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Airport Information For LDPL
Terminal Charts For LDPL
Revision Letter For Cycle 11-2019
Change Notices
Notebook

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General Information

Location: PULA HRV
ICAO/IATA: LDPL / PUY
Lat/Long: N44° 53.6', E013° 55.3'
Elevation: 275 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: 0322 Z
Sunset: 1854 Z

Runway Information

Runway: 09
Length x Width: 9665 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 168 ft
Lighting: Edge, ALS

Runway: 27
Length x Width: 9665 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 275 ft
Lighting: Edge, ALS

Communication Information

ATIS: 129.150
Pula Tower: 120.000 Secondary VHF-DF
Pula Tower: 132.000 VHF-DF
Pula Radar: 127.675 Secondary VHF-DF
Pula Radar: 124.600 VHF-DF

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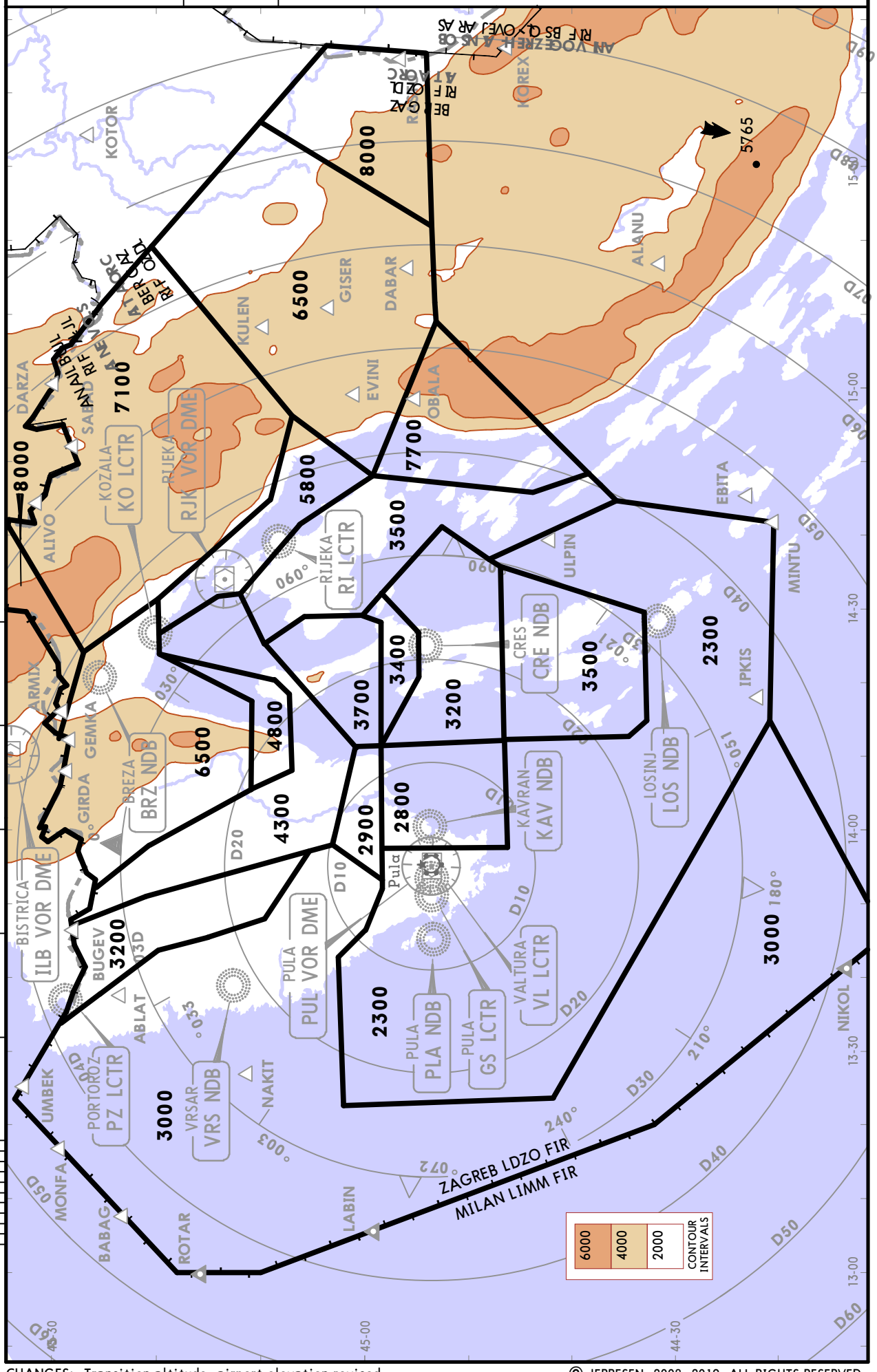
LDPL/PUY
PULA

JEPPESEN
15 MAR 19 (10-1R) Eff 28 Mar

PULA, CROATIA
RADAR MINIMUM ALTITUDES

PULA Radar	Apt Elev	
124.6 127.675	275	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: Transition altitude, airport elevation revised.

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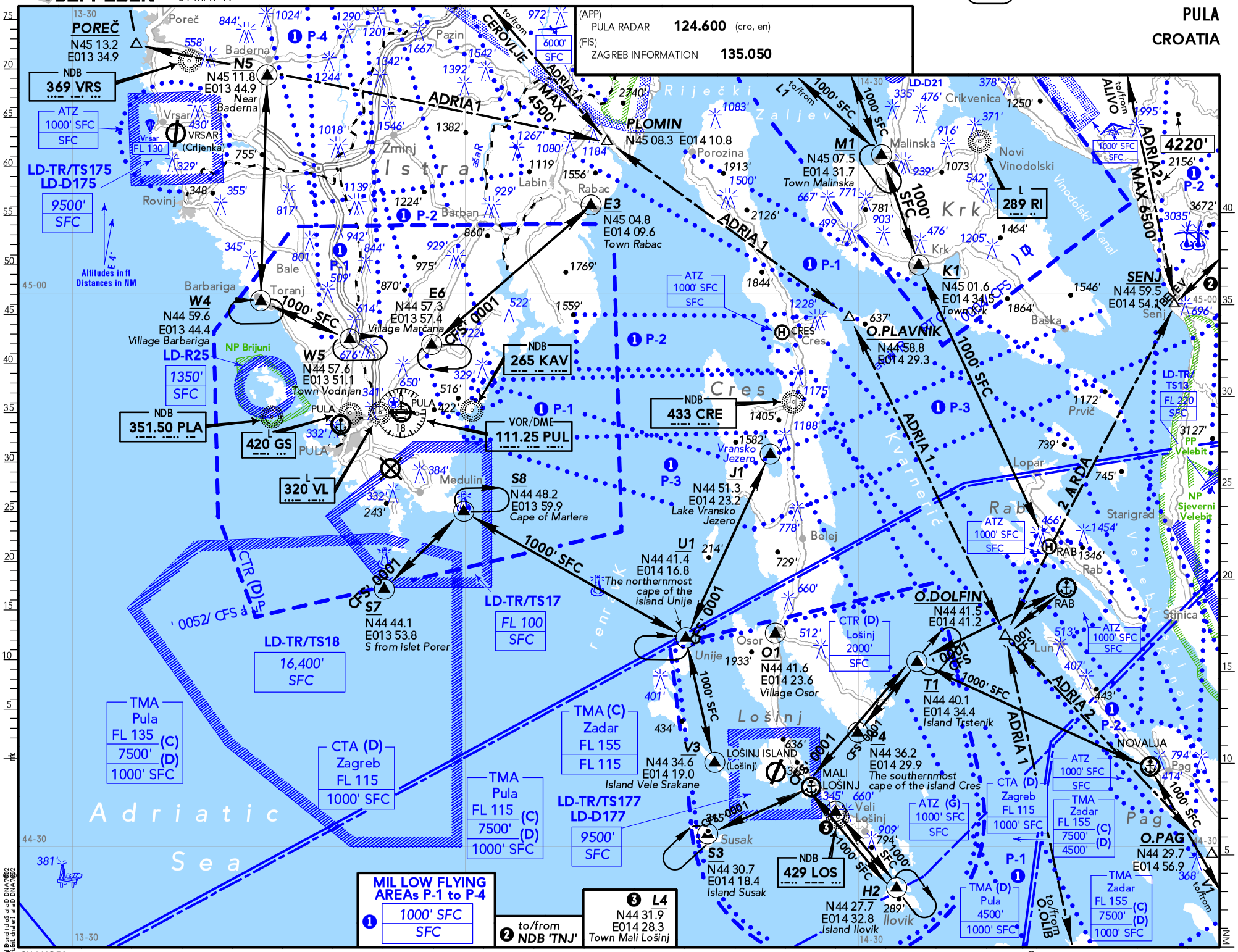
(APP)
PULA RADAR **124.600** (cro, en)
(FIS)
ZAGREB INFORMATION **135.050**



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Two-way radio communication required.

Contact TOWER at any REP or other point but not later than 5 MIN before entering the respective CTR.

Activation of Low Level Military Flight Corridors and Training Areas is promulgated by NOTAM.

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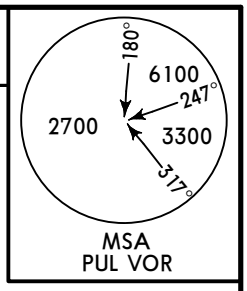
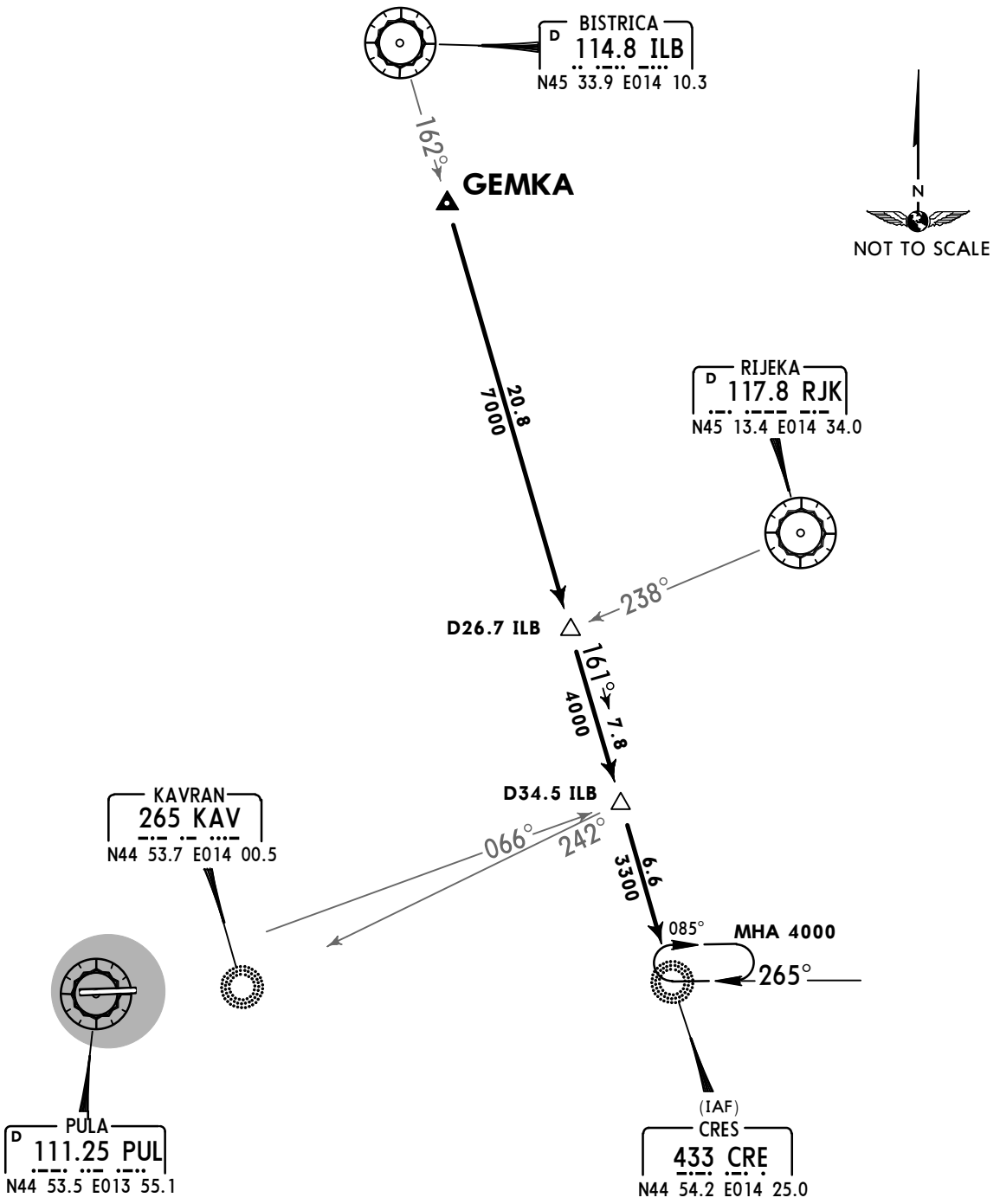
*ATIS	Apt Elev	
129.150	275′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



GEMKA 4A [GEMK4A]
RWYS 09, 27 ARRIVAL

SPEED: MAX 250 KT BELOW FL100



ROUTING

Intercept ILB R-162, after crossing RJK R-238 on bearing 161° to CRE NDB, descend as cleared by ATC.

CHANGES: STAR renumbered; bearings; transition altitude; airport elevation.

