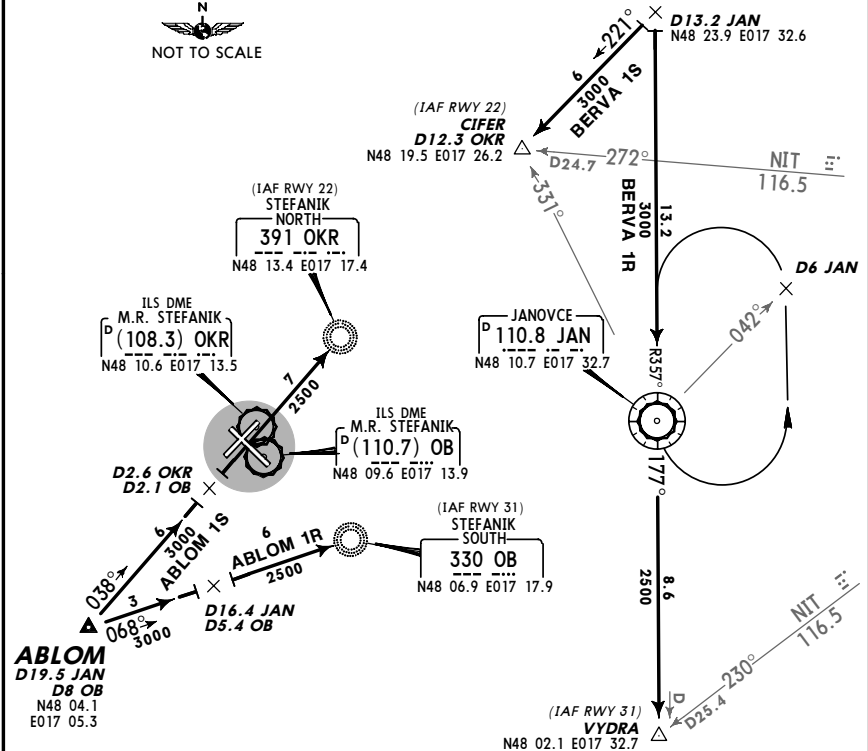


26 MAY 06 (10-2) Eff 8 Jun

STAR



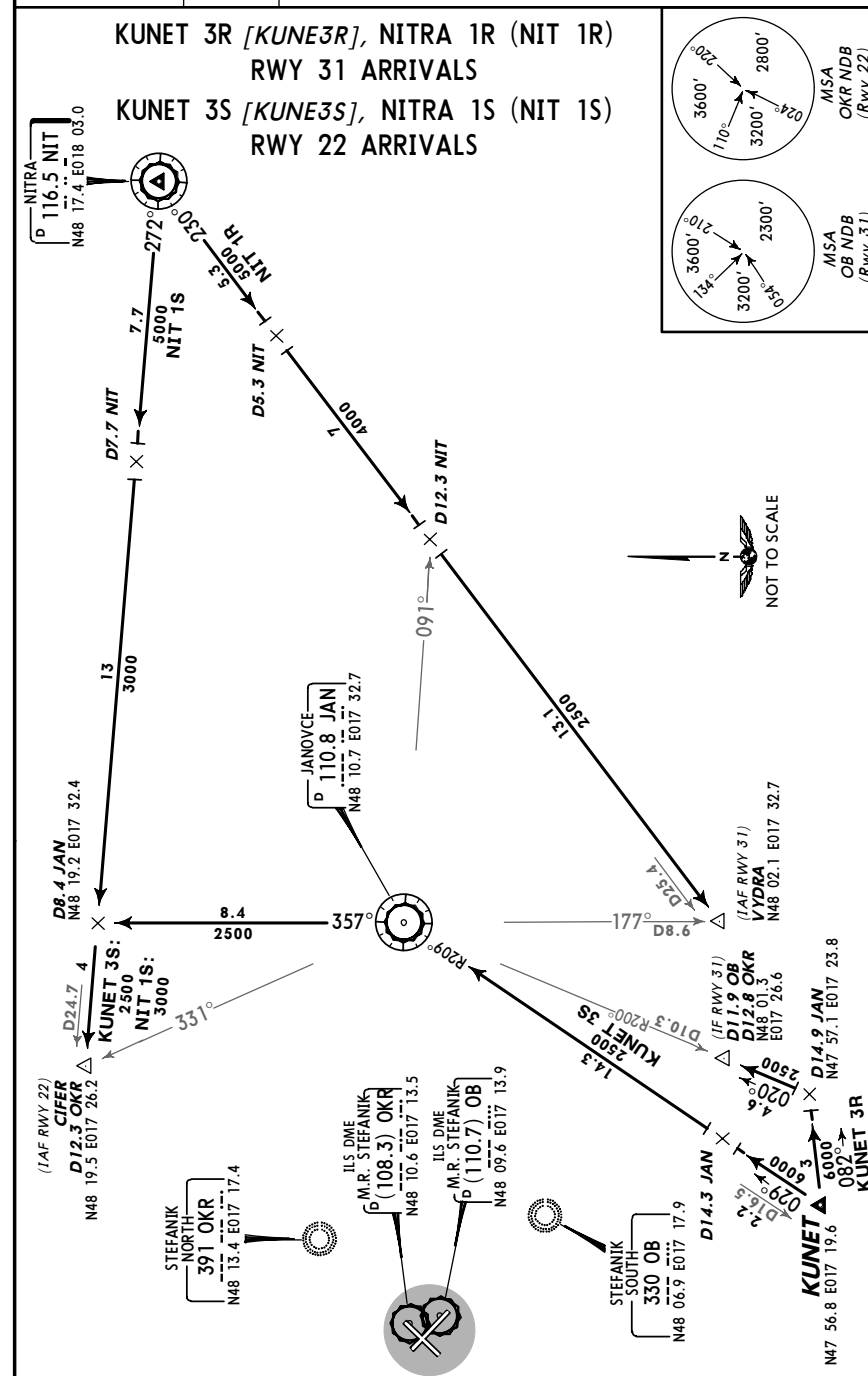
CHANGES: Trans alt.

