

REPUBLIKA SLOVENIJA

KONTROLA ZRAČNEGA PROMETA
SLOVENIJE, D.O.O.
SEKTOR LETALSKIH INFORMACIJ
Kotnikova 19a, 1000 Ljubljana



SLOVENIA CONTROL, LTD.

AERONAUTICAL INFORMATION SERVICE
Kotnikova 19a, SI-1000 Ljubljana

REPUBLIC OF SLOVENIA

Phone: + 386 1 4734 761/771
Fax: + 386 1 4734 751
e-mail: aip@sloveniacontrol.si
URL: www.sloveniacontrol.si

AIP AMDT 010/08

AIRAC 21 MAR

- Content:**
- incorporation of NOTAMs
 - ATS Routes A/UA21 renamed to P/UP63
 - editorial changes
 - INS checkpoints at LJLJ

EFFECTIVE DATE 08 MAY 2008

- 1 **INSERT** the attached replacement pages at effective date:

| GEN | ENR | AD |
|-------------|---------------|---------------|
| GEN 0.2-1 | ENR 0.6 | ENR 3.3-47/48 |
| GEN 0.4-1/2 | ENR 1.11-1 | ENR 3.3-49/50 |
| GEN 3.3-1/2 | ENR 3.1-1 | ENR 3.3-51 |
| | ENR 3.2-1 | ENR 3.3-53/54 |
| | ENR 3.3-1/2 | ENR 3.3-55 |
| | ENR 3.3-3/4 | ENR 4.4-1/2 |
| | ENR 3.3-17/18 | ENR 6.1-1 |
| | ENR 3.3-29/30 | ENR 6.2-1 |
| | ENR 3.3-37/38 | ENR 6.3-1 |

- 2 **DESTROY** the following pages:

none

- 3 **RECORD** entry of amendment on page GEN 0.2-1

- 4 **THIS** amendment incorporates information contained in the following NOTAM, which are hereby cancelled:

A0668/07, A0125/08, A0126/08, A0194/08, A0225/08, A0226/08

GEN 0.2 RECORD OF AIP AMENDMENTS

| AIRAC AIP AMENDMENT | | | |
|----------------------------|-------------------------|-----------------------|--------------------|
| NR/Year | Publication date | Effective date | Inserted by |
| 001/2005 | 12 MAY 2005 | 07 JUL 2005 | |
| 002/2005 | 12 AUG 2005 | 29 SEP 2005 | |
| 003/2005 | 23 DEC 2005 | 16 FEB 2006 | |
| 004/2006 | 27 MAR 2006 | 11 MAY 2006 | |
| 005/2007 | 26 FEB 2007 | 12 APR 2007 | |
| 006/2007 | 10 AUG 2007 | 27 SEP 2007 | |
| 007/2007 | 29 OCT 2007 | 20 DEC 2007 | |
| 008/2008 | 30 JAN 2008 | 13 MAR 2008 | |
| 009/2008 | 25 FEB 2008 | 10 APR 2008 | |
| 010/2008 | 21 MAR 2008 | 08 MAY 2008 | |
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| AIP AMENDMENT | | | |
|----------------------|-------------------------|----------------------|--------------------|
| NR/Year | Publication date | Date inserted | Inserted by |
| 001/2005 | 03 OCT 2005 | 03 OCT 2005 | |
| 002/2005 | 12 OCT 2005 | 12 OCT 2005 | |
| 003/2005 | 08 DEC 2005 | 08 DEC 2005 | |
| 004/2006 | 02 JUN 2006 | 02 JUN 2006 | |
| 005/2006 | 01 SEP 2006 | 01 SEP 2006 | |
| 006/2006 | 01 DEC 2006 | 01 DEC 2006 | |
| 007/2007 | 10 JAN 2007 | 10 JAN 2007 | |
| 008/2007 | 26 APR 2007 | 26 APR 2007 | |
| 009/2007 | 01 JUN 2007 | 01 JUN 2007 | |
| 010/2007 | 06 JUL 2007 | 06 JUL 2007 | |
| 011/2008 | 30 JAN 2008 | 30 JAN 2008 | |
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GEN 0.4 CHECKLIST OF AIP PAGES

| Part 1 General (GEN) | | GEN 3.5-4 | 16 FEB 2006 | ENR 2.1-7 | 10 APR 2008 |
|-----------------------------|-------------|------------------------------|-------------|--------------|-------------|
| GEN 0 | | GEN 3.5-5 | 07 JUL 2005 | ENR 2.1-8 | 10 APR 2008 |
| | | GEN 3.5-6 | 07 JUL 2005 | ENR 2.1-9 | 27 SEP 2007 |
| | | GEN 3.6-1 | 07 JUL 2005 | ENR 2.1-10 | 27 SEP 2007 |
| | | | | ENR 2.1-11 | 10 APR 2008 |
| GEN 0.1-1 | 01 SEP 2006 | GEN 4 | | ENR 2.1-12 | 10 APR 2008 |
| GEN 0.1-2 | 29 SEP 2005 | GEN 4.1-1 | 07 JUL 2005 | ENR 2.1-13 | 10 APR 2008 |
| GEN 0.1-3 | 06 JUL 2007 | GEN 4.1-2 | 10 JAN 2007 | ENR 2.1-14 | 10 APR 2008 |
| GEN 0.2-1 | 08 MAY 2008 | GEN 4.1-3 | 10 JAN 2007 | ENR 2.2-1 | 07 JUL 2005 |
| GEN 0.3-1 | 13 MAR 2008 | GEN 4.1-4 | 10 JAN 2007 | ENR 3 | |
| GEN 0.4-1 | 08 MAY 2008 | GEN 4.1-5 | 10 JAN 2007 | ENR 3.3-1 | 08 MAY 2008 |
| GEN 0.4-2 | 08 MAY 2008 | GEN 4.1-6 | 11 MAY 2006 | ENR 3.3-2 | 10 APR 2008 |
| GEN 0.5-1 | 07 JUL 2005 | GEN 4.1-7 | 11 MAY 2006 | ENR 3.3-3 | 08 MAY 2008 |
| GEN 0.6-1 | 07 JUL 2005 | GEN 4.1-8 | 11 MAY 2006 | ENR 3.3-4 | 10 APR 2008 |
| | | GEN 4.1-9 | 11 MAY 2006 | ENR 3.3-5 | 10 APR 2008 |
| GEN 1.1-1 | 26 APR 2007 | GEN 4.1-10 | 11 MAY 2006 | ENR 3.3-6 | 10 APR 2008 |
| GEN 1.1-2 | 01 DEC 2006 | GEN 4.2-1 | 10 JAN 2007 | ENR 3.3-7 | 10 APR 2008 |
| GEN 1.2-1 | 27 SEP 2007 | GEN 4.2-2 | 10 APR 2008 | ENR 3.3-8 | 10 APR 2008 |
| GEN 1.2-2 | 27 SEP 2007 | GEN 4.2-3 | 10 APR 2008 | ENR 3.3-9 | 10 APR 2008 |
| GEN 1.2-3 | 27 SEP 2007 | Part 2 En-route (ENR) | | ENR 3.3-10 | 10 APR 2008 |
| GEN 1.3-1 | 27 SEP 2007 | ENR 0 | | ENR 3.3-11 | 10 APR 2008 |
| GEN 1.3-2 | 27 SEP 2007 | ENR 0.6-1 | 08 MAY 2008 | ENR 3.3-12 | 10 APR 2008 |
| GEN 1.3-3 | 20 DEC 2007 | ENR 1 | | ENR 3.3-13 | 10 APR 2008 |
| GEN 1.3-4 | 20 DEC 2007 | | | ENR 3.3-14 | 10 APR 2008 |
| GEN 1.4-1 | 07 JUL 2005 | ENR 1.1-1 | 07 JUL 2005 | ENR 3.3-15 | 10 APR 2008 |
| GEN 1.4-2 | 07 JUL 2005 | ENR 1.2-1 | 07 JUL 2005 | ENR 3.3-17 | 10 APR 2008 |
| GEN 1.5-1 | 30 JAN 2008 | ENR 1.3-1 | 01 DEC 2006 | ENR 3.3-18 | 08 MAY 2008 |
| GEN 1.5-2 | 30 JAN 2008 | ENR 1.3-2 | 01 DEC 2006 | ENR 3.3-19 | 10 APR 2008 |
| GEN 1.5-3 | 01 SEP 2006 | ENR 1.4-1 | 07 JUL 2005 | ENR 3.3-20 | 10 APR 2008 |
| GEN 1.6-1 | 01 DEC 2006 | ENR 1.4-2 | 07 JUL 2005 | ENR 3.3-21 | 10 APR 2008 |
| GEN 1.7-1 | 07 JUL 2005 | ENR 1.4-3 | 10 APR 2008 | ENR 3.3-22 | 10 APR 2008 |
| | | ENR 1.4-4 | 10 APR 2008 | ENR 3.3-23 | 10 APR 2008 |
| GEN 2.1-1 | 07 JUL 2005 | ENR 1.4-5 | 10 APR 2008 | ENR 3.3-24 | 10 APR 2008 |
| GEN 2.1-2 | 07 JUL 2005 | ENR 1.4-6 | 07 JUL 2005 | ENR 3.3-25 | 10 APR 2008 |
| GEN 2.2-1 | 07 JUL 2005 | ENR 1.4-7 | 10 APR 2008 | ENR 3.3-26 | 10 APR 2008 |
| GEN 2.2-2 | 07 JUL 2005 | ENR 1.4-8 | 07 JUL 2005 | ENR 3.3-27 | 10 APR 2008 |
| GEN 2.2-3 | 07 JUL 2005 | ENR 1.5-1 | 07 JUL 2005 | ENR 3.3-29 | 08 MAY 2008 |
| GEN 2.2-4 | 01 DEC 2006 | ENR 1.6-1 | 10 APR 2008 | ENR 3.3-30 | 10 APR 2008 |
| GEN 2.2-5 | 07 JUL 2005 | ENR 1.6-2 | 16 FEB 2006 | ENR 3.3-31 | 10 APR 2008 |
| GEN 2.2-6 | 07 JUL 2005 | ENR 1.6-3 | 16 FEB 2006 | ENR 3.3-32 | 10 APR 2008 |
| GEN 2.2-7 | 07 JUL 2005 | ENR 1.6-4 | 16 FEB 2006 | ENR 3.3-33 | 10 APR 2008 |
| GEN 2.3-1 | 07 JUL 2005 | ENR 1.7-1 | 07 JUL 2005 | ENR 3.3-34 | 10 APR 2008 |
| GEN 2.3-2 | 07 JUL 2005 | ENR 1.7-2 | 07 JUL 2005 | ENR 3.3-35 | 10 APR 2008 |
| GEN 2.3-3 | 07 JUL 2005 | ENR 1.8-1 | 12 APR 2007 | ENR 3.3-36 | 10 APR 2008 |
| GEN 2.3-4 | 07 JUL 2005 | ENR 1.8-2 | 07 JUL 2005 | ENR 3.3-37 | 10 APR 2008 |
| GEN 2.4-1 | 27 SEP 2007 | ENR 1.8-3 | 12 OCT 2005 | ENR 3.3-38 | 08 MAY 2008 |
| GEN 2.5-1 | 10 APR 2008 | ENR 1.8-4 | 07 JUL 2005 | ENR 3.3-39 | 10 APR 2008 |
| GEN 2.6-1 | 07 JUL 2005 | ENR 1.9-1 | 07 JUL 2005 | ENR 3.3-41 | 10 APR 2008 |
| GEN 2.6-2 | 07 JUL 2005 | ENR 1.9-2 | 07 JUL 2005 | ENR 3.3-42 | 10 APR 2008 |
| GEN 2.6-3 | 07 JUL 2005 | ENR 1.9-3 | 01 SEP 2006 | ENR 3.3-43 | 10 APR 2008 |
| GEN 2.6-4 | 07 JUL 2005 | ENR 1.9-4 | 07 JUL 2005 | ENR 3.3-44 | 10 APR 2008 |
| GEN 2.6-5 | 07 JUL 2005 | ENR 1.9-5 | 07 JUL 2005 | ENR 3.3-45 | 10 APR 2008 |
| GEN 2.6-6 | 07 JUL 2005 | ENR 1.10-1 | 07 JUL 2005 | ENR 3.3-46 | 10 APR 2008 |
| GEN 2.7-1 | 06 JUL 2007 | ENR 1.10-2 | 07 JUL 2005 | ENR 3.3-47 | 08 MAY 2008 |
| GEN 2.7-2 | 07 JUL 2005 | ENR 1.11-1 | 08 MAY 2008 | ENR 3.3-48 | 08 MAY 2008 |
| GEN 2.7-3 | 07 JUL 2005 | ENR 1.12-1 | 07 JUL 2005 | ENR 3.3-49 | 08 MAY 2008 |
| | | ENR 1.13-1 | 07 JUL 2005 | ENR 3.3-50 | 08 MAY 2008 |
| GEN 3.1-1 | 07 JUL 2005 | ENR 1.14-1 | 01 SEP 2006 | ENR 3.3-51 | 08 MAY 2008 |
| GEN 3.1-2 | 01 SEP 2006 | ENR 1.14-2 | 01 SEP 2006 | ENR 3.3-53 | 08 MAY 2008 |
| GEN 3.1-3 | 01 SEP 2006 | ATIR-1 | 07 JUL 2005 | ENR 3.3-54 | 08 MAY 2008 |
| GEN 3.1-4 | 01 SEP 2006 | ATIR-2 | 07 JUL 2005 | ENR 3.3-55 | 08 MAY 2008 |
| GEN 3.2-1 | 07 JUL 2005 | ATIR-3 | 07 JUL 2005 | ENR 3.4-1 | 07 JUL 2005 |
| GEN 3.2-2 | 07 JUL 2005 | | | ENR 3.5-1 | 07 JUL 2005 |
| GEN 3.3-1 | 08 MAY 2008 | ENR 2 | | ENR 3.5-2 | 07 JUL 2005 |
| GEN 3.3-2 | 07 JUL 2005 | ENR 2.1-1 | 27 SEP 2007 | ENR 3.6-1 | 08 MAY 2008 |
| GEN 3.4-1 | 07 JUL 2005 | ENR 2.1-2 | 27 SEP 2007 | ENR 4 | |
| GEN 3.4-2 | 07 JUL 2005 | ENR 2.1-3 | 27 SEP 2007 | ENR 4.1-1 | 01 DEC 2006 |
| GEN 3.5-1 | 27 SEP 2007 | ENR 2.1-4 | 10 APR 2008 | ENR 4.2-1 | 07 JUL 2005 |
| GEN 3.5-2 | 27 SEP 2007 | ENR 2.1-5 | 10 APR 2008 | ENR 4.3-1 | 26 APR 2007 |
| GEN 3.5-3 | 07 JUL 2005 | ENR 2.1-6 | 27 SEP 2007 | | |

