

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 7; CAT 10 O/R.**PCN:** RWY 10/28: 56/F/B/W/T.**Operation****Preferential RWY**

LDG: RWY 28 (0500-2100‡)

TKOF: RWY 28 (H24)

**TWY Restriction**

TWY L width 7m / 23ft.

TWY Y width 8m / 26ft.

TWY N1, N2, T width 15m / 49ft.

TWY F and W width 18m / 59ft.

TWY H1, H2, R and D2 between TWYs B and S MAX wingspan 52m / 171ft.

TWY F MAX wingspan 36m / 118ft, for Code C ACFT follow-me mandatory.

TWY N1 MAX wingspan 36m / 118ft.

TWY N2 and W MAX wingspan 24m / 79ft.

TWY T and Y MAX wingspan 15m / 49ft.

**Taxi**

Follow-me mandatory after sunset on APN 3 for ACFT not based at EPP0 AD.

**Engine Run-up:** ENG test between 2100-0500‡ prohibited.**Noise Abatement Procedure**

Use of engine powered GPU is prohibited all day and night on all stands.

**Warnings**

TWY D2 (between RWY 10 HLDG PSN and RWY edge and from INT with TWY S on a stretch of around 300m / 984ft) and TWY S in the middle segment are not visible from TWR.

Surface uneven and damaged in the concrete RWY portion from 0 - 350m / 1148ft.

**ARRIVAL****Arrival Procedure****Noise Abatement Procedure**

2100-0500‡

- LDG: reduce the use of reverse thrust, except EMERG.
- Enter APN with MNM PWR.

**Continuous Descent Approach (CDA)**

- Arrange descent to pass 7000ft AMSL within 25NM to touchdown.
- Expect track miles INFO or base leg INFO from ATC at or above 7000ft AMSL. Do not turn on base leg until instructed.
- At or before downwind PSN maintain IAS 220KT or MNM clean speed, whichever is greater.

**Warnings**

Do not mistake Poznan Military AD 7.4NM SE.

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

RWY		10/28	
All ACFT	ft - m/km	0 - 550R/800V	-

**Departure Procedure**

Stand 2-20: PWR-back approved up to MAX wingspan 36m / 118ft, otherwise push-back.

After TKOF contact APP as soon as possible unless otherwise instructed.

**Noise Abatement Procedure**

Use ACFT specific NAP if AVBL. Otherwise it is recommended to use ICAO Standard NADP 1.

2100-0500±:

- RWY 28: track extended RWY CL until 1.5NM from RWY 10 THR, then execute turn as per ATC CLR.
- RWY 10: it is recommended not to perform TKOFs from RWY 10.

**Minimum Runway Occupancy Time (MROT)**

Ensure standard MROT procedures

**ATC Slot, Clearance**

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

- Call sign
- Stand
- Destination AD
- Planned cruising LVL (if other than in FPL)
- Any changes to FPL

CLRs are not issued earlier than 30min before EOBT/CTOT.

**De-icing**

De-icing of ACFT with wingspan up to 36m / 118ft carried out on stands 40 and 40A.

De-icing of ACFT with wingspan above 36m / 118ft carried out on the ASPH part of APN 1.

It is advised to switch off ENG during de-icing.

