

**GENERAL****Operational Hours**

**ATS Hours / AD Operator Hours:** See NOTAM.

**Airport Information**

**RFF:** CAT 4; CAT 7 O/R 24HR PPR

**PCN:** RWY 11/29: 82/F/B/W/T

**Operation****Taxi/Parking**

Visual docking guidance system AVBL.

Follow-me, marshaller AVBL.

**Warnings**

RWY turn pad marking lights are not AVBL.

**VBA VOR/DME:** Unsatisfactory DME power density between QDR 115°-QDR 160°.

Birds in vicinity of AD.

**DEPARTURE****Take-off Minima**

RWY		11/29	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

**Departure Procedure****Start-up/Push-back**

ENG start-up without TWR approval prohibited.

**De-Icing**

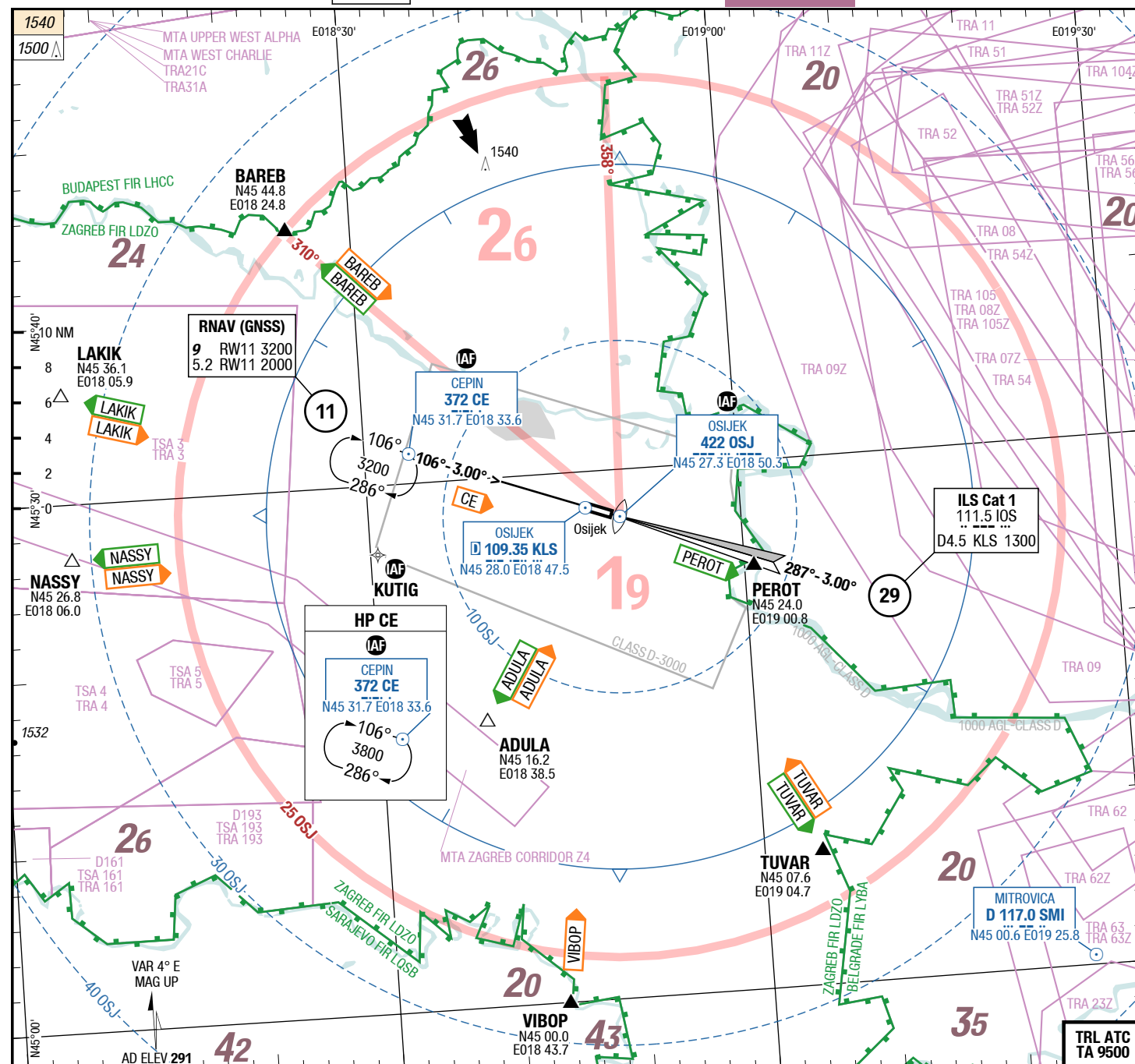
AVBL on all stands.

