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**AIP SUP 014/2019**  
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**Publication Date: 24-Oct-2019**

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## **Replacement of RJK VOR/DME, its impact on existing LDRI and LDPL instrument flight procedures and publication of temporary LDRI instrument flight procedures**

### **1. Introduction**

As of 5th of DEC 2019 until further notice, works on replacing RJK VOR/DME will be in progress. During this period, RJK VOR/DME will be unserviceable.

### **2. Impact on Instrument Flight Procedures**

RJK VOR/DME being unserviceable affects the following procedures published in AIP Croatia, which are therefore temporary suspended while this AIP SUP is in force. Published procedures not suspended by this AIP SUP may be flown as usual.

#### **LDPL - PULA - suspended procedures**

SID RWY 09: RJK 4C (chart LDPL AD 2.24.8 SID RWY 09 -1, WEF 28 MAR 2019).

SID RWY 27: RJK 3D (chart LDPL AD 2.24.8 SID RWY 27 -1, WEF 28 MAR 2019).

STAR RWY 09/27: GEMKA 4A, KULEN 3F (chart LDPL AD 2.24.10 STAR RWY 09/27 -1, WEF 28 MAR 2019).

#### **LDRI - RIJEKA/Krk I. - suspended procedures**

SID RWY 14: ALIVO 3C, KULEN 3C, CRE 4H, PUL 3R, NAKIT 3C (chart LDRI AD 2.24.8 SID RWY 14 -1, WEF 28 MAR 2019).

SID RWY 32: ALIVO 3D, KULEN 3D, CRE 4G, PUL 3L, NAKIT 3D (chart LDRI AD 2.24.8 SID RWY 32 -1, WEF 28 MAR 2019).

STAR RWY 14/32: KULEN 4A (chart LDRI AD 2.24.10 STAR RWY 14/32 -1, WEF 28 MAR 2019).

IAP: L RWY 14 (chart LDRI AD 2.24.12 IAC L RWY 14 -1, WEF 28 MAR 2019);

VOR RWY 14 (chart LDRI AD 2.24.12 IAC VOR RWY 14 -1, WEF 28 MAR 2019);

ILS or LOC RWY 14 (chart LDRI AD 2.24.12 IAC ILS or LOC RWY 14 -1, WEF 28 MAR 2019);

Lz RWY 32 (chart LDRI AD 2.24.12 IAC Lz RWY 32 -1, WEF 28 MAR 2019);

VOR RWY 32 (chart LDRI AD 2.24.12 IAC VOR RWY 32 -1, WEF 28 MAR 2019).

MSA: RJK VOR/DME

### **3. Temporary LDRI Instrument Flight Procedures**

While RJK VOR/DME is unserviceable, the following temporary LDRI instrument flight procedures published in this AIP SUP will be in force:

SID RWY 14: CRE 5H, PUL 4R.

SID RWY 32: CRE 5G, PUL 4L.

IAP: ILSz or LOCz RWY 14.

