

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LDDU

Terminal Charts For LDDU

Revision Letter For Cycle 03-2020

Change Notices

Notebook

General Information

Location: DUBROVNIK HRV
ICAO/IATA: LDDU / DBV
Lat/Long: N42° 33.68', E018° 16.09'
Elevation: 527 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
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0555 Z
Sunset: 1607 Z

Runway Information

Runway: 11
Length x Width: 10597 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 527 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 266 ft

Runway: 29
Length x Width: 10597 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 485 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 118.425
Dubrovnik Tower: 129.500
Dubrovnik Tower: 125.400 Secondary
Dubrovnik Radar: 123.600
Dubrovnik Radar: 125.400 Secondary

LDDU/DBV
CILIPI

JEPPESEN
24 MAY 19 10-1P

DUBROVNIK, CROATIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 118.425

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. DEPARTURES

1.2.1.1. DEPARTURE CLEARANCE

ATC departure clearance and departure information are available on DUBROVNIK Tower frequency 15 minutes before start-up.

1.2.1.2. RWY 29

ACFT operators shall follow ACFT manufacturer's noise abatement recommended procedures up to FL 100, or the procedure below:

Take-off to 1350': Climb at $V_2 + 10$ KT.

at 1350': Adjust and maintain engine/thrust in accordance with the noise abatement power/thrust schedule provided in the ACFT operating manual.

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

at 3500': Maintain positive rate of climb, accelerate and retract flaps/slats on schedule.

1.3. RWY OPERATIONS

Preferential configuration/RWY in use is RWY 11.

1.4. PARKING INFORMATION

Visual Docking Guidance System at stands 10, 10A, 11, 12, 14 and 14A.

Stands 1 thru 20, 10A, 14A, 17A and 20A are taxi-in and push-out.

Pilots shall state their parking position number on initial contact with ATC.

TWR directions and marshaller guidance shall be followed for entering/exiting from any of ACFT positions, ground taxiing or air taxiing of helicopters.

1.5. OTHER

Caution: Birds.

Warning: Gusts, windshear and turbulence can be expected on final APCH and on RWY in conditions of strong North-Easterly wind.

LDDU/DBV
CILIP

JEPPESEN

24 MAY 19

10-1P1

DUBROVNIK, CROATIA
AIRPORT BRIEFING

2. DEPARTURE

2.1. START-UP AND PUSH-BACK

ACFT shall request push-back and start-up clearance after:

- Push-back vehicle has been attached;
- Communication with the ground crew has been established;
- ACFT is ready to commence push-back.

Push-back clearance issued by ATC shall contain RWY in use.

RWY in use shall be relayed to the ground crew by the flight deck.

2.2. PREFERENTIAL SID

When RWY 29 is in use, for deconfliction purposes between departing and arriving traffic, preferential SID is DOPUT 4D.

Expect vectors or direct routing by DUBROVNIK Radar back to flight plan route.

LDDU/DBV
CILIP I

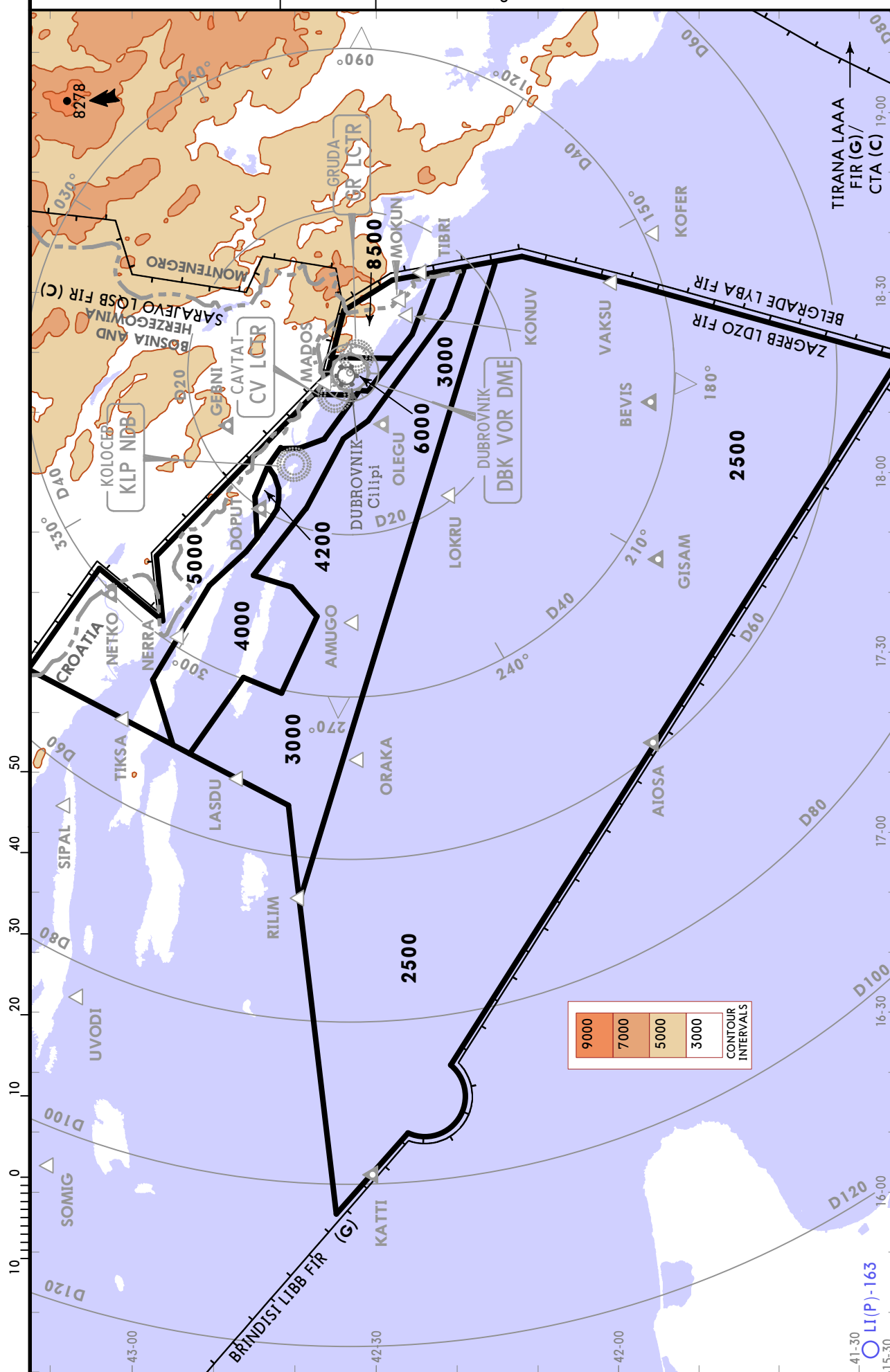
JEPPESSEN
15 MAR 19 10-1R Eff 28 Mar

DUBROVNIK, CROATIA
RADAR MINIMUM ALTITUDES

DUBROVNIK Radar (APP)
123.6 125.4

Apt Elev
527

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



CHANGES: Transition altitude revised.

© JEPPESSEN, 2008, 2019. ALL RIGHTS RESERVED.

LDDU/DBV
CILIPI

JEPPESSEN
22 NOV 19 **10-2** **Eff 5 Dec**

DUBROVNIK, CROATIA
RNAV STAR

ATIS 118.425	Apt Elev 527	Alt Set: hPa Trans level: By ATC 1. RNAV 1. 2. GNSS required. 3. RNAV STARs not to be used when RADAR service is unavailable. 4. For Approach Transition from ERASO see RNAV (GNSS) RWY 11 chart. 5. CAUTION: During northeastern wind above 15 KT turbulences expected. Circling to RWY 29 recommended.
-----------------	-----------------	--

BEVIS 1Z [BEVI1Z], LOKRU 1Z [LOKR1Z]
MOKUN 1Z [MOKU1Z], ORAKA 1Z [ORAK1Z]
RNAV ARRIVALS
(RWY 11)
SPEED: MAX 250 KT BELOW 10000

HOLDING OVER ORAKA

089°
MAX 250 KT
MHA 5000
269°



STAR	ROUTING
BEVIS 1Z	BEVIS - DU611 (6000-; 5000+) - DU606 (K210-) - ERASO (5000+) - DU605 - DU604 - DU601 (K210-) - PILAP (5000+).
LOKRU 1Z	LOKRU - DU606 (K210-) - ERASO (5000+) - DU605 - DU604 - DU601 (K210-) - PILAP (5000+).
MOKUN 1Z	MOKUN - DBK VOR (8500+) - DU609 (K210-; 7000+) - ERASO (5000+) - DU605 - DU604 - DU601 (K210-) - PILAP (5000+).
ORAKA 1Z	ORAKA (5000+) - DU607 (6000-; 5000+) - DU606 (K210-) - ERASO (5000+) - DU605 - DU604 - DU601 (K210-) - PILAP (5000+).

LDDU/DBV
CILIP

JEPPESSEN

DUBROVNIK, CROATIA

22 NOV 19

10-2A

Eff 5 Dec

RNAV STAR

ATIS
118.425

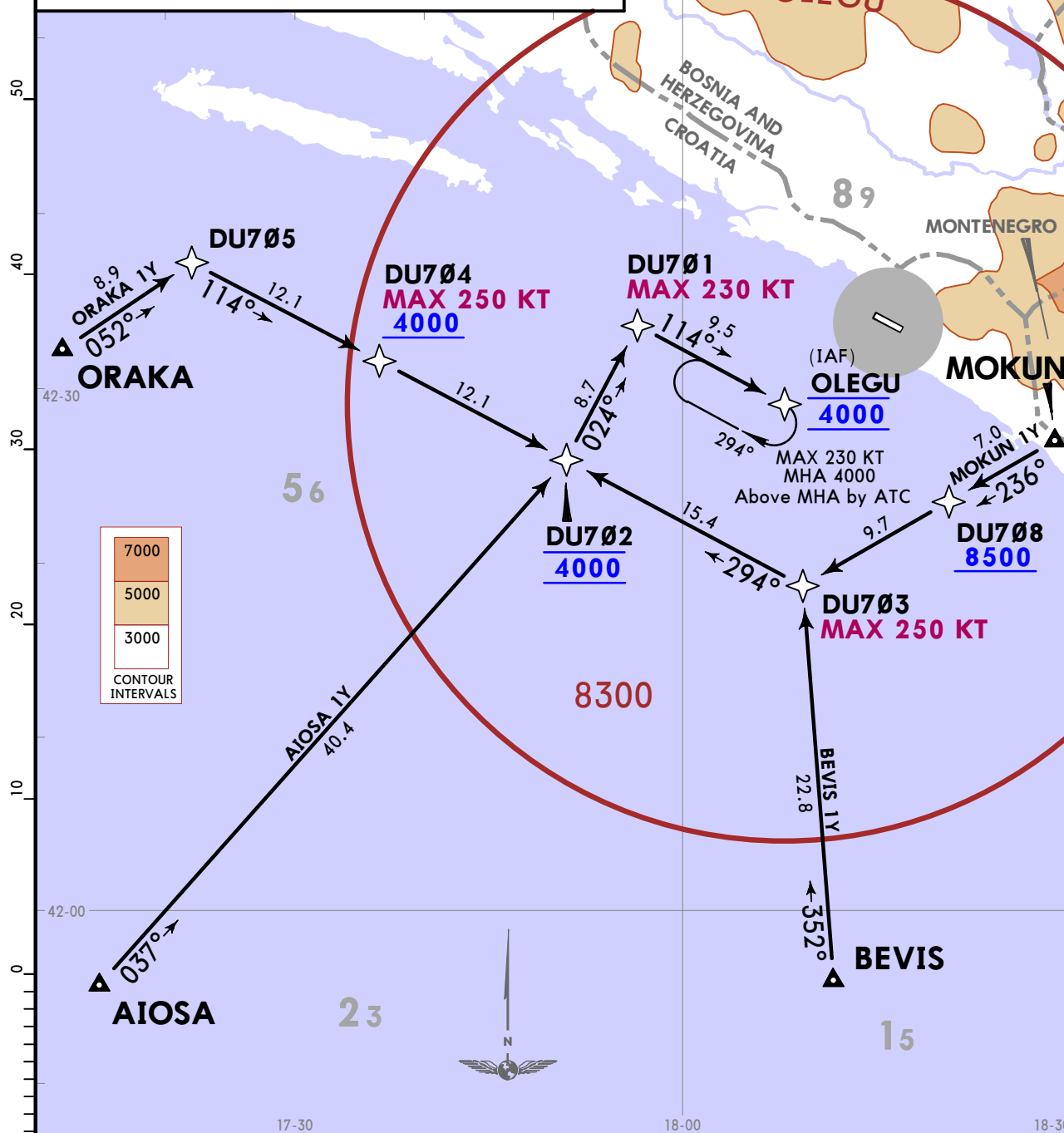
Apt Elev
527

Alt Set: hPa Trans level: By ATC

1. RNAV 1.
2. GNSS required.
3. RNAV STARs not to be used when RADAR service is unavailable.
4. CAUTION: During northeastern wind above 15 KT turbulences expected.

