

IVAO-SI
LJLJ airport (Ljubljana)
Instructions for IFR WT 2010 beginner pilots, visiting LJLJ for the first time
– flying with Unicom 122.8, when the ATC is OFFLINE on the network.

v1.0 – 21.1.10

Limited for simulation purposes on IVAO network only.



This handy-sheet is written for the pilots, flying the WT, and having difficulties of understanding the charts or procedures. It is also a recommended practice of position reports made on Unicom, which are MANDATORY for all pilots, participating on the WT.

These instructions only mention some common practices. To complete the IFR procedures completely correctly, you still have to refer to the valid IFR charts!

The fact is that some pilots on the network never study the charts before the flight, especially the part of WT pilots, known as »badge-hunters«. Without studying the charts, these instructions cover the MINIMUM knowledge of LJLJ airport, needed before flying the IFR WT leg 33 and 34.

Airport elevation: **1273 ft**

RWY 13/31: concrete, **3300m x 45m**

IFR approach: RWY 31 only

TA = 10500 FT

TL = 110 (QNH 1013 or more); TL = 120 (QNH 1012 or less)

Nav aids:

MG (locator) 296 kHz,

KAM (NDB) 328 KHz,

DOL (VOR) 112,7 MHz,

LJB (ILS 31) 110,5 MHz, 305°, FAF 4000 FT

ATC:

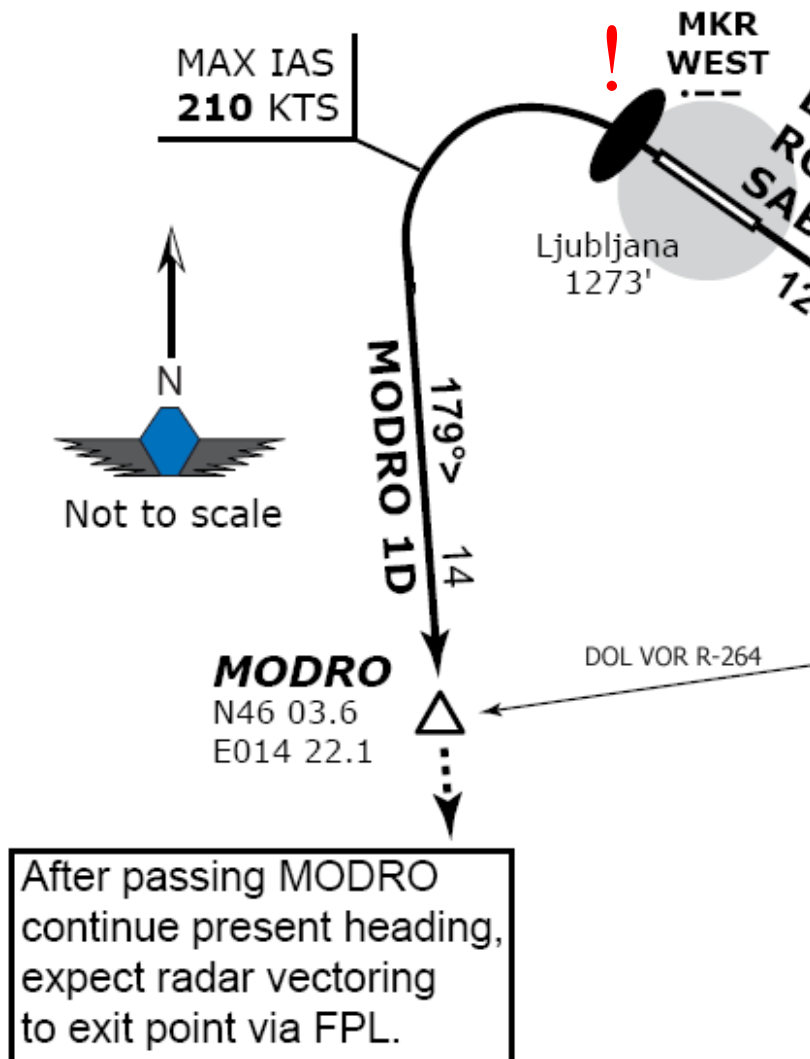
LJLJ_GND – 121.625 – Ljubljana Ground

LJLJ_TWR – 118.000 – Ljubljana Tower

LJLA_CTR – 135.275 – Ljubljana (Approach) Radar

Departure from the aerodrome:

a) Departure from RWY 31 via »MODRO 1D« SID



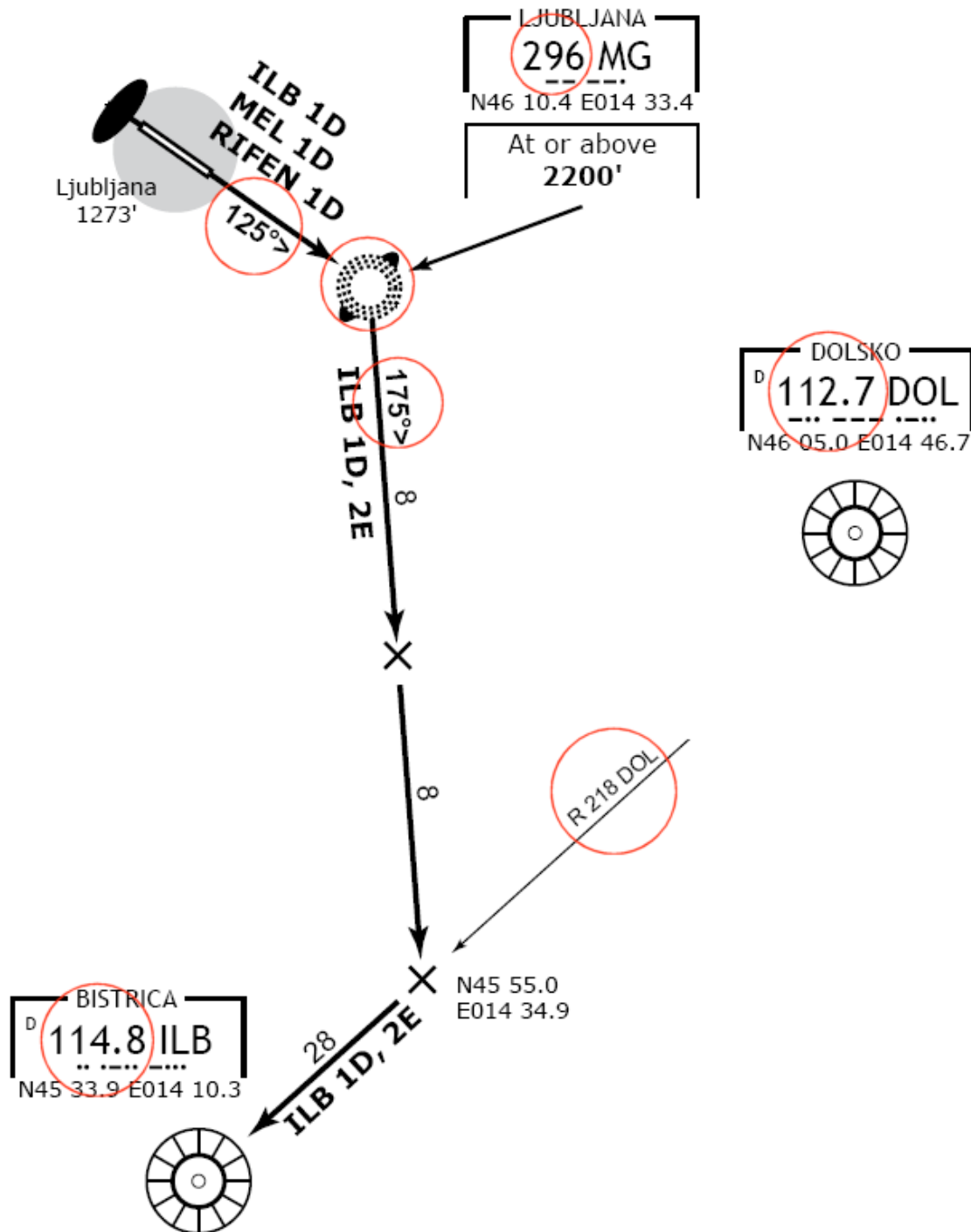
Alternative procedure:

With ATC online: When departing from RWY-31, soon after crossing MWEST**, turn **left HDG 180** and climb to **6000 ft**, expect **vectors to ILB VOR**.

