

**CENTRAL AND NORTHERN REGION  
FLIGHT INFORMATION PUBLICATION**

# **INSTRUMENT PROCEDURES VOLUME 3**

**(Czech Republic, Poland)**

**EFFECTIVE  
16 APR 2026 - 10 JUN 2026**



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### **SUBMISSION DEADLINE SCHEDULE**

<b>EDITION: 11 JUN 2026</b>	<b>SUBMISSION DEADLINE: 28 APR 2026</b>
EDITION: 06 AUG 2026	SUBMISSION DEADLINE: 23 JUN 2026
EDITION: 01 OCT 2026	SUBMISSION DEADLINE: 18 AUG 2026
EDITION: 26 NOV 2026	SUBMISSION DEADLINE: 13 OCT 2026

**FOR LATEST INFORMATION SEE NOTAM**

## GENERAL INFORMATION

### Publishing Authority

The "Central and Northern Region Flight Information Publication" (CENOR FLIP) is a standardized joint publication of the Armed Forces of Belgium, Czech Republic, Denmark, Federal Republic of Germany, Norway, Poland and the Netherlands. It comprises three volumes.

Published by Air Component Command FIFueDst I d.

**Revision Cycle** 56 days.

### Scope

CENOR FLIP contain authorized aerodrome charts, instrument departure and approach procedures required by the above mentioned armed forces. Each armed force is responsible for the correctness of procedures as agreed.

The authorizing agency and the date of edition shall be marked on every procedure. If the preparing armed force is not identical with the authorizing agency, the source of the procedure will be added to the indication, separated by an oblique stroke.

### Basic Specifications

- Altitudes, elevations are expressed in ft above MSL unless indicated otherwise.
- Runway dimensions are shown in feet.
- Distances are expressed in nautical miles.
- Visibility values are expressed in kilometers.
- Runway visual range values are expressed in meters.
- Coordinates published based on WGS-84 (World Geodetic System 1984) unless indicated otherwise.
- Courses, headings, radials and bearings are magnetic unless indicated otherwise.
- Information shown within the distance circle is to scale.
- Climb gradients are related to obstacles unless indicated otherwise.
- Runway gradient in percent published when it exceeds 0.5%.

### Enquiries and Feedback

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## ABBREVIATIONS

ICAO and NATO abbreviations are used in the CENOR FLIP.  
Additionally the following abbreviations are used.

<b>ASI</b>	Approach slope indicator
<b>Descent GR</b>	Descent gradient for non-precision approach is calculated from FAF or last stepdown fix to THR except for procedures according ICAO PANS-OPS where the Descent Gradient is calculated to 50ft above THR elevation.
<b>HPMA</b>	High performance military aircraft
<b>LOC</b>	Localizer
<b>MAP</b>	Missed approach point (=MAPt)
<b>OTCH</b>	End of overrun crossing height
<b>RDR</b>	RADAR
<b>RPI</b>	Runway point of intercept  The point where the straight line extension of the glide slope intercepts the runway surface at runway centerline.  Note: The RPI is generally located behind the THR. In exceptional cases only it is located in front of the THR. It is then indicated as follows: + In front of the THR
<b>TDZE</b>	Touchdown zone elevation

## IDENTIFICATION OF PROCEDURES

Procedures are designed according criteria as stated on top of the procedure. For detailed info about the criteria the applicable documents should be consulted.

### PANS-OPS

Procedures according ICAO Doc 8168 OPS Vol II.

### MIPS

Procedures according NATO military instrument procedures standardization implemented by the current version of AATCP-1.

### TERPS

Procedures according APATC-1(A). No longer updated after 22 OCT 2008.

### NATIONAL XXX

Some nations have a special set of criteria for their procedures. If there are significant deviations from PANS-OPS not covered by the criteria specified above the procedure should be marked "NATIONAL" with the three-letter national code. Planning to fly such procedures, the flight crew must consult the national regulations.

## IDENTIFICATION OF MINIMA

Visibility minima are stated on the left side of the minima table. For detailed info about the criteria the applicable documents should be consulted.

### EU-OPS

Minima assigned in accordance with EU-OPS.

### MIPS

Minima assigned according NATO military instrument procedures standardization implemented by the current version of AATCP-1.

### TERPS

Minima assigned according former NATO military criteria (APATC-1(A)). No longer updated after 22 OCT 2008.

### NATIONAL XXX

Minima assigned according national specific criteria marked "NATIONAL" with the three-letter national code. Planning to fly such procedures, the flight crew must consult the national regulations.

## ALTITUDE CORRECTION

To be used according to national regulations

### Pressure Altimeter Errors

International Standard Atmosphere (ISA) is used as a basis for the altitude corrections below. ISA temperature at sea level is +15 degrees Celsius, decreasing 2 degrees per 1000 feet above sea level. When actual temperature is lower than ISA, the aircraft will be lower than indicated in its pressure altimeter. Under such circumstances, a compensation should be added to altitudes flown during the approach procedure. The altimeter error is approximately 0.4% of aircraft height above reference datum (AD) per degree C below ISA. When AD temperature is 0 degrees or colder, values in the Altitude Correction Chart should be added to:

- a) All procedure altitudes below Transition Level (TL), and ATC assigned IFR altitudes, if not already compensated.
- b) Minimum Sector Altitudes (MSA) and Emergency Safe Altitudes.

**Pilots must advise ATC when temperature correction is applied, and state amount of correction or new altitude to be flown.**

### Altitude Correction Chart

A / D TEMP C	HEIGHT ABOVE THE ALTIMETER SOURCE (FEET)											
	200	300	400	500	600	700	800	900	1000	1500	2000	2500
0°	20	20	30	30	40	40	50	50	60	90	120	140
-10°	20	30	40	50	60	70	80	90	100	150	200	240
-20°	30	50	60	70	90	100	120	130	140	210	280	350
-30°	40	60	80	100	120	130	150	170	190	280	380	470
-40°	50	80	100	120	150	170	190	220	240	360	480	600
-50°	60	90	120	150	180	210	240	270	300	450	590	740
	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	
0°	170	200	230	260	280	310	340	370	400	430	460	
-10°	290	340	390	440	490	540	590	640	690	740	790	
-20°	420	500	570	640	710	780	850	930	1000	1070	1150	
-30°	570	660	760	850	950	1050	1140	1240	1340	1440	1540	
-40°	720	840	970	1090	1210	1330	1460	1580	1710	1830	1960	
-50°	890	1040	1190	1340	1500	1650	1800	1960	2110	2270	2420	

#### VALUES TO BE ADDED TO PUBLISHED ALTITUDES

**Note:** The table is calculated for sea level AD. Values are conservative when applied at higher AD. values are calculated with reference to ICAO Doc 8168 Vol 3, Section 2 Chapter 4, and rounded up to nearest 10 ft.

**Example:** HI-TACAN RWY 10, BARDFOSS (ENDU), AD elevation 252 ft, AD temperature -30° Celsius.

	Published ALT	HAA	*Correction	**Indicated ALT
20 DME	6000	5748	1100	7100
15 DME	4900	4648	900	5800
12 DME	4000	3748	720	4800
FAF	3100	2848	540	3700
6 DME	1900	1648	320	2300
MDA	1420	1168	240	1660

\* Rounded up to next 20ft. \*\* Altitude to be flown. Rounded up to next higher 100ft increment, except DA/MDA.

### Wind Induced Altimeter Errors

Strong winds moving over mountain crests and ridges causes local drops in static pressure (known as the Bernoulli effect), which may induce pressure altimeter errors (altimeter showing higher than actual altitude). As these errors will vary greatly with aircraft position relative to terrain, it is not possible to make an exact calculation, but the pilot in command will be responsible for evaluating whether a correction would be necessary.

## LANDING MINIMA EXPLANATION

	CATEGORY	A	B	C	D	E
Non-Precision Approach	<b>TACAN 30</b>		<b>420</b> - 1.2 396 (400-1.2/1.6)			
	<b>CIRCLING</b>	<b>460</b> - 1.6 436 (500-1.6)	<b>480</b> - 1.6 456 (500-1.6)	<b>480</b> - 2.4 456 (500-2.4)	<b>580</b> - 3.2 556 (600-3.2)	
Precision Approach	<b>PAR 30</b>		<b>224</b> - 0.8 200 (200-0.8/1.6) GS 3.0°			

[C]MDA

vis (km)  
RVR (m)

HAT  
HATH

CLG (ft)  
vis (km)

ALS u/s  
vis (km)

HAA (HAL for  
Copter Approach)

DA

HAT  
HATH

CLG (ft)  
vis (km)

Glide Slope Angle

### CLG

#### Ceiling

A ceiling is expressed in feet above the published aerodrome elevation, and is equal to or greater than the height of the associated DA or MDA.

### DA

#### Decision Altitude

The altitude related to the highest elevation in the touchdown zone specified for a glide slope approach, at which a missed approach must be initiated if required visual reference has not been established.

### HAA

#### Height above Aerodrome Elevation

The height of the MDA above the published aerodrome elevation. HAA will be published in conjunction with all circling minima.

### HAT

#### Height above Touchdown Zone Elevation

The height of the DA or MDA above the highest runway centerline elevation in the touchdown zone. Published in TERPS procedures where heights are referenced to touchdown zone elevation.

### HATH

#### Height above Threshold Elevation

The height of the DA or MDA above the threshold. Published in PANS-OPS/ MIPS procedures where heights are referenced to threshold elevation.

### [C]MDA

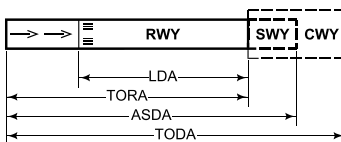
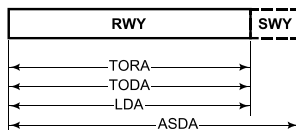
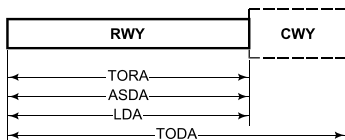
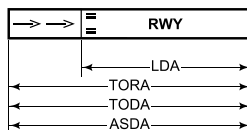
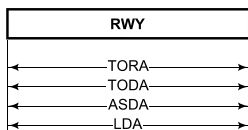
#### [Circling] Minimum Descent Altitude

The MDA is the lowest altitude to which descent shall be authorized in procedures not using a glide slope. Aircraft are not authorized to descend below the MDA until the runway environment is in sight, and the aircraft is in a position to descend for normal landing.

### VIS/RVR

Visibility values are expressed as visual range (estimated horizontal visual range on the ground = VIS) or as runway visual range (measured horizontal visual range on the ground along the runway = RVR). The visibility values published following the DA or MDA is the required minimum visibility for the approach. For straight-in approaches, the visibility value may be either VIS or RVR. For circling approaches, the visibility value will always be VIS. The visibility value published in parentheses with the ceiling value is applicable for flight planning purpose. It is also the required minimum visibility in the event that RVR is not available. For ALS u/s, the last VIS value (behind the slash) should be used. The value will always be VIS.

## DETERMINATION OF DECLARED DISTANCES FOR RUNWAYS



### SWY

#### Stopway

A defined rectangular area on the ground at the end of takeoff run available prepared as a suitable area in which an aircraft can be stopped in case of an aborted takeoff.

### CWY

#### Clearway

A defined rectangular area on the ground or water at the end of a runway in the direction of takeoff and under control of an appropriate authority, selected or prepared as a suitable area over which an aircraft may make a portion of its initial climb to a specified height, (extension laterally to a distance of at least 75 m either side of extended runway centerline and not longer than half length of runway).

### TORA

#### Takeoff Run Available

The length of runway declared available and suitable for the ground run of an aircraft taking off.

### TODA

#### Takeoff Distance Available

The length of the takeoff run available plus the length of the clearway, if provided.

### ASDA

#### Accelerate Stop Distance Available

The length of the takeoff run available plus the length of the stopway, if provided.

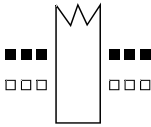
### LDA

#### Landing Distance Available

The length of runway which is declared available and suitable for the ground run of an aircraft landing. The LDA commences at the threshold/displaced threshold.

## VASIS / PAPI

### (V) VASI (VISUAL APPROACH SLOPE INDICATOR)



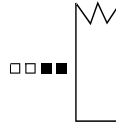
On correct approach path

□ White ■ Red

Visual Approach Slope Indicator with standard threshold clearance provided.

All lights WHITE - TOO HIGH  
 Far lights RED, near lights WHITE - ON GLIDE SLOPE  
 All lights RED - TOO LOW

### (P) PAPI (PRECISION APPROACH PATH INDICATOR)



On correct approach path

□ White ■ Red

■■■■ TOO LOW  
 □■■■ SLIGHTLY LOW  
 □□■■ ON CORRECT APPROACH PATH  
 □□□■ SLIGHTLY HIGH  
 □□□□ TOO HIGH

PAPI display consists of a 4-light wing-bar on one side of the runway and adjacent to the touchdown point. A symmetrical PAPI display consists of a 4-light wing-bar on each side of the runway.

## LOAD CLASSIFICATION NUMBER

At some aerodromes the load-bearing strength of runways/taxiways is defined by Load Classification Numbers (LCN). The LCN has to be determined for the aircraft concerned and compared with the specific runway LCN. Normally the LCN of an aircraft should not exceed that of the runway on which a landing is intended. Exceptions may be allowed by the person responsible for the performance of flight operations.

## ACN / PCN SYSTEM

The ACN/PCN System provides a method of classifying pavement bearing strength for aircraft above 5700 kg Maximum Total Weight Authorized (MTWA). The ACN is a number expressing the relative effect of an aircraft load on a pavement for a specified sub-grade strength. The PCN is a number expressing the bearing strength of a pavement for unrestricted operations. Using the ACN/PCN System means to compare the ACN with the PCN.

## AIRCRAFT CLASSIFICATION NUMBER (ACN)

The ACN is calculated taking into account the weight of the aircraft, the pavement type, and the sub-grade category. ACN values for GAF aircraft are given in the Flight Manuals for rigid and flexible pavements.

## PAVEMENT CLASSIFICATION NUMBER (PCN)

PCN are reported as a five part code. Apart from the numerical value of the PCN, the report includes the pavement type (rigid or flexible) and the sub-grade support strength category. Provision is made in the report for the aerodrome authority to place a limit on maximum allowable tyre pressure, if this is a constraint, and an indication is required of whether the pavement has been evaluated by technical means or by past experience of aircraft use of the pavement.

Details of the coded format and an example are:

- PCN number
- Type of pavement
  - R = Rigid
  - F = Flexible
- Pavement sub-grade category
  - A = High
  - B = Medium
  - C = Low
  - D = Ultra-Low
- Maximum tyre pressure authorized for the pavement
  - W = High, no limit
  - X = Medium, limited to 217 psi
  - Y = Low, limited to 145 psi
  - Z = Very low, limited to 73 psi
- Pavement evaluation method
  - T = Technical evaluation
  - U = By experience of aircraft using the pavement

### Example

If the bearing strength of a rigid pavement resting on a medium strength sub-grade has been assessed by a technical evaluation to be a PCN of 80 and there is no tyre pressure limit, then the reported information would be:













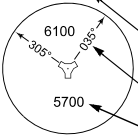




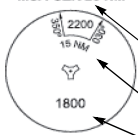



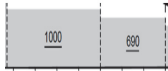








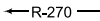

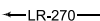


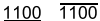



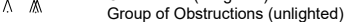

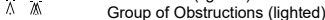

PCN: 80 / R / B / W / T

### Operating procedure

Provided a pavement PCN is equal to or greater than the ACN of the aircraft unlimited use of the pavement is permitted.

Provided the PCN is smaller than the ACN the use of the pavement by an aircraft can only be undertaken when prior permission of the individual aerodrome authority is granted or by reduction of the aircraft load.

# LEGEND

	VOR		HIRTA (with obstruction unlighted)
	DME		HIRTA (with obstruction lighted)
	VOR/DME		HIRTA High intensity radio transmission area
	TACAN		HIRTA lateral limits
	VORTAC		Power Transmission Line
	NDB	<b>MSA FIX 25 NM</b>	<b>Minimum Sector Altitude (MSA) 25NM radius</b>
	VFR Reporting Point / Intersection On Request Fly-By		Identification of Radio Navigational Facility
	VFR Reporting Point / Intersection Compulsory Fly-By		Sector Boundary
	VFR Reporting Point / Intersection On Request Fly-Over		Minimum sector Altitude (MSA)
	VFR Reporting Point / Intersection Compulsory Fly-Over	<b>MSA GZR 25 NM</b>	<b>Minimum Sector Altitude (MSA) 25NM radius</b>
	Waypoint On Request Fly-By		Identification of Radio Navigational Facility
	Waypoint Compulsory Fly-By		Sector Boundary 15 NM awa from Beacon
	Waypoint On Request Fly-Over		Minimum sector Altitude (MSA)
	Waypoint Compulsory Fly-Over		Minimum obstacle clearance Altitude
	DME Mileage		Danger Area (ED-D) Restricted Area (ED-R) Prohibited Area (ED-P)
	Abandoned or closed Aerodrome		Variation
	Aerodrome Beacon		International Border
	Procedural Track		FIR
	Radial		Control Zone (CTR)
	Lead Radial		Not to Scale
	1100 Mandatory Level / Recommended Level	<b>000.000x</b>	Frequency available on request
	1100 Minimum Level / Maximum Level		ARP
	Spot Elevation		
	Obstruction (unlighted)		
	Group of Obstructions (unlighted)		
	Obstruction (lighted)		
	Group of Obstructions (lighted)		
	HIRTA (no obstruction)		

(27)

Distance



Initial Approach Fix



Missed Approach



Procedure Turn



Fix / Turning Point



Penetration Track



operates not continuously



Final Approach Fix (FAF)  
(Non precision approaches)



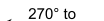
Visual Descent Point (VDP)



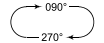
Transition Route



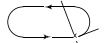
Supplementary Route



Final Approach Course from IAF to  
main Radio NavAid or ARP



Standard Holding Pattern



Holding Fix (If holding fix conform to  
IAF, IAF symbol is to be used.)



Glide Slope Intercept Altitude



ILS



Locator at OM



MM



OM



General symbol for radio facilities



Radar reflector



VASIS / PAPI



Displaced Threshold



INS Position



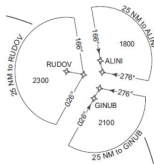
Closed runway or taxiway  
TWY



Uni-directional / Bi-directional Cable  
The cables are displayed with regard to the direction of their arresting capabilities (uni-/bi-directional) irrespective of flight operational restrictions.



Note Circle (a - i)



TAA



Turning Point (turn when..)



Net



Taxiway designation



ABN



Holding Points



Helicopter Landing Area



Supervision office



Wind sock (unlighted, lighted)



RWY (hard surface)



RWY (unpaved surface)



RWY (unpaved surface) with unpaved surface beyond RWY extremities



RWY (hard surface) with hard surface beyond RWY extremities



RWY (hard surface) with unpaved surface beyond RWY extremities



TWY or apron (hard surface)



Building

## APPROACH LIGHTING SYSTEM



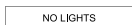
Threshold (ALS no flashing lights)  
 Threshold (ALS with flashing lights)



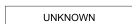
Lights on extended rwy center line  
 1 row  
 2 rows  
 3 rows or more



Crossbar



No ALS



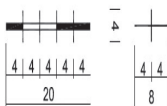
Type of ALS unknown



Example



Example



Row of lights on the extended centre line of RWY



**PANS-OPS  
INSTRUMENT DEPARTURE CHART**

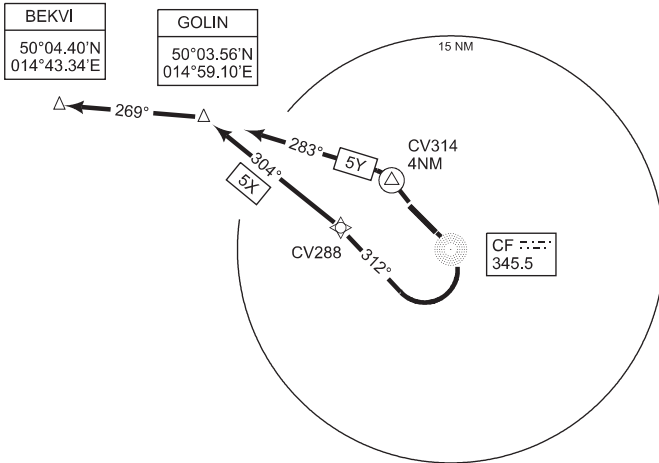
AD ELEV 794

**BEKVI 5X - 5Y  
CASLAV (LKCV)**

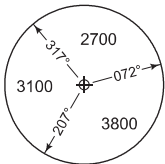
CASLAV RADAR 130.280 308.875x	CASLAV PRECISION 283.600 O/R 123.300 O/Rx	CASLAV TWR 134,205 129.405x
----------------------------------	--	--------------------------------

**NOTE:** RNAV5 required

CV288  
49°55.80' N  
015°14.00' E



**MSA ARP LKCV 25 NM**



**TA 5000**

CHANGE: Chart revision

BEKVI 5X  
(RWY 13)

- Climb straight ahead to CF NDB (fly-over)
- Turn right (direct to fix) to CV288
- Continue left track 304° to GOLIN
- Continue left track 269° to BEKVI

BEKVI 5Y  
(RWY 31)

- Climb straight ahead to CV314 (fly-over)
- Turn left (direct to fix) to GOLIN
- Continue left track 269° to BEKVI

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**BEKVI 5X - 5Y**

49°56.37'N  
015°22.92'E

**CASLAV (LKCV)**

**PANS-OPS  
INSTRUMENT DEPARTURE CHART**

AD ELEV 794

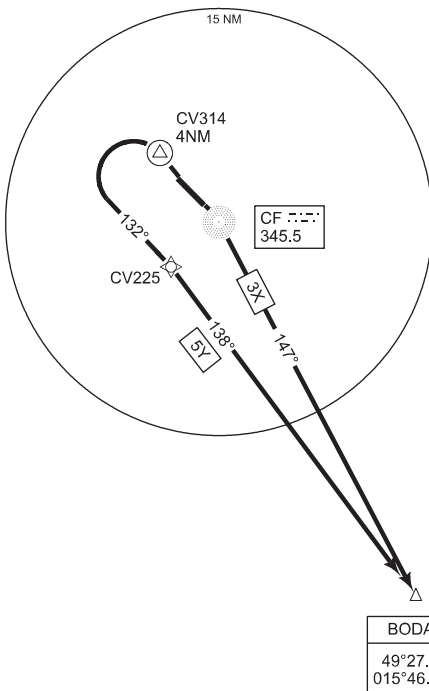
**BODAL 3X - 5Y  
CASLAV (LKCV)**

CASLAV RADAR 130.280 308.875x	CASLAV PRECISION 283.600 O/R 123.300 O/Rx	CASLAV TWR 134,205 129,405x
----------------------------------	--	--------------------------------

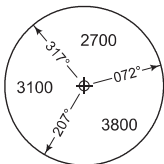
**NOTE:** RNAV5 required

CV314  
49°58.93' N  
015°19.25' E

CV225  
49°51.11' N  
015°20.73' E



**MSA ARP LKCV 25 NM**



**TA 5000**

CHANGE: Chart revision

BODAL 3X (RWY 13)	- Climb straight ahead to CF NDB (fly-over) - Turn right (direct to fix) to BODAL
BODAL 5Y (RWY 31)	- Climb straight ahead to CV314 (fly-over) - Turn left (direct to fix) to CV225 - Continue right track 138° to BODAL

**BODAL 3X - 5Y**

49°56.37'N  
015°22.92'E

**CASLAV (LKCV)**

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**PANS-OPS  
INSTRUMENT DEPARTURE CHART**

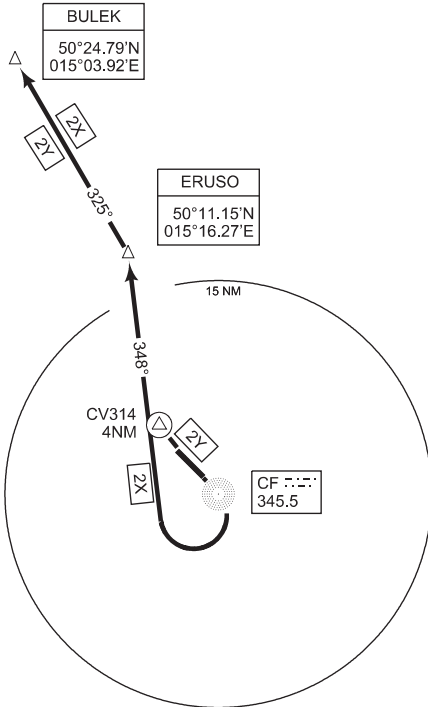
AD ELEV 794

**BULEK 2X - 2Y  
CASLAV (LKCX)**

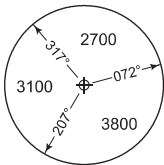
CASLAV RADAR 130.280 308.875x	CASLAV PRECISION 283.600 O/R 123.300 O/Rx	CASLAV TWR 134.205 129.405x
----------------------------------	--	--------------------------------

**NOTE:** RNAV5 required

CV314  
49°58.93' N  
015°19.25' E



**MSA ARP LKCX 25 NM**



**TA 5000**

CHANGE: Chart revision

**BULEK 2X (RWY 13)**  
 - Climb straight ahead to CF NDB (fly-over)  
 - Turn right (direct to fix) to ERUSO  
 - Continue left track 325° to BULEK

**BULEK 2Y (RWY 31)**  
 - Climb straight ahead to CV314 (fly-over)  
 - Turn right (direct to fix) to ERUSO  
 - Continue left track 325° to BULEK

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**BULEK 2X - 2Y**

49°56.37'N  
015°22.92'E

**CASLAV (LKCX)**

**PANS-OPS  
INSTRUMENT DEPARTURE CHART**

AD ELEV 794

**USUPA 2X - 2Y  
CASLAV (LKCV)**

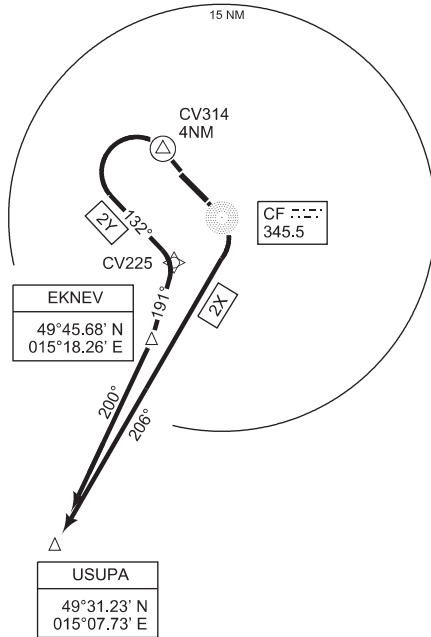
CASLAV RADAR 130.280 308.875x	CASLAV PRECISION 283.600 O/R 123.300 O/Rx	CASLAV TWR 134.205 129.405x
----------------------------------	--	--------------------------------

**NOTE:** RNAV5 required



CV314  
49°58.93' N  
015°19.25' E

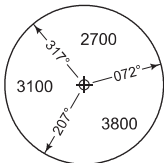
CV225  
49°51.11' N  
015°20.73' E



**EKNEV**  
49°45.68' N  
015°18.26' E

**USUPA**  
49°31.23' N  
015°07.73' E

**MSA ARP LKCV 25 NM**



**TA 5000**

CHANGE: Chart revision

USUPA 2X (RWY 13)	- Climb straight ahead to CF NDB (fly-over) - Turn right (direct to fix) to USUPA
USUPA 2Y (RWY 31)	- Climb straight ahead to CV314 (fly-over) - Turn left (direct to fix) to CV225 - Continue right track 191° to EKNEV - Continue right track 200° to USUPA

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**USUPA 2X - 2Y**

49°56.37' N  
015°22.92' E

**CASLAV (LKCV)**

**PANS-OPS INSTRUMENT APPROACH CHART**

AD ELEV 794

**NDB (GPS) or PAR RWY 13 CAT A, B CASLAV (LKCV)**

CASLAV RADAR		CASLAV PRECISION		CASLAV TWR			
130.280	308.875x	283.600 O/R	123.300 O/Rx	134.205	129.405x		
NDB	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
F 715	132°	3000	5.2% (3°)	1310	757	420 M	7874

**NOTE:**

PROCEDURE TURN:  
 CAT A: 302° 3 MIN 25 SEC  
 CAT B: 297° 2 MIN 50 SEC



**IAF GOLIN**  
 R-089/27.9  
 OKL DVOR/DME

**IAF ERUSO**  
 R-077/39.2  
 OKL DVOR/DME

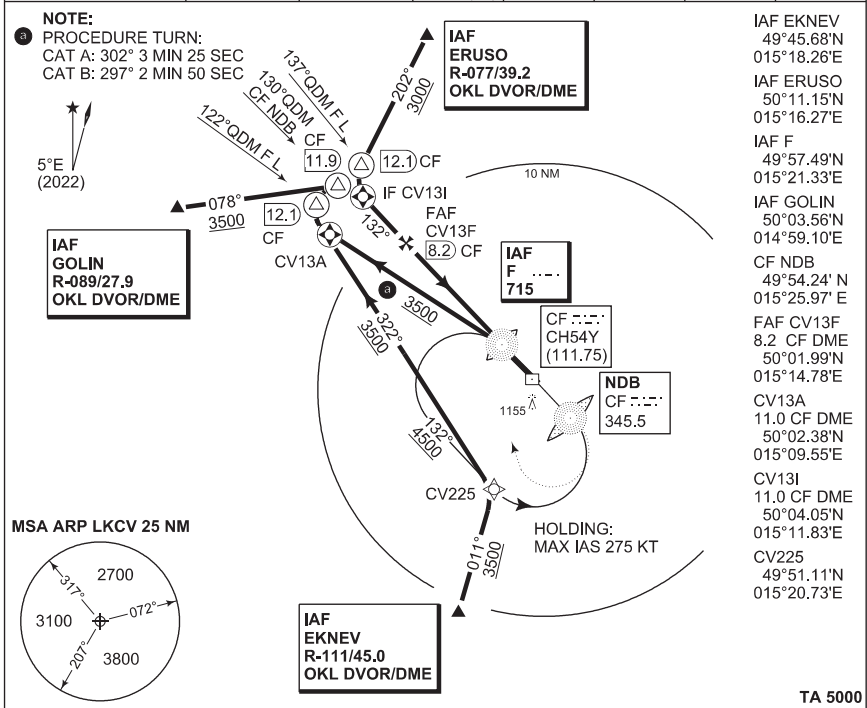
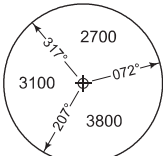
**IAF F 715**

**NDB CH54Y**  
 (111.75)

**IAF EKNEV**  
 R-111/45.0  
 OKL DVOR/DME

- IAF EKNEV  
49°45.68'N  
015°18.26'E
- IAF ERUSO  
50°11.15'N  
015°16.27'E
- IAF F  
49°57.49'N  
015°21.33'E
- IAF GOLIN  
50°03.56'N  
014°59.10'E
- CF NDB  
49°54.24' N  
015°25.97' E
- FAF CV13F  
8.2 CF DME  
50°01.99'N  
015°14.78'E
- CV13A  
11.0 CF DME  
50°02.38'N  
015°09.55'E
- CV13I  
11.0 CF DME  
50°04.05'N  
015°11.83'E
- CV225  
49°51.11'N  
015°20.73'E

**MSA ARP LKCV 25 NM**



TA 5000

<p><b>MISSED APPROACH</b>                  Proceed to CF NDB in climbing 3500 ft AMSL, passing CF NDB turn right to F L.</p>	FOR A, B CV13A 3500	MAP L MM F 2.0 CF	DME CF	NDB OM CF 2.4 CF
	3000	132°		
	7 NM			THR ELEV 757

CATEGORY	A	B
S-NDB 13	1310 - 2.1 550 (600 - 2.1/2.5)	
S-PAR 13	1046 - 0.9 289 (300 - 0.9/1.4) GS 3°	
CIRCLING (SOUTH ONLY)	1440 - 2.6 650 (700 - 2.6/3.0)	

**NDB (GPS) or PAR RWY 13 CAT A, B**

49°56.37'N  
015°22.92'E

**CASLAV (LKCV)**

CHANGE: Chart revision

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**PANS-OPS INSTRUMENT APPROACH CHART**

AD ELEV 794

**NDB (GPS) or PAR RWY 13 CAT C, D CASLAV (LKCV)**

CASLAV RADAR 130.280 308.875x		CASLAV PRECISION 283.600 O/R 123.300 O/Rx		CASLAV TWR 134.205 129.405x			
NDB F 715	APP COURSE 132°	FAF ALT 3000	Descent GR 5.2% (3°)	MDA 1310	THR ELEV 757	ALS-LENGTH 420 M	LDA 7874

**NOTE:**

**PROCEDURE TURN:**  
CAT C: 287° 2 MIN 00 SEC  
CAT D: 284° 1 MIN 50 SEC



**IAF GOLIN**  
R-089/27.9  
OKL DVOR/DME

**IAF ERUSO**  
R-077/39.2  
OKL DVOR/DME

**IAF F 715**

**NDB CH54Y**  
CF 111.75

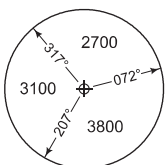
**NDB CF 345.5**

**IAF EKNEV**  
R-111/45.0  
OKL DVOR/DME

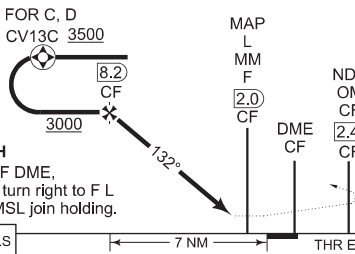
- IAF ERUSO  
50°11.15'N  
015°16.27'E
- IAF EKNEV  
49°45.68'N  
015°18.26'E
- IAF F  
49°57.49'N  
015°21.33'E
- IAF GOLIN  
50°03.56'N  
014°59.10'E
- CF NDB  
49°54.24'N  
015°25.97'E
- FAF CV13F  
8.2 CF DME  
50°01.99'N  
015°14.78'E
- CV13C  
11.8 CF DME  
50°01.10'N  
015°06.84'E
- CV13I  
11.0 CF DME  
50°04.05'N  
015°11.83'E
- CV13R  
49°51.59'N  
015°29.75'E
- CV225  
49°51.11'N  
015°20.73'E

HOLDING:  
MAX IAS 275 KT

**MSA ARP LKCV 25 NM**



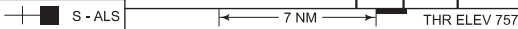
TA 5000



**MISSED APPROACH**

Climbing to 6.0 NM CF DME, passing point CV13R turn right to F L in climbing 4500 ft AMSL join holding.