AIOSA 1Y [AIOS1Y]
BEVIS 1Y [BEV11Y]
MOKUN 1Y [MOKU1Y]
ORAKA 1Y [ORAK1Y]
RNAV ARRIVALS
(RWY 29)

SPEED: MAX 250 KT BELOW 10000



STAR	ROUTING
AIOSA 1Y	AIOSA - DU702 (4000) - DU701 (K230-) - OLEGU (4000).
BEVIS 1Y	BEVIS - DU703 (K250-) - DU702 (4000) - DU701 (K230-) - OLEGU (4000).
MOKUN 1Y	MOKUN - DU708 (8500+) - DU703 (K250-) - DU702 (4000) - DU701 (K230-) - OLEGU (4000).
ORAKA 1Y	ORAKA - DU705 - DU704 (K250-; 4000+) - DU702 (4000) - DU701 (K230-) - OLEGU (4000).

CHANGES: STARs transferred, new RNAV STARs established.

© JEPPESSEN, 2019. ALL RIGHTS RESERVED.

LDDU/DBV
CILIPI

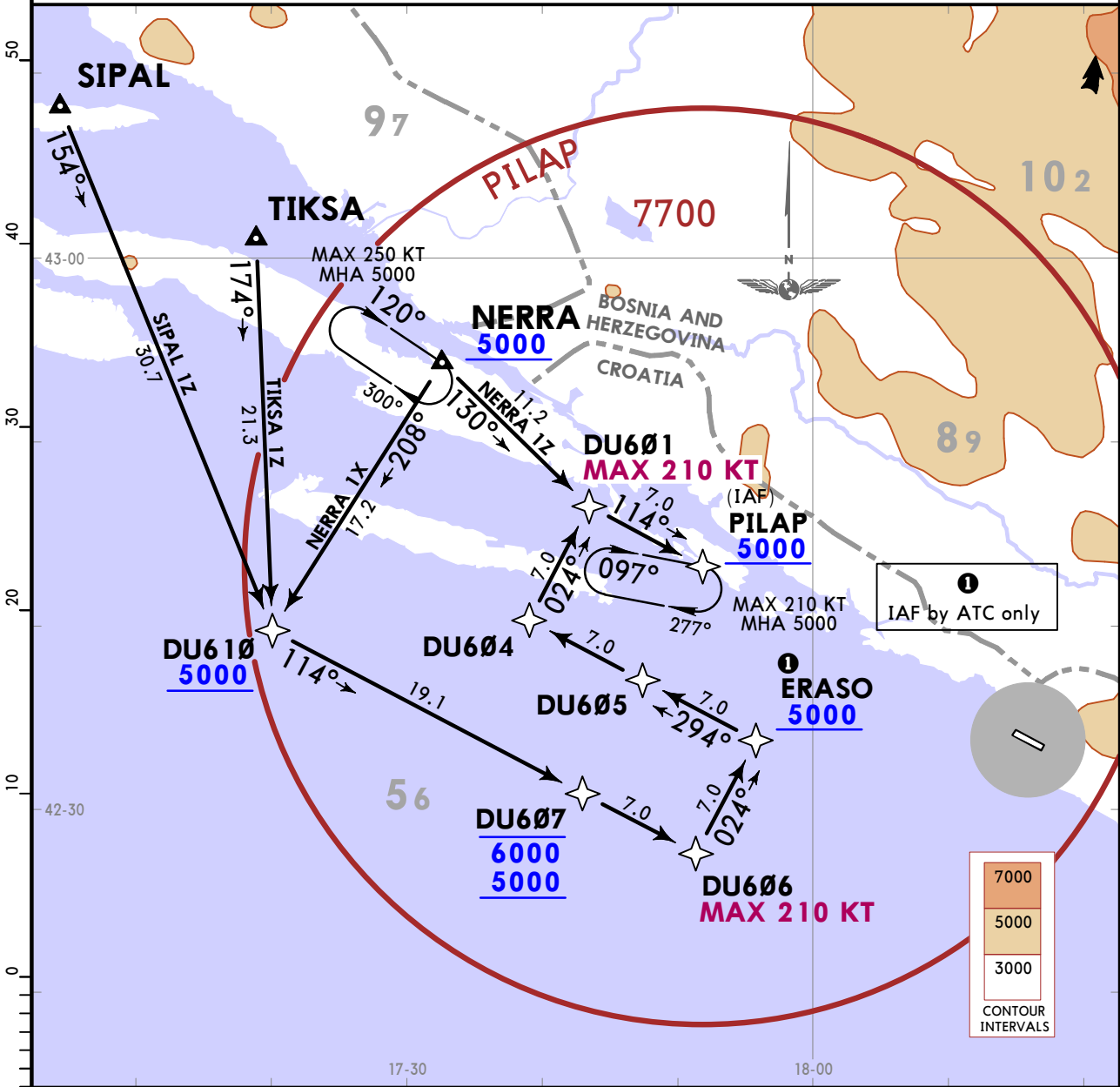
JEPPESSEN
22 NOV 19 10-2B Eff 5 Dec

DUBROVNIK, CROATIA
RNAV STAR

ATIS 118.425	Apt Elev 527	Alt Set: hPa Trans level: By ATC 1. RNAV 1. 2. GNSS required. 3. RNAV STARs not to be used when RADAR service is unavailable. 4. For Approach Transition from ERASO see RNAV (GNSS) RWY 11 chart. 5. CAUTION: During northeastern wind above 15 KT turbulences expected. Circling to RWY 29 recommended.
-----------------	-----------------	--

NERRA 1X [NERA1X]
NERRA 1Z [NERA1Z]
SIPAL 1Z [SIPA1Z]
TIKSA 1Z [TIKS1Z]
RNAV ARRIVALS
(RWY 11)

SPEED: MAX 250 KT BELOW 10000



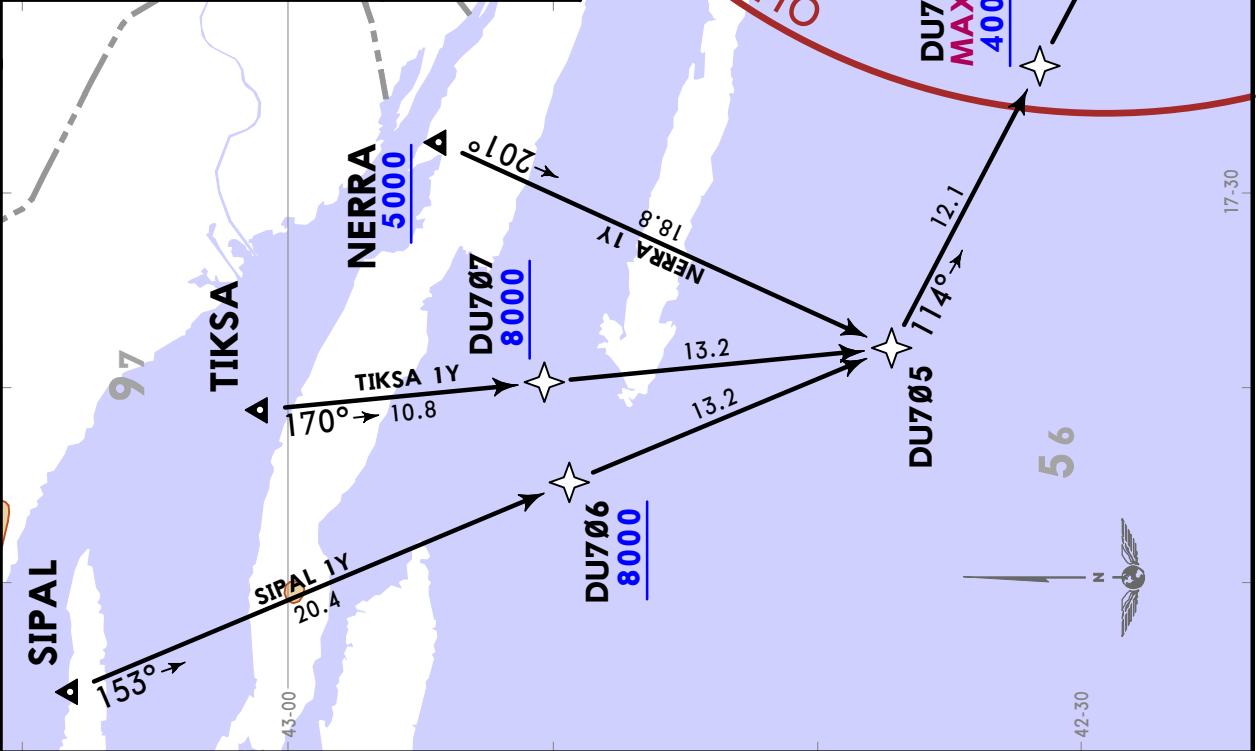
STAR	ROUTING
NERRA 1X	NERRA (5000+) - DU610 (5000+) - DU607 (6000-; 5000+) - DU606 (K210-) - ERASO (5000+) - DU605 - DU604 - DU601 (K210-) - PILAP (5000+).
NERRA 1Z	NERRA (5000+) - DU601 (K210-) - PILAP (5000+).
SIPAL 1Z	SIPAL - DU610 (5000+) - DU607 (6000-; 5000+) - DU606 (K210-) - ERASO (5000+) - DU605 - DU604 - DU601 (K210-) - PILAP (5000+).
TIKSA 1Z	TIKSA - DU610 (5000+) - DU607 (6000-; 5000+) - DU606 (K210-) - ERASO (5000+) - DU605 - DU604 - DU601 (K210-) - PILAP (5000+).

LDDU/DBV
CILIP1

JEPPESSEN
22 NOV 19 10-2C Eff 5 Dec

DUBROVNIK, CROATIA
RNAV STAR

ATIS 118.425	Apt Elev 527	Alt Set: hPa Trans level: By ATC 1. RNAV 1. 2. GNSS required. 3. RNAV STARS not to be used when RADAR service is unavailable. 4. CAUTION: During northeastern wind above 15 KT turbulences expected.
NERRA 1Y [NERA1Y], SIPAL 1Y [SIPA1Y], TIKSA 1Y [TIKS1Y] RNAV ARRIVALS (RWY 29) SPEED: MAX 250 KT BELOW 10000		
STAR	ROUTING	
NERRA 1Y	NERRA (5000+) - DU705 - DU704 (K250-; 4000+) - DU702 (4000) - DU701 (K230-) - OLEGU (4000).	
SIPAL 1Y	SIPAL - DU706 (8000+) - DU705 - DU704 (K250-; 4000+) - DU702 (4000) - DU701 (K230-) - OLEGU (4000).	
TIKSA 1Y	TIKSA - DU707 (8000+) - DU705 - DU704 (K250-; 4000+) - DU702 (4000) - DU701 (K230-) - OLEGU (4000).	



