

**GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** H24**Airport Information****RFF:** CAT 6 0400-2200±; CAT 4 2200-0400±. Up to CAT 9 AVBL O/R.

**PCN:** RWY 05/23: 68/R/B/W/T (390m / 1280ft)  
 54/R/A/W/T (106m / 348ft)  
 54/F/A/W/T (2262m / 7420ft)  
 54/R/A/W/T (494m / 1620ft)

**Operation****Low Visibility Procedure**

Advanced Surface Movement Guidance and Control System (A-SMGCS) in use when LVP activated.

**Phase 1:**

- RVR falls below 1000m
- and/or ceiling at/or below 300ft.

In this phase, protection of sensitive area not yet provided.

**Phase 2:**

- RVR falls below 550m
- and/or ceiling at/or below 200ft.

During LVP only RWY 05 in use.

On EAST APN only 1 ACFT movement is allowed at a time.

**ARR:**

Report when landed and shall report RWY vacated when passing the end of the color coded yellow-green TWY CLL on TWR FREQ.

Vacating RWY AVBL via TWY E only.

Expect stopbars on TWY F and TWY G.

Follow-me guidance shall be provided from stopbar F1 (entrance to WEST APN) or G (entrance to EAST APN). Aircraft shall report follow-me in sight on GND FREQ.

**DEP:**

EAST APN (during LVP): Follow-me guidance from TWY MC up to stopbar in TWY H.

WEST APN (during LVP): Follow-me guidance from parking position to CAT II/III holding position in TWY A (note: guidance could be omitted if ATC has visual contact with holding position CAT II/III in TWY A).

Aircraft shall report follow-me in sight on GND FREQ.

Intersection TKOF are not AVBL during LVP.

Aircraft shall report airborne on TWR FREQ.

**RWY Restriction**

RWY 23 turn pad: 180° turn for ACFT with wheel base more than 25.6m / 84ft prohibited.

LDG RWY 05: Preferential TWY D (except see TWY Restrictions).

LDG RWY 23: Preferential TWY C.

**GENERAL****TWY Restrictions**

TWY R width 15m / 49ft.

TWY T width 11.25m / 37ft.

Taxilane from stand 3-16 AVBL for ACFT with MAX wingspan 36m / 118ft.

TWY D prohibited:

- to code letter D, E, F ACFT.
- for code letter C ACFT with wheel base more than 18m / 59ft.

Use of part of TWY F (from TWY C to TWY B) prohibited to ACFT with wingspan more than 61m / 200ft (ACFT movement from PSN E and F to THR 05 shall be via TWY C and RWY, instructed by TWR).

TWY F: taxiing of 4-ENG ACFT is prohibited with active ENG 1 and 4.

**Taxi/Parking**

MAX speed 30KT on all TWYs.

Taxiing on WEST APN with follow-me only.

ACFT must not perform powered 180° turn in the apron areas.

**Standard Taxi Routes**

ARR:

RWY 05: via TWY D/E, G and MC - EAST APN or TWY C/D, F - WEST APN.

RWY 23: via TWY C/B, F, G and MC - EAST APN or TWY C/B - WEST APN.

DEP:

RWY 05: EAST APN via TWY H, F, A (B, C optional).  
WEST APN via TWY F and A (B optional).

RWY 23: EAST APN via TWY H, F and D, E.  
WEST APN via TWY F and D, E.

**Warnings**

Due to potential interference the VOR/DME ZAG is only approved for ACFT with receivers complying with FM immunity provisions.

Birds in vicinity of AD.

**ARRIVAL****Arrival Procedure****Non-standard GP intercept position on****RWY 05**

GP intercepts RWY 05 at 308m / 1011ft after landing threshold.

Remaining DIST beyond GP is 2944m / 9658ft.

**RWY 23**

GP intercepts RWY 23 at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 2926m / 9600ft.

**Warnings**

Strong windshear may occur in APCH area of RWY 05.

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

RWY		05	
All ACFT	ft - m/km	0 - 100R	-
RWY		23	
All ACFT	ft - m/km	0 - 125R	-

**Departure Procedure****Departure Note****PETOV 3H/3J:** Only for TFC DEST LJMB.**Noise Abatement Procedure:** Use ICAO Standard NADP 1.**ATC Slot, Clearance**

ATC CLR AVBL on TWR/GND FREQ 15min before EOBT.

Flight crew shall request ATC DEP CLR prior to request for push back/start up.

REQ full RWY length for DEP shall advise TWR/GND when requesting taxi CLR at the latest.

WEST APN:

Do not request start up CLR before it is ascertained that start of the ENG can be completed within 5min after CLR has been issued.

EAST APN:

ACFT with CTOT are strongly advised to be ready and request push-back/start up CLR 5min prior to CTOT at latest.

**De-Icing**

AVBL

RWY 05:

EAST APN: Jet ACFT with wing engines on position 3 and 4.

Jet ACFT with fuselage engines on parking position.

WEST APN: On parking position.

RWY 23: On parking position.

Effective 19-JUL-2018

12-JUL-2018

ZAG-LDZA

2-10

Croatia Zagreb Pleso

AGC

AFC

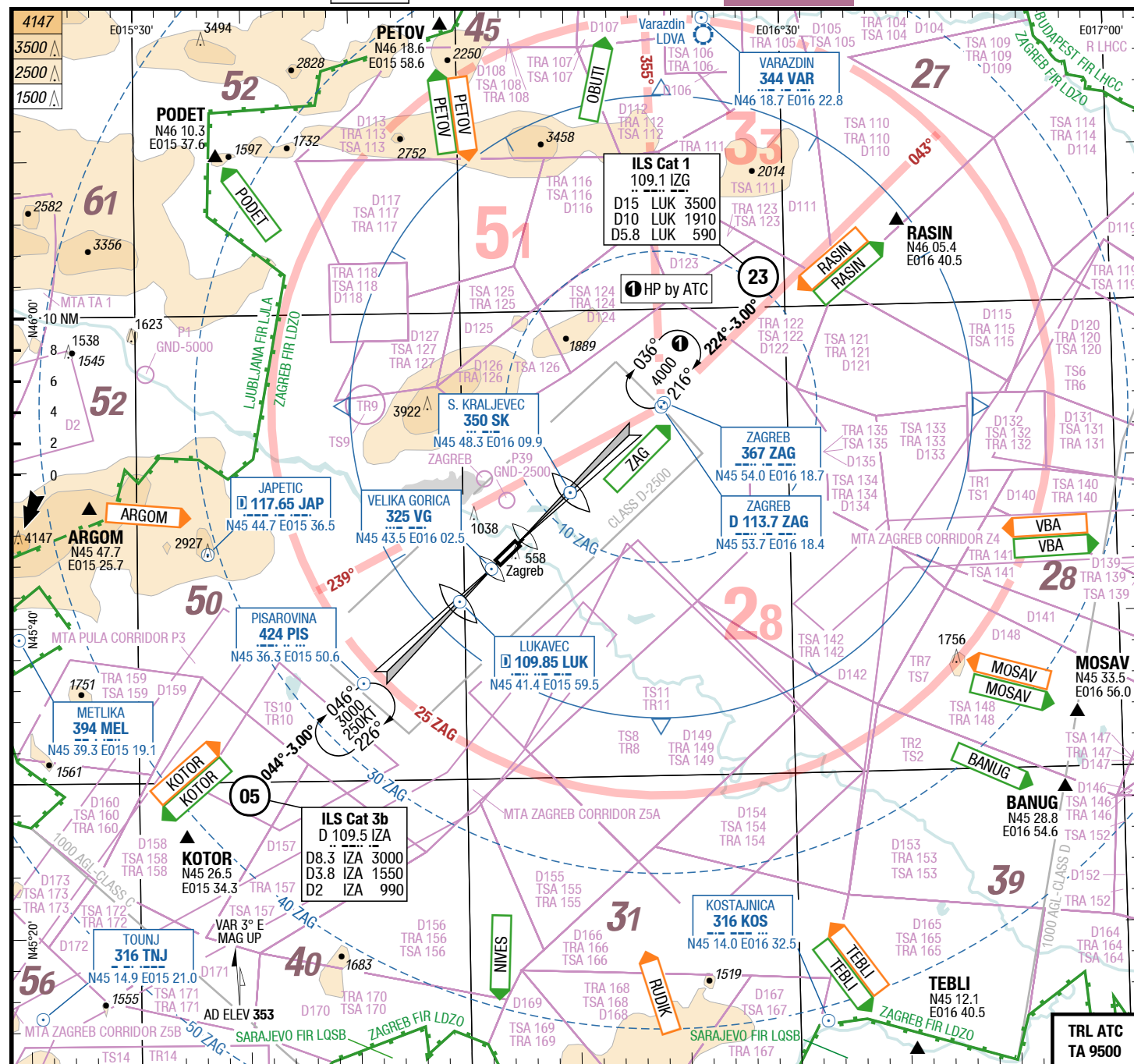
AFC

AFC

Pleso Zagreb Croatia

AGC

AFC



ATIS	124.575	
RAD	120.700	118.500
TWR	118.300	119.125
GND	121.850	peak hours, LVP
Info	135.050	

