GENERAL

Operational Hours

ATS Hours: H24.

AD Operator Hours: 0500-2100‡. Other times, PPR before 2000‡.

Airport Information

RFF: CAT 7 on AD Operator Hours. CAT 8 and 9 PPR
PCN: RWY 05/23: 49/R/A/W/T

Operation

RWY Restriction

180° turns on RWY turn pads: for ACFT with wheel base more than 17.3m / 57ft, the nose wheel steering angle exceeds 45°. A slow taxi speed is recommended.

TWY Restrictions

TWY A width 20m / 66ft.
TWY B width 18m / 59ft.

Taxilane 1 MAX wingspan 52m / 171ft.
Taxilane 2 MAX wingspan 36m / 118ft.
Taxilane 3 MAX wingspan 34m / 112ft.

TWY A:
Taxiing to/from turn pad on THR 23 to/from APN for B767 and code letter E ACFT is restricted. Taxiing to/from turn pad THR 05 is AVBL.

TWY B:
Taxiing of ACFT with outer main gear wheel span equal or greater than 9m / 29ft is restricted.
Taxiing to/from turn pad on THR 05 to/from APN is restricted to B757. Taxiing to/from THR 23 turn pad is AVBL.

Taxi/Parking

Follow-me guidance is mandatory for all ARR ACFTs entering APN from TWY A or B.

Marshaller is mandatory for departure.

Taxi with MNM speed when taxiing to/from APN.

Code letter E 4ENG ACFT, outer ENG shall be used on idle PWR only during taxiing.

Warning

TRI NDB unusable: 300°-040° below FL130.

ILS LOC RWY 05 unusable outside 18° left of CL.

Gusts, windshear and TURB can be expected on final APCH to/climb out from RWY 05 in CONDs of strong north-easterly winds.

Birds in vicinity of AD.

ARRIVAL

Arrival Procedure

Preferential APCH: When RWY 23 is in use, during daytime, RNAV VISUAL RWY 23 APCH is preferential. If unable, advice ATC on first contact.

Circling with prescribed tracks VOR-B RWY 23

Requirements for Operators:

- Due to specific orography, mountainous terrain in vicinity of AD and the requirements for visual segment manoeuvring, before using VOR-B RWY 23 all operators shall develop qualification criteria for this particular procedure.
- Commander must be pilot flying.
- Night OPS are not authorized.

Requirements for Pilot Flying:

- During base leg visual segment do not overshoot D4.6 SPL Arc due to high terrain
- MAX speed on base leg is 180KT.
- 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

- PROC to be used when the tailwind component for APCH RWY 05 exceeds the operational limits for LDG for particular type of ACFT.
- During STAR OKLAX 1D if TFC situation allows, in order to reduce time (fuel consumption), RAD vectoring can be proposed by ATC.

Minimum Runway Occupancy Time (MROT)

Vacate 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 RWY (before reaching the turning bay) and vacate RWY without delay.

Vacate 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 RWY (before reaching the turning bay) and vacate RWY without delay.

If an arriving ACFT needs full RWY length, notify ATC as soon as possible.

DEPARTURE

Take-off Minima

RWY		05	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

RWY		23	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

DEPARTURE

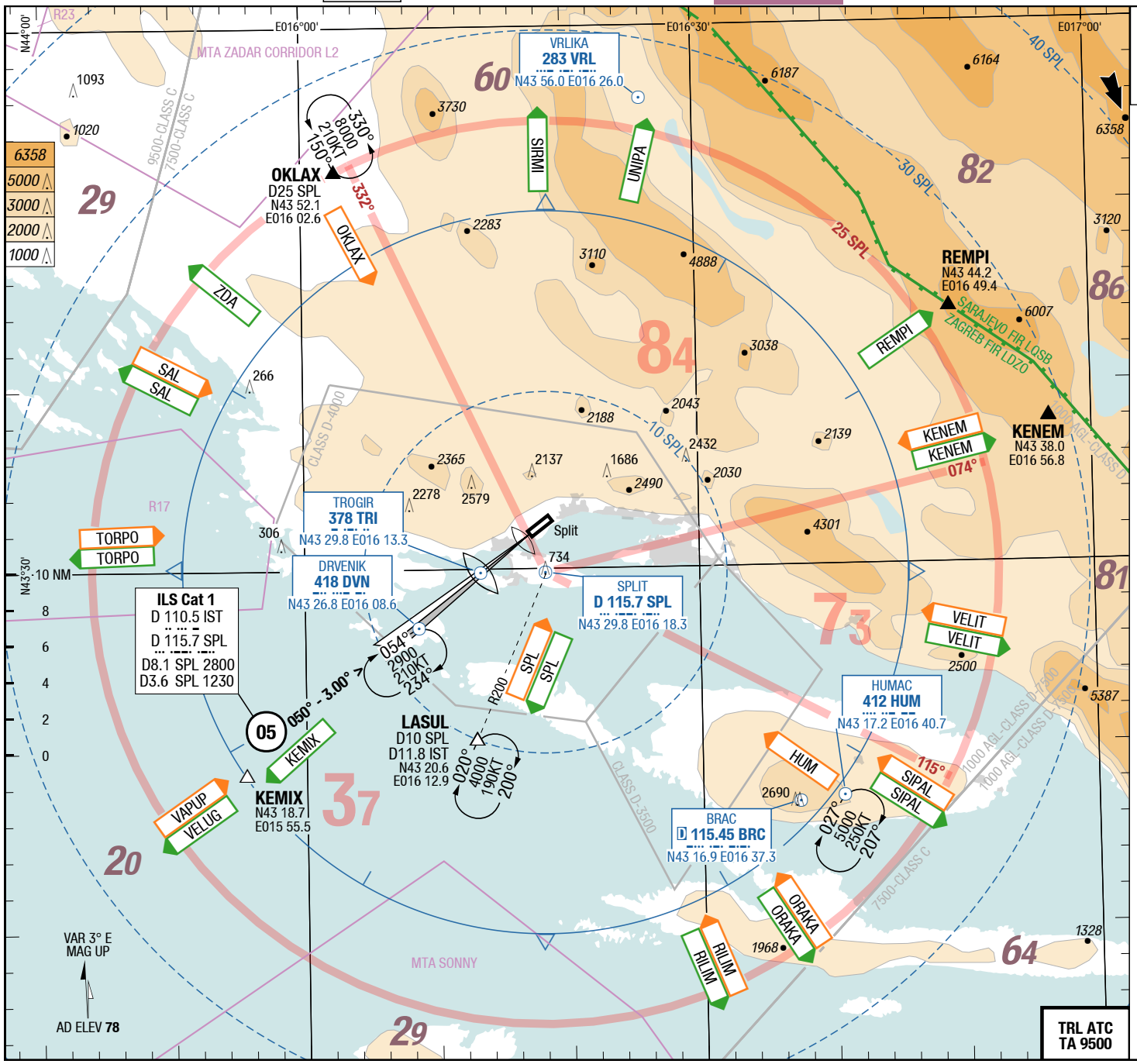
Departure Procedure

Minimum Runway Occupancy Time (MROT)
Ensure standard MROT procedures.

Noise Abatement Procedure: Use ICAO Standard NADP 1.

De-Icing

AVBL on AD Operator Hours.



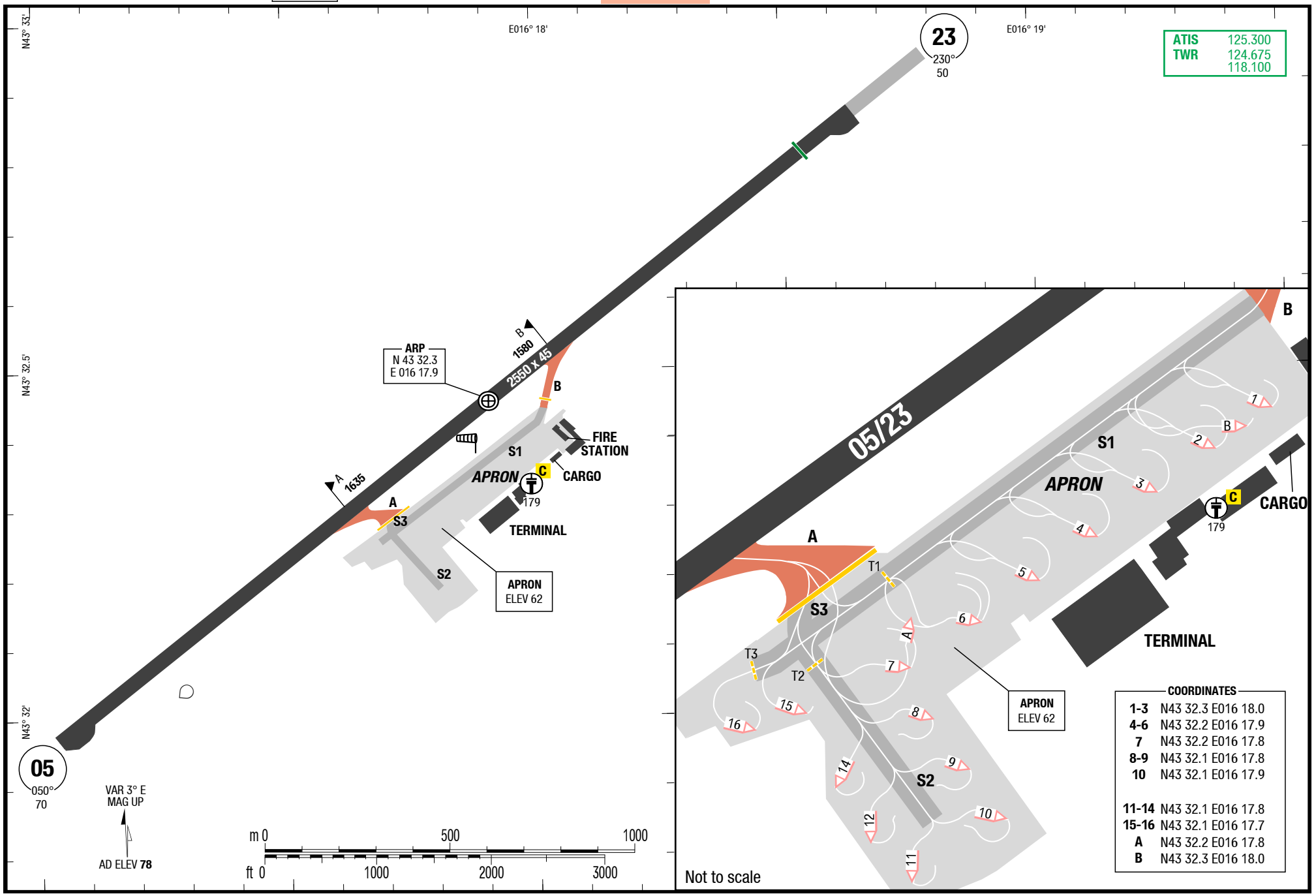
ATIS	125.300	
RAD	120.875 120.550	128.675
TWR	124.675	118.100

