



SLIAČ AFB IN-FLIGHT GUIDE
RWY 18/36
Version 2.8.8
Effective 01 SEP 2024

ADMIN / INDEX / PHONE NUMBERS

INDEX – Version 2.8.8 (discard older versions)

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6	Apron N1 / N2 / MIDDLE / SOUTH	08 AUG 2024	OAT	middle WIP
7	APN	28 AUG 2022	OAT	
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11	SID RWY 36 via NDB FS	08 AUG 2024		
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15	ILS CAT I or LOC Z	01 SEP 2024	OAT	MDH raised
16	PAR RWY36	01 SEP 2024	OAT	MDH raised
17	MRVA	08 AUG 2024	OAT	
18	Visual Approach Chart	01 SEP 2024	OAT	Limitation added
19	Overhead RWY36	01 SEP 2024	OAT	Limitation added
20	LZR225	01 MAR 2021	OAT	
21,22	LZR225A/B/C/D	08 AUG 2024	OAT	
23	Emergency / Recall / Area Hold / RWY Closure	08 AUG 2024	OAT	
24,25	Alternate AD	08 AUG 2024	OAT	
26,27	COMMLOSS Procedure	01 SEP 2024	OAT	new procedure

ADMIN

0	ICAO code	LZSL
1	ARP coordinates RWY 18/36	483817N 0190803E on the axis of THR RWY 18/36, 1200m from THR RWY36
2	Magnetic variation / Annual change	5° E (2020) / +0°09' E
3	Elevation	1044 ft (318 m)
4	Air Traffic Services	OAT: H24
5	Fueling	O/R - H24 (Fuel trucks)
6	Fuel and oil types	JET A-10/D, JET A-1+FS II, Aero T-3SP, Aero-DM, MJO-II, ASF-41, ASTO-55, BTS, ASG-15A, CLATIN-201
7	AD category for fire fighters	CAT 7, O/R in advance 1 working day CAT 8
9	MET briefing office (for English call TWR)	H24, tel: +421 960 452 129 (tel: +421 960 452 122)
10	FPL – AFTN Address *	LZSLZTZX (Sliač TWR)
11	PPR REQ	Prior Permission Required through diplomatic channels for foreign military aircraft

*Flight plans must be sent to AFTN addresses – LZIBZPZX (CARO Bratislava) and LZSLZTZX (Sliač TWR).

IMPORTANT PHONE NUMBERS

Wing Commander	Tel: +421 960 452 001 (office) Fax: +421 960 452 242	frantisek.pytlik@mil.sk
TWR	Tel: +421 960 452 122 (+421 960 452 124) Fax: +421 960 452 123	lzsl.twr@mil.sk
APP	Tel: +421 960 452 137	lzsl.app@mil.sk
MET briefing office	Tel: +421 960 452 129	lzsl.met@mil.sk
Emergency Services civilian (Police, Fire, Ambulance)	Tel: 112	
Address	VÚ 4977, ČSA 1, 962 31 Sliač, Slovakia	

ATC FREQUENCIES

Service designation	Call sign	Frequency	Operation Hours	RMK
APP	SLIAČ RADAR	119,155 120,990 280,125	OAT – Radar services 0730-1930 LOC (Outside this HRS - request 24h prior activity - lzsl.twr@mil.sk)	Outside OPR HRS responsibility for radar services is delegated to LZSL TWR
TWR	SLIAČ TOWER	122,905 343,675	OAT – H24	Contact TWR for start-up and clearance
PAR	SLIAČ PRECISION	343,475	-	Contact lzsl.app@mil.sk before flight to confirm availability of PAR
M/ACC	BRATISLAVA CONTROL	125,000 124,000	H-24	FIR Bratislava OAT
GCI	SUNBEAM	-	H-24	TSA / TRA / R Areas

NAVIGATIONAL AIDS

TYPE	ID	Frequency	Opr. Hrs.	Coordinates	RMK
VOR/DME	SLC	114,0 MHz (CH 87X)	H24	482711,7N 0190657,1E	RNG 80NM
LLZ 36 ILS CAT I	FS	108,7 MHz	H24	483907,9N 0190805,4E	
GP ILS 36		330,5 MHz	H24	483746,5N 0190754,4E	
DME	FS	CH 24X	H24	483746,5N 0190754,4E	
L	F	295 kHz	H24	483705,1N 0190759,2E	
OM	dashes	75 MHz	H24	483345,3N 0190748,0E	
MM	dot/dash	75 MHz	H24	483704,8N 0190759,1E	
TACAN-S	SLK	126X	H24	485237N 0190443E	
NDB	FS	412 KHz	H24	483346N 0190748E	

RWY / TWY / APRON INFORMATION

Warning: RWY 18/36 CLSD 01SEP2024 – UFN due to reconstruction

LIMITATIONS:

LANDINGS

- Landings for all fixed wings are prohibited!
- Landings for rotary wings allowed according to ATC permission.

PROCEDURES

- IFR - MDH for all approaches raised to 500 ft AGL
- VFR - no flights below 500 ft AGL over RWY 18/36

Runway

RWY	TRUE and MAG bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY	THR Coordinates	THR Elevation
18	181°94' GEO 176°62' MAG	2400 x 57	PCN 53/R/B/W/T	483855,93N 0190804,82E	1044 ft (318m)
36	001°94' GEO 356°62' MAG	2400 x 57	PCN/53/R/B/W/T	483738,26N 0190800,85E	1014,5 ft (309,2m)

RWY	TORA (m / ft)	TODA (m / ft)	ASDA (m / ft)	LDA (m / ft)	Arresting System
18	2400 / 7870	2680 / 8790	2400 / 7870	2400 / 7870	BAK – 12 (temporarily INOP)
36	2360 / 7740	2360 / 7740	2360 / 7740	2360 / 7740	BAK – 12 (temporarily INOP) TFF-82 DUAL- H24(temporarily INOP)

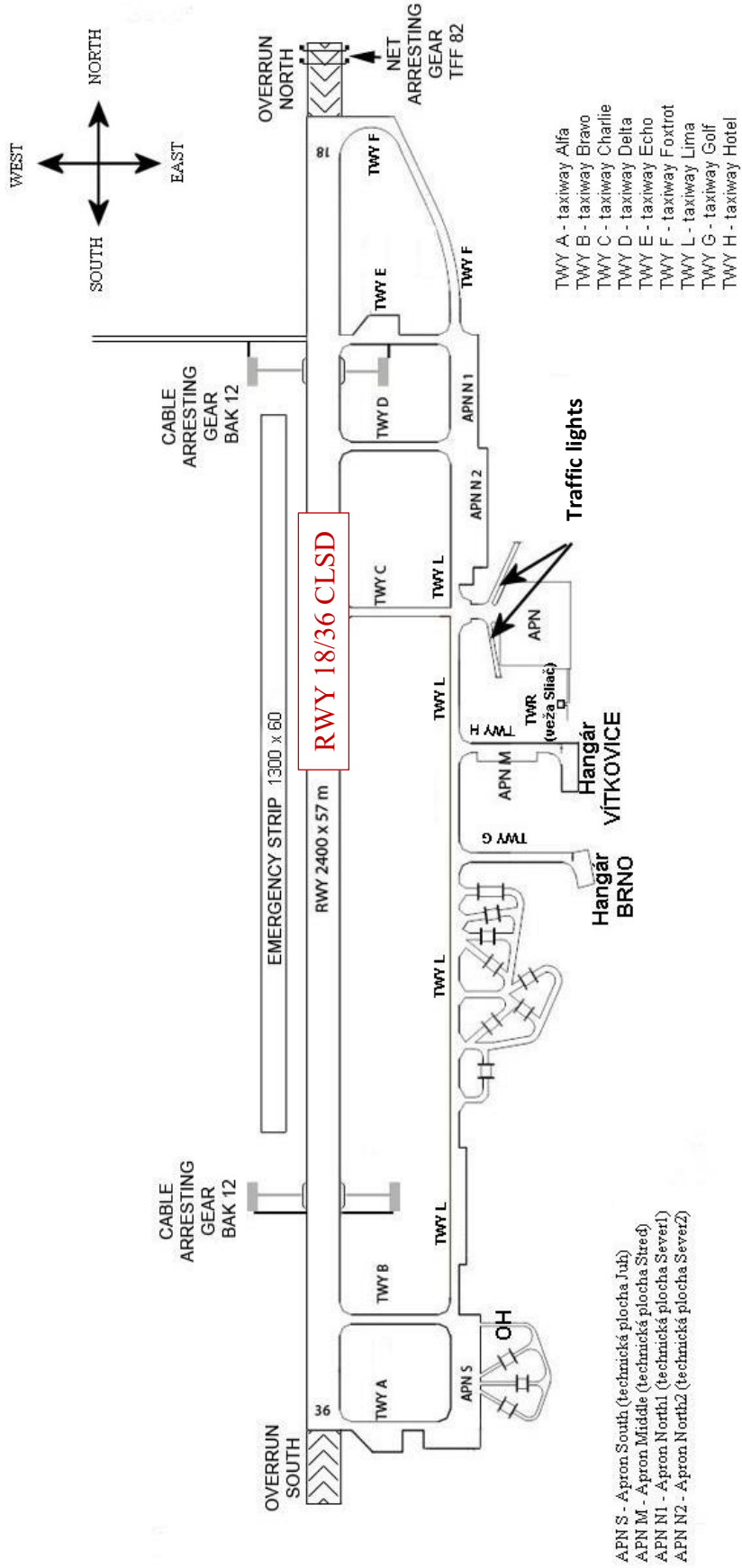
Taxiways

TWY	Width	Surface	Strength	RMK
C	26m (85ft)	concrete	PCN 50/R/B/W/T	-
A / B / D / E / F / L	15m (49ft)	concrete	PCN 38/R/B/X/T	-
G / H	15m (49ft)	concrete	NIL	-

Aprons

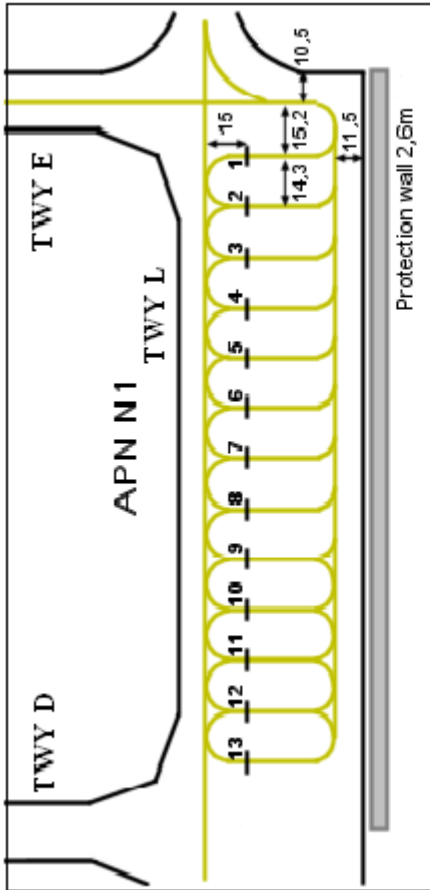
APN	Dimensions	Surface	Strength	RMK
APN N1	222,5 x 37,5m	concrete	PCN 19/R/B/X/U	only for turboprop ACFT
APN N2	214m x 52m	concrete	PCN 19/R/B/X/U	-
APN M	117m x 40m	asphalt	PCN 33/R/B/X/U	under reconstruction
APN S	210m x 25m	concrete	PCN 33/R/B/X/U	-
APN	136m x 145m	asphalt- concrete	PCN 43/F/B/W/T	only for turboprop and cargo ACFT

