

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.

12-JUL-2018

KRK-EPKKPoland **Krakow** Balice

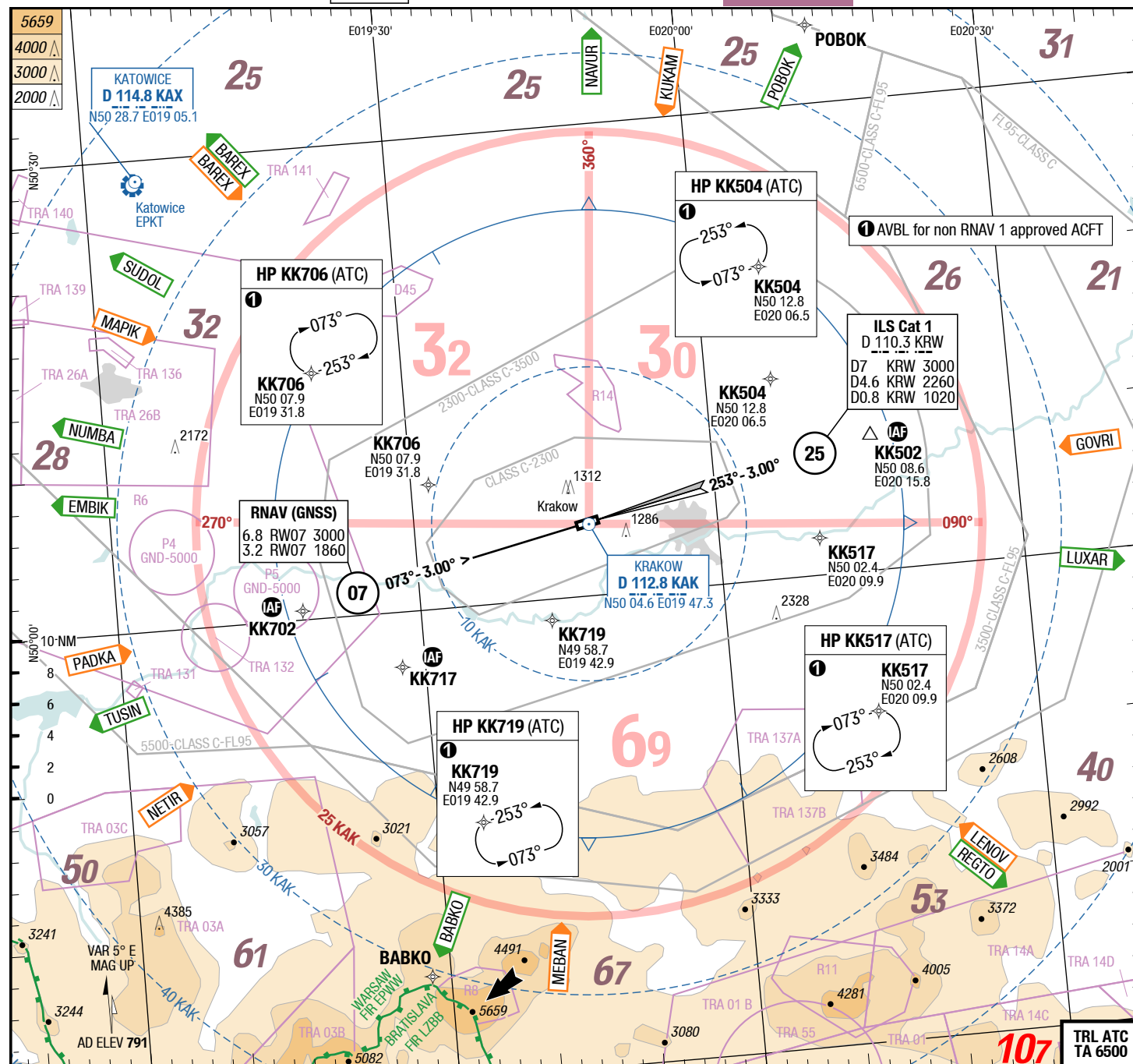
AFC

AFC

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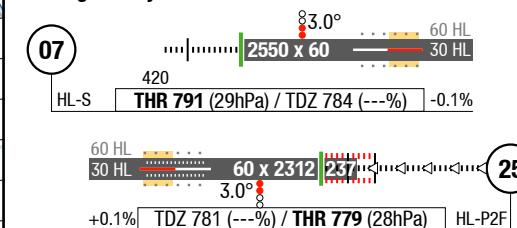
Balice **Krakow** Poland

AFC



ATIS	112.800	
	126.125	
APP	121.075	
	135.400	
DIR	126.525	
TWR	123.250	
GND	118.100	
DLV	121.975	0600-2200z

Landing RWY system:



