

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** MON-FRI 0715-1500±

Other times O/R in advance 1 working day till 1100±

**Airport Information****RFF:** CAT 4, CAT 6 O/R 24HR PN**PCN:** RWY 01/19: 35/F/B/X/T**Customs:** O/R, at least 1 working day in advance till 1100±**Operation****Traffic Notes**

Outside ATS HRs, verify provision of ATS by calling TWR before entering TMA due to possible change of OPR HRs on a short notice.

**TWY Restrictions**

TWY A width 15m / 49ft.

TWY B, C width 11m / 36ft.

**Taxi/Parking**

According TWR or follow-me.

**Warnings**

Birds in vicinity of AD.

**ARRIVAL****Communication**

On first contact with TWR report:

- ACFT identification and actual cleared LVL
- Assigned HDG or direct routing in case of flight outside ATS route

**COM Failure:** The designated NAV aid is PNY NDB.**Speed**

MAX IAS 250KT below FL100.

MAX IAS 220KT after overflying IAF, or on base leg / closing HDG to the final APCH track when under vectoring.

**Arrival Procedure****Visual APCH:** Pilots conducting visual APCH should not enter airspace class G.**Circling APCH**

Circling APCH is possible to be performed only to non-instrument RWY 19 after instrument APCH to RWY 01. Pilots are obliged to perform the flight so to avoid an area east of the AD/extended CL of RWY 01/19. For RWY 19 a right circling is established.

**Warnings**

Due to mountainous terrain north-east of AD, it is required for all IFR traffic manoeuvring north-east from extended CL of RWY 01 a strict adherence to the track ALT and speed restrictions of the published procedures, for purpose of contingency procedures design (engine out procedures, MISAP due to loss of capability RNP APCH), it is recommended to use for RWY 01 left turn.

**DEPARTURE****Take-off Minima**

RWY		01/19	
A, B, C	ft - m/km	0 - 400V	HIRL
A, B		0 - 400V	LIM or LIL REDL
C		0 - 500V	
A, B, C		0 - 800V	wo LGT, HJ only
D		Not applicable	-

**Departure Procedure****Start-up**

REQ start-up when ready within 1min.

On first contact with TWR report:

- ACFT identification
- DEST AD
- stand identification
- intention to go through de-icing procedure or other requirements if necessary.

