REPUBLIC OF CROATIA

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AIRAC AIP AMDT 011/2024
Effective Date: 28 NOV 2024
Publication Date: 17 OCT 2024

1. Amendment contents:

GEN

- **GEN 0.2** - Record of AIP amendments - updated
- **GEN 0.4** - Checklist of AIP pages - updated
- **GEN 0.5** - List of hand amendments to the AIP - updated
- **GEN 0.6** - Table of contents to Part 1 - updated
- **GEN 2.2** - Abbreviations used in AIS publications - new abbrevations eFPL and PFP added; changes to meaning of the FPL abbrevation
- **GEN 3.1** - Aeronautical information services - various changes

ENR

- **ENR 0.6** - Table of contents to Part 2 - updated
- **ENR 6** - New Chart:
  - Free Route Airspace - Index Chart SECSI FRA (ENR 6.11 -1/2)

AD

- **AD 0.6** - Table of contents to Part 3 - updated
- **LDDU AD 2** - New Chart:
  - Aerodrome Obstacle Chart ICAO - Type A RWY 29 (LDDU AD 2.24.4 AOC RWY 29 -1/1)
- **LDLO AD 2.3, 2.4, 2.6, 2.7, 2.12, 2.14, 2.15 and 2.16** - Operational hours - Remarks added , Handling facilities - Fuelling facilities and capacity various changes, Rescue and fire fighting services - Rescue equipment and Capability for removal of disabled aircraft - changed, Runway surface condition assessment and reporting, and snow plan - Remarks changed, Runway physical characteristics - RESA dimensions and Remarks added, Approach and runway lighting - Various changes, Other lighting, Secondary power supply helicopter landing area - Various changes
- **LDPL AD 2** - New Charts:
  - Standard Departure Chart - Instrument - ICAO RWY 09 (LDPL AD 2.24.8 SID RWY 09 -1/2)
  - Standard Departure Chart - Instrument - ICAO RNAV RWY 09 (LDPL AD 2.24.8 SID RNAV RWY 09 -1/4)
  - Standard Departure Chart - Instrument - ICAO RWY 27 (LDPL AD 2.24.8 SID RWY 27 -1/2)
  - Standard Departure Chart - Instrument - ICAO RNAV RWY 27 (LDPL AD 2.24.8 SID RNAV RWY 27 -1/4)
  - Standard Arrival Chart - Instrument - ICAO RWY 09 (LDPL AD 2.24.10 STAR RWY 09 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RWY 09 (LDPL AD 2.24.10 STAR RWY 09 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RWY 27 (LDPL AD 2.24.10 STAR RWY 27 -1/2)
  - Standard Arrival Chart - Instrument - ICAO RNAV RWY 09 (LDPL AD 2.24.10 STAR RNAV RWY 09 -1/4)
  - Standard Arrival Chart - Instrument - ICAO RNAV RWY 27 (LDPL AD 2.24.10 STAR RNAV RWY 27 -1/4)
  - Instrument Approach Chart - ICAO VOR RWY 09 (LDPL AD 2.24.12 IAC VOR RWY 09 -1/2)
  - Instrument Approach Chart - ICAO VOR RWY 27 (LDPL AD 2.24.12 IAC VOR RWY 27 -1/2)
  - Instrument Approach Chart - ICAO ILS y or LOC y RWY 27 (LDPL AD 2.24.12 IAC ILS y or LOC y RWY 27 -1/2)
  - Instrument Approach Chart - ICAO ILS z or LOC z RWY 27 (LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 -1/2)

- Instrument Approach Chart - ICAO RNP RWY 09 (LDPL AD 2.24.12 IAC RNP RWY 09 -1/4)
- Instrument Approach Chart - ICAO RNP RWY 27 (LDPL AD 2.24.12 IAC RNP RWY 27 -1/4)

- **LDZA AD 2** - New Charts:
  - Aerodrome Chart - ICAO (LDZA AD 2.24.1 ADC -1/2)

2. Hand corrections to the following pages:

- See GEN 0.5

3. Record entry of AMDT in GEN 0.2

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

NOTAM: NIL

SUP: NIL

AIC: NIL

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

Insert the following pages

GEN 0.2 - 3/4	30 DEC 2021 / 28 NOV 2024
GEN 0.4 - 1/2	28 NOV 2024 / 28 NOV 2024
GEN 0.4 - 3/4	28 NOV 2024 / 28 NOV 2024
GEN 0.4 - 5/6	28 NOV 2024 / 28 NOV 2024
GEN 0.4 - 7/8	28 NOV 2024 / 28 NOV 2024
GEN 0.4 - 9/10	28 NOV 2024 / 28 NOV 2024
GEN 0.5 - 1/2	28 NOV 2024 / 28 NOV 2024
GEN 0.5 - 3/4	28 NOV 2024 / 28 NOV 2024
GEN 0.6 - 1/2	28 NOV 2024 / 28 NOV 2024
GEN 0.6 - 3/4	28 NOV 2024 / 28 NOV 2024
GEN 2.2 - 1/2	28 NOV 2024 / 28 NOV 2024
GEN 2.2 - 3/4	28 NOV 2024 / 28 NOV 2024
GEN 2.2 - 5/6	28 NOV 2024 / 28 NOV 2024
GEN 2.2 - 7/8	28 NOV 2024 / 28 NOV 2024
GEN 2.2 - 9/10	28 NOV 2024 / 28 NOV 2024
GEN 2.2 - 11/12	28 NOV 2024 / 28 NOV 2024
GEN 3.1 - 1/2	28 NOV 2024 / 28 NOV 2024
GEN 3.1 - 3/4	28 NOV 2024 / 28 NOV 2024
GEN 3.1 - 5/6	28 NOV 2024 / 28 NOV 2024
ENR 0.6 - 1/2	28 NOV 2024 / 28 NOV 2024
ENR 0.6 - 3/4	28 NOV 2024 / 28 NOV 2024
ENR 6.11 - 1/2	28 NOV 2024 / 28 NOV 2024
AD 0.6 - 1/2	28 NOV 2024 / 28 NOV 2024
AD 0.6 - 3/4	28 NOV 2024 / 28 NOV 2024
AD 0.6 - 5/6	28 NOV 2024 / 28 NOV 2024
AD 0.6 - 7/8	28 NOV 2024 / 28 NOV 2024
AD 0.6 - 9/10	28 NOV 2024 / 28 NOV 2024
LDDU AD 2.24.4 AOC RWY 29 -1	28 NOV 2024
LDLO AD 2 - 1/2	30 NOV 2023 / 28 NOV 2024
LDLO AD 2 - 3/4	28 NOV 2024 / 08 AUG 2024
LDLO AD 2 - 7/8	28 NOV 2024 / 28 NOV 2024
LDLO AD 2 - 9/10	28 NOV 2024 / 28 NOV 2024
LDLO AD 2 - 11/12	28 NOV 2024 / 22 FEB 2024
LDPL AD 2.24.8 SID RWY 09 - 1/2	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.8 SID RNAV RWY 09 - 1/2	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.8 SID RNAV RWY 09 - 3/4	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.8 SID RWY 27 - 1/2	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.8 SID RNAV RWY 27 - 1/2	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.8 SID RNAV RWY 27 - 3/4	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.2410 STAR RWY 09 - 1/2	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.10 STAR RWY 27 - 1/2	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.10 STAR RNAV RWY 09 - 1/2	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.10 STAR RNAV RWY 09 - 3/4	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.10 STAR RNAV RWY 27 - 1/2	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.10 STAR RNAV RWY 27 - 3/4	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.12 IAC RWY 09 VOR - 1/2	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.12 IAC RWY 27 VOR - 1/2	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24 IAC ILS y or LOC y RWY 27 - 1/2	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27- 1/2	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.12 IAC RNP RWY 09 - 1/2	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.12 IAC RNP RWY 09 - 3/4	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.12 IAC RNP RWY 27 - 1/2	28 NOV 2024 / 28 NOV 2024
LDPL AD 2.24.12 IAC RNP RWY 27 - 3/4	28 NOV 2024 / 28 NOV 2024
LDZA AD 2.24.1 ADC - 1/2	28 NOV 2024 / 28 NOV 2024

Remove the following pages

GEN 0.2 - 3/4	30 DEC 2021 / 31 OCT 2024
GEN 0.4 - 1/2	31 OCT 2024 / 31 OCT 2024
GEN 0.4 - 3/4	31 OCT 2024 / 31 OCT 2024
GEN 0.4 - 5/6	31 OCT 2024 / 31 OCT 2024
GEN 0.4 - 7/8	31 OCT 2024 / 31 OCT 2024
GEN 0.4 - 9/10	31 OCT 2024 / 31 OCT 2024
GEN 0.5 - 1/2	13 JUN 2024 / 03 OCT 2024
GEN 0.5 - 3/4	31 OCT 2024 / 31 OCT 2024
GEN 0.6 - 1/2	18 APR 2024 / 18 APR 2024
GEN 0.6 - 3/4	18 APR 2024 / 18 APR 2024
GEN 2.2 - 1/2	18 APR 2024 / 18 APR 2024
GEN 2.2 - 3/4	18 APR 2024 / 18 APR 2024
GEN 2.2 - 5/6	18 APR 2024 / 18 APR 2024
GEN 2.2 - 7/8	16 MAY 2024 / 16 MAY 2024
GEN 2.2 - 9/10	16 MAY 2024 / 16 MAY 2024
GEN 2.2 - 11/12	16 MAY 2024 / 16 MAY 2024
GEN 3.1 - 1/2	01 DEC 2022 / 28 DEC 2023
GEN 3.1 - 3/4	28 DEC 2023 / 08 AUG 2024
GEN 3.1 - 5/6	18 APR 2024 / 08 AUG 2024
ENR 0.6 - 1/2	18 APR 2024 / 18 APR 2024
ENR 0.6 - 3/4	18 APR 2024 / 18 APR 2024
ENR 6.11 - 1/2	16 MAY 2024 / 16 MAY 2024
AD 0.6 - 1/2	18 APR 2024 / 18 APR 2024
AD 0.6 - 3/4	18 APR 2024 / 18 APR 2024
AD 0.6 - 5/6	18 APR 2024 / 18 APR 2024
AD 0.6 - 7/8	18 APR 2024 / 18 APR 2024
AD 0.6 - 9/10	18 APR 2024 / 18 APR 2024
LDDU AD 2.24.4 AOC RWY 29 -1	28 MAR 2019
LDLO AD 2 - 1/2	30 NOV 2023 / 16 MAY 2024
LDLO AD 2 - 3/4	08 AUG 2024 / 08 AUG 2024
LDLO AD 2 - 7/8	22 FEB 2024 / 22 FEB 2024
LDLO AD 2 - 9/10	22 FEB 2024 / 22 FEB 2024
LDLO AD 2 - 11/12	22 FEB 2024 / 22 FEB 2024
LDPL AD 2.24.8 SID RWY09 - 1/2	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.8 SID RNAV RWY 09 - 1/2	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.8 SID RNAV RWY 09 - 3/4	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.8 SID RWY 27 - 1/2	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.8 SID RNAV RWY 27 - 1/2	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.8 SID RNAV RWY 27 - 3/4	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.2410 STAR RWY 09 - 1/2	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.10 STAR RWY 27 - 1/2	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.10 STAR RNAV RWY 09 - 1/2	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.10 STAR RNAV RWY 09 - 3/4	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.10 STAR RNAV RWY 27 - 1/2	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.10 STAR RNAV RWY 27 - 3/4	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.12 IAC RWY 09 VOR - 1/2	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.12 IAC RWY 27 VOR - 1/2	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24 IAC ILS y or LOC y RWY 27 - 1/2	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27 - 1/2	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.12 IAC RNP RWY 09 - 1/2	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.12 IAC RNP RWY 09 - 3/4	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.12 IAC RNP RWY 27 - 1/2	11 JUL 2024 / 11 JUL 2024
LDPL AD 2.24.12 IAC RNP RWY 27 - 3/4	11 JUL 2024 / 11 JUL 2024
LDZA AD 2.24.1 ADC - 1/2	05 NOV 2020 / 05 NOV 2020

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	
010/2024	19-Sep-2024	31-Oct-2024	
011/2024	17-Oct-2024	28-Nov-2024	

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	28 NOV 2024
GEN 0.2 - 5	27 JAN 2022
GEN 0.2 - 6	27 JAN 2022
GEN 0.3 - 1	31 OCT 2024
GEN 0.3 - 2	01 FEB 2018
GEN 0.4 - 1	28 NOV 2024
GEN 0.4 - 2	28 NOV 2024
GEN 0.4 - 3	28 NOV 2024
GEN 0.4 - 4	28 NOV 2024
GEN 0.4 - 5	28 NOV 2024
GEN 0.4 - 6	28 NOV 2024
GEN 0.4 - 7	28 NOV 2024
GEN 0.4 - 8	28 NOV 2024
GEN 0.4 - 9	28 NOV 2024
GEN 0.4 - 10	28 NOV 2024
GEN 0.5 - 1	28 NOV 2024
GEN 0.5 - 2	28 NOV 2024
GEN 0.5 - 3	28 NOV 2024
GEN 0.5 - 4	28 NOV 2024
GEN 0.6 - 1	28 NOV 2024
GEN 0.6 - 2	28 NOV 2024
GEN 0.6 - 3	28 NOV 2024
GEN 0.6 - 4	28 NOV 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
GEN 1.7 - 4	12 AUG 2021
GEN 1.7 - 5	12 AUG 2021
GEN 1.7 - 6	12 AUG 2021
GEN 1.7 - 7	12 AUG 2021
GEN 1.7 - 8	12 AUG 2021
GEN 1.7 - 9	12 AUG 2021
GEN 1.7 - 10	12 AUG 2021
GEN 1.7 - 11	12 AUG 2021
GEN 1.7 - 12	12 AUG 2021
GEN 1.7 - 13	12 AUG 2021
GEN 1.7 - 14	07 OCT 2021
GEN 1.7 - 15	07 OCT 2021
GEN 1.7 - 16	29 DEC 2022
GEN 1.7 - 17	29 DEC 2022
GEN 1.7 - 18	29 DEC 2022
GEN 1.7 - 19	08 AUG 2024
GEN 1.7 - 20	08 AUG 2024
GEN 1.7 - 21	18 MAY 2023
GEN 1.7 - 22	29 DEC 2022
GEN 2.1 - 1	23 MAR 2023
GEN 2.1 - 2	08 SEP 2022
GEN 2.1 - 3	08 SEP 2022
GEN 2.1 - 4	23 MAR 2023
GEN 2.2 - 1	28 NOV 2024
GEN 2.2 - 2	28 NOV 2024
GEN 2.2 - 3	28 NOV 2024
GEN 2.2 - 4	28 NOV 2024
GEN 2.2 - 5	28 NOV 2024
GEN 2.2 - 6	28 NOV 2024
GEN 2.2 - 7	28 NOV 2024
GEN 2.2 - 8	28 NOV 2024
GEN 2.2 - 9	28 NOV 2024
GEN 2.2 - 10	28 NOV 2024
GEN 2.2 - 11	28 NOV 2024
GEN 2.2 - 12	28 NOV 2024
GEN 2.3 - 1	01 FEB 2018
GEN 2.3 - 2	01 FEB 2018
GEN 2.3 - 3	01 FEB 2018
GEN 2.3 - 4	01 FEB 2018
GEN 2.3 - 5	01 FEB 2018
GEN 2.3 - 6	01 FEB 2018
GEN 2.3 - 7	01 FEB 2018
GEN 2.3 - 8	01 FEB 2018
GEN 2.3 - 9	04 NOV 2021
GEN 2.3 - 10	01 FEB 2018
GEN 2.3 - 11	01 FEB 2018
GEN 2.3 - 12	01 FEB 2018
GEN 2.3 - 13	01 FEB 2018
GEN 2.3 - 14	01 FEB 2018
GEN 2.4 - 1	31 OCT 2024
GEN 2.4 - 2	31 OCT 2024
GEN 2.5 - 1	08 AUG 2024
GEN 2.5 - 2	08 AUG 2024
GEN 2.6 - 1	13 SEP 2018
GEN 2.6 - 2	08 MAR 2012
GEN 2.6 - 3	08 MAR 2012
GEN 2.6 - 4	08 MAR 2012
GEN 2.7 - 1	23 FEB 2023
GEN 2.7 - 2	23 FEB 2023
GEN 2.7 - 3	23 FEB 2023
GEN 2.7 - 4	23 FEB 2023
GEN 2.7 - 5	23 FEB 2023
GEN 2.7 - 6	23 FEB 2023
GEN 2.7 - 7	23 FEB 2023

Page	Date
GEN 2.7 - 8	23 FEB 2023
GEN 2.7 - 9	23 FEB 2023
GEN 2.7 - 10	23 FEB 2023
GEN 2.7 - 11	23 FEB 2023
GEN 2.7 - 12	23 FEB 2023
GEN 2.7 - 13	23 FEB 2023
GEN 2.7 - 14	23 FEB 2023
GEN 3.1 - 1	28 NOV 2024
GEN 3.1 - 2	28 NOV 2024
GEN 3.1 - 3	28 NOV 2024
GEN 3.1 - 4	28 NOV 2024
GEN 3.1 - 5	28 NOV 2024
GEN 3.1 - 6	28 NOV 2024
GEN 3.2 - 1	08 SEP 2022
GEN 3.2 - 2	11 JUL 2024
GEN 3.2 - 3	11 JUL 2024
GEN 3.2 - 4	11 JUL 2024
GEN 3.3 - 1	13 JUN 2024
GEN 3.3 - 2	13 JUN 2024
GEN 3.3 - 3	13 JUN 2024
GEN 3.3 - 4	13 JUN 2024
GEN 3.4 - 1	13 JUN 2024
GEN 3.4 - 2	25 JAN 2024
GEN 3.4 - 3	13 JUN 2024
GEN 3.4 - 4	13 JUN 2024
GEN 3.4 - 5	13 JUN 2024
GEN 3.4 - 6	13 JUN 2024
GEN 3.4 - 7	13 JUN 2024
GEN 3.4 - 8	13 JUN 2024
GEN 3.4 - 9	13 JUN 2024
GEN 3.4 - 10	13 JUN 2024
GEN 3.5 - 1	31 OCT 2024
GEN 3.5 - 2	18 APR 2024
GEN 3.5 - 3	31 OCT 2024
GEN 3.5 - 4	31 OCT 2024
GEN 3.5 - 5	08 AUG 2024
GEN 3.5 - 6	08 AUG 2024
GEN 3.5 - 7	18 APR 2024
GEN 3.5 - 8	18 APR 2024
GEN 3.5 - 9	18 APR 2024
GEN 3.5 - 10	18 APR 2024
GEN 3.6 - 1	27 JAN 2022
GEN 3.6 - 2	24 MAR 2022
GEN 3.6 - 3	24 MAR 2022
GEN 3.6 - 4	24 MAR 2022
GEN 4.1 - 1	16 MAY 2024
GEN 4.1 - 2	16 MAY 2024
GEN 4.1 - 3	08 AUG 2024
GEN 4.1 - 4	10 OCT 2019
GEN 4.1 - 5	13 JUN 2024
GEN 4.1 - 6	13 JUN 2024
GEN 4.1 - 7	07 SEP 2023
GEN 4.1 - 8	07 SEP 2023
GEN 4.1 - 9	07 SEP 2023
GEN 4.1 - 10	08 AUG 2024
GEN 4.1 - 11	07 SEP 2023
GEN 4.1 - 12	16 MAY 2024
GEN 4.1 - 13	08 AUG 2024
GEN 4.1 - 14	16 MAY 2024
GEN 4.1 - 15	08 AUG 2024
GEN 4.1 - 16	16 MAY 2024
GEN 4.1 - 17	08 AUG 2024
GEN 4.1 - 18	02 NOV 2023
GEN 4.1 - 19	08 AUG 2024
GEN 4.1 - 20	08 AUG 2024
GEN 4.1 - 21	13 JUN 2024
GEN 4.1 - 22	08 AUG 2024
GEN 4.1 - 23	05 OCT 2023
GEN 4.1 - 24	05 OCT 2023
GEN 4.1 - 25	02 NOV 2023
GEN 4.1 - 26	16 MAY 2024
GEN 4.1 - 27	08 AUG 2024
GEN 4.1 - 28	16 MAY 2024
GEN 4.1 - 29	13 JUN 2024
GEN 4.1 - 30	08 AUG 2024
GEN 4.1 - 31	13 JUN 2024
GEN 4.1 - 32	13 JUN 2024
GEN 4.1 - 33	05 OCT 2023
GEN 4.1 - 34	08 AUG 2024
GEN 4.1 - 35	13 JUN 2024
GEN 4.1 - 36	08 AUG 2024
GEN 4.1 - 37	16 MAY 2024
GEN 4.1 - 38	16 MAY 2024
GEN 4.2 - 1	16 JUN 2022
GEN 4.2 - 2	16 JUN 2022
GEN 4.2 - 3	23 MAR 2023
GEN 4.2 - 4	16 JUN 2022

PART 2 - EN-ROUTE (ENR)

ENR 0.1 - 1	08 MAR 2012
ENR 0.1 - 2	08 MAR 2012
ENR 0.2 - 1	08 MAR 2012
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ENR 0.3 - 2	08 MAR 2012
ENR 0.4 - 1	08 MAR 2012
ENR 0.4 - 2	08 MAR 2012
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ENR 0.5 - 2	08 MAR 2012
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ENR 0.6 - 3	28 NOV 2024
ENR 0.6 - 4	28 NOV 2024
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ENR 1.1 - 2	22 APR 2021
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ENR 1.1 - 4	22 APR 2021
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ENR 1.2 - 3	26 OCT 2015
ENR 1.2 - 4	08 MAR 2012
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ENR 1.3 - 4	01 FEB 2018
ENR 1.4 - 1	10 SEP 2020
ENR 1.4 - 2	13 SEP 2018
ENR 1.5 - 1	21 APR 2022
ENR 1.5 - 2	27 FEB 2020
ENR 1.6 - 1	10 AUG 2023
ENR 1.6 - 2	16 MAY 2024
ENR 1.6 - 3	16 MAY 2024
ENR 1.6 - 4	10 AUG 2023
ENR 1.6 - 5	07 SEP 2023
ENR 1.6 - 6	07 SEP 2023
ENR 1.7 - 1	25 APR 2019
ENR 1.7 - 2	16 MAY 2024
ENR 1.7 - 3	16 MAY 2024
ENR 1.7 - 4	08 MAR 2012
ENR 1.8 - 1	13 JUL 2023
ENR 1.8 - 2	16 JUL 2020
ENR 1.8 - 3	16 JUL 2020
ENR 1.8 - 4	13 JUN 2024
ENR 1.8 - 5	13 SEP 2018
ENR 1.8 - 6	03 JAN 2019
ENR 1.8 - 7	03 JAN 2019

