

DBV-LDDU

1-10

AOI

**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.

**DBV-LDDU**

1-20

AOI

**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  $V_2 + 10\text{KT}$  to 1350ft, adjust and maintain PWR/thrust in accordance with NAP PWR/thrust schedule provided in AFM. Maintain climb speed of  $V_2 + 10\text{-}20\text{KT}$  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.

Effective 21-JUN-2018

14-JUN-2018

DBV-LDDU

Croatia Dubrovnik Cilipi

AGC

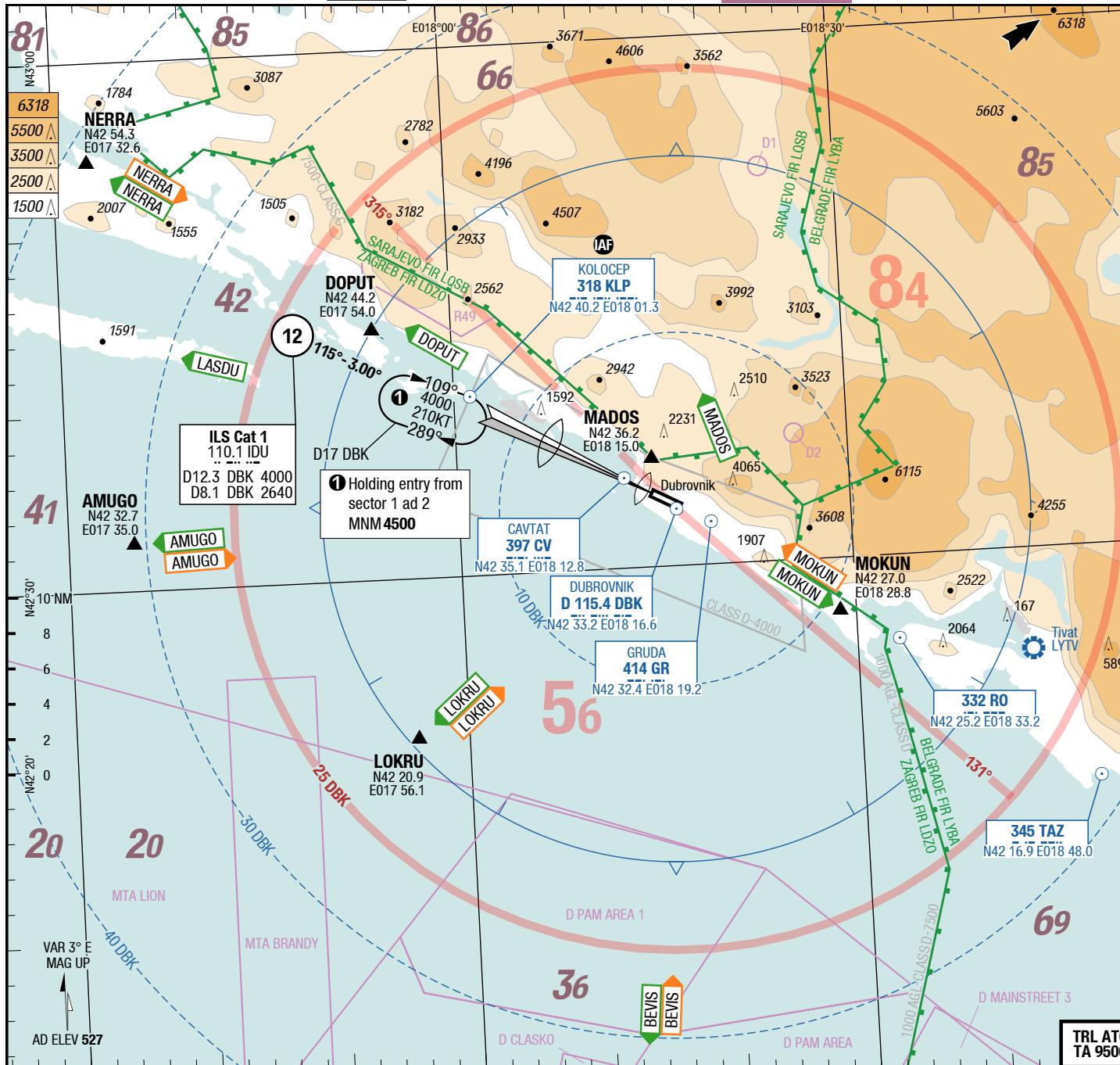
AFC

Cilipi Dubrovnik Croatia

AGC

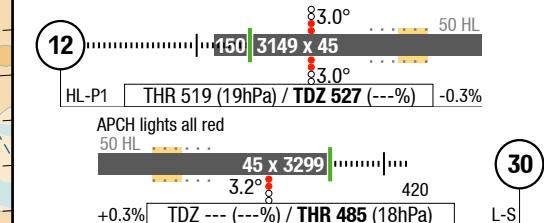
AFC

2-10



ATIS	118.425	
RAD	123.600	125.400
	129.500	
TWR	129.500	

Landing RWY system:



Changes: APL

Effective 21-JUN-2018

14-JUN-2018

DBV-LDDU

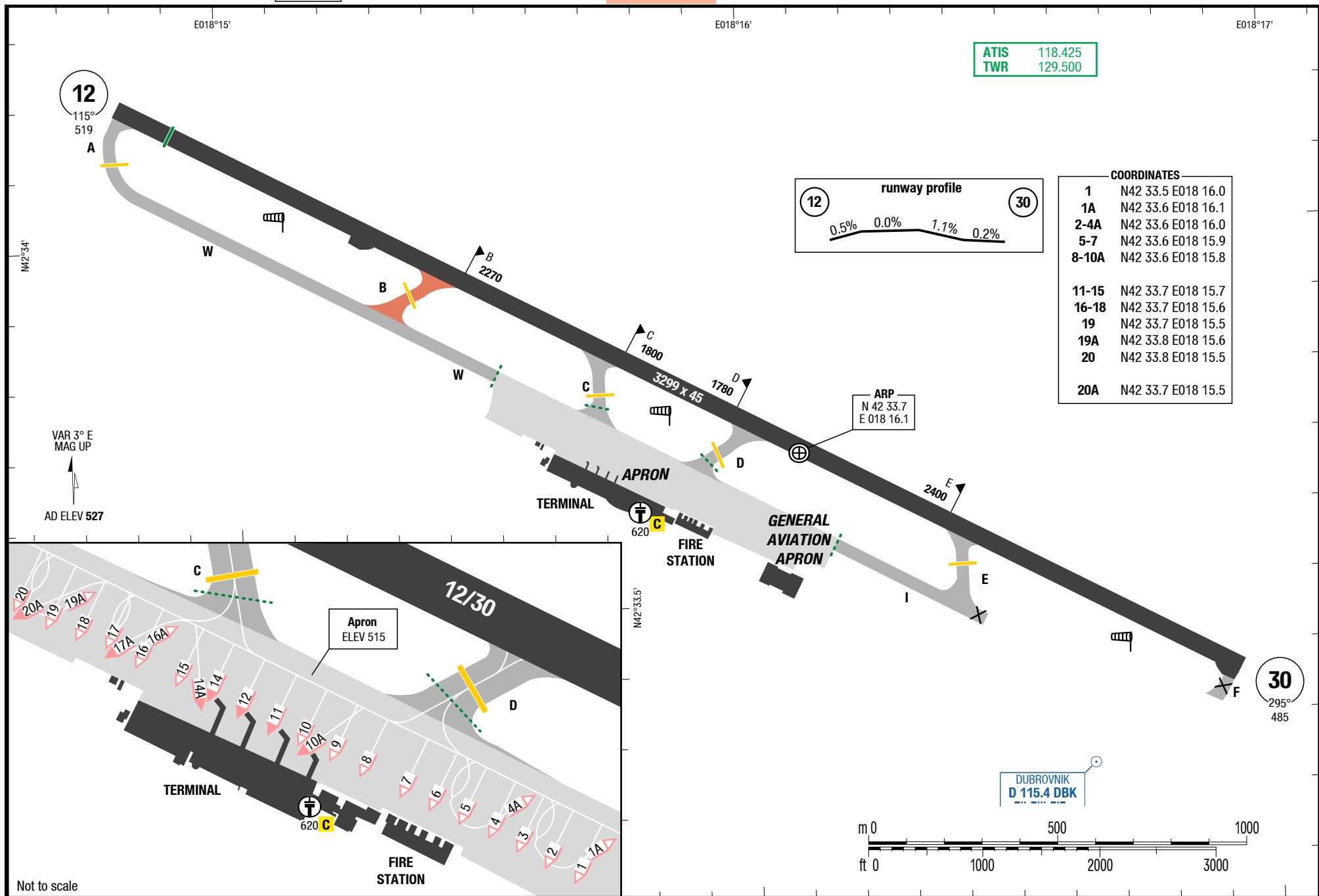
Croatia Dubrovnik Cilipi

AGC

Cilipi Dubrovnik Croatia

AGC

3-20



13-SEP-2018/UFN

06-SEP-2018

DBV-LDDU

Croatia Dubrovnik Cilipi

Tempo AGC Phase 2

## Tempo AGC Phase 1

Cilipi Dubrovnik Croatia

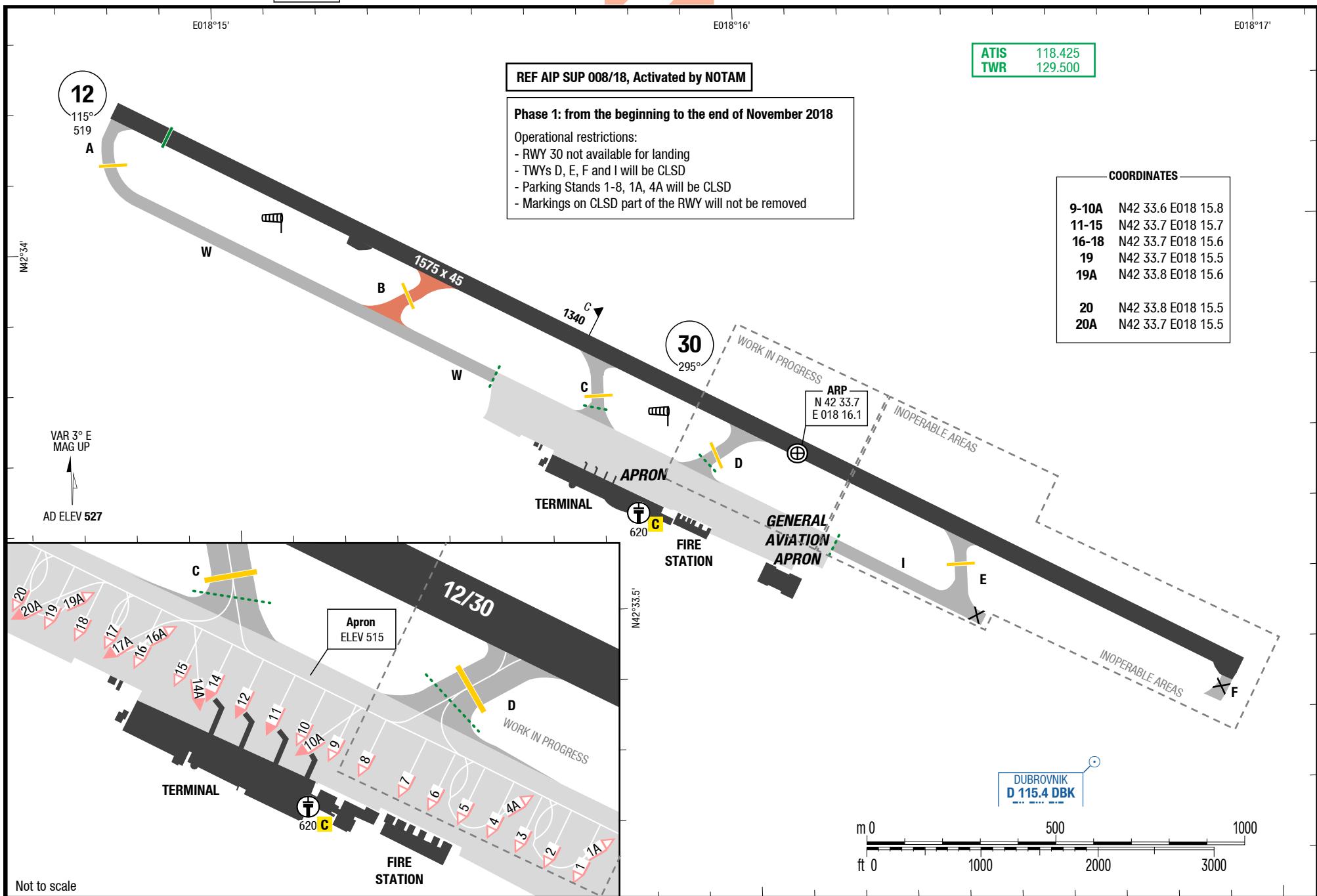
Tempo AGC Phase 2

## Tempo AGC Phase 1

AGC

AGC

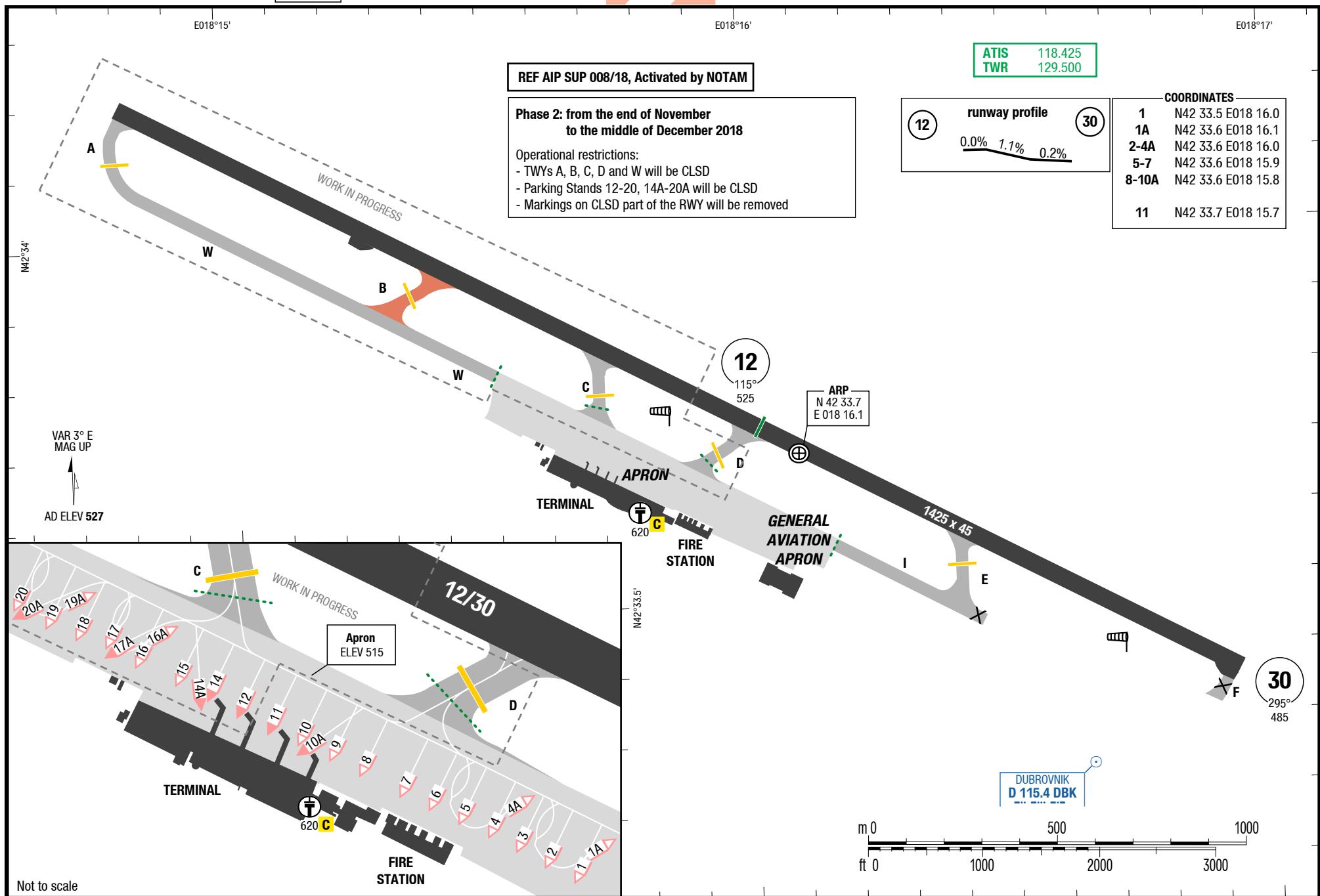
3-21



3-22

## Tempo AGC Phase 2

## Tempo AGC Phase 2



13-SEP-2018/UFN

06-SEP-2018

DBV-LDDU

Croatia Dubrovnik Cilipi

Tempo AGC Phase 3

Cilipi Dubrovnik Croatia

