
1. GENERAL

1.1. ATIS

ATIS 126.12

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Operators of ACFT conducting flight operations at Krakow shall follow noise abatement procedures adequate for the specific ACFT type for the purpose of reducing noise level in areas adjacent to the aerodrome.

Departures from RWY 07 and RWY 25 shall be, when possible, performed as follows: track the extended RWY centre line to reach 840m/2800', thereafter commence turn as per ATC clearance.

If no noise abatement procedures adequate for the ACFT type are available, it is recommended that departures from RWY 07 and RWY 25 be performed in accordance with ICAO Noise Abatement Departure Procedure 1 (NADP 1) as specified in the Appendix to Chapter 3 of ICAO Doc 8168, Vol. I, Part I, Section 7.

1.2.2. CONTINUOUS DESCENT APPROACH (CDA)

Depending on the air traffic congestion, ATC will use radar vectoring supplemented with information on miles remaining to the TDZ (distance-to-go (DTG)) for final APCH.

During radar vectoring, ACFT crews shall expect descent below FL 80 within 25 NM to touchdown.

Unless instructed otherwise, the pilots shall:

- MAX 220 KT before commencing the descent from FL 80;
- perform APCH so as the noise impact on the ground is reduced while continuous descent approach procedure is applied.

1.2.3. CONDUCTING FLIGHTS BETWEEN 2200-0600LT

Visual approaches on RWY 07 prohibited from sunset to sunrise.

TWR does not clear for visual approaches on RWY 25.

1.3. TAXI PROCEDURES

TWY E not available for ACFT.

Taxiing in/out can take place only by following a properly marked Follow-me vehicle and signals given by the marshaller.

Self-maneuvring ACFT shall move in the parking aprons with the use of minimum necessary engine power.

Lowered friction coefficient occurs during and just after rainfall on TWYs and apron.

Caution advised during taxiing.

2. DEPARTURE

2.1. DE-ICING

For location of de-icing zone refer to 10-9 charts.

Request for de-icing in the designated zone is submitted by crew to KRAKOW Tower/Ground and ground handling agent prior to be approved for push-back/power-back or taxi from stand.

Request for de-icing must be submitted by crew not later than 20 minutes before ETOT or CTOT.

Caution must be exercised during taxiing due to slight amounts of de-icing liquid remaining on the surface which may temporarily lower adhesion coefficient.

Taxiing to de-icing zone only when cleared by KRAKOW Tower/Ground. Taxiing onto de-icing zone only with assistance of Follow-me car.

During de-icing engines must be turned off and parking brakes turned on. De-icing must be assisted by marshaller.

TWY A1 is not available when de-icing is in progress.

After de-icing has been completed, crew follow instructions by KRAKOW Tower/Ground.

Since delays in fulfilling de-icing requests may occur due to limited capacity of designated de-icing zone, de-icing of ACFT is allowed on all civil apron stands.

2.2. START-UP, PUSH-BACK & TAXI PROCEDURES

Not earlier than 30 minutes before EOBT or CTOT and before getting ready for push-back or start-up, ACFT crews should contact KRAKOW Ground in order to receive en-route clearance.

Crews should provide the following information:

- ACFT call sign
- parking stand number
- cruising level (if other than in FPL)
- any changes to the flight plan

After being transferred from KRAKOW Ground to KRAKOW Tower crews are required to change frequency, omit the initial call, and monitor Tower frequency for ATC call.

Power-back procedure is prohibited while taxiing out from parking stand 9.
Engine tests are allowed only on TWY B4.

2.3. RWY OPERATIONS

2.3.1. MINIMUM RWY OCCUPANCY TIME

Whenever possible, cockpit checks and cabin readiness check should be completed before line-up and any actions requiring completion on the RWY should be minimized as much as possible.

