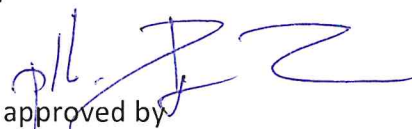


81. wing Sliač

2025



approved by

col. František PYTLÍK

commander of 81. wing Sliač AFB



SLIAČ AFB IN-FLIGHT GUIDE

RWY 18/36

Version 2.9.3

Effective 01 JULY 2025

ADMIN / INDEX / PHONE NUMBERS

INDEX – Version 2.9.3 (discard older versions)

PAGE	TITLE	Date of valid information	Procedure	RMK
1	Cover	01 JULY 2025	-	effective from
2	Admin / Index / Phone Numbers	11 FEB 2025	-	radar H12
3	ATC Frequencies / Navigational Aids	11 FEB 2025	-	operation HRS, ILS u/s, PAR
4	Procedures and limitations	01 JULY 2025	-	procedures removed
5	Runway / taxiways / aprons	01 JULY 2025	OAT	condition update
6	Apron N1 / N2 / MIDDLE / SOUTH	16 JUN 2025	OAT	condition update
7	APN	01 JULY 2025	OAT	condition update
8	SID RWY 18	16 JUN 2025	OAT	SID added
-	SID RWY 36 FATRA	16 JUN 2025	OAT	chart removed
-	SID RWY 36 via VOR SLC	16 JUN 2025	OAT	chart removed
-	SID RWY 36 via NDB FS	16 JUN 2025	OAT	chart removed
9	STAR RWY36	08 AUG 2024	OAT	
10	VOR RWY36	01 JULY 2025	OAT	limitations changed
-	ILS CAT I or LOC Y	11 FEB 2025	OAT	chart removed
-	ILS CAT I or LOC Z	11 FEB 2025	OAT	chart removed
11	PAR RWY36	01 JULY 2025	OAT	limitations added
12	MRVA (ATCMAC)	01 JULY 2025	OAT	name changed
13	Visual Approach Chart	01 JULY 2025	OAT	limitations added
-	Overhead RWY36	16 JUN 2025	OAT	chart removed
14	LZR225	01 MAR 2021	OAT	
15,16	LZR225A/B/C/D	08 AUG 2024	OAT	
17	Emergency / Recall / Area Hold / RWY Closure	16 JUN 2025	OAT	update
18,19	Alternate AD	11 FEB 2025	OAT	new chart
20	COMMLOSS Procedure	01 JULY 2025	OAT	comloss procedure removed

ADMIN

0	ICAO code	LZSL
1	ARP coordinates RWY 18/36	483817N 0190803E on the axis of THR RWY 18/36, 1200m from THR RWY36
2	Magnetic variation / Annual change	5° E (2020) / +0°09' E
3	Elevation	1044 ft (318 m)
4	Air Traffic Services	OAT: H24 (RADAR service H12, H24 on request)
5	Fueling	O/R - H24 (Fuel trucks)
6	Fuel and oil types	JET A-10/D, JET A-1+FS II, Aero T-3SP, Aero-DM, MJO-II, ASF-41, ASTO-55, BTS, ASG-15A, CLATIN-201
7	AD category for fire fighters	CAT 7, O/R in advance 1 working day CAT 8
9	MET briefing office (for English call TWR)	H24, tel: +421 960 452 129 (tel: +421 960 452 122)
10	FPL – AFTN Address *	LZSLZTZ (Sliač TWR)
11	PPR REQ	Prior Permission Required through diplomatic channels for foreign military aircraft

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

IMPORTANT PHONE NUMBERS

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

ATC FREQUENCIES

Service designation	Call sign	Frequency	Operation Hours	RMK
APP	SLIAČ RADAR	119,155 120,990 280,125	OAT – Radar services 0730-1930 LOC	Outside these HRS - request 24h prior activity - lzsl.twr@mil.sk
TWR	SLIAČ TOWER	122,905 343,675	OAT – H24	Contact TWR for start-up and clearance
PAR	SLIAČ PRECISION	343,475	-	PAR available on request 24h prior activity - lzsl.twr@mil.sk
M/ACC	BRATISLAVA CONTROL	125,000 124,000	H-24	FIR Bratislava OAT
GCI	SUNBEAM	-	H-24	TSA / TRA / R Areas

NAVIGATIONAL AIDS

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

PROCEDURES AND LIMITATIONS

Warning: From 01SEP24 – UFN Sliač Airfield under reconstruction. RWY 36/18 and APN's CLOSED!

LIMITATIONS:

LANDINGS and DEPARTURES

- Fixed wings - All landings and departures are PROHIBITED!
- Rotary wings – All landings and departures are PROHIBITED!

GENERAL PROCEDURES

- IFR – MDH for all approaches raised to 500 ft AGL
 - ILS/LOC procedure is not available
 - PAR procedure valid until **17 JULY 2025**
 - PAPI's valid until **17 JULY 2025**
- VFR – no flights below 500 ft AGL over RWY 18/36
- PAPI's valid until **17 JULY 2025**

RUNWAY / TAXIWAYS / APRONS

Runway

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

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	<u>Arresting System</u>
18	-	-	-	-	BAK – 12 (temporarily INOP)
36	-	-	-	-	BAK – 12 (temporarily INOP) TFF-82 DUAL- H24(temporarily INOP)

Taxiways

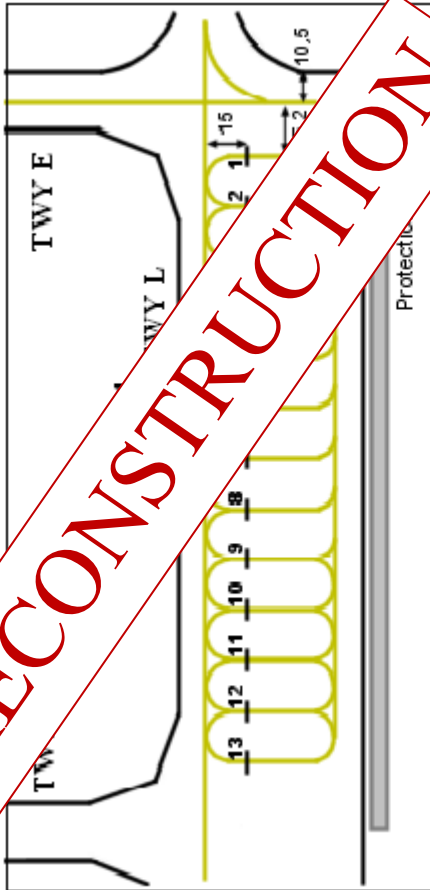
TWY	Width	Surface	Strength	RMK
C	26m (85ft)	concrete	PCN 50/R/B/W/T	under reconstruction
A / B / D / E / F / L	15m (49ft)	concrete	PCN 38/R/B/X/T	under reconstruction
G / H	15m (49ft)	concrete	NIL	under reconstruction

