°T)	4°E	11.0	-	-	-	-	
060		TF	LASUL	-	019° (022.9°T)	4°E	6.9	L	+4000	-	IAF/IF	
010	OKLAX 2Y	IF	OKLAX	-	-	4°E	-	-	-	-	-	
020		TF	SP704	-	149° (152.8°T)	4°E	19.0	-	+FL130	-250	-	
030		TF	SPL	-	149° (152.9°T)	4°E	6.0	-	+FL110	-	-	
040		TF	SP703	-	132° (136.2°T)	4°E	7.6	-	+6000	-	-	
050		TF	SP713	-	199° (203.1°T)	4°E	5.2	-	+4000	-	-	RNAV 1
060		TF	EVUGA	-	199° (203.0°T)	4°E	4.1	-	+4000	-240	IAF on ATC authorization only	
070		TF	SP702	-	199° (203.0°T)	4°E	4.7	-	-	-	-	
080		TF	SP701	-	290° (294.0°T)	4°E	7.0	-	-	-	-	
090		TF	LASUL	-	019° (022.9°T)	4°E	6.9	-	+4000	-	IAF/IF	

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

SAL 1Y NUPSO 3Y OKLAX 2Y
NUPSO 1X KENEM 2Y VELIT 2Y
SIPAL 2J RILIM 1Y VAPUP 1Y TORPO 1Y

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)
RNAV RWY 23

LDSP RNAV STANDARD ARRIVAL RWY 23

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	NUPSO 1X	IF	NUPSO	-	-	4°E	-	-	+FL160	-	-	RNAV 1
020		TF	OKLAX	-	149° (152.6°T)	4°E	18.0	-	-	-	-	
030		TF	SP704	-	149° (152.8°T)	4°E	19.0	-	+FL130	-250	-	
040		TF	SPL	-	149° (152.9°T)	4°E	6.0	-	+FL110	-	-	
050		TF	SP703	-	132° (136.2°T)	4°E	7.6	-	+6000	-	-	
060		TF	SP713	-	199° (203.1°T)	4°E	5.2	-	+4000	-	-	
070		TF	EVUGA	-	199° (203.0°T)	4°E	4.1	-	+4000	-240	IAF on ATC authorization only	
080		TF	SP702	-	199° (203.0°T)	4°E	4.7	-	-	-	-	
090		TF	SP701	-	290° (294.0°T)	4°E	7.0	-	-	-	-	
100		TF	LASUL	-	019° (022.9°T)	4°E	6.9	-	+4000	-	IAF/IF	
010	KENEM 2Y	IF	KENEM	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	SP706	-	235° (239.1°T)	4°E	11.2	-	+8500	-250	-	
030		TF	SP703	-	235° (239.0°T)	4°E	15.4	-	+6000	-	-	
040		TF	SP713	-	199° (203.1°T)	4°E	5.2	-	+4000	-		
050		TF	EVUGA	-	199° (203.0°T)	4°E	4.1	-	+4000	-240	IAF on ATC authorization only	
060		TF	SP702	-	199° (203.0°T)	4°E	4.7	-	-	-	-	
070		TF	SP701	-	290° (294.0°T)	4°E	7.0	-	-	-	-	
080		TF	LASUL	-	019° (022.9°T)	4°E	6.9	-	+4000	-	IAF/IF	
010	VELIT 2Y	IF	VELIT	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	SP707	-	271° (275.2°T)	4°E	24.4	-	+8100	-250	-	
030		TF	SP703	-	271° (274.8°T)	4°E	13.1	-	+6000	-	-	
040		TF	SP713	-	199° (203.1°T)	4°E	5.2	-	+4000	-	-	
050		TF	EVUGA	-	199° (203.0°T)	4°E	4.1	-	+4000	-240	IAF on ATC authorization only	
060		TF	SP702	-	199° (203.0°T)	4°E	4.7	-	-	-	-	
070		TF	SP701	-	290° (294.0°T)	4°E	7.0	-	-	-	-	
080		TF	LASUL	-	019° (022.9°T)	4°E	6.9	-	+4000	-	IAF/IF	

