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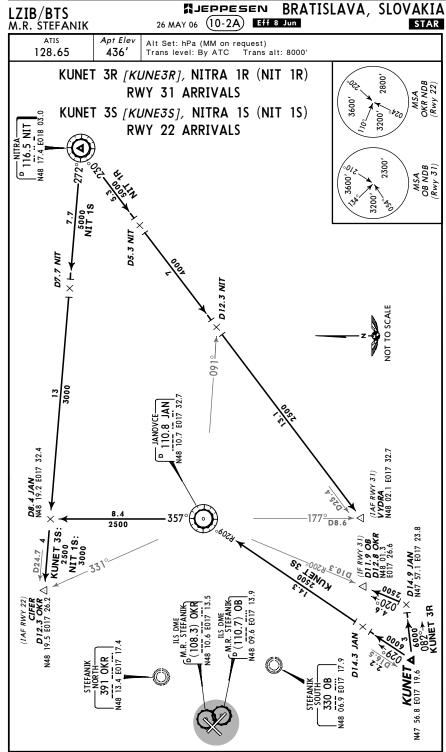
MJEPPESEN BRATISLAVA, SLOVAKIA LZIB/BTS M.R. STEFANIK (10-2) Eff 8 Jun 26 MAY 06 Apt Elev Alt Set: hPa (MM on request) 128.65 436' Trans level: By ATC Trans alt: 8000 3600° 3600' **BERVA** N48 37.1 E017 32.5 3200 3200' 2800 MSAOKR NDB OB NDB (Rwy 22) (Rwy 31 ABLOM 1R [ABLO1R], BERVA 1R [BERV1R] D21 JAN **RWY 31 ARRIVALS** ABLOM 1S [ABLO1S], BERVA 1S [BERV1S] **RWY 22 ARRIVALS** D13.2 JAN N48 23.9 E017 32.6 NOT TO SCALE (IAF RWY 22) **CIFER D12.3 OKR** N48 19.5 E017 26.2 D24.7 116.5 STEFANIK NORTH 391 OKR N48 13.4 EQ17 17.4 D6 JAN ILS DME M.R. STEFANIK -- JANOVCE -(108.3) OKR 110.8 JAN N48 10.6 E017 13.5 N48 10.7 E017 32.7 ILS DME M.R. STEFANIK (110.7) OB N48 09.6 E017 13.9 (IAF RWY 31) 330 OB N48 06.9 E017 17.9 D16.4 JAN D5.4 OB ABLOM D19.5 JAN D8 OB N48 04.1 E017 05.3 (IAF RWY 31) **VYDRA** N48 02.1 E017 32.7

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CHANGES: Trans alt; STARs renumbered & revised.

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MJEPPESEN BRATISLAVA, SLOVAKIA LZIB/BTS 26 MAY 06 (10-2B) Eff 8 Jun M.R. STEFANIK Apt Elev Alt Set: hPa (MM on request) 128.65 436 Trans level: By ATC Trans alt: 8000 TABIN 3R [TABI3R], XOMBA 2R [XOMB2R] **RWY 31 ARRIVALS** TABIN 4S [TABI4S], XOMBA 2S [XOMB2S] **RWY 22 ARRIVALS** NOT TO **D8.4 JAN** N48 19.2 E017 32.4 -177° D8.6 2500

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SID NIT 6A

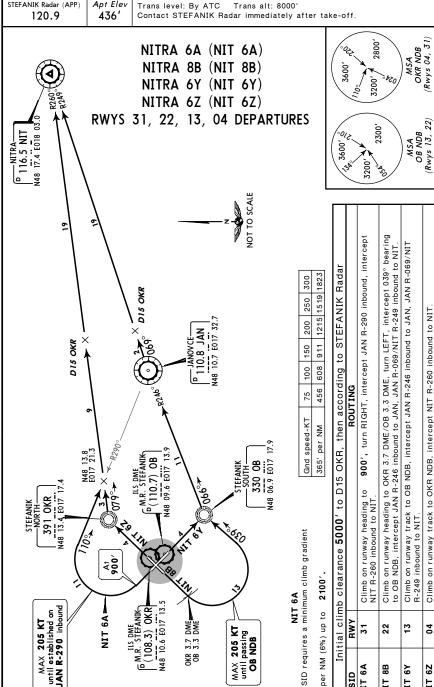
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MJEPPESEN BRATISLAVA, SLOVAKIA 26 MAY 06 (10-3B) Eff 8 Jun

