CENTRAL AND NORTHERN REGION

FLIGHT INFORMATION PUBLICATION

INSTRUMENT PROCEDURES VOLUME 3

(Czech Republic, Poland)

EFFECTIVE
11 JUN 2026 - 05 AUG 2026

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SPECIAL NOTICES

Special Notices contain notices of new requirements or major modifications of existing FLIPs. New notices appearing for the first time will be shown first. Notices will be carried in this section for the life of the information. (NOTAM Info and submission deadline are permanent notices.)

SUBMISSION DEADLINE SCHEDULE			
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 FlFueDst 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

All enquiries about delivery of CENOR FLIP and questions concerning procedures are to be addressed to the appropriate national CENOR office. (see page II)

If you like to notify us of any discrepancies or problems you find in the CENOR FLIP or put some constructive suggestions forward on how to improve our service, either contact us via mail or go to http://www.cenor.org and leave your feedback in the CENOR forum.

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AMENDMENT SERVICE

Amendments will be published by German NOTAM Class I series "U", and/or national NOTAM. Amendment Requests have to be reported via the national FLIP/NOTAM office to:

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ABBREVIATIONS

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

ASI	Approach slope indicator
Descent GR	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.
HPMA	High performance military aircraft
LOC	Localizer
MAP	Missed approach point (=MAPt)
OTCH	End of overrun crossing height
RDR	RADAR
RPI	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
TDZE	Touchdown zone elevation

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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.

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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, BARDUFOSS (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.

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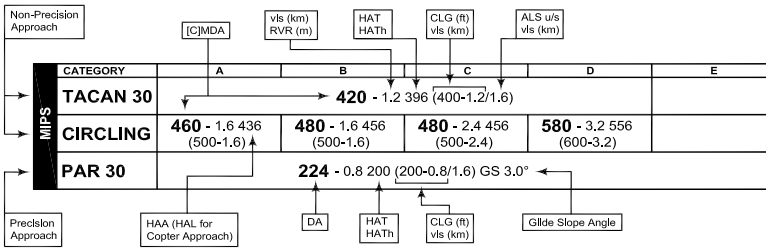
LANDING MINIMA EXPLANATION



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.

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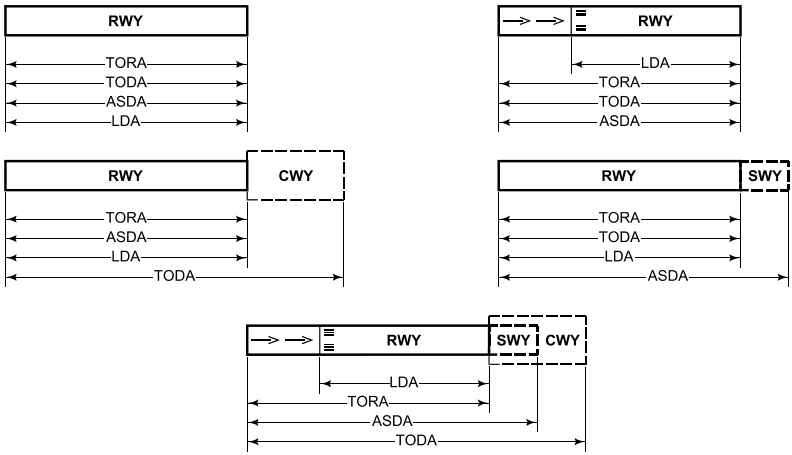
DETERMINATION OF DECLARED DISTANCES FOR RUNWAYS



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**

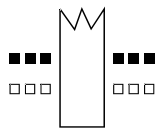
The length of the takeoff run available plus the length of the stopway, if provided.

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

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



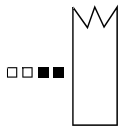
On correct approach path

□ 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

Ⓟ **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

DME

VOR/DME

TACAN

VORTAC

NDB

VFR Reporting Point / Intersection
On Request Fly-By

VFR Reporting Point / Intersection
Compulsory Fly-By

VFR Reporting Point / Intersection
On Request Fly-Over

VFR Reporting Point / Intersection
Compulsory Fly-Over

Waypoint On Request Fly-By

Waypoint Compulsory Fly-By

Waypoint On Request Fly-Over

Waypoint Compulsory Fly-Over

DME Mileage

Abandoned or closed Aerodrome

Aerodrome Beacon

Procedural Track

R-270 — Radial

LR-270 — Lead Radial

1100 1100 — Mandatory Level / Recommended Level

1100 1100 — Minimum Level / Maximum Level

Spot Elevation

Obstruction (unlighted)
Group of Obstructions (unlighted)

Obstruction (lighted)
Group of Obstructions (lighted)

HIRTA (no obstruction)

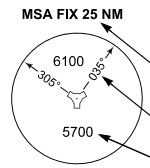
HIRTA (with obstruction unlighted)

HIRTA (with obstruction lighted)

HIRTA
High intensity radio transmission area

HIRTA lateral limits

Power Transmission Line

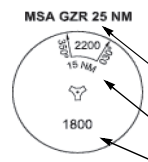


Minimum Sector Altitude (MSA)
25NM radius

Identification of Radio Navigational Facility

Sector Boundary

Minimum sector Altitude (MSA)

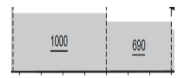


Minimum Sector Altitude (MSA)
25NM radius

Identification of Radio Navigational Facility

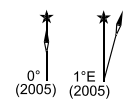
Sector Boundary 15 NM awa from Beacon

Minimum sector Altitude (MSA)



Minimum obstacle clearance Altitude

Danger Area (ED-D)
Restricted Area (ED-R)
Prohibited Area (ED-P)



Variation

International Border

FIR

Control Zone (CTR)

Not to Scale

000.000x — Frequency available on request

ARP

Distance

Initial Approach Fix

Missed Approach

Procedure Turn

Fix / Turning Point

Penetration Track

operates not continously

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

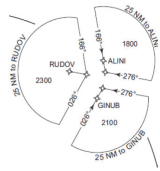
Displaced Threshold

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

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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

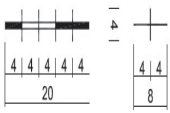
Crossbar

NO LIGHTS — No ALS

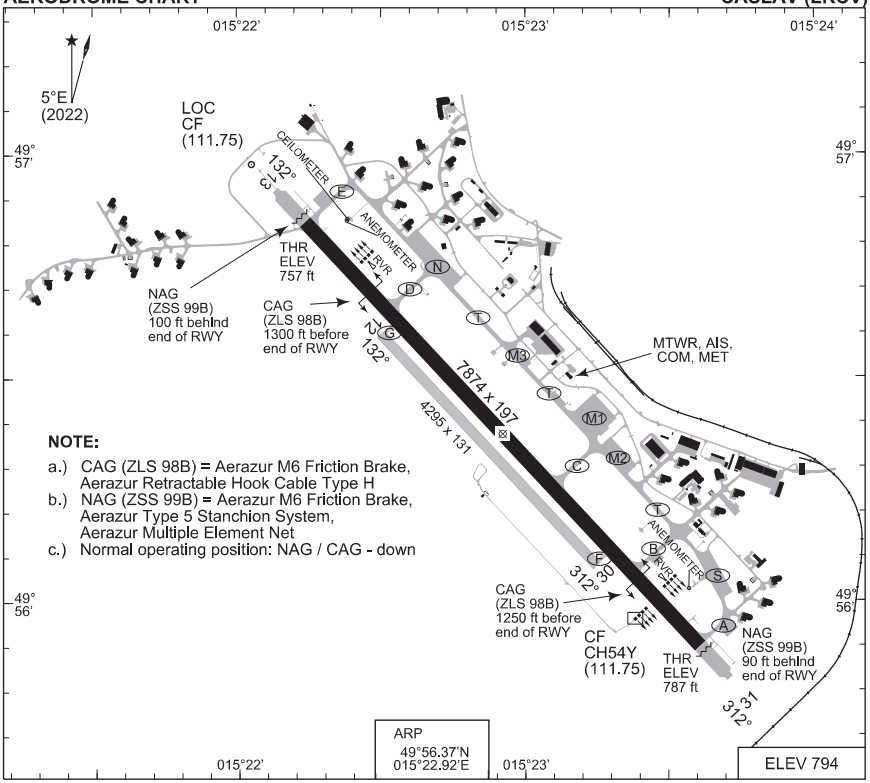
UNKNOWN — Type of ALS unknown

S-ALS — Example

CAT .. — Example



Row of lights on the extended centre line of RWY



NOTE:

a.) CAG (ZLS 98B) = Aerazur M6 Friction Brake, Aerazur Retractable Hook Cable Type H
b.) NAG (ZSS 99B) = Aerazur M6 Friction Brake, Aerazur Type 5 Stanchion System, Aerazur Multiple Element Net
c.) Normal operating position: NAG / CAG - down

RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
13	30 R/B/W/T	400 R/B/W/T	7874	7874	8858	7874	3.0°		765	49°56.85'N 015°22.24'E
31			7874	7874	8760	7874	3.0°		794	49°55.90'N 015°23.60'E
12	GRASS	-	4295	4295	4492	4295	NIL		N/A	49°56.60'N 015°22.50'E
30		-	4295	4295	4492	4295	NIL		N/A	49°56.08'N 015°23.24'E

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

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	PANS-OPS	13	3.0°				A B	EU-OPS	**1046** - 0.9 289 (300-0.9/1.4)
	PANS-OPS	13	3.0°				C D	EU-OPS	**1046** - 0.9 289 (300-0.9/1.4)
	PANS-OPS	31	3.0°				A B C D	EU-OPS	**1046** - 0.8 259 (300-0.8/1.3)
SRA	NIL								

CHANGE: Chart revision

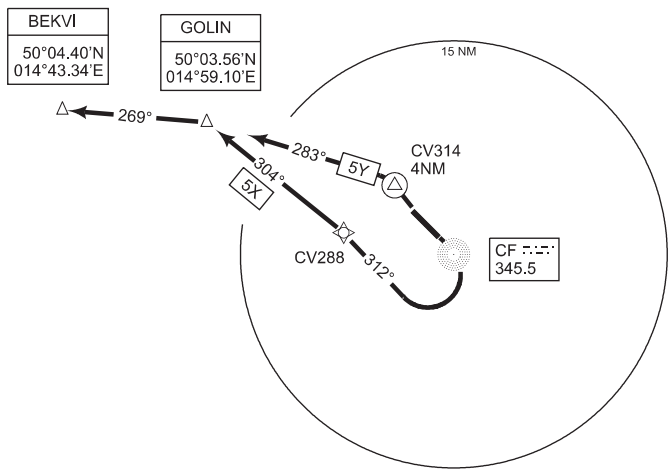
MIL AIS ATC Prague 16 APR 2026

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

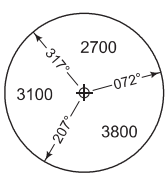
NOTE: RNAV5 required

CV288
49°55.80' N
015°14.00' E

5°E
(2022)