| | | | |
|-------------------------------|-------------|-------------------|-------------|
| ENR 4.4-1 | 08 MAY 2008 | LJLJ AD 2.24.6-1 | 08 MAY 2008 |
| ENR 4.4-2 | 08 MAY 2008 | LJLJ AD 2.24.6-2 | 29 SEP 2005 |
| ENR 4.5-1 | 26 APR 2007 | LJLJ AD 2.24.7-1 | 29 SEP 2005 |
| ENR 5 | | | |
| ENR 5.1-1 | 07 JUL 2005 | LJLJ AD 2.24.7-2 | 12 OCT 2005 |
| ENR 5.2-1 | 07 JUL 2005 | LJLJ AD 2.24.8-1 | 29 SEP 2005 |
| ENR 5.3-1 | 07 JUL 2005 | AD 2.LJMB-1 | 01 DEC 2006 |
| ENR 5.4-1 | 07 JUL 2005 | AD 2.LJMB-2 | 11 MAY 2006 |
| ENR 5.5-1 | 07 JUL 2005 | AD 2.LJMB-3 | 11 MAY 2006 |
| ENR 5.6-1 | 01 SEP 2006 | AD 2.LJMB-4 | 11 MAY 2006 |
| ENR 5.6-2 | 01 SEP 2006 | AD 2.LJMB-5 | 08 MAY 2008 |
| ENR 6 | | | |
| ENR 6-1 | 07 JUL 2005 | AD 2.LJMB-6 | 08 MAY 2008 |
| ENR 6.1-1 | 08 MAY 2008 | AD 2.LJMB-7 | 11 MAY 2006 |
| ENR 6.2-1 | 08 MAY 2008 | LJMB AD 2.24.1-1 | 10 APR 2008 |
| ENR 6.3-1 | 08 MAY 2008 | LJMB AD 2.24.2-1 | 07 JUL 2005 |
| ENR 6.3-2 | 07 JUL 2005 | LJMB AD 2.24.4-1 | 10 APR 2008 |
| ENR 6.4-1 | 07 JUL 2005 | LJMB AD 2.24.5-1 | 07 JUL 2005 |
| ENR 6.4-2 | 07 JUL 2005 | LJMB AD 2.24.5-2 | 29 SEP 2005 |
| ENR 6.5-1 | 07 JUL 2005 | LJMB AD 2.24.5-3 | 10 APR 2008 |
| ENR 6.6-1 | 10 APR 2008 | LJMB AD 2.24.5-4 | 10 APR 2008 |
| Part 3 Aerodromes (AD) | | | |
| AD 0 | | | |
| AD 0.6-1 | | LJMB AD 2.24.6-1 | 10 APR 2008 |
| AD 0.6-2 | 07 JUL 2005 | LJMB AD 2.24.6-2 | 07 JUL 2005 |
| AD 1 | | | |
| AD 1.1-1 | 01 SEP 2006 | LJMB AD 2.24.6-3 | 29 SEP 2005 |
| AD 1.1-2 | 20 DEC 2007 | LJMB AD 2.24.6-4 | 01 JUN 2007 |
| AD 1.1-3 | 20 DEC 2007 | LJMB AD 2.24.6-5 | 20 DEC 2007 |
| AD 1.1-4 | 20 DEC 2007 | LJMB AD 2.24.6-6 | 20 DEC 2007 |
| AD 1.1-5 | 20 DEC 2007 | LJMB AD 2.24.6-7 | 29 SEP 2005 |
| AD 1.2-1 | 07 JUL 2005 | LJMB AD 2.24.6-8 | 07 JUL 2005 |
| AD 1.3-1 | 26 APR 2007 | LJMB AD 2.24.6-9 | 07 JUL 2005 |
| AD 1.4-1 | 26 APR 2007 | LJMB AD 2.24.6-10 | 07 JUL 2005 |
| AD 1.4-2 | 06 JUL 2007 | LJMB AD 2.24.6-11 | 07 JUL 2005 |
| AD 2 | | | |
| AD 2.LJLJ-1 | 07 JUL 2005 | LJPZ AD 2.24.1-1 | 07 JUL 2005 |
| AD 2.LJLJ-2 | 10 JAN 2007 | LJPZ AD 2.24.4-1 | 07 JUL 2005 |
| AD 2.LJLJ-3 | 08 MAY 2008 | LJPZ AD 2.24.5-1 | 07 JUL 2005 |
| AD 2.LJLJ-4 | 20 DEC 2007 | LJPZ AD 2.24.5-2 | 07 JUL 2005 |
| AD 2.LJLJ-5 | 30 JAN 2008 | LJPZ AD 2.24.5-3 | 07 JUL 2005 |
| AD 2.LJLJ-6 | 30 JAN 2008 | LJPZ AD 2.24.5-4 | 29 SEP 2005 |
| AD 2.LJLJ-7 | 30 JAN 2008 | LJPZ AD 2.24.6-1 | 07 JUL 2005 |
| AD 2.LJLJ-8 | 30 JAN 2008 | LJPZ AD 2.24.7-1 | 07 JUL 2005 |
| AD 2.LJLJ-9 | 30 JAN 2008 | LJPZ AD 2.24.7-2 | 10 APR 2008 |
| AD 2.LJLJ-10 | 30 JAN 2008 | LJPZ AD 2.24.7-3 | 11 MAY 2006 |
| AD 2.LJLJ-11 | 08 MAY 2008 | LJPZ AD 2.24.7-4 | 10 APR 2008 |
| AD 2.LJLJ-12 | 30 JAN 2008 | LJPZ AD 2.24.7-5 | 11 MAY 2006 |
| AD 2.LJLJ-13 | 30 JAN 2008 | LJPZ AD 2.24.7-6 | 10 APR 2008 |
| AD 2.LJLJ-14 | 30 JAN 2008 | LJPZ AD 2.24.7-7 | 11 MAY 2006 |
| AD 2.LJLJ-15 | 30 JAN 2008 | LJPZ AD 2.24.7-8 | 10 APR 2008 |
| AD 2.LJLJ-16 | 30 JAN 2008 | LJPZ AD 2.24.7-9 | 11 MAY 2006 |
| LJLJ AD 2.24.1-1 | 30 JAN 2008 | LJPZ AD 2.24.7-10 | 10 APR 2008 |
| LJLJ AD 2.24.2-1 | 08 MAY 2008 | LJPZ AD 2.24.7-11 | 11 MAY 2006 |
| LJLJ AD 2.24.3-1 | 07 JUL 2005 | LJPZ AD 2.24.7-12 | 10 APR 2008 |
| LJLJ AD 2.24.4-1 | 20 DEC 2007 | LJPZ AD 2.24.7-13 | 11 MAY 2006 |
| LJLJ AD 2.24.4-2 | 20 DEC 2007 | LJPZ AD 2.24.7-14 | 10 APR 2008 |
| LJLJ AD 2.24.4-3 | 29 SEP 2005 | LJPZ AD 2.24.7-15 | 11 MAY 2006 |
| LJLJ AD 2.24.4-4 | 20 DEC 2007 | LJPZ AD 2.24.7-16 | 10 APR 2008 |
| LJLJ AD 2.24.4-5 | 20 DEC 2007 | LJPZ AD 2.24.7-17 | 11 MAY 2006 |
| LJLJ AD 2.24.4-6 | 20 DEC 2007 | LJPZ AD 2.24.7-18 | 10 APR 2008 |
| LJLJ AD 2.24.5-1 | 29 SEP 2005 | LJPZ AD 2.24.7-19 | 11 MAY 2006 |
| LJLJ AD 2.24.5-2 | 07 JUL 2005 | LJPZ AD 2.24.7-20 | 10 APR 2008 |
| LJLJ AD 2.24.5-2A | 07 JUL 2005 | LJPZ AD 2.24.7-21 | 11 MAY 2006 |
| LJLJ AD 2.24.5-3 | 29 SEP 2005 | LJPZ AD 2.24.7-22 | 10 APR 2008 |
| LJLJ AD 2.24.5-4 | 07 JUL 2005 | LJPZ AD 2.24.7-23 | 11 MAY 2006 |
| LJLJ AD 2.24.5-5 | 30 JAN 2008 | LJPZ AD 2.24.7-24 | 10 APR 2008 |
| LJLJ AD 2.24.5-6 | 13 MAR 2008 | LJPZ AD 2.24.7-25 | 11 MAY 2006 |

GEN 3.3 AIR TRAFFIC SERVICES

1 RESPONSIBLE SERVICE

The Directorate of Civil Aviation of Republic of Slovenia exercise through Ministry of Transport is the responsible authority for the provision of the Air Traffic Services within LJUBLJANA FIR which encompasses all the airspace over the main land and territorial waters of Slovenia from ground up to FL 660.

| | | |
|--------|--|--|
| Post: | Kontrola zračnega prometa Slovenije, d.o.o. Kotnikova 19a SI-1000 Ljubljana SLOVENIJA | Slovenia Control, Ltd. Kotnikova 19a SI-1000 Ljubljana SLOVENIA |
| Tel: | 01 4734 850 | +386 1 4734 850 |
| Fax: | 01 4734 860 | +386 1 4734 860 |
| AFS: | LJLAYFYX | |
| Email: | info@sloveniacontrol.si | |
| URL: | http://www.sloveniacontrol.si | |

The services are provided in accordance with the provisions contained in the following ICAO documents:

- *Annex 2 — Rules of the Air*
- *Annex 11 — Air Traffic Services*
- *Doc 4444 — Procedures for Air Navigation Services — Rules of the Air and Air Traffic Services (PANS—RAC)*
- *Doc 8168 — Procedures for Air Navigation Services — Aircraft Operations (PANS—OPS)*
- *Doc 7030 — Regional Supplementary Procedures*

Differences to these provisions are detailed in subsection [GEN 1.7](#).

