

**GENERAL****Operational Hours****ATS Hours:** H24**AD Operator Hours:** see NOTAM or AIP SUP**Airport Information****RFF:** CAT 6 see NOTAM, CAT 7, 8 and 9 AVBL O/R PN**PCN:** RWY 12/30: 850m / 2789ft 60/R/A/W/U  
2449m / 8035ft 63/F/A/X/U**Operation****RWY Restriction**

THR 30 RWY turnpad for ACFT with wheelbase greater than 22.8m / 74.8ft requires a turn made with nose gear steering angle greater than 45°.

**TWY Restrictions**

Use of TWY B is prohibited to code letter E ACFT.

**Taxi/Parking**

Visual Docking Guidance System (APIS) AVBL at stands 10, 10A, 11, 12, 14, 14A.

Code letter D and E ACFT at part of TWY W (between INT with TWY A and B) taxi with caution and at reduced speed.

**Warnings****DBK VOR/DME** unusable:  
R058-074.**GR NDB** unusable:  
045°-090°.**ILS LOC RWY 12** unusable:  
to 17NM outside 22° left of CL.

Gust, windshear and TURB can be expected on final APCHs and on RWY in CONDS of strong north-easterly winds.

OBST 0.3NM NW from DER with related ALT of 181.3m / 595ft.

Birds in vicinity of AD.

**ARRIVAL****Arrival Procedure****VOR A RWY 30**

Requirements for Operators:

- Due to specific orography, mountainous terrain in vicinity of AD and the requirements for visual segment manoeuvring, before using VOR A RWY 30 all operators shall develop qualification criteria for this particular procedure.
- Commander must be pilot flying.

Requirements for Pilot Flying:

- MAX speed on D11 Arc is 180KT.
- At MAPt if RWY in sight proceed visually following course 340° to GR NDB and reduce vertical speed in order to reach ALT at GR NDB not below 1220ft (QNH), or execute go around if RWY is not in sight.
- Usage of lead-in lights (MAPt and GR NDB) and PAPI at night OPS are mandatory.
- This PROC not be use in case of lead-in lights and or OBST lights within circling area inoperative.

**ARRIVAL**

## Common Recommendation

- PROC to be used when the tailwind component for APCH RWY 12 exceeds the operational limits for LDG for particular type of ACFT.
- PROC not be used during "BURA" wind (a northern to north-eastern local katabatic wind in the Adriatic) due to severe turbulence.
- During daylight HRs use of standard VIS APCH for RWY 30 is recommended.

**DEPARTURE****Take-off Minima**

RWY		12	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
RWY		30	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

**Communication**

Report parking PSN number on initial contact with ATC.

**COM Failure****DOPUT 2D**

In case of two-way COM FAIL, after passing DOPUT, rejoin the flight planned route no later than next significant point, taking into consideration applicable MNM flight ALT then climb to flight planned cruising LVL.

**Departure Procedure****Departure Note****NERRA 8D**

Only for traffic destination LDSP, below FL145.

**Noise Abatement Procedure for RWY 30**

Climb with  $V_2 + 10KT$  to 1350ft, adjust and maintain PWR/thrust in accordance with NAP PWR/thrust schedule provided in AFM. Maintain climb speed of  $V_2 + 10-20KT$  with flaps and slats in TKOF configuration. At 3500ft maintain positive rate of climb, accelerate and retract flaps/slats on schedule.

**ATC Slot, Clearance**

ATC CLR and DEP INFO AVBL on TWR FREQ 15min before start-up.

**Start-up/Push-back**

REQ push-back and start-up clearance after:

- push-back vehicle attached
- COM with ground crew established
- ACFT is ready to commence push-back.

**De-Icing**

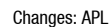
See NOTAM.