Page	Date	Page	Date
ENR 1.8 - 8	03 JAN 2019	ENR 1.14 - 3	23 FEB 2023
ENR 1.8 - 9	03 JAN 2019	ENR 1.14 - 4	23 FEB 2023
ENR 1.8 - 10	27 FEB 2020	ENR 1.14 - 5	23 FEB 2023
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ENR 1.9 - 1	13 JUL 2023	ENR 2.2 - 2	26 JAN 2023
ENR 1.9 - 2	26 MAR 2020	ENR 2.2 - 3	18 APR 2024
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ENR 1.9 - 6	10 SEP 2020	ENR 3.2 - 1	05 SEP 2024
ENR 1.9 - 7	10 SEP 2020	ENR 3.2 - 2	05 SEP 2024
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ENR 1.9 - 22	28 DEC 2023	ENR 3.2 - 17	05 SEP 2024
ENR 1.9 - 23	28 DEC 2023	ENR 3.2 - 18	05 SEP 2024
ENR 1.9 - 24	16 MAY 2024	ENR 3.2 - 19	21 MAR 2024
ENR 1.9 - 25	16 MAY 2024	ENR 3.2 - 20	05 SEP 2024
ENR 1.9 - 26	28 DEC 2023	ENR 3.2 - 21	05 SEP 2024
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ENR 1.10 - 2	15 JUL 2021	ENR 3.2 - 23	21 MAR 2024
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ENR 1.10 - 4	24 FEB 2022	ENR 3.2 - 25	05 SEP 2024
ENR 1.10 - 5	24 FEB 2022	ENR 3.2 - 26	05 SEP 2024
ENR 1.10 - 6	24 FEB 2022	ENR 3.2 - 27	25 JAN 2024
ENR 1.10 - 7	24 FEB 2022	ENR 3.2 - 28	25 JAN 2024
ENR 1.10 - 8	24 FEB 2022	ENR 3.2 - 29	05 SEP 2024
ENR 1.10 - 9	24 FEB 2022	ENR 3.2 - 30	25 JAN 2024
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ENR 1.10 - 11	24 FEB 2022	ENR 3.2 - 32	05 SEP 2024
ENR 1.10 - 12	24 FEB 2022	ENR 3.2 - 33	18 APR 2024
ENR 1.10 - 13	24 FEB 2022	ENR 3.2 - 34	05 SEP 2024
ENR 1.10 - 14	24 FEB 2022	ENR 3.2 - 35	25 JAN 2024
ENR 1.10 - 15	24 FEB 2022	ENR 3.2 - 36	05 SEP 2024
ENR 1.10 - 16	18 APR 2024	ENR 3.2 - 37	25 JAN 2024
ENR 1.10 - 17	18 APR 2024	ENR 3.2 - 38	18 APR 2024
ENR 1.10 - 18	18 APR 2024	ENR 3.2 - 39	21 MAR 2024
ENR 1.10 - 19	18 APR 2024	ENR 3.2 - 40	21 MAR 2024
ENR 1.10 - 20	18 APR 2024	ENR 3.2 - 41	05 SEP 2024
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ENR 1.13 - 2	30 APR 2015	ENR 4.3 - 1	30 MAR 2017
ENR 1.14 - 1	23 FEB 2023	ENR 4.3 - 2	08 MAR 2012
ENR 1.14 - 2	23 FEB 2023	ENR 4.4 - 1	21 MAR 2024

Page	Date
ENR 4.4 - 2	21 MAR 2024
ENR 4.4 - 3	21 MAR 2024
ENR 4.4 - 4	16 MAY 2024
ENR 4.4 - 5	21 MAR 2024
ENR 4.4 - 6	21 MAR 2024
ENR 4.4 - 7	21 MAR 2024
ENR 4.4 - 8	21 MAR 2024
ENR 4.4 - 9	21 MAR 2024
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ENR 4.5 - 2	08 MAR 2012
ENR 5.1 - 1	20 APR 2023
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ENR 5.1 - 4	11 JUL 2024
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ENR 5.1 - 7	11 JUL 2024
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ENR 5.2 - 3	07 SEP 2023
ENR 5.2 - 4	18 APR 2024
ENR 5.2 - 5	11 JUL 2024
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ENR 5.2 - 40	16 MAY 2024
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ENR 5.2 - 42	16 MAY 2024
ENR 5.2 - 43	16 MAY 2024
ENR 5.2 - 44	11 JUL 2024
ENR 5.2 - 45	11 JUL 2024
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ENR 5.2 - 47	11 JUL 2024
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ENR 5.5 - 3	05 SEP 2024
ENR 5.5 - 4	05 SEP 2024
ENR 5.5 - 5	05 SEP 2024
ENR 5.5 - 6	05 SEP 2024
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ENR 6.2 - 1	18 APR 2024
ENR 6.3 - 1	05 SEP 2024
ENR 6.3 - 2	05 SEP 2024
ENR 6.3 - 3	28 DEC 2023
ENR 6.3 - 4	28 DEC 2023
ENR 6.4 - 1	16 MAY 2024
ENR 6.4 - 2	16 MAY 2024
ENR 6.5 - 1	16 MAY 2024
ENR 6.5 - 2	16 MAY 2024
ENR 6.5 - 3	16 MAY 2024
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ENR 6.6 - 1	08 MAR 2012
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ENR 6.7 - 2	05 SEP 2024
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ENR 6.8 - 2	10 AUG 2023
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ENR 6.9 - 2	08 MAR 2012
ENR 6.10 - 1	08 MAR 2012
ENR 6.10 - 2	08 MAR 2012
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ENR 6.11 - 2	28 NOV 2024
ENR 6.12 - 1	14 JUL 2022
ENR 6.12 - 2	14 JUL 2022
ENR 6.14 - 1	28 DEC 2023
ENR 6.14 - 2	28 DEC 2023
ENR 6.15 - 1	28 DEC 2023
ENR 6.15 - 2	28 DEC 2023

PART 3 - AERODROMES (AD)

Page	Date
AD 0.1 - 1	08 MAR 2012

Page	Date	Page	Date
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		
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	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
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 to which it is applicable 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)
LDZD AD 2.24.1 ADC - 1	TWY L withdrawn.	AIRAC AIP AMDT 005/2024 (13 JUN 2024)

AIP page(s) affected	Amendment text	Introduced by AIP AMDT number:
1	2	3
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: 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)
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 LDRI AD 2.24	New Heliport „LDRD - RIJEKA/Delta" added.	AIRAC AIP AMDT 009/2024 (03 OCT 2024)
LDOS AD 2.24.1 ADC - 1	MET device Ceilometar added. Location: 452719N 0185014E MET device RVR added. Location: 452730N 0184918E	AIRAC AIP AMDT 010/2024 (31 OCT 2024)

AIP page(s) affected	Amendment text	Introduced by AIP AMDT number:
1	2	3
LDLO AD 2.24.8 SID RNAV RWY 02 CAT A&B -1 LDLO AD 2.24.8 SID RNAV RWY 20 CAT A&B -1 LDLO AD 2.24.10 STAR RNAV RWY 02 CAT A&B -1 LDLO AD 2.24.10 STAR RNAV RWY 20 CAT A&B -1 LDRI AD 2.24.10 STAR RNAV RWY 14 -1	Water aerodrome LDPP “PULA” and LDRR “RAB/RAB” withdrawn.	AIRAC AIP AMDT 010/2024 (31 OCT 2024)
LDLO AD 2.24.10 STAR RWY 02/20 -1 LDLO AD 2.24.12 IAC RNP RWY 20 (LPV & LNAV/VNAV only) -1 LDRI AD 2.24.8 SID RWY 14 -1 LDRI AD 2.24.8 SID RNAV RWY 14 -1 LDRI AD 2.24.8 SID RWY 32 -1 LDRI AD 2.24.8 SID RNAV RWY 32 -1 LDRI AD 2.24.10 STAR RWY 14/32 -1 LDRI AD 2.24.10 STAR RNAV RWY 32 -1	Water aerodrome LDRR “RAB/RAB” withdrawn.	AIRAC AIP AMDT 010/2024 (31 OCT 2024)
LDLO AD 2.24.1 ADC -1	RWY 02/20 Strip dimensions should read 1020x140 (M). RWY 02 and RWY 20 RESA dimensions should read Length 90M, Width 60M. Type of RWY should read Instrument-non precision. RWY lighting according to AD 2.14, other lighting according to AD 2.15. PAPI (41ft) 3° Left.	AIRAC AIP AMDT 011/2024 (28 NOV 2024)
LDLO AD 2.24.2 APDC -1	Helicopter takeoff and landings only on RWY 02/20. Parking positions are determined by airport operator. RWY 02/20 Strip dimensions should read 1020x140 (M). RWY lighting according to AD 2.14, other lighting according to AD 2.15.	AIRAC AIP AMDT 011/2024 (28 NOV 2024)
ENR 6.8. -1	Add FREQ 110.1 MHZ for DME 11 IDU	AIRAC AIP AMDT 011/2024 (28 NOV 2024

GEN 0.6 TABLE OF CONTENTS TO PART 1

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GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

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

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

A

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

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

B

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

C

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

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

D

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

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

E

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

F

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

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

G

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

H

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

I

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

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

J

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

K

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

L

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

M

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

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

N

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

O

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

P

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

Q

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

R

R	Right (*preceded by runway designation number to identify a parallel runway*)
R	Red
R	Received (*acknowledgement of receipt*) (*to be used in AFS as a procedure signal*)
R...	Restricted area (*followed by identification*)
R...	Runway (*followed by figures in METAR/SPECI*)
*R	Radial (*followed by magnetic bearing*)
RA	Rain
RA	Resolution advisory
RAC	Rules of the air and air traffic services
*RAD	Route availability document
*RAFC	Regional area forecast centre
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RAIM	Receiver autonomous integrity monitoring †
RASC	Regional AIS system centre †
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
*RCAM	Runway condition assessment matrix
RCC	Rescue coordination centre
RCF	Radiocommunication failure (*message type designator*)
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RCP	Required communication performance ‡
*RCR	Runway condition report
RDH	Reference datum height (*for ILS*)
RDL	Radial
RDO	Radio
RE	Recent (*used to qualify weather phenomena, e.g. RERA = recent rain*)
REC	Receive *or* receiver
REDL	Runway edge light(s)
REF	Reference to *or* refer to
REG	Registration
RENL	Runway end light(s)
REP	Report *or* reporting *or* reporting point
REQ	Request *or* requested
RERTE	Re-route
RESA	Runway end safety area
RF	Constant radius arc to a fix
RG	Range (*lights*)
RHC	Right-hand circuit
RIF	Reclearance in flight
RIME	Rime (*used in aerodrome warnings*) †
RITE	Right (*direction of turn*)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
RMK	Remark
RNAV	(*to be pronounced "AR-NAV"*) Area navigation †
RNG	Radio range
RNP	Required navigation performance ‡
ROBEX	Regional OPMET bulletin exchange (*scheme*) †
ROC	Rate of climb
ROD	Rate of descent
ROFOR	Route forecast (*in meteorological code*)
RON	Receiving only
RPI	Radar position indicator ‡
RPLC	Replace or replaced
RPS	Radar position symbol
RPT	Repeat *or* I repeat (*to be used in AFS as a procedure signal*)
RQ	Request (*to be used in AFS as a procedure signal*)
RQMNTS	Requirements
RQP	Request flight plan (*message type designator*)
RQS	Request supplementary flight plan (*message type designator*)
RR	Report reaching
RRA	(*or RRB, RRC... etc., in sequence*) Delayed meteorological message (*message type designator*)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RSR	En-route surveillance radar
RTD	Delayed (*used to indicate delayed meteorological message; message type designator*)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return *or* returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVR	Runway visual range ‡
RVSM	Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410 ‡
RWY	Runway
*RWYCC	Runway condition code

S

S	South *or* southern latitude
S...	State of the sea (*followed by figures in METAR/SPECI*)
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary
SAP	As soon as possible
SAR	Search and rescue
SARPS	Standards and Recommended

	Practices [ICAO]
SAT	Saturday
SATCOM	Satellite communication †
SB	Southbound
SBAS	(*to be pronounced "ESS-BAS"*) Satellite-based augmentation system†
SC	Stratocumulus
SCT	Scattered
SD	Standard deviation
SDBY	Stand by
SDF	Step down fix
SE	South-east
SEA	Sea (*used in connection with sea-surface temperature and state of the sea*)
SEB	South-eastbound
SEC	Seconds
SECN	Section
*SECSI	South East Common Sky Initiative
*SECSI FRA	South East Common Sky Initiative Free Route Airspace
SECT	Sector
SELCAL	Selective calling system †
SEP	September
SER	Service *or* servicing *or* served
SEV	Severe (*used e.g. to qualify icing and turbulence reports*)
SFC	Surface
SG	Snow grains
SGL	Signal
SH...	Shower (*followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow*)
SHF	Super high frequency [3 000 to 30 000 MHz]
SID	Standard instrument departure †
SIF	Selective identification feature
SIG	Significant
SIGMET	Information concerning en-route weather phenomena which may affect the safety of aircraft operations †
*SIGWX	Significant weather
SIMUL	Simultaneous *or* simultaneously
SIWL	Single isolated wheel load
SKC	Sky clear
SKED	Schedule *or* scheduled
SLP	Speed limiting point
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOCLO	Aerodrome closed due to snow (*used in METAR/SPECI*)
SNOWTAM	Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format †
SOC	Start of climb
*SPEC	Specification
SPECI	Aerodrome special meteorological report (*in meteorological code*) †
SPECIAL	Local special meteorological report (*in abbreviated plain language*) †
SPI	Special position indicator
SPL	Supplementary flight plan (*message type designator*)
SPOC	SAR point of contact
SPOT	Spot wind †
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South-south-east
SSR	Secondary surveillance radar ‡
SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight-in approach
STAR	Standard instrument arrival †
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
*STUB	Stub taxiway
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (*AIP Supplement*)
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWX	Space weather
SWXC	Space weather centre
SWY	Stopway

T

T	Temperature
TA	Traffic advisory
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	UHF tactical air navigation aid †
TAF	Aerodrome forecast (in meteorological code) †
TA/H	Turn at an altitude/height
TAIL	Tail wind †
TAR	Terminal area surveillance radar
T-AROUND*	Turn around taxiway
TAS	True airspeed

TAX	Taxiing *or* taxi
TC	Tropical cyclone
TCAC	Tropical cyclone advisory centre
*TCH	Threshold crossing height
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	Temporary *or* temporarily †
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
*TGL	Temporary Guidance Leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	Traffic information broadcast by aircraft †
TIL	Until †
TIP	Until past... (*place*)
TKOF	Take-off
TL...	Till (*followed by time by which weather change is forecast to end*)
TLOF	Touchdown and lift-off area
TMA	Terminal control area ‡
TN...	Minimum temperature (*followed by figures in TAF*)
TNA	Turn altitude
TNH	Turn height
TO...	To... (place)
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	Cloud top †
TORA	Take-off run available
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
*TRA	Temporary reserved area
TRANS	Transmits *or* transmitter
TREND	Trend forecast †
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (*in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome*)
TS...	Thunderstorm (*followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. TSRASN=thunderstorm with rain and snow*)
*TSA	Temporary segregated area
TSUNAMI	Tsunami (*used in aerodrome warnings*) †
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS	(*to be pronounced "TEE-VASIS"*) T visual approach slope indicator system †
TVOR	Terminal VOR
TWR	Aerodrome control tower *or* aerodrome control
TWY	Taxiway
TWYL	Taxiway-link
TX...	Maximum temperature (*followed by figures in TAF*)
TXT	Text (*when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT*) (*to be used in AFS as a procedure signal*)
TYP	Type of aircraft
TYPH	Typhoon

U

U	Upward (*tendency in RVR during previous 10 minutes*)
UAB...	Until advised by ...
UAC	Upper area control centre
*UAG	UAS Approved Geographical Zone
UAR	Upper air route
UAS	Unmanned aircraft system
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	Ultra high frequency [300 to 3 000 MHz] ‡
UIC	Upper information centre
UIR	Upper flight information region ‡
*ULG	UAS Limited Geographical Zone
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (*used in automated METAR/SPECI*)
*URG	UAS Restricted Geographical Zone
U/S	Unserviceable
*USSP	U-Space Service Provider
UTA	Upper control area
UTC	Coordinated Universal Time ‡
*UTCW	UTC adjustable for summer time: the hours are expressed in UTC, as applicable during the winter time. During the summer time the values must be decreased by one hour
*UTR	UAS Temporary Reserved Area
*UUP	Updated airspace use plan

V

V...	Variations from the mean wind direction (*preceded and followed by figures in METAR/SPECI, e.g. 350V070*)
VA	Heading to an altitude
VA	Volcanic ash
VAC...	Visual approach chart (*followed by name/title*)

VAL	In valleys
*VAL	Vertical alarm limit
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator systems
VC...	Vicinity of the aerodrome (*followed by FG=fog, FC=funnel cloud, SH=shower, PO=dust/sand whirl, BLDU=blowing dust, BLSA=blowing sand, BLSN=blowing snow, DS=duststorm, SS=sandstorm, TS=thunderstorm or VA=volcanic ash, e.g. VCFG=vicinity fog*)
VCY	Vicinity
VDF	Very high frequency direction-finding station
VER	Vertical
VFR	Visual flight rules ‡
VHF	Very high frequency [30 to 300 MHz]‡
VI	Heading to an intercept
VIP	Very important person ‡
VIS	Visibility
VLF	Very low frequency [3 to 30 kHz]
VLR	Very long range
VM	Heading to a manual termination
VMC	Visual meteorological conditions ‡
VNAV	Vertical navigation †
*VOC	Visual Operation Chart
VOLMET	Meteorological information for aircraft in flight †
VOR	VHF omnidirectional radio range ‡
VORTAC	VOR and TACAN combination †
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTOL	Vertical take-off and landing
VV...	Vertical visibility (*followed by figures in METAR/SPECI and TAF*)

W

W	West *or* western longitude
W	White
W...	Sea-surface temperature (*followed by figures in METAR/SPECI*)
WAAS	Wide area augmentation system †
WAC	World Aeronautical Chart - ICAO 1:1 000 000 (*followed by name/title*)
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from *or* effective from
WGS-84	World Geodetic System - 1984
WI	Within
WID	Width *or* wide
WIE	With immediate effect *or* effective immediately
WILCO	Will comply †
WIND	Wind
WINTEM	Forecast upper wind and temperature for aviation
WIP	Work in progress
WKN	Weaken *or* weakening
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West-south-west
WT	Weight
WTSPT	Waterspout
WWW	Worldwide web
WX	Weather

X

X	Cross
XBAR	Crossbar (*of approach lighting system*)
XNG	Crossing
XS	Atmospherics

Y

Y	Yellow
YCZ	Yellow caution zone (*runway lighting*)
YES	Yes (affirmative) (*to be used in AFS as a procedure signal*)
YR	Your

Z

Z	Coordinated Universal Time (in meteorological messages)

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

GEN 3.1.1 RESPONSIBLE SERVICE

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

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

GEN 3.1.1.1 AIM/AIS Service

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

Phone: +385 1 6259375

AFS: LDZAYOYX

URL: https://www.crocontrol.hr

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

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

GEN 3.1.1.2 Aeronautical Publications Department

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

Phone:
+385 1 6259589
+385 1 6259372
+385 1 6259373
+385 1 6259381

AFS: LDZAYOYX

Email: aip@crocontrol.hr

URL: https://www.crocontrol.hr

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

GEN 3.1.1.3 International NOTAM Office (NOF)

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

Phone: +385 1 6259314
+385 1 6265889

Fax: +385 1 2020338

AFS: LDZAYNYX

Email: notam@crocontrol.hr

URL: https://www.crocontrol.hr

Operating hours: H24

GEN 3.1.2 AREA OF RESPONSIBILITY

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

GEN 3.1.3 AERONAUTICAL PUBLICATIONS

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

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

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

The eAIP containing (AIRAC) AIP AMDT, AIP SUP and AIC is distributed on optical media by mail and available on AIM Portal. All listed elements are also available for operational use in the European AIS Database (EAD). For other publications see also GEN 3.1.3.8.

Apart from provision for operational purposes in databases, on optical media and AIM Portal, aeronautical information is also available on following Croatia Control Ltd. and EAD web sites, but for information only: https://www.crocontrol.hr/en and http://www.ead.eurocontrol.int.

***Note**: When accessing aeronautical information on the web site and via internet, if stated, acceptance of the Disclaimer is implied.*

GEN 3.1.3.1 Aeronautical Information Publication (AIP)

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

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

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

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

GEN 3.1.3.2 Amendment service to the AIP (AIP AMDT)

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

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

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

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

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

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

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

GEN 3.1.3.3 Supplement to the AIP (AIP SUP)

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

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

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

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

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

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

- **Series A - International distribution**

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

- **Series B - Limited international distribution**

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

- **Series C - National distribution**

Information concerning national VFR aerodromes.

- **Series M - International distribution**

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

- **Series S (SNOWTAM)**

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

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

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

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

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

GEN 3.1.3.5 Aeronautical Information Circulars (AIC)

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

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

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

GEN 3.1.3.6 Checklist and list of valid NOTAM

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

GEN 3.1.3.7 VFR Manual

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

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

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

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

GEN 3.1.3.8 Sale of publications

The said publications can be obtained from:

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

Phone: +385 1 6259376

URL: https://aim.crocontrol.hr

Email: ais.subscription@crocontrol.hr

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

GEN 3.1.4 AIRAC SYSTEM

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

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

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

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

GEN 3.1.5 PRE-FLIGHT INFORMATION SERVICES AT AERODROMES/HELIPORTS

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

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

GEN 3.1.6 DIGITAL DATA SETS

GEN 3.1.6.1 Available data sets

Currently not provided.

GEN 3.1.6.2 Contact details of how data sets may be obtained

Currently not provided.

