

GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

SKED FLTs + Charter

No TKOF/LDG 2200-0500‡.

Delayed DEP possible between 2150-2230‡ with PPR when ready for ENG start at latest 2150‡.

Delayed LDG possible between 2200-2230‡ with PPR.

Airport Information

RFF: CAT 6, CAT 3 between 2200-0500‡; higher CAT 0/R.

PCN: RWY 12/30: 110/F/B/X/T

Fuel: 0530-2100‡, other times 0/R 24HR before ETA or ETD.

Operation

Preferential RWY

DEP:

2100-2300‡: Expect RWY 12.

2300-0500‡: RWY 12 only. RWY 30 only AVBL due to safety, WX, technical or SAR.

Low Visibility Procedures

LVP in force when RVR falls below 550m and the CEIL is equal or below 200ft.

When LVP in force, only one ACFT movement on the main APN is allowed (including push-back).

ARR:

- After LDG vacate the RWY via TWY G and report RWY vacated when passing the end of color coded yellow-green TWY CLL.
- ARR ACFT will be radar vectored so as to ensure interception of ILS at FAF BASTA D11.1 LBL.

DEP:

- Entry to RWY 30 is permitted via TWY G, F, B and C.
- Entry to RWY 12 is permitted via TWY K and G.

TWY Restrictions

TWY T width 15m / 59ft.

TWY T MAX wingspan 29m / 95ft, MAX wheel base 18m / 59ft, MAX main gear wheel span 9m / 30ft.

TWY E4 restricted to code letter D ACFT.

TWY E1, E2, E3 restricted to code letter C ACFT.

Taxi/Parking

Follow-me mandatory while taxiing on main apron and parking position without VDGS.

In case of using stand 8, 12, 13 for mixed ACFT size classes parking, adequate taxiing guidance is provided.

Access to PSN 32A and 32B is via TWY 01.

Access to PSN 38L and 38R is via TWY 02.

Access to PSN 39 and 40 is via TWY 03 (if instructed by ATC).

On APN taxiing only at MNM speed.

GENERAL

Stand 3, 4, 5, 6, 7 equipped with SAFEGATE.

Stand 1, 2, 8, 9, 10, 11, 12, 13, 14, 15, 39, 40 equipped with Cockpit Stop Line markings.

Stands 1-15, 8A, 13A, 15A are taxi-in/push-back.

Stand 1A is self-maneuvering.

Position DE-1 is provided for winter CONDS.

APU

Use of APU no earlier than 30min before off-block and no longer than 30min after on-block.

Engine Run-up Areas

ENG run-up on APN not associated with the planned ACFT departure are not permitted.

ENG run-up with performance level above idle may be conducted between 0500-2100±.

ENG test run at the simulated MAX PWR between 0500-1700±.

Warnings

High terrain N of AD.

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure**

RNAV STAR has been given and acknowledged:

Continue the flight according with lateral and vertical description of the procedure with subsequent final APCH of an IAP and land.

During radar vectoring and prior APCH CLR has been reveided:

Turn inbound DOL VOR/DME to join the HLDG at 6000ft.

Arrival Procedure

Reverse: Do not use more than idle reverse between 2100-0500±.

DEPARTURE**Take-off Minima**

RWY		30	
All ACFT	ft - m/km	0 - 100R	-
RWY		12	
All ACFT	ft - m/km	0 - 125R	-

Communication**COM Failure**

RWY 30: Maintain 6000ft after passing MODRO turn left enter HLDG DOL VOR/DME and climb to MEA, continue via FPL.

RWY 12: Maintain 6000ft after passing LUPIX enter HLDG DOL VOR/DME and climb to MEA, continue via FPL.

DEPARTURE**Departure Procedure****Departure Note**

MODRO 1W only AVBL during RAD service.

Start-up/Push-back

Request CLR from GND prior request for start-up and/or push-back

Push-back PROCs on PSN 8A: For start-up CLR contact TWR. Expect push-back permission by Ljubljana Handling on 131.400. After push-back contact TWR for taxi CLR.

Noise Abatement Procedure

RWY 30 GIMIX 1J

Flight tracks are recorded at LJLJ AD and ACFT noise is monitored in all relevant areas around AD. Climb to the optimum NAP TKOF profile for the particular type of ACFT. Adhere to NAP as strictly possible.

De-Icing

REQ de-icing not later than 15min before off-block time.

Guidance onto de-icing stand DE1 is provided by marshaller assistance.

Report to GND/TWR when de-icing is completed.

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AFC

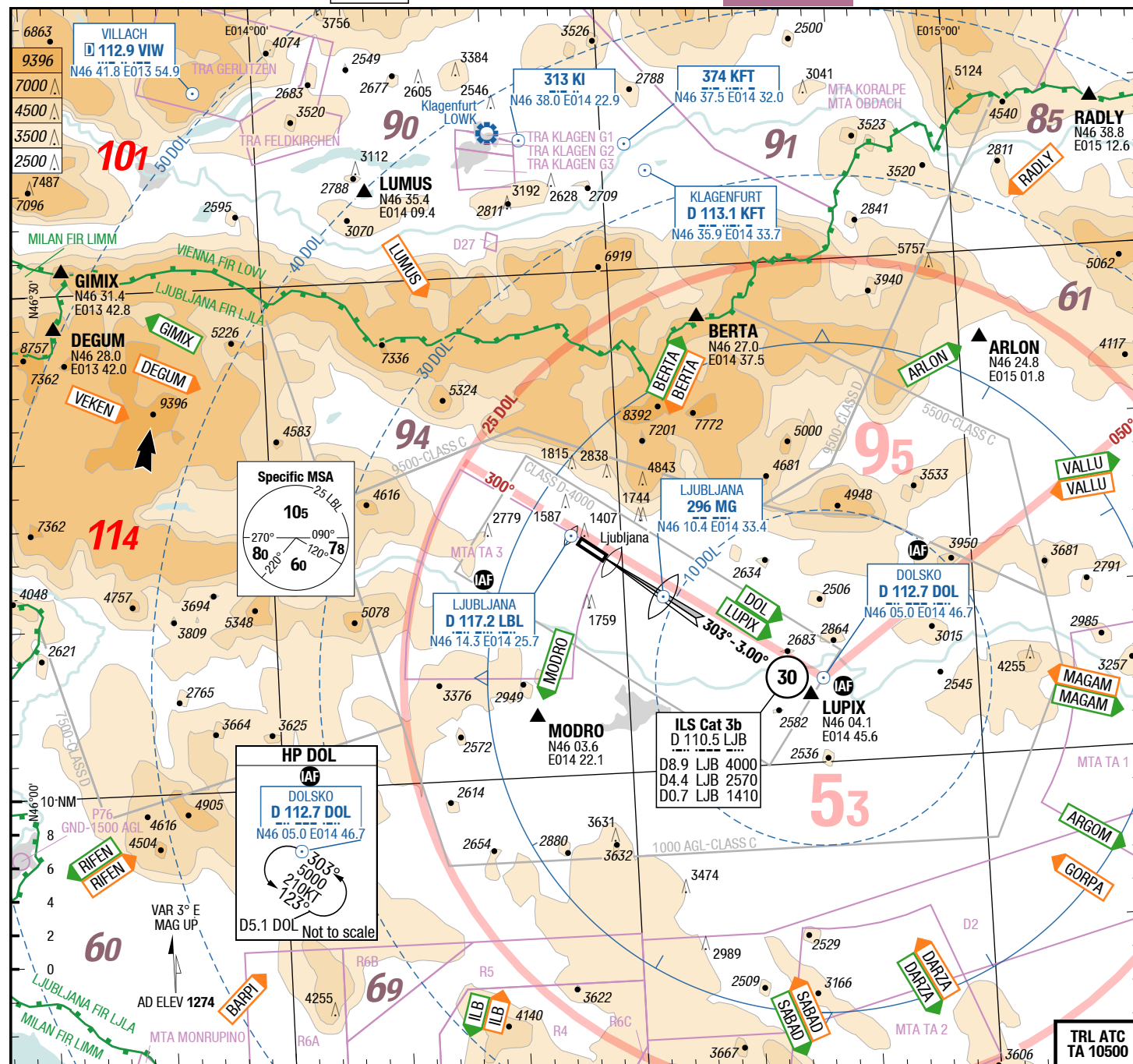
AFC

AFC



AFC

2-10



ATIS	128.175	112.700 DOL
APP	135.275	132.475
TWR	118.000	118.750
GND	121.925	

Landing RWY system:

12

HL-S 420

3300 x 45

83.0°

60 HL

15 HL

THR 1274 (46hPa) / TDZ --- (---%) -0.8%

3.0°

60 HL

15 HL

45 x 3300

3.0°

30

+0.8% TDZ 1212 (---%) / THR 1191 (43hPa) HL-P2

**TRL ATC
TA 10500**

17-MAY-2018
LJU-LJLJ

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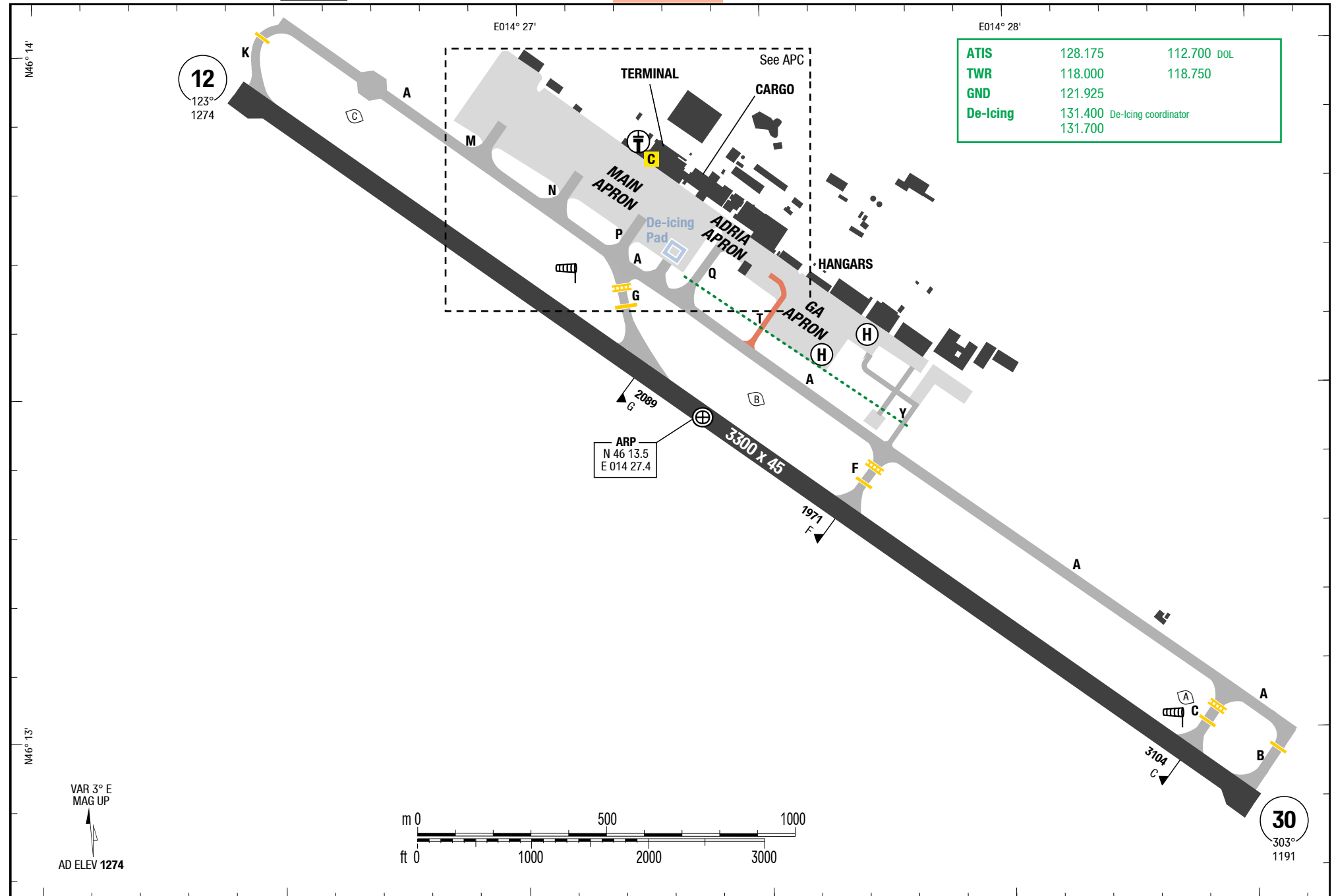
AGC

