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Terminal Charts For LDZA
Revision Letter For Cycle 08-2026
Change Notices
Notebook

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General Information

Location: ZAGREB HRV
ICAO/IATA: LDZA / ZAG
Lat/Long: N45° 44.58', E016° 04.13'
Elevation: 353 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0545 Z
Sunset: 1534 Z

Runway Information

Runway: 04
Length x Width: 10669 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 353 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22
Length x Width: 10669 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 349 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 124.575
Zagreb Tower: 119.125 Secondary
Zagreb Tower: 118.300
Zagreb Ground: 121.850
Zagreb Radar Approach: 118.500 Secondary
Zagreb Radar Approach: 120.700
Zagreb Information: 135.050 Flight Info Service RCO

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1. GENERAL

1.1. ATIS

ATIS 124.575

1.2. LOW VISIBILITY PROCEDURES (LVP) RWY 04

1.2.1. GENERAL

LVP including CAT II/III approach, landing and low visibility take-off.

The initiation of LVP will be implemented in two phases:

- The preparation phase (phase I) will be implemented when the RVR falls at/below 1000m and/or the ceiling is at/or below 300' with downwards tendency and CAT II/III operations are anticipated.

  In this phase protection of sensitive areas is not yet provided.

- The operations phase (phase II) will be activated when the RVR falls at/below 550m and the ceiling is at/or below 200'.

  Protection of sensitive areas is provided.

During LVP in force pilots will be informed by ATIS or RTF on first contact by the following standard message: "LVP in operation."

LVP will be terminated when the RVR is at/greater than 800m and the ceiling is at/above 300' and a continuing improvement of these conditions is expected.

On apron West and East (during LVP) only one ACFT movement is allowed at a time.

1.2.2. ARRIVALS

ACFT shall report when landed and shall report RWY vacated when passing the end of the color coded yellow-green TWY centerline lights on TWR frequency.

Vacating the RWY available via TWY E only.

Expect stop bars on TWY F and TWY G.

On apron East, Follow-me guidance shall be provided from TWY MC to parking position on pilot request only.

On apron West, Follow-me guidance shall be provided from TWY F to parking position on pilot request only.

ACFT shall report "Follow-me in sight" on GND frequency.

1.2.3. DEPARTURES

On apron West, Follow-me guidance shall be provided from parking position to TWY F.

Note: Guidance could be omitted by ATC.

Intersection take-offs are not available during LVP.

ACFT shall report "airborne" on TWR frequency.

1.3. ADVANCED SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (A-SMGCS)

Croatia Control Ltd. is providing A-SMGCS service at Zagreb APT, supported by 1 SMR and integrated Mode S MLAT (Multilateration) operative 24HR which provides ACFT position information and identification to TWR and GND.

ACFT operators intending to use Zagreb APT shall ensure that Mode S transponders are able to operate when the ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addressed interrogations only.

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1. GENERAL

1.3.1. MODE A CODE

Flight crews shall ensure that the transponder is set to and transmitting the assigned Mode A code:

- For departure: latest when start-up and/or push-back clearance is received by GND; and
- After landing: continuously until the ACFT has reached its final parking position; and
- On stand: transponder STBY.

1.3.2. MODE S ACFT IDENTIFICATION

Flight crews of ACFT with Mode S transponder being able to manually set an ACFT ID shall set their ACFT ID as specified in item 7 of the flight plan.

For departure: ACFT ID shall be set latest when the start-up and/or push-back clearance is received by ATC unit.

1.4. RWY OPERATIONS

RWY 22 turn pad restrictions: 180° turn on turn pad for ACFT with wheel base more than 84'/25.6m is not possible.

1.5. TAXI PROCEDURES

For Taxi Restrictions refer to 10-9 charts.

The movement of two or more ACFT on the apron at the same time is allowed in conditions other than LVP, when the ACFT are at a safe distance from each other.

ACFT is not allowed to enter the parking position on apron East if Visual Docking Guidance System (VDGS) status is not "CLEAR TO ENTER" and/or marshaller is not present.

Simultaneous entry/exit of ACFT on apron East to/from every second parking position is allowed for basic parking position for all ACFT code C and D, and for every second alternative parking position for ACFT code E is provided for inbound and outbound traffic.

1.6. PARKING INFORMATION

On stands G41 thru G47 push-in required.

On stands E1 thru E11 taxi-in/push-back required.

Stands E1 thru E11 may be used for de-icing.

Stands E1 thru E5, E6, E7, E8 and E8L are equipped with Visual Docking Guidance System.

Mandatory notification of stand position number to ATC with start-up/push-back request.

ACFT exit from stand W1 to W14 for ACFT code C is mandatory in the direction to the West.

ACFT exit from stand W1 and W2 for ACFT code D and E is mandatory by using push-back.

When stand WD is in use, ACFT exit from stand W3 is mandatory by using push-back.

When stand WE is in use, ACFT exit from stands W1 to W10 is mandatory by using push-back.

1.7. OTHER INFORMATION

Birds in vicinity of APT.

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2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 04 is approved for CAT II/III operations.

2.2. TAXI PROCEDURES

RWY 04

Expect taxi via TWY D/E, F, G and MC for apron East or TWY C/D, F for apron West.

Preferred exit TWY C for general and business aviation, TWY D for all other ACFT, unless subject to restriction (refer to 10-9 charts).

RWY 22

Expect taxi via TWY C/B, F, H or G (as instructed by ATC) and MC for apron East or TWY C/B and F to apron West.

Preferred exit via TWY C. ACFT unable to vacate the RWY via preferred TWY should notify TWR as soon as possible.

3. DEPARTURE

3.1. DEPARTURE CLEARANCE

ATC DEP clearance are available on ZAGREB TWR/GND frequency 15 minutes before Estimated Off-Block Time (EOBT).

Start-up, push-back, enroute clearance and taxi instructions will be provided via ZAGREB TWR frequency, except hours of operation of ZAGREB GND.

At initial contact with active ATC frequency, ACFT shall advise of ATIS message received and parking position.

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

3.2. DE-ICING

ZAGREB TWR/GND shall be informed as soon as possible if de-icing is needed.

RWY 04 de-icing positions:

Apron East:

- jet ACFT with fuselage engines and turbo-prop - on parking position, all other on apron West.

Apron West:

- all ACFT - on parking position.

RWY 22 de-icing position:

- all ACFT - on parking position.

3.3. START-UP AND PUSH-BACK

Approval for push-back or taxi-out from a parking position must not be requested unless the push-back vehicle is attached and/or the ACFT is ready to perform the maneuver immediately.

Apron West:

ACFT shall not request start-up clearance before it is ascertained that start of the engine(s) can be completed within 5 minutes after the clearance has been issued.

Apron East:

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

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3. DEPARTURE

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. NOISE ABATEMENT DEPARTURE PROCEDURE

ACFT operators shall follow NADP1 noise abatement departure, according to ICAO Doc. 8168 OPS/611 VOL III (PANS-OPS VOL III).

3.5. TAXI PROCEDURES

ACFT must not perform powered u-turns (180°) in the apron areas.

ACFT requesting full RWY length for departure shall advise TWR/GND when requesting taxi clearance at the latest.

RWY 04 expect taxiing:

- from apron East via TWY H, F and A (TWY B/C optional);
- from apron West via TWY F and A (TWY B optional).

RWY 22 expect taxiing:

- from apron East via TWY G or H (as instructed by ATC), F and D/E;
- from apron West via TWY F and D/E.

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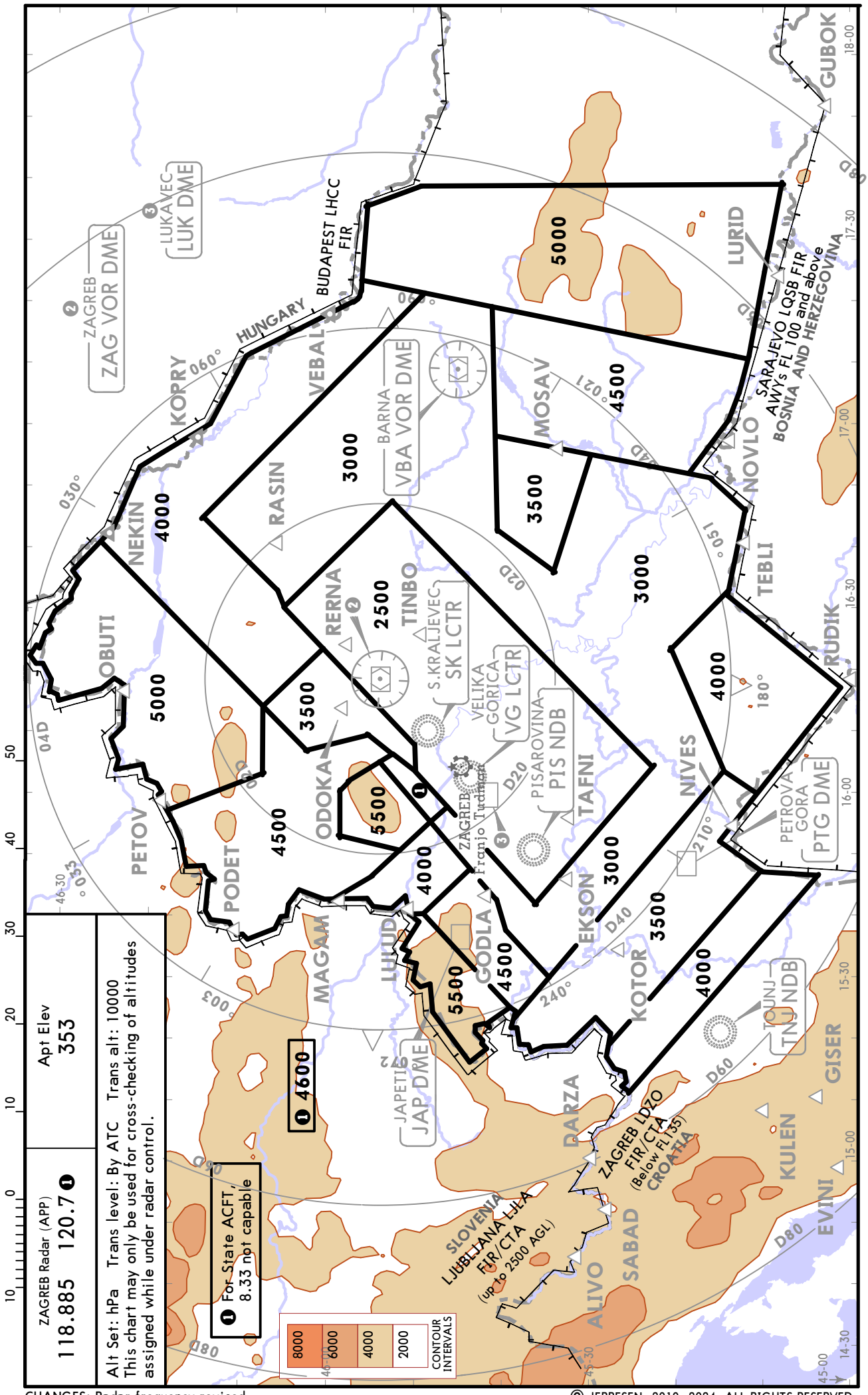
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LDZA/ZAG
FRANJO TUDMAN

JEPPESEN

23 AUG 24 (10-1R) Eff 5 Sep

ZAGREB, CROATIA
RADAR MINIMUM ALTITUDES



ZAGREB Radar (APP)
118.885 120.7 ❶

Apt Elev
353

Alt Set: hPa Trans level: By ATC Trans alt: 10000
This chart may only be used for cross-checking of altitudes assigned while under radar control.

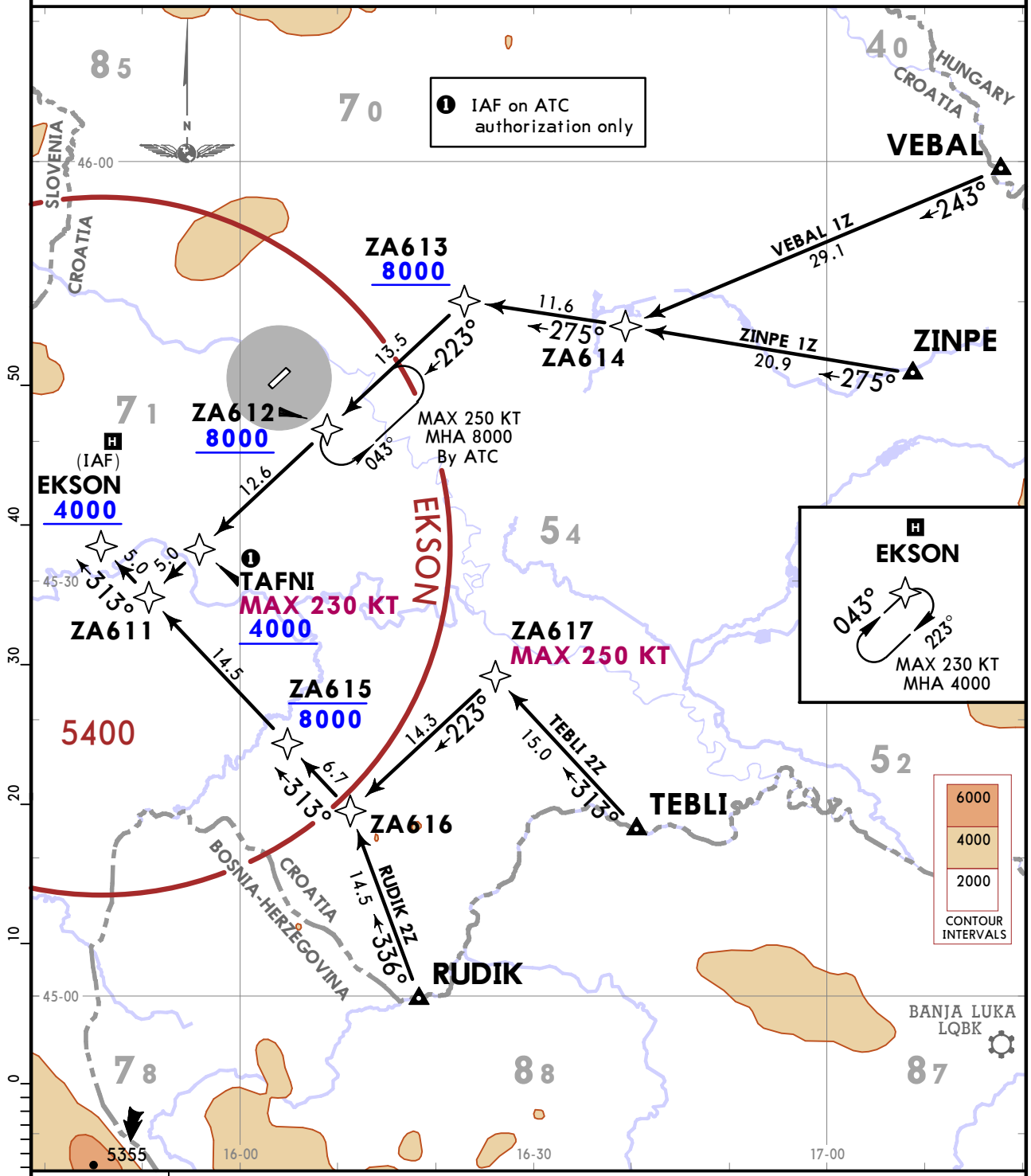
CHANGES: Radar frequency revised.

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ATIS	Apt Elev	RNAV 1 GNSS required	Alt Set: hPa Trans level: By ATC
124.575	353	1. RNAV STARs not to be used when RADAR service is unavailable. 2. For Approach Transition from TAFNI see RNP RWY 04 and ILS Z or LOC Z RWY 04 charts. 3. After direct clearance to a waypoint, intercept and follow arrival to EKSON.	

RUDIK 2Z [RUDI2Z], TEBLI 2Z [TEBL2Z]
VEBAL 1Z [VEBA1Z], ZINPE 1Z [ZINP1Z]
RNAV ARRIVALS
(RWY 04)



STAR	ROUTING
RUDIK 2Z	RUDIK - ZA616 - ZA615 (8000-) - ZA611 - EKSON (4000+).
TEBLI 2Z	TEBLI - ZA617 (K250-) - ZA616 - ZA615 (8000-) - ZA611 - EKSON (4000+).
VEBAL 1Z	VEBAL - ZA614 - ZA613 (8000+) - ZA612 (8000+) - TAFNI (K230-; 4000+) - ZA611 - EKSON (4000+).
ZINPE 1Z	ZINPE - ZA614 - ZA613 (8000+) - ZA612 (8000+) - TAFNI (K230-; 4000+) - ZA611 - EKSON (4000+).

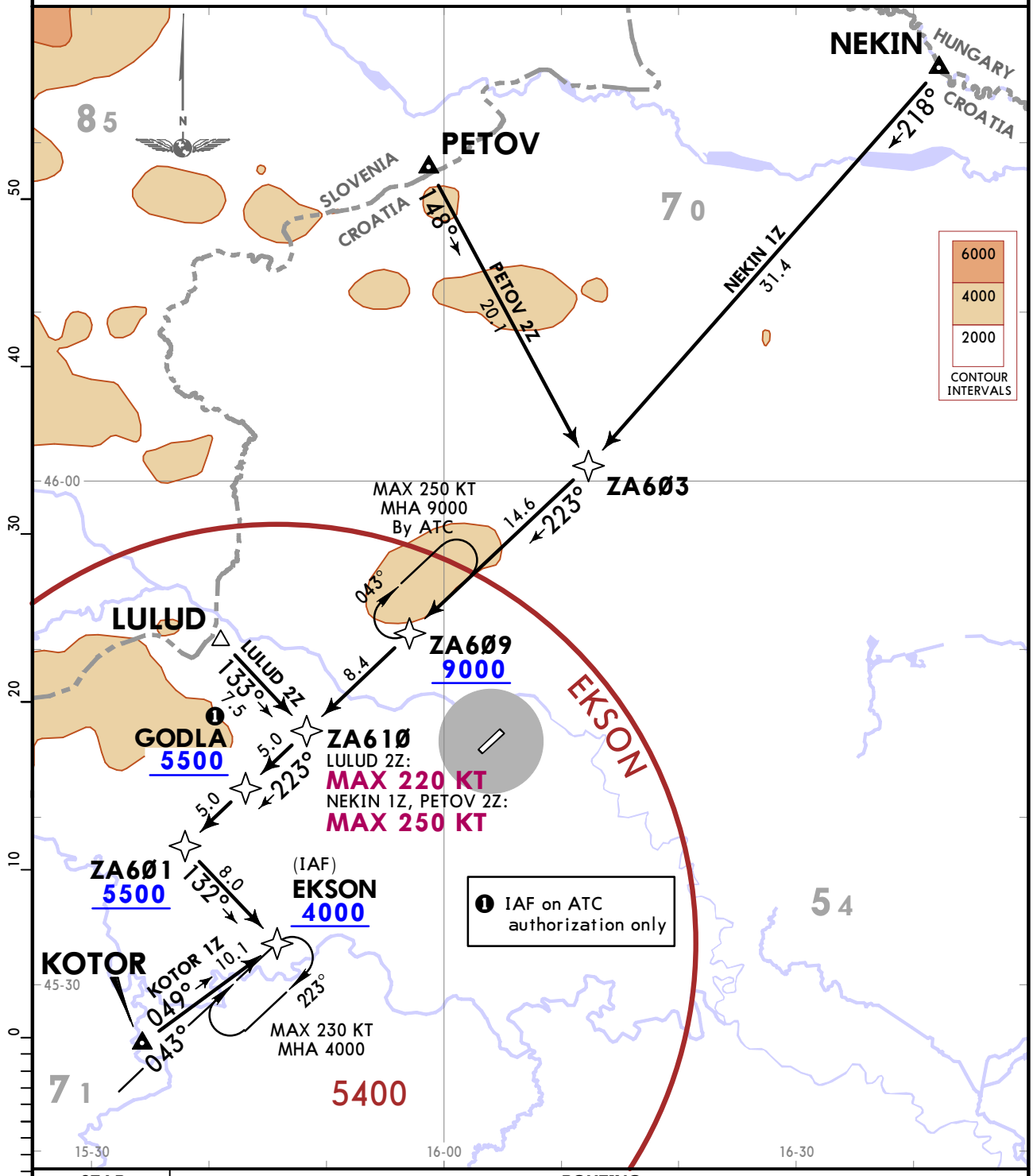
CHANGES: VBA 2Z renamed ZINPE 1Z.

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ATIS	Apt Elev	RNAV 1 GNSS required	Alt Set: hPa Trans level: By ATC
124.575	353	1. RNAV STARs not to be used when RADAR service is unavailable. 2. For Approach Transition from GODLA see RNP RWY 04 and ILS Z or LOC Z RWY 04 charts. 3. After direct clearance to a waypoint, intercept and follow arrival to EKSON.	

KOTOR 1Z [KOTO1Z], LULUD 2Z [LULU2Z]
NEKIN 1Z [NEKI1Z], PETOV 2Z [PETO2Z]
RNAV ARRIVALS
(RWY 04)



STAR	ROUTING
KOTOR 1Z	KOTOR - EKSON (4000+).
LULUD 2Z	LULUD - ZA61Ø (K220-) - GODLA (5500+) - ZA6Ø1 (5500+) - EKSON (4000+).
NEKIN 1Z	NEKIN - ZA6Ø3 - ZA6Ø9 (9000+) - ZA61Ø (K250-) - GODLA (5500+) - ZA6Ø1 (5500+) - EKSON (4000+).
PETOV 2Z	PETOV - ZA6Ø3 - ZA6Ø9 (9000+) - ZA61Ø (K250-) - GODLA (5500+) - ZA6Ø1 (5500+) - EKSON (4000+).

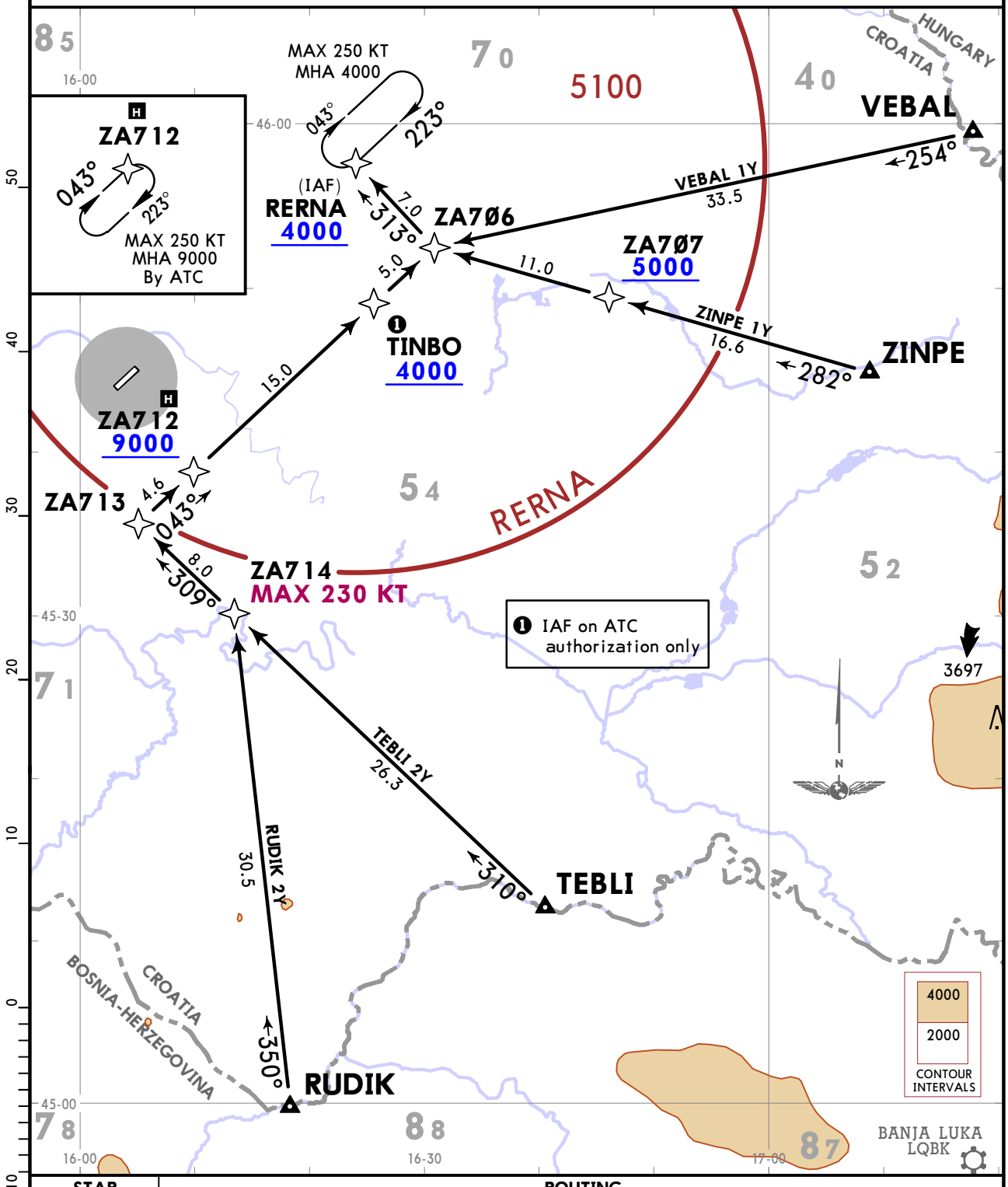
CHANGES: None.

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ATIS	Apt Elev	RNAV 1 GNSS required	Alt Set: hPa Trans level: By ATC
124.575	353	1. RNAV STARs not to be used when RADAR service is unavailable. 2. For Approach Transition from TINBO see RNP RWY 22 and ILS Z or LOC Z RWY 22 charts. 3. After direct clearance to a waypoint, intercept and follow arrival to RERNA.	