ENR 0.6 TABLE OF CONTENTS TO PART 2

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FREE ROUTE AIRSPACE
ZAGREB FIR

FL 660
FL 205

SECSI FRA

Effective date: 28 NOV 2024

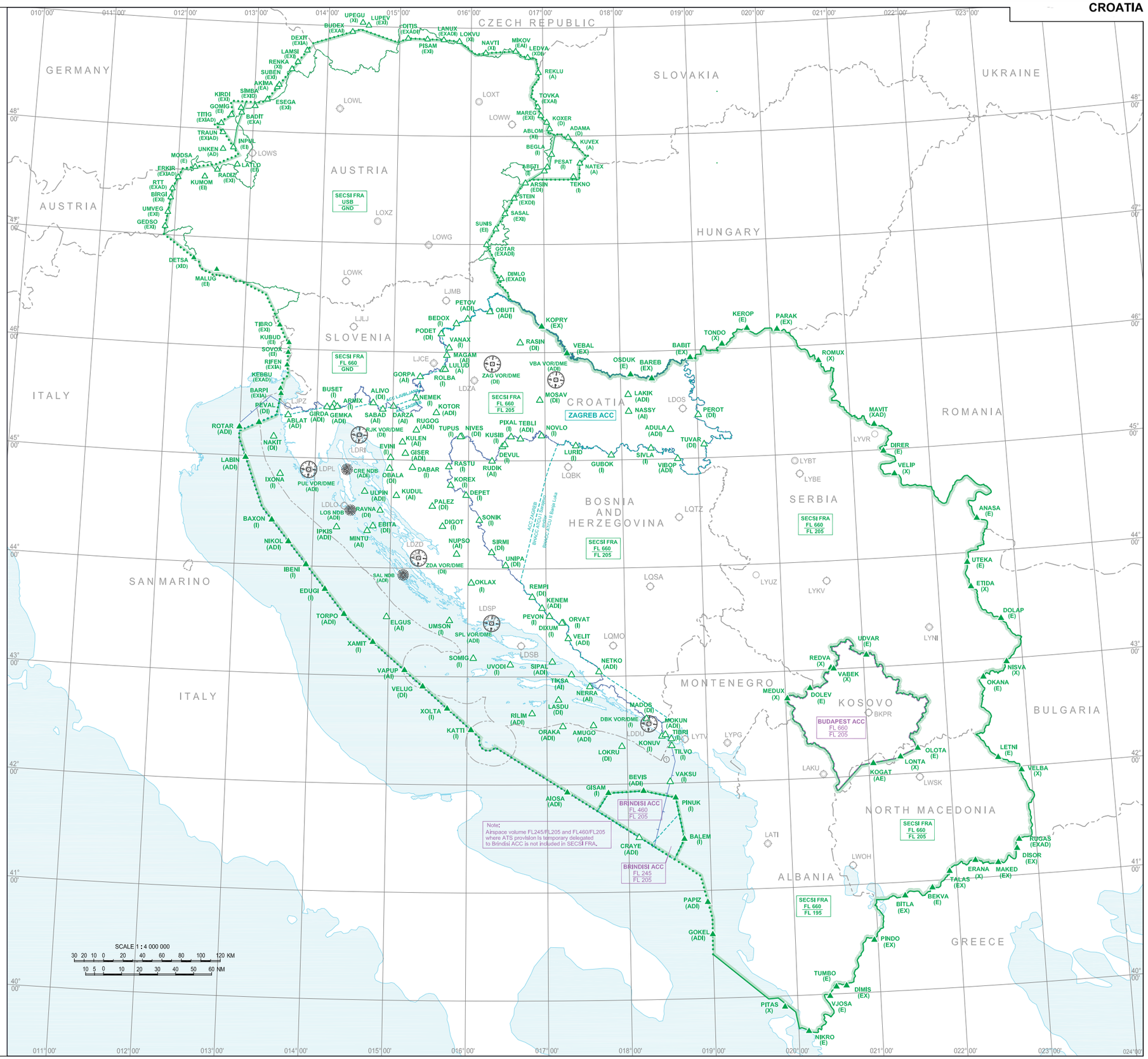
FOR AERONAUTICAL DATA
OUTSIDE THE AIRSPACE OF ZAGREB FIR
CONSULT RELEVANT PUBLICATIONS.

LEGEND

FRA boundary	
FIR boundaray	
Boundaries (international)	
Cross border FRA operations	
FRA relevance	E - entry X - exit A - arrival D - departure I - intermediate
Reporting point	△ on - request ▲ compulsory
Compulsory reporting point KOPRY to entry/exit FRA	▲ KOPRY (EX)
VOR/DME	ZAG VOR/DME (DI)
Non-directional radio beacon (NDB)	CRE NDB (ADI)
Upper State Boundary	USB
Airport	LDSP
Joint civil and military airport	LDZD

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

CHANGE: Cross-border FRA operations, Reporting points and FRA Relevance between SEE FRA and SECSI FRA; Editorial.



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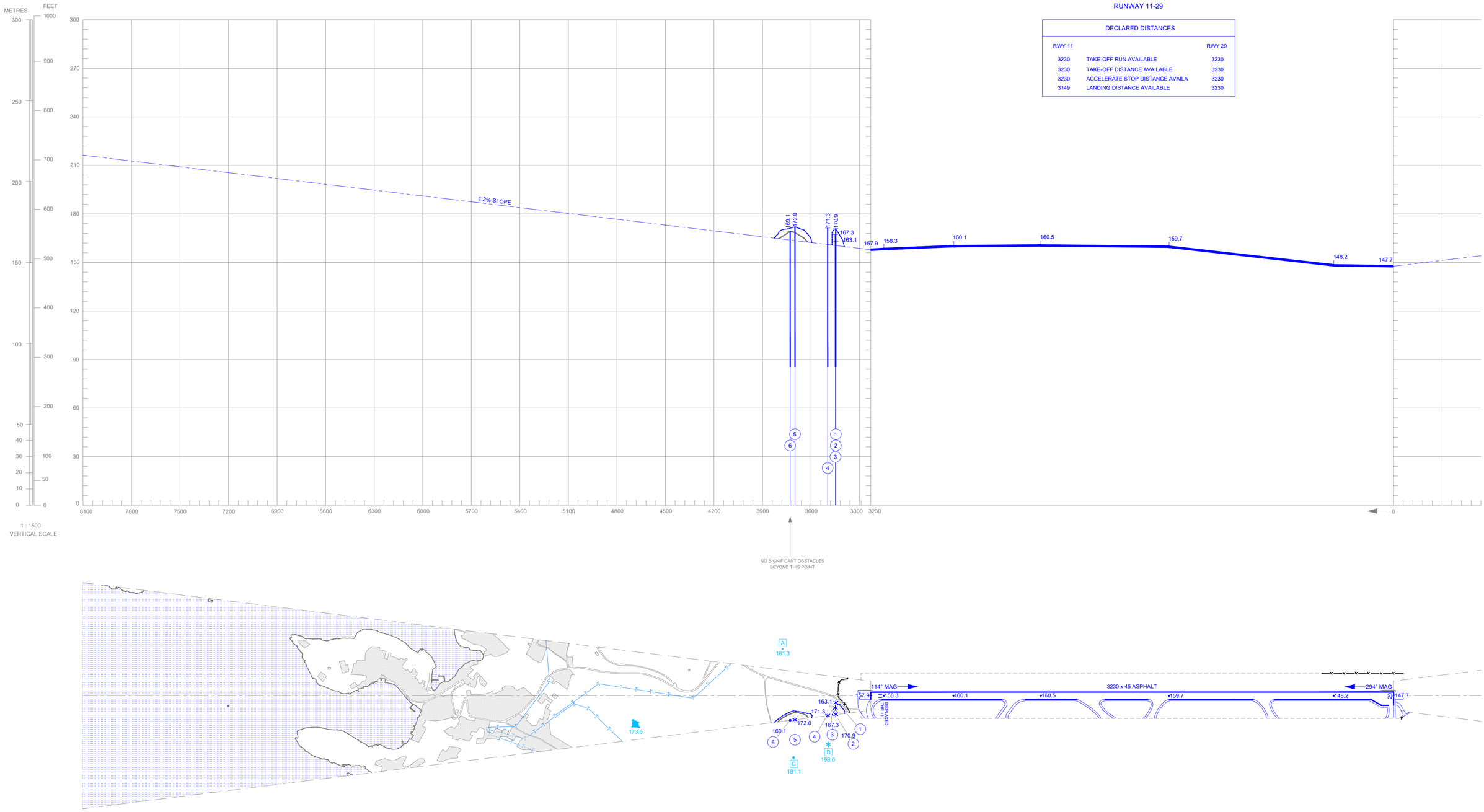
AD 0.6 TABLE OF CONTENTS TO PART 3

LDOS - AIRPORT OSIJEK / Klisa

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DUBROVNIK / Ruđer Bošković
CROATIA
RWY 29

DIMENSIONS AND ELEVATIONS IN METRES



HORIZONTAL SCALE
1 : 15 000

0 100 200 300 400 500 1000 1500 METRES
0 500 1000 2000 3000 4000 5000 FEET

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

LEGEND	PLAN	PROFILE
ELEVATION	100.0	162.8
IDENTIFICATION NUMBER	1	1
TREE OR SHRUB		
BUILDING		
FENCE		
ROAD		
TRANSMISSION LINE OR OVERHEAD CABLE		
SEA		
BUILDING AREA		
TERRAIN PENETRATING OBSTACLE PLANE	68.1	
WOODED AREA PENETRATING OBSTACLE PLANE		

MAGNETIC VARIATION: 4°E (2019) / Annual Rate of Change 0.13° E

DATUM USED FOR HEIGHT: Croatian Height Referents System HVRS1875

ORDER OF ACCURACY (95% confidence level):
HORIZONTAL: ±0.06 M per E and ±0.05 M per N
VERTICAL: ±0.11 M

CHANGE: Declared distances; Survey New Obstacles; Fence Added; Editorial.

Date of survey: December 2023

SURVEYED AND PRODUCED BY: GISplan d.o.o., 12 2023

AD 2 AERODROMES

LDLO AD 2

LDLO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LDLO - AERODROME LOŠINJ/Lošinj I.

LDLO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

LDLO AD 2.3 OPERATIONAL HOURS

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

LDLO AD 2.4 HANDLING SERVICES AND FACILITIES

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

LDLO AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city

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

LDLO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	Global reporting format – GRF in use

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

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

LDLO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

LDLO AD 2.10 AERODROME OBSTACLES

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

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

LDLO 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
02	021.58°	900 x 30	39/F/A/Y/T ASPH	443348.41N 0142330.59E Nil 140 FT	THR 129 FT
20	201.58°			443415.16N 0142345.39E Nil 140 FT	THR 146 FT

RWY Designations	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)
1	7	8	9	10	11
02	Slope of RWY 02/20: 2%	Nil	Nil	1020 x 140	Lenght 90 Width 60
20		Nil	Nil		Lenght 90 Width 60

RWY Designations	Location and description of arresting system	OFZ	Remarks
1	12	13	14
02	Nil	Nil	Runway STRIP slope exceeds 5% beyond graded portion of runway STRIP Along RWY 02/20 STRIP: obstacle – airport fence RWY 02 RESA slope exceeding 5% after 30M RWY 20 RESA slope exceeding 5% after 15M Type of RWY: Instrument-non precision. AD AVBL for ACFT up to 27 000 KG MTOM
20	Nil	Nil	

LDLO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	900	900	900	900	Nil
20	900	900	900	900	Nil

LDLO 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
02	Nil	G Nil	PAPI (41ft) 3˚ Left	Nil	Nil	900M, 50M, W, LIL (last 300M, 50M, YCZ, LIL)	R Nil	Nil	LED lights used as part of the RWY edge lights on both sides of RWY, and as THR lights
20	Nil	G Nil	Nil	Nil	Nil	900M, 50M, W, LIL (last 300M, 50M, YCZ, LIL)	R Nil	Nil	LED lights used as part of the RWY edge lights on both sides of RWY, and as THR lights

LDLO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN white on TWR together with RWY lights, during AD HR SER on REQ
2	LDI location and LGT Anemometer location and LGT	Nil Nil
3	TWY edge and centre line lighting	TWY A EDGE: B LIL TWY B EDGE: B LIL Spacing 25 M on a straight section, 14 M on a curve.
4	Secondary power supply/switch-over time	Available. Switch-over time: 0,1 SEC
5	Remarks	On RWY 02/20 turn pad lights , TWY edge lights: B LIL. WDI: near Apron, between A and B intersection, internally lighted.

LDLO 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	For takeoff and landings only on RWY 02/20. Parking positions are determined by airport operator

LDLO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR Losinj 444059N 0141533E 444424N 0143558E 443310N 0143921E A circle R=8 NM centered at 443138N 0142822E (LOS NDB) 443004N 0141724E to point of origin
2	Vertical limits	2000 FT ALT / GND
3	Airspace classification	D
4	ATS unit call sign Language(s)	LOSINJ TWR / LOSINJ TORANJ Croatian, English
5	Transition altitude	10000 FT MSL
6	Remarks	Outside the operational hours of ATS Lošinj, ATZ Lošinj and RMZ Lošinj activated within the same lateral limits as CTR, with vertical limits up to 1000 FT AGL, airspace classification G. REF AD 2.22

LDLO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	PULA RADAR	124.600 MHZ	H24	Nil
		127.675 MHZ	H24	Nil
		121.500 MHZ	H24	EMERG FREQ
Nil	LOSINJ RADIO	120.300 MHZ	Outside TWR OPR HR	Nil

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	LOSINJ TOWER / LOSINJ TORANJ	120.300 MHZ	Upon NOTAM or AIP SUP	Primary FREQ
	LOSINJ TOWER/LOSINJ TORANJ	121.500 MHZ	Upon NOTAM or AIP SUP	EMERG FREQ

LDLO 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).
VOR/DME (4°E/2019)	ZDA	108.6 MHZ CH23X	H24	440543.16N 0152151.22E	279 FT	Range 100 NM except in sectors QDR 334°- 044 °clockwise and QDR 124°- 274° clockwise where coverage is reduced due to terrain.
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	SAL	421 KHZ	H24	435616.30N 0151005.20E		MRA at 25 NM 4000 FT
NDB	CRE	433 KHZ	H24	445410.37N 0142459.57E		Range 50 NM
NDB	LOS	429 KHZ	H24	443137.55N 0142822.25E		118°MAG/4.10 NM from LDLO THR 02. Range 50 NM

LDLO AD 2.20 LOCAL AERODROME REGULATIONS

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

All planned arrivals at or departures from LDLO, including any flight plan modifications must be reported to the aerodrome Lošinj in person or via telephone +385 51 231 666 or fascimile +385 51 235 148.

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

Procedures for departing aircraft

Pilots of departing aircraft are required to call the appropriate ATC Unit (Pula APP: +385 52 372 516). After starting engines pilots shall transmit a blind message about their intentions to all traffic on Lošinj Radio FREQ 120.300 MHZ.

Movement on manoeuvring areas before take-off

Aircraft departures from the Main Apron:
RWY 02: Taxi via main apron, then via TWY B to TWY B holding position
RWY 20: Taxi via main apron, then via TWY A to TWY A holding position

Movement on manoeuvring areas after landing

RWY 02/20: After landing on RWY 02/20, the aircraft shall vacate the runway via TWY A or B, then taxi along TWY A or B to the main apron taking into account the current traffic situation.

WARNING: Wind shear and turbulence can be expected on final approach to RWY 20 in conditions of strong south-easterly winds.

Removal of disabled aircraft from manoeuvring area

Procedure for aircraft removal from the manoeuvring area will be coordinated by local committee for air traffic safety in coordination with Air, Maritime and Railway Traffic Accidents Investigation Agency and owner of the equipment for aircraft removal.
Organization of removing the aircraft from manoeuvring area is the responsibility of the aerodrome operator, depending on the aircraft type, the type of damage and the degree of damage.

LDLO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LDLO AD 2.22 FLIGHT PROCEDURES

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

LDLO AD 2.22.1 VFR FLIGHT PROCEDURES

A continuous two-way radio communication with Lošinj TWR on FREQ 120.300 MHZ is mandatory.

For VFR procedures in ATZ Lošinj see VFR Manual Republic of Croatia.

Aerodrome operator shall provide AD flight information outside ATS Lošinj working hours in the required form.

Departure

After take-off the pilot shall fly via mandatory departure VFR routes taking into account the current traffic situation.

Aircraft departing from uncontrolled aerodrome shall establish radio communication with the appropriate ATC Unit, Pula APP (call sign Pula Radar) no later than 5 minutes before entry into the controlled airspace.

Departure of aircraft changing flight rules from VFR to IFR

Aircraft departing from uncontrolled aerodrome under VFR and continuing as IFR after take-off shall fly via mandatory departure VFR routes at max 1000 FT AGL. Radio communication with the appropriate ATC Unit, Pula APP, shall be established as soon as possible. Entry into controlled airspace and change of flight rules from VFR to IFR is only permitted with the clearance of the appropriate ATC Unit in accordance with the FPL (Z-flight plan) and operational conditions and at the appropriate height (equal to or greater than the minimum IFR height).

Procedures for arriving aircraft

Radio communication with Lošinj TWR must be established immediately after the clearance/instructions of the appropriate ATC Unit or no later than 5 minutes before entry into the CTR Lošinj.

Arrival

If radio communication is not established, entry into the ATZ Lošinj (uncontrolled aerodrome) shall be done with increased vigilance and position report shall be transmitted blind. The entry is made via mandatory arrival VFR routes (at minimum safety height not lower than 1000 FT AGL) or in compliance with instructions issued by the appropriate ATC Unit. The flight then continues in the direction of aerodrome traffic circuit.

Entry into the aerodrome traffic circuit

The aerodrome traffic circuit height is 800 FT AGL.

Depending on the current traffic situation, all aircraft must join the appropriate aerodrome traffic circuit in use or fly over the mid-point of the runway perpendicular to the runway centerline at 1000 FT AGL then join the traffic circuit taking into account the position of wind direction indicator.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

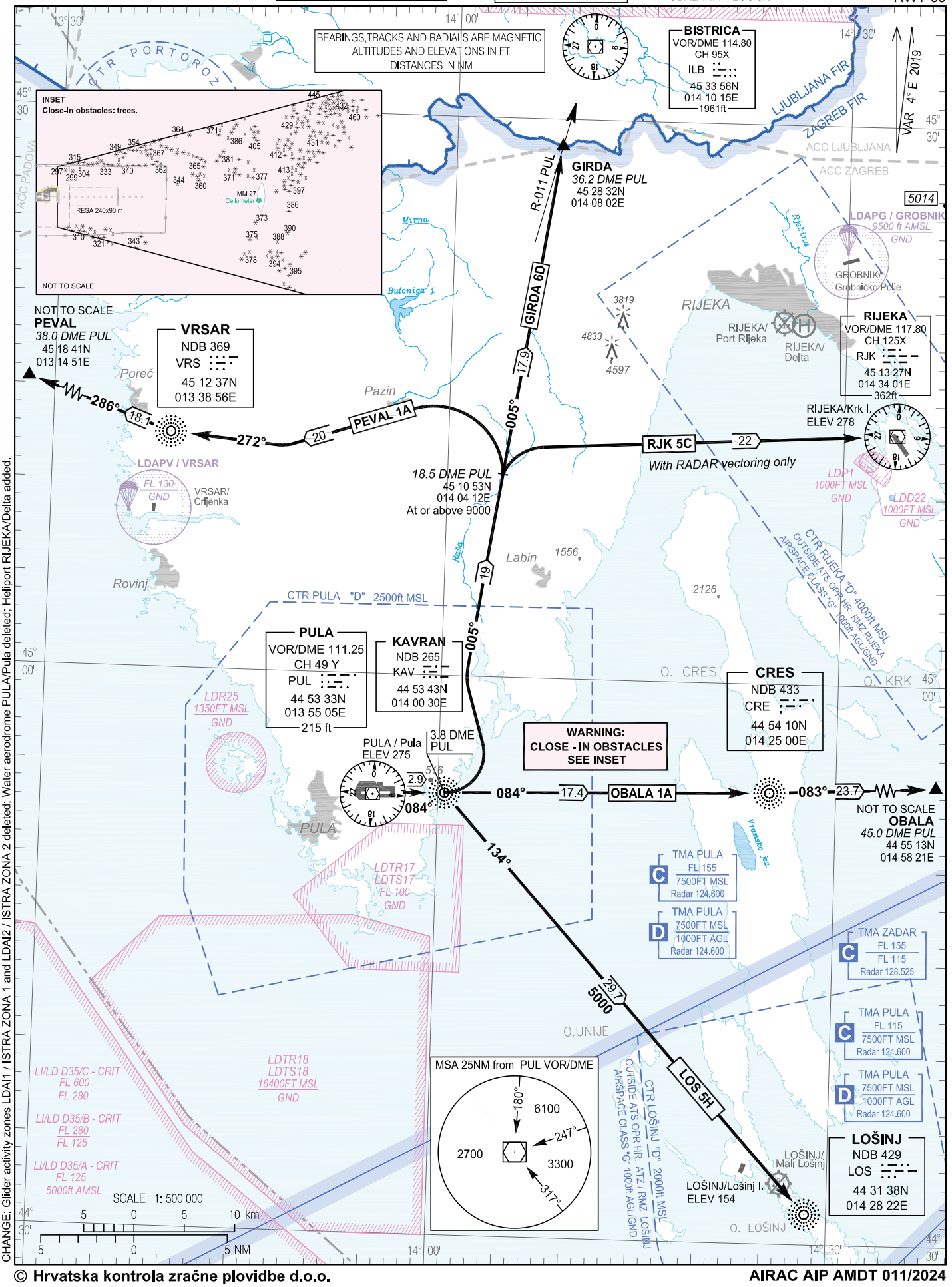
TRANSITION ALTITUDE
10 000

PULA ATIS	129.150
PULA TOWER	132.000
PULA RADAR	127.675
	124.600

PEVAL 1A GIRDA 6D RJK 5C
OBALA 1A LOS 5H

PULA / Pula (LDPL)

RWY 09



CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted; Heliport RIJEKA/Delta added.