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26 MAY 06 (10-2A) Eff 8 Jun

STAR

KUNET 3R [KUNE3R], NITRA 1R (NIT 1R)
RWY 31 ARRIVALS
KUNET 3S [KUNE3S], NITRA 1S (NIT 1S)
RWY 22 ARRIVALS



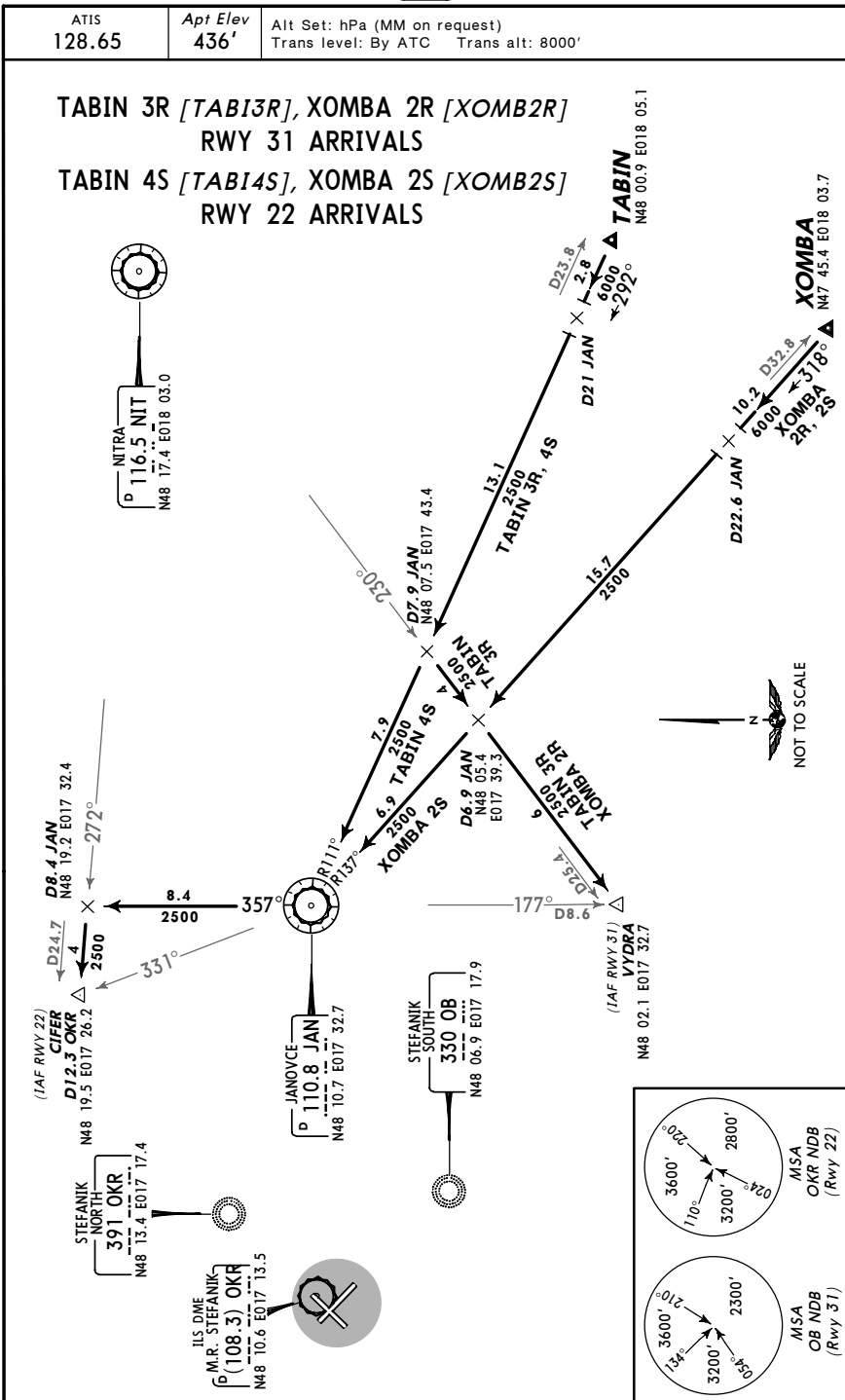
CHANGES: Trans alt: STARs renumbered & revised

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LZIB/BTS
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JEPPESEN BRATISLAVA, SLOVAKIA

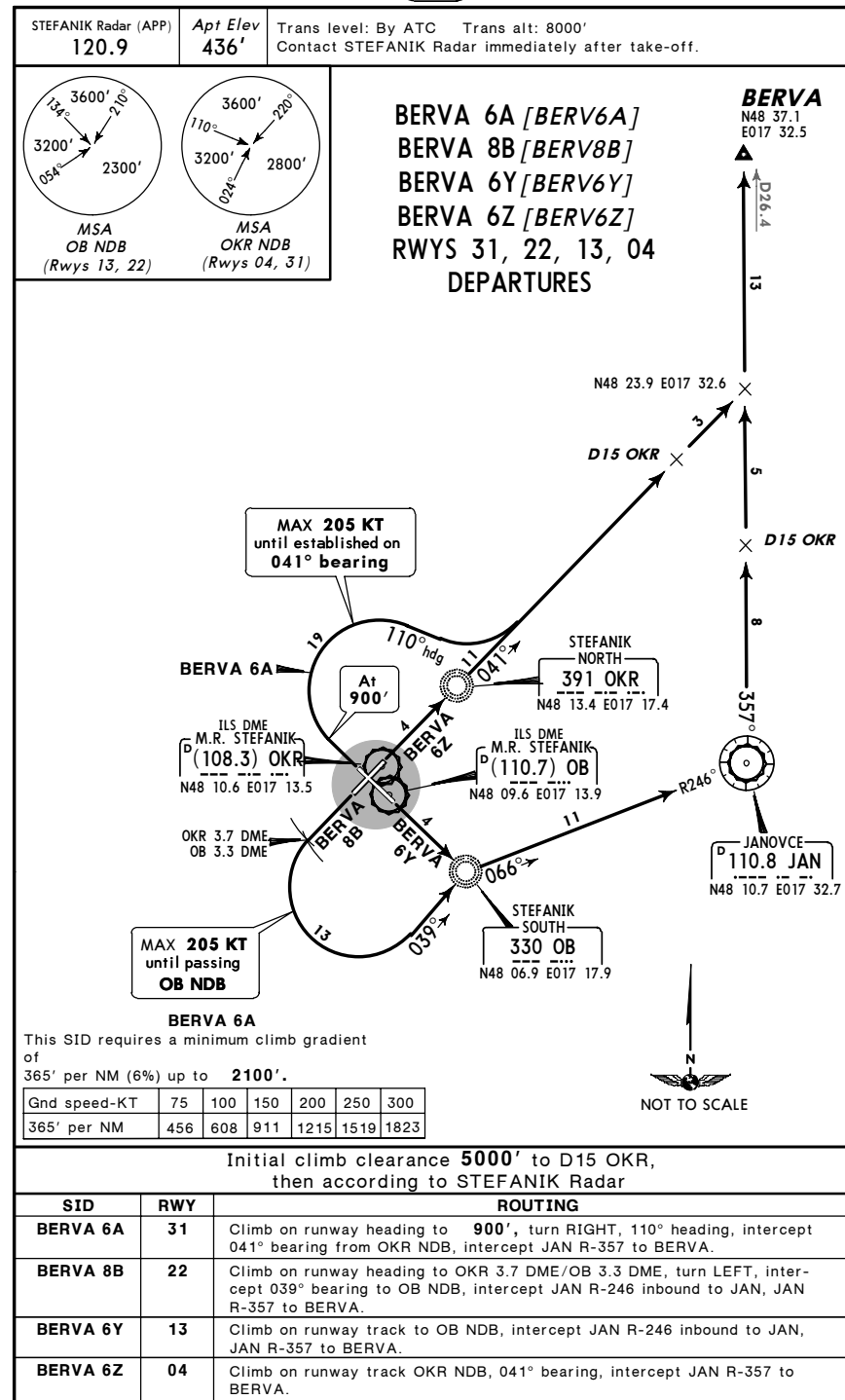
26 MAY 06 10-2B Eff 8 Jun STAR



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JEPPESEN BRATISLAVA, SLOVAKIA