2 AREA OF RESPONSIBILITY

Air traffic services are provided for the entire territory of the state.

The provision of Air Traffic Services is delegated to ACC WIEN (H24) within the following airspace covering the ATS Routes [T23](#), [Q111](#), [UQ111](#) and RNAV Routes [L156](#), [L604](#), [M19](#), [M725](#), [M859](#), [UL156](#), [UL604](#), [UM19](#), [UM725](#), [UM859](#), [UT23](#) within lateral limits:

territory of the Republic of Slovenia east of the line:

- 46 37 10 N 015 29 06 E
- 46 32 08 N 015 31 14 E
- 46 17 12 N 015 54 07 E
- lower limit: FL 125
- lowest usable FL: FL 130
- upper limit: FL 660

3 TYPES OF SERVICES

The following types of services are provided:

- Flight Information Service (FIS),
- Alerting Service (ALRS),
- Area Control (ACC)
- Approach Control Service (APP)
- Aerodrome Control Service (TWR)

4 CO-ORDINATION BETWEEN THE OPERATOR AND ATS

Coordination between Air Traffic Services and the operator is effected in accordance with *ICAO Annex 11, 2.14 and PANS-RAC Doc 4444-RAC/501/12, Part VIII 2.1.1.4 and 2.1.1.5*.

5 MINIMUM FLIGHT ALTITUDES

The minimum flight altitudes pertaining to ATS routes (listed in section ENR 3) are established by Slovenia Control, Ltd. in accordance with the following requirements:

- Operational Tolerance
- Vertical Obstacle Clearance
- Lower Limit of the Controlled Airspace.

6 ATS UNITS ADDRESS LIST

| Unit name | Postal address | Telephone, Telefax, AFS |
|------------------|--|---|
| 1 | 2 | 3 |
| LJUBLJANA ACC | Post: Kontrola zračnega prometa Slovenije, d.o.o. Služba območne kontrole zračnega prometa Kotnikova 19a SI-1000 LJUBLJANA SLOVENIJA | Tel: +386 1 4734 810 Fax: +386 1 4734 814 AFS: LJLAZRZX |
| LJUBLJANA APP | Post: Kontrola zračnega prometa Slovenije, d.o.o. Služba območne kontrole zračnega prometa Kotnikova 19a SI-1000 LJUBLJANA SLOVENIJA | Tel: +386 1 4734 810 Fax: +386 1 4734 814 AFS: LJLAZRZX |
| LJUBLJANA FIC | Post: Kontrola zračnega prometa Slovenije, d.o.o. Služba območne kontrole zračnega prometa Kotnikova 19a SI-1000 LJUBLJANA SLOVENIJA | Tel: +386 1 4734 810 Fax: +386 1 4734 814 AFS: LJLAZRZX |
| LJUBLJANA TWR | Post: Kontrola zračnega prometa Slovenije, d.o.o. Služba letališke kontrole zračnega prometa Brnik Zgornji Brnik 130a SI-4210 Brnik - Aerodrom SLOVENIJA | Tel: +386 4 2061 603 Fax: +386 4 2023 851 AFS: LJLJZTZX |
| MARIBOR APP/TWR | Post: Kontrola zračnega prometa Slovenije, d.o.o. Služba letališke kontrole zračnega prometa Maribor Letališka cesta 10 SI-2312 Orehova Vas SLOVENIJA | Tel: +386 2 6291 169 Fax: +386 2 6292 749 AFS: LJMBZTZX |
| PORTOROŽ APP/TWR | Post: Kontrola zračnega prometa Slovenije, d.o.o. Služba letališke kontrole zračnega prometa Portorož Sečovlje 19 SI-6333 Sečovlje SLOVENIJA | Tel: +386 5 6175 500 Fax: +386 5 6722 520 AFS: LJPZZTZX |

ENR 0.6 TABLE OF CONTENTS TO PART 2**ENR 1 GENERAL RULES AND PROCEDURES**

| | | |
|--------------------------|--|------------|
| ENR 1.1 | GENERAL RULES | ENR 1.1-1 |
| ENR 1.2 | VISUAL FLIGHT RULES | ENR 1.2-1 |
| ENR 1.3 | INSTRUMENT FLIGHT RULES | ENR 1.3-1 |
| ENR 1.4 | ATS AIRSPACE CLASSIFICATION | ENR 1.4-1 |
| ENR 1.5 | HOLDING, APPROACH AND DEPARTURE PROCEDURES | ENR 1.5-1 |
| ENR 1.6 | RADAR SERVICES AND PROCEDURES | ENR 1.6-1 |
| ENR 1.7 | ALTIMETER SETTING PROCEDURES | ENR 1.7-1 |
| ENR 1.8 | REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030) | ENR 1.8-1 |
| ENR 1.9 | AIR TRAFFIC FLOW MANAGEMENT (ATFM) | ENR 1.9-1 |
| ENR 1.10 | FLIGHT PLANNING | ENR 1.10-1 |
| ENR 1.11 | ADDRESSING OF FLIGHT PLAN MESSAGES | ENR 1.11-1 |
| ENR 1.12 | INTERCEPTION OF CIVIL AIRCRAFT | ENR 1.12-1 |
| ENR 1.13 | UNLAWFUL INTERFERENCE | ENR 1.13-1 |
| ENR 1.14 | AIR TRAFFIC INCIDENTS | ENR 1.14-1 |

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

| | | |
|-------------------------|---------------------------------|-----------|
| ENR 2.1 | FIR, CTA, TMA | ENR 2.1-1 |
| ENR 2.2 | OTHER REGULATED AIRSPACES | ENR 2.2-1 |

ENR 3 ATS ROUTES

| | | |
|-------------------------|-------------------------------------|-----------|
| ENR 3.3 | AREA NAVIGATION (RNAV) ROUTES | ENR 3.3-1 |
| ENR 3.4 | HELICOPTER ROUTES | ENR 3.4-1 |
| ENR 3.5 | OTHER ROUTES | ENR 3.5-1 |
| ENR 3.6 | EN-ROUTE HOLDING | ENR 3.6-1 |

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

| | | |
|-------------------------|---|-----------|
| ENR 4.1 | RADIO NAVIGATION AIDS - EN-ROUTE | ENR 4.1-1 |
| ENR 4.2 | SPECIAL NAVIGATION SYSTEMS | ENR 4.2-1 |
| ENR 4.3 | GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) | ENR 4.3-1 |
| ENR 4.4 | NAME-CODE DESIGNATIONS FOR SIGNIFICANT POINTS | ENR 4.4-1 |
| ENR 4.5 | AERONAUTICAL GROUND LIGHTS - EN-ROUTE | ENR 4.5-1 |

ENR 5 NAVIGATION WARNINGS

| | | |
|-------------------------|---|-----------|
| ENR 5.1 | PROHIBITED, RESTRICTED AND DANGER AREAS | ENR 5.1-1 |
| ENR 5.2 | MILITARY EXERCISE AND TRAINING AREAS | ENR 5.2-1 |
| ENR 5.3 | OTHER ACTIVITIES OF A DANGEROUS NATURE | ENR 5.3-1 |
| ENR 5.4 | AIR NAVIGATION OBSTACLES - EN-ROUTE | ENR 5.4-1 |
| ENR 5.5 | AERIAL SPORTING AND RECREATIONAL ACTIVITIES | ENR 5.5-1 |
| ENR 5.6 | BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA | ENR 5.6-1 |

| | |
|------------------------------------|----------------|
| ENR 6 EN-ROUTE CHARTS | ENR 6-1 |
|------------------------------------|----------------|

Note: The following sections in this chapter are intentionally left blank: ENR 0.1, ENR 0.2, ENR 0.3, ENR 0.4, ENR 0.5.

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ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic into or via the FIR LJUBLJANA shall be addressed as stated below in order to warrant correct relay and delivery.

Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (*ICAO PANS-RAC, Doc 4444, Part VIII, 2.1.1.3. refers*).

| Category of flight (IFR, VFR or both) | Route (into or via FIR and/or TMA) | Message address |
|--|--|------------------------------|
| 1 | 2 | 3 |
| IFR flights | into or via LJUBLJANA FIR | LJLAZQZX, LFPYZMFP, EBBDZMFP |
| | overflights of FIR above FL 125 | LOVVZQZX |
| | overflights of TMA PORTOROŽ | LJLAZQZX, LJPZZTZX |
| | flights entering FIR LJUBLJANA via ROTAR and ILB VOR/DME | LJLAZQZX, LDZOZQZX |
| | overflights of TMA MARIBOR 1, TMA MARIBOR 2 | LJLAZQZX, LJMBZTZX |
| VFR flights | into or via LJUBLJANA FIR | LJLAZFZX |
| | overflights of TMA PORTOROŽ | LJLAZFZX, LJPZZTZX |
| | overflights of TMA MARIBOR 1, TMA MARIBOR 2 | LJLAZFZX, LJMBZTZX |

Flight movement messages relating to the VFR traffic into or via FIR LJUBLJANA shall additionally be addressed to control tower of aerodrome of destination if applicable.

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ENR 3 ATS ROUTES

ENR 3.1 LOWER ATS ROUTES

| ← NIL.

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ENR 3.2 UPPER ATS ROUTES

| ← NIL.

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ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--------------------------------|--------------------------------------|----------------------------------|------------------------------|----------------------------|-----------------------|---------------------|---|
| | Significant Point Name (RNP Type) | Significant Point Coordinates | | | | | Remarks |
| | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit Lower limit | FL series ↓ ↑ | | Controlling unit [Airspace class] Remarks |
| L 25 (RNP 5) | | Route availability: (1) H24 | | | | | |
| ▲ | VILLACH VOR/DME (VIW) | 46 41 46.93 N 013 54 53.58 E | | | | | |
| | | | 32.9 | | | Even ⁽¹⁾ | [] (2) |
| ▲ | BERTA(FIR BDRY) | 46 26 58.95 N 014 37 30.85 E | | | | | (3) |
| | | | 44.8 | FL 245 11000 FT AMSL | | Even ⁽¹⁾ | [C] |
| ▲ | PODET(FIR BDRY) | 46 10 16.95 N 015 37 36.47 E | | | | | (4) |

Point/Segment Remarks:

(2) see AIP Austria
(3) FIR BDRY WIEN / LJUBLJANA
(4) FIR BDRY LJUBLJANA / ZAGREB

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--------------------------------|------------------------|----------------------------------|------------------------------|------------------------|--------------------|---------------------|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| L 141 (RNP 5) | | Route availability: (1) H24 | | | | | |
| ▲ | GRAZ VOR/DME (GRZ) | 46 57 19.32 N 015 26 57.95 E | | | | | |
| | | | 21 | | Odd ⁽¹⁾ | Even ⁽¹⁾ | □ (2) |
| ▲ | RADLY(FIR BDRY) | 46 38 48.69 N 015 12 33.03 E | | | | | (4) |
| | | | 15.8 | FL 245 8000 FT AMSL | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| △ | ARLON | 46 24 49.76 N 015 01 47.15 E | | | | | (5) |
| | | | 22.4 | FL 245 8000 FT AMSL | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| ▲ | DOLSKO VOR/DME (DOL) | 46 05 02.90 N 014 46 42.87 E | | | | | |
| | | | 15.2 | FL 245 8000 FT AMSL | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| △ | LASLO | 45 53 18.75 N 014 32 51.71 E | | | | | (6) |
| | | | 25 | FL 245 8000 FT AMSL | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| ▲ | BISTRICA VOR/DME (ILB) | 45 33 56.11 N 014 10 15.11 E | | | | | |
| | | | 5.6 | FL 245 8000 FT AMSL | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| ▲ | GIRDA(FIR BDRY) | 45 28 32.07 N 014 08 02.23 E | | | | | (7) |
| | | | 36.2 | | Odd ⁽¹⁾ | Even ⁽¹⁾ | □ (3) |
| ▲ | PULA VOR/DME (PUL) | 44 53 32.52 N 013 55 05.26 E | | | | | |

Point/Segment Remarks:

- (2) see AIP Austria
 (3) see AIP Croatia
 (4) FIR BDRY WIEN / LJUBLJANA
 (5) Intersection L 603
 (6) Intersection L 862
 (7) FIR BDRY LJUBLJANA / ZAGREB