Effective 19-JUL-2018

12-JUL-2018

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3-20

Poland Krakow Balice

AGC

AGC

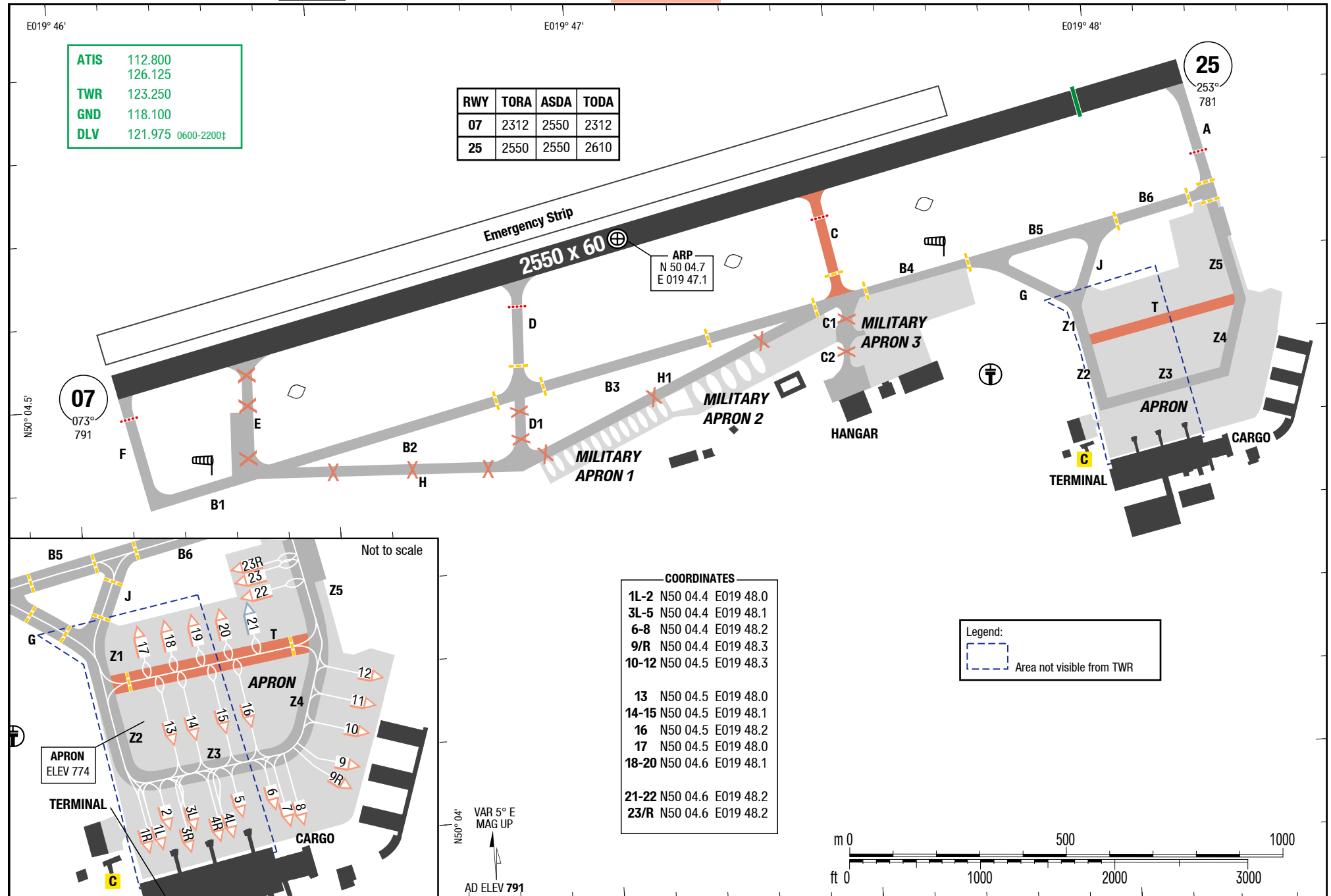
AGC

Balice Krakow Poland

AGC

ATIS	112.800
	126.125
TWR	123.250
GND	118.100
DLV	121.975 0600-2200+

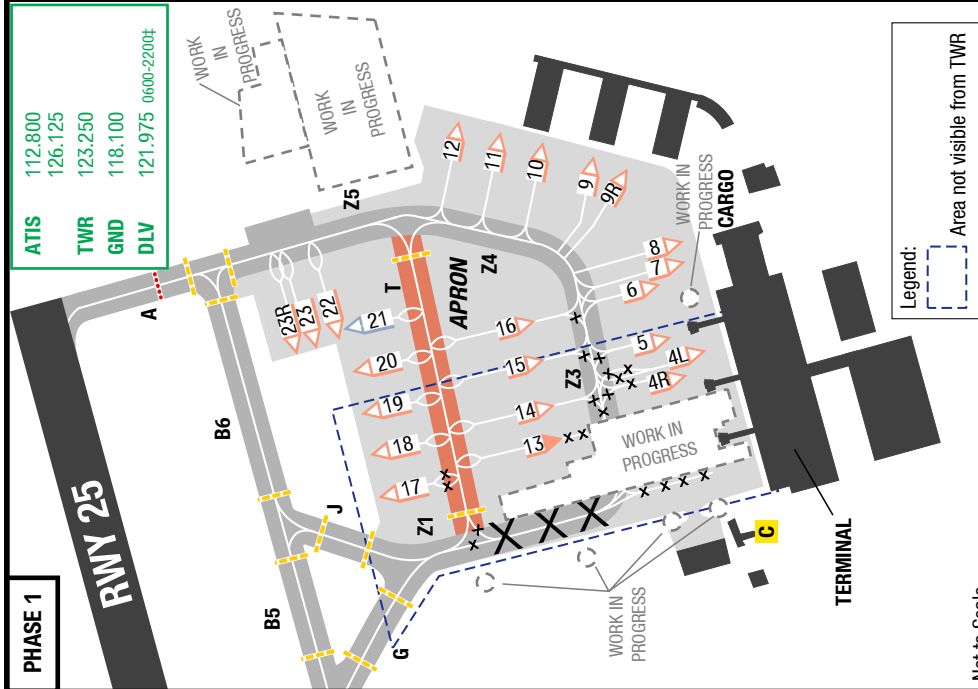
RWY	TORA	ASDA	TODA
07	2312	2550	2312
25	2550	2550	2610



Changes: FREQ

PHASE 1

ATIS	112.800
	126.125
TWR	123.250
GND	118.100
DLV	121.975 0600-2200H



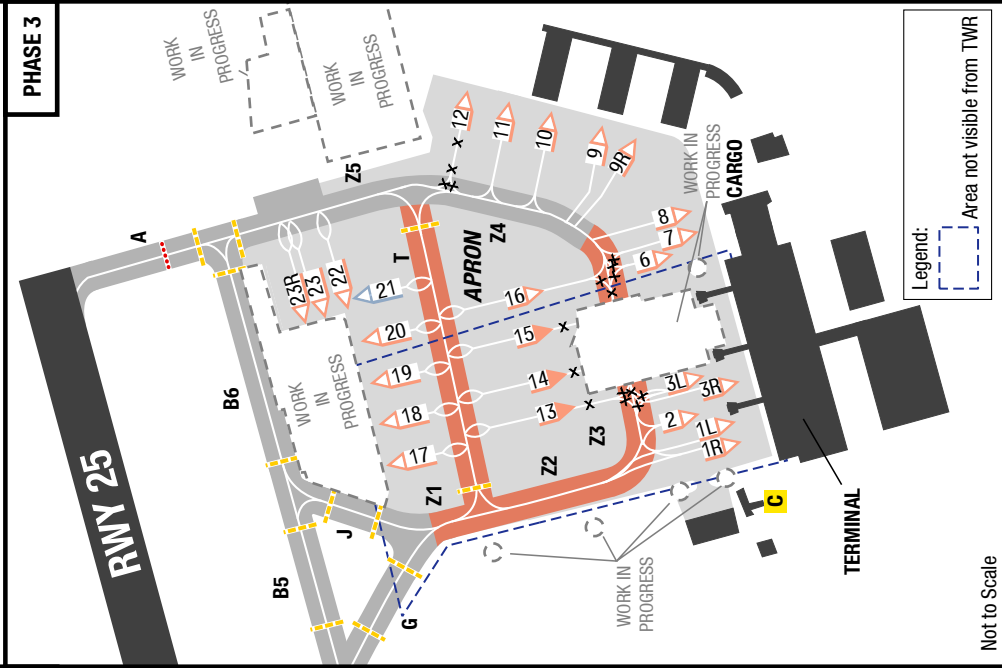
Not to Scale

PHASE 2



Not to Scale

PHASE 3



Not to Scale

REF AIP SUP 61/18
Phases activated by NOTAM

PHASE 1

- TWY Z2 and portion of TWY Z3 unavailable.
- Stands 1R, 1L, 2, 3R, 3L, 4R, 4L and 17 unavailable.
- Stand 13 available only for push-back.
- Stand 7 available for aircraft with wingspans up to 65m (excluding this value) by taxiing via TWYs Z4 and Z5.
- TWYs Z4 and Z5 will be available for aircraft with wingspans up to 65m (excluding this value) on the basis of a procedure introduced by the aerodrome administration which increases the taxiway strip (temporarily for the time of taxiing - taxiing in accordance with FOLLOW ME instructions).

