

AIP SLOVENIA

AERONAUTICAL INFORMATION PUBLICATION

AERODROMES



IVAO - SLOVENIAN DIVISION
FOR VIRTUAL PURPOSES ONLY
LAST AMDT – JUN 2009

Part 3 Aerodromes (AD)

AD 1 Aerodromes/Heliports – Introduction

AD 1.1. Aerodrome/Heliport availability

1. CAT II/III operations at aerodromes

1.1. Introduction

- The procedures and items listed below are basic information to operators and pilots concerning specific rules and regulations for low visibility operations in Slovenia including CAT II/III approach, landing and low visibility take-off.
- ATC applies special procedures for Low Visibility Operations that will become effective in relation to specific weather conditions. These procedures are intended to provide protection for aircraft operating in low visibility.

1.2. Categories of precision Operations

1.2.1. Category II (CAT II) ILS operation

A precision instrument approach with decision height lower than 60 M (200 FT), but not lower than 30 M (100 FT) and RVR not less than 350 M or 300 M for aircraft conducting an autoland.

1.2.2. Category III A (CAT III A) ILS Operation

A precision instrument approach with either a decision height lower than 30 M (100 FT) or without decision height and RVR less than 200 M but not less than 50 M.

1.2.3. Category III B (CAT 3 B) ILS Operation

A precision instrument approach with either a decision height lower than 15 M (50 FT), or without decision height and RVR less than 200 m but not less than 50 M.

1.2.4. - Low visibility take-off (LVTO)

A take-off on runway, where visibility is less than 400 M.

1.3. Aerodrome facilities

1.3.1. Physical Characteristics

At present Low visibility Operations are available only at Aerodrome Ljubljana (LJLJ)

- CAT II/III approach and landing RWY 31
- Low visibility take-off RWY 13 and RWY 31

1.3.2. Pre-Threshold Terrain

A Precision Approach Terrain Chart is provided for each runway certified for CAT II and CAT III ILS Operations; the charts are included in CHARTS section of this publication.

1.4. Visual Aids

1.4.1. Approach lightning

For detailed description of the approach lightning system see sections below of the aerodrome concerned.

1.4.2. Runway Lightning and Marking

Runways certified for CAT II and CAT III ILS Operations are equipped accordingly including runway threshold lightning, runway edge lightning, runway end lightning and marking, and runway centre line lightning and marking and touch down zone lightning and marking. For detailed description of the runway lightning and Marking see sections below of the aerodrome concerned.

1.4.3. Taxiway Lightning and Markings, Stop bars

Stop bars, taxi holding positions and illuminated notice boards are installed to provide adequate clearance for taxiing aircraft from the runway.

Taxiways leading to or from runways intended to be used during CAT II and CAT III weather conditions are equipped with TWY centre line lights (not in default MS scenery). TWY centre line light within the LLZ sensitive area are colour coded

(yellow/green) in order to advise the pilot exiting the runway when the aircraft is clear of LLZ sensitive area.

1.5. Non-Visual Aids

1.5.1. ILS Sensitive Areas

A sensitive area for localizer protection is established.

For ATC purposes the LLZ sensitive area is defined as a rectangular area which is located within parallel lines 150 metres on both sides of the runway centre line and between the localizer aerial and the beginning of the runway.

During CAT II or CAT III operations the ILS sensitive area is kept clear of all aircraft at all times when an approaching aircraft is within 2 NM from threshold until it has completed its landing run and at all times that an aircraft taking off is using the ILS localizer for guidance during take-off run.

1.6. Services at aerodromes

1.6.1. Meteorological service

Runway Visual Range (RVR) is normally assessed by electronic transmissiometers; position of transmissiometers at touch-down zone, mid-point and stop-end of the runways are on the aerodrome chart designated as position A (touch down), B (mid point) and C (runway end) respectively and indicated on the aerodrome chart accordingly.

1.7. Flight Training and practice approach

Training flights simulating low minima approaches have to be announced on initial call with radar control. Depending on traffic situation permission will be granted whenever possible.

