

## List of pages in this Trip Kit

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## General Information

Location: DUBROVNIK HRV  
ICAO/IATA: LDDU / DBV  
Lat/Long: N42° 33.7', E018° 16.1'  
Elevation: 527 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: 0314 Z  
Sunset: 1828 Z

## Runway Information

Runway: 12  
Length x Width: 10823 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 527 ft  
Lighting: Edge, ALS  
Displaced Threshold: 492 ft

Runway: 30  
Length x Width: 10823 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 485 ft  
Lighting: Edge, ALS

## Communication Information

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

LDDU/DBV  
CILIPI

13 APR 18

JEPPesen  
10-1P

Eff 26 Apr

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 TWR frequency 15 minutes before start-up.

##### 1.2.1.2. RWY 30

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. 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.

### 1.4. OTHER

**Caution:** Birds.

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

## 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.

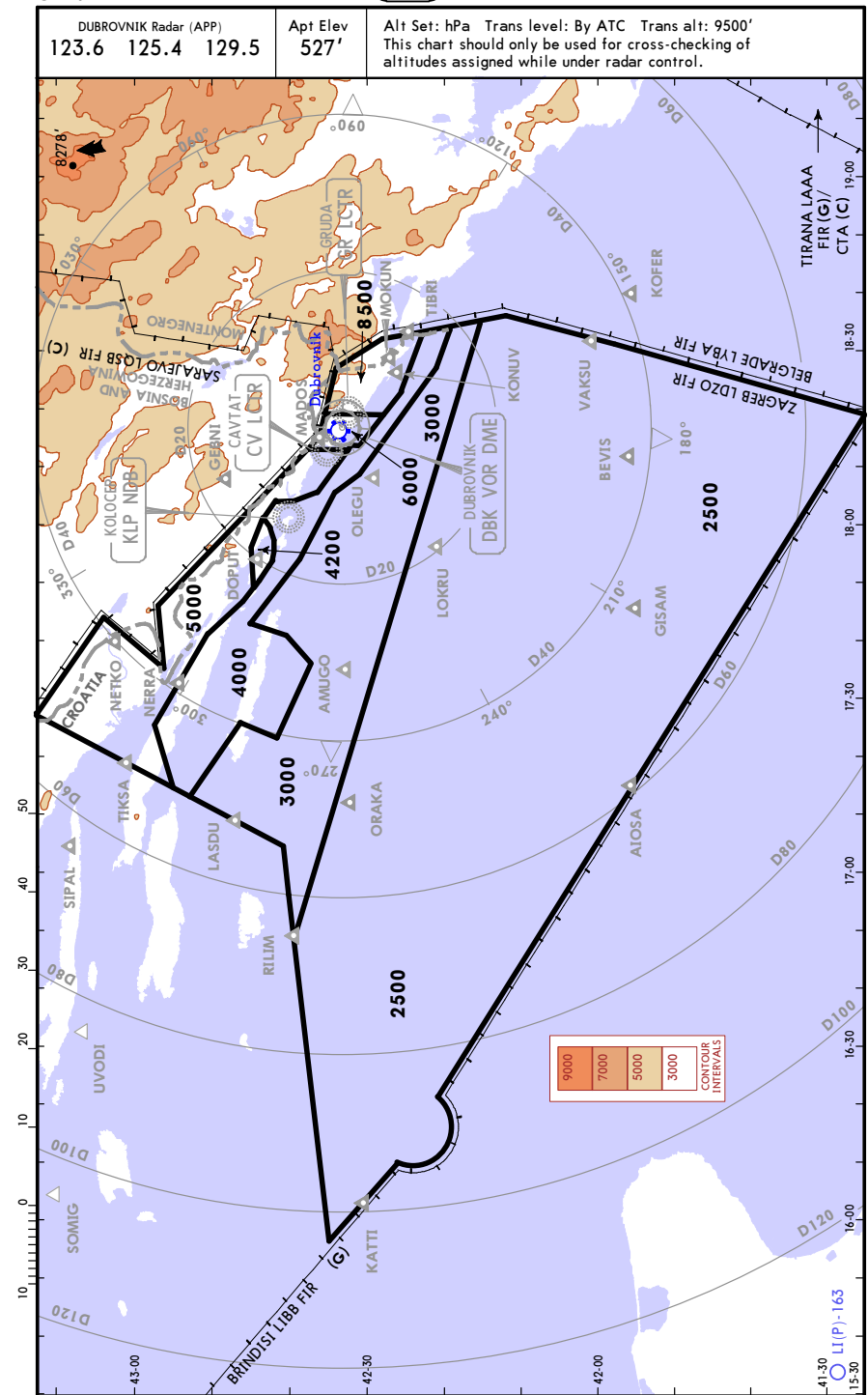
LDDU/DBV  
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14 APR 17

