JEPPESEN
JeppView for Windows

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Terminal Charts For EPKK
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Notebook

General Information

Location: KRAKOW POL
ICAO/IATA: EPKK / KRK
Lat/Long: N50° 04.7', E019° 47.1'
Elevation: 791 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 5.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0446 Z
Sunset: 1613 Z

Runway Information

Runway: 07
Length x Width: 8366 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 791 ft
Lighting: Edge, ALS, Centerline

Runway: 25
Length x Width: 8366 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 781 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 781 ft

Communication Information

ATIS: 112.800
ATIS: 126.130
Krakow Tower: 123.255
Krakow Ground: 118.105
Krakow Clearance Delivery: 121.980
Krakow Approach: 135.405
Krakow Approach: 121.075
Krakow Direct (Approach Control Radar): 126.530

Krakow Information: 119.275 Flight Info Service RCO

1. GENERAL

1.1. ATIS

ATIS 126.130 112.8

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Operators of ACFT conducting flight operations at Krakow shall follow noise abatement procedures adequate for the specific ACFT type for the purpose of reducing noise level in areas adjacent to the aerodrome.

Departures from RWY 07 and RWY 25 shall be performed according to the published SID procedures, especially in the scope of keeping strictly to parameters of the first turn.

If no noise abatement procedures adequate for the ACFT type are available, it is recommended that departures from RWY 07 and RWY 25 be performed in accordance with ICAO Noise Abatement Departure Procedure 1 (NADP 1) as specified in the Appendix to Chapter 3 of ICAO Doc 8168, Vol. I, Part I, Section 7.

1.2.2. CONTINUOUS DESCENT APPROACH (CDA)

Depending on the air traffic congestion, ATC will use radar vectoring supplemented with information on miles remaining to the TDZ [distance-to-go (DTG)] for final APCH.

During radar vectoring, ACFT crews shall expect descent below FL 80 within 25NM to touchdown.

Unless instructed otherwise, the pilots shall:
- MAX 220 KT before commencing the descent from FL 80;
- Perform APCH so as the noise impact on the ground is reduced while continuous descent approach procedure is applied.

1.2.3. CONDUCTING FLIGHTS BETWEEN 2200-0600LT

Visual approaches on RWY 07 prohibited from sunset to sunrise.
TWR does not clear for visual approaches on RWY 25.
In order to lower the noise level, it is recommended to avoid extensive reverse thrust, extend the landing roll and reduce take-off power by usage of the full length of the RWY. These restrictions do not apply in emergency situations.
ACFT moving under own power shall taxi on APNs with minimum engine power.
The working time of on-board equipment (including air conditioning), APU or the use of a GPU shall be reduced to the minimum.

1.2.4. MONITORING THE AVIATION NOISE

The operators of ACFT equipped with ADS-B transponders are obliged to turn them on in the vicinity of Krakow-Balice aerodrome (KRAKOW LTMA/UTMA).
All operators of civil ACFT operating to/from Krakow-Balice aerodrome are obliged for single submission of a valid noise certificate for each ACFT operating to/from Krakow-Balice aerodrome; such a certificate shall be confirmed by an appropriate aviation authority of the ACFT operator's state.
Copies of the afore-mentioned certificates and any amendments thereto shall be sent by mail, fax or e-mail to:
John Paul II International Airport Krakow - Balice Ltd.
ul. kpt. M. Medweckiego 1, 32-083 Balice
Phone: +48-12-639-3301
Fax: +48-12-411-7977
E-mail: airport@krakowairport.pl

1. GENERAL

The noise certificate shall include the following information:

- State and authority issuing the certificate;
- Number;
- ACFT type;
- ACFT registration marks;
- ACFT manufacturer's number;
- Engine(s) type and model;
- Propeller type;
- Additional noise attenuators;
- MTOW and MLW in kilograms;
- Average noise level measured in reference points and expressed in EPNdB;
- Allowed noise level in accordance with the requirements of Annex 16 to the Convention on International Civil Aviation - Environmental Protection, volume 1, part II expressed in EPNdB;
- Basis of certification;
- Confirmation that in respect of noise emission the ACFT meets the requirements of Annex 16 to the Convention on International Civil Aviation, if the restrictions specified in the valid Flight Operation Instructions are fulfilled;
- Signature of the officer issuing the certificate;
- Date of issuance.

The noise certificate shall be drawn up in English or in Polish if the carrier is Polish.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

During LVP flight operations may be carried out only on RWY 25 and landings only permitted when RVR is 550m or more and ceiling is not less than 200'.

The preparatory phase for introducing LVPs begins when the RVR is reduced to 800m.

LVP are introduced when the RVR falls below 550m. The following message will be passed to ACFT via ATIS or by radio "Low Visibility Procedures in operation".

When LVP are suspended the pilot will be also informed via ATIS or by radio by the following message "Low Visibility Procedures suspended".

LVP are cancelled when the RVR rises to at least 800m for a period of at least 10 minutes.

1.3.2. GROUND MOVEMENT

During LVP only TWYs A, B1, B2, B3, B4, B5, B6, F, G, J, S, T, Z1, Z2, Z3, Z4, Z5, Z6 may be used (additionally TWYs C1, D1, H1 are used by state ACFT). Not more than one ACFT at a time may operate on the maneuvering area and the assistance of Follow-me car is required.

RWY 25 exits:

- After landing or aborted take-off use only TWY F;
- Without an attempt to take-off use only TWY A.

After leaving RWY via TWY A or F pilots must stop the ACFT and wait for Follow-me car.

1. GENERAL

1.4. TAXI PROCEDURES

TWY E not available for ACFT.

TWYs Z4 and Z5 MAX wingspan 171'/52m.

Taxiing in/out can take place only by following a properly marked Follow-me vehicle and signals given by the marshaller.

Self-maneuvering ACFT shall move in the parking aprons with the use of minimum necessary engine power.

Lowered friction coefficient occurs during and just after rainfall on TWYs and apron. Caution advised during taxiing.

1.5. OTHER INFORMATION

1.5.1. LIMITATIONS IN AERODROME AVAILIBILTIY

The availability of non-scheduled flights including General Aviation ACFT are limited.

An approval for landing and parking from the APT Duty Manager is required. A request shall include:

- Estimated date and time of arrival (ETA) at APT;
- Estimated date and time of departure (ETD) from APT;
- Type of ACFT and ICAO category for rescue and fire-fighting required for that type;
- Call sign and flight number;
- ICAO and IATA code of departure APT;
- ICAO and IATA code of destination APT.

Requests:

- Shall be submitted at least 24 hours in advance of ETA;
- Containing incomplete date shall not be considered;
- Submitted without the required timing advance may be rejected;
- Shall be sent to: ops@krakowairport.pl.

Replies shall be given by the APT Duty Officer only by e-mail not later than 12 hours in advance of ETA.

The permission number shall be inserted in Item 18 of the FPL after RMK/.

For all non-scheduled flights the maximum estimated parking time shall be limited to 4 hours. An extension of the parking time shall be subject to the approval of the APT Duty Officer. A request to extend the parking time shall be submitted together with the request for landing and parking.

The approval for landing and parking is not required for:

- Military and state ACFT parking on military aprons;
- Rescue flights;
- ACFT in distress carrying out an emergency landing;
- Training flights if no parking is planned on civil aprons.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

2.1.1. PROCEDURE FOR INBOUND ACFT FLYING A STAR

2.1.1.1. RNAV 1 APPROVED ACFT

If a STAR was assigned and the flight crew approved it, set the transponder to 7600, continue the flight according to the flight plan and the assigned STAR. The descent shall be carried out after 3 minutes from setting the transponder to 7600 in accordance with the vertical restrictions specified on the charts to IAF altitude (RWY 07: VOR, GNSS; RWY 25: ILS, GNSS). Then execute approach.

If a STAR was assigned, the flight crew approved it and the vectoring was initiated, set the transponder to 7600 and continue the flight for 3 minutes (from setting the transponder to 7600) on the assigned heading and at the last assigned and acknowledged altitude. Then proceed direct to closest STAR waypoint and continue with assigned STAR to IAF altitude (RWY 07: VOR, GNSS; RWY 25: ILS, VOR, GNSS) and execute the approach. The descent shall be carried out in accordance with the vertical restrictions specified on the charts.

If no STAR was assigned, set the transponder to 7600, continue the flight according to the flight plan and planned STAR. Then execute approach (RWY 07: VOR, GNSS; RWY 25: ILS, VOR, GNSS) and land. The descent shall be carried out after 3 minutes from setting the transponder to 7600 in accordance with the vertical restrictions specified on the charts. If landing is not possible, execute missed approach and proceed to FAP/FAF of most convenient RWY.

2.1.1.2. RNAV 1 NOT APPROVED ACFT

Set transponder to 7600. If vectoring was initiated, continue for 3 minutes on previously assigned heading. Then proceed to FAP/FAF descending to 3000' altitude, execute approach and land. If landing is not possible, execute missed approach and proceed to FAP/FAF of most convenient RWY, then execute approach and land.

2.1.2. PROCEDURE FOR INBOUND ACFT NOT FLYING A STAR

Set the transponder to 7600 and continue following the last ATC clearance. After 3 minutes, proceed to the KAK, maintaining the last assigned FL. Overhead the KAK, descend to an altitude of 6000'. Thereafter, proceed to the approach procedure IAF of the relevant RWY, carry out approach and land.

3. DEPARTURE

3.1. DE-ICING

For location of de-icing zone refer to 10-9 charts.

Request for de-icing in the designated zone is submitted by crew to KRAKOW Tower/Ground and ground handling agent prior to be approved for push-back/ power-back or taxi from stand.
Request for de-icing must be submitted by crew not later than 20 minutes before ETOT or CTOT.

Caution must be exercised during taxiing due to slight amounts of de-icing liquid remaining on the surface which may temporarily lower adhesion coefficient.

Taxiing to de-icing zone only when cleared by KRAKOW Tower/Ground. Taxiing onto de-icing zone only with assistance of Follow-me car.

De-icing is possible with engines and parking brakes on and when assisted by the marshaller (not applicable to ACFT with rotating propellers).

After de-icing has been completed, crew follow instructions by KRAKOW Tower/ Ground.

Since delays in fulfilling de-icing requests may occur due to limited capacity of designated de-icing zone, de-icing of ACFT is allowed on all civil apron stands.

De-icing of code D and E ACFT is possible only on the dedicated stands.

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

Not earlier than 30 minutes before EOBT or CTOT and 10 minutes before getting ready for push-back or start-up, ACFT crews should contact KRAKOW Delivery or Ground for ATC clearance.

Crews should provide the following information:
- ACFT call sign;
- Parking stand number;
- Destination aerodrome;
- Planned cruising level (if other than in FPL);
- Any changes to the flight plan.

After being transferred from KRAKOW Ground to KRAKOW Tower crews are required to change frequency, omit the initial call, and monitor Tower frequency for ATC call.

Engine tests are allowed only on TWY B.

3.3. RWY OPERATIONS

3.3.1. MINIMUM RWY OCCUPANCY TIME

Whenever possible, cockpit checks and cabin readiness check should be completed before line-up and any actions requiring completion on the RWY should be minimized as much as possible.
Crews unable to comply with these requirements should inform ATC as soon as possible.

If taxi distance between parking stand and holding point is short, it is advisable to finish the cabin safety procedure before leaving parking stand.

3. DEPARTURE

3.4. RADIO COMMUNICATION FAILURE

3.4.1. PROCEDURE FOR OUTBOUND ACFT FLYING A SID

Set transponder to 7600 and continue on assigned and acknowledged SID.

After 3 minutes climb to FL planned in the flight plan.

If being vectored, set transponder to 7600, continue for 3 minutes on assigned heading, then proceed direct to last SID waypoint climbing to FL planned in the flight plan.

3.4.2. PROCEDURE FOR OUTBOUND ACFT NOT FLYING A SID

Set the transponder to 7600 and continue following the last ATC clearance.

After 3 minutes, climb to the FL planned in the flight plan.

If the ACFT was radar vectored, continue for 3 minutes on the assigned heading, then proceed directly to the nearest flight plan point, climbing to the FL planned in the flight plan.

EPKK/KRK
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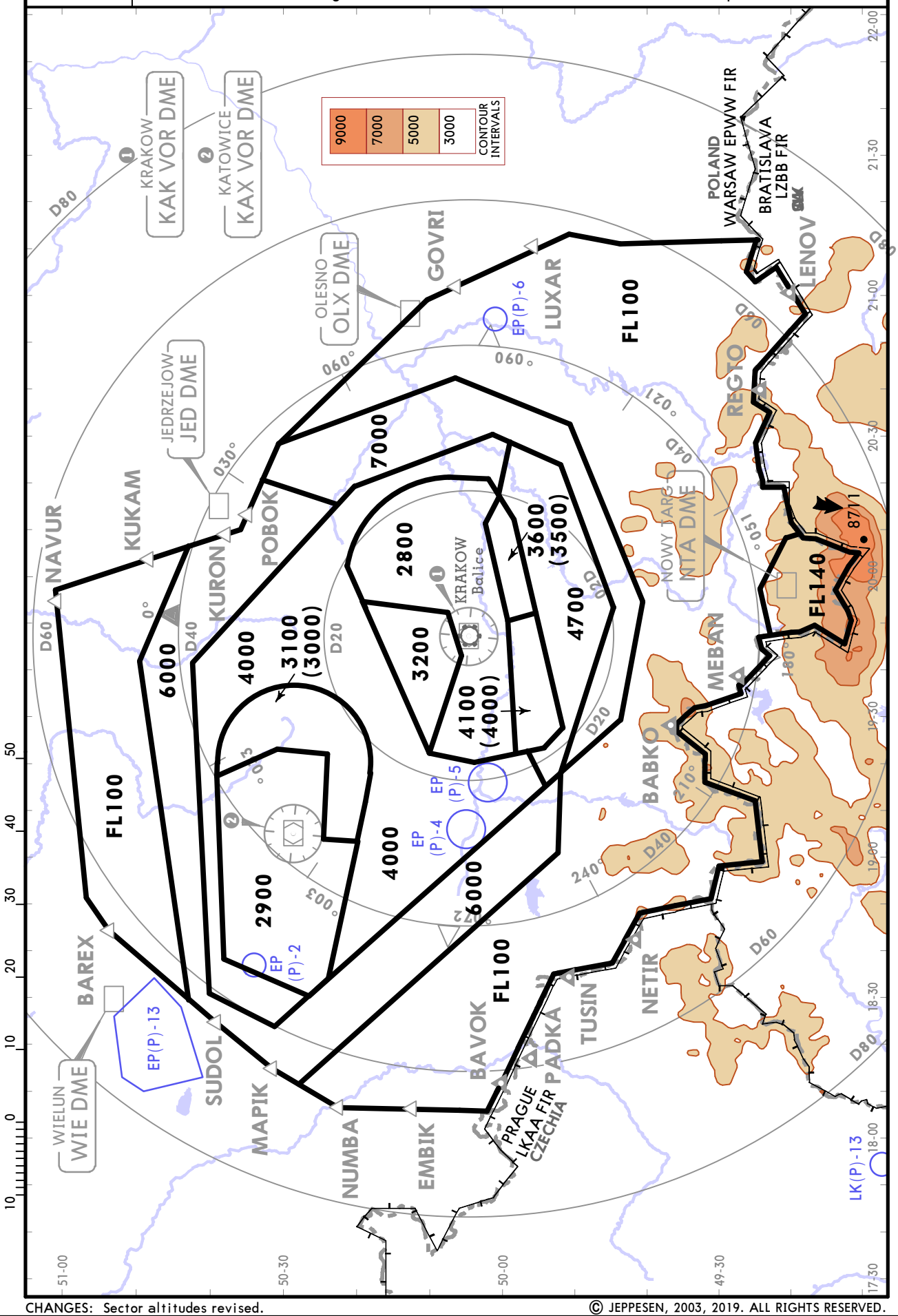
12 APR 19 (10-1R) Eff 25 Apr

KRAKOW, POLAND
RADAR MINIMUM ALTITUDES

Apt Elev 791	Alt Set: hPa (MM on req) Trans level: By ATC Trans alt: 6500 1. Chart may only be used for cross-checking of altitudes assigned while the aircraft is identified. 2. The Minimum Vectoring Altitudes are temperature corrected down to -10°C. Values in brackets can be used with temperatures above 0°C. 3. The Minimum Vectoring Altitudes sectors do not constitute controlled airspace.



CHANGES: Sector altitudes revised.

RNAV ARRIVAL INSTRUCTIONS

1. General

Expect direct routings/shortcuts by ATC whenever possible. The turn to final approach may be performed by radar vectors to expedite traffic handling and for separation reasons.

2. Equipment

RNAV-1 approval required to conduct these procedures without additional restrictions. However it is possible to utilize RNAV-1 trajectories by RNAV-5 only approved aircraft.
The following restriction apply: Aircraft equipped with RNAV-5 systems without navigation database, and requiring manual data input are exempted from the utilization of RNAV-1 procedures.
Non RNAV-1 aircraft: advise ATC upon first contact. Radar vectoring will be provided usually along published procedures. Such aircraft may expect delays or extended routing during peak hours.

3. Holdings

All holding patterns, as directed by ATC, are also available for non RNAV-1 (P-RNAV) approved aircraft.