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Brnik Ljubljana Slovenia

AGC



Changes: Nil

Effective 26-APR-2018

19-APR-2018

LJU-LJLJ

3-30

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NIL
APC

APC

APC

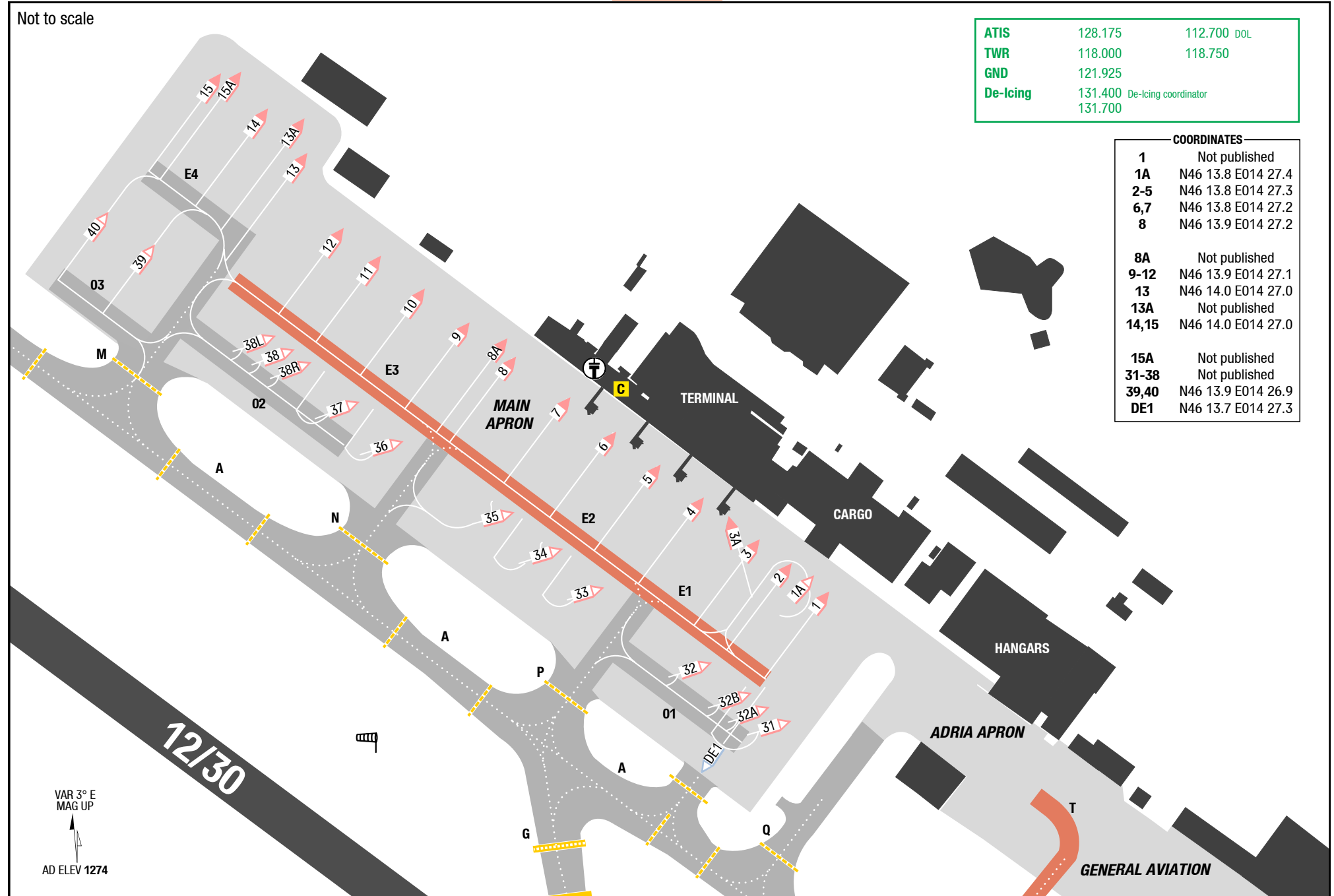
Brnik Ljubljana Slovenia

NIL
APC

ATIS	128.175	112.700 DOL
TWR	118.000	118.750
GND	121.925	
De-icing	131.400	De-icing coordinator
	131.700	

COORDINATES

1	Not published
1A	N46 13.8 E014 27.4
2-5	N46 13.8 E014 27.3
6,7	N46 13.8 E014 27.2
8	N46 13.9 E014 27.2
8A	Not published
9-12	N46 13.9 E014 27.1
13	N46 14.0 E014 27.0
13A	Not published
14,15	N46 14.0 E014 27.0
15A	Not published
31-38	Not published
39,40	N46 13.9 E014 26.9
DE1	N46 13.7 E014 27.3



Changes: HLDG POS, APN, TWY Lights, WDI, BLDG, AD ELEV

17-MAY-2018

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RNAV SIDs 30

RNAV SID 12

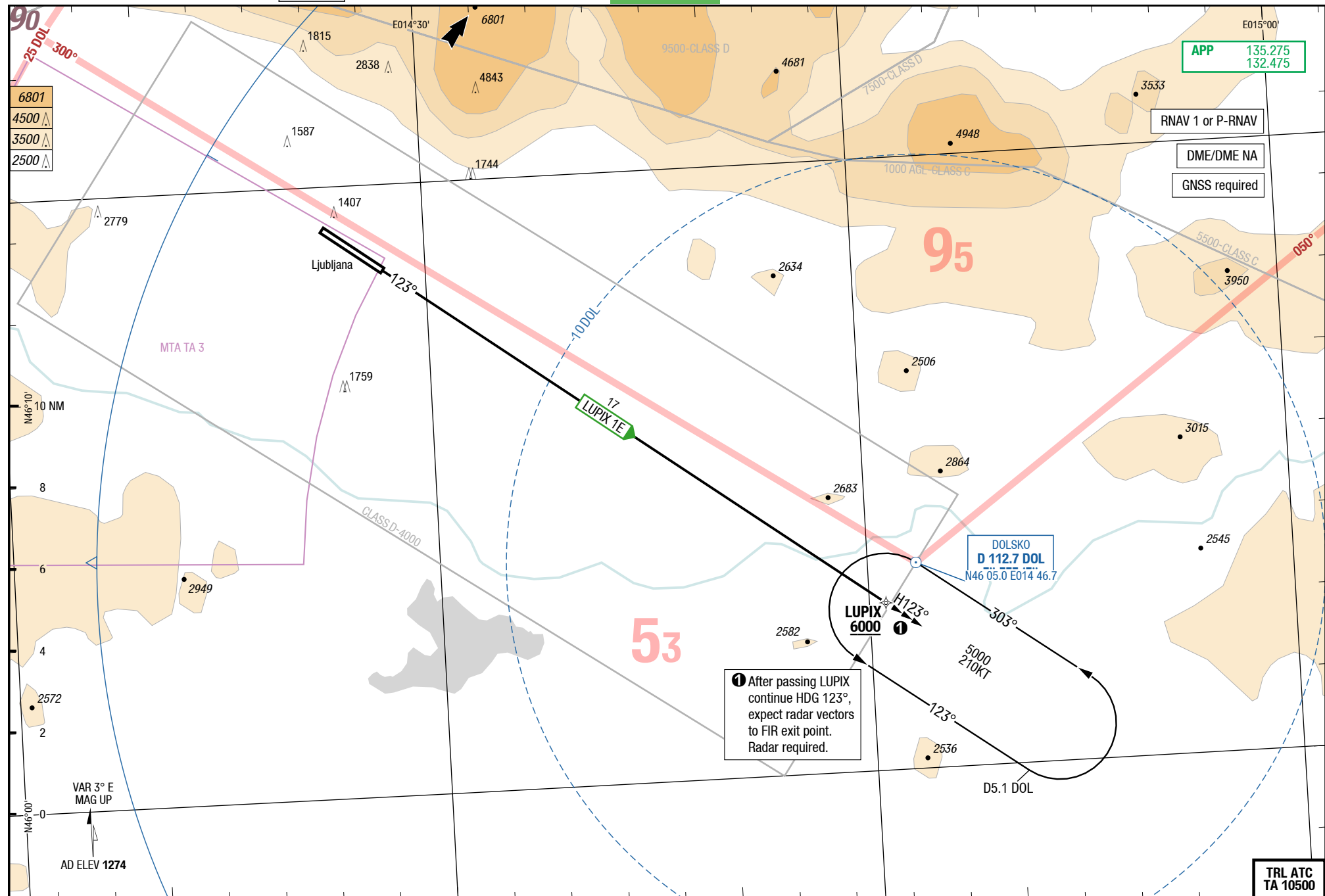
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SID