	FAF to MAP 6.2 NM						
	Knots	80	100	120	140	160	180
Min:Sec	4:39	3:43	3:06	2:39	2:20	2:04	



CHANGE: Chart revision

EU-OPS CATEGORY	C	D
S-NDB 13	1310 - 2.1 550 (600 - 2.1/2.5)	
S-PAR 13	1046 - 0.9 289 (300 - 0.9/1.4) GS 3°	
CIRCLING (SOUTH ONLY)	1660 - 3.6 860 (900 - 3.6/4.0)	

**NDB (GPS) or PAR RWY 13 CAT C, D**

49°56.37'N  
015°22.92'E

**CASLAV (LKCV)**

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**PANS-OPS INSTRUMENT APPROACH CHART** AD ELEV 794 **NDB (GPS) or PAR RWY 13 CAT C, D MIL ONLY CASLAV (LKCV)**

CASLAV RADAR		CASLAV PRECISION			CASLAV TWR		
130.280	308.875x	283.600 O/R	123.300 O/Rx	134.205	129.405x		
NDB F 715	APP COURSE 132°	FAF ALT 3000	Descent GR 5.2% (3°)	MDA 1310	THR ELEV 757	ALS-LENGTH 420 M	LDA 7874

**NOTE:**

- PROCEDURE TURN:**
- a** CAT C: 287° 2 MIN 00 SEC  
CAT D: 284° 1 MIN 50 SEC
  - b** CAT C: 312° 2 MIN 00 SEC  
CAT D: 312° 1 MIN 50 SEC



**IAF GOLIN**  
R-089/27.9  
OKL DVOR/DME

**IAF ERUSO**  
R-077/39.2  
OKL DVOR/DME

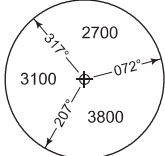
**IAF F**  
715

**NDB**  
CF CH54Y  
345.5

**IAF EKNEV**  
R-111/45.0  
OKL DVOR/DME

- IAF EKNEV  
49°45.68'N  
015°18.26'E
- IAF ERUSO  
50°11.15'N  
015°16.27'E
- IAF F  
49°57.49'N  
015°21.33'E
- IAF GOLIN  
50°03.56'N  
014°59.10'E
- CF NDB  
49°54.24'N  
015°25.97'E
- FAF CV13F  
8.2 CF DME  
50°01.99'N  
015°14.78'E
- CV13C  
11.8 CF DME  
50°01.10'N  
015°06.84'E
- CV13I  
11.0 CF DME  
50°04.05'N  
015°11.83'E
- CV225  
49°51.11'N  
015°20.73'E

**MSA ARP LKCV 25 NM**



**HOLDING:**  
MAX IAS 275 KT

**TA 5000**

**MISSED APPROACH**  
Proceed to CF NDB, in climbing 3500 ft AMSL, passing CF NDB turn right, follow racetrack.

FAF to MAP 6.2 NM						
Knots	80	100	120	140	160	180
Min:Sec	4:39	3:43	3:06	2:39	2:20	2:04

FOR C, D CV13C 3500

MAP L MM F 2.0 CF

DME CF

NDB OM CF 2.4 CF

THR ELEV 757

S - ALS

CATEGORY	C	D
S-NDB 13	<b>1310</b> - 2.1 550 (600 - 2.1/2.5)	
S-PAR 13	<b>1046</b> - 0.9 289 (300 - 0.9/1.4) GS 3°	
CIRCLING (SOUTH ONLY)	<b>1660</b> - 3.6 860 (900 - 3.6/4.0)	

**NDB (GPS) or PAR RWY 13 CAT C, D MIL ONLY** 49°56.37'N  
015°22.92'E **CASLAV (LKCV)**

CHANGE: Chart revision

MIL AIB ATC Prague 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 794

**ILS RWY 31  
CASLAV (LKCV)**

CASLAV RADAR 130.280 308.875x		CASLAV PRECISION 283.600 O/R 123.300 O/Rx		CASLAV TWR 134.205 129.405x		
LOC-DME CF 111.75/CH54Y	APP COURSE 312°	GS INTCP ALT 3500	GS 3.0°	DA <b>see CAT</b>	THR ELEV 787	ALS-LENGTH 900 M LDA 7874

**NOTE:**

- PROCEDURE TURN:
- CAT A: 144° 3 MIN 30 SEC
- CAT B: 144° 3 MIN 30 SEC
- CAT C: 160° 2 MIN
- CAT D: 164° 1 MIN 45 SEC

DME REQUIRED

IAF SUKAV  
49°40.76'N  
015°34.17'E

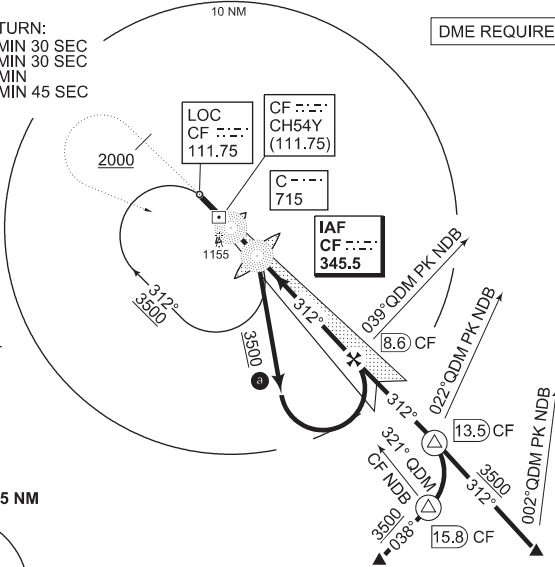
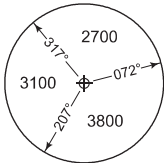
IAF CF NDB  
49°54.24'N  
015°25.97'E

IAF PIMEK  
49°41.10'N  
015°44.87'E



HOLDING:  
MAX IAS 275 KT

MSA ARP LKCV 25 NM



IAF SUKAV  
R-111/56.4  
OKL DVOR/DME

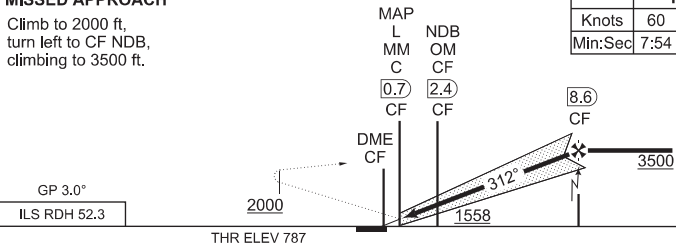
IAF PIMEK  
R-108 OKL DVOR  
20.4 CF DME

TA 5000

**MISSED APPROACH**

Climb to 2000 ft,  
turn left to CF NDB,  
climbing to 3500 ft.

	FAF to MAP 7.9 NM				
Knots	60	90	120	150	180
Min:Sec	7:54	5:16	3:58	3:10	2:39



GP 3.0°  
ILS RDH 52.3

THR ELEV 787

CAT I

CATEGORY	A	B	C	D
S-ILS 31	1000 - 0.8 213 (300 - 0.8/1.2)	1012 - 0.8 225 (300 - 0.8/1.2)	1020 - 0.8 233 (300 - 0.8/1.3)	1030 - 0.8 243 (300 - 0.8/1.3)
S-LOC 31	1130 - 0.9 350 (400 - 0.9/1.6)			
CIRCLING (SOUTH ONLY)	1440 - 2.6 650 (700 - 2.6/3.0)		1660 - 3.6 860 (900 - 3.6/4.0)	

**ILS RWY 31**

49°56.37'N  
015°22.92'E

**CASLAV (LKCV)**

CHANGE: Chart revision

EU-OPS

MIL-ATS Chart Prague 16 APR 2028

**PANS-OPS INSTRUMENT APPROACH CHART**

**NDB or PAR RWY 31 CASLAV (LKCV)**

AD ELEV 794

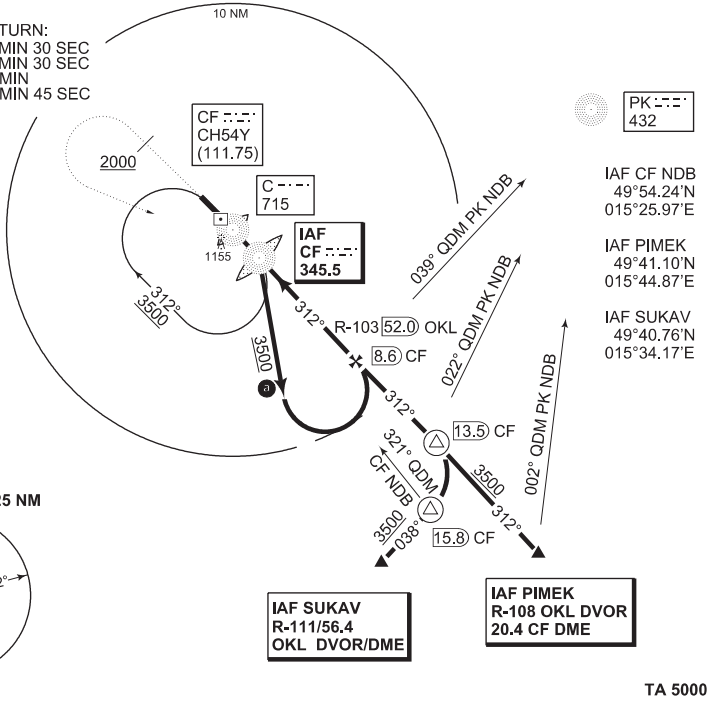
CASLAV RADAR 130.280 308.875x		CASLAV PRECISION 283.600 O/R 123.300 O/Rx		CASLAV TWR 134.205 129.405x			
NDB CF 345.5	APP COURSE 312°	FAF ALT 3500	Descent GR 5.2% (3°)	MDA 1310	THR ELEV 787	ALS-LENGTH 900 M	LDA 7874

**NOTE:**

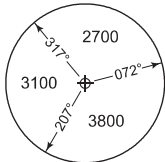
**PROCEDURE TURN:**  
 CAT A: 144° 3 MIN 30 SEC  
 CAT B: 144° 3 MIN 30 SEC  
 CAT C: 160° 2 MIN  
 CAT D: 164° 1 MIN 45 SEC



HOLDING:  
MAX IAS 275 KT



**MSA ARP LKCV 25 NM**



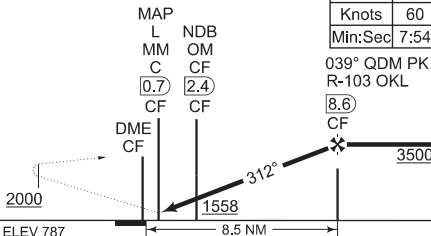
**IAF SUKAV**  
R-111/56.4  
OKL DVOR/DME

**IAF PIMEK**  
R-108 OKL DVOR  
20.4 CF DME

TA 5000

**MISSED APPROACH**

Climb to 2000 ft, turn left to CF NDB, climbing to 3500 ft.



**FAF to MAP 7.9 NM**

Knots	60	90	120	150	180
Min:Sec	7:54	5:16	3:58	3:10	2:39

039° QDM PK NDB  
R-103 OKL  
8.6 CF

CHANGE: Chart revision

EU-OPS

CATEGORY	A	B	C	D
S-NDB 31		1310 - 1.7 530 (600 - 1.7/2.4)		
S-PAR 31		1046 - 0.8 259 (300 - 0.8/1.3) GS 3°		
CIRCLING (SOUTH ONLY)	1440 - 2.6 650 (700 - 2.6/3.0)		1660 - 3.6 860 (900 - 3.6/4.0)	

**NDB or PAR RWY 31**

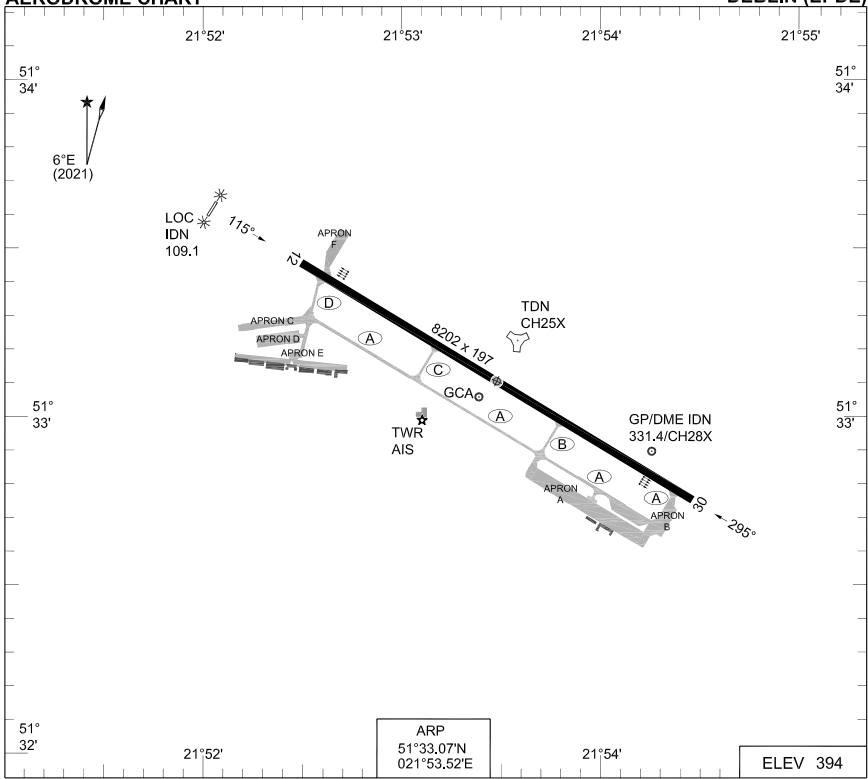
49°56.37'N  
015°22.92'E

**CASLAV (LKCV)**

MIL AIS ATC Prague 16 APR 2026

**PANS-OPS  
AERODROME CHART**

**DEBLIN (EPDE)**



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
12	36	8202	8202	9186	8202	3.0°		390	51°33.42'N 021°52.60'E
30	R/B/W/T	8202	8202	9514	8202	3.0°		391	51°32.73'N 021°54.45'E

DEBLIN TOWER 122.755 DEBLIN ATIS 140.350  
 DEBLIN GROUND 139.825  
 DEBLIN APPROACH 128.255  
 DEBLIN PRECISION 118.830

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA
PAR	PANS-OPS	30	3.0°				ABCDE	671-0.8 280 (300-0.8/1.3)
	PANS-OPS	12	3.0°				ABCDE	680-0.9 290 (300-0.9/1.4)

CHANGE/GND FREQ

MATSO 04 SEP 2025

**MIPS**  
**INSTRUMENT APPROACH CHART**

**TACAN z RWY 12**  
**DEBLIN (EPDE)**

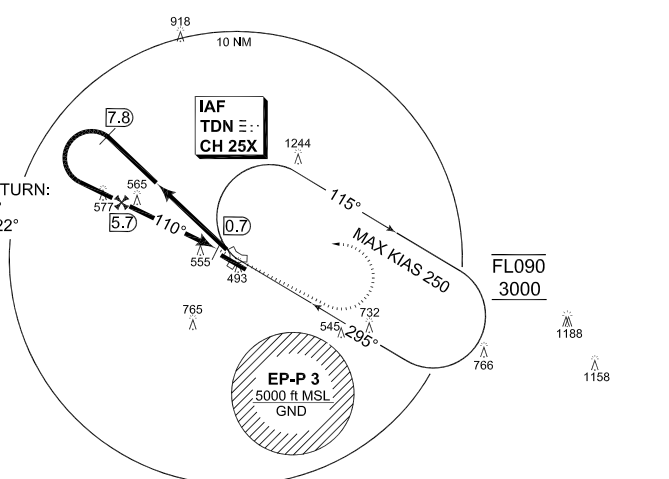
AD ELEV 394

DEBLIN APPROACH 128.255		DEBLIN TOWER 122.755		DEBLIN GROUND 139.825		ATIS 140.350	
TACAN TDN CH 25X	APP COURSE 110°	FAF ALT 2040	Descent GR 5.2 %	MDA 804	THR ELEV 390	ALS-Length 420 M	LDA 8202

**CAUTION:**

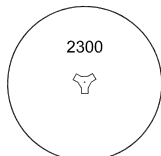
FINAL TRACK 5 DEG OFFSET FROM RCL

IAF  
51°33.23'N  
021°53.67'E



PROCEDURE TURN:  
CAT. A/B: 301°  
CAT. C/D/E: 322°

MSA TDN 25 NM



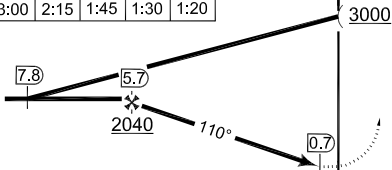
Dist. TDN	5.7	5.0	4.0	3.0	2.0	1.8
Altitude	2040	1815	1500	1185	870	804

EMERG SAFE ALT 100 NM 3400

FAF to MAP 5.0 NM						
Knots	70	100	135	170	200	230
Min:Sec	4:15	3:00	2:15	1:45	1:30	1:20

IAF  
TACAN TDN  
3000

TA 6500



**MISSED APPROACH**

Climb straight ahead to 3000 ft then turn left to TACAN TDN and follow ATC instructions.  
Turn limited to 250 KIAS max. Climb gradient 5% minm.

S-ALS		5.0	THR ELEV 390
-------	--	-----	--------------

CATEGORY	A	B	C	D	E
TACAN 12	804 - 1.5 410 (500 - 1.5/1.9)				
CIRCLING	854 - 2.1 460 (500-2.1)	894 - 2.8 500 (500-2.8)	1184 - 3.7 790 (800-3.7)	1644 - 5.0 1250 (1300-5.0)	1744 - 5.0 1350 (1400-5.0)

CHANGE GND FREQ  
EUJOPS

MATSO 04 SEP 2025

**TACAN z RWY 12**

51°33.07'N  
021°53.52'E

**DEBLIN (EPDE)**

**MIPS**  
**INSTRUMENT APPROACH CHART**

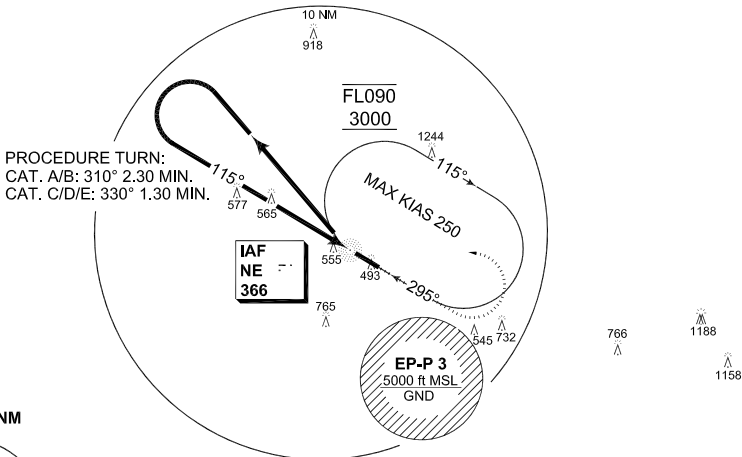
AD ELEV 394

**NDB RWY 12**  
**DEBLIN (EPDE)**

DEBLIN APPROACH 128.255		DEBLIN TOWER 122.755		DEBLIN GROUND 139.825		ATIS 140.350	
NDB NE 366	APP COURSE 115°	FAF ALT	Descent GR	MDA 884	THR ELEV 390	ALS-Length 420 M	LDA 8202



IAF  
51°33.65'N  
021°51.97'E



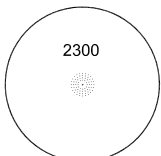
PROCEDURE TURN:  
CAT. A/B: 310° 2.30 MIN.  
CAT. C/D/E: 330° 1.30 MIN.

IAF  
NE  
366

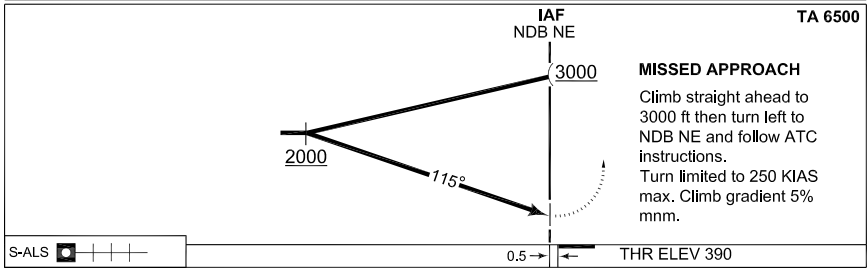
FL090  
3000

EP-P 3  
5000 ft MSL  
GND

MSA NE 25 NM

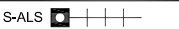


EMERG SAFE ALT 100 NM 3400



TA 6500

**MISSED APPROACH**  
Climb straight ahead to 3000 ft then turn left to NDB NE and follow ATC instructions.  
Turn limited to 250 KIAS max. Climb gradient 5% mnm.



0.5 → ← THR ELEV 390

CATEGORY	A	B	C	D	E
NDB 12	<b>884 - 1.8 490 (500 -1.8/2.3)</b>				
CIRCLING	<b>884</b> - 2.3 490 (500-2.3)	<b>894</b> - 2.8 500 (500-2.8)	<b>1184</b> - 3.7 790 (800-3.7)	<b>1644</b> - 5.0 1250 (1300-5.0)	<b>1744</b> - 5.0 1350 (1400-5.0)

CHANGE: GND FREQ  
EUJOPS

MATSO 04 SEP 2025

**NDB RWY 12**

51°33.07'N  
021°53.52'E

**DEBLIN (EPDE)**

**MIPS**  
**INSTRUMENT APPROACH CHART**

**ILS z or LOC z RWY 30**  
**DEBLIN (EPDE)**

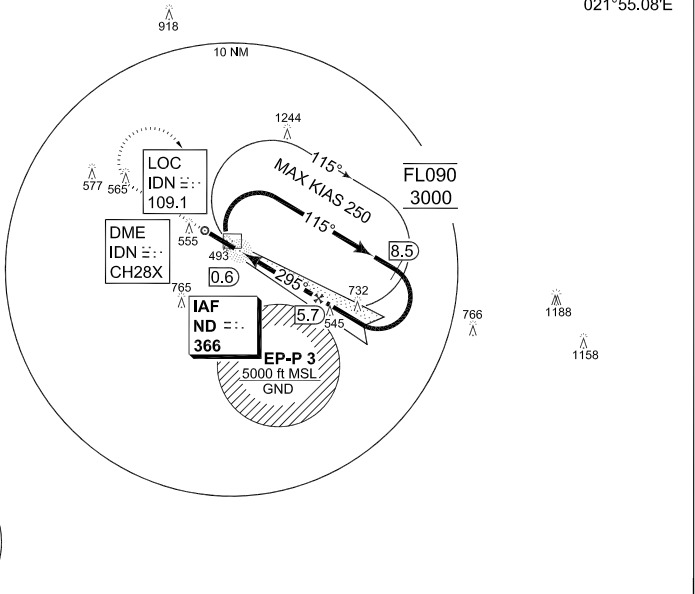
AD ELEV 394

DEBLIN APPROACH 128.255		DEBLIN TOWER 122.755		DEBLIN GROUND 139.825		ATIS 140.350	
ILS/DME IDN 109.100/CH28X	APP COURSE 295°	GS INTCP ALT 2200	GS 3.0°	DA <b>see CAT</b>	THR ELEV 391	ALS-Length 900 M	LDA 8202

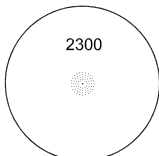
**NOTE:**

a) DME REQUIRED

IAF  
51°32.48'N  
021°55.08'E



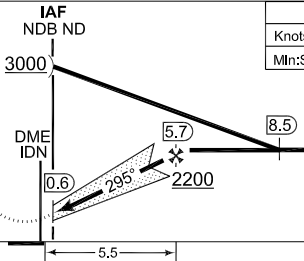
MSA ND 25 NM



Dist. IDN	5.7	5.0	4.0	3.0	2.0	1.3
Altitude	2200	1975	1660	1345	1030	814

EMERG SAFE ALT 100 NM 3400

TA 6500



FAF to MAP 5.1 NM

Knots	70	100	135	170	200	230
Min:Sec	4:20	3:05	2:15	1:50	1:30	1:20

**MISSED APPROACH**

Climb straight ahead to 3000 ft then turn right to NDB ND and follow ATC instructions.  
Turn limited to 250 KIAS max. Climb gradient 5% minm.

THR ELEV 391

CAT I

CATEGORY	A	B	C	D	E
ILS 30	621-0.8 230 (300-0.8/1.2)	634-0.8 243 (300-0.8/1.3)	642-0.8 251 (300-0.8/1.3)	652-0.8 261 (300-0.8/1.3)	670-0.8 279 (300-0.8/1.3)
LOC 30	814-1.2 420 (500-1.2/1.9)				
CIRCLING	854- 2.1 460 (500-2.1)	894 - 2.8 500 (500-2.8)	1184 - 3.7 790 (800-3.7)	1644 - 5.0 1250 (1300-5.0)	1744 - 5.0 1350 (1400-5.0)

**ILS z or LOC z RWY 30**

51°33.07'N  
021°53.52'E

**DEBLIN (EPDE)**

CHANGE GND FREQ  
EJOPPS

MATS0 04 SEP 2025

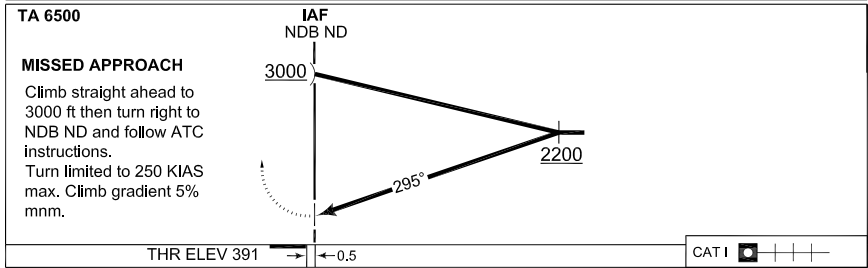
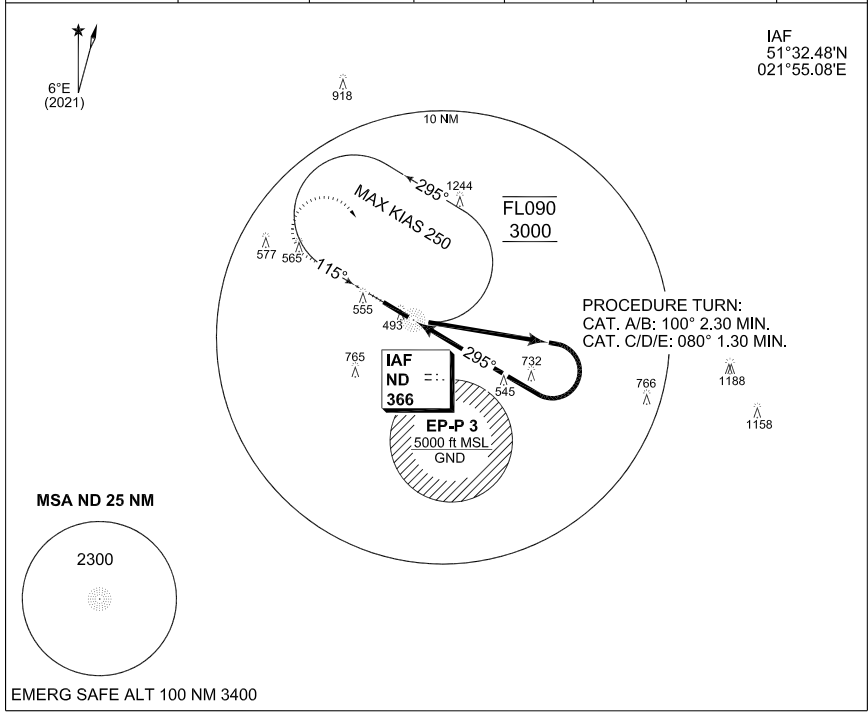


**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 394

**NDB RWY 30**  
**DEBLIN (EPDE)**

DEBLIN APPROACH 128.255		DEBLIN TOWER 122.755		DEBLIN GROUND 139.825		ATIS 140.350	
NDB ND 366	APP COURSE 295°	FAF ALT	Descent GR	MDA <b>1034</b>	THR ELEV 391	ALS-Length 900 M	LDA 8202



CATEGORY	A	B	C	D	E
NDB 30	<b>1034</b> - 2.2 640 (700 - 2.2/2.9)				
CIRCLING	<b>1034</b> - 2.9 640 (700-2.9)	<b>1034</b> - 2.9 640 (700-2.9)	<b>1184</b> - 3.7 790 (800-3.7)	<b>1644</b> - 5.0 1250 (1300-5.0)	<b>1744</b> - 5.0 1350 (1400-5.0)

**NDB RWY 30**

51°33.07'N  
021°53.52'E

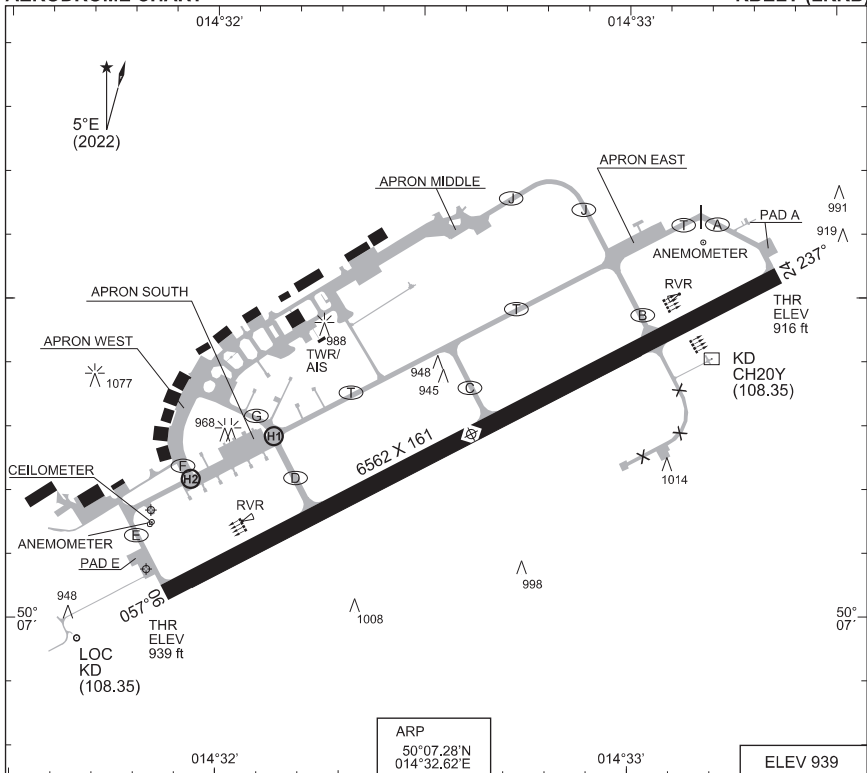
**DEBLIN (EPDE)**

CHANGE: GND FREQ  
EJOPS

MATSO 04 SEP 2025

PANS-OPS  
AERODROME CHART

KBELY (LKKB)



ARP  
50°07.28'N  
014°32.62'E

ELEV 939

RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN	
06	48	650	6562	6562	6758	6562	3.0°			50°07.03'N	014°31.88'E
24	F/B/W/T	F/B/X/T	6562	6562	6758	6562	3.0°			50°07.53'N	014°33.36'E

KBELY TWR 120.880 134.730x  
 KBELY PRECISION 126.760 O/R 123.300 O/Rx 315.000 O/Rx  
 KBELY RADAR 124.680 HO 291.050 HOx

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	PANS-OPS	24	3.0°				A B C D	EU-OPS	<b>1155</b> - 550 239 (300-0.8/1.2)

SRA	NIL								
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CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

AERODROME CHART

KBELY (LKKB)

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 939

**ILS RWY 24  
KBELY (LKKB)**

KBELY RADAR		KBELY PRECISION			KBELY TWR	
124.680 HO	291.050 HOx	126.760 O/R	123.300 O/Rx	315.000 O/Rx	120.880	134.730x
LOC-DME		APP COURSE	GP INTCP ALT	GS	DA	THR ELEV
KD 108.35/CH20Y		237°	3000	3.0°	<b>see CAT</b>	916
						ALS-LENGTH
						910 M
						LDA
						6562

**NOTE:**

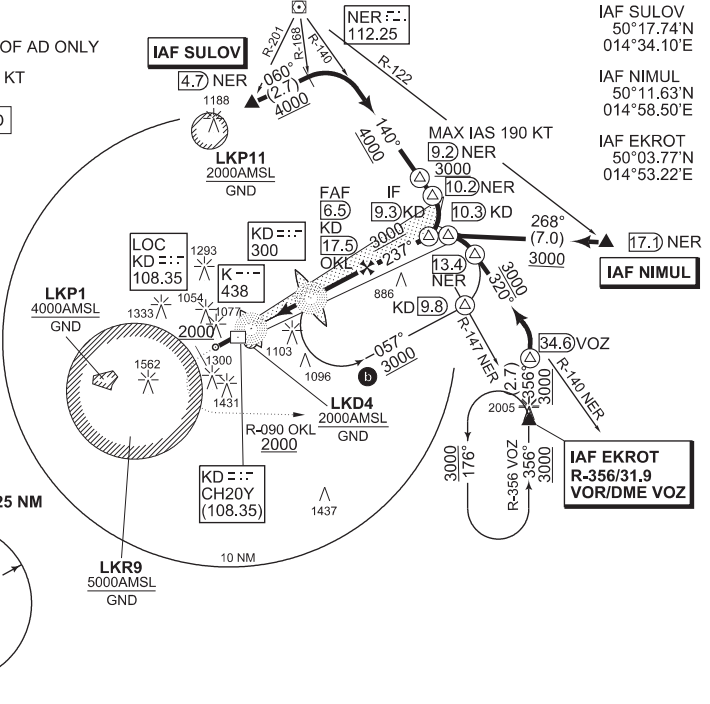
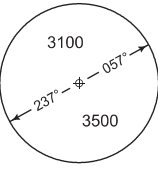
- a) CIRCLING S OF AD ONLY
- b) MAX IAS 220 KT

**DME REQUIRED**

5°E  
(2022)

**IAF OKL**  
112.6  
CH73X  
50°05.75'N  
014°15.93'E

**MSA ARP LKKB 25 NM**



**IAF SULOV**  
50°17.74'N  
014°34.10'E

**IAF NIMUL**  
50°11.63'N  
014°58.50'E

**IAF EKROT**  
50°03.77'N  
014°53.22'E

**MISSED APPROACH**

Climb to 2000 ft MAX 2.7 NM DME KD, MNM 8.7 NM DME OKL, turn left intercept R-090 OKL then climb to 3000 ft, continue to EKROT.

**MISSED APPROACH TURN:**

MAX IAS 230 KT to IAS 185 KT MNM bank angle 15° to IAS 230 KT MNM bank angle 20°

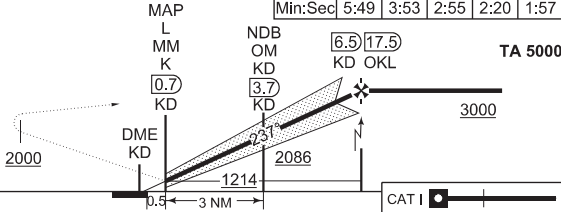
GP 3.0°

ILS RDH 52.69

THR ELEV 916

**FAF to MAP 5.8 NM**

Knots	60	90	120	150	180
Min:Sec	5:49	3:53	2:55	2:20	1:57



CHANGE: Vertical limit of LK04

CATEGORY	A	B	C	D
S-ILS 24	1116 - 550 200 (200 - 0.8/1.2)	1119 - 550 200 (200 - 0.8/1.2)	1128 - 550 210 (300 - 0.8/1.2)	1138 - 550 220 (300 - 0.8/1.2)
S-LOC 24	1220 - 750 300 (300 - 0.8/1.4)			
a) CIRCLING	1350 - 1700 410 (500 - 1.7/1.9)	1660 - 3.1 720 (800 - 3.1/3.3)	1980 - 4.6 1040 (1100 - 4.6/4.9)	-

**ILS RWY 24**

50°07.28'N  
014°32.62'E

**KBELY (LKKB)**

MIL AIP ATC Prague 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**NDB or PAR Rwy 24  
KBELY (LKKB)**

AD ELEV 939

KBELY RADAR 124.680 HO 291.050 HOx		KBELY PRECISION 126.760 O/R 123.300 O/Rx 315.000 O/Rx			KBELY TWR 120.880 134.730x		LDA
NDB-DME KD 300/CH20Y	APP COURSE 237°	FAF ALT 3000	Descent GR 5.2% (3°)	MDA <b>see CAT</b>	THR ELEV 916	ALS-LENGTH 910 M	6562

**NOTE:**

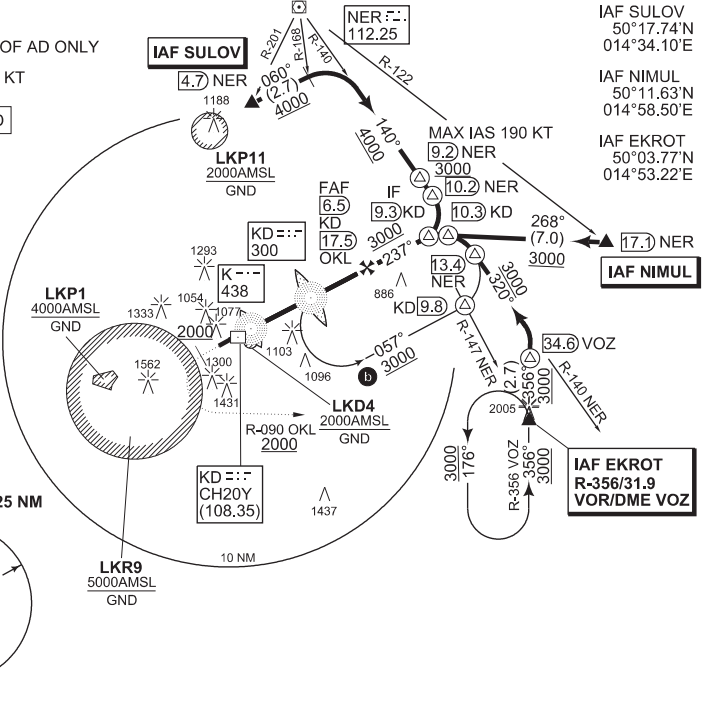
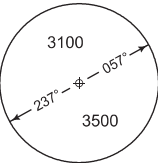
- a CIRCLING S OF AD ONLY
- b MAX IAS 220 KT

DME REQUIRED



**IAF OKL**  
112.6  
CH73X  
50°05.75'N  
014°15.93'E

MSA ARP LKKB 25 NM



**IAF SULOV**  
50°17.74'N  
014°34.10'E

**IAF NIMUL**  
50°11.63'N  
014°58.50'E

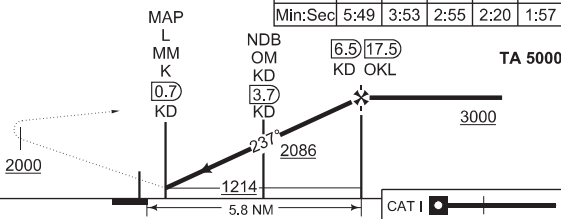
**IAF EKROT**  
50°03.77'N  
014°53.22'E

**MISSED APPROACH**

Climb to 2000 ft MAX 2.7 NM DME KD, MNM 8.7 NM DME OKL, turn left intercept R-090 OKL then climb to 3000 ft, continue to EKROT.