**Landing RWY system:**

05 23

HL-P2F **THR 353 (13hPa) / TDZ --- (%) 0.0%**

60 HL 23

0.0% **TDZ 349 (---%) / THR 348 (13hPa) HL-P1**

Changes: Nil

Effective 19-JUL-2018

12-JUL-2018

ZAG-LDZA

3-20

Croatia Zagreb Pleso

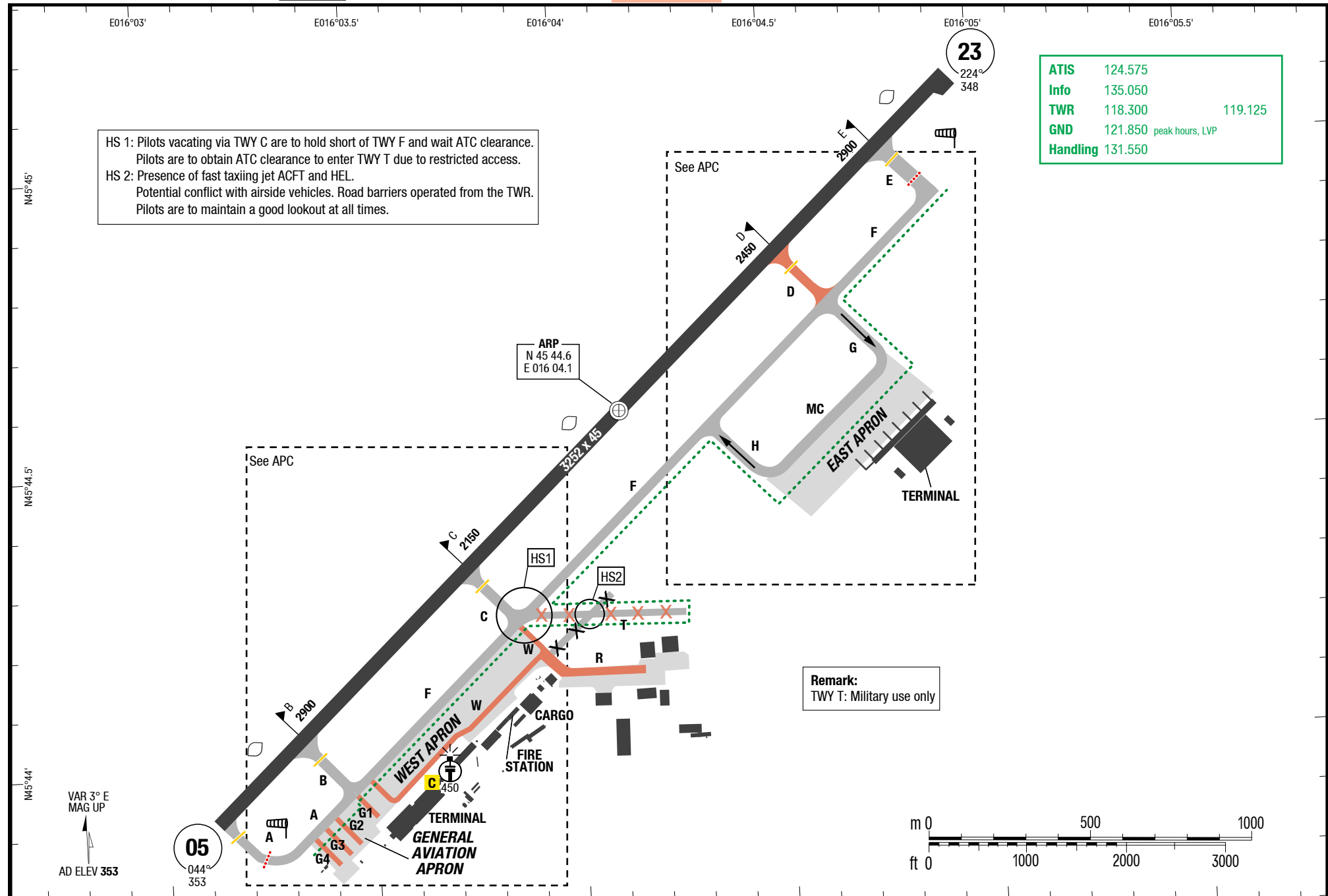
AGC

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Pleso Zagreb Croatia

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Changes: APN, TWY G1, G2, G3, G4, W, BLDG

26-JUL-2018/UFN

26-JUL-2018

ZAG-LDZA

Croatia Zagreb Pleso

NIL

Tempo AGC

AGC

AGC

Pleso Zagreb Croatia

NIL

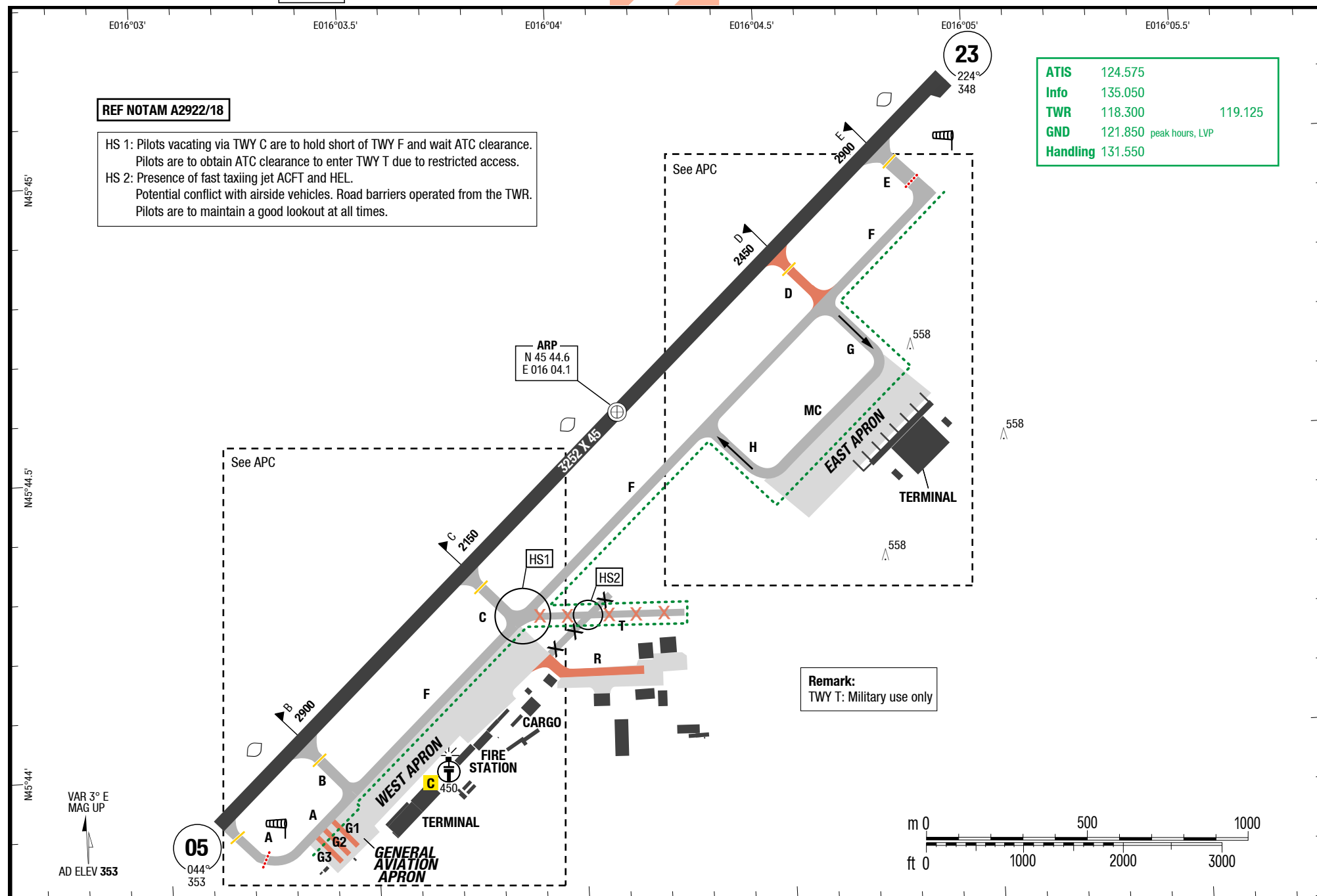
Tempo AGC

3-21

## REF NOTAM A2922/18

HS 1: 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.  
HS 2: Presence of fast taxiing jet ACFT and HEL.  
Potential conflict with airside vehicles. Road barriers operated from the TWR.  
Pilots are to maintain a good lookout at all times.

ATIS	124.575
Info	135.050
TWR	118.300 119.125
GND	121.850 peak hours, LVP
Handling	131.550



Changes: new

26-JUL-2018/UFN

26-JUL-2018

ZAG-LDZA

3-28

Croatia Zagreb Pleso

NIL

Tempo APC

APC

APC

Pleso Zagreb Croatia

NIL

Tempo APC

Not to scale

#### COORDINATES

##### WEST APRON

1, 1A N45 43.9 E016 03.5  
2 N45 44.0 E016 03.5  
2A N45 43.9 E016 03.5  
3-6 N45 44.0 E016 03.6  
7 N45 44.0 E016 03.7

8-11 N45 44.1 E016 03.7  
12, 13 N45 44.1 E016 03.8  
14, 15 N45 44.2 E016 03.8  
16 N45 44.2 E016 03.9  
17 N45 44.1 E016 03.9

18-20A N45 44.1 E016 03.8  
21 N45 44.1 E016 03.9  
21A N45 44.1 E016 03.8  
22 N45 44.2 E016 03.9  
22A N45 44.1 E016 03.9

A N45 44.9 E016 03.5  
B N45 44.0 E016 03.6  
C N45 44.1 E016 03.7  
D N45 44.1 E016 03.8  
E N45 44.2 E016 03.8

F N45 44.1 E016 03.8  
G N45 44.2 E016 03.8

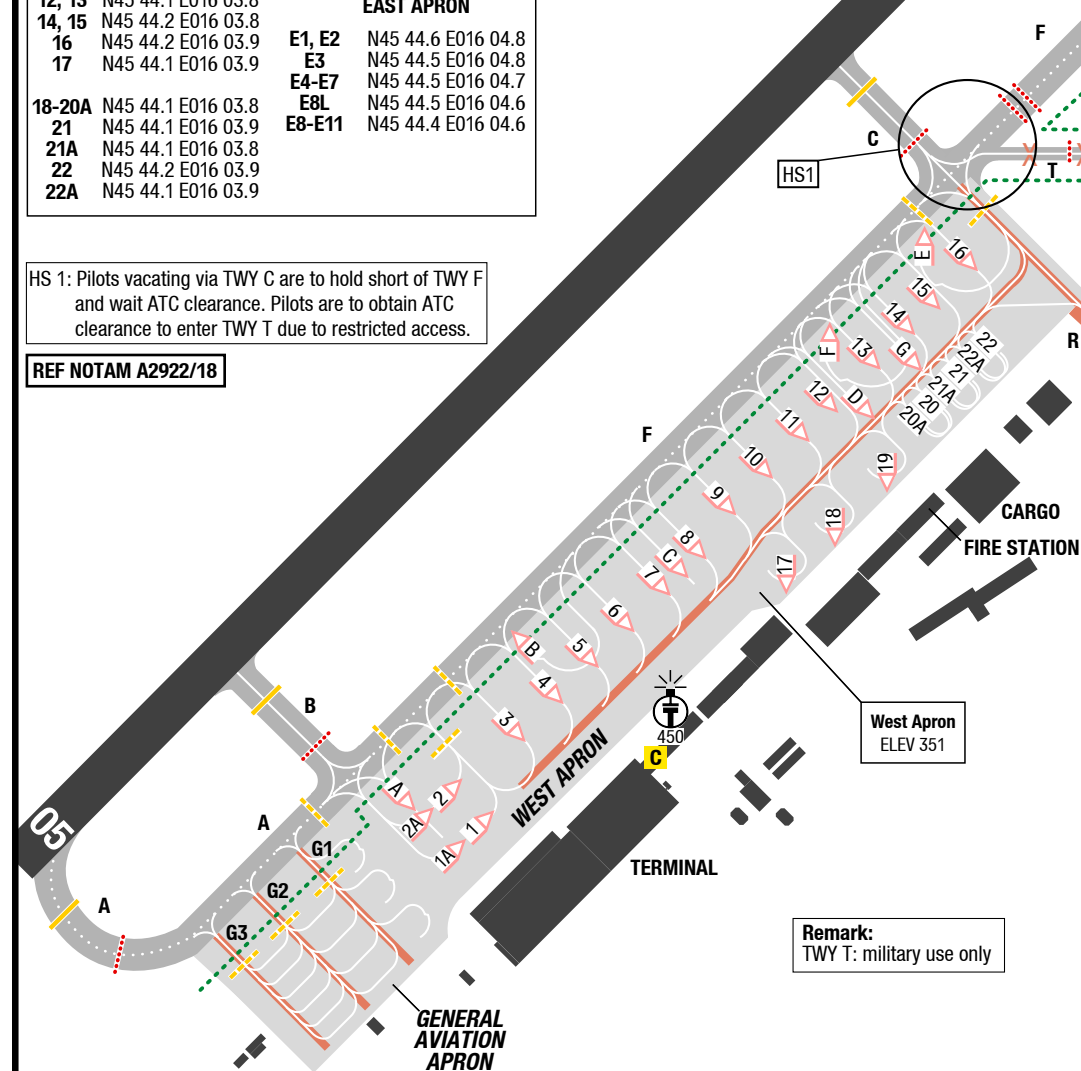
##### EAST APRON

E1, E2 N45 44.6 E016 04.8  
E3 N45 44.5 E016 04.8  
E4-E7 N45 44.5 E016 04.7  
E8L N45 44.5 E016 04.6  
E8-E11 N45 44.4 E016 04.6