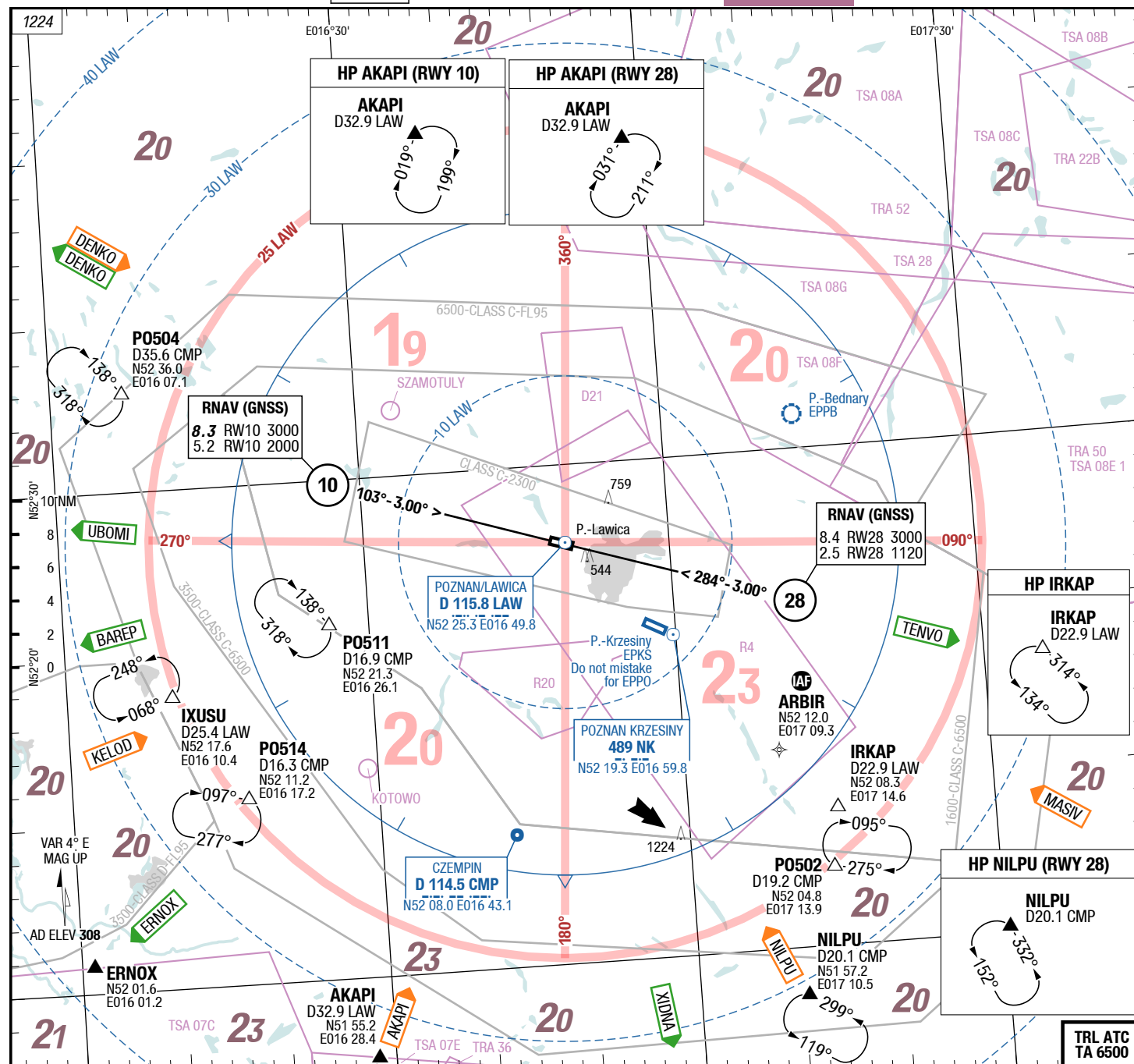
Taxiing and positioning for de-icing with marshaller only.