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

SPLIT/ Sveti Jeronim (LDSP)
SPLIT/ Saint Jerome (LDSP)
RNAV RWY 23

SAL 1Y NUPSO 3Y OKLAX 2Y
NUPSO 1X KENEM 2Y VELIT 2Y
SIPAL 2J RILIM 1Y VAPUP 1Y TORPO 1Y

LDSP RNAV STANDARD ARRIVAL RWY 23

Proposed tabular description for navigation database coding

Serial number	Route	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Remarks	NAV SPEC
010	SIPAL 2J	IF	SIPAL	-	-	4°E	-	-	-	-	-	
020		TF	SP708	-	296° (299.7°T)	4°E	19.6	-	+8000	-250	-	
030		TF	SP703	-	295° (299.5°T)	4°E	13.1	-	+6000	-	-	
040		TF	SP713	-	199° (203.1°T)	4°E	5.2	L	+4000	-	-	
050		TF	EVUGA	-	199° (203.0°T)	4°E	4.1	-	+4000	-240	IAF on ATC authorization only	RNAV 1
060		TF	SP702	-	199° (203.0°T)	4°E	4.7	-	-	-	-	
070		TF	SP701	-	290° (294.0°T)	4°E	7.0	-	-	-	-	
080		TF	LASUL	-	019° (022.9°T)	4°E	6.9	-	+4000	-	IAF/IF	
010	RILIM 1Y	IF	RILIM	-	-	4°E	-	-	-	-	-	
020		TF	SP712	-	321° (324.7°T)	4°E	32.1	-	-	-250	-	
030		TF	SP702	-	320° (324.4°T)	4°E	7.0	-	-	-	-	RNAV 1
040		TF	SP701	-	290° (294.0°T)	4°E	7.0	-	-	-	-	
050		TF	LASUL	-	019° (022.9°T)	4°E	6.9	-	+4000	-	IAF/IF	
010	VAPUP 1Y	IF	VAPUP	-	-	4°E	-	-	-	-	-	
020		TF	KEMIX	-	060° (063.8°T)	4°E	35.1	-	-	-250	-	
030		TF	SP701	-	110° (113.8°T)	4°E	11.0	-	-	-	-	RNAV 1
040		TF	LASUL	-	019° (022.9°T)	4°E	6.9	L	+4000	-	IAF/IF	
010	TORPO 1Y	IF	TORPO	-	-	4°E	-	-	-	-	-	
020		TF	KEMIX	-	098° (102.5°T)	4°E	67.3	-	-	-250	-	
030		TF	SP701	-	110° (113.8°T)	4°E	11.0	-	-	-	-	RNAV 1
040		TF	LASUL	-	019° (022.9°T)	4°E	6.9	L	+4000	-	IAF/IF	

IAF on ATC authorization only: For APPROACH TRANSITION from EVUGA see LDSP AD 2.24.12 IAC RNAV VISUAL RWY 23

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

SAL 1Y NUPSO 3Y OKLAX 2Y
NUPSO 1X KENEM 2Y VELIT 2Y
SIPAL 2J RILIM 1Y VAPUP 1Y TORPO 1Y

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

RNAV RWY 23

RNAV HOLDING tabular description

Waypoint name	Path descriptor	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)	1 MIN / -	R	4000	-	190	4°E	-	RNAV 1

