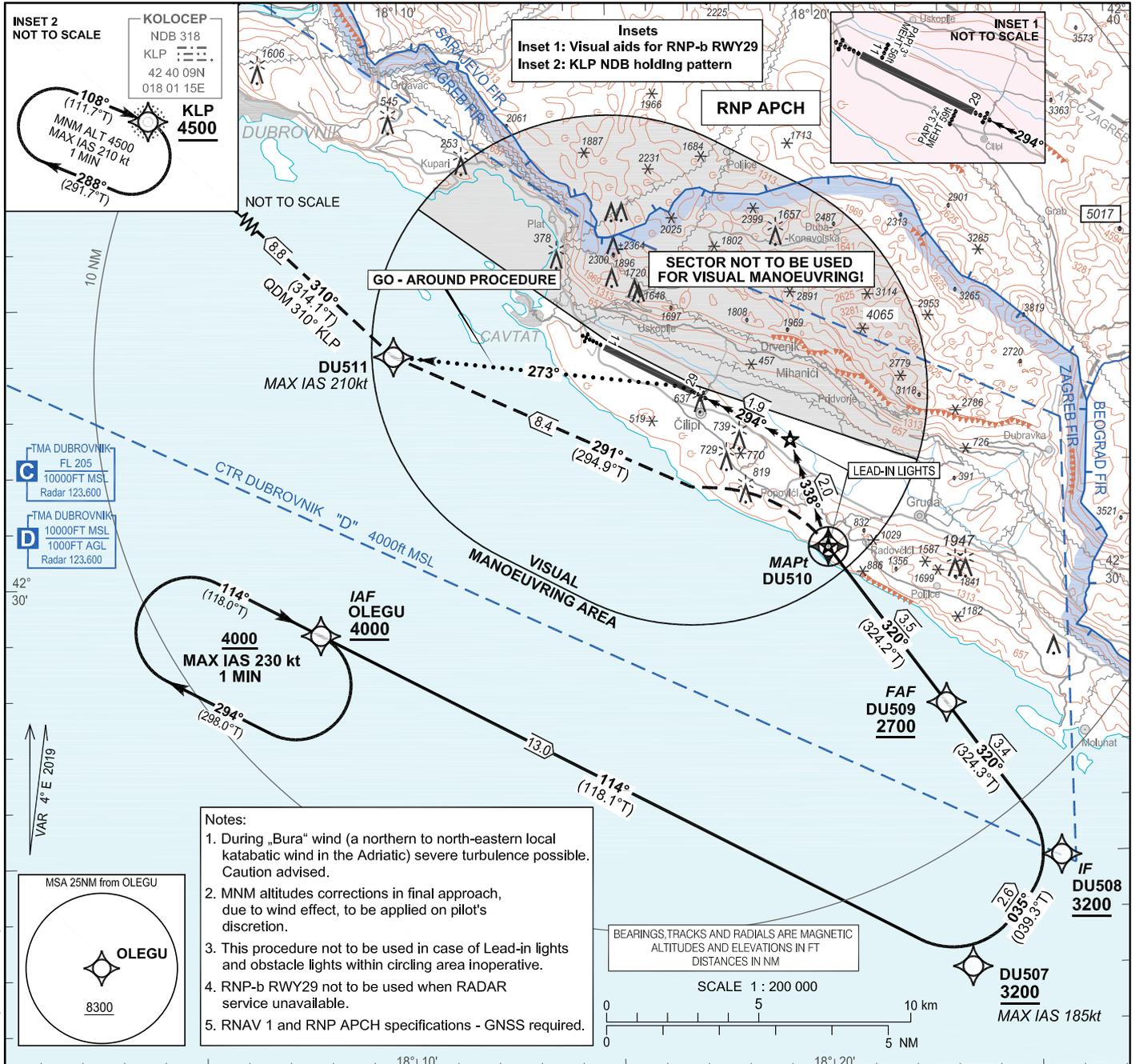


INSTRUMENT APPROACH  
CHART-ICAO  
(CIRCLING WITH PRESCRIBED TRACKS)

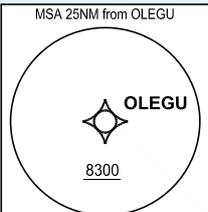
AD ELEV 527  
HEIGHTS RELATED  
TO AD ELEV 527

DUBROVNIK ATIS	118.425
DUBROVNIK RADAR	123.600
DUBROVNIK TOWER	129.500
DUBROVNIK DELIVERY	125.400

RNP-b RWY 29

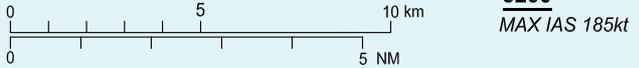


- Notes:
1. During „Bura“ wind (a northern to north-eastern local katabatic wind in the Adriatic) severe turbulence possible. Caution advised.
  2. MNM altitudes corrections in final approach, due to wind effect, to be applied on pilot's discretion.
  3. This procedure not to be used in case of Lead-in lights and obstacle lights within circling area inoperative.
  4. RNP-b RWY29 not to be used when RADAR service unavailable.
  5. RNAV 1 and RNP APCH specifications - GNSS required.