JEPPesen  
10-1R

Eff 27 Apr

DUBROVNIK, CROATIA  
RADAR MINIMUM ALTITUDES



**JEPPESSEN** DUBROVNIK, CROATIA  
13 APR 18 10-2 Eff 26 Apr **STAR**

AMUGO 1A [AMUG1A], BEVIS 2A [BEVI2A], LOKRU 1A [LOKR1A]  
MOKUN 3A [MOKU3A], NERRA 7A [NERA7A]  
RWYS 12, 30 ARRIVALS

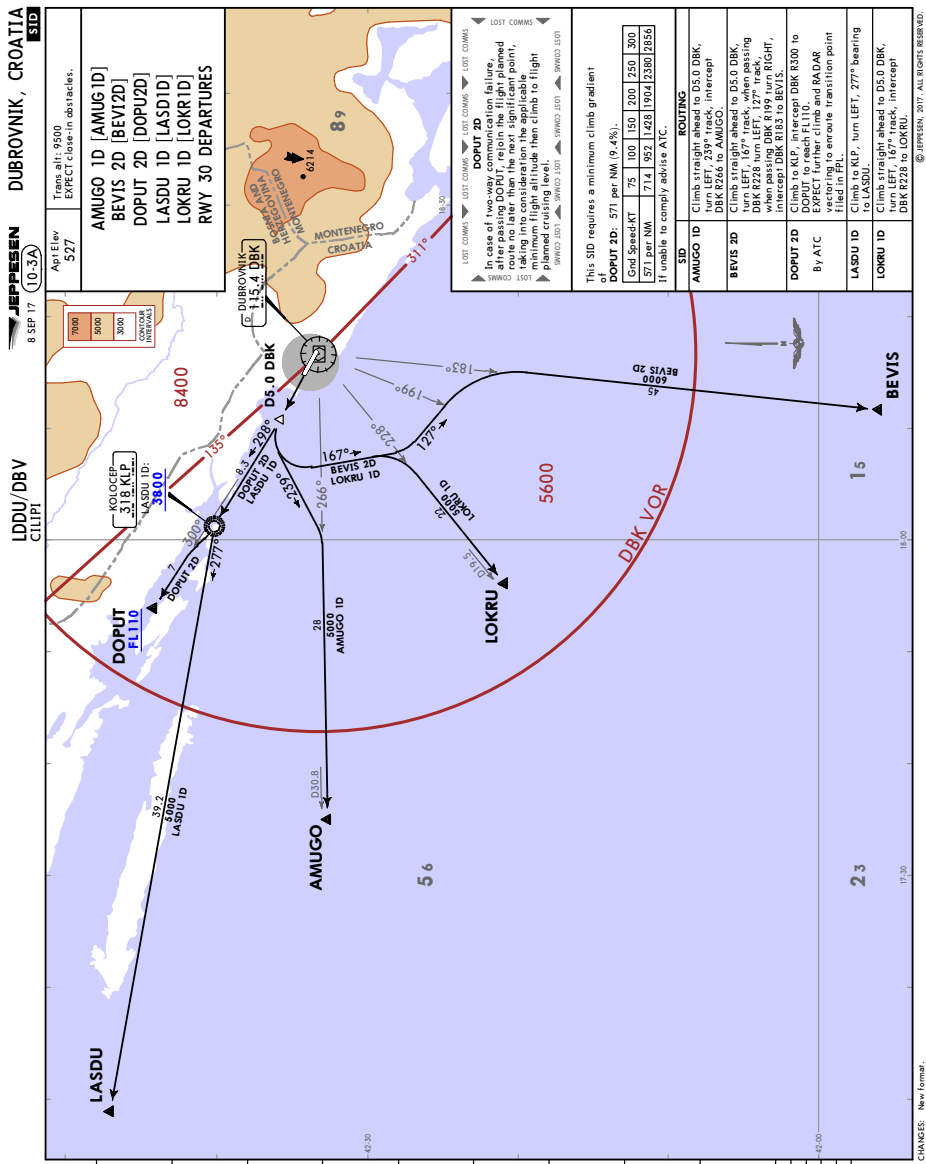
STAR	ROUTING
AMUGO 1A	Intercept 066° bearing to KLP, descend as cleared by ATC.
BEVIS 2A	Intercept DBK R183 inbound to D15.0 DBK, turn LEFT, intercept 333° bearing to KLP, descend as cleared by ATC.
LOKRU 1A	Intercept 008° bearing to KLP, descend as cleared by ATC.
MOKUN 3A	Intercept DBK R122 inbound to DBK, intercept 298° bearing to KLP, descend as cleared by ATC.
NERRA 7A	Intercept 121° bearing to KLP, descend as cleared by ATC.

