

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 personnel.

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 turboprobs may be performed only with ENG turned off.

Effective 13-SEP-2018

06-SEP-2018

KTW-EPKT

Poland Katowice Pyrzowice

AGC
AFC

Pyrzowice **Katowice** Poland

AGC
AFC

2-10

Changes: FREQ

ATIS
Krakow APP

120.230
121.075
135.400
129.255
121.805

Landing RWY system:

50 HL 15 HL 45 x 2880 320 27
3.0° -0.3% TDZ ---% 1003 / 36hPa HL-P2F

ATIS

120.230

TWR

129.255

DLV

121.805

RWY	TORA	ASDA	TODA
09	2880	3200	2880

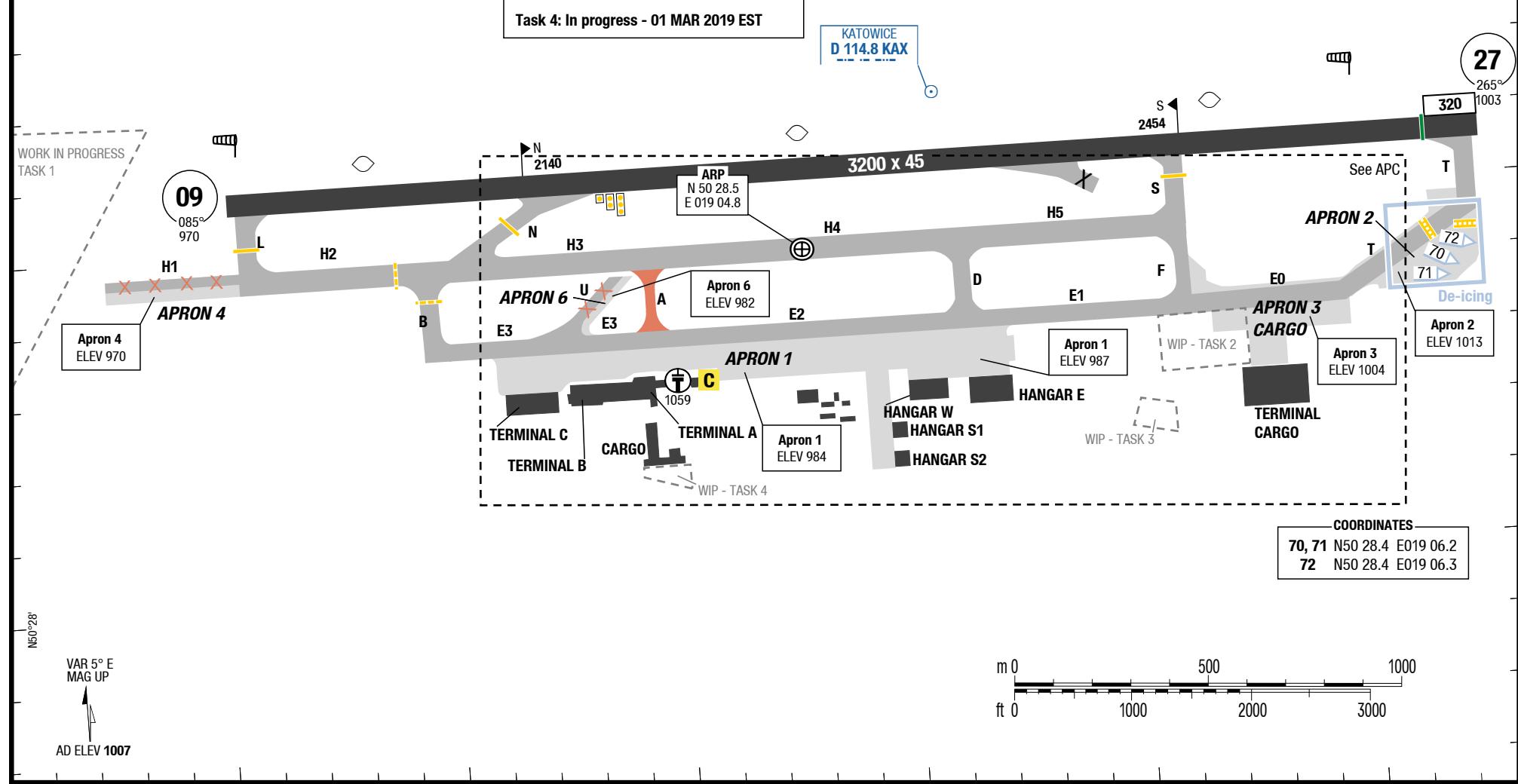
WIP: REF AIP SUP 128/17

WIP Operational Limitations:

Task 1: In progress - 30 SEP 2018 EST

- 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

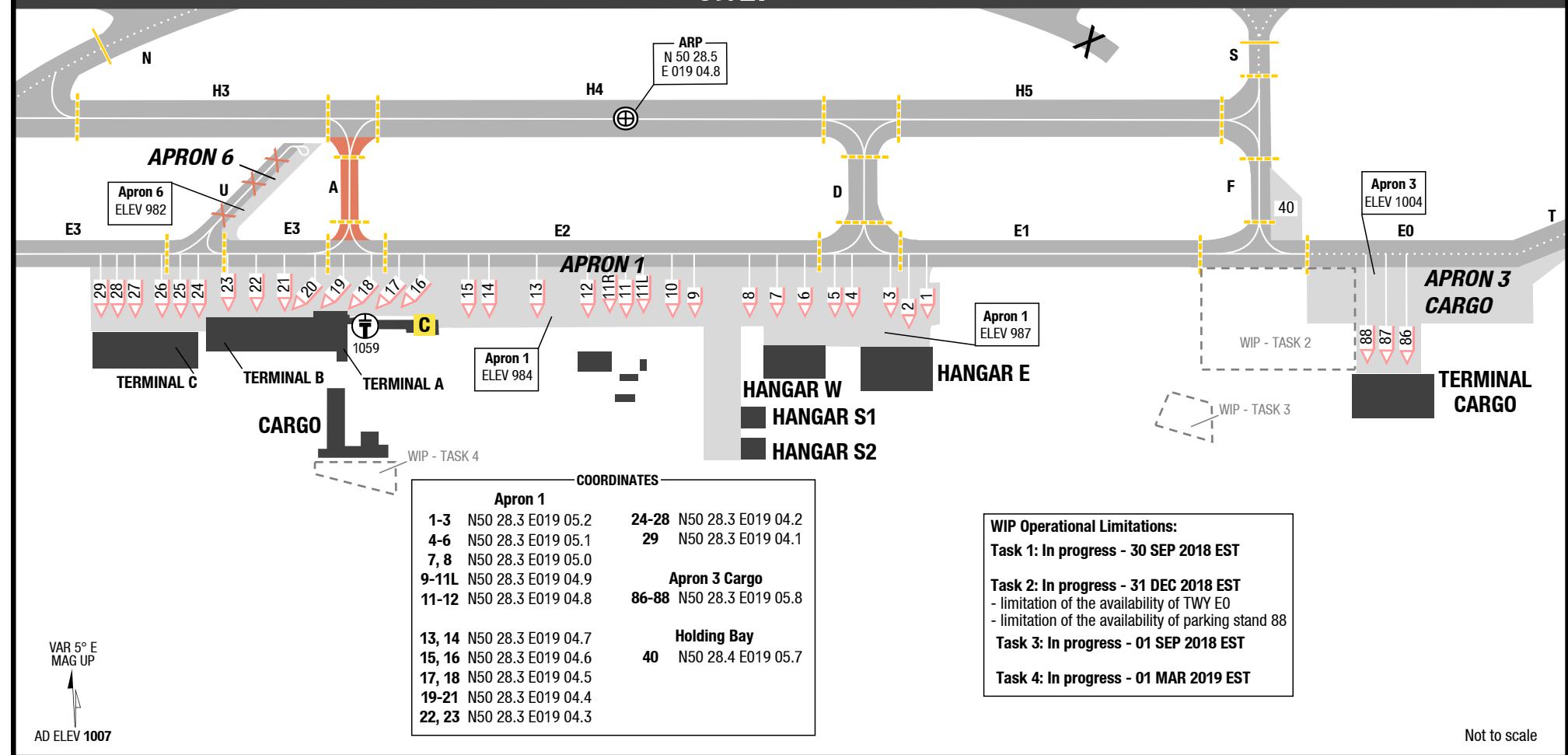
KATOWICE
D 114.8 KAX

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