AGC

NIL

AGC

NIL

3-23

E018°15'

E018°16'

E018°17'

REF AIP SUP 008/18, Activated by NOTAM

Phase 3: from the middle of December 2018  
to the middle of March 2019

Operational restrictions:

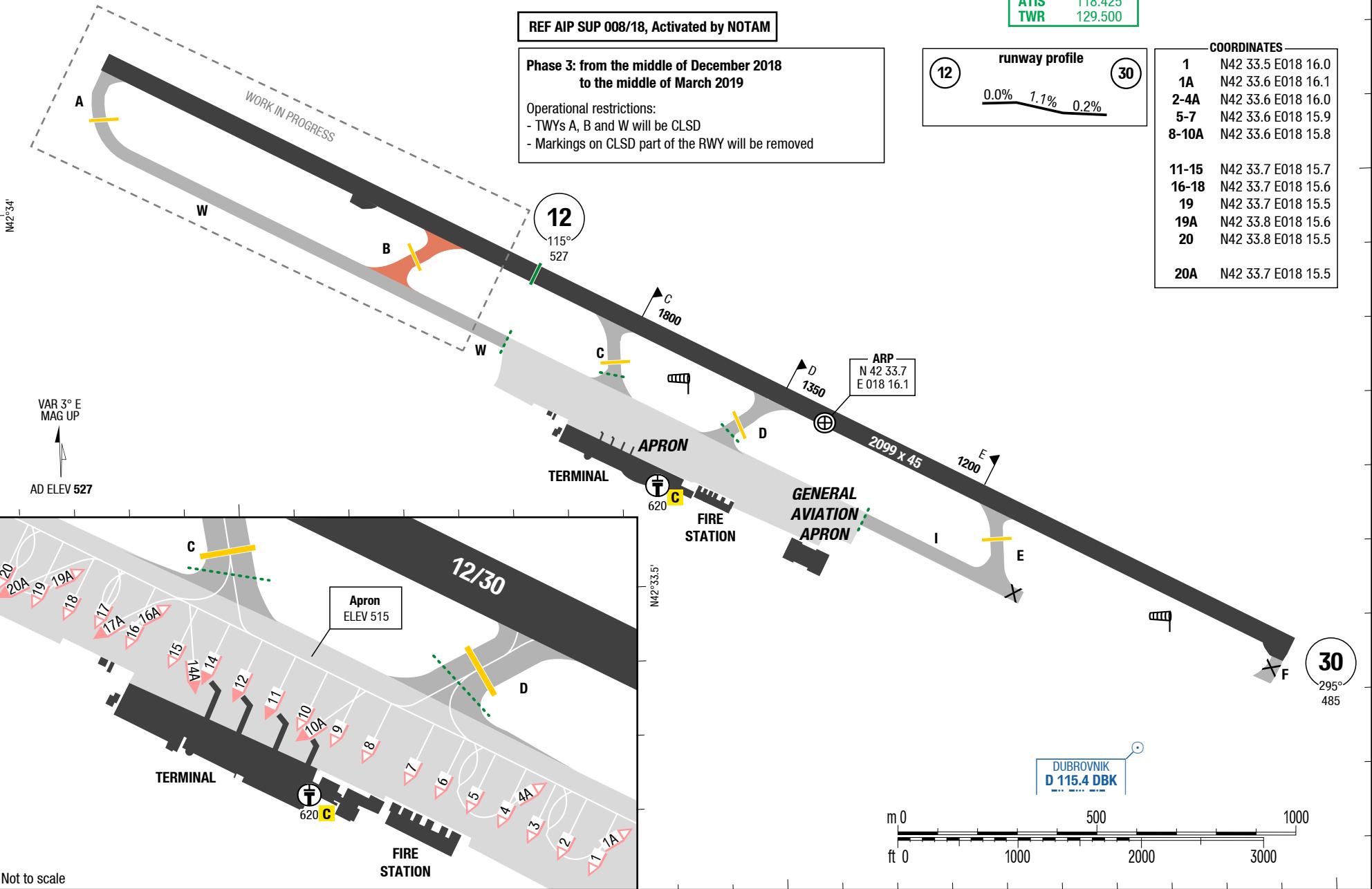
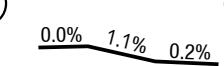
- TWYs A, B and W will be CLSD
- Markings on CLSD part of the RWY will be removed

ATIS 118.425  
TWR 129.500

## COORDINATES

1	N42 33.5 E018 16.0
1A	N42 33.6 E018 16.1
2-4A	N42 33.6 E018 16.0
5-7	N42 33.6 E018 15.9
8-10A	N42 33.6 E018 15.8
11-15	N42 33.7 E018 15.7
16-18	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

