AIR BRIDE EVENT

Portorož | LJPZ – Hévíz-Balaton | LHSM

10th October 2017 from 1700 – 2000 Z

Document revision 1.0
September, 2017
INTRODUCTION

Dear IVAO Member!

Slovenia and Hungary Division would like to welcome you to the »Portorož | LJPZ – Hévíz-Balaton | LHSM« Air Bridge Event. The Event will be on 10th October 2017 between 17.00z to 20.00z.

Pilots who will fly on this Event will get to know Slovenia smallest international airport Portorož (LJPZ) and Hungary Hévíz-Balaton international airport (LHSM), previously known as Sármellék International Airport, located west of Lake Balaton.

In this document, we would like to introduce this Event and present you rules that need to be followed.

Like always, the main goal is that pilots have fun and enjoy flying VFR – using Visual Flight Rules ans IFR – using Instrument Flight Rules. The other goal is to increase popularity of flying in Slovenian & Hungary virtual airspace and to increase overall traffic on IVAO network.

We hope that you will enjoy reading this document.

On behalf of both divisions, we hope to see you at the event. Enjoy the full and quality ATC, challenging and unique airports and stunning views!

Kind regards,

Jure Griljc, ll.m.
IVAO Slovenia SI-EC
1. RULES AND GENERAL CONDITIONS

There are few basic rules that you need to follow so that you successfully finish this Event:

I. Follow all IVAO Rules and Regulations.
II. All flights must be flown online and with real weather (simulated daytime any good weather are allowed for VFR flights).
III. Flights can be flown on Tuesday, 10.10.2017 from 1700z - 2000z
IV. Flights must be flown with normal simulation speed (1x).
V. Pay attention to your flight plan. PIREPs with wrong ICAO codes, wrong flight rules, etc... will be rejected.
VI. User may fly as much flights as they wish between LJPZ - LHSM and LHSM - LJPZ.
VII. Check for the latest LJPZ and LHSM sceneries.
VIII. Aircraft for this tour must be one from the table below. Other traffic will be diverted to Ljubljana LJLJ airport.
IX. No military aircrafts allowed.
X. For each completed flight, you have to fill a report via IVAO Tours Reporting System.
XI. Be prepared for flying in Portorož airspace. There is only procedural control available. If you don’t have sufficient knowledge, please fly VFR. IFR traffic must know how to fly IFR procedures, no vectors are available.

Pilots may use the following aircrafts:

Note that due Portorož runway length, aircraft selection is limited due:
- IFR Procedures are for approach CAT A and B only,
- Strength of apron and runway is PCN 35/F/C/X/T.

If you take in to account both things above, only aircraft from the list below are allowed (examples are in brackets):
- General Aviation aircraft up to MTOW 5700kg (C172, PA28, PA34, C208, DA40, DA42, etc),
- Business Aviation aircraft with landing or take-off mass up to 27 tons (it depends on the tyre pressure as well) and Approach CAT B or A (C310, C441, C550, C750, CL604, F2TH, DHC6, GLF5, LJ70, etc),
- Cargo and passenger aircraft landing or take-off mass up to 27 tons (it depends on the tyre pressure as well) and Approach CAT B or A (AT42/72, ATP, B1900, BE40, B350, BE9L, DHC7, DH8A/B/C, D228, D328, SW4, E110, E120, F27, F50, JS31, JS41, SF34, SB20, SH36, etc).

Note that pilot should also check, what is the maximum takeoff weight allowed to take off from the Portoroz runway that is 1.200 metres long.

It is not allowed to use one of the following aircrafts:
- Military or fighter aircraft,
- Aircraft with a maximum weight above of 27 tons (54,900 lbs.),
- Aircraft with approach CAT C or D,
- Supersonic aircraft.

Note that you have to fill out the report correctly in order for it to be accepted:
I. All times must be in UTC.
II. Make sure to fill in the report with the same callsign used for the flight online.

III. Maximum disconnection time 15 minutes, report disconnections in the PIREP’s comments.

**IMPORTANT:** pilot must log on at least 6 minutes before departure and log off at least 6 minutes after arrival in order to let IVAO tracker log your flight data. Legs will be rejected if you do not comply with this rule and your flight will not be registered by IVAO Tracking system.

2. **AWARD**

2.1. **Pilots**

For every flight on this event Pilots will receive 1 point per flight (of 10 required) to obtain the Slovenia Best Pilot 2017 Award. Maximum 2 flights can be flown for award purposes.