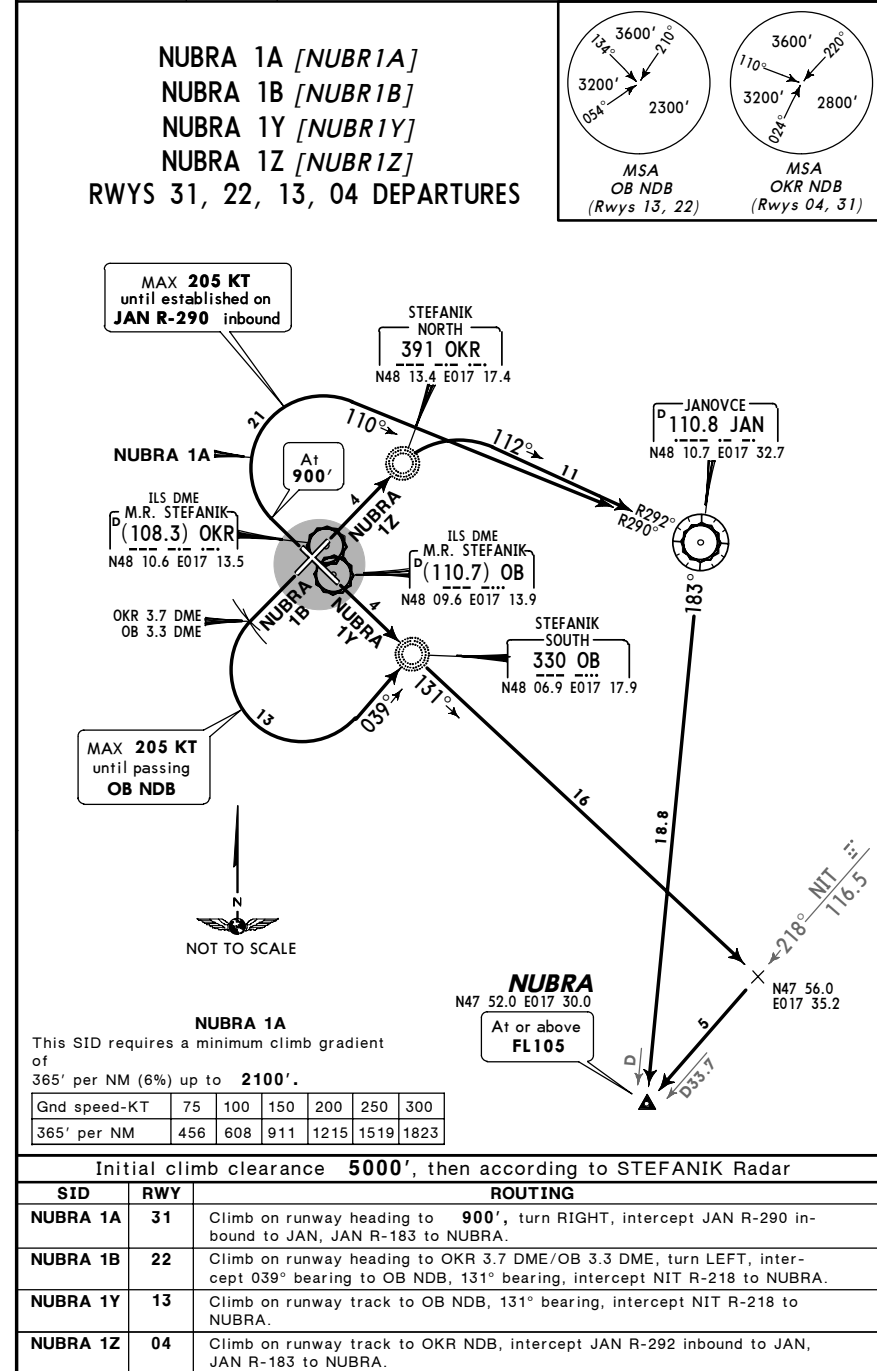
26 MAY 06 10-3 Eff 8 Jun SID



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JEPPESEN BRATISLAVA, SLOVAKIA
26 MAY 06 10-3B Eff 8 Jun SID

STEFANIK Radar (APP) 120.9	<i>Apt Elev</i> 436'	Trans level: By ATC Trans alt: 8000' Contact STEFANIK Radar immediately after take-off.
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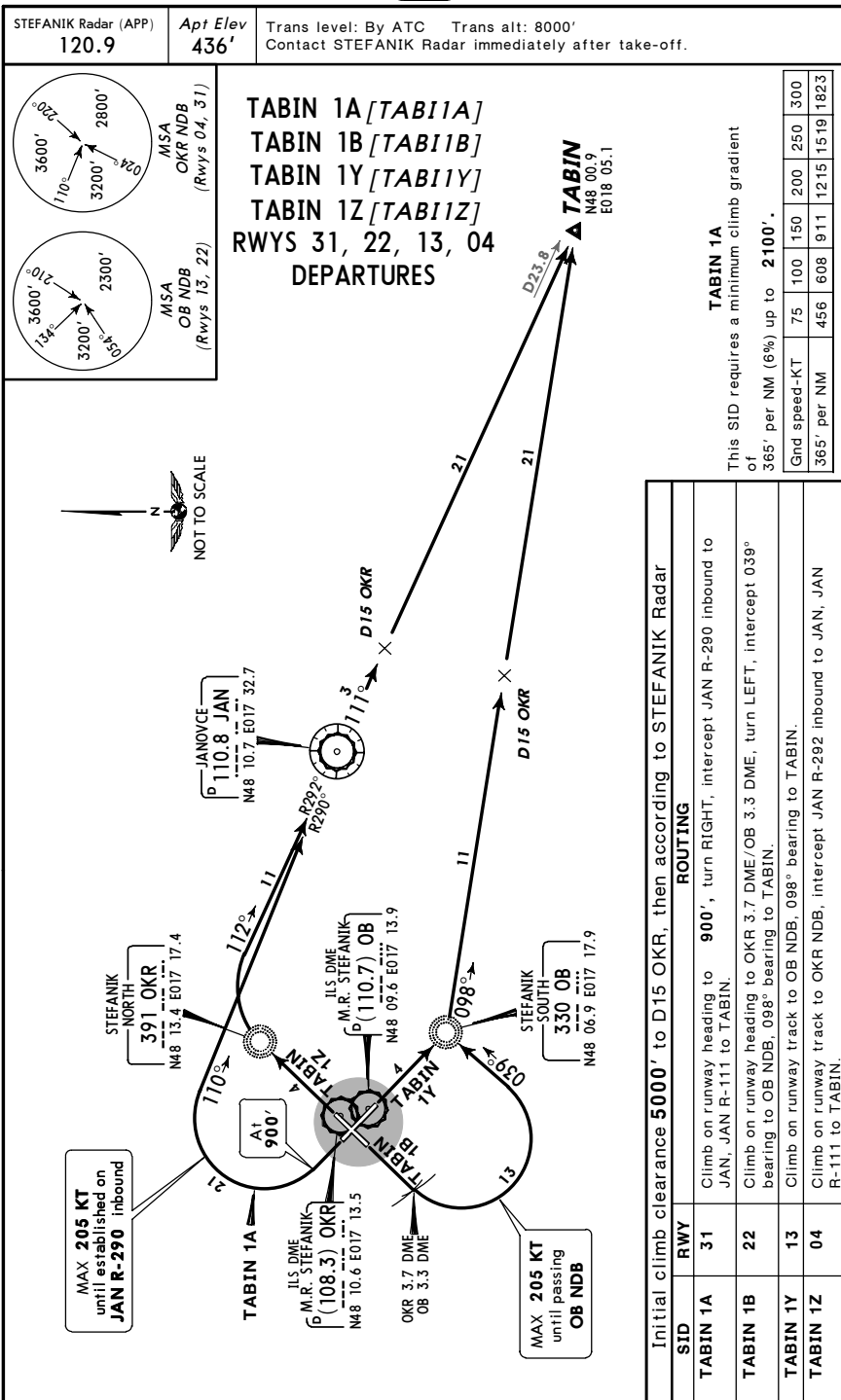


