

LJU/LJU **JEPPesen** LJUBLJANA, SLOVENIA
LJUBLJANA 1 JUL 05 (10-1P) Eff 7 Jul AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 31 approved for CAT II/III operations, special aircrew & ACFT certification required.

2.2. NOISE ABATEMENT PROCEDURES

Reverse thrust other than idle shall not be used between 2200- 0600 LT except for safety and operational reasons.

3. DEPARTURE

3.1. DE-ICING

3.1.1. INTRODUCTION

De/anti-icing notification shall be directed to Handling Supervisor on apron or to Ground Handling Coordinator via frequency 131.4 MHz, at least 15 minutes before required time of de/anti-icing. The notification shall include flight number, ACFT type and parts of ACFT (e.g. wing, underwing, gear etc.) which shall be de/anti-iced.

De/anti-icing procedure is normally performed at de/anti-icing pad. In some cases the procedure can be made at the ACFT stands or at the beginning of the RWY - only in extremely severe weather condition.

3.1.2. DE/ANTI-ICING AT POSITION - 8A (AT DE/ANTI-ICING PAD)

Position 8A is located on southeastern part of the apron and is accessible via TWY E1 and TWY E4. Before de/anti-icing pilots need to request ATC for start-up and taxi onto the de/anti-icing pad. Taxiing onto de/anti-icing pad and parking there is guided by marshaller. All taxiing manoeuvres may only be carried out at the indispensable minimum engine speed.

On the de/anti-icing pad, jet ACFT with running engines and an APU which is switched off, will normally be de/anti-iced. Propeller driven ACFT may not be de/anti-iced for safety reasons. Special control examinations of individual ACFT parts (e.g. hands on checks) cannot be carried out as well.

3.1.3. DE/ANTI-ICING AT ACFT STANDS

The de/anti-icing of ACFT at the respective ACFT stand will take place with ACFT engines switched off, with all doors closed and the position clear of all handling equipment.

The de/anti-icing beneath the wings, engine de/anti-icing with hot air, belly and gear de/anti-icing and snow removal will take place on these areas.

3.1.4. COMMUNICATIONS

During the de/anti-icing proceedings the pilot-in-command shall maintain constant radio contact with ground handling coordinator and with the de/anti-icing team leader on frequency 131.4 MHz as well as with ATC on 118.00 MHz.

The de/anti-icing operation will begin after the pilot has confirmed, that ACFT is ready for spraying. After completed de/anti-icing and transmission of the de/anti-icing code by the de/anti-icing team leader, pilot shall report ready for taxi to ATC.

3.2. PUSH-BACK & TAXI PROCEDURES

Simultaneous push-back from PSN 5A and taxi out from PSN 6 or 12 is prohibited. PSN 8A is provided for winter conditions (ACFT ground de/anti-icing operations).

3.3. NOISE ABATEMENT PROCEDURES

Take-off of all jet ACFT on RWY 31 shall be made in accordance to noise abatement procedures for specific type of ACFT. Compliance with the procedure above shall not be required in adverse weather conditions or for safety reasons.

LJU/LJU **JEPPesen** LJUBLJANA, SLOVENIA
LJUBLJANA 1 JUL 05 (10-1P) Eff 7 Jul AIRPORT BRIEFING

1. GENERAL

1.1. LOW VISIBILITY PROCEDURES

CRITERIA FOR THE INITIATION AND TERMINATION OF LOW VISIBILITY PROCEDURES:

1. Low visibility procedures apply when RVR is below 550m and ceiling is 200' or below. Pilots will be informed by Radiotelephony on first contact with the following standard message: "LOW VISIBILITY PROCEDURES IN OPERATION".
2. Low visibility procedures will be terminated when RVR is greater than 800m and ceiling is above 300' and a continuing improvement of these conditions is expected. Pilots will be informed by Radiotelephony with the phraseology: "LOW VISIBILITY PROCEDURES CANCELLED AT TIME ...".

RADAR VECTORING:

Arriving ACFT will be vectored to ensure the interception of the ILS at the FAF (KAM NDB).

PILOTS PROCEDURES:

1. Whenever CAT II/III approaches are carried out the pilots shall preferably vacate the RWY via TWY G.
2. Pilots shall report when landed and additionally RWY vacated when passing the end of the colour coded yellow-green TWY centerline lights.
3. ACFT shall use TWYs A and K when departing RWY 13 is in use.
4. Intersection take-offs are not permitted.

GROUND MOVEMENT RESTRICTIONS:

ACFT movements on the apron must only be carried out according to the directions of the marshaller.

1.2. TAXI PROCEDURES

Pilots are requested to follow marshaller/ follow me instructions.

1. Taxiing of DC10-30 to and from stand 5A restricted to TWY N only.
2. Apron TWY E1, E3 & E4 restricted to ACFT with wingspan up to 118'/36m, TWY E2 up to 113'/34.4m and TWY E5 up to 40'/12.2m. In case of parked ACFT on stand G1 thru G12, TWY E4 restricted to ACFT with wing span up to 40'/12.2m.
3. In case of using stand 8, 12 or 13 for mixed ACFT size classes (CAT A, B or C) parking, adequate taxiing guidance is provided.
4. TWY T chapter C ACFT: MAX wheel base less than 59'/18m; MAX main gear wheel span 30'/9m; MAX wing span 96'/29.2m (AN-26).
5. TWR R1 and TWY R2 chapter B ACFT, MAX wingspan 79'/24m.

TWY A between TWY G and TWYT F shall not be used in Southeast direction, except for General Aviation.

1.3. PARKING INFORMATION

PSN 1-13, including 8A: self manoeuvring.
PSN 5A: taxi-in/push-back.
PSN G1 - G19 and B1 - B5: self manoeuvring.

GA-1: General Aviation parking space; Self manoeuvring; In case of perpendicular parking MAX ACFT length 72'/22m.
GA-2, GA-3, GA-4: General Aviation parking space; Push-in/taxi-out;
In case of perpendicular parking MAX ACFT length 39'/12m.
GA-5: General Aviation chapter A ACFT parking space.

For stand graphic refer to 10-9 charts.

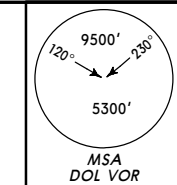
1.4. OTHER INFORMATION

Birds. ABN.
RWY with antiskid layer.

