

# Bilten VFR 2014



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KONTROLA  
ZRAČNEGA  
PROMETA  
SLOVENIJE

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## 1.0 UVOD

Letalska okrožnica (AIC) je namenjena pilotom in drugim letalcem, ki nameravajo leteti po pravilih vizualnega letenja (VFR) v slovenskem zračnem prostoru.

Napisana je v enostavnem in lahko razumljivem jeziku.  
**Letalska okrožnica ne more nadomestiti informacij pred vzletom, potrebnih za pravilno načrtovanje poleta.**

Skice niso namenjene navigaciji in so priložene le zaradi boljšega razumevanja.  
 Okrajzave v besedilu so standardne, kakršne se uporabljajo v letalstvu.

## 2.0 SPLOÜNE INFORMACIJE

### 2.1 Zakonodaja

Leti zrakoplovov, ki jih obravnava okrožnica, se izvajajo v skladu s predpisi Mednarodne organizacije civilnega letalstva (v nadaljevanju ICAO) in aneksi h Konvenciji o mednarodnem civilnem letalstvu ter veljavnimi predpisi v Republiki Sloveniji.

### 2.2 Zrakoplovne informacije pred vzletom

Zrakoplovne informacije in karte za letenje po pravilih VFR so na voljo na naslovu:

Kontrola zračnega prometa Slovenije, d.o.o.  
 Služba letalskih informacij (AIS)  
 AIP oddelek  
 Zgornji Brnik 130n,  
 SI-4210 Brnik-aerodrom

Tel: 04 2040 366  
 04 2040 365  
 Faks: 04 2040 093  
 E-mail: aip@sloveniacontrol.si

## 1.0 INTRODUCTION

Aeronautical information circular (AIC) is intended to be used by VFR pilots as well as other pilots who want to fly VFR in the Slovenian airspace.

The circular is written in a simple language, which allows easy understanding.

**AIC can by no means replace the pre-flight information documents necessary for orderly pre-flight planning.**

Illustrations are not intended to be used for the purpose of navigation but are attached for the sake of better understanding.

The abbreviations used correspond to the customary standard ones in aviation.

## 2.0 GENERAL INFORMATION

### 2.1 Legislation

Flights that are considered by this AIC shall be carried out in conformity with the regulations of the International Civil Aviation Organisation (ICAO) and Annexes to the Convention on International Civil Aviation as well as valid Slovenian regulations.

### 2.2 Flight information and briefing

Aeronautical info. and maps necessary to conduct a VFR flight can be obtained from the following address:

Slovenia Control, Limited  
 Aeronautical Information Service - AIS  
 AIP Department  
 Zgornji Brnik 130n,  
 SI-4210 Brnik-aerodrom

Tel: +386 4 2040 366  
 +386 4 2040 365  
 Fax: +386 4 2040 093  
 E-mail: aip@sloveniacontrol.si

| Urad ARO<br>ARO unit | Delovni čas - UTC<br>Hours of operation - UTC | Telefon<br>Telephone | Telefaks<br>Telefax |
|----------------------|---|----------------------|---------------------|
| ARO SLOVENIA         | H24   | +386 4 5951 430/431  | +386 4 2023 851     |

Za oddajo na rtov poleta in predpoletno informiranje smo vzpostavili spletno storitev eARO, ki ji dostopna na spletnem naslovu:  
<http://fpl-sloveniacontrol.ead-it.com>

Registracija je obvezna, veljajo pogoji uporabe.

Terminali/kioski za oddajo na rtov poleta in predpoletno informiranje so na voljo na letalizih LJMB, LJPZ in LJCE.

Web briefing service is introduced for filing flight plans and preflight preparation. It is accessible at:  
<http://fpl-sloveniacontrol.ead-it.com>

Registration is mandatory, terms and conditions apply.

Web briefing terminals/stations are available at LJMB, LJPZ and LJCE.

### 3.0 STRUKTURA ZRA NEGA PROSTORA

Slovenski zra ni prostor je razvrz en po priporo ilih ICAO. Ta razvrstitev omogo a pilotom splozni pogled na strukturo zra nega prostora in pripadajo e pogoje, ki se nanazajo na prilete, odlete ter prelete zra nega prostora.

#### 3.1 Razredi zra nega prostora v Sloveniji

Na podro ju Republike Slovenije je zra ni prostor razvrz en v razrede **C**, **D** in **E** (kontroliran) ter **G** (nekontroliran).

Zra ni prostor razredov A, B in F v Sloveniji ne obstaja.

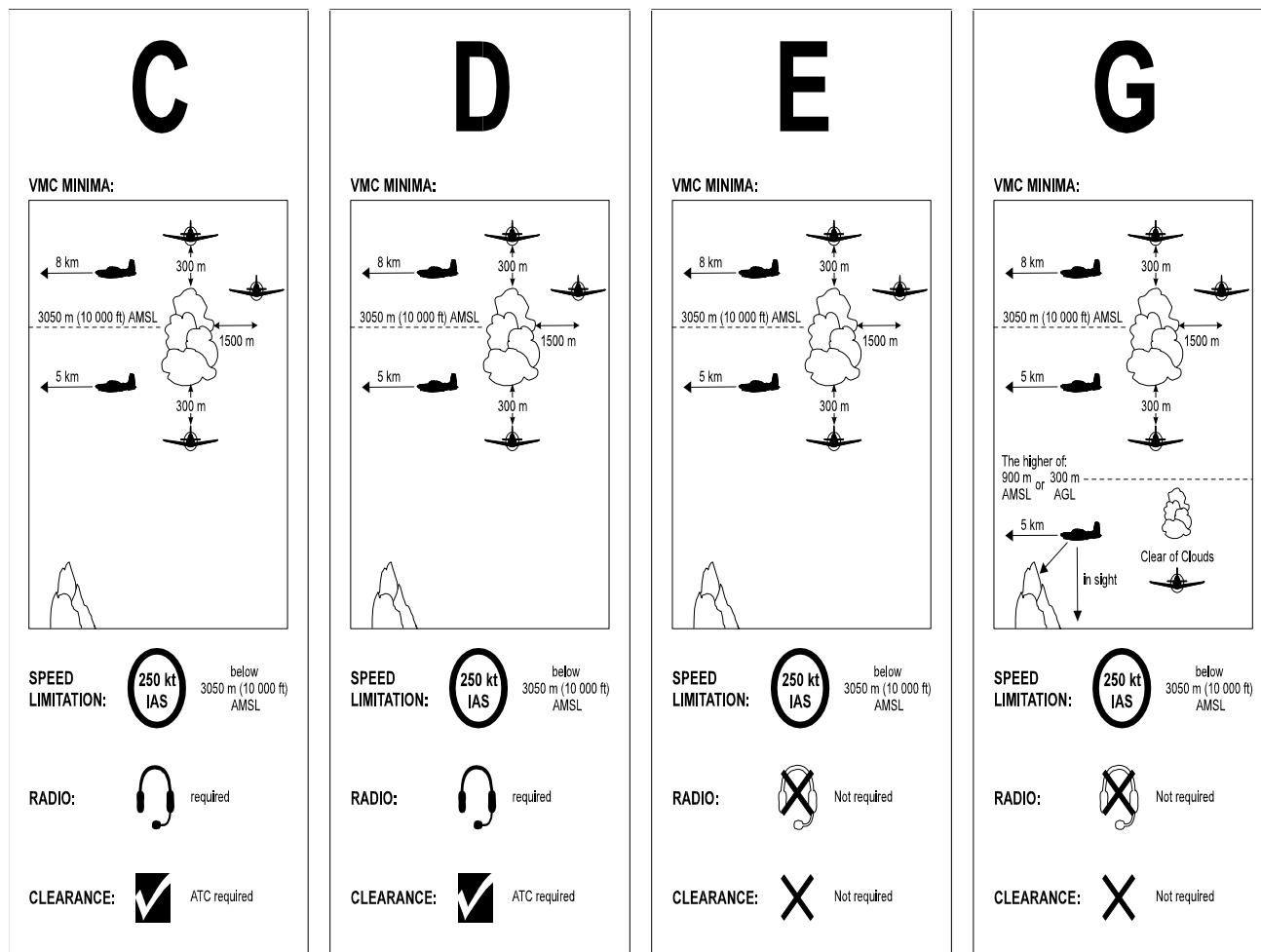
### 3.0 AIRSPACE STRUCTURE

The Slovenian airspace is classified in accordance with ICAO guidelines. This classification should offer pilots a general view of the airspace structure and associated conditions concerning entry, exit or transit flights.

#### 3.1 Airspace Classes in the Republic of Slovenia

Within Slovenia airspace is classified as **C**, **D**, **E** (controlled) and **G** (uncontrolled).

Airspace class A, B and F are not established.



### 3.2 Razvrstitev zra nega prostora

Kontrolirani zra ni prostor je razdeljen na:

- “ kontrolirane cone (v nadaljevanju CTR),
- “ terminalna kontrolirana obmo ja (v nadaljevanju TMA),
- “ kontrolirana obmo ja (v nadaljevanju CTA).

#### C Zra ni prostor razreda C se nahaja v:

CTA Dolsko, CTA Ljubljana, TMA Ljubljana 1 in 2, CTA Mura 1, TMA Maribor 1 in 2, TMA Portoro0.

#### D Zra ni prostor razreda D se nahaja v:

vseh CTR, TMA Dolsko 1 in 2, CTA Dolsko, CTA Ljubljana, TMA Mura, CTA Mura 1, TMA Maribor 2.

#### E Zra ni prostor razreda E se nahaja v:

TMA Dolsko 1, CTA Mura 1 in 2, CTA Ljubljana in TMA Maribor 2

#### G Zra ni prostor razreda G se razprostira izven kontroliranega zra nega prostora:

- “ pod TMA Dolsko 1, od tal do 2500 ft AGL,
- “ pod TMA Dolsko 2, od tal do 9500 ft MSL,
- “ pod TMA Ljubljana 1, od tal do 1000 ft AGL,
- “ pod TMA Ljubljana 2, od tal do 9500 ft MSL,
- “ pod TMA Maribor 1, 2 in TMA Portoro0, od tal do 1000 ft AGL.
- “ pod CTA Mura 2 od tal do 2500 ft AGL

### 3.2 Airspace Classes Ě concept

The controlled Airspace consists of:

- “ control zones (CTRs);
- “ terminal control areas (TMAs);
- “ control areas (CTAs).

#### C The following airspace is notified class C airspace:

CTA Dolsko, CTA Ljubljana, TMA Ljubljana 1 and 2, CTA Mura 1, TMA Maribor 1 and 2, TMA Portoro0.

#### D The following airspace is notified class D airspace:

All CTRs, TMA Dolsko 1 and 2, CTA Dolsko, CTA Ljubljana, TMA Mura, CTA Mura 1, TMA Maribor 2.

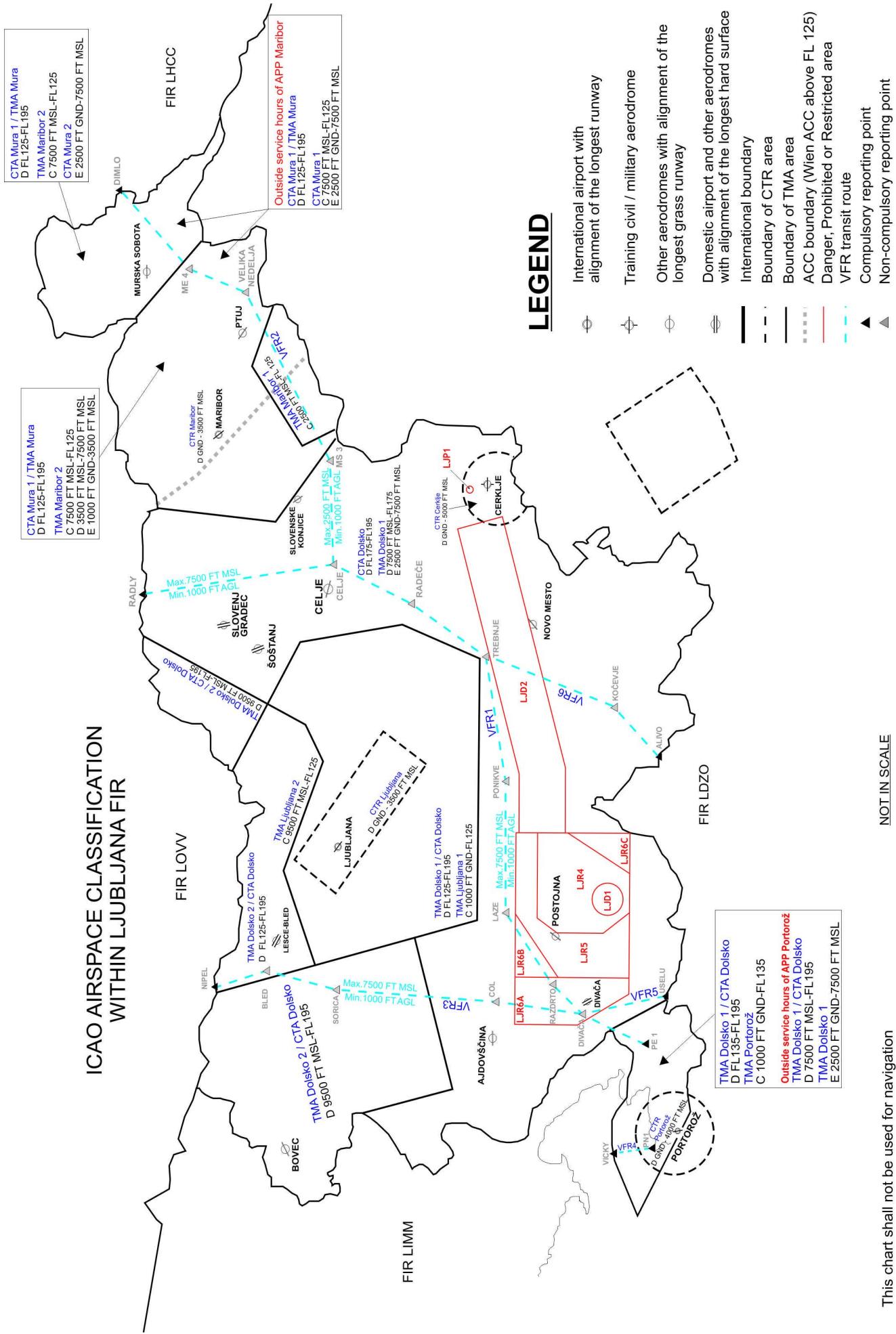
#### E The following airspace is notified class E airspace:

TMA Dolsko 1, CTA Mura 1 and 2, CTA Ljubljana and TMA Maribor 2.