**AFC**

# AFC

# AFC

Cilip  
AGC



30

TRL ATC  
TA 9500

Effective 21-JUN-2018

14-JUN-2018

DBV-LDDU

Croatia Dubrovnik Cilipi

AGC

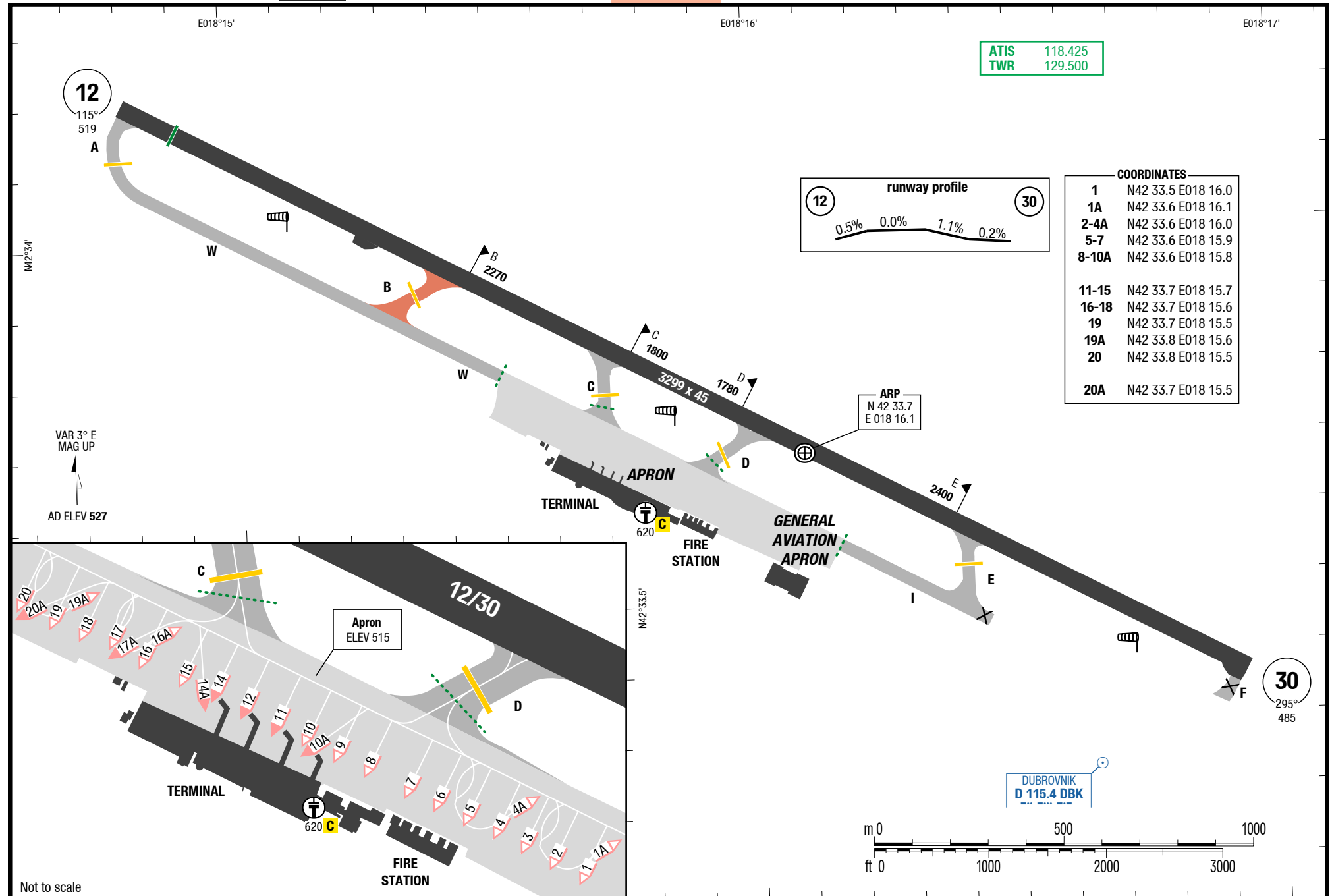
AGC

AGC

Cilipi Dubrovnik Croatia

AGC

3-20



Changes: THR ELEV, TWY F, WDI, Editorial

13-SEP-2018/UFN

06-SEP-2018

DBV-LDDU

Croatia Dubrovnik Cilipi

Tempo AGC Phase 2

Tempo AGC Phase 1

AGC

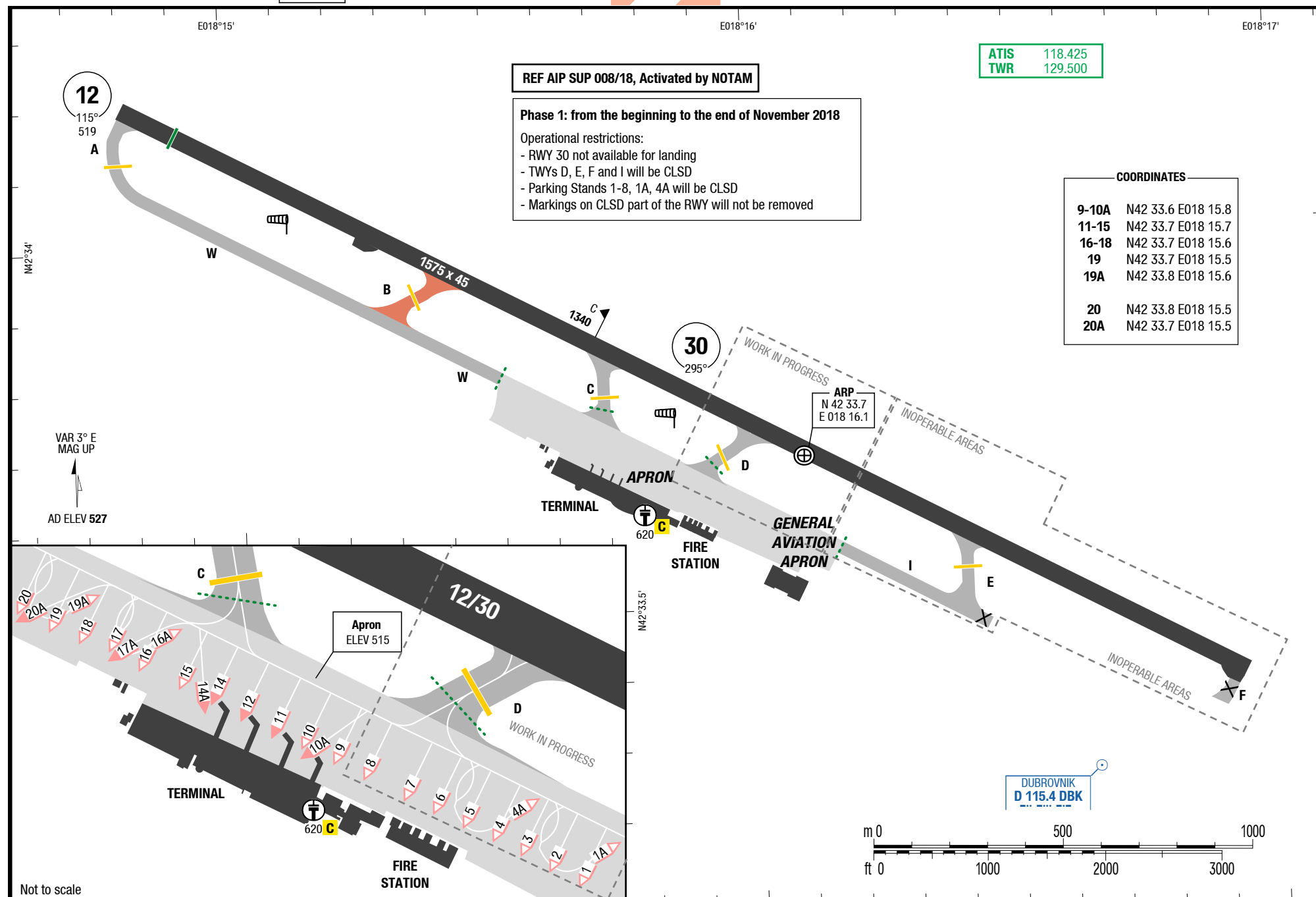
AGC

Cilipi Dubrovnik Croatia

Tempo AGC Phase 2

Tempo AGC Phase 1

3-21



Changes: new

13-SEP-2018/UFN

06-SEP-2018

DBV-LDDU

Croatia Dubrovnik Cilipi

AGC

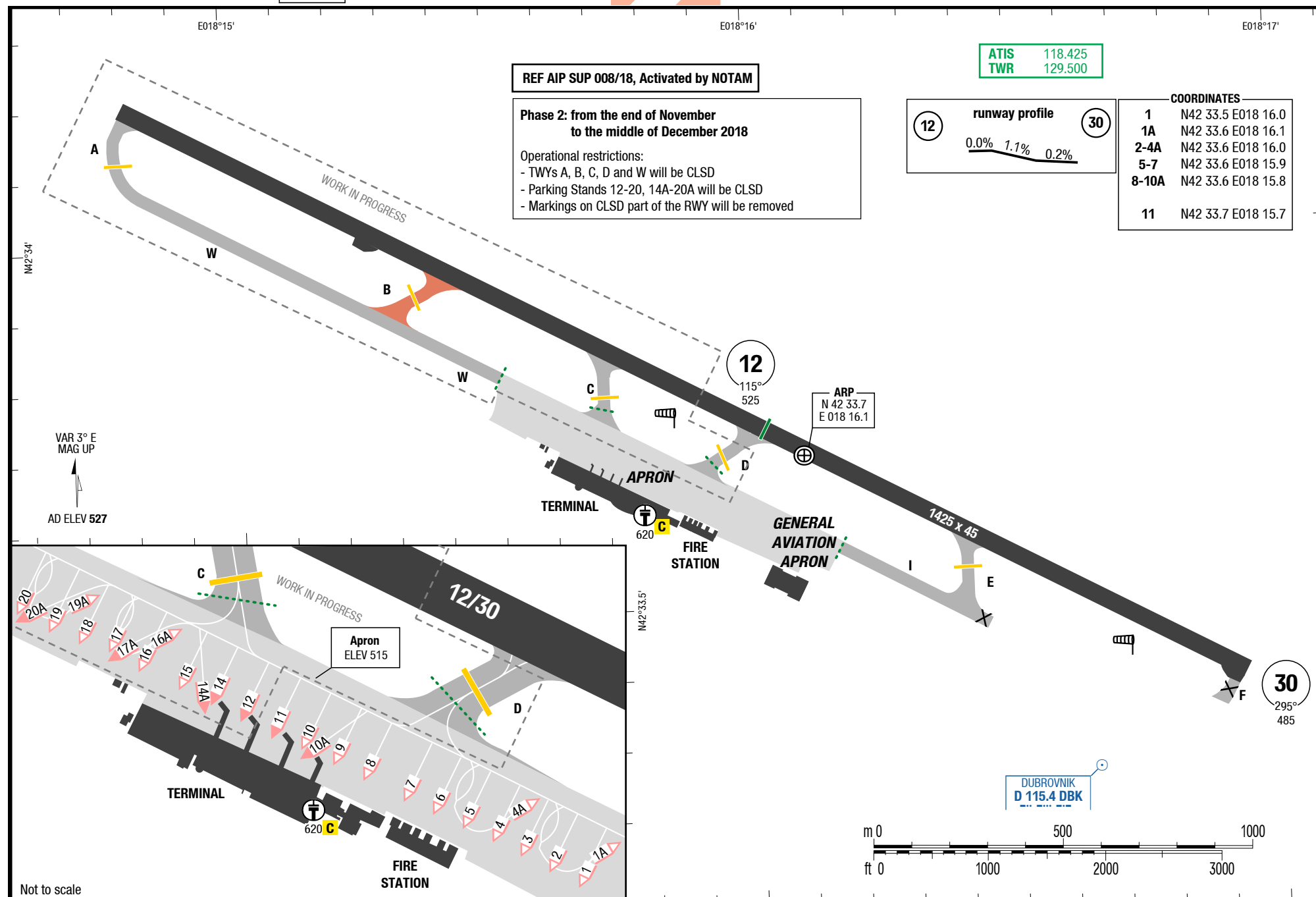
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Cilipi Dubrovnik Croatia

