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Airport Information For LDSP
Terminal Charts For LDSP
Revision Letter For Cycle 02-2019
Change Notices
Notebook

General Information

Location: SPLIT HRV
ICAO/IATA: LDSP / SPU
Lat/Long: N43° 32.3', E016° 17.9'
Elevation: 78 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

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

Sunrise: 0612 Z
Sunset: 1605 Z

Runway Information

Runway: 05
Length x Width: 8366 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 78 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 8366 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 58 ft
Lighting: Edge, ALS
Displaced Threshold: 525 ft

Communication Information

ATIS: 125.300
Split Tower: 124.675
Split Tower: 118.100 Secondary
Split Radar: 120.875 MF
Split Radar: 128.675 Secondary
Split Radar: 120.550 Secondary

1. GENERAL

1.1. ATIS

*ATIS 125.3

1.2. SPECIAL NOTES

SPECIAL NOTES before practicing and operating CIRCLING WITH PRESCRIBED TRACKS VOR-B RWY 23:

Requirements for Operators

- Due to specific orography, mountainous terrain in vicinity of APT and the requirement for visual segment manoeuvring, before using VOR-B RWY 23 procedure, according to the provisions of EU OPS 1.975 (Route and Aerodrome competence qualification) all operators shall develop competence qualification criteria for this particular procedure.
- Commander must be Pilot Flying.
- Night Flight Restrictions: Night Operations are not authorized.

Requirements for Pilot Flying

- During base leg visual segment do not overshoot ARC D4.6 SPL due to high terrain.
- MAX speed on base leg is 180 KT.
- At MAPt if RWY in sight proceed visually following the prescribed track (depends on ACFT category) in order to reach the final RWY 23.
- Usage of PAPI is mandatory.

Common Recommendation

- The procedure to be used when the tailwind component for approach RWY 05 exceeds the operational limits for landing for particular type of ACFT.
- During STAR OKLAX 1D if traffic situation allows, in order to reduce time (fuel consumption), radar vectoring can be proposed by ATC.

1.3. TAXI PROCEDURES

For taxi restrictions refer to 10-9 charts.

1.4. CODE LETTER E AND FOUR-ENGINE ACFT OPERATION

Prior and after landing, taxiing or departure RWY and TWY will be checked by duty officer.

Outer engines shall be used on idle power only, during taxiing.

1.5. PARKING INFORMATION

All parking positions are self-maneuvering for departure, under marshaller guidance.

When stands 11 thru 16 are alternatively used for general aviation

ACFT (wingspan up to 79'/24m), push-back only.

1.6. OTHER INFORMATION

- Birds in the vicinity of APT.

2. ARRIVAL

2.1. RWY OPERATIONS

2.1.1. MINIMUM RWY OCCUPANCY TIME

The pilot's objective should be to achieve minimum ROT, within the normally accepted landing and braking performance of the ACFT, by targeting the earliest suitable exit point and applying the right deceleration rate so that the ACFT leaves the RWY as expeditiously as possible at the most convenient exit.

Upon landing, pilots should vacate the RWY:

- For RWY 05 via TWY B, if not otherwise instructed by ATC.
If TWY B has been passed on landing roll, make a 180° turn if possible on the RWY (before reaching the turning pad) and vacate the RWY without delay.
- For RWY 23 via TWY A, if not otherwise instructed by ATC.
If TWY A has been passed on landing roll, make a 180° turn if possible on the RWY (before reaching the turning pad) and vacate the RWY without delay.

If a pilot of an arriving ACFT needs full RWY length, he should notify ATC as soon as possible.

3. DEPARTURE

3.1. DEPARTURE CLEARANCE

ATC DEP clearance and DEP INFO are available on SPLIT Tower frequency 15 minutes before start-up.

3.2. RWY OPERATIONS

ATC operates on the basis that each ACFT, when instructed to backtrack and line-up, is ready for immediate departure.

Pilots should ensure, commensurate with safety and standard operating procedures that cockpit checks and cabin readiness should be completed prior entering RWY for backtrack, and any checks requiring completion on the RWY should be kept to a minimum. If extra time is required on the RWY, ATC should be informed before the ACFT arrives at the holding point.

Pilots should ensure that they are able to commence the take-off roll immediately when a take-off clearance is issued.

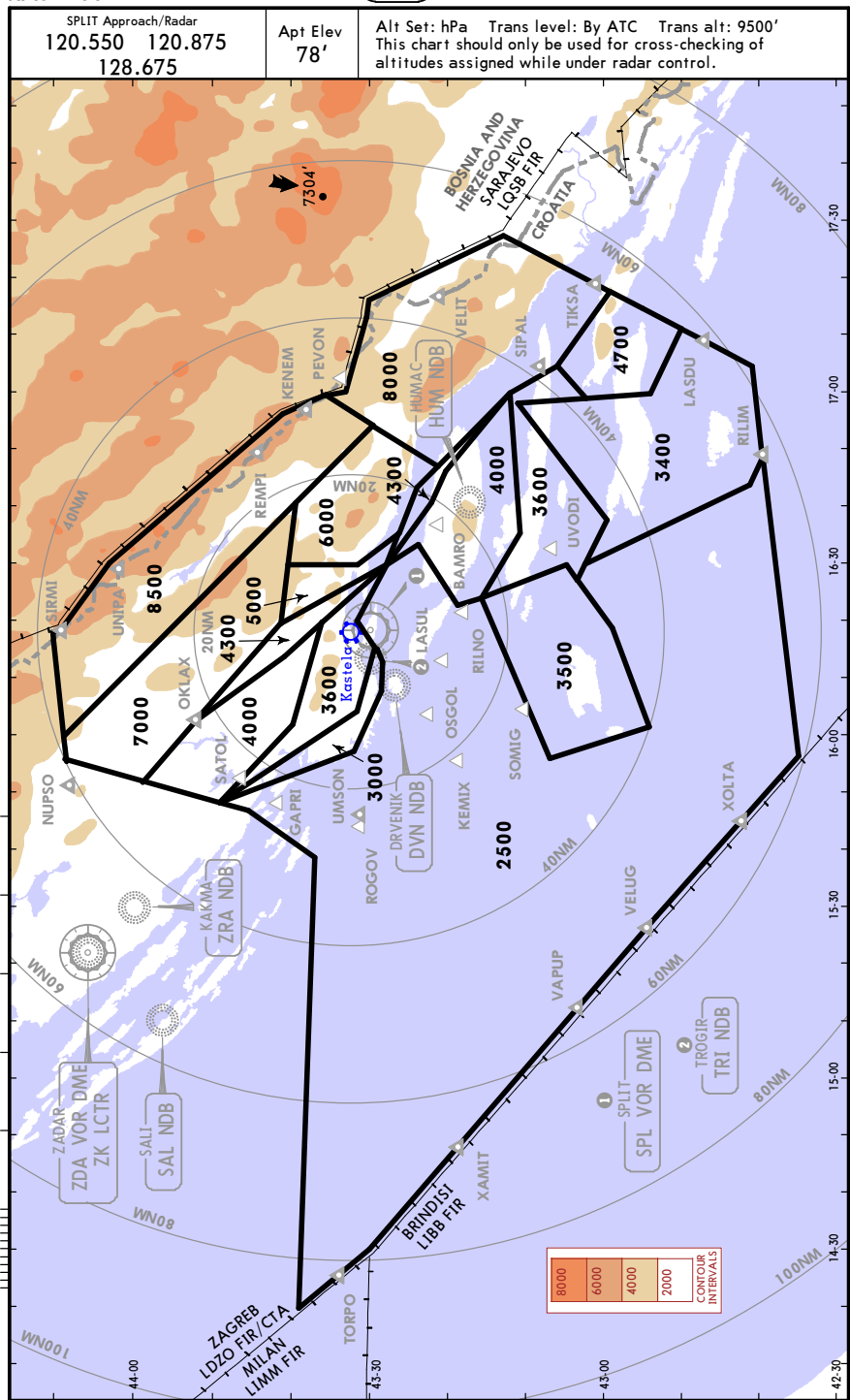
Pilots not able to comply with these requirements should notify ATC as soon as possible.

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KASTELA

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13 MAY 16 10-1R Eff 26 May

SPLIT, CROATIA

RADAR MINIMUM ALTITUDES



CHANGES: NCRPs upgraded to CRPs; sectors & sector altitude revised.

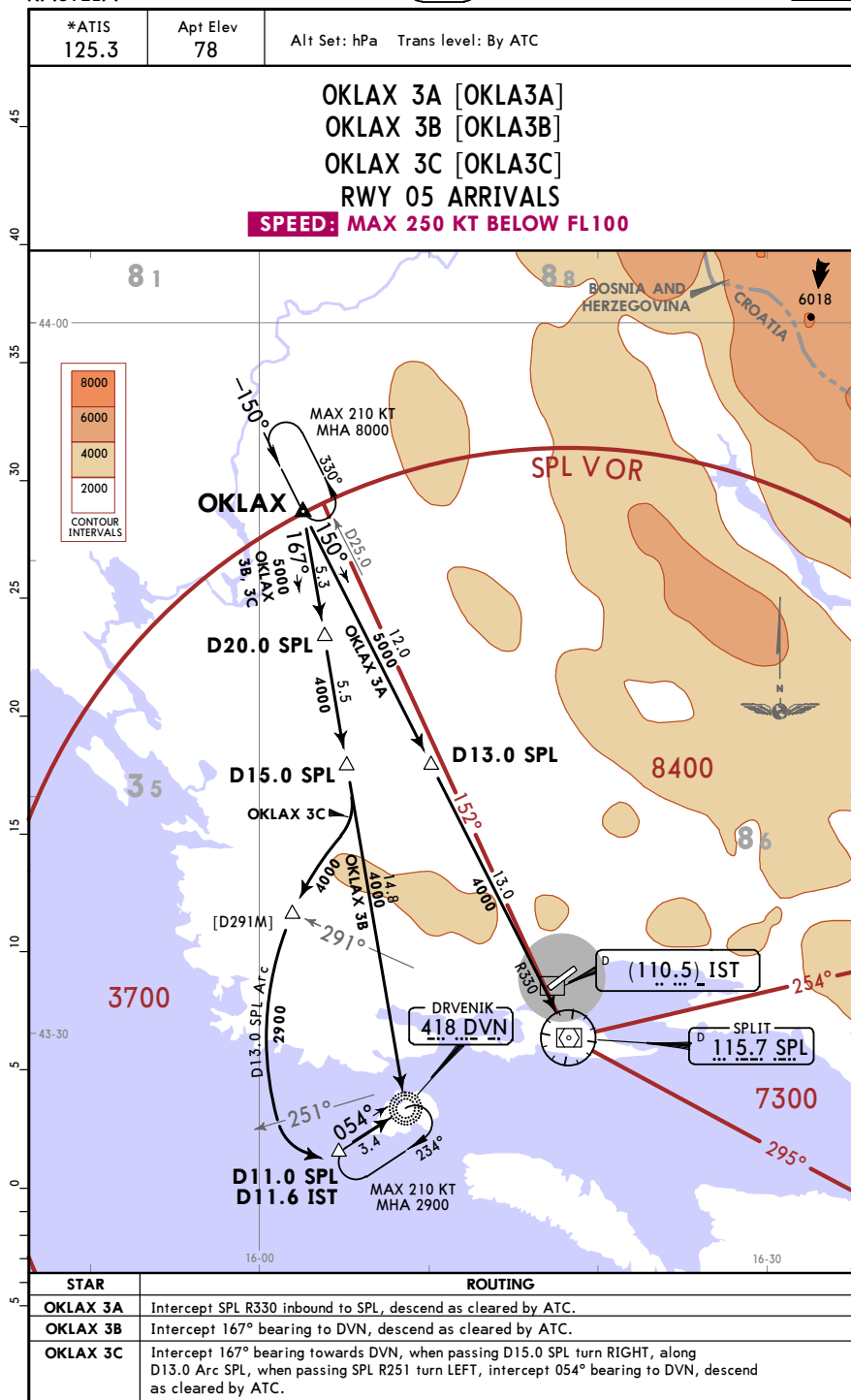
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18 MAY 18 10-2