M.R. STEFANIK STEFANIK Radar (APP) Apt Elev Trans level: By ATC Trans alt: 8000 120.9 436' Contact STEFANIK Radar immediately after take-off. 3600' 👶 3600' NUBRA 1A [NUBR1A] 3200 NUBRA 1B [NUBR1B] 3200' / 2800' NUBRA 1Y [NUBR1Y] NUBRA 1Z [NUBR1Z] MSAOB NDB OKR NDB RWYS 31, 22, 13, 04 DEPARTURES (Rwys 13, 22) (Rwys 04, 31) MAX 205 KT until established on STEFANIK JAN R-290 inbound 391 OKR N48 13.4 E017 17.4 JANOVCE — 110.8 JAN N48 10.7 E017 32.7 NUBRA 1A ≥ At 900' ILS DME M.R. STEFANIK-(108.3) OKR ILS DME M.R. STEFANIK-(110.7) OB N48 10.6 E017 13.5 N48 09.6 E017 13.9 OKR 3.7 DME STEFANIK OB 3.3 DME -SOUTH-330 OB N48 06.9 E017 17.9 MAX 205 KT until passing **OB NDB** NOT TO SCALE **NUBRA** N47 56.0 E017 35.2 **NUBRA 1A** At or above This SID requires a minimum climb gradient FL105

Initial climb clearance 5000', then according to STEFANIK Radar ROUTING SID **NUBRA 1A** 31 Climb on runway heading to 900', turn RIGHT, intercept JAN R-290 inbound to JAN, JAN R-183 to NUBRA Climb on runway heading to OKR 3.7 DME/OB 3.3 DME, turn LEFT, inter-**NUBRA 1B** cept 039° bearing to OB NDB, 131° bearing, intercept NIT R-218 to NUBRA. **NUBRA 1Y** Climb on runway track to OB NDB, 131° bearing, intercept NIT R-218 to NUBRA 1Z Climb on runway track to OKR NDB, intercept JAN R-292 inbound to JAN, JAN R-183 to NUBRA

Gnd speed-KT

365' per NM

75 | 100 | 150 | 200 | 250 | 300 456 608 911 1215 1519 1823

365' per NM (6%) up to 2100'

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(10-3C) Eff 8 Jun 26 MAY 06 M.R. STEFANIK Apt Elev STEFANIK Radar (APP) Trans level: By ATC Trans alt: 8000 120.9 436' Contact STEFANIK Radar immediately after take-off 250 300 1519 1823 TABIN 1A/TABI1A/ TABIN 1B [TABI1B] 200 3200' TABIN 1Y [TABI1Y] TABIN 1Z [TABI1Z] 150 RWYS 31, 22, 13, 04 100 **DEPARTURES** dn (%9) Σ This of 365' Gnd 365' 9 intercept 039 inbound D15 Climb on runway heading to J00', turn RIGHT, intercept JAN H-JAN, JAN R-111 to TABIN.

Climb on runway heading to OKR 3.7 DME/OB 3.3 DME, turn LEFT, bearing to OB NDB, 098° bearing to TABIN.

Climb on runway track to OB NDB, 098° bearing to TABIN.

Climb on runway track to OKR NDB, intercept JAN R-292 inbound to R-111 to TABIN. OKR D15 110.7) OB 09.6 E017 13.5 OKR 1717 110% , 006 000 MAX 205 KT until established on JAN R-290 inbound M.R. STEFANIK (108.3) OKR N48 10.6 E017 13.5 31 W 22 13 3.7 DME 3.3 DME TABIN 1A MAX 205 KT until passing OB NDB Initial SID TABIN 1A <del>1</del>B S B TABIN TABIN

CHANGES: Trans alt.