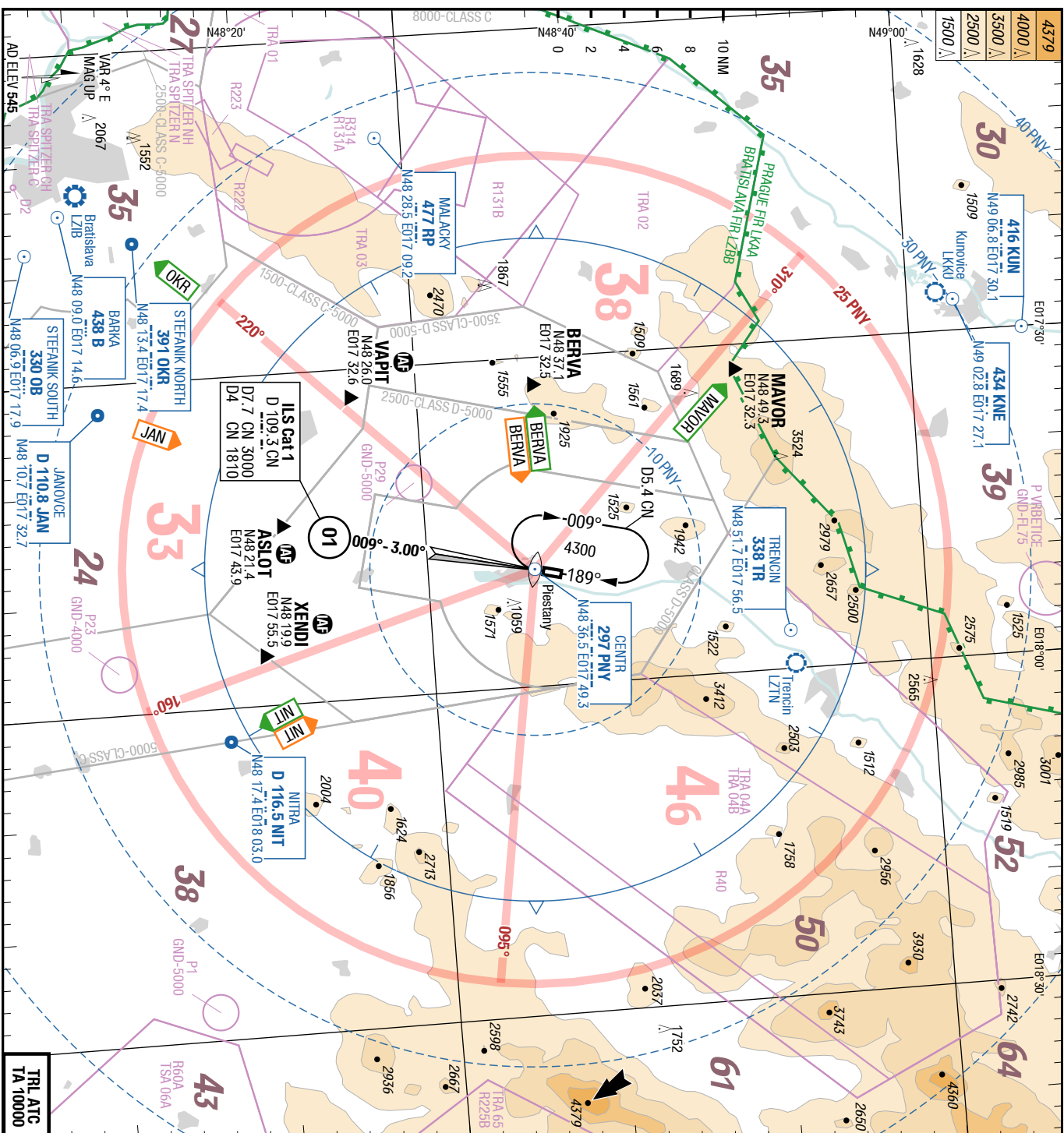
**Departure Note**

Pilots conducting visual DEP should not enter airspace class G.

**De-icing**

AVBL