PHASE 2

- TWYs J and B6 unavailable.
- Portion of TWY T from the west between the intersection with TWYs Z1 and Z2 and stand 18 unavailable. Width of surface of TWYs Z1 and Z2 reduced to 15 m. TWYs Z1, Z2 and portion of TWY Z3 along the segment from stand 1R to 5 available only for aircraft with wingspans up to 36 m (excluding this value).
- Stands 13, 14 and 17 unavailable.
- Stands 1R-5 available for aircraft with wingspans up to 36 m (excluding this value), stand 18 available for aircraft with wingspans up to 25 m.
- Stand 7 available for aircraft with wingspans up to 65 m (excluding this value) by taxiing via Z4 and Z5.
- TWYs Z4 and Z5 will be available for aircraft with wingspans up to 65 m (excluding this value) on the basis of a procedure introduced by the aerodrome administration which increases the taxiway strip (temporarily for the time of taxiing – taxiing in accordance with FOLLOW ME instructions).

PHASE 3

- Portion of TWY Z3 unavailable, aircraft stands 3R, 3L, 4R, 4L, 5 and 12 unavailable.
- Stands 13, 14 and 15 available only for push-back.
- Stand 1L temporarily adequate for aircraft with wingspans up to 65 m (excluding this value).
- Stand 7 unavailable for ICAO Category E aircraft.

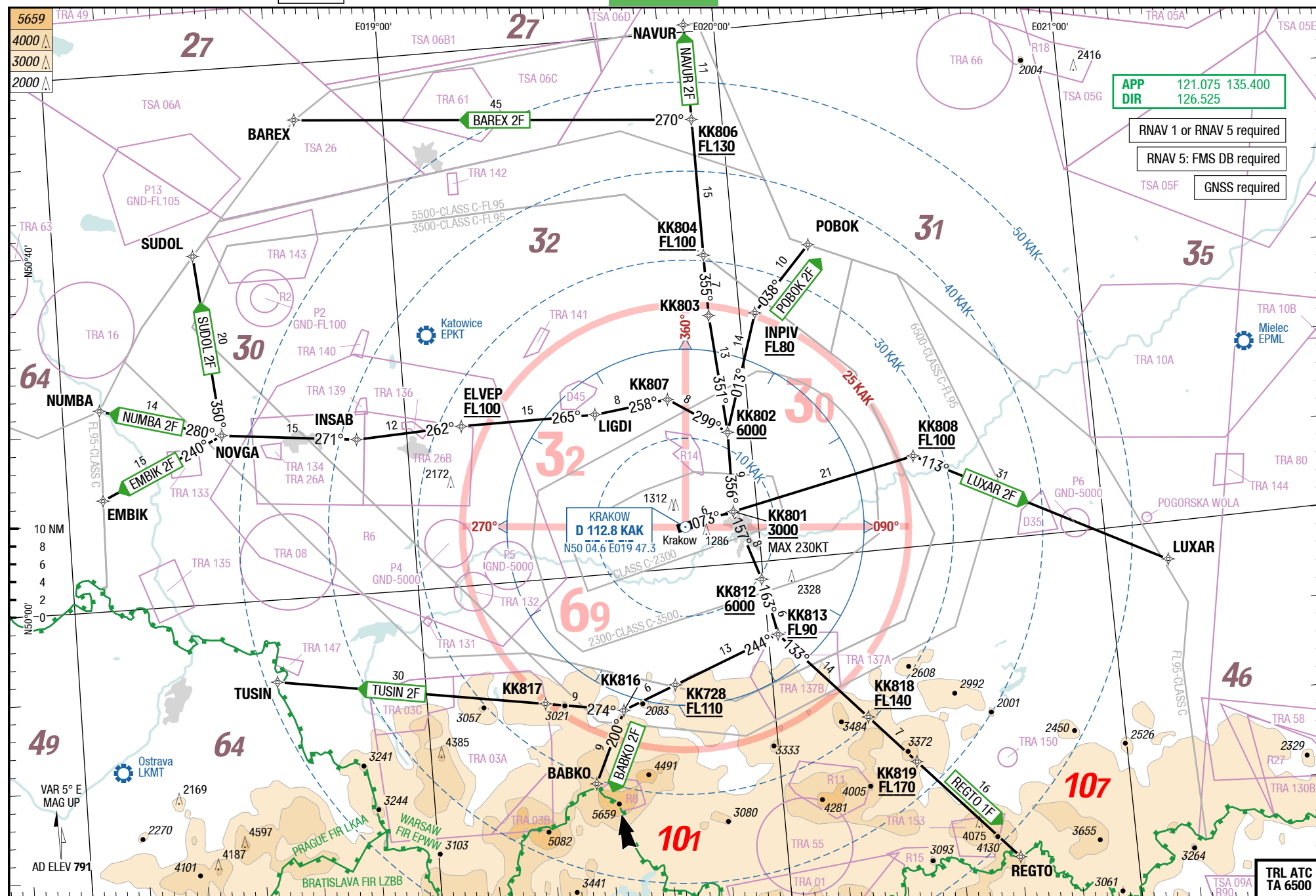
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RNAV SIDs RWY 07