## OSI-LDOS

**AFC**

**AFC**

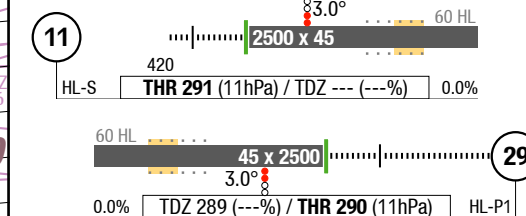
2-10



Changes: IAF, APCH boxes

APP	118.800	
TWR	118.800	120.150

**Landing RWY system:**



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Effective 13-SEP-2018

06-SEP-2018

OSI-LDOS

Croatia **Osijek** Klisa

AGC

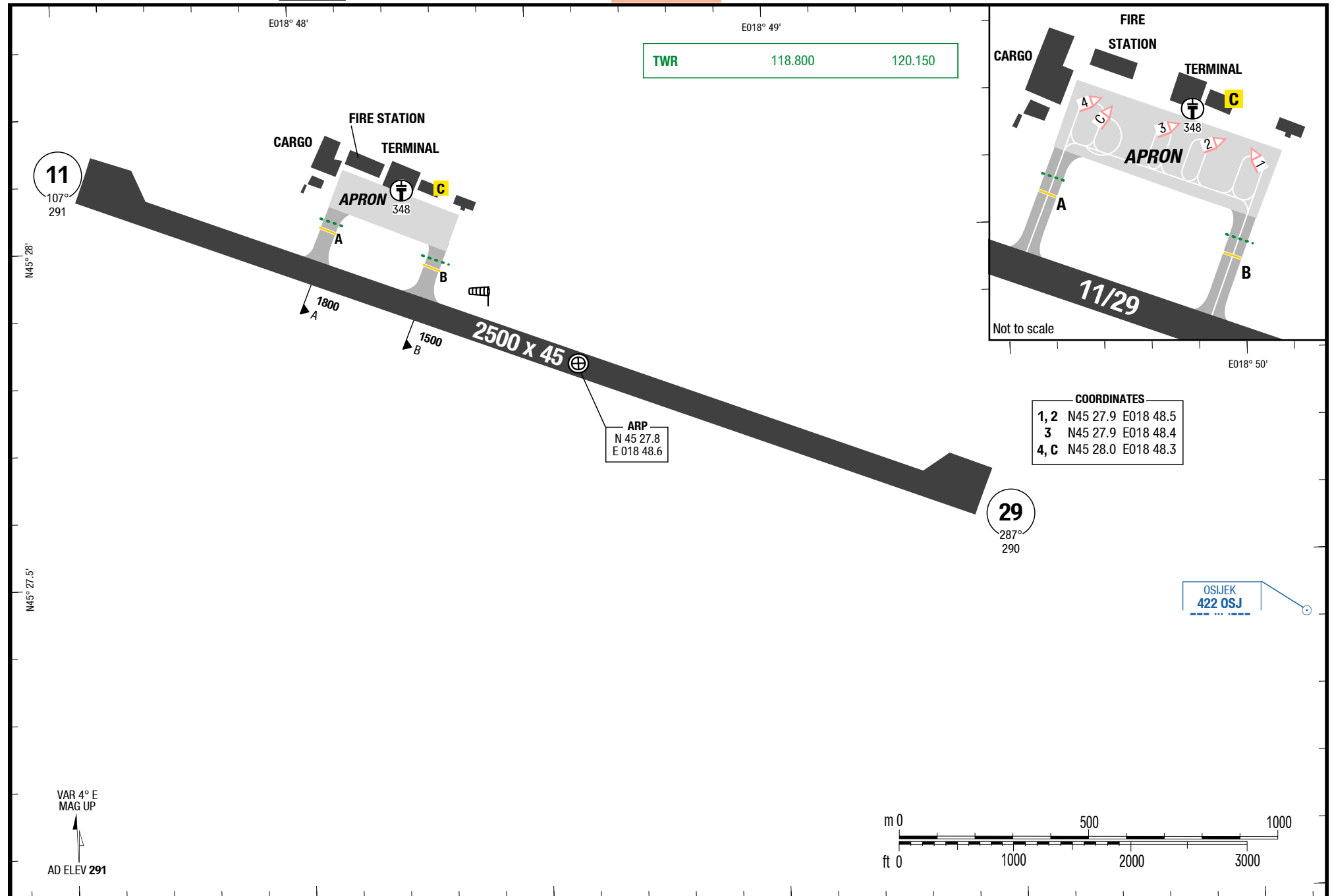
AGC

AGC

Klisa **Osijek** Croatia

AGC

3-20



Changes: Nil

## OSI-LDOS

SIDs RWY 29

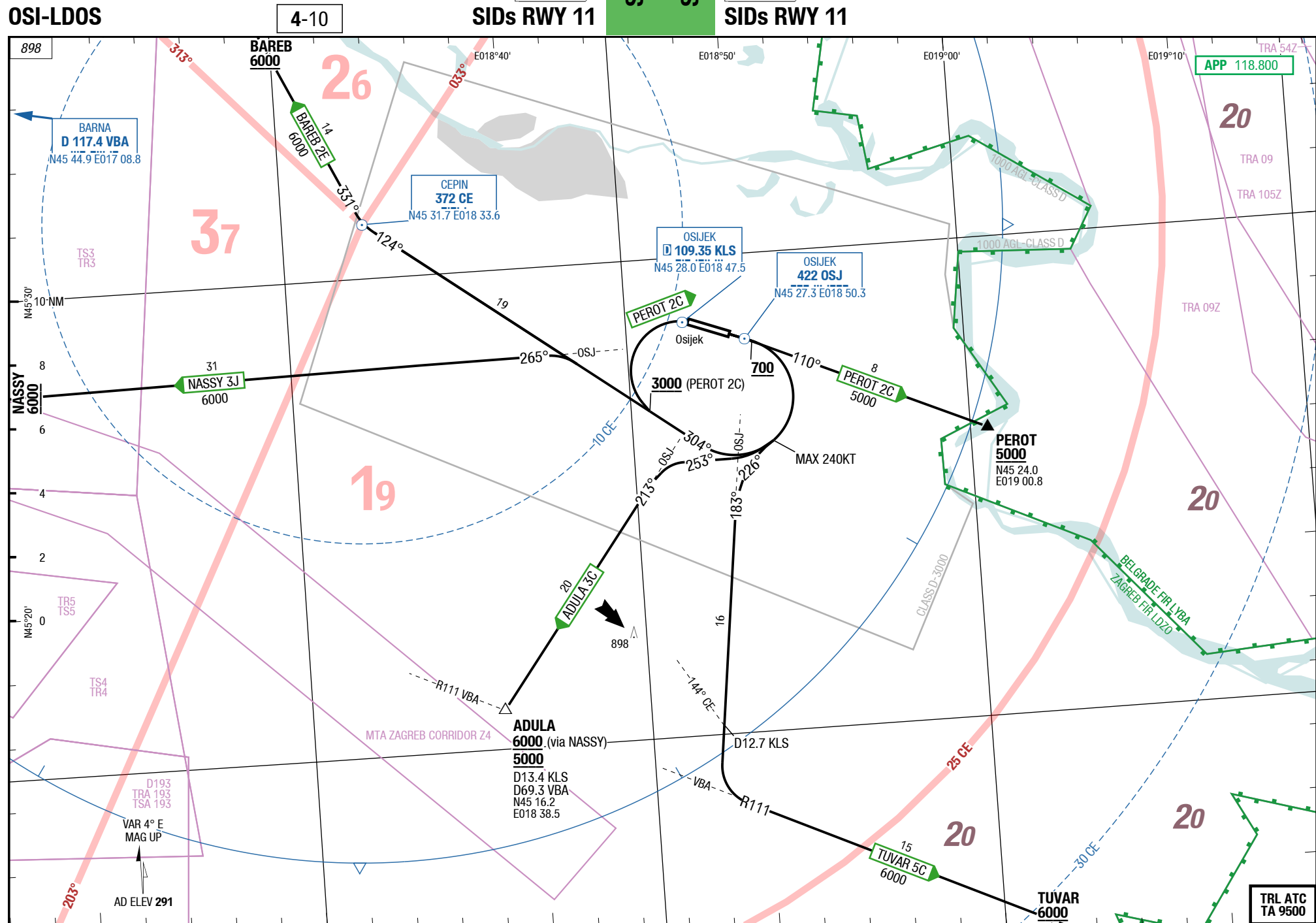
## SIDs RWY 11

SID

SID

SIDs RWY 29

## SIDs RWY 11



Changes: Navaid KLS, SUAs, DIST, PROC renumbered

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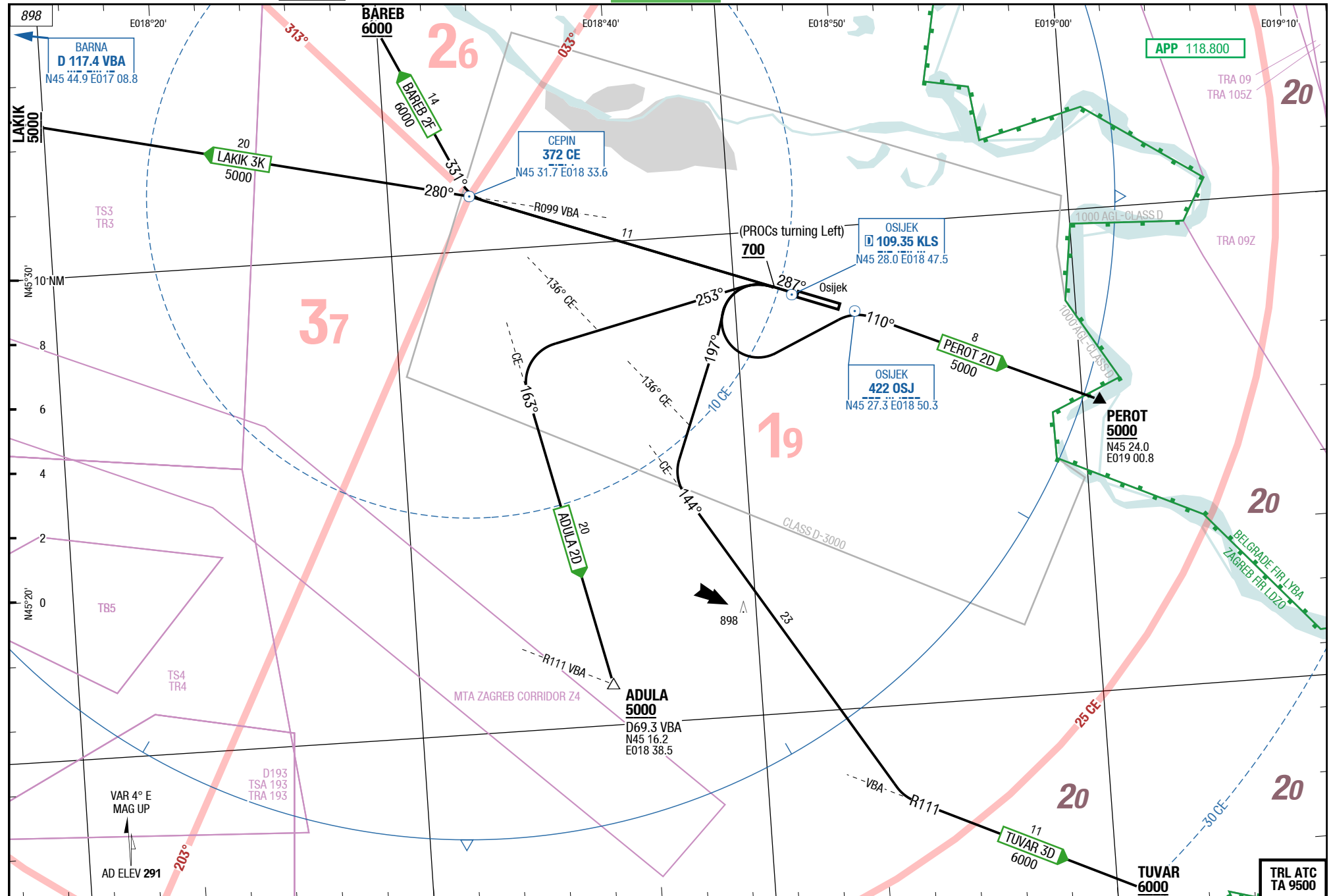
## OSI-LDOS

## SIDs RWY 29

SID

SID

## SIDs RWY 29



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**ADULA 3C / BAREB 2E / NASSY 3J / PEROT 2C / TUVAR 5C**

RWY 11 (107°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>ADULA 3C</b> <b>118.800</b>	at MNM <b>700 RT</b> (MAX 240KT) 253° - intercept QDR 213 <b>OSJ</b> to ADULA	ADULA MNM <b>5000</b> ADULA MNM <b>6000</b> (via NASSY)
<b>BAREB 2E</b> <b>118.800</b>	at MNM <b>700 RT</b> (MAX 240KT) - intercept QDM 304 <b>CE</b> to <b>CE</b> - QDR 331 <b>CE</b> to BAREB	BAREB MNM <b>6000</b>
