

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LJJJ

Terminal Charts For LJJJ

Revision Letter For Cycle 11-2019

Change Notices

Notebook

General Information

Location: LJUBLJANA SVN
ICAO/IATA: LJLJ / LJU
Lat/Long: N46° 13.5', E014° 27.4'
Elevation: 1274 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0310 Z
Sunset: 1854 Z

Runway Information

Runway: 30
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1212 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 12
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1274 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 128.175
ATIS: 112.700
Ljubljana Tower: 118.750 Secondary
Ljubljana Tower: 118.000
Ljubljana Ground: 131.400
Ljubljana Ground: 121.925
Ljubljana Ground: 131.800
Ljubljana Approach: 132.475 Secondary

Ljubljana Approach: 135.275

Ljubljana De-Icing Operations: 131.700

Ljubljana De-Icing Operations: 131.400

LJLJ/LJU
BRNIK

JEPESEN

LJUBLJANA, SLOVENIA

2 NOV 18

10-1P

Eff 8 Nov

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 128.175 112.7

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. LOCAL FLYING RESTRICTIONS

1.2.1.1. SCHEDULED AND NON-SCHEDULED AIR TRAFFIC

Departures and landings can be planned between: MON and SUN 0600-2300LT.

Departure

A pilot in command can only expect to receive a departure clearance if he is ready to start the engines at 2250LT at the latest.

Delayed departures may be tolerated between: 2250-2330LT. Prior approval from APT Operator must be obtained. Additional charges will be applied.

Departures are not permitted between 2300-0600LT. Exemptions can only be authorized by the APT Operator.

Approach

Delayed landings may be tolerated between 2300-2330LT. Prior approval from APT Operator must be obtained. Additional charges will be applied.

Landings are not permitted between 2300-0600LT. Exemptions can only be authorized by the APT Operator.

1.2.1.2. GENERAL AVIATION

Departures and landings can be planned between:

MON to FRI 0600-2200LT

SAT and SUN 0800-2000LT.

Departure

A pilot in command can only expect to receive a departure clearance if he is ready to start the turbo-jet or turbo-prop engine or, in the case of piston engine ACFT, if he is ready to taxi at 2150LT from MON to FRI or 1950LT on SAT and SUN at the latest.

Departures are not permitted between 2200-0600LT from MON to FRI or 2000-0800LT on SAT and SUN. Exemptions can only be authorized by the APT Operator.

Approach

Delayed landings may be tolerated between 2200-2230LT from MON to FRI or 2000-2030LT on SAT and SUN at the latest. Prior approval from APT Operator must be obtained. Additional charges will be applied.

Landings are not permitted between 2200-0600LT from MON to FRI or 2000-0800LT on SAT and SUN. Exemptions can only be authorized by the Airport Operator.

1.2.1.3. EXEMPTIONS

Urgent Flights

- Slovenian police and military for the ACFT that are in compliance with ICAO Annex 14, fire fighting category 3(H3).
- Search and rescue flights.
- Flights for providing medical assistance and emergencies in disasters.
- Medical flights.

Alternate

Between 2300-0600LT LJLJ can be alternate only for ACFT that are in compliance with rescue and fire fighting category CAT 3 (H3), ICAO Annex 14.

For ACFT returning to the APT of departure LJLJ due to weather, mechanical, radio failure, forced landing or emergency landing, LJLJ can be alternate until if request for returning is announced until 2315LT.

For delayed departures and departures from 2300-0600LT with prior approval from APT Operator LJLJ can be alternate if request for returning is announced within 15 minutes after take-off.

LJLJ/LJU
BRNIK

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2 NOV 18

10-1P1

Eff 8 Nov

LJUBLJANA, SLOVENIA

AIRPORT BRIEFING

1. GENERAL

1.2.2. PERMISSION REQUEST PROCEDURE

In justified case, the APT Operator may grant exceptions on request for particular and specified flights. An application for such requests shall be submitted to APT Operator.

Scheduled and Non-scheduled commercial air traffic and General aviation traffic are subject to co-ordination requirement: PPR.

For General Aviation Traffic prior permission is mandatory at least 24 hours before arrival.

All carriers may not expect authorization systematically for the flights between 2300-0600LT. All requests will be finally authorized by APT Operator.

Permission shall be requested between:

- **Scheduled and Non-Scheduled Commercial Air Traffic**
MON to FRI 0800-1530LT.
- **General Aviation**
MON to FRI 0600-2200LT;
SAT and SUN 0800-2000LT.

1.2.3. AUXILIARY POWER UNITS (APUs)

APUs shall only be started:

- not earlier than 30 minutes before off-block time (engine start-up) and kept in operation not longer than 30 minutes after on-block time (engine shutdown).
- if maintenance work on the ACFT makes it unavoidable; in that case the service period shall be kept as short as possible.

In particular cases the APT Operator may permit longer service periods.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. CRITERIA FOR THE INITIATION AND TERMINATION OF LOW VISIBILITY PROCEDURES

LVP apply when RVR is below 550m and ceiling is 200' or below. Pilots will be informed via RTF or ATIS on first contact with the following standard message: "LOW VISIBILITY PROCEDURES IN OPERATION".

LVP 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 via RTF or ATIS with the standard phraseology: "LOW VISIBILITY PROCEDURES CANCELLED AT TIME ...".

1.3.2. RADAR VECTORING

Arriving ACFT will be vectored to ensure the interception of the ILS at the FAF.

1.3.3. 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 color coded yellow-green TWY centerline lights.

1.3.4. GROUND MOVEMENT RESTRICTIONS

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

Only one ACFT movement on the Main Apron at the same time is allowed when LVP is in place (including ACFT in push-back procedure).

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BRNIK

JEPPESEN

LJUBLJANA, SLOVENIA

23 NOV 18

10-1P2

Eff 6 Dec

AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

For wingspan restrictions refer to 10-9 charts.
TWY V is helicopter air TWY.

1.5. PARKING INFORMATION

On stands 1 thru 15 push-back required.
Stands 3, 4 thru 7 equipped with Visual Docking Guidance System.
Unmarked parking areas may also be assigned as ACFT stands.
ACFT are guided with marshalling assistance on parking positions 1A, 13A, 15A, 31 thru 38, 38L, 38R.

1.6. OTHER INFORMATION

Caution: Birds in vicinity of APT.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 30 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. NOISE ABATEMENT PROCEDURES

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

3. DEPARTURE

3.1. DE-ICING

3.1.1. INTRODUCTION

The flight crew shall inform Handling Supervisor or call LJUBLJANA De-icing Coordinator on 131.4 MHz if ACFT is parked on main apron or call GENERAL AVIATION on 131.8 MHz if ACFT is parked on General Aviation apron at least 15 minutes before off-block time.

The flight crew will be informed about the de-icing procedure foreseen (on stand or on de-icing stand PSN DE1).

Engine run-up above idle on de-icing area is not allowed.

3.1.2. DE-/ANTI-ICING AT POSITION - DE1 (AT DE-/ANTI-ICING PAD)

Position DE1 is located on Southeastern part of the apron and is accessible via TWY E1. Position DE1 has a taxi-out direct on TWY A and is permitted only for de-icing purpose. If de-icing is required, the flight crew shall, no later than 15 minutes before off-block time, inform ATC. Taxiing onto de-/anti-icing pad and parking there is guided by marshaller. On de-icing stand contact LJUBLJANA De-icing on 131.7MHz.

When de-icing is completed, report ready for taxi on LJUBLJANA Ground/LJUBLJANA Tower.

Propeller driven ACFT (except ATR 42/72) may not be de-iced on the de-icing stand PSN DE 1 for safety reasons. For ATR 42/72 propeller brake must be operative.

Special control examinations of individual ACFT parts (e.g. hands-on checks) cannot be carried out.

3.1.3. DE-/ANTI-ICING AT ACFT STANDS

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 Tower.

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 taxi to ATC.

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

Pilots shall state their parking position number and current ATIS information on initial contact with Ground Control (Ground Movement Control).

In case of jet blast influence on opposite parking stands, pilots will be advised to start engines when aligned with the apron TWY by ground crew via intercom.

ACFT intending to increase the engine for starting up another engine (cross-bleed start) shall be in two stages:

1. Stage - Obtain permission from Ground Movement Control (ATC) for first engine start with ACFT Power Unit (APU) and Ground Power Unit (GPU) on parking stand.
2. Stage - Obtain permission from Ground Crew to start all others engines on the dedicated cross-bleed start position.

LJLJ/LJU
BRNIK

JEPESEN

LJUBLJANA, SLOVENIA

15 MAR 19

10-1P4

Eff 28 Mar

AIRPORT BRIEFING

3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

To avoid excessive ACFT noise in the populated areas in the vicinity of the APT the following regulations are in force.

ACFT not certificated in accordance with ICAO Annex 16, Volume I, Chapter 3 are not permitted unless the Civil Aviation Agency of Slovenia grants exemptions in justified cases.

Every operator of ACFT using the APT shall follow ACFT manufactures noise abatement recommended procedures and ensure at all times that ACFT is operated in such a manner that unnecessary noise disturbances are not caused in areas surrounding the APT. This applies in particular to the times of night flying restrictions.

Compliance with the procedure above shall not be required in adverse weather conditions or for safety reasons.

3.3.1. NIGHT FLYING RESTRICTIONS

Between 2200-0600LT flight operations are subject to the following restrictions:

- between 2200-0000LT RWY 30 will not normally be used for departures; pilots shall expect departures on RWY 12.
- between 0000-0600LT departures on RWY 30 are not permitted.

These restrictions do not apply to departures for safety, meteorological, technical and SAR reasons.

3.3.2. RUN-UP TESTS

Engine runs on the aprons not associated with the planned ACFT departure are not permitted. ATC (main apron) and GAC (general aviation apron), may grant exceptions in justified cases for engine check starts and run-up to the ground idle power. During these engine runs contact with ATC and GAC shall be ensured.

Engine runs with performance level greater than idle must commence on the dedicated engine run zone. ATC may grant exceptions in justified cases for use of authorized area (run-up position) on the manoeuvring area. During these engine runs contact with ATC shall be ensured.

Engine runs with performance level greater than idle may be conducted between 0600-2200LT. Exceptions are granted in case of engine test on ERZ AAT for ACFT on the line maintenance. Engine test on maximum take-off power is not allowed.

3.4. DEPARTURE PROCEDURES

Departing ACFT may expect following ATC clearances:

RWY 12: Climb on RWY heading to 6000', further by RADAR, or SID LUIX 2D, LUIX 2E.

RWY 30: Climb on RWY heading to 6000', at MKR WEST turn LEFT, 180° heading, further by RADAR, or SIDs GIMIX 1J (*), GIMIX 1Z (*), MODRO 1W, MODRO 1Z.

(*) GIMIX 1J, GIMIX 1Z: JET only, required minimum climb gradient 11.3%.

ATC clearance will be delivered from Ground Movement Control. Pilots shall request ATC clearance on stand prior request for start-up and/or push-back clearance.

LJLJ/LJU
BRNIK



JEPPESEN

LJUBLJANA, SLOVENIA

17 MAY 19

10-2

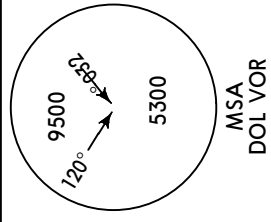
Eff 23 May

STAR

ATIS
128.175 112.7

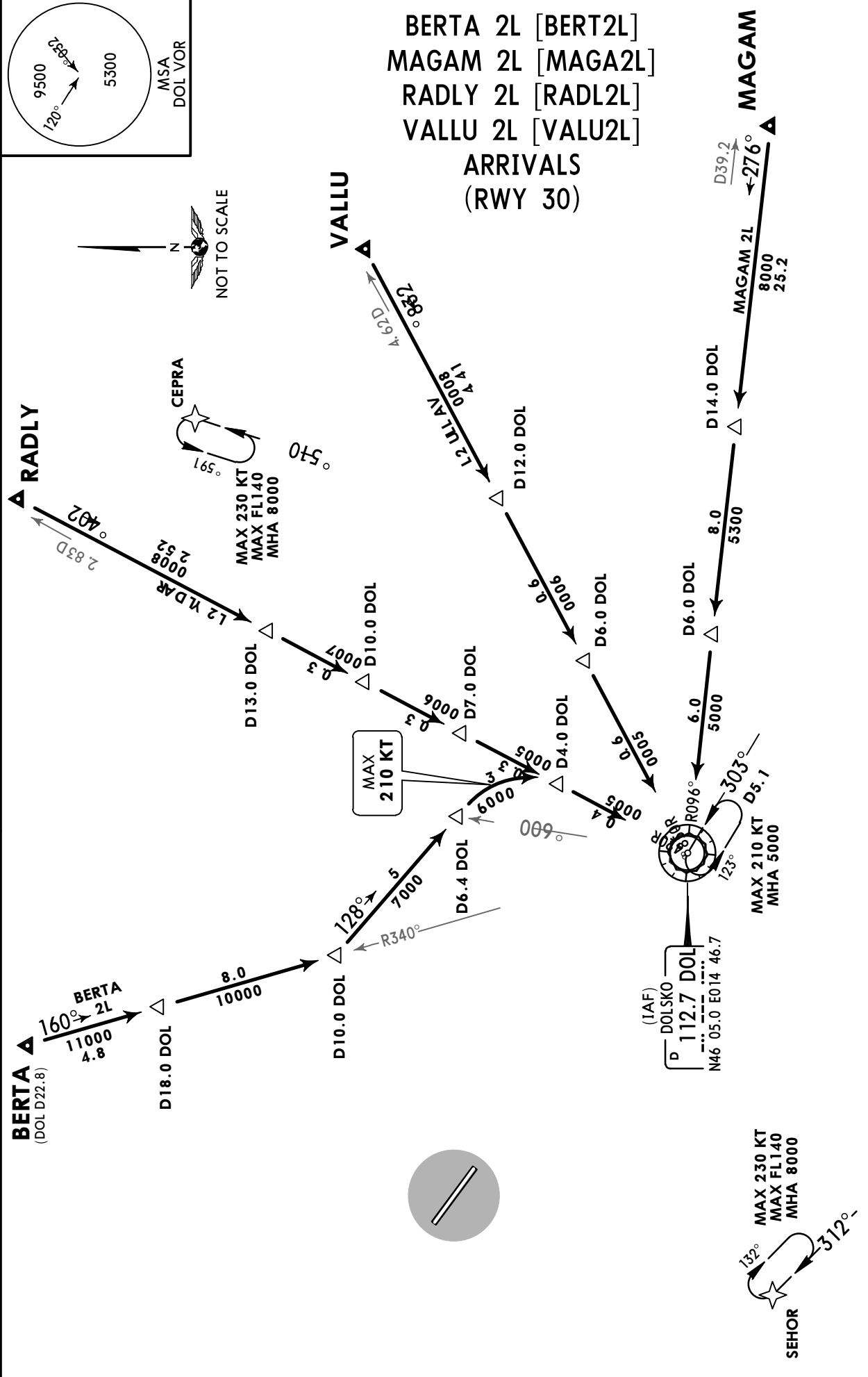
Apt Elev
1274'

Alt Set: hPa
Trans level: By ATC Trans alt: 10500'



BERTA 2L [BERT2L]
MAGAM 2L [MAGA2L]
RADLY 2L [RADL2L]
VALLU 2L [VALU2L]

ARRIVALS
(RWY 30)



