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JEPPESEN
JeppView for Windows

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Airport Information For LDSP
Terminal Charts For LDSP
Revision Letter For Cycle 08-2026
Change Notices
Notebook

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General Information

Location: SPLIT HRV
ICAO/IATA: LDSP / SPU
Lat/Long: N43° 32.34', E016° 17.88'
Elevation: 78 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° 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: 0539 Z
Sunset: 1538 Z

Runway Information

Runway: 05
Length x Width: 8366 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 78 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 8366 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 58 ft
Lighting: Edge, ALS
Displaced Threshold: 525 ft

Communication Information

ATIS: 125.300
Split Tower: 124.675
Split Tower: 118.100 Secondary
Split Radar: 120.550 Secondary
Split Radar: 120.875
Split Radar: 128.675 Secondary

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1. GENERAL

1.1. ATIS

*ATIS 125.3

1.2. TAXI PROCEDURES

For taxi restrictions refer to 10-9 charts.

Minimum power settings are to be used when taxiing on apron and away from parking stand. A slow taxi speed on all TWYs and apron is required.

Taxiing ACFT shall stop and hold on holding points T1, T2 or T3 until further cleared to proceed, only when so instructed by TWR. Only ACFT with outer main gear wheel span less than 30'/9m and ACFT type DH8C/DH8D are allowed to taxi via TWY B.

1.3. CODE LETTER E AND FOUR-ENGINE ACFT OPERATION

Prior and after landing, taxiing or departure RWY and TWY will be checked by duty officer.

Outer engines shall be used on idle power only, during taxiing.

During taxiing on RWY 05 and RWY 23 turn pads the nose wheel steering angle exceeds 45°. A slow taxi speed is recommended.

It is recommended to use symmetric/asymmetric thrust when turning on turn pad (mandatory for B777-300). Marshaller assistance is available on request during taxiing on turn pad and TWY.

Following ACFT types do not meet recommended distance (13'/4m) from outer main gear wheel to TWY edge when taxiing:
B747-400, B777-200/300, A330-200/300, A340-200/300, A350-900.

It is not allowed to use TWY B and taxilane 1 for code E ACFT.

It is recommended to reduce MTOW during take-off for code E ACFT.

1.4. PARKING INFORMATION

All parking positions are self-maneuvering for departure, under marshaller guidance.

When stands 11 thru 16 are alternatively used for general aviation ACFT (wing-span up to 79'/24m), push-back only.

1.5. OTHER INFORMATION

Birds in the vicinity of APT.

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2. ARRIVAL

2.1. RWY OPERATIONS

2.1.1. ARRIVAL RESTRICTIONS

Follow-me guidance is mandatory for all arriving ACFT when entering apron from TWY A or TWY B.

For B767 and code letter E ACFT:

- RWY 05: if taxiing in backtrack from turn pad on THR 23, proceed to turn pad on THR 05 and vacate RWY via TWY A only.

For B757:

- RWY 23: if taxiing in backtrack from turn pad on THR 05 vacate via TWY A only.

2.1.2. MINIMUM RWY OCCUPANCY TIME

The pilot's objective should be to achieve minimum ROT, within the normally accepted landing and braking performance of the ACFT, by targeting the earliest suitable exit point and applying the right deceleration rate so that the ACFT leaves the RWY as expeditiously as possible at the most convenient exit.

Upon landing, pilots should vacate the RWY:

- For RWY 05 via TWY B, if not otherwise instructed by ATC.
  If TWY B has been passed on landing roll, make a 180° turn if possible on the RWY (before reaching the turning pad) and vacate the RWY without delay.
- For RWY 23 via TWY A, if not otherwise instructed by ATC.
  If TWY A has been passed on landing roll, make a 180° turn if possible on the RWY (before reaching the turning pad) and vacate the RWY without delay.

If a pilot of an arriving ACFT needs full RWY length, he should notify ATC as soon as possible.

3. DEPARTURE

3.1. DEPARTURE CLEARANCE

ATC DEP clearance and DEP info are available on SPLIT Tower frequency 15 minutes before start-up.

3.2. RWY OPERATIONS

ATC operates on the basis that each ACFT, when instructed to backtrack and line up, is ready for immediate departure.

Pilots should ensure, commensurate with safety and standard operating procedures that cockpit checks and cabin readiness should be completed prior entering RWY for backtrack, and any checks requiring completion on the RWY should be kept to a minimum. If extra time is required on the RWY, ATC should be informed before the ACFT arrives at the holding point.

Pilots should ensure that they are able to commence the take-off roll immediately when a take-off clearance is issued.

Pilots not able to comply with these requirements should notify ATC as soon as possible.

3.2.1. DEPARTURE RESTRICTIONS

For B767 and code letter E ACFT:

- RWY 23L:taxi via TWY A only, proceed inbound turn pad THR 05 and then backtrack inbound turn pad THR 23.

For B757:

- RWY05: taxi via TWY A only and backtrack inbound turn pad THR 05.

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LDSP/SPU
ST JEROME

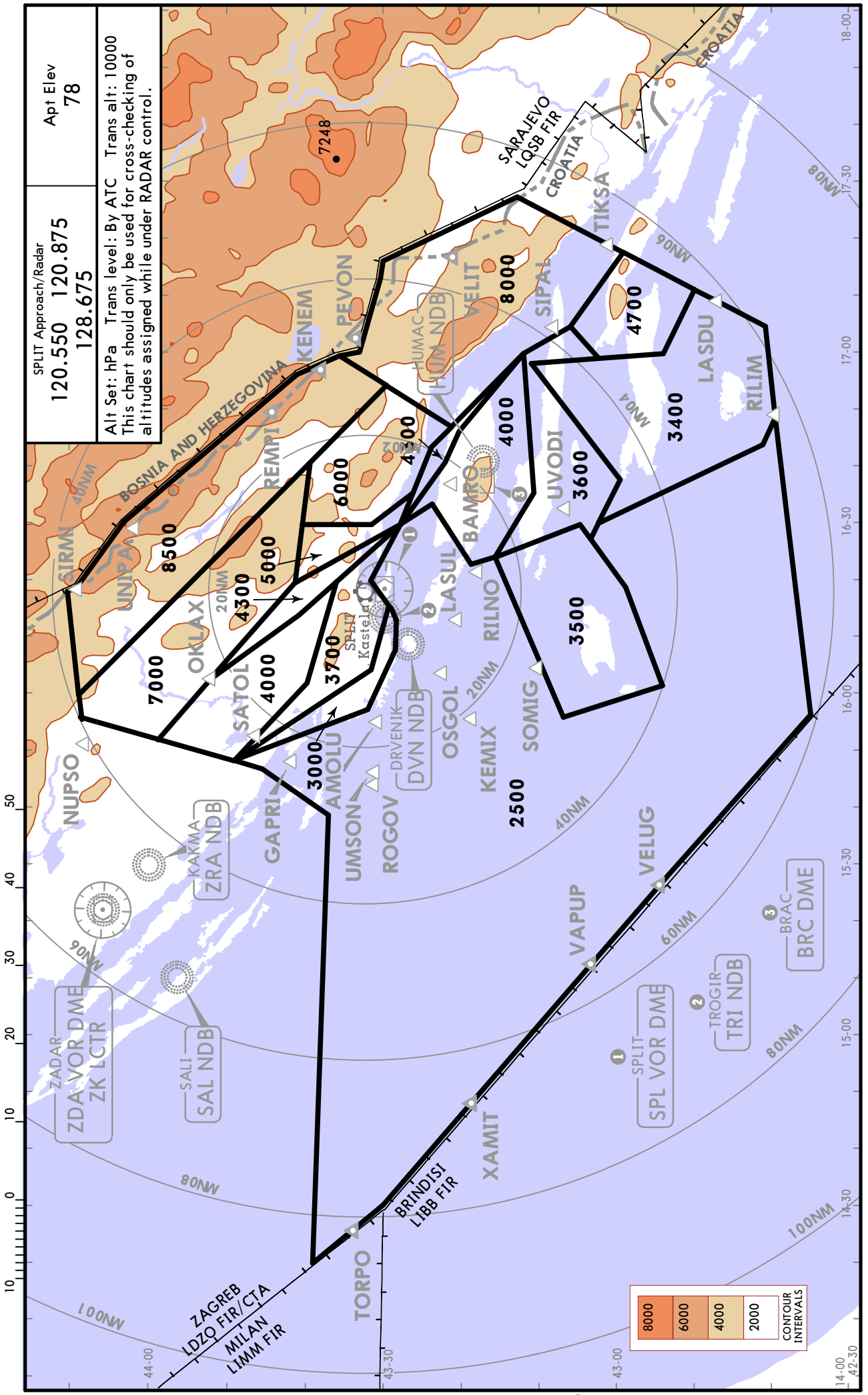
JEPPESEN
26 JUL 24 (10-1R) Eff 8 Aug

SPLIT, CROATIA
RADAR MINIMUM ALTITUDES

Apt Elev 78

SPLIT Approach/Radar
120.550 120.875
128.675

Alt Set: hPa Trans level: By ATC Trans alt: 10000
This chart should only be used for cross-checking of altitudes assigned while under RADAR control.



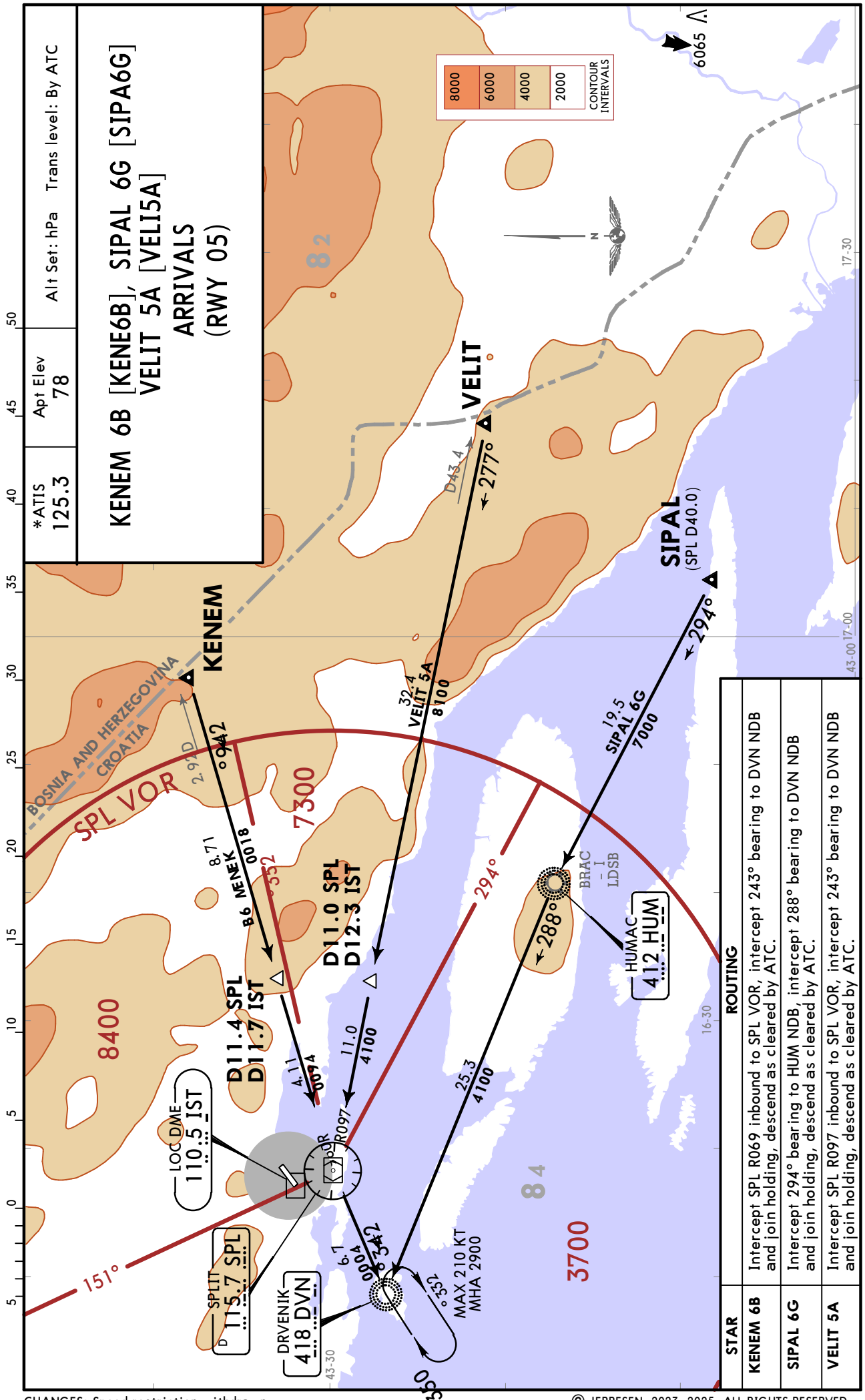
CHANGES: Airport name.

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KENEM 6B [KENE6B], SIPAL 6G [SIPA6G] VELIT 5A [VELI5A] ARRIVALS (RWY 05)

*ATIS 125.3	Apt Elev 78	Alt Set: hPa Trans level: By ATC



STAR	ROUTING
KENEM 6B	Intercept SPL R069 inbound to SPL VOR, intercept 243° bearing to DVN NDB and join holding, descend as cleared by ATC.
SIPAL 6G	Intercept 294° bearing to HUM NDB, intercept 288° bearing to DVN NDB and join holding, descend as cleared by ATC.
VELIT 5A	Intercept SPL R097 inbound to SPL VOR, intercept 243° bearing to DVN NDB and join holding, descend as cleared by ATC.

CHANGES: Speed restriction withdrawn.

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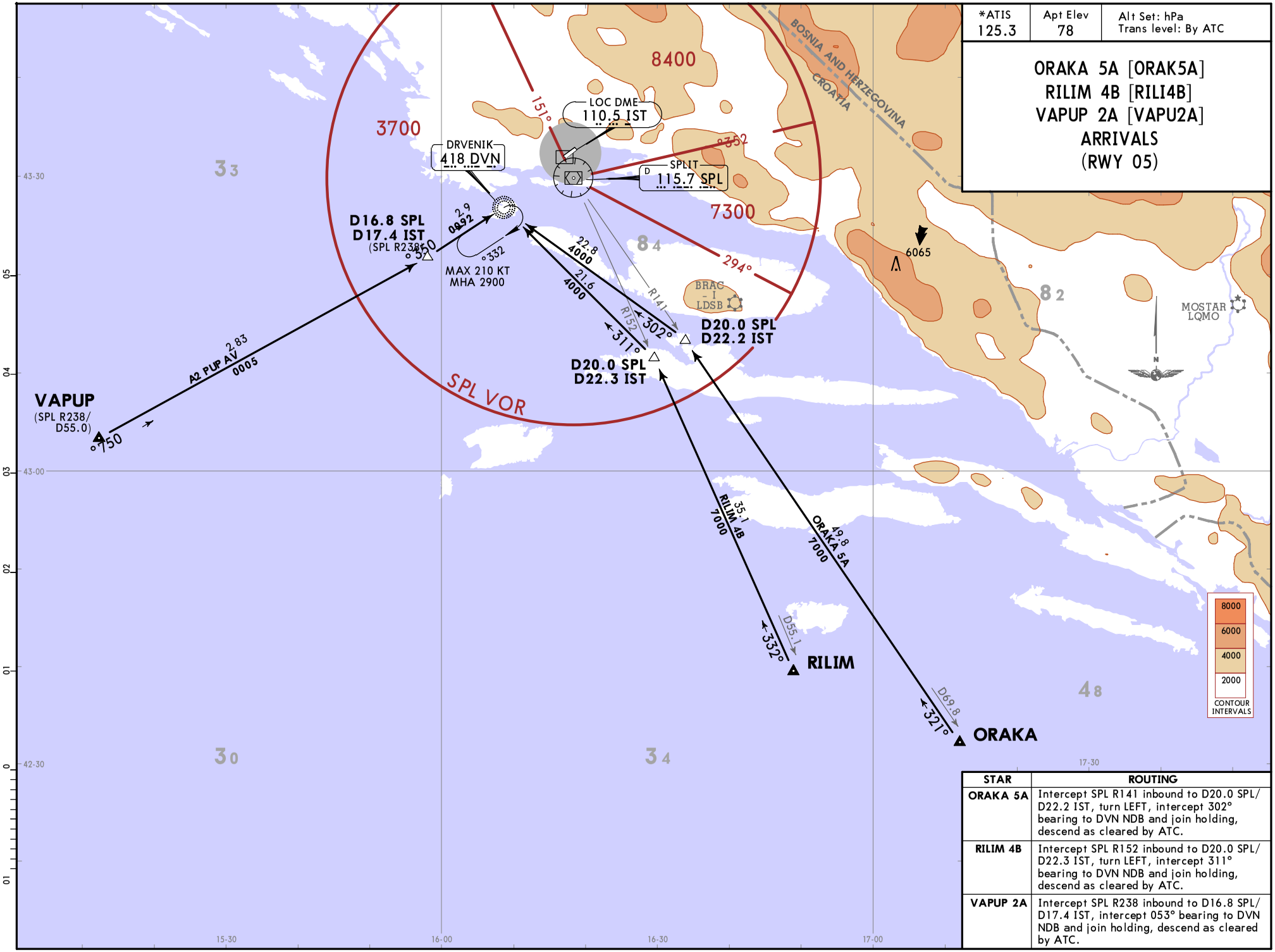
JEPPESEN
2 MAY 25 10-2B Eff 15 May

SPLIT, CROATIA

STAR

*ATIS	Apt Elev	Alt Set: hPa
125.3	78	Trans level: By ATC

ORAKA 5A [ORAK5A]
RILIM 4B [RILI4B]
VAPUP 2A [VAPU2A]
ARRIVALS
(RWY 05)



STAR	ROUTING
ORAKA 5A	Intercept SPL R141 inbound to D20.0 SPL/ D22.2 IST, turn LEFT, intercept 302° bearing to DVN NDB and join holding, descend as cleared by ATC.
RILIM 4B	Intercept SPL R152 inbound to D20.0 SPL/ D22.3 IST, turn LEFT, intercept 311° bearing to DVN NDB and join holding, descend as cleared by ATC.
VAPUP 2A	Intercept SPL R238 inbound to D16.8 SPL/ D17.4 IST, intercept 053° bearing to DVN NDB and join holding, descend as cleared by ATC.

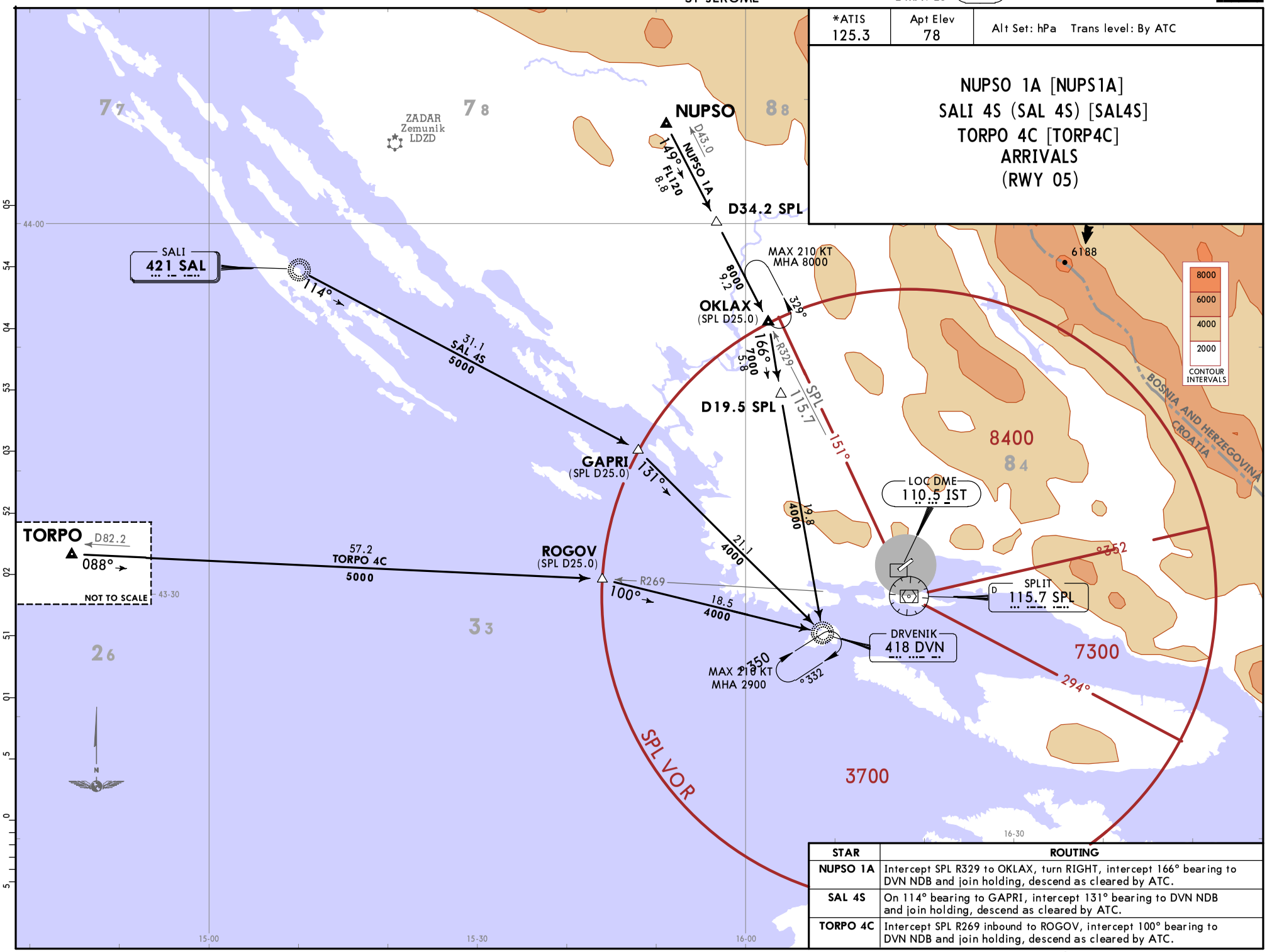
CHANGES: Speed restriction withdrawn.

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*ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
125.3	78	

NUPSO 1A [NUPS1A]
SALI 4S (SAL 4S) [SAL4S]
TORPO 4C [TORP4C]
ARRIVALS
(RWY 05)



STAR	ROUTING
NUPSO 1A	Intercept SPL R329 to OKLAX, turn RIGHT, intercept 166° bearing to DVN NDB and join holding, descend as cleared by ATC.
SAL 4S	On 114° bearing to GAPRI, intercept 131° bearing to DVN NDB and join holding, descend as cleared by ATC.
TORPO 4C	Intercept SPL R269 inbound to ROGOV, intercept 100° bearing to DVN NDB and join holding, descend as cleared by ATC.

CHANGES: Speed restriction withdrawn.