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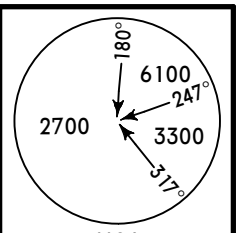
*ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 10000'
129.150	275'	



MSA
PUL VOR

GIRDA 3A [GIRD3A]
GIRDA 3B [GIRD3B]
GIRDA 4C [GIRD4C]
RWYS 09, 27 ARRIVALS

SPEED: MAX 250 KT BELOW FL100

GIRDA
228°
191°
18.3
7000
GIRDA 4C
19.2
7000
D23.1 ILB
343°
VRSAR
369 VRS
N45 12.6 E013 38.9
7.7
4000
163°
14.5
3000
D17.0 PUL
210°
20.1
3000
GIRDA 3B
15.0
3000
GIRDA 3A
297°
(IAF)
PULA
351.5 PLA
N44 53.4 E013 45.2
5.2
2300
084°
MHA 2300
264°
D2.0 PUL
R011°
(IAF)
KAVRAN
265 KAV
N44 53.7 E014 00.5
264°
084°
MHA 3000
CAT A & B
only
PULA
D 111.25 PUL
N44 53.5 E013 55.1
N
NOT TO SCALE

HOLDING OVER VRS NDB
BY ATC

MAX 210 KT
MHA 4000

STAR	ROUTING
GIRDA 3A	Intercept PUL R-011 inbound to D2.0 PUL, turn LEFT to KAV NDB, descend as cleared by ATC.
GIRDA 3B	Intercept PUL R-011 inbound to D17.0 PUL, turn RIGHT, intercept 210° bearing to PLA NDB, descend as cleared by ATC.
GIRDA 4C	Intercept 228° bearing to VRS NDB, turn LEFT, 163° bearing to PLA NDB, descend as cleared by ATC.

CHANGES: STARs renumbered; bearings; transition altitude; airport elevation.

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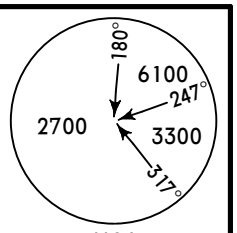
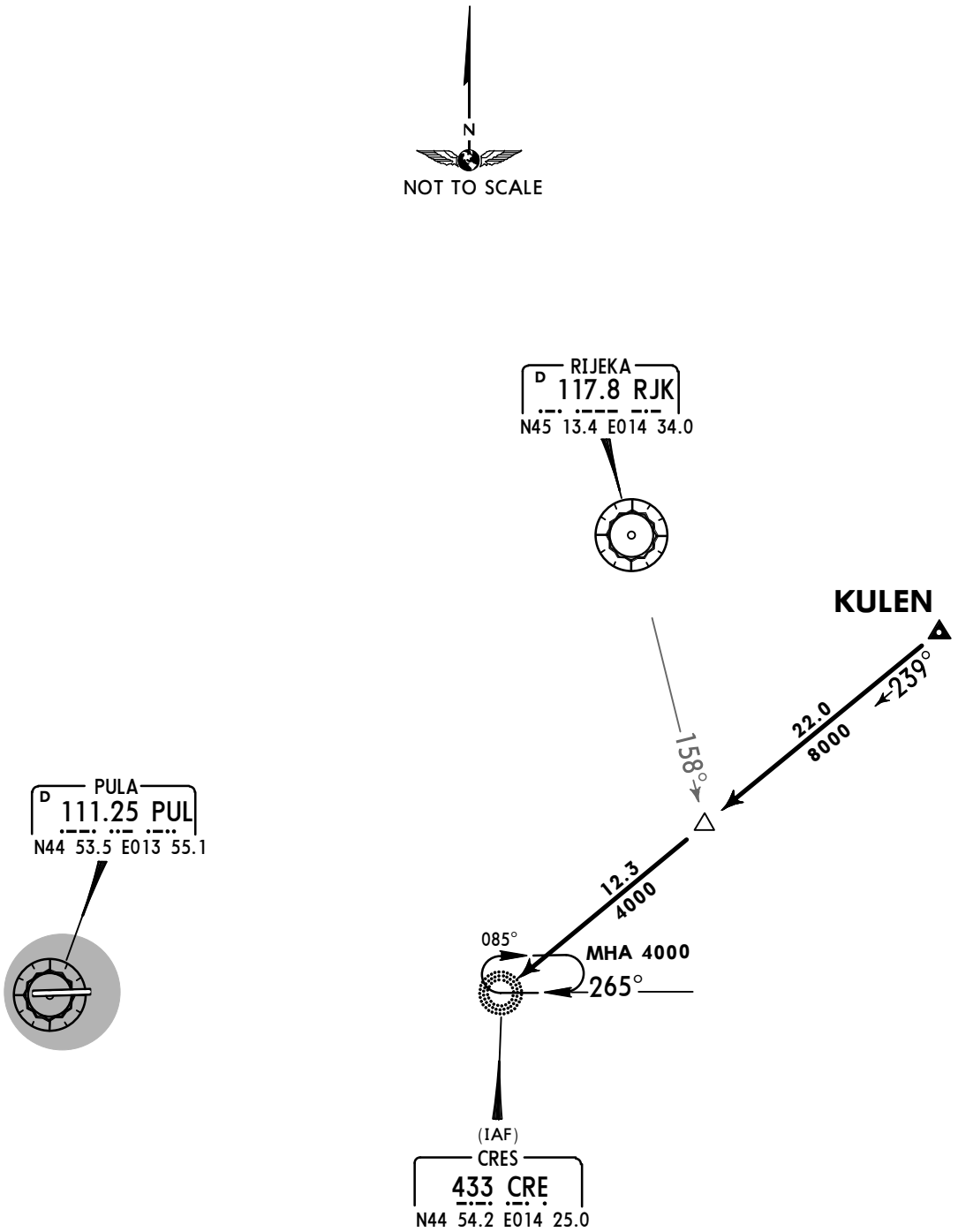
*ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 10000'
129.150	275'	



MSA
PUL VOR

KULEN 3F [KULE3F]
RWYS 09, 27 ARRIVAL

SPEED: MAX 250 KT BELOW FL100



ROUTING

Intercept 239° bearing to CRE NDB, descend as cleared by ATC.

CHANGES: STARs renumbered; bearings; transition altitude; airport elevation.

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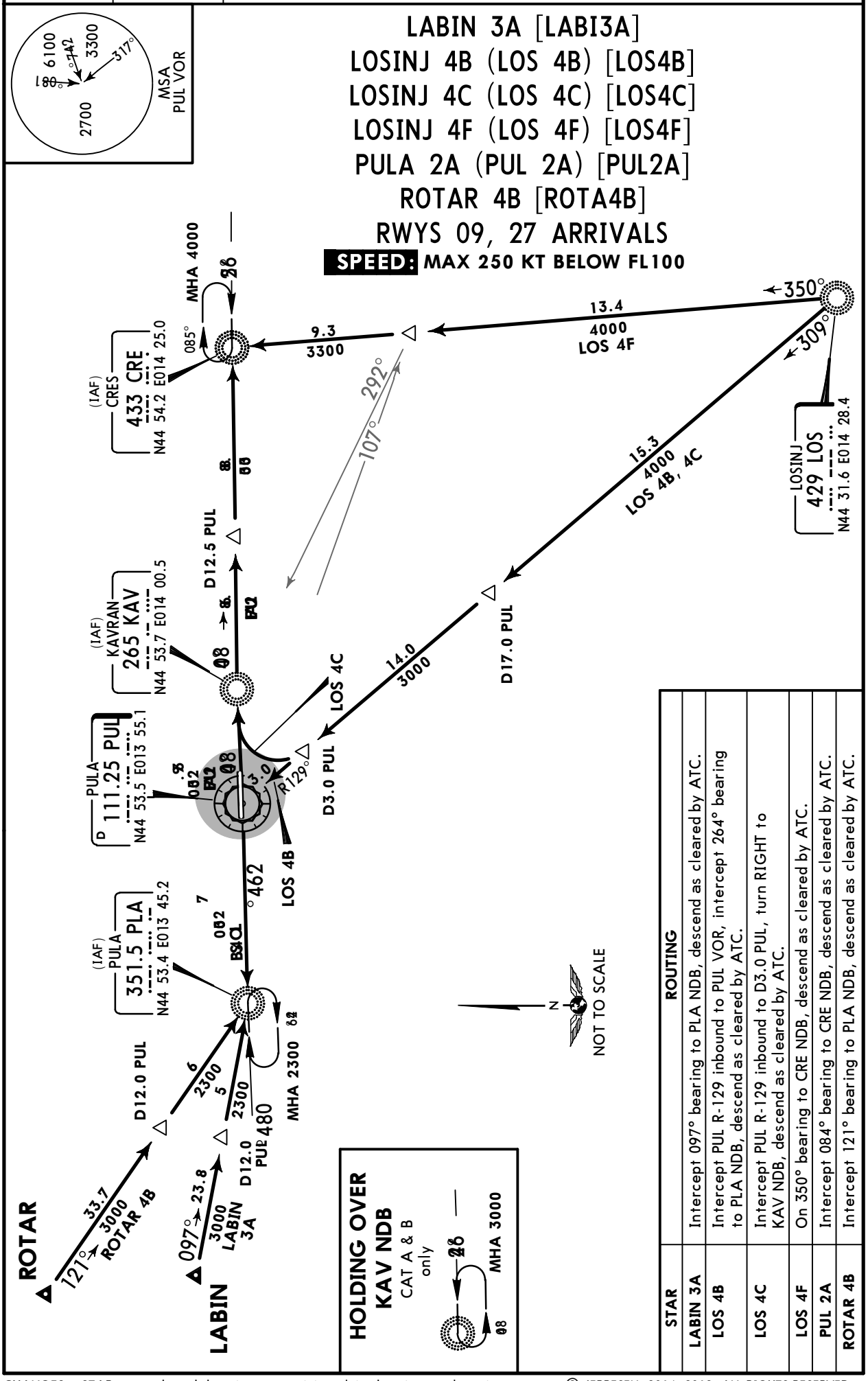
*ATIS	Apt Elev	
129.150	275'	Alt Set: hPa Trans level: By ATC Trans alt: 10000'

LABIN 3A [LABI3A]
LOSINJ 4B (LOS 4B) [LOS4B]
LOSINJ 4C (LOS 4C) [LOS4C]
LOSINJ 4F (LOS 4F) [LOS4F]
PULA 2A (PUL 2A) [PUL2A]
ROTAR 4B [ROTA4B]
RWYS 09, 27 ARRIVALS

SPEED: MAX 250 KT BELOW FL100



STAR	ROUTING
LABIN 3A	Intercept 097° bearing to PLA NDB, descend as cleared by ATC.
LOS 4B	Intercept PUL R-129 inbound to PUL VOR, intercept 264° bearing to PLA NDB, descend as cleared by ATC.
LOS 4C	Intercept PUL R-129 inbound to D3.0 PUL, turn RIGHT to KAV NDB, descend as cleared by ATC.
LOS 4F	On 350° bearing to CRE NDB, descend as cleared by ATC.
PUL 2A	Intercept 084° bearing to CRE NDB, descend as cleared by ATC.
ROTAR 4B	Intercept 121° bearing to PLA NDB, descend as cleared by ATC.

CHANGES: STARs renumbered; bearings; transition altitude; airport elevation.

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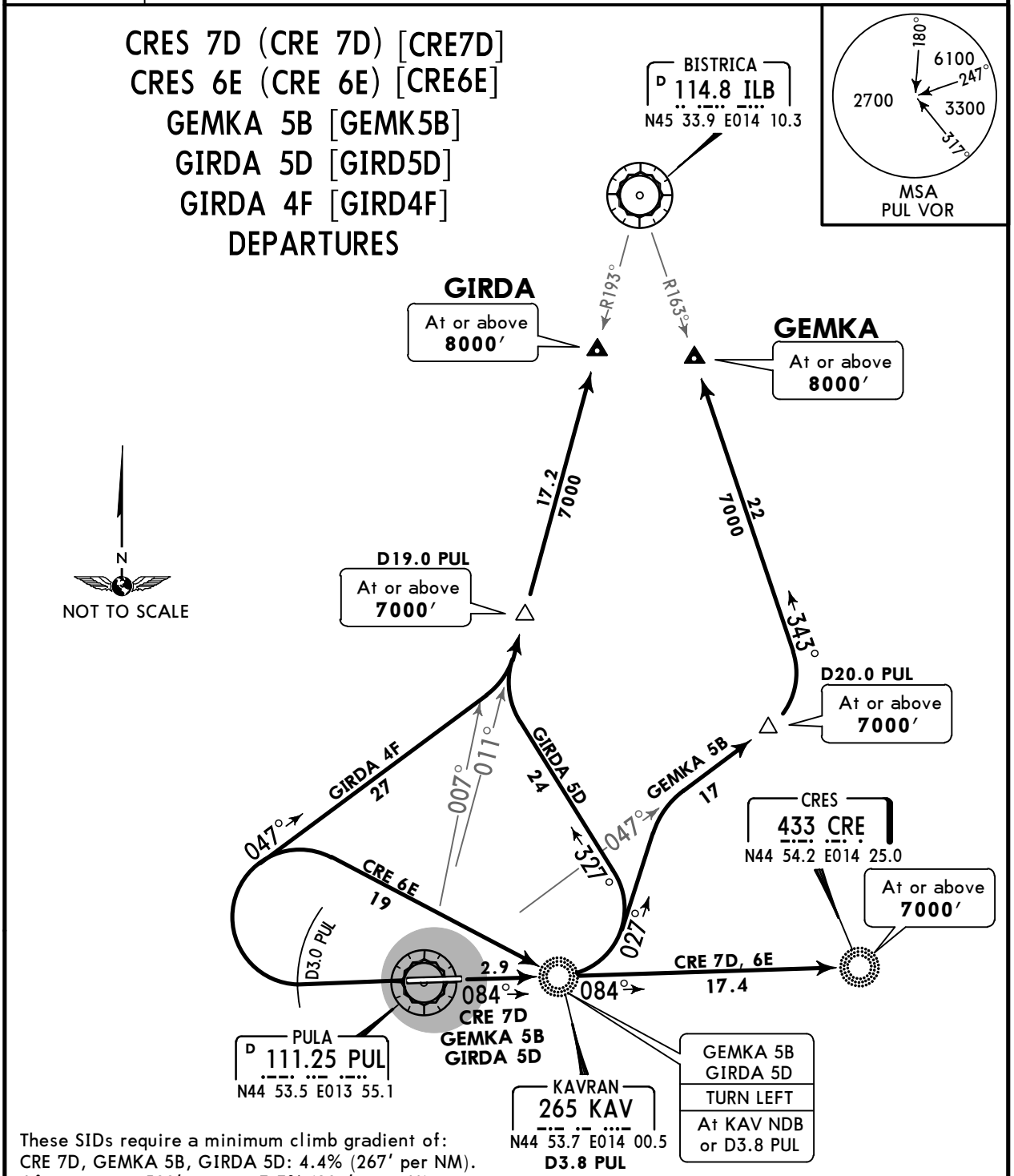
Apt Elev 275′	Trans level: By ATC Trans alt: 10000′ 1. EXPECT close-in obstacles. 2. Gusts, wind shear and turbulence can be expected during climb-out from runway 09 in conditions of strong east-north-easterly winds.