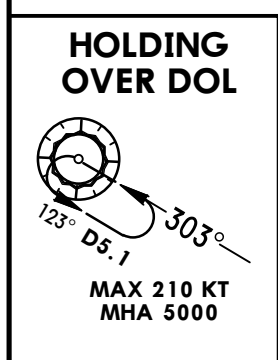
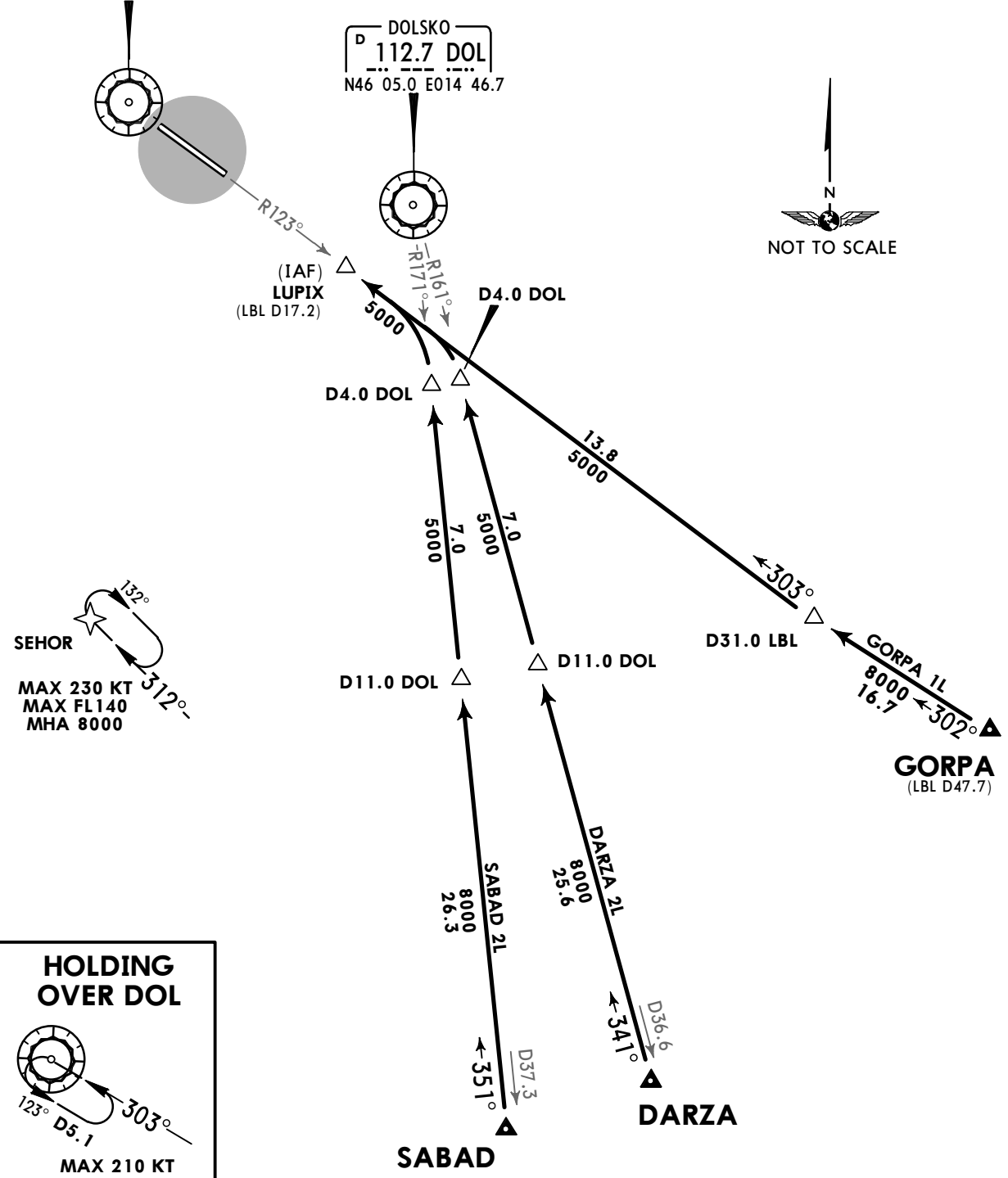
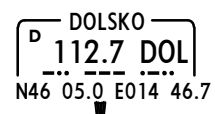
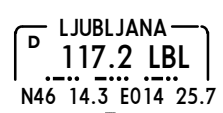
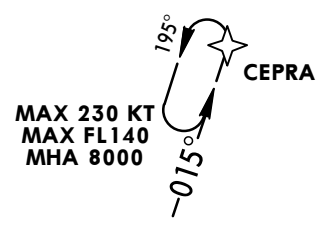
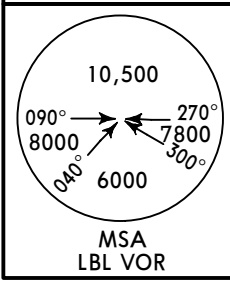
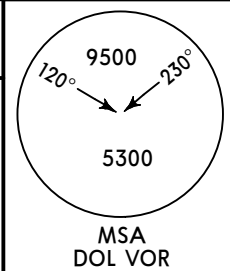
LJLJ/LJU
BRNIK

JEPPESEN LJUBLJANA, SLOVENIA
17 MAY 19 **(10-2A)** Eff 23 May

STAR

ATIS 128.175 112.7	Apt Elev 1274'	Alt Set: hPa Trans level: By ATC Trans alt: 10500'
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**DARZA 2L [DARZ2L]
GORPA 1L [GORP1L]
SABAD 2L [SABA2L]
ARRIVALS
(RWY 30)**



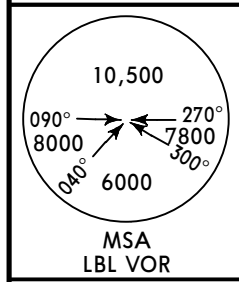
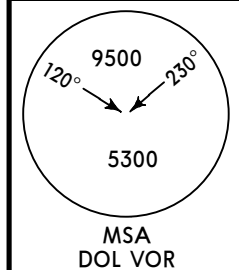
CHANGES: Apt elevation; holdings over CEPRA & SEHOR established.

LJLJ/LJU
BRNIK

JEPPESEN LJUBLJANA, SLOVENIA
17 MAY 19 (10-2B) Eff 23 May

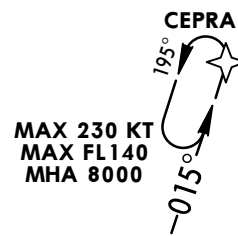
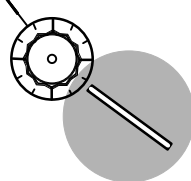
STAR

ATIS 128.175 112.7	Apt Elev 1274'	Alt Set: hPa Trans level: By ATC Trans alt: 10500'
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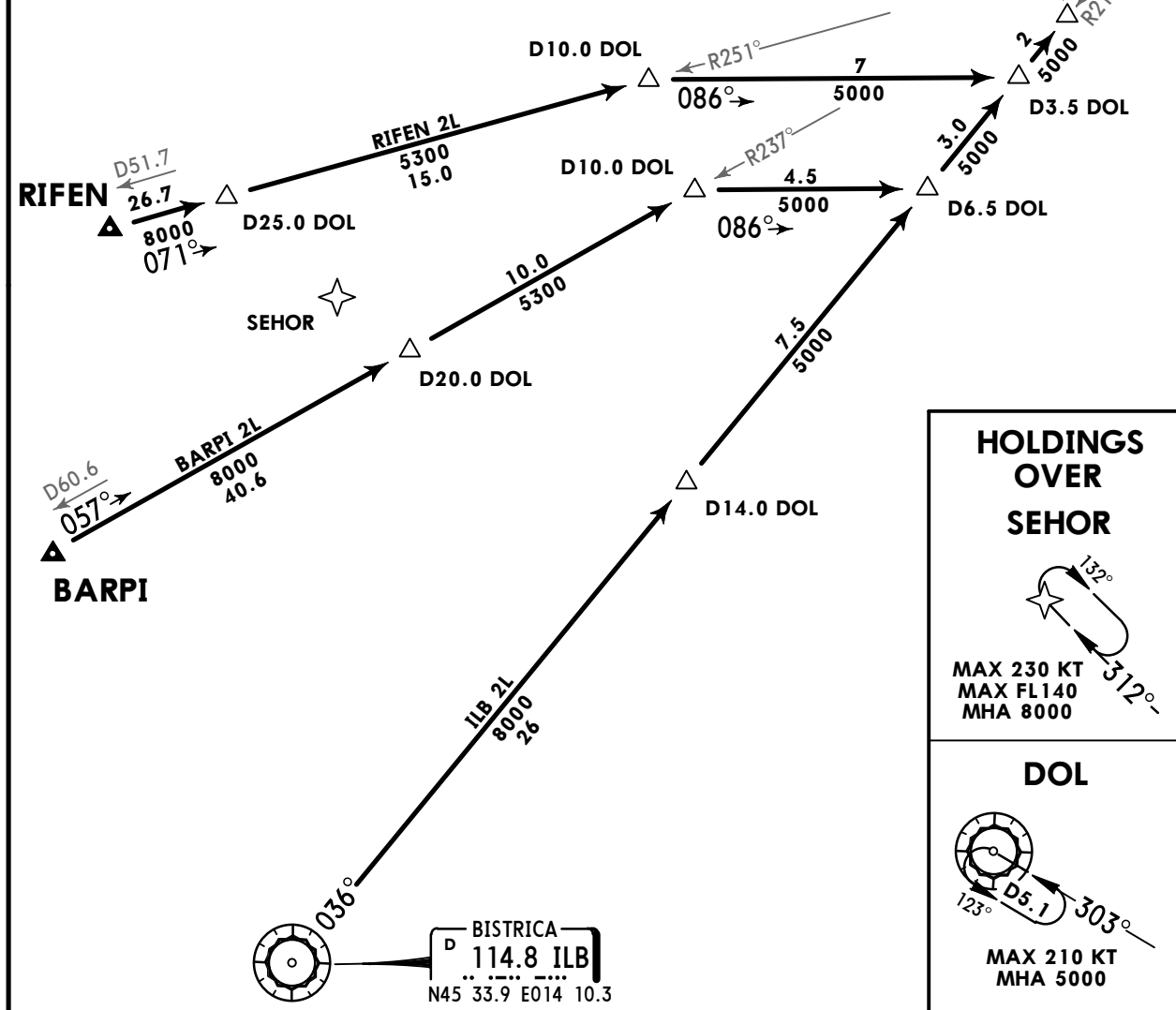
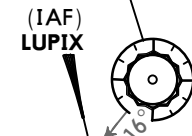


**BARPI 2L [BARP2L]
ILB 2L [ILB2L], RIFEN 2L [RIFE2L]
ARRIVALS
(RWY 30)**

LJUBLJANA
D 117.2 LBL
N46 14.3 E014 25.7



DOLSKO
D 112.7 DOL
N46 05.0 E014 46.7



CHANGES: Apt elevation; holdings over CEPRA & SEHOR established.

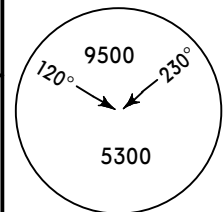
LJLJ/LJU
BRNIK

JEPPESEN LJUBLJANA, SLOVENIA
17 MAY 19 (10-2C) Eff 23 May

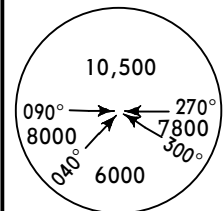
STAR

ATIS 128.175 112.7	Apt Elev 1274'	Alt Set: hPa Trans level: By ATC Trans alt: 10500'
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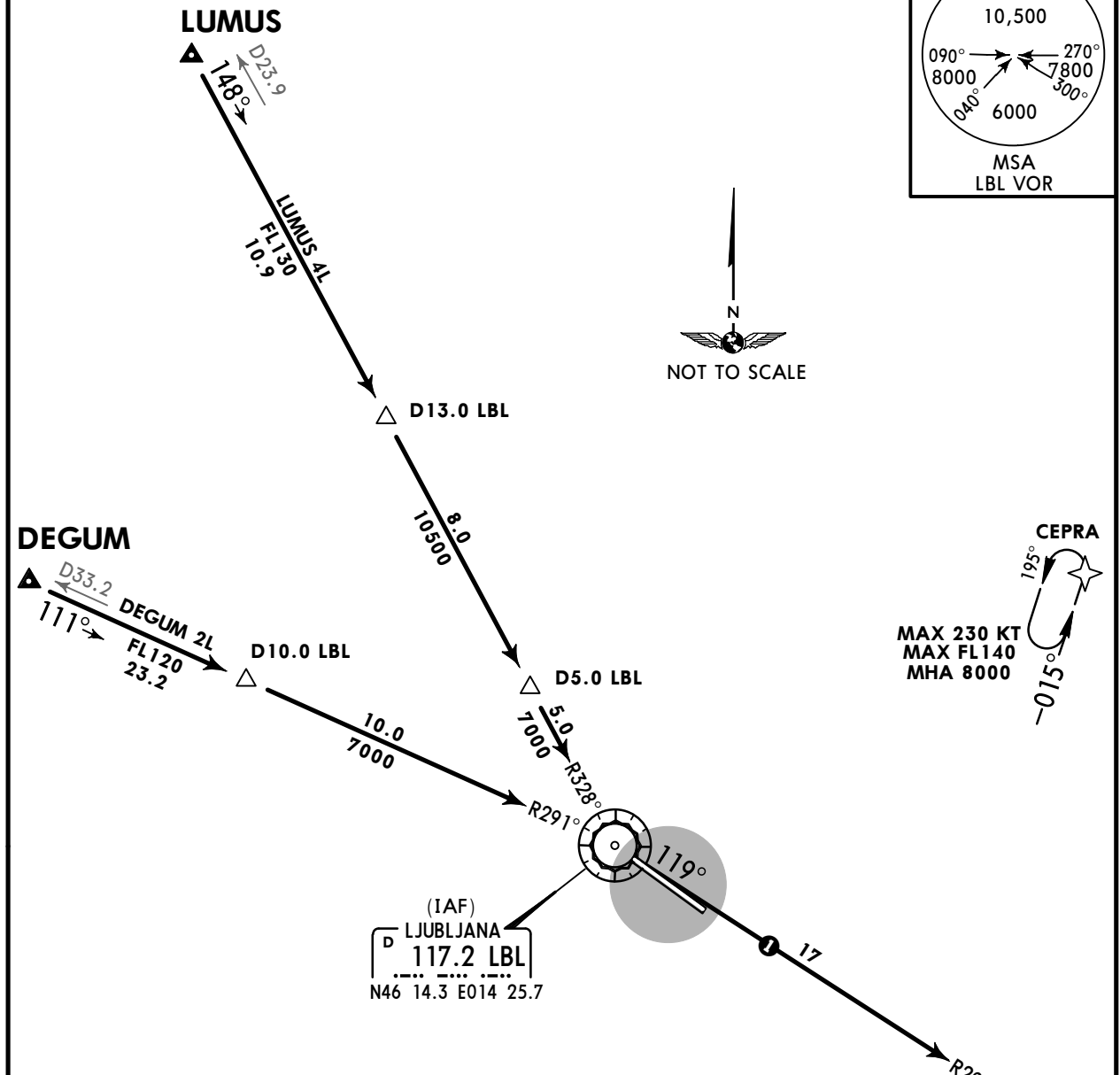
**DEGUM 2L [DEGU2L]
LUMUS 4L [LUMU4L]
ARRIVALS
(RWY 30)**



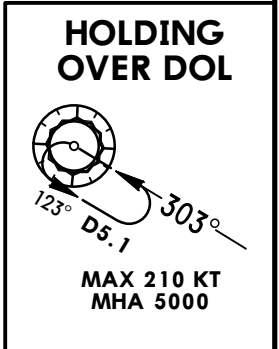
MSA
DOL VOR



MSA
LBL VOR



① If not cleared for an approach after passing LBL MAINTAIN 7000', intercept and continue on DOL R299 inbound to holding over DOL VOR.

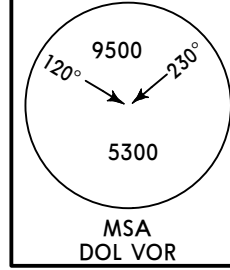


LJLJ/LJU
BRNIK

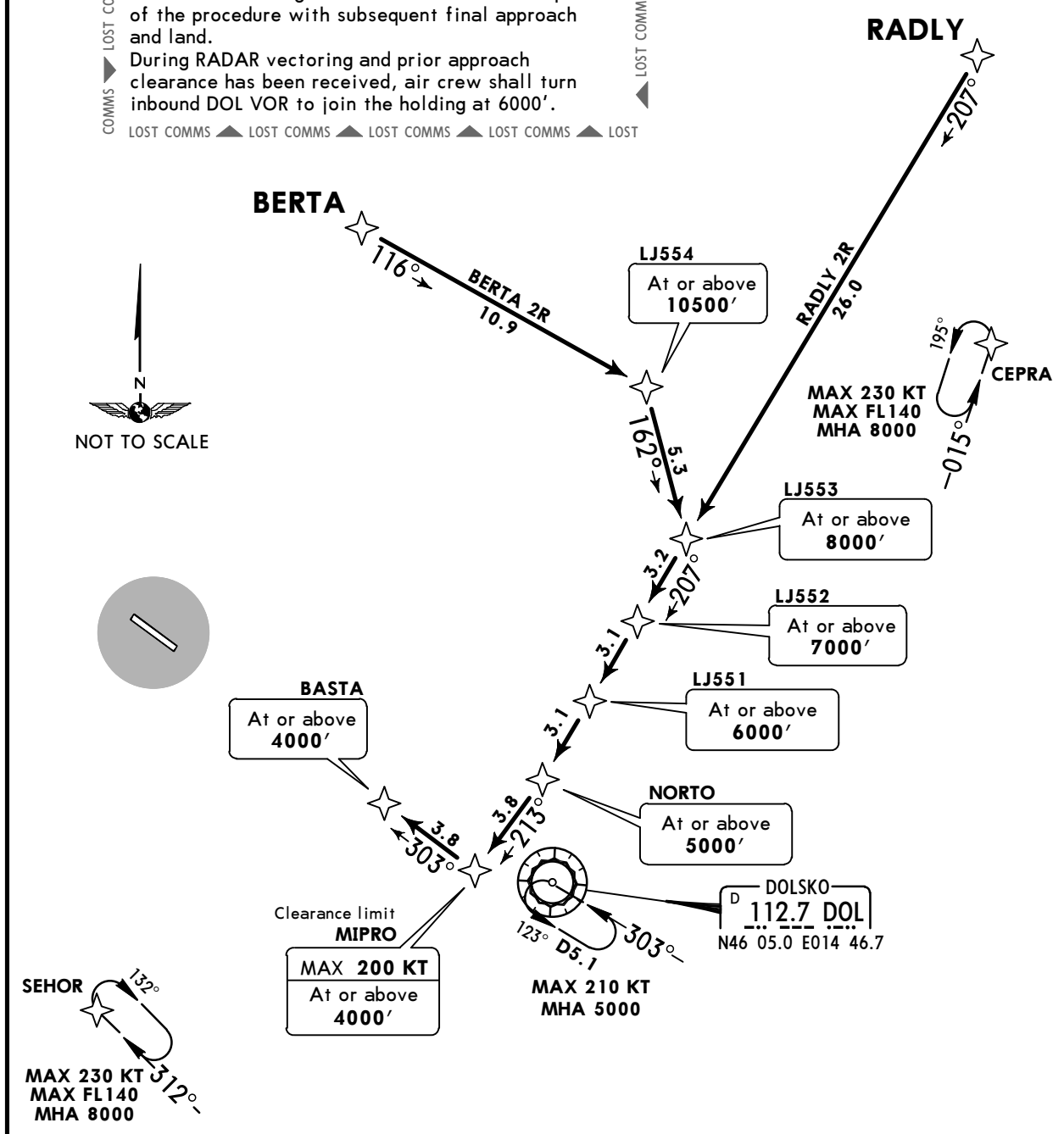
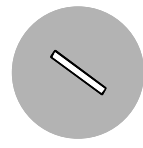
JEPPESEN LJUBLJANA, SLOVENIA
17 MAY 19 (10-2D) Eff 23 May RNAV STAR

ATIS 128.175 112.7	Apt Elev 1274'	Alt Set: hPa Trans level: By ATC Trans alt: 10500' 1. RNAV (GNSS). 2. RNAV 1 (P-RNAV) approval required. 3. Use of DME/DME is not allowed. 4. If the airborne RNAV equipment fails, ATC shall be informed as soon as possible by use of the phrase 'UNABLE RNAV'. ATC will then provide RADAR vectors. 5. CDO operations available.
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**BERTA 2R [BERT2R]
RADLY 2R [RADL2R]
RNAV ARRIVALS
(RWY 30)**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 Continue according lateral and vertical description of the procedure with subsequent final approach and land.
 During RADAR vectoring and prior approach clearance has been received, air crew shall turn inbound DOL VOR to join the holding at 6000'.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST



STAR	ROUTING
BERTA 2R	BERTA - LJ554 (10500'+) - LJ553 (8000'+) - LJ552 (7000'+) - LJ551 (6000'+) - NORTO (5000'+) - MIPRO (K200-; 4000'+) - BASTA (4000'+).
RADLY 2R	RADLY - LJ553 (8000'+) - LJ552 (7000'+) - LJ551 (6000'+) - NORTO (5000'+) - MIPRO (K200-; 4000'+) - BASTA (4000'+).