3-22

Tempo AGC Phase 2

Tempo AGC Phase 2



Changes: new

13-SEP-2018/UFN

06-SEP-2018

DBV-LDDU

Croatia Dubrovnik Cilipi

NIL

AGC

AGC

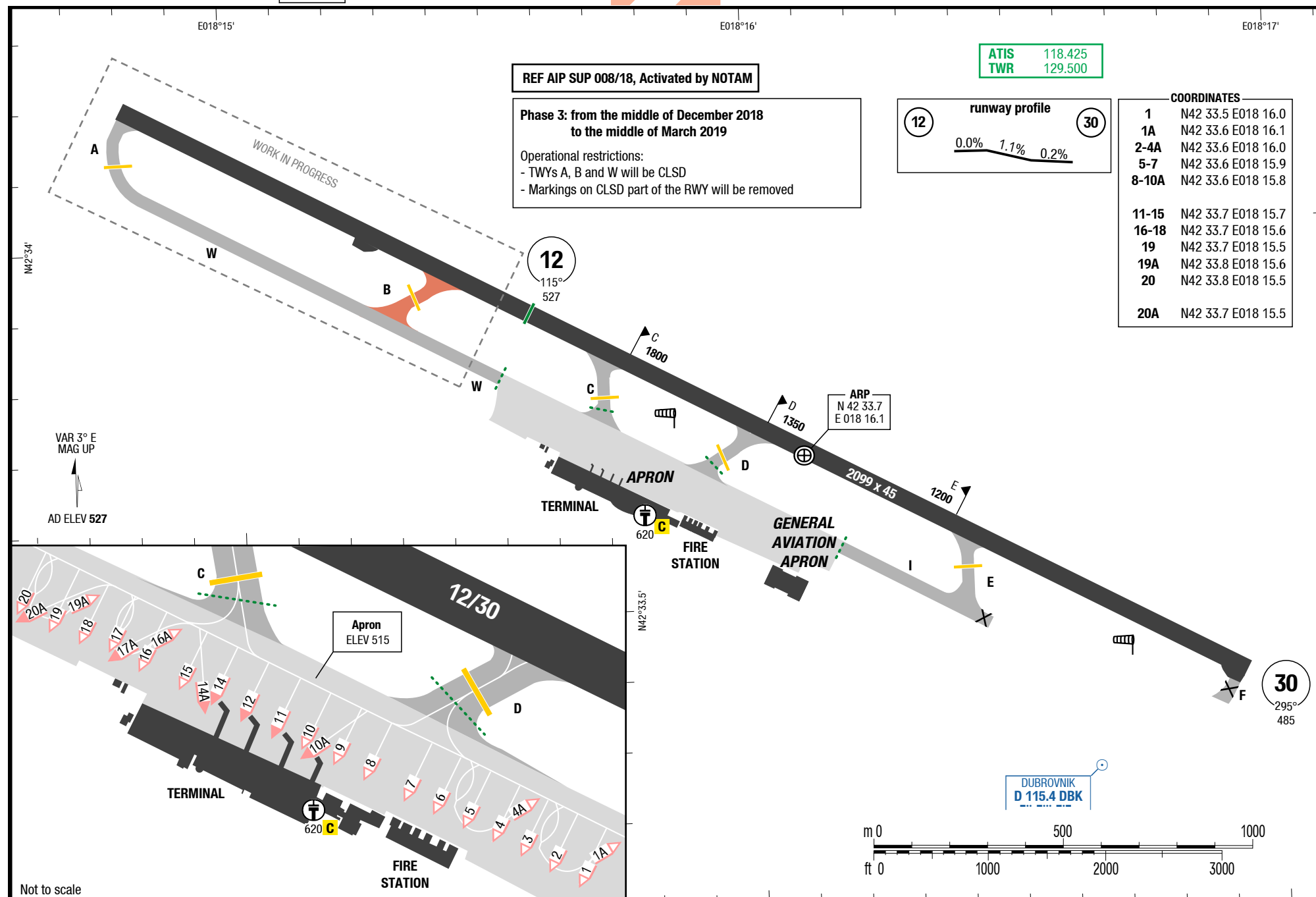
Cilipi Dubrovnik Croatia

NIL

Tempo AGC Phase 3

3-23

Tempo AGC Phase 3



Changes: new

## DBV-LDDU

## SIDs RWY 12

SID

SID

## SIDs RWY 12

4-10



Changes: Editorial

TRL ATC  
TA 9500

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## DBV-LDDU

SID

SID

## SIDs RWY 30

4-20

## SIDs RWY 30

## SIDs RWY 30



Changes: Editorial

TRL ATC  
TA 9500

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14-JUN-2018

DBV-LDDU

5-10

SIDs RWY 12

SIDPT

AMUGO 1E / AMUGO 1F / AMUGO 2C / BEVIS 3C / LOKRU 2C / MADOS 1E / MADOS 4C / MOKUN 1E

RWY 12 (115°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>AMUGO 1E</b> 5.0% <b>123.600</b> ①	at <b>GR RT</b> 276° - crossing QDR 199 <b>CV</b> follow ATC radar vectors to AMUGO	QDR 199 <b>CV</b> MNM <b>5000</b>
<b>AMUGO 1F</b> 5.0% <b>123.600</b> ①	at <b>GR RT</b> QDR 178 <b>GR</b> - at D11 <b>DBK RT</b> and follow ATC radar vectors to AMUGO	D11 <b>DBK</b> MNM <b>6000</b>
<b>AMUGO 2C</b> 5.0% <b>123.600</b> ①	at <b>GR RT</b> 276° - crossing R219 <b>DBK LT</b> intercept R228 <b>DBK</b> - at LOKRU <b>RT</b> intercept R132 <b>SPL</b> inbound to AMUGO	
<b>BEVIS 3C</b> 5.0% <b>123.600</b> ①	at <b>GR RT</b> 219° intercept R183 <b>DBK</b> to BEVIS	
<b>LOKRU 2C</b> 5.0% <b>123.600</b> ①	at <b>GR RT</b> 276° - crossing R219 <b>DBK LT</b> intercept R228 <b>DBK</b> to LOKRU	
<b>MADOS 1E</b> 5.0% <b>123.600</b> ①	at <b>GR RT</b> QDR 178 <b>GR</b> - at D11 <b>DBK RT</b> 289° - crossing R201 <b>DBK RT</b> intercept R219 <b>DBK</b> inbound - at D3 <b>DBK LT</b> intercept R334 <b>DBK</b> to MADOS	D11 <b>DBK</b> MNM <b>6000</b> R201 <b>DBK</b> MNM <b>8500</b> MADOS MNM <b>FL105</b>
<b>MADOS 4C</b> 5.0% <b>123.600</b> ①	at <b>GR RT</b> 219° - MNM <b>4500</b> or crossing R183 <b>DBK</b> , whichever is later, <b>RT</b> intercept R219 <b>DBK</b> inbound - at D3 <b>DBK LT</b> intercept R334 <b>DBK</b> to MADOS	D3 <b>DBK</b> MNM <b>7000</b> MADOS MNM <b>FL105</b>
<b>MOKUN 1E</b> 5.0% <b>123.600</b> ①	at <b>GR RT</b> QDR 178 <b>GR</b> - at D11 <b>DBK LT</b> intercept R151 <b>DBK</b> inbound - at D8.4 <b>DBK RT</b> intercept R122 <b>DBK</b> to MOKUN (MAX 210KT)	QDR 178 <b>GR</b> /D11 <b>DBK</b> MNM <b>6000</b> R151/D8.4 <b>DBK</b> MNM <b>8500</b> MOKUN MNM <b>9000</b>

① Caution: Close in obstacles. The terrain at a distance of 100 meters (0.5NM) to the south of the DER and with elevation of 510ft.

Changes: Note

**MOKUN 4C**

RWY 12 (115°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>MOKUN 4C</b> 5.0% <b>123.600</b> ①	at <b>GR RT 219°</b> - MNM <b>4500</b> or crossing R183 <b>DBK</b> , whichever is later, <b>RT</b> intercept R219 <b>DBK</b> inbound - at D3 <b>DBK RT</b> intercept R122 <b>DBK</b> to MOKUN	D3 <b>DBK</b> MNM <b>7000</b> MOKUN MNM <b>9000</b>

① Caution: Close in obstacles. The terrain at a distance of 100 meters (0.5NM) to the south of the DER and with elevation of 510ft.