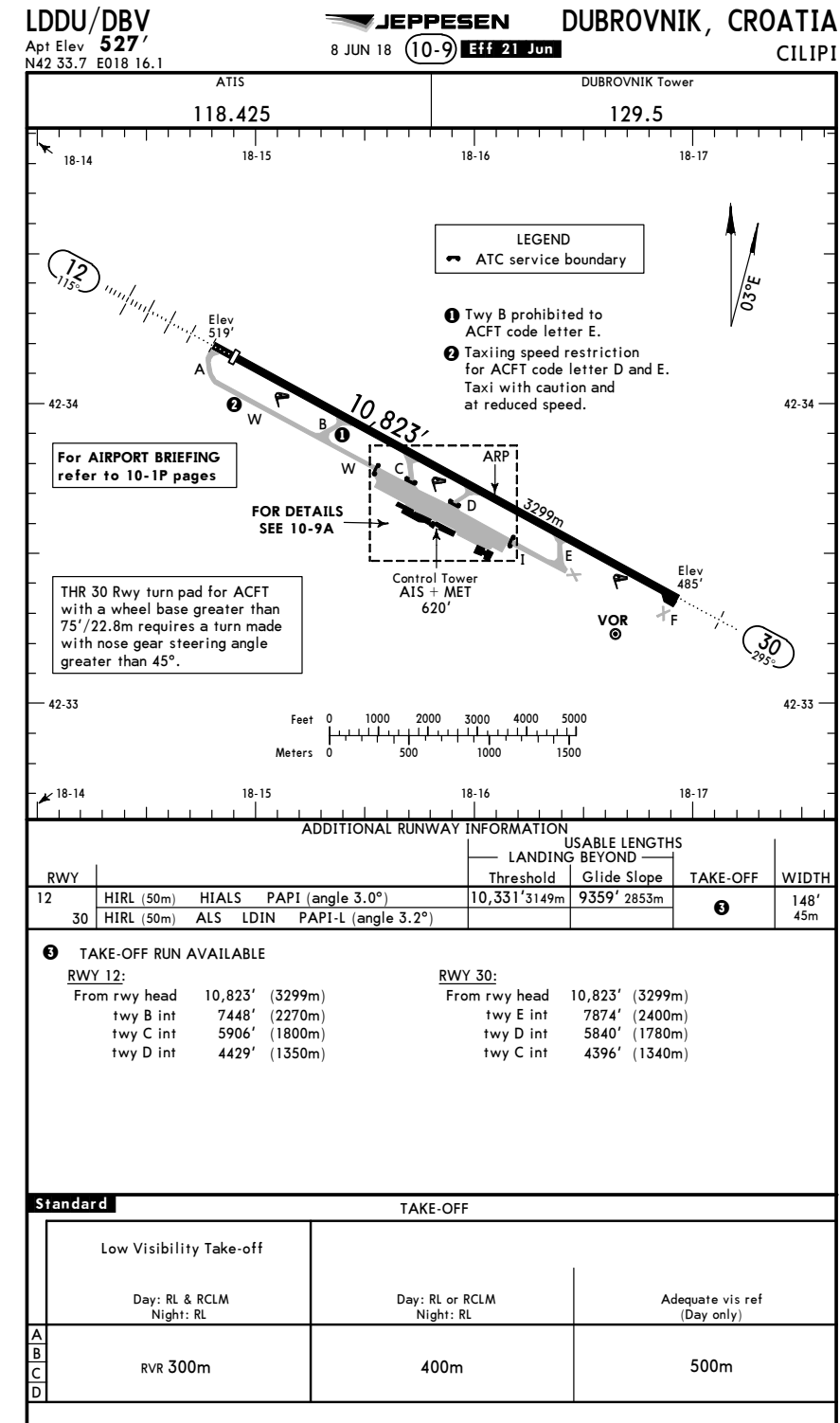
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## DUBROVNIK, CROATIA