These SIDs require a minimum climb gradient of:
CRE 7D, GEMKA 5B, GIRDA 5D: 4.4% (267′ per NM).
After passing 500′ assume 3.3% (201′ per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.4% V/V (fpm)	334	446	668	891	1114	1337

SID	RWY	ROUTING
CRE 7D ❶	**09**	Climb on 084° bearing to CRE NDB.
CRE 6E ❶	**27**	Climb to D3.0 PUL, turn RIGHT to KAV NDB, turn LEFT, 084° bearing to CRE NDB.
GEMKA 5B	**09**	Climb to KAV NDB or D3.8 PUL, turn LEFT, 027° track, intercept PUL R-047 to D20.0 PUL, turn LEFT, intercept ILB R-163 inbound to GEMKA.
GIRDA 5D		Climb to KAV NDB or D3.8 PUL, turn LEFT, 327° track, intercept PUL R-011 to GIRDA.
GIRDA 4F	**27**	Climb to D3.0 PUL, turn RIGHT, 047° track, when passing PUL R-007 turn LEFT, intercept PUL R-011 to GIRDA.

❶ Only for departures via OBALA.

CHANGES: SIDs renumbered; bearings; note 1; transition altitude.

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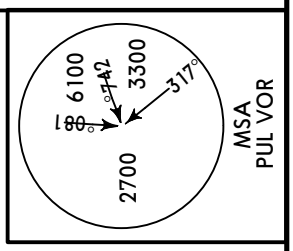
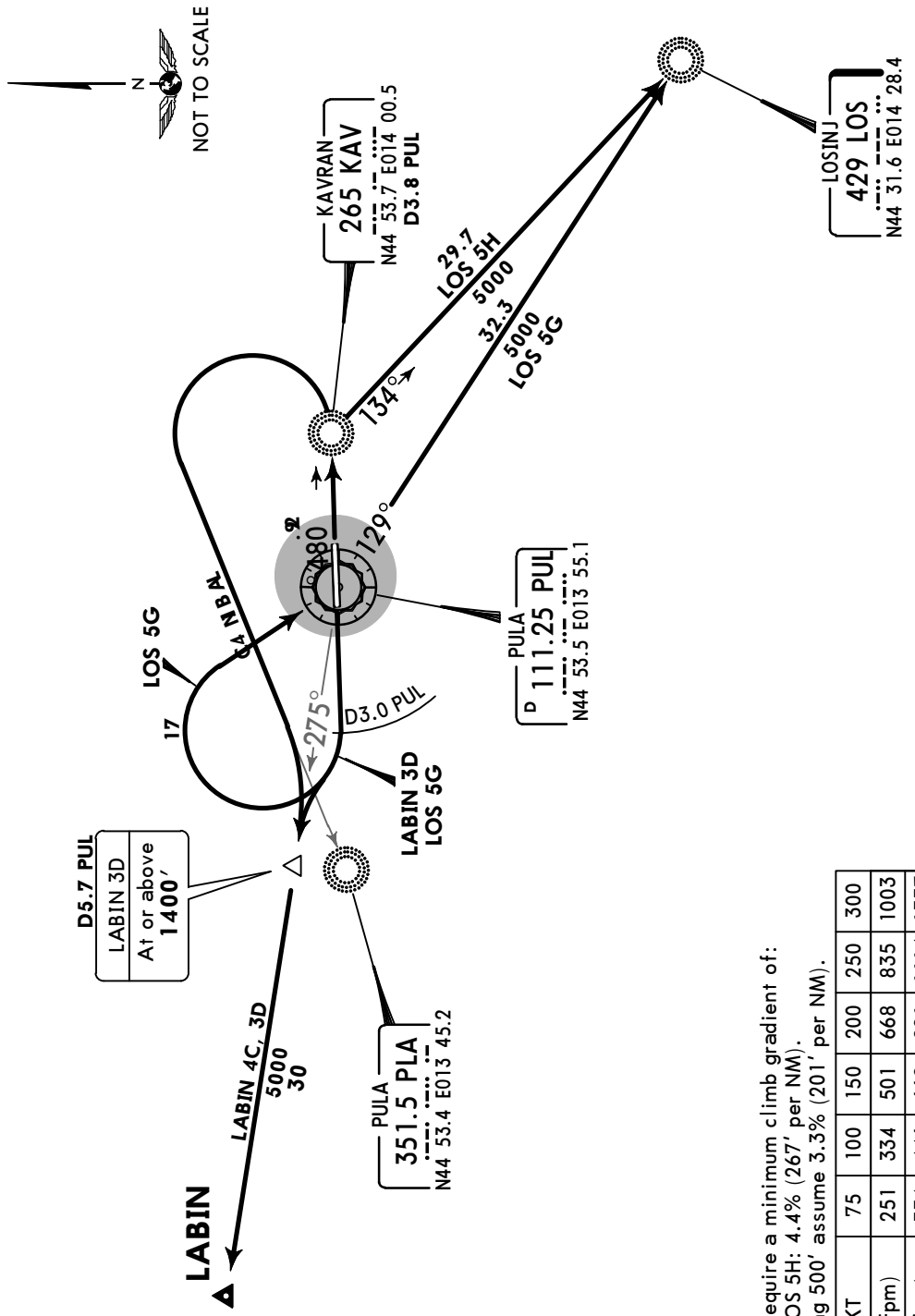
Apt Elev 275′	Trans level: By ATC Trans alt: 10000′ 1. EXPECT close-in obstacles. 2. Gusts, wind shear and turbulence can be expected during climb-out from runway 09 in conditions of strong east-north-easterly winds.

LABIN 4C [LABI4C]
LABIN 3D [LABI3D]
LOSINJ 5G (LOS 5G) [LOS5G]
LOSINJ 5H (LOS 5H) [LOS5H]
DEPARTURES





These SIDs require a minimum climb gradient of:
LABIN 4C, LOS 5H: 4.4% (267′ per NM).
After passing 500′ assume 3.3% (201′ per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.4% V/V (fpm)	334	446	668	891	1114	1337

SID	RWY	ROUTING
LABIN 4C	09	Climb to KAV NDB or D3.8 PUL, turn LEFT towards PLA NDB, intercept PUL R-275 to LABIN.
LABIN 3D	27	Climb to D3.0 PUL, turn RIGHT, intercept PUL R-275 to LABIN.
LOS 5G		Climb to D3.0 PUL, turn RIGHT to PUL VOR, intercept PUL R-129 to LOS NDB.
LOS 5H	09	Climb to KAV NDB or D3.8 PUL, turn RIGHT, 134° bearing to LOS NDB.

CHANGES: SIDs renumbered; bearings; note 1; transition altitude.

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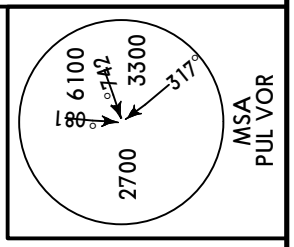
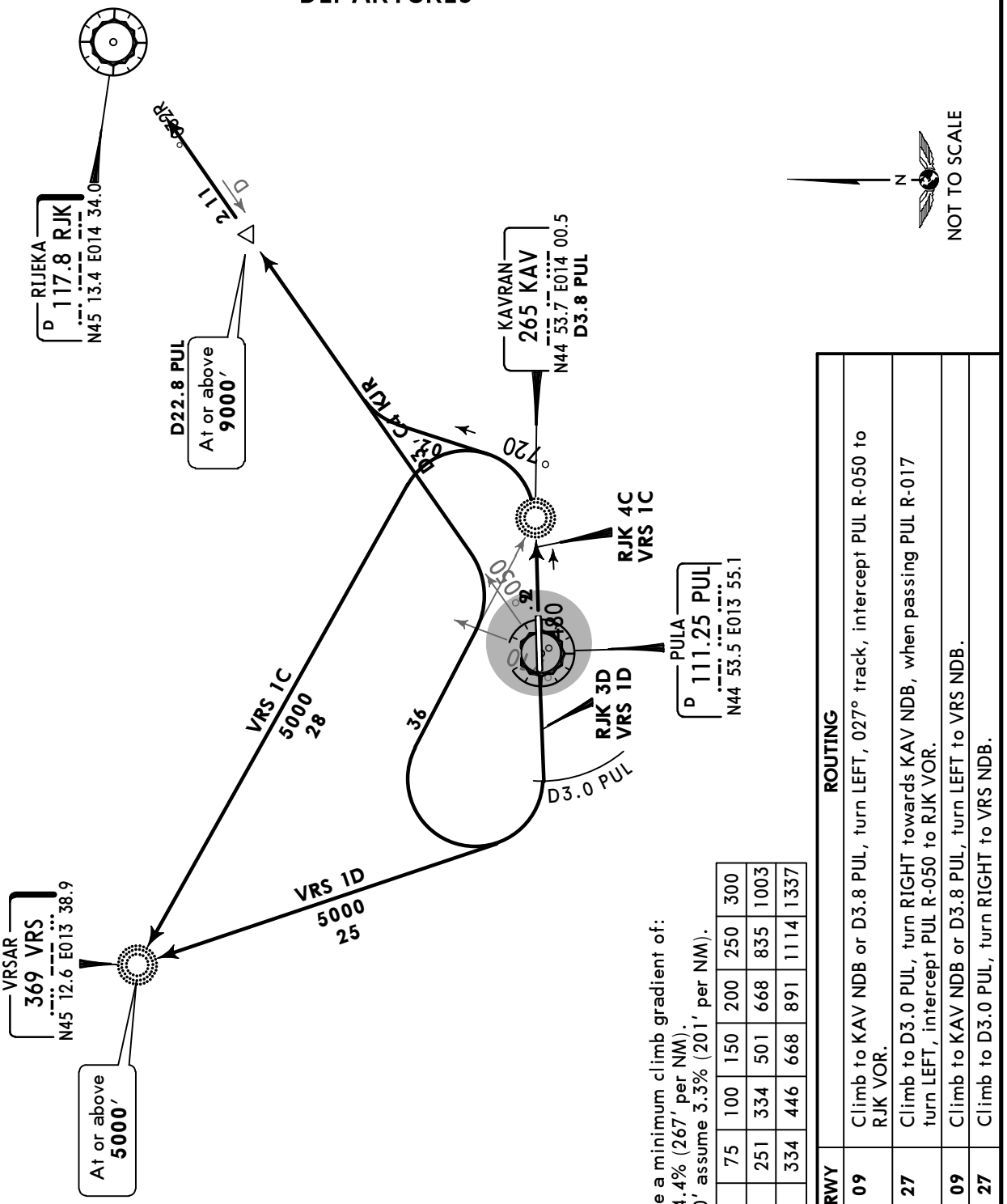
Apt Elev 275′	Trans level: By ATC Trans alt: 10000′ 1. EXPECT close-in obstacles. 2. Gusts, wind shear and turbulence can be expected during climb-out from runway 09 in conditions of strong east-north-easterly winds.

RIJEKA 4C (RJK 4C) [RJK4C]
RIJEKA 3D (RJK 3D) [RJK3D]
VRSAR 1C (VRS 1C) [VRS1C]
VRSAR 1D (VRS 1D) [VRS1D]
DEPARTURES





These SIDs require a minimum climb gradient of:
RJK 4C, VRS 1C: 4.4% (267′ per NM).
After passing 500′ assume 3.3% (201′ per NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.4% V/V (fpm)	334	446	668	891	1114	1337

SID	RWY	ROUTING
RJK 4C	09	Climb to KAV NDB or D3.8 PUL, turn LEFT, 027° track, intercept PUL R-050 to RJK VOR.
RJK 3D	27	Climb to D3.0 PUL, turn RIGHT towards KAV NDB, when passing PUL R-017 turn LEFT, intercept PUL R-050 to RJK VOR.
VRS 1C	09	Climb to KAV NDB or D3.8 PUL, turn LEFT to VRS NDB.
VRS 1D	27	Climb to D3.0 PUL, turn RIGHT to VRS NDB.

