Trip Kit Index Printed on 03 Jul 2018 Page 1 (c) JEPPESEN SANDERSON, INC., 2018, ALL RIGHTS RESERVED



List of pages in this Trip Kit

Trip Kit Index Airport Information For LDDU Terminal Charts For LDDU Revision Letter For Cycle 12-2018 Change Notices

Airport Information For LDDU Printed on 03 Jul 2018 Page 1



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

XJEPPESEN [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.

OTHER 1.4.

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

START-UP AND PUSH-BACK

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

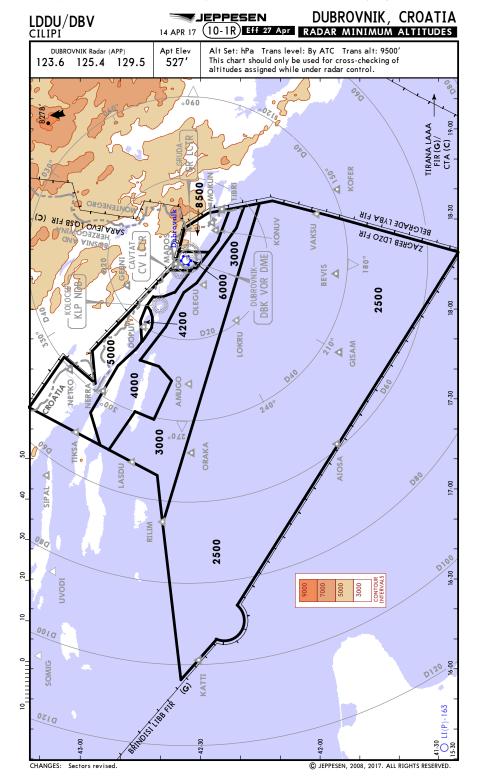
- Push-back vehicle has been attached;
- Communication with the ground crew has been established;
- ACFT is ready to commence push-back.

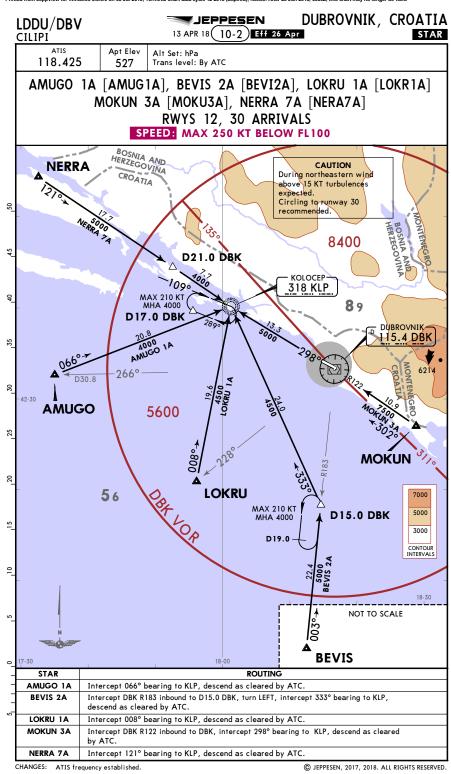
Push-back clearance issued by ATC shall contain RWY in use.

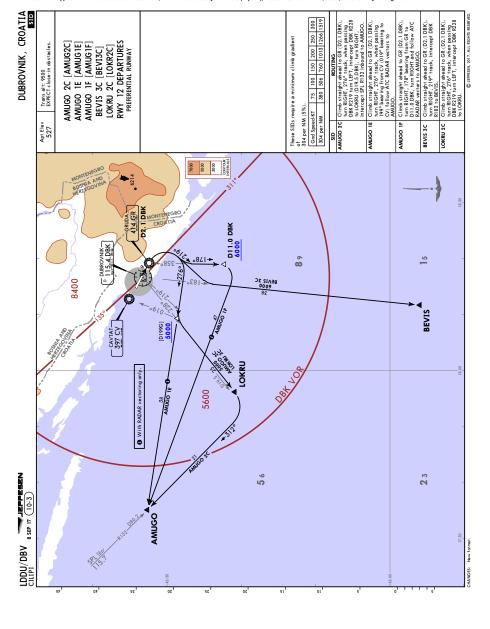
RWY in use shall be relayed to the ground crew by the flight deck.