<b>NASSY 3J</b> <b>118.800</b>	at MNM <b>700 RT</b> (MAX 240KT) 304° - intercept QDR 265 <b>OSJ</b> to NASSY	NASSY MNM <b>6000</b>
<b>PEROT 2C</b> <b>118.800</b>	at MNM <b>700 RT</b> (MAX 240KT) - intercept QDM 304 <b>CE</b> - at MNM <b>3000 RT</b> direct <b>OSJ</b> - QDR 110 <b>OSJ</b> to PEROT	PEROT MNM <b>5000</b>
<b>TUVAR 5C</b> <b>118.800</b>	at MNM <b>700 RT</b> (MAX 240KT) 226° - intercept QDR 183 <b>OSJ</b> - crossing QDR 144 <b>CE</b> or D12.7 <b>KLS LT</b> - intercept R111 <b>VBA</b> to TUVAR	TUVAR MNM <b>6000</b>

ADULA 2D / BAREB 2F / LAKIK 3K / PEROT 2D / TUVAR 3D

RWY 29 (287°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
<b>ADULA 2D</b> <b>118.800</b>	at MNM <b>700 LT</b> 253° - crossing QDR 136 <b>CE LT</b> - intercept QDR 163 <b>CE</b> to ADULA	ADULA MNM <b>5000</b>
<b>BAREB 2F</b> <b>118.800</b>	direct <b>CE</b> - <b>RT</b> intercept QDR 331 <b>CE</b> to BAREB	BAREB MNM <b>6000</b>
<b>LAKIK 3K</b> <b>118.800</b>	direct <b>CE</b> - QDR 280 <b>CE</b> / R099 <b>VBA</b> inbound to LAKIK	LAKIK MNM <b>5000</b>
<b>PEROT 2D</b> <b>118.800</b>	at MNM <b>700 LT</b> direct <b>OSJ</b> - QDR 110 <b>OSJ</b> to PEROT	PEROT MNM <b>5000</b>
<b>TUVAR 3D</b> <b>118.800</b>	at MNM <b>700 LT</b> 197° - crossing QDR 136 <b>CE LT</b> - intercept QDR 144 <b>CE</b> - intercept R111 <b>VBA</b> to TUVAR	TUVAR MNM <b>6000</b>

