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**MIL AIP
AMDT**

NR 040
15 JUN 23

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GEN, AD

Tento MIL AIP AMDT obsahuje:

GEN 0.4 - aktualizácia kontrolného zoznamu strán MIL AIP
LZSL AD 2.22 - doplnenie vstupného/výstupného VFR bodu do/z LZR225
AD 2-LZSL-8-1 - doplnenie vstupného/výstupného VFR bodu do/z LZR225

This MIL AIP AMDT contains:

GEN 0.4 - the checklist of MIL AIP pages updated
LZSL AD 2.22 - VFR entry/exit point to/from LZR225 added
AD 2-LZSL-8-1 - VFR entry/exit point to/from LZR225 added

1.

1.

ZRUŠTE DESTROY			ZARAĎTE INSERT		
GEN	0.2-1	1 DEC 2022	GEN	0.2-1	15 JUN 2023
	0.4-1	20 APR 2023		0.4-1	15 JUN 2023
	0.4-2	20 APR 2023		0.4-2	15 JUN 2023
	0.4-3	20 APR 2023		0.4-3	15 JUN 2023
	0.4-4	20 APR 2023		0.4-4	15 JUN 2023
AD	2-LZSL-1-24	6 OCT 2022	AD	2-LZSL-1-24	15 JUN 2023
	2-LZSL-8-1	20 APR 2023		2-LZSL-8-1	15 JUN 2023

2. Ručné opravy:

NIL

3. Tento MIL AIP AMDT obsahuje informácie z nasledujúcich publikácií:

MIL AIP SUP NIL
MIL AIC NIL
NOTAM NIL

2. Hand amendments:

NIL

3. This MIL AIP AMDT incorporates information contained in the following publications:

MIL AIP SUP NIL
MIL AIC NIL
NOTAM NIL

- KONIEC -

- END -

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GEN 0.4 KONTROLNÝ ZOZNAM STRÁN MIL AIP

GEN 0.4 CHECKLIST OF MIL AIP PAGES

STRANA PAGE	DÁTUM DATE
PART 1 - GENERAL (GEN)	
GEN 0	
0.1-1	22 APR 21
0.1-2	20 APR 23
0.1-3	16 JUN 22
0.1-4	12 NOV 15
0.2-1	15 JUN 23
0.2-2	12 NOV 15
0.3-1	1 FEB 18
0.3-2	12 NOV 15
0.4-1	15 JUN 23
0.4-2	15 JUN 23
0.4-3	15 JUN 23
0.4-4	15 JUN 23
0.5-1	20 MAY 21
0.5-2	29 MAR 18
0.6-1	20 MAY 21
0.6-2	12 NOV 15
GEN 1	
1.1-1	16 JUN 22
1.1-2	16 JUN 22
1.1-3	22 APR 21
1.1-4	12 NOV 15
1.2-1	16 JUN 22
1.2-2	22 APR 21
1.2-3	16 JUN 22
1.2-4	22 APR 21
1.2-5	12 NOV 15
1.2-6	16 JUN 22
1.3-1	12 NOV 15
1.3-2	12 NOV 15
1.4-1	12 NOV 15
1.4-2	12 NOV 15
1.5-1	24 MAY 18
1.5-2	12 NOV 15
1.6-1	16 JUN 22
1.6-2	16 JUN 22
1.6-3	22 APR 21
1.6-4	16 JUN 22

STRANA PAGE	DÁTUM DATE
1.7-1	12 NOV 15
1.7-2	12 NOV 15
GEN 2	
2.1-1	12 NOV 15
2.1-2	12 NOV 15
2.2-1	16 JUN 22
2.2-2	16 JUN 22
2.2-3	16 JUN 22
2.2-4	16 JUN 22
2.2-5	16 JUN 22
2.2-6	16 JUN 22
2.2-7	16 JUN 22
2.2-8	16 JUN 22
2.2-9	16 JUN 22
2.2-10	22 APR 21
2.3-1	16 JUN 22
2.3-2	16 JUN 22
2.3-3	16 JUN 22
2.3-4	16 JUN 22
2.3-5	16 JUN 22
2.3-6	16 JUN 22
2.3-7	20 APR 23
2.3-8	16 JUN 22
2.4-1	22 APR 21
2.4-2	22 APR 21
2.5-1	14 JUL 22
2.5-2	14 JUL 22
2.6-1	12 NOV 15
2.6-2	12 NOV 15
2.7-1	22 APR 21
2.7-2	20 APR 23
2.7-3	20 APR 23
2.7-4	20 APR 23
2.7-5	20 APR 23
2.7-6	20 APR 23
2.7-7	20 APR 23
2.7-8	20 APR 23
2.7-9	20 APR 23
2.7-10	20 APR 23