**MISSED APPROACH TURN:**  
MAX IAS 230 KT  
to IAS 185 KT MNM bank angle 15°  
to IAS 230 KT MNM bank angle 20°

Knots	FAF to MAP 5.8 NM				
	60	90	120	150	180
Min:Sec	5:49	3:53	2:55	2:20	1:57



THR ELEV 916

CAT I

CHANGE: Vertical limit of LK04

EU-OPS	CATEGORY	A	B	C	D
	S-NDB 24	1220 - 750 300 (300 - 0.8/1.4)			1320 - 1100 400 (400 - 1.1/1.8)
	S-PAR 24	1155 - 550 239 (300 - 0.8/1.2) GS 3°			
a	CIRCLING	1350 - 1700 410 (500 - 1.7/1.9)	1660 - 3.1 720 (800 - 3.1/3.3)	1980 - 4.6 1040 (1100 - 4.6/4.9)	-

**NDB or PAR Rwy 24**

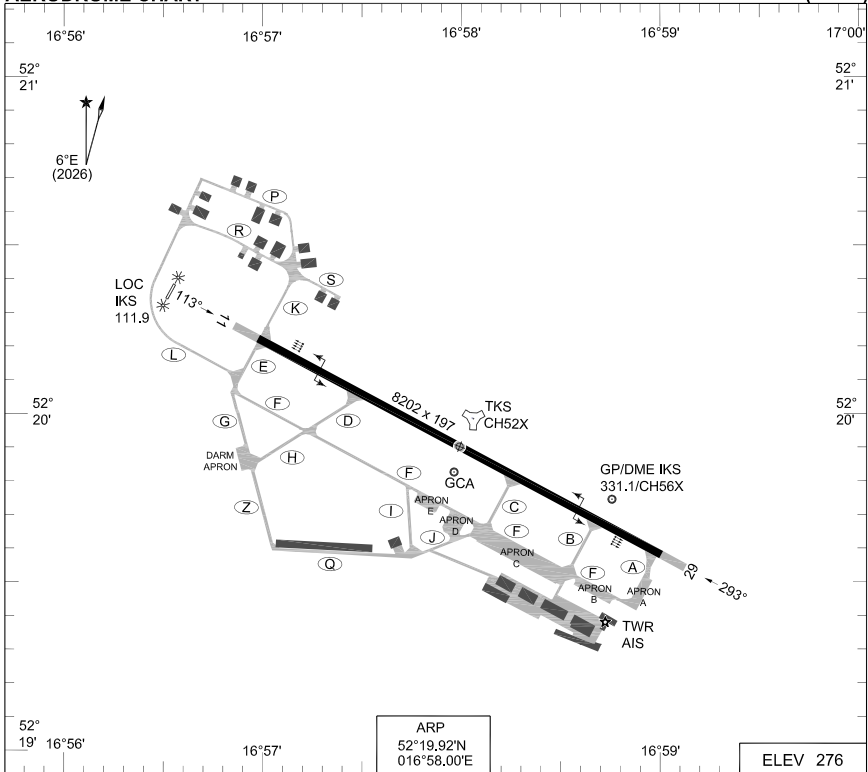
50°07.28'N  
014°32.62'E

**KBELY (LKKB)**

MIL AIR ATC Prague 16 APR 2026

PANS-OPS  
AERODROME CHART

KRZESINY (EPKS)



ARP  
52°19.92'N  
016°58.00'E

ELEV 276

RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
11	60 R/A/W/T	8202	8691	9514	8202	3.0°		272	52°20.23'N 016°57.03'E
29		8202	8691	9383	8202	3.0°		274	52°19.60'N 016°58.97'E

KRZESINY TOWER 121.030  
KRZESINY GROUND 139.825

KRZESINY PRECISION 120.755  
KRZESINY ATIS 123.910

	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA
PAR	29	3.0°				ABCDE	554-600 280 (300 -0.8/1.3)
PAR	11	3.0°				ABCDE	552-900 280 (300-0.9/1.3)

CHANGE:VAR

MATSO 16 APR 2026

AERODROME CHART

KRZESINY (EPKS)

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 276

**TACAN RWY 11  
KRZESINY (EPKS)**

POZNAN APPROACH 128.925		KRZESINY GROUND 139.825		KRZESINY TOWER 121.030			ATIS 123.910	
TACAN TKS CH52X	APP COURSE 109°	FAF ALT 2100	Descent GR 5.2%	MDA 696	THR ELEV 272	ALS-Length 423 M	LDA 8202	

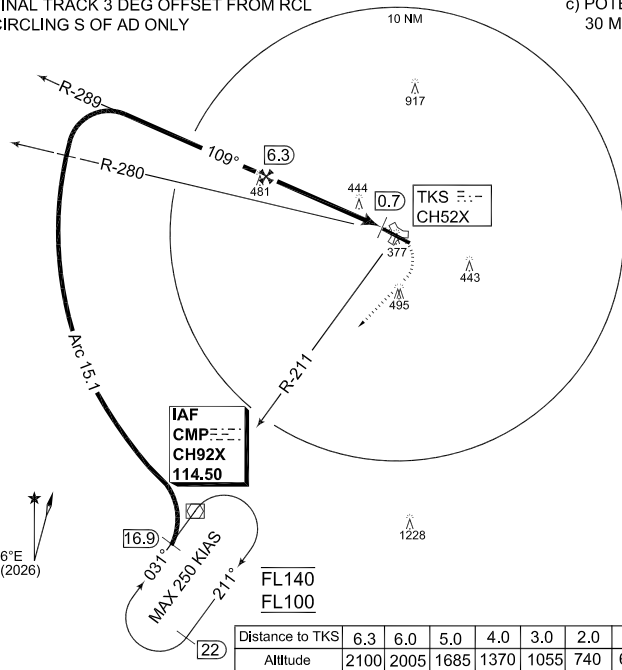
**CAUTION:**

- Ⓜ FINAL TRACK 3 DEG OFFSET FROM RCL
- Ⓟ CIRCLING S OF AD ONLY

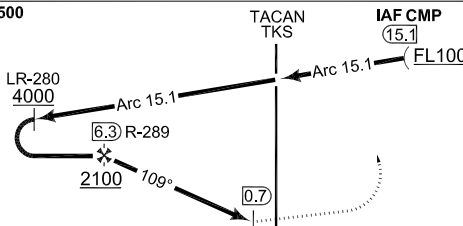
**NOTE:**

- c) POTENTIAL HYDROPLANING  
30 MIN. AFTER RAIN

IAF  
52°07.98'N  
016°43.15'E



TA 6500



**MISSED APPROACH**

Climb straight ahead to 1300 ft then turn right to intercept R 211° TKS climbing to 4000 ft and follow ATC instructions.

S-ALS	5.6	THR ELEV 272
-------	-----	--------------

CATEGORY	A	B	C	D	E
TACAN 11	696 - 1.5 420 (500 1.5/1.9)				
Ⓟ CIRCLING	696 - 1.9 420 (500-1.9)	796 - 2.8 520 (600-2.8)	1106 - 3.8 830 (900-3.8)	1106 - 4.6 830 (900-4.6)	1416 - 5.0 1140 (1200-5.0)

CHANGE:VAR, APP COURSE, BEARINGS

**TACAN RWY 11**

52°19.92'N  
016°58.00'E

**KRZESINY (EPKS)**

MATSO 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 276

**ILS y or LOC y RWY 29  
KRZESINY (EPKS)**

POZNAN APPROACH 128.925		KRZESINY GROUND 139.825		KRZESINY TOWER 121.030			ATIS 123.910	
ILS/TACAN IKS 111.9/TKS CH52X	APP COURSE 292°	GS INTCP ALT 2000	GS 3.0°	DA <b>see CAT</b>	THR ELEV 274	ALS-Length 900 M	LDA 8202	

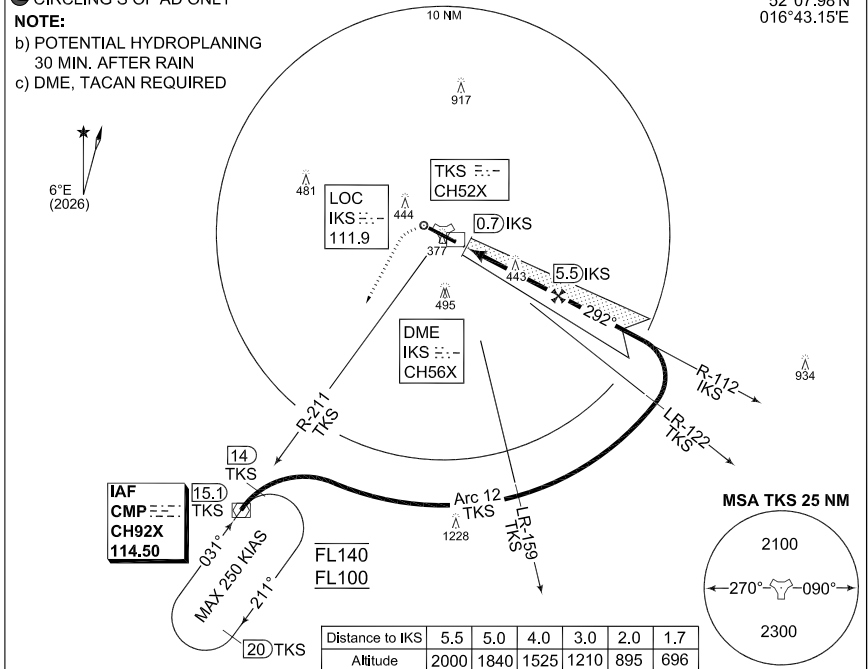
**CAUTION:**

⊕ CIRCLING S OF AD ONLY

**NOTE:**

- b) POTENTIAL HYDROPLANING  
30 MIN. AFTER RAIN
- c) DME, TACAN REQUIRED

IAF  
52°07.98'N  
016°43.15'E



<b>FAF to MAP 4.7 NM</b>						<b>IAF CMP</b> 15.3 TKS		<b>TACAN</b> LR-159 TKS		<b>TA 6500</b>	
Knots	70	100	135	170	200	230	Arc 12 TKS		LR-122 TKS		
Min:Sec	4:00	2:50	2:05	1:40	1:25	1:15	6000		4000		

**MISSED APPROACH**  
Climb straight ahead to 1300 ft then turn left climbing to 6000 ft to intercept R 211° TKS and follow ATC instructions.

CATEGORY	A	B	C	D	E
ILS 29	504 - 550 230 (300-0.8/1.2)	514 - 550 240 (300-0.8/1.2)	514 - 550 240 (300-0.8/1.2)	524 - 550 250 (300-0.8/1.3)	544 - 600 270 (300-0.8/1.3)
LOC 29	<b>696 - 1.2 - 420 (500 1.2/1.9)</b>				
⊕ CIRCLING	<b>696 - 1.9 420</b> (500-1.9)	<b>796 - 2.4 520</b> (600-2.4)	<b>1106 - 3.8 830</b> (900-3.8)	<b>1106 - 4.6 830</b> (900-4.6)	<b>1416 - 5.0 1140</b> (1200-5.0)

**ILS y or LOC y RWY 29**

52°19.92'N  
016°58.00'E

**KRZESINY (EPKS)**

CHANGE VAR, APP COURSE, HOLDING, RACETRACK, BEARINGS

MATS0 16 APR 2026



**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 276

**TACAN RWY 29  
KRZESINY (EPKS)**

POZNAN APPROACH 128.925		KRZESINY GROUND 139.825		KRZESINY TOWER 121.030		ATIS 123.910	
TACAN TKS CH52X	APP COURSE 295°	FAF ALT 2000	Descent GR 5.2%	MDA 696	THR ELEV 274	ALS-Length 900 M	LDA 8202

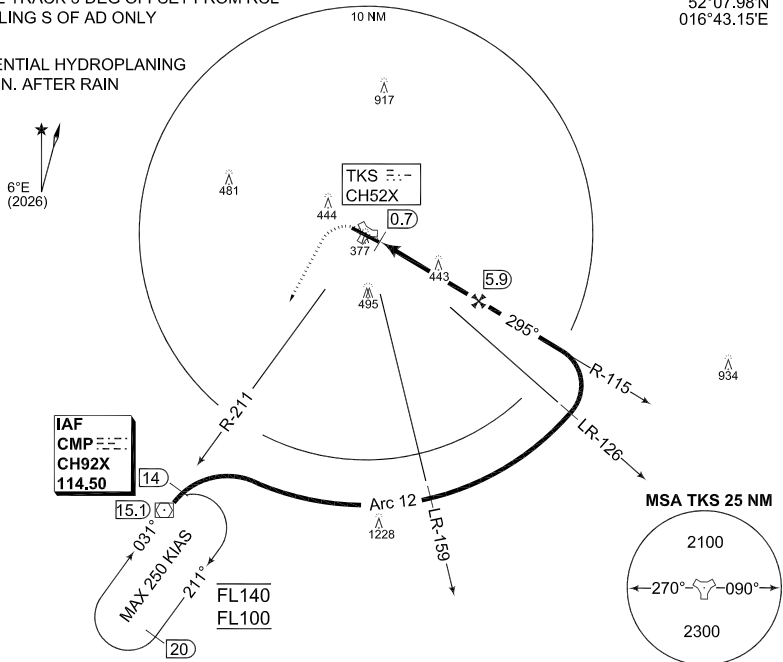
**CAUTION:**

- ⊕ FINAL TRACK 3 DEG OFFSET FROM RCL
- ⊖ CIRCLING S OF AD ONLY

**NOTE:**

- c) POTENTIAL HYDROPLANING  
30 MIN. AFTER RAIN

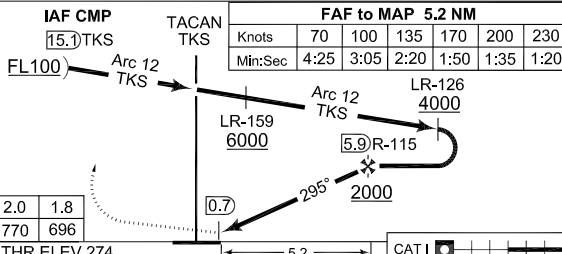
IAF  
52°07.98'N  
016°43.15'E



TA 6500

**MISSED APPROACH**

Climb straight ahead to 1300 ft then turn left to intercept R 211° TKS climbing to 6000 ft and follow ATC instructions.



Distance TKS	5.9	5.0	4.0	3.0	2.0	1.8
Altitude	2000	1715	1400	1085	770	696

THR ELEV 274

CATEGORY	A	B	C	D	E
	696 - 1.2 420 (500 - 1.2/1.9)				
⊖ CIRCLING	696 - 1.9 420 (500-1.9)	796 - 2.4 520 (600-2.4)	1106 - 3.8 830 (900-3.8)	1106 - 4.6 830 (900-4.6)	1416 - 5.0 1140 (1200-5.0)

CHANGE VAR. APP COURSE, BEARINGS

**TACAN RWY 29**

52°19.92'N  
016°58.00'E

**KRZESINY (EPKS)**

MATSO 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**NDB RWY 29  
KRZESINY (EPKS)**

AD ELEV 276

POZNAN APPROACH 128.925		KRZESINY GROUND 139.825		KRZESINY TOWER 121.030		ATIS 123.910	
NDB NK 489	APP COURSE 292°	FAF ALT -	Descent GR -	MDA <b>see CAT</b>	THR ELEV 274	ALS-Length 900 M	LDA 8202

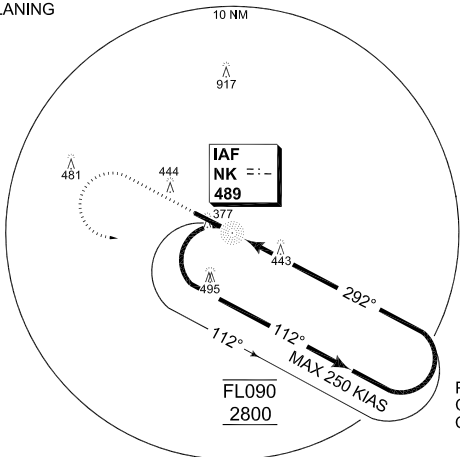
**CAUTION:**

● CIRCLING S OF AD ONLY

**NOTE:**

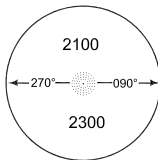
b) POTENTIAL HYDROPLANING  
30 MIN. AFTER RAIN

IAF  
52°19.35'N  
016°59.75'E



PROCEDURE TURN:  
CAT. A/B: 3 MIN.  
CAT. C/D/E: 2 MIN

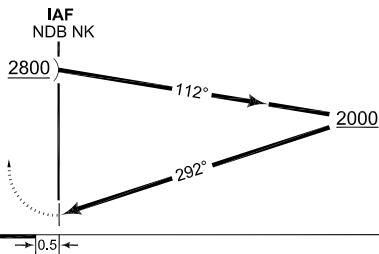
MSA NK 25 NM



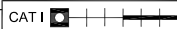
**MISSED APPROACH**

Climb straight ahead to 1700 ft then turn left to NDB NK climbing to 2800 ft and follow ATC instructions.

TA 6500



THR ELEV 274



CATEGORY	A	B	C	D	E
NDB 29	936 - 2.3 660 (700-2.3/3.0)	936 - 2.3 660 (700-2.3/3.0)	1236 - 3.8 960 (1000-3.8/4.5)	1236 - 3.8 960 (1000-3.8/4.5)	1236 - 3.8 960 (1000-3.8/4.5)
● CIRCLING	936 - 3.0 660 (700-3.0)	936 - 3.0 660 (700-3.0)	1236 - 4.5 960 (1000-4.5)	1236 - 4.5 960 (1000-4.5)	1416 - 5.0 1140 (1200-5.0)

CHANGEVAR: APP COURSE

**NDB RWY 29**

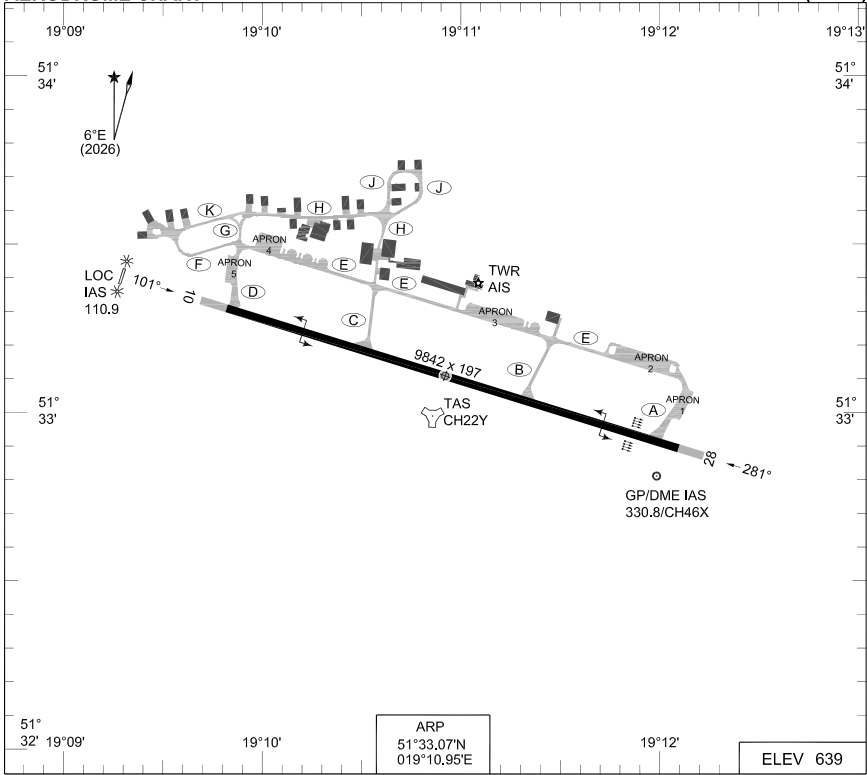
52°19.92'N  
016°58.00'E

**KRZESINY (EPKS)**

MATS0 16 APR 2026

PANS-OPS  
AERODROME CHART

LASK (EPLK)



ARP  
51°33.07'N  
019°10.95'E

ELEV 639

RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	TDZE	THR PSN
10	65	9842	10335	10745	9842	3.0°	622	51°33.30'N 019°09.72'E
28	R/B/W/T	9842	10331	10745	9842	3.0°	639	51°32.82'N 019°12.18'E

LASK TOWER 133.080      LASK ATIS 126.385  
LASK APPROACH 125.355

	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA

CHANGE VAR. MINIMA. EDITORIAL

MATSO 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 639

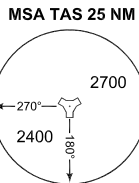
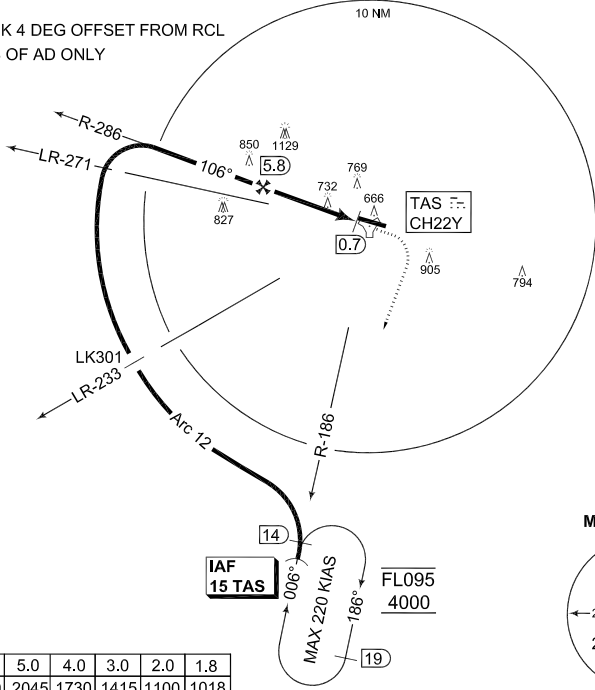
**TACAN RWY 10  
LASK (EPLK)**

LASK APPROACH 125.355 379.350		LASK TOWER 133.080 232.125		ATIS 126.385			
TACAN TAS CH22Y	APP COURSE 106°	FAF ALT 2300	Descent GR 5.2 %	MDA 1018	THR ELEV 618	ALS-Length 420 M	LDA 9842

**CAUTION:**

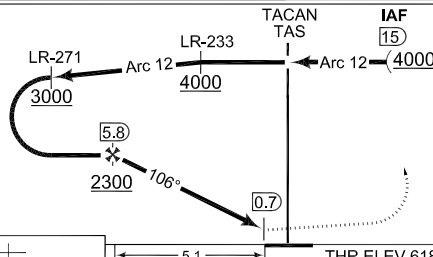
- FINAL TRACK 4 DEG OFFSET FROM RCL
- CIRCLING S OF AD ONLY

IAF  
51°18.33'N  
019°05.72'E



Dist. TAS	5.8	5.0	4.0	3.0	2.0	1.8
Altitude	2300	2045	1730	1415	1100	1018

**TA 6500**



FAF to MAP 5.1 NM						
Knots	70	100	135	170	200	230
Min:Sec	4:20	3:05	2:15	1:50	1:30	1:20

**MISSED APPROACH**

Climb straight ahead to 3000 ft then turn right to intercept R 186 TAS climbing to 4000 ft to 15 NM TAS or follow ATC instructions. Turn limited to KIAS 220.

S-ALS 5.1 → THR ELEV 618

CATEGORY	A	B	C	D	E
TACAN 10	<b>1018</b> - 1400 400 (400 -1.4/1.8)				
CIRCLING	<b>1089</b> - 2.1 450 (500-2.1)	<b>1209</b> - 2.8 570 (600-2.8)	<b>1429</b> - 3.7 790 (800-3.7)	<b>1539</b> - 4.6 900 (900-4.6)	<b>1639</b> - 5.0 1000 (1000-5.0)

CHANGE VAR. MINIMA. EDITORIAL

MAYSO 16 APR 2026

**TACAN RWY 10**

51°33.07'N  
019°10.95'E

**LASK (EPLK)**

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**ILS y or LOC y RWY 28  
LASK (EPLK)**

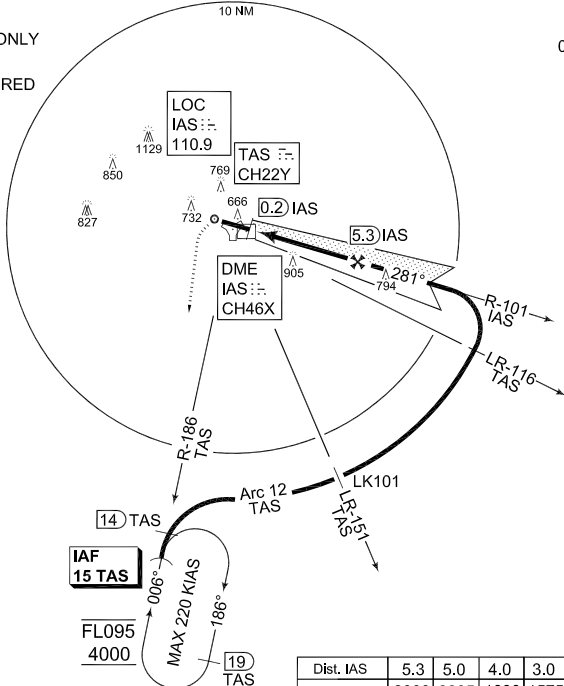
AD ELEV 639

LASK APPROACH 125.355 379.350		LASK TOWER 133.080 232.125			ATIS 126.385		
ILS/DME IAS 110.900/CH46X	APP COURSE 281°	GS INTCP ALT 2300	GS 3.0°	DA <b>see CAT</b>	THR ELEV 631	ALS-Length 900 M	LDA 9842

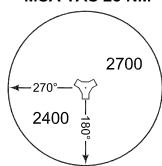
**CAUTION:**  
CIRCLING S OF AD ONLY

**NOTE:**  
b) DME, TACAN REQUIRED

IAF  
51°18.33'N  
019°05.72'E



**MSA TAS 25 NM**



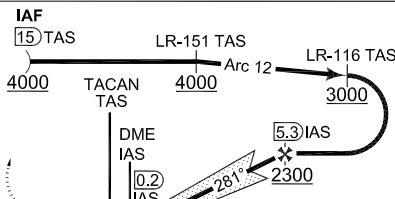
Dist. IAS	5.3	5.0	4.0	3.0	2.0	1.3
Altitude	2300	2205	1890	1575	1260	1011

**FAF to MAP 5.1 NM**

Knots	70	100	135	170	200	230
Min:Sec	4:20	3:05	2:15	1:50	1:30	1:20

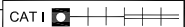
**MISSED APPROACH**

Climb straight ahead to 3000 ft then turn left to intercept R 186 TAS climbing to 4000 ft to 15 NM TAS or follow ATC instructions. Turn limited to KIAS 220.



TA 6500

THR ELEV 631



CATEGORY	A	B	C	D	E
ILS 28	831 - 550 200 (200-0.8/1.2)	831 - 550 200 (200-0.8/1.2)	831 - 550 200 (200-0.8/1.2)	841 - 550 210 (300-0.8/1.2)	861 - 550 230 (300-0.8/1.2)
LOC 28	<b>1011 - 1000 380 (400-1.0/1.7)</b>				
CIRCLING	1089 - 2.1 450 (500-2.1)	1209 - 2.8 570 (600-2.8)	1429 - 3.7 790 (800-3.7)	1539 - 4.6 900 (900-4.6)	1639 - 5.0 1000 (1000-5.0)

**ILS y or LOC y RWY 28**

51°33.07'N  
019°10.95'E

**LASK (EPLK)**

CHANGE:VAR  
EU-OPS

MATSO 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**ILS z or LOC z RWY 28  
LASK (EPLK)**

AD ELEV 639

LASK APPROACH 125.355 379.350		LASK TOWER 133.080 232.125			ATIS 126.385		
ILS/DME IAS 110.900/CH46X	APP COURSE 281°	GS INTCP ALT 2300	GS 3.0°	DA <b>see CAT</b>	THR ELEV 631	ALS-Length 900 M	LDA 9842

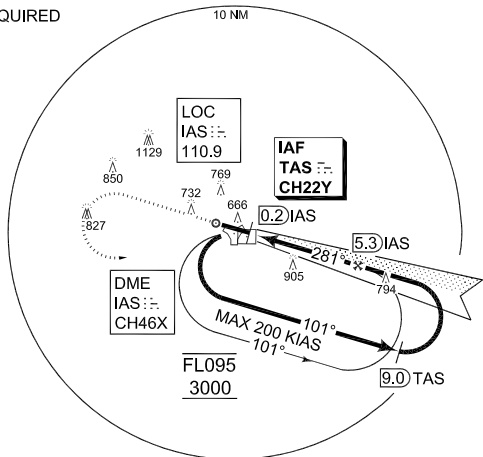
**CAUTION:**

● CIRCLING S OF AD ONLY

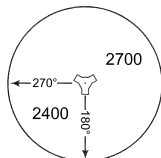
**NOTE:**

b) TACAN, DME REQUIRED

IAF  
51°33.03'N  
019°10.70'E



**MSA TAS 25 NM**

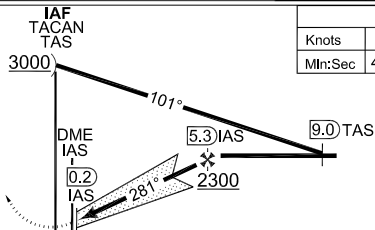


Dist. IAS	5.3	5.0	4.0	3.0	2.0	1.3
Altitude	2300	2205	1890	1575	1260	1011

**TA 6500**

**MISSED APPROACH**

Climb straight ahead to 3000 ft then turn left to TACAN TAS and follow ATC instructions. Turn limited to KIAS 220



FAF to MAP 5.1 NM						
Knots	70	100	135	170	200	230
Min:Sec	4:20	3:05	2:15	1:50	1:30	1:20

THR ELEV 631

5.1

CAT I  | | | | |

CATEGORY	A	B	C	D	E
ILS 28	831 - 550 200 (200-0.8/1.2)	831 - 550 200 (200-0.8/1.2)	831 - 550 200 (200-0.8/1.2)	841 - 550 210 (300-0.8/1.2)	861 - 550 230 (300-0.8/1.2)
LOC 28	<b>1011 - 1000 380 (400-1.0/1.7)</b>				
● CIRCLING	1089 - 2.1 450 (500-2.1)	1209 - 2.8 570 (600-2.8)	1429 - 3.7 790 (800-3.7)	1539 - 4.6 900 (900-4.6)	1639 - 5.0 1000 (1000-5.0)

**ILS z or LOC z RWY 28**

51°33.07'N  
019°10.95'E

**LASK (EPLK)**

CHANGE VAR  
EUP-OPS

MATSO 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 639

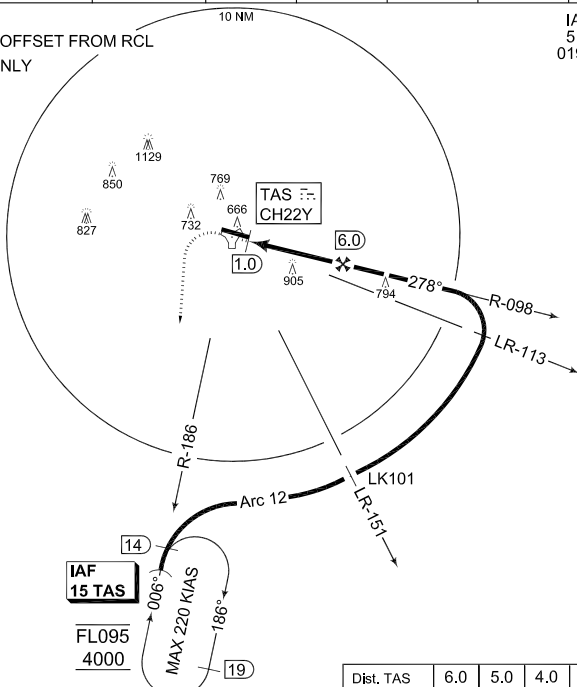
**TACAN RWY 28  
LASK (EPLK)**

LASK APPROACH 125.355 379.350		LASK TOWER 133.080 232.125			ATIS 126.385		
TACAN TAS CH22Y	APP COURSE 278°	FAF ALT 2300	Descent GR 5.2%	MDA 1041	THR ELEV 631	ALS-Length 900 M	LDA 9842

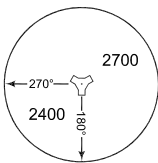
**CAUTION:**

- FINAL TRACK 3 DEG OFFSET FROM RCL
- CIRCLING S OF AD ONLY

IAF  
51°18.33'N  
019°05.72'E



**MSA TAS 25 NM**

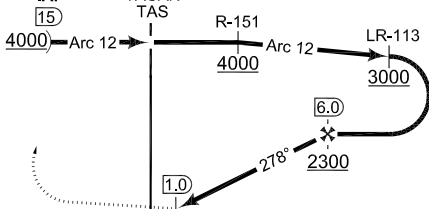


Dist. TAS	6.0	5.0	4.0	3.0	2.0
Altitude	2300	1980	1665	1350	1041

**FAF to MAP 5.0 NM**

Knots	70	100	135	170	200	230
Min:Sec	4:15	3:00	2:15	1:45	1:30	1:20

**IAF 15 TAS TACAN TAS TA 6500**



**MISSED APPROACH**

Climb straight ahead to 3000 ft then turn left to intercept R 186 TAS climbing to 4000 ft to 15 NM TAS or follow ATC instructions. Turn limited to KIAS 220.