Procedures will be applied only if traffic permits. Departing or preceding landing traffic may disturb ILS signals.

AD 1.2. Index to aerodromes

Aerodrome name, Location indicator	Type of traffic permitted to use the aerodrome		
	International – National (INTL –NTL)	IFR – VFR	S = Scheduled, NS = Non scheduled, P = Private
Ajdovscina – LJAJ	NTL	VFR	P
Bovec – LJBO	NTL	VFR	P
Celje – LJCL	NTL	VFR	P
Divaca - LJDI	NTL	VFR	P
Lesce – LJBL	NTL	VFR	P
Ljubljana / Brnik – LJLJ	INTL – NTL	IFR – VFR	S – NS – P
Maribor / Orehova vas – LJMB	INTL – INL	IFR – VFR	S – NS – P
Murska Sobota – LJMS	NTL	VFR	P
Novo mesto – LJNM	NTL	VFR	P
Portoroz / Secovlje – LJPZ	INTL – NTL	IFR – VFR	S – NS – P
Postojna – LJPO	NTL	VFR	P
Ptuj – LJPT	NTL	VFR	P
Slovenj Gradec – LJSG	NTL	VFR	P
Sostanj – LJVE	NTL	VFR	P

AD 1.3 Grouping of aerodromes/heliports

1. National aerodromes

National Aerodrome: LJAJ AJDOVSCINA		
Service	Callsign, Language	Location
AFIS	Ajdovscina (EN), (SLO)	45 53 12.90 N 013 53 30.26 E
National Aerodrome: LJBO BOVEC		
Service	Callsign, Language	Location
AFIS	Bovec (EN), (SLO)	46 19 54.71 N 013 33 12.33 E
National Aerodrome: LJCL CELJE		
Service	Callsign, Language	Location
AFIS	Celje (EN), (SLO)	46 14 44.10 N 015 13 23.04 E
National Aerodrome: LJDI DIVACA		
Service	Callsign, Language	Location
AFIS	Divaca (EN), (SLO)	45 40 59.31 N 014 00 10.24 E
National Aerodrome: LJBL LESCE		
Service	Callsign, Language	Location
AFIS	Lesce (EN), (SLO)	46 21 28.75 N 014 10 24.06 E
National Aerodrome: LJMS MURSKA SOBOTA		
Service	Callsign, Language	Location
AFIS	Murska Sobota (EN), (SLO)	46 37 39.83 N 016 10 37.15 E

National Aerodrome: LJNM			NOVO MESTO		
Service	Callsign, Language		Location		
AFIS	Novo mesto (EN), (SLO)		45 48 37.04 N 015 06 45.76 E		
National Aerodrome: LJPO			POSTOJNA		
Service	Callsign, Language		Location		
AFIS	Postojna (EN), (SLO)		45 45 11.98 N 014 11 42.16 E		
National Aerodrome: LJPT			PTUJ		
Service	Callsign, Language		Location		
AFIS	Ptuj (EN), (SLO)		46 25 31.89 N 015 59 19.27 E		
National Aerodrome: LJSG			SLOVENJ GRADEC		
Service	Callsign, Language		Location		
AFIS	Slovenj Gradec (EN), (SLO)		46 28 17.79 N 017 07 00.63 E		
National Aerodrome: LJVE			SOSTANJ		
Service	Callsign, Language		Location		
AFIS	Sostanj (EN), (SLO)		46 23 52.65 N 015 02 41.69 E		

- National aerodromes in MS Flight Simulators are LJCE and LJSG. Other airports are downloadable from http://slovenia.avsim.net/slo_v_fs/EN-fs-main.htm.