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--------------------------------|------------------------------|----------------------------------|------------------------------|------------------------|-----------|---------------------|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| | | | | Lower limit | ↓ | ↑ | |
| L 156 (RNP 5) | | Route availability: (1) H24 | | | | | |
| ▲ ELSIS | 46 45 31.54 N 015 36 41.07 E | | | | | Even ⁽¹⁾ | □ (2) |
| △ OSMOT(FIR BDRY) | 46 40 58.69 N 015 34 49.57 E | | 9.2 | FL 245 FL 130 | | Even ⁽¹⁾ | [C] (3) |
| ▲ LAPNA | 46 32 07.79 N 015 31 13.55 E | | 16.5 | FL 245 FL 130 | | Even ⁽¹⁾ | [C] |
| △ VALLU | 46 17 29.72 N 015 20 10.74 E | | 37.3 | FL 245 8000 FT AMSL | | Even ⁽¹⁾ | [C] (4) |
| △ MAXUR | 45 44 45.27N 014 54 37.12E | | 15.2 | FL 245 8000 FT AMSL | | Even ⁽¹⁾ | [C] (5) |
| ▲ ALIVO(FIR BDRY) | 45 31 24.38 N 014 44 20.64 E | | | | | | (6) |

Point/Segment Remarks:

- (2) see AIP Austria
- (3) FIR BDRY WIEN / LJUBLJANA
- (4) Intersection L 603, M 859
- (5) Intersection L 868
- (6) FIR BDRY LJUBLJANA / ZAGREB

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--------------------------------|-----------------------------|----------------------------------|------------------------------|-------------------------|--------------------|---------------------|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| L 603 (RNP 5) | | Route availability: (1) H24 | | | | | |
| ▲ | KLAGENFURT VOR/DME (KFT) | 46 35 51.30 N 014 33 44.35 E | | | | | |
| | | | 10.1 | | Odd ⁽¹⁾ | Even ⁽¹⁾ | □ (2) |
| ▲ | KLAGY(FIR BDRY) | 46 30 51.48 N 014 46 30.61 E | | | | | (4) |
| | | | 12.2 | FL 245 10000 FT AMSL | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| △ | ARLON | 46 24 49.76 N 015 01 47.15 E | | | | | (5) |
| | | | 14.7 | FL 245 8000 FT AMSL | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| △ | VALLU | 46 17 29.72 N 015 20 10.74 E | | | | | (6) |
| | | | 14.1 | FL 245 8000 FT AMSL | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| ▲ | PODET(FIR BDRY) | 46 10 16.95 N 015 37 36.47 E | | | | | (7) |
| | | | 32.9 | | Odd ⁽¹⁾ | Even ⁽¹⁾ | □ (3) |
| ▲ | ZAGREB VOR/DME (ZAG) | 45 53 44.01 N 016 18 24.11 E | | | | | |

Point/Segment Remarks:

- (2) see AIP Austria
- (3) see AIP Croatia
- (4) FIR BDRY WIEN / LJUBLJANA
- (5) Intersection L 141
- (6) Intersection L 156, M 859
- (7) FIR BDRY LJUBLJANA / ZAGREB

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--------------------------------|--------------------------------|--------------------------------|------------------------------|------------------------|--------------------|---------------------|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| | | | | Lower limit | ↓ | ↑ | |
| P 28 (RNP 5) | Route availability: (1) H24 | | | | | | |
| Δ PORTOROŽ NDB (PZ) | 45 28 38.87 N 013 36 53.72 E | | | | | | |
| | | 174 354 | 5.3 | FL 130 5000 FT AMSL | Odd ⁽¹⁾ | Even ⁽¹⁾ | □ |
| ▲ ABLAT | 45 23 25.56 N 013 37 34.14 E | | | | | | (3) |
| | | 174 354 | 10.9 | FL 130 5000 FT AMSL | Odd ⁽¹⁾ | Even ⁽¹⁾ | □ (2) |
| ▲ VRSAR NDB (VRS) | 45 12 36.66 N 013 38 56.31 E | | | | | | |
| <i>Point/Segment Remarks:</i> | | | | | | | |
| (2) see AIP Croatia | | | | | | | |
| (3) Transfer of control | | | | | | | |

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|---|------------------------------|----------------------------------|------------------------------|-----------------------------|---------------------|--------------------|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| P 63 (RNP 5) | | Route availability: (1) H24 | | | | | |
| ▲ DOLSKO VOR/DME (DOL) | 46 05 02.90 N 014 46 42.87 E | 254 073 | 30.1 | FL 245 2500 FT AGL | Even ⁽¹⁾ | Odd ⁽¹⁾ | □ (2) |
| △ IDRIG | 45 57 00.41 N 014 05 06.03 E | 254 073 | 21.8 | FL 245 2500 FT AGL | Even ⁽¹⁾ | Odd ⁽¹⁾ | □ |
| ▲ RIFEN (FIR BDRY) | 45 51 04.89 N 013 35 07.40 E | | 4.6 | | Even ⁽¹⁾ | Odd ⁽¹⁾ | □ (3) |
| ▲ RONCHI dei LEGIONARI VOR/DME (RCH) | 45 49 47 N 013 28 49 E | | | | | | |

Point/Segment Remarks:

- (2) Lower limit within TMA LJUBLJANA 1 is 1000 FT AGL
 (3) see AIP Italy
 (4) Intersection M 178
 (5) FIR BDRY LJUBLJANA / MILANO

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--------------------------------|--------------------------------|--------------------------------|------------------------------|------------------|-----------|---------------------|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| | | | | Lower limit | ↓ | ↑ | |
| UL 25 (RNP 5) | Route availability: (1) H24 | | | | | | |
| ▲ VILLACH VOR/DME (VIW) | 46 41 46.93 N 013 54 53.58 E | | 32.9 | | | Even ⁽¹⁾ | □ (2) |
| ▲ BERTA(FIR BDRY) | 46 26 58.95 N 014 37 30.85 E | | 44.8 | FL 660 FL 245 | | Even ⁽¹⁾ | [C] (3) |
| ▲ PODET(FIR BDRY) | 46 10 16.95 N 015 37 36.47 E | | | | | | (4) |

Point/Segment Remarks:

(2) see AIP Austria
(3) FIR BDRY WIEN / LJUBLJANA
(4) FIR BDRY LJUBLJANA / ZAGREB

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--------------------------------|------------------------|----------------------------------|------------------------------|------------------|--------------------|---------------------|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| | | | | Lower limit | ↓ | ↑ | |
| UL 141 (RNP 5) | | Route availability: (1) H24 | | | | | |
| ▲ | RADLY(FIR BDRY) | 46 38 48.69 N 015 12 33.03 E | | | | | (2) |
| | | | 15.8 | FL 660 FL 245 | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| △ | ARLON | 46 24 49.76 N 015 01 47.15 E | | | | | (3) |
| | | | 22.4 | FL 660 FL 245 | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| ▲ | DOLSKO VOR/DME (DOL) | 46 05 02.90 N 014 46 42.87 E | | | | | |
| | | | 15.2 | FL 660 FL 245 | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| △ | LASLO | 45 53 18.75 N 014 32 51.71 E | | | | | (4) |
| | | | 25 | FL 660 FL 245 | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| ▲ | BISTRICA VOR/DME (ILB) | 45 33 56.11 N 014 10 15.11 E | | | | | |
| | | | 5.6 | FL 660 FL 245 | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| ▲ | GIRDA(FIR BDRY) | 45 28 32.07 N 014 08 02.23 E | | | | | (5) |

Point/Segment Remarks:

(2) FIR BDRY WIEN / LJUBLJANA

(3) Intersection UL 603

(4) Intersection UL 862

(5) FIR BDRY LJUBLJANA / ZAGREB

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--------------------------------|--------------------------------|--------------------------------|------------------------------|------------------|--------------------|---------------------|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| | | | | Lower limit | ↓ | ↑ | |
| UL 862 (RNP 5) | Route availability: (1) H24 | | | | | | |
| ▲ VILLACH VOR/DME (VIW) | 46 41 46.93 N 013 54 53.58 E | | 14.7 | | Odd ⁽¹⁾ | Even ⁽¹⁾ | □ (2) |
| △ YESEN(FIR BDRY) | 46 28 52.96 N 014 05 07.45 E | | 25.2 | FL 660 FL 245 | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] (4) |
| △ REBRO | 46 06 46.22 N 014 22 22.94 E | | 15.3 | FL 660 FL 245 | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] (5) |
| △ LASLO | 45 53 18.75 N 014 32 51.71 E | | 28.7 | FL 660 FL 245 | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] (6) |
| ▲ SABAD(FIR BDRY) | 45 27 57.14 N 014 52 02.93 E | | 27.5 | | Odd ⁽¹⁾ | Even ⁽¹⁾ | □ (3) (7) |
| ▲ GISER | 45 03 42 N 015 10 26 E | | | | | | |

Point/Segment Remarks:

- (2) see AIP Austria
- (3) see AIP Croatia
- (4) FIR BDRY WIEN / LJUBLJANA
- (5) Intersection UM 867
- (6) Intersection UL 141
- (7) FIR BDRY LJUBLJANA / ZAGREB

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--------------------------------|------------------------|----------------------------------|------------------------------|------------------|-----------|---------------------|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| UL 863 (RNP 5) | | Route availability: (1) H24 | | | | | |
| ▲ | PEPOS | 46 52 57.17 N 014 26 25.31 E | | | | | |
| | | 25.8 | | | | Even ⁽¹⁾ | □ (2) |
| ▲ | DIPSA(FIR BDRY) | 46 36 34.58 N 014 55 20.08 E | | | | | (4) |
| | | 42.8 | | FL 660 FL 245 | | Even ⁽¹⁾ | [C] |
| ▲ | BEDOX(FIR BDRY) | 46 15 57.74 N 015 49 34.44 E | | | | | (5) |
| | | 63.4 | | — | | Even ⁽¹⁾ | □ |
| ▲ | BARNA VOR/DME (VBA) | 45 44 52.06 N 017 08 48.22 E | | | | | |

Point/Segment Remarks:

(2) see AIP Austria

(3) see AIP Croatia

(4) FIR BDRY WIEN / LJUBLJANA

(5) FIR BDRY LJUBLJANA / ZAGREB

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|---|--------------------------------|--------------------------------|------------------------------|------------------|---------------------|--------------------|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| | | | | Lower limit | ↓ | ↑ | |
| UP 63 (RNP 5) | Route availability: (1) H24 | | | | | | |
| ▲ DOLSKO VOR/DME (DOL) | 46 05 02.90 N 014 46 42.87 E | 254 073 | 30.1 | FL 660 FL 245 | Even ⁽¹⁾ | Odd ⁽¹⁾ | [C] |
| △ IDRIG | 45 57 00.41 N 014 05 06.03 E | 254 073 | 21.8 | FL 660 FL 245 | Even ⁽¹⁾ | Odd ⁽¹⁾ | [C] |
| ▲ RIFEN (FIR BDRY) | 45 51 04.89 N 013 35 07.40 E | 254 073 | 4.6 | | Even ⁽¹⁾ | Odd ⁽¹⁾ | □ (2) |
| ▲ RONCHI dei LEGIONARI VOR/DME (RCH) | 45 49 47 N 013 28 49 E | | | | | | |

Point/Segment Remarks:

(2) see AIP Italy

(3) Intersection UM 178

(4) FIR BDRY LJUBLJANA / MILANO

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--|------------------------|----------------------------------|------------------------------|-------------|-----------|--------------------|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| | | | | Lower limit | ↓ | ↑ | |
| UP 81 (RNP 5) | | Route availability: (1) H24 | | | | | |
| ▲ | BISTRICA VOR/DME (ILB) | 45 33 56.11 N 014 10 15.11 E | | | | | |
| | | | 5.9 | | FL 285 | Odd ⁽¹⁾ | Even ⁽¹⁾ |
| | | | | | FL 245 | | [C] |
| ▲ | GEMKA(FIR BDRY) | 45 28 13.08 N 014 12 15.21 E | | | | | (3) |
| <i>Point/Segment Remarks:</i> (2) FIR BDRY LJUBLJANA / ZAGREB | | | | | | | |