THR ELEV 631 CAT I

CATEGORY	A	B	C	D	E
TACAN 28	<b>1041- 1200 410 (500 -1.2/1.9)</b>				
CIRCLING	<b>1089- 2.1 450 (500-2.1)</b>	<b>1209- 2.8 570 (600-2.8)</b>	<b>1429- 3.7 790 (800-3.7)</b>	<b>1539- 4.6 900 (900-4.6)</b>	<b>1639- 5.0 1000 (1000-5.0)</b>

CHANGEVAR ELP/OPS

MATSO 16 APR 2025

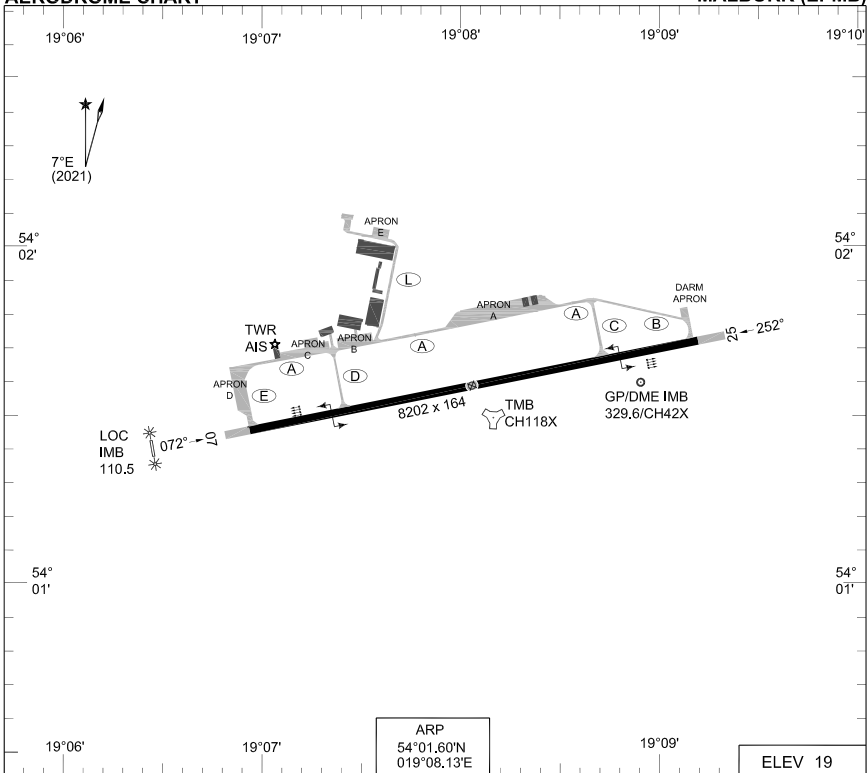
**TACAN RWY 28**

51°33.07'N  
019°10.95'E

**LASK (EPLK)**

**PANS-OPS  
AERODROME CHART**

**MALBORK (EPMB)**



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR	TDZE	THR PSN
07	39 R/B/W/T	8202	8694	8694	8202	3.0°	19	16	54°01.47'N 019°07.02'E
25		8202	8661	8661	8202	3.0°	18	15	54°01.72'N 019°09.27'E

MALBORK TOWER	123.005	234.050	MALBORK ATIS	139.900
MALBORK APPROACH	125.205	240.550		
MALBORK PRECISION	118.180	379.325		

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA
PAR	PANS-OPS	25	3.0°				ABCDE	278-600 260 (300-0.8/1.3)
	PANS-OPS	07	3.0°				ABCDE	299-900 280 (300-0.9/1.3)

CHANGE: TWR FREQUENCY, APP, PAR, ATIS ADDED

MATSO 15 MAY 2025

**AERODROME CHART**

**MALBORK (EPMB)**

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**TACAN z RWY 07  
MALBORK (EPMB)**

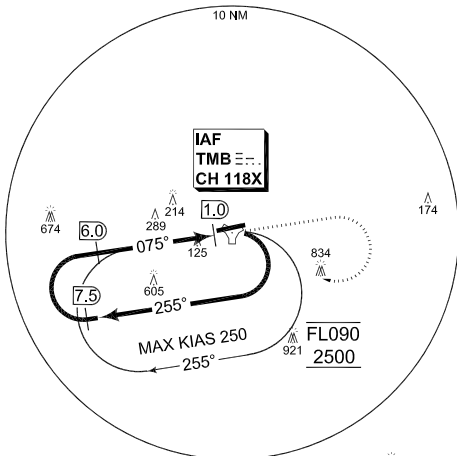
AD ELEV 19

MALBORK APPROACH		MALBORK TOWER			ATIS		
125.205	240.550	123.005	234.050	139.900			
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TMB CH 118X	075°	1750	5.3%	535	19	420 M	8202

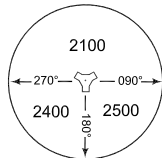
**CAUTION:**

- Ⓢ FINAL TRACK 3 DEG OFFSET FROM RCL
- Ⓢ CIRCLING S OF AD ONLY

IAF  
54°01.50'N  
019°08.25'E

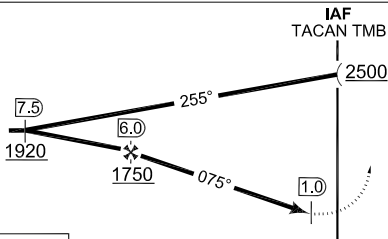


**MSA TMB 25 NM**



Dist. TMB	6.0	5.0	4.0	3.0	2.2
Altitude	1750	1430	1115	800	535

**TA 6500**



<b>FAF to MAP 5.0 NM</b>						
Knots	70	100	135	170	200	230
MIn:Sec	4:20	3:00	2:15	1:45	1:30	1:20

**MISSED APPROACH**

Climb straight ahead to 1000 ft then turn right to TACAN TMB climbing to 2500 ft and follow ATC instructions.

S-ALS 5.3 THR ELEV 19

CATEGORY	A	B	C	D	E
TACAN z 07	<b>534</b> -1.9 515 (600-1.9/2.4)				
Ⓢ CIRCLING	<b>539</b> -2.4 520 (600-2.4)	<b>549</b> -2.8 530 (600-2.8)	<b>1259</b> -5.0 1240 (1300-5.0)	<b>1279</b> -5.0 1260 (1300-5.0)	<b>1429</b> -5.0 1410 (1500-5.0)

CHANGE: APP. TWR FREQUENCY, MINIMA

**TACAN z RWY 07**

54°01.60'N  
019°08.13'E

**MALBORK (EPMB)**

MATSU 15 MAY 2025

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**ILS y or LOC y RWY 25  
MALBORK (EPMB)**

AD ELEV 19

MALBORK APPROACH		MALBORK TOWER			ATIS		
125.205	240.550	123.005	234.050		139.900		
ILS/TACAN	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA
IMB 110.5/TMB CH118X	252°	1610	3.0°	<b>see CAT</b>	18	900 M	8202

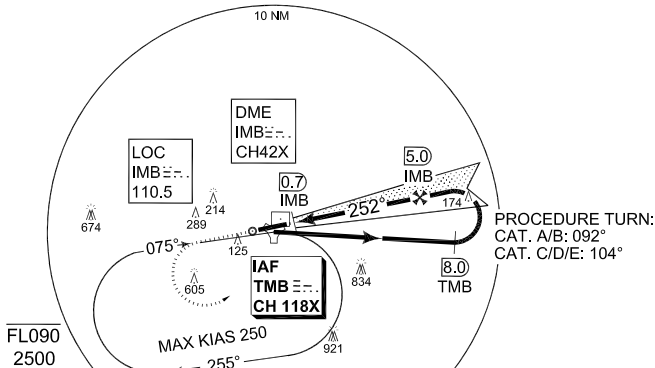
**CAUTION:**

⊕ CIRCLING S OF AD ONLY

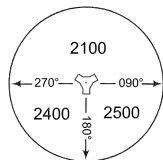
**NOTE:**

b) DME, TACAN IS REQUIRED

IAF  
54°01.50'N  
019°08.25'E

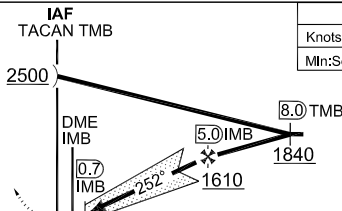


MSA TMB 25 NM



Dist. IMB	5.0	4.0	3.0	2.0	1.2
Altitude	1610	1325	1010	695	418

TA 6500



FAF to MAP 4.3 NM

Knots	70	100	135	170	200	230
Min:Sec	4:00	2:50	2:05	1:40	1:25	1:15

**MISSED APPROACH**

Climb straight ahead to 1020 ft then turn left to TACAN TMB climbing to 2500 ft and follow ATC instructions.

THR ELEV 18



CATEGORY	A	B	C	D	E
ILS 25	258 - 550 240 (300-0.8/1.2)	268 - 550 250 (300-0.8/1.3)	278 - 600 260 (300-0.8/1.3)	278 - 600 260 (300-0.8/1.3)	298 - 600 280 (300-0.8/1.3)
LOC 25	419 - 1100 400 (400-1.1/1.8)				
⊕ CIRCLING	489 - 2.3 470 (500-2.3)	549 - 2.8 530 (600-2.8)	1259 - 5.0 1240 (1300-5.0)	1279 - 5.0 1260 (1300-5.0)	1429 - 5.0 1410 (1500-5.0)

**ILS y or LOC y RWY 25**

54°01.60'N  
019°08.13'E

**MALBORK (EPMB)**

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**ILS z or LOC z RWY 25  
MALBORK (EPMB)**

AD ELEV 19

MALBORK APPROACH		MALBORK TOWER			ATIS		
125.205	240.550	123.005	234.050	139.900			
ILS/DME IMB 110.500/CH42X	APP COURSE 252°	GS INTCP ALT 1610	GS 3.0°	DA <b>see CAT</b>	THR ELEV 18	ALS-Length 900 M	LDA 8202

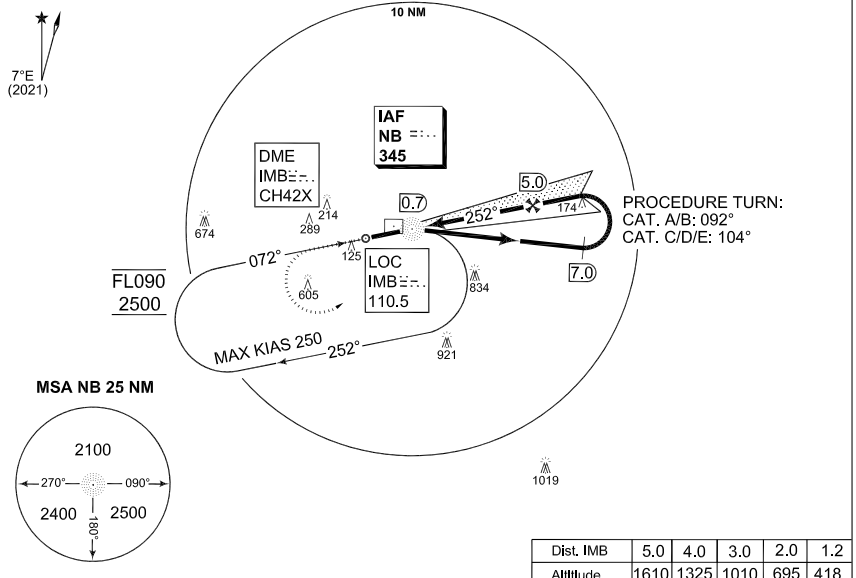
**CAUTION:**

⦿ CIRCLING S OF AD ONLY

**NOTE:**

b) DME IS REQUIRED

IAF  
54°01.82'N  
019°10.13'E



Dist. IMB	5.0	4.0	3.0	2.0	1.2
Alltitude	1610	1325	1010	695	418

**TA 6500**

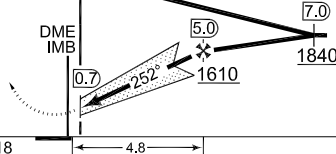
IAF  
NDB NB

**FAF to MAP 4.3 NM**

Knots	70	100	135	170	200	230
Min:Sec	4:00	2:50	2:05	1:40	1:25	1:15

**MISSED APPROACH**

Climb straight ahead to 1020 ft then turn left to NDB NB climbing to 2500 ft and follow ATC instructions.



THR ELEV 18

4.8

CAT I

CATEGORY	A	B	C	D	E
ILS 25	258 - 550 240 (300-0.8/1.2)	268 - 550 250 (300-0.8/1.3)	278 - 600 260 (300-0.8/1.3)	278 - 600 260 (300-0.8/1.3)	298 - 600 280 (300-0.8/1.3)
LOC 25	<b>419 - 1100 400 (400-1.1/1.8)</b>				
⦿ CIRCLING	489 - 2.3 470 (500-2.3)	549 - 2.8 530 (600-2.8)	1259 - 5.0 1240 (1300-5.0)	1279 - 5.0 1260 (1300-5.0)	1429 - 5.0 1410 (1500-5.0)

**ILS z or LOC z RWY 25**

54°01.60'N  
019°08.13'E

**MALBORK (EPMB)**

CHANGE: APP. TWR FREQUENCY, MINIMA  
EU-OPS

MATSOC 15 MAY 2025

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**TACAN z RWY 25  
MALBORK (EPMB)**

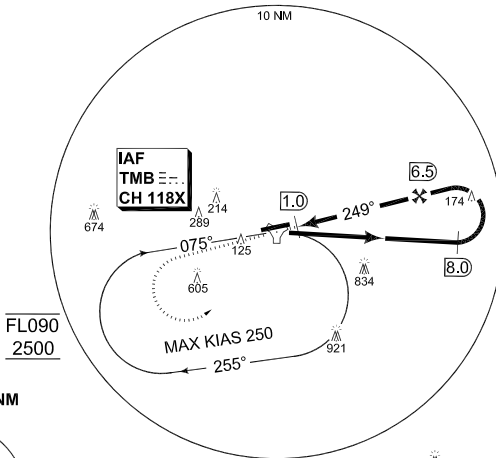
AD ELEV 19

MALBORK APPROACH		MALBORK TOWER			ATIS		
125.205	240.550	123.005	234.050		139.900		
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TMB CH 118X	☉ 249°	1950	5.3 %	<b>480</b>	18	900 M	8202

**CAUTION:**

- ☉ FINAL TRACK 3 DEG OFFSET FROM RCL
- ☉ CIRCLING S OF AD ONLY

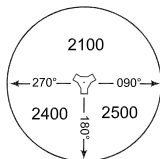
IAF  
54°01.50'N  
019°08.25'E



PROCEDURE TURN:  
CAT. A/B: 084°  
CAT. C/D/E: 095°

FL090  
2500

**MSA TMB 25 NM**



Dist. TMB	6.5	6.0	5.0	4.0	3.0	2.0	1.9
Altitude	1950	1790	1470	1155	840	525	480

**TA 6500**

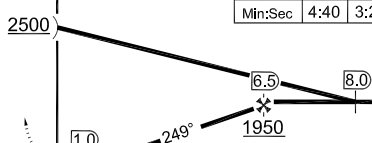
IAF  
TACAN TMB

**FAF to MAP 5.5 NM**

Knots	70	100	135	170	200	230
Min:Sec	4:40	3:20	2:30	2:00	1:40	1:25

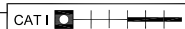
**MISSED APPROACH**

Climb straight ahead to 1000 ft then turn left to TACAN TMB climbing to 2500 ft and follow ATC instructions.



THR ELEV 18

5.8



CATEGORY	A	B	C	D	E
TACAN z 25	<b>479</b> -1400 460 (500-1.4/2.1)				
☉ CIRCLING	<b>489</b> -2.3 470 (500-2.3)	<b>549</b> -2.8 530 (600-2.8)	<b>1259</b> -5.0 1240 (1300-5.0)	<b>1279</b> -5.0 1260 (1300-5.0)	<b>1429</b> -5.0 1410 (1500-5.0)

CHANGE EDITORIAL  
EU-OPS

MATSO 19 FEB 2026

**TACAN z RWY 25**

54°01.60'N  
019°08.13'E

**MALBORK (EPMB)**

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 19

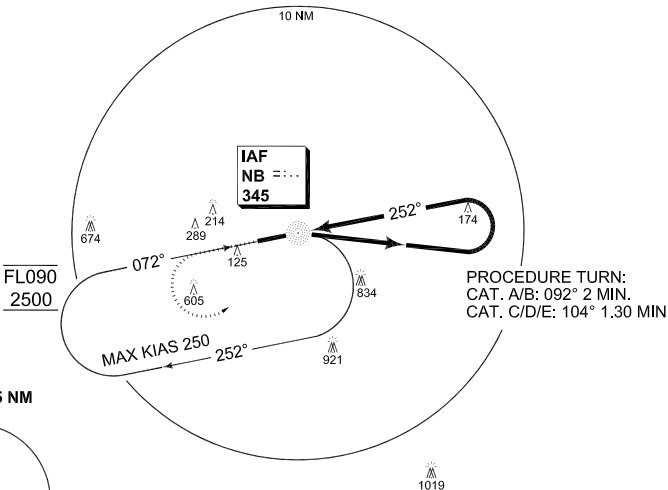
**NDB RWY 25  
MALBORK (EPMB)**

MALBORK APPROACH 125.205      240.550		MALBORK TOWER 123.005      234.050			ATIS 139.900		
NDB NB 345	APP COURSE 252°	FAF ALT	Descent GR	MDA 480	THR ELEV 18	ALS-Length 900 M	LDA 8202

**CAUTION:**

CIRCLING S OF AD ONLY

IAF  
54°01.82'N  
019°10.13'E

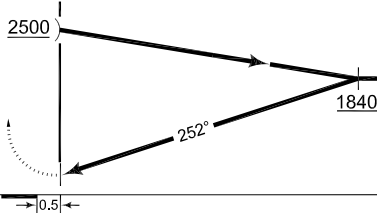


**TA 6500**

IAF  
NDB NB

**MISSED APPROACH**

Climb straight ahead to 1020 ft then turn left to NDB NB climbing to 2500 ft and follow ATC instructions.



CHANGE: APP. TWR FREQUENCY, MIN/MA

CATEGORY	A	B	C	D	E
NDB 25	<b>479</b> -1400 460 (500-1.4/2.1)				
CIRCLING	<b>489</b> - 2.3 470 (500-2.3)	<b>549</b> - 2.8 530 (600-2.8)	<b>1259</b> - 5.0 1240 (1300-5.0)	<b>1279</b> - 5.0 1260 (1300-5.0)	<b>1429</b> - 5.0 1410 (1500-5.0)

**NDB RWY 25**

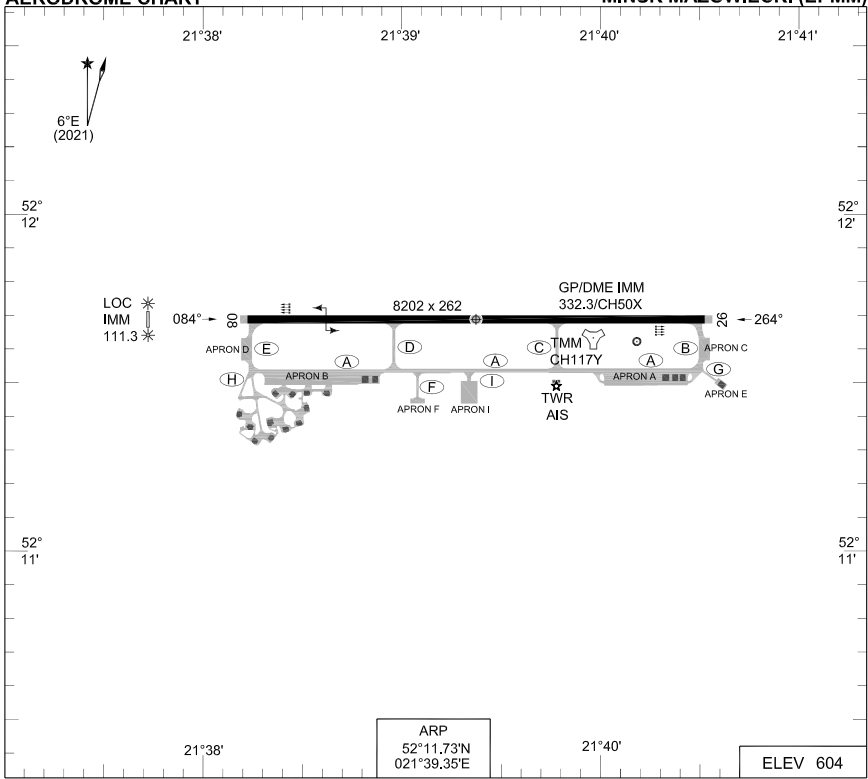
54°01.60'N  
019°08.13'E

**MALBORK (EPMB)**

MATS0 15 MAY 2025

**PANS-OPS  
AERODROME CHART**

**MINSK MAZOWIECKI (EPMM)**



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
08	38	8202	8300	9514	8202	3.0°		568	52°11.73'N 021°38,25'E
26	R/C/W/T	8202	8300	9514	8202	3.0°		597	52°11.73'N 021°40,45'E

MINSK TOWER 135.430 279.075 MINSK PRECISION 126.915 343.550  
MINSK APPROACH 120.780 278.575 MINSK ATIS 138.250

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA
PAR	PANS-OPS	26	3.0°				ABCDE	854-550 250 (300-0.8/1.3)
PAR	PANS-OPS	08	3.0°				ABCDE	811-800 250 (300-0.8/1.3)

**AERODROME CHART**

**MINSK MAZOWIECKI (EPMM)**

CHANGE: RWY PCN, APN1 AND TWY (ADDED, EDITORIAL)

MATSO 04 SEP 2025

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 604

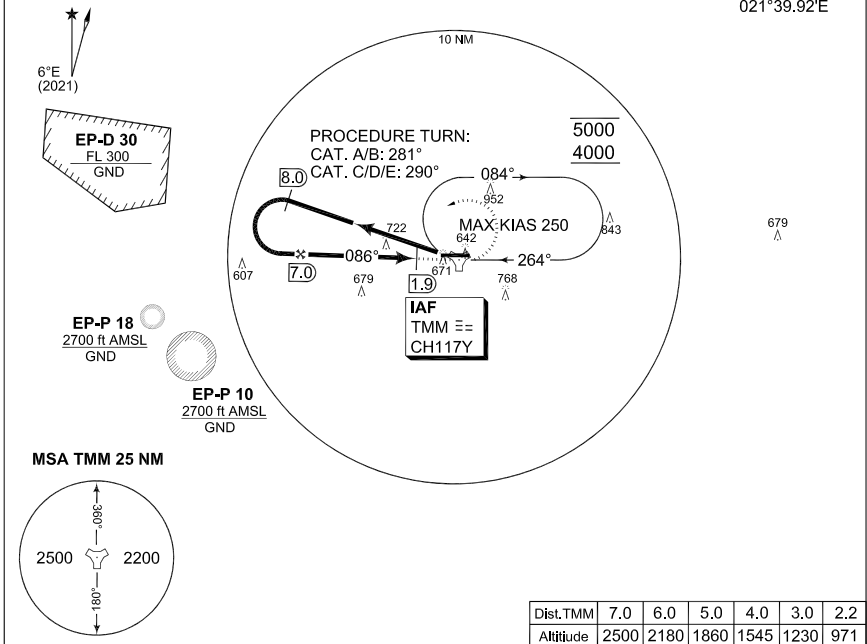
**TACAN RWY 08  
MINSK MAZOWIECKI (EPMM)**

MINSK APPROACH		MINSK TOWER			ATIS		
120.780	278.575	135.430	279.075		138.250		
TACAN TMM CH117Y	APP COURSE 086°	FAF ALT 2500	Descent GR 5.2%	MDA 971	THR ELEV 561	ALS-Length 420 M	LDA 8202

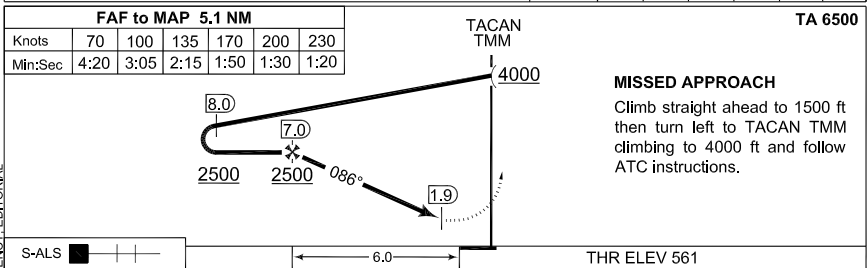
**CAUTION:**

FINAL APPROACH OFFSET BY 2 DEG

IAF  
52°11.67'N  
021°39.92'E



Dist.TMM	7.0	6.0	5.0	4.0	3.0	2.2
Altitude	2500	2180	1860	1545	1230	971



S-ALS	6.0					THR ELEV 561
CATEGORY	A	B	C	D	E	
TACAN 08	971 - 1.5 410 (500-1.5/1.9)					
CIRCLING	1114 - 1.9 510 (600-1.9)	1114 - 2.8 510 (600-2.8)	1354 - 3.7 750 (800-3.7)	1354 - 4.6 750 (800-4.6)	1454 - 5.0 850 (900-5.0)	

**TACAN RWY 08**

52°11.73'N  
021°39.35'E

**MINSK MAZOWIECKI (EPMM)**

CHANGE: APP. TWR FREQUENCY. EDITORIAL

EU-OPS

MATSO 15 MAY 2025

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 604

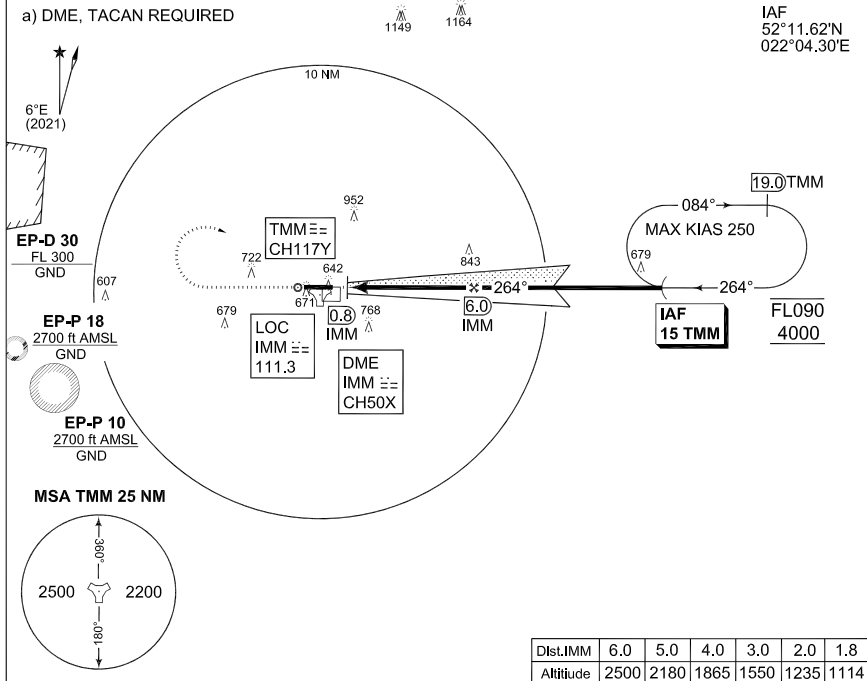
**ILS y or LOC y RWY 26  
MINSK MAZOWIECKI (EPMM)**

MINSK APPROACH		MINSK TOWER			ATIS			
120.780	278.575	135.430	279.075		138.250			
ILS/TACAN	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA	
IMM 111.3/TMM CH117Y	264°	2500	3.0°	854	604	900 M	8202	

**NOTE:**

a) DME, TACAN REQUIRED

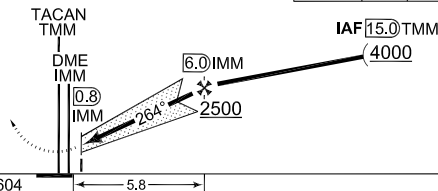
IAF  
52°11.62'N  
022°04.30'E



**TA 6500**

**MISSED APPROACH**

Climb straight ahead to 1500 ft then turn right climbing to 4000 ft to join IAF or follow ATC instructions. Turn limited to 240 KIAS max.



<b>FAF to MAP 5.2 NM</b>						
Knots	70	100	135	170	200	230
Min:Sec	4:30	3:10	2:20	1:50	1:35	1:20

CHANGE: APP. TWR FREQUENCY  
EU-OPS

CATEGORY	A	B	C	D	E
ILS 26	<b>854</b> - 550 250 (300-0.8/1.3)				
LOC 26	<b>1114</b> - 1.6 510 (600-1.6/2.4)				
CIRCLING	<b>1114</b> - 1.9 510 (600-1.9)	<b>1114</b> - 2.8 510 (600-2.8)	<b>1354</b> - 3.7 750 (800-3.7)	<b>1354</b> - 4.6 750 (800-4.6)	<b>1454</b> - 5.0 850 (900-5.0)

**ILS y or LOC y RWY 26**

52°11.73'N  
021°39.35'E

**MINSK MAZOWIECKI (EPMM)**

MATS0 15 MAY 2025

**PANS-OPS INSTRUMENT APPROACH CHART**

AD ELEV 604

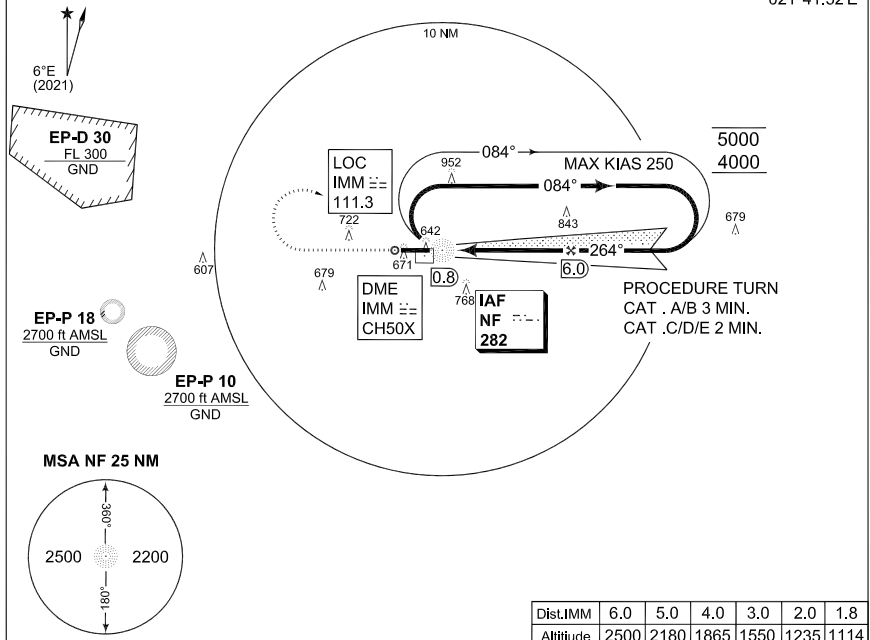
**ILS z or LOC z RWY 26 MINSK MAZOWIECKI (EPMM)**

MINSK APPROACH		MINSK TOWER			ATIS		
120.780	278.575	135.430	279.075	138.250			
ILS/DME IMM 111.300/CH50X	APP COURSE 264°	GS INTCP ALT 2500	GS 3.0°	DA <b>854</b>	THR ELEV 604	ALS-Length 900 M	LDA 8202

**NOTE:**

a) DME REQUIRED

IAF  
52°11.73'N  
021°41.52'E

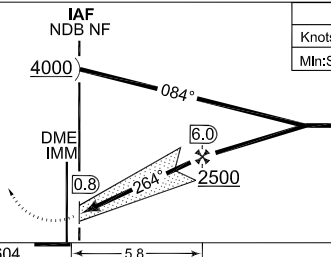


Dist/IMM	6.0	5.0	4.0	3.0	2.0	1.8
Altitude	2500	2180	1865	1550	1235	1114

**TA 6500**

**MISSED APPROACH**

Climb straight ahead to 1500 ft then turn right to NDB NF climbing to 4000 ft or follow ATC instructions.  
Turn limited to 240 KIAS max.



<b>FAF to MAP 5.2 NM</b>						
Knots	70	100	135	170	200	230
Min:Sec	4:30	3:10	2:20	1:50	1:35	1:20

CHANGE: APP. TWR FREQUENCY

EU-OPS	CATEGORY	A	B	C	D	E
	ILS 26	<b>854</b> - 550 250 (300-0.8/1.3)				
	LOC 26	<b>1114</b> - 1.6 510 (600-1.6/2.4)				
	CIRCLING	<b>1114</b> - 1.9 510 (600-1.9)	<b>1114</b> - 2.8 510 (600-2.8)	<b>1354</b> - 3.7 750 (800-3.7)	<b>1354</b> - 4.6 750 (800-4.6)	<b>1454</b> - 5.0 850 (900-5.0)

**ILS z or LOC z RWY 26**

52°11.73'N  
021°39.35'E

**MINSK MAZOWIECKI (EPMM)**

MATSUO 15 MAY 2025

**PANS-OPS INSTRUMENT APPROACH CHART**

AD ELEV 604

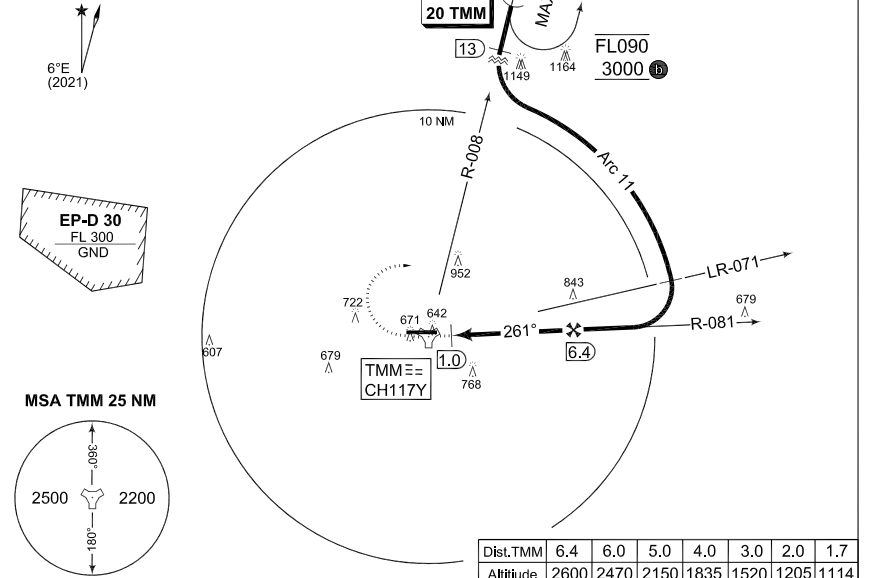
**TACAN RWY 26 MINSK MAZOWIECKI (EPMM)**

MINSK APPROACH		MINSK TOWER			ATIS		
120.780	278.575	135.430	279.075		138.250		
TACAN TMM CH117Y	APP COURSE 261°	FAF ALT 2600	Descent GR 5.2 %	MDA 1114	THR ELEV 604	ALS-Length 900 M	LDA 8202

**CAUTION:**

- FINAL TRACK 3 DEG OFFSET FROM RCL
- HOLDING PROCEDURE IS AVAILABLE ONLY IN CASE OF ACTIVE TSA 02E, TSA 02F AND MTMA EPMM C

IAF  
52°31.10'N  
021°47.48'E

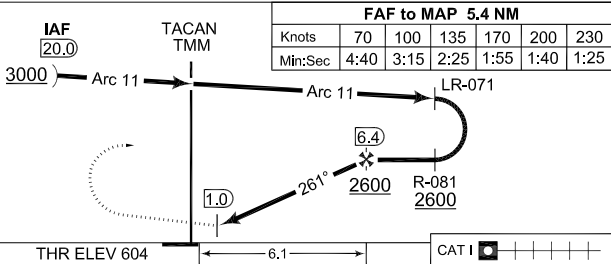


Dist.TMM	6.4	6.0	5.0	4.0	3.0	2.0	1.7
Altitude	2600	2470	2150	1835	1520	1205	1114

**TA 6500**

**MISSED APPROACH**

Climb straight ahead to 1500 ft then turn right course on 081° climbing to 2600 ft to intercept ARC 11 TMM or follow ATC instructions. Turn limited to 240 KIAS max.