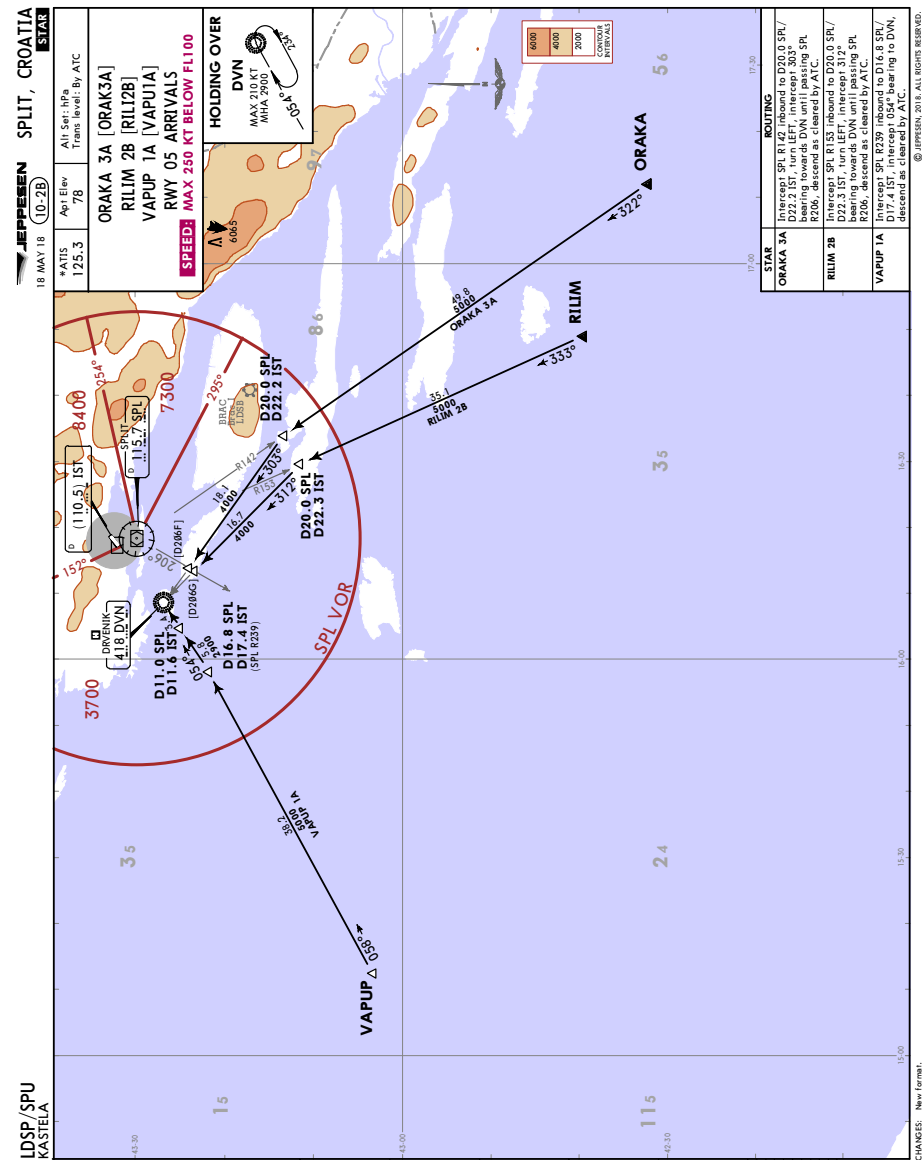
SPLIT, CROATIA

STAR



CHANGES: New format.

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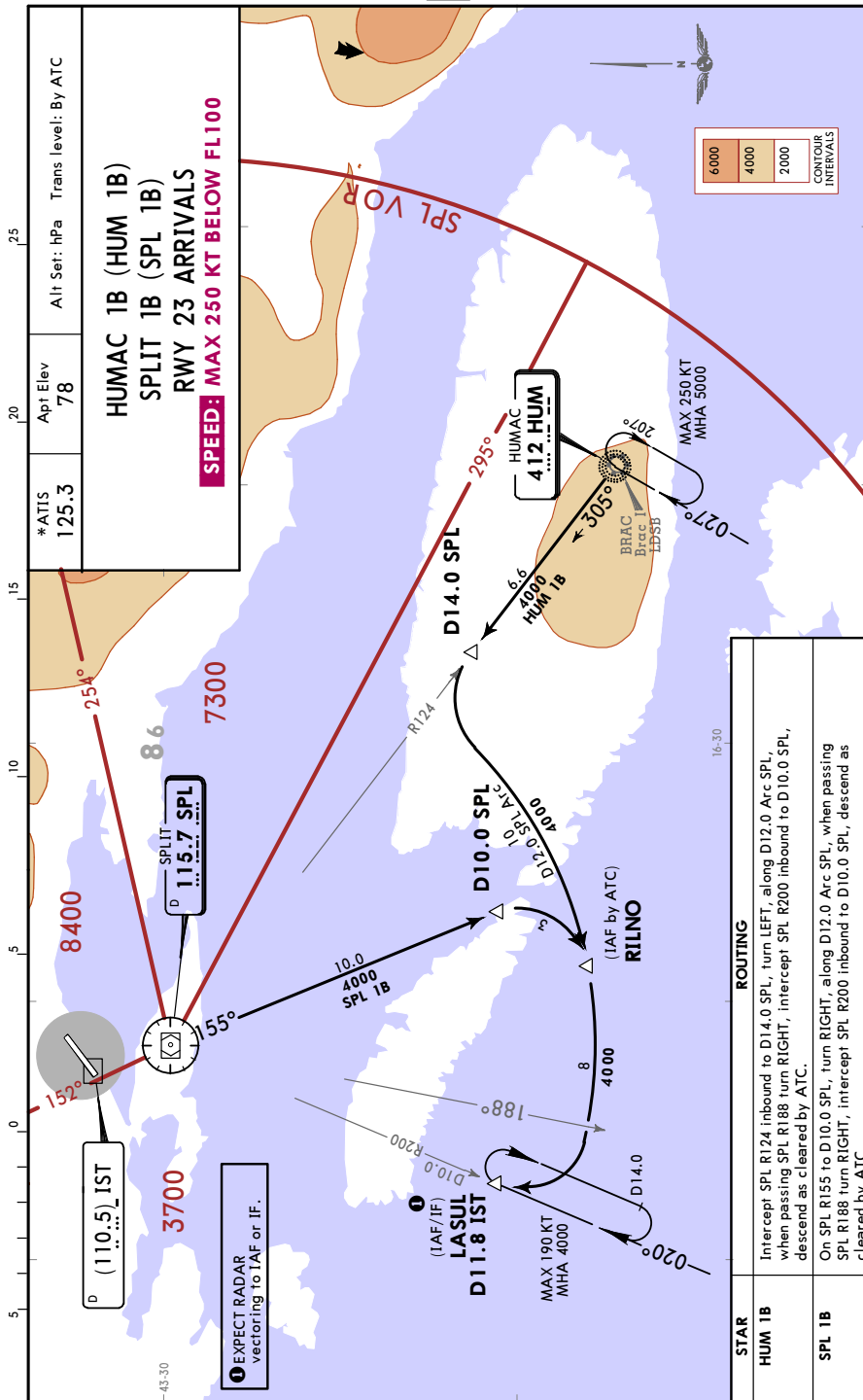