Waypoint coordinates

Waypoint name	WGS-84 latitude	WGS-84 longitude
SPL	432947.69N	0161817.00E
SAL	435616.30N	0151005.20E
EVUGA	431541.3N	0162030.1E
KEMIX	431842.4N	0155526.9E
KENEM	433800N	0165648E
LASUL	432035.0N	0161255.7E
NUPSO	440803N	0155108E
OKLAX	435202.8N	0160234.4E
RILIM	423931N	0164856E
SIPAL	430812N	0170425E
TORPO	433351N	0142529E
VAPUP	430321N	0151220E
VELIT	432106N	0171638E
SP701	431414.9N	0160915.7E
SP702	431124.1N	0161800.7E
SP703	432417.5N	0162531.0E
SP704	433507.8N	0161432.2E
SP705	434957.1N	0155244.1E
SP706	433214.9N	0164336.2E
SP707	432313.3N	0164322.8E
SP708	431752.7N	0164107.4E
SP709	433347.1N	0153724.0E
SP710	434437.7N	0152417.3E
SP712	430542.5N	0162334.9E
SP713	431928.5N	0162242.3E
SP714	433419.8N	0155405.9E

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

TRANSITION ALTITUDE
10 000

AD ELEV 78 ft

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

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

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

GENERAL INFORMATION:

1. ATC SURVEILLANCE BASED ON RADAR SYSTEM.
2. BELOW THE RADAR MINIMUM ALTITUDE, IFR FLIGHTS WILL BE NORMALLY CLEARED ON PUBLISHED IFR PROCEDURES ONLY.
3. MINIMUM ALTITUDES ARE REFERRED TO SPLIT QNH AND ARE INDICATED IN FT MSL.
4. THE AREAS DEPICTED AND ASSOCIATED MINIMUM ALTITUDES ARE ESTABLISHED BY APPLYING APPROPRIATE BUFFER AND OBSTACLE CLEARANCE OF AT LEAST 1000 FT, PLUS ADDITIONAL BUFFER OF 500 FT FOR THE LOWER LIMIT OF THE CONTROLLED AIRSPACE IN FIR ZAGREB.
5. ONLY SIGNIFICANT OBSTACLES AND DOMINANT SPOT ELEVATIONS SHOWN.
6. THIS CHART SHOULD ONLY BE USED FOR THE CROSS-CHECKING OF ASSIGNED ALTITUDES WHILST UNDER RADAR CONTROL.

ALTITUDES AND ELEVATIONS IN FT
DISTANCES IN NM

SCALE 1 : 650 000
5 0 5 10 15 km
5 0 5 10NM

LIST OF COORDINATES FOR
MINIMUM VECTORING ALTITUDE SECTORS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule added; Split/Resnik Water aerodrome removed; Designation/Name for parachuting zone updated; Editorial.