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RNAV SIDs 30

RNAV SID 12



Changes: Reprint

TRL ATC
TA 10500

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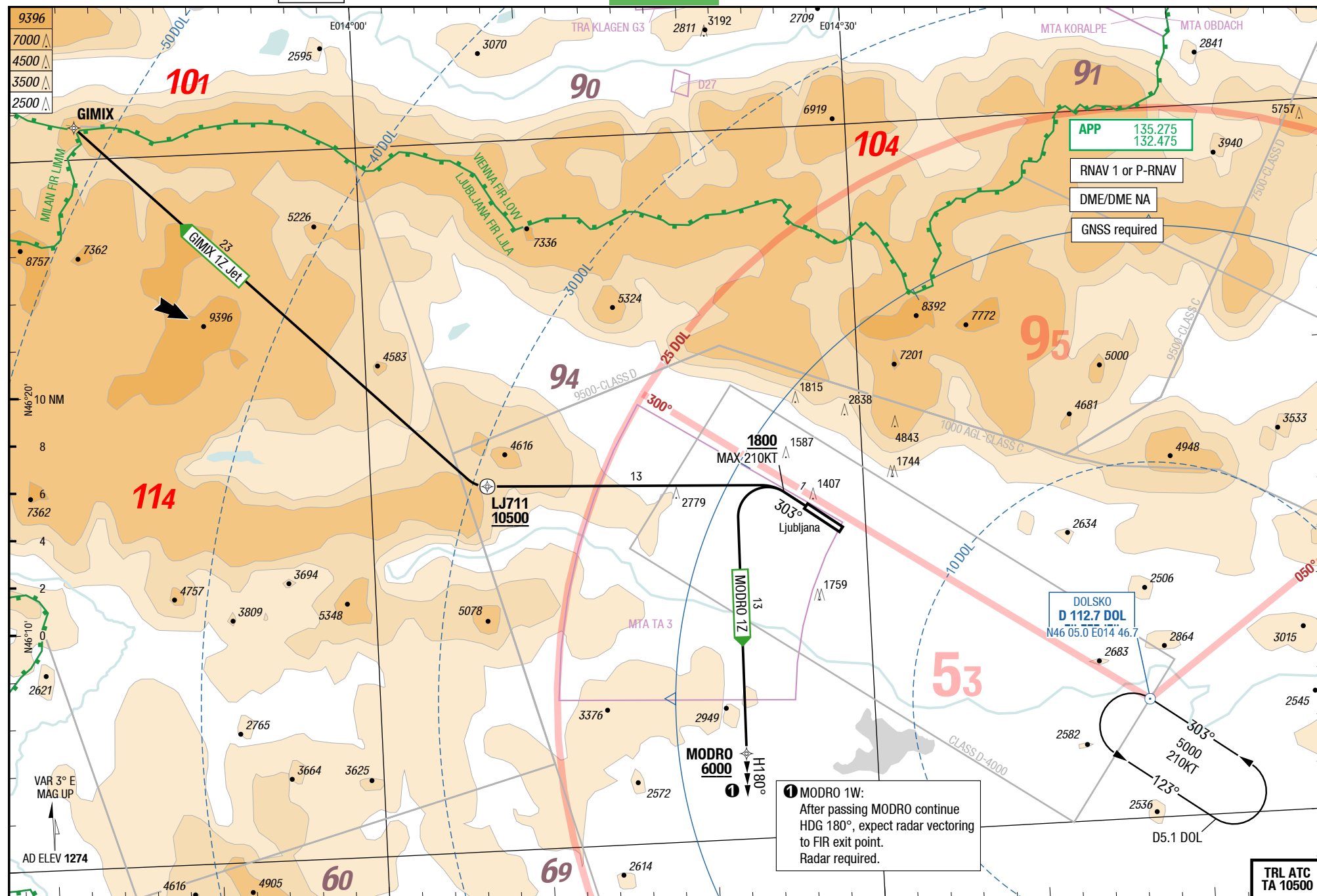
4-20

RNAV SIDs 30

SID

SID

RNAV SIDs 30



Changes: OBST

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SIDs RWY 30

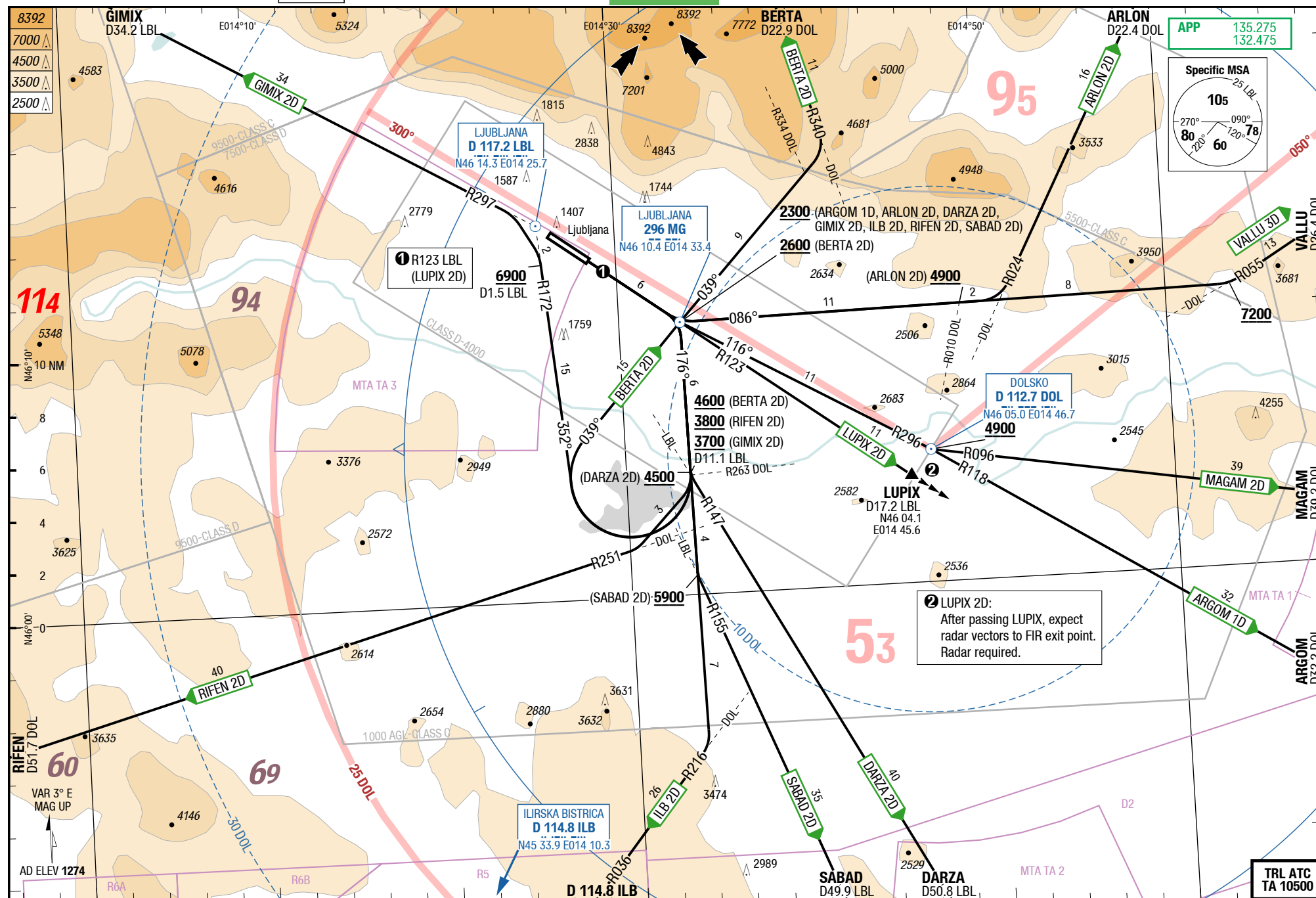
SIDs RWY 12

SID

SID

SIDs RWY 30

SIDs RWY 12



Changes: Reprint

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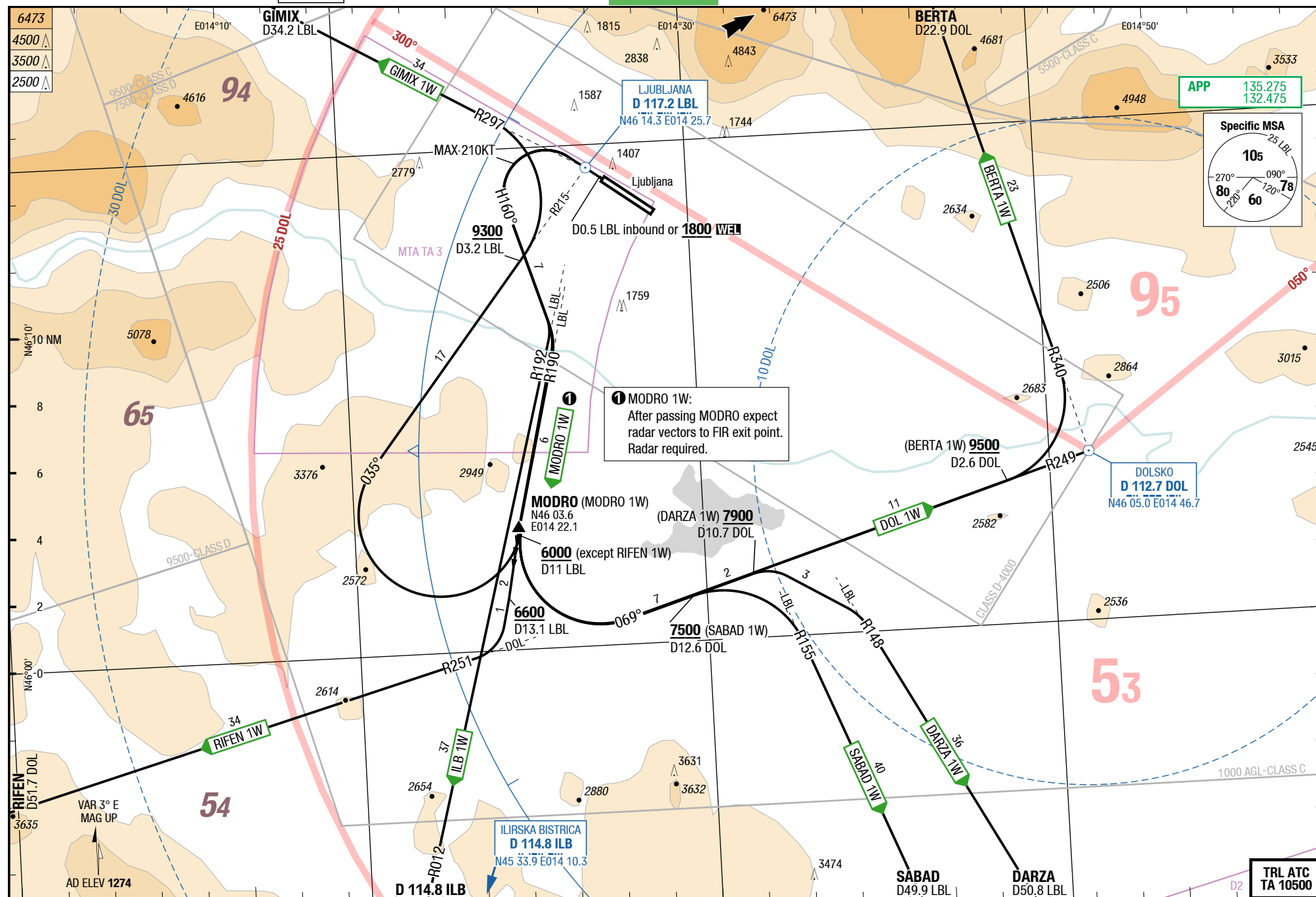
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SIDs RWY 30