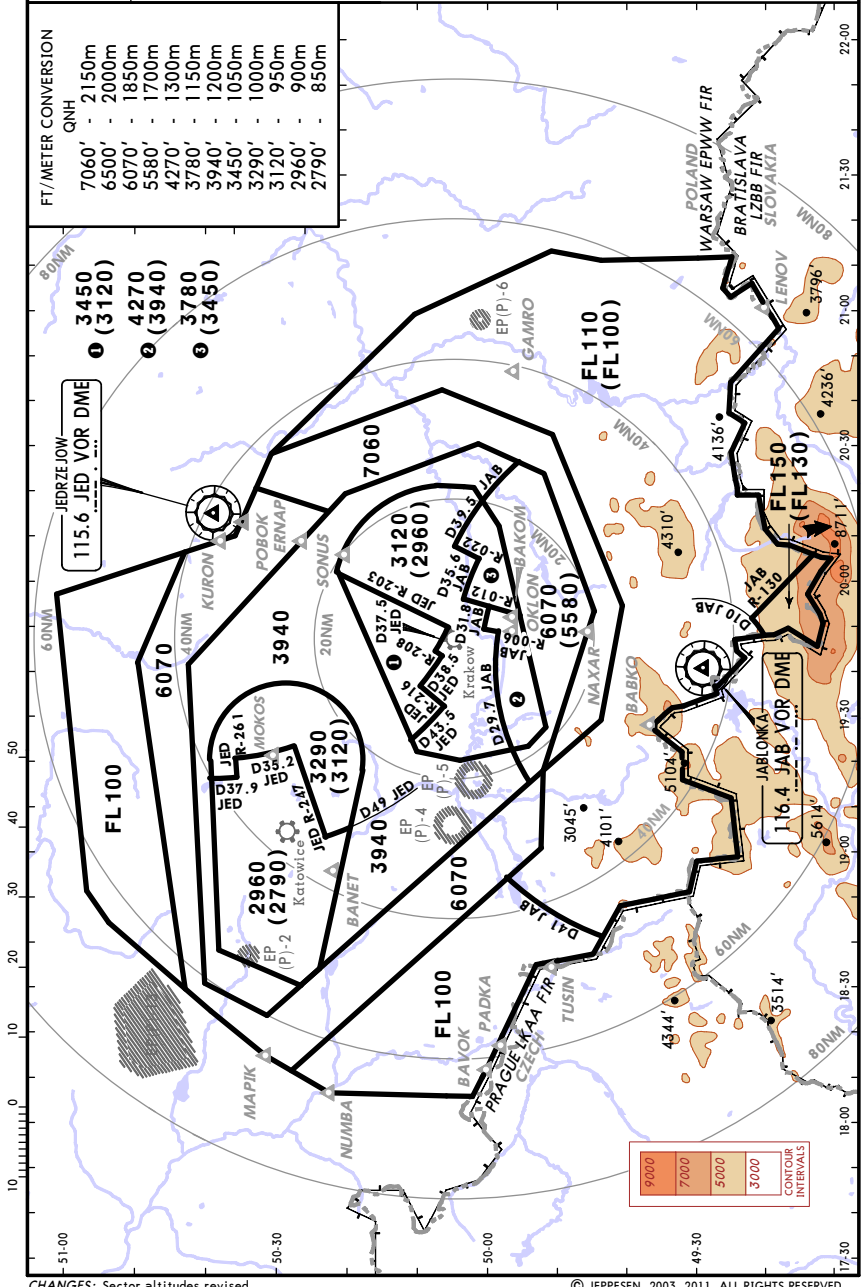
Crews unable to comply with these requirements should inform ATC as soon as possible.

If taxi distance between parking stand and holding point is short, it is advisable to finish the cabin safety procedure before leaving parking stand.

Apt Elev
791'

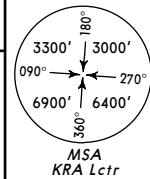
Alt Set: hPa (MM on req)
Trans level: By ATC Trans alt: 6500'
The MRVA values already include a correction for temperature higher and equal -25°C.
The values in brackets include a correction for temperature higher and equal 0°C.

FT./METER CONVERSION	QNH
7060' - 2150m	7060' - 2150m
6500' - 2000m	6500' - 2000m
6070' - 1850m	6070' - 1850m
5580' - 1700m	5580' - 1700m
4270' - 1300m	4270' - 1300m
3780' - 1150m	3780' - 1150m
3940' - 1200m	3940' - 1200m
3450' - 1050m	3450' - 1050m
3290' - 1000m	3290' - 1000m
2960' - 950m	2960' - 950m
2960' - 900m	2960' - 900m
2790' - 850m	2790' - 850m



9000
7000
5000
3000
CONTIGUOUS INTERVALS

ATIS 126.12	Apt Elev 791'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500'
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JAB ONE UNIFORM (JAB 1U)

JAB ONE WHISKEY (JAB 1W)