AERODROME CHART LZSL

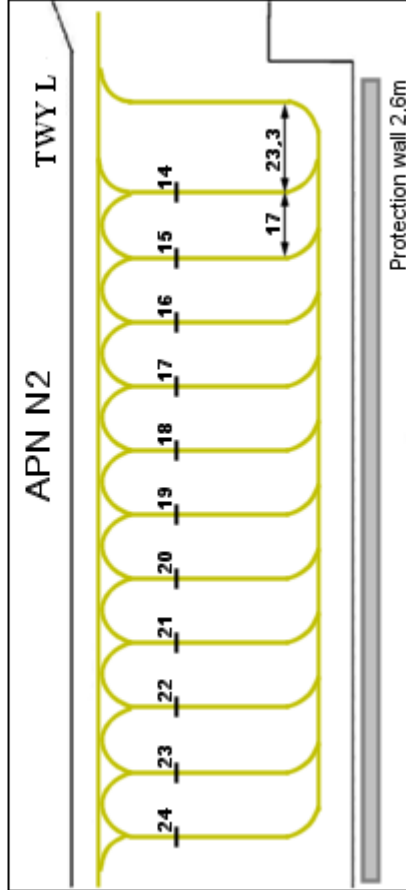


APRON N1 / N2 / MIDDLE / SOUTH

APRON N1

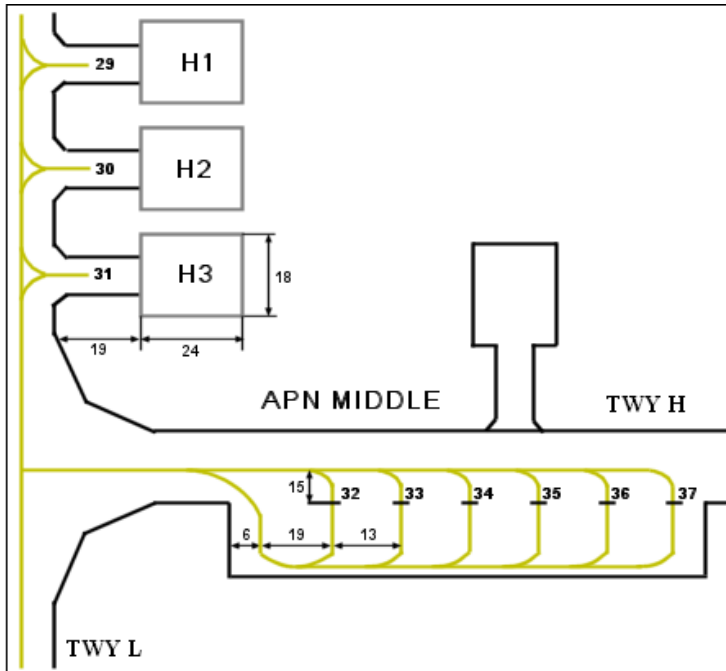


APRON N2

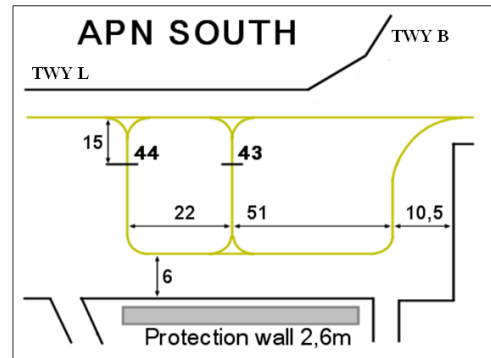


RECONSTRUCTION

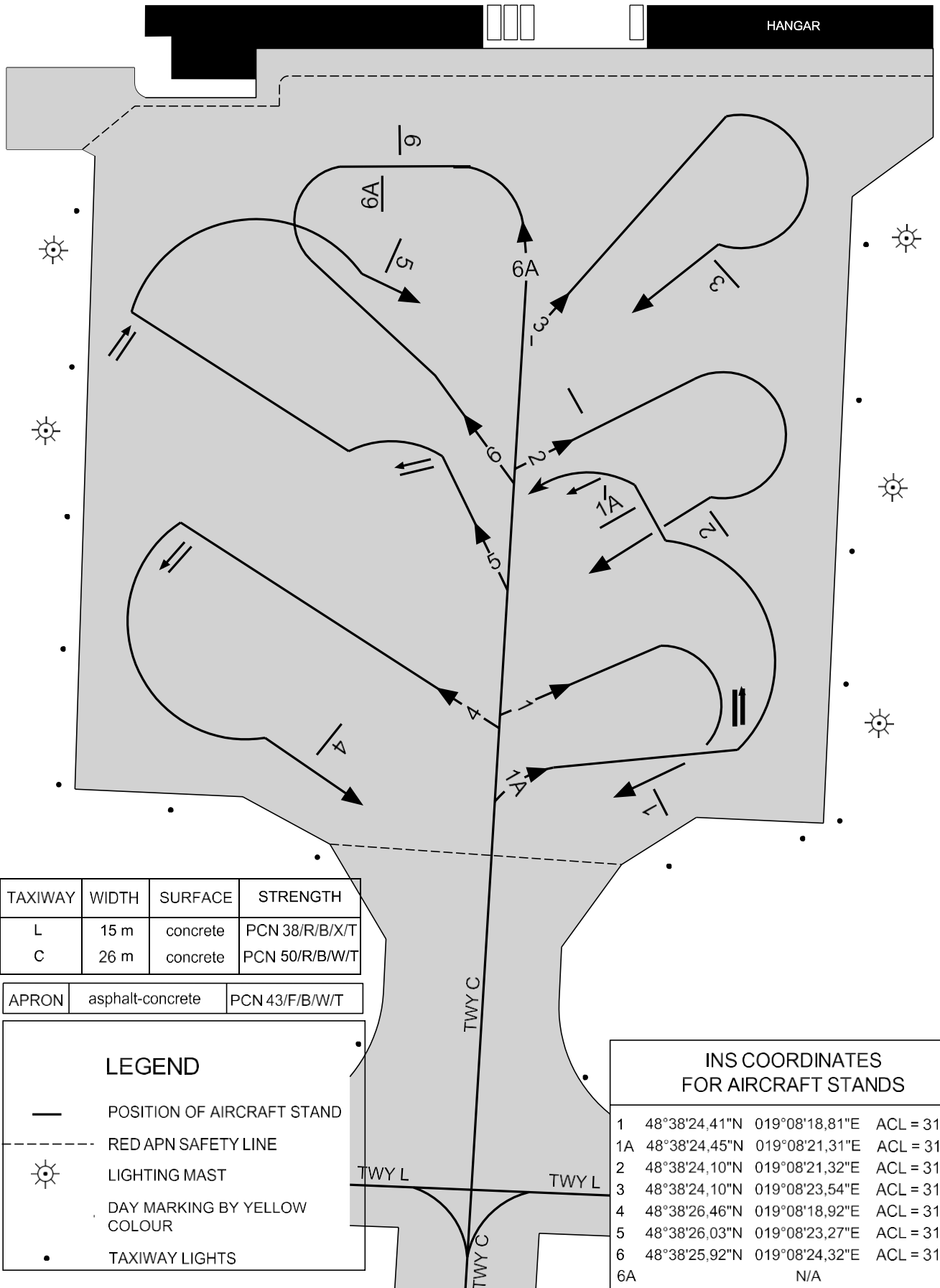
APN MIDDLE



APN SOUTH



APN



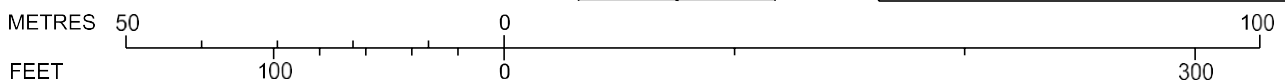
HANGAR

TAXIWAY	WIDTH	SURFACE	STRENGTH
L	15 m	concrete	PCN 38/R/B/X/T
C	26 m	concrete	PCN 50/R/B/W/T

APRON	asphalt-concrete	PCN 43/F/B/W/T
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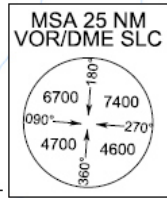
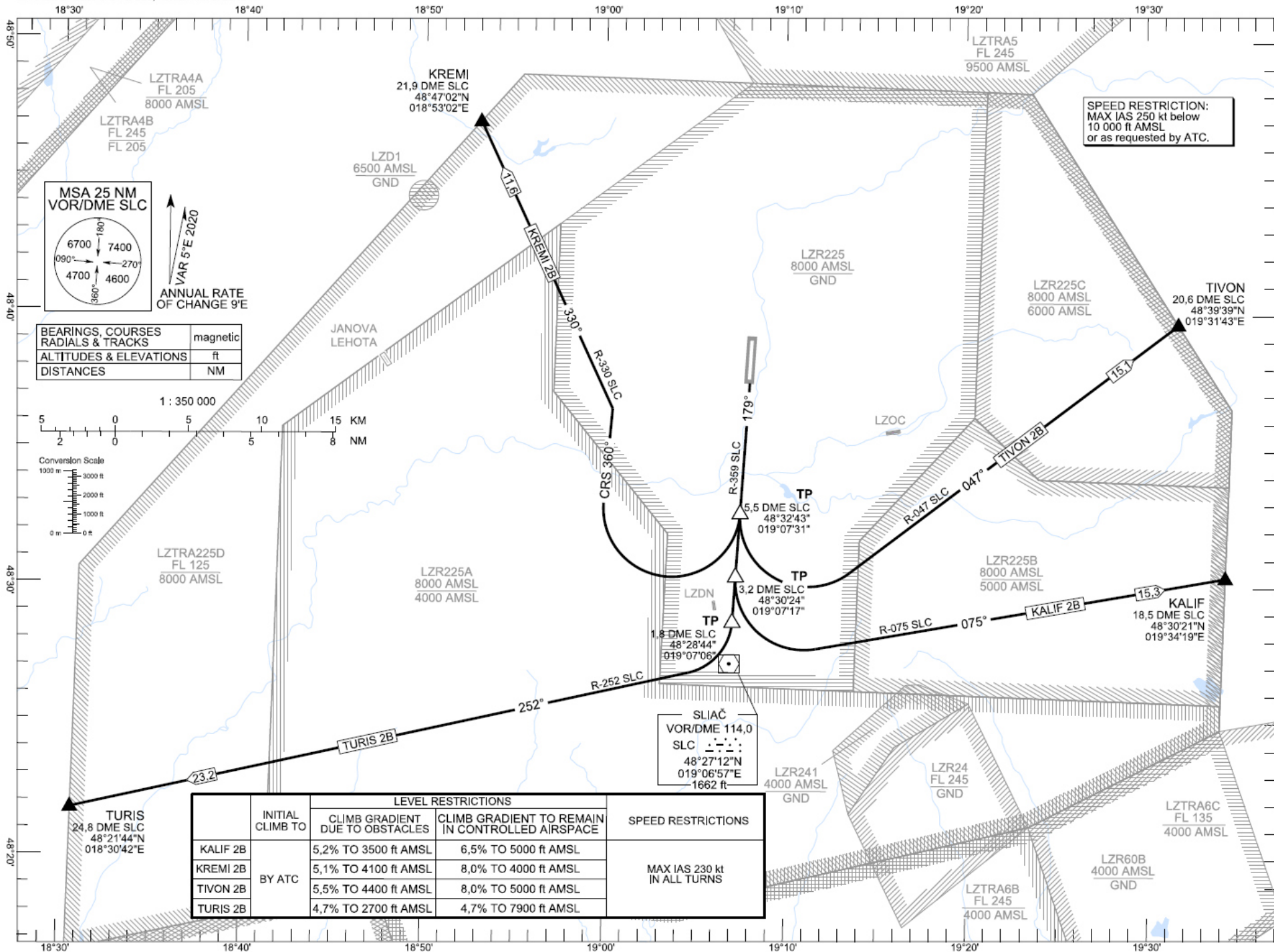
LEGEND	
	POSITION OF AIRCRAFT STAND
	RED APN SAFETY LINE
	LIGHTING MAST
	DAY MARKING BY YELLOW COLOUR
	TAXIWAY LIGHTS

INS COORDINATES FOR AIRCRAFT STANDS			
1	48°38'24,41"N	019°08'18,81"E	ACL = 313 m
1A	48°38'24,45"N	019°08'21,31"E	ACL = 313 m
2	48°38'24,10"N	019°08'21,32"E	ACL = 313 m
3	48°38'24,10"N	019°08'23,54"E	ACL = 313 m
4	48°38'26,46"N	019°08'18,92"E	ACL = 314 m
5	48°38'26,03"N	019°08'23,27"E	ACL = 314 m
6	48°38'25,92"N	019°08'24,32"E	ACL = 313 m
6A	N/A		

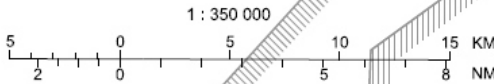


SID RWY 18

CHANGES: ELEV of DME SLC; lateral limits of LZR241



BEARINGS, COURSES RADIALS & TRACKS	magnetic
ALTITUDES & ELEVATIONS	ft
DISTANCES	NM



	INITIAL CLIMB TO	LEVEL RESTRICTIONS		SPEED RESTRICTIONS
		CLIMB GRADIENT DUE TO OBSTACLES	CLIMB GRADIENT TO REMAIN IN CONTROLLED AIRSPACE	
KALIF 2B	BY ATC	5.2% TO 3500 ft AMSL	6.5% TO 5000 ft AMSL	MAX IAS 230 kt IN ALL TURNS
KREMI 2B		5.1% TO 4100 ft AMSL	8.0% TO 4000 ft AMSL	
TIVON 2B		5.5% TO 4400 ft AMSL	8.0% TO 5000 ft AMSL	
TURIS 2B		4.7% TO 2700 ft AMSL	4.7% TO 7900 ft AMSL	