(**ATC offline:** climb straight ahead from **RWY-31**, **cross MWEST**, **turn left HDG 180**, continue climbing to final level, monitor TCAS and other position reports made on 122.8 MHz. On unicom **report passing 6000 ft or MODRO** point, whichever is convenient. **Stay on this HDG until passing 8000 FT**, then resume **own navigation to ILB VOR** and then further as files in the FPL).

! Default FS scenery do not have the MWEST installed. In this case you must start the left turn to HDG 180 not later than 2 NM distance from threshold RWY-31 »LJB« 110.50 MHz, almost immediately after departure, due to HIGH TERRAIN. It is recommended to do that first LEFT turn to HDG 180 manually and engage the autopilot AFTER the turn.**

b) departing from RWY 13 via »ILB 1D« SID



Procedure: Climb on runway heading (125°) to MG, then turn right QDR 175° and intercept radial 218 from DOL VOR, on this track continue to ILB VOR.

Alternative simplified procedure without using a SID:

a) ATC online: request vectored departure before receiving the departure clearance.

b) **ATC offline:** Use Unicom 122.8, depart from **RWY 13**, climb on runway heading **125°** until **8000 ft**, then turn **right to ILB VOR**.

Warning: When ATC is offline, departure from RWY-13 is available **ONLY when there is no arrivals into ILS 31. Check IvAe!** When you are airborne from RWY-13, no IFR arriving traffic for LJJL ILS 31 shall cross FIR entry point!

Otherwise use RWY-31 or **wait** for the arriving traffic.

Using Unicom 122.8 on departure (ATC offline):

- If there is traffic on aerodrome, report pushback and taxi, starting message with »LJJL traffic«

- departing RWY-31:

example 1:

LJJL traffic, A320, departing RWY-31 in 3 minutes, MODRO 1D.

LJJL, departing RWY-31.

example 2:

LJJL traffic, CRJ9, departing RWY-31, in 3 minutes MWEST, HDG 180.

LJJL, departing RWY-31.