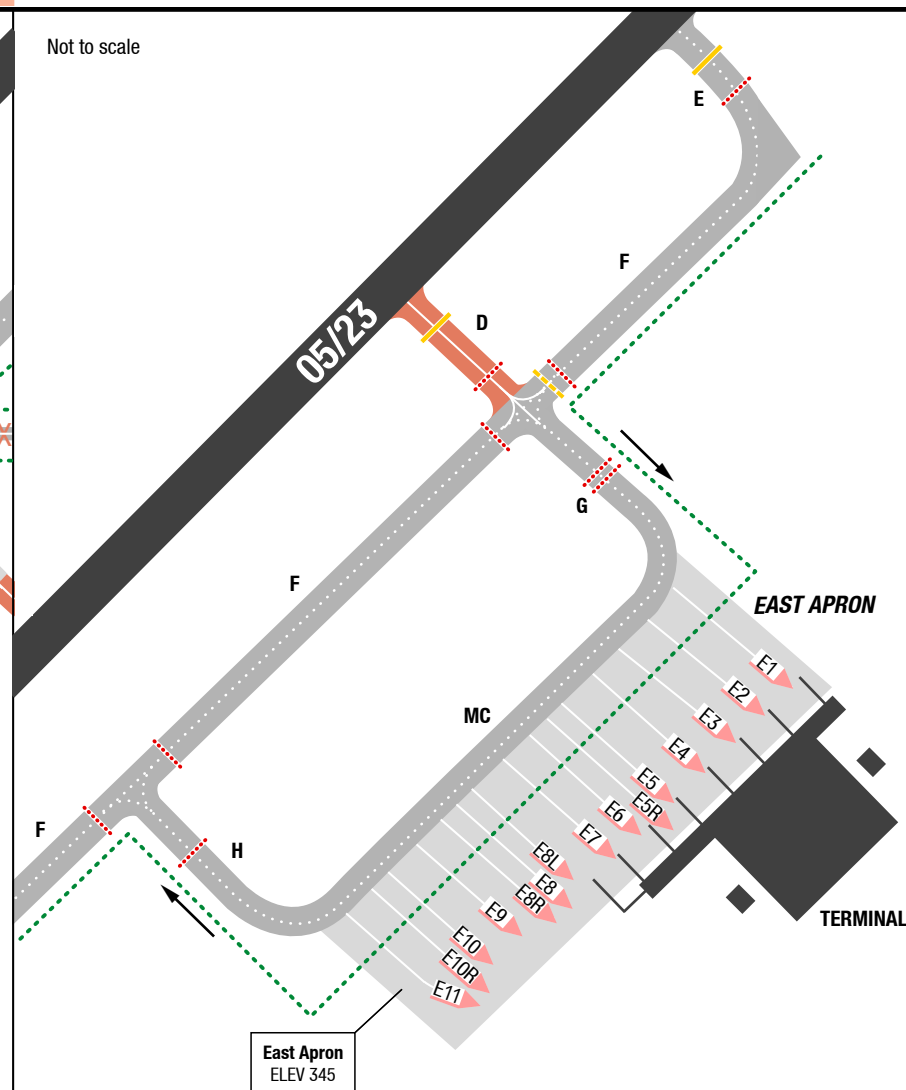
ATIS 124.575  
Info 135.050  
TWR 118.300 119.125  
GND 121.850 peak hours, LVP  
Handling 131.550

HS 1: 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.

REF NOTAM A2922/18



Not to scale



Changes: new

Effective 19-JUL-2018

12-JUL-2018

ZAG-LDZA

3-30

Croatia Zagreb Pleso

NIL  
APC

APC

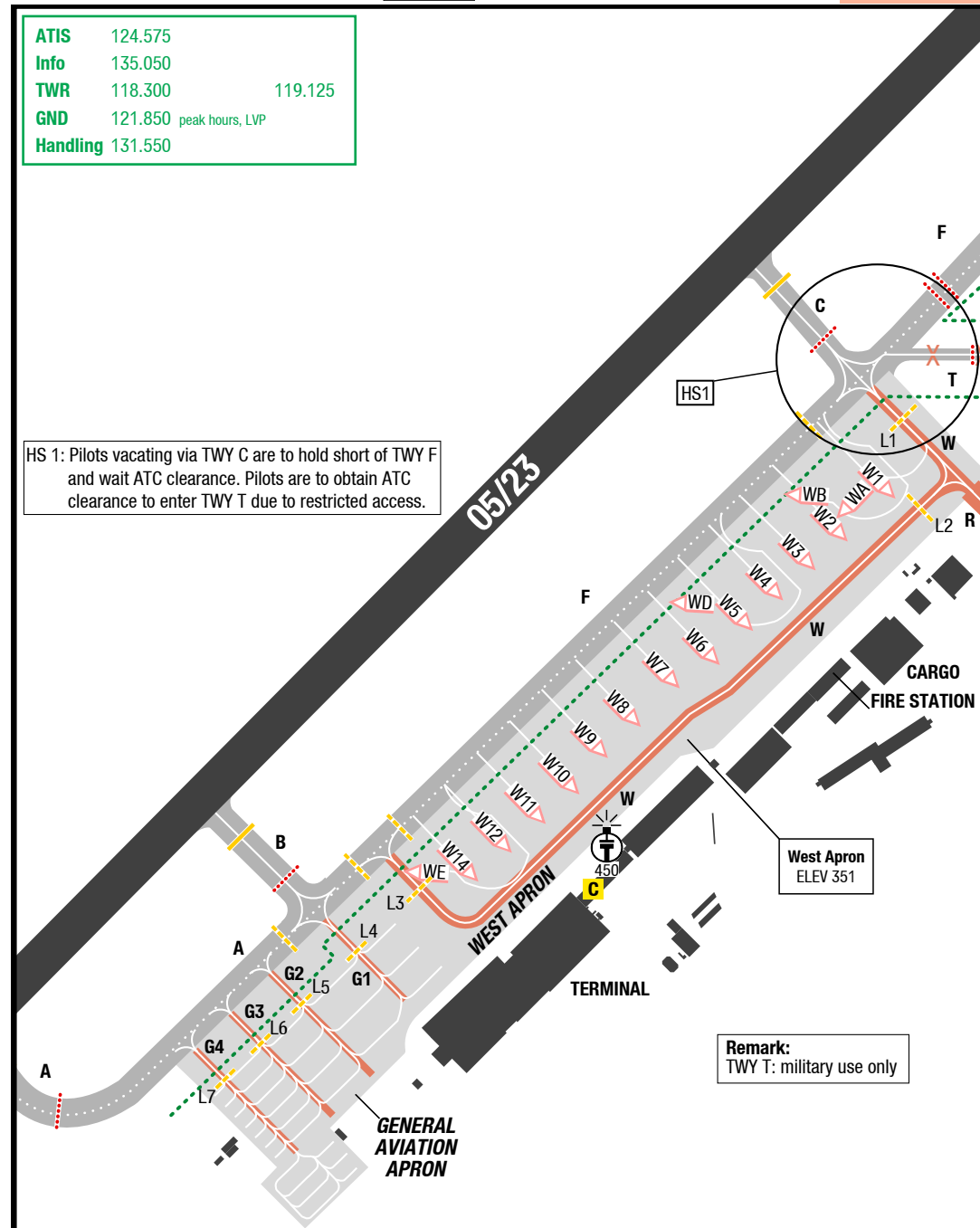
APC

Pleso Zagreb Croatia

NIL  
APC

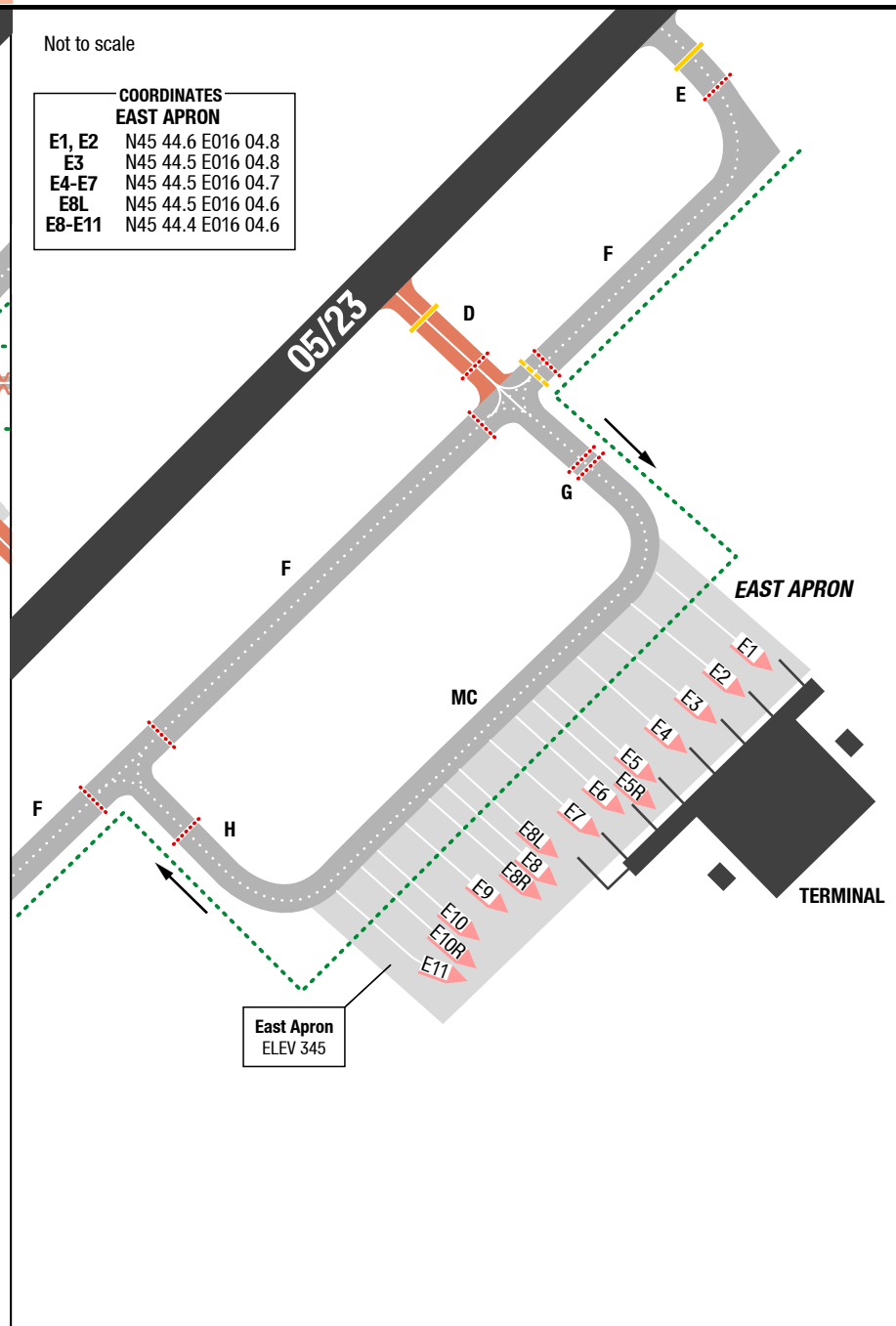
ATIS 124.575  
Info 135.050  
TWR 118.300 119.125  
GND 121.850 peak hours, LVP  
Handling 131.550