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--|-----------------------------------|--------------------------------|------------------------------|-------------|--------------------|---------------------|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| | | | | Lower limit | ↓ | ↑ | |
| UP 125 (RNP 5) | | Route availability: (1) H24 | | | | | |
| △ | ARNOS(FIR BDRY) | 46 32 28.52 N 013 34 09.52 E | | | | | (6) |
| | | | 19.8 | | Odd ⁽¹⁾ | Even ⁽¹⁾ | □ (2) (3) |
| △ | TIBRO(FIR BDRY) | 46 13 06 N 013 28 22 E | | | | | (7) |
| | | | 23.9 | | Odd ⁽¹⁾ | Even ⁽¹⁾ | □ (4) (5) |
| ▲ | RONCHI dei LEGIONARI NDB (RON) | 45 49 41 N 013 21 39 E | | | | | |
| <i>Point/Segment Remarks:</i> | | | | | | | |
| (2) see AIP Austria | | | | | | | |
| (3) In the segment TIBRO - ARNOS navigation shall be referred to RNAV equipment, due to insufficient RON L coverage. | | | | | | | |
| (4) see AIP Croatia | | | | | | | |
| (5) In the segment RON - TIBRO navigation shall be strictly referred to the route centre line; any deviation shall be immediately reported to the ATC. | | | | | | | |
| (6) FIR BDRY WIEN / MILANO | | | | | | | |
| (7) FIR BDRY LJUBLJANA / MILANO | | | | | | | |

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--|------------------------|----------------------------------|------------------------------|------------------|--------------------|---------------------|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| | | | | Lower limit | ↓ | ↑ | |
| UP 173 (RNP 5) | | Route availability: (1) H24 | | | | | |
| ▲ | DOLSKO VOR/DME (DOL) | 46 05 02.90 N 014 46 42.87 E | | | | | |
| | | | 34.3 | FL 285 FL 245 | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| ▲ | METLIKA NDB (MEL) | 45 39 16.52 N 015 19 05.65 E | | | | | |
| | | | 1.7 | FL 285 FL 245 | Odd ⁽¹⁾ | Even ⁽¹⁾ | [C] |
| ▲ | LETLI(FIR BDRY) | 45 38 09.12 N 015 20 57.69 E | | | | | (2) |
| <i>Point/Segment Remarks:</i> (2) FIR BDRY LJUBLJANA / ZAGREB | | | | | | | |

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--------------------------------|------------------------|--------------------------------|------------------------------|------------------|--------------------|---|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| | | | | Lower limit | ↓ | ↑ | |
| UP 735 (RNP 5) | | Route availability: (1) H24 | | | | | |
| ▲ | ARNOS(FIR BDRY) | 46 32 28.52 N 013 34 09.52 E | 6.3 | | Odd ⁽¹⁾ | | (4) □ (2) |
| ▲ | GILIN(FIR BDRY) | 46 29 30.96 N 013 42 08.74 E | 51 | FL 660 FL 245 | Odd ⁽¹⁾ | | [C] (5) |
| ▲ | DOLSKO VOR/DME (DOL) | 46 05 02.90 N 014 46 42.87 E | 39.2 | FL 660 FL 245 | Odd ⁽¹⁾ | | [C] (6) |
| ▲ | MAGAM(FIR BDRY) | 45 58 21.61 N 015 42 10.55 E | 25.7 | | Odd ⁽¹⁾ | | □ (3) |
| ▲ | ZAGREB VOR/DME (ZAG) | 45 53 44.01 N 016 18 24.11 E | | | | | |

Point/Segment Remarks:

- (2) see AIP Italy
 (3) see AIP Croatia
 (4) FIR BDRY WIEN / MILANO
 (5) FIR BDRY MILANO / LJUBLJANA
 (6) FIR BDRY LJUBLJANA / ZAGREB

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| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--------------------------------|------------------------|--------------------------------|------------------------------|------------------|---------------------|---|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| | | | | Lower limit | ↓ | ↑ | |
| UQ 111 (RNP 5) | | Route availability: (1) H24 | | | | | |
| ▲ | OBUTI | 46 22 41.89 N 016 16 26.58 E | | | | | |
| | | 325 | 21.7 | FL 660 FL 245 | Even ⁽¹⁾ | | □ |
| ▲ | TISKO | 46 40 56.98 N 015 59 30.87 E | | | | | (3) |
| | | 325 | 14.6 | | Even ⁽¹⁾ | | □ (2) |
| ▲ | GLEICHENBERG NDB (GBG) | 46 53 13.16 N 015 48 01.15 E | | | | | |
| <i>Point/Segment Remarks:</i> | | | | | | | |
| (2) see AIP Austria | | | | | | | |
| (3) FIR BDRY LJUBLJANA / WIEN | | | | | | | |

| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|--------------------------------|------------------------|----------------------------------|------------------------------|------------------|---------------------|--------------------|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| UT 23 (RNP 5) | | Route availability: (1) H24 | | | | | |
| Δ | BABIT | 45 55 53.91 N 018 55 44.30 E | 113.6 | | Even ⁽¹⁾ | Odd ⁽¹⁾ | [] (2) |
| ▲ | DIMLO(FIR BDRY) | 46 41 00.56 N 016 25 21.80 E | 19.1 | FL 660 FL 245 | Even ⁽¹⁾ | Odd ⁽¹⁾ | [C] (4) |
| ▲ | NIDLO(FIR BDRY) | 46 48 15.03 N 015 59 44.16 E | 24.2 | | Even ⁽¹⁾ | Odd ⁽¹⁾ | [] (5) (3) |
| ▲ | GRAZ VOR/DME (GRZ) | 46 57 19.32 N 015 26 57.95 E | | | | | |

Route Remarks:

- Provision of ATS delegated to Austrian ATS

Point/Segment Remarks:

(2) see AIP Hungary

(3) see AIP Austria

(4) FIR BDRY BUDAPEST / LJUBLJANA

(5) FIR BDRY LJUBLJANA / WIEN

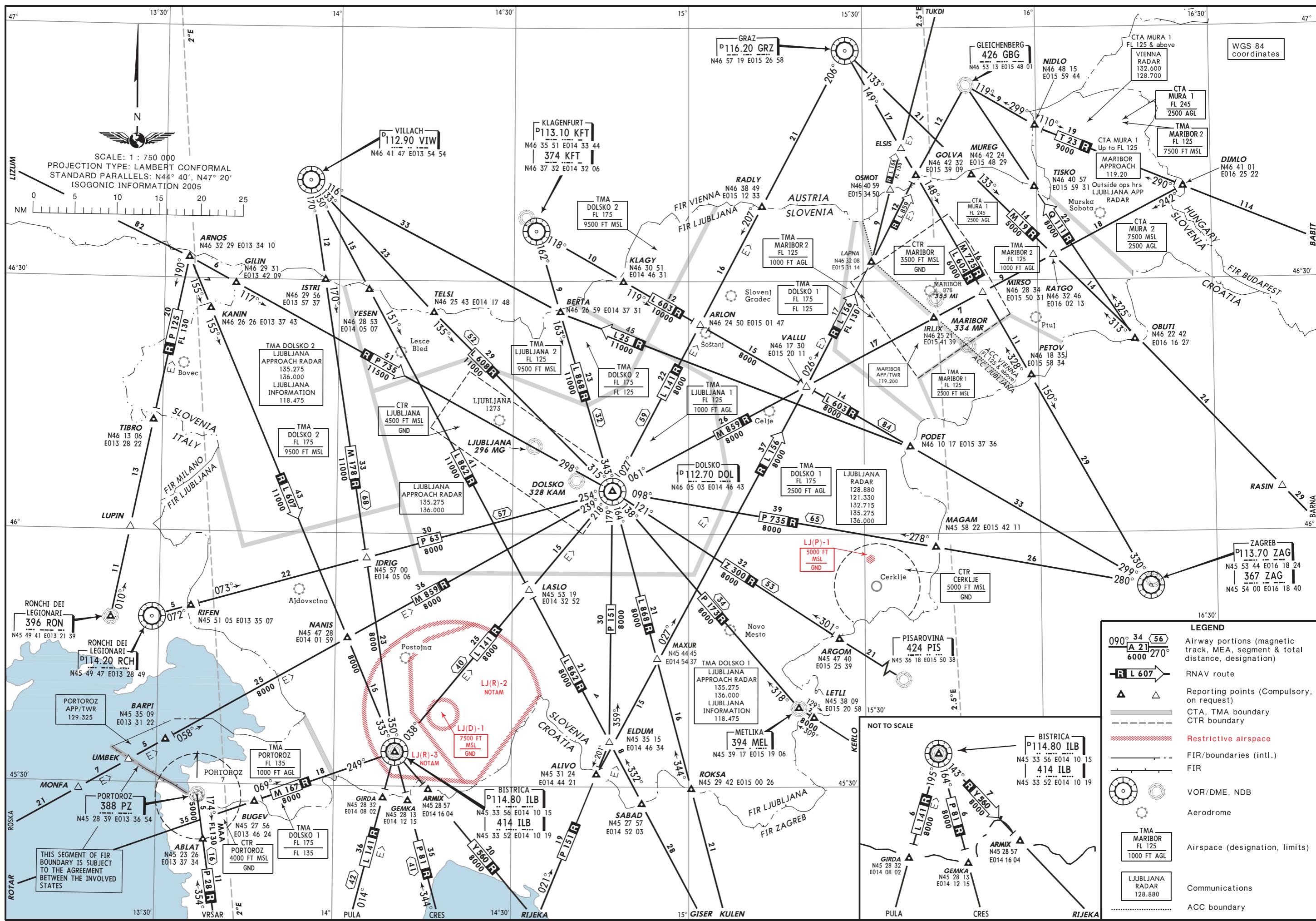
| Route Designator (RNP Type) | | [Route Usage Notes] | | | | | |
|---------------------------------|--------------------------------|--------------------------------|------------------------------|------------------------|--------------------|---|---|
| | Significant Point Name | Significant Point Coordinates | | | | | Remarks |
| (RNP Type) | | Initial Track MAG ↓ ↑ | Great Circle Dist (NM) | Upper limit | FL series | | Controlling unit [Airspace class] Remarks |
| | | | | Lower limit | ↓ | ↑ | |
| UY 177 (RNP 5) | Route availability: (1) H24 | | | | | | |
| ▲ DOLSKO VOR/DME (DOL) | 46 05 02.90 N 014 46 42.87 E | | | | | | |
| | | 39.5 | | FL 660 FL 245 | Odd ⁽¹⁾ | | □ |
| ▲ ROLBA(FIR BDRY) | 45 50 24.72 N 015 39 18.19 E | | | — | Odd ⁽¹⁾ | | (3) □ (2) |
| ▲ GUBOK | 45 02 41 N 017 51 42 E | | | | | | |
| <i>Point/Segment Remarks:</i> | | | | | | | |
| (2) see AIP Croatia | | | | | | | |
| (3) FIR BDRY LJUBLJANA / ZAGREB | | | | | | | |