19-APR-2018

**DBV-LDDU****5-30****SIDs RWY 30****AMUGO 1D / BEVIS 2D / DOPUT 2D / LASDU 1D / LOKRU 1D / MADOS 4D / MOKUN 3D / NERRA 8D**

RWY 30 (295°)

	GS	120	150	180	210	240	270
9.4%	ft/MIN	1200	1500	1800	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30</b>	
<b>AMUGO 1D</b> <b>123.600</b>	at D5 <b>DBK LT</b> 239° - intercept R266 <b>DBK</b> to AMUGO	
<b>BEVIS 2D</b> <b>123.600</b>	at D5 <b>DBK LT</b> 167° - crossing R228 <b>DBK LT</b> 127° - crossing R199 <b>DBK RT</b> intercept R183 <b>DBK</b> to BEVIS	
<b>DOPUT 2D</b> (ATC) 9.4% <b>123.600</b> ①	QDM 298 <b>KLP</b> to <b>KLP</b> - intercept R300 <b>DBK</b> to DOPUT	DOPUT MNM <b>FL110</b>
<b>LASDU 1D</b> <b>123.600</b>	QDM 298 <b>KLP</b> to <b>KLP</b> - QDR 277 <b>KLP</b> to LASDU	<b>KLP MNM 3800</b>
<b>LOKRU 1D</b> <b>123.600</b>	at D5 <b>DBK LT</b> 167° - intercept R228 <b>DBK</b> to LOKRU	
<b>MADOS 4D</b> <b>123.600</b>	at D5 <b>DBK LT</b> 167° - crossing R228 <b>DBK LT</b> intercept R199 <b>DBK</b> to <b>DBK</b> - R334 <b>DBK</b> to MADOS	D4 <b>DBK MNM 6500</b> MADOS MNM <b>FL105</b>
<b>MOKUN 3D</b> <b>123.600</b>	at D5 <b>DBK LT</b> 167° - crossing R228 <b>DBK LT</b> intercept R199 <b>DBK</b> inbound - at D4 <b>DBK RT</b> intercept R122 <b>DBK</b> to MOKUN	D4 <b>DBK MNM 6500</b> MOKUN MNM <b>9000</b>
<b>NERRA 8D</b> <b>123.600</b>	QDM 298 <b>KLP</b> to <b>KLP</b> - intercept R300 <b>DBK</b> to NERRA	<b>KLP MNM 3800</b>

① If unable to comply with climb gradient, advise ATC.