MSA ARP LKCV 25 NM



TA 5000

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

CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

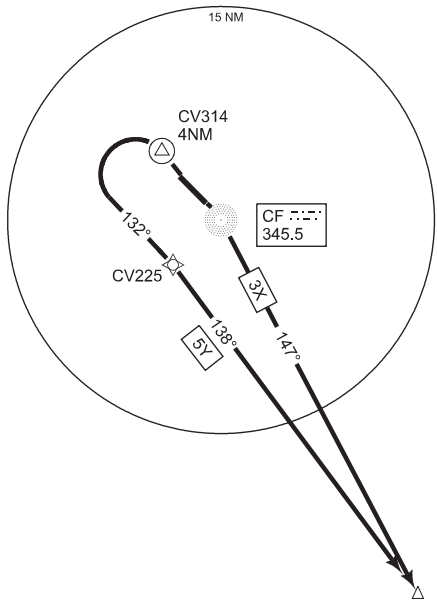
CASLAV RADAR		CASLAV PRECISION		CASLAV TWR	
130.280	308.875x	283.600 O/R	123.300 O/Rx	134,205	129,405x

NOTE: RNAV5 required

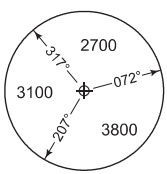
CV314
49°58.93' N
015°19.25' E

CV225
49°51.11' N
015°20.73' E

5°E
(2022)



MSA ARP LKCV 25 NM



TA 5000

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

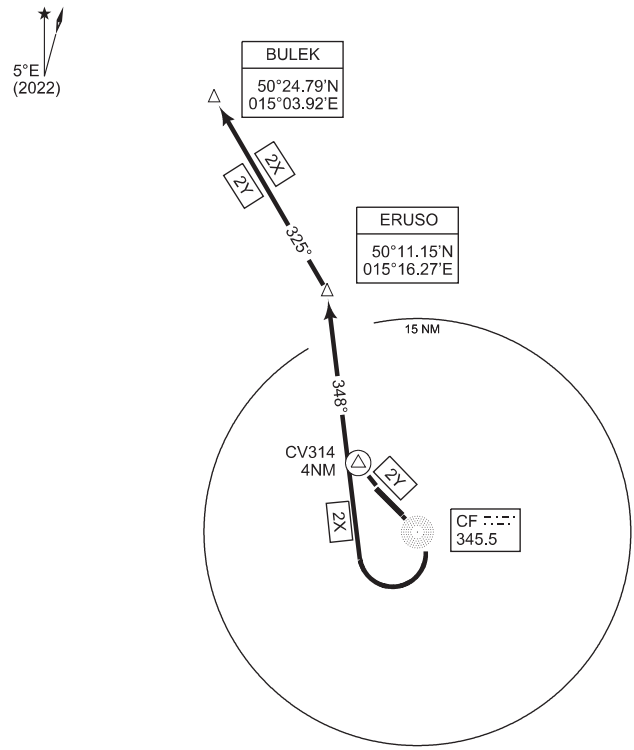
CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

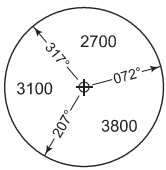
CASLAV RADAR		CASLAV PRECISION		CASLAV TWR	
130.280	308.875x	283.600 O/R	123.300 O/Rx	134.205	129.405x

NOTE: RNAV5 required

CV314
49°58.93' N
015°19.25' E



MSA ARP LKCV 25 NM



TA 5000

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

CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

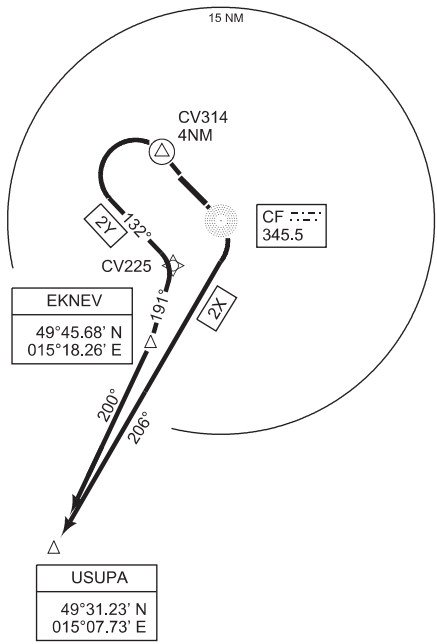
CASLAV RADAR		CASLAV PRECISION		CASLAV TWR	
130.280	308.875x	283.600 O/R	123.300 O/Rx	134.205	129.405x

NOTE: RNAV5 required

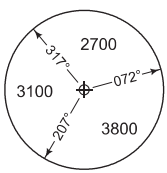
5°E
(2022)

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

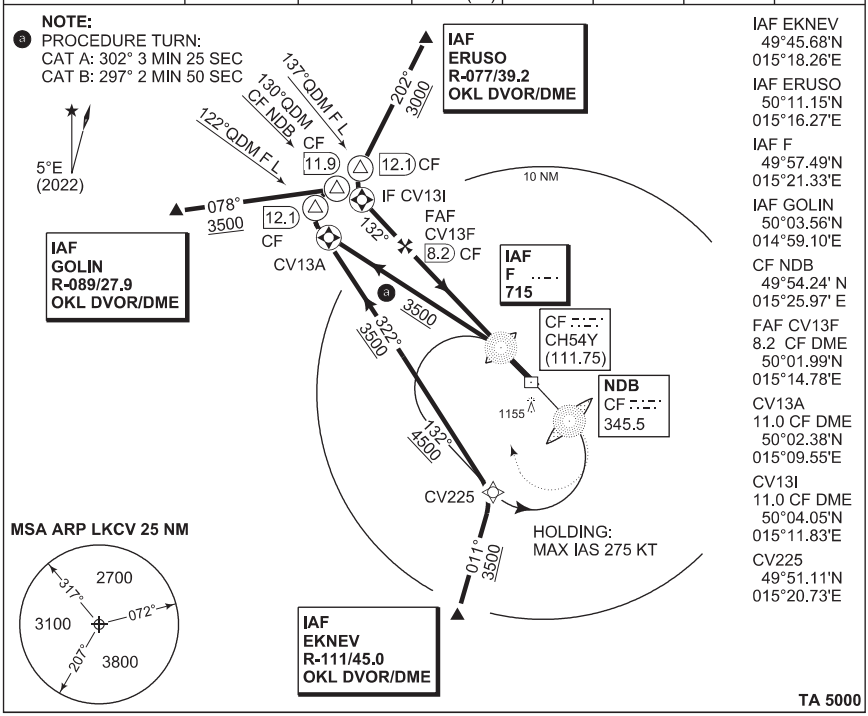
USUPA 2X (RWY 13)	- Climb straight ahead to CF NDB (fly-over) - Turn right (direct to fix) to USUPA
USUPA 2Y (RWY 31)	- Climb straight ahead to CV314 (fly-over) - Turn left (direct to fix) to CV225 - Continue right track 191° to EKNEV - Continue right track 200° to USUPA

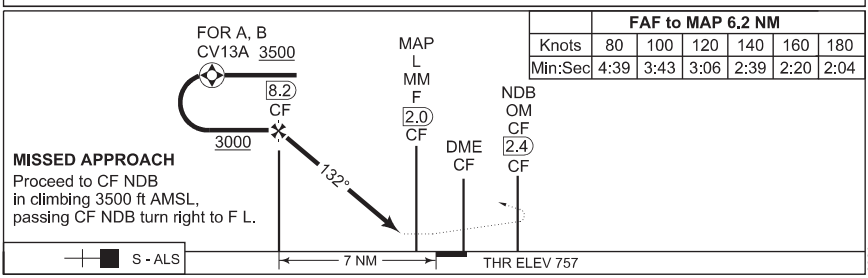
CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

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





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

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)	

EU-OPS

CHANGE: Chart revision

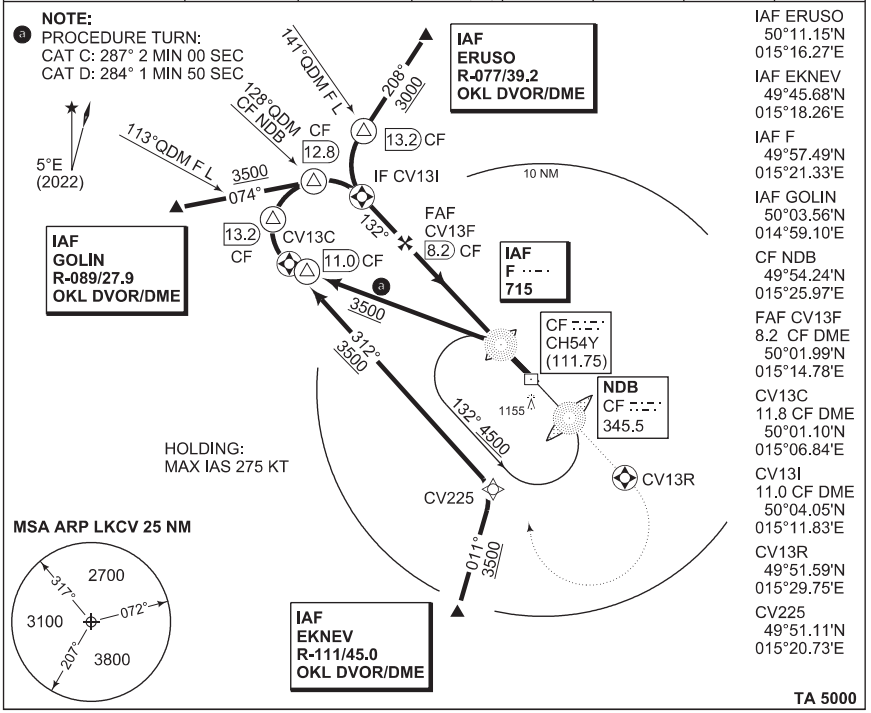
MIL AIS ATC Prague 16 APR 2026

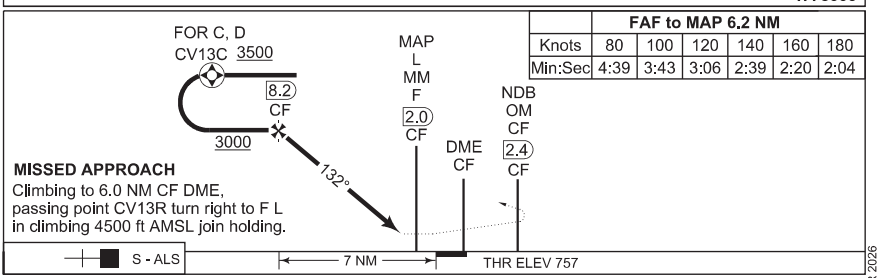
PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 794

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





	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

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)	