**POZ-EPP0**

**AFC**

**AFC**

2-10



ATIS	124.700	AWOS
APP	127.225	
	129.025	
TWR	119.975	
DLV	121.800	0430-2030±

**Landing RWY system:**

10 HL-S 420 83.0° 2504 x 50 60 HL 15 HL  
THR 308 (11hPa) / TDZ 306 (---%) -0.2%

60 HL 3.0°8  
15 HL 50 x 2504 28  
+0.2% TDZ 300 (---%) / THR 288 (10hPa) HL-P1F

Changes: APL

Effective 21-JUN-2018

14-JUN-2018

POZ-EPP0

3-20

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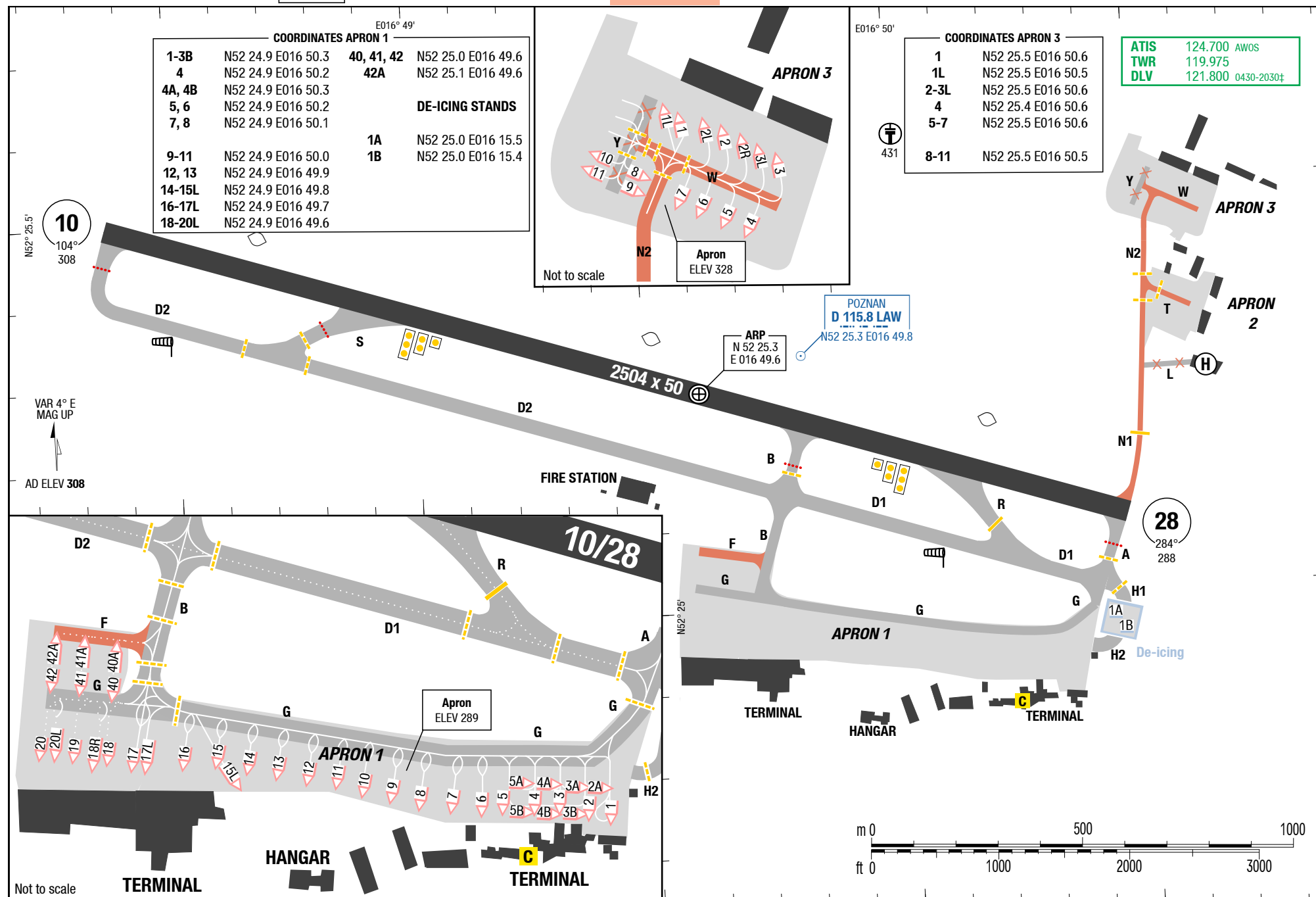
AGC