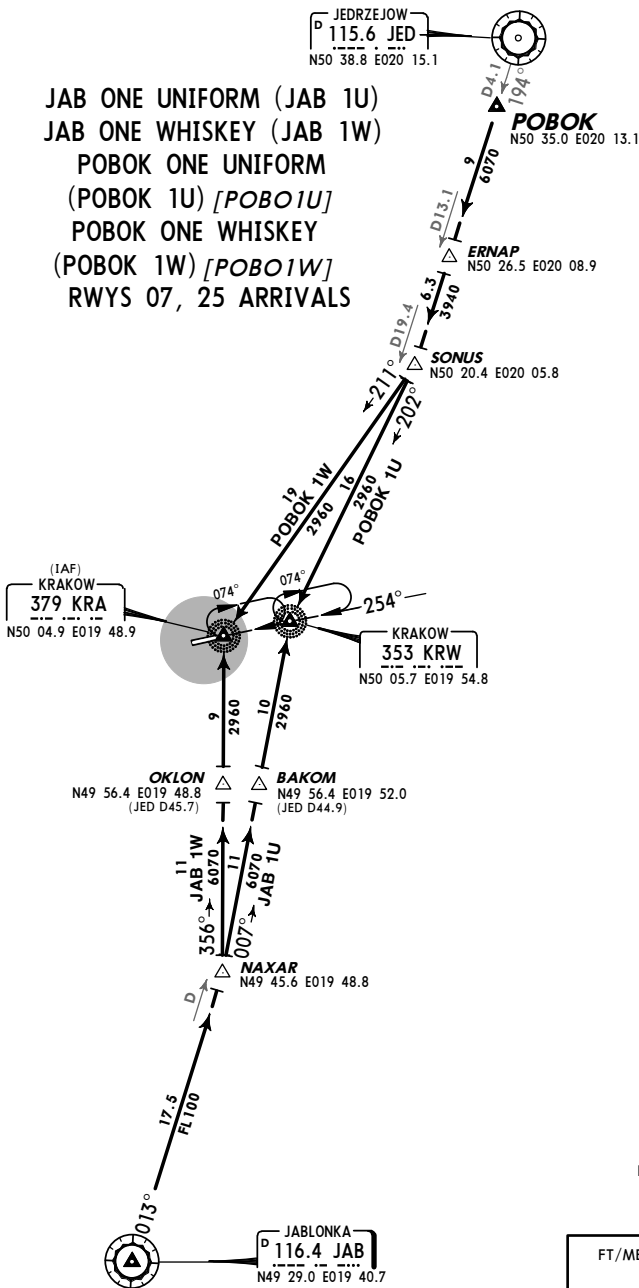
POBOK ONE UNIFORM

(POBOK 1U) [POBO1U]

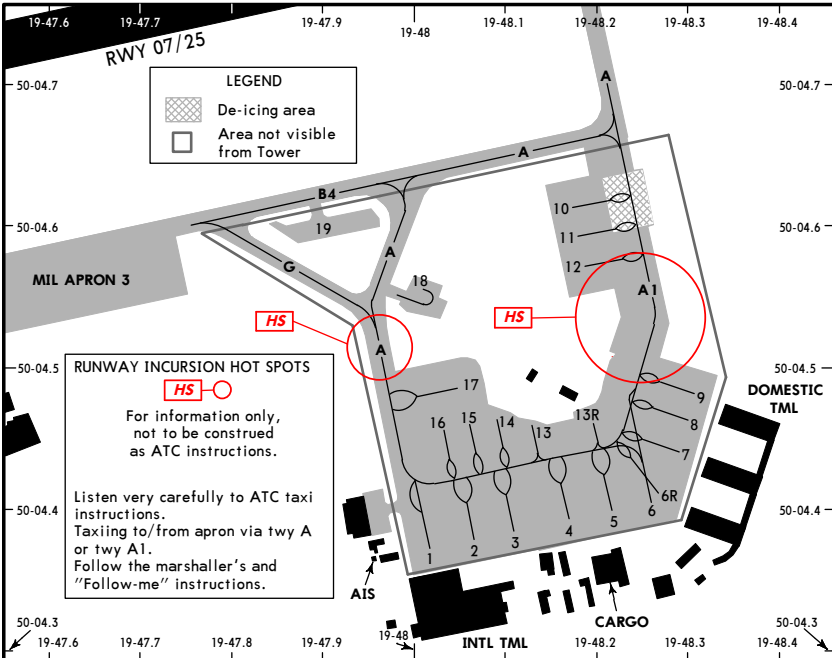
POBOK ONE WHISKEY


(POBOK 1W) [POBO1W]

RWYS 07, 25 ARRIVALS



FT/METER CONVERSION
QNH
6500' - 2000m



RUNWAY INCURSION HOT SPOTS

 For information only,
 not to be construed
 as ATC instructions.