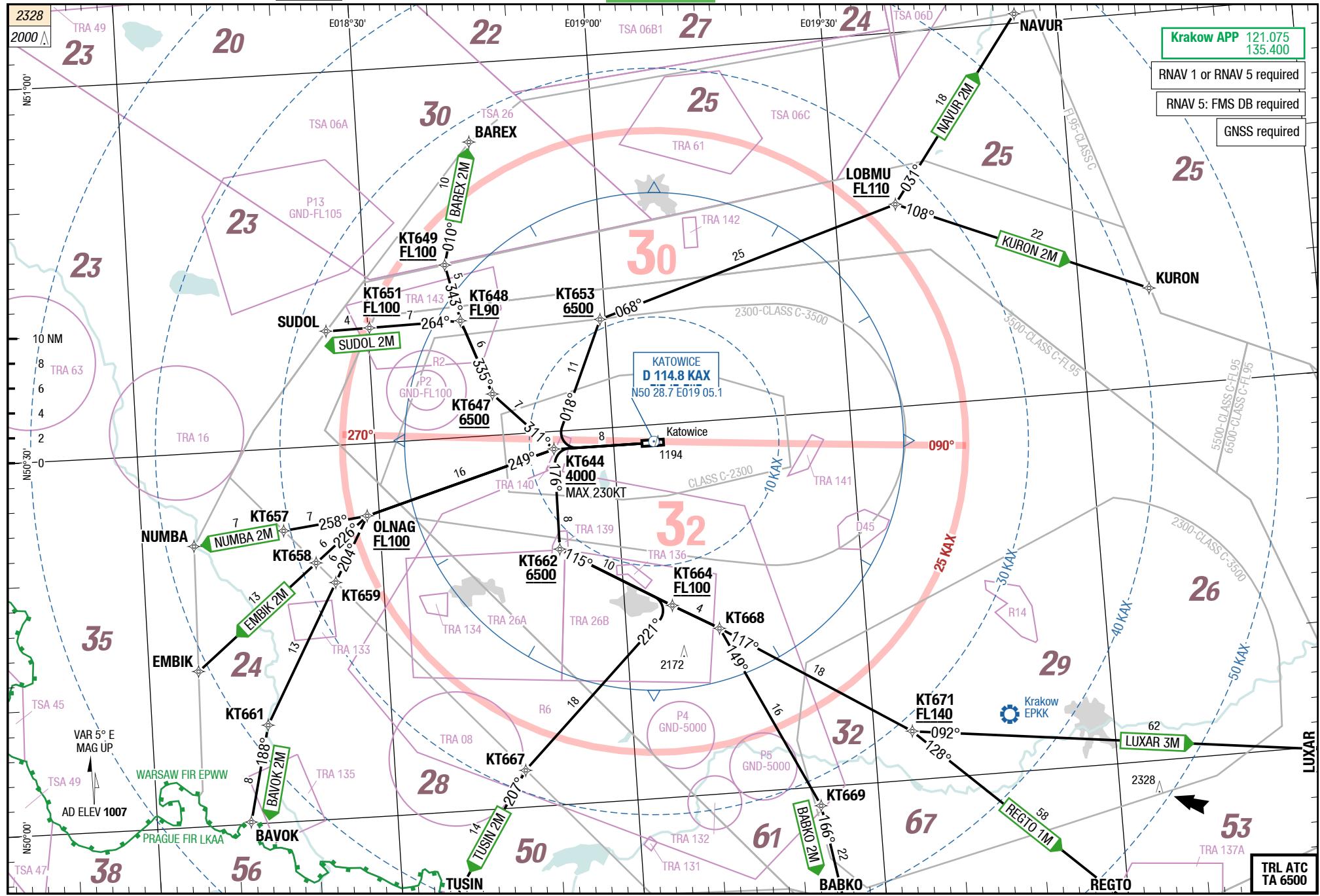
4-20

RNAV SIDs RWY 27

212

212

RNAV SIDs RWY 27



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

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

SIDPT