## runway profile



Not to scale

Changes: new

Effective 21-JUN-2018

14-JUN-2018

DBV-LDDU

Croatia Dubrovnik Cilipi

SIDs RWY 30

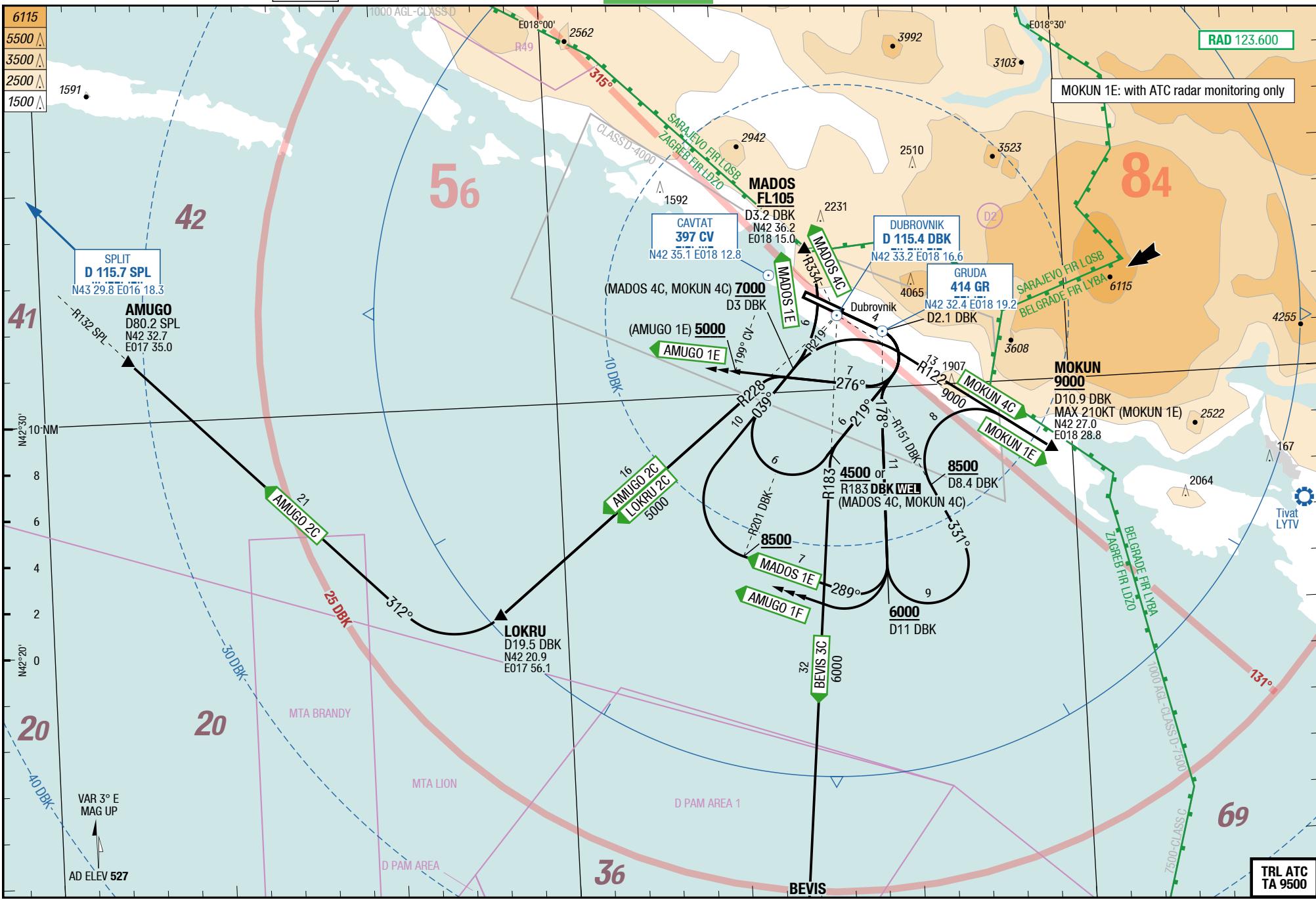
SIDs RWY 12

Cilipi Dubrovnik Croatia

SIDs RWY 30

SIDs RWY 12

4-10



Effective 21-JUN-2018

14-JUN-2018

DBV-LDDU

Croatia Dubrovnik Cilipi

4-20

SIDs RWY 30

SID

SID

Cilipi Dubrovnik Croatia

SIDs RWY 30



Changes: Editorial

## DBV-LDDU

5-10

## SIDs RWY 12

**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 FL105
<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 FL105
<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/D11 DBK</b> MNM <b>6000</b> R151/D8.4 <b>DBK</b> MNM <b>8500</b> MUKON 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.

**DBV-LDDU****5-20****SIDs RWY 12****MOKUN 4C**

RWY 12 (115°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>MOKUN 4C</b> 5.0% <b>123,600</b> ①	at <b>GR RT 219° - MNM 4500</b> or crossing R183 <b>DBK</b> , whichever is later, <b>RT intercept R219 DBK inbound - at D3 DBK RT intercept R122 DBK to MOKUN</b>	<b>D3 DBK MNM 7000</b> <b>MOKUN MNM 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 123.600</b>	at D5 <b>DBK LT</b> 239° - intercept R266 <b>DBK</b> to AMUGO	
<b>BEVIS 2D 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 (ATC) 9.4% 123.600 ①</b>	QDM 298 <b>KLP</b> to <b>KLP</b> - intercept R300 <b>DBK</b> to DOPUT	<b>DOPUT MNM FL110</b>
<b>LASDU 1D 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 123.600</b>	at D5 <b>DBK LT</b> 167° - intercept R228 <b>DBK</b> to LOKRU	
<b>MADOS 4D 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	<b>D4 DBK MNM 6500</b> <b>MADOS MNM FL105</b>
<b>MOKUN 3D 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	<b>D4 DBK MNM 6500</b> <b>MOKUN MNM 9000</b>
<b>NERRA 8D 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.

