

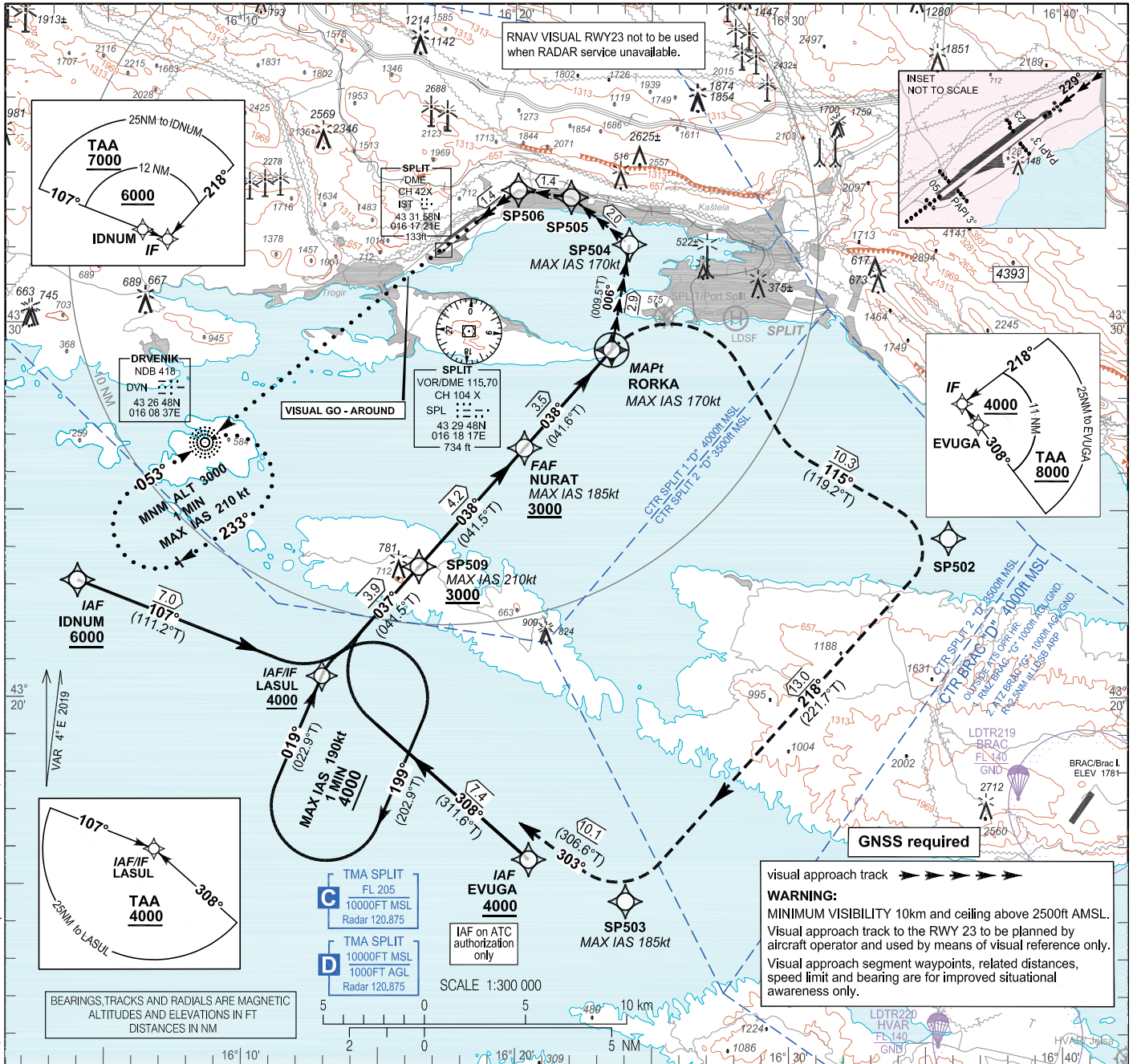
INSTRUMENT APPROACH
CHART - ICAO

AD ELEV 78
HEIGHTS RELATED
TO AD ELEV 78

SPLIT / Sveti Jeronim (LDSP)
SPLIT / Saint Jerome (LDSP)