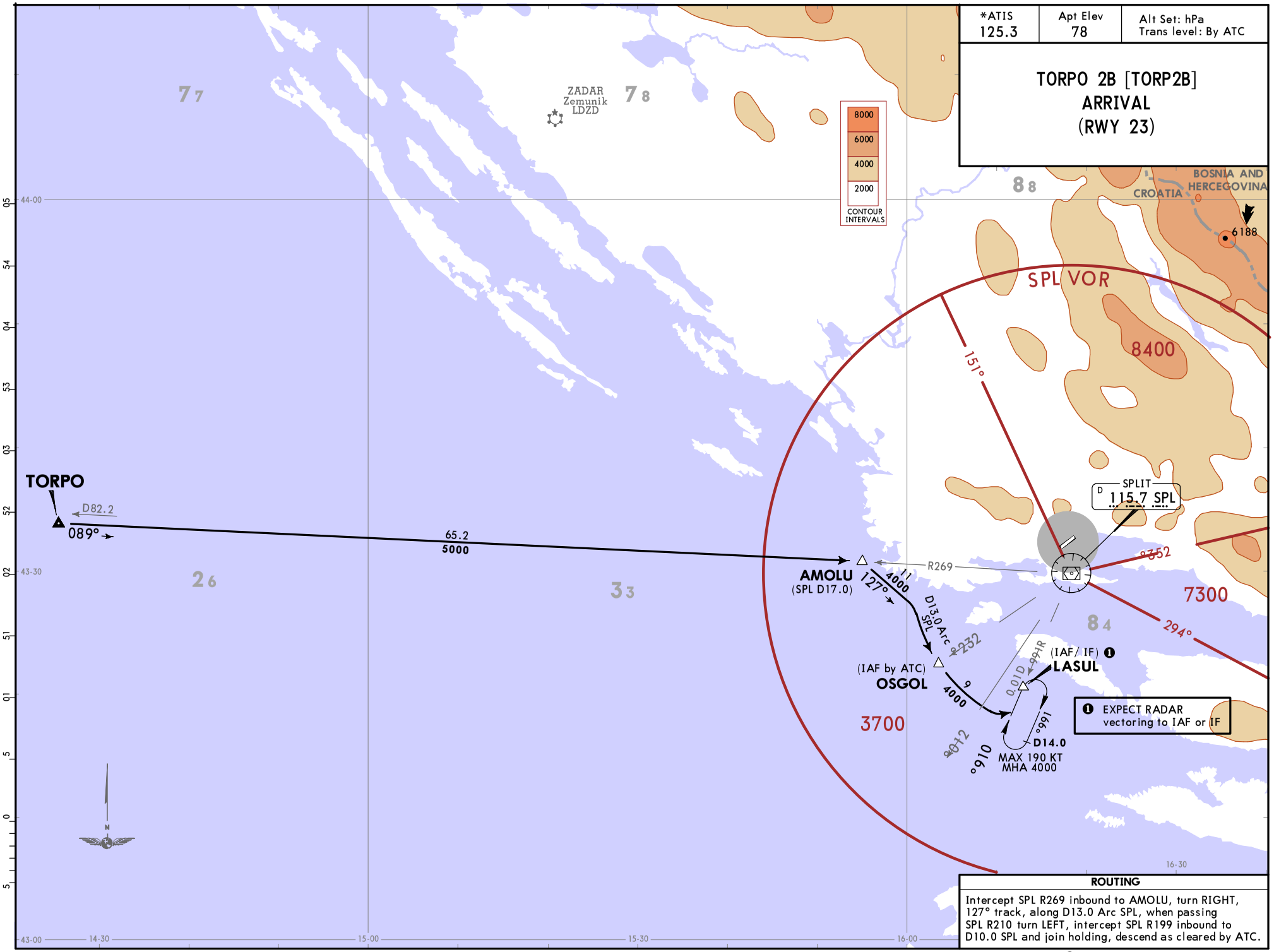
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JEPPESEN SPLIT, CROATIA
2 MAY 25 10-2D Eff 15 May
STAR

*ATIS	Apt Elev	Alt Set: hPa
125.3	78	Trans level: By ATC

TORPO 2B [TORP2B]
ARRIVAL
(RWY 23)



ROUTING

Intercept SPL R269 inbound to AMOLU, turn RIGHT, 127° track, along D13.0 Arc SPL, when passing SPL R210 turn LEFT, intercept SPL R199 inbound to D10.0 SPL and join holding, descend as cleared by ATC.

CHANGES: Speed restriction withdrawn.

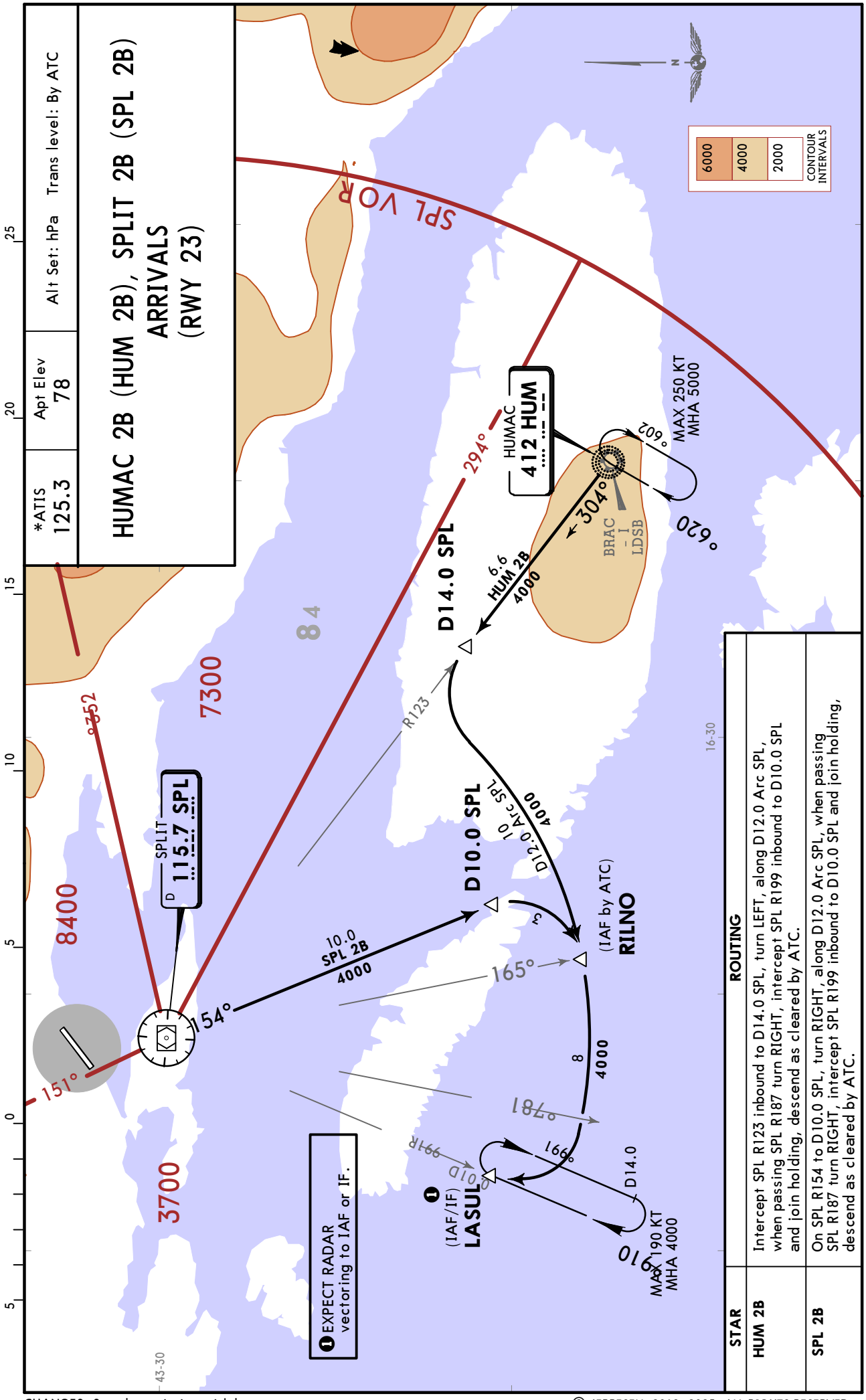
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HUMAC 2B (HUM 2B), SPLIT 2B (SPL 2B) ARRIVALS (RWY 23)

*ATIS 125.3 | Apt Elev 78 | Alt Set: hPa Trans level: By ATC



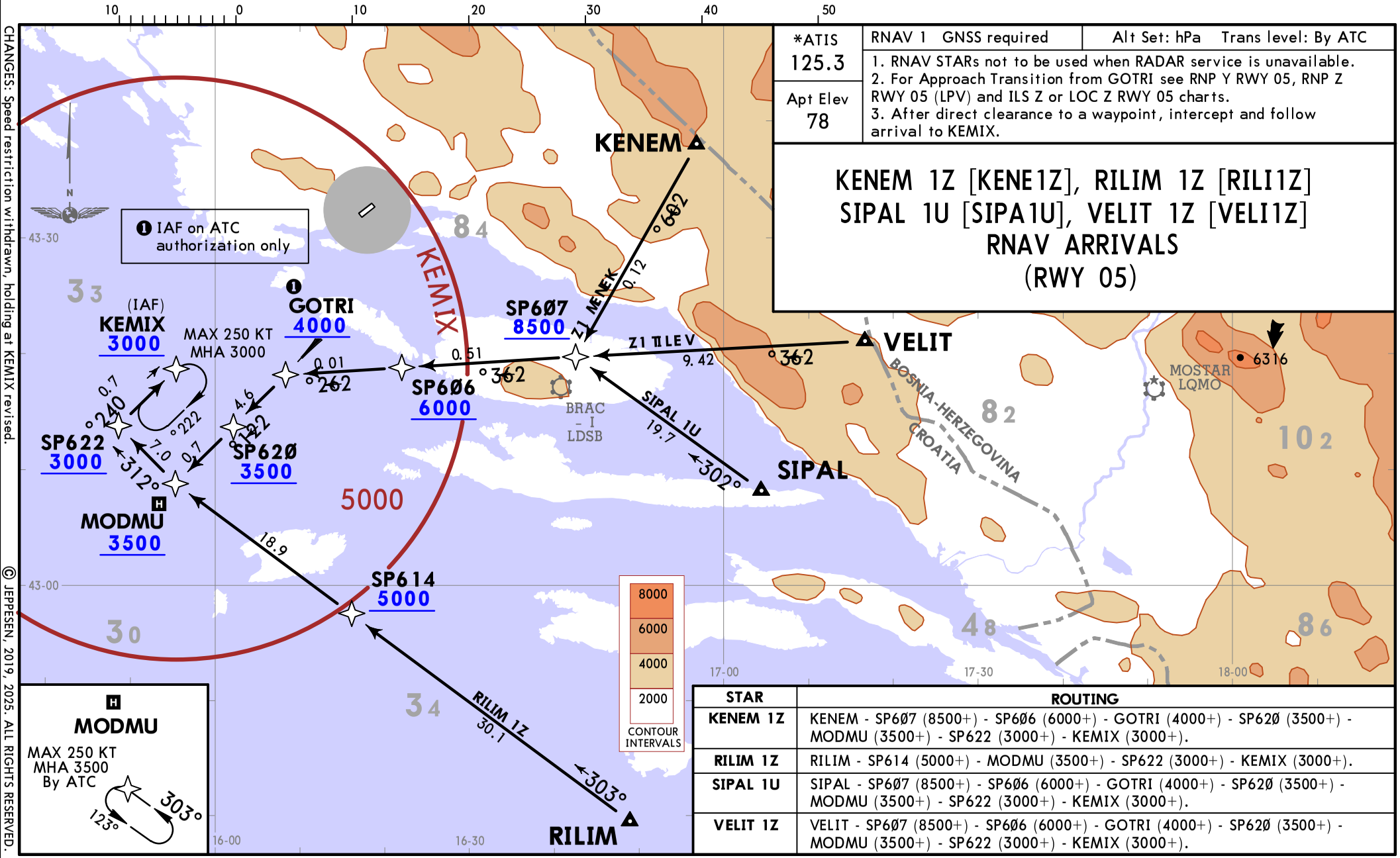
STAR	ROUTING
HUM 2B	Intercept SPL R123 inbound to D14.0 SPL, turn LEFT, along D12.0 Arc SPL, when passing SPL R187 turn RIGHT, intercept SPL R199 inbound to D10.0 SPL and join holding, descend as cleared by ATC.
SPL 2B	On SPL R154 to D10.0 SPL, turn RIGHT, along D12.0 Arc SPL, when passing SPL R187 turn RIGHT, intercept SPL R199 inbound to D10.0 SPL and join holding, descend as cleared by ATC.

CHANGES: Speed restriction withdrawn.

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*ATIS 125.3	RNAV 1 GNSS required	Alt Set: hPa Trans level: By ATC
Apt Elev 78	1. RNAV STARs not to be used when RADAR service is unavailable. 2. For Approach Transition from GOTRI see RNP Y RWY 05, RNP Z RWY 05 (LPV) and ILS Z or LOC Z RWY 05 charts. 3. After direct clearance to a waypoint, intercept and follow arrival to KEMIX.	

KENEM 1Z [KENE1Z], RILIM 1Z [RILI1Z] SIPAL 1U [SIPA1U], VELIT 1Z [VELI1Z] RNAV ARRIVALS (RWY 05)



STAR	ROUTING
KENEM 1Z	KENEM - SP6Ø7 (8500+) - SP6Ø6 (6000+) - GOTRI (4000+) - SP62Ø (3500+) - MODMU (3500+) - SP622 (3000+) - KEMIX (3000+).
RILIM 1Z	RILIM - SP614 (5000+) - MODMU (3500+) - SP622 (3000+) - KEMIX (3000+).
SIPAL 1U	SIPAL - SP6Ø7 (8500+) - SP6Ø6 (6000+) - GOTRI (4000+) - SP62Ø (3500+) - MODMU (3500+) - SP622 (3000+) - KEMIX (3000+).
VELIT 1Z	VELIT - SP6Ø7 (8500+) - SP6Ø6 (6000+) - GOTRI (4000+) - SP62Ø (3500+) - MODMU (3500+) - SP622 (3000+) - KEMIX (3000+).

CHANGES: Speed restriction withdrawn, holding at KEMIX revised.
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LDSP/SPU
ST JEROME

JEPPESEN
2 MAY 25 (10-2G) Eff 15 May

SPLIT, CROATIA
RNAV STAR

KENEM 2Y [KENE2Y], RILIM 1Y [RILI1Y]
SIPAL 2J [SIPA2J], VELIT 2Y [VELI2Y]
RNAV ARRIVALS
(RWY 23)

*ATIS 125.3
Apt Elev 78

RNAV 1 GNSS required | Alt Set: hPa Trans level: By ATC

1. RNAV STARs not to be used when RADAR service is unavailable.
2. For Approach Transition from EVUGA see RNAV VISUAL RWY 23 chart.
3. After direct clearance to a waypoint, intercept and follow arrival to LASUL.

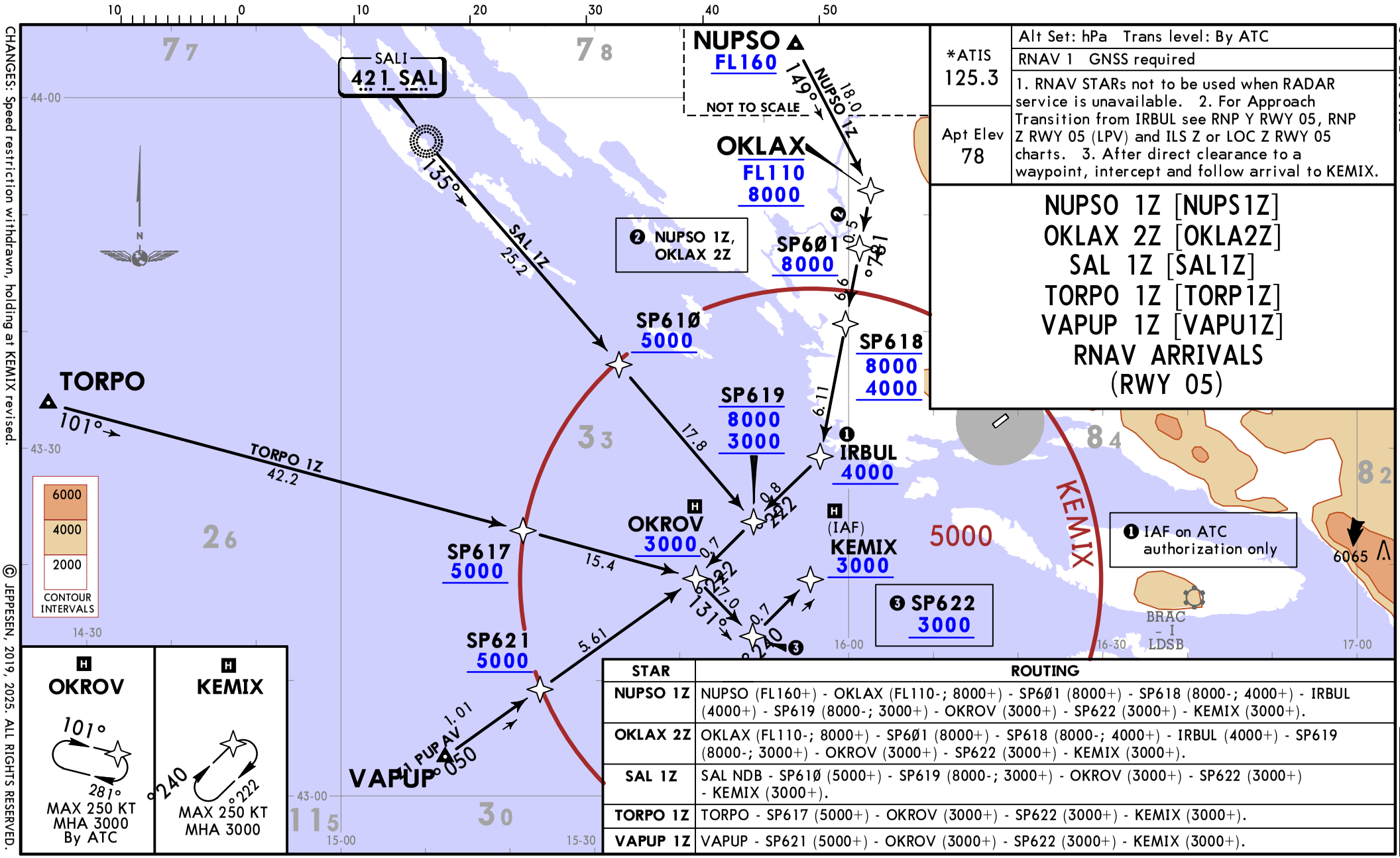
STAR	ROUTING
KENEM 2Y	KENEM - SP706 (K250-; 8500+) - SP703 (6000+) - SP713 (4000+) - EVUGA (K240-; 4000+) - SP702 - SP701 - LASUL (4000+).
RILIM 1Y	RILIM - SP712 (K250-) - SP702 - SP701 - LASUL (4000+).
SIPAL 2J	SIPAL - SP708 (K250-; 8000+) - SP703 (6000+) - SP713 (4000+) - EVUGA (K240-; 4000+) - SP702 - SP701 - LASUL (4000+).
VELIT 2Y	VELIT - SP707 (K250-; 8100+) - SP703 (6000+) - SP713 (4000+) - EVUGA (K240-; 4000+) - SP702 - SP701 - LASUL (4000+).

CONTOUR INTERVALS: 8000, 6000, 4000, 2000

KENEM
VELIT
SIPAL
RILIM
MOSTAR 6316 LQMO
BOSNIA-HERZEGOVINA
CROATIA
LASUL
(IAF/IF) LASUL 4000
7000
MAX 190 KT
MHA 4000
SP706 MAX 250 KT 8500
SP707 MAX 250 KT 8100
SP703 6000
SP713 4000
EVUGA MAX 240 KT 4000
SP708 MAX 250 KT 8000
SP712 MAX 250 KT
SP702
SP701
BRAC - I LDSB
IAF on ATC authorization only
VELIT 2Y 24.4
SIPAL 2J 19.6
RILIM 1Y 32.1
271°
296°
321°
295°
290°
320°
166°
010°
13.1
15.4
7.0
7.0
9.6
82
84
102
86
48
34

CHANGES: Speed restriction withdrawn.

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*ATIS 125.3	Alt Set: hPa Trans level: By ATC
	RNAV 1 GNSS required
Apt Elev 78	1. RNAV STARs not to be used when RADAR service is unavailable. 2. For Approach Transition from IRBUL see RNP Y RWY 05, RNP Z RWY 05 (LPV) and ILS Z or LOC Z RWY 05 charts. 3. After direct clearance to a waypoint, intercept and follow arrival to KEMIX.

NUPSO 1Z [NUPS1Z]
OKLAX 2Z [OKLA2Z]
SAL 1Z [SAL1Z]
TORPO 1Z [TORP1Z]
VAPUP 1Z [VAPU1Z]
RNAV ARRIVALS
(RWY 05)

STAR	ROUTING
NUPSO 1Z	NUPSO (FL160+) - OKLAX (FL110-; 8000+) - SP6Ø1 (8000+) - SP618 (8000-; 4000+) - IRBUL (4000+) - SP619 (8000-; 3000+) - OKROV (3000+) - SP622 (3000+) - KEMIX (3000+).
OKLAX 2Z	OKLAX (FL110-; 8000+) - SP6Ø1 (8000+) - SP618 (8000-; 4000+) - IRBUL (4000+) - SP619 (8000-; 3000+) - OKROV (3000+) - SP622 (3000+) - KEMIX (3000+).
SAL 1Z	SAL NDB - SP61Ø (5000+) - SP619 (8000-; 3000+) - OKROV (3000+) - SP622 (3000+) - KEMIX (3000+).
TORPO 1Z	TORPO - SP617 (5000+) - OKROV (3000+) - SP622 (3000+) - KEMIX (3000+).
VAPUP 1Z	VAPUP - SP621 (5000+) - OKROV (3000+) - SP622 (3000+) - KEMIX (3000+).

LDSP/SPU
ST JEROME

JEPPESEN
2 MAY 25
10-2H
Eff 15 May

SPLIT, CROATIA
RNAV STAR

CHANGES: Speed restriction withdrawn, holding at KEMIX revised.

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LDSP/SPU
ST JEROME

JEPPESEN
2 MAY 25 (10-2J) Eff 15 May

SPLIT, CROATIA
RNAV STAR

*ATIS 125.3
Apt Elev 78

RNAV 1 GNSS required | Alt Set: hPa | Trans level: By ATC

1. RNAV STARs not to be used when RADAR service is unavailable.
2. For Approach Transition from EVUGA see RNAV VISUAL RWY 23 chart.
3. After direct clearance to a waypoint, intercept and follow arrival to LASUL.