- departing RWY-13

example 1

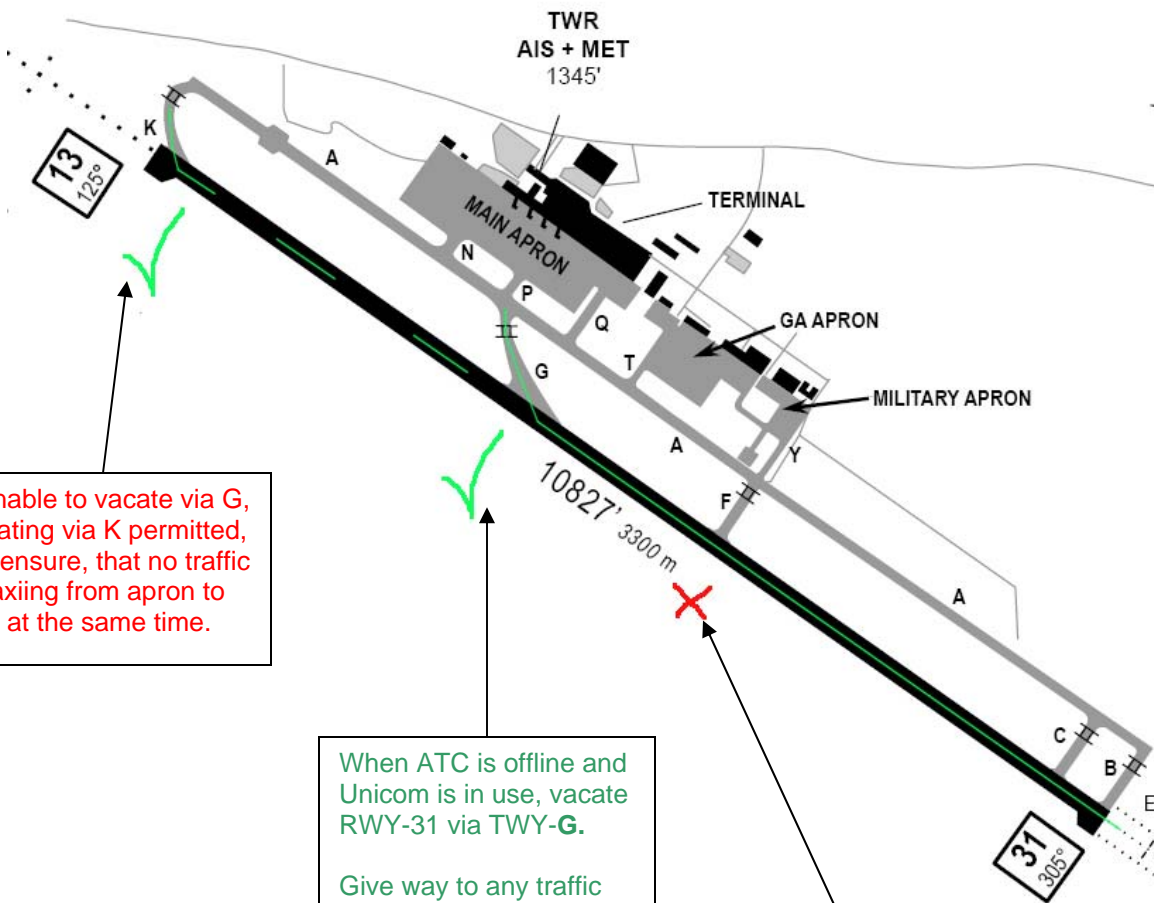
LJJL traffic, A320, departing RWY-13 in 5 min, ILB 1D.

LJJL, departing RWY-13.

example 2:

LJJL traffic, CRJ9, departing RWY-13 in 5 min, RWY HDG to 8000, then right to ILB.

LJJL, departing RWY-13.



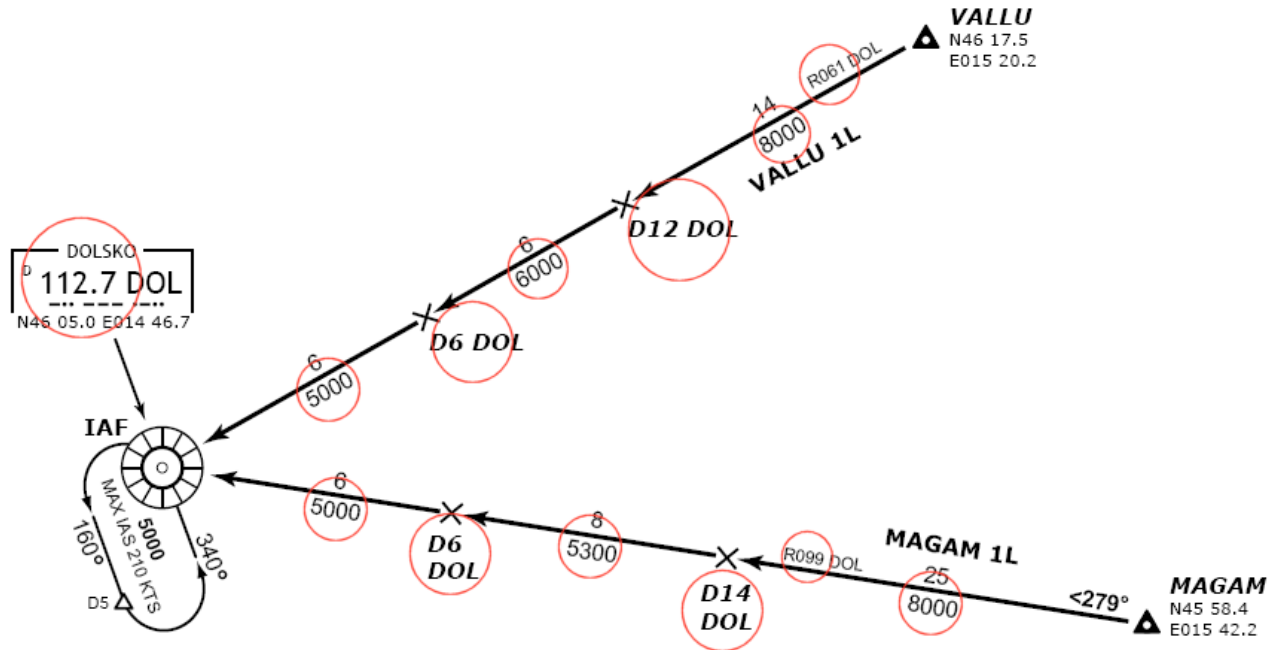
If unable to vacate via G, vacating via K permitted, but ensure, that no traffic is taxiing from apron to H/P at the same time.

