

GENERAL**Operational Hours****ATS Hours / AD Administration Hours:** H24**Airport Information****RFF:** CAT 8; CAT 9 AVBL O/R, request to be submitted at least 24HR in advance of OPS**PCN:** RWY 07/25: 52/R/B/W/T**Operation****Requirements for Operators**

All operators of civil ACFT are obliged to submit a valid noise certificate for each ACFT operating to/from EPKK to the airport via mail, fax, or e-mail. Such certificate shall be confirmed by an appropriate aviation authority of the ACFT operator's state.

Low Visibility Procedure

LVP in force when RVR below 550m.

For TKOF/LDG use RWY 25 only.

During LVP use TWYs A, B1-B6, F, G, J, T, Z1-Z5 only.

After LDG or aborted TKOF vacate RWY 25 via TWY F only.

When leaving RWY 25 without an attempt to TKOF vacate RWY via TWY A only.

Follow-me mandatory.

Minimum Runway Occupancy Time (MROT): Ensure standard MROT procedure.**TWY Restrictions**

TWY C, T width 18m / 59ft

TWY E, H, H1 width 14m / 46ft

TWY C1, C2, D1 width 12m / 39ft

TWY Z4, Z5 MAX wingspan 52m / 171ft.

TWY E not AVBL.

Taxi/Parking

Taxi to/from APN according to marshaller instruction.

Taxi with MNM PWR on APN.

Confirm availability of tow bar with AD. If not confirmed, ACFT must be equipped with its own tow bar.

Lowered friction coefficient measured during and just after rainfall on TWYs and APN. Caution advised during taxiing.

APU

The working time of on-board equipment (including air conditioning), APU or the use of a GPU shall be reduced to the MNM.

Noise Abatement Procedures

ADS-B equipped ACFT are obliged to turn on the transponder in Krakow TMA for noise monitoring purposes.

Engine Run-up Areas

ENG test allowed on TWY B only.

ARRIVAL

Communication

COM Failure

ACFT not flying STAR PROC

Continue flight according to last clearance issued by ATC. After 3min direct to KAK VOR/DME maintaining last assigned FL. Overhead KAK VOR/DME, descend to ALT 6000ft. Thereafter, proceed to APCH PROC IAF of the relevant RWY, 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 07 or 25 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 FL080 within 25NM to touchdown.

Unless instructed otherwise:

- MAX IAS 220KT before commencing descent from FL080.
- Perform APCH so as the noise impact on GND is reduced while CDA is applied.

VIS APCH

On RWY 07 prohibited between sunset and sunrise.

Between 2100-0500‡ TWR does not clear for Visual APCH on RWY 25.

Reverse

It is recommended to avoid extensive reverse thrust and extend the landing roll.

DEPARTURE**Take-off Minima**

RWY		25	
All ACFT	ft - m/km	0 - 350R/350V	-
RWY		07	
All ACFT	ft - m/km	0 - 400R/400V	-

Communication**COM Failure****DEP ACFT not flying SID PROC**

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

Departure Procedure**0600-2200‡**

Contact APP as soon as possible after TKOF.

2200-0600‡

Remain on TWR FREQ after TKOF, expect handover to RAD before passing FL100.

Noise Abatement Procedures

| It is recommended to reduce TKOF PWR by usage of the full RWY length.

Follow noise abatement PROC adequate for the specific ACFT type for the purpose of reducing noise LVL in areas adjacent to the AD.

Follow published SID PROCs, strictly keeping the parameters of the first turn.

If no noise abatement PROC adequate for the ACFT type AVBL, use ICAO Standard NADP 1.

ATC Slot, Clearance

CTC GND not earlier than 30min before EOBT or CTOT for CLR.

En-route Clearance

Contact DLV or GND 10min prior to being ready for push-back or start-up and report:

- call sign
- stand
- destination
- planned cruising level (if other than in FPL)
- any changes to the flight plan.

De-Icing

REQ de-icing not later than 20min before ETOT or CTOT.

| De-icing zone (stand 21) AVBL for code letter A, B and C ACFT only. De-icing of code letter D and E ACFT is possible only on stands.

Taxiing onto de-icing zone with follow-me only.

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12-JUL-2018

KRK-EPKK

Poland Krakow Balice

AGC

AFC

AFC

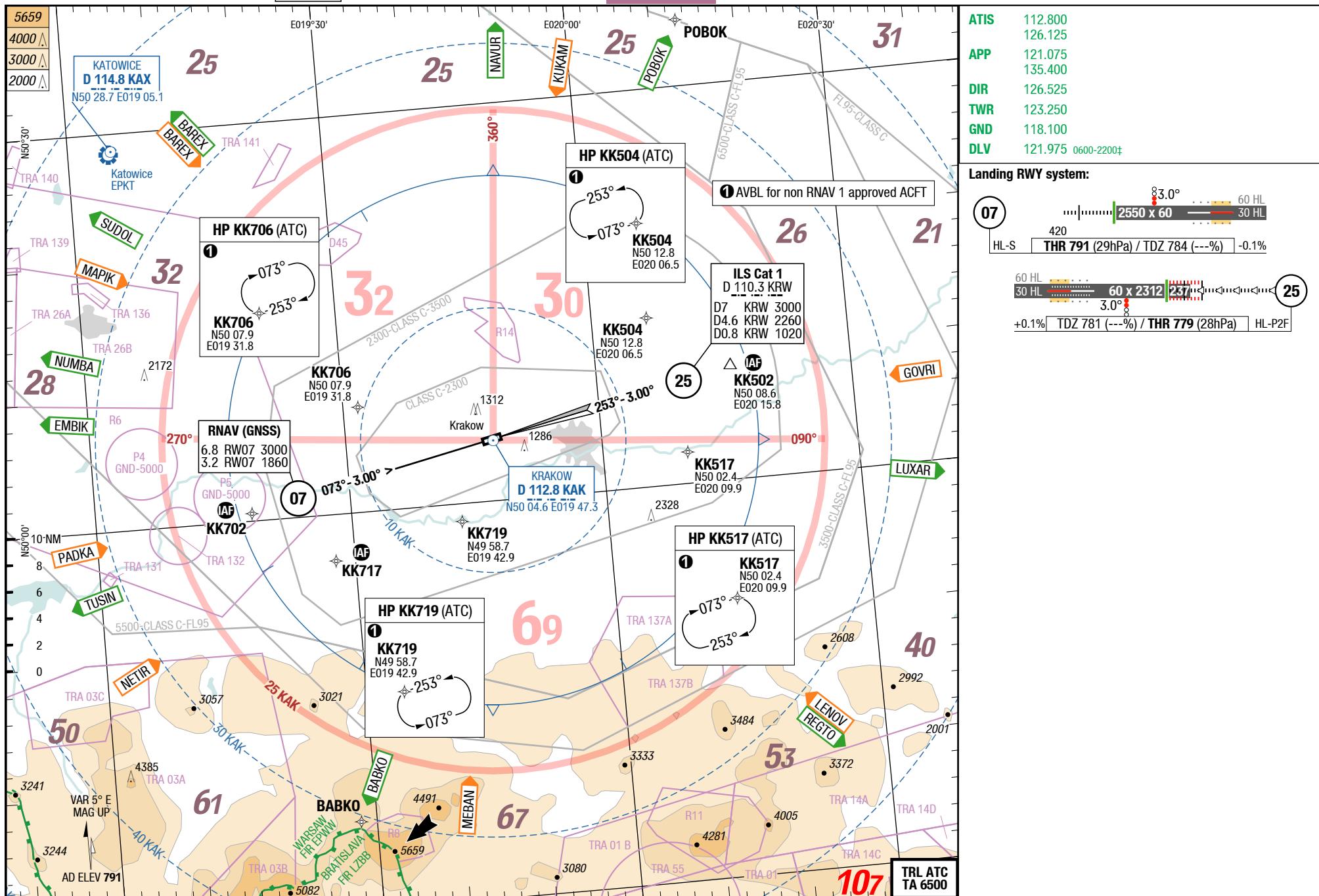
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AGC

