

## 1. GENERAL

### 1.1. ATIS

ATIS 124.37

### 1.2. LOW VISIBILITY PROCEDURES (LVP)

#### 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 below 1000m and/or the ceiling is at/or below 300ft with downwards tendency and CAT II/III operation 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 below 550m and the ceiling is at/or below 200ft.

Protection of sensitive areas is provided.

Pilots will be informed by ATIS or RTF on first contact by the following standard message:

"Low Visibility Procedures in operation."

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

Pilots will be informed by RTF using the following standard message:

"Low Visibility Procedures cancelled at time ....."

#### 1.2.2. GROUND MOVEMENT

Aircraft movements on the apron and TWY F after passing stopbar must only be carried with guidance of FOLLOW-ME vehicle:

- for departing aircraft from parking stand to CAT II/III holding position, and

- for arriving aircraft from stopbar on TWY F (before entering apron) to parking stand.

Pilots shall report landing and after passing the end of the colour coded green/yellow taxiway centerline lights, RWY vacating (leaving LLZ sensitive area).

Aircraft landing on RWY 05 must exit only via TWY E, where end of green/yellow centre line lights indicates the boundary of the LLZ sensitive area.

TWY A shall be used to enter RWY 05 for departure.

Pilots shall report when airborne on TWR freq.

### 1.3. OTHER INFORMATION

Birds.

## 2. ARRIVAL

### 2.1. SPEED RESTRICTIONS

IAS 250 KT below FL100.

### 2.2. CAT II/III OPERATIONS

RWY 05 is approved for CAT II/III operations, special aircrew and aircraft certification required.

### 2.3. TAXI PROCEDURES (GENERAL)

Apron TWY between TWY C and TWY B prohibited to acft exceeding a wingspan of 200'/61m.

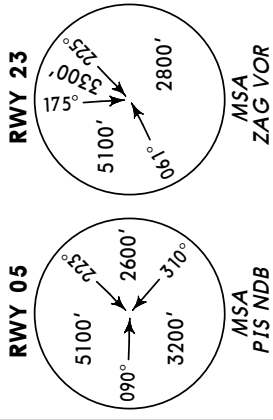
Taxilanes G1 & G2 up to 78'/24m wingspan.

Taxilane G3 up to 49'/15m wingspan.

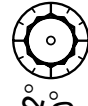
ATIS  
124.37

Apt Elev  
353'

Alt Set: hPa Trans level: By ATC Trans alt: 9500'



GUBOK 1A [GUBO1A]  
RASIN 1B [RASI1B]  
VBA 1B  
RWY 23 ARRIVALS  
RASIN 1A [RASI1A]  
VBA 1A  
RWY 05 ARRIVALS  
FROM NORTHEAST & EAST

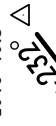


BARNA  
D 117.4 VBA  
N45 44.9 E017 08.8

GUBOK  
N45 02.7 E017 51.7

RASIN

N46 05.4 E016 40.5



RASIN 1A, 1B  
3000  
10

① RASIN 1B: 3500 By ATC

D9 ZAG

4000

D9 ZAG

4000

D12 ZAG

4000

VBA 1B

5000

GUBOK 1A

6000

VBA 1A

5000

D37 VBA

4000

3000 BY ATC

PISAROVINA

424 PIS

N45 36.3 E015 50.6

3000

MAX 250KT

048°

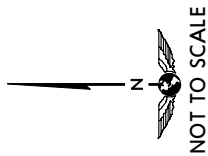
228°

3000

228°

3000

228°



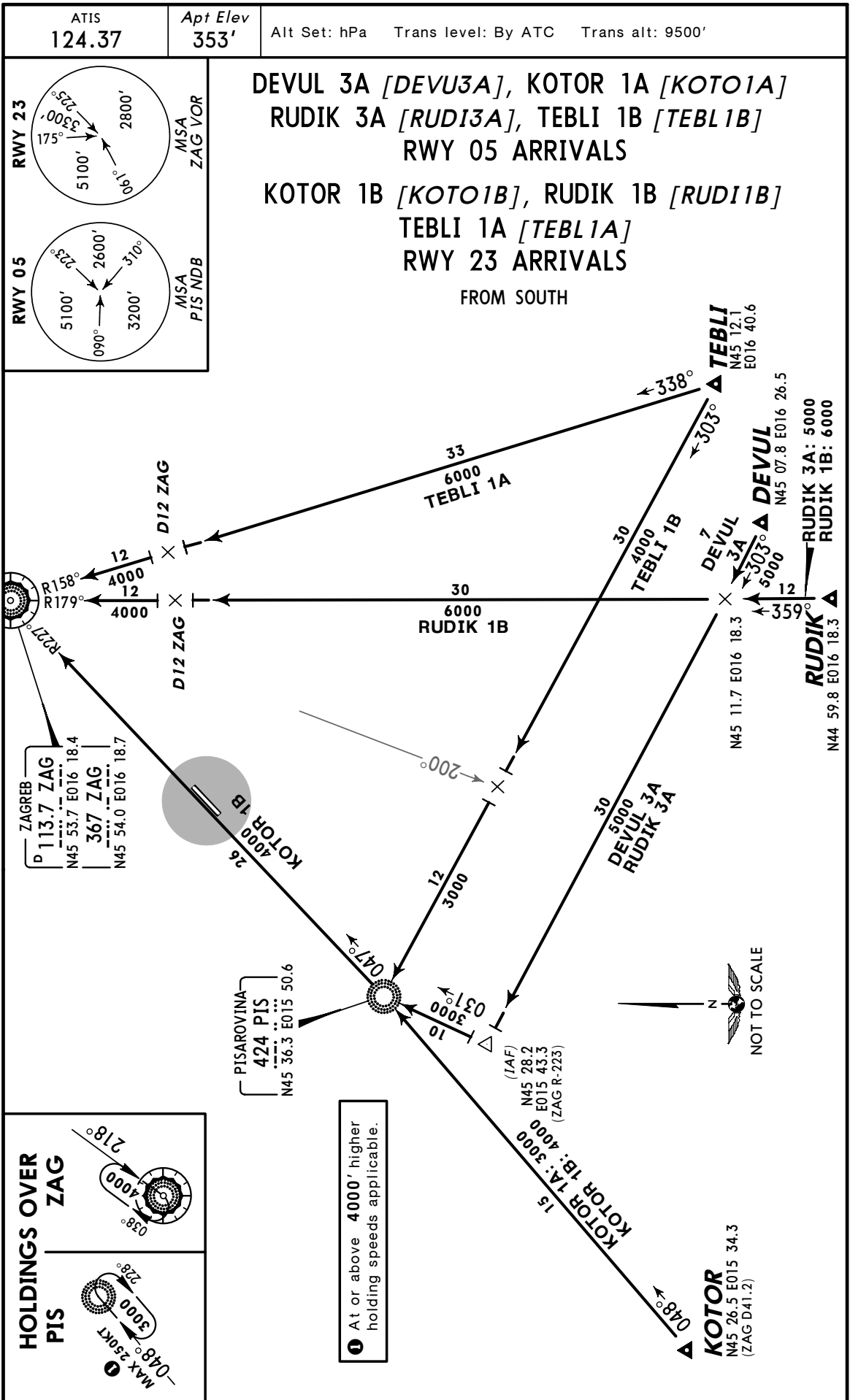
S. KRALJEVEC  
350 SK  
N45 48.3 E016 09.9

VELIKA GORICA  
325 VG  
N45 43.5 E016 02.5

PISAROVINA  
424 PIS  
N45 36.3 E015 50.6

ZAGREB  
113.7 ZAG  
N45 53.7 E016 18.4  
367 ZAG  
N45 54.0 E016 18.7

② At or above 4000' higher holding speeds applicable.



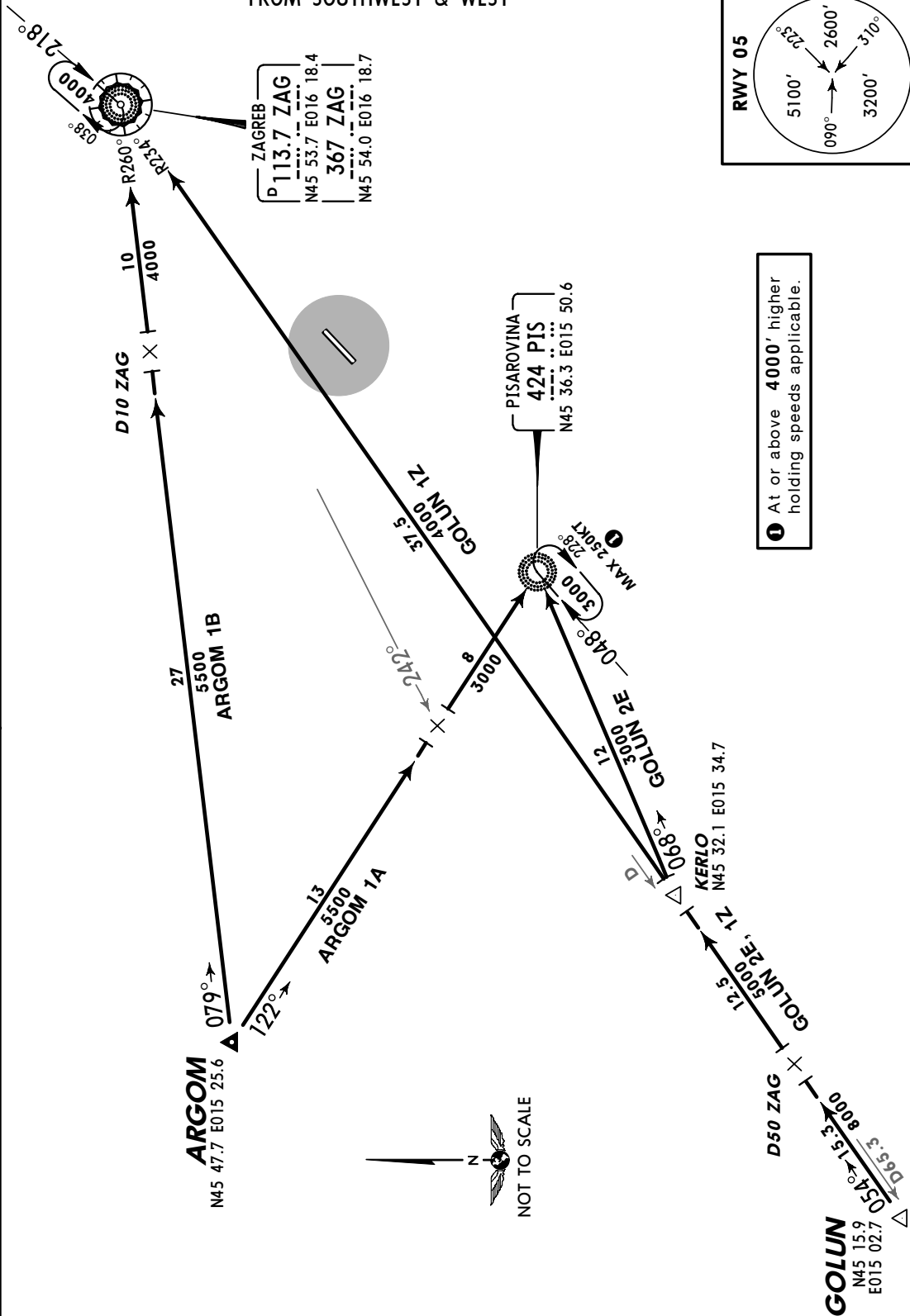
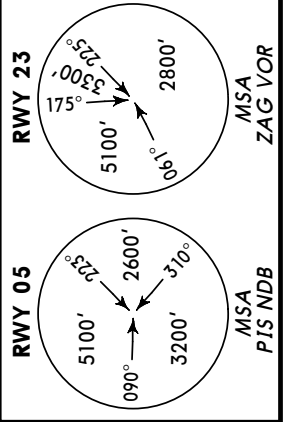
ATIS  
124.37

Apt Elev  
353'

Alt Set: hPa Trans level: By ATC Trans alt: 9500'