Landing RWY system:

05: 3.0° / 60 HL — 2550 x 45 — 3.0°
HL-P1 | THR 70 (3hPa) / **TDZ 78** (---%) | -0.2%

60 HL — 3.0° — 45 x 2390 — 160 — 3.0° — 420 — 23
+0.2% | **TDZ 58** (---%) / THR 50 (2hPa) | L-S

Changes: Nil

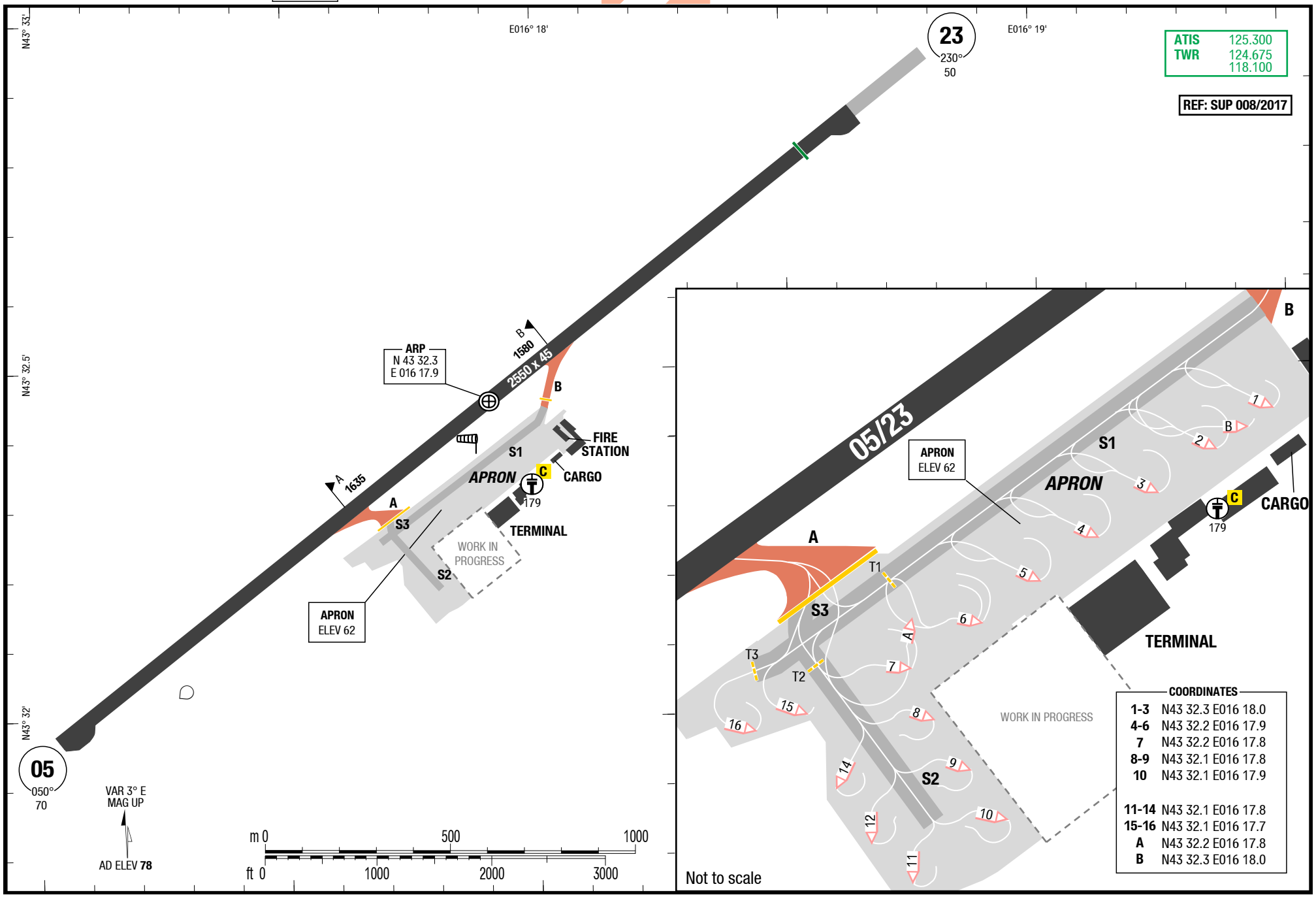


Changes: TWY , WDI

Croatia **Split** Kastela
NIL
Tempo AGC

AGC AGC

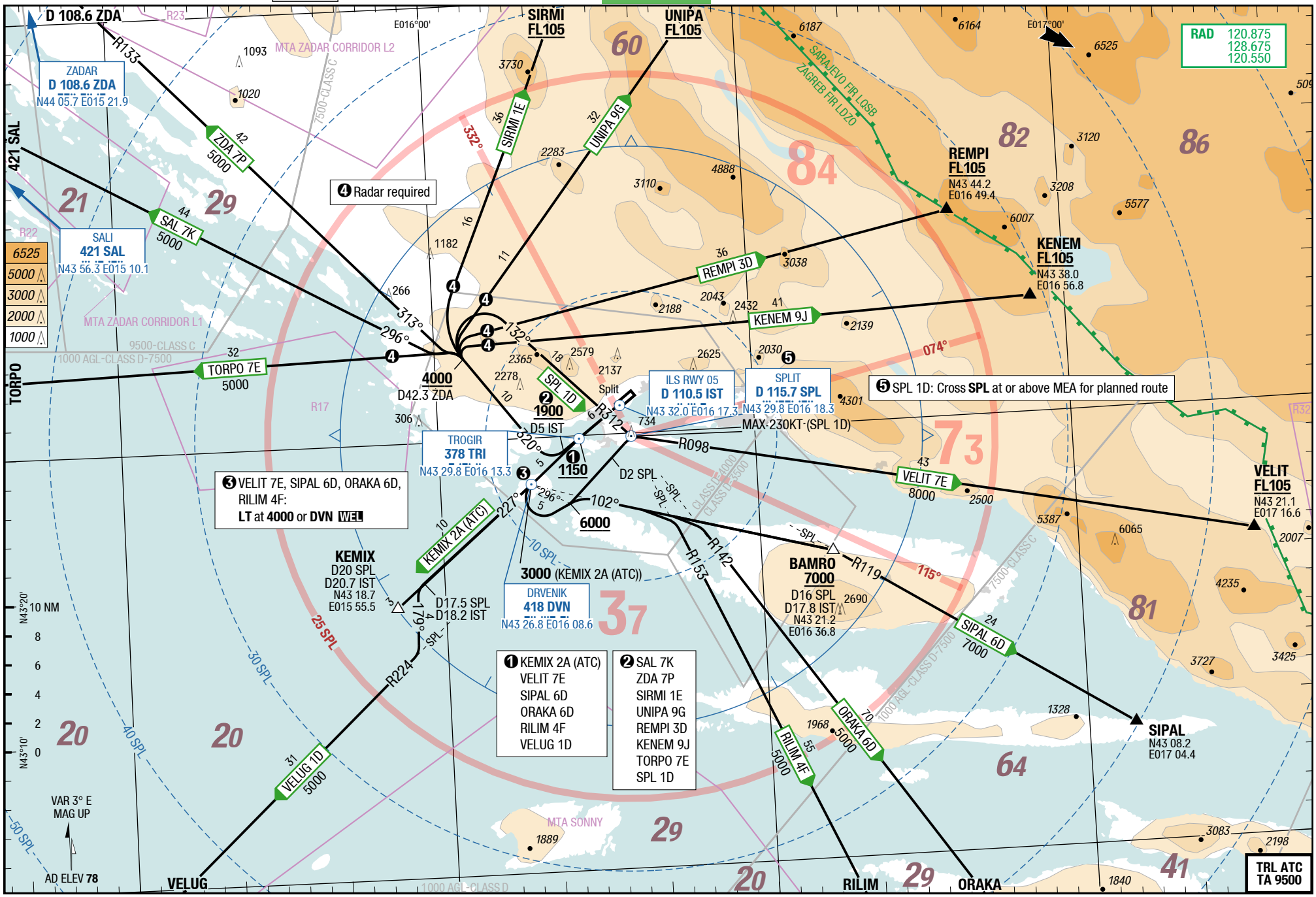
Kastela **Split** Croatia
NIL
Tempo AGC



Changes: TWY , WDI


6065
5000
3000
2000
1000
D 108.6 ZDA
MTA ZADAR CORRIDOR L2
ZADAR
D 108.6 ZDA
N44 05.7 E015 21.9
ZDA 6K
5000
MTA ZADAR CORRIDOR L1
421 SAL
SAL 6J
5000
SALI
421 SAL
N43 56.3 E015 10.1
SATOL
D25 SPL
N43 46.4
E015 52.5
GAPRI
D25 SPL
N43 41.7
E015 48.0
9500-CLASS C
R17
TORPO
TORPO 6D
5000
ROGOV
D25 SPL
N43 31.2
E015 44.0
10 NM
N43°28'
N43°10'
VAR 3° E
MAG UP
AD ELEV 78
VELUG
VELUG 1C
5000
ILS RWY 05
D 110.5 IST
N43 32.0 E016 17.3
SPLIT
D 115.7 SPL
N43 29.8 E016 18.3
5000
Split
SIRMI
FL105
SIRMI 7D
9000
UNIPA
FL105
UNIPA 7D
9000
8000
D15 SPL
D12.9 IST
8000
D15 SPL
D13.1 IST
8000
D12 SPL
D11.6 IST
8000
D15 SPL
D15.2 IST
MNM 20° bank
MAX 185KT
480
R357
R011
R054
R070
R309
R296
R270
R048
060°
048°
008°
R098
R108
R119
R178
R224
R142
R153
258°
178°
332°
074°
115°
REMPI
FL105
N43 44.2
E016 49.4
REMPI 1C
9000
KENEM
FL105
N43 38.0
E016 56.8
KENEM 6G/7H
8000
KENEM 7H
KENEM 6G
8000
7000
D13 SPL
D14.2 IST
7000
BAMRO
7000
D16 SPL
D17.8 IST
N43 21.2
E016 36.8
VELIT 5D
8000
VELIT
FL105
SIPAL 4E
7000
SIPAL
N43 08.2
E017 04.4
ORAKA 4C
5000
RILIM 2E
5000
RILIM
ORAKA
VELUG 1C
5000
❶ Do not fly WEST of R178 **SPL** while executing turn inbound **SPL**
CLASS D-4000
CLASS D-3500
1000 AGL-CLASS D-7500
7500-CLASS C
MTA SONNY
SARAJEVO FIR LQSB
ZAGREB FIR LDZO
1000 AGL-CLASS D
RAD 120.875
128.675
120.550
E016°00'
E016°30'
E017°00'
N43°28'
N43°10'
82
84
86
29
20
37
73
81
64
TRL ATC
TA 9500
© Lido 2016

Changes: Nil



Changes: PROC, OBST, PROC renumbered

KENEM 6G / KENEM 7H / ORAKA 4C / REMPI 1C / RILIM 2E / SALI 6J / SIPAL 4E / SIRMI 7D / TORPO 6D / UNIPA 7D

RWY 05 (050°)

	GS	120	150	180	210	240	270
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
KENEM 6G 7.4% **120.875**	060° - at **480 RT** 148° (MAX 185KT, CAT C/D: MNM 20° bank until crossing R048 **SPL**) intercept R098 **SPL** - at D13 **SPL** (D14.2 **IST**) **LT** 008° intercept R070 **SPL** to KENEM	D13 **SPL** (D14.2 **IST**) MNM **7000** KENEM MNM **FL105**
KENEM 7H 7.4% to SPL **120.875**	060 ° - at **480 RT** 148° (MAX 185KT, CAT C/D: MNM 20° bank until crossing R048 **SPL**) - crossing R108 **SPL RT** direct **SPL** - R070 **SPL** to KENEM	**SPL** MNM **5000** D15 **SPL** (D15.2 **IST**) MNM **8000** KENEM MNM **FL105**
ORAKA 4C 7.4% **120.875**	060° - at **480 RT** 148° (MAX 185KT, CAT C/D: MNM 20° bank until crossing R048 **SPL**) - crossing R108 **SPL RT** 178° intercept R142 **SPL** to ORAKA	
REMPI 1C 7.4% to SPL **120.875**	060 ° - at **480 RT** 148° (MAX 185KT, CAT C/D: MNM 20° bank until crossing R048 **SPL**) - crossing R108 **SPL RT** direct **SPL** - R054 **SPL** to REMPI	**SPL** MNM **5000** D12 **SPL** (D11.6 **IST**) MNM **8000** REMPI MNM **FL105**
RILIM 2E 7.4% **120.875**	060° - at **480 RT** 148° (MAX 185KT, CAT C/D: MNM 20° bank until crossing R048 **SPL**) - crossing R108 **SPL RT** 178° intercept R153 **SPL** to RILIM	
SALI 6J **SAL 6J** 7.4% to SPL **120.875**	060° - at **480 RT** 148° (MAX 185KT , CAT C/D: MNM 20° bank until crossing R048 **SPL**) - crossing R108 **SPL RT** direct **SPL** - R296 **SPL** to **SAL**	**SPL** MNM **5000**
SIPAL 4E 7.4% **120.875**	060° - at **480 RT** 148° (MAX 185KT, CAT C/D: MNM 20° bank until crossing R048 **SPL**) - crossing R108 **SPL LT** intercept R119 **SPL** to SIPAL	BAMRO MNM **7000**