SID

SID

RNAV SIDs RWY 07



Changes: PROC, ALT, Speed RESTR, PROC renumbered

TRL ATC
TA 6500

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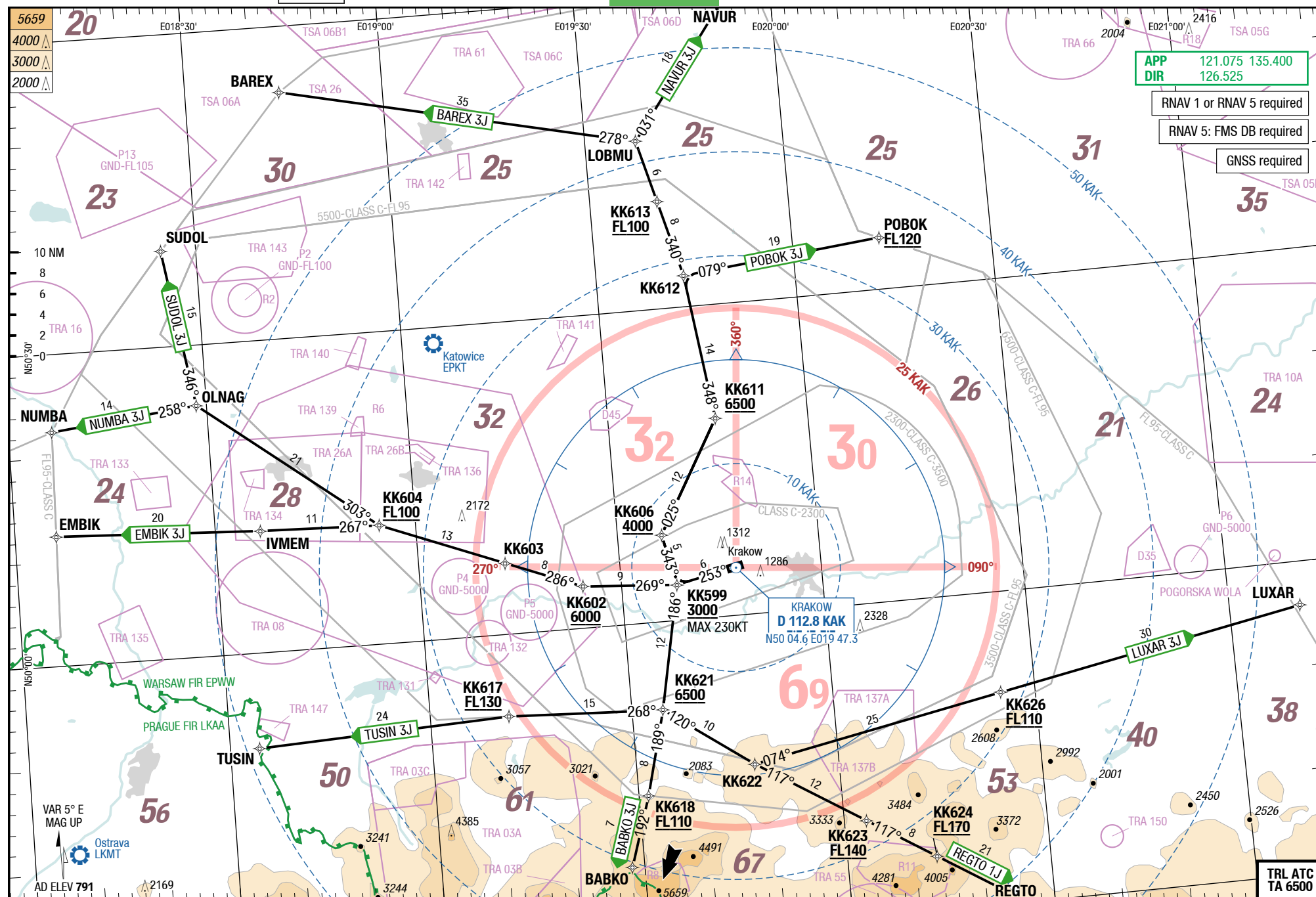
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RNAV SIDs RWY 25

SID

SID

RNAV SIDs RWY 25



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

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5-10

RNAV SIDs RWY 07**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.

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5-20

RNAV SIDs RWY 07**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.

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5-30

RNAV SIDs RWY 25**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	2000

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.

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 - RETGO	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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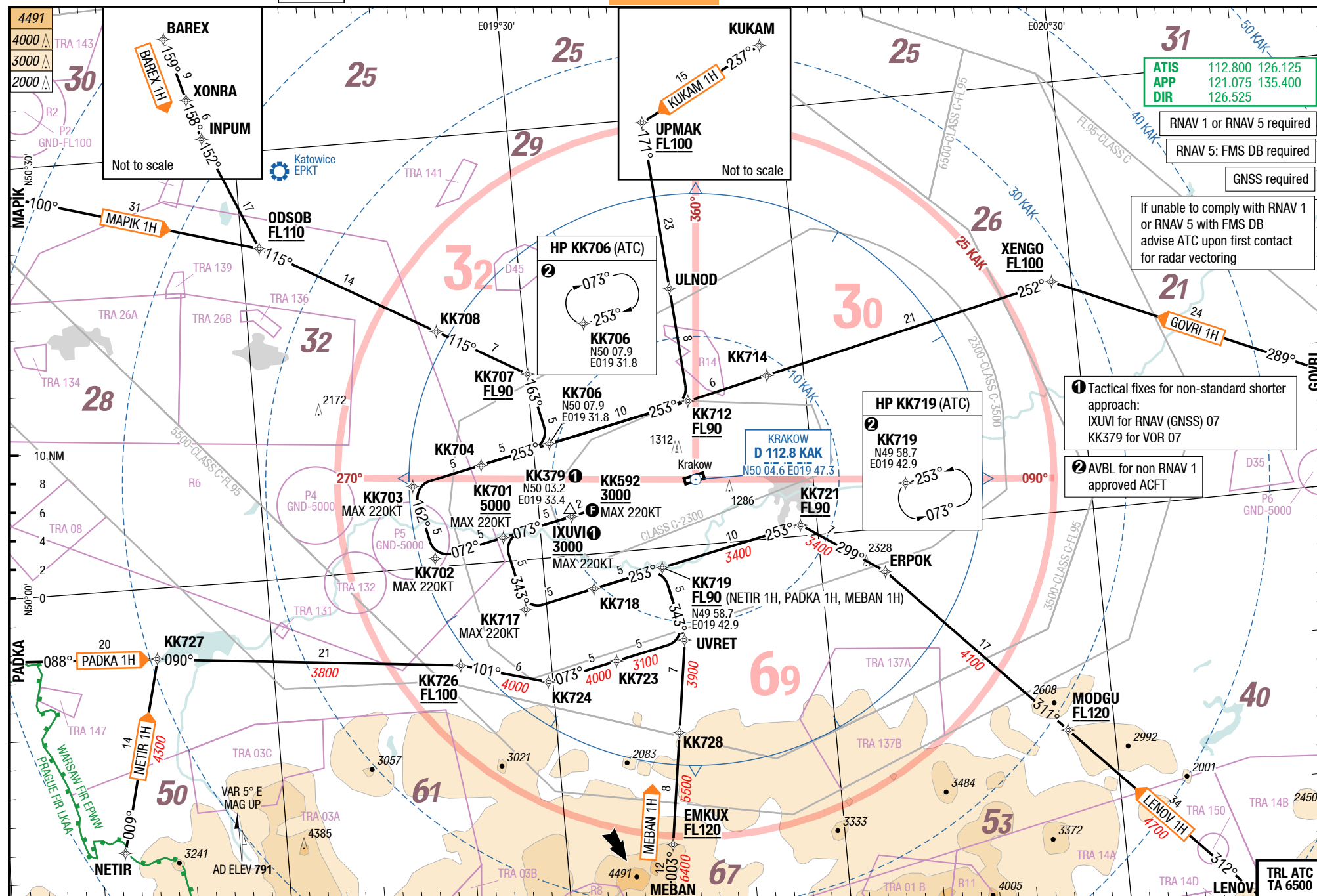
RNAV STARs RWY 07