SID

SID

SIDs RWY 30



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NIL

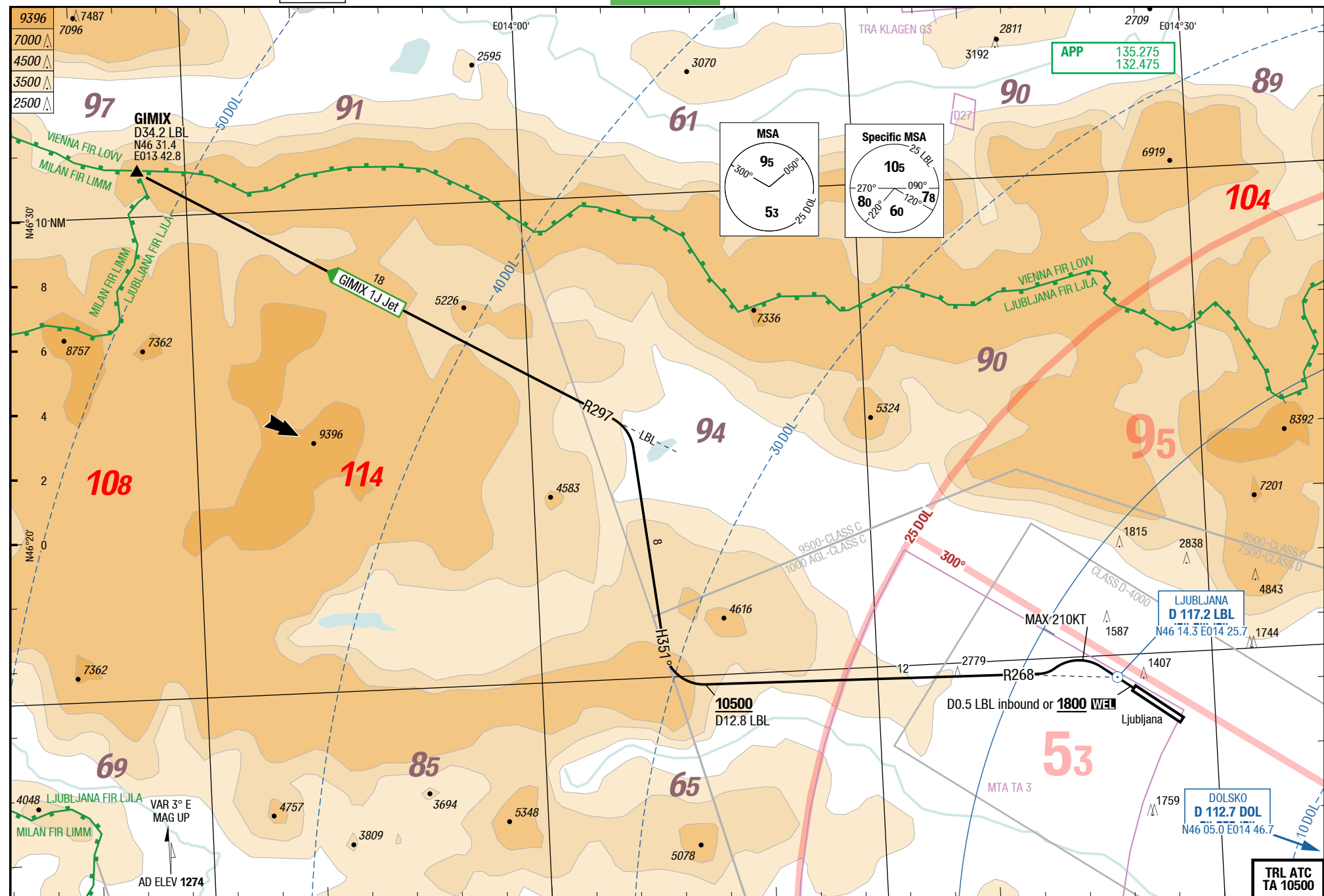
GIMIX 1J

cid

cid

NIL

GIMIX 1J



Changes: OBST

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LUPIX 1E

RWY 12 (123°)

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
LUPIX 1E 5.4% to 6000 135.275 ①②③	123° LUPIX	LUPIX MNM 6000 initial climb 6000

- ① Continuous climb operations available. Specified altitudes must be adhered to, unless specifically canceled by ATC.
- ② Expect higher levels than 6000ft after positive radar identification.
- ③ After passing LUPIX continue HDG 123°, expect radar vectors to FIR exit point.

GIMIX 1Z / MODRO 1Z

RWY 30 (303°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
11.3%	ft/MIN	1400	1800	2100	2500	2800	3100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
GIMIX 1Z (Jet only) 11.3% to 10500 135.275 ①④⑤	303° [A1800+ ;K210-] - DCT <u>LJ711</u> - DCT GIMIX	LJ711 MNM 10500 initial climb FL120
MODRO 1Z 5.5% to 6000 135.275 ①②③④	303° [A1800+ ;K210-] - DCT MODRO	MODRO MNM 6000 initial climb 6000

- ① No turn before DER.
- ② Expect higher level than 6000ft after positive radar identifications.
- ③ After passing MODRO continue HDG 180°, expect radar vectoring to FIR exit points.
- ④ Continuous climb gradient operations available. Specified altitudes must be adhered to, unless specifically canceled by ATC.
- ⑤ Climb gradient 11.3% to 10500ft due to airspace restriction. If unable to comply, advice ATC prior start-up.

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5-30

SIDs RWY 12

ARGOM 1D / ARLON 2D / BERTA 2D / DARZA 2D / GIMIX 2D / ILIRSKA BISTRICA 2D / LUPIX 2D

RWY 12 (123°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.1%	ft/MIN	500	700	800	900	1000	1200
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.4%	ft/MIN	700	900	1000	1200	1400	1500
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
ARGOM 1D 4.0% to 8000 135.275 ①	at MG LT intercept R296 DOL to DOL - R118 DOL to ARGOM	MG MNM 2300 DOL MNM 4900
ARLON 2D 4.1% to 8000 135.275 ①	at MG LT intercept QDR 086 MG - crossing R010 DOL LT intercept R024 DOL to ARLON	MG MNM 2300 R010 DOL MNM 4900
BERTA 2D 5.4% to 8700 135.275	at MG RT intercept QDR 176 MG - crossing R263 DOL RT intercept QDM 039 MG - QDR 039 MG - crossing R334 DOL LT intercept R340 DOL to BERTA	MG MNM 2600 R263 DOL MNM 4600
DARZA 2D 5.4% to 8000 135.275 ①	at MG RT intercept QDR 176 MG - intercept R147 LBL to DARZA	MG MNM 2300 R147 LBL MNM 4500
GIMIX 2D 4.0% to 3700 135.275	at MG RT intercept QDR 176 MG - at D11.1 LBL RT intercept R172 LBL inbound - at D1.5 LBL LT intercept R297 LBL to GIMIX	MG MNM 2300 D11.1 LBL MNM 3700 D1.5 LBL MNM 6900
ILIRSKA BISTRICA 2D ILB 2D 5.7% to 8000 135.275 ①	at MG RT intercept QDR 176 MG - intercept R216 DOL / R036 ILB to ILB	MG MNM 2300
LUPIX 2D 4.3% to 5000 135.275 ①②	R123 LBL to LUPIX - expect radar vectors to FIR exit point.	initial climb 6000

① Climb gradient due to airspace restriction.

② Expect higher levels than 6000ft after positive radar identifications.

MAGAM 2D / RIFEN 2D / SABAD 2D / VALLU 3D

RWY 12 (123°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.2%	ft/MIN	600	700	800	900	1100	1200
5.6%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
MAGAM 2D 4.0% to 8000 135.275 ①	at MG LT intercept R296 DOL to DOL - R096 DOL to MAGAM	DOL MNM 4900
RIFEN 2D 4.2% to 8000 135.275 ①	at MG RT intercept QDR 176 MG - crossing R263 DOL RT intercept R251 DOL to RIFEN	MG MNM 2300 R263 DOL MNM 3800
SABAD 2D 5.6% to 8000 135.275 ①	at MG RT intercept QDR 176 MG - intercept R155 LBL to SABAD	MG MNM 2300 R155 LBL MNM 5900
VALLU 3D 4.2% to 8000 135.275 ①	at MG LT intercept QDR 086 MG - intercept R055 DOL to VALLU	R055 DOL MNM 7200

① Climb gradient due to airspace restriction.

BERTA 1W / DARZA 1W / DOLSKO 1W / GIMIX 1W / ILIRSKA BISTRICA 1W / MODRO 1W / RIFEN 1W / SABAD 1W

RWY 30 (303°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
BERTA 1W 5.5% to 6000 135.275	at D0.5 LBL inbound or MNM 1800 , whichever is later, LT (MAX 210KT) HDG 160° - intercept R190 LBL - at D11 LBL LT intercept R249 DOL inbound - at D2.6 DOL LT intercept R340 DOL to BERTA	D11 LBL MNM 6000 D2.6 DOL MNM 9500
DARZA 1W 5.5% to 6000 135.275	at D0.5 LBL inbound or MNM 1800 , whichever is later, LT (MAX 210KT) HDG 160° - intercept R190 LBL - at D11 LBL LT intercept R249 DOL inbound - at D10.7 DOL RT intercept R148 LBL to DARZA	D11 LBL MNM 6000 D10.7 DOL MNM 7900
DOLSKO 1W DOL 1W 5.5% to 6000 135.275	at D0.5 LBL inbound or MNM 1800 , whichever is later, LT (MAX 210KT) HDG 160° - intercept R190 LBL - at D11 LBL LT intercept R249 DOL to DOL	D11 LBL MNM 6000
GIMIX 1W 5.5% to 6000 135.275	at D0.5 LBL inbound or MNM 1800 , whichever is later, LT (MAX 210KT) HDG 160° - intercept R190 LBL - at D11 LBL RT intercept R215 LBL inbound - at D3.2 LBL LT intercept R297 LBL to GIMIX	D11 LBL MNM 6000 D3.2 LBL MNM 9300
ILIRSKA BISTRICA 1W ILB 1W 5.5% to 8000 135.275 ①	at D0.5 LBL inbound or MNM 1800 , whichever is later, LT (MAX 210KT) HDG 160° - intercept R192 LBL / R012 ILB to ILB	
MODRO 1W 5.5% to 6000 135.275 ②	at D0.5 LBL inbound or MNM 1800 , whichever is later, LT (MAX 210KT) HDG 160° - intercept R190 LBL to MODRO - expect radar vectoring to FIR exit points	initial climb 6000
RIFEN 1W 5.5% to 8000 135.275 ①	at D0.5 LBL inbound or MNM 1800 , whichever is later, LT (MAX 210KT) HDG 160° - intercept R190 LBL - at D13.1 LBL RT intercept R251 DOL to RIFEN	D13.1 LBL MNM 6600
SABAD 1W 5.5% to 6000 135.275	at D0.5 LBL inbound or MNM 1800 , whichever is later, LT (MAX 210KT) HDG 160° - intercept R190 LBL - at D11 LBL LT intercept R249 DOL inbound - at D12.6 DOL RT intercept R155 LBL to SABAD	D11 LBL MNM 6000 D12.6 DOL MNM 7500

① Climb gradient due to airspace restrictions.

② Expect higher levels than 6000ft after positive radar identifications.

GIMIX 1J

RWY 30 (303°)

	GS	120	150	180	210	240	270
11.3%	ft/MIN	1400	1800	2100	2500	2800	3100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
GIMIX 1J (Jet only) 11.3% to 10500 135.275 ①	at D0.5 LBL inbound or MNM 1800 , whichever is later, LT (MAX 210KT) - intercept R268 LBL - at D12.8 LBL RT HDG 351° - intercept R297 LBL to GIMIX	D12.8 LBL MNM 10500 initial climb FL120

① Climb gradient 11.3% to 10500ft due to airspace restriction. If unable to comply, advice ATC prior start-up.