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Lawica Poznan Poland

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Changes: HLDG POS, COORD

**POZ-EPP0**

## SIDs RWY 28

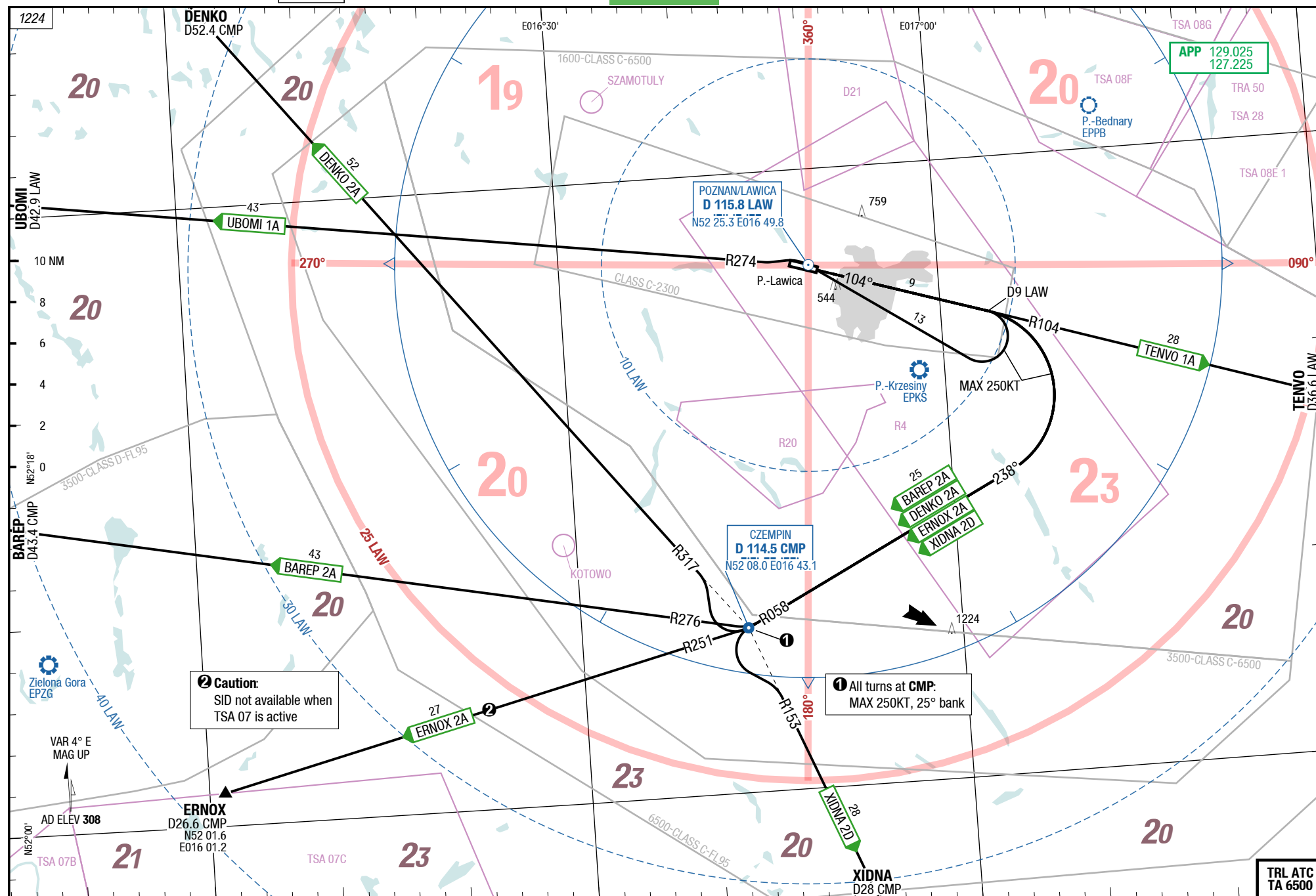
## SIDs RWY 10

SID

SID

## SIDs RWY 28

## SIDs RWY 10



Changes: ASP, OBST, SUAs

TRL ATC  
TA 6500

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19-APR-2018  
POZ-EPP0

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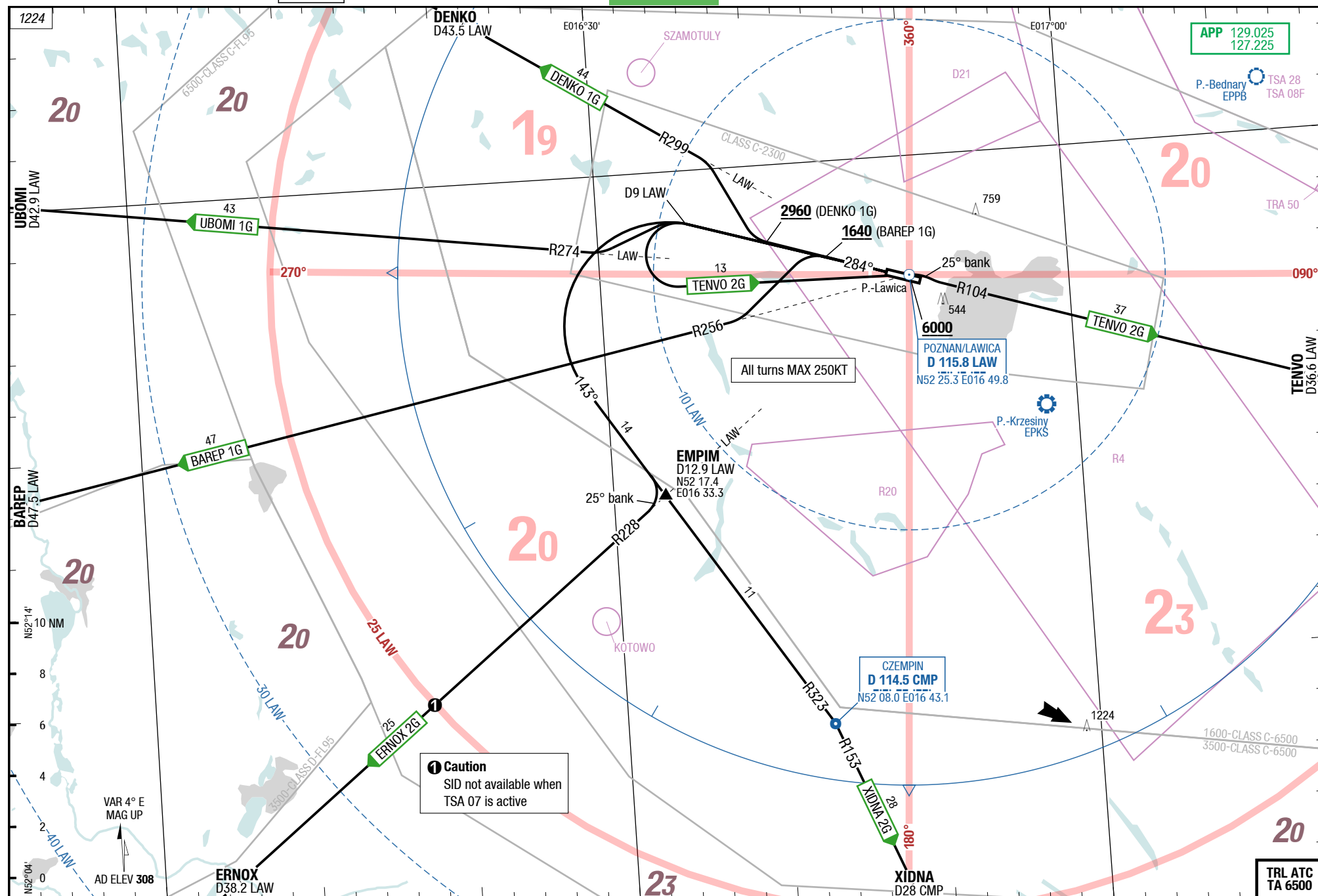
4-20