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STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

PULA / Pula (LDPL)

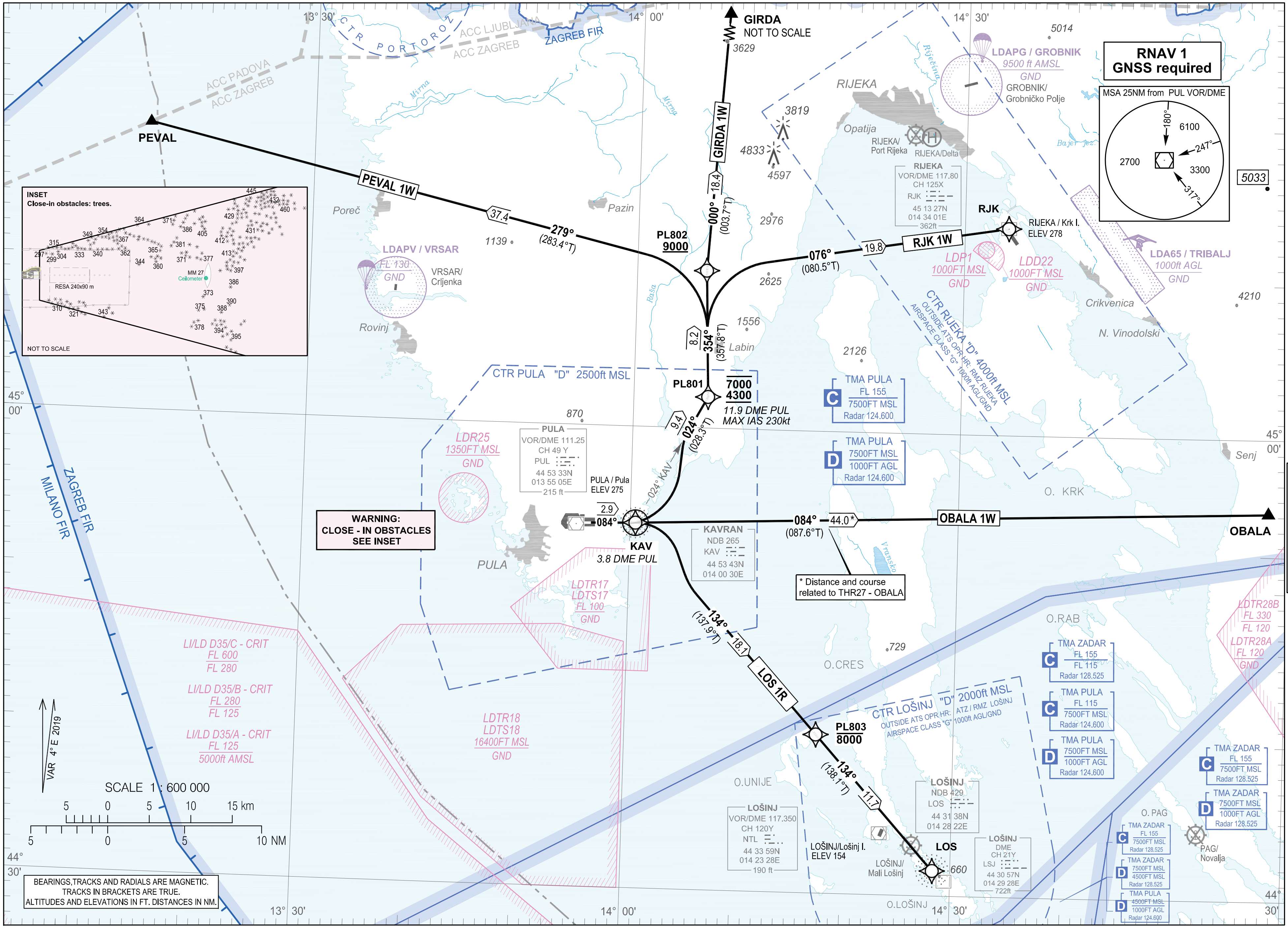
RNAV RWY 09

PEVAL 1W GIRDA 1W RJK 1W
OBALA 1W LOS 1R

TRANSITION ALTITUDE 10 000

PULA ATIS	129.150
PULA TOWER	132.000
PULA RADAR	127.675 124.600

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted; Heliport RIJEKA/Delta added.


RNAV 1
GNSS required
MSA 25NM from PUL VOR/DME
180° 6100 2700 247° 3300 317°
GIRDA
NOT TO SCALE
PEVAL
PEVAL 1W
37.4
279°
(283.4°T)
GIRDA 1W
18.4
000°
(003.7°T)
PL802
9000
RJK 1W
19.8
076°
(080.5°T)
RJK
RIJEKA / Krk I.
ELEV 278
8.2
354°
(357.8°T)
PL801
7000
4300
11.9 DME PUL
MAX IAS 230kt
9.4
024°
(028.3°T)
024° KAV
2.9
084°
KAV
3.8 DME PUL
084°
(087.6°T)
44.0*
OBALA 1W
OBALA
* Distance and course related to THR27 - OBALA
134°
(137.9°T)
18.1
LOS 1R
PL803
8000
134°
(138.1°T)
11.7
LOS
PULA
VOR/DME 111.25
CH 49 Y
PUL
44 53 33N
013 55 05E
215 ft
PULA / Pula
ELEV 275
KAVRAN
NDB 265
KAV
44 53 43N
014 00 30E
RIJEKA
VOR/DME 117.80
CH 125X
RJK
45 13 27N
014 34 01E
362ft
LOŠINJ
NDB 429
LOS
44 31 38N
014 28 22E
LOŠINJ
VOR/DME 117.350
CH 120Y
NTL
44 33 59N
014 23 28E
190 ft
LOŠINJ
DME
CH 21Y
LSJ
44 30 57N
014 29 28E
722ft
LOŠINJ/Lošinj I.
ELEV 154
LOŠINJ/
Mali Lošinj
CTR PULA "D" 2500ft MSL
CTR RIJEKA "D" 4000ft MSL
OUTSIDE ATS OPR HR: RMZ RIJEKA
AIRSPACE CLASS "G" 1000ft AGL/GND
CTR LOŠINJ "D" 2000ft MSL
OUTSIDE ATS OPR HR: ATZ / RMZ LOŠINJ
AIRSPACE CLASS "G" 1000ft AGL/GND
TMA PULA
FL 155
7500FT MSL
Radar 124.600
TMA PULA
7500FT MSL
1000FT AGL
Radar 124.600
TMA ZADAR
FL 155
FL 115
Radar 128.525
TMA PULA
FL 115
7500FT MSL
Radar 124.600
TMA ZADAR
7500FT MSL
1000FT AGL
Radar 128.525
LDAPV / VRSAR
FL 130
GND
VRSAR/
Crljenka
LDAPG / GROBNIK
9500 ft AMSL
GND
GROBNIK/
Grobničko Polje
LDA65 / TRIBALJ
1000FT AGL
GND
LDP1
1000FT MSL
GND
LDD22
1000FT MSL
GND
LDR25
1350FT MSL
GND
LDTR17
LDTS17
FL 100
GND
LDTR18
LDTS18
16400FT MSL
GND
LDTR28B
FL 330
FL 120
LDTR28A
FL 120
GND
LI/LD D35/C - CRIT
FL 600
FL 280
LI/LD D35/B - CRIT
FL 280
FL 125
LI/LD D35/A - CRIT
FL 125
5000ft AMSL
WARNING:
CLOSE - IN OBSTACLES
SEE INSET
INSET
Close-in obstacles: trees.
RESA 240x90 m
MM 27
Ceilometer
NOT TO SCALE
RIJEKA
Opatija
RIJEKA/
Port Rijeka
RIJEKA/Delta
Poreč
Pazin
Rovinj
Labin
PULA
Crikvenica
N. Vinodolski
Senj
O. KRK
O.RAB
O.CRES
O.UNIJE
O.LOŠINJ
O. PAG
PAG/
Novalja
CTR PORTOROŽ
ACC LJUBLJANA
ACC ZAGREB
ZAGREB FIR
ACC PADOVA
ACC ZAGREB
ZAGREB FIR
MILANO FIR
13° 30'
14° 00'
14° 30'
45° 00'
44° 30'
3629
3819
4833
4597
2976
2625
1139
1556
2126
870
729
660
5014
5033
4210
VAR 4° E 2019
SCALE 1 : 600 000
5 0 5 10 15 km
5 0 5 10 NM
BEARINGS,TRACKS AND RADIALS ARE MAGNETIC.
TRACKS IN BRACKETS ARE TRUE.
ALTITUDES AND ELEVATIONS IN FT. DISTANCES IN NM.

PULA/ Pula (LDPL)

RNAV RWY 09

PEVAL 1W GIRDA 1W RJK 1W
OBALA 1W LOS 1R

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.
- After take-off, climb initially to 5000 FT. After passing 1000 FT, contact Pula Radar on 127.675 MHZ.
- Caution: Close-in obstacles. 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 SIDs PEVAL 1W, GIRDA 1W and RJK 1W only:

Climb straight ahead. At KAV NDB or 3.8 DME PUL turn LEFT climbing to intercept and follow QDR 024° KAV NDB to 11.9 DME PUL. Cross 11.9 DME PUL at or above 4300 FT AMSL, but at or below 7000 FT AMSL. After crossing 11.9 DME PUL proceed via RNAV SID flight procedure filed in FPL or according to ATC instruction. MAX IAS 230 kt. MNM PDG 4.4% (267 FT/NM) to 900 FT AMSL.

LDPL RNAV STANDARD INSTRUMENT DEPARTURE RWY 09

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	PEVAL 1W	CF	KAV	Y	084° (088.3°T)	4°E	2.9	-	-	-	MNM PDG 4.4% (267 FT/NM) to 900 FT AMSL	RNAV 1
020		TF	PL801	-	024° (028.3°T)	4°E	9.4	L	-7000 +4300	-230		
030		TF	PL802	-	354° (357.8°T)	4°E	8.2	-	+9000	-		
040		TF	PEVAL	-	279° (283.4°)	4°E	37.4	-	-	-		
010	GIRDA 1W	CF	KAV	Y	084° (088.3°T)	4°E	2.9	-	-	-	MNM PDG 4.4% (267 FT/NM) to 900 FT AMSL	RNAV 1
020		TF	PL801	-	024° (028.3°T)	4°E	9.4	L	-7000 +4300	-230		
030		TF	PL802	-	354° (357.8°T)	4°E	8.2	-	+9000	-		
040		TF	GIRDA	-	000° (003.7°)	4°E	18.4	-	-	-		
010	RJK 1W	CF	KAV	Y	084° (088.3°T)	4°E	2.9	-	-	-	MNM PDG 4.4% (267 FT/NM) to 900 FT AMSL	RNAV 1
020		TF	PL801	-	024° (028.3°T)	4°E	9.4	L	-7000 +4300	-230		
030		TF	PL802	-	354° (357.8°T)	4°E	8.2	-	+9000	-		
040		TF	RJK	-	076° (080.5°)	4°E	19.8	-	-	-		

LDPL RNAV STANDARD INSTRUMENT DEPARTURE RWY 09

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	OBALA 1W	CF	OBALA	-	084° (087.6°)	4°E	44.0	-	-	-	MNM PDG 4.4% (267 FT/NM) to 900 FT AMSL	RNAV 1

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted; Heliport RIJEKA/Delta added.

PEVAL 1W GIRDA 1W RJK 1W
OBALA 1W LOS 1R

RNAV RWY 09

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 LOS 1R only:
Climb straight ahead. At KAV NDB or 3.8 DME PUL turn RIGHT, intercept bearing QDR 134° KAV NDB climbing to LOS NDB. On passing 3500 FT AMSL proceed via RNAV SID LOS 1R or according to ATC instruction. MNM PDG 4.4% (267 FT/NM) to 900 FT AMSL.

LDPL RNAV STANDARD INSTRUMENT DEPARTURE RWY 09

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	LOS 1R	CF	KAV	Y	084° (088.3°T)	4°E	2.9	-	-	-	MNM PDG 4.4% (267 FT/NM) to 900 FT AMSL	RNAV 1
020		TF	PL803	-	134° (137.9°T)	4°E	18.1	-	-8000	-		
030		TF	LOS	-	134° (138.1°T)	4°E	11.7	-	-	-		

Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
KAV	445343.27N	0140029.66E
LOS	443137.55N	0142822.25E
RJK	451326.85N	0143401.06E
GIRDA	452832N	0140802E
OBALA	445513N	0145821E
PEVAL	451841N	0131451E
PL801	450201.6N	0140648.3E
PL802	451013.5N	0140621.5E
PL803	444018.1N	0141729.2E

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted; Heliport RIJEKA/Delta added.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

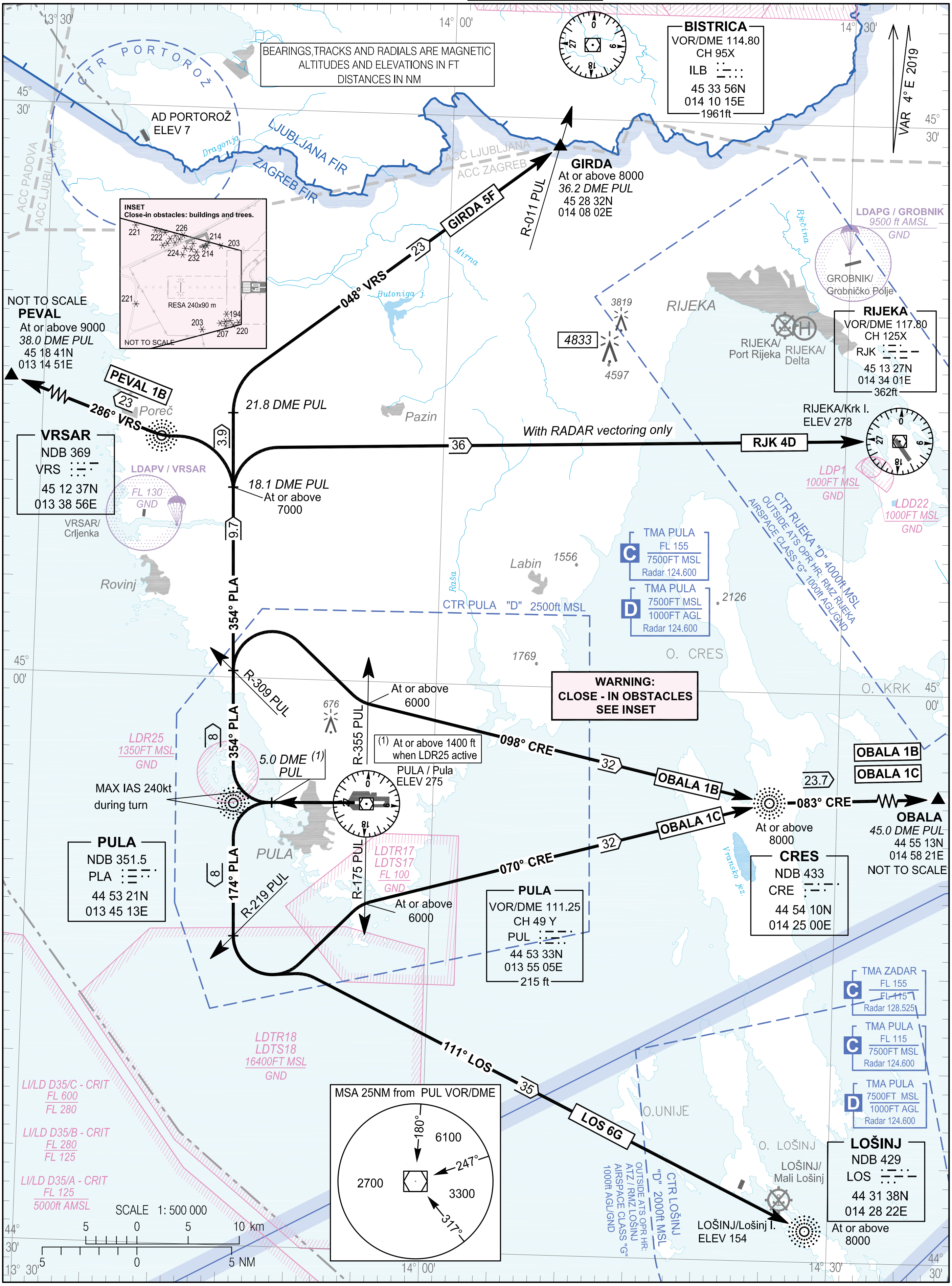
TRANSITION ALTITUDE
10 000

PULA ATIS	129.150
PULA TOWER	132.000
PULA RADAR	127.675
	124.600

PEVAL 1B GIRDA 5F
RJK 4D OBALA 1B
OBALA 1C LOS 6G

PULA / Pula (LDPL)

RWY 27


BEARINGS,TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FT
DISTANCES IN NM
CTR PORTOROŽ
AD PORTOROŽ
ELEV 7
LJUBLJANA FIR
ZAGREB FIR
ACC LJUBLJANA
ACC ZAGREB
ACC PADOVA
BISTRICA
VOR/DME 114.80
CH 95X
ILB
45 33 56N
014 10 15E
1961ft
VAR 4° E 2019
GIRDA
At or above 8000
36.2 DME PUL
45 28 32N
014 08 02E
R-011 PUL
GIRDA 5F
048° VRS
INSET
Close-in obstacles: buildings and trees.
RESA 240x90 m
NOT TO SCALE
NOT TO SCALE
PEVAL
At or above 9000
38.0 DME PUL
45 18 41N
013 14 51E
PEVAL 1B
286° VRS
Poreč
VRSAR
NDB 369
VRS
45 12 37N
013 38 56E
LDAPV / VRSAR
FL 130
GND
VRSAR/
Crljenka
21.8 DME PUL
18.1 DME PUL
At or above
7000
Pazin
With RADAR vectoring only
RJK 4D
RIJEKA
RIJEKA
VOR/DME 117.80
CH 125X
RJK
45 13 27N
014 34 01E
362ft
RIJEKA/
Port Rijeka
RIJEKA/
Delta
LDAPG / GROBNIK
9500 ft AMSL
GND
GROBNIK/
Grobničko Polje
RIJEKA/Krk I.
ELEV 278
LDP1
1000FT MSL
GND
LDD22
1000FT MSL
GND
CTR RIJEKA "D" 4000ft MSL
OUTSIDE ATS OPR HR: RMZ RIJEKA
AIRSPACE CLASS "G" 1000ft AGL/GND
TMA PULA
FL 155
7500FT MSL
Radar 124.600
TMA PULA
7500FT MSL
1000FT AGL
Radar 124.600
Labin
Rovinj
354° PLA
CTR PULA "D" 2500ft MSL
O. CRES
O. KRK
WARNING:
CLOSE - IN OBSTACLES
SEE INSET
R-309 PUL
R-355 PUL
At or above
6000
098° CRE
OBALA 1B
(1) At or above 1400 ft
when LDR25 active
PULA / Pula
ELEV 275
5.0 DME (1)
PUL
LDR25
1350FT MSL
GND
MAX IAS 240kt
during turn
PULA
NDB 351.5
PLA
44 53 21N
013 45 13E
PULA
R-175 PUL
R-219 PUL
174° PLA
LDTR17
LDTS17
FL 100
GND
At or above
6000
070° CRE
OBALA 1C
PULA
VOR/DME 111.25
CH 49 Y
PUL
44 53 33N
013 55 05E
215 ft
OBALA 1B
OBALA 1C
083° CRE
OBALA
45.0 DME PUL
44 55 13N
014 58 21E
NOT TO SCALE
At or above
8000
CRES
NDB 433
CRE
44 54 10N
014 25 00E
TMA ZADAR
FL 155
FL 115
Radar 128.525
TMA PULA
FL 115
7500FT MSL
Radar 124.600
TMA PULA
7500FT MSL
1000FT AGL
Radar 124.600
111° LOS
LOS 6G
LDTR18
LDTS18
16400FT MSL
GND
LI/LD D35/C - CRIT
FL 600
FL 280
LI/LD D35/B - CRIT
FL 280
FL 125
LI/LD D35/A - CRIT
FL 125
5000ft AMSL
SCALE 1: 500 000
km
NM
MSA 25NM from PUL VOR/DME
180°
6100
247°
2700
3300
317°
O.UNIJE
CTR LOŠINJ
"D" 2000ft MSL
OUTSIDE ATS OPR HR:
ATZ / RMZ LOŠINJ
AIRSPACE CLASS "G"
1000ft AGL/GND
O. LOŠINJ
LOŠINJ/
Mali Lošinj
LOŠINJ/Lošinj I.
ELEV 154
LOŠINJ
NDB 429
LOS
44 31 38N
014 28 22E
At or above
8000

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted; Heliport RIJEKA/Delta added.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA
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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

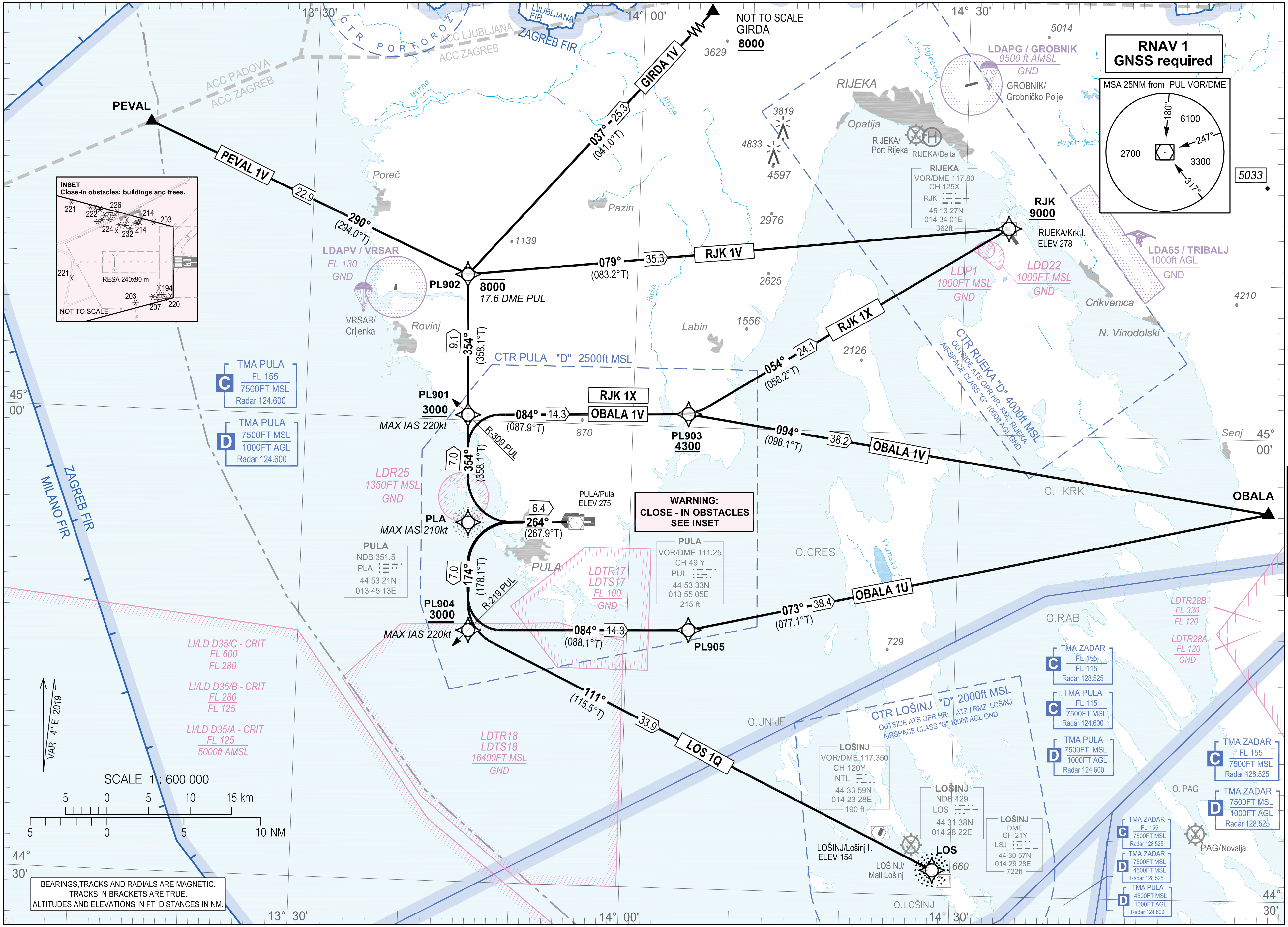
PULA / Pula (LDPL)
RNAV RWY 27

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted; Heliport RIJEKA/Delta added.

