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LJUBLJANA

1 JUL 05 (10-1P1) Eff 7 Jul 2 JEPPESEN

LJUBLJANA, AIRPORT BRIEFING SLOVENIA

ARRIVAL

2.1. CAT II/III OPERATIONS

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

2.2. NOISE ABATEMENT PROCEDURES

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

DEPARTURE

3.1. DE-ICING

3.1.1. INTRODUCTION

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

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

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

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

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

3.1.3. DE/ANTI-ICING AT ACFT STANDS

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

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

3.1.4. COMMUNICATIONS

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

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

3.2. PUSH-BACK & TAXI PROCEDURES

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

3.3. NOISE ABATEMENT PROCEDURES

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

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1 JUL 05 (10-1P) 2 JEDDESEN Eff 7 Jul

.JUBLJANA, SLOVENIA

AIRPORT BRIEFING

GENERAL

JUBLJANA

1.1. LOW VISIBILITY PROCEDURES

CRITERIA FOR THE INITIATION AND TERMINATION OF LOW VISIBILITY PROCEDURES:

- 1. Low visibility procedures apply when RVR is below 550m and ceiling is 200' or below. Pilots will be informed by Radiotelephony on first contact with the following standard message: "LOW VISIBILITY PROCEDURES IN OPERATION".

 2. Low visibility procedures will be terminated when RVR is greater than 800m and ceiling is above 300' and a continuing improvement of these conditions is expected. Pilots will be informed by Radiotelephony with the phraseology: "LOW VISIBILITY PROCEDURES CANCELLED AT TIME ...".

RADAR VECTORING:

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

PILOTS PROCEDURES:

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

GROUND MOVEMENT RESTRICTIONS:

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

1.2. TAXI PROCEDURES

Pilots are requested to follow marshaller/ follow me instructions.

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

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

1.3. PARKING INFORMATION

PSN 1-13, including 8A: self manoeuvring.

PSN 5A: taxi-in/push-back.
PSN G1 - G19 and B1 - B3: self manoeuvring.

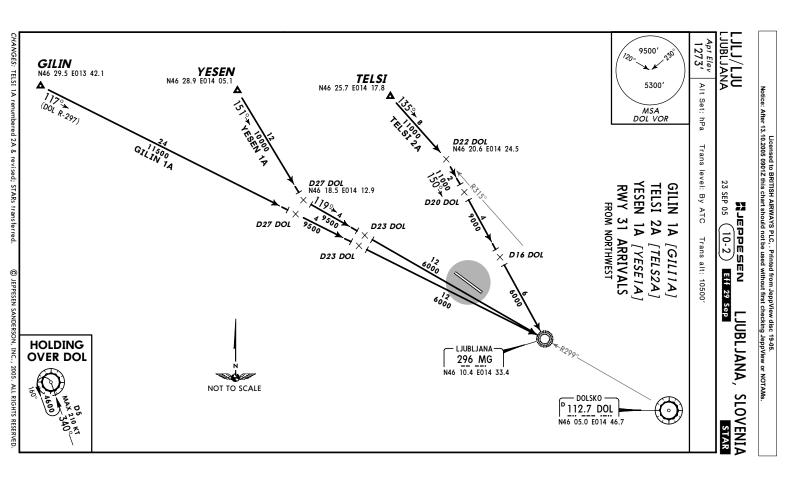
GA-1: General Aviation parking space; Self manoeuvring; In case of perpendicular parking MAX ACFT length 72'/22m.
GA-2, GA-3, GA-4: General Aviation parking space; Push-in/taxi-out; In case of perpendicular parking MAX ACFT length 39'/12m.
GA-5: General Aviation chapter A ACFT parking space.