SIDs RWY 28

SID

SID

SIDs RWY 28



Changes: ASP, SUAs, OBST

**BAREP 2A / DENKO 2A / ERNOX 2A / TENVO 1A / UBOMI 1A / XIDNA 2D**  
RWY 10 (104°)

**After take-off, contact Poznan APP**

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.9%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>BAREP 2A</b> 6.9% to FL110 <b>129.025</b> ①	at D9 <b>LAW RT</b> (MAX 250KT) intercept R058 <b>CMP to CMP - RT</b> (MAX 250KT, 25° bank) intercept R276 <b>CMP</b> to BAREP	
<b>DENKO 2A</b> 6.9% to FL110 <b>129.025</b> ①	at D9 <b>LAW RT</b> (MAX 250KT) intercept R058 <b>CMP to CMP - RT</b> (MAX 250KT, 25° bank) intercept R317 <b>CMP</b> to DENKO	
<b>ERNOX 2A</b> 6.9% to FL110 <b>129.025</b> ①②	at D9 <b>LAW RT</b> (MAX 250KT) intercept R058 <b>CMP to CMP - RT</b> (MAX 250KT, 25° bank) intercept R251 <b>CMP</b> to ERNOX	
<b>TENVO 1A</b> 6.0% to FL100 <b>129.025</b> ①	intercept R104 <b>LAW</b> to TENVO	
<b>UBOMI 1A</b> 5.0% to LAW <b>129.025</b> ①	at D9 <b>LAW RT</b> (MAX 250KT) direct <b>LAW</b> - R274 <b>LAW</b> to UBOMI	
<b>XIDNA 2D</b> 6.9% to FL110 <b>129.025</b> ①	at D9 <b>LAW RT</b> (MAX 250KT) intercept R058 <b>CMP to CMP - LT</b> (MAX 250KT, 25° bank) intercept R153 <b>CMP</b> to XIDNA	

- ① If unable request non-standard departure from ATC before start-up.  
② SID not available when TSA 07 is active.

## POZ-EPP0

5-20

## SIDs RWY 28

SIDPT

**BAREP 1G / DENKO 1G / ERNOX 2G / TENVO 2G / UBOMI 1G / XIDNA 2G**

RWY 28 (284°)

**After take-off, contact Poznan APP**

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.3%	ft/MIN	800	1000	1200	1400	1600	1800
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
6.8%	ft/MIN	900	1100	1300	1500	1700	1900
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28</b>	
<b>BAREP 1G</b> 6.3% to FL100 <b>129.025</b> ①	at MNM <b>1640 LT</b> (MAX 250KT) - intercept R256 <b>LAW</b> to BAREP	
<b>DENKO 1G</b> 7.0% to FL140 <b>129.025</b> ②	at MNM <b>2960 RT</b> (MAX 250KT) - intercept R299 <b>LAW</b> to DENKO	
<b>ERNOX 2G</b> 6.8% to FL110 <b>129.025</b> ①③	at D9 <b>LAW LT</b> (MAX 250KT) - intercept R323 <b>CMP</b> - at EMPIM <b>RT</b> (MAX 250KT, 25° bank) intercept R228 <b>LAW</b> to ERNOX	
<b>TENVO 2G</b> 5.0% to LAW <b>129.025</b> ①	at D9 <b>LAW LT</b> (MAX 250KT) direct <b>LAW</b> - <b>RT</b> (MAX 250KT, 25° bank) intercept R104 <b>LAW</b> to TENVO	<b>LAW MNM 6000</b>
<b>UBOMI 1G</b> 6.5% to FL100 <b>129.025</b> ①	at D9 <b>LAW LT</b> (MAX 250KT) - intercept R274 <b>LAW</b> to UBOMI	
<b>XIDNA 2G</b> 6.8% to FL110 <b>129.025</b> ②	at D9 <b>LAW LT</b> (MAX 250KT) - intercept R323 <b>CMP</b> to <b>CMP</b> - R153 <b>CMP</b> to XIDNA	

- ① Climb gradient due to airspace restrictions. If unable request non-standard departure from ATC before start-up.
- ② Climb gradient due to ATC purposes. If unable request non-standard departure from ATC before start-up.
- ③ SID not available when TSA 07 is active.