SIRMI 7D 7.4% to SPL **120.875**	060° - at **480 RT** 148° (MAX 185KT, CAT C/D: MNM 20° bank until crossing R048 **SPL**) - crossing R108 **SPL RT** direct **SPL** - R357 **SPL** to SIRMI	**SPL** MNM **5000** D15 **SPL** (D12.9 **IST**) MNM **8000** SIRMI MNM **FL105**
TORPO 6D 7.4% to SPL **120.875**	060° - at **480 RT** 148° (MAX 185KT, CAT C/D: MNM 20° bank until crossing R048 **SPL**) - crossing R108 **SPL RT** direct **SPL** - R270 **SPL** to TORPO	**SPL** MNM **5000**
UNIPA 7D 7.4% to SPL **120.875**	060° - at **480 RT** 148° (MAX 185KT, CAT C/D: MNM 20° bank until crossing R048 **SPL**) - crossing R108 **SPL RT** direct **SPL** - R011 **SPL** to UNIPA	**SPL** MNM **5000** D15 **SPL** (D13.1 **IST**) MNM **8000** UNIPA MNM **FL105**

Changes: WPT IST distances

VELIT 5D / VELUG 1C / ZADAR 6K

RWY 05 (050°)

	GS	120	150	180	210	240	270
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
VELIT 5D 7.4% **120.875**	060° - at **480 RT** 148° (MAX 185KT, CAT C/D: MNM 20° bank until crossing R048 **SPL**) intercept R098 **SPL** to VELIT	D13 **SPL** (D14.2 **IST**) MNM **7000** VELIT MNM **FL105**
VELUG 1C 7.4% **120.875**	060° - at **480 RT** 148° (MAX 185KT, CAT C/D: MNM 20° bank until crossing R048 **SPL**) - crossing R108 **SPL RT** 258° intercept R224 **SPL** to VELUG	
ZADAR 6K **ZDA 6K** 7.4% to SPL **120.875**	060° - at **480 RT** 148° (MAX 185KT, CAT C/D: MNM 20° bank until crossing R048 **SPL**) - crossing R108 **SPL RT** direct **SPL** - R309 **SPL** to **ZDA**	**SPL** MNM **5000**

Changes: WPT IST distances

KEMIX 2A / KENEM 9J / ORAKA 6D / REMPI 3D / RILIM 4F / SALI 7K / SIPAL 6D / SIRMI 1E

RWY 23 (230°)

	GS	120	150	180	210	240	270
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
KEMIX 2A (ATC) 6.4% to 1900 **120.875** ①	direct **DVN** - QDR 227 **DVN** to KEMIX	**TRI** MNM **1150** **DVN** at **3000**
KENEM 9J 6.4% to 1900 **120.875** ①	Climb inbound **DVN** - at D5 **IST RT** 320° to D42.3 **ZDA** - **RT** follow radar vector to KENEM	D5 **IST** MNM **1900** D42.3 **ZDA** MNM **4000** KENEM MNM **FL105**
ORAKA 6D 6.4% to 1900 **120.875** ①	direct **DVN** - at **4000** or **DVN,** whichever is later, **LT** inbound **SPL** - at QDM 296 **DVN RT** intercept QDR 102 **DVN** - **RT** intercept R142 **SPL** to ORAKA	**TRI** MNM **1150** QDM 296 **DVN** MNM **6000**
REMPI 3D 6.4% to 1900 **120.875** ①	Climb inbound **DVN** - at D5 **IST RT** 320° to D42.3 **ZDA** - **RT** follow radar vector to REMPI	D5 **IST** MNM **1900** D42.3 **ZDA** MNM **4000** REMPI MNM **FL105**
RILIM 4F 6.4% to 1900 **120.875** ①	direct **DVN** - at **4000** or **DVN,** whichever is later, **LT** inbound **SPL** - at QDM 296 **DVN RT** intercept QDR 102 **DVN** - **RT** intercept R153 **SPL** to RILIM	**TRI** MNM **1150** QDM 296 **DVN** MNM **6000**
SALI 7K **SAL 7K** 6.4% to 1900 **120.875** ①	Climb inbound **DVN** - at D5 **IST RT** 320° to D42.3 **ZDA** - intercept QDM 296 **SAL** to **SAL**	D5 **IST** MNM **1900** D42.3 **ZDA** MNM **4000**
SIPAL 6D 6.4% to 1900 **120.875** ①	direct **DVN** - at **4000** or **DVN,** whichever is later, **LT** inbound **SPL** - at QDM 296 **DVN RT** intercept QDR 102 **DVN** - **RT** intercept R119 **SPL** to SIPAL	**TRI** MNM **1150** QDM 296 **DVN** MNM **6000** BAMRO MNM **7000**
SIRMI 1E 6.4% to 1900 **120.875** ①	Climb inbound **DVN** - at D5 **IST RT** 320° to D42.3 **ZDA** - **RT** follow radar vector to SIRMI	D5 **IST** MNM **1900** D42.3 **ZDA** MNM **4000** SIRMI MNM **FL105**

① If unable to comply with climb gradient 6.4%, advise ATC.