2-10



Stefanik RAD

134.925

TWR

118.575 HR AD

118.450 HR AD

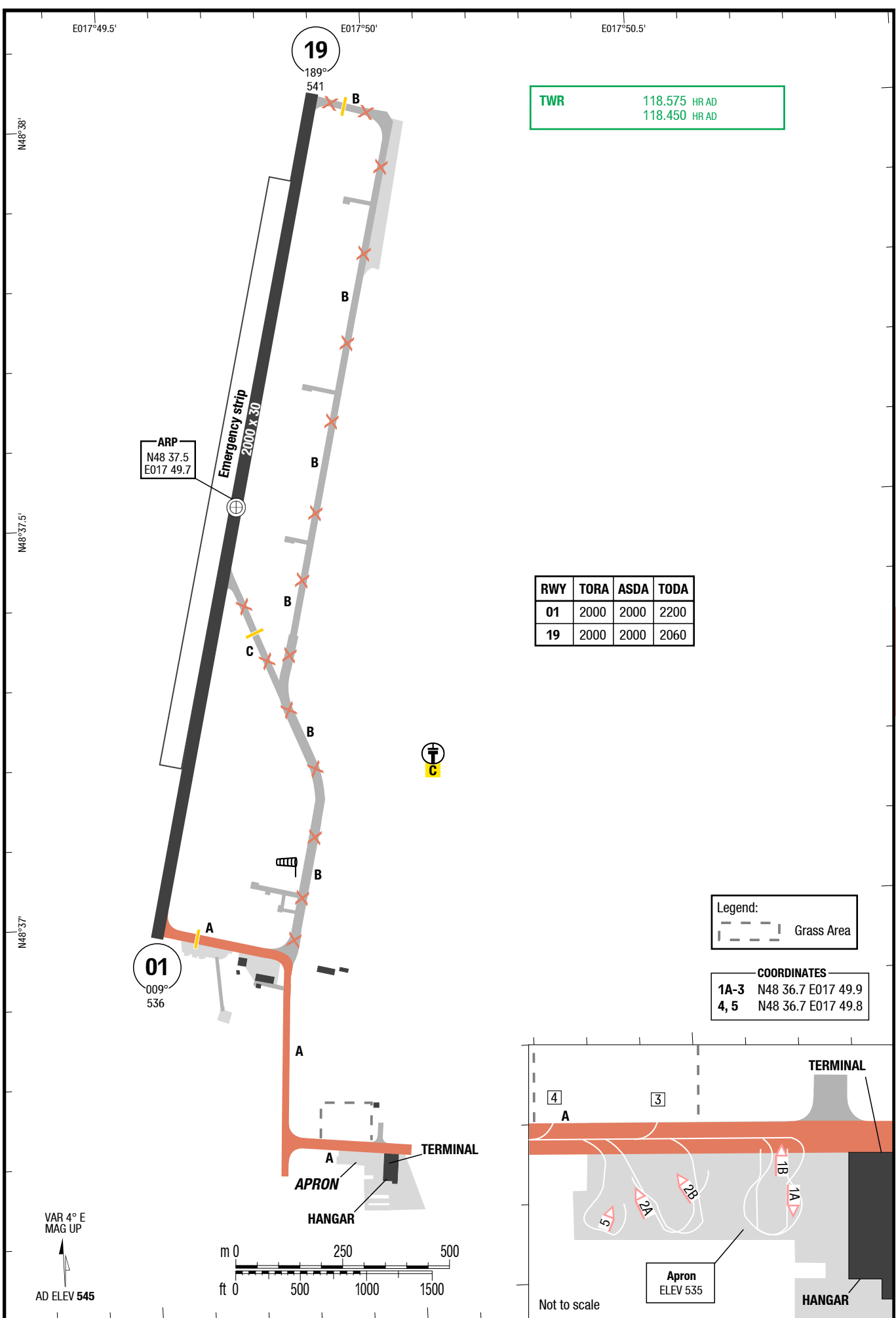
Landing RWY system:

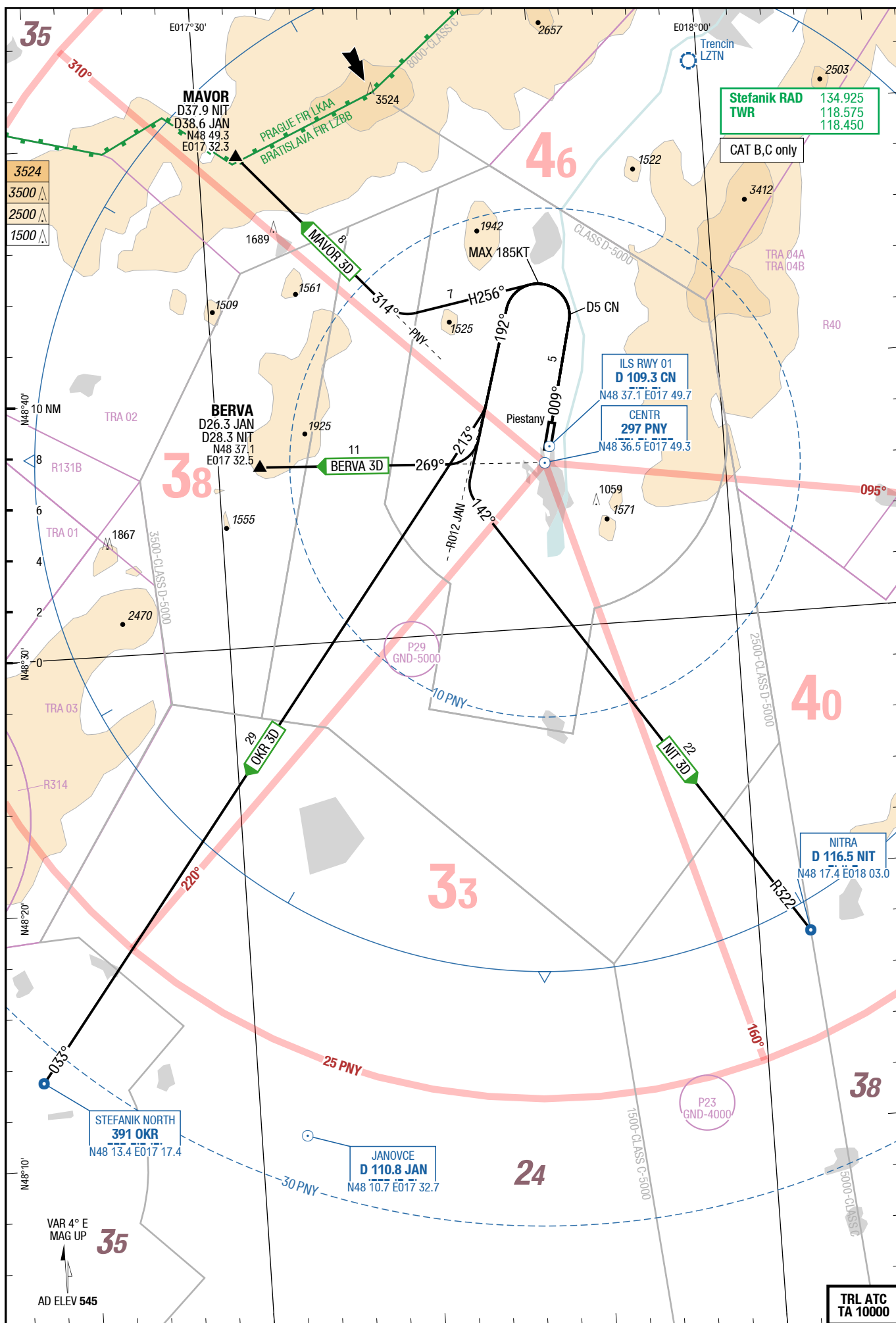
01 83.0° 2000 x 30 60 HM