*Record entry of AIP SUP 014/2019 in GEN 0.3.*

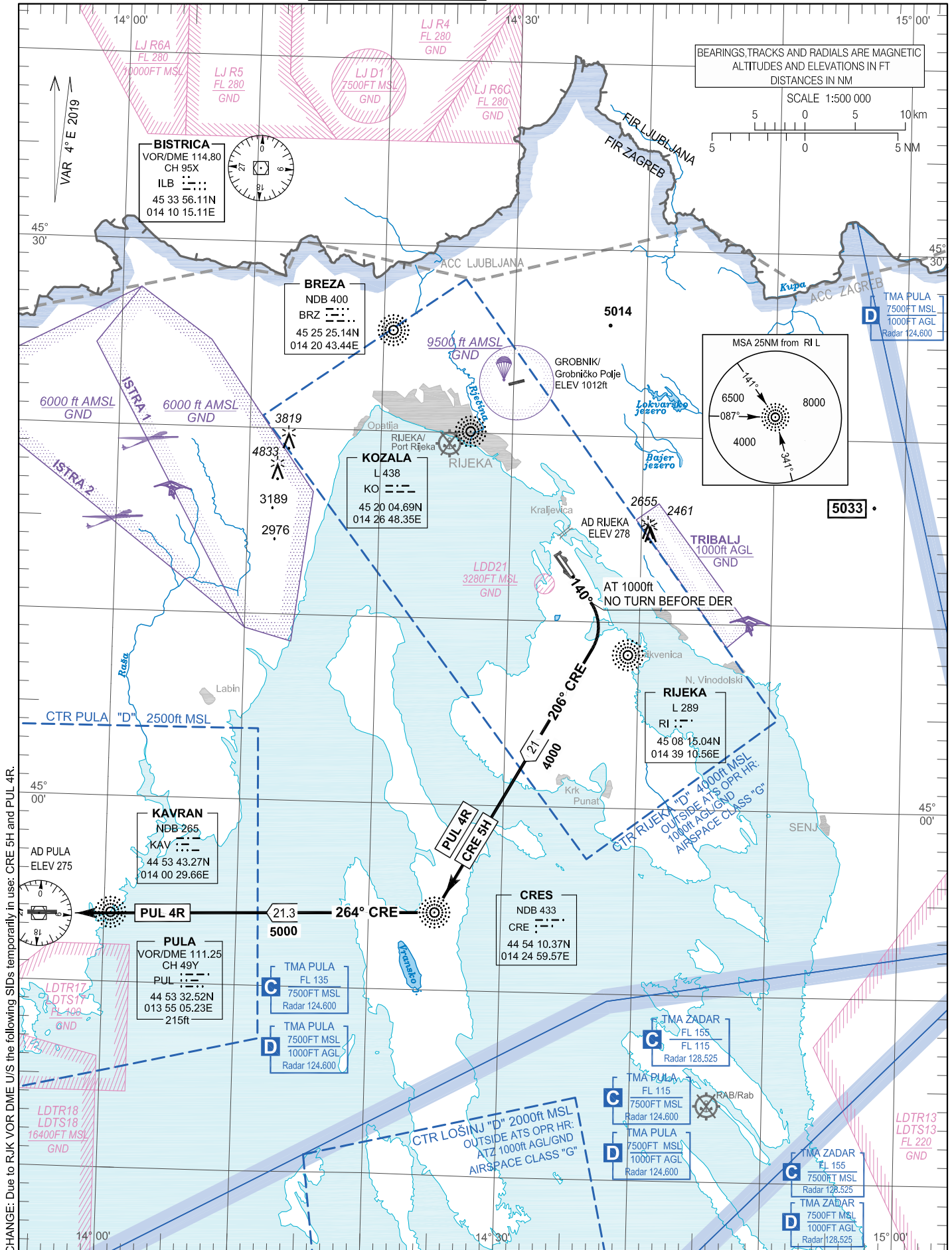
*Ref AIP: LDPL AD 2, LDRI AD 2, ENR 3 and ENR 4.*

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE  
10 000

RIJEKA TOWER 119.000  
PULA RADAR 124.600

RIJEKA / Krk I.  
CROATIA  
RWY 14



RIJEKA / Krk I.

CROATIA

RWY 14

**SID RWY 14**

## GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 3.3 per cent (201 FT/NM). Where a greater climb gradient for a specific SID (or part of SID) is necessary, this is indicated in the description of the route.

**SID RWY 14**

Designator	Route	After take off		Remarks
		Climb initially	Contact	
<b>CRE 5H</b>	<b>CRES FIVE HOTEL DEPARTURE</b> MNM PDG 4.0% (243 FT/NM). Climb straight ahead. At 1000 FT turn RIGHT to intercept QDM 206° CRE climbing to CRE NDB.			No turn before DER
<b>PUL 4R</b>	<b>PULA FOUR ROMEO DEPARTURE</b> MNM PDG 4.0% (243 FT/NM). Climb straight ahead. At 1000 FT turn RIGHT to intercept QDM 206° CRE climbing to CRE NDB. At CRE NDB turn RIGHT to intercept QDR 264° CRE climbing to PUL VOR/DME.			No turn before DER