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

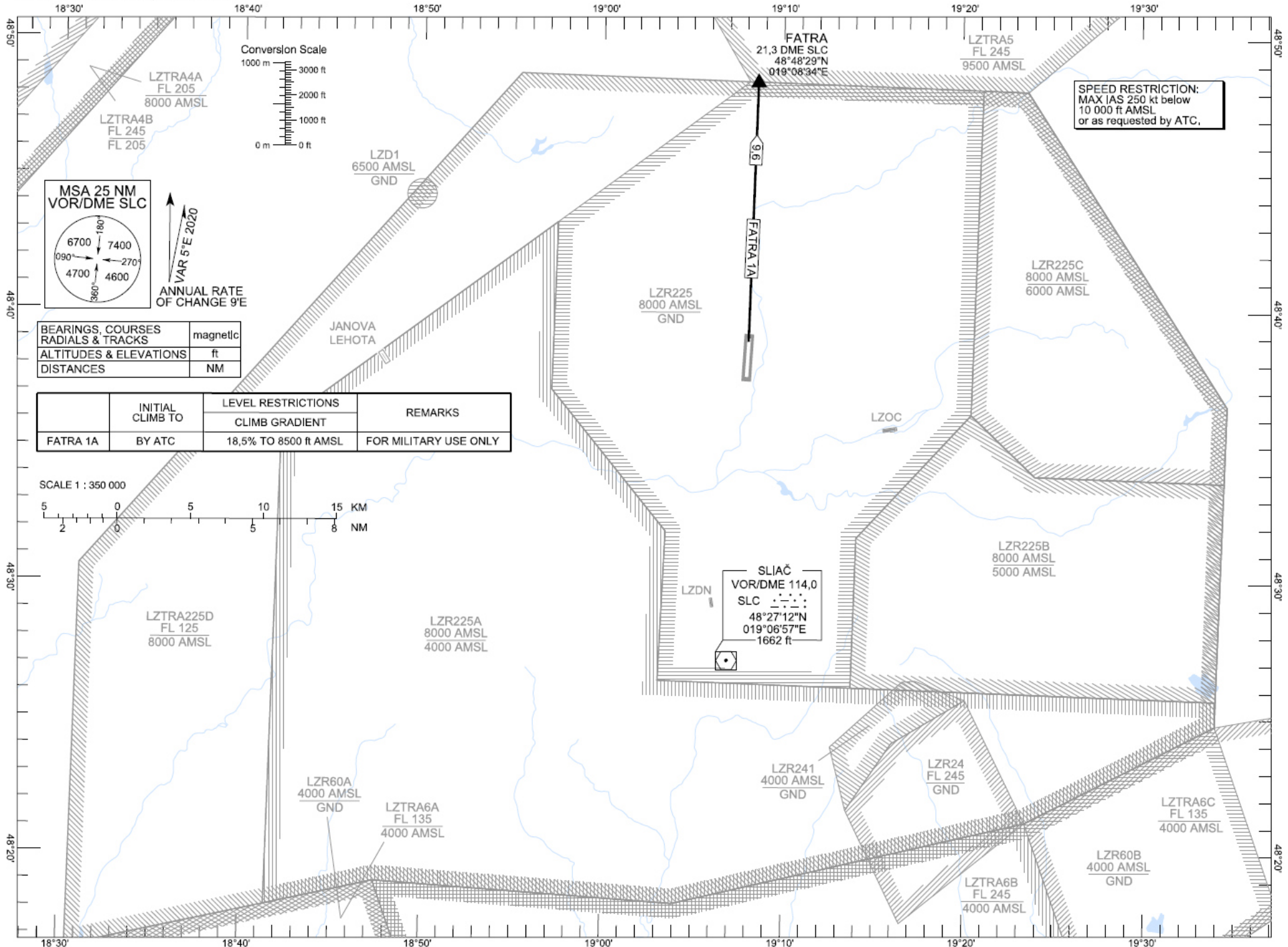
TRANSITION ALTITUDE
10 000 ft

SLIAČ APPROACH/RADAR
SLIAČ TOWER
119,155
122,905

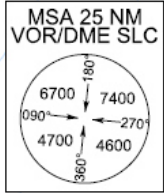
ACFT CAT A/B/C/D
SLIAČ (LZSL)
SID RWY 18

SID RWY 36 FATRA 1A

CHANGES: ELEV of DME SLC; lateral limits of LZR241



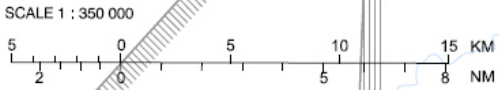
SPEED RESTRICTION:
MAX IAS 250 kt below
10 000 ft AMSL
or as requested by ATC.



VAR 5°E 2020
ANNUAL RATE OF CHANGE 9'E

BEARINGS, COURSES RADIALS & TRACKS	magnetic
ALTITUDES & ELEVATIONS	ft
DISTANCES	NM

	INITIAL CLIMB TO	LEVEL RESTRICTIONS	REMARKS
		CLIMB GRADIENT	
FATRA 1A	BY ATC	18,5% TO 8500 ft AMSL	FOR MILITARY USE ONLY



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

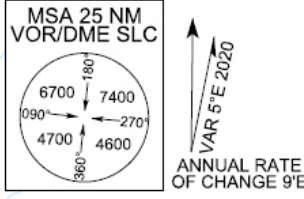
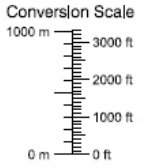
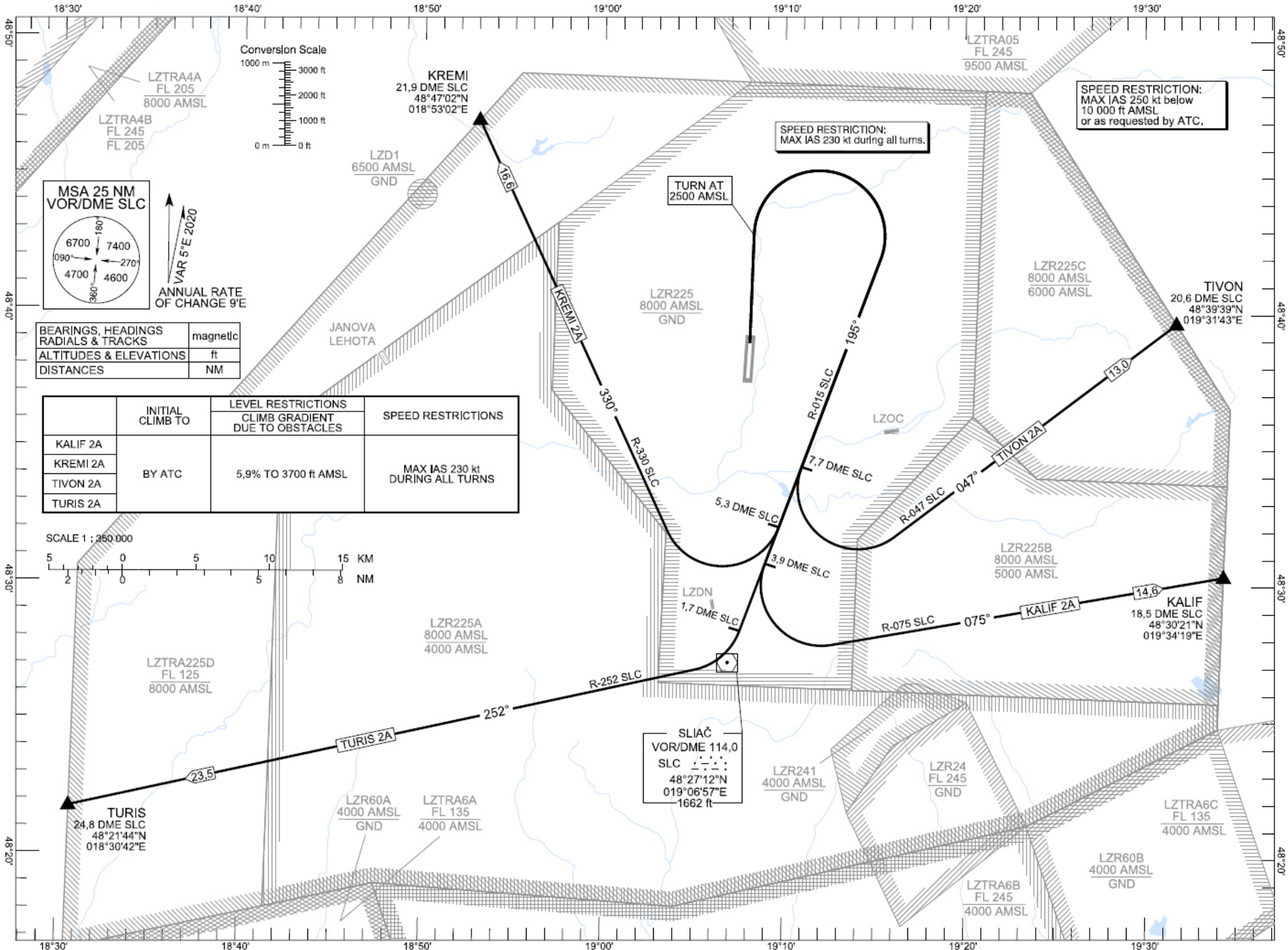
TRANSITION ALTITUDE
10 000 ft

SLIAČ APPROACH/RADAR
SLIAČ TOWER
119,155
122,905

SLIAČ (LZSL)
SID RWY 36
ACFT CAT A/B/C/D
FATRA 1A

SID RWY 36 via VOR SLC

CHANGES: ELEV of DME SLC; lateral limits of LZR241



BEARINGS, HEADINGS RADIALS & TRACKS	magnetic
ALTITUDES & ELEVATIONS	ft
DISTANCES	NM

	INITIAL CLIMB TO	LEVEL RESTRICTIONS	SPEED RESTRICTIONS
		CLIMB GRADIENT DUE TO OBSTACLES	
KALIF 2A	BY ATC	5.9% TO 3700 ft AMSL	MAX IAS 230 kt DURING ALL TURNS
KREMI 2A			
TIVON 2A			
TURIS 2A			



SPEED RESTRICTION:
MAX IAS 250 kt below
10 000 ft AMSL
or as requested by ATC.

SPEED RESTRICTION:
MAX IAS 230 kt during all turns.

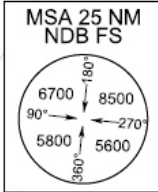
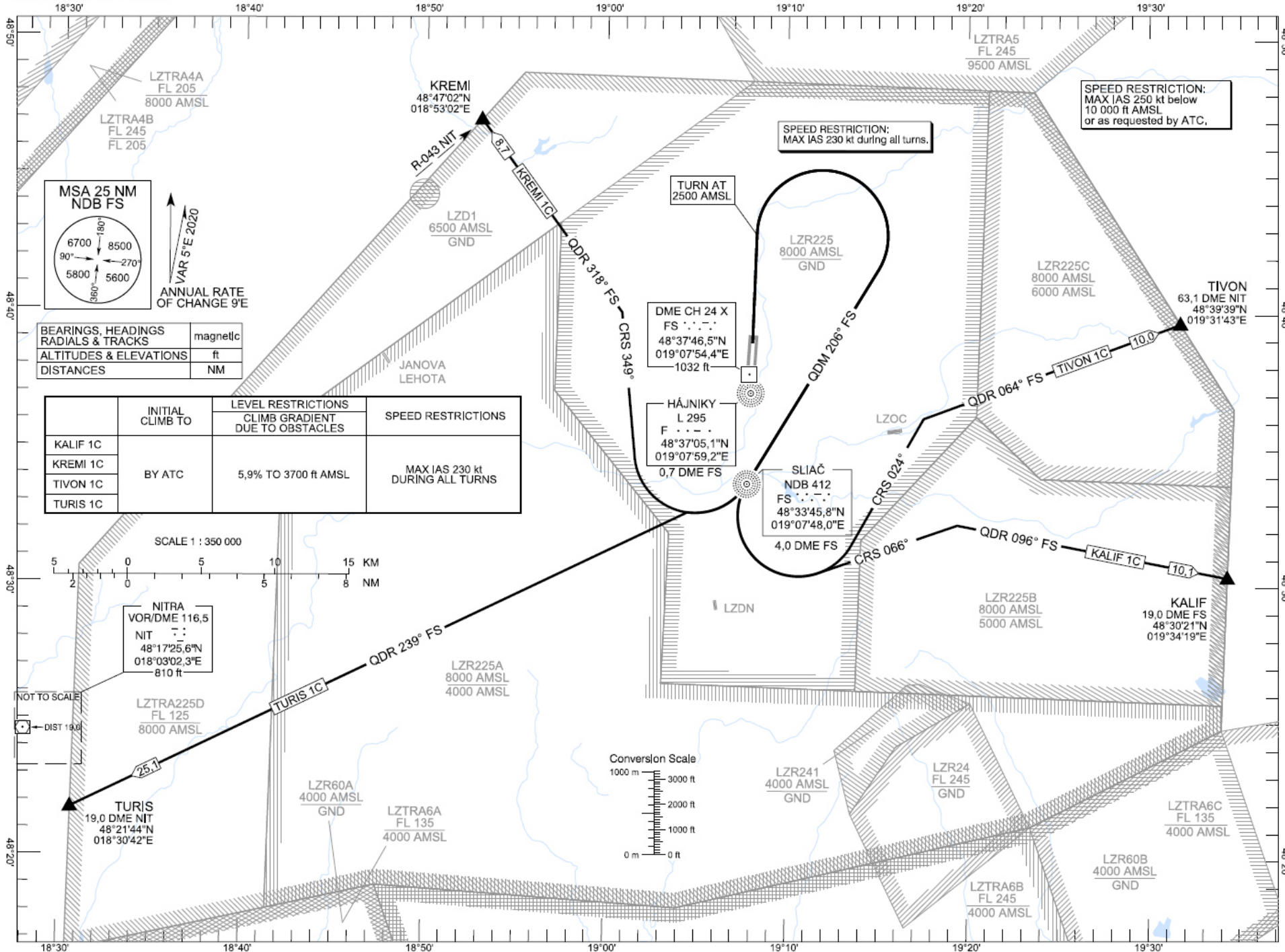
STANDARD DEPARTURE CHART - TRANSITION ALTITUDE
INSTRUMENT (SID) - ICAO
10 000 ft