NUPSO 1X [NUPS1X], NUPSO 3Y [NUPS3Y]
OKLAX 2Y [OKLA2Y], SAL 1Y [SAL1Y]
TORPO 1Y [TORP1Y], VAPUP 1Y [VAPU1Y]
RNAV ARRIVALS
(RWY 23)

STAR	ROUTING
NUPSO 1X	NUPSO (FL160+) - OKLAX - SP704 (K250-; FL130+) - SPL VOR (FL110+) - SP703 (6000+) - SP713 (4000+) - EVUGA (K240-; 4000+) - SP702 - SP701 - LASUL (4000+).
NUPSO 3Y	NUPSO (FL160+) - SP705 (7000+) - SP714 - KEMIX (K250-) - SP701 - LASUL (4000+).
OKLAX 2Y	OKLAX - SP704 (K250-; FL130+) - SPL VOR (FL110+) - SP703 (6000+) - SP713 (4000+) - EVUGA (K240-; 4000+) - SP702 - SP701 - LASUL (4000+).
SAL 1Y	SAL NDB - SP710 (FL160+) - SP709 (FL110+) - KEMIX (K250-) - SP701 - LASUL (4000+).
TORPO 1Y	TORPO - KEMIX (K250-) - SP701 - LASUL (4000+).
VAPUP 1Y	VAPUP - KEMIX (K250-) - SP701 - LASUL (4000+).

BOSNIA-HERZEGOVINA
CROATIA

IAF on ATC authorization only

CONTOUR INTERVALS: 8000, 6000, 4000, 2000

SPLIT 115.7 SPL

NUPSO FL160
NUPSO 1X 149° 18.0
NUPSO 3Y 172° 18.1
SP705 7000
SP714
SP709 FL110
SP710 FL160
SAL 1Y 134° 15.5
421 SAL
SALI
ZADAR Zemunik LDZD
TORPO
NOT TO SCALE
TORPO 1Y 098° 67.3
VAPUP
Y1 PUP AN 060° 1.53
KEMIX MAX 250 KT
7000
SP701 110° 11.0
SP702 290° 7.0
EVUGA MAX 240 KT 4000
SP713 4000
SP703 6000
SP704 MAX 250 KT FL130
OKLAX
NUPSO 1X, OKLAX 2Y 149° 19.0
(IAF/IF) LASUL 4000
MAX 190 KT MHA 4000
166° 1.4
132° 7.6
6.0
FL110
LASUL
7248
82
84
88
78
33
17-30
17-00
16-30
16-00
15-30
15-00
44-00
43-30
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40
30
20
10
0
10

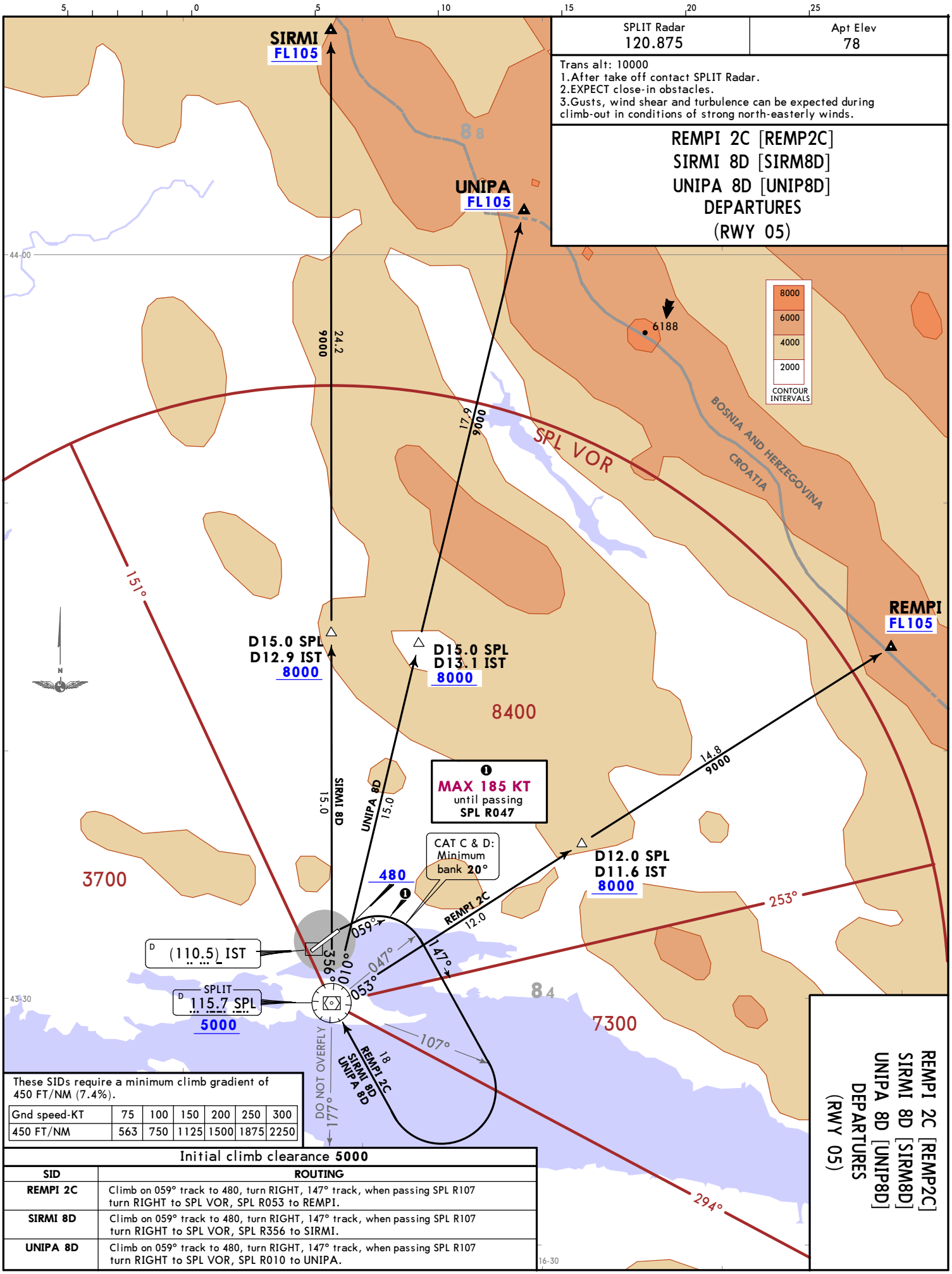
CHANGES: Speed restriction withdrawn.
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SPLIT Radar	Apt Elev
120.875	78

Trans alt: 10000
1.After take off contact SPLIT Radar.
2.EXPECT close-in obstacles.
3.Gusts, wind shear and turbulence can be expected during climb-out in conditions of strong north-easterly winds.

REMPI 2C [REMP2C]
SIRMI 8D [SIRM8D]
UNIPA 8D [UNIP8D]
DEPARTURES
(RWY 05)



These SIDs require a minimum climb gradient of 450 FT/NM (7.4%).

Gnd speed-KT	75	100	150	200	250	300
450 FT/NM	563	750	1125	1500	1875	2250

Initial climb clearance **5000**

SID	ROUTING
REMPI 2C	Climb on 059° track to 480, turn RIGHT, 147° track, when passing SPL R107 turn RIGHT to SPL VOR, SPL R053 to REMPI.
SIRMI 8D	Climb on 059° track to 480, turn RIGHT, 147° track, when passing SPL R107 turn RIGHT to SPL VOR, SPL R356 to SIRMI.
UNIPA 8D	Climb on 059° track to 480, turn RIGHT, 147° track, when passing SPL R107 turn RIGHT to SPL VOR, SPL R010 to UNIPA.

REMPI 2C [REMP2C]
SIRMI 8D [SIRM8D]
UNIPA 8D [UNIP8D]
DEPARTURES
(RWY 05)

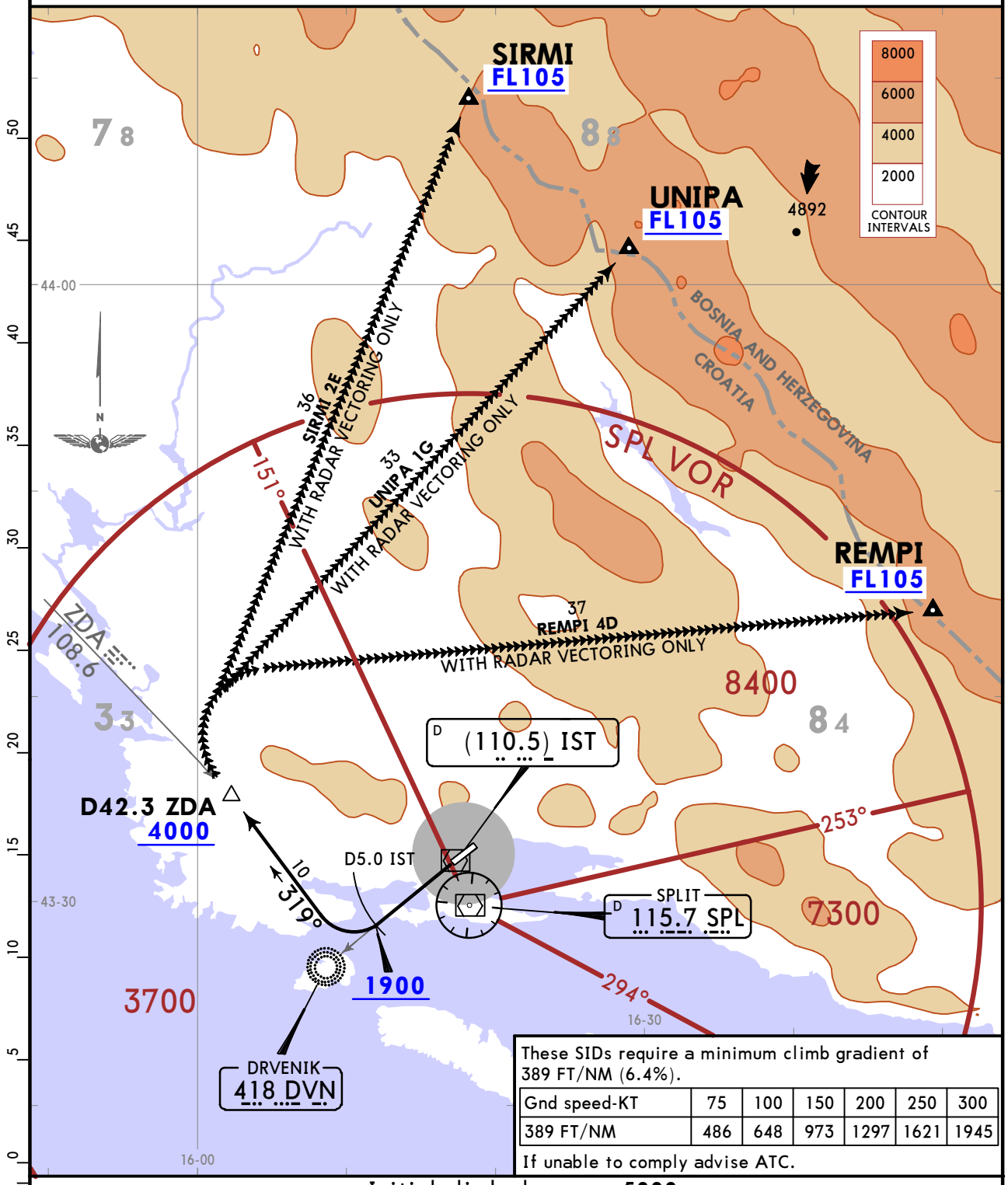
CHANGES: Airport name.

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SPLIT Radar	Apt Elev	
120.875	78	Trans alt: 10000 After take off contact SPLIT Radar.

REMPI 4D [REMP4D], SIRMI 2E [SIRM2E]
UNIPA 1G [UNIP1G]
DEPARTURES
(RWY 23)



These SIDs require a minimum climb gradient of 389 FT/NM (6.4%).

Gnd speed-KT	75	100	150	200	250	300
389 FT/NM	486	648	973	1297	1621	1945

If unable to comply advise ATC.

Initial climb clearance **5000**

SID	ROUTING
REMPI 4D	Climb towards DVN NDB, at D5.0 IST turn RIGHT, 319° track to D42.3 ZDA, turn RIGHT, follow ATC RADAR vectors to REMPI.
SIRMI 2E	Climb towards DVN NDB, at D5.0 IST turn RIGHT, 319° track to D42.3 ZDA, turn RIGHT, follow ATC RADAR vectors to SIRMI.
UNIPA 1G	Climb towards DVN NDB, at D5.0 IST turn RIGHT, 319° track to D42.3 ZDA, turn RIGHT, follow ATC RADAR vectors to UNIPA.

CHANGES: Airport name.

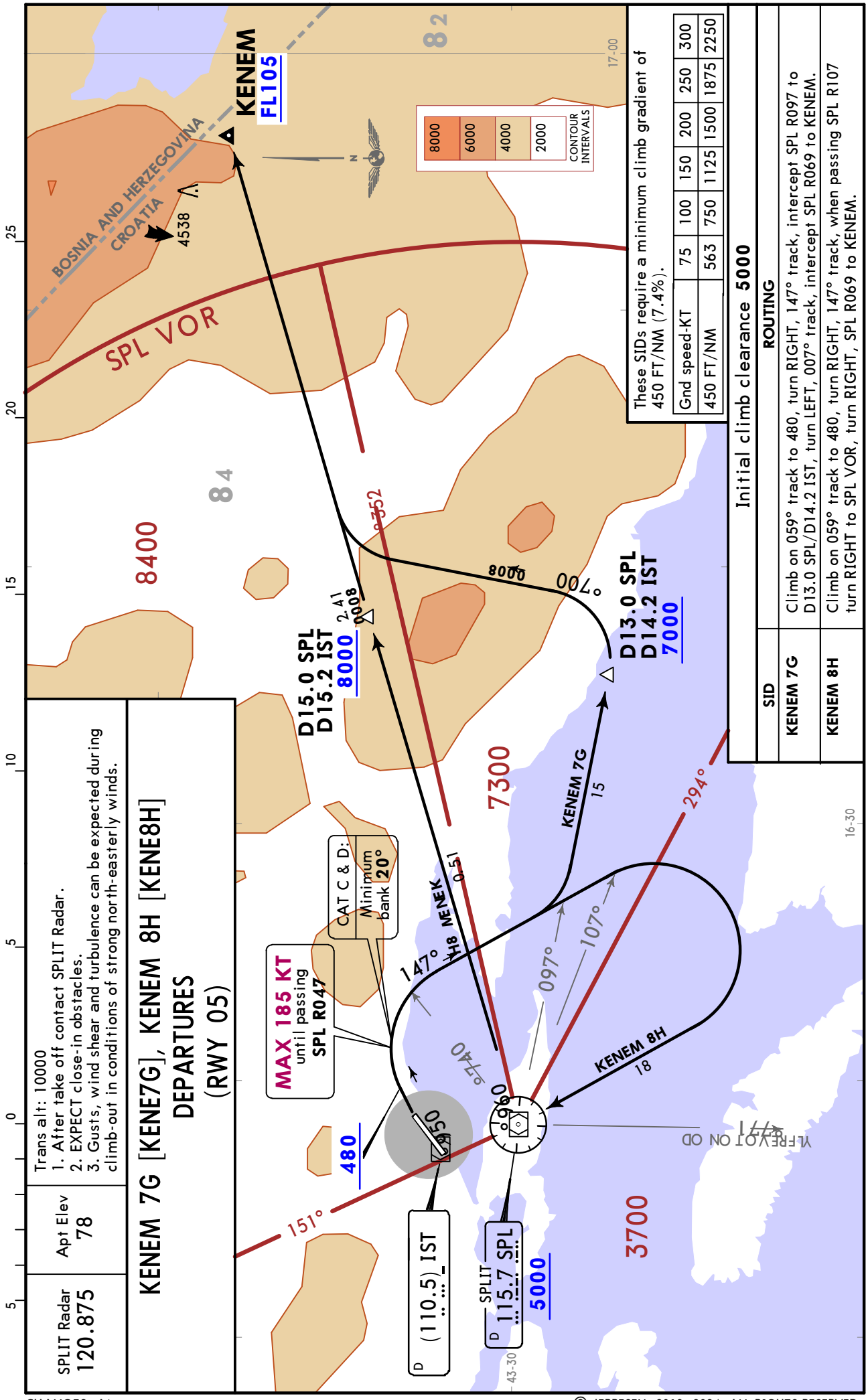
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LDSP/SPU
ST JEROME

JEPPESEN
26 JUL 24 | 10-3B | Eff 8 Aug

SPLIT, CROATIA
SID



CHANGES: Airport name.

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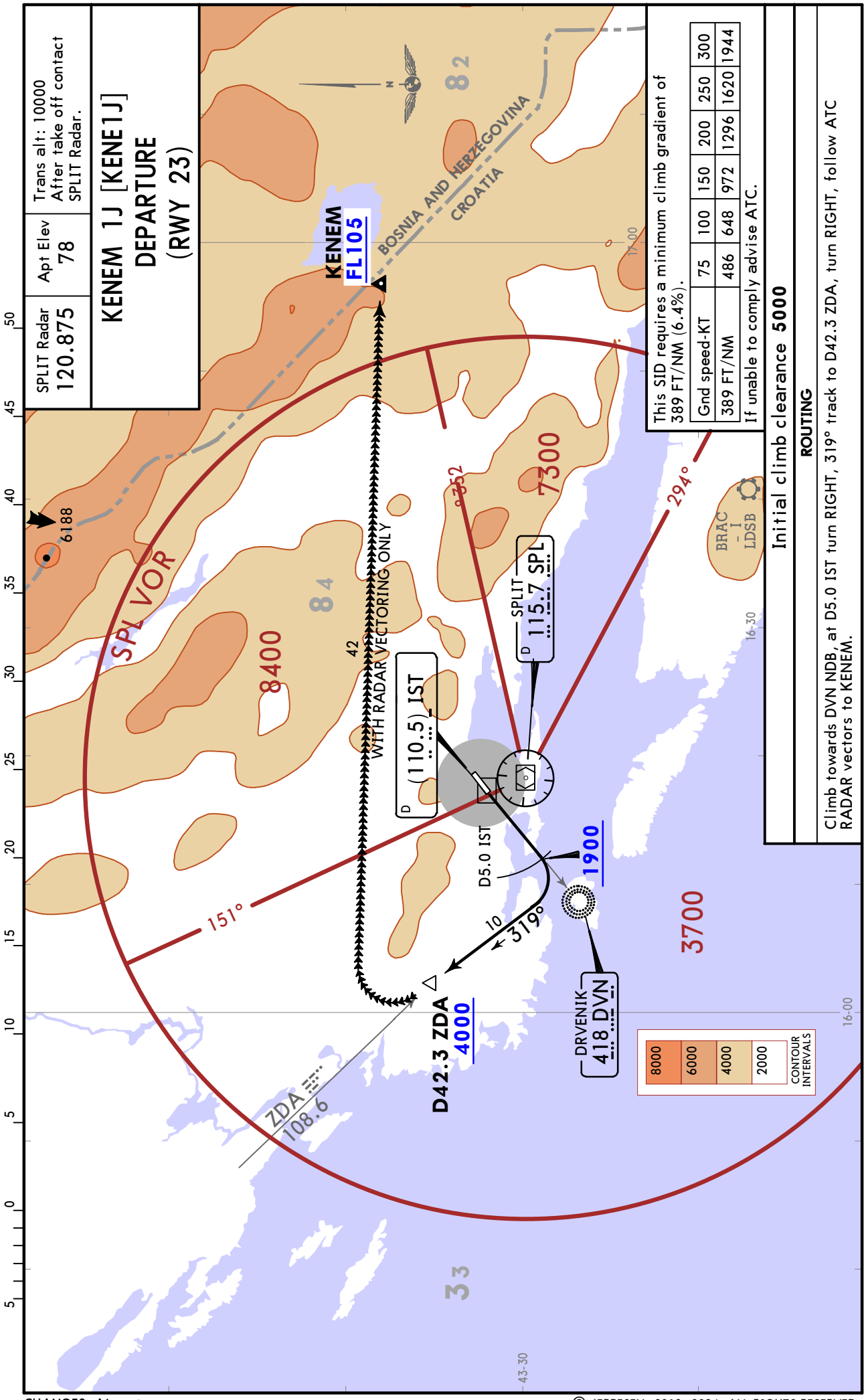
LDSP/SPU
ST JEROME

JEPPESEN
26 JUL 24 (10-3C) Eff 8 Aug

SPLIT, CROATIA
SID

KENEM 1J [KENE1J] DEPARTURE (RWY 23)

SPLIT Radar 120.875	Apt Elev 78	Trans alt: 10000 After take off contact SPLIT Radar.



This SID requires a minimum climb gradient of 389 FT/NM (6.4%).

Gnd speed-KT	75	100	150	200	250	300
389 FT/NM	486	648	972	1296	1620	1944

If unable to comply advise ATC.

Initial climb clearance 5000

ROUTING

Climb towards DVN NDB, at D5.0 IST turn RIGHT, 319° track to D42.3 ZDA, turn RIGHT, follow ATC RADAR vectors to KENEM.