RUDIK 2Y [RUDI2Y], TEBLI 2Y [TEBL2Y]
VEBAL 1Y [VEBA1Y], ZINPE 1Y [ZINP1Y]
RNAV ARRIVALS
(RWY 22)



STAR	ROUTING
RUDIK 2Y	RUDIK - ZA714 (K230-) - ZA713 - ZA712 (9000+) - TINBO (4000+) - ZA706 - RERNA (4000+).
TEBLI 2Y	TEBLI - ZA714 (K230-) - ZA713 - ZA712 (9000+) - TINBO (4000+) - ZA706 - RERNA (4000+).
VEBAL 1Y	VEBAL - ZA706 - RERNA (4000+).
ZINPE 1Y	ZINPE - ZA707 (5000+) - ZA706 - RERNA (4000+).

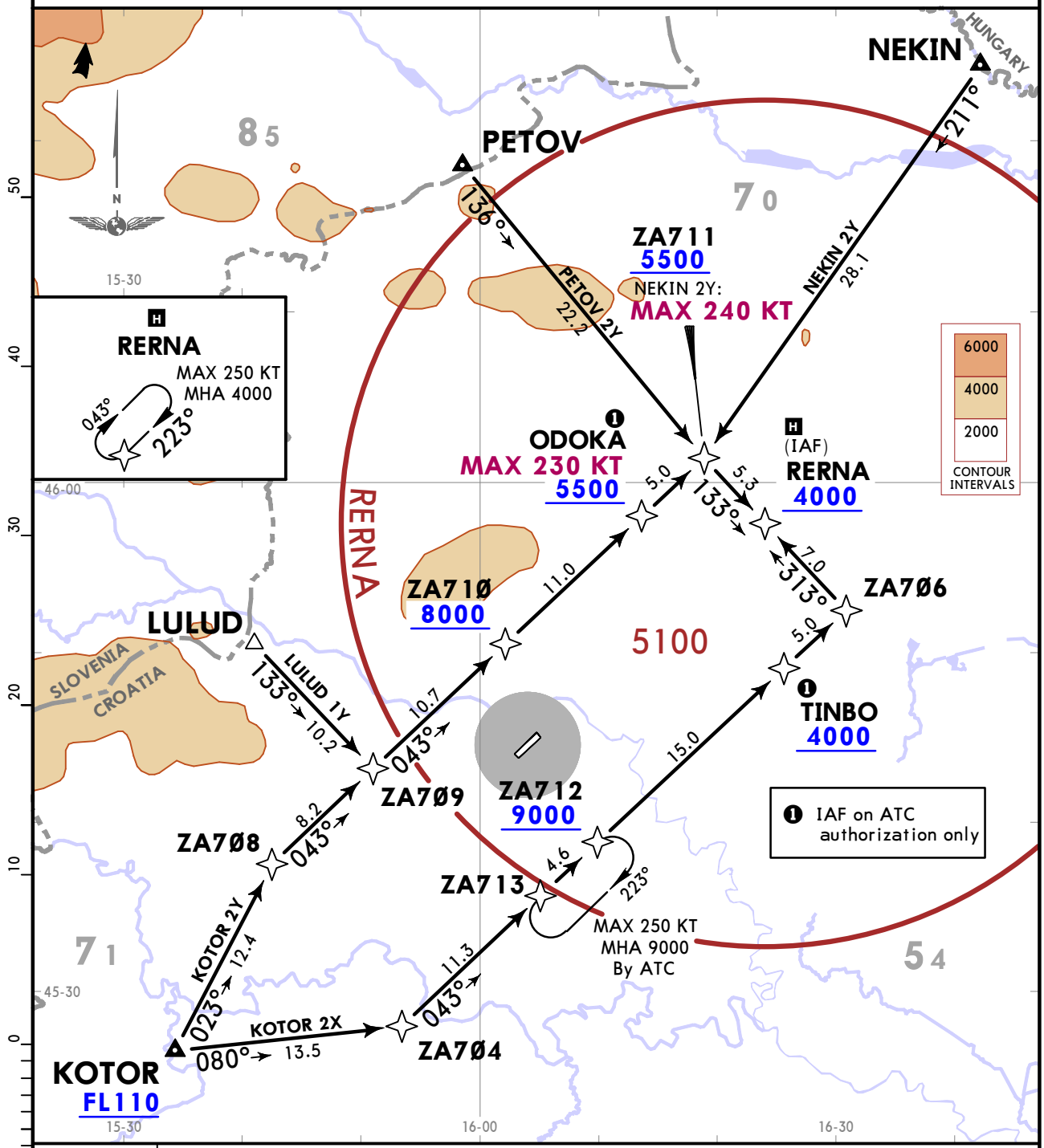
CHANGES: VBA 2Y renamed ZINPE 1Y.

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ATIS 124.575	RNAV 1 GNSS required	Alt Set: hPa Trans level: By ATC
Apt Elev 353	1. RNAV STARs not to be used when RADAR service is unavailable. 2. For Approach Transition from ODOKA and TINBO see RNP RWY 22 and ILS Z or LOC Z RWY 22 charts. 3. After direct clearance to a waypoint, intercept and follow arrival to RERNA.	

KOTOR 2X [KOTO2X], KOTOR 2Y [KOTO2Y], LULUD 1Y [LULU1Y] NEKIN 2Y [NEKI2Y], PETOV 2Y [PETO2Y] RNAV ARRIVALS (RWY 22)



STAR	ROUTING
KOTOR 2X	KOTOR (FL110+) - ZA704 - ZA713 - ZA712 (9000+) - TINBO (4000+) - ZA706 - RERNA (4000+).
KOTOR 2Y	KOTOR (FL110+) - ZA708 - ZA709 - ZA710 (8000+) - ODOKA (K230-; 5500+) - ZA711 (5500+) - RERNA (4000+).
LULUD 1Y	LULUD - ZA709 - ZA710 (8000+) - ODOKA (K230-; 5500+) - ZA711 (5500+) - RERNA (4000+).
NEKIN 2Y	NEKIN - ZA711 (K240-; 5500+) - RERNA (4000+).
PETOV 2Y	PETOV - ZA711 (5500+) - RERNA (4000+).

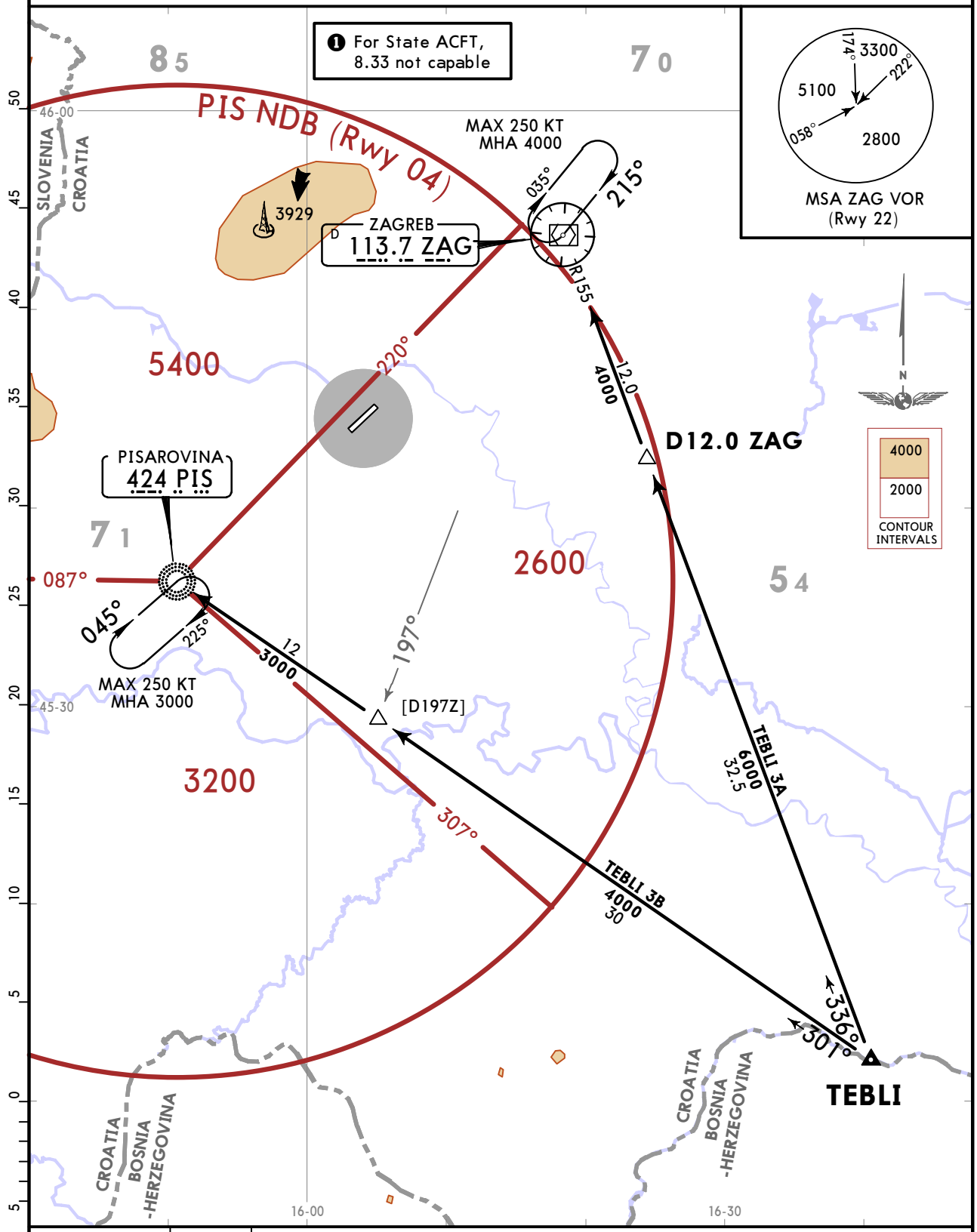
CHANGES: None.

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ATIS	ZAGREB Radar (APP)	Apt Elev	
124.575	118.885 120.7 ❶	353	Alt Set: hPa Trans level: By ATC 1. Contact ZAGREB Radar. 2. Descend as cleared by ATC.

TEBLI 3A [TEBL3A], TEBLI 3B [TEBL3B]
ARRIVALS
(ALL RWYS)



STAR	RWY	ROUTING
TEBLI 3A	22	Intercept ZAG R155 inbound to ZAG VOR.
TEBLI 3B	04	Intercept 301° bearing to PIS NDB.

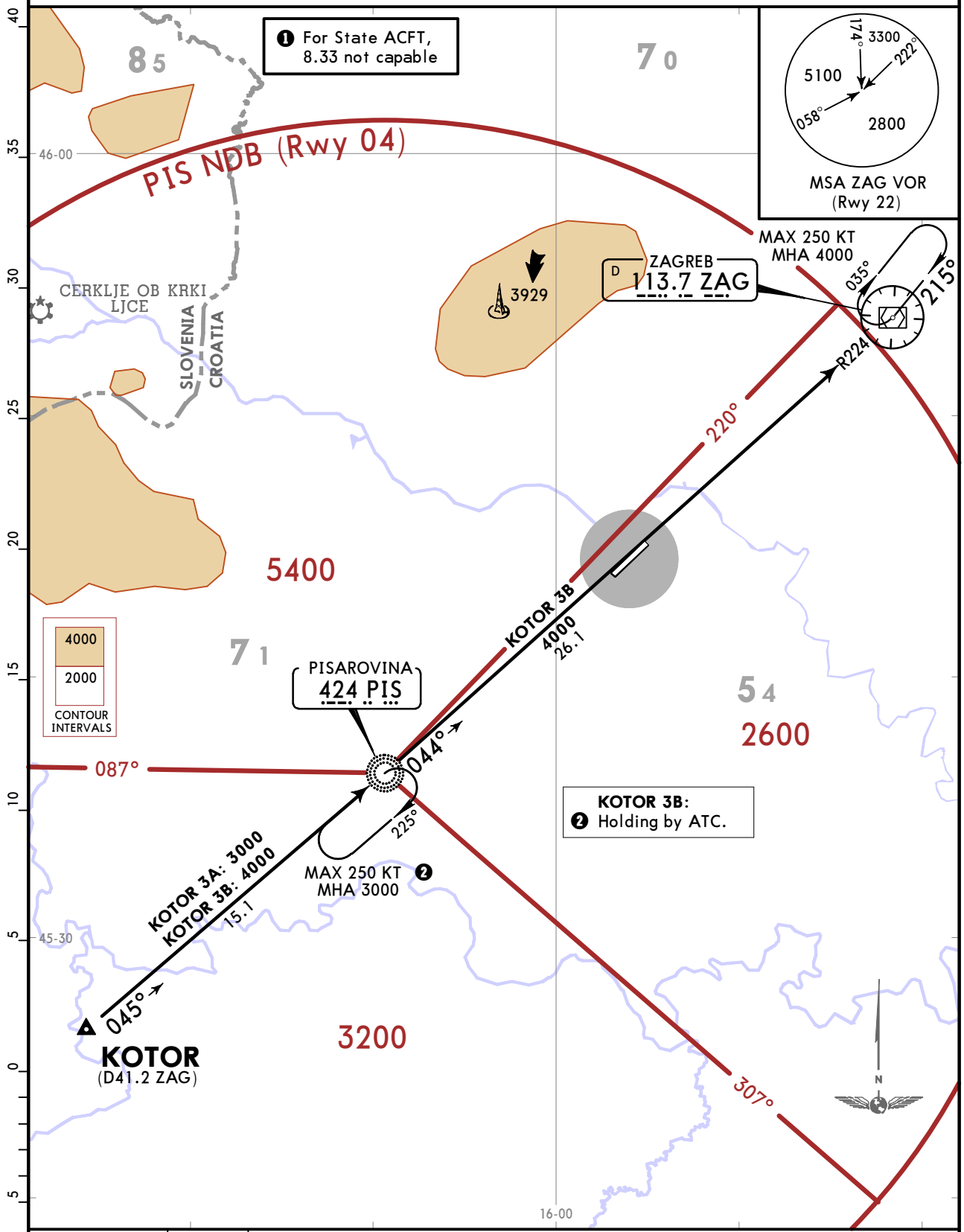
CHANGES: Chart reindexed.

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ATIS	ZAGREB Radar (APP)	Apt Elev	
124.575	118.885 120.7 ❶	353	Alt Set: hPa Trans level: By ATC 1. Contact ZAGREB Radar. 2. Descend as cleared by ATC.

KOTOR 3A [KOTO3A], KOTOR 3B [KOTO3B]
ARRIVALS
(ALL RWYS)



STAR	RWY	ROUTING
KOTOR 3A	04	Intercept 045° bearing to PIS NDB.
KOTOR 3B	22	Intercept 045° bearing to PIS NDB, intercept ZAG R224 inbound to ZAG VOR.

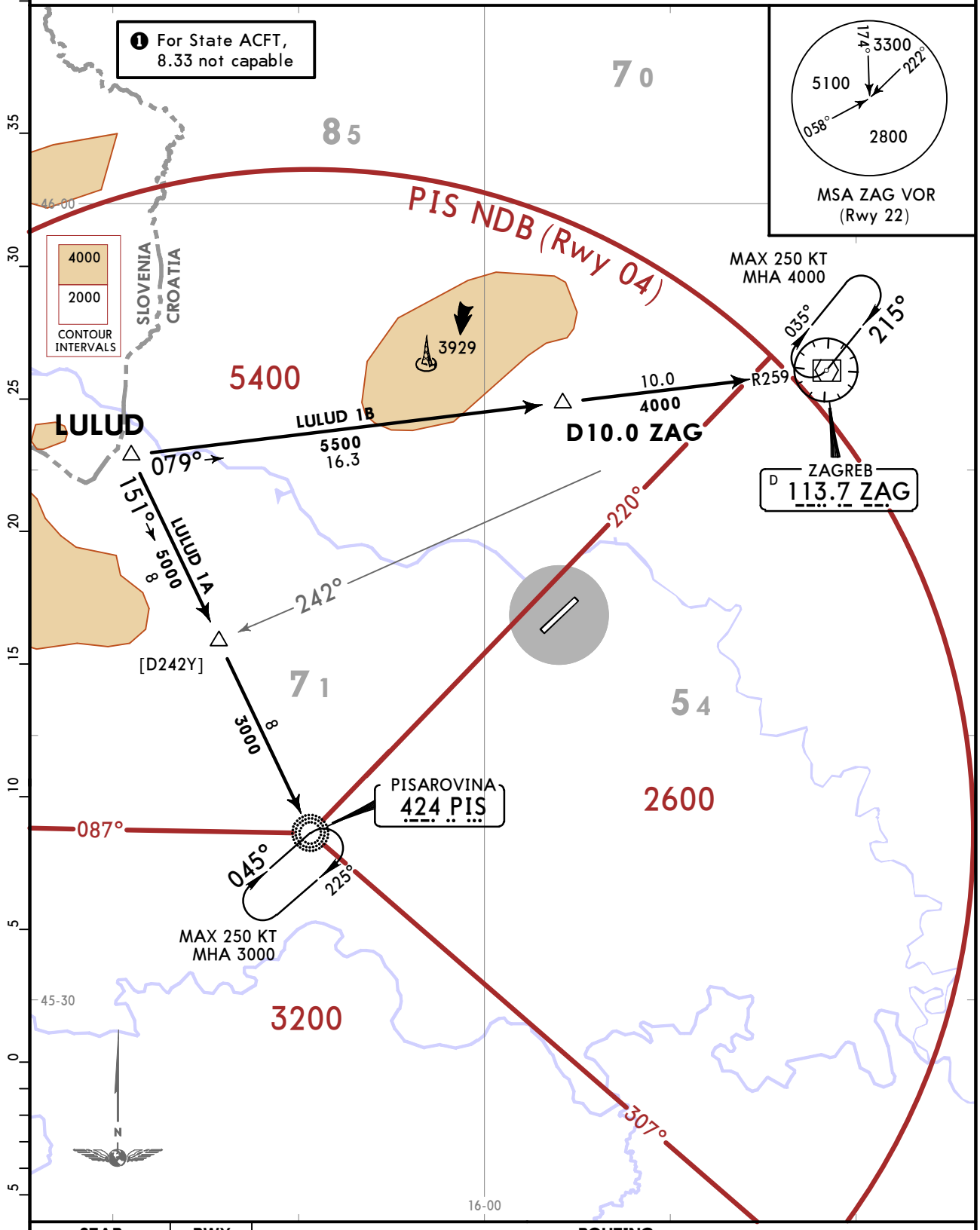
CHANGES: None.

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ATIS	ZAGREB Radar (APP)	Apt Elev	
124.575	118.885 120.7 ❶	353	Alt Set: hPa Trans level: By ATC 1. Contact ZAGREB Radar. 2. Descend as cleared by ATC.

LULUD 1A [LULU1A], LULUD 1B [LULU1B] ARRIVALS (ALL RWYS)



STAR	RWY	ROUTING
LULUD 1A	04	Intercept 151° bearing to PIS NDB.
LULUD 1B	22	Intercept ZAG R259 inbound to ZAG VOR.

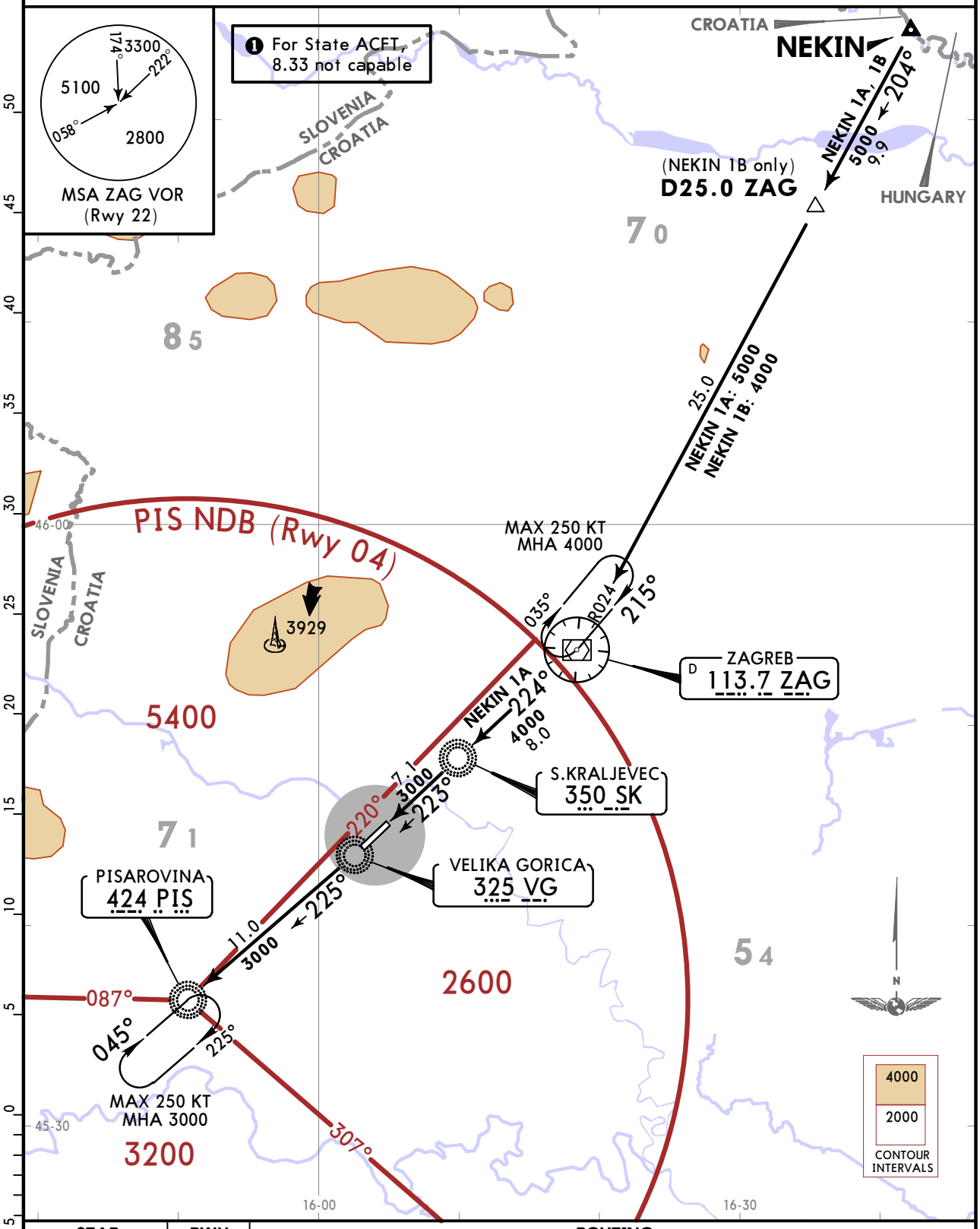
CHANGES: Airport name revised, speed resttriction withdrawn.

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ATIS	ZAGREB Radar (APP)	Apt Elev	
124.575	118.885 120.7 ❶	353	Alt Set: hPa Trans level: By ATC 1. Contact ZAGREB Radar. 2. Descend as cleared by ATC.

NEKIN 1A [NEKI1A], NEKIN 1B [NEKI1B] ARRIVALS (ALL RWYS)



STAR	RWY	ROUTING
NEKIN 1A	04	Intercept ZAG R024 inbound to ZAG VOR, intercept 224° bearing to SK Lctr, 223° bearing to VG Lctr, 225° bearing to PIS NDB.
NEKIN 1B	22	Intercept ZAG R024 inbound to ZAG VOR.

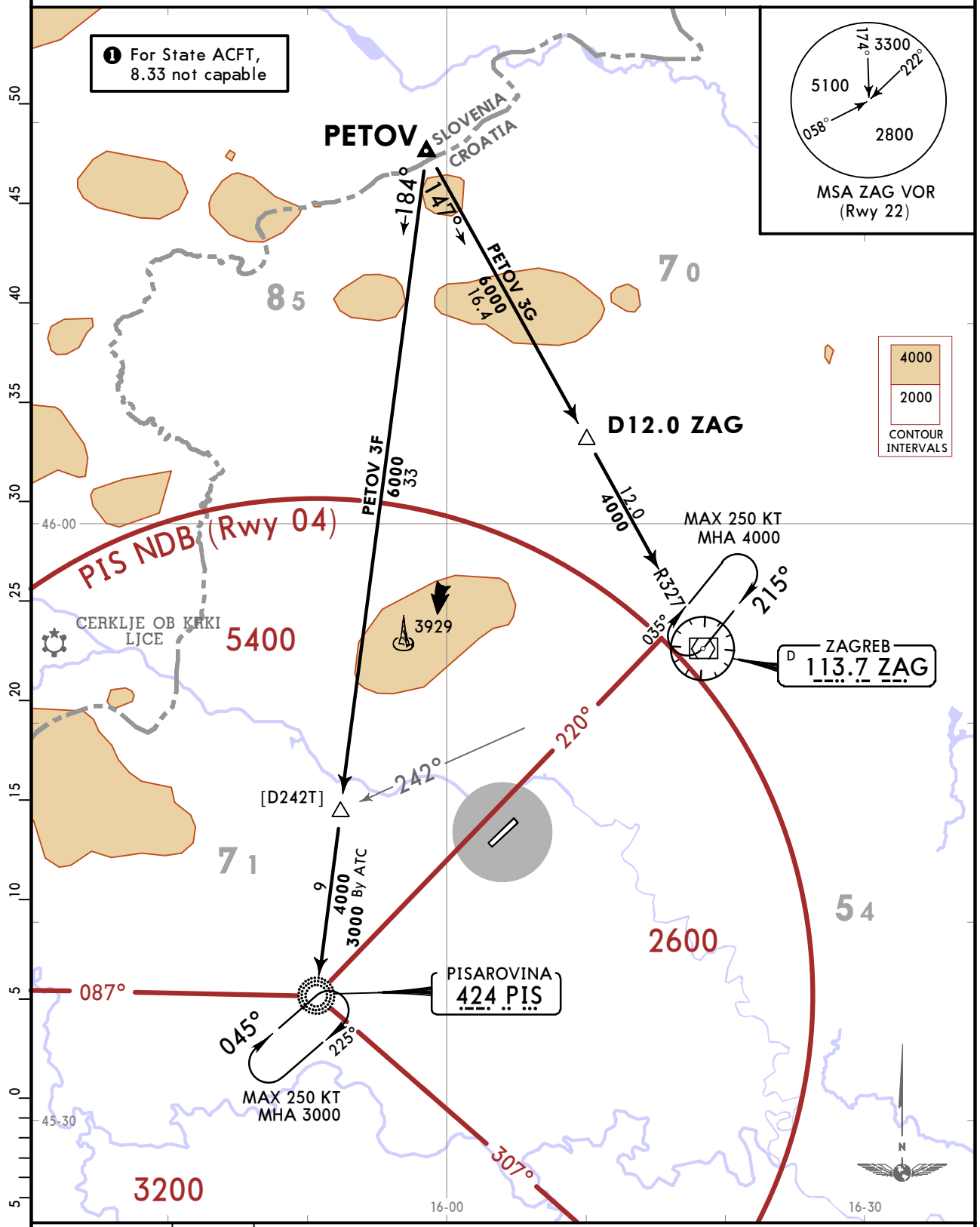
CHANGES: Airport name revised, speed resttriction withdrawn.