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

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

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

5-40

RNAV SIDs RWY 27

SIDPT

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

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KTW-EPKT

Poland Katowice Pyrzowice

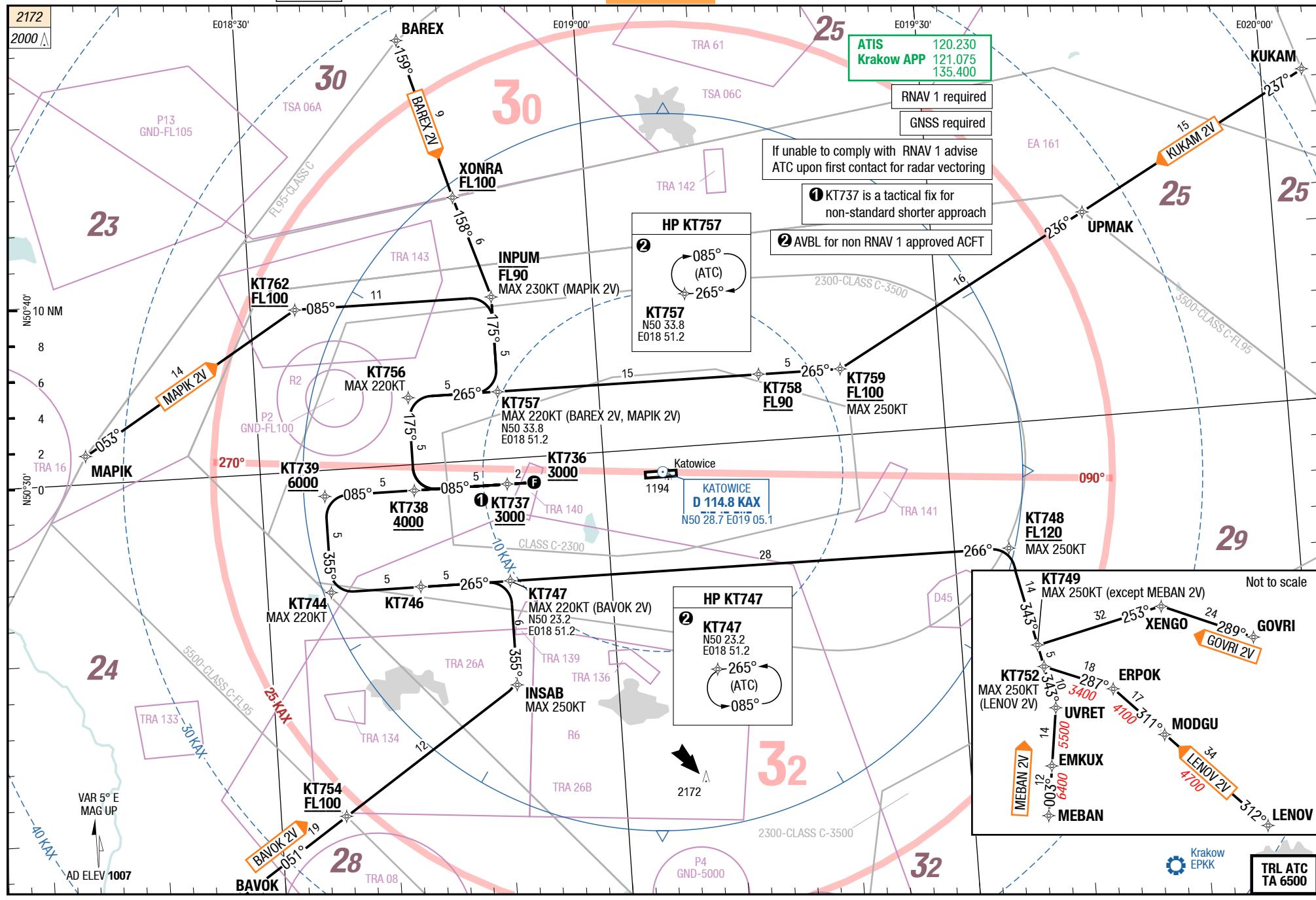
BNAV STABs RWY 27

RNAV STARS RWY 09

Pyrzowice **Katowice** Poland

RNAV STARs RWY 27