22-FEB-2018

## OSI-LDOS

STARs RWY 29

## STARs RWY 11

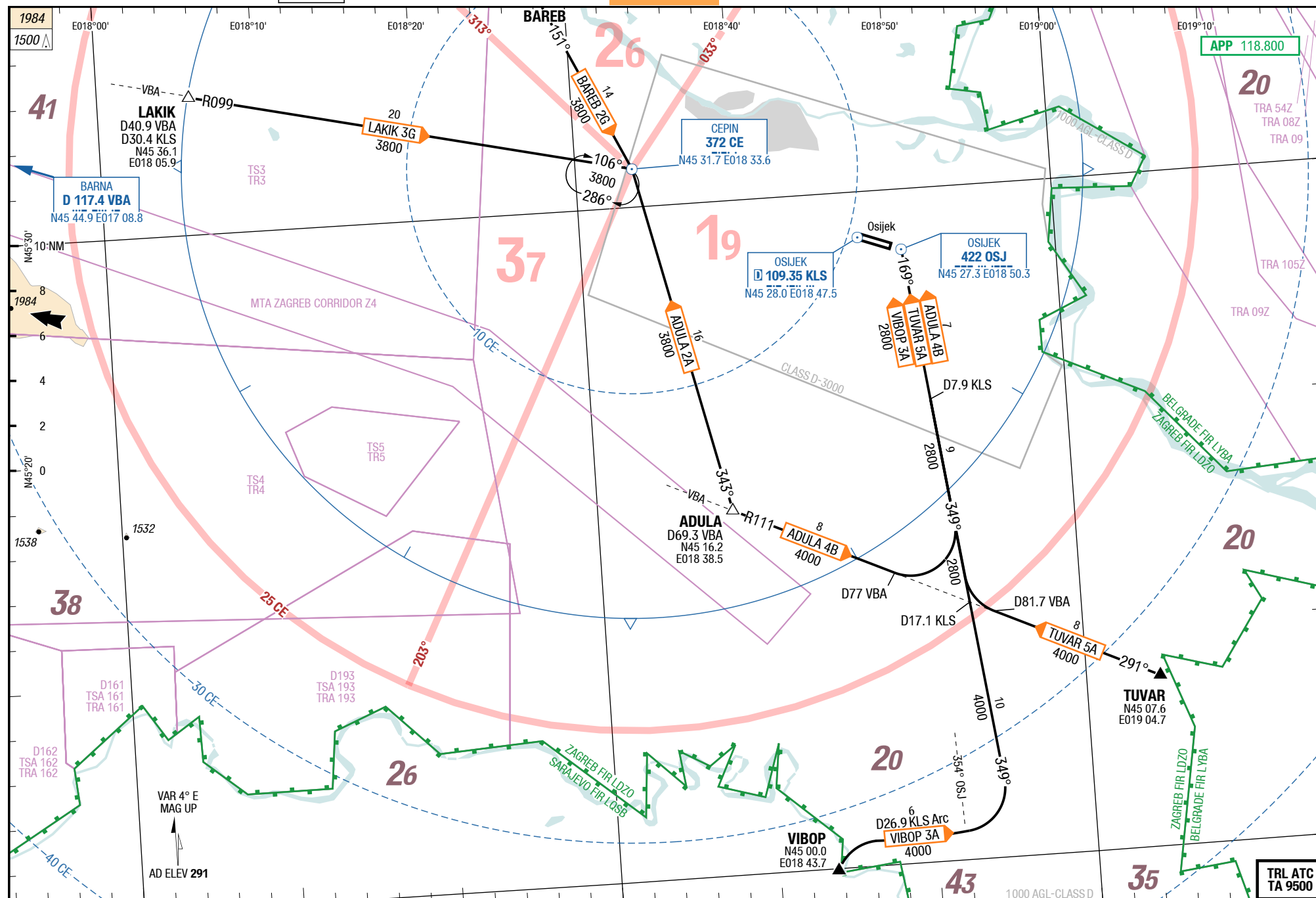
# STAR

# STAR

STARs RWY 29

## STARs RWY 11

**6-10**



Changes: PROC, NAVAID, Track, PROC renumbered, SUAs, DIST

TRL ATC  
TA 9500

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## OSI-LDOS

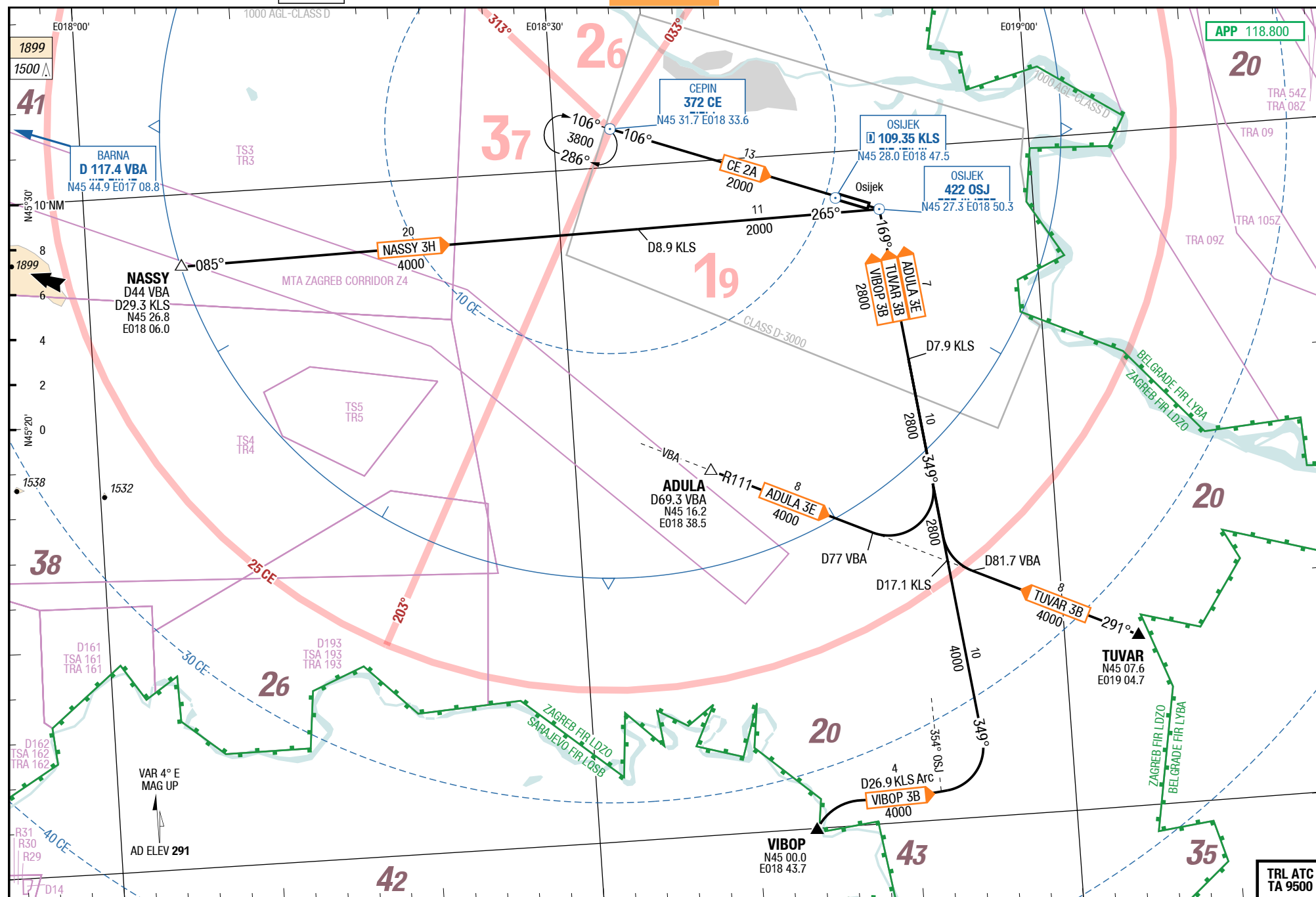