Changes: ALT, PROC renumbered

SPLIT 1D / TORPO 7E / UNIPA 9G / VELIT 7E / VELUG 1D / ZADAR 7P

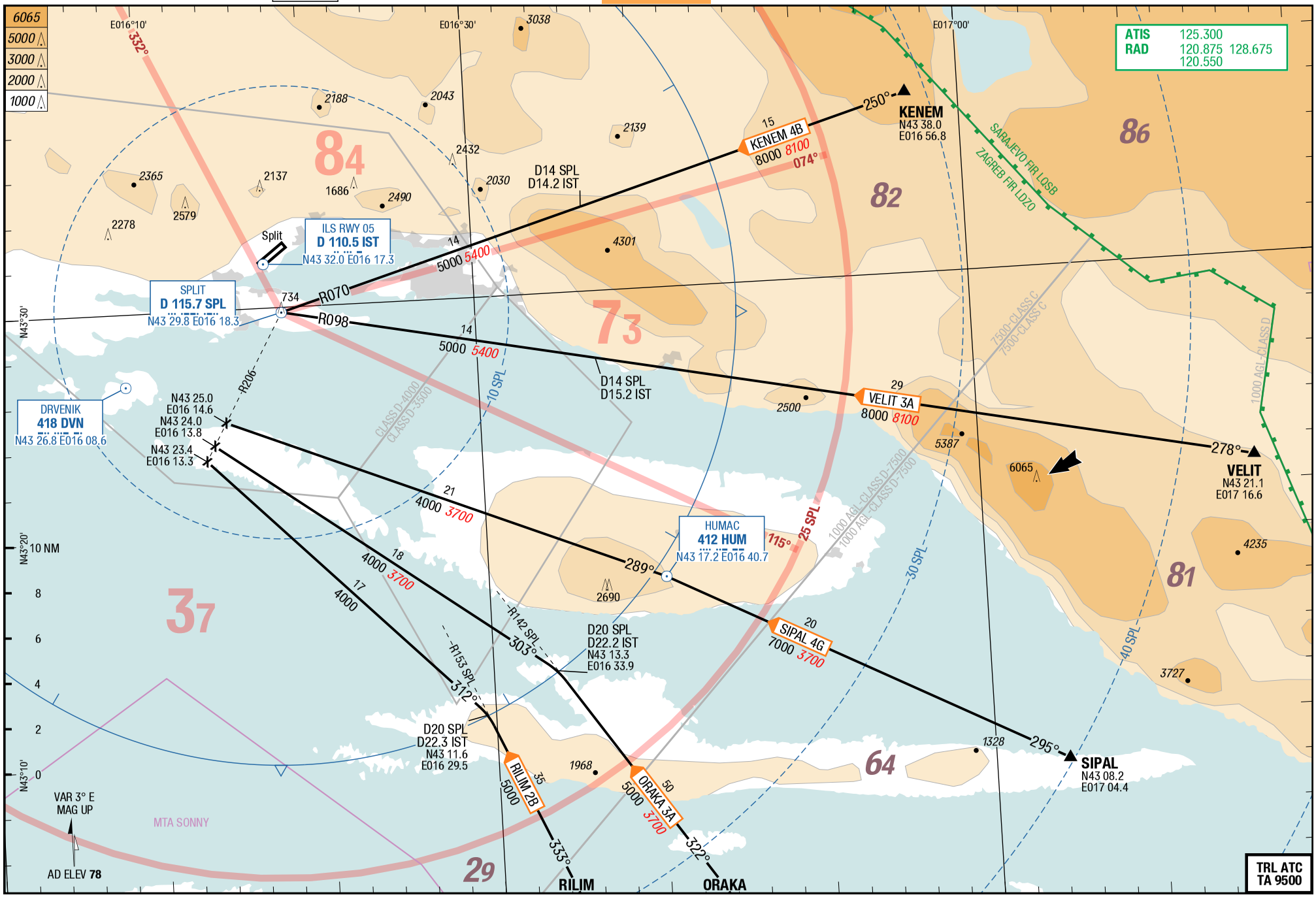
RWY 23 (230°)

	GS	120	150	180	210	240	270
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
SPLIT 1D **SPL 1D** 6.4% to 1900 **120.875** ①	Climb inbound **DVN** - at D5 **IST RT** 320° to D42.3 **ZDA** - **RT** intercept R312 **SPL** to **SPL** (MAX 230KT)	D5 **IST** MNM **1900** D42.3 **ZDA** MNM **4000** **SPL** MNM MEA for planned route
TORPO 7E 6.4% to 1900 **120.875** ①	Climb inbound **DVN** - at D5 **IST RT** 320° to D42.3 **ZDA** - **LT** follow radar vector to TORPO	D5 **IST** MNM **1900** D42.3 **ZDA** MNM **4000**
UNIPA 9G 6.4% to 1900 **120.875** ①	Climb inbound **DVN** - at D5 **IST RT** 320° to D42.3 **ZDA** - **RT** follow radar vector to UNIPA	D5 **IST** MNM **1900** D42.3 **ZDA** MNM **4000** UNIPA MNM **FL105**
VELIT 7E 6.4% to 1900 **120.875** ①	direct **DVN** - at **4000** or **DVN,** whichever is later, **LT** inbound **SPL** - at D2 **SPL RT** intercept R098 **SPL** to VELIT	**TRI** MNM **1150** QDM 296 **DVN** MNM **6000** VELIT MNM **FL105**
VELUG 1D 6.4% to 1900 **120.875** ①	direct **DVN** - QDR 227 **DVN** - at D17.5 **SPL** (D18.2 **IST**) **LT** 179° - intercept R224 **SPL** to VELUG	**TRI** MNM **1150**
ZADAR 7P **ZDA 7P** 6.4% to 1900 **120.875** ①	Climb inbound **DVN** - at D5 **IST RT** 320° to D42.3 **ZDA** - intercept R133 **ZDA** to **ZDA**	D5 **IST** MNM **1900** D42.3 **ZDA** MNM **4000**

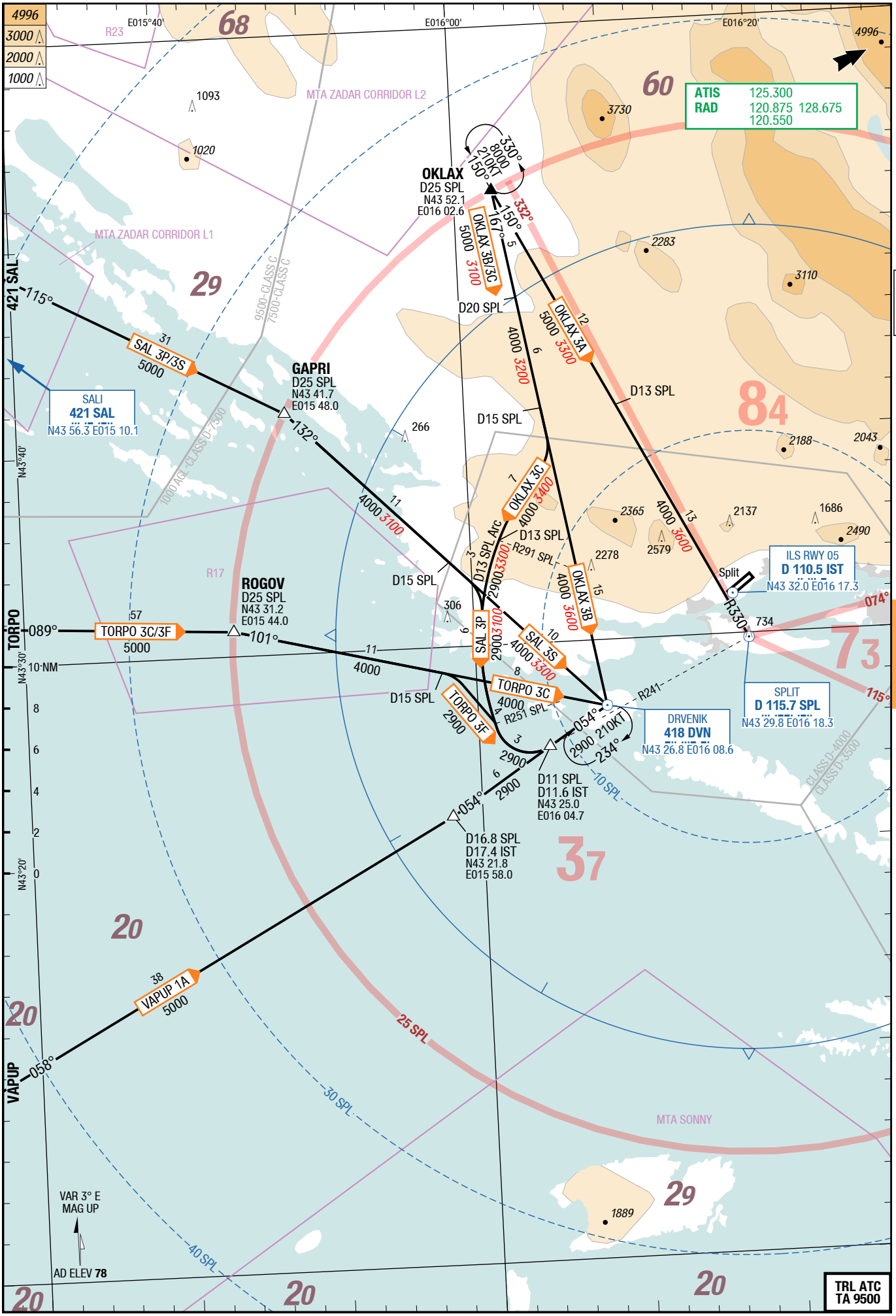
① If unable to comply with climb gradient 6.4%, advise ATC.