LDDU/DBV
CILIPI

JEPPESSEN
22 NOV 19 **10-2D** Eff 5 Dec

DUBROVNIK, CROATIA

STAR

ATIS
118.425

Apt Elev
527

Alt Set: hPa
Trans level: By ATC

AMUGO 2A [AMUG2A], BEVIS 3A [BEVI3A], LOKRU 2A [LOKR2A]
MOKUN 4A [MOKU4A], NERRA 8A [NERA8A]

ARRIVALS

(RWYS 11, 29)

SPEED: MAX 250 KT BELOW FL100



STAR	ROUTING
AMUGO 2A	Intercept 065° bearing to KLP NDB, descend as cleared by ATC.
BEVIS 3A	Intercept DBK R182 inbound to D15.0 DBK, turn LEFT, intercept 332° bearing to KLP NDB, descend as cleared by ATC.
LOKRU 2A	Intercept 007° bearing to KLP NDB, descend as cleared by ATC.
MOKUN 4A	Intercept DBK R121 inbound to DBK VOR, intercept 297° bearing to KLP NDB, descend as cleared by ATC.
NERRA 8A	Intercept 120° bearing to KLP NDB, descend as cleared by ATC.

LDDU/DBV
CILIP I

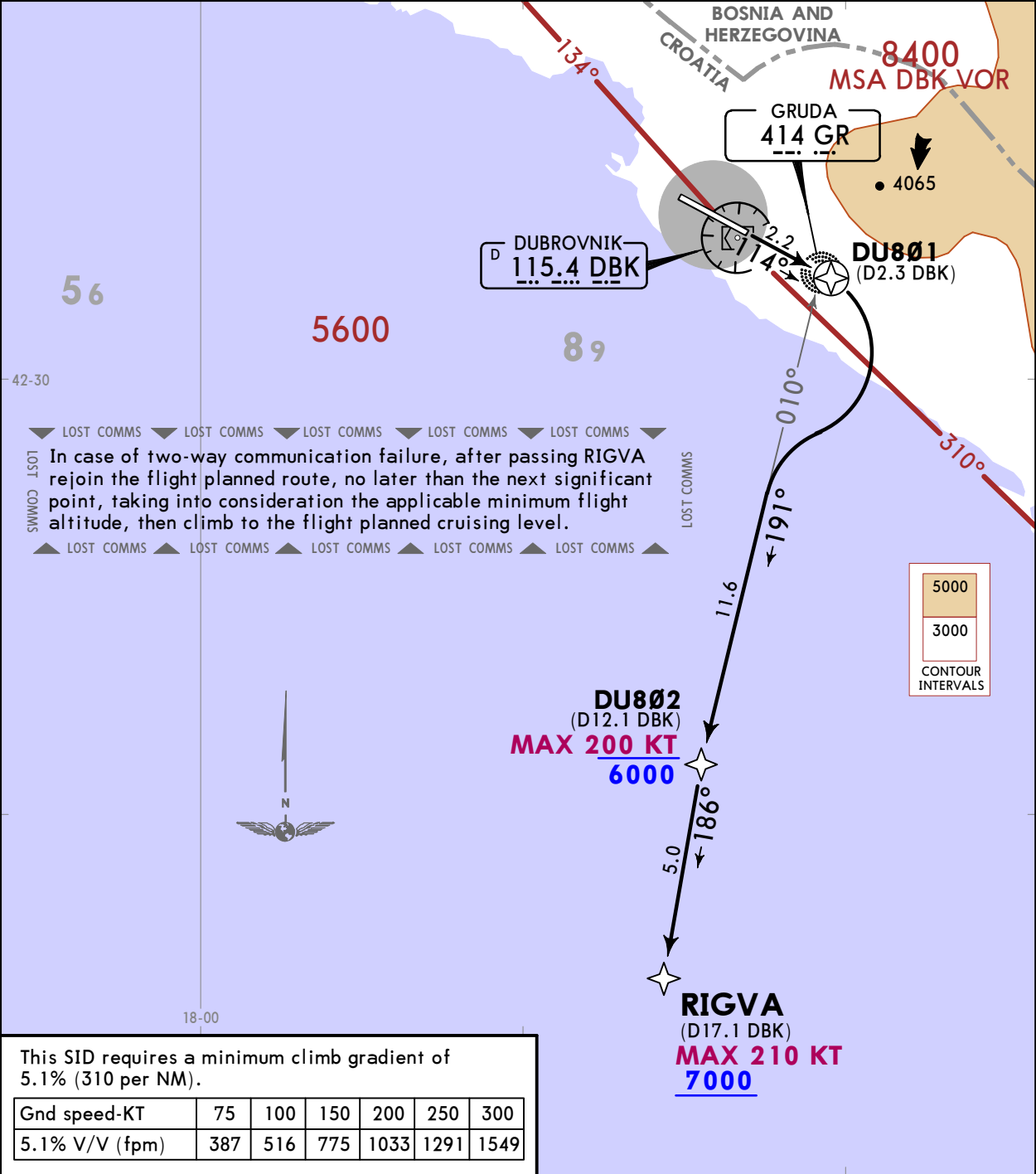
JEPPESSEN
22 NOV 19 10-3 Eff 5 Dec

DUBROVNIK, CROATIA
RNAV SID

DUBROVNIK Radar 123.6	Apt Elev 527	Trans alt: 10000 1. RNAV 1. 2. GNSS required. 3. EXPECT close-in obstacles. 4. After passing 3000, contact DUBROVNIK Radar. 5. WARNING: Back-up conventional (NON-RNAV) procedure available in case of loss of RNAV 1 capability or RNAV system failure, below minimum RADAR vectoring altitude. 6. EXPECT further climb and RADAR vectoring to enroute transition point filed in flight plan. 7. If unable to comply with restrictions at RIGVA contact ATC.
-----------------------------	-----------------	--

RIGVA 1W RNAV DEPARTURE
[RIGV1W]
(RWY 11)
PREFERENTIAL RUNWAY

25
20
15
10
5
0
5



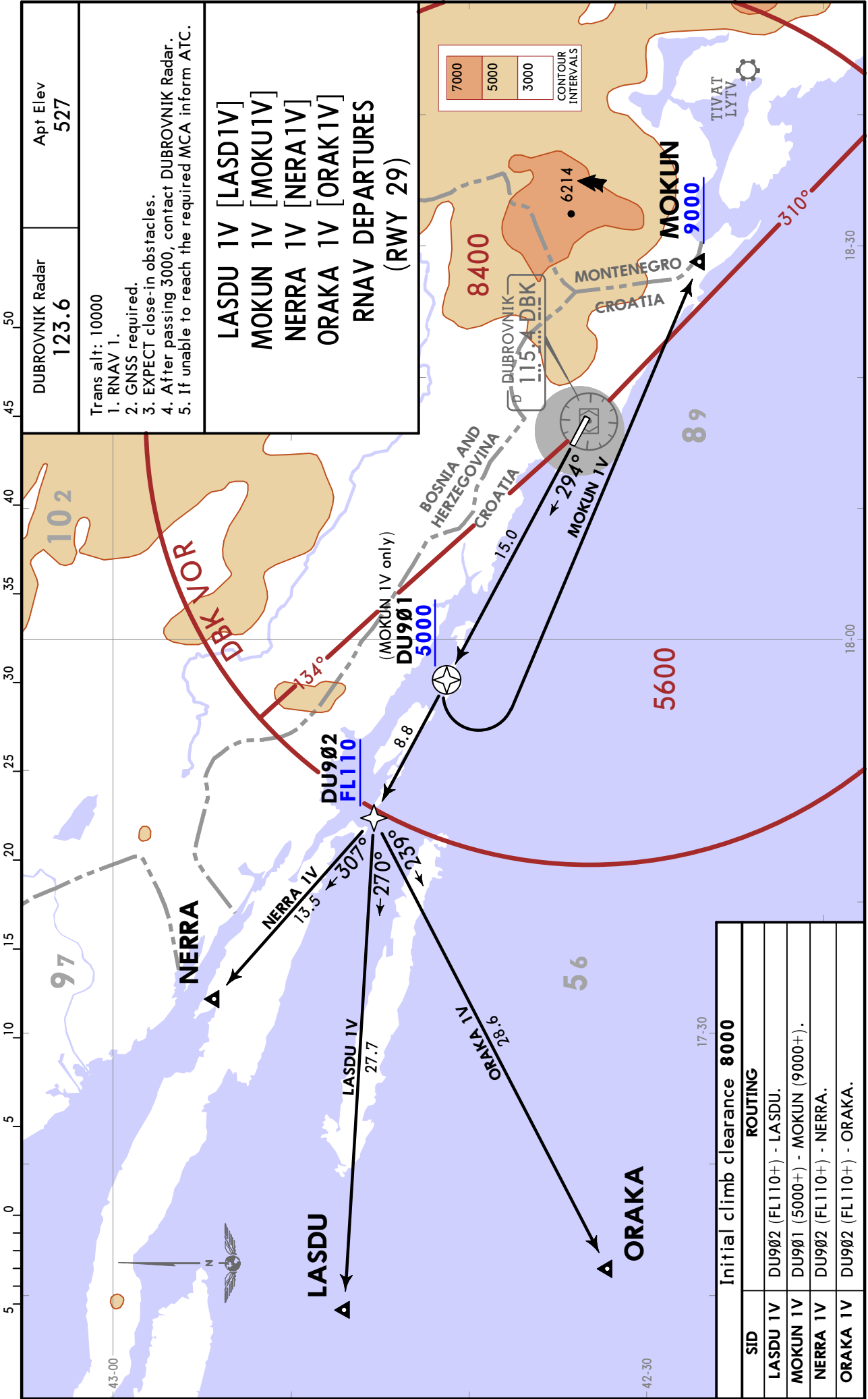
Initial climb clearance 8000		
ROUTING		
DU801 - DU802 (K200-; 6000-) - RIGVA (K210-; 7000+).		
NON-RNAV BACK-UP PROCEDURE		
Climb straight ahead. At D2.3 DBK (DU801) turn RIGHT, 190° bearing from GR Lctr to cross D12.1 DBK (DU802) at or below 6000, then proceed on RIGVA 1W or according to ATC instruction.		