		<b>FAF to MAP 5.4 NM</b>				
Knots	70	100	135	170	200	230
Min:Sec	4:40	3:15	2:25	1:55	1:40	1:25

CHANGE: APP. TWR FREQUENCY EU-OPS

CATEGORY	A	B	C	D	E
TACAN 26	1114 -1.6 510 (600-1.6/2.4)				
CIRCLING	1114 -1.9 510 (600-1.9)	1114 -2.8 510 (600-2.8)	1354 -3.7 750 (800-3.7)	1354 -4.6 750 (800-4.6)	1454 -5.0 850 (900-5.0)

**TACAN RWY 26**

52°11.73'N  
021°39.35'E

**MINSK MAZOWIECKI (EPMM)**

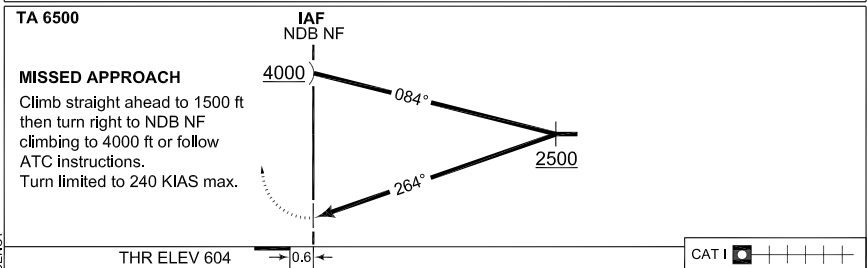
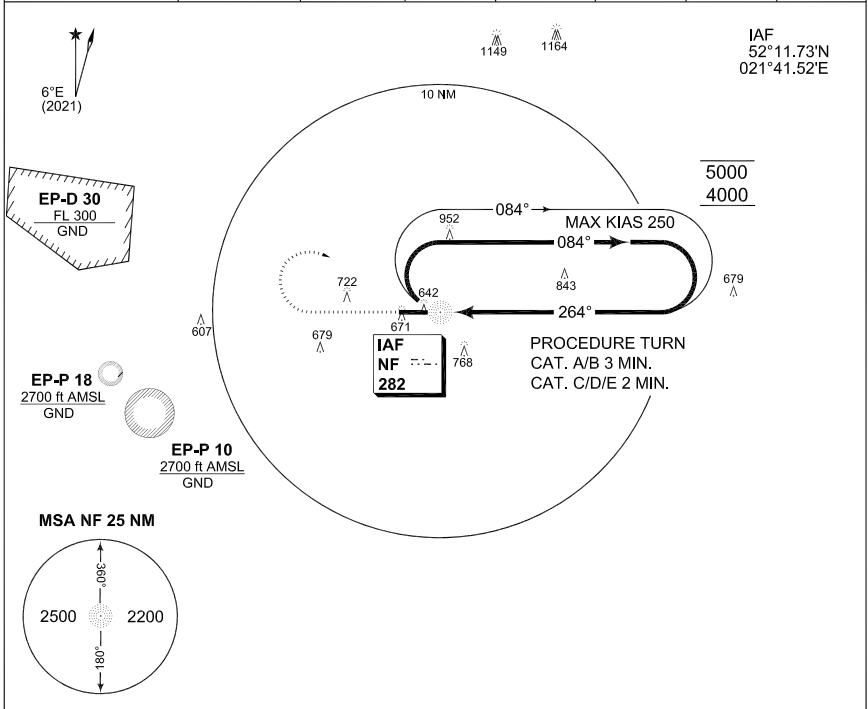
MATS0 15 MAY 2025

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 604

**NDB RWY 26  
MINSK MAZOWIECKI (EPMM)**

MINSK APPROACH		MINSK TOWER			ATIS		
120.780	278.575	135.430	279.075		138.250		
NDB NF 282	APP COURSE 264°	FAF ALT	Descent GR	MDA 1164	THR ELEV 604	ALS-Length 900 M	LDA 8202



CATEGORY	A	B	C	D	E
NDB 26	<b>1164</b> -1.8 560 (600-1.8/2.5)				
CIRCLING	<b>1164</b> -1.9 560 (600-1.9)	<b>1164</b> -2.8 560 (600-2.8)	<b>1354</b> -3.7 750 (800-3.7)	<b>1354</b> -4.6 750 (800-4.6)	<b>1454</b> -5.0 850 (900-5.0)

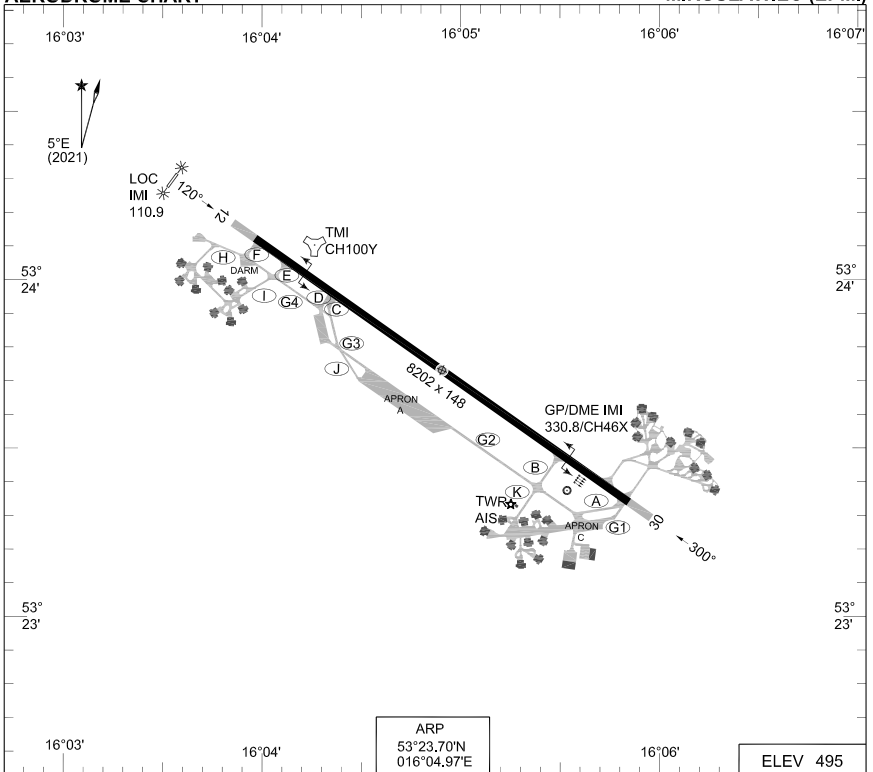
**NDB RWY 26** 52°11.73'N MINSK MAZOWIECKI (EPMM)  
021°39.35'E

CHANGE: APP. TWR FREQUENCY  
EU-OPS

MATS0 15 MAY 2025

**PANS-OPS  
AERODROME CHART**

**MIROSLAWIEC (EPMI)**



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	TDZE	THR	PSN
12	52 R/B/W/T	8202	8694	9514	8202	3.0°	493	53°24.08'N	016°04.05'E
30		8202	8694	9351	8202	3.0°	492	53°23.32'N	016°05.88'E

MIROSLAWIEC TOWER 128.480 264.875  
 MIROSLAWIEC APPROACH 126.580 234.875  
 MIROSLAWIEC PRECISION 118.580 279.150

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA
PAR	PANS-OPS	12	3.0°				ABCDE	813-1000 320 (400-1.0/1.4)
	PANS-OPS	30	3.0°				ABCDE	742-550 250 (300-0.8/1.2)

CHANGE: EDITORIAL

MATSO 10 JUL 2025

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**TACAN RWY 12  
MIROSLAWIEC (EPMI)**

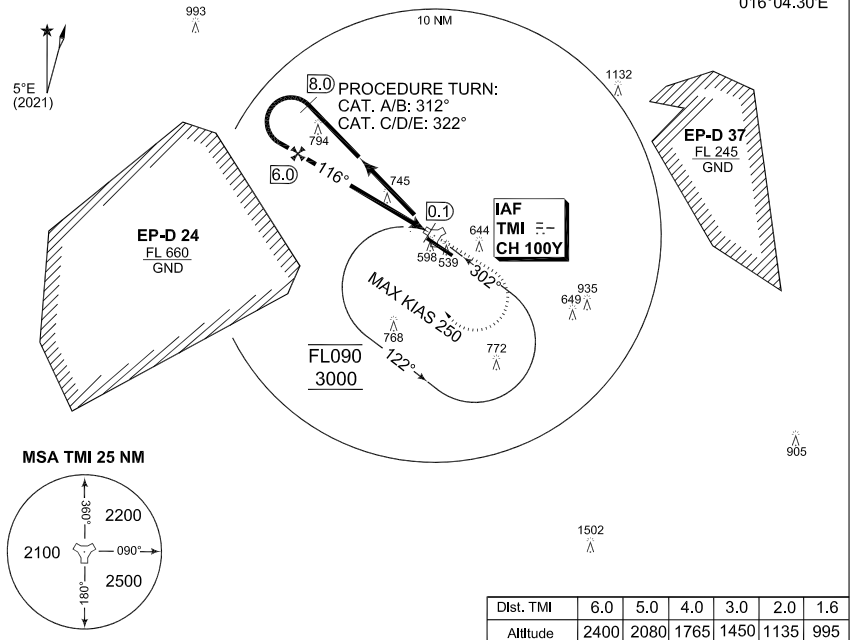
AD ELEV 495

MIROSLAWIEC APPROACH				MIROSLAWIEC TOWER			
126.580	234.875			128.480	264.875		
TACAN TMI CH 100Y	APP COURSE 116°	FAF ALT 2400	Descent GR 5.2 %	MDA 995	THR ELEV 493	ALS-Length 420 M	LDA 8202

**CAUTION:**

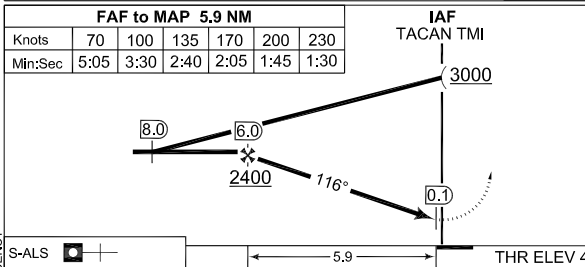
FINAL TRACK 4 DEG OFFSET FROM RCL

IAF  
53°24.10'N  
016°04.30'E



FAF to MAP 5.9 NM						
Knots	70	100	135	170	200	230
Min:Sec	5:05	3:30	2:40	2:05	1:45	1:30

Dist. TMI	6.0	5.0	4.0	3.0	2.0	1.6
Altitude	2400	2080	1765	1450	1135	995



**MISSED APPROACH**  
Climb straight ahead to 2000 ft then turn right to TACAN TMI climbing to 3000 ft and follow ATC instructions.

S-ALS	5.9					THR ELEV 493
CATEGORY	A	B	C	D	E	
TACAN 12	995 - 1.8 500 (500 - 1.8/2.3)					
CIRCLING	995-1.9 500 (500-1.9)	1045-2.8 550 (600-2.8)	1145-3.7 650 (700-3.7)	1195-4.6 700 (700-4.6)	1435-5.0 940 (1000-5.0)	

**TACAN RWY 12** 53°23.70'N 016°04.97'E **MIROSLAWIEC (EPMI)**

CHANGE: TWR, APP FREQUENCY

MATS0 15 MAY 2025

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**ILS or LOC RWY 30  
MIROSLAWIEC (EPMI)**

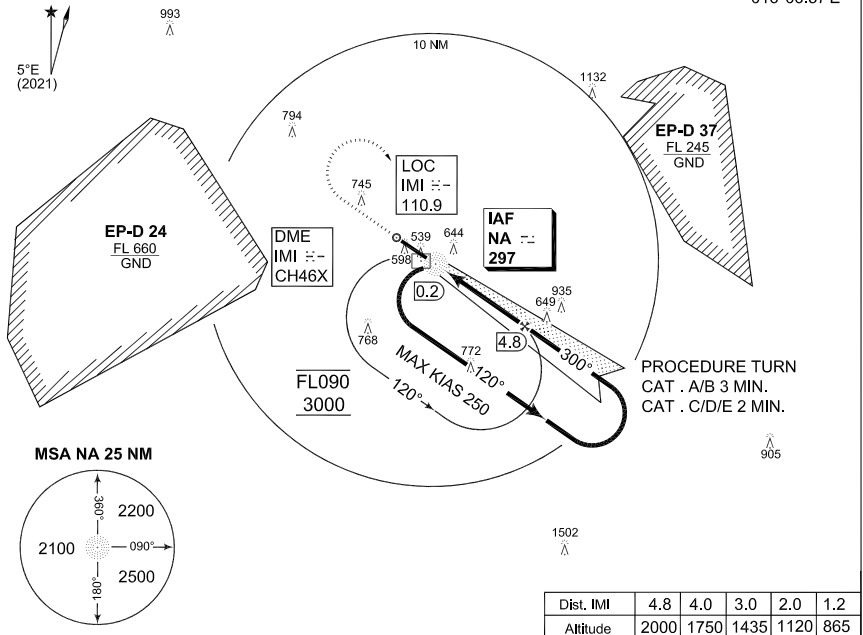
AD ELEV 495

MIROSLAWIEC APPROACH			MIROSLAWIEC TOWER					
126.580		234.875		128.480		264.875		
ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA	
IMI 110.900/CH46X	300°	2000	3.0°	<b>see CAT</b>	492	900 M	8202	

**NOTE:**

a) DME REQUIRED

IAF  
53°23.05'N  
016°06.57'E

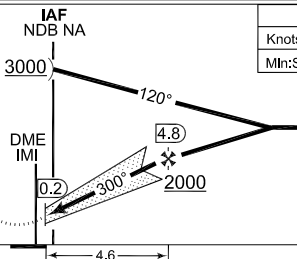


Dist. IMI	4.8	4.0	3.0	2.0	1.2
Altitude	2000	1750	1435	1120	865

**TA 6500**

**MISSED APPROACH**

Climb straight ahead to 1500 ft then turn right to NDB NA climbing to 3000 ft and follow ATC instructions. Turn limited to 230 KIAS max.



FAF to MAP 4.6 NM						
Knots	70	100	135	170	200	230
Min:Sec	3:55	2:45	2:00	1:40	1:20	1:10

CHANGE: APP. TWR FREQUENCY  
EU-OPS

THR ELEV 492	4.6				CAT I
CATEGORY	A	B	C	D	E
ILS 30	709-550 217 (300-0.8/1.2)	725-550 233 (300-0.8/1.2)	741-550 249 (300-0.8/1.3)	755-600 263 (300-0.8/1.3)	771-600 279 (300-0.8/1.3)
LOC 30	865-1000 370(400-1.0/1.7)				
CIRCLING	945-1.9 450 (500-1.9)	1045-2.8 550 (600-2.8)	1145-3.7 650 (700-3.7)	1195-4.6 700 (700-4.6)	1435-5.0 940 (1000-5.0)

**ILS or LOC RWY 30**

53°23.70'N  
016°04.97'E

**MIROSLAWIEC (EPMI)**

MATS0 15 MAY 2025

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**TACAN RWY 30  
MIROSLAWIEC (EPMI)**

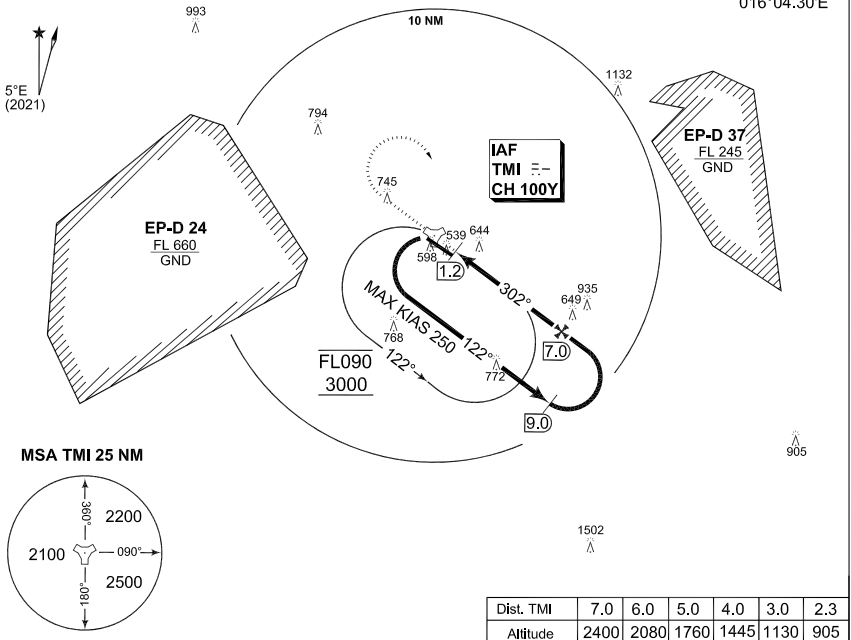
AD ELEV 495

MIROSLAWIEC APPROACH			MIROSLAWIEC TOWER				
126.580	234.875			128.480		264.875	
TACAN TMI CH 100Y	APP COURSE 302°	FAF ALT 2400	Descent GR 5.2 %	MDA 905	THR ELEV 492	ALS-Length 900 M	LDA 8202

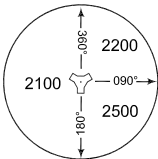
**CAUTION:**

FINAL TRACK 2 DEG OFFSET FROM RCL

IAF  
53°24.10'N  
016°04.30'E



**MSA TMI 25 NM**



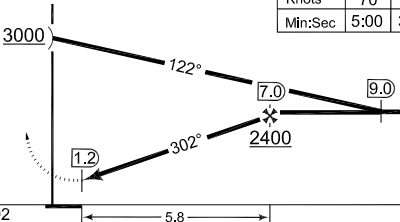
Dist. TMI	7.0	6.0	5.0	4.0	3.0	2.3
Altitude	2400	2080	1760	1445	1130	905

**TA 6500**

IAF  
TACAN TMI

**MISSED APPROACH**

Climb straight ahead to 1500 ft then turn right to TACAN TMI climbing to 3000 ft and follow ATC instructions. Turn limited to 230 KIAS max.



<b>FAF to MAP 5.8 NM</b>						
Knots	70	100	135	170	200	230
Min:Sec	5:00	3:30	2:35	2:05	1:45	1:30

THR ELEV 492

5.8

CAT I

CHANGE: APP. TWR FREQUENCY  
EIL-OPS

MATS0 15 MAY 2025

CATEGORY	A	B	C	D	E
TACAN 30	905 - 1200 410 (500 -1.2/1.9)				
CIRCLING	945-1.9 450 (500-1.9)	1045-2.8 550 (600-2.8)	1145-3.7 650 (700-3.7)	1195-4.6 700 (700-4.6)	1435-5.0 940 (1000-5.0)

**TACAN RWY 30**

53°23.70'N  
016°04.97'E

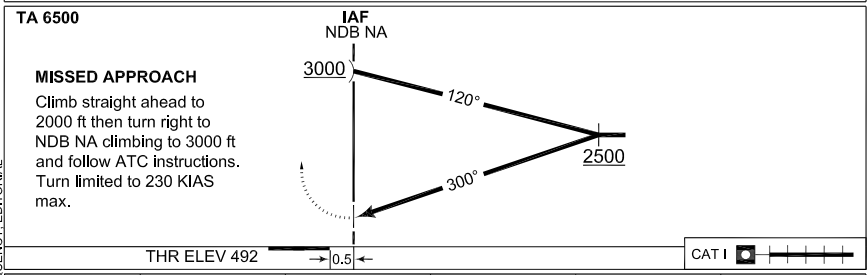
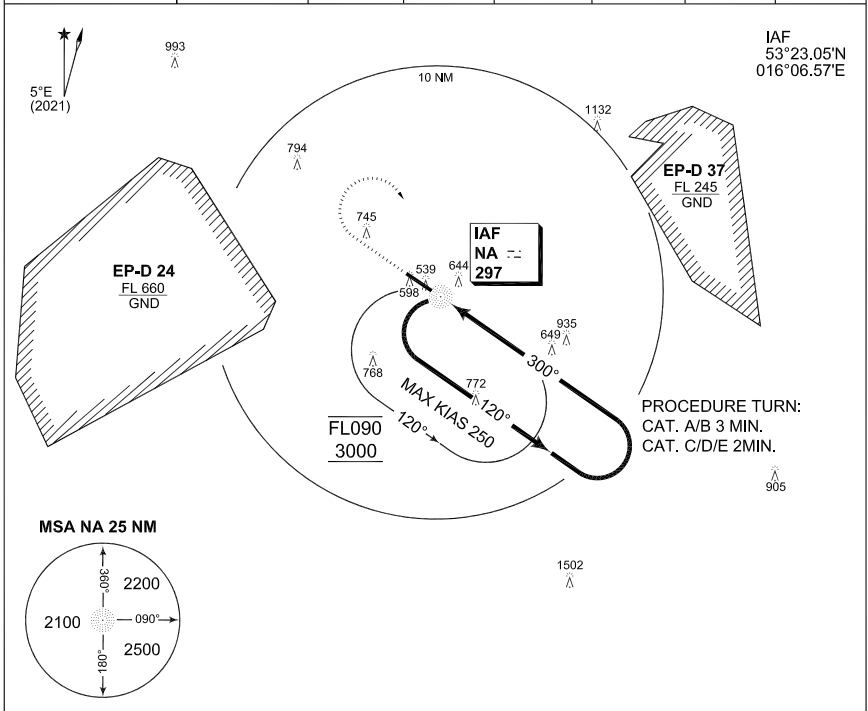
**MIROSLAWIEC (EPMI)**

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**NDB RWY 30  
MIROSLAWIEC (EPMI)**

AD ELEV 495

MIROSLAWIEC APPROACH			MIROSLAWIEC TOWER				
126.580		234.875		128.480		264.875	
NDB	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
NA 297	300°			<b>1295</b>	492	900 M	8202



CATEGORY	A	B	C	D	E
NDB 30	<b>1295 - 2.9 800 (800 - 2.9/3.6)</b>				
CIRCLING	<b>1295 - 2.9 800 (800-2.9)</b>	<b>1295 - 2.9 800 (800-2.9)</b>	<b>1295 - 3.7 800 (800-3.7)</b>	<b>1295 - 4.6 800 (800-4.6)</b>	<b>1435-5.0 940 (1000-5.0)</b>

**NDB RWY 30** 53°23.70'N 016°04.97'E **MIROSLAWIEC (EPMI)**

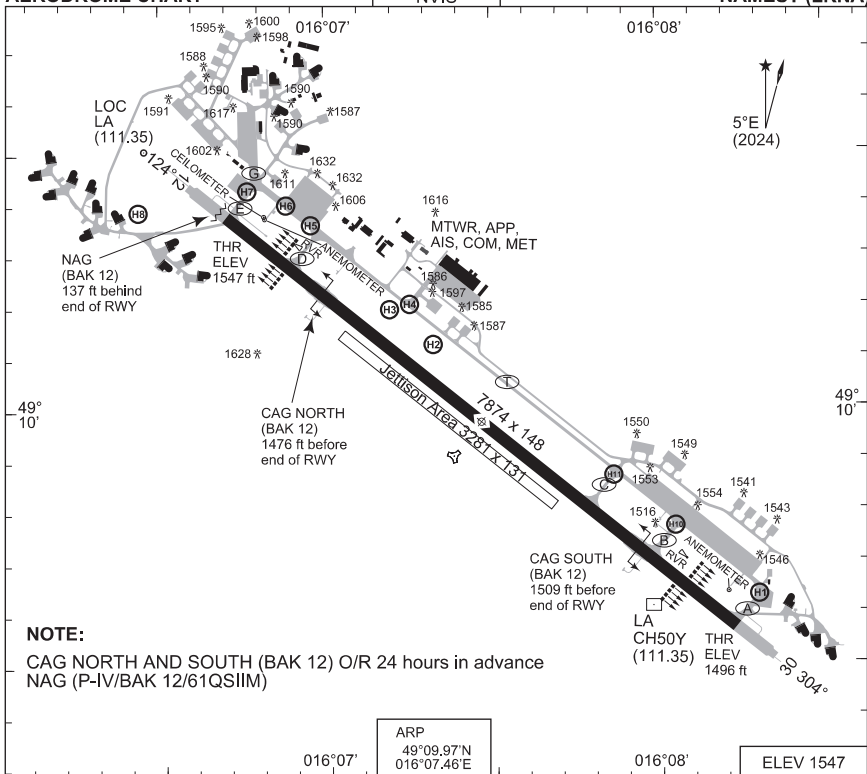
CHANGE-APP. TWR FREQUENCY EDITORIAL

MATS0 15 MAY 2025

**PANS-OPS  
AERODROME CHART**

NVIS

**NAMEST (LKNA)**



RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
12	28	350	7874	8464	8858	7874	3.0°			49°10.38'N 016°06.70'E
30	R/B/W/T	R/B/W/T	7874	8464	8793	7874	3.0°			49°09.56'N 016°08.23'E

NAMEST TWR 126.505 121.180x  
 NAMEST PRECISION 283.900 O/R 123.300 O/Rx  
 NAMEST RADAR 118.155 266.200x

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	PANS-OPS PANS-OPS	12 30	3.0° 3.0°				A B C D A B C D	EU-OPS EU-OPS	<b>1857</b> - 1.0 308 (400-1.0/1.4) <b>1873</b> - 1.0 377 (400-1.0/1.7)
SRA	NIL								

CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

**AERODROME CHART**

**NAMEST (LKNA)**

**PANS-OPS  
INSTRUMENT DEPARTURE CHART**

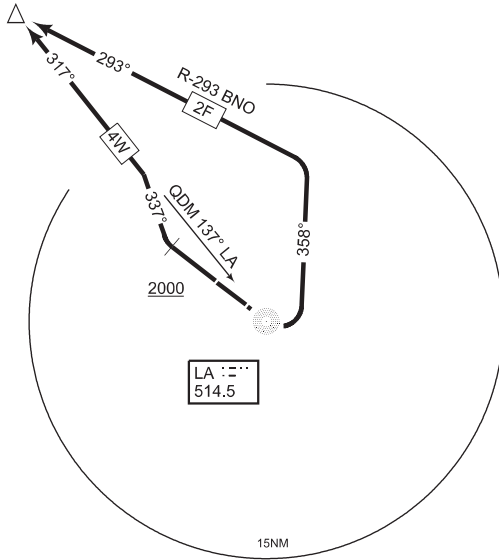
AD ELEV 1547

**BODAL 2F- 4W  
NAMEST (LKNA)**

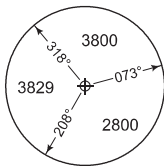
NAMEST RADAR		NAMEST PRECISION		NAMEST TWR	
118.155	266.200x	283.900 O/R	123.300 O/Rx	126.505	121.180x



REP  
BODAL  
49°27.85'N  
015°46.96'E



MSA ARP LKNA 25 NM



TA 5000

CHANGE: Chart revision

BODAL 2F (RWY 12)	<ul style="list-style-type: none"> <li>- Straight ahead</li> <li>- After passing LA NDB turn left track 358° to R-293 BNO ( QDM 293° REP BODAL )</li> <li>- R-293 BNO to REP BODAL</li> </ul>
BODAL 4W (RWY 30)	<ul style="list-style-type: none"> <li>- Straight ahead</li> <li>- At 2000 ft AMSL turn right track 337°</li> <li>- On 137° LA NDB QDM turn left 317° to BODAL</li> </ul>

**BODAL 2F- 4W**

49°09.97'N  
016°07.46'E

**NAMEST (LKNA)**

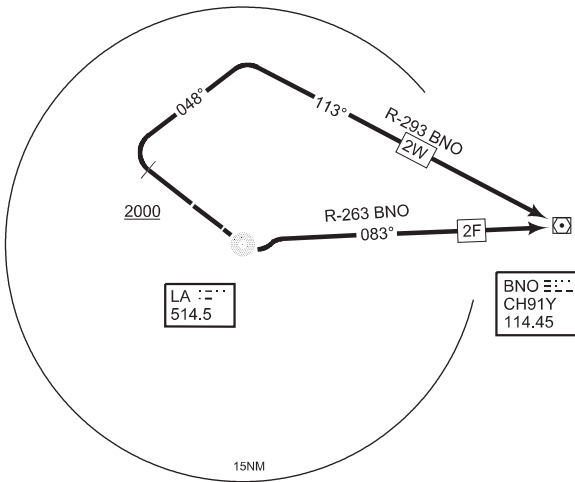
MIL AIE ATC Prague 16 APR 2026

**PANS-OPS  
INSTRUMENT DEPARTURE CHART**

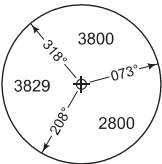
AD ELEV 1547

**BNO 2F - 2W  
NAMEST (LKNA)**

NAMEST RADAR		NAMEST PRECISION		NAMEST TWR	
118.155	266.200x	283.900 O/R	123.300 O/Rx	126.505	121.180x



**MSA ARP LKNA 25 NM**



**TA 5000**

CHANGE: Chart revision

BNO 2F (RWY 12)	- Straight ahead - After passing LA NDB turn left track 083° to BNO VOR
BNO 2W (RWY 30)	- Straight ahead - At 2000 ft AMSL turn right track 048° to R-293 BNO VOR - turn right track 113° to BNO VOR

**BNO 2F - 2W**

49°09.97'N  
016°07.46'E

**NAMEST (LKNA)**

MIL AIG ATC Prague 16 APR 2026

**PANS-OPS  
INSTRUMENT DEPARTURE CHART**

AD ELEV 1547

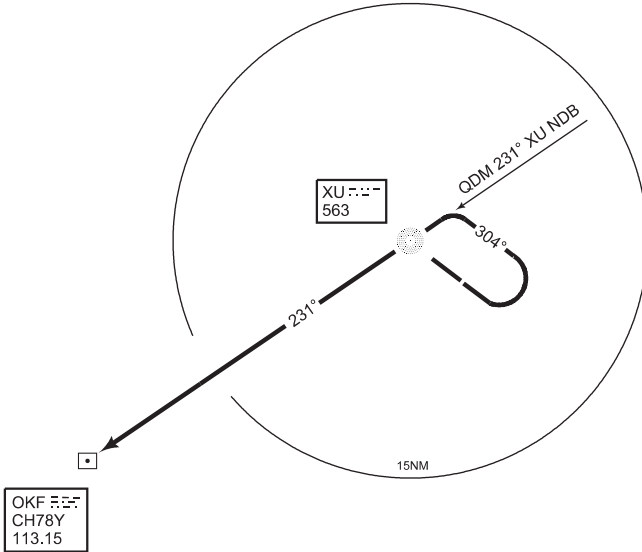
**OKF 3F  
NAMEST (LKNA)**

NAMEST RADAR		NAMEST PRECISION		NAMEST TWR	
118.155	266.200x	283.900 O/R	123.300 O/Rx	126.505	121.180x

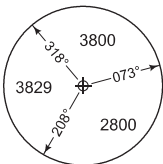


OKF DME  
48°58.15'N  
015°32.73'E

**NOTE:** RNAV5 required



**MSA ARP LKNA 25 NM**



**TA 5000**

- |                    |   |
|--------------------|---|
| OKF 3F<br>(RWY 12) | <ul style="list-style-type: none"> <li>- Straight ahead</li> <li>- After passing LA NDB turn left track 304°</li> <li>- On QDM 231° XU NDB turn left 231° to OKF DME</li> </ul> |
|--------------------|---|

**OKF 3F**

49°09.97'N  
016°07.46'E

**NAMEST (LKNA)**

**PANS-OPS  
INSTRUMENT DEPARTURE CHART**

AD ELEV 1547

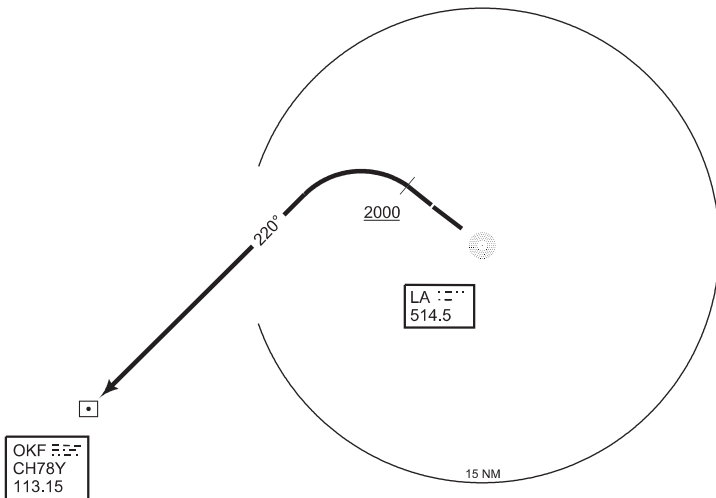
**OKF 5W  
NAMEST (LKNA)**

NAMEST RADAR		NAMEST PRECISION		NAMEST TWR	
118.155	266.200x	283.900 O/R	123.300 O/Rx	126.505	121.180x

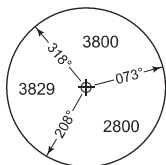


OKF DME  
48°58.15'N  
015°32.73'E

**NOTE:** RNAV5 required



**MSA ARP LKNA 25 NM**



**TA 5000**

- |                    |   |
|--------------------|---|
| OKF 5W<br>(RWY 30) | - Straight ahead<br>- At 2000 ft AMSL turn left track 220° to OKF DME |
|--------------------|---|

**OKF 5W**

49°09.97'N  
016°07.46'E

**NAMEST (LKNA)**

CHANGE: Chart revision

MIL AIG ATC Prague 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 1547

**COPTER TACAN 12 MIL ONLY  
NAMEST (LKNA)**

NAMEST RADAR 118.155 266.200 x		NAMEST PRECISION 283.900 O/R 123.300 O/Rx		NAMEST TWR 126.505 121.180 x			
TACAN NAS 39X	APP COURSE 128°	FAF ALT 4000	Descent GR 5.2% (3°)	MDA 1850	THR ELEV 1547	ALS-LENGTH 420 M	LDA 7874

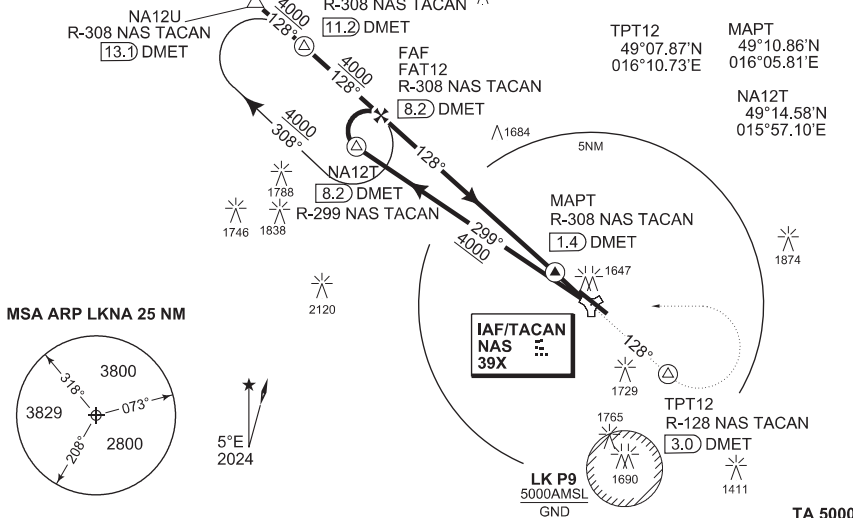
**NOTE:**

**a** CIRCLING N OF AD ONLY.

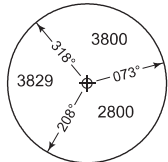
**WARNING:**

FLOODLIGHTING MASTS  
20-24 OF APN K 1602FT AMSL  
NORTHWARD APP TRACK,  
MIN. RVR 1500M.

NA12U 49°18.79'N 015°52.71'E	IAF ODUKO R-319/ NAS TACAN 16.3 DMET
IFT12 49°17.51'N 015°54.84'E	IAF NAS TACAN 49°23.11'N 015°52.74'E
FAT12 49°15.47'N 015°58.21'E	IAF NAS TACAN 49°09.91'N 016°07.38'E
TPT12 49°07.87'N 016°10.73'E	MAPT 49°10.86'N 016°05.81'E
	NA12T 49°14.58'N 015°57.10'E



MSA ARP LKNA 25 NM



5°E  
2024

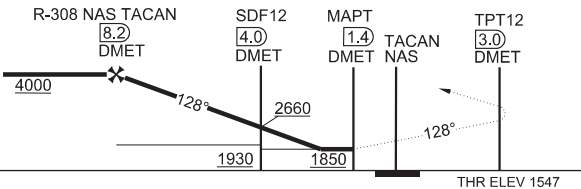
TA 5000

**MISSED APPROACH**

Proceed to TPT12 in climbing  
4000, passing TPT12  
turn left to NAS TACAN.

In case of RCF on final approach  
track without landing clearance  
follow the missed approach  
procedure.

	FAF to MAPT 6.8 NM						
	Knots	80	100	120	140	160	180
Min:Sec	5:06	4:04	3:24	2:55	2:33	2:16	



S - ALS

THR ELEV 1547

CATEGORY	H
S-TACAN 12	1850 - 1.5 300 (300 - 1.5/1.5)
S-PAR 12	1857 - 1.0 308 (400 - 1.0/1.4) GS 3°
<b>a</b> CIRCLING	1950 - 1.5 400 (400 - 1.5/1.8)

CHANGE: Chart revision  
EUI-OPS

**COPTER NDB 12 MIL ONLY**

49°09.97'N  
016°07.46'E

**NAMEST (LKNA)**

MIL AIS ATC Prague 16 APR 2026

**PANS-OPS INSTRUMENT APPROACH CHART**

AD ELEV 1547

**NDB or PAR RWY 12 NAMEST (LKNA)**

NAMEST RADAR 118.155 266.200 x		NAMEST PRECISION 283.900 O/R 123.300 O/Rx		NAMEST TWR 126.505 121.180 x			
NDB XU 563	APP COURSE 124°	FAF ALT 4000	Descent GR 5.2% (3°)	MDA 1900	THR ELEV 1547	ALS-LENGTH 420 M	LDA 7874

**NOTE:**

- a** CIRCLING N OF AD ONLY.
- b** CAT A: 293°, 4000 ft  
5 MIN 00 SEC  
CAT B: 293°, 4000 ft  
3 MIN 45 SEC
- c** CAT C: 282°, 2 MIN 20 SEC  
CAT D: 282°, 2 MIN 00 SEC
- d** RACECETRACK

NA12R  
12.3 LA DME  
144° QDM XU NDB  
49°19.60'N  
015°57.07'E

NA12A  
11.7 LA DME  
113° QDM XU NDB  
49°15.73'N  
015°52.75'E

IAF ODUKO  
R-289/34.94  
VOR/DME BNO  
16.8 DME LA  
142° QDM XU NDB  
49°23.11'N  
015°52.74'E

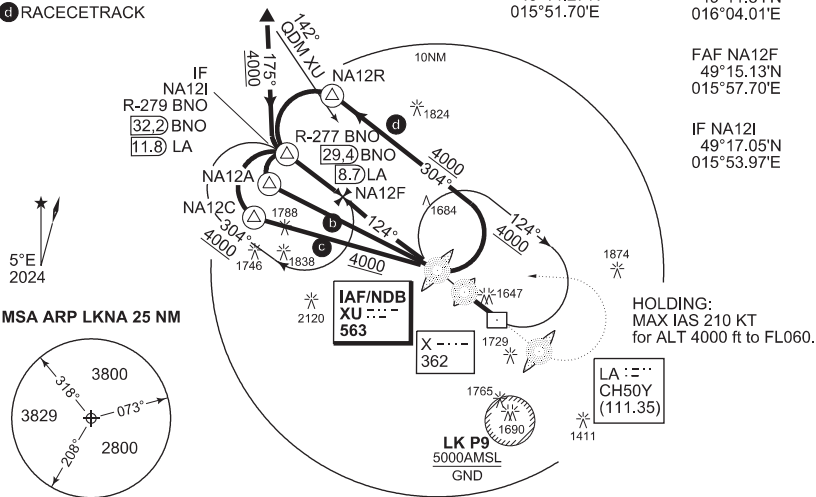
NA12C  
11.7 LA DME  
102° QDM XU NDB  
49°14.27'N  
015°51.70'E

IAF XU NDB  
49°11.84'N  
016°04.01'E

FAF NA12F  
49°15.13'N  
015°57.70'E

IF NA12I  
49°17.05'N  
015°53.97'E

**IAF ODUKO  
16.8 DME LA**



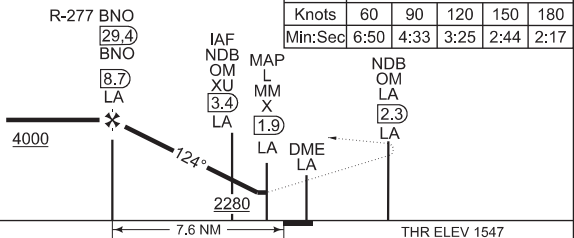
TA 5000

**MISSED APPROACH**

Proceed to LA NDB in climbing to 4000 passing LA NDB turn left to XU NDB.