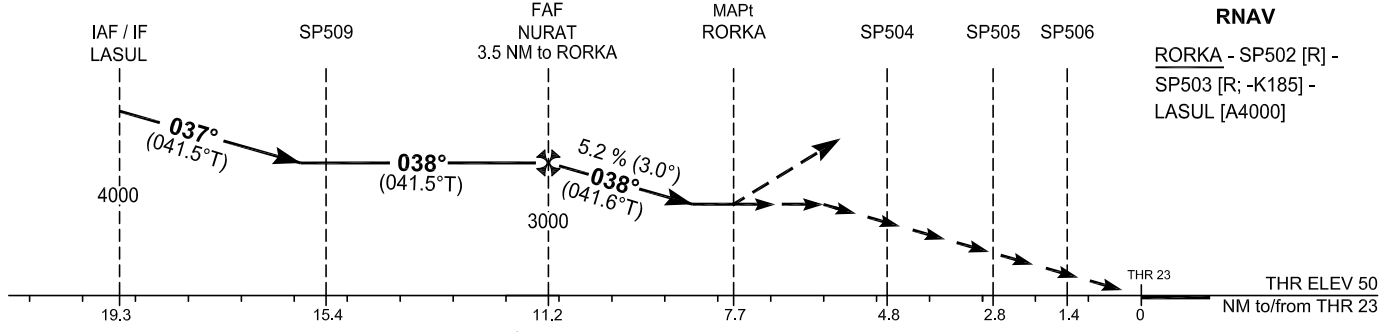
SPLIT ATIS 125.300
SPLIT RADAR 120.875
SPLIT TOWER 124.675

RNAV VISUAL RWY 23



visual approach track → → → → →
WARNING:
MINIMUM VISIBILITY 10km and ceiling above 2500ft AMSL.
Visual approach track to the RWY 23 to be planned by aircraft operator and used by means of visual reference only.
Visual approach segment waypoints, related distances, speed limit and bearing are for improved situational awareness only.

TRANSITION ALT 10 000



MISSED APPROACH RNAV
RORKA - SP502 [R] -
SP503 [R; -K185] -
LASUL [A4000]

OCA(H)	A	B	C	D	Aircraft category	A	B	C	D
LNAV	2000 (1922)				Minimum visibility	10km (5.4NM)			

GO-AROUND PROCEDURE FOR VISUAL SEGMENT:
In visual phase of flight after passing RORKA proceed along the visual approach track and when once on the final approach track climb straight ahead to DVN NDB at 3000ft and hold.

NOTES: For daylight operations only
See special notes for Pilot Flying on the third page.

SPLIT / Sveti Jeronim (LDSP)
SPLIT / Saint Jerome (LDSP)

RNAV VISUAL RWY 23

LDSP RNAV VISUAL RWY23

Proposed tabular description for navigation database coding - INSTRUMENT APPROACH TRANSITION

Serial Number	Fix	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Remarks	NAV SPEC
010	IAF	IF	IDNUM	-	-	4°E	-	-	+6000	-	-	-	RNP APCH
020	IF	TF	LASUL	-	107° (111.2°T)	4°E	7.0	-	+4000	-	-	-	RNP APCH
010	IAF	IF	EVUGA	-	-	4°E	-	-	+4000	-	-	IAF on ATC authorization only	RNP APCH
020	IF	TF	LASUL	-	308° (311.6°T)	4°E	7.4	-	+4000	-	-	-	RNP APCH
010	IAF/IF	IF	LASUL	-	-	4°E	-	-	+4000	-	-	-	RNP APCH

Proposed tabular description for navigation database coding - INSTRUMENT FINAL APPROACH TRANSITION

