

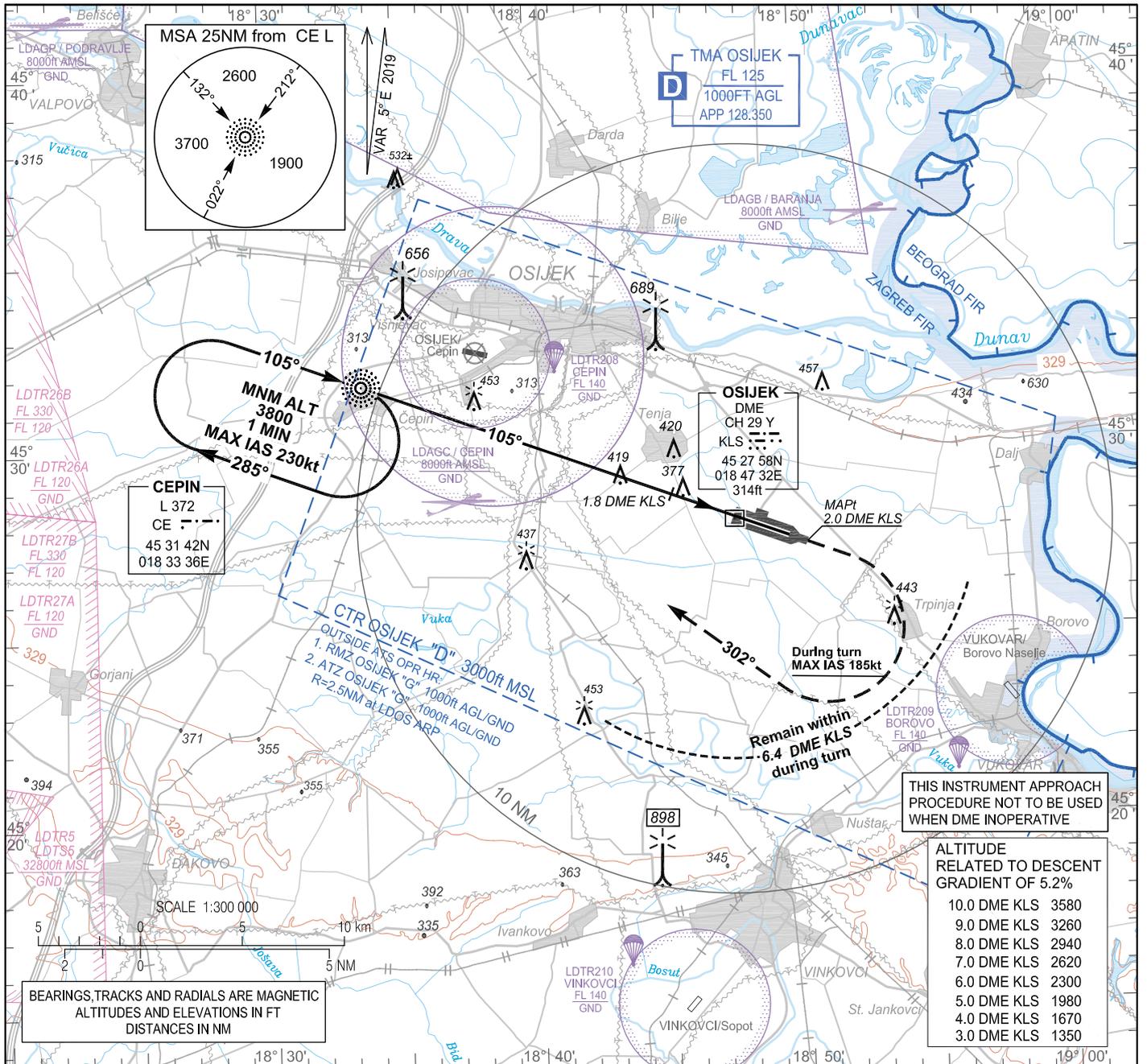
INSTRUMENT APPROACH
CHART-ICAO

AD ELEV 291
HEIGHTS RELATED
TO AD ELEV

OSIJEK APPROACH 128.350
OSIJEK APPROACH ALTN 125.850
OSIJEK TOWER 128.350

OSIJEK / Klisa (LDOS)

L RWY 11



THIS INSTRUMENT APPROACH PROCEDURE NOT TO BE USED WHEN DME INOPERATIVE

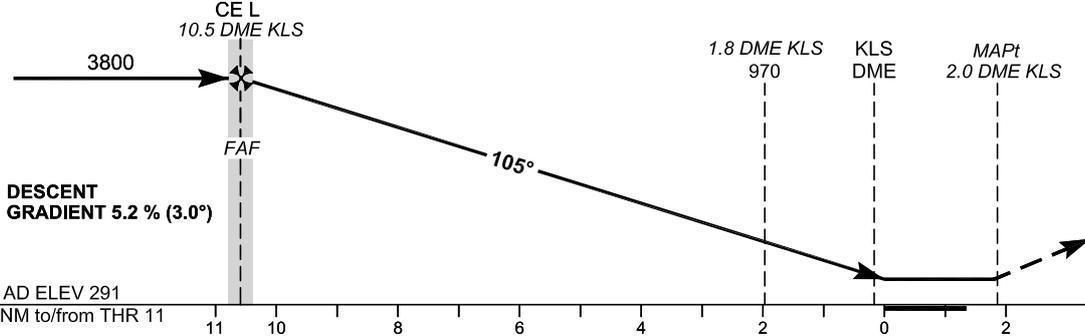
ALTITUDE RELATED TO DESCENT GRADIENT OF 5.2%

10.0 DME KLS	3580
9.0 DME KLS	3260
8.0 DME KLS	2940
7.0 DME KLS	2620
6.0 DME KLS	2300
5.0 DME KLS	1980
4.0 DME KLS	1670
3.0 DME KLS	1350

TRANSITION ALT 10 000

MISSED APPROACH:

Turn RIGHT inbound CE L on QDM 302° CE climbing to 3800 and hold. Remain within 6.4 DME KLS during turn. Missed approach turn limited to 185kt maximum. Caution: Missed approach MAX IAS 185kt and 6.4 DME KLS limitation during turn due to airspace Class G restriction only.



AD ELEV 291
NM to/from THR 11

OCA(H)	A	B	C	D
Straight-in Approach	630 (340)			
Circling	690 (400)	790 (500)	890 (600)	1090 (800)

FAF to MAPt - 12.5 NM

GS(kt)	70	80	90	100	120	140	160	180
min : sec	10:42	9:22	8:20	7:30	6:15	5:21	4:41	4:10
Rate of descent (ft / min)	372	425	478	531	637	743	849	955

Timing not authorized for defining the MAPt

CHANGE: Parachuting zones added; Editorial.

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L RWY 11

AERONAUTICAL DATABASE REQUIREMENTS

Conventional procedure essential fixes/points

L RWY 11

Final approach descent angle: ⁽¹⁾3.00°

Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (CE L)	453142.33N 0183336.18E	-	-
FAF (CE L)	453142.33N 0183336.18E	-	-
SDF	452839.9N 0184510.6E	110.41° (CE L)	1.80 DME KLS
MAPt	452719.4N 0185015.4E	110.41° (CE L)	2.02 DME KLS

⁽¹⁾ Descent point inside CE L cone (from CE L coordinate descent angle should read 3.06°)

CHANGE: Parachuting zones added; Editorial.