13-SEP-2018/UFN

06-SEP-2018

DBV-LDDU

Croatia Dubrovnik Cilipi

Cilipi Dubrovnik Croatia

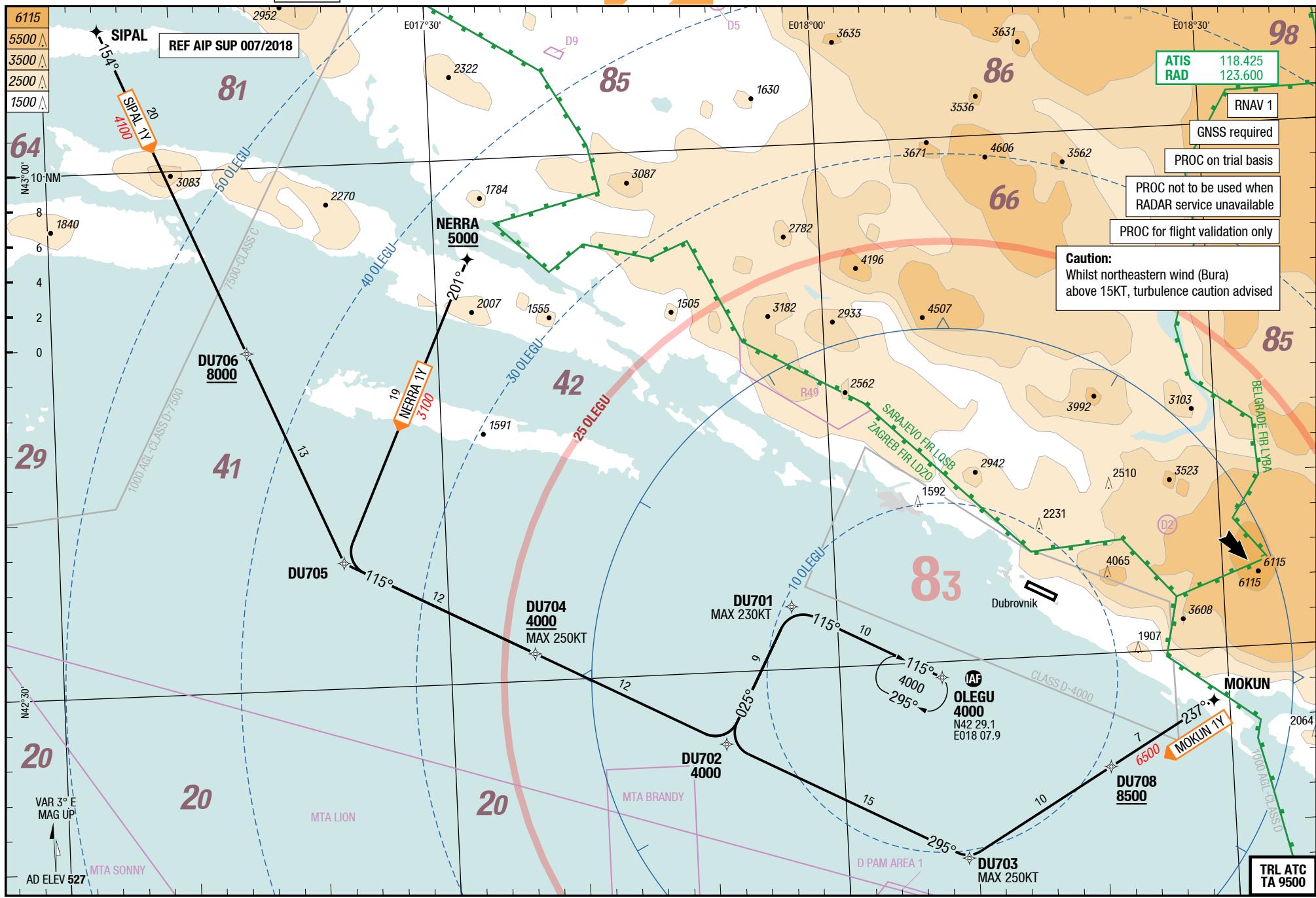
6-08

# **Tempo RNAV STAR RWY 30**

25

10

## **Tempo RNAV STAR RWY 30**



Effective 21-JUN-2018

14-JUN-2018

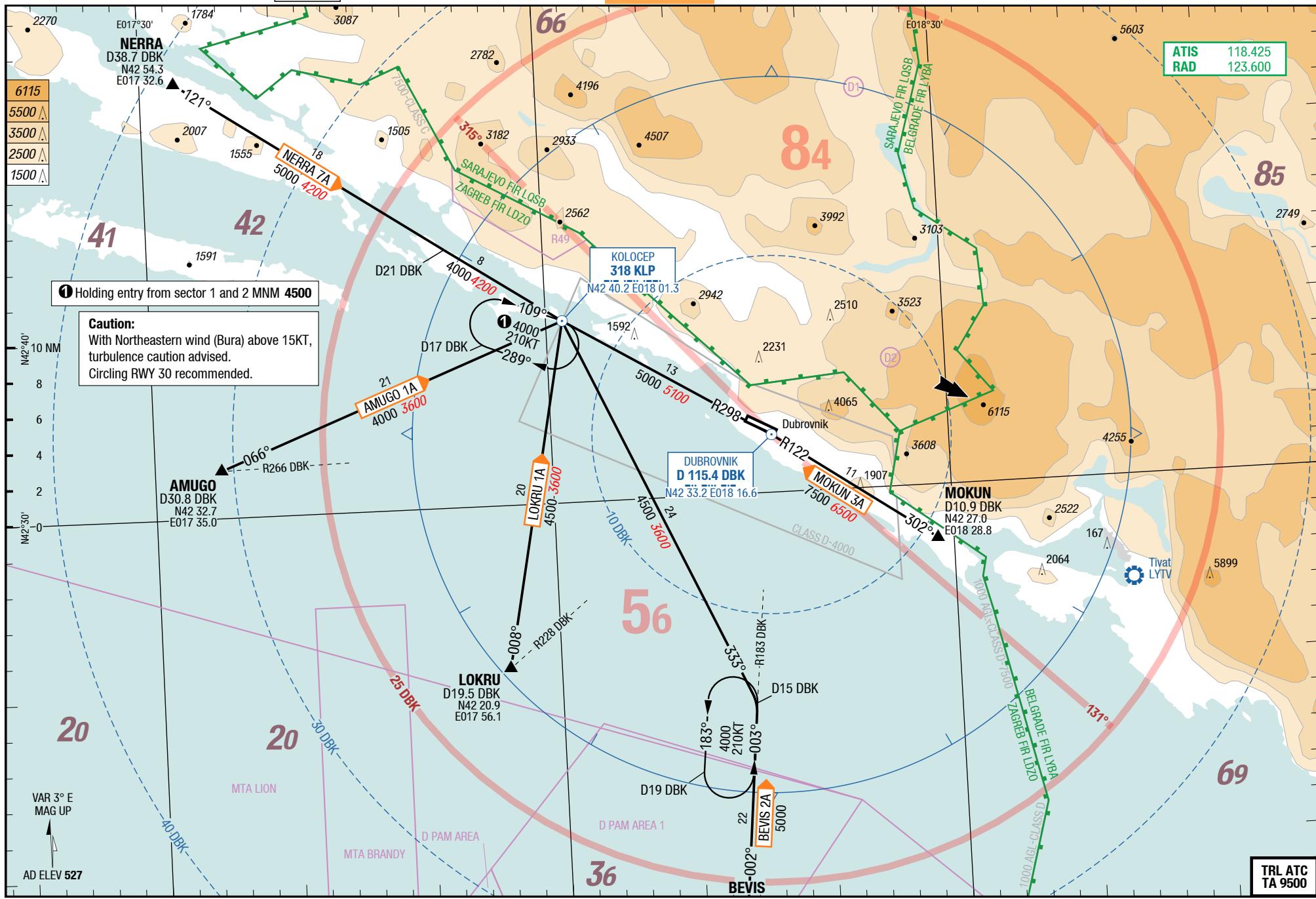
DBV-LDDU

Croatia Dubrovnik Cilipi

STAR  
STAR

Cilipi Dubrovnik Croatia  