Send your pirep **HERE**

2.2. **ATC Controllers**

Every controller covering an active position during Event (in LJLA, LOVV & LHCC FIR) will be awarded with **ATC Events Award.** If you participated on this event as active ATC controller, send your pirep **HERE**

3. **DURATION OF EVENT**

Portorož – Balaton Air Bridge Event will be performed on 10th October from 1700z to 2000z (1900 to 2200 Local).

Before 1700z and after 2000z ATC services are not guaranteed.
4. RESOURCES

4.1. GLOBAL SCENERIES

On IVAO Slovenia Division scenery website, you can find some recommended updates that are made for the whole world or Europe or/and Slovenia.

If you do not have any payware installed we suggest that you check a free and very detailed (LOD10) mesh for the whole world that is available from FreeMesh X Global. With this addon, you get nicely shaped landscape around the world or you can just install the European continent.

Hervé Sors makes monthly updates to the navaids and waypoints with updates to the magnetic variation included.

FS Real Time updates time zones and correct DST movement.

4.2. SLOVENIA FREEWARE

IVAO Slovenia division providing free charts & sceneries for Slovenia airports. While learning the complexity of creating FS sceneries, some great add-ons were made and are updated when knowledge improves. Sceneries are available on IVAO Slovenia division website. X-plane, Prepare 3D and FS9/FSX are supported although not for all airports. Ljubljana airport is available for all flight simulators while others are mainly made for FSX.

Portorož Airport (Slovene: Aerodrom Portorož) (IATA: POW, ICAO: LJPZ) is the smallest of three international airports in Slovenia. It is located near the village of Sečovlje, 6 km (3.7 mi) south of Portorož, and less than 300 m (980 ft) from the Croatian border. The airport was opened on 27 September 1962. In addition to Portorož, the airport serves a number of other tourist destinations in the region, including Piran, Izola, Koper (in Slovenia) and Umag (in Croatia).

The airport is intended for passenger and cargo transport, sport, tourist and business flights. It lies at two meters above sea level, the runway measures 1,205 m × 30 m (3,953 ft × 98 ft). Furthermore, a permit is issued for take-offs and landings of aircraft with a maximum weight of 27 tons (54,900 lbs.). Runway 33, which, as in the case of Runway 15, has a runway length of 1,205 m (3,953 ft) for takeoff purposes. However, unlike runway 15, runway 33 has a displaced threshold, meaning that aircraft landing on this runway, i.e. at a heading of 330°, are required to touchdown (landing) at a position approx. 230 m (750 ft) from the beginning of the runway, thereby reducing the runway landing distance to approx. 970 m (3,180 ft). IFR approach (POR VOR/DME) is available for RWY15 (no ILS).

4.3. HUNGARY FREEWARE & PAYWARE

IVAO Hungary division providing free charts for their airspace and airports. You can found Freeware scenery for Balaton LHSM Airport. All FS2004/FSX, Prepare 3D and X-plane versions are supported. You can find also a lot of other Hungarian Freeware or Payware sceneries on the internet.
Hévíz–Balaton Airport (IATA: SOB, ICAO: LHSM), previously also known as Sármellék International Airport (Hungarian: Sármellék Nemzetközi Repülőtér), is an international airport in Hungary located west of Lake Balaton, 1 kilometre (0.6 mi) south-southwest of the village of Sármellék, Zala County and Keszthely. It gains importance due to the proximity of Lake Balaton, Hungary's most important holiday resort and the thermal spas of Hévíz and Zalakaros.

Airport lies at 123 meters above sea level, the runway measures 2,500 m × 60 m (8,202 ft × 196 ft). Concrete runway 16/34 is in operation. Airport permit all IFR and VFR traffic. For rwy 16 ILS approach is available.

**IMPORTANT:**

In case of heavy traffic and due limited space on LJPZ and LHSM apron, you can expect to be diverted to Ljubljana Airport (IATA: LJU, ICAO: LJLJ) or Budapest Airport (IATA: BUD, ICAO: LHBP)*

*See chapter 6.3.

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5. **AIP AND CHARTS**

Charts and the information from the Aeronautical Information Publication are a big help to pilots before flying and also during the flight. Here will be listed the charts and information that you have to check and read before flight.

For this, as suggested, you should create your EAD account for free access to all AIPs from the Europe region and further. Unfortunately, not all ANS providers have Electronic AIP available, that is why you have to access to them via EAD login.

Check Eurocontrol website to see, which country has eAIP and which one has only one published and accessed via free EAD Account.