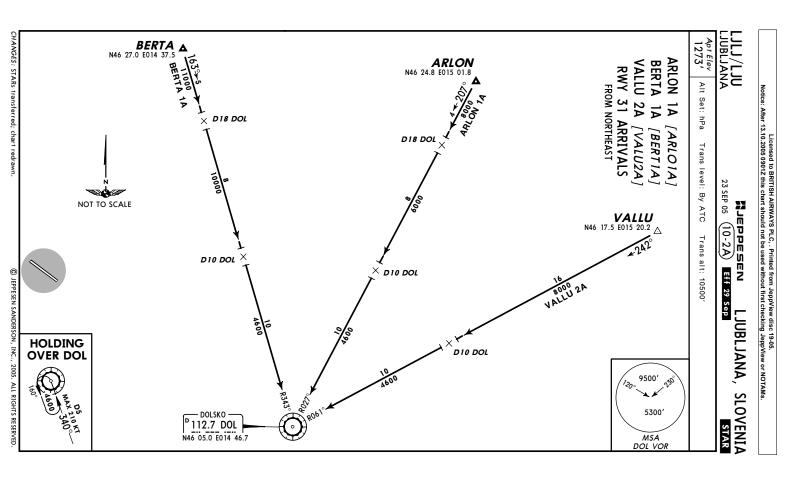
1.4. OTHER INFORMATION

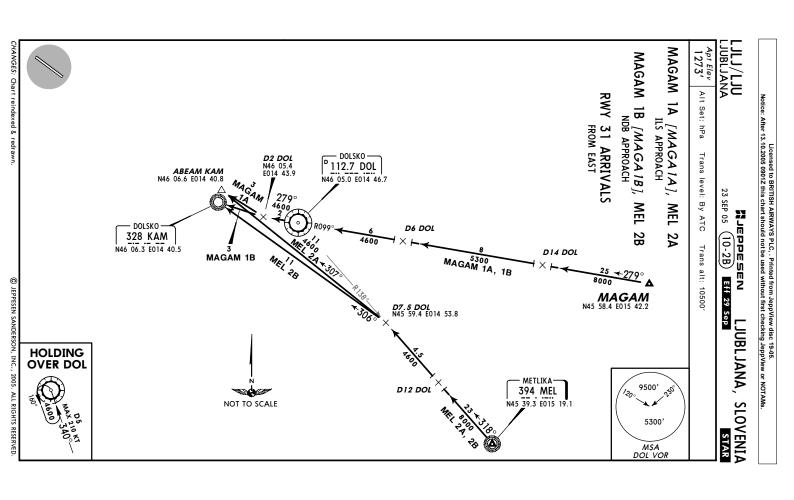
For stand graphic refer to 10-9 charts.

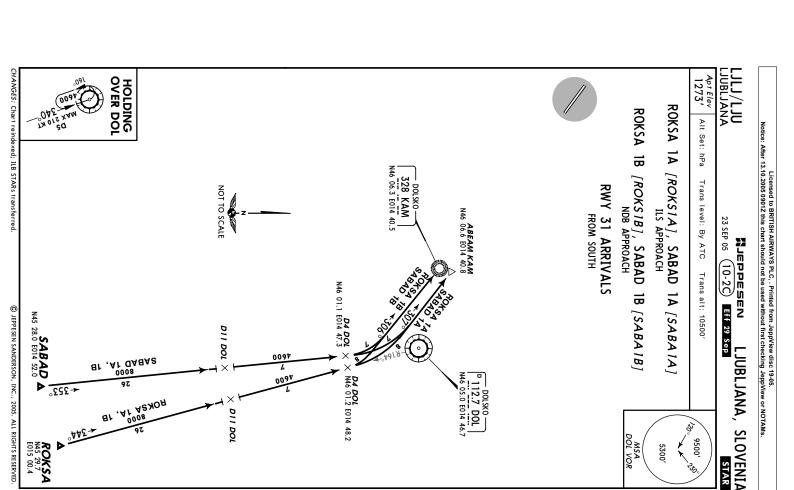
RWY with antiskid layer

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LJLJ/LJU Apt Elev 1273' Alt Set: hPa Trans level: By ATC Trans alt: 10500' 23 SEP 05 (10-2D) Eff 29 Sep Magadar

LJUBLJANA, SLOVENIA

STAR

9500' 5300′

IDRIG

Z

[IDRIIA], ILB 1A, NANIS
ILS APPROACH

RWY 31 ARRIVALS

FROM WEST

NDB APPROACH

IDRIG 1B [IDRI1B] , ILB 1B, NANIS 1B [NANI1B] 1A [NANIIA]