Aprons

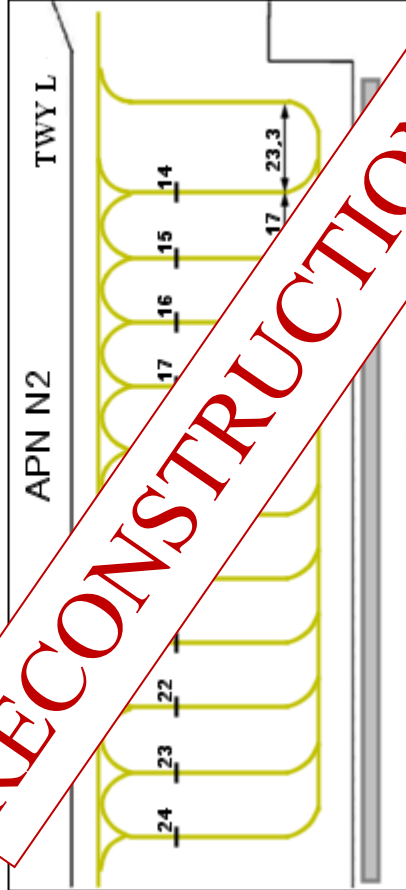
APN	Dimensions	Surface	Strength	RMK
APN N1	222,5 x 37,5m	concrete	PCN 19/R/B/X/U	under reconstruction
APN N2	214m x 52m	concrete	PCN 19/R/B/X/U	under reconstruction
APN M	117m x 40m	asphalt	PCN 33/R/B/X/U	under reconstruction
APN S	210m x 25m	concrete	PCN 33/R/B/X/U	under reconstruction
APN	136m x 145m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

APRON N1 / N2 / MIDDLE / SOUTH

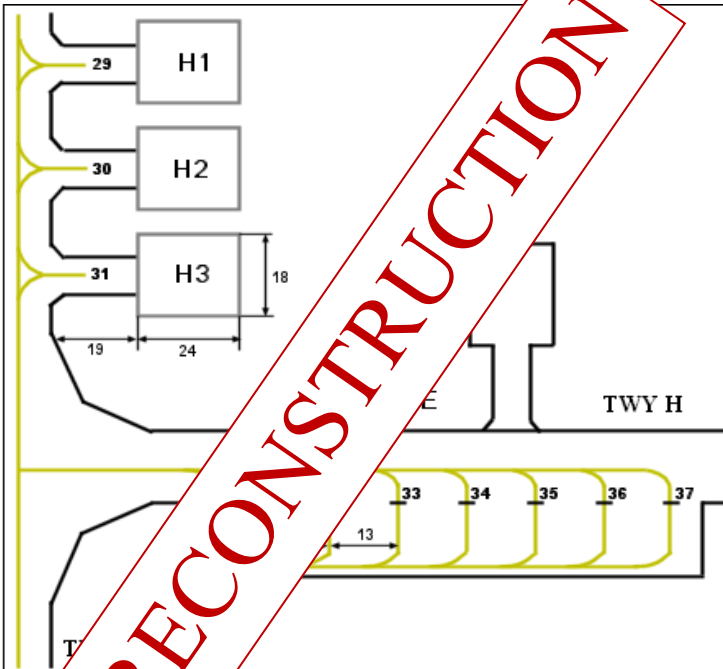
APRON N1



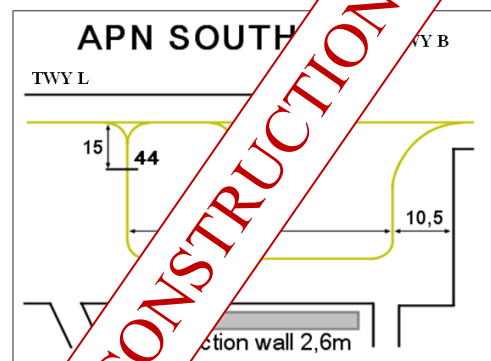
APRON N2



APN MIDDLE



APN SOUTH



APN

HANGAR

CLOSED

RECONSTRUCTION

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

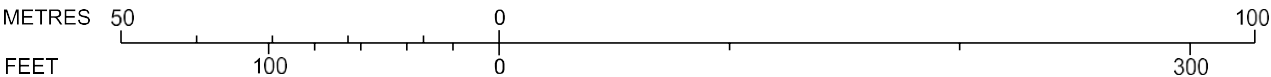
APRON	asphalt-concrete	PCN 43/F/B/W/T
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LEGEND