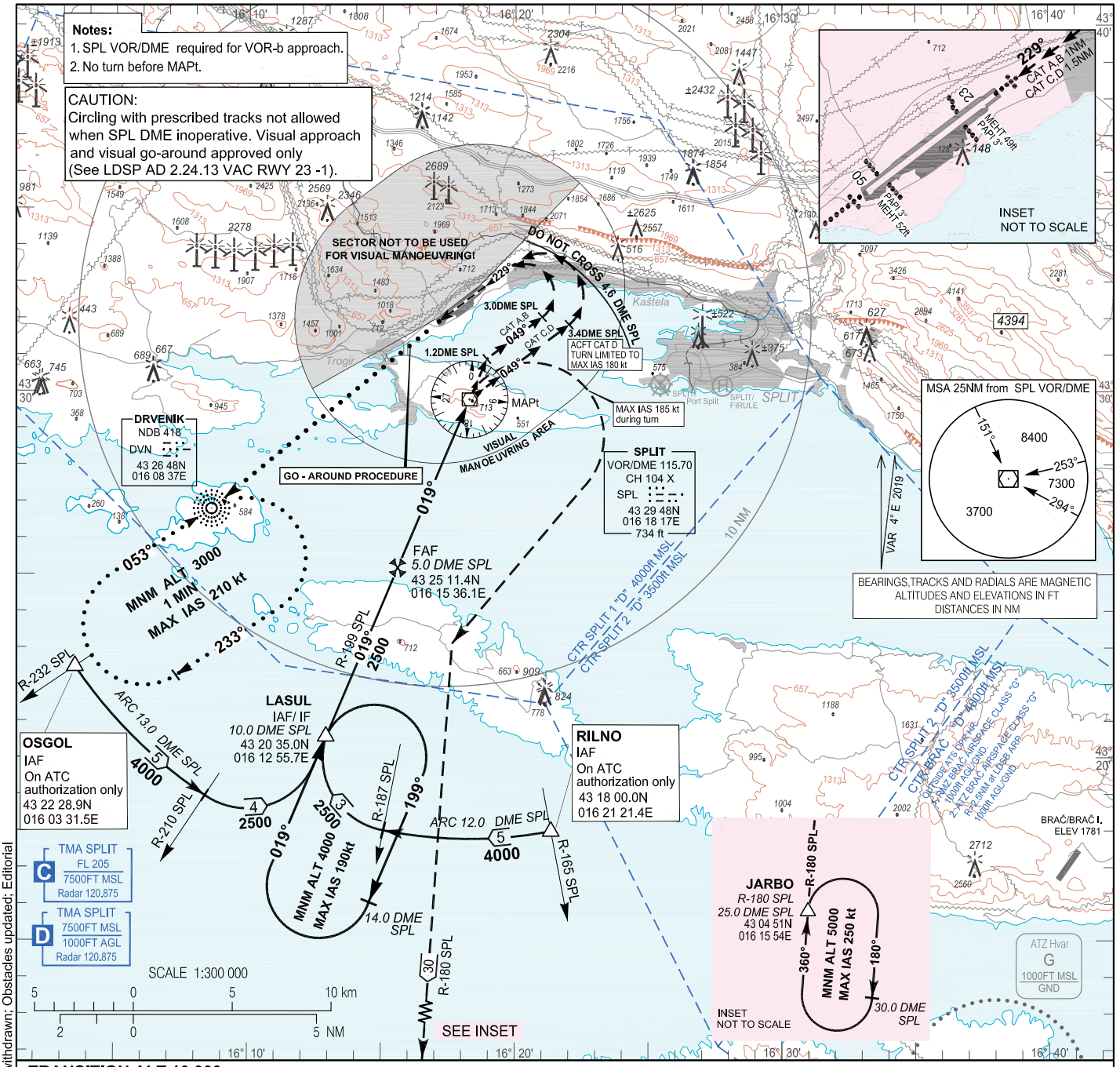
INSTRUMENT APPROACH
CHART - ICAO
(CIRCLING WITH PRESCRIBED TRACKS)

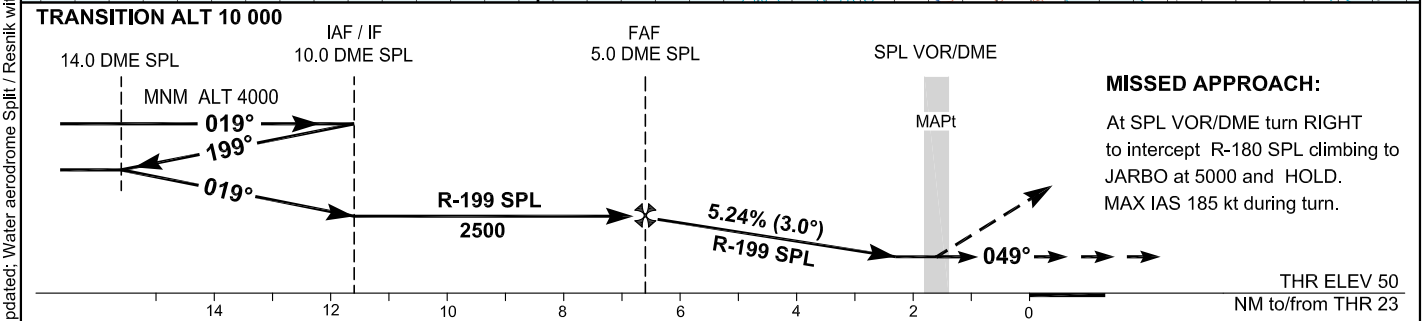
AD ELEV 78
HEIGHTS RELATED
TO AD ELEV 78

