

SPLIT (SPU/LDSP)

Elevation 78ft

CATEGORY B

AV brief – required

BAV AV Brief – Not yet avail

GENERAL

- Airfield is located on the NE shore of the Adriatic.
- City lies 6 nm E across a bay.
- To be qualified for the VOR B Circling approach IAW Lido AOI 1, the commander should have reviewed this OM C brief.

Threats

CFIT

- Terrain rises rapidly inland from W to N to E.
- High ground immediately to the left of the ILS 05 approach path; 500 m NW of the MM is a hill to nearly 500ft asl and just over 1 nm from the 05 threshold and 0.75 nm left of the centreline is a peak to nearly 1,050ft asl. 4.5 nm NW is a peak to over 2,500ft asl.
- NE of the airfield the terrain rises rapidly reaching over 2,000ft asl within 3 nm of Rwy 23 threshold.
- E there is a steep escarpment reaching over 2,500ft asl within 5 nm.
- A peak to nearly 5,000ft asl at 16 nm NE with further high ground beyond.
- SPL VOR is situated on an island with terrain to nearly 700ft asl just S of the airfield.
- Further islands to the S and SE with terrain to just over 2,500ft asl.
- Lido AFC chart shows the local terrain well.
- **Landing Rwy 23 day only with the Captain Landing**; see Lido VOR B Circling with prescribed tracks.
- Map shifts have occurred (on non-GPS aircraft).

Runway Incursion

- Backtrack is required for both Rwys. Turning circles are available at both ends. Review the MROT procedures.

Loss of Control

- Reports of WINDSHEAR warning at 700ft finals Rwy 05 with no prior warning from ATC. According to ground staff this is a regular event for Rwy 05.
- Due to the proximity of the high ground, turbulence to be expected with strong winds.

BAV Crew Reports

- *A crew reported being pressured into joining base via RORKA and only received clearance for the downwind join from Tower.*
- *PAPIs reported to be difficult to see in bright conditions.*
- *A crew report that whilst being held 10 nm N due weather, a map shift occurred. This shift put the aircraft approx 4 nm nearer to the high ground than the map indicated and could have easily generated false EGPWS warnings.*

ARRIVAL
Diversions Airports

DUBROVNIK	DBV/LDDU	125 nm/124°T	CAT B
NAPLES	NAP/LIRN	213 nm/209°T	CAT B
ROME (Fiumicino)	FCO/LIRF	238 nm/240°T	CAT A
BOLOGNA	BLQ/LIPE	255 nm/285°T	CAT A
BRINDISI	BDS/LIBR	188 nm/157°T	CAT A

- Instrument approaches to Rwy 05 only, due terrain; the Rwy 05 missed approach involves a right turn inside the rapidly rising terrain to the NE.

Approach

VOR B 23 Circling with Prescribed Tracks

- Circling approach to Rwy 23 is challenging and throws up some particular handling and profile management issues.
- Thoroughly briefing the approach, careful monitoring by the PM and a good judgement by the PF will avoid unnecessary go-arounds.
- Circling is only published using the VOR B 23 circling with prescribed tracks procedure.
- To comply with the AIP it is suggested that the Captain completes the final approach and landing whilst the first officer flies the aircraft until downwind.
- The transfer of control may occur above 1000ft RA using the provisions of OM A.
- Consider the impact of head and tailwinds and energy management to achieve the gates specified in the type specific guidance below.
- Rwy 23 PAPIs might not come into sight until later in the turn.

Airbus Guidance

A350 B747 B777 B787

Not Applicable

A32N A380

- Maximum use of the autoflight system is recommended to place the aircraft in the correct position prior to the final turn to execute a successful stable approach.
- **Planning** Use FIX page to draw the SPL outbound prescribed track (For SA).
- Approach must be flown with SELECTED VERTICAL guidance from Platform to Circling Minima (no vertical path coded).
- If unfamiliar with SPL it is recommended to fly the whole procedure from the IAF.

Approach Procedures

- The following procedures are designed to keep workload to a minimum. (All tracks and altitudes are correct at the time of publication, however Lido data takes precedence.)
- Arrive at the **FAF, LEVEL at platform altitude, with L/G DN and FLAP 3.**
- Descend to Circling altitude (selected VERTICAL guidance) then set MISAP altitude.

DEPARTURE

- Rwy 05 SIDs are speed restricted with minimum bank angles required. See Lido SID charts for details.
- See CARD/Performance Manual for details on Emergency Turn procedures.

WEATHER

- Cb frequent over the mountains in summer.
- Cloud base often down to 600ft or less during winter.

OPERATIONAL INFORMATION

Handling Agent	GHA SPLIT AIRPORT
Handling Agent VHF	131.8
Potable Water	Uplift Permitted.

IF ONLY Electrical Power is required	DO NOT USE – use APU instead
If BOTH electrical power and air conditioning is required:	DO NOT USE ANY GROUND SERVICE – use APU instead