AFC

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2-10



Changes: FREQ, ASP, SUAs

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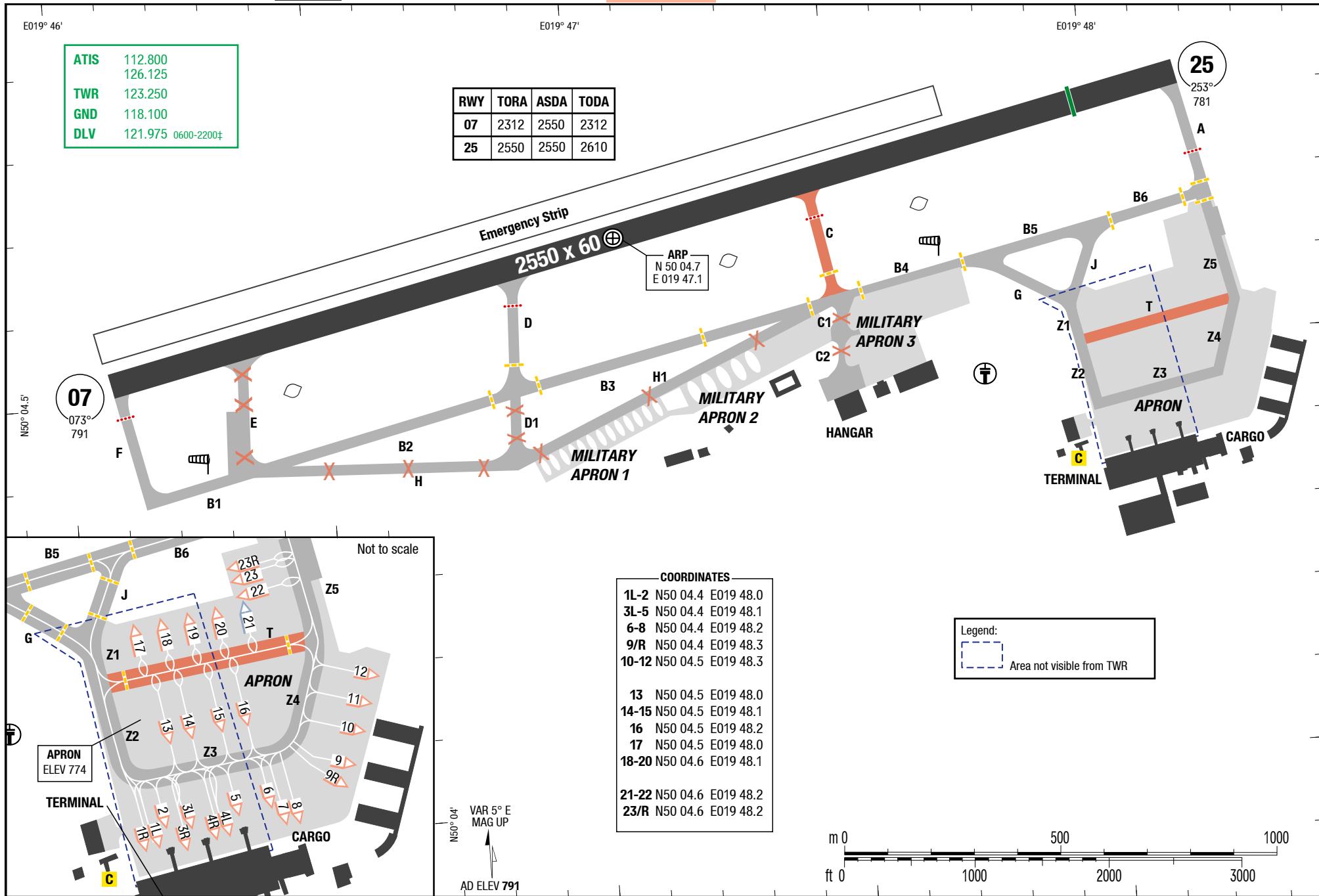
3-20