Listen very carefully to ATC taxi
 instructions.
 Taxiing to/from apron via twy A
 or twy A1.
 Follow the marshaller's and
 "Follow-me" instructions.

INS COORDINATES

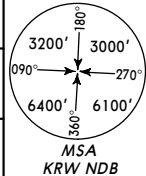
STAND No.	COORDINATES
1	N50 04.4 E019 48.0
2, 3	N50 04.4 E019 48.1
4 thru 6	N50 04.4 E019 48.2
6R, 7	N50 04.4 E019 48.3
8, 9	N50 04.5 E019 48.3
10 thru 12	N50 04.6 E019 48.2
13	N50 04.5 E019 48.1
13R	N50 04.5 E019 48.2
14, 15	N50 04.5 E019 48.1
16	N50 04.5 E019 48.0
17	N50 04.5 E019 48.1
18	N50 04.6 E019 48.0
19	N50 04.6 E019 47.9

EPKK/KRK
BALICE

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22 APR 11 (1-1) Eff 5 May

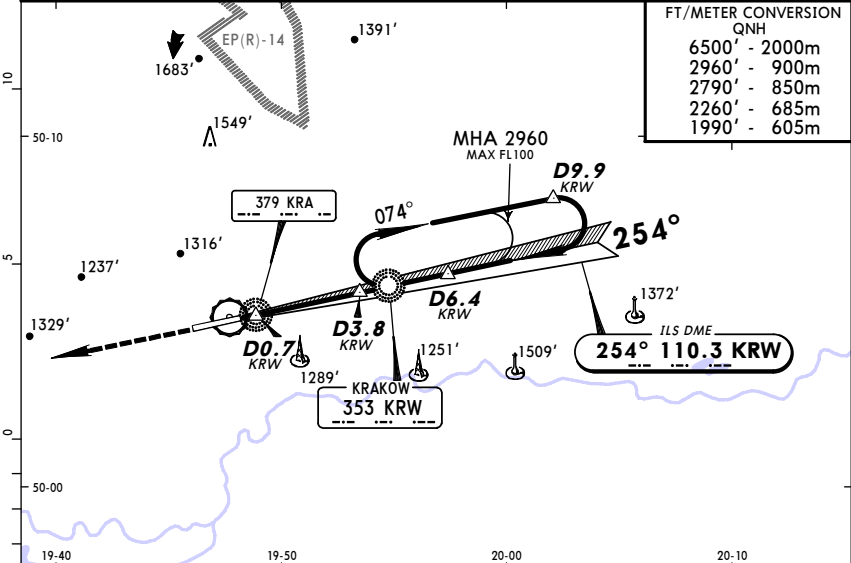
KRAKOW, POLAND
ILS or LOC Rwy 25

ATIS 126.12	*KRAKOW Approach 121.07 134.67	*KRAKOW Director (APP) 124.05	KRAKOW Tower 123.25	*Ground 118.1
LOC KRW 110.3	Final Apch Crs 254°	GS KRW NDB 2254' (1473')	ILS DA(H) Refer to Minimums	Apt Elev 791' RWY 781'



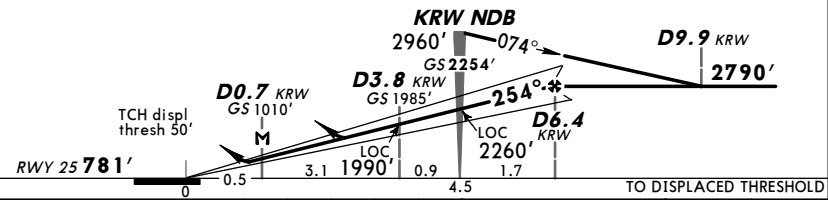
MISSED APCH: Climb STRAIGHT AHEAD to 2960', then as directed.
If no instructions issued turn LEFT (MAX 185 KT) to KRW NDB.

Alt Set: hPa (MM on req) Rwy Elev: 28 hPa Trans level: By ATC Trans alt: 6500'
1. ADF and DME required. 2. Racetrack restricted to MAX 185 KT.