LJLJ/LJU
BRNIK

JEPPESEN
17 MAY 19 10-2G Eff 23 May

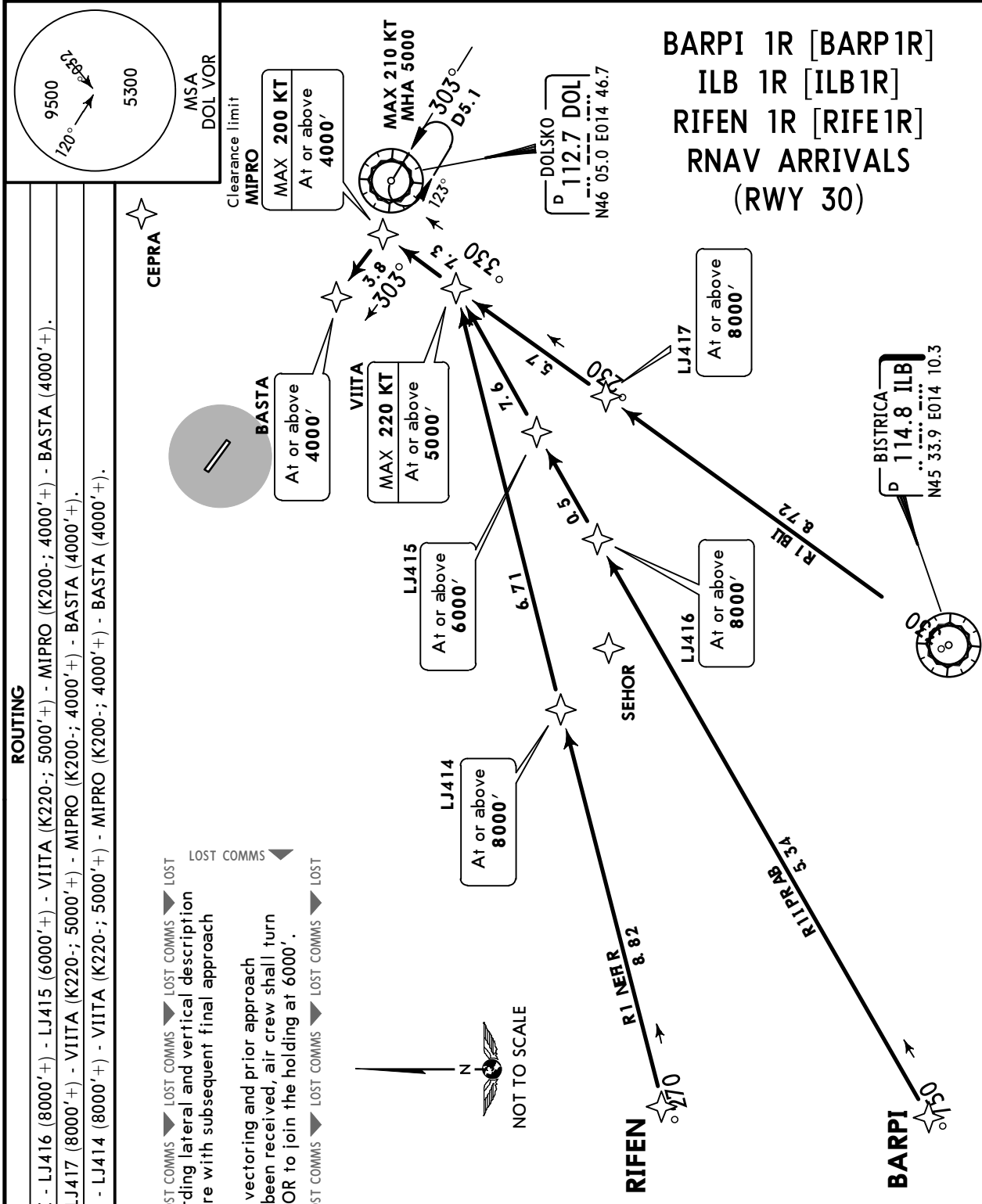
LJUBLJANA, SLOVENIA
RNAV STAR

ATIS
128.175
112.7

Apt Elev
1274'

Alt Set: hPa
Trans level: By ATC Trans alt: 10500'

1. RNAV (GNSS).
2. RNAV 1 (P-RNAV) approval required.
3. Use of DME/DME is not allowed.
4. If the airborne RNAV equipment fails, ATC shall be informed as soon as possible by use of the phrase 'UNABLE RNAV'. ATC will then provide RADAR vectors.
5. CDO operations available.



STAR

BARPI 1R

ILB 1R

RIFEN 1R

CEPRA

SEHOR

VIITA

BASTA

MIPRO

DOLSKO

BISTRICA

NOT TO SCALE

LOST COMMS

During RADAR vectoring and prior approach clearance has been received, air crew shall turn inbound DOL VOR to join the holding at 6000'.

LJLJ/LJU
BRNIK

JEPPESEN
17 MAY 19 10-2J Eff 23 May

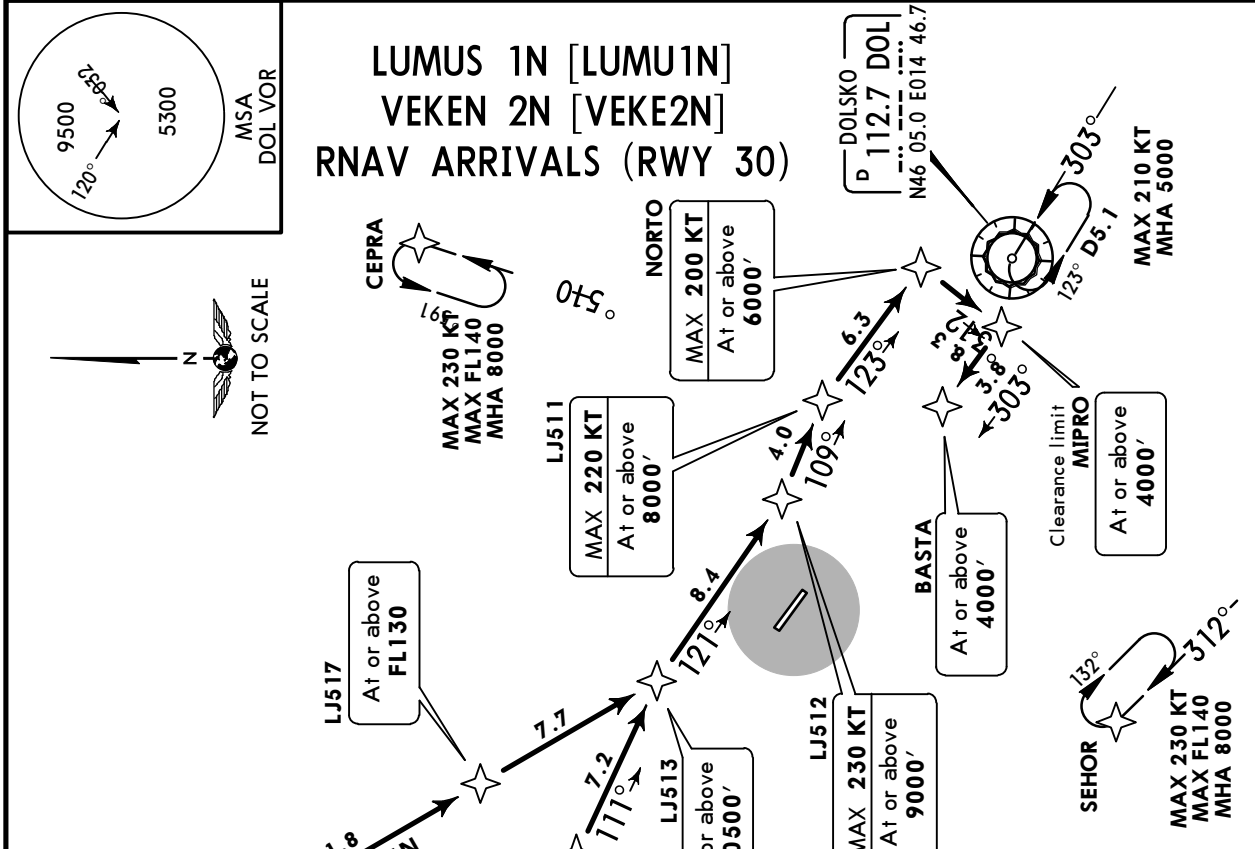
LJUBLJANA, SLOVENIA
RNAV STAR

ATIS
128.175
112.7

Apt Elev
1274'

Alt Set: hPa
Trans level: By ATC Trans alt: 10500'

1. RNAV (GNSS).
2. RNAV 1 (P-RNAV) approval required.
3. Use of DME/DME is not allowed.
4. If the airborne RNAV equipment fails, ATC shall be informed as soon as possible by use of the phrase 'UNABLE RNAV'. ATC will then provide RADAR vectors.
5. CDO operations available.
6. STARs can be executed via Northern downwind.



STAR	ROUTING
LUMUS 1N	LUMUS - LJ517 (FL130+) - LJ513 (10500'+) - LJ512 (K230-; 9000'+) - LJ511 (K220-; 8000'+) - NORTO (K200-; 6000'+) - MIPRO (4000'+) - BASTA (4000'+).
VEKEN 2N	VEKEN - LJ521 (FL150+) - LJ515 (FL120+) - LJ514 (10500'+) - LJ513 (10500'+) - LJ512 (K230-; 9000'+) - LJ511 (K220-; 8000'+) - NORTO (K200-; 6000'+) - MIPRO (4000'+) - BASTA (4000'+).

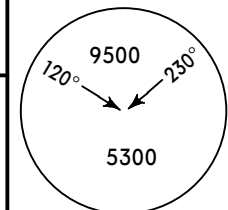
LJLJ/LJU
BRNIK

JEPPESEN LJUBLJANA, SLOVENIA
12 APR 19 10-3 Eff 25 Apr SID

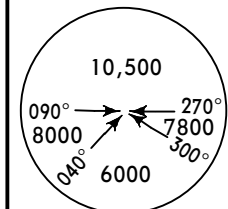
Apt Elev
1274'

Trans level: By ATC Trans alt: 10500'

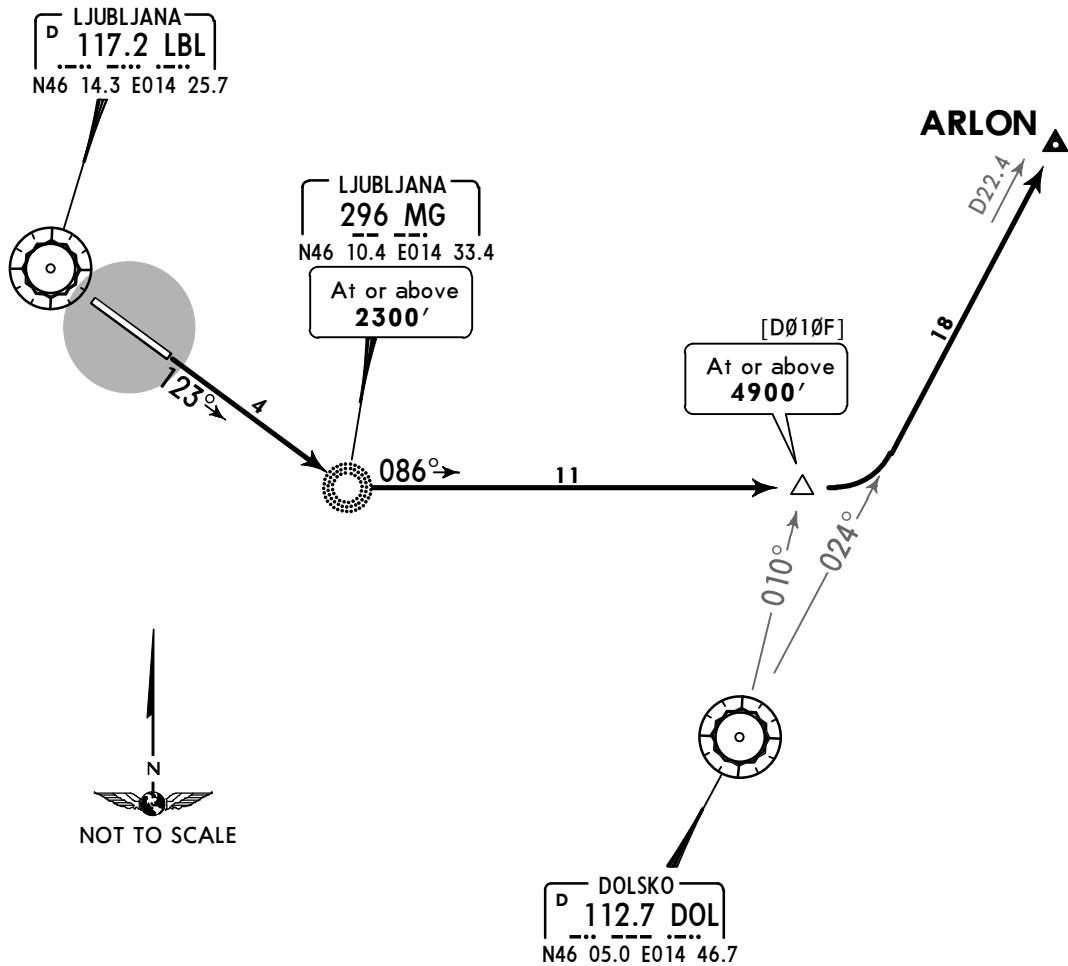
ARLON 2D [ARLO2D]
RWY 12 DEPARTURE



MSA
DOL VOR



MSA
LBL VOR



This SID requires a minimum climb gradient of 4.1% up to 8000', due to airspace restriction.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

ROUTING

Climb on 123° bearing to MG Lctr, turn LEFT, 086° bearing, turn LEFT, intercept DOL R-024 to ARLON.