AD 2 Aerodromes

LJLJ – LJUBLJANA / BRNIK

LJLJ AD 2.1 Aerodrome indicator and name

LJLJ – LJUBLJANA / BRNIK

LJLJ AD 2.2. Aerodrome geographical data

AD coordinates	46 13 28.16 N 014 27 21.77 E
Direction and distance from (city)	348°, 18KM from railway station Ljubljana
Elevation/Reference temperature	388M / 26°C (JUL)
Types of traffic permitted	IFR/VFR

LJLJ AD 2.3 OPERATIONAL HOURS

ATS	Not specific defined / Check IvAe scheduling info or www.ivao.si for online day information.
Fuelling	24H

LJLJ AD 2.4 HANDLING SERVICES AND FACILITIES

Fuel/oil types	100 LL, JET A1/AERO SHELL 15W/50, W100
Fuelling facilities/capacity	1 Trucks 34000 L (available with SLO 2004 scenery)
Hangar space, repair facilities for visiting aircraft	1 Hangar "Adria Airways" 4000 M ² , Door 13.1 M x 39.7 M (SLO 2004 scenery)
Handling and transportation	1) Follow me car, (when online) coordinating with LJLJ ground handling 131.400 MHz 2) Programmed Follow me car in SLO 2004 scenery. Two busses (SLO 2004 scenery)

LJLJ AD 2.5 RESCUE AND FIRE FIGHTING SERVICES

Fire fighter	1x (SLO 2004 scenery)
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LJLJ AD 2.6 APRONS AND TAXIWAYS DATA

1	Apron surface and strength	<p>NW of TWY N: Surface: Asphalt, Strength: 65/F/B/X/T</p> <p>SE of TWY N: Surface: ASPH, Strength: 100/F/B/X/T</p> <p>SE of TWY P: Surface: ASPH, Strength: 65/F/B/X/T</p>
2	Taxiway width, surface and strength	<p style="text-align: center;">Width:</p> <p>A-23 M, Surface: ASPH, Strength: see RMK</p> <p>B-30 M, Surface: ASPH, Strength: 65F/B/X/T</p> <p>C-30 M, Surface: ASPH, Strength: 65F/B/X/T</p> <p>F-23 M, Surface: ASPH, Strength: 65F/B/X/T</p> <p>G-23 M, Surface: ASPH, Strength: 105F/B/X/T</p> <p>K-23 M, Surface: ASPH, Strength: 105F/B/X/T</p> <p>N-40 M, Surface: ASPH, Strength: 105F/B/X/T</p> <p>P-35 M, Surface: ASPH, Strength: 105F/B/X/T</p> <p>Q-23 M, Surface: ASPH, Strength: 65F/B/X/T</p> <p>T-18 M, Surface: ASPH, Strength: 37F/B/X/T</p>
3	Remarks	<p style="text-align: center;">Strength TWY A:</p> <p>From TWY K to TWY G: 105/F/B/X/T</p> <p>From TWY G to TWY B: 65/F/B/X/T</p>
4	Speed restrictions	<p>Taxiways: MAX 25 KTS</p> <p>Aprons: MAX 8 KTS</p>

LJLJ AD 2.7 TAXI RESTRICTIONS, HOLDING POSITIONS AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiway guidance signs, Guide lines at apron, Nose-in self maneuvering aircraft stands, Follow Me (when online/SLO 2004 scenery), marshaller (SLO 2004 scenery)
2	RWY and TWY markings and LGT	RWY: Centre line, Edge and END marked and lighted; Designation and Fixed Distance marked TWY: Centre line, RWY Holding position, marked and lighted. (SLO 2004 scenery)
3	Holding positions and taxiing restrictions	Holding position K: Used for departure RWY-13. Holding position G: Used for immediate departure RWY-13 or for backtrack to THR-31. Holding position F: Used for immediate departure RWY-31 or for backtrack to THR-31. *Holding positions B: used for departure RWY-31. *Holding positions C: used for departure RWY-31 if H/P-B is occupied. * - Available with SLO 2007 scenery.
4	Restrictions	<u>ACFT taxiing to main apron shall vacate RWY-31 via TWY-G/K.</u> <u>Vacating RWY-31 via TWY-F available for ACFT taxiing to GA apron if not instructed otherwise by <u>ATS.</u></u>