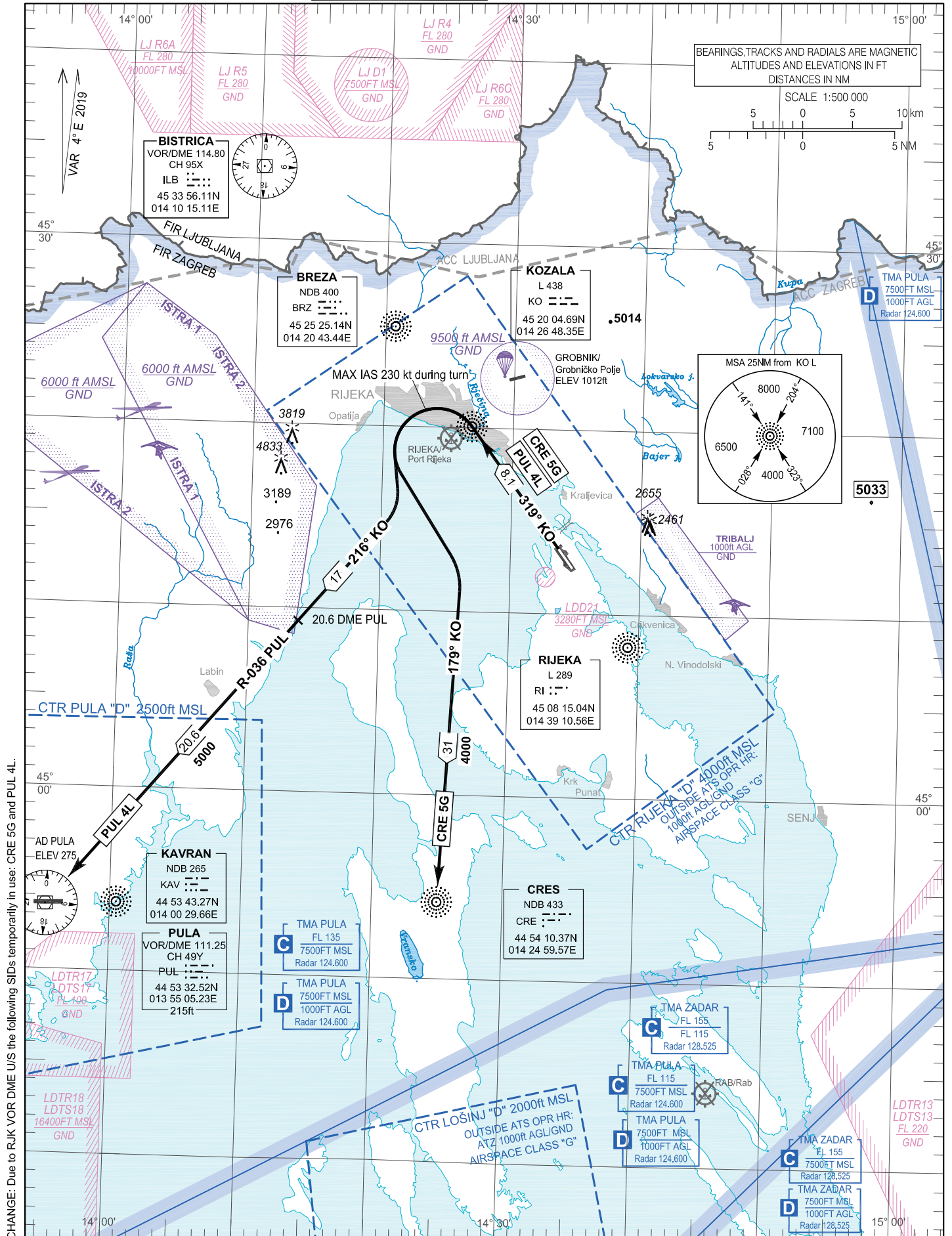
CHANGE: Due to RJK VOR DME U/S the following SIDs temporarily in use: CRE 5H and PUL 4R.

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

**TRANSITION ALTITUDE**  
**10 000**

RIJEKA TOWER 119.000  
PULA RADAR 124.600

**RIJEKA / Krk I.  
CROATIA  
RWY 32**



RIJEKA / Krk I.

CROATIA

RWY 32

**SID RWY 32**

## GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- Calculation of the SIDs is based on an all-engines operative minimum net climb gradient of 3.3 per cent (201 FT/NM). Where a greater climb gradient for a specific SID (or part of SID) is necessary, this is indicated in the description of the route.