CHANGES: RIJEKA 4C & 3D renumbered; bearings; note 1; transition altitude.

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LDPL/PUY

Apt Elev **275'**
N44 53.6 E013 55.3

JEPPESEN
15 MAR 19 (10-9) **Eff 28 Mar**

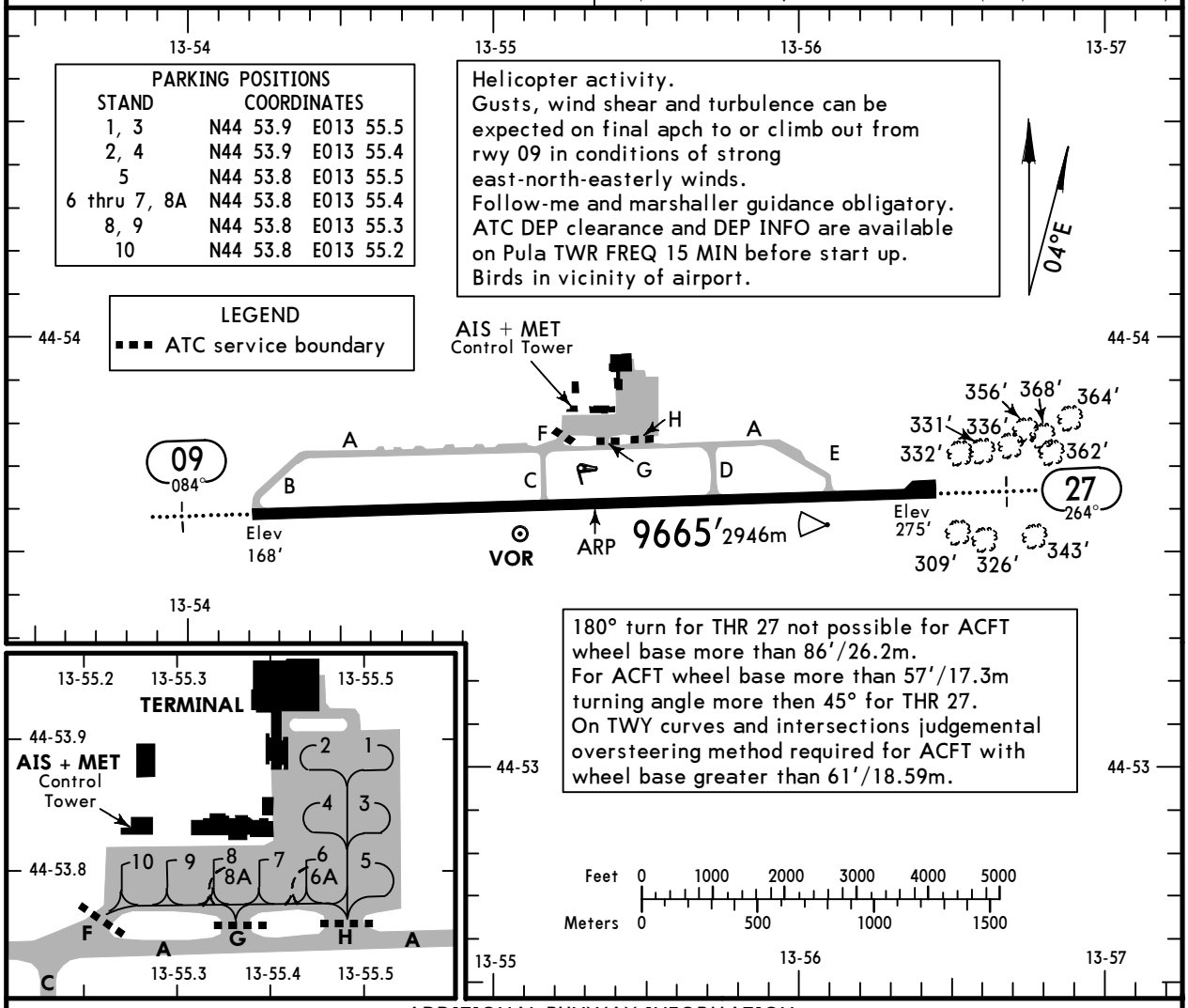
PULA, CROATIA

PULA

ATIS	PULA Tower
129.150	132.0 120.0 (When Tower inop, contact PULA Radar (APP) 124.6, 127.675)

PARKING POSITIONS		
STAND	COORDINATES	
1, 3	N44 53.9	E013 55.5
2, 4	N44 53.9	E013 55.4
5	N44 53.8	E013 55.5
6 thru 7, 8A	N44 53.8	E013 55.4
8, 9	N44 53.8	E013 55.3
10	N44 53.8	E013 55.2

Helicopter activity.
Gusts, wind shear and turbulence can be expected on final apch to or climb out from rwy 09 in conditions of strong east-north-easterly winds.
Follow-me and marshaller guidance obligatory.
ATC DEP clearance and DEP INFO are available on Pula TWR FREQ 15 MIN before start up.
Birds in vicinity of airport.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09 27	HIRL (60m) ALS PAPI-L (3.0°)		8267' 2520m	❶	148' 45m

❶ TAKE-OFF RUN AVAILABLE

RWY 09:
From twy head 9665' (2946m)
twy C int 5551' (1692m)

RWY 27:
From rwy head 9665' (2946m)
twy E int 8173' (2491m)
twy D int 6535' (1992m)

Standard TAKE-OFF

	Low Visibility Take-off Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	RVR 300m	400m	500m

DEPARTURE PROCEDURE:

RWY 09: WARNING: (CIO) Close-in obstacles: trees up to 368'.

CHANGES: Airport and runway elevations. Mag var. Runway bearings.

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LDPL/PUY
PULA

JEPPESEN
15 MAR 19 (11-1) Eff 28 Mar

PULA, CROATIA
ILS or LOC Rwy 27

ATIS	PULA Radar (APP)	PULA Tower ❶
129.150	124.6 127.675	132.0 120.0

BRIEFING STRIP ™

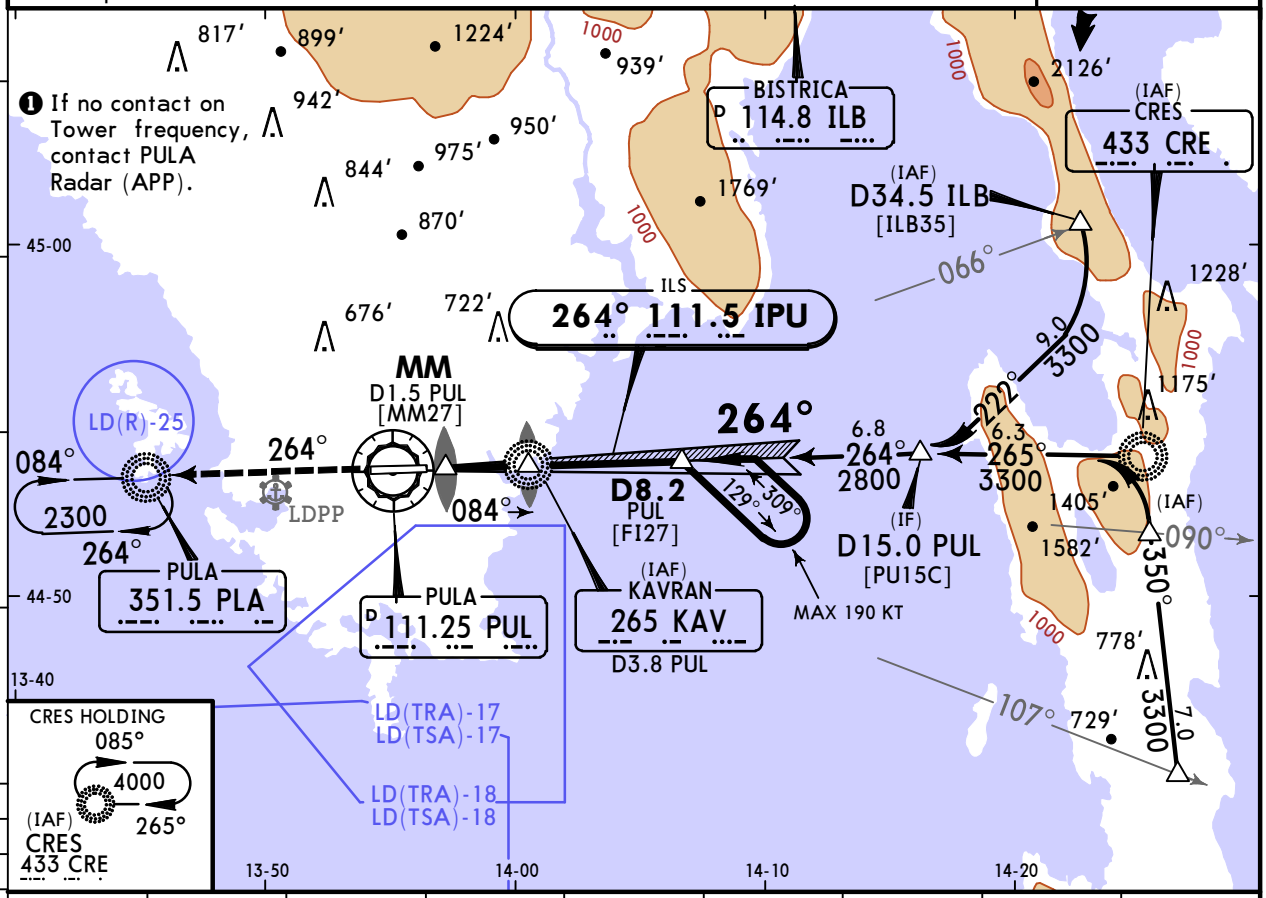
LOC IPU	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 275′ Rwy 275′
111.5	264°	1310′(1035′)		

MISSED APCH: Climb STRAIGHT AHEAD to PLA NDB to 2300′ and hold.

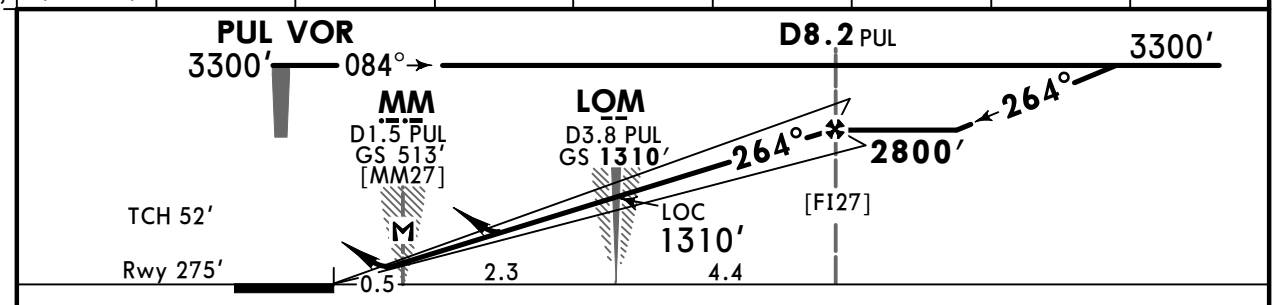
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 10000′

DME required.

MSA PUL VOR: 180° 6100, 247° 3300, 317° 3300, 2700



LOC (GS out)	PUL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	680′	1020′	1360′	1700′	2040′	2380′	2720′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.22°	399	513	570	684	798	912
MAP at MM/D1.5 PUL							

ALS PAPI — 2300′ — PLA 351.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27

	ILS DA(H)	LOC (GS out) CDFA DA/MDA(H)		CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
	FULL	ALS out	ALS out			
A	A: 492′(217′) C: 505′(230′) B: 498′(223′) D: 515′(240′)		690′(415′)	100	890′(615′)	1500m
B	RVR 800m	RVR 1200m	RVR 1500m	135	950′(675′)	1600m
C			RVR 1500m	180	1110′(835′)	2400m
D			RVR 1900m	205	1190′(915′)	3600m

CHANGES: Apt and rwy elev. Bearings. Dist/alt tab. Transition alt. Minimums.