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CHANGES: New format.

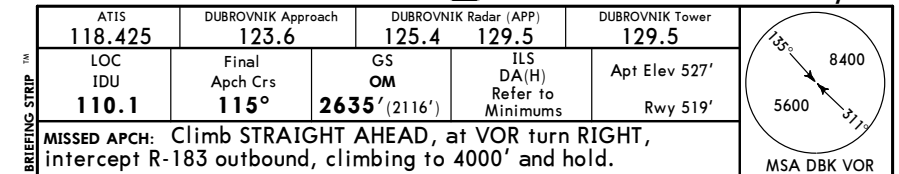




CILIPI

CILIPI

ILS or LOC Rwy 12



MSA DBK VOR

4000' 115°

intercept final

D12.3 DBK [F112]

LOC 2640'

GS 2635'

OM

D8.1 DBK [81LOC]

CV Lctr

D3.4 DBK [34LOC]

GS 1161'

MM

TCH displ thresh 52'





LOC 1170'

4.2

4.7

1.2

Rwy 519'

Gnd speed-Kts	70	90	100	120	140	160	 HIALS PAPI - PAPI	 DBK 115.4	 4000' RT	 DBK 115.4 R-183	
ILS GS	3.00°	372	478	531	637	743					849
LOC Descent Angle	3.01°	373	479	532	639	745					852
MAP at MM											

Standard	STRAIGHT-IN LANDING RWY 12		
	ILS	LOC (GS out) CDFA	
	DA(H) AB: <b>719'</b> (200')	C: <b>726'</b> (207') D: <b>736'</b> (217')	DA/MDA(H) <b>870'</b> (351')
	IIIL	ALS out	ALS out

TRANS OPS	A	FULL	ALS 500	ALS 500	FOR CIRCLING PROCEDURE SEE 19-10	
	B	RVR 550m <b>I</b>	RVR 1200m	RVR 1500m		
	C			RVR 900m		RVR 1600m
	D					
<b>I</b> W/o HUD/AP/FD: RVR 750m						