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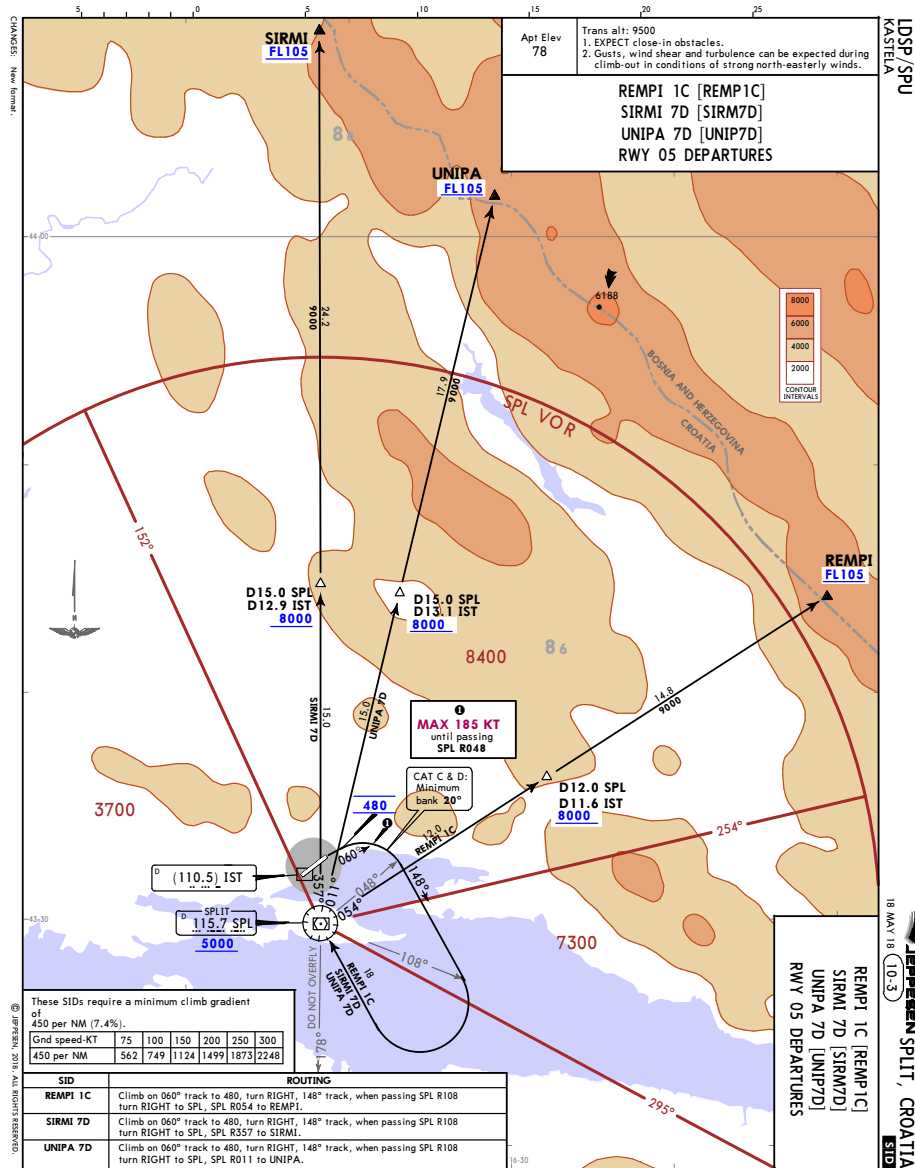
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18 MAY 18 10-2E

SPLIT, CROATIA
STAR



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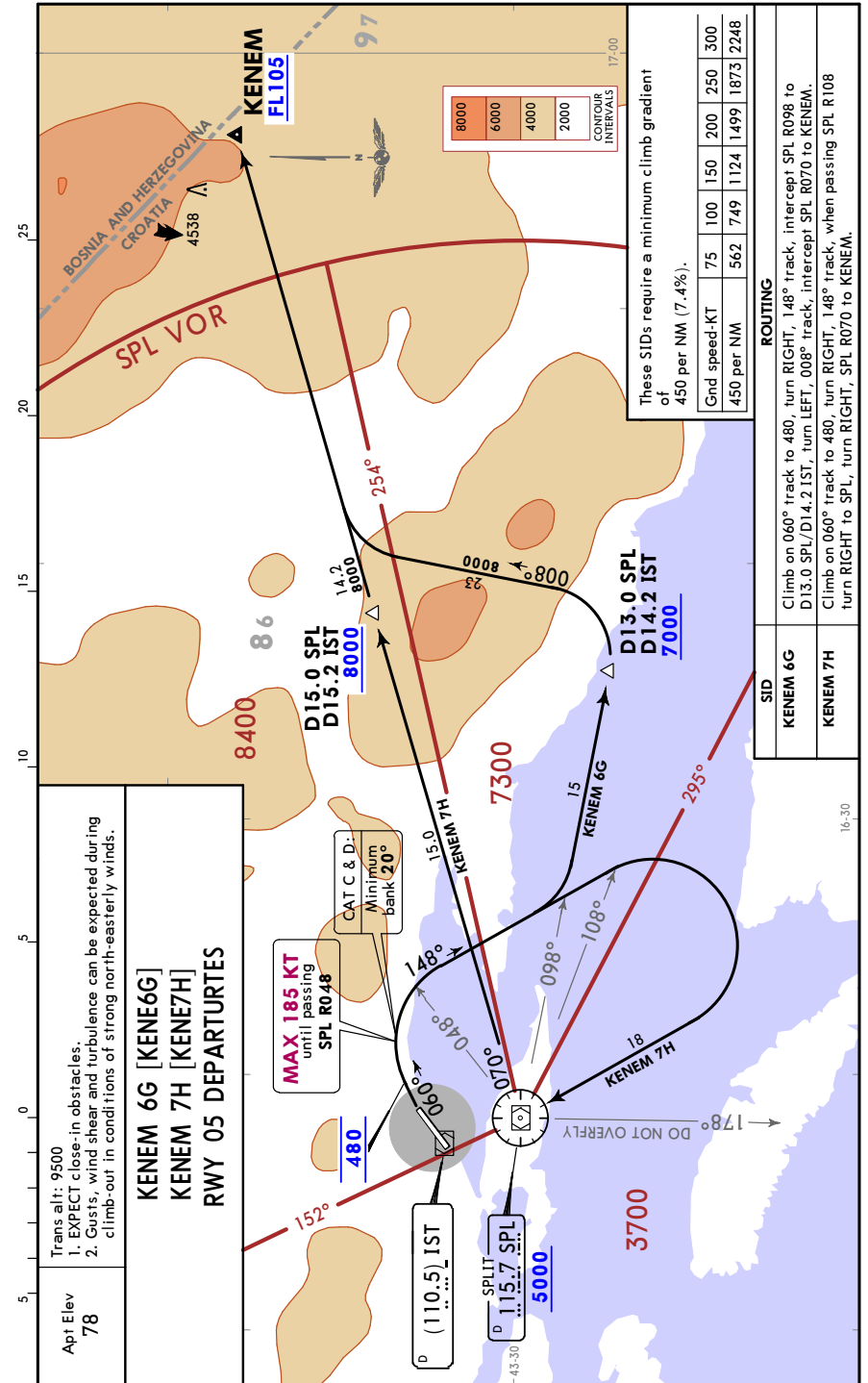
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SPLIT, CROATIA