**POZ-EPP0**

STARs RWY 28

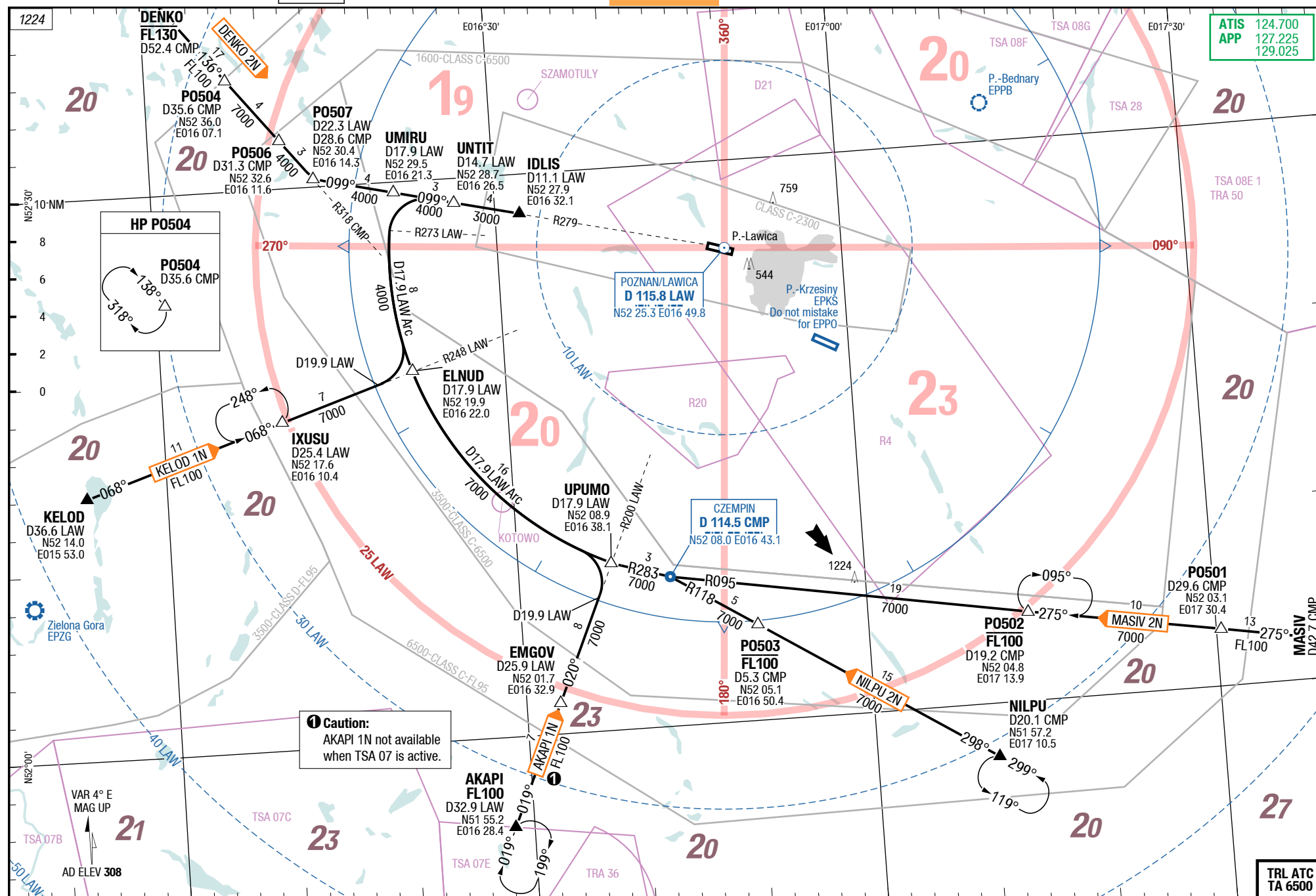
## STARs RWY 10

# STAR

# STAR

STARs RWY 28

## STARs RWY 10



Changes: ASP, SUAs, OBST

TRL ATC  
TA 6500

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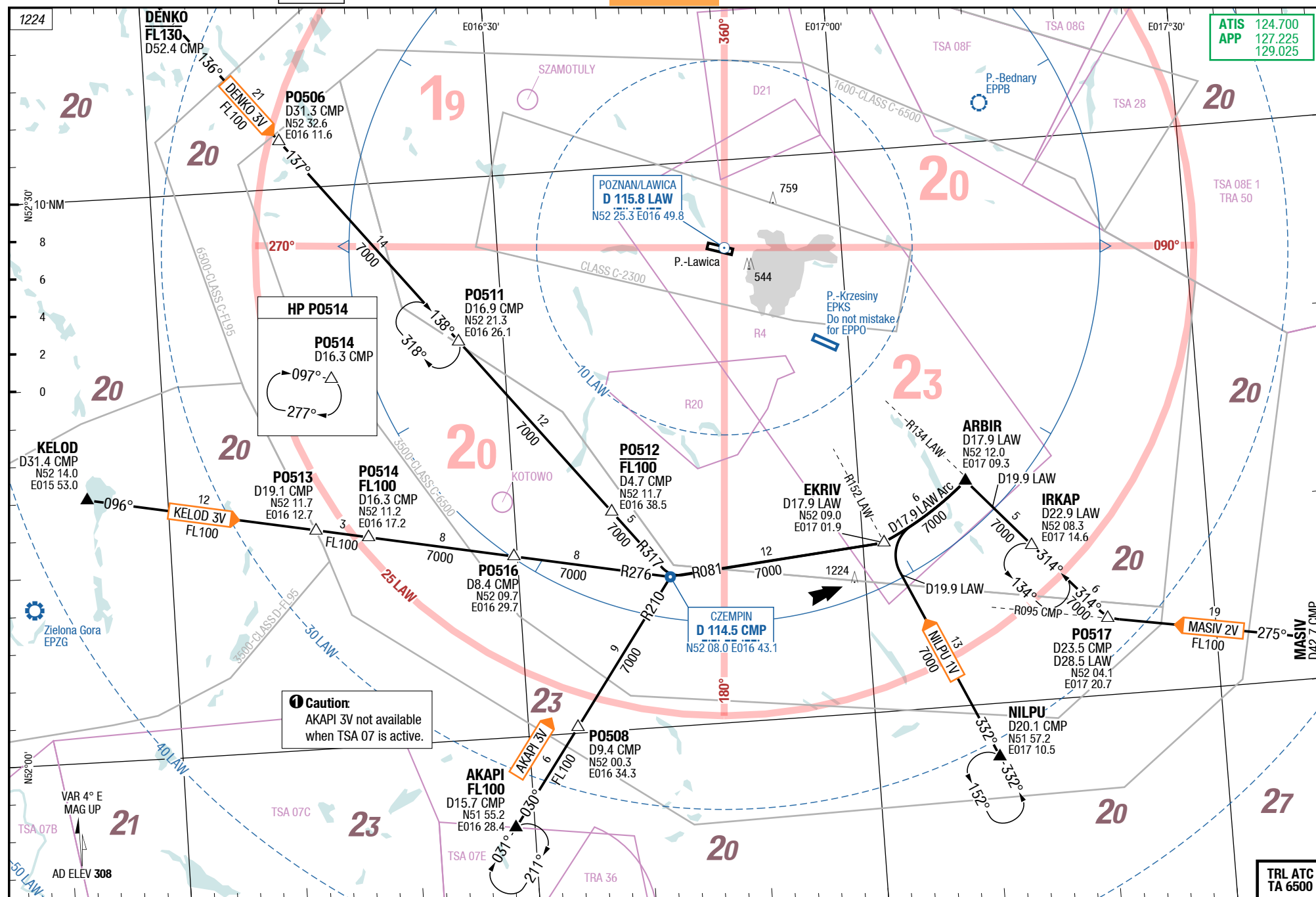