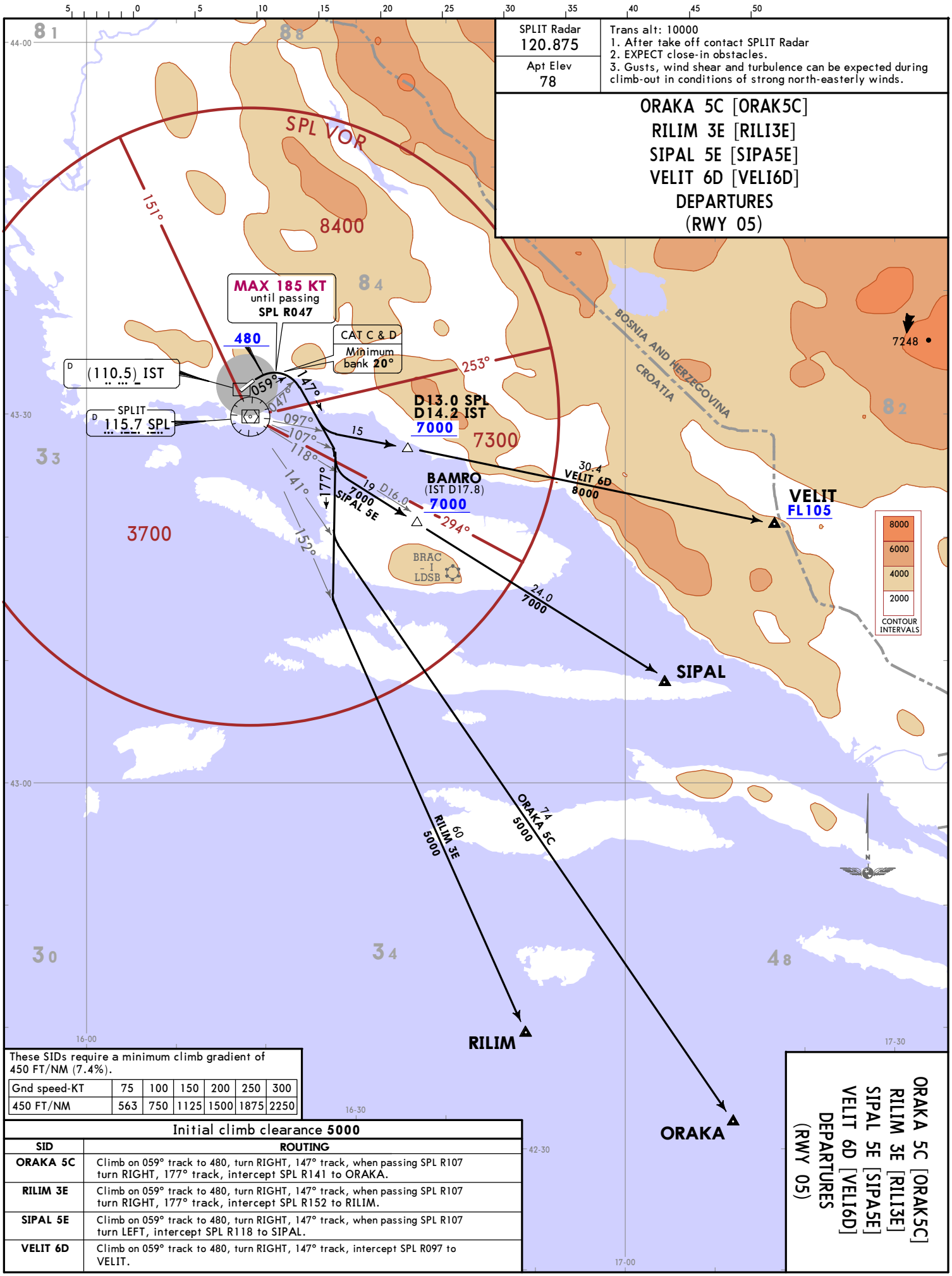
CHANGES: Airport name.

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SPLIT Radar 120.875	Trans alt: 10000 1. After take off contact SPLIT Radar 2. EXPECT close-in obstacles. 3. Gusts, wind shear and turbulence can be expected during climb-out in conditions of strong north-easterly winds.
Apt Elev 78	

ORAKA 5C [ORAK5C]
RILIM 3E [RILI3E]
SIPAL 5E [SIPA5E]
VELIT 6D [VELI6D]
DEPARTURES
(RWY 05)



These SIDs require a minimum climb gradient of 450 FT/NM (7.4%).

Gnd speed-KT	75	100	150	200	250	300
450 FT/NM	563	750	1125	1500	1875	2250

Initial climb clearance **5000**

SID	ROUTING
ORAKA 5C	Climb on 059° track to 480, turn RIGHT, 147° track, when passing SPL R107 turn RIGHT, 177° track, intercept SPL R141 to ORAKA.
RILIM 3E	Climb on 059° track to 480, turn RIGHT, 147° track, when passing SPL R107 turn RIGHT, 177° track, intercept SPL R152 to RILIM.
SIPAL 5E	Climb on 059° track to 480, turn RIGHT, 147° track, when passing SPL R107 turn LEFT, intercept SPL R118 to SIPAL.
VELIT 6D	Climb on 059° track to 480, turn RIGHT, 147° track, intercept SPL R097 to VELIT.

ORAKA 5C [ORAK5C]
RILIM 3E [RILI3E]
SIPAL 5E [SIPA5E]
VELIT 6D [VELI6D]
DEPARTURES
(RWY 05)

CHANGES: Airport name.

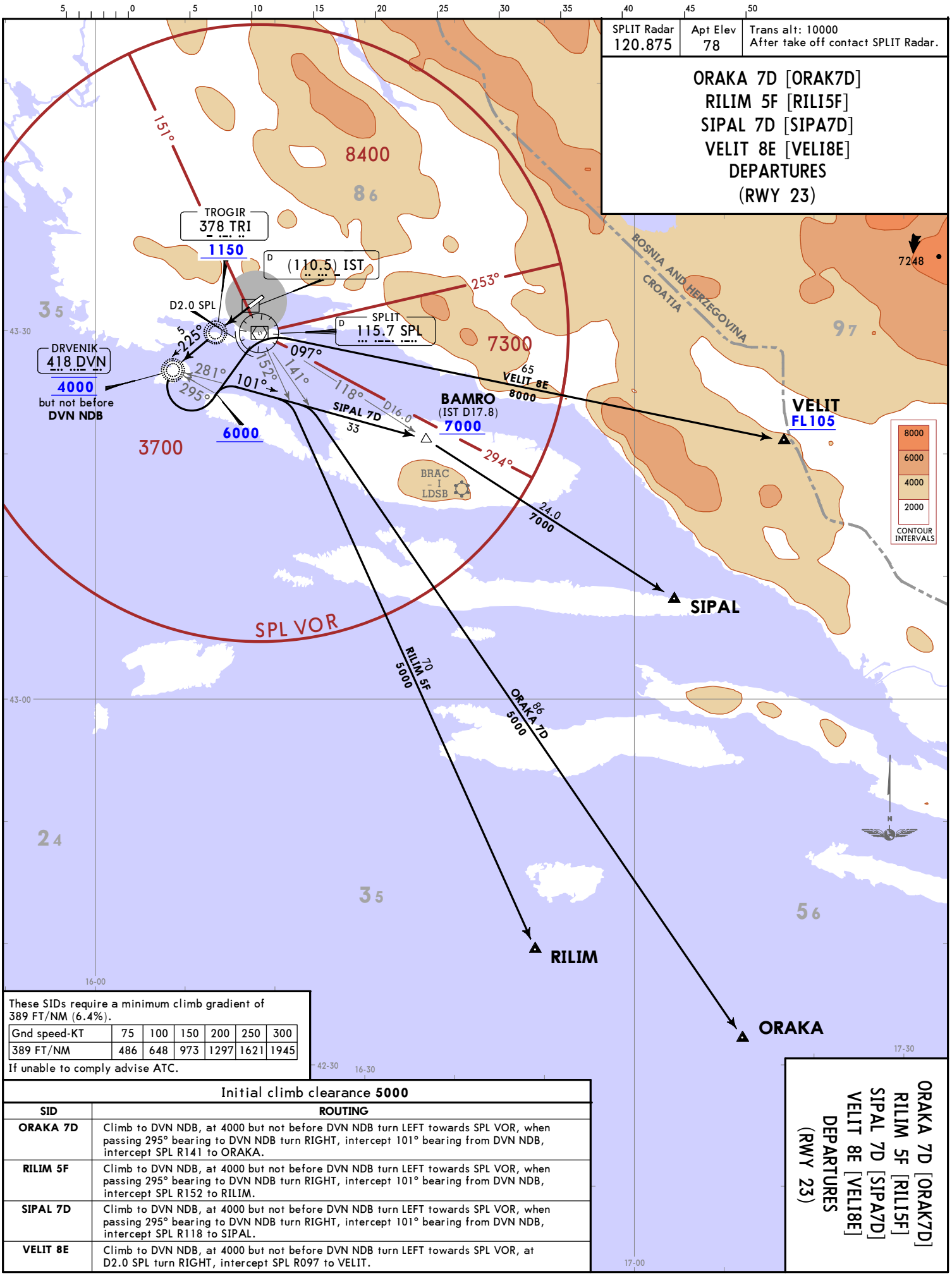
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CHANGES: Airport name.

SPLIT Radar	Apt Elev	Trans alt: 10000
120.875	78	After take off contact SPLIT Radar.

ORAKA 7D [ORAK7D]
RILIM 5F [RILI5F]
SIPAL 7D [SIPA7D]
VELIT 8E [VELI8E]
DEPARTURES
(RWY 23)



These SIDs require a minimum climb gradient of 389 FT/NM (6.4%).

Gnd speed-KT	75	100	150	200	250	300
389 FT/NM	486	648	973	1297	1621	1945

If unable to comply advise ATC.

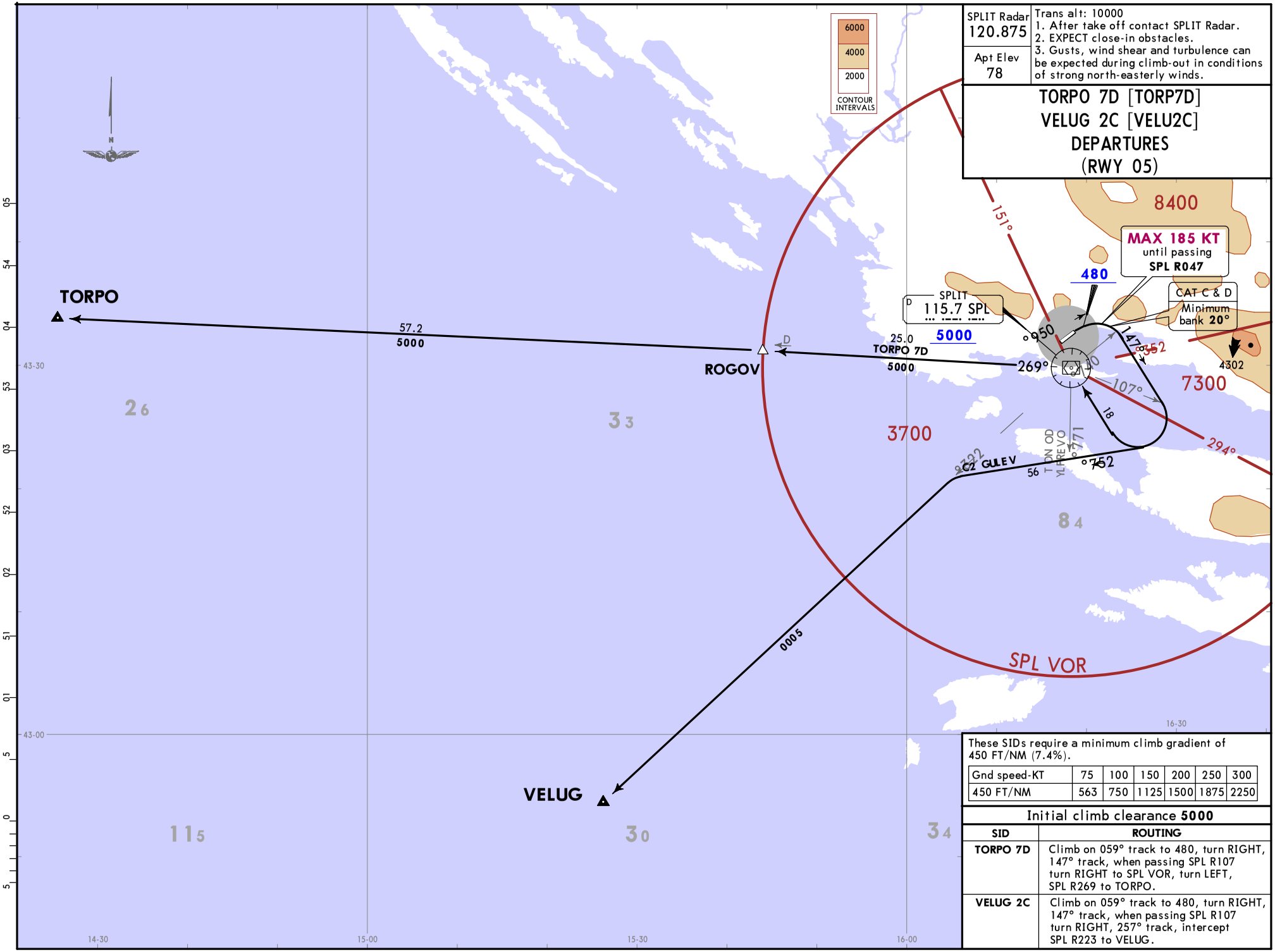
Initial climb clearance **5000**

SID	ROUTING
ORAKA 7D	Climb to DVN NDB, at 4000 but not before DVN NDB turn LEFT towards SPL VOR, when passing 295° bearing to DVN NDB turn RIGHT, intercept 101° bearing from DVN NDB, intercept SPL R141 to ORAKA.
RILIM 5F	Climb to DVN NDB, at 4000 but not before DVN NDB turn LEFT towards SPL VOR, when passing 295° bearing to DVN NDB turn RIGHT, intercept 101° bearing from DVN NDB, intercept SPL R152 to RILIM.
SIPAL 7D	Climb to DVN NDB, at 4000 but not before DVN NDB turn LEFT towards SPL VOR, when passing 295° bearing to DVN NDB turn RIGHT, intercept 101° bearing from DVN NDB, intercept SPL R118 to SIPAL.
VELIT 8E	Climb to DVN NDB, at 4000 but not before DVN NDB turn LEFT towards SPL VOR, at D2.0 SPL turn RIGHT, intercept SPL R097 to VELIT.

ORAKA 7D [ORAK7D]
RILIM 5F [RILI5F]
SIPAL 7D [SIPA7D]
VELIT 8E [VELI8E]
DEPARTURES
(RWY 23)

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LDSP/SPU
ST JEROME
JEPPESEN
26 JUL 24 (10-3E)
Eff 8 Aug
SPLIT, CROATIA
SID



These SIDs require a minimum climb gradient of 450 FT/NM (7.4%).

Gnd speed-KT	75	100	150	200	250	300
450 FT/NM	563	750	1125	1500	1875	2250

Initial climb clearance **5000**

SID	ROUTING
TORPO 7D	Climb on 059° track to 480, turn RIGHT, 147° track, when passing SPL R107 turn RIGHT to SPL VOR, turn LEFT, SPL R269 to TORPO.
VELUG 2C	Climb on 059° track to 480, turn RIGHT, 147° track, when passing SPL R107 turn RIGHT, 257° track, intercept SPL R223 to VELUG.

CHANGES: Airport name.

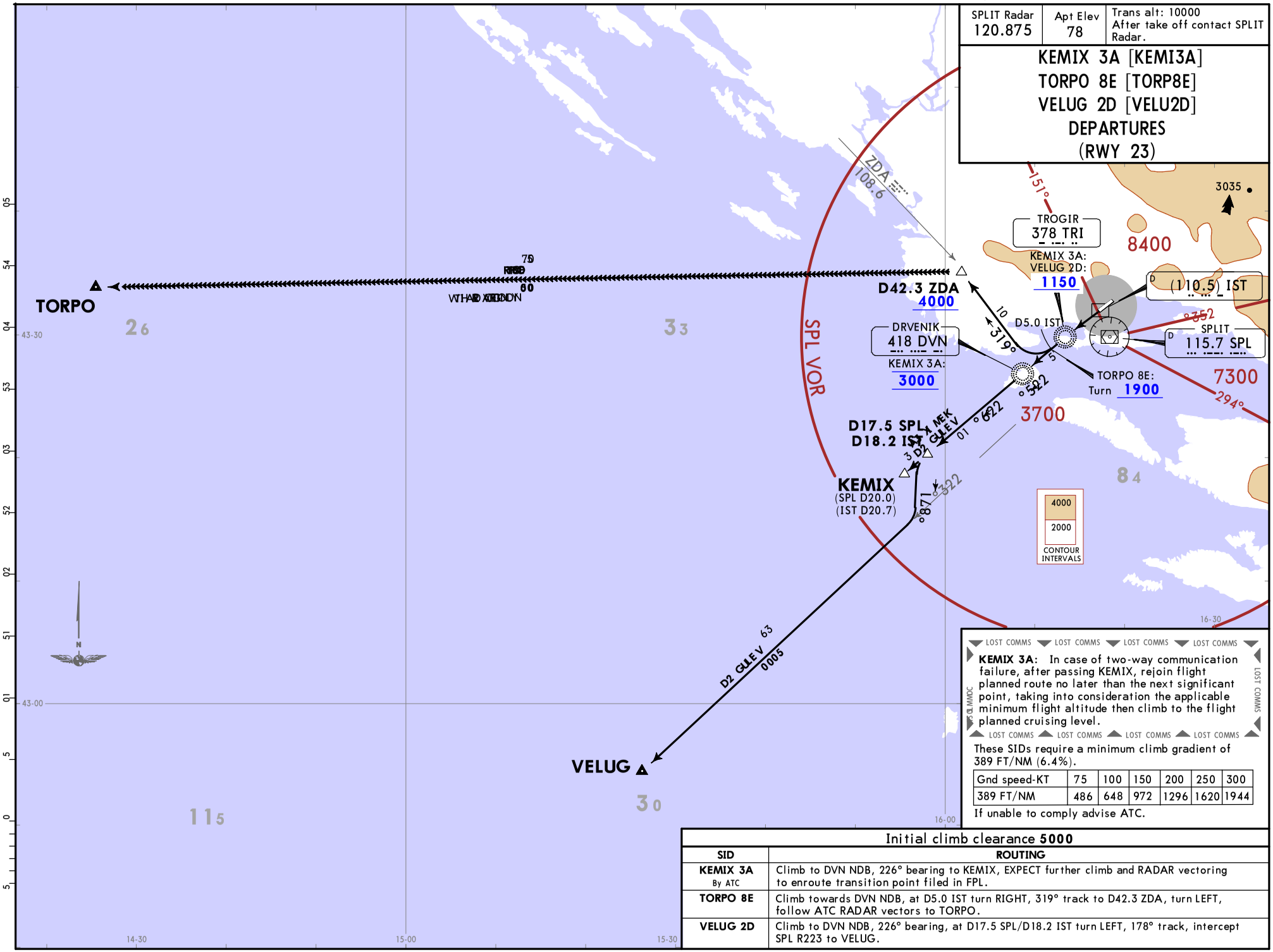
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SPLIT Radar	Apt Elev	Trans alt: 10000
120.875	78	After take off contact SPLIT Radar.

KEMIX 3A [KEMI3A]
TORPO 8E [TORP8E]
VELUG 2D [VELU2D]
DEPARTURES
(RWY 23)



LOST COMMS LOST COMMS LOST COMMS LOST COMMS

KEMIX 3A: In case of two-way communication failure, after passing KEMIX, rejoin flight planned route no later than the next significant point, taking into consideration the applicable minimum flight altitude then climb to the flight planned cruising level.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

These SIDs require a minimum climb gradient of 389 FT/NM (6.4%).

Gnd speed-KT	75	100	150	200	250	300
389 FT/NM	486	648	972	1296	1620	1944

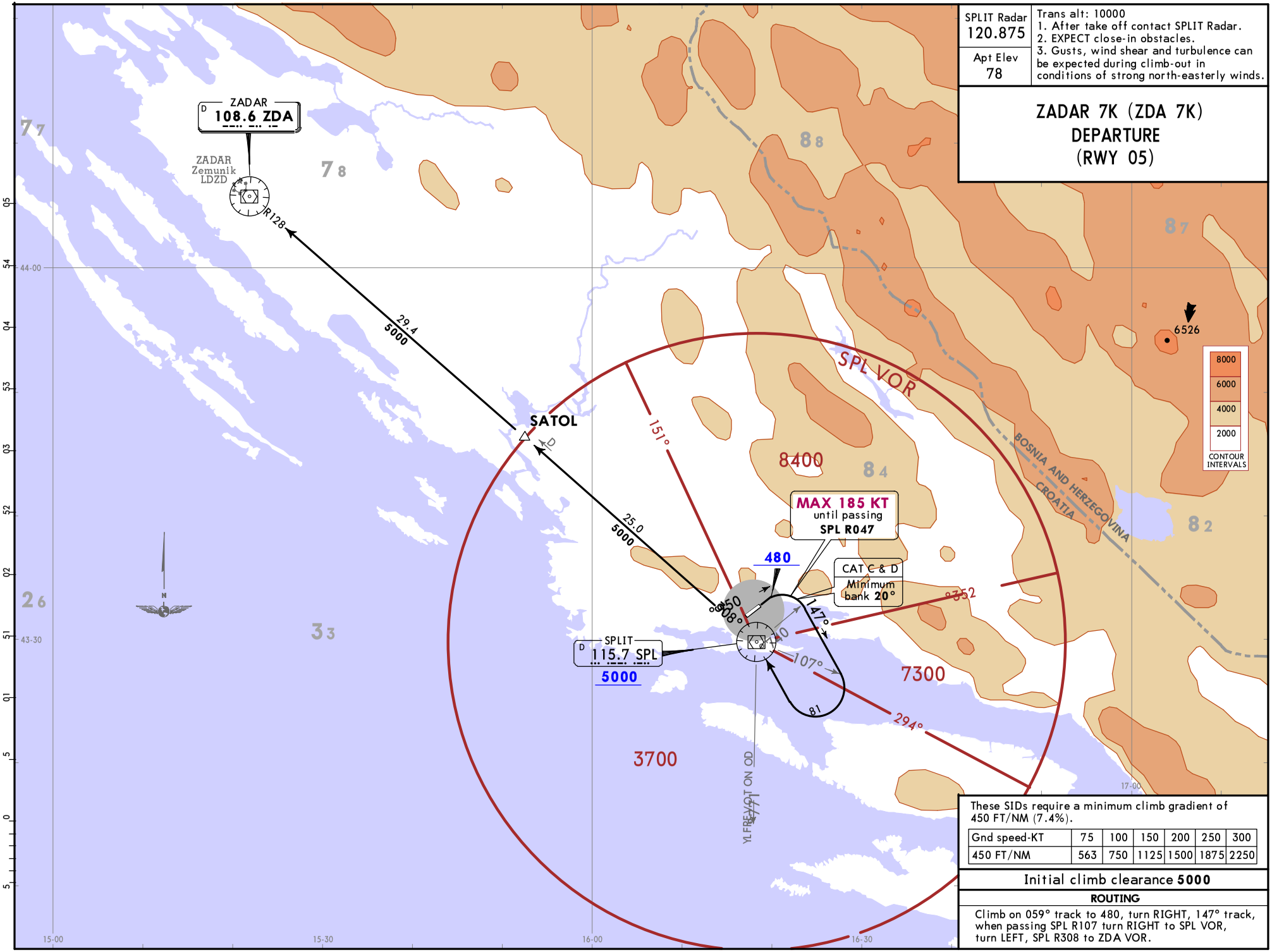
If unable to comply advise ATC.

Initial climb clearance **5000**

SID	ROUTING
KEMIX 3A By ATC	Climb to DVN NDB, 226° bearing to KEMIX, EXPECT further climb and RADAR vectoring to enroute transition point filed in FPL.
TORPO 8E	Climb towards DVN NDB, at D5.0 IST turn RIGHT, 319° track to D42.3 ZDA, turn LEFT, follow ATC RADAR vectors to TORPO.
VELUG 2D	Climb to DVN NDB, 226° bearing, at D17.5 SPL/D18.2 IST turn LEFT, 178° track, intercept SPL R223 to VELUG.

CHANGES: Airport name.

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CHANGES: Airport name.