FT/METER CONVERSION QNH	
6500'	2000m
2960'	900m
2790'	850m
2260'	685m
1990'	605m

LOC (GS out)	KRW DME	1.1	2.2	3.2	4.3
	ALTITUDE	1140'	1480'	1830'	2170'



Grnd speed-Kts	70	90	100	120	140	160	ALSE-II PAPI 2960'
ILS GS or							
LOC Descent angle	3.00°	377	484	538	646	753	

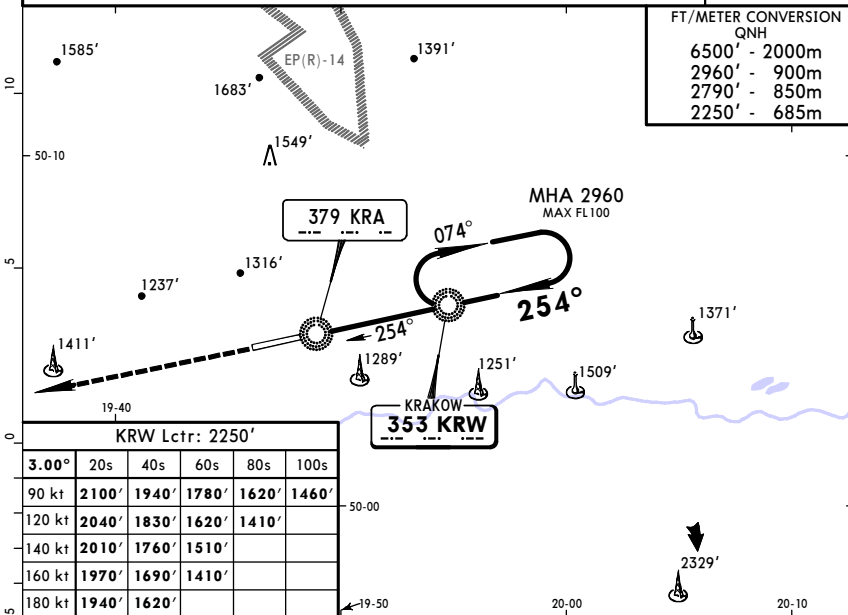
Standard				STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized South of airport in sector inbound 263°- 065° clockwise			
DA(H) A: 981'(200') C: 997'(216')		DA(H) 1250'(469')					
B: 988'(207') D: 1007'(226')							
FULL		Limited		ALS out		Max Kts MDA(H) VIS	
A						100	1560'(769') 1500m
B					RVR 1500m	135	1630'(839') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		180	1740'(949') 2400m
D					CMV 2200m	205	1960'(1169') 3600m

PANS OPS 3

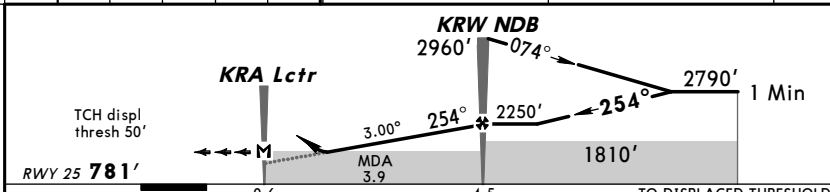
CHANGES: Procedure.

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ATIS 126.12	*KRAKOW Approach 121.07	*KRAKOW Director (APP) 134.67	*KRAKOW Tower 124.05	*Ground 123.25	*Ground 118.1
NDB KRW 353	Final Apch Crs 254°	Procedure Alt KRW NDB 2250' (1469')	DA(H) 1370' (589')	Apt Elev 791' RWY 781'	
MISSED APCH: Climb STRAIGHT AHEAD to 2960', then as directed. If no instructions issued turn LEFT (MAX 185 KT) to KRW NDB.					
Alt Set: hPa (MM on req) Rwy Elev: 28 hPa Trans level: By ATC Trans alt: 6500' Race-track restricted to MAX 185 KT.					