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ENR 4.4 NAME-CODE DESIGNATIONS FOR SIGNIFICANT POINTS

| Name-code designator | Co-ordinates | ATS route or other route | Terminal Area |
|----------------------|---------------------------------|--|---------------|
| 1 | 2 | 3 | 4 |
| ABLAT | 45 23 25.56 N 013 37 34.14 E | P 28 | |
| ALIVO | 45 31 24.38 N 014 44 20.64 E | L 156 , P 151 , UL 156 | |
| ARGOM | 45 47 40.39 N 015 25 38.52 E | Z 300 | |
| ARLON | 46 24 49.76 N 015 01 47.15 E | L 141 , L 603 , UL 141 , UL 603 | |
| ARMIX | 45 28 56.86 N 014 16 04.36 E | Y 560 | |
| BARPI | 45 35 08.90 N 013 31 22.31 E | M 859 , UM 859 | |
| BEDOX | 46 15 57.74 N 015 49 34.44 E | UL 863 | |
| BERTA | 46 26 58.95 N 014 37 30.85 E | L 25 , L 868 , UL 25 , UL 868 | |
| BUGEV | 45 27 56.05 N 013 46 24.39 E | M 167 | |
| BUSET | 45 30 06.38 N 014 13 26.99 E | UL 607 | |
| DIMLO | 46 41 00.56 N 016 25 21.80 E | M 859 , T 23 , UM 859 , UT 23 | |
| DIPSA | 46 36 34.58 N 014 55 20.08 E | UL 863 | |
| ELDUM | 45 35 14.61 N 014 46 33.95 E | L 862 , P 151 | |
| GEMKA | 45 28 13.08 N 014 12 15.21 E | P 81 , UP 81 | |
| GILIN | 46 29 30.96 N 013 42 08.74 E | P 735 , UM 867 , UP 735 | |
| GIRDA | 45 28 32.07 N 014 08 02.23 E | L 141 , UL 141 , UN 737 | |
| GOLVA | 46 42 31.57 N 015 39 08.54 E | L 604 , L 859 , M 725 , UL 604 , UL 859 , UM 725 | |
| GORPA | 45 46 23.07 N 015 21 11.67 E | UL 608 | |
| IDRIG | 45 57 00.41 N 014 05 06.03 E | M 178 , P 63 , UP 63 | |
| IRLIX | 46 25 21.02 N 015 41 39.44 E | M 859 , UM 859 | |
| ISTRI | 46 29 56.11 N 013 57 37.28 E | M 178 , UM 178 | |
| KANIN | 46 26 25.67 N 013 37 43.28 E | L 607 , UL 607 | |
| KLAGY | 46 30 51.48 N 014 46 30.61 E | L 603 , UL 603 | |
| LAPNA | 46 32 07.79 N 015 31 13.55 E | L 156 , L 859 , UL 156 , UL 859 | |
| LASLO | 45 53 18.75 N 014 32 51.71 E | L 141 , L 862 , UL 141 , UL 862 | |
| LETLI | 45 38 09.12 N 015 20 57.69 E | P 173 , UP 173 | |
| MAGAM | 45 58 21.61 N 015 42 10.55 E | P 735 , UP 735 | |
| MAXUR | 45 44 45.27N 014 54 37.12E | L 156 , L 868 , UL 156 , UL 868 | |
| MIRSO | 46 28 33.55 N 015 50 31.13 E | L 604 , M 725 , M 859 , UL 604 , UM 725 , UM 859 | |

| Name-code designator | Co-ordinates | ATS route or other route | Terminal Area |
|----------------------|---------------------------------|--|---------------|
| 1 | 2 | 3 | 4 |
| MODRO | 46 03 37.56N 014 22 03.47E | | MODRO 1D |
| MUREG | 46 42 24.25 N 015 48 28.98 E | M 19 , UM 19 | |
| NANIS | 45 47 27.55 N 014 01 58.68 E | L 607 , M 859 , UL 607 , UM 859 | |
| NEMEK | 45 34 28.80 N 015 17 52.92 E | UM 867 | |
| NIDLO | 46 48 15.03 N 015 59 44.16 E | T 23 , UT 23 | |
| OBUTI | 46 22 41.89 N 016 16 26.58 E | M 19 , Q 111 , UM 19 , UQ 111 | |
| OSMOT | 46 40 58.69 N 015 34 49.57 E | L 156 , UL 156 | |
| PETOV | 46 18 34.83 N 015 58 34.20 E | L 604 , M 725 , UL 604 , UM 725 | |
| PODET | 46 10 16.95 N 015 37 36.47 E | L 25 , L 603 , UL 25 , UL 603 | |
| RADLY | 46 38 48.69 N 015 12 33.03 E | L 141 , UL 141 , VFR RECOMMENDED ROUTE | |
| RATGO | 46 32 46.26 N 016 02 13.30 E | M 19 , M 859 , UM 19 , UM 859 | |
| REBRO | 46 06 46.22 N 014 22 22.94 E | UL 862 , UM 867 | |
| RIFEN | 45 51 04.89 N 013 35 07.40 E | P 63 , UP 63 | |
| ROKSA | 45 29 42.06 N 015 00 25.73 E | L 868 , UL 868 | |
| ROLBA | 45 50 24.72 N 015 39 18.19 E | UY 177 | |
| SABAD | 45 27 57.14 N 014 52 02.93 E | L 862 , UL 862 | |
| TELSI | 46 25 42.75 N 014 17 48.00 E | L 608 , UL 608 | |
| TISKO | 46 40 56.98 N 015 59 30.87 E | Q 111 , UQ 111 | |
| VALLU | 46 17 29.72 N 015 20 10.74 E | L 156 , L 603 , M 859 , UL 156 , UL 603 , UM 859 | |
| VICKY | 45 37 43.97 N 013 33 15.45 E | VFR Route PORTOROŽ AD - RONCHI VOR/DME | |
| YESEN | 46 28 52.96 N 014 05 07.45 E | L 862 , UL 862 | |



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AMENDMENT: Route UP 63 instead of UA21

AMENDMENT: Route UP 63 instead of UA21

SCALE: 1 : 750 000
PROJECTION TYPE: LAMBERT CONFORMAL
STANDARD PARALLELS: N44° 40', N47° 20'
ISOGONIC INFORMATION 2005

N

LIZUM

0 5 10 15 20

NM

13°30' 47° 13°30' 2°E

ARNOS
N46 32 29 E013 3
(On request UP)

82

6

190°

20

R UP 125

E

TIBRO
N46 13 06
E013 28 22

13

UIR MILANO
FIR LJUBLJANA

LUPIN

11

010°

RONCHI DEI LEGIONARI
396 RON
N45 49 41 E013 21 39

073°

072°

RIFEN
N45 51 05 E

14.20 RCH
N45 49 47 E013 28 49

BARPI
N45 35 09
E013 31 22

UMBEK
N45 32.7
E013 25.2

MONFA

1

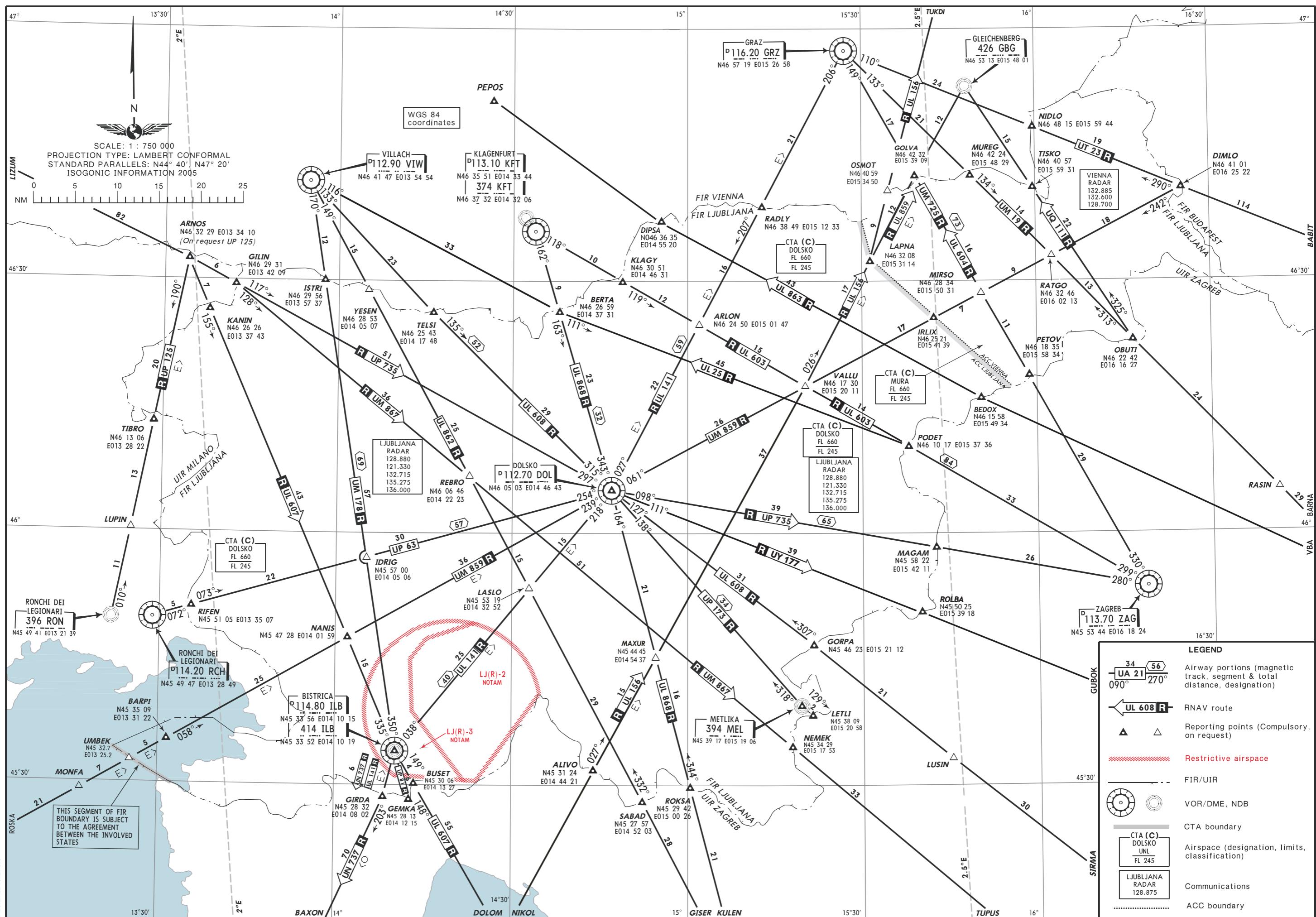
E

21

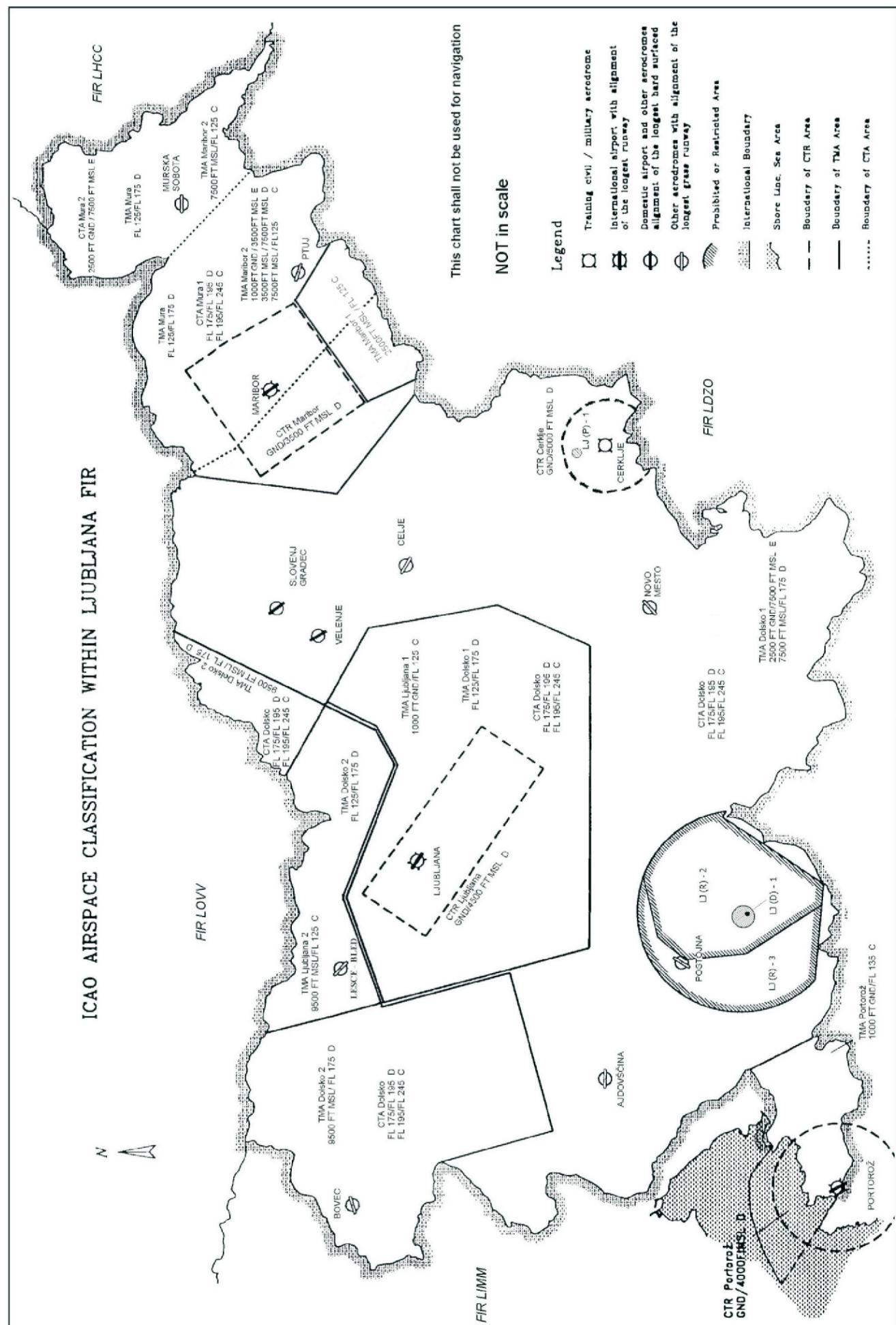
THIS SEGMENT OF FIR BOUNDARY IS SUBJECT TO THE AGREEMENT BETWEEN THE INVOLVED STATES