ARGOM 1A [ARGO1A], GOLUN 2E [GOLU2E]  
RWY 05 ARRIVALS

ARGOM 1B [ARGO1B], GOLUN 1Z [GOLU1Z]  
RWY 23 ARRIVALS  
FROM SOUTHWEST & WEST

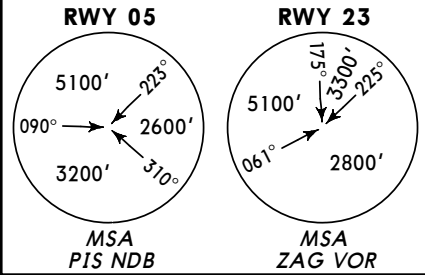


ATIS  
124.37

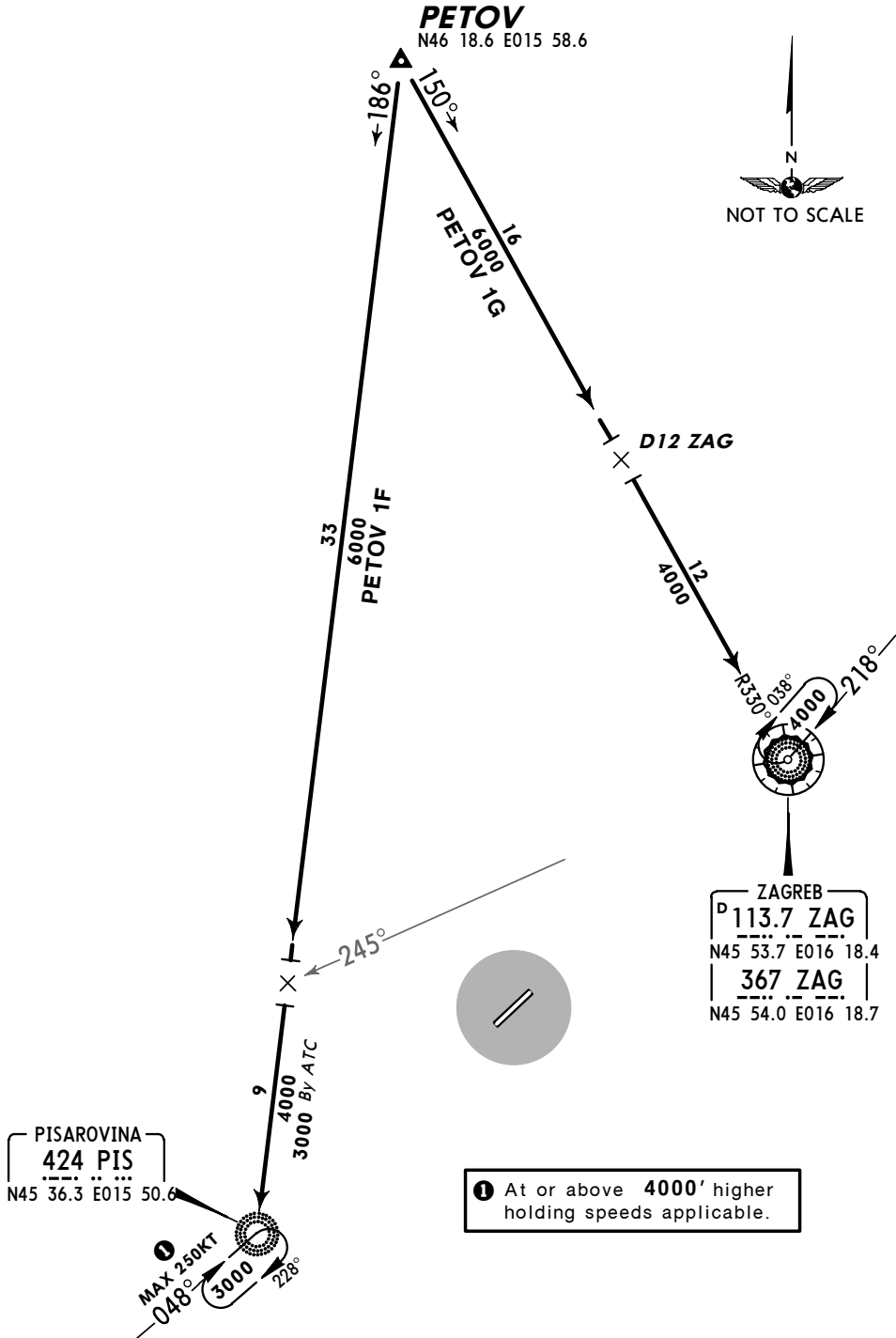
Apt Elev  
353'

Alt Set: hPa Trans level: By ATC Trans alt: 9500'

PETOV 1F [PETO1F]  
RWY 05 ARRIVAL  
PETOV 1G [PETO1G]  
RWY 23 ARRIVAL  
FROM NORTH



**PETOV**  
N46 18.6 E015 58.6



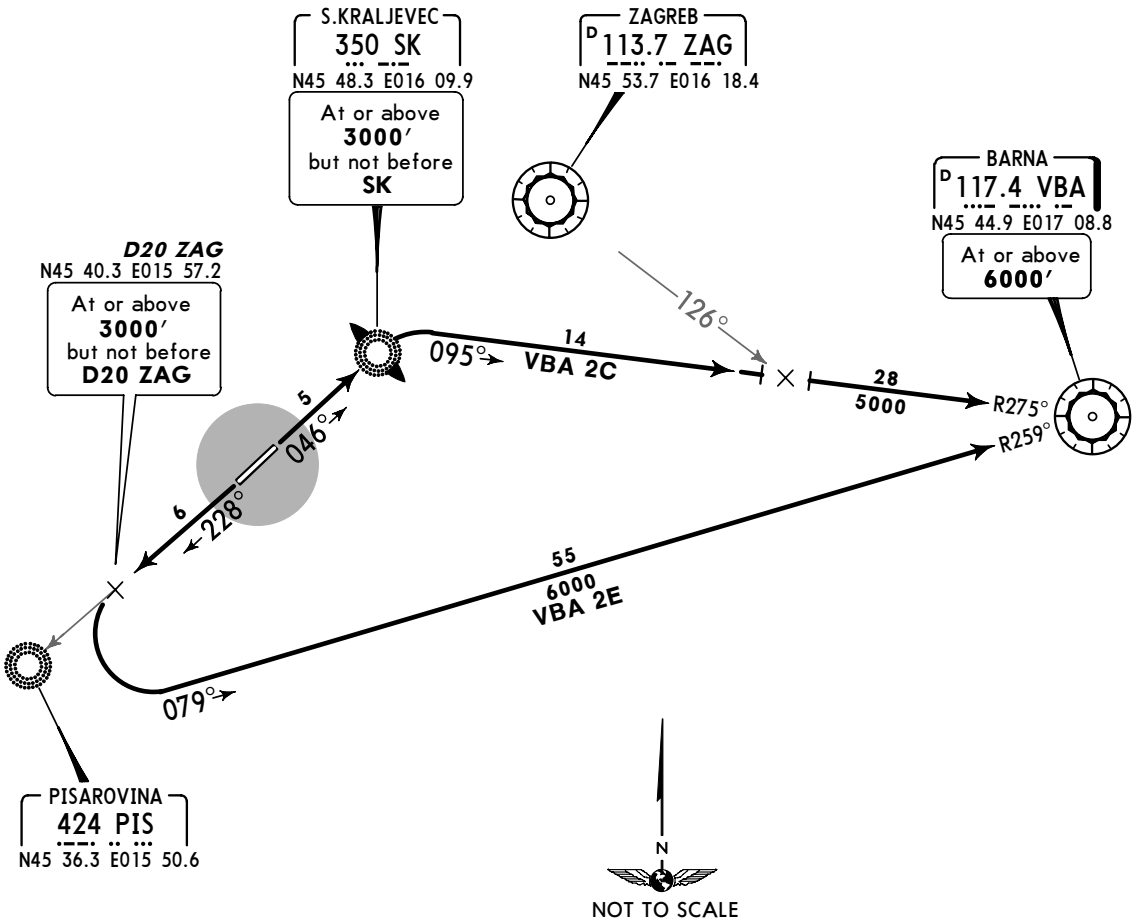
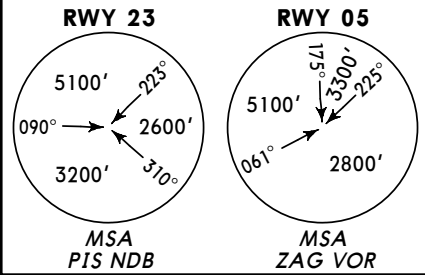
① At or above 4000' higher holding speeds applicable.

ZAGREB Radar  
120.7

Apt Elev  
353'

Trans level: By ATC Trans alt: 9500'  
Contact ZAGREB Radar immediately after take-off.

**BARNA TWO CHARLIE (VBA 2C)**  
**BARNA TWO ECHO (VBA 2E)**  
**RWYS 05, 23 DEPARTURES**

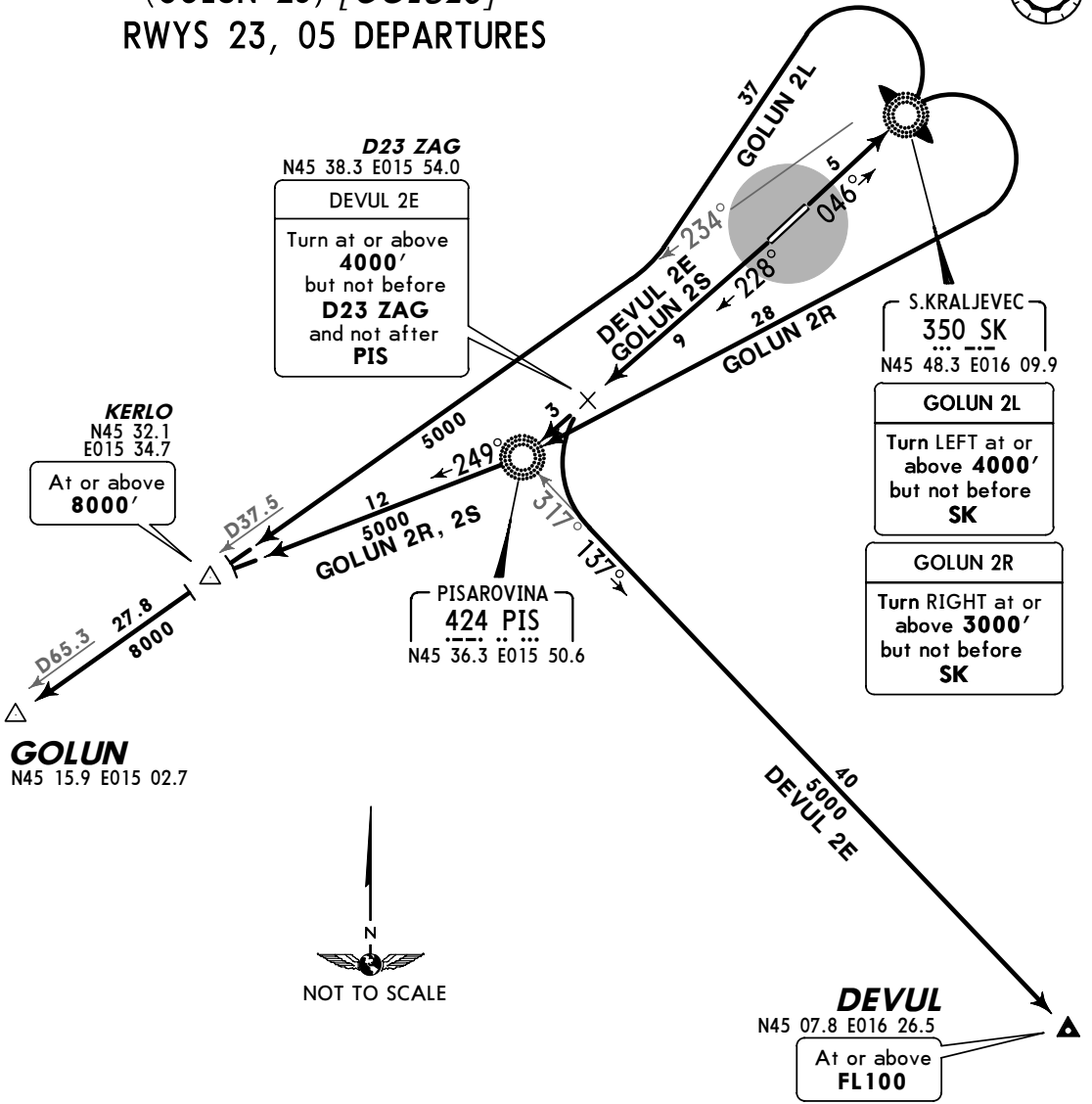
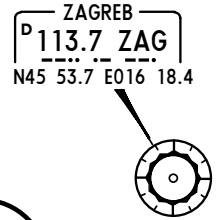


Initial climb clearance **6000'**

SID	RWY	ROUTING
VBA 2C	05	Climb straight ahead, at or above <b>3000'</b> , but not before SK turn RIGHT, intercept VBA R-275 inbound to VBA.
VBA 2E	23	Climb towards PIS, at or above <b>3000'</b> , but not before D20 ZAG turn LEFT, intercept VBA R-259 inbound to VBA.