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M.R. STEFANIK

JEPPESEN BRATISLAVA, SLOVAKIA

26 MAY 06 (10-3C) Eff 8 Jun

SID

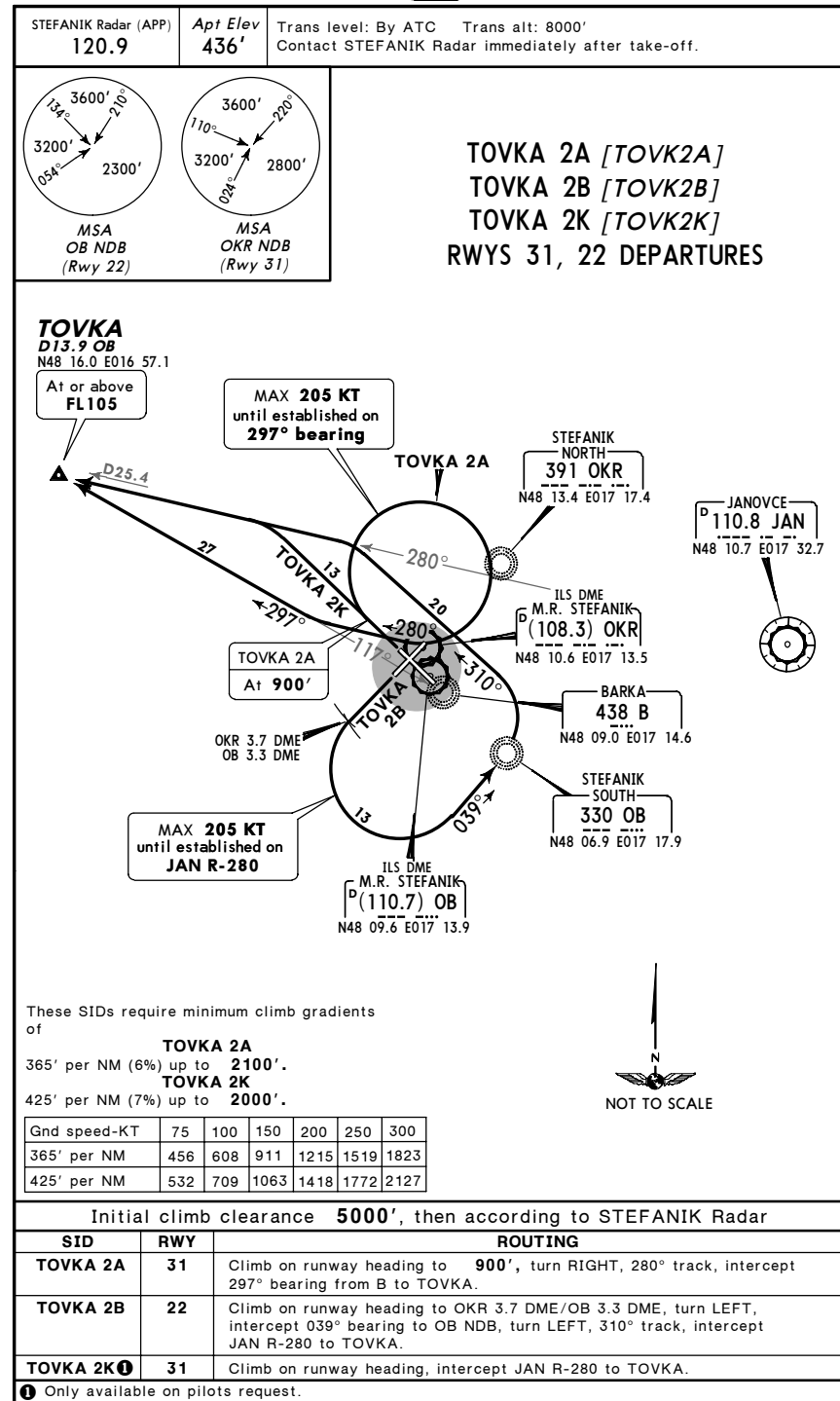


LZIB/BTS
M.R. STEFANIK

JEPPESEN BRATISLAVA, SLOVAKIA

26 MAY 06 (10-3D) Eff 8 Jun

SID

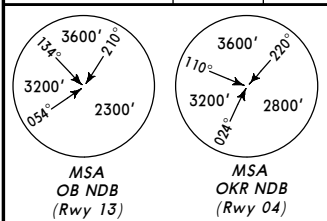


LZIB/BTS
M.R. STEFANIK

JEPPESEN BRATISLAVA, SLOVAKIA

26 MAY 06 **10-3E** **Eff 8 Jun** **SID**

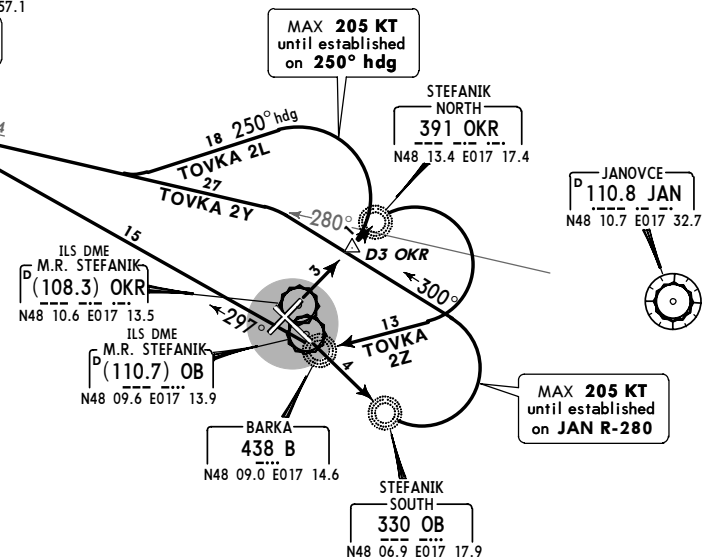
STEFANIK Radar (APP) **120.9** **Apt Elev 436'** Trans level: By ATC Trans alt: 8000'
Contact STEFANIK Radar immediately after take-off.



TOVKA 2L [TOVK2L]
TOVKA 2Y [TOVK2Y]
TOVKA 2Z [TOVK2Z]
RWYS 04, 13 DEPARTURES

TOVKA
D13.9 OB
N48 16.0 E016 57.1

At or above
FL105



TOVKA 2L

This SID requires a minimum climb gradient of 304' per NM (5%) up to **2500'**.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Initial climb clearance **5000'**, then according to STEFANIK Radar

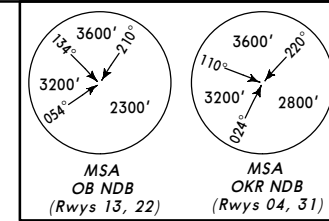
SID	RWY	ROUTING
TOVKA 2L	04	Climb on runway track to D3 OKR, turn LEFT, 250° heading, intercept JAN R-280 to TOVKA.
TOVKA 2Y	13	Climb on runway track to OB NDB, turn LEFT, 300° track, intercept JAN R-280 to TOVKA.
TOVKA 2Z	04	Climb on runway track to OKR NDB, turn RIGHT to B, turn RIGHT, 297° bearing to TOVKA.