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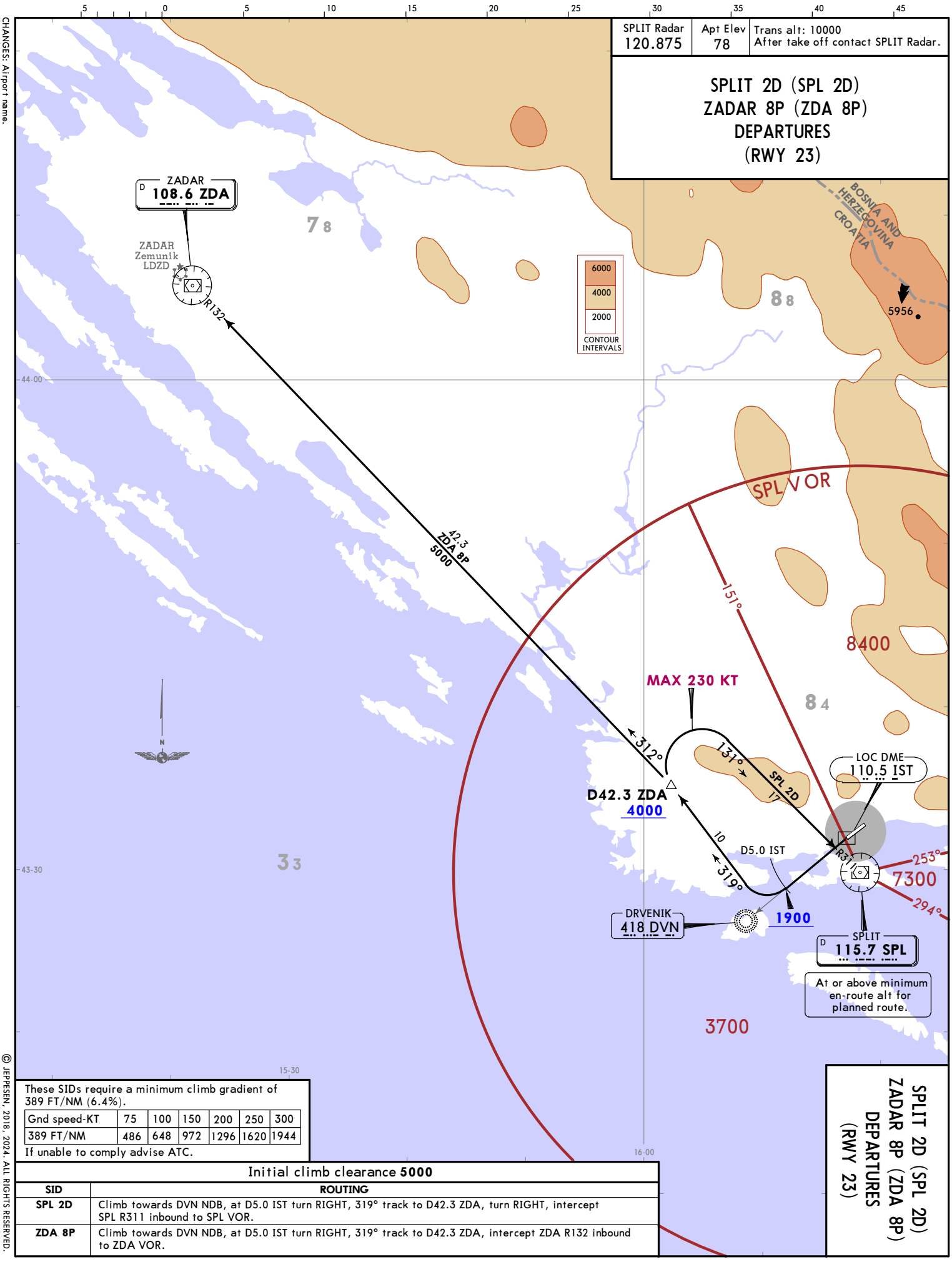
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Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

CHANGES: Airport name.

SPLIT Radar	Apt Elev	Trans alt: 10000
120.875	78	After take off contact SPLIT Radar.

SPLIT 2D (SPL 2D)
ZADAR 8P (ZDA 8P)
DEPARTURES
(RWY 23)



These SIDs require a minimum climb gradient of 389 FT/NM (6.4%).

Gnd speed-KT	75	100	150	200	250	300
389 FT/NM	486	648	972	1296	1620	1944

If unable to comply advise ATC.

Initial climb clearance 5000

SID	ROUTING
SPL 2D	Climb towards DVN NDB, at D5.0 IST turn RIGHT, 319° track to D42.3 ZDA, turn RIGHT, intercept SPL R311 inbound to SPL VOR.
ZDA 8P	Climb towards DVN NDB, at D5.0 IST turn RIGHT, 319° track to D42.3 ZDA, intercept ZDA R132 inbound to ZDA VOR.

SPLIT 2D (SPL 2D)
ZADAR 8P (ZDA 8P)
DEPARTURES
(RWY 23)

LDSP/SPU
ST JEROME

JEPPESEN
26 JUL 24 (10-3J) Eff 8 Aug

SPLIT, CROATIA
SID

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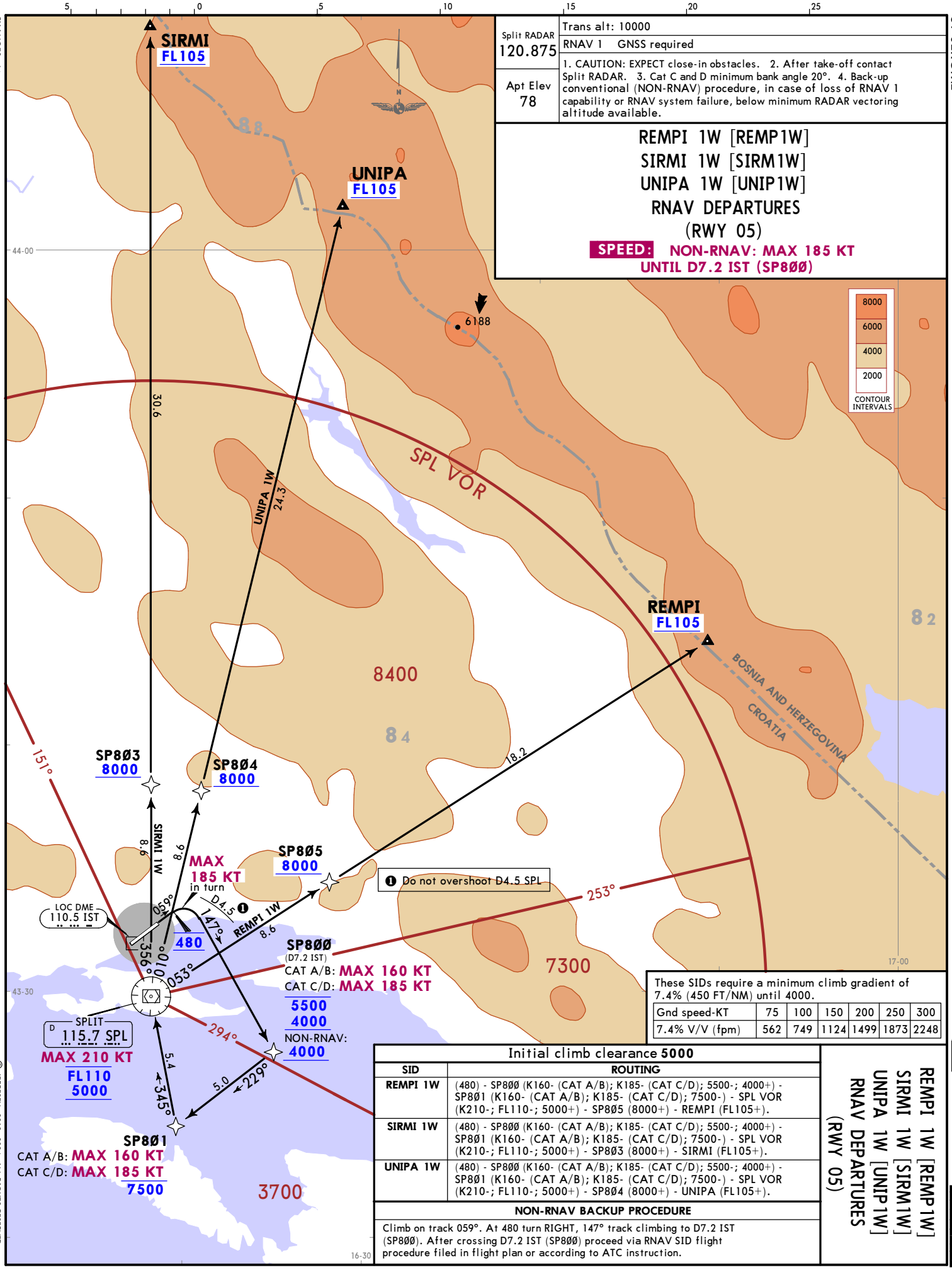
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CHANGES: Airport name.

Split RADAR 120.875	Trans alt: 10000
	RNAV 1 GNSS required
Apt Elev 78	1. CAUTION: EXPECT close-in obstacles. 2. After take-off contact Split RADAR. 3. Cat C and D minimum bank angle 20°. 4. Back-up conventional (NON-RNAV) procedure, in case of loss of RNAV 1 capability or RNAV system failure, below minimum RADAR vectoring altitude available.

REMPI 1W [REMP1W]
SIRMI 1W [SIRM1W]
UNIPA 1W [UNIP1W]
RNAV DEPARTURES
(RWY 05)

SPEED: NON-RNAV: MAX 185 KT UNTIL D7.2 IST (SP8ØØ)



These SIDs require a minimum climb gradient of 7.4% (450 FT/NM) until 4000.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

Initial climb clearance 5000

SID	ROUTING
REMPI 1W	(480) - SP8ØØ (K160- (CAT A/B); K185- (CAT C/D); 5500-; 4000+) - SP8Ø1 (K160- (CAT A/B); K185- (CAT C/D); 7500-) - SPL VOR (K210-; FL110-; 5000+) - SP8Ø5 (8000+) - REMPI (FL105+).
SIRMI 1W	(480) - SP8ØØ (K160- (CAT A/B); K185- (CAT C/D); 5500-; 4000+) - SP8Ø1 (K160- (CAT A/B); K185- (CAT C/D); 7500-) - SPL VOR (K210-; FL110-; 5000+) - SP8Ø3 (8000+) - SIRMI (FL105+).
UNIPA 1W	(480) - SP8ØØ (K160- (CAT A/B); K185- (CAT C/D); 5500-; 4000+) - SP8Ø1 (K160- (CAT A/B); K185- (CAT C/D); 7500-) - SPL VOR (K210-; FL110-; 5000+) - SP8Ø4 (8000+) - UNIPA (FL105+).

NON-RNAV BACKUP PROCEDURE

Climb on track 059°. At 480 turn RIGHT, 147° track climbing to D7.2 IST (SP8ØØ). After crossing D7.2 IST (SP8ØØ) proceed via RNAV SID flight procedure filed in flight plan or according to ATC instruction.

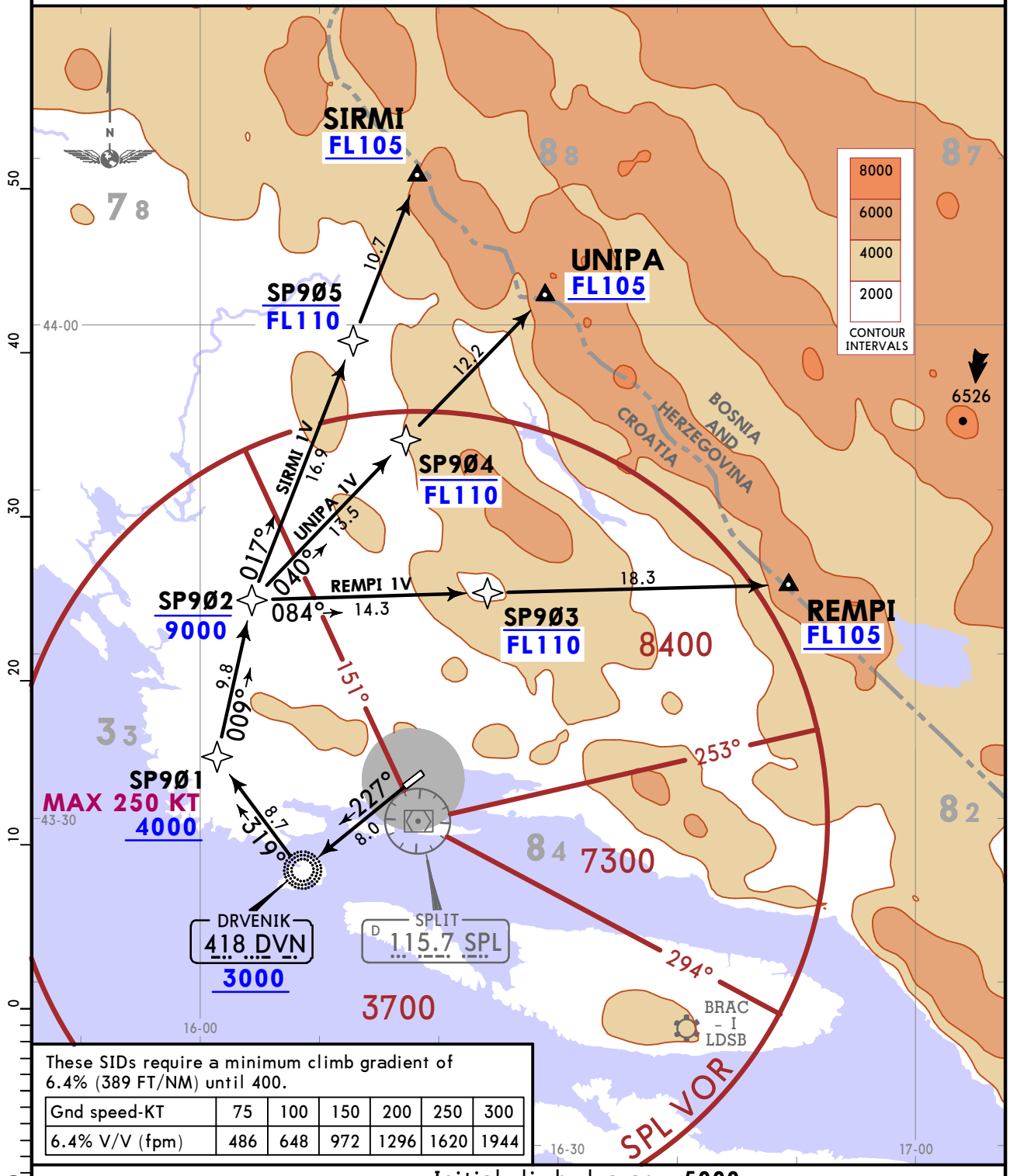
REMPI 1W [REMP1W]
SIRMI 1W [SIRM1W]
UNIPA 1W [UNIP1W]
RNAV DEPARTURES
(RWY 05)

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Split RADAR 120.875	Apt Elev 78	Trans alt: 10000 RNAV 1 GNSS required After take-off contact Split RADAR.

REMPI 1V [REMP1V]
SIRMI 1V [SIRM1V]
UNIPA 1V [UNIP1V]
RNAV DEPARTURES
(RWY 23)



These SIDs require a minimum climb gradient of 6.4% (389 FT/NM) until 400.

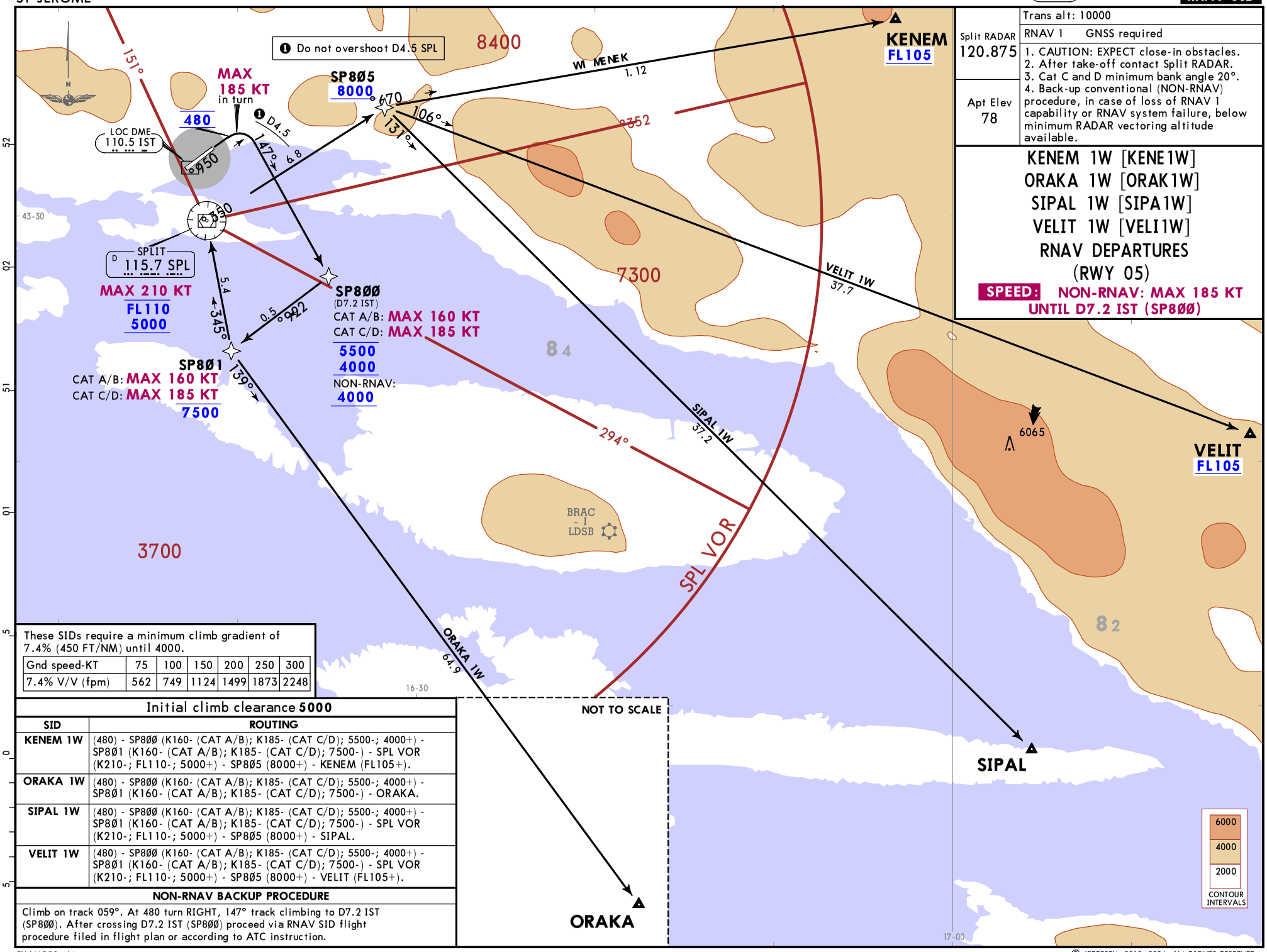
Gnd speed-KT	75	100	150	200	250	300
6.4% V/V (fpm)	486	648	972	1296	1620	1944

Initial climb clearance **5000**

SID	ROUTING
REMPI 1V	DVN NDB (3000+) - SP9Ø1 (K250-; 4000+) - SP9Ø2 (9000-) - SP9Ø3 (FL110-) - REMPI (FL105+).
SIRMI 1V	DVN NDB (3000+) - SP9Ø1 (K250-; 4000+) - SP9Ø2 (9000-) - SP9Ø5 (FL110-) - SIRMI (FL105+).
UNIPA 1V	DVN NDB (3000+) - SP9Ø1 (K250-; 4000+) - SP9Ø2 (9000-) - SP9Ø4 (FL110-) - UNIPA (FL105+).

CHANGES: Airport name.

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Split RADAR 120.875	Trans alt: 10000
	RNAV 1 GNSS required
Apt Elev 78	1. CAUTION: EXPECT close-in obstacles. 2. After take-off contact Split RADAR. 3. Cat C and D minimum bank angle 20°. 4. Back-up conventional (NON-RNAV) procedure, in case of loss of RNAV 1 capability or RNAV system failure, below minimum RADAR vectoring altitude available.

KENEM 1W [KENE1W]
ORAKA 1W [ORAK1W]
SIPAL 1W [SIPA1W]
VELIT 1W [VELI1W]
RNAV DEPARTURES
(RWY 05)

SPEED: NON-RNAV: MAX 185 KT UNTIL D7.2 IST (SP8ØØ)

These SIDs require a minimum climb gradient of 7.4% (450 FT/NM) until 4000.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

Initial climb clearance **5000**

SID	ROUTING
KENEM 1W	(480) - SP8ØØ (K160- (CAT A/B); K185- (CAT C/D); 5500-; 4000+) - SP8Ø1 (K160- (CAT A/B); K185- (CAT C/D); 7500-) - SPL VOR (K210-; FL110-; 5000+) - SP8Ø5 (8000+) - KENEM (FL105+).
ORAKA 1W	(480) - SP8ØØ (K160- (CAT A/B); K185- (CAT C/D); 5500-; 4000+) - SP8Ø1 (K160- (CAT A/B); K185- (CAT C/D); 7500-) - ORAKA.
SIPAL 1W	(480) - SP8ØØ (K160- (CAT A/B); K185- (CAT C/D); 5500-; 4000+) - SP8Ø1 (K160- (CAT A/B); K185- (CAT C/D); 7500-) - SPL VOR (K210-; FL110-; 5000+) - SP8Ø5 (8000+) - SIPAL.
VELIT 1W	(480) - SP8ØØ (K160- (CAT A/B); K185- (CAT C/D); 5500-; 4000+) - SP8Ø1 (K160- (CAT A/B); K185- (CAT C/D); 7500-) - SPL VOR (K210-; FL110-; 5000+) - SP8Ø5 (8000+) - VELIT (FL105+).

