

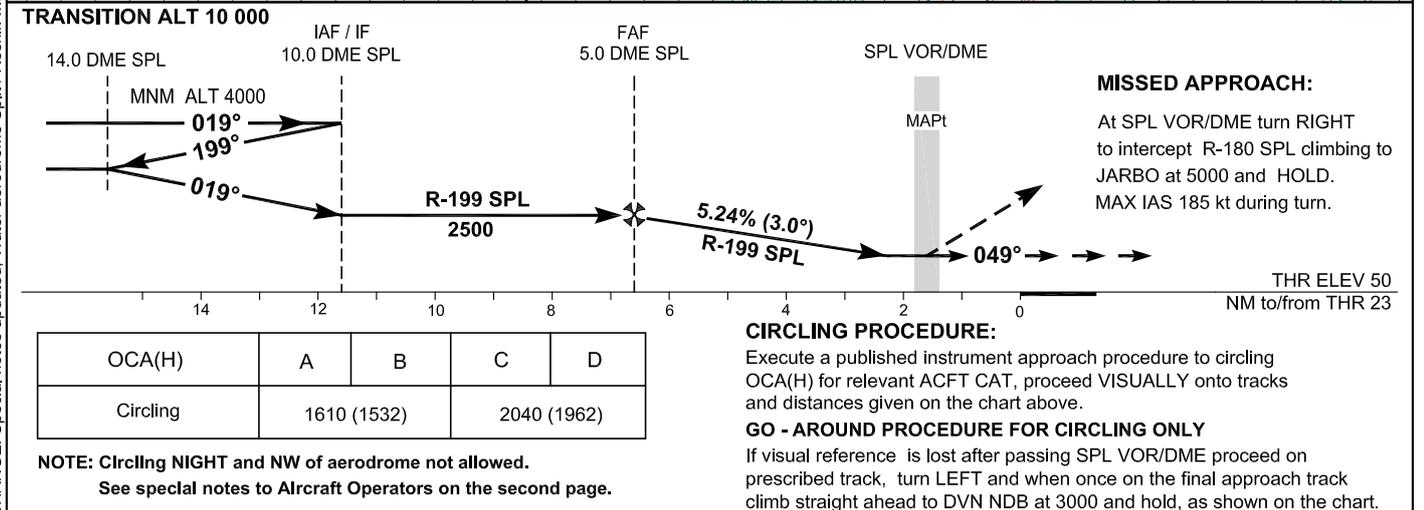
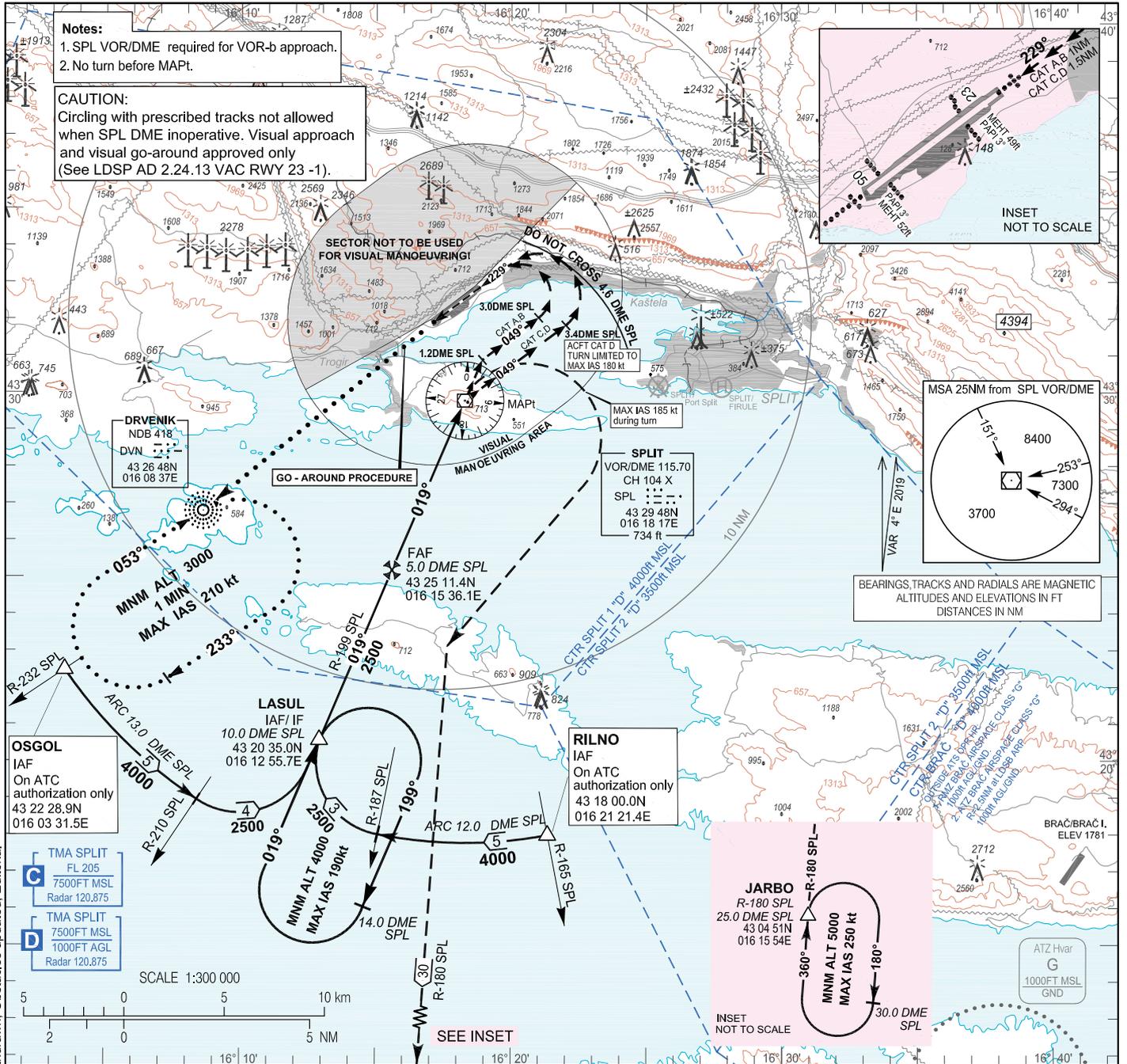
INSTRUMENT APPROACH  
CHART - ICAO  
(CIRCLING WITH PRESCRIBED TRACKS)