LJLJ AD 2.8 RUNWAY PHYSICAL CHARACTERISTICS AND DECLARED DISTANCES

RWY NR	TRUE&MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY
1	2	3	4
13	126.38° GEO 125° MAG	3300 x 45	ASPH - 110/F/B/X/T
31	306.41° GEO 305° MAG	3300 x 45	ASPH - 110/F/B/X/T

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)
13	3300	3300	3300	3300
31	3300	3300	3300	3300

LJLJ AD 2.9 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	Ljubljana CTR within: 46 19 12.78 N 014 22 11.98 E 46 06 38.90 N 014 48 18.83 E 45 59 59.93 N 014 41 40.90 E 46 12 31.81 N 014 15 35.05 E 46 19 12.78 N 014 22 11.98 E See LJLA Airspace charts http://charts.ivao-si.org
2	Vertical limits	GND - 3500 FT MSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Ljubljana Tower (TWR) English/Slovene

5	Transition altitude	10500 FT MSL
6	Remarks	1.) TMA LJUBLJANA: See Airspace Charts http://charts.ivao.si

LJLJ AD 2.10 ATS COMMUNICATION FACILITIES

Service designation	ID (call sign)	Frequency (MHz)
1	2	3
GND	Ljubljana Ground	121.625
TWR	Ljubljana Tower	118.000
ACC	Ljubljana Approach/Radar	135.275
	EMG	121.500

LJLJ AD 2.11 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS (VAR)	ID	Frequency	Elevation of DME antenna
1	2	3	4
VOR/DME	DOL	112.70 MHz CH 74X	624 M (2047 FT)
VOR/DME	LBL	117.65 MHz CH 123Y	409 M (1342 FT)
NDB	KAM	328 KHz	-

Type of aid, CAT of ILS (VAR)	ID	Frequency	Elevation of DME antenna
1	2	3	4
L/OM	MG	296 KHz 75 MHz	-
MM		75 MHz	-
GP		329.60 MHz	-
DME/P	LJB	CH 42X	365 M (1198 FT)
LLZ CAT III B	LJB	110.50 MHz	391 M (1282 FT)
MKR	W	75 MHz	-

LJLJ AD 2.12 NOISE ABATEMENT PROCEDURES

1 GENERAL

- 1.1 Take-off of all jet aircraft on RWY 31 shall be made in accordance to noise abatement procedures for specific type of aircraft.
- 1.2 Compliance with the procedure above shall not be required in adverse weather conditions or for safety reasons.
- 1.3 Reverse thrust other than idle shall not be used between 2200 - 0600 LT except for safety and operational reasons.
- 1.4. Aircraft testing engines for service reasons must ask ATC for approval. Between 2200 and 0600 LT only idle thrust can be tested.

LJLJ AD 2.13 FLIGHT PROCEDURES

1 PROCEDURES FOR VFR FLIGHTS ENTERING TMA LJUBLJANA 1 AND 2

- 2.1 VFR flights shall as soon as practicable establish radio contact with "LJUBLJANA INFORMATION (RADAR)" before entering TMA LJUBLJANA 1, TMA LJUBLJANA 2. VFR flights shall not enter TMA LJUBLJANA 2 along Slovenian/Austrian border.
- 2.2 VFR traffic should avoid overflying via TMA LJUBLJANA 1 and TMA LJUBLJANA 2, unless approved differently by ATC, regarding present IFR traffic situation.

2 PROCEDURES FOR VFR FLIGHTS ENTERING CTR LJUBLJANA (TOWER ZONE)

2.1 Two way radio communication required. Contact TOWER 3 MIN before reaching first reporting point.

2.2 VFR flights shall enter CTR LJUBLJANA as follows:

Reporting point		Definition
from Northeast:	NE	Intersection of roads in Kamnik
from South	S1	Intersection of highway - and then to follow S2
	S2	Intersection of highway - and then to follow S3
	S3	Intersection of highway and power plant Medvode
from West	W1	Abeam bridge on the left and sand separation on the right - and then to follow W2
	W2	Village Tenetiše

3.3 Use VFR+GPS Chart for identifying the reporting points and entering procedures:

<http://www.ivo.si/charts/slovenia-vfr.jpg> (5MB)

4 LOW VISIBILITY OPERATIONS

4.1 GENERAL

Low visibility operations including Category II/III approach and landing operations as well as Low visibility take off are available at LJJL airport.