## STARs RWY 29

# STAR

# STAR

## STARs RWY 29

**6-20**



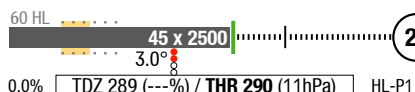
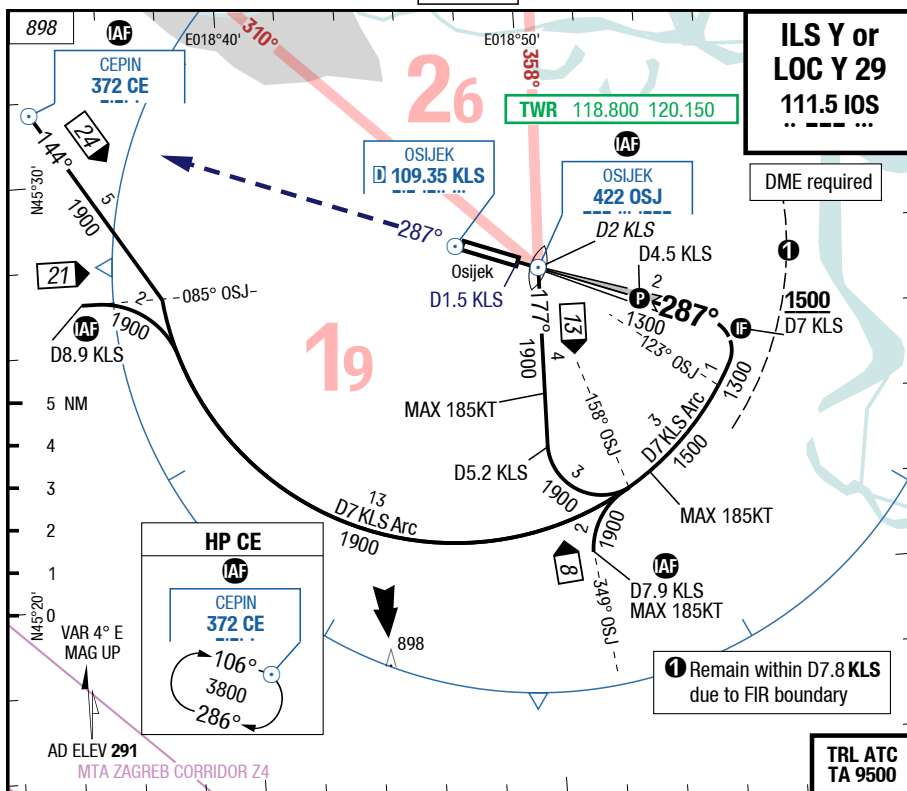
Changes: Track, NAVAID, SUAs, PROC renumbered, DIST

TRL ATC  
TA 9500

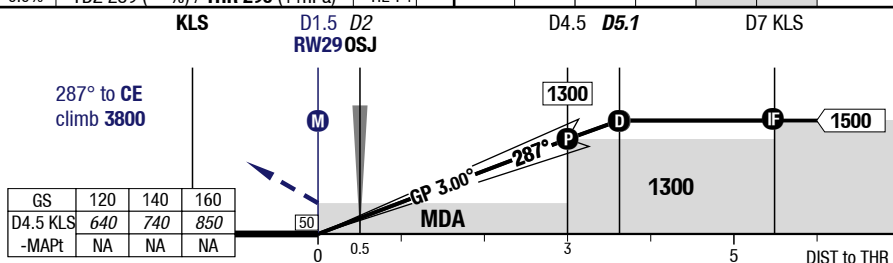
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7-10