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ATIS	ZAGREB Radar (APP)	Apt Elev	
124.575	118.885 120.7 ❶	353	Alt Set: hPa Trans level: By ATC 1. Contact ZAGREB Radar. 2. Descend as cleared by ATC.

PETOV 3F [PETO3F], PETOV 3G [PETO3G] ARRIVALS (ALL RWYS)



STAR	RWY	ROUTING
PETOV 3F	04	Intercept 184° bearing to PIS NDB.
PETOV 3G	22	Intercept ZAG R327 inbound to ZAG VOR.

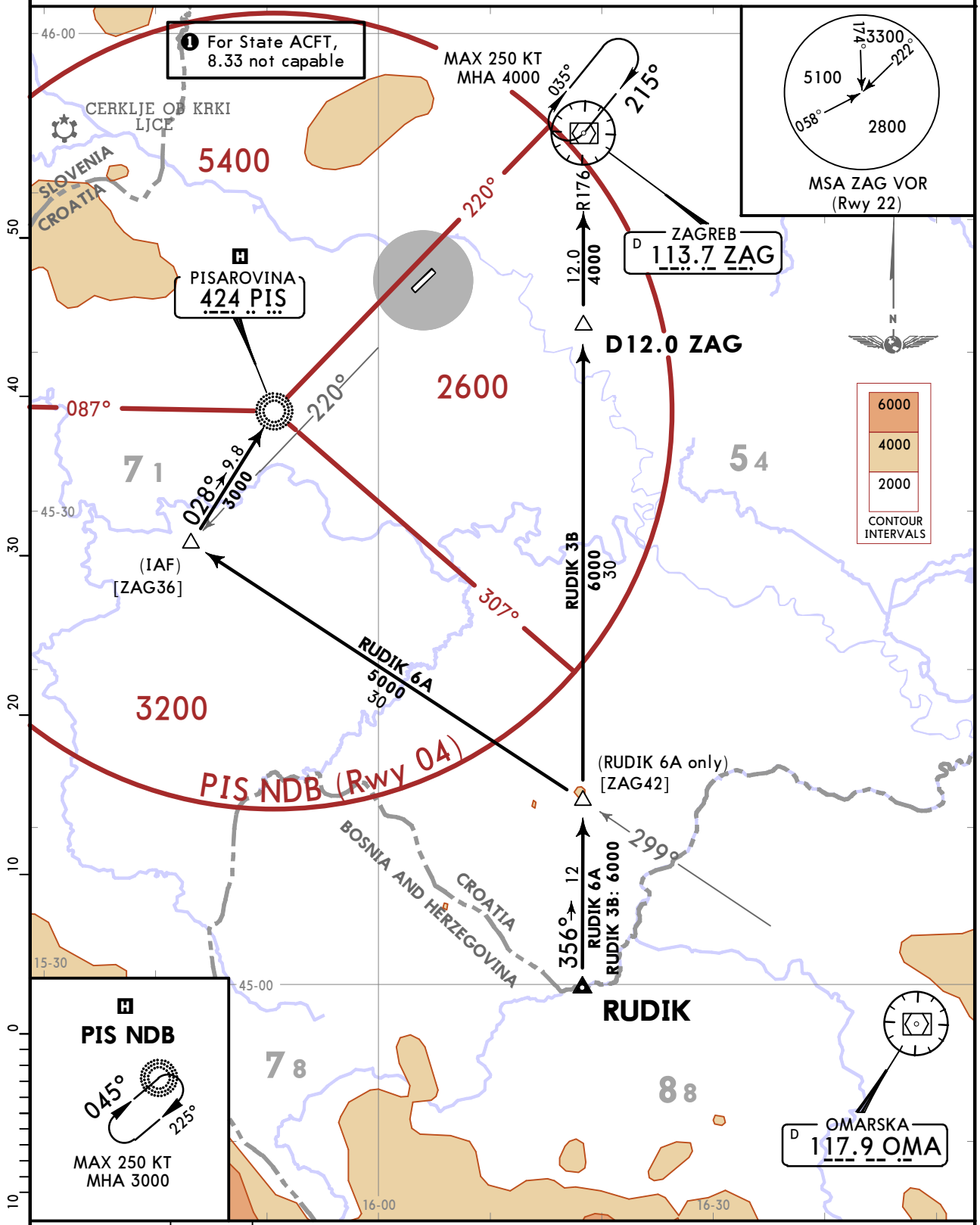
CHANGES: Airport name revised, speed resttriction withdrawn.

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ATIS	ZAGREB Radar (APP)	Apt Elev	
124.575	118.885 120.7 ❶	353	Alt Set: hPa Trans level: By ATC 1. Contact ZAGREB Radar. 2. Descend as cleared by ATC.

RUDIK 6A [RUDI6A], RUDIK 3B [RUDI3B] ARRIVALS (ALL RWYS)



STAR	RWY	ROUTING
RUDIK 6A	04	Intercept ZAG R176 inbound, intercept OMA R299, when passing ZAG R220 turn RIGHT, intercept 028° bearing to PIS NDB.
RUDIK 3B	22	Intercept ZAG R176 inbound to ZAG VOR.

CHANGES: Airport name revised, speed resttriction withdrawn.

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CHANGES: VBA 1W renamed ZINPE 1W, back-up conventional procedure removed.

ZAGREB Radar	Apt Elev	RNAV 1 GNSS required	Trans alt: 10000
118.885 120.7 ❶	353	1. CAUTION: Close-in obstacle. 2. After take off contact ZAGREB Radar.	

KOPRY 1W [KOPR1W], MOSAV 1W [MOSA1W]
OBUTI 1U [OBUT1U], TEBLI 1W [TEBL1W], ZINPE 1W [ZINP1W]
RNAV DEPARTURES
(RWY 04)

❶ For State ACFT, 8.33 not capable

OBUTI
FL130

SLOVENIA
CROATIA
ZAG VOR
174°
OBUTI 1U
26.4
344°
222°
KOPRY 1W
29.3
KOPRY
HUNGARY
CROATIA
3300
5100
2800
8 5
7 0
4 0
7 1
5 2
5 4
4000
2000
CONTOUR INTERVALS
46-00
45-30
16-00
16-30
17-00
3922
ZAGREB
D 113.7 ZAG
5.2
049°
ZA8Ø9
MAX 260 KT
ZA8Ø2
12.6
058°
043°
097°
MOSAV 1W
TEBLI 1W
ZINPE 1W:
Turn
760
ZA8Ø3
3000
133°
5.3
077°
102°
153°
ZA8Ø4
MAX 230 KT
7000
ZINPE 1W
32.1
ZINPE
6000
MOSAV 1W
23.7
MOSAV
6000
TEBLI 1W
30.5
TEBLI
FL105
CROATIA
BOSNIA
-HERZEGOVINA

These SIDs require a minimum climb gradient of **MOSAV 1W, TEBLI 1W, ZINPE 1W:** 4.0% to 1900.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

Initial climb clearance **6000**

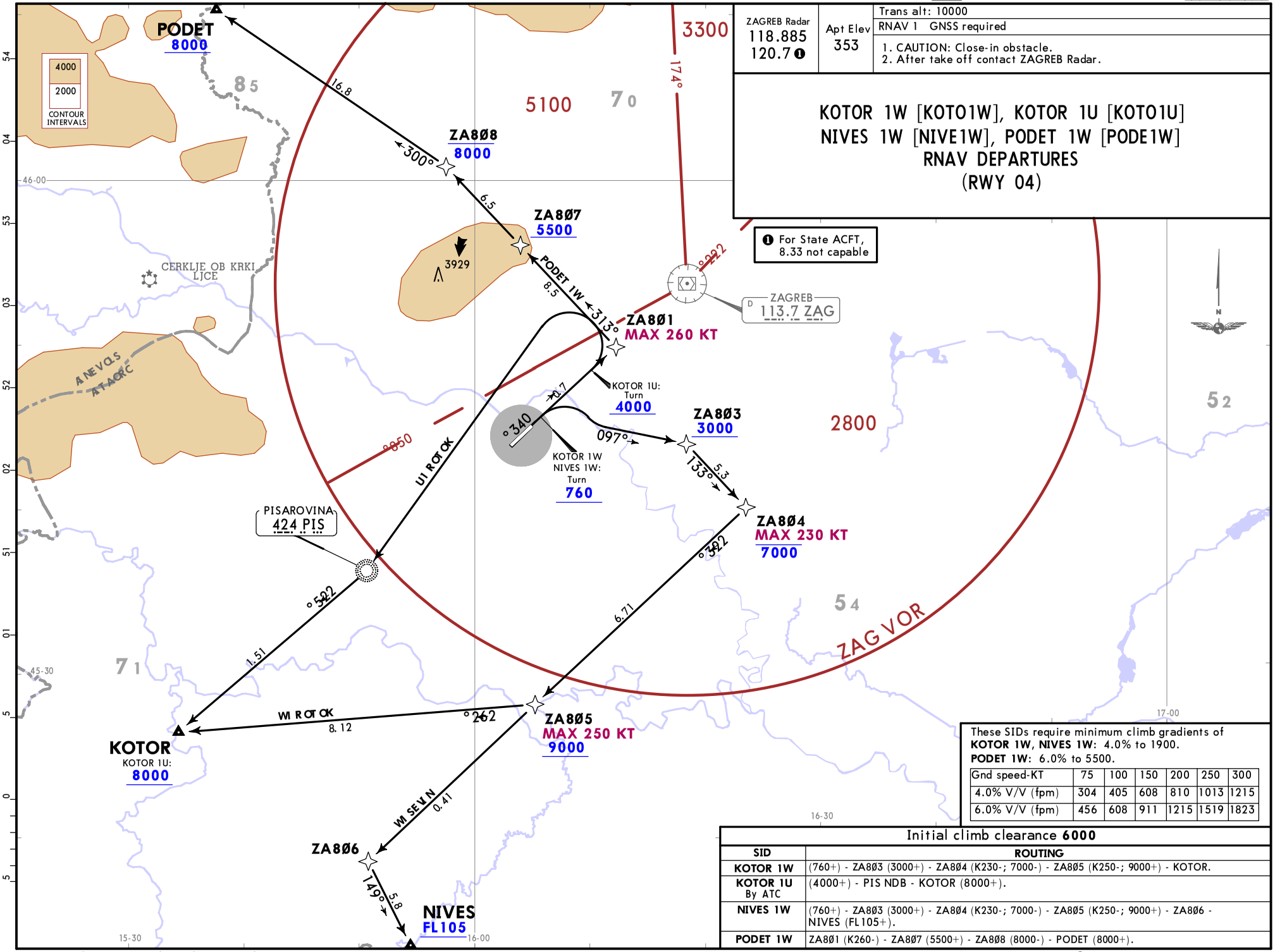
SID	ROUTING
KOPRY 1W	ZA8Ø2 - ZA8Ø9 (K260-) - KOPRY.
MOSAV 1W	(760+) - ZA8Ø3 (3000+) - ZA8Ø4 (K230-; 7000-) - MOSAV (6000+).
OBUTI 1U	ZA8Ø2 - ZA8Ø9 (K260-) - OBUTI (FL130+).
TEBLI 1W	(760+) - ZA8Ø3 (3000+) - ZA8Ø4 (K230-; 7000-) - TEBLI (FL105+).
ZINPE 1W	(760+) - ZA8Ø3 (3000+) - ZA8Ø4 (K230-; 7000-) - ZINPE (6000+).

KOPRY 1W [KOPR1W]
MOSAV 1W [MOSA1W]
OBUTI 1U [OBUT1U]
TEBLI 1W [TEBL1W]
ZINPE 1W [ZINP1W]
RNAV DEPARTURES
(RWY 04)

LDZA/ZAG
FRANJO TUDJMAN

JEPPESEN ZAGREB, CROATIA
3 APR 26 (10-3) Eff 16 Apr
RNAV SID

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CHANGES: Back-up conventional procedures removed.

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CHANGES: VBA 1V renamed ZINPE 1V, back-up conventional procedure removed.

LDZA/ZAG
FRANJO TUDJMAN

ZAGREB Radar
118.885
120.7 ❶

Apt Elev
353

RNAV 1 GNSS required | Trans alt: 10000

After take off contact ZAGREB Radar.

KOPRY 1V [KOPR1V], MOSAV 1V [MOSA1V]
OBUTI 1T [OBUT1T], OBUTI 1V [OBUT1V]
TEBLI 1V [TEBL1V], ZINPE 1V [ZINP1V]
RNAV DEPARTURES
(RWY 22)

❶ For State ACFT, 8.33 not capable

OBUTI
FL130

KOPRY
HUNGARY
CROATIA

SLOVENIA
CROATIA

OBUTI 1V
29.0

KOPRY 1V
34.3

353°
049°
023°

ZA9Ø3
MAX 250 KT

ZAGREB
D 113.7 ZAG
9000

3922

5400

OBUTI 1T

220°

6.8
026°

ZA9Ø2
MAX 250 KT

ZINPE
6000

NOT TO SCALE

❷ (KOPRY 1V, MOSAV 1V, OBUTI 1V, TEBLI 1V, ZINPE 1V only)

PIS NDB

OBUTI 1T:
Turn
4000

5.5
223°

❷ ZA9Ø1

ZINPE 1V
35.4

087°

PISAROVINA
424 PIS

307°

3200

ZA9Ø4
8000

069°
088°
144°

MOSAV 1V
24.9

MOSAV
6000

2600

TEBLI 1V
26.4

CROATIA
BOSNIA
-HERZEGOVINA

TEBLI
FL105

These SIDs require minimum climb gradients of:
KOPRY 1V, MOSAV 1V, OBUTI 1V, TEBLI 1V, ZINPE 1V:
4.0% to 2300 due to G class airspace.
OBUTI 1T: 6.7% to 5000.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

Initial climb clearance **6000**

SID	ROUTING
KOPRY 1V	ZA9Ø1 - ZA9Ø2 (K250-) - ZAG VOR (9000+) - KOPRY.
MOSAV 1V	ZA9Ø1 - ZA9Ø4 (8000-) - MOSAV (6000+).
OBUTI 1T	(4000+) - ZA9Ø3 (K250-) - OBUTI (FL130+).
OBUTI 1V	ZA9Ø1 - ZA9Ø2 (K250-) - ZAG VOR (9000+) - OBUTI (FL130+).
TEBLI 1V	ZA9Ø1 - ZA9Ø4 (8000-) - TEBLI (FL105+).
ZINPE 1V	ZA9Ø1 - ZA9Ø4 (8000-) - ZINPE (6000+).

KOPRY 1V [KOPR1V]
MOSAV 1V [MOSA1V]
OBUTI 1V [OBUT1V]
OBUTI 1T [OBUT1T]
TEBLI 1V [TEBL1V]
ZINPE 1V [ZINP1V]
RNAV DEPARTURES
(RWY 22)

JEPPESEN ZAGREB, CROATIA
3 APR 26 (10-3B) Eff 16 Apr
RNAV SID

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ZAGREB Radar	Apt Elev	RNAV 1 GNSS required	Trans alt: 10000
118.885 120.7 ❶	353	After take off contact ZAGREB Radar.	

KOTOR 1V [KOTO1V], NIVES 1V [NIVE1V]
PODET 1T [PODE1T], PODET 1V [PODE1V]
RNAV DEPARTURES
(RWY 22)

❶ For State ACFT, 8.33 not capable

PODET
8000

ZA9Ø3
PODET 1T:
MAX 250 KT

ZA9Ø2
MAX 250 KT

ZA9Ø1
NIVES 1V:
2500
(NIVES 1V
PODET 1V
only)

PISAROVINA
424 PIS

PODET 1T:
Turn
4000

KOTOR
8000

NIVES
FL105

PIS NDB

18.6
304°
15.1
313°
T1 TEDOP
V1 TEDOP
5.5
322°
❷ 225° for KOTOR 1V to PIS NDB.
087°
307°
V1 ROTOK
1.51
V1 SEVIN

4000
2000
CONTOUR INTERVALS

ANEVOLS
ATZORC
4154

5400
2600
3200
85
70
71
54
52

These SIDs require minimum climb gradients of
NIVES 1V: 6.4% to 2500.
PODET 1T: 6.7% to 5500.
PODET 1V: 4.0% to 2300 due to G class airspace.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
6.0% V/V (fpm)	456	608	911	1215	1519	1823
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

Initial climb clearance **6000**

SID	ROUTING
KOTOR 1V	PIS NDB - KOTOR (8000+).
NIVES 1V	ZA9Ø1 (2500+) - NIVES (FL105+).
PODET 1T	(4000+) - ZA9Ø3 (K250-) - PODET (8000+).
PODET 1V	ZA9Ø1 - ZA9Ø2 (K250-) - ZA9Ø3 - PODET (8000+).

CHANGES: Back-up conventional procedure removed.

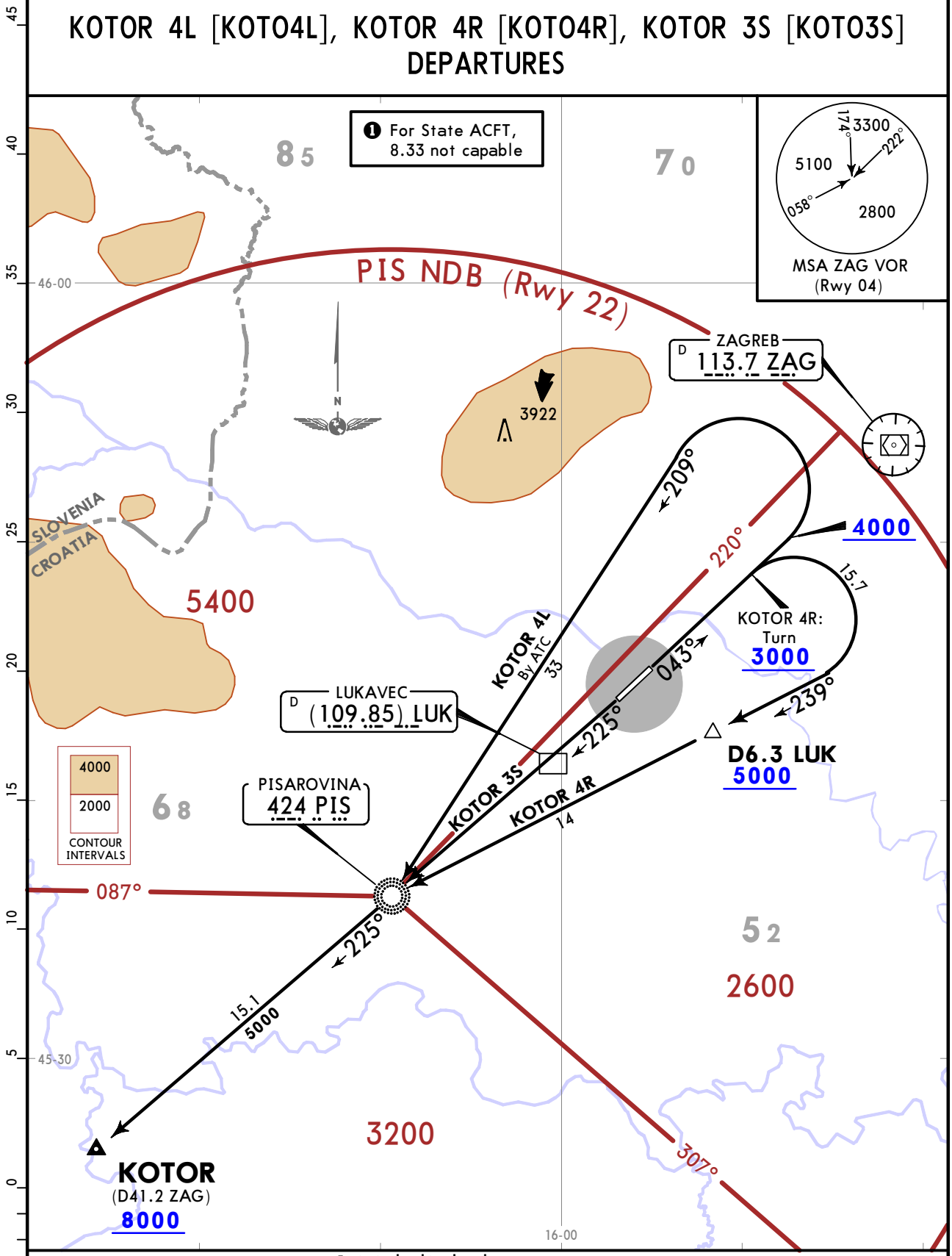
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ZAGREB Radar	Apt Elev	
118.885 120.7 ❶	353	Trans alt: 10000 1. Contact ZAGREB Radar IMMEDIATELY after take-off. 2. RWY 04: EXPECT close-in obstacles.

KOTOR 4L [KOTO4L], KOTOR 4R [KOTO4R], KOTOR 3S [KOTO3S] DEPARTURES



Initial climb clearance **6000**

SID	RWY	ROUTING
KOTOR 4L By ATC	**04**	Climb straight ahead, at 4000 turn LEFT, intercept 209° bearing to PIS NDB, 225° bearing to KOTOR.
KOTOR 4R		Climb straight ahead, at 3000 turn RIGHT, intercept 239° bearing to PIS NDB, 225° bearing to KOTOR.
KOTOR 3S	**22**	Climb to PIS NDB, 225° bearing to KOTOR.

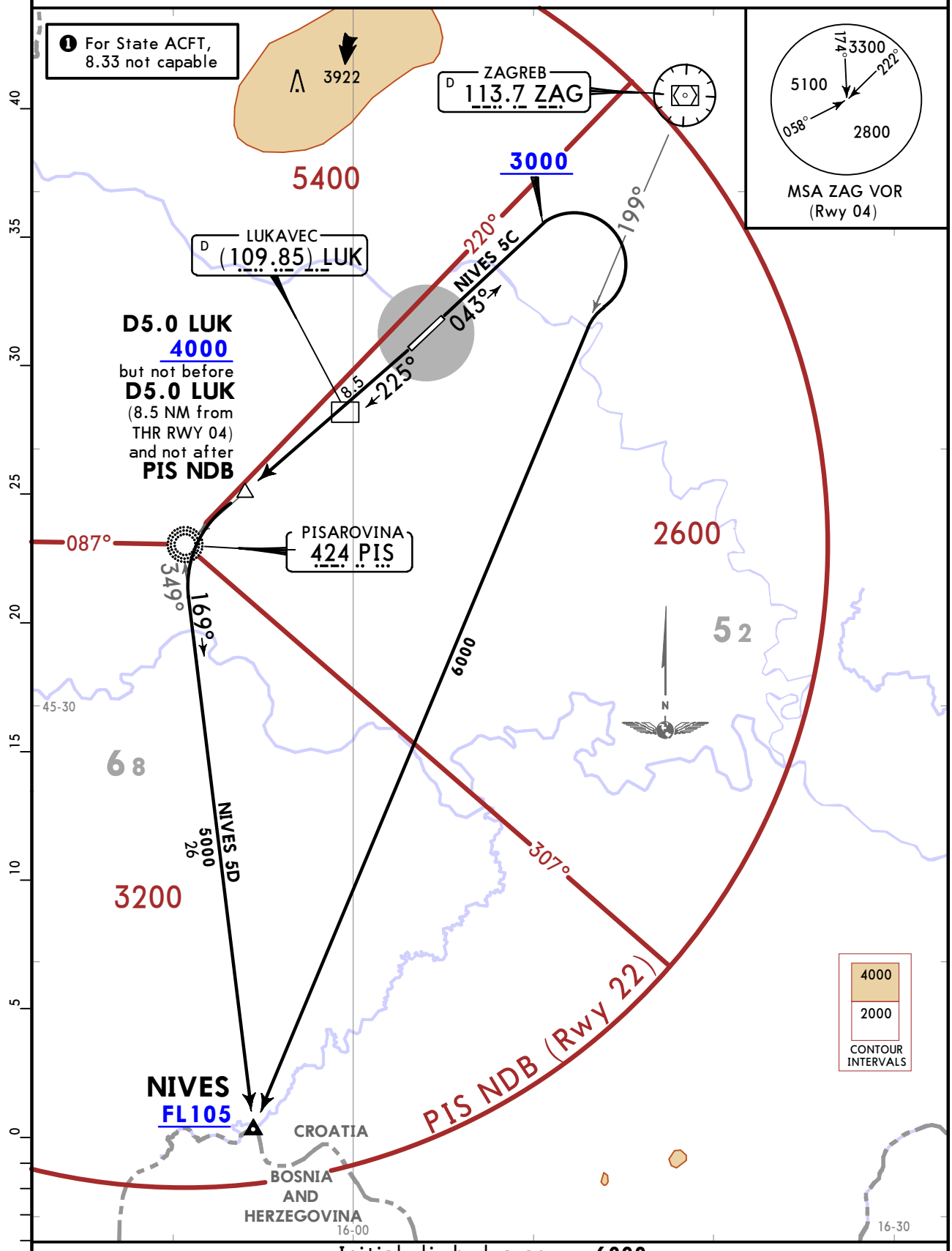
CHANGES: Chart reindexed.