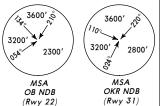
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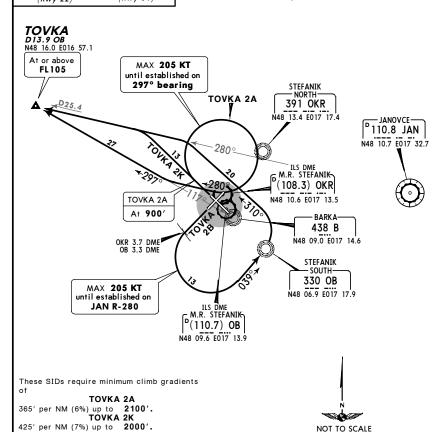
LZIB/BTS M.R. STEFANIK

MALEPPESEN BRATISLAVA, SLOVAKIA 26 MAY 06 (10-3D) Eff 8 Jun

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



TOVKA 2A [TOVK2A] TOVKA 2B [TOVK2B] TOVKA 2K [TOVK2K] RWYS 31, 22 DEPARTURES



Gnd speed-KT 75 100 150 200 250 300 365' per NM 456 608 911 1215 1519 1823 425' per NM 532 709 1063 1418 1772 2127

Initial climb clearance 5000', then according to STEFANIK Radar ROUTING SID RWY TOVKA 2A Climb on runway heading to 900', turn RIGHT, 280° track, intercept TOVKA 2B Climb on runway heading to OKR 3.7 DME/OB 3.3 DME, turn LEFT, intercept 039° bearing to OB NDB, turn LEFT, 310° track, intercept JAN R-280 to TOVKA TOVKA 2K Climb on runway heading, intercept JAN R-280 to TOVKA

Only available on pilots request.

CHANGES: Trans alt.

**JEPPESEN** 

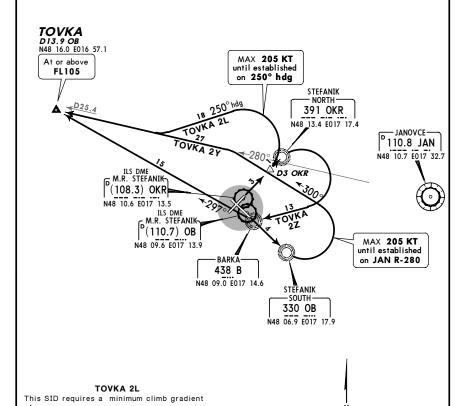
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# JEPPESEN BRATISLAVA, SLOVAKIA LZIB/BTS 26 MAY 06 (10-3E) Eff 8 Jun M.R. STEFANIK

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

13g 3600' 50 3600' 3200 3200' 🖊 2800 2300' MSA MSAOKR NDB OB NDB (Rwy 04) (Rwy 13)

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



| ı               |          |         |   |
|-----------------|----------|---------|---|
| ı               | Initia   | l climb | clearance 5000', then according to STEFANIK Radar                                       |
| SID RWY ROUTING |          | 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.   |
| ı               | TOVKA 27 | 0.4     | Climb on runway track to OKR NDR turn RIGHT to R turn RIGHT 207°                        |

CHANGES: Trans alt.

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

bearing to TOVKA.

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NOT TO SCALE

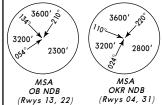
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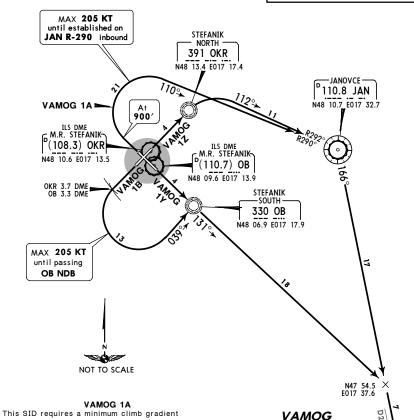
LZIB/BTS M.R. STEFANIK

MJEPPESEN BRATISLAVA, SLOVAKIA 26 MAY 06 (10-3F) Eff 8 Jun

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

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





| 100 000 011 1210 1010 1020                                      |     |  |  |  |  |
|---|-----|--|--|--|--|
| Initial climb clearance 5000', then according to STEFANIK Radar |     |  |  |  |  |
| SID   | RWY | ROUTING  |  |  |  |
| VAMOG 1A  | 31  | Climb on runway heading to $900^\prime$ , 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, inter-<br>cept 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.  |  |  |  |

365' per NM (6%) up to 2100'.

