

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.

LDLO AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

LDLO AD 2.22 FLIGHT PROCEDURES

LDLO AD 2.22.1 VFR FLIGHT PROCEDURES

A constant radio communication with Lošinj Radio on FREQ 120.300 MHz is mandatory.

Compulsory exit/entry points from/in ATZ Lošinj are:

Point	Coordinates
1	2
O1 (Osor)	444137N 0142336E
T1 (Island Trstenik)	444004N 0143424E
H2 (Island Ilovik)	442744N 0143250E
S3 (Island Susak)	443040N 0141828E

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

Departure

After take-off the pilot shall fly to ATZ Lošinj compulsory exit points taking into account the current traffic situation.

Radio communication with the appropriate ATC Unit (Pula APP or Zadar APP) shall be established before passing 1000 FT AGL in climb or no later than 5 minutes before entry into the controlled airspace.

The points are:
O1 – Pula APP
T1 – Zadar APP
H2 – Zadar APP
S3 – Pula APP

Departure of aircraft changing flight rules from VFR to IFR

Aircraft departing under VFR and continuing as IFR after take-off shall fly toward ATZ Lošinj exit points at 1000 FT AGL. Radio communication with the appropriate ATC Unit shall be established depending on the flight direction. The 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 radio must be established immediately after the clearance/instructions of the appropriate ATC Unit or no later than 5 minutes before entry into the ATZ Lošinj.

Arrival

If radio communication is not established, entry into the ATZ shall be done with increased vigilance and position report shall be transmitted blind. The entry is made over compulsory points (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.

Arrival of aircraft changing flight rules from IFR to VFR:

Arriving aircraft flying under the IFR shall change IFR to VFR after passing one of the following reporting points: NIKOL, IPKIS, MINTU, EBITA, ULRN, CRE NDB or PUL VOR, before entering ATZ Lošinj in accordance with the flight plan (Y-flight plan) or no later than at the minimum IFR altitude. Pilots shall inform the appropriate ATC Unit about their intention to change flight rules and continue flight toward one of the ATZ Lošinj entry points according to the instructions of the appropriate ATC Unit. If minimum VMC meteorological conditions are not met the flight shall continue towards the alternate aerodrome.

Note: If the clearances and/or instructions of the appropriate ATC Unit are different from the procedures stated above, the pilots shall follow the obtained clearances and/or instructions in accordance with the Aviation Law and the Rules of the Air and ATS.

Helicopter arrivals and departures

All helicopters air taxi using the same taxiways and same procedures as applicable to the engine-driven aircraft. All take-off and landing operations shall be conducted on RWY 02/20 only.

Restrictions

The following is not permitted: take-off, landing, taxiing and engine run-up operations simultaneous with parachute jumps – from the moment when the drop aircraft is ready to drop the first parachutist until the very last parachutist has landed.

LDLO AD 2.22.2 SID RWY 02

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 is necessary this is indicated in the description of the route.

SID RWY 02				
Designator	Route	After take off		Remarks
		Climb initially	Contact	
CRE 3F	CRE THREE FOXTROT DEPARTURE Climb straight ahead visually to 1100 FT, then assume standard net climb gradient on track 019°. At or above 2000 FT intercept QDR 351° LOS NDB, climbing to CRE NDB.			Cross CRE NDB at or above 5000 FT.
EBITA 2C	EBITA TWO CHARLIE DEPARTURE Climb straight ahead visually to 1100 FT, then assume standard net climb gradient on track 019°. At 1500 FT, turn RIGHT, on QDM 183° LOS NDB, climbing to LOS NDB. Intercept QDR 121° LOS NDB, climbing to EBITA.			Cross LOS NDB at or above 3000 FT. Cross EBITA at or above 5000 FT.
IPKIS 2C	IPKIS TWO CHARLIE DEPARTURE Climb straight ahead visually to 1100 FT, then assume standard net climb gradient on track 019°. At 1500 FT, turn RIGHT, on QDM 183° LOS NDB, climbing to LOS NDB. Intercept QDR 215° LOS NDB, climbing to IPKIS.			Cross LOS NDB at or above 3000 FT. Cross IPKIS at or above 5000 FT.