NIL  
STARs

6-10



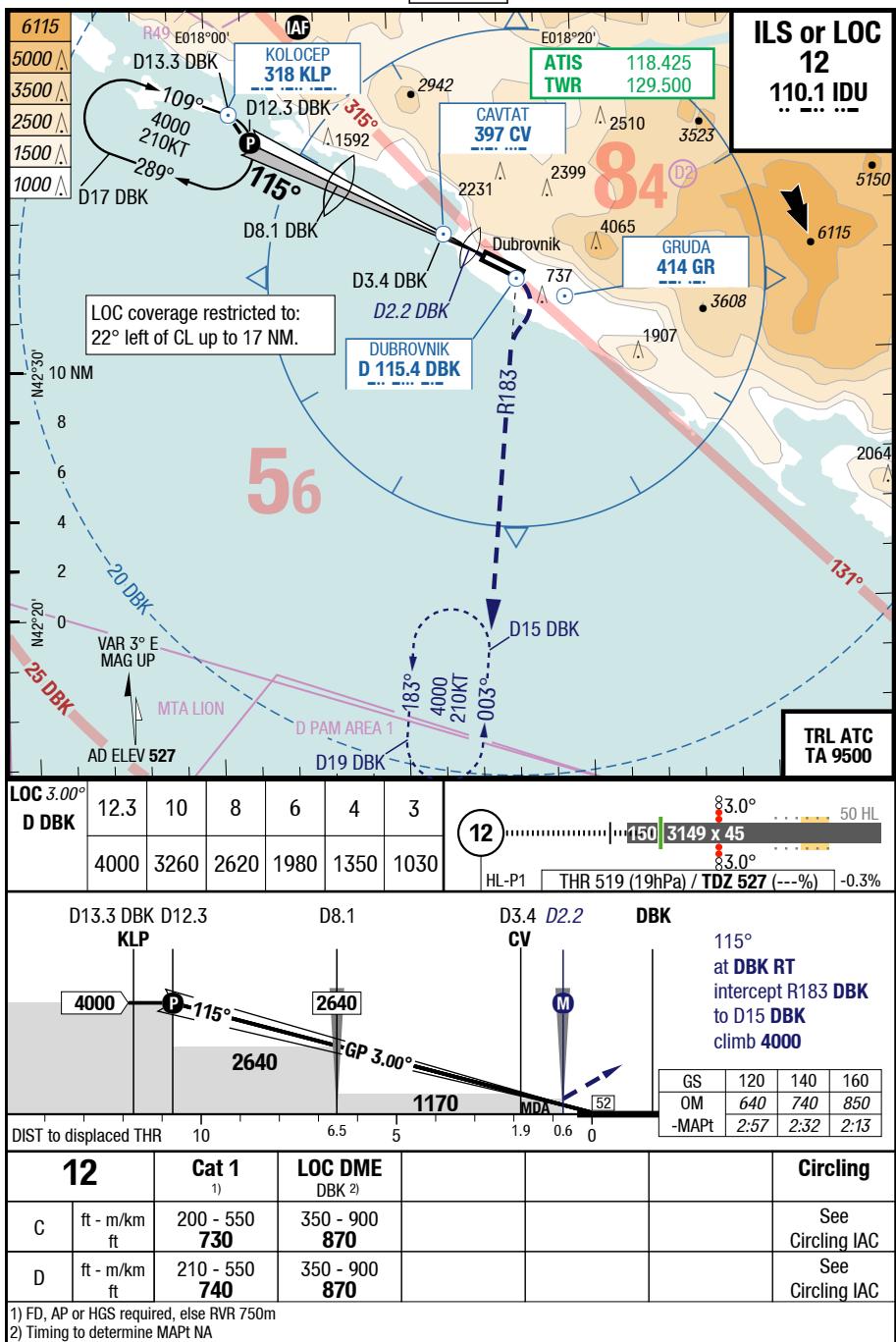
Changes: Reprint

TRL ATC  
TA 9500

## DBV-LDDU

7-10

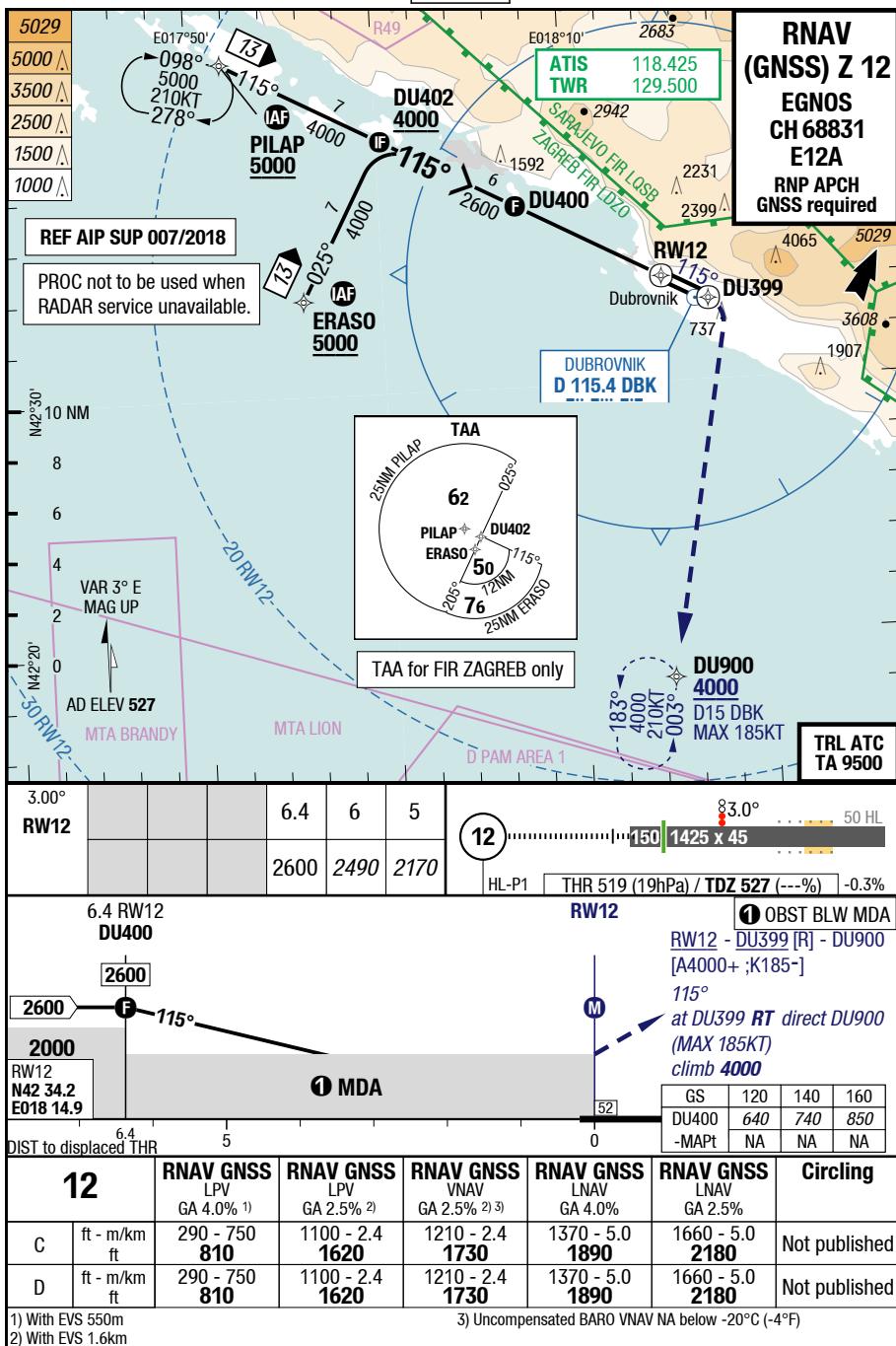
ILS or LOC 12



## DBV-LDDU

7-28

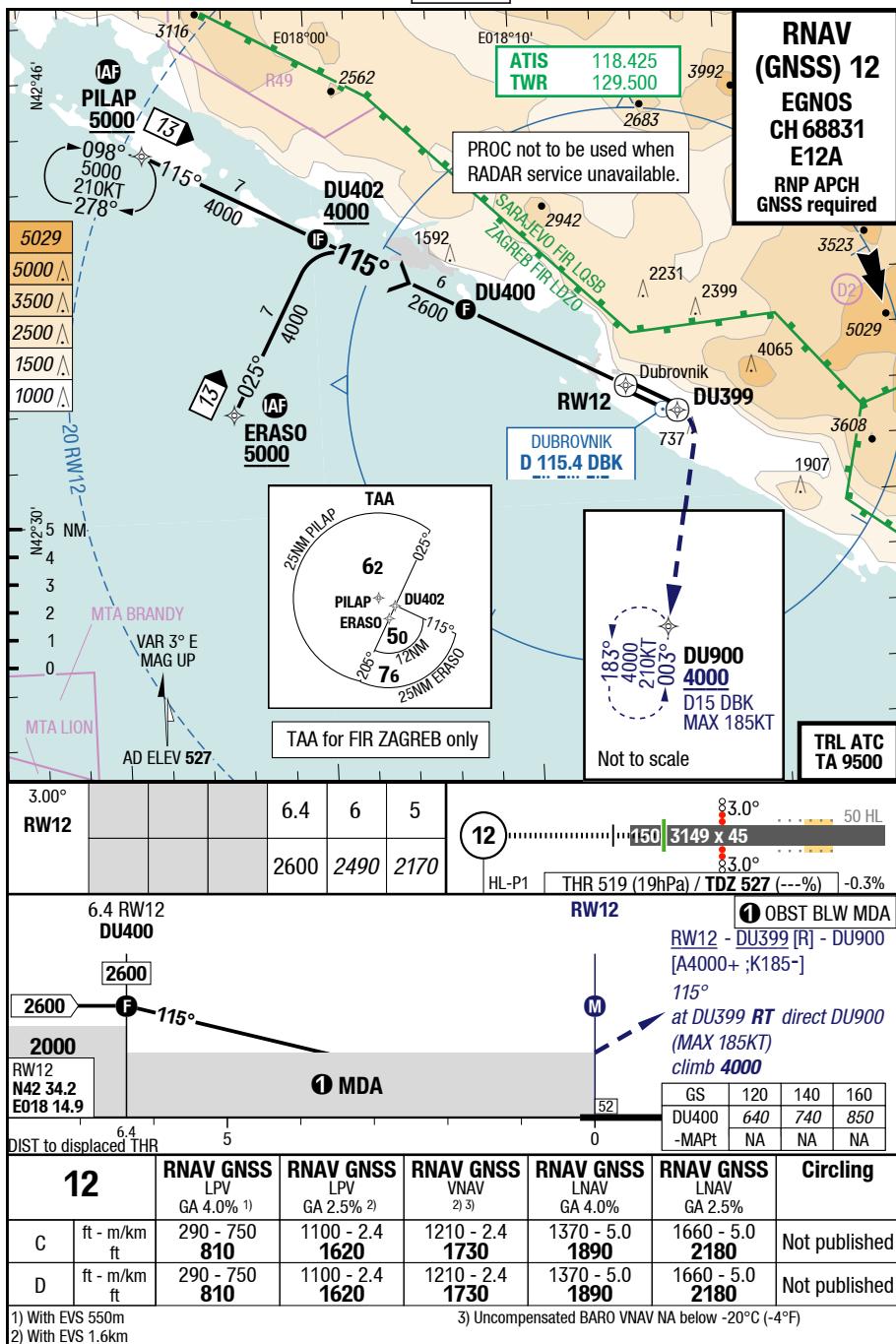
## Tempo RNAV (GNSS) Z 12



## DBV-LDDU

7-30

## RNAV (GNSS) 12



Effective 13-SEP-2018