SLIAC APPROACH/RADAR
SLIAC TOWER
119,155
122,905

KALIF 2A, KREMI 2A, TIVON 2A, TURIS 2A via VOR SLC
SLIAC (LZSL)
SID RWY 36
ACFT CAT A/B/C/D

SID RWY 36 via NDB FS

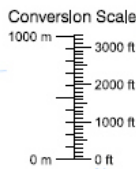
CHANGES: lateral limits of LZR241



BEARINGS, HEADINGS RADIALS & TRACKS	magnetic
ALTITUDES & ELEVATIONS	ft
DISTANCES	NM

	INITIAL CLIMB TO	LEVEL RESTRICTIONS	SPEED RESTRICTIONS
		CLIMB GRADIENT DUE TO OBSTACLES	
KALIF 1C	BY ATC	5,9% TO 3700 ft AMSL	MAX IAS 230 kt DURING ALL TURNS
KREMI 1C			
TIVON 1C			
TURIS 1C			

NITRA
 VOR/DME 116,5
 NIT
 48°17'25,6"N
 018°03'02,3"E
 810 ft



STANDARD DEPARTURE CHART -
 INSTRUMENT (SID) - ICAO

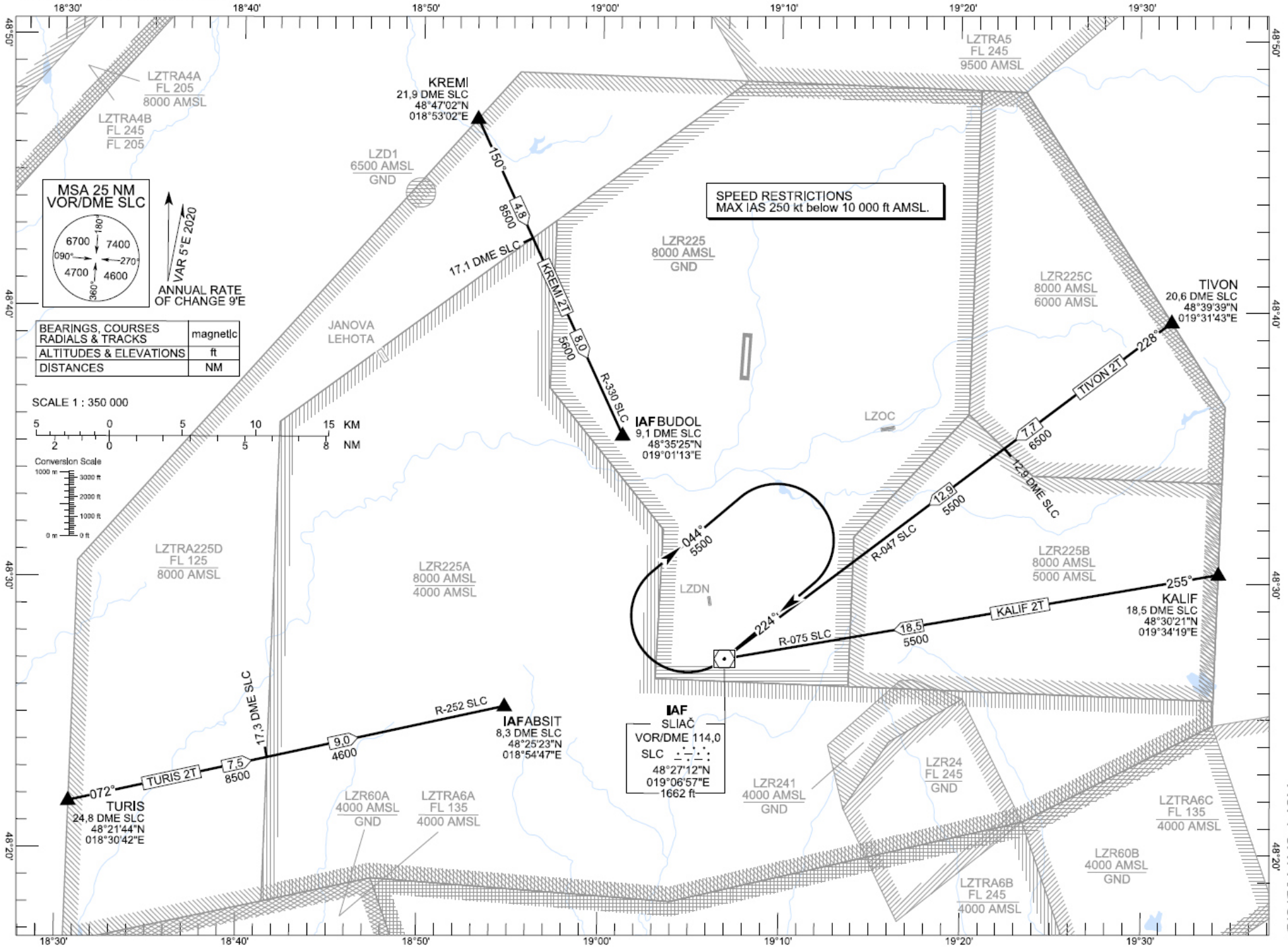
TRANSITION ALTITUDE
 10 000 ft

SLIAČ APPROACH/RADAR
 SLIAČ TOWER
 119,155
 122,905

SLIAČ (LZSL)
 SID RWY 36
 ACFT CAT A/B/C/D
 KALIF 1C, KREMI 1C, TIVON 1C, TURIS 1C via NDB FS

STAR RWY 36

CHANGES: ELEV OF DME SLC; lateral limits of LZR241



STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10 000 ft

SLIAČ APPROACH/RADAR
SLIAČ TOWER
119.155
122.905

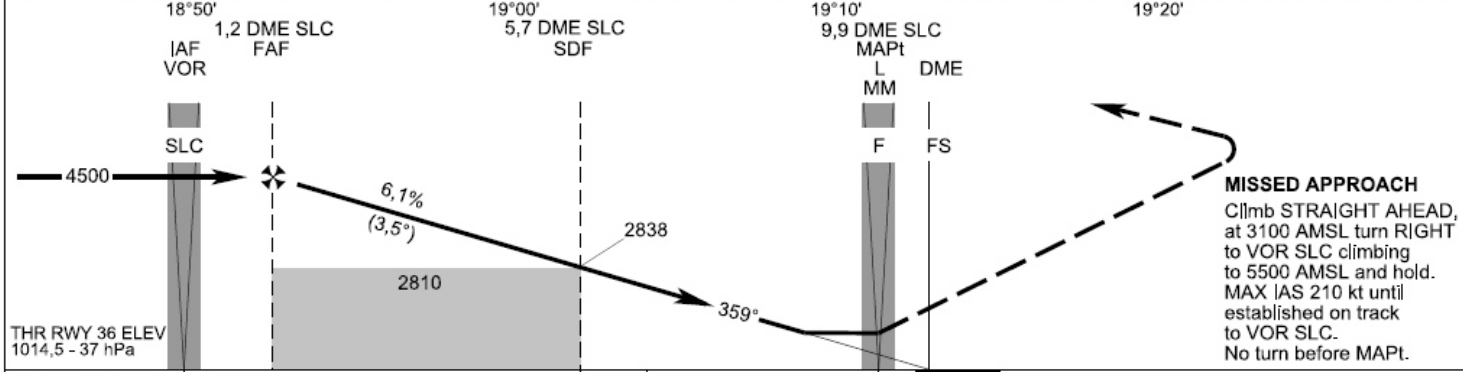
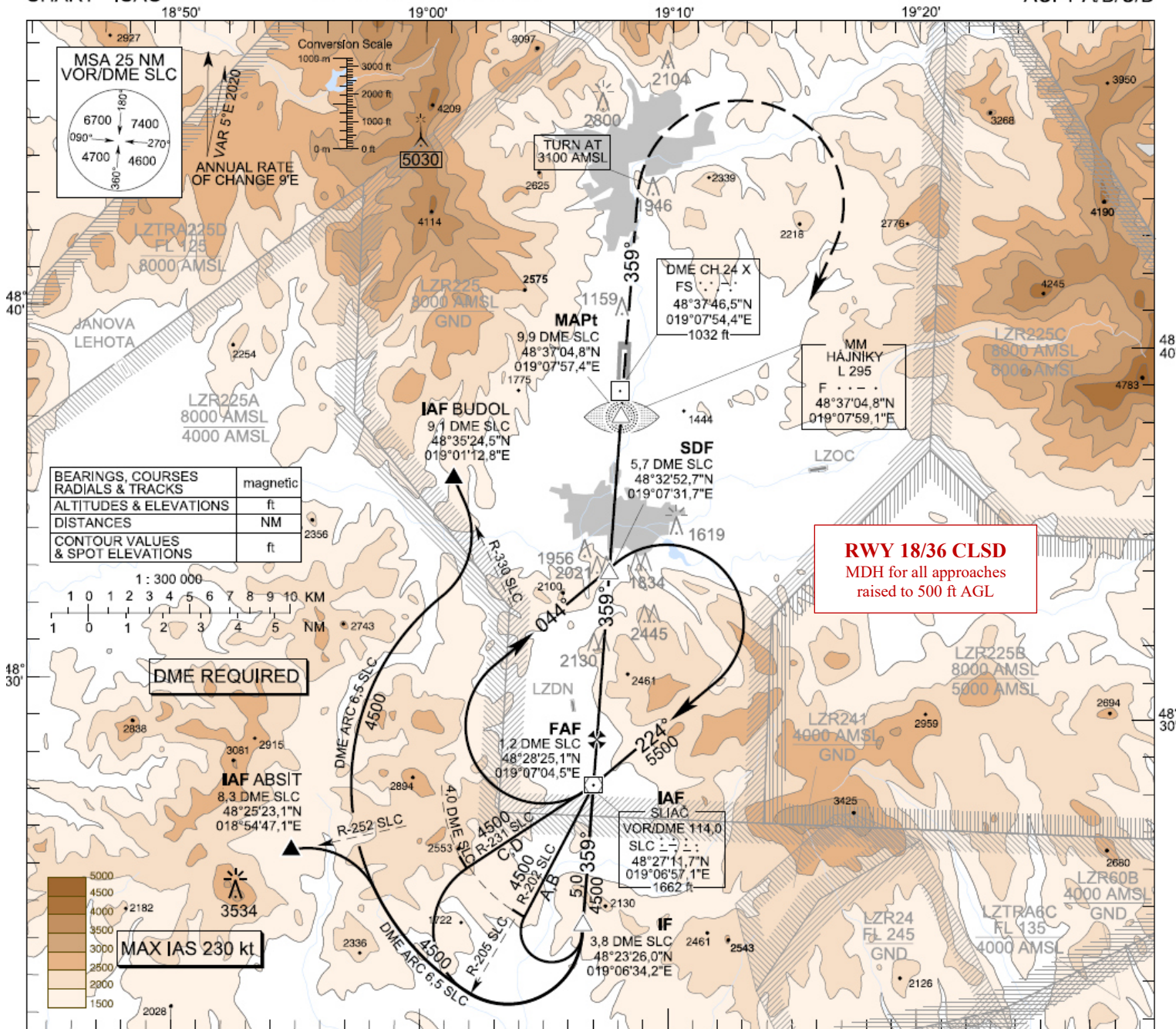
SLIAČ (LZSL)
STAR RWY 36
ACFT CAT A/B/C/D

INSTRUMENT APPROACH CHART - VOR RWY36

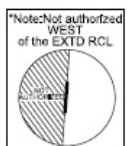
**INSTRUMENT
APPROACH
CHART - ICAO**

TRANSITION ALTITUDE 10 000 ft
 AD ELEV 1044 -38 hPa
 THR RWY 36 ELEV 1014,5 -37 hPa

SLIAČ (LZSL)
VOR RWY 36
 ACFT A/B/C/D



OCA (OCH)		A	B	C	D
Straight-in	without SDF	ft	2810 (1796)		
Approach	with SDF	ft	2410 (1396)		
Circling (* see Note)		ft	2410 (1366)	2810 (1766)	2840 (1796)



DME SLC	NM	7.0	6.0	5.0	4.0	3.0	2.0	
ALTITUDES	ft	2355	2726	3098	3470	3841	4213	
Ground speed	kt	70	90	100	120	140	160	180
FAF - MAPt (8,7 NM)	min:sec	7:27	5:48	5:13	4:21	3:43	3:15	2:54
Rate of descent (6,1%)	ft/min	434	557	619	743	867	991	1115