AGC

AGC

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AGC



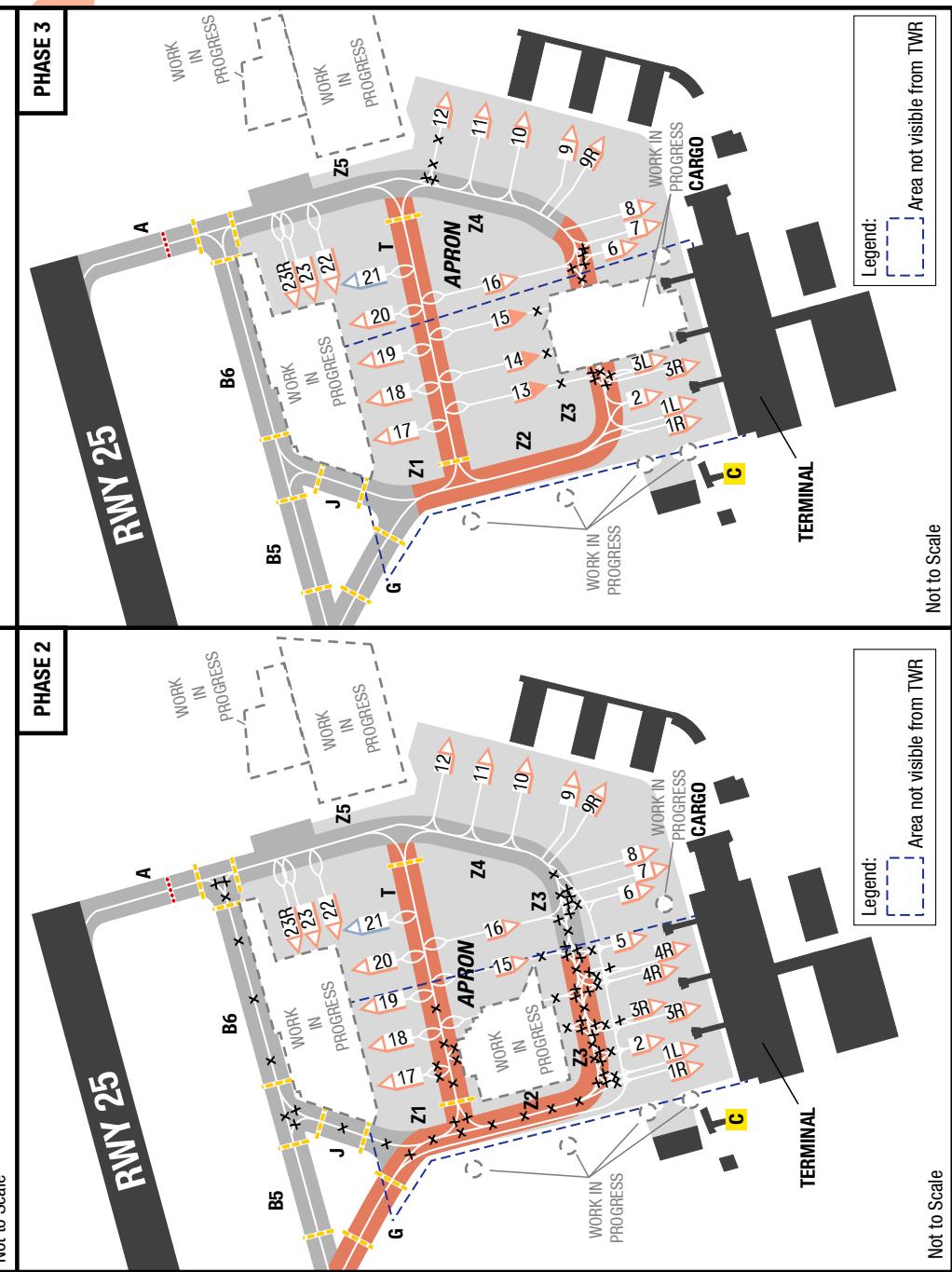
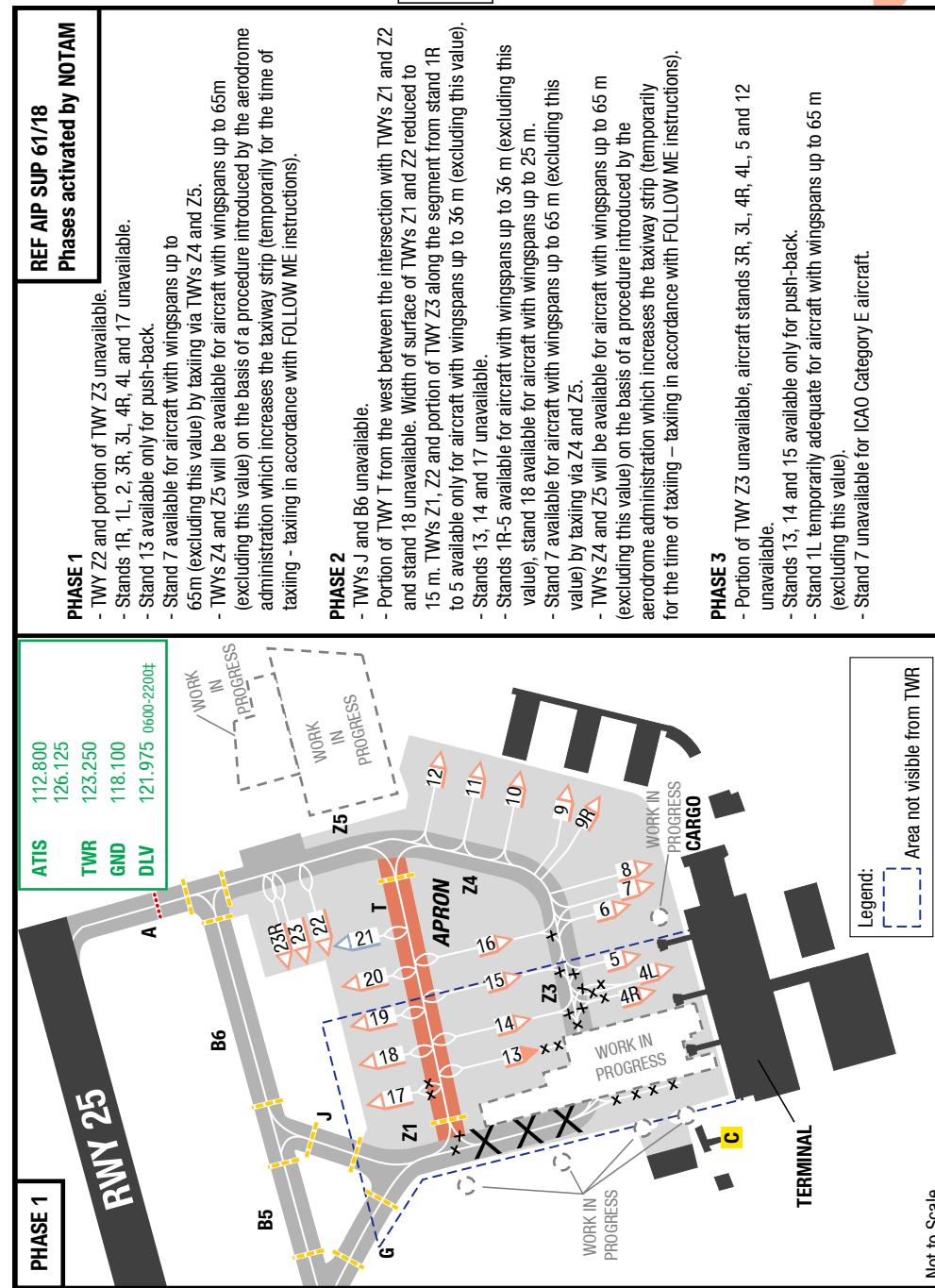
Changes: FREQ



3-21



Tempo WIP SUP 61/18 Phases 1-3



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22-FEB-2018

KRK-EPKK

4-10

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[RNAV SIDs RWY 25]

RNAV SIDs RWY 07

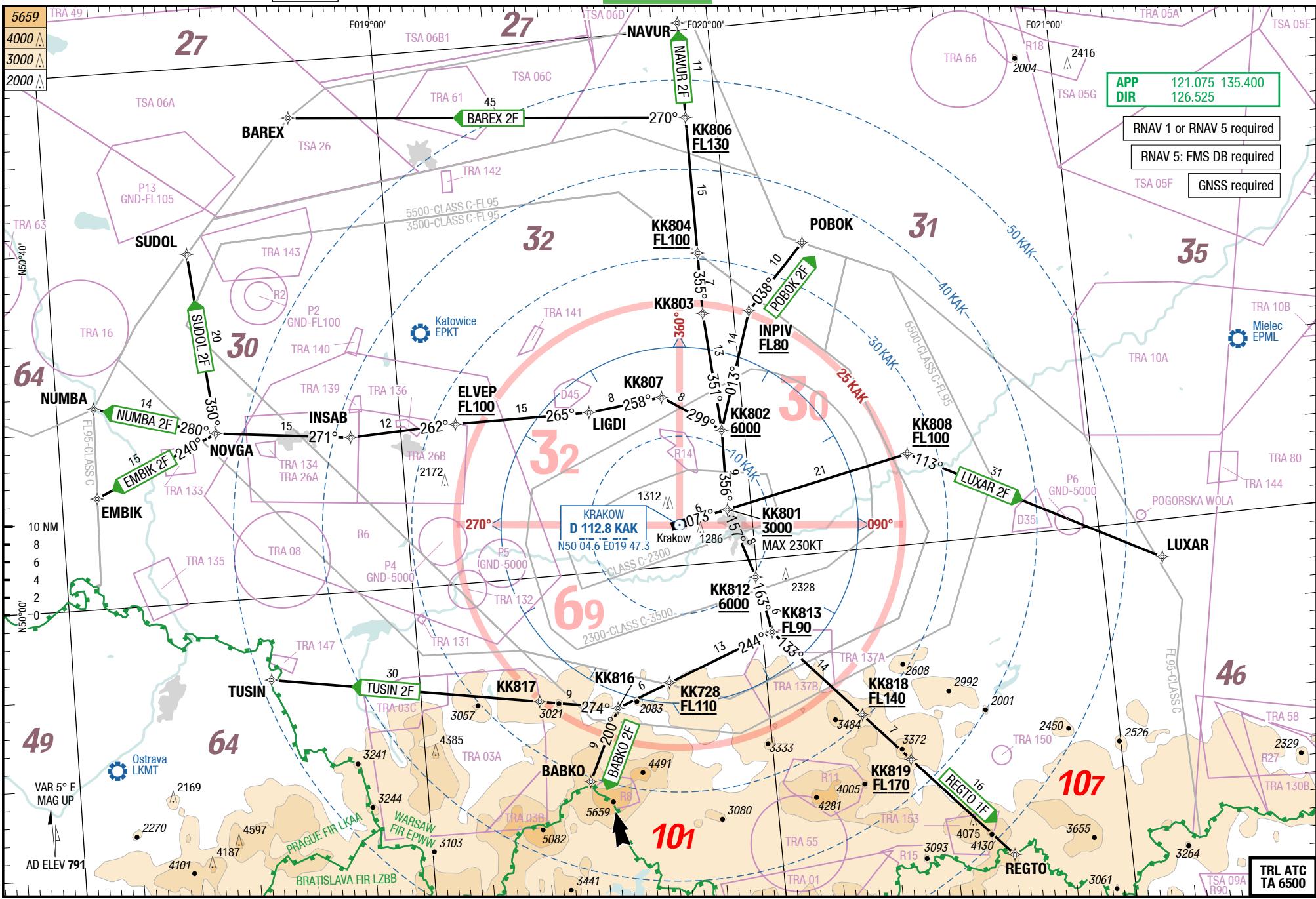
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[RNAV SIDs RWY 25]