## DBV-LDDU

**NIL**

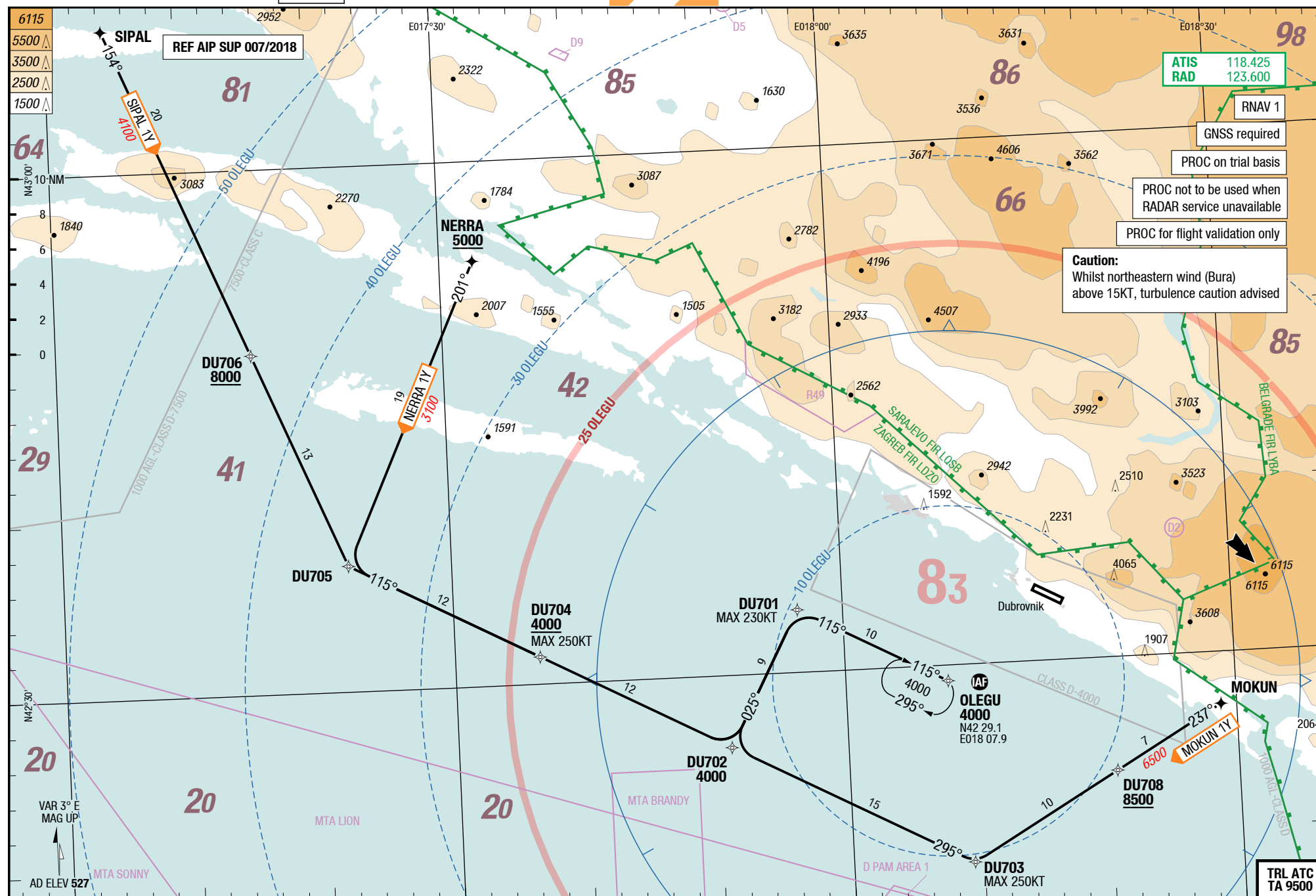
6-08

## Tempo RNAV STAR RWY 30

**STAR**

**STAR**

NIL

**Tempo RNAV STAR RWY 30**

Changes: new

Effective 21-JUN-2018

14-JUN-2018

DBV-LDDU

Croatia Dubrovnik Cilipi

NIL

STARs

STAR

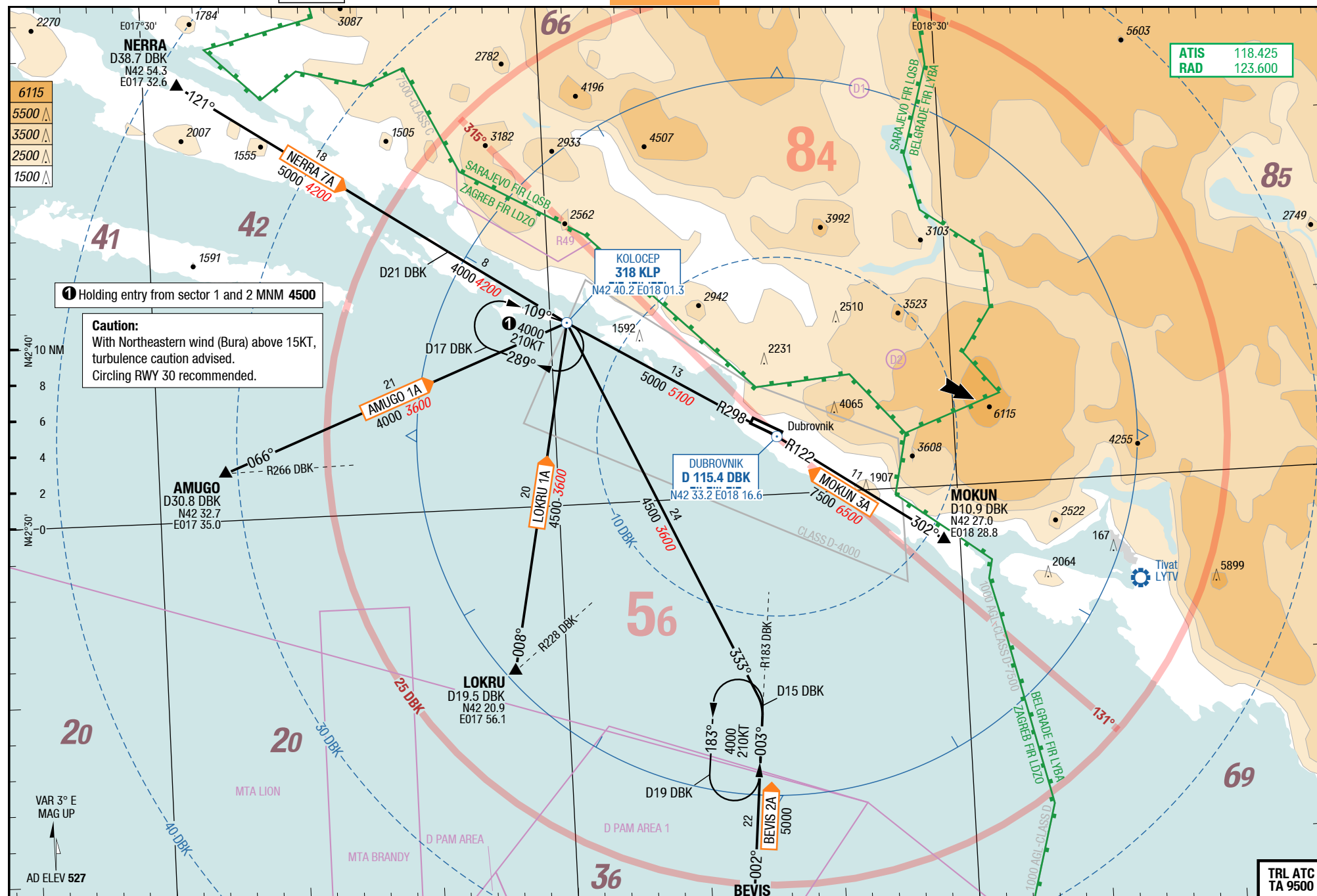
STAR

Cilipi Dubrovnik Croatia

NIL

STARs

6-10

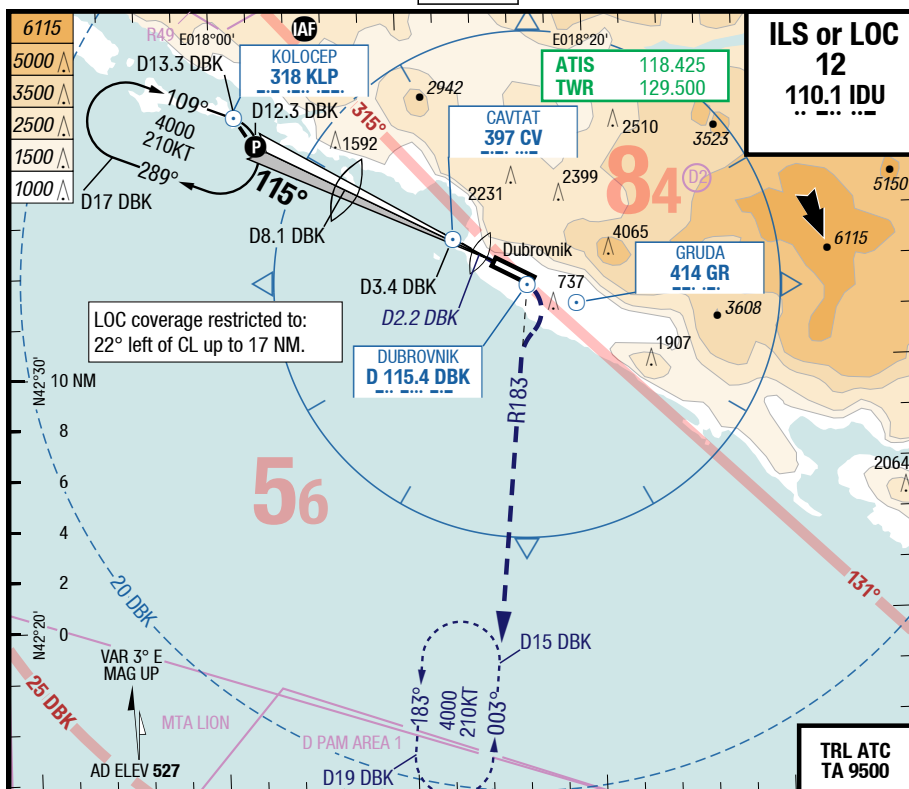


Changes: Reprint

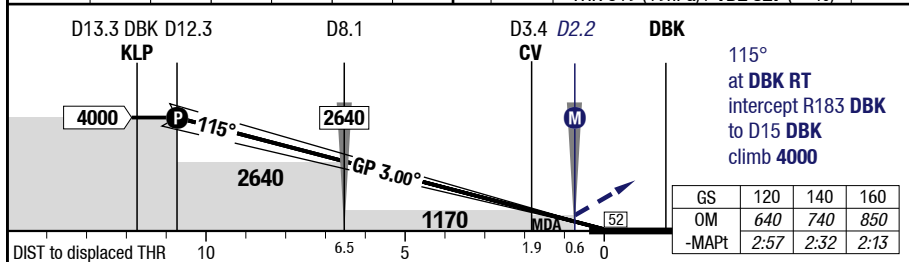
## DBV-LDDU

**7-10**

## ILS or LOC 12



LOC 3.00° D DBK	12.3	10	8	6	4	3	<div> <div> <div>12</div> <div>HL-P1</div> </div> <div> <div>150</div> <div>3149 x 45</div> <div>83.0°</div> <div>50 HL</div> </div> <div> <div>83.0°</div> <div>THR 519 (19hPa)</div> <div>TDZ 527 (---%)</div> <div>-0.3%</div> </div> </div>
	4000	3260	2620	1980	1350	1030	



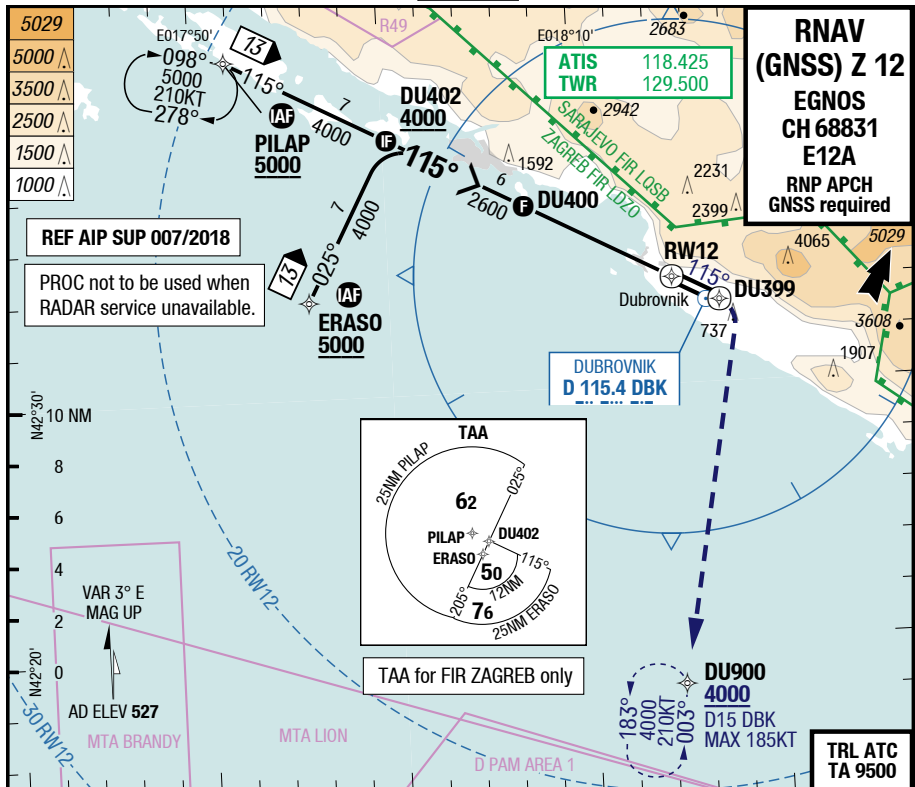
<b>12</b>		<b>Cat 1</b> 1)	<b>LOC DME</b> DBK 2)				<b>Circling</b>
C	ft - m/km ft	200 - 550 <b>730</b>	350 - 900 <b>870</b>				See Circling IAC
D	ft - m/km ft	210 - 550 <b>740</b>	350 - 900 <b>870</b>				See Circling IAC