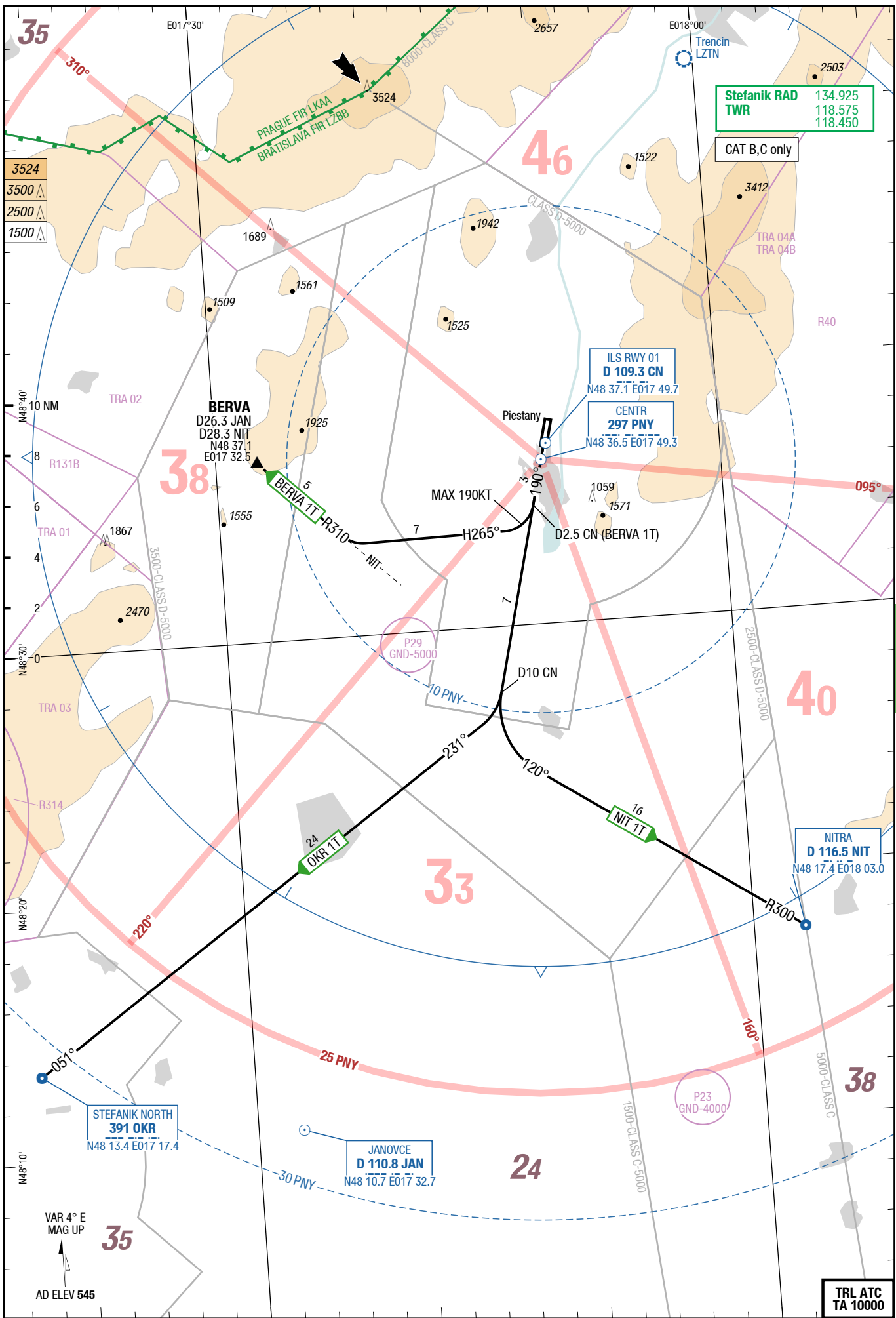
HM-P1 THR 536 (19hPa) / TDZ 541 (20hPa) +0.1%