#### G Class G airspace spreads outside the controlled airspace:

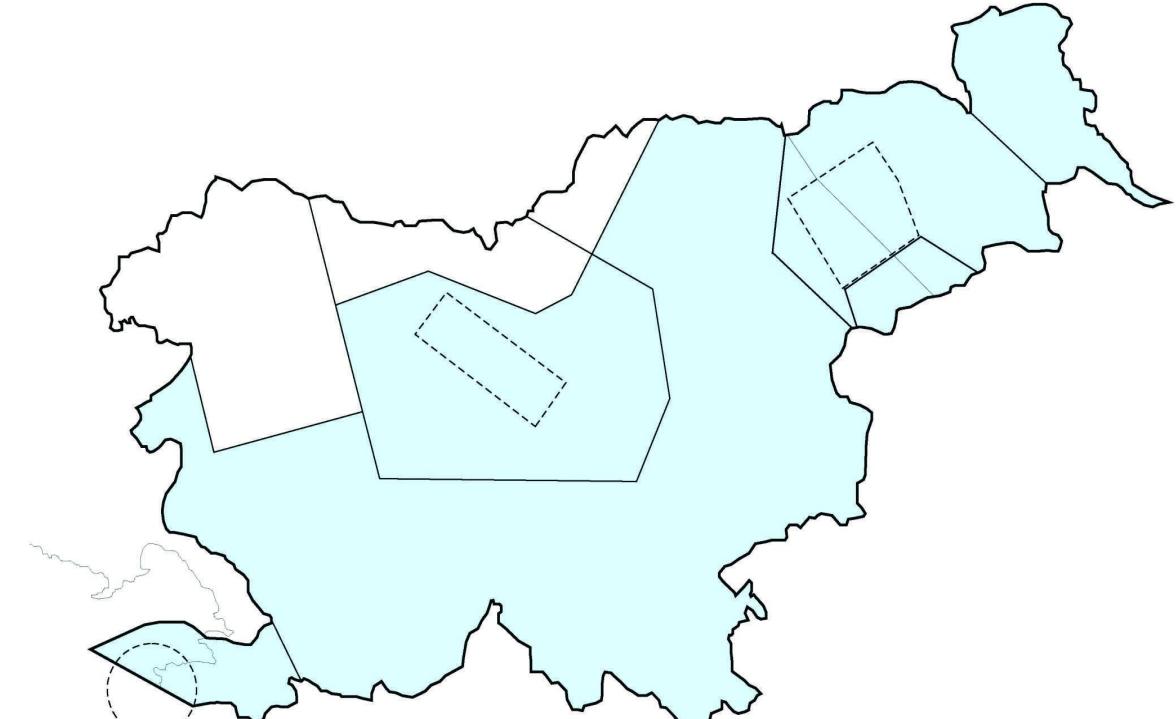
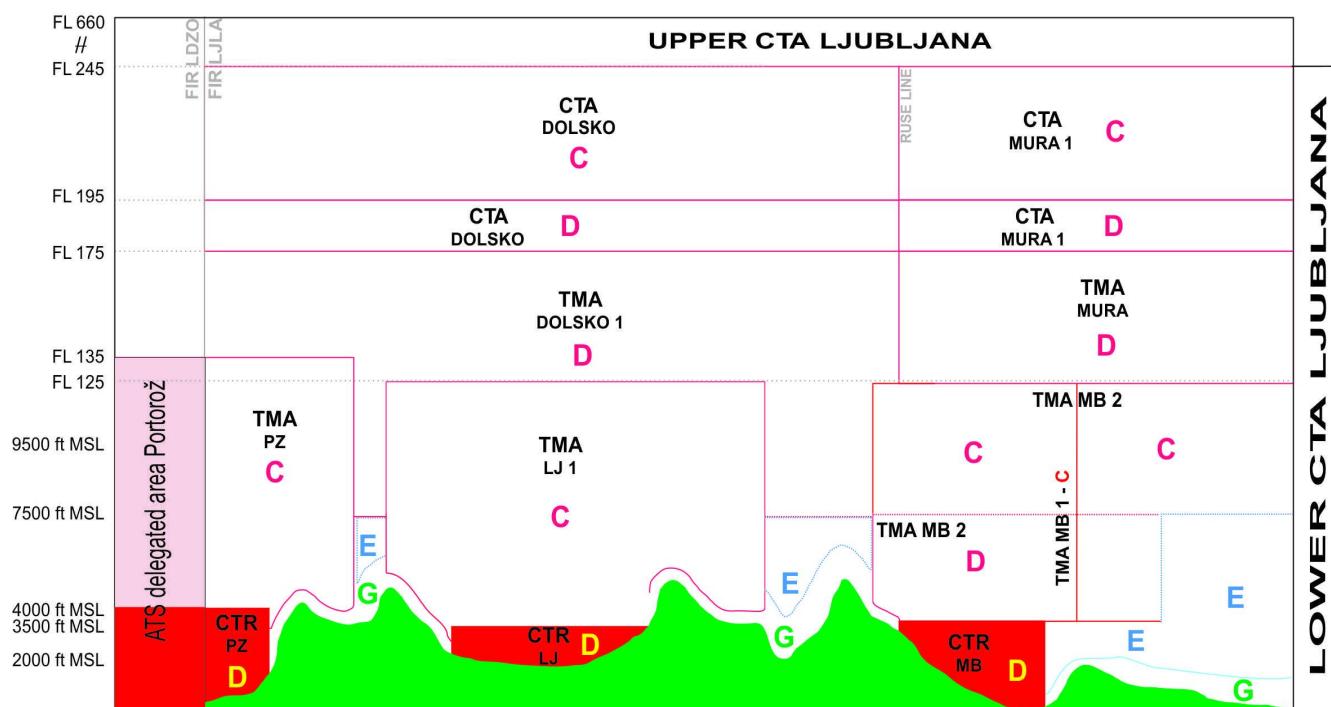
- “ below TMA Dolsko 1, from GND to 2500 ft AGL;
- “ below TMA Dolsko 2 from GND to 9500 ft MSL;
- “ below TMA Ljubljana 1, from GND to 1000 ft AGL;
- “ below TMA Ljubljana 2, from GND to 9500 ft MSL;
- “ below TMA Maribor 1, 2 and TMA Portoro0, from GND to 1000 ft AGL.
- “ below CTA Mura 2, from GND to 2500 ft AGL;

## ICAO AIRSPACE CLASSIFICATION WITHIN LJUBLJANA FIR

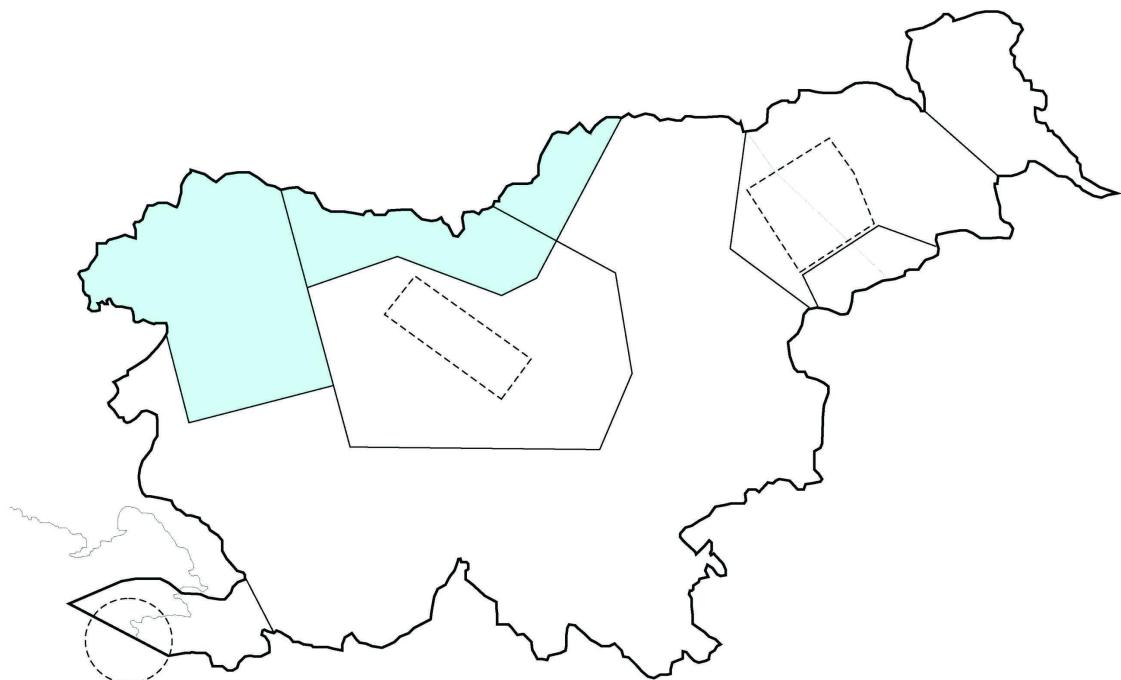
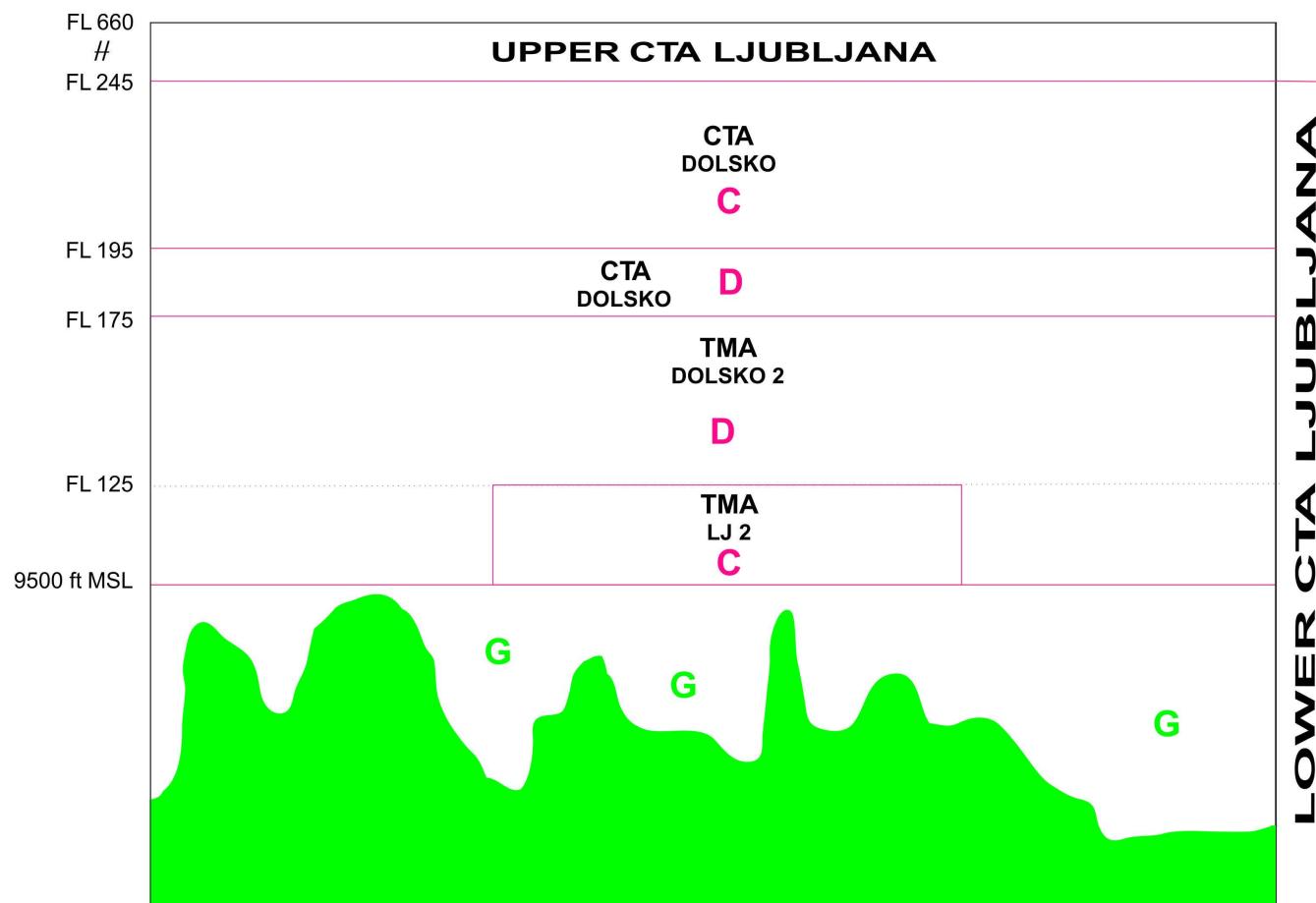


This chart shall not be used for navigation

## ICAO CLASSIFICATION WITHIN LJUBLJANA FIR

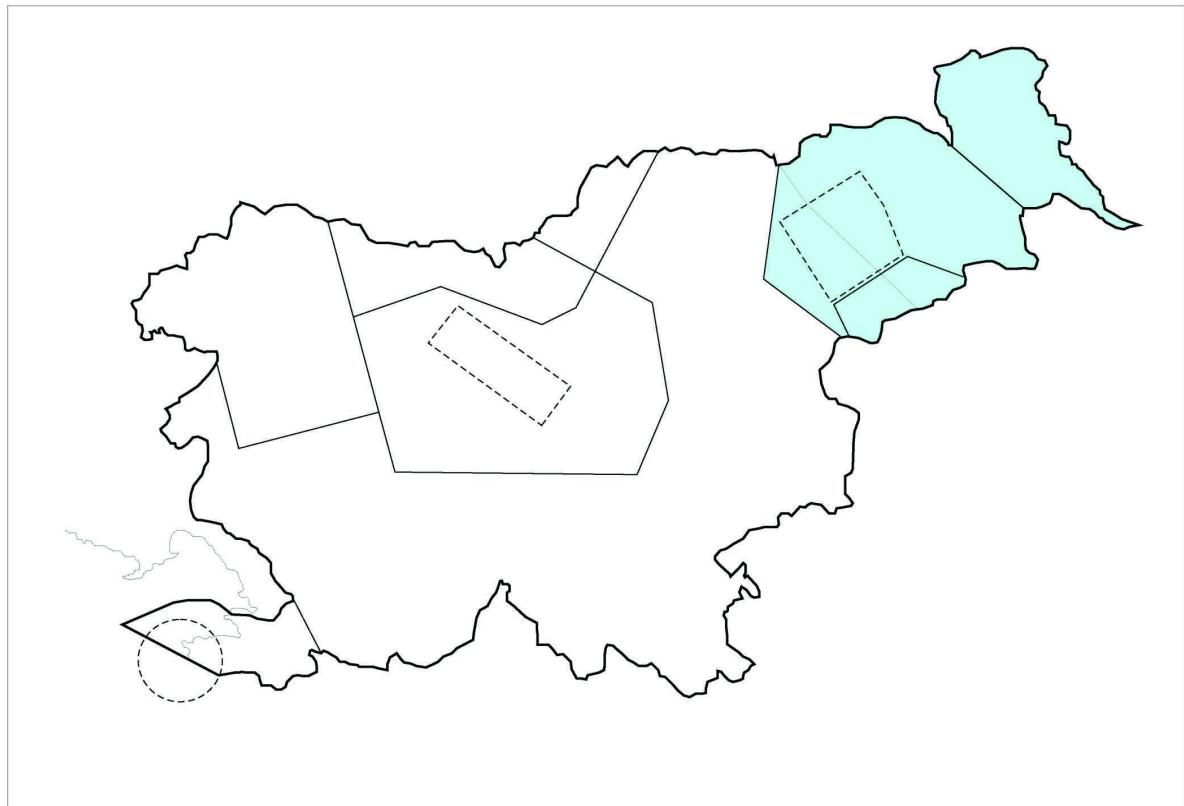
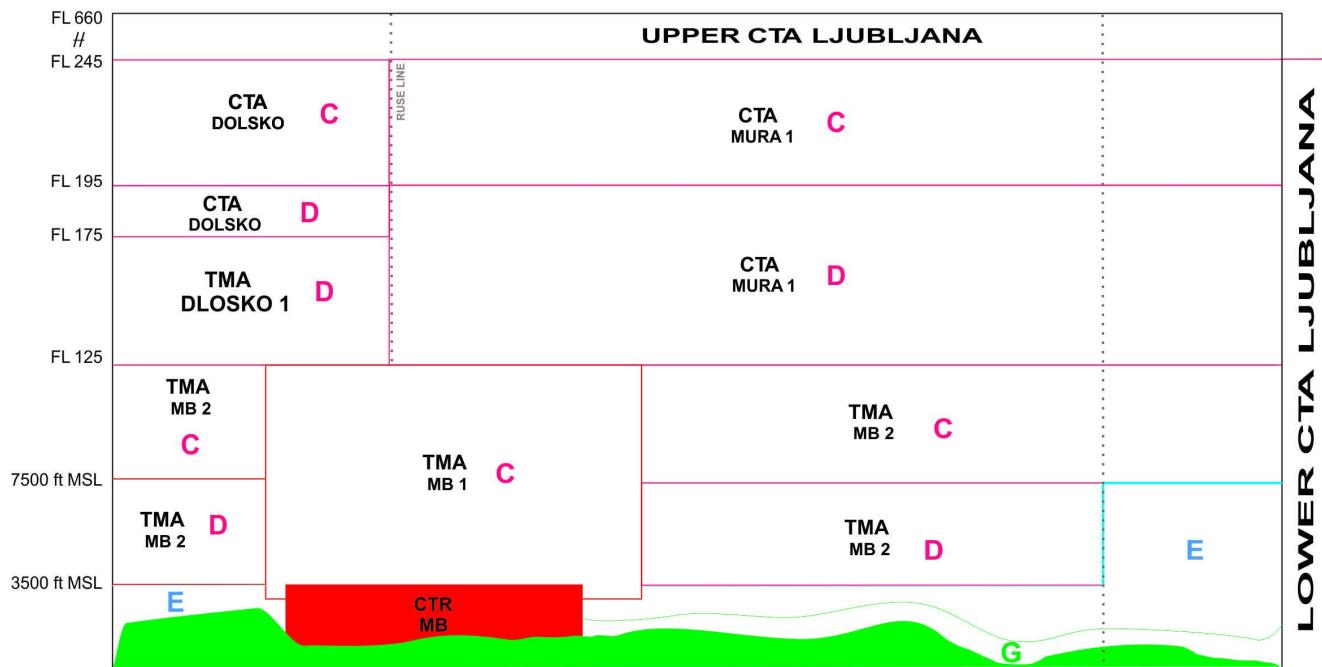


**ICAO CLASSIFICATION WITHIN LJUBLJANA FIR**  
**Alpine area**



# **ICAO CLASSIFICATION WITHIN LJUBLJANA FIR**

## **Within Maribor airport operational hours**



### 3.3 Razmejitev in razdvajanje

Pri razdvajanju leta po pravilih vizualnega letenja (v nadaljevanju VFR polet) od letov po pravilih instrumentnega letenja (v nadaljevanju IFR polet) se upoztevajo naslednji minimumi:

#### 3.3.1 Minimalna razmejitev

Predvidena pot VFR poleta mora biti izven z zakonom določenih horizontalnih minimumov za IFR polet.