Gnd speed-KT 75 100 150 200 250 300

456 608 911 1215 1519 1823

N47 47.2 E017 39.8

At or above

FL105

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CHANGES: New chart.

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# JEPPESEN BRATISLAVA, SLOVAKIA LZIB/BTS 17 AUG 07 (10-4) Eff 30 Aug M R STEFANIK Apt Elev 436' NOISE ABATEMENT Noise monitoring point 1100 NIT NUBRA 1Z TABIN 1Z VAMOG 1Z NIT 6A, 6Z OKR NDB -280° 079° D3 OKR JAN 0 TOVKA ZA OKR ILS DME JAN 3700 TOVKA 2Z OB ILS DME ₹066°-0980 3% TABIN 1B, 1Y OB NDB

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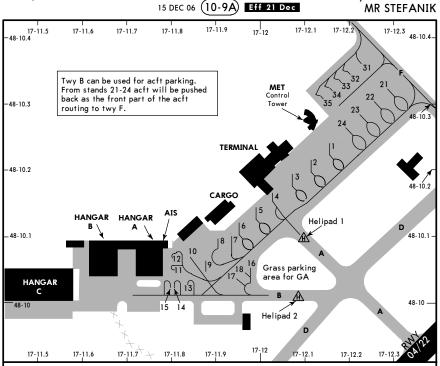
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SJEPPESEN BRATISLAVA, SLOVAKIA LZIB/BTS Apt Elev **436**' N48 10.2 E017 12.8 15 DEC 06 (10-9) Eff 21 Dec MR STEFANIK \*STEFANIK Delivery ATIS STEFANIK Tower STEFANIK Radar (DEP) To be contacted immediately after take-off 120.9 119.7 128.65 118.97 118.3 17-13 17-11 17-15 Ç3<sup>515′</sup> (F) (F) Lctr ⊙ 495 03°E Rwy 31 is approved for CAT II/III operations, special aircrew and acft certification required. Birds in vicinity of airport. (2) (<sub>2</sub>) MET Control Tower 574 ക FOR PARKING Emergency runway POSITIONS (3281'/1000m' x 328'/100m) SEE 10-9A 48-10 48-09 0 Lctr 17-15 17-11 17-12 ADDITIONAL RUNWAY INFORMATION
USABLE LENGTHS
LANDING BEYOND RWY Threshold Glide Slope TAKE-OFF WIDTH HIRL (60m) RVR 197' 22 HIRL (60m) HIALS SFL PAPI-L (3.0°) REIL RVR 8420' 2566m 60m HIRL (60m) CL RVR 148' 45m 31 HIRL (60m) CL ALSF-II TDZ PAPI-L (3.0°) RVR 8645' 2635m 0 2 Additional 787'/240m in front of threshold available for take-off. JAR-OPS TAKE-OFF Rwy 13/31 All Rwys LVP must LVP must be in Force be in Force NIL HIRL, CL & mult. RVR req HIRL & CL HIRL HIRL (DAY only) 400m 200m 300m 200m 400m 800m 500m 250m 400m 600m ■ Operators applying U.S. Ops Specs: CL required below 300m.

LZIB/BTS

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| II | NS | co | 0 | RD | IN | A | TE | • |
|----|----|----|---|----|----|---|----|---|
|    |    |    |   |    |    |   |    |   |

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

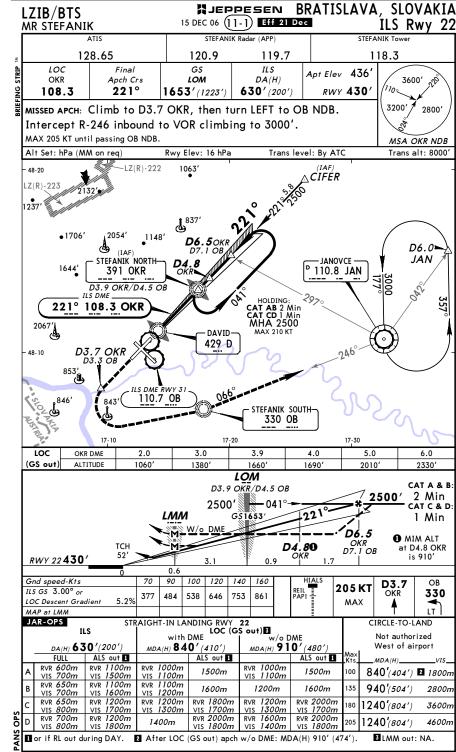
## **START-UP PROCEDURE**

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.