60 HM 30 x 2000 420 ML-S 19

-0.1% TDZ --- (---%) / THR 541 (20hPa)







**BERVA 3D / MAVOR 3D / NITRA 3D / STEFANIK NORTH 3D**

RWY 01 (009°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>BERVA 3D</b> 4.0% to 2000 <b>118.575</b>	at D5 <b>CN LT</b> (MAX 185KT) intercept R012 <b>JAN</b> inbound - intercept QDR 269 <b>PNY</b> to BERVA	<b>initial climb 5000</b>
<b>MAVOR 3D</b> 4.0% to 2000 5.5% to 5000 <b>118.575</b> ①	at D5 <b>CN LT</b> (MAX 185KT) HDG 256° - intercept QDR 314 <b>PNY</b> to MAVOR	<b>initial climb 5000</b>
<b>NITRA 3D</b> <b>NIT 3D</b> 4.0% to 2000 <b>118.575</b>	at D5 <b>CN LT</b> (MAX 185KT) intercept R012 <b>JAN</b> inbound - intercept R322 <b>NIT</b> to <b>NIT</b>	<b>initial climb 5000</b>
<b>STEFANIK NORTH 3D</b> <b>OKR 3D</b> 4.0% to 2000 <b>118.575</b>	at D5 <b>CN LT</b> (MAX 185KT) intercept R012 <b>JAN</b> inbound - intercept QDM 213 <b>OKR</b> to <b>OKR</b>	<b>initial climb 5000</b>

① CG 5.5% to 5000 to remain within controlled ASP. If unable to comply, inform ATC.

**BERVA 1T / NITRA 1T / STEFANIK NORTH 1T**

RWY 19 (189°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>BERVA 1T</b> 5.5% to 3000 <b>118.575</b> ①②	at D2.5 <b>CN RT</b> (MAX 190KT) HDG 265° - intercept R310 <b>NIT</b> to BERVA	<b>initial climb 5000</b>
<b>NITRA 1T</b> <b>NIT 1T</b> 4.5% to 4000 <b>118.575</b> ①②	at D10 <b>CN LT</b> intercept R300 <b>NIT</b> to <b>NIT</b>	<b>initial climb 5000</b>
<b>STEFANIK NORTH 1T</b> <b>OKR 1T</b> 4.0% to 2500 <b>118.575</b> ①②	at D10 <b>CN RT</b> intercept QDM 231 <b>OKR</b> to <b>OKR</b>	<b>initial climb 5000</b>