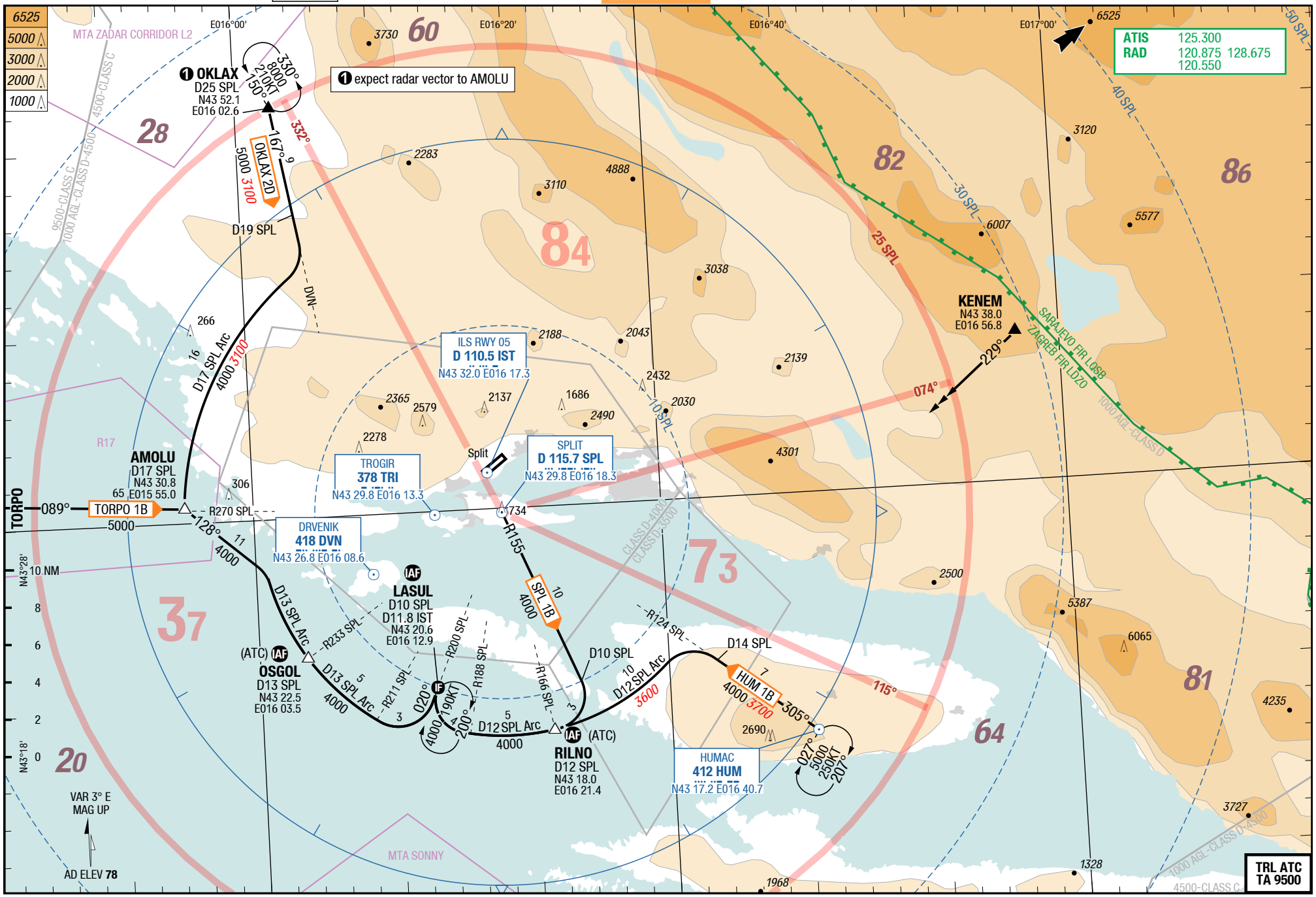
Changes: ALT, PROC renumbered



Changes: WPT Compulsory reporting, ASP

Changes: WPT Compulsory reporting, ASP, MGA





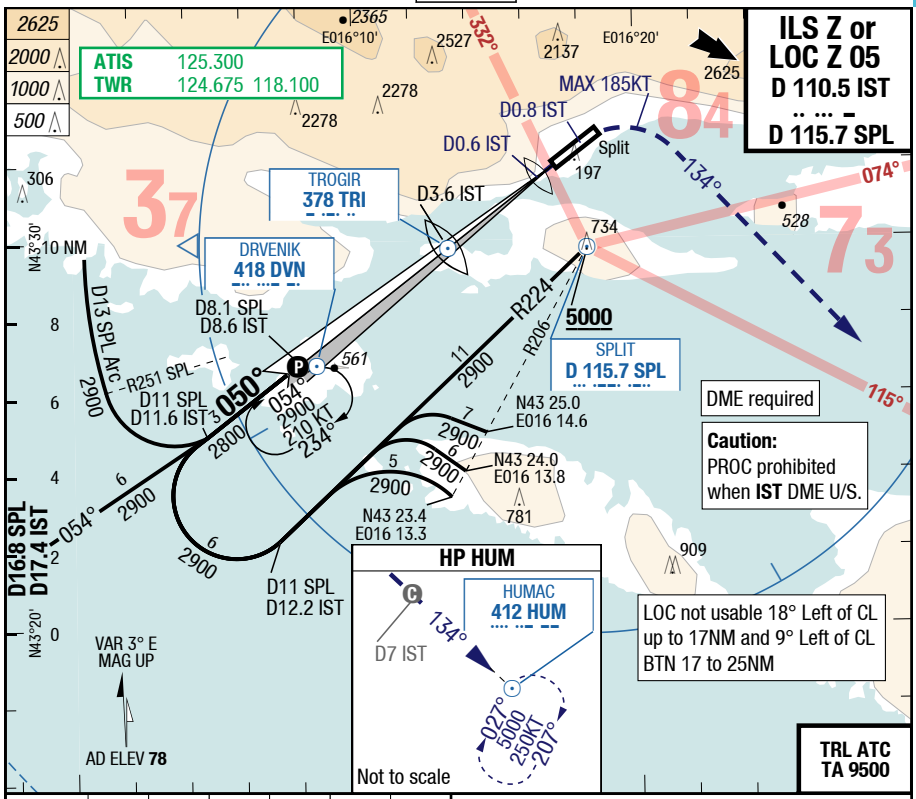
Changes: PROC, TOPO

25-JAN-2018

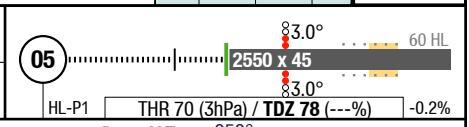
SPU-LDSP

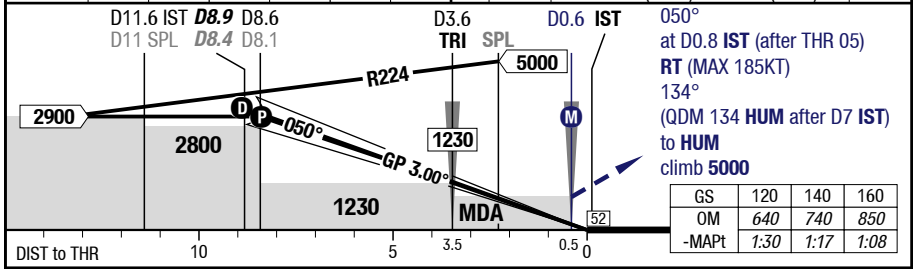
7-10

ILS Z or LOC Z 05



LOC 3.00° D IST	8.9	7	6	5	4	3
	2900	2310	1990	1670	1350	1030





050°
at D0.8 **IST** (after THR 05)
RT (MAX 185KT)
134°
(QDM 134 **HUM** after D7 **IST**)
to **HUM**
climb **5000**

GS	120	140	160
OM	*640*	*740*	*850*
-MAPt	*1:30*	*1:17*	*1:08*

05		Cat 1 1)	LOC DME 2)				Circling
C	ft - m/km ft	370 - 1.0 **440**	800 - 2.4 **870**				Not published
D	ft - m/km ft	380 - 1.0 **450**	800 - 2.4 **870**				Not published