ZAGREB Radar 120.7	Apt Elev 353'	Trans level: By ATC Trans alt: 9500' Contact ZAGREB Radar immediately after take-off.	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p><b>RWY 23</b></p> <p>MSA PIS NDB</p> </div> <div style="text-align: center;"> <p><b>RWY 05</b></p> <p>MSA ZAG VOR</p> </div> </div>
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**DEVUL TWO ECHO**  
(DEVUL 2E) [DEVU2E]  
**GOLUN TWO LIMA**  
(GOLUN 2L) [GOLU2L]  
**GOLUN TWO ROMEO**  
(GOLUN 2R) [GOLU2R]  
**GOLUN TWO SIERRA**  
(GOLUN 2S) [GOLU2S]  
**RWYS 23, 05 DEPARTURES**



**D23 ZAG**  
N45 38.3 E015 54.0

**DEVUL 2E**

Turn at or above **4000'**  
but not before **D23 ZAG**  
and not after **PIS**

**KERLO**  
N45 32.1 E015 34.7

At or above **8000'**

**S.KRALJEVEC**  
350 SK  
N45 48.3 E016 09.9

**GOLUN 2L**

Turn **LEFT** at or above **4000'**  
but not before **SK**

**GOLUN 2R**

Turn **RIGHT** at or above **3000'**  
but not before **SK**

**PISAROVINA**  
424 PIS  
N45 36.3 E015 50.6

**GOLUN**  
N45 15.9 E015 02.7

**DEVUL**  
N45 07.8 E016 26.5

At or above **FL100**



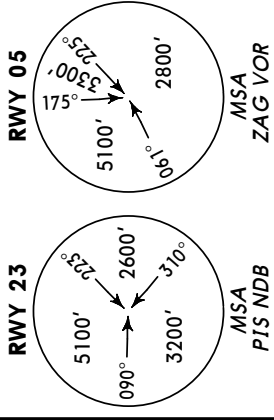
Initial climb clearance **6000'**

SID	RWY	ROUTING
DEVUL 2E	23	Climb towards PIS, at or above <b>4000'</b> , but not before D23 ZAG and not after PIS turn <b>LEFT</b> , intercept 137° bearing from PIS to DEVUL.
GOLUN 2L By ATC	05	Climb straight ahead, at or above <b>4000'</b> , but not before SK turn <b>LEFT</b> , intercept ZAG R-234 to GOLUN.
GOLUN 2R		Climb straight ahead, at or above <b>3000'</b> , but not before SK turn <b>RIGHT</b> to PIS, 249° bearing to KERLO, intercept ZAG R-234 to GOLUN.
GOLUN 2S	23	Climb to PIS, 249° bearing to KERLO, intercept ZAG R-234 to GOLUN.

ZAGREB Radar  
120.7

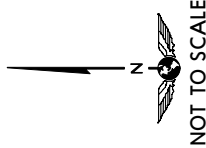
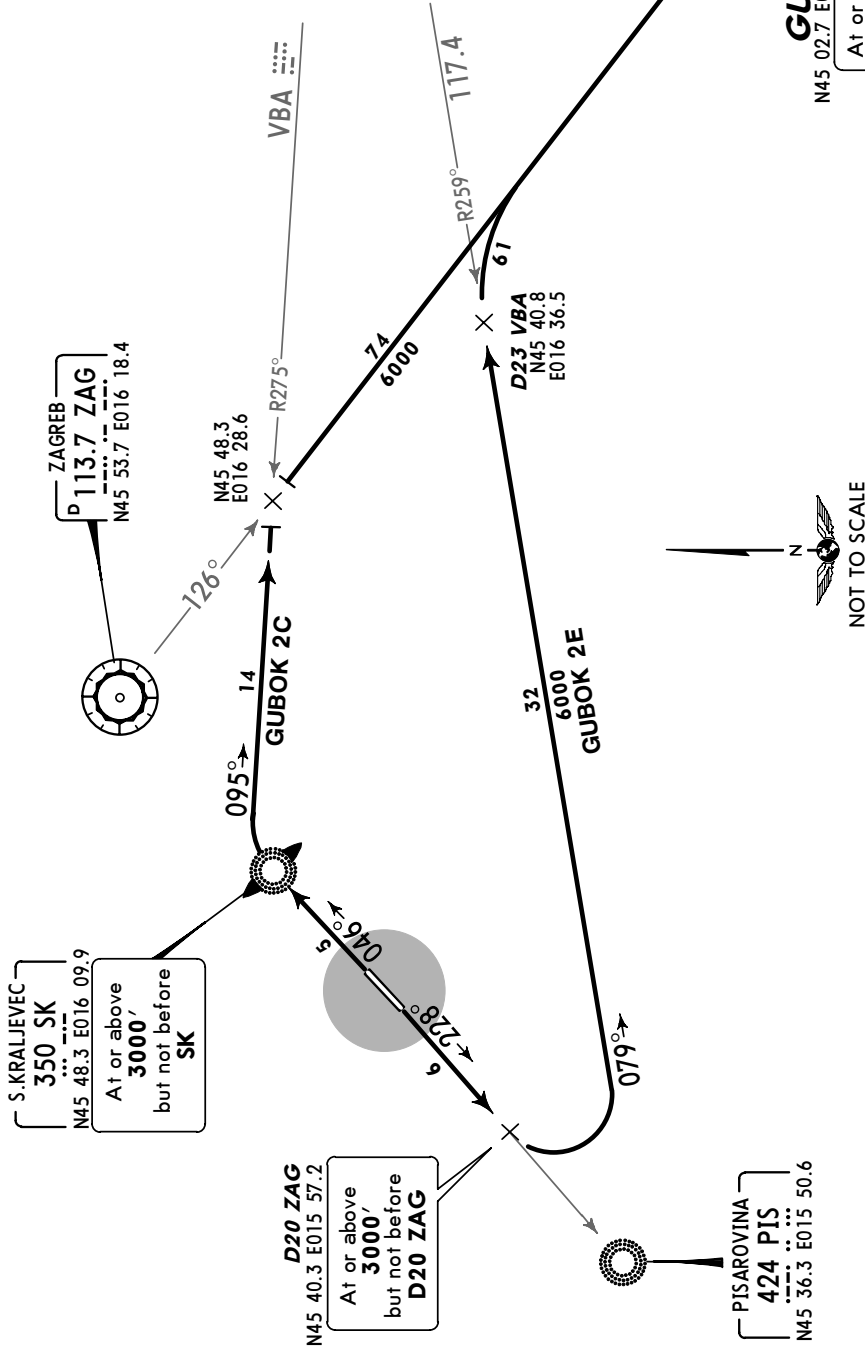
Apt Elev  
353'

Trans level: By ATC Trans alt: 9500'  
Contact ZAGREB Radar immediately after take-off.



GUBOK TWO CHARLIE (GUBOK 2C) [GUBO2C]  
GUBOK TWO ECHO (GUBOK 2E) [GUBO2E]  
RWYS 05, 23 DEPARTURES

**GUBOK**  
At or above  
FL100  
N45 02.7 E017 51.7

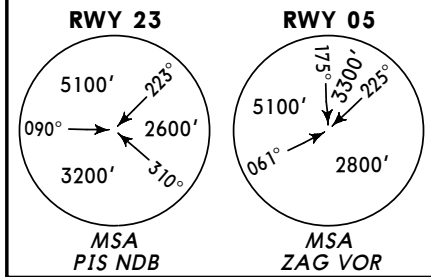


Initial climb clearance 6000'	
SID	ROUTING
GUBOK 2C	Climb straight ahead, at or above 3000', but not before SK turn RIGHT, 095° track, intercept ZAG R-126 to GUBOK.
GUBOK 2E	Climb towards PIS, at or above 3000', but not before D20 ZAG turn LEFT, intercept VBA R-259 inbound, at D23 VBA turn RIGHT, intercept ZAG R-126 to GUBOK.

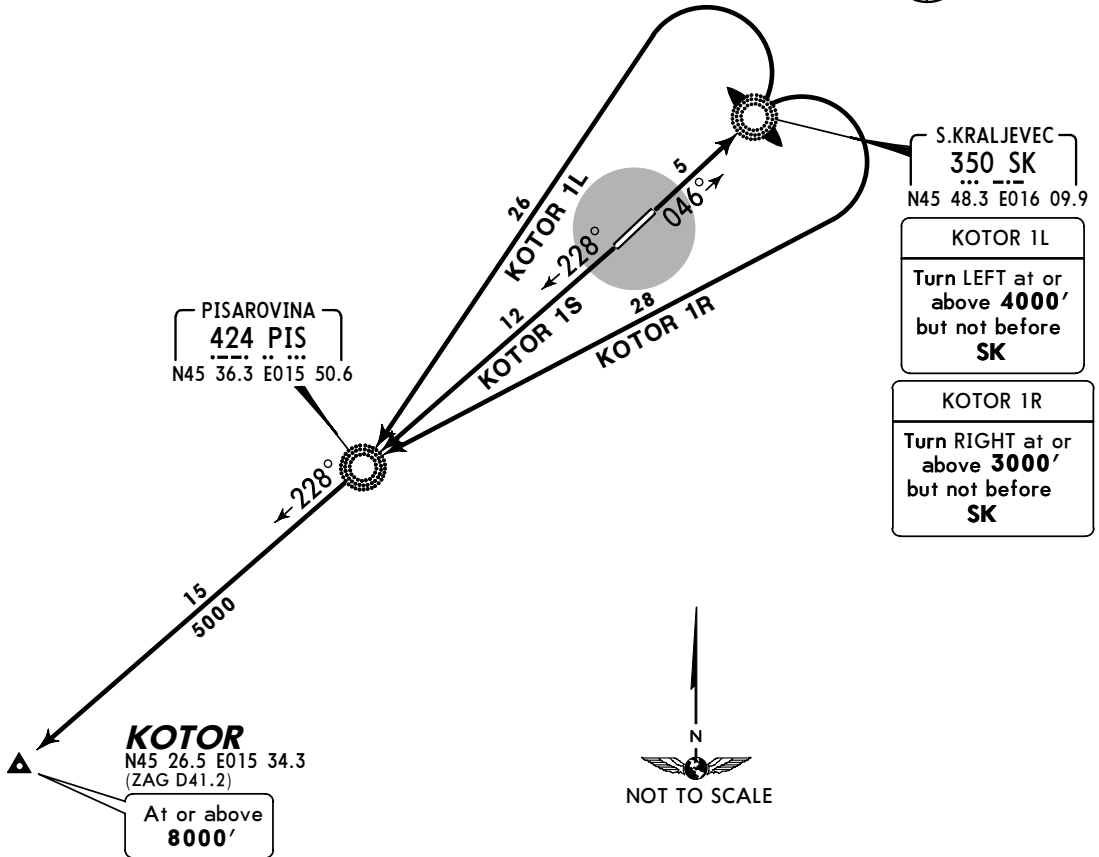


ZAGREB Radar 120.7	Apt Elev 353'	Trans level: By ATC Trans alt: 9500' Contact ZAGREB Radar immediately after take-off.
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**KOTOR ONE LIMA**  
(KOTOR 1L) [KOTO1L]  
**KOTOR ONE ROMEO**  
(KOTOR 1R) [KOTO1R]  
**KOTOR ONE SIERRA**  
(KOTOR 1S) [KOTO1S]  
**RWYS 05, 23 DEPARTURES**



ZAGREB  
P 113.7 ZAG  
N45 53.7 E016 18.4



Initial climb clearance **6000'**

SID	RWY	ROUTING
KOTOR 1L By ATC	05	Climb straight ahead, at or above <b>4000'</b> , but not before SK turn LEFT to PIS, 228° bearing to KOTOR.
KOTOR 1R		Climb straight ahead, at or above <b>3000'</b> , but not before SK turn RIGHT to PIS, 228° bearing to KOTOR.
KOTOR 1S	23	Climb to PIS, 228° bearing to KOTOR.