#### 3.3.2 Minimalno razdvajanje (separation)

V zračnem prostoru razreda C znaza minimalno razdvajanje 1000 ft.

### 3.4 Opis razredov zračnega prostora

#### 3.4.1 Kontrolirani zračni prostor

Zračni prostor razreda C

- “ Vizualne meteorološke razmere (v skladu s to ko 4.0).
- “ Dovoljeni so IFR in VFR poleti. Vsem poletom je na voljo služba kontrole zračnega prometa (angl.: Air traffic control service). IFR poleti so ločeni (angl.: Separation) od IFR in VFR poletov. VFR poleti so ločeni od IFR poletov. VFR poletom so zagotovljene informacije (angl.: Traffic information) o ostalih VFR poletih.
- “ Pilot mora dobiti dovoljenje za vstop v zračni prostor razreda C najmanj 5 minut pred vstopom.
- “ Pod 10000 ft AMSL je največja dovoljena hitrost 250 vozlov (v nadaljevanju ktIAS), razen za vojazke zrakoplove.

Zračni prostor razreda D

- “ Vizualne meteorološke razmere (v skladu s to ko 4.0).
- “ Dovoljeni so IFR in VFR poleti. Vsem poletom je na voljo služba kontrole zračnega prometa. IFR poleti so ločeni med seboj. IFR poletom so zagotovljene informacije o VFR poletih. VFR poletom so zagotovljene informacije o ostalih poletih.
- “ Pilot mora dobiti dovoljenje za vstop v zračni prostor razreda C najmanj 5 minut pred vstopom.
- “ Pod 10000 ft AMSL je največja dovoljena hitrost 250 ktIAS, razen za vojazke zrakoplove.

Zračni prostor razreda E

- “ Vizualne meteorološke razmere (v skladu s to ko 4.0).
- “ Dovoljeni so IFR in VFR poleti; IFR polete ureja kontrola zračnega prometa in so ločeni med seboj.
- “ Vsem poletom so zagotovljene informacije o prometu, kadar je to potrebno.
- “ Radijska zveza s KZP in dovoljenje za polet nista potrebna, sta pa priporočena.

### 3.3 Segregation and Separation

When separating VFR flights from IFR flights, the following minima have to be taken into consideration:

#### 3.3.1 Minimum segregation

The cleared flight paths for VFR flights must remain outside the lateral tolerances of the IFR flight paths.

#### 3.3.2 Minimum separation

Separation of 1000 ft is the minimum in airspace class C.

### 3.4 Description of Airspace Classes

#### 3.4.1 Controlled Airspace

Class C Airspace

- “ VMC (according to para. 4.0).
- “ IFR and VFR flights are permitted, all flights are provided with air traffic control service. IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.
- “ Entry clearance has to be obtained at least 5 min. prior to entering class C airspace.
- “ Below 10000 ft AMSL: max. 250 ktIAS except for military aircraft.

Class D Airspace

- “ VMC (according to para. 4.0).
- “ IFR and VFR flights are permitted, and all flights are provided with air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.
- “ Entry clearance has to be obtained at least 5 min. prior to entering class D airspace.
- “ Below 10000 ft AMSL: max. 250 ktIAS except for military aircraft.

Class E Airspace

- “ VMC (according to para. 4.0).
- “ IFR and VFR flights are permitted, IFR flights are subject to air traffic control service and are separated from other IFR flights.
- “ All flights receive traffic information as far as practicable.
- “ Neither radio communication nor ATC clearance is required. However, they are recommended.

- " Pod 10000 ft AMSL je najveja dovoljena hitrost 250 kt IAS, razen za vojazke zrakoplove.

### 3.4.2 Nekontrolirani zračni prostor

Zračni prostor razreda G

- " Vizualne meteorološke razmere (v skladu s točko 4.0).
- " Dovoljeni so vsi poleti. Pilotom je na voljo letalska informacijska služba (FIS).
- " Dovoljeni so poleti brez radijske zveze in dovoljenja za polet
- " Pod 10000 ft AMSL je najveja dovoljena hitrost 250 kt IAS, razen za vojazke zrakoplove.

**Opomba:**

V celotnem letalskem informacijskem območju (v nadaljevanju FIR) so dovoljeni poleti vojazkih reaktivnih letal (tudi letal, hitrejših od 250 kt IAS). Ta letala pogosto uporabljajo tudi zračni prostor razreda G.

## 3.5 Priporočene VFR zračne poti

Za VFR polete znotraj FIR Ljubljana so na voljo priporočene zračne poti. Zasnovane so tako, da se izognejo področjem z veliko IFR ali vojazkih poletov. Več informacij najdete na 6. strani te publikacije ter v AIP Slovenije v poglavju ENR 3.5 Other Routes

## 3.6 Omejitve v zračnem prostoru

### 3.6.1 Omejeno območje LJR...

Omejeno območje LJR je določeno območje, v katerem je letenje v zasu, ki je objavljen v sporočilu za letalce (NOTAM), **omejeno**. Ta območje ima na karti oznako LJR. V letalskem informativnem območju FIR Ljubljana obstaja pet taksnih con; označene so z LJR4, LJR5, LJR6A, LJR6B in LJR6C.

Zgornja in spodnja meja con sta objavljeni z NOTAM.

- " Below 10000 ft AMSL: max. 250 kt IAS except for military aircraft.

### 3.4.2 Uncontrolled Airspace

Class G Airspace

- " VMC (according to para. 4.0).
- " All flights are permitted and receive flight information service if requested.
- " Air-ground communication and ATC clearance not required.
- " Below 10000 ft AMSL: max. 250 kt IAS except for military aircraft.

**Note:**

Military jet flights are permitted within the whole FIR (also aircraft faster than 250 kt IAS). They often use class G airspace.

## 3.5 VFR Recommended routes

VFR Recommended routes are available for VFR flights within FIR Ljubljana. They are designed in a way, to avoid dense areas of IFR or military traffic. For more information refer to page 6 of this publication and AIP Slovenia ENR 3.5 Other Routes.

## 3.6 Airspace restrictions

### 3.6.1 Restricted area LJR...

The restricted area LJR is a predefined area in which flights are **restricted** during the periods notified by NOTAM. The restricted areas are designated on the map as LJR. There are five restricted areas in Ljubljana FIR designated as LJR4, LJR5, LJR6A, LJR6B and LJR6C.

Vertical limits are published by NOTAM

| Identification, name and lateral limits   | Upperlimit / Lower limit | Remarks (time of activity, type of restriction, nature of hazard, risk of interception)   |
|---|--------------------------|---|
| 1   | 2                        | 3   |
| <b>RESTRICTED AREAS</b>   |                          |   |
| LJR4 PIVKA - ILIRSKA BISTRICA<br>45 43 40.44 N 014 30 00.00 E --<br>45 47 35.00 N 014 30 00.00 E --<br>45 47 35.00 N 014 14 53.85 E --<br>45 45 00.00 N 014 12 18.00 E --<br>45 39 01.13 N 014 12 18.00 E --<br>45 35 36.24 N 014 15 58.37 E --<br>45 35 36.24 N 014 22 51.60 E   | FL 280* / GND            | Gun-rocket firing;<br>* Activation and relevant Upper limit will be announced by NOTAM  |
| LJR5 PIVKA - ILIRSKA BISTRICA<br>45 47 35.00 N 014 30 00.00 E --<br>45 50 22.92 N 014 30 00.00 E --<br>45 50 22.92 N 014 15 33.84 E --<br>45 44 48.12 N 014 04 24.24 E --<br>45 35 36.24 N 014 04 24.24 E --<br>45 35 36.24 N 014 15 58.37 E --<br>45 39 01.13 N 014 12 18.00 E --<br>45 45 00.00 N 014 12 18.00 E --<br>45 47 35.00 N 014 14 53.85 E | FL 280* / GND            | Gun-rocket firing and air excercise;<br>* Activation and relevant Upper limit will be announced by NOTAM<br>LJR5 is activated only together with LJR4 |

|  |                        |   |
|--|------------------------|---|
| LJR6A PIVKA - ILIRSKA BISTRICA<br>45 50 22.92 N 014 04 24.24 E --<br>45 50 22.92 N 013 56 01.68 E --<br>45 42 13.68 N 013 56 01.68 E --<br>45 35 36.24 N 014 01 31.80 E --<br>45 35 36.24 N 014 04 24.24 E | FL 280* / 10000 ft MSL | Air exercise;<br>* Activation and relevant Upper limit will be announced by NOTAM;<br>LJR6A is activated only together with LJR4, LJR5, LJR6B and LJR6C |
| LJR6B PIVKA - ILIRSKA BISTRICA<br>45 50 22.92 N 014 15 33.84 E --<br>45 50 22.92 N 014 04 24.24 E --<br>45 44 48.12 N 014 04 24.24 E   | FL 280* / GND          | Air exercise;<br>* Activation and relevant Upper limit will be announced by NOTAM;<br>LJR6B is activated only together with LJR4, LJR5, LJR6A and LJR6C |
| LJR6C PIVKA - ILIRSKA BISTRICA<br>45 35 36.24 N 014 30 00.00 E --<br>45 43 40.44 N 014 30 00.00 E --<br>45 35 36.24 N 014 22 51.60 E   | FL 280* / GND          | Air exercise;<br>* Activation and relevant Upper limit will be announced by NOTAM;<br>LJR6C is activated only together with LJR4, LJR5, LJR6A and LJR6B |

**3.6.2 Prepovedano obmo je LJP...**

Prepovedano obmo je del zra nega prostora, kjer je letenje prepovedano. To obmo je ima na karti oznako LJP... V FIR Ljubljana obstaja samo eno prepovedano obmo je z oznako LJP1. V tem zra nem prostoru je **prepovedano** letenje od povrzione zemlje (GND) do vizione 5000 ft QNH. Prepoved obstaja zaradi JE Krzko.

**3.6.2 Prohibited Area LJP...**

A prohibited area is a predefined airspace in which flights are prohibited. This area is marked on the map as LJP... . There is only one such area in the Ljubljana FIR marked as LJP1. In this airspace flying is **prohibited** between GND and 5000 ft MSL. The prohibited area is established due to the nuclear power plant Krzko.

| Identification, name and lateral limits  | Upperlimit / Lower limit | Remarks (time of activity, type of restriction, nature of hazard, risk of interception) |
|--|--------------------------|---|
| 1  | 2                        | 3   |
| <b>PROHIBITED AREAS</b>  |                          |   |
| LJP1 KRÜKO<br>A circle with radius 1 km/0.54 NM, centred at point:<br>45 56 17.56 N 015 30 55.04 E | 5000 ft MSL / GND        | Nuclear Power Plant   |

**3.6.3 Nevarno obmo je LJDÅ**

Nevarno obmo je del zra nega prostora namenjenega za vojazke aktivnosti, (npr. streljanje z oro0jem). Taka obmo ja imajo na karti oznako LJDÅ Zaradi mo0ne nevarnosti se priporo a izogibanje teh con.

**3.6.3 Danger Area LJDÅ**

A danger area is a predefined airspace established for military purposes (e.g. gun firing exercises). This area is marked on the map as LJD... In view of the potential hazards these areas shall be avoided.

| Identification, name and lateral limits  | Upperlimit / Lower limit   | Remarks (time of activity, type of restriction, nature of hazard, risk of interception) |
|--|----------------------------|---|
| 1  | 2                          | 3   |
| <b>DANGER AREAS</b>  |                            |   |
| LJD1 PIVKA - ILIRSKA BISTRICA<br>A circle with radius 2 NM, centred at point: 45 38 30.00 N 014 18 20.00 E   | 7500 ft MSL / GND          | Gun firing  |
| LJD2 CORRIDOR E<br>45 57 54.42 N 015 23 56.15 E --<br>45 50 00.06 N 014 40 26.66 E --<br>45 50 00.02 N 014 30 00.00 E --<br>45 43 59.98 N 014 30 00.00 E --<br>45 43 59.93 N 014 41 33.28 E --<br>45 52 05.57 N 015 26 03.74 E | 7500 ft MSL* / 1000 ft AGL | Air exercise;<br>* Activation and relevant Upper limit will be announced by NOTAM;      |

### 3.6.4 Obmo ja, omejena za letenje VFR

Letenje nad triglavskim narodnim parkom je omejeno, kot prikazuje karta ENR 6.5-1 v AIP Slovenija.

V primeru gostejzega IFR prometa v TMA Ljubljana 1, se na tem obmo ju lahko uvede omejitve VFR letenja .

Omejitve velja za zrakoplove VFR, ki Oelijo leteti skozi TMA Ljubljana 1 nad 3500 ft MSL, nimajo pa na rtovanega prihoda ali odhoda z letaliz a Ljubljana.

### 3.7 Prostor za posebne dejavnosti

#### 3.7.1 Za asna omejena obmo ja

Tak zra ni prostor se ob asno vzpostavi za operacije vojazzkih letal in letalske prireditve in je pogosto poljubnih oblik. O aktiviranju takznega zra nega prostora so uporabniki obvez eni z NOTAM.

#### 3.7.2 Jadralno letenje

Glej to ko 4.9.

#### 3.7.3 Vojazka zolska obmo ja

Vojazka zolska obmo ja TA (Training Area), so namenjena urjenju vojazzkih pilotov.

Coni **TA 1** in **TA 2** se nahajata v prostoru, kjer je zra ni prostor, razdeljen v tri sloje:

- “ Sloj **E** sega od 2500 ft AGL do 7500 ft MSL.
- “ Sloj **D** se nahaja nad prvim slojem in sega od 7500 ft MSL do FL 195.
- “ Sloj **C** se nahaja nad drugim slojem in sega od FL 195 do FL 245.

Cona **TA 3** se nahaja v zra nem prostoru, razdeljenem v:

- “ Sloj **D** sega od 5500 ft MSL do FL 195
- “ Sloj **C** se nahaja nad prvim slojem in sega od FL 195 do FL 245

e na rtujete polet skozi vojazka zolska obmo ja, priporo amo vzpostavitev radijske zveze z informacijsko slu0bo za letenje-FIS oziroma APP Ljubljana in zahtevati informacije o dejavnostih v takznem zra nem prostoru.