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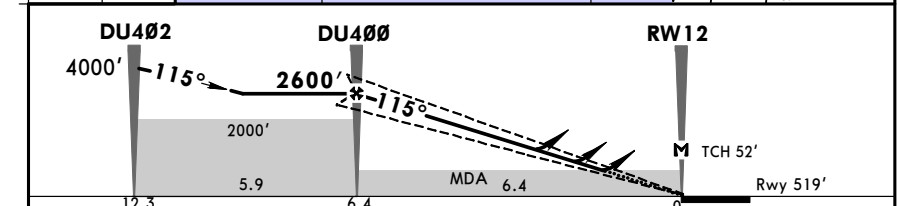
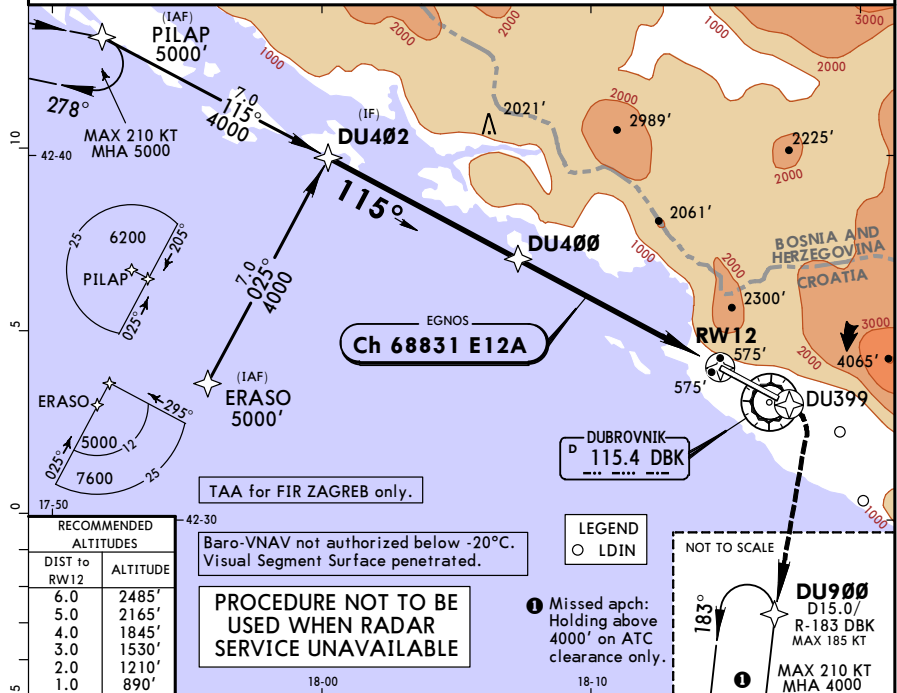


DDU/DBV  
CILIP

JEPPESEN DUBROVNIK, CROATIA  
8 JUN 18 (12-1) Eff 21 Jun RNAV (GNSS) Rwy 12

BRIEFING STRIP	ATIS 118.425	DUBROVNIK Approach 123.6	DUBROVNIK Radar (APP) 125.4 129.5		DUBROVNIK Tower 129.5	TAA 25 NM IAF
	EGNOS CH 68831 E12A	Final Aph Crs 115°	Procedure 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 DU900 (MAX 185 KT) and join holding at or above 4000'.					

MISSED APCH: Climb to DU399, then turn RIGHT direct to DU900 (MAX 185 KT) and join holding at or above 4000'.



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

STRAIGHT-IN LANDING RWY 12					
LPV		MACG mim 2,5%		LNAV/VNAV	
MACG mim 4,0%		MACG mim 4,0%		MACG mim 2,5%	
DA(H) 810' (291')	ALS out	DA(H) 1620' (1101')	ALS out	DA(H) 1730' (1211')	ALS out
				1890' (1371')	ALS out
				2180' (1661')	ALS out

PANS OPS				RVR 5000m	
A					
B	RVR 750m	RVR 1400m			
C					
D					

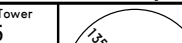
CHANGES: TAA. Procedure.