LDDU/DBV
CILIP

JEPPESSEN
22 NOV 19 10-3A

Eff 5 Dec

DUBROVNIK, CROATIA
RNAV SID

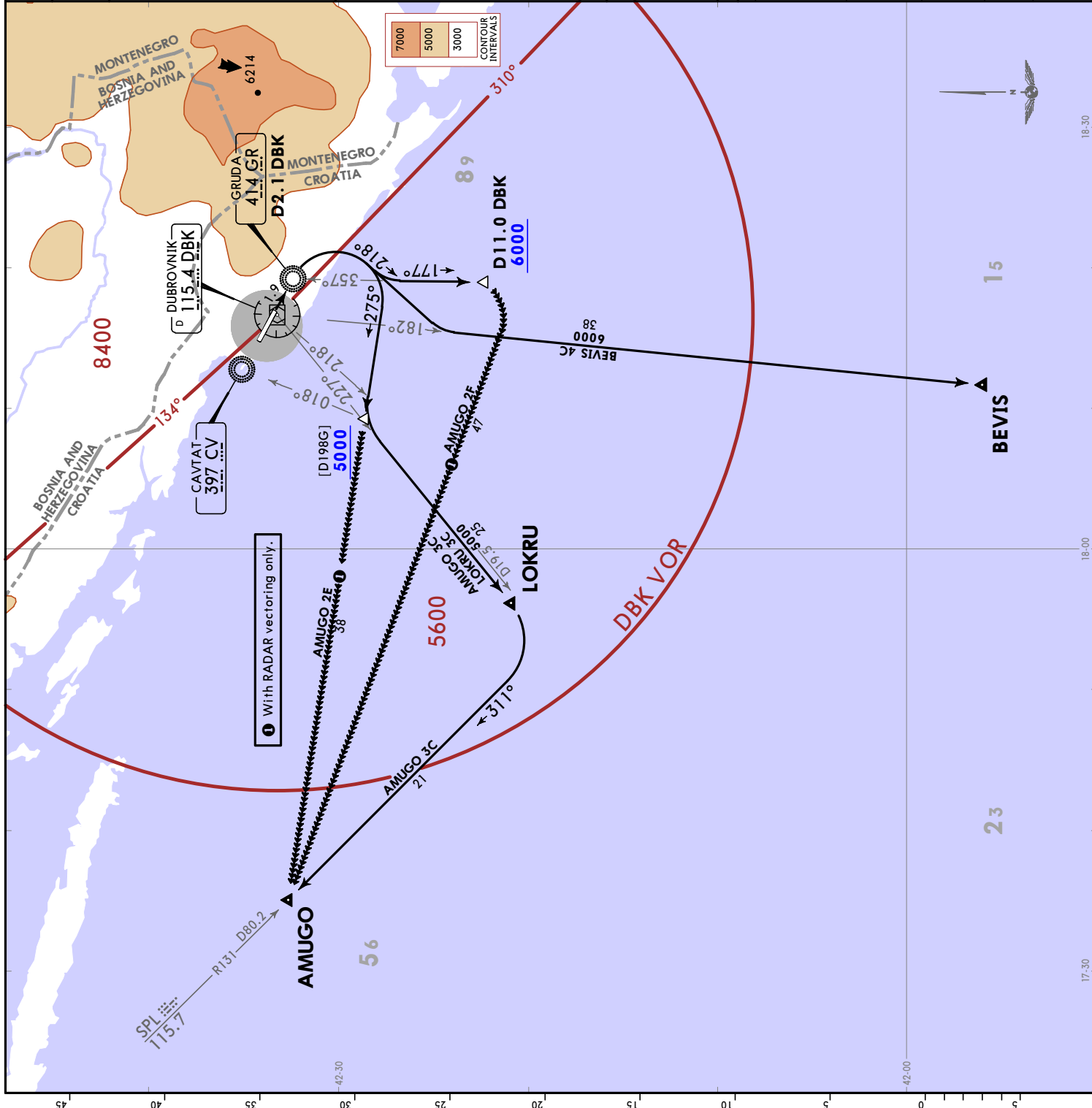


CHANGES: SIDs transferred, new RNAV SIDs established.

DUBROVNIK, CROATIA

SID

DUBROVNIK Radar	Apt Elev					
123.6	527					
Trans alt: 10000 After passing 3000, contact DUBROVNIK Radar.						
AMUGO 3C [AMUG3C] AMUGO 2E [AMUG2E] AMUGO 2F [AMUG2F] BEVIS 4C [BEVI4C] LOKRU 3C [LOKR3C] DEPARTURES (RWY 11) PREFERENTIAL RUNWAY						
These SIDs require a minimum climb gradient of 304 per NM (5%).						
Gnd Speed-KT	75	100	150	200	250	300
304 per NM	380	506	760	1013	1266	1519
Initial climb clearance 8000						
SID	ROUTING					
AMUGO 3C	Climb straight ahead to GR Lctr (D2.1 DBK), turn RIGHT, 275° track, when passing DBK R218 turn LEFT, intercept DBK R227 to LOKRU (D19.5 DBK), turn RIGHT, intercept SPL R131 inbound to AMUGO.					
AMUGO 2E	Climb straight ahead to GR Lctr (D2.1 DBK), turn RIGHT, 275° track, when passing 198° bearing from CV Lctr (018° bearing to CV Lctr) follow ATC RADAR vectors to AMUGO.					
AMUGO 2F	Climb straight ahead to GR Lctr (D2.1 DBK), turn RIGHT, 177° bearing from GR Lctr to D11.0 DBK, turn RIGHT and follow ATC RADAR vectors to AMUGO.					
BEVIS 4C	Climb straight ahead to GR Lctr (D2.1 DBK), turn RIGHT, 218° track, intercept DBK R182 to BEVIS.					
LOKRU 3C	Climb straight ahead to GR Lctr (D2.1 DBK), turn RIGHT, 275° track, when passing DBK R218 turn LEFT, intercept DBK R227 to LOKRU.					

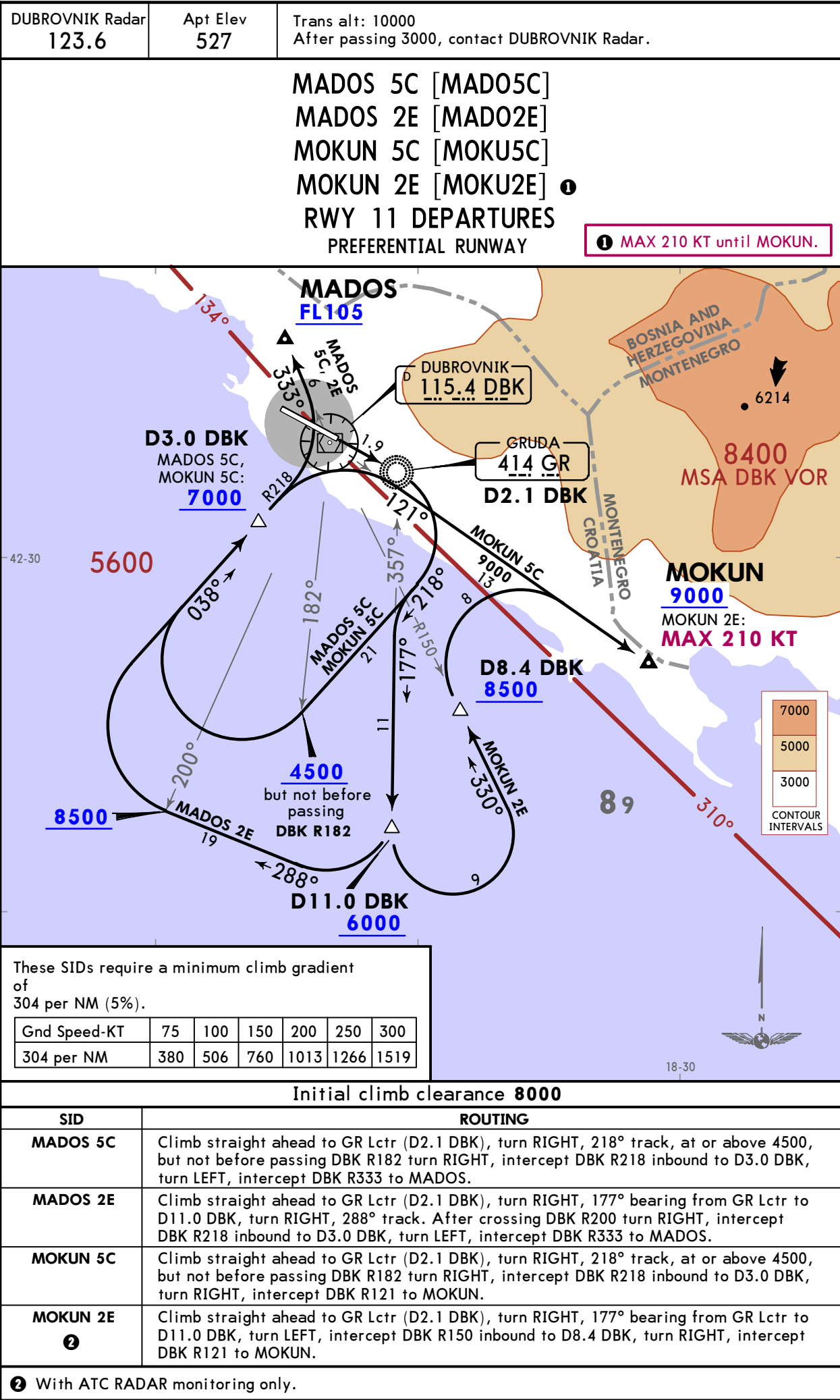




LDDU/DBV
CILIPI

JEPPESSEN
15 MAR 19 10-3B Eff 28 Mar

DUBROVNIK, CROATIA
SID

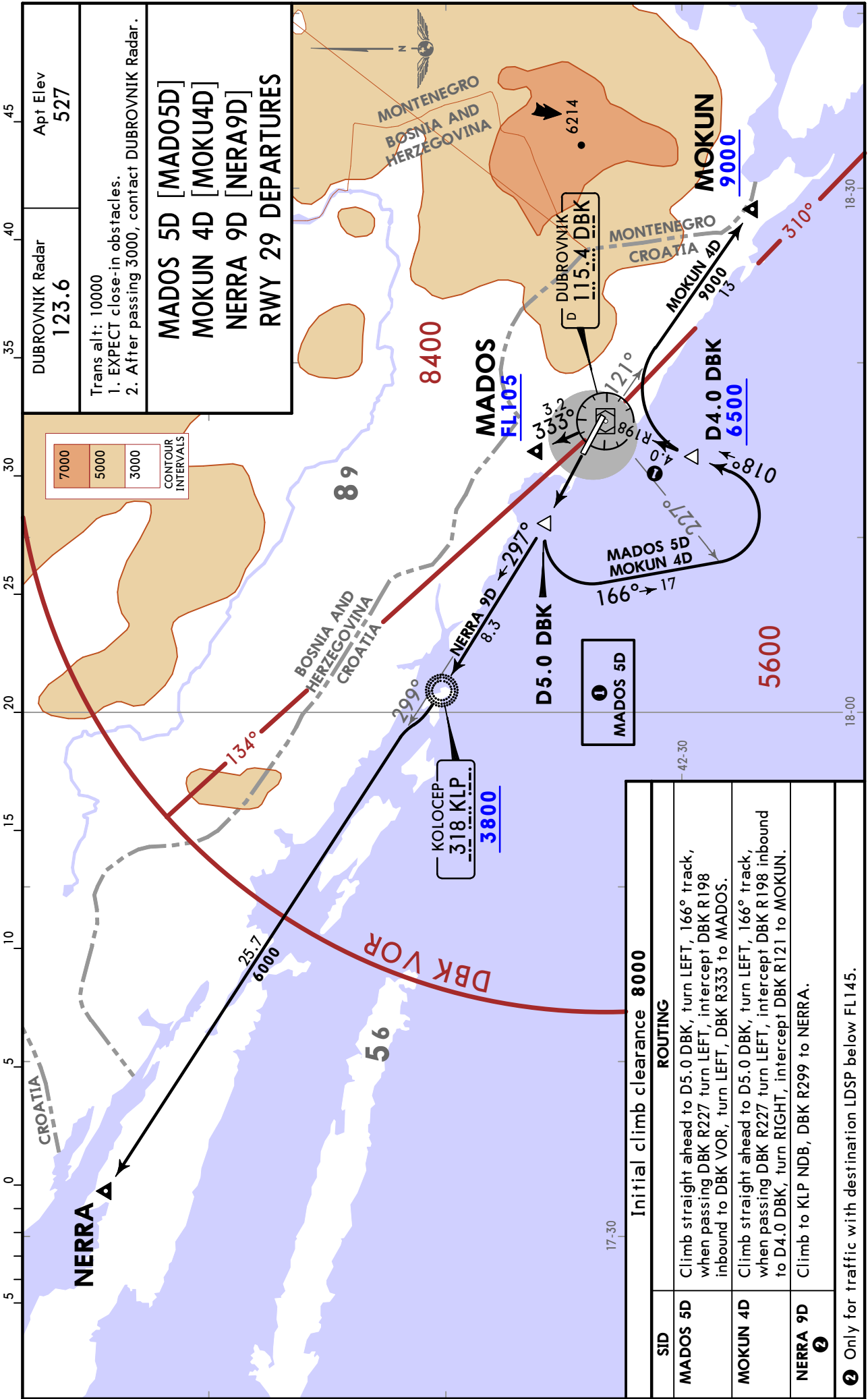


LDDU/DBV
CILIP

JEPPESSEN
15 MAR 19 10-3C Eff 28 Mar

DUBROVNIK, CROATIA

SID



LDDU/DBV

Apt Elev 527'