When ATC is offline and Unicom is in use, vacate RWY-31 via TWY-G.
Give way to any traffic taxiing from main apron to H/P.

Do NOT enter TWY-F from RWY-13/31 when taxiing to main apron.
If using GA apron, ensure that there is no traffic taxiing from the main apron to H/P.

Arrival to the aerodrome:

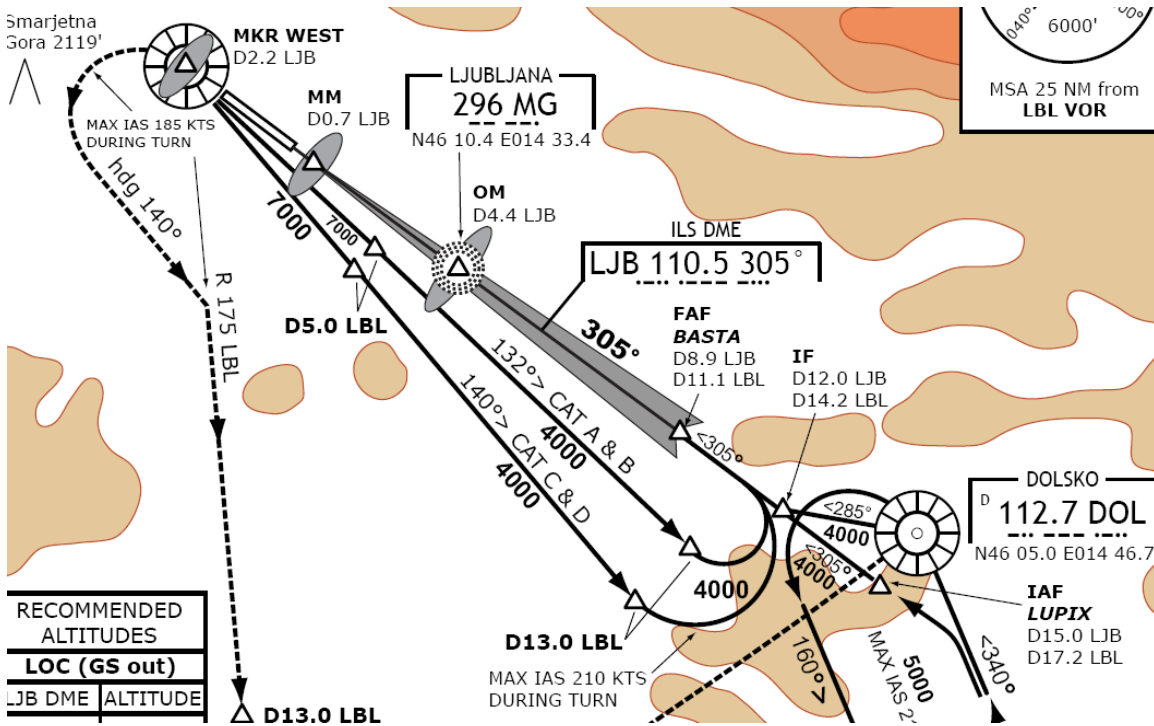
- a) MAGAM 1L
- b) VALLU 1L



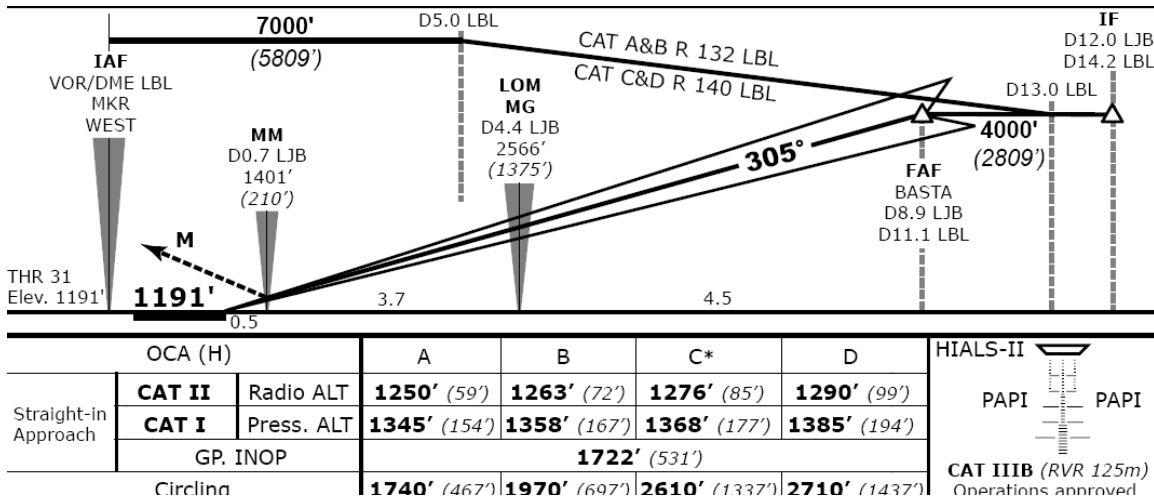
MAGAM 1L minimum altitudes are:
8000 FT until 14 NM to DOL
5300 FT until 6 NM to DOL
5000 FT to DOL

VALLU 1L minimum altitudes are:
8000 until 12 NM to DOL
6000 until 6 NM to DOL
5000 to DOL

ILS APP:



After DOL track to establish the localizer is 285°, descending to 4000 FT.
 On this track establish LOC 12 NM to RWY-31 THR (LJB) and G/S later on 8.9 DME LJB.



Altitude over outer marker (OM) at 4.4. NM to THR shall be around 2600 FT.

(Minimum obstacle clearance altitudes for ILS-31 app, is for example in case of a CAT-C aircraft (f.i. A320), flying a CAT-I ILS 31 app: 1368 FT.)

Missed approach:

MISSED APPROACH: Climb **straight ahead**, at **MW** (D2.2 LJB) **turn left** (max IAS 185kt), heading 140°, intercept **R-175** from **LBL**, at **D13.0 LBL** **turn left**, intercept **R-235** to **DOL** and hold. Climb and maintain **6000'**.

Be sure to start a turn to **HDG 180** at **2 NM from LJB (RWY 31 treshold)**, due to high terrain.

ATC offline Unicom 122.8 reports:

- 1.) Report you arrival 10 minutes before DOL VOR, announce your STAR and expected time over DOL VOR.
- 2.) Report passing 6000 FT in descent via the STAR and expected time of passing DOL VOR.
- 3.) Report ILS established.
- 4.) If there is traffic on ground, report RWY vacated and taxiing to the apron.

In case of any questions about the correct procedures, contact division staff on:
si-hq (A) ivao.aero