LJLJ/LJU
BRNIK

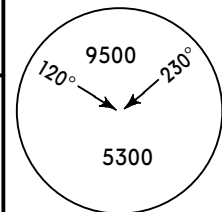
JEPPESEN
12 APR 19 10-3A Eff 25 Apr

LJUBLJANA, SLOVENIA
SID

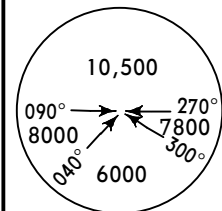
Apt Elev
1274'

Trans level: By ATC Trans alt: 10500'

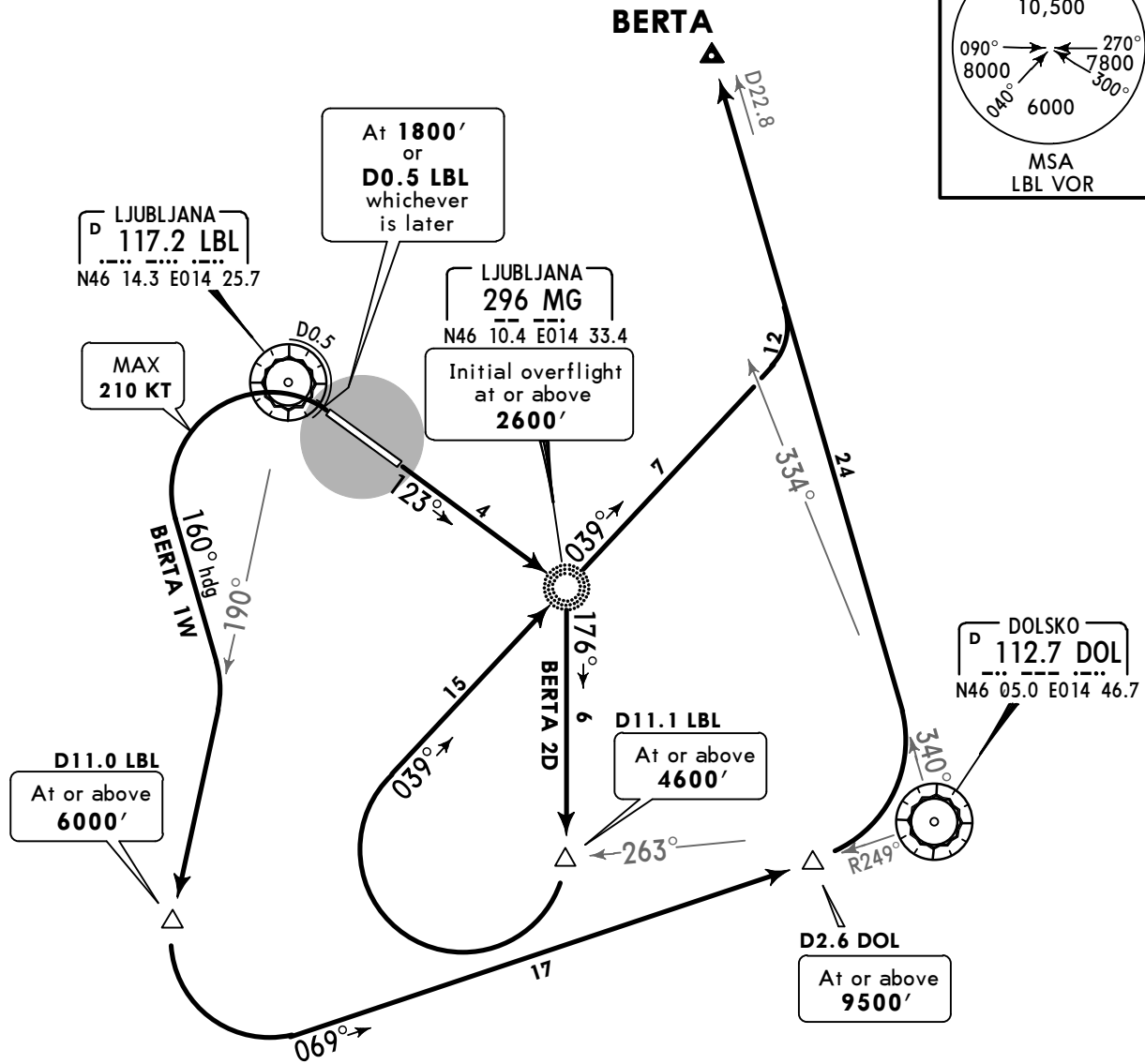
**BERTA 2D [BERT2D]
BERTA 1W [BERT1W]
DEPARTURES**



MSA
DOL VOR



MSA
LBL VOR



These SIDs require minimum climb gradients of

- BERTA 2D:** 5.4% up to 8700'.
- BERTA 1W:** 5.5% up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
5.4% V/V (fpm)	410	547	820	1094	1367	1641



SID	RWY	ROUTING
BERTA 2D	12	Climb on 123° bearing to MG Lctr, turn RIGHT, 176° bearing, when crossing DOL R-263 turn RIGHT, 039° bearing via MG Lctr, when crossing DOL R-334 turn LEFT, intercept DOL R-340 to BERTA.
BERTA 1W	30	Climb on runway heading to D0.5 LBL or 1800' whichever is later, turn LEFT, 160° heading, intercept LBL R-190 to D11.0 LBL, turn LEFT, intercept DOL R-249 inbound to D2.6 DOL, turn LEFT, intercept DOL R-340 to BERTA.

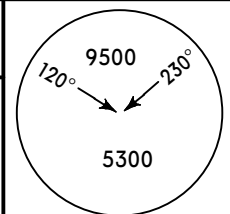
LJLJ/LJU
BRNIK

JEPPESEN LJUBLJANA, SLOVENIA
14 APR 17 (10-3A1) Eff 27 Apr

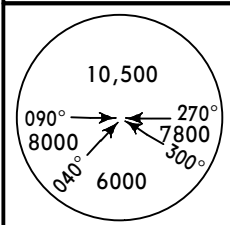
SID

Apt Elev 1273' Trans level: By ATC Trans alt: 10500'

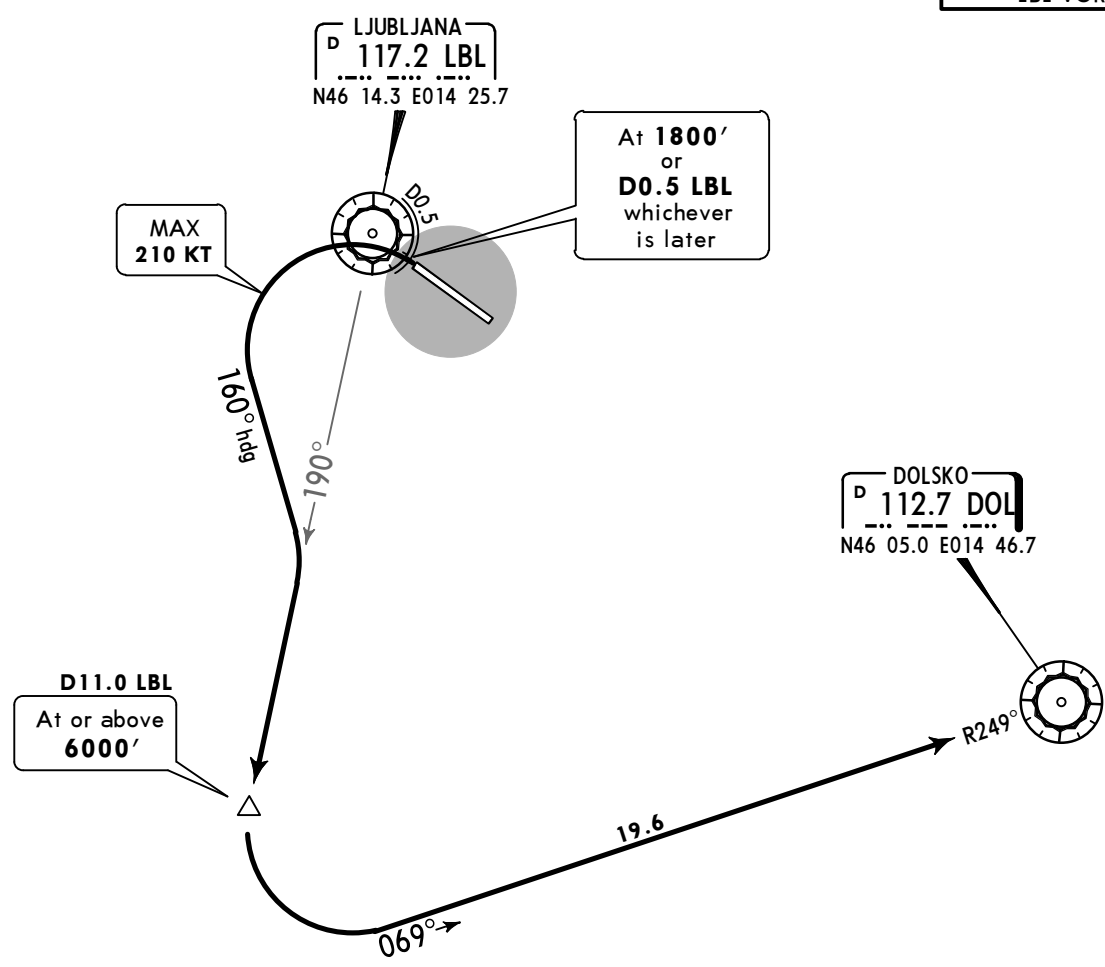
DOL 1W [DOL1W]
RWY 30 DEPARTURE



MSA
DOL VOR

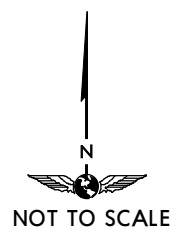


MSA
LBL VOR



This SID requires a minimum climb gradient of 5.5% up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671



ROUTING

Climb on runway heading to D0.5 LBL or 1800' whichever is later, turn LEFT, 160° heading, intercept LBL R190 to D11.0 LBL, turn LEFT, intercept DOL R249 inbound to DOL.

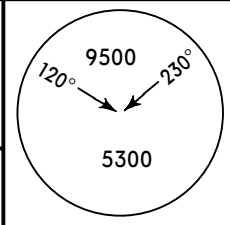
LJLJ/LJU
BRNIK

JEPPESEN
14 APR 17 **10-3A2** Eff 27 Apr

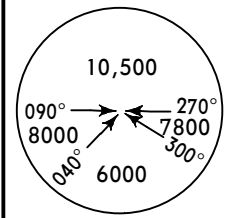
LJUBLJANA, SLOVENIA

SID

Apt Elev 1273'
Trans level: By ATC Trans alt: 10500'
GIMIX 1J: This SID is noise abatement procedure. Climb the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.

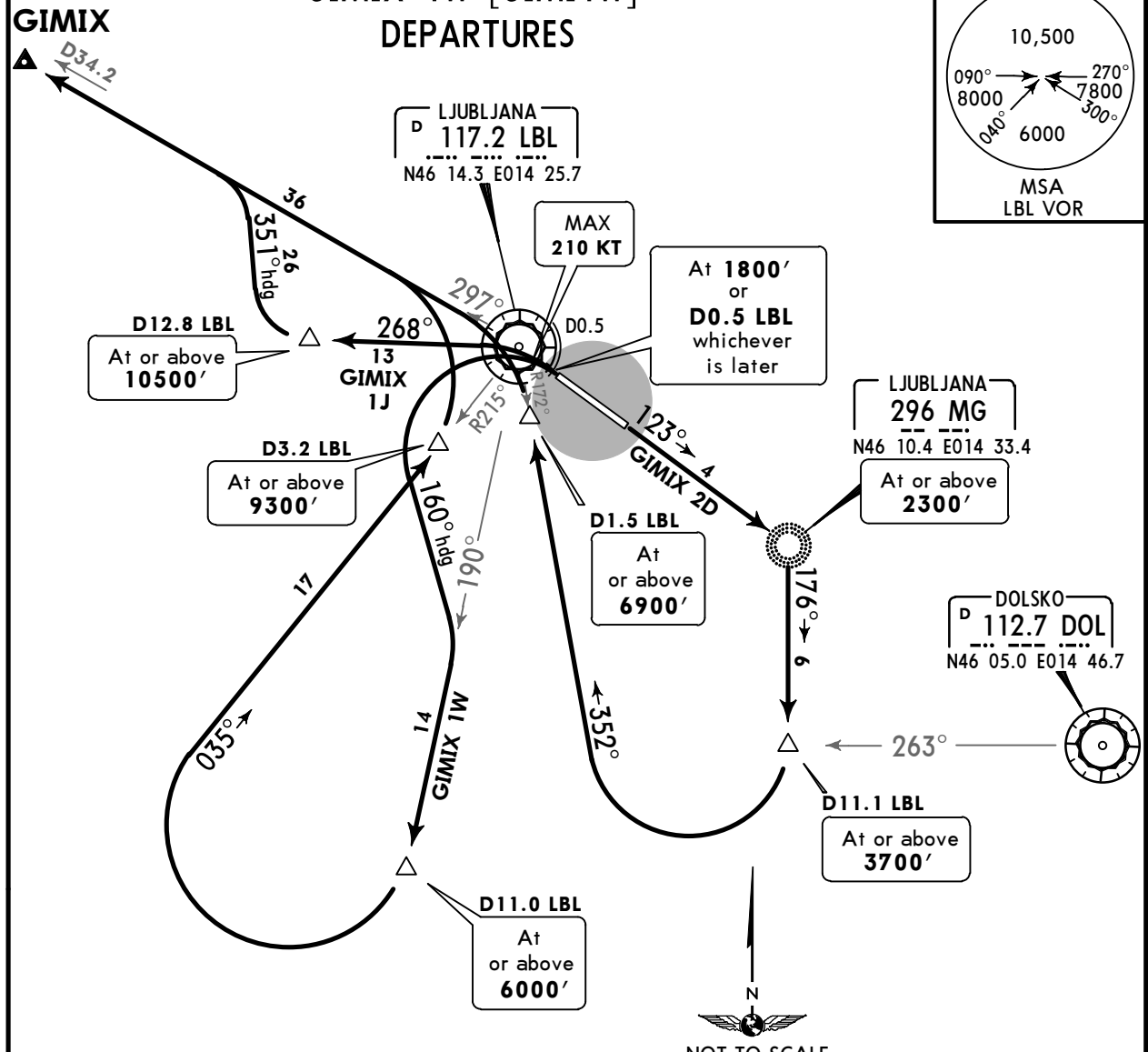


MSA DOL VOR



MSA LBL VOR

**GIMIX 2D [GIMI2D]
GIMIX 1J [GIMI1J]
GIMIX 1W [GIMI1W]
DEPARTURES**



These SIDs require minimum climb gradients of
GIMIX 2D: 4.0% up to 3700'.
GIMIX 1J: 11.3% up to 10500' due to airspace restriction.
 If unable to comply, advise ATC prior to start-up.
GIMIX 1W 5.5% up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
11.3% V/V (fpm)	858	1144	1717	2289	2861	3433
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4.0% V/V (fpm)	304	405	608	810	1013	1215

GIMIX 1J: Initial climb clearance FL120		
SID	RWY	ROUTING
GIMIX 2D	12	Climb on 123° bearing to MG, turn RIGHT, 176° bearing to D11.1 LBL, turn RIGHT, intercept LBL R172 inbound to D1.5 LBL, turn LEFT, intercept LBL R297 to GIMIX.
GIMIX 1J Jet ACFT	30	Climb on runway heading to D0.5 LBL or 1800' whichever is later, turn LEFT, intercept LBL R268 to D12.8 LBL, turn RIGHT, heading 351°, intercept LBL R297 to GIMIX.
GIMIX 1W	30	Climb on runway heading to D0.5 LBL or 1800' whichever is later, turn LEFT, 160° heading, intercept LBL R190 to D11.0 LBL, turn RIGHT, intercept LBL R215 inbound to D3.2 LBL, turn LEFT, intercept LBL R297 to GIMIX.

LJLJ/LJU
BRNIK

JEPPESEN
14 APR 17 10-3B Eff 27 Apr

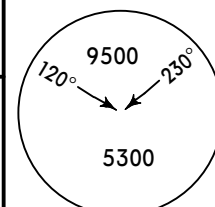
LJUBLJANA, SLOVENIA

SID

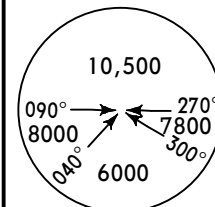
Apt Elev
1273'

Trans level: By ATC Trans alt: 10500'

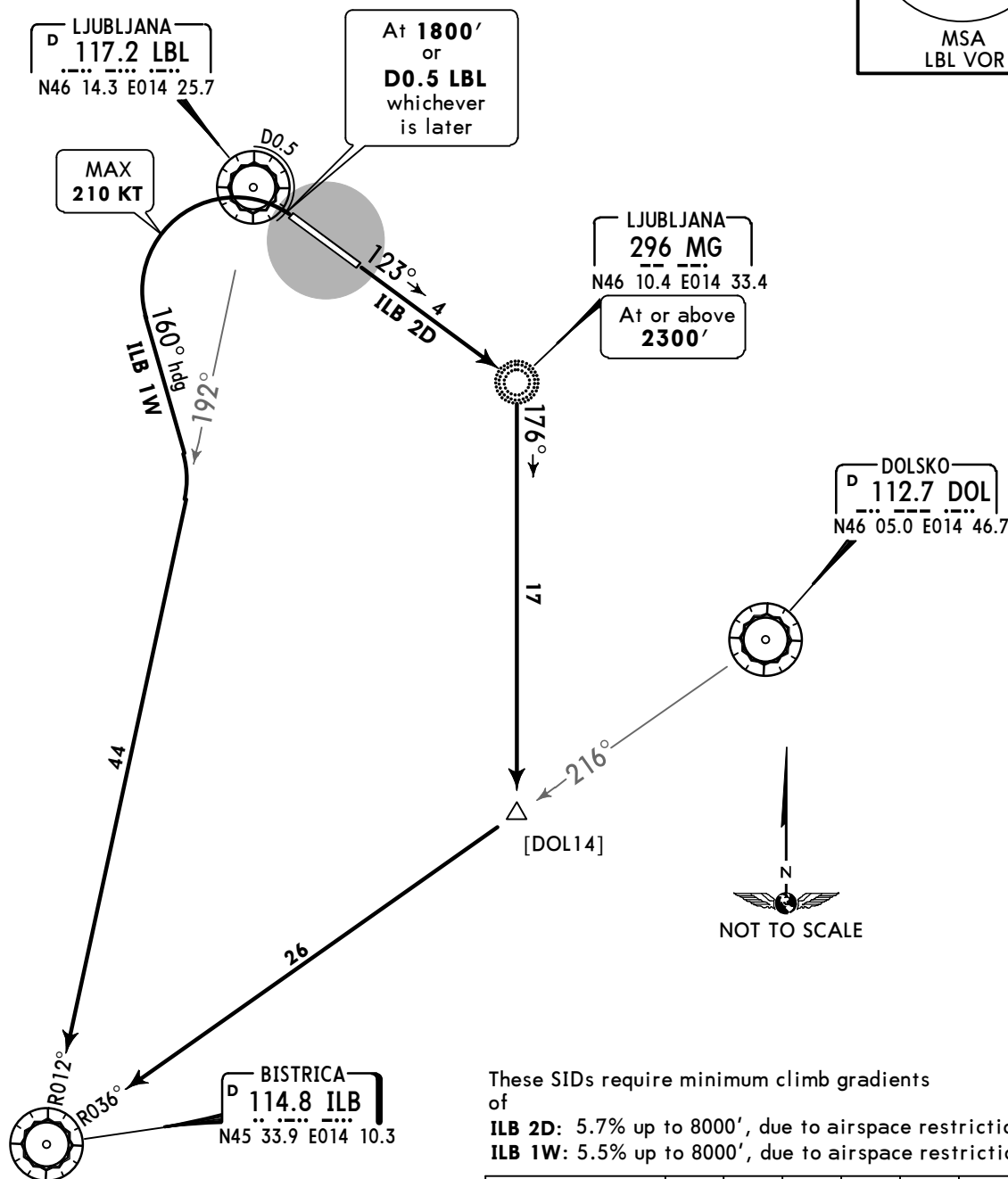
ILB 2D [ILB2D]
ILB 1W [ILB1W]
DEPARTURES



MSA
DOL VOR



MSA
LBL VOR



These SIDs require minimum climb gradients of
 ILB 2D: 5.7% up to 8000', due to airspace restriction.
 ILB 1W: 5.5% up to 8000', due to airspace restriction.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1155	1443	1732
5.5% V/V (fpm)	418	557	835	1114	1392	1671

SID	RWY	ROUTING
ILB 2D	12	Climb on 123° bearing to MG, turn RIGHT, 176° bearing, intercept DOL R216/ILB R036 inbound to ILB.
ILB 1W	30	Climb on runway heading to D0.5 LBL or 1800' whichever is later, turn LEFT, 160° heading, intercept LBL R192/ILB R012 inbound to ILB.