D10 DOL N46 00.2 E014 34.2 ←R254° D14 DOL 0900-- 4600 4600 N46 02.5 E014 42.3 **D6 DOL** N46 00.4 E014 41.3 × D4 DOL N46 02.0 E014 43.1 HOLDING OVER DOL

NANIS N45 47.5 E014 02.0

110 000

NAMIS 18

D20 DOL

IDRIG N45 57.0 E014 05.1

D25 DOL

品品

D10 DOL N46 02.4 E014 32.9

328 KAM N46 06.3 E014 40.5

ABEAM KAM N46 06.6 E014 40.8

DOLSKO
DO

NOT TO SCALE

TRANS LEVEL: BY ATC TRANS ALT: 10500' ARLON ONE DELTA ARLON TWO ECHO (ARLON (ARLON

Eff 15 Jun

JEPPESEN

90 NUL 9

(10-3)

LJUBLJANA, SLOVENIA

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.JUBLJANA

SID ARLON 1D BERTA 2E BERTA 1D ARLON 2E MAX IAS ARLON 2E BERTA 2E DOL VOR R₩Y MKR WEST 5300′ 9500' 13 N46 00.1 E014 26.4 To MKR West, turn LEFT (MAX IAS 215 KT) to MG Letr turn RIGHT, 175° bearing, intercept DOL R-250 to D15 DOL (024° bearing to MG Letr), turn RIGHT to MG Letr, 045° bearing, intercept DOL R-343 to Berta Int. To MG Lctr, turn RIGHT, 175° bearing, intercept DOL R-250 to D15 DOL (024° bearing to MG Lctr), turn RIGHT to MG Lctr, 045° bearing, intercept DOL R-343 To MKR West, turn LEFT (MAX IAS 215 KT) to MG Lctr turn LEFT, 090° bearing, intercept DOL R-027 to Arlon Int. To MG Lctr, turn LEFT, 090° bearing, intercept DOL R-027 to Arlon Int. 29.6 MG N46 10.4 E014 3 bearing, intercept DOL R-343 to Berta (On return) At or above At or above **2200**′ (BERTA 1D, 2E) LJUBLJANA ۱D BERTA ONE DELTA (BERTA 1D) N46 02.0 E014 34.2 N46 27.0 E014 37.5 BERTA TWO ECHO (BERTA ROUTING ARLON 1D, 2E DOLSKO D 112.7 DOL N46 05.0 E014 46.3 These SIDs require a minimum climb gradient Rwy 31: 255' per nm (4.2%) up to 2500'. 255' per nm Gnd speed-Kts **DEPARTURES** (RWYS 13, 31) N46 16.2 E014 42.0 319 425 638 851 1063 1276 NOT TO SCALE 2E) **1**D) Cross MG Lctr at or above **2200'**, DOL R-360 at or above **4600'**. at or above
2200', MG Lctr
on return at or above **9000',**DOL R-330 at or
above **10000'.** Cross MG Lctr 200 N46 10.2 E014 50.6 **ARLON** N46 24.8 E015 01.8 250 300

CHANGES: See other side.

CHANGES: New chart.

(D)