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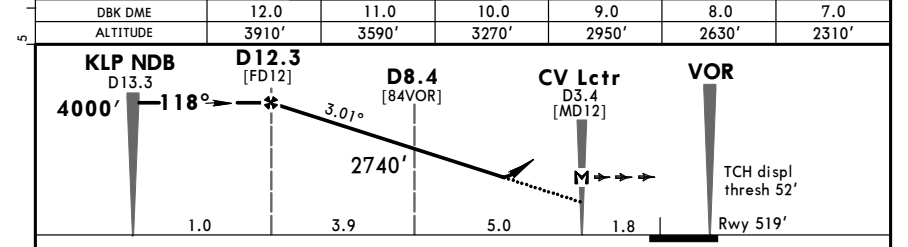
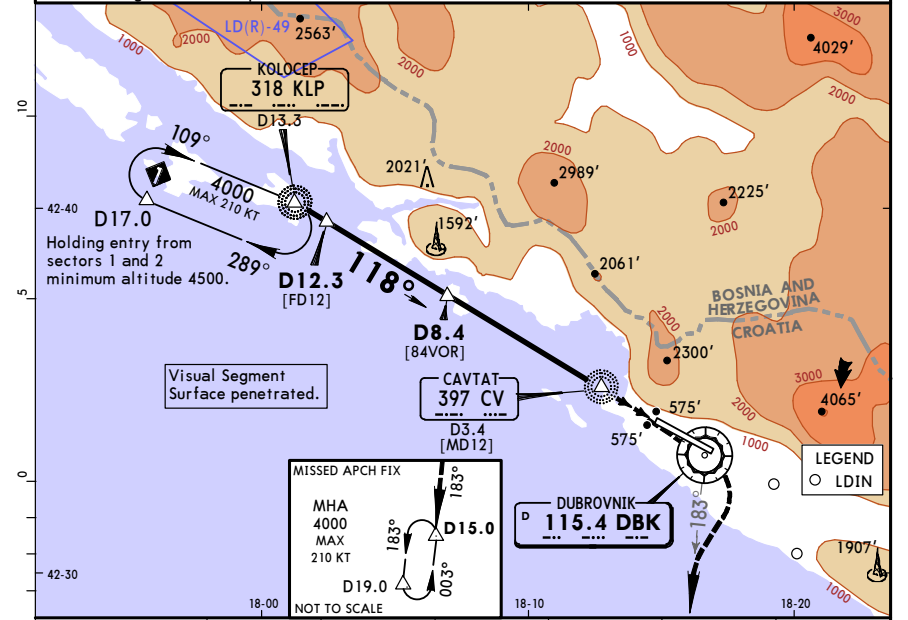
JEPPESEN DUBROVNIK, CROATIA  
13 APR 18 (13-1) Eff 26 Apr VOR Rwy 12

BRIEFING STRIP™

ATIS 118.425	DUBROVNIK Approach 123.6		DUBROVNIK Radar (APP) 125.4 129.5		DUBROVNIK Tower 129.5	
VOR DBK 115.4	Final Aph Crs 118°	Minimum Alt D12.3 4000' (3481')	DA/MDA(H) 2140' (1621')		Apt Elev 527' Rwy 519'	
MISSED APCH: Climb STRAIGHT AHEAD, at VOR turn RIGHT, intercept R-183 outbound, climbing to D15.0 at 4000' and hold.						
MSA DBK VOR						

MISSED APCH: Climb STRAIGHT AHEAD, at VOR turn RIGHT, intercept R-183 outbound, climbing to D15.0 at 4000' and hold.

Alt Set: hPa Rwy Elev: 19 hPa Trans level: By ATC Trans alt: 9500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	DBK 115.4	4000'	DBK 115.4	D15.0
Descent Angle	3.01°	373	479	532	639	745		↑	RT		
MAP at CV Lctr/D3.4											

STRAIGHT-IN LANDING RWY 12					
CDFA		CDFA		CDFA	
DA/MDA(H) 2140' (1621')		DA/MDA(H) 2140' (1621')		DA/MDA(H) 2140' (1621')	

PANS OPS				RVR 5000m	
A					
B					
C					
D					

CHANGES: Communications.

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NOT TO SCALE

[48VOLT]

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## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport LDDU**