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

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

VOR-b RWY 23





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: Special notes updated; Water aerodrome Split / Resnik withdrawn; Obstacles updated; Editorial

VOR-b RWY 23

SPECIAL NOTES
CIRCLING WITH PRESCRIBED TRACKS

The following requirements and SPECIAL NOTES contain information which shall be consider before practise and operating LDSP VOR-b RWY 23 procedure:

- Consider specific orography, mountainous terrain in vicinity of AD Split and the requirements for visual segment
- Night flight restrictions: night operations are not authorised
- 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.
- 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	-	-

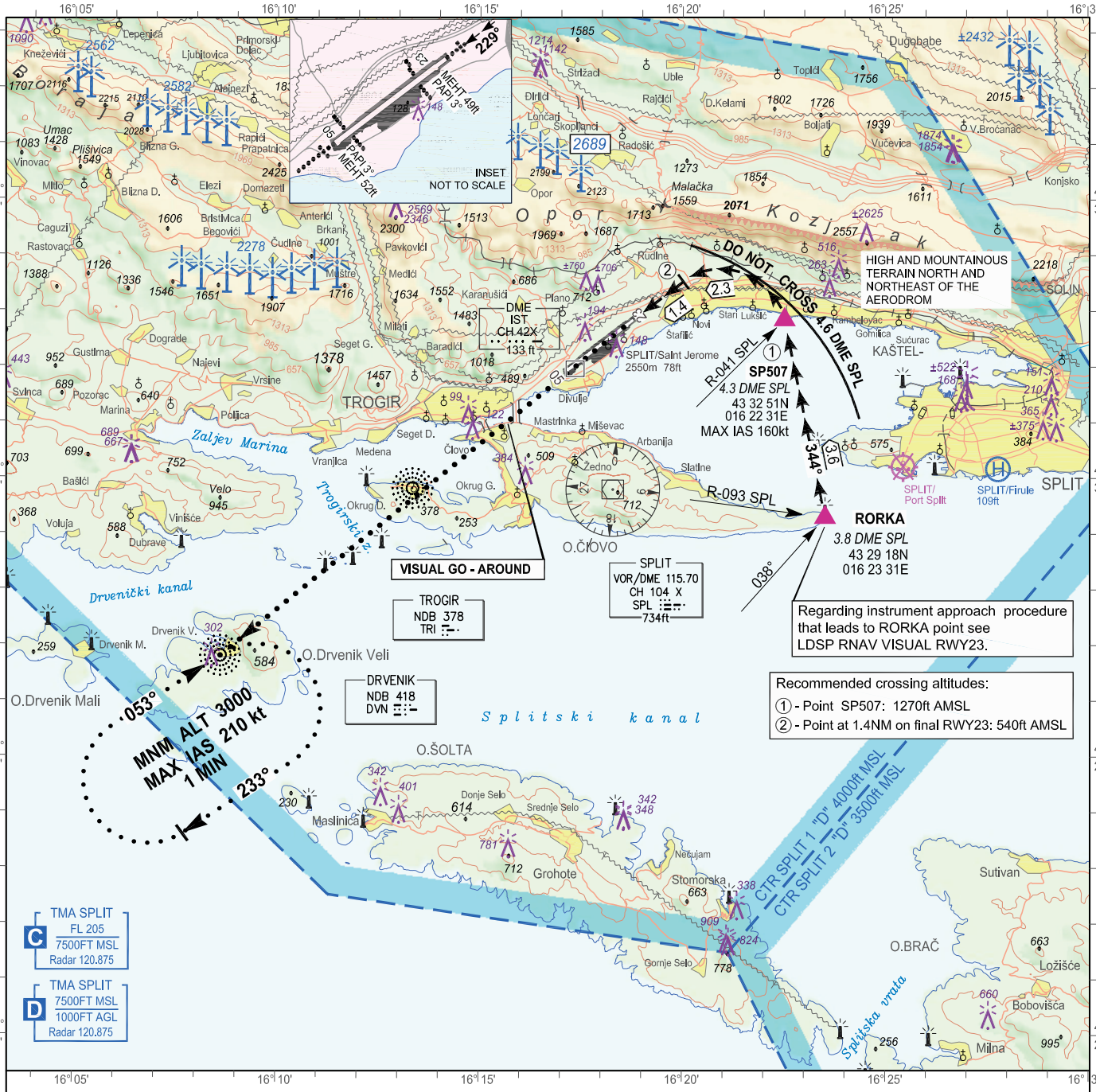
CHANGE: Special notes updated; Water aerodrome Split / Resnik withdrawn; Obstacles updated; Editorial