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LDPL/PUY
PULA

JEPPESEN
15 MAR 19 (12-1) Eff 28 Mar

PULA, CROATIA
RNAV (GNSS) RWY 09

ATIS	PULA Radar (APP)	PULA Tower ❶
129.150	124.6 127.675	132.0 120.0

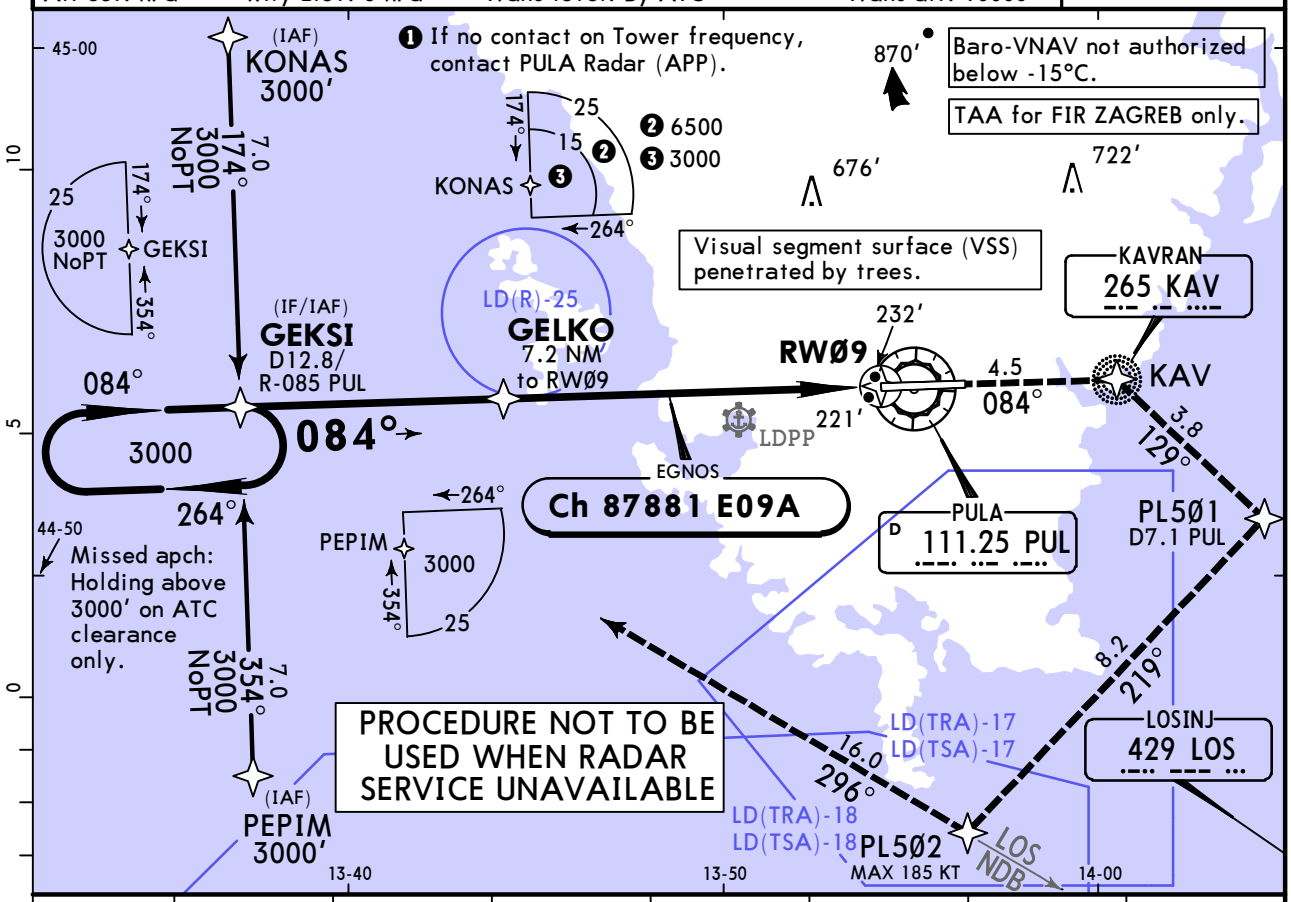
BRIEFING STRIP ™

EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 275′
Ch 87881 E09A	084°	GELKO 2500′(2332′)	Refer to Minimums	Rwy 168′

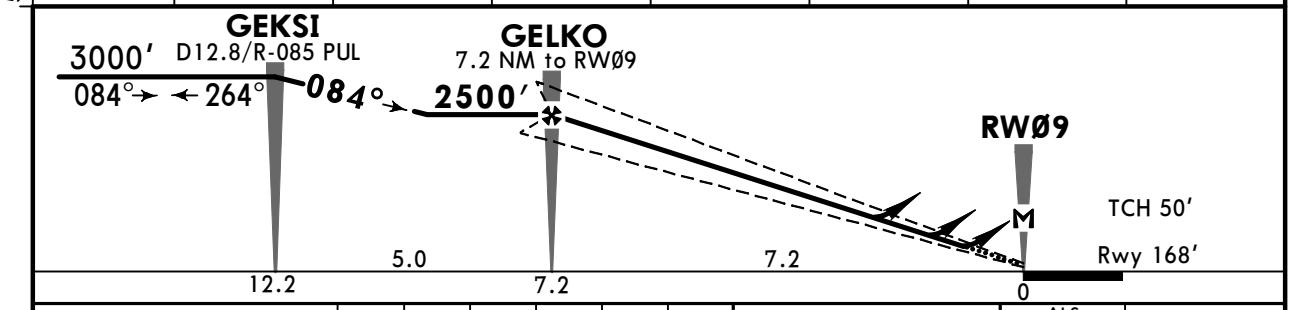
MISSED APCH: RNAV: Climb STRAIGHT AHEAD to KAV, then turn RIGHT to PL5Ø1 at or above 1800′. Turn RIGHT to PL5Ø2. Turn RIGHT to GEKSI at 3000′.
NON-RNAV: Climb STRAIGHT AHEAD to KAV NDB. At KAV NDB turn RIGHT to intercept and follow 129° from KAV NDB. At D7.1 PUL turn RIGHT on track 219°. Intercept 296° from LOS NDB to GEKSI climbing to 3000′ and hold.
MAX 185 KT until crossing PL5Ø2.

TAA 25 NM IAF

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 10000′



DIST to RWØ9	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2450′	2130′	1810′	1490′	1170′	850′	540′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ9							

ALS PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 09

LPV DA(H)	LNAV/VNAV DA(H)	LNAV CDFA DA/MDA(H)
A: 480′(312′) C: 500′(332′)	A: 540′(372′) C: 560′(392′)	640′(472′)
B: 490′(322′) D: 510′(342′)	B: 550′(382′) D: 570′(402′)	

PANS OPS

	LPV FULL	LPV ALS out	LNAV/VNAV	LNAV/VNAV ALS out	LNAV	LNAV ALS out
A	RVR 1000m	RVR 1400m	RVR 1300m	RVR 1500m	RVR 1500m	
B	RVR 1100m	RVR 1500m	RVR 1400m			
C				RVR 1800m	RVR 1800m	RVR 2200m
D	RVR 1200m	RVR 1600m	RVR 1500m	RVR 1900m		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	890′(615′)	1500m
135	950′(675′)	1600m
180	1110′(835′)	2400m
205	1190′(915′)	3600m

CHANGES: Apt and rwy elev. VSS note. Bearings. Minimums.

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LDPL/PUY
PULA

JEPPESEN
15 MAR 19 (12-2) Eff 28 Mar

PULA, CROATIA
RNAV (GNSS) RWY 27

ATIS	PULA Radar (APP)	PULA Tower ❶
129.150	124.6 127.675	132.0 120.0

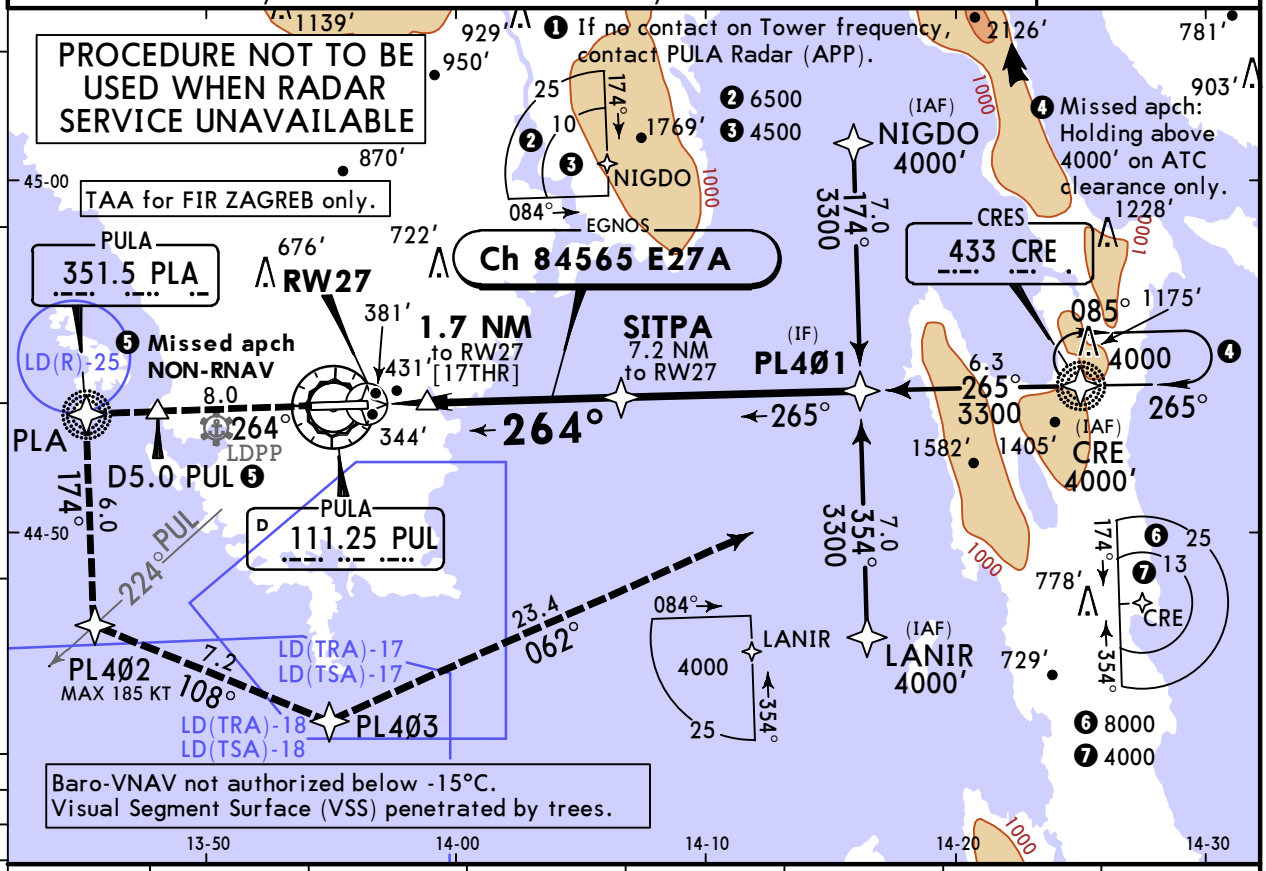
BRIEFING STRIP ™

EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 275'
Ch 84565 E27A	264°	SITPA 2800' (2525')	Refer to Minimums	Rwy 275'

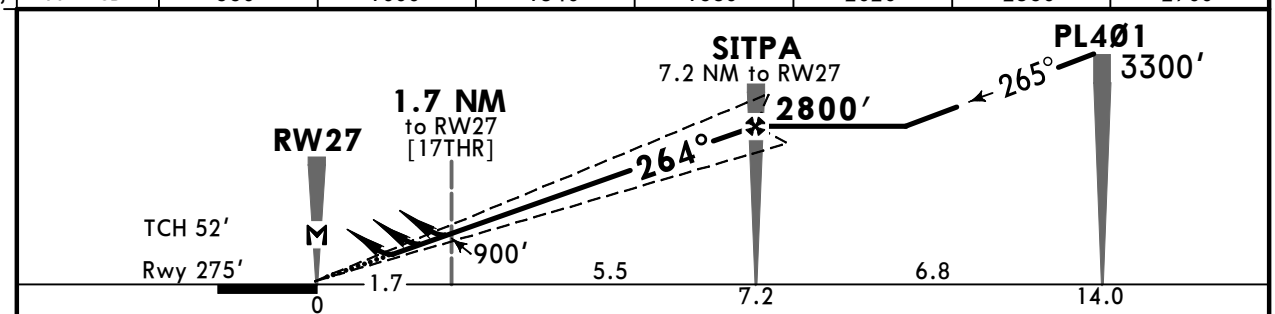
MISSED APCH: RNAV: Climb STRAIGHT AHEAD to PLA, then turn LEFT to PL4Ø2. Turn LEFT to PL4Ø3. Turn LEFT to CRE at 4000'.
NON-RNAV: Climb STRAIGHT AHEAD to PLA NDB. At D5.0 PUL turn LEFT to intercept and follow 174° from PLA NDB. On crossing R-224 PUL turn LEFT on track 108°. Intercept and follow 062° to CRE NDB and hold at 4000'.
MAX 185 KT until crossing PL4Ø2.

TAA 25 NM IAF

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 10000'



DIST to RW27	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	660'	1000'	1340'	1680'	2020'	2360'	2700'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.20°	396	510	566	679	793	906
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW27							

ALS PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 27

LPV DA(H)	LNAV/VNAV DA(H)	LNAV CDFA DA/MDA(H)
A: 560' (285') C: 580' (305')	AB: 610' (335') C: 620' (345')	710' (435')
B: 570' (295') D: 590' (315')	D: 630' (355')	

PANS OPS

	FULL	ALS out		ALS out		ALS out
A	RVR 900m	RVR 1400m	RVR 1100m	RVR 1500m	RVR 1500m	
B						
C	RVR 1000m		RVR 1200m	RVR 1600m	RVR 1600m	RVR 2000m
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	890' (615')	1500m
135	950' (675')	1600m
180	1110' (835')	2400m
205	1190' (915')	3600m

CHANGES: Apt and rwy elev. VSS note. Bearings. Minimums.