STAR

STAR

RNAV STARs RWY 07

6-10



Changes: FREQ, ASP, SUAs

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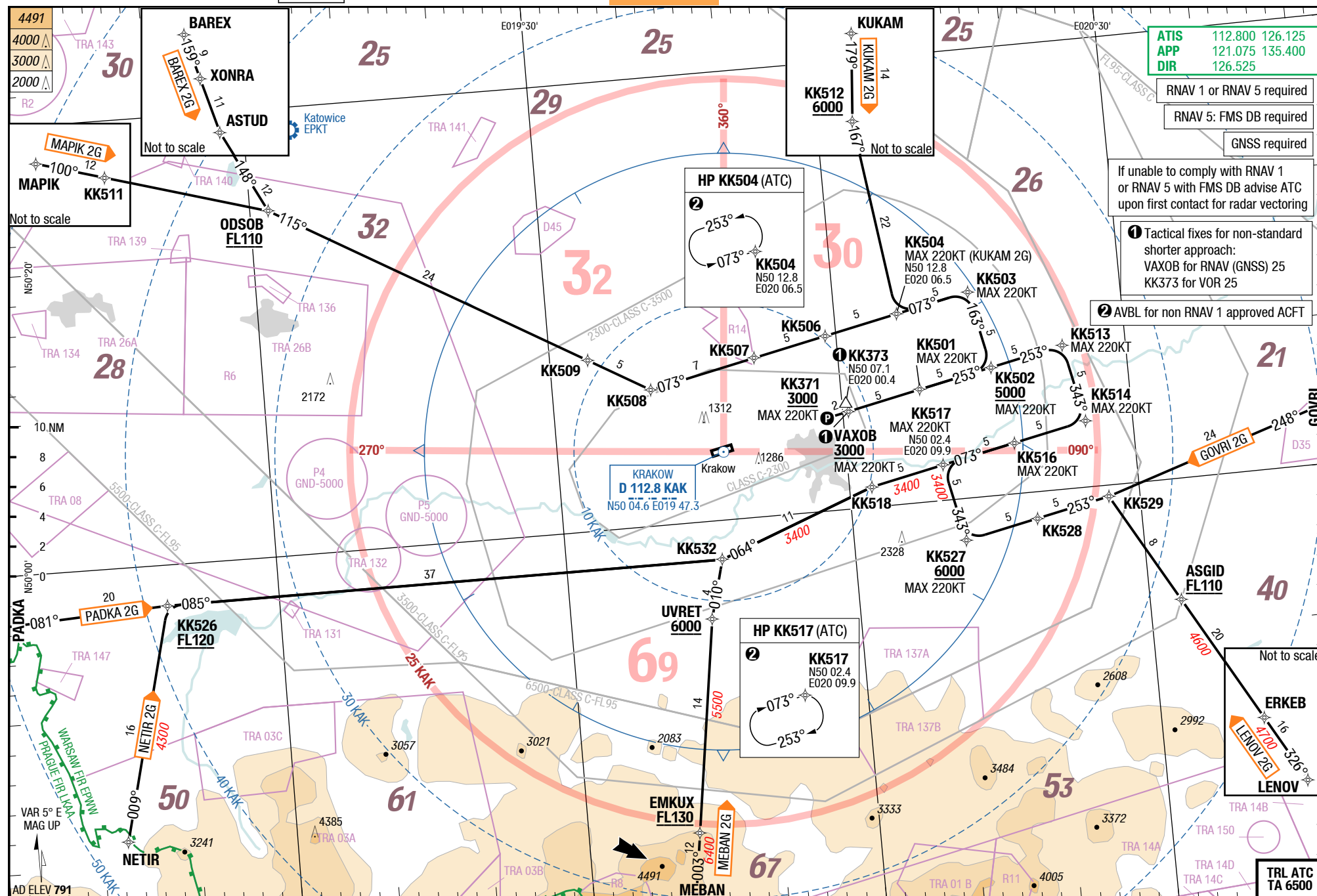
RNAV STARs RWY 25