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ZAGREB Radar	Apt Elev	Trans alt: 10000
118.885 120.7❶	353	1. Contact ZAGREB Radar IMMEDIATELY after take-off. 2. RWY 04: EXPECT close-in obstacles.

NIVES 5C [NIVE5C], NIVES 5D [NIVE5D] DEPARTURES



Initial climb clearance **6000**

SID	RWY	ROUTING
NIVES 5C	04	Climb straight ahead, at 3000 turn RIGHT, intercept ZAG R199 to NIVES.
NIVES 5D	22	Climb towards PIS NDB, at or above 4000, but not before D5.0 LUK (8.5 NM from THR RWY 04) and not after PIS NDB turn LEFT, intercept 169° bearing from PIS NDB to NIVES.

CHANGES: None.

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LDZA/ZAG
FRANJO TUDMAN

JEPPESEN
23 AUG 24 | 10-3H | Eff 5 Sep

ZAGREB, CROATIA
SID

ZAGREB Radar	Apt Elev	Trans alt: 10000
118.885 120.7ⓘ	353	1. Contact ZAGREB Radar IMMEDIATELY after take-off. 2. RWY 04: EXPECT close-in obstacles.

OBUTI 3H [OBUT3H]
OBUTI 4K [OBUT4K]
OBUTI 4J [OBUT4J]
BY ATC
DEPARTURES

MSA ZAG VOR (Rwy 04)
5100 | 3300 | 2800 | 174° | 222° | 058°

ⓘ For State ACFT, 8.33 not capable

CROATIA | SLOVENIA

OBUTI
FL130

4000
2000
CONTOUR INTERVALS

N

6000
29.0
32.5
353°

PIS NDB (Rwy 22)

8 5
6 8
5400
7 0
5 2
2600

3922

D2.0 LUK
OBUTI 4K:
3000
but not before
D2.0 LUK
(5.5 NM from THR RWY 04)
OBUTI 4J:
4000
but not before
D2.0 LUK
(5.5 NM from THR RWY 04)
and not after
PIS NDB

D11.0 LUK
8000

OBUTI 4J By ATC
017°
17
197°
031°
R211
220°
OBUTI 3H
12.7
043°
OBUTI 4K
5000
28
5.5
225°

ZAGREB
D 113.7 ZAG
OBUTI 3H:
4000
OBUTI 4K:
7000

LUKAVEC
D (109.85) LUK

PISAROVINA
424 PIS

087°
3200
307°

16-00 | 16-30

Initial climb clearance **6000**

SID	RWY	ROUTING
OBUTI 3H	**04**	Climb to ZAG VOR, ZAG R353 to OBUTI.
OBUTI 4J By ATC	**22**	Climb towards PIS NDB, at or above 4000, but not before D2.0 LUK (5.5 NM from THR RWY 04) and not after PIS NDB turn RIGHT, intercept 017° bearing from PIS to OBUTI.
OBUTI 4K		Climb towards PIS NDB, at or above 3000, but not before D2.0 LUK (5.5 NM from THR RWY 04) turn LEFT, intercept ZAG R211 inbound to ZAG VOR, ZAG R353 to OBUTI.

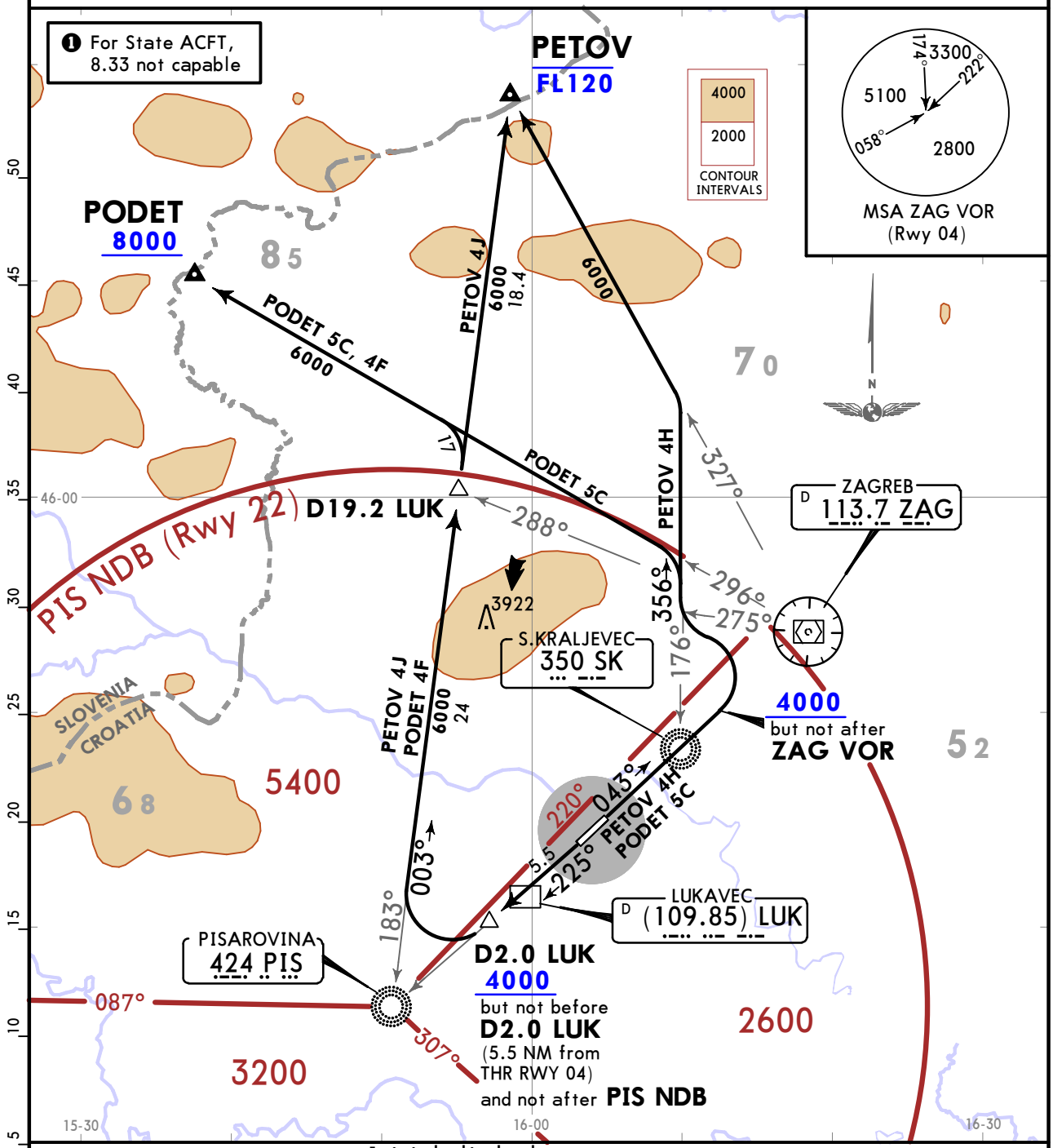
CHANGES: Radar frequency revised.

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ZAGREB Radar	Apt Elev	
118.885 120.7❶	353	Trans alt: 10000 1. Contact ZAGREB Radar IMMEDIATELY after take-off. 2. RWY 04: EXPECT close-in obstacles.

PETOV 4H [PETO4H], PETOV 4J [PETO4J]
PODET 5C [PODE5C], PODET 4F [PODE4F]
DEPARTURES



Initial climb clearance **6000**

SID	RWY	ROUTING
PETOV 4H ❷	04	Climb straight ahead, at 4000, but not after ZAG VOR turn LEFT, intercept 356° bearing from SK Lctr, intercept ZAG R327 to PETOV.
PETOV 4J ❷	22	Climb towards PIS NDB, at 4000, but not before D2.0 LUK (5.5 NM from THR RWY 04) and not after PIS NDB turn RIGHT, intercept bearing 003° from PIS NDB to PETOV.
PODET 5C	04	Climb straight ahead, at or above 4000, but not after ZAG VOR turn LEFT, 356° track, when passing ZAG R275 turn LEFT, intercept ZAG R296 to PODET.
PODET 4F	22	Climb towards PIS NDB, at or above 4000, but not before D2.0 LUK (5.5 NM from THR RWY 04) and not after PIS NDB turn RIGHT, intercept bearing 003° from PIS NDB, at D19.2 LUK turn LEFT, intercept ZAG R296 to PODET.

❷ Only for traffic to LJMB.

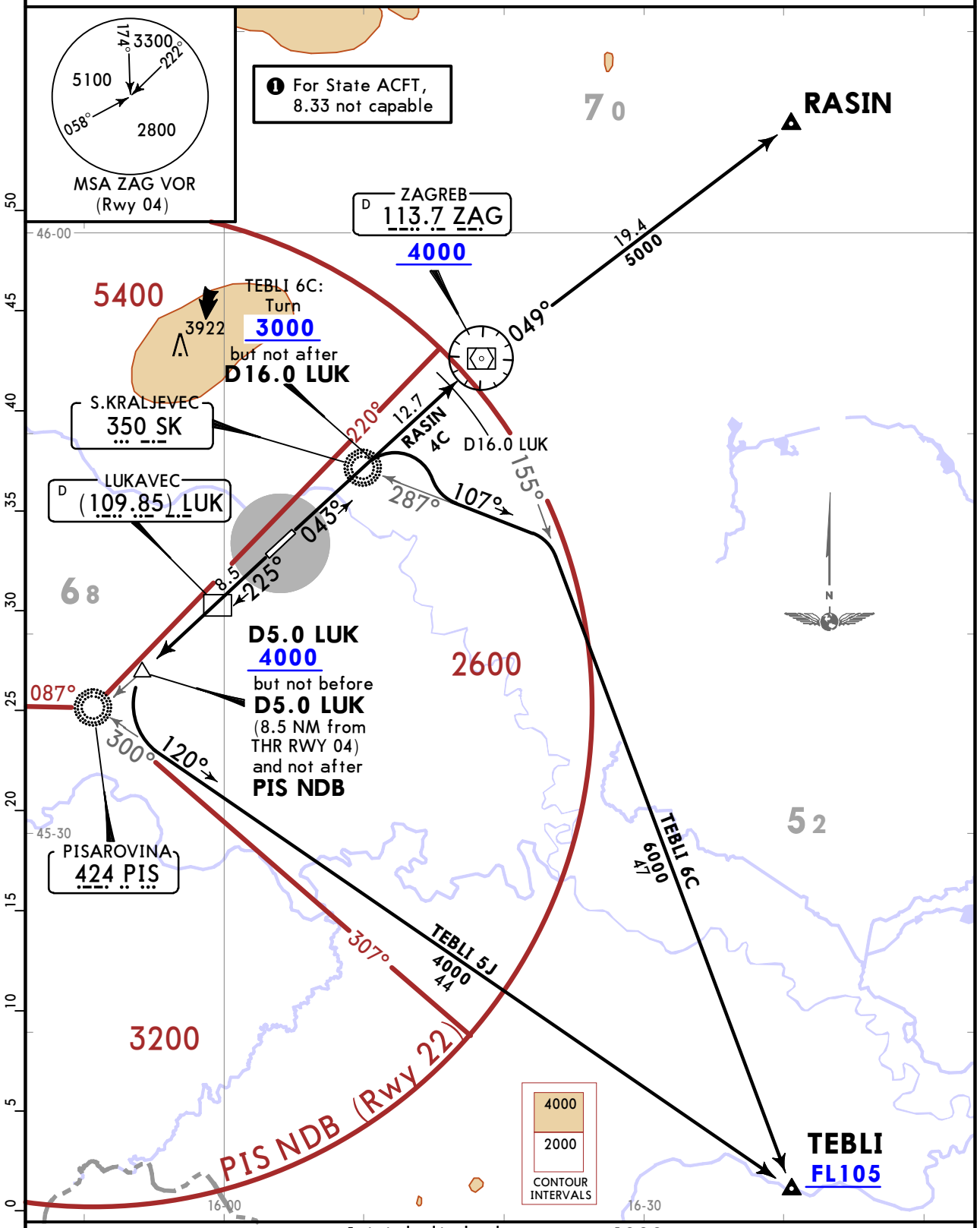
CHANGES: Radar frequency revised.

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ZAGREB Radar	Apt Elev	Trans alt: 10000
118.885 120.7❶	353	1. Contact ZAGREB Radar IMMEDIATELY after take-off. 2. RWY 04: EXPECT close-in obstacles.

RASIN 4C [RASI4C], TEBLI 6C [TEBL6C], TEBLI 5J [TEBL5J] DEPARTURES



Initial climb clearance **6000**

SID	RWY	ROUTING
RASIN 4C	**04**	Climb to ZAG VOR, ZAG R049 to RASIN.
TEBLI 6C		Climb straight ahead, at 3000, but not after D16.0 LUK turn RIGHT, intercept 107° bearing from SK Lctr, intercept ZAG R155 to TEBLI.
TEBLI 5J	**22**	Climb towards PIS NDB, at or above 4000, but not before D5.0 LUK (8.5 NM from THR RWY 04) and not after PIS NDB turn LEFT, intercept 120° bearing from PIS NDB to TEBLI.

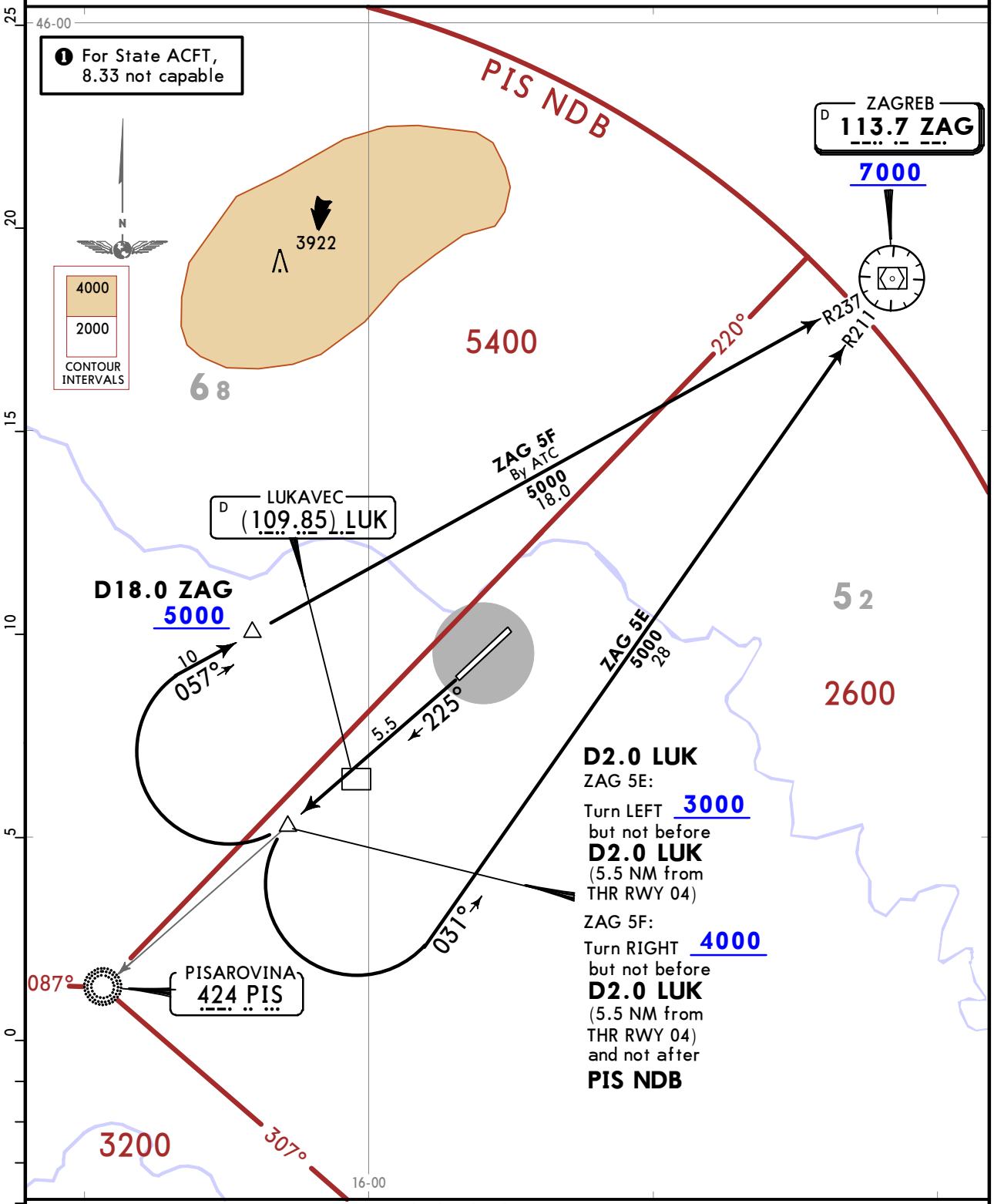
CHANGES: Radar frequency revised.

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ZAGREB Radar	Apt Elev	
118.885 120.7❶	353	Trans alt: 10000 Contact ZAGREB Radar IMMEDIATELY after take-off.

ZAGREB 5E (ZAG 5E)
ZAGREB 5F (ZAG 5F)
DEPARTURES
(RWY 22)



Initial climb clearance **6000**

SID	ROUTING
ZAG 5E	Climb towards PIS NDB, at or above 3000, but not before D2.0 LUK (5.5 NM from THR RWY 04) turn LEFT, intercept ZAG R211 inbound to ZAG VOR.
ZAG 5F By ATC	Climb towards PIS NDB, at or above 4000, but not before D2.0 LUK (5.5 NM from THR RWY 04) and not after PIS NDB turn RIGHT, intercept ZAG R237 inbound to ZAG VOR.

CHANGES: Radar frequency revised.

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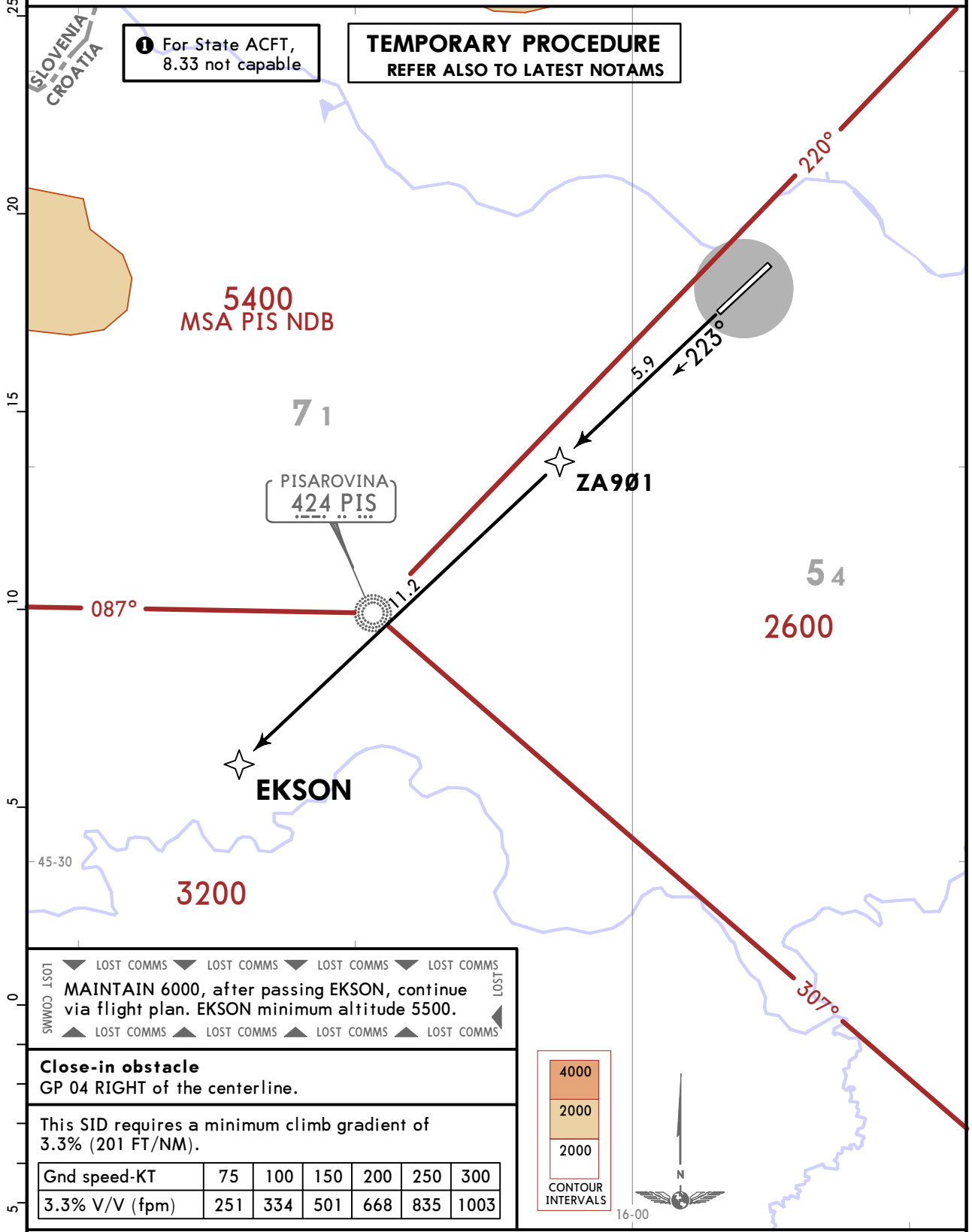
LDZA/ZAG
FRANJO TUDJMAN

JEPPESEN
3 APR 26 (10-3M) Eff 16 Apr

ZAGREB, CROATIA
RNAV SID

ZAGREB Radar	Trans alt: 10000
118.885 120.7 ❶	RNAV 1 GNSS required
Apt Elev 353	1. After take off contact ZAGREB Radar. 2. EXPECT higher levels than 6000 after positive RADAR identification. 3. On course to EKSON pilots will be advised of further routing. EXPECT direct to a wypoint filed in the flight plan or FIR exit point.

EKSON 1 RNAV DEPARTURE
(RWY 22)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

MAINTAIN 6000, after passing EKSON, continue via flight plan. EKSON minimum altitude 5500.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

Close-in obstacle
GP 04 RIGHT of the centerline.

This SID requires a minimum climb gradient of 3.3% (201 FT/NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

4000
2000
2000
CONTOUR INTERVALS

N

16-00

Initial climb clearance **6000**

ROUTING

ZA9Ø1 - EKSON.

CHANGES: New temporary SID.

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LDZA/ZAG

Apt Elev 353′
N45 44.6 E016 04.1

JEPPESEN
10 APR 26 (10-8) Eff 16 Apr

ZAGREB, CROATIA
FRANJO TUDJMAN

ATIS	*ZAGREB Ground ❶	Tower
124.575	121.850	118.3

❶ If no contact on Ground frequency, contact Tower.

TAXIWAY RESTRICTIONS

MAX 30 KT for all TWYs.
Follow-me guidance is mandatory on Twy R for self manoeuvering ACFT.

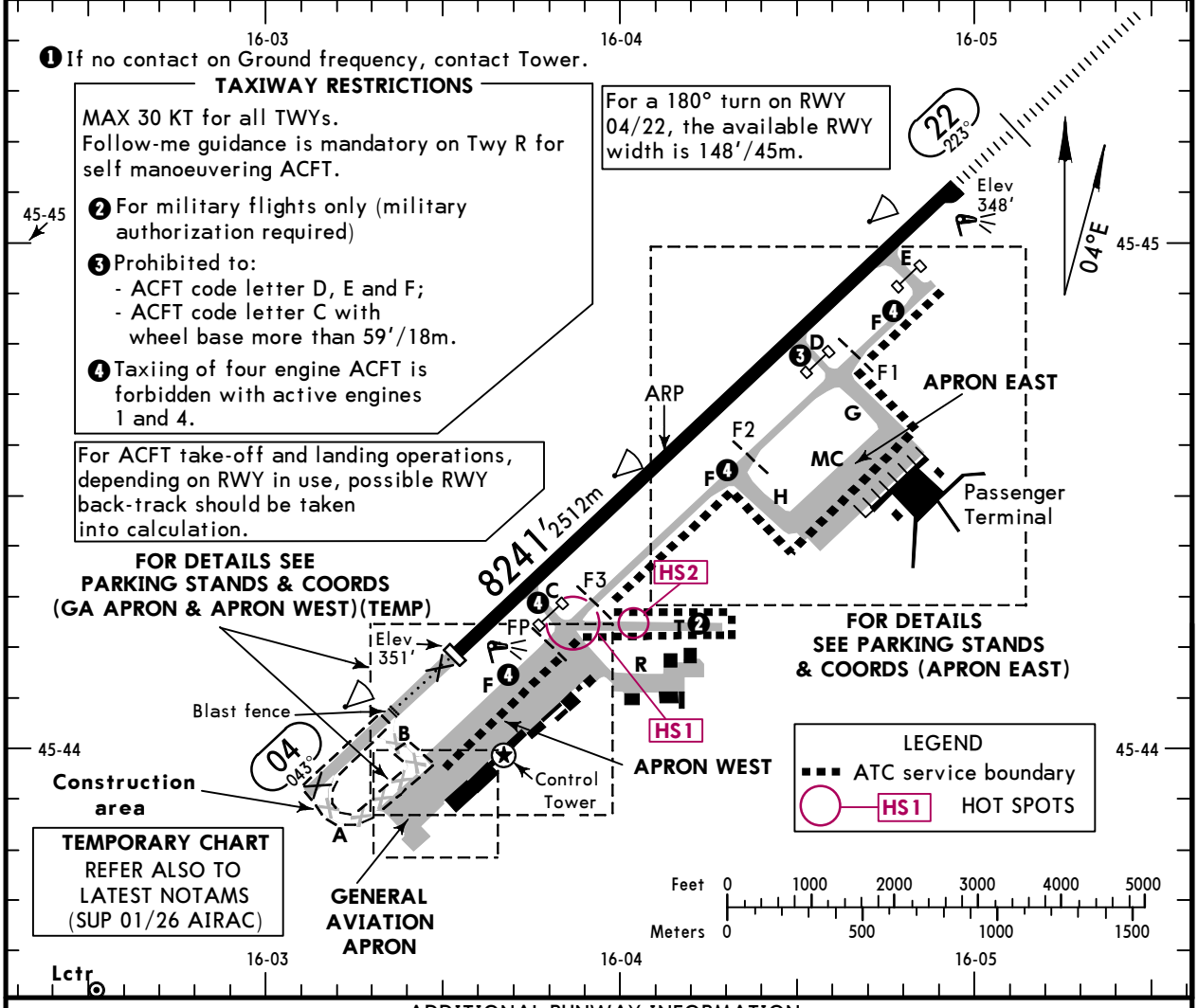
❷ For military flights only (military authorization required)

❸ Prohibited to:
- ACFT code letter D, E and F;
- ACFT code letter C with wheel base more than 59′/18m.