Timing not authorized for defining the MAPt

CHANGES: ELEV of DME SLC; lateral limits of LZR241

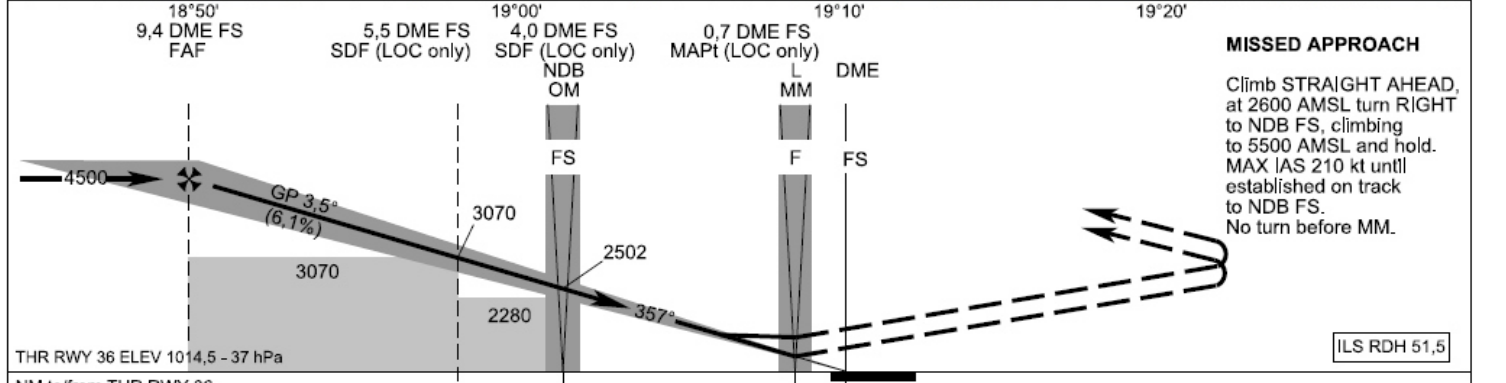
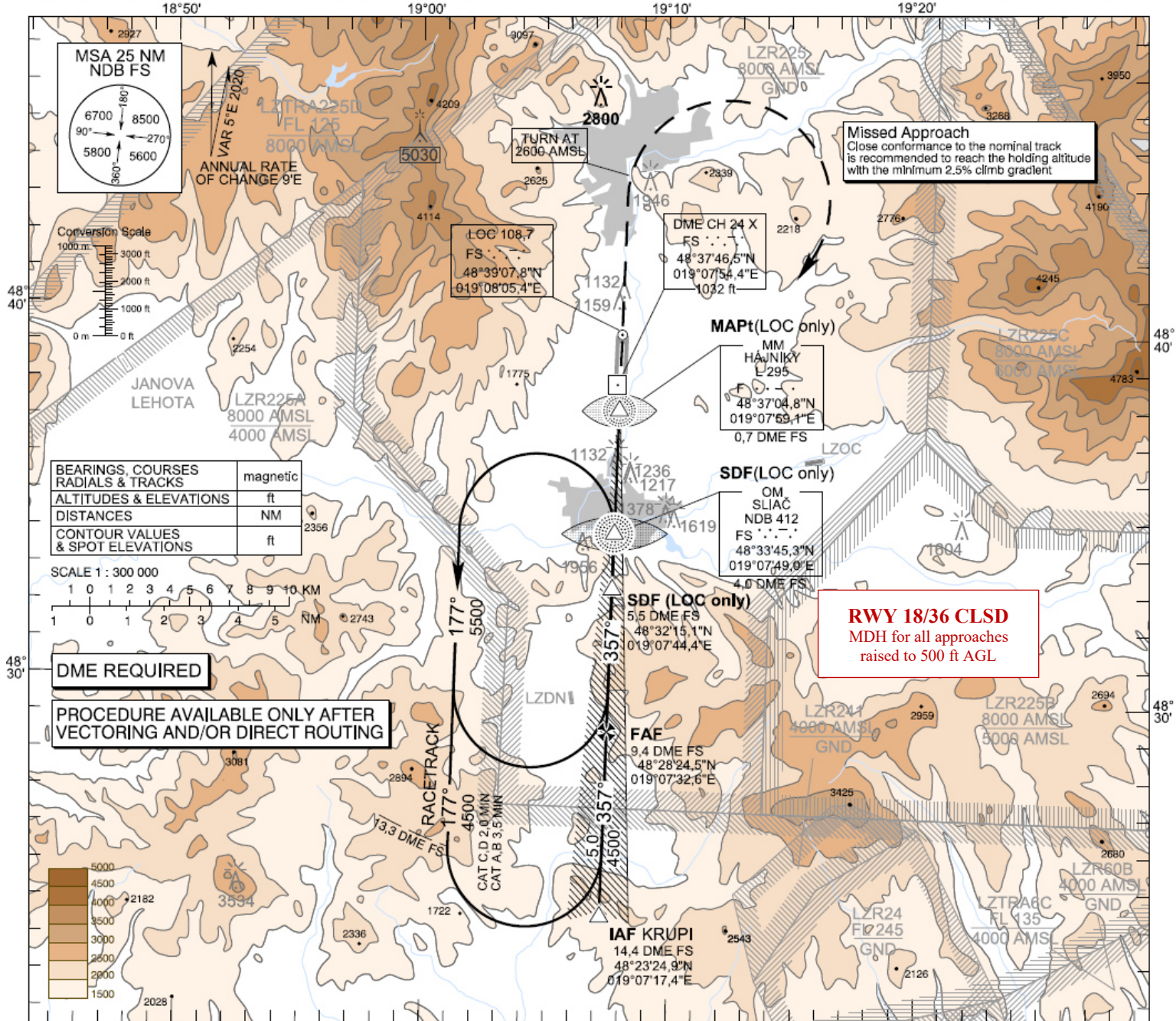
INSTRUMENT APPROACH CHART – ILS CAT I or LOC Y RWY36

INSTRUMENT APPROACH CHART - ICAO

TRANSITION ALTITUDE
10 000 ft
AD ELEV 1044,0 - 38 hPa
THR RWY 36 ELEV 1014,5 - 37 hPa

SLIAČ APPROACH/RADAR 119,155
SLIAČ TOWER 122,905

SLIAČ (LZSL)
ILS CAT I or LOC Y RWY 36
ACFT CAT A/B/C/D



OCA (OCH)	ASC	A	B	C	D	M	N	O	P	Q	R	S	T
Straight-in Approach	CAT I	2,5% ft	1763 (749)	1777 (763)	1787 (773)	1800 (786)	1813 (800)	1827 (815)	1841 (830)	1855 (845)	1869 (860)	1883 (875)	1897 (890)
		5,0% ft	1176 (162)	1186 (172)	1202 (188)	1220 (206)	1238 (224)	1256 (242)	1274 (260)	1292 (278)	1310 (296)	1328 (314)	1346 (332)
	LOC	2,5% ft		3070 (2056)	1940 (926)	3070 (2056)							
		5,0% ft		1520 (506)									
Circling (* see Note)		ft	2410 (1366)	2810 (1766)	2840 (1796)								

CHANGES: lateral limits of LZR241

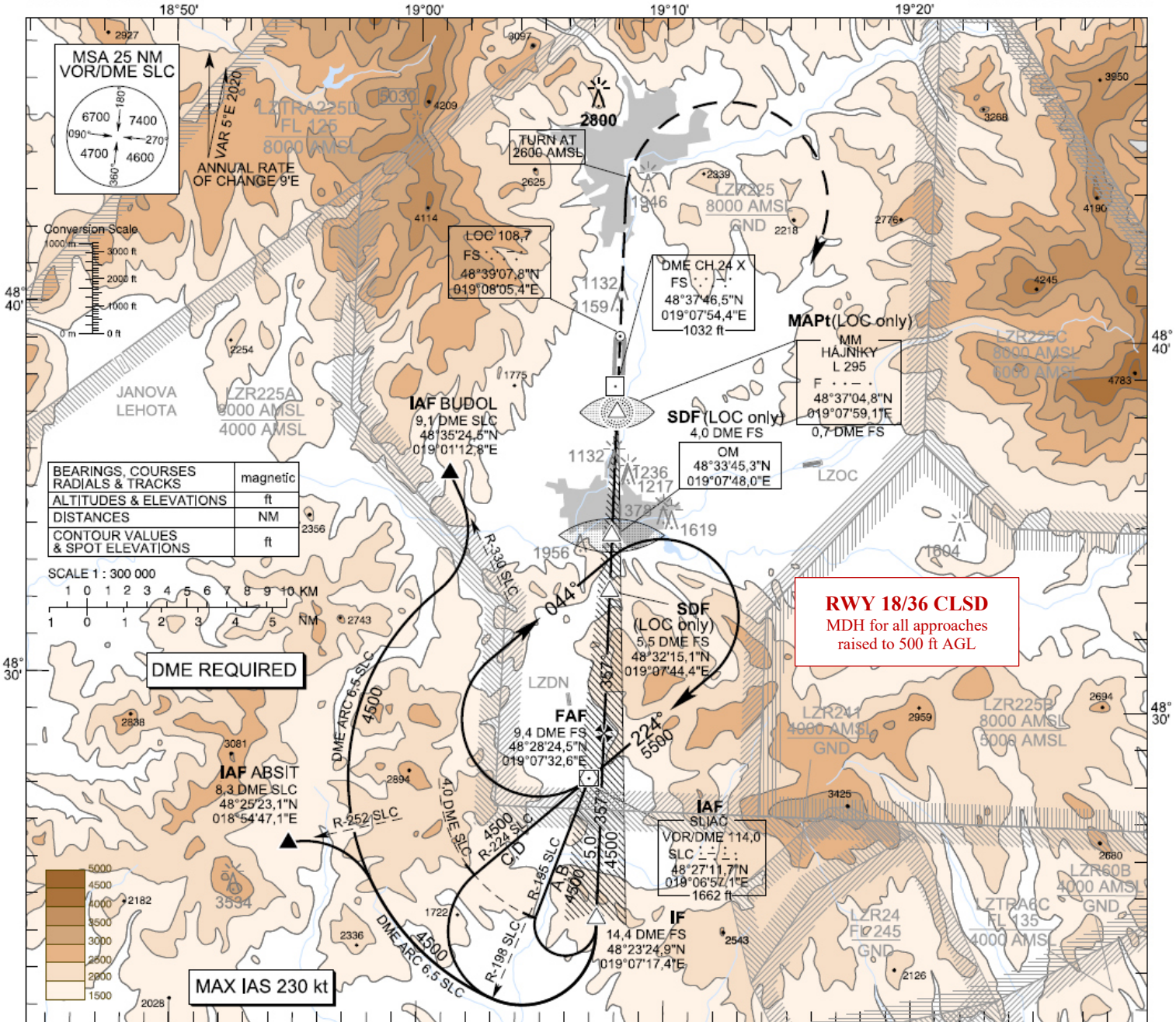
INSTRUMENT APPROACH CHART - ILS CAT I or LOC Z RWY36

INSTRUMENT APPROACH CHART - ICAO

TRANSITION ALTITUDE
10 000 ft
AD ELEV 1043,8 - 38 hPa
THR RWY 36 ELEV 1014,5 - 37 hPa

SLIAČ APPROACH/RADAR 119,155
SLIAČ TOWER 122,905

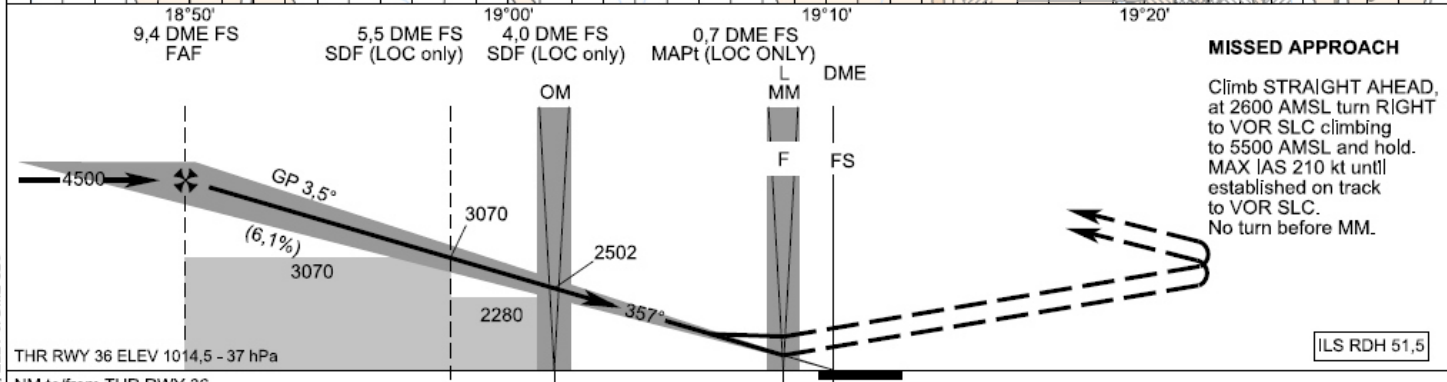
SLIAČ (LZSL)
ILS CAT I or LOC Z RWY 36
ACFT CAT A/B/C/D



RWY 18/36 CLSD
MDH for all approaches
raised to 500 ft AGL

DME REQUIRED

MAX IAS 230 kt



MISSED APPROACH
Climb STRAIGHT AHEAD, at 2600 AMSL turn RIGHT to VOR SLC climbing to 5500 AMSL and hold. MAX IAS 210 kt until established on track to VOR SLC. No turn before MM.

THR RWY 36 ELEV 1014,5 - 37 hPa
NM to/from THR RWY 36

OCA (OCH)	ASC	A				B				C				D			
		2.5% ft	5.0% ft	2.5% ft	5.0% ft	2.5% ft	5.0% ft	2.5% ft	5.0% ft	2.5% ft	5.0% ft	2.5% ft	5.0% ft	2.5% ft	5.0% ft		
Straight-in Approach	CAT I	2.5% ft	1763 (749)	1777 (763)	1787 (773)	1800 (786)											
		5.0% ft	1176 (162)	1186 (172)	1202 (188)	1220 (206)											
	LOC	2.5% ft					3070 (2056)										
		5.0% ft					1940 (926)										
Circling (* see Note)	ft					3070 (2056)					1520 (506)						
						2410 (1366)					2810 (1766)						

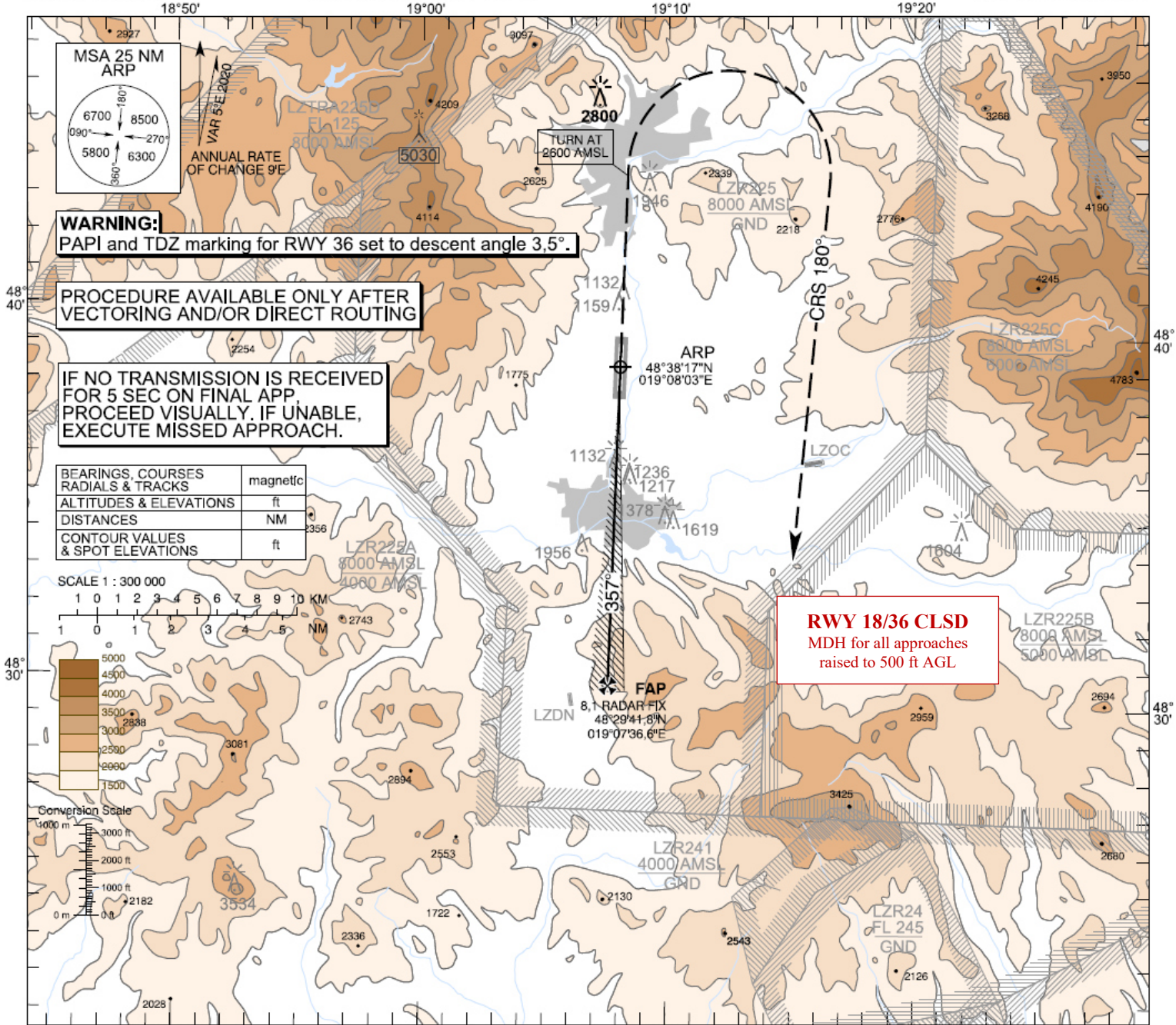
INSTRUMENT APPROACH CHART – PAR RWY36

**INSTRUMENT
APPROACH
CHART - ICAO**

TRANSITION ALTITUDE
10 000 ft
AD ELEV 1044,0 - 38 hPa
THR RWY 36 ELEV 1014,5 - 37 hPa

SLIAC APPROACH/RADAR 119,155
SLIAC TOWER 122,905
SLIAC PRECISION 343,475

**SLIAC (LZSL)
PAR RWY 36
ACFT CAT A/B/C/D**



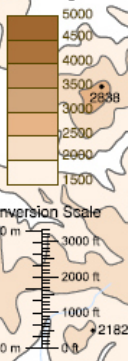
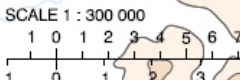
RWY 18/36 CLSD
MDH for all approaches
raised to 500 ft AGL

WARNING:
PAPI and TDZ marking for RWY 36 set to descent angle 3,5°.

PROCEDURE AVAILABLE ONLY AFTER
VECTORED AND/OR DIRECT ROUTING

IF NO TRANSMISSION IS RECEIVED
FOR 5 SEC ON FINAL APP,
PROCEED VISUALLY. IF UNABLE,
EXECUTE MISSED APPROACH.

BEARINGS, COURSES RADIALS & TRACKS	magnetic
ALTITUDES & ELEVATIONS	ft
DISTANCES	NM
CONTOUR VALUES & SPOT ELEVATIONS	ft



8,1 RADAR FIX
FAP

ARP

MISSED APPROACH

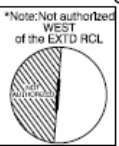
Climb STRAIGHT AHEAD,
at 2600 AMSL turn RIGHT
to CRS 180°, climbing
to 5500 AMSL, then as directed
by RADAR CONTROLLER.
MAX IAS 210 kt until
established on CRS 180°.
No turn before ARP.



THR RWY 36 ELEV 1014,5 - 37 hPa
NM to/from THR RWY 36

TCH 51,5

OCA (OCH)	ASC	A	B	C	D
Straight - In Approach	2,5% ft	1984 (970)	2001 (987)	2014 (1000)	2030 (1016)
	5,0% ft	1220 (206)	1237 (223)	1250 (236)	1266 (252)
Circling (* see Note)	ft	2410 (1366)		2810 (1766)	2840 (1796)



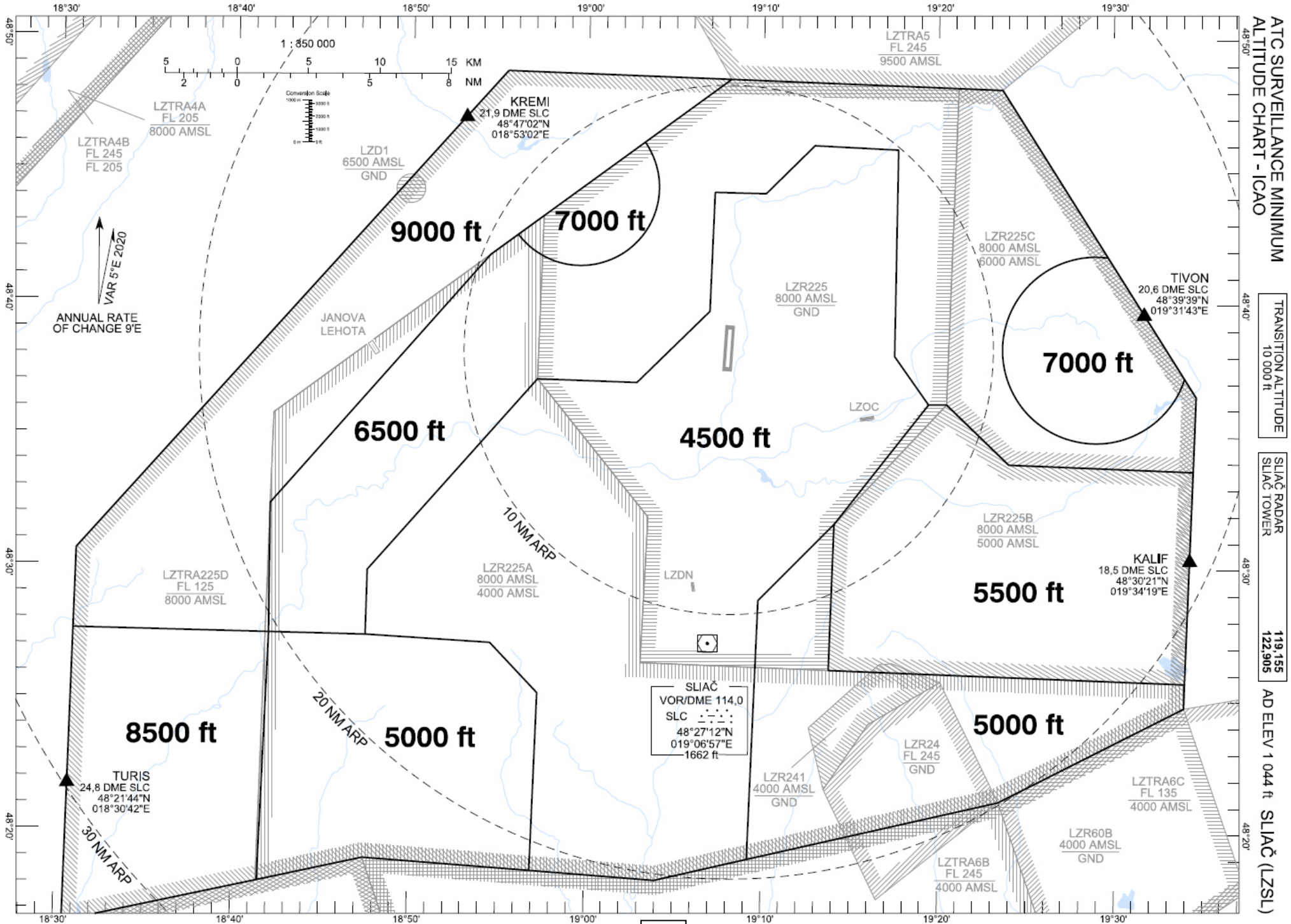
RADAR FIX NM	8,0	7,0	6,0	5,0	4,0	3,0	2,0	1,0
ALTITUDES ft	4479	4041	3604	3170	2737	2306	1877	1449

Ground speed kt	70	90	100	120	140	160	180
Rate of descent (7,0%) ft/min	496	637	708	850	991	1133	1275

CHANGES: lateral limits of LZR241

ATC SURVAILLENCE MINIMUM - MRVA

CHANGES: ELEV of DME SLC; lateral limits of LZR241

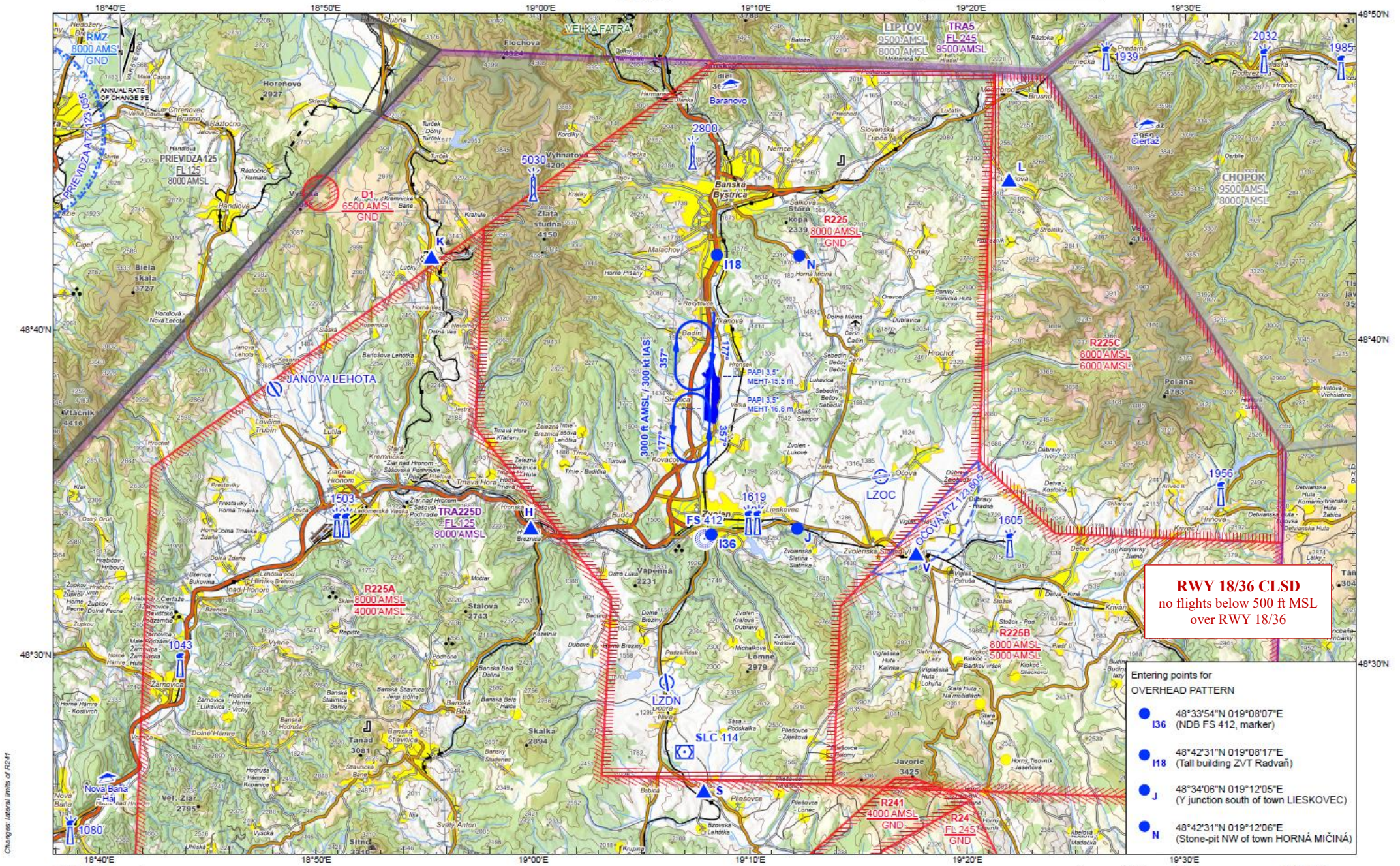


VISUAL APPROACH CHART

ARP 48°38'17"N 019°08'03"E
AD ELEV 1 044 ft

SLIAČ APPROACH/RADAR	119,155
SLIAČ TOWER	122,905

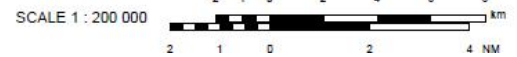
SLIAČ (LZSL)