LJLJ/LJU
BRNIK

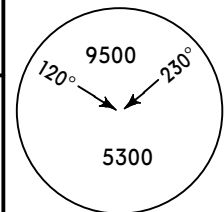
JEPPESEN LJUBLJANA, SLOVENIA
14 APR 17 (10-3C) Eff 27 Apr

SID

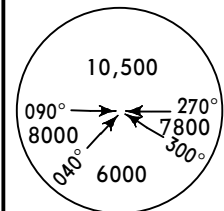
Apt Elev
1273'

Trans level: By ATC Trans alt: 10500'

MAGAM 2D [MAGA2D]
RWY 12 DEPARTURES

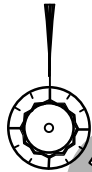


MSA
DOL VOR



MSA
LBL VOR

LJUBLJANA
D 117.2 LBL
N46 14.3 E014 25.7



LJUBLJANA
296 MG
N46 10.4 E014 33.4



DOLSKO
D 112.7 DOL
N46 05.0 E014 46.7

At or above
4900'



MAGAM



These SID requires a minimum climb gradient
of
4.0% up to 8000', due to airspace restriction.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

ROUTING

Climb on 123° bearing to MG, intercept DOL R297 inbound to DOL, DOL R096 to MAGAM.

LJLJ/LJU
BRNIK

JEPPESEN
1 SEP 17 10-3D Eff 14 Sep

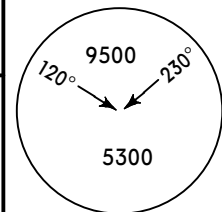
LJUBLJANA, SLOVENIA

SID

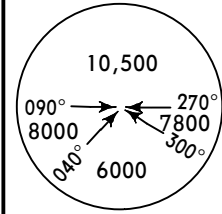
Apt Elev
1273'

Trans level: By ATC Trans alt: 10500'

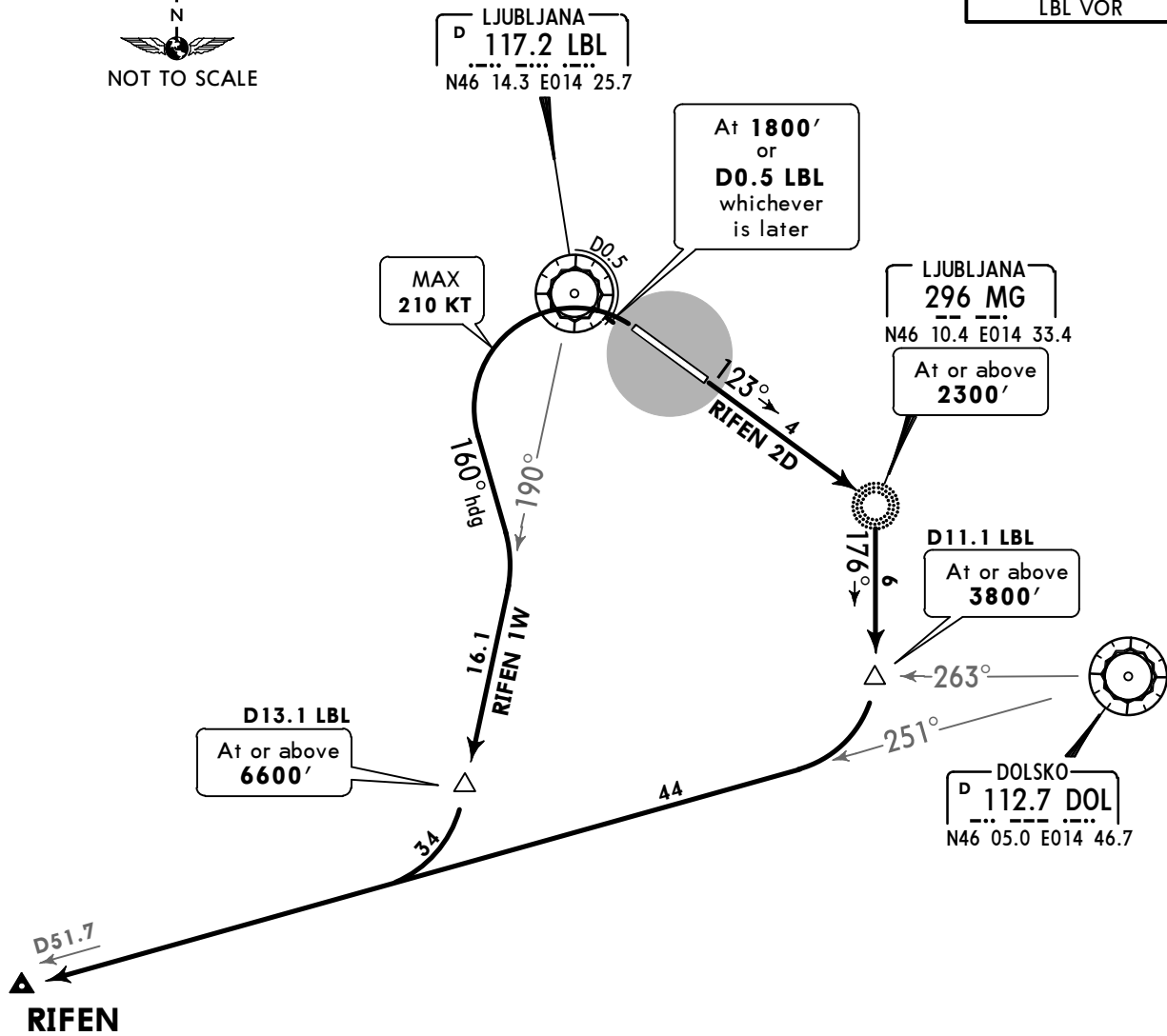
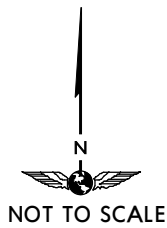
RIFEN 2D [RIFE2D]
RIFEN 1W [RIFE1W]
DEPARTURES



MSA
DOL VOR



MSA
LBL VOR



These SIDs require minimum climb gradients of

RIFEN 2D:
4.2% up to 8000', due to airspace restriction.

RIFEN 1W:
5.5% up to 8000', due to airspace restriction.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4.2% V/V (fpm)	319	425	638	851	1063	1276

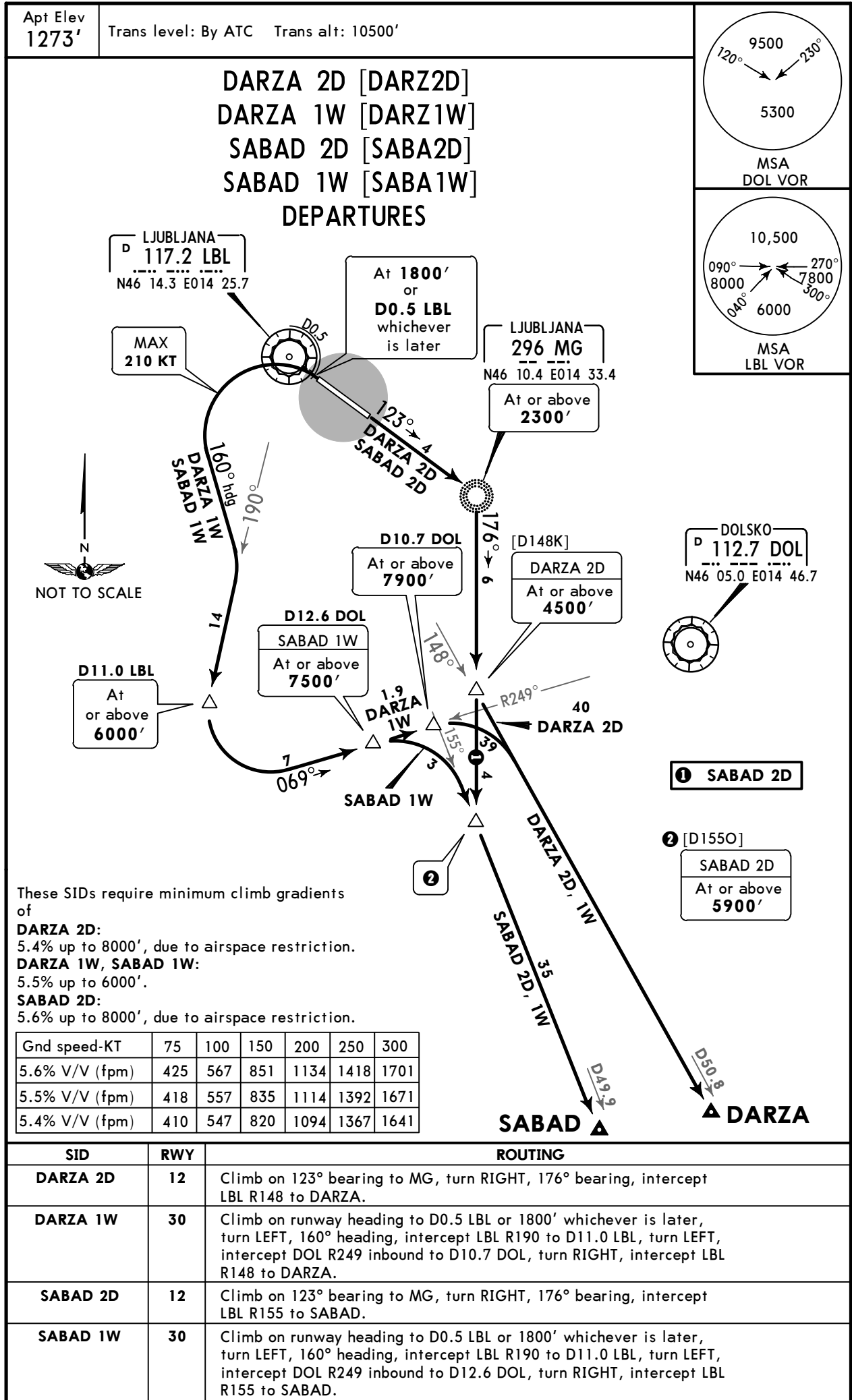
SID	RWY	ROUTING
RIFEN 2D	12	Climb on 123° bearing to MG, turn RIGHT, 176° bearing, when crossing DOL R263 turn RIGHT, intercept DOL R251 to RIFEN.
RIFEN 1W	30	Climb on runway heading to D0.5 LBL or 1800' whichever is later, turn LEFT, 160° heading, intercept LBL R190 to D13.1 LBL, turn RIGHT, intercept DOL R251 to RIFEN.

LJLJ/LJU
BRNIK

JEPPESEN
1 SEP 17 (10-3E) Eff 14 Sep

LJUBLJANA, SLOVENIA

SID



CHANGES: SIDs ROKSA renamed DARZA; WPT ROKSA renamed DARZA.

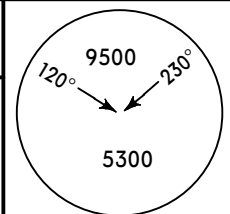
LJLJ/LJU
BRNIK

JEPPESEN LJUBLJANA, SLOVENIA
14 APR 17 (10-3F) Eff 27 Apr

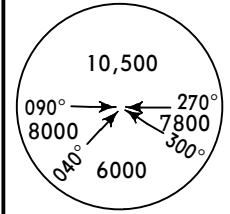
SID

Apt Elev 1273' Trans level: By ATC Trans alt: 10500'

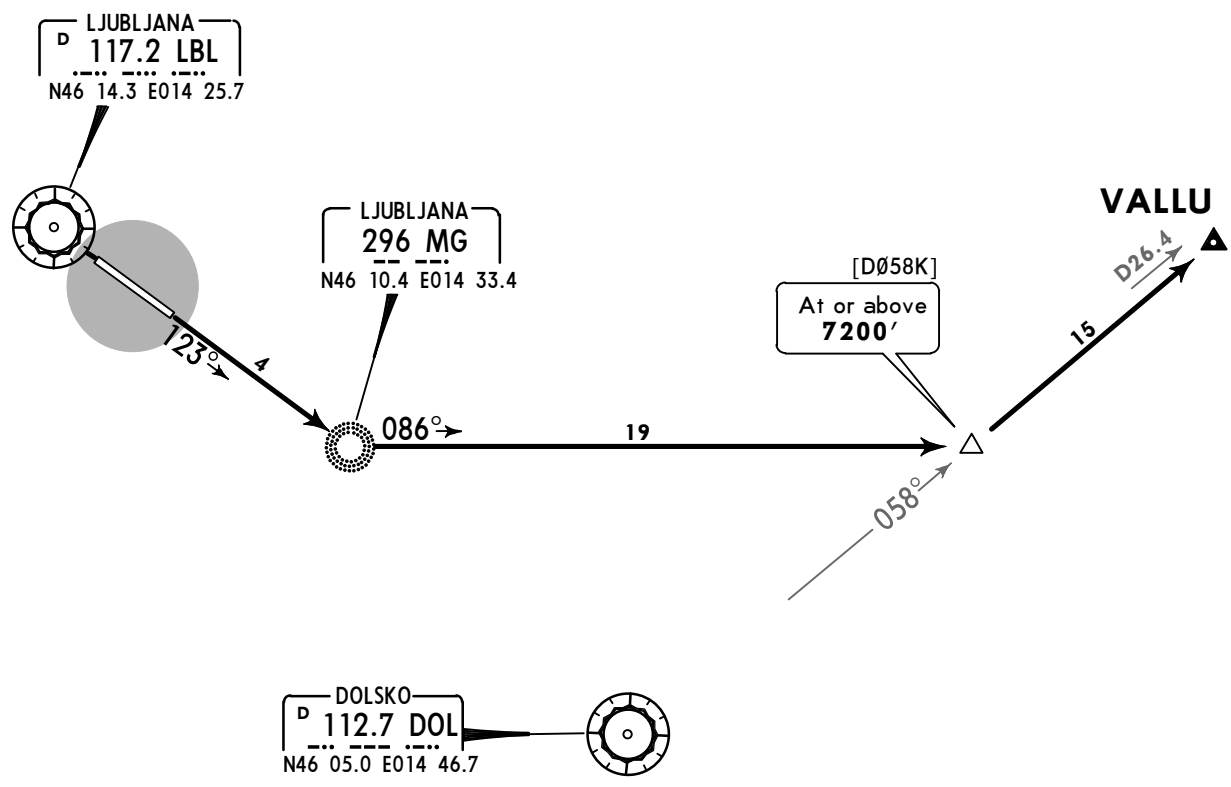
VALLU 3D [VALU3D]
RWY 12 DEPARTURE



MSA
DOL VOR

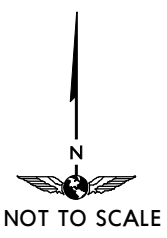


MSA
LBL VOR



This SID requires a minimum climb gradient of 4.2% up to 8000', due to airspace restriction.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276



ROUTING

Climb on 123° bearing to MG, turn LEFT, 086° bearing, intercept DOL R058 to VALLU.