FT/METER CONVERSION QNH	
6500' -	2000m
2960' -	900m
2790' -	850m
2250' -	685m



Gnd speed-Kts	70	90	100	120	140	160	ALSE-II PAPI 2960'	
Descent angle	3.00°	372	478	531	637	743		849
MAP at KRA Lctr								

Standard STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND	
DA(H) 1370' (589')		Not authorized South of airport in sector inbound 263° - 065° clockwise	
	ALS out	Max Kts	MDA(H) VIS
A	RVR 1500m	100	1560' (769') 1500m
B		135	1630' (839') 1600m
C	RVR 2000m	180	1740' (949') 2400m
D	CMV 2400m	205	1960' (1169') 3600m

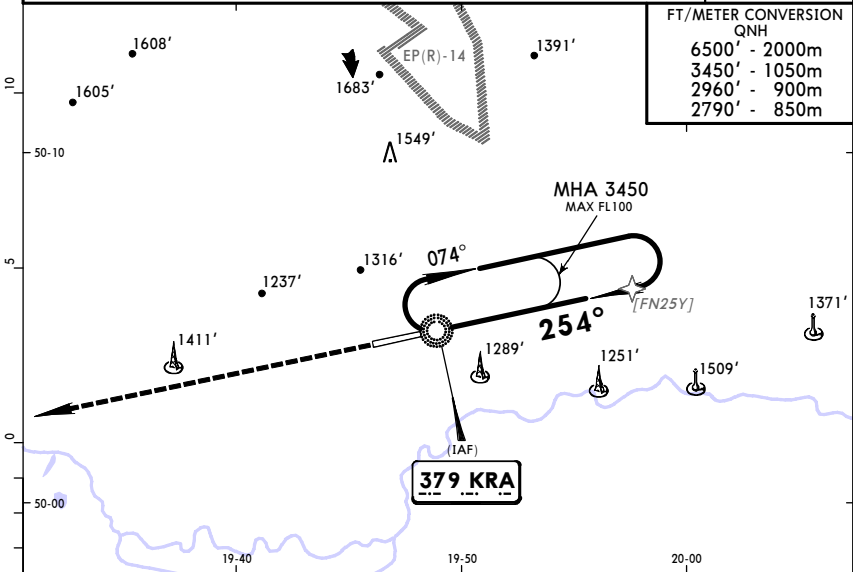
PANS OPS 3

EPKK / KRK
BALICE

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22 APR 11 (16-3) Eff 5 May

KRAKOW, POLAND
NDB Y Rwy 25

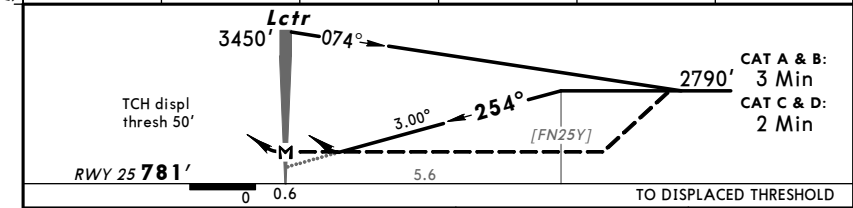
ATIS 126.12	*KRAKOW Approach 121.07	134.67	*KRAKOW Director (APP) 124.05	KRAKOW Tower 123.25	*Ground 118.1
Lctr KRA 379	Final Apch Crs 254°	Minimum Alt No FAF	CDFA DA(H) 1550' (769')	Apt Elev 791' RWY 781'	
MISSED APCH: Climb STRAIGHT AHEAD to 2960', then as directed. If no instructions issued turn LEFT (MAX 185 KT) to Lctr at 3450'.					
Alt Set: hPa (MM on req) Rwy Elev: 28 hPa Trans level: By ATC Trans alt: 6500'					
Racetrack restricted to MAX 185 KT.					



FT/METER CONVERSION QNH

6500' - 2000m
3450' - 1050m
2960' - 900m
2790' - 850m

DIST to Lctr	2.0	3.0	4.0	5.0	5.6
ALTITUDE	1650'	1970'	2290'	2600'	2790'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 2960' PAPI
Descent angle 3.00°	372	478	531	637	743	849	
MAP at Lctr							

PANS OPS 3	Standard STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND Not authorized South of airport in sector inbound 263°- 065° clockwise	
	CDFA DA(H) 1550' (769')		non-CDFA MDA(H) 1550' (769')		Max Kts.	MDA(H) VIS
	ALS out		ALS out			
	A	RVR 1500m	CMV 3100m	CMV 3800m	100	1560' (769') 1500m
	B				135	1630' (839') 1600m
C	CMV 2400m	CMV 3300m	CMV 4000m	180	1740' (949') 2400m	
D				205	1960' (1169') 3600m	
1 After non-CDFA: VIS 3800m. 2 After non-CDFA: VIS 4000m.						

CHANGES: Procedure.

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