4.2 CAT II/III APPROACH AND LANDING OPERATIONS

Category II/III approach and landing operations are authorised on Runway 31. The operations are subject to the serviceability of the facilities/systems and procedures listed below:

4.3 Facilities /systems:

The following CAT II/III facilities are available on RWY 31:

- ILS LLZ (IIIE4), co-located GP/DME OM, MM,
- Lighting,
- Precision approach CAT II and III lighting system,
- Treshold and runway end lights,
- Runway centre line (15 M intervals) and runway edge light (60 M intervals)
- Touchdown zone lights,
- Taxiway edge lights and colour coded taxiways centre line lights on TWY K and G.
- daylight markings on manoeuvring area
- RVR assessment system at position ALFA (touch down zone), BRAVO (runway mid-point) and CHARLIE (stop end).

4.4 Criteria for the initiation and termination of low visibility procedures (LVP):

The initiation of LVP will be implemented in three phases:

- Preparation phase,
- Operations phase and
- Termination phase.

4.4.1 The preparation phase will be implemented when the RVR falls below 800 M and/or the ceiling is at or below 300FT and CAT II/III operations are anticipated.

4.4.2 The operations phase will be commenced when the RVR falls below 550 M and the ceiling is at or below 200 FT. Pilots will be informed by R/T on first contact by the following standard message:

"Low Visibility Procedures [CAT II or CAT III] in operation"

4.4.3 The termination phase will be commenced when the RVR is equal or greater than 800M and the ceiling is at or above 300FT and a continuing improvement of these conditions is expected.

Pilots will be informed by RTF using the phraseology:
"Low Visibility Procedures cancelled at time..."

4.5 ATC Procedures:

4.5.1 Information given to pilots:

- Together with approach clearance and before reaching the Outer Marker the RVR value for position ALFA.

The RVR are given only when they are:

- a. below RVR at position ALFA and below 800M;
 - b. below 400M;
 - c. on pilots request.
- As soon as one of the following events occurs:
 - a. any significant change of the surface wind (direction and speed),
 - b. any significant change of RVR prior the ACFT passing the OM.
 - c. any changes in the status of operation of CAT II/III facilities

4.5.2 Separations:

- a. An aircraft carrying out a CAT II/III approach shall not pass the final approach fix (BASTA) before the preceding aircraft has landed.
- b. Separation between an aircraft carrying out a CAT II/III approach on RWY 31 and an aircraft rolling for take off on RWY 31 shall ensure that the departing aircraft will pass over the ILS localizer antenna before the arriving aircraft reaches a point 2 NM from touchdown. To achieve this, a departing aircraft must commence its take-off run before the arriving aircraft reaches a point 8 NM from touchdown.

4.5.3 Radar vectoring:

Arriving aircraft will be vectored so as to ensure the interception of the ILS at the FAF (BASTA).

4.5.4 Clearance for approach:

ATC issues a clearance for ILS approach regardless of the Category flown.

4.5.5 Landing clearance:

Landing clearance shall be delivered normally prior an arriving aircraft reaches a distance of 2 NM from treshold. In exceptional cases transmission may be delayed until a distance of 1 NM from treshold in which case pilots must be informed accordingly.

4.5.6 Pilot's procedures:

Whenever CAT II/III approaches are carried out the pilots shall preferably vacate the runway via Taxiway GOLF. Pilots shall report when landed and additionally runway vacated when passing the end of the colour coded yellow-green taxiway centre line lights.

Aircraft shall use TWY-A and TWY-K when departing RWY 13 is in use.

Intersection take-offs are not permitted.