- POSITION OF AIRCRAFT STAND
- - - RED APN SAFETY LINE
- ☼ LIGHTING MAST
- DAY MARKING BY YELLOW COLOUR
- TAXIWAY LIGHTS

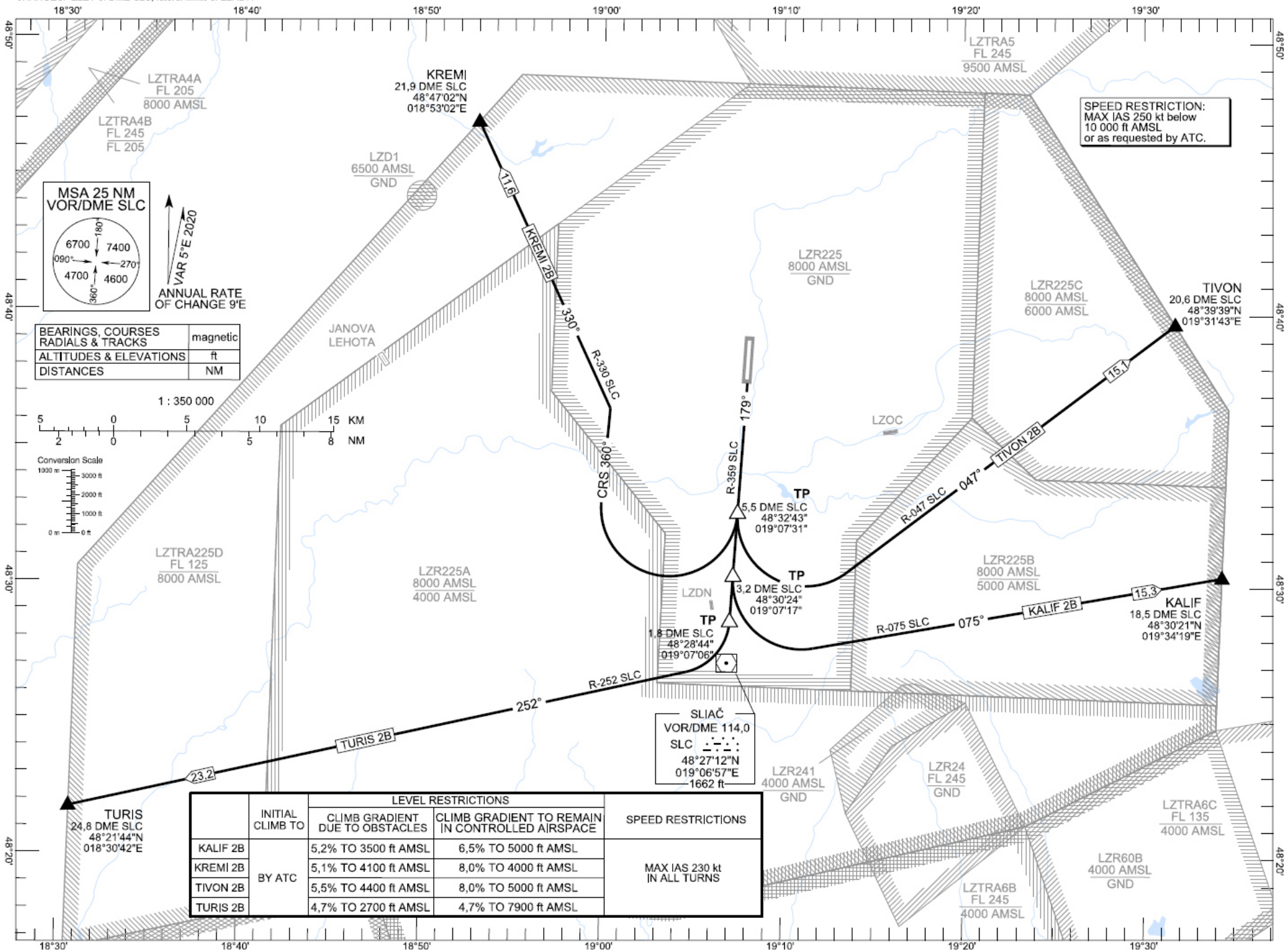
INS COORDINATES
FOR AIRCRAFT STANDS

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



SID RWY 18

CHANGES: ELEV of DME SLC; lateral limits of LZR241



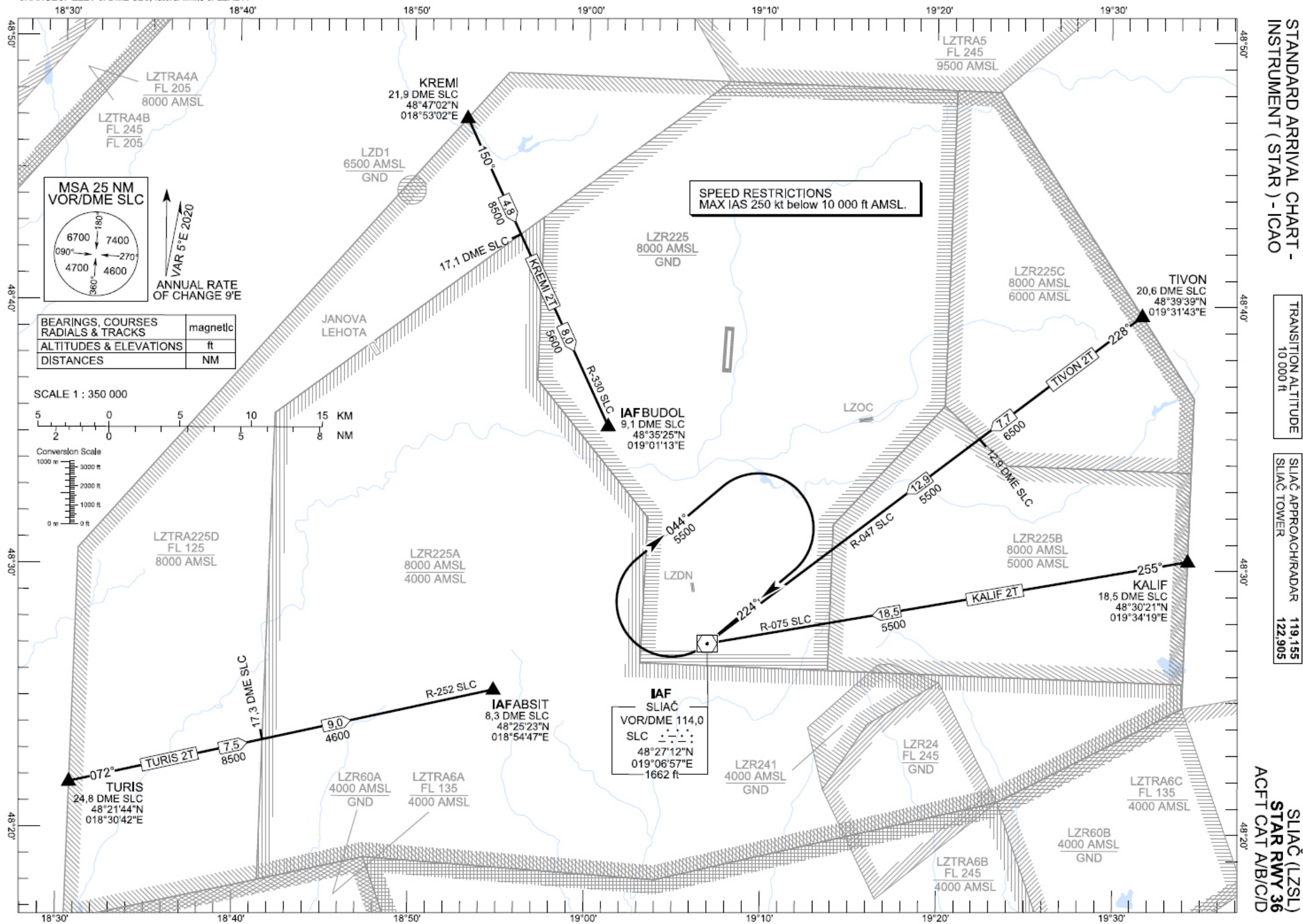