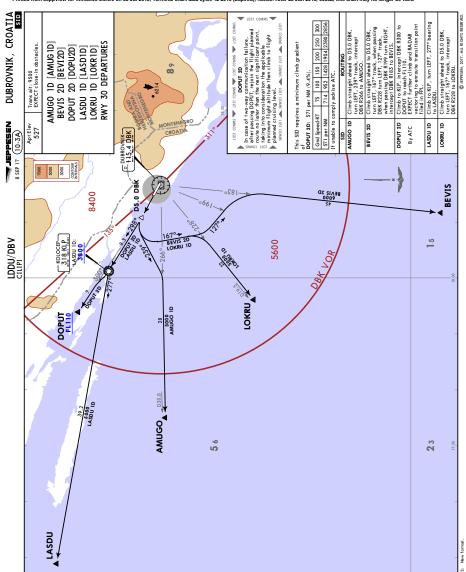
© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

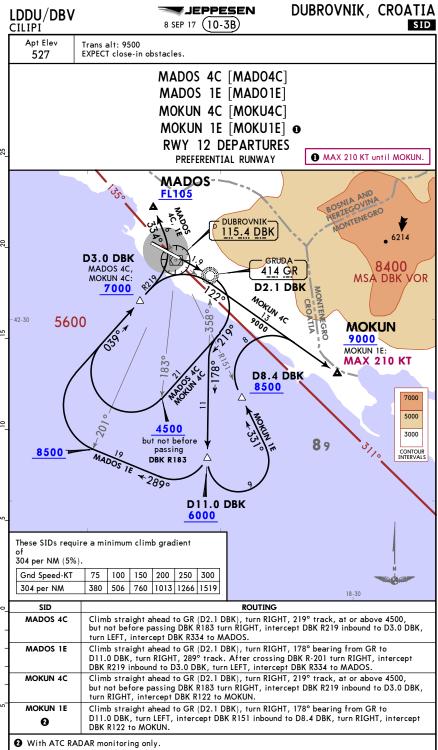






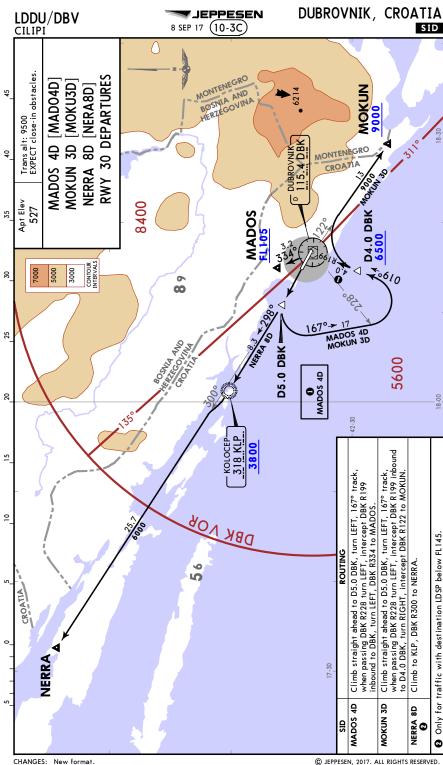


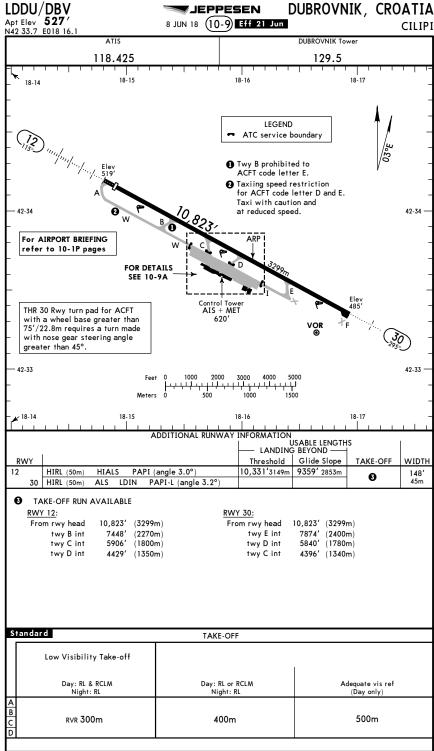
Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