EU-OPS

CHANGE: Chart revision

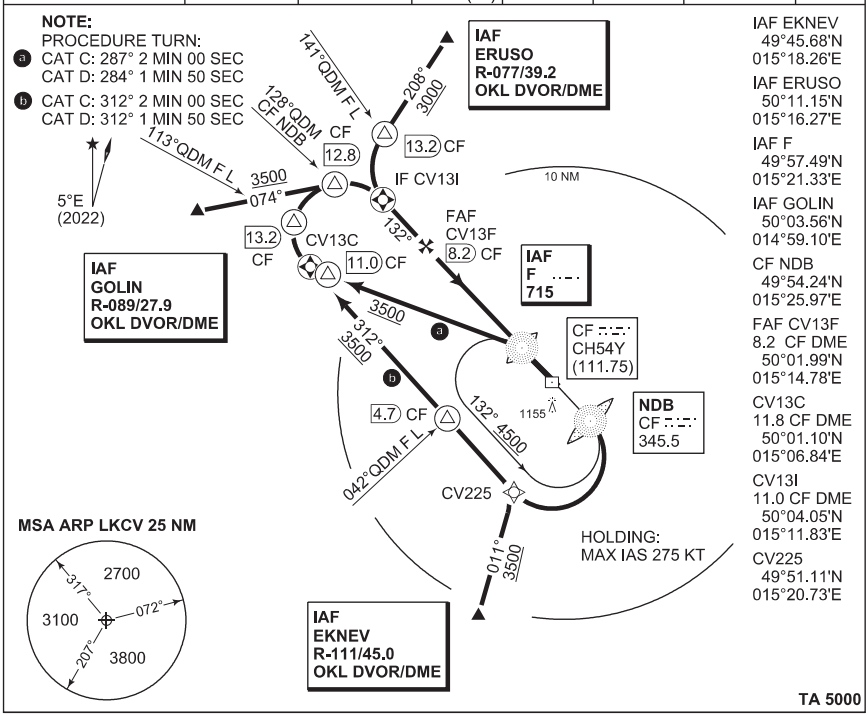
MIL AIS ATC Prague 16 APR 2026

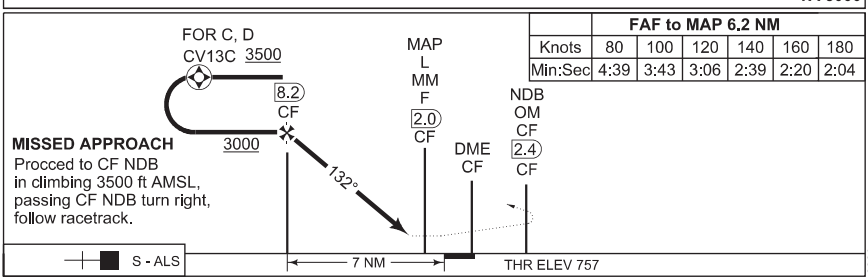
PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 794

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	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
F 715	132°	3000	5.2% (3°)	**1310**	757	420 M	7874





	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

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)	

EU-OPS

CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 794

ILS RWY 31
CASLAV (LKCV)

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

LOC-DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-LENGTH	LDA
CF 111.75/CH54Y	312°	3500	3.0°	see CAT	787	900 M	7874

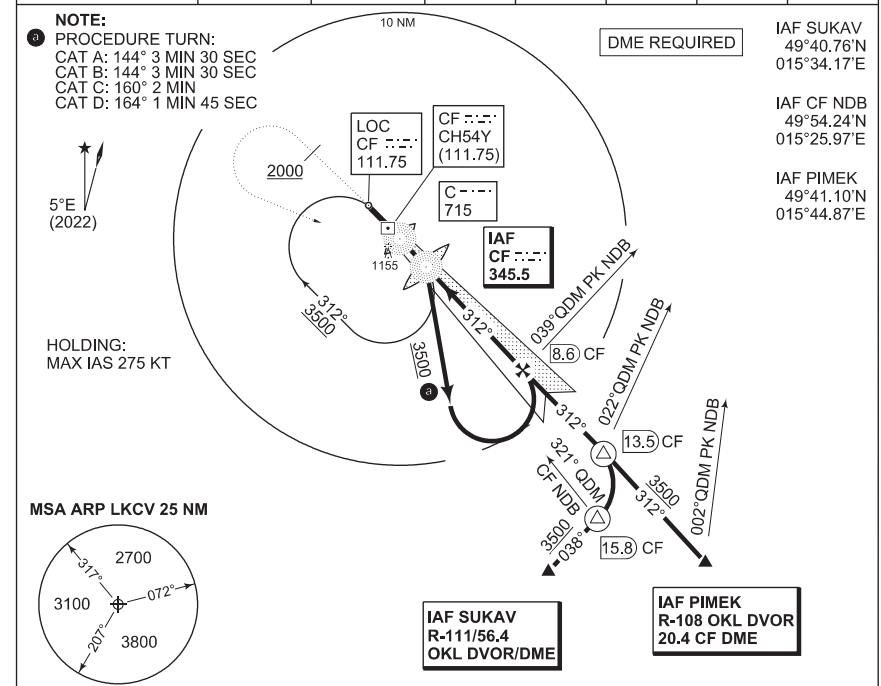
NOTE:
ⓐ PROCEDURE TURN:
CAT A: 144° 3 MIN 30 SEC
CAT B: 144° 3 MIN 30 SEC
CAT C: 160° 2 MIN
CAT D: 164° 1 MIN 45 SEC

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

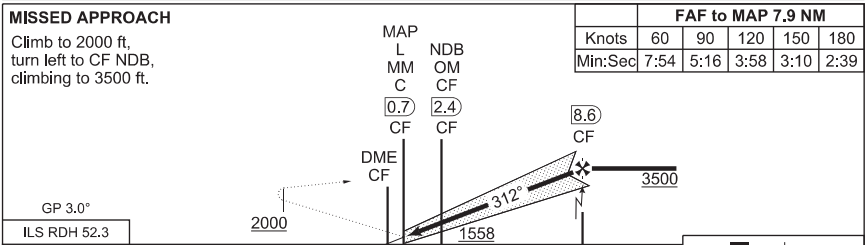


MSA ARP LKCV 25 NM

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



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)	

EU-OPS

CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

ILS RWY 31

49°56.37'N
015°22.92'E

CASLAV (LKCV)

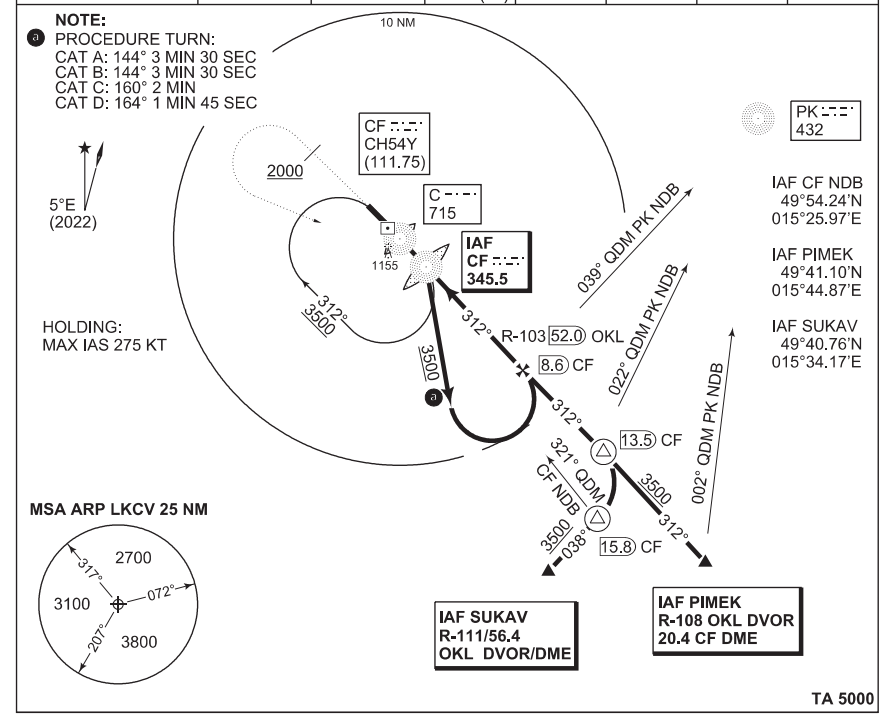
PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 794

NDB or PAR RWY 31
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
CF 345.5	312°	3500	5.2% (3°)	**1310**	787	900 M	7874

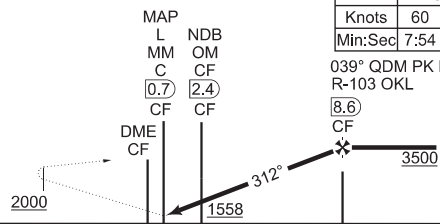
NOTE:
ⓐ PROCEDURE TURN:
CAT A: 144° 3 MIN 30 SEC
CAT B: 144° 3 MIN 30 SEC
CAT C: 160° 2 MIN
CAT D: 164° 1 MIN 45 SEC



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

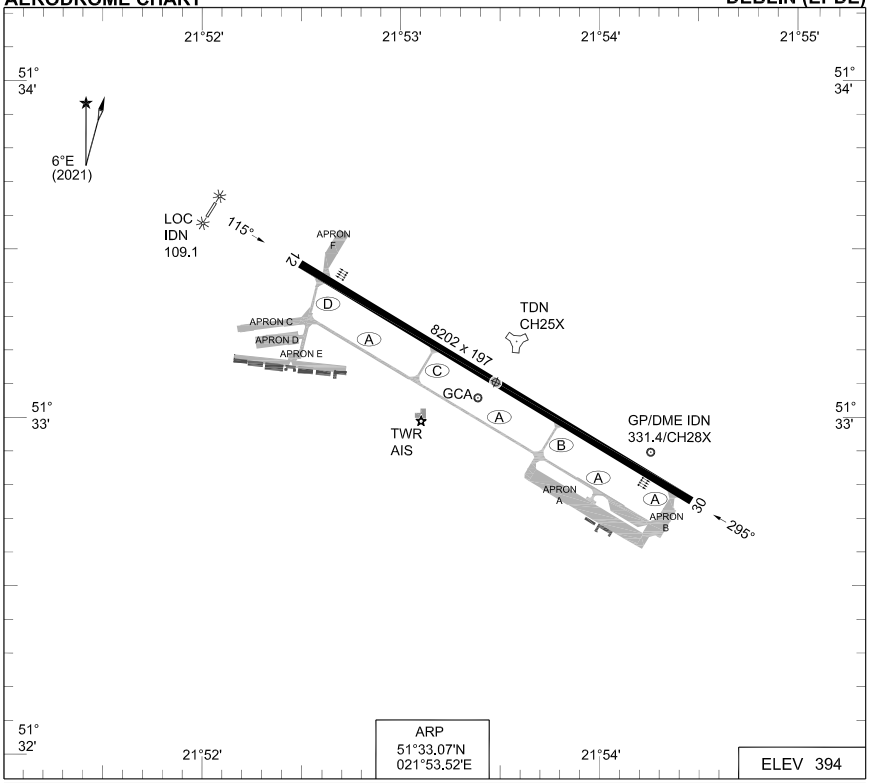


CATEGORY	A	B	C	D
S-NDB 31	**1310** - 1.7 530 (600 - 1.7/2.4)			
S-PAR 31	**1046** - 0.8 259 (300 - 0.8/1.3) GS 3°			
CIRCLING (SOUTH ONLY)	**1440** - 2.6 650 (700 - 2.6/3.0)		**1660** - 3.6 860 (900 - 3.6/4.0)	