STAR

STAR

Balice **Krakow** Poland

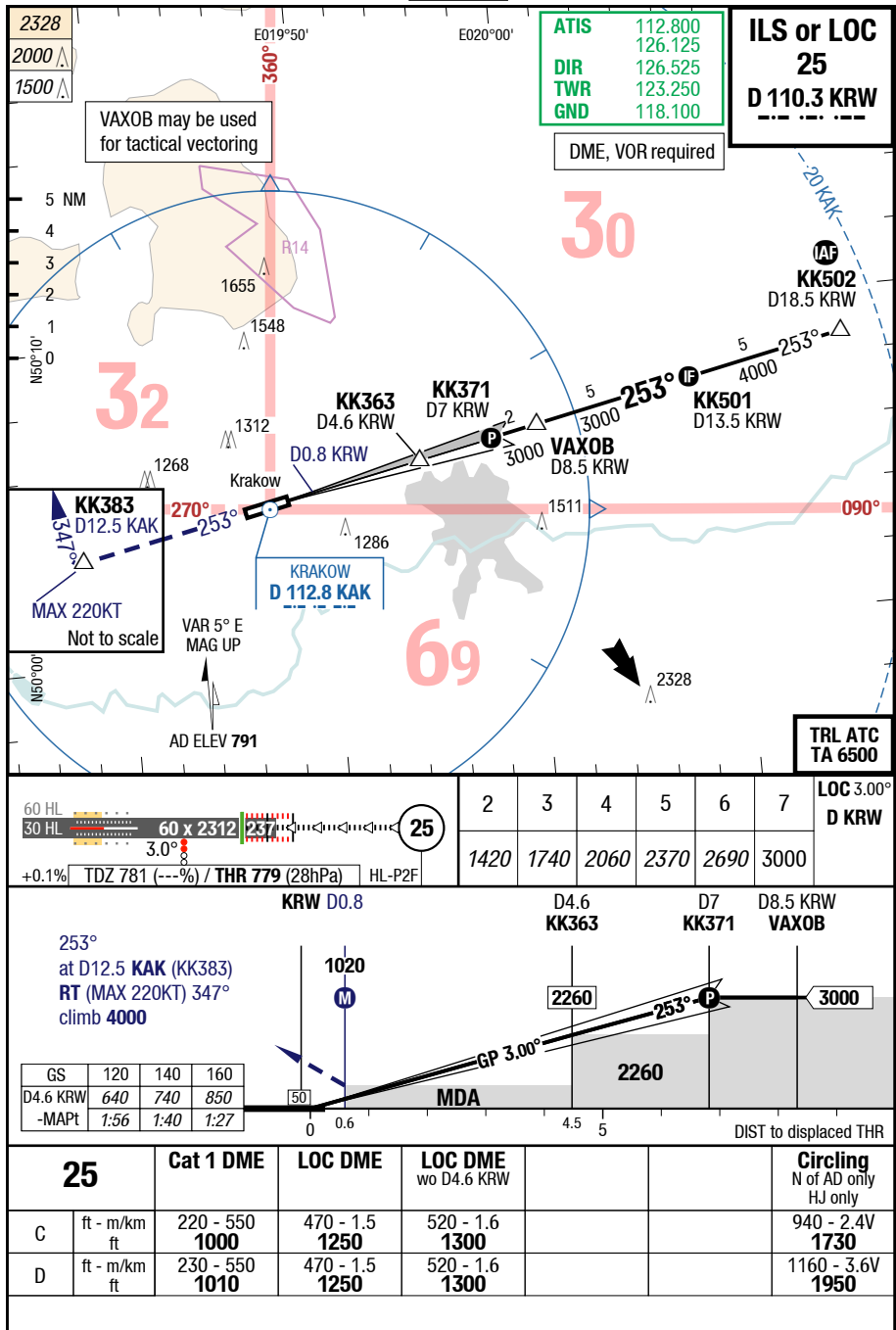
RNAV STARs RWY 25



Changes: FREQ, ASP, SUAs

KRK-EPKK

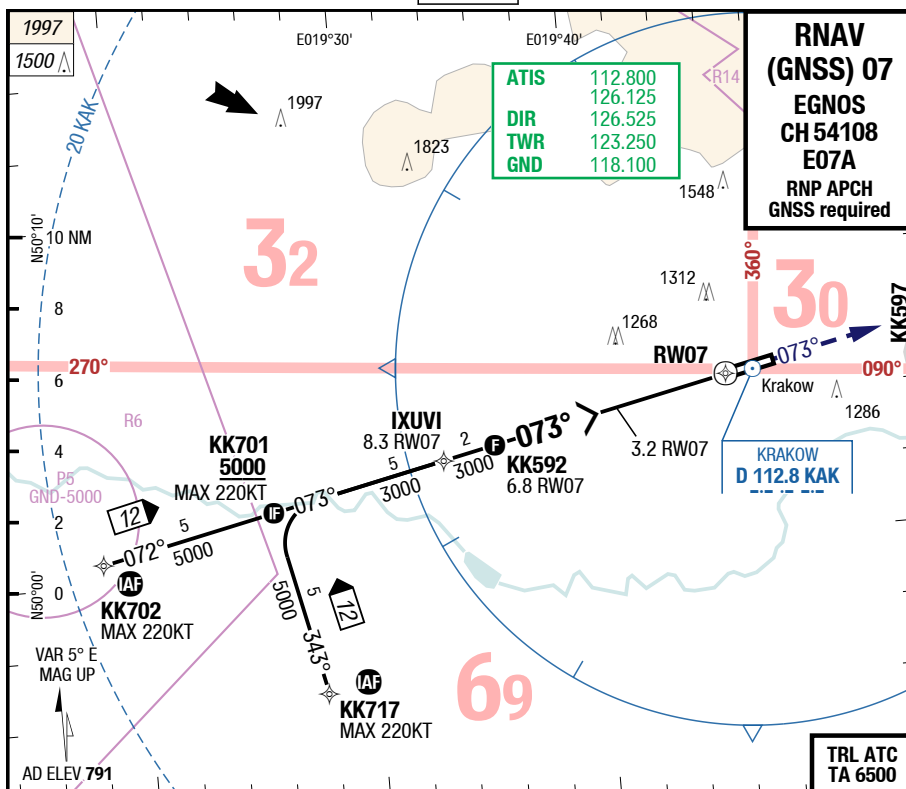
7-10

ILS or LOC 25

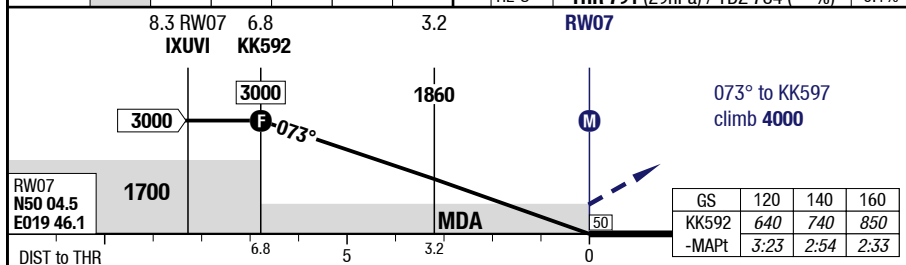
Changes: FREQ

7-30

RNAV (GNSS) 07



3.00° RW07		6.8	6	5	4	3	
		3000	2760	2440	2120	1800	



07		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2,3)	RNAV GNSS LNAV	RNAV GNSS LNAV wo 3.2 RW07	Circling N of AD only HJ only
C	ft - m/km ft	250 - 800 1050	460 - 1.7 1250	680 - 2.4 1470	850 - 2.4 1640	940 - 2.4V 1730
D	ft - m/km ft	250 - 800 1050	460 - 1.7 1250	680 - 2.4 1470	850 - 2.4 1640	1160 - 3.6V 1950

1) With EVS 550m

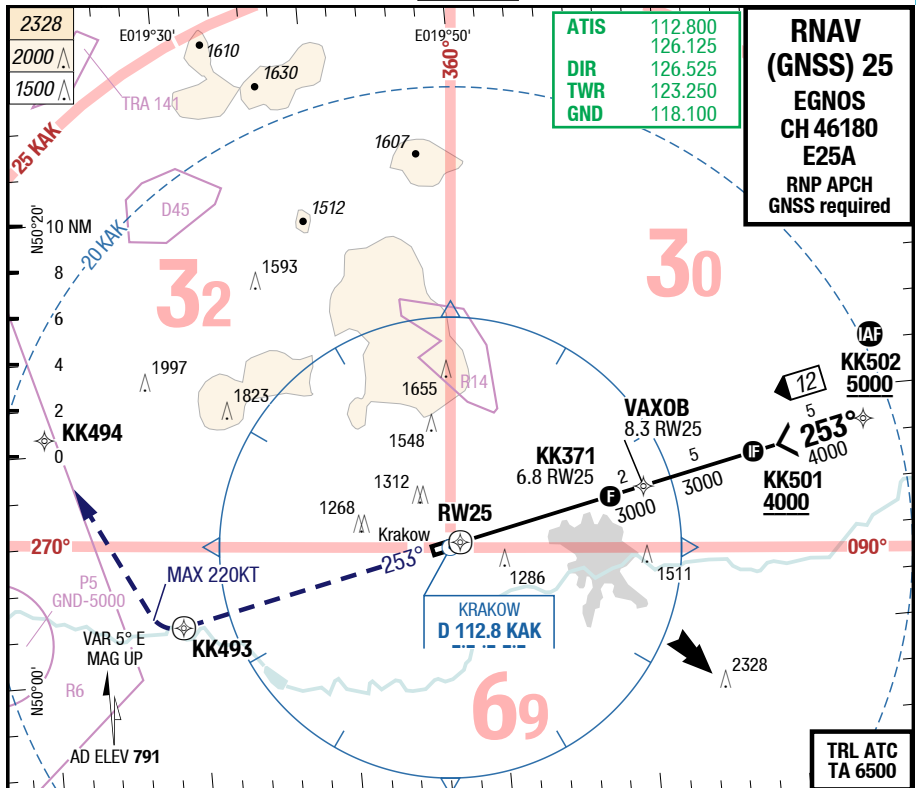
3) Uncompensated BARO VNAV NA below -20°C (-4°F)