STRANA PAGE	DÁTUM DATE
2.7-11	20 APR 23
2.7-12	20 APR 23
2.7-13	20 APR 23
2.7-14	20 APR 23
GEN 3	
3.1-1	16 JUN 22
3.1-2	22 APR 21
3.1-3	16 JUN 22
3.1-4	16 JUN 22
3.2-1	16 JUN 22
3.2-2	16 JUN 22
3.2-3	16 JUN 22
3.2-4	16 JUN 22
3.2-5	20 APR 23
3.2-6	20 APR 23
3.3-1	16 JUN 22
3.3-2	14 JUL 22
3.3-3	14 JUL 22
3.3-4	14 JUL 22
3.4-1	20 MAY 21
3.4-2	20 MAY 21
3.5-1	16 JUN 22
3.5-2	16 JUN 22
3.5-3	22 APR 21
3.5-4	16 JUN 22
3.5-5	16 JUN 22
3.5-6	16 JUN 22
3.6-1	16 JUN 22
3.6-2	3 JAN 19
3.6-3	12 NOV 15
3.6-4	12 NOV 15
PART 2 - EN-ROUTE (ENR)	
ENR 0	
0.6-1	10 DEC 15
0.6-2	14 JUL 22
0.6-3	14 JUL 22
0.6-4	12 NOV 15

STRANA PAGE	DÁTUM DATE
ENR 1	
1.1-1	20 MAY 21
1.1-2	20 MAY 21
1.1-3	20 MAY 21
1.1-4	20 MAY 21
1.1-5	20 MAY 21
1.1-6	20 MAY 21
1.1-7	20 MAY 21
1.1-8	20 MAY 21
1.1-9	20 APR 23
1.1-10	20 MAY 21
1.1-11	14 JUL 22
1.1-12	20 MAY 21
1.1-13	30 MAR 17
1.1-14	30 MAR 17
1.1-15	30 MAR 17
1.1-16	30 MAR 17
1.1-17	30 MAR 17
1.1-18	20 MAY 21
1.1-19	25 MAY 17
1.1-20	30 MAR 17
1.2-1	20 MAY 21
1.2-2	20 MAY 21
1.2-3	20 MAY 21
1.2-4	20 MAY 21
1.2-5	20 MAY 21
1.2-6	12 NOV 15
1.3-1	20 MAY 21
1.3-2	20 MAY 21
1.4-1	20 MAY 21
1.4-2	20 MAY 21
1.4-3	20 MAY 21
1.4-4	20 MAY 21
1.5-1	14 JUL 22
1.5-2	20 MAY 21
1.5-3	20 MAY 21
1.5-4	20 MAY 21
1.6-1	20 MAY 21
1.6-2	14 JUL 22
1.6-3	26 APR 18
1.6-4	28 JAN 21
1.7-1	20 MAY 21

STRANA PAGE	DÁTUM DATE
1.7-2	30 MAR 17
1.7-3	30 MAR 17
1.7-4	31 MAR 16
1.8-1	20 MAY 21
1.8-2	12 NOV 15
1.9-1	14 JUL 22
1.9-2	12 NOV 15
1.10-1	12 NOV 15
1.10-2	12 NOV 15
1.11-1	12 NOV 15
1.11-2	12 NOV 15
1.12-1	12 NOV 15
1.12-2	12 NOV 15
1.13-1	20 MAY 21
1.13-2	12 NOV 15
1.14-1	12 NOV 15
1.14-2	30 MAR 17
1.14-3	12 NOV 15
1.14-4	12 NOV 15
1.14-5	18 AUG 16
1.14-6	12 NOV 15
ENR 2	
2.1-1	20 MAY 21
2.1-2	20 MAY 21
2.1-3	20 MAY 21
2.1-4	20 APR 23
2.1-5	20 APR 23
2.1-6	20 APR 23
2.1-7	20 APR 23
2.1-8	20 APR 23
2.1-9	20 APR 23
2.1-10	20 APR 23
2.1-11	20 MAY 21
2.1-12	20 MAY 21
2.1-13	14 JUL 22
2.1-14	14 JUL 22
2.1-15	20 MAY 21
2.1-16	20 MAY 21
2.1-17	20 MAY 21
2.1-18	20 MAY 21
2.2-1	20 JUL 17
2.2-2	12 NOV 15