BISTRICA 114.8 ILB N45 33.9 E014 10.3

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Nasaddar 1

9 JUN 00 (10-3A) Eff 15 Jun

LJUBLJANA, SLOVENIA

JEPPESEN

9 JUN 00

(10-3B) Eff 15 Jun

LJUBLJANA, SLOVENIA

SID

.JUBLJANA

MAGAM 1E TRANS LEVEL: BY ATC TRANS ALT: 10500' MAGAM 1D IDRIG 1D IDRIG 2E D 114.8 ILB N45 33.9 E014 10.3 *IDRIG* N45 57.0 E014 05.1 MEL 1D ILB 2E ILB 1D SID D MAX IAS 215 KT MKR WEST IDRIG 2E NAGAM 1E MEL 2E RWY ಚ 296 MG 6 10.4 E014 LJUBLJANA To MKR West, turn LEFT (MAX IAS 215 KT) to MG Lctr, turn RIGHT, 119° bearing to DOL VORDME, turn LEFT, intercept To MG Lctr, turn LEFT, 119 $^\circ$ bearing to DOL VORDME, turn LEFT, intercept DOL R-099 to Magam Int. To MKR West, turn LEFT (MAX IAS 215 KT) to MG Lctr, turn RIGHT, 175° bearing, intercept DOL R-218 to ILB VORDME. To MG Lctr, turn RIGHT, 175° bearing, intercept DOL R-218 to ILB VORDME. To MKR West, turn LEFT (MAX IAS 215 KT) to MG Lctr, turn RIGHT, 175° bearing, intercept DOL R-254 to Idrig Int. To MG Lctr, turn RIGHT, 175° bearing, intercept DOL R-254 to Idrig Int. To MG Lctr, 125° bearing, intercept DOL R-138 to MEL NDB. To MKR West, turn LEFT (MAX IAS 215 KT) to MG Lctr, turn RIGHT, 125° bearing, intercept DOL R-138 to MEL NDB. NOT TO SCALE ΣΕ ΣΕ TLB 1D, MAGAM ONE DELTA (MAGAM 1D) MAGAM ONE ECHO (MAGAM 1E) N46 02.6 E014 34.1 METLIKA ONE DELTA (MEL 1D) METLIKA TWO ECHO (MEL 2E) IDRIG ONE DELTA (IDRIG 1D) BISTRICA ONE DELTA (ILB 1D) IDRIG TWO ECHO (IDRIG 2E) BISTRICA TWO ECHO (ILB 2E) Gnd speed-Kts 75 100 150 200 250 300 255' per nm 319 425 638 851 1063 1276 Rwy 31: 255' per nm (4.2%) up to 2500'. These SIDs require a minimum climb gradient MSA DOL VOR **DEPARTURES** 5300′ 9500′ (RWYS 13, 31) DOLSKO-D 112.7 DOL N46 05.0 E014 46.7 At or above 394 MEL 5 39.3 E015 N46 01.0 E014 51.8 Cross MG Lctr at or above 2200', DOL VORDME at or above 4200'. Lctr at or above **2200'.** Cross MG Cross MG ALTITUDE MAGAM N45 58.4 E015 42.2

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CHANGES: ROKSA SIDs established.

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SABAD 2E SABAD 1D ROKSA 1E NANIS 1D TRANS LEVEL: BY ATC TRANS ALT: 10500' ROKSA 1D NANIS 1E Rwy 31: 255' per nm (4.2%) up to 2500'. These SIDs require a minimum climb gradient 255' per nm Gnd speed-Kts NOT TO SCALE MAX IAS 215 KT MSA DOL VOR 9500′ 5300 **NANIS** N45 47.5 E014 02.0 D 112.9 VIW N46 41.8 E013 54.9 75 100 150 200 250 300 319 425 638 851 1063 1276 To MG Lctr, turn RIGHT, 175° bearing, intercept VIW R-152 (SPL R-332 inbound) to Sabad Int. To MKR West, turn LEFT (MAX IAS 215 KT) to MG Lctr, turn RIGHT, 175° bearing, intercept VIW R-152 (SPL R-332 in-To MKR West, turn LEFT (MAX IAS 215 KT) to MG Lctr, turn RIGHT, 141° bearing, intercept DOL R-164 to Roksa Int. To MG Lctr, turn RIGHT, 141° bearing, intercept DOL R-164 To MKR West, turn LEFT (MAX IAS 215 KT) to MG Lctr, turn RIGHT, 175° bearing, intercept DOL R-240 to Nanis Int. To MG Lctr, turn RIGHT, 175° bearing, intercept DOL R-240 to Roksa Int to Nanis Int bound) to Sabad Int. NANIS 1E ROKSA 1E SABAD 2E MKR WEST SABAD ONE DELTA (SABAD SABAD TWO ECHO (SABAD NANIS ONE DELTA (NANIS N46 00.2 E014 34.4 ROKSA ONE DELTA (ROKSA 1D **ROKSA ONE ECHO** NANIS ONE ECHO (NANIS ROUTING 0 **DEPARTURES** (RWYS 13, 31) **SABAD** N45 28.0 E014 52.0 (115.7 SPL R-332°) 296 MG 296 MG N46 10.4 E014 33.4 At or above **2200**′ (ROKSA 1E) N45 54.9 E014 50.7 DOLSKO D112.7 DOL N46 05.0 E014 46.7 <u>D</u> <u>5</u> E Cross MG above 2200' ALTITUDE Lctr at **ROKSA** N45 29.7 E015 00.4