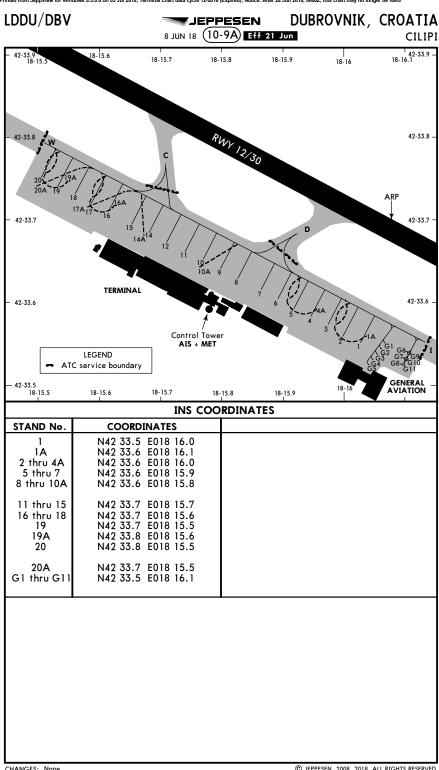


CHANGES: New format.

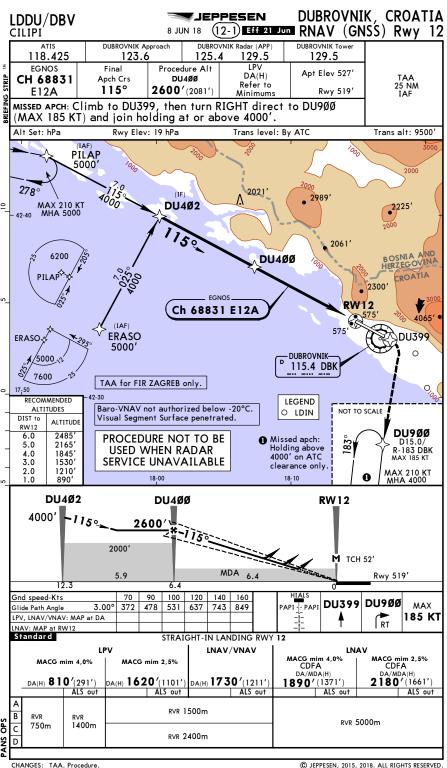
© JEPPESEN, 2017. ALL RIGHTS RESERVED







	LDDU/DBV CILIPI			8 J		PESE 1-1) E	EN ff 21 Jun	DUB I	ROVNI LS or	K, CR LÓC R	OATIA wy 12
W	118.425		123.6		125.4	129		DUBROVI 129	NIK Tower 9.5	1350	0.400
STRIP TM	LOC IDU	Apc	nal h Crs	0	SS M	D,	A(H) er to		lev 527'	()	8400
BRIEFING S	110.1 MISSED APCH:		STRAIC	2635 GHT AF	, ,		imums ? turn R		wy 519'	5600	31,0
BRIE	intercept R-1	183 ou	tbound	l, climb	ing to	4000′	and hol	d.			DBK VOR
	Alt Set: hPa		Rwy Elev	: 19 hPa		Tran	s level: By	ATC	/		alt: 9500'
01	1150		(R)-49 KOLOCEF 318 KL	<u> </u>	\hat{20}	21'	298				2000
	D17.0 DBK			D12	. 3 DBK	<u> </u>			2000	225') -
2	MHA A	4000 <i>2</i> ○ KT	890				100	2061'	BO	SNIA ANE)
	Holding en		1		OM)			1.0	HER	ZEGOVIN	
	sectors minimum alt		00.		D8.1 DBK [81LOC]	~	A TOWN	eristes.	2300′		
	(1159	ILS 110.		\	CAVTAT 397 C \			<u> </u>	300	4065'
	(113	1 10.			3.4 DBk [34LOC]		MM	BA	2	
0_			M	ISSED APCH		183°		WWW			LEGEND
_			M	MHA 4000				ROVNIK-	83.	Ľ	O LDIN
_				MAX 210 KT	∞! 7	DBK	113	.4 DBK		0	1907′
-	- 42-30		18-00 NO	D19 DB OT TO SCALI	K 💛 🎖	۱ ا	18-10		1	18-20	1000
	LOC DBK DMI		11.0	10.0	9.0	8.0		6.0		4.0	3.0 1030'
4,_	<u>'</u>	5°-\		(OM 1.1 DBK	(CV Lctr D3.4 DBK	1,,,		1333	1 1000
		<	*-115	[8]	iLOC]		[34LOC] GS <u>1</u> 161'				
	intercep	D 1		.oc				WN	1		
	final 	[F	112] 2	2640' s		OC .			TCH o		
			 	4.2	1	170′¯ 4.7	1	.2 M		Rwy 51	9′
	TO DISPLACED Gnd speed-Kts	THRESHO		90 100	120 14	0 160	1 1	0.7 H <u>IAL</u> S	0 DBK	-	DRK
	ILS GS LOC Descent Angle	3.00°	372 4	178 531	637 74 639 74	3 849	1 1	I PAPI	115.4	4000′ ►	DBK 115.4
	MAP at MM							1	A	RT	R-183
	STRAIGHT-IN LANDING RWY 12 ILS LOC (GS out) CDFA CDFA										
DA(H) C: 726 ′(207′) CDFA AB: 719 ′(200′) D: 736 ′(217′) DA/MDA(H) 870 ′(351′) FULL ALS out ALS out											
	Α		^				RVR 1500			EOP	
	B RVR 550m	0	R∨R	1200m	RVR 9	00m		_		FOR IRCLING	
SHS		_			KVK 9	JUIII	RVR 1600	m		ROCEDURE EE 19-10	
ANS OPS	D										
	W/o HUD/AP/I	FD: RVR	750m					© JEPPI	ESEN, 2001, 20	18. ALL RIGH	ITS RESERVED.