**MISSED APPROACH TURN:**  
MAX IAS 240 KT  
to IAS 185 KT MNM bank angle 20°  
to IAS 240 KT MNM bank angle 30°

In case of RCF on final approach track without landing clearance follow the missed approach procedure.



S - ALS

CHANGE: Chart revision

CATEGORY	A	B	C	D
S-NDB 12		<b>1900 - 1.2</b> 350 (400 - 1.2/1.6)		
S-PAR 12		<b>1857 - 1.0</b> 308 (400 - 1.0/1.4) GS 3°		
<b>a</b> CIRCLING	<b>1950 - 1.5</b> 400 (400 - 1.5/1.8)	<b>2050 - 1.8</b> 500 (500 - 1.8/2.3)	<b>2150 - 2.4</b> 600 (600 - 2.4/2.7)	<b>2250 - 3.6</b> 700 (700 - 3.6/3.6)

**NDB or PAR RWY 12**

49°09.97'N  
016°07.46'E

**NAMEST (LKNA)**

MIL AIR ATC Prague 16 APR 2026



**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 1547

**ILS RWY 30  
NAMEST (LKNA)**

NAMEST RADAR 118.155 266.200 x		NAMEST PRECISION 283.900 O/R 123.300 O/Rx		NAMEST TWR 126.505 121.180 x			
LOC-DME LA 111.35/CH50Y	APP COURSE 304°	GS INTCP ALT 4000	GS 3.0°	DA <b>see CAT</b>	THR ELEV 1496	ALS-LENGTH 900 M	LDA 7874

**NOTE:**

- a** CIRCLING N OF AD ONLY.
- b** CAT A: 112° 3 MIN 50 SEC  
CAT B: 112° 3 MIN 05 SEC
- c** CAT C: 103° 2 MIN 20 SEC  
CAT D: 103° 2 MIN 00 SEC
- d** RACECETRACK

**DME REQUIRED**

**HOLDING:**  
MAX IAS 210 KT  
for ALT 4000 ft to FL060.

**NA30C**  
10.85 LA DME  
284° QDM LA NDB  
49°05.40'N  
016°23.23'E

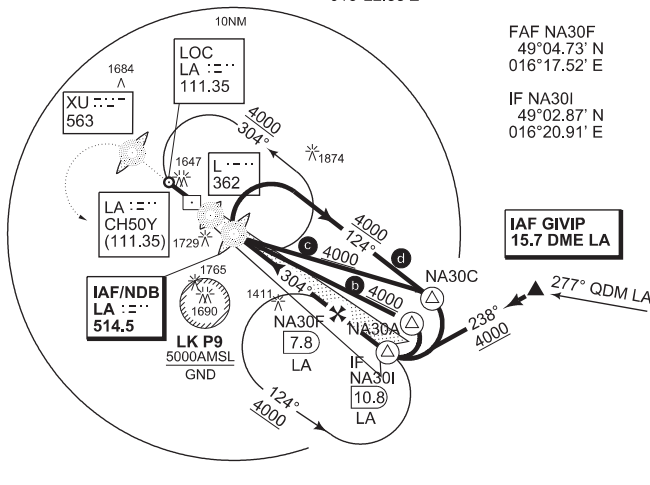
**NA30A**  
10.85 LA DME  
292° QDM LA NDB  
49°04.27'N  
016°22.38'E

**IAF GIVIP**  
R-238/7.79  
VOR/DME BNO  
15.7 DME LA  
277° QDM LA NDB  
49°05.47'N  
016°31.00'E

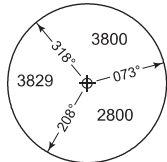
**IAF LA NDB**  
49°08.19' N  
016°10.78' E

**FAF NA30F**  
49°04.73' N  
016°17.52' E

**IF NA30I**  
49°02.87' N  
016°20.91' E



**MSA ARP LKNA 25 NM**



**TA 5000**

**MISSED APPROACH**

Proceed to XU NDB  
in climbing to 4000  
passing XU NDB turn left to LA NDB.

**MISSED APPROACH TURN:**

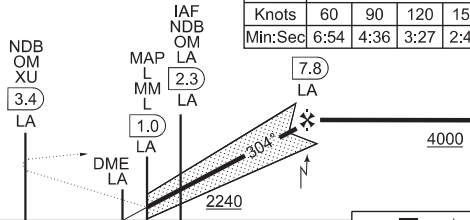
MAX IAS 240 KT  
to IAS 185 KT MNM bank angle 20°  
to IAS 240 KT MNM bank angle 30°

GP 3.0°  
RDH 52.5

THR ELEV 1496

CAT I

Knots	FAF to MAP 6.9 NM				
	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CHANGE: Chart revision  
**EUI-OPS**

MIL AIB ATC Prague 16 APR 2026

**ILS RWY 30**

49°09.97'N  
016°07.46'E

**NAMEST (LKNA)**

CATEGORY	A	B	C	D
S-ILS 30	<b>1726</b> - 0.8 230 (300 - 0.8/1.2)	<b>1736</b> - 0.8 240 (300 - 0.8/1.2)	<b>1745</b> - 0.8 249 (300 - 0.8/1.3)	<b>1755</b> - 0.8 259 (300 - 0.8/1.3)
S-LOC 30	<b>1840</b> - 0.9 350 (400 - 0.9/1.6)			
<b>a</b> CIRCLING	<b>1950</b> - 1.5 400 (400 - 1.5/1.8)	<b>2050</b> - 1.8 500 (500 - 1.8/2.3)	<b>2150</b> - 2.4 600 (600 - 2.4/2.7)	<b>2250</b> - 3.6 700 (700 - 3.6/3.6)

**PANS-OPS INSTRUMENT APPROACH CHART**

AD ELEV 1547

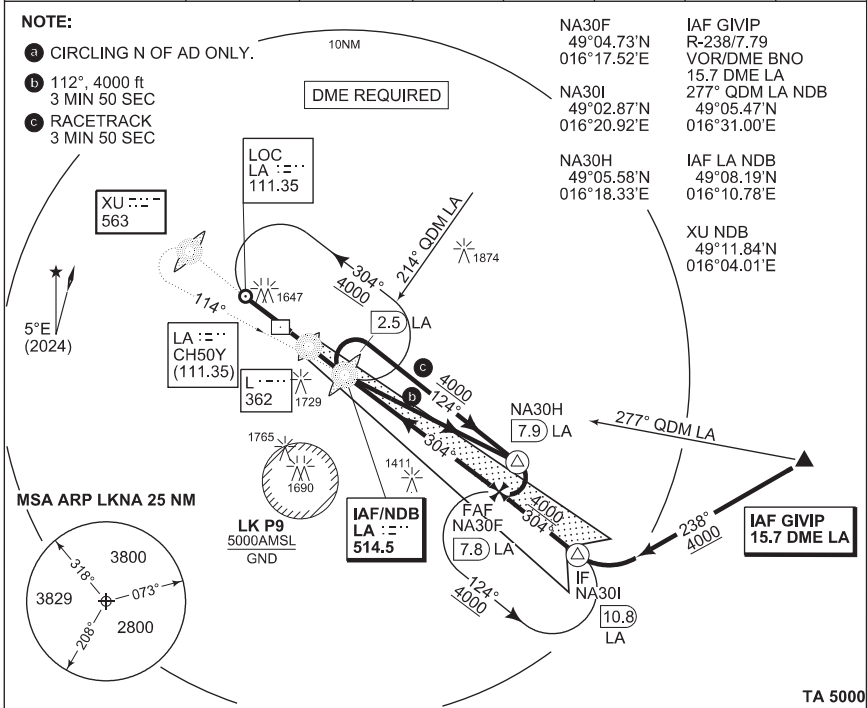
**COPTER ILS RWY 30 MIL ONLY NAMEST (LKNA)**

NAMEST RADAR		NAMEST PRECISION		NAMEST TWR			
118.155	266.200 x	283.900 O/R	123.300 O/Rx	126.505	121.180 x		
LOC-DME	APP COURSE	GS INTCP ALT	GS	MDA	THR ELEV	ALS-LENGTH	LDA
LA 111.35/CH50Y	304°	4000	3.0°	<b>1726</b>	1496	900 M	7874

**NOTE:**

- a CIRCLING N OF AD ONLY.
- b 112°, 4000 ft  
3 MIN 50 SEC
- c RACETRACK  
3 MIN 50 SEC

- NA30F  
49°04.73'N  
016°17.52'E
- IAF GMPV  
R-238/7.79  
VOR/DME BNO  
15.7 DME LA
- NA30I  
49°02.87'N  
016°20.92'E
- 277° QDM LA NDB  
49°05.47'N  
016°31.00'E
- NA30H  
49°05.58'N  
016°18.33'E
- IAF LA NDB  
49°08.19'N  
016°10.78'E
- XU NDB  
49°11.84'N  
016°04.01'E

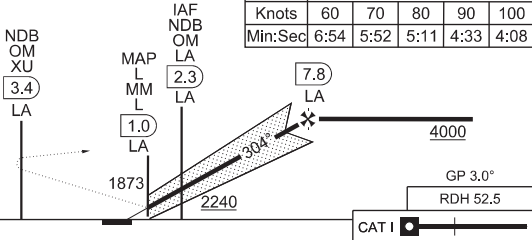


TA 5000

**MISSED APPROACH**

Proceed RWY direction in climbing 4000, passing XU NDB turn left to LA.

For IAS 81 KT bank angle 10°



		FAF to MAP 6.9 NM				
Knots		60	70	80	90	100
Min:Sec		6:54	5:52	5:11	4:33	4:08

THR ELEV 1496

CAT I

CHANGE: Chart revision

EU-OPS	CATEGORY	H	
	S-ILS 30	<b>1726</b> - 0.8	230 (300 - 0.8/1.2)
	S-LOC 30	<b>1840</b> - 0.9	350 (400 - 0.9/1.6)
	a CIRCLING	<b>1950</b> - 1.5	400 (400 - 1.5/1.8)

**COPTER ILS RWY 30 MIL ONLY**

49°09.97'N  
016°07.46'E

**NAMEST (LKNA)**

MIL AIR ATC Prague 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 1547

**COPTER TACAN RWY 30 MIL ONLY  
NAMEST (LKNA)**

NAMEST RADAR		NAMEST PRECISION			NAMEST TWR		NAMEST (LKNA)	
118.155	266.200 x	283.900 O/R	123.300 O/Rx	126.505	121.180 x			
TACAN NAS 39X	APP COURSE 301°	FAF ALT 4000	Descent GR 5.2% (3°)	MDA 1800	THR ELEV 1496	ALS-LENGTH 900 M	LDA 7874	

**NOTE:**

③ CIRCLING N OF AD ONLY.

IFT30  
49°03.23'N  
016°21.35'E

TPT30  
49°11.67'N  
016°03.68'E

NA30T  
49°05.93'N  
016°18.82'E

**CAUTION:**

MIN. RVR 1500M.

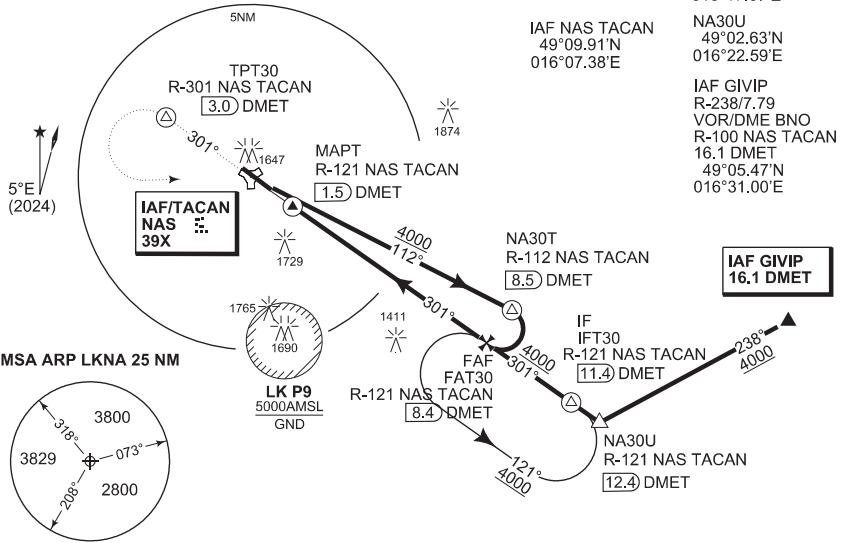
MAPT  
49°09.03'N  
016°09.21'E

FAT30  
49°04.99'N  
016°17.67'E

IAF NAS TACAN  
49°09.91'N  
016°07.38'E

NA30U  
49°02.63'N  
016°22.59'E

IAF GIVIP  
R-238/7.9  
VOR/DME BNO  
R-100 NAS TACAN  
16.1 DMET  
49°05.47'N  
016°31.00'E

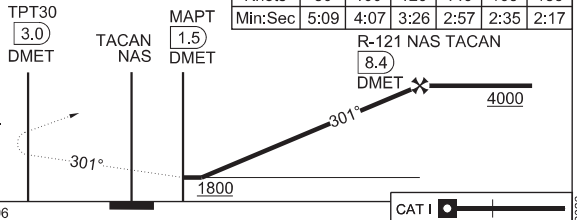


TA 5000

**MISSED APPROACH**

Proceed to TPT30 in climbing  
4000, passing TPT30  
turn left to NAS TACAN.

In case of RCF on final approach track  
without landing clearance  
follow the missed approach procedure.



THR ELEV 1496

CAT I

CHANGE: Chart revision  
EU-OPS

CATEGORY	H
S-TACAN 30	1800 - 1.5 300 (300 - 1.5/1.5)
S-PAR 30	1873 - 1.0 377 (400 - 1.0/1.7) GS 3°
③ CIRCLING	1950 - 1.5 400 (400 - 1.5/1.8)

**COPTER NDB RWY 30 MIL ONLY**

49°09.97'N  
016°07.46'E

**NAMEST (LKNA)**

MIL AIS ATC Prague 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 1547

**NDB or PAR RWY 30  
NAMEST (LKNA)**

NAMEST RADAR 118.155 266.200 x		NAMEST PRECISION 283.900 O/R 123.300 O/Rx			NAMEST TWR 126.505 121.180 x			
NDB LA 514.5	APP COURSE 304°	FAF ALT 4000	Descent GR 5.2% (3°)	MDA 1880	THR ELEV 1496	ALS-LENGTH 900 M	LDA 7874	

**NOTE:**

- (a)** CIRCLING N OF AD ONLY.
- (b)** CAT A: 112° 3 MIN 50 SEC  
CAT B: 112° 3 MIN 05 SEC
- (c)** CAT C: 103° 2 MIN 20 SEC  
CAT D: 103° 2 MIN 00 SEC
- (d)** RACECETRACK

**HOLDING:**  
MAX IAS 210 KT  
for ALT 4000 ft to FL060.

NA30C  
10.85 LA DME  
284° QDM LA NDB  
49°05.40'N  
016°23.23'E

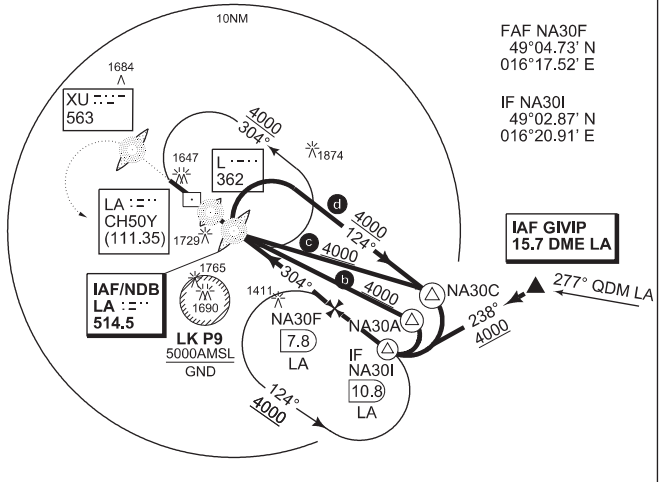
NA30A  
10.85 LA DME  
292° QDM LA NDB  
49°04.27'N  
016°22.38'E

IAF GIVIP  
R-238/7.79  
VOR/DME BNO  
15.7 DME LA  
277° QDM LA NDB  
49°05.47'N  
016°31.00'E

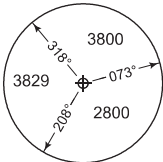
IAF LA NDB  
49°08.19'N  
016°10.78'E

FAF NA30F  
49°04.73' N  
016°17.52' E

IF NA30I  
49°02.87' N  
016°20.91' E



MSA ARP LKNA 25 NM



TA 5000

**MISSED APPROACH**

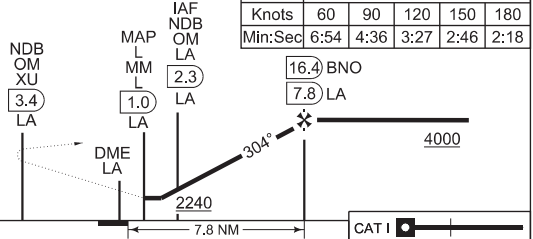
Proceed to XU NDB  
in climbing to 4000  
passing XU NDB turn left to LA NDB.

**MISSED APPROACH TURN:**

MAX IAS 240 KT  
to IAS 185 KT MNM bank angle 20°  
to IAS 240 KT MNM bank angle 30°

In case of RCF on final approach track  
without landing clearance  
follow the missed approach procedure.

Knots	FAF to MAP 6.9 NM				
	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



THR ELEV 1496



CHANGE: Chart revision

EU-OPS

CATEGORY	A	B	C	D
S-NDB 30	<b>1880</b> - 1.0 380 (400 - 1.0/1.7)			
S-PAR 30	<b>1873</b> - 1.0 377 (400 - 1.0/1.7) GS 3°			
<b>(a)</b> CIRCLING	<b>1950</b> - 1.5 400 (400 - 1.5/1.8)	<b>2050</b> - 1.8 500 (500 - 1.8/2.3)	<b>2150</b> - 2.4 600 (600 - 2.4/2.7)	<b>2250</b> - 3.6 700 (700 - 3.6/3.6)

**NDB or PAR RWY 30**

49°09.97'N  
016°07.46'E

**NAMEST (LKNA)**

MIL-AIS ATC Prague 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 1547

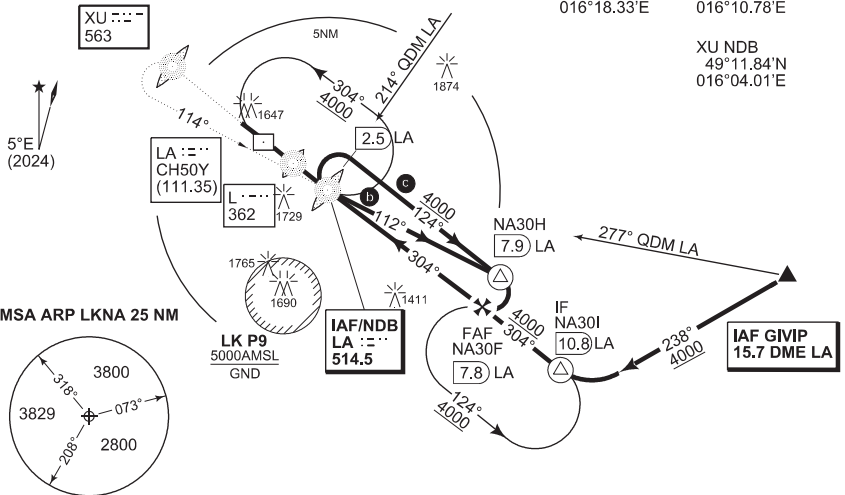
**COPTER NDB RWY 30 MIL ONLY  
NAMEST (LKNA)**

NAMEST RADAR		NAMEST PRECISION			NAMEST TWR			
118.155	266.200 x	283.900 O/R	123.300 O/Rx	126.505	121.180 x			
NDB LA 514,5	APP COURSE 304°	FAF ALT 4000	Descent GR 5.2% (3°)	MDA 1880	THR ELEV 1496	ALS-LENGTH 900 M	LDA 7874	

**NOTE:**

- a CIRCLING N OF AD ONLY.
- b 4000 ft  
3 MIN 50 SEC
- c RACETRACK  
3 MIN 50 SEC

NA30F 49°04.73'N 016°17.52'E	IAF GIVIP R-238/7.79 VOR/DME BNO 15.7 DME LA
NA30I 49°02.87'N 016°20.92'E	277° QDM LA NDB 49°05.47'N 016°31.00'E
NA30H 49°05.58'N 016°18.33'E	IAF LA NDB 49°08.19'N 016°10.78'E
	XU NDB 49°11.84'N 016°04.01'E

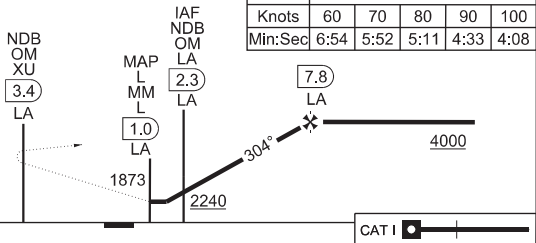


TA 5000

**MISSED APPROACH**

Proceed RWY direction in climbing  
4000, passing XU NDB  
turn left to LA.

In case of RCF on final approach track  
without landing clearance  
follow the missed approach procedure.



THR ELEV 1496

CAT I

CHANGE: Chart revision

EU-OPS	CATEGORY	H
	S-NDB 30	1880 - 1.0 380 (400 - 1.0/1.7)
	S-PAR 30	1873 - 1.0 377 (400 - 1.0/1.7) GS 3°
	a CIRCLING	1950 - 1.5 400 (400 - 1.5/1.8)

**COPTER NDB RWY 30 MIL ONLY**

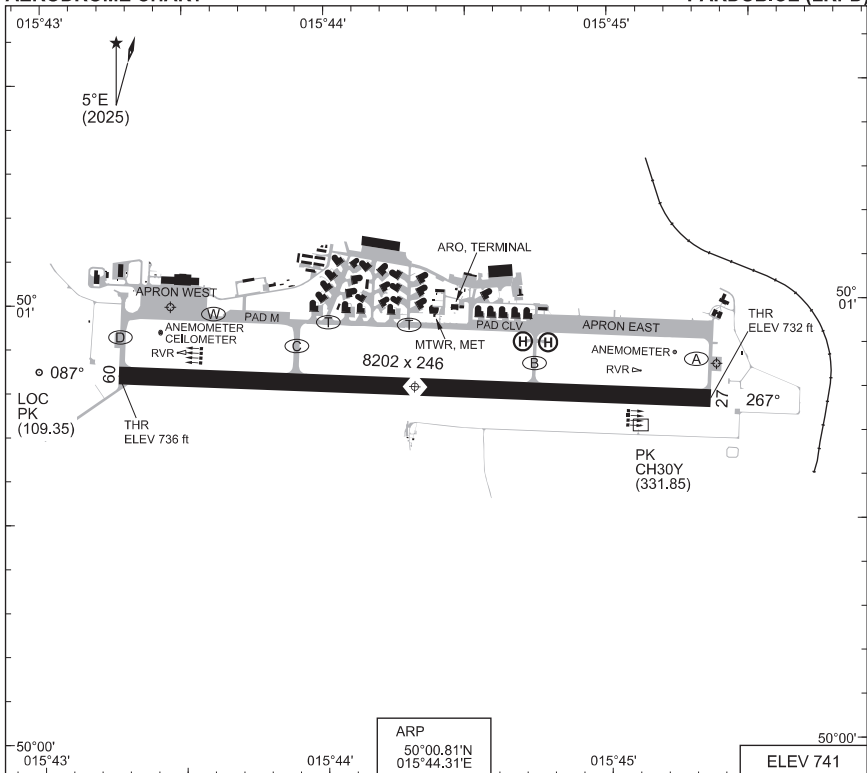
49°09.97'N  
016°07.46'E

**NAMEST (LKNA)**

MIL AIR ATC Prague 16 APR 2026

# PANS-OPS AERODROME CHART

# PARDUBICE (LKPD)



RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
09	48	540	8202	8202	8907	8202	3.0°			50°00.84'N 015°43.27'E
27	R/B/W/T	R/B/W/T	8202	8202	8760	8202	3.0°			50°00.78'N 015°45.35'E

PARDUBICE TWR 120.155 120.205x  
 PARDUBICE PRECISION 296.825 O/R 123.300 O/Rx  
 PARDUBICE RADAR 128.365 267.300x

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	PANS-OPS	27	3.0°				A B C D	EU-OPS	<b>981</b> - 550 250 (300-0.8/1.3)
SRA	NIL								
PAR	PANS-OPS	09	3.0°				A B C D	EU-OPS	<b>986</b> - 800 250 (300-0.8/1.3)

CHANGE: VAR. flight procedures

MIL AIB ATC Prague 16 APR 2026

## AERODROME CHART

## PARDUBICE (LKPD)

**PANS-OPS  
INSTRUMENT DEPARTURE CHART**

AD ELEV 741

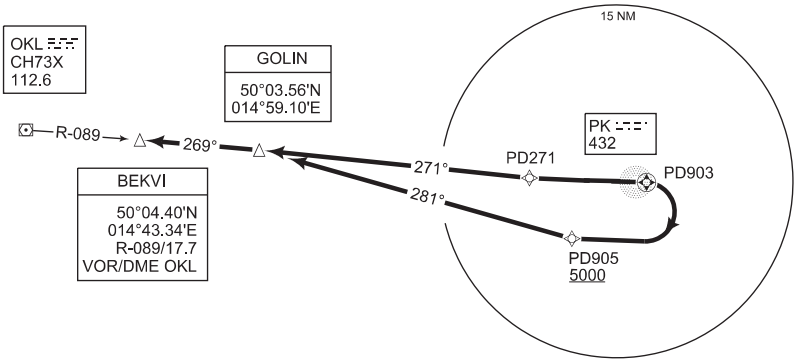
**BEKVI 1K - 4V  
PARDUBICE (LKPD)**

PARDUBICE RADAR 128.365 267.300x		PARDUBICE PRECISION 296.825 O/R 123.300 O/Rx		PARDUBICE TWR 120.155 120.205x	
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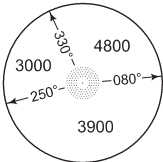
**NOTE:** RNAV1 required



PD271 50°01.10'N 015°34.75'E	PD903 50°00.62'N 015°50.18'E
	PD905 49°55.91'N 015°40.28'E



**MSA PK NDB 25 NM**



TA 5000

BEKVI 1K (RWY 27)	<ul style="list-style-type: none"> <li>- Straight ahead to PD271</li> <li>- After passing PD271 continue track 271° to GOLIN</li> <li>- Continue track 269° to BEKVI</li> </ul>
BEKVI 4V (RWY 09)	<ul style="list-style-type: none"> <li>- Straight ahead to PD903</li> <li>- After passing PD903 turn right to PD905 in climbing to 5000 ft</li> <li>- Continue track 281° to GOLIN</li> <li>- Continue track 269° to BEKVI</li> </ul>

CHANGE: VAR, MSA, flight procedures

MIL AIS ATC Prague 16 APR 2026

**BEKVI 1K - 4V**

50°00.81'N  
015°44.31'E

**PARDUBICE (LKPD)**

**PANS-OPS  
INSTRUMENT DEPARTURE CHART**

AD ELEV 741

**BULEK 1K - 3V  
PARDUBICE (LKPD)**

PARDUBICE RADAR 128.365 267.300x		PARDUBICE PRECISION 296.825 O/R 123.300 O/Rx		PARDUBICE TWR 120.155 120.205x	
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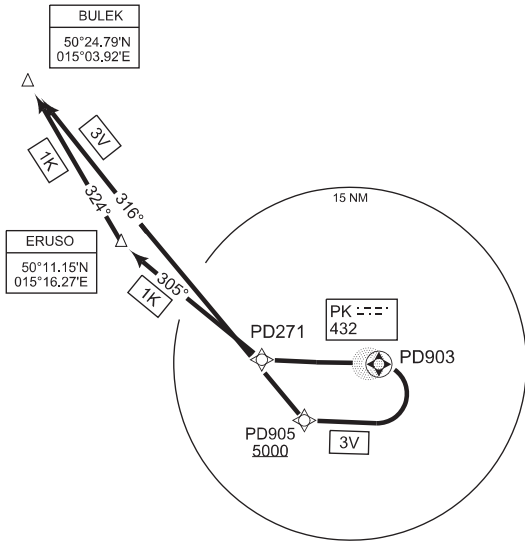
**NOTE:** RNAV1 required



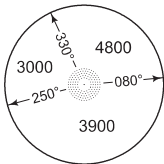
PD271  
50°01.10'N  
015°34.75'E

PD903  
50°00.62'N  
015°50.18'E

PD905  
49°55.91'N  
015°40.28'E



**MSA PK NDB 25 NM**



TA 5000

**BULEK 1K (RWY 27)**  
- Climb straight ahead to PD271  
- After passing PD271 turn right track 305° to ERUSO  
- Continue track 324° to BULEK

**BULEK 3V (RWY 09)**  
- Climb straight ahead to PD903  
- After passing PD903 turn right to PD905 in climbing to 5000 ft  
- Continue track 316° to BULEK

CHANGE: VAR, MSA, flight procedures

MIL AIS ATC Prague 16 APR 2026

**BULEK 1K - 3V**

50°00.81'N  
015°44.31'E

**PARDUBICE (LKPD)**

**PANS-OPS  
INSTRUMENT DEPARTURE CHART**

AD ELEV 741

**USUPA 1K - 3V  
PARDUBICE (LKPD)**

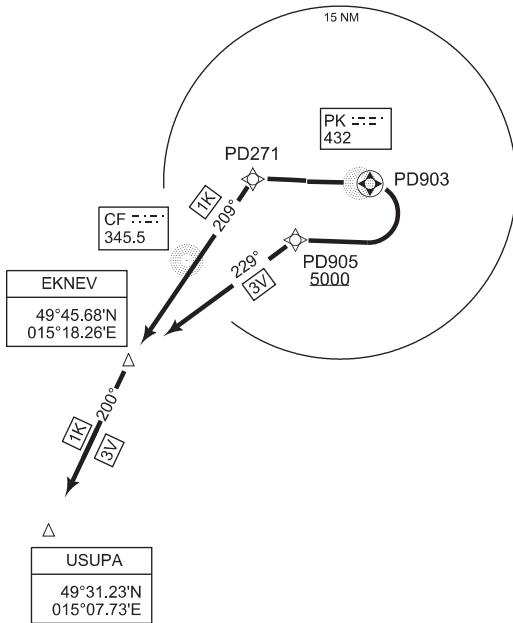
PARDUBICE RADAR 128.365 267.300x		PARDUBICE PRECISION 296.825 O/R 123.300 O/Rx		PARDUBICE TWR 120.155 120.205x	
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**NOTE:** RNAV1 required

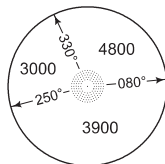
PD271  
50°01.10'N  
015°34.75'E

PD903  
50°00.62'N  
015°50.18'E

PD905  
49°55.91'N  
015°40.28'E



**MSA PK NDB 25 NM**



**TA 5000**

CHANGE: VAR, MSA, flight procedures

USUPA 1K (RWY 27)	<ul style="list-style-type: none"> <li>- Climb straight ahead to PD271</li> <li>- After passing PD271 turn left track 209° to EKNEV</li> <li>- Continue track 200° to USUPA</li> </ul>
USUPA 3V (RWY 09)	<ul style="list-style-type: none"> <li>- Straight ahead to PD903</li> <li>- After passing PD903 turn right to PD905 in climbing to 5000 ft</li> <li>- Continue track 229° to EKNEV</li> <li>- Continue track 200° to USUPA</li> </ul>

MIL AIS ATC Prague 16 APR 2028

**USUPA 1K - 3V**

50°00.81'N  
015°44.31'E

**PARDUBICE (LKPD)**

**PANS-OPS  
INSTRUMENT DEPARTURE CHART**

AD ELEV 741

**TIBLA 1K - 3V  
PARDUBICE (LKPD)**

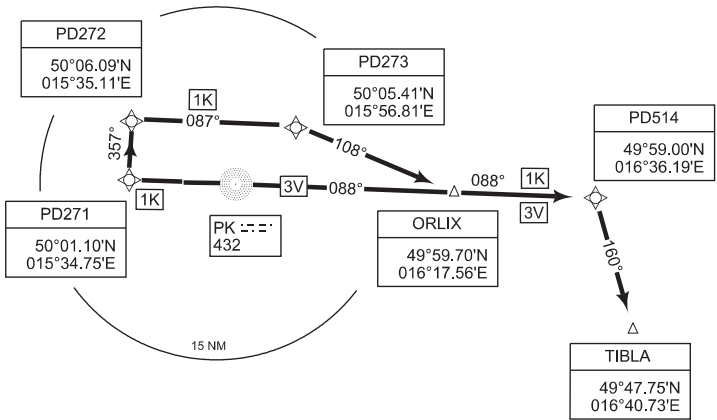
PARDUBICE RADAR 128.365 267.300x		PARDUBICE PRECISION 296.825 O/R 123.300 O/Rx		PARDUBICE TWR 120.155 120.205x	
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**NOTE:** RNAV1 required

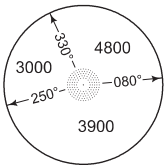


TIBLA 1K:  
Departure turn  
limited to MAX IAS 220 KT.

Speed limitations  
not applicable to mil aircraft



**MSA PK NDB 25 NM**



**TA 5000**

TIBLA 1K (RWY 27)	<ul style="list-style-type: none"> <li>- Climb straight ahead to PD271</li> <li>- Continue track 357° to PD272</li> <li>- Continue track 087° to PD273</li> <li>- Continue track 108° to ORLIX</li> <li>- Continue track 088° to PD514</li> <li>- Continue track 160° to TIBLA</li> </ul>
TIBLA 3V (RWY 09)	<ul style="list-style-type: none"> <li>- Straight ahead to ORLIX</li> <li>- Continue track 088° to PD514</li> <li>- Continue track 160° to TIBLA</li> </ul>

CHANGE: VAR, MSA, flight procedures

MIL AIS ATC Prague 16 APR 2026

**TIBLA 1K - 3V**

50°00.81'N  
015°44.31'E

**PARDUBICE (LKPD)**

**PANS-OPS INSTRUMENT APPROACH CHART**

AD ELEV 741

**NDB RWY 09 PARDUBICE (LKPD)**

PARDUBICE RADAR 128.365 267.300x		PARDUBICE PRECISION 296.825 O/R 123.300 O/Rx		PARDUBICE TWR 120.155 120.205x			
NDB-DME PK 432/CH30Y	APP COURSE 087°	FAF ALT 3000	Descent GR 5.2% (3°)	MDA <b>1210</b>	THR ELEV 736	ALS-LENGTH 794 M	LDA 8202

**NOTE:**

RNAV 1 required after IAF PK, IAF KAFIC and for missed approach. Aircraft not equipped for RNAV 1 advise ATC and expect vectoring.