EU-OPS

CHANGE: Chart revison

MIL AIS ATC Prague 16 APR 2026



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

MATSO 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 394

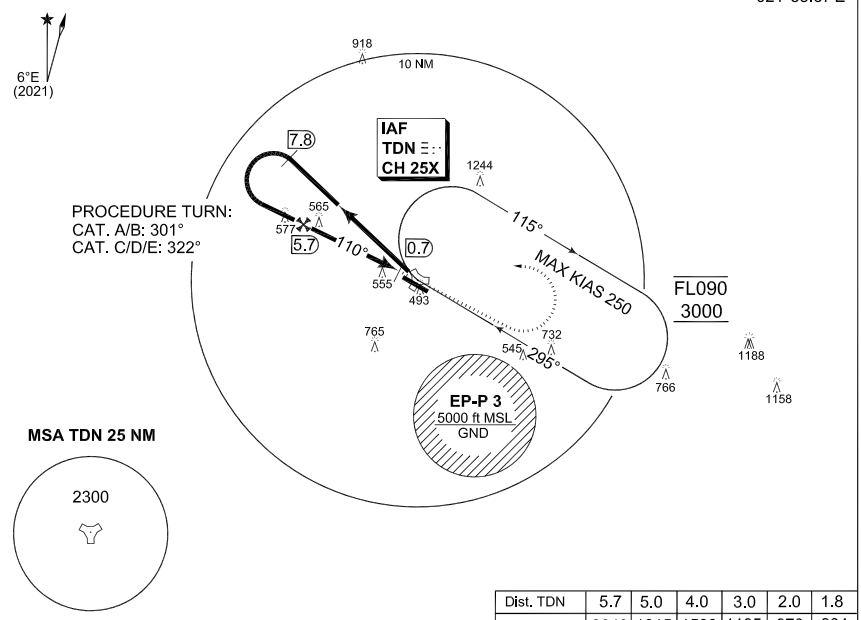
TACAN z RWY 12
DEBLIN (EPDE)

DEBLIN APPROACH	DEBLIN TOWER	DEBLIN GROUND	ATIS
128.255	122.755	139.825	140.350

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TDN CH 25X	110°	2040	5.2 %	**804**	390	420 M	8202

CAUTION:
FINAL TRACK 5 DEG OFFSET FROM RCL

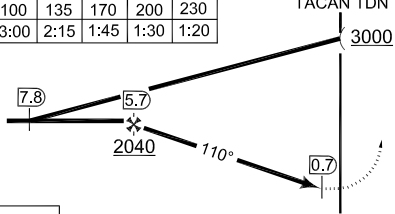
IAF
51°33.23'N
021°53.67'E



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



TA 6500

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

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: EDITORIAL
EU-OPS
MATSO 11 JUN 2026

TACAN z RWY 12

51°33.07'N
021°53.52'E

DEBLIN (EPDE)

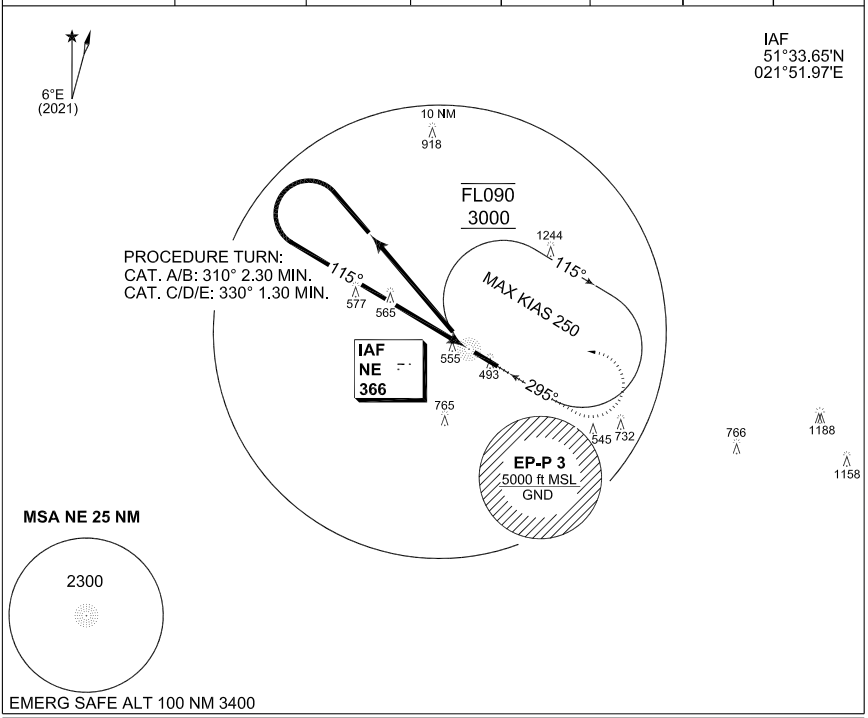
MIPS
INSTRUMENT APPROACH CHART

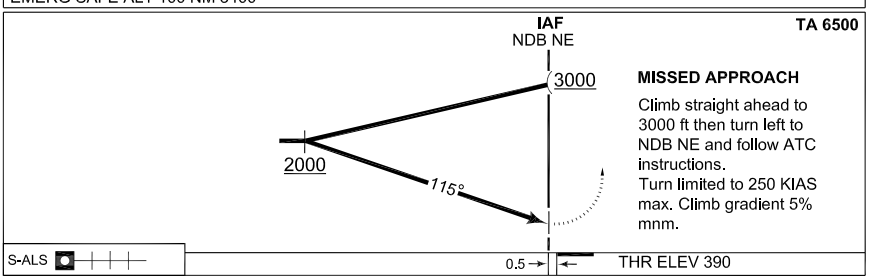
AD ELEV 394

NDB RWY 12
DEBLIN (EPDE)

DEBLIN APPROACH	DEBLIN TOWER	DEBLIN GROUND	ATIS
128.255	122.755	139.825	140.350

NDB	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
NE 366	115°			**884**	390	420 M	8202





CATEGORY	A	B	C	D	E
NDB 12	**884** - 1.8 490 (500 -1.8/2.3)				
CIRCLING	**884** - 2.3 490 (500-2.3)	**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: EDITORIAL
EU-OPS
MATSO 11 JUN 2026

NDB RWY 12

51°33.07'N
021°53.52'E

DEBLIN (EPDE)

MIPS
INSTRUMENT APPROACH CHART AD ELEV 394

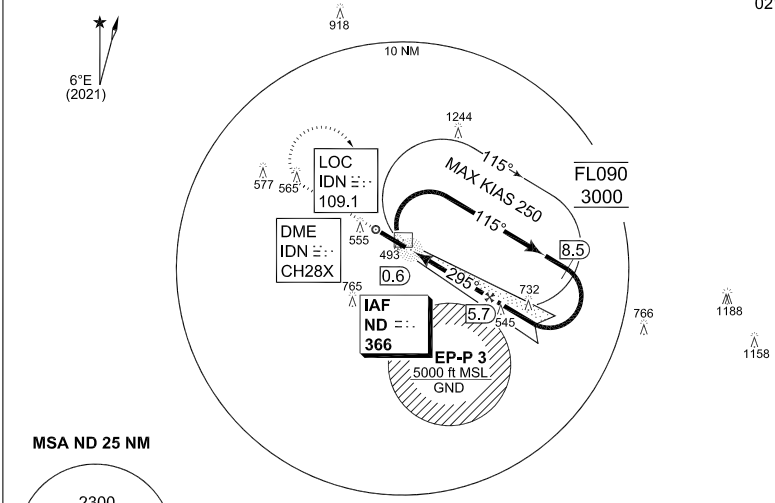
ILS z or LOC z RWY 30
DEBLIN (EPDE)

DEBLIN APPROACH	DEBLIN TOWER	DEBLIN GROUND	ATIS
128.255	122.755	139.825	140.350

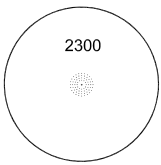
ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA
IDN 109.100/CH28X	295°	2200	3.0°	**see CAT**	391	900 M	8202

NOTE:
a) DME REQUIRED

IAF
51°32.48'N
021°55.08'E



MSA ND 25 NM

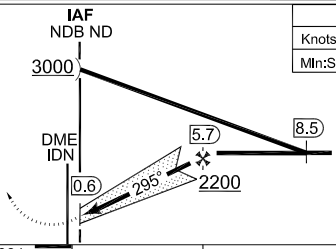


EMERG SAFE ALT 100 NM 3400

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

TA 6500

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% mnm.



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

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)

CHANGE: EDITORIAL
EU-OPS
MATSO 11 JUN 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 394

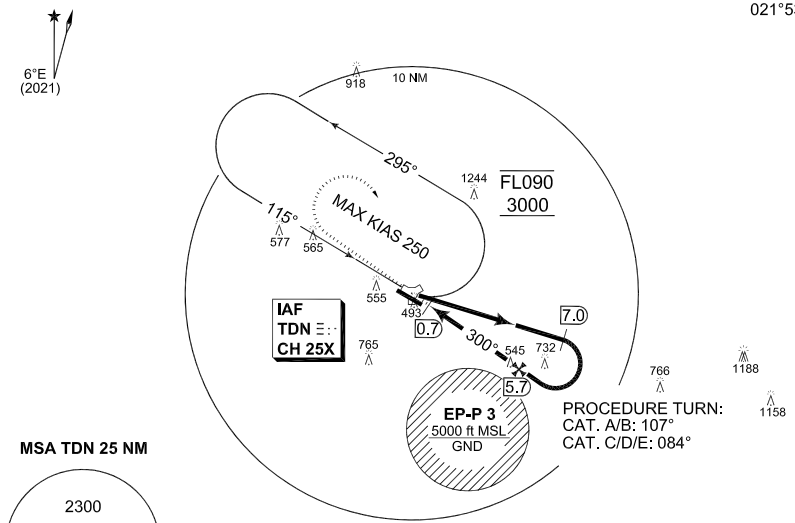
TACAN z RWY 30
DEBLIN (EPDE)

DEBLIN APPROACH	DEBLIN TOWER	DEBLIN GROUND	ATIS
128.255	122.755	139.825	140.350

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TDN CH 25X	300°	2040	5.2 %	**814**	391	900 M	8202

CAUTION:
FINAL TRACK 5 DEG OFFSET FROM RCL

IAF
51°33.23'N
021°53.67'E

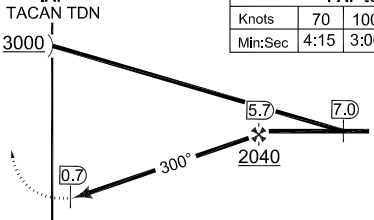


EMERG SAFE ALT 100 NM 3400

Dist. TDN	5.7	5.0	4.0	3.0	2.0	1.8
Altitude	2040	1815	1500	1185	870	814

TA 6500

MISSED APPROACH
Climb straight ahead to 3000 ft then turn right to TAC TDN and follow ATC instructions.
Turn limited to 250 KIAS max. Climb gradient 5% mnm.