HS 1: 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.



Not to scale

COORDINATES  
EAST APRON  
E1, E2 N45 44.6 E016 04.8  
E3 N45 44.5 E016 04.8  
E4-E7 N45 44.5 E016 04.7  
E8L N45 44.5 E016 04.6  
E8-E11 N45 44.4 E016 04.6



Changes: APN, HLDG POS, TWY G1-G4, W, Parkingstand, BLDG



## ZAG-LDZA

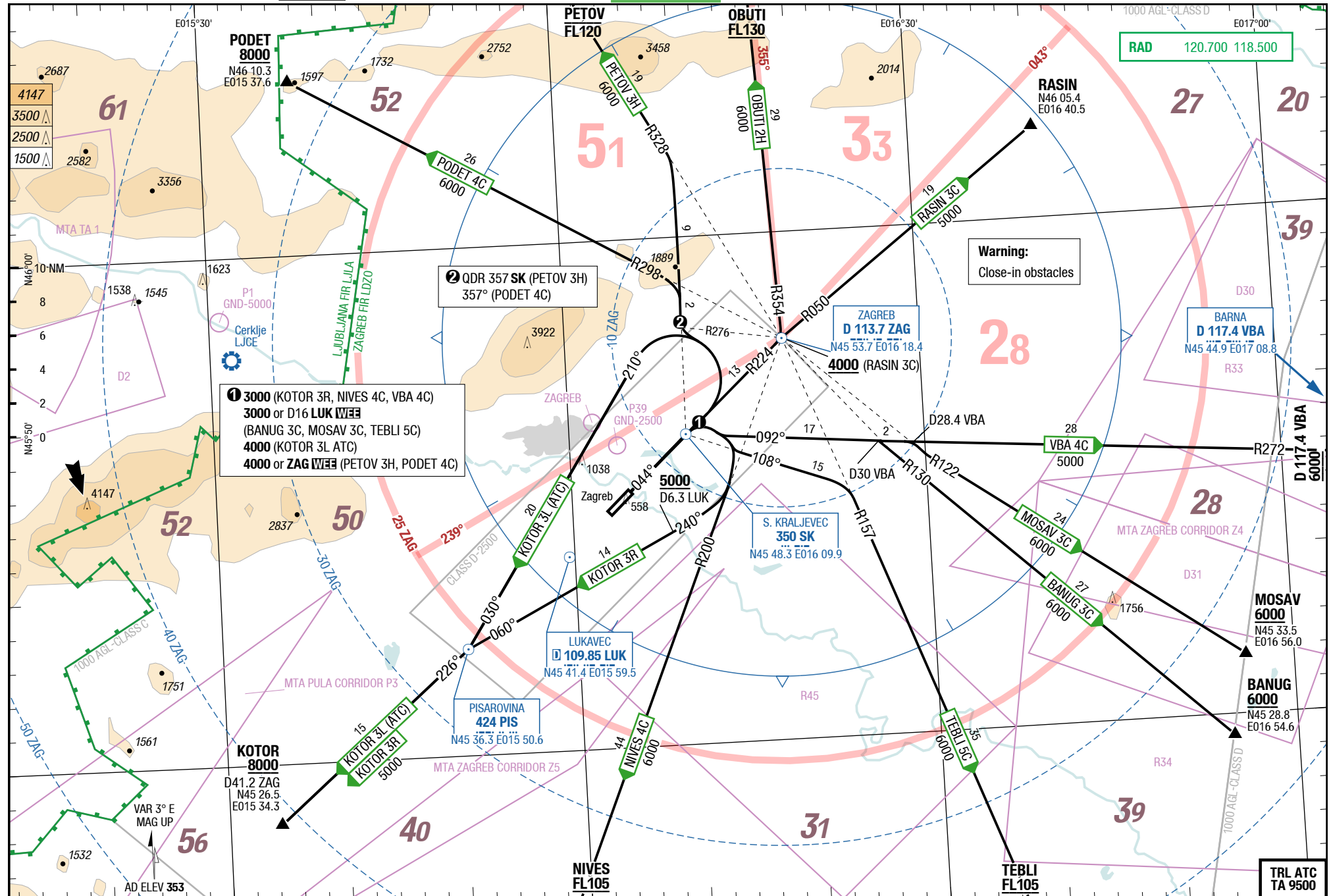
## SIDs RWY 05

SID

SID

## SIDs RWY 05

**4-10**



Changes: WPT RASIN, TOPO

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## ZAG-LDZA

## Pleso **Zagreb** Croatia

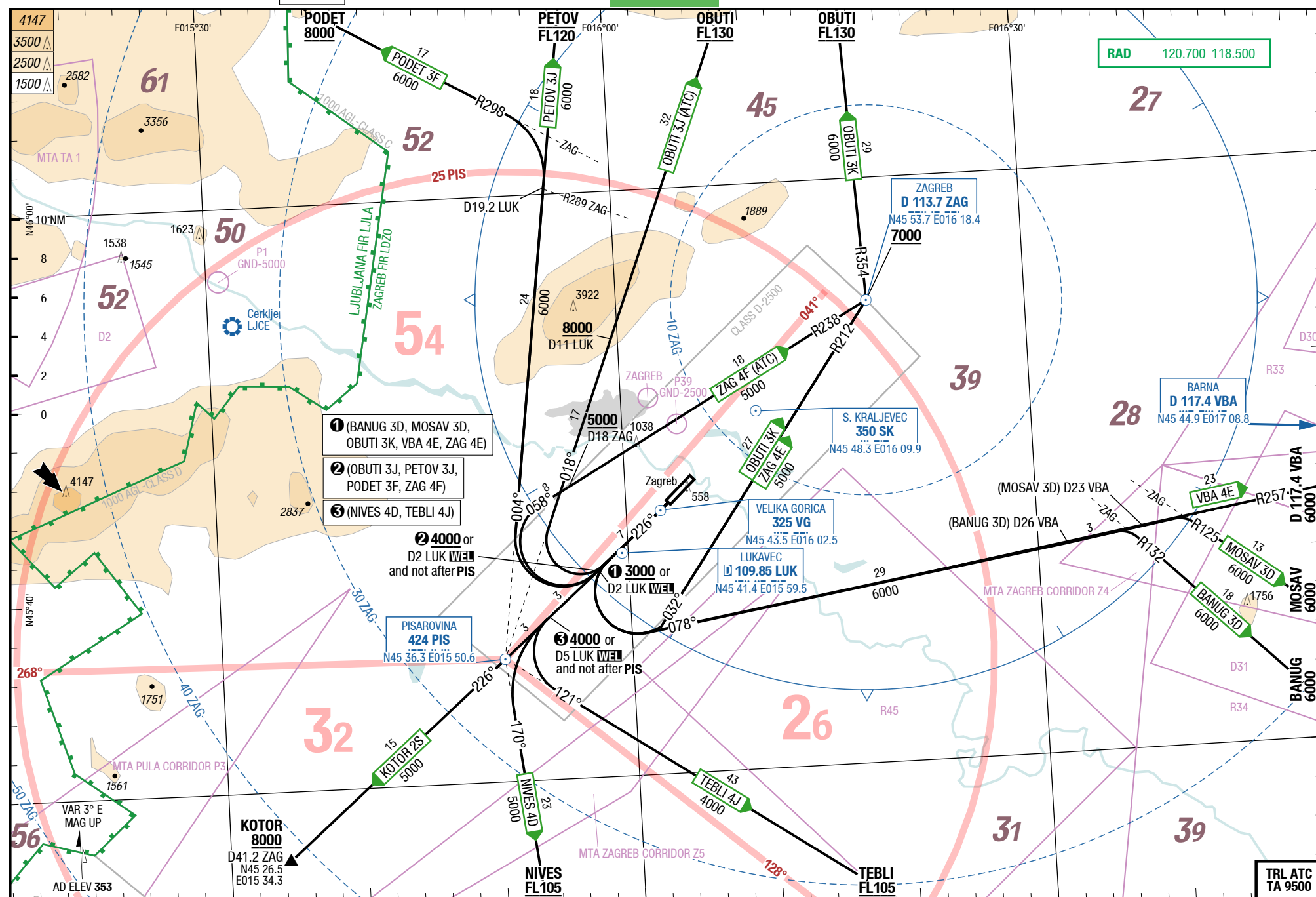
SID

SID

## SIDs RWY 23

4-20

## SIDs RWY 23



Changes: TOP0

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09-OCT-2014

**ZAG-LDZA**

5-10

**SIDs RWY 05**

**BANUG 3C / BARNA 4C / KOTOR 3L / KOTOR 3R / MOSAV 3C / NIVES 4C / OBUTI 2H / PETOV 3H / PODET 4C / RASIN 3C / TEBLI 5C**

RWY 05 (044°)

After take-off, contact Zagreb RAD.