TRANSITION ALTITUDE
10 000

PULA ATIS	129.150
PULA TOWER	132.000
PULA RADAR	127.675
	124.600

PEVAL 1V	GIRDA 1V
RJK 1V	RJK 1X
OBALA 1V	OBALA 1U
LOS 1Q	


RNAV 1
GNSS required
MSA 25NM from PUL VOR/DME
180° 6100 247° 2700 3300 317°
NOT TO SCALE
GIRDA
8000
GIRDA 1V
037° - 25.3
(041.0°T)
PEVAL
PEVAL 1V
22.9
290°
(294.0°T)
PL902
8000
17.6 DME PUL
079° 35.3
(083.2°T)
RJK 1V
RJK
9000
RIJEKA/Krk I.
ELEV 278
354° 9.1 (358.1°T)
PL901
3000
MAX IAS 220kt
084° 14.3
(087.9°T)
RJK 1X
OBALA 1V
PL903
4300
054° 24.1
(058.2°T)
RJK 1X
094° 38.2
(098.1°T)
OBALA 1V
OBALA
R-309 PUL
354° 7.0 (358.1°T)
PLA
MAX IAS 210kt
264° 6.4
(267.9°T)
PULA/Pula
ELEV 275
WARNING:
CLOSE - IN OBSTACLES
SEE INSET
174° 7.0 (178.1°T)
R-219 PUL
PL904
3000
MAX IAS 220kt
084° 14.3
(088.1°T)
PL905
073° 38.4
(077.1°T)
OBALA 1U
111° 33.9
(115.5°T)
LOS 1Q
LOS
LOŠINJ/Lošinj I.
ELEV 154
INSET
Close-in obstacles: buildings and trees.
RESA 240x90 m
NOT TO SCALE
CTR PULA "D" 2500ft MSL
TMA PULA FL 155 7500FT MSL Radar 124.600
TMA PULA 7500FT MSL 1000FT AGL Radar 124.600
PULA NDB 351.5 PLA 44 53 21N 013 45 13E
PULA VOR/DME 111.25 CH 49 Y PUL 44 53 33N 013 55 05E 215 ft
RIJEKA VOR/DME 117.80 CH 125X RJK 45 13 27N 014 34 01E 362ft
LOŠINJ VOR/DME 117.350 CH 120Y NTL 44 33 59N 014 23 28E 190 ft
LOŠINJ NDB 429 LOS 44 31 38N 014 28 22E
LOŠINJ DME CH 21Y LSJ 44 30 57N 014 29 28E 722ft
LDAPV / VRSAR FL 130 GND
LDAPG / GROBNIK 9500 ft AMSL GND
LDA65 / TRIBALJ 1000ft AGL GND
LDP1 1000FT MSL GND
LDD22 1000FT MSL GND
LDR25 1350FT MSL GND
LDTR17 LDTS17 FL 100 GND
LDTR18 LDTS18 16400FT MSL GND
LDTR28B FL 330 FL 120
LDTR28A FL 120 GND
LI/LD D35/C - CRIT FL 600 FL 280
LI/LD D35/B - CRIT FL 280 FL 125
LI/LD D35/A - CRIT FL 125 5000ft AMSL
CTR RIJEKA "D" 4000ft MSL OUTSIDE ATS OPR HR: RMZ RIJEKA AIRSPACE CLASS "G" 1000ft AGL/GND
CTR LOŠINJ "D" 2000ft MSL OUTSIDE ATS OPR HR: ATZ / RMZ LOŠINJ AIRSPACE CLASS "G" 1000ft AGL/GND
TMA ZADAR FL 155 FL 115 Radar 128.525
TMA PULA FL 115 7500FT MSL Radar 124.600
TMA ZADAR FL 155 7500FT MSL Radar 128.525
TMA ZADAR 7500FT MSL 1000FT AGL Radar 128.525
ZAGREB FIR
MILANO FIR
LJUBLJANA FIR
ACC PADOVA
ACC ZAGREB
ACC LJUBLJANA
CTR PORTOROZ
RIJEKA
Opatija
RIJEKA/Port Rijeka
RIJEKA/Delta
GROBNIK/Grobničko Polje
Poreč
Pazin
Rovinj
VRSAR/Crljenka
Labin
PULA
Crikvenica
N. Vinodolski
Senj
O. KRK
O.CRES
O.RAB
O.UNIJE
O. PAG
PAG/Novalja
LOŠINJ/Mali Lošinj
O.LOŠINJ
5014 3629 3819 4833 4597 2976 1139 2625 1556 2126 870 729 660 4210 5033
13° 30' 14° 00' 14° 30' 45° 00' 44° 30'
VAR 4° E 2019
SCALE 1 : 600 000
15 km
10 NM
BEARINGS,TRACKS AND RADIALS ARE MAGNETIC.
TRACKS IN BRACKETS ARE TRUE.
ALTITUDES AND ELEVATIONS IN FT. DISTANCES IN NM.

PULA/ Pula (LDPL)

RNAV RWY 27

PEVAL 1V GIRDA 1V
RJK 1V RJK 1X
OBALA 1V OBALA 1U LOS 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.
- After take-off, climb initially to 5000 FT. After passing 1000 FT, contact Pula Radar on 127.675 MHZ.
- Caution: Close-in obstacles. 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 SIDs PEVAL 1V, GIRDA 1V, RJK 1V, RJK 1X and OBALA 1V only:
Climb straight ahead. At PLA NDB turn RIGHT (MAX IAS 210 KT) climbing to intercept and follow QDR 354° PLA NDB. Cross R-309 PUL at or above 3000 FT AMSL. After passing 3000 FT AMSL proceed via RNAV SID flight procedure filed in FPL or according to ATC instruction.

LDPL RNAV STANDARD INSTRUMENT DEPARTURE RWY 27

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	PEVAL 1V	CF	PLA	-	264° (267.9°T)	4°E	6.4	-	-	-210	-	
020		TF	PL901	-	354° (358.1° T)	4°E	7.0	R	+3000	-220		
030		TF	PL902	-	354° (358.1°T)	4°E	9.1	-	-8000	-		RNAV 1
040		TF	PEVAL	-	290° (294.0°T)	4°E	22.9	-	-	-		
010	GIRDA 1V	CF	PLA	-	264° (267.9°T)	4°E	6.4	-	-	-210	-	
020		TF	PL901	-	354° (358.1°T)	4°E	7.0	R	+3000	-220		
030		TF	PL902	-	354° (358.1°T)	4°E	9.1	-	-8000	-		RNAV 1
040		TF	GIRDA	-	037° (041.0°T)	4°E	25.3	-	+8000	-		
010	RJK 1V	CF	PLA	-	264° (267.9°T)	4°E	6.4	-	-	-210	-	
020		TF	PL901	-	354° (358.1° T)	4°E	7.0	R	+3000	-220		
030		TF	PL902	-	354° (358.1°T)	4°E	9.1	-	-8000	-		RNAV 1
040		TF	RJK	-	079° (083.2°T)	4°E	35.3	-	+9000	-		
010	RJK 1X	CF	PLA	-	264° (267.9°T)	4°E	6.4	-	-	-210	-	
020		TF	PL901	-	354° (358.1° T)	4°E	7.0	R	+3000	-220		
030		TF	PL903	-	084° (087.9°T)	4°E	14.3	R	+4300	-		RNAV 1
040		TF	RJK	-	054° (058.2° T)	4°E	24.1	-	+9000	-		
010	OBALA 1V	CF	PLA	-	264° (267.9°T)	4°E	6.4	-	-	-210	-	
020		TF	PL901	-	354° (358.1° T)	4°E	7.0	R	+3000	-220		
030		TF	PL903	-	084° (087.9°T)	4°E	14.3	R	+4300	-		RNAV 1
040		TF	OBALA	-	094° (098.1° T)	4°E	38.2	-	-	-		

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted; Heliport RIJEKA/Delta added.

PULA / Pula (LDPL)

PEVAL 1V GIRDA 1V
RJK 1V RJK 1X
OBALA 1V OBALA 1U LOS 1Q

RNAV RWY 27

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 SIDs OBALA 1U and LOS 1Q only:
Climb straight ahead. At PLA NDB turn LEFT (MAX IAS 210kt) climbing to intercept and follow QDR 174° PLA NDB. Cross R-219 PUL at or above 3000FT AMSL. After passing 3000FT proceed via RNAV SID flight procedure filed in FPL or according to ATC instruction.

LDPL RNAV STANDARD INSTRUMENT DEPARTURE RWY 27

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	OBALA 1U	CF	PLA	-	264° (267.9°T)	4°E	6.4	-	-	-210	-	RNAV 1
020		TF	PL904	-	174° (178.1°T)	4°E	7.0	-	+3000	-220		
030		TF	PL905	-	084° (088.1°T)	4°E	14.3	-	-	-		
040		TF	OBALA	-	073° (077.1°T)	4°E	38.4	-	-	-		
010	LOS 1Q	CF	PLA	-	264° (267.9°T)	4°E	6.4	-	-	-210	-	RNAV 1
020		TF	PL904	-	174° (178.1°T)	4°E	7.0	-	+3000	-220		
030		TF	LOS	-	111° (115.5°T)	4°E	33.9	-	-	-		

Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
LOS	443137.55N	0142822.25E
PLA	445321.15N	0134512.66E
RJK	451326.85N	0143401.06E
GIRDA	452832N	0140802E
OBALA	445513N	0145821E
PEVAL	451841N	0131451E
PL901	450020.8N	0134452.6E
PL902	450928.0N	0134426.3E
PL903	450050.1N	0140504.0E
PL904	444621.4N	0134532.6E
PL905	444648.3N	0140537.3E

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted; Heliport RIJEKA/Delta added.

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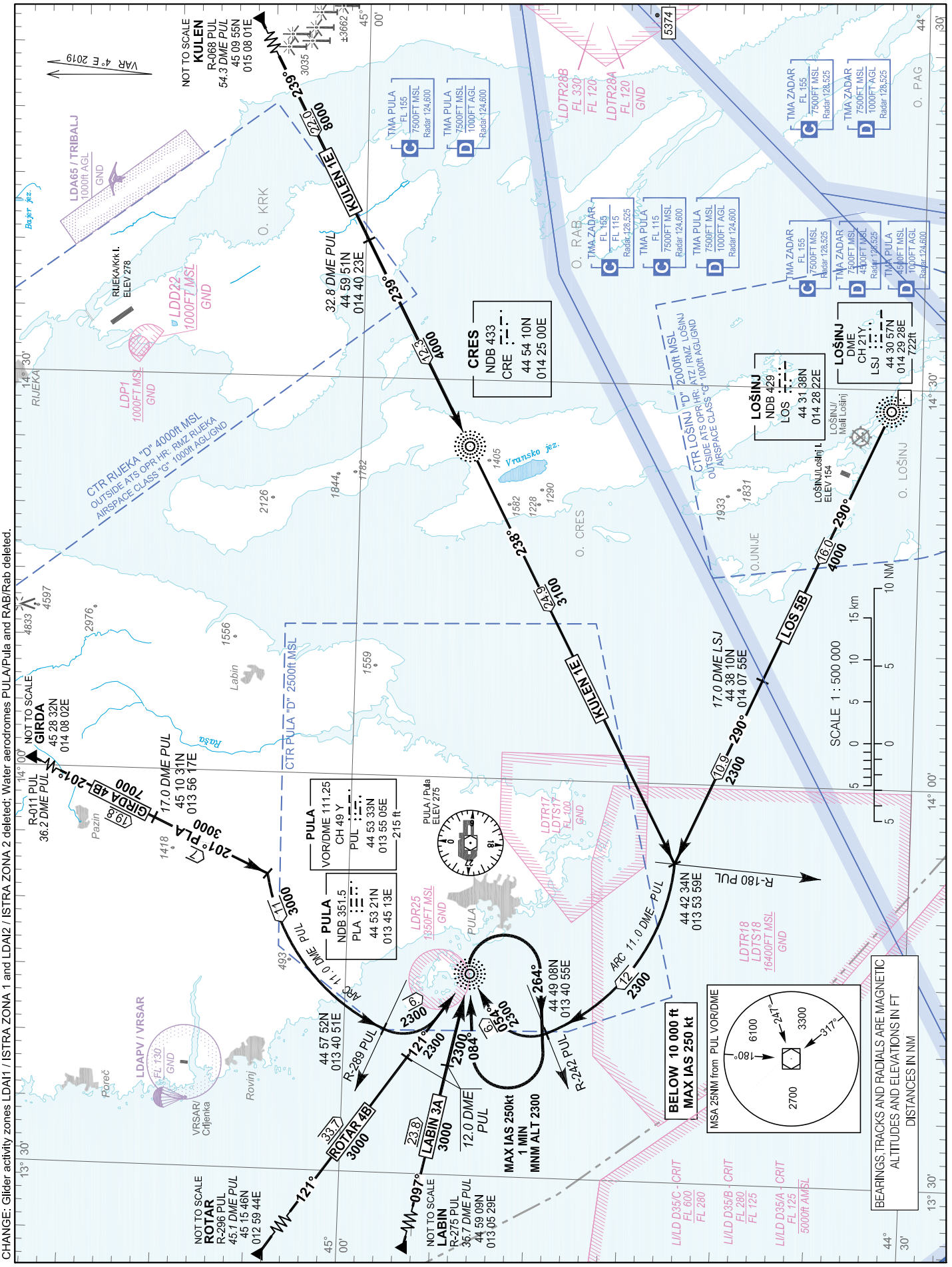
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10 000

PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

PULA / Pula (LDPL)

GIRDA 4B LOS 5B | KULEN 1E ROTAR 4B | LABIN 3A | RWY 09



CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted.

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

TRANSITION ALTITUDE
10 000

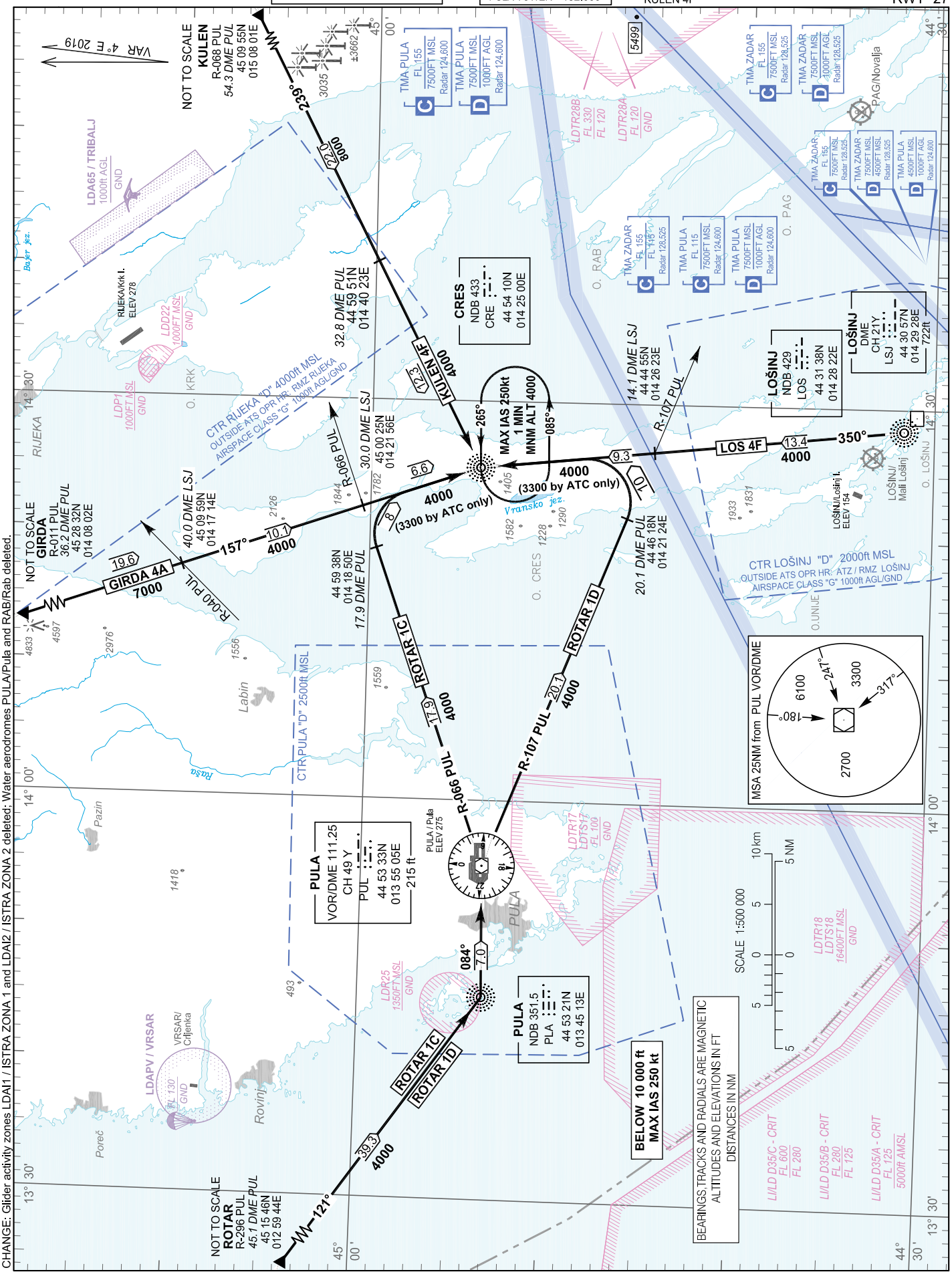
PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

GIRDA 4A
ROTAR 1D
KULEN 4F

ROTAR 1C
LOS 4F

PULA / Pula (LDPL)

RWY 27



CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted.

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

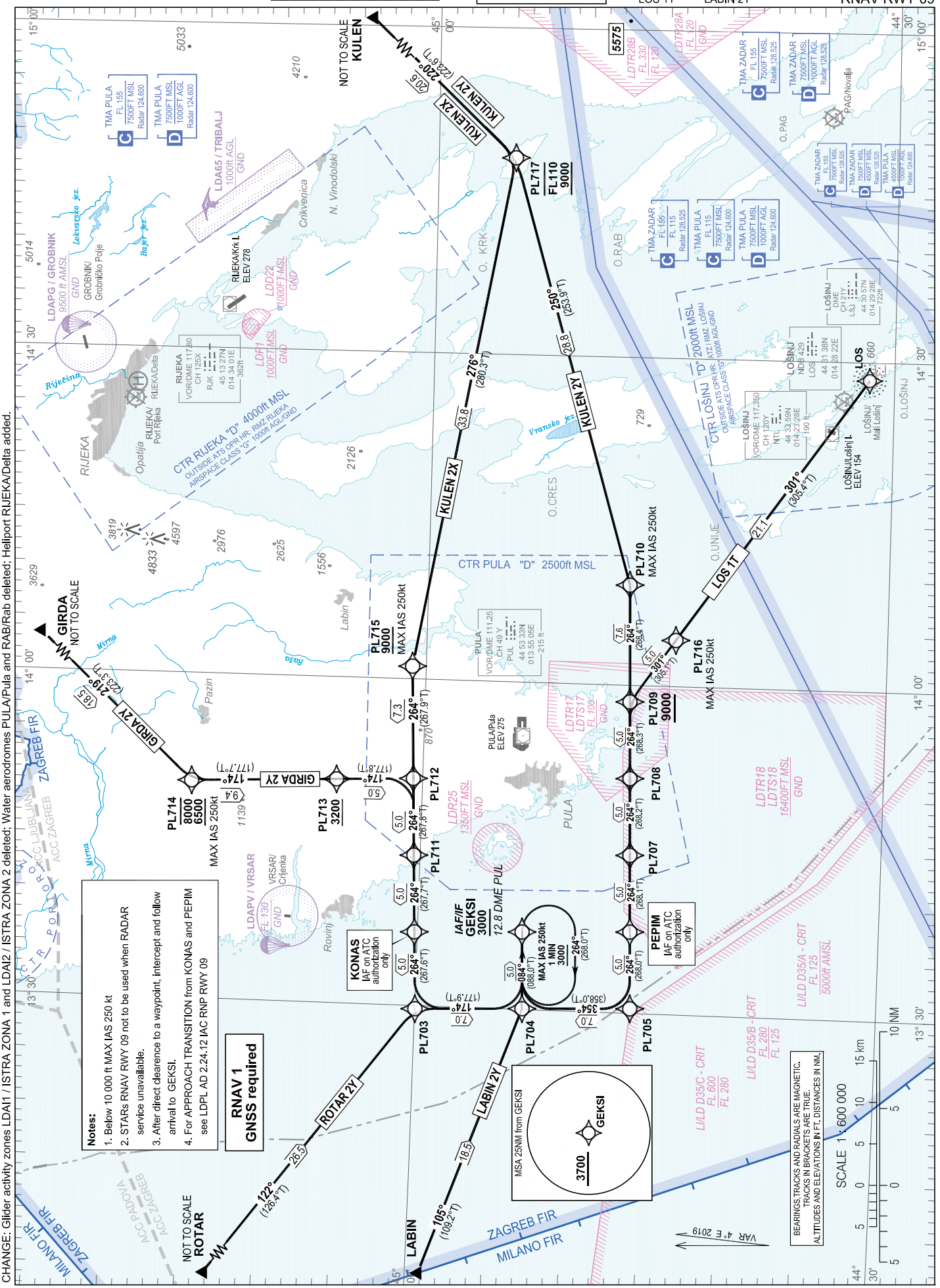
TRANSITION ALTITUDE
10 000

PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

ROTAR 2Y GIRDA 2Y
KULEN 2X KULEN 2Y
LOS 1T LABIN 2Y

PULA / Pula (LDPL)

RNAV RWY 09



CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted; Heliport RIJEKA/Delta added.