RNAV SIDs RWY 07



Changes: PROC, ALT, Speed RESTR, PROC renumbered

Effective 01-MAR-2018

22-FEB-2018

KRK-EPKK

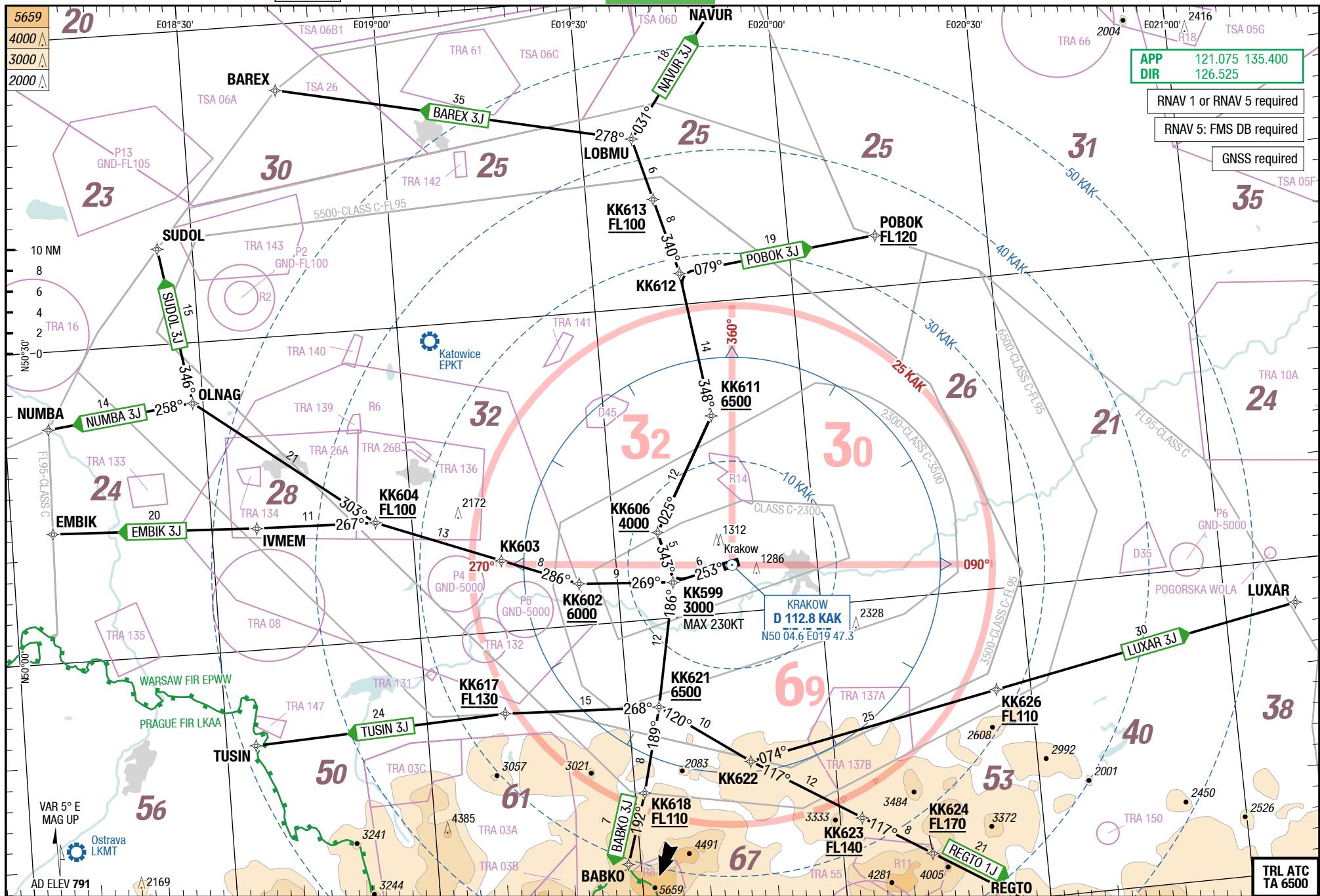
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4-20

RNAV SIDs RWY 25

RNAV SIDs RWY 25



Changes: Speed RESTR, PROC, PROC renamed, PROC renumbered

KRK-EPKK**5-10****RNAV SIDs RWY 07**

SIDPT

BABKO 2F / BAREX 2F / EMBIK 2F / LUXAR 2F / NAVUR 2F / NUMBA 2F

RWY 07 (073°)

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
	Runway 07	
BABKO 2F 7.0% to KK813 121.075 135.400 ①②	DCT KK801 [K230-] - KK812 - KK813 - KK728 - KK816 - BABKO	KK801 MNM 3000 KK812 MNM 6000 KK813 MNM FL90 KK728 MNM FL110 Initial climb 6000
BAREX 2F 7.0% to 6000 121.075 135.400 ①②	DCT KK801 [K230-] - KK802 - KK803 - KK804 - KK806 - BAREX	KK801 MNM 3000 KK802 MNM 6000 KK804 MNM FL100 KK806 MNM FL130 Initial climb 6000
EMBIK 2F 7.0% to 6000 121.075 135.400 ①②	DCT KK801 [K230-] - KK802 - KK807 - LIGDI - ELVEP - INSAB - NOVGA - EMBIK	KK801 MNM 3000 KK802 MNM 6000 ELVEP MNM FL100 Initial climb 6000
LUXAR 2F 7.0% to KK808 121.075 135.400 ①②	DCT KK801 [K230-] - KK808 - LUXAR	KK801 MNM 3000 KK808 MNM FL100 Initial climb 6000
NAVUR 2F 7.0% to 6000 121.075 135.400 ①②	DCT KK801 [K230-] - KK802 - KK803 - KK804 - KK806 - NAVUR	KK801 MNM 3000 KK802 MNM 6000 KK804 MNM FL100 KK806 MNM FL130 Initial climb 6000
NUMBA 2F 7.0% to 6000 121.075 135.400 ①②	DCT KK801 [K230-] - KK802 - KK807 - LIGDI - ELVEP - INSAB - NOVGA - NUMBA	KK801 MNM 3000 KK802 MNM 6000 ELVEP MNM FL100 Initial climb 6000

① If unable to comply with RNAV 1 procedures, advise ATC before start up for radar vectoring.

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

KRK-EPKK

5-20

RNAV SIDs RWY 07

SIDPT

POBOK 2F / REGTO 1F / SUDOL 2F / TUSIN 2F

RWY 07 (073°)

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
	Runway 07	
POBOK 2F 7.0% to 6000 121.075 135.400 ①②	DCT KK801 [K230-] - KK802 - INPIV - POBOK	KK801 MNM 3000 KK802 MNM 6000 INPIV MNM FL80 Initial climb 6000
REGTO 1F 7.0% to KK819 121.075 135.400 ①②	DCT KK801 [K230-] - KK812 - KK813 - KK818 - KK819 - REGTO	KK801 MNM 3000 KK812 MNM 6000 KK813 MNM FL90 KK818 MNM FL140 KK819 MNM FL170 Initial climb 6000
SUDOL 2F 7.0% to 6000 121.075 135.400 ①②	DCT KK801 [K230-] - KK802 - KK807 - LIGDI - ELVEP - INSAB - NOVGA - SUDOL	KK801 MNM 3000 KK802 MNM 6000 ELVEP MNM FL100 Initial climb 6000
TUSIN 2F 7.0% to KK813 121.075 135.400 ①②	DCT KK801 [K230-] - KK812 - KK813 - KK728 - KK816 - KK817 - TUSIN	KK801 MNM 3000 KK812 MNM 6000 KK813 MNM FL90 KK728 MNM FL110 Initial climb 6000

① If unable to comply with RNAV 1 procedures, advise ATC before start up for radar vectoring.