❹ Taxiing of four engine ACFT is forbidden with active engines 1 and 4.

For a 180° turn on RWY 04/22, the available RWY width is 148′/45m.

For ACFT take-off and landing operations, depending on RWY in use, possible RWY back-track should be taken into calculation.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04	HIRL (60m) ❺SALS PAPI-L (3.0°) RVR			❼	148′ 45m
22	HIRL (60m) ❻HIALS PAPI (3.0°) RVR				

❺ length 300m
❻ LED lights
❼ TAKE-OFF RUN AVAILABLE

RWY 04
From rwy head 8241′ (2512m)
twy C int 7093′ (2162m)

RWY 22
From rwy head 8241′ (2512m)
twy E int 7139′ (2176m)
twy D int 5633′ (1717m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 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.

HS2 Presence of fast taxiing jet ACFT and helicopters. Potential conflict with airside vehicles. Road barriers operated from the TWR. Pilots are to maintain a good lookout at all times.

Std/State	TAKE-OFF		
RCLM or RL	RL	Adequate Vis Ref	
DAY	NIGHT	DAY	NIGHT
R/V400m		R/V500m	NA

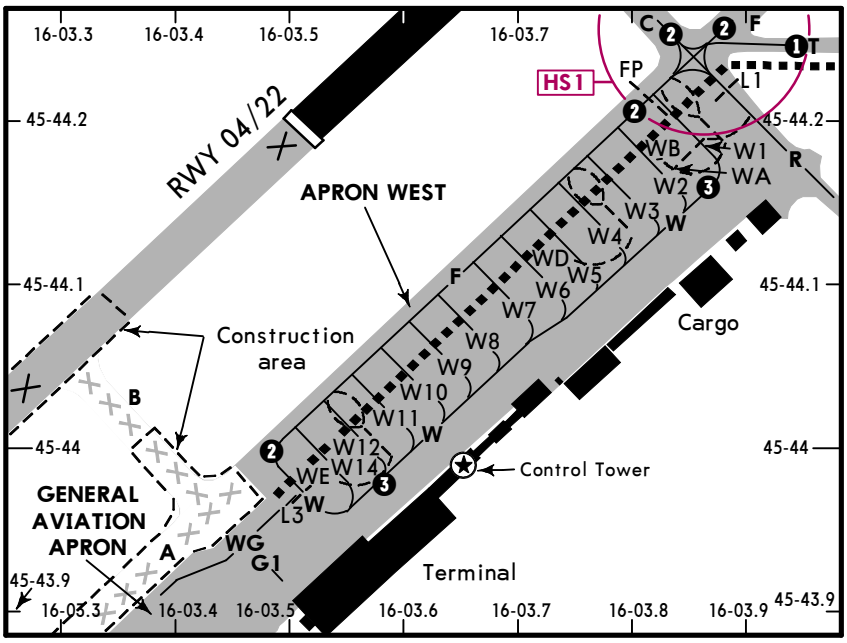
DEPARTURE PROCEDURE:

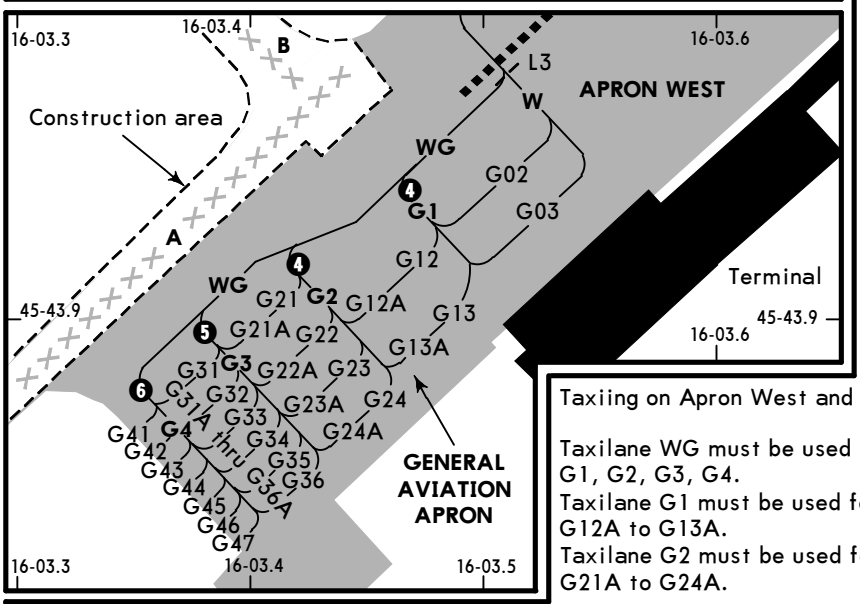
RWY 04: WARNING: (CIO) Close-in obstacle: Trees up to 425′.

CHANGES: New temporary chart.

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LEGEND

ATC service boundary

HS1 HOT SPOTS see 10-8 for description

TEMPORARY CHART
REFER ALSO TO LATEST NOTAMS (SUP 01/26 AIRAC)

TAXIWAY RESTRICTIONS

MAX 30 KT for all TWYs.

Marshaller is mandatory at all parking positions on Apron West and General Aviation Apron.

ACFT code letter F must await Follow-me when entering part of TWY F from TWY C to TWY B for taxiing to stands WB, WD and WE.

❶ For military flights only (military authorization required)
❷ Taxiing of four engine ACFT is forbidden with active engines 1 and 4
❸ MAX wingspan of 118'/36m
❹ MAX wingspan of 105'/32m
❺ MAX wingspan of 79'/24m
❻ MAX wingspan of 49'/15m

Taxiing on Apron West and General Aviation Apron:

Taxilane WG must be used for entering/exiting taxilanes G1, G2, G3, G4.
Taxilane G1 must be used for stands G02 to G03 and stands G12A to G13A.
Taxilane G2 must be used for stands G12 to G13 and stands G21A to G24A.
Taxilane G3 must be used for stands G21 to G24 and stands G31A to G36A.
Taxilane G4 must be used for stands G31 to G36, stands G41 to G47.
Positions G21, G21A restricted to MAX wingspan of 66'/20m.
Positions G02 to G03, G12 to G13, G12A to G13A, G21 to G24, G21A to G24A, G31 to G36, G31A to G36A are self-manoeuvring via designated taxilane.

ACFT taxiing eastbound on TWY F can expect to be stopped by ATC at IHP FP.
ACFT taxiing westbound on TWY F can expect to be stopped by ATC at IHP F3.
ACFT exit from taxilane WG is allowed only when ACFT may continue on its way to Twy F and enter the Twy F without stopping at the intermediate holding position L3.
Taxilane W must be used for ACFT exit from stands G02 to G03.
In order to enter stand WA, ACFT must turn from Twy F to Twy R.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
GENERAL AVIATION APRON		**APRON WEST**	
G02, G03	N45 43.9 E016 03.5	W1	N45 44.2 E016 03.9
G12 thru G13A	N45 43.9 E016 03.5	W2	N45 44.2 E016 03.8
G21 thru G23A	N45 43.9 E016 03.4	W3 thru W5	N45 44.1 E016 03.8
		W6 thru W8	N45 44.1 E016 03.7
G24	N45 43.9 E016 03.5	W9	N45 44.0 E016 03.7
G24A thru G35A	N45 43.9 E016 03.4		
G36, G36A	N45 43.8 E016 03.4	W10 thru W14	N45 44.0 E016 03.6
G41 thru G44	N45 43.9 E016 03.4	WA, WB	N45 44.2 E016 03.8
G45 thru G47	N45 43.8 E016 03.4	WD	N45 44.1 E016 03.7
		WE	N45 44.0 E016 03.5

CHANGES: New temporary chart.

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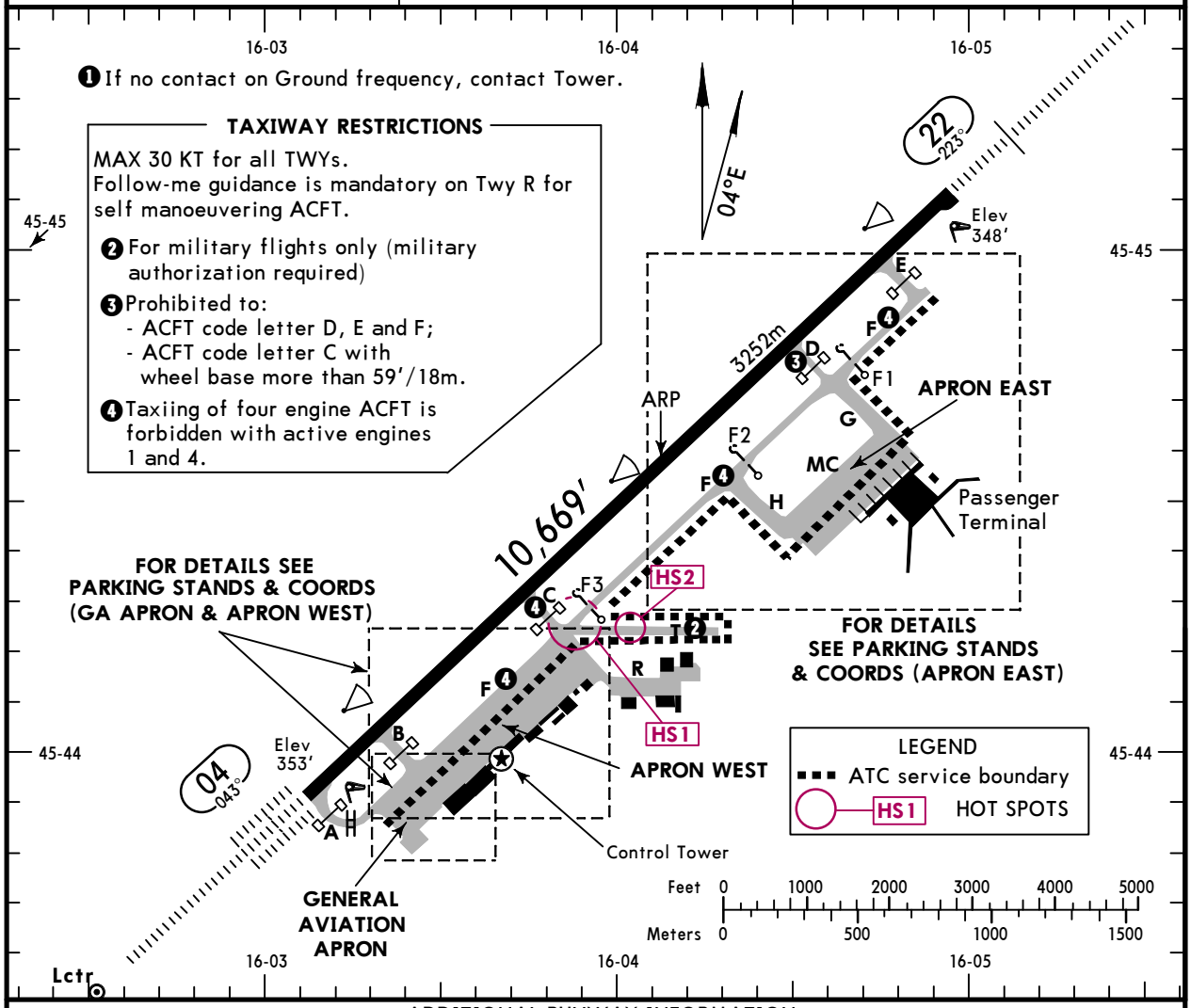
LDZA/ZAG

Apt Elev 353′
N45 44.6 E016 04.1

JEPPESEN
23 JAN 26 (10-9)

ZAGREB, CROATIA
FRANJO TUDJMAN

ATIS	*ZAGREB Ground ❶	Tower
124.575	121.850	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04	❺HIRL (60m) CL (15m) ❻HIALS-II SFL TDZ ❼OFZ RVR		9636′ 2937m	❽	148′ 45m
22	❺HIRL (60m) CL (15m) ❺HIALS PAPI (3.0°) RVR				

❺ LED lights
❻ length 900m
❼ PAPI (3.0°)
❽ TAKE-OFF RUN AVAILABLE

RWY 04

From rwy head	10,669′ (3252m)
twy B int	9554′ (2912m)
twy C int	7093′ (2162m)

RWY 22

From rwy head	10,669′ (3252m)
twy E int	9567′ (2916m)
twy D int	8061′ (2457m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 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.

HS2 Presence of fast taxiing jet ACFT and helicopters. Potential conflict with airside vehicles. Road barriers operated from the TWR. Pilots are to maintain a good lookout at all times.

Std/State — TAKE-OFF

Low Visibility Procedures required / Approval for Low Visibility Take-off required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL				
		DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
❶R125m	R150m	R300m		R/V400m		R/V500m	NA

❶ RWY 04: R75m with approved lateral guidance system.

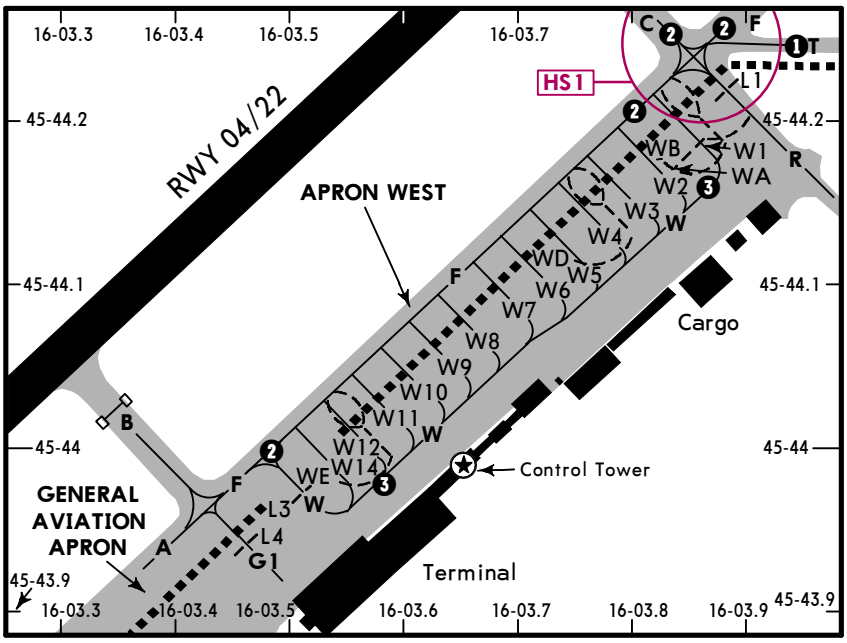
DEPARTURE PROCEDURE:

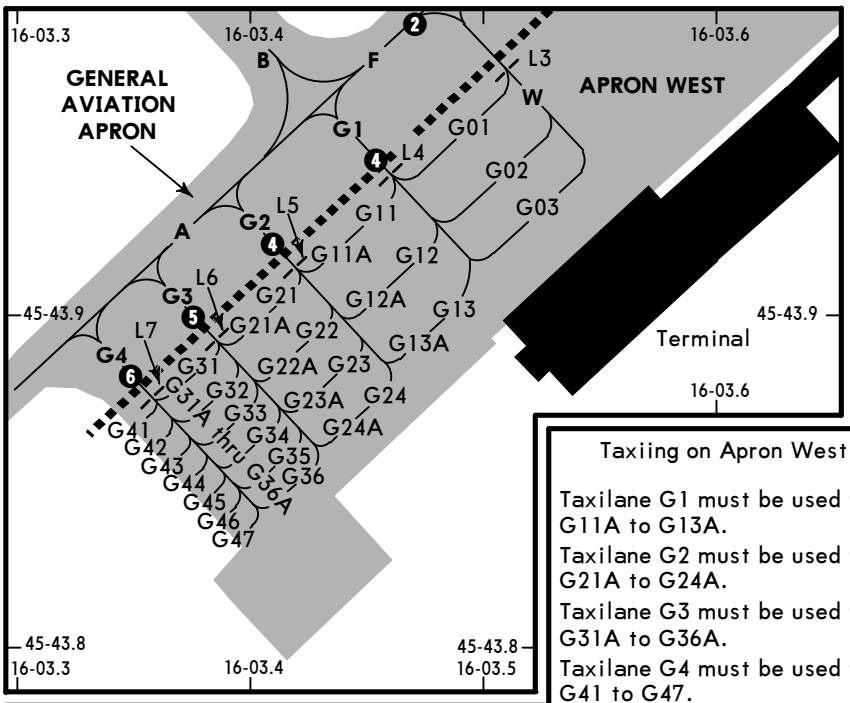
RWY 04: WARNING: (CIO) Close-in obstacle: Trees up to 425′.

CHANGES: AIS & MET withdrawn, ATC boundary, Runway Guard Lights added.

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LEGEND

ATC service boundary

HS1 HOT SPOTS see 10-9 for description

TAXIWAY RESTRICTIONS

MAX 30 KT for all TWYs.

Departing ACFT must stop at intermediate holding positions L4, L5, L6 and L7 and wait for further taxi instructions from Tower.

Marshaller is mandatory at all parking positions on Apron West and General Aviation Apron.

ACFT code letter F must await Follow-me when entering part of TWY F from TWY C to TWY B for taxiing to stands WB, WD and WE.

❶ For military flights only (military authorization required)
❷ Taxiing of four engine ACFT is forbidden with active engines 1 and 4
❸ MAX wingspan of 118'/36m
❹ MAX wingspan of 105'/32m
❺ MAX wingspan of 79'/24m
❻ MAX wingspan of 49'/15m

Taxiing on Apron West and General Aviation Apron:

Taxilane G1 must be used for stands G01 to G03 and stands G11A to G13A.

Taxilane G2 must be used for stands G11 to G13 and stands G21A to G24A.

Taxilane G3 must be used for stands G21 to G24 and stands G31A to G36A.

Taxilane G4 must be used for stands G31 to G36, stands G41 to G47.

ACFT exit from stand G01 is allowed only when ACFT may continue on its way to Twy F and enter the Twy F without stopping at the intermediate holding position L3.

Taxilane W must be used for ACFT exit from stands G01 to G03.

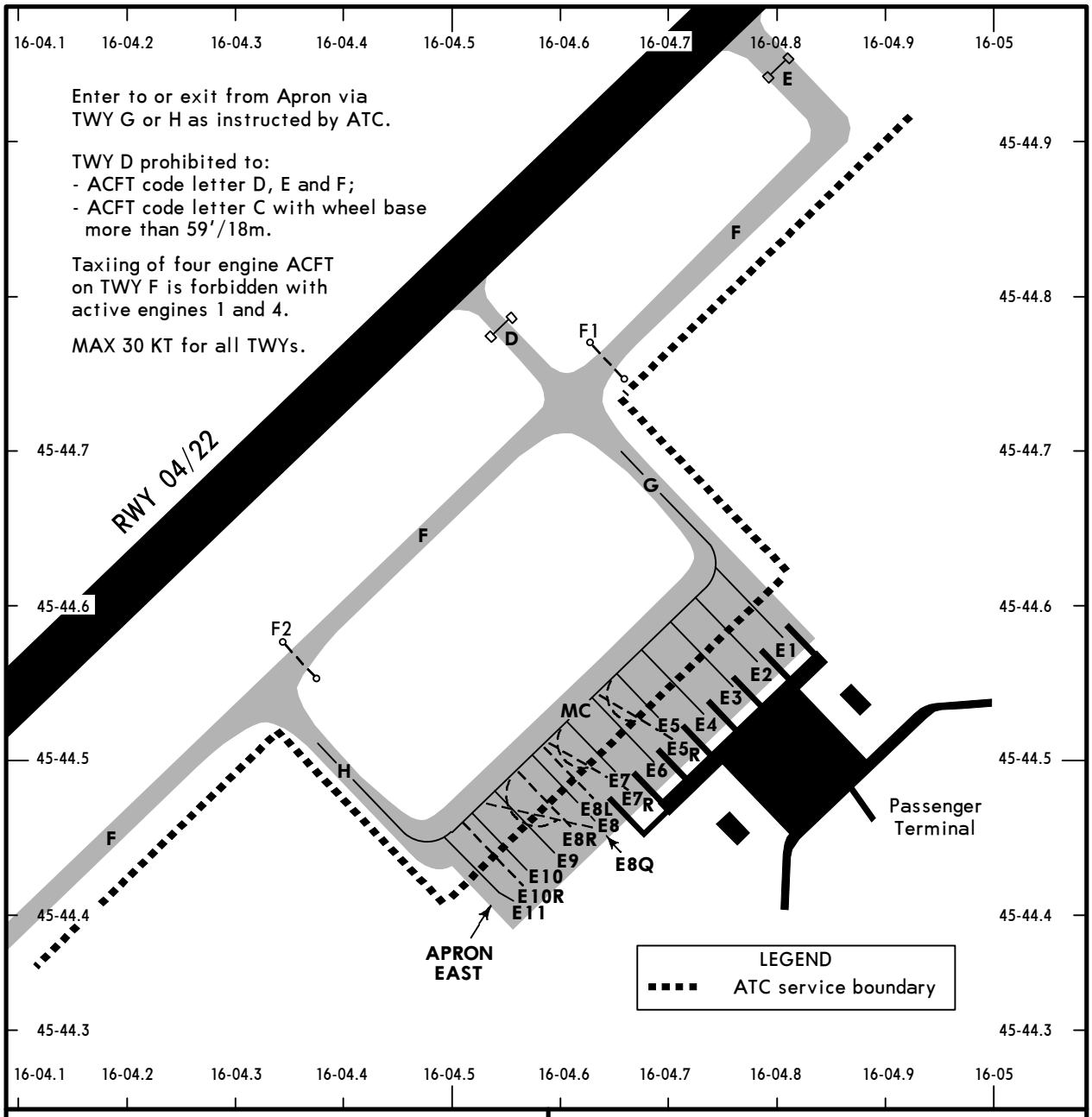
In order to enter stand WA, ACFT must turn from Twy F to Twy R.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
GENERAL AVIATION APRON		**APRON WEST**	
G01	N45 44.0 E016 03.5	W1	N45 44.2 E016 03.9
G02, G03, G11	N45 43.9 E016 03.5	W2	N45 44.2 E016 03.8
G11A	N45 43.9 E016 03.4	W3 thru W5	N45 44.1 E016 03.8
G12 thru G13A	N45 43.9 E016 03.5	W6 thru W8	N45 44.1 E016 03.7
G21 thru G23A	N45 43.9 E016 03.4	W9	N45 44.0 E016 03.7
G24	N45 43.9 E016 03.5	W10 thru W14	N45 44.0 E016 03.6
G24A thru G35A	N45 43.9 E016 03.4	WA, WB	N45 44.2 E016 03.8
G36, G36A	N45 43.8 E016 03.4	WD	N45 44.1 E016 03.7
G41 thru G44	N45 43.9 E016 03.4	WE	N45 44.0 E016 03.5
G45 thru G47	N45 43.8 E016 03.4		

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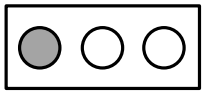
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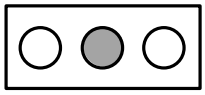


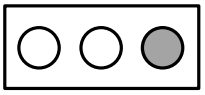
INS COORDINATES	
STAND No.	**COORDINATES**
E1, E2	N45 44.6 E016 04.8
E3	N45 44.5 E016 04.8
E4 thru E7R	N45 44.5 E016 04.7
E8L	N45 44.5 E016 04.6
E8 thru E11	N45 44.4 E016 04.6

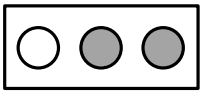
VISUAL DOCKING GUIDANCE SYSTEM

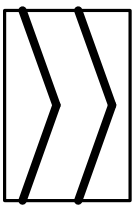
Adhere strictly to the yellow taxi guide line, Visual Docking Guidance System or manual parking/docking.
For other restrictions adhere strictly to ZAGREB Tower instructions and Follow me guidance.

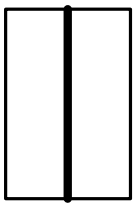

Red light - STOP

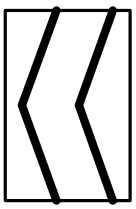

Yellow light - CAUTION


Green light - CLEAR TO ENTER


Yellow and green light - SLOW DOWN


STEER RIGHT


CENTERLINE


STEER LEFT

CHANGES: Runway Guard Lights on Twys D & E added.

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LDZA/ZAG
FRANJO TUDJMAN

JEPPESEN

10 APR 26
Eff 16 Apr

11-1

ZAGREB, CROATIA
ILS Z or LOC Z Rwy 04

ATIS	ZAGREB Radar (APP)			ZAGREB Tower	*Ground ❷
124.575	118.885	120.7❶	119.540	118.3	121.850

LOC IZA	Final Apch Crs	D8.3 IZA	ILS DA(H)	Apt Elev / Rwy	TAA
109.5	043°	3000′ (2647′)	553′ (200′)	353′ / 353′	25 NM to IAF

MISSED APCH: Climb to 4000′ on course 043° towards RERNA and hold.

RNAV 1 GNSS required | Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 10000′

BRIEFING STRIP

❶ For state ACFT, 8.33 KHz not capable.
❷ If no contact, contact ZAGREB Tower.