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LDPL/PUY
PULA

JEPPESEN
15 MAR 19 (13-1) Eff 28 Mar

PULA, CROATIA
VOR Rwy 09

BRIEFING STRIP TM

ATIS	PULA Radar (APP)	PULA Tower ❶
129.150	124.6 127.675	132.0 120.0

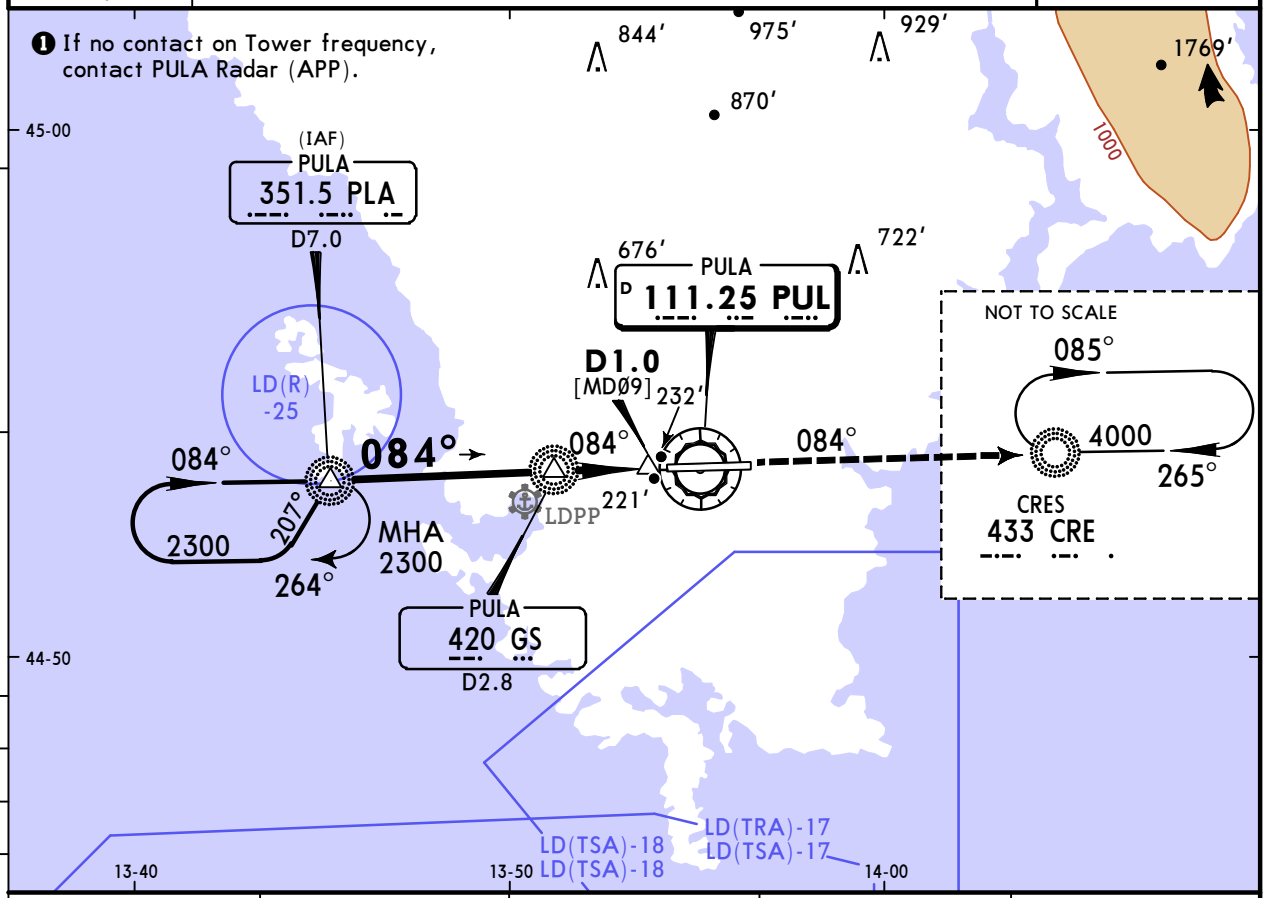
VOR PUL	Final Apch Crs	Minimum Alt PLA NDB	DA/MDA(H)	Apt Elev 275′
111.25	084°	2300′(2132′)	670′(502′)	Rwy 168′

MISSED APCH: Climb on R-084 PUL to CRE NDB to 4000′ and hold.

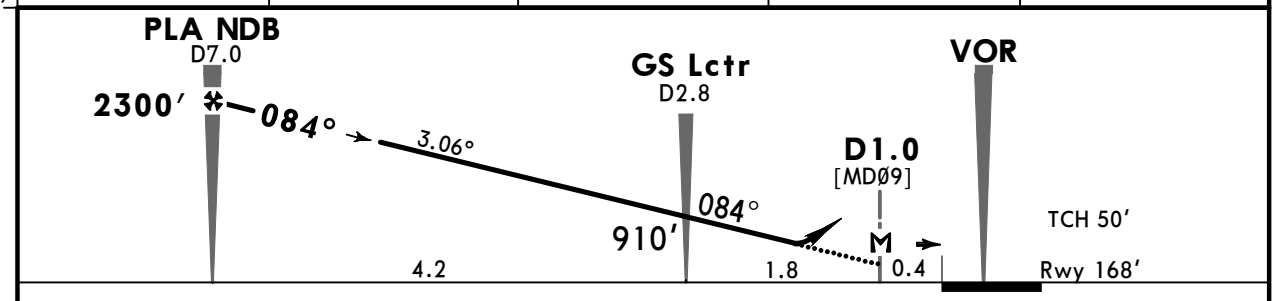
Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 10000′

DME required. | Visual segment surface (VSS) penetrated by trees.

MSA PUL VOR: 180° 6100; 247° 3300; 317° 2700



PUL DME	6.0	5.0	4.0	3.0
ALTITUDE	1940′	1620′	1300′	980′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.06°	379	487	541	650	758	866
MAP at D1.0							

ALS / PAPI | 4000′ on PUL 111.25 R-084 | CRE 433

Standard STRAIGHT-IN LANDING RWY 09

CDFA

DA/MDA(H) 670′(502′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1900m	RVR 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	890′(615′)	1500m
135	950′(675′)	1600m
180	1110′(835′)	2400m
205	1190′(915′)	3600m

PANS OPS

CHANGES: VSS note. Bearings. Dist/alt table. Transition alt. Minimums.

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LDPL/PUY
PULA

JEPPESEN
15 MAR 19 (13-2) Eff 28 Mar

PULA, CROATIA
VOR Rwy 27

ATIS	PULA Radar (APP)	PULA Tower ❶
129.150	124.6 127.675	132.0 120.0

BRIEFING STRIP

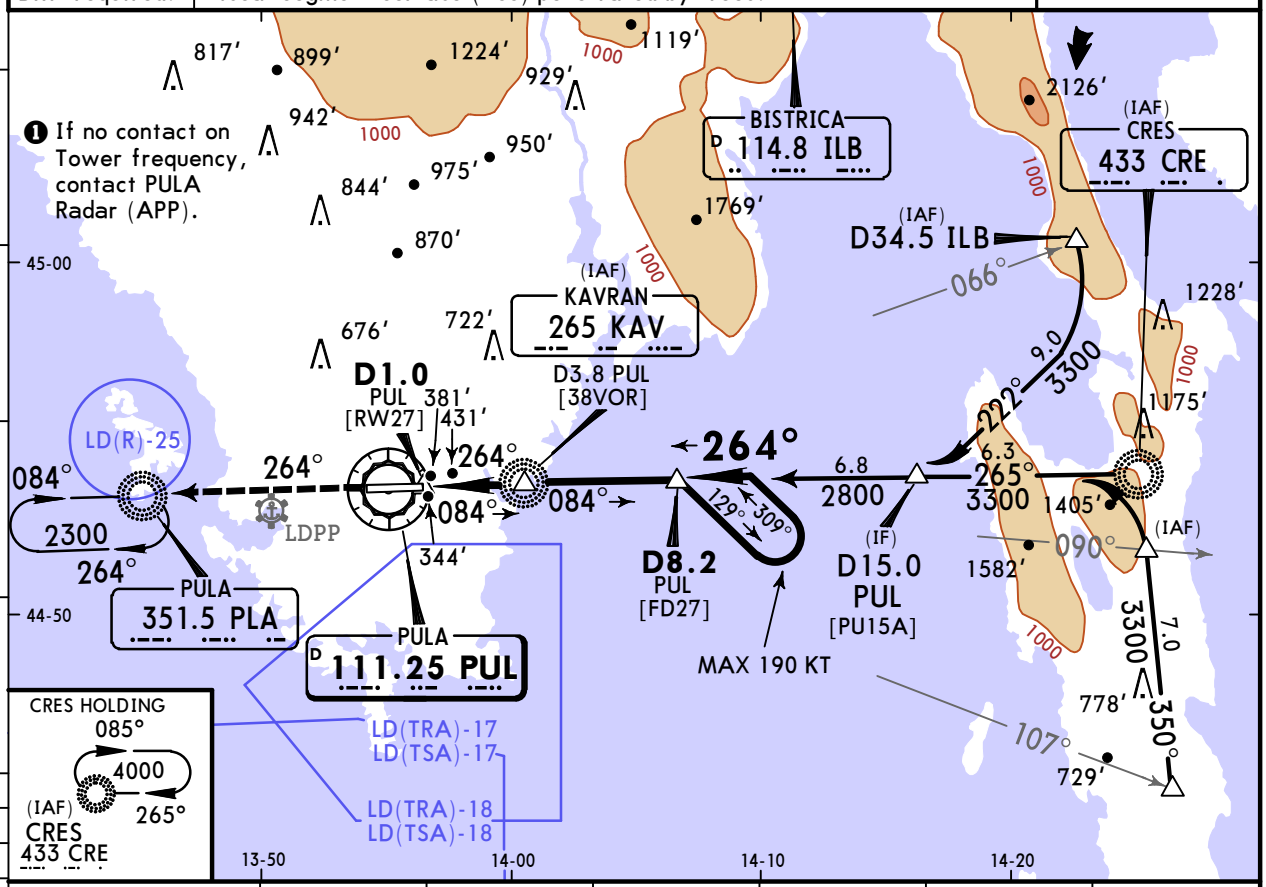
VOR PUL	Final Apch Crs	Minimum Alt D8.2 PUL	DA/MDA(H)	Apt Elev 275′ Rwy 275′
111.25	264°	2800′(2525′)	830′(555′)	

MISSED APCH: Climb STRAIGHT AHEAD to PLA NDB to 2300′ and hold.

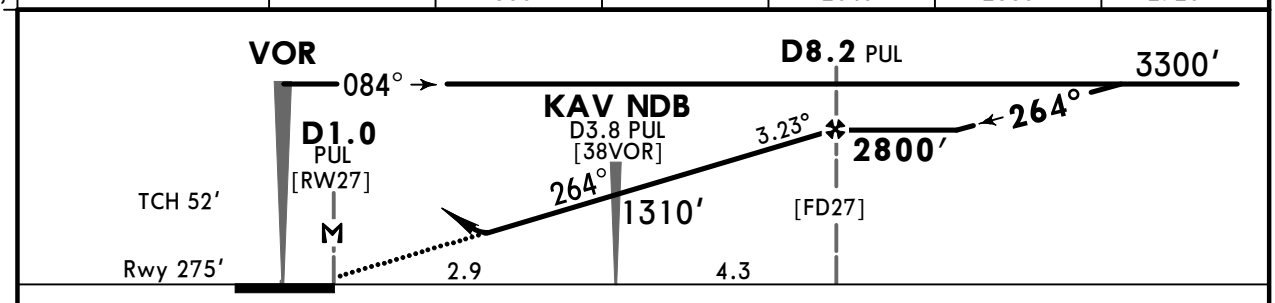
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 10000′

DME required. Visual Segment Surface (VSS) penetrated by trees.

MSA PUL VOR: 180° 6100; 247° 3300; 317° 3300; 2700



PUL DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1020′	1360′	1700′	2040′	2380′	2720′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.23°	400	514	571	686	800	914
MAP at D1.0 PUL							

ALS PAPI 2300′ PLA 351.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27
CDFA
DA/MDA(H) 830′(555′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2100m	RVR 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	890′(615′)	1500m
135	950′(675′)	1600m
180	1110′(835′)	2400m
205	1190′(915′)	3600m

CHANGES: Apt and rwy elev. Transition alt. Bearings. Dist/alt table. Minimums.