4.5.7 Initiation and continuation of an ILS approach taking into account the reported RVR:

A pilot may initiate an approach, regardless on whether the reported touch-down zone RVR does or does not meet the company required minimum RVR value for the touch-down zone. An approach, however, must not be continued beyond the outer marker (OM or an equivalent point) unless the reported touchdown zone RVR is at least equal to the minimum required RVR. When the pilot has passed the outer- marker he may continue approach regardless of any RVR changes reported, descending to the DH. From DH the approach may be continued to the landing provided that the required visual reference can be established and maintained.

Note: The OCA(H) values are promulgated on the respective instrument approach charts. The fixed minimum required RVR value for CAT III approach at Ljubljana airport is 125 M.

5 LOW VISIBILITY TAKE-OFF (LVTO)

RWY 31 is suitable for guided Low Visibility Take Off.

RWY 13 is suitable for non guided Low Visibility Take Off.

The fixed minimum required RVR value for LVTO at Ljubljana airport is:

- 100M for guided LVTO
- 125M for non-guided LVTO

5.1 Criteria for the implementation of LVP during LVTO:

Normally LVP are applied for arriving and departing traffic. If LVTO only is conducted when RVR is below 400M the aircraft operator shall request LVP procedures to be provided. LVTO must be required a minimum 30 minutes in advance to permit appropriate preparations by aerodrome authority.

5.2 Details of runways exits:

ACFT shall exit RWY via TWY-G.

5.3 Details of holding points to be used:

Entry to RWY 13 is only permitted via TWY-K.

Entry to RWY 31 is only permitted via TWY-B / TWY-C and TWY-G if B / C unavailable.

5.4 Ground movement restrictions:

Taxiing is normally restricted to one aircraft movement at the same time. Operations of vehicles on the manouvering area are not permitted when LVTO is in progress.

LJMB – MARIBOR / OREHOVA VAS

LJMB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LJMB — MARIBOR / OREHOVA VAS

LJMB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	AD coordinates	46 28 47.50 N 015 41 10.07 E,
2	Direction and distance from (city)	168°, 9KM from railway station Maribor
3	Elevation/Reference temperature	267M / 26°C (JUL)

LJMB AD 2.3 OPERATIONAL HOURS

1	MET	H24; Observations each 1/2 H
2	ATS	Check IvAe Scheduling System / ServInfo.

LJMB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Fuel/oil types	100 LL, JP-1/AERO SHELL 15W/53
2	De / anti-icing facilities	1 De-icing waggon; 1 Anti-icing waggon
3	Hangar space for visiting aircraft	1 Hangar 1200 M ² ; Door 6 M x 22 M (SLO 2004 Scenery)

LJMB AD 2.5 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: ASPH, Strength: LCN* 72, h=56
2	Taxiway width, surface and strength	Width: A-20 M, Surface: ASPH, Strength: LCN* 72, h=56 B-30 M, Surface: ASPH, Strength: LCN* 72, h=56
3	Speed restrictions	Taxiways: MAX 25 KTS Apron: MAX 8 KTS

LJMB AD 2.6 RUNWAY PHYSICAL CHARACTERISTICS

RWY NR	TRUE&MAG BRG	Dimensions of RWY (M)
1	2	3
15	146.10° GEO 145° MAG	2500 x 45
33	326.12° GEO 325° MAG	2500 x 45

RWY NR	TRUE&MAG BRG	Dimensions of RWY (M)
1	2	3
15	146° GEO	1200 x 60
33	326° GEO	1200 x 60

LJMB AD 2.7 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	<i>MARIBOR CTR (See LJA Airspace charts)</i> http://charts.ivao.si
2	Vertical limits	<i>GND-3500 FT MSL</i>
3	Airspace classification	<i>D</i>
4	ATS unit call sign Language(s)	Maribor Tower (TWR) English/Slovene
5	Transition altitude	10500 FT MSL
6	Remarks	1.) TMA MARIBOR 1 and 2 implemented (see Charts)