ILS Y or LOC Y 29



3	4	5	5.1				LOC 3.02°
820	1140	1460	1500				D KLS



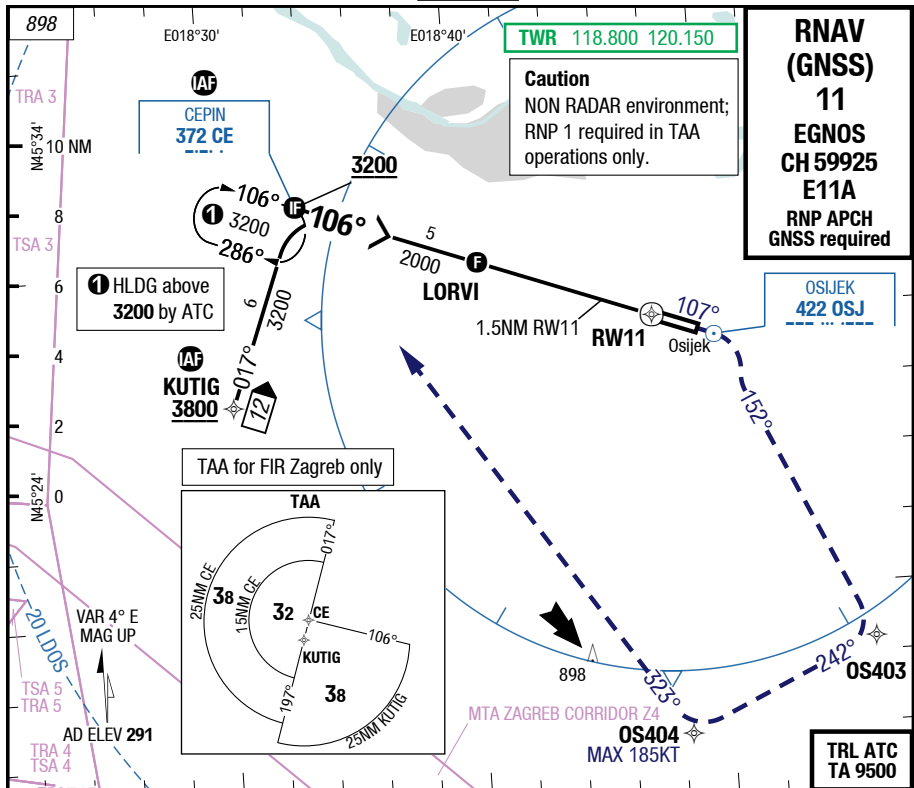
29	Cat 1 DME KLS 1)	LOC DME KLS				Circling
C	ft - m/km ft	200 - 550 490	330 - 800 620			600 - 2.4V 900
D	ft - m/km ft	200 - 550 490	330 - 800 620			800 - 3.6V 1090

1) FD or AP or HGS to DA required, else use 750m RVR

## OSI-LDOS

7-30

## RNAV (GNSS) 11



3.00°	9	7	6	4	3	2	11	83.0°	60 HL
RW11	3200	2570	2260	1620	1300	980	HL-S	2500 x 45	0.0%
10.6 RW11	9	5.2	1.5	RW11					
CE	LORVI								
3200	2000	820	50						
RW11									
N45 28.0									
E018 47.8									
DIST to THR	10	5.25	1.5	0					
GS	120	140	160						
LORVI	640	740	850						
-MAPT	NA	NA	NA						
<b>11</b>	<b>RNAV GNSS</b>	<b>RNAV GNSS</b>	<b>RNAV GNSS</b>	<b>RNAV GNSS</b>	<b>RNAV GNSS</b>	<b>RNAV GNSS</b>	<b>Circling</b>		
	LPV	LPV	VNAV	VNAV	VNAV	LNAV			
	GA 3.0% <sup>1) 2)</sup>	GA 2.5% <sup>3)</sup>	GA 3.0% <sup>1) 2) 4)</sup>	GA 2.5% <sup>3) 4)</sup>	GA 3.0% <sup>1)</sup>				
C	ft - m/km	250 - 800	370 - 1.3	250 - 800	380 - 1.3	320 - 1.0	600 - 2.4V		
	ft	550	660	550	670	610	900		
D	ft - m/km	250 - 800	380 - 1.3	250 - 800	380 - 1.3	320 - 1.0	940 - 3.6V		
	ft	550	670	550	670	610	1230		

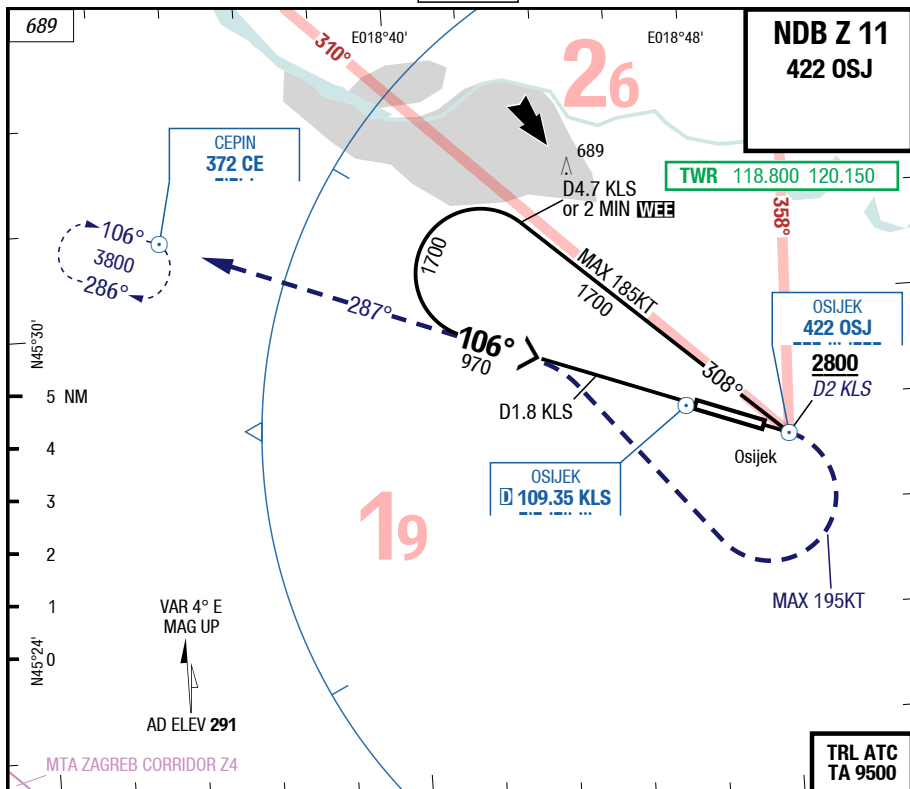
1) GA 3.0% due to airspace restrictions  
2) With EVS 550m  
3) With EVS 900m  
4) Uncompensated BARO VNAV NA below -15°C (5°F)