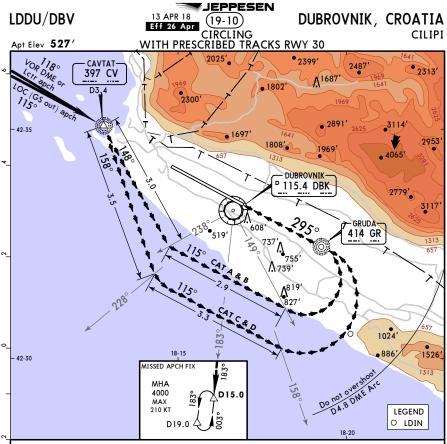
DUBROVNIK, CROATIA LDDU/DBV **JEPPESEN** 13 APR 18 (13-1) Eff 26 Apr VOR Rwv 12 CILIPI DUBROVNIK Approach DUBROVNIK Radar (APP) DUBROVNIK Tower 125.4 129.5 118.425 123.6 129.5 8400 VOR Final Minimum Alt DA/MDA(H) Apt Elev 527 Apch Crs D12.3 DBK 2140'(1621') 115.4 118° 4000'(3481') 5600 Rwy 519' MISSED APCH: Climb STRAIGHT AHEAD, at VOR turn RIGHT, intercept R-183 outbound, climbing to D15.0 at 4000' and hold. MSA DBK VOR Rwy Elev: 19 hPa Trans level: By ATC Trans alt: 9500 1. DME required. 2. Final approach track offset 3° from Rwy centerline. 3. Visual Segment Surface penetrated. **4**029′ KOLOCEP-318 KLP 2021 42-40 11592 Holding entry from sectors 1 and 2 minimum altitude 4500. BOSNIA AND HERZEGOVINA [FD12] CROATIA D8.4 [84VOR] Visual Segment CAVTAT Surface penetrated. 397 CV 4065 D3.4 [MD12] **LEGEND** MISSED APCH FIX O LDIN DUBROVNIK-MHA 115.4 DBK 4000 D15.0 MAX 1907 210 KT 42-30 D19.0 18-00 18-20 NOT TO SCALE 12.0 11.0 7.0 DBK DME 10.0 9.0 8.0 2950 ALTITUDE 3910' 3590' 3270' 2630' 2310' D12.3 KLP NDB **VOR** [FD12] D8.4 CV Lctr D13.3 [84VOR] D3.4 [MD12] 4000' **-118** 2740 TCH displ thresh 52 Rwy 519' 1.0 3.9 70 90 100 120 140 160 HIALS 3.01° 373 479 532 639 745 852 PAPI PAPI Gnd speed-Kts DBK 4000' Descent Angle 115.4 115.4 D15.0 RT R-183 MAP at CV Lctr/D3.4 Standard STRAIGHT-IN LANDING RWY 12 CDFA DA/MDA(H) 2140'(1621' ALS out FOR CIRCLING RVR 5000m **PROCEDURE** SEE 19-10 CHANGES: Communications