1) With EVS 650m, wo EVS use STD
2) Timing to determine MAPt NA

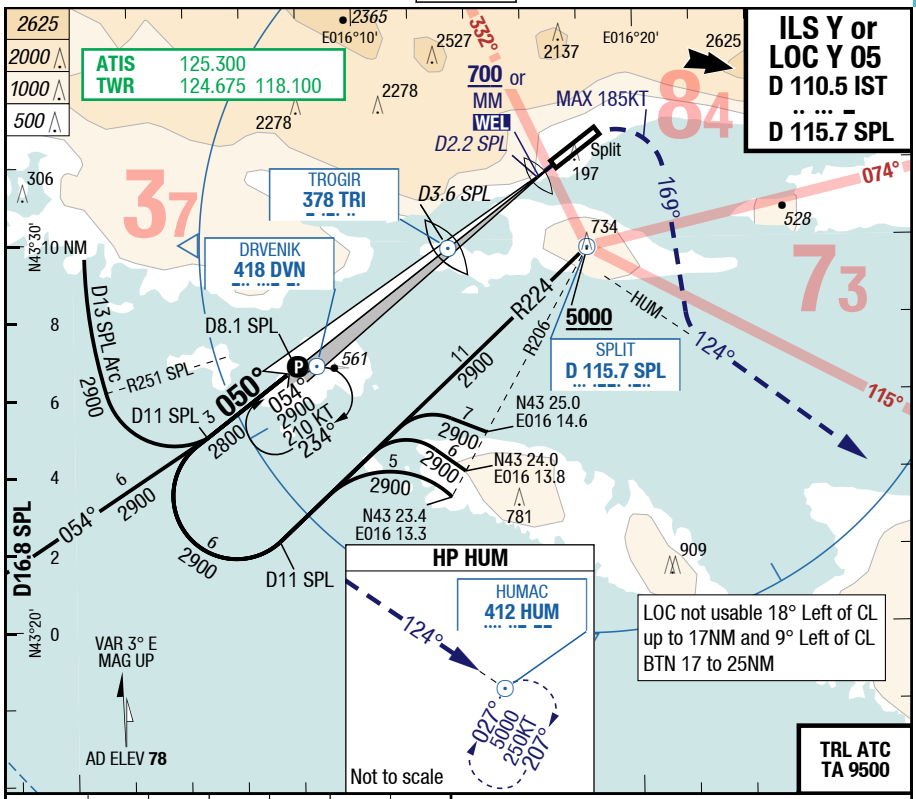
Changes: OBST

25-JAN-2018

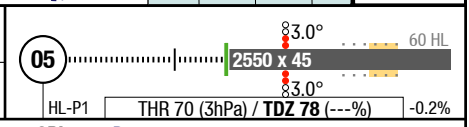
SPU-LDSP

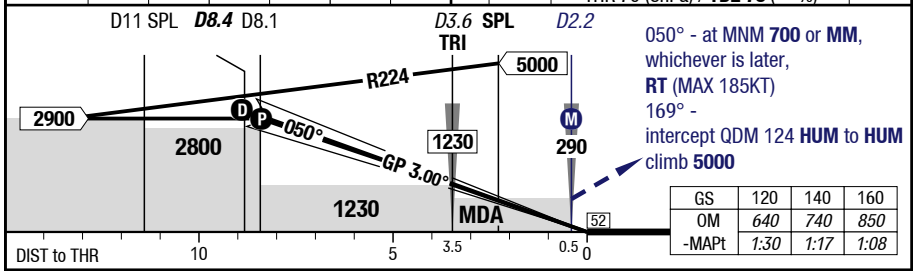
7-20

ILS Y or LOC Y 05



LOC 3.00° D SPL	8.4	7	6	5	4	3
	2900	2440	2100	1750	1390	980





GS	120	140	160
OM	*640*	*740*	*850*
-MAPt	*1:30*	*1:17*	*1:08*

05		Cat 1 GA 4.0% 1)	Cat 1 GA 3.0% 2)	Cat 1 GA 2.5% 3)	LOC DME SPL 4)		Circling
C	ft - m/km ft	370 - 1.0 **440**	440 - 1.3 **510**	480 - 1.5 **550**	800 - 2.4 **870**		Not published
D	ft - m/km ft	380 - 1.0 **450**	450 - 1.4 **520**	490 - 1.5 **560**	800 - 2.4 **870**		Not published

1) With EVS 650m, wo EVS use STD
2) With EVS 900m, wo EVS use STD
3) With EVS 1.0km, wo EVS use STD
4) Timing to determine MAPt NA

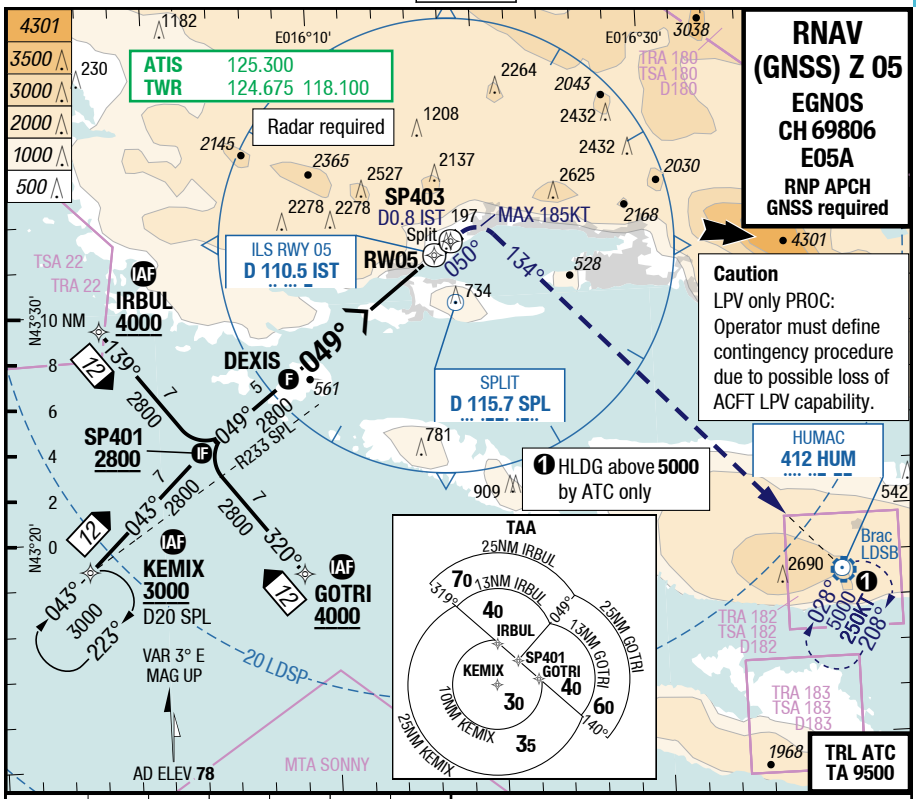
Changes: ALT, OBST, MISAP text

19-JUL-2018

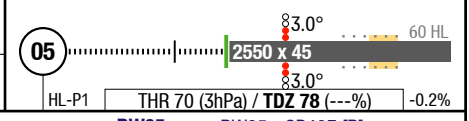
SPU-LDSP

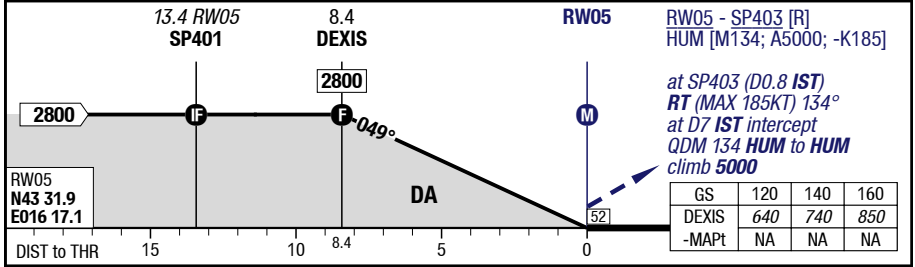
7-30

RNAV (GNSS) Z 05



3.00° RW05 049° RWY 050°	8.4	6	5	4	3	2
	2800	2040	1720	1400	1080	760





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

05		RNAV GNSS LPV 1)					Circling
C	ft - m/km ft	670 - 2.4 **740**					Not published
D	ft - m/km ft	680 - 2.4 **750**					Not published