4. Vertical planning

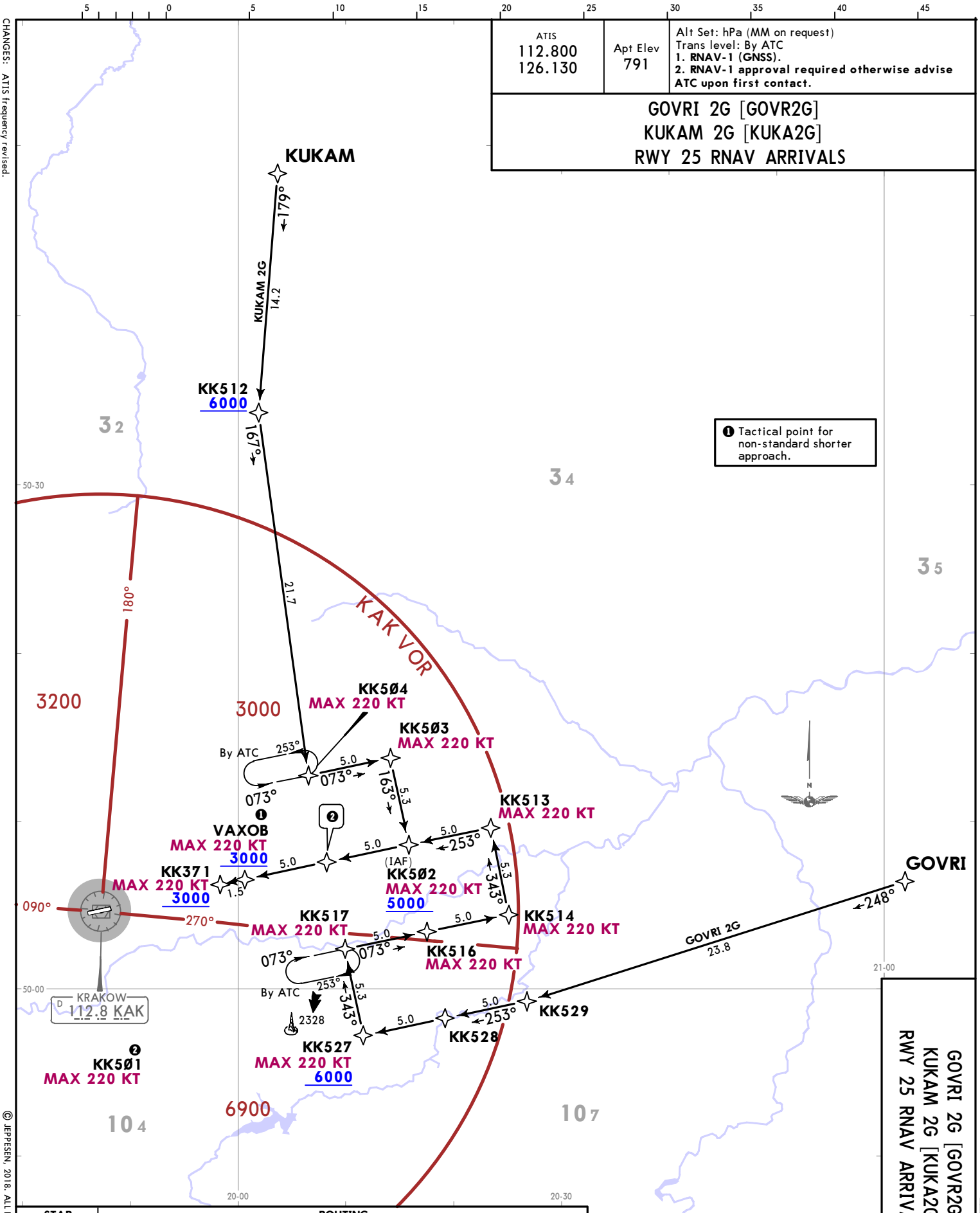
Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on charts. Actual descent clearance will be as directed by ATC. If possible, CDA technique should be applied.

CHANGES: ATIS frequency revised.

EPKK/KRK
BALICE

ATIS	Apt Elev	
112.800 126.130	791	Alt Set: hPa (MM on request) Trans level: By ATC **1. RNAV-1 (GNSS).** **2. RNAV-1 approval required otherwise advise ATC upon first contact.**

GOVRI 2G [GOVR2G]
KUKAM 2G [KUKA2G]
RWY 25 RNAV ARRIVALS



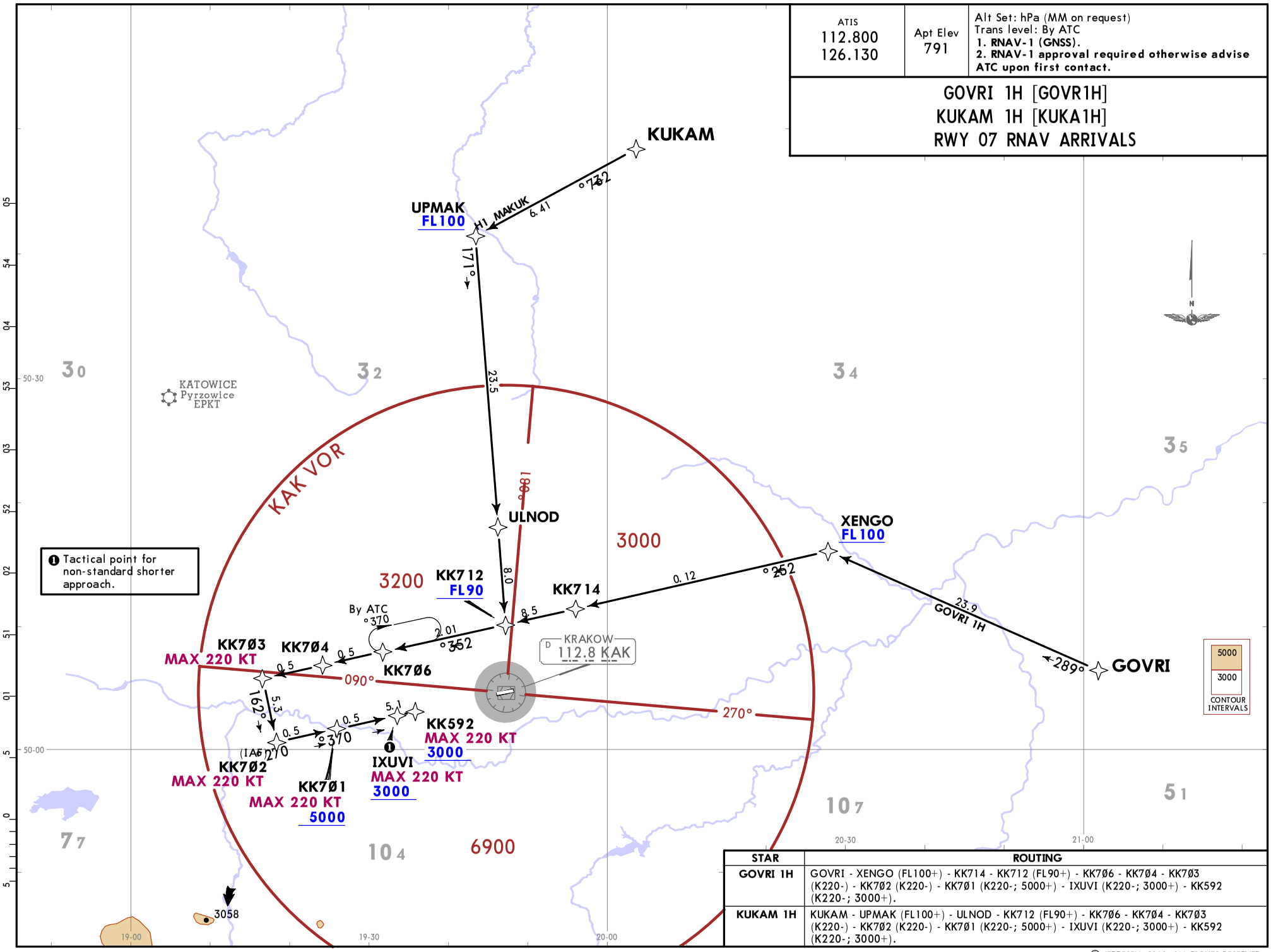
STAR	ROUTING
GOVRI 2G	GOVRI - KK529 - KK528 - KK527 (K220-; 6000+;) - KK517 (K220-) - KK516 (K220-) - KK514 (K220-) - KK513 (K220-) - KK5Ø2 (K220-; 5000+) - KK5Ø1 (K220-) - VAXOB (K220-; 3000+) - KK371 (K220-; 3000+).
KUKAM 2G	KUKAM - KK512 (6000+) - KK5Ø4 (K220-) - KK5Ø3 (K220-) - KK5Ø2 (K220-; 5000+) - KK5Ø1 (K220-) - VAXOB (K220-; 3000+) - KK371 (K220-; 3000+).

GOVRI 2G [GOVR2G]
KUKAM 2G [KUKA2G]
RWY 25 RNAV ARRIVALS

JEPPESEN KRAKOW, POLAND
5 OCT 18 (10-2B) Eff. 11 Oct
RNAV STAR

ATIS	Apt Elev	
112.800 126.130	791	Alt Set: hPa (MM on request) Trans level: By ATC **1. RNAV-1 (GNSS).** **2. RNAV-1 approval required otherwise advise ATC upon first contact.**

GOVRI 1H [GOVR1H]
KUKAM 1H [KUKA1H]
RWY 07 RNAV ARRIVALS



STAR	ROUTING
GOVRI 1H	GOVRI - XENGO (FL100+) - KK714 - KK712 (FL90+) - KK706 - KK704 - KK703 (K220-) - KK702 (K220-) - KK701 (K220-; 5000+) - IXUVI (K220-; 3000+) - KK592 (K220-; 3000+).
KUKAM 1H	KUKAM - UPMAK (FL100+) - ULNOD - KK712 (FL90+) - KK706 - KK704 - KK703 (K220-) - KK702 (K220-) - KK701 (K220-; 5000+) - IXUVI (K220-; 3000+) - KK592 (K220-; 3000+).

CHANGES: ATIS frequency revised.

CHANGES: ATIS frequency revised.

ATIS	Apt Elev	
112.800 126.130	791	Alt Set: hPa (MM on request) Trans level: By ATC 1. RNAV-1 (GNSS). 2. RNAV-1 approval required otherwise advise ATC upon first contact.

LENOV 2G [LENO2G]
MEBAN 2G [MEBA2G]
RWY 25 RNAV ARRIVALS

❶ Tactical point for non-standard shorter approach.

CONTOUR INTERVALS: 9000, 7000, 5000, 3000

VAXOB
MAX 220 KT
3000

KK5Ø2
MAX 220 KT
5000

KK5Ø1
MAX 220 KT

KK513
MAX 220 KT

KK371
MAX 220 KT
3000

KK514
MAX 220 KT

KK516
LENOV 2G:
MAX 220 KT

KK518

KK529

KK532

KK517
LENOV 2G:
MAX 220 KT

KK528

KK527
MAX 220 KT
6000

UVRET
6000

ASGID
FL110

EMKUX
FL130

ERKEB

MEBAN

LENOV

KRAKOW
112.8 KAK

KAK VOR

3200
3000
6900

090°
180°
270°

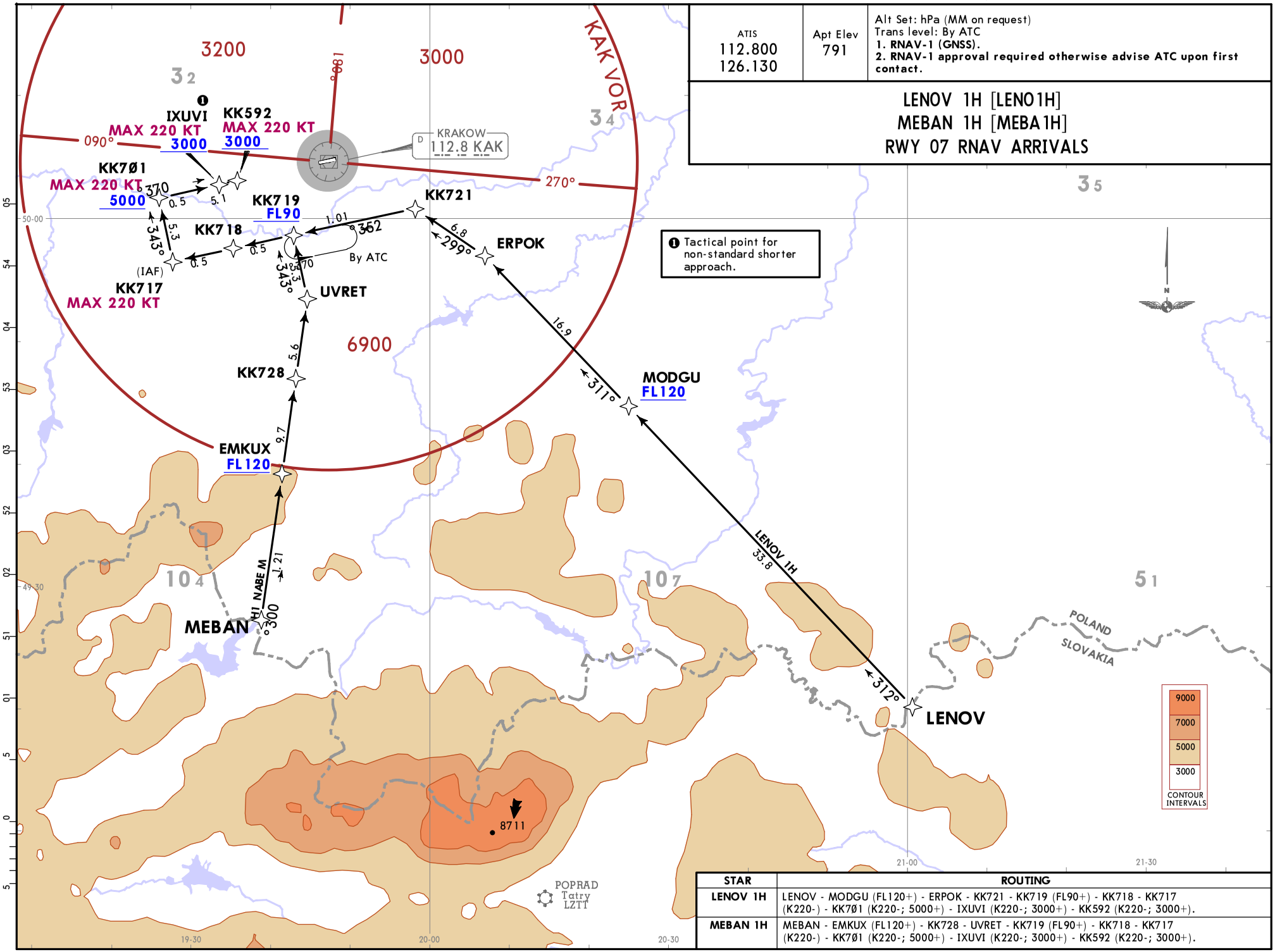
HOLDING OVER KK517
073°
By ATC
253°

POLAND
SLOVAKIA
8711
POPRAD Tatry LZTT

STAR	ROUTING
LENOV 2G	LENOV - ERKEB - ASGID (FL110+) - KK529 - KK528 - KK527 (K220-; 6000+) - KK517 (K220-) - KK516 (K220-) - KK514 (K220-) - KK513 (K220-) - KK5Ø2 (K220-; 5000+) - KK5Ø1 (K220-) - VAXOB (K220-; 3000+) - KK371 (K220-; 3000+).
MEBAN 2G	MEBAN - EMKUX (FL130+) - UVRET (6000+) - KK532 - KK518 - KK517 - KK516 - KK514 (K220-) - KK513 (K220-) - KK5Ø2 (K220-; 5000+) - KK5Ø1 (K220-) - VAXOB (K220-; 3000+) - KK371 (K220-; 3000+).

ATIS	Apt Elev	
112.800 126.130	791	Alt Set: hPa (MM on request) Trans level: By ATC **1. RNAV-1 (GNSS).** **2. RNAV-1 approval required otherwise advise ATC upon first contact.**

LENOV 1H [LENO1H]
MEBAN 1H [MEBA1H]
RWY 07 RNAV ARRIVALS



STAR	ROUTING
LENOV 1H	LENOV - MODGU (FL120+) - ERPOK - KK721 - KK719 (FL90+) - KK718 - KK717 (K220-) - KK701 (K220-; 5000+) - IXUVI (K220-; 3000+) - KK592 (K220-; 3000+).
MEBAN 1H	MEBAN - EMKUX (FL120+) - KK728 - UVRET - KK719 (FL90+) - KK718 - KK717 (K220-) - KK701 (K220-; 5000+) - IXUVI (K220-; 3000+) - KK592 (K220-; 3000+).

CHANGES: ATIS frequency revised.

JEPPESEN KRAKOW, POLAND
5 OCT 18 10-2F Eff 11 Oct
RNAV STAR

ATIS	Apt Elev	Alt Set: hPa (MM on request) Trans level: By ATC **1. RNAV-1 (GNSS).** **2. RNAV-1 approval required otherwise advise ATC upon first contact.**
112.800 126.130	791	

NETIR 2G [NETI2G]
PADKA 2G [PADK2G]
RWY 25 RNAV ARRIVALS

❶ Tactical point for non-standard shorter approach.

KATOWICE Pyrzowice EPKT

OSTRAVA Mosnov LKMT

POLAND CZECHIA

POLAND SLOVAKIA

KRAKOW 112.8 KAK

KAK VOR

PADKA

G2AKD AP

3.02

KK526
FL120

085°

37.3

KK532

2.11

KK518

370

KK517

KK516

KK514
MAX 220 KT

KK513
MAX 220 KT

KK5Ø2
(IAF)
MAX 220 KT
5000

KK5Ø1
MAX 220 KT

VAXOB
MAX 220 KT
3000

KK371
MAX 220 KT
3000

090°

270°

343°

352

NETIR

G2 R TEN

1.61

180

460

900

3000

3200

6900

5621

7000
5000
3000
CONTOUR INTERVALS

HOLDING OVER KK517

370

By ATC 352

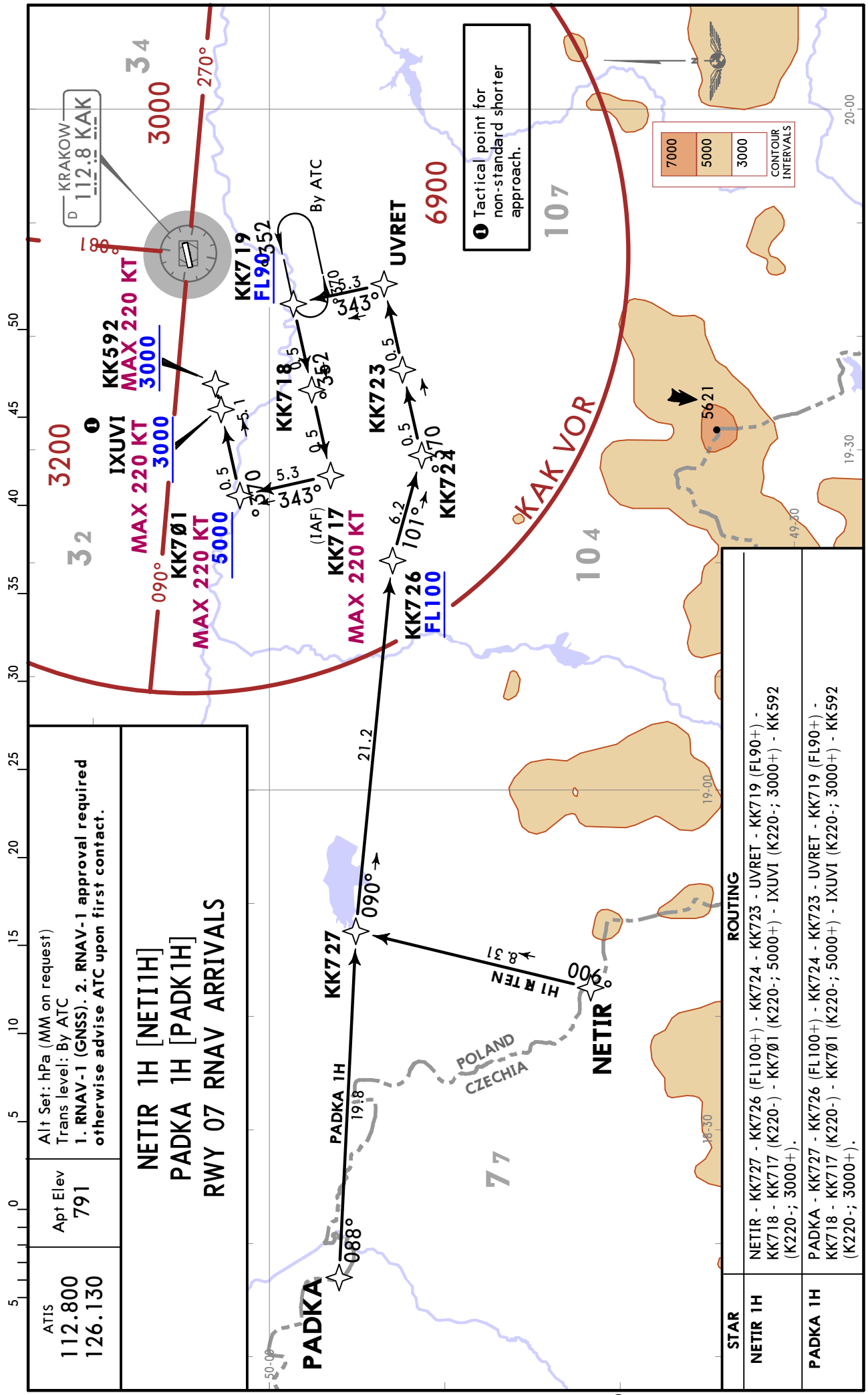
STAR	ROUTING
NETIR 2G	NETIR - KK526 (FL120+) - KK532 - KK518 - KK517 - KK516 - KK514 (K220-) - KK513 (K220-) - KK5Ø2 (K220-; 5000+) - KK5Ø1 (K220-) - VAXOB (K220-; 3000+) - KK371 (K220-; 3000+).
PADKA 2G	PADKA - KK526 (FL120+) - KK532 - KK518 - KK517 - KK516 - KK514 (K220-) - KK513 (K220-) - KK5Ø2 (K220-; 5000+) - KK5Ø1 (K220-) - VAXOB (K220-; 3000+) - KK371 (K220-; 3000+).

CHANGES: ATIS frequency revised.

EPKK/KRK
BALICE

JEPPESEN
5 OCT 18 (10-2G) Eff 11 Oct

KRAKOW, POLAND
RNAV STAR



NETIR 1H [NETI1H]
PADKA 1H [PADK1H]
RWY 07 RNAV ARRIVALS

ATIS
112.800
126.130

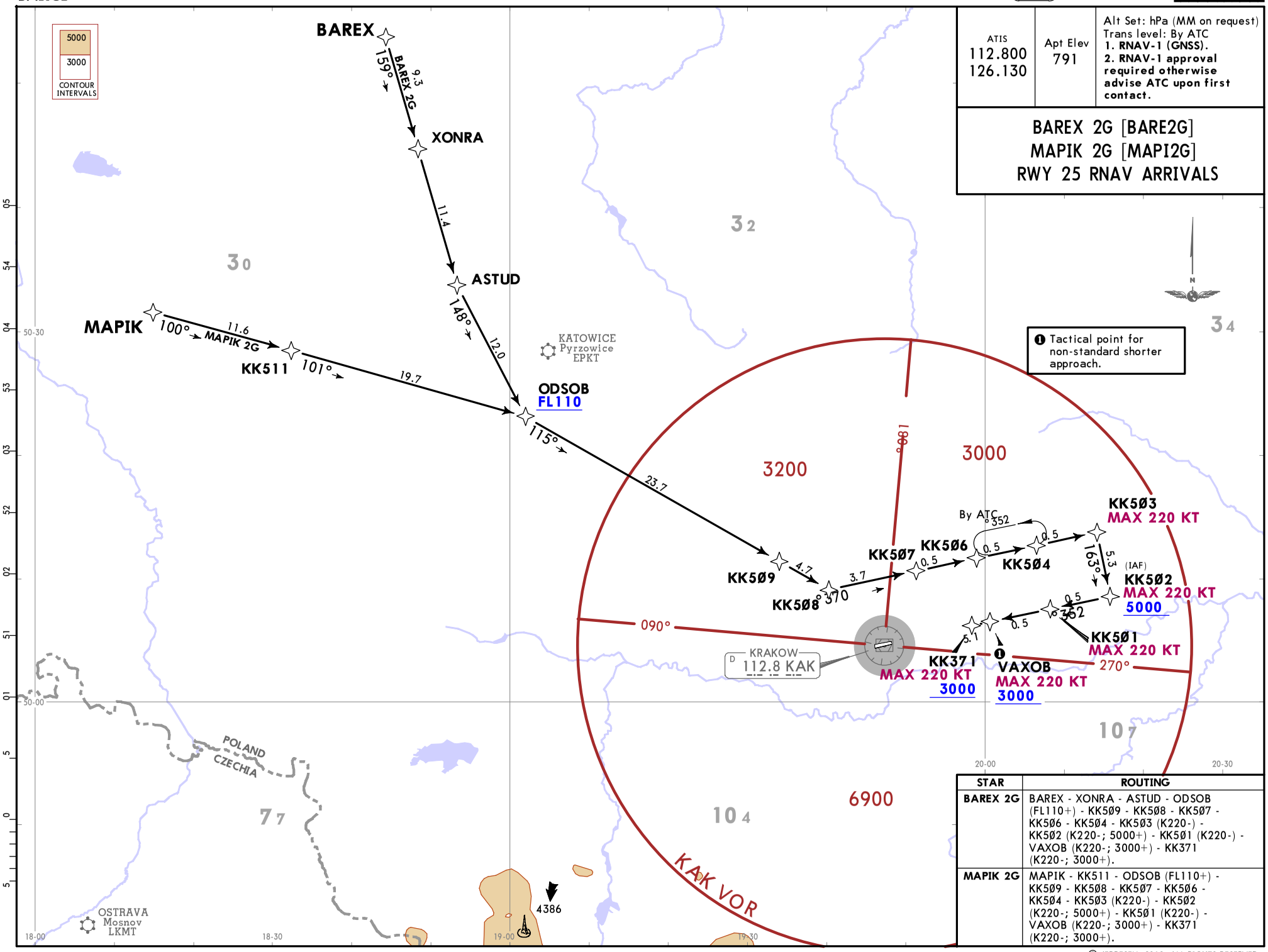
Apt Elev
791

Alt Set: hPa (MM on request)
Trans level: By ATC
1. RNAV-1 (GNSS). 2. RNAV-1 approval required otherwise advise ATC upon first contact.

STAR	ROUTING
NETIR 1H	NETIR - KK727 - KK726 (FL100+) - KK724 - KK723 - UVRET - KK719 (FL90+) - KK718 - KK717 (K220-) - KK701 (K220-; 5000+) - IXUVI (K220-; 3000+) - KK592 (K220-; 3000+).
PADKA 1H	PADKA - KK727 - KK726 (FL100+) - KK724 - KK723 - UVRET - KK719 (FL90+) - KK718 - KK717 (K220-) - KK701 (K220-; 5000+) - IXUVI (K220-; 3000+) - KK592 (K220-; 3000+).

CHANGES: ATIS frequency revised.

JEPPESEN KRAKOW, POLAND
5 OCT 18 10-2H Eff 11 Oct
RNAV STAR



ATIS	Apt Elev	
112.800 126.130	791	Alt Set: hPa (MM on request) Trans level: By ATC **1. RNAV-1 (GNSS).** **2. RNAV-1 approval required otherwise advise ATC upon first contact.**

BAREX 2G [BARE2G]
MAPIK 2G [MAPI2G]
RWY 25 RNAV ARRIVALS

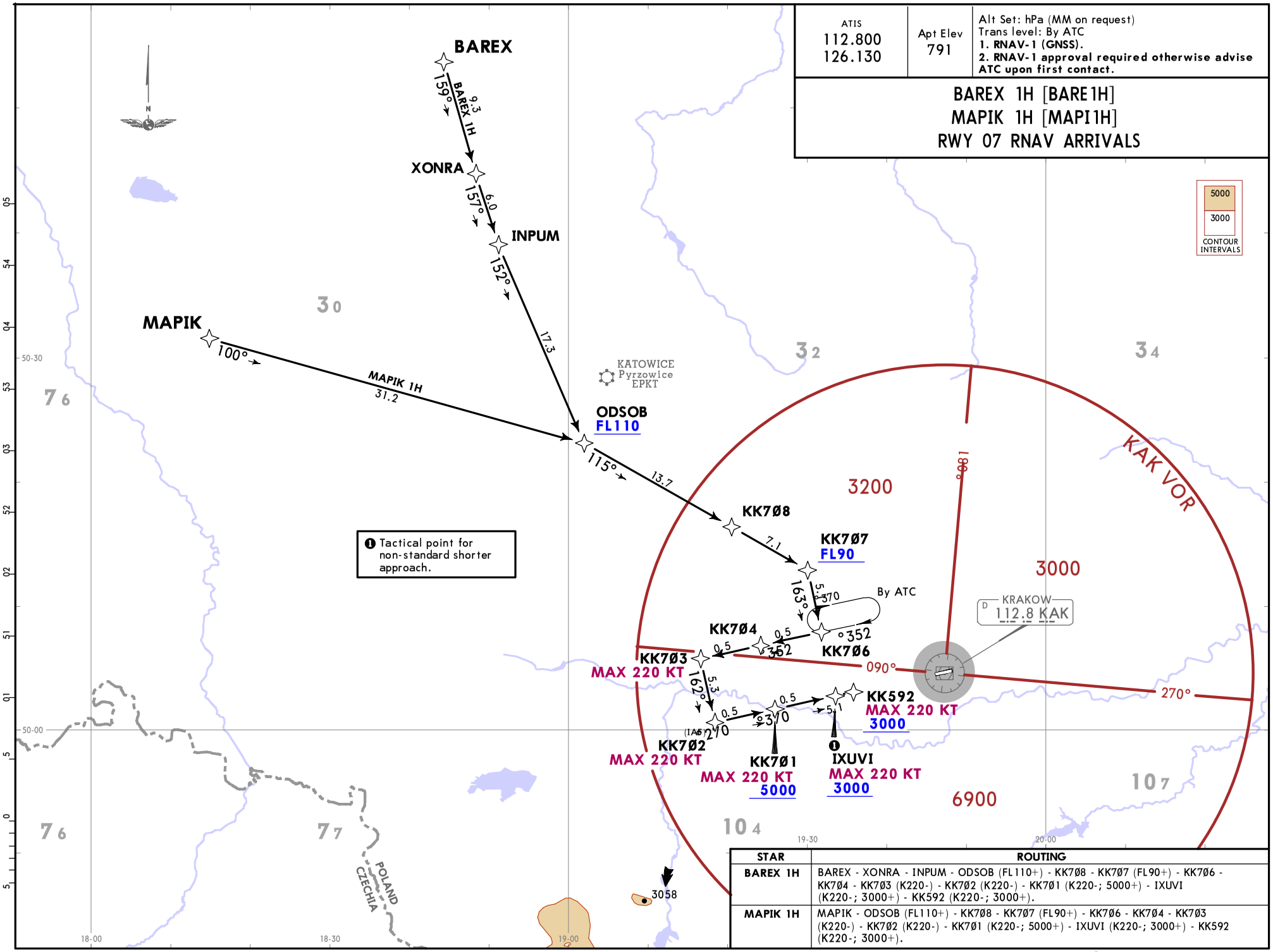
❶ Tactical point for non-standard shorter approach.

STAR	ROUTING
BAREX 2G	BAREX - XONRA - ASTUD - ODSOB (FL110+) - KK509 - KK508 - KK507 - KK506 - KK504 - KK503 (K220-) - KK502 (K220-; 5000+) - KK501 (K220-) - VAXOB (K220-; 3000+) - KK371 (K220-; 3000+).
MAPIK 2G	MAPIK - KK511 - ODSOB (FL110+) - KK509 - KK508 - KK507 - KK506 - KK504 - KK503 (K220-) - KK502 (K220-; 5000+) - KK501 (K220-) - VAXOB (K220-; 3000+) - KK371 (K220-; 3000+).

CHANGES: ATIS frequency revised.

ATIS	Apt Elev	
112.800 126.130	791	Alt Set: hPa (MM on request) Trans level: By ATC **1. RNAV-1 (GNSS).** **2. RNAV-1 approval required otherwise advise ATC upon first contact.**

BAREX 1H [BARE1H]
MAPIK 1H [MAPI1H]
RWY 07 RNAV ARRIVALS



STAR	ROUTING
BAREX 1H	BAREX - XONRA - INPUM - ODSOB (FL110+) - KK7Ø8 - KK7Ø7 (FL90+) - KK7Ø6 - KK7Ø4 - KK7Ø3 (K220-) - KK7Ø2 (K220-) - KK7Ø1 (K220-; 5000+) - IXUVI (K220-; 3000+) - KK592 (K220-; 3000+).
MAPIK 1H	MAPIK - ODSOB (FL110+) - KK7Ø8 - KK7Ø7 (FL90+) - KK7Ø6 - KK7Ø4 - KK7Ø3 (K220-) - KK7Ø2 (K220-) - KK7Ø1 (K220-; 5000+) - IXUVI (K220-; 3000+) - KK592 (K220-; 3000+).

CHANGES: ATIS frequency revised.

RNAV DEPARTURE INSTRUCTIONS

1. General

Expect direct routings/shortcuts by ATC whenever possible.

2. Equipment

RNAV-1 approval required to conduct these procedures without additional restrictions. However it is possible to utilize RNAV 1 trajectories by RNAV-5 only approved aircraft.
The following restriction apply: Aircraft equipped with RNAV-5 systems without navigation database, and requiring manual data input are exempted from the utilization of RNAV-1 procedures.
Non RNAV-1 aircraft: advise ATC before start up. Radar vectoring will be provided usually along published procedures.

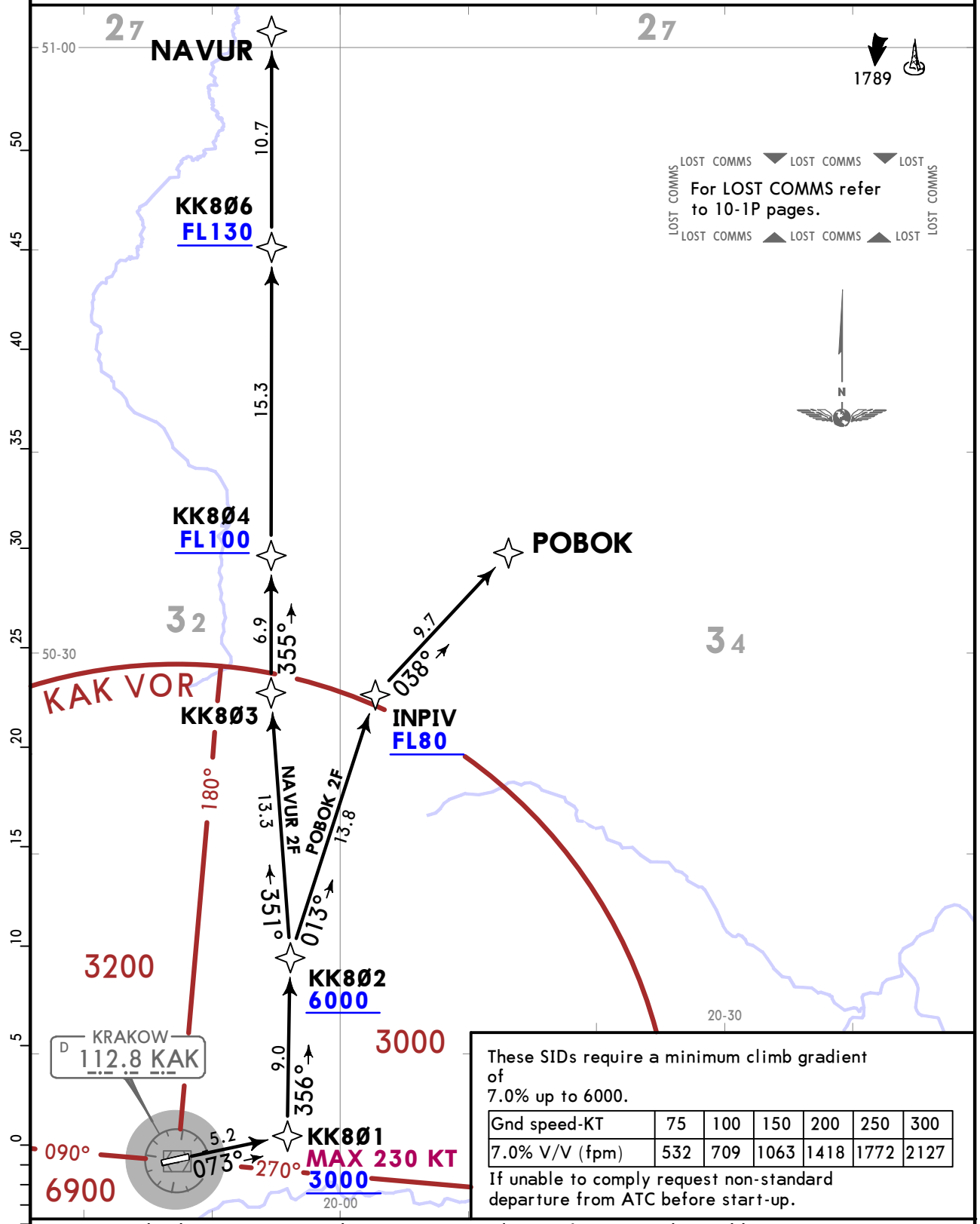
3. Vertical planning

If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

KRAKOW Approach 121.075	Apt Elev 791	Trans alt: 6500 **1. RNAV-1 (GNSS). 2. RNAV-1 approval required otherwise advise ATC before start-up.** 3. After departure IMMEDIATELY contact Krakow Aproach.

NAVUR 2F [NAVU2F], POBOK 2F [POBO2F]
RWY 07 RNAV DEPARTURES

SPEED: MAX 230 KT DURING INITIAL TURN



These SIDs require a minimum climb gradient of 7.0% up to 6000.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply request non-standard departure from ATC before start-up.

Climb to **6000** and MAINTAIN, unless otherwise cleared by ATC.

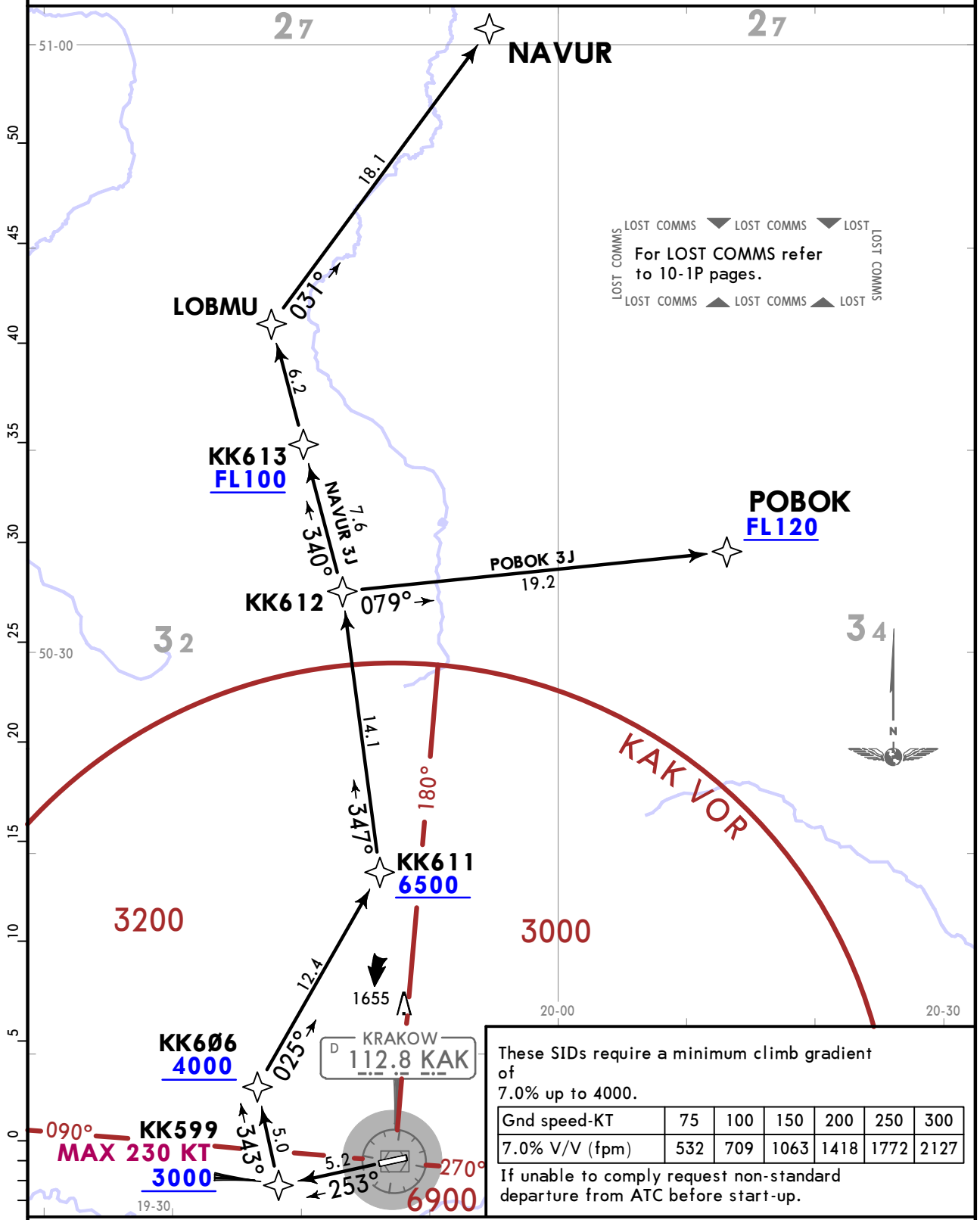
SID	ROUTING
NAVUR 2F	KK801 (K230-; 3000+) - KK802 (6000+) - KK803 - KK804 (FL100+) - KK806 (FL130+) - NAVUR.
POBOK 2F	KK801 (K230-; 3000+) - KK802 (6000+) - INPIV (FL80+) - POBOK.

CHANGES: New format.

KRAKOW Approach 121.075	Apt Elev 791	Trans alt: 6500 **1. RNAV-1 (GNSS). 2. RNAV-1 approval required otherwise advise ATC before start-up.** 3. After departure IMMEDIATELY contact Krakow Approach.

NAVUR 3J [NAVU3J], POBOK 3J [POBO3J]
RWY 25 RNAV DEPARTURES

SPEED: MAX 230 KT BELOW FL100 DURING INITIAL TURN



These SIDs require a minimum climb gradient of 7.0% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply request non-standard departure from ATC before start-up.

Climb to **6000** and MAINTAIN, unless otherwise cleared by ATC.

SID	ROUTING
NAVUR 3J	KK599 (K230-; 3000+) - KK606 (4000+) - KK611 (6500+) - KK612 - KK613 (FL100+) - LOBMU - NAVUR.
POBOK 3J	KK599 (K230-; 3000+) - KK606 (4000+) - KK611 (6500+) - KK612 - POBOK (FL120+).

CHANGES: New format.

EPKK/KRK
BALICE

JEPPESEN
18 MAY 18 (10-3D)

KRAKOW, POLAND
RNAV SID

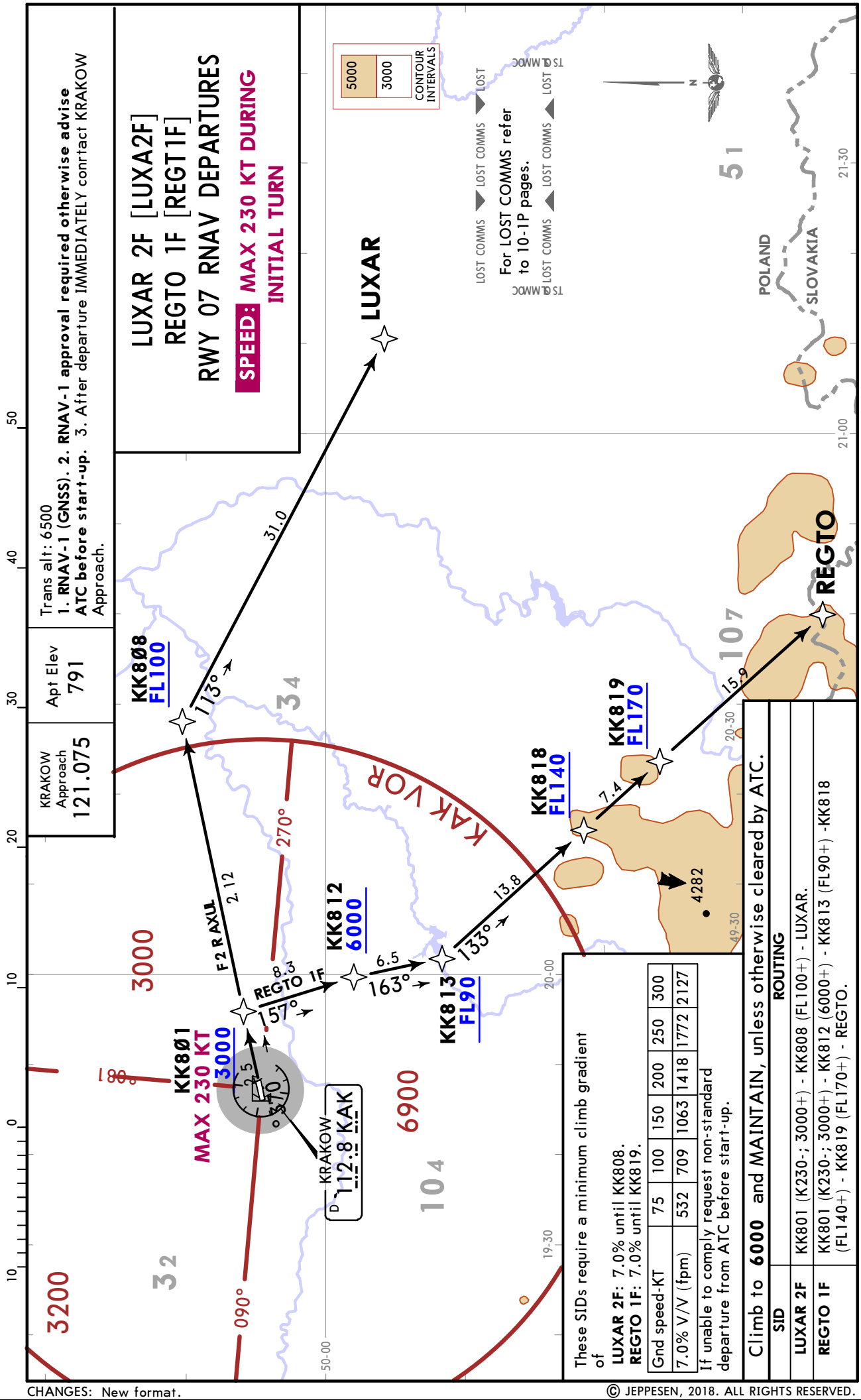
LUXAR 2F [LUXA2F]
REGTO 1F [REGT1F]
RWY 07 RNAV DEPARTURES

SPEED: MAX 230 KT DURING INITIAL TURN

Trans alt: 6500
1. RNAV-1 (GNSS). 2. RNAV-1 approval required otherwise advise ATC before start-up. 3. After departure IMMEDIATELY contact KRAKOW Approach.

Apt Elev 791

KRAKOW Approach 121.075



These SIDs require a minimum climb gradient of
LUXAR 2F: 7.0% until KK808.
REGTO 1F: 7.0% until KK819.

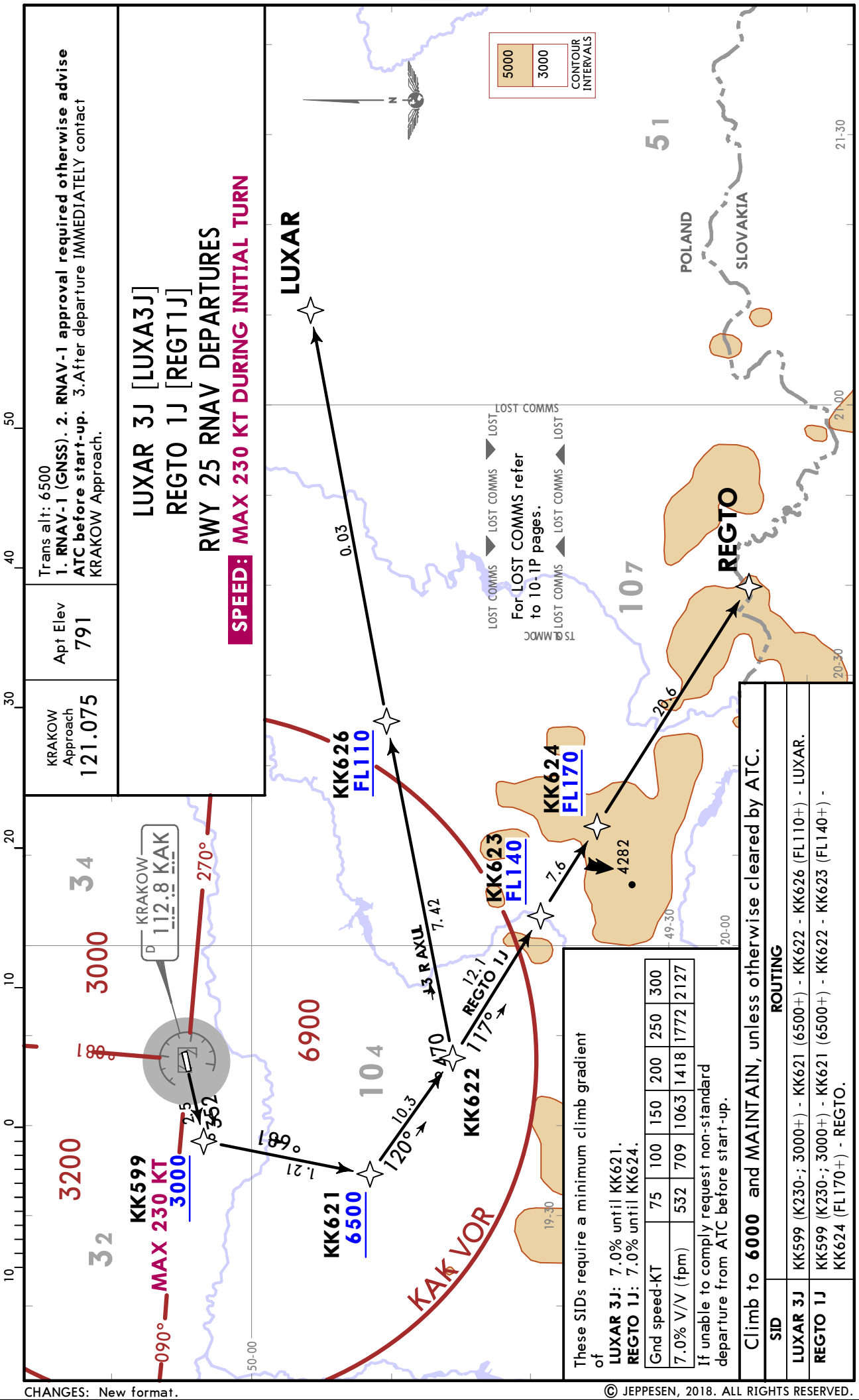
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply request non-standard departure from ATC before start-up.

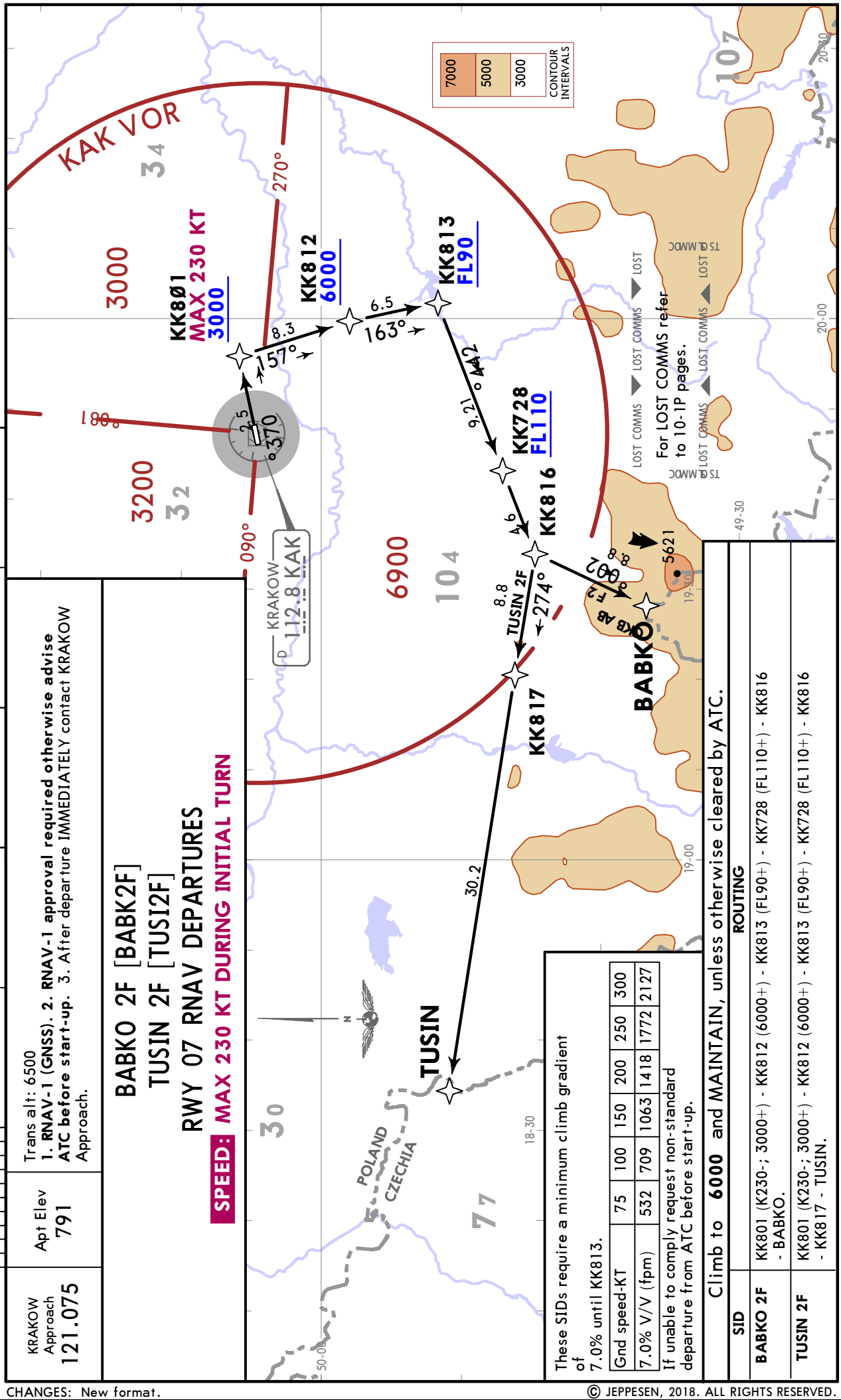
Climb to **6000** and MAINTAIN, unless otherwise cleared by ATC.

SID	ROUTING
LUXAR 2F	KK801 (K230-; 3000+) - KK808 (FL100+) - LUXAR.
REGTO 1F	KK801 (K230-; 3000+) - KK812 (6000+) - KK813 (FL90+) -KK818 (FL140+) - KK819 (FL170+) - REGTO.

CHANGES: New format.



CHANGES: New format.



KRAKOW Approach 121.075

Apt Elev 791

Trans alt: 6500
1. RNAV-1 (GNSS). 2. RNAV-1 approval required otherwise advise ATC before start-up. 3. After departure IMMEDIATELY contact KRAKOW Approach.

BABKO 2F [BABK2F]
TUSIN 2F [TUSI2F]
RWY 07 RNAV DEPARTURES

SPEED: MAX 230 KT DURING INITIAL TURN

These SIDs require a minimum climb gradient of 7.0% until KK813.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply request non-standard departure from ATC before start-up.

Climb to **6000** and MAINTAIN, unless otherwise cleared by ATC.

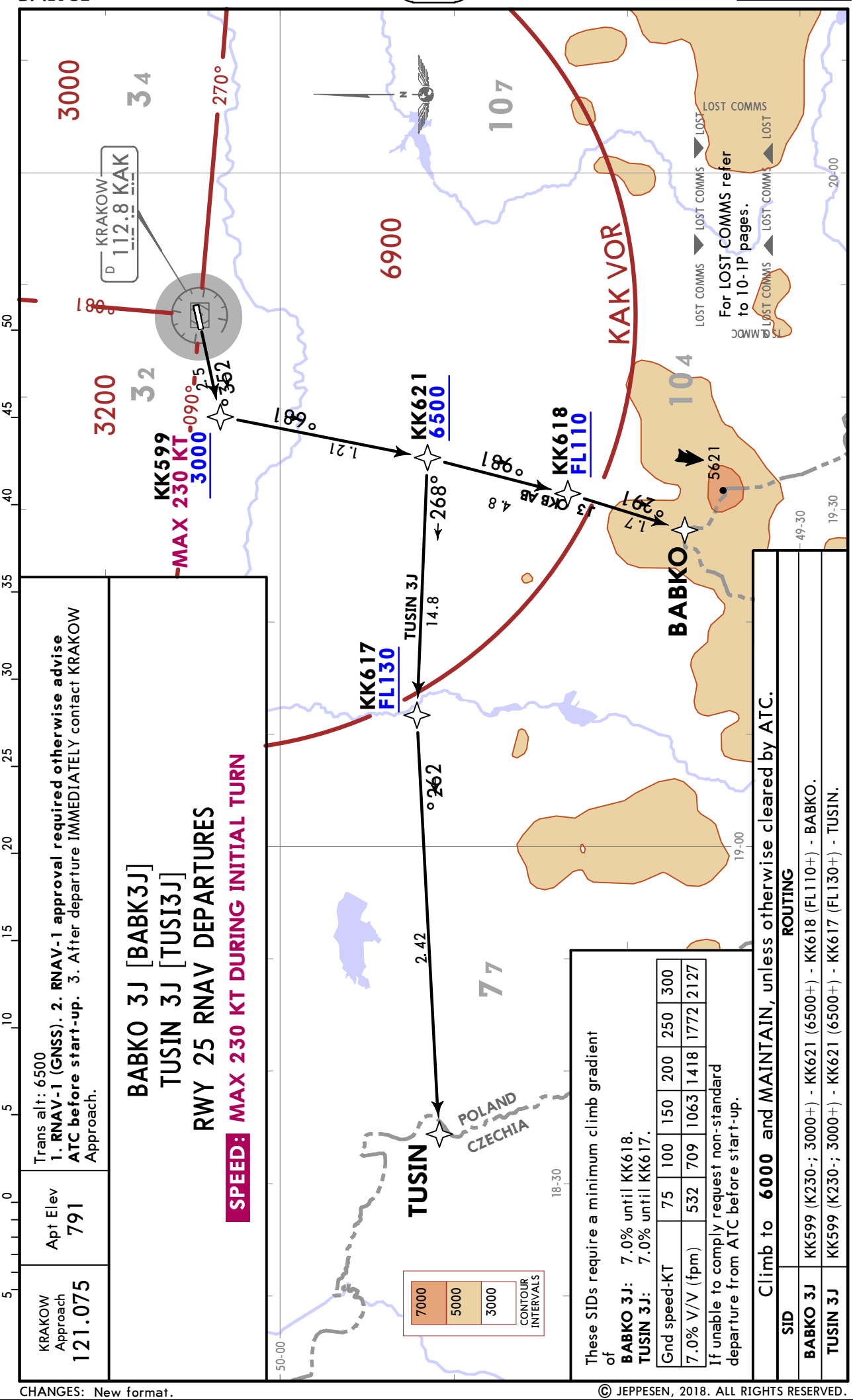
SID	ROUTING
BABKO 2F	KK801 (K230-; 3000+) - KK812 (6000+) - KK813 (FL90+) - KK728 (FL110+) - KK816 - BABKO.
TUSIN 2F	KK801 (K230-; 3000+) - KK812 (6000+) - KK813 (FL90+) - KK728 (FL110+) - KK816 - KK817 - TUSIN.

CHANGES: New format.

EPKK/KRK
BALICE

JEPPESEN
18 MAY 18 (10-3G)

KRAKOW, POLAND
RNAV SID



KRAKOW Approach 121.075

Apt Elev 791

Trans alt: 6500
1. RNAV-1 (GNSS). 2. RNAV-1 approval required otherwise advise ATC before start-up. 3. After departure IMMEDIATELY contact KRAKOW Approach.

BABKO 3J [BABK3J]
TUSIN 3J [TUSI3J]
RWY 25 RNAV DEPARTURES

SPEED: MAX 230 KT DURING INITIAL TURN

These SIDs require a minimum climb gradient of
BABKO 3J: 7.0% until KK618.
TUSIN 3J: 7.0% until KK617.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply request non-standard departure from ATC before start-up.

Climb to **6000** and MAINTAIN, unless otherwise cleared by ATC.

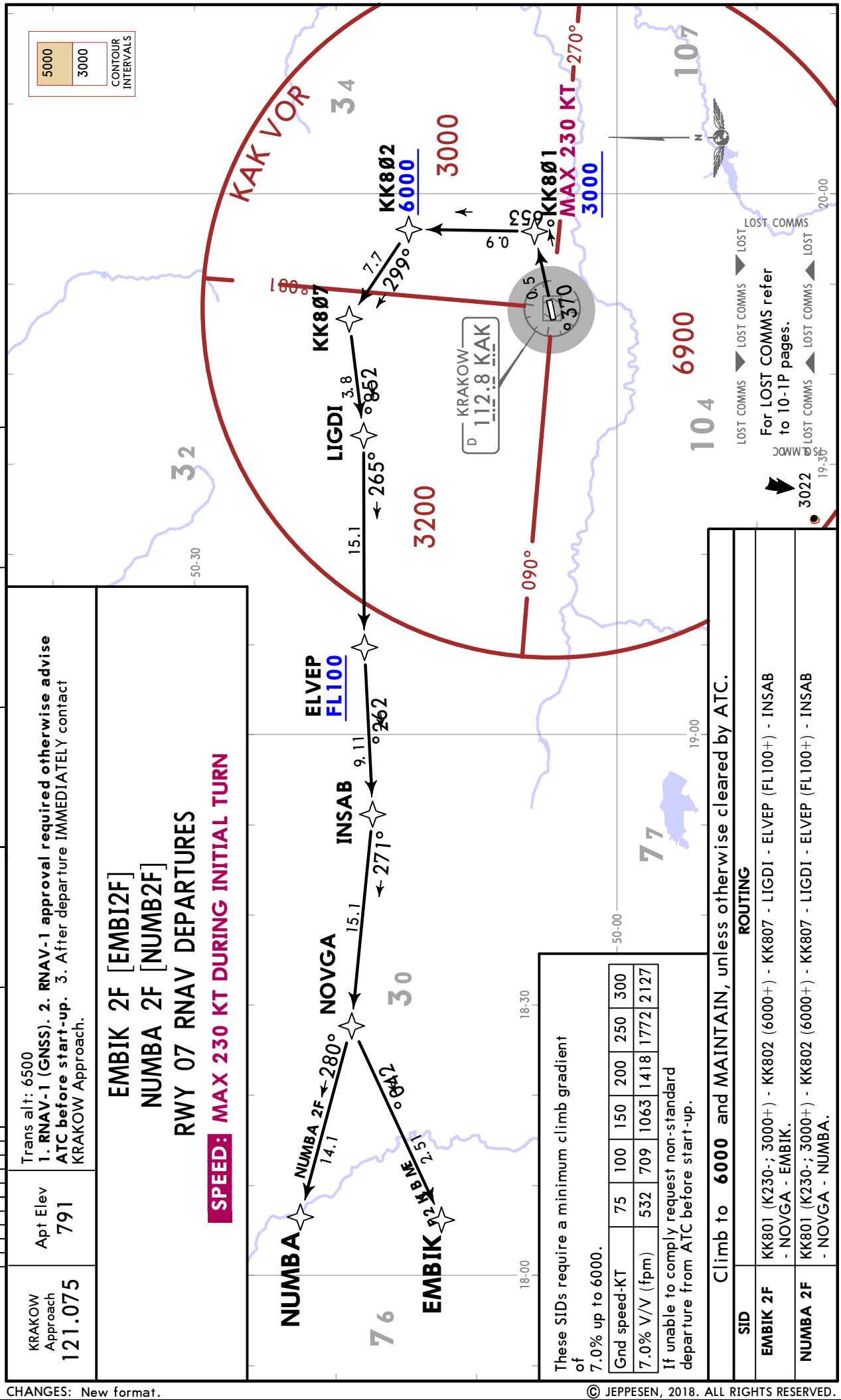
SID	ROUTING
BABKO 3J	KK599 (K230-; 3000+) - KK621 (6500+) - KK618 (FL110+) - BABKO.
TUSIN 3J	KK599 (K230-; 3000+) - KK621 (6500+) - KK617 (FL130+) - TUSIN.

CHANGES: New format.

EPKK/KRK
BALICE

JEPPESEN
18 MAY 18 (10-3H)

KRAKOW, POLAND
RNAV SID



KRAKOW Approach 121.075

Apt Elev 791

Trans alt: 6500
1. **RNAV-1 (GNSS). 2. RNAV-1 approval required otherwise advise ATC before start-up.** 3. After departure IMMEDIATELY contact KRAKOW Approach.

EMBIK 2F [EMBI2F]
NUMBA 2F [NUMB2F]
RWY 07 RNAV DEPARTURES

SPEED: MAX 230 KT DURING INITIAL TURN

These SIDs require a minimum climb gradient of 7.0% up to 6000.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply request non-standard departure from ATC before start-up.

Climb to **6000** and MAINTAIN, unless otherwise cleared by ATC.

SID	ROUTING
EMBIK 2F	KK801 (K230-; 3000+) - KK802 (6000+) - KK807 - LIGDI - ELVEP (FL100+) - INSAB - NOVGA - EMBIK.
NUMBA 2F	KK801 (K230-; 3000+) - KK802 (6000+) - KK807 - LIGDI - ELVEP (FL100+) - INSAB - NOVGA - NUMBA.

CHANGES: New format.

EPKK/KRK
BALICE

JEPPESEN
18 MAY 18 (10-3J)

KRAKOW, POLAND
RNAV SID

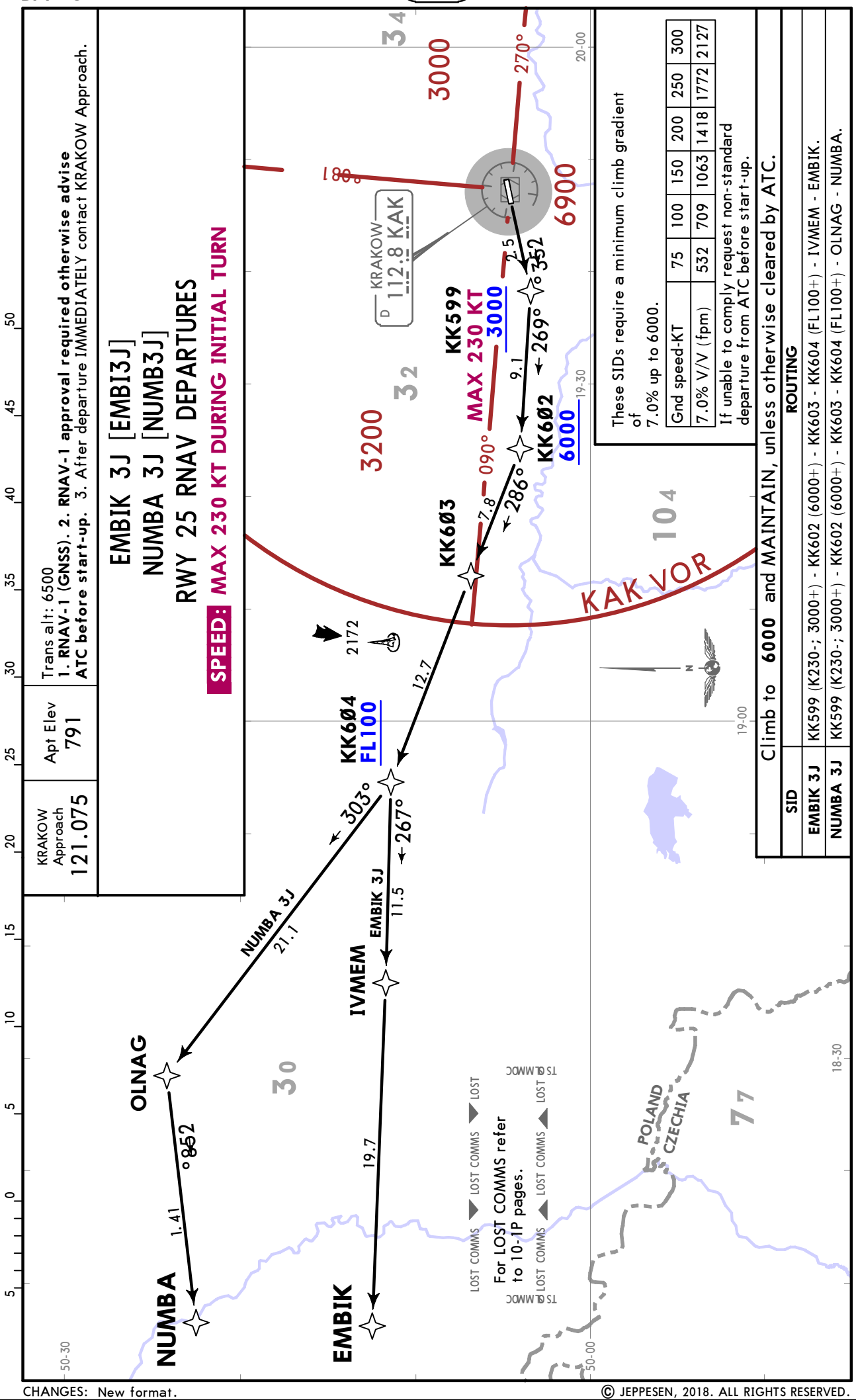
EMBIK 3J [EMBI3J]
NUMBA 3J [NUMB3J]
RWY 25 RNAV DEPARTURES

SPEED: MAX 230 KT DURING INITIAL TURN

KRAKOW Approach 121.075

Apt Elev 791

Trans alt: 6500
1. RNAV-1 (GNSS). 2. RNAV-1 approval required otherwise advise ATC before start-up. 3. After departure IMMEDIATELY contact KRAKOW Approach.



These SIDs require a minimum climb gradient of 7.0% up to 6000.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply request non-standard departure from ATC before start-up.

Climb to **6000** and MAINTAIN, unless otherwise cleared by ATC.

SID	ROUTING
EMBIK 3J	KK599 (K230-; 3000+) - KK602 (6000+) - KK603 - KK604 (FL100+) - IVMEM - EMBIK.
NUMBA 3J	KK599 (K230-; 3000+) - KK602 (6000+) - KK603 - KK604 (FL100+) - OLNAG - NUMBA.

CHANGES: New format.

EPKK/KRK
BALICE

JEPPESEN
18 MAY 18 (10-3K)

KRAKOW, POLAND
RNAV SID

KRAKOW Approach 121.075

Apt Elev 791

Trans alt: 6500
1. RNAV-1 (GNSS). 2. RNAV-1 approval required otherwise advise ATC before start-up. 3. After departure IMMEDIATELY contact KRAKOW Approach.

BAREX 2F [BARE2F]
SUDOL 2F [SUDO2F]
RWY 07 RNAV DEPARTURES

SPEED: MAX 230 KT DURING INITIAL TURN

LOST COMMS
For LOST COMMS refer to 10-1P pages.

KAK VOR

KK804 FL100
KK806 FL130
KK802 6000
KK801 MAX 230 KT 3000
KK803
KK807
LIGDI
ELVEP FL100
INSAB
NOVGA
BAREX
SUDOL

3000
3200
6900

KATOWICE Pyrzowice EPKT

KRAKOW 112.8 KAK

These SIDs require a minimum climb gradient of 7.0% up to 6000.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply request non-standard departure from ATC before start-up.

Climb to **6000** and MAINTAIN, unless otherwise cleared by ATC.

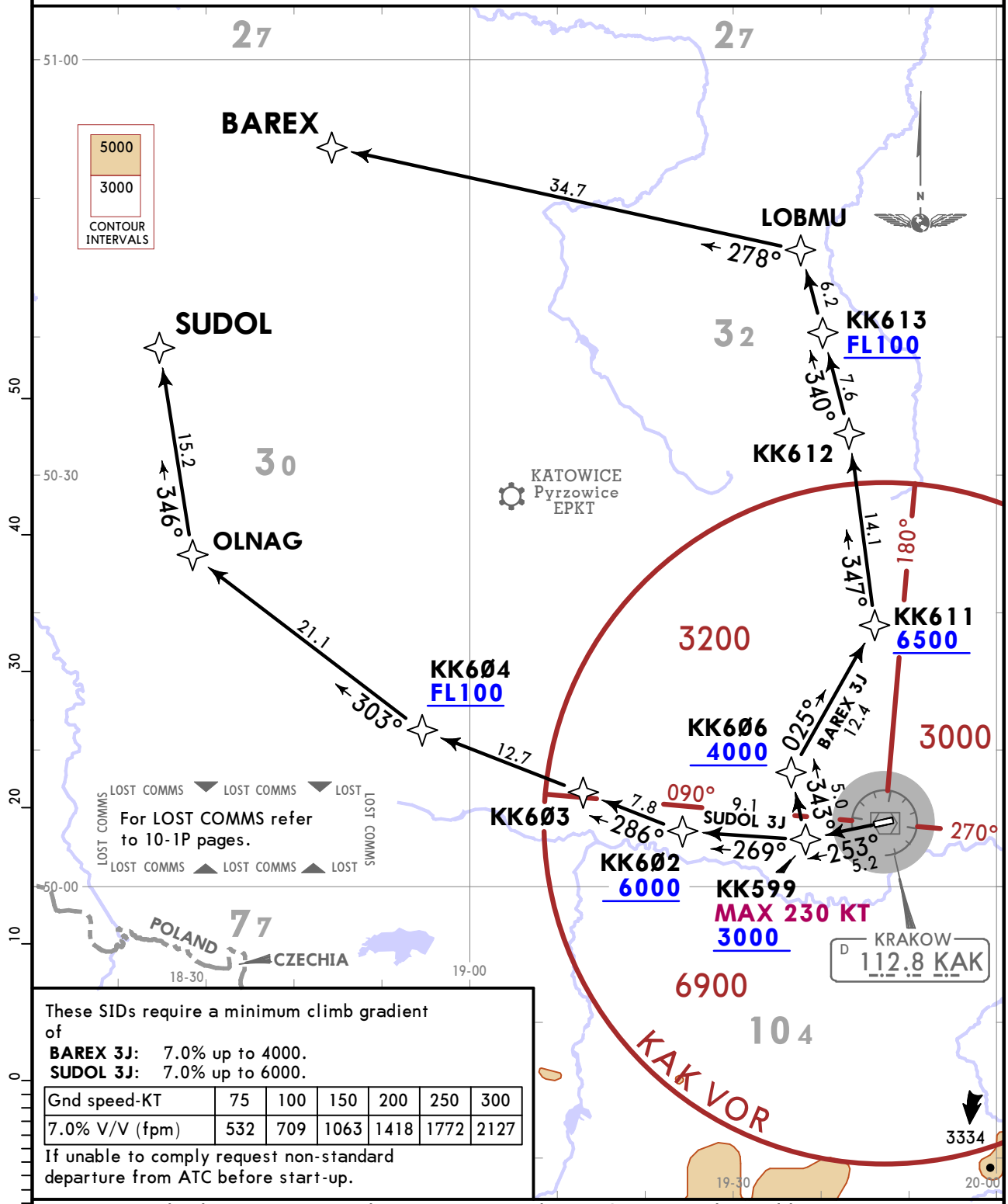
SID	ROUTING
BAREX 2F	KK801 (K230-; 3000+) - KK802 (6000+) - KK803 - KK804 (FL100+) - KK806 (FL130+) - BAREX.
SUDOL 2F	KK801 (K230-; 3000+) - KK802 (6000+) - KK807 - LIGDI - ELVEP (FL100+) - INSAB - NOVGA - SUDOL.

CHANGES: New format.

KRAKOW Approach 121.075	Apt Elev 791	Trans alt: 6500 **1. RNAV-1 (GNSS). 2. RNAV-1 approval required otherwise advise ATC before start-up.** 3. After departure IMMEDIATELY contact KRAKOW Approach.

BAREX 3J [BARE3J]
SUDOL 3J [SUDO3J]
RWY 25 RNAV DEPARTURES

SPEED: MAX 230 KT DURING INITIAL TURN



These SIDs require a minimum climb gradient of
BAREX 3J: 7.0% up to 4000.
SUDOL 3J: 7.0% up to 6000.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply request non-standard departure from ATC before start-up.

Climb to **6000** and MAINTAIN, unless otherwise cleared by ATC.

SID	ROUTING
BAREX 3J	KK599 (K230-; 3000+) - KK606 (4000+) - KK611 (6500+) - KK612 - KK613 (FL100+) - LOBMU - BAREX.
SUDOL 3J	KK599 (K230-; 3000+) - KK602 (6000+) - KK603 - KK604 (FL100+) - OLNAG - SUDOL.

CHANGES: New format.

EPKK/KRK

Apt Elev **791′**

N50 04.7 E019 47.1

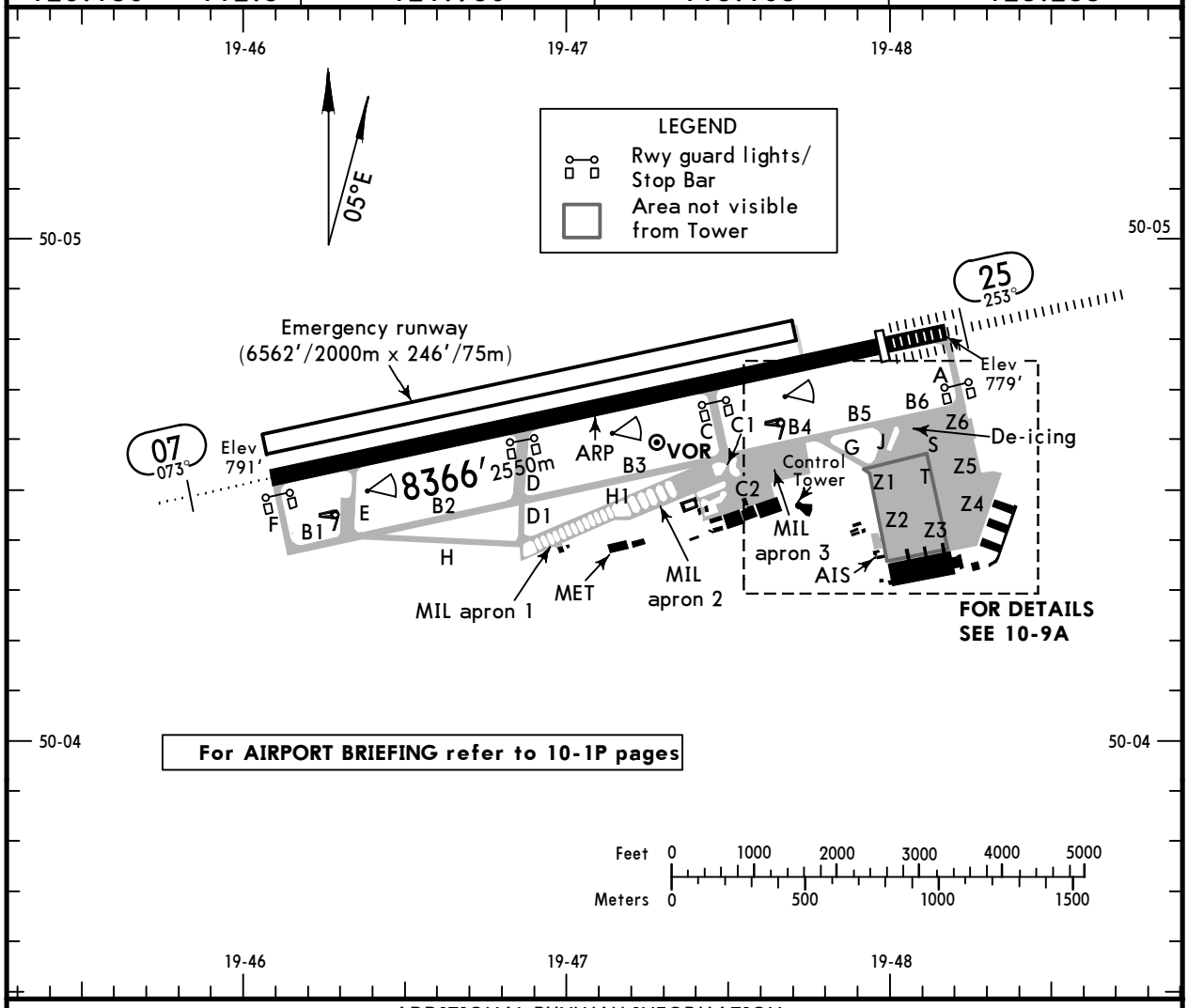
JEPPESEN

30 NOV 18 (10-9) **Eff 6 Dec**

KRAKOW, ~~POLAND~~

BALICE

ATIS	*KRAKOW Delivery	Ground	Tower
126.130 112.8	121.980	118.105	123.255



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
07	HIRL(60m) CL(30m) HIALS PAPI-L(3.0°) RVR			7585′ 2312m	197′
25	HIRL(60m) CL(30m) ALSF-II TDZ PAPI-L(3.0°) RVR	7585′ 2312m	6613′ 2016m		60m

Standard TAKE-OFF

	Low Visibility Take-off: RL, CL & relevant RVR	Low Visibility Take-off: RL & CL	Low Visibility Take-off: Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 350m	RVR 350m	RVR 350m	400m	500m

CHANGES: Apron extension. TWYs S and Z6 added.

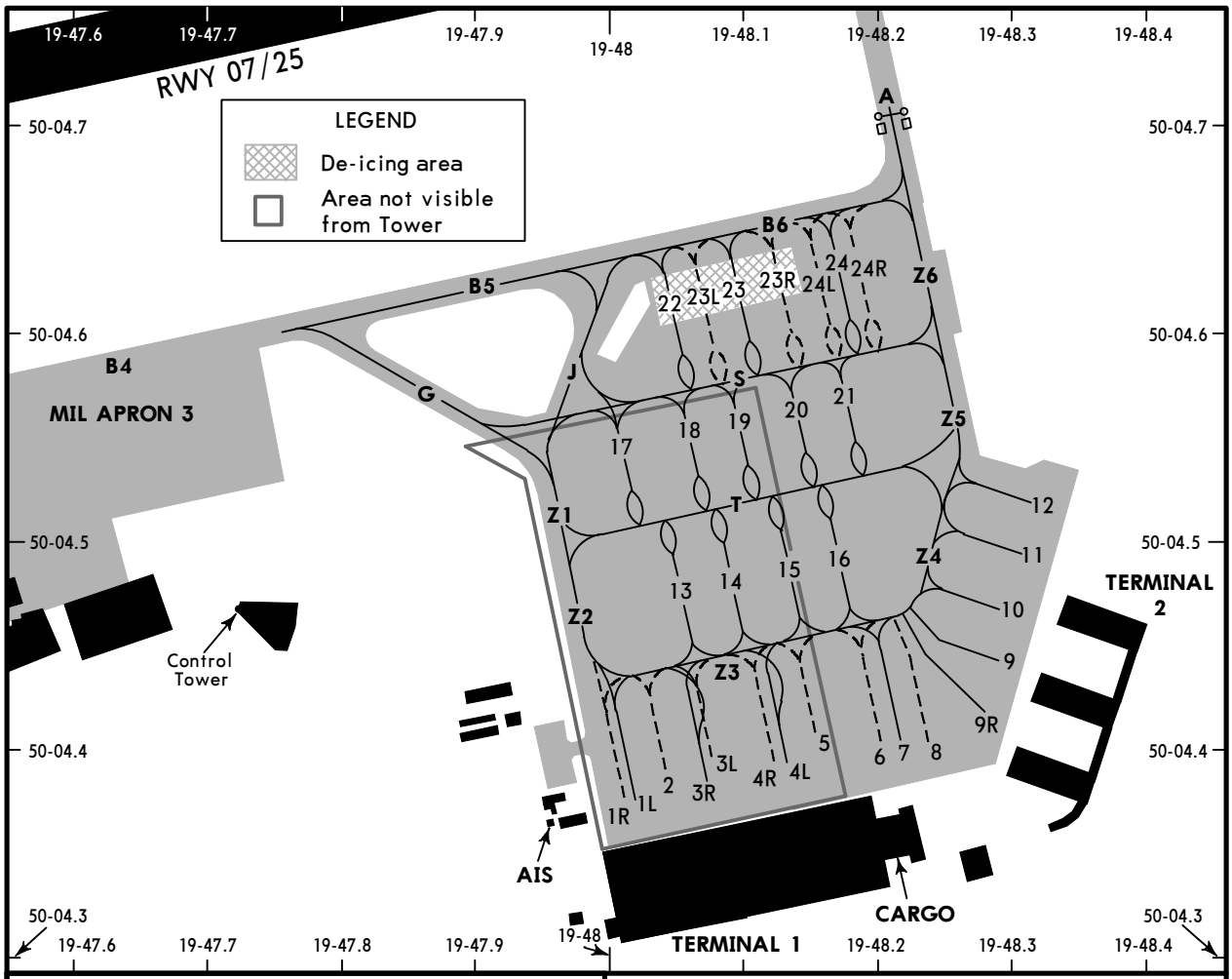
EPKK/KRK

JEPPESEN

30 NOV 18 (10-9A) Eff 6 Dec

KRAKOW, ~~POLAND~~

BALICE



INS COORDINATES

STAND No.	COORDINATES
1L thru 2	N50 04.4 E019 48.0
3L thru 5	N50 04.4 E019 48.1
6 thru 8	N50 04.4 E019 48.2
9R, 9	N50 04.4 E019 48.3
10 thru 12	N50 04.5 E019 48.3
13	N50 04.5 E019 48.0
14, 15	N50 04.5 E019 48.1
16	N50 04.5 E019 48.2
17	N50 04.5 E019 48.0
18 thru 20	N50 04.6 E019 48.1
21	N50 04.6 E019 48.2
22	N50 04.6 E019 48.0
23L thru 23R	N50 04.6 E019 48.1
24L thru 24R	N50 04.6 E019 48.2

CHANGES: Apron extension. TWYs S and Z6 added. Stands & coordinates.

EPKK/KRK
BALICE

JEPPESEN
12 OCT 18 (11-1)

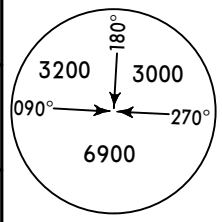
KRAKOW, ~~POLAND~~
ILS or LOC Rwy 25

ATIS	KRAKOW Approach	KRAKOW Director (APP)	KRAKOW Tower	Ground
126.130 112.8	121.075 135.405	126.530	123.255	118.105

BRIEFING STRIP™

LOC KRW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 791′
110.3	253°	D4.6 KRW 2254′ (1475′)	Refer to Minimums	Rwy 779′

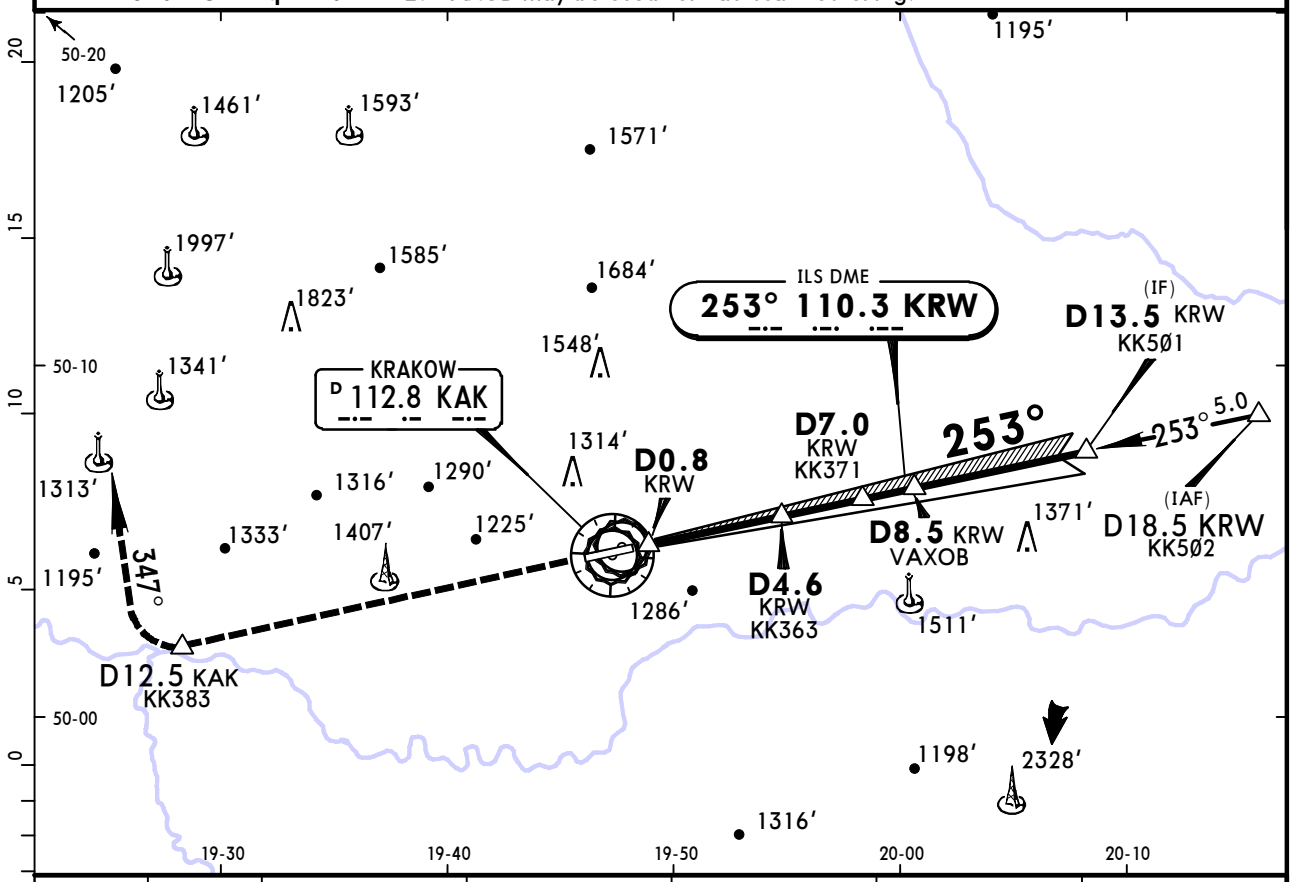
MISSED APCH: Climb STRAIGHT AHEAD to D12.5 KAK (KK383), then turn RIGHT (MAX 220 KT) onto 347° climbing to 4000′, then as directed.



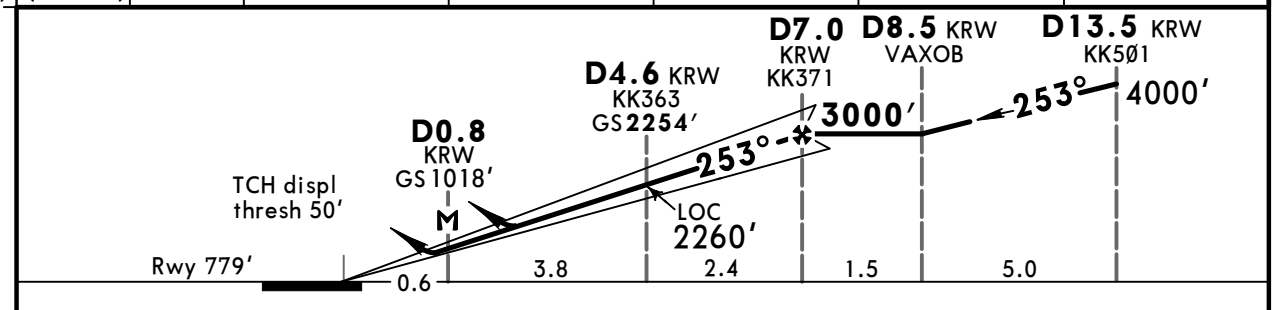
MSA KAK VOR

Alt Set: hPa | Rwy Elev: 28 hPa | Trans level: By ATC | Trans alt: 6500′

1. **DME and VOR required.** 2. VAXOB may be used for tactical vectoring.



LOC (GS out)	KRW DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	1420′	1740′	2060′	2380′	2690′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 KRW							

ALSF-II
PAPI
D12.5 KAK

Standard

STRAIGHT-IN LANDING RWY **25**

ILS
DA(H)
A: **979′** (200′) C: **997′** (218′)
B: **989′** (210′) D: **1008′** (229′)

	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m
B			
C			
D			

LOC (GS out)

	with D4.6 KRW CDFA		w/o D4.6 KRW CDFA	
	DA/MDA(H) **1250′** (471′)	ALS out	DA/MDA(H) **1300′** (521′)	ALS out
A	RVR 1500m		RVR 1500m	
B				
C		RVR 2200m	RVR 1700m	RVR 2400m
D				

CIRCLE-TO-LAND

Not authorized South of airport

Max Kts	MDA(H)	VIS
100	1560′ (769′)	1500m
135	1620′ (829′)	1600m
180	1730′ (939′)	2400m
205	1950′ (1159′)	3600m

PANS OPS

[1] W/o HUD/AP/FD: RVR 750m

CHANGES: Communication.

EPKK/KRK
BALICE

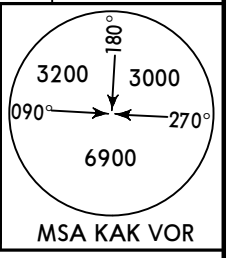
JEPPESEN
12 OCT 18 (12-1)

KRAKOW, POLAND
RNAV (GNSS) Rwy 07

ATIS	KRAKOW Approach	KRAKOW Director (APP)	KRAKOW Tower	Ground
126.130 112.8	121.075 135.405	126.530	123.255	118.105

BRIEFING STRIP

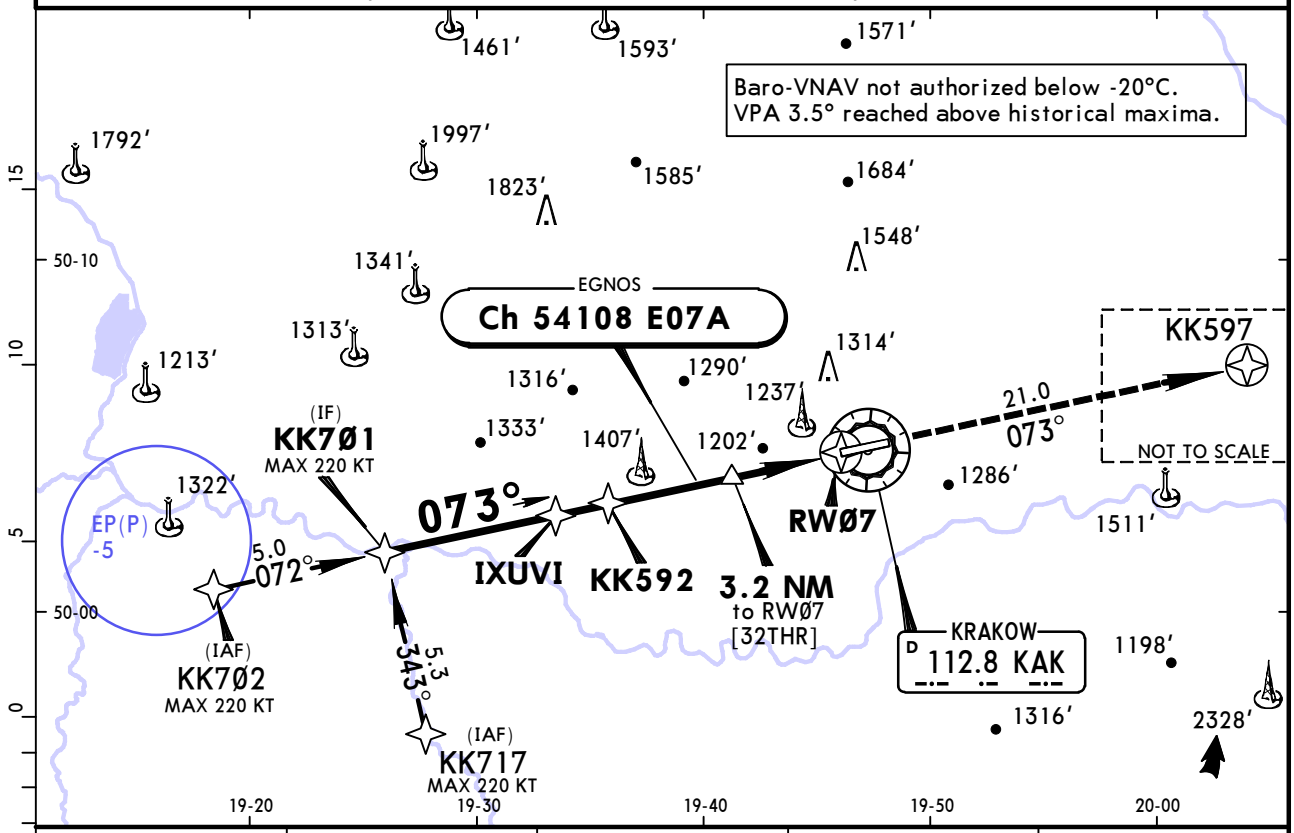
EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev
Ch 54108 E07A	**073°**	**KK592** **3000′** (2209′)	**1041′** (250′)	791′



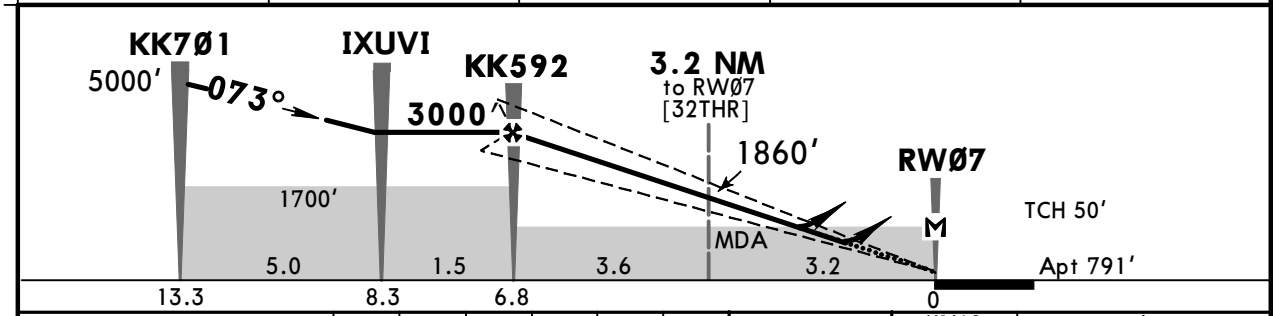
MSA KAK VOR

MISSED APCH: Climb STRAIGHT AHEAD on 073° to KK597 climbing to 4000′, then as directed.

Alt Set: hPa | Apt Elev: 29 hPa | Trans level: By ATC | Trans alt: 6500′



DIST to RWØ7	6.0	5.0	4.0	3.0
ALTITUDE	2750′	2430′	2120′	1810′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ7							

HIALS
PAPI
KK597 on 073°

Standard STRAIGHT-IN LANDING RWY **07**

	LPV		LNAV/VNAV		LNAV with 3.2NM to RWØ7		LNAV w/o 3.2NM to RWØ7	
	DA(H) **1041′** (250′)		DA(H) **1250′** (459′)		DA/MDA(H) CDFA **1470′** (679′)		DA/MDA(H) CDFA **1640′** (849′)	
		ALS out		ALS out		ALS out		ALS out
A	RVR 800m	RVR 1300m	RVR 1500m		RVR 1500m			
B								
C			RVR 1700m	RVR 2100m	RVR 2400m			
D								

CIRCLE-TO-LAND
Not authorized South of airport

Max Kts	MDA(H)	VIS
100	1630′ (839′)	1500m
135	1630′ (839′)	1600m
180	1730′ (939′)	2400m
205	1950′ (1159′)	3600m

PANS OPS

CHANGES: Communication.

EPKK/KRK
BALICE

JEPPESEN
12 OCT 18 (12-2)

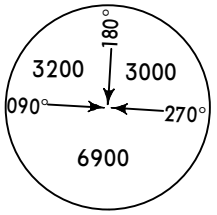
KRAKOW, POLAND
RNAV (GNSS) Rwy 25

BRIEFING STRIP ™

ATIS	KRAKOW Approach	KRAKOW Director (APP)	KRAKOW Tower	Ground
126.130 112.8	121.075 135.405	126.530	123.255	118.105

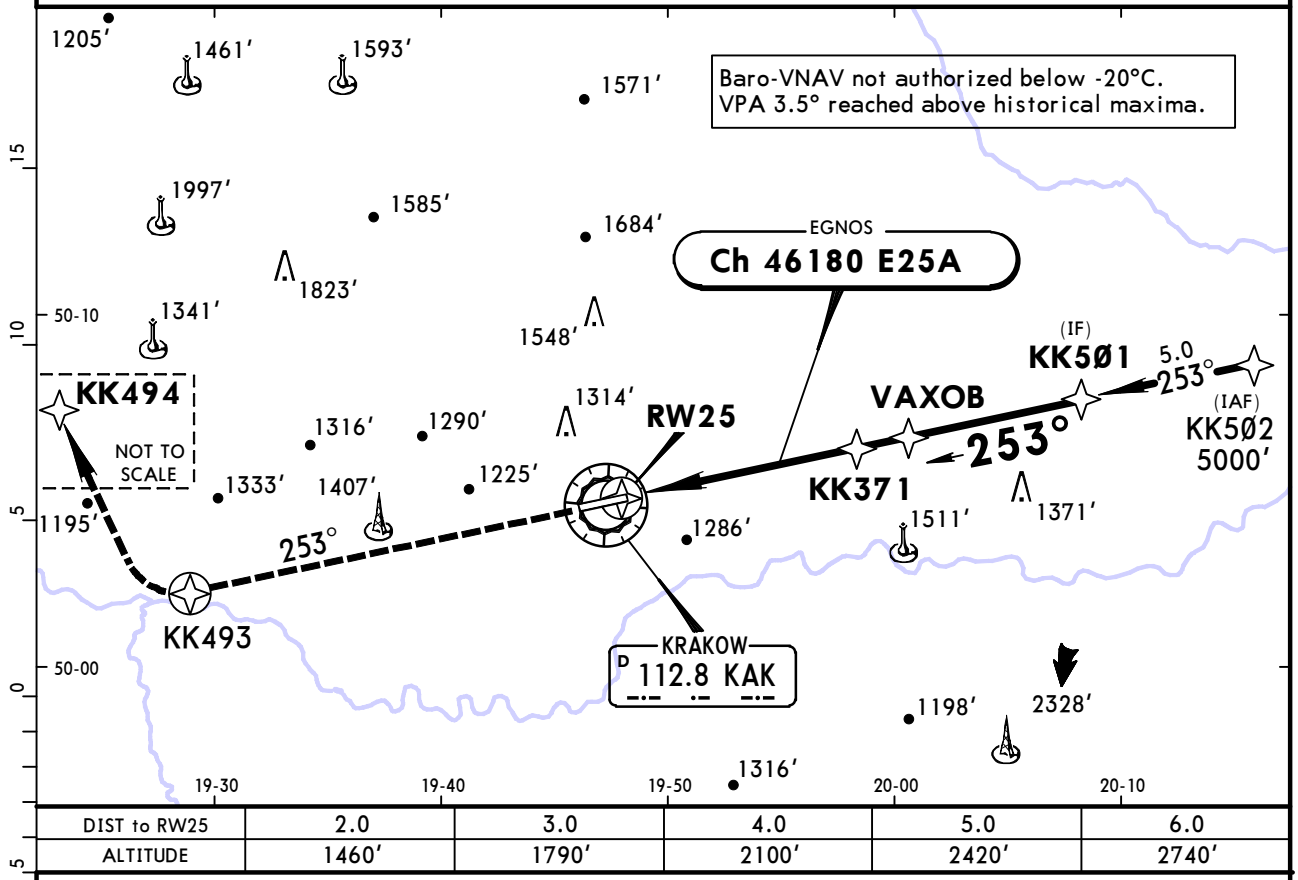
EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H) Refer to Minimums	Apt Elev 791′
Ch 46180 E25A	253°	KK371 3000′ (2221′)		Rwy 779′

MISSED APCH: Climb STRAIGHT AHEAD on 253° to KK493, then turn RIGHT (MAX 220 KT) direct to KK494 climbing to 4000′, then as directed.

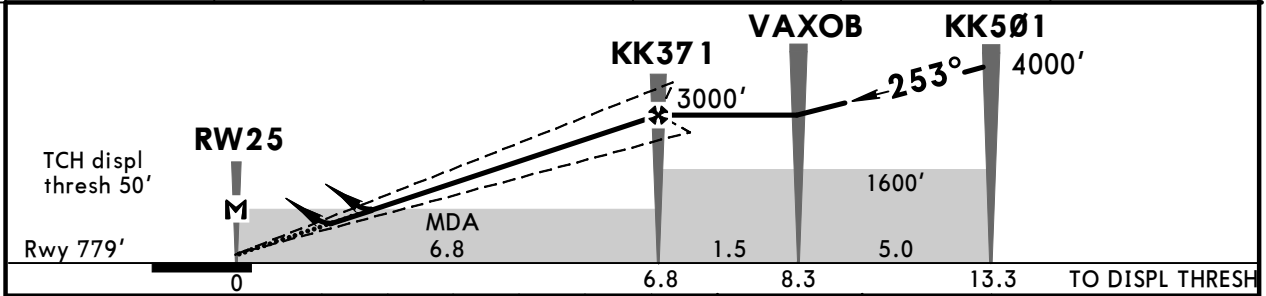


MSA KAK VOR

Alt Set: hPa | Rwy Elev: 28 hPa | Trans level: By ATC | Trans alt: 6500′



DIST to RW25	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1460′	1790′	2100′	2420′	2740′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW25							

ALSF-II
PAPI
KK493 on 253°

Standard STRAIGHT-IN LANDING RWY 25

LPV CAT I
DA(H)
A: 979′ (200′) B: 990′ (211′)
C: 998′ (219′) D: 1008′ (229′)

LNAV/VNAV
DA(H)
A: 1110′ (331′)
B: 1120′ (341′)
C: 1130′ (351′)
D: 1140′ (361′)

LNAV
DA/MDA(H) CDFA 1280′ (501′)

CIRCLE-TO-LAND
Not authorized
South of airport

	TDZ or CL out	ALS out	ALS out	ALS out	ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 800m	RVR 1500m
B				RVR 900m	
C					RVR 1600m
D				RVR 1000m	RVR 1700m

RVR 1500m

RVR 1600m | RVR 2400m

Max Kts	MDA(H)	VIS
100	1570′ (779′)	1500m
135	1620′ (829′)	1600m
180	1730′ (939′)	2400m
205	1950′ (1159′)	3600m

PANS OPS

[1] W/o HUD/AP/FD: RVR 750m

CHANGES: Communication.

EPKK/KRK
BALICE

JEPPESEN
12 OCT 18 (13-1)

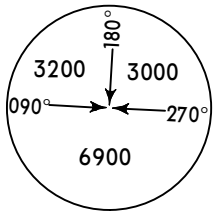
KRAKOW, ~~POLAND~~
VOR Rwy 07

BRIEFING STRIP TM

ATIS	KRAKOW Approach	KRAKOW Director (APP)	KRAKOW Tower	Ground
126.130 112.8	121.075 135.405	126.530	123.255	118.105

VOR KAK	Final Apch Crs	Procedure Alt	DA/MDA(H) (CONDITIONAL)	
112.8	**076°**	**D7.6** **3000′** (2209′)	**1490′** (699′)	Apt Elev 791′

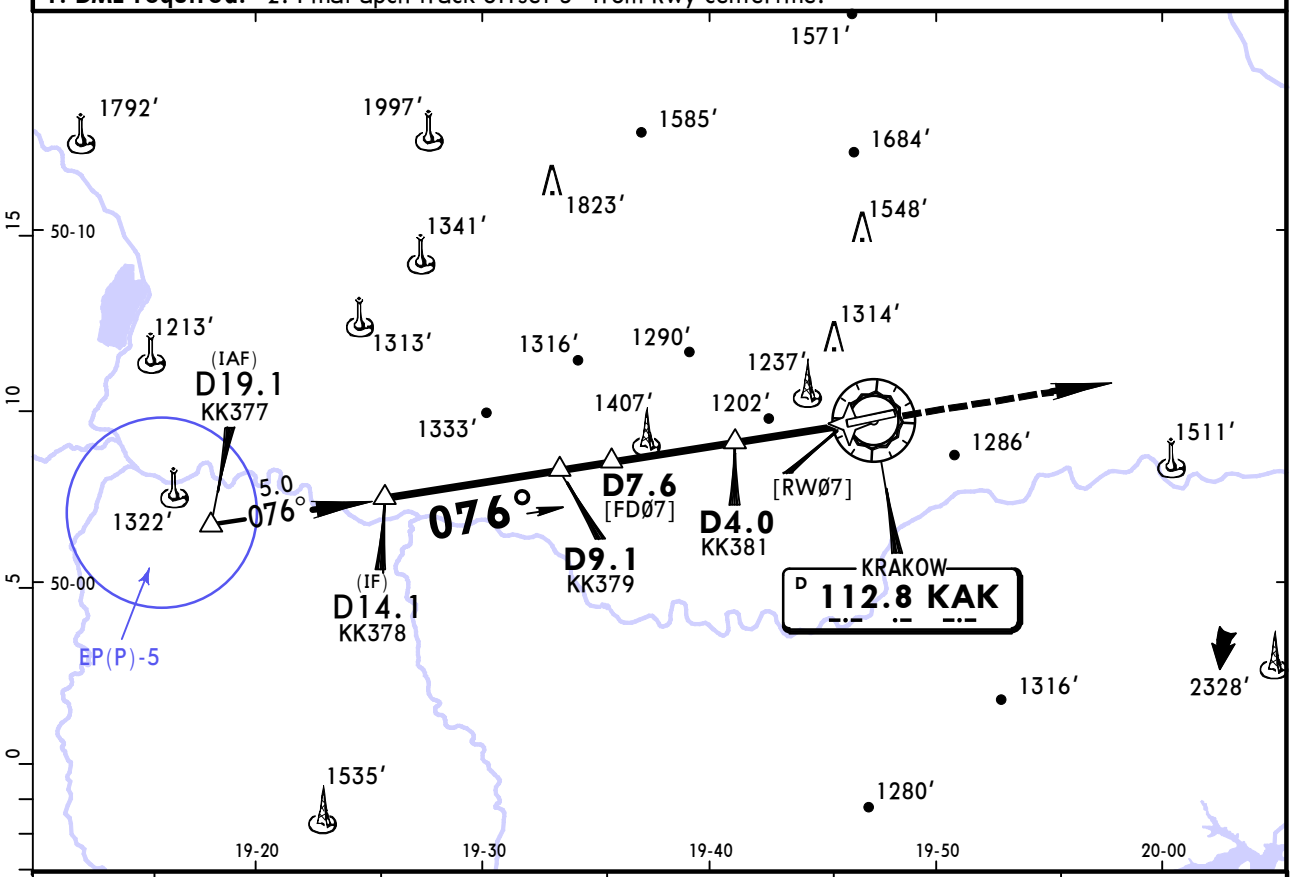
MISSED APCH: Climb STRAIGHT AHEAD to 4000, then as directed.



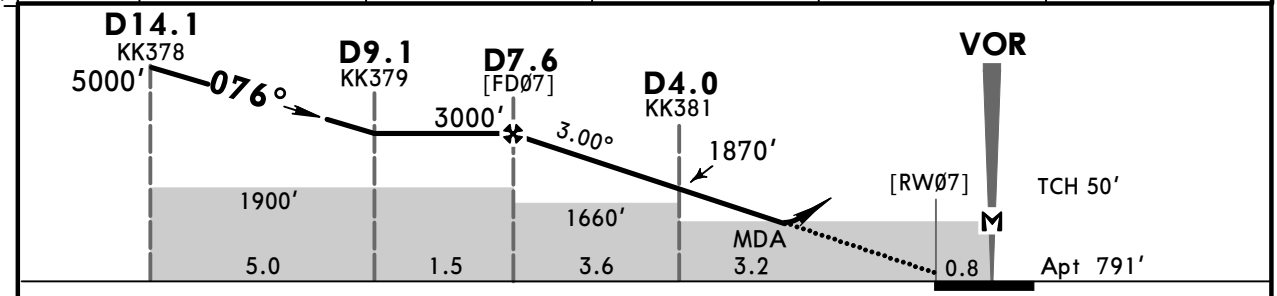
MSA KAK VOR

Alt Set: hPa | Apt Elev: 29 hPa | Trans level: By ATC | Trans alt: 6500′

1. DME required. 2. Final apch track offset 3° from Rwy centerline.



KAK DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2510′	2190′	1870′	1560′	1240′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

HIALS
PAPI

4000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07**

with D4.0 CDFA		w/o D4.0 CDFA	
DA/MDA(H) **1490′** (699′)		DA/MDA(H) **1660′** (869′)	
	ALS out		ALS out
A	RVR 1500m		
B			
C	RVR 2400m		
D			

CIRCLE-TO-LAND
Not authorized
South of airport

Max Kts	MDA(H)	VIS
100	1660′ (869′)	1500m
135	1660′ (869′)	1600m
180	1730′ (939′)	2400m
205	1950′ (1159′)	3600m

CHANGES: Communication.

EPKK/KRK
BALICE

JEPPESEN
12 OCT 18 (13-2)

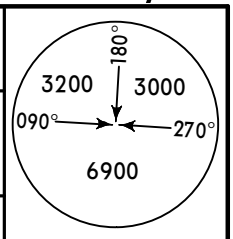
KRAKOW, ~~POLAND~~
VOR Rwy 25

BRIEFING STRIP™

ATIS	KRAKOW Approach	KRAKOW Director (APP)	KRAKOW Tower	Ground
126.130 112.8	121.075 135.405	126.530	123.255	118.105

VOR KAK	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 791′
112.8	249°	D7.3 3000′(2221′)	1290′(511′)	Rwy 779′

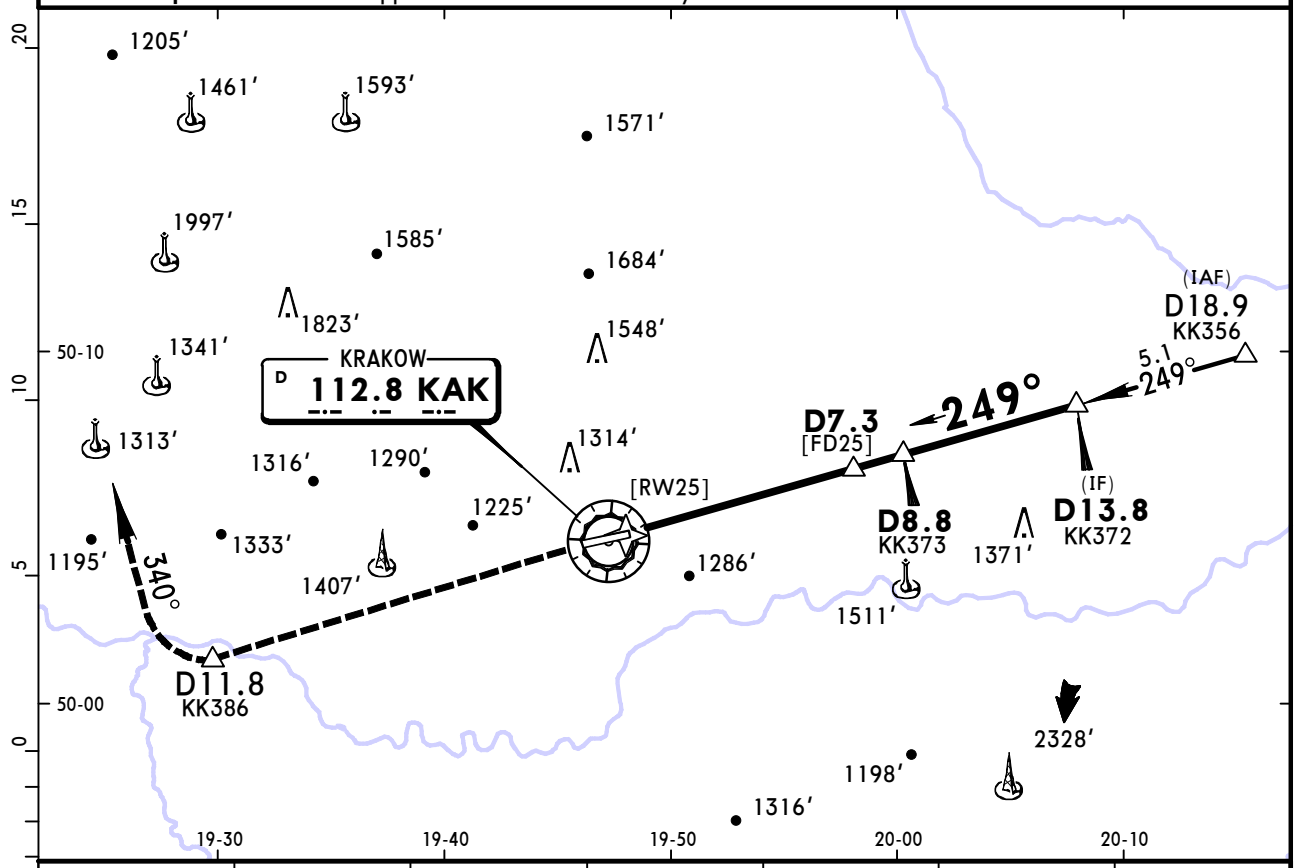
MISSED APCH: Climb STRAIGHT AHEAD to D11.8 (KK386), then turn RIGHT (MAX 220 KT) onto 340° climbing to 4000′, then as directed.



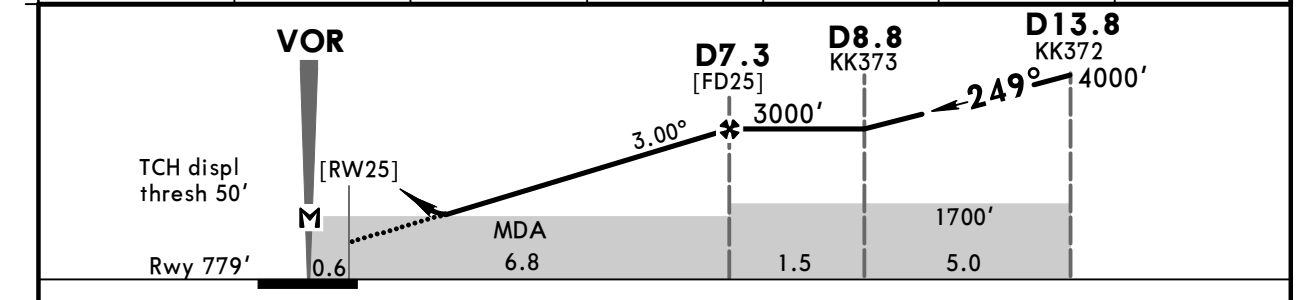
MSA
KAK VOR

Alt Set: hPa | Rwy Elev: 28 hPa | Trans level: By ATC | Trans alt: 6500′

1. **DME required.** 2. Final app track offset 4° from Rwy centerline.



KAK DME	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1320′	1630′	1950′	2270′	2590′	2920′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

ALSF-II
PAPI

D11.8

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25**

CDFA
DA/MDA(H) **1290′**(511′)
ALS out

A	RVR 1500m	
B		
C	RVR 1600m	RVR 2400m
D		

CIRCLE-TO-LAND
Not authorized
South of airport

Max Kts	MDA(H)	VIS
100	1560′(769′)	1500m
135	1620′(829′)	1600m
180	1730′(939′)	2400m
205	1950′(1159′)	3600m

CHANGES: Communication.

JEPPESEN

EPKK
BALICE

23 AUG 19 (19-1)

KRAKÓW
POLAND

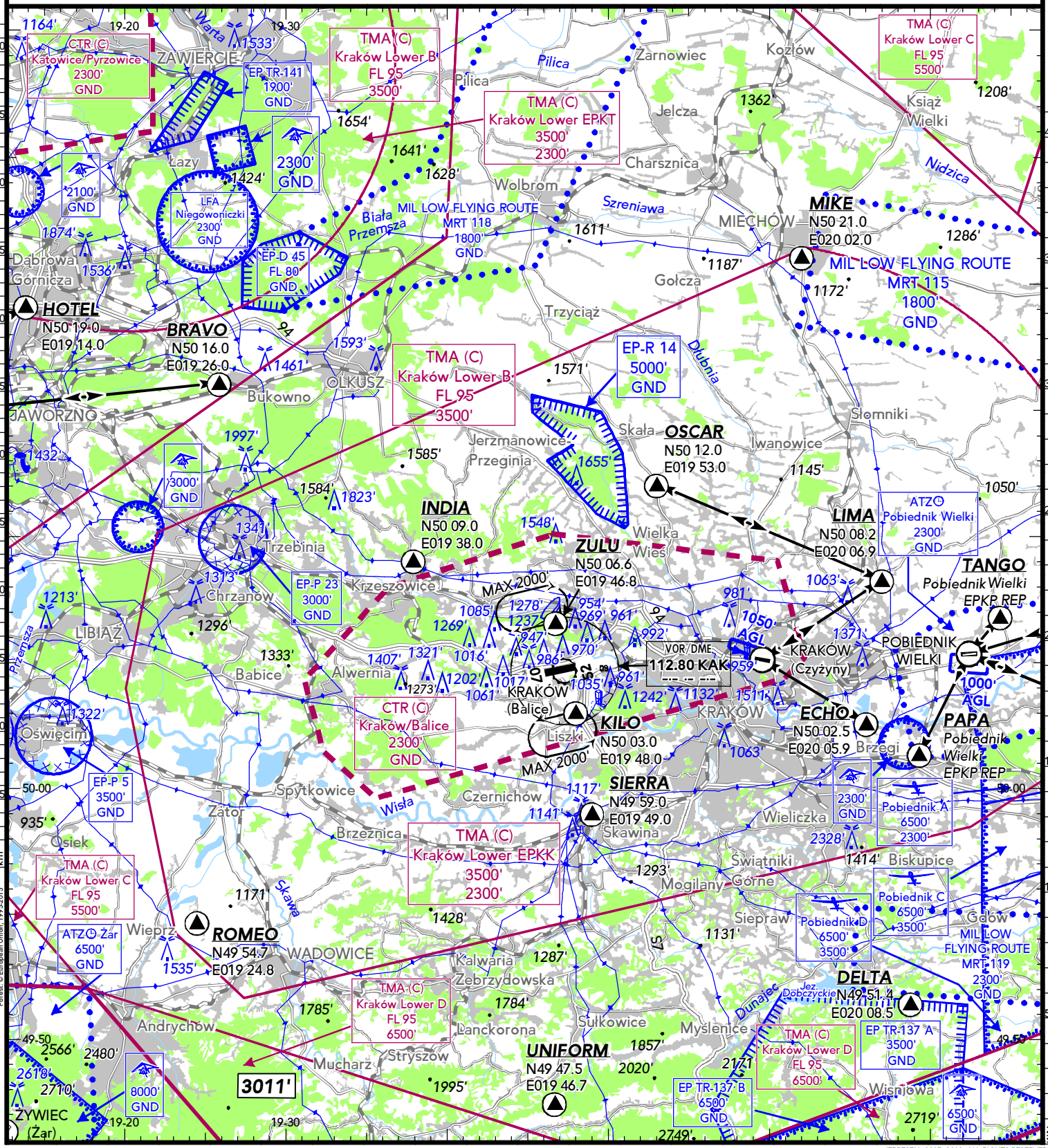
BRIEFING STRIP™

LOCATION	FIS	ATIS	AIRSPACE
Elev **791'** /241m N50 04.7 E019 47.1	KRAKÓW INFORMATION **119.275**	ATIS **126.130** **112.800**	KRAKÓW DIRECTOR **126.530** (1)

APPROACH	TOWER
KRAKÓW APPROACH **135.405** (pol, en) **121.075** (pol, en)	KRAKÓW TOWER **123.255** (pol, en) KRAKÓW GROUND **118.105** (pol, en)

(1) Kraków Lower TMA

VAR 5°E



CHANGES: Airspace - Routes - OBST - Spot ELEV.

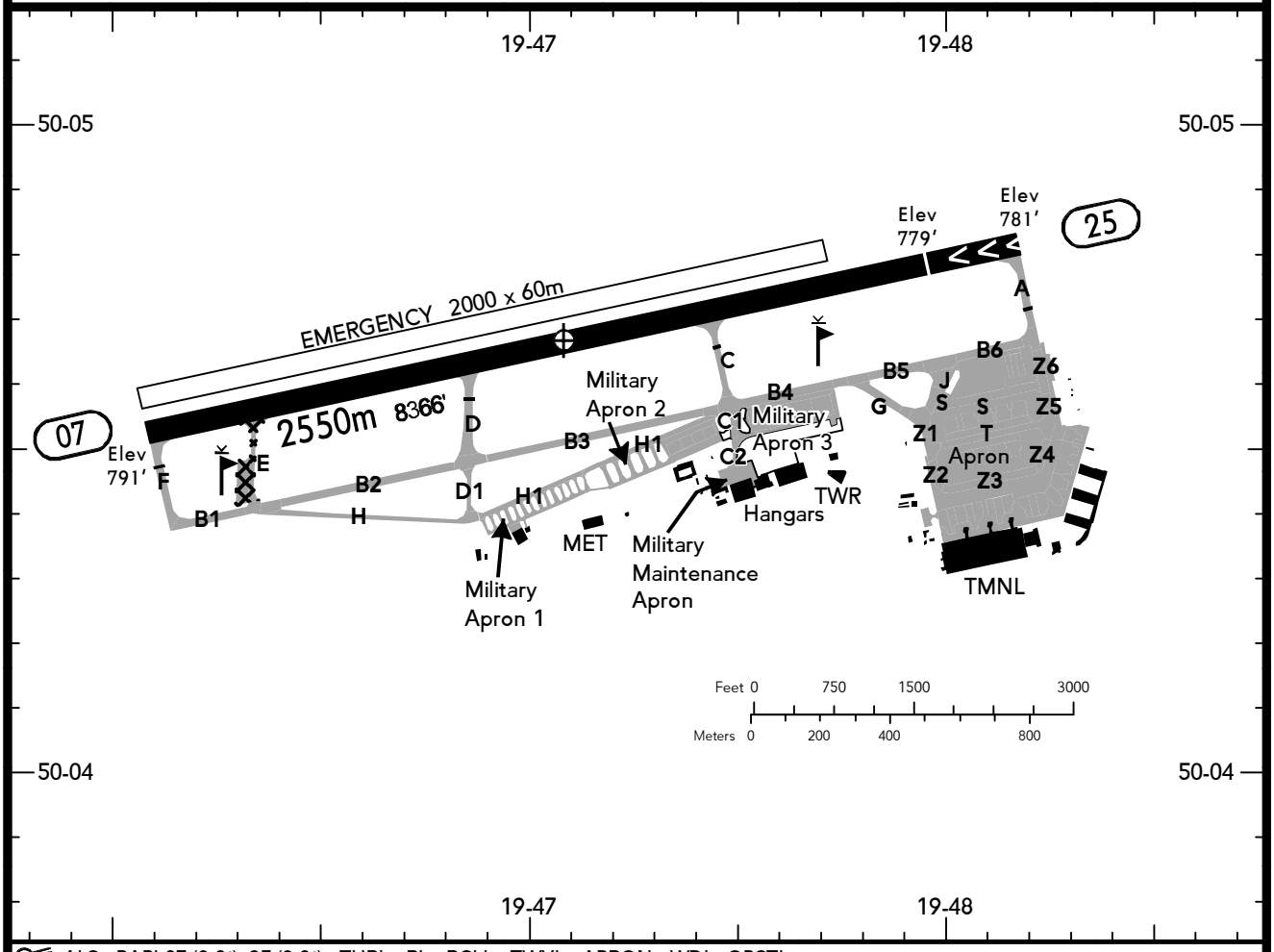
(19-1)

KRAKÓW

BRIEFING STRIP™

LOCATION	ATIS	TOWER
Elev **791'** /241m N50 04.7 E019 47.1	ATIS **126.130 112.800**	KRAKÓW DELIVERY **121.980** (pol, en) KRAKÓW GROUND **118.105** (pol, en) KRAKÓW TOWER **123.255** (pol, en)

ADMITTED AIRCRAFT



ALS - PAPI 07 (3.0°), 25 (3.0°) - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
07 (073°) ❶ 25 (253°)	2550 x 60 Concrete	2312 2550	2550 2312	PCN 52/R/B/W/T	

❶ Not AVBL for landing SS-SR.

10 MIN prior push-back or start-up flight crew shall contact KRAKÓW DELIVERY or KRAKÓW GROUND for ATC clearance and report following details: ACFT call sign, parking stand number, destination AD, planned cruising level (if other than in FPL), any changes to flight plan.

In case of congestion of air traffic, ACFT flying under VFR may expect holding over one of the following points: KILO or ZULU.

Holding procedure shall be conducted MAX 2000', unless cleared otherwise by ATC.

Holding procedure over KILO shall be performed to W of point, without crossing motorway running E of KILO.

TWY G, TWYs Z1-Z3, portion of TWY T and apron partially invisible from TWR.

For non-scheduled FLTs MAX parking time is limited to 4 hr, extension of this time requires approval of the Airport Duty Officer.

Training and technical flight in Kraków/Balice CTR are allowed only after prior telephone notification and obtaining conditions on which flight can be performed from KRAKÓW TOWER.

Radio Communication Failure

If radio communication fails before reaching Kraków/Balice CTR, entry is forbidden.

If radio communication fails in flight after obtaining clearance for entry into the Kraków/Balice CTR:

APP from N:

- make an APCH to reach ZULU via INDIA or OSCAR and await visual signals from AD control tower of Kraków/Balice AD;
- show all ACFT navigation lights, warning and landing during ARR and holding;
- after receiving a continuous green visual signal

CHANGES: Text.

execute the shortest possible APCH and land on the most suitable RWY depending on weather conditions;

- after receiving a red visual signal hold over ZULU until receiving a continuous green visual signal and then execute the shortest possible APCH and land on the most suitable RWY depending on weather conditions;
- if no signals have been received from AD control tower, hold over ZULU for 10 MIN and then execute the shortest possible APCH and land on the most suitable RWY depending on weather conditions;
- after landing vacate RWY immediately into available TWY and wait for "FOLLOW ME" car.

APP from S:

- make an APCH to reach KILO via SIERRA and await visual signals given from AD control tower of Kraków/Balice AD;
- show all ACFT navigation, warning and landing lights during ARR, APCH and holding;
- after receiving a continuous green visual signal execute the shortest possible APCH and land on the most suitable RWY depending on weather conditions;
- after receiving a red visual signal hold over KILO until receiving a continuous green visual signal and then execute APCH as short as possible and land on the most suitable RWY depending on weather conditions;
- if no signals have been received from AD control tower hold over KILO for 10 MIN and then execute the shortest possible APCH and land on the most suitable RWY depending on weather conditions;
- after landing vacate RWY immediately into available TWY and wait for "FOLLOW ME" car.

Chart changes since cycle 17-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KRAKOW, (BALICE - EPKK)				
REV	VFR APPROACH CHART	19-1	23 Aug 2019	
REV	VFR AERODROME CHART	19-2	23 Aug 2019	
REV	VFR GENERAL AERODROME INF...	19-3	23 Aug 2019	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EPKK

Chart Change Notices for Country POL

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 20 AUG 15 Czempin VOR/DME 'CZE' replaced by VOR/DME 114.50 'CMP' at N52 08.0 E016 43.2.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.2: EFF 12 SEP 19 Temporary Restricted Area EP-TR 54 B (2500'/FL 195) estbld.