LJLJ/LJU
BRNIK

JEPPESEN
14 APR 17 (10-3G) Eff 27 Apr

LJUBLJANA, SLOVENIA

SID

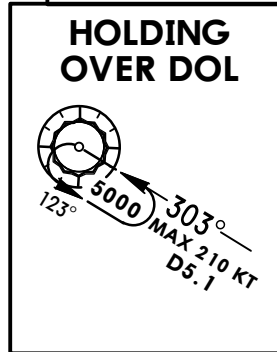
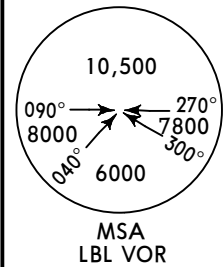
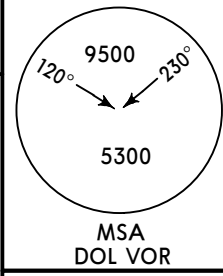
Apt Elev
1273'

Trans level: By ATC Trans alt: 10500'

**LUPIX 2D [LUPI2D]
MODRO 1W [MODR1W]
DEPARTURES**

AVAILABLE ONLY DURING RADAR SERVICE

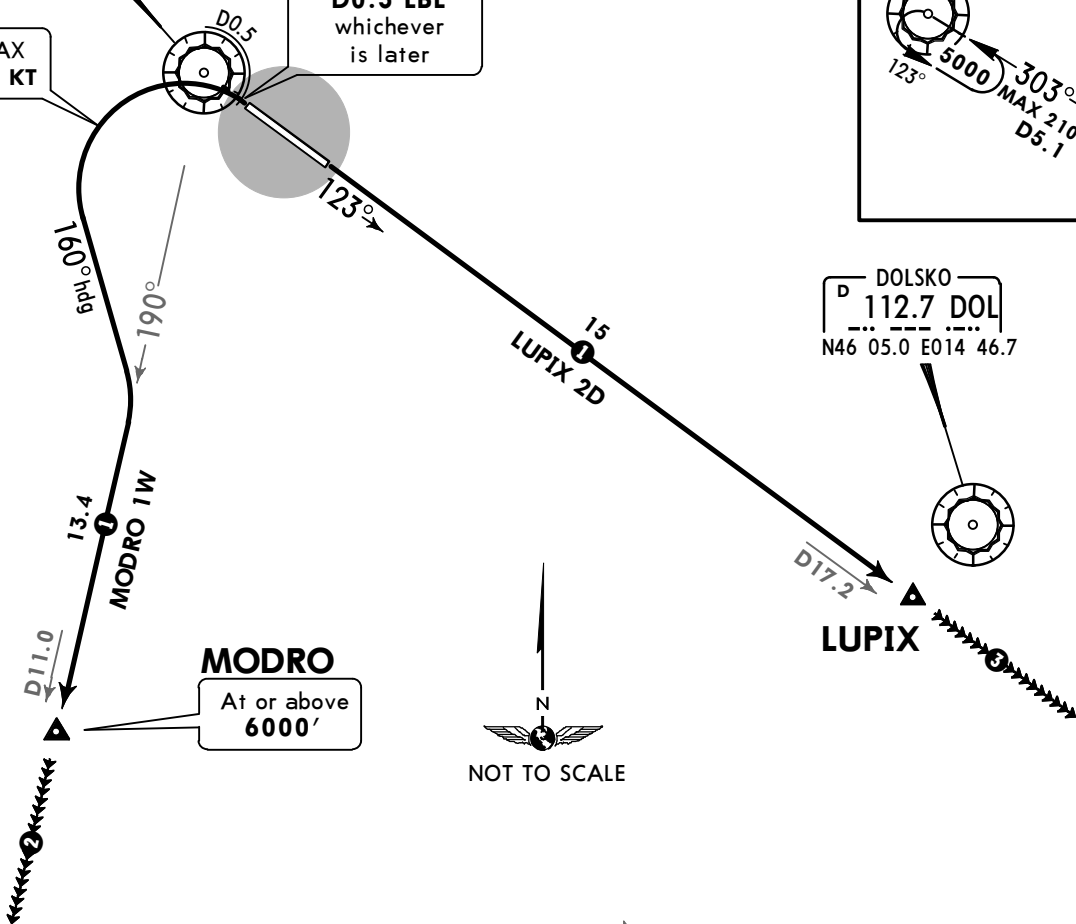
- 1 Pilots may expect higher levels than 6000' after positive RADAR identification.
- 2 After passing MODRO (D11.0 LBL) continue on LBL R190, expect RADAR vectoring to FIR exit point.
- 3 After passing LUPIX (D17.2 LBL) continue on LBL R123, expect RADAR vectoring to FIR exit point.



LJUBLJANA
D 117.2 LBL
N46 14.3 E014 25.7

MAX
210 KT

At 1800'
or
D0.5 LBL
whichever
is later



DOLSKO
D 112.7 DOL
N46 05.0 E014 46.7

These SIDs require minimum climb gradients of
LUPIX 2D: 4.3% up to 5000', due to airspace restriction.
MODRO 1W: 5.5% up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4.3% V/V (fpm)	327	435	653	871	1089	1306

- ▶ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
- LUPIX 2D**
MAINTAIN 6000', after passing LUPIX enter DOL holding. Climb to MEA, then continue via FPL.
- ▶ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
- MODRO 1W**
MAINTAIN 6000', after passing MODRO (D11.0 LBL) turn LEFT to DOL, and enter holding. Climb to MEA, then continue via FPL.

Initial climb clearance **6000'**

SID	RWY	ROUTING
LUPIX 2D	12	Climb on LBL R123 to LUPIX.
MODRO 1W	30	Climb on runway heading, at 1800' or D0.5 LBL, whichever is later turn LEFT, 160° heading, intercept LBL R190 to MODRO.

LJLJ/LJU
BRNIK

JEPPESEN
15 MAR 19 10-3H Eff 28 Mar

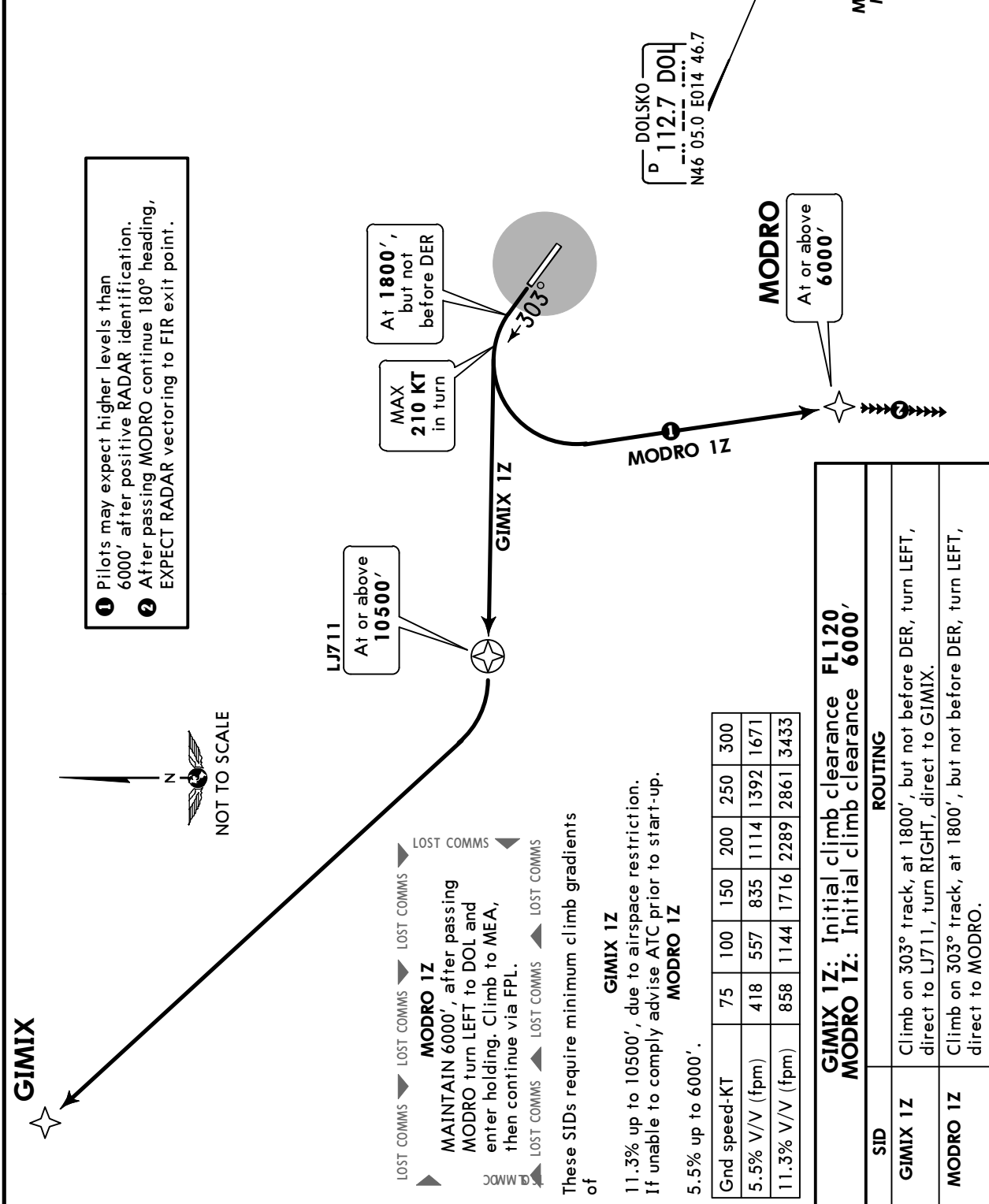
LJUBLJANA, SLOVENIA
RNAV SID

<p>Apt Elev 1274'</p>	<p>Trans level: By ATC Trans alt: 10500'</p> <ol style="list-style-type: none"> 1. RNAV (GNSS). 2. RNAV 1 (P-RNAV) approval required. 3. DME/DME positioning not allowed. 4. Continuous climb operations available. 5. Specified altitude must be adhered to, unless specifically cancelled by ATC. 6. GIMIX 1Z: This SID is a noise abatement procedure. Adhere to optimum noise abatement take-off as strictly as possible. 	<p>MSA DOL VOR</p>
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GIMIX 1Z [GIMI1Z]
JET ONLY

MODRO 1Z [MODR1Z]
AVAILABLE ONLY DURING RADAR SERVICE

RWY 30 RNAV DEPARTURES



These SIDs require minimum climb gradients of

	GIMIX 1Z		MODRO 1Z	
Gnd speed-KT	75	100	150	200
5.5% V/V (fpm)	418	557	835	1114
11.3% V/V (fpm)	858	1144	1716	2289

SID	ROUTING
GIMIX 1Z	Climb on 303° track, at 1800', but not before DER, turn LEFT, direct to L711, turn RIGHT, direct to GIMIX.
MODRO 1Z	Climb on 303° track, at 1800', but not before DER, turn LEFT, direct to MODRO.

GIMIX 1Z: Initial climb clearance 6000'
MODRO 1Z: Initial climb clearance 6000'

LJLJ/LJU
BRNIK

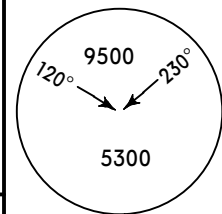
JEPPESEN
15 MAR 19 (10-3J) Eff 28 Mar

LJUBLJANA, SLOVENIA

RNAV SID

Apt Elev
1274'

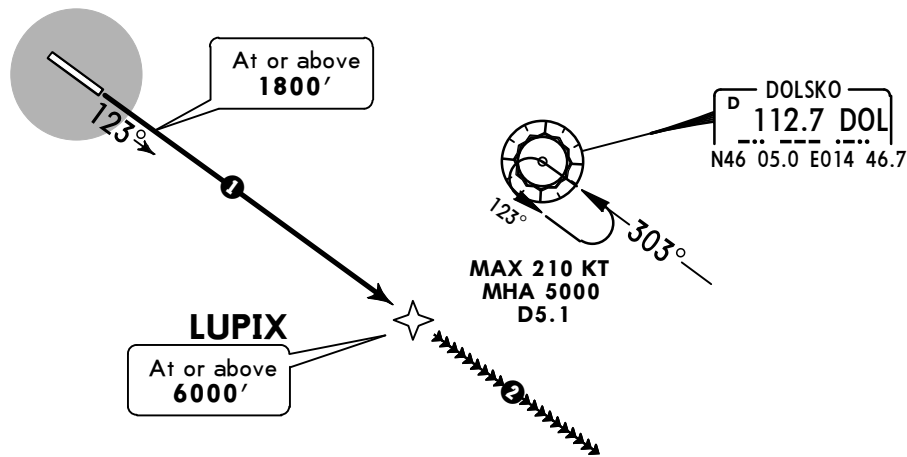
- Trans level: By ATC Trans alt: 10500'
1. RNAV (GNSS).
 2. RNAV 1 (P-RNAV) approval required.
 3. DME/DME positioning not allowed.
 4. Continuous climb operations available.
 5. Specified altitude must be adhered to, unless specifically cancelled by ATC.



MSA DOL VOR

LUPIX 2E [LUIP2E]
AVAILABLE ONLY DURING RADAR SERVICE
RWY 12 RNAV DEPARTURE

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
MAINTAIN 6000', after passing
LUPIX to DOL and enter holding.
Climb to MEA, then continue via
FPL.
▶ FPL.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



- 1 Pilots may expect higher levels than 6000' after positive RADAR identification.
- 2 After passing LUPIX continue 123° heading, EXPECT RADAR vectoring to FIR exit point.

This SID requires a minimum climb gradient of 5.4% up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

Initial climb clearance **6000'**

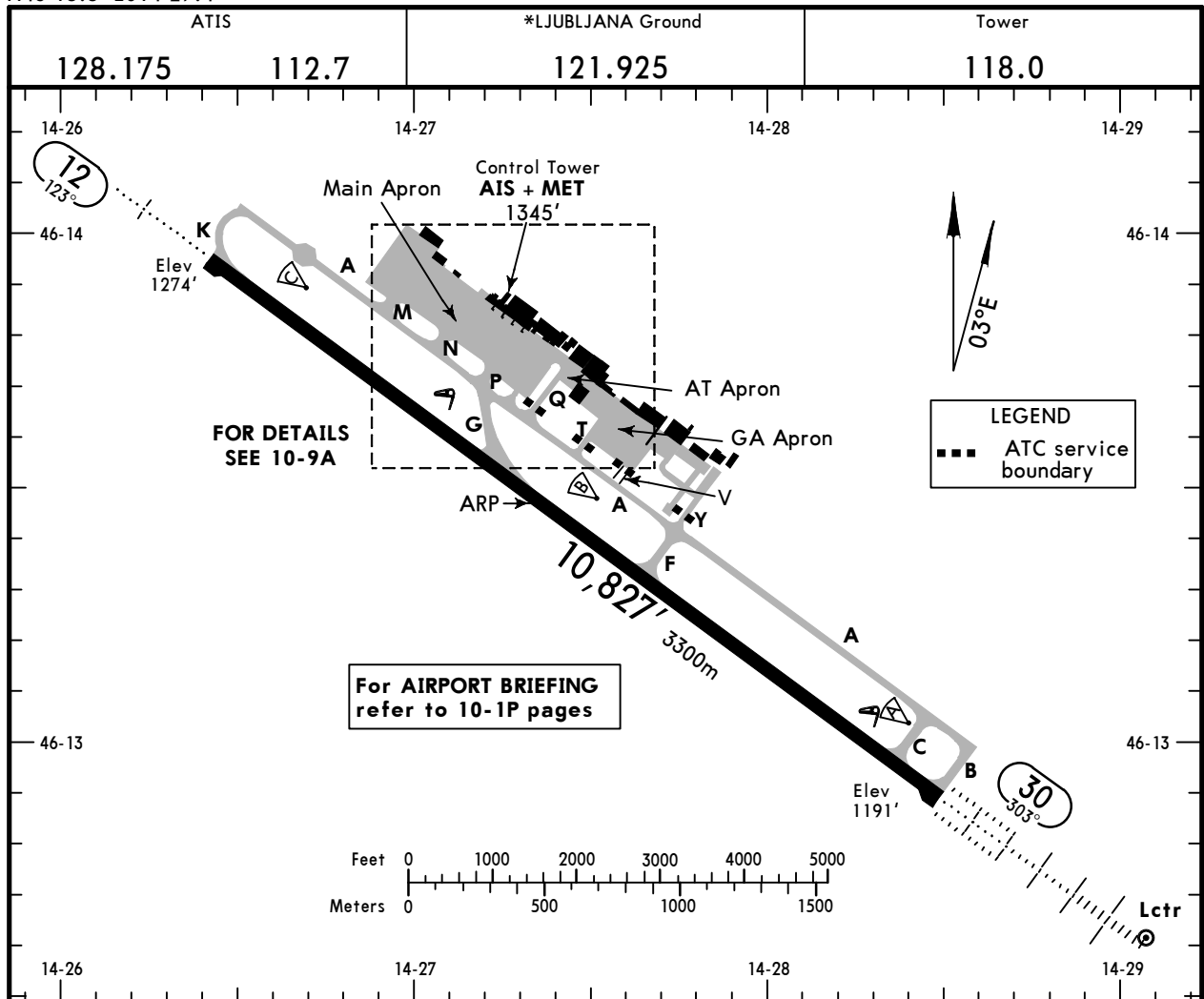
ROUTING

Climb on 123° track, at 1800' direct to LUPIX.