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

KRK-EPKK**5-30****RNAV SIDs RWY 25**

SIDPT

BABKO 3J / BAREX 3J / EMBIK 3J / LUXAR 3J / NAVUR 3J / NUMBA 3J

RWY 25 (253°)

After take-off, contact Krakow APP.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
BABKO 3J 7.0% to KK618 121.075 135.400 ①②	DCT KK599 [K230-] - KK621 - KK618 - BABKO	KK599 MNM 3000 KK621 MNM 6500 KK618 MNM FL110 Initial climb 6000
BAREX 3J 7.0% to 4000 121.075 135.400 ①②	DCT KK599 [K230-] - KK606 - KK611 - KK612 - KK613 - LOBMU - BAREX	KK599 MNM 3000 KK606 MNM 4000 KK611 MNM 6500 KK613 MNM FL100 Initial climb 6000
EMBIK 3J 7.0% to 6000 121.075 135.400 ①②	DCT KK599 [K230-] - KK602 - KK603 - KK604 - IVMEM - EMBIK	KK599 MNM 3000 KK602 MNM 6000 KK604 MNM FL100 Initial climb 6000
LUXAR 3J 7.0% to KK621 121.075 135.400 ①②	DCT KK599 [K230-] - KK621 - KK622 - KK626 - LUXAR	KK599 MNM 3000 KK621 MNM 6500 KK626 MNM FL110 Initial climb 6000
NAVUR 3J 7.0% to 4000 121.075 135.400 ①②	DCT KK599 [K230-] - KK606 - KK611 - KK612 - KK613 - LOBMU - NAVUR	KK599 MNM 3000 KK606 MNM 4000 KK611 MNM 6500 KK613 MNM FL100 Initial climb 6000
NUMBA 3J 7.0% to 6000 121.075 135.400 ①②	DCT KK599 [K230-] - KK602 - KK603 - KK604 - OLNAG - NUMBA	KK599 MNM 3000 KK602 MNM 6000 KK604 MNM FL100 Initial climb 6000

① If unable to comply with RNAV 1 procedures, advise ATC before start up for radar vectoring.

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

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5-40

RNAV SIDs RWY 25

POBOK 3J / RETGO 1J / SUDOL 3J / TUSIN 3J

RWY 25 (253°)

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
	Runway 25	
POBOK 3J 7.0% to 4000 121.075 135.400 ①②	DCT KK599 [K230-] - KK606 - KK611 - KK612 - POBOK	KK599 MNM 3000 KK606 MNM 4000 KK611 MNM 6500 POBOK MNM FL120 Initial climb 6000
RETGO 1J 7.0% to KK624 121.075 135.400 ①②	DCT KK599 [K230-] - KK621 - KK622 - KK623 - KK624 - REGTO	KK599 MNM 3000 KK621 MNM 6500 KK623 MNM FL140 KK624 MNM FL170 Initial climb 6000
SUDOL 3J 7.0% to 6000 121.075 135.400 ①②	DCT KK599 [K230-] - KK602 - KK603 - KK604 - OLNAG - SUDOL	KK599 MNM 3000 KK602 MNM 6000 KK604 MNM FL100 Initial climb 6000
TUSIN 3J 7.0% to KK617 121.075 135.400 ①②	DCT KK599 [K230-] - KK621 - KK617 - TUSIN	KK599 MNM 3000 KK621 MNM 6500 KK617 MNM FL130 Initial climb 6000

① If unable to comply with RNAV 1 procedures, advise ATC before start up for radar vectoring.

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

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6-10

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[RNAV STARs RWY 25]

RNAV STARs RWY 07

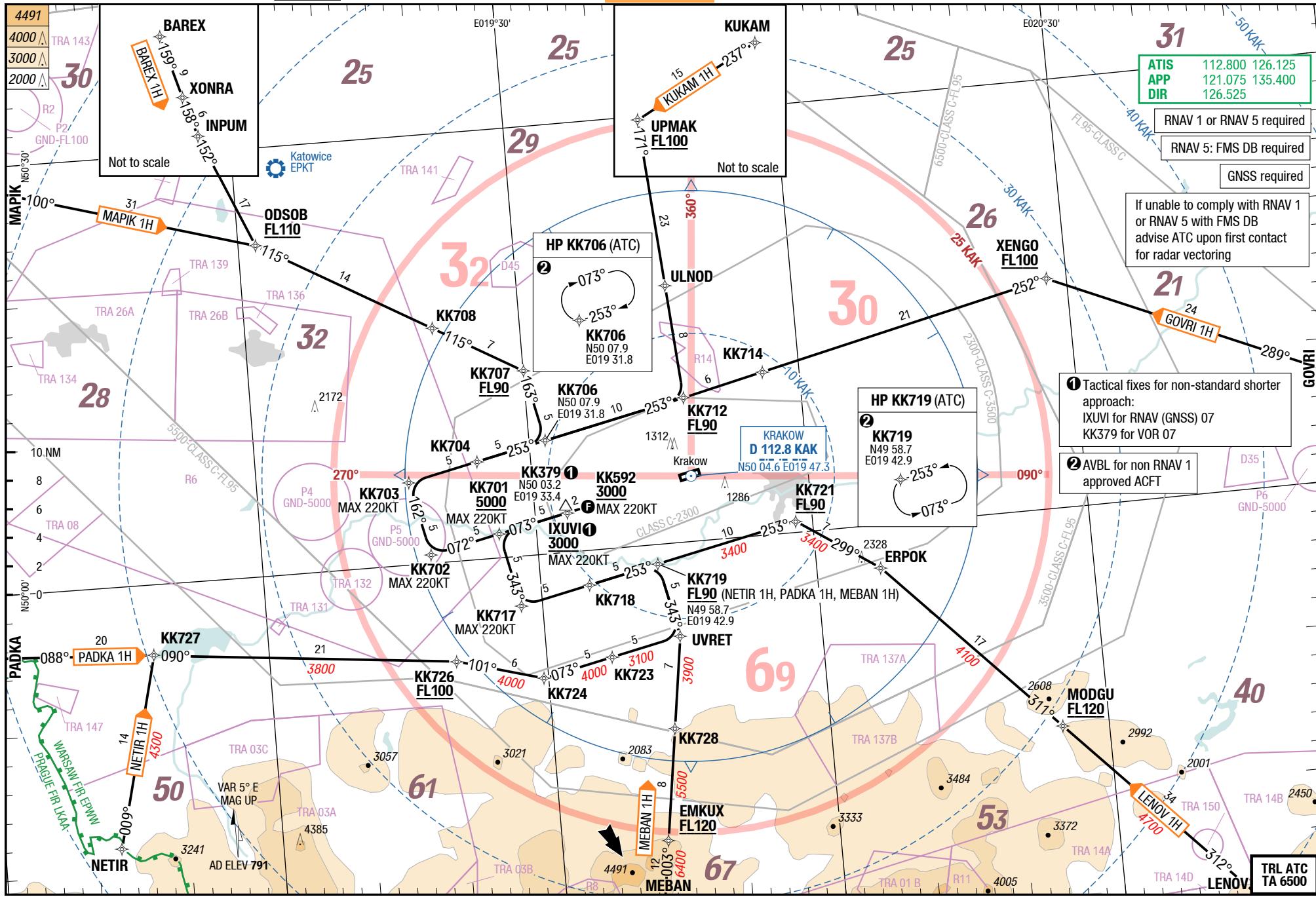
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STAR