Changes: MIN, Speed RESTR, MISAP, WPT OS403; OS404, SUAs

## OSI-LDOS

7-50

NDB Z 11

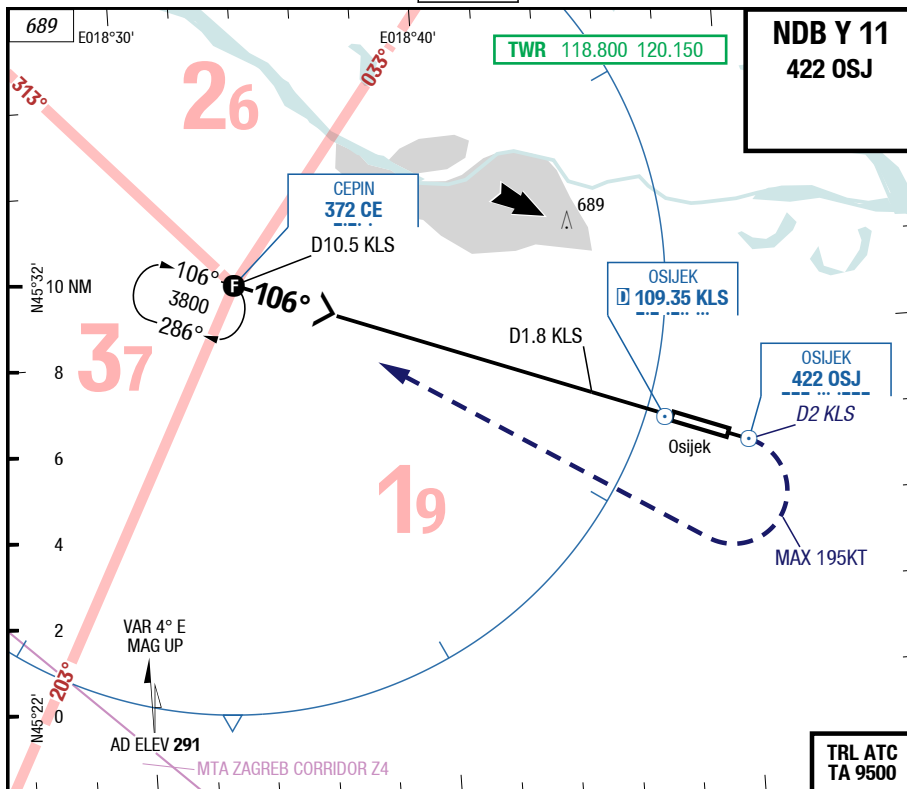


3.02°			4.1	4	3	2	<div>11</div>	83.0°	60 HL												
D KLS								HL-S	2500 x 45												
106°			1700	1680	1360	1040		420													
RWY 107°								THR 291 (11hPa) / TDZ --- (---%)	0.0%												
<div>D4.7 KLS or 2 MIN WEE</div> <div>D4.1</div> <div>D1.8</div> <div>KLS</div> <div>D2 KLS OSJ</div> <div>1 OBST BLW MDA</div> <div>1700</div> <div>MAX 185KT</div> <div>308°</div> <div>2800</div> <div>106°</div> <div>970</div> <div>970</div> <div>MDA</div> <div>RT (MAX 195KT) intercept QDR 287 OSJ to CE (CE U/S: intercept AWY P735 to VBA) climb 3800</div> <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D1.8 KLS</td><td>640</td><td>750</td><td>850</td></tr><tr><td>-MAPt</td><td>1:55</td><td>1:38</td><td>1:26</td></tr></table>										GS	120	140	160	D1.8 KLS	640	750	850	-MAPt	1:55	1:38	1:26
GS	120	140	160																		
D1.8 KLS	640	750	850																		
-MAPt	1:55	1:38	1:26																		
DIST to THR 5 2 0																					
11	NDB DME KLS	NDB							Circling												
C	ft - m/km ft	340 - 1.1 630	530 - 2.0 820						600 - 2.4V 900												
D	ft - m/km ft	340 - 1.1 630	530 - 2.0 820						800 - 3.6V 1090												