**POZ-EPP0**

## STARs RWY 28

# STAR

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## STARs RWY 28



Changes: ASP, SUAs, OBST

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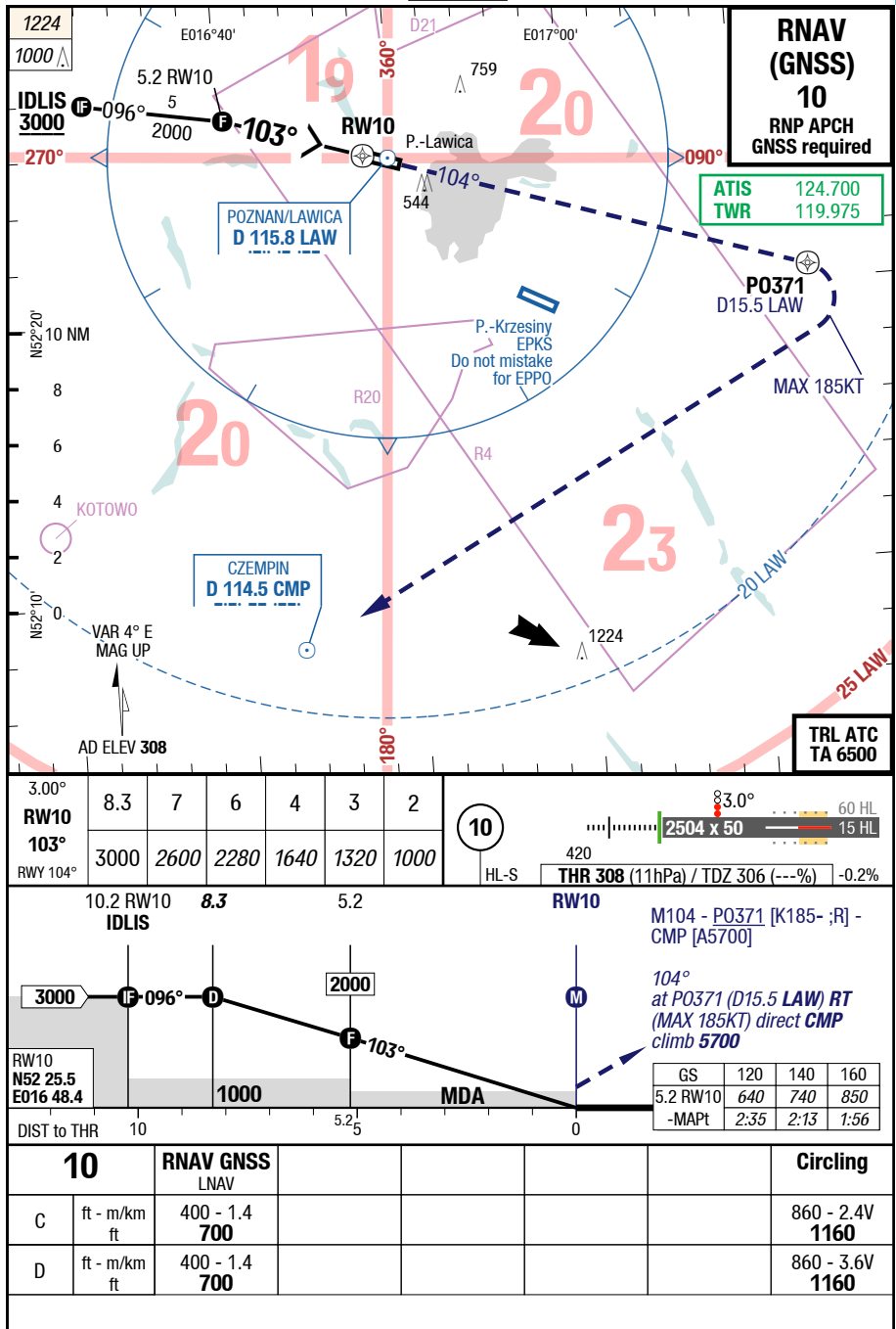
14-JUN-2018