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

CAT I

CATEGORY	A	B	C	D	E
TACAN 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)

EU-OPS

CHANGE: EDITORIAL

MATSO 11 JUN 2026

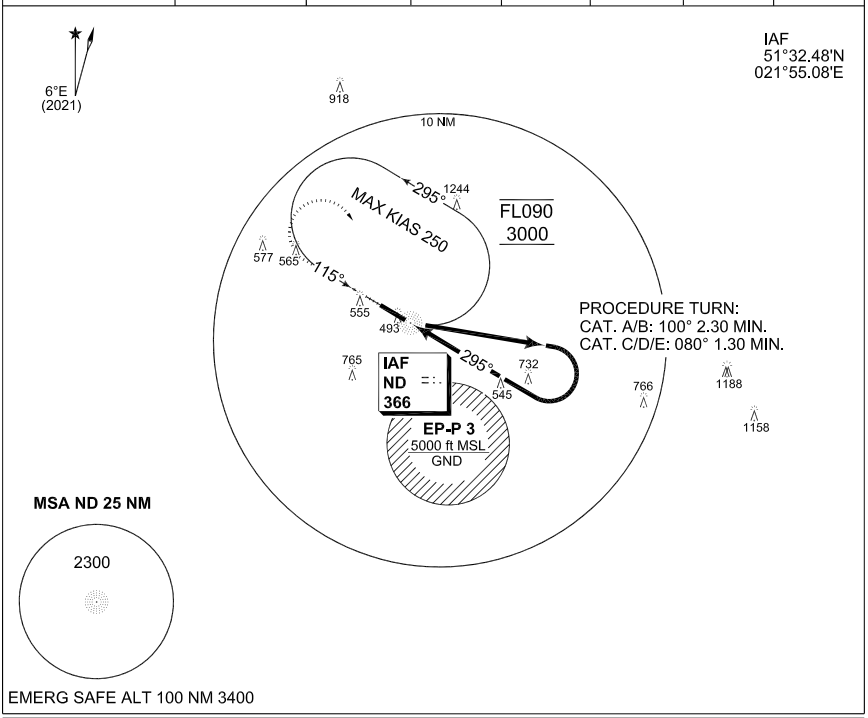
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 394

NDB RWY 30
DEBLIN (EPDE)

DEBLIN APPROACH	DEBLIN TOWER	DEBLIN GROUND	ATIS
128.255	122.755	139.825	140.350

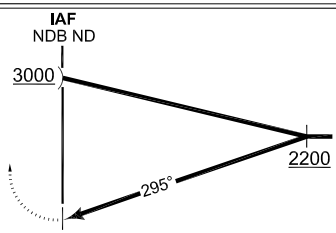
NDB	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
ND 366	295°			**1034**	391	900 M	8202



TA 6500

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% mnm.

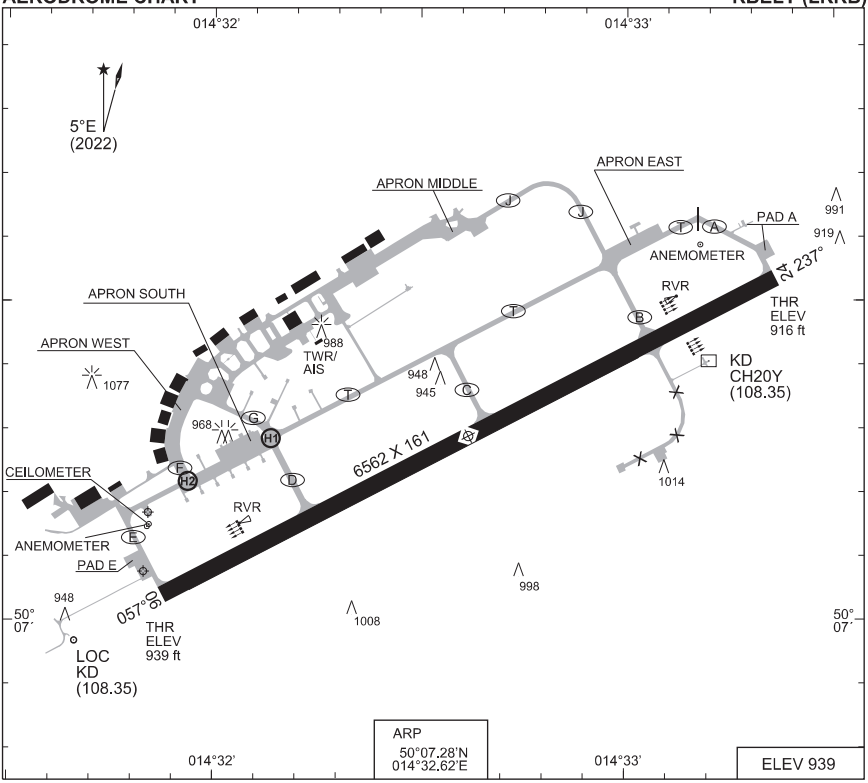


THR ELEV 391 ← 0.5

CAT I

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

CHANGE: EDITORIAL
EU-OPS
MATSO 11 JUN 2026



RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
06	48 F/B/W/T	650 F/B/X/T	6562	6562	6758	6562	3.0°			50°07.03'N 014°31.88'E
24			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	**1155** - 550 239 (300-0.8/1.2)
SRA	NIL								

CHANGE: Chart revision

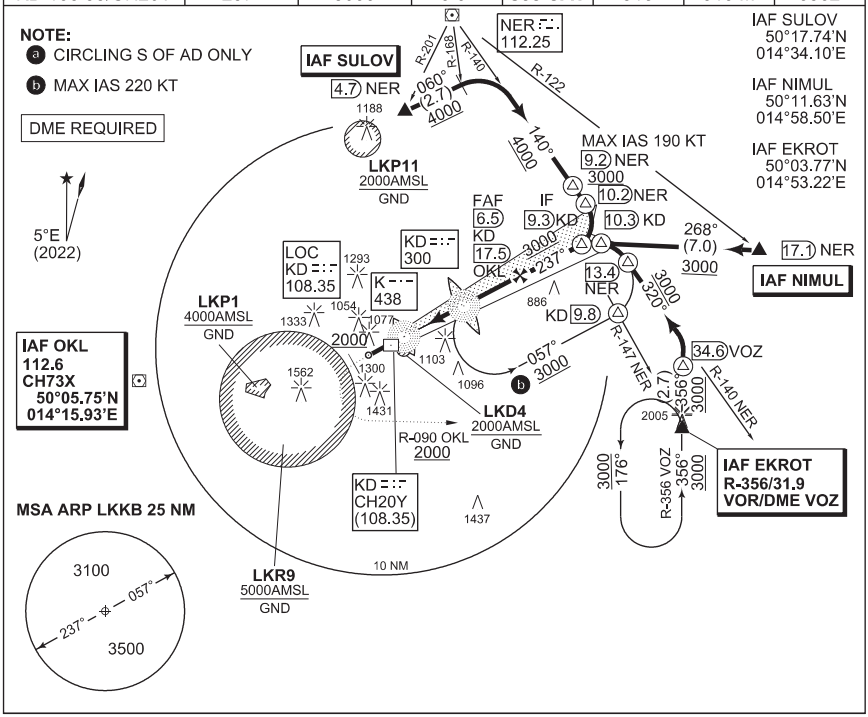
MIL AIS ATC Prague 16 APR 2026

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	ALS-LENGTH	LDA
KD 108.35/CH20Y	237°	3000	3.0°	see CAT	916	910 M	6562

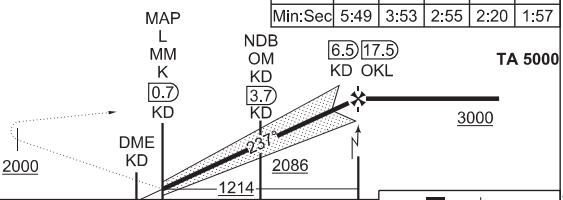


MISSED APPROACH

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°

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



	CATEGORY	A	B	C	D
EU-OPS	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)	-

CHANGE: Vertical limit of LKD4

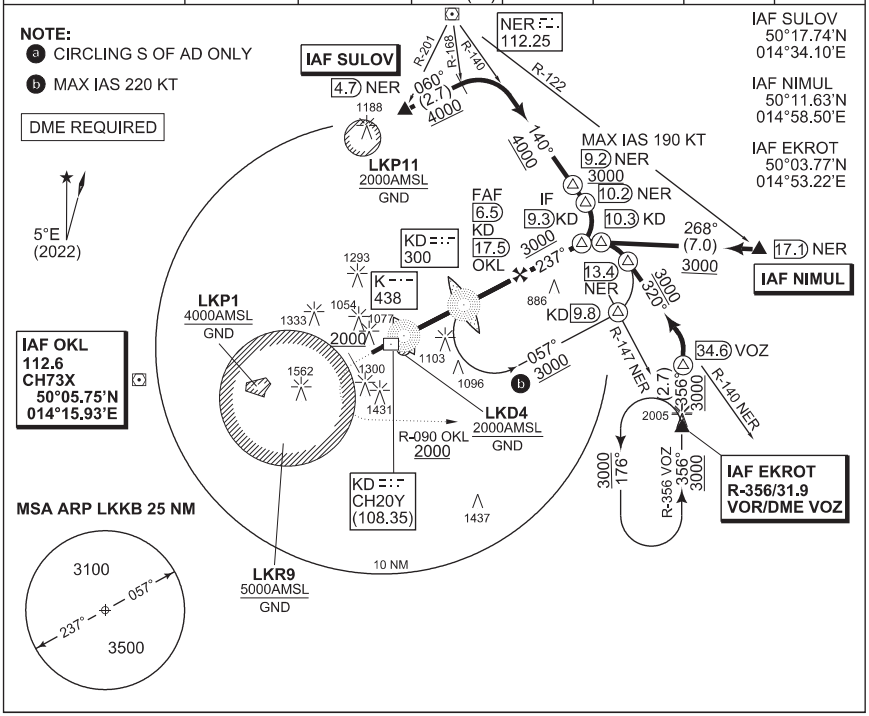
MIL AIS ATC Prague 16 APR 2026

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 939

NDB or PAR 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

NDB-DME	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
KD 300/CH20Y	237°	3000	5.2% (3°)	**see CAT**	916	910 M	6562

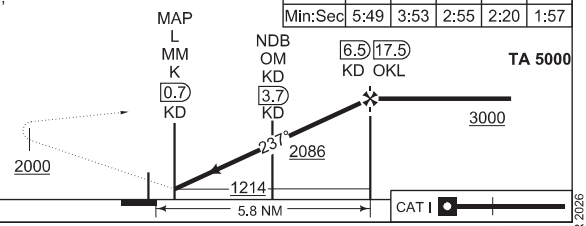


MISSED APPROACH

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°

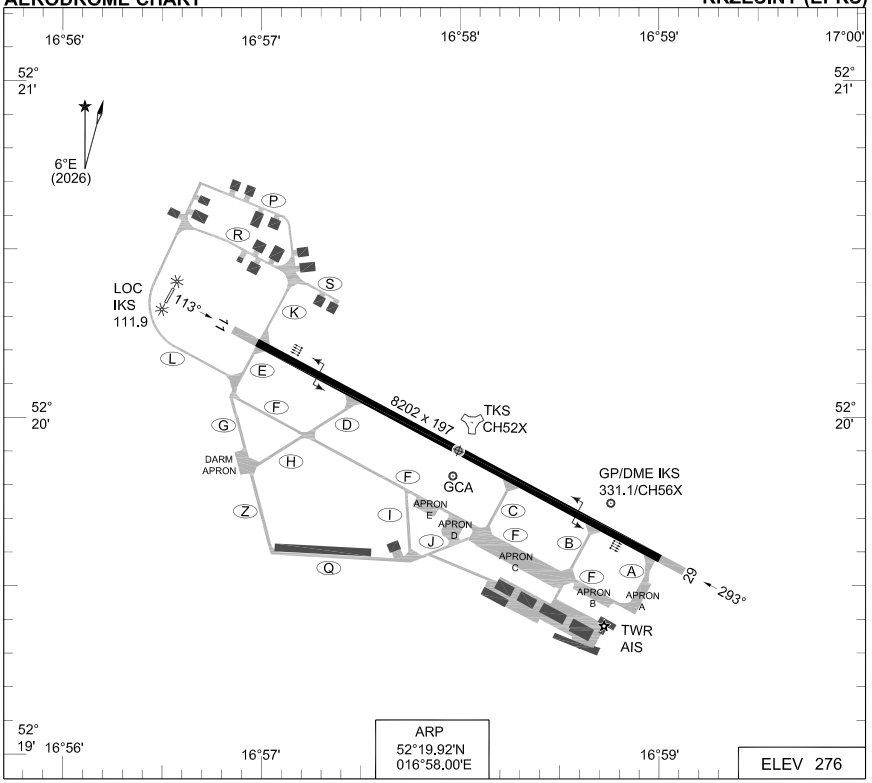
	FAF to MAP 5.8 NM				
Knots	60	90	120	150	180
Min:Sec	5:49	3:53	2:55	2:20	1:57