AD ELEV 78  
HEIGHTS RELATED  
TO AD ELEV 78

SPLIT ATIS 125.300  
SPLIT RADAR 120.875  
SPLIT TOWER 124.675

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

VOR-b RWY 23



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

VOR-b RWY 23

**SPECIAL NOTES**  
**CIRCLING WITH PRESCRIBED TRACKS**

The following requirements and SPECIAL NOTES contain information which shall be consider before practise and operating LDSP VOR-b RWY 23 procedure:

- Consider specific orography, mountainous terrain in vicinity of AD Split and the requirements for visual segment
- Night flight restrictions: night operations are not authorised
- During base leg visual segment do not overshoot 4.6 DME SPL ARC due to high terrain
- Maximum speed on base leg is 180 kt.
- 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.
- The procedure to be used when the tailwind component for approach RWY 05 exceeds the operational limits for landing for particular type of aircraft.

**AERONAUTICAL DATABASE REQUIREMENTS**

Conventional procedure essential fixes/points

VOR-b RWY 23

Final approach descent angle: 3.00°

Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF / IF (LASUL)	43 20 35.0N 016 12 55.7E	-	-
IAF (OSGOL)	43 22 28.9N 016 03 31.5E	ARC 13.00 DME SPL	235.87° (SPL VOR)
IAF (RILNO)	43 18 00.0N 016 21 21.4E	ARC 12.00 DME SPL	169.22° (SPL VOR)
FAF	43 25 11.4N 016 15 36.1E	203.00° (SPL VOR)	5.00 DME SPL
MAPt (SPL VOR / DME)	43 29 47.69N 016 18 17.00E	-	-

CHANGE: Special notes updated; Water aerodrome Split / Resnik withdrawn; Obstacles updated; Editorial