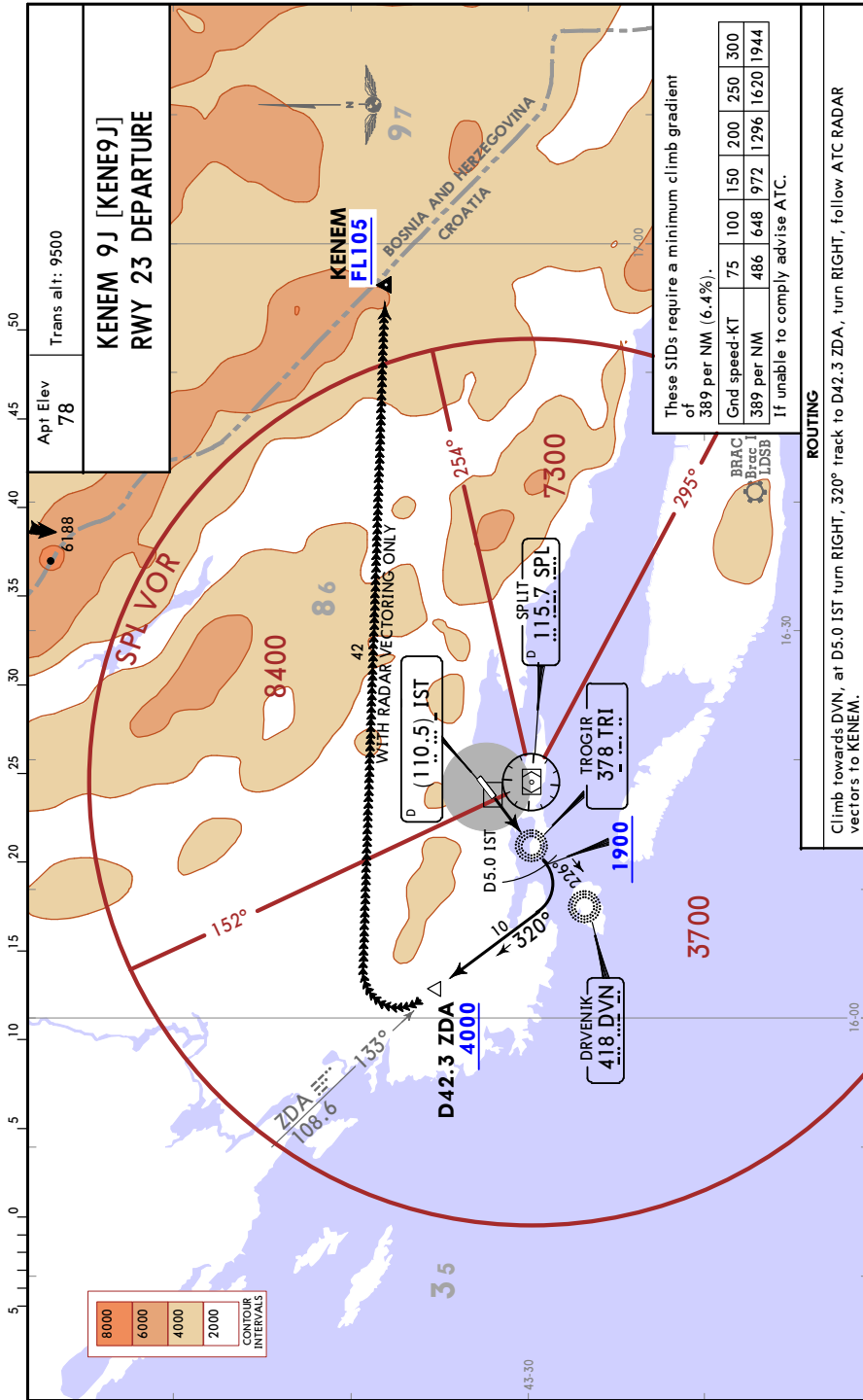


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18 MAY 18
10-3C

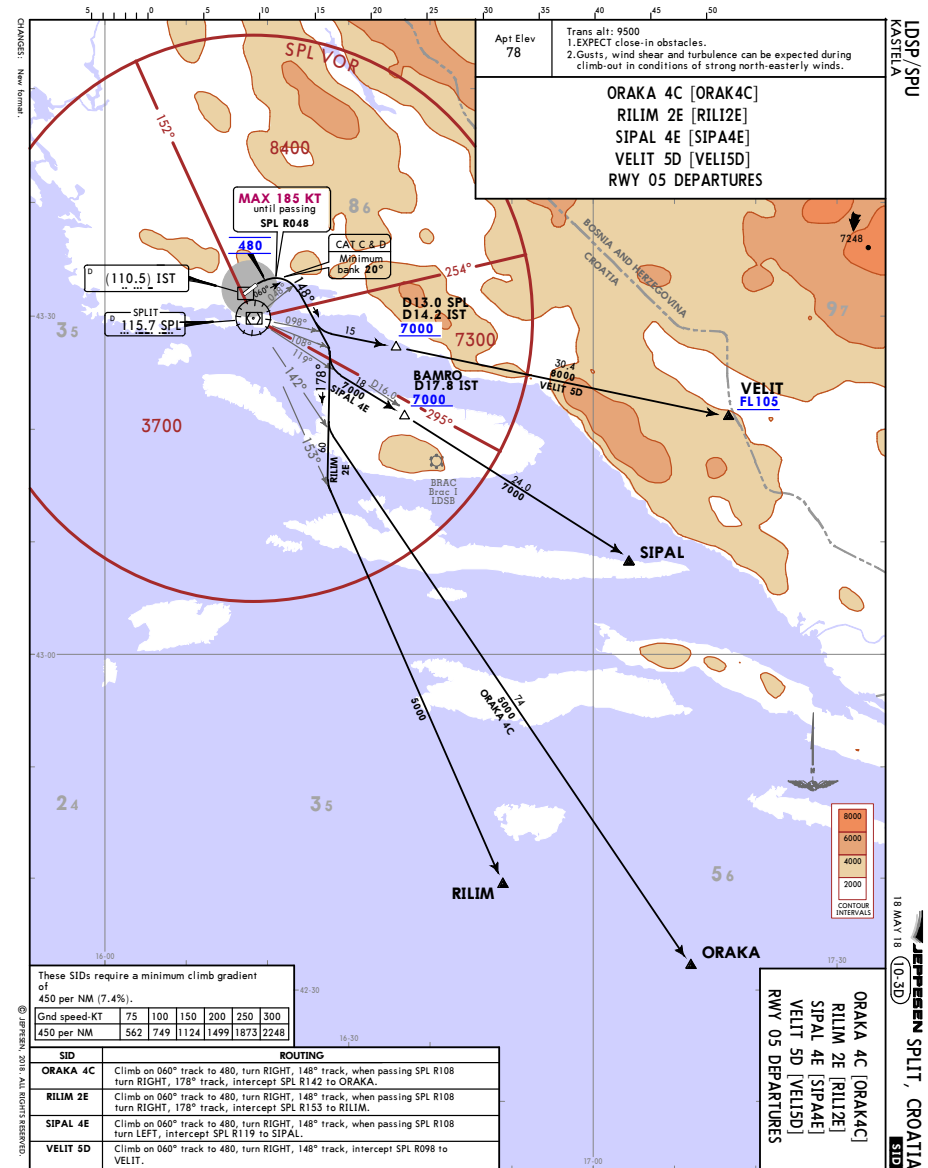
SPLIT, CROATIA

SID



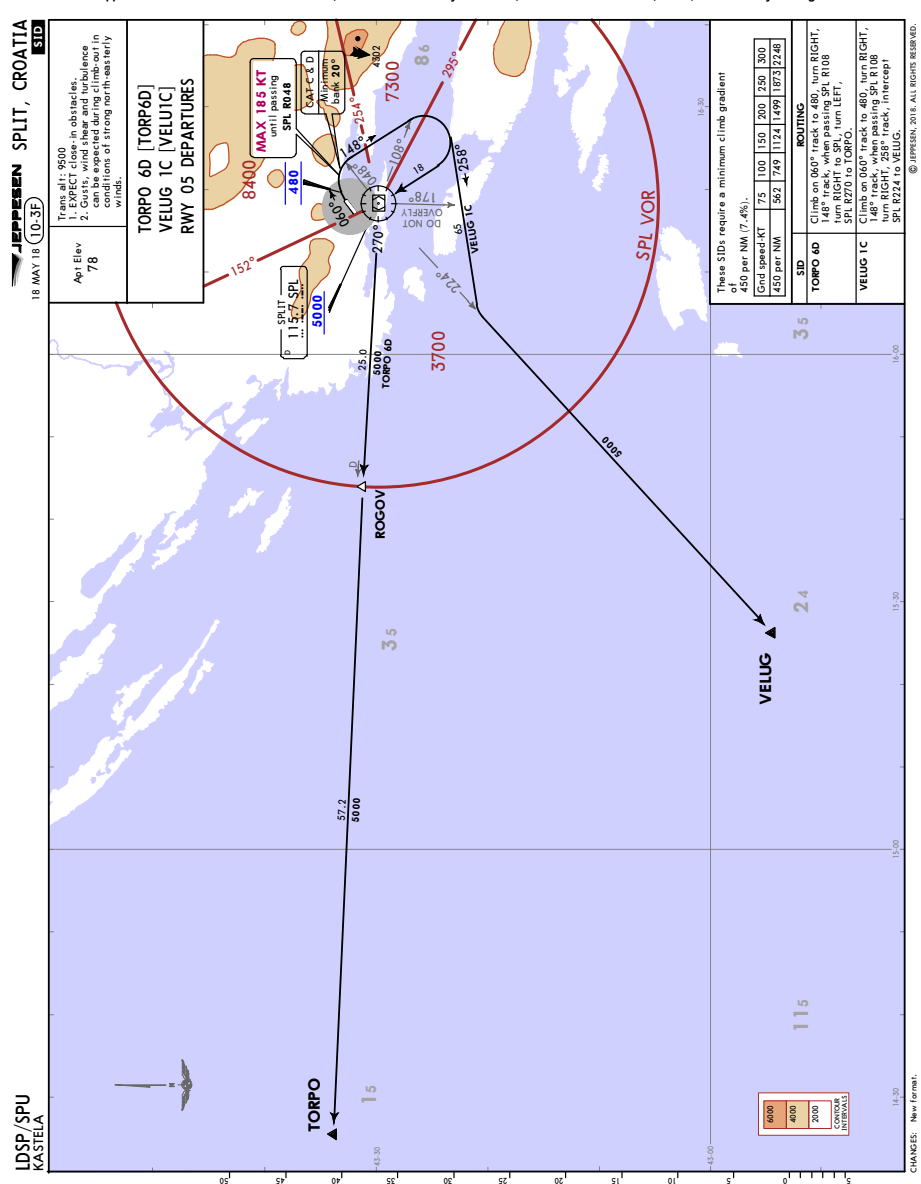
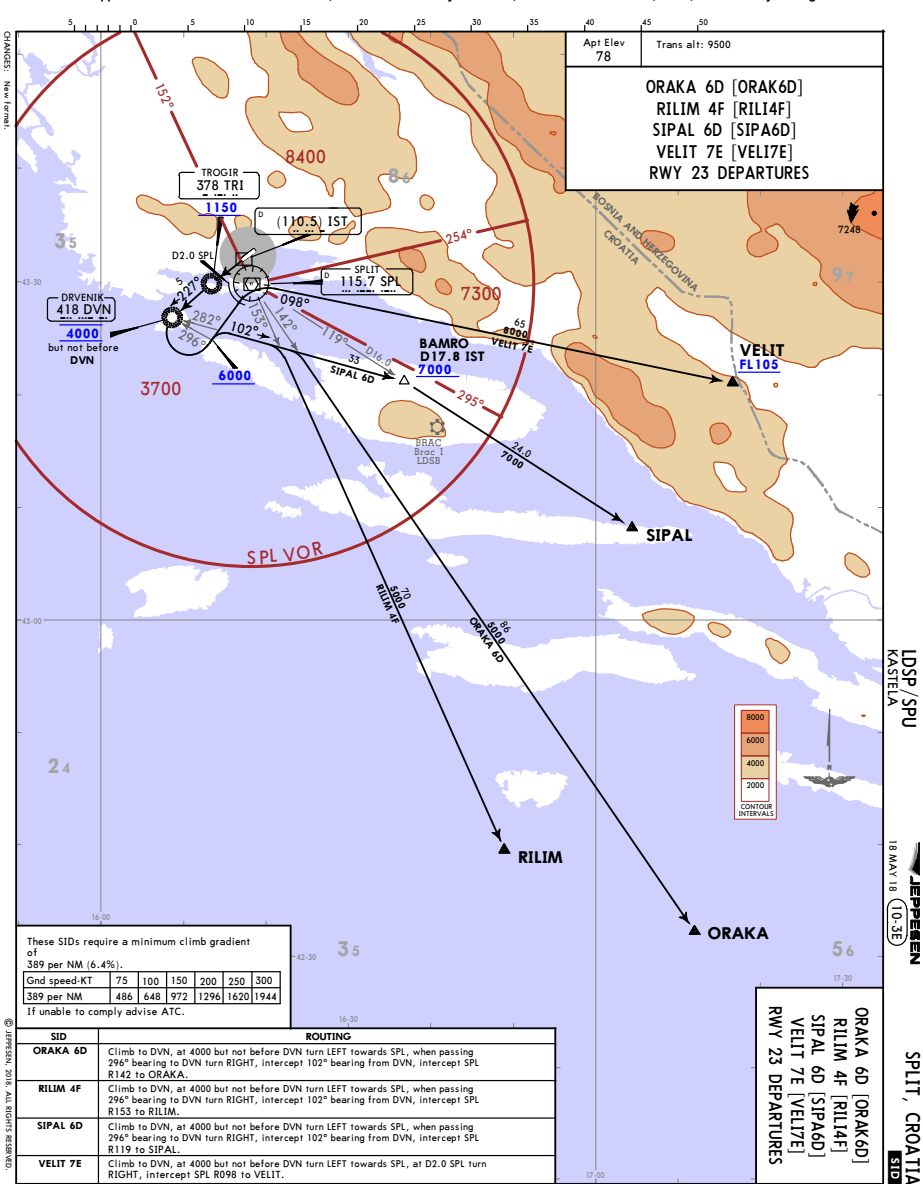
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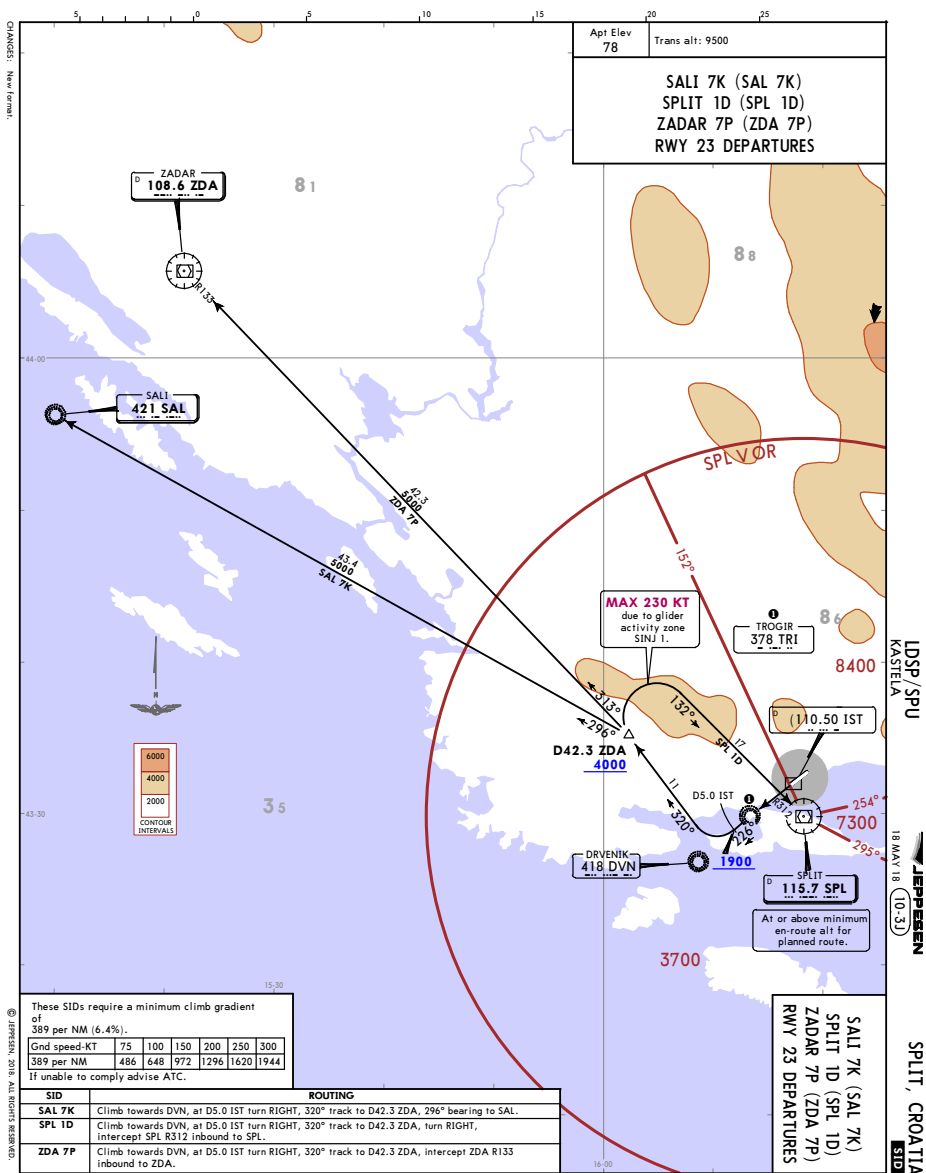