LJLJ/LJU
 Apt Elev **1274'**
 N46 13.5 E014 27.4

JEPESEN
 23 NOV 18 **10-9** Eff 6 Dec

LJUBLJANA, SLOVENIA
BRNIK



For AIRPORT BRIEFING refer to 10-1P pages

ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (15m) HIALS PAPI-L(3.0°)	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
12	HIRL ① CL ② HIALS-II TDZ PAPI(3.0°) HST-G RVR		9794' 2985m	③	148' 45m
30	HIRL ① CL ② HIALS-II TDZ PAPI(3.0°) HST-G RVR				

- ① Spacing 60m.
- ② Spacing 15m.
- ③ TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head	10,827' (3300m)
twy G int	6854' (2089m)
twy F int	4449' (1356m)

RWY 30:

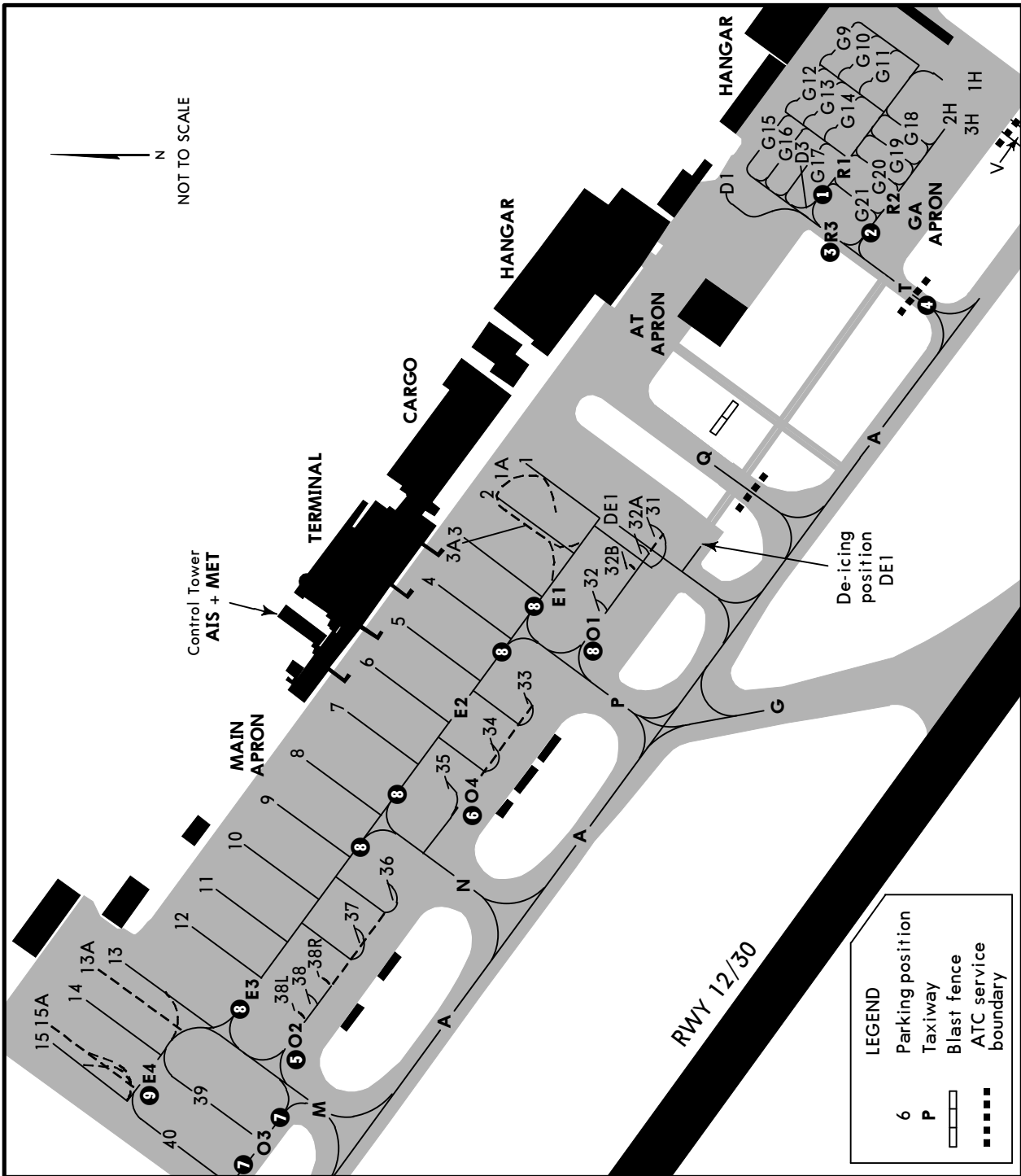
From rwy head	10,827' (3300m)
twy C int	10,184' (3104m)
twy F int	6467' (1971m)
twy G int	4206' (1282m)

Standard

TAKE-OFF

	Low Visibility Take-off			Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
	① HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL			
A						
B	TDZ, MID, RO	TDZ, MID, RO		RVR 300m	400m	500m
C	RVR 125m	RVR 150m	RVR 200m			
D						

① RWY 30: RVR 100m with approved guidance system or HUD/HUDLS.



WINGSPAN RESTRICTIONS

Adhere strictly to yellow taxi guideline.

- 1 MAX wingspan 69'/21m.
- 2 MAX wingspan 56'/17m.
- 3 MAX wingspan 95'/29m (with restricted parking stands MAX wingspan 118'/36m).
- 4 MAX wingspan 95'/29m (with restricted parking stands MAX wingspan 118'/36m), MAX main gear wheel span 30'/9m.
- 5 MAX wingspan 79'/24m.
- 6 MAX wingspan 82'/25m.
- 7 MAX wingspan 95'/29m.
- 8 MAX wingspan 118'/36m.
- 9 MAX wingspan 171'/52m.

LJLJ/LJU


JEPPESEN
 23 NOV 18 (10-9B) Eff 6 Dec

LJUBLJANA, SLOVENIA

BRNIK

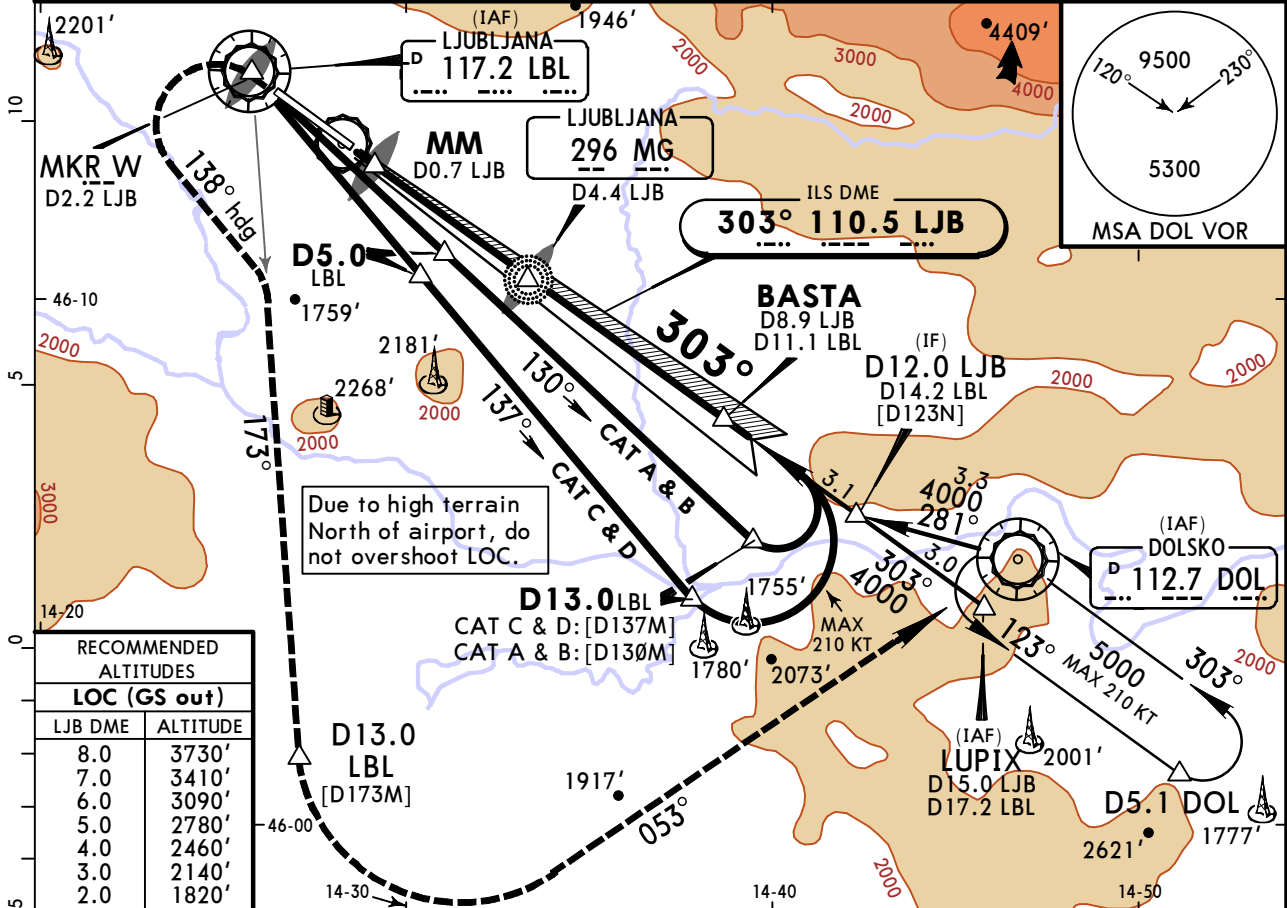
INS COORDINATES		
STAND No.	COORDINATES	ELEV
1	N46 13.8 E014 27.4	1252
1A	N46 13.8 E014 27.4	1253
1H	N46 13.6 E014 27.6	1236
2	N46 13.8 E014 27.3	1254
2H	N46 13.6 E014 27.6	1237
3, 3A	N46 13.8 E014 27.3	1255
3H	N46 13.6 E014 27.6	1236
4	N46 13.8 E014 27.3	1256
5	N46 13.8 E014 27.3	1257
6	N46 13.8 E014 27.2	1258
7	N46 13.8 E014 27.2	1260
8	N46 13.9 E014 27.2	1261
9	N46 13.9 E014 27.1	1262
10	N46 13.9 E014 27.1	1263
11	N46 13.9 E014 27.1	1264
12	N46 13.9 E014 27.1	1265
13	N46 14.0 E014 27.0	1265
13A	N46 14.0 E014 27.0	1266
14	N46 14.0 E014 27.0	1267
15, 15A	N46 14.0 E014 27.0	1268
31	N46 13.7 E014 27.3	1250
32	N46 13.7 E014 27.3	1252
32A	N46 13.7 E014 27.3	1250
32B	N46 13.7 E014 27.3	1251
33	N46 13.8 E014 27.2	1254
34	N46 13.8 E014 27.2	1255
35	N46 13.8 E014 27.2	1257
36	N46 13.8 E014 27.1	1259
37	N46 13.8 E014 27.1	1260
38 thru 38R	N46 13.9 E014 27.0	1262
39	N46 13.9 E014 26.9	1265
40	N46 13.9 E014 26.9	1266
D1	N46 13.7 E014 27.6	1243
D3	N46 13.6 E014 27.6	1240
DE1	N46 13.7 E014 27.3	1249
G9	N46 13.6 E014 27.7	1240
G10	N46 13.6 E014 27.6	1240
G11	N46 13.6 E014 27.6	1239
G12	N46 13.6 E014 27.6	1241
G13, G14	N46 13.6 E014 27.6	1240
G15	N46 13.6 E014 27.6	1241
G16, G17	N46 13.6 E014 27.6	1240
G18	N46 13.6 E014 27.6	1237
G19, G20	N46 13.6 E014 27.6	1238
G21	N46 13.6 E014 27.5	1239

LJLJ/LJU
BRNIK

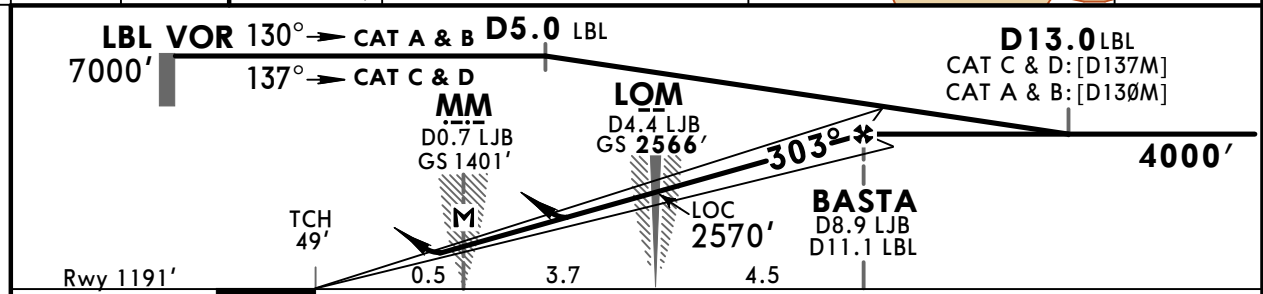
JEPPESSEN
15 MAR 19 **11-1** Eff 28 Mar

LJUBLJANA, SLOVENIA
ILS Rwy 30

ATIS 128.175 112.7		LJUBLJANA Approach (R) 135.275		LJUBLJANA Tower 118.0		*Ground 121.925
LOC LJB 110.5	Final Apch Crs 303°	GS LOM 2566' (1375')	ILS DA(H) 1391' (200')	Apt Elev 1274' Rwy 1191'		
MISSED APCH: Climb STRAIGHT AHEAD to MKR W, then turn LEFT (MAX 185 KT) onto heading 138° to intercept R-173 LBL. At D13.0 LBL turn LEFT to intercept R-233 inbound to DOL VOR and hold. Climb to and maintain 6000'. Do not turn before MAP.						
Alt Set: hPa		Rwy Elev: 43 hPa	Trans level: By ATC		Trans alt: 10500'	
If VOR/DME LBL or VOR/DME DOL unserviceable, expect radar vectoring.						



RECOMMENDED ALTITUDES	
LOC (GS out)	
LJB DME	ALTITUDE
8.0	3730'
7.0	3410'
6.0	3090'
5.0	2780'
4.0	2460'
3.0	2140'
2.0	1820'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		MKR W ↑ 185 KT MAX ← 138° hdg
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849		
MAP at MM/D0.7 LJB									

PANS OPS	STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND		
	ILS		LOC (GS out)		Not authorized Northeast of airport		
	FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H) VIS	
A					100	1790' (516') 1500m	
B					135	1970' (696') 1600m	
C	RVR 550m	RVR 550m 1	RVR 1200m		180	2610' (1336') 2400m 2	
D				RVR 1700m	RVR 2400m	205	2710' (1436') 3600m