STANDARD DEPARTURE CHART - TRANSITION ALTITUDE
INSTRUMENT (SID) - ICAO

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

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

STAR RWY 36

CHANGES: ELEV of DME SLC; lateral limits of LZR241



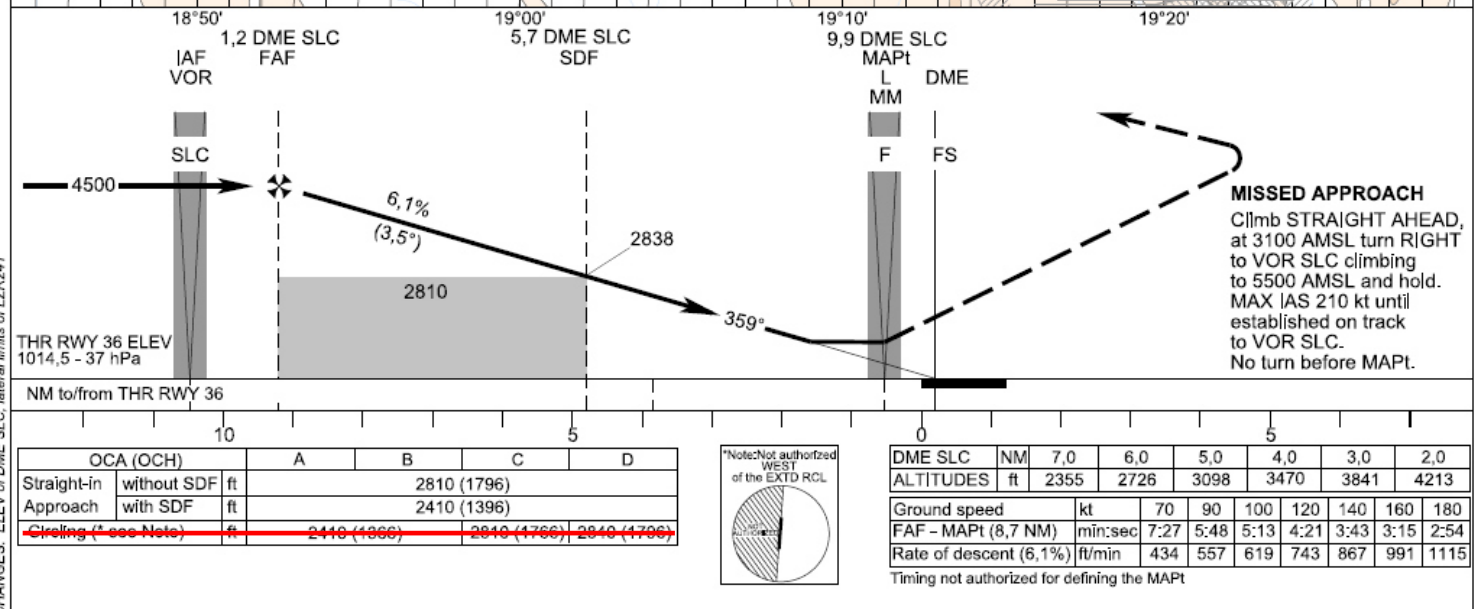
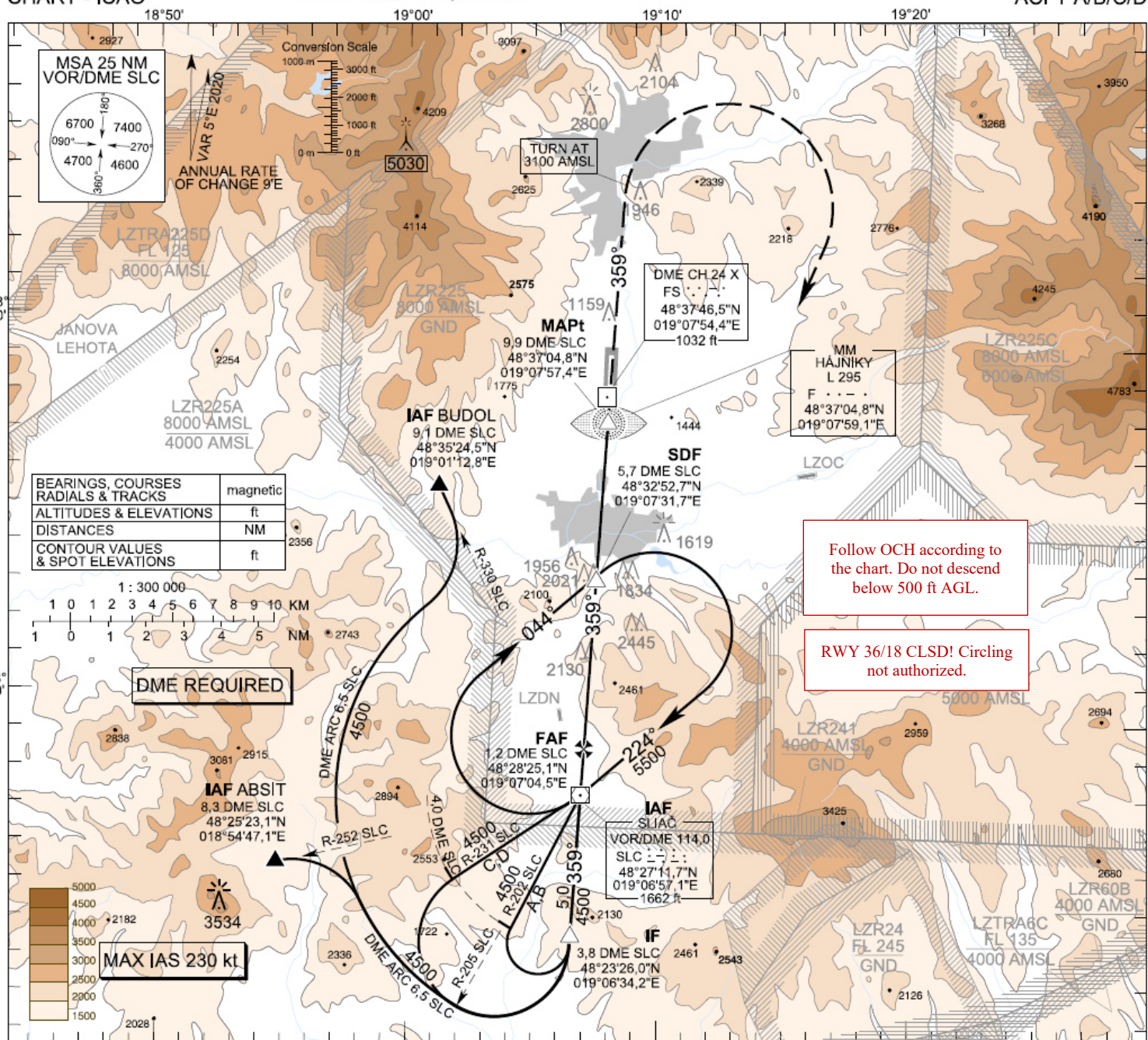
INSTRUMENT APPROACH CHART – VOR RWY36