N42 33.7 E018 16.1



JEPPesen

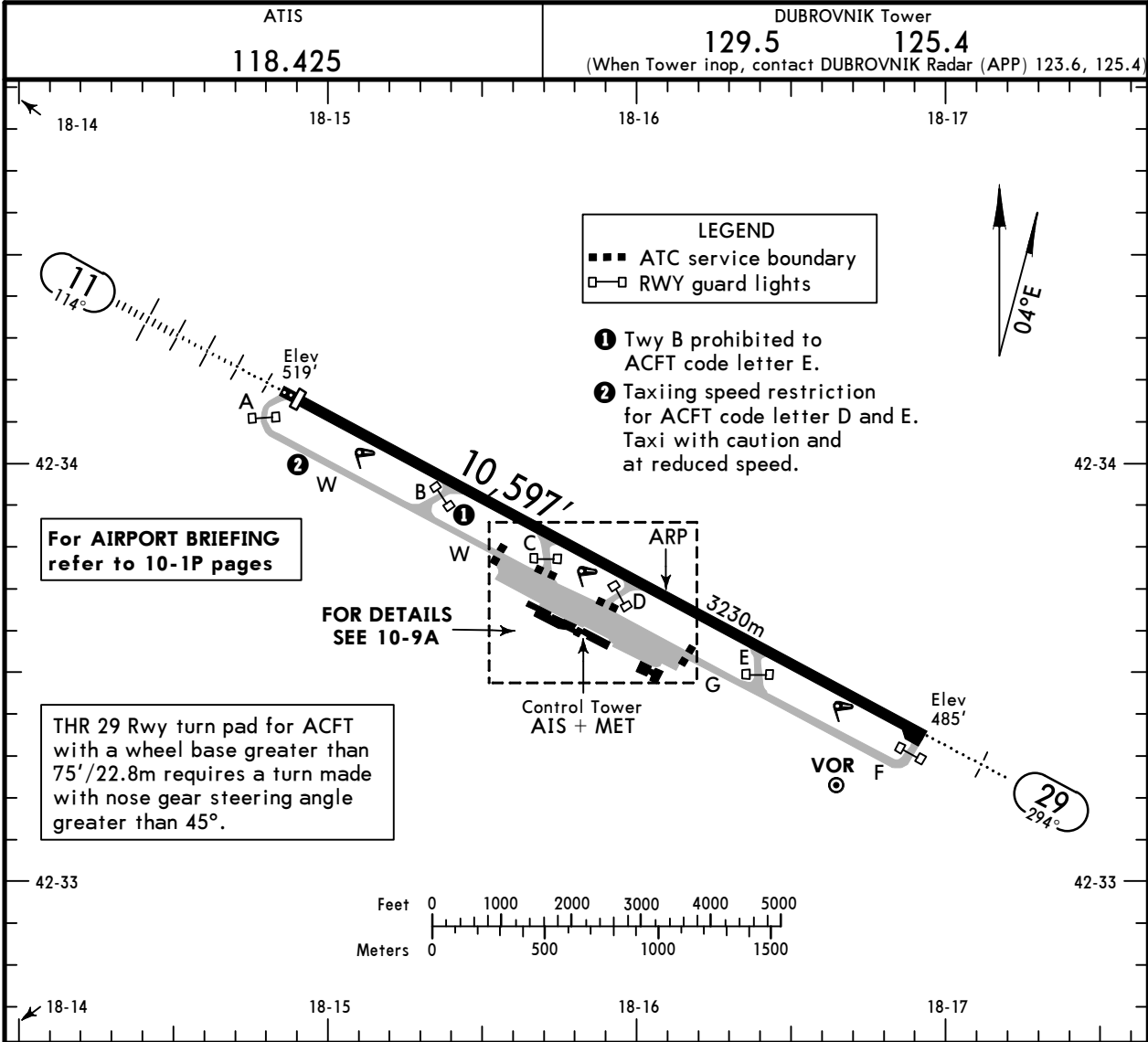
DUBROVNIK, CROATIA

10 MAY 19

10-9

Eff 23 May

CILIPi



ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
					LANDING BEYOND	
					Threshold	TAKE-OFF
11	HIRL (60m)	CL (30m)	HALS	PAPI-L (3.0°)	10,331' 3149m	9359' 2853m
29	HIRL (60m)	CL (30m)	ALS	LDIN PAPI-L (3.2°)		③

③ TAKE-OFF RUN AVAILABLE

RWY 11:

From rwy head	10,597'	(3230m)
twy B int	7835'	(2388m)
twy C int	6234'	(1900m)
twy D int	4879'	(1487m)

RWY 29:

From rwy head	10,597'	(3230m)
twy E int	8084'	(2464m)
twy D int	5899'	(1798m)
twy C int	4629'	(1411m)

Standard

TAKE-OFF

	Low Visibility Take-off				Adequate vis ref (Day only)
	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	
A					
B	TDZ, MID, RO				
C	RVR 150m	RVR 200m	RVR 300m	400m	500m
D					

LDDU/DBV

JEPPesen

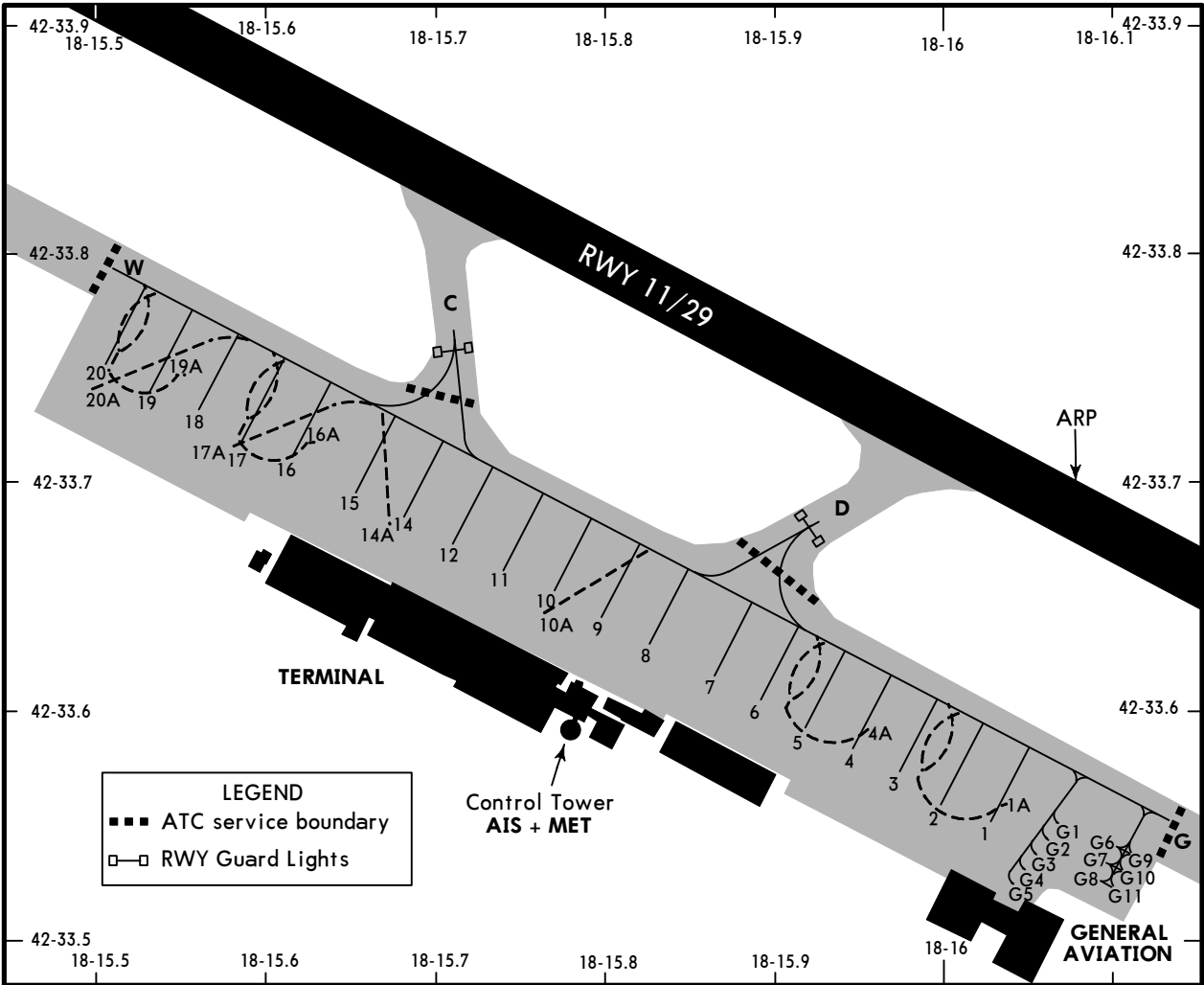
DUBROVNIK, CROATIA

10 MAY 19

10-9A

Eff 23 May

CILIPi



INS COORDINATES

STAND No.	COORDINATES	
1	N42 33.5 E018 16.0	
1A	N42 33.6 E018 16.1	
2 thru 4A	N42 33.6 E018 16.0	
5 thru 7	N42 33.6 E018 15.9	
8 thru 10A	N42 33.6 E018 15.8	
11 thru 15	N42 33.7 E018 15.7	
16 thru 18	N42 33.7 E018 15.6	
19	N42 33.7 E018 15.5	
19A	N42 33.8 E018 15.6	
20	N42 33.8 E018 15.5	
20A	N42 33.7 E018 15.5	
G1 thru G11	N42 33.5 E018 16.1	