Effective 24-MAY-2018

17-MAY-2018

LJU-LJLJ

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RNAV STAR MAGAM 1R

STAR

STAR

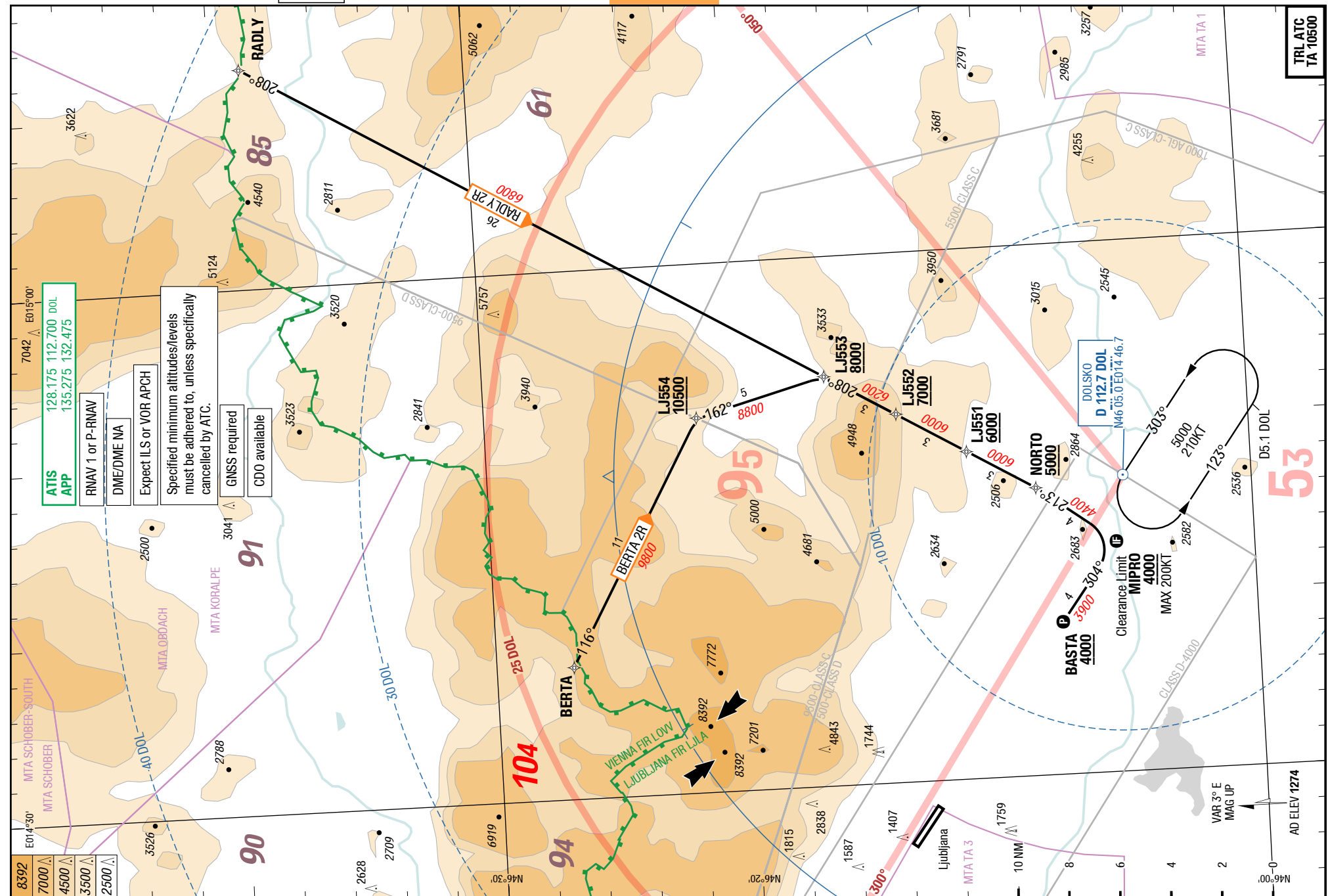
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RNAV STAR MAGAM 1R

RNAV STARs BERTA 2R/RADLY 2R

6-10

RNAV STARs BERTA 2R/RADLY 2R



17-MAY-2018

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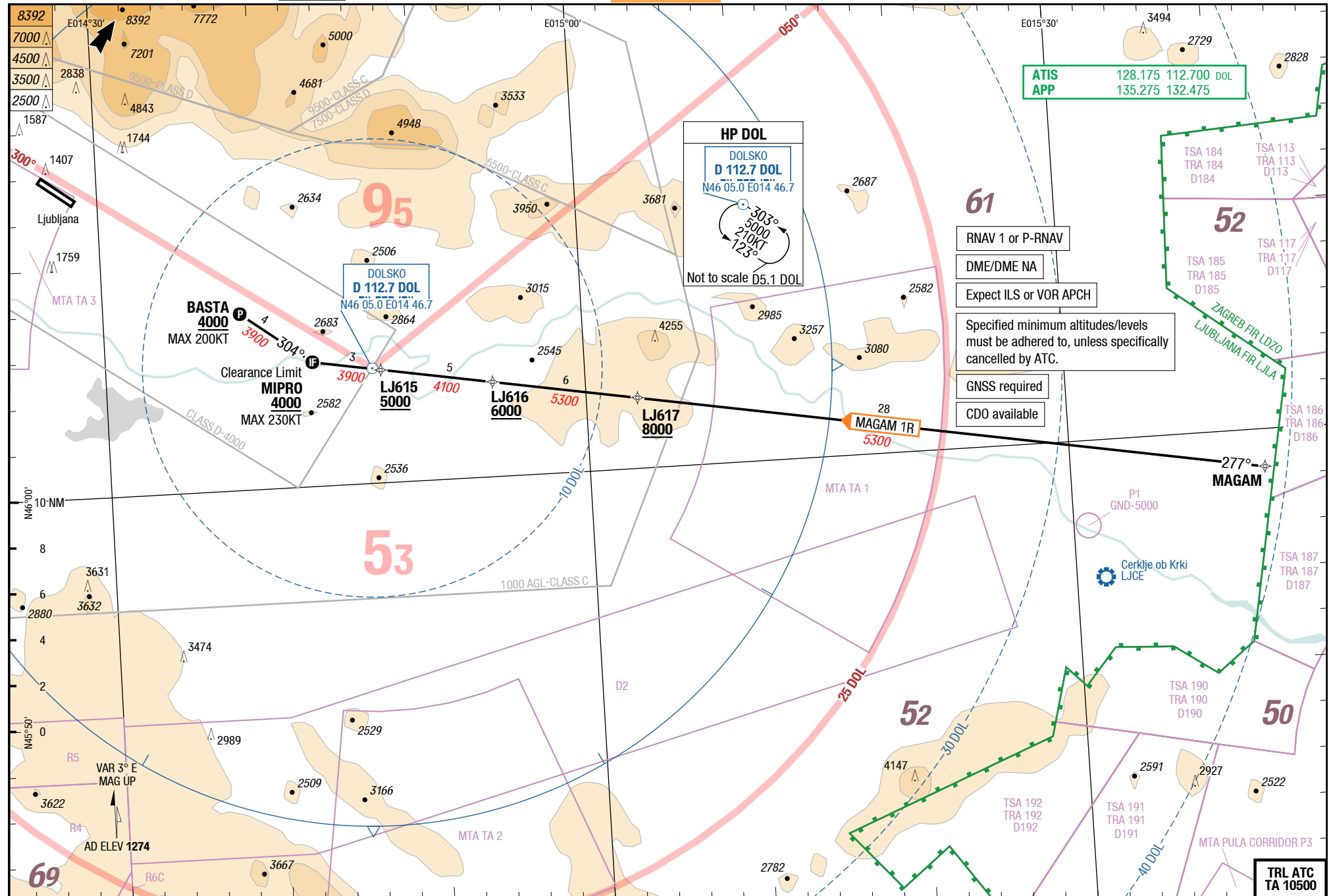
RNAV STAR MAGAM 1R

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RNAV STAR MAGAM 1R



Changes: Reprint

Slovenia **Ljubliana** Brnik

Brnik **Ljubljana** Slovenia

RNAV STARS SABAD 1R/DARZA 1R

RNAV STARS SABAD 1R/DARZA 1R

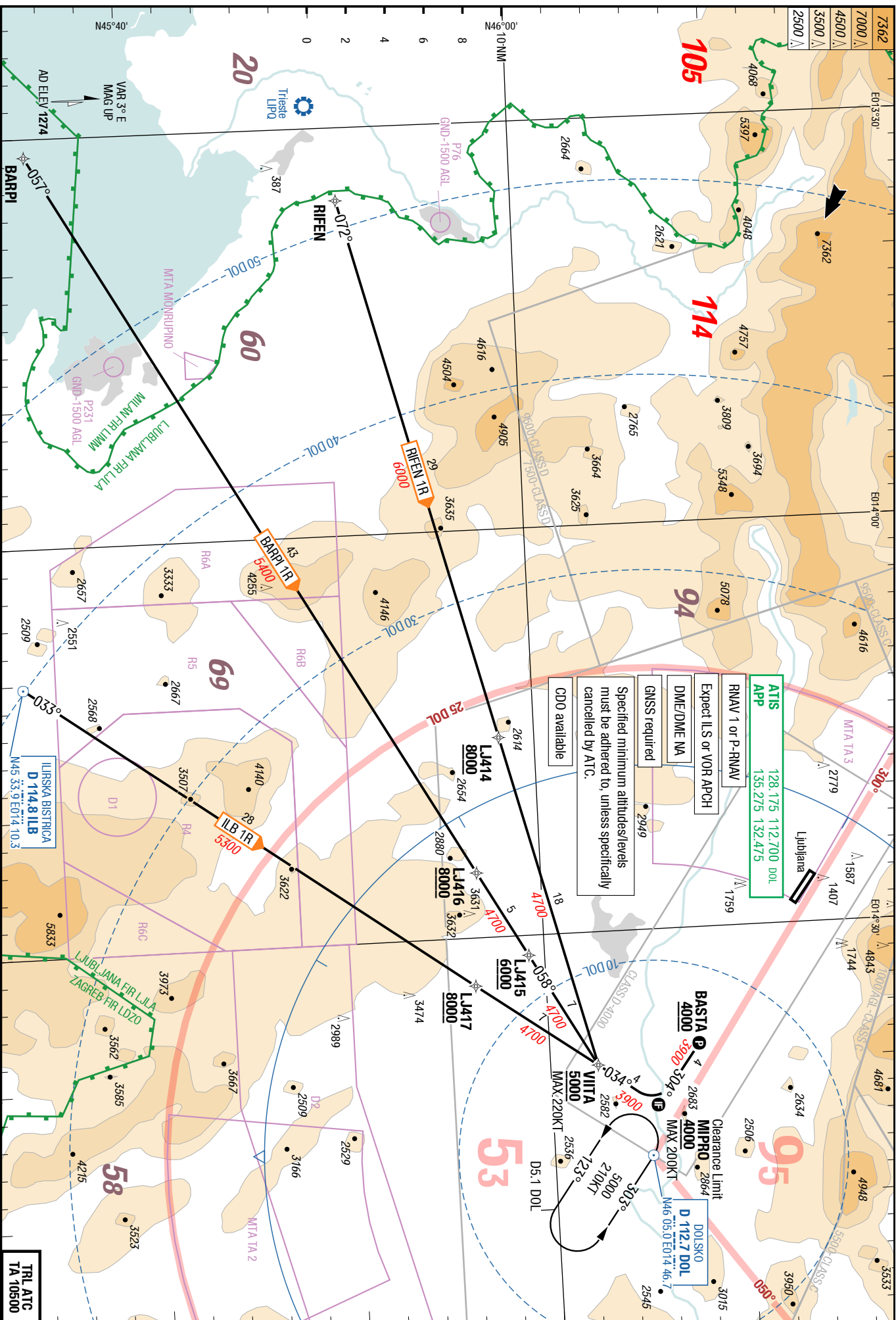
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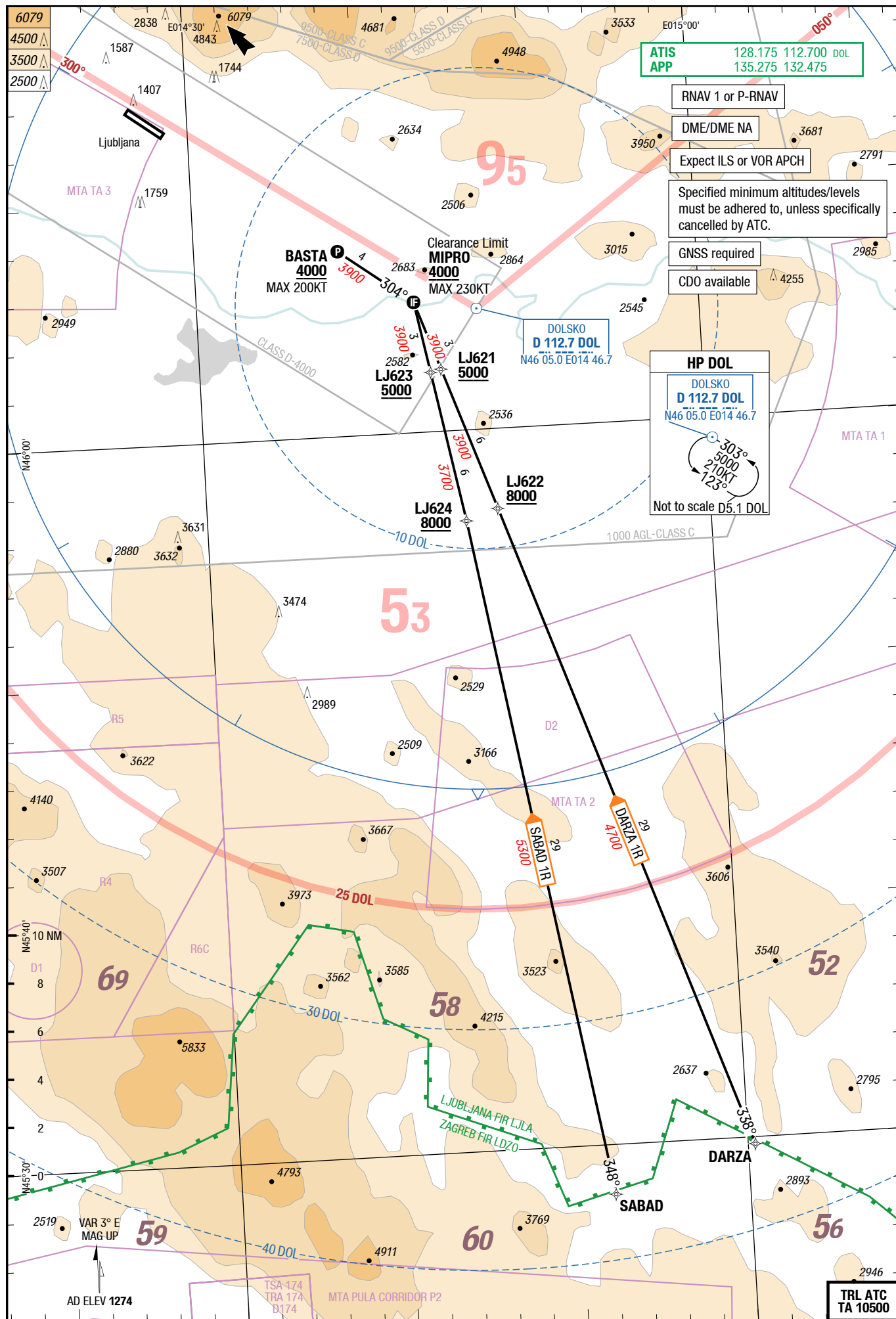
RNAV STARS RIFEN 1R/BARPI 1R/ILB 1R