INSTRUMENT
APPROACH
CHART - ICAO

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

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

SLIAC (LZSL)
VOR RWY 36
ACFT A/B/C/D



CHANGES: ELEV of DME SLC; lateral limits of LZR241

INSTRUMENT APPROACH CHART – PAR RWY36

INSTRUMENT
APPROACH
CHART - ICAO

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

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

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

Procedure valid until 17 JULY 25

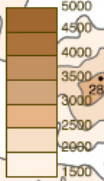
WARNING:
PAPI and TDZ marking for RWY 36 set to descent angle 3,5°.

PROCEDURE AVAILABLE ONLY AFTER
VECTORIZING AND/OR DIRECT ROUTING

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

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

SCALE 1 : 300 000
1 0 1 2 3 4 5 6 7 8 9 10 KM
1 0 1 2 3 4 5 NM



MDH raised to 500 ft AGL.

RWY 36/18 CLSD! Circling
not authorized.

MISSED APPROACH

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

TCH 51,5

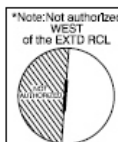
8,1 RADAR FIX
FAP

ARP

THR RWY 36 ELEV 1014,5 - 37 hPa

NM to/from THR RWY 36

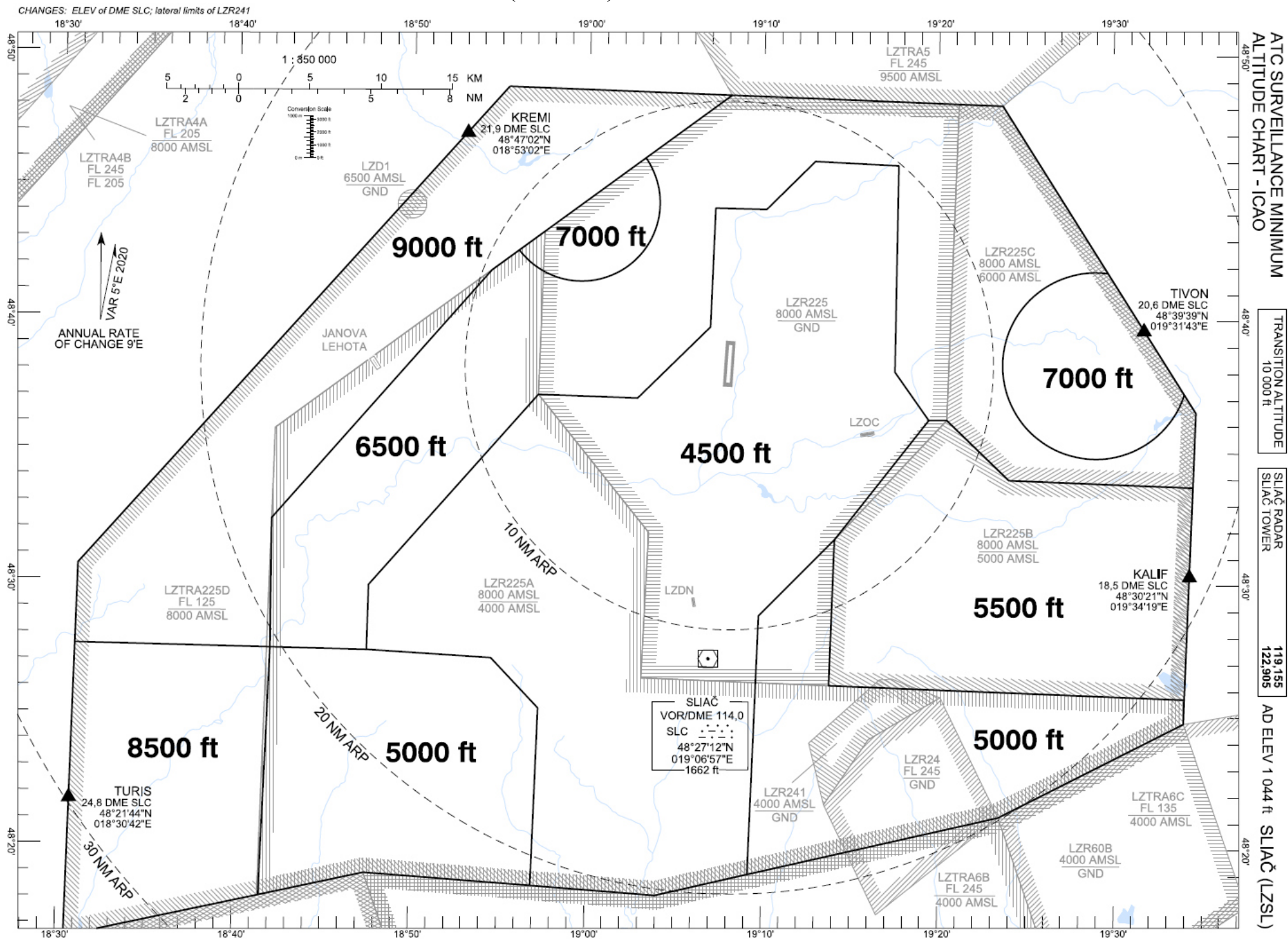
OCA (OCH)	ASC	A	B	C	D
Straight - In	2,5% ft	1984 (970)	2001 (987)	2014 (1000)	2030 (1016)
Approach	5,0% ft	1220 (206)	1237 (223)	1250 (236)	1266 (252)
Circling (Note)	ft	2410 (4366)	2410 (4366)	2410 (4366)	2410 (4366)