13°30' 45°30' 46° 46°30'

CTA
DO
FL
FL



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LJLJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|--|---|
| 1 | <i>Apron surface and strength</i> | MAIN APRON NW of TWY N: Surface: ASPH, Strength: 65/F/B/X/T SE of TWY N: Surface: ASPH, Strength: 100/F/B/X/T SE of TWY P: Surface: ASPH, Strength: 65/F/B/X/T ADRIA APRON Surface: ASPH, Strength: 55/F/C/X/T GA APRON NW of TWY T: Surface: ASPH, Strength: 37/F/B/X/T SE of TWY T: Surface: ASPH, Strength: 35/F/B/X/T |
| 2 | <i>Taxiway width, surface and strength</i> | A - Width:23 M, Surface: ASPH, Strength: see RMK B - Width:30 M, Surface: ASPH; Strength: 65/F/B/X/T C - Width:30 M, Surface: ASPH; Strength: 65/F/B/X/T F - Width:23 M, Surface: ASPH, Strength: 65/F/B/X/T G - Width:23 M, Surface: ASPH, Strength: 105/F/B/X/T K - Width:23 M, Surface: ASPH, Strength: 105/F/B/X/T N - Width:40 M, Surface: ASPH, Strength: 105/F/B/X/T P - Width:35 M, Surface: ASPH, Strength: 105/F/B/X/T Q - Width:23 M, Surface: ASPH, Strength: 65/F/B/X/T T - Width:18 M, Surface: ASPH, Strength: 37/F/B/X/T |
| 3 | <i>ACL location and elevation</i> | Location: PRKG PSN at Apron, Elevation: 383 M |
| 4 | <i>VOR/INS checkpoint</i> | VOR: None, INS : See Aircraft Parking/Docking Chart- LJLJ AD 2.24.2-1 |
| 5 | <i>Remarks</i> | Strength TWY A: From TWY K to TWY G: 105/F/B/X/T From TWY G to TWY B: 65/F/B/X/T |

LJLJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|--|---|
| 1 | <i>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</i> | <ul style="list-style-type: none"> Taxiway guidance signs, Guide lines and ACFT stand ID signs at apron, self manoeuvring and nose-in/push-back aircraft stands, Follow Me, Marshaller, Visual Docking Guidance Green Taxilane is used for Follow me car guidance |
| 2 | <i>RWY and TWY markings and LGT</i> | RWY: THR, TDZ, Centre line, Edge and END marked and lighted; Designation and Fixed Distance marked TWY: Centre line, Intermediate Holding Position, RWY Holding position, marked and lighted; Edge lighted: see LJLJ AD 2.15 |
| 3 | <i>Stop bars</i> | On RWY/TWY K, RWY/TWY G, RWY/TWY F, RWY/TWY C, RWY/TWY B |
| 4 | <i>Remarks</i> | • see also LJLJ AD 2.24.1-1 and LJLJ AD 2.24.2-1 |

LJLJ AD 2.10 AERODROME OBSTACLES

| | | |
|---|-------------------|---|
| 1 | <i>References</i> | see Instrument and Visual Approach Charts |
| 2 | <i>Remarks</i> | Aerodrome obstacles table is in course of preparation |

LJLJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|---|--|
| 1 | <i>Responsible unit</i> | MET office at AD: Tel: +386 4 2804 500 Fax: +386 4 2804 518 Email: dezurni.brnik@arso.gov.si |
| 2 | <i>Hours of service</i> | H24 |
| 3 | <i>Office responsible for TAF preparation Periods of validity</i> | MET office at AD - |
| 4 | <i>Type of landing forecast Interval of issuance</i> | TREND from 0000 to 2400 UTC; every 30 minutes and broadcast on ATIS |
| 5 | <i>Briefing</i> | Personal Briefing; 0000 - 2400 UTC |
| 6 | <i>Flight documentation Language(s) used</i> | Charts; MET Reports English/Slovene |
| 7 | <i>Charts and other INFO AVBL</i> | S, U, P, W, T, SWC |
| 8 | <i>Supplementary EQPT AVBL for INFO</i> | Satellite and Radar picture |
| 9 | <i>ATS units provided with information</i> | ACC, APP, TWR, FIC |
| 10 | <i>Additional information</i> | for more INFO see GEN 3.5 |

LJLJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| RWY | TRUE&MAG BRG | Dimensions of RWY (M) | Strength (PCN) and surface of RWY | THR coordinates | THR ELEV (M) TDZ ELEV (M) WGS-84 Geoid undulation | RWY/SWY Slope |
|-----|-------------------------|-----------------------|-----------------------------------|---------------------------------|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 13 | 126.38° GEO 125° MAG | 3300 x 45 | ASPH - 110/F/B/X/T | 46 13 56.97 N 014 26 25.41 E | 388.4 - 46.7 M / 153 FT | - 0,7% 700 M - 0,8% 2350 M - 0,5% 250 M |
| 31 | 306.41° GEO 305° MAG | 3300 x 45 | ASPH - 110/F/B/X/T | 46 12 53.56 N 014 28 29.37 E | 362.9 369.4 46.7 M / 153 FT | + 0,5% 250 M + 0,8% 2350 M + 0,7% 700 M |

| RWY | SWY (M) | CWY (M) | Strip (M) | OFZ | Remarks |
|-----|---------|---------|------------|-----|--------------------------|
| 1 | 8 | 9 | 10 | 11 | 12 |
| 13 | - | - | 3420 x 300 | - | RWY Shoulders 7.5 M ASPH |
| 31 | - | - | 3420 x 300 | - | RWY Shoulders 7.5 M ASPH |

LJLJ AD 2.13 DECLARED DISTANCES

| RWY | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|-----|----------|----------|----------|---------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 13 | 3300 | 3300 | 3300 | 3300 | - |
| 31 | 3300 | 3300 | 3300 | 3300 | - |

On the de/anti-icing pad, jet aircraft up to ICAO category C (A320), with running engines and an APU which is switched off, will normally be de/anti-iced. Propeller driven aircraft (except ATR 42/72), may not be de/anti-iced at the pad for safety reasons. Special control examinations of individual aircraft parts (e.g. hands on checks) cannot be carried out as well.

2.3 De/anti-icing

The de/anti-icing of aircraft at the respective aircraft stand will take place with aircraft 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.

2.4 Communication

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 131.400 MHz as well as with ATC on 118.000 MHz.

The de/anti-icing operation will begin after the pilot has confirmed, that aircraft 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.

LJLJ AD 2.21 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.

2 SPECIAL PROCEDURES FOR DEPARTURES AT NIGHT

Between 21.00 and 23.00 pilots shall expect departures on RWY 13

Between 23.00 and 05.00 only RWY 13 is in use for departures. RWY 31 is available only for safety, weather, technical and SAR reasons.

LJLJ AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR FLIGHTS WITHIN TMA LJUBLJANA

1.1 The approach, holding and departure procedures are based on the provisions contained in the following ICAO Documents:

- *ICAO Annex 6 - Operation of Aircraft*
- *ICAO Annex 14 - Aerodromes*
- *Doc 4444 - RAC/501 - Rules of the Air and Air Traffic Services (PANS-RAC)*
- *Doc 8168 - OPS/611 - Aircraft Operations (PANS-OPS), Volume I and II*

2 PROCEDURES FOR VFR FLIGHTS ENTERING TMA LJUBLJANA 1 AND TMA LJUBLJANA 2

2.1 VFR flights shall as soon as practicable establish radio contact with "LJUBLJANA APPROACH" before entering [TMA LJUBLJANA 1](#), [TMA LJUBLJANA 2](#). VFR flights shall not enter [TMA LJUBLJANA 2](#) along Slovenian/Austrian border.

2.2 To avoid TMA LJUBLJANA 1, TMA LJUBLJANA 2, "Recommended VFR Route" shall be used.

3 PROCEDURES FOR VFR FLIGHTS ENTERING CTR LJUBLJANA

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

3.2 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 Chart LJLJ AD 2-21 for identifying the reporting points and entering procedures.

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 LJLJ 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:

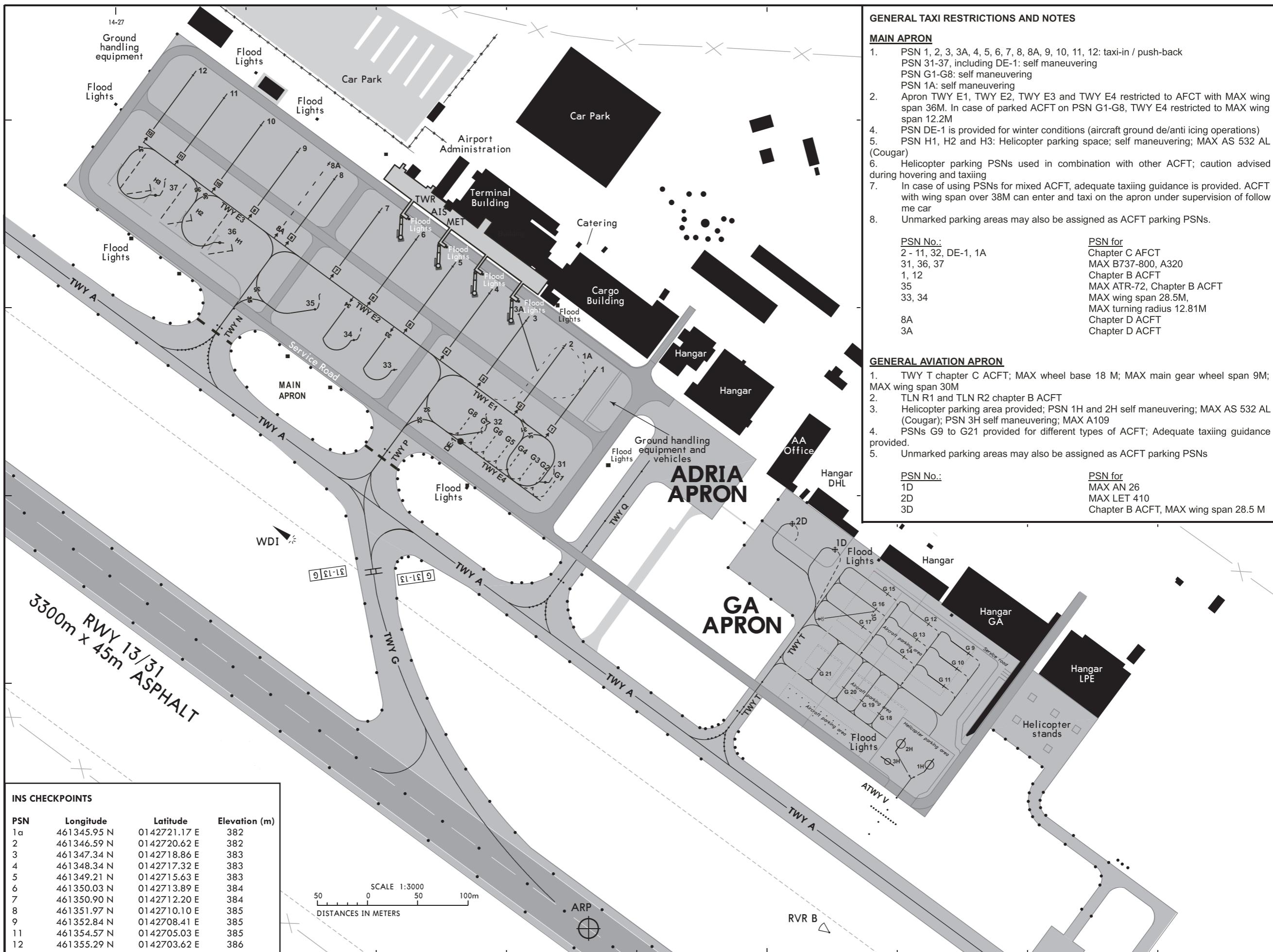
The following CAT II/III facilities are available on RWY 31:

- ILS LLZ (IIIE4), co-located GP/DME OM, MM,
- No-break battery power supply,
- Lighting,
- Precision approach CAT II and III lighting system,
- *Threshold 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
- *Secondary power supply (switch over time 1 second),
- *RVR assessment system at position ALPHA (touch down zone), BRAVO (runway mid-point) and CHARLIE (stop end).