Changes: FREQ

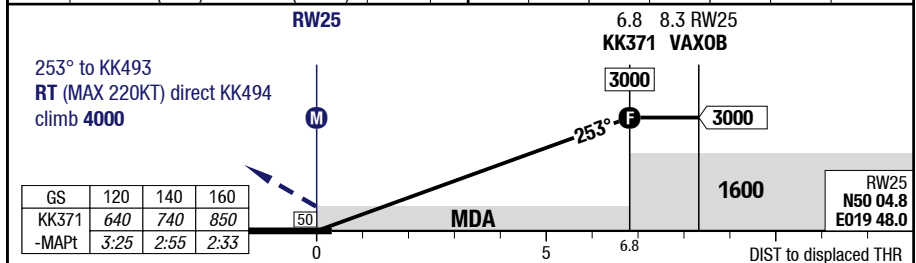
KRK-EPKK

7-40

RNAV (GNSS) 25



60 HL	30 HL	60 x 2312	237	25	2	3	4	5	6	6.8	3.00°
+0.1%	TDZ 781 (---%)	THR 779 (28hPa)	HL-P2F		1470	1790	2110	2430	2740	3000	RW25

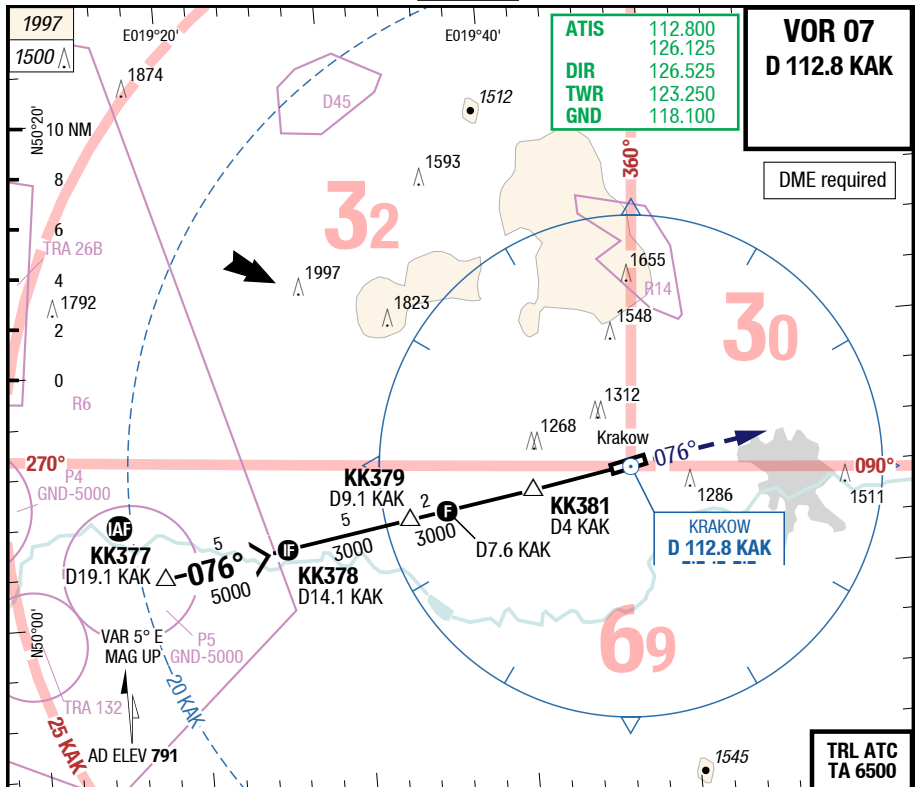


25		RNAV GNSS LPV	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV		Circling N of AD only HJ only
C	ft - m/km ft	220 - 550 1000	350 - 900 1130	500 - 1.5 1280		940 - 2.4V 1730
D	ft - m/km ft	230 - 550 1010	360 - 900 1140	500 - 1.5 1280		1160 - 3.6V 1950

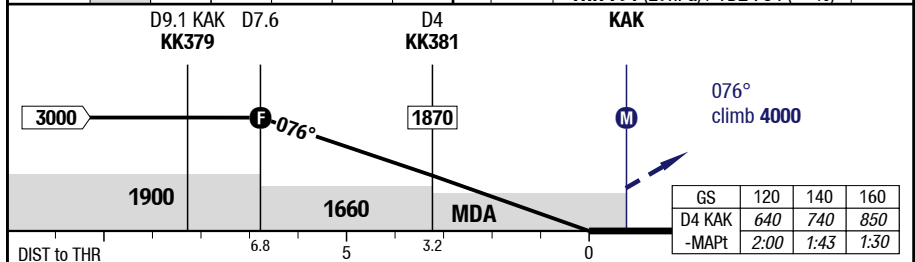
1) Uncompensated BARO VNAV NA below -20°C (-4°F)

2) With EVS 600m

Changes: FREQ

KRK-EPKK**7-50****VOR 07**

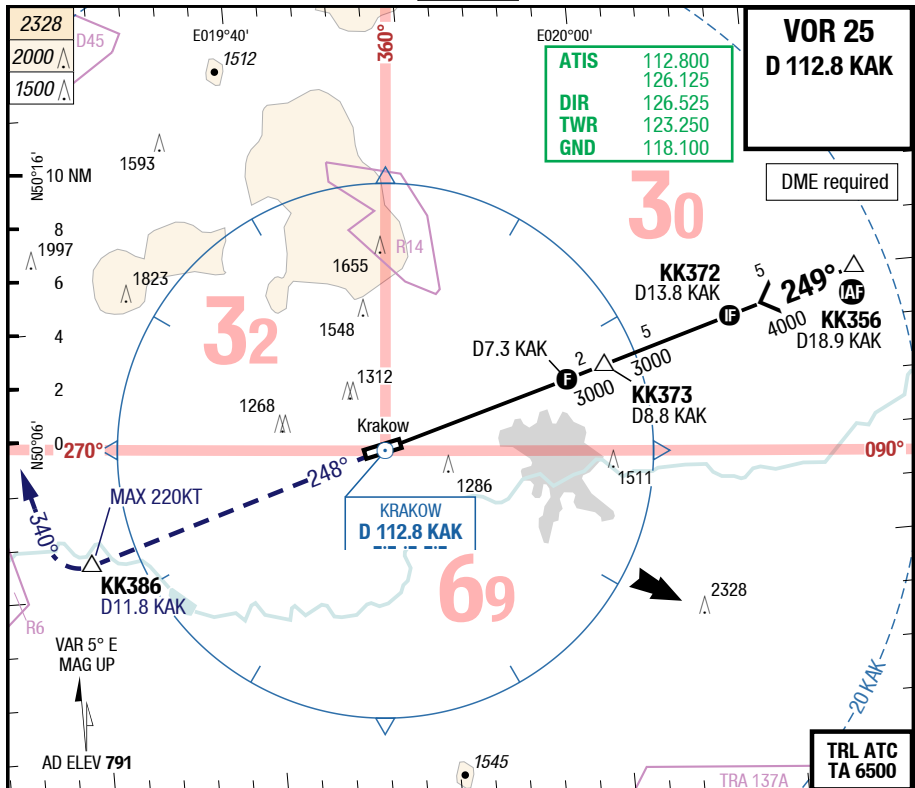
3.00°		7.6	7	6	5	3		83.0°	60 HL	
D KAK							07	2550 x 60	30 HL	
076°							HL-S	420		
RWY 073°		3000	2830	2510	2190	1550		THR 791 (29hPa) / TDZ 784 (---%)	-0.1%	