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Nasaddar 1 TRANS LEVEL: BY ATC TRANS ALT: 10500' 9 JUN 00 (10-3C) Eff 15 Jun VALLU TWO DELTA (VALLU 2D) TELSI TWO ECHO (TELSI 2E) TELSI ONE DELTA (TELSI 1D) LJUBLJANA, SLOVENIA JUBLJANA

TELSI N46 25.7 ► E014 17.8 Ljubljat 1273 MAX IAS 215 KT TELSI 2E VALLU 3E MKR WEST N46 00.1 E014 26.4 VALLU THREE ECHO (VALLU 3E) N46 02.0 E014 34.2 At or above 10000' 296 MG N46 10.4 E014 33.4 (TELSI 1D, 2E) (On return) At or above 9000' At or above **2200**′ 250 .JUBLJANA— VALLU 2D, 3E These SIDs require a minimum climb gradient Rwy 31: 255' per nm (4.2%) up to 2500'. 255' per nm Gnd speed-Kts **DEPARTURES** (RWYS 13, 31) NOT TO SCALE At or above **4600**' 319 425 638 851 1063 1276 100 150 MSA DOL VOR 9500′ VALLU N46 17.5 E015 20.2 5300 DOLSKO D 112.7 DOL N46 05.0 E014 46.7 **D9 DOL** N46 10.1 E014 57.8 0670 200 $\stackrel{ imes}{\it L}$ 250 300 \triangleright

To MKR West, turn LEFT (MAX IAS 215 KT) to MG Lett, turn RIGHT, 175° bearing, intercept DOL R-250 to 15 DOL (024° bearing to MG Letr), turn RIGHT to MG Lett, turn LEFT, intercept DOL R-315 To MG Lctr, turn RIGHT, 175° bearing, intercept DOL R-250 to D15 DOL (024° bearing to MG Lctr), turn RIGHT to MG Lctr, turn LEFT, intercept DOL R-315 to Telsi Int. To MKR West, turn LEFT (MAX IAS 215 KT) to MG Letr, turn LEFT, 090° bearing, at DOL R-056/D9 turn LEFT, intercept DOL R-061 to Vallu Int. To MG Lctr, turn LEFT, 090° bearing, at DOL R-056/D9 turn LEFT, intercept DOL R-061 to Vallu ROUTING MG Lctr on return at or above 9000', D14 DOL (175° Cross MG Lctr at or above **2200'**, DOL R-360 at or above **4600'**. bearing to MG Lctr) at or above 10000'. Cross MG Lctr at or above 2200', ALTITUDE C B 3 Spacing 60m.
Spacing 15m. 2 With approved guidance system: RWY 31 ABCD 100m - 46-13 - 46-14 JAR-OPS 14-26 Approved
Operators
HIRL, CL
mult. RVR req 125m 150m Elev 1273

LJLJ/LJU Apt Elev 1273' N46 13.5 E014 27. Operators applying U.S. Ops Specs: CL required below HIRL ① CL② HIALS-II TDZ PAPI(3.0°) HST-G RVR FOR PARKING POSITIONS SEE 10-9A RL, CL & mult. RVR req 150m LVP must be in Force Meters Feet For AIRPORT BRIEFING refer to 10-1P pages. 14-27 ADDITIONAL RUNWAY INFORMATION PAPI-L(3.0° 1 JUL 05 (10-9) Eff 7 Jul Control Tower
AIS + MET 1000 N JEPPESEN RL & CL 200m 500 LJUBLJANA Tower 118.0 AKE-OFF All Rwys 300m; approved guidance system required RCLM (DAY only) or RL 4000 5000 1500 1500 250m Threshold USABLE LENGTHS
LANDING BEYOND——
hreshold | Glide Slope 14-28 14-28 LJUBLJANA, 9777' 2980n RCLM (DAY only) or RL 1325′ 400m 01% SLOVENIA LJUBLJANA (DAY only) 500m 14-29 14-29 46-14 -148' 45m