Polo0aj obmo ij:

**TA 1** : med 15 DME DOL in 25 DME DOL od radiala DOL 080 do radiala 120:

**TA 1 E** med 2500 ft AGL in 7500 ft MSL  
**TA 1 D** med 7500 ft MSL in FL 195  
**TA 1 C** med FL 195 in FL 245

**TA 2** : med 15 DME DOL in 25 DME DOL od radiala DOL 155 do radiala 185:

**TA 2 E** med 2500 ft AGL in 7500 ft MSL

### 3.6.4 VFR Restricted Area

Flying over the Triglav National Park is restricted in accordance with AIP Slovenia chart ENR 6.5-1.

In case of high density of IFR traffic in TMA Ljubljana 1, restrictions on VFR overflights might be imposed.

The restriction applies to VFR traffic which intends to use TMA Ljubljana 1 above 3500 ft MSL without the planned departure or landing at AD Ljubljana.

### 3.7 Special Activity Areas

#### 3.7.1 Temporary airspace restrictions

Special activity areas are occasionally established for the purposes of military exercises, air shows, etc. Such areas have varying dimensions and their activation is notified by NOTAM.

#### 3.7.2 Glider flights

See paragraph 4.9.

#### 3.7.3 Military Training Areas

Military Training Areas . TA are used for Air Force training purposes.

The airspace where training areas **TA 1** and **TA 2** are situated is divided into three layers :

- “ Layer **E** spreads from 2500 ft AGL up to 7500 ft MSL.
- “ Layer **D** spreads above layer E from 7500 ft MSL up to FL 195.
- “ Layer **C** spreads above layer D from FL 195 to FL 245.

Training area **TA 3** is situated in airspace divided into:

- “ Layer **D** spreads from 5500 ft MSL up to FL 195.
- “ Layer **C** spreads above layer D from FL 195 to FL 245.

If pilots intend to fly through such airspace, they should establish air-ground communication with the appropriate FIS or APP Ljubljana in order to get current information on the activity in these training areas.

Training areas alignment:

**TA 1** : between 15 DME DOL and 25 DME DOL from DOL radial 080 to radial 120:

**TA 1 E** between 2500 ft AGL and 7500 ft MSL  
**TA 1 D** between 7500 ft MSL and FL 195  
**TA 1 C** between FL 195 and FL 245

**TA 2** : between 15 DME DOL and 25 DME DOL from DOL radial 155 to radial 185:

**TA 2 E** between 2500 ft AGL and 7500 ft MSL

**TA 2 D** med 7500 ft MSL in FL 195

TA 2 C med FL 195 in FL 245

**TA 3 :** med 15 DME DOL in 25 DME DOL  
od radiala DOL 270 do radiala 300:

**TA 3 D\* med 5500 ft MSL in FL 195**

**TA 3 C** med FL 195 in FL 245

\* TA 3D se nahaja v C in D razredu zra nega prostora

## **TA 2 D** between 7500 ft MSL and FL 195

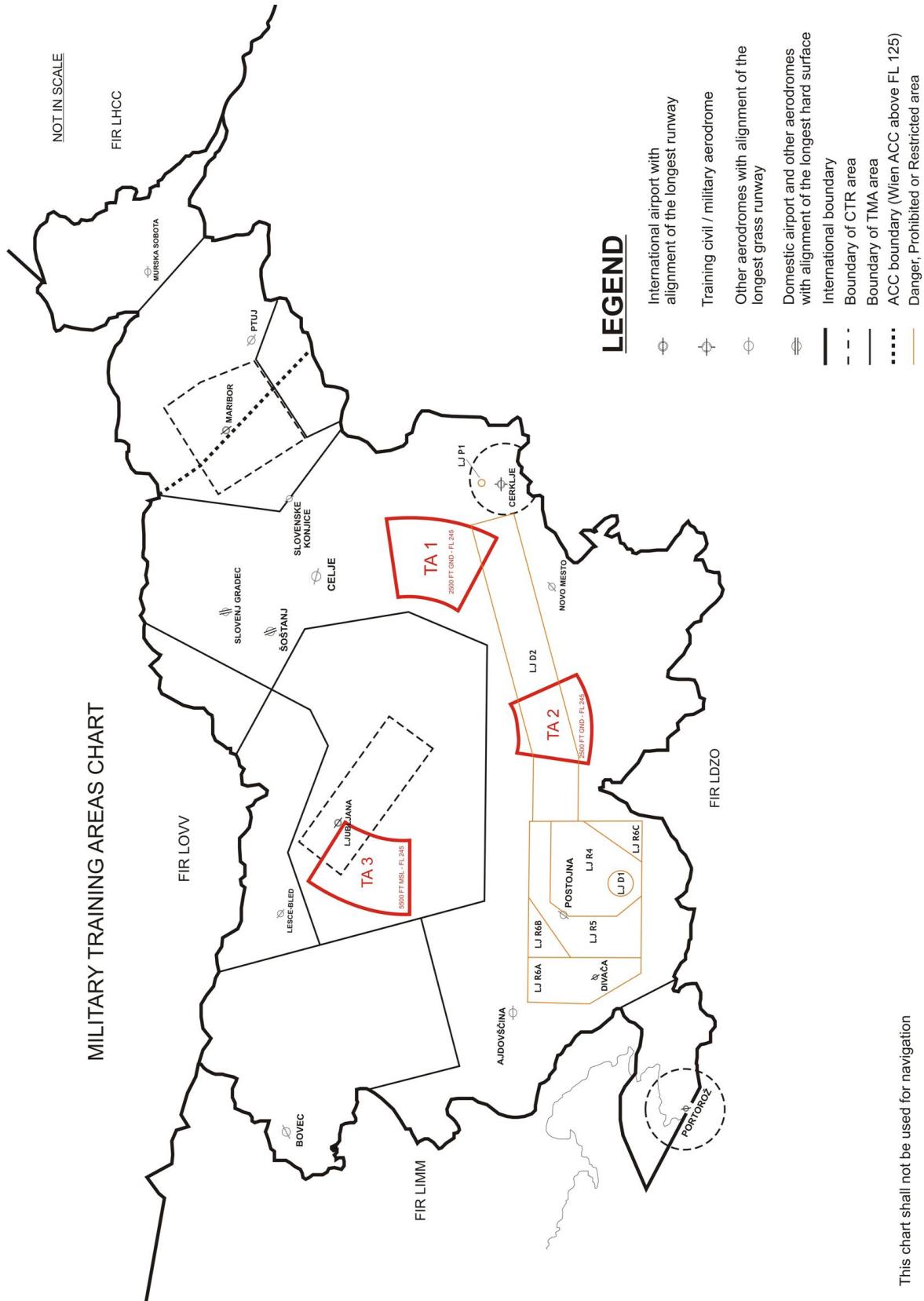
**TA 2 C** between FL 195 and FL 245

**TA 3** : between 15 DME DOL and 25 DME DOL  
from DOL radial 270 to radial 300:

### **TA 3 D\* between 5500 ft MSL and FL 195**

**TA 3 C** between FL 195 and FL 245.

\* TA 3D is situated in class C and D of airspace



## 4.0 PRAVILA

Slovenska kontrola zra nega prometa v sploznem upozteva vsa pravila vizualnega letenja, navedena v Konvenciji o mednarodnem civilnem letalstvu ICAO, Annex 2.

### 4.1 Sploýna pravila VFR

Izvajanje VFR poletov v Sloveniji je dovoljeno:

- “ podnevi (razen poletov NVFR)
- “ do vizine FL 195
- “ v VMC (razen SVFR poletov)
- “ v in izven kontroliranega zra nega prostora
- “ po pravilu polkro0nega sistema potovalnih vizin,
- “ najve ja dovoljena hitrost pod 10000 ft AMSL znaza 250 kt IAS razen za vojazke zrakoplove.

#### 4.1.1 Obdobje dneva

V Sloveniji je as dneva opredeljen, kot as od son nega vzhoda -30 min do son nega zahoda +30 min. Tabela s temi podatki se nahaja v AIP Slovenije, v poglavju GEN 2.7.

#### 4.1.2 Vremenski minimumi VFR

VFR polet se lahko izvaja, e so vremenski pogoji enaki ali boljzi naslednjim:

Zra ni prostor razredov **C, D** in **E**

| Viýina                      | Vidljivost v smeri poleta | Oddaljenost od oblakov                     |
|-----------------------------|---------------------------|--|
| 10000 ft<br>(3050 m) ali ve | 8 km                      | 1500 m horizontalno<br>in 300 m vertikalno |
| pod 10000 ft<br>(3050 m)    | 5 km                      |  |

Zra ni prostor razreda **G**

| Viýina  | Vidljivost v smeri poleta | Oddaljenost od oblakov                     |
|---|---------------------------|--|
| 10000 ft (3050 m) ali ve  | 8 km                      | 1500 m horizontalno<br>in 300 m vertikalno |
| pod 10000 ft<br>(3050 m)  | 5 km                      |  |
| Na ali pod 3000 ft<br>(900 m) QNH ali<br>1000 ft (300 m)<br>nad tlemi (kar je<br>vizje) | 5 km                      | izven oblakov<br>in<br>viden teren         |

e vidljivost v smeri poleta ni ustrezna, je mogo e leteti po SVFR (posebno vizualno letenje).

## 4.0 RULES

The Slovenian ATC generally complies with the visual flight rules, stated in Annex 2 to the Convention on International Civil Aviation of ICAO.

### 4.1 VFR General Rules

VFR flights are permitted in Slovenia:

- “ during the hours of daylight (except NVFR flights)
- “ up to FL 195
- “ in VMC (except SVFR flights)
- “ within and outside of the controlled airspace
- “ with cruising levels according to the semi-circular rules
- “ with max. 250 kt below 10000 ft AMSL except for military aircraft.

#### 4.1.1 The period of daylight:

In Slovenia "day" is defined as the period from SR-30 until SS+30. A table with SR/SS information (UTC) can be found in AIP, GEN 2.7.

#### 4.1.2 VFR Meteo Minima

VFR flight can be conducted if meteo data are equal or better than:

Class **C, D** and **E** Airspace

| Altitude          | Flight Visibility | Distance from Cloud     |
|-------------------|-------------------|-------------------------|
| 10000 ft or above | 8 km              | 1500 m horizontally and |
| below 10000 ft    | 5 km              | 300 m vertically        |

Class **G** Airspace

| Altitude  | Flight Visibility | Distance from Cloud                            |
|---|-------------------|--|
| 10000 ft or above   | 8 km              | 1500 m horizontally                            |
| below 10000 ft  | 5 km              | and 300 m vertically                           |
| At or below 3000 ft AMSL or 1000 ft GND (whichever is higher) | 5 km              | clear of clouds and visual reference to ground |

If flight visibility is not fulfilled, SVFR is possible.

#### 4.1.3 Posebno vizualno letenje (SVFR)

Letenje v razmerah SVFR je mo0no:

- “ v CTR
- “ podnevi
- “ e vidljivost v smeri poleta ni manjza od 1,5 km
- “ Helikopterji lahko letijo tudi, e je vidljivost manjza od 1,5 km. Hitrost mora biti prilagojena vremenskim razmeram.
- “ e prometne razmere to dopuz ajo,
- “ e je vidljivost pri tleh najmanj 1500 m, za helikopterje najmanj 800 m.

Pri posebnem vizualnem letenju (SVFR) morajo piloti upoztevati najmanzo varno vizino.

Za letenje zrakoplovov slu0be iskanja in rezevanja, vojske in policije veljajo posebna pravila.

Lo evanje zrakoplovov: V kontroliranem zra nem prostoru KZP lo uje zrakoplove, ki letijo po pravilih posebnega vizualnega letenja (SVFR) od drugih zrakoplovov IFR in SVFR.

#### 4.1.4 Nastavitev viýinomera

Vizinomer mora biti nastavljen do vklju no vizine 10500 ft (v kolikor ni druga e dolo eno) na QNH.

Podatek o trenutnem QNH je na voljo pri Ljubljana INFO 118.475 MHz, 123.875 MHz, ali na drugih frekvencah KZP in ATIS na frekvencah 128.175 MHz in 112.700 MHz.

#### 4.1.5 Polkroýni sistem potovalnih viýin

V FIR Ljubljana je nadmorska vizina prehoda na 10500 ft.

Prehodni nivo letenja je odvisen od QNH in ga je mogo e izvedeti v KZP ali FIS Ljubljana.

Vsi zrakoplovi, ki letijo pod prehodnim nivojem letenja, morajo imeti vizinomer nastavljen na QNH.

Vsi zrakoplovi, ki letijo nad nadmorsko vizino prehoda, morajo imeti vizinomer nastavljen na QNE (1013,2 hPa).

Polkro0ni sistem vizin se uporablja glede na smeri poleta. Uporablajo se parni oziroma neparni nivoji poleta +500 ft in sicer:

#### 4.1.3 Special VFR Flights (SVFR)

SVFR flights may be conducted:

- “ within CTR
- “ during the hours of daylight
- “ if flight visibility is at least 1,5 km
- “ Helicopters may be operated with a flight visibility below 1,5 km. The speed must be adjusted to the meteo conditions.
- “ if traffic conditions permit;
- “ if the ground visibility is at least 1500 m, for helicopters at least 800 m.

When performing special VFR flights, pilots must adhere to the minimum safe height.

Special regulations apply additionally to SAR flights, military flights, and police flights.

Separation: In control zones, special VFR (SVFR) flights are separated from other IFR and SVFR flights.

#### 4.1.4 Altimeter Setting

The altimeter has to be set, if not otherwise instructed, to QNH at or below 10500 ft AMSL.

The actual QNH can be obtained from Ljubljana INFO on 118.475 MHz, 123.875 MHz, or from other control units (TWR, APP, ATIS on 128.175 MHz and 112.700 MHz).

#### 4.1.5 Semi-Circular Cruising Levels

The transition altitude in FIR Ljubljana is 10500 ft.

The transition FL depends on QNH and may be obtained from ATC or FIS Ljubljana.

Flights below the transition FL should have their altimeter set on QNH.

Flights above the transition altitude should have their altimeter set on QNE 1013,2 hPa.

Semi-circular rules must be applied in relation to flight directions. ODD/EVEN FL + 500 ft are applied as follows:

**180° - 359°**

Etc.

(2600 m = 8500 ft) **ALT 8500**

(2000 m = 6500 ft) **ALT 6500**

(1370 m = 4500 ft) **ALT 4500**

**000° - 179°**

**ALT 9500** (9500 ft = 2900 m)

**ALT 7500** (7500 ft = 2300 m)

**ALT 5500** (5500 ft = 1700 m)

#### 4.1.6 Letenje nad sloji oblakov

Vizualno letenje nad sloji oblakov je dovoljeno, e:

- “ je vizina zgornjega sloja oblakov najmanj 1000 ft (300 m) nad zemljo ali vodno površino in pilot leti skladno s pravili za vizualno letenje v zra nem prostoru E
- “ se pilot lahko drži za rtane poti
- “ sta spušanje na namembno letaliz e in pristanek mogo a v skladu s pravili vizualnega letenja.

Letenje nad sloji oblakov v zra nem prostoru G (pod 3000 ft (900 m) QNH ali 1000 ft (300 m) nad terenom) ni dovoljeno!

#### 4.2 Letenje pono i - NVFR

V Sloveniji je "no " opredeljena kot as od son nega zahoda +30 minut do son nega vzhoda -30 minut. Tabela je v AIP Slovenia, GEN 2.7

Vizualno letenje pono i je dovoljeno v skladu s sploznimi pravili vizualnega letenja pod pogojem, da:

- “ obstajajo vizualne meteorološke razmere in, da je zagotovljen stalni vizualni stik s terenom,
- “ je baza oblakov na 1500 ft ali ve in horizontalna vidljivost pri tleh 8 km ali ve ,
- “ je zrakoplov ustrezno opremljen za no no letenje,
- “ ima zrakoplov ustrezno komunikacijsko in navigacijsko opremo (glej 5.1),
- “ se za letenje izven CTR uporablja radarski odzivnik - transponder,
- “ je oddan na rt poleta (v Uradu službe zrakoplovnih informacij 60 minut pred poletom ali med letom najkasneje 10 minut pred za etkom no nega letenja - NVFR) , v primeru letenja izven CTR je treba navesti alternativno letaliz e.

Poleg zgoraj nazitetih pogojev in omejitev veljajo za vizualno letenje pono i v **letalíky coni** tudi naslednja dolo ila:

- “ letaliz e mora izpolnjevati vse pogoje za no no letenje,
- “ iz kateregakoli dela letalizke cone morajo biti vidne lu i vzletno-pristajalne steze in lu i za ozna evanje ovir.

e ima pilot med letom namen spremeniti VFR polet v NVFR, je dol0an:

- “ vzpostaviti radijsko zvezo s KZP ali FIS,
- “ oddati na rt poleta - FPL najmanj 10 minut pred za etkom pogojev no nega letenja ,

Za no no letenje zra nih ladij in prostih balonov brez posadke veljajo dolo ena odstopanja.

#### 4.1.6 Flights Above Cloud Layers

VFR flights above cloud layers ("on top") are permitted if:

- “ the height is at least 1000 ft above ground or water and the visual flight rules as in airspace E are complied with
- “ the pilot is able to adhere to the intended flight route
- “ approach to the destination aerodrome and landing are possible according to Visual Flight Rules.

In airspace class G (below 3000 ft AMSL or 1000 ft GND) a flight above a solid cloud layer is not permitted!

#### 4.2 Flights at Night

In Slovenia "night" is defined as the period from SS+30 until SR-30. A table with SR/SS information (UTC) can be found in AIP Slovenia, GEN 2.7.

VFR flights at night are permitted in accordance with the corresponding Visual Flight Rules, provided:

- “ VMC and visual reference to ground;
- “ Ceiling is at 1500 ft or higher and ground visibility is 8 km or more;
- “ Aircraft are appropriately equipped for NVFR;
- “ Aircraft has suitable communication and navigation equipment (see 5.1);
- “ Transponder is used when flying outside CTR;
- “ FPL is submitted (at least 60 min. prior to departure or 10 min. prior to the time at which the flight will be continued as a NVFR flight) and alternation is indicated when flying outside CTR.

Besides the above conditions and restrictions, the following provisions apply to the night flights in the **aerodrome zone**:

- “ the aerodrome has to comply with the conditions for night flights;
- “ from every part of the aerodrome zone runway and obstacle lights have to be seen.

If a pilot intends to continue a VFR flight as a NVFR flight he must:

- “ Establish air-ground communication with ATC or FIS;
- “ Deliver FPL at least 10 min. prior to the night flight;

Certain deviations apply to night flights of airships and unmanned free balloons.

#### 4.3 Dodatna pravila

##### 4.3.1 Letenje v zra nem prostoru C in D

- “ Komunikacija po radijski zvezi poteka na eloma v anglezkem jeziku.
- “ Pilot mora vzpostaviti zvezo s FIS ali ustrezeno slu0bo KZP najmanj 5 minut pred vstopom v zra ni prostor C ali D.
- “ Letenje se izvaja samo po navodilih in z odobritvijo pristojne KZP.
- “ Posebne zra ne dejavnosti, povezane z vizualnim letenjem (padalstvo, testno letenje, fotografiranje iz zraka, umerjanje ipd.), je potrebno predhodno najaviti pristojni slu0bi KZP in jih z njo uskladiti.
- “ e zrakoplov leti vizualno skozi ve letalskih informativnih obmo ij (FIR), mora leteti vzdol0 objavljenih zra nih poti, kar zagotavlja nemoteno izmenjavo podatkov med razli nimi slu0bami KZP.
- “ ima zrakoplov ustrezeno komunikacijsko in navigacijsko opremo (glej 5.1),

E zgornji pogoji niso izpolnjeni, izda KZP dovoljenje za vstop in letenje v zra nem prostoru C in D le v posebnih primerih.

#### 4.4 Na rt poleta

Na rt poleta se mora izpolniti:

- “ za zrakoplove, ki zapu ajo slovenski zra ni prostor ali vanj prihajajo,
- “ za zrakoplove, ki bodo pristali ali vzleteli na letaliz u, kjer je organizirana kontrola zra nega prometa,
- “ za letenje v kontroliranem zra nem prostoru razreda C in D,
- “ za letenje v omejenih obmo jih na posebno zahtevo,
- “ za letenje pono i.

Pilot lahko izpolni na rt poleta tudi v drugih primerih, kar po potrebi olajza izvedbo akcije iskanja in rezevanja.

Na rt poleta je potrebno izpolniti 30 minut pred vzletom zrakoplova, pri emer je potrebno upoztevati dolo ene asovne omejitve glede na predvideni as za etka gibanja zrakoplova.

Na rt poleta se lahko izpolni:

- “ po telefonu ali po telefaksu v ARO SLOVENIJA
- “ med letom, samo v posebnih okoliz inah (pilot navede to en za etek poleta, koli ino goriva izra0eno v asu ter ztevilo oseb v zrakoplovu).
- “ na spletnem naslovu:  
<http://fpl-sloveniacontrol.ead-it.com>

#### 4.3 Additional Rules

##### 4.3.1 Flights in Class C and D Airspace

- “ Air-ground communication is generally conducted in English language.
- “ Pilot must contact FIS or the competent ATC unit at least 5 min. prior to entering class C or D airspace.
- “ Flights are conducted in accordance with ATC instructions and clearances only.
- “ Special VFR flight activities (e.g. parachute descents, test flights, photo and calibration flights etc.) must be announced in advance to the competent ATC unit and co-ordinated.
- “ If a VFR flight is conducted through several flight information regions (FIR), the published ATC routes or other Standard Routes must generally be used to enable an undisturbed exchange of data between ATC units concerned.
- “ Aircraft has suitable communication and navigation equipment (see 5.1);

If above conditions are not fulfilled, clearances for the entry into class C and D airspace will be issued only exceptionally.

#### 4.4 Flight Plan

A flight plan shall be filed for the following:

- “ for all flights leaving/entering Slovenian airspace;
- “ for all flights departing from or arriving at a controlled aerodrome;
- “ for all flights within the controlled airspace class C and D;
- “ for all flights within restricted areas on a specific demand;
- “ for all night flights.

Pilots may also file a flight plan for other flights, to facilitate the execution of SAR.

Flight plans shall be filed 30 minutes prior to departure, whereby, with reference to the EOBT (estimated off-block time), specific time limits shall be observed.

Flight plan can be filed:

- “ by telephone or by telefax to ARO SLOVENIA
- “ during the flight, in special circumstances (in this case the pilot must state the exact beginning of the estimated elapsed time - EET, endurance and POB).
- “ at web address:  
<http://fpl-sloveniacontrol.ead-it.com>

#### 4.5 Sporo ilo o prihodu zrakoplovov

Sporo ilo o prihodu zrakoplovov so obvezna samo za zrakoplove, ki letijo na letaliz a, na katerih ni zagotovljena KZP. Če zrakoplov pristane na drugem letaliz u, kot je navedeno v naštu poletu, se mora v sporo ilu o prihodu zrakoplova navesti tudi prvotni cilj. Na ta način se izognemo nepotrebnim akcijam iskanja in rezevanja.

Sporo ilo o prihodu oz. odhodu zrakoplova z letaliz a z letalizko kontrolo zračnega prometa, KZP samodejno posreduje ustreznu ARO uradu.

Sporo ilo o prihodu zrakoplova se lahko posredujejo na naslednje načine:

- “ po telefonu v ARO SLOVENIA:  
+386 4 5951 430, +386 4 5951 431;
- “ po telefaksu v ARO SLOVENIA:  
+386 4 2023 851
- “ po radijski zvezi neposredno pred pristankom na letaliz u brez KZP. Zaključek na naštu poletu (namesto %arrival% sporo ilo) se posreduje kontroli zračnega prometa, s katero je imel pilot zadnji kontakt. Od trenutka, ko KZP potrdi zaključek na naštu poletu, služba za alarmiranje ni več na voljo za ta polet. Če radijske zveze ni mogoče vzpostaviti, je pilot dolžan posredovati sporo ilo na enega izmed prvih dveh načinov.

#### 4.6 Letenje na nadzorovanih letališčih s KZP

Na teh letalizih je za vzletanje, pristajanje, manevriranje (npr. vključevanje v aerodromski krog) in vožnjo zrakoplovov po tleh, potrebno dovoljenje, ki ga izda KZP.

Letaliz a s KZP imajo priletni in odletni poti z določeniimi največjimi vizinami in točkami javljanja, ki so objavljene v vizualnih priletnih in odletnih kartah.

V pomoč pri navigaciji z letalskim navigacijskim računalnikom GPS so posameznim točkamjavljanja dodane geografske koordinate.

#### 4.7 Letenje na nenadzorovanih letališčih (brez KZP)

Letaliz brez zagotovljene KZP so navadno opremljena z radijsko postajo za komuniciranje, prepoznavna pa so po pozivnem znaku, ki je enak imenu letaliz a (npr. +CELJE AERODROME+). Piloti so sami odgovorni za varno in urejeno odvijanje prometa na letaliz u in v njegovi okolini.

#### 4.8 Najmanjše varne višine letenja

Za vizualno letenje veljajo naslednja pravila:

- “ nad mestimi ali drugimi gosto naseljenimi območji, ter nad večjo skupino ljudi je najmanjša vizina poleta 300 metrov (1000 ft) nad najvišjo ovoiro v krogu polmera 600 metrov
- “ v vseh drugih primerih pa najmanj 150 metrov (500 ft) nad zemeljsko ali vodno površino.

#### 4.5 Arrival message

ARR messages are required only for flights to uncontrolled aerodromes. If landing takes place at an aerodrome different from that determined in the flight plan, the original destination must be stated in the arrival message. In this way, unnecessary search and rescue missions can be avoided.

For flights to/from controlled aerodromes this message will be automatically passed to ARO by TWR control.

Arrival messages can be transmitted in the following ways:

- “ by telephone to ARO SLOVENIA:  
+386 4 5951 430, +386 4 5951 431;
- “ by fax to ARO SLOVENIA:  
+386 4 2023 851;
- “ by means of air-ground communication prior to landing at an uncontrolled aerodrome. The closure of flight plan (instead of arrival message) is carried out with the ATC the pilot has had the last contact with. From the moment when ATC confirms the closure of the flight plan, the alerting service is not available anymore for that flight. If the radio communication can not be established, the message has to be transmitted in one of the first two ways mentioned.

#### 4.6 Flights at Controlled Aerodromes

At controlled aerodromes, ATC clearances are required for taxiing, take-off/landing and associated manoeuvres (e.g. entry into traffic circuit).

Controlled aerodromes have VFR approach/departure routes with max. altitudes and reporting points, published in the Visual Approach/Departure Charts.

For navigation with board computer, geographical coordinates are allocated to the VFR reporting points in the Visual Approach/Departure Charts.

#### 4.7 Flights at Uncontrolled Aerodromes

No ATC is provided at such aerodromes. They are mostly equipped with an air-ground communication station and can be recognised by the callsign of airfield name (for example %CELJE AERODROME%). Pilots are responsible for the safe and orderly flow of aerodrome traffic.

#### 4.8 Minimum Safe Heights

The following minimum flight altitudes apply to VFR flights:

- “ over towns, other densely populated areas and assemblies of persons, at least 300 meters (1000 ft) above the highest obstacle within a radius of 600 meters
- “ in all other cases at least 150 meters (500 ft) above ground or water.

#### 4.9 Pravila jadralnega letenja

Vir: Pravilnik o civilnem jadralnem letalstvu (Ur.I.FLRJ, zt. 52/1955)

Jadralno letenje je dovoljeno:

- “ podnevi,
- “ v vizualnih meteoroložkih razmerah - VMC,
- “ v in izven kontroliranega zra nega prostora (glej to ko 3.7).

##### 4.9.1 Jadralno letenje preko državne meje

Za letenje v sosednje države glej ustrezeni Zbornik zrakoplovnih informacij - AIP.

##### 4.9.2 Pobo no jadranje

Najmanjša vizina 150 m se lahko med pobo nim jadranjem zniča v primeru, da ni nih e ogrožen (prepoved ogrožanja).

##### 4.9.3 Pravila srečanja

Pobo no jadranje:

Pilot, ki ima pobo je na svoji levi strani, zavije desno.  
**Pozor:** prednost imajo zmaji in jadralna padala.

Termi no jadranje:

Kroviti je treba v smeri, v kateri oe krovijo drugi zrakoplovi. V takzinem področju je potrebna posebna pazljivost pri vleki jadralnih letal.

##### 4.9.4 Jadralno letenje v TMA Ljubljana 2

TMA Ljubljana 2 se razteza od 9500 ft QNH do FL 125. Pod TMA Ljubljana 2 so zelo dobre razmere za jadralno letenje.

Jadralni piloti se morajo strogo držati omejitve vizine 9500 ft MSL. Za polete nad 9500 ft MSL **morajo vzpostaviti radijsko zvezo** s FIC (118.475 MHz, 123.875 MHz) ali KZP - Ljubljana Approach Radar (135.275 MHz ali 136.000 MHz) in zaprositi za dovoljenje, **najmanj 5 minut pred vstopom v kontrolirani zra ni prostor razreda C in D**. Jadranje na vizinah, vejih od 9500 ft QNH, bo odobreno individualno za posamezna jadralna letala, ko bodo to dovoljevale prometne razmere.

##### 4.9.5 Jadranje na valovih

Ob ugodnih vremenskih razmerah je takzno letenje dovoljeno tudi nad zra nim prostorom tipa **E** in **G**, in sicer oz dovoljenjem KZP, ki lahko izda dovoljenje za jadranje do določene vizine. Piloti morajo neprekiniteno posluževati na frekvenci, ki jo določi KZP, in upoztevati morebitna navodila.

Glej to ko 3.7.

##### 4.9.6 Letenje z motornimi jadralnimi letali

Za motorna jadralna letala z delujo imi motorji veljajo enaka pravila kot za zrakoplove z motorji.

#### 4.9 Regulations for Gliders

Source: Pravilnik o civilnem jadralnem letalstvu (Ur.I.FLRJ, zt. 52/1955)

Glider flights are permitted:

- “ during hours of daylight;
- “ in VMC;
- “ within and outside controlled airspace (see para. 3.7).

##### 4.9.1 Border crossing glider flights

For flights into the neighbouring states see relevant Aeronautical Information Publication - AIP.

##### 4.9.2 Slope lift soaring

The minimum height of 150 m GND may be reduced during slope lift soaring, as long as nobody is endangered (endangering prohibition).

##### 4.9.3 Passing rules

Slope lift soaring:

The pilot with the slope to his left, has to turn to the right.  
**Caution:** give way to hang- and paragliders.

Thermal lift areas:

You have to circle in the same direction as already taken by other aircraft. Extreme caution is recommended for glider towing flights in these areas.

##### 4.9.4 Glider flights in TMA Ljubljana 2

TMA Ljubljana 2 spreads from 9500 ft MSL to FL 125. Gliding conditions below TMA Ljubljana 2 are good.

For flights above 9500 ft MSL within TMA Ljubljana 2 an ATC **clearance is required** on frequency 118.475 MHz, 123.875 MHz - INFO Ljubljana or Ljubljana Approach Radar (135.275 MHz or 136.000 MHz); **at least 5 minutes before entering controlled airspace class C and D**. Glider activities at altitudes above 9500 ft will be approved if the air traffic situation permits.

##### 4.9.5 Wave Flying of Gliders

In favourable weather conditions, such flights may be conducted above airspace class **E** and **G** with ATC clearance. Pilots must maintain a listening watch on the frequency assigned by ATC and comply with the given instructions.

See para. 3.7.

##### 4.9.6 Motorglider operation

The same rules as for power-driven flights are valid for motorgliders with running engines.

#### 4.10 Letenje z zmaji in jadralnimi padali

Vir: Uredba o jadralnem zmajarstvu in jadralnem padalstvu (Ur.l. RS, §t. 13/1999)

Letenje z zmaji in jadralnimi padali je dovoljeno:

- “ podnevi,
- “ v vizualnih meteoroložkih razmerah - VMC,
- “ izven kontroliranega zra nega prostora,
- “ v zra nem prostoru razreda E **SAMO** pod pogojem, da je Agencija za civilno letalstvo izdala posebno dovoljenje,

Organizirano letenje ( 5 jadralcev ali ve ) se lahko izvaja le iz registriranih vzletiz . Potrebno je dovoljenje lastnika zemljiša.

Informacije o registriranih vzletnih to kah so na voljo pri :

Agencija za civilno letalstvo  
Kotnikova 19a  
1000 LJUBLJANA

Druge uporabne informacije so na voljo pri:

Zveza za prosto letenje  
Kamnik pod Krimom 72d  
SI-1352 Preserje  
mobile: +386 31 285 799  
www.sffa.org

#### 4.11 Padalstvo

Vir: Pravilnik o izvajjanju padalskih skokov (Ur.l. RS, §t. 51/2007)

Padalstvo je dovoljeno:

- “ podnevi,
- “ v vizualnih meteoroložkih razmerah - VMC,
- “ izven kontroliranega zra nega prostora,
- “ v kontroliranem zra nem prostoru **SAMO** z odobritvijo KZP.

#### 4.12 Letenje s prostimi baloni

Vir: Pravilnik o vzletnih mestih in pristajalnih obmo jih za balone in zra ne ladje (Ur.l. RS, §t. 65/2013)

Letenje s prostimi baloni je dovoljeno:

- “ podnevi,
- “ v vizualnih meteoroložkih razmerah - VMC,
- “ izven kontroliranega zra nega prostora,
- “ v kontroliranem zra nem prostoru **SAMO** z odobritvijo KZP.
- “ e je izpolnjen in vlo Žen na rt poleta.

#### 4.10 Hang- and paraglider activity

Source: Uredba o jadralnem zmajarstvu in jadralnem padalstvu (Ur.l. RS, §t. 13/1999)

The operation of hang- and paragliders is permitted:

- “ during the hours of daylight;
- “ in VMC;
- “ outside controlled airspace; ;
- “ within class E airspace **ONLY** with the special approval by Civil Aviation Agency;

Organized flying ( 5 or more hang or paragliders) is permitted only from registered take off places. The approval of landowner is required.

Information about take off and landing points:

Civil Aviation Agency  
Kotnikova 19a  
SI-1000 LJUBLJANA

Other useful information are available on:

Zveza za prosto letenje  
Kamnik pod Krimom 72d  
SI-1352 Preserje  
mobile: +386 31 285 799  
www.sffa.org

#### 4.11 Parachute jumping

Source: Pravilnik o izvajjanju padalskih skokov (Ur.l. RS, §t. 51/2007)

Parachute jumping is permitted:

- “ during the hours of daylight;
- “ in VMC;
- “ outside controlled airspace;
- “ within controlled airspace **ONLY** with ATC clearance;

#### 4.12 Free ballooning

Source: Pravilnik o vzletnih mestih in pristajalnih obmo jih za balone in zra ne ladje (Ur.l. RS, §t. 65/2013)

Free ballooning is permitted:

- “ during the hours of daylight;
- “ in VMC;
- “ outside controlled airspace;
- “ within controlled airspace **ONLY** with ATC clearance;
- “ if a flight plan has been filed

#### 4.13 Letenje z ultralahkimi letalnimi napravami (ULN)

Letenje z ultralahkimi letalnimi napravami (v nadaljevanju ULN) je dovoljeno:

- “ podnevi
- “ v vizualnih meteoroložkih razmerah - VMC
- “ izven kontroliranega zra nega prostora

Letenje z ULN je dovoljeno v kontroliranem zra nem prostoru, e performanse ULN in dovoljenje za letenje pilota (licenca) ustrezajo nacionalnim predpisom ter e:

- “ je pristajalna hitrost ULN v CTR vsaj 38 kt, oz. e je potovalna hitrost vizja od 76 kt v drugih delih kontroliranega zra nega prostora
- “ je ULN opremljena z radijsko postajo, ki deluje na podro ju 118.000 - 137.000 MHz v razmakih po 25 kHz
- “ je ULN opremljena z radarskim odzivnikom (Transponder), ki deluje v na inu A in C
- “ je izpolnjen in vlošen na rt poleta
- “ je pred vstopom v kontroliran zra ni prostor pridobljeno dovoljenje Kontrole zra nega prometa, ko razmere dovoljujejo takzno letenje

Vse v tujini registrirane ultralahke letalne naprave morajo za vstop in letenje v slovenskem zra nem prostoru v skladu z nacionalno zakonodajo pridobiti ustrezen dovoljenje (Vir: Pravilnik o ultralahkih letalnih napravah, Ur.I. RS, zt. 107/2008). Proznjo je potrebno nasloviti na Kontrolo zra nega prometa Slovenije, d.o.o.

Ve informacij o nacionalni zakonodaji s podro ja letenja z ultralahkimi napravami najdete na spletni strani:

- “ <http://www.uradni-list.si/1/content?id=89174#/Pravilnik-o-ultralahkih-letalnih-napravah>

#### 4.14 Akrobatski poleti

Akrobatski poleti so dovoljeni:

- “ podnevi,
- “ v vizualnih meteoroložkih razmerah,
- “ izven kontroliranega zra nega prostora,
- “ v kontroliranem zra nem prostoru **SAMO** z odobritvijo KZP,
- “ nad 1500 ft (450 m) GND.

Akrobatski poleti niso dovoljeni nad gosto naseljenimi obmo ji, pošarnimi obmo ji oz. obmo ji, kjer je velika nevarnost pošara ali eksplozije, ter nad skupino ljudi na prostem.

V CTR Portoro0 se lahko akrobatski poleti izvajajo le izven naseljenih mest na vizini nad 4000 ft MSL.

#### 4.13 Ultralight flights

The operation of ultralight aircraft is permitted:

- “ during the hours of daylight
- “ in VMC
- “ outside controlled airspace

Ultralight flights are permitted to fly within controlled airspace if the aircraft's performance and pilot license meet the requirements of the national UL legislation and if:

- “ the landing speed in CTR exceeds 38 kt and cruising speed is more than 76 kt in other volumes of controlled airspace
- “ the aircraft is equipped with a radio station operating within the spectrum between 118.000-137.000 MHz, with 25 kHz channel bandwidth
- “ the aircraft is equipped with a transponder operating in mode A and mode C
- “ a flight plan has been filed
- “ prior to the entry into the controlled airspace the ATC clearance is obtained from the Air Traffic Control if traffic conditions allow such flying

All foreign registered UL aircraft shall obtain special permission for entry and flying in Slovenian airspace in accordance with UL national legislation (Source: Pravilnik o ultralahkih letalnih napravah, Ur.I. RS, zt. 107/2008). Permission requests shall be submitted to Slovenia Control Ltd.

For detailed information regarding national UL legislation please see the following web page:

- “ <http://www.sloveniacontrol.si/en/information/national-ul-legislation>

#### 4.14 Acrobatic flights

Acrobatic flights are permitted:

- “ during the hours of daylight
- “ in VMC
- “ outside controlled airspace
- “ within controlled airspace **ONLY** with ATC clearance
- “ above 1500 ft (450 m) GND.

Acrobatic flights are not permitted over congested areas, fire areas or areas where there is high risk of fire or explosion as well as over open air assembly of people.

Aerobatics in CTR Portoro0 is permitted only outside inhabited area, above 4000 ft MSL

## 5.0 DODATNI PREDPISI IN OPOMBE

### 5.1 Komunikacijska in navigacijska oprema

#### 5.1.1 Obvezna in priporočena oprema

| Class           | C          | D          | E          | G          |
|-----------------|------------|------------|------------|------------|
| Radio           | Obvezen    | Obvezen    | Priporočen | Priporočen |
| VOR             | Priporočen | Priporočen |            |            |
| SSR Transponder | Obvezen*   | Obvezen*   | Priporočen |            |
| GPS Sprejemnik  | Priporočen | Priporočen | Priporočen | Priporočen |

\* Radarski odzivnik (Transponder) v TMA/CTR Maribor in TMA/CTR Portorož priporočen

#### 5.1.2 Radijska zveza

Radijska zveza je obvezna:

- “ v kontroliranem zračnem prostoru C, D;
- “ za nočno letenje

Za polete VFR se uporabljajo komunikacijske postaje z obsegom od 118.000 do 135.975 MHz amplitudne modulacije.

#### 5.1.3 Radarski odzivnik E (Transponder)

mora imeti možnost načina A in C.

Priporoča se nastavitev radarskega odzivnika s kodo 2000, razen, če KZP ne zahteva drugega, v naslednjih primerih:

- “ če leti proti nadzorovanem letalizmu na katerem je služba KZP ali z njega odhaja
- “ pred vstopom v kontrolirani zračni prostor oz. preden od KZP zahteva dovoljenje za vstop v ta prostor
- “ kadar leti vizualno čez državno mejo (mednarodni vizualni polet)
- “ ponavilno in izven kontroliranega zračnega prostora

V obeh primerih lahko KZP ali FIS določi drugo kodo ali pa zahtevata, da pilot radarski odzivnik ugasne.

Postopek se ne nanaza na letenje v letalizkem zolskem krogu.

Uporaba transponderja ne pomeni, da so zrakoplovi, ki letijo vizualno v zračnem prostoru razreda E ali G, kontrolirani. Namenjena je predvsem zagotavljanju boljših prometnih informacij zrakoplovom, ki letijo VFR ali IFR, in nizkoleti im zrakoplovom slovenske vojske.

Posebne kode se lahko nastavi v naslednjih primerih:

- “ 7700 - letalo v sili
- “ 7600 - okvara radijske zvezne
- “ 7500 - ugrabitev letala

## 5.0 ADDITIONAL REGULATIONS AND NOTES

### 5.1 Communication and Navigation Equipment

#### 5.1.1 Compulsory and recommended equipment:

| Class           | C         | D         | E       | G       |
|-----------------|-----------|-----------|---------|---------|
| Radio           | Compuls.  | Compuls.  | Recomm. | Recomm. |
| VOR             | Recomm.   | Recomm.   |         |         |
| SSR Transponder | Compuls.* | Compuls.* | Recomm. |         |
| GPS Receiver    | Recomm.   | Recomm.   | Recomm. | Recomm. |

\* SSR Transponder within TMA/CTR Maribor and TMA/CTR Portorož recommended

#### 5.1.2 Air-ground communication

Air-ground communication is compulsory:

- “ in class C, D controlled airspace
- “ for night flights.

For VFR flights air-ground communication equipment range 118.000 -137.000 MHz amplitude modulation is used.

#### 5.1.3 The Transponder

should have the ability of transmitting A and C modes.

The transponder code 2000 may be set unrequested unless otherwise assigned by ATC for flights:

- “ arriving at or departing from controlled aerodromes
- “ entering into controlled airspace (e.g. class C airspace)
- “ for VFR flights crossing FIR boundary (e.g. international VFR flights)
- “ for night VFR flights

ATC or FIS may instruct the pilot to change the ATC code, or to switch off the transponder.

The procedure does not apply to VFR flights in the aerodrome traffic circuit.

The use of transponder does not imply that VFR flights are radar controlled in class E or G airspace. It is intended to provide traffic information to VFR or IFR flights and flights of military aircraft.

Special codes can be set in the following circumstances:

- “ 7700 - emergency
- “ 7600 - communication failure
- “ 7500 - hijacking.

#### **5.1.4 Oprema za satelitsko navigacijo**

Priporo a se uporaba opreme za satelitsko navigacijo skupaj z VFR karto.

#### **5.1.5 ELT (oddajnik signala na kraju nesre e)**

Priporo a se uporaba ELT na vseh zrakoplovih VFR.

Pred odhodom preveri, kje se nahaja ELT, in e je izbran ARMED (AUTO, STBY, RESET) na in.

Preizkusno oddajanje je dovoljeno le prvih 5 minut vsake ure. Pred testnim oddajanjem se je potrebno uskladiti s KZP.

Da bi se izognili la0nim alarmom, po trdem pristanku, pozkodbi zaradi udarca med manevriranjem na tleh, pri akrobatskih poletih in podobnih, s posluzanjem na frekvenci 121.500 MHz preverite, e ELT ne oddaja nenamenoma samodejno.

e je po zasilnem pristanku zaradi okoliz in potrebno zapustiti mesto zasilnega pristanka, je potrebno s seboj odnesti ELT. Iskanje ljudi ima prednost pred iskanjem zrakoplova.

#### **5.2 Uporaba letali**

Za vizualno letenje so na voljo naslednja letaliz a:

- “ mednarodna letaliz a (pozivni znak "STOLP+oz. %OWER") z neomejeno carinsko slu0bo in slu0bo mejne policije,
- “ vojazka letaliz a za ob asne pristanke civilnih zrakoplovov, vendar z ustreznim dovoljenjem,
- “ vzletiz a in letaliz a za letenje motornih in jadralnih zrakoplovov,
- “ zasebna vzletiz a in letaliz a (z lastnikovim dovoljenjem).

Za podrobnosti glej AIP Slovenija, poglavje AD.

#### **5.3 Vstop v slovenski zra ni prostor in izstop iz njega**

Zrakoplov iz tujine (izven Schengenskega obmo ja) mora opraviti prvi pristanek v Sloveniji na mednarodnem letaliz u, z mednarodnega letaliz a pa mora Slovenijo tudi zapustiti. Nekatera doma a letaliz a se lahko ob posebnih dogodkih v skladu z NOTAM uporabljajo, kot mednarodna letaliz a.

Letala, ki so namenjena v ali odhajajo iz Republike Slovenije iz/v Schengensko obmo je morajo prvi pristanek ali zadnji polet opraviti z javnega letaliz a, objavljenega v AIP Slovenije, poglavje AD 1.3

Vsi poleti znotraj Schengenskega obmo ja, ki poletajo z registriranih javnih letaliz morajo oddati ustrezni FPL poleta najmanj eno uro pred letom v ARO SLOVENIA; Tel: +386 4 5951 430, +386 4 5951 431; Fax:+386 4 2023 851

Piloti morajo pred poletom opraviti ustrezni predpoletni briefing in na zgornje kontaktne ztevlike posredovati vsa potrebna, z na rtom poleta povezana sporoila (DEP, ARR, DLA, CNL, CHG).

#### **5.1.4 GPS Receiver**

The use of a GPS receiver is recommended together with VFR chart.

#### **5.1.5 ELT (emergency locator transmitter)**

An ELT is recommended on board all VFR aircraft.

Prior to departure examine where ELT is located in the aircraft and make sure that ARMED (AUTO, STBY, RESET) is selected.

Test transmissions (ON) are allowed ONLY during the first 5 minutes of each hour. Co-ordination with ATC is recommended prior to testing.

To avoid false alarms check your ELT after a hard landing, shock damage by a manoeuvre on ground, acrobatic flights etc. for unintentional transmission by listening on 121.500 MHz.

If after the execution of an emergency landing the emergency landing place has for various reasons to be evacuated/abandoned, the passengers have to take ELT with them. The search of people has priority over the search of the aircraft.

#### **5.2 Use of Aerodromes**

For VFR flights are available:

- “ international airports (callsign "TOWER") with unrestricted customs and immigration services;
- “ military airports for occasional landings and departures of civil aircraft with the appropriate approval;
- “ airfields and airports for powered aircraft flights and glider flights;
- “ private airfields and airports (with the owner's approval).

For details see AIP Slovenia, section AD.

#### **5.3 Entry into and exit from Slovenian airspace**

Foreign aircraft (outside Schengen area) must land for the first time at and finally depart from a Slovenian international airport. Some domestic airports may be used as international airports especially in case of special events in conformity with NOTAM.

Aircraft flying into or departing from the territory of the Republic of Slovenia from/to Schengen Area shall make their first landing at, or final departure from, public registered airport published in AIP Slovenia AD 1.3

All international flights within Schengen Area departing from public registered national airports, shall submit appropriate FPL at least one hour before the flight to ARO SLOVENIA; Tel: +386 4 5951 430, +386 4 5951 431; Fax:+386 4 2023 851

Pilots are obliged to get appropriate briefing before the flight and submit all necessary FPL associated messages (DEP, ARR, DLA, CNL, CHG) to above contacts.