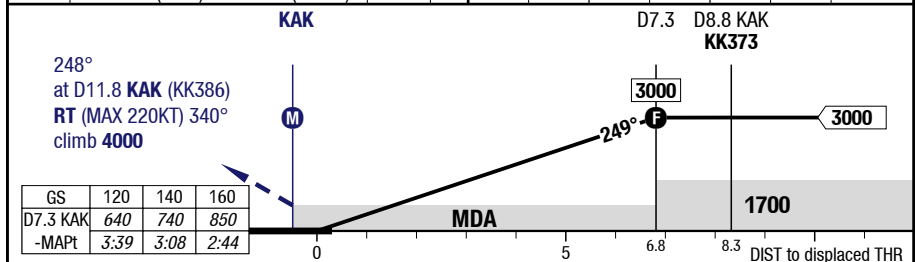
07		VOR DME	VOR DME wo D4.0 KAK			Circling N of AD only HJ only
C	ft - m/km ft	700 - 2.4 1490	870 - 2.4 1660			940 - 2.4V 1730
D	ft - m/km ft	700 - 2.4 1490	870 - 2.4 1660			1160 - 3.6V 1950

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7-60

VOR 25

60 HL	2	3	4	5	6	7.3	3.00°
30 HL	1310	1630	1950	2270	2590	3000	D KAK
+0.1% TDZ 781 (---%) / THR 779 (28hPa) HL-P2F							249°
							RWY 253°



25	VOR DME						Circling N of AD only HJ only
C	ft - m/km ft	510 - 1.6 1290					940 - 2.4V 1730
D	ft - m/km ft	510 - 1.6 1290					1160 - 3.6V 1950

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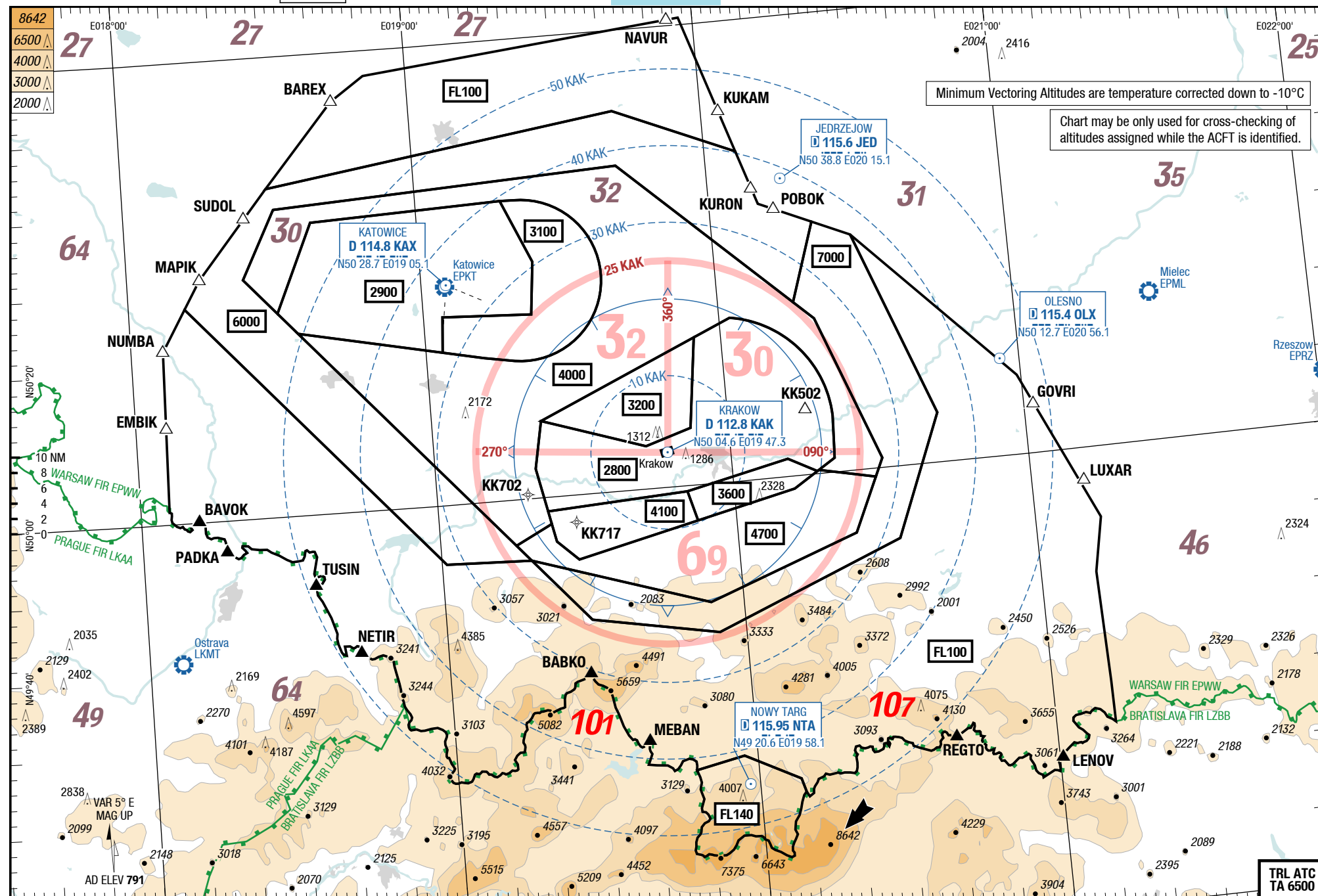
NIL
MRC

MRC

MRC

Balice **Krakow** Poland

NIL
MRC



Changes: WPT

TRL ATC
TA 6500

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