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>BANUG 3C</b> 120.700	at <b>3000</b> or D16 <b>LUK</b> , whichever is earlier, <b>RT</b> intercept R272 <b>VBA</b> inbound - at D30 <b>VBA RT</b> intercept R130 <b>ZAG</b> to BANUG	BANUG MNM <b>6000</b> <b>initial climb 6000</b>
<b>BARNA 4C</b> <b>VBA 4C</b> 120.700	at <b>3000 RT</b> intercept R272 <b>VBA</b> to <b>VBA</b>	<b>VBA MNM 6000</b> <b>initial climb 6000</b>
<b>KOTOR 3L</b> (ATC) 120.700	at <b>4000 LT</b> intercept QDM 210 <b>PIS</b> to <b>PIS</b> - QDR 226 <b>PIS</b> to KOTOR	KOTOR MNM <b>8000</b> <b>initial climb 6000</b>
<b>KOTOR 3R</b> 120.700	at <b>3000 RT</b> intercept QDM 240 <b>PIS</b> to <b>PIS</b> - QDR 226 <b>PIS</b> to KOTOR	D6.3 <b>LUK MNM 5000</b> KOTOR MNM <b>8000</b> <b>initial climb 6000</b>
<b>MOSAV 3C</b> 120.700	at <b>3000</b> or D16 <b>LUK</b> , whichever is earlier, <b>RT</b> intercept R272 <b>VBA</b> inbound - at D28.4 <b>VBA RT</b> intercept R122 <b>ZAG</b> to MOSAV	MOSAV MNM <b>6000</b> <b>initial climb 6000</b>
<b>NIVES 4C</b> 120.700	at <b>3000 RT</b> intercept R200 <b>ZAG</b> to NIVES	NIVES MNM <b>FL105</b> <b>initial climb 6000</b>
<b>OBUTI 2H</b> 120.700	direct <b>ZAG</b> - R354 <b>ZAG</b> to OBUTI	OBUTI MNM <b>FL130</b> <b>initial climb 6000</b>
<b>PETOV 3H</b> 120.700	at <b>4000</b> or <b>ZAG</b> , whichever is earlier, <b>LT</b> intercept QDR 357 <b>SK</b> - intercept R328 <b>ZAG</b> to PETOV	PETOV MAX <b>FL120</b> <b>initial climb 6000</b>
<b>PODET 4C</b> 120.700	at <b>4000</b> or <b>ZAG</b> , whichever is earlier, <b>LT 357°</b> - crossing R276 <b>ZAG LT</b> intercept R298 <b>ZAG</b> to PODET	PODET MNM <b>8000</b> <b>initial climb 6000</b>
<b>RASIN 3C</b> 120.700	direct <b>ZAG</b> - R050 <b>ZAG</b> to RASIN	<b>ZAG MNM 4000</b> <b>initial climb 6000</b>
<b>TEBLI 5C</b> 120.700	at <b>3000</b> or D16 <b>LUK</b> , whichever is earlier, <b>RT</b> QDR 108 <b>SK</b> - intercept R157 <b>ZAG</b> to TEBLI	TEBLI MNM <b>FL105</b> <b>initial climb 6000</b>

09-OCT-2014

**ZAG-LDZA**

5-20

**SIDs RWY 23**

**BANUG 3D / BARNA 4E / KOTOR 2S / MOSAV 3D / NIVES 4D / OBUTI 3J / OBUTI 3K / PETOV 3J / PODET 3F / TEBLI 4J / ZAGREB 4E**

RWY 23 (224°)

After take-off, contact Zagreb RAD.

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>BANUG 3D</b> 120.700	inbound <b>PIS</b> - MNM <b>3000</b> or D2 <b>LUK</b> , whichever is later, <b>LT</b> intercept R257 <b>VBA</b> inbound - at D26 <b>VBA RT</b> intercept R132 <b>ZAG</b> to BANUG	BANUG MNM <b>6000</b> <b>initial climb 6000</b>
<b>BARNA 4E</b> <b>VBA 4E</b> 120.700	inbound <b>PIS</b> - MNM <b>3000</b> or D2 <b>LUK</b> , whichever is later, <b>LT</b> intercept R257 <b>VBA</b> to <b>VBA</b>	<b>VBA MNM 6000</b> <b>initial climb 6000</b>
<b>KOTOR 2S</b> 120.700	direct <b>PIS</b> - QDR 226 <b>PIS</b> to KOTOR	KOTOR MNM <b>8000</b> <b>initial climb 6000</b>
<b>MOSAV 3D</b> 120.700	inbound <b>PIS</b> - MNM <b>3000</b> or D2 <b>LUK</b> , whichever is later, <b>LT</b> intercept R257 <b>VBA</b> inbound - at D23 <b>VBA RT</b> intercept R125 <b>ZAG</b> to MOSAV	MOSAV MNM <b>6000</b> <b>initial climb 6000</b>
<b>NIVES 4D</b> 120.700	inbound <b>PIS</b> - MNM <b>4000</b> or D5 <b>LUK</b> , whichever is later, and not after <b>PIS</b> , <b>LT</b> intercept QDR 170 <b>PIS</b> to NIVES	NIVES MNM <b>FL105</b> <b>initial climb 6000</b>
<b>OBUTI 3J</b> (ATC) 120.700	inbound <b>PIS</b> - MNM <b>4000</b> or D2 <b>LUK</b> , whichever is later, and not after <b>PIS</b> , <b>RT</b> intercept QDR 018 <b>PIS</b> to OBUTI	D11 <b>LUK MNM 8000</b> OBUTI MNM <b>FL130</b> <b>initial climb 6000</b>
<b>OBUTI 3K</b> 120.700	inbound <b>PIS</b> - MNM <b>3000</b> or D2 <b>LUK</b> , whichever is later, <b>LT</b> intercept R212 <b>ZAG</b> to <b>ZAG</b> - R354 <b>ZAG</b> to OBUTI	<b>ZAG MNM 7000</b> OBUTI MNM <b>FL130</b> <b>initial climb 6000</b>
<b>PETOV 3J</b> 120.700	inbound <b>PIS</b> - MNM <b>4000</b> or D2 <b>LUK</b> , whichever is later, and not after <b>PIS</b> , <b>RT</b> intercept QDR 004 <b>PIS</b> to PETOV	PETOV MAX <b>FL120</b> <b>initial climb 6000</b>
<b>PODET 3F</b> 120.700	inbound <b>PIS</b> - MNM <b>4000</b> or D2 <b>LUK</b> , whichever is later, and not after <b>PIS</b> , <b>RT</b> intercept QDR 004 <b>PIS</b> - at D19.2 <b>LUK</b> (R289 <b>ZAG</b> ) <b>LT</b> intercept R298 <b>ZAG</b> to PODET	PODET MNM <b>8000</b> <b>initial climb 6000</b>
<b>TEBLI 4J</b> 120.700	inbound <b>PIS</b> - MNM <b>4000</b> or D5 <b>LUK</b> , whichever is later, and not after <b>PIS</b> , <b>LT</b> intercept QDR 121 <b>PIS</b> to TEBLI	TEBLI MNM <b>FL105</b> <b>initial climb 6000</b>
<b>ZAGREB 4E</b> <b>ZAG 4E</b> 120.700	inbound <b>PIS</b> - MNM <b>3000</b> or D2 <b>LUK</b> , whichever is later, <b>LT</b> intercept R212 <b>ZAG</b> to <b>ZAG</b>	<b>ZAG MNM 7000</b> <b>initial climb 6000</b>

Changes: Track

09-OCT-2014

Croatia **Zagreb** Pleso**ZAG-LDZA**

5-30

**SIDs RWY 23**

SIDPT

**ZAGREB 4F**

RWY 23 (224°)

**After take-off, contact Zagreb RAD.**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>ZAGREB 4F</b> <b>ZAG 4F</b> (ATC) <b>120.700</b>	inbound <b>PIS</b> - MNM <b>4000</b> or D2 <b>LUK</b> , whichever is later, and not after <b>PIS</b> , RT intercept R238 <b>ZAG</b> to <b>ZAG</b>	D18 <b>ZAG</b> MNM <b>5000</b> <b>ZAG</b> MNM <b>7000</b> <b>initial climb 6000</b>

Changes: Reprint

# ZAG-LDZA

**6-10**

## Croatia **Zagreb** Pleso

STARs RWY 23

## STARs RWY 05

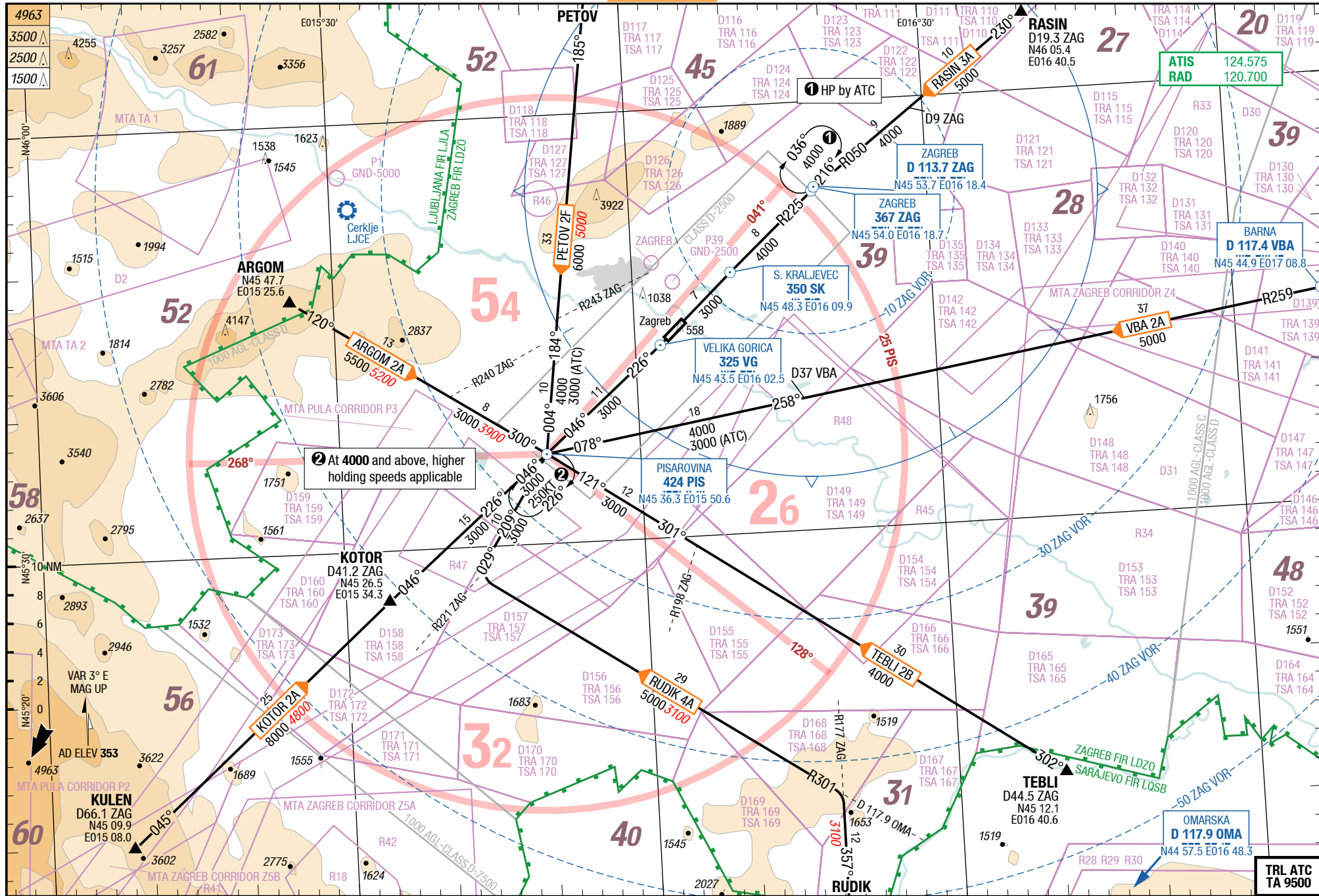
# STAR

# STAR

# Pleso **Zagreb** Croatia

STARs RWY 23

## STARs RWY 05



Changes: MTCA, DIST, SUAs

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**06-JUL-2017**  
**ZAG-LDZA**