Piloti, ki niso v radijski zvezi s sosednjo kontrolo zra nega prometa, morajo najmanj 5 minut pred vstopom v slovenski zra ni prostor vzpostaviti radijsko zvezo s pristojno kontrolo zra nega prometa v Sloveniji.

#### 5.4 Poleti tujih zrakoplovov sploýnega letalstva

Za zrakoplove, ki imajo maksimalno skupno vzletno teo manzo od 12 ton, predhodna najava ni potrebna. Potrebno pa je dostaviti slu0bi KZP na rt poleta najmanj eno uro pred na rtovanim vzletom. Tuji (zunaj Schengenskega obmo ja) zportni in turisti ni zrakoplovi lahko po pristanku na slovenskem mednarodnem letaliz u letijo na vsa druga civilna letaliz a in vzletiz v Sloveniji.

#### 5.5 Dodatna navodila

##### 5.5.1 VFR zrakoplovi v teýavah (7700)

e ima pilot te0ave z zrakoplovom, mora takoj o tem obvestiti slu0bo kontrole zra nega prometa (FIC, TWR, APP, ACC). e je pilot v dvomih glede polo0aja, lahko uporabi frekvenco 121.500 MHz

glej 6.3 . Radarska slu0ba za pomo zrakoplovom VFR v te0avah

##### 5.5.2 Izguba radijske zveze (7600)

1. e je zrakoplov izgubil radijsko zvezo ze pred dovoljenjem za vstop v kontrolirani zra ni prostor, mora pristati na nekontroliranem letaliz u, in o tem takoj obvestiti KZP.

Le kadar okoliz ine ne omogo ajo pristanka na nekontroliranem letaliz u (pomanjanje goriva, zimske razmere ipd.), lahko zrakoplov nadaljuje let v kontrolirani zra ni prostor in CTR in pri tem postopa kot je opisano v to kah 2 in 3 spodaj.

2. e pilot dobi dovoljenje za vstop v kontrolirani zra ni prostor ze pred izgubo radijske zveze, mora nadaljevati let v skladu z izdanim dovoljenjem.

3. Vstop v CTR: e dovoljenje izrecno prepoveduje pristanek, mora zrakoplov kro0iti na polo0aju z vetrom (bo no od kontrolnega stolpa) ne da bi pre kal os steze! Ob tem mora pilot pozorno spremljati ostali promet, opazovati kontrolni stolp in spremljati morebitne znake (svetlobne rakete in signalne lu i) ter nadaljevati s slepim oddajanjem sporo il.

#### 5.6 Meteoroloýke informacije za sploýno letalstvo

##### 5.6.1 Sploýno

Meteoroložke informacije za splozno letalstvo se izdajajo na zahtevo pilota oz. prevoznika po telefonu ali osebno v Meteoroložki pisarni.

Ko zahteva meteoroložke podatke mora pilot posredovati podatke o:

“ vrsti poleta (VFR/IFR)

Pilots who are not maintaining communication with the neighbouring ATC unit must establish communication with the appropriate Slovenian ATC at least 5 min. before entering Slovenian airspace.

#### 5.4 Foreign general aviation flights

No prior announcement is needed for ACFT with MTOW under 12 tons. However, the flight plan for such a flight shall be submitted to the Slovenian ATS at least one hour prior to the flight. Foreign (outside Schengen area) sport and private ACF may fly to any other civilian airport or airfield in Slovenia after the first landing in Slovenia has been made at an international airport.

#### 5.5 Additional remarks

##### 5.5.1 VFR flights in difficulties (7700)

If pilots have difficulties with the aircraft, they have to inform ATC (FIC, TWR, APP, ACC). When uncertain of their position, pilots can use 121.500 MHz or.

see para. 6.3 . Radar Service for VFR flights in difficulties

##### 5.5.2 Radio failure (7600)

1. If the air-ground is lost before ATC clearance for the entry into controlled airspace is given, aircraft has to land at an uncontrolled aerodrome and ATC has to be informed immediately.

If circumstances do not allow the landing at an uncontrolled aerodrome (lack of fuel, winter conditions etc.), aircraft can enter into controlled airspace and CTR in accordance with 2 and 3 below.

2. If the pilot gets the clearance for entry into controlled airspace prior to the radio failure, he has to continue the flight according to the clearance/ permission.

3. Entry into CTR: If the clearance strictly prohibits the landing, aircraft has to circle on the downwind leg (abreast TWR) without crossing the axis of the runway. The pilot has to follow the traffic, observe the tower, look for possible signs (light rockets, signalling lights) and continue the blind transmission.

#### 5.6 Meteorological information for general aviation

##### 5.6.1 General

Meteorological information for General aviation is normally supplied upon request by a pilot or its organisation by telephone or as briefing directly in the Meteorological office.

When requesting meteorological information, the pilot is asked to supply the Meteorological office with the following information:

“ category of flight (VFR/IFR)

- “ namembnem letaliz u, zra ni poti in asu letenja (ETD/ETA)
- “ vizini letenja (ALT)
- “ jeziku (Slovensko/Angležko)

Za potrebe sploznega letalstva so na voljo informacije o meteorološki situaciji ter napoved za letaliz a in zra ne poti. Podatki so podani osebno v Meteorološki pisarni; na Oeljo pilota pa tudi v pisni obliki.

Meteorološke pisarne so organizirane na naslednjih letaliz ih:

- “ Ljubljana  
Tel: 04 2804 500 Fax: 04 2804 518  
E-mail: dezurni.brnik@arso.gov.si
- “ Maribor  
Tel: 02 6296 871 Fax: 02 6296 873  
E-mail: dezurni.maribor@arso.gov.si
- “ Portorož  
Tel: 05 6179 120 Fax: 05 6179 124  
E-mail: dezurni.portoroz@arso.gov.si

### **5.6.2 Dokumentacija poleta**

Dokumentacija poleta je lahko pripravljena v obliki prognosti ne karte zna ilnega vremena ali pa je podana kot prosti tekst, ki pa vklju uje naslednje informacije:

- “ vremenske razmere na zra ni poti
- “ koli ino, tip in vizino oblakov
- “ vreme, turbolenco in nivo ni te izoterme
- “ smer in hitrost vetra na nivoju letenja
- “ temperatura na nivoju letenja in nivo ni te izoterme
- “ povrzinska vidnost

Dokumentacija je dopolnjena z vremensko situacijo ter napoved za odhodno, namembno in nadomestno letaliz e.

### **5.6.3 Napoved za spložno letalstvo (GAFOR)**

#### **5.6.3.1 Splozno**

Koda za vremensko napoved za splozno letalstvo - GAFOR, ki je bila uvedena na podlagi Resolucije 15 (VIII-RA VI) Regionalnega zdrujenja WMO za evropsko napovedovanje vremena se nanaza na dolo ene zra ne poti v Sloveniji. Izda se v sodelovanju z Meteorološko službo na Letaliz u Ljubljana. Poroila GAFOR se izmenjujejo na vseh mednarodnih letaliz ih v Sloveniji in se razpozilajo v obliki LJ biltena MOTNE, Dunaj.

#### **5.6.3.2 as izdaje in obdobje veljavnosti (UTC)**

- É 02:00 za obdobje med 03:00 - 09:00 (1.april do 1.september)
- É 05:00 za obdobje med 06:00 - 12:00
- É 08:00 za obdobje med 09:00 - 15:00
- É 11:00 za obdobje med 12:00 - 18:00
- É 14:00 za obdobje med 15:00 - 21:00 (1.april do 1. september)

- “ destination, route and flying time (ETD/ETA)
- “ altitude (ALT)
- “ language (Slovenian/English)

Information about meteorological situation and forecast at the aerodromes and routes are available for the need of General aviation. Information could be given as briefing or upon request of a pilot, in the written form as documentation.

Meteorological offices are provided at the following aerodromes:

- “ Ljubljana  
Tel: +386 4 2804 500 Fax: +386 4 2804 518  
E-mail: dezurni.brnik@arso.gov.si
- “ Maribor  
Tel: +386 2 6296 871 Fax: +386 2 6296 873  
E-mail: dezurni.maribor@arso.gov.si
- “ Portorož  
Tel: +386 5 6179 120 Fax: +386 5 6179 124  
E-mail: dezurni.portoroz@arso.gov.si

### **5.6.2 Documentation for flight**

Documentation for flight may be prepared in the form of forecast chart of significant weather+ or given in the plain language including the following information:

- “ meteorological situation concerning the route,
- “ amount, type and height of clouds,
- “ weather, turbulence and freezing level,
- “ direction and speed of wind on the flight level,
- “ temperature on the flight level and isotherm elevation of 0°C,
- “ surface visibility

Documentation is supplemented by the information about meteorological information and forecast for the aerodrome of departure, arrival and alternate aerodrome.

### **5.6.3 Forecast for General Aviation (GAFOR)**

#### **5.6.3.1 General**

Code for general aviation forecast+- GAFOR has been introduced into operation on the basis of the Resolution 15 (VIII-RA VI) of the Regional Association WMO for Europe Forecasting relates to the specific routes in Slovenia. It is issued in cooperation with the meteorological services of the airport Ljubljana. GAFOR reports are exchanged within all the international airports in Slovenia and they are dispatched in the form of LJ bulletin MOTNE, Vienna.

#### **5.6.3.2 Time of issue and period of validity (UTC)**

- É 02:00 for the period 03:00 - 09:00 (1 April to 1 September)
- É 05:00 for the period 06:00 - 12:00
- É 08:00 for the period 09:00 - 15:00
- É 11:00 for the period 12:00 - 18:00
- É 14:00 for the period 15:00 - 21:00 (1 April to 1 September)

## 5.6.3.3 Koda :

**CCCC G1G1G2G2 AAAA a<sub>g</sub>a<sub>g</sub>w<sub>g</sub>w<sub>g</sub>w<sub>g</sub>**

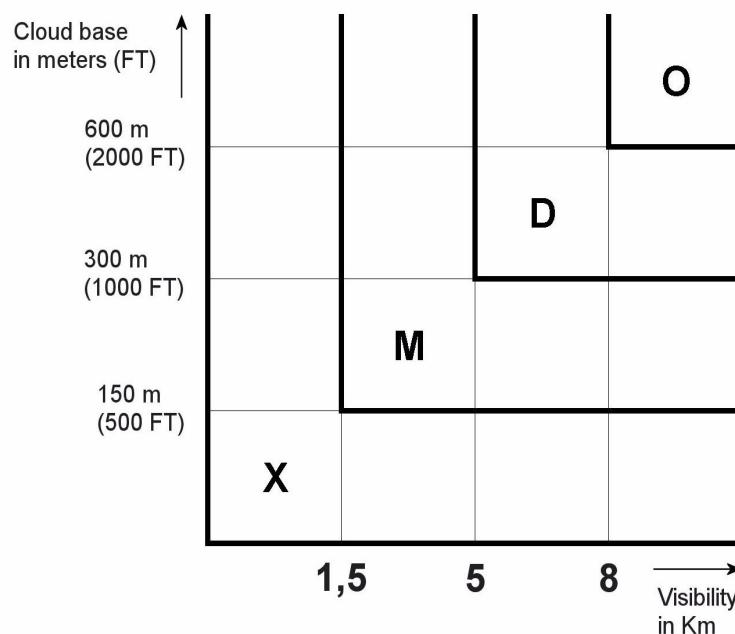
Legenda:

**CCCC** ICAO koda originatorja GAFOR poroila**G1G1G2G2** obdobje veljavnosti**AAAA** rke, ki ozna ujejo izdano vremensko napoved v dvournih intervalih**a<sub>g</sub>a<sub>g</sub>** del zra ne poti, za katerega je bila izdana vremenska napoved**w<sub>g</sub>w<sub>g</sub>w<sub>g</sub>** vremenska kategorija napovedanih prevladajo ih pogojev vidljivosti in baze oblakov (> 4/8) za tri zaporedna obdobja veljavnosti, ki vsako traja po dve uri

## 5.6.3.3 Code :

**CCCC G1G1G2G2 AAAA a<sub>g</sub>a<sub>g</sub>w<sub>g</sub>w<sub>g</sub>w<sub>g</sub>**

Legend:

**CCCC** ICAO indicator of the office originating the GAFOR message**G1G1G2G2** Period of validity**AAAA** Indicating letters denoting the issuing of forecast given in two-hourly intervals**a<sub>g</sub>a<sub>g</sub>** Part of the route for which the forecasting is issued**w<sub>g</sub>w<sub>g</sub>w<sub>g</sub>** Weather category of forecasting prevailing conditions of visibility and cloud base (> 4/8) for three successive validity period lasting two hours each

Legend:

- O = open
- D = difficult
- M = marginal
- X = closed

## 5.7 Segmenti GAFOR zračnih poti

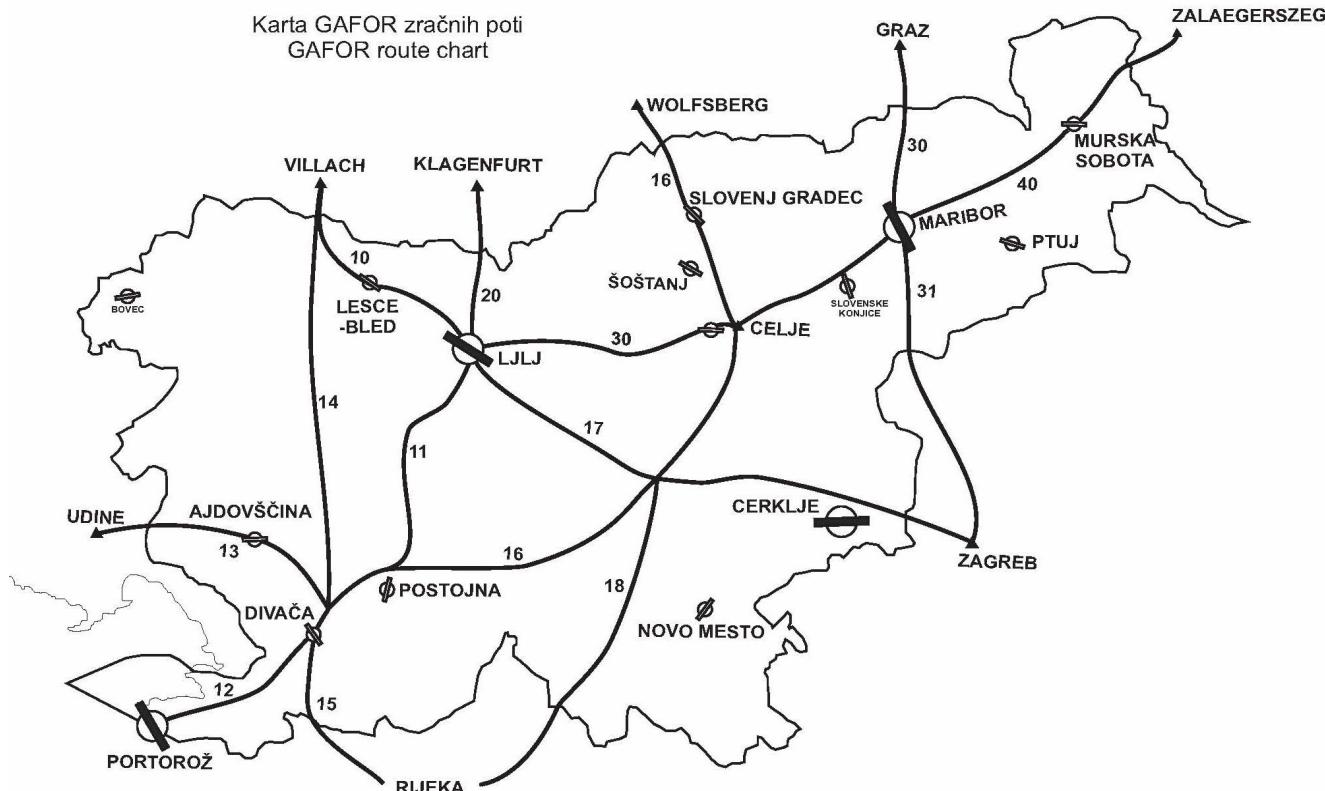
## 5.7 GAFOR route segments

a<sub>g</sub>a<sub>g</sub> .... Identification of the routes  
 a<sub>g</sub>a<sub>g</sub> .... Oznaka zračnih poti