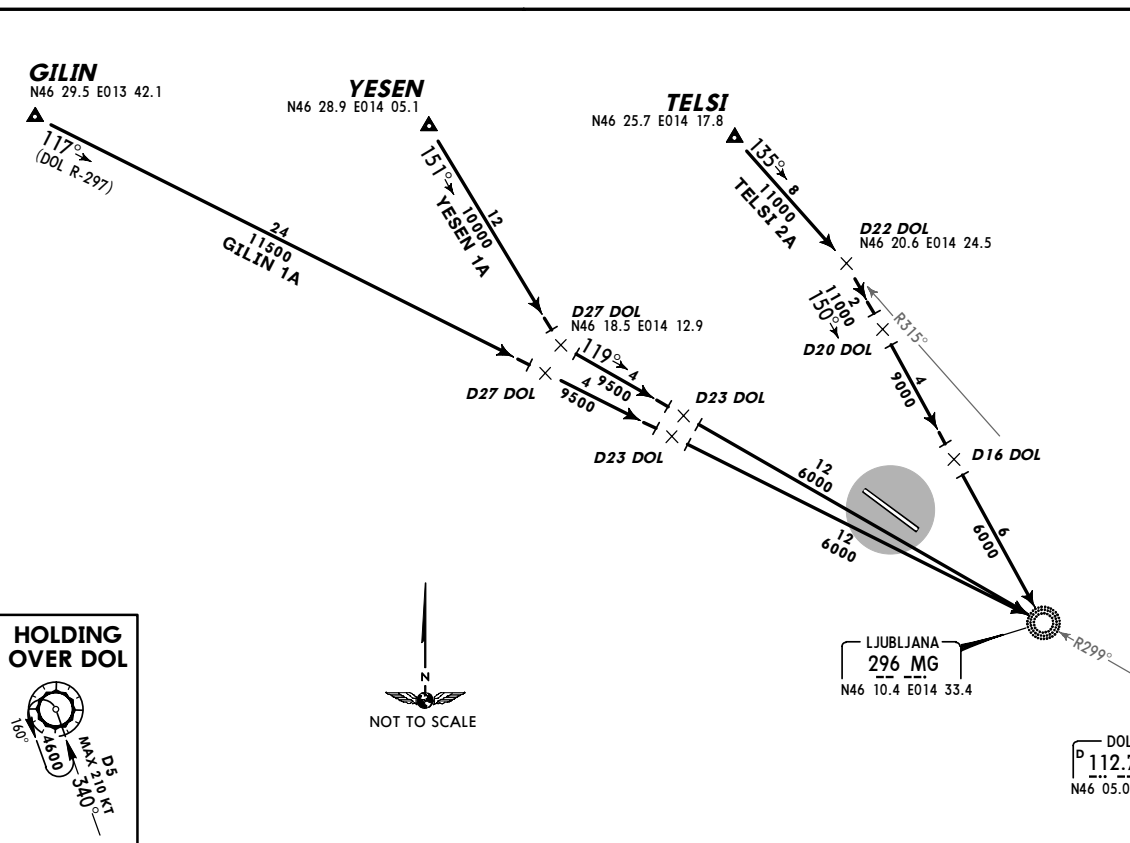
LJLJ/LJU
 LJUBLJANA

JEPPESSEN LJUBLJANA, SLOVENIA
 STAR
 23 SEP 05 (10-2) EFF 29 Sep

Ap't Elev 1273' Alt Set: hpa Trans level: BY ATC Trans alt: 10500'



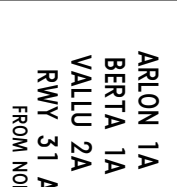
GILIN 1A [GILIIA]
 TELS1 2A [TELS2A]
 YESEN 1A [YESE1A]
 RWY 31 ARRIVALS
 FROM NORTHWEST



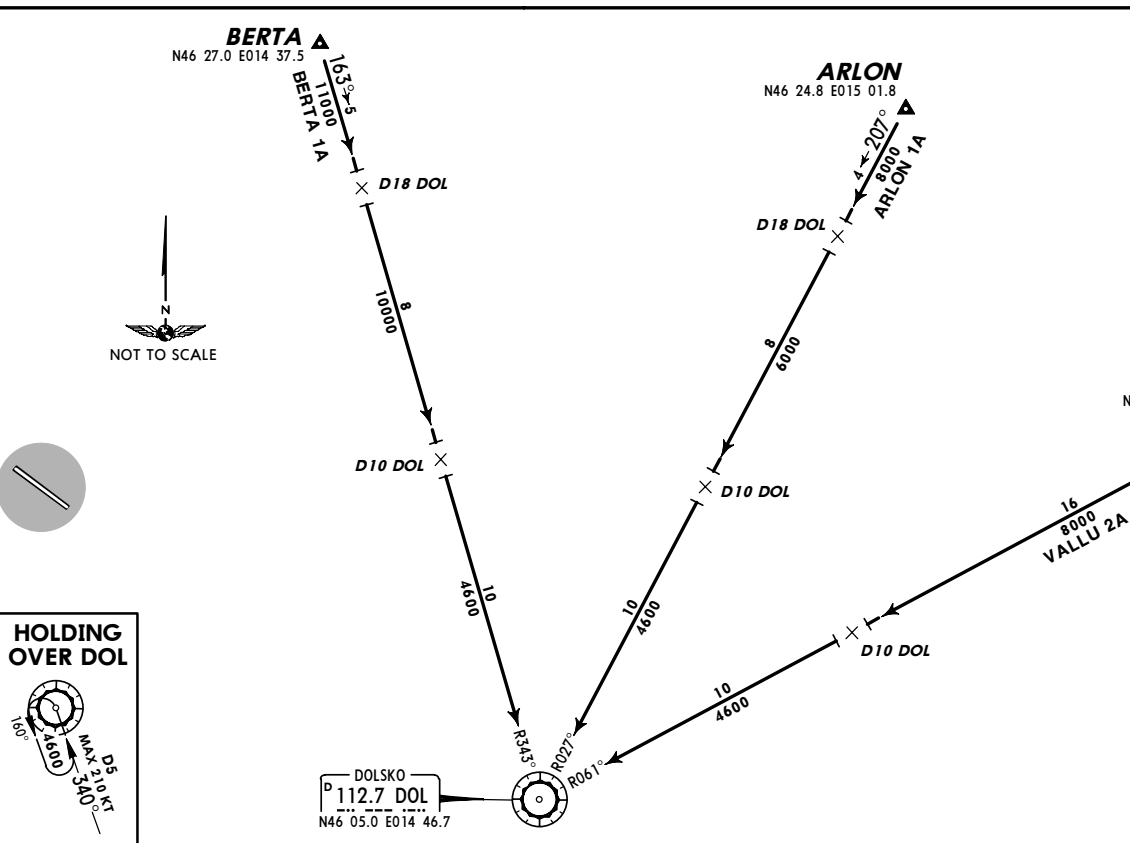
LJLJ/LJU
 LJUBLJANA

JEPPESSEN LJUBLJANA, SLOVENIA
 STAR
 23 SEP 05 (10-2A) EFF 29 Sep

Ap't Elev 1273' Alt Set: hpa Trans level: BY ATC Trans alt: 10500'



