

1. AIRPORT BRIEFING

1.1. FS SCENERY

1. Default FS 2002/2004/X scenery
 - Uses taxi-in / pushback stands. Refer to LJLJ 1-2.
 - TWY-A ends at intersection of TWY F/Y.
 - TWY-B and C are not available.
 - Add "RMK/LJLJ/L00" into your FPL remarks.
2. Addon payware or freeware Slovenian scenery from the list at <http://scenery.ivao.si>
 - Uses taxi-in / pushback stands. Refer to LJLJ 1-2.
 - Implemented: TWY-A extension, new TWY-B and TWY-C.

1.2. ATIS

- On the network ATIS is part of automated message sent via IvAp ACARS only from LJLJ_TWR.
- ACC may instruct pilot to "check information ..." In this case pilots shall receive ATIS from LJLJ_TWR with command ".atis LJLJ_TWR" and remain on present ATC frequency.

1.3. DE/ANTI-ICE PROCEDURE

1. Position DE1 is accessible via TWY E1 and E4. Before de/anti-ice pilots shall request startup and taxi to DE1 position. All taxiing maneuvers shall be carried out at minimum engine speed until reaching TWY-P.

1.4. LOW VISIBILITY PROCEDURES

Criteria for initiation and termination of LVP:

1. LVP procedures apply when RVR is below 550m and ceiling is 200 ft or below. ATC will inform pilots with standard message: "LOW VISIBILITY PROCEDURES IN OPERATION".
2. LVP will be terminated when RVR is greater than 800m and ceiling is above 300 ft. ATC will inform pilots with standard message: "LOW VISIBILITY PROCEDURES CANCELLED AT TIME ..."

Ground movement restrictions:

- Only one ACFT movement at the main apron at the same time will be allowed with LVP in operation.

1.5. CAT II/III OPERATIONS

RWY-31 is approved for CAT II/III operations.

1.6. NOISE ABATEMENT PROCEDURES

- Reverse thrust on idle shall be used between 2200 - 0600LT, except for safety reasons.
- Between 2200 - 0000LT expect RWY-13 for departure, exception are traffic safety, weather, technical and SAR reasons.
- Between 0000 and 0600LT only RWY-13 is in use for departures. RWY-31 is available only for safety, weather, technical and SAR reasons.

2. UNICOM 122.800 MHz procedures (only when no ATC on the network)

2.1. ARRIVAL

Precision approach: ILS-31 or Non-precision: VOR/DME App. or NDB-Locator App. RWY-31

- Report FIR entry point, current level, ACFT type and STAR intentions. Start message with "LJLJ Traffic".
- For all approaches report 10 DME DOL VOR.
- Report established LOC on ILS app. RWY-31 or final track for VOR/DME and NDB-Lctr. app. RWY-31.
- Monitor other reports.

2.2. DEPARTURE

- Report P/B and TAXI intentions 1 min before actually starting P/B (only if other ACFT connected at PSN).
- Report chosen RWY and your SID 3 minutes before lining up on the RWY.
- Monitor arrival reports.

- VFR departure: report 2 min before lining up on RWY, including CTR Ljubljana leaving point (S3/W2/NE).

All airborne OPS: TCAS (TA/RA, ALL) and at least transponder MODE C mandatory.

2.3. RWY usage on Unicom

Choose departure RWY according to weather situation and traffic reports on Unicom.

Restriction to depart RWY-13: no "10NM report to BASTA" of arriving traffic shall be received until lining up RWY-13. Monitor arrival reports, addressed to "LJLJ Traffic".

Due to weather conditions also circle-to-land procedure for RWY-13 may be used. (Refer to LJLJ 3-1.) Intentions for circle-to-land RWY-13 shall be sent on Unicom at least 10 NM to DOL VOR.

Note: In case LJLJ_TWR is online and no LJLA_CTR connected, contact Ljubljana Tower 10 NM to DOL and report estimate for FAF (BASTA) as IFR or 3 min before entering CTR Ljubljana as VFR.