1) FD, AP or HGS required, else RVR 750m

2) Timing to determine MAPt NA

**7-28**

## Tempo RNAV (GNSS) Z 12



3.00° RW12				6.4	6	5	
				2600	2490	2170	

6.4 RW12  
DU400

2600

2600

2000

RW12  
N42 34.2  
E018 14.9

115°

115°

at DU399 *RT* direct DU900  
(MAX 185KT)  
climb **4000**

1 MDA

52

GS	120	140	160
DU400	640	740	850
-MAPt	NA	NA	NA

DIST to displaced THR

12		RNAV GNSS LPV GA 4.0% <sup>1)</sup>	RNAV GNSS LPV GA 2.5% <sup>2)</sup>	RNAV GNSS VNAV GA 2.5% <sup>2) 3)</sup>	RNAV GNSS LNAV GA 4.0%	RNAV GNSS LNAV GA 2.5%	Circling
C	ft - m/km ft	290 - 750 <b>810</b>	1100 - 2.4 <b>1620</b>	1210 - 2.4 <b>1730</b>	1370 - 5.0 <b>1890</b>	1660 - 5.0 <b>2180</b>	Not published
D	ft - m/km ft	290 - 750 <b>810</b>	1100 - 2.4 <b>1620</b>	1210 - 2.4 <b>1730</b>	1370 - 5.0 <b>1890</b>	1660 - 5.0 <b>2180</b>	Not published

1) With EVS 550m

3) Uncompensated BARO VNAV NA below -20°C (-4°F)

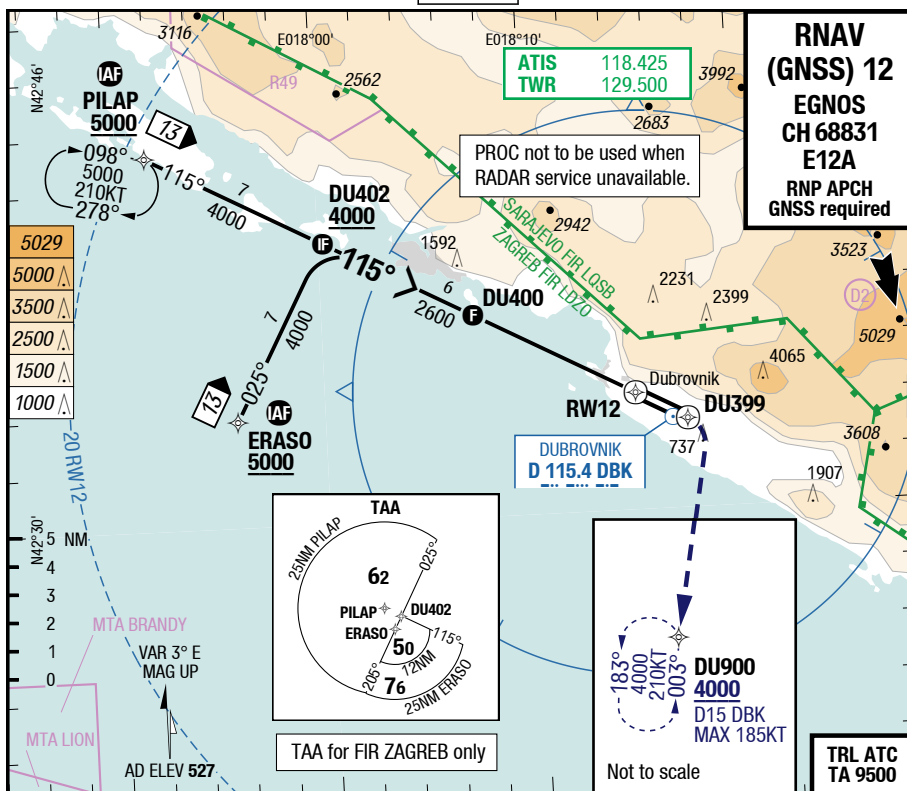
Changes: new



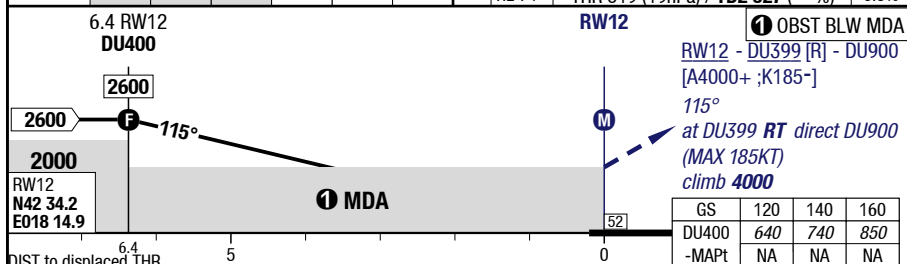
## DBV-LDDU

7-30

## RNAV (GNSS) 12



3.00° <b>RW12</b>				6.4	6	5	
				2600	2490	2170	



12		RNAV GNSS	RNAV GNSS	RNAV GNSS	RNAV GNSS	RNAV GNSS	Circling
		LPV GA 4.0% <sup>1)</sup>	LPV GA 2.5% <sup>2)</sup>	VNAV 2) <sup>3)</sup>	LNAV GA 4.0%	LNAV GA 2.5%	
C	ft - m/km ft	290 - 750 <b>810</b>	1100 - 2.4 <b>1620</b>	1210 - 2.4 <b>1730</b>	1370 - 5.0 <b>1890</b>	1660 - 5.0 <b>2180</b>	Not published
D	ft - m/km ft	290 - 750 <b>810</b>	1100 - 2.4 <b>1620</b>	1210 - 2.4 <b>1730</b>	1370 - 5.0 <b>1890</b>	1660 - 5.0 <b>2180</b>	Not published

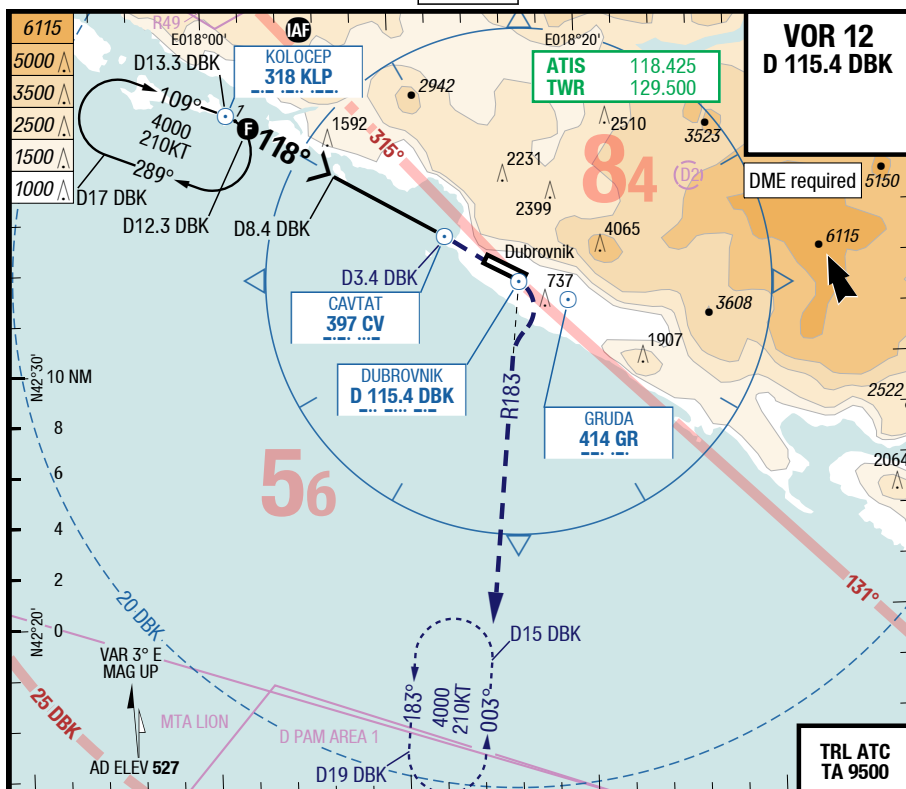
1) With EVS 550m

3) Uncompensated BARO VNAV NA below -20°C (-4°F)