Serial Number	Fix	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Remarks	NAV SPEC
010	IF	IF	LASUL	-	-	4°E	-	-	+4000	-	-	-	RNP APCH
020	-	TF	SP509	-	037° (041.5°T)	4°E	3.9	-	+3000	-210	-	-	
030	FAF	TF	NURAT	-	038° (041.5°T)	4°E	4.2	-	+3000	-185	-	-	
040	MAPt	TF	RORKA	Y	038° (041.6°T)	4°E	3.5	-	-	-170	3.0 / -	-	
050	-	TF	SP502	-	115° (119.2°T)	4°E	10.3	-	-	-	-	-	
060	-	TF	SP503	-	218° (221.7°T)	4°E	13.0	R	-	-185	-	-	
070	MAHF	TF	LASUL	-	303° (306.6°T)	4°E	10.1	-	4000	-	-	-	
080	MAHF	HM	LASUL	-	019° (022.9°T)	4°E	1 MIN	R	4000	-190	-	Holding above 4000 on ATC clearance only	RNAV 1

VISUAL APPROACH SEGMENT (AFTER RORKA) - POSSIBLE CODING

Serial Number	Fix	Path descriptor	Waypoint name	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Remarks	NAV SPEC
-	-	TF	SP504	-	006° (009.5°T)	4°E	2.9	-	-	-170	-	-	-
-	-	TF	SP505	-	-	4°E	2.0	-	-	-170	-	-	
-	-	TF	SP506	-	-	4°E	1.4	-	-	-170	-	-	

THR Coordinates

RWY23 433242.33N 0161832.44E

RNAV HOLDING tabular description

Waypoint name	Path Terminator	Inbound course °M (°T)	Leg time/ distance (NM)	Turn direction	Minimum altitude (ft)	Maximum altitude (ft)	Speed limit MAX IAS (kt)	Magnetic variation	Remarks	NAV SPEC
LASUL	HM	019° (022.9°T)	1MIN / -	R	4000	-	190	4°E	-	RNAV 1

Waypoint coordinates

Waypoint name	wgs-84 latitude	wgs-84 longitude
IDNUM	432307.4N	0160358.2E
EVUGA	431541.3N	0162030.1E
LASUL	432035.0N	0161255.7E
NURAT	432640.8N	0162019.6E
RORKA	432918.0N	0162331.0E
SP509	432330.3N	0161628.2E
SP502	432416.0N	0163551.5E
SP503	431434.2N	0162402.5E

Waypoint coordinates - visual segment

Waypoint name	wgs-84 latitude	wgs-84 longitude
SP504	433207.0N	0162409.9E
SP505	433322.5N	0162201.9E
SP506	433334.0N	0162005.3E

CHANGE: TMA classification vertical limits; Parachute activity zones added; Water aerodrome Split / Resnik withdrawn; Editorial.

SPECIAL NOTES before practice and operating LDSP RNAV VISUAL RWY23 procedure

Requirements for Pilot Flying:

- Obstacle clearance during the visual part of the approach is responsibility of pilot flying.
- After receiving clearance to execute RNAV Visual RWY23, pilot flying is expected to:
 - a) Not later than passing RORKA must be in visual reference to terrain with minimum visibility of 10 km (5.4NM) and ceiling above 2500ft AMSL and to continue with visual part of procedure, or
 - b) From RORKA follow the prescribed instrument missed approach procedure for LDSP RNAV VISUAL RWY23.
- Visual approach segment waypoints, related distances, speed limit and bearing are for improved situational awareness only.

ATC / pilot communication procedures and requirement:

- When RWY23 is in use, during daytime, RNAV Visual RWY23 will be considered as primary approach (announced by ATIS or ATC).
- If ATIS information announces RNAV Visual APCH RWY23 to be expected, Operators unable to accept this approach, shall advise Split APP on first contact.

CHANGE: TMA classification vertical limits; Parachute activity zones added; Water aerodrome Split / Resnik withdrawn; Editorial.

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