ZAGREB Radar 120.7	Apt Elev 353'	Trans level: By ATC Trans alt: 9500' Contact ZAGREB Radar immediately after take-off.
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OBUTI ONE HOTEL (OBUTI 1H) [OBUT1H]  
OBUTI ONE JULIETT (OBUTI 1J) [OBUT1J]  
OBUTI ONE KILO (OBUTI 1K) [OBUT1K]  
RWYS 05, 23 DEPARTURES

**OBUTI**  
N46 22.7 E016 16.4  
At or above  
**FL130**

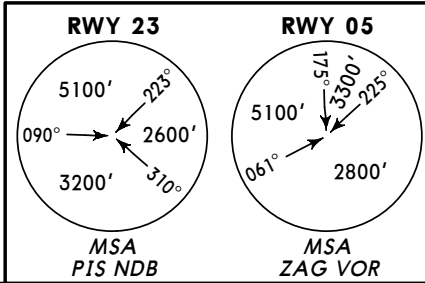
ZAGREB  
D 113.7 ZAG  
N45 53.7 E016 18.4  
OBUTI 1H  
At or above  
**4000'**  
OBUTI 1J, 1K  
At or above  
**7000'**

**D20 ZAG**  
At or above  
**5000'**

PISAROVINA  
**424 PIS**  
N45 36.3 E015 50.6

**D23 ZAG**  
N45 38.3 E015 54.0  
At or above  
**4000'**  
but not before  
**D23 ZAG**  
and not after  
**PIS**

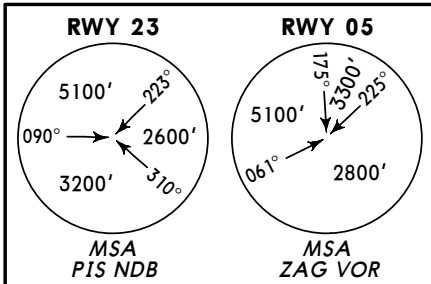
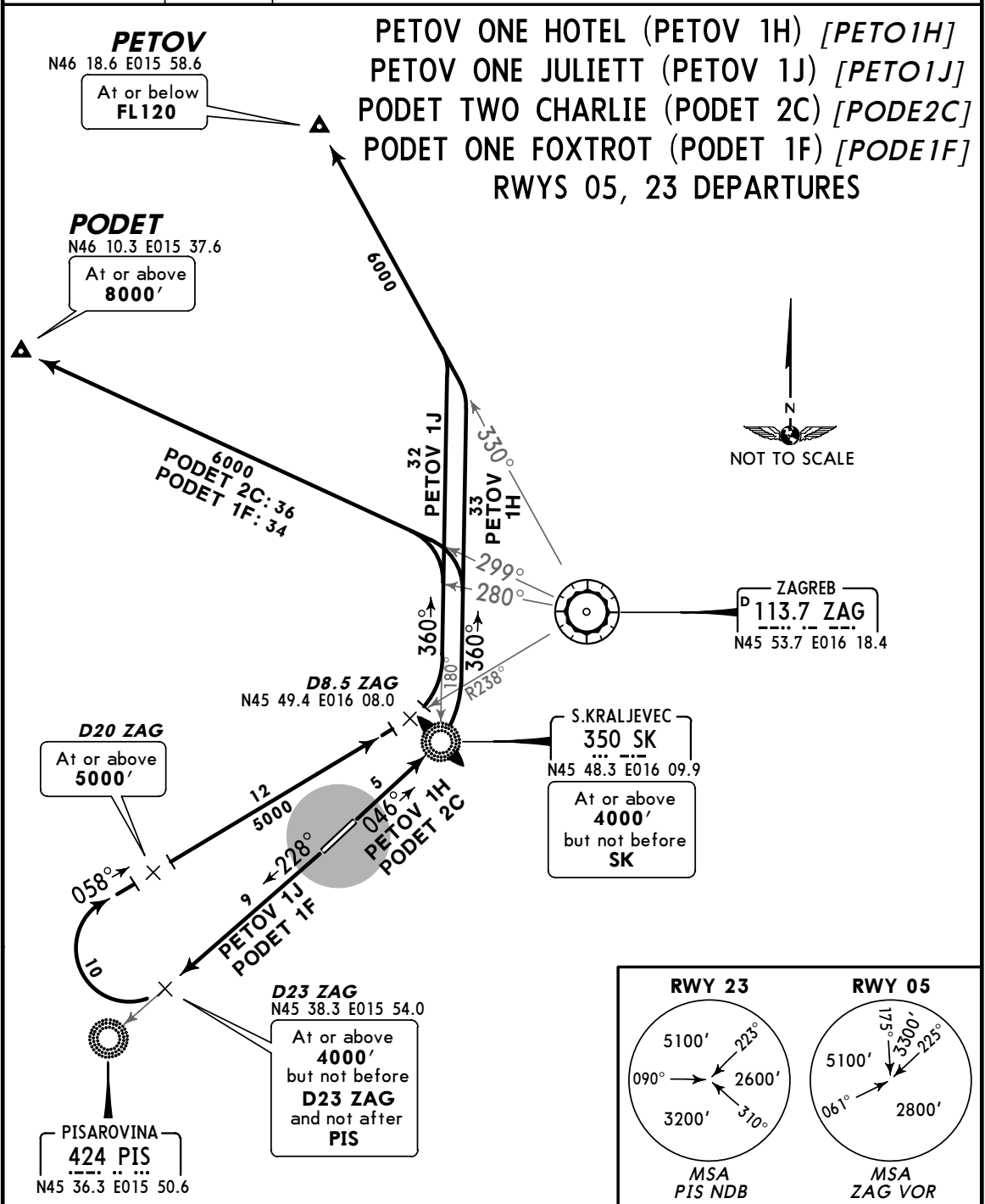
**D20 ZAG**  
N45 40.3 E015 57.2  
OBUTI 1K  
Turn at or above  
**3000'**  
but not before  
**D20 ZAG**



Initial climb clearance **6000'**

SID	RWY	ROUTING
OBUTI 1H	05	Climb to ZAG, ZAG R-356 to OBUTI.
OBUTI 1J By ATC	23	Climb towards PIS, at or above <b>4000'</b> , but not before D23 ZAG and not after PIS turn RIGHT, intercept ZAG R-238 inbound to ZAG, ZAG R-356 to OBUTI.
OBUTI 1K		Climb towards PIS, at or above <b>3000'</b> , but not before D20 ZAG turn LEFT, intercept ZAG R-214 inbound to ZAG, ZAG R-356 to OBUTI.

ZAGREB Radar 120.7 Apt Elev 353' Trans level: By ATC Trans alt: 9500' Contact ZAGREB Radar immediately after take-off.



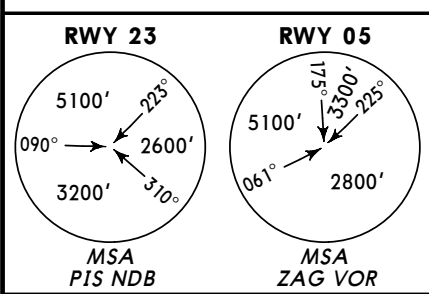
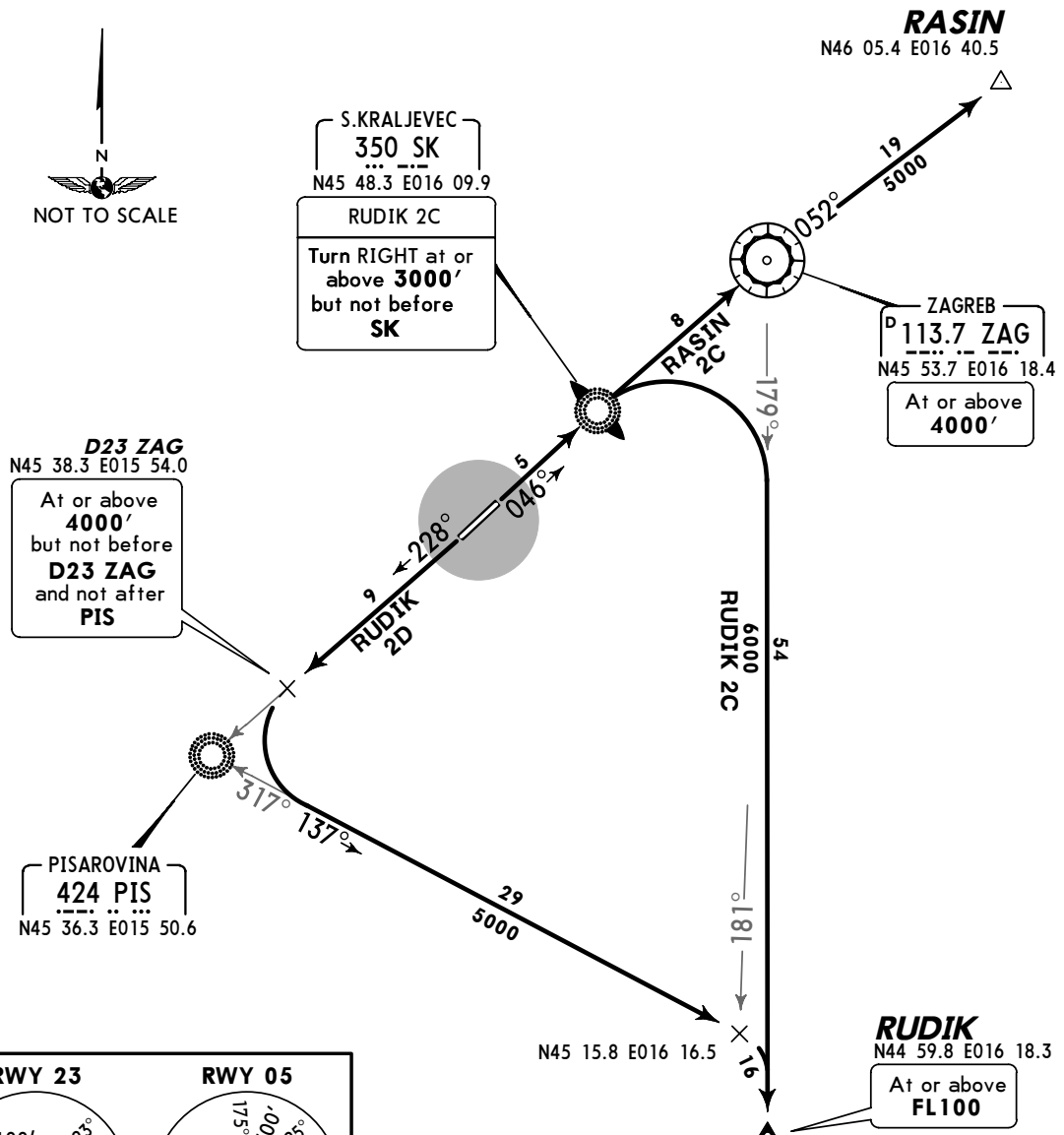
Initial climb clearance 6000'

SID	RWY	ROUTING
PETOV 1H ①	05	Climb straight ahead, at or above 4000', but not before SK turn LEFT, 360° track, intercept ZAG R-330 to PETOV.
PETOV 1J ①	23	Climb towards PIS, at or above 4000', but not before D23 ZAG and not after PIS turn RIGHT, intercept ZAG R-238 inbound, at D8.5 ZAG turn LEFT, intercept 360° bearing from SK, intercept ZAG R-330 to PETOV.
PODET 2C	05	Climb straight ahead, at or above 4000', but not before SK turn LEFT, 360° track, when passing ZAG R-280 turn LEFT, intercept ZAG R-299 to PODET.
PODET 1F	23	Climb towards PIS, at or above 4000', but not before D23 ZAG and not after PIS turn RIGHT, intercept ZAG R-238 inbound, at D8.5 ZAG turn LEFT, intercept 360° bearing from SK, when passing ZAG R-280 turn LEFT, intercept ZAG R-299 to PODET.

① Only for traffic to LJMB.

ZAGREB Radar 120.7	Apt Elev 353'	Trans level: By ATC Trans alt: 9500' Contact ZAGREB Radar immediately after take-off.
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**RASIN TWO CHARLIE (RASIN 2C) [RASI2C]  
RUDIK TWO CHARLIE (RUDIK 2C) [RUDI2C]  
RUDIK TWO DELTA (RUDIK 2D) [RUDI2D]  
RWYS 05, 23 DEPARTURES**