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[RNAV STARs RWY 25]

RNAV STARs RWY 07



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6-20

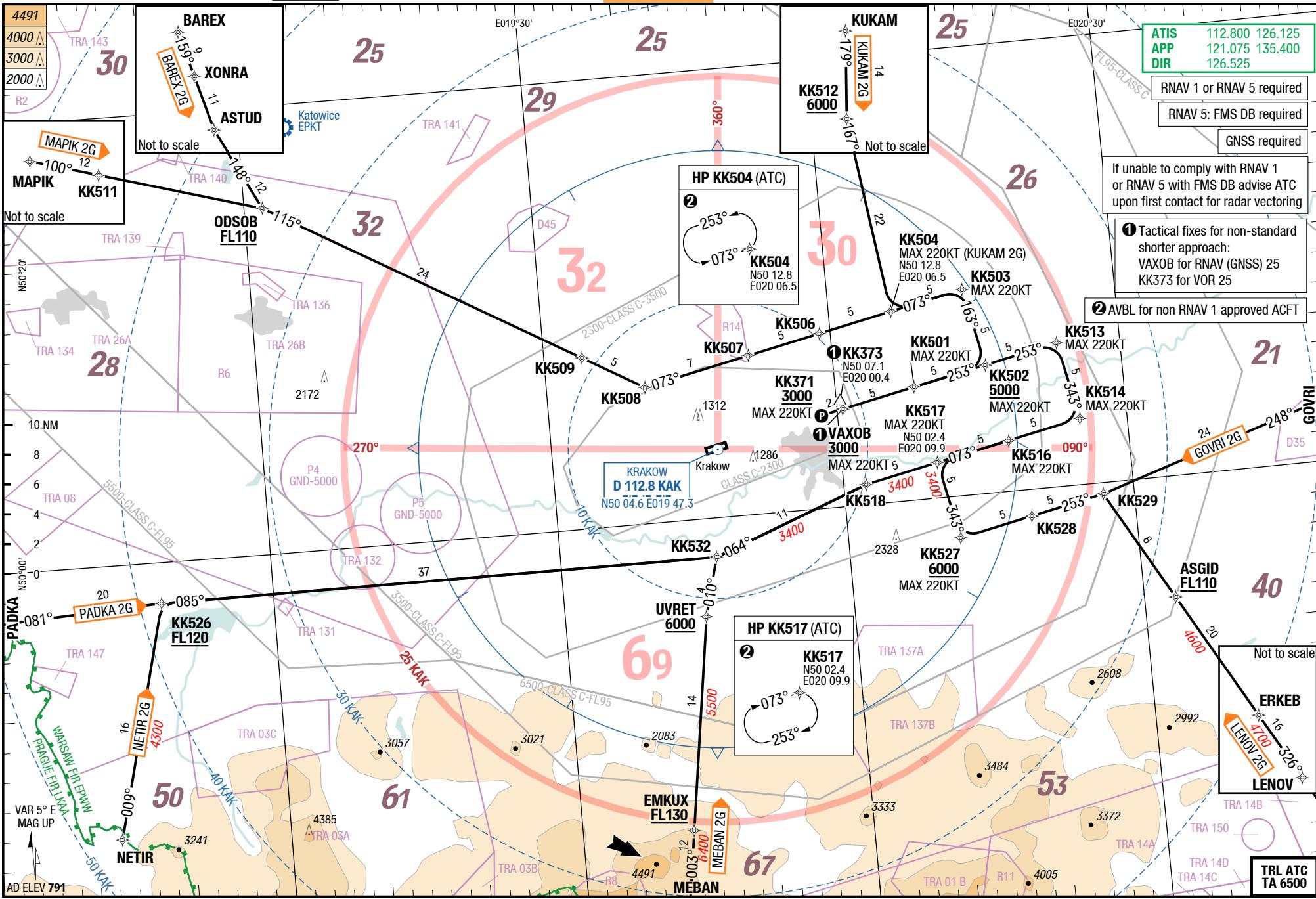
RNAV STARs RWY 25

STAR

STAR

Balice Krakow Poland

RNAV STARs RWY 25



7-10

ILS or LOC 25

ATIS	112.800
	126.125
DIR	126.525
TWR	123.250
GND	118 100

DME, VOR required

**ILS or LOC
25
D 110.3 KRW**

VAXOB may be used for tactical vectoring

KK383
D12.5 KAK
347°
MAX 220KT
Not to scale

A map of the KAK region showing two areas highlighted in blue: '69' in red and '1511' in blue. The '69' area is located in the northern part of the region, while the '1511' area is in the southern part. A legend on the left indicates that the blue shaded areas represent the 69 and 1511 km² regions.

30

VAXOB
D8.5 KRW

IAF
KK50
D18.5 KRV
000 253° - △

TRL ATC
TA 6500

LOC 3.00 D KRW	2	3	4	5	6	7
60 HL	1420	1740	2060	2370	2690	3000
30 HL	60 x 2312	2312	2312	2312	2312	2312
	3.0%	8				
+0.1% TDZ 781 (---%) / THB 779 (28hPa) HI-P2F						

KRW D0.8 **D4.6** **D7** **D8.5 KRW**
KK363 **KK371** **VAXOB**

253°
at D12.5 KAK (KK383)
RT (MAX 220KT) 347°
climb 4000

GS	120	140	160
D4.6 KRW	640	740	850
-MAPt	1:56	1:40	1:27

25		Cat 1 DME	LOC DME	LOC DME wo D4.6 KRW			Circling N of AD only HJ only
C	ft - m/km ft	220 - 550 1000	470 - 1.5 1250	520 - 1.6 1300			940 - 2.4V 1730
D	ft - m/km ft	230 - 550 1010	470 - 1.5 1250	520 - 1.6 1300			1160 - 3.6V 1950

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KRK-EPKK

7-30

RNAV (GNSS) 07

RNAV (GNSS) 07
EGNOS
CH 54108
E07A
RNP APCH
GNSS required

ATIS
112.800
126.125
DIR 126.525
TWR 123.250
GND 118.100

32

30

69

TRL ATC TA 6500

RW07	6.8	6	5	4	3	07	8.3°	2550 x 60	60 HL
	3000	2760	2440	2120	1800	HL-S			30 HL

THR 791 (29hPa) / TDZ 784 (---%) -0.1%

RW07	8.3 RW07	6.8 IXUVI	3.2 KK592	RW07
N50°45.1'	1700	3000	1860	M
E019°46.1'		073°		MDA
DIST to THR	6.8	5	3.2	0

073° to KK597 climb 4000

GS	120	140	160
KK592	640	740	850
-MAPt	3:23	2:54	2:33

07	RNAV GNSS LPV 1)	RNAV GNSS VNAV 2)	RNAV GNSS LNAV	RNAV GNSS LNAV wo 3.2 RW07	Circling N of AD only HJ only
C ft - m/km	250 - 800 1050	460 - 1.7 1250	680 - 2.4 1470	850 - 2.4 1640	940 - 2.4V 1730
D ft - m/km	250 - 800 1050	460 - 1.7 1250	680 - 2.4 1470	850 - 2.4 1640	1160 - 3.6V 1950

1) With EVS 550m
2) With EVS 1.1km
3) Uncompensated BARO VNAV NA below -20°C (-4°F)