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

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

MRVA (ATCMAC) – ATC SURVEILLANCE

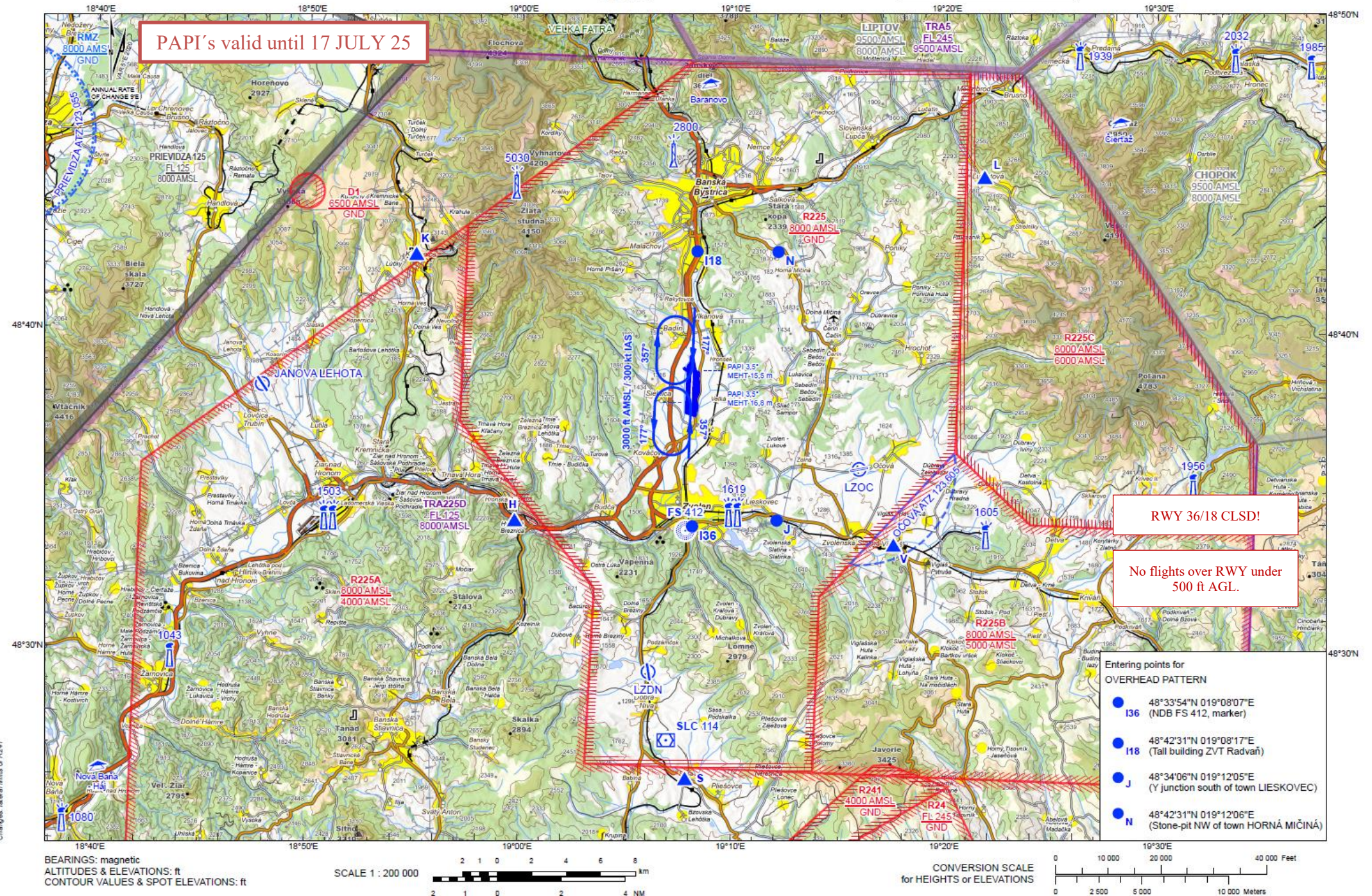


VISUAL APPROACH CHART

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

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

SLIAČ (LZSL)