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LDPL/PUY
PULA

JEPPESEN
15 MAR 19 (16-1) Eff 28 Mar

PULA, CROATIA
Lctr Rwy 09

ATIS	PULA Radar (APP)	PULA Tower ❶
129.150	124.6 127.675	132.0 120.0

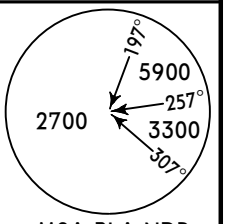
BRIEFING STRIP ™

NDB PLA	Final Apch Crs	Minimum Alt PLA NDB	DA/MDA(H)	Apt Elev 275′ Rwy 168′
351.5	084°	2300′(2132′)	690′(522′)	

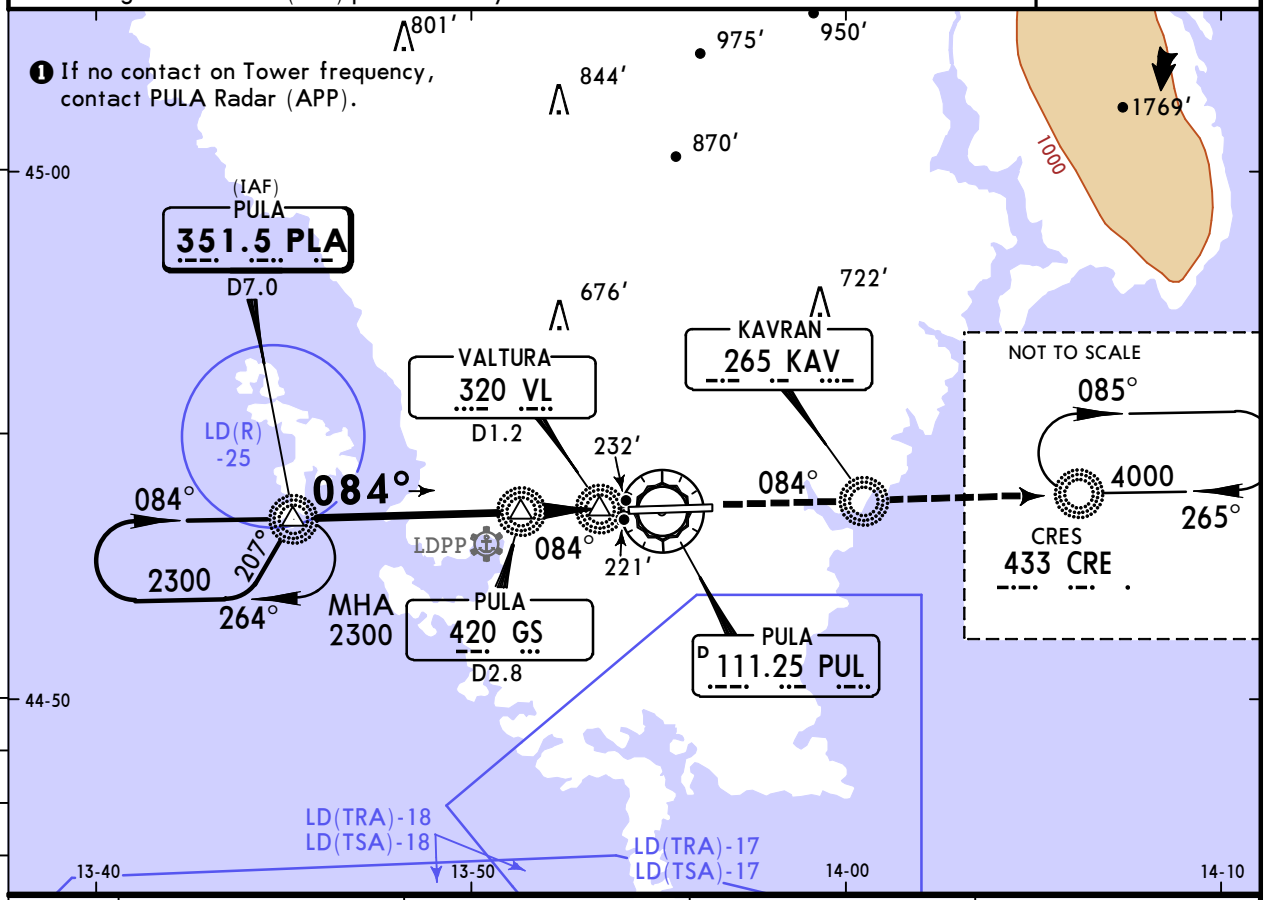
MISSED APCH: Climb via KAV NDB to CRE NDB to 4000′ and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 10000′

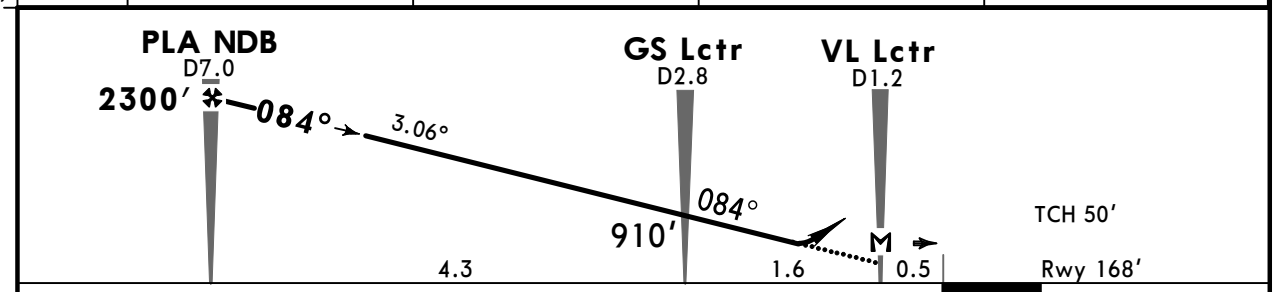
Visual Segment Surface (VSS) penetrated by trees.



MSA PLA NDB



PUL DME	6.0	5.0	4.0	3.0
ALTITUDE	1940′	1620′	1300′	980′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.06°	379	487	541	650	758	866
MAP at VL Lctr/D1.2							

ALS PAPI

4000′ via KAV 265 CRE 433

Standard STRAIGHT-IN LANDING RWY 09

CDFA

DA/MDA(H) 690′(522′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2000m	RVR 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	890′(615′)	1500m
135	950′(675′)	1600m
180	1110′(835′)	2400m
205	1190′(915′)	3600m

PANS OPS

CHANGES: Note. Apt & rwy elev. Trans alt. Bearings. Dist/alt tab. Circling mnm.

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LDPL/PUY
PULA

JEPPESEN
15 MAR 19
Eff 28 Mar
16-2
CAT A & B

PULA, CROATIA
NDB Z Rwy 27

BRIEFING STRIP

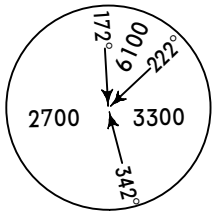
ATIS	PULA Radar (APP)	PULA Tower ❶
129.150	124.6 127.675	132.0 120.0

NDB KAV	Final Apch Crs	Minimum Alt KAV NDB	DA/MDA(H)	Apt Elev 275′ Rwy 275′
265	264°	1310′ (1035′)	880′ (605′)	

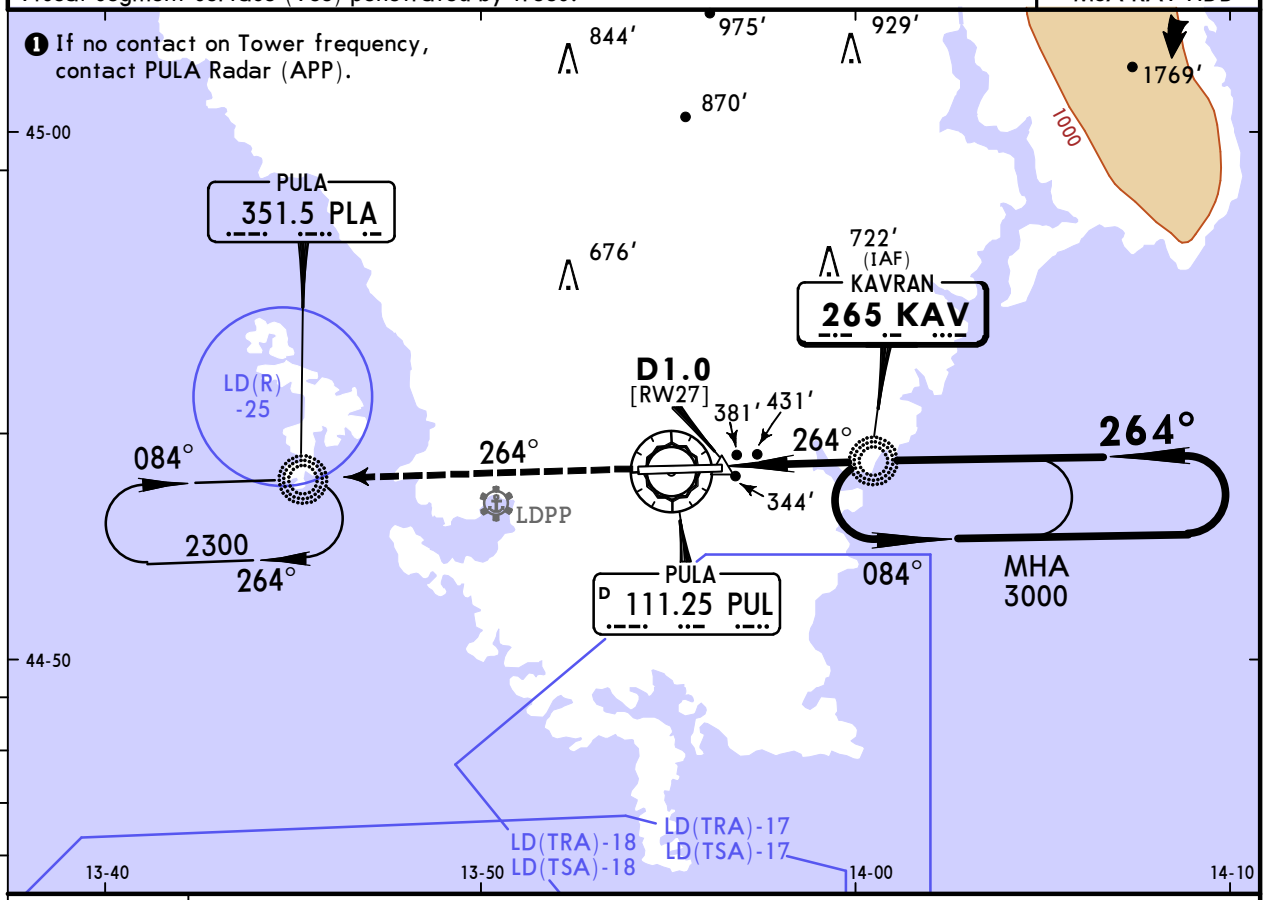
MISSED APCH: Climb STRAIGHT AHEAD to PLA NDB to 2300′ and hold.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 10000′

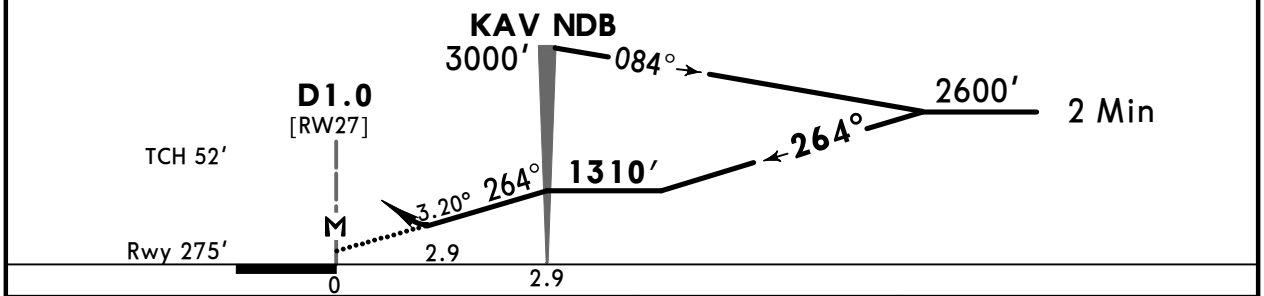
Visual segment surface (VSS) penetrated by trees.



MSA KAV NDB



DIST to RW27	2.0
ALTITUDE	1020′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.20°	396	510	566	679	793	906
MAP at D1.0							

ALS PAPI 2300′ PLA 351.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27**

CDFA

DA/MDA(H) **880′** (605′)

		ALS out
A	RVR 2400m	RVR 2800m
B		
C	NOT APPLICABLE	
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	890′ (615′) ❶	1500m
135	950′ (675′) ❶	1600m
C	NOT APPLICABLE	
D		

❶ or higher straight-in minimums

CHANGES: Apt & rwy elev. Trans alt. Bearings. Minimums.

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LDPL/PUY
PULA

JEPPESEN
15 MAR 19 (16-3) Eff 28 Mar

PULA, CROATIA
NDB Y Rwy 27

BRIEFING STRIP™

ATIS	PULA Radar (APP)	PULA Tower ❶
129.150	124.6 127.675	132.0 120.0

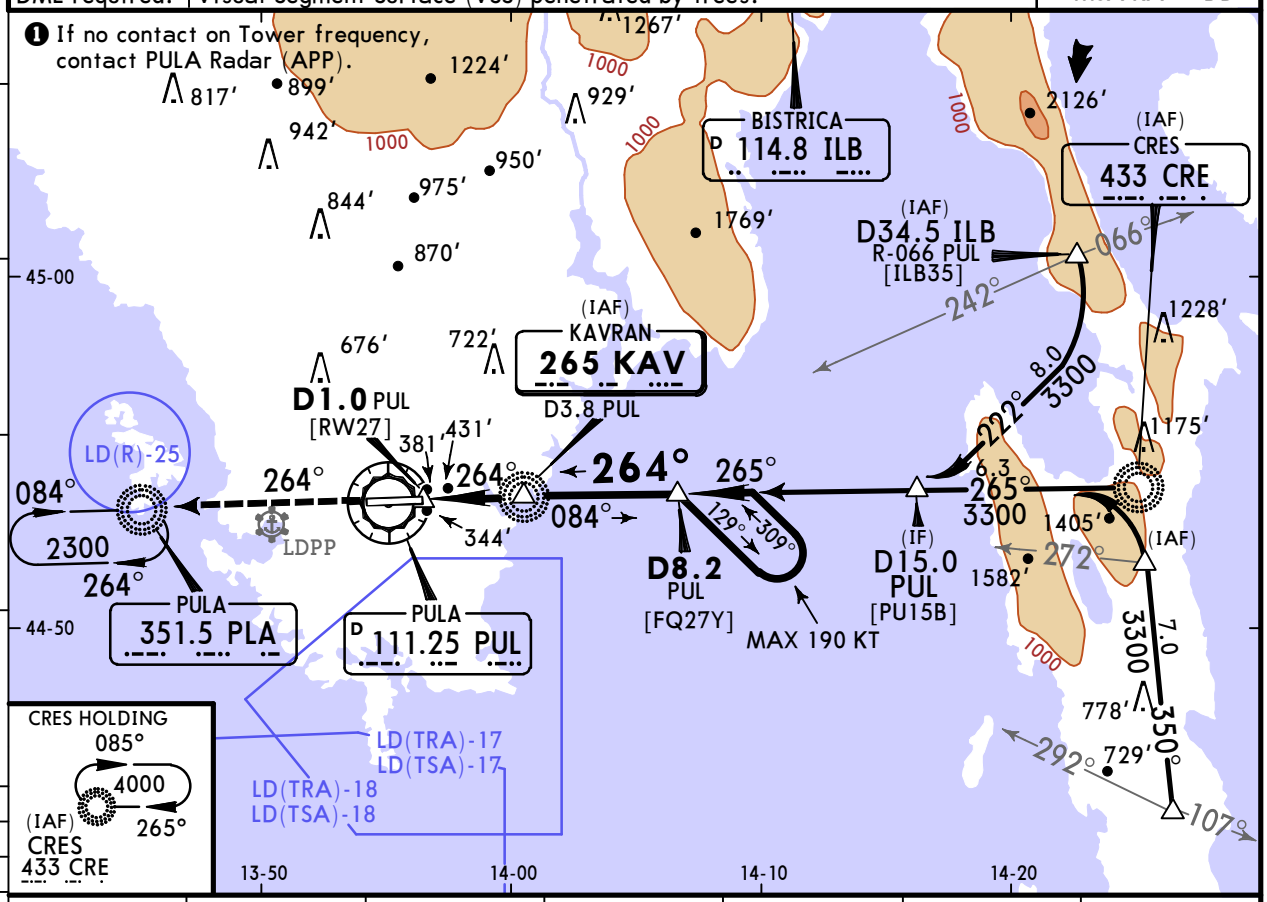
NDB KAV 265	Final Apch Crs 264°	Minimum Alt D8.2 PUL 2800′ (2525′)	DA/MDA(H) 870′ (595′)	Apt Elev 275′ Rwy 275′

MISSED APCH: Climb STRAIGHT AHEAD to PLA NDB to 2300′ and hold.