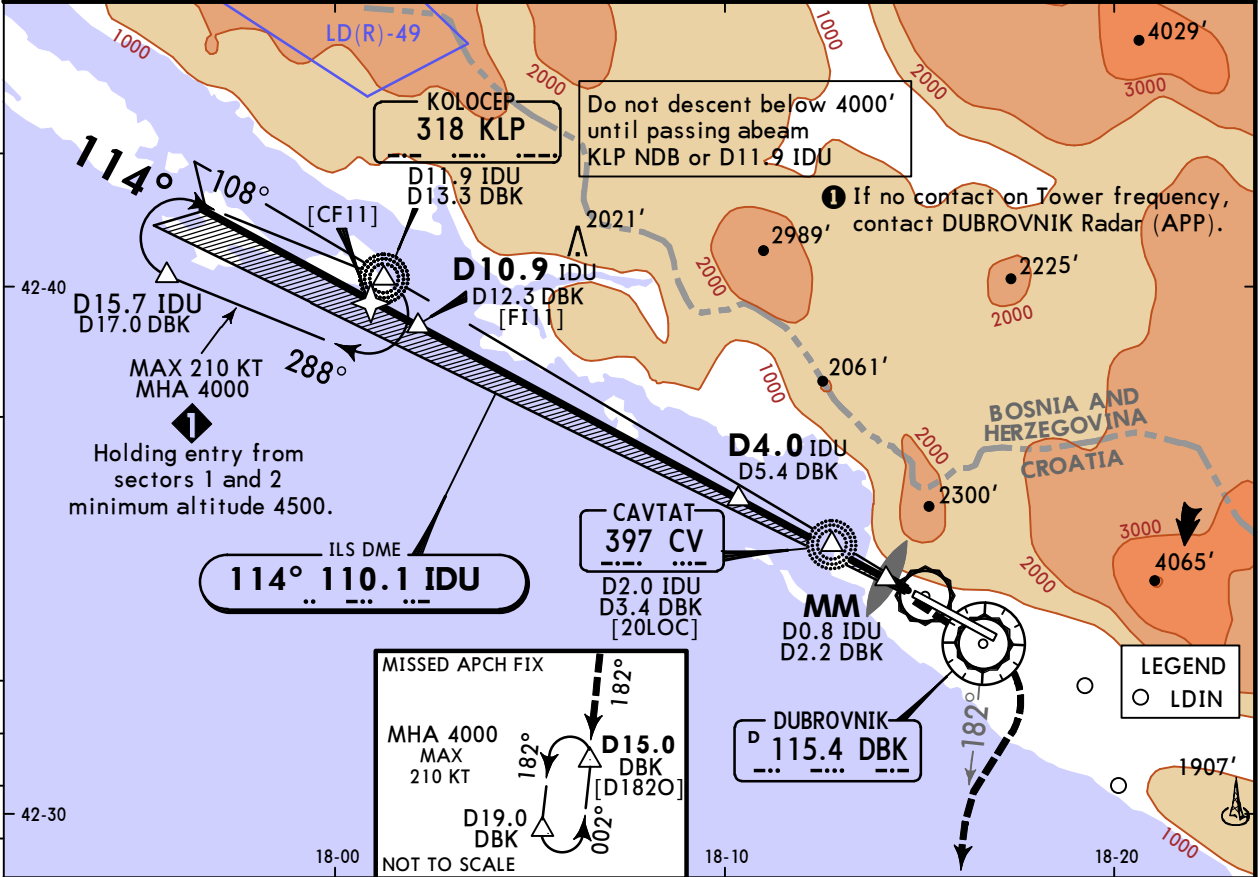
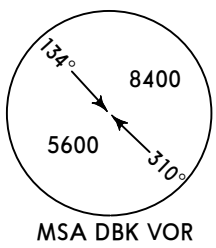
LDDU/DBV
CILIP1

JEPPESEN
30 AUG 19 11-1 Eff 12 Sep

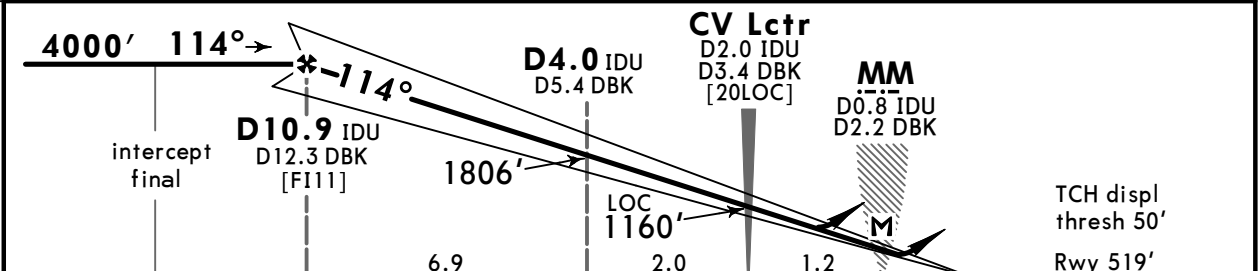
DUBROVNIK, CROATIA
ILS or LOC Rwy 11

ATIS 118.425		DUBROVNIK Radar (APP) 123.6 125.4		DUBROVNIK Tower ① 129.5 125.4	
LOC IDU 110.1	Final Apch Crs 114°	D10.9 IDU 4000' (3481')	ILS DA(H) Refer to Minimums	Apt Elev 527' Rwy 519'	
MISSED APCH: Climb STRAIGHT AHEAD, at 970' turn RIGHT, (MAX 200KT) intercept R-182 DBK outbound, climbing to 4000' and hold.					

MSA DBK VOR



LOC (GS out)	IDU DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		3710'	3390'	3070'	2750'	2430'	2120'	1800'	1480'	1160'



TO DISPLACED THRESHOLD									
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	970'	200 KT MAX
ILS GS	3.00°	372	478	531	637	743		4000'	DBK 115.4
LOC Descent Angle	3.01°	373	479	532	639	745		RT	R-182
MAP at MM/D0.8 IDU/D2.2 DBK									

Standard STRAIGHT-IN LANDING RWY 11				LOC (GS out) CDFA	
DA(H) AB: 719' (200') D: 736' (217')		C: 726' (207')		DA/MDA(H) 870' (351')	
FULL		ALS out		ALS out	
A	RVR 550m ①		RVR 1200m	RVR 900m	RVR 1500m
B					FOR CIRCLING PROCEDURE SEE 19-10
C					
D					

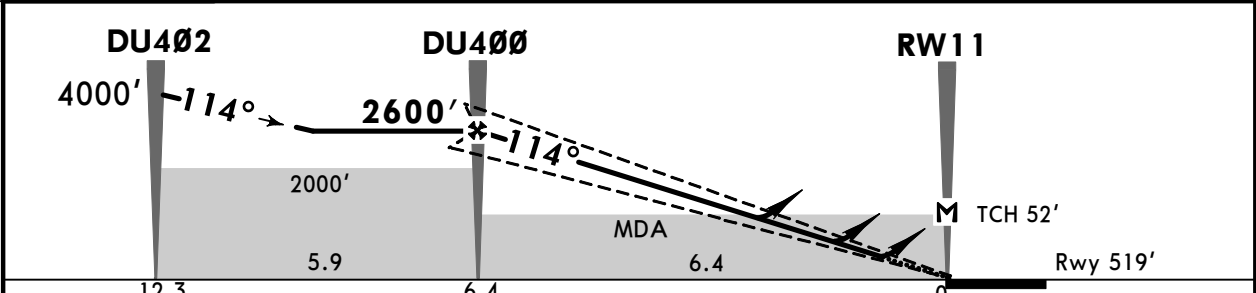
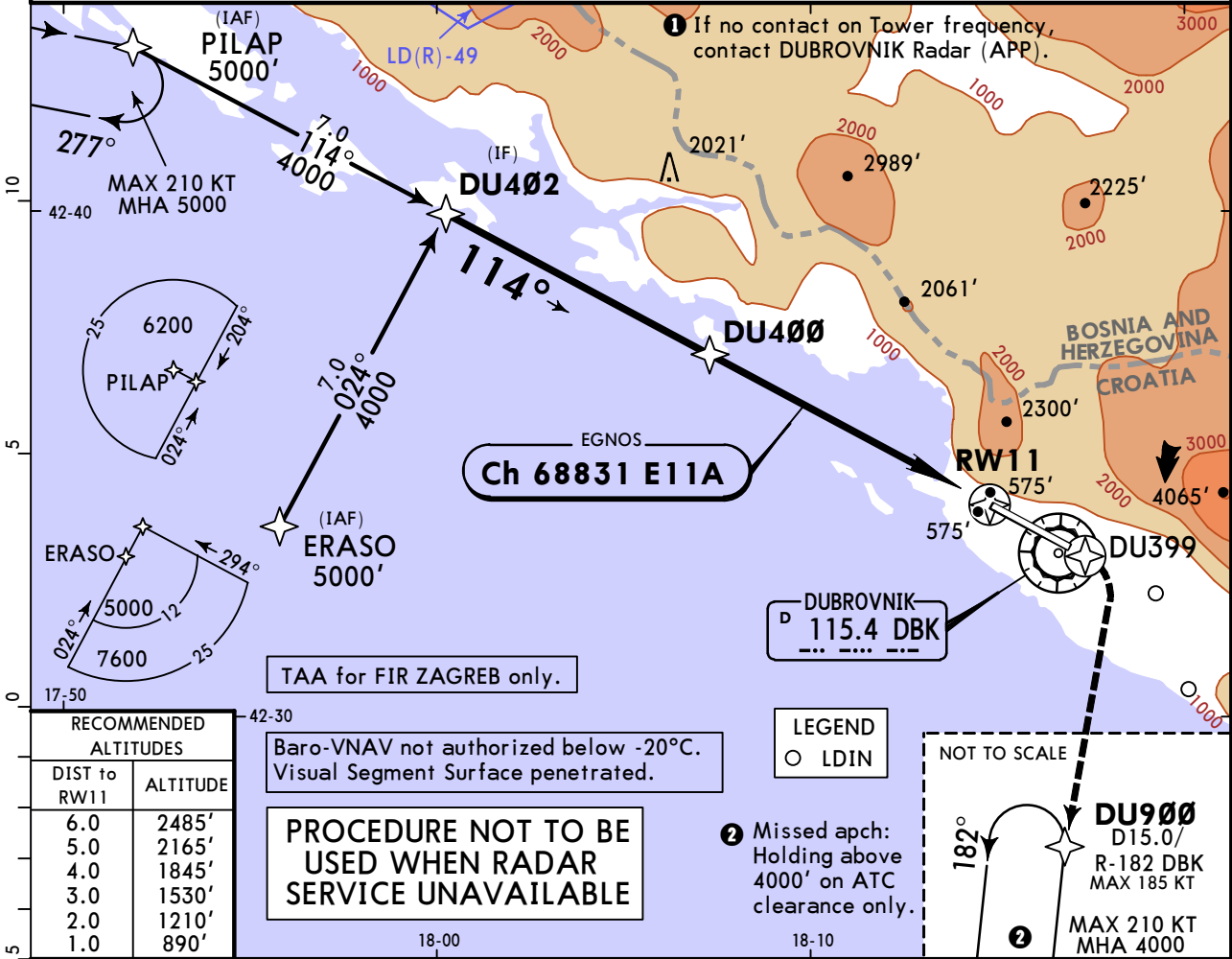
LDDU/DBV
CILIPI

JEPPESEN
30 AUG 19 (12-1) Eff 12 Sep

DUBROVNIK, CROATIA
RNAV (GNSS) Rwy 11

ATIS 118.425		DUBROVNIK Radar (APP) 123.6 125.4		DUBROVNIK Tower ① 129.5 125.4		TAA 25 NM IAF
EGNOS CH 68831 E11A	Final Apch Crs 114°	Minimum Alt DU400 2600' (2081')	LPV DA(H) Refer to Minimums	Apt Elev 527' Rwy 519'		
MISSED APCH: Climb to DU399, then turn RIGHT direct to DU9000 (MAX 185 KT) and join holding at or above 4000'.						