1 W/o HUD/AP/FD: RVR 750m. **2** Alternative Minimums with MAX 160 KT: MDA(H) 2040' (766').

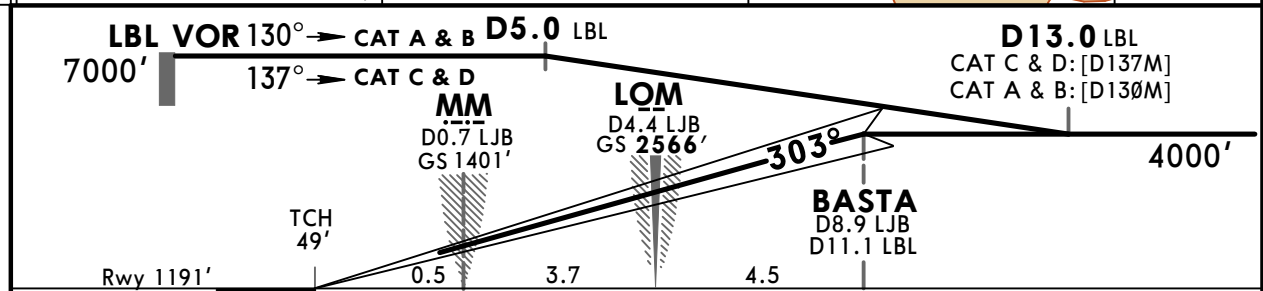
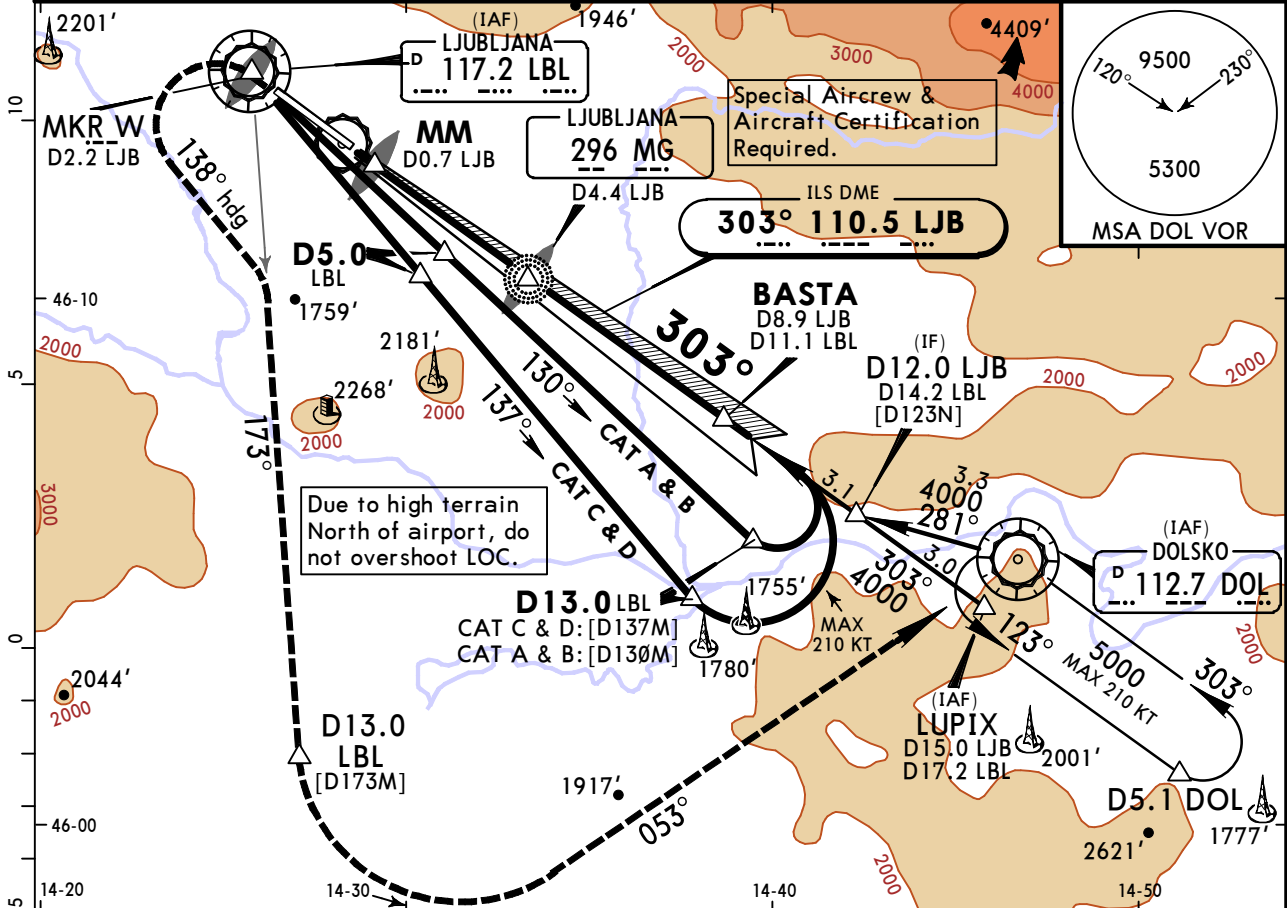
CHANGES: Note. Transition withdrawn.

LJLJ/LJU
BRNIK

JEPPESSEN
15 MAR 19
Eff 28 Mar 11-1A

LJUBLJANA, SLOVENIA
CAT II/III ILS Rwy 30

ATIS 128.175 112.7		LJUBLJANA Approach (R) 135.275		LJUBLJANA Tower 118.0		*Ground 121.925
LOC LJB 110.5	Final Apch Crs 303°	GS LOM 2566' (1375')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 1274' Rwy 1191'	<p>MSA LBL VOR</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD to MKR W, then turn LEFT (MAX 185 KT) onto heading 138° to intercept R-173 LBL. At D13.0 LBL turn LEFT to intercept R-233 inbound to DOL VOR and hold. Climb to and maintain 6000'.</p> <p>Alt Set: hPa Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 10500'</p> <p>If VOR/DME LBL or VOR/DME DOL unserviceable, expect radar vectoring.</p>						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 	MKR W ↑	185 KT MAX ← LT	138° hdg
GS	3.00°	372	478	531	637	743				

Standard		STRAIGHT-IN LANDING RWY 30	
CAT IIIA ILS I DH 50'		ABC RA 104' DA(H) 1291' (100')	CAT II ILS D RA 107' DA(H) 1294' (103')
RVR 200m		RVR 300m	

■ CAT IIIB: Mim RVR 125m.

CHANGES: Note. Transition withdrawn.

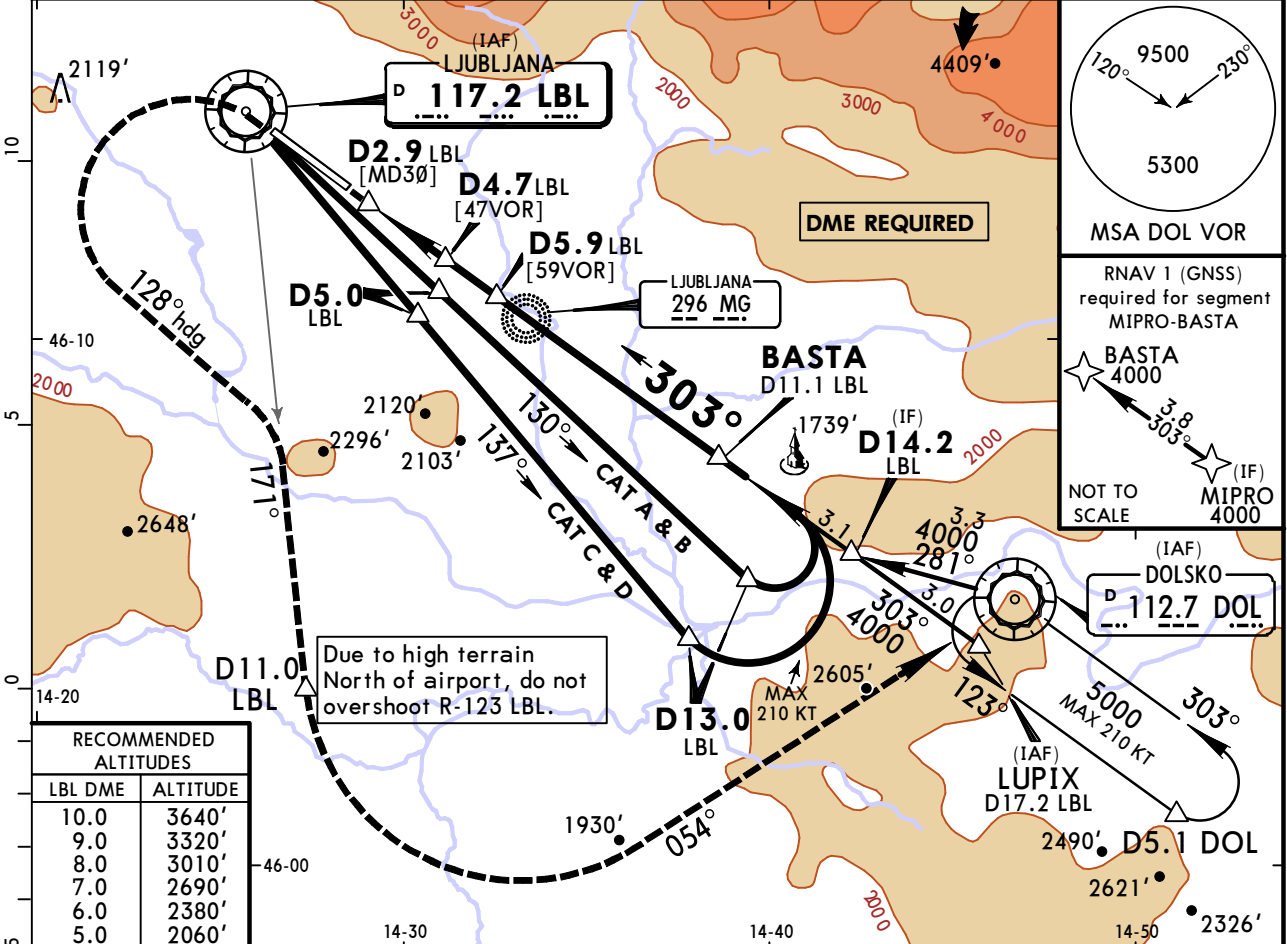
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LJLJ/LJU
BRNIK

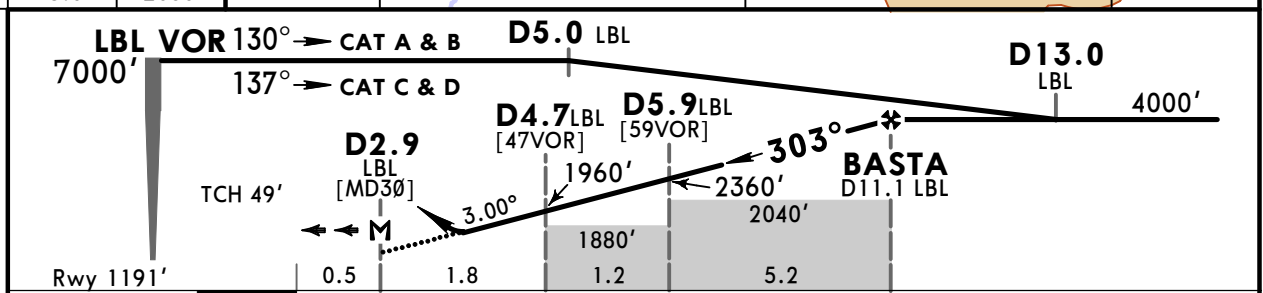
JEPPESEN
24 NOV 17 (13-1) Eff 7 Dec

LJUBLJANA, SLOVENIA
VOR Rwy 30

ATIS 128.175 112.7		LJUBLJANA Approach (R) 135.275		LJUBLJANA Tower 118.0		*Ground 121.925
VOR LBL 117.2	Final Apch Crs 303°	Procedure Alt BASTA 4000' (2809')	DA/MDA(H) Refer to Minimums	Apt Elev 1273' Rwy 1191'		<p>MSA LBL VOR</p>
<p>MISSED APCH: Climb on runway heading to LBL VOR, then turn LEFT (MAX 190 KT) onto heading 128° to intercept R-171 LBL. At D11.0 LBL turn LEFT to intercept R-234 inbound to DOL VOR and hold. Climb to and maintain 6000'.</p>						
Alt Set: hPa		Rwy Elev: 43 hPa	Trans level: By ATC		Trans alt: 10500'	



LBL DME	ALTITUDE
10.0	3640'
9.0	3320'
8.0	3010'
7.0	2690'
6.0	2380'
5.0	2060'



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II PAPI PAPI	LBL 117.2 ↑	190 KT MAX ←	128° hdg
Descent Angle	3.00°	372	478	531	637	743					
MAP at D2.9 LBL											

PANS OPS	Standard				STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND				
	CDFA								Not authorized Northeast of airport				
	DA/MDA(H) AB: 1560' (369') CD: 1600' (409')												
	ALS out								Max Kts	MDA(H)		VIS	
	A	RVR 1000m				RVR 1500m				100	1790' (517')		1500m
B	RVR 1200m				RVR 1900m				135	1970' (697')		1600m	
C	RVR 1000m				RVR 1500m				180	2610' (1337')		2400m	
D	RVR 1200m				RVR 1900m				205	2710' (1437')		3600m	

Alternative Minimums with MAX 160 KT: MDA(H) 2040' (767').
CHANGES: Segment btwn MIPRO and BASTA. © JEPPESEN, 2008, 2017. ALL RIGHTS RESERVED.

LJUBLJANA

19-2 29 JUN 18



BRNIK

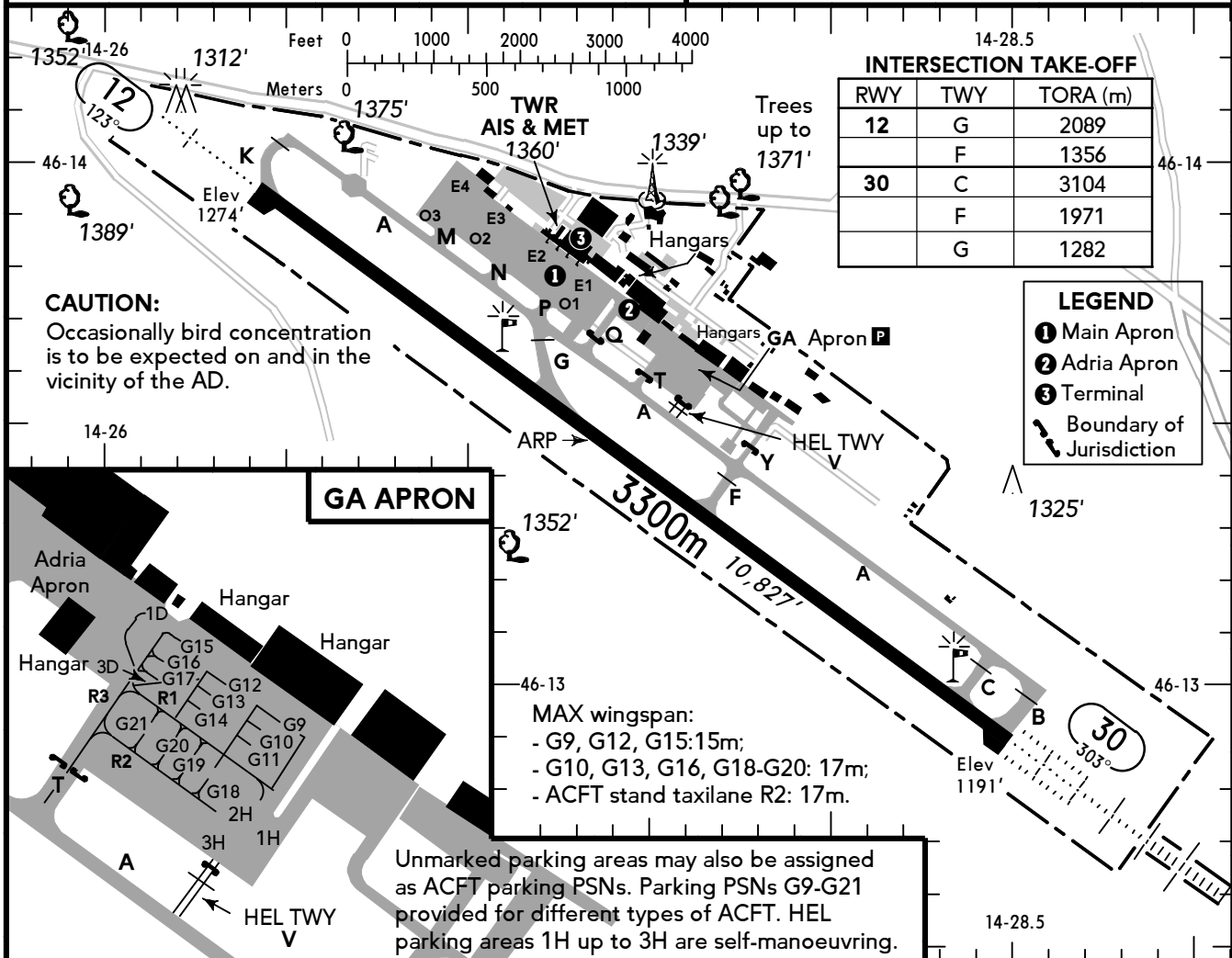
SLOVENIA



ATIS **128.175 112.700** LJUBLJANA GROUND **121.925** (FIS)

GENERAL AVIATION **131.800*** *Handling request & refuelling

LJUBLJANA INFORMATION **118.475 123.875**



2 (O/R)
 (O/R, limited)

 TAXI

ALS - PAPI - THRLL - RL - RCLL - TWYL - APRON - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
12	3300 x 45 Asphalt	3300	3300	PCN 110/F/B/X/T	
30					

VFR flights entering Ljubljana TMA 1, 2 & 3
 Contact Ljubljana APP as soon as possible before entering.
 VFR flights shall not enter TMA Ljubljana 2 along Slovenian/Austrian border.

VFR flights entering Ljubljana CTR
 Two-way radio contact required. VFR flights entering CTR Ljubljana shall contact LJUBLJANA TOWER 5 MIN prior to reaching the first reporting point. VFR flights shall enter Ljubljana CTR via REPs shown on 19-1.

VFR flights entering Ljubljana TMZ
 Within TMZ VFR flights are only authorised with a functional Transponder Mode C.

Ground Movement
 Permission for the use of GA Apron ist issued by assignment of Follow-me cars or by AD operator via radio (call sign GENERAL AVIATION). GA ACFT shall be parked as instructed by AD OPR.
 All taxiing manoeuvres conducted on GA apron are the pilots own responsibility.
 Before departing from PSN on GA apron, pilots are instructed to contact station providing Ground Movement Control. Respective frequency can be obtained by listening to ATIS before initial contact with LJUBLJANA TOWER or LJUBLJANA GROUND.
 All persons walking on the AD movement area (incl. flight crew during outside check) shall wear a high visibility jacket.

Chart changes since cycle 10-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LJUBLJANA, (BRNIK - LJLJ)				
REV	RADAR MNM ALTS	10-1R	31 May 2019	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LJLJ

Type: Terminal (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

TWY 04 estbld S of TWY E2, BTN TWYs O1 and O2.

Chart Change Notices for Country SVN

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

LJUBLJANA APP FREQ 136.000 chgd to 132.475.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Dolsko TMA 1 & 2, Mura TMA and Ljubljana TMA 1-3 contact callsign changed from LJUBLJANA APPROACH to LJUBLJANA RADAR.