LZIB/BTS
M.R. STEFANIK

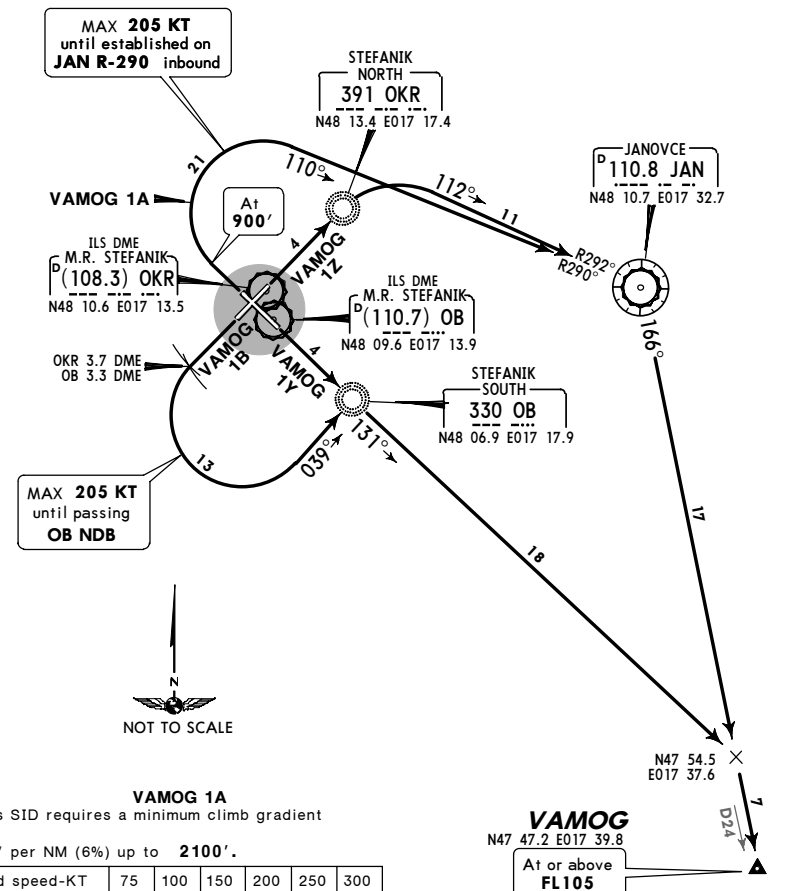
JEPPESEN BRATISLAVA, SLOVAKIA

26 MAY 06 **10-3F** **Eff 8 Jun** **SID**

STEFANIK Radar (APP) **120.9** **Apt Elev 436'** Trans level: By ATC Trans alt: 8000'
Contact STEFANIK Radar immediately after take-off.



VAMOG 1A [VAMO1A]
VAMOG 1B [VAMO1B]
VAMOG 1Y [VAMO1Y]
VAMOG 1Z [VAMO1Z]
RWYS 31, 22, 13, 04 DEPARTURES



VAMOG 1A

This SID requires a minimum climb gradient of 365' per NM (6%) up to **2100'**.

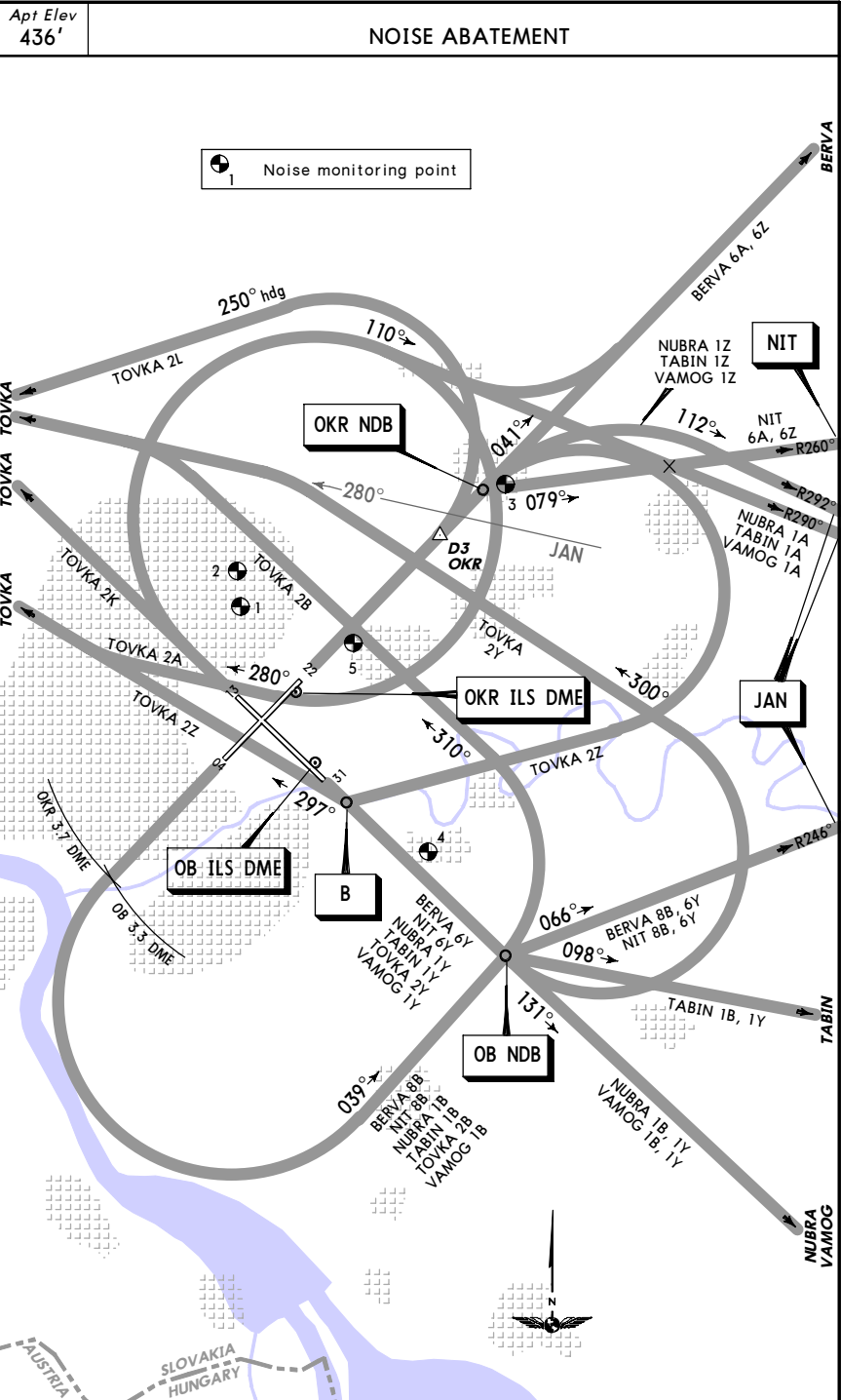
Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823

Initial climb clearance **5000'**, then according to STEFANIK Radar

SID	RWY	ROUTING
VAMOG 1A	31	Climb on runway heading to 900' , turn RIGHT, intercept JAN R-290 inbound to JAN, JAN R-166 to VAMOG.
VAMOG 1B	22	Climb on runway heading to OKR 3.7 DME/OB 3.3 DME, turn LEFT, intercept 039° bearing to OB NDB, 131° bearing, intercept JAN R-166 to VAMOG.
VAMOG 1Y	13	Climb on runway track to OB NDB, 131° bearing, intercept JAN R-166 to VAMOG.
VAMOG 1Z	04	Climb on runway track to OKR NDB, intercept JAN R-292 inbound to JAN, JAN R-166 to VAMOG.