VISUAL APPROACH CHART

AD ELEV 78	ARP 43°32'20"N 016°17'53"E

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

SPLIT / Sveti Jeronim (LDSP)
SPLIT / Saint Jerome (LDSP)
VAC RWY 23



Reporting Point	Definition
RORKA	R 093 SPL; 3.8 DME SPL
SP507	R 041 SPL; 4.3 DME SPL

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

SCALE 1:200 000

2 0 5 km
1 0 3 NM

VISUAL GO - AROUND

In case of visual go-around climb along the visual approach track and when on the final approach track proceed straight ahead to DVN NDB at 3000ft and hold or follow ATC instruction.

ATTENTION:

Prominent transmission lines data not complete!
No guarantee for the completeness and accuracy of obstacles!

LEGEND:

ELEVATION TINTS

ft	(m)
3937	(1200)
2625	(800)
1313	(400)
0	(0)

VAR 4° E 2019

visual approach track

CAUTION:

Visual approach track to the RWY23 to be used by means of visual reference only.
SPL VOR/DME radials, distances, waypoints and speed limit information are for improved situational awareness only.
Obstacle clearance during the visual approach and visual go-around is responsibility of pilot flying.

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Heliport Split/Firule updated; Split/Resnik Water aerodrome removed; Editorial.