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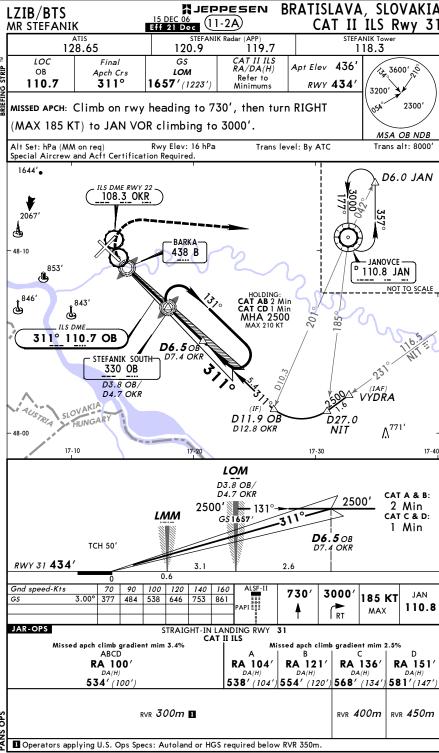
MJEPPESEN BRATISLAVA, SLOVAKIA LZIB/BTS 15 DEC 06 (11-2) Eff 21 Dec ILS Rwy 31 MR STEFANIK STEFANIK Tower STEFANIK Radar (APP) 128.65 120.9 119.7 118.3 LOC Final GS ILS DA(H) Apt Elev 436 3600' \$ OB LOM Apch Crs Refer to 311° 110.7 1657' (1223') RWY 434' Minimums 3200 MISSED APCH: Climb on rwy heading to 730', then turn RIGHT 2300' (MAX 185 KT) to JAN VOR climbing to 3000'. MSA OB NDB Alt Set: hPa (MM on reg) Rwv Elev: 16 hPa Trans level: By ATC Trans alt: 8000 1644' D6.0 JAN ILS DME RWY 22 108.3 OKR 2067 ७ 48-10 438 B JANOVCE -853' 110.8 JAN NOT TO SCALE HOLDING: CAT AB 2 Min CAT CD 1 Min MHA 2500 . 846' 843' ILS DME. 311° 110.7 OB **D6.5**0B STEFANIK SOUTH-330 OB D3.8 OB D4.7 OKR D11.9 OB D27.0 771′ <sub>17-40</sub> D12.8 OKR 17-30 NIT 48-00 LOC OB DME 3.0 3.8 4.0 5.0 6.0 (GS out) 2340 LOM D3.8 OB/D4.7 OKR CAT A & B: 2 Min CAT C & D 1 Min **D6.5** OB TCH 50' RWY 31 434' Gnd speed-Kts 90 | 100 | 120 | 140 | 160 | 3000 730 JAN 185 KT ILS GS 3.00° or 377 484 538 646 753 861 LOC Desc Grad 5.2% 110.8 MAP at LMM STRAIGHT-IN LANDING RWY 31 CIRCLE-TO-LAND ILS
Missed apch climb gradient mim 2.5% LOC (GS out) Not authorized West of airport DA(H) AB: 634'(200')C: 640'(206')D: 653'(219 MDA(H) 850'(416' CL out ALS out 4 ALS out 4 RVR 600m VIS 700m RVR 1100m VIS 1500m RVR 1000m VIS 1100m 1500m 840' (404') 1800m RVR 550m VIS 600m RVR 650m RVR 1100m RVR 1100m 1600m 940' (504') 2800n VIS 700m VIS 1600m VIS 1200m RVR 1800m RVR 650m VIS 800m RVR 1200m VIS 1700m RVR 1200m VIS 1300m 1960′(1524′) VIS <u>1700m</u> RVR 600m VIS 700m RVR 1200m VIS 1800m RVR 700m RVR 2000m 1400m 205 2300 (1864') VIS 1800m ■ MIM 3.4%: DA(H) 634′ (200′). 🛮 Climb gradient mim 3.4%: CAT C RVR 550m VIS 700m. 🖪 LMM out: NA or if RL out during DAY. 