**6-20**

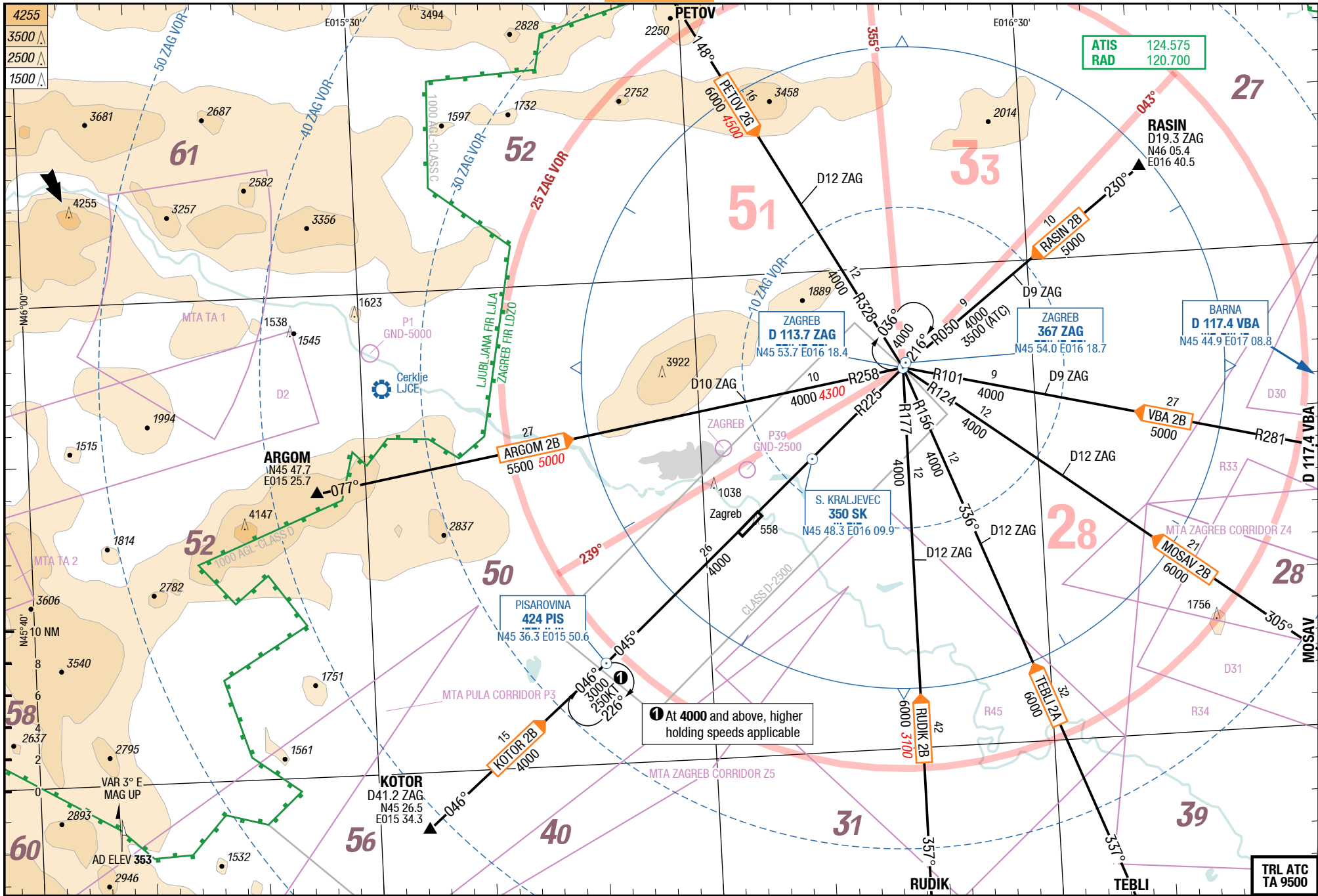
# STARs RWY 23

# STAR

# STAR

# Pleso **Zagreb** Croatia

## STARs RWY 23



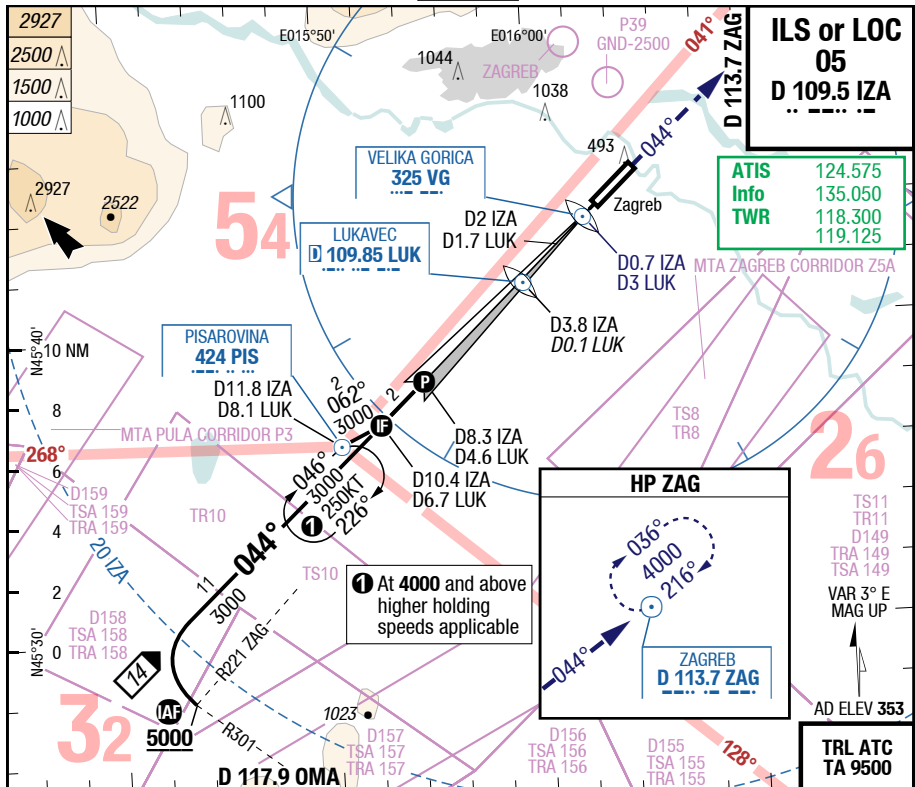
Changes: Nil

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## ZAG-LDZA

7-10

## ILS or LOC 05



05		Cat 3b	Cat 2	Cat 1	Cat 1	LOC DME	Circling
C	ft - m/km ft	0 - 75R Company	100 - 300R 100 RA	200 - 400 560	200 - 550 560	330 - 800 680	1000 - 2.4V 1350
D	ft - m/km ft	0 - 75R Company	100 - 300R 100 RA 4)	200 - 400 560	200 - 550 560	330 - 800 680	1000 - 3.6V 1350

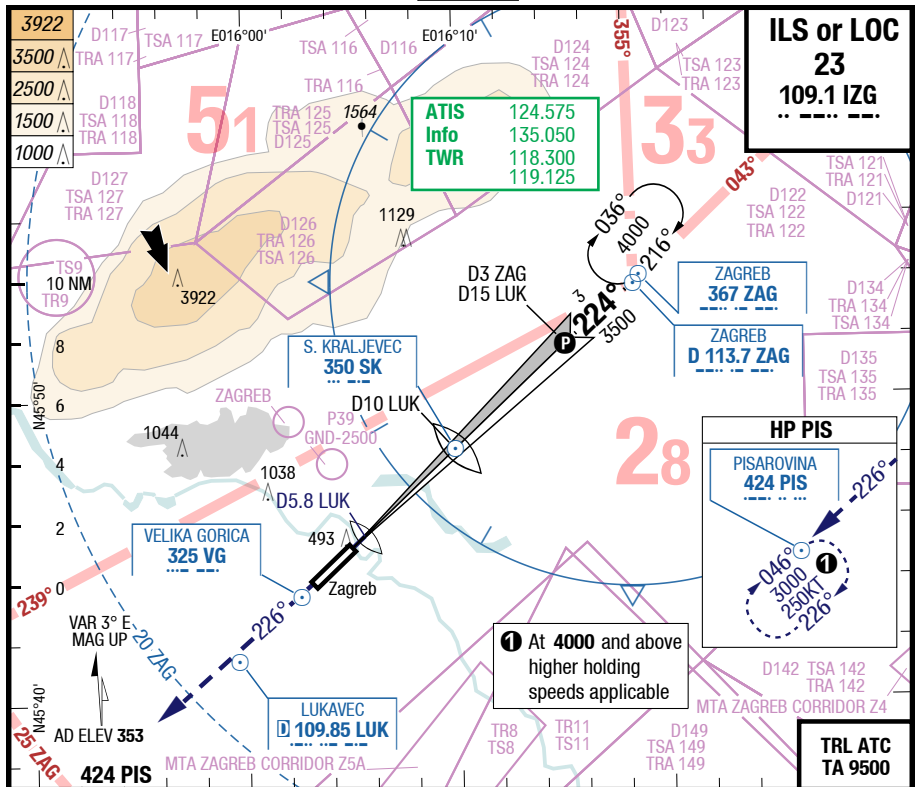
1) With EVS 350m, wo EVS use STD  
2) Timing to determine MAPt NA  
3) SE of AD only  
4) If not conducting autoland RVR 350m required