In every AIP you find enroute charts in Part 2 - ENR chapter 6, while aerodrome charts are in Part 3 - AD chapter 2 inside every subchapter of the relevant airport - charts are at the end of each aerodrome chapter.
5.1. SLOVENIA

Current eAIP Slovenia is always available at Slovenia Control website. On IVAO Slovenia website you can find all appropriate charts for all Slovenian aerodromes.

Please be noticed that SAXFRA (Slovenian Austrian Free Route Airspace) is implemented in Slovenian and Austrian Airspace from November 10, 2017.

More information about SAXFRA is available at:
- AIP Slovenia
- RAD document
- Eurocontrol NOP portal

5.2. HUNGARY

Current Hungary eAIP is available at Hungaro Control web site. On IVAO Hungary website you can find links for all Hungarian aerodrome charts.

6. ROUTES & PROCEDURES

6.1. Portorož LJPZ – Balaton LHSM

6.1.1. DEPARTURE FROM LJPZ

ATC clearance will be delivered from Portorož Approach / Tower (LJPZ_APP). Pilots shall request ATC clearance on stand prior request for start-up clearance.


Departing ACFT may expect following ATC clearances:

- **RWY 33**: SID ILB 2S departure (Climb on POR R318 to D4.0 POR, turn LEFT to POR, turn LEFT, POR R074 (ILB R254 inbound) to ILB), initial climb 8000 ft.

- **RWY 15**: SID ILB 1R departure (Turn LEFT visually to POR, then join SID from rwy 33), initial climb 8000 ft.
Expect departure information and latest MET report from Portorož Approach (LJPZ_APP), because there is no ATIS station at aerodrome.

Report if you able to except visual departure DCT to ILB when requesting IFR clearance.

Pay attention to your flight plans. FPL with wrong ICAO codes, wrong flight rules, etc... will be rejected.

**Eurocontrol validated IFR route from Portorož LJPZ to Balaton LHSM is:**

<table>
<thead>
<tr>
<th>Above FL130: ILB DCT DIMLO DCT NALOX DCT SME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below FL130 down to A080: ILB DCT VALLU M859 DIMLO DCT NALOX DCT SME</td>
</tr>
</tbody>
</table>

**VFR route from Portorož LJPZ to Balaton LHSM is:**

LJPZ PE1 DIVACA VFR1 CELJE VFR2 MS3 VELIKANEDELJA ME4 DIMLO DIOSKAL LHSM (up to 7500 ft)

If you fly VFR, please be familiar with Slovenia VFR Chart. You must leave Portorož CTR via one of the prescribed exit point (for VFR flights to East exit route is PE1-KOZINA). [Free VFR Chart is available HERE.](#)
Note that due Portorož runway length, aircraft selection is limited due:
- IFR Procedures are for approach CAT A and B only,
- Strength of apron and runway is PCN 35/F/C/X/T.

If you take in to account both things above, only aircraft from the list below are allowed (examples are in brackets):
- General Aviation aircraft up to MTOW 5700kg (C172, PA28, PA34, C208, DA40, DA42, etc),
- Business Aviation aircraft with landing or take-off mass up to 27 tons (it depends on the tyre pressure as well) and Approach CAT B or A (C310, C441, C550, C750, CL604, F2TH, DHC6, GLF5, LJ70, etc),
- Cargo and passenger aircraft landing or take-off mass up to 27 tons (it depends on the tyre pressure as well) and Approach CAT B or A (AT42/72, ATP, B1900, BE40, B350, BE9L, DHC7, DH8A/B/C, D228, D328, SW4, E110, E120, F27, F50, JS31, JS41, SF34, SB20, SH36, etc).

Note that pilot should also check, what is the maximum takeoff weight allowed to take off from the Portorož runway that is 1.200 metres long.
6.1.2. ARRIVAL TO LHSM

In Budapest FIR expect following ATC Stations: LHCC_CTR, LHSM_FSS, LHB_P_APP and LHB_P_TWR online.

The instrument approach procedures are published on Instrument Approach Charts. When instrument approach is in progress, all VFR aircraft operating within the TIZ will be advised to land or hold outside Sármellék TIZ.

A visual approach will only be allowed or offered if the visibility is at least 5 km and the cloud-base at least 1500 ft (450m).

Contact shall be established with AFIS (LHB_P_FSS) prior to reaching the area boundary. AFIS provides information about aerodrome local traffic, „Traffic circuit“ available as well as conditions of approach and landing.