① CG to remain within controlled ASP. If unable to comply, inform ATC

② Close-in OBST may exist



**PZY-LZPP**

**NIL**

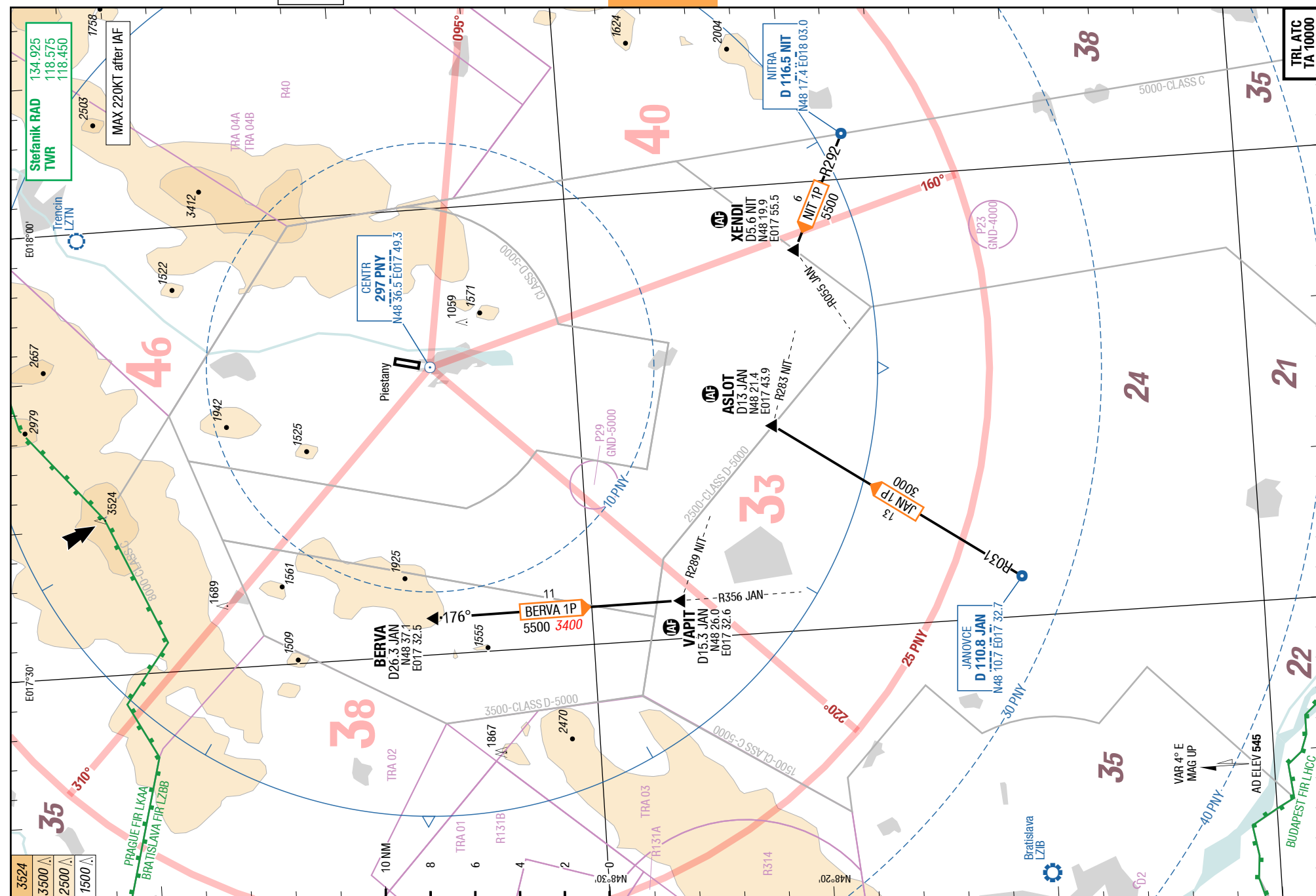
## STARS

**STAR**

# STAR

NIL

## STARS



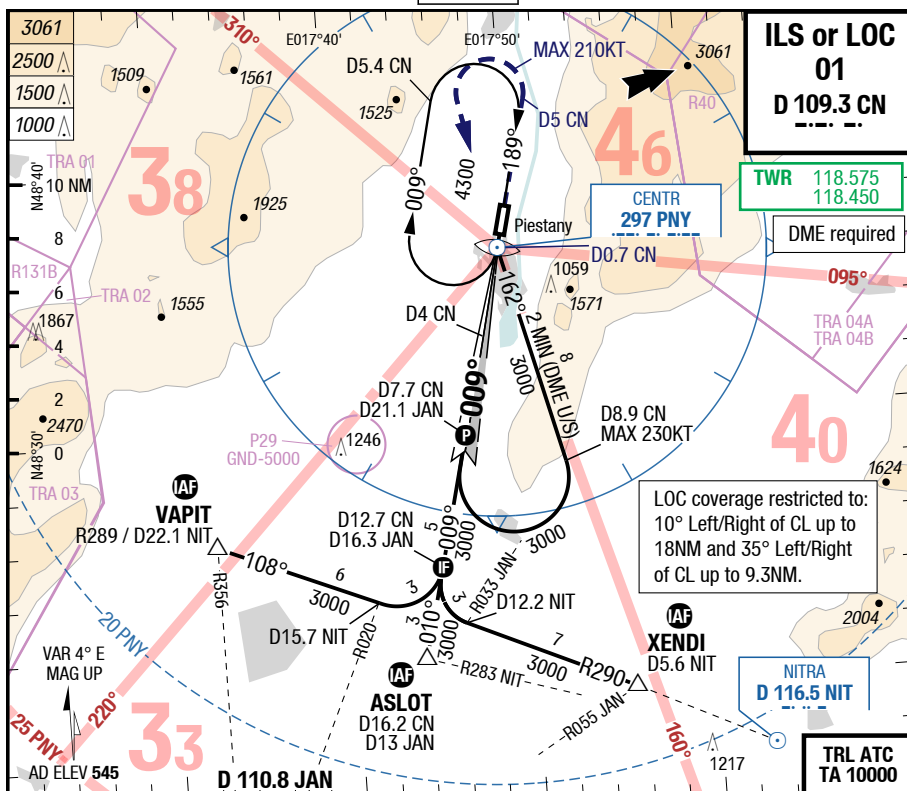
Changes: IAF, PROC, WPT

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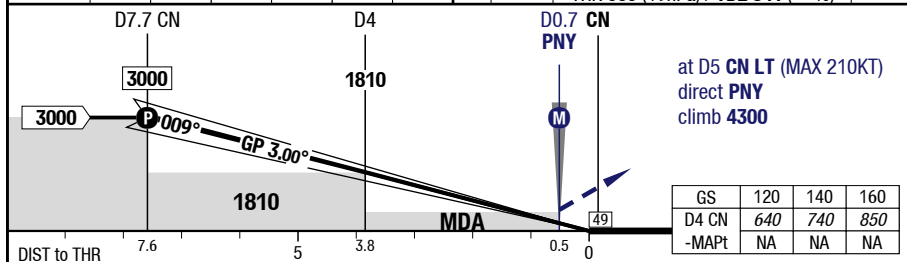
PZY-LZPP