1) With EVS 1.6km

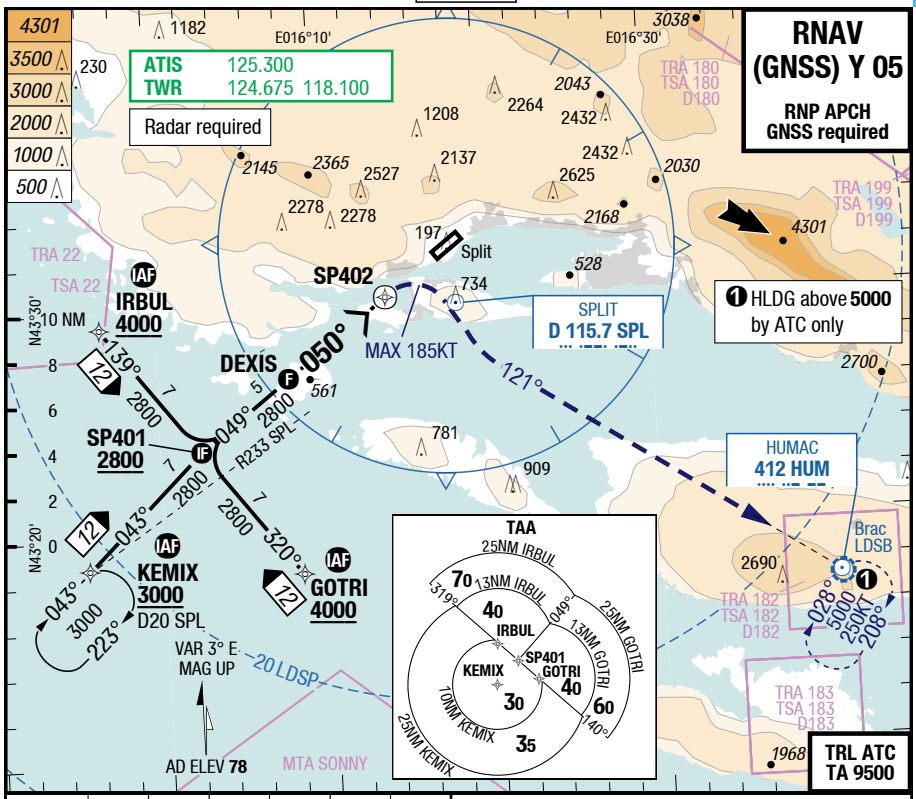
Changes: Note, Editorial

19-JUL-2018

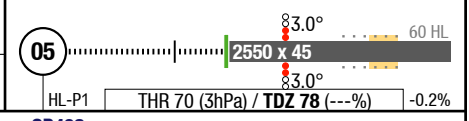
SPU-LDSP

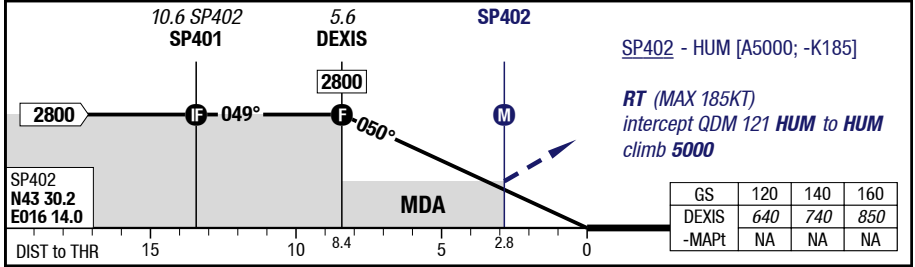
7-40

RNAV (GNSS) Y 05



3.00° SP402	5.6	5	4	3	2	1
	2800	2620	2300	1980	1670	1350





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

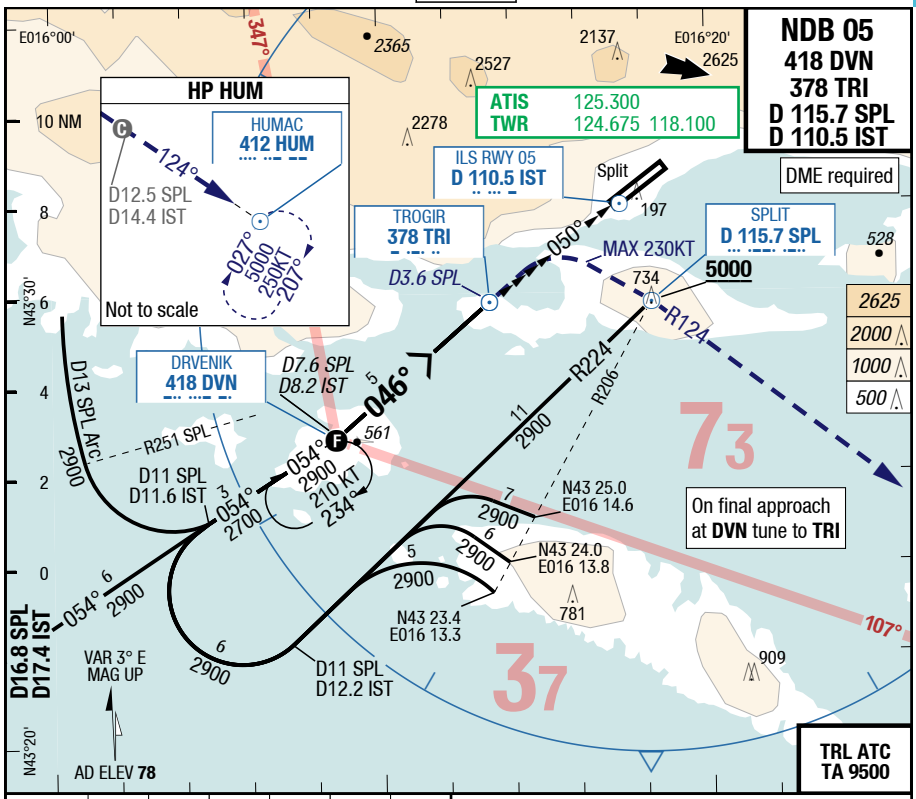
05		RNAV GNSS LNAV					Circling
C	ft - m/km ft	1130 - 2.4 **1200**					Not published
D	ft - m/km ft	1130 - 2.4 **1200**					Not published

Changes: Nil

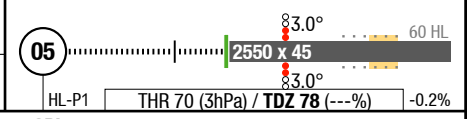
SPU-LDSP

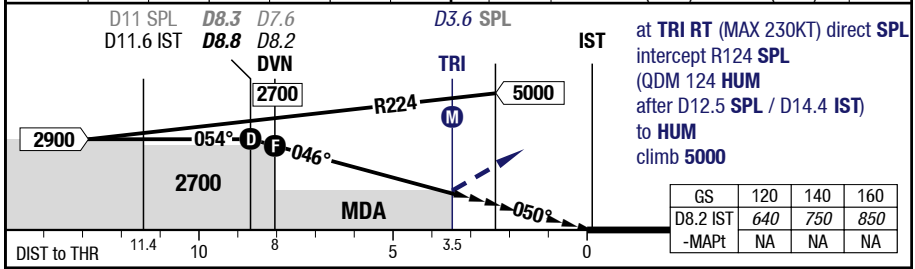
7-50

NDB 05



3.02°	8.8	8	7	6	5	4
D IST						
046°	2900	2640	2320	2000	1680	1360
RWY 050°						





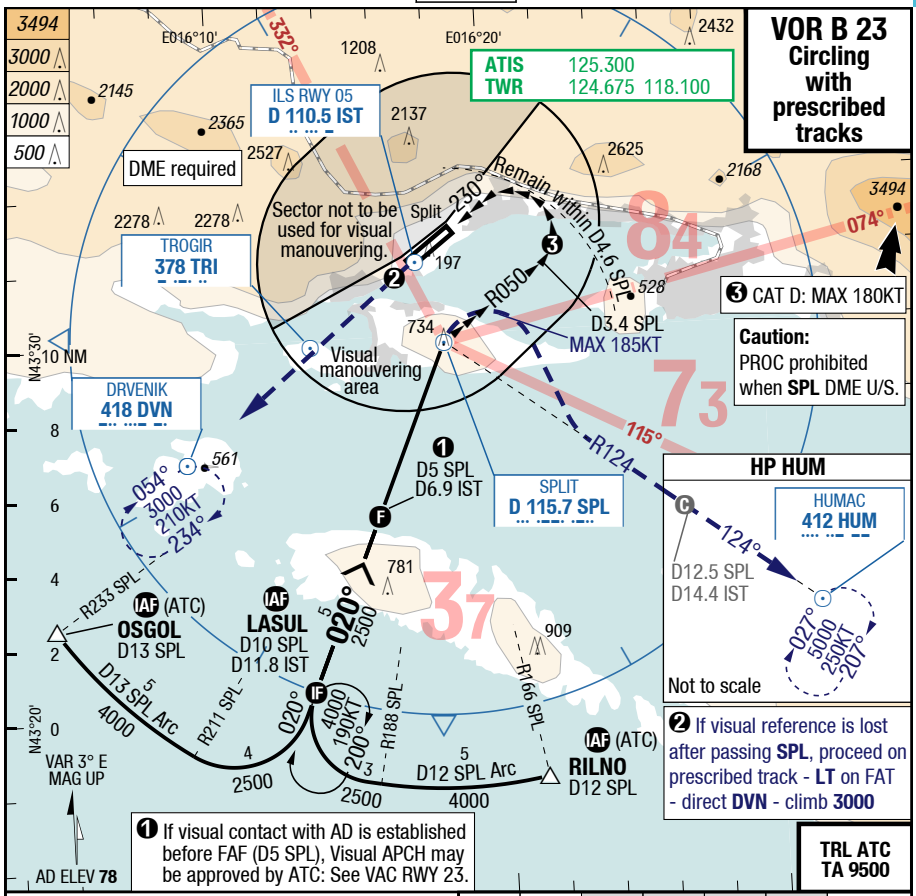
GS	120	140	160
D8.2 IST	*640*	*750*	*850*
-MAPt	NA	NA	NA

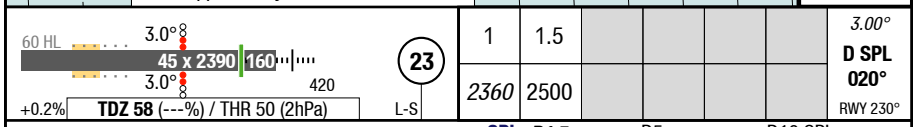
05		NDB NDB DVN + TRI					Circling
C	ft - m/km ft	1230 - 5.0 **1300**					Not published
D	ft - m/km ft	1230 - 5.0 **1300**					Not published

Changes: Reprint

SPU-LDSP

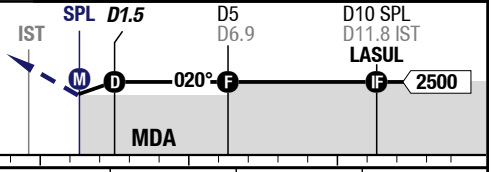
7-60 **VOR B 23 Circling with prescribed tracks**





RT (MAX 185KT) - intercept R124 **SPL** at D12.5 **SPL** (D14.4 **IST**) intercept QDM 124 **HUM** to **HUM** climb **5000** ❷

CDA calculated to reach MDA at MAPt.