VFR Traffic Pattern:
- Right and left hand traffic pattern for RWY 34
- Right and left hand traffic pattern for RWY 16

Designated VFR reporting points:
- BALATON: 46 42 22, 485 N; 017 15 52, 785 E (influx of river Zala)
- DIOSKAL: 46 39 37, 458 N; 017 03 45, 026 E (Meteorological Radar Antenna/ approx. 0,8 NM South East of Dioskál village)
6.2. Balaton LHSM – Portorož LJPZ

6.2.1. DEPARTURE FROM LHSM

Flights departing from LHSM shall request en-route clearance before takeoff from Balaton Information (LHSM_FSS). The en-route clearance will be delivered by the Information in standard circumstances after giving the start-up clearance on the parking stand.

Departing aircraft have to follow the procedures included in en-route clearance given before the takeoff. Taxiing shall be carried out as instructed by Information.

Departing ACFT may expect following ATC clearances:

- **RWY 16**: SID NALOX 1D departure (after departure continue rwy HDG. Climb to FL100 or above by ATC. Cross D4.5 SME DME at 2000 or above then turn LEFT and proceed dct SME NDB (turn limited to 210 KIAS max). After crossing SME NDB fly on QDR 307 SME NDB proceeding to NALOX. When passing 9000 change QNH setting for Budapest QNH provided by ATC. Cross NASLOX at 10000 ft or above- only by ATC clearance), initial climb 10000 ft.

- **RWY 34**: SID NALOX 3D departure (after departure continue rwy HDG. Climb to FL100 or above by ATC. Cross D5.5 SME DME at 2000 or above then turn LEFT and proceed dct SME NDB (turn
limited to 210 KIAS max). After crossing SME NDB turn LEFT to track 311°. After crossing QDM 162 SME NDB turn LEFT to track 293° proceeding NALOX. When passing 9000 change QNH setting for Budapest QNH provided by ATC. Cross NASLOX at 10000 ft or above- only by ATC clearance), initial climb 10000 ft.


Pay attention to your flight plans. FPL with wrong ICAO codes, wrong flight rules, etc... will be rejected.

**Eurocontrol validated IFR route from Balaton LHSM to Portorož LJPZ is:**

Above FL130: NALOX DCT DIMLO DCT ILB
Below FL130 down to A080: NALOX DCT DIMLO M859 WALLU DCT ILB

**VFR route from Balaton LHSM to Portorož LJPZ is:**

LHSM DIOSKAL DIMLO ME4 VELIKANDELEJA MS3 VFR2 CELJE VFR1 DIVACA PE1 LJPZ (up to 6500 ft)

### 6.2.2. ARRIVAL TO LJPZ

Note that only procedural control is available in Portorož CTR. This means that Approach control does not have a radar service. Due to this limitation, we would like to remind you that you need to have a good knowledge of IFR (Instrumental Flight Rules) – strict following procedures, knowing procedural control are just few of them. Be prepared also to report estimated time at “point” multiple times. Note that arriving ACFT cannot be vectored by ATC.

All others are more than welcome with VFR flights, either as touch and go or with full stop landings. Takeoffs and landings of aircraft with a maximum weight of 27 tons (54,900 lbs.) is permitted only at LJPZ. Other (heavier) traffic will be diverted to Ljubljana LJLJ airport. Note that due Portorož runway length, aircraft selection is limited due:
- IFR Procedures are for approach CAT A and B only,
- Strength of apron and runway is PCN 35/F/C/X/T.

If you take in to account both things above, only aircraft from the list below are allowed (examples are in brackets):
- General Aviation aircraft up to MTOW 5700kg (C172, PA28, PA34, C208, DA40, DA42, etc),
- Business Aviation aircraft with landing or take-off mass up to 27 tons (it depends on the tyre pressure as well) and Approach CAT B or A (C310, C441, C550, C750, CL604, F2TH, DHC6, GLF5, LJ70, etc),
- Cargo and passenger aircraft landing or take-off mass up to 27 tons (it depends on the tyre pressure as well) and Approach CAT B or A (AT42/72, ATP, B1900, BE40, B350, BE9L, DHC7, DH8A/B/C, D228, D328, SW4, E110, E120, F27, F50, JS31, JS41, SF34, SB20, SH36, etc).

Note that pilot should also check, what is the maximum takeoff weight allowed to take off from the Portorož runway that is 1.200 metres long.

For landing expect STAR ILB 2P. Take care with prescribed heights in STAR. When reaching POR VOR expect VOR/DME approach for rwy 33 or HOLD over POR.

Pilots must always use charts to execute STAR procedure as published. Be aware that some errors were detected in Navigraph AIRAC data (wrong approach route!) so do not rely completely to the AutoPilot function.