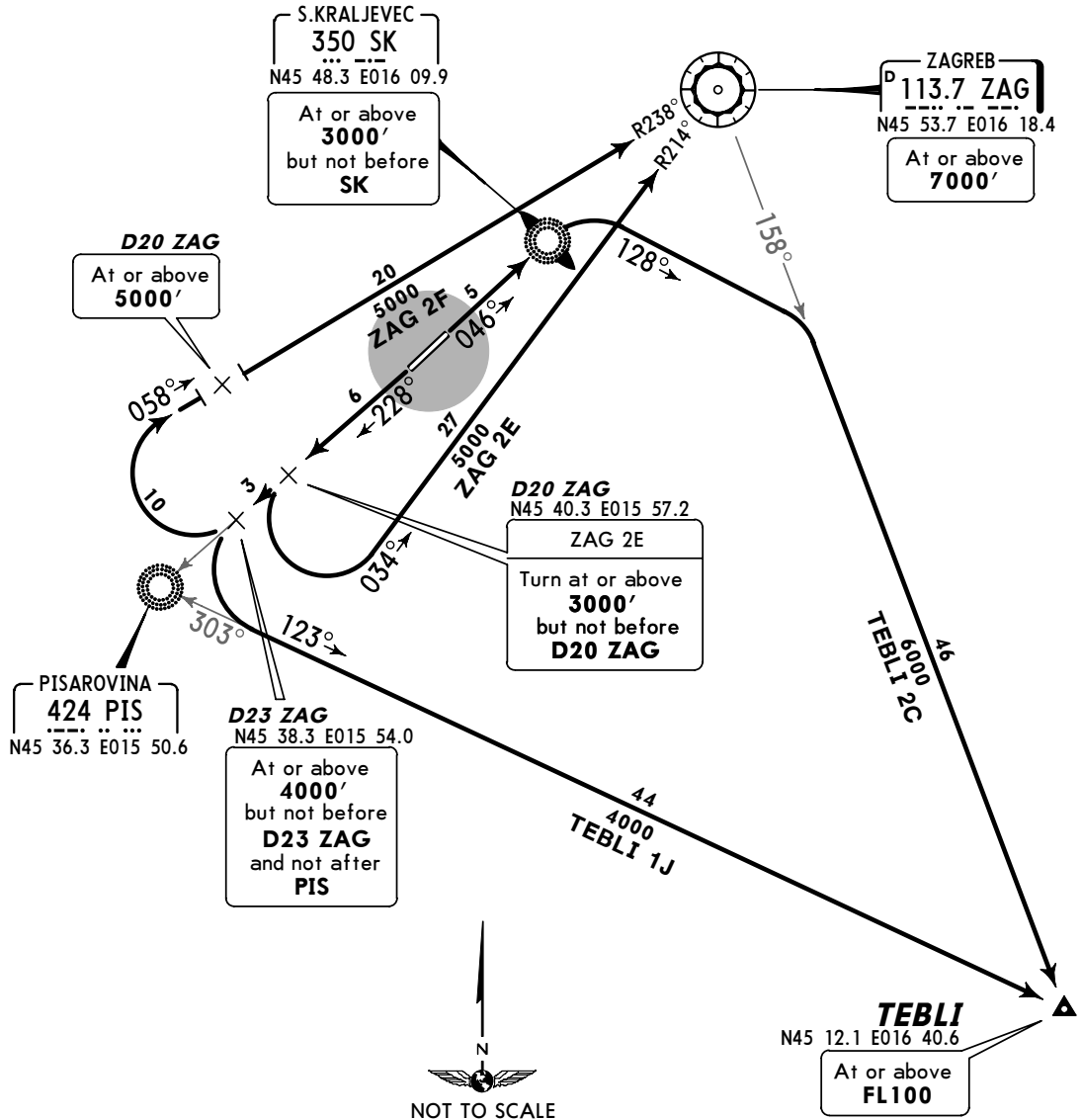
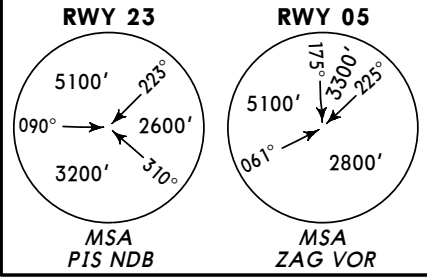
Initial climb clearance 6000'		
SID	RWY	ROUTING
RASIN 2C	05	Climb to ZAG, ZAG R-052 to RASIN.
RUDIK 2C		Climb straight ahead, at or above 3000', but not before SK turn RIGHT, intercept ZAG R-179 to RUDIK.
RUDIK 2D	23	Climb towards PIS, at or above 4000', but not before D23 ZAG and not after PIS turn LEFT, intercept 137° bearing from PIS, when passing ZAG R-181 turn RIGHT, intercept ZAG R-179 to RUDIK.

ZAGREB Radar  
120.7

Apt Elev  
353'

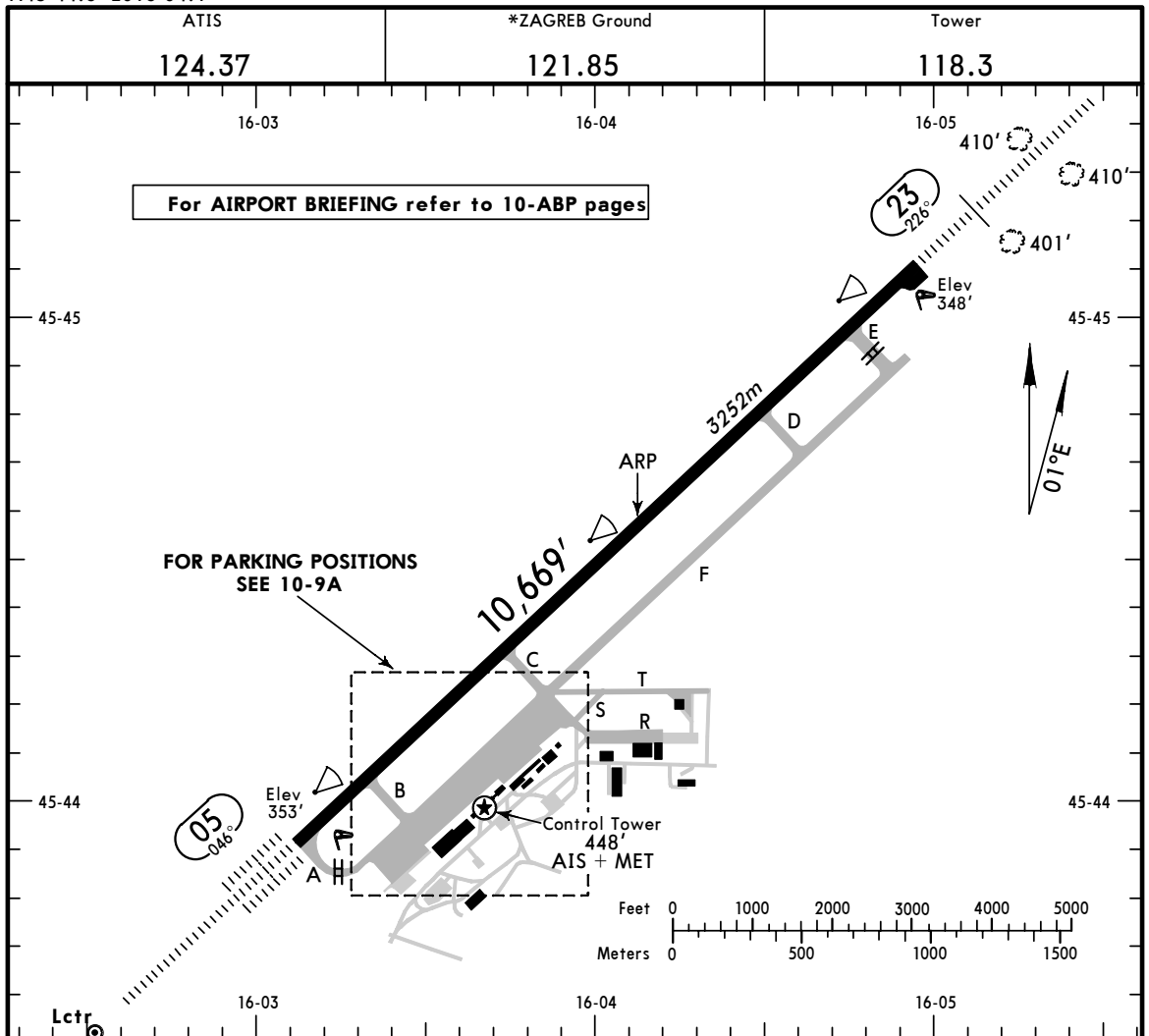
Trans level: By ATC Trans alt: 9500'  
Contact ZAGREB Radar immediately after take-off.

TEBLI TWO CHARLIE (TEBLI 2C) [TEBL2C]  
TEBLI ONE JULIETT (TEBLI 1J) [TEBL1J]  
ZAGREB TWO ECHO (ZAG 2E)  
ZAGREB TWO FOXTROT (ZAG 2F)  
RWYS 05, 23 DEPARTURES



Initial climb clearance **6000'**

SID	RWY	ROUTING
TEBLI 2C	05	Climb straight ahead, at or above <b>3000'</b> , but not before SK turn RIGHT, 128° track, intercept ZAG R-158 to TEBLI.
TEBLI 1J	23	Climb towards PIS, at or above <b>4000'</b> , but not before D23 ZAG and not after PIS turn LEFT, intercept 123° bearing from PIS to TEBLI.
ZAG 2E		Climb towards PIS, at or above <b>3000'</b> , but not before D20 ZAG turn LEFT, intercept ZAG R-214 inbound to ZAG.
ZAG 2F By ATC		Climb towards PIS, at or above <b>4000'</b> , but not before D23 ZAG and not after PIS turn RIGHT, intercept ZAG R-238 inbound to ZAG.



**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
05	HIRL (60m) CL ALSF-II TDZ PAPI (3.0°) RVR				148'
23	HIRL (60m) CL HIALS PAPI (3.0°) RVR		9636' 2937m	<b>1</b>	45m

**1 TAKE-OFF RUN AVAILABLE**

**RWY 05**

From rwy head 10,669' (3252m)  
 twy B int 9514' (2900m)  
 twy C int 7054' (2150m)

**RWY 23**

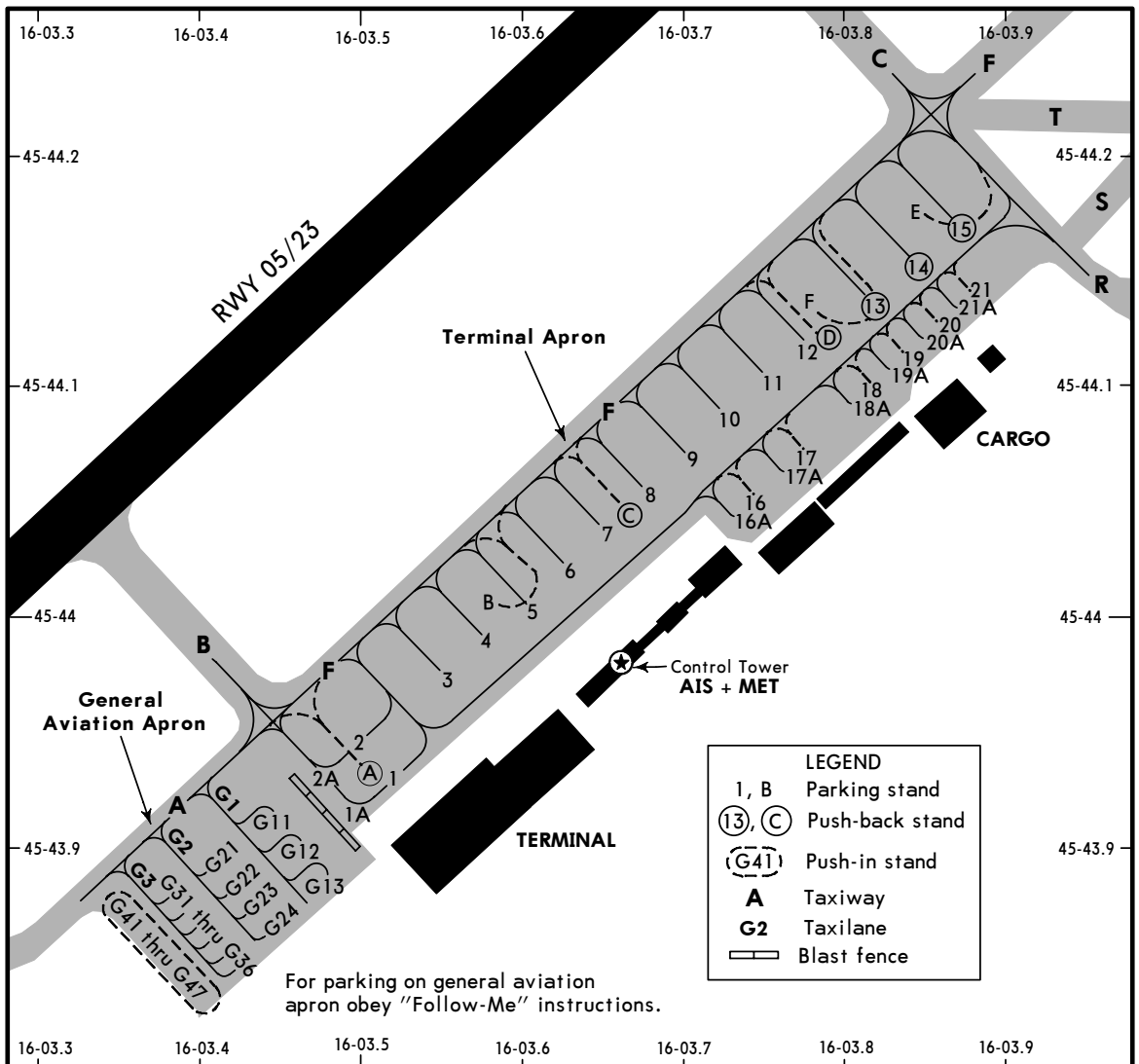
From rwy head 10,669' (3252m)  
 twy E int 9514' (2900m)  
 twy D int 8038' (2450m)