Not to be used when RADAR service unavailable.
RNAV 1 required for initial approach, TAA, holdings and missed apch.
ILS apch mode to be armed immediately after KUPQA.
LOC: DME required.
TAA for Zagreb FIR only.

1047′ 1113′ 1038′ 831′ 844′ 784′ 828′ 785′ 843′ 808′ 768′

LD(TRA)-204 LD(TRA)-8 LD(TRA)-10 LD(TRA)-11

1000

043° ❸ 223° MAX 250 KT MHA 4000
RERNA 4000
NOT TO SCALE
❸ Above 4000′ on ATC clearance only.

MM
D0.7 IZA
D3.0 LUK

D1.9 IZA
D1.8 LUK
[19LOC]

OM
D3.8 IZA

LUKAVEC
D (109.85) LUK

❹ (IAF)
GODLA
5500

133° 5500 223° GODLA
8.0 133°
45-40

EKSON
133° 313°
4500 14
6500 25

D8.3 IZA
D4.6 LUK
[FIØ4]

ILS DME
043° 109.5 IZA

(IF)
KUPQA
MAX 185 KT
3000

5.0 043°
5.0 313°

223° 4000 TAFNI 313°

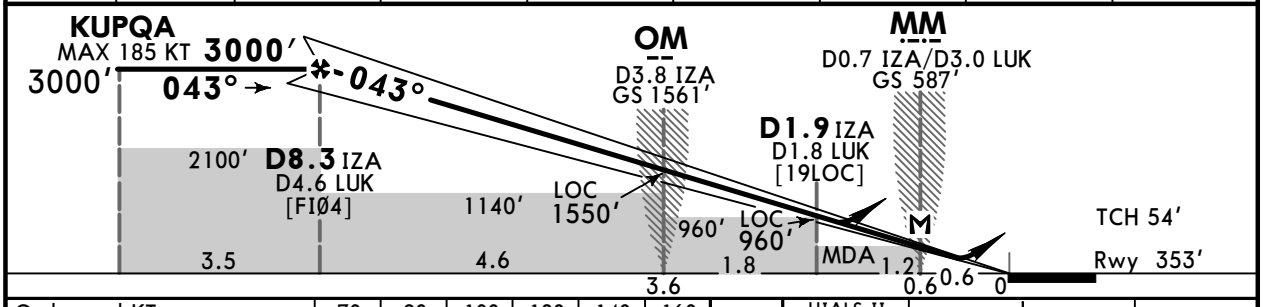
❹ (IAF)
TAFNI
MAX 230 KT
4000

(IAF)
EKSON
4000
MAX 230 KT
MHA 4000
043° 223°

❹ IAF on ATC authorization only.

15-50 16-00 16-10

LOC (GS out)	IZA DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2900′	2580′	2260′	1940′	1630′	1310′	990′



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at MM/D0.7 IZA/D3.0 LUK							

HIALS-II
PAPI PAPI

4000′ on 043° RERNA

Std/State STRAIGHT-IN LANDING

	ILS DA(H) 553′ (200′)			LOC (GS out) CDFA ❷ DA/MDA(H) 690′ (337′)		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	❶R550m	R1200m	R800m	R800m	R1500m
B						
C						
D						

CIRCLE-TO-LAND

Northwest of the aerodrome not allowed

Max KT	MDA(H)	
100	800′ (447′)	V1500m
135	860′ (507′)	V1600m
180	960′ (607′)	V2400m
205	1060′ (707′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: VG withdrawn, Circle to land note and MDA(H) value for Cat A.

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LDZA/ZAG
FRANJO TUDJMAN

JEPPESEN
10 APR 26
Eff 16 Apr
11-1-0

ZAGREB, CROATIA
LOC X Rwy 04

ATIS	ZAGREB Radar (APP)			ZAGREB Tower	*Ground ❷
124.575	118.885	120.7❶	119.540	118.3	121.850

LOC IZA	Final Apch Crs	D7.9 IZA	DA/MDA(H)	Apt Elev 353′	TAA 25 NM to IAF
109.5	043°	3000′(2647′)	720′(367′)		

MISSED APCH: Climb to 4000′ on course 043° towards RERNA and hold.

RNAV 1 GNSS required | Alt Set: hPa | Apt Elev: 13 hPa | Trans level: By ATC | Trans alt: 10000′

❶ For state ACFT, 8.33 KHz not capable.
❷ If no contact, contact ZAGREB Tower.

Not to be used when RADAR service unavailable.
RNAV 1 required for initial approach, TAA, holdings and missed apch.
ILS apch mode to be armed immediately after KUPQA.
DME required.
TAA for Zagreb FIR only.

LD(TRA)-204

RERNA
4000
043° 223°
❸ MAX 250 KT MHA 4000

NOT TO SCALE

❸ Above 4000′ on ATC clearance only.

MM
D0.7 IZA
D3.0 LUK

OM
D3.8 IZA

LUKAVEC
(109.85) LUK

❹ (IAF)
GODLA
5500
133° 8.0
45-40

GODLA
133° 223° 5500

EKSON
133° 313° 4500 6500 14 25

(IAF)
EKSON
4000
043° 223°
MAX 230 KT
MHA 4000

(IAF)
TAFNI
MAX 230 KT
4000

KUPQA
MAX 185 KT
3000
(IF)

D7.9 IZA
D4.2 LUK
[FLØ4]

LOC DME
043° 109.5 IZA

TAFNI
223° 313° 4000

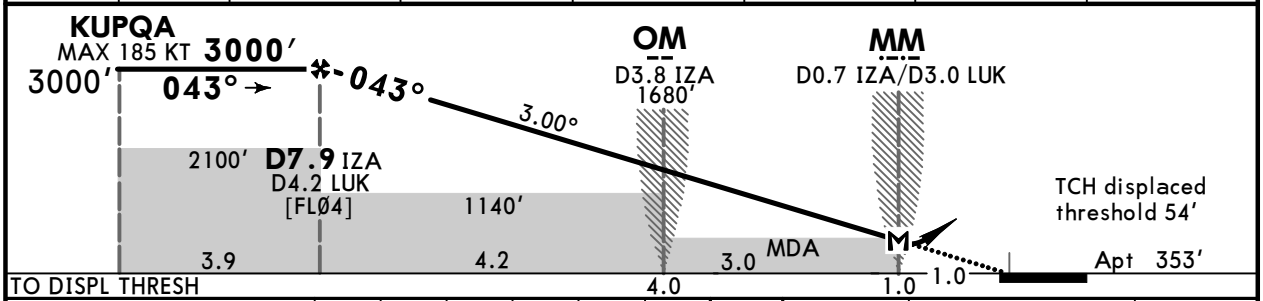
2000
1000
CONTOUR INTERVALS

LD(TRA)-8
LD(TRA)-11
LD(TRA)-10

TEMPORARY PROCEDURE DURING THR 04 DISPLACEMENT
REFER ALSO TO LATEST NOTAMS

❹ IAF on ATC authorization only.

LOC (GS out)	IZA DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2710′	2390′	2070′	1750′	1430′	1120′



Gnd speed-KT		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.7 IZA/D3.0 LUK							

Timing not authorized for defining the MAP.

SALS
PAPI

4000′ on 043° RERNA

Std/State

STRAIGHT-IN LANDING

CDFA
❶ DA/MDA(H) 720′(367′)

	ALS out
A	R1500m
B	R1500m
C	R1700m
D	R1700m

CIRCLE-TO-LAND

Northwest of the aerodrome not allowed

Max KT	MDA(H)	
100	800′(447′)	V1500m
135	860′(507′)	V1600m
180	960′(607′)	V2400m
205	1060′(707′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New temporary procedure.

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LDZA/ZAG FRANJO TUDJMAN

JEPPESEN

10 APR 26
Eff 16 Apr

11-1A

ZAGREB, CROATIA
CAT II/III ILS Z Rwy 04

ATIS	ZAGREB Radar (APP)			ZAGREB Tower	*Ground ❷
124.575	118.885	120.7❶	119.540	118.3	121.850

LOC IZA	Final Apch Crs	D8.3 IZA	CAT III & II ILS Refer to Minimums	Apt Elev 353′ Rwy 353′	TAA 25 NM to IAF
109.5	043°	3000′(2647′)			

MISSED APCH: Climb to 4000′ on course 043° towards RERNA and hold.

RNAV 1 GNSS required | Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 10000′

BRIEFING STRIP™

❶ For state ACFT, 8.33 KHz not capable.
❷ If no contact, contact ZAGREB Tower.

Not to be used when RADAR service unavailable.
RNAV 1 required for initial approach, TAA, holdings and missed apch.
ILS apch mode to be armed immediately after KUPQA.
TAA for Zagreb FIR only.

1047′ 1113′ 1038′ 831′ 844′ 828′ 785′ 843′ 808′ 768′

LD(TRA)-204 LD(TRA)-8 LD(TRA)-11 LD(TRA)-10

❸ MAX 250 KT MHA 4000
043° 223°
RERNA 4000
NOT TO SCALE
❸ Above 4000′ on ATC clearance only.

MM D0.7 IZA D3.0 LUK
OM D3.8 IZA
LUKAVEC D (109.85) LUK
ILS DME 043° 109.5 IZA

❹ (IAF) GODLA 5500
133° 8.0 133° 45-40
133° 5500 223° GODLA

TAFNI 4000 223° 313°

EKSON 4500 313° 14 6500 25 133°

D8.3 IZA D4.6 LUK [FIØ4]
(IF) KUPQA MAX 185 KT 3000
043° 5.0 043° 5.0 313°

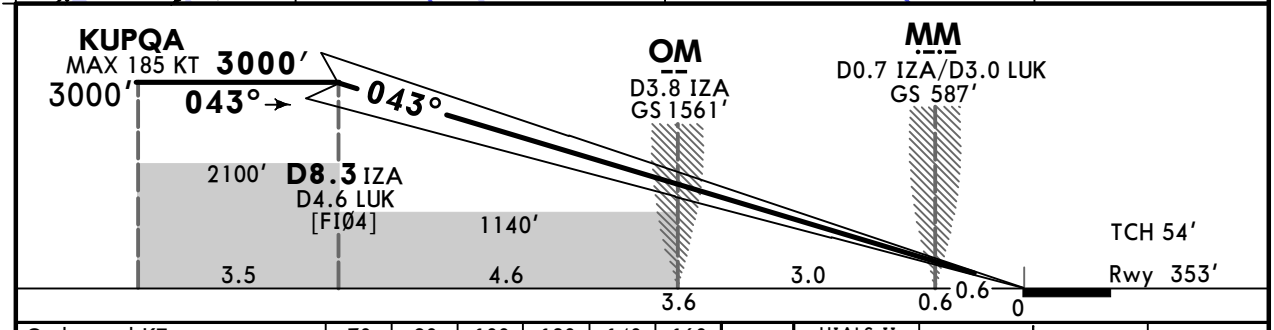
(IAF) EKSON 4000 MAX 230 KT MHA 4000 043° 223°

❹ (IAF) TAFNI MAX 230 KT 4000

❹ IAF on ATC authorization only.

15-50 16-00 16-10

5 0 5 10



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI

4000′ on 043° RERNA

Std/State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 100′ DA(H) 453′(100′)
R75m	❶ R300m

❶ CAT D requires autoland or HUDLS, otherwise: R350m.

PANS OPS

CHANGES: VG withdrawn.

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LDZA/ZAG
FRANJO TUDJMAN

JEPPESEN
10 APR 26
Eff 16 Apr
11-2

ZAGREB, CROATIA
ILS Y or LOC Y Rwy 04

ATIS	ZAGREB Radar (APP)			ZAGREB Tower	*Ground ❷
124.575	118.885	120.7❶	119.540	118.3	121.850

LOC IZA	Final Apch Crs	D8.3 IZA	ILS DA(H)	Apt Elev 353′
109.5	043°	3000′(2647′)	553′(200′)	Rwy 353′

MISSED APCH: Climb on track 043° to intercept and follow R-224 ZAG climbing to ZAG VOR at 4000′ and hold.

Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 10000′

5400 220° 087° 2600 307° 3200
MSA PIS NDB

BRIEFING STRIP ™

❶ For state ACFT, 8.33 KHz not capable.
❷ If no contact, contact ZAGREB Tower.

VOR and DME required.

NOT TO SCALE

MAX 250 KT
MHA 4000
ZAGREB
113.7 ZAG

LD(TRA)-204
LD(TRA)-8
LD(TRA)-11
LD(TRA)-10

MM
D0.7 IZA
D3.0 LUK

D1.9 IZA
D1.8 LUK
[19LOC]

OM
D3.8 IZA

ILS DME
043° 109.5 IZA

D8.3 IZA
D4.6 LUK
[FIØ4]

LUKAVEC
(109.85) LUK

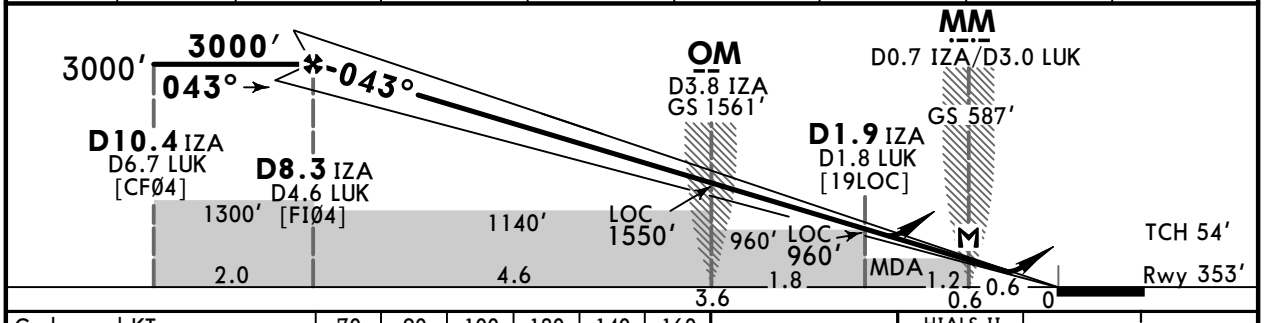
PISAROVINA
424 PIS
D11.8 IZA
D8.1 LUK

D10.4 IZA
D6.7 LUK
[CFØ4]

❸ MAX 250 KT
MHA 3000

INITIAL APPROACH
(IF) D10.4 IZA D6.7 LUK [CFØ4]
[D223R] 6.0 3000 043° ZAG VOR
299° 117.9 OMA 220°
(IAF) [ZAG36] 299° 5000

LOC (GS out)	IZA DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2900′	2580′	2260′	1940′	1630′	1310′	990′



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at MM/D0.7 IZA/D3.0 LUK							

HIALS-II
PAPI PAPI
on 043°

PANS OPS

Std/State — STRAIGHT-IN LANDING

	ILS DA(H) 553′(200′)			LOC (GS out) CDFA ❷DA/MDA(H) 690′(337′)		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	❶R550m	R1200m	R800m	R800m	R1500m
B						
C						
D						

CIRCLE-TO-LAND

Northwest of the aerodrome not allowed

Max KT	MDA(H)	
100	800′(447′)	V1500m
135	860′(507′)	V1600m
180	960′(607′)	V2400m
205	1060′(707′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: VG withdrawn, CNF ident, CTL note and MDA(H) value for Cat A.

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LDZA/ZAG
FRANJO TUDJMAN

JEPPESEN
10 APR 26
Eff 16 Apr
11-2-0

ZAGREB, CROATIA
LOC W Rwy 04

ATIS	ZAGREB Radar (APP)			ZAGREB Tower	*Ground ❷
124.575	118.885	120.7❶	119.540	118.3	121.850

LOC IZA	Final Apch Crs	D7.9 IZA	DA/MDA(H)	Apt Elev 353′
109.5	043°	3000′(2647′)	720′(367′)	

MISSED APCH: Climb on track 043° to intercept and follow R-224 ZAG climbing to ZAG VOR at 4000′ and hold.

Alt Set: hPa | Apt Elev: 13 hPa | Trans level: By ATC | Trans alt: 10000′

5400 220° 087° 2600 307° 3200

MSA PIS NDB

BRIEFING STRIP™

❶ For state ACFT, 8.33 KHz not capable.
❷ If no contact, contact ZAGREB Tower.

VOR and DME required.

TEMPORARY PROCEDURE DURING THR 04 DISPLACEMENT
REFER ALSO TO LATEST NOTAMS

NOT TO SCALE

MAX 250 KT
MHA 4000
ZAGREB
113.7 ZAG

3000
2000
1000
CONTOUR INTERVALS

LD(TRA)-204
LD(TRA)-8
LD(TRA)-11
LD(TRA)-10

MM
D0.7 IZA
D3.0 LUK

OM
D3.8 IZA

LOC DME
043° 109.5 IZA

D7.9 IZA
D4.2 LUK
[FL04]

LUKAVEC
(109.85) LUK

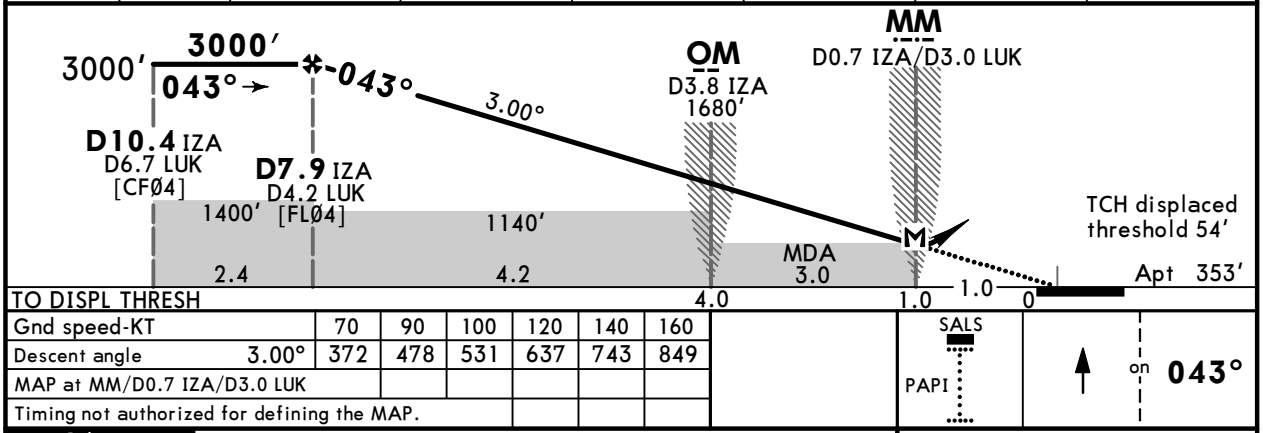
(IAF)
PISAROVINA
424 PIS
D11.8 IZA
D8.1 LUK

(IF)
D10.4 IZA
D6.7 LUK
[CF04]

❸ MAX 250 KT
MHA 3000

INITIAL APPROACH
(IF)
D10.4 IZA
D6.7 LUK
[CF04]
[D223R]
6.0
3000
(IAF)
[ZAG36]
5000

LOC (GS out)	IZA DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2710′	2390′	2070′	1750′	1430′	1120′



Gnd speed-KT	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at MM/D0.7 IZA/D3.0 LUK						
Timing not authorized for defining the MAP.						

SALS
PAPI
on 043°

Std/State STRAIGHT-IN LANDING

CDFA
❶ DA/MDA(H) 720′(367′)

		ALS out
A	R1500m	R1500m
B		
C		R1700m
D		

CIRCLE-TO-LAND

Northwest of the aerodrome not allowed

Max KT	MDA(H)	
100	800′(447′)	V1500m
135	860′(507′)	V1600m
180	960′(607′)	V2400m
205	1060′(707′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New temporary procedure.

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LDZA/ZAG
FRANJO TUDJMAN

JEPPESEN
10 APR 26
Eff 16 Apr
11-2A

ZAGREB, CROATIA
CAT II/III ILS Y Rwy 04

ATIS	ZAGREB Radar (APP)			ZAGREB Tower	*Ground ❷
124.575	118.885	120.7❶	119.540	118.3	121.850

LOC IZA	Final Apch Crs	D8.3 IZA	CAT III & II ILS Refer to Minimums	Apt Elev 353′ Rwy 353′
109.5	043°	3000′(2647′)		

MISSED APCH: Climb on track 043° to intercept and follow R-224 ZAG climbing to ZAG VOR at 4000′ and hold.

Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 10000′

5400 220° 087° 2600 307° 3200
MSA
PIS NDB

BRIEFING STRIP ™

❶For state ACFT, 8.33 KHz not capable.
❷If no contact, contact ZAGREB Tower.

NOT TO SCALE
035° 215° 224°
MAX 250 KT
MHA 4000
ZAGREB
113.7 ZAG

2126′ 814′ 883′ 1041′ 1047′ 1113′ 1038′
2000 1000
45-50 10 5 0 5
LD(TRA)-204
043°
MM
D0.7 IZA
D3.0 LUK
831′
ILS DME
043° 109.5 IZA
OM
D3.8 IZA
LUKAVEC
(109.85) LUK
D8.3 IZA
D4.6 LUK
[FIØ4]
844′
043°
PISAROVINA
424 PIS
D11.8 IZA
D8.1 LUK
1.5
061°
784′ 828′
(IF)
D10.4 IZA
D6.7 LUK
[CFØ4]
843′
❸MAX 250 KT
MHA 3000
785′
LD(TRA)-10
045°
❸
15-50
225°
16-00
798′
LD(TRA)-8
LD(TRA)-11
16-10
LD(TRA)-8
LD(TRA)-11

INITIAL APPROACH
(IF)
D10.4 IZA
D6.7 LUK
[CFØ4]
043°
6.0
3000
[D223R]
299°
117.9
OMA
220°
ZAG
VOR
(IAF)
[ZAG36]
299°
5000

3000′ 3000′ 043° 043°
D10.4 IZA
D6.7 LUK
[CFØ4]
D8.3 IZA
D4.6 LUK
[FIØ4]
1300′
1140′
2.0
4.6
3.6
3.0
0.6 0.6
OM
D3.8 IZA
GS 1561′
MM
D0.7 IZA/D3.0 LUK
GS 587′
TCH 54′
Rwy 353′

Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI
on 043°

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 100′ DA(H) 453′(100′)
R75m	❶R300m

❶ CAT D requires autoland or HUDLS, otherwise: R350m.

PANS OPS

CHANGES: VG withdrawn, CNF ident.

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LDZA/ZAG
FRANJO TUDJMAN

JEPPESEN
10 APR 26
Eff 16 Apr
11-3

ZAGREB, CROATIA
ILS Z or LOC Z Rwy 22

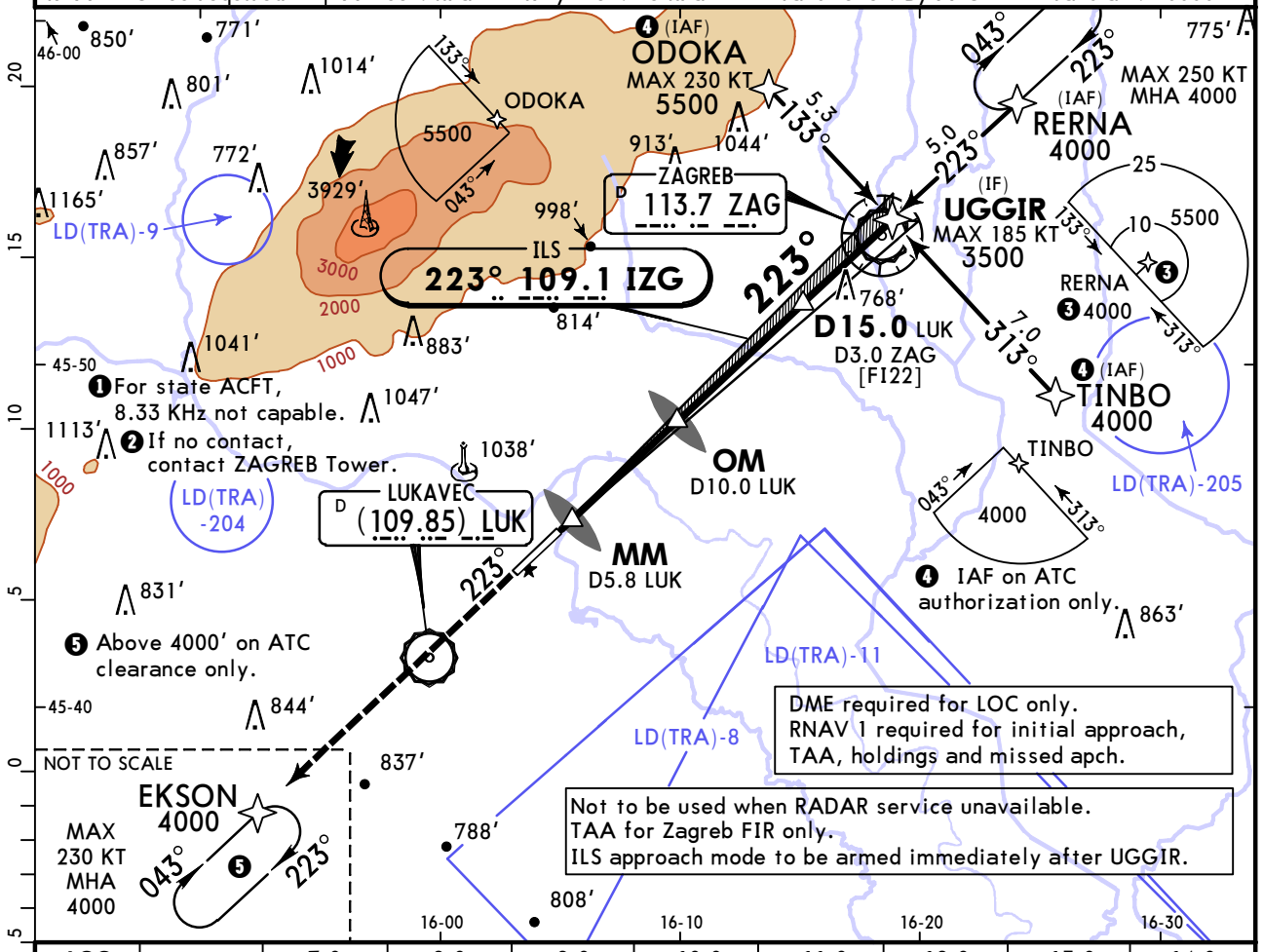
ATIS	ZAGREB Radar (APP)			ZAGREB Tower	*Ground ❷
124.575	118.885	120.7❶	119.540	118.3	121.850

LOC IZG	Final Apch Crs	D15.0 LUK	ILS DA(H)	Apt Elev 353′	TAA 25 NM to IAF
109.1	223°	3500′(3152′)	548′(200′)	Rwy 348′	

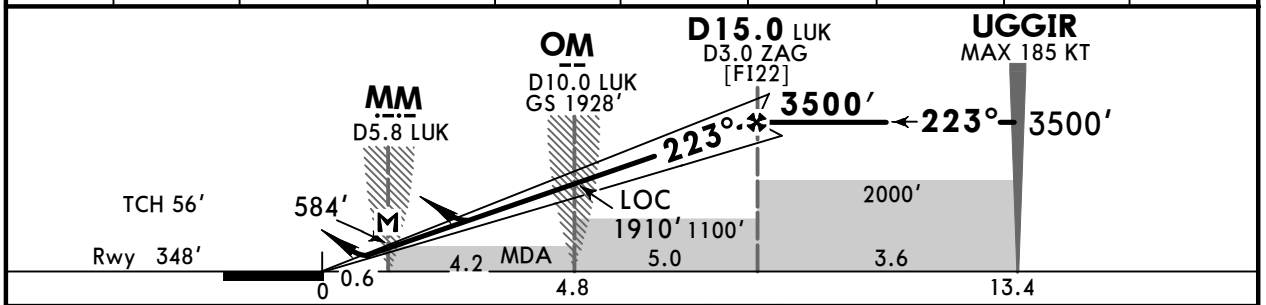
MISSED APCH: Climb to 4000′ on course 223° towards EKSON and hold.