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STAR

RNAV STARS RIFEN 1R/BARPI 1R/ILB 1R





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RNAV STARs VEKEN 1N/LUMUS 1N

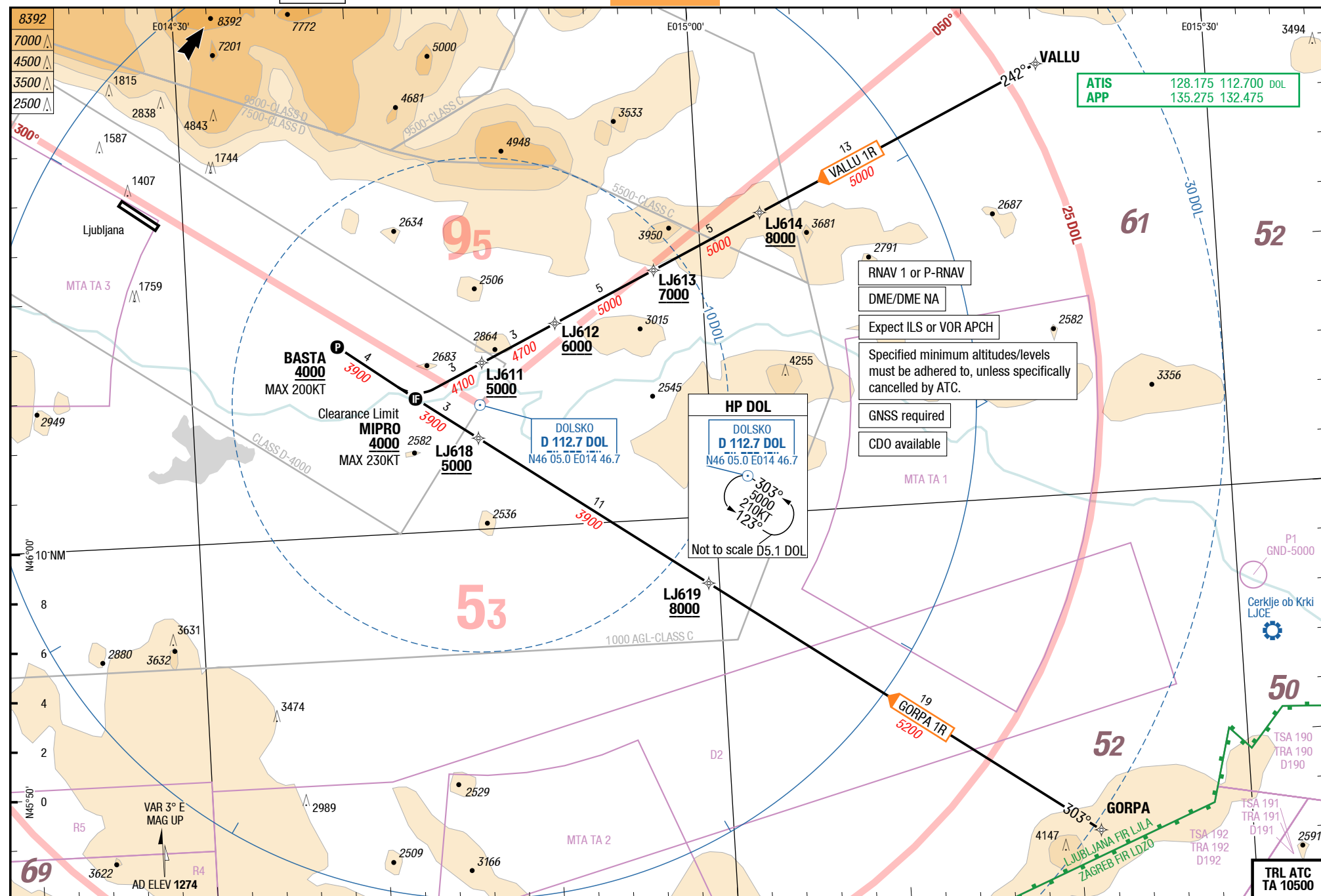
6-50

RNAV STARs VALLU 1R/GORPA 1R

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RNAV STARs VEKEN 1N/LUMUS 1N

RNAV STARs VALLU 1R/GORPA 1R

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17-MAY-2018

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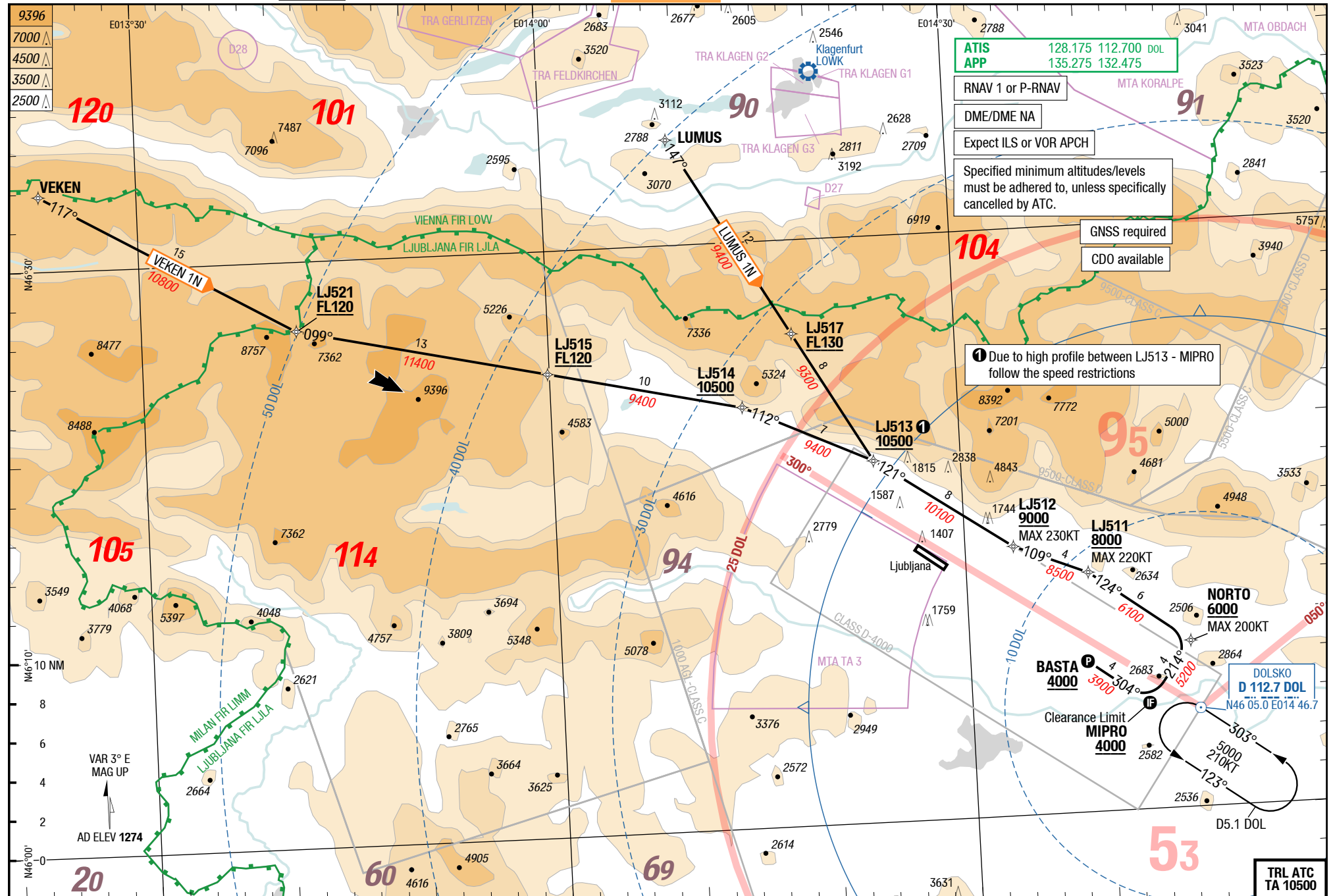
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6-60