Reference height  
 Referen na vizina

|    |   | m    | (ft) MSL |
|----|---|------|----------|
| 10 | Villach-Mostrana-Lesce-LJLJ                       | 1500 | (5000)   |
| 11 | LJLJ-Medvode-Vrhnik-Postojna                      | 820  | (2750)   |
| 12 | Razdrto-Divača-Ravninski Kal-Portorož             | 750  | (2500)   |
| 13 | Razdrto-Ajdovščina-Nova Gorica-Udine              | 600  | (2000)   |
| 14 | Divača-Mostrana-Villach                           | 1500 | (5000)   |
| 15 | Divača-Rijeka                                     | 1100 | (3600)   |
| 16 | Wolfsberg-Dravograd-Celje-Trebnje-Ponikve-Razdrto | 1100 | (3600)   |
| 17 | LJLJ-Litija-Trebnje-Brežice-Zagreb                | 900  | (3000)   |
| 18 | Trebnje-Kočevje-Delnice-Rijeka                    | 1000 | (3300)   |
| 20 | Klagenfurt-Jezersko-LJLJ                          | 1250 | (4100)   |
| 30 | LJLJ-Trojane-Celje-Maribor-Graz                   | 900  | (3000)   |
| 31 | Maribor-Zagreb                                    | 850  | (2850)   |
| 40 | Maribor-Murska Sobota-Zalaegerszeg                | 500  | (1700)   |

Karta GAFOR zračnih poti  
 GAFOR route chart



This chart shall not be used for navigation

NOT IN SCALE

## 5.8 Letenje v hribih

Za varno VFR letenje preko goratega podroja se priporoča upozevanje naslednjih pravil:

- “ Pri preletu Alp s severa proti jugu in obratno na rtuj polet tako, da se izognez visokih podrojev, ter, da je prelet speljan po najkrajši možni poti.
- “ V primeru slabih vremenskih razmer je priporočljivo leteti vzdolj cest, ki so speljane po dolinah. Za tovrstne smeri poletov je na voljo karta z GAFOR rutami za katere je podana kratkotrajna vremenska napoved. Glej skico GAFOR rut.
- “ Pri letenju na večjih vizinah upoztevaj zmanjznanje motorja in motorjev.
- “ Vertikalni zravniki tokovi v hribovitem svetu so možni neži kot v ravninskem. Prelet prelazov izvedi na varni vizini, najmanj 1000 ft GND. Približevanje prelazu izvajaj tako, da se lahko brez tveganja kadarkoli obrne nazaj.
- “ Prelaza ne preletavaj v fazi vzpenjanja, temveč v horizontalnem letu z zadostno rezervo hitrosti za primer možnih navzdol usmerjenih zrakovnih tokov.

## 5.8 Flying overhead mountainous terrain

VFR flights overhead mountainous terrain require observation of following rules:

- “ When crossing the Alps from North to South and vice versa you should plan your flight so as to overfly impassable areas on the shortest possible route.
- “ During bad weather conditions it is advisable to fly along the roads in the valleys. For these routes extensive weather information is available via GAFOR. See drawing of GAFOR routes.
- “ During flights at high altitudes consider the decreasing engine power with increasing altitude.
- “ The vertical airflows over mountains are much stronger than over flat areas. Passes shall be overflown with a safety altitude of at least 1000 ft GND. Approach the passes in a way so that a curve to return is possible without any danger.
- “ A pass should not be overflown during climb, but in horizontal flight with sufficient speed in order to cross downdrafts very quickly.

## 6.0 SLUžBE ZA ZAGOTVLJANJE VFR POLETOV

### 6.1 Urad ARO

ARO razpolaga z vsemi dokumenti, potrebnimi za načrtovanje poleta, ter sprejema in distribuira načrt poleta.

### 6.2 Informacijska služba za letenje (FIS)

Zrakoplovne informacije med letom, namenjene predvsem poletom VFR v zračnem prostoru razreda E in G, zagotavlja Informacijska služba za letenje (FIC) v službi območne kontrole zračnega prometa Ljubljana (LJUBLJANA INFORMATION).

Pilot vzpostavi zvezo s FIS na frekvenci 118.475 MHz, 123.875 MHz v naslednjih primerih:

- “ pred vstopom v zračni prostor razreda C in D, če ne pozna frekvence pristojne enote KZP
- “ preden zapusti slovenski zračni prostor, da KZP javi predvideni čas preleta državne meje
- “ kadar deli iz zraka oddati načrt poleta (opomba: državne meje ni dovoljeno prekati s takim načrtom poleta),
- “ kadar zahteva eno izmed naslednjih informacij:
  - SIGMET, vremensko poročilo ali napoved
  - stanje navigacijskih sredstev na zemlji
  - delovni čas in stanje opreme na letalih
  - kakršno kolikso drugo informacijo, ki lahko vpliva na varnost zračne plovbe.

## 6.0 SERVICES FOR VFR FLIGHTS

### 6.1 ARO Office

ARO provides all documents necessary for flight planning and performs flight plan handling and distribution.

### 6.2 Flight Information Service (FIS)

Flight information Service is provided by the Flight Information Center situated in Ljubljana ATCC (LJUBLJANA INFORMATION) especially for VFR flights into class E and G airspace.

Pilots shall call Ljubljana Information on frequency 118.475 MHz, 123.875 MHz:

- “ prior to entering class C and D airspace if the frequency of the appropriate ATC unit is not known to them
- “ prior to leaving FIR Ljubljana to deliver the border estimate
- “ when they intend to file an AFIL - FPL filed in the air (Note: It is not possible to cross the FIR border with AFIL.)
- “ when requesting the following information:
  - SIGMET, met report or forecast
  - NAV aids status
  - duty hours and status of equipment at aerodromes
  - any other information likely to affect flight safety.

### 6.3 Radarska služba za pomoč zrakoplovom VFR v težavah

Radarska služba kontrole zračnega prometa je zagotovljena v zračnem prostoru razreda C in D, razen na letalizih LJMB in LJPZ (glej AIP oz. NOTAM).

Zaradi hribovite pokrajine v nekaterih delih Slovenije (predvsem v dolinah in na nižjih nadmorskih vizinah) radar ne razzna zrakoplova. Za delo radarske službe pa mora biti zrakoplov identificiran, zato naj bo transponder nastavljen na kodo 7000.

**Pomembno:** Tudi če je VFR zrakoplovu nudena radarska pomoč, mora leteti v VMC pogojih. Nikakor ne sme zaziti v oblaki! Če ne more ostati zunaj oblakov, mora pilot takoj obvestiti KZP in po potrebi najaviti izredno stanje.

Nastavitev transpondera za izredno stanje je A 7700.

### 6.4 Služba alarmiranja, iskanja in reševanja

Pilot mora o resnih težavah med letom takoj obvestiti KZP in po potrebi razglasiti nevarnost. Služba alarmiranja obvesti enote, pristojne za akcije iskanja in reševanja, in jim pomaga.

Služba za alarmiranje je na voljo za vse polete, za katere je bil oddan na reto poleta in aktiviran na enega od naslednjih na inov:

- “ z vzpostavljivo radijsko zvezo s KZP
- “ po telefonu/FAXu v ARO

Enote KZP ne alarmirajo službe iskanja in reševanja le v primeru konkretno izredne situacije, temveč tudi, če se kakzen zrakoplov ne javi v določenem roku.

*Da bi se izognili lajnim alarmom, piloti ne smejo pozabiti oddati sporočilo o prihodu zrakoplova oz. zaključiti na reto poleta ter sporočiti, kdaj bodo prekinili radijsko zvezo s FIS. (glej točko 4.5)*

### 6.3 Radar Service for VFR flights in difficulties

Radar control service is provided in class C and D airspace, except at the aerodromes LJMB and LJPZ (see AIP or NOTAM).

Due to the hilly areas, in some parts of Slovenia (especially in valleys and at lower altitudes) the radar does not identify aircraft. For the radar control service aircraft has to be identified. It is therefore recommended to set the transponder code to 7000.

**Important:** Although aircraft are given radar separation, pilots have to continue the flight in VMC. Pilots shall remain clear of clouds. If pilots cannot avoid the clouds, they have to inform ATC immediately and declare emergency.

The transponder setting for emergency is A 7700.

### 6.4 Alerting Service, Search and Rescue Service

Should any essential difficulties occur during the flight, ATC must be informed immediately and, if necessary, an emergency declared. The alerting service informs and assists the units responsible for carrying out the SAR service.

The alerting service is available for all flights for which a flight plan has been filed and activated by one of the following means:

- “ by establishing air-ground communication with ATC
- “ by telephone/FAX to ARO

The alarm will be given to the Search and Rescue Service by ATC units not only if information is received concerning an emergency situation of an aircraft, but also for flights, which are overdue.

*To avoid false alarms, pilots are requested not to forget the necessary arrival messages or closure of flight plans, and to report when they leave the FIS frequency. (see para 4.5)*

## 7.0 DOKUMENTACIJA ZA NAČRTOVANJE POLETA

### 7.1 Dokumentacija za pripravo in izvedbo VFR letov

Za pripravo in izvedbo VFR poletov je na voljo naslednja dokumentacija:

- “ AIP
- “ AIC
- “ NOTAM
- “ AIP SUP
- “ Posebne uredbe

## 7.0 DOCUMENTS FOR FLIGHT PLANNING

### 7.1 Essential documents for preflight planning and execution of VFR flights

For preflight planning and execution of VFR flights, following documents are essential:

- “ AIP Aeronautical Information Publication
- “ AIC
- “ NOTAM
- “ AIP SUP
- “ Special regulation

Naziteti dokumenti so na voljo pri:

- “ Kontrola zra nega prometa Slovenije, d.o.o.  
AIP oddelek  
Zgornji Brnik 130n  
4210 Brnik-aerodrom
- “ ARO SLOVENIA
- “ GAC center sploznega letalstva Ljubljana airport
- “ v vazem Aerokluba
- “ na internetu: [www.sloveniacontrol.si](http://www.sloveniacontrol.si) (le kot predhodne informacije - ni za operativno uporabo)

These documents are available at:

- “ Slovenian Air Navigation Services  
Slovenia Control, Limited  
AIP department  
Zgornji Brnik 130n  
4210 Brnik-aerodrom
- “ ARO SLOVENIA
- “ GAC at Ljubljana airport
- “ local Aeroclub
- “ Internet: [www.sloveniacontrol.si](http://www.sloveniacontrol.si) (only as preliminary information - not for operational use)

## 7.2 VFR civilno-vojáyka letalska navigacijska karta 1: 250.000

Imetniki slovenske licence za letenje katerekoli kategorije lahko karto brezplačno naročijo v spletni trgovini na naslovu:  
<http://www.sloveniacontrol.si/trgovina>

Karta je v elektronski obliki dostopna na:  
<http://www.sloveniacontrol.si/informacije/vfr-karta-2014>

## 7.2 VFR civil-military aeronautical Chart 1:250,000

Orders for slovenian pilot licence holders only:  
<http://www.sloveniacontrol.si/trgovina>

The chart is available in electronic format at:  
<http://www.sloveniacontrol.si/en/information/vfr-chart-2014>

## 8.0 OKRAJÜAVE

## 8.0 ABBREVIATIONS

|   |      |   |
|---|------|---|
| Služba območne kontrole zračnega prometa        | ACC  | Area control centre or area control                                   |
| Zrakoplov                                       | ACFT | Aircraft  |
| Letalizator                                     | AD   | Aerodrome   |
| Radiokompas                                     | ADF  | Automatic direction finding equipment                                 |
| Načrt poleta registriran v zraku                | AFIL | Flight plan filed in the air  |
| Letalsko stacionarno telekomunikacijsko omrežje | AFTN | Aeronautical fixed telecommunication network                          |
| Nadzemeljsko povrzo                             | AGL  | Above ground level  |
| Letalska okrožnica                              | AIC  | Aeronautical information circular                                     |
| Zbornik zrakoplovnih informacij                 | AIP  | Aeronautical information publication                                  |
| Služba zrakoplovnih informacij                  | AIS  | Aeronautical information services                                     |
| Nad srednjemorsko gladino                       | AMSL | Above mean sea level  |
| Priletna kontrola zračnega prometa              | APP  | Approach control office, approach control or approach control service |
| Urad službe zrakoplovnih informacij             | ARO  | Air traffic services reporting office                                 |
| Kontrola zračnega prometa                       | ATC  | Air traffic control (in general)                                      |
| Služba zračnega prometa                         | ATS  | Air traffic services  |
| Kumulonimbus                                    | CB   | Cumulonimbus  |
| Kontrolirano območje                            | CTA  | Control area  |
| Kontrolirana cona                               | CTR  | Control zone  |
| Predvideni porabljeni čas                       | EET  | Estimated elapsed time  |
| Oddajnik signalov na kraju nesreče              | ELT  | Emergency locator transmitter   |
| Načrta ni poti                                  | ENR  | En route  |
| Predviden čas gibanja letala v odhodu           | EOBT | Estimated off-block time  |
| Letalski informativni center                    | FIC  | Flight information centre   |

|   |        |   |
|---|--------|---|
| Letalsko informativno območje                           | FIR    | Flight information region                         |
| Informacijska služba za letenja                         | FIS    | Flight information service                        |
| Nivo leta   | FL     | Flight level                                      |
| Načrt poleta  | FPL    | Filed flight plan                                 |
| Center sploznega letalstva                              | GAC    | General aviation centre                           |
| Napoved vremena za splozno letalstvo                    | GAFOR  | Forecast for general aviation                     |
| Zemeljska površina                                      | GND    | Ground  |
| Satelitski navigacijski sistem                          | GPS    | Global positioning system                         |
| Hektopaskal   | HPA    | Hectopascal                                       |
| Mednarodna organizacija za civilno letalstvo            | ICAO   | International civil aviation organization         |
| Indicirana hitrost                                      | IAS    | indicated air speed                               |
| Pravila instrumentalnega letenja                        | IFR    | Instrument flight rules                           |
| Informacije   | INFO   | Information                                       |
| Kontrola zračnega prometa                               | KZP    | Air traffic control service                       |
| Največja dovoljena teža pri vzletu                      | MTOW   | Maximum take off weight                           |
| Srednja morska gladina                                  | MSL    | Mean sea level                                    |
| Navigacija  | NAV    | Navigation  |
| Navti na milja  | NM     | Nautical miles                                    |
| Obvestilo pilotom                                       | NOTAM  | Notice to airman                                  |
| Pravila vizualnega letenja po noći                      | NVFR   | Night visual flight rules                         |
| Upravljalec   | OPR    | Operator  |
| Vodja zrakoplova  | PIC    | Pilot in command                                  |
| Osebe na krovu  | POB    | Persons on board                                  |
| Vzletno pristajalna steza                               | RWY    | Runway  |
| Pomembna vremenska informacija                          | SIGMET | Significant meteorological information            |
| nasproti nega vzhoda                                    | SR     | Sunrise   |
| nasproti nega zahoda                                    | SS     | Sunset  |
| Sekundarni nadzorovalni radar                           | SSR    | Secondary surveillance radar                      |
| Posebna pravila vizualnega letenja                      | SVFR   | Special visual flight rules                       |
| Priloga AIP   | SUP    | AIP Supplement                                    |
| Terminalno kontrolirano območje                         | TMA    | Terminal control area                             |
| Letalizki nadzorni stolp                                | TWR    | Aerodrome control tower or aerodrome control      |
| Mednarodni koordinirani čas                             | UTC    | Co-ordinated universal time                       |
| Pravila vizualnega letenja                              | VFR    | Visual flight rules                               |
| Vizualne meteorološke razmere                           | VMC    | Visual meteorological conditions                  |
| Vremenska informacijska postaja za zrakoplove med letom | VOLMET | Meteorological information for aircraft in flight |
| Visokofrekvenčni vsesmerni radijski oddajnik            | VOR    | VHF omnidirectional radio range                   |