STRANA PAGE	DÁTUM DATE
2.3-1	30 MAR 17
2.3-2	2 FEB 17
2.4-1	30 MAR 17
2.4-2	2 FEB 17
ENR 3	
3.1-1	12 NOV 15
3.1-2	12 NOV 15
3.2-1	28 APR 16
3.2-2	12 NOV 15
3.3-1	12 NOV 15
3.3-2	12 NOV 15
3.4-1	12 NOV 15
3.4-2	12 NOV 15
3.5-1	29 MAR 18
3.5-2	12 NOV 15
3.5-3	12 NOV 15
3.5-4	12 NOV 15
3.6-1	12 NOV 15
3.6-2	12 NOV 15
ENR 4	
4.1-1	14 JUL 22
4.1-2	12 NOV 15
4.2-1	12 NOV 15
4.2-2	12 NOV 15
4.2-3	12 NOV 15
4.2-4	12 NOV 15
4.3-1	12 NOV 15
4.3-2	12 NOV 15
4.4-1	20 MAY 21
4.4-2	20 MAY 21
4.4-3	20 MAY 21
4.4-4	12 NOV 15
4.5-1	12 NOV 15
4.5-2	12 NOV 15
ENR 5	
5.1-1	14 JUL 22
5.1-2	20 APR 23
5.1-3	20 APR 23
5.1-4	14 JUL 22
5.1-5	14 JUL 22

STRANA PAGE	DÁTUM DATE
5.1-6	14 JUL 22
5.1-7	14 JUL 22
5.1-8	14 JUL 22
5.1-9	14 JUL 22
5.1-10	20 MAY 21
5.1-11	14 JUL 22
5.1-12	14 JUL 22
5.2-1	25 MAR 21
5.2-2	20 APR 23
5.2-3	20 APR 23
5.2-4	20 APR 23
5.2-5	20 APR 23
5.2-6	20 APR 23
5.2-7	14 JUL 22
5.2-8	14 JUL 22
5.3-1	20 MAY 21
5.3-2	12 NOV 15
5.3-3	20 MAY 21
5.3-4	12 NOV 15
5.4-1	20 MAY 21
5.4-2	20 MAY 21
5.5-1	14 JUL 22
5.5-2	14 JUL 22
5.5-3	14 JUL 22
5.5-4	14 JUL 22
5.5-5	14 JUL 22
5.5-6	14 JUL 22
5.5-7	20 MAY 21
5.5-8	20 MAY 21
5.5-9	20 MAY 21
5.5-10	20 MAY 21
5.6-1	12 NOV 15
5.6-2	12 NOV 15
ENR 6	
6-1	20 APR 23
6-3	20 APR 23
6-5	20 APR 23
6-7	14 JUL 22
6-9	14 JUL 22
6-11	14 JUL 22
6-13	20 APR 23
6-15	20 APR 23

STRANA PAGE	DÁTUM DATE
6-17	14 JUL 22
PART 3 - AERODROMES (AD)	
AD 0	
0.6-1	10 DEC 15
0.6-2	20 MAY 21
0.6-3	20 MAY 21
0.6-4	20 MAY 21
AD 1	
1.1-1	6 OCT 22
1.1-2	22 APR 21
1.2-1	12 NOV 15
1.2-2	25 MAY 17
1.2-3	26 APR 18
1.2-4	25 MAY 17
1.3-1	6 OCT 22
1.3-2	6 OCT 22
1.3-3	6 OCT 22
1.3-4	6 OCT 22
1.3-5	17 AUG 17
1.3-6	12 NOV 15
1.4-1	6 OCT 22
1.4-2	12 NOV 15
1.5-1	22 APR 21
1.5-2	12 NOV 15
AD 2	
MALACKY	
2-LZMC-1-1	1 DEC 22
2-LZMC-1-2	1 DEC 22
2-LZMC-1-3	1 DEC 22
2-LZMC-1-4	1 DEC 22
2-LZMC-1-5	1 DEC 22
2-LZMC-1-6	1 DEC 22
2-LZMC-1-7	1 DEC 22
2-LZMC-1-8	1 DEC 22
2-LZMC-1-9	1 DEC 22
2-LZMC-1-10	1 DEC 22
2-LZMC-1-11	1 DEC 22
2-LZMC-1-12	1 DEC 22
2-LZMC-1-13	1 DEC 22