## ZAG-LDZA

7-20

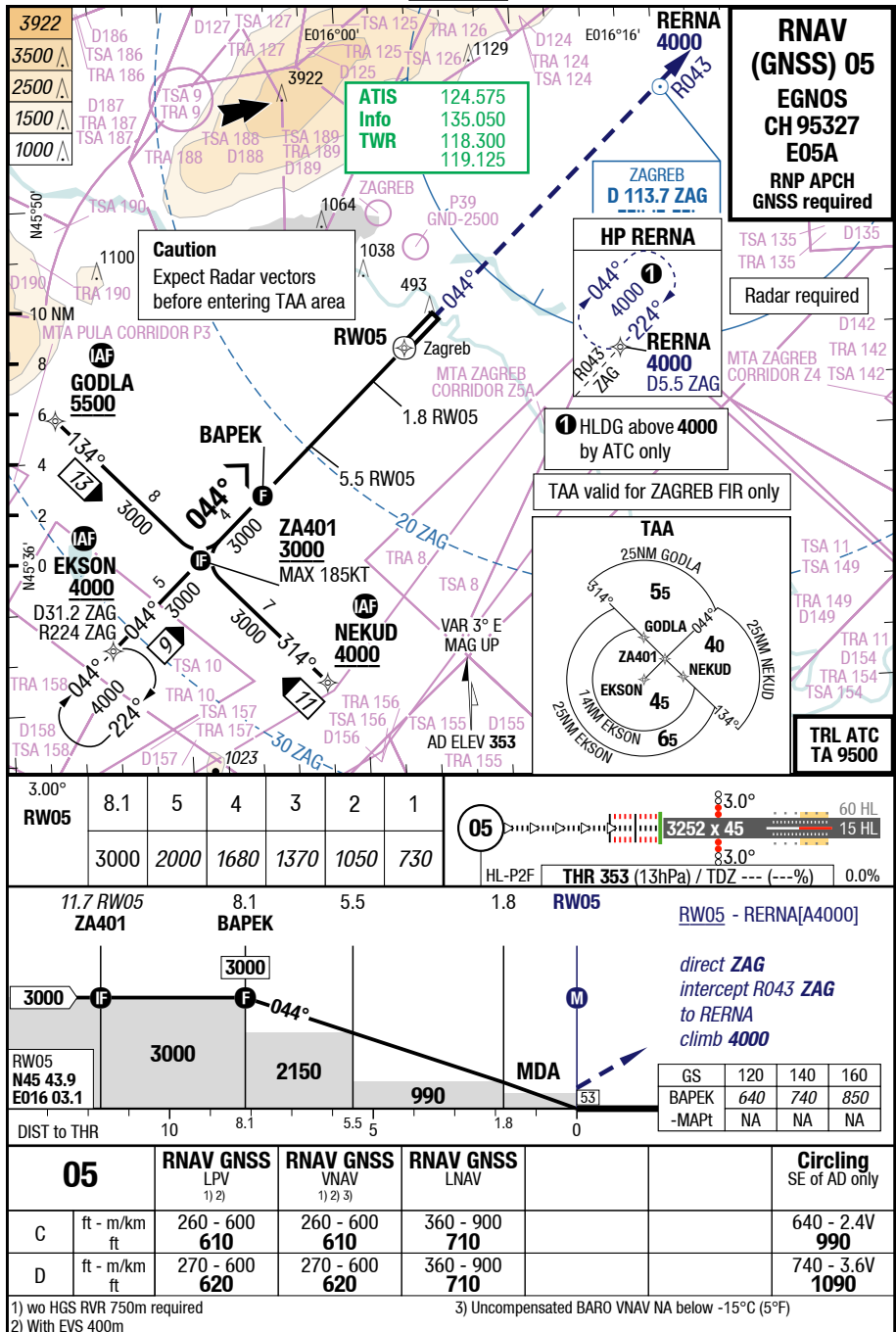
## ILS or LOC 23



## ZAG-LDZA

7-30

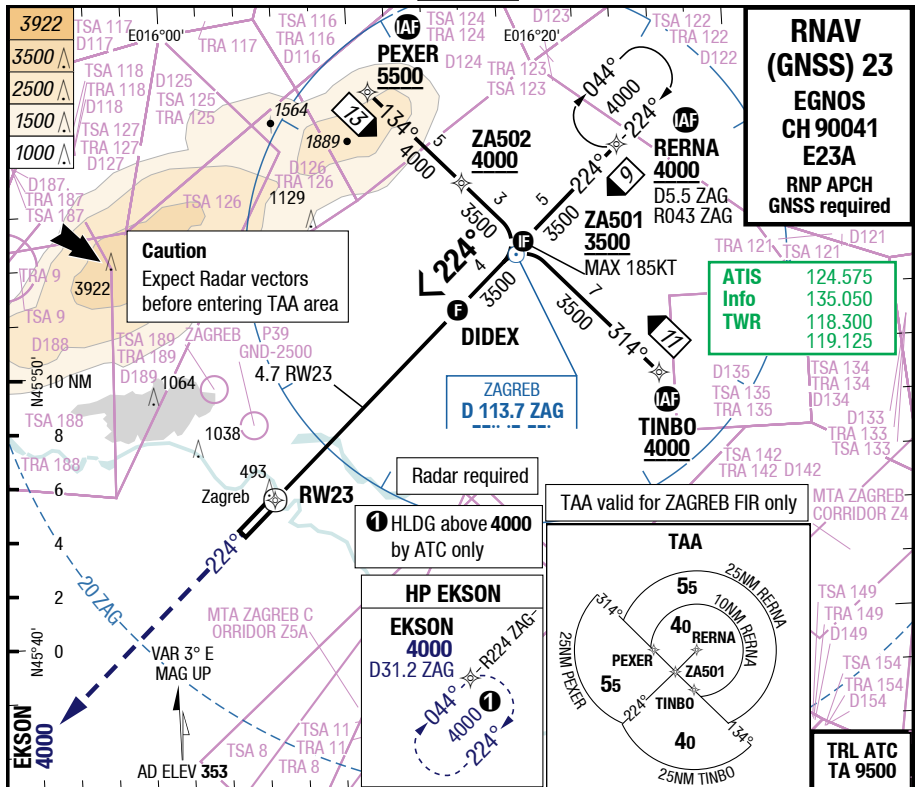
## RNAV (GNSS) 05

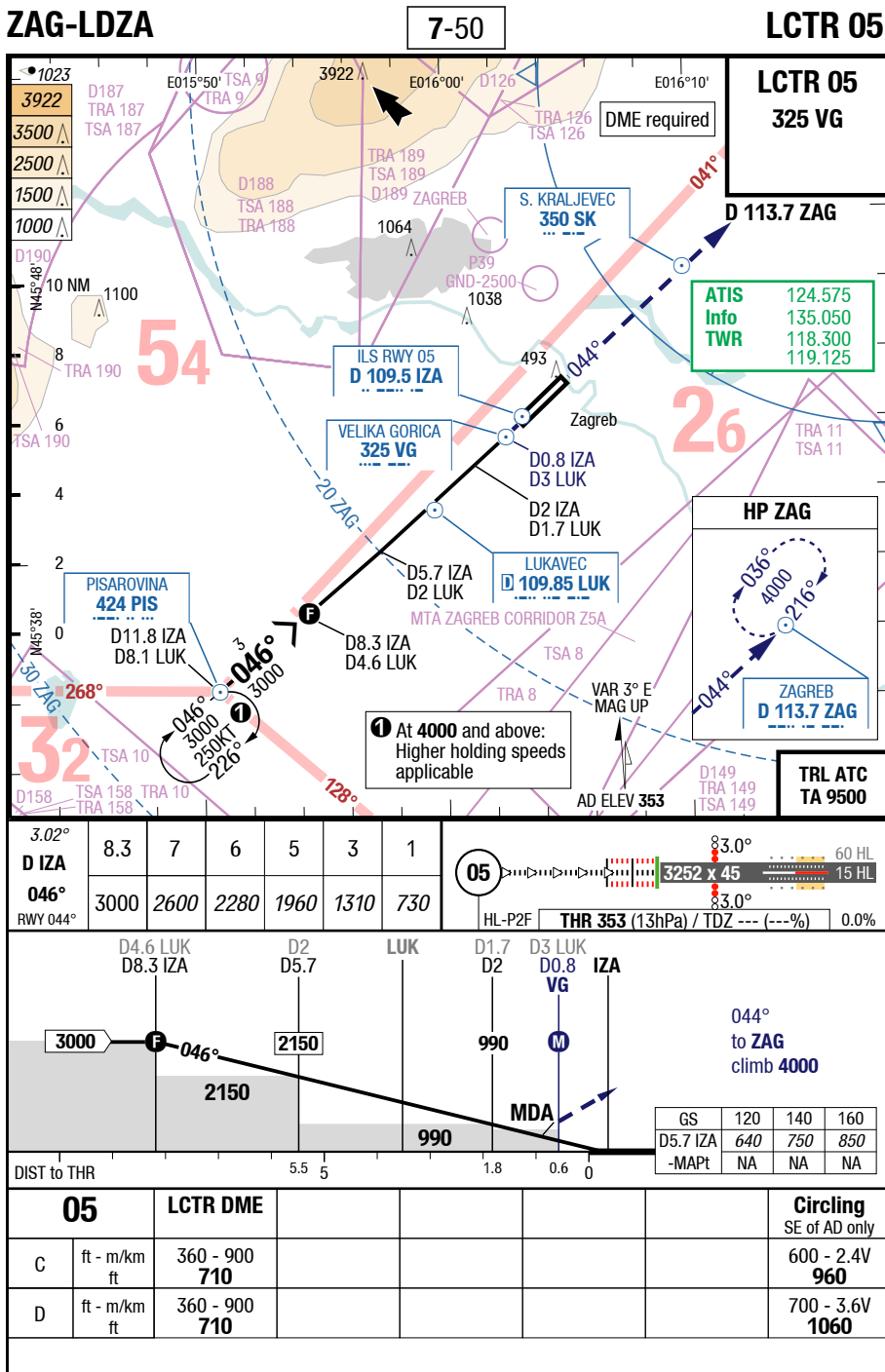


## ZAG-LDZA

7-40

## RNAV (GNSS) 23

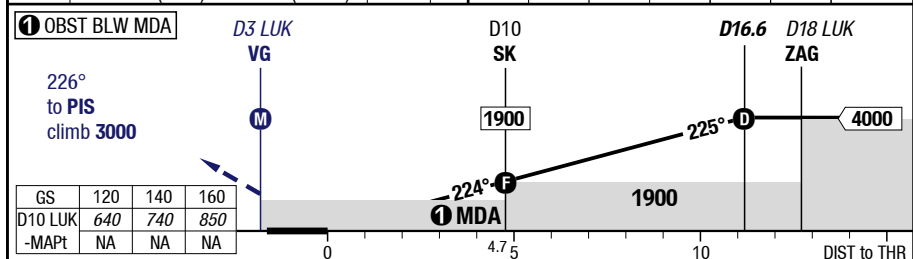
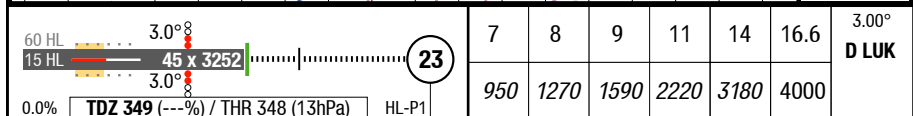
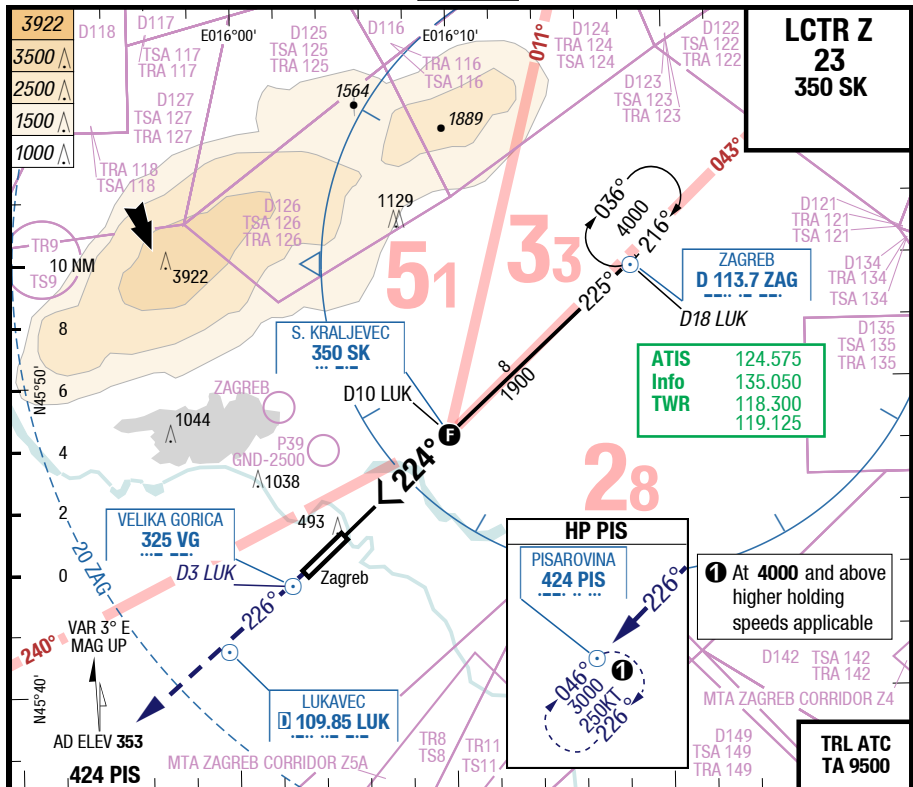




## ZAG-LDZA

7-60

LCTR Z 23



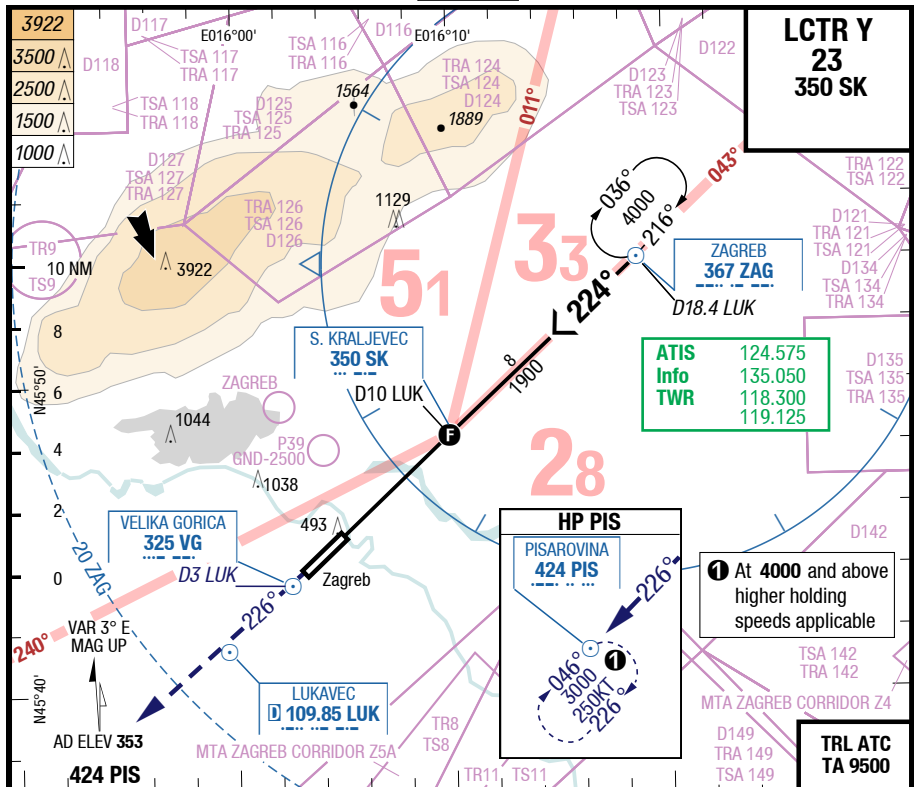
23	LCTR DME						Circling <sup>1)</sup>
C	ft - m/km ft	410 - 1.2 750					640 - 2.4V 990
D	ft - m/km ft	410 - 1.2 750					740 - 3.6V 1090

1) SE of AD only

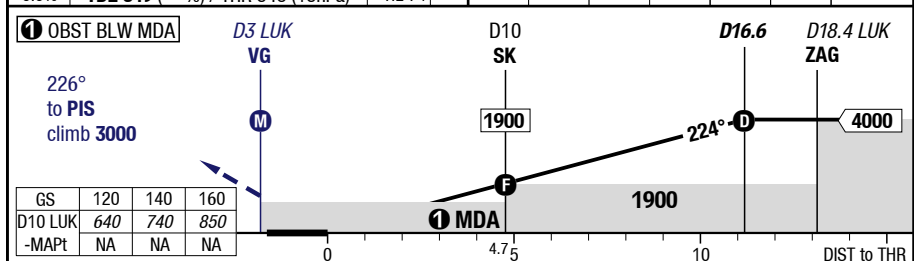