- Entering points for OVERHEAD PATTERN
- 48°33'54"N 019°08'07"E (NDB FS 412, marker)
 - 48°42'31"N 019°08'17"E (Tall building ZVT Radvaň)
 - J 48°34'06"N 019°12'05"E (Y junction south of town LIESKOVEC)
 - N 48°42'31"N 019°12'06"E (Stone-pit NW of town HORNÁ MIČINÁ)

Changes: lateral limits of R241

BEARINGS: magnetic
ALTITUDES & ELEVATIONS: ft
CONTOUR VALUES & SPOT ELEVATIONS: ft



CONVERSION SCALE
for HEIGHTS or ELEVATIONS

OVERHEAD RWY 18/36

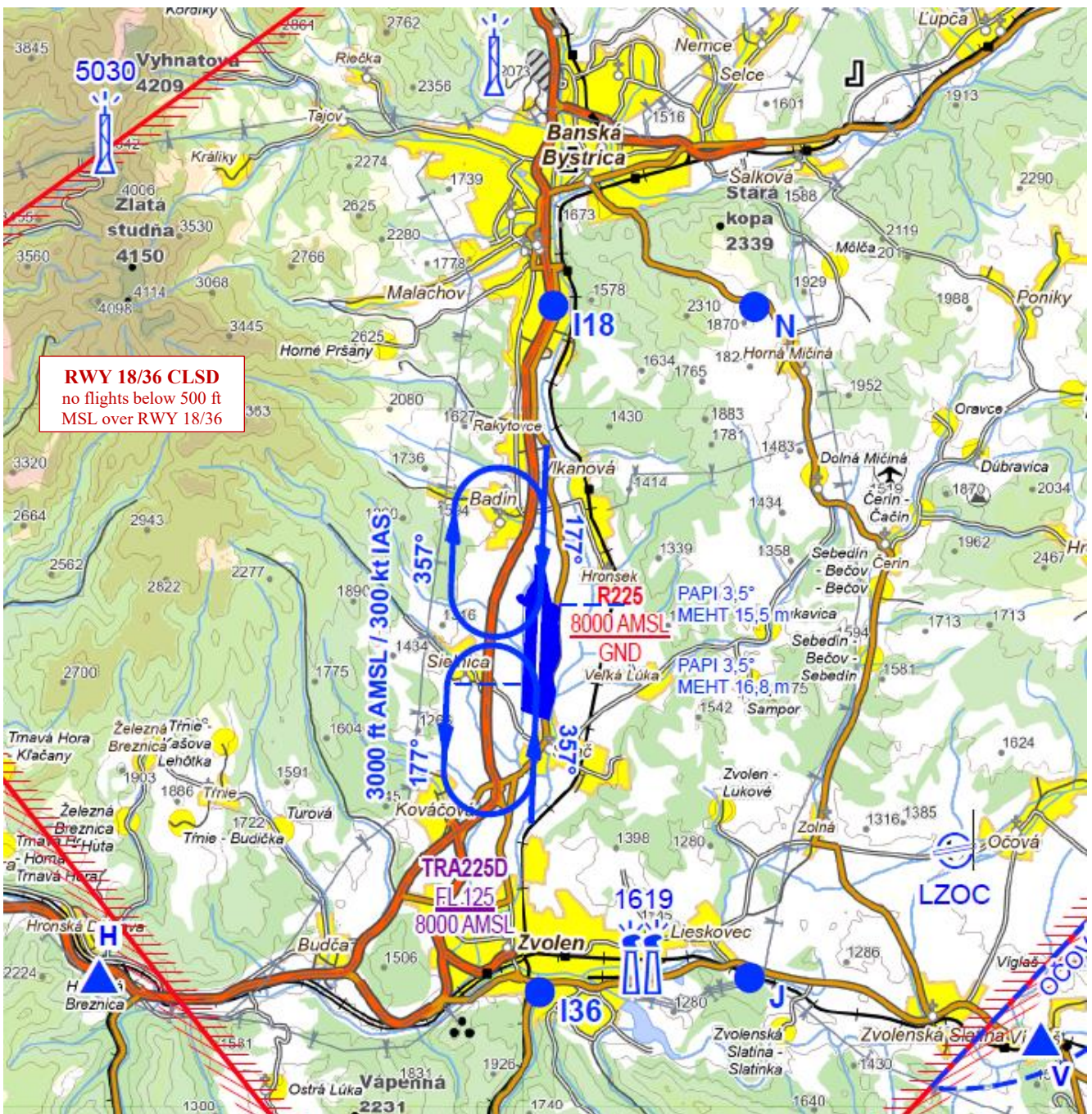
Option for RWY 18/36 - use visual circuit at ALT 3000 ft

On initial contact with TWR request:

- "OVERHEAD procedure" and report intended point of entering OVERHEAD,
- until INITIAL36 maintain ALT 3000ft / KIAS 300,
- break at ALT 3000ft / KIAS 300.

Entering points for OVERHEAD PATTERN:

- I36** 483354N 0190807E
- I18** 484231N 0190817E (Tall building ZVT Radvaň)
- "J"** 483406N 0191205E (Y junction south of town Lieskovec)
- "N"** 484231N 0191206E (Stone pit NW of village Horná Mičíná)



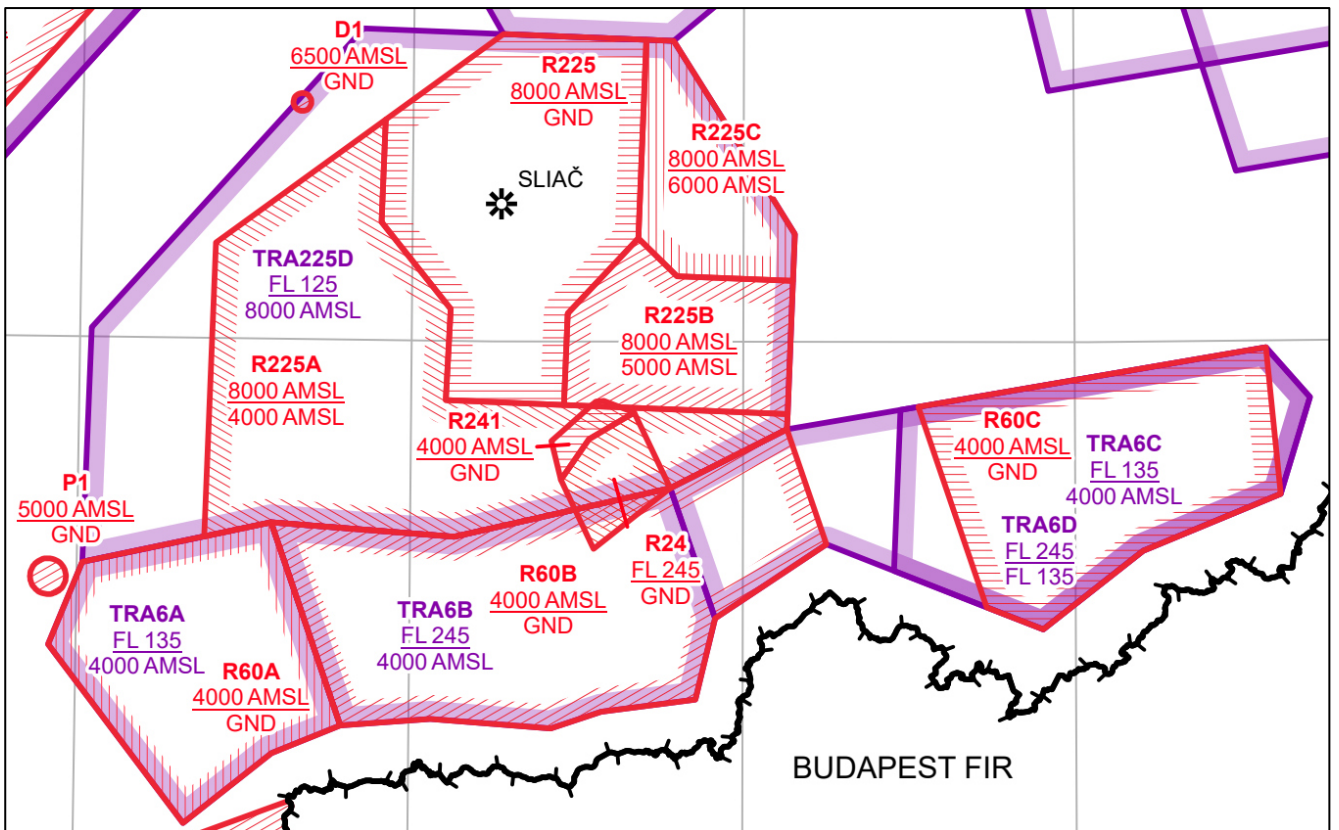
LZR225

1	Designation and lateral limits	<p>LZR225 484830N 0190807E - 484812N 0192107E - 483615N 0192028E - 483143N 0191406E - 482612N 0191349E - 482627N 0190308E - 483157N 0190331E - 483708N 0185710E - 484318N 0185728E - 484830N 0190807E</p>
2	Vertical limits	GND – 8000 ft AMSL
3	Airspace classification	D
4	ATS unit call sign / language(s)	SLIAČ TOWER / SK, EN
5	Remarks	<p>Military air training, OAT flights.</p> <p>Penetration is allowed to the following flights:</p> <ul style="list-style-type: none"> – human life rescue flights, – air ambulance flights, – SAR flights, – calibration flights, – flights of the Slovak Republic state aircraft. <p>Flights can penetrate the area only after approval obtained from MIL Sliač TWR. Such approval shall be obtained at least 3 minutes in advance. The pilot-in command shall maintain an air-ground voice communication watch on the MIL Sliač TWR FREQ 122,905 MHz.</p>

LZR225A, LZR225B, LZR225C, LZR225D

Designation and lateral limits, vertical limits, airspace classification	Service designation	ATS unit call sign / language(s)	Frequency	Remarks
1	2	3	4	5
<p>LZR225A</p> <p>484318N 0185728E 483708N 0185710E 483157N 0190331E 482627N 0190308E 482612N 0191349E 482542N 0193402E 482447N 0193359E 482114N 0192328E 481814N 0190400E 481900N 0184728E 481806N 0184127E 483547N 0184211E 484318N 0185728E</p> <p align="center"><u>8 000 ft AMSL</u> 4 000 ft AMSL</p> <p>Airspace classification: D</p>	SLIAČ APP	SLIAČ RADAR / SK, EN	119,155 MHz 120,990 MHz 121,500 MHz	
<p>LZR225B</p> <p>483615N 0192028E 483359N 0192401E 483343N 0193431E 482542N 0193402E 482612N 0191349E 483143N 0191406E 483615N 0192028E</p> <p align="center"><u>8 000 ft AMSL</u> 5 000 ft AMSL</p> <p>Airspace classification: D</p>	SLIAČ APP	SLIAČ RADAR / SK, EN	119,155 MHz 120,990 MHz 121,500 MHz	
<p>LZR225C</p> <p>484812N 0192107E 484808N 0192337E 483939N 0193143E 483632N 0193441E 483343N 0193431E 483359N 0192401E 483615N 0192028E 484812N 0192107E</p> <p align="center"><u>8 000 ft AMSL</u> 6 000 ft AMSL</p>	SLIAČ APP	SLIAČ RADAR / SK, EN	119,155 MHz 120,990 MHz 121,500 MHz	

Airspace classification: D				
LZTRA225D		SLIAČ APP	SLIAČ RADAR / SK, EN	119,155 MHz 120,990 MHz 121,500 MHz
484812N	0192107E			
484808N	0192337E			
483939N	0193143E			
483632N	0193441E			
483343N	0193431E			
483359N	0192401E			
483615N	0192028E			
484812N	0192107E			
FL 125 8000 ft AMSL				
Airspace classification: D				



EMERGENCY

GENERAL

DECLARATION – Notify the controlling agency of:

- A. Call Sign, A/C Type.
- B. Position.
- C. Nature of Emergency.
- D. Fuel on Board (endurance in hours and minutes).
- E. Number of Persons on Board.
- F. Landing Intention (Pattern, RWY).
- G. Set SQUAWK 7700.

FUEL DUMPING AREA

The fuel dumping area is over an uninhabited area (LZR24 LEST) south-east from LZSL.

CONTROLLED BAILOUT / EJECTION AREA

The controlled bailout area is over an uninhabited area (LZR24 LEST) south-east from LZSL.

OVERHEAD / VISUAL CIRCUIT GEAR or FLAPS MALFUNCTION

Climb ALT 3000ft to BASE LEG and maintain left hand (west) circuit RWY36. Always report BASE LEG and intention.

