



- unreasonable to withhold a temporary exemption,
- 2. aeroplanes on non-revenue flights for the purposes of alternations, repair or maintenance.

2.21.1.4 Reverse thrust should be used between 2200-0600 (2100-0500) only on idle regime except for safety reasons.

2.21.1.5 Run-up tests are allowed between 2200-0600 (2100-0500) only on idle regime.

2.21.1.6 Night time restriction between 2200-0600 (2100-0500) non valid for:

1. flights of air rescue services and flights directly connected with the rescue of human life,
2. search and rescue flights authorized by a competent SAR body,
3. flights of aircraft returning due to weather mechanical or radio failure to the aerodrome of departure and aircraft which have executed a forced or emergency landing,
4. landing aircraft due to meteorological, technical or safety reasons,
5. flights performed exclusively for the transport of constitutional agents,
6. flights of aircraft of the Ministry of Interior of the Slovak Republic and of the Armed Forces of the Slovak Republic, which are performance of their duties,
7. flights performed for humanitarian help.

2.21.1.7 Preferences of the Runway system

2.21.1.7.1 RWY 13 and RWY 04 are preference used for take-off.

2.21.1.7.2 Between 2200-0600 (2100-0500) take-offs from RWY 31 and RWY 22 are not allowed for:

1. aircraft powered by jet engines,
2. propeller driven aircraft with MTOM of more than 45 tones.

2.21.1.7.3 RWY 22 and RWY 31 are preference used for landing.

2.21.1.7.4 Using preferences RWYs for take-off and landing are not obligated:

1. if the pilot-in-command comes to a decision due to safety flight reason,
2. for aircraft in emergency,
3. for flight performed for rescue and human life,
4. in the side or back vector of the ground wind component at the preference RWY exceed values inscribed the operational manual of appropriate type of aircraft,
5. if the meteorological conditions which may influence the safety flights during the take-off or landing (wind shear, thunderstorm etc.) are forecast,
6. if Low Visibility Procedures (LVP) are in operation at the airport.

2.21.1.8 Arrivals

2.21.1.8.1 Pilot-in-command, who performs circle approach under VMC is obliged to choose flight pattern, which enable to avoid the flight above the residential area near the airport (see AD 2-LZIB-8-1 VISUAL APPROACH CHART - ICAO).

2.21.1.8.2 Glide slope of the instrument and precision instrument approach is not allowed less than glide slope specified in appropriate INSTRUMENT APPROACH CHART of

Bratislava/M. R. Štefánik aerodrome.

2.21.1.8.3 Glide slope other than instrument approach is not allowed less than 3° (5,2 %).

2.21.1.8.4 The speed of the aircraft shall be 160 kt or less at latest in position over OM or 4 NM from THR RWY. Approaching aircraft shall be performed as soon as longest at the clear configuration, considering specification of the operational manual of the aircraft.

2.21.1.9 Departures

2.21.1.9.1 It is recommended to perform the take-off with applying the run.

2.21.1.9.2 After the take-off should be keep the maximum climb gradient maintaining or considering the flight safety.

2.21.1.9.3 Departure noise abatement procedures:

- take-off	- take-off power
- from take-off up to 1500 ft (450 m) AMSL	- wing mechanization (flaps and slots) in take-off configuration - speed of flight V2 + 10 to 20 kt (or maximum pitch angle)
- at 1500 ft (450 m) AMSL	- wing mechanization (flaps and slots) in take-off configuration - decreasing the engine power, not less than climb regime (V2 + 10 to 20 kt)
- from 1500 ft (450 m) AMSL	- reduce power
- up to 3500 ft (1050 m) AMSL	- wing mechanization (flaps and slots) in take off configuration - speed of flight V2 + 10 to 20 kt
over 3500 ft (1050 m) AMSL	- continuous acceleration up the setting climb speed - maintain the positive vertical speed, - retrace the wing mechanization (flaps and slots) to the en-route flight configuration.

CONTINUOUS DESCENT ARRIVAL (CDA) - **NO**

AIRPORT CURFEWS - **NONE**

PREFERENTIAL RUNWAYS

See Noise Abatement Procedures

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS

See Noise Abatement Procedures

APU OPERATING RESTRICTIONS

Max 15 minutes after landing and 15 minutes before starting engines.

NOISE BUDGET RESTRICTIONS - **NONE**

NOISE SURCHARGE - **NONE**

## NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

## NOISE MONITORING SYSTEM

A NORSONIC noise monitoring system was installed in 1994 monitors 24 hours a day. The system is connected to the radar system in co-operation with LPS (ATS).

The airport has 5 noise monitors. A [map](#) with monitor locations including the site coordinates from AIP Slovak Republic AS 2-LZIB-8-7 was provided by the airport 2/2010.

## FLIGHT TRACK MONITORING SYSTEM

Yes - see noise monitoring information.

NOISE LEVEL LIMITS - **NONE**

## CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

## CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

## CHAPTER 3 RESTRICTIONS - [NONE](#)