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25 APR 08

10-4

Eff 8 May

SPLIT, CROATIA

NOISE

NOISE ABATEMENT

DEPARTURES

Runway 23

Aircraft operators shall follow aircraft manufacturer's noise abatement recommended procedures up to FL100, or the procedure below:

Take-off to 880'

At 880'

Climb at $V_2 + 10$ KT

Adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule provided in the aircraft operating manual.

Maintain climb speed of $V_2 + 10$ to 20 KT with flaps and slats in the take-off configuration.

Maintain positive rate of climb, accelerate and retract flaps/slats on schedule.

At 3000'

LDSP/SPU

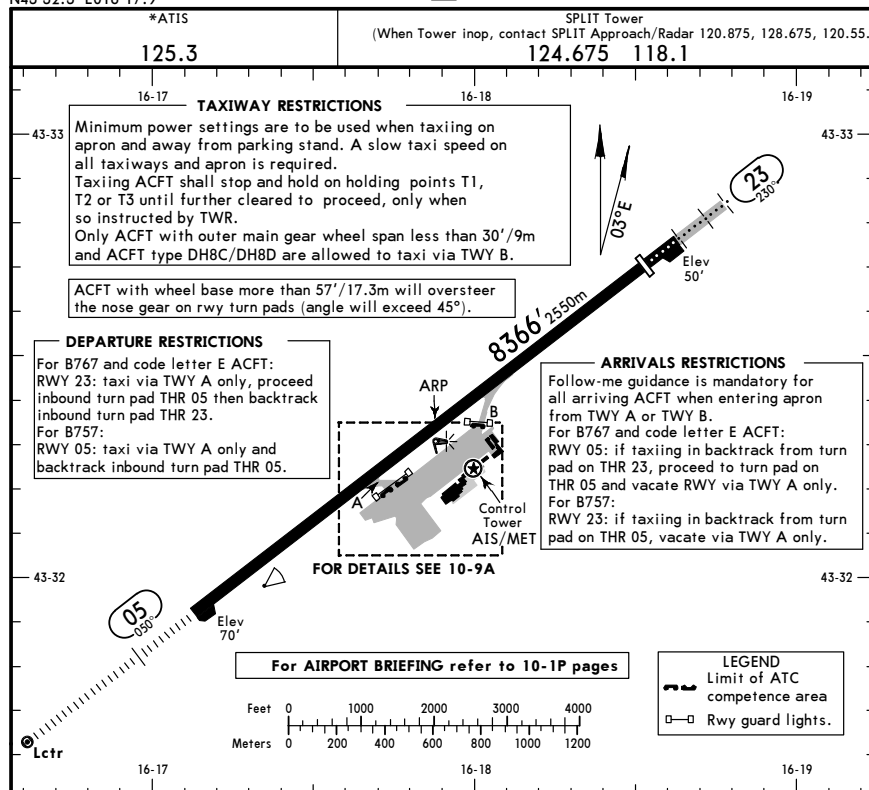
Apt Elev **78'**
N43 32.3 E016 17.9

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21 DEC 18 **(10-9)** Eff 3 Jan

SPLIT, CROATIA

KASTELA



ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
	LANDING BEYOND			Threshold	Glide Slope
05	HIRL (60m)	HALS	PAPI (angle 3.0°)	RVR	7455' 2272m
23	HIRL (60m)	ALS (red)	PAPI (angle 3.0°)	7841' 2390m	

TAKE-OFF RUN AVAILABLE			
RWY 05:		RWY 23:	
From rwy head	8366' (2550m)	From rwy head	8366' (2550m)
twy A int	5364' (1635m)	twy B int	5184' (1580m)

Standard		
TAKE-OFF		
Low Visibility Take-off		
Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)

A	RVR 300m	400m	500m
B			
C			
D			

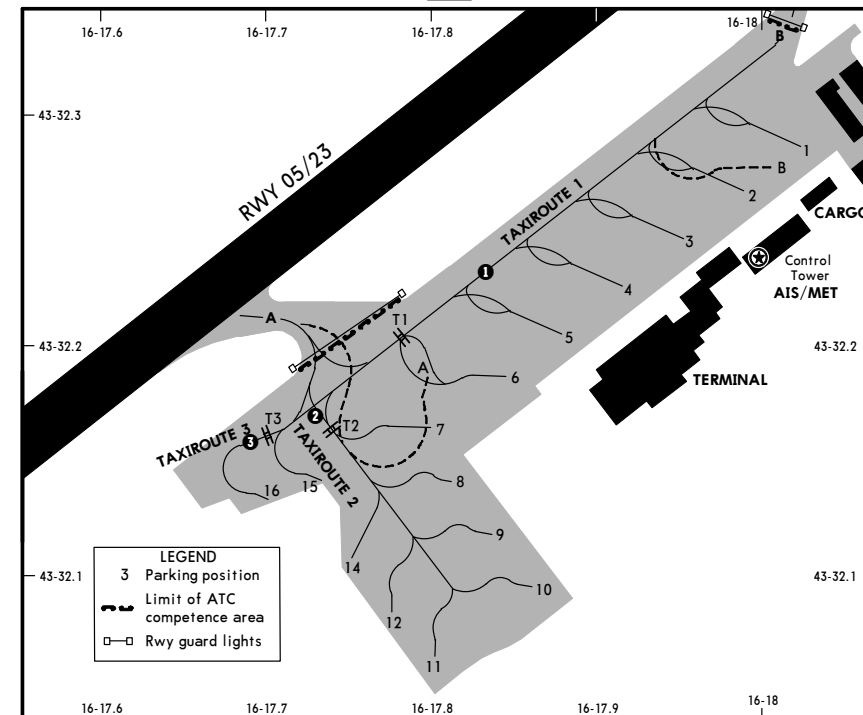
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21 DEC 18 **(10-9A)** Eff 3 Jan

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INS COORDINATES		TAXIWAY RESTRICTIONS
STAND No.	COORDINATES	
1 thru 3	N43 32.3 E016 18.0	TAXIWAY RESTRICTIONS Minimum power settings are to be used when taxiing on apron and away from parking stand. A slow taxi speed on all taxiways and apron is required. Taxiing ACFT shall stop and hold on holding points T1, T2 or T3 until further cleared to proceed, only when so instructed by TWR. Only ACFT with outer main gear wheel span less than 30'/9m and ACFT type DH8C/DH8D are allowed to taxi via TWY B. ① MAX wingspan 171'/52m. ② MAX wingspan 118'/36m. ③ MAX wingspan 112'/34m. ARRIVALS RESTRICTIONS Follow-me guidance is mandatory for all arriving ACFT when entering apron from TWY A or TWY B. For B767 and code letter E ACFT: RWY 05: if taxiing in backtrack from turn pad on THR 23, proceed to turn pad on THR 05 and vacate RWY via TWY A only. For B757: RWY 23: if taxiing in backtrack from turn pad on THR 05, vacate via TWY A only. DEPARTURE RESTRICTIONS For B767 and code letter E ACFT: RWY 23: taxi via TWY A only, proceed inbound turn pad THR 05 then backtrack inbound turn pad THR 23. For B757: RWY 05: taxi via TWY A only and backtrack inbound turn pad THR 05.
4 thru 6	N43 32.2 E016 17.9	
7	N43 32.2 E016 17.8	
8, 9	N43 32.1 E016 17.8	
10	N43 32.1 E016 17.9	
11, 12, 14	N43 32.1 E016 17.8	
15, 16	N43 32.1 E016 17.7	
A	N43 32.2 E016 17.8	
B	N43 32.3 E016 18.0	