ARLON 1A [ARLOIA]
 BERTA 1A [BERTIA]
 VALLU 2A [VALU2A]
 RWY 31 ARRIVALS
 FROM NORTHEAST

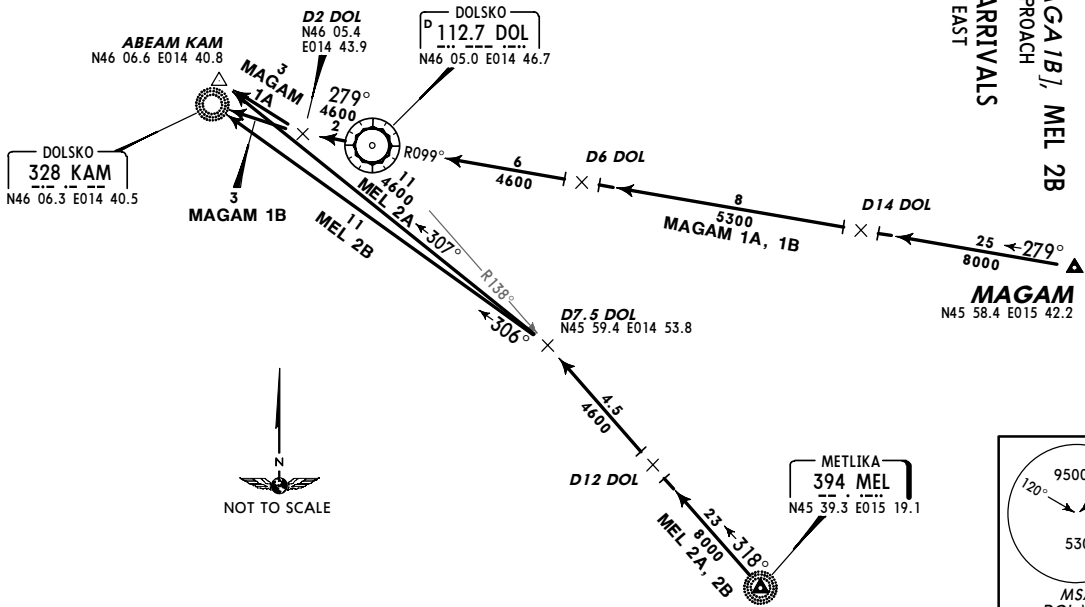


LJLJ/LJU
 LJUBLJANA

JEPPESSEN Ljubljana, SLOVENIA
 23 SEP 05 (10-2B) EFF 29 Sep STAR

Apt Elev 1273' Alt Set: hPa Trans level: By ATC Trans alt: 10500'

MAGAM 1A [MAGAJA], MEL 2A
 ILS APPROACH
 MAGAM 1B [MAGAIB], MEL 2B
 NDB APPROACH
 RWY 31 ARRIVALS
 FROM EAST

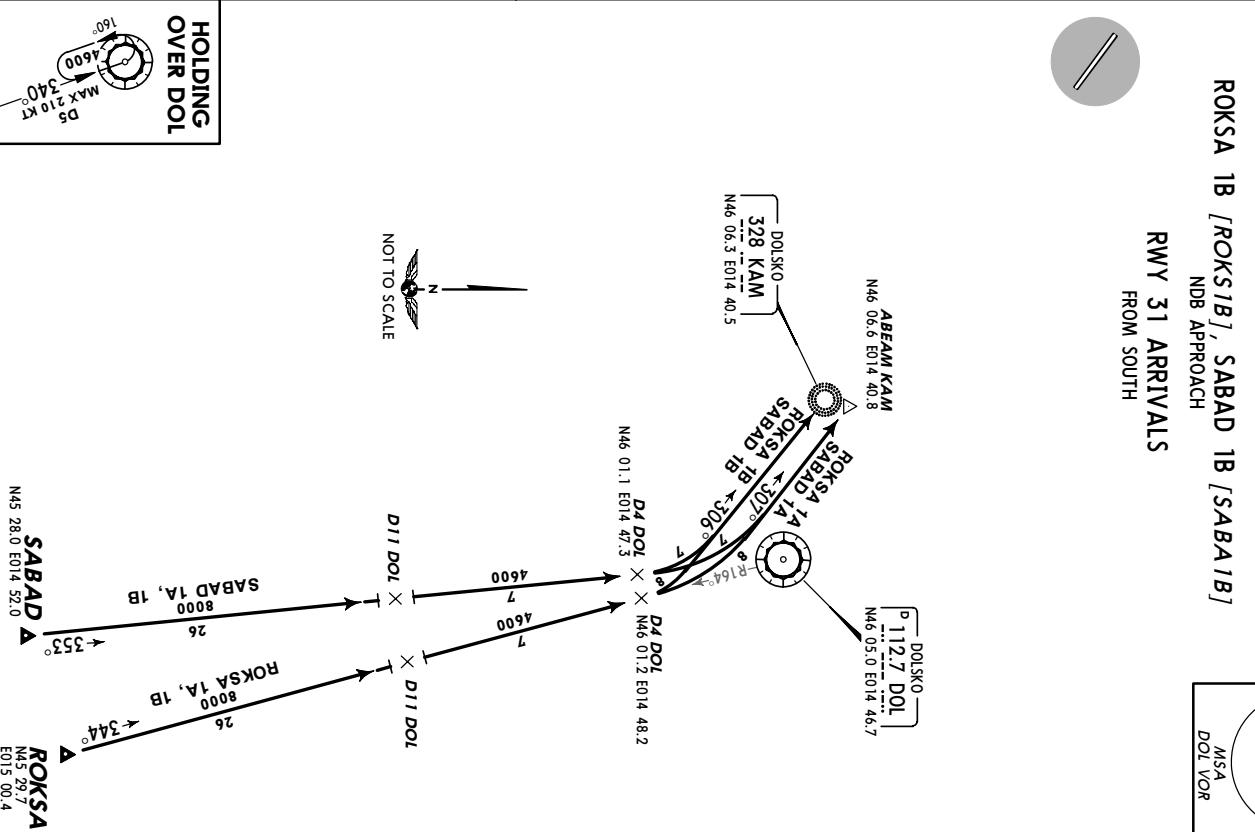


LJLJ/LJU
 LJUBLJANA

JEPPESSEN Ljubljana, SLOVENIA
 23 SEP 05 (10-2C) EFF 29 Sep STAR

Apt Elev 1273' Alt Set: hPa Trans level: By ATC Trans alt: 10500'

ROKSA 1A [ROKSIA], SABAD 1A [SABA1A]
 ILS APPROACH
 ROKSA 1B [ROKSIB], SABAD 1B [SABA1B]
 NDB APPROACH
 RWY 31 ARRIVALS
 FROM SOUTH