PULA / Pula (LDPL)

RNAV RWY 09

ROTAR 2Y GIRDA 2Y
KULEN 2X KULEN 2Y
LOS 1T LABIN 2Y

LDPL RNAV STANDARD ARRIVAL RWY 09

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	ROTAR 2Y	IF	ROTAR	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL703	-	122° (126.4°T)	4°E	26.5	-	-	-	-	
030		TF	PL704	-	174° (177.9°T)	4°E	7.0	-	-	-	-	
040		TF	GEKSI	-	084° (088.0°T)	4°E	5.0	-	+3000	-	IAF/IF	
010	GIRDA 2Y	IF	GIRDA	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL714	-	219° (223.3°T)	4°E	18.5	-	-8000 +6500	-250	-	
030		TF	PL713	-	174° (177.7°T)	4°E	9.4	-	+3200	-	-	
040		TF	PL712	-	174° (177.8°T)	4°E	5.0	-	-	-	-	
050		TF	PL711	-	264° (267.8°T)	4°E	5.0	-	-	-	-	
060		TF	KONAS	-	264° (267.7°T)	4°E	5.0	-	-	-	IAF on ATC authorization only	
070		TF	PL703	-	264° (267.6°T)	4°E	5.0	-	-	-	-	
080		TF	PL704	-	174° (177.9°T)	4°E	7.0	-	-	-	-	
090		TF	GEKSI	-	084° (088.0°T)	4°E	5.0	-	+3000	-	IAF/IF	
010	KULEN 2X	IF	KULEN	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL717	-	220° (223.6T)	4°E	20.6	-	-FL110 +9000	-	-	
030		TF	PL715	-	276° (280.3°T)	4°E	33.8	-	+9000	-250	-	
040		TF	PL712	-	264° (267.9°T)	4°E	7.3	-	-	-	-	
050		TF	PL711	-	264° (267.8°T)	4°E	5.0	-	-	-	-	
060		TF	KONAS	-	264° (267.7°T)	4°E	5.0	-	-	-	IAF on ATC authorization only	
070		TF	PL703	-	264° (267.6°T)	4°E	5.0	-	-	-	-	
080		TF	PL704	-	174° (177.9°T)	4°E	7.0	-	-	-	-	
090		TF	GEKSI	-	084° (088.0°T)	4°E	5.0	-	+3000	-	IAF/IF	

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted; Heliport RIJEKA/Delta added.

ROTAR 2Y GIRDA 2Y
KULEN 2X KULEN 2Y
LOS 1T LABIN 2Y

RNAV RWY 09

LDPL RNAV STANDARD ARRIVAL RWY 09

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	KULEN 2Y	IF	KULEN	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL717	-	220° (223.6°T)	4°E	20.6	-	-FL110 +9000	-	-	
030		TF	PL710	-	250° (253.9°T)	4°E	28.8	-	-	-250	-	
040		TF	PL709	-	264° (268.4°T)	4°E	7.6	-	+9000	-	-	
050		TF	PL708	-	264° (268.3°T)	4°E	5.0	-	-	-	-	
060		TF	PL707	-	264° (268.2°T)	4°E	5.0	-	-	-	-	
070		TF	PEPIM	-	264° (268.1°T)	4°E	5.0	-	-	-	IAF on ATC authorization only	
080		TF	PL705	-	264° (268.0°T)	4°E	5.0	-	-	-	-	
090		TF	PL704	-	354° (358.0°T)	4°E	7.0	-	-	-	-	
100		TF	GEKSI	-	084° (088.0°T)	4°E	5.0	-	+3000	-	IAF/IF	
010	LOS 1T	IF	LOS	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL716	-	301° (305.4°T)	4°E	21.1	-	-	-250	-	
030		TF	PL709	-	301° (305.1°T)	4°E	5.0	-	+9000	-	-	
040		TF	PL708	-	264° (268.3°T)	4°E	5.0	-	-	-	-	
050		TF	PL707	-	264° (268.2°T)	4°E	5.0	-	-	-	-	
060		TF	PEPIM	-	264° (268.1°T)	4°E	5.0	-	-	-	IAF on ATC authorization only	
070		TF	PL705	-	264° (268.0°T)	4°E	5.0	-	-	-	-	
080		TF	PL704	-	354° (358.0°T)	4°E	7.0	-	-	-	-	
090		TF	GEKSI	-	084° (088.0°T)	4°E	5.0	-	+3000	-	IAF/IF	
010	LABIN 2Y	IF	LABIN	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL704	-	105° (109.2°T)	4°E	18.5	-	-	-	-	
030		TF	GEKSI	-	084° (088.0°T)	4°E	5.0	-	+3000	-	IAF/IF	

IAF on ATC authorization only: For APPROACH TRANSITION from KONAS and PEPIM see LDPL AD 2.24.12 IAC RNP RWY 09

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted; Heliport RIJEKA/Delta added.

PULA / Pula (LDPL)

RNAV RWY 09

ROTAR 2Y GIRDA 2Y
KULEN 2X KULEN 2Y
LOS 1T LABIN 2Y

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
GEKSI	HM	084° (088.0°T)	1MIN / -	R	3000	-	250	4°E	-	RNAV 1

Waypoint name	WGS-84 latitude	WGS-84 longitude
LOS	443137.55N	0142822.25E
GEKSI	445311.7N	0133706.9E
GIRDA	452832N	0140802E
KONAS	450012.5N	0133646.7E
KULEN	450955N	0150801E
LABIN	445909N	0130529E
PEPIM	444611.0N	0133727.0E
ROTAR	451546N	0125944E
PL703	445959.6N	0132943.5E
PL704	445301.3N	0133005.4E
PL705	444600.4N	0133026.3E
PL707	444621.1N	0134427.7E
PL708	444630.8N	0135128.5E
PL709	444640.0N	0135829.4E
PL710	444653.3N	0140910.3E
PL711	450024.8N	0134349.0E
PL712	450036.8N	0135051.4E
PL713	450536.5N	0135034.9E
PL714	451502.4N	0135003.4E
PL715	450053.5N	0140109.6E
PL716	444347.8N	0140414.0E
PL717	445458.9N	0144802.5E

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted; Heliport RIJEKA/Delta added.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

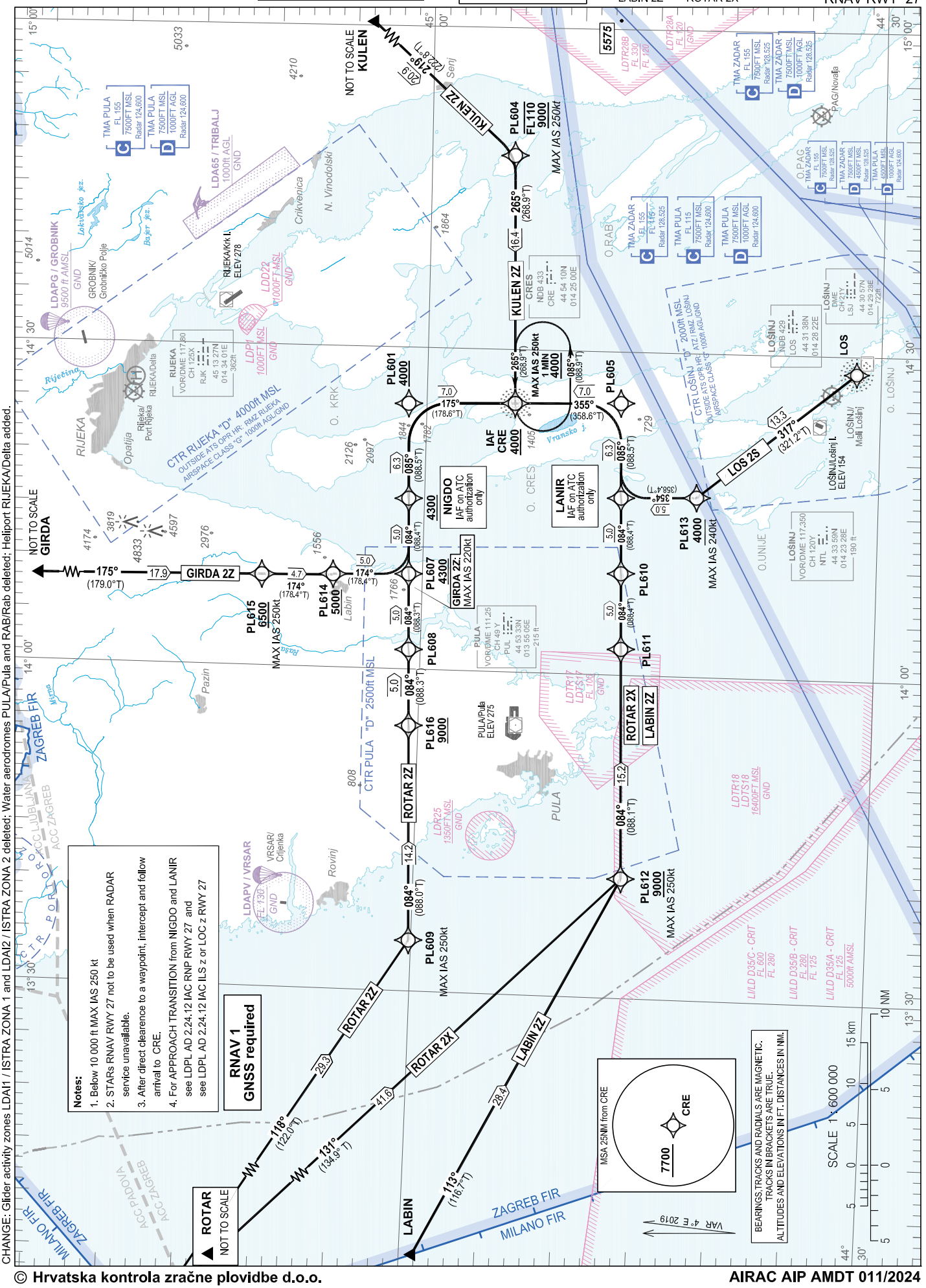
TRANSITION ALTITUDE
10 000

PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

ROTAR 2Z GIRDA 2Z
KULEN 2Z LOS 2S
LABIN 2Z ROTAR 2X

PULA / Pula (LDPL)

RNAV RWY 27



PULA / Pula (LDPL)

RNAV RWY 27

ROTAR 2Z GIRDA 2Z
KULEN 2Z LOS 2S
LABIN 2Z ROTAR 2X

LDPL RNAV STANDARD ARRIVAL RWY 27

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	ROTAR 2Z	IF	ROTAR	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL609	-	118° (122.0°T)	4°E	29.3	-	-	-250	-	
030		TF	PL616	-	084° (088.0°T)	4°E	14.2	-	+9000	-	-	
040		TF	PL608	-	084° (088.3°T)	4°E	5.0	-	-	-	-	
050		TF	PL607	-	084° (088.3°T)	4°E	5.0	-	+4300	-	-	
060		TF	NIGDO	-	084° (088.4°T)	4°E	5.0	-	+4300	-	IAF on ATC authorization only	
070		TF	PL601	-	085° (088.5°T)	4°E	6.3	-	+4000	-	-	
080		TF	CRE	-	175° (178.6°T)	4°E	7.0	-	+4000	-	IAF	
010	GIRDA 2Z	IF	GIRDA	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL615	-	175° (179.0°T)	4°E	17.9	-	+6500	-250	-	
030		TF	PL614	-	174° (178.4°T)	4°E	4.7	-	+5000	-	-	
040		TF	PL607	-	174° (178.4°T)	4°E	5.0	-	+4300	-220	-	
050		TF	NIGDO	-	084° (088.4°T)	4°E	5.0	-	+4300	-	IAF on ATC authorization only	
060		TF	PL601	-	085° (088.5°T)	4°E	6.3	-	+4000	-	-	
070		TF	CRE	-	175° (178.6°T)	4°E	7.0	-	+4000	-	IAF	
010	KULEN 2Z	IF	KULEN	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL604	-	219° (222.8°T)	4°E	20.9	-	-FL110 +9000	-250	-	
030		TF	CRE	-	265° (268.9°T)	4°E	16.4	-	+4000	-	IAF	
010	LOS 2S	IF	LOS	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL613	-	317° (321.2°T)	4°E	13.3	-	+4000	-240	-	
030		TF	LANIR	-	354° (358.4°T)	4°E	5.0	-	-	-	IAF on ATC authorization only	
040		TF	PL605	-	085° (088.5°T)	4°E	6.3	-	-	-	-	
050		TF	CRE	-	355° (358.6°T)	4°E	7.0	-	+4000	-	IAF	

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted; Heliport RIJEKA/Delta added.

ROTAR 2Z GIRDA 2Z
KULEN 2Z LOS 2S
LABIN 2Z ROTAR 2X

RNAV RWY 27

LDPL RNAV STANDARD ARRIVAL RWY 27

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	LABIN 2Z	IF	LABIN	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL612	-	113° (116.7°T)	4°E	28.4	-	+9000	-250	-	
030		TF	PL611	-	084° (088.1°T)	4°E	15.2	-	-	-	-	
040		TF	PL610	-	084° (088.4°T)	4°E	5.0	-	-	-	-	
050		TF	LANIR	-	084° (088.4°T)	4°E	5.0	-	-	-	IAF on ATC authorization only	
060		TF	PL605	-	085° (088.5°T)	4°E	6.3	-	-	-	-	
070		TF	CRE	-	355° (358.6°T)	4°E	7.0	-	+4000	-	IAF	
010	ROTAR 2X	IF	ROTAR	-	-	4°E	-	-	-	-	-	RNAV 1
020		TF	PL612	-	131° (134.9°T)	4°E	41.6	-	+9000	-250	-	
030		TF	PL611	-	084° (088.1°T)	4°E	15.2	-	-	-	-	
040		TF	PL610	-	084° (088.4T)	4°E	5.0	-	-	-	-	
050		TF	LANIR	-	084° (088.4°T)	4°E	5.0	-	-	-	IAF on ATC authorization only	
060		TF	PL605	-	085° (088.5°T)	4°E	6.3	-	-	-	-	
070		TF	CRE	-	355° (358.6°T)	4°E	7.0	-	+4000	-	IAF	

IAF on ATC authorization only:
For APPROACH TRANSITION from NIGDO and LANIR see LDPL AD 2.24.12 IAC RNP RWY 27 and LDPL AD 2.24.12 IAC ILS z or LOC z RWY 27

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
CRE	HM	265° (268.9°T)	1MIN / -	L	4000	-	250	4°E	-	RNAV 1

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted; Heliport RIJEKA/Delta added.

PULA / Pula (LDPL)

RNAV RWY 27

ROTAR 2Z GIRDA 2Z
KULEN 2Z LOS 2S
LABIN 2Z ROTAR 2X

Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
CRE	445410.37N	0142459.57E
LOS	443137.55N	0142822.25E
GIRDA	452832N	0140802E
KULEN	450955N	0150801E
LABIN	445909N	0130529E
ROTAR	451546N	0125944E
LANIR	444700.8N	0141626.9E
NIGDO	450102.6N	0141554.4E
PL601	450112.1N	0142445.1E
PL604	445431.8N	0144803.2E
PL605	444710.1N	0142513.9E
PL607	450054.6N	0140851.7E
PL608	450046.1N	0140149.0E
PL609	450009.4N	0133444.6E
PL610	444652.8N	0140925.9E
PL611	444644.4N	0140225.0E
PL612	444616.2N	0134106.3E
PL613	444200.9N	0141638.4E
PL614	450554.4N	0140840.0E
PL615	451036.9N	0140828.9E
PL616	450037.1N	0135444.0E

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodromes PULA/Pula and RAB/Rab deleted; Heliport RIJEKA/Delta added.

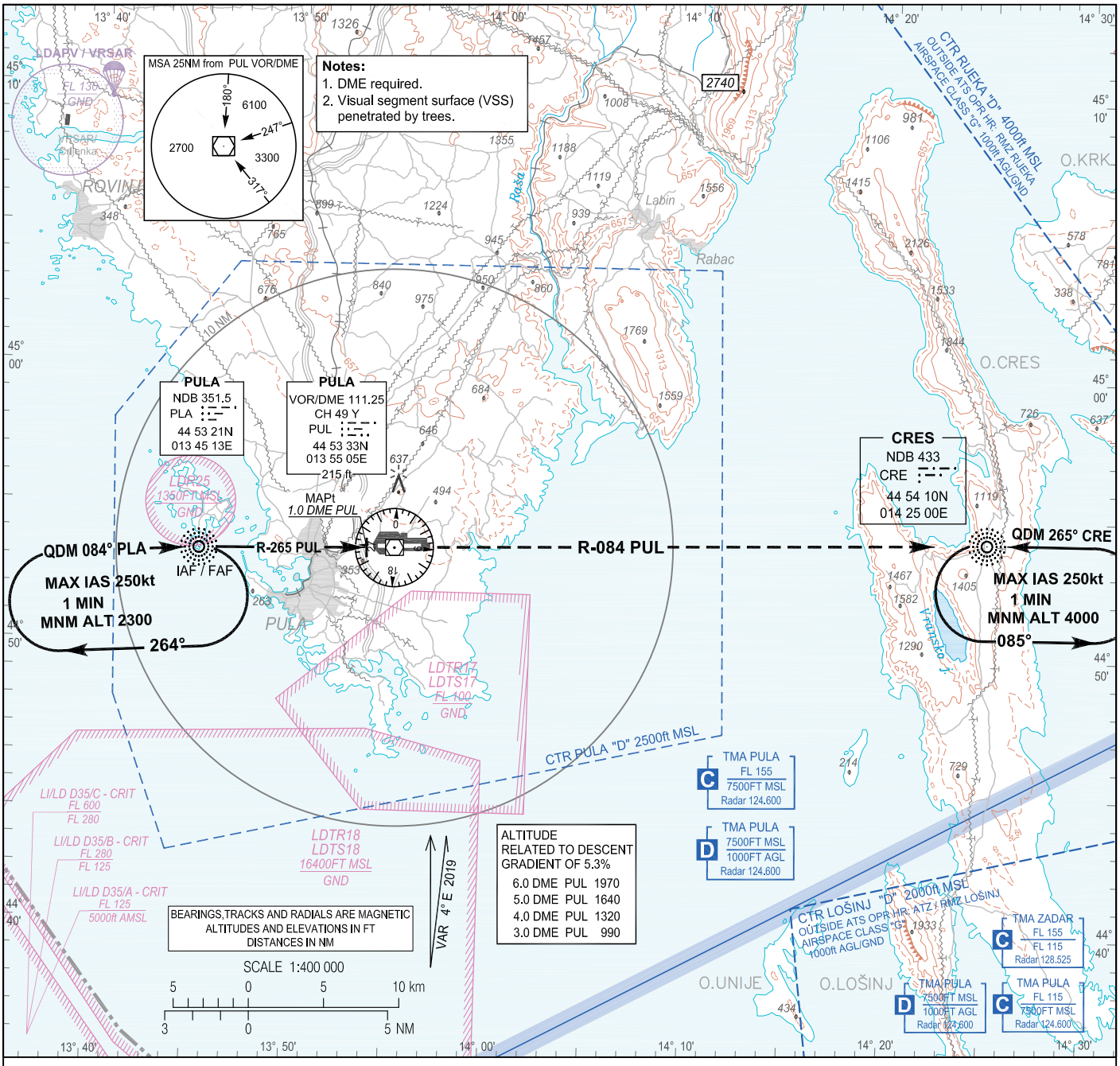
INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 275
HEIGHTS RELATED
TO THR 09 ELEV 168

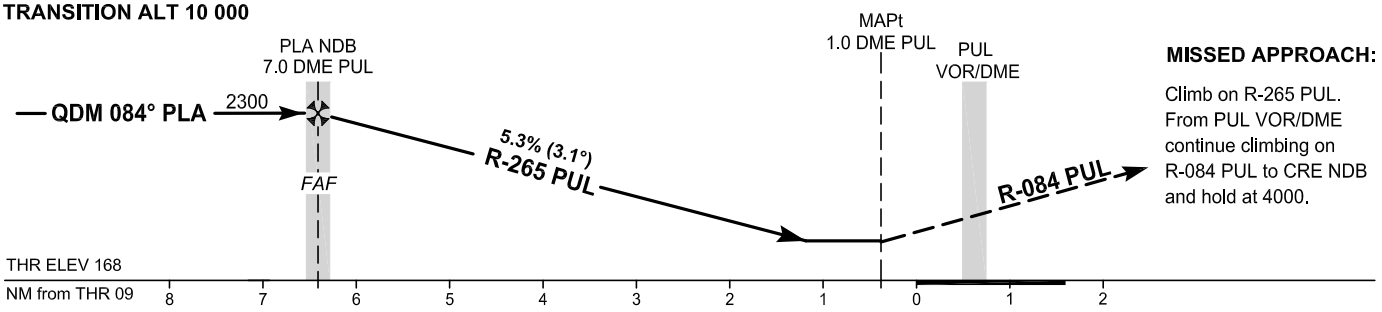
PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

PULA / Pula (LDPL)

VOR RWY 09



TRANSITION ALT 10 000



MISSED APPROACH:

Climb on R-265 PUL. From PUL VOR/DME continue climbing on R-084 PUL to CRE NDB and hold at 4000.