Alt Set: hPa Rwy Elev: 19 hPa Trans level: By ATC Trans alt: 10000'



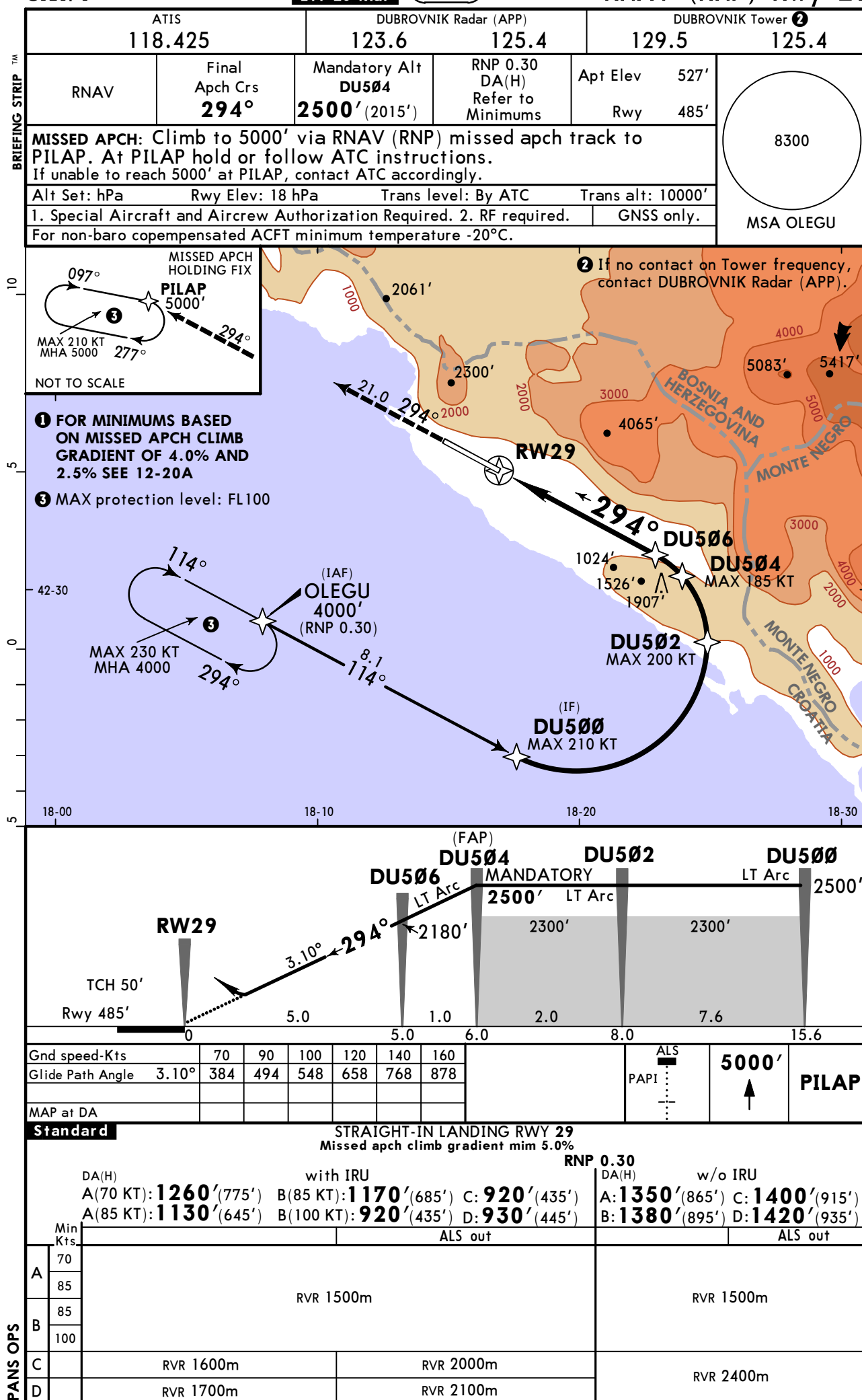
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	DU399 ↑	DU900 RT	MAX 185 KT
Glide Path Angle 3.00°	372	478	531	637	743	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW11										

STRAIGHT-IN LANDING RWY 11									
LPV		LNAV/VNAV		LNAV		LNAV		LNAV	
MACG mim 4,0%		MACG mim 2,5%		MACG mim 4,0%		MACG mim 2,5%		MACG mim 2,5%	
DA(H) 810' (291')		DA(H) 1620' (1101')		DA(H) 1730' (1211')		DA/MDA(H) 1890' (1371')		DA/MDA(H) 2180' (1661')	
ALS out		ALS out		ALS out		ALS out		ALS out	
A									
B	RVR 750m	RVR 1400m	RVR 1500m		RVR 5000m				
C			RVR 2400m						
D									

LDDU/DBV
CILIP1

JEPPesen
22 MAR 19
Eff 28 Mar 12-20

DUBROVNIK, CROATIA
RNAV (RNP) Rwy 29



LDDU/DBV
CILIPI

 **JEPPESEN**
22 MAR 19 **(12-20A)** **Eff 28 Mar**

DUBROVNIK, CROATIA

RNAV (RNP) Rwy 29 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 4.0%

Standard		STRAIGHT-IN LANDING RWY 29			
		with IRU		RNP 0.30	w/o IRU
		DA(H)		DA(H)	
		A(70 KT): 1480' (995') B(85 KT): 1290' (805') C: 920' (435')		A: 1480' (995') C: 1530' (1045')	
		A(85 KT): 1260' (775') B(100 KT): 920' (435') D: 930' (445')		B: 1510' (1025') D: 1550' (1065')	
Min Kts.		ALS out		ALS out	
A	70	RVR 1500m		RVR 1500m	
	85				
B	85				
	100				
C		RVR 1600m	RVR 2000m	RVR 2400m	
D		RVR 1700m	RVR 2100m		

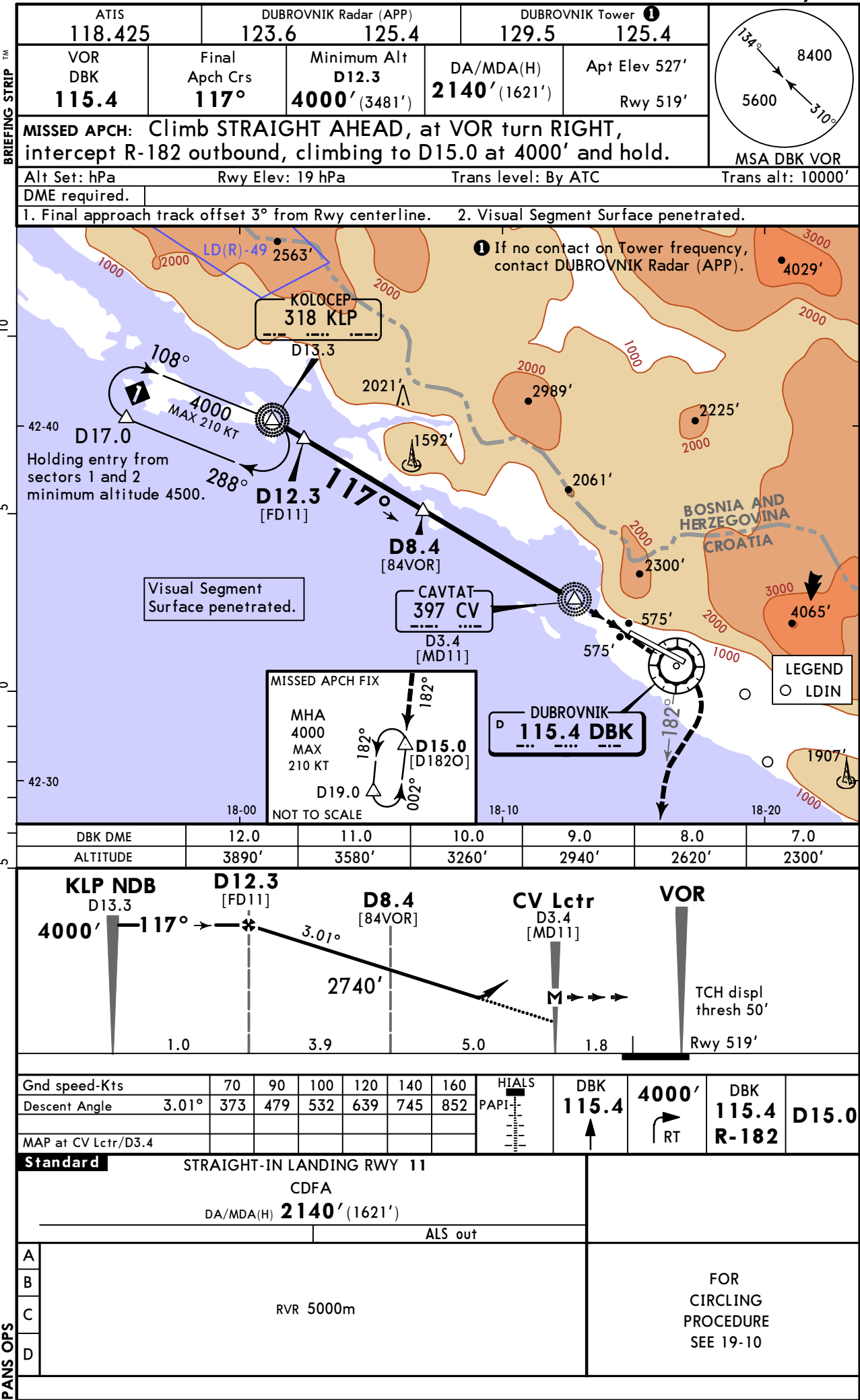
MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard		STRAIGHT-IN LANDING RWY 29			
		with IRU		RNP 0.30	w/o IRU
		DA(H)		DA(H)	
		A(70 KT): 1740' (1255') B(85 KT): 1620' (1135') C: 920' (435')		A: 1740' (1255') C: 1780' (1295')	
		A(85 KT): 1600' (1115') B(100 KT): 1490' (1005') D: 930' (445')		B: 1760' (1275') D: 1800' (1315')	
Min Kts.		ALS out		ALS out	
A	70	RVR 1500m		RVR 1500m	
	85				
B	85				
	100				
C		RVR 1600m	RVR 2000m	RVR 2400m	
D		RVR 1700m	RVR 2100m		

LDDU/DBV
CILIP1

JEPPESSEN
2 AUG 19 **(13-1)** Eff 15 Aug

DUBROVNIK, CROATIA
VOR Rwy 11



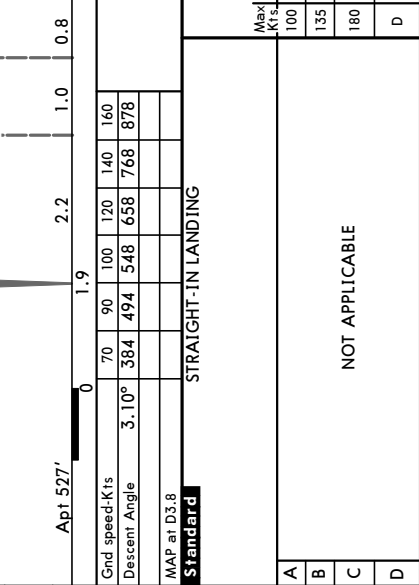
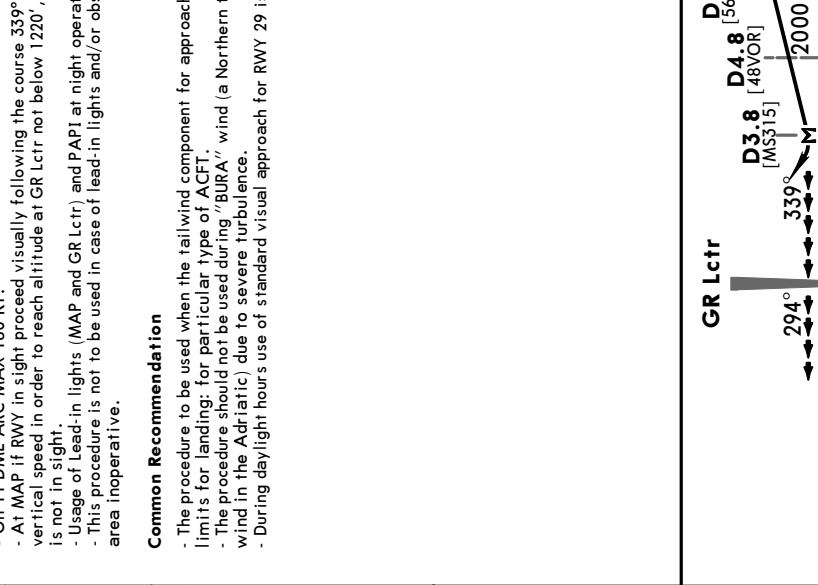
SPECIAL NOTES before practice and operating LDDU VOR-A

Requirements for Operators

- Due to specific orography, mountainous terrain in vicinity of Dubrovnik for visual segment manoeuvring, before using LDDU VOR-A RWY 29 P shall develop competence qualification criteria for this particular procedure in accordance with provisions of EC REG 965/2012 ORO.FC.105 (Designation as pilot-in-command) and shall be approved by the competent authority.
- Commander must be Pilot Flying.