CATEGORY	A	B	C	D
EU-OPS S-NDB 24	**1220** - 750 300 (300 - 0.8/1.4)			**1320** - 1100 400 (400 - 1.1/1.8)
EU-OPS S-PAR 24	**1155** - 550 239 (300 - 0.8/1.2) GS 3°			
EU-OPS 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)	-

CHANGE: Vertical limit of LKD4

MIL AIS ATC Prague 16 APR 2026



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

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

CHANGE: EDITORIAL

MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 276

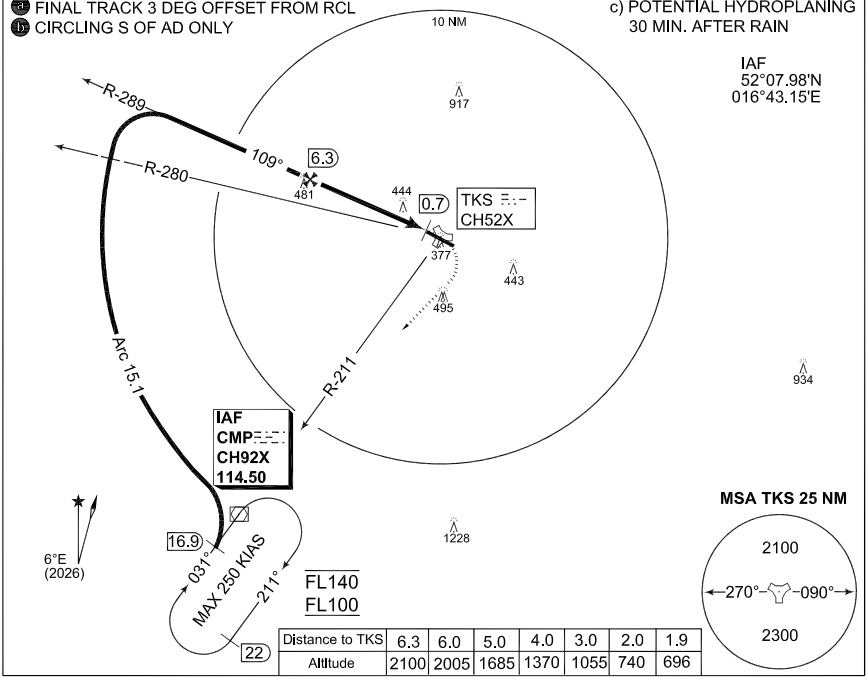
TACAN RWY 11
KRZESINY (EPKS)

POZNAN APPROACH	KRZESINY GROUND	KRZESINY TOWER	ATIS
128.925	139.825	121.030	123.910

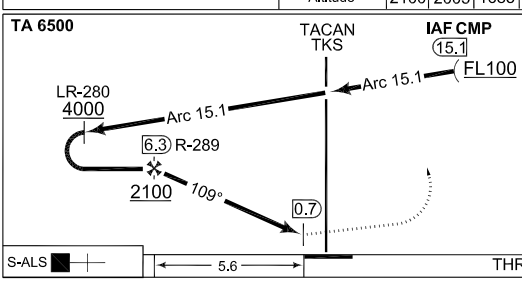
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TKS CH52X	(d) 109°	2100	5.2%	**696**	272	423 M	8202

CAUTION:
(d) FINAL TRACK 3 DEG OFFSET FROM RCL
(b) CIRCLING S OF AD ONLY

NOTE:
c) POTENTIAL HYDROPLANING 30 MIN. AFTER RAIN



Distance to TKS	6.3	6.0	5.0	4.0	3.0	2.0	1.9
Altitude	2100	2005	1685	1370	1055	740	696



FAF to MAP 5.6 NM						
Knots	70	100	135	170	200	230
Min:Sec	4:50	3:20	2:30	2:00	1:40	1:30

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

CATEGORY	A	B	C	D	E
TACAN 11	**696** - 1.5 420 (500 1.5/1.9)				
(b) 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: EDITORIAL
EU-OPS
MATSO 11 JUN 2026

TACAN RWY 11

52°19.92'N
016°58.00'E

KRZESINY (EPKS)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 276

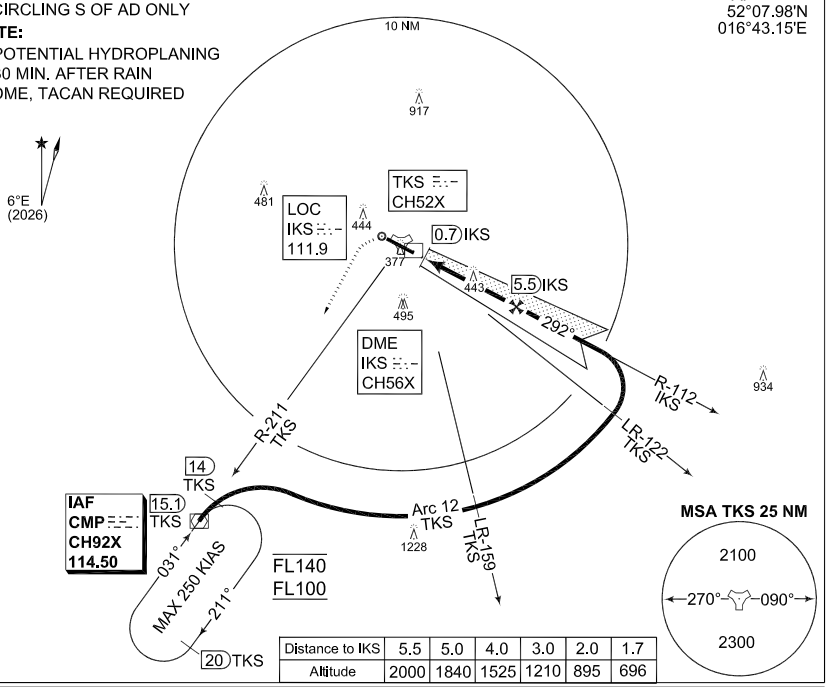
ILS y or LOC y RWY 29
KRZESINY (EPKS)

POZNAN APPROACH	KRZESINY GROUND	KRZESINY TOWER	ATIS
128.925	139.825	121.030	123.910

ILS/TACAN	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA
IKS 111.9/TKS CH52X	292°	2000	3.0°	see CAT	274	900 M	8202

CAUTION:
CAT CIRCLING S OF AD ONLY
NOTE:
b) POTENTIAL HYDROPLANING 30 MIN. AFTER RAIN
c) DME, TACAN REQUIRED

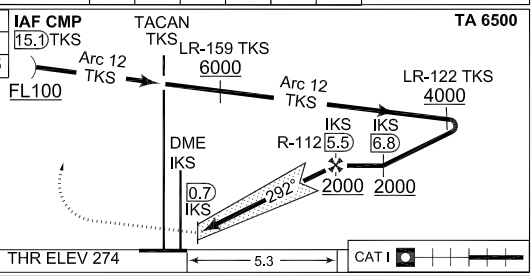
IAF
52°07.98'N
016°43.15'E



Distance to IKS	5.5	5.0	4.0	3.0	2.0	1.7
Altitude	2000	1840	1525	1210	895	696

FAF to MAP 4.7 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 1300 ft then turn left climbing to 6000 ft to intercept R 211° TKS and follow ATC instructions.



TA 6500

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	**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)

EU-OPS
CHANGE: EDITORIAL
MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 276

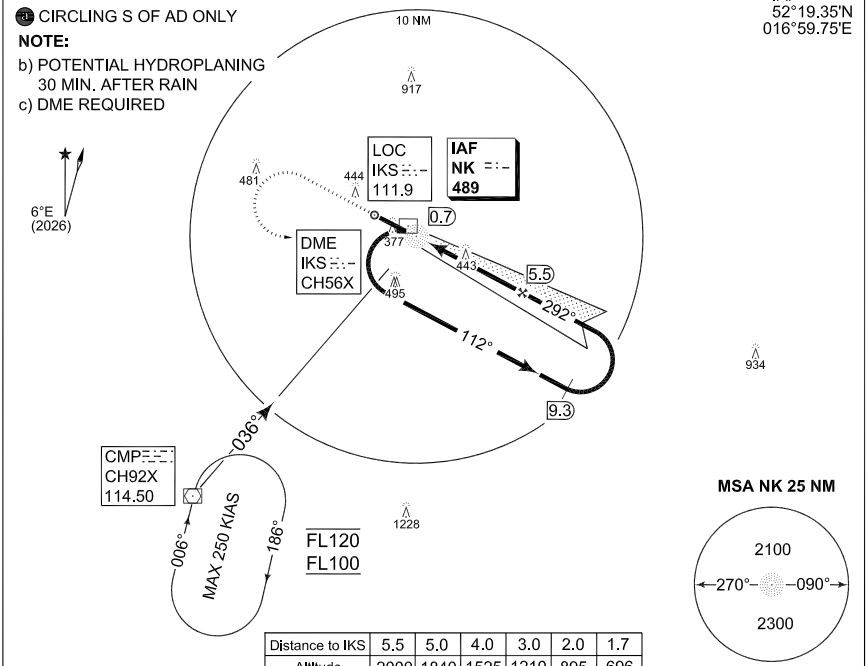
ILS z or LOC z RWY 29
KRZESINY (EPKS)

POZNAN APPROACH	KRZESINY GROUND	KRZESINY TOWER	ATIS
128.925	139.825	121.030	123.910

ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA
IKS 111.900/CH56X	292°	2000	3.0°	**see CAT**	274	900 M	8202

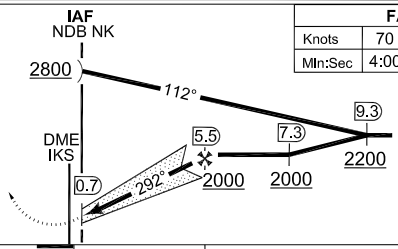
CAUTION:
CIRCLING S OF AD ONLY
NOTE:
b) POTENTIAL HYDROPLANING
30 MIN. AFTER RAIN
c) DME REQUIRED

IAF
52°19.35'N
016°59.75'E



Distance to IKS	5.5	5.0	4.0	3.0	2.0	1.7
Altitude	2000	1840	1525	1210	895	696

TA 6500



FAF to MAP 4.7 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 1300 ft then turn left to 0.7 NM IKS NDB NK climbing to 2800 ft and follow ATC instructions.