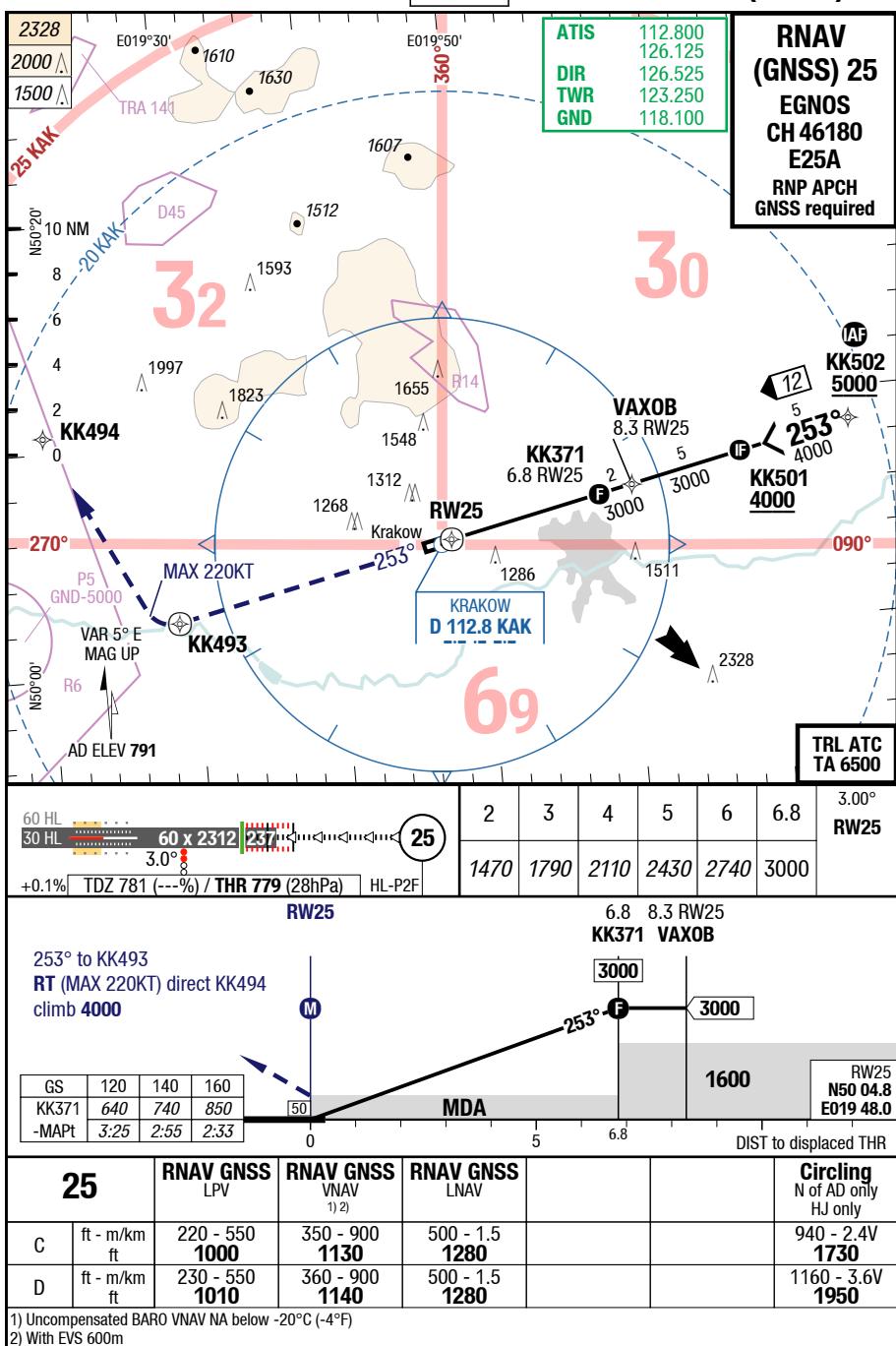
Changes: FREQ

3) Uncompensated BARO VNAV NA below -20°C (-4°F)

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7-40

RNAV (GNSS) 25



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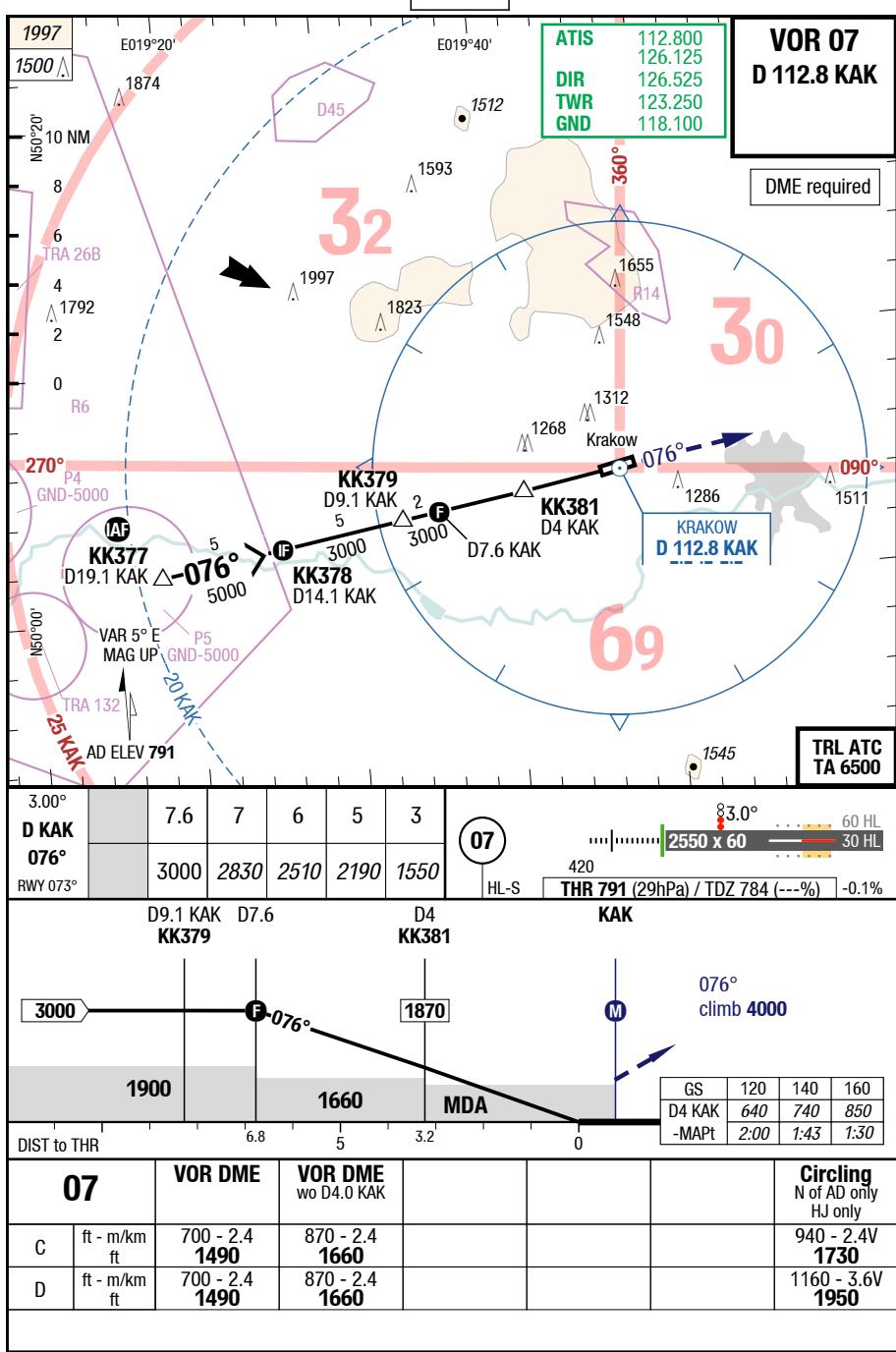
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KRK-EPKK