LDSP/SPU KASTELA 12 OCT 18 (11-1) SPLIT, CROATIA ILS Z or LOC Z Rwy 05

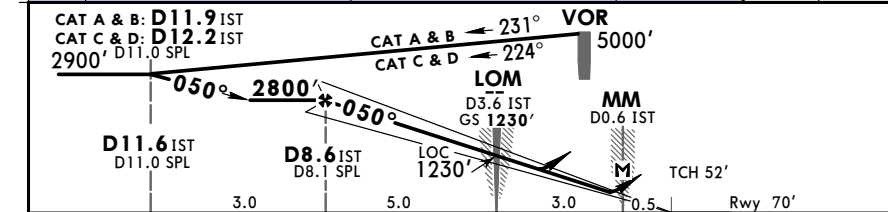
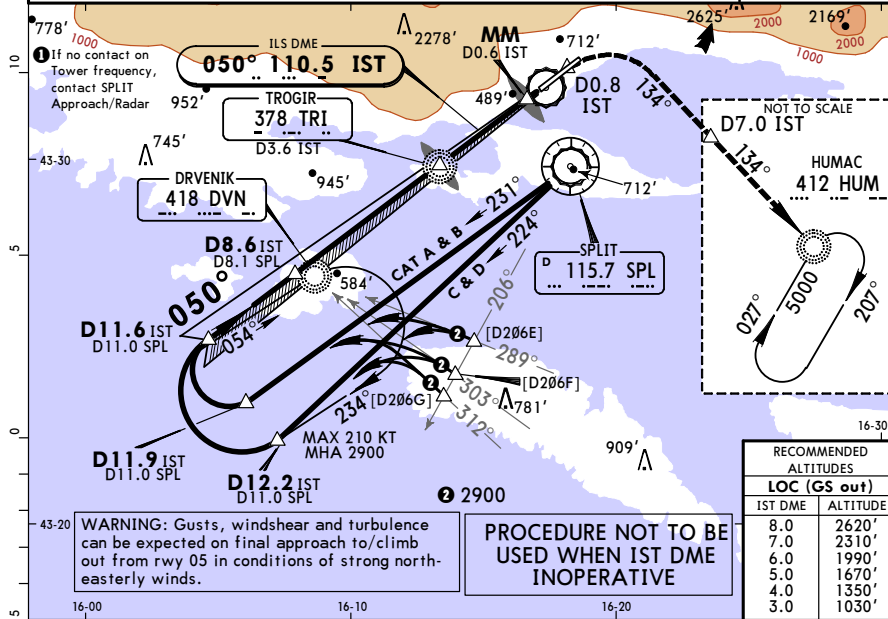
*ATIS		SPLIT Approach/Radar			SPLIT Tower 1	
125.3		120.875	128.675	120.55	124.675	118.1
LOC IST	Final Apc Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev	78'	Rwy
110.5	050°	1230' (1160')			70'	

MISSED APCH: Climb STRAIGHT AHEAD. At D0.8 IST (after passing THR Rwy 05) turn RIGHT (MAX 185 KT) climbing on 134°. At D7.0 IST intercept and follow 134° to HUM NDB climbing to 5000' and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 9500'

DME required.

MSA SPL VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	Refer to Missed Apch above
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	
MAP at MM/D0.6 IST								

STRAIGHT-IN LANDING RWY 05			
ILS		LOC (GS out)	
DA(H) A: 420' (350') C: 440' (370') B: 430' (360') D: 450' (380')		CDFA DA/MDA(H) 870' (800')	
FULL		ALS out	
A	RVR 900m	RVR 1500m	RVR 1500m
B	RVR 1000m	RVR 1700m	RVR 2400m
C	RVR 1000m	RVR 1700m	RVR 2400m
D	RVR 1000m	RVR 1700m	RVR 2400m

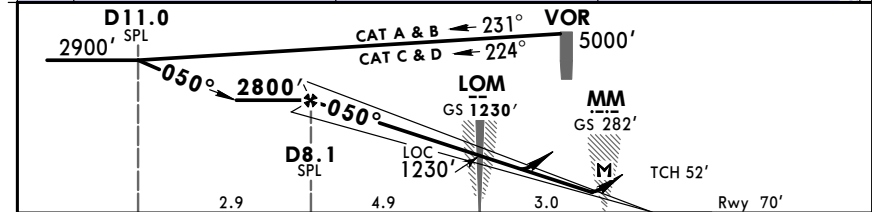
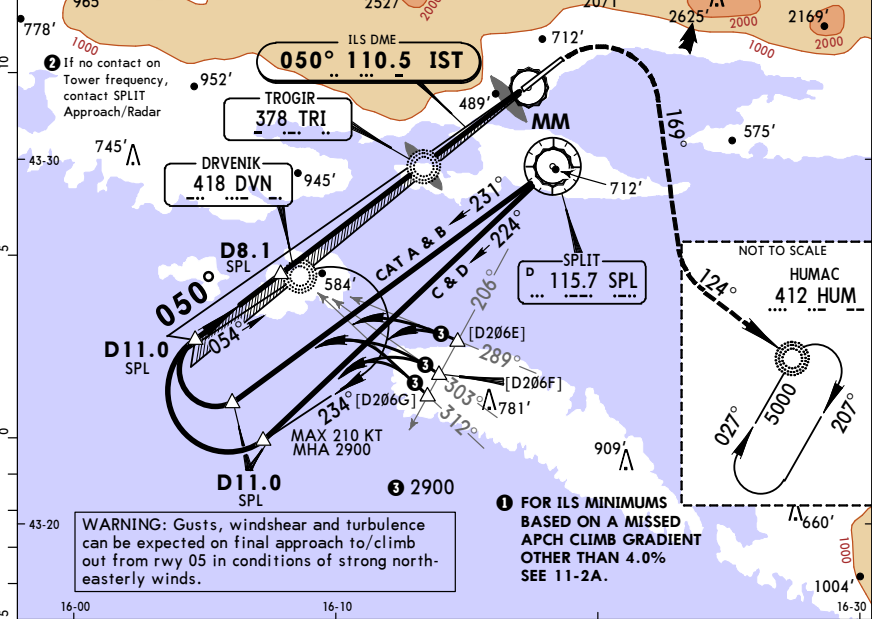
LDSP/SPU KASTELA 12 OCT 18 (11-2) SPLIT, CROATIA ILS Y or LOC Y Rwy 05

*ATIS		SPLIT Approach/Radar			SPLIT Tower 2	
125.3		120.875	128.675	120.55	124.675	118.1
LOC IST	Final Apc Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev	78'	Rwy
110.5	050°	1230' (1160')			70'	

MISSED APCH: Climb STRAIGHT AHEAD. At 700', but not before MM, turn RIGHT (MAX 185 KT) climbing on 169° to intercept and follow 124° to HUM NDB climbing to 5000' and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 9500'

MSA SPL VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	Refer to Missed Apch above
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	
MAP at MM								

STRAIGHT-IN LANDING RWY 05			
ILS		LOC (GS out)	
Missed apch climb gradient min 4.0% DA(H) A: 420' (350') C: 440' (370') B: 430' (360') D: 450' (380')		CDFA DA/MDA(H) 870' (800')	
FULL		ALS out	
A	RVR 900m	RVR 1500m	RVR 1500m
B	RVR 1000m	RVR 1700m	RVR 2400m
C	RVR 1000m	RVR 1700m	RVR 2400m
D	RVR 1000m	RVR 1700m	RVR 2400m

LDSP/SPU
KASTELA

JEPPESEN
12 OCT 18 (11-2A)

SPLIT, CROATIA

ILS Y RWY 05 MINIMUMS

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard STRAIGHT-IN LANDING RWY 05			
DA(H)	ILS		
	A: 530' (460')	C: 550' (480')	
	B: 540' (470')	D: 560' (490')	
	FULL		ALS out
A	RVR 1400m		RVR 1500m
B	RVR 1500m		RVR 2200m
C			RVR 2300m
D			

MISSED APCH CLIMB GRADIENT MIM 3.0%

Standard STRAIGHT-IN LANDING RWY 05			
DA(H)	ILS		
	A: 490' (420')	C: 510' (440')	
	B: 500' (430')	D: 520' (450')	
	FULL		ALS out
A	RVR 1200m		RVR 1500m
B	RVR 1300m		RVR 2000m
C			RVR 2100m
D			