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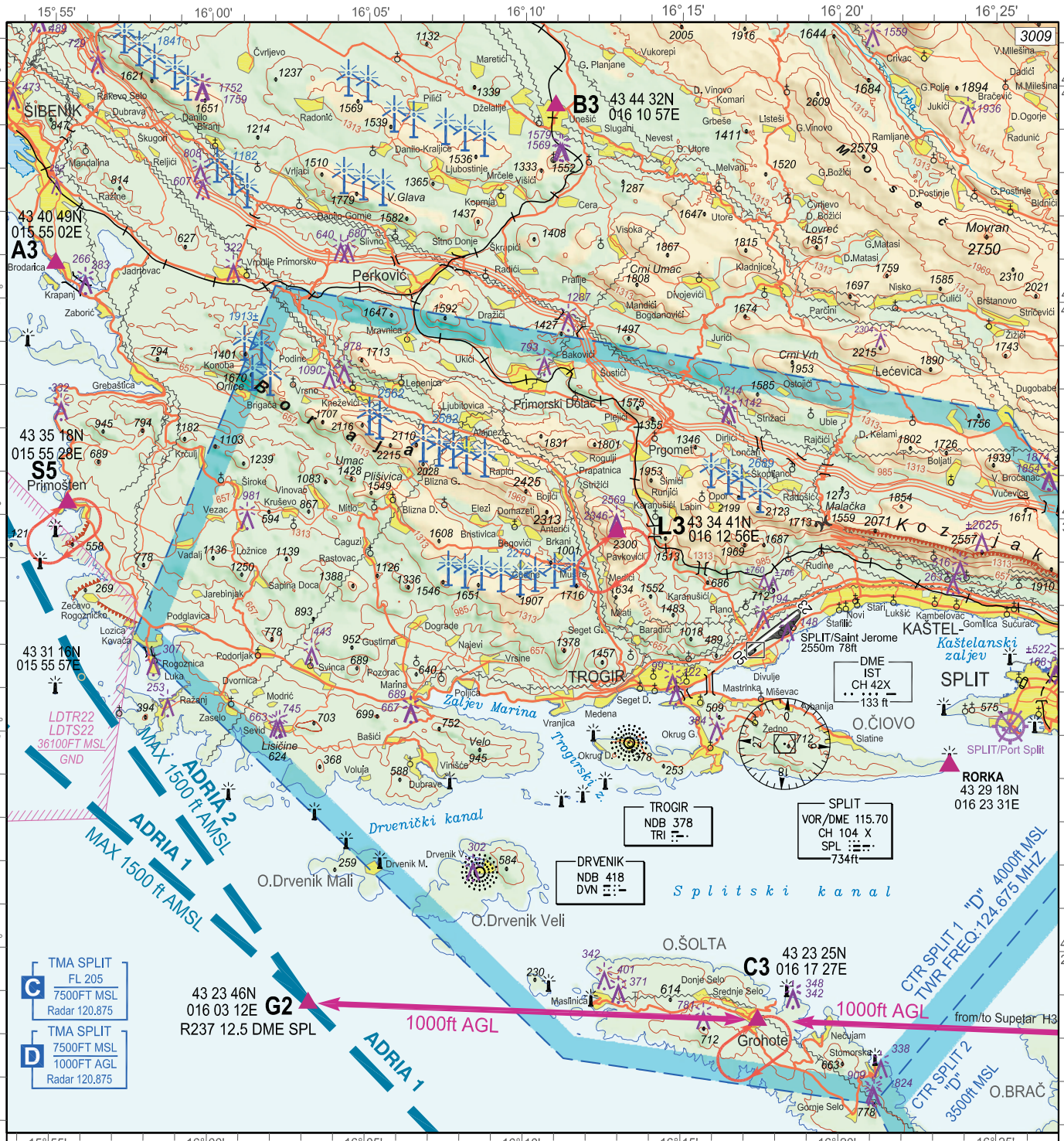
VISUAL OPERATION CHART

AD ELEV 78

ARP
43°32'20"N
016°17'53"E

SPLIT ATIS	125.300
SPLIT RADAR	120.875
SPLIT TOWER	124.675

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



Reporting Point	Definition
A3	Village Brodarica
B3	Village Unešić
C3	Village Grohote
G2	R 237 12.5 DME SPL
H3	Town Supetar
L3	Labinštica antenna
S5	Town Primošten

Two-way radio communication required.
Contact Tower normally at reporting points or any other point but not later than 5min prior to entering CTR.

ALTITUDES AND ELEVATIONS IN FT

VAR 4° E 2019

ELEVATION TINTS

(m)	ft
(1200)	3937
(800)	2625
(400)	1313
(0)	0

SCALE 1:250 000

km 0 5 10
NM 0 5

LEGEND

- Holding fix with WGS-84 coordinates — C3, 43 23 25N, 016 17 27E
- Significant VFR point — G2
- Recommended VFR route — ADRIA1
- Mandatory (arrival - departure) VFR route

ATTENTION:
For latest information consult relevant publications, and NOTAMs!
Prominent transmission lines data not complete!
No guarantee for the completeness and accuracy of obstacles!

CHANGE: Airport name Split/Kaštela to Split/Saint Jerome; Obstacles updated; Split/Resnik Water aerodrome removed; Editorial.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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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	15	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.			