Note: * Facilities required for Non-Guided LVTO (see para 5).

AIRCRAFT PARKING / DOCKING CHART - ICAO

| | |
|-------|---------|
| TOWER | 118.000 |
| TOWER | 118.750 |

LJUBLJANA, Ljubljana
SLOVENIA

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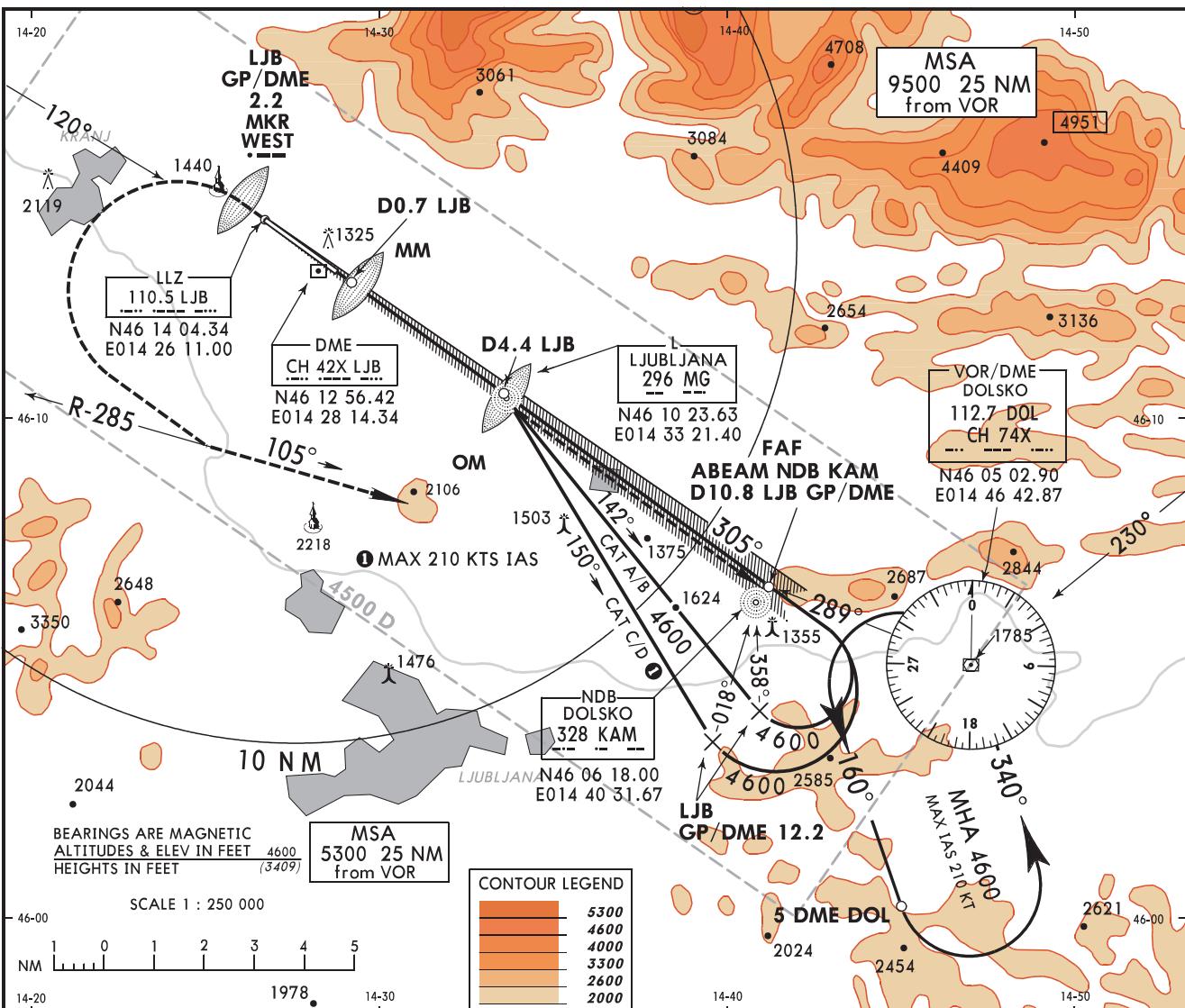
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 1273 FT

HEIGHTS RELATED TO
THR RWY 31 ELEV 1191 FT

VAR 1.0° E

| | |
|-------|---------|
| APP | 135.275 |
| APP | 136.000 |
| TOWER | 118.000 |
| TOWER | 118.750 |

LJUBLJANA, Ljubljana
SLOVENIA
ILS RWY 31

TA 10500

Due to high terrain north of aerodrome, do not overshoot LJB LLZ.

MISSSED APPROACH:

Climb STRAIGHT AHEAD,
(Climb to 2500(1309) prior
to level acceleration) at
MKR WEST (LJB GP/DME 2.2)
turn LEFT, intercept and
follow R-285 inbound
DOL VOR/DME climbing to
4600(3409) and hold.

ELEV 1191

(THR RWY 31)

0.5

3.7

ABEAM NDB KAM
D10.8 LJB GP/DME

4600 (3409)

← 305°

GP 3.0° / 5.2%

FAF

D0.7 LJB

MAP+GP INOP

MM

1401
(210)2566
(1375)

LOM

MG

D4.4 LJB

LOM

MG

MAP+GP INOP

MM

D0.7 LJB

MAP+GP INOP

MM

ILS RDH

49 FT

NM 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13

OCA(H)

A B C* D

LJB GP/DME

D2 D3 D4 D5 D6 D7 D8 D9 D10

ALT (HGT)

1820 (629) 2140 (949) 2460 (1269) 2780 (1589) 3090 (1899) 3410 (2219) 3730 (2539) 4050 (2859) 4370 (3179)

CAT II Radio ALT

1240 (49) 1253 (62) 1266 (75) 1280 (89)

CAT I Press. ALT

1335 (144) 1348 (157) 1358 (167) 1375 (184)

GP INOP

1722 (531)

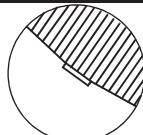
Circling

1740 (467) 1970 (697) 2610 (1337) 2710 (1437)

CAT IIIB (RVR 125m) Operations approved.

* Alternate Circling minima for CAT C
MAX IAS 160 KTS: 2040'(767')Circling NE of aerodrome
not authorized.

AMENDMENT: Recommended crossing altitudes (heights) for ILS RWY 31 and GP INOP APP



ADVISORY INFORMATION ONLY

GS (KT)

70 90 100 120 140 160 180

FT/MIN

377 484 538 646 753 861 969

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LJMB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | <i>ABN/IBN location, characteristics and hours of operation</i> | Nil |
| 2 | <i>LDI location and LGT Anemometer location and LGT WDI</i> | - - WDI: 1000 M BRG 145° GEO from THR 15, lighted |
| 3 | <i>TWY edge and centre line lighting</i> | TWY edge: TWY A, B |
| 4 | <i>Secondary power supply/switch-over time</i> | Switch over time: PA I max 10 SEC |
| 5 | <i>Remarks</i> | see LJMB AD 2.24.1-1 and LJMB AD 2.24.2-1 |

LJMB AD 2.16 HELICOPTER LANDING AREA

Not applicable

LJMB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| | | | |
|---|---|---|---|
| ← | 1 | <i>Designation and lateral limits</i> | MARIBOR CTR within: 46 29 48.17 N 015 27 49.75 E 46 37 48.19 N 015 44 39.49 E 46 34 10.83 N 015 48 25.02 E 46 25 53.10 N 015 55 10.21 E 46 18 20.45 N 015 39 15.92 E |
| | 2 | <i>Vertical limits</i> | GND-3500 FT MSL |
| | 3 | <i>Airspace classification</i> | D |
| | 4 | <i>ATS unit call sign Language(s)</i> | Maribor Tower (TWR) English/Slovene |
| ← | 5 | <i>Transition altitude</i> | 10.500 FT MSL |
| | 6 | <i>Remarks</i> | 1.) TMA MARIBOR 1 and TMA MARIBOR 2 see ENR 2.1.11 and ENR 2.1.12 |

LJMB AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | ID (call sign) | Frequency (MHZ) | Hours of operation | Remarks |
|----------------------------|-----------------------|------------------------|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Maribor Approach | 119.200 | same as TWR | <ul style="list-style-type: none"> Primary frequency, VDF available. Outside SVC HR: LJLJ APP is responsible for ATS on FREQ 135.275 MHZ, 136.000 MHZ or FIC LJUBLJANA 118.475 MHZ |
| TWR | Maribor Tower | 119.200 | MON - SUN: 0700 - 1900 (0400 - 1930)* and O/R. Request has to be submitted at least 24 HR before ETA or ETD. | <ul style="list-style-type: none"> Primary FREQ, VDF Available only during the operational HR of AD. * During "legal summer time" see GEN 2.1.2 For Emergency FREQ see ENR 2.1.1 |

LJMB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, CAT of ILS (VAR) | ID | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME antenna | Remarks |
|-------------------------------------|----|-----------|--------------------|--|--------------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS RWY 33 | | | | | | |
| L | MR | 334 KHZ | H24 | 46 22 17.51 N 015 47 35.68 E | 234 M (768 FT) | - |

| Type of aid, CAT of ILS (VAR) | ID | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME antenna | Remarks |
|-------------------------------------|-----|------------|-----------------------|--|--------------------------------|---------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OM | | 75 MHZ | H24 | 46 25 39.42 N 015 44 11.41 E | 251 M (824 FT) | - |
| MM | | 75 MHZ | H24 | 46 27 45.39 N 015 42 10.44 E | 258 M (848 FT) | - |
| L | MI | 355 KHZ | H24 | 46 27 45.64 N 015 42 10.05 E | 263 M (863 FT) | - |
| GP | | 334.40 MHZ | H24 | 46 28 19.27 N 015 41 29.59 E | 261 M (856 FT) | GP Angle 3° (5.2%) RDH 49 FT |
| DME | MAR | CH 38X | H24 | 46 28 18.92 N 015 41 29.57 E | 267.4 M | Co-located with GP |
| LLZ CAT I | MAR | 110.10 MHZ | H24 | 46 29 29.69 N 015 40 29.03 E | 267 M (856 FT) | - |

LJMB AD 2.20 LOCAL TRAFFIC REGULATIONS

In course of preparation

LJMB AD 2.21 NOISE ABATEMENT PROCEDURES

In course of preparation

LJMB AD 2.22 FLIGHT PROCEDURES**1 PROCEDURES FOR FLIGHTS WITHIN TMA MARIBOR 1 AND TMA MARIBOR 2**

1.1 Outside service hours of APP MARIBOR and TWR MARIBOR the airspace classification of TMA MARIBOR 1, TMA MARIBOR 2 and CTR MARIBOR is the same as the airspace classification of the CTA MURA 1, CTA MURA 2 and TMA DOLSKO 1.

Before entering the Airspace defined as TMA MARIBOR 1 and TMA MARIBOR 2 pilots shall contact APP MARIBOR 119.200 MHZ, if no reply pilots shall contact APP LJUBLJANA 135.275 MHZ, 136.000 MHZ or FIC LJUBLJANA 118.475 MHZ and check the operational hours of APP MARIBOR.

1.2 The approach, holding and departure procedures are based on the provisions contained in the following ICAO Documents:

- *ICAO Annex 6 - Operation of Aircraft*
- *ICAO Annex 14 - Aerodromes*
- *Doc 4444 - RAC/501 - Rules of the Air and Air Traffic Services (PANS-RAC)*
- *Doc 8168 - OPS/611 - Aircraft Operations (PANS-OPS), Volume I and II*

2 PROCEDURES FOR VFR FLIGHTS ENTERING TMA MARIBOR 1 AND TMA MARIBOR 2

2.1 VFR flights shall enter [TMA MARIBOR 1](#) and [TMA MARIBOR 2](#) via following entry points:

- GOLVA, MUREG, PETOV, O BUTI,
- 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".