LJMB AD 2.8 ATS COMMUNICATION FACILITIES

Service designation	ID (call sign)	Frequency (MHz)	Remarks
1	2	3	4
APP	Maribor Approach	119.200	<ul style="list-style-type: none"> • Outside SVC HR: Ljubljana Approach Radar is responsible for ATS on FREQ 135.275 MHz
TWR	Maribor Tower	119.200	

LJMB AD 2.9 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS (VAR)	ID	Frequency	Elevation of DME antenna
L	MR	334 KHZ	-
OM		75 MHz	-
L/MM	MI	355 KHZ/75 MHz	-
GP		334.40 MHz	-
DME*	MAR	CH 38X	267M (856FT) co-located with GP
LLZ CAT II	MAR	110.10 MHz	267M (856FT)

*MAR DME was implemented on 16-Jun-08. To include it into FS, refer to **AIP AMDT:** Amendments effective on 16-Jun-08 - I02/08 or directly to <http://beli-orel.dyndns.org/nav/>. File "Ljla4fs9" implements DME into FS 2004; "Ljla4fsx" into FSX.

LJMB AD 2.10 FLIGHT PROCEDURES

1 PROCEDURES FOR FLIGHTS WITHIN TMA MARIBOR

1. Outside service hours of APP MARIBOR and TWR MARIBOR the airspace classification of TMA MARIBOR and CTR MARIBOR is the same as the airspace classification of the CTA MURA 1, CTA MURA 2 and TMA DOLSKO 1.
2. Before entering the Airspace defined as TMA MARIBOR pilots shall contact APP MARIBOR 119.200 MHz, if active. The next ATS, pilot should contact is ACC LJUBLJANA on 135.275, and FIC LJUBLJANA 118.475 MHz.

2 PROCEDURES FOR VFR FLIGHTS ENTERING TMA MARIBOR

2.1 VFR flights shall enter TMA MARIBOR 1, 2 via following entry points:

- GOLVA, MUREG, PETOV, OBUTI,
- MS2 (46 19 05.94 N 015 27 23.97 E),
- MS3 (46 14 23 N 015 36 14E),
- ME3 (46 39 13.06 N 016 04 32.73 E),
- ME4 (46 32 22.39 N 016 11 00.55 E),
- MW1 (46 32 37 N 015 30 00 E).

2.2 VFR flights entering via the above mentioned entry points, shall as soon as practicable establish radio contact with "MARIBOR APPROACH".

3 PROCEDURES FOR VFR FLIGHTS ENTERING TOWER ZONE (CTR) MARIBOR

3.1 Two way radio communication required. Contact TOWER 5 MIN before reaching first reporting point.

3.2 VFR flights shall enter CTR MARIBOR as follows:

Reporting point		Definition
from North	MN1	Village Šentilj, and then to follow MN2
	MN2	Village Pesnica
from Southeast	ME1	Lake Ptujsko Jezero

Reporting point		Definition
from Northeast	ME2	Village Lenart (46 34 39.55 N 015 50 09.03 E)
from West	MS1	City Slovenska Bistrica

3.3 Use CHART for identifying the reporting points and entering procedures.
<http://www.ivao.si/charts/slovenia-vfr.jpg>

LJPZ – PORTOROZ / SECOVLJE

LJPZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LJPZ — PORTOROZ / SECOVLJE

LJPZ AD 2.2 AERODROME GEOGRAPHICAL DATA

1	AD coordinates	45 28 24.07 N 013 36 53.92 E
2	Direction and distance from (city)	160°, 6 KM from Portoroz
3	Elevation/Reference temperature	2 M / 26°C (JUL)
4	Types of traffic permitted (IFR/VFR)	IFR/VFR

LJPZ AD 2.3 OPERATIONAL HOURS

ATS	Not specific defined; check IvAe and scheduling system.
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LJPZ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	None
2	Hangar space for visiting aircraft	1 Hangar 400 M ² , Door 4.5 M x 15 M (SLO 2004 scenery)
3	Repair facilities for visiting aircraft	Available, Hangar: 300 M2