## ZAG-LDZA

7-70

LCTR Y 23



7	8	9	11	14	16.6	3.00° D LUK
950	1270	1590	2220	3180	4000	



<b>23</b>	<b>LCTR DME</b>	<b>Circling 1)</b>
<b>C</b>	ft - m/km ft 410 - 1.2 750	640 - 2.4V 990
<b>D</b>	ft - m/km ft 410 - 1.2 750	740 - 3.6V 1090

1) SE of AD only

Changes: Page Number

05		LOC <sup>1)</sup>					
C	ft - m/km ft	1000 - 2.4 1350					
D	ft - m/km ft	1000 - 2.4 1350					
1) Timing to determine MAPt NA							



Effective 29-MAR-2018

22-MAR-2018

ZAG-LDZA

8-10

Croatia Zagreb Pleso

NIL

MRC

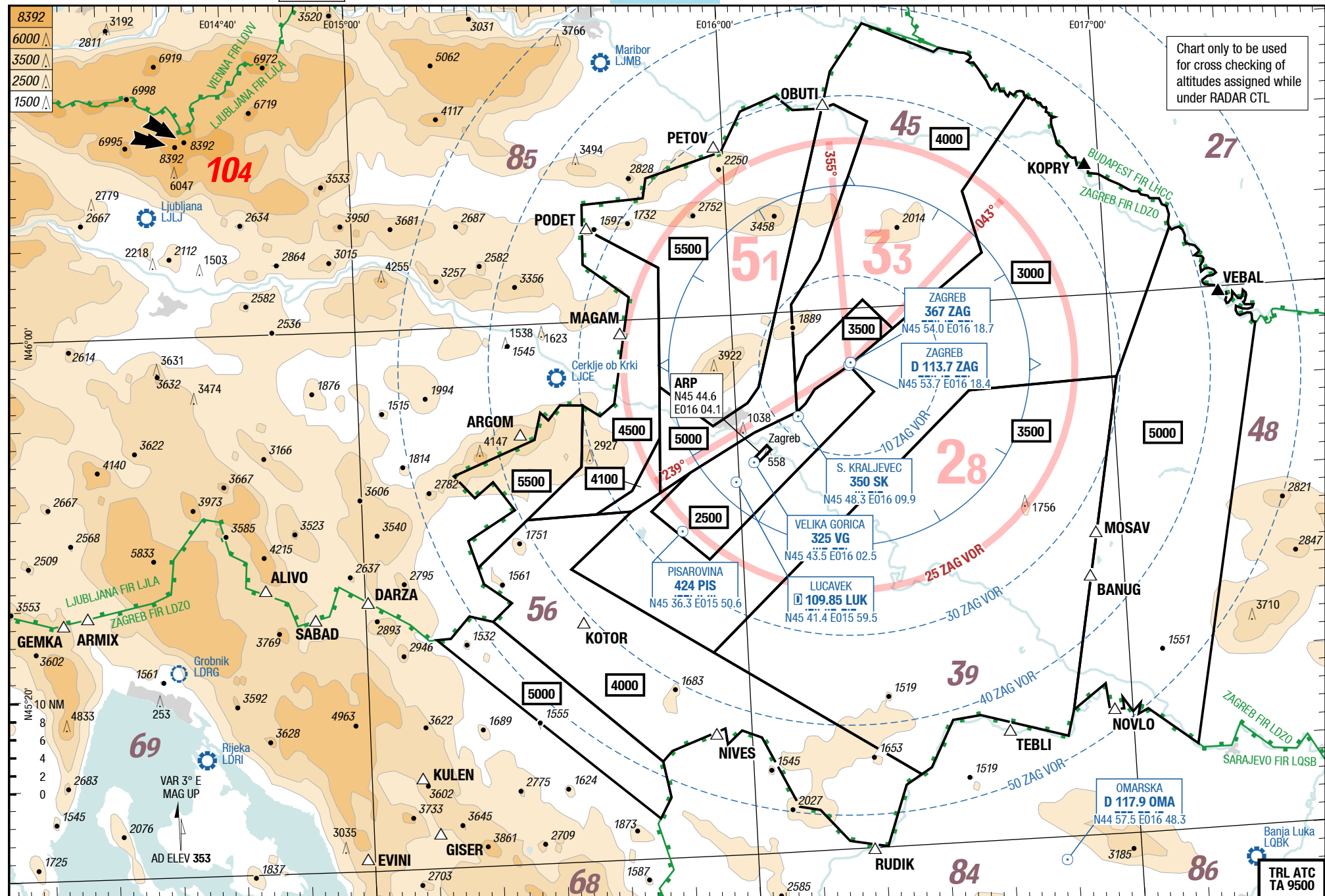
MRC

MRC

Pleso Zagreb Croatia

NIL

MRC



Changes: WPT , Editorial