RNAV 1 GNSS required | Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 10000′

BRIEFING STRIP™



LOC (GS out)	LUK DME	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0
	ALTITUDE	950′	1270′	1590′	1910′	2230′	2540′	2860′	3180′



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at MM/D5.8 LUK							

HIALS
PAPI PAPI

4000′ on 223° EKSON

Std/State STRAIGHT-IN LANDING

	ILS DA(H) 548′(200′) ALS out	LOC (GS out) CDFA ❷DA/MDA(H) 730′(382′) ALS out	CIRCLE-TO-LAND Northwest of the aerodrome not allowed
A	❶R550m	R1200m	R1100m R1500m
B			
C			R1800m
D			

Max KT	MDA(H)	
100	800′(447′)	V1500m
135	860′(507′)	V1600m
180	960′(607′)	V2400m
205	1060′(707′)	V3600m

PANS OPS

❶R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: SK withdrawn, Circle to land note and MDA(H) value for Cat A.

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LDZA/ZAG
FRANJO TUDJMAN

JEPPESEN
10 APR 26
Eff 16 Apr
11-4

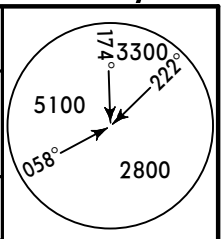
ZAGREB, CROATIA
ILS Y or LOC Y Rwy 22

ATIS	ZAGREB Radar (APP)			ZAGREB Tower	*Ground ❷
124.575	118.885	120.7❶	119.540	118.3	121.850

LOC IZG	Final Apch Crs	D15.0 LUK	ILS DA(H)	Apt Elev 353′
109.1	223°	3500′(3152′)	548′(200′)	Rwy 348′

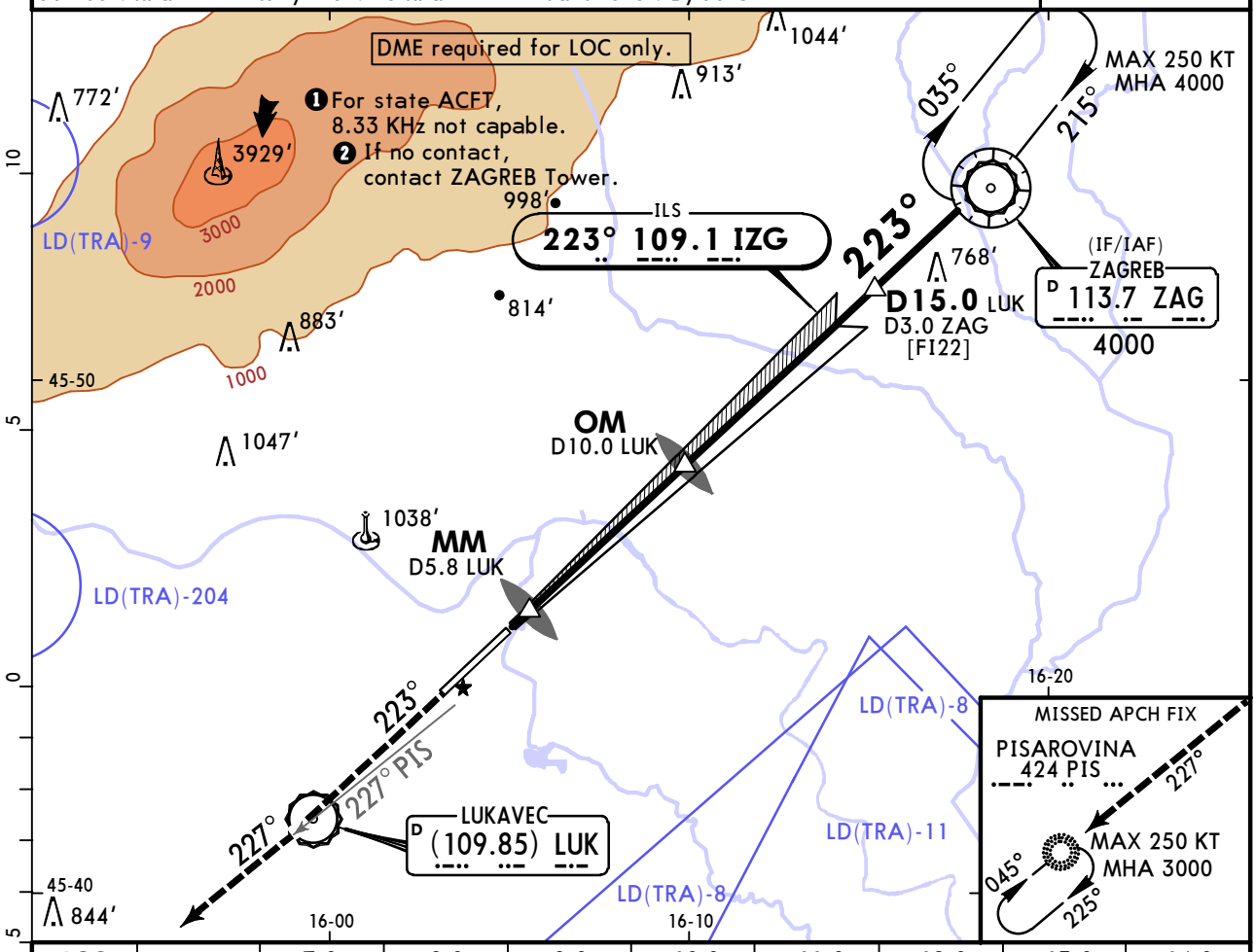
MISSED APCH: Climb on track 223° to intercept and follow 227° to PIS NDB climbing to PIS NDB at 3000′ and hold.

Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 10000′

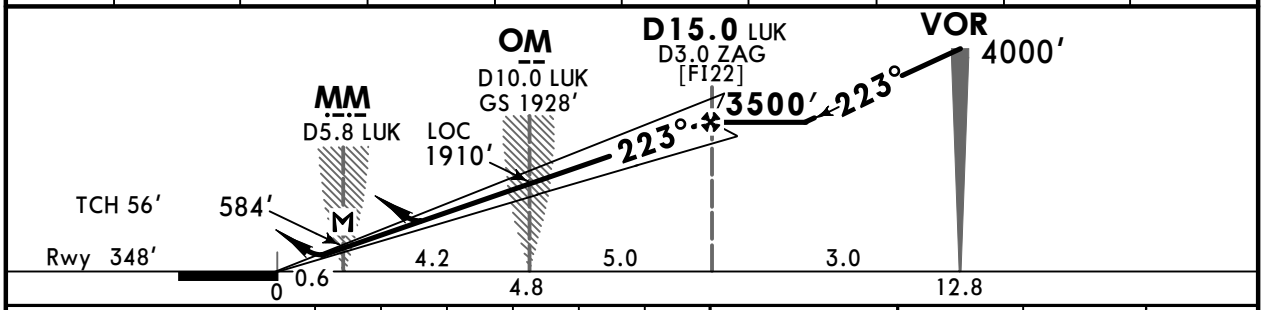


MSA ZAG VOR

BRIEFING STRIP™



LOC (GS out)	LUK DME	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0
	ALTITUDE	950′	1270′	1590′	1910′	2230′	2540′	2860′	3180′



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at MM/D5.8 LUK							

HIALS
PAPI PAPI
on 223°

Std/State — STRAIGHT-IN LANDING

	ILS DA(H) 548′(200′) ALS out	LOC (GS out) CDFA ❷DA/MDA(H) 730′(382′) ALS out
A	❶R550m	R1200m
B		R1100m
C		R1500m
D		R1800m

CIRCLE-TO-LAND

Northwest of the aerodrome not allowed

Max KT	MDA(H)	
100	800′(447′)	V1500m
135	860′(507′)	V1600m
180	960′(607′)	V2400m
205	1060′(707′)	V3600m

PANS OPS

❶R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: SK withdrawn, Circle to land note and MDA(H) value for Cat A.

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LDZA/ZAG
FRANJO TUDJMAN

JEPPESEN
10 APR 26 (12-1) Eff 16 Apr

ZAGREB, CROATIA
RNP Rwy 04

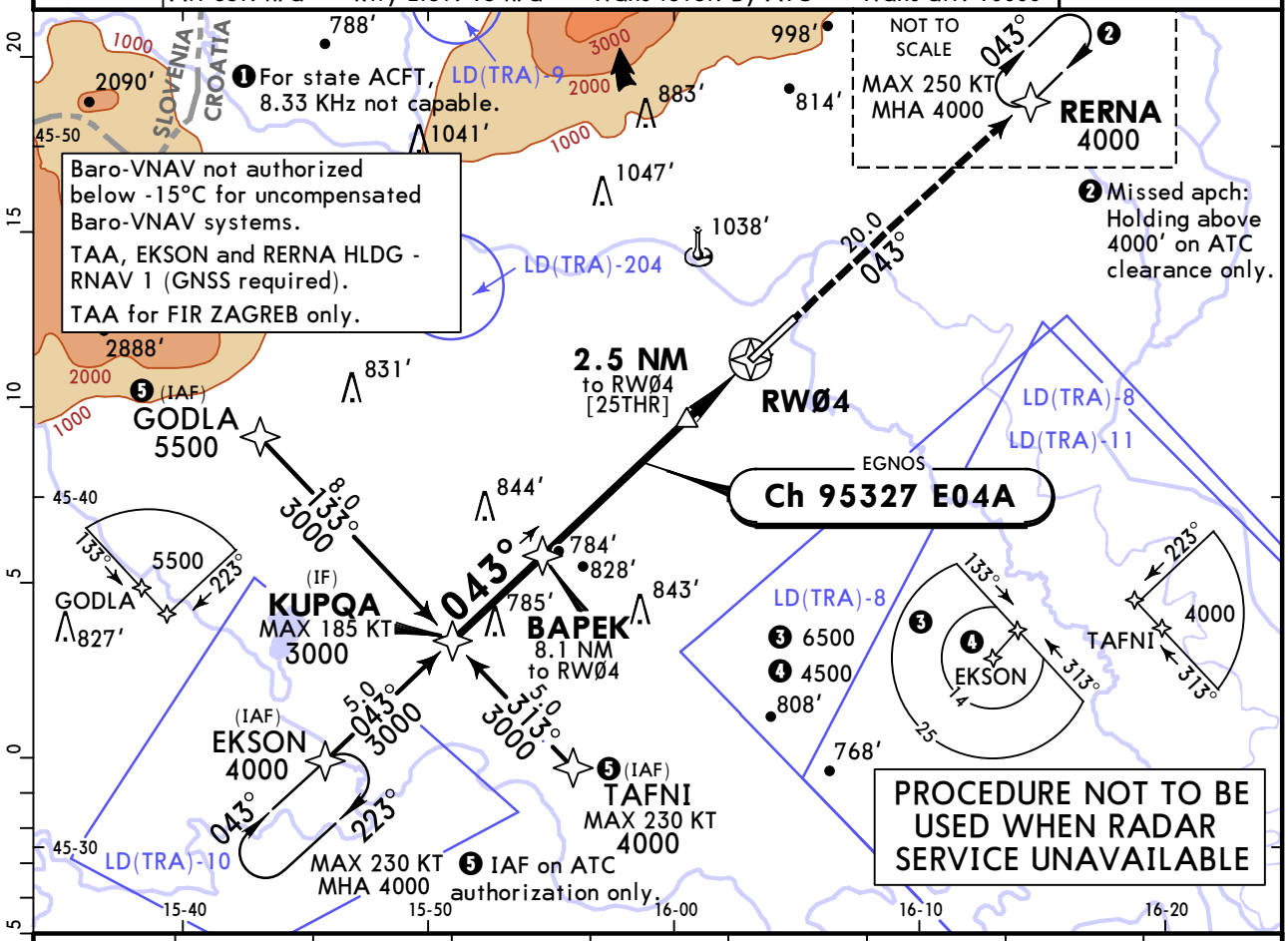
ATIS	ZAGREB Radar (APP)		ZAGREB Tower	*Ground (If no contact, contact ZAGREB Tower)
124.575	118.885	120.7 ❶ 119.540	118.3	121.850

BRIEFING STRIP ™

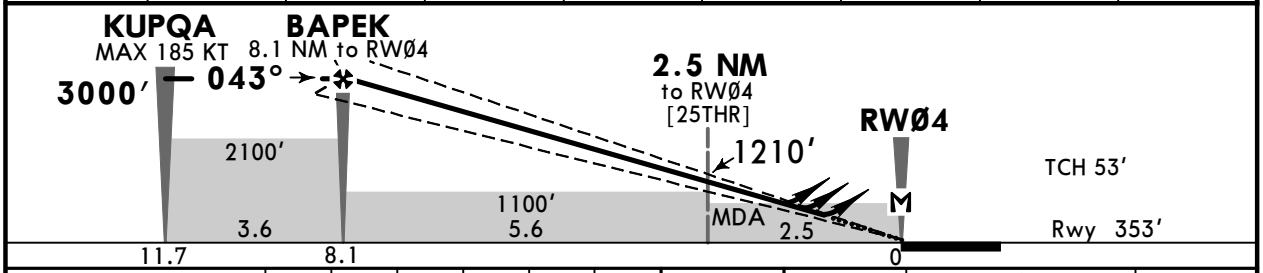
EGNOS	Final Apch Crs	BAPEK	LPV DA(H) Refer to Minimums	Apt Elev 353′ / Rwy 353′	TAA 25 NM IAF
Ch 95327 E04A	043°	3000′ (2647′)			

MISSED APCH: Climb to 4000′ on course 043° towards RERNA and hold.

RNP APCH	Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 10000′



DIST to RWØ4	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2950′	2640′	2320′	2000′	1680′	1360′	1040′	730′



Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ4							

Timing not authorized for defining the MAP.

HIALS-II
PAPI PAPI

4000′ on 043° RERNA

PANS OPS

Std/State — STRAIGHT-IN LANDING

	LPV DA(H) ABC: 610′ (257′) D: 620′ (267′)			LNAV/VNAV DA(H) ABC: 610′ (257′) D: 620′ (267′)			❷ LNAV CDFA DA/MDA(H) 720′ (367′)	
		TDZ or CL out	ALS out		TDZ or CL out	ALS out		ALS out
A	R600m	❶ R600m	R1300m	R600m	❶ R600m	R1300m	❸ R1000m	R1500m
B								
C								R1700m
D								

CIRCLE-TO-LAND

Northwest of the aerodrome not allowed

Max KT	MDA(H)	
100	800′ (447′)	V1500m
135	860′ (507′)	V1600m
180	960′ (607′)	V2400m
205	1060′ (707′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❸ TDZ or CL out: R1000m.

CHANGES: Circle to land note and MDA(H) values.

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LDZA/ZAG
FRANJO TUDJMAN

JEPPESEN
10 APR 26
Eff 16 Apr
12-1-0

ZAGREB, CROATIA
RNP Z Rwy 04

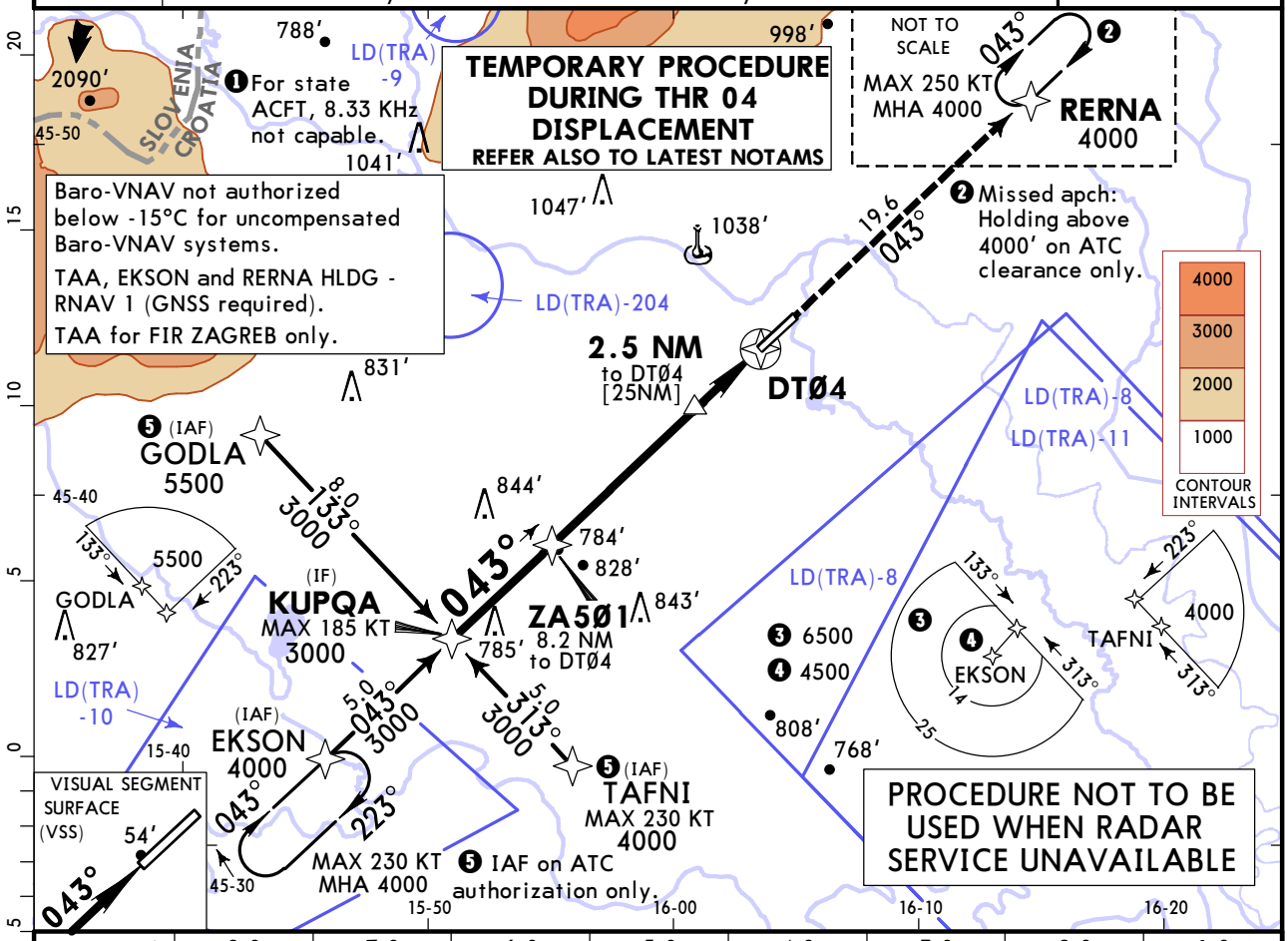
BRIEFING STRIP ™

ATIS	ZAGREB Radar (APP)			ZAGREB Tower	*Ground (If no contact, contact ZAGREB Tower)
124.575	118.885	120.7❶	119.540	118.3	121.850

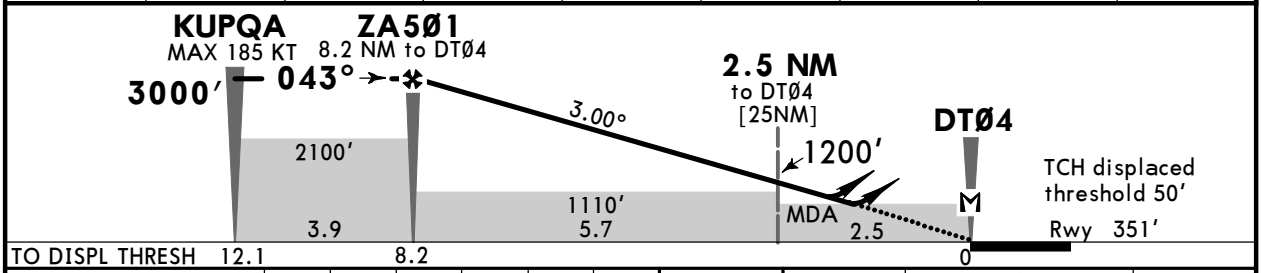
RNAV	Final Apch Crs	ZA5Ø1	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 353′ Rwy 351′	TAA 25 NM IAF
	043°	3000′ (2649′)			

MISSED APCH: Climb to 4000′ on course 043° towards RERNA and hold.

RNP APCH	Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 10000′



DIST to DTØ4	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2950′	2640′	2320′	2000′	1680′	1360′	1040′	720′



Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DTØ4							

Timing not authorized for defining the MAP.

SALS
PAPI

4000′ on 043° RERNA

Std/State STRAIGHT-IN LANDING

LNAV/VNAV

DA(H) AB: 601′ (250′) C: 602′ (251′) D: 611′ (260′)

LNAV

CDFA

❶❷ DA/MDA(H) 720′ (367′)

CIRCLE-TO-LAND

Northwest of the aerodrome not allowed

	ALS out		ALS out
A	R1000m	R1300m	R1500m
B			
C	R1100m		R1700m
D			

Max KT	MDA(H)	
100	800′ (447′)	V1500m
135	860′ (507′)	V1600m
180	960′ (607′)	V2400m
205	1060′ (707′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❷ Height based on Apt elev of 353′.

CHANGES: New temporary procedure.

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LDZA/ZAG
FRANJO TUDJMAN

JEPPESEN
10 APR 26 (12-2) Eff 16 Apr

ZAGREB, CROATIA
RNP Rwy 22

BRIEFING STRIP™

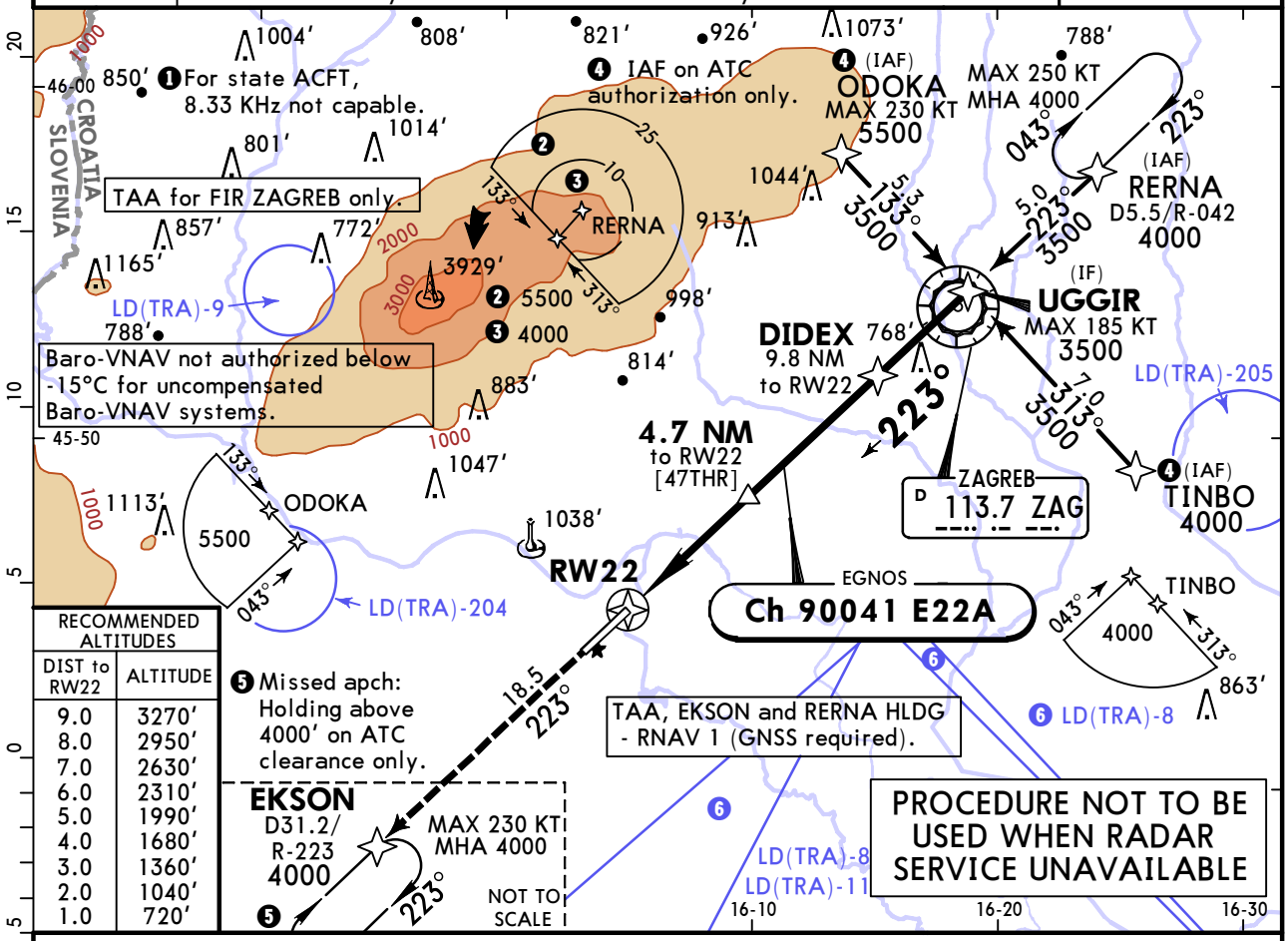
ATIS	ZAGREB Radar (APP)		ZAGREB Tower	*Ground (If no contact, contact ZAGREB Tower)
124.575	118.885	120.7❶ 119.540	118.3	121.850

EGNOS	Final Apch Crs	DIDEX	LPV DA(H) Refer to Minimums	Apt Elev 353′ Rwy 348′
Ch 90041 E22A	223°	3500′ (3152′)		

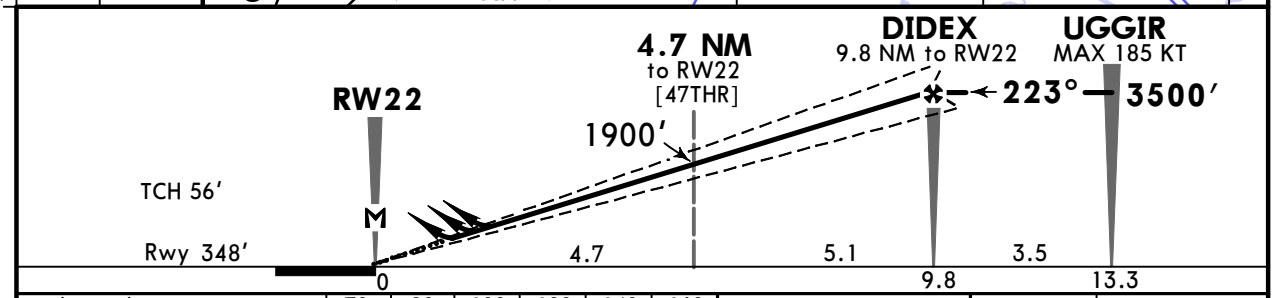
MISSED APCH: RNAV: Climb STRAIGHT AHEAD to 4000′ to EKSON.
NON-RNAV: Climb STRAIGHT AHEAD on 223° climbing to 4000′ to EKSON and hold.