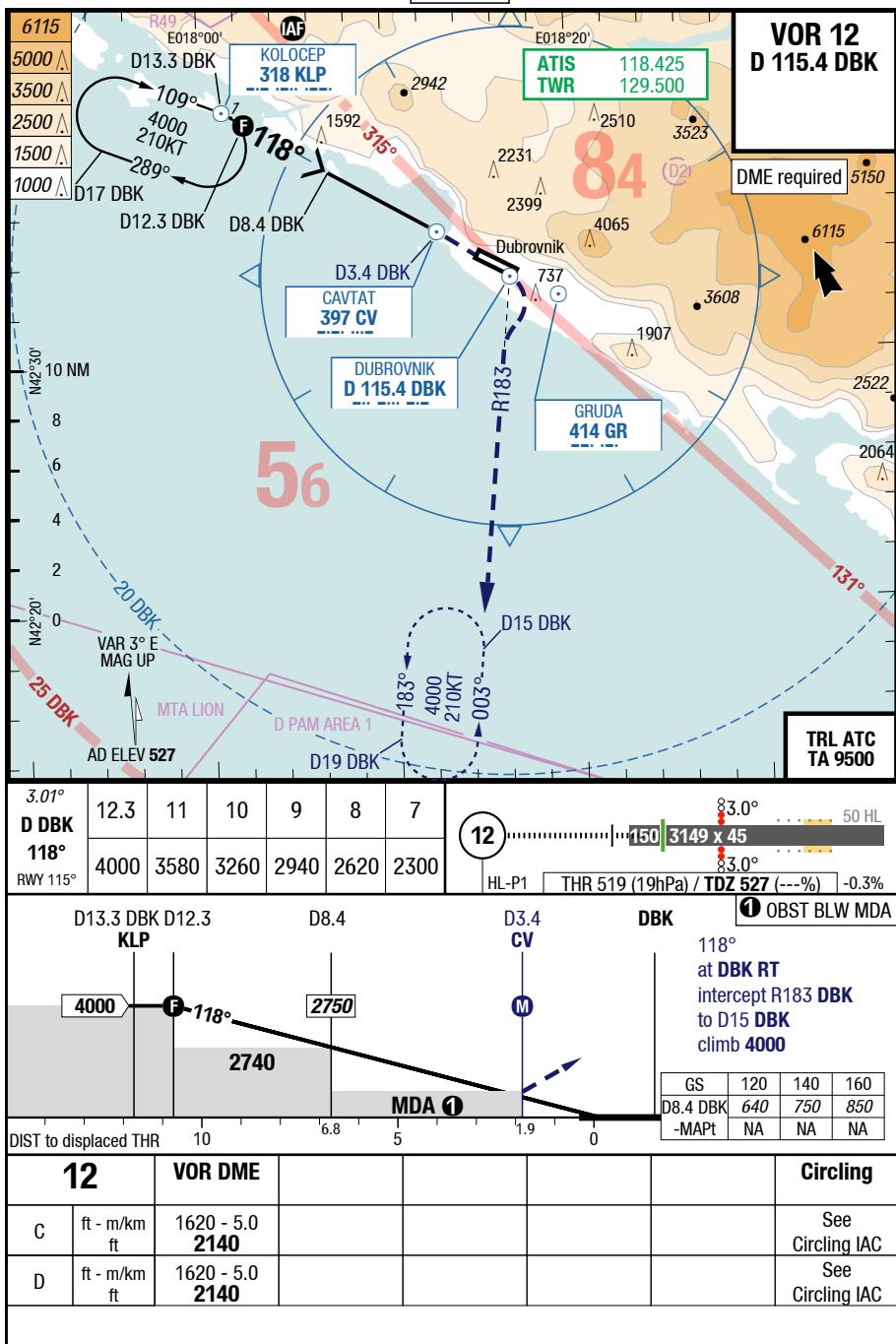
06-SEP-2018

Croatia Dubrovnik Cilipi

DBV-LDDU

7-50

VOR 12

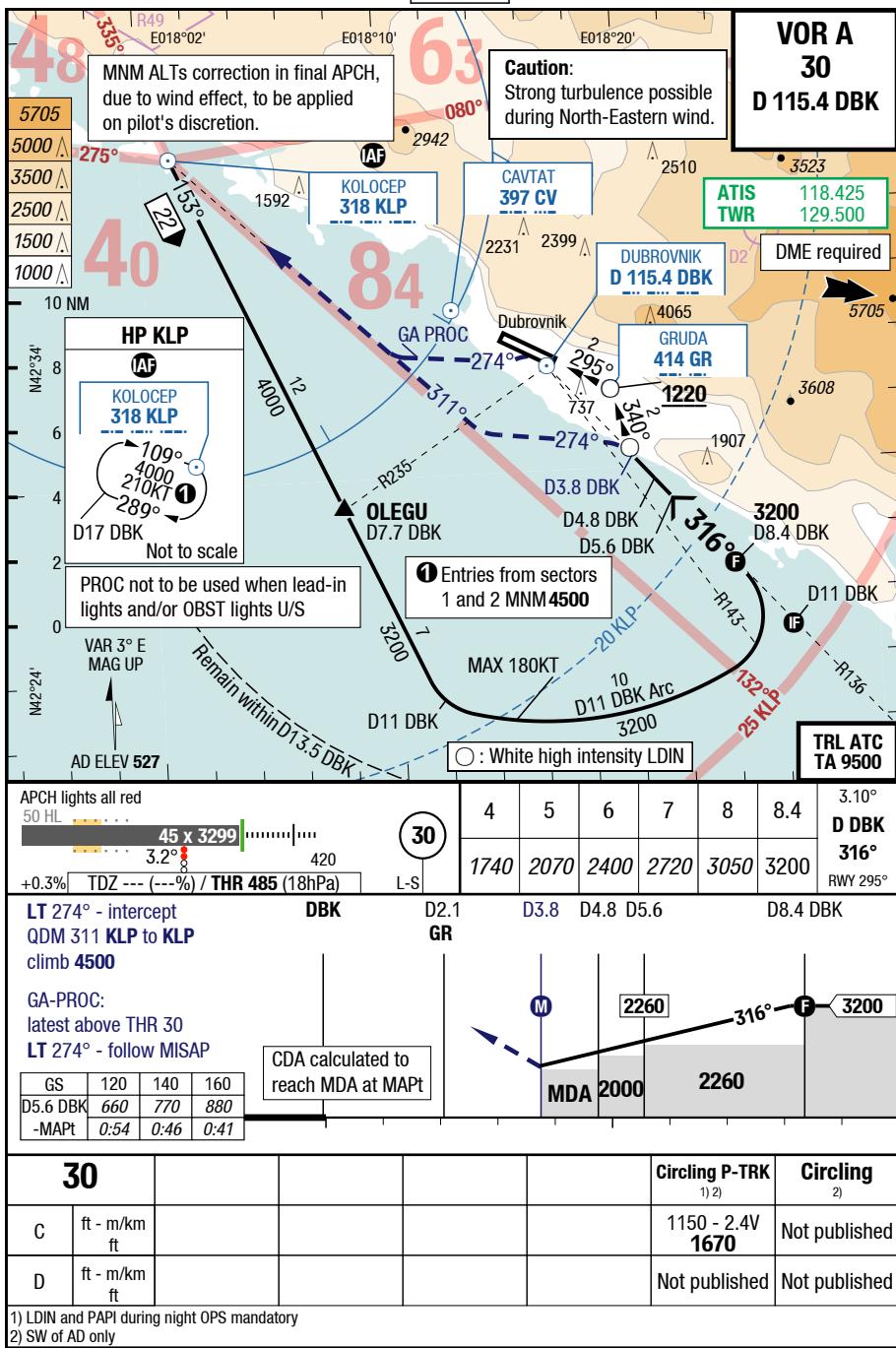


Changes: OBST

## DBV-LDDU

7-60

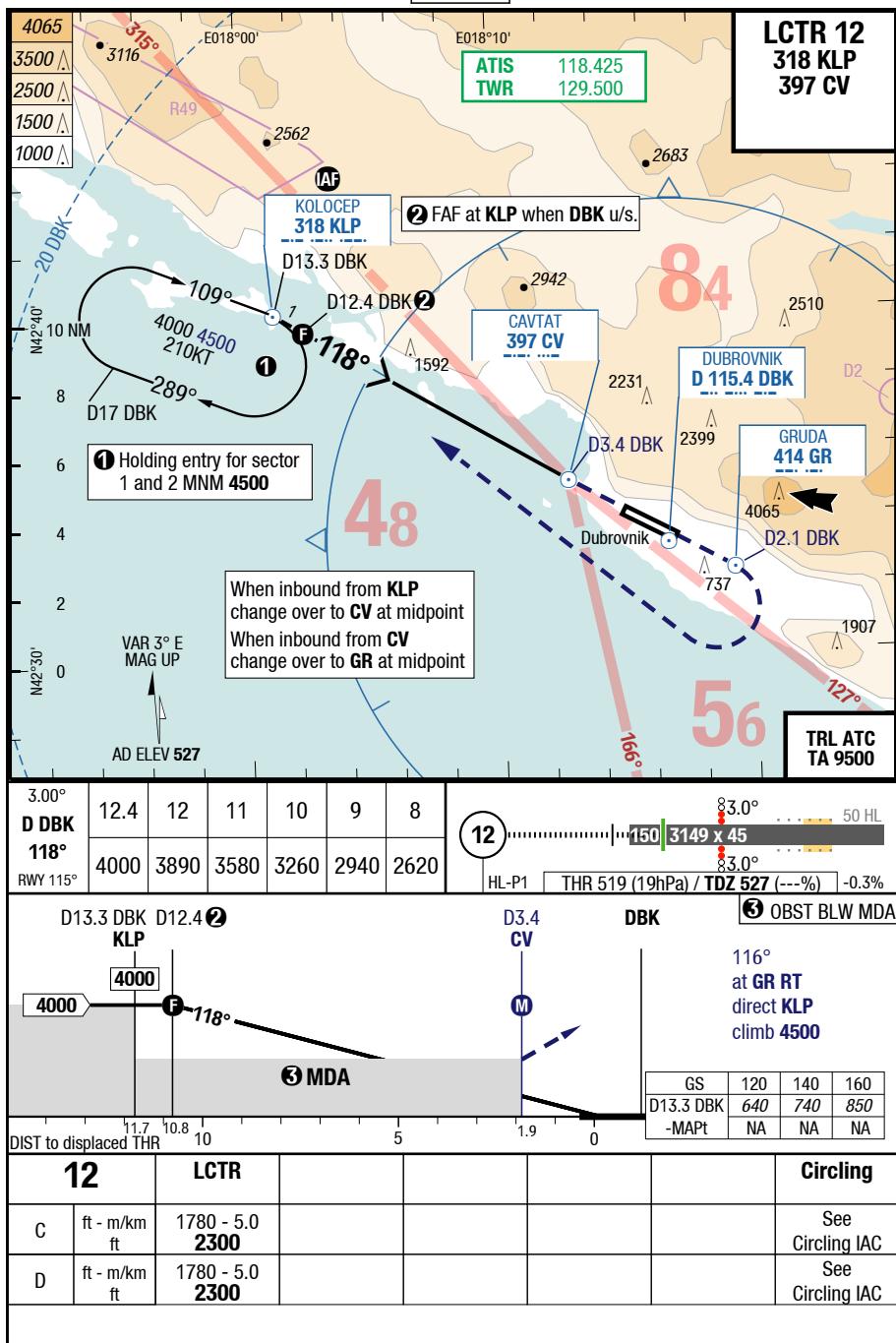
VOR A 30



## DBV-LDDU

7-70

LCTR 12

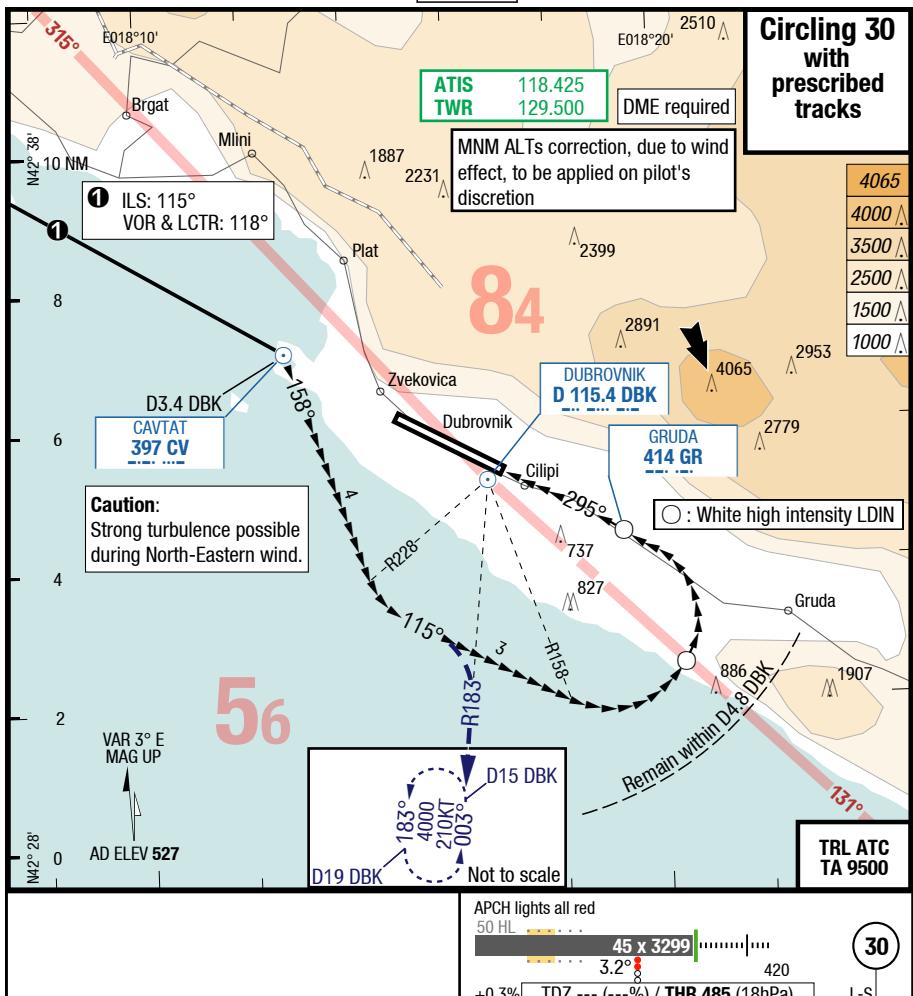


Changes: OBST

## DBV-LDDU

7-80

Circling 30 with prescribed tracks

**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				Circling P-TRK LCTR <sup>1)</sup>	Circling P-TRK VOR <sup>1)</sup>	Circling P-TRK ILS or LOC <sup>1)</sup>	Circling
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

14-JUN-2018

DBV-LDDU

Croatia Dubrovnik Cilipi

MRC  
MRC

Cilipi Dubrovnik Croatia

MRC  
MRC

8-10