**SID RWY 32**

Designator	Route	After take off		Remarks
		Climb initially	Contact	
<b>CRE 5G</b>	<b>CRES FIVE GOLF DEPARTURE</b> MNM PDG 5.6% (340 FT/NM) to 4300 FT. Climb straight ahead on QDM 319° KO. At KO L turn LEFT (MAX IAS 230 kt during turn) to intercept QDR 179° KO climbing to CRE NDB.			
<b>PUL 4L</b>	<b>PULA FOUR LIMA DEPARTURE</b> MNM PDG 5.6% (340 FT/NM) to 4300 FT. Climb straight ahead on QDM 319° KO. At KO L turn LEFT (MAX IAS 230 kt during turn) to intercept QDR 216° KO. After passing 20.6 DME PUL, continue on R-036 PUL climbing to PUL VOR/DME.			

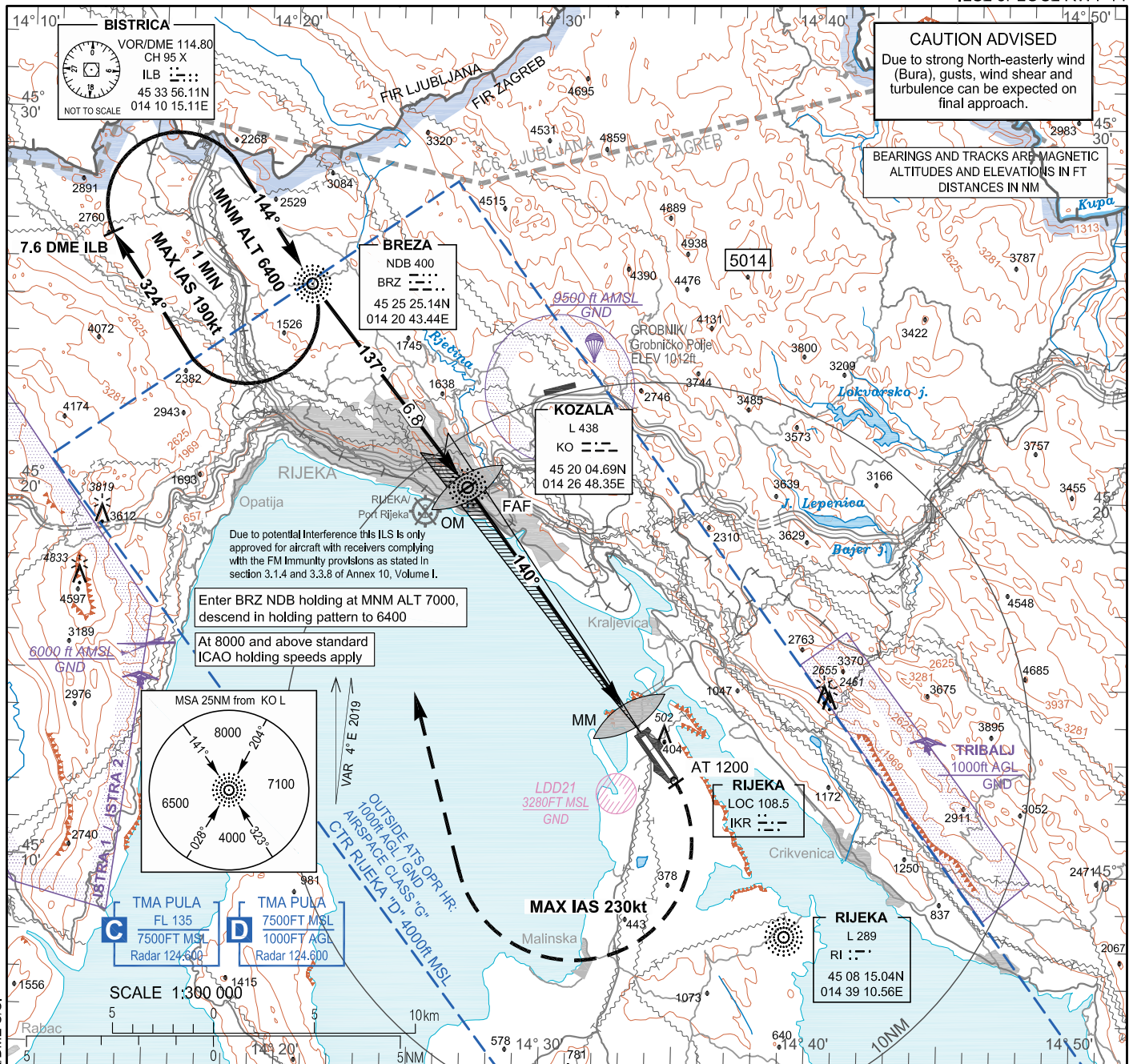
CHANGE: Due to RJK VOR DME US the following SIDs temporarily in use: CRE 5G and PUL 4L.