RNAV STARs VEKEN 1N/LUMUS 1N

RNAV STARs VEKEN 1N/LUMUS 1N



Changes: OBST

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6-70

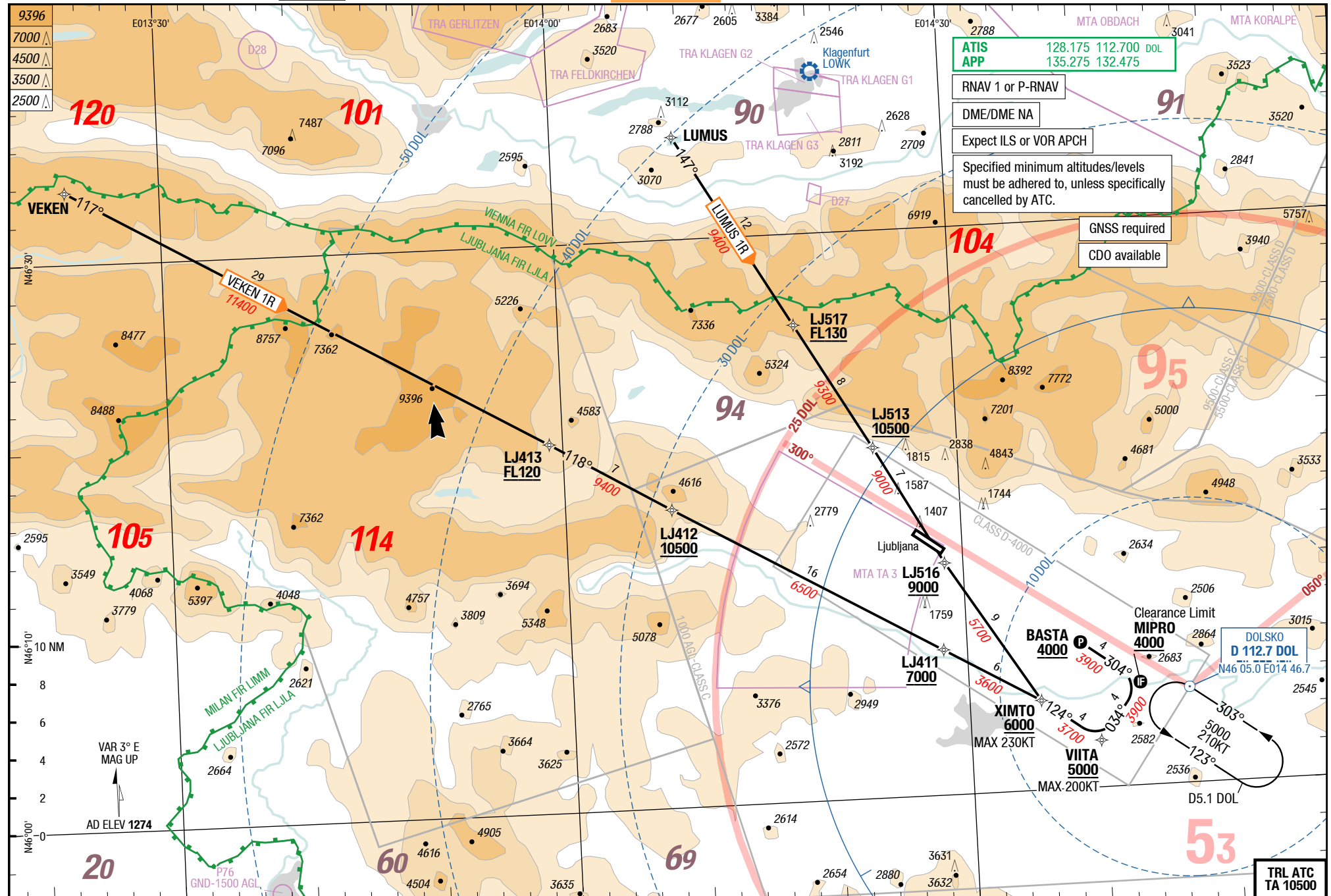
RNAV STARs VEKEN 1R/LUMUS 1R

STAR

STAR

NIL

RNAV STARs VEKEN 1R/LUMUS 1R



Changes: OBST

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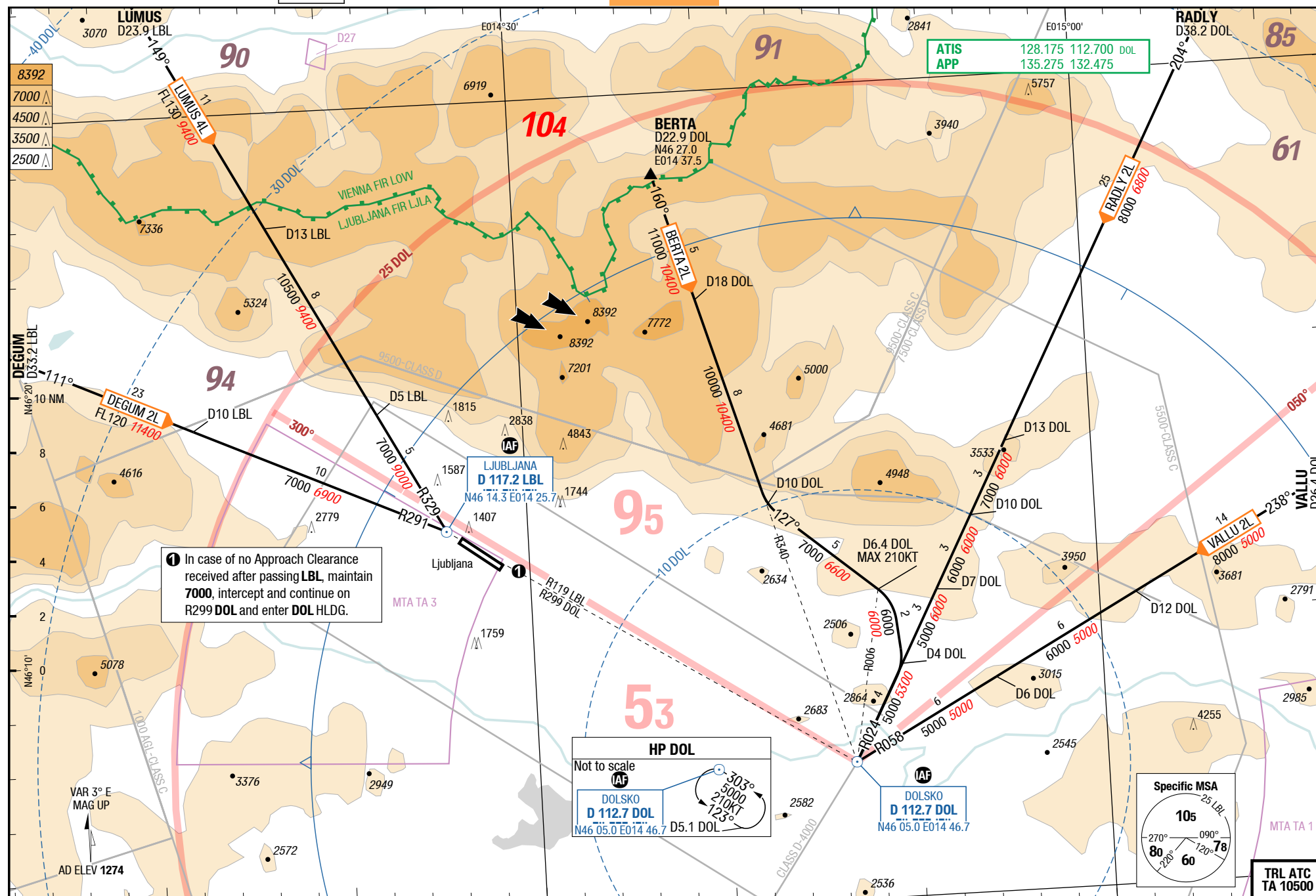
STARs RWY 30 NORTH

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STARs RWY 30 NORTH

6-90



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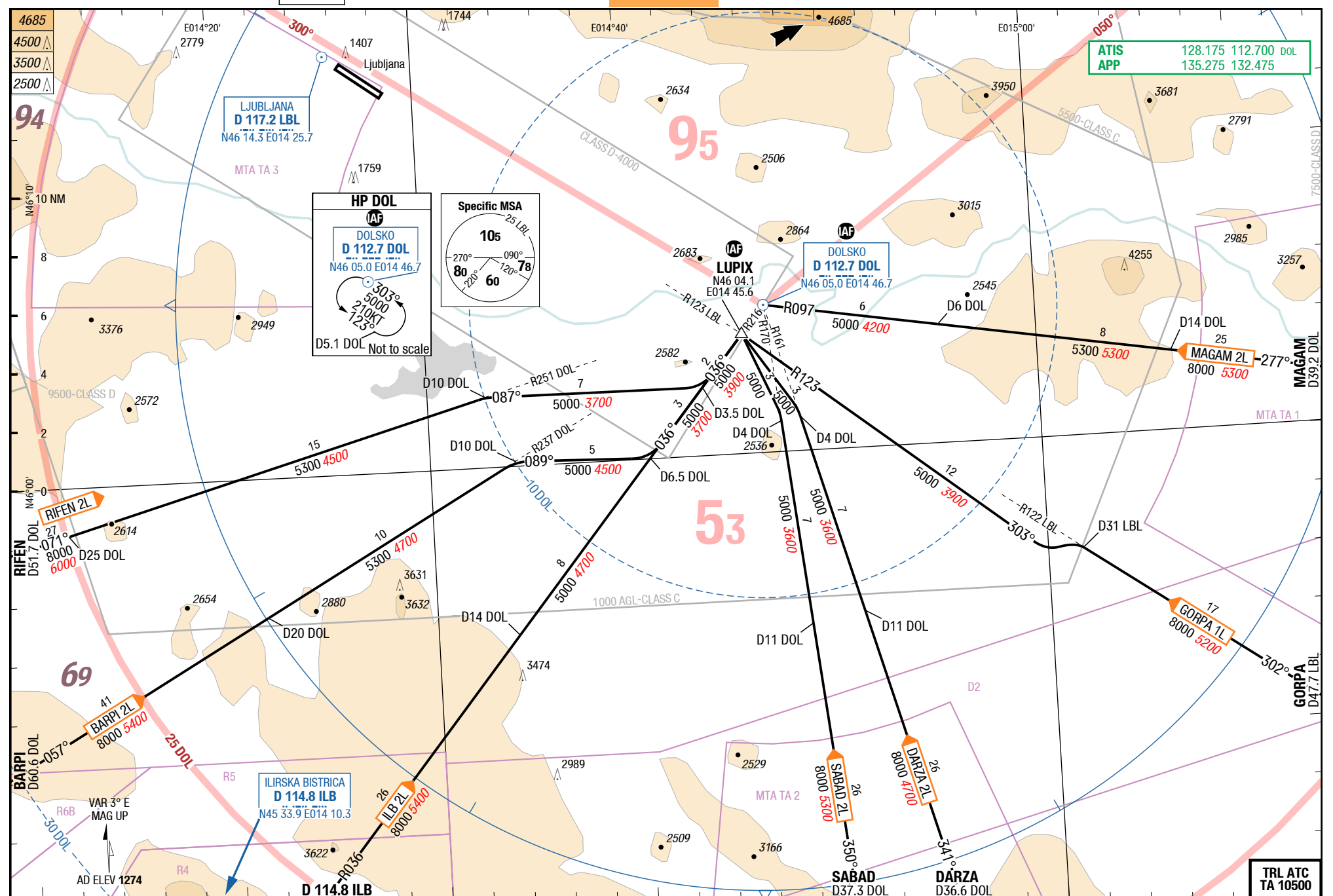
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STARs RWY 30 SOUTH