RNAV STARs RWY 09



KTW-EPKT

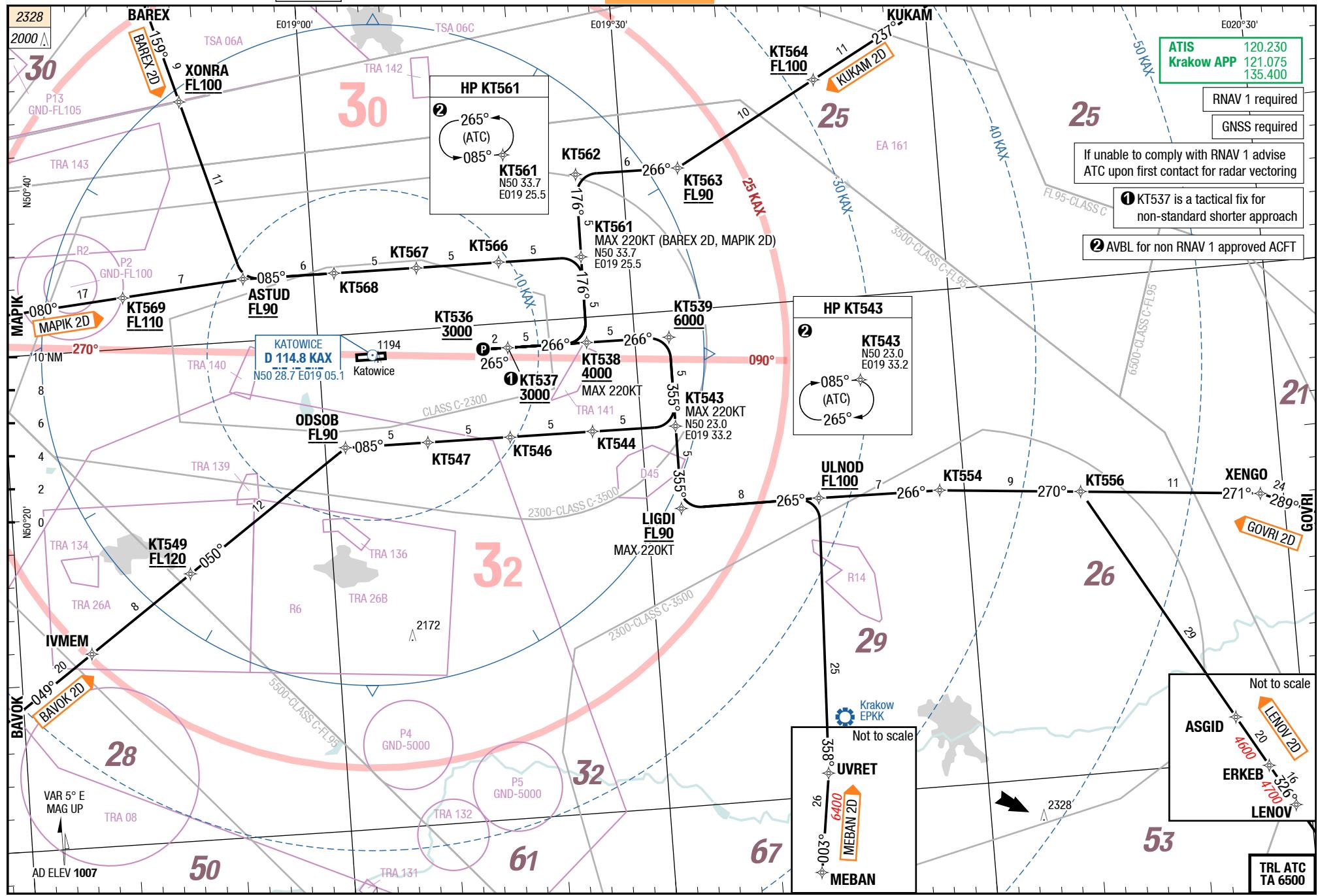
6-20

RNAV STARs RWY 27

STAR

STAR

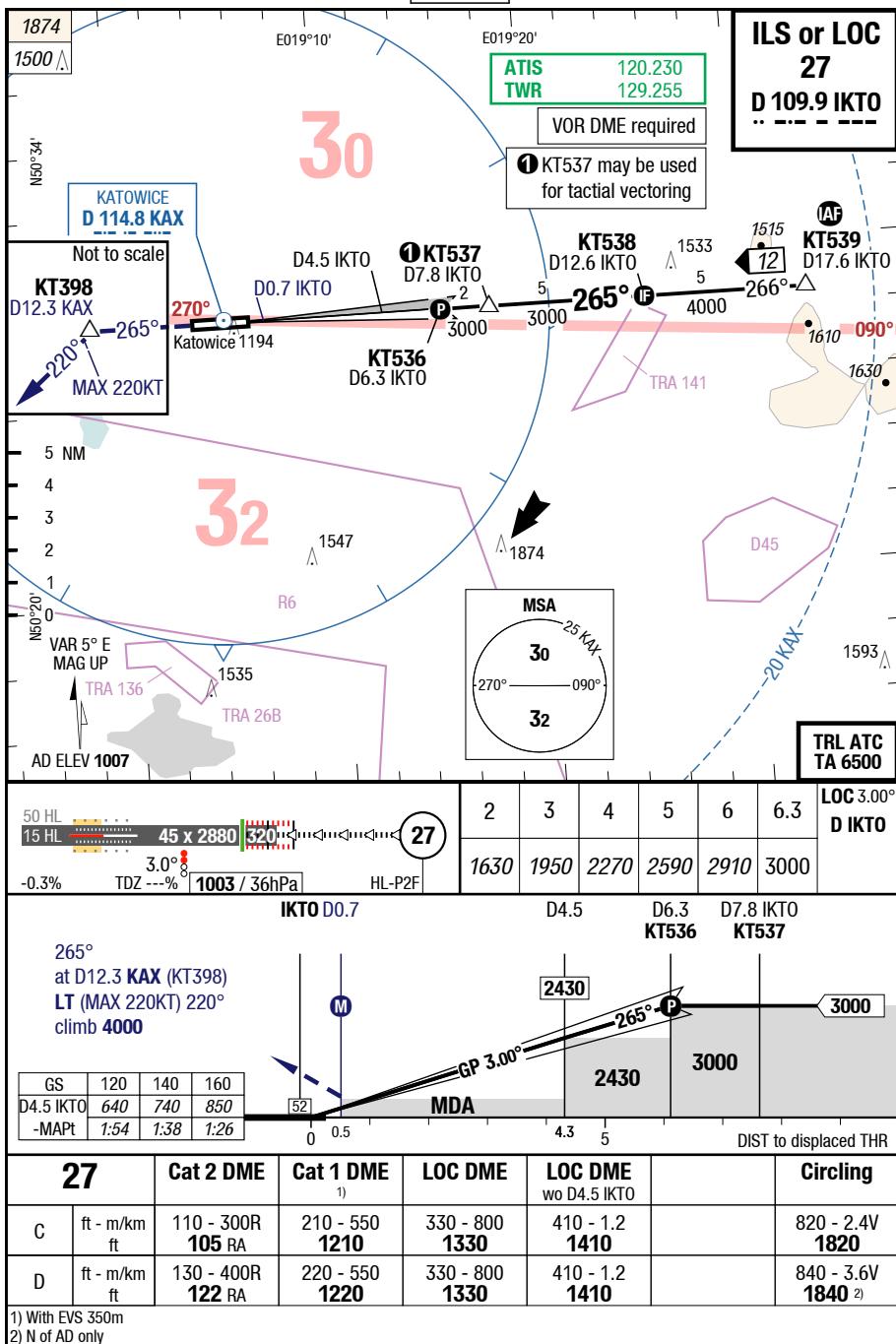
RNAV STARs RWY 27



KTW-EPKT

7-10

ILS or LOC 27

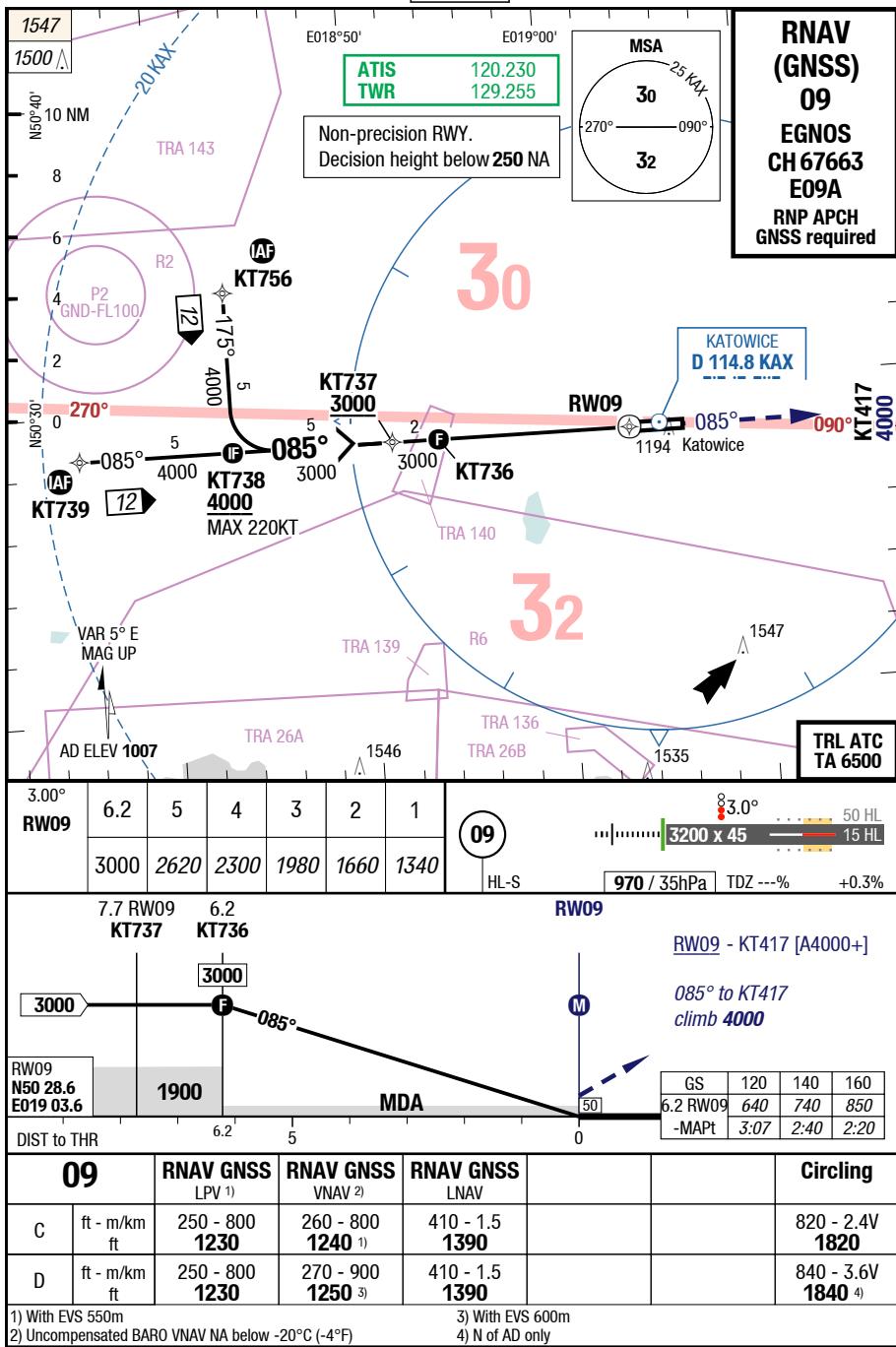