Speed limitations not applicable to mil aircraft  
**DME REQUIRED**

IAF PK NDB  
50°00.67'N  
015°48.78'E

FAF PD09F  
50°01.16'N  
015°32.50'E

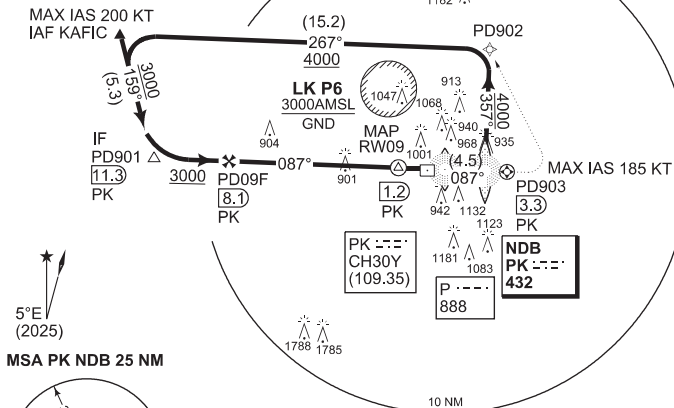
IF901  
50°01.30'N  
015°27.70'E

PD902  
50°05.66'N  
015°49.17'E

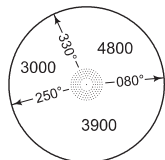
PD903  
50°00.62'N  
015°50.18'E

IAF KAFIC  
50°06.36'N  
015°25.56'E

**ⓐ CIRCLING S OF AD ONLY**



**MSA PK NDB 25 NM**

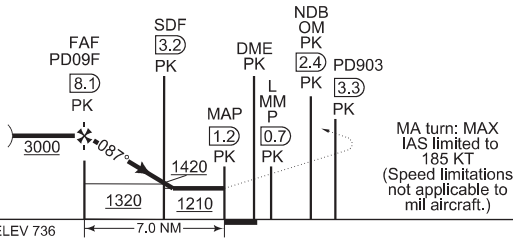


**MISSED APPROACH**

Climb direct to PD903 (fly-over), turn left to PD902 and join initial approach in climbing 4000ft.

For RNAV1 not equipped aircraft: Climb straight ahead to 3000ft and expect vectoring.

**TA 5000**



FAF to MAP 7.0 NM	
Knots	80 100 120 140 160 180
Min:Sec	5:14 4:11 3:29 3:00 2:37 2:20

THR ELEV 736	7.0 NM
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CATEGORY	A	B	C	D
S-NDB 09	<b>1210 - 1800 470 (500 - 1.8/2.2)</b>			
CIRCLING	<b>1250 - 1900 510 (600 - 1.9/2.4)</b>	<b>1430 - 2800 690 (700 - 2.8/3.2)</b>	<b>1580 - 3400 840 (900 - 3.4/3.8)</b>	<b>1760 - 4400 1020 (1100 - 4.4/4.9)</b>

**NDB RWY 09**

50°00.81'N  
015°44.31'E

**PARDUBICE (LKPD)**

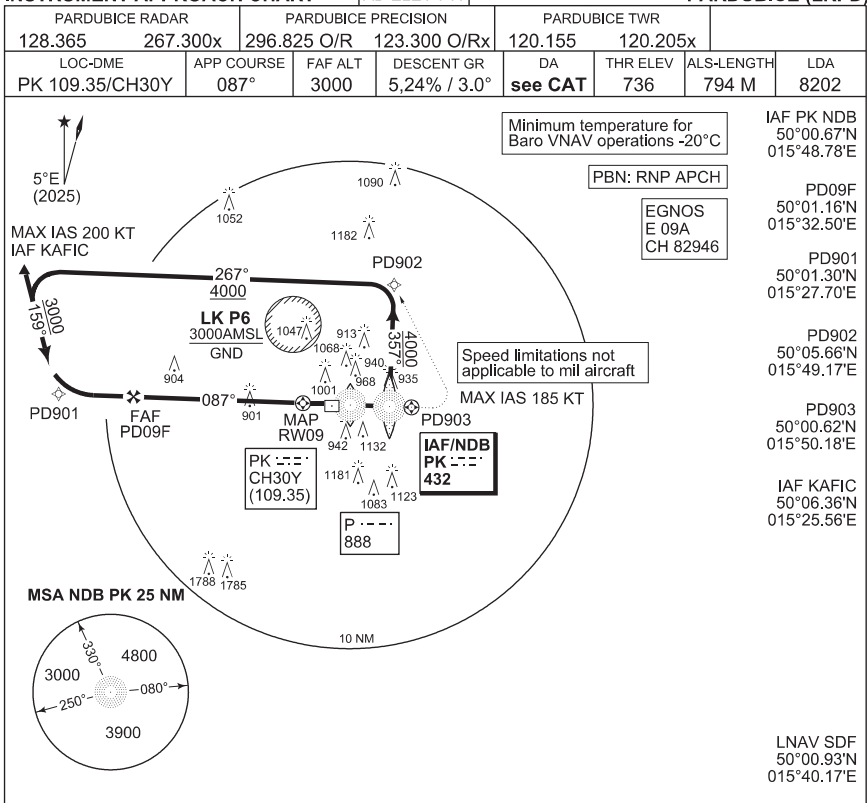
CHANGE: VAR, MSA, flight procedures

MIL AFS ATC Prague 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 741

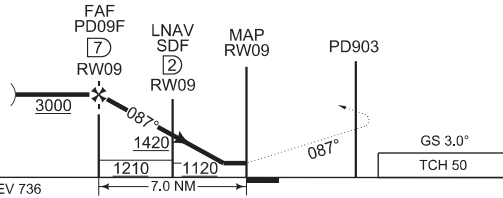
**RNP RWY 09  
PARDUBICE (LKPD)**



**MISSED APPROACH**

**TA 5000**

Climb straight ahead to PD903 (fly-over), turn left to PD902 and join initial approach in climbing to 4000ft.  
**MISSED APPROACH TURN:**  
 MAX IAS 185 KT  
 (Speed limitations not applicable to mil aircraft)



FAF to MAP 7.0 NM	
Knots	80 100 120 140 160 180
Min:Sec	5:14 4:11 3:29 3:00 2:37 2:20

	S - ALS	THR ELEV 736	
--	---------	--------------	--

CATEGORY	A	B	C	D
LNAV		1120 - 1300	380 (400 - 1.3/1.7)	
LNAV/VNAV		1037 - 1000	301 (400 - 1.0/1.4)	
LPV		986 - 800	250 (300 - 0.8/1.3)	
Circling S of AD only	1250 - 1900 510 (600 - 1.9/2.4)	1430 - 2800 690 (700 - 2.8/3.2)	1580 - 3400 840 (900 - 3.4/3.8)	1760 - 4400 1020 (1100 - 4.4/4.9)

CHANGES: VAR, MSA, flight procedures

MIL AFS ATC Prague 16 APR 2028

**RNP RWY 09**

50°00.81'N  
015°44.31'E

**PARDUBICE (LKPD)**



**PANS-OPS INSTRUMENT APPROACH CHART**

AD ELEV 741

**ILS Y RWY 27 PARDUBICE (LKPD)**

PARDUBICE RADAR 128.365 267.300x		PARDUBICE PRECISION 296.825 O/R 123.300 O/Rx		PARDUBICE TWR 120.155 120.205x		
LOC-DME PK 109.35/CH30Y	APP COURSE 267°	GS INTCP ALT 3000	GS 3.0°	DA <b>see CAT</b>	THR ELEV 731	ALS-LENGTH 794 M
						LDA 8202

**NOTE:**

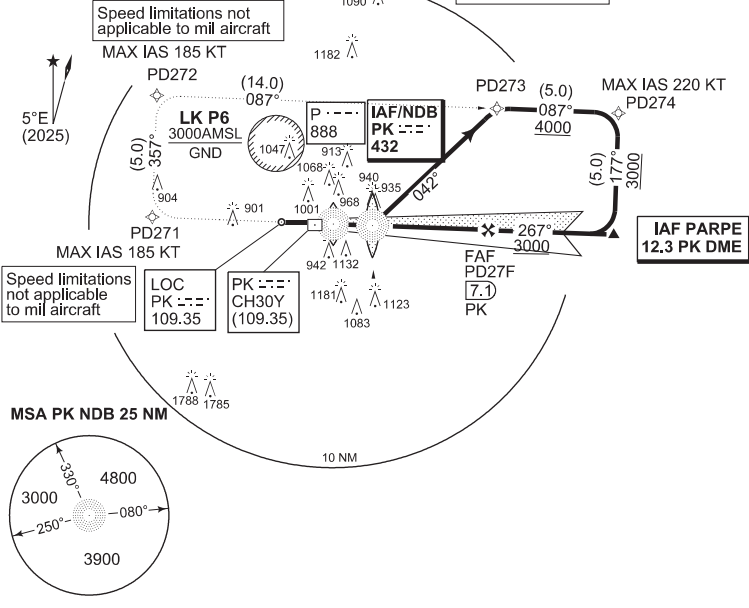
① CIRCLING S OF AD ONLY

RNAV 1 certification required for Initial, Intermediate and missed approach.

DME REQUIRED

IAF PK NDB  
50°00.67'N  
015°48.78'E

PD27F  
50°00.43'N  
015°56.15'E



PD271  
50°01.10'N  
015°34.75'E

PD272  
50°06.09'N  
015°35.11'E

PD273  
50°05.41'N  
015°56.81'E

PD274  
50°05.15'N  
016°04.56'E

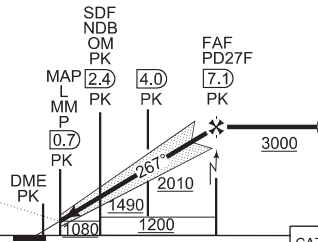
IAF PARPE  
50°00.17'N  
016°04.15'E

**MISSED APPROACH**

**TA 5000**

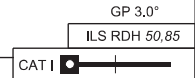
Climb straight ahead to PD271, turn right to PD272, turn right to PD273 and join initial approach via PD274 in climbing to 4000ft.

MISSED APPROACH TURN:  
MAX IAS 185 KT  
(Speed limitations not applicable to mil aircraft)



FAF to MAP 6.4 NM						
Knots	80	100	120	140	160	180
Min:Sec	4:48	3:50	3:12	2:45	2:24	2:08

THR ELEV 731



CATEGORY	A	B	C	D
S-ILS 27 CAT I		<b>931</b> - 550 200 (200 - 0.8/1.2)		
S-LOC 27		<b>1080</b> - 900 350 (400 - 0.9/1.6)		
① CIRCLING	<b>1250</b> - 1900 510 (600 - 1.9/2.4)	<b>1430</b> - 2800 690 (700 - 2.8/3.2)	<b>1580</b> - 3400 840 (900 - 3.4/3.8)	<b>1760</b> - 4400 1020 (1100 - 4.4/4.9)

**ILS Y RWY 27**

50°00.81'N  
015°44.31'E

**PARDUBICE (LKPD)**

**PANS-OPS INSTRUMENT APPROACH CHART**

AD ELEV 741

**ILS Z RWY 27 PARDUBICE (LKPD)**

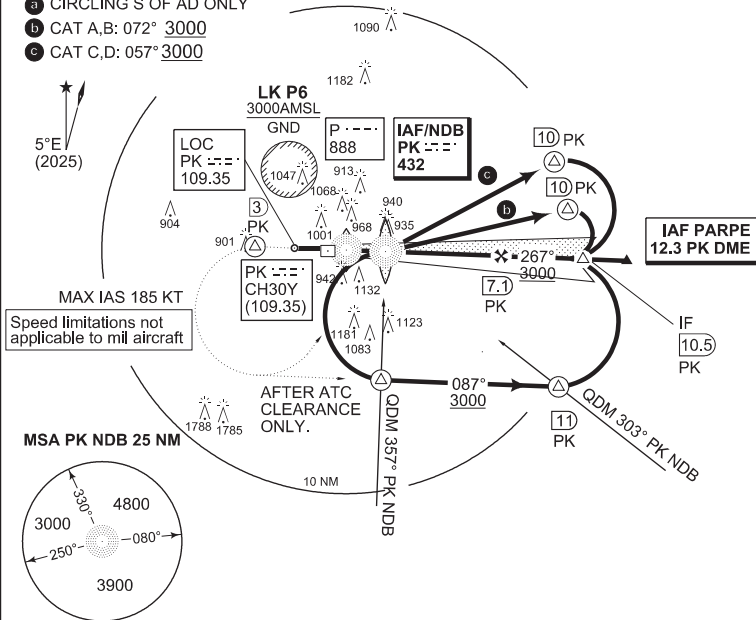
PARDUBICE RADAR 128.365 267.300x		PARDUBICE PRECISION 296.825 O/R 123.300 O/Rx		PARDUBICE TWR 120.155 120.205x		
LOC-DME PK 109.35/CH30Y	APP COURSE 267°	GS INTCP ALT 3000	GS 3.0°	DA <b>see CAT</b>	THR ELEV 731	ALS-LENGTH 794 M
						LDA 8202

**NOTE:**

- a) CIRCLING S OF AD ONLY
- b) CAT A,B: 072° 3000
- c) CAT C,D: 057° 3000

**DME REQUIRED**

IAF PK NDB  
50°00.67'N  
015°48.78'E  
  
IAF PARPE  
50°00.17'N  
016°04.15'E



**MISSED APPROACH**

Climb straight ahead to 3.0 NM PK DME, turn left to PK NDB in climbing to 3000 ft AMSL or according to ATC clearance.  
**MISSED APPROACH TURN:**  
 MAX IAS 185 KT  
 (Speed limitations not applicable to mil aircraft)  
 GP 3.0°

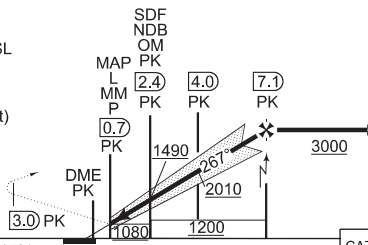
**TA 5000**

ILS RDH 50.85

**FAF to MAP 6.4 NM**

Knots	80	100	120	140	160	180
Min:Sec	4:48	3:50	3:12	2:45	2:24	2:08

THR ELEV 731



CAT I

CATEGORY	A	B	C	D
S-ILS 27 CAT I		<b>931 - 550 200 (200 - 0.8/1.2)</b>		
S-LOC 27		<b>1080 - 900 350 (400 - 0.9/1.6)</b>		
<b>a) CIRCLING</b>	<b>1250 - 1900 510 (600 - 1.9/2.4)</b>	<b>1430 - 2800 690 (700 - 2.8/3.2)</b>	<b>1580 - 3400 840 (900 - 3.4/3.8)</b>	<b>1760 - 4400 1020 (1100 - 4.4/4.9)</b>

**ILS Z RWY 27**

50°00.81'N  
015°44.31'E

**PARDUBICE (LKPD)**

CHANGES: VAR, MSA, flight procedures

MIL AIP ATC Prague 16 APR 2026

**PANS-OPS INSTRUMENT APPROACH CHART**

AD ELEV 741

**NDB RWY 27 PARDUBICE (LKPD)**

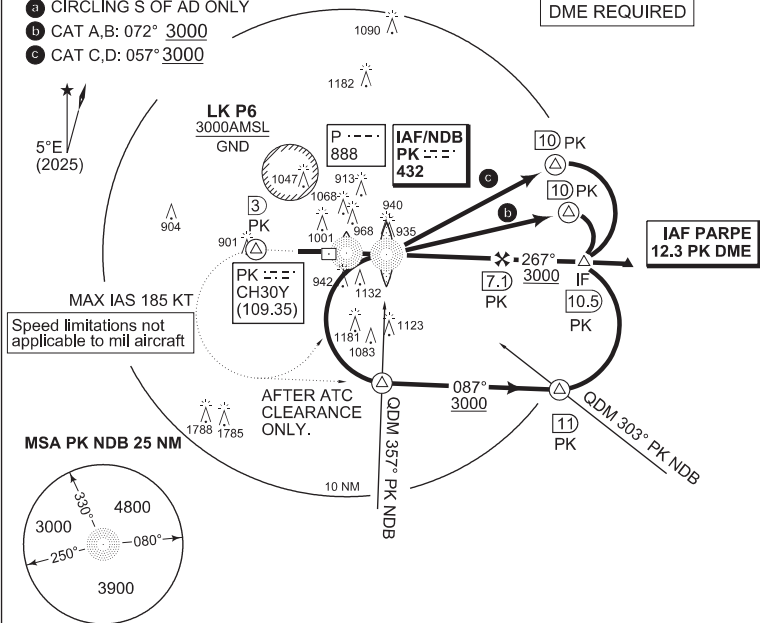
PARDUBICE RADAR 128.365 267.300x		PARDUBICE PRECISION 296.825 O/R 123.300 O/Rx		PARDUBICE TWR 120.155 120.205x			
NDB-DME PK 432/CH30Y	APP COURSE 267°	FAF ALT 3000	Descent GR 5.2% (3°)	MDA 1200	THR ELEV 731	ALS-LENGTH 794 M	LDA 8202

**NOTE:**

- a) CIRCLING S OF AD ONLY
- b) CAT A,B: 072° 3000
- c) CAT C,D: 057° 3000

**DME REQUIRED**

IAF PK NDB  
50°00.67'N  
015°48.78'E  
  
IAF PARPE  
50°00.17'N  
016°04.15'E

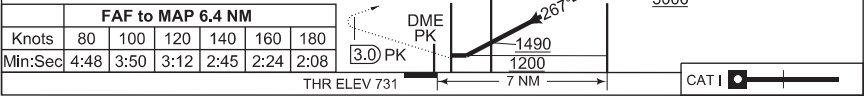


**MISSED APPROACH**

TA 5000

Climb straight ahead to 3.0 NM PK DME, turn left to PK NDB in climbing to 3000 ft AMSL or according to ATC clearance.

MISSED APPROACH TURN:  
MAX IAS 185 KT  
(Speed limitations not applicable to mil aircraft)



**FAF to MAP 6.4 NM**

Knots	80	100	120	140	160	180
Min:Sec	4:48	3:50	3:12	2:45	2:24	2:08

CATEGORY	A	B	C	D
S-NDB 27	1200 - 1500 470 (500 - 1.5/2.2)			
a) CIRCLING	1250 - 1900 510 (600 - 1.9/2.4)	1430 - 2800 690 (700 - 2.8/3.2)	1580 - 3400 840 (900 - 3.4/3.8)	1760 - 4400 1020 (1100 - 4.4/4.9)

**NDB RWY 27**

50°00.81'N  
015°44.31'E

**PARDUBICE (LKPD)**

CHANGE: VAR, MSA, flight procedures

MIL AFS ATC Prague 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**RNP Y RWY 27 CAT C, D  
PARDUBICE (LKPD)**

AD ELEV 741

PARDUBICE RADAR 128.365 267.300x		PARDUBICE PRECISION 296.825 O/R 123.300 O/Rx		PARDUBICE TWR 120.155 120.205x		
LOC-DME PK 109.35/CH30Y	APP COURSE 267°	FAF ALT 3000	DESCENT GR 5,24% / 3.0°	DA <b>see CAT</b>	THR ELEV 731	ALS-LENGTH 794 M
						LDA 8202

**NOTE:**

- a) CIRCLING S OF AD ONLY
- b) CAT C,D: 042° 4000

Minimum temperature for Baro VNAV operations -20°C

PBN: RNP APCH

IAF PK NDB  
50°00.67'N  
015°48.78'E

PD27F  
50°00.43'N  
015°56.15'E

PD271  
50°01.10'N  
015°34.75'E

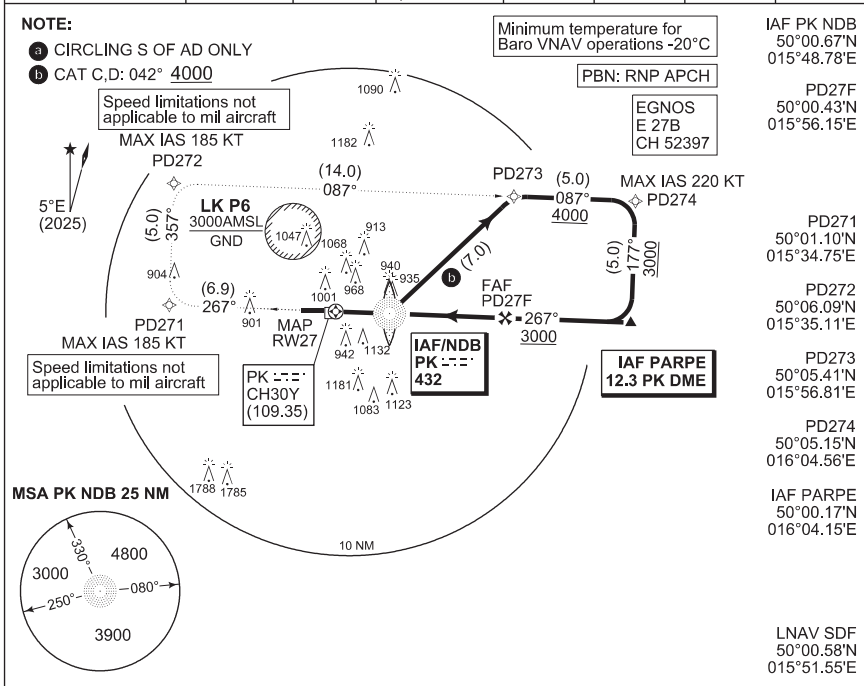
PD272  
50°06.09'N  
015°35.11'E

PD273  
50°05.41'N  
015°56.81'E

PD274  
50°05.15'N  
016°04.56'E

IAF PARPE  
50°00.17'N  
016°04.15'E

LNAV SDF  
50°00.58'N  
015°51.55'E



**MISSSED APPROACH**

TA 5000

Climb straight ahead to PD271, turn right to PD272, turn right to PD273, and join initial approach via PD274 in climbing to 4000 ft.

**MISSSED APPROACH TURN:**

MAX IAS 185 KT  
(Speed limitations not applicable to mil aircraft)



CATEGORY	C	D
LNAV	1100 - 1000 370 (400 - 1.0/1.7)	
LNAV/VNAV	1035 - 700 304 (400 - 0.8/1.4)	
LPV	931 - 550 200 (200 - 0.8/1.2)	
a) CIRCLING	1580 - 3400 840 (900 - 3.4/3.8)	1760 - 4400 1020 (1100 - 4.4/4.9)

**RNP Y RWY 27 CAT C, D**

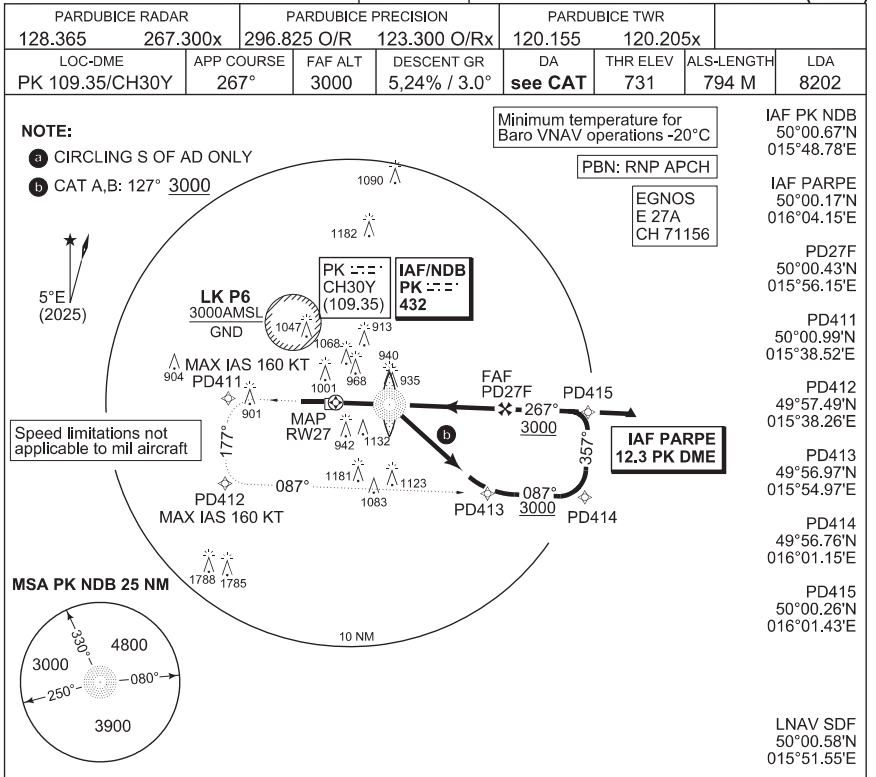
50°00.81'N  
015°44.31'E

**PARDUBICE (LKPD)**

**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 741

**RNP Z RWY 27 CAT A, B  
PARDUBICE (LKPD)**



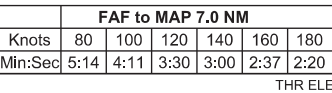
**MISSED APPROACH**

**TA 5000**

Climb straight ahead to PD411, turn left to PD412, turn left to PD413, and join initial approach via PD414 in climbing to 3000ft.

**MISSED APPROACH TURN:**

MAX IAS 160 KT  
(Speed limitations not applicable to mil aircraft)



CATEGORY	A		B	
	LNAV	1100	1000	370
LNAV/VNAV	1035	700	304	(400 - 0.8/1.4)
LPV	931	550	200	(200 - 0.8/1.2)
a) CIRCLING	1250	1900	510	(600 - 1.9/2.4)      1430 - 2800 690 (700 - 2.8/3.2)

**RNP Z RWY 27 CAT A, B**

50°00.81'N  
015°44.31'E

**PARDUBICE (LKPD)**

CHANGE: VAR, MSA, flight procedures

MIL AIR ATC Prague 16 APR 26

PANS-OPS

INSTRUMENT APPROACH CHART

AD ELEV 741

PAR RWY 27  
PARDUBICE (LKPD)

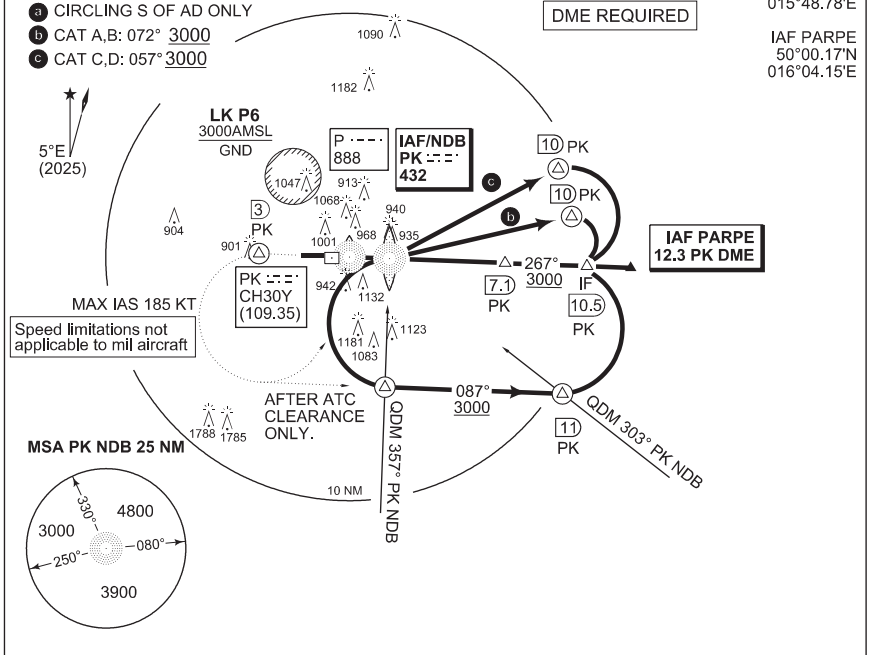
PARDUBICE RADAR 128.365 267.300x		PARDUBICE PRECISION 296.825 O/R 123.300 O/Rx		PARDUBICE TWR 120.155 120.205x			
NDB-DME PK 432/CH30Y	APP COURSE 267°	FAF ALT 3000	Descent GR 5.2% (3°)	MDA 981	THR ELEV 731	ALS-LENGTH 794 M	LDA 8202

NOTE:

- a CIRCLING S OF AD ONLY
- b CAT A,B: 072° 3000
- c CAT C,D: 057° 3000

DME REQUIRED

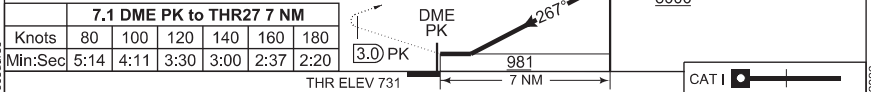
IAF PK NDB  
50°00.67'N  
015°48.78'E  
  
IAF PARPE  
50°00.17'N  
016°04.15'E



MISSED APPROACH TA 5000

Climb straight ahead to 3.0 NM PK DME, turn left to PK NDB in climbing to 3000 ft AMSL or according to ATC clearance.

MISSED APPROACH TURN:  
MAX IAS 185 KT  
(Speed limitations not applicable to mil aircraft)



CATEGORY	A	B	C	D
S-PAR 27	981 - 550 250 (300 - 0.8/1.3) GS 3°			
a CIRCLING	1250 - 1900 510 (600 - 1.9/2.4)	1430 - 2800 690 (700 - 2.8/3.2)	1580 - 3400 840 (900 - 3.4/3.8)	1760 - 4400 1020 (1100 - 4.4/4.9)

CHANGE: VAR, MSA, flight procedures

MIL AIS ATC Prague 16 APR 2026



**MIPST  
INSTRUMENT APPROACH CHART**

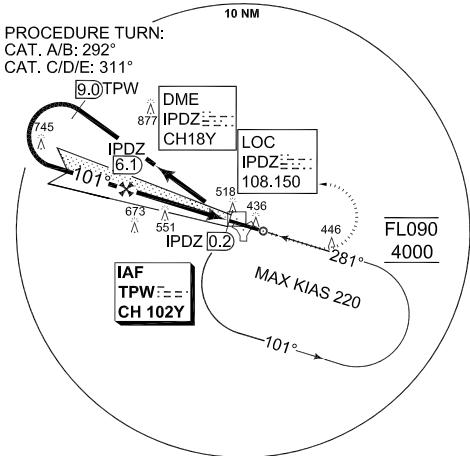
**ILS z or LOC z RWY10R  
POWIDZ (EPPW)**

AD ELEV 385

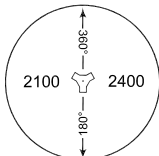
POWIDZ APPROACH 129.680	ATIS 127.380		POWIDZ TOWER 119.005			-	
ILS /DME IPDZ 108.150/CH18Y	APP COURSE 101°	GS INTCP ALT 2300	GS 3.0°	DA <b>see CAT</b>	THR ELEV 364	ALS-Length 420 M	LDA 11529

**NOTE:**  
a) DME, TACAN REQUIRED

IAF  
52°22.62'N  
017°51.02'E



MSA TPW 25 NM



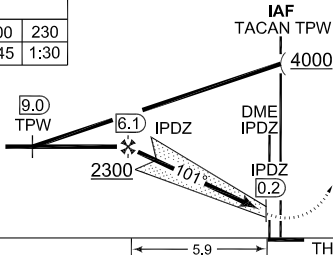
EMERG SAFE ALT 100NM 3400

Dist. to IPDZ	6.1	6.0	5.0	4.0	3.0	2.0	1.4
Altitude	2300	2270	1950	1635	1320	1005	804

FAF to MAP 5.9 NM

Knots	70	100	135	170	200	230
Min:Sec	5:05	3:55	2:40	2:05	1:45	1:30

TA 6500



**MISSED APPROACH**

Climb straight ahead to 2000 ft then turn left to TACAN TPW climbing to 4000 ft and follow ATC instructions.



CATEGORY	A	B	C	D	E
ILS 10R	624-800 260 (300-0.8/1.3)	634-900 270 (300-0.9/1.3)	644-900 280 (300-0.9/1.4)	654-900 290 (300-0.9/1.4)	674-1000 310 (400-1.0/1.4)
LOC 10R	<b>804 - 1.6 440 (500-1.6/2.0)</b>				
CIRCLING	835-2.1 450 (500-2.1)	885-2.8 500 (500-2.8)	1215-3.8 830 (900-3.8)	1215-4.6 830 (900-4.6)	1375-5.0 990 (1000-5.0)

**ILS z or LOC z RWY 10R**

52°22.75'N  
017°51.13'E

**POWIDZ (EPPW)**

CHANGE:VAR, BEARINGS, APP COURSE, HOLDING, PROCEDURE TURN, EDITORIAL

EUPOPS

MATS0 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**TACAN RWY 10L  
POWIDZ (EPPW)**

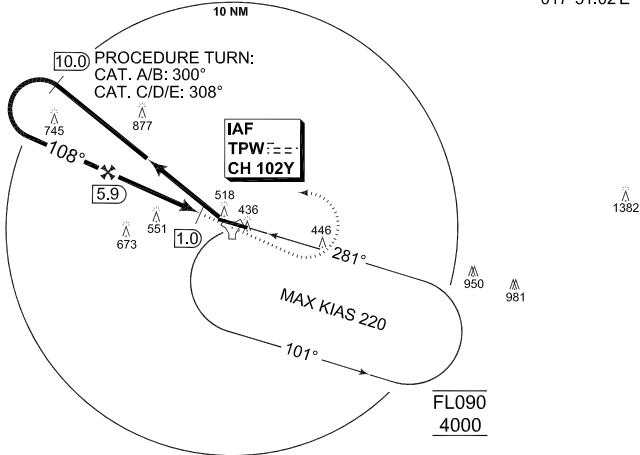
AD ELEV 385

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005		-	
TACAN TPW CH102Y	APP COURSE 108°	FAF ALT 2000	Descent GR 5.2 %	MDA 807	THR ELEV 367	ALS-Length 420 M	LDA 8946

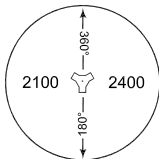
**CAUTION:**

FINAL TRACK 7 DEG OFFSET FROM RCL

IAF  
52°22.62'N  
017°51.02'E



MSA TPW 25 NM



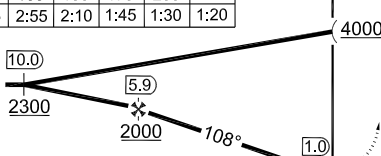
Dist. TPW	5.9	5.0	4.0	3.0	2.2
Altitude	2000	1700	1385	1070	807

FAP to MAP 4.9 NM

Knots	70	100	135	170	200	230
Min:Sec	4:15	2:55	2:10	1:45	1:30	1:20

IAF  
TACAN TPW

TA 6500



**MISSED APPROACH**

Climb straight ahead to 2000 ft then turn left to TACAN TPW climbing to 4000 ft and follow ATC instructions. Turn limited to KIAS 240 max.

S-ALS

THR ELEV 367

CATEGORY	A	B	C	D	E
TACAN 10L	807-1.6 440 (500-1.6/2.0)				
CIRCLING	835-2.1 450 (500-2.1)	885-2.8 500 (500-2.8)	1215-3.8 830 (900-3.8)	1215-4.6 830 (900-4.6)	1375-5.0 990 (1000-5.0)

**TACAN RWY 10L**

52°22.75'N  
017°51.13'E

**POWIDZ (EPPW)**

CHANGE/VAR. BEARINGS, APP COURSE, HOLDING, PROCEDURE TURN, TABLES, MISSED APPROACH, EDITORIAL

MATSO 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**TACAN RWY10R  
POWIDZ (EPPW)**

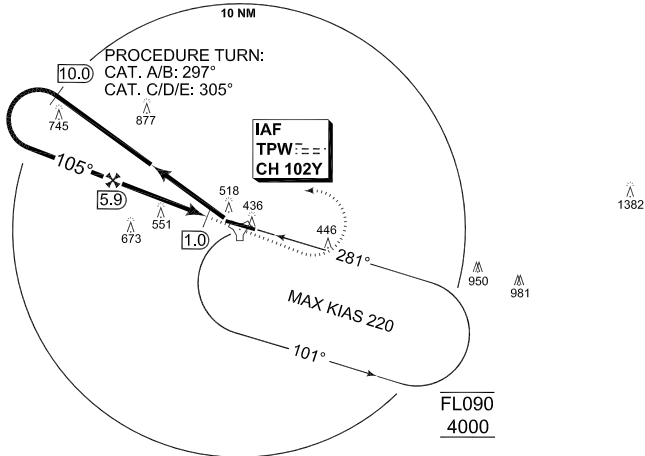
AD ELEV 385

POWIDZ APPROACH 129.680	ATIS 127.380	POWIDZ TOWER 119.005	-				
TACAN TPW CH102Y	APP COURSE 105°	FAF ALT 2000	Descent GR 5.2 %	MDA 804	THR ELEV 364	ALS-Length 420 M	LDA 11529

**CAUTION:**

FINAL TRACK 4 DEG OFFSET FROM RCL

IAF  
52°22.62'N  
017°51.02'E



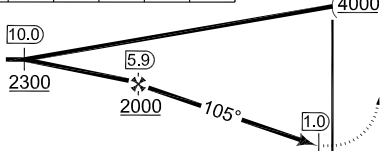
Dlst. TPW	5.9	5.0	4.0	3.0	2.2
Altitude	2000	1700	1385	1070	804

**FAP to MAP 4.9 NM**

Knots	70	100	135	170	200	230
Min:Sec	4:15	2:55	2:10	1:45	1:30	1:20

**IAF  
TACAN TPW**

**TA 6500**



**MISSED APPROACH**

Climb straight ahead to 2000 ft then turn left to TACAN TPW climbing to 4000 ft and follow ATC instructions. Turn limited to KIAS 240 max.