LJPZ AD 2.5 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: ASPH, Strength: LCN* 28, h=15
2	Taxiway width, surface and strength	Width: A - 7.5 M, Surface: ASPH, Strength: LCN* 19 B - 15 M, Surface: ASPH, Strength: LCN* 28, h=15 C - 7.5 M, Surface: ASPH, Strength: LCN* 19
3	Remarks	For General Aviation grass parking is available
4	Speed restrictions	Taxiways: MAX 25 KTS Aprons: MAX 8 KTS

LJPZ AD 2.6 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	RWY and TWY markings and LGT	Marking Aids; see Aerodrome chart.
2	Stop bars	Yes, TWY B

LJPZ AD 2.7 RUNWAY PHYSICAL CHARACTERISTICS

RWY NR	TRUE&MAG BRG	Dimensions of RWY (M)
1	2	3
15	151.21° GEO 150° MAG	1200 x 30
33	331.21° GEO 330° MAG	1200 x 30

LJPZ AD 2.8 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	CTR PORTOROŽ within: Circle of 5 NM centered on LJPZ. See Airspace Charts. TMA PORTOROŽ – see LJLA 11-2 chart
2	Vertical limits	GND - 4000 FT MSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Portorož Tower (TWR) English/Slovene
5	Transition altitude	10500 FT MSL

LJPZ AD 2.9 ATS COMMUNICATION FACILITIES

Service designation	ID (call sign)	Frequency (MHz)	Remarks
1	2	3	4
APP	Portoroz Approach	124.875	When Portoroz ATS not available: Ljubljana Approach Radar is responsible for ATS on FREQ 135.275 MHz
TWR	Portoroz Tower	124.875	

LJPZ AD 2.10 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS (VAR)	ID	Frequency
L	PZ	388 KHZ

LJPZ AD 2.11 LOCAL TRAFFIC REGULATIONS

1 AEROBATICS

1.1 Aerobatics in CTR Portorož is permitted only outside inhabited area, above 4000 FT MSL.

LJPZ AD 2.12 FLIGHT PROCEDURES

1 PROCEDURES FOR IFR FLIGHTS WITHIN TMA PORTOROŽ

1.1 Outside operational hours of APP PORTOROŽ and TWR PORTOROŽ the Airspace classification of TMA PORTOROŽ and CTR PORTOROŽ is the same as the airspace classification of TMA DOLSKO 1.

Before entering the airspace defined as TMA PORTOROŽ and CTR PORTOROŽ, pilots shall contact APP PORTOROŽ 129.325 MHz. If not active, pilots shall contact ACC LJUBLJANA 135.275 MHz, 136.000 MHz / FIC LJUBLJANA 118.475 MHz.

2 PROCEDURES FOR VFR FLIGHTS ENTERING TMA PORTOROŽ

2.1 VFR flights shall enter TMA PORTOROŽ via following entry points: VICKY, BUGEV, PE1, PW1, PS1

2.2 VFR flights entering via the above mentioned entry points, shall as soon as practicable establish radio contact with "PORTOROŽ APPROACH".

3 PROCEDURES FOR VFR FLIGHTS ENTERING CTR PORTOROŽ

3.1 Two way radio communication required. Contact TOWER 5 MIN before reaching first reporting point.

3.2 VFR flights shall enter CTR PORTOROŽ as follows:

Reporting point		Definition
from Northeast:	VICKY	45 37 43.97 N 013 33 15.45 E (see charts) - and then to follow PN1
	PN1	City of Piran
from East	PE1	Village Črni Kal - and then to follow PE2
	PE2	Harbour of Koper
from South:	PS1	Buje Church
from West	PW1	City of Umag

3.3 Use CHART for identifying the reporting points and entering procedures.

<http://www.ivao.si/charts/slovenia-vfr.jpg>

LJPZ AD 2.13 ADDITIONAL INFORMATION

1 CAUTION

1.1 No visual contact between TWR and ACFT near THR 33. Caution advised during landing and take-off.