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid DUBROVNIK, CROATIA LDDU/DBV JEPPESEN Lctr Rwy 12 13 APR 18 Eff 26 Apr CILIPI DUBROVNIK Tower DUBROVNIK Approach DUBROVNIK Radar (APP) 118.425 123.6 125.4 129.5 129.5 Lctr Final Minimum Alt Apt Elev 527' DA/MDA(H) Apch Crs CV D12.4 8400 397 118° 4000'(3481') 2300'(1781' Rwy 519' MISSED APCH: Climb to GR Lctr, then turn RIGHT to KLP NDB 4800 climbing to 4500' and hold, or as directed. Alt Set: hPa Rwy Elev: 19 hPa Trans level: By ATC Trans alt: 9500' 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. MSA CV Lctr D(R)-49 2563 •4029' KOLOCEP-318 KLP 2021 42-40 D17.0 **LEGEND** Holding entry from 2890 sectors 1 (parallel entry) D12.4 and sector 2 (offset entry) [FQ12] O LDIN BOSNIA AND HERZEGOVINA minimum altitude 4500. GRUDA-414 GR CAUTION: When DBK DME inoperative - CAVTAT-FAF is at KLP NDB. 397 CV D3.4 DUBROVNIK-115.4 DBK 1907 - 42-30 18-00 18-10 18-20 12.3 12.0 11.0 10.0 9.0 8.0 7.0 DBK DME 4000' 3890 3580' 3260' 2940' 2620' 2300' ALTITUDE KLP NDB D12.40 [FQ12] CV Lctr **-**118°--* 4000' • When DBK DME inoperative FAF TCH displ thresh 52' is at KLP NDB M 0.9 9.0 Rwy 519' HIALS PAPI---PAPI Gnd speed-Kts 70 90 100 120 140 160 GR 4500 KLP 3.00° 372 478 531 637 743 849 Descent Angle 414 RT 318 MAP at CV Lctr/D3.4 Standard STRAIGHT-IN LANDING RWY 12 CDFA DA/MDA(H) 2300'(1781') ALS out FOR CIRCLING RVR 5000m PROCEDURE SEE 19-10

CHANGES: Communications

© JEPPESEN, 2001, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 03 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid



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-183:

Intercept R-183 climbing to D15.0 and hold.

If visual reference is lost after R-183:

Turn LEFT inbound VOR to intercept R-183 climbing to D15.0 and hold.

ш							
S	tand	ard	DAY	NIGHT			
ı	Not authorized Northeast of airport After ILS or						
	Max Kts	LOC (GS out) apch	After VOR apch	After Lctr apch			
Α	100	1300 ′(773′) 1500m					
В	135	1300′ (773′) 1600m					
С	180	2170 ′(1643′) 2400m	2170′ (1643′) 5000m	2300′ (1773′) 5000m	NOT AUTHORIZED		
D	205	2170 ′(1643′) 3600m					
1							

CHANGES: None.

© JEPPESEN, 2001, 2013. ALL RIGHTS RESERVED.

Revision Letter For Cycle 12-2018 Printed on 03 Jul 2018

Page 1

(c) JEPPESEN SANDERSON, INC., 2018, ALL RIGHTS RESERVED



Chart changes since cycle 11-2018

ADD = added chart, REV = revised chart, DEL = dele ACT PROCEDURE IDENT	eted chart. INDEX	REV DATE	EFF DATE
DUBROVNIK, (CILIPI - LDDU)			
REV AIRPORT, AIRPORT INFO, TA	10-9	08 Jun 2018	21 Jun 2018
REV PARKING STANDS & COORDS	10-9A	08 Jun 2018	21 Jun 2018
REV ILS OR LOC RWY 12	11-1	08 Jun 2018	21 Jun 2018
REV RNAV (GNSS) RWY 12	12-1	08 Jun 2018	21 Jun 2018

Terminal Chart Change Notices Page 1 - Printed on 03 Jul 2018 Notice: After 28 Jun 2018, 0000Z, this data may no longer be valid (c) JEPPESEN SANDERSON, INC., 2018, ALL RIGHTS RESERVED TERMINAL CHARGE SERVED JEPPESEN JEPPESEN JEPPESEN JEPPESEN JEPPESEN

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LDDU