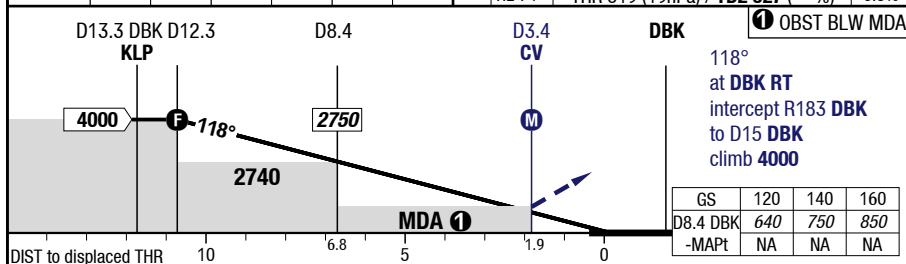
## DBV-LDDU

7-50

**VOR 12**



3.01°	12.3	11	10	9	8	7	<div> <div>12</div> <div> <div>83.0°</div> <div>50 HL</div> </div> <div> <div>150</div> <div>3149 x 45</div> <div>83.0°</div> </div> <div> <div>HL-P1</div> <div>THR 519 (19hPa) / ID 527 (---%)</div> <div>-0.3%</div> </div> </div>
D DBK							
118°							
RWY 115°	4000	3580	3260	2940	2620	2300	

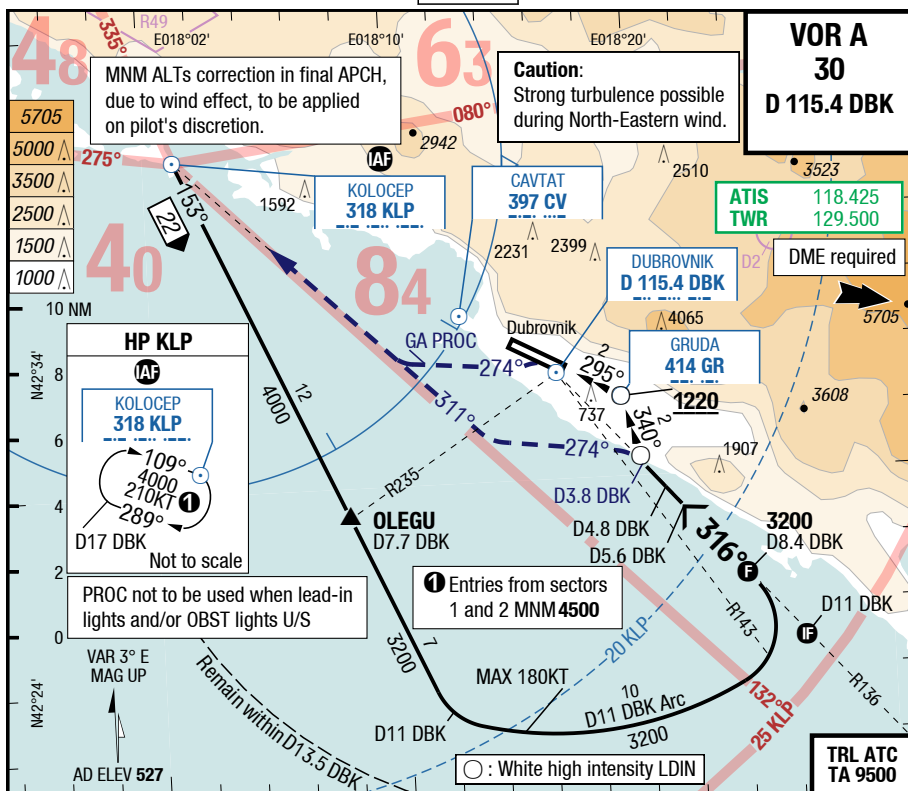


<b>12</b>		<b>VOR DME</b>				<b>Circling</b>
C	ft - m/km ft	1620 - 5.0 <b>2140</b>				See Circling IAC
D	ft - m/km ft	1620 - 5.0 <b>2140</b>				See Circling IAC

DBV-LDDU

7-60

VOR A 30



APCH lights all red

50 HL

45 x 3299

+0.3% TDZ --- (---%) / THR 485 (18hPa)

30

L-S

LT 274° - intercept

QDM 311 KLP to KLP

climb 4500

GA-PROC:

latest above THR 30

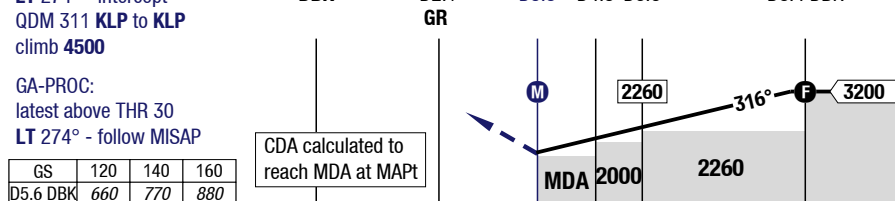
LT 274° - follow MISAP

GS	120	140	160
D5.6 DBK	660	770	880
-MAPt	0:54	0:46	0:41

CDA calculated to reach MDA at MAPt

4	5	6	7	8	8.4	3.10°
1740	2070	2400	2720	3050	3200	D DBK
						316°
						RWY 295°

DBK D2.1 GR D3.8 D4.8 D5.6 D8.4 DBK



30						Circling P-TRK 1) 2)	Circling 2)
C	ft - m/km ft					1150 - 2.4V 1670	Not published
D	ft - m/km ft					Not published	Not published