7-10

ILS or LOC 01

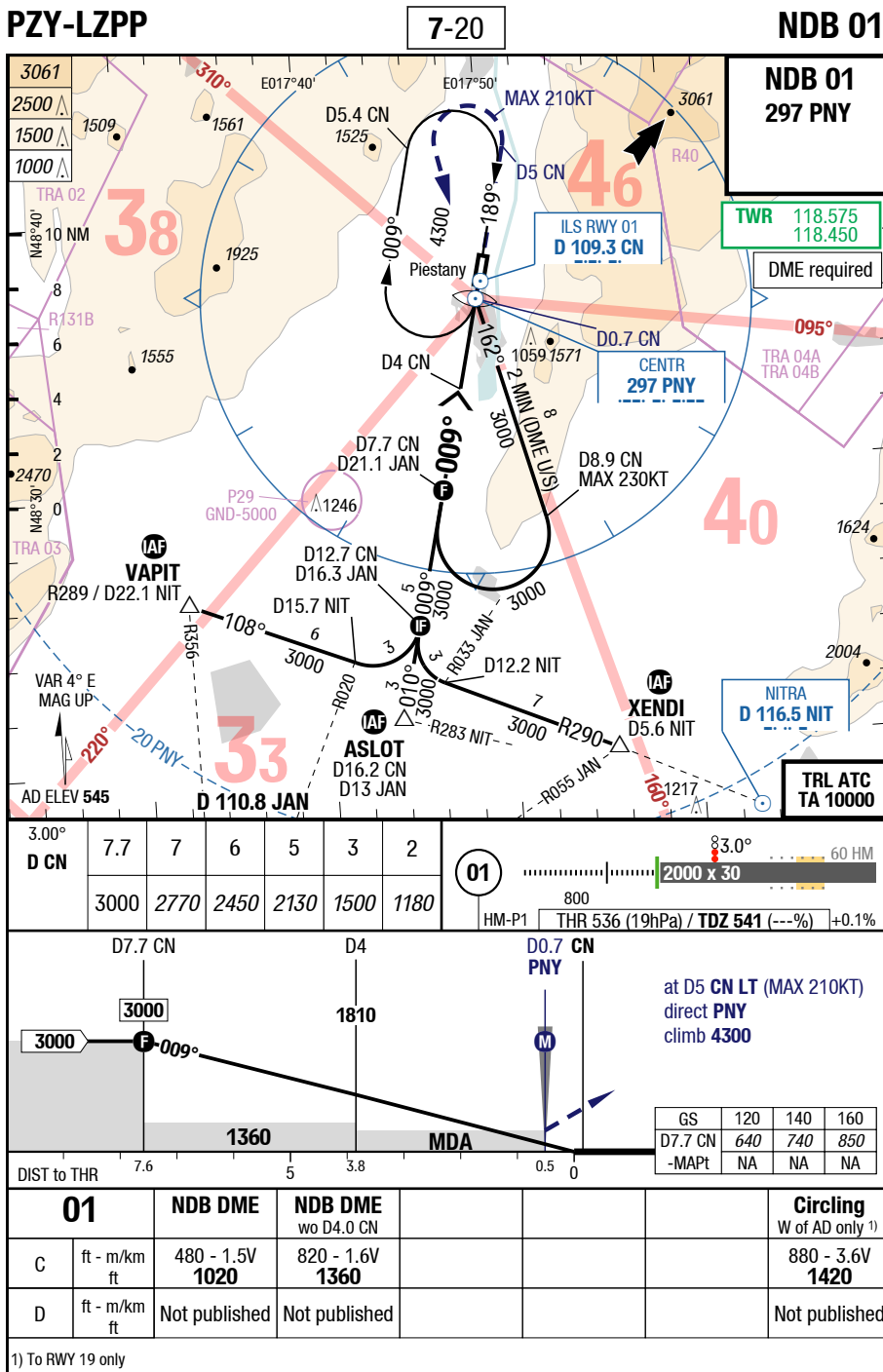


LOC 3.00° D CN	7.7	7	6	5	3	2	83.0°	60 HM
	3000	2770	2450	2130	1490	1180	800	
							HM-P1	THR 536 (19hPa) / TDZ 541 (---%) +0.1%

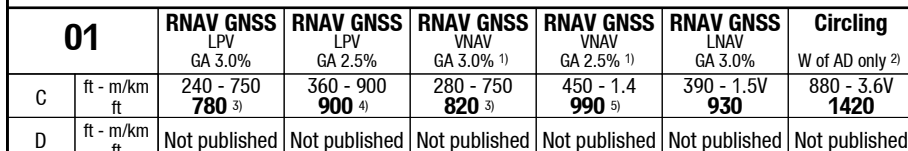


01	Cat 1 DME GA 3.0%	Cat 1 DME GA 2.5%	LOC DME	Circling W of AD only <sup>1)</sup>
C	ft - m/km ft 240 - 1.0R/1.0V 780 <sup>2)</sup>	400 - 1.1R/1.1V 940 <sup>3)</sup>	400 - 1.5V 940	880 - 3.6V 1420
D	ft - m/km ft Not published	Not published	Not published	Not published

<sup>1)</sup> To RWY 19 only<sup>2)</sup> With EVS RVR 650m/ VIS 800m<sup>3)</sup> With EVS RVR 750m/ VIS 800m



## RNAV (GNSS) 01



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Changes: new

01		RNAV GNSS LNAV GA 2.5%					
C	ft - m/km ft	520 - 1.5V <b>1060</b>					
D	ft - m/km ft	Not published					