OCA(H)	A	B	C	D
Straight-in Approach	670 (510)			
Circling	860 (590)	950 (680)	1110 (840)	1190 (920)

FAF to MAPt distance 6.0 NM
Timing not authorized for defining the MAPt

GS (kt)	80	100	120	140	160	180
min:sec	4:31	3:37	3:01	2:35	2:16	2:01
Rate of descent (ft/min)	433	541	650	758	866	974

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted.

PULA / Pula (LDPL)

VOR RWY 09

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
VOR RWY 09			
Final approach descent angle: 3.06°			
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (PLA NDB)	445321.15N 0134512.66E	-	-
FAF (PLA NDB)	445321.15N 0134512.66E	268.51° PUL VOR	7.02 DME PUL
MAPt	445331.0N 0135340.9E	268.51° PUL VOR	1.00 DME PUL

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted.

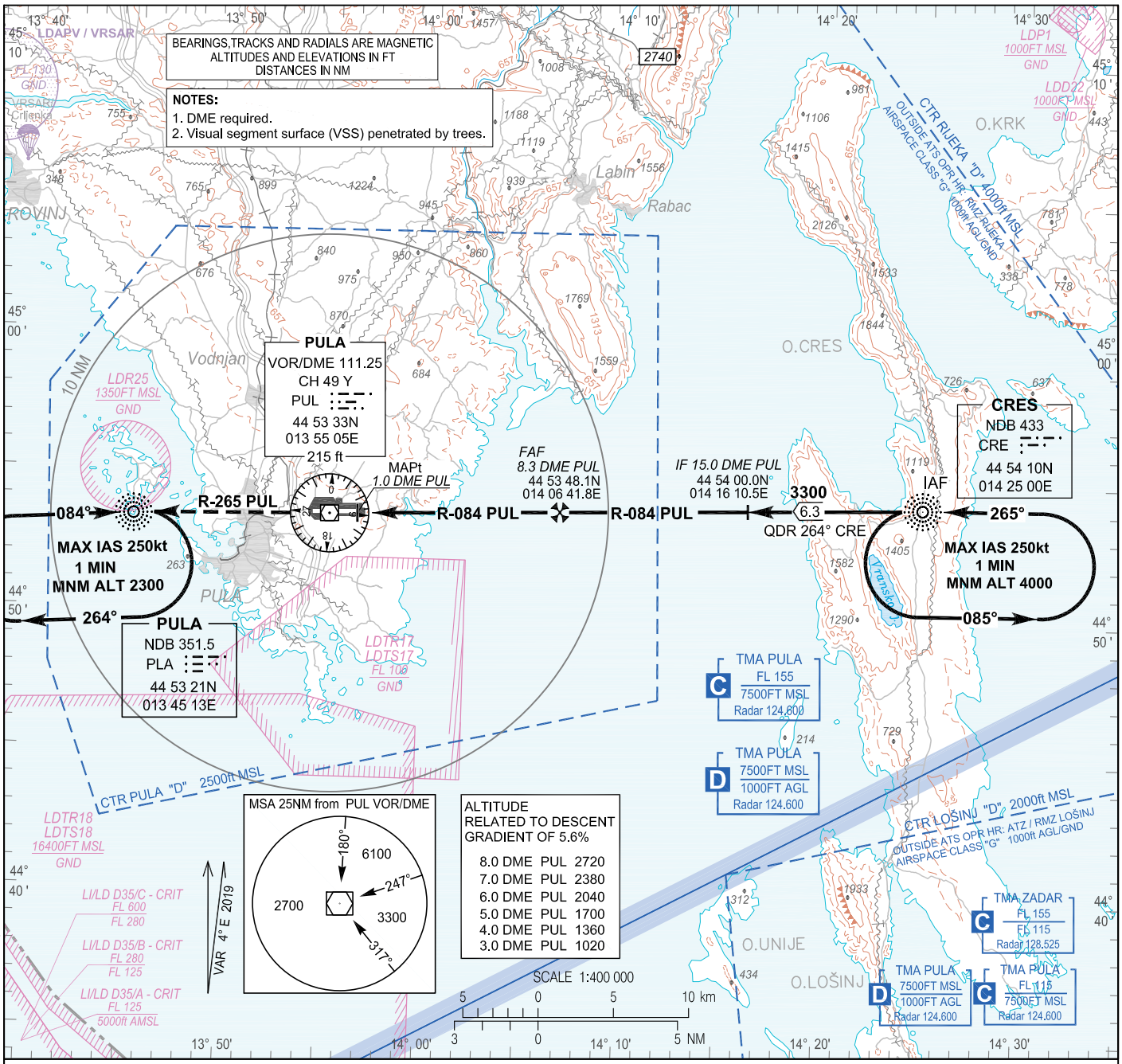
INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 275
HEIGHTS RELATED
TO THR 27 ELEV 275

PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

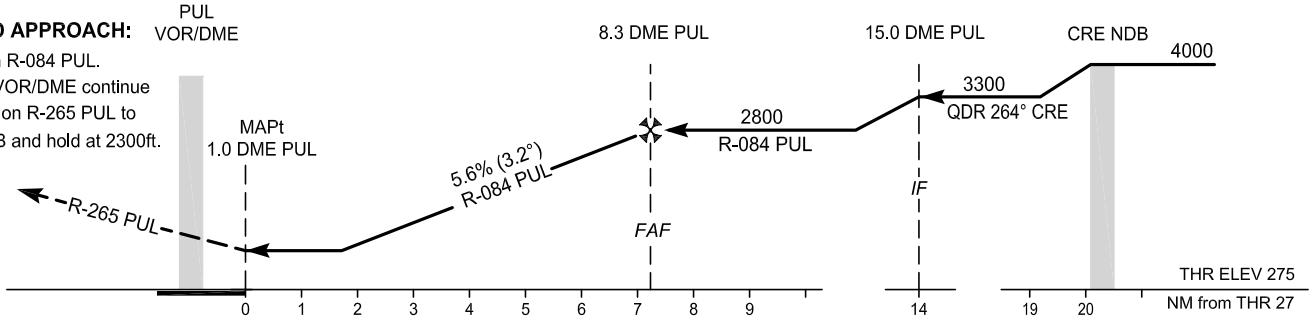
PULA / Pula (LDPL)

VOR RWY 27



TRANSITION ALT 10 000

MISSED APPROACH:
Climb on R-084 PUL.
At PUL VOR/DME continue climbing on R-265 PUL to PLA NDB and hold at 2300ft.



OCA(H)	A	B	C	D
Straight-in Approach	830 (560)			
Circling	860 (590)	950 (680)	1110 (840)	1190 (920)

FAF to MAPt distance 7.3 NM
Timing not authorized for defining the MAPt

GS (kt)	80	100	120	140	160	180
min : sec	5:27	4:21	3:38	3:07	2:43	2:25
Rate of descent (ft / min)	453	567	680	793	906	1020

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted.

PULA / Pula (LDPL)

VOR RWY 27

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
VOR RWY 27			
Final approach descent angle: 3.2°			
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (CRE NDB)	445410.37N 0142459.57E	-	-
IF	445400.0N 0141610.5E	088.12° PUL VOR	15.00 DME PUL
FAF	445348.1N 0140641.8E	088.12° PUL VOR	8.26 DME PUL
MAPt	445334.5N 0135629.6E	088.12° PUL VOR	1.00 DME PUL

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted.

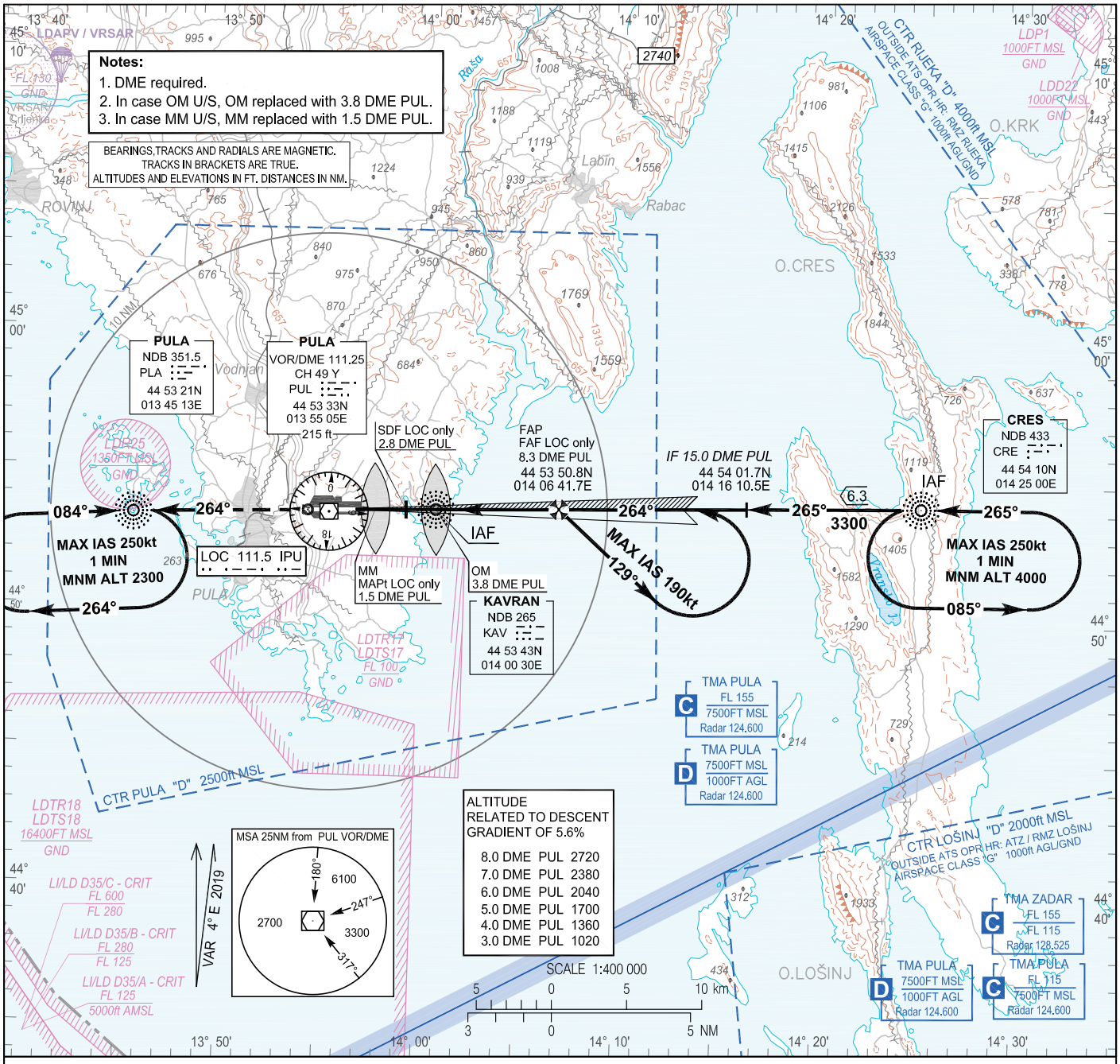
INSTRUMENT APPROACH
CHART-ICAO

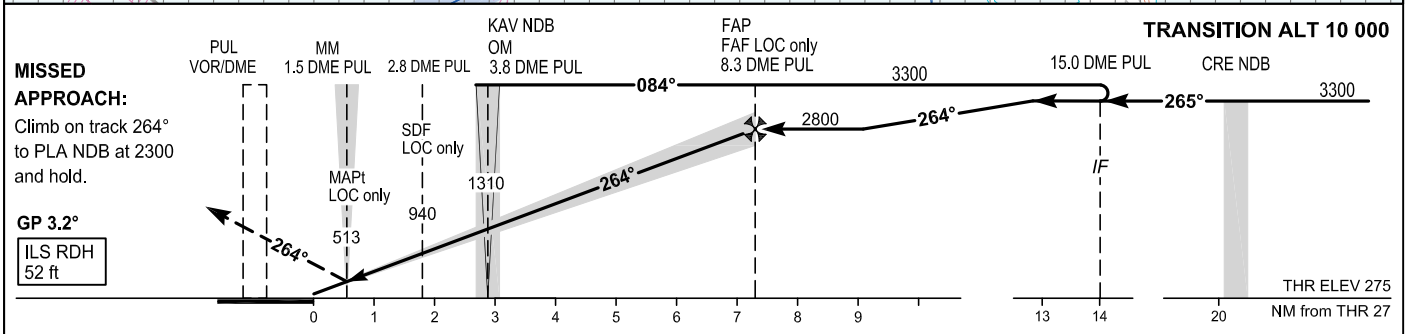
AD ELEV 275
HEIGHTS RELATED
TO THR 27 ELEV 275

PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

PULA / Pula (LDPL)

ILS y or LOC y RWY 27





OCA(H)		A	B	C	D
Straight-in Approach	ILS CAT I press. altim.	492 (217)	498 (223)	505 (230)	515 (240)
	LOC only	690 (420)			
Circling		860 (590)	950 (680)	1110 (840)	1190 (920)

GS(kt)	80	100	120	140	160	180
Rate of descent (ft / min)	453	567	680	793	906	1020

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted.

PULA / Pula (LDPL)

ILS y or LOC y RWY 27

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
ILS y or LOC y RWY 27			
LOC only - final approach descent angle: 3.2°			
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (KAV NDB)	445343.27N 0140029.66E	-	-
IAF (CRE NDB)	445410.37N 0142459.57E	-	-
IF	445401.7N 0141610.5E	268.28° (IPU LOC)	15.0 DME PUL
FAF LOC only	445350.8N 0140641.7E	268.28° (IPU LOC)	8.26 DME PUL
SDF LOC only	445341.4N 0135858.6E	268.28° (IPU LOC)	2.77 DME PUL
MAPt LOC only (MM 27)	445339.18N 0135712.92E	268.28° (IPU LOC)	1.52 DME PUL

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted.

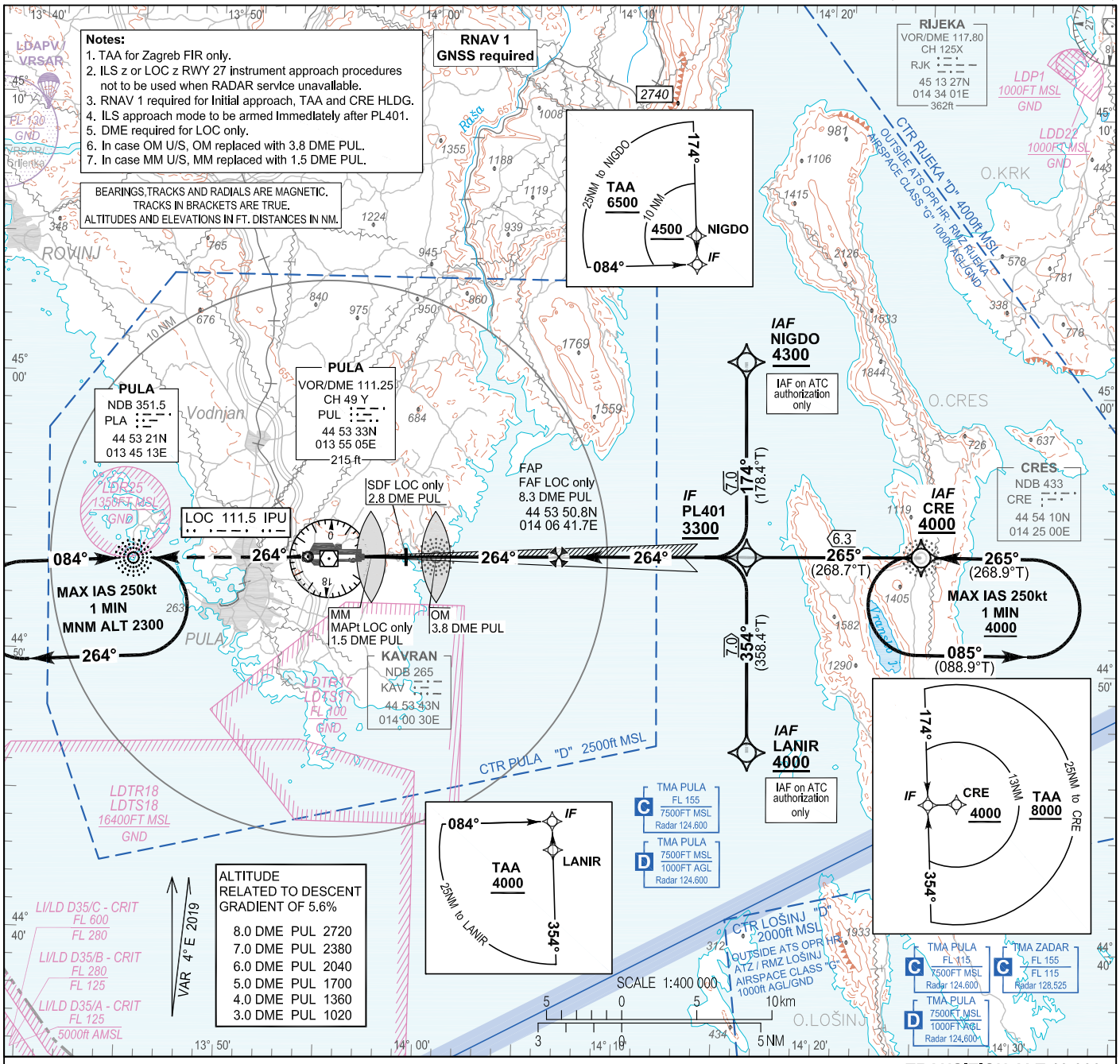
INSTRUMENT APPROACH CHART-ICAO

AD ELEV 275
HEIGHTS RELATED TO THR 27 ELEV 275

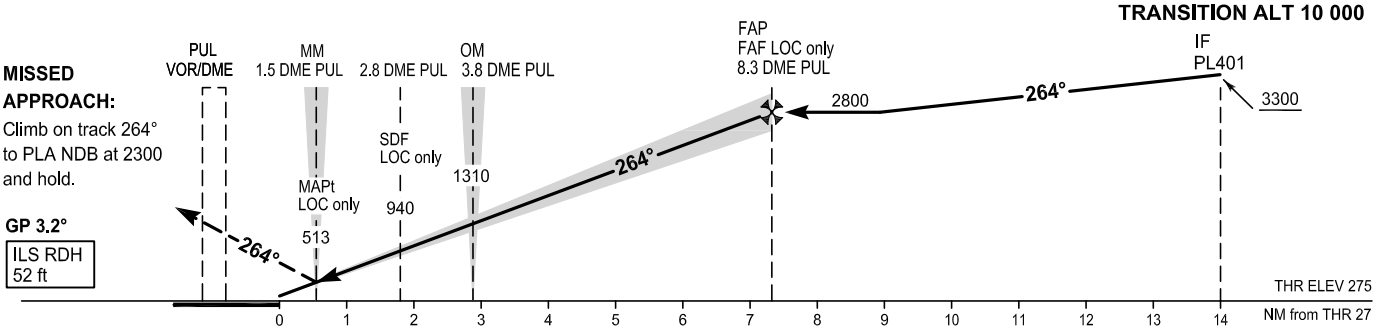
PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

PULA / Pula (LDPL)

ILS z or LOC z RWY 27
(RNAV 1 to ILS or LOC transition)



TRANSITION ALT 10 000



OCA(H)		A	B	C	D
Straight-in Approach	ILS CAT I press. altim.	492 (217)	498 (223)	505 (230)	515 (240)
	LOC only	690 (420)			
Circling		860 (590)	950 (680)	1110 (840)	1190 (920)

GS(kt)	80	100	120	140	160	180
Rate of descent (ft / min)	453	567	680	793	906	1020

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted; Notes updated; PBN box added.

PULA / Pula (LDPL)

ILS z or LOC z RWY 27
(RNAV 1 to ILS or LOC transition)

LDPL ILS z or LOC z RWY 27 (RNAV 1 to ILS or LOC transition)

Proposed tabular description for navigation database coding - APPROACH TRANSITION

Serial Number	Fix	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Remarks	NAV SPEC
010	IAF	IF	NIGDO	-	-	4°E	-	-	+4300	-	-	IAF on ATC autorization only	RNAV 1
020	IF	TF	PL401	-	174° (178.4°T)	4°E	7.0	-	+3300	-	-	-	
010	IAF	IF	CRE	-	-	4°E	-	-	+4000	-	-	-	RNAV 1
020	IF	TF	PL401	-	265° (268.7°T)	4°E	6.3	-	+3300	-	-	-	
010	IAF	IF	LANIR	-	-	4°E	-	-	+4000	-	-	IAF on ATC autorization only	RNAV 1
020	IF	TF	PL401	-	354° (358.4°T)	4°E	7.0	-	+3300	-	-	-	

AERONAUTICAL DATABASE REQUIREMENTS

Conventional procedure essential fixes/points

ILS z or LOC z RWY 27

LOC only - final approach descent angle: 3.2°

Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IF (PL401)	445401.7N 0141610.7E	-	-
FAF LOC only	445350.8N 0140641.7E	268.28° (IPU LOC)	8.26 DME PUL
SDF LOC only	445341.4N 0135858.6E	268.28° (IPU LOC)	2.77 DME PUL
MAPt LOC only (MM 27)	445339.18N 0135712.92E	268.28° (IPU LOC)	1.52 DME PUL

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
CRE	HM	265° (268.9°T)	1 MIN / -	L	4000	-	250	4°E	-	RNAV 1

Waypoint coordinates

Waypoint name	WGS-84 latitude	WGS-84 longitude
NIGDO	450102.6N	0141554.4E
CRE	445410.37N	0142459.57E
LANIR	444700.8N	0141626.9E
PL401	445401.7N	0141610.7E

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted; Notes updated; PBN box added.