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS IN FT  
DISTANCES IN NM

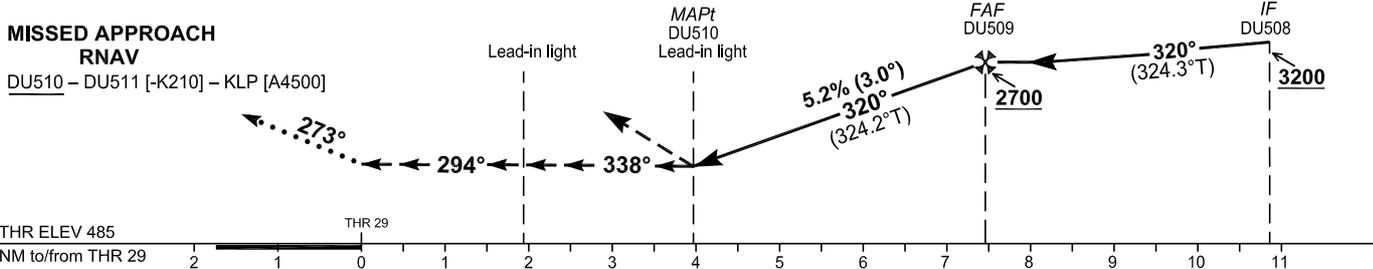
SCALE 1 : 200 000



TRANSITION ALT 10 000

MISSED APPROACH  
RNAV

DU510 – DU511 [-K210] – KLP [A4500]



OCA(H)	A	B	C
Circling	1620 ( 1100 )		

NOTE: Circling NE of aerodrome not allowed.

See special notes to Aircraft Operators on page 3.

**CIRCLING PROCEDURE:**

Execute a published instrument approach procedure to circling OCA/H for relevant ACFT CAT, proceed VISUALLY on tracks and distances given on the chart above.

**GO - AROUND PROCEDURE :**

Above THR 29, at the latest, turn LEFT onto track 273°. Intercept QDM 310° KLP to KLP NDB climbing to 4500 and hold.

CHANGE: TMA classification vertical limits: GR L withdrawn; Profile view and Special notes updated; Editorial.

DUBROVNIK / Rudjer Boskovic (LDDU)

RNP-b RWY 29

LDDU RNP-b RWY29													
Proposed tabular description for navigation database coding - 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	OLEGU	-	-	4°E	-	-	+4000	-	-	-	RNP APCH
020	-	TF	DU507	-	114° (118.1°T)	4°E	13.0	-	+3200	-185	-	-	
030	IF	TF	DU508	-	035° (039.3°T)	4°E	2.6	-	+3200	-	-	-	
Proposed tabular description for navigation database coding - FINAL 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	DU508	-	-	4°E	-	-	+3200	-	-	-	RNP APCH
020	FAF	TF	DU509	-	320° (324.3°T)	4°E	3.4	-	+2700	-	-	-	
030	MAPt	TF	DU510	Y	320° (324.2°T)	4°E	3.5	-	-	-	3.0 / -	-	
040	-	TF	DU511	-	291° (294.9°T)	4°E	8.4	-	-	-210	-	-	
050	MAHF	TF	KLP	-	310° (314.1°T)	4°E	8.8	-	+4500	-	-	-	
060	MAHF	HM	KLP	-	108° (111.7°T)	4°E	1MIN	R	+4500	-210	-	Holding above 4500ft on ATC clearance only	RNAV 1
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			
OLEGU	HM	114°	1MIN /	R	4000	-	230	4°E	-	RNAV 1			
		(118.0°T)	-										
KLP	HM	108°	1MIN /	R	4500	-	210	4°E	-	RNAV 1			
		(111.7°T)	-										
Waypoint coordinates													
Waypoint name	WGS-84 Latitude	WGS-84 Longitude											
KLP	424009.42N	0180115.07E											
OLEGU	422906.1N	0180754.0E											
DU507	422257.5N	0182322.4E											
DU508	422456.1N	0182533.4E											
DU509	422741.7N	0182252.4E											
DU510	423031.4N	0182007.0E											
DU511	423404.3N	0180946.2E											

CHANGE: TMA classification vertical limits; GR L withdrawn; Profile view and Special notes updated; Editorial.

The following requirements and SPECIAL NOTES contain information which shall be consider before practise and operating LDDU RNP-b RWY 29 procedure:

- Consider specific orography, mountainous terrain in vicinity of AD Dubrovnik and the requirements for visual segment
- Usage of Lead-in lights and PAPI at night operations are mandatory
- This procedure not be used in case of lead-in lights and obstacle lights within circling area inoperative
- The procedure to be used when the tailwind component for approach RWY 11 exceeds the operational limits for landing: for particular type of aircraft
- During „Bura“ wind (a northern to north-eastern local katabatic wind in the Adriatic) severe turbulence possible. Caution advised
- During daylight hours use of standard visual approach for RWY 29 is recommended.

CHANGE: TMA classification vertical limits; GR L withdrawn; Profile view and Special notes updated; Editorial.

OVA STRANICA JE NAMJERNO OSTAVLJENA PRAZNA  
THIS PAGE INTENTIONALLY LEFT BLANK