23						Circling P-TRK 1) 2)	Circling
C	ft - m/km ft					1970 - 2.4V **2040**	Not published
D	ft - m/km ft					1970 - 3.6V **2040**	Not published

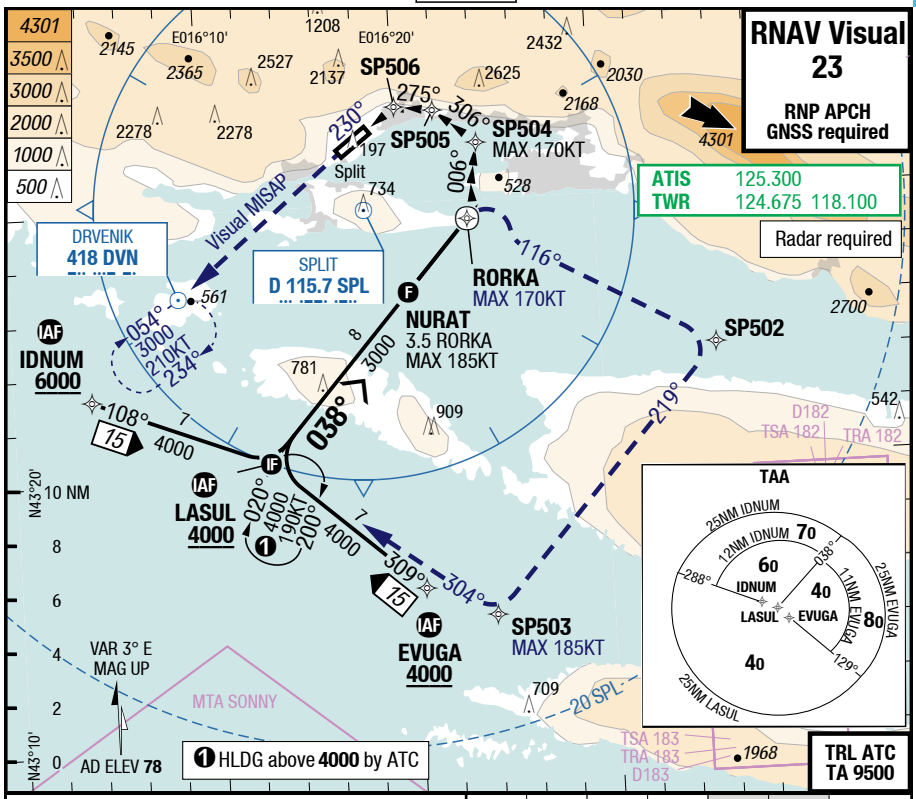
1) PROC NA when VGSI inop
2) HJ and SE of AD only

Changes: Reprint

SPU-LDSP

7-70

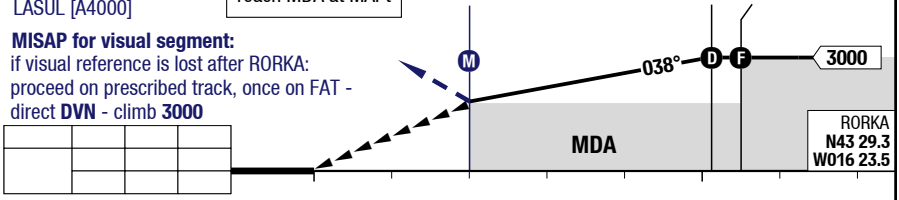
RNAV Visual 23



RORKA - SP502 - SP503 [K185-] - LASUL [A4000]

CDA calculated to reach MDA at MAPt

MISAP for visual segment:
if visual reference is lost after RORKA:
proceed on prescribed track, once on FAT - direct **DVN** - climb **3000**



23		VISUAL RNAV HJ only 1)					Circling
C	ft - m/km ft	C 2500 - 10.0V **2000**					Not published
D	ft - m/km ft	C 2500 - 10.0V **2000**					Not published

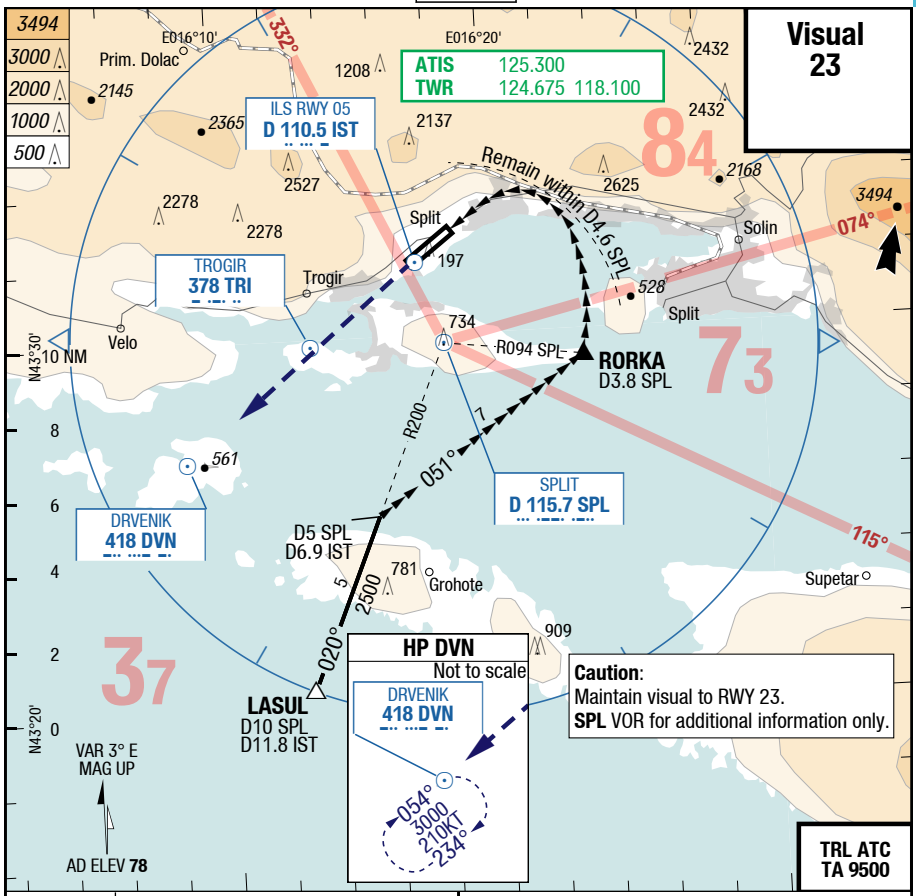
1) If unable advise ATC

Changes: new

SPU-LDSP

7-80

Visual 23



VISUAL

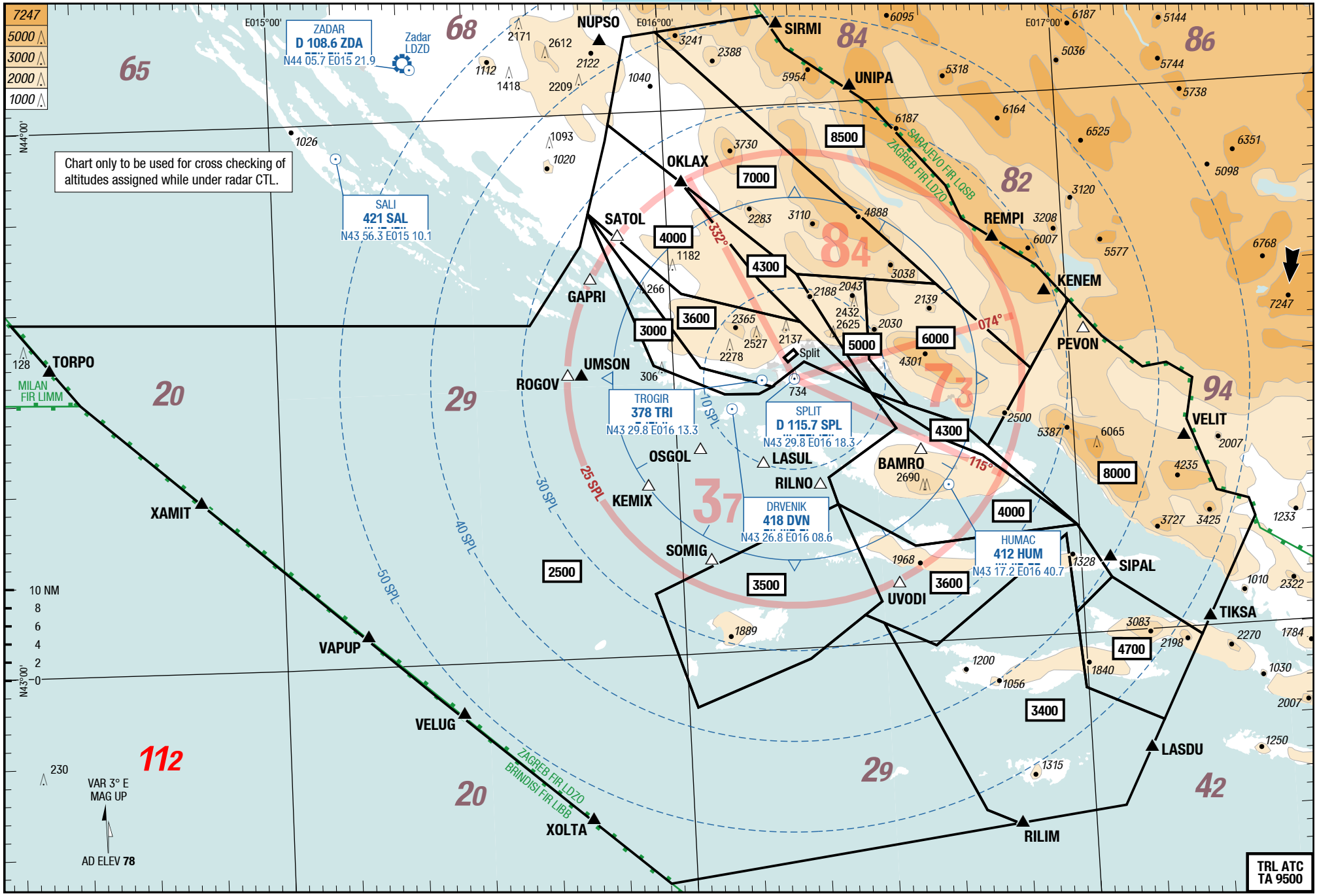
60 HL 3.0° 45 x 2390 160 3.0° 420
+0.2% **TDZ 58** (---%) / THR 50 (2hPa) L-S
23

Missed Approach:
Once on FAT:
direct **DVN**
climb **3000**

Croatia **Split** Kastela
NIL
MRC

MRC MRC

Kastela **Split** Croatia
NIL
MRC



Changes: Navaid HUM, ZK, ZRA, OBST