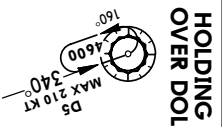
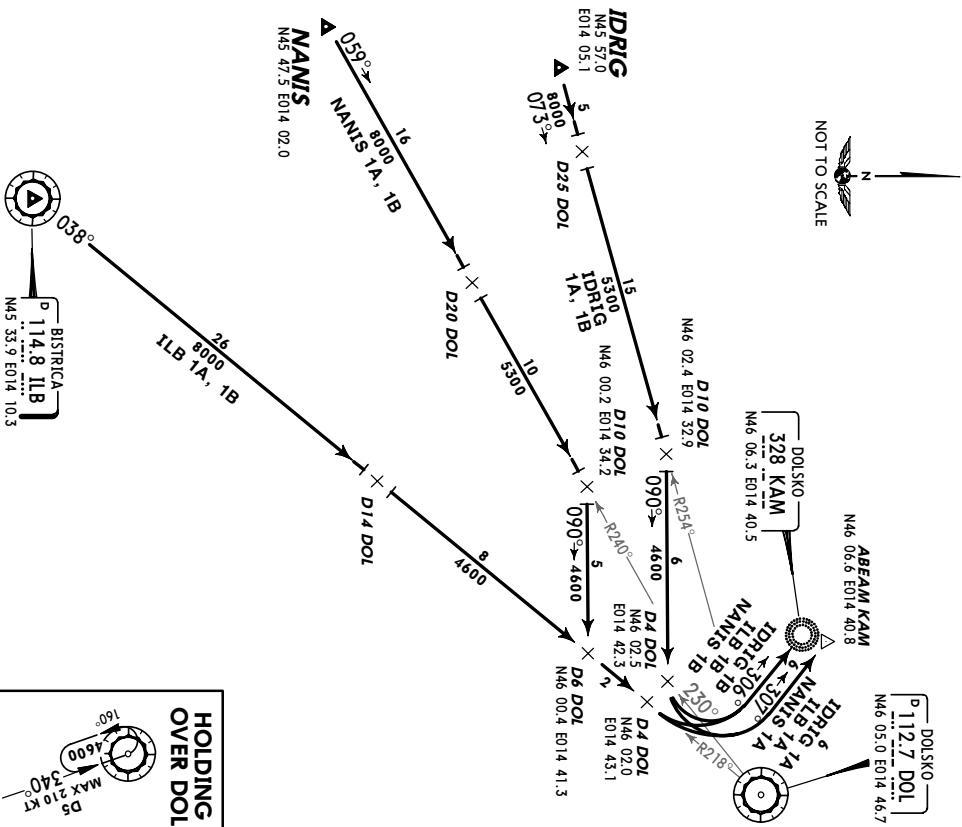
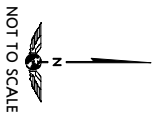
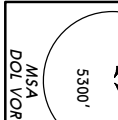


LJU/LJU
LJUBLJANA

JEPPESEN LJUBLJANA, SLOVENIA
 23 SEP 05 (10-2D) EFF 29 Sep **STAR**

Api Elev 1273' Alt Set: nPa Trans level: By ATC Trans alt: 10500'

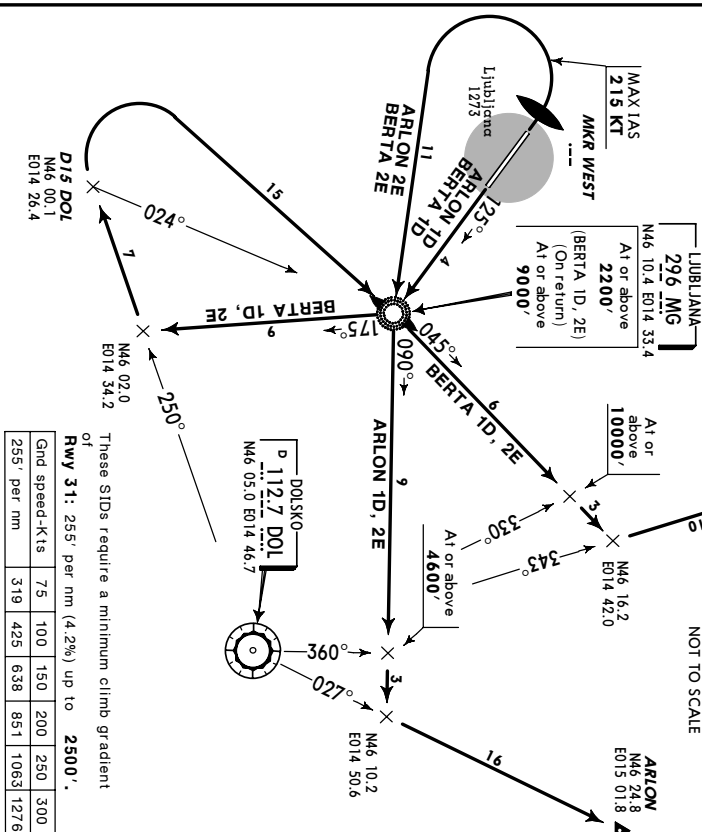
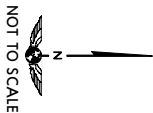
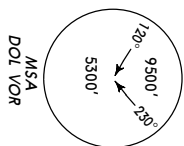
IDRIG 1A [IDR11A], ILB 1A, NANIS 1A [NAN11A]
 ILS APPROACH
IDRIG 1B [IDR11B], ILB 1B, NANIS 1B [NAN11B]
 NDB APPROACH
RWY 31 ARRIVALS
 FROM WEST



JEPPESEN 9 JUN 00 (10-3) EFF 15 Jun **SID**
 LJUBLJANA, SLOVENIA
 LJUBLJANA

TRANS LEVEL: BY ATC
 TRANS ALT: 10500'