STRANA PAGE	DÁTUM DATE
2-LZMC-1-14	12 NOV 15
2-LZMC-1-15	1 DEC 22
2-LZMC-1-16	12 NOV 15
2-LZMC-1-17	1 DEC 22
2-LZMC-1-18	1 DEC 22
2-LZMC-1-19	1 DEC 22
2-LZMC-1-20	1 DEC 22
2-LZMC-1-21	1 DEC 22
2-LZMC-1-22	1 DEC 22
2-LZMC-1-23	25 MAR 21
2-LZMC-1-24	22 APR 21
2-LZMC-1-25	22 APR 21
2-LZMC-1-26	22 APR 21
2-LZMC-1-27	20 APR 23
2-LZMC-1-28	1 DEC 22
2-LZMC-2-1	1 DEC 22
2-LZMC-2-3	1 DEC 22
2-LZMC-5-1	20 APR 23
2-LZMC-5-3	20 APR 23
2-LZMC-6-1	20 APR 23
2-LZMC-7-1	20 APR 23
2-LZMC-7-3	20 APR 23
2-LZMC-7-5	20 APR 23
2-LZMC-7-7	20 APR 23
2-LZMC-7-9	20 APR 23
2-LZMC-8-1	20 APR 23
2-LZMC-9-1	20 APR 23
PREŠOV	
2-LZPW-1-1	3 NOV 22
2-LZPW-1-2	3 NOV 22
2-LZPW-1-3	3 NOV 22
2-LZPW-1-4	3 NOV 22
2-LZPW-1-5	3 NOV 22
2-LZPW-1-6	3 NOV 22
2-LZPW-1-7	3 NOV 22
2-LZPW-1-8	3 NOV 22
2-LZPW-1-9	3 NOV 22
2-LZPW-1-10	3 NOV 22
2-LZPW-1-11	3 NOV 22
2-LZPW-1-12	3 NOV 22
2-LZPW-1-13	3 NOV 22
2-LZPW-1-14	12 NOV 15

STRANA PAGE	DÁTUM DATE
2-LZPW-1-15	20 MAY 21
2-LZPW-1-16	20 MAY 21
2-LZPW-1-17	20 MAY 21
2-LZPW-1-18	12 NOV 15
2-LZPW-1-19	3 NOV 22
2-LZPW-1-20	3 NOV 22
2-LZPW-1-21	3 NOV 22
2-LZPW-1-22	20 MAY 21
2-LZPW-1-23	3 NOV 22
2-LZPW-1-24	20 MAY 21
2-LZPW-1-25	3 NOV 22
2-LZPW-1-26	20 MAY 21
2-LZPW-1-27	12 NOV 15
2-LZPW-1-28	12 NOV 15
2-LZPW-1-29	3 NOV 22
2-LZPW-1-30	20 MAY 21
2-LZPW-2-1	3 NOV 22
2-LZPW-5-1	20 APR 23
2-LZPW-5-3	20 APR 23
2-LZPW-6-1	20 APR 23
2-LZPW-7-1	20 APR 23
2-LZPW-7-3	20 APR 23
2-LZPW-8-1	20 APR 23
2-LZPW-9-1	20 APR 23
SLIAČ	
2-LZSL-1-1	6 OCT 22
2-LZSL-1-2	6 OCT 22
2-LZSL-1-3	6 OCT 22
2-LZSL-1-4	6 OCT 22
2-LZSL-1-5	28 JAN 21
2-LZSL-1-6	28 JAN 21
2-LZSL-1-7	28 JAN 21
2-LZSL-1-8	28 JAN 21
2-LZSL-1-9	28 JAN 21
2-LZSL-1-10	28 JAN 21
2-LZSL-1-11	28 JAN 21
2-LZSL-1-12	28 JAN 21
2-LZSL-1-13	28 JAN 21
2-LZSL-1-14	6 OCT 22
2-LZSL-1-15	28 JAN 21
2-LZSL-1-16	28 JAN 21
2-LZSL-1-17	6 OCT 22