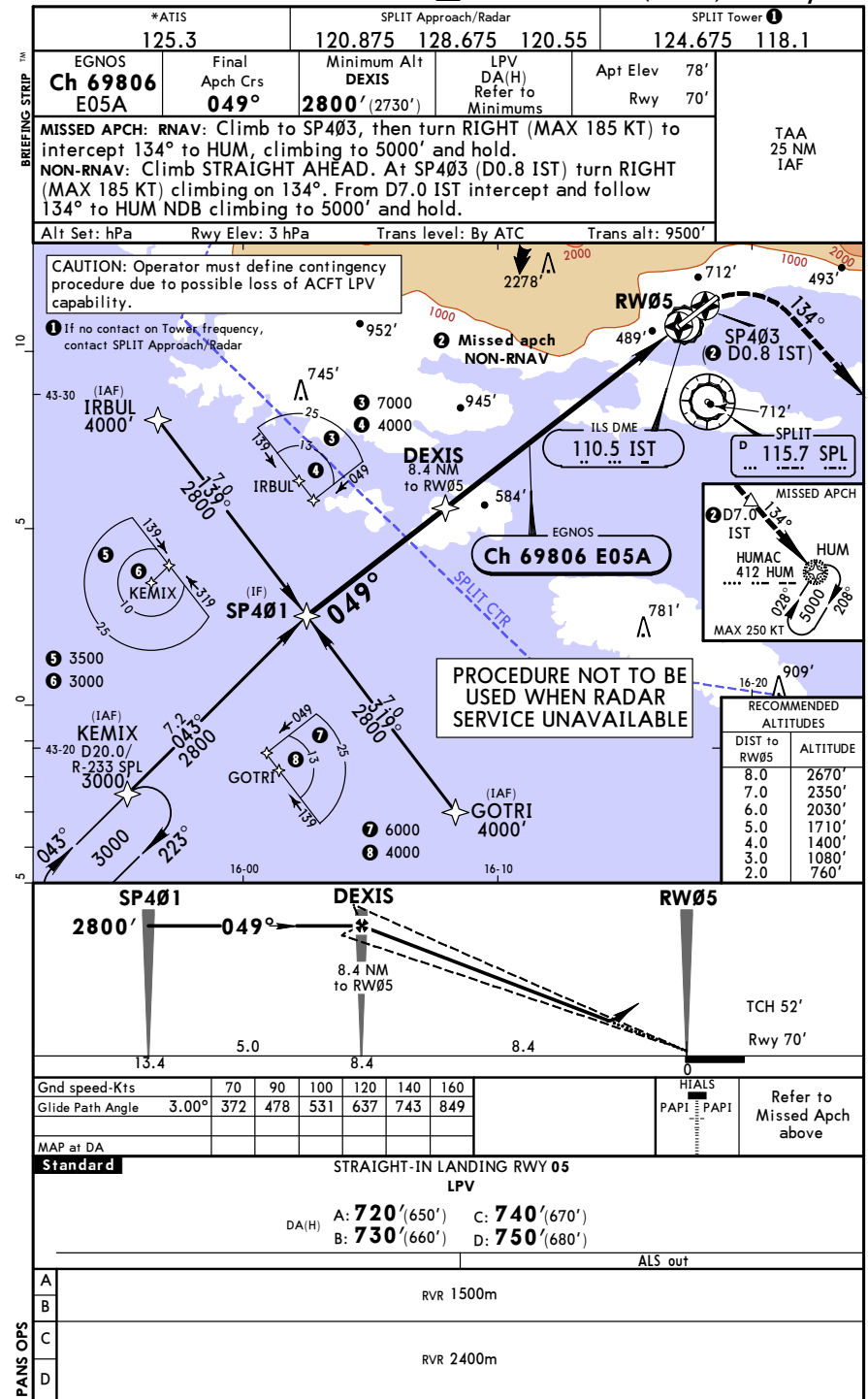
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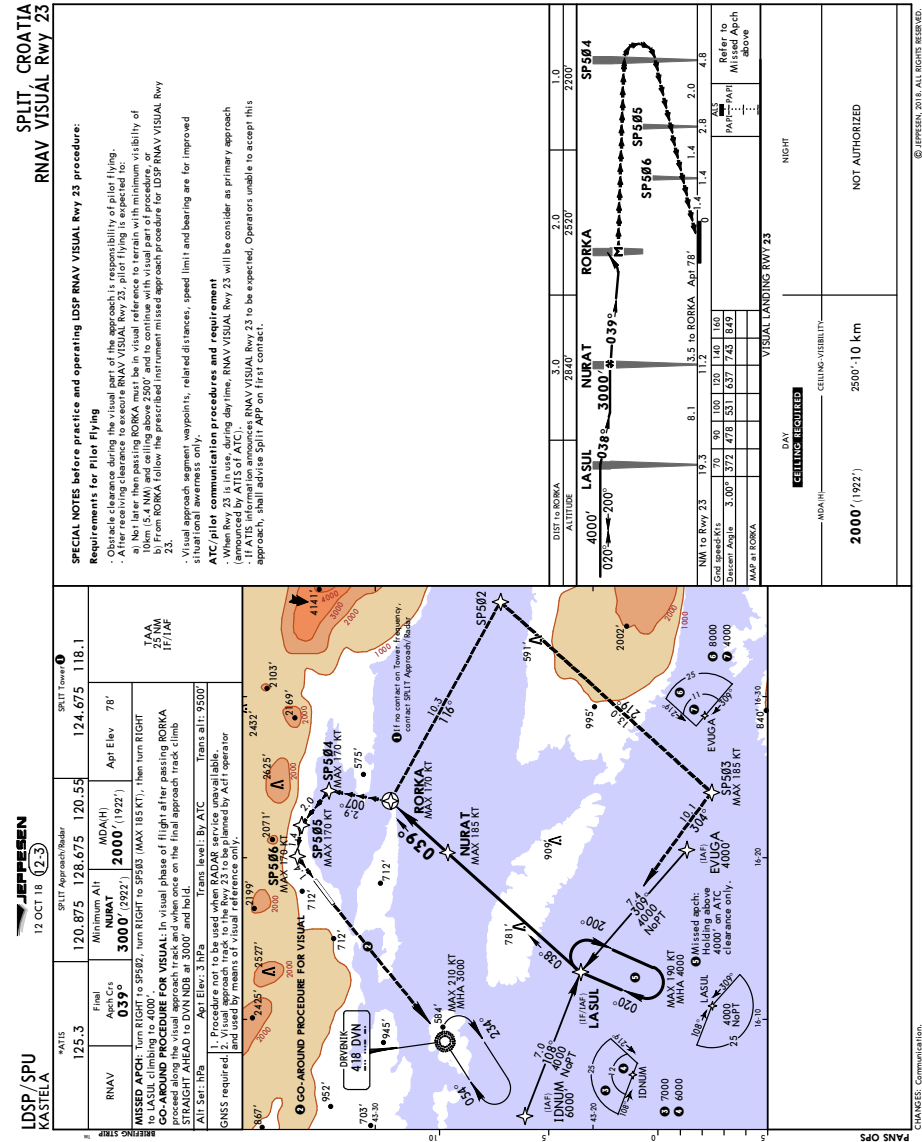
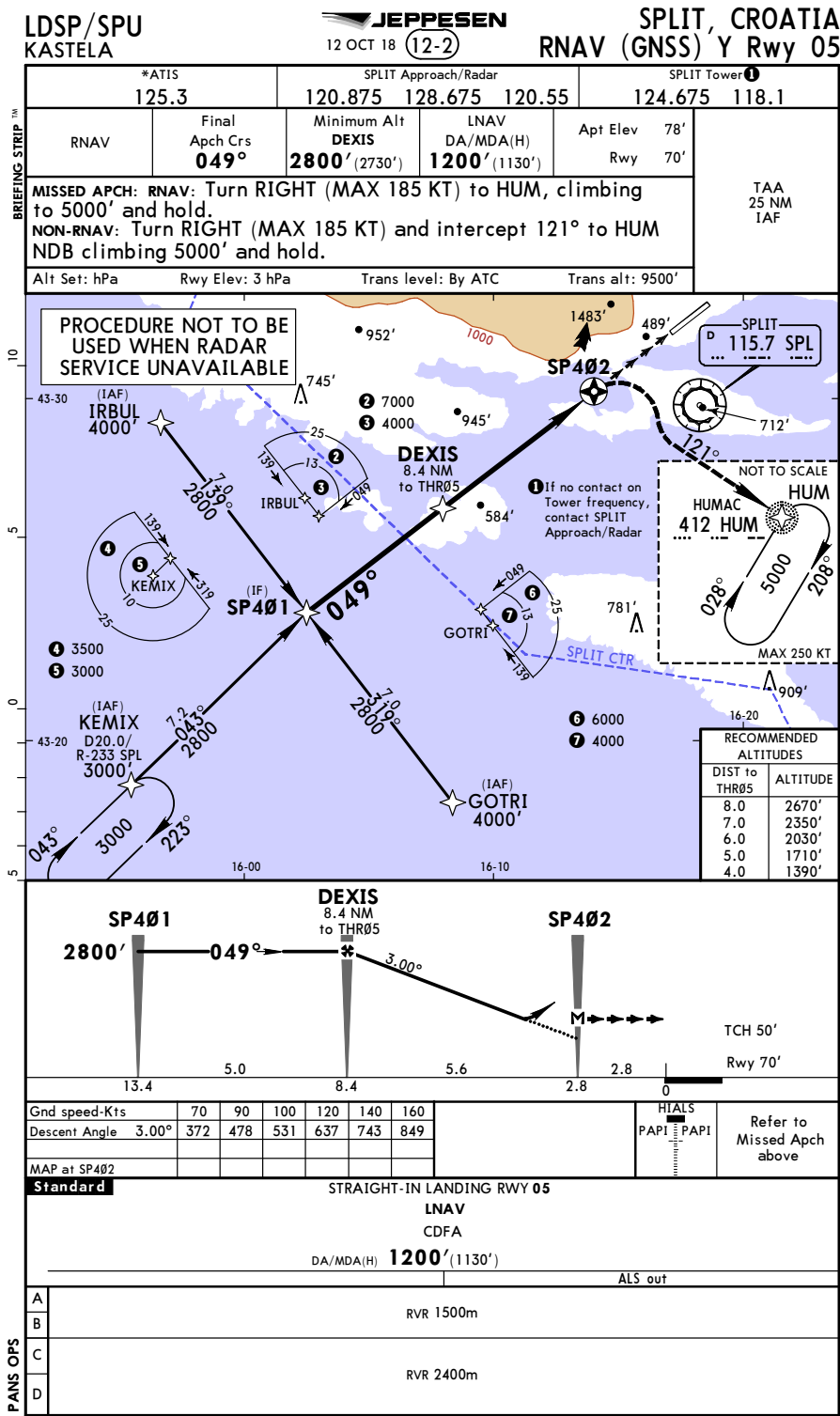
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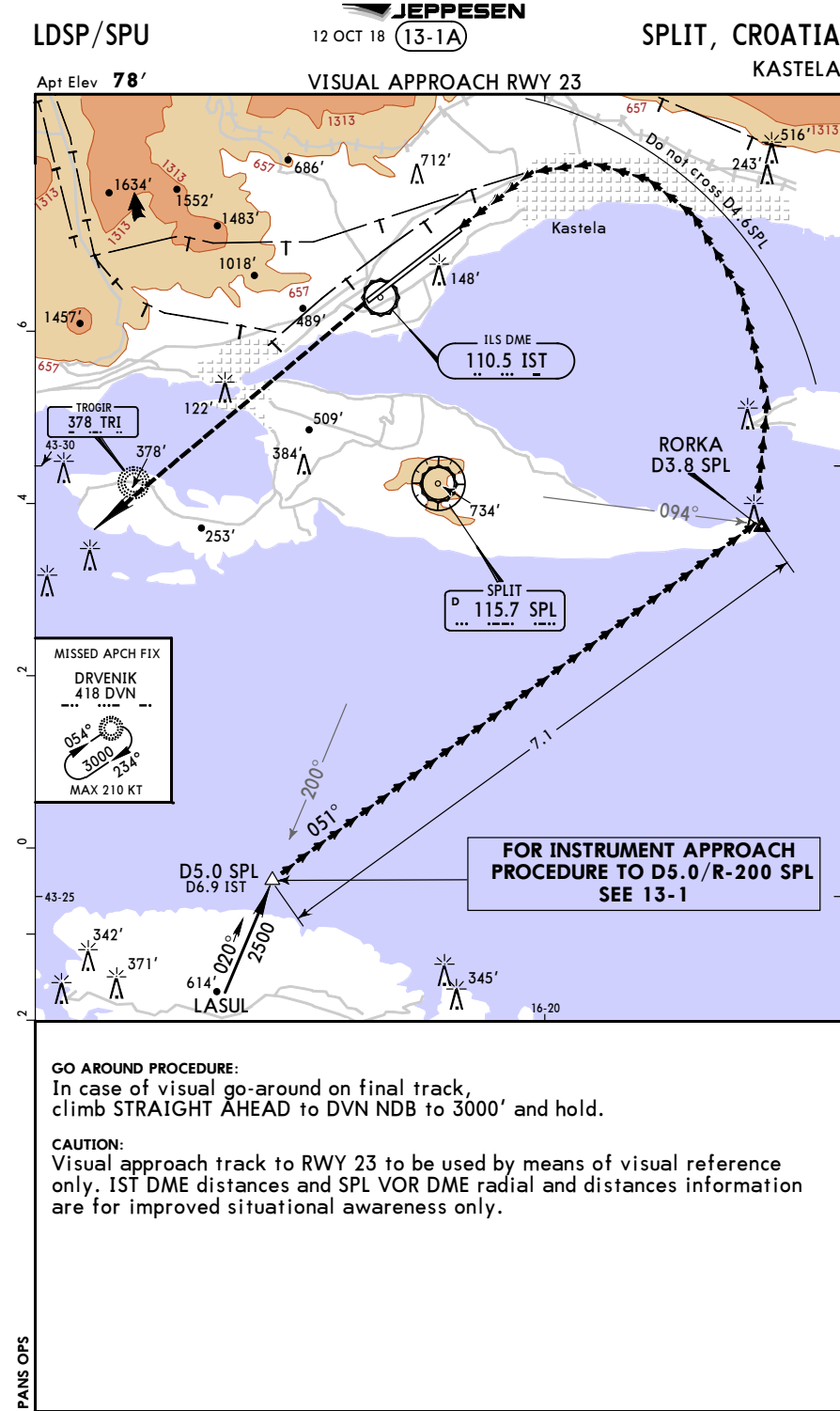
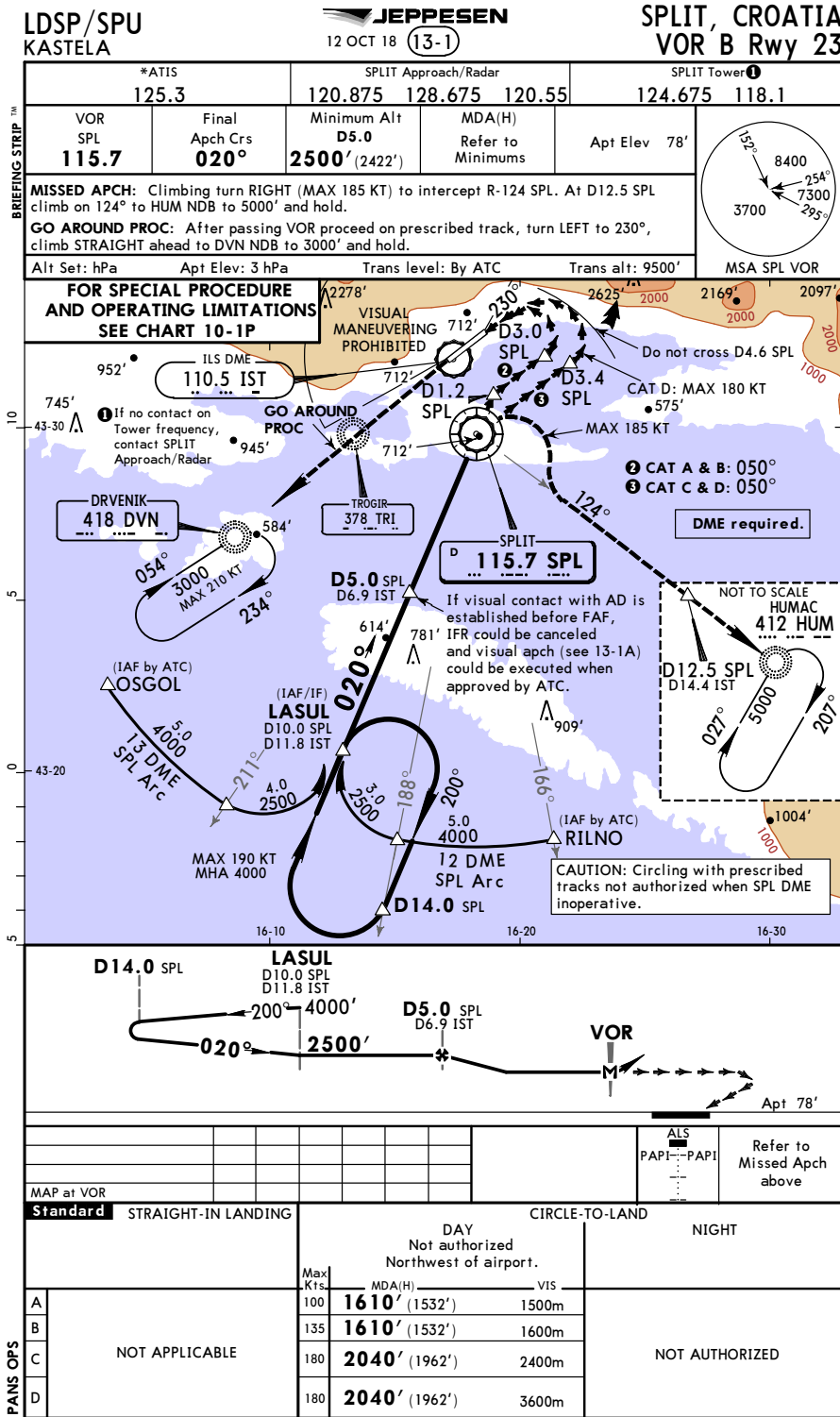
LDSP/SPU
KASTELA