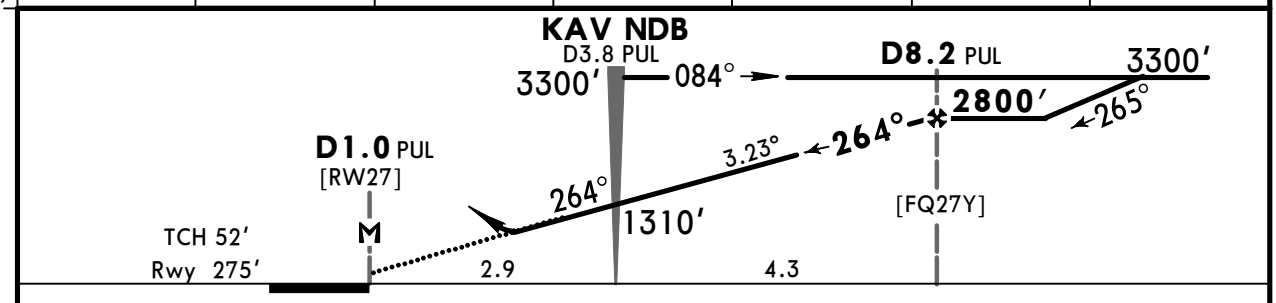
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 10000′

DME required. | Visual Segment Surface (VSS) penetrated by trees.

MSA KAV NDB: 2700 (172°–6.100°), 3300 (6.100°–342°)



PUL DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1020′	1360′	1700′	2040′	2380′	2720′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.23°	400	514	571	686	800	914
MAP at D1.0 PUL						

ALS / PAPI — 2300′ — PLA 351.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27

CDFA

DA/MDA(H) 870′ (595′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2300m	RVR 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	890′ (615′)	1500m
135	950′ (675′)	1600m
180	1110′ (835′)	2400m
205	1190′ (915′)	3600m

CHANGES: Apt & rwy elev. Beraings. Trans alt. Dist/alt tab. Circling minimums.

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JEPPESEN

LDPL
PULA

03 MAY 19 (19-1)

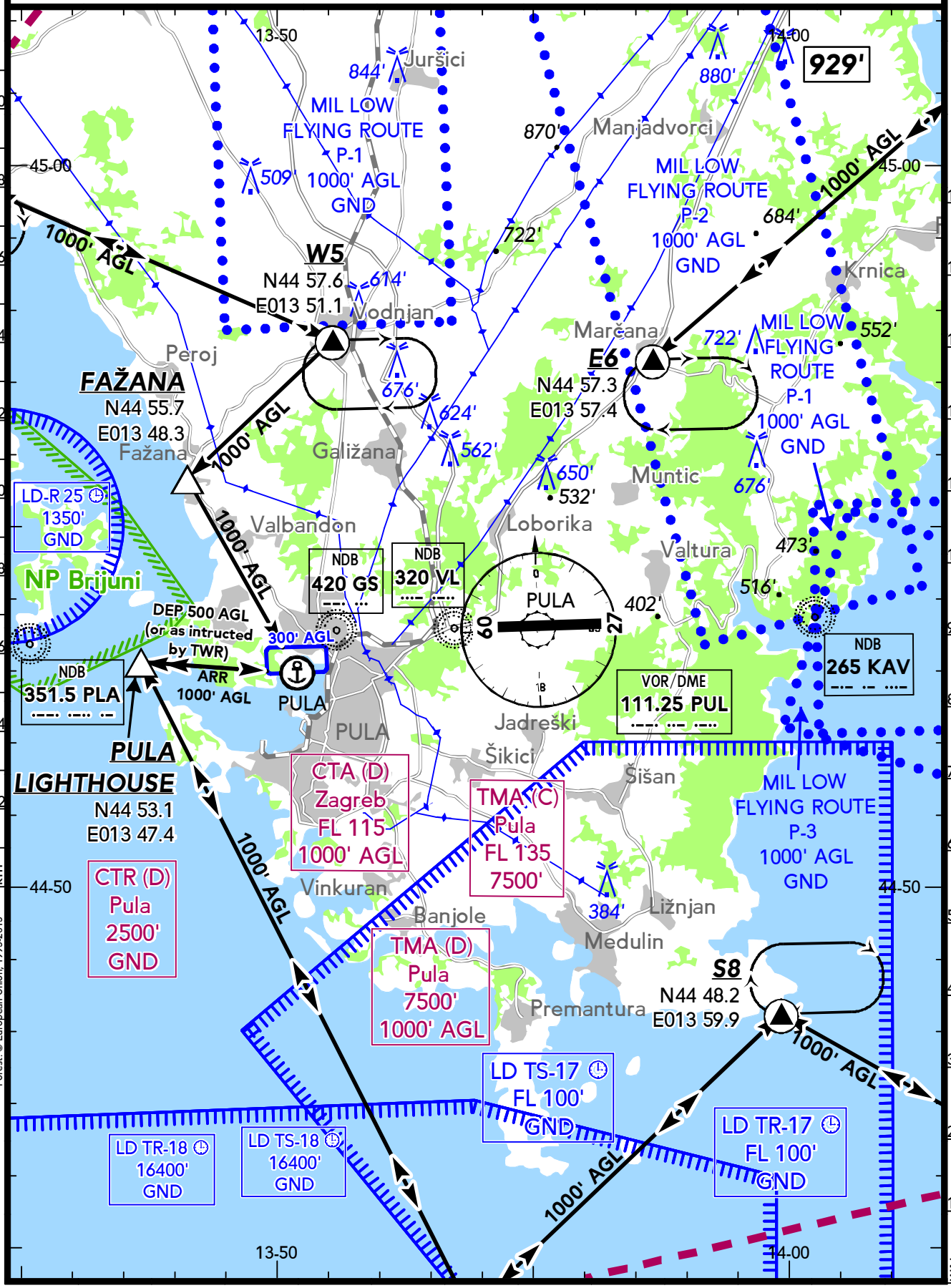
PULA
CROATIA

BRIEFING STRIP™

LOCATION	FIS	ATIS
Elev **275'** /84m N44 53.6 E013 55.3	ZAGREB INFORMATION **135.050**	ATIS **129.150**
AIRSPACE	**APPROACH**	**TOWER**
ZAGREB RADAR **131.275**[1]	PULA RADAR **124.600** (cro, en)	PULA TOWER **132.000**[2] (cro, en)

[1] Zagreb CTA [2] If no contact on TWR FREQ contact PULA RADAR.

VAR 4°E



CHANGES: AD ELEV - COM - VAR - OBST.

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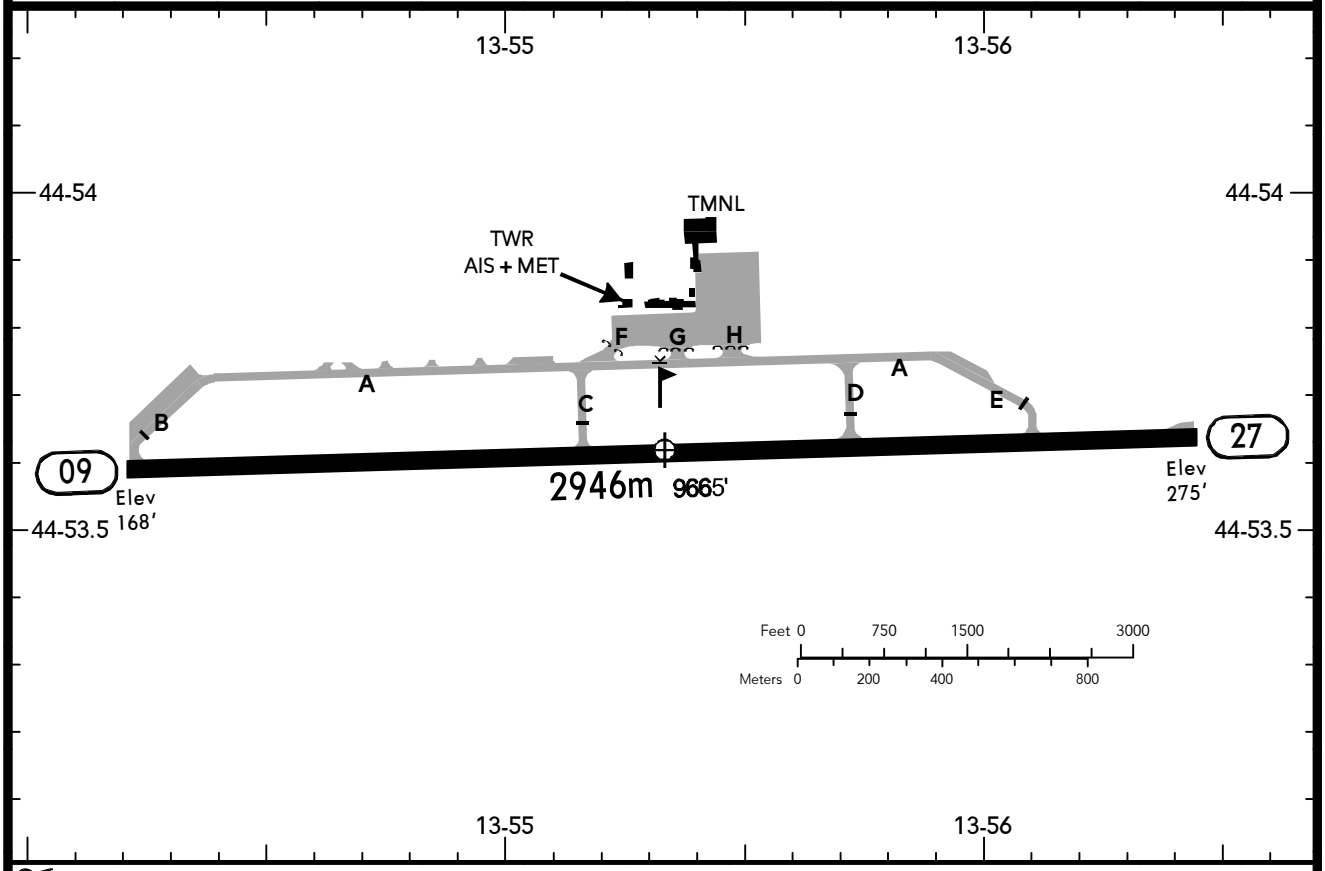
BRIEFING STRIP™

LOCATION	ATIS	TOWER	ADMITTED AIRCRAFT
Elev **275'** /84m N44 53.6 E013 55.3	ATIS **129.150**	PULA TOWER **132.000**[1] (cro, en)	

[1] If no contact on TWR FREQ contact PULA RADAR.



ALS - PAPI 09 (3.0°), 27 (3.0°) - THRL - RL - TWYL - APRON - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09 (084°) 27 (264°) ❶	2946 x 45 Asphalt	2946	2946	PCN 59/R/A/W/T	

❶ MAX longitudinal slope 1.8%.

Intersection TKOF

RWY	TWY	TORA (m)
09	C	1692
27	E	2491
	D	1992

NOTE: Refer to Pula (LDPL) Area Information.

CAUTION: Gusts, wind shear and turbulence can be expected on final approach to/climb out from RWY 09 in conditions of strong east-north-easterly winds.

Birds in vicinity of AD.

Two-way radio communication required.

Contact Tower at REPs or any other point but not later than 5 MIN prior entering the CTR.

ATC DEP clearance and DEP INFO are available on Pula TWR FREQ 15 MIN before start up.

COM Failure

In case of complete COM failure, ATC signal light gun is available on Pula TWR. Pilots shall observe light signals from TWR.

CHANGES: COM - QFU - THR ELEV - Text.

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Chart changes since cycle 10-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PULA, (PULA - LDPL)				
REV	VFR AREA CHART	10-1V	31 May 2019	
REV	VFR AREA CHART INFORMATIO...	10-1VA	31 May 2019	

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LDPL