4.9 THR ELEV 364

CATEGORY	A	B	C	D	E
TACAN 10R	<b>804 - 1.6 440 (500-1.6/2.0)</b>				
CIRCLING	<b>835-2.1 450 (500-2.1)</b>	<b>885-2.8 500 (500-2.8)</b>	<b>1215-3.8 830 (900-3.8)</b>	<b>1215-4.6 830 (900-4.6)</b>	<b>1375-5.0 990 (1000-5.0)</b>

**TACAN RWY 10R**

52°22.75'N  
017°51.13'E

**POWIDZ (EPPW)**

CHANGE-VAR. BEARINGS, APP COURSE, HOLDING, PROCEDURE TURN TABLES, EDITORIAL

EJ-OPS

MATS0 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

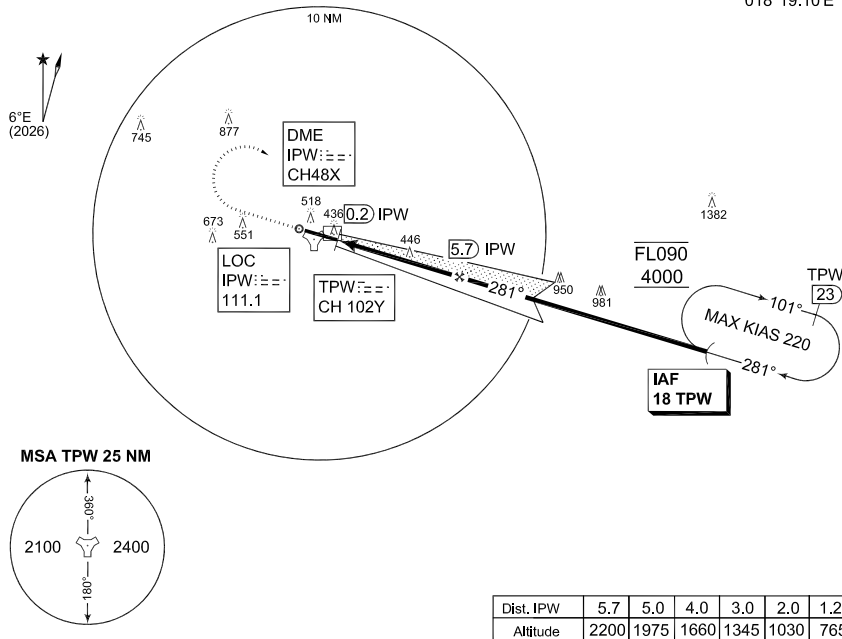
**ILS y or LOC y RWY 28L  
POWIDZ (EPPW)**

AD ELEV 385

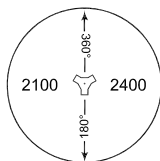
POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005		-		
ILS /TACAN IPW 111.1/TPW CH102Y		APP COURSE 281°	GS INTCP ALT 2200	GS 3.0°	DA <b>see CAT</b>	THR ELEV 382	ALS-Length 900 M	LDA 11529

**NOTE:**  
a) DME, TACAN REQUIRED

IAF  
52°17.43'N  
018°19.10'E



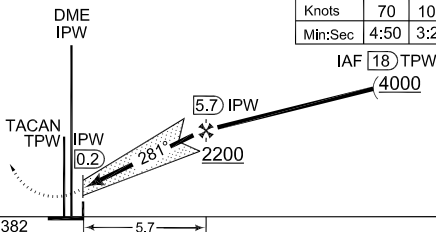
MSA TPW 25 NM



Dist. IPW	5.7	5.0	4.0	3.0	2.0	1.2
Altitude	2200	1975	1660	1345	1030	765

TA 6500

**MISSED APPROACH**  
Climb straight ahead to 2000 ft then turn right to IAF climbing to 4000 ft and follow ATC instructions.



FAP to MAP 5.5 NM						
Knots	70	100	135	170	200	230
Min:Sec	4:50	3:20	2:30	2:00	1:40	1:30

CHANGE-VAR-BEARINGS, APP COURSE, HOLDING

	THR ELEV 382	5.7	CAT I	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CATEGORY	A	B	C	D	E			
ILS 28L	632-550 250 (300-0.8/1.3)	642-600 260 (300-0.8/1.3)	652-600 270 (300-0.8/1.3)	662-600 280 (300-0.8/1.3)	672-650 290 (300-0.8/1.4)			
LOC 28L	765-1000 380 (400-1.0/1.7)							
CIRCLING	835-2.1 450 (500-2.1)	885-2.8 500 (500-2.8)	1215-3.8 830 (900-3.8)	1215-4.6 830 (900-4.6)	1375-5.0 990 (1000-5.0)			

**ILS y or LOC y RWY 28L**

52°22.75'N  
017°51.13'E

**POWIDZ (EPPW)**

MATSOC 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

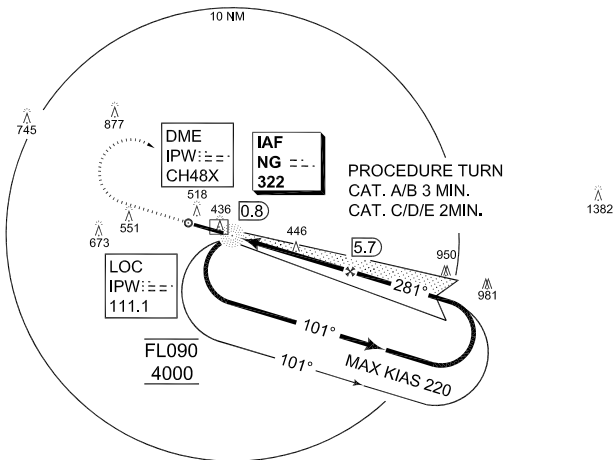
**ILS z or LOC z RWY 28L  
POWIDZ (EPPW)**

AD ELEV 385

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005		-	
ILS/DME IPW 111.100/CH48X	APP COURSE 281°	GS INTCP ALT 2200	GS 3.0°	DA <b>see CAT</b>	THR ELEV 382	ALS-Length 900 M	LDA 11529

**NOTE:**  
a) DME REQUIRED

IAF  
52°22.27'N  
017°53.60'E

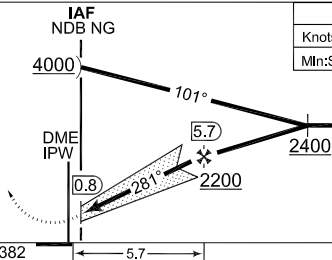


Dist. IPW	5.7	5.0	4.0	3.0	2.0	1.2
Altitude	2200	1975	1660	1345	1030	765

**TA 6500**

**MISSED APPROACH**

Climb straight ahead to 2000 ft then turn right to NDB NG climbing to 4000 ft and follow ATC instructions.



<b>FAP to MAP 4.9 NM</b>						
Knots	70	100	135	170	200	230
Min:Sec	4:15	2:55	2:10	1:45	1:30	1:20

THR ELEV 382

CAT I	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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CATEGORY	A	B	C	D	E
ILS 28L	632-550 250 (300-0.8/1.3)	642-600 260 (300-0.8/1.3)	652-600 270 (300-0.8/1.3)	662-600 280 (300-0.8/1.3)	672-650 290 (300-0.8/1.4)
LOC 28L	765-1000 380 (400-1.0/1.7)				
CIRCLING	835-2.1 450 (500-2.1)	885-2.8 500 (500-2.8)	1215-3.8 830 (900-3.8)	1215-4.6 830 (900-4.6)	1375-5.0 990 (1000-5.0)

**ILS z or LOC z RWY 28L**

52°22.75'N  
017°51.13'E

**POWIDZ (EPPW)**

CHANGEVAR BEARINGS, APP COURSE, HOLDING

EILS-OPS

MATSO 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**TACAN y RWY 28L  
POWIDZ (EPPW)**

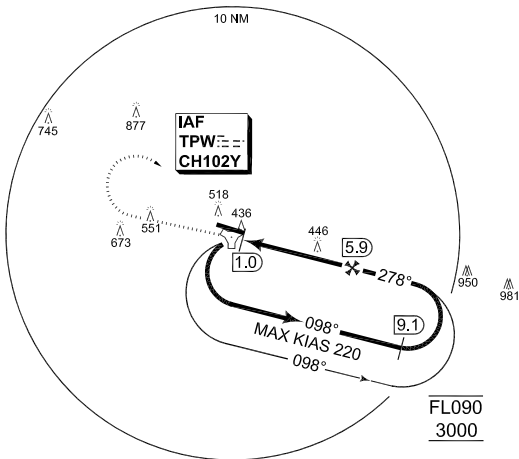
AD ELEV 385

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005		-	
TACAN TPW CH102Y	APP COURSE 278°	FAF ALT 2000	Descent GR 5.2 %	MDA 815	THR ELEV 382	ALS-Length 900 M	LDA 11529

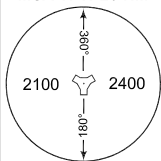
**CAUTION:**

FINAL TRACK 3 DEG OFFSET FROM RCL

IAF  
52°22.62'N  
017°51.02'E



MSA TPW 25 NM

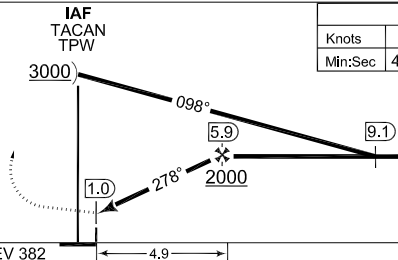


Dist. TPW	5.9	5.0	4.0	3.0	2.2
Altitude	2000	1715	1400	1085	815

TA 6500

**MISSED APPROACH**

Climb straight ahead to 2000 ft then turn right to TACAN TPW climbing to 3000 ft and follow ATC instructions. Turn limited to KIAS 240 max.



FAF to MAP 4.9 NM						
Knots	70	100	135	170	200	230
Min:Sec	4:15	2:55	2:10	1:45	1:30	1:20

THR ELEV 382

CAT I

CATEGORY	A	B	C	D	E
TACAN 28L	815 -1300 430 (500-1.3/2.0)				
CIRCLING	835-2.1 450 (500-2.1)	885-2.8 500 (500-2.8)	1215-3.8 830 (900-3.8)	1215-4.6 830 (900-4.6)	1375-5.0 990 (1000-5.0)

**TACAN y RWY 28L**

52°22.75'N  
017°51.13'E

**POWIDZ (EPPW)**

CHANGE:VAR, BEARINGS, APP COURSE, HOLDING, MISSED APPROACH, EDITORIAL

MATSU 16 APR 2026



**PANS-OPS  
INSTRUMENT APPROACH CHART**

**TACAN y RWY 28R  
POWIDZ (EPPW)**

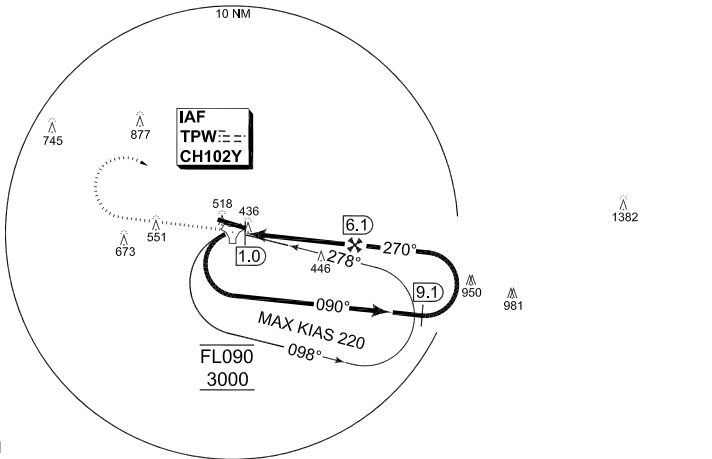
AD ELEV 385

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005			
TACAN TPW CH102Y	APP COURSE 270°	FAF ALT 2200	Descent GR 5.2 %	MDA 815	THR ELEV 385	ALS-Length 900 M	LDA 8946

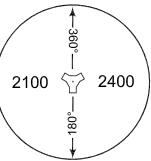
**CAUTION:**

FINAL TRACK 11 DEG OFFSET FROM RCL

IAF  
52°22.62'N  
017°51.02'E

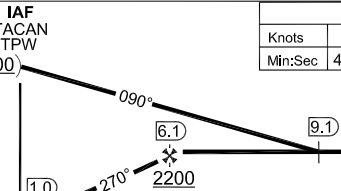


**MSA TPW 25 NM**



Dist. TPW	6.1	6.0	5.0	4.0	3.0	2.0	1.8
Altitude	2200	2150	1830	1515	1200	885	815

**TA 6500**



<b>FAF to MAP 5.1 NM</b>						
Knots	70	100	135	170	200	230
Min:Sec	4:20	3:00	2:15	1:50	1:35	1:25

**MISSED APPROACH**

Climb straight ahead to 2000 ft then turn right to IAF climbing to 4000 ft and follow ATC instructions. Turn limited to KIAS 240 max.

THR ELEV 385	5.1	CAT I	□				
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CATEGORY	A	B	C	D	E
TACAN 28R	<b>815</b> -1.3 430 (500-1.3/2.0)				
CIRCLING	<b>835</b> -2.1 450 (500-2.1)	<b>885</b> -2.8 500 (500-2.8)	<b>1215</b> -3.8 830 (900-3.8)	<b>1215</b> -4.6 830 (900-4.6)	<b>1375</b> -5.0 990 (1000-5.0)

CHANGE: VAR, BEARINGS, APP COURSE, HOLDING, TABLES, MISSED APPROACH, EDITORIAL

**TACAN y RWY 28R**

52°22.75'N  
017°51.13'E

**POWIDZ (EPPW)**

MATSU 16 APR 2026

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**TACAN z RWY 28R  
POWIDZ (EPPW)**

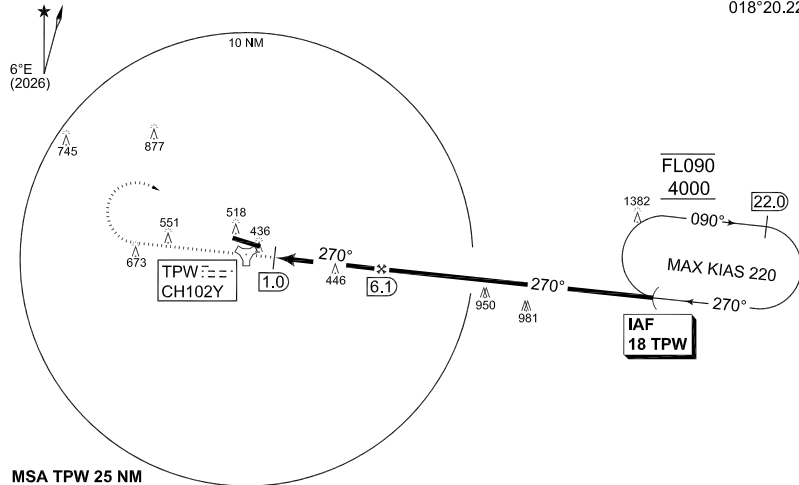
AD ELEV 385

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005		-	
TACAN TPW CH102Y	APP COURSE 270°	FAF ALT 2200	Descent GR 5.2 %	MDA 815	THR ELEV 385	ALS-Length 900 M	LDA 8946

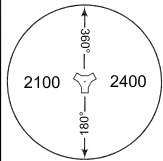
**CAUTION:**

FINAL TRACK 11 DEG OFFSET FROM RCL

IAF  
52°20.68'N  
018°20.22'E



**MSA TPW 25 NM**



Dist. TPW	6.1	6.0	5.0	4.0	3.0	2.0	1.8
Altitude	2200	2150	1830	1515	1200	885	815

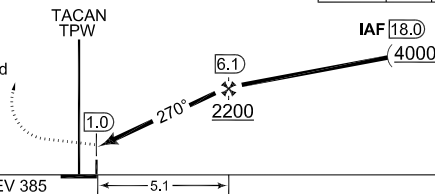
**TA 6500**

**FAF to MAP 5.1 NM**

Knots	70	100	135	170	200	230
Min:Sec	4:20	3:00	2:15	1:50	1:35	1:25

**MISSED APPROACH**

Climb straight ahead to 2000 ft then turn right to IAF climbing to 4000 ft and follow ATC instructions. Turn limited to KIAS 240 max.



THR ELEV 385

CAT I  | | | | |

CATEGORY	A	B	C	D	E
TACAN 28R	<b>815</b> -1.3 430 (500-1.3/2.0)				
CIRCLING	<b>835</b> -2.1 450 (500-2.1)	<b>885</b> -2.8 500 (500-2.8)	<b>1215</b> -3.8 830 (900-3.8)	<b>1215</b> -4.6 830 (900-4.6)	<b>1375</b> -5.0 990 (1000-5.0)

**TACAN z RWY 28R**

52°22.75'N  
017°51.13'E

**POWIDZ (EPPW)**

CHANGE:VAR, BEARINGS, APP COURSE, HOLDING, MISSED APPROACH, TABLES

MATS0 16 APR 2025

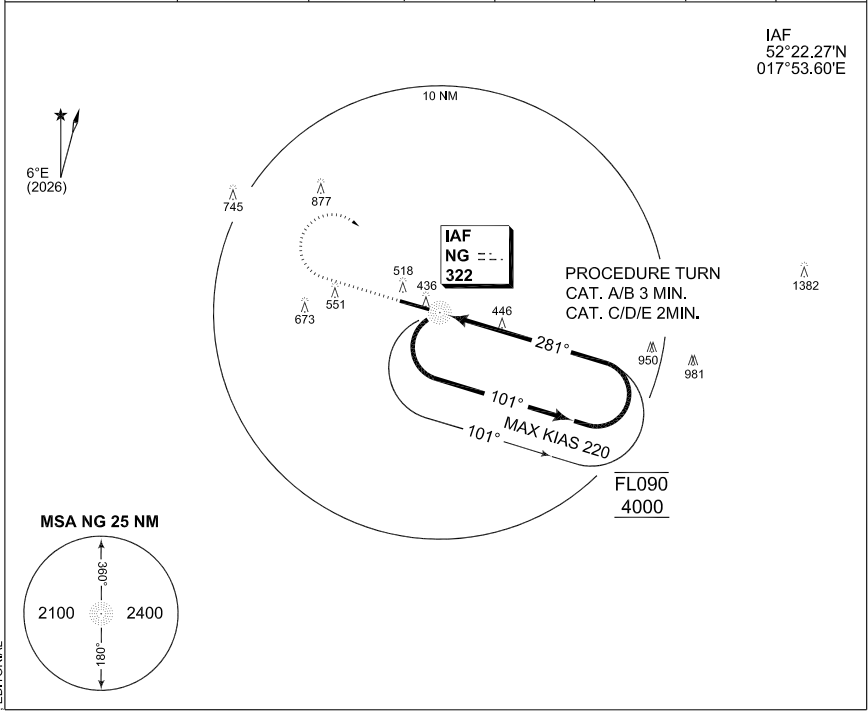
**PANS-OPS  
INSTRUMENT APPROACH CHART**

AD ELEV 385

**NDB RWY 28L  
POWIDZ (EPPW)**

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005		-	
NDB NG 322	APP COURSE 281°	FAF ALT	Descent GR	MDA 1285	THR ELEV 382	ALS-Length 900 M	LDA 11529

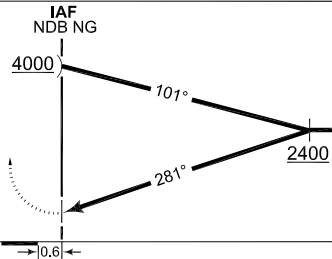
IAF  
52°22.27'N  
017°53.60'E



**TA 6500**

**MISSED APPROACH**

Climb straight ahead to 2300 ft then turn right to NDB NG climbing to 4000 ft and follow ATC instructions.



THR ELEV 382 → 0.6 ←

CAT I  | | | | |

CATEGORY	A	B	C	D	E
NDB 28L	<b>1285-3.3 900 (900-3.3/4.0)</b>				
CIRCLING	<b>1285-4.0 900 (900-4.0)</b>	<b>1285-4.0 900 (900-4.0)</b>	<b>1285-4.0 900 (900-4.0)</b>	<b>1285-4.6 900 (900-4.6)</b>	<b>1375-5.0 900 (1000-5.0)</b>

CHANGEVAR BEARINGS, APP COURSE, MISSED APPROACH, HOLDING, EDITORIAL

**NDB RWY 28L**

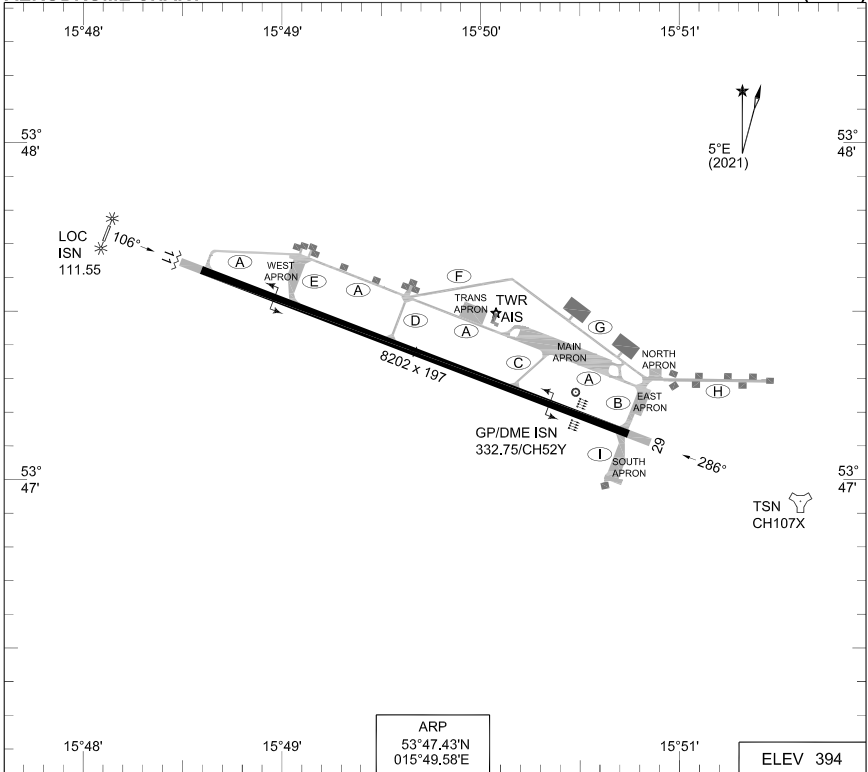
52°22.75'N  
017°51.13'E

**POWIDZ (EPPW)**

MATSO 16 APR 2026

**PANS-OPS  
AERODROME CHART**

**SWIDWIN (EPSN)**



ARP  
53°47.43'N  
015°49.58'E

ELEV 394

RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	TDZE	THR PSN	
11	52 R/A/W/I	8202	8694	9449	8202	3.0°	392.1	390.4	53°47.68'N	015°48.52'E
29		8202	8694	9219	8202	3.0°	379.3	380.6	53°47.20'N	015°50.63'E

SWIDWIN TOWER 127.505 233.975  
 SWIDWIN APPROACH 125.180 278.975  
 SWIDWIN PRECISION 119.660  
 SWIDWIN ATIS 138.850

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA
PAR	PANS-OPS	29	3.0°				ABCDE	639 - 600 260 (300 - 0.8/1.3)
	PANS-OPS	11	3.0°				ABCDE	652 - 1300 260 (300 - 1.3)

CHANGE: TWR, APP, FREQUENCY, PAR, ATIS ADDED

IMATSO 15 MAY 2025

**AERODROME CHART**

**SWIDWIN (EPSN)**

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**TACAN RWY 11  
SWIDWIN (EPSN)**

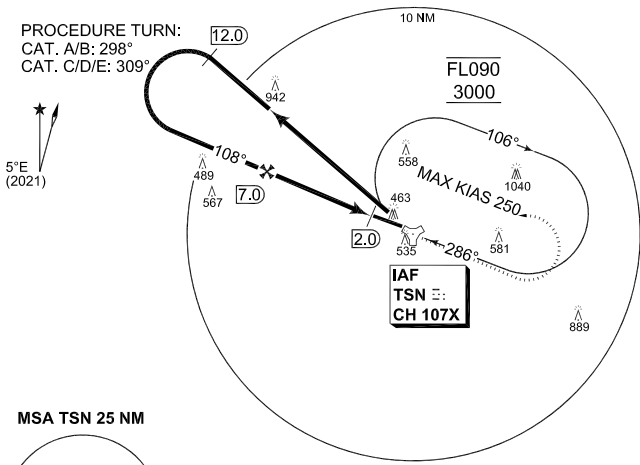
AD ELEV 394

SWIDWIN APPROACH		SWIDWIN TOWER			ATIS		
125.180	278.975	127.505	233.975		138.850		
TACAN TSN 107X	APP COURSE 108°	FAF ALT 2140	Descent GR 5.2 %	MDA 844	THR ELEV 392	ALS-Length UNKNOWN	LDA 8202

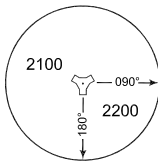
**CAUTION:**

FINAL TRACK 2 DEG OFFSET FROM RCL

IAF  
53°46.97'N  
015°51.12'E



**MSA TSN 25 NM**



Dist.TSN	7.0	6.0	5.0	4.0	3.0	2.9
Altitude	2140	1820	1500	1185	870	844

1132

<b>FAF to MAP 5.0 NM</b>							<b>IAF TACAN TSN TA 6500</b>	
Knots	70	100	135	170	200	230	3000	
Min:Sec	4:00	3:00	2:15	1:45	1:30	1:20	MISSED APPROACH	
							Climb straight ahead to 2000 ft then turn left to TACAN TSN climbing to 3000 ft and follow ATC instructions.	
UNKNOWN							THR ELEV 392	
							5.3	

CATEGORY	A	B	C	D	E
TACAN 11	<b>844 - 2.1 450 (500 -2.1)</b>				
CIRCLING	<b>844 - 2.1 450 (500-2.1)</b>	<b>894 - 2.8 500 (500-2.8)</b>	<b>1354 - 4.5 960 (1000-4.5)</b>	<b>1434 - 4.9 1040 (1100-4.9)</b>	<b>1544 - 5.0 1150 (1200-5.0)</b>

CHANGE: MINIMA  
EU-OPS

MATSO 04 SEP 2025

**TACAN RWY 11**

53°47.43'N  
015°49.58'E

**SWIDWIN (EPSN)**

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**ILS or LOC RWY 29  
SWIDWIN (EPSN)**

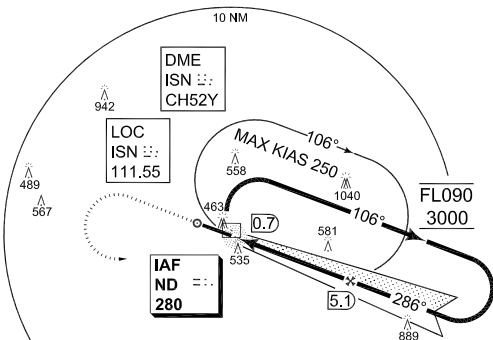
AD ELEV 394

SWIDWIN APPROACH 125.180 278.975		SWIDWIN TOWER 127.505 233.975		ATIS 138.850			
ILS/DME ISN 111.550/CH52Y	APP COURSE 286°	GS INTCP ALT 2000	GS 3.0°	DA <b>see CAT</b>	THR ELEV 379	ALS-Length 900 M	LDA 8202

**NOTE:**

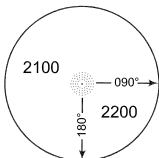
a) DME REQUIRED

IAF  
53°47.00'N  
015°51.50'E



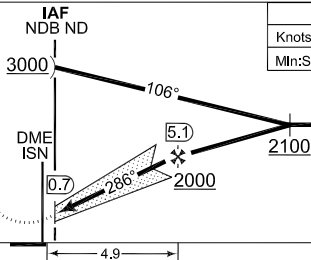
PROCEDURE TURN  
CAT. A/B 3 MIN.  
CAT. C/D/E 2 MIN.

MSA ND 25 NM



Dist. ISN	5.1	5.0	4.0	3.0	2.0	1.0	0.7	1132
Altitude	2000	1970	1655	1340	1225	910	799	Δ

TA 6500



FAF to MAP 4.4 NM

Knots	70	100	135	170	200	230
Min:Sec	3:45	2:40	2:00	1:35	1:20	1:10

**MISSED APPROACH**

Climb straight ahead to 2000 ft then turn left to NDB ND climbing to 3000 ft and follow ATC instructions.



CATEGORY	A	B	C	D	E
ILS 29	589-550 210 (300-0.8/1.2)	599-550 220 (300-0.8/1.2)	609-550 230 (300-0.8/1.2)	619-550 240 (300-0.8/1.2)	639-600 260 (300-0.8/1.3)
LOC 29	799-1200 420 (500-1.2/1.9)				
CIRCLING	844-2.1 450 (500-2.1)	894-2.8 500 (500-2.8)	1354-4.5 960 (1000-4.5)	1434-4.9 1040 (1100-4.9)	1544-5.0 1150 (1200-5.0)

**ILS or LOC RWY 29**

53°47.43'N  
015°49.58'E

**SWIDWIN (EPSN)**

**PANS-OPS  
INSTRUMENT APPROACH CHART**

**TACAN RWY 29  
SWIDWIN (EPSN)**

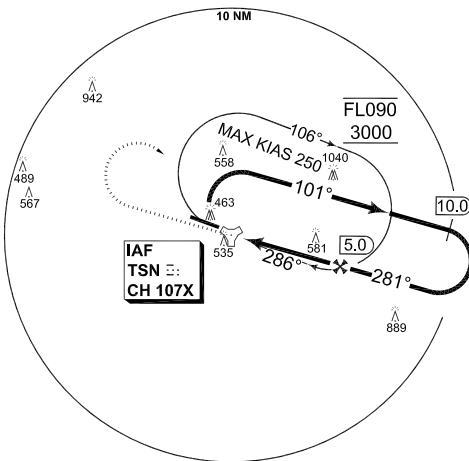
AD ELEV 394

SWIDWIN APPROACH 125.180 278.975		SWIDWIN TOWER 127.505 233.975			ATIS 138.850		
TACAN TSN 107X	APP COURSE 281°	FAF ALT 2130	Descent GR 5.2 %	MDA 829	THR ELEV 379	ALS-Length 900 M	LDA 8202

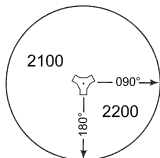
**CAUTION:**

FINAL TRACK 5 DEG OFFSET FROM RCL

IAF  
53°46.97'N  
015°51.12'E



**MSA TSN 25 NM**



Dist.TSN	5.0	4.0	3.0	2.0	1.0	0.9	1132
Altitude	2130	1815	1500	1185	870	829	△

**TA 6500**

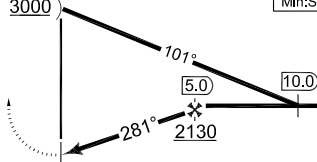
IAF TACAN TSN

**FAF to MAP 5.0 NM**

Knots	70	100	135	170	200	230
Min:Sec	4:00	3:00	2:15	1:45	1:30	1:20

**MISSED APPROACH**

Climb straight ahead to 2000 ft then turn right to TACAN TSN climbing to 3000 ft and follow ATC instructions.



THR ELEV 379

5.3

CAT I

CATEGORY	A	B	C	D	E
TACAN 29	<b>829</b> - 1400 450 (500 -1.4/2.1)				
CIRCLING	<b>844</b> -2.1 450 (500-2.1)	<b>894</b> 2.8 500 (500-2.8)	<b>1354</b> -4.5 960 (1000-4.5)	<b>1434</b> -4.9 1040 (1100-4.9)	<b>1544</b> -5.0 1150 (1200-5.0)

CHANGE MINIMA EUI-OPS

MATSO 04 SEP 2025

**TACAN RWY 29**

53°47.43'N  
015°49.58'E

**SWIDWIN (EPSN)**

**PANS-OPS  
INSTRUMENT APPROACH CHART**

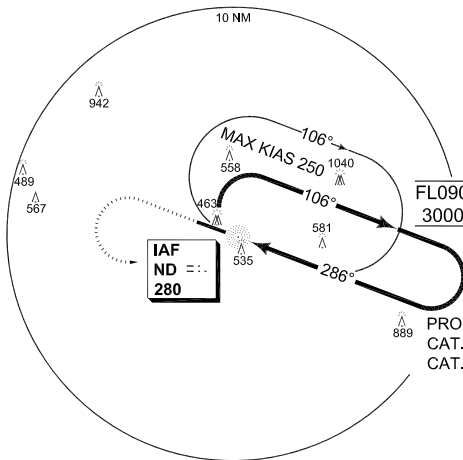
AD ELEV 394

**NDB RWY 29  
SWIDWIN (EPSN)**

SWIDWIN APPROACH 125.180 278.975		SWIDWIN TOWER 127.505 233.975		ATIS 138.850			
NDB ND 280	APP COURSE 286°	FAF ALT	Descent GR	MDA 1219	THR ELEV 379	ALS-Length 900 M	LDA 8202

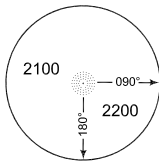


IAF  
53°47.00'N  
015°51.50'E



FL090  
3000  
PROCEDURE TURN  
CAT. A/B 3 MIN.  
CAT. C/D/E 2 MIN.

MSA ND 25 NM



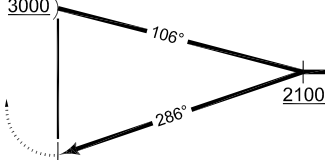
1132  
▲

TA 6500

IAF  
NDB ND

**MISSED APPROACH**

Climb straight ahead to 2000 ft then turn left to NDB ND climbing to 3000 ft and follow ATC instructions.



THR ELEV 379



CAT I ■ | | | | |

CATEGORY	A	B	C	D	E
NDB 29	<b>1219</b> - 3.1 840 (900-3.1/3.8)				
CIRCLING	<b>1234</b> - 3.8 840 (900-3.8)	<b>1234</b> - 3.8 840 (900-3.8)	<b>1354</b> - 4.5 960 (1000-4.5)	<b>1434</b> - 4.9 1040 (1100-4.9)	<b>1544</b> - 5.0 1150 (1200-5.0)

CHANGE: MINIMA  
EJ-OPS

MATSO 04 SEP 2025

**NDB RWY 29**

53°47.43'N  
015°49.58'E

**SWIDWIN (EPSN)**

## INSTRUMENT DEPARTURE OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

A rate of climb/descent table (ft per min.) is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions.

CLIMB / DESCENT			Ground Speed (knots)										
ANGLE	PERCENT	FT/NM	60	90	120	150	180	210	240	270	300	330	360
1.5	2.6%	<b>160</b>	160	240	320	400	480	560	640	720	800	880	960
2.0	3.5%	<b>220</b>	220	320	430	530	640	750	850	960	1060	1170	1280
2.5	4.4%	<b>270</b>	270	400	530	670	800	930	1070	1200	1330	1460	1600
3.0	5.2%	<b>320</b>	320	480	640	800	960	1120	1280	1440	1600	1760	1910
3.5	6.1%	<b>380</b>	380	560	750	930	1120	1300	1490	1680	1860	2050	2230
4.0	7.0%	<b>430</b>	430	640	850	1070	1280	1490	1700	1920	2130	2340	2550
4.5	7.9%	<b>480</b>	480	720	960	1200	1440	1680	1920	2160	2390	2630	2870
5.0	8.7%	<b>540</b>	540	800	1070	1330	1600	1860	2130	2400	2660	2930	3190
5.5	9.6%	<b>590</b>	590	880	1170	1470	1760	2050	2340	2640	2930	3220	3510
6.0	10.5%	<b>640</b>	640	960	1280	1600	1920	2240	2560	2880	3200	3520	3840
6.5	11.4%	<b>700</b>	700	1040	1390	1730	2080	2430	2770	3120	3470	3810	4160
7.0	12.3%	<b>750</b>	750	1120	1500	1870	2240	2620	2990	3360	3730	4110	4480
7.5	13.2%	<b>800</b>	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	14.1%	<b>860</b>	860	1280	1710	2140	2570	2990	3420	3850	4270	4700	5130
8.5	14.9%	<b>910</b>	910	1370	1820	2270	2730	3180	3640	4090	4540	5000	5450
9.0	15.8%	<b>970</b>	970	1450	1930	2410	2890	3370	3850	4330	4820	5300	5780
9.5	16.7%	<b>1020</b>	1020	1530	2040	2550	3050	3560	4070	4580	5090	5600	6100
10.0	17.6%	<b>1080</b>	1080	1610	2150	2680	3220	3750	4290	4830	5360	5900	6430

-  CENOR-countries
-  Non-CENOR-countries with selected procedures
-  No procedures published

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