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12 OCT 18 (12-1)

SPLIT, CROATIA
RNAV (GNSS) Z Rwy 05







SPLIT, CROATIA
NDB Rwy 05

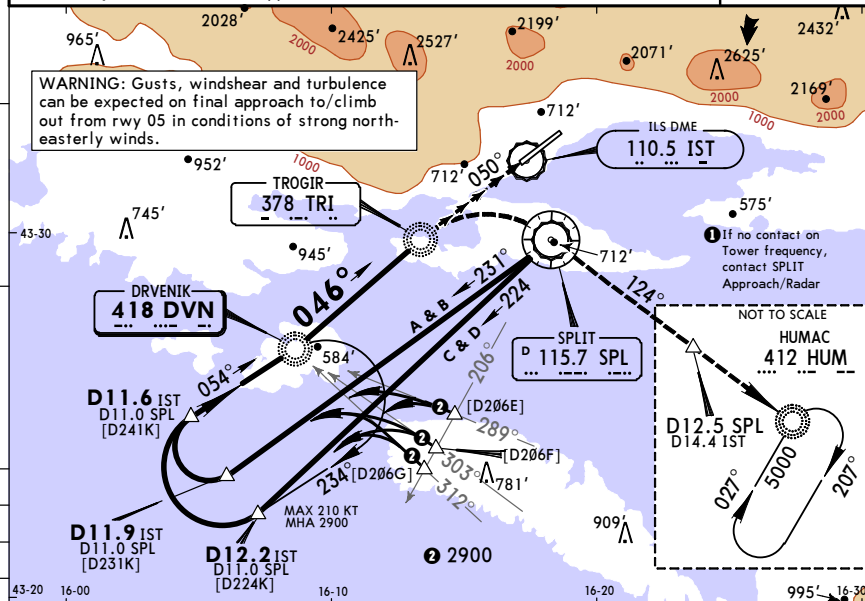
JeppView for Windows

SPLIT, (KASTELA - LDSP)

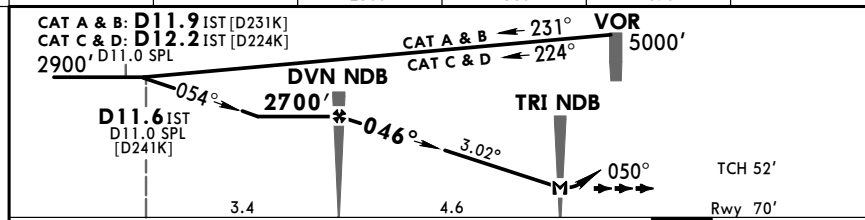
PANS OPS

*ATIS 125.3		SPLIT Approach/Radar 120.875 128.675 120.55			SPLIT Tower 1 124.675 118.1	
NDB DVN 418	Final Apch Crs 046°	Minimum Alt DVN NDB 2700' (2630')	DA/MDA(H) 1300' (1230')	Apt Elev 78' Rwy 70'		
MISSED APCH: Turn RIGHT (MAX 230 KT) to VOR, then intercept R-124 (124° to HUM NDB after D12.5 SPL) climbing to HUM NDB to 5000' and hold.						MSA DVN NDB
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		
1. DME required.		2. In final approach at DVN NDB tune to TRI NDB.		Trans alt: 9500'		

WARNING: Gusts, windshear and turbulence can be expected on final approach to/climb out from rwy 05 in conditions of strong north-easterly winds.



1ST DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2620'	2300'	1980'	1670'	1350'



8.1							3.5		0		230 KT		SPL	
Gnd speed-Kts	70	90	100	120	140	160			PAPI		MAX		115.7	
Descent Angle	3.02°	374	481	534	641	748			PAPI		RT			
MAP at TRI NDB														

Standard	STRAIGHT-IN LANDING RWY 05
	CDFA
	DA/MDA(H) 1300' (1230')
	ALS out

A	
B	
C	RVR 5000m
D	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LDSP