TAA 25 NM IAF

RNP APCH | Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 10000′



RECOMMENDED ALTITUDES	
DIST to RW22	ALTITUDE
9.0	3270′
8.0	2950′
7.0	2630′
6.0	2310′
5.0	1990′
4.0	1680′
3.0	1360′
2.0	1040′
1.0	720′



Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW22							
DIDEX to MAP	9.8	8:24	6:32	5:53	4:54	4:12	3:41

Timing not authorized for defining the MAP.

HIALS
PAPI PAPI

Refer to Missed Apch above

Std/State — STRAIGHT-IN LANDING

	LPV	ALS out	LNAV/VNAV	ALS out	LNAV	ALS out
DA(H)	A: 630′ (282′)		A: 630′ (282′)		CDFA	
	B: 640′ (292′)		B: 640′ (292′)		❷ DA/MDA(H) 740′ (392′)	
	C: 650′ (302′)		C: 650′ (302′)			
	D: 660′ (312′)		D: 660′ (312′)			
A	❶R650m	R1400m	❶R650m	R1400m	R1100m	R1500m
B						
C	❶R700m		❶R700m			R1800m
D						

CIRCLE-TO-LAND

Northwest of the aerodrome not allowed

Max KT	MDA(H)	
100	800′ (447′)	V1500m
135	860′ (507′)	V1600m
180	960′ (607′)	V2400m
205	1060′ (707′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Requirement note, Circle to land note and MDA(H) values.

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LDZA/ZAG
FRANJO TUDJMAN

JEPPESEN
10 APR 26 (16-1) Eff 16 Apr

ZAGREB, CROATIA
Lctr Rwy 04

ATIS	ZAGREB Radar (APP)			ZAGREB Tower	*Ground ❷
124.575	118.885	120.7❶	119.540	118.3	121.850

Lctr VG	Final Apch Crs	D8.3 IZA	DA/MDA(H)	Apt Elev	353′
325	045°	3000′ (2647′)	720′ (367′)	Rwy	353′

MISSED APCH: Climb on track 043° to intercept and follow R-223 ZAG climbing to ZAG VOR at 4000′ and hold.

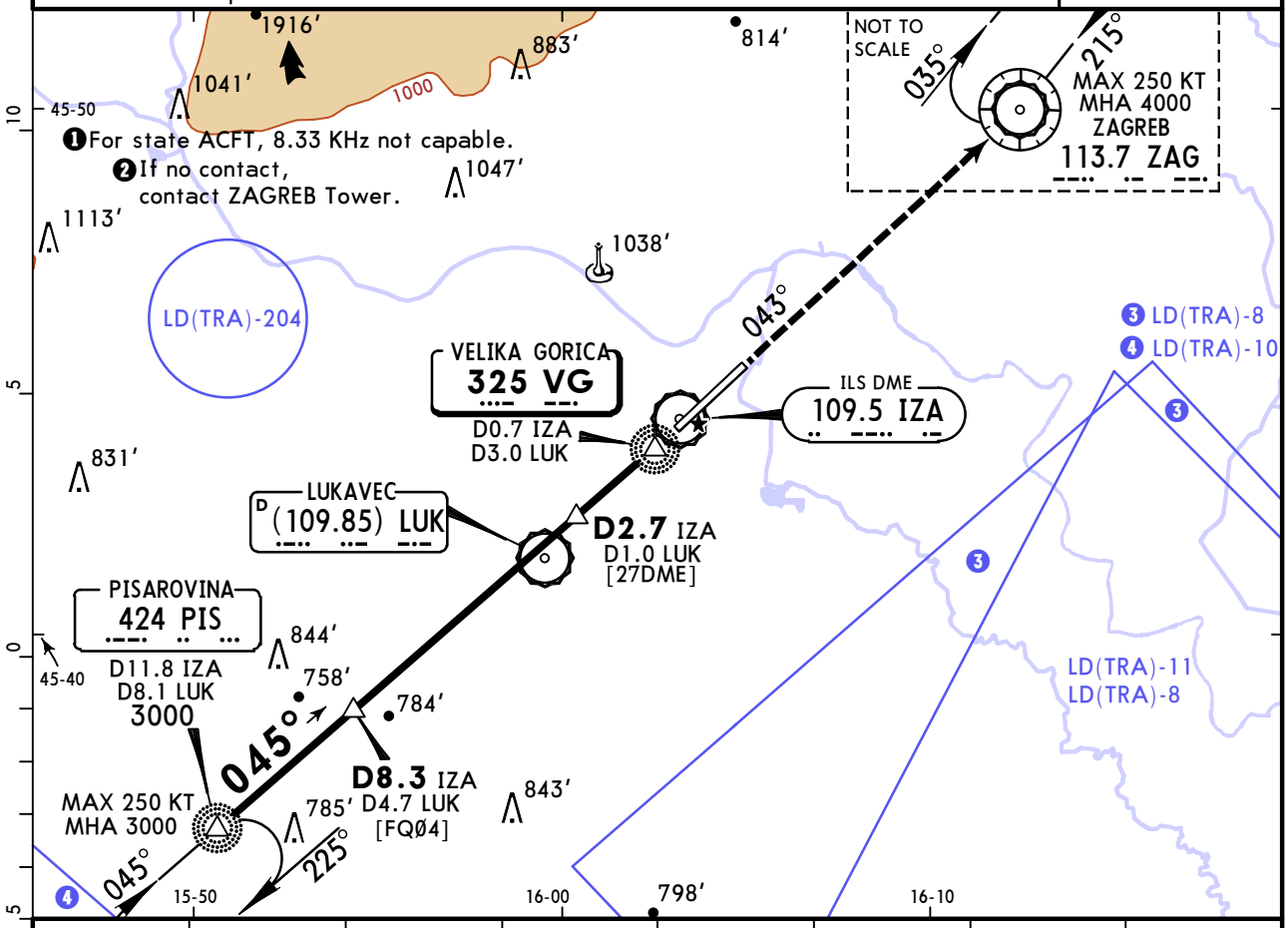
Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 10000′

VOR and DME required.

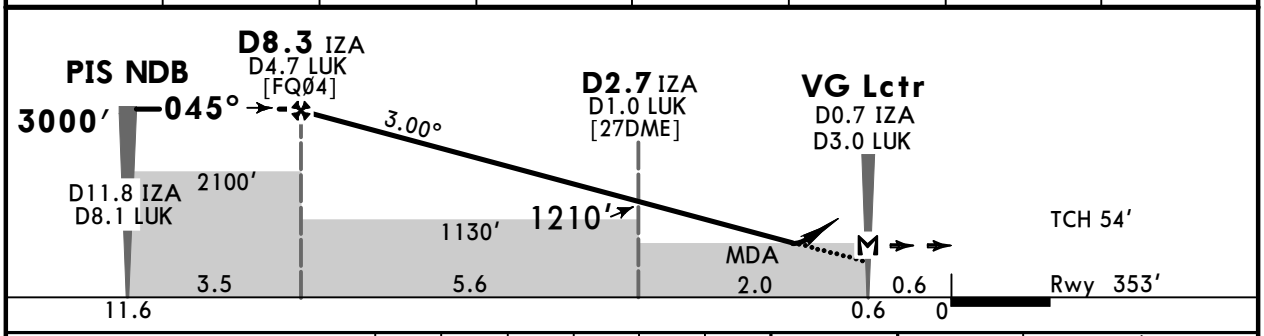
5400 220° 2600 307° 3200 087°

MSA PIS NDB

BRIEFING STRIP ™



IZA DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2900′	2580′	2260′	1940′	1630′	1310′	990′



Gnd speed-KT		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VG Lctr/D0.7 IZA/D3.0 LUK							

Timing not authorized for defining the MAP.

HIALS-II
PAPI PAPI
on 043°

PANS OPS

Std/State STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 720′ (367′)

	TDZ or CL out	ALS out
A	R1000m	R1500m
B		
C		R1700m
D		

CIRCLE-TO-LAND

Northwest of the aerodrome not allowed

Max KT	MDA(H)	
100	800′ (447′)	V1500m
135	860′ (507′)	V1600m
180	960′ (607′)	V2400m
205	1060′ (707′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Circle to land note and MDA(H) value for Cat A.

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LDZA/ZAG
FRANJO TUDJMAN

JEPPESEN
10 APR 26 (16-2) Eff 16 Apr

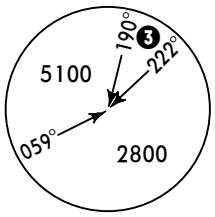
ZAGREB, CROATIA
Lctr Rwy 22

ATIS	ZAGREB Radar (APP)			ZAGREB Tower	*Ground ❷
124.575	118.885	120.7❶	119.540	118.3	121.850

Lctr VG	Final Apch Crs	SK Lctr	DA/MDA(H)	Apt Elev 353′
325	223°	1900′ (1547′)	750′ (397′)	

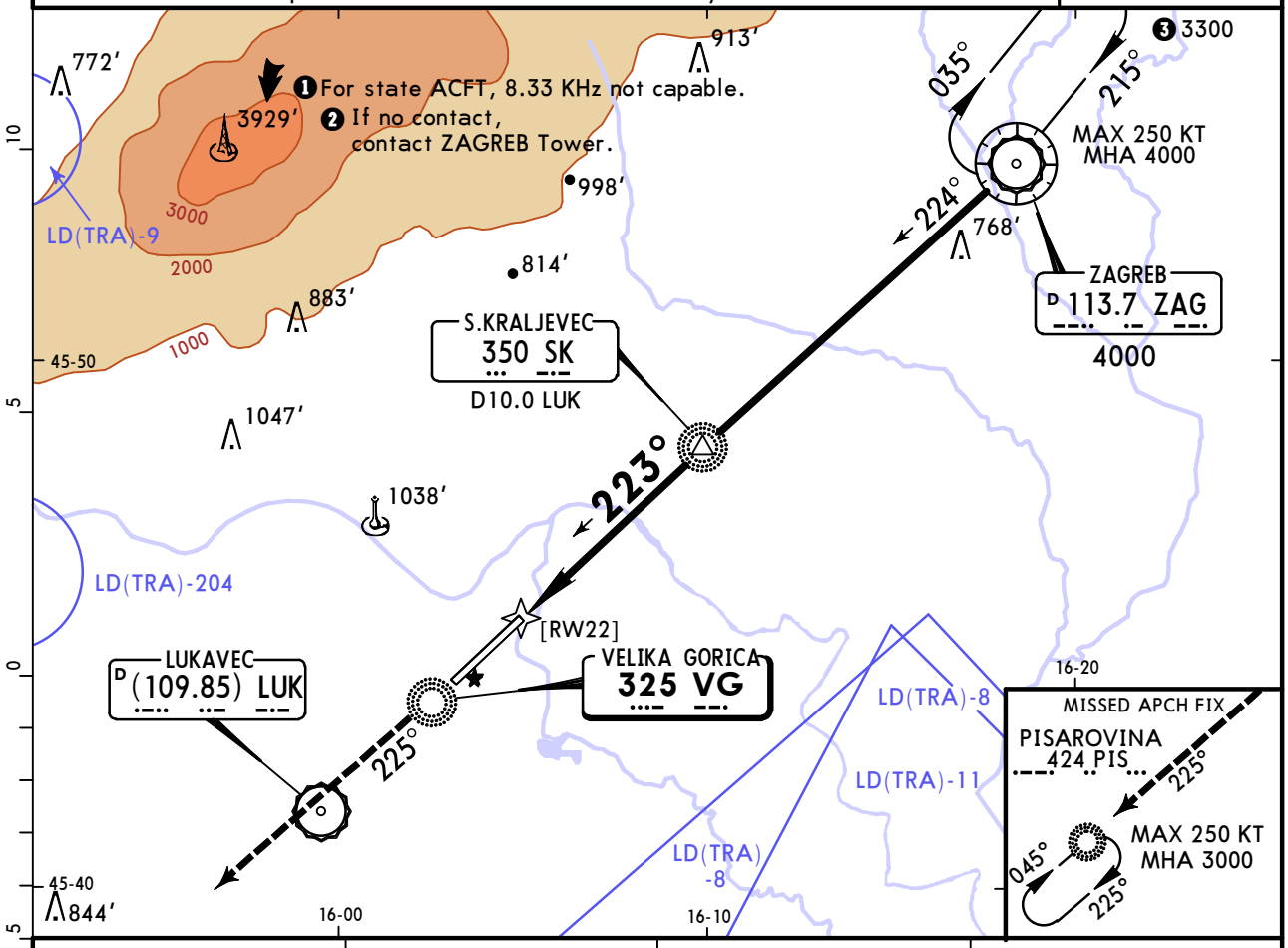
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ to PIS NDB and hold.

Alt Set: hPa | Apt Elev: 13 hPa | Trans level: By ATC | Trans alt: 10000′

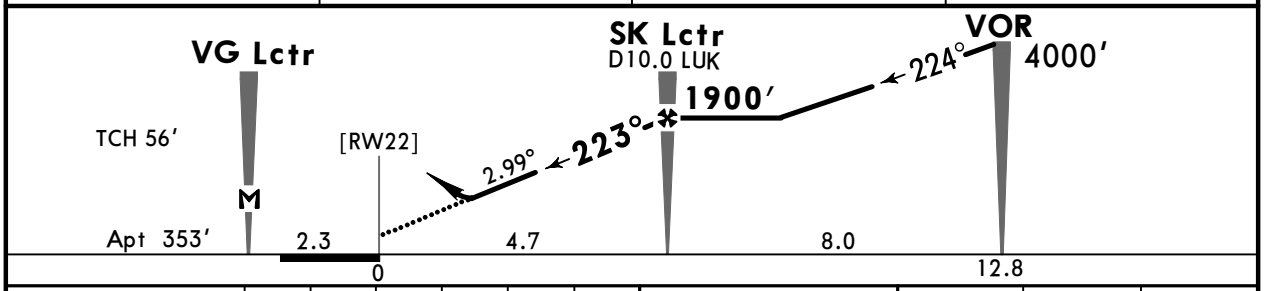


MSA SK Lctr

BRIEFING STRIP™



LUK DME	7.0	8.0	9.0
ALTITUDE	950′	1260′	1580′



Gnd speed-KT		70	90	100	120	140	160
Descent Angle	2.99°	370	476	529	635	741	846
MAP at VG Lctr							
SK Lctr to MAP	7.1	6:05	4:44	4:16	3:33	3:03	2:40

Timing not authorized for defining the MAP.

HIALS
PAPI PAPI

3000′

PIS
424

Std/State STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 750′ (397′)

	ALS out
A	R1100m
B	
C	R1800m
D	

CIRCLE-TO-LAND

Northwest of the aerodrome not allowed

Max KT	MDA(H)	
100	800′ (447′)	V1500m
135	860′ (507′)	V1600m
180	960′ (607′)	V2400m
205	1060′ (707′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Circle to land note and MDA(H) values.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ZAGREB, (FRANJO TUDMAN - LDZA)				
ADD	RUDIK & TEBLI 2Z, VEBAL &...	10-2	03 Apr 2026	16 Apr 2026
DEL	RUDIK, TEBLI & VBA 2Z, VE...	10-2	03 Apr 2026	16 Apr 2026
REV	KOTOR & NEKIN 1Z, LULUD &...	10-2A	03 Apr 2026	16 Apr 2026
ADD	RUDIK & TEBLI 2Y, VEBAL &...	10-2B	03 Apr 2026	16 Apr 2026
DEL	RUDIK, TEBLI & VBA 2Y, VE...	10-2B	03 Apr 2026	16 Apr 2026
REV	KOTOR 2X & 2Y, LULUD 1Y,N...	10-2C	03 Apr 2026	16 Apr 2026
DEL	BARNA 3A & 3B ARRS	10-2D	03 Apr 2026	16 Apr 2026
ADD	TEBLI 3A & 3B ARRS	10-2D	03 Apr 2026	16 Apr 2026
REV	KOTOR 3A & 3B ARRS	10-2E	03 Apr 2026	16 Apr 2026
DEL	TEBLI 3A & 3B ARRS	10-2K	03 Apr 2026	16 Apr 2026
DEL	KOPRY, MOSAV, TEBLI & VBA...	10-3	03 Apr 2026	16 Apr 2026
ADD	KOPRY, MOSAV, TEBLI & ZIN...	10-3	03 Apr 2026	16 Apr 2026
REV	KOTOR 1W & 1U, NIVES & PO...	10-3A	03 Apr 2026	16 Apr 2026
DEL	KOPRY,MOSAV,TEBLI & VBA 1...	10-3B	03 Apr 2026	16 Apr 2026
ADD	KOPRY,MOSAV,TEBLI,ZINPE 1...	10-3B	03 Apr 2026	16 Apr 2026
REV	KOTOR & NIVES 1V, PODET 1...	10-3C	03 Apr 2026	16 Apr 2026
DEL	BARNA 5C & 5E DEPS	10-3D	03 Apr 2026	16 Apr 2026
DEL	KOTOR 4L, 4R & 3S DEPS	10-3E	03 Apr 2026	16 Apr 2026
ADD	KOTOR 4L, 4R & 3S DEPS	10-3F	03 Apr 2026	16 Apr 2026
DEL	MOSAV 4C & 4D DEPS	10-3F	03 Apr 2026	16 Apr 2026
REV	NIVES 5C & 5D DEPS	10-3G	03 Apr 2026	16 Apr 2026
ADD	EKSON 1 RNAV DEP (TEMP)	10-3M	03 Apr 2026	16 Apr 2026
ADD	AIRPORT, AIRPORT INFO, TA...	10-8	10 Apr 2026	16 Apr 2026
ADD	PARK STANDS & COORDS (GA ...	10-8A	10 Apr 2026	16 Apr 2026
REV	ILS Z OR LOC Z RWY 04	11-1	10 Apr 2026	16 Apr 2026
ADD	LOC X RWY 04 (TEMP)	11-1-0	10 Apr 2026	16 Apr 2026
REV	CAT II/III ILS Z RWY 04	11-1A	10 Apr 2026	16 Apr 2026
REV	ILS Y OR LOC Y RWY 04	11-2	10 Apr 2026	16 Apr 2026
ADD	LOC W RWY 04 (TEMP)	11-2-0	10 Apr 2026	16 Apr 2026
REV	CAT II/III ILS Y RWY 04	11-2A	10 Apr 2026	16 Apr 2026
REV	ILS Z OR LOC Z RWY 22	11-3	10 Apr 2026	16 Apr 2026
REV	ILS Y OR LOC Y RWY 22	11-4	10 Apr 2026	16 Apr 2026
REV	RNP RWY 04	12-1	10 Apr 2026	16 Apr 2026
ADD	RNP Z RWY 04 (TEMP)	12-1-0	10 Apr 2026	16 Apr 2026
REV	RNP RWY 22	12-2	10 Apr 2026	16 Apr 2026
REV	LCTR RWY 04	16-1	10 Apr 2026	16 Apr 2026
REV	LCTR RWY 22	16-2	10 Apr 2026	16 Apr 2026

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LDZA

Type: Terminal
Effectivity: Temporary
Begin Date: 20260416
End Date: 20260701

(12-1-0) RNP Z Rwy 04 (TEMP) , LNAV/VNAV minimums changed as follows: DA(H) CAT A: 626' (275') with lights R1100m, ALS out R1300m, DA(H) CAT B: 636' (285'), CAT C: 646' (295'), CAT D: 656' (305') with lights R1200m, ALS out R1400m. LNAV minimums changed as follows: DA/MDA(H) 750' (399'), with lights CAT AB R1500m, CAT CD R1600m, ALS out CAT AB R1500m, CAT CD R1800m.

Type: Terminal
Effectivity: Temporary
Begin Date: 20260416
End Date: Until Further Notice

Based on SUP 001-26 AIRAC, (10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS and (10-9A) PARKING STANDS & COORDS (GA APRON & APRON WEST) are suspended and replaced by temporary charts (10-8) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS (TEMP) and (10-8A) PARK STANDS & COORDS (GA APRON & APRON WEST) (TEMP). LVP suspended.

Type: Terminal
Effectivity: Temporary
Begin Date: 20260416
End Date: Until Further Notice

Based on SUP 001-26 AIRAC, the following procedures suspended: (11-1) ILS Z or LOC Z RWY 04, (11-1A) CAT II/III ILS Z RWY 04, (11-2) ILS Y or LOC Y RWY 04, (11-2A) CAT II/III ILS Y RWY 04, (11-3) ILS Z or LOC Z RWY 22, (11-4) ILS Y or LOC Y RWY 22, (12-1) RNP RWY 04, (12-2) RNP RWY 22 - only the LPV procedure, (16-1) LCTR RWY 04.

Type: Terminal
Effectivity: Temporary
Begin Date: 20260416
End Date: Until Further Notice

Based on SUP 001-26 AIRAC, the following radio navigation and landing aids unserviceable: Glide path RWY 04, Localizer RWY 22, Glide path RWY 22.

Type: Terminal
Effectivity: Temporary
Begin Date: 20260416
End Date: Until Further Notice

Based on AIRAC SUP 001/26 general note 2 for (10-2) RUDIK & TEBLI 2Z, VEBAL & ZINPE 1Z RNAV ARRS and (10-2A) KOTOR & NEKIN 1Z, LULUD & PETOV 2Z RNAV ARRS should read "see RNP Z RWY 04 and LOC X RWY 04 charts" instead of "see RNP RWY 04 and ILS Z or LOC Z RWY 04 charts".

Type: Terminal
Effectivity: Temporary
Begin Date: 20260416
End Date: Until Further Notice

Based on AIRAC SUP 001/26 the following procedures are suspended: (10-3B) KOPRY 1V, MOSAV 1V, TEBLI 1V, OBUTI 1T, OBUTI 1V, ZINPE 1V RNAV DEPS, (10-3C) KOTOR 1V, NIVES 1V, PODET 1T, PODET 1V RNAV DEPS, (10-3F) KOTOR 3S DEP, (10-3G) NIVES 5D DEP, (10-3H) OBUTI 4J, OBUTI 4K DEPS, (10-3J) PETOV 4J, PODET 4F DEPS, (10-3K) TEBLI 5J DEP, (10-3L) ZAGREB 5E, ZAGREB 5F DEPS. Temporary (10-3M) EKSON 1 RNAV DEP is effective UFN.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20260415

(12-1) RNP Rwy 04, LNAV/VNAV minimums changed as follows: DA(H) CAT A: 626' (273') with lights R600m, TDZ or CL out

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R600m (R750m when a Flight Director or Autopilot or HUDLS to DA is not used), ALS out R1300m, DA(H) CAT B: 636' (283'), CAT C: 646' (293') with lights R650m, TDZ or CL out R650m (R750m when a Flight Director or Autopilot or HUDLS to DA is not used), ALS out R1400m, DA(H) CAT D: 656' (303') with lights R700m, TDZ or CL out R700m (R750m when a Flight Director or Autopilot or HUDLS to DA is not used), ALS out R1400m. LNAV minimums changed as follows: DA/MDA(H) 750' (397'), with lights R1100m, TDZ or CL out R1100m, ALS out CAT AB R1500m, CAT CD R1800m. (16-1) LCTR Rwy 04 minimums changed as follows: DA/MDA(H) 750' (397'), with lights R1100m, TDZ or CL out R1100m, ALS out CAT AB R1500m, CAT CD R1800m.