HOT BRAKES

Inform TWR and taxi according to TWR instructions. Park the aircraft facing into the wind, follow the maintenance instructions. If no assistance available, shutdown the engine and evacuate to a safe area via TWY E.

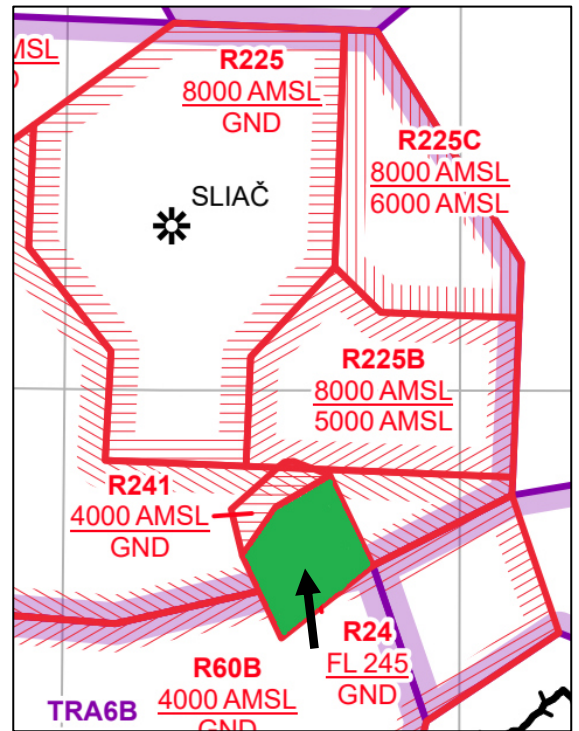
RECALL / AREA HOLD / RWY CLOSURE

RECALL / WEATHER RECALL

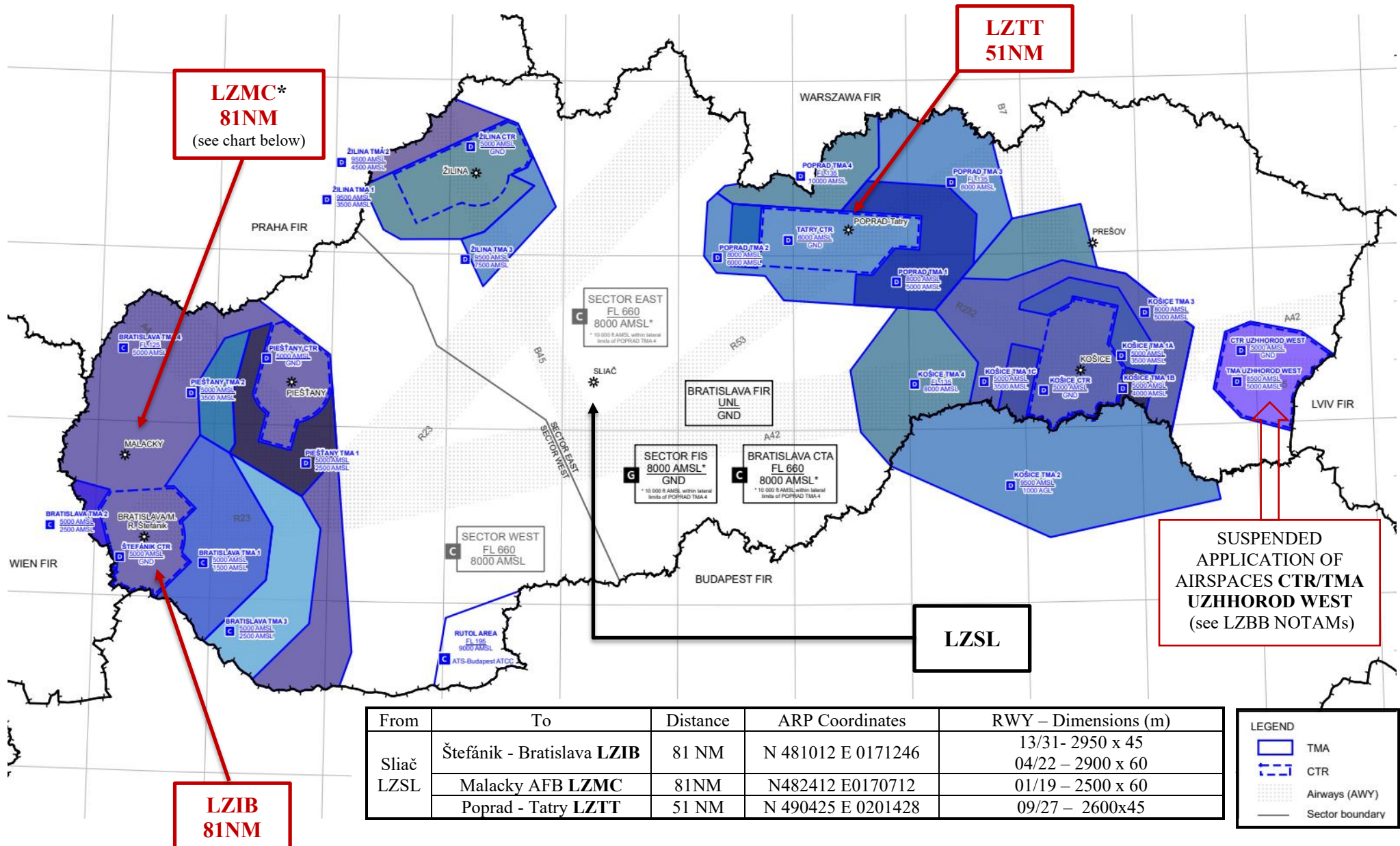
1. Execute area hold.
2. ATC will coordinate for the recovery.
3. When BINGO / DIVERT Fuel:
 - a. Request priority for recovery.
 - b. If the recovery is denied, execute (and inform ATC) divert plan.

AREA HOLD/ RWY CLOSURE

1. Climb to the top of the altitude block and hold near the centre of the training area. Hold economically (max. endurance).
2. Report to ATC: Call Sign, Area and Fuel rest (endurance in hours and minutes).
3. Report to ATC your diver plane and remaining time to your divert bingo.



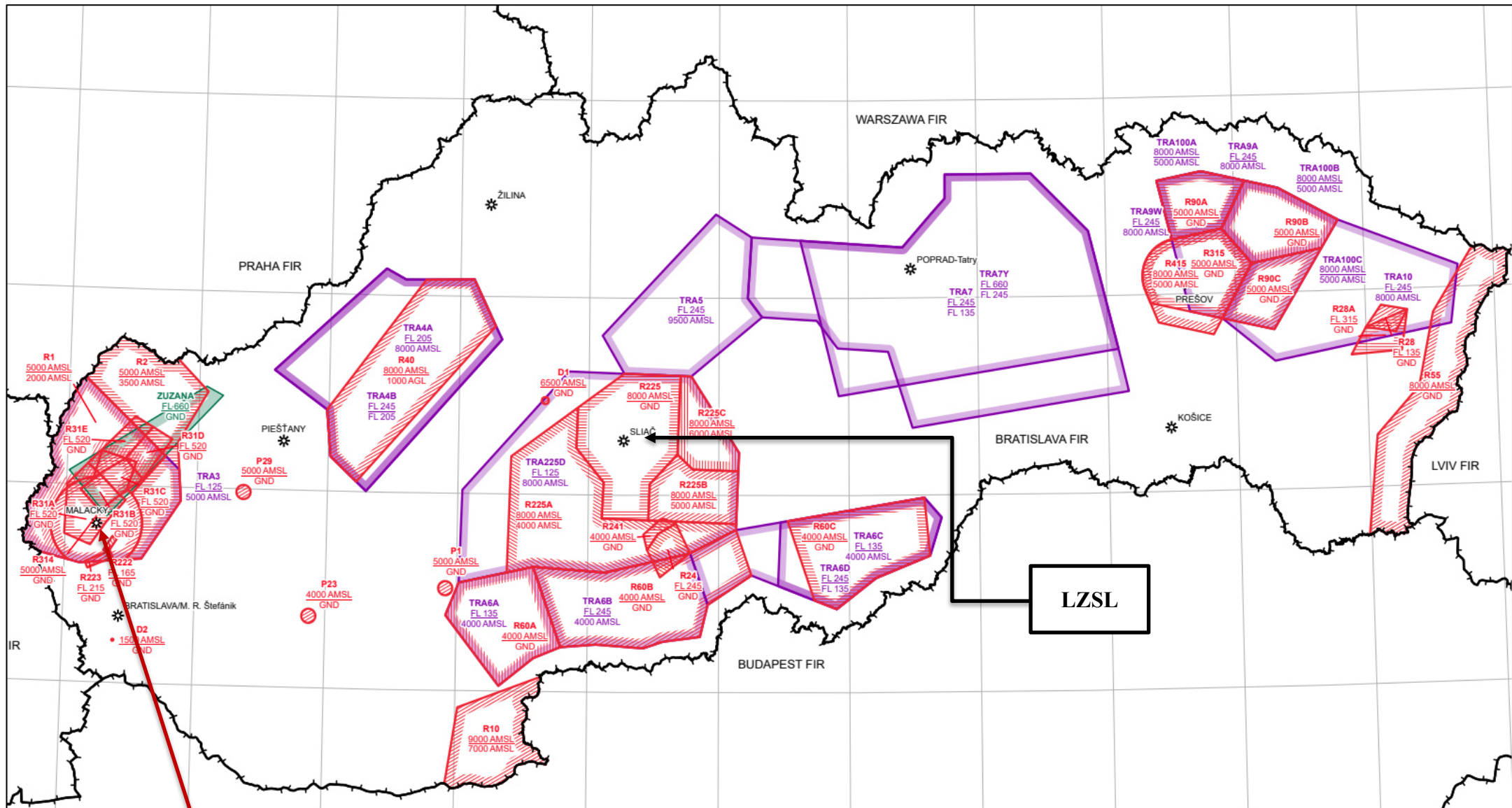
ALTERNATE AD



From	To	Distance	ARP Coordinates	RWY – Dimensions (m)
Sliac LZSL	Štefánik - Bratislava LZIB	81 NM	N 481012 E 0171246	13/31- 2950 x 45 04/22 – 2900 x 60
	Malacky AFB LZMC	81NM	N482412 E0170712	01/19 – 2500 x 60
	Poprad - Tatry LZTT	51 NM	N 490425 E 0201428	09/27 – 2600x45

LEGEND

- TMA
- CTR
- Airways (AWY)
- Sector boundary



LZSL

LZMC

COMMUNICATION

- **Channel spacing 8, 33 kHz is mandatory!**
- it is forbidden to communicate with different channel spacing,
- if a malfunction of 8, 33 kHz channel spacing radio occurs and aircraft is equipped with another 25 kHz channel spacing radio, it should follow alternate procedure:
 - try to reestablish communication on emergency frequency 121,5 and proceed for RTB,
 - if communication was not reestablished set 7600 and follow COMMLOSS procedures.

COMMLOSS PROCEDURES (for rotary wings)

COMMLOSS (on the GROUND)

- line up RWY without clearance is prohibited
- hold on holding point and COMMLOSS ACFT will be led by either FOLLOW ME CAR or if possible with other ACFT

COMMLOSS (inside the airspace Sliač)

IFR (Single ship)

- set 7600,
- proceed to VOR SLC at the last assigned level (or min. sector altitude if higher),
- enter holding pattern (min. one turn in the holding),
- descend in holding to 5500 ft AMSL,
- intercept localizer course and complete instrument approach.
- watch the lighting signals from Aerodrome Control (TWR) and activation of runway lighting system

VFR (Single ship)

- set 7600,
- proceed to initial point for RWY 36/18 and then execute break to WEST circuit RWY36/18 (3000ft AMSL),
- watch out the traffic, watch the lighting signals from Aerodrome Control (TWR) and activation of runway lighting system.

Two Ship

- COMMLOSS ACFT will be led back by ACFT with good radio.

COMMLOSS (outside the airspace Sliač - MOA)

IFR

- set 7600,
- maintain area boundary for a period of 7 minutes,
- thereafter adjust level and speed in accordance with the filled flight plan
- proceed to VOR SLC,
- enter holding pattern (min. one turn in the holding),
- descend in holding to 5500 ft AMSL,
- intercept localizer course and complete instrument approach.
- watch the lighting signals from Aerodrome Control (TWR) and activation of runway lighting system

VFR

- set 7600,
- proceed to LZ225 via nearest VFR entry point (3000 ft AMSL or 1000 ft AGL, whichever is the higher),

- proceed to initial point for RWY 36/18 and then execute break to WEST circuit RWY36/18 (3000 ft AMSL),
- watch out the traffic, watch the lighting signals from Aerodrome Control (TWR) and activation of runway lighting system.

Two Ship

- same as Two ship inside the airspace Sliač

Rmk: 1) Runway lighting system = approach and RWY lights, RWY threshold lights

2) RWY lighting system ON = cleared to land

RWY lighting system OFF = follow missed approach procedure (IFR) / go-around
and join visual circuit (VFR)

COMMLOSS PROCEDURES (for fixed wings)

COMMLOSS (inside the airspace Sliač)

IFR (Single ship)

- set 7600,
- proceed to VOR SLC at the last assigned level (or min. sector altitude if higher),
- continue RTB according to FPL.

VFR (Single ship)

- set 7600,
- continue RTB according to FPL.

Two Ship

- COMMLOSS ACFT will be led by ACFT with good radio,
- continue RTB according to FPL.