LZIB/BTS
M R STEFANIK

JEPPESEN BRATISLAVA, SLOVAKIA
17 AUG 07 **10-4** **Eff 30 Aug** **NOISE**

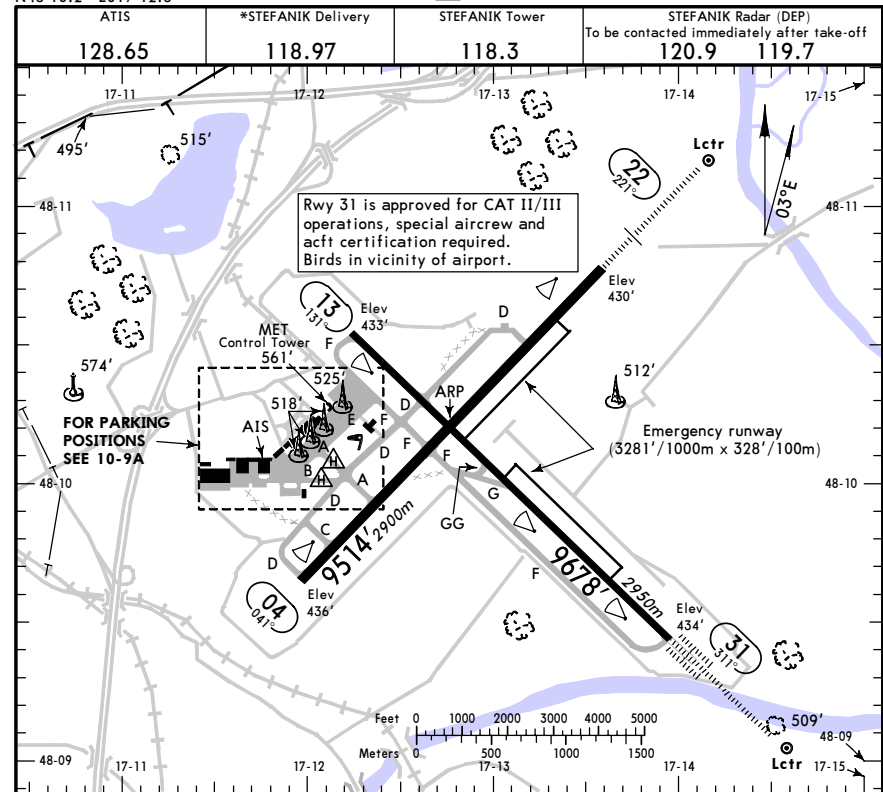


CHANGES: New chart.

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JEPPESEN BRATISLAVA, SLOVAKIA
15 DEC 06 **10-9** **Eff 21 Dec**



ADDITIONAL RUNWAY INFORMATION										
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH
							LANDING BEYOND			
							Threshold	Glide Slope		
04	HIRL (60m) RVR									197'
22	HIRL (60m) HIALS SFL PAPI-L (3.0°) REIL RVR						8420'	2566m		60m
13	HIRL (60m) CL RVR									148'
31	HIRL (60m) CL ALSF-II TDZ PAPI-L (3.0°) ① RVR						8645'	2635m	②	45m

- ① HST-F & G
② Additional 787'/240m in front of threshold available for take-off.

JAR-OPS TAKE-OFF ①					
Rwy 13/31		All Rws			
LVP must be in Force		LVP must be in Force			
HIRL, CL & mult. RVR req	HIRL & CL	HIRL	HIRL	RL	NIL (DAY only)
A	200m	200m	300m	400m	800m
B				400m	
C				500m	
D		250m	400m	600m	

① Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Note.

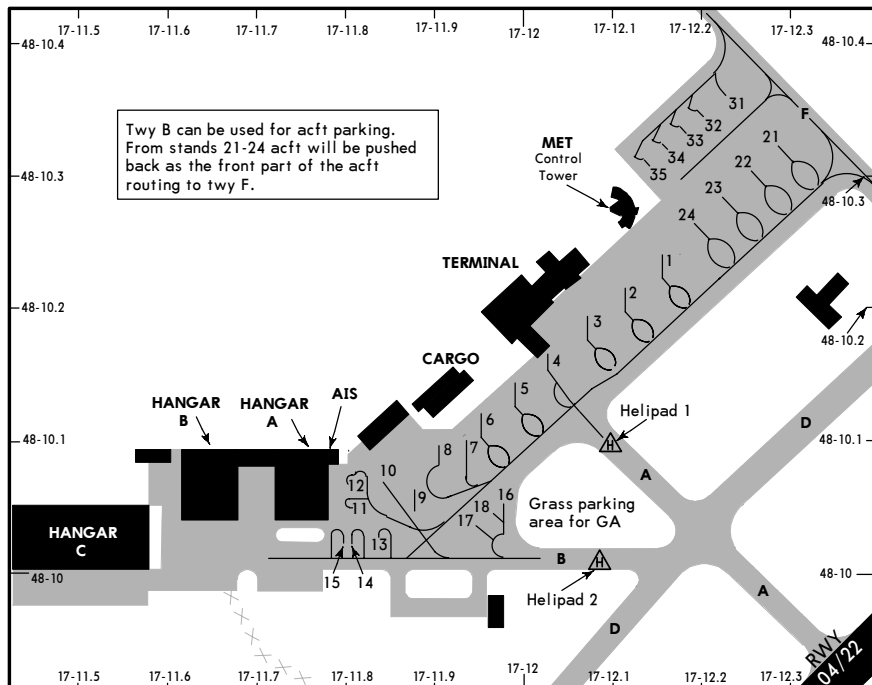
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JEPPESEN BRATISLAVA, SLOVAKIA

15 DEC 06 (10-9A) Eff 21 Dec

MR STEFANIK



INS COORDINATES

STAND No.	COORDINATES	Elev	STAND No.	COORDINATES	Elev
1	N48 10.2 E017 12.2	433'	16 thru 18	N48 10.0 E017 12.0	433'
2 thru 4	N48 10.2 E017 12.1	433'	21, 22	N48 10.3 E017 12.3	433'
5, 6	N48 10.1 E017 12.0	433'	23, 24	N48 10.3 E017 12.2	433'
7, 8	N48 10.1 E017 11.9	433'	31	N48 10.4 E017 12.2	433'
9, 10	N48 10.1 E017 11.9	436'	32 thru 35	N48 10.3 E017 12.2	433'
11	N48 10.0 E017 11.8	436'			
12	N48 10.1 E017 11.8	436'			
13	N48 10.0 E017 11.9	433'			
14	N48 10.0 E017 11.9	436'			
15	N48 10.0 E017 11.8	436'			

START-UP PROCEDURE

Pilots of departing aircraft shall request start-up clearance, when they are ready to start engines immediately and aircraft doors are closed. Pilots of departing aircraft to VIENNA FIR shall request start-up clearance 5 min prior to intended start of engines. When making initial contact with STEFANIK TWR, pilots are requested to report the stand number and confirm receipt of ATIS information.