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VALLU 3E

3

VALLU 2D

13

TELSI 2E

TELSI 1D SID

13

RWY

LJLJ/LJU - 46-13.6 G1 thru G12 G13, G14 G15 G16, G17 46-13.5 8, 8A 9 thru 11 12 13 13 B1, B2 STAND No. G18, G19 14-27 Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 19-05.

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AIS + MET E014 27.0 JUL 05 14-27.3 14-27.3 INS COORDINATES Nasaddar (10-9A) Eff 7 Jul 14-27.4 1D 2D GA1 thru GA3 GA4 GA5 CARGO STAND No. 14-27.5 14-27.5 5A Nose-in stand with push-back 9 Blast fence LJUBLJANA, Taxiway Self maneuvering stand N46 13.7 N46 13.7 N46 13.6 N46 13.6 N46 13.7 14-27.6 14-27.6 LEGEND COORDINATES E014 27.6 E014 27.5 E014 27.6 E014 27.5 E014 27.5 14-27.7 SLOVENIA LJUBLJANA

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LIB Apch Crs 110.5 305° 2566′ (1375′) 1391′ (200′) RWY 11° MISSED APCH: Climb STRAIGHT AHEAD to MKR WEST/D2.2 LJB, then turn LLFT to intercept and follow R-285′ inbound VOR climbing to 4600′ and 46-00 ■ Alternative Minimums with MAX IAS 160 KT: MDA(H) 2040′(767′ LJLJ/LJU Gnd speed-Kts ILS GS 3.00° or RWY 31 1191' - 46-10 hold. Climb to 2500' prior to level acceleration. 2044 Alt Set: hPa OC Desc Grad AREA LJ (TA)-3 D AR-OPS MILITARY TRAINING 285° 110.5 RVR 550m DA(H) 1391'(200') 1775′ Due to high terrain North of airport, do not overshoot LOC. STRAIGHT-IN LANDING RWY 31 135.27 1 MKR WEST Rwy Elev: 43 hPa Apch Crs RVR 1000m • 1699' MAX IAS 210 KT 377 70 Final 4,로 485 90 136.0 14-30 539 100 RVR 1200m RVR 1600m RVR 1000m MDA(H) 1730′(539′) 647 12 AUG 05 (11-1 120 2000 328 KAM Masaddar M LOC (GS out) Trans level: By ATC 1<u>OM</u> 4600' D4.41' DOLSKO-755 140 525' AGL 862 - LJUBLJANA-296 MG 160 RVR 1500m So. RVR 2000m D4.4 LJB 305° 110.5 LJB 5466 150°-➤ CAT C & D 142°→ CAT A & B 2570' 205 135 17 40' (46 2710' (1437') 3600m 2610' (1337') 2400m 1970' (697') Northeast of airport Apt Elev 1273 D5.0 DOL Trans alt: 10500' LJUBLJANA, RWY 1191' Not authorized 2743 (467') ABEAM DIO.8 LJB 118.0 CIRCLE-TO-LAND 2000 HIALS-II PAPI PAPI _____{VIS}___ 1500m ABEAM KAM NDB D10.8 LJB 1600r 112.7 DOL °045 .3140' MKR WEST SLOVENIA 14-50 2621 MSA DOL VOR establish visual contact with the lights on top of 1 Smar etna Gorand on top of the church on final approach. 4600′ 1716′ DOLSKO-FOR NIGHT CIRCLING 5300′ 9500′ Rwy 3 D12. 305