After LOC (GS out) apch: MDA(H) 850' (414').

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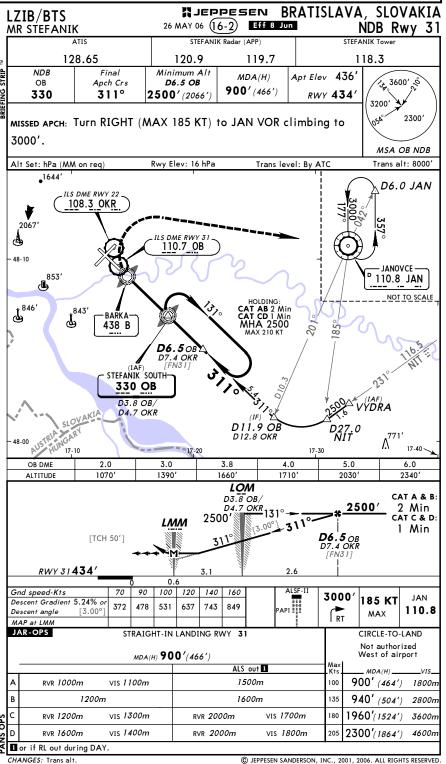
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MJEPPESEN BRATISLAVA, SLOVAKIA LZIB/BTS 26 MAY 06 (16-1) Eff 8 Jun NDB Rwy 22 MR STEFANIK STEFANIK Radar (APP) 128.65 120.9 119.7 118.3 with DME NDB Final MDA(H)Apt Elev 436 w/o DME Minimum Alt OKR Apch Crs CONDITIONAL) 3600' D6.5 OKR No FAF 391 221° RWY 430' 2500' (2070') 840'(410') MISSED APCH: Climb to D3.7 OKR, then turn LEFT to OB NDB. 3200' 2800' Intercept R-246 inbound to VOR climbing to 3000'. MAX 205 KT until passing OB NDB. MSA OKR NDB Alt Set: hPa (MM on reg) Rwy Elev: 16 hPa Trans level: By ATC Trans alt: 8000 -LZ(R)-222 1063 LZ(R)-223 1237 ₫<sup>837</sup>′ 2054 1148 **D6.5**OKR D6.0 (IAF) STEFANIK NORTH-JAN 1644' JANOVCE 391 OKR <sup>D</sup> 110.8 JAN D3.9 OKR/D4.5 OB HOLDING: CAT AB 2 Min CAT CD 1 Min 108.3 OKR 2067 MHA 2500 MAX 210 KT 429 D 48-10 D3.7 OKR 110.7 OB STEFANIK SOUTH-330 OB 17-10 17-20 17-30 OKR DME 2.0 3.0 3.9 4.0 5.0 6.0 ALTITUDE 1060 1380 1690' 2010 2330' 1660 LOM **D6.5** OKR D7.1 OB CAT A & B: D3.9 OKR/D4.5 OB 2 Min 2500' 2500 CAT C & D: **LMM** 1 Min W/o DME MIM ALT D4.80 at D4.8 OKR 0.9 OKR is 910' RWY 22 430 70 90 100 120 140 160 Gnd speed-Kts D3.7 OB 205 KT Descent Gradient 5.2% 369 474 527 632 737 843 OKR 330 MAP at LMM MAX LT JAR-OPS STRAIGHT-IN LANDING RWY 22 CIRCLE-TO-LAND With DME W/o DME Not authorized MDA(H) 840'(410') West of airport MDA(H) 910'(480') ALS out 1 ALS out I RVR 1000m RVR 1000m 910'(474' 1500m 1500m 1800m VIS 1100m RVR 1100m VIS 1100m 940'(504' 1600m 1200m 1600m 2800m VIS 1200m RVR 1200m RVR 2000m RVR 1800m RVR 1200m 1240 (804) 3600m VIS 1300m VIS 1700m VIS 1300m VIS 1700m RVR 1600m VIS 1400m RVR 2000m RVR 2000m VIS 1800m 1240 (804) 1400m 4600m 1 or if RL out during DAY.

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