STRANA PAGE	DÁTUM DATE
2-LZSL-1-18	12 NOV 15
2-LZSL-1-19	28 JAN 21
2-LZSL-1-20	12 NOV 15
2-LZSL-1-21	6 OCT 22
2-LZSL-1-22	6 OCT 22
2-LZSL-1-23	6 OCT 22
2-LZSL-1-24	15 JUN 23
2-LZSL-1-25	28 JAN 21
2-LZSL-1-26	28 JAN 21
2-LZSL-1-27	28 JAN 21
2-LZSL-1-28	28 JAN 21
2-LZSL-1-29	28 JAN 21
2-LZSL-1-30	12 NOV 15
2-LZSL-1-31	20 APR 23
2-LZSL-1-32	28 JAN 21
2-LZSL-2-1	6 OCT 22
2-LZSL-2-3	6 OCT 22
2-LZSL-5-1	20 APR 23
2-LZSL-5-3	20 APR 23
2-LZSL-6-1	20 APR 23
2-LZSL-7-1	6 OCT 22
2-LZSL-7-3	6 OCT 22
2-LZSL-7-5	6 OCT 22
2-LZSL-8-1	15 JUN 23
2-LZSL-9-1	20 APR 23

2.22.5 Strata spojenia

Na činnosť pri strate rádiového spojenia pri meteorologických podmienkach na let podľa prístrojov (IMC) je na letisku Sliač určené nasledovné rádionavigačné zariadenie:

- VOR SLC (114,0 MHz)

2.22.5.1 Strata spojenia - zvláštne situácie

Pri činnosti v PCA ROZHON/PCA STRATOSFERA (činnosť na tratiach RT-14/RT-114) nie je možné vykonať postup podľa odseku ENR 1.1.11.1 (Liatadlo so stratou spojenia letiace v meteorologických podmienkach na let podľa prístrojov alebo, ak sú podmienky také, že sa javí nepravdepodobné, že pilot ukončí let za podmienok VMC).

Z toho dôvodu budú posádky lietadiel postupovať nasledovne:

- v prípade straty spojenia s lietadlom pri činnosti v PCA ROZHON/PCA STRATOSFERA (činnosť na tratiach RT-14/RT-114) sa predpokladá, že posádka nastaví kód SSR 7600, preruší činnosť, upraví rýchlosť na podzvukovú a plynule klesá tak, aby na bode TIVON dosiahla výšku 10 000 ft AMSL (QNH Sliač). Z bodu TIVON pokračuje vlastnou navigáciou a vykoná priblíženie podľa ILS CAT I alebo LOC RWY 36.

2.22.6 Postupy pre lety VFR v LZR225, LZR225A, LZR225B, LZR225C, LZTRA225D

Za predpokladu, že prevádzková situácia to umožňuje, letové povolenie na let VFR bude vydané za podmienok uvedených v nasledujúcich ustanoveniach.

2.22.6.1 Prílety a prelety

- Obojsmerné spojenie sa musí nadviazať na príslušnej frekvencii pred vstupom do LZR225, LZR225A, LZR225B, LZR225C, LZTRA225D.
- Odchýlka od letového povolenia sa môže vykonať len po predchádzajúcom súhlase stanovišťa ATS.
- Piloti musia hlásiť polohy ako sa požaduje.

2.22.6.2 Odlety

Pilot musí nadviazať obojsmerné spojenie so SLIAČ TWR a postupovať v súlade s vydaným letovým povolením.

2.22.6.3 Vyčkávanie

Liatadlá môžu byť žiadané vyčkávať nad určeným zemepisným bodom.

Lety VFR podľa pokynov ATS a podľa odseku LZSL AD 2.22.6.

Lety IFR podľa pokynov ATS a podľa odseku LZSL AD 2.22.3.