**TAKE-OFF**

**AIR CARRIER (JAA)  
 All Rwys**

**LVP must be in force**

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	



## INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
<b>Terminal Apron</b>		<b>General Aviation Apron</b>	
1, 1A	N45 43.9 E016 03.5	G11	N45 43.9 E016 03.4
2	N45 44.0 E016 03.5	G12, G13	N45 43.9 E016 03.5
2A	N45 43.9 E016 03.5	G21 thru G23	N45 43.9 E016 03.4
3 thru 6	N45 44.0 E016 03.6	G24	N45 43.9 E016 03.5
7	N45 44.0 E016 03.7	G31 thru G36	N45 43.9 E016 03.4
8 thru 11	N45 44.1 E016 03.7	G41 thru G45	N45 43.9 E016 03.4
12	N45 44.1 E016 03.8	G46, G47	N45 43.8 E016 03.4
13, 14	N45 44.2 E016 03.8		
15	N45 44.2 E016 03.9		
16, 16A	N45 44.1 E016 03.7		
17 thru 19A	N45 44.1 E016 03.8		
20	N45 44.1 E016 03.9		
20A	N45 44.1 E016 03.8		
21	N45 44.2 E016 03.9		
21A	N45 44.1 E016 03.9		
A	N45 43.9 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		

STRAIGHT-IN RWY		A	B	C	D
05	CAT 2 ILS	453' (100')	453' (100')	453' (100')	453' (100')
		RA 100' R300m	RA 100' R300m	RA 100' R300m	RA 100' R300m
	ILS	553' (200')	553' (200')	553' (200')	553' (200')
		R550m R1000m	R550m R1000m	R550m R1000m	R550m R1000m
	ALS out				
	LOC	680' (327')	680' (327')	680' (327')	680' (327')
		R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	with DME				
	ALS out				
	LOC ①	1350' (997')	1350' (997')	1350' (997')	1350' (997')
		R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
	w/o DME				
	ALS out				
	Lctr	710' (357')	710' (357')	710' (357')	710' (357')
		R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	with DME				
	ALS out				
	Lctr	1350' (997')	1350' (997')	1350' (997')	1350' (997')
		R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
	w/o DME				
	ALS out				
23	ILS	548' (200')	548' (200')	548' (200')	548' (200')
		R550m R1000m	R550m R1000m	R550m R1000m	R550m R1000m
	ALS out				
	LOC	730' (382')	730' (382')	730' (382')	730' (382')
		R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	with DME				
	ALS out				
	Lctr	750' (397')	750' (397')	750' (397')	750' (397')
		R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	with DME				
	ALS out				

① LMM out: NOT AUTHORIZED.

CIRCLE-TO-LAND	100 KT	135 KT ②	180 KT ②	205 KT ②
After apch to Rwy 23	860' (507')	890' (537')	990' (637')	1090' (737')
	V1500m	V1600m	V2400m	V3600m
After apch to Rwy 05	1350' (997')	1350' (997')	1350' (997')	1350' (997')
	V1500m	V1600m	V2400m	V3600m

② Not authorized Northwest of apt.

## TAKE-OFF RWY 05, 23

Approved Operators	LVP must be in Force					
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

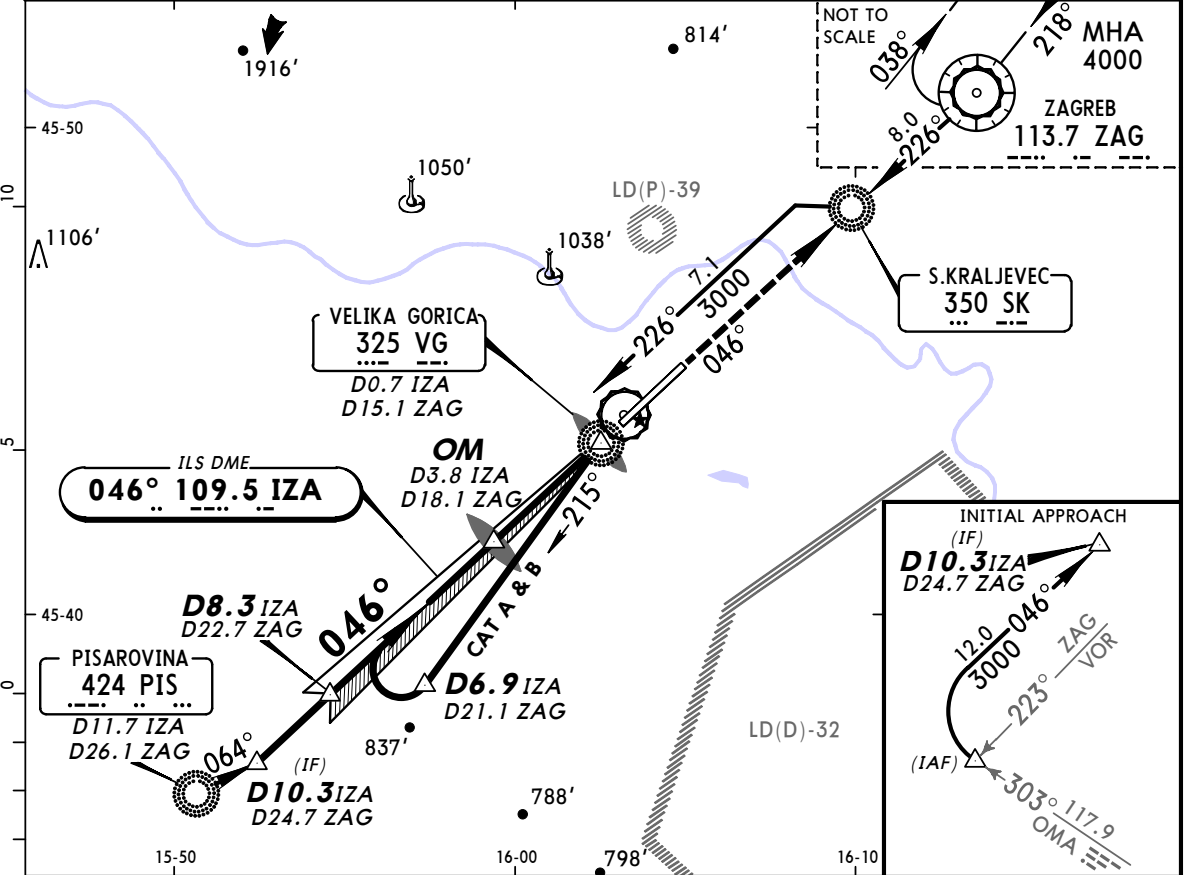


# LDZA/ZAG PLESO

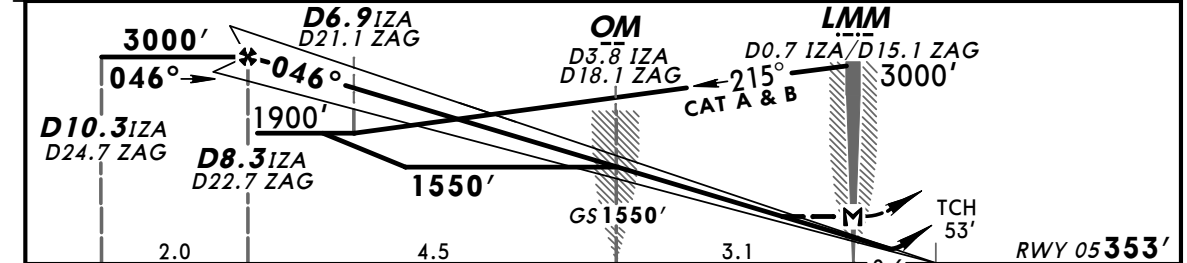
JEPPESEN  
17 NOV 06 **11-1** Eff 23 Nov

# ZAGREB, CROATIA ILS Rwy 05

ATIS <b>124.37</b>	ZAGREB Approach (R) <b>120.7</b>	ZAGREB Tower <b>118.3</b>	*Ground <b>121.85</b>		
LOC IZA <b>109.5</b>	Final Apch Crs <b>046°</b>	GS OM <b>1550'</b> (1197')	ILS DA(H) <b>553'</b> (200')		Apt Elev <b>353'</b> RWY <b>353'</b>
<b>MISSED APCH: Climb STRAIGHT AHEAD to 4000' to VOR and hold.</b>					MSA PIS NDB
Alt Set: hPa		Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 9500'	



LOC	IZA DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	2900'	2580'	2260'	1950'	1630'	1310'	990'	670'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 	<b>4000'</b> ZAG	
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861			PAPI PAPI 
MAP at LMM/D0.7 IZA/D15.1 ZAG									

STRAIGHT-IN LANDING RWY 05							CIRCLE-TO-LAND		
ILS			LOC (GS out)						
			With DME		W/o DME				
DA(H) <b>553'</b> (200')			MDA(H) <b>680'</b> (327')		MDA(H) <b>1350'</b> (997')				
FULL			ALS out		ALS out		Max Kts		
A							100	<b>1350'</b> (997')	2000m
B	RVR 550m	RVR 720m	RVR 720m	RVR 1500m	RVR 1500m	RVR 1500m	135	<b>1350'</b> (997')	<b>2</b> 2400m
C	VIS 800m	VIS 800m	1200m	VIS 800m	VIS 1600m	VIS 1600m	180	<b>1350'</b> (997')	<b>2</b> 4800m
D			1200m				205		

**1** LMM out: NOT AUTH. **2** Not authorized Northwest of apt.

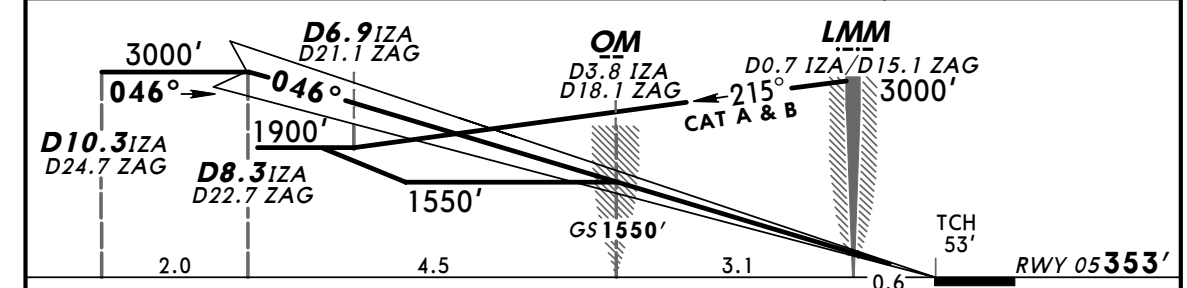
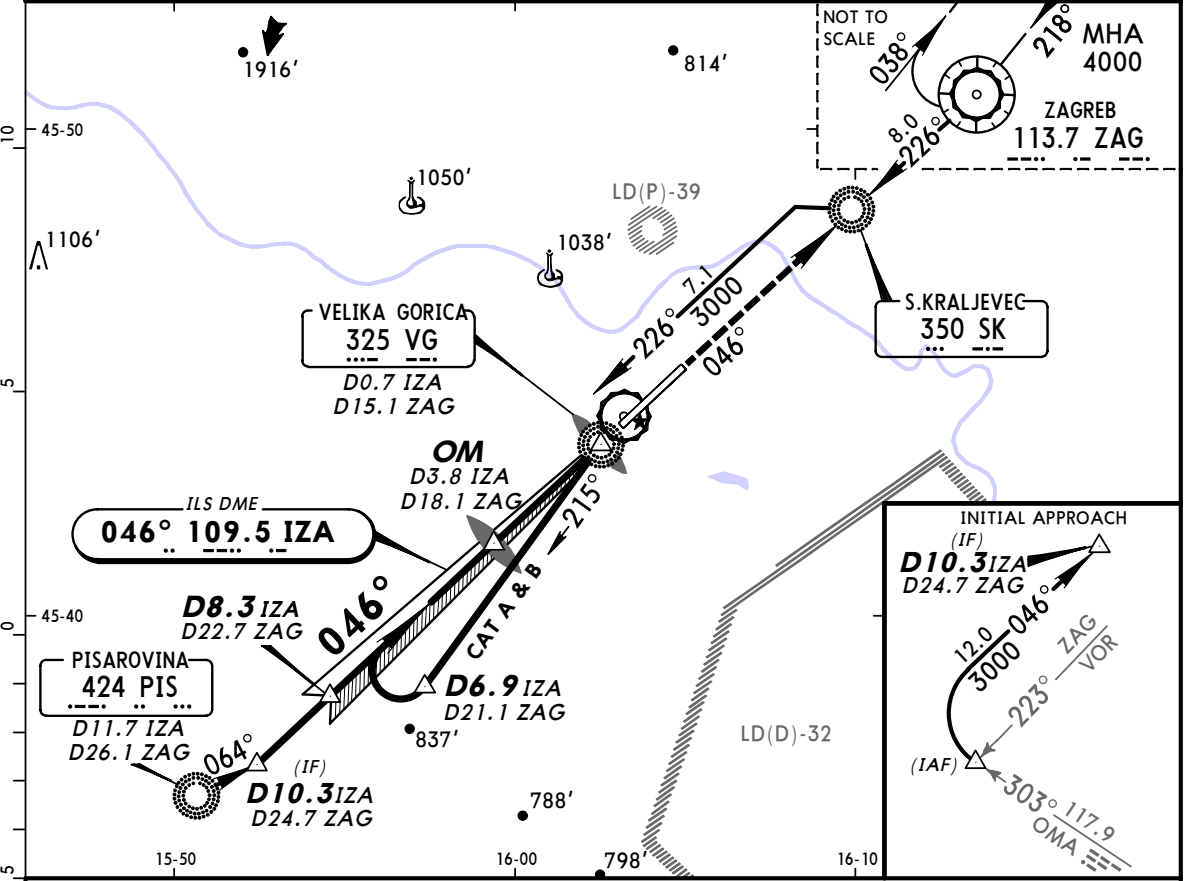
**LDZA/ZAG**  
PLESO

17 NOV 06  
Eff 23 Nov

**JEPPESSEN**  
**(11-1A)**

**ZAGREB, CROATIA**  
**CAT II ILS Rwy 05**

ATIS <b>124.37</b>		ZAGREB Approach (R) <b>120.7</b>		ZAGREB Tower <b>118.3</b>		*Ground <b>121.85</b>				
LOC IZA <b>109.5</b>		Final Apch Crs <b>046°</b>		GS OM <b>1550' (1197')</b>		CAT II ILS <b>RA 100'</b> DA(H) 453' (100')			Apt Elev 353' RWY 353'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 4000' to VOR and hold.</b>										
Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 9500'		MSA PIS NDB		
Special Aircrew and Aircraft Certification required.										