## OSI-LDOS

7-60

NDB Y 11

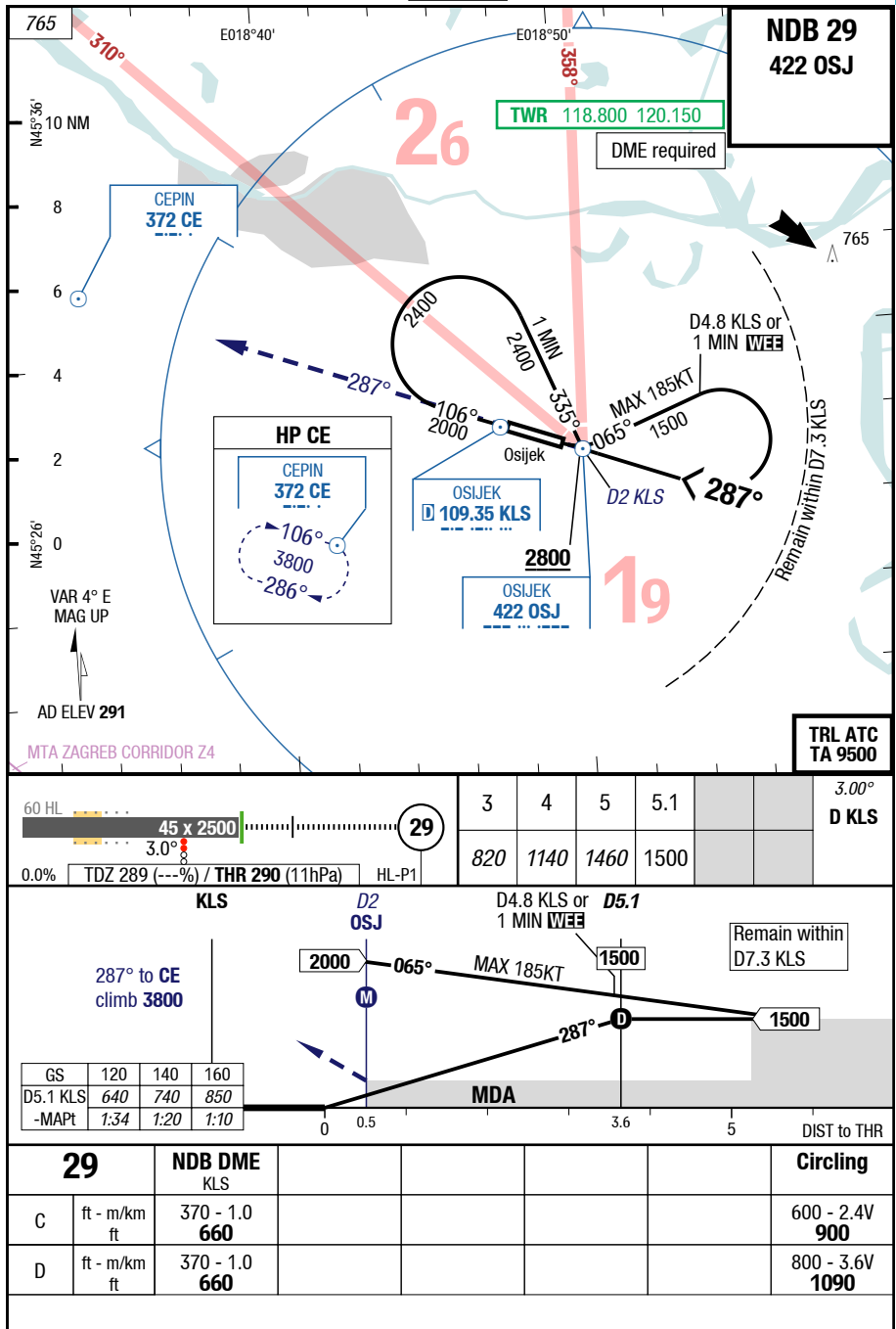


3.02° <b>D KLS</b> <b>106°</b> RWY 107°	10.5	9	7	5	3	2	<div>11</div>	HL-S	420	83.0° 2500 x 45 60 HL	0.0%												
<div>D10.5 KLS CE</div> <div>D1.8 KLS</div> <div>D2 KLS OSJ</div> <div>1 OBST BLW MDA</div> <div>RT (MAX 195KT) direct CE climb 3800</div> <div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D1.8 KLS</td><td>640</td><td>750</td><td>850</td></tr><tr><td>-MAPt</td><td>NA</td><td>NA</td><td>NA</td></tr></table></div> <div><div>3800</div><div>106°</div><div>970</div><div>MDA</div><div>970</div><div>DIST to THR</div><div>10</div><div>5</div><div>2</div><div>0</div></div>												GS	120	140	160	D1.8 KLS	640	750	850	-MAPt	NA	NA	NA
GS	120	140	160																				
D1.8 KLS	640	750	850																				
-MAPt	NA	NA	NA																				
<div>11</div>	<div>NDB DME KLS</div>	<div>NDB</div>					<div>Circling</div>																
C	ft - m/km ft	340 - 1.1 630	560 - 2.1 850				600 - 2.4V 900																
D	ft - m/km ft	340 - 1.1 630	560 - 2.1 850				800 - 3.6V 1090																

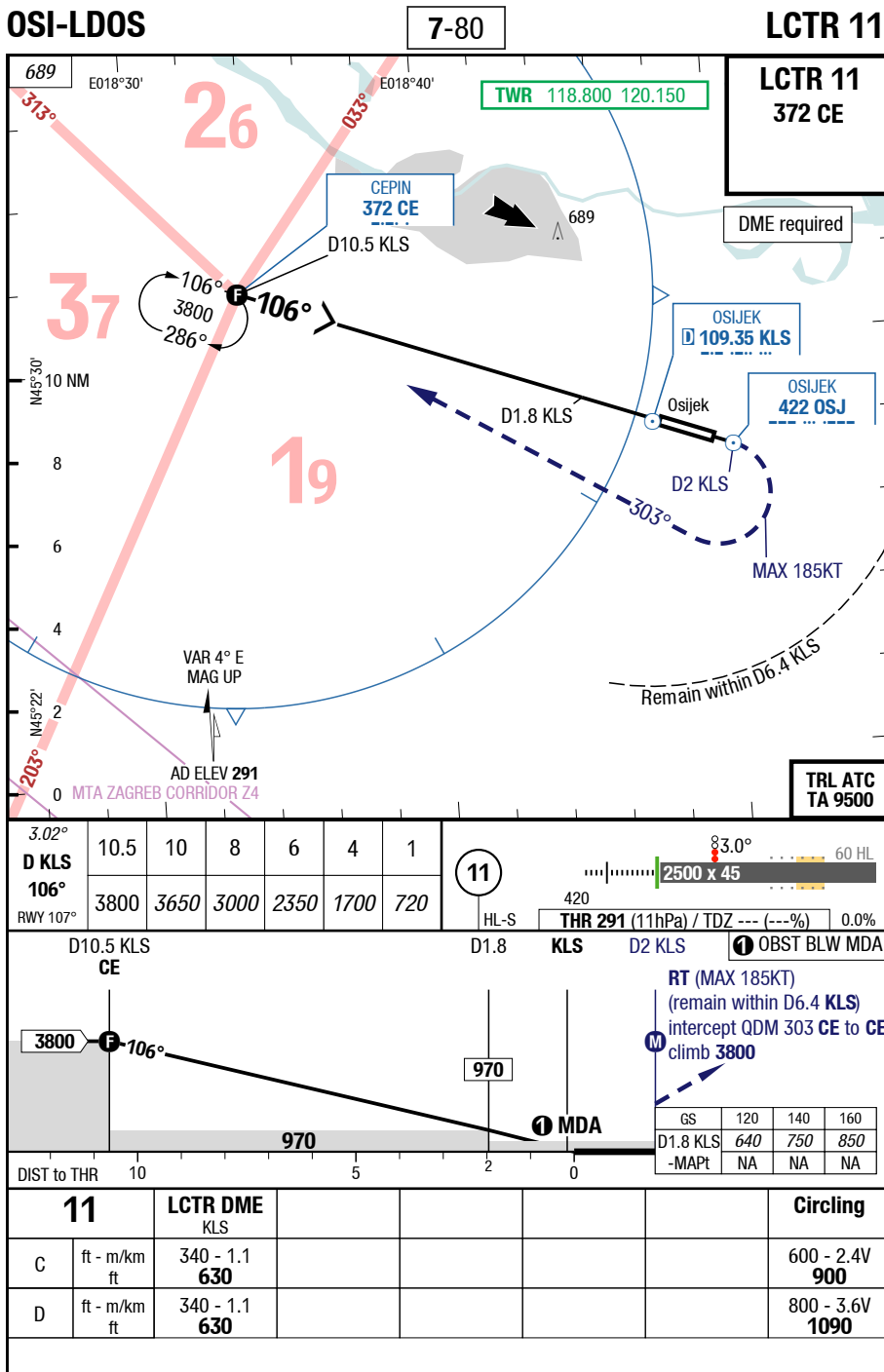
## OSI-LDOS

7-70

NDB 29



Changes: TDZE



OSI-LDOS

7-90

WxMinima Overflow

11		RNAV GNSS LNAV GA 2.5%					
C	ft - m/km ft	380 - 1.3 670					
D	ft - m/km ft	380 - 1.3 670					