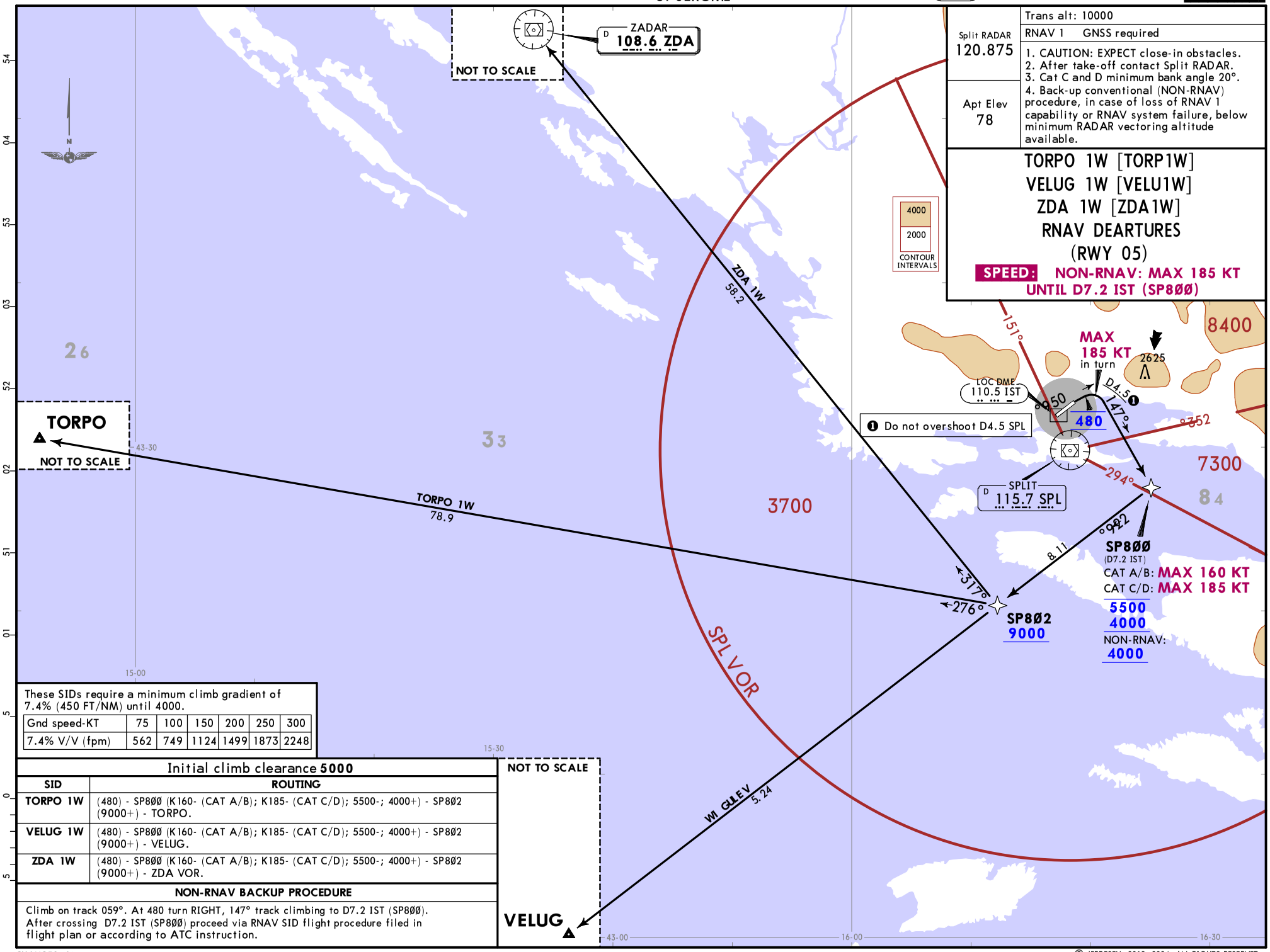
NON-RNAV BACKUP PROCEDURE

Climb on track 059°. At 480 turn RIGHT, 147° track climbing to D7.2 IST (SP8ØØ). After crossing D7.2 IST (SP8ØØ) proceed via RNAV SID flight procedure filed in flight plan or according to ATC instruction.

CHANGES: Airport name.

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Split RADAR 120.875	Trans alt: 10000
	RNAV 1 GNSS required
Apt Elev 78	1. CAUTION: EXPECT close-in obstacles. 2. After take-off contact Split RADAR. 3. Cat C and D minimum bank angle 20°. 4. Back-up conventional (NON-RNAV) procedure, in case of loss of RNAV 1 capability or RNAV system failure, below minimum RADAR vectoring altitude available.

TORPO 1W [TORP1W]
VELUG 1W [VELU1W]
ZDA 1W [ZDA1W]
RNAV DEPARTURES
(RWY 05)

SPEED: NON-RNAV: MAX 185 KT UNTIL D7.2 IST (SP8ØØ)

These SIDs require a minimum climb gradient of 7.4% (450 FT/NM) until 4000.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

Initial climb clearance **5000**

SID	ROUTING
TORPO 1W	(480) - SP8ØØ (K160- (CAT A/B); K185- (CAT C/D); 5500-; 4000+) - SP8Ø2 (9000+) - TORPO.
VELUG 1W	(480) - SP8ØØ (K160- (CAT A/B); K185- (CAT C/D); 5500-; 4000+) - SP8Ø2 (9000+) - VELUG.
ZDA 1W	(480) - SP8ØØ (K160- (CAT A/B); K185- (CAT C/D); 5500-; 4000+) - SP8Ø2 (9000+) - ZDA VOR.

NON-RNAV BACKUP PROCEDURE

Climb on track 059°. At 480 turn RIGHT, 147° track climbing to D7.2 IST (SP8ØØ). After crossing D7.2 IST (SP8ØØ) proceed via RNAV SID flight procedure filed in flight plan or according to ATC instruction.

CHANGES: Airport name.

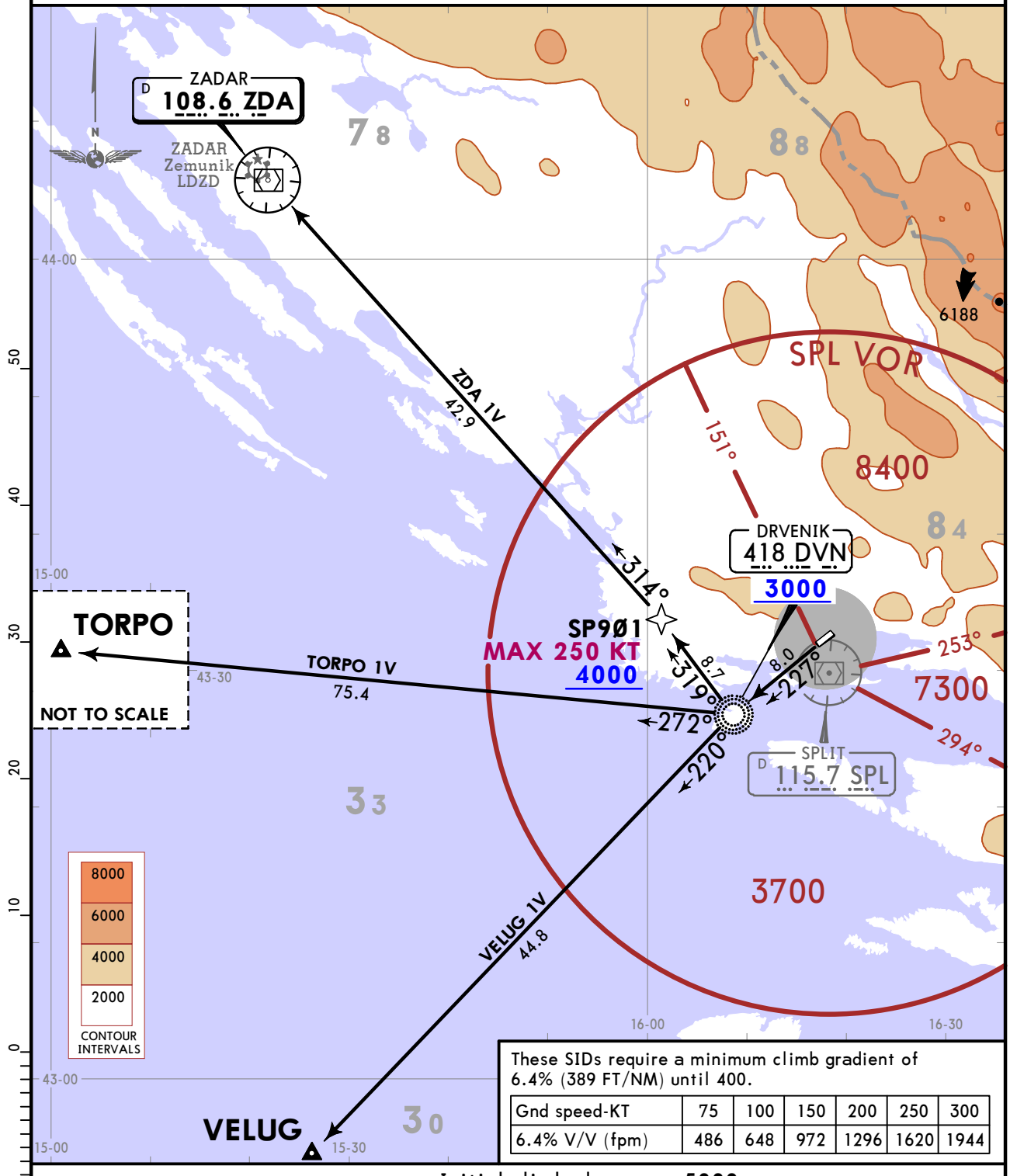
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Split RADAR 120.875	Apt Elev 78	Trans alt: 10000
		RNAV 1 GNSS required
		After take-off contact Split RADAR.

TORPO 1V [TORP1V]
VELUG 1V [VELU1V]
ZDA 1V [ZDA1V]
RNAV DEPARTURES
(RWY 23)



These SIDs require a minimum climb gradient of 6.4% (389 FT/NM) until 400.

Gnd speed-KT	75	100	150	200	250	300
6.4% V/V (fpm)	486	648	972	1296	1620	1944

Initial climb clearance **5000**

SID	ROUTING
TORPO 1V	DVN NDB (3000+) - TORPO.
VELUG 1V	DVN NDB (3000+) - VELUG.
ZDA 1V	DVN NDB (3000+) - SP9Ø1 (K250-; 4000+) - ZDA VOR.

CHANGES: Airport name.

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NOISE ABATEMENT

DEPARTURES

Runway 23

Aircraft operators shall follow aircraft manufacturer's noise abatement recommended procedures up to FL100, or the procedure below:

Take-off to 880'	Climb at V_2 + 10 KT
At 880'	Adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule provided in the aircraft operating manual. Maintain climb speed of V_2 + 10 to 20 KT with flaps and slats in the take-off configuration.
At 3000'	Maintain positive rate of climb, accelerate and retract flaps/slats on schedule.

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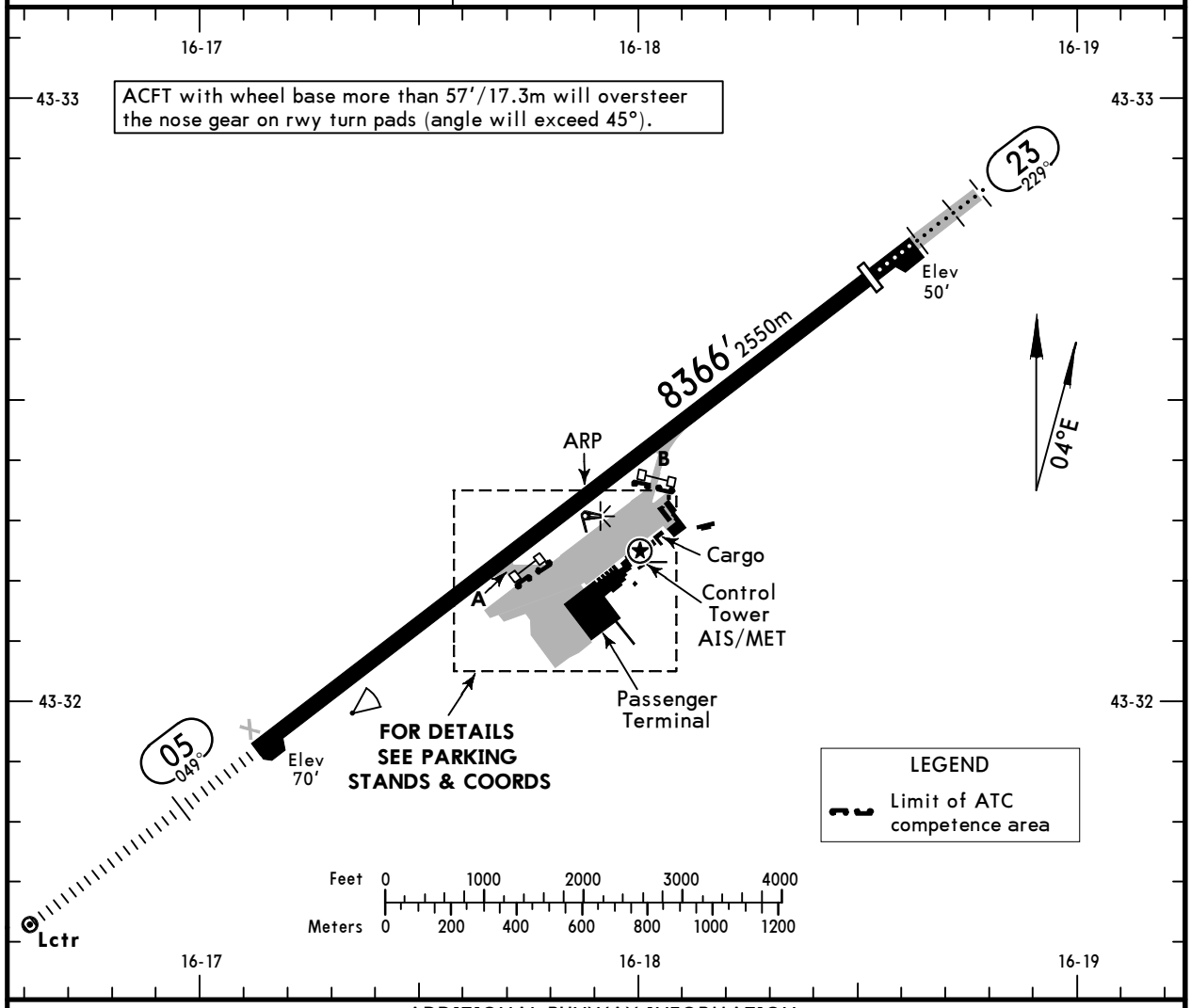
LDSP/SPU

Apt Elev **78′**
N43 32.3 E016 17.9

JEPPESEN
30 JAN 26 (10-9)

SPLIT, ~~CROATIA~~
ST JEROME

*ATIS	SPLIT Tower (When Tower inop, contact SPLIT Approach/Radar 120.875, 128.675, 120.55.)
125.3	124.675 118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
05	HIRL (60m) HIALS PAPI (angle 3.0°, MEHT 52′) RVR		7455′ 2272m	❶	148′ 45m
23	HIRL (60m) ALS (red) PAPI (angle 3.0°, MEHT 49′)	7841′ 2390m			

❶ TAKE-OFF RUN AVAILABLE

RWY 05:
From rwy head 8366′ (2550m)
twy A int 5367′ (1636m)

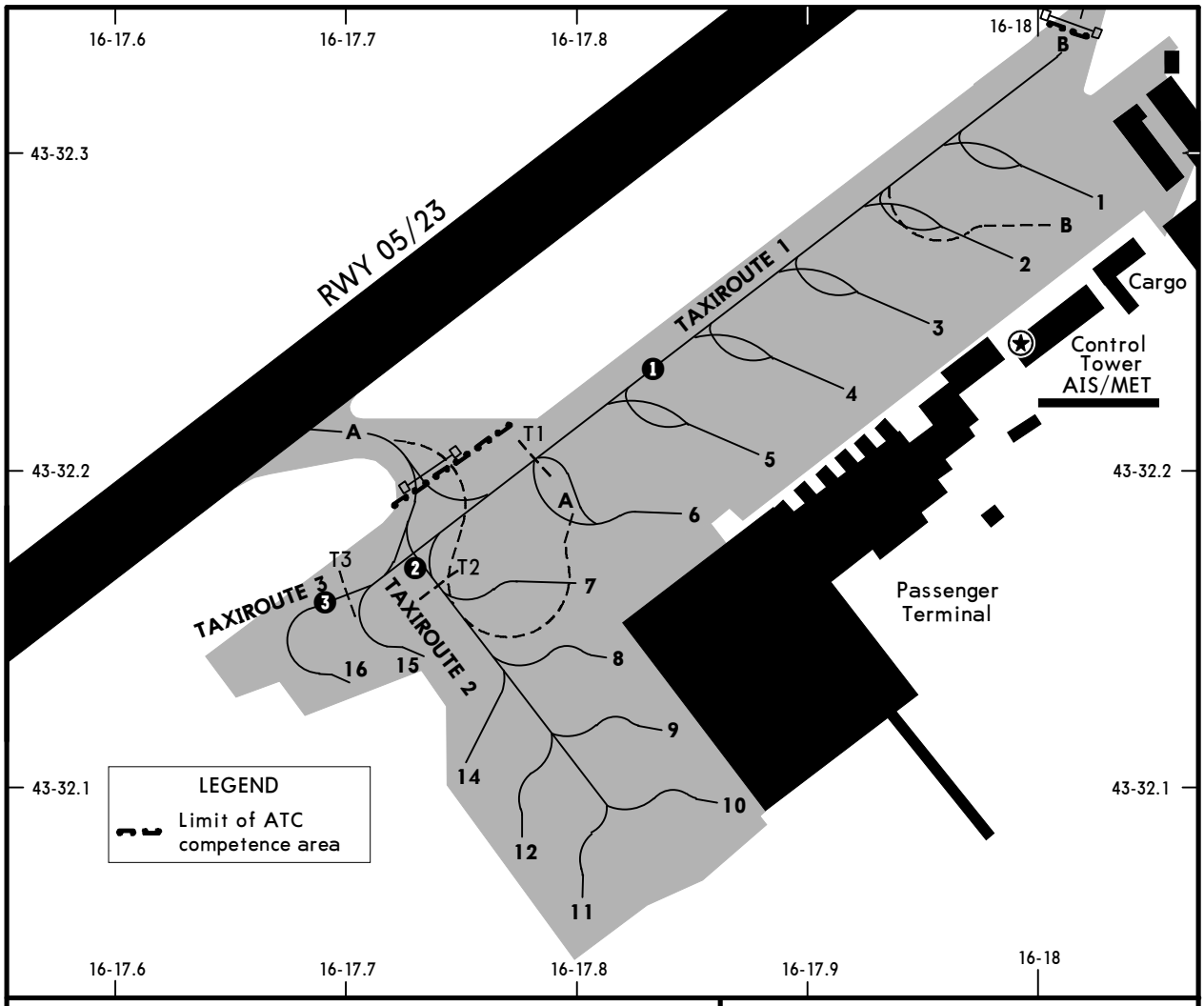
RWY 23:
From rwy head 8366′ (2550m)
twy B int 5190′ (1582m)

Std/State	TAKE-OFF		
RCLM or RL	RL	Adequate Vis Ref	
DAY	NIGHT	DAY	NIGHT
R/V400m		R/V500m	NA

CHANGES: None.

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PARKING STAND COORDINATES

STAND No.	COORDINATES	CAPACITY
1 thru 3	N43 32.3 E016 18.0	B739/A321
4, 5	N43 32.2 E016 17.9	B739/A321
6	N43 32.2 E016 17.9	B753 ❹
7	N43 32.2 E016 17.8	B752
8, 9	N43 32.1 E016 17.8	A320
10	N43 32.1 E016 17.9	B738
11	N43 32.1 E016 17.8	B738
12	N43 32.1 E016 17.8	A320
14	N43 32.1 E016 17.8	E135
15, 16	N43 32.1 E016 17.7	DH8D
A	N43 32.2 E016 17.8	B744
B	N43 32.3 E016 18.0	B763

❶ MAX wingspan 171'/52m.
❷ MAX wingspan 118'/36m.
❸ MAX wingspan 112'/34m.
❹ Stand 6 is alternatively used for B763. When B763 exit from stand 6: stand 5 MAX A319.

CHANGES: Stand 6 capacity note added.

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LDSP/SPU
ST JEROME

JEPPESEN
2 MAY 25
Eff 15 May
11-1

SPLIT, CROATIA
ILS Z or LOC Z Rwy 05

*ATIS	SPLIT Approach/Radar	SPLIT Tower ❶
125.3	120.875 128.675 120.550	124.675 118.1

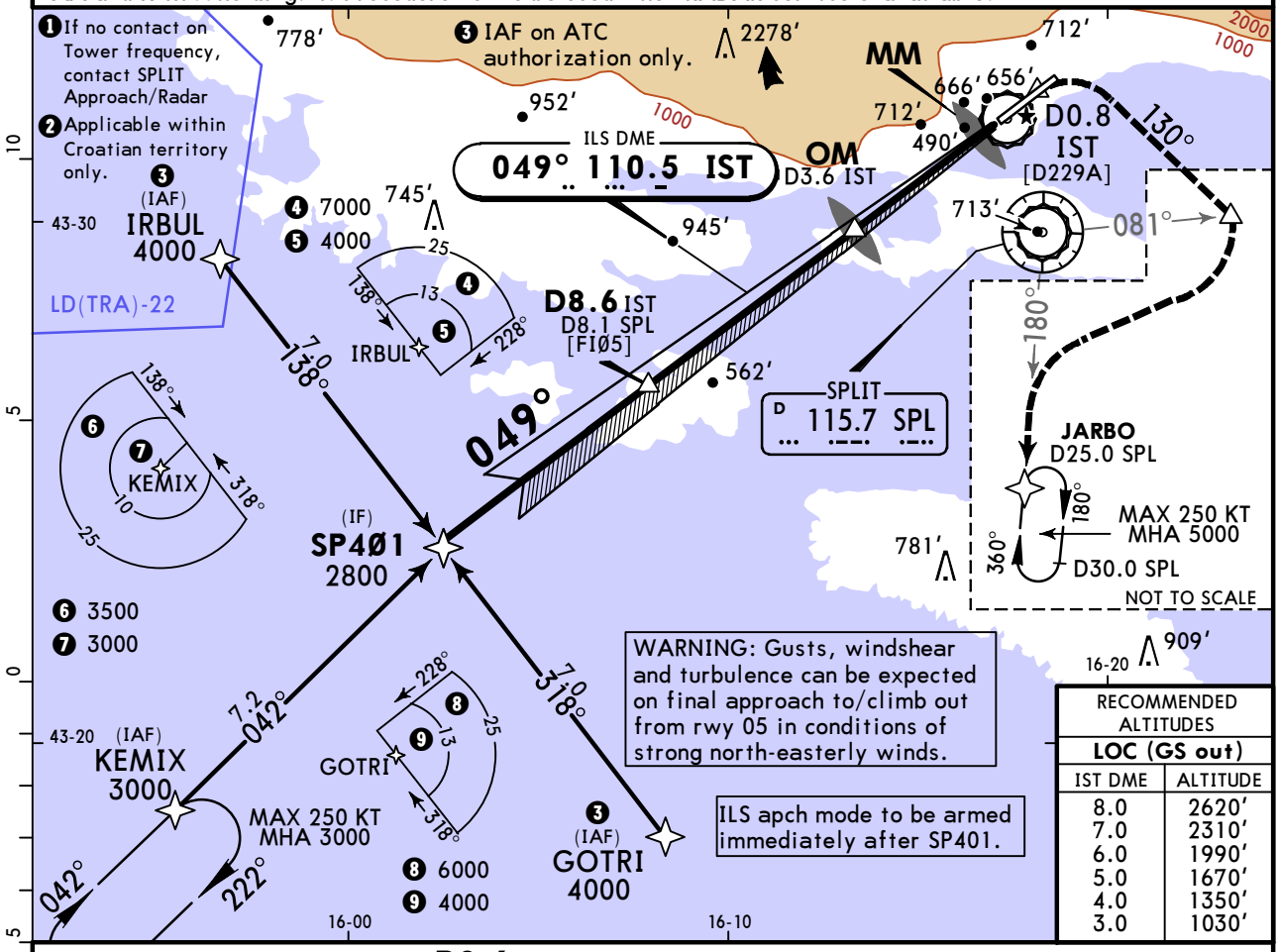
BRIEFING STRIP ™

LOC IST	Final Apch Crs	D8.6 IST	ILS DA(H) Refer to Minimums	Apt Elev 78′ Rwy 70′	TAA 25 NM IAF ❷
110.5	049°	2800′ (2730′)			

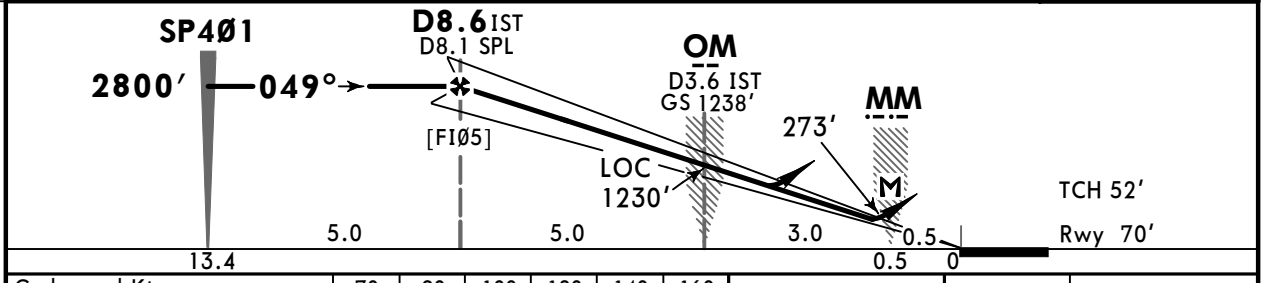
MISSED APCH: Climb STRAIGHT AHEAD on track 049°. At D0.8 IST (after passing THR Rwy 05) turn RIGHT (MAX 185 KT) climbing on track 130°. Cross R-081 SPL and turn RIGHT to intercept R-180 SPL climbing to JARBO at 5000′ and hold.
Refer to minimums for missed apch climb gradients.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 10000′

1. RNAV1, GNSS required. 2. SPL VOR/DME and IST DME required. 3. RNAV1 required for initial approach, TAA and KEMIX holding. 4. Procedure not to be used when RADAR service unavailable.