Requirements for Pilot Flying

- On 11 DME ARC MAX 180 KT



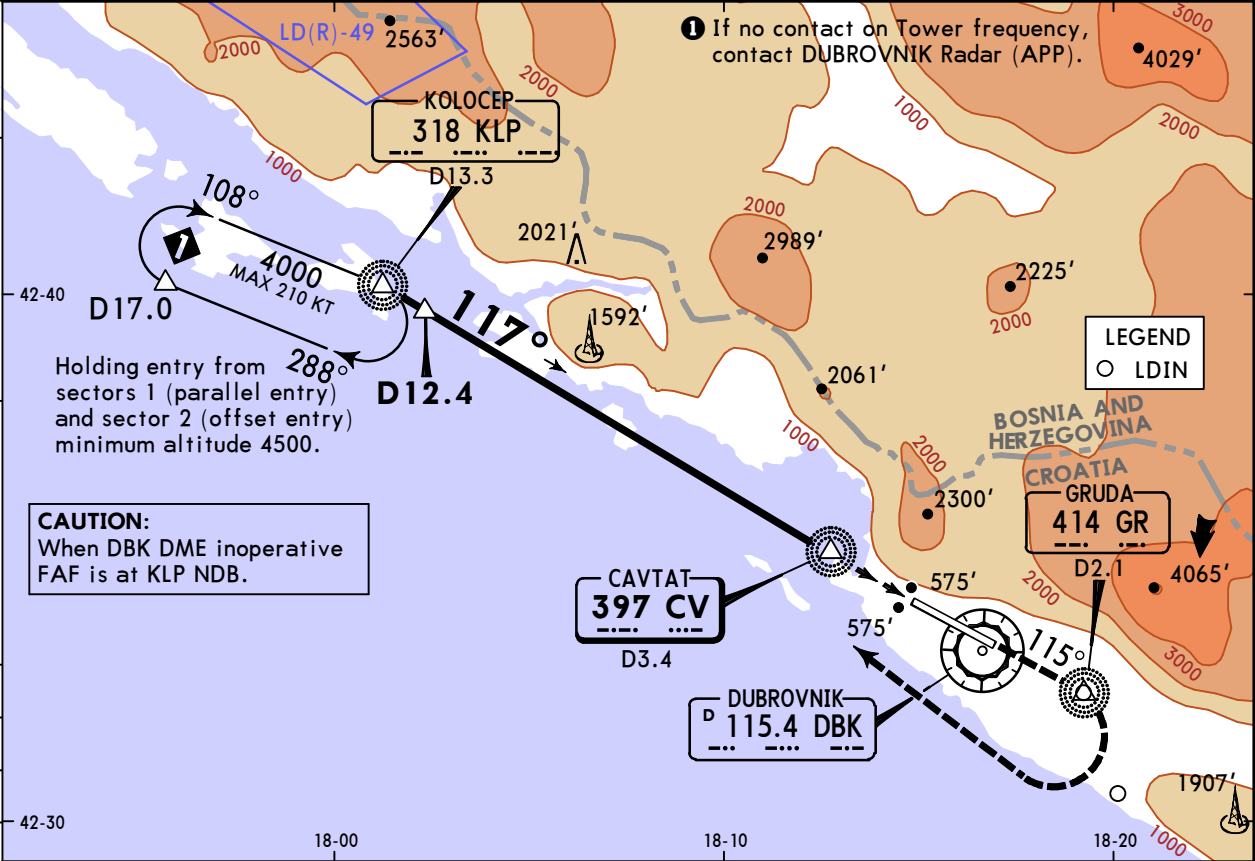
© JEPPESEN, 2013, 2019. ALL RIGHTS RESERVED.

LDDU/DBV
CILIP1

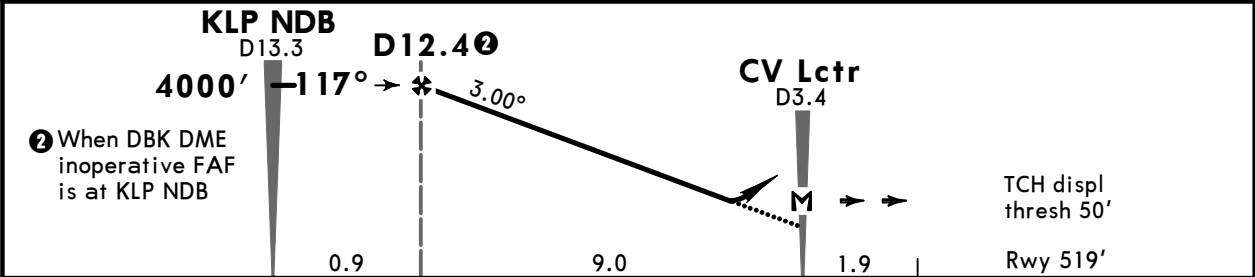
JEPPESSEN
27 SEP 19 16-1 Eff 10 Oct

DUBROVNIK, CROATIA
Lctr Rwy 11

ATIS 118.425		DUBROVNIK Radar (APP) 123.6 125.4		DUBROVNIK Tower ① 129.5 125.4	
Lctr CV 397	Final Apch Crs 117°	Minimum Alt D12.4 4000' (3481')	DA/MDA(H) 2300' (1781')	Apt Elev 527' Rwy 519'	
MISSED APCH: Climb to GR Lctr, then turn RIGHT to KLP NDB climbing to 4500' and hold, or as directed.					
Alt Set: hPa Rwy Elev: 19 hPa Trans level: By ATC Trans alt: 10000'					
1. Inbound from KLP change over to CV at midpoint. 2. Inbound from CV change over to GR at midpoint (dist CV to GR 5.5 NM). 3. Visual Segment Surface penetrated.					
① If no contact on Tower frequency, contact DUBROVNIK Radar (APP).					



DBK DME	12.0	11.0	10.0	9.0	8.0	7.0
ALTITUDE	3890'	3580'	3260'	2940'	2620'	2300'



Gnd speed-Kts	70	90	100	120	140	160		GR 414	4500'	KLP 318
Descent Angle	3.00°	372	478	531	637	743				
MAP at CV Lctr/D3.4										

Standard		STRAIGHT-IN LANDING RWY 11	
		CDFA	
		DA/MDA(H) 2300' (1781')	
		ALS out	

A	RVR 5000m	FOR CIRCLING PROCEDURE SEE 19-10
B		
C		
D		

LDDU/DBV

27 SEP 19
Eff 10 Oct

JEPPESSEN

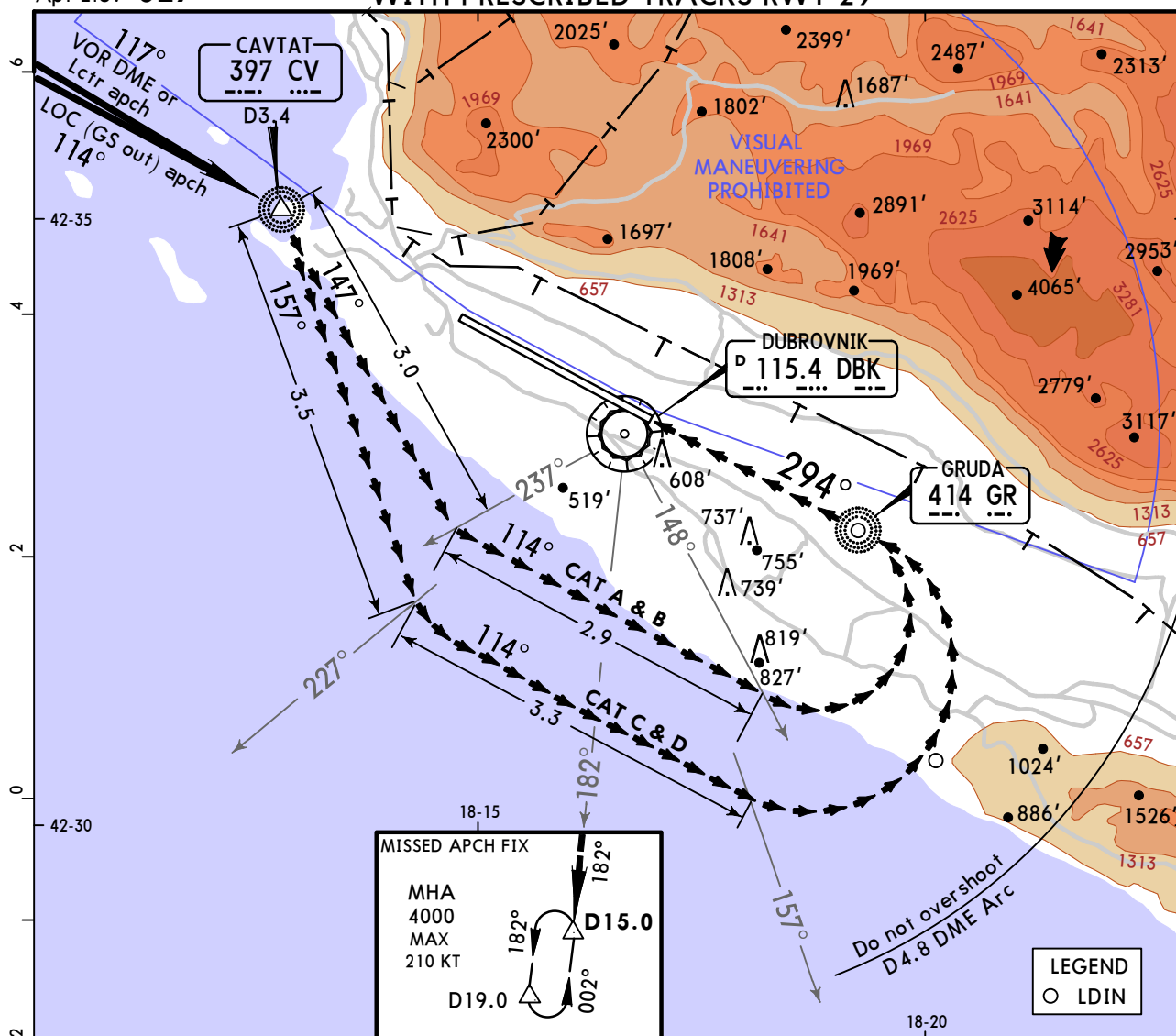
19-10

DUBROVNIK, CROATIA

CILIP

Apt Elev **527'**

CIRCLING
WITH PRESCRIBED TRACKS RWY 29



DME required.

CAUTION: During North-Easterly winds strong turbulence possible.
Minimum altitudes correction, due to wind effect, to be applied on pilot's discretion.

MISSED APCH:

If visual reference is lost **before** R-182:

Intercept R-182 climbing to D15.0 and hold.

If visual reference is lost **after** R-182:

Turn **LEFT** inbound VOR to intercept R-182 climbing to D15.0 and hold.

MISSED APCH (DURING VISUAL APPROACH):

Join final RWY 29, maintain RWY track and climb to 5000'.

Standard				DAY				NIGHT	
				Not authorized Northeast of airport					
After ILS or									
LOC (GS out) apch				After VOR apch				After Lctr apch	
Max Kts	MDA(H)	VIS		MDA(H)	VIS	MDA(H)	VIS		
A	100	1300' (773')	1500m	2170' (1643')	5000m	2300' (1773')	5000m	NOT AUTHORIZED	
B	135	1300' (773')	1600m						
C	180	2170' (1643')	2400m						
D	205	2170' (1643')	3600m						

DUBROVNIK, (CILIPI - LDDU)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LDDU