1) LDIN and PAPI during night OPS mandatory

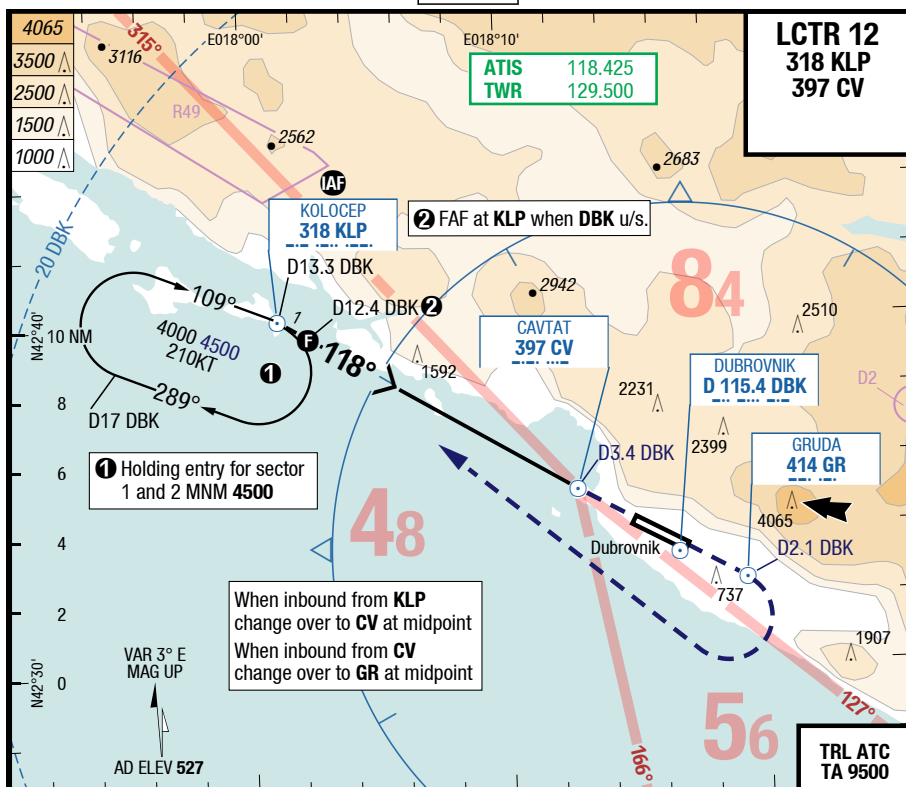
2) SW of AD only

Changes: OBST, Editorial

## DBV-LDDU

7-70

LCTR 12

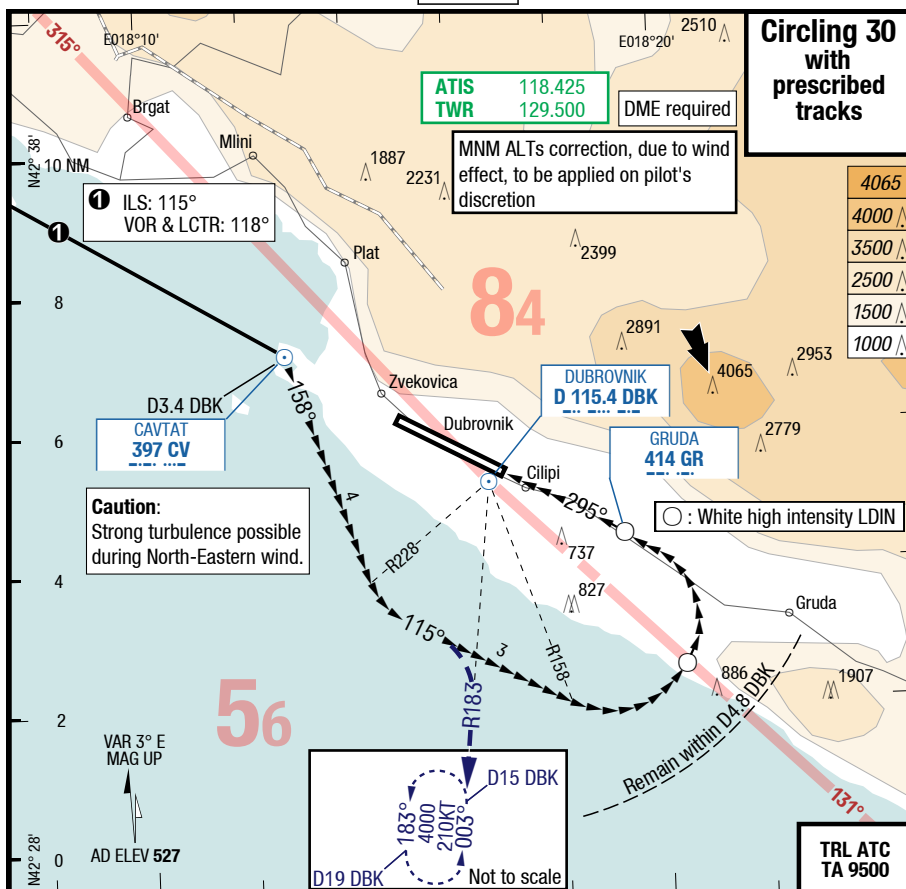


12		LCTR						Circling	
C	ft - m/km ft	1780 - 5.0 2300						See Circling IAC	
D	ft - m/km ft	1780 - 5.0 2300						See Circling IAC	

Changes: OBST

**7-80**

### Circling 30 with prescribed tracks



APCH lights all red

50 HL 

45 x 3299  
3.2°

+0.3% TDZ --- (---%) / **THR 485** (18hPa)

30

1-S

### Missed Approach Procedure while Circling:

If visual reference is lost before R183 **DBK**;  
intercept R183 **DBK** to D15 **DBK**. Climb **4000**.

If visual reference is lost after R183 **DBK:**

**LT inbound DBK intercept R183 DBK to D15 DBK. Climb 4000.**

30				<b>Circling</b> P-TRK LCTR <sup>1)</sup>	<b>Circling</b> P-TRK VOR <sup>1)</sup>	<b>Circling</b> P-TRK ILS or LOC <sup>1)</sup>	<b>Circling</b>
C	ft - m/km ft			1780 - 2.4V <b>2300</b>	1650 - 2.4V <b>2170</b>	1650 - 2.4V <b>2170</b>	Not published
D	ft - m/km ft			1780 - 3.6V <b>2300</b>	1650 - 3.6V <b>2170</b>	1650 - 3.6V <b>2170</b>	Not published

1) SW of AD and HJ only

Changes: Nil

14-JUN-2018  
DBV-LDDU

Croatia Dubrovnik Cilipi

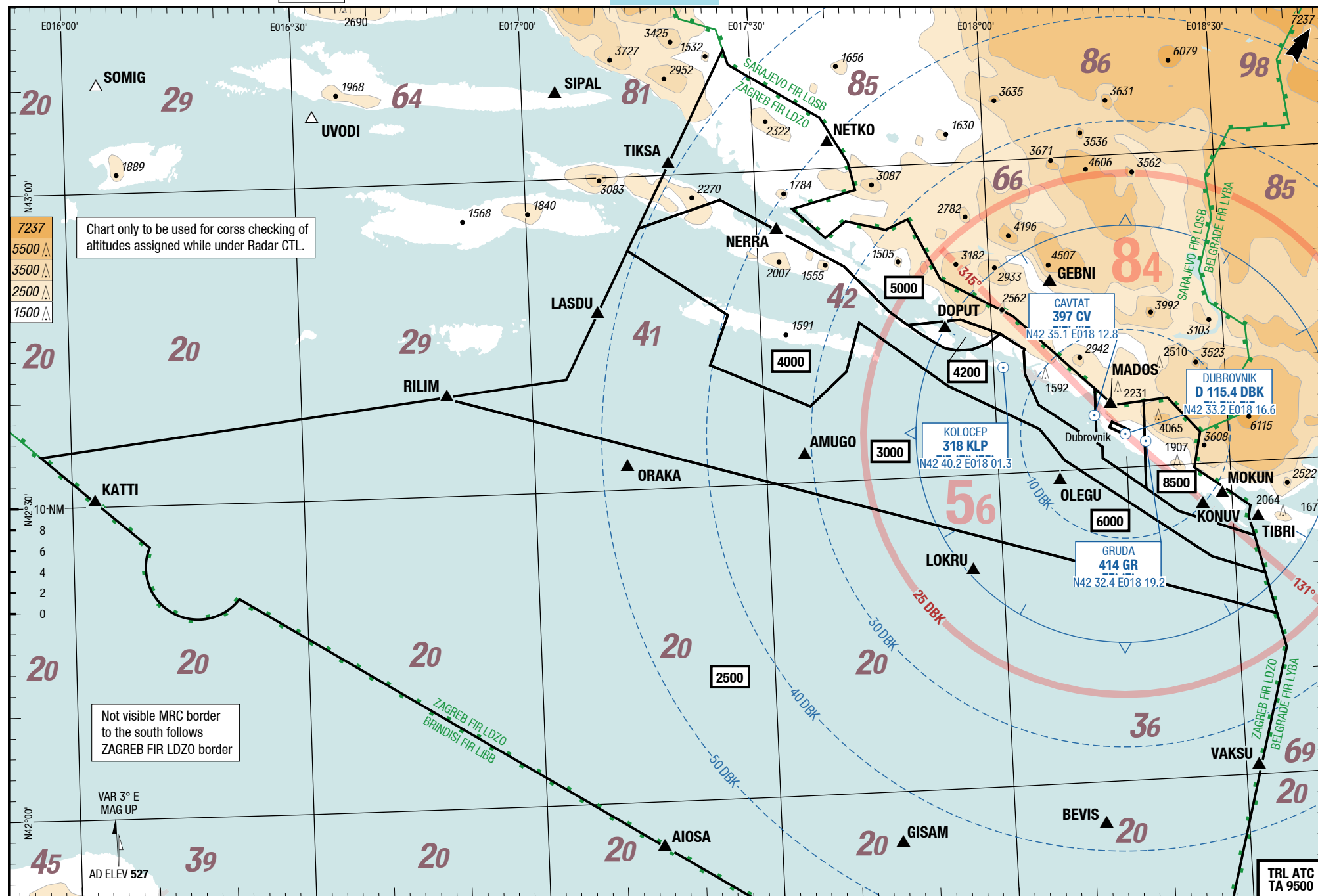
NIL  
MRC

MRC

MRC

Cilipi Dubrovnik Croatia  
NIL  
MRC

8-10



Changes: OBST, Editorial