INSTRUMENT APPROACH  
CHART-ICAO

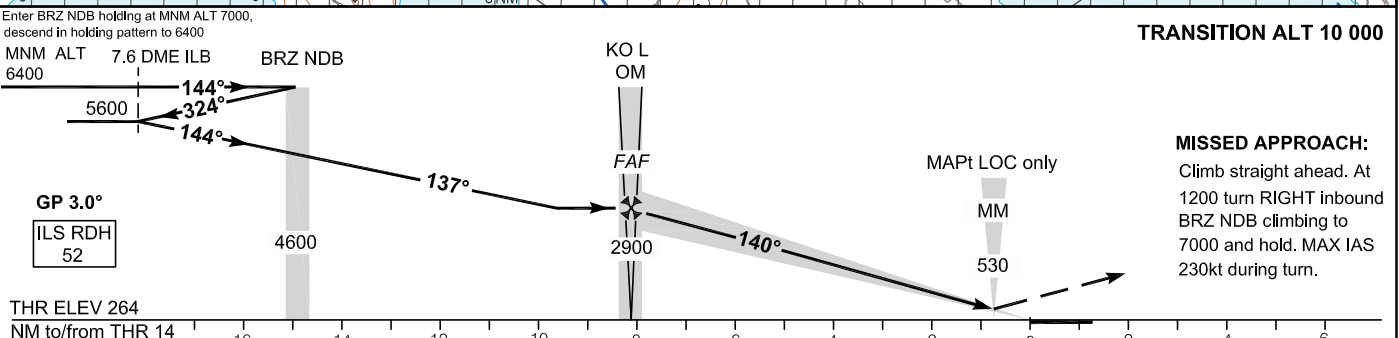
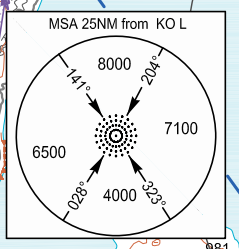
AD ELEV 278  
HEIGHTS RELATED  
TO THR 14 ELEV 264

PULA RADAR 124.600  
RIJEKA TOWER 119.000

RIJEKA / Krk I.  
CROATIA  
ILSz or LOCz Rwy 14



CHANGE: Temporary new chart ILSz or LOCz Rwy 14 due to RJK VOR/DME U.S.



OCA(H)	A	B	C	D
Straight-in Approach	422 (158)	432 (168)	445 (181)	455 (191)
LOC only	1020 (760)			
Circling	1020 (750)		1320 (1050)	

GS (kt)	70	100	120	140	160	180
Rate of descent (ft / min)	369	527	632	737	843	948

NOTE: Circling for ACFT CAT B, C and D NE of aerodrome NA

RIJEKA / Krk I.  
CROATIA  
ILS<sub>z</sub> or LOC<sub>z</sub> RWY 14

AERONAUTICAL DATABASE REQUIREMENTS

AERONAUTICAL DATABASE REQUIREMENTS			
Conventional procedure essential fixes/points			
ILS <sub>z</sub> or LOC <sub>z</sub> RWY14			
LOC only - final approach descent angle:			2.99°
Fix identification	Coordinates	True bearing or ARC distance providing track	True bearing or distance providing intersection
IAF (BRZ NDB)	See LDRI AD 2.19	-	-
SDF intermediate (BRZ NDB)	See LDRI AD 2.19	-	-
FAF (OM)	See LDRI AD 2.19	143.68° (IKR LOC)	
MAPt LOC only (MM)	See LDRI AD 2.19	143.68° (IKR LOC)	

CHANGE: Temporary new chart ILS<sub>z</sub> or LOC<sub>z</sub> RWY 14 due to RJK VOR/DME U/S.