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46-13.9

14-27.8

46-13.7

46-13.8

PANS OPS LJB Apeti Crs 120M RDA(H) Apt Elev 12

110.5 30.5° 2566′ (1375′) RWY 1119

MISSED APCH: Climb STRAIGHT AHEAD to MKR WEST/D2.2 LJB, then turn LEFT to intercept and follow R-285 inbound VOR climbing to 4600′ and 46-00 6-11-19 LJLJ/LJU RWY 31 1191' 2044 46-10 Gnd speed-Kts nold. Climb to 2500' prior to level acceleration. Special Aircrew & Aircraft Certification Required. AR-OPS AREA LJ (TA)-3 D Set: hPa MILITARY TRAINING 285° FB 700 1775 Due to high terrain North of airport, do not overshoot LOC. 3.00° 135.27 1 Final Apch Crs **305**° MKR_WEST Rwy Elev: 43 hPa • 1699' MAX 1AS 210 KT 377 485 5,4 90 136.0 14-30 539 100 **MM** D0.7 LJB GS1401' 12 AUG 05 STRAIGHT-IN LANDING RWY 31
CAT II ILS
ABCD
ABCD 647 2000 120 328 KAM # JEDDESEN RA 104' DA(H) 1291'(100') 755 DOLSKO-Trans level: By ATC 140 RVR 300m 4600' D4 (11-1A AGL 862 160 No. 296 MG D4.4 LJB CAT II IIS **RA 104**' DA(H) 1291'(100') <u>M</u> 305° 110.5 LJB 150° - CAT C & D 5466 JB 142°→ CAT A & B D12. 1847′ -305° Apt Elev 1273' D5.0 DOL. LJUBLJANA, Trans alt: 10500' RWY 1191' 2743 CAT II ILS ABEAM DIO.8 LJB 118.0 2000 HIALS-II
PAPI PAPI TX 015 241 X ABEAM KAM NDB D10.8 LJB ___112<u>.7</u> DOL °045 .3140' MSA DOL VOR SLOVENIA MKR WEST 14-50 2621 4600′ 1716′ DOLSKO-Rwy 3 5300′ 9500′ D12.

> 10 MISSED APCH: Climb STRAIGHT AHEAD to MKR WEST/D2.2 LJB, then turn LEFT to intercept and follow R-285 inbound VOR climbing to 4600' and LJLJ/LJU G27119 - 46-10 2044 hold. Climb to 2500' prior to level acceleration. Alt Set: hPa Smarjetna Gora AREA LJ (TA)-3 D 2850 MG **296** TRAINING MILITAR 1775′ 1440′ MKR WEST • 1699′ Final Apch Crs **305**° Due to high terrain North of airport, do not overshoot track 309° to FAF KAM NDB. Rwy Elev: 43 hPa .27 1 136.0 KAM NDB 4600' (3409') Minimum Alt 12 AUG 05 (16-1 110.5 LJB 2000 Nacabesen 1 Trans level: By ATC — DOLSKO— AGL - LJUBLJANA-1790' (599') MDA(H)5466 **(** 1847 Apt Elev 1273' D5.0 DOL. LJUBLJANA, Trans alt: 10500' RWY 1191' 118.0 2743 NDB Lctr Rwy 3 2000 TX 015 241 XAM DOLSKO D. 112.7 DOL °045 .3140' SLOVENIA MSA DOL VOR 1716′ 5300′ 9500′

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■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. CHANGES: Communications. © JEPPESEN SANDERSON, INC., 1999, 2005. ALL RIGHTS RESERVED.

14-30

MG Lctr 129°

KAM NDB

14-40

RWY 31 1191′

305°

2570′

309

4600

6.4

3nd speed-Kts

AR-OPS

STRAIGHT-IN LANDING RWY 31

MDA(H) 1790'(599')

RVR 1500m

1790°(517′)

1500m

VIS-

Not authorized Northeast of airport

CIRCLE-TO-LAND

PAPI_PAPI

....

MKR WEST

RVR 2000m

2610'(1337') 2400m

1970'(697') 1600m

CIRCLING
Pilor should
cestablish visual
contact with the
lights on top of
smarletna Gora
and on top of
the church on
final approach.

2710'(1437')

3600m

PANS OPS

D

RVR 1600m RVR 1200m RVR 1000m

СВ

CHANGES: Communications.

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

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