RECOMMENDED ALTITUDES LOC (GS out)	
IST DME	ALTITUDE
8.0	2620′
7.0	2310′
6.0	1990′
5.0	1670′
4.0	1350′
3.0	1030′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at MM							
D8.6 IST/D8.1 SPL to MAP	7.9	6:46	5:16	4:44	3:57	3:23	2:58

Timing not authorized for defining the MAP.

HIALS
PAPI PAPI

Refer to Missed Apch above

Std/State STRAIGHT-IN LANDING

	ILS		LOC (GS out)
	MACG MIN 3.0% (183′/NM)	MACG MIN 2.5% (152′/NM)	
DA(H)	A: 420′ (350′) C: 440′ (370′) B: 430′ (360′) D: 450′ (380′)	A: 650′ (580′) C: 670′ (600′) B: 660′ (590′) D: 680′ (610′)	CDFA ❶ DA/MDA(H) 790′ (720′)

PANS OPS

	ALS out	ALS out	ALS out
A B	R900m	R1500m	R1500m	R1500m
C	R1000m	R1700m	R2000m	R2400m
D			R2100m	

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Holding speed limit added.

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LDSP/SPU
ST JEROME

JEPPESEN
2 MAY 25
Eff 15 May
11-2

SPLIT, CROATIA
ILS Y or LOC Y Rwy 05

*ATIS	SPLIT Approach/Radar	SPLIT Tower
125.3	120.875 128.675 120.550	124.675 118.1

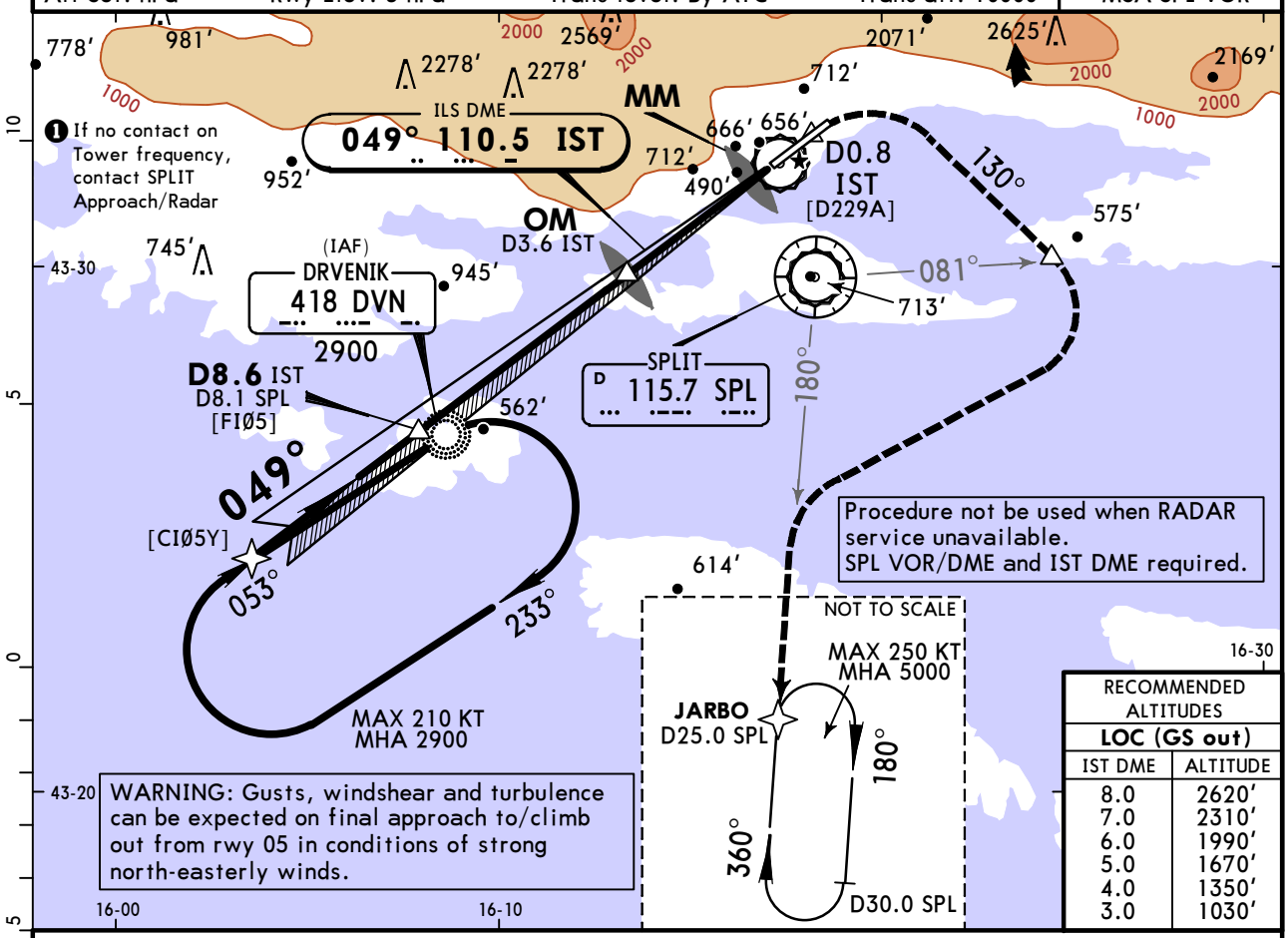
BRIEFING STRIP

LOC IST	Final Apch Crs	D8.6 IST	ILS DA(H) Refer to Minimums	Apt Elev / Rwy
110.5	049°	2800′ (2730′)		78′ / 70′

MISSED APCH: Climb STRAIGHT AHEAD on track 049°. At D0.8 IST (after passing THR Rwy 05) turn RIGHT (MAX 185 KT) climbing on track 130°. Cross R-081 SPL and turn RIGHT to intercept R-180 SPL climbing to JARBO at 5000′ and hold.
Refer to minimums for missed apch climb gradients.

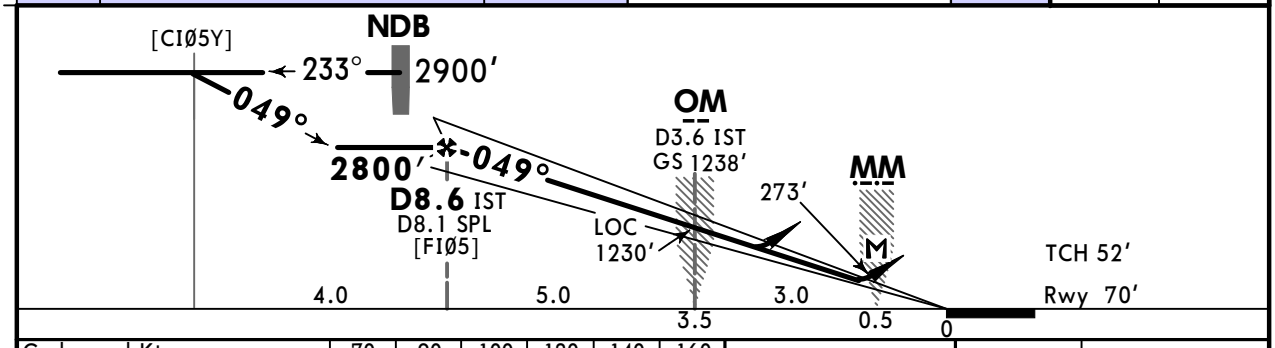
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 10000′

MSA SPL VOR: 151° 8400 | 253° 7300 | 294° 3700



WARNING: Gusts, windshear and turbulence can be expected on final approach to/climb out from rwy 05 in conditions of strong north-easterly winds.

RECOMMENDED ALTITUDES	
LOC (GS out)	
IST DME	ALTITUDE
8.0	2620′
7.0	2310′
6.0	1990′
5.0	1670′
4.0	1350′
3.0	1030′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at MM							
D8.6 IST/D8.1 SPL to MAP	7.9	6:46	5:16	4:44	3:57	3:23	2:58

Timing not authorized for defining the MAP.

HIALS
PAPI PAPI

Refer to Missed Apch above

PANS OPS

Std/State — STRAIGHT-IN LANDING

	ILS		LOC (GS out)
	MACG MIN 3.0% (183′/NM)	MACG MIN 2.5% (152′/NM)	
DA(H)	A: 420′ (350′) C: 440′ (370′) B: 430′ (360′) D: 450′ (380′)	A: 650′ (580′) C: 670′ (600′) B: 660′ (590′) D: 680′ (610′)	CDFA 1 DA/MDA(H) 790′ (720′)

	ALS out	ALS out	ALS out
A, B	R900m	R1500m	R1500m	R1500m
C, D	R1000m	R1700m	R2000m / R2100m	R2400m	R2400m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

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LDSP/SPU
ST JEROME

JEPPESEN
2 MAY 25
Eff 15 May
12-1

SPLIT, CROATIA
RNP Z Rwy 05 (LPV ONLY)

*ATIS	SPLIT Approach/Radar	SPLIT Tower ❶
125.3	120.875 128.675 120.550	124.675 118.1

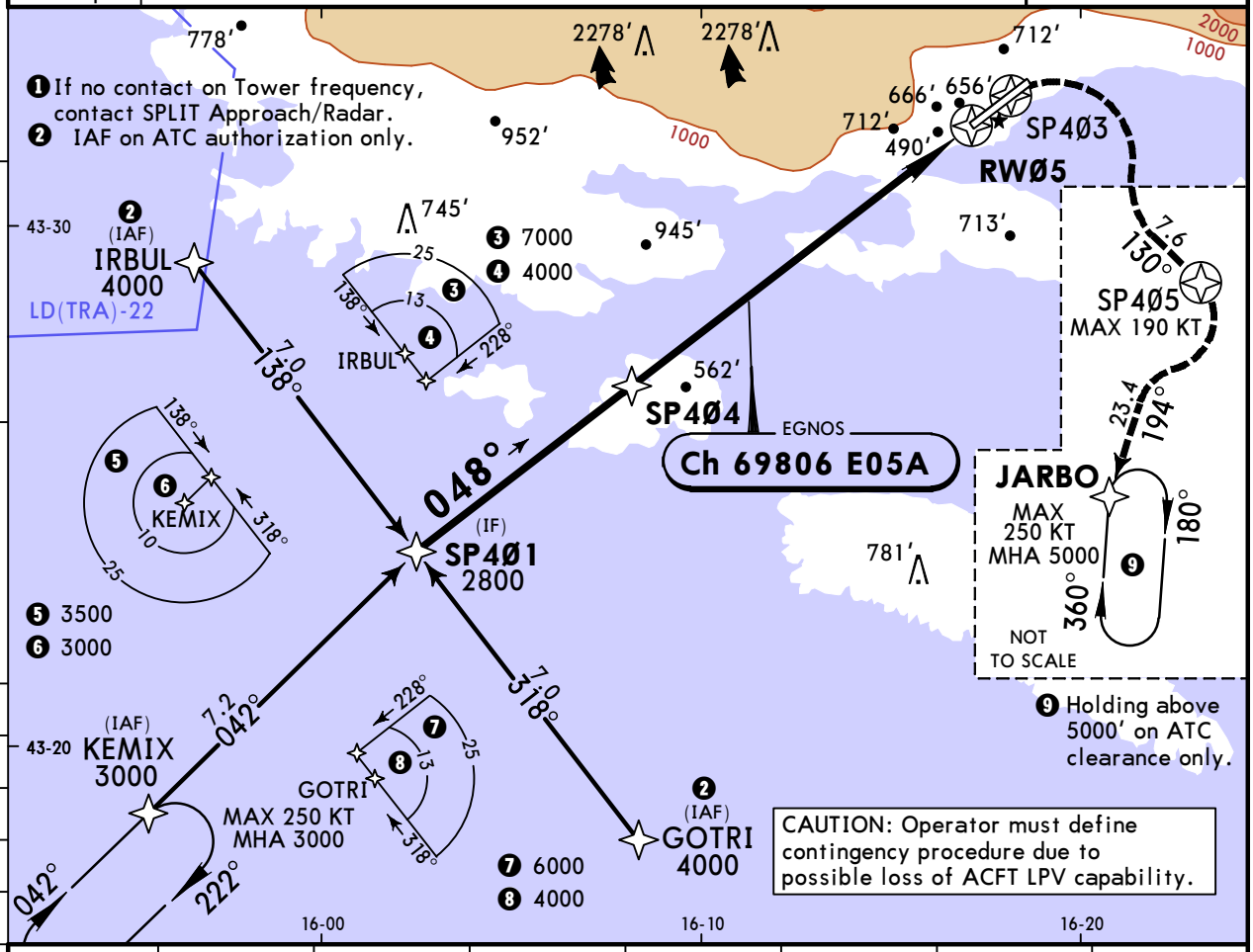
BRIEFING STRIP ™

EGNOS	Final Apch Crs	SP4Ø4	DA(H)	Apt Elev 78′
Ch 69806 E05A	048°	2800′ (2730′)	Refer to Minimums	Rwy 70′

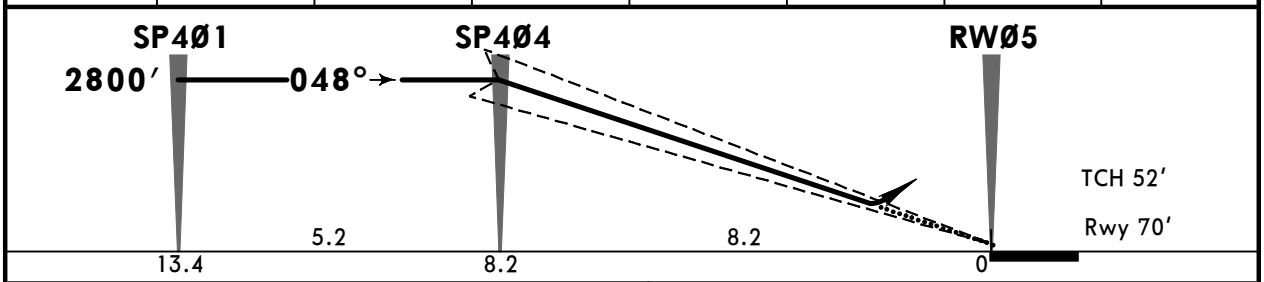
MISSED APCH: Climb to SP4Ø3, then turn RIGHT (MAX 190 KT) to SP4Ø5 on course 130°. Climb on course 194° to JARBO at 5000′ and hold.

TAA
25 NM
IAF

Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 10000′
RNP Apch	Procedure not to be used when RADAR service unavailable.		



DIST to RWØ5	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2670′	2360′	2040′	1720′	1400′	1080′	760′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

HIALS
PAPI PAPI

SP4Ø3

190 KT MAX RT

SP4Ø5

Std/State

STRAIGHT-IN LANDING

DA(H) A: **750′** (680′) C: **770′** (700′)
B: **760′** (690′) D: **780′** (710′)

ALS out

PANS OPS

A	R1500m
B	
C	R2400m
D	

CHANGES: Holding speed limits added.

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LDSP/SPU
ST JEROME

JEPPESEN
2 MAY 25 (12-2) Eff 15 May

SPLIT, CROATIA
RNP Y Rwy 05

BRIEFING STRIP ™

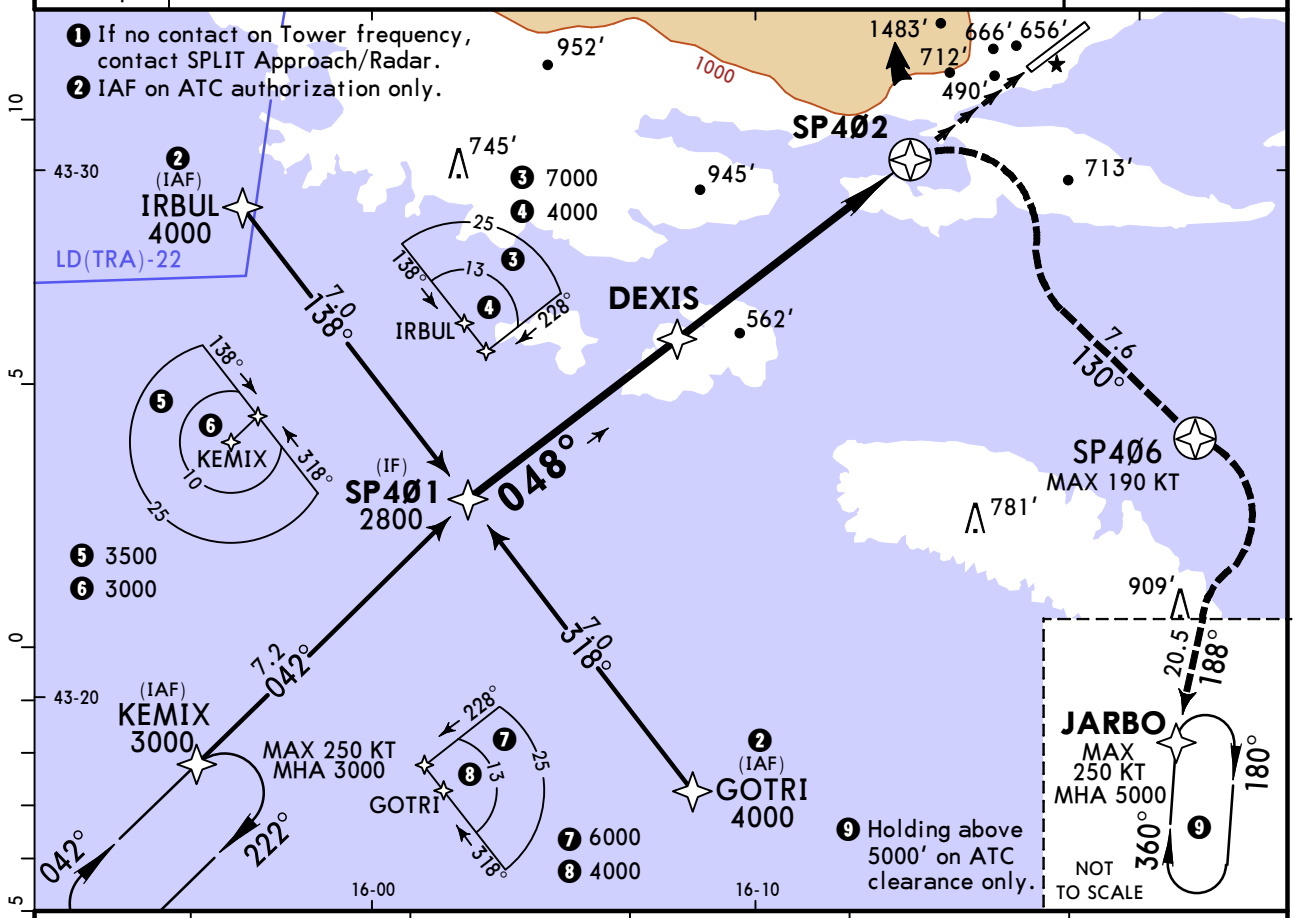
*ATIS	SPLIT Approach/Radar	SPLIT Tower ❶
125.3	120.875 128.675 120.550	124.675 118.1

RNAV	Final Apch Crs	DEXIS	DA/MDA(H)	Apt Elev / Rwy
	048°	2800′ (2730′)	1200′ (1130′)	78′ / 70′

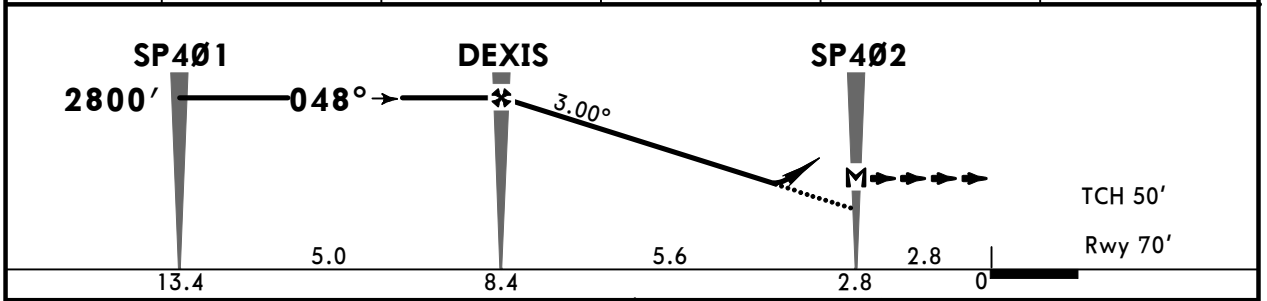
MISSED APCH: At SP40̸2 turn RIGHT (MAX 190 KT) to SP40̸6 on course 130°. Then turn RIGHT climbing on course 188° to JARBO at 5000′ and hold.

