

BRATISLAVA – MR STEFANIK (BTS/LZIB)

Elevation 436ft

CATEGORY A

No video brief available.

GENERAL

- Simple airport, with 2 crossing runways
- Preferred runway:
 - RWY 13 and RWY 04 for Take-off
 - RWY 22 and RWY31 for landing
- ILS:
 - RWY 22 – Cat I
 - RWY 31 – Cat IIIA
- Circling approaches:
 - RWY 22 to RWY 04
 - RWY 31 to RWY13
- LOWW traffic is nearby – monitor for traffic (significantly higher activity)
- General aviation activity is light to moderate

Threats

CFIT

- There is a mountain range to the NW of the airport – peak 2133' – other factors: man-made structure (TV tower – 2067', 5NM NW of LZIB) – refer to charts for MSA at OKR NDB
- Crews should be on high alert when departing RWY 31 (terrain is straight ahead) and plan accordingly
- When landing on RWY 22, crew should ensure to be on track as mountain range is close (right side)
- RWY 22 departure is over the city, there are high-rises in city centre (846', 845', 2067' should be no factor if strong adherence to track, altitude, and speeds)
- Oil refinery is close by the city

Special Considerations

- LZIB is a noise sensitive airport
- Continuous Descent Operations are in use – adopt low-engine and low-drag configuration as long as possible – aim to level at initial approach fix (2500')
- Several Noise monitoring points installed near vicinity of the APT.
- Reverse thrust IDLE between 2300 – 0700 LT, expect for safety reasons
- Dep. on RWY 31 and RWY22 between 2300 – 0700 LT, for ACFT with MTOM 45T+ is prohibited

ARRIVAL

Diversions Airports

VIENNA	VIE/LOWW	26 nm/258°T	CAT A
BRNO	BRQ/LKTB	63 nm/336°T	CAT A
BUDAPEST	BUD/LHBP	94 nm/113°T	CAT A

POPRAD TATRY	TAT/LZTT	132 nm/060°T	CAT A
KOSICE	KSC/LZKZ	163 nm/073°T	CAT A

APPROACH

- Airport is not usually very busy, however do not over-extend time on RWY

GROUND

- Use of APU:
 - Arrival: max 30 min after arrival
 - Departure: max 30 min prior to start-up time
- Taxiing to parking stands – only with Follow-me car OR marshaller
- For ACFT cat D – over-steering technique should be applied on tight corners
- For ACFT cat E – Follow-me car only
- Stands 1, 13, and 14 used for ACFT CAT D, E – refer to chart 10-9A

DEPARTURE

- Southbound and Eastbound departures: VAMOG and TABIN, NITRA
- Westbound and Northbound departures: TOVKA, BERVA
- Pilots should be ready for a rapid line-up according to ATC instructions
- Cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the runway should be kept to a minimum required. Commence take-off roll immediately after receiving take-off clearance. Pilots not able to comply with the above requirements shall notify ATC as soon as possible

WEATHER

- LZIB lies in the northern temperate zone and has a moderately continental climate
- Cool winters and warm and humid summers (average annual temp. 10.5°C)
- Fogs are present mainly during the fall season
- Summer thunderstorms are frequent (can be severe at times) / precipitation evenly spread
- Often windy (with strong gust) – usually west-to-east direction, and north-to-south direction
- De-icing and winter operations effective (airport is not closed very often)
- De-icing operations active on Stand 21 (refer to chart 10-9A)

OPERATIONAL INFORMATION

Handling Agents	Bratislava Airport Handling, ABS Jets
Handling Agent VHF	-
Potable Water	Uplift permitted

IF ONLY ELEC. PWR is required	Use ground power at all times
If BOTH ELEC. PWR and A/C is required:	Use both ground services at all times