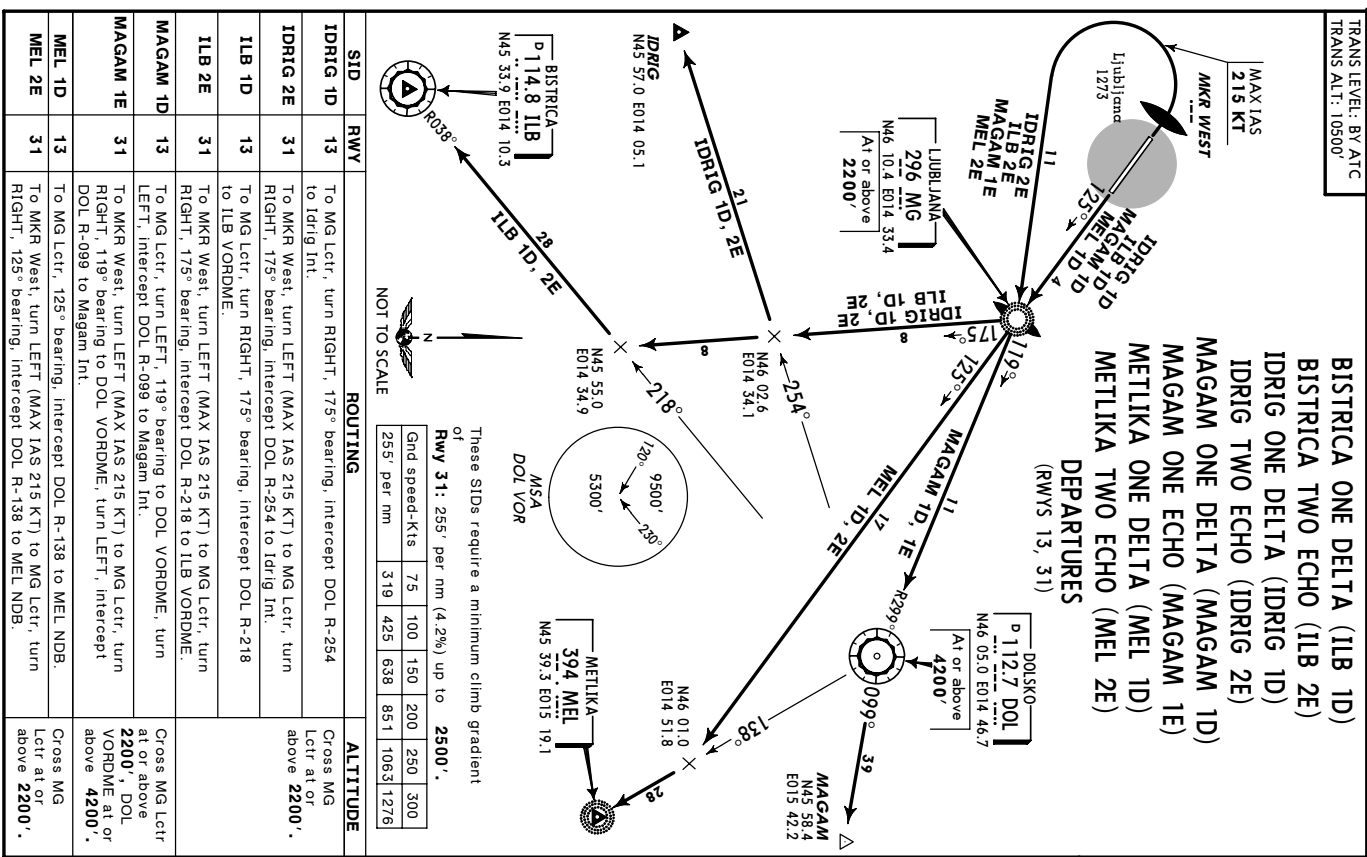
ARLON ONE DELTA (ARLON 1D)
ARLON TWO ECHO (ARLON 2E)
BERTA ONE DELTA (BERTA 1D)
BERTA TWO ECHO (BERTA 2E)
 DEPARTURES
 (RWYS 13, 31)



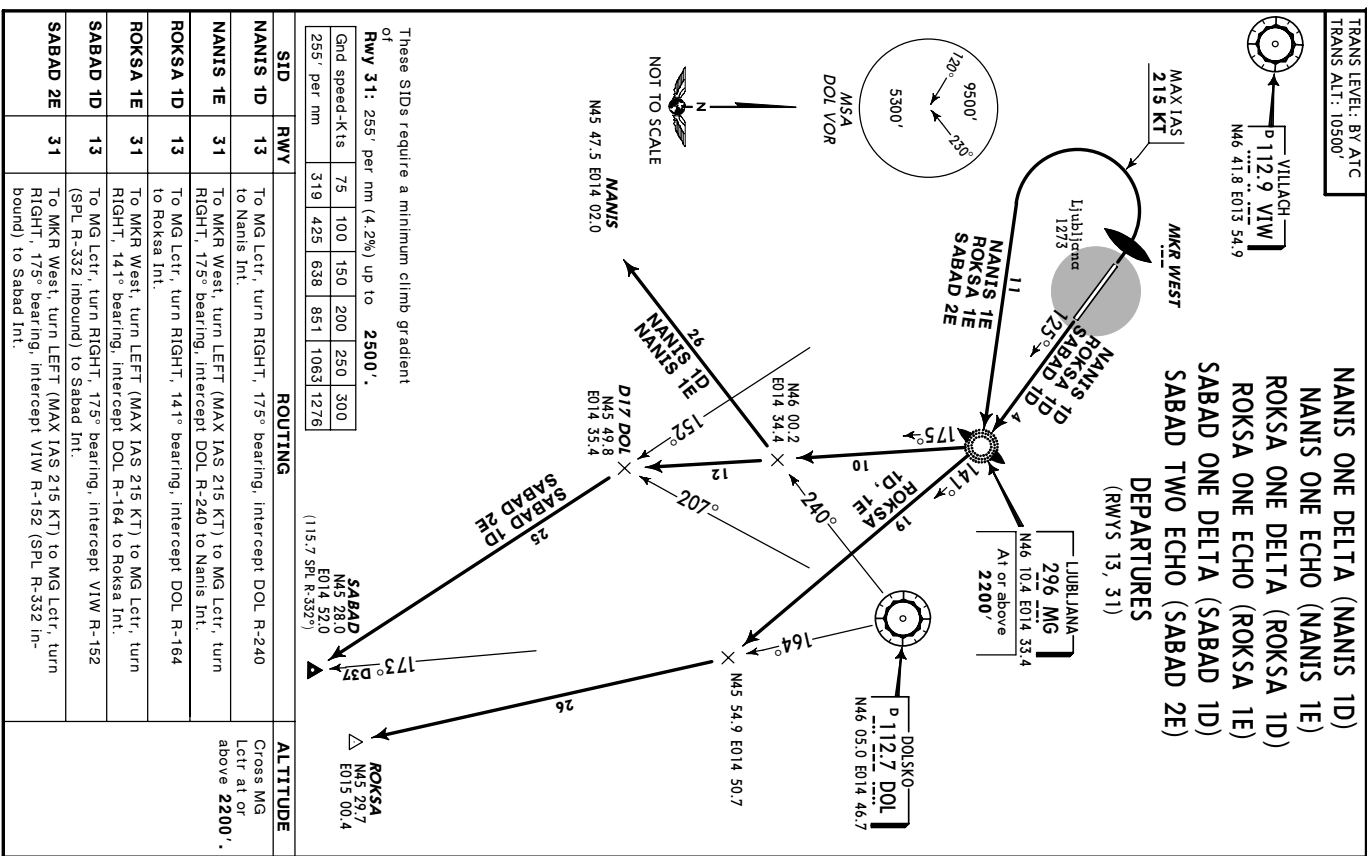
These SIDs require a minimum climb gradient of **2500'**.
Rwy 31: 255' per nm (4.2%) up to 2500',
 or
 255' per nm

Wind speed-Kts	75	100	150	200	250	300
255' per nm	319	425	638	851	1063	1276

SID	RWY	ROUTING	ALTITUDE
ARLON 1D	13	To MG Lctr, turn LEFT, 090° bearing, intercept DOL R-027 to Arlon Int.	Cross MG Lctr at or above 2200', DOL R-360 at or above 4600'.
ARLON 2E	31	To MKR West, turn LEFT (MAX IAS 215 KT) to MG Lctr, turn LEFT, 090° bearing, intercept DOL R-027 to Arlon Int.	Cross MG Lctr at or above 2200', DOL R-360 at or above 4600'.
BERTA 1D	13	To MG Lctr, turn RIGHT, 175° bearing, intercept DOL R-250 to D15 DOL (024° bearing to MG Lctr), turn RIGHT to MG Lctr, 045° bearing, intercept DOL R-343 to Berta Int.	Cross MG Lctr at or above 2200', MG Lctr on return at or above 9000', DOL R-330 at or above 10000'.
BERTA 2E	31	To MKR West, turn LEFT (MAX IAS 215 KT) to MG Lctr, turn RIGHT, 175° bearing, intercept DOL R-250 to D15 DOL (024° bearing to MG Lctr), turn RIGHT to MG Lctr, 045° bearing, intercept DOL R-343 to Berta Int.	Cross MG Lctr at or above 2200', MG Lctr on return at or above 9000', DOL R-330 at or above 10000'.