TAA
25 NM
IAF

Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 10000′
RNP Apch	Procedure not to be used when RADAR service unavailable.		



DIST to THR0̸5	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2670′	2350′	2030′	1720′	1400′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at SP40̸2							
DEXIS to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

Timing not authorized for defining the MAP.

HIALS
PAPI PAPI

190 KT
MAX
RT

SP40̸6

Std/State

STRAIGHT-IN LANDING
LNAV
CDFA
❶ DA/MDA(H) **1200′** (1130′)

ALS out

PANS OPS

A	R1500m
B	
C	R2400m
D	

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Holding speed limits added.

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*ATIS	SPLIT Approach/Radar	SPLIT Tower ❶
125.3	120.875 128.675 120.550	124.675 118.1

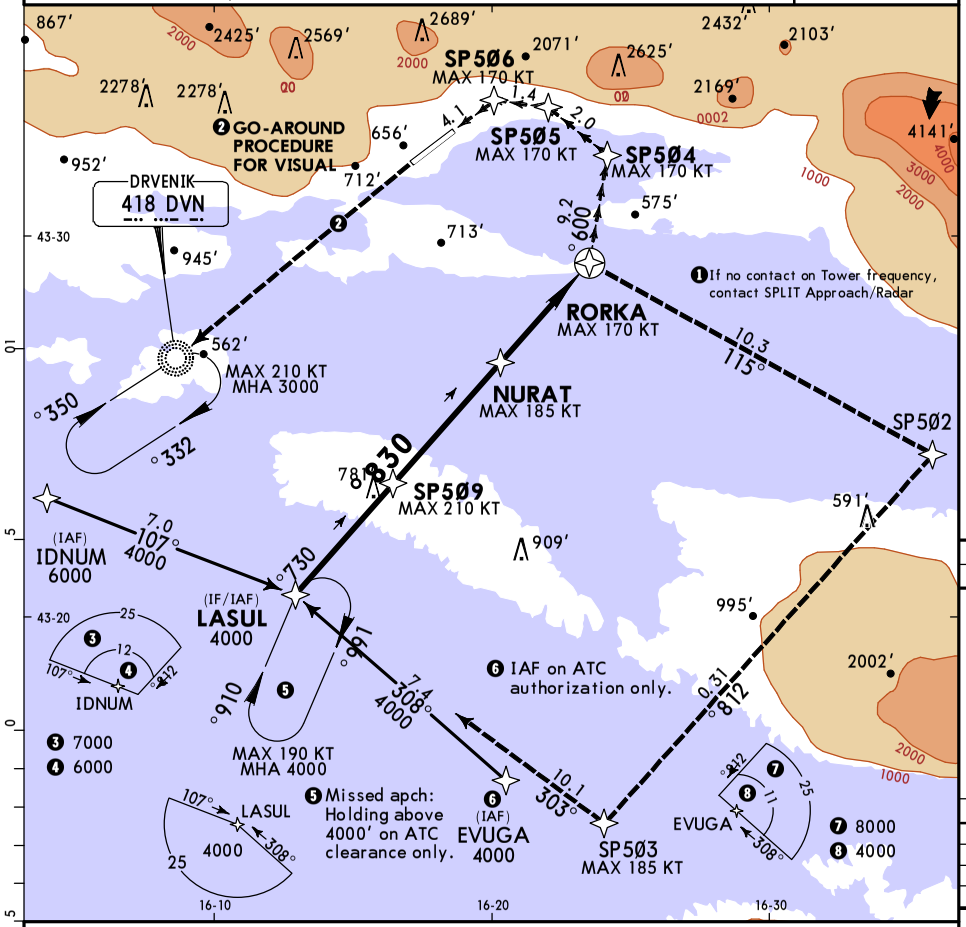
RNAV	Final Apch Crs	NURAT	MDA(H)	Apt Elev 78′
	038°	3000′(2922′)	2000′(1922′)	

MISSED APCH: Turn RIGHT to SP5Ø2, turn RIGHT to SP5Ø3 (MAX 185 KT), then turn RIGHT to LASUL climbing to 4000′.
GO-AROUND PROCEDURE FOR VISUAL: 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 3000′ and hold.

Alt Set: hPa | Apt Elev: 3 hPa | Trans level: By ATC | Trans alt: 10000′

1. GNSS required. 2. Procedure not to be used when RADAR service unavailable.
3. Visual approach track to the Rwy 23 to be planned by Acft operator and used by means of visual reference only.

TAA
25 NM
IF/IAF



SPECIAL NOTES before practice and operating LDSP RNAV VISUAL Rwy 23 procedure:

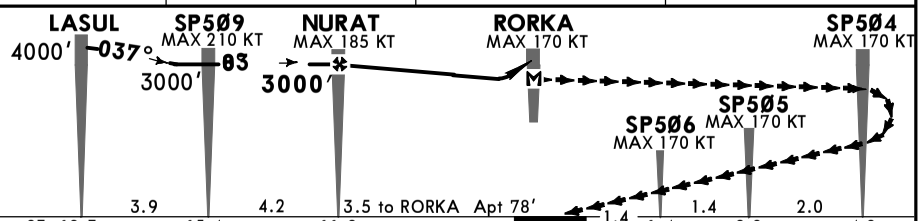
Requirements for Pilot Flying

- Obstacle clearance during the visual part of the approach is responsibility of pilot flying.
- After receiving clearance to execute RNAV VISUAL Rwy 23, pilot flying is expected to:
  a) Not later then passing RORKA must be in visual reference to terrain with minimum visibilty of 10km (5.4 NM) and ceiling above 2500′ and to continue with visual part of procedure, or
  b) From RORKA follow the prescribed instrument missed approach procedure for LDSP RNAV VISUAL Rwy 23.
- Visual approach segment waypoints, related distances, speed limit and bearing are for improved situational awerness only.

ATC/pilot communication procedures and requirement

- When Rwy 23 is in use, during daytime, RNAV VISUAL Rwy 23 will be consider as primary approach (announced by ATIS of ATC).
- If ATIS information announces RNAV VISUAL Rwy 23 to be expected, Operators unable to accept this approach, shall advise Split APP on first contact.

DIST to RORKA	3.0	2.0	1.0
ALTITUDE	2840′	2520′	2200′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RORKA							

ALS
PAPI PAPI

Refer to Missed Apch above

VISUAL LANDING

	DAY CEILING REQUIRED	
	MDA(H)	CEILING-VISIBILITY
A B C D	2000′(1922′)	2500′- 10 km

NIGHT

NOT AUTHORIZED

CHANGES: Airport name.

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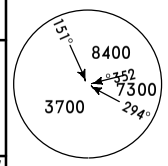
*ATIS	SPLIT Approach/Radar	SPLIT Tower ❶
125.3	120.875 128.675 120.550	124.675 118.1

VOR SPL 115.7	Final Apch Crs 019°	D5.0 2500′ (2422′)	MDA(H) Refer to Minimums	Apt Elev 78′

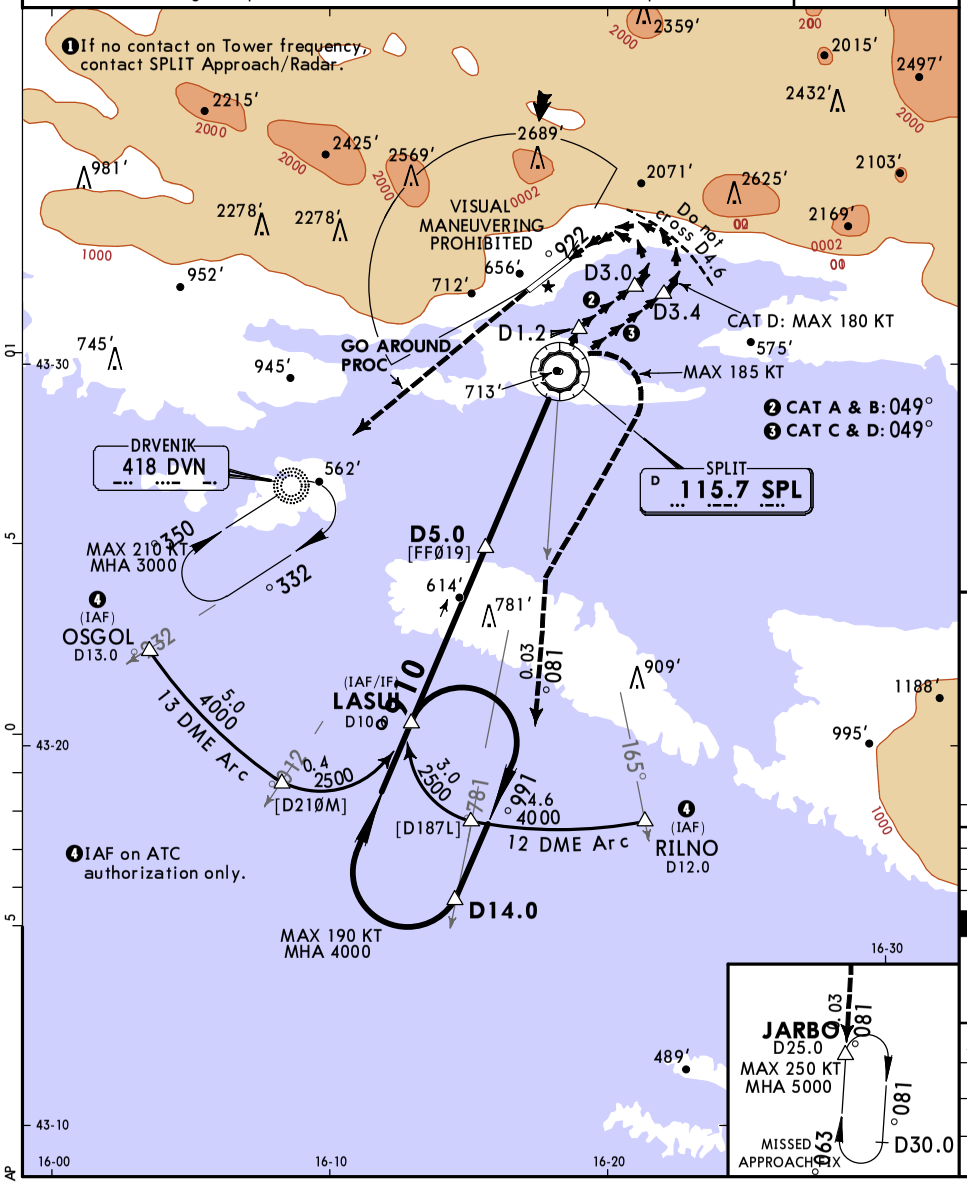
MISSED APCH: At SPL VOR DME turn RIGHT (MAX 185 KT) to intercept R-180 SPL climbing to JARBO at 5000′ and hold.
No turn before MAP.
GO AROUND PROC: After passing VOR proceed on prescribed track, turn LEFT to 229°, climb STRAIGHT ahead to DVN NDB to 3000′ and hold.

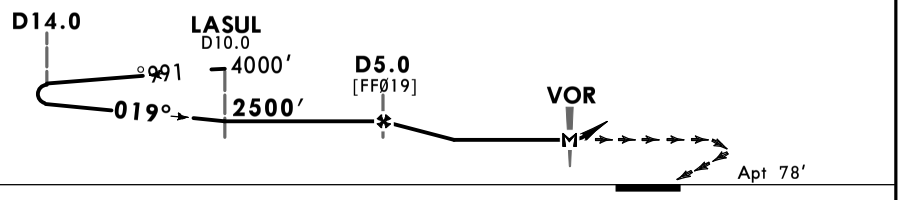
Alt Set: hPa | Apt Elev: 3 hPa | Trans level: By ATC | Trans alt: 10000′

1. SPL VOR DME required. 2. Circling not authorized at night.
3. CAUTION: Circling with prescribed tracks not authorized when SPL DME inoperative.



MSA SPL VOR





SPECIAL NOTES before practicing and operating circling with prescribed tracks VOR B Rwy 23 procedure:

- Consider specific orography, mountainous terrain in vicinity of AD and the requirements for visual segment.
- NIGHT flight restrictions: NIGHT operations are not authorized.
- During base leg visual segment do not overshoot ARC D4.6 SPL due to high terrain.
- MAX speed on base leg is 180 KT.
- At MAP 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 ACFT.

MAP at VOR	ALS PAPI—PAPI	Refer to Missed Apch above

Std/State CIRCLE-TO-LAND

Not authorized
Northwest of airport.

	Max Kts	MDA(H)	
A	100	1610′ (1532′)	V1500m
B	135	1610′ (1532′)	V1600m
C	180	2040′ (1962′)	V2400m
D	180	2040′ (1962′)	V3600m

CHANGES: Special notes updated.

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LDSP/SPU
ST JEROME

JEPPESEN
20 SEP 24 (16-1) Eff 3 Oct

SPLIT, CROATIA
NDB Rwy 05

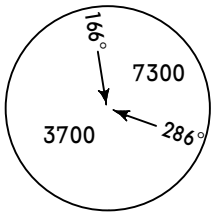
*ATIS	SPLIT Approach/Radar	SPLIT Tower ❶
125.3	120.875 128.675 120.550	124.675 118.1

BRIEFING STRIP ™

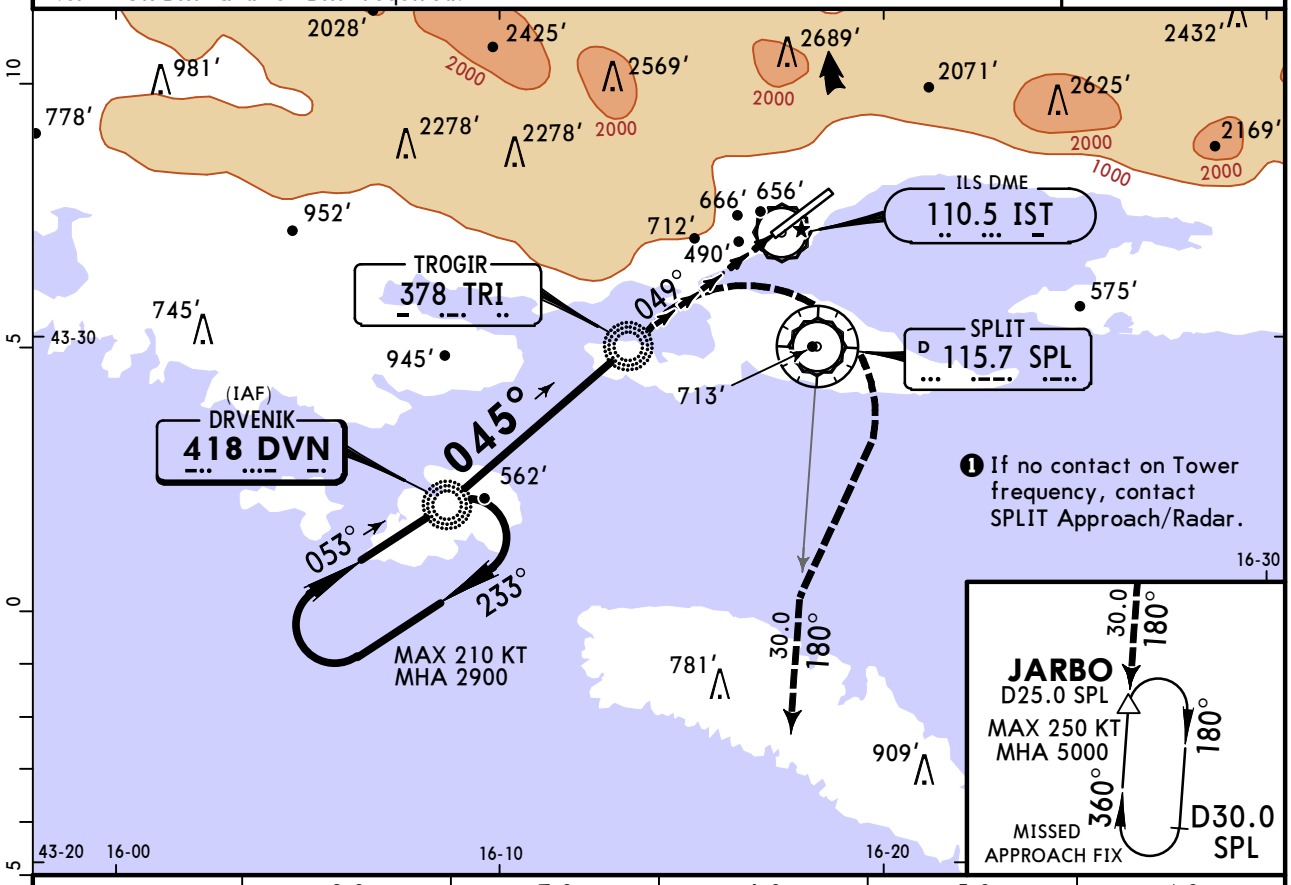
NDB DVN	Final Apch Crs	DVN NDB	DA/MDA(H)	Apt Elev 78′ / Rwy 70′
418	045°	2700′ (2630′)	1200′ (1130′)	

MISSED APCH: At TRI NDB turn RIGHT (MAX 230 KT) to intercept R-180 SPL climbing to JARBO at 5000′ and hold.
No turn before MAP.

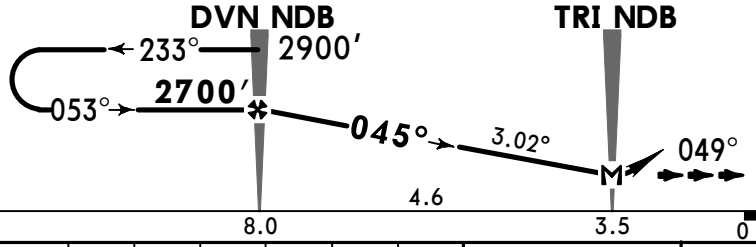
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 10000′
1.SPL VOR DME and IST DME required.



MSA DVN NDB



IST DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2640′	2320′	2000′	1680′	1360′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.02°	374	481	534	641	748	855
MAP at TRI NDB							
DVN NDB to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

Timing not authorized for defining the MAP.

HIALS
PAPI PAPI

230 KT MAX onto SPL 115.7 R-180
RT

Std/State

STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 1200′ (1130′)
ALS out

PANS OPS

A	R1500m
B	
C	R2400m
D	

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

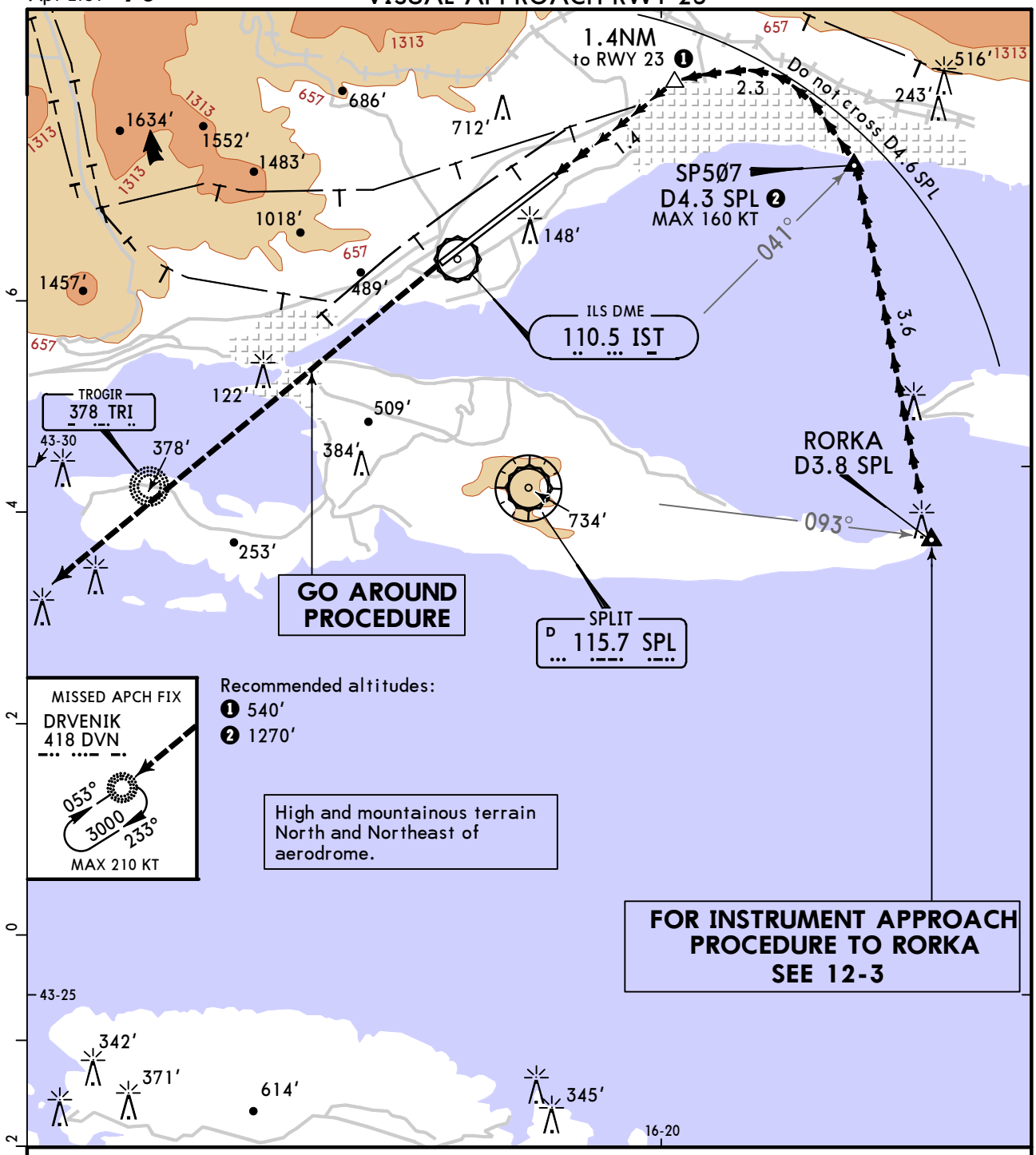
CHANGES: None.

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Apt Elev **78′**

VISUAL APPROACH RWY 23



GO AROUND PROCEDURE:
In case of visual go-around climb along the visual approach track and when on the final approach track proceed STRAIGHT AHEAD to DVN NDB at 3000′ and hold or follow ATC instruction.

CAUTION:
Visual approach track to RWY 23 to be used by means of visual reference only. SPL VOR DME radials, distances, waypoints and speed limit information are for improved situational awareness only. Obstacle clearance during the visual approach and visual go around is responsibility of pilot.

PANS OPS

CHANGES: Airport name.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SPLIT, (KASTELA - LDSP)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LDSP