Changes: FREQ

KTW-EPKT

7-30

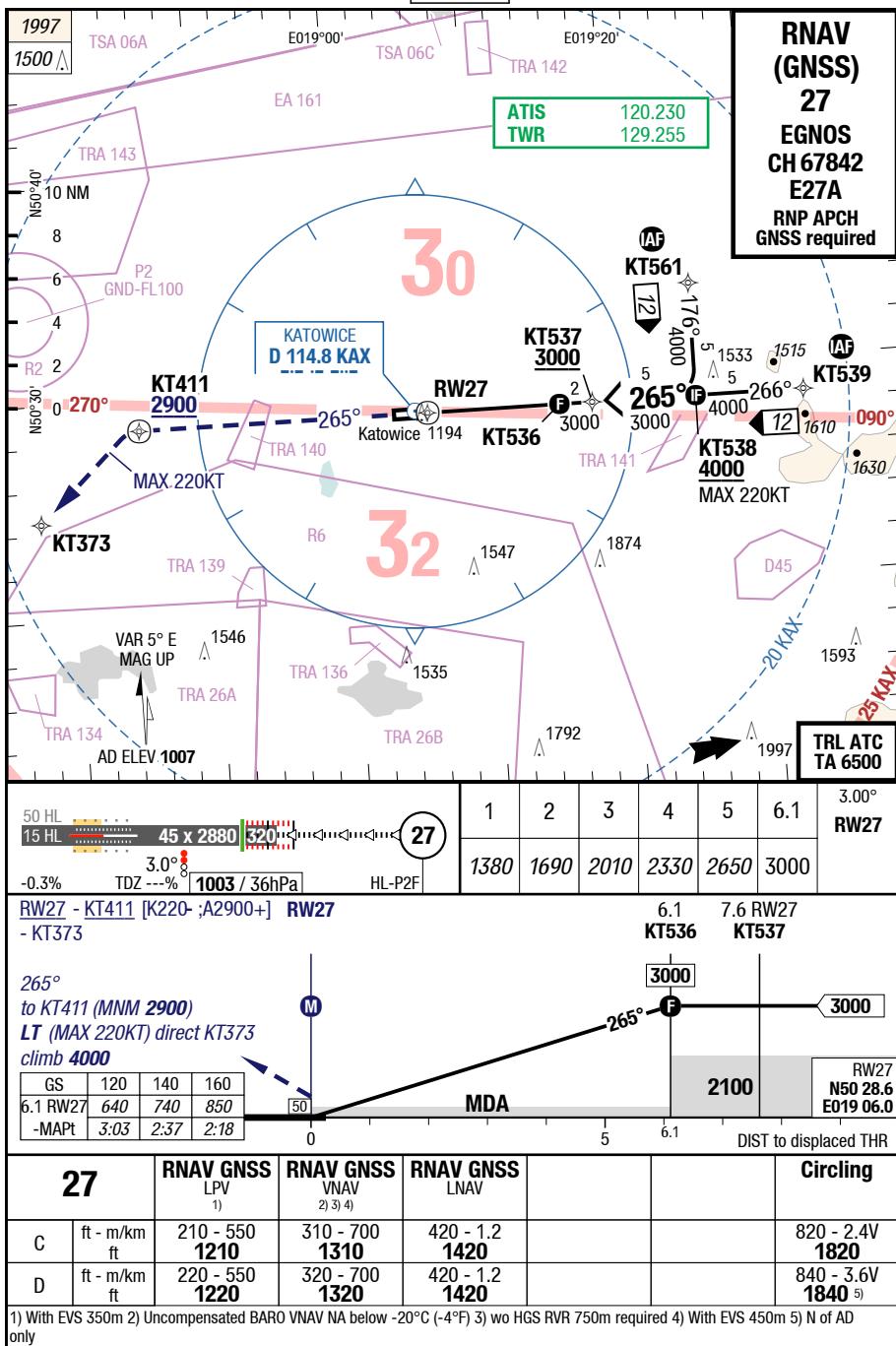
RNAV (GNSS) 09



KTW-EPKT

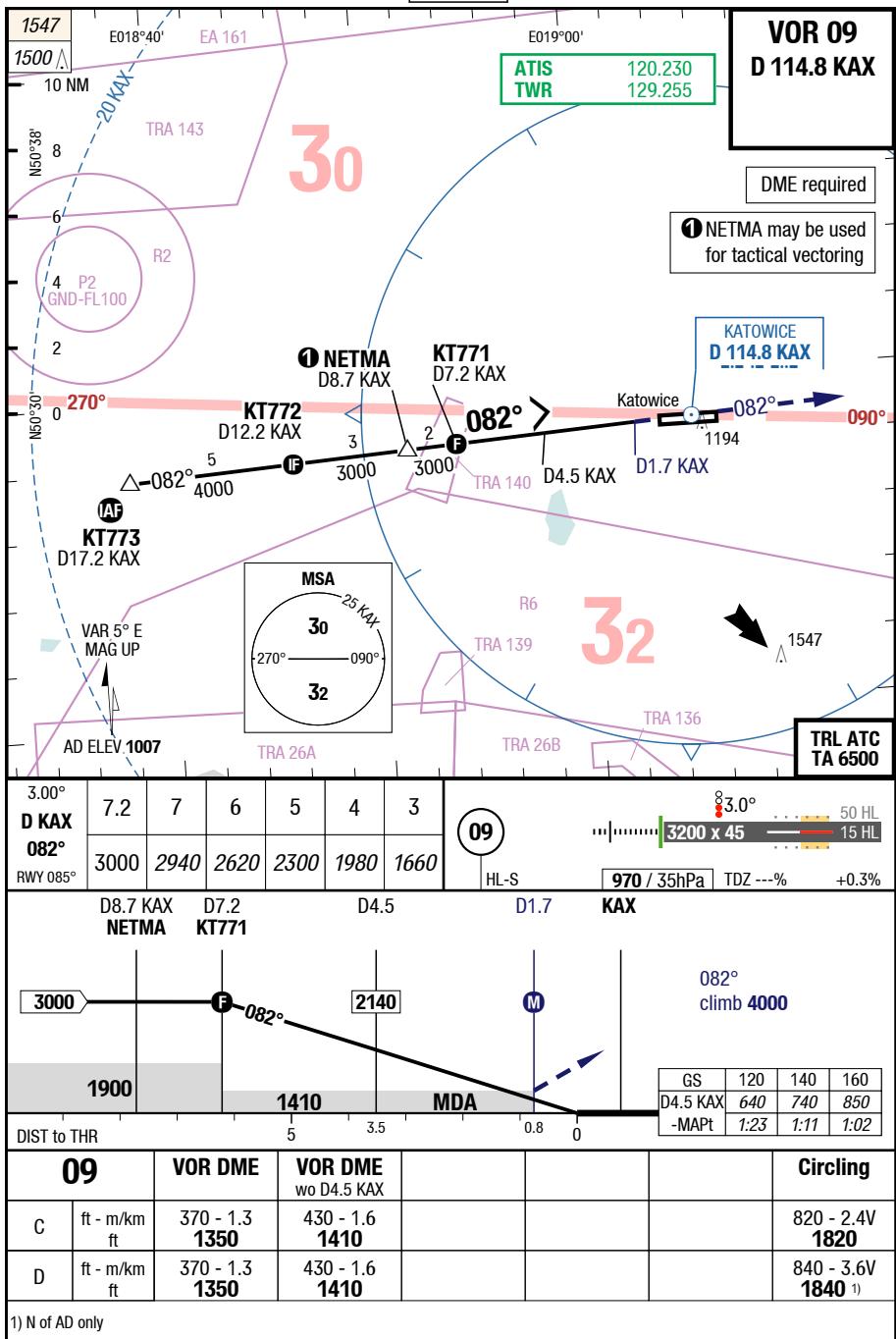
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RNAV (GNSS) 27