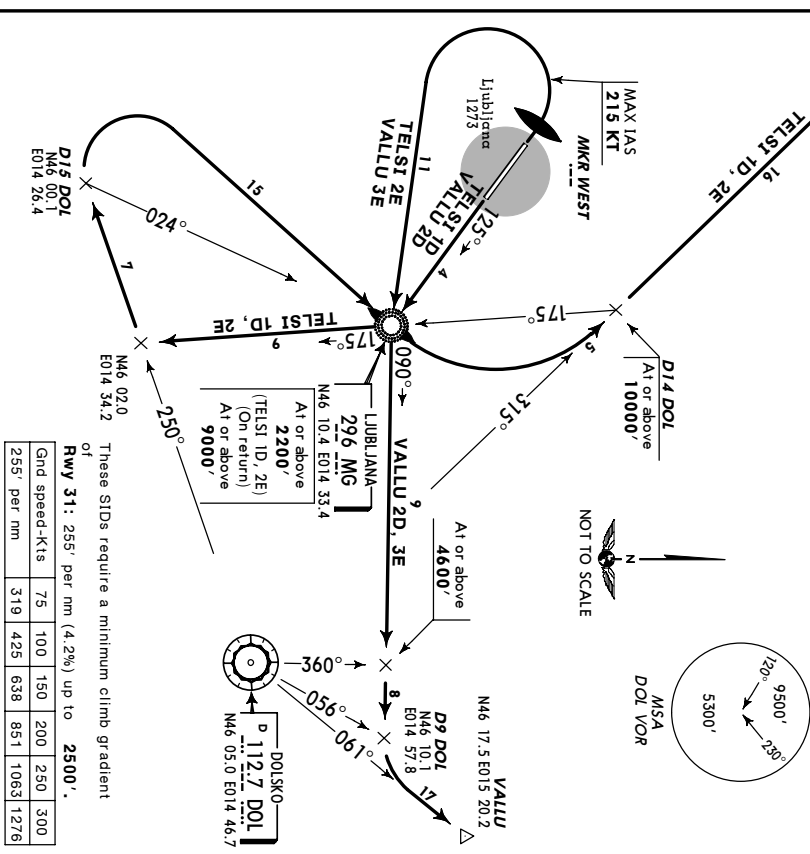


CHANGES: MAGAM SIDs established.
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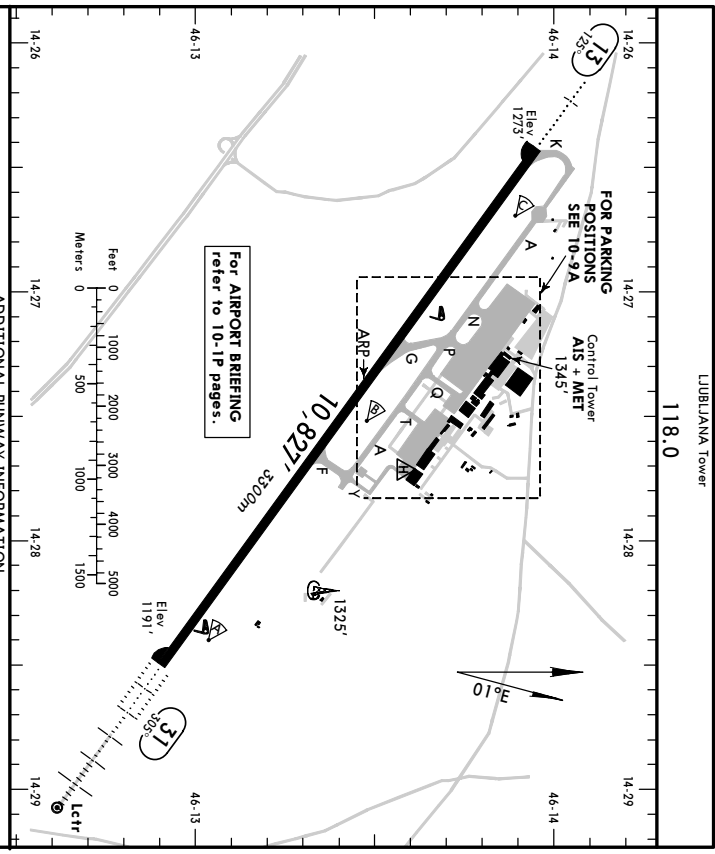
CHANGES: ROKSA SIDs established.
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TRANS LEVEL: BY ATC
 TRANS ALT: 10500'
TELSI ONE DELTA (TELSI 1D)
TELSI TWO ECHO (TELSI 2E)
VALLU TWO DELTA (VALLU 2D)
VALLU THREE ECHO (VALLU 3E)
DEPARTURES
 (RWYS 13, 31)



SID	RWY	ROUTING	ALTITUDE
TELSI 1D	13	To MG Lctr, turn RIGHT, 175° bearing, intercept DOL R-250 to D15 DOL (024° bearing to MG Lctr), turn RIGHT to MG Lctr, intercept DOL R-315 to Telsi Int.	Cross MG Lctr at or above 2200', MG Lctr on return at or above 9000', D14 DOL (175° bearing to MG Lctr) at or above 10000'.
TELSI 2E	31	To MKR West, turn LEFT (MAX IAS 215 KT) to MG Lctr, turn RIGHT, 175° bearing to MG Lctr, intercept DOL R-250 to 15 DOL (024° bearing to MG Lctr), turn RIGHT to MG Lctr, turn LEFT, intercept DOL R-315 to Telsi Int.	Cross MG Lctr at or above 2200', DOL R-350 at or above 4600'.
VALLU 2D	13	To MG Lctr, turn LEFT, 090° bearing, at DOL R-056/D9 turn LEFT, intercept DOL R-061 to Vallu Int.	Cross MG Lctr at or above 2200', DOL R-350 at or above 4600'.
VALLU 3E	31	To MKR West, turn LEFT (MAX IAS 215 KT) to MG Lctr, turn LEFT, 090° bearing, at DOL R-056/D9 turn LEFT, intercept DOL R-061 to Vallu Int.	Cross MG Lctr at or above 2200', DOL R-350 at or above 4600'.

CHANGES: See other side.



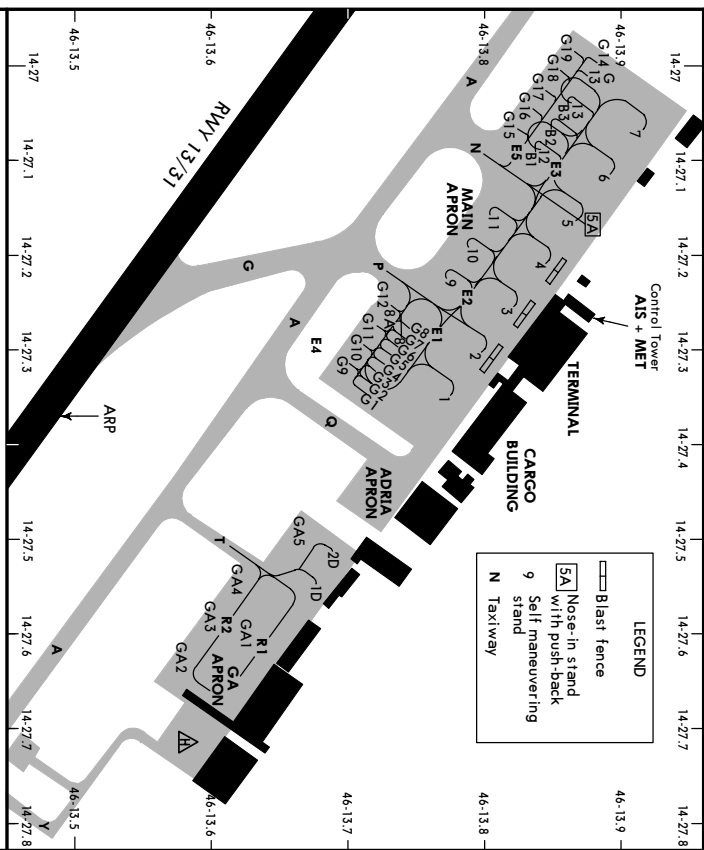
RWY	HIRL (60m) CL (15m) HIALS	PAR-I.L (3.0°)	THRESHOLD	GLIDE SLOPE	TAKE-OFF WIDTH
13	HIRL (60m) CL (15m) HIALS	PAR-I.L (3.0°)			148'
31	HIRL (60m) CL (15m) HIALS-II	TDZ PAR-I.L (3.0°) HST-G RVR		9777' 2980m	45m

JAR-QPS	TAKE-OFF 1	TAKE-OFF 2
A	Approved Operators HIRL, CL & mult. RVR req	Approved Operators HIRL, CL & mult. RVR req
B	Approved Operators HIRL, CL & mult. RVR req	Approved Operators HIRL, CL & mult. RVR req
C	Approved Operators HIRL, CL & mult. RVR req	Approved Operators HIRL, CL & mult. RVR req
D	Approved Operators HIRL, CL & mult. RVR req	Approved Operators HIRL, CL & mult. RVR req

CHANGES: Comm. Apron. Notes transferred to 10-1P page.

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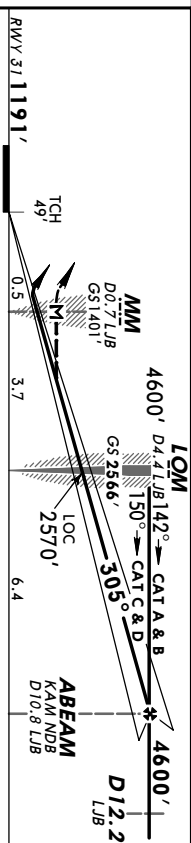
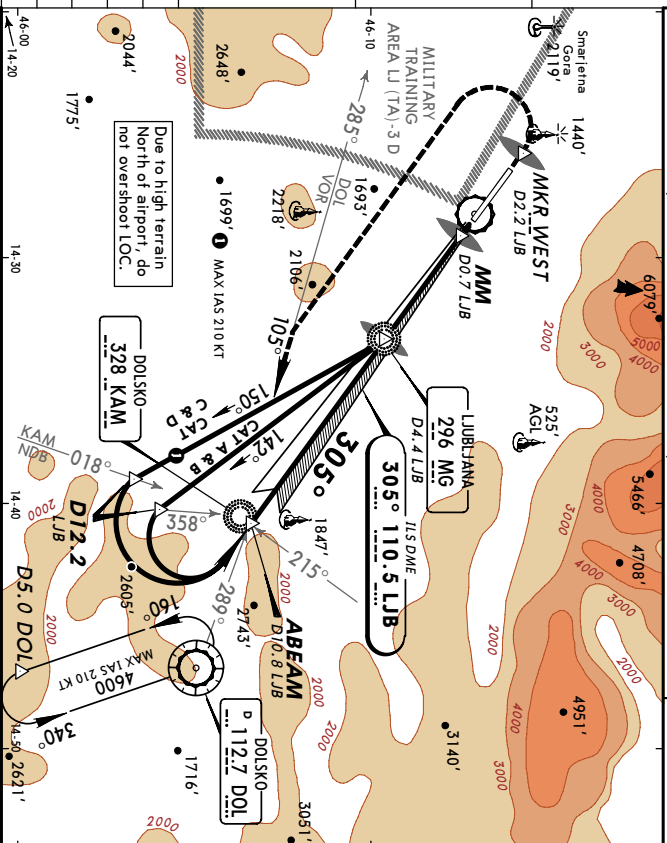
LJU/LJU
JEPPesen LJUBLJANA, SLOVENIA
 1 JUL 05 (10-9A) Eff 7 Jul LJUBLJANA



STAND No.	COORDINATES	STAND No.	COORDINATES
1	N46 13.8 E014 27.4	1D	N46 13.7 E014 27.6
2, 3	N46 13.8 E014 27.3	2D	N46 13.7 E014 27.5
4	N46 13.8 E014 27.2	GAI thru GA3	N46 13.6 E014 27.5
5, 5A	N46 13.9 E014 27.2	GA4	N46 13.6 E014 27.6
6, 7	N46 13.9 E014 27.1	GA5	N46 13.7 E014 27.5
8, 8A	N46 13.7 E014 27.3		
9 thru 11	N46 13.8 E014 27.2		
12	N46 13.8 E014 27.1		
13	N46 13.9 E014 27.0		
B1, B2	N46 13.8 E014 27.1		
B3	N46 13.9 E014 27.0		
G1 thru G12	N46 13.7 E014 27.3		
G13, G14	N46 13.9 E014 27.0		
G15	N46 13.8 E014 27.1		
G16, G17	N46 13.8 E014 27.0		
G18, G19	N46 13.9 E014 27.0		

LJU/LJU
JEPPesen LJUBLJANA, SLOVENIA
 12 AUG 05 (1-1) LJUBLJANA Tower ILS Rwy 31

LOC	Final/ Apch Cr's	GS LOM	ILS DA(H)	Apr Elev
LJB	305°	2566' (1375')	1391' (200')	1273'
MISSED Apch: Climb STRAIGHT AHEAD to MKR WEST/D2.2 LJB, then turn LEFT to intercept and follow R-285 inbound VOR climbing to 4500' and hold. Climb to 2500' prior to level acceleration.				
Alt Set: hPa Rwy Elev: 43 hPa Trans level: Br ATC Trans alt: 10500'				MSA DOL VOR



Grnd speed Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad	377	485	539	647	755	862
MAP at MM/DO.7 LJB	JAR-OPS STRAIGHT-IN LANDING Rwy 31					

LJLJ/LJU
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LJLJ/LJU
LJUBLJANA

LJUBLJANA, SLOVENIA
CAT II ILS Rwy 31

LJUBLJANA, SLOVENIA
NDB Lctr Rwy 31

12 AUG 05 (11-1A)

LJUBLJANA Tower 118.0

LJUBLJANA Approach (R) 135.27 136.0

LOC	Final	GS	CAT II ILS	Appt Elev
LJB	Apch Crs	LOM	RA 104	1273'
110.5	305°	2566' (1375')	DA(H) 1291 (100')	RWY 1191'

MISSED APCH: Climb STRAIGHT AHEAD to MKR WEST/D2.2 LJB, then turn LEFT to intercept and follow R-285 inbound VOR climbing to 4600' and hold. Climb to 2500' prior to level acceleration.

All Set: hPa Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 10500'

Special Aircrew & Aircraft Certification Required.

12 AUG 05 (16-1)

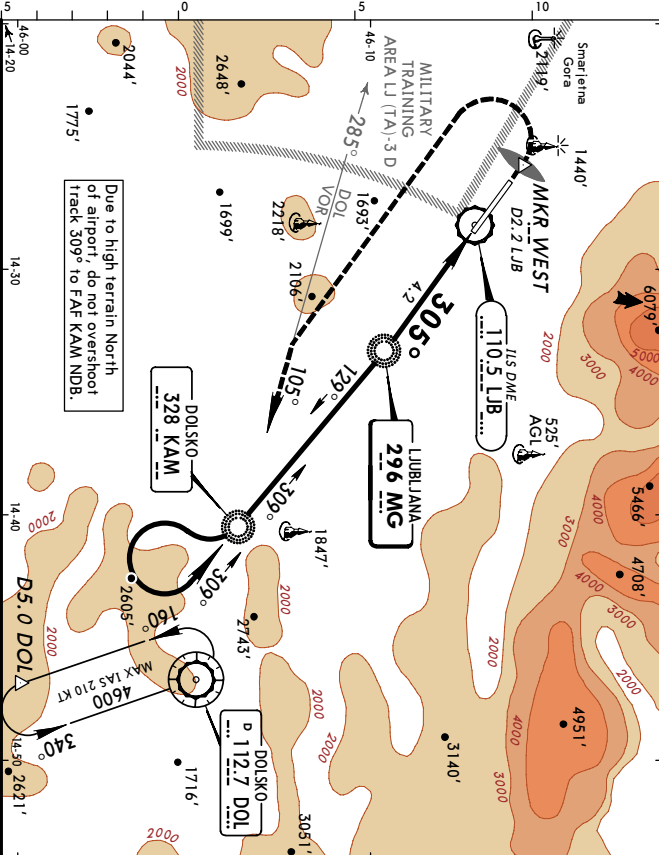
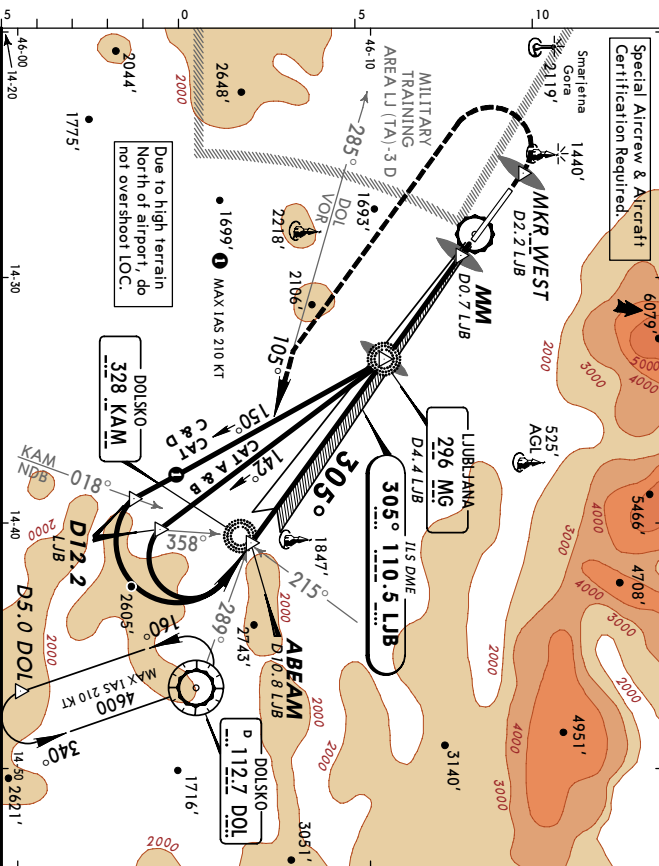
LJUBLJANA Tower 118.0

LJUBLJANA Approach (R) 135.27 136.0

Lctr	Final	Minimum Alt	MDA(H)	Appt Elev
MG	Apch Crs	KAM NDB	1790' (599')	1273'
296	305°	4600' (3409')	1790' (599')	RWY 1191'

MISSED APCH: Climb STRAIGHT AHEAD to MKR WEST/D2.2 LJB, then turn LEFT to intercept and follow R-285 inbound VOR climbing to 4600' and hold. Climb to 2500' prior to level acceleration.

All Set: hPa Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 10500'



PANS OPS

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Communications.

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JAR-OPS	STRAIGHT-IN LANDING RWY 31									
	CAT II ILS									
	RA 104'									
	DA(H) 1291' (100')									
	RVR 300m									

Grnd speed-Kts	70	90	100	120	140	160
GS	377	485	539	647	755	852

HIAS-II PAPI PAPI MKR WEST D2.2 LJB

PANS OPS

Alternative Minimums with MAX IAS 160 KT: MDA(H) 2040 (767').

CHANGES: Communications.

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JAR-OPS	CIRCLE-TO-LAND									
	MDA(H) 1790' (599')									
	ALS out									
A	RVR 1000m									
B	RVR 1200m									
C	RVR 1500m									
D	RVR 2000m									

Grnd speed-Kts	70	90	100	120	140	160
GS	377	485	539	647	755	852

HIAS-II PAPI PAPI MKR WEST D2.2 LJB