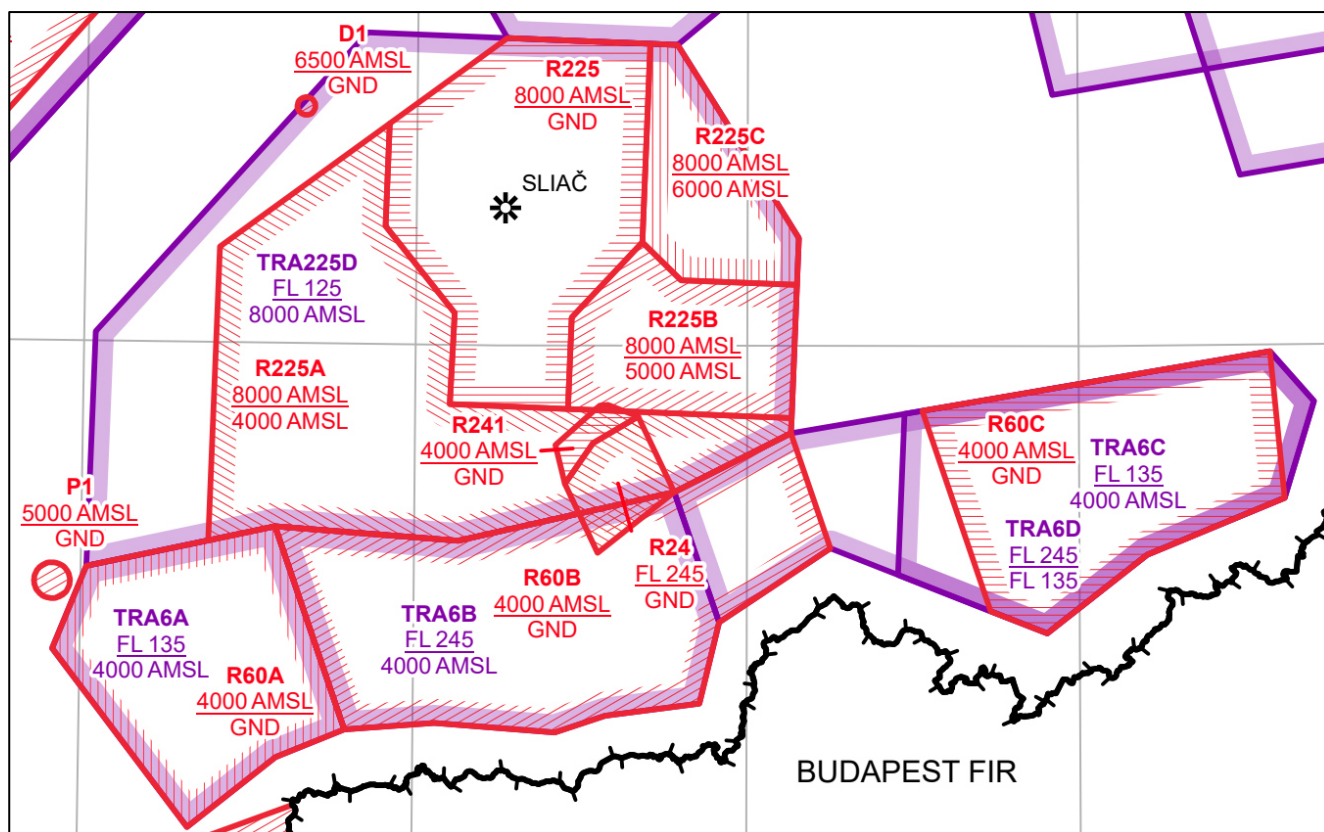
LZR225

1	Designation and lateral limits	LZR225 484830N 0190807E - 484812N 0192107E - 483615N 0192028E - 483143N 0191406E - 482612N 0191349E - 482627N 0190308E - 483157N 0190331E - 483708N 0185710E - 484318N 0185728E - 484830N 0190807E
2	Vertical limits	GND – 8000 ft AMSL (airspace above 5000 ft AMSL is delegated to Sliač APP)
3	Airspace classification	D
4	ATS unit call sign / language(s)	SLIAČ TOWER / SK, EN
5	Remarks	Military air training, OAT flights. Penetration is allowed to the following flights: – human life rescue flights, – air ambulance flights, – SAR flights, – calibration flights, – flights of the Slovak Republic state aircraft. Flights can penetrate the area only after approval obtained from MIL Sliač TWR. Such approval shall be obtained at least 3 minutes in advance. The pilot-in command shall maintain an air-ground voice communication watch on the MIL Sliač TWR FREQ 122,905 MHz.

LZR225A, LZR225B, LZR225C, LZR225D

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

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



EMERGENCY

GENERAL

DECLARATION – Notify the controlling agency of:

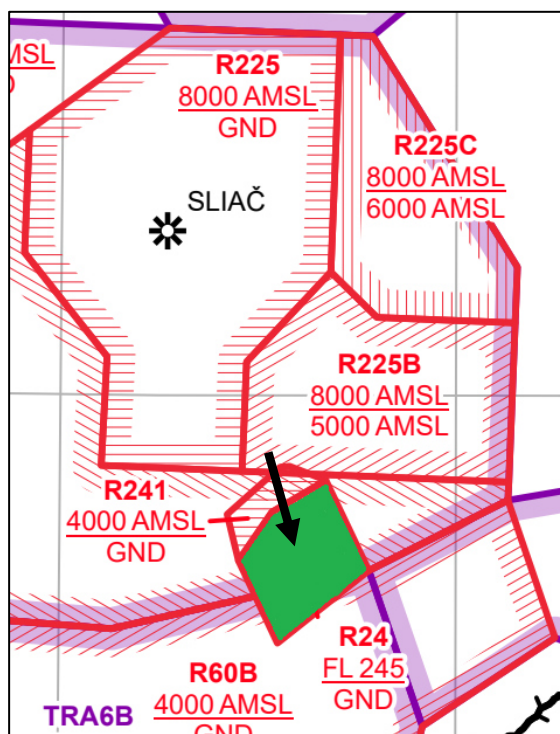
- A. Call Sign, A/C Type.
- B. Position.
- C. Nature of Emergency.
- D. Fuel on Board (endurance in hours and minutes).
- E. Number of Persons on Board.
- F. Landing Intention (Pattern, RWY).
- G. Set SQUAWK 7700.

FUEL DUMPING AREA

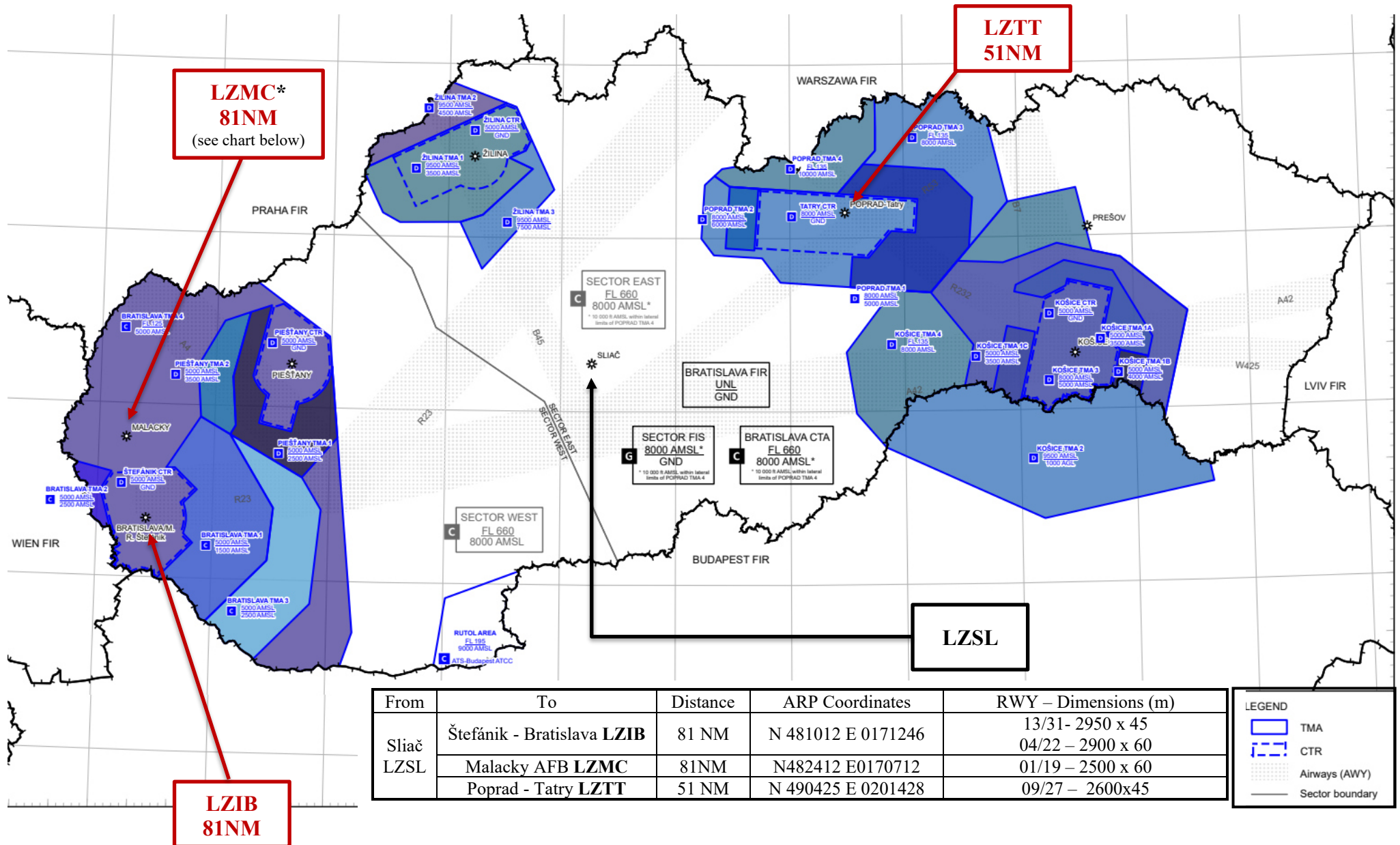
The fuel dumping area is over an uninhabited area
(LZR24 LEST) south-east from LZSL.

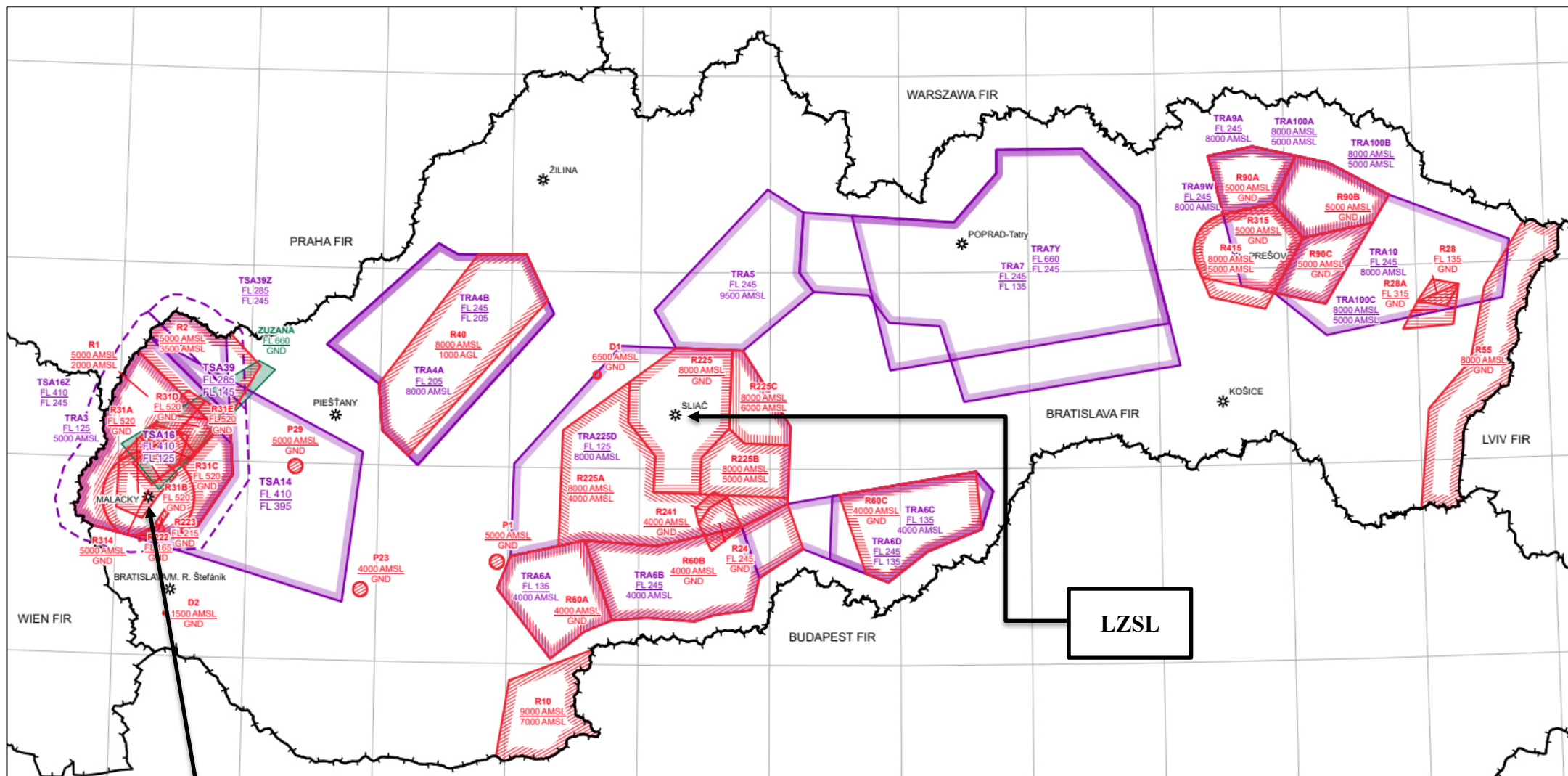
CONTROLLED BAILOUT / EJECTION AREA

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



ALTERNATE AD





LZMC

COMMUNICATION

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

COMMLOSS PROCEDURES

COMMLOSS (inside the airspace Sliač)

IFR

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

VFR

- set 7600,
- continue RTB according to FPL.