LOW VISIBILITY PROCEDURES

Pilots will be informed when rwy 31 Low Visibility Procedure is in operation via ATIS. Rwy shall vacated via twy F only. Pilots shall report rwy vacated when out of ILS protection zone/end of center-line lights coded green-yellow on twy F. Rwy 13/31 is available for take-offs when RVR is less than 400m. The segment of twy F between apron and threshold 13 is to be used for taxiing to take-off position. When RVR is 400m and above any rwy with appropriate twys can be used for take-offs depending on traffic situation.

LZIB/BTS

JEPPESEN BRATISLAVA, SLOVAKIA

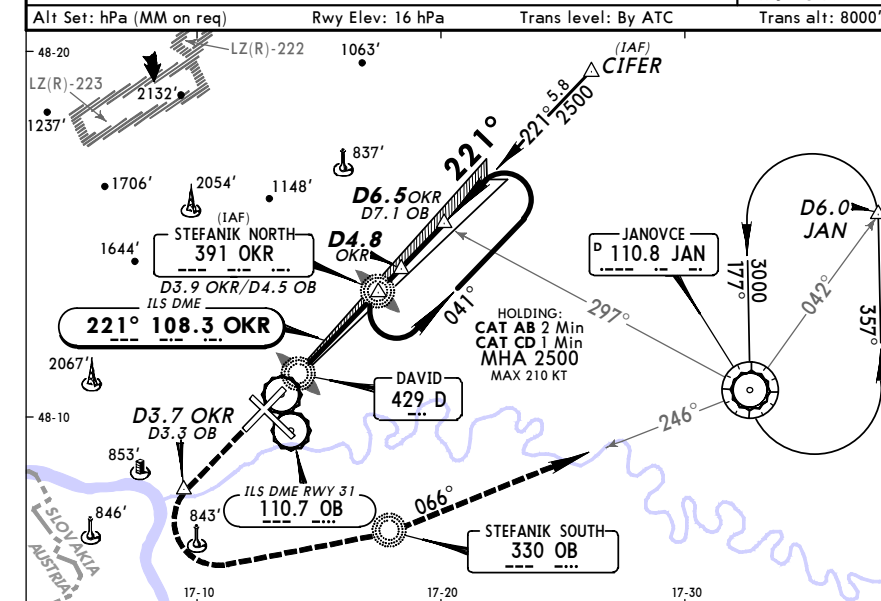
15 DEC 06 (11-1) Eff 21 Dec

ILS Rwy 22

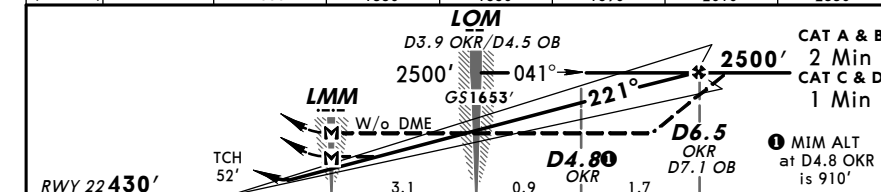
ATIS		STEFANIK Radar (APP)		STEFANIK Tower	
128.65		120.9		119.7	
118.3		119.7		118.3	
LOC	Final	GS	ILS	Apt Elev	436'
OKR	Apch Crs	LOM	DA(H)	RWY 430'	
108.3	221°	1653' (1223')	630' (200')		

MISSED APCH: Climb to D3.7 OKR, then turn LEFT to OB NDB.
Intercept R-246 inbound to VOR climbing to 3000'.
MAX 205 KT until passing OB NDB.

Alt Set: hPa (MM on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 8000'



LOC	OKR DME	2.0	3.0	3.9	4.0	5.0	6.0
(GS out)	ALTITUDE	1060'	1380'	1660'	1690'	2010'	2330'



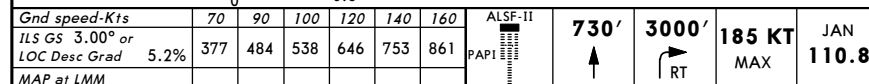
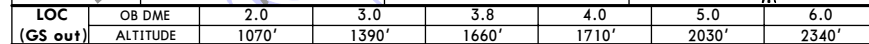
Gnd speed-Kts	70	90	100	120	140	160	HIALS	205 KT	D3.7 OKR	OB 330
ILS GS 3.00° or	377	484	538	646	753	861	REIL PAPI	MAX	↑	LT
LOC Descent Gradient	5.2%									

JAR-OPS						STRAIGHT-IN LANDING Rwy 22		CIRCLE-TO-LAND	
ILS						LOC (GS out) 1		Not authorized	
DA(H) 630' (200')						with DME		West of airport	
FULL						MDA(H) 840' (410')		MDA(H) 910' (480')	
ALS out 1						ALS out 1		ALS out 1	
A						RVR 600m		RVR 1000m	
B						RVR 650m		RVR 1100m	
C						RVR 700m		RVR 1200m	
D						RVR 750m		RVR 1300m	

1 or if RL out during DAY. 2 After LOC (GS out) apch w/o DME: MDA(H) 910' (474'). 3 LMM out: NA.

JEPPESEN BRATISLAVA, SLOVAKIA
15 DEC 06 (11-2) Eff 21 Dec ILS Rwy 31

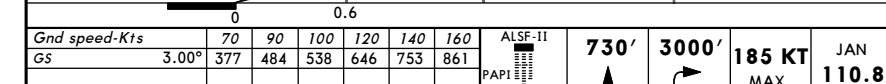
Alt Set: hPa (MM on req)	Rwy Elev: 16 hPa	Trans level: By ATC	Trans alt: 8000'
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1 MIM 3.4%: DA(H) 634' (200'). **2** Climb gradient mim 3.4%: CAT C RVR 550m VIS 700m. **3** LMM out: NA.
4 or if RL out during DAY. **5** After LOC (GS out) apch: MDA(H) 850' (414').

JEPPESEN BRATISLAVA, SLOVAKIA
15 DEC 06 Eff 21 Dec (11-2A) CAT II ILS Rwy 31

Alt Set: hPa (MM on req)	Rwy Elev: 16 hPa	Trans level: By ATC	Trans alt: 8000'
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PANS			
1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.			