POZ-EPP0

7-10

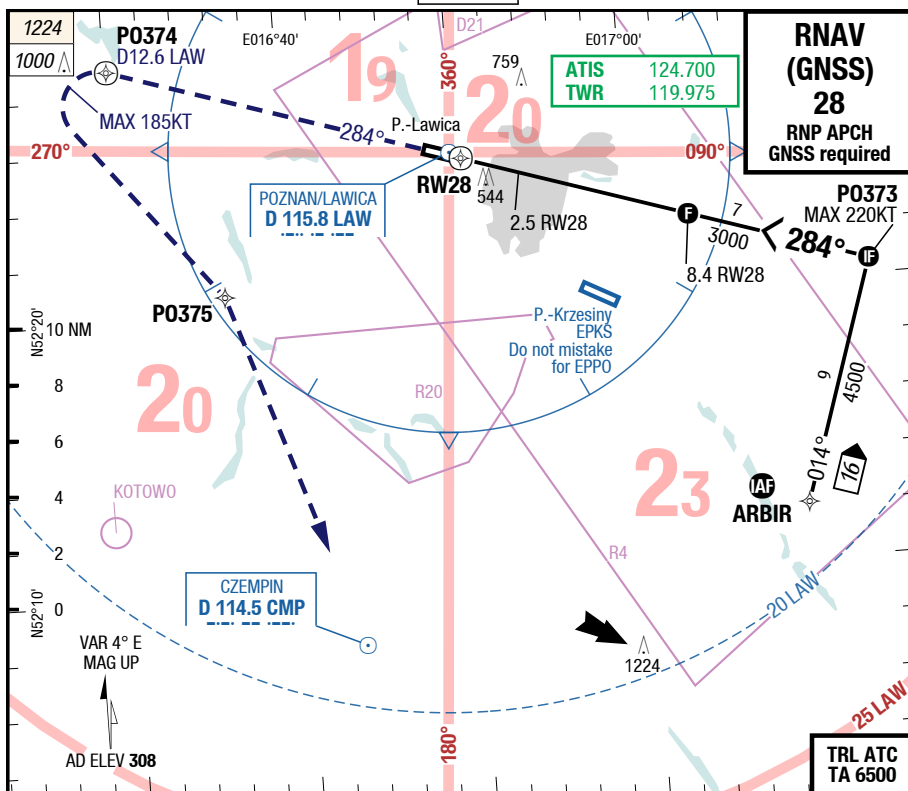
RNAV (GNSS) 10

IAC



Changes: Nil

## RNAV (GNSS) 28



28°

at P0374 (D12.6 LAW) LT  
(MAX 185KT) direct CMP  
climb 5700

GS	120	140	160
2.5 RW28	640	740	850
-MAPt	1:15	1:04	0:56

MDA 940 1000

DIST TO THR

28		RNAV GNSS LNAV	RNAV GNSS LNAV wo 2.5 RW28	Circling	
C	ft - m/km ft	460 - 1.4 760	640 - 2.2 940	860 - 2.4V 1160	
D	ft - m/km ft	460 - 1.4 760	640 - 2.2 940	860 - 3.6V 1160	

## Tempo VOR 28