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 	4000'	ZAG
GS	3.00°	377	484	538	646	753			

STRAIGHT-IN LANDING RWY 05  
CAT II ILS  
ABCD  
**RA 100'**  
DA(H) 453' (100')

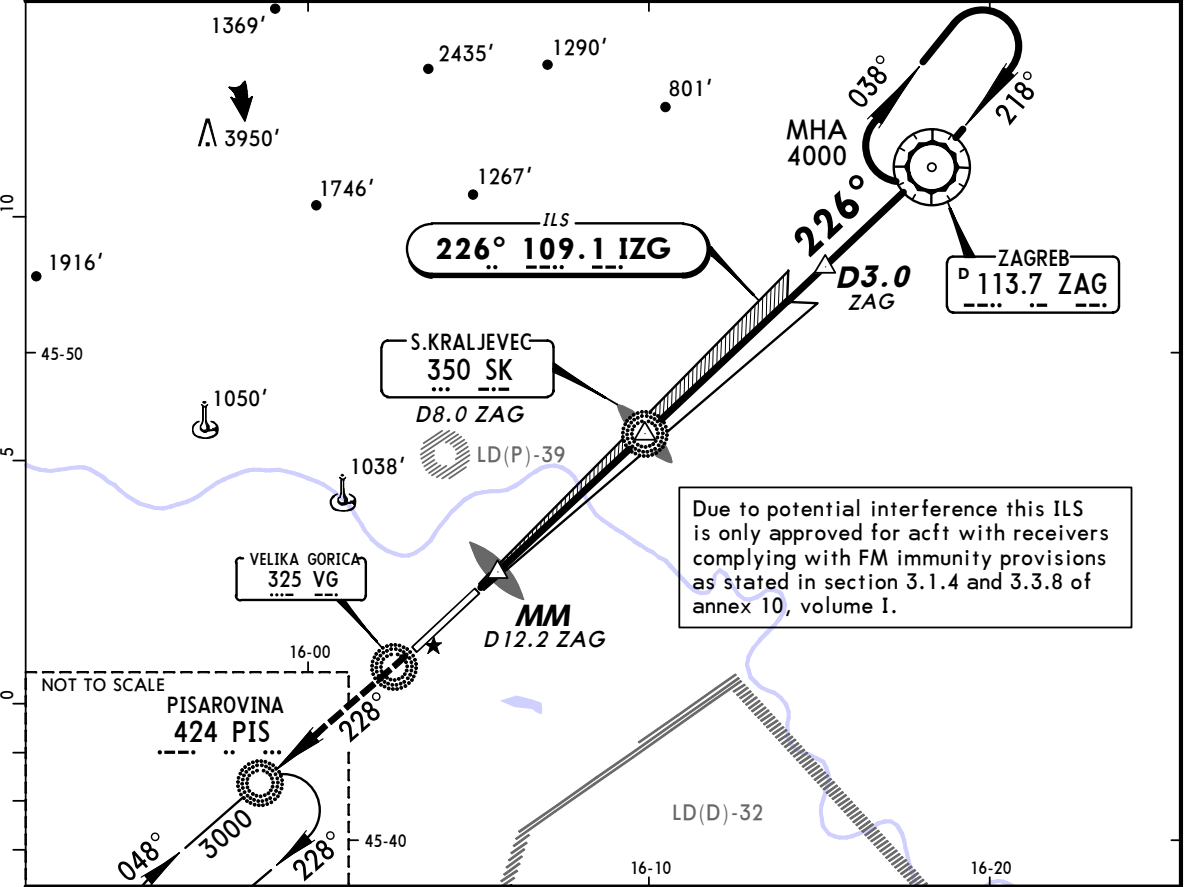
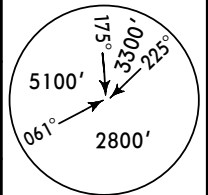
RVR **350m**

PANS OPS

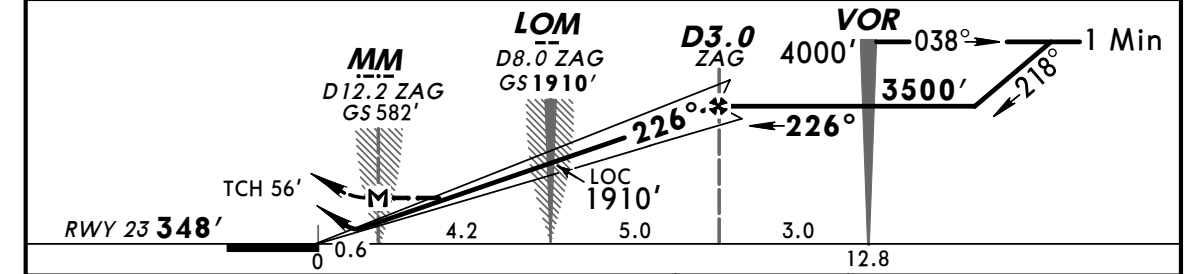
CHANGES: Procedure.

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ATIS <b>124.37</b>		ZAGREB Approach (R) <b>120.7</b>		ZAGREB Tower <b>118.3</b>		*Ground <b>121.85</b>	
LOC IZG <b>109.1</b>	Final Apch Crs <b>226°</b>	GS LOM <b>1910' (1562')</b>	ILS DA(H) <b>548' (200')</b>	Apt Elev <b>353'</b> RWY <b>348'</b>			
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' to PIS NDB and hold.</b>							
Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 9500'	



LOC (GS out)	ZAG DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE		960'	1280'	1600'	1910'	2240'	2550'	2870'	3190'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	3000'	PIS
ILS GS 3.00° or	377	484	538	646	753	861	PAPI	↑	424
LOC Descent Gradient 5.2%									
MAP at MM/D12.2 ZAG									

STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	MDA(H)
FULL	ALS out	FULL	ALS out		
DA(H) <b>548' (200')</b>		MDA(H) <b>730' (382')</b>		100	<b>860' (507')</b> 1600m
A				135	<b>890' (537')</b> 1600m
B	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	180	<b>990' (637')</b> 2800m
C			1200m	205	<b>1090' (737')</b> 3600m
D			2000m		

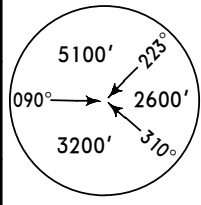
**Not authorized Northwest of apt.**

# LDZA/ZAG PLESO

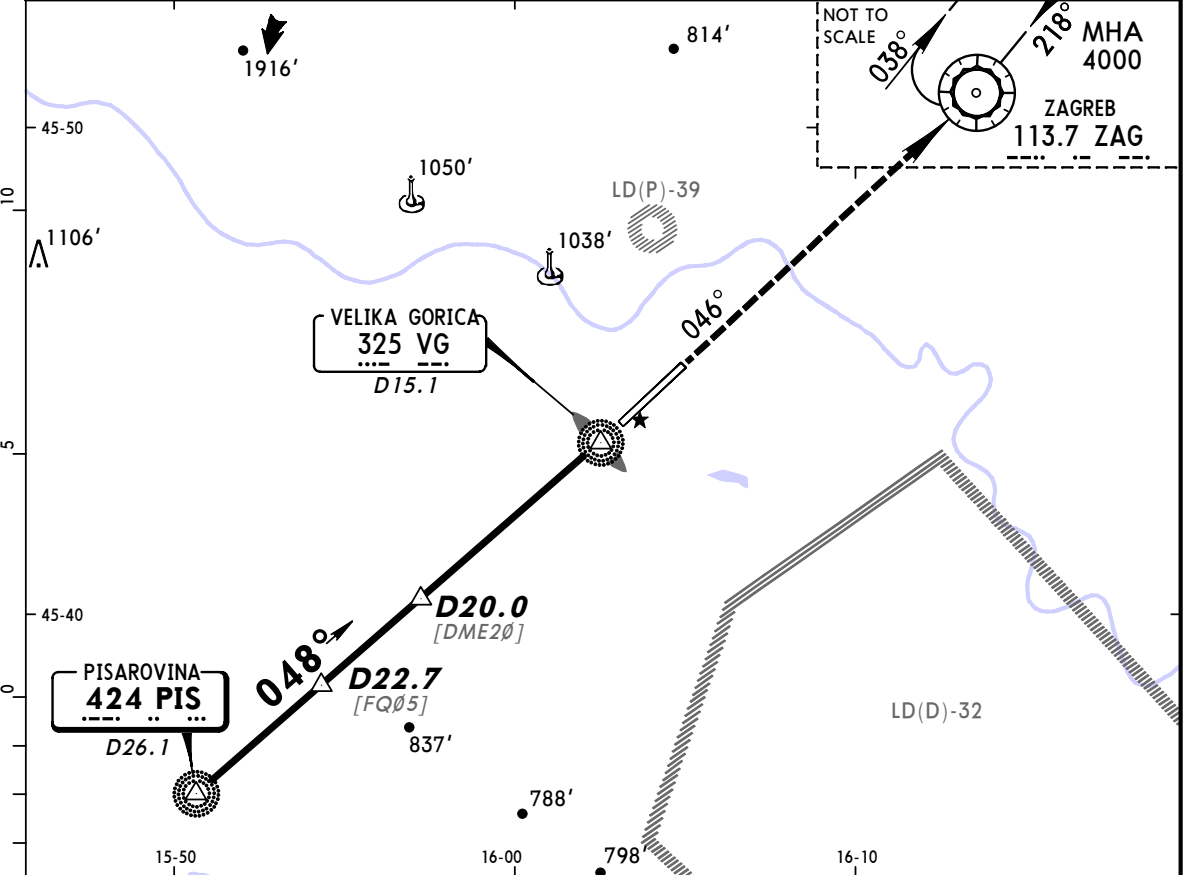
JEPPESEN  
17 NOV 06 (16-1) Eff 23 Nov

# ZAGREB, CROATIA Lctr Rwy 05

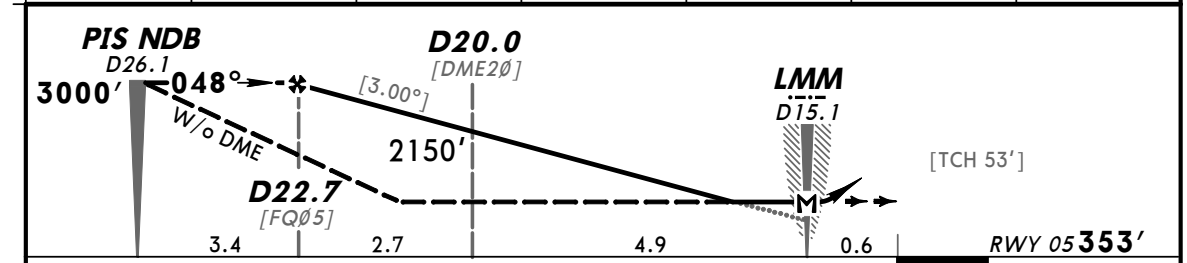
ATIS <b>124.37</b>		ZAGREB Approach (R) <b>120.7</b>		ZAGREB Tower <b>118.3</b>		*Ground <b>121.85</b>	
NDB PIS <b>424</b>	Final Apch Crs <b>048°</b>	With DME Minimum Alt <b>D22.7</b> 3000' (2647')	W/o DME Minimum Alt <b>PIS NDB</b> 3000' (2647')	MDA(H) Refer to Minimums	Apt Elev <b>353'</b> RWY <b>353'</b>		
<b>MISSED APCH: Climb STRAIGHT AHEAD to 4000' to VOR and hold.</b>							
Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 9500'	