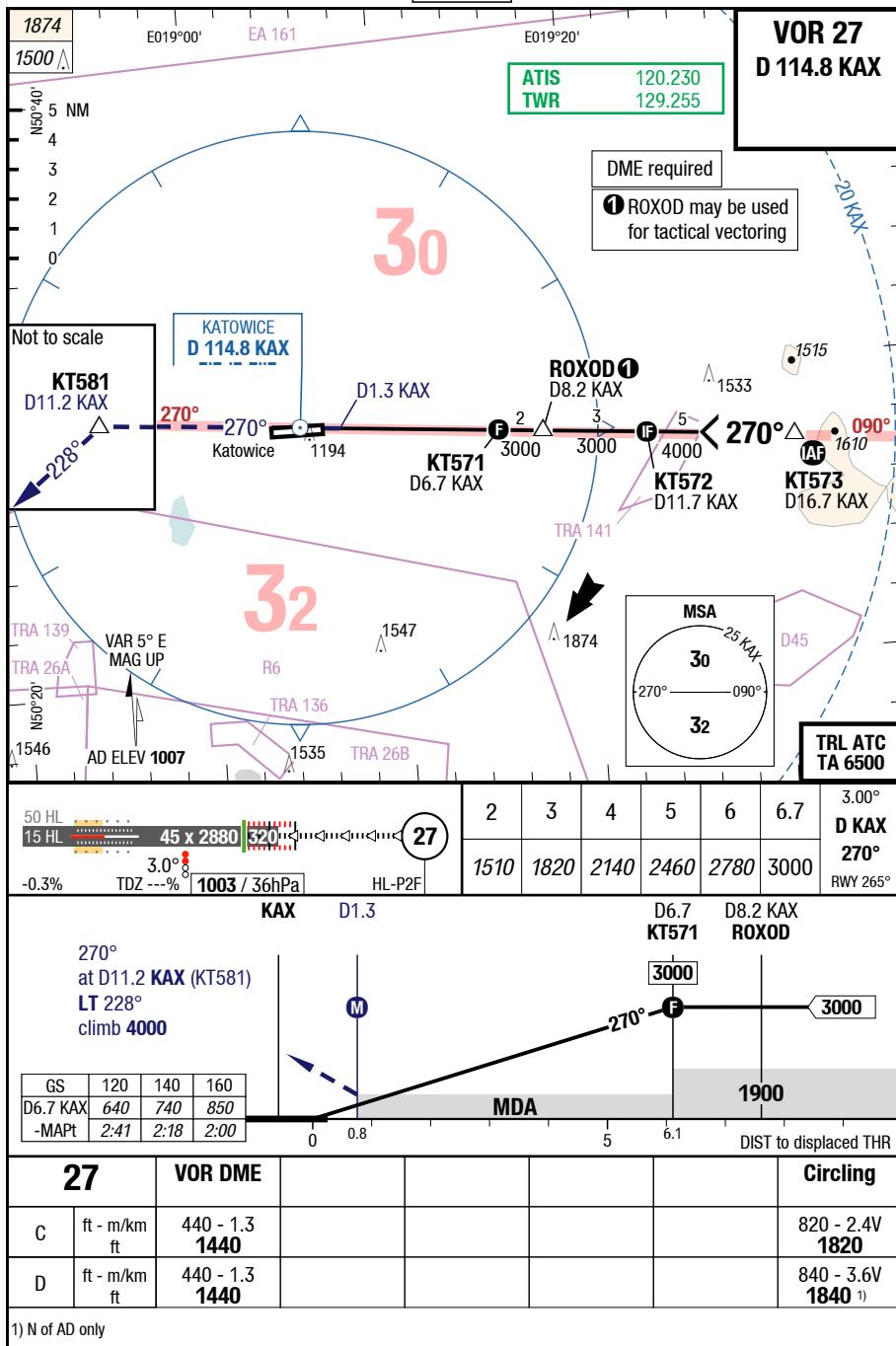
7-50

VOR 09



7-60

VOR 27



Effective 01-MAR-2018
22-FEB-2018

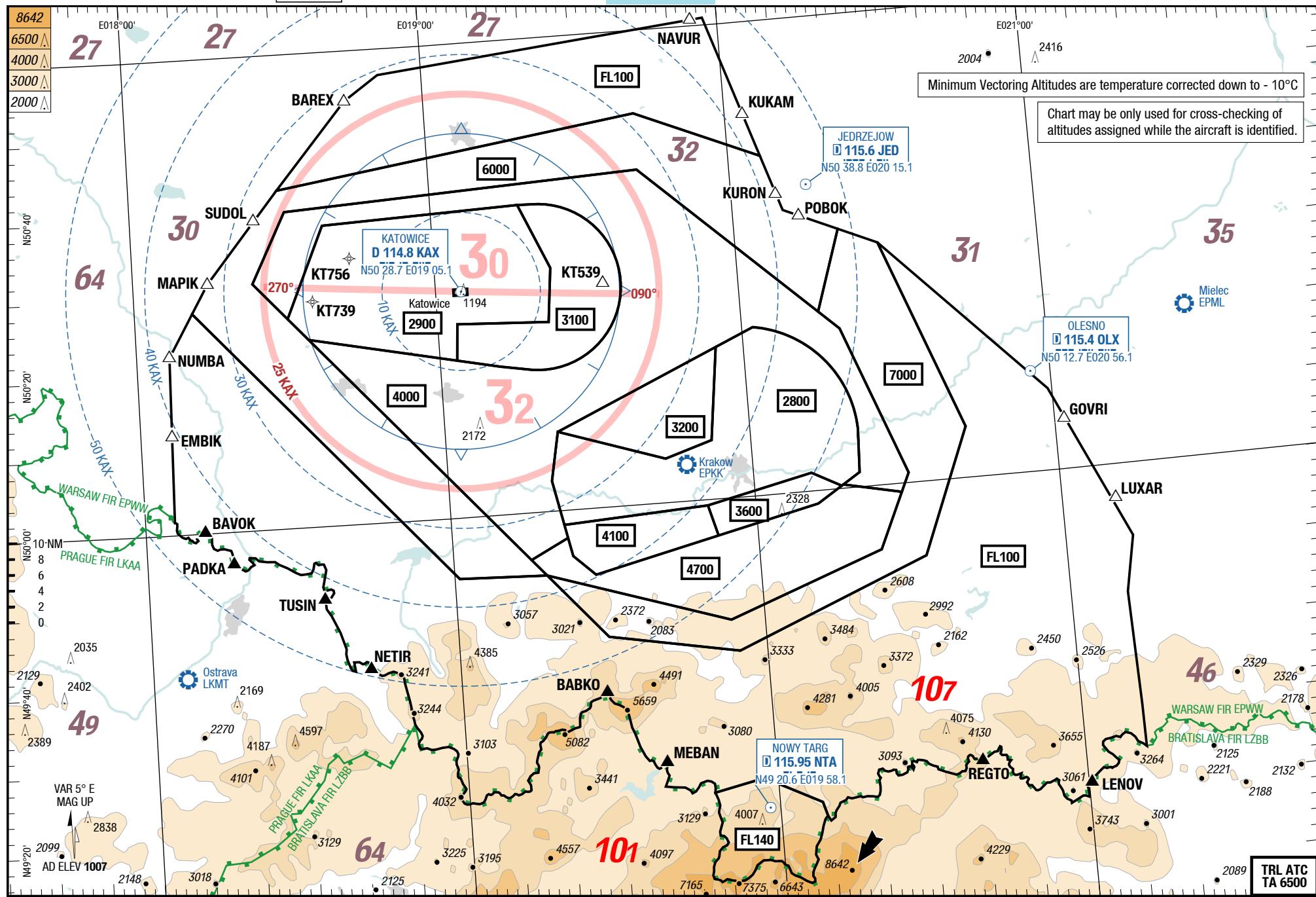
Poland Katowice Pyrzowice

MRC
MRC

Pyrzowice Katowice Poland

KTW-EPKT

8-10



Changes: WPT