CAT I

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	**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)

EU-OPS
CHANGE: EDITORIAL
MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 276

TACAN RWY 29
KRZESINY (EPKS)

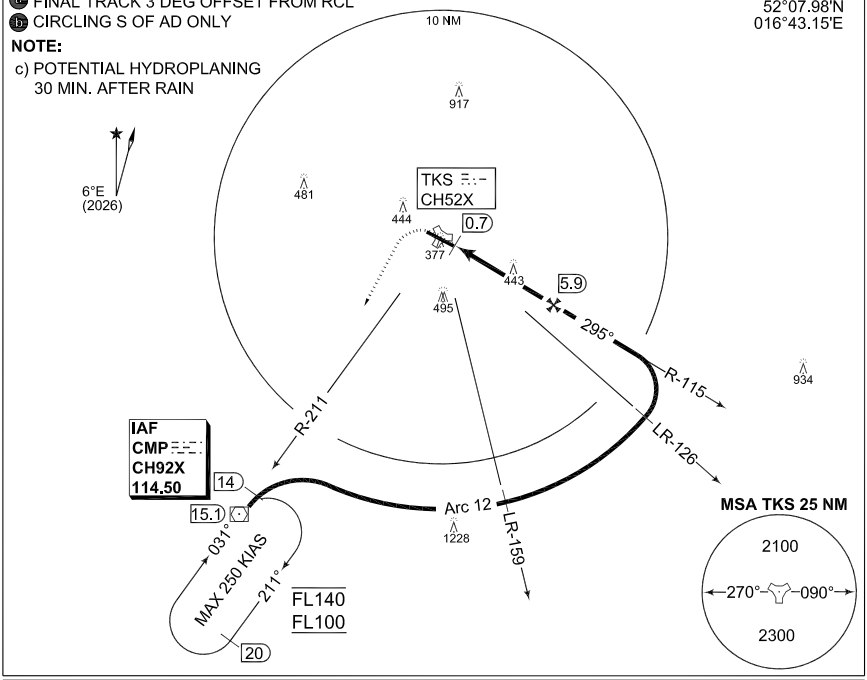
POZNAN APPROACH	KRZESINY GROUND	KRZESINY TOWER	ATIS
128.925	139.825	121.030	123.910

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TKS CH52X	(a) 295°	2000	5.2%	**696**	274	900 M	8202

CAUTION:
(a) FINAL TRACK 3 DEG OFFSET FROM RCL
(b) CIRCLING S OF AD ONLY

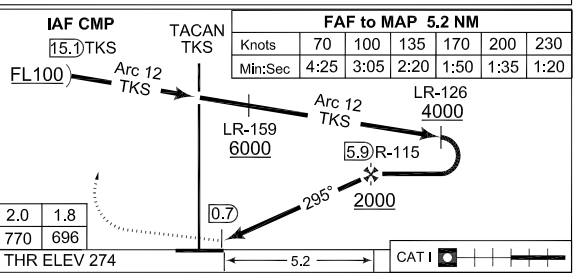
NOTE:
c) POTENTIAL HYDROPLANING
30 MIN. AFTER RAIN

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.



FAF to MAP 5.2 NM						
Knots	70	100	135	170	200	230
Min:Sec	4:25	3:05	2:20	1:50	1:35	1:20

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

CATEGORY	A	B	C	D	E
TACAN 29	**696** - 1.2 420 (500 -1.2/1.9)				
(b) 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: EDITORIAL
EU-OPS
MATSO 11 JUN 2026

TACAN RWY 29

52°19.92'N
016°58.00'E

KRZESINY (EPKS)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 276

NDB RWY 29
KRZESINY (EPKS)

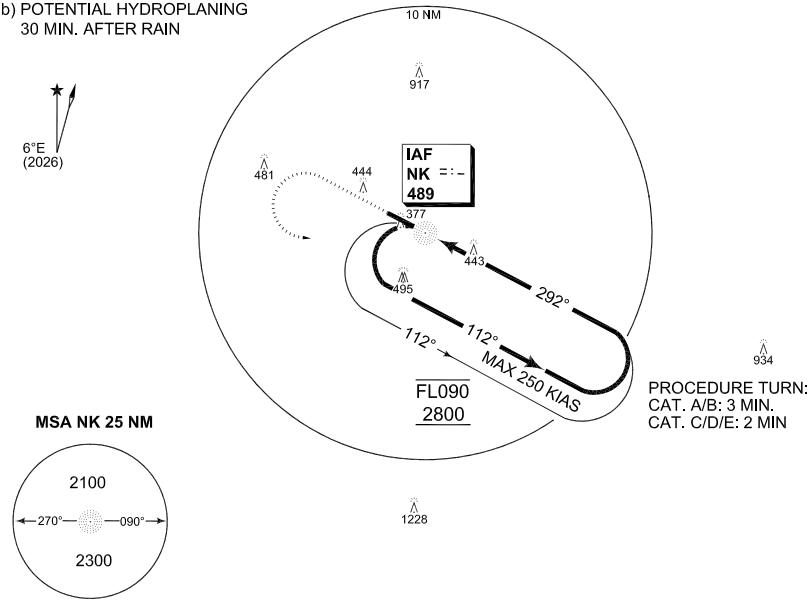
POZNAN APPROACH	KRZESINY GROUND	KRZESINY TOWER	ATIS
128.925	139.825	121.030	123.910

NDB	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
NK 489	292°	-	-	**see CAT**	274	900 M	8202

CAUTION:
CIRCLING S OF AD ONLY

NOTE:
b) POTENTIAL HYDROPLANING
30 MIN. AFTER RAIN

IAF
52°19.35'N
016°59.75'E

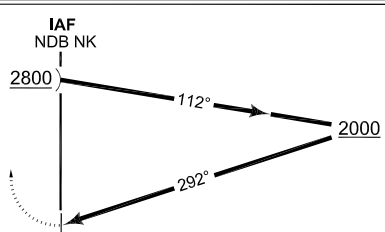


PROCEDURE TURN:
CAT. A/B: 3 MIN.
CAT. C/D/E: 2 MIN

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.

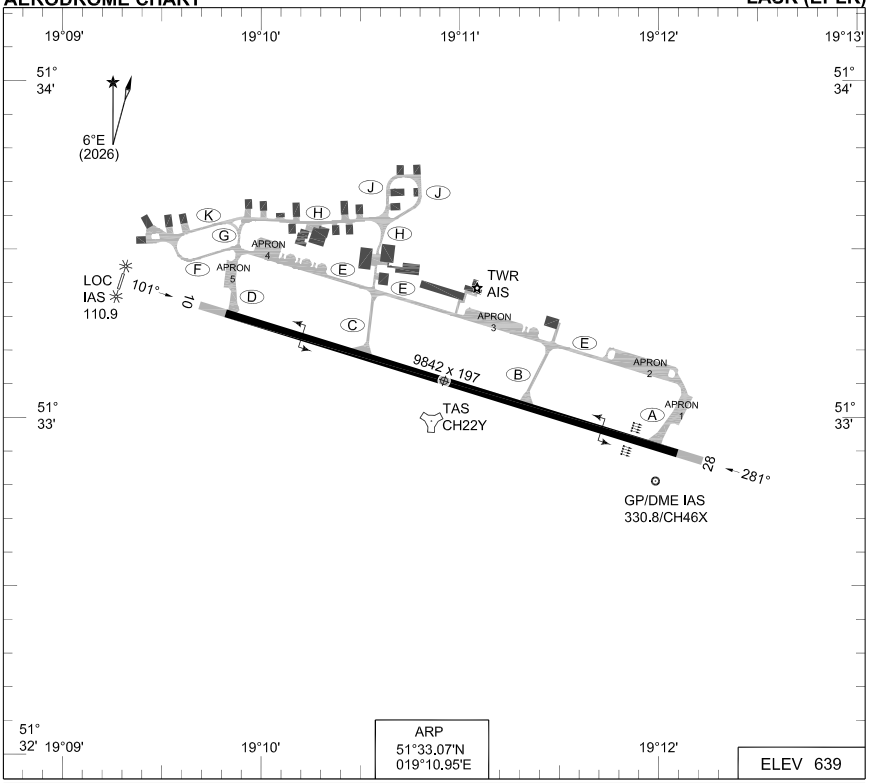
TA 6500



THR ELEV 274 — 0.5 — CAT I

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)

CHANGE: EDITORIAL
EU-OPS
MATSO 11 JUN 2026



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

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA

CHANGE: EDITORIAL

MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

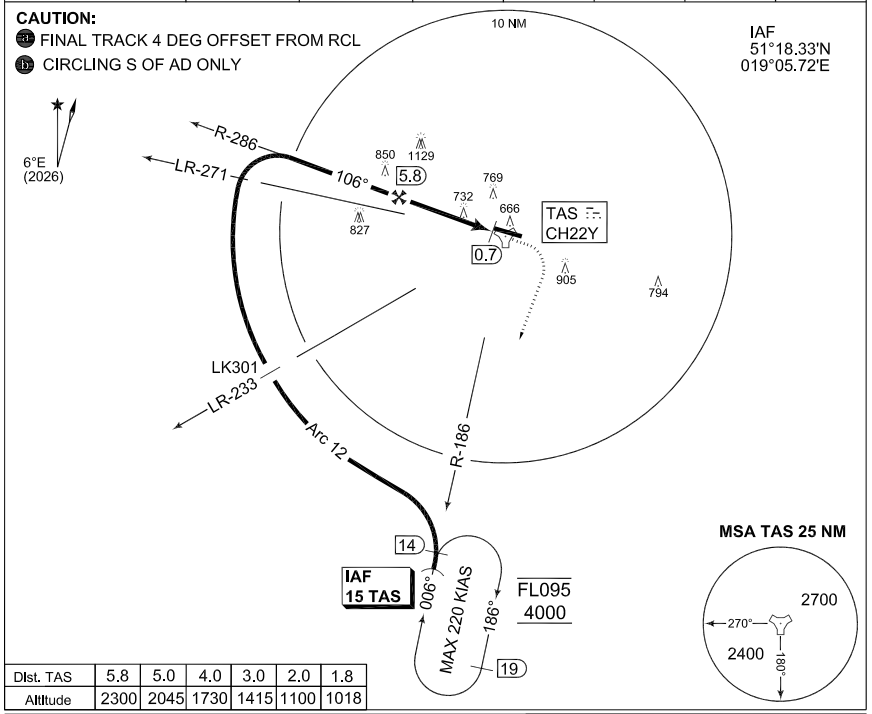
AD ELEV 639

TACAN RWY 10
LASK (EPLK)

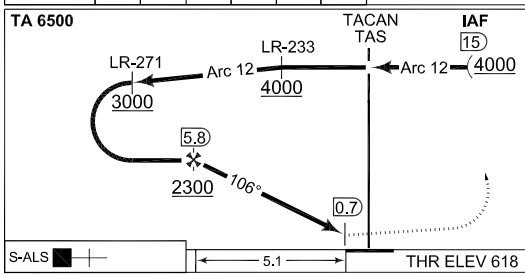
LASK APPROACH	LASK TOWER	ATIS
125.355 379.350	133.080 232.125	126.385

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TAS CH22Y	(a1) 106°	2300	5.2 %	**1018**	618	420 M	9842

CAUTION:
(a1) FINAL TRACK 4 DEG OFFSET FROM RCL
(b) CIRCLING S OF AD ONLY



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



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.