MSA PIS NDB



ZAG DME	22.0	21.0	20.0	19.0	18.0	17.0
ALTITUDE	2790'	2470'	2150'	1830'	1510'	1200'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI PAPI <b>4000'</b> <b>ZAG 113.7</b>
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	
MAP at LMM/D15.1							

STRAIGHT-IN LANDING RWY 05				CIRCLE-TO-LAND			
With DME		W/o DME		Max Kts.	MDA(H)		
MDA(H)	ALS out	MDA(H)	ALS out				
	<b>710' (357')</b>		<b>1350' (997')</b>	100	<b>1350' (997')</b>	2000m	
A				135	<b>1350' (997')</b> <b>I</b>	2400m	
B	1200m	RVR 1500m VIS 1600m	1200m RVR 1500m VIS 1600m	180	<b>1350' (997')</b> <b>I</b>	4800m	
C			4000m	205			
D	RVR 1500m VIS 1600m	2000m	4400m				

**I** Not authorized Northwest of apt.

# LDZA/ZAG PLESO

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17 NOV 06

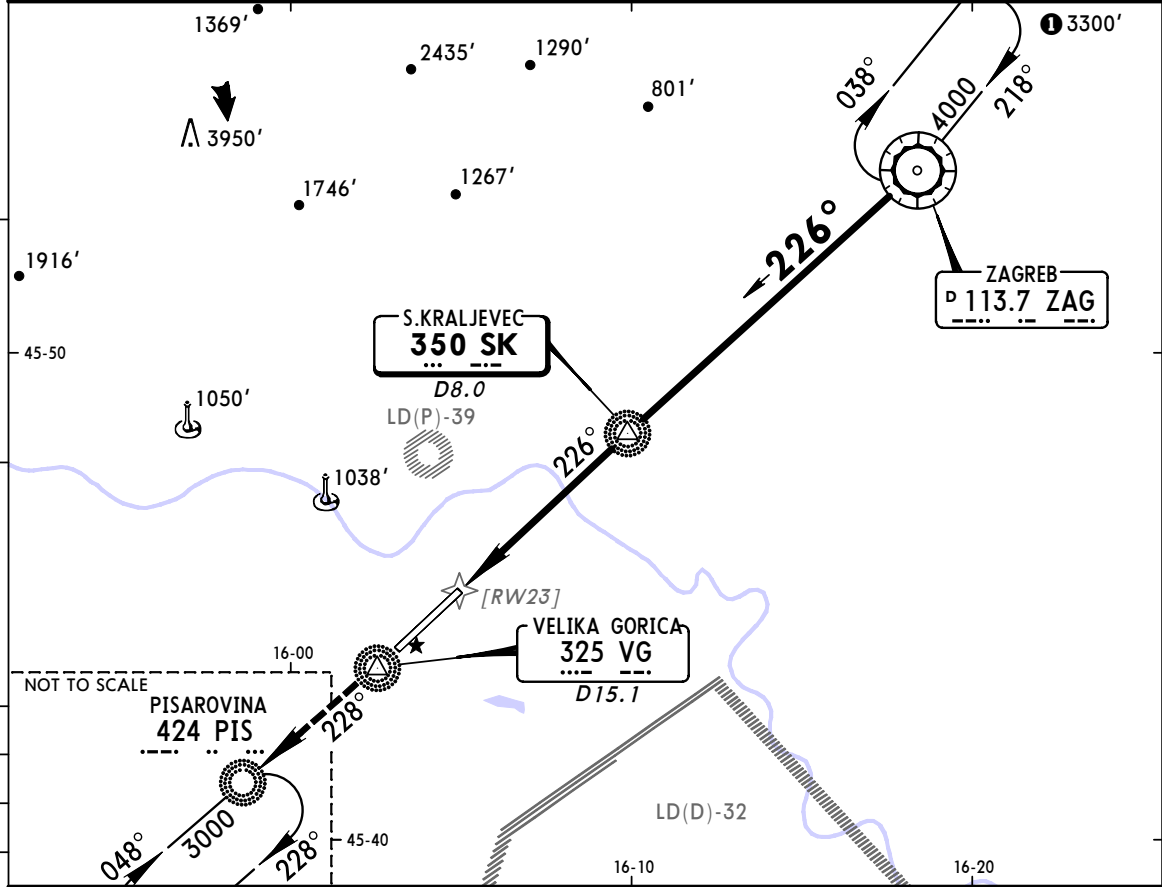
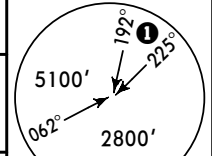
16-2

Eff 23 Nov

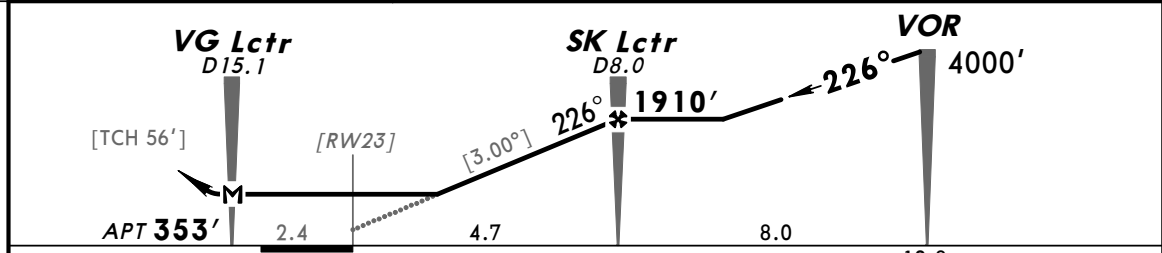
# ZAGREB, CROATIA Lctr Z Rwy 23

BRIEFING STRIP™

ATIS <b>124.37</b>	ZAGREB Approach (R) <b>120.7</b>	ZAGREB Tower <b>118.3</b>	*Ground <b>121.85</b>
Lctr SK <b>350</b>	Final Apch Crs <b>226°</b>	Minimum Alt SK Lctr <b>1910' (1557')</b>	MDA(H) <b>750' (397')</b>
MISSED APCH: Climb STRAIGHT AHEAD to 3000' to PIS NDB and hold.			Apt Elev <b>353'</b>
Alt Set: hPa	Apt Elev: 13 hPa	Trans level: By ATC	Trans alt: 9500'



ZAG DME	11.0	10.0	9.0	8.0
ALTITUDE	960'	1280'	1600'	1910'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	3000'	PIS
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	PAPI PAPI	↑	424
MAP at VG Lctr/D15.1									

STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND		
MDA(H) 750' (397')			MDA(H)		
ALS out			Max Kts		
A			100	860' (507')	1600m
B	1200m	RVR 1500m VIS 1600m	135	890' (537') <b>1</b>	1600m
C			180	990' (637') <b>1</b>	2800m
D	RVR 1500m VIS 1600m	2000m	205	1090' (737') <b>1</b>	3600m

PANS OPS

**1** Not authorized Northwest of apt.

CHANGES: New procedure.

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# LDZA/ZAG PLESO

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17 NOV 06

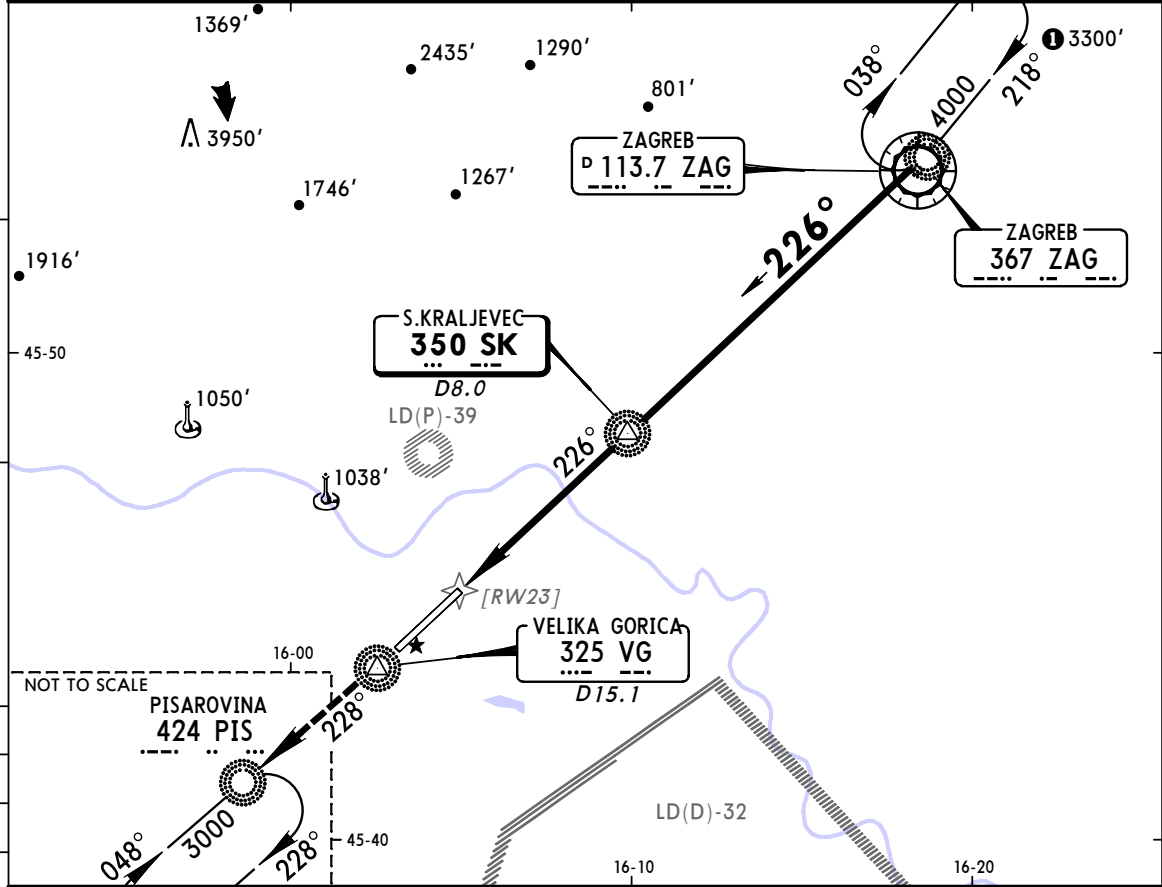
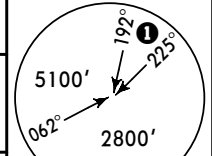
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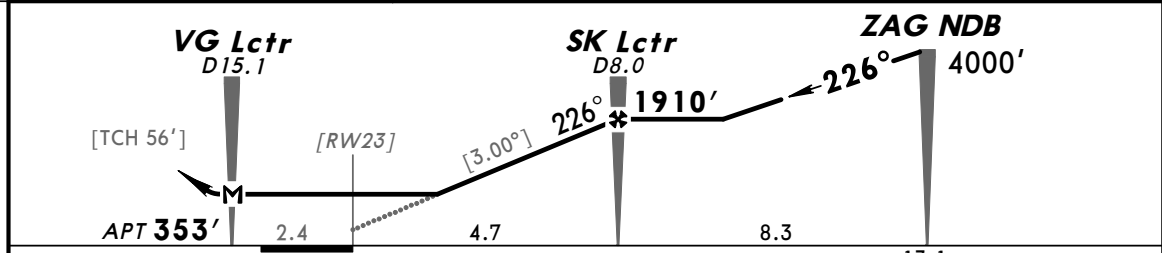
# ZAGREB, CROATIA Lctr Y Rwy 23

BRIEFING STRIP™

ATIS <b>124.37</b>	ZAGREB Approach (R) <b>120.7</b>	ZAGREB Tower <b>118.3</b>	*Ground <b>121.85</b>
Lctr SK <b>350</b>	Final Apch Crs <b>226°</b>	Minimum Alt SK Lctr <b>1910' (1557')</b>	MDA(H) <b>750' (397')</b>
MISSED APCH: Climb STRAIGHT AHEAD to 3000' to PIS NDB and hold.			Apt Elev <b>353'</b>
Alt Set: hPa	Apt Elev: 13 hPa	Trans level: By ATC	Trans alt: 9500'



ZAG DME	11.0	10.0	9.0	8.0
ALTITUDE	960'	1280'	1600'	1910'



Gnd speed-Kts	70	90	100	120	140	160	HIALS 3000' PAPI PAPI 	PIS <b>424</b>
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849		
MAP at VG Lctr/D15.1								

STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND		
MDA(H) <b>750' (397')</b>					
		ALS out	Max Kts	MDA(H)	
A			100	860' (507')	1600m
B	1200m	RVR 1500m VIS 1600m	135	890' (537') <b>1</b>	1600m
C			180	990' (637') <b>1</b>	2800m
D	RVR 1500m VIS 1600m	2000m	205	1090' (737') <b>1</b>	3600m

PANS OPS

**1** Not authorized Northwest of apt.

CHANGES: Chart reindexed. Procedure.

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