2.22.6.4 Miestna letová činnosť

Pred spúšťaním na miestnu letovú činnosť musí pilot nadviazať obojsmerné spojenie so stanovišťom SLIAČ TWR.

2.22.6.4.1 Priestory pre núdzové opustenie lietadla

Najvhodnejší priestor na vykonávanie núdzového opustenia lietadla (NOL) je LZR24 (VVP Lešť). Optimálna výška na vykonanie NOL je 6 500 ft/2 000 m AMSL.

2.22.6.5 Vstupné a výstupné body VFR do/z LZR225

- Všetky lety VFR do/z LZR225 musia byť uskutočňované iba cez zriadené vstupné a výstupné body, okrem prípadov, ak príslušné stanovište ATS stanoví inak

2.22.5 Communication failure

The following radio navigation aid is intended for the air traffic activity at the Sliač aerodrome in case the radio communication failure under instrument meteorological conditions (IMC):

- VOR SLC (114,0 MHz)

2.22.5.1 Communication failure - special situations

During activity in area PCA ROZHON/PCA STRATOSFERA (operation on routes RT-14/RT-114) it is not possible to perform the procedure according to para. ENR 1.1.11.1 (Aircraft with lost communication flying in instrument meteorological conditions or, if the conditions are such that it appears unlikely that the pilot will terminate the flight under VMC conditions).

Therefore, the aircraft crews will proceed as follows:

- in case of communication loss with the aircraft during activity in PCA ROZHON / PCA STRATOSFERA (operation on RT-14/RT-114 routes) it is assumed that the crew sets the SSR code 7600, interrupts the activity, adjusts the speed to subsonic and gradually decreases so that on point TIVON reached altitude 10 000 ft AMSL (QNH Sliač). From TIVON point continues with its own navigation and performs the approach procedure according to ILS CAT I or LOC RWY 36.

2.22.6 Procedures for VFR flights within LZR225, LZR225A, LZR225B, LZR225C, LZTRA225D

Provided that traffic situation makes it possible, an ATC clearance for VFR flight will be issued under the conditions described in the following provisions.

2.22.6.1 Arrivals and overflights

- The ground-air voice communication shall establish on the appropriate frequency before enter LZR225, LZR225A, LZR225B, LZR225C, LZTRA225D.
- Deviations from the flight permission shall only be made with the prior approval of the ATS unit.
- Pilots shall report the positions as required.

2.22.6.2 Departures

The pilot shall establish a ground-air voice communication with the TWR SLIAČ and proceed in accordance with flight permission.

2.22.6.3 Holding

Aircraft may be required to hold at a specific geographical location.

VFR flights according to ATS instructions and in para. LZSL AD 2.22.6.

VFR flights according to ATS instructions and in para. LZSL AD 2.22.3.

2.22.6.4 Local flight activity

Prior starting up of local flight activity, the pilot shall establish a ground-air voice communication with the TWR SLIAČ.

2.22.6.4.1 Areas for catapult from the aircraft

The most suitable area for catapult from the aircraft (CFA) is the airspace LZR24 (VVP Lešť). The optimal altitude to perform CFA is 6 500 ft /2 000 m AMSL.

2.22.6.5 VFR entry and exit points to/from LZR225

- All VFR flights to/from the LZR225 shall be carried out only via established entry and exit points unless appropriate ATS unit states otherwise.

Vstupné a výstupné body VFR do/z LZR225 VFR Entry and Exit Points to/from LZR225		
Názov Name	Poloha Location	Zemepisné súradnice Coordinates
H	Hronská Breznica	483404N 0185946E
K	Kremnica	484223N 0185503E
L	Ľubietová	484453N 0192149E
S	Sása	482600N 0190751E
V	Vígľaš	483321N 0191735E

2.22.6.6 Piloti letov VFR sa upozorňujú na požiadavku zotrvať v meteorologických podmienkach pre let za viditeľnosti (VMC) po celú dobu a musia upozorniť ATC, keby v ktoromkoľvek čase neboli schopní dodržať vydané pokyny.

2.22.6.6 Pilots of VFR flights are reminded of the requirements to remain in VMC at all times and must advise ATC if at any time they are unable to comply with the instructions issued.