STAR

STAR

STARs RWY 30 SOUTH

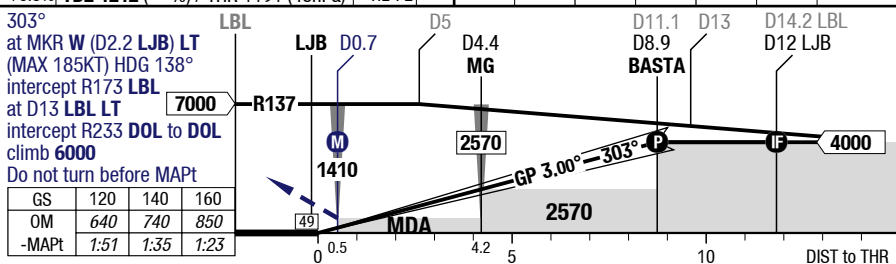
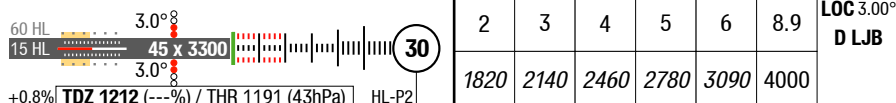
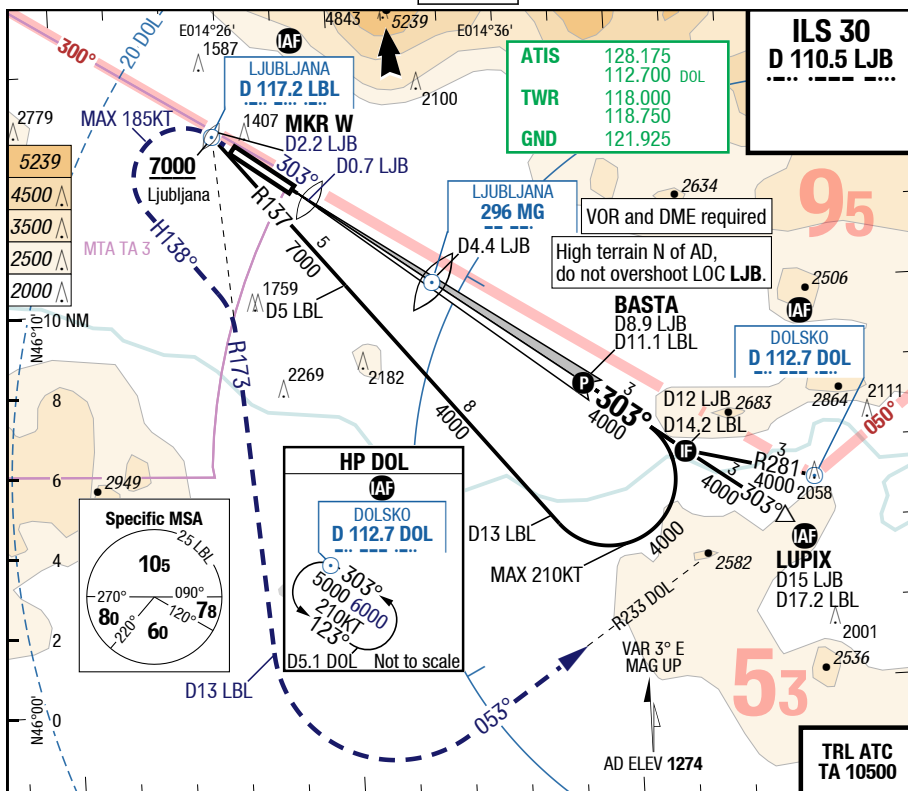


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7-10

ILS 30



30		Cat 3b	Cat 2	Cat 1 <small>LTS</small> <small>1)</small>	Cat 1 <small>1)</small>	Circling <small>SW of AD only 2)</small>	Circling <small>SW of AD only</small>
C	ft - m/km ft	0 - 125R Company	100 - 300R 105 RA	200 - 400 1420	200 - 550 1420	770 - 2.4V 2040	1340 - 2.4V 2610
D	ft - m/km ft	0 - 125R Company	110 - 300R 109 RA 3)	200 - 400 1420	200 - 550 1420		1440 - 3.6V 2710

1) With EVS 350m

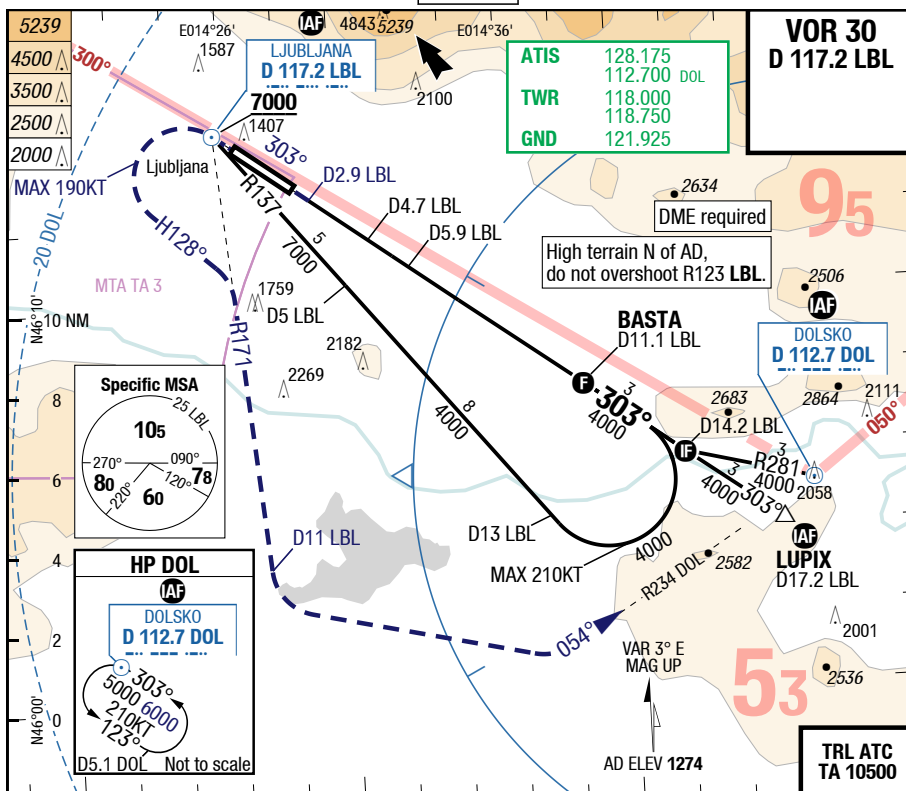
2) MAX KIAS 160, final turn remain within an arc of D5.0 ILS DME

3) If not conducting autoland RVR 350m required

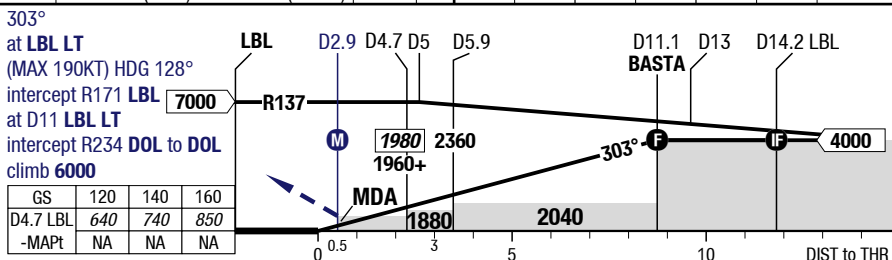
Changes: ALT, OBST, AD ELEV

7-20

VOR 30



60 HL	3.0° 8	4	5	7	8	9	11.1	3.00°
15 HL	45 x 3300	1760	2080	2710	3030	3350	4000	D LBL
+0.8% TDZ 1212 (---%) / THR 1191 (43hPa) HL-P2								



30	VOR DME	Circling	Circling
C	ft - m/km ft	770 - 2.4V 2040	1340 - 2.4V 2610
D	ft - m/km ft		1440 - 3.6V 2710

1) MAX KIAS 160, final turn remain within an arc of D5.0 ILS DME
 2) SW of AD only

30		LOC DME					
C	ft - m/km ft	510 - 1.6 1730					
D	ft - m/km ft	510 - 1.6 1730					

17-MAY-2018

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NIL

MRC

MRC

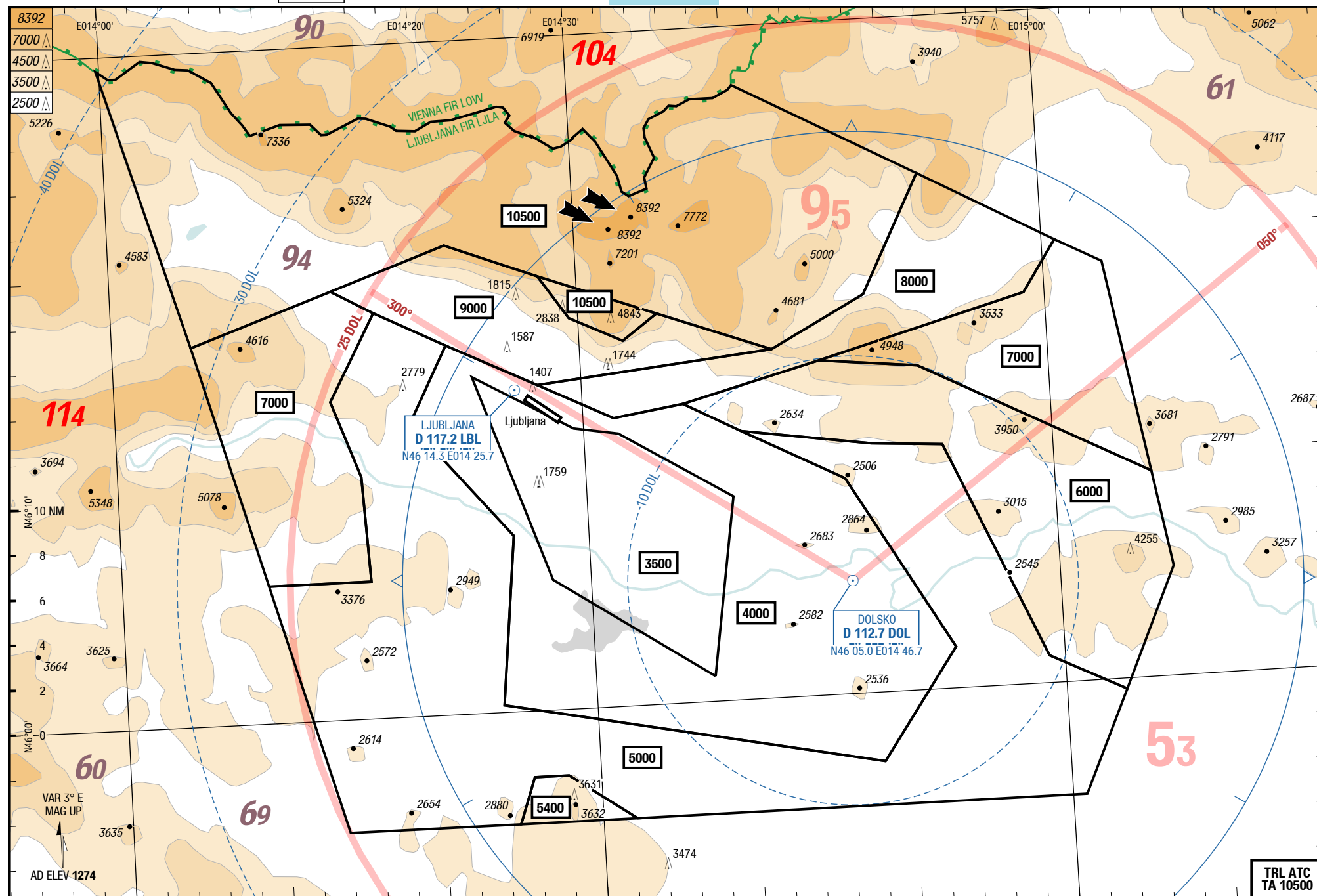
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NIL

MRC

8-10



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