7-50

VOR 07



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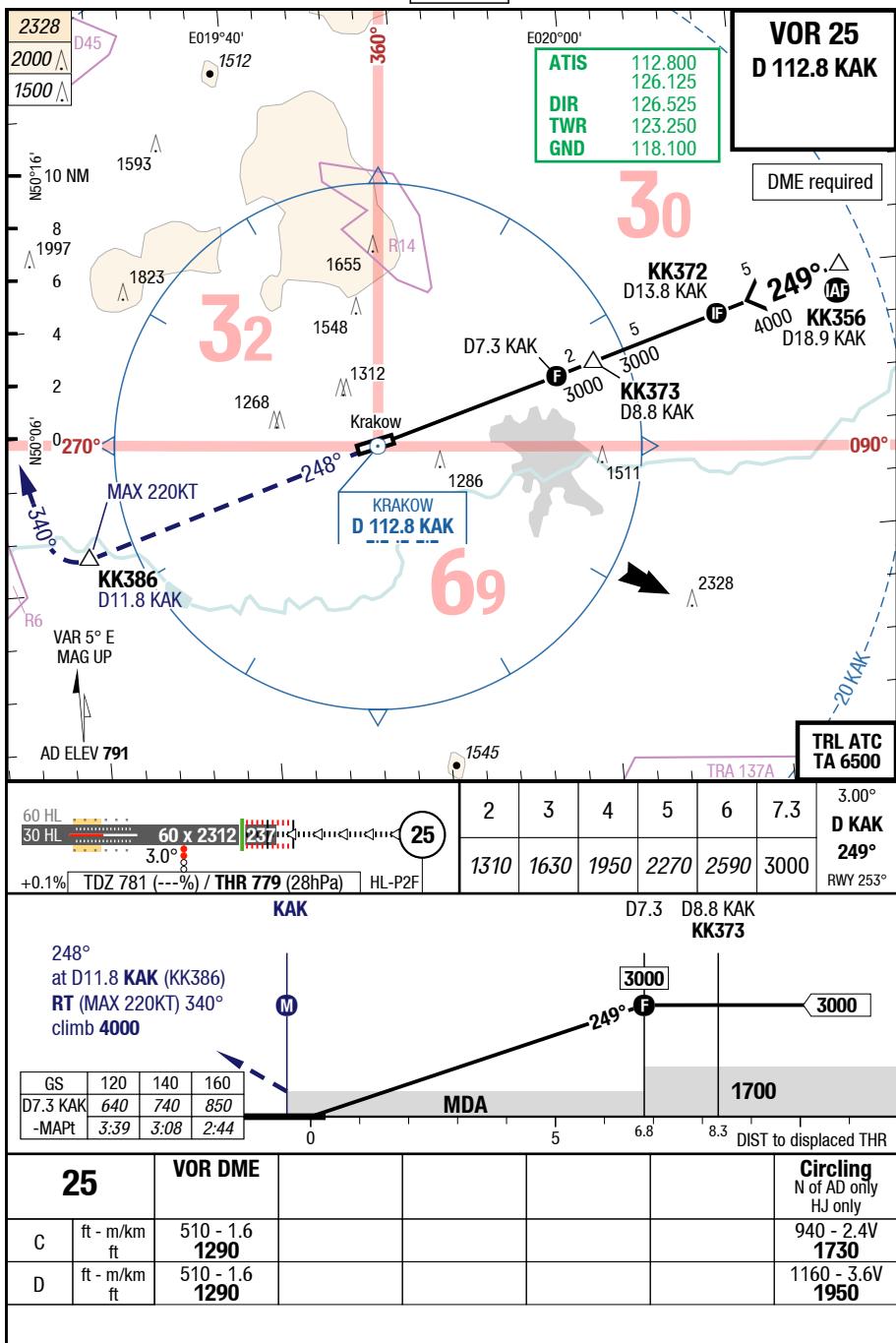
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7-60

VOR 25



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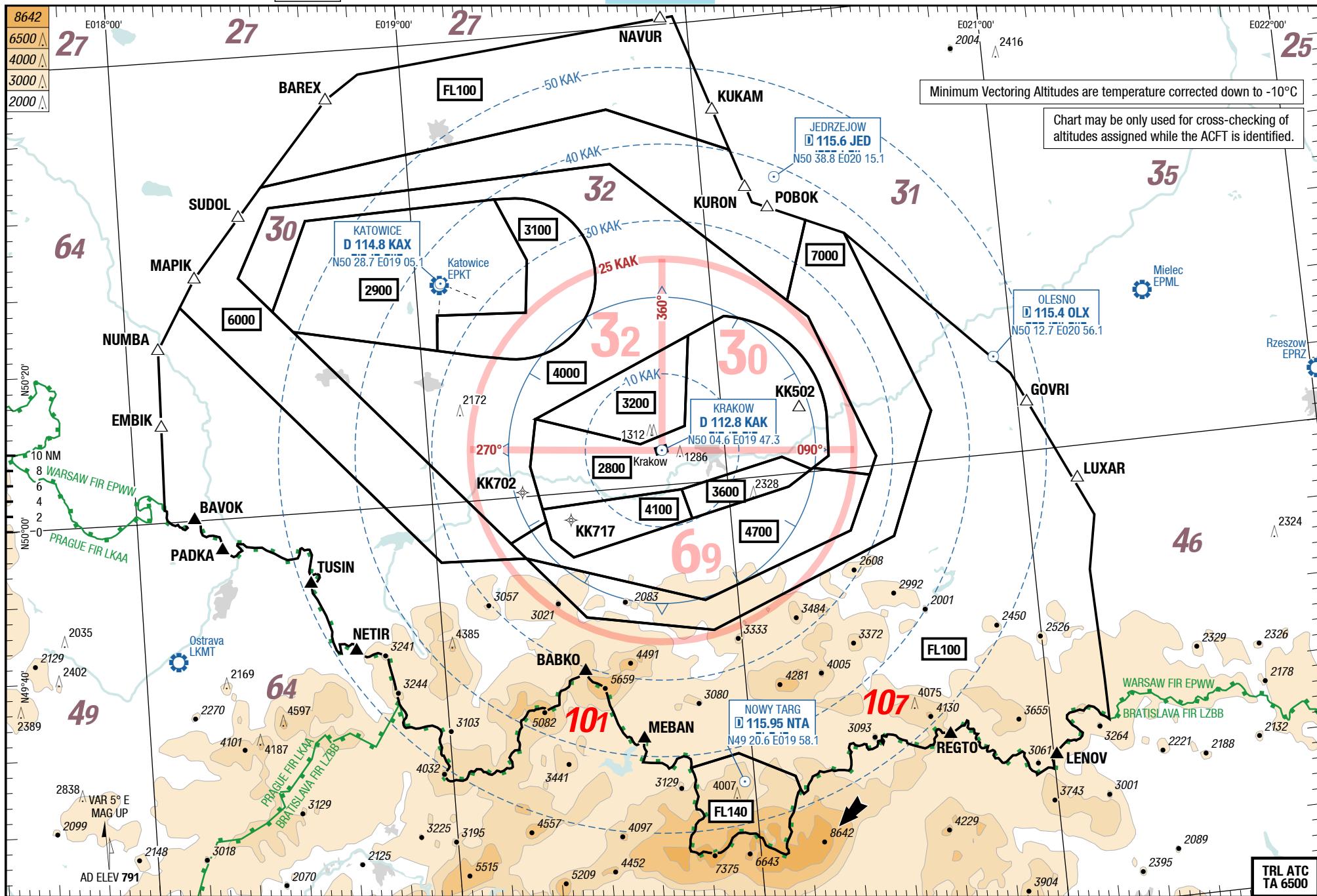
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MRC
MRC

Balice Krakow Poland

MRC
MRC

8-10



Changes: WPT