2.22.7 Povinnosti cudzích osádok a cestujúcich po pristáti

2.22.7 Obligations of stranger crews and passengers after landing

NIL

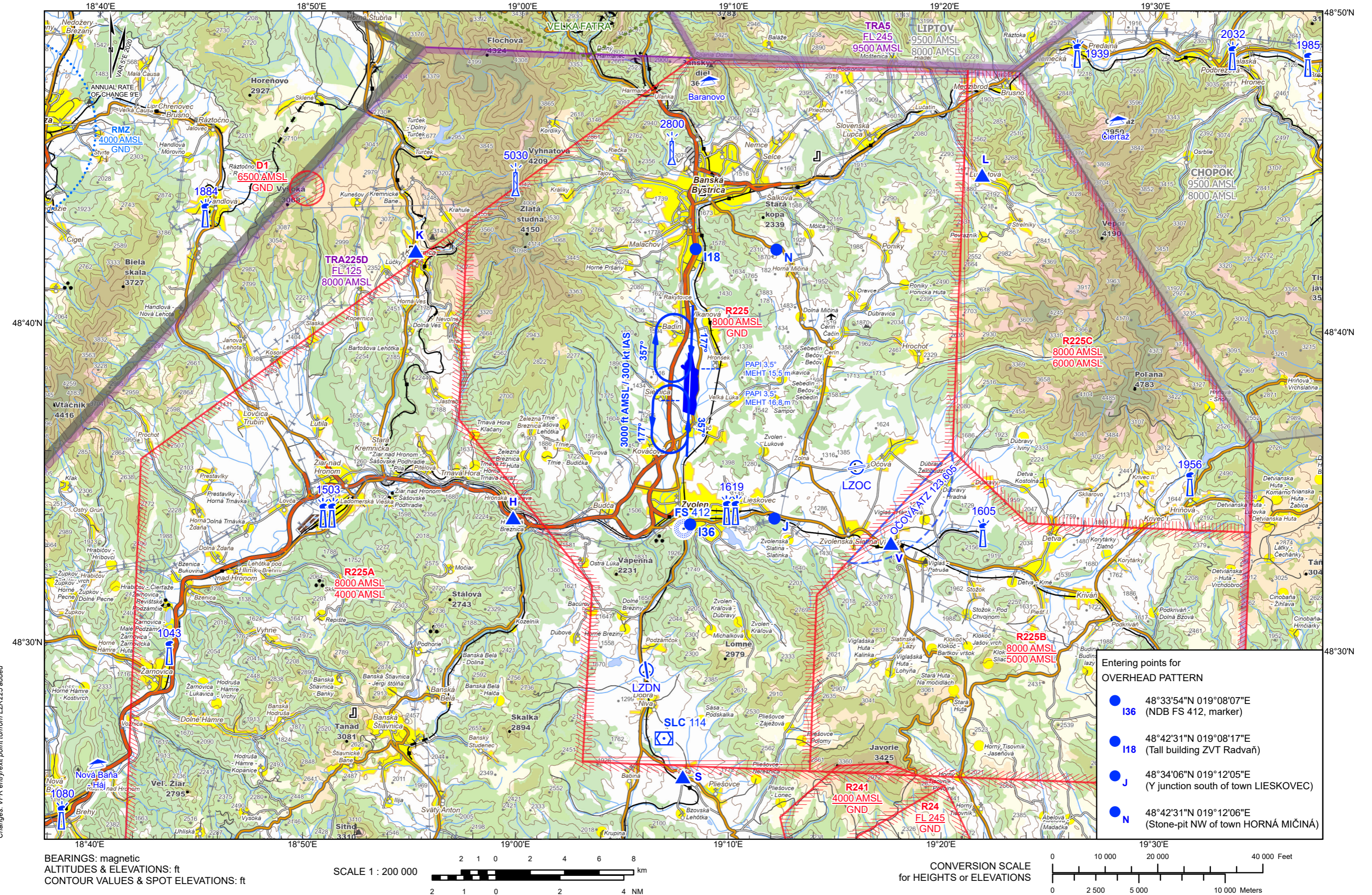
NIL

VISUAL APPROACH CHART - ICAO

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)



Changes: VFR entry/exit point to/from LZR225 added

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