INSTRUMENT APPROACH CHART-ICAO

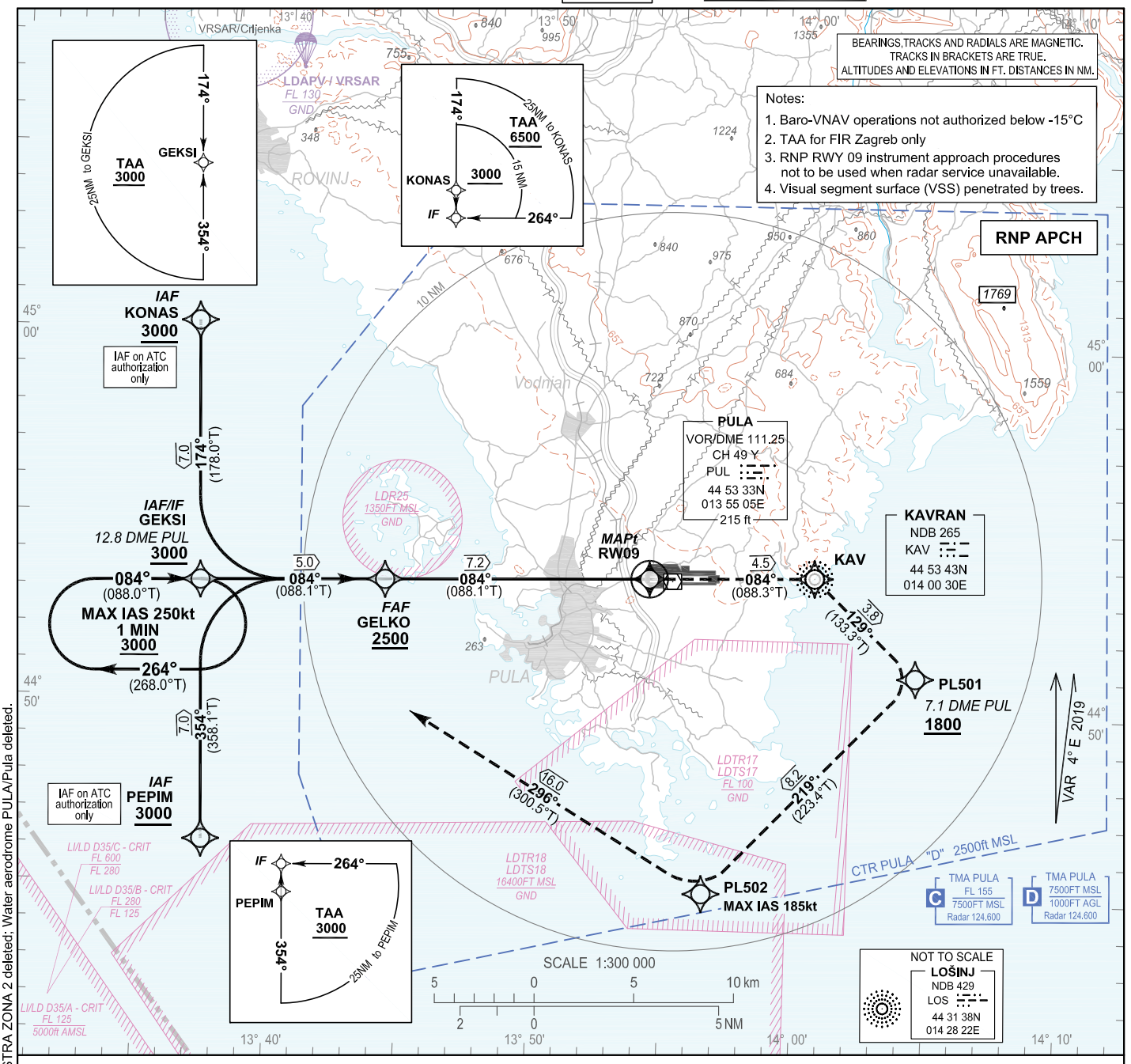
AD ELEV 275
HEIGHTS RELATED TO THR 09 ELEV 168

SBAS CH: 87881 E09A

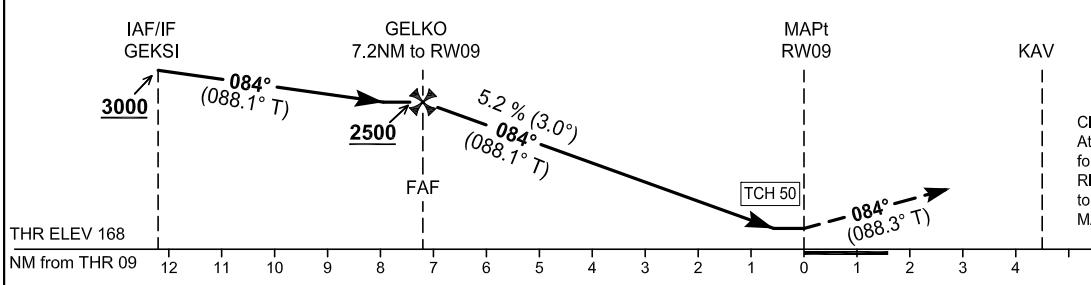
PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

PULA / Pula (LDPL)

RNP RWY 09



TRANSITION ALT 10 000



MISSED APPROACH

RNAV

RW09 - KAV [R] - PL501 [A1800+; R] - PL502 [R; - K185] - GEKSI [A3000]

NON RNAV

Climb straight ahead to KAV NDB.
At KAV NDB turn RIGHT to intercept and follow QDR 129° KAV. At 7.1 DME PUL turn RIGHT on track 219°. Intercept QDR 297°LOS to GEKSI climbing to 3000 and hold.
MAX IAS 185kt until crossing PL502.

OCA(H)		A	B	C	D
Straight-in approach	LNAV	640 (472)			
	LNAV/VNAV	540 (372)	550 (382)	560 (392)	570 (402)
	LPV	480 (312)	490 (322)	500 (332)	510 (342)
Circling		890 (620)	950 (680)	1110 (840)	1190 (920)

DIST THR / RW09	NM	7	6	5	4	3	2	1
Altitude	ft	2450	2130	1810	1490	1170	850	540

Timing not authorized for defining the MAPt							
GS	kt	80	100	120	140	160	180
GELKO - RW09 (7.2NM)	min:sec	5:23	4:18	3:35	3:04	2:41	2:23
Rate of descent (5.2%)	ft/min	425	531	637	743	849	955

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted.

Coding elements for FAS Data Block

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LDPL
Runway	09
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E09A
LTP/FTP Latitude	445335.2700N
LTP/FTP Longitude	0135412.6710E
LTP/FTP Ellipsoidal Height (metres)	94.5
FPAP Latitude	445338.1600N
Delta FPAP Latitude (seconds)	2.8900
FPAP Longitude	0135626.8550E
Delta FPAP Longitude (seconds)	134.1840
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 0C 10 04 0C 09 00 00 01 39 30 05 4C 1B 44 13 7E 7C F7 05 B1 17 94 16 00 50 18 04 F4 01 2C 01 64 00 C8 FA 46 87 56 11
Calculated CRC Value	46875611

Required Additional Data

ICAO Code	LD
LTP/FTP Orthometric Height (metres)	51.3

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted.

LDPL RNP RWY09

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	PEPIM	-	-	4°E	-	-	+3000	-	-	IAF on ATC autorization only	RNP APCH
020	IF	TF	GEKSI	-	354° (358.1°T)	4°E	7.0	-	+3000	-	-	-	
010	IAF / IF	IF	GEKSI	-	-	4°E	-	-	+3000	-	-	-	RNP APCH
010	IAF	IF	KONAS	-	-	4°E	-	-	+3000	-	-	IAF on ATC autorization only	RNP APCH
020	IF	TF	GEKSI	-	174° (178.0°T)	4°E	7.0	-	+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	GEKSI	-	-	4°E	-	-	+3000	-	-	-	RNP APCH
020	FAF	TF	GELKO	-	084° (088.1°T)	4°E	5.0	-	+2500	-	-	-	
030	MAPt	TF	RW09	Y	084° (088.1°T)	4°E	7.2	-	-	-	3.0 / 50.0	-	
040	-	TF	KAV	-	084° (088.3°T)	4°E	4.5	-	-	-	-	-	
050	-	TF	PL501	-	129° (133.3°T)	4°E	3.8	-	+1800	-	-	-	
060	-	TF	PL502	-	219° (223.4°T)	4°E	8.2	R	-	-185	-	-	
070	MAHF	TF	GEKSI	-	296° (300.5°T)	4°E	16.0	-	3000	-	-	-	
080	MAHF	HM	GEKSI	-	084° (088.0°T)	4°E	1MIN	R	3000	-250	-	Holding above 3000ft on ATC clearance only	RNAV 1

RNAV HOLDING tabular description

Waypoint name	Path Term-inator	Inbound course °M (°T)	Leg time/ distance NM	Turn direction	Minimum altitude (ft)	Maximum altitude (ft)	Speed limit MAX IAS (kt)	Magnetic variation	Remarks	NAV SPEC
GEKSI	HM	084° (088.0°T)	1MIN / -	R	3000	-	250	4°E	-	RNAV 1

Waypoint coordinates		
Waypoint name	wgs-84 latitude	wgs-84 longitude
KAV	445343.27N	0140029.66E
GEKSI	445311.7N	0133706.9E
GELKO	445321.7N	0134408.5E
KONAS	450012.5N	0133646.7E
PEPIM	444611.0N	0133727.0E
RW09	445335.27N	0135412.67E
PL501	445104.8N	0140425.8E
PL502	444506.5N	0135631.1E

CHANGE:: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted.

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INSTRUMENT APPROACH CHART-ICAO

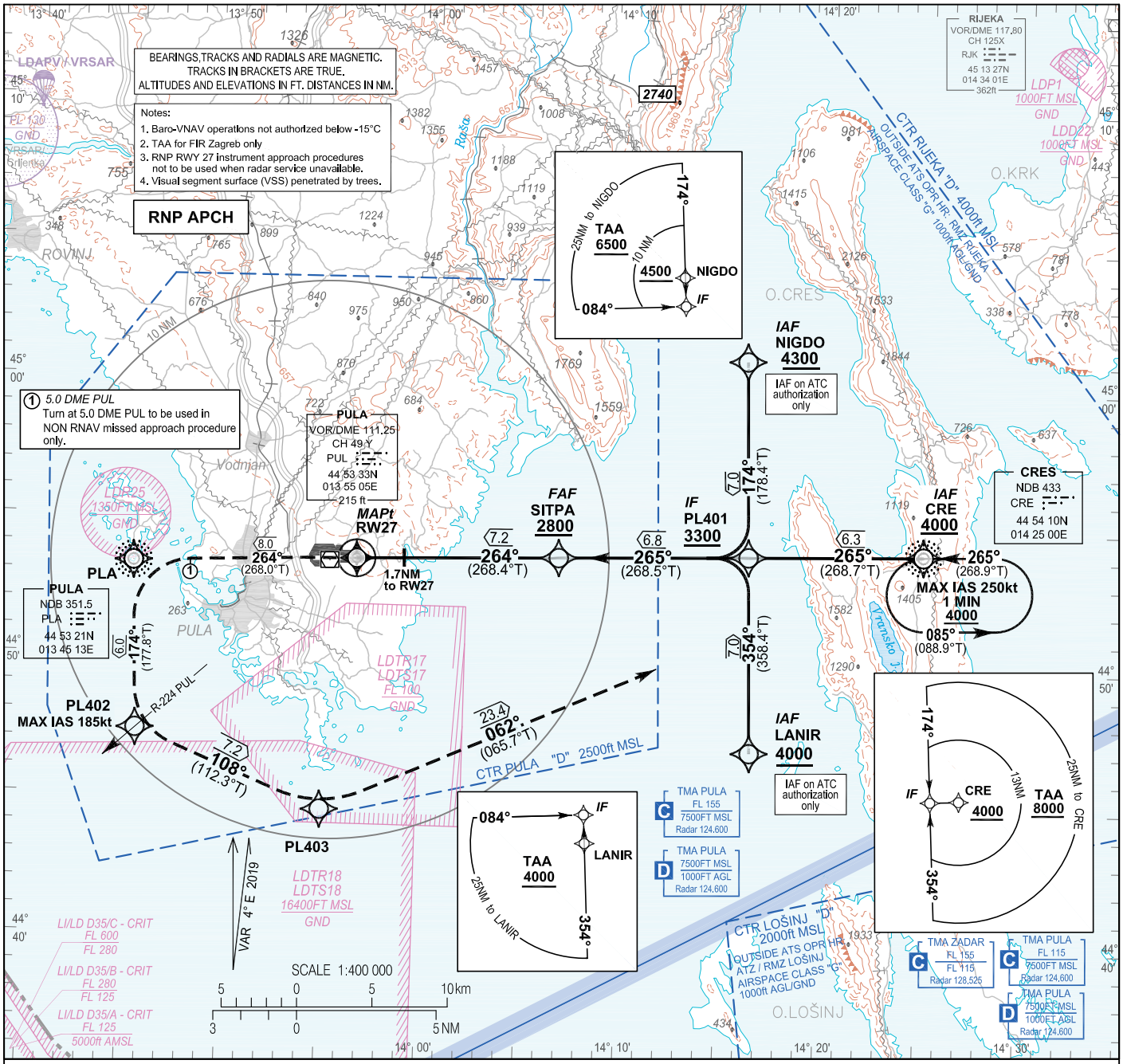
AD ELEV 275
HEIGHTS RELATED TO THR 27 ELEV 275

SBAS
CH: 84565
E27A

PULA ATIS	129.150
PULA RADAR	127.675
	124.600
PULA TOWER	132.000

PULA / Pula (LDPL)

RNP RWY 27



MISSED APPROACH

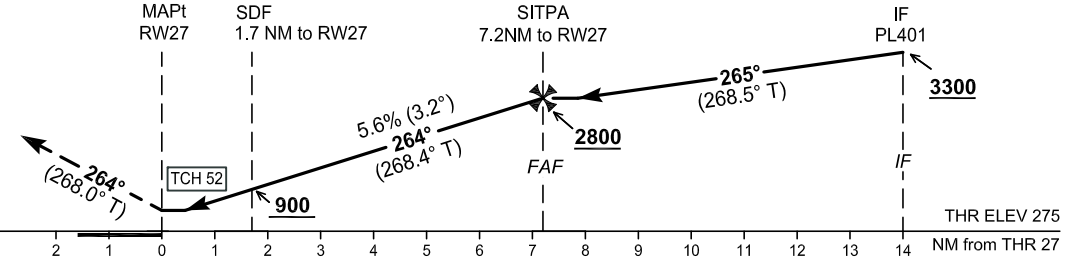
RNAV

RW27 - PLA [L] - PL402 [L; -K185] - PL403 [L] - CRE [A4000]

NON RNAV

Climb straight ahead to PLA NDB. At 5.0 DME PUL turn LEFT to intercept and follow QDR 174° PLA. On crossing R-224 PUL turn LEFT on track 108°. Intercept and follow bearing QDM 062° CRE to CRE NDB at 4000 and hold.
MAX IAS 185kt until crossing PL402.

TRANSITION ALT 10 000



OCA(H)		A	B	C	D
Straight-in approach	LNAV	710 (435)			
	LNAV/VNAV	610 (335)		620 (345)	630 (355)
	LPV	560 (285)	570 (295)	580 (305)	590 (315)
Circling		890 (620)	950 (680)	1110 (840)	1190 (920)

DIST THR / RW27	NM	7	6	5	4	3	2	1
Altitude	ft	2700	2360	2020	1680	1340	1000	660

Timing not authorized for defining the MAPt							
GS	kt	80	100	120	140	160	180
SITPA - RW27 (7.2NM)	min:sec	5:24	4:19	3:36	3:05	2:42	2:24
Rate of descent (5.6%)	ft/min	454	567	681	794	907	1021

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted.

Coding elements for FAS Data Block

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LDPL
Runway	27
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E27A
LTP/FTP Latitude	445338.1600N
LTP/FTP Longitude	0135626.8550E
LTP/FTP Ellipsoidal Height (metres)	126.9
FPAP Latitude	445335.2700N
Delta FPAP Latitude (seconds)	-2.8900
FPAP Longitude	0135412.6710E
Delta FPAP Longitude (seconds)	-134.1840
Threshold Crossing Height	52.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.20
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output data

Data Block	10 0C 10 04 0C 1B 00 00 01 37 32 05 E0 31 44 13 CE 94 FB 05 F5 18 6C E9 FF B0 E7 FB 08 02 40 01 64 00 C8 FA 8B 02 04 89
Calculated CRC Value	8B020489

Required Additional Data

ICAO Code	LD
LTP/FTP Orthometric Height (metres)	83.7

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted.

LDPL RNP RWY27

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	NIGDO	-	-	4°E	-	-	+4300	-	-	IAF on ATC autoriization only	RNP APCH
020	IF	TF	PL401	-	174° (178.4°T)	4°E	7.0	-	+3300	-	-	-	
010	IAF	IF	CRE	-	-	4°E	-	-	+4000	-	-	-	RNP APCH
020	IF	TF	PL401		265° (268.7°T)	4°E	6.3	-	+3300	-	-	-	
010	IAF	IF	LANIR	-	-	4°E	-	-	+4000	-	-	IAF on ATC autoriization only	RNP APCH
020	IF	TF	PL401	-	354° (358.4°T)	4°E	7.0	-	+3300	-	-	-	

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	PL401	-	-	4°E	-	-	+3300	-	-	-	RNP APCH
020	FAF	TF	SITPA	-	265° (268.5°T)	4°E	6.8	-	+2800	-	-	-	
030	MAPt	TF	RW27	Y	264° (268.4°T)	4°E	7.2	-	-	-	3.2 / 52.0	-	
040	-	TF	PLA	-	264° (268.0°T)	4°E	8.0	-	-	-	-	-	
050	-	TF	PL402	-	174° (177.8°T)	4°E	6.0	L	-	-185	-	-	
060	-	TF	PL403	-	108° (112.3°T)	4°E	7.2	-	-	-	-	-	
070	MAHF	TF	CRE	-	062° (065.7°T)	4°E	23.4	-	4000	-	-	-	
080	MAHF	HM	CRE	-	265° (268.9°T)	4°E	1MIN	L	4000	-250	-	Holding above 4000ft on ATC clearance only	RNAV 1

RNAV HOLDING tabular description

Waypoint name	Path Term-inator	Inbound course °M (°T)	Leg time/ distance NM	Turn direction	Minimum altitude (ft)	Maximum altitude (ft)	Speed limit MAX IAS (kt)	Magnetic variation	Remarks	NAV SPEC
CRE	HM	265° (268.9°T)	1MIN / -	L	4000	-	250	4°E	-	RNAV 1

Waypoint coordinates		
Waypoint name	WGS-84 latitude	WGS-84 longitude
CRE	445410.37N	0142459.57E
PLA	445321.15N	0134512.66E
LANIR	444700.8N	0141626.9E
NIGDO	450102.6N	0141554.4E
SITPA	445350.7N	0140636.9E
RW27	445338.16N	0135626.85E
PL401	445401.7N	0141610.7E
PL402	444721.5N	0134531.7E
PL403	444436.5N	0135455.4E

CHANGE: Glider activity zones LDAI1 / ISTRA ZONA 1 and LDAI2 / ISTRA ZONA 2 deleted; Water aerodrome PULA/Pula deleted.

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AERODROME CHART - ICAO

ARP
45°44' 34.55"N
016°04' 07.60"E

AD ELEV 353 ft
AD GUND 148 ft

ZAGREB ATIS 124.575 | ZAGREB TOWER 118.300 | ZAGREB GROUND 121.850

ZAGREB / Franjo Tuđman
CROATIA

CHANGE: Declared distances table updated; Stop Bar symbols changed; Pattern B marking on TWY E removed; TWY T width changed (graphic and text); part of sequenced flashlights for approach 04 removed; part of construction road added; editorial.

F1 F2 F3	INTERMEDIATE HOLDING POSITIONS / STOP BARS

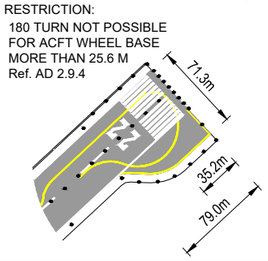
HOT SPOT 1	TWY C, F and T crossing	Pilots vacating via TWY C are to hold short of TWY F and wait ATC clearance. Pilots are to obtain ATC clearance to enter TWY T due to restricted access.
HOT SPOT 2	TWY T and service road crossing	Presence of fast taxiing jet aircraft and helicopters. Potential conflict with airside vehicles. Road barriers operated from the TWR. Pilots are to maintain a good lookout at all times.

TWY D PROHIBITED TO:
- ACFT CODE LETTER D, E AND F
- ACFT CODE LETTER C, WHEEL BASE MORE THAN 18M

Ref. AD 2.8.6

REMARK:
The lighting system of Touch Down Zone of RWY 04 is not aligned with the Marking of Touch Down Zone of RWY 04, but is moved 37 cm south of the Marking of Touch Down Zone. (Ref. AD 2.15.5)

THR 22 Runway Turn Pad marking
RESTRICTION:
180 TURN NOT POSSIBLE FOR ACFT WHEEL BASE MORE THAN 25.6 M
Ref. AD 2.9.4



DECLARED DISTANCES					
RWY	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
04	3252	3252	3252	3252	NIL
	2912	2912	2912	NIL	Intersection TWY B
	2162	2162	2162	NIL	Intersection TWY C
22	3252	3252	3252	3252	NIL
	2457	2457	2457	NIL	Intersection TWY D
	2916	2916	2916	NIL	Intersection TWY E

APRON	SURFACE	STRENGTH
APRON WEST	CONC	PCN 88/R/C/W/T
APRON EAST	CONC	PCN 57/R/A/W/T
GENERAL AVIATON APRON	ASPH	PCN 30/F/A/W/T

TWY	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

RWY	THR COORDINATES	BRG MAG	STRENGTH AND SURFACE
THR 04	45°43' 54.75"N 016°03' 07.09"E	043°	390 M, CONC, PCN 68/R/B/W/T 106 M, CONC, PCN 54/R/A/W/T
THR 22	45°45'06.86"N 016°04'56.75"E	223°	2262 M, ASPH, PCN 54/F/A/W/T 494 M, CONC, PCN 54/R/A/W/T

BEARINGS ARE MAGNETIC
ELEVATIONS IN FT
DISTANCES IN M

VAR 4° E 2019
Annual Rate of Change 0.15° E

SCALE 1 : 15 000

100 0 500 1000 m

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