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 MR STEFANIK

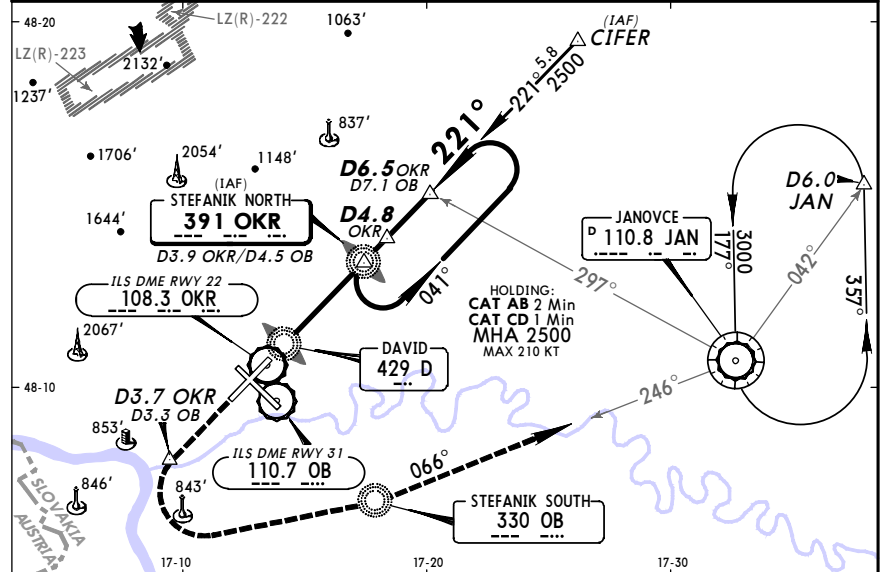
JEPPESEN BRATISLAVA, SLOVAKIA
 26 MAY 06 (16-1) Eff 8 Jun
 NDB Rwy 22

ATIS			STEFANIK Radar (APP)			STEFANIK Tower	
128.65			120.9			119.7	
118.3							
NDB	Final	with DME	w/o DME	MDA(H)	Apt Elev		
OKR	Apch Crs	Minimum Alt	No FAF	(CONDITIONAL)	436'		
391	221°	D6.5 OKR		840' (410')	RWY 430'		

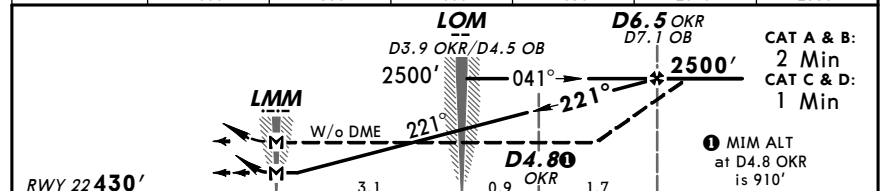
MISSED APCH: Climb to D3.7 OKR, then turn LEFT to OB NDB.
 Intercept R-246 inbound to VOR climbing to 3000'.
 MAX 205 KT until passing OB NDB.

MSA OKR NDB

Alt Set: hPa (MM on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 8000'



OKR DME	2.0	3.0	3.9	4.0	5.0	6.0
ALTITUDE	1060'	1380'	1660'	1690'	2010'	2330'




Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient	5.2%	369	474	527	632	737
MAP at LMM						

205 KT MAX
 D3.7 OKR
 OB 330

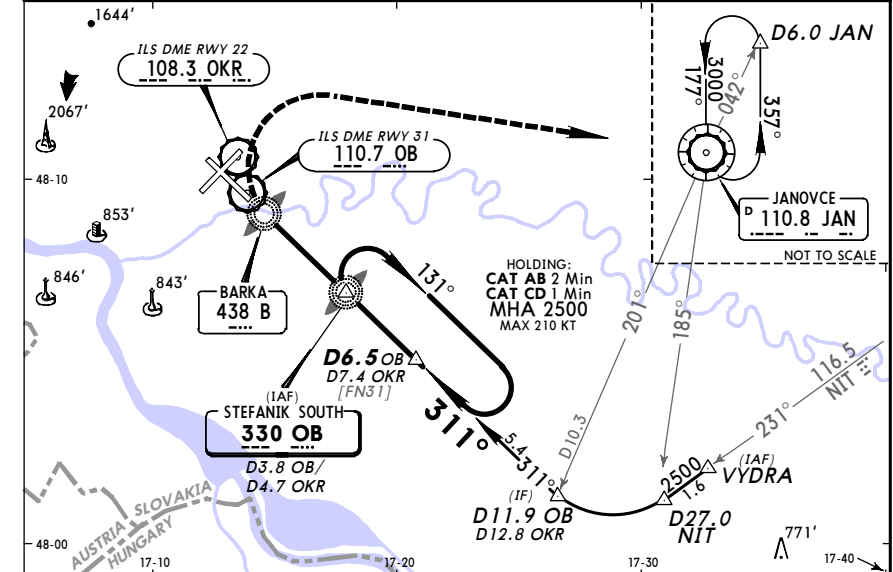
JAR-OPS				STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND			
				With DME				Not authorized			
				MDA(H) 840' (410')				West of airport			
				MDA(H) 910' (480')							
				ALS out				Max Kts			
A	RVR 1000m	VIS 1100m		1500m	RVR 1000m	VIS 1100m		100	910' (474')	1800m	
B	RVR 1100m	VIS 1200m		1600m	1200m	1600m		135	940' (504')	2800m	
C	RVR 1200m	VIS 1300m		1800m	RVR 1200m	VIS 1300m		180	1240' (804')	3600m	
D	RVR 1400m	VIS 1800m		2000m	RVR 1600m	VIS 1800m		205	1240' (804')	4600m	

LZIB/BTS
 MR STEFANIK

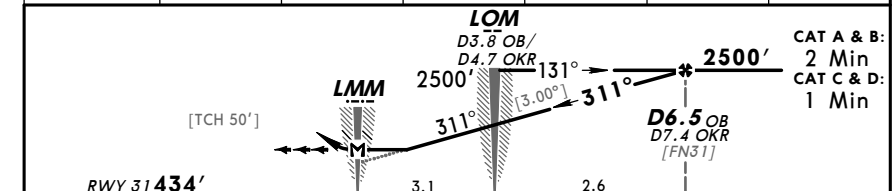
JEPPESEN BRATISLAVA, SLOVAKIA
 26 MAY 06 (16-2) Eff 8 Jun
 NDB Rwy 31

BRIEFING STRIP™	ATIS		STEFANIK Radar (APP)		STEFANIK Tower	
	128.65		120.9		119.7	
	118.3					
	NDB OB 330	Final Apch Crs 311°	Minimum Alt D6.5 OB 2500' (2066')	MDA(H) 900' (466')	Apt Elev 436' RWY 434'	
	MISSED APCH: Turn RIGHT (MAX 185 KT) to JAN VOR climbing to 3000'.					
MSA OB NDB						

Alt Set: hPa (MM on req) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 8000'



OB DME	2.0	3.0	3.8	4.0	5.0	6.0
ALTITUDE	1070'	1390'	1660'	1710'	2030'	2340'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient	5.24% or	372	478	531	637	743
Descent angle	[3.00°]					
MAP at LMM						

3000' RT
 185 KT MAX
 JAN 110.8

JAR-OPS				STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
				MDA(H) 900' (466')				Not authorized			
				MDA(H) 900' (466')				West of airport			
				ALS out				Max Kts			
A	RVR 1000m	VIS 1100m		1500m	RVR 1000m	VIS 1100m		100	900' (464')	1800m	
B	RVR 1100m	VIS 1200m		1600m	1200m	1600m		135	940' (504')	2800m	
C	RVR 1200m	VIS 1300m		1800m	RVR 1200m	VIS 1300m		180	1960' (1524')	3600m	
D	RVR 1600m	VIS 1400m		2000m	RVR 2000m	VIS 1800m		205	2300' (1864')	4600m	