In case of strong winds in direction of RWY 15, visual circling for RWY 33 will be instructed by ATC. If no otherwise instructed, pilots must join right downwind for RWY 33 and report on downwind. Be advised that there is rejected threshold and no PAPI lights installed at rwy 33.

In case of circling to land procedure in progress or heavy traffic all inbound traffic may expect delays with HOLDING over POR.
ILB 2P STAR & HOLDING over POR

After RWY vacated Taxi instructions to stand number will be given by Portorož Approach (LJPZ_APP). Do not report “On Blocks” position to ATC.

6.3. Diverting to Ljubljana LJLJ or Budapest LHBP

6.3.1. DIVERT TO LJLJ

In case of heavy traffic and due limited space in LJPZ apron, you can expect to be diverted to Ljubljana international Airport (IATA: LJU, ICAO: LJLJ). You can expect Ljubljana Approach Radar (LJLA_CTR) and Ljubljana Tower (LJLJ_TWR) online during Event. Freeware scenery of LJLJ is available for all of simulators.

**Fraport Slovenija - Ljubljana Airport – LJLJ | LJU** (Slovene: Aerodrom Ljubljana) also known by its previous name - Brnik Airport, is the international airport of Ljubljana, the capital of Slovenia. The airport is the biggest in Slovenia and is located near the village of Brnik, 24 km northwest of Ljubljana and 9.5 km. The airport was officially opened in December 1963. This airport will be your everytime destination on this tour.

Arriving ACFT will be vectored by ATC (LJLA_CTR) to ensure the interception of the ILS at the FAF for RWY 30. Due to high terrain NORTH of Airport, do not overshoot the ILS LOC.
Pilots must always use charts to execute procedure as published. In case of AutoPilot use, please be aware that some errors were detected in Navigraph AIRAC data (wrong ILS approach route!).

In case of strong winds in direction of RWY 30, visual circling for RWY 12 will be instructed by ATC. If so, pilots must join right downwind for RWY 12. Circling North-East (NE) of aerodrome is prohibited due to high terrain. Be advised that there is no ILS system on RWY 12. In case of circling to land procedure in progress all traffic may expect delays with HOLDING over DOL.

In case of heavy traffic and due limited space in LHSM civil apron, you can expect to be diverted to Budapest Airport (IATA: BUD, ICAO: LHBP). You can expect Budapest Approach (LHBP_APP) and Budapest Tower (LHBP_TWR) online during Event. Freeware or Payware sceneries of LHBP is available.

**6.3.2. DIVERT TO LHBP**

Budapest Ferenc Liszt International Airport (Hungarian: Budapest Liszt Ferenc Nemzetközi Repülőtér) (IATA: BUD, ICAO: LHBP), formerly known as Budapest Ferihegy International Airport, is the international airport serving the Hungarian capital city of Budapest, and by far the largest of the country's four commercial airports. The airport is located 16 kilometers (9.9 mi) southeast of the center of Budapest (bordering Pest county) and was renamed in 2011 in honor of the most famous Hungarian composer Franz Liszt on the occasion of the 200th anniversary of his birth. The airport won the Skytrax Best Eastern European airport prize three times in a row (2014-2016).
The GPS/FMS RNAV arrival procedures and standard IAPs for Budapest Airport, including the radar vector techniques used in the Budapest TMA. To guarantee optimal utilization of these modern on-board systems, so-called "RNAV arrival - Transition to final approach" and "T-bar base instrument approach" procedures have been implemented at Budapest Liszt Ferenc International Airport, which comply with the radar vector practices applicable to this airport.

To eliminate additional radio communication to clarify the navigational capability of aircraft, the phrase “UNABLE RNAV DUE EQUIPMENT” shall be included by the pilot immediately following the aircraft call sign, whenever initial contact on the Budapest Approach frequency is established.

Due to the limited airspace available, it is of importance that the approaches to the patterns and the holding procedures are carried out as precisely as possible. Pilots are strongly requested to inform ATC if, for any reason the approach and/or holding cannot be performed as required.

Free e-AIP with all information and LHBP charts are available HERE

7. AT THE END

Thank you for flying this Air Bridge Event!

We hope that you have enjoyed this event very much as well that you have learned new skills and got additional knowledge of VFR and/or IFR flying, flying in procedural control airspace, route planning, etc.

We would like to welcome you with further flights to our country, especially every Tuesday when Slovenia Division has online evenings!

If you have any question or suggestion or if you have found a mistake, do not hesitate to contact us via E-MAIL.

We wish you safe flying and a lot of fun!
Our Partners: