

## GENERAL

## Operational Hours

ATS Hours / AD ADMIN Hours: H24

## Airport Information

**RFF:** CAT 8

**Fuel:** Fuelling of ACFT with PAX on board is possible with boarding steps in PSN at all passenger doors and mandatory assistance of a fire-fighting vehicle.

**PCN:** RWY 09/27: 70/R/A/W/T

## Operation

**Traffic Note:** Limitation for non-SKED flights and ACFT with less than 18t / 39683lbs, PPR 24HR in advance of ETA.

**Low Visibility Procedure**

LVP in force when RVR below 550m or base of cloud falls to 200ft or below.

When RVR below 550m, follow-me mandatory on TWYs without CLL.

Report "RWY vacated" when ACFT has crossed the stop bar and wait for follow-me.

**TWY Restriction**

TWY A width 20m / 66ft.

TWY H1, U width 11m / 36ft.

TWY A MAX wingspan 36m / 118ft.

TWY H1 and U MAX wingspan 24m / 79ft.

Code letter F ACFT must vacate RWY 27 via TWY L. RWY 09 via TWY S or T.

Taxiing on TWY E3 for code letter E and F ACFT by follow-me only.

Follow-me is mandatory for ACFT above code letter D when taxiing on TWYs E2, E3 to stands 16-29.

**Taxi/Parking**

Code letter D ACFT and above, backtrack in the vicinity of the touchdown zone of the blow-out in direction of PAPI is prohibited.

Crews are requested to use oversteering technique in curves. For safety reasons oversteering is recommended for all code letter E ACFT.

4 ENG ACFT are obliged to use MNM thrust of outer ENG, or, if possible, to taxi with outer ENG off.

Taxi on APNs with MNM PWR.

Stands 19-11, 24-29, APN 3: Power-back of ACFT ATR 42/45/72 always with assistance of marshaller.

Marshaller mandatory for parking on APN 3.

ACFT parking always with wheels blocked by wheel chocks installed by crew member or handling agent authorized personell.

**Engine Run-up Areas:** All ENG tests to be carried out with special caution and only with approval from AD duty officer and ATC. ENG tests requiring higher than idle PWR to be carried out in the place designated by AD duty officer.

## Warnings

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure****ACFT not flying STAR PROC**

Continue flight according to last clearance issued by ATC. After 3min direct to KAX VOR/DME, maintain the last assigned FL. Overhead KAX VOR/DME descent to the ALT specified for the IAF or IF of the APCH PROC for the relevant RWY. Thereafter proceed to the IAF of IF of relevant APCH PROC, carry out APCH and land.

**ACFT flying STAR PROC****RNAV 1 APPROVED ACFT**

If STAR was assigned and acknowledged by air crew:

- Continue with FPL and assigned STAR. Descending shall be executed in accordance with vertical restrictions specified on chart to IAF ALT (VOR, GNSS) after 3min from setting 7600. Then execute APCH.
- Continue on previously assigned HDG and last cleared and acknowledged ALT for 3min from setting 7600. Then Proceed direct to closest WPT and continue with assigned STAR to IAF ALT (VOR, GNSS) and execute APCH. Descending shall be executed in accordance with vertical restrictions specified on chart.

If STAR was not assigned:

- Proceed according to FPL and FPL STAR, execute APCH (VOR, GNSS) and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 3min from setting 7600. If landing is not possible execute MISAP and proceed to FAF of most convenient RWY.

**RNAV 1 NOT APPROVED ACFT**

Continue on previously assigned HDG for 3min. Then proceed to FAF RWY 09 or 27 descending to 3000ft ALT, execute APCH and land. If landing is not possible, execute MISAP and proceed FAP/FAF of most convenient RWY, then execute APCH and land.

**Arrival Procedure****Continuous Descent Approach (CDA)**

During radar vectoring, expect descent below FL80 within 25NM to touchdown.

Unless instructed otherwise:

- MAX IAS 220KT before commencing descent from FL80.
- Perform APCH so as the noise impact on GND is reduced while CDA is applied.

**DEPARTURE****Take-off Minima**

RWY		09/27	
All ACFT	ft - m/km	0 - 125R	-

**Communication**

Contact KRAKOW APP as soon as possible after TKOF. FREQ will be given by TWR.

**COM Failure**

Continue flight according to last clearance issued by ATC. After 3min climb to FPL flight LVL. If being vectored, continue on assigned heading for 3min, then proceed direct to the nearest FPL point climbing to FPL flight LVL.

**DEPARTURE****De-Icing**

AVBL H24. When required, notified at least 25min before off-block time.

De-icing is carried out on APN 2 at stands 70-72.

ACFT on APN 2 (De-Icing) to be parked only with marshaller instructions.

De-icing of ACFT up to code letter C may be performed with running ENG only on idle run.

De-icing of code letter D-F ACFT and turboprops may be performed only with ENG turned off.

Effective 13-SEP-2018

06-SEP-2018

KTW-EPKT

Poland Katowice Pyrzowice

AGC

AFC

AFC

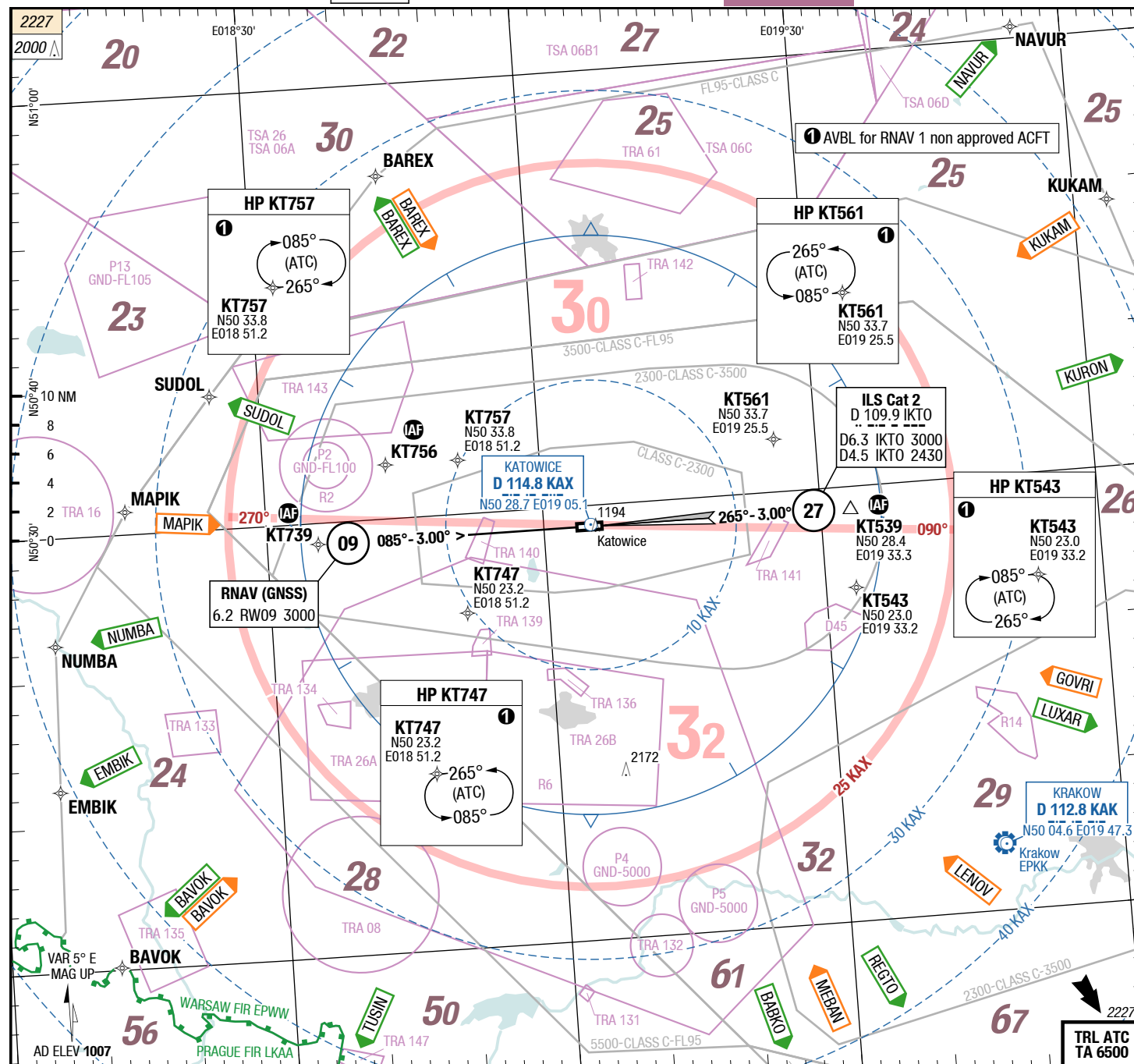
AFC

Pyrzowice Katowice Poland

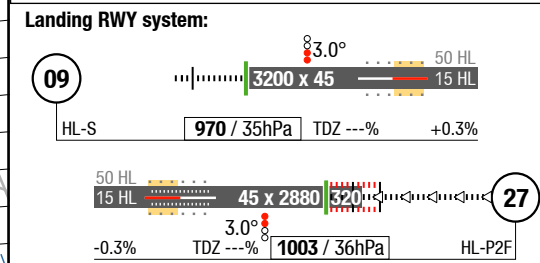
AGC

AFC

2-10



ATIS	120.230
Krakow APP	121.075
	135.400
TWR	129.255
DLV	121.805



Changes: FREQ

06-SEP-2018

**KTW-EPKT**Poland **Katowice** Pyrzowice

# AGC

# AGC

# AGC

Pyrzowice **Katowice** Poland

# AGC

3-20

RWY	TORA	ASDA	TODA
09	2880	3200	2880

WIP: REF AIP SUP 128/17

**WIP Operational Limitations:**

**Task 1: In progress - 30 SEP 2018 EST**

**Task 2: In progress - 31 DEC 2018 EST**

- limitation of the availability of TWY E0
- limitation of the availability of parking stand 88

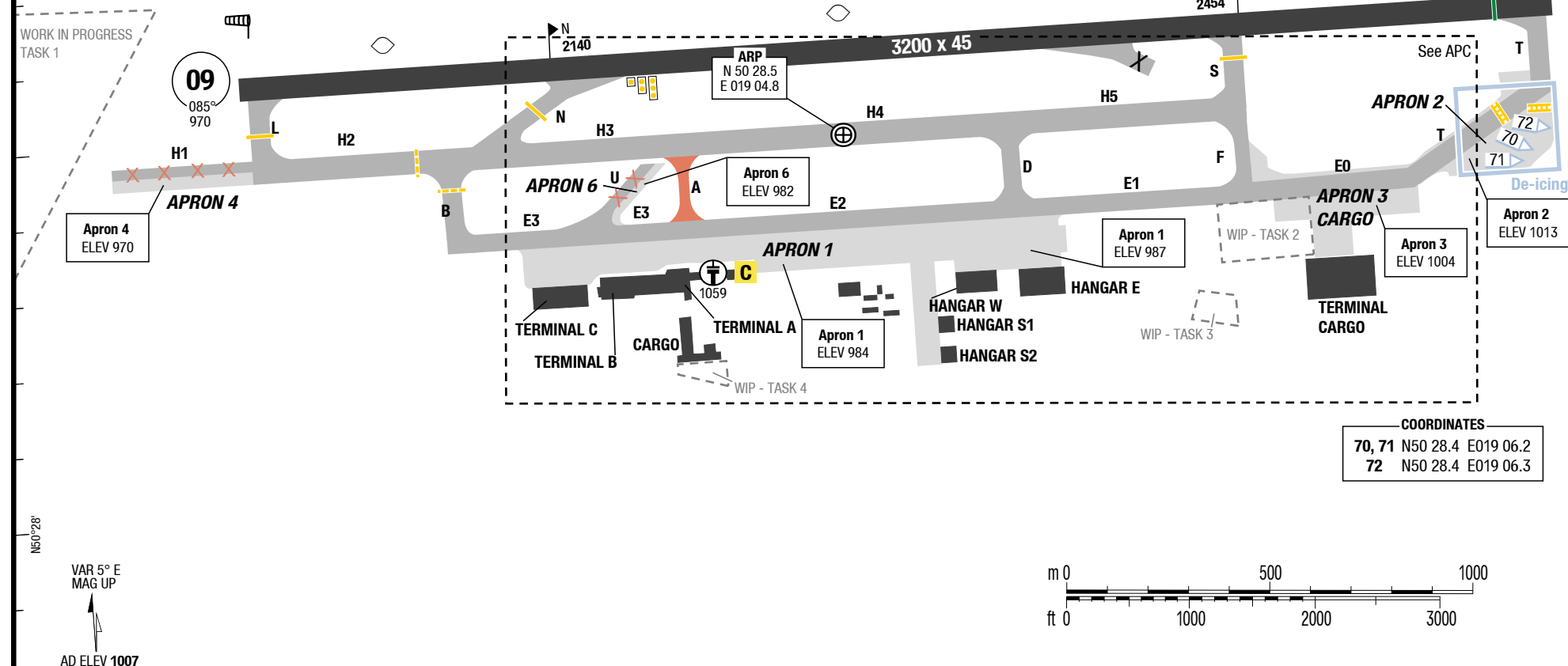
Task 3: In progress - 01 SEP 2018 EST

Task 4: In progress - 01 MAR 2019 EST

Detailed information on WIP limitations and impact on flight OPS will be published by NOTAM

KATOWICE  
D 114.8 KAX

ATIS	120.230
TWR	129.255
DLV	121.805



Changes: FREQ

Effective 13-SEP-2018

06-SEP-2018

KTW-EPKT

Poland Katowice Pyrzowice

NIL

APC

APC

APC

Pyrzowice Katowice Poland

NIL

APC

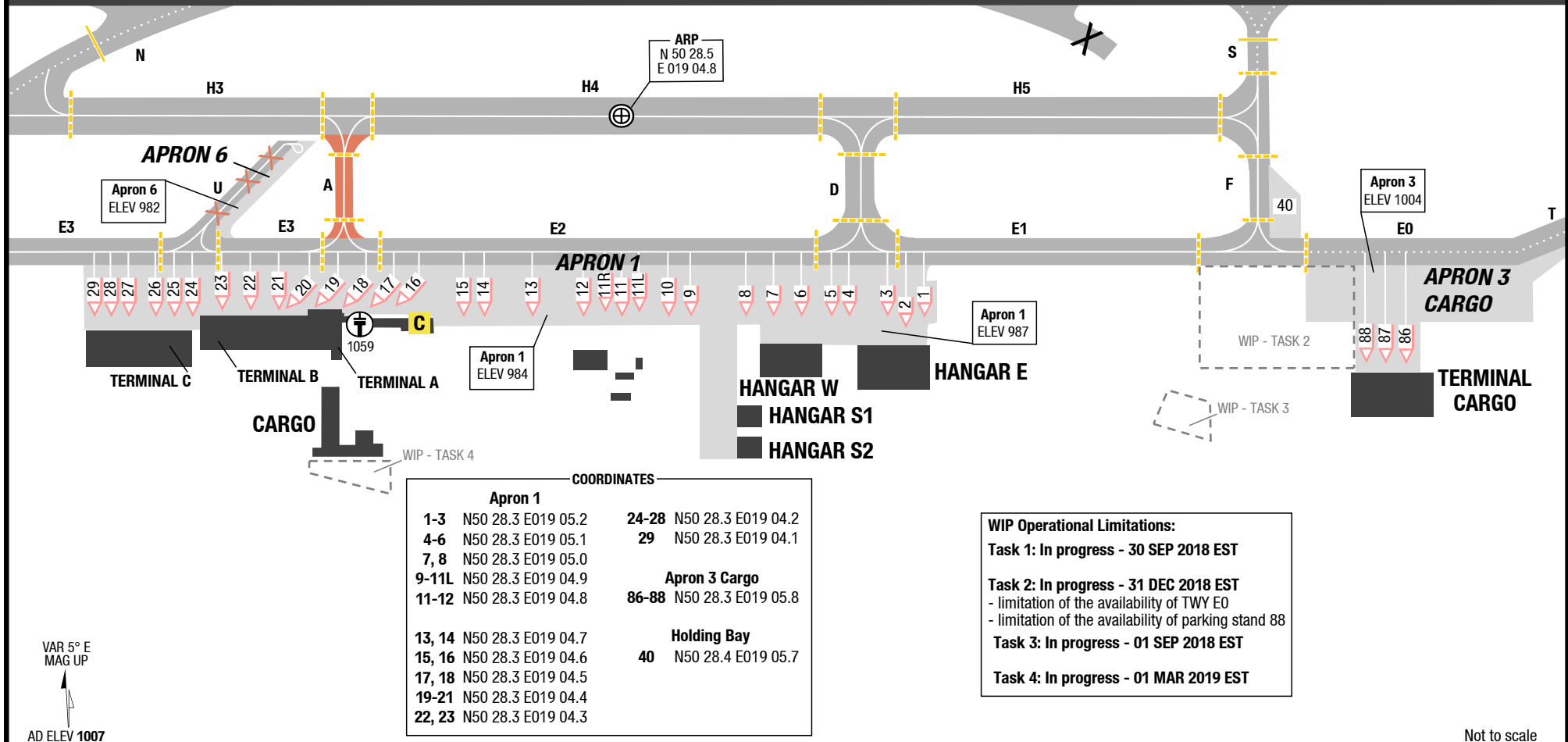
3-30

WIP: REF AIP SUP 128/17

Detailed information on WIP limitations and impact on flight OPS will be published by NOTAM

ATIS	120.230
TWR	129.255
DLV	121.805

09/27



**KTW-EPKT**

RNAV SIDs RWY 27

## RNAV SIDs RWY 09

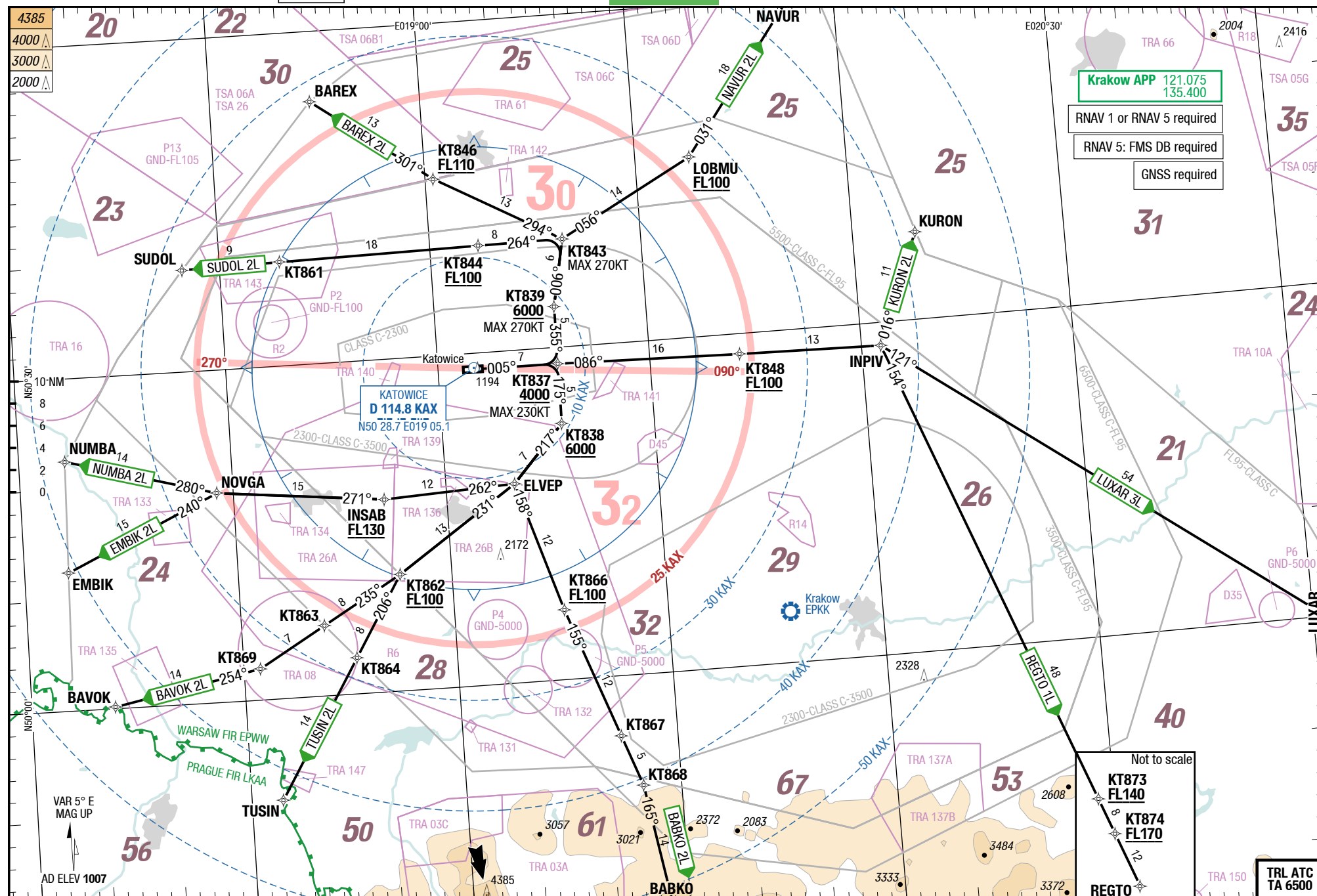
SID

SID

RNAV SIDs RWY 27

## RNAV SIDs RWY 09

**4-10**



Changes: PROC, Track, SUAs, Note

TRL ATC  
TA 6500

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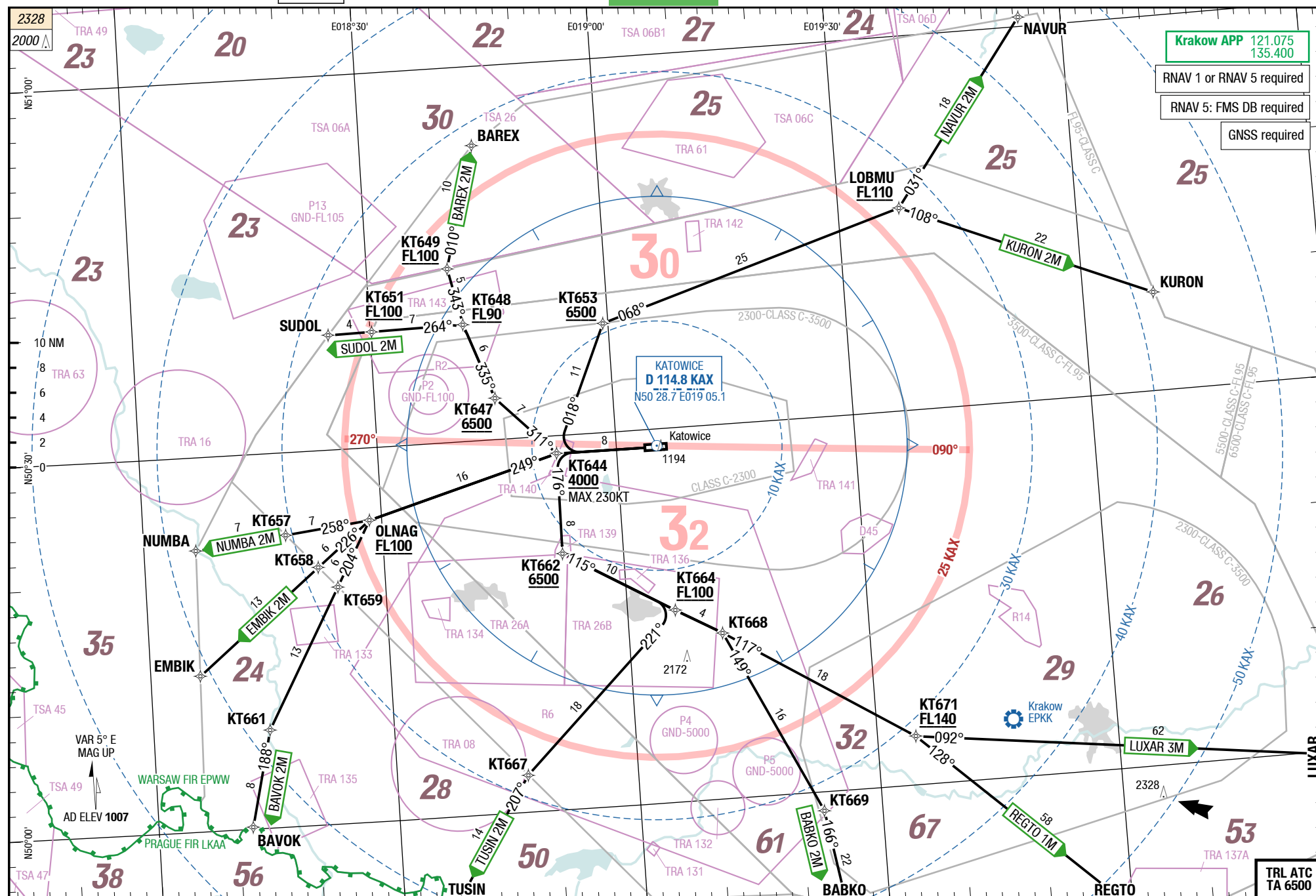
SID

SID

Pyrzowice **Katowice** Poland

## RNAV SIDs RWY 27

## RNAV SIDs RWY 27



Changes: PROC, Note



## KTW-EPKT

5-10

## RNAV SIDs RWY 09

BABKO 2L / BAREX 2L / BAVOK 2L / EMBIK 2L / KURON 2L / LUXAR 3L

RWY 09 (085°)

After take-off, contact Krakow APP.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>BABKO 2L</b> 7.0% to FL100 <b>121.075</b> <b>135.400</b> ①②	KT837 [K230-] - KT838 - ELVEP - KT866 - KT867 - KT868 - BABKO	KT837 MNM <b>4000</b> KT838 MNM <b>6000</b> KT866 MNM <b>FL100</b>  <b>initial climb 6000</b>
<b>BAREX 2L</b> 7.0% to FL100 <b>121.075</b> <b>135.400</b> ①②	KT837 [K230-] - KT839 [K270-] - KT843 [K270-] - KT846 - BAREX	KT837 MNM <b>4000</b> KT839 MNM <b>6000</b> KT846 MNM <b>FL110</b>  <b>initial climb 6000</b>
<b>BAVOK 2L</b> 7.0% to FL100 <b>121.075</b> <b>135.400</b> ①②	KT837 [K230-] - KT838 - ELVEP - KT862 - KT863 - KT869 - BAVOK	KT837 MNM <b>4000</b> KT838 MNM <b>6000</b> KT862 MNM <b>FL100</b>  <b>initial climb 6000</b>
<b>EMBIK 2L</b> 7.0% to FL130 <b>121.075</b> <b>135.400</b> ①②	KT837 [K230-] - KT838 - ELVEP - INSAB - NOVGA - EMBIK	KT837 MNM <b>4000</b> KT838 MNM <b>6000</b> INSAB MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>KURON 2L</b> 7.0% to FL100 <b>121.075</b> <b>135.400</b> ①②	KT837 [K230-] - KT848 - INPIV - KURON	KT837 MNM <b>4000</b> KT848 MNM <b>FL100</b>  <b>initial climb 6000</b>
<b>LUXAR 3L</b> 7.0% to FL100 <b>121.075</b> <b>135.400</b> ①②	KT837 [K230-] - KT848 - INPIV - LUXAR	KT837 MNM <b>4000</b> KT848 MNM <b>FL100</b>  <b>initial climb 6000</b>

① If unable to comply RNAV 1 procedure, advise ATC before start up, for radar vectoring

② ACFT unable to achieve SID profile restrictions must request non-standard departure from ATC before start up

## KTW-EPKT

5-20

## RNAV SIDs RWY 09

NAVUR 2L / NUMBA 2L / REGTO 1L / SUDOL 2L / TUSIN 2L

RWY 09 (085°)

After take-off, contact Krakow APP.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>NAVUR 2L</b> 7.0% to FL100 <b>121.075</b> <b>135.400</b> ①②	KT837 [K230-] - KT839 [K270-] - KT843 [K270-] - LOBMU - NAVUR	KT837 MNM <b>4000</b> KT839 MNM <b>6000</b> LOBMU MNM <b>FL100</b>  <b>initial climb 6000</b>
<b>NUMBA 2L</b> 7.0% to FL130 <b>121.075</b> <b>135.400</b> ①②	KT837 [K230-] - KT838 - ELVEP - INSAB - NOVGA - NUMBA	KT837 MNM <b>4000</b> KT838 MNM <b>6000</b> INSAB MNM <b>FL130</b>  <b>initial climb 6000</b>
<b>REGTO 1L</b> 7.0% to INPIV <b>121.075</b> <b>135.400</b> ①②	KT837 [K230-] - KT848 - INPIV - KT873 - KT874 - REGTO	KT837 MNM <b>4000</b> KT848 MNM <b>FL100</b> KT873 MNM <b>FL140</b> KT874 MNM <b>FL170</b>  <b>initial climb 6000</b>
<b>SUDOL 2L</b> 7.0% to FL100 <b>121.075</b> <b>135.400</b> ①②	KT837 [K230-] - KT839 [K270-] - KT843 [K270-] - KT844 - KT861 - SUDOL	KT837 MNM <b>4000</b> KT839 MNM <b>6000</b> KT844 MNM <b>FL100</b>  <b>initial climb 6000</b>
<b>TUSIN 2L</b> 7.0% to FL100 <b>121.075</b> <b>135.400</b> ①②	KT837 [K230-] - KT838 - ELVEP - KT862 - KT864 - TUSIN	KT837 MNM <b>4000</b> KT838 MNM <b>6000</b> KT862 MNM <b>FL100</b>  <b>initial climb 6000</b>

① If unable to comply RNAV 1 procedure, advise ATC before start up, for radar vectoring

② ACFT unable to achieve SID profile restrictions must request non-standard departure from ATC before start up

## KTW-EPKT

5-30

## RNAV SIDs RWY 27

BABKO 2M / BAREX 2M / BAVOK 2M / EMBIK 2M / KURON 2M / LUXAR 3M

RWY 27 (265°)

After take-off, contact Krakow APP.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 27</b>	
<b>BABKO 2M</b> 7.0% to FL100 <b>121.075</b> <b>135.400</b> ①②	KT644 [K230-] - KT662 - KT664 - KT668 - KT669 - BABKO	KT644 MNM <b>4000</b> KT662 MNM <b>6500</b> KT664 MNM <b>FL100</b>  <b>initial climb 6000</b>
<b>BAREX 2M</b> 7.0% to KT648 <b>121.075</b> <b>135.400</b> ①②	KT644 [K230-] - KT647 - KT648 - KT649 - BAREX	KT644 MNM <b>4000</b> KT647 MNM <b>6500</b> KT648 MNM <b>FL90</b> KT649 MNM <b>FL100</b>  <b>initial climb 6000</b>
<b>BAVOK 2M</b> 7.0% to FL100 <b>121.075</b> <b>135.400</b> ①②	KT644 [K230-] - OLNAG - KT659 - KT661 - BAVOK	KT644 MNM <b>4000</b> OLNAG MNM <b>FL100</b>  <b>initial climb 6000</b>
<b>EMBIK 2M</b> 7.0% to FL100 <b>121.075</b> <b>135.400</b> ①②	KT644 [K230-] - OLNAG - KT658 - EMBIK	KT644 MNM <b>4000</b> OLNAG MNM <b>FL100</b>  <b>initial climb 6000</b>
<b>KURON 2M</b> 7.0% to 6000 <b>121.075</b> <b>135.400</b> ①②	KT644 [K230-] - KT653 - LOBMU - KURON	KT644 MNM <b>4000</b> KT653 MNM <b>6500</b> LOBMU MNM <b>FL110</b>  <b>initial climb 6000</b>
<b>LUXAR 3M</b> 7.0% to FL100 <b>121.075</b> <b>135.400</b> ①②	KT644 [K230-] - KT662 - KT664 - KT668 - KT671 - LUXAR	KT644 MNM <b>4000</b> KT662 MNM <b>6500</b> KT664 MNM <b>FL100</b> KT671 MNM <b>FL140</b>  <b>initial climb 6000</b>

① If unable to comply RNAV 1 procedure, advise ATC before start up, for radar vectoring

② ACFT unable to achieve SID profile restrictions must request non-standard departure from ATC before start up

NAVUR 2M / NUMBA 2M / REGTO 1M / SUDOL 2M / TUSIN 2M

RWY 27 (265°)

After take-off, contact Krakow APP.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 27</b>	
<b>NAVUR 2M</b> 7.0% to 6000 <b>121.075</b> <b>135.400</b> ①②	KT644 [K230-] - KT653 - LOBMU - NAVUR	KT644 MNM <b>4000</b> KT653 MNM <b>6500</b> LOBMU MNM <b>FL110</b>  <b>initial climb 6000</b>
<b>NUMBA 2M</b> 7.0% to FL100 <b>121.075</b> <b>135.400</b> ①②	KT644 [K230-] - OLNAG - KT657 - NUMBA	KT644 MNM <b>4000</b> OLNAG MNM <b>FL100</b>  <b>initial climb 6000</b>
<b>REGTO 1M</b> 7.0% to KT671 <b>121.075</b> <b>135.400</b> ①②	KT644 [K230-] - KT662 - KT664 - KT668 - KT671 - REGTO	KT644 MNM <b>4000</b> KT662 MNM <b>6500</b> KT664 MNM <b>FL100</b> KT671 MNM <b>FL140</b>  <b>initial climb 6000</b>
<b>SUDOL 2M</b> 7.0% to KT648 <b>121.075</b> <b>135.400</b> ①②	KT644 [K230-] - KT647 - KT648 - KT651 - SUDOL	KT644 MNM <b>4000</b> KT647 MNM <b>6500</b> KT648 MNM <b>FL90</b> KT651 MNM <b>FL100</b>  <b>initial climb 6000</b>
<b>TUSIN 2M</b> 7.0% to FL100 <b>121.075</b> <b>135.400</b> ①②	KT644 [K230-] - KT662 - KT664 - KT667 - TUSIN	KT644 MNM <b>4000</b> KT662 MNM <b>6500</b> KT664 MNM <b>FL100</b>  <b>initial climb 6000</b>

① If unable to comply RNAV 1 procedure, advise ATC before start up, for radar vectoring

② ACFT unable to achieve SID profile restrictions must request non-standard departure from ATC before start up

Effective 13-SEP-2018

06-SEP-2018

KTW-EPKT

6-10

Poland Katowice Pyrzowice

RNAV STARs RWY 27

RNAV STARs RWY 09

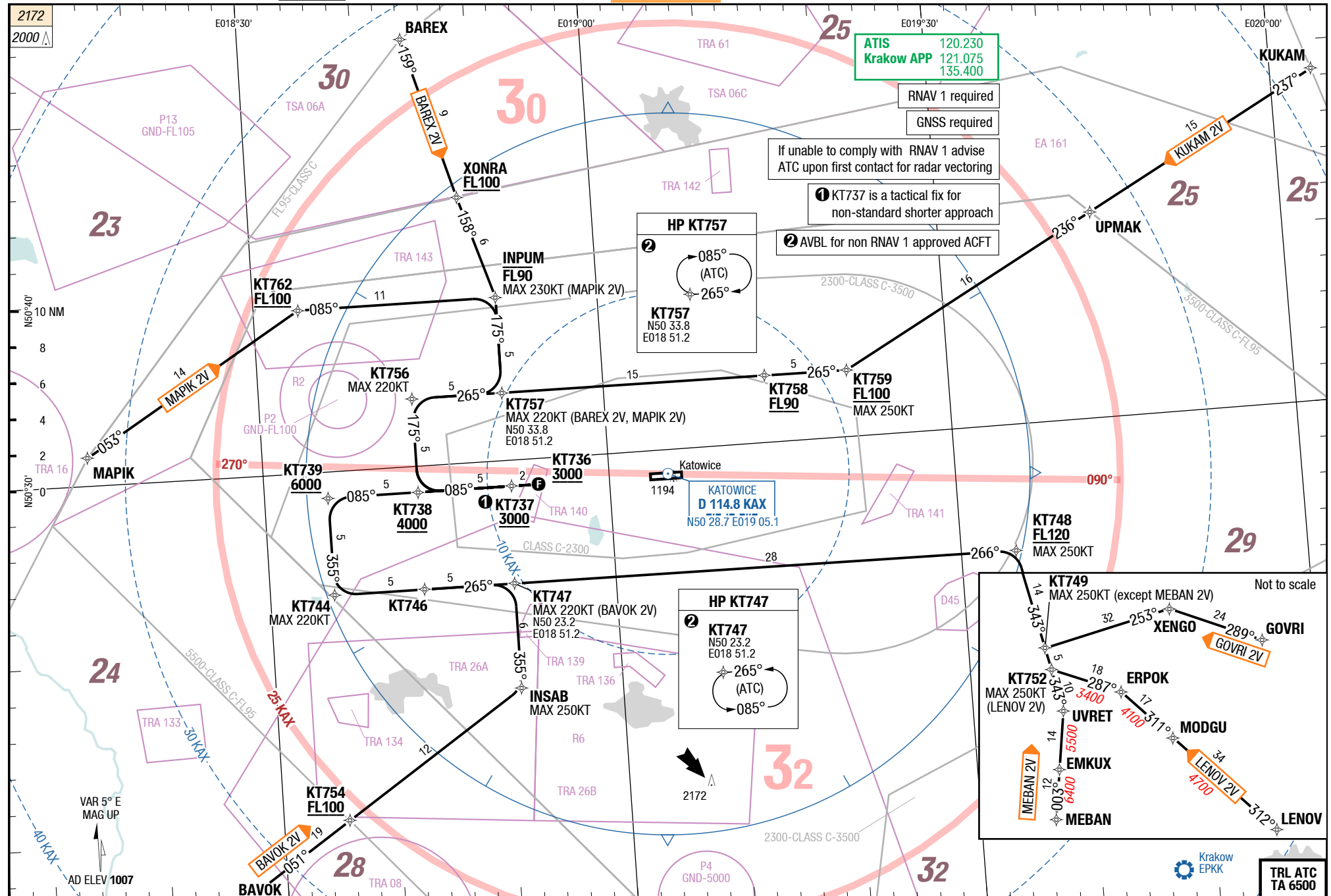
STAR

STAR

Pyrzowice Katowice Poland

RNAV STARs RWY 27

RNAV STARs RWY 09



06-SEP-2018

**KTW-EPKT**

Poland **Katowice** Pyrzowice

# STAR

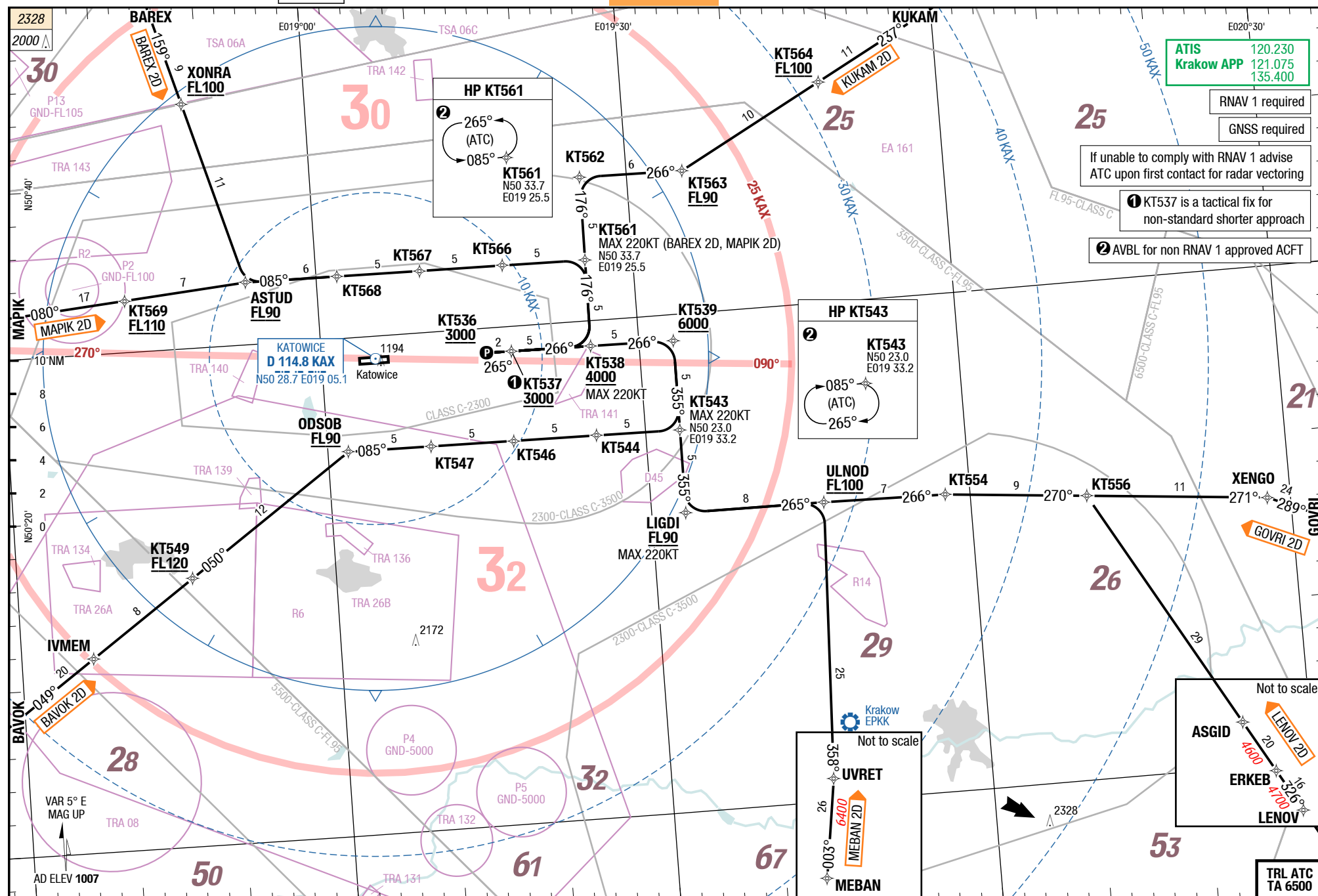
# STAR

Pyrzowice **Katowice** Poland

## RNAV STARs RWY 27

6-20

## RNAV STARs RWY 27

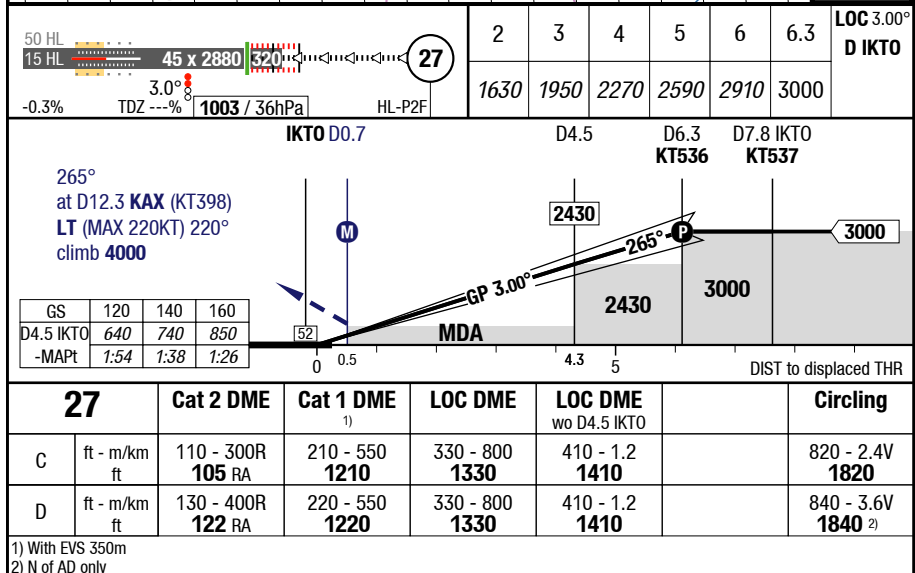
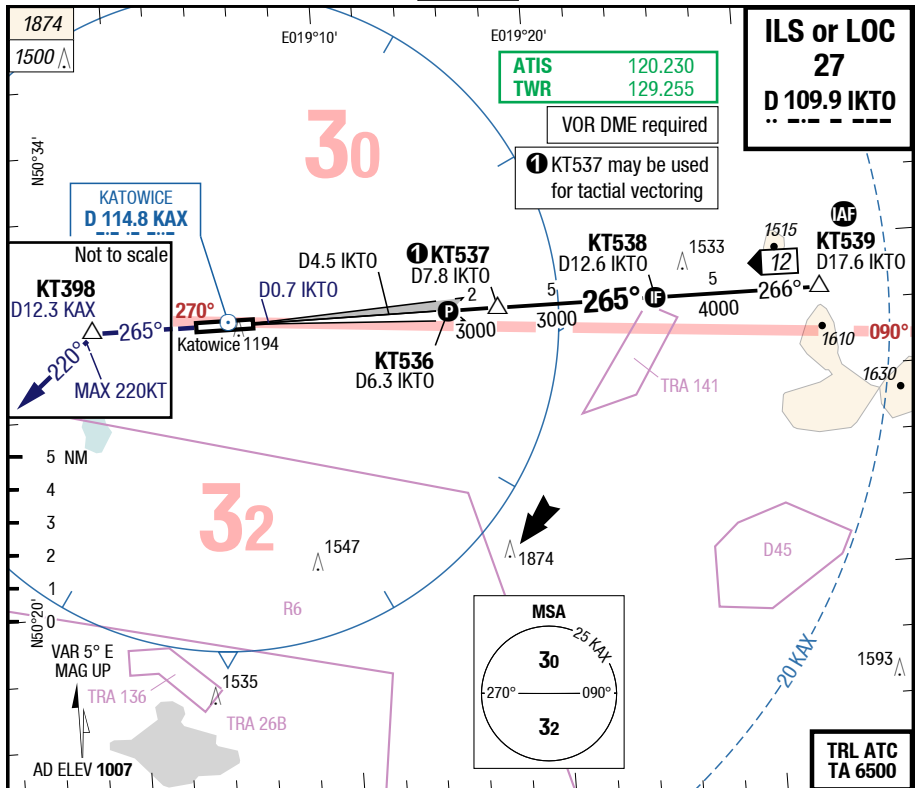


Changes: FREQ

## KTW-EPKT

7-10

## ILS or LOC 27

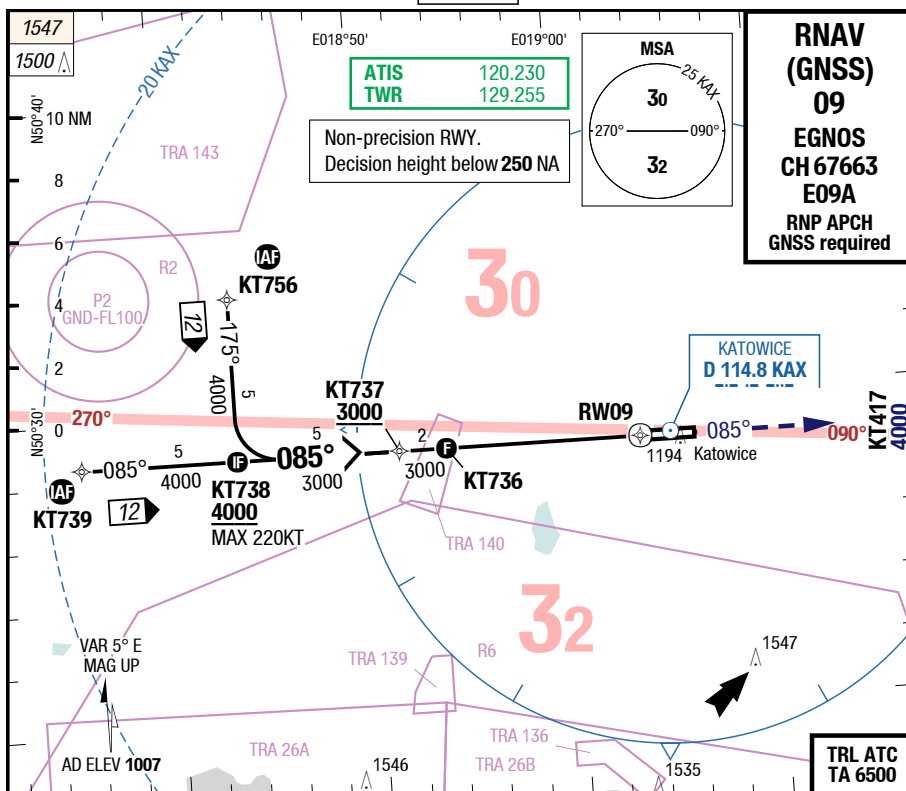








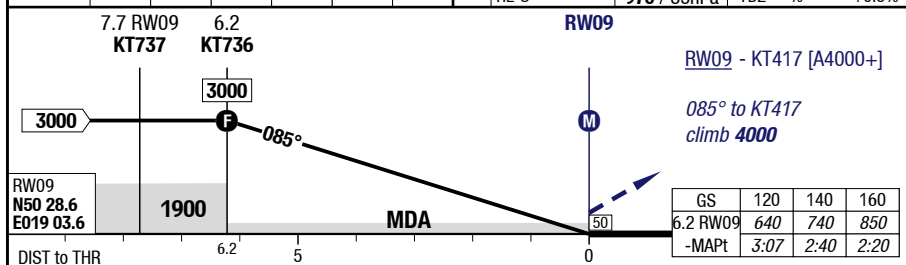
# KTW-EPKT

7-30

## RNAV (GNSS) 09



3.00° <b>RW09</b>	6.2	5	4	3	2	1	 HL-S	 3.0°	 50 HL  15 HL
	3000	2620	2300	1980	1660	1340			



09		RNAV GNSS LPV <sup>1)</sup>	RNAV GNSS VNAV <sup>2)</sup>	RNAV GNSS LNAV		Circling
C	ft - m/km ft	250 - 800 <b>1230</b>	260 - 800 <b>1240</b> <sup>1)</sup>	410 - 1.5 <b>1390</b>		820 - 2.4V <b>1820</b>
D	ft - m/km ft	250 - 800 <b>1230</b>	270 - 900 <b>1250</b> <sup>3)</sup>	410 - 1.5 <b>1390</b>		840 - 3.6V <b>1840</b> <sup>4)</sup>

1) With EVS 550m	
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2) Uncompensated BARO VNAV NA below -20°C (-4°F)

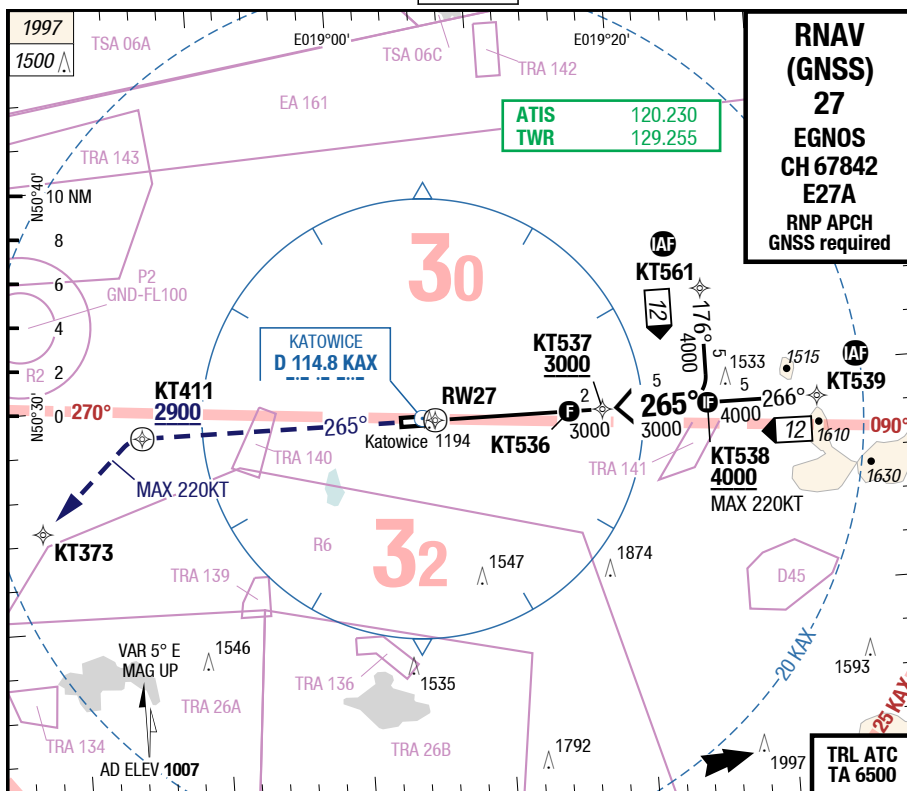
3) With EVS 600m

4) N of AD only

**KTW-EPKT**

**7-40**

## RNAV (GNSS) 27

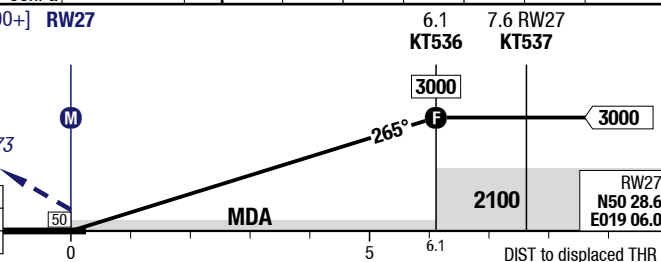


50 HL	15 HL	45 x 2880	320	27	1	2	3	4	5	6.1	3.00° RW27
-0.3%	3.0°	TDZ ---%	1003 / 36hPa	HI -P2F	1380	1690	2010	2330	2650	3000	

RW27 - KT411 [K220- ;A2900+] RW27  
- KT373

265°  
to KT411 (MNM 2900)  
**LT** (MAX 220KT) direct KT373  
climb **4000**

GS	120	140	160
6.1 RW27	640	740	850
-MAPt	3:03	2:37	2:18



27		RNAV GNSS	RNAV GNSS	RNAV GNSS		Circling
		LPV 1)	VNAV 2) 3) 4)	LNAV		
C	ft - m/km ft	210 - 550 <b>1210</b>	310 - 700 <b>1310</b>	420 - 1.2 <b>1420</b>		820 - 2.4V <b>1820</b>
D	ft - m/km ft	220 - 550 <b>1220</b>	320 - 700 <b>1320</b>	420 - 1.2 <b>1420</b>		840 - 3.6V <b>1840</b> 5)

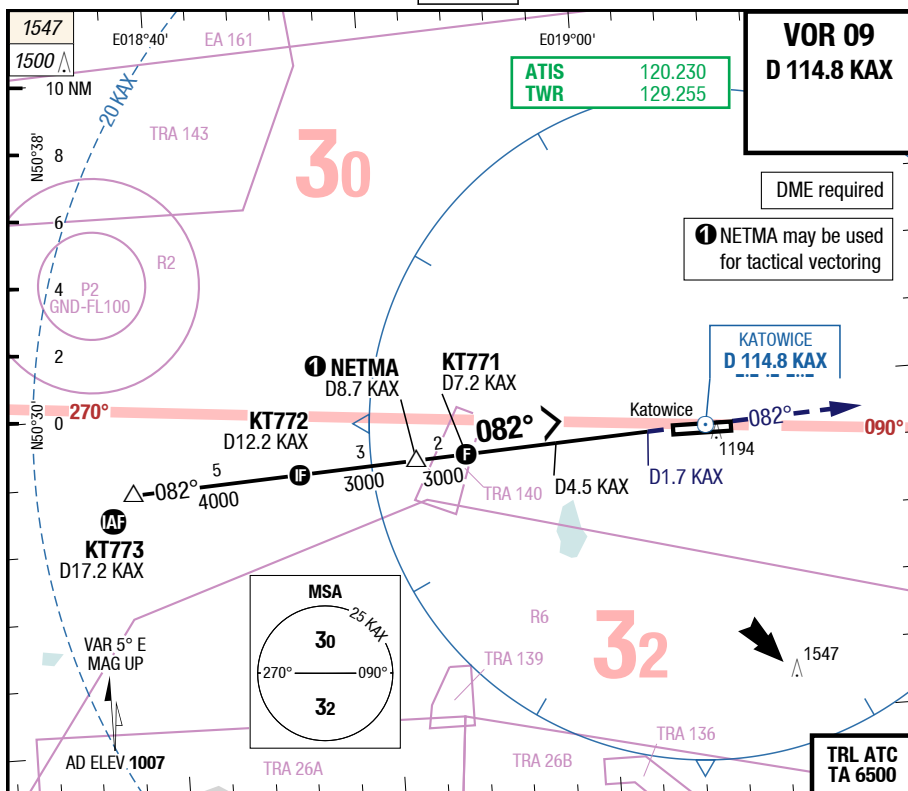
1) With EVS 350m 2) Uncompensated BARO VNAV NA below -20°C (-4°F) 3) w/o HGS RVR 750m required 4) With EVS 450m 5) N of AD only

Changes: FREQ

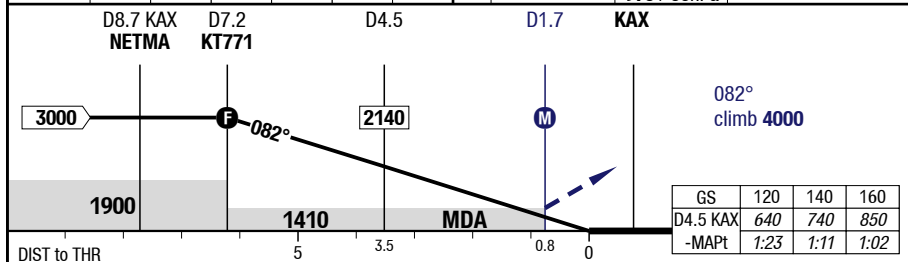
KTW-EPKT

7-50

VOR 09



3.00°	7.2	7	6	5	4	3	09	3200 x 45	50 HL	15 HL	970 / 35hPa	TDZ ---%	+0.3%
D KAX	3000	2940	2620	2300	1980	1660	HL-S						
RWY 085°													



09	VOR DME	VOR DME wo D4.5 KAX				Circling
C	ft - m/km ft	370 - 1.3 1350	430 - 1.6 1410			820 - 2.4V 1820
D	ft - m/km ft	370 - 1.3 1350	430 - 1.6 1410			840 - 3.6V 1840 <sup>1)</sup>

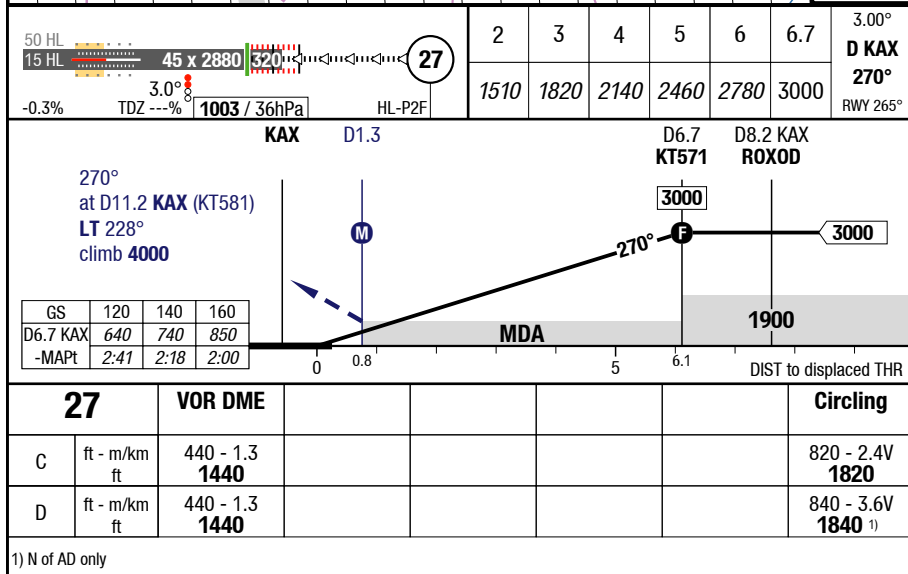
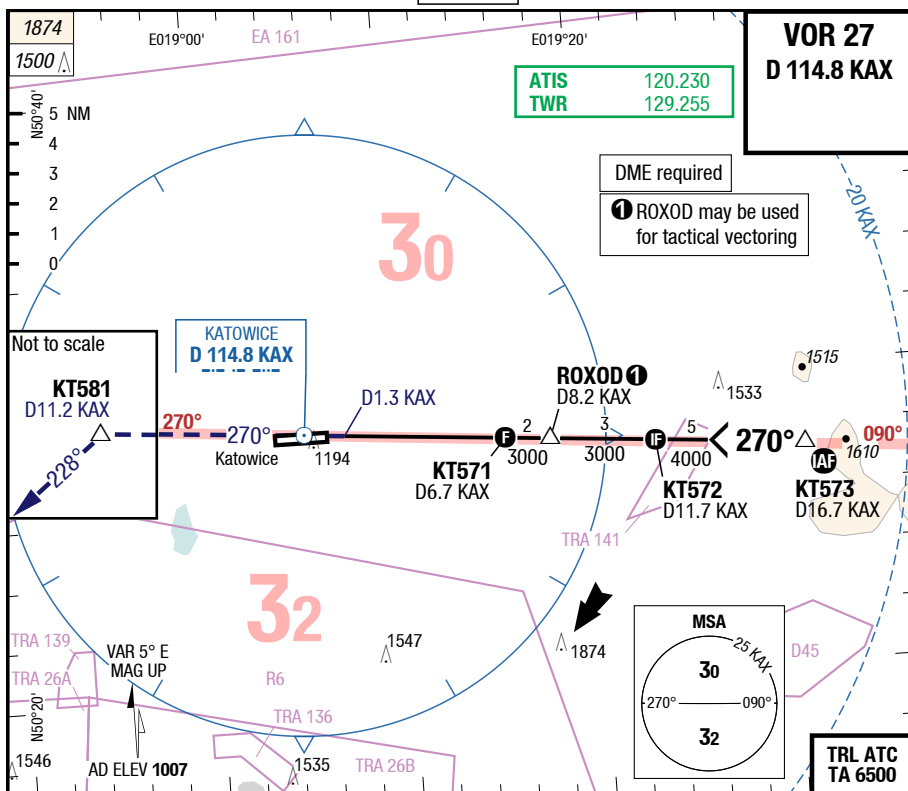
1) N of AD only

Changes: FREQ

KTW-EPKT

7-60

VOR 27



Changes: FREQ

Effective 01-MAR-2018

22-FEB-2018

KTW-EPKT

Poland Katowice Pyrzowice

NIL

MRC

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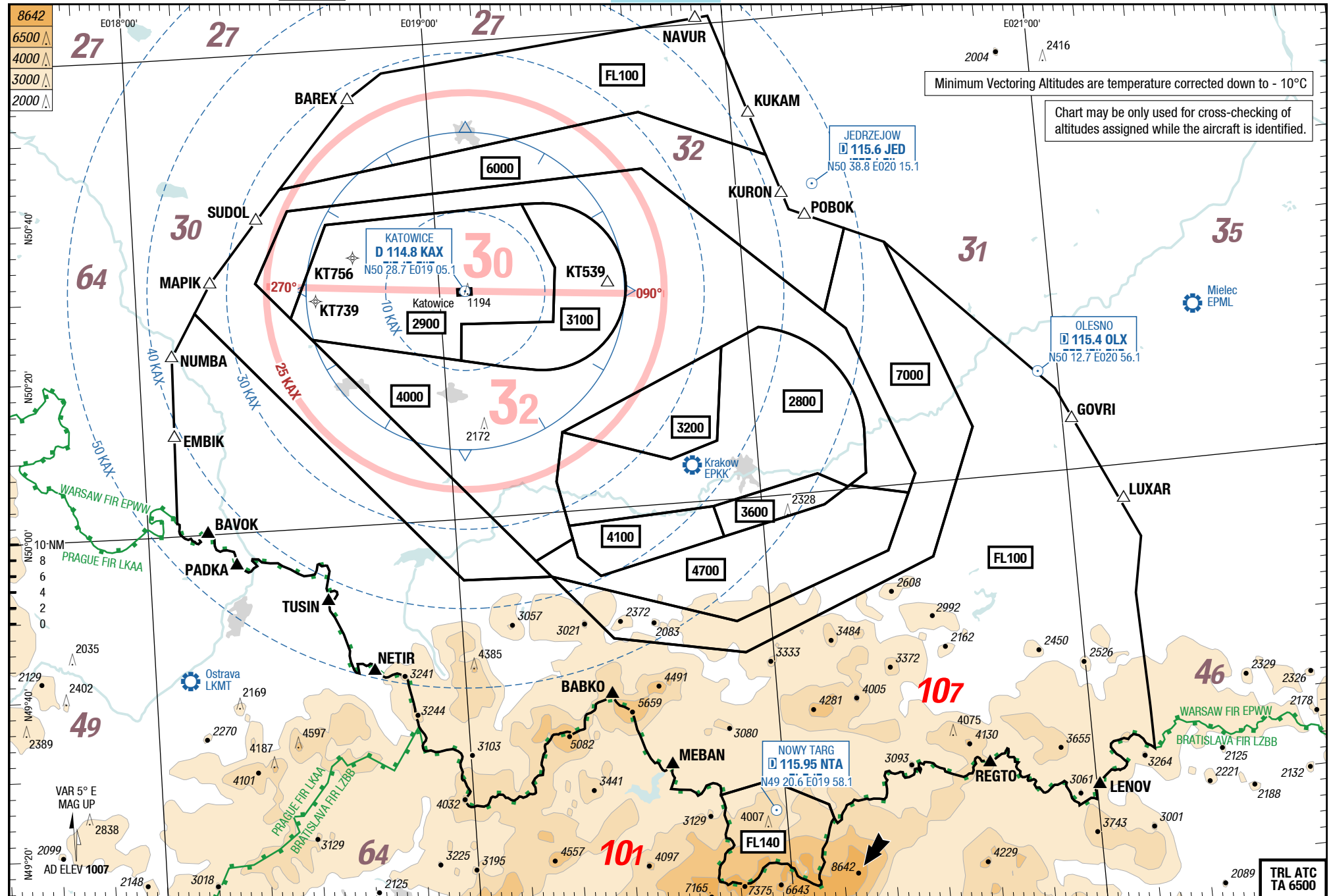
MRC

Pyrzowice Katowice Poland

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Changes: WPT