CATEGORY	A	B	C	D	E
TACAN 10	**1018**- 1400 400 (400 -1.4/1.8)				
(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)

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MATSO 11 JUN 2026

TACAN RWY 10
51°33.07'N
019°10.95'E
LASK (EPLK)

PANS-OPS
INSTRUMENT APPROACH CHART

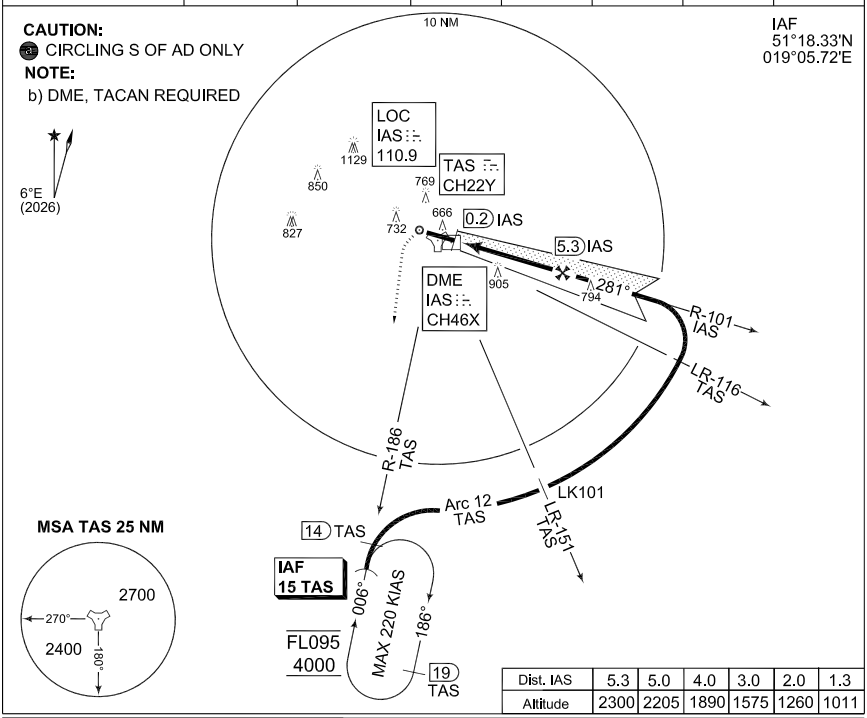
AD ELEV 639

ILS y or LOC y RWY 28
LASK (EPLK)

LASK APPROACH	LASK TOWER	ATIS
125.355 379.350	133.080 232.125	126.385

ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA
IAS 110.900/CH46X	281°	2300	3.0°	**see CAT**	631	900 M	9842

CAUTION:
CIRCLING S OF AD ONLY
NOTE:
b) DME, TACAN REQUIRED

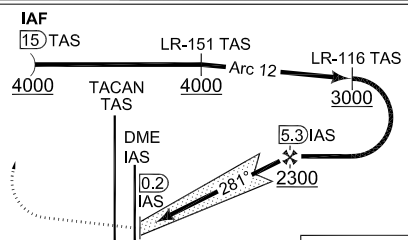


Dist. IAS	5.3	5.0	4.0	3.0	2.0	1.3
Altitude	2300	2205	1890	1575	1260	1011

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 — 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	**1011** - 1000 380 (400-1.0/1.7)				
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)

CHANGE: EDITORIAL
EU-OPS
MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 639

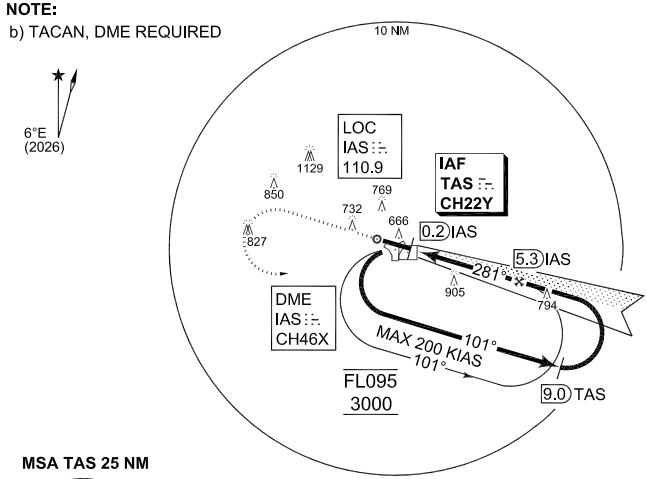
ILS z or LOC z RWY 28
LASK (EPLK)

LASK APPROACH	LASK TOWER	ATIS
125.355 379.350	133.080 232.125	126.385

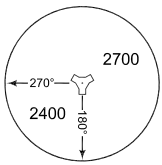
ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA
IAS 110.900/CH46X	281°	2300	3.0°	**see CAT**	631	900 M	9842

CAUTION:
CIRCLING S OF AD ONLY
NOTE:
b) TACAN, DME REQUIRED

IAF
51°33.03'N
019°10.70'E



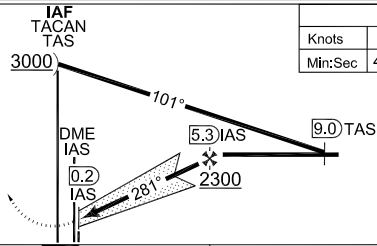
MSA TAS 25 NM



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	**1011** - 1000 380 (400-1.0/1.7)				
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)

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PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 639

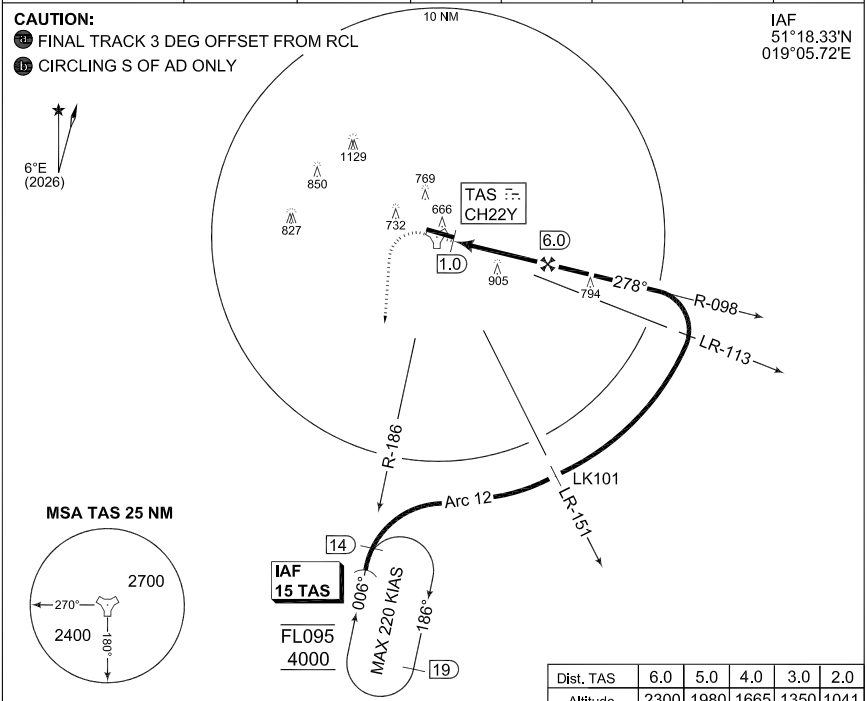
TACAN RWY 28
LASK (EPLK)

LASK APPROACH	LASK TOWER	ATIS
125.355 379.350	133.080 232.125	126.385

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TAS CH22Y	(a) 278°	2300	5.2%	**1041**	631	900 M	9842

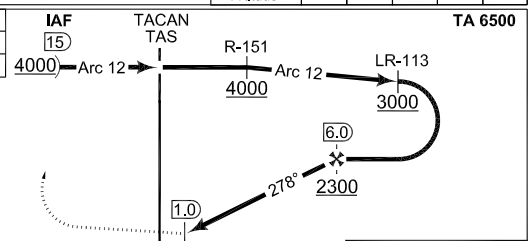
CAUTION:
(a) FINAL TRACK 3 DEG OFFSET FROM RCL
(b) CIRCLING S OF AD ONLY

IAF
51°18.33'N
019°05.72'E



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
Mln:Sec	4:15	3:00	2:15	1:45	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.

CATEGORY	A	B	C	D	E
TACAN 28	**1041** - 1200 410 (500 -1.2/1.9)				
(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)

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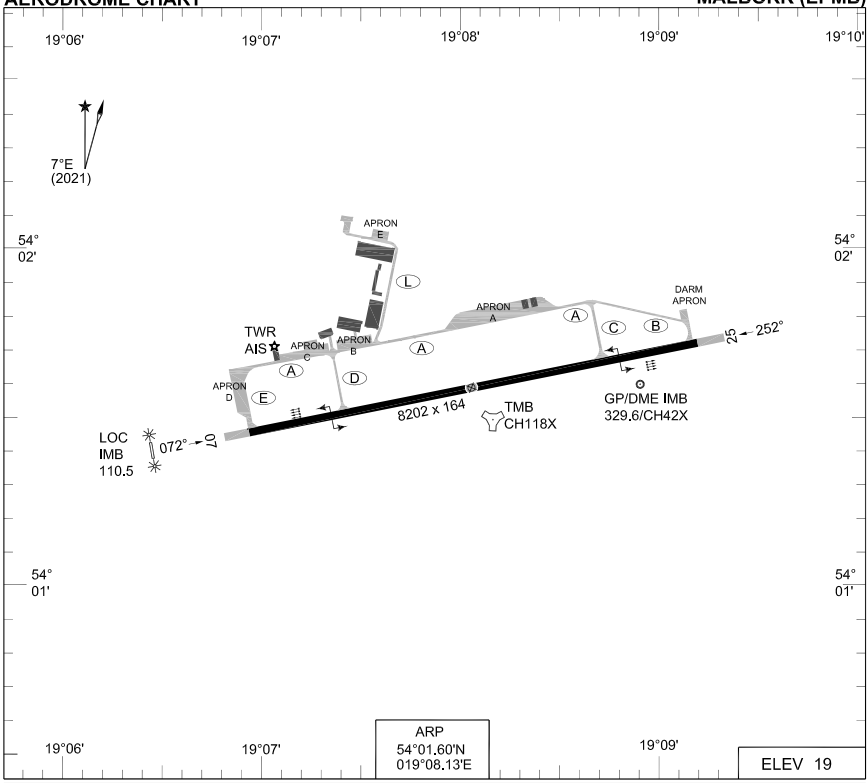

RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		THR	TDZE	THR PSN
07	39 R/B/W/T	8202	8694	8694	8202	3.0°		19	16	54°01.47'N 019°07.02'E
25		8202	8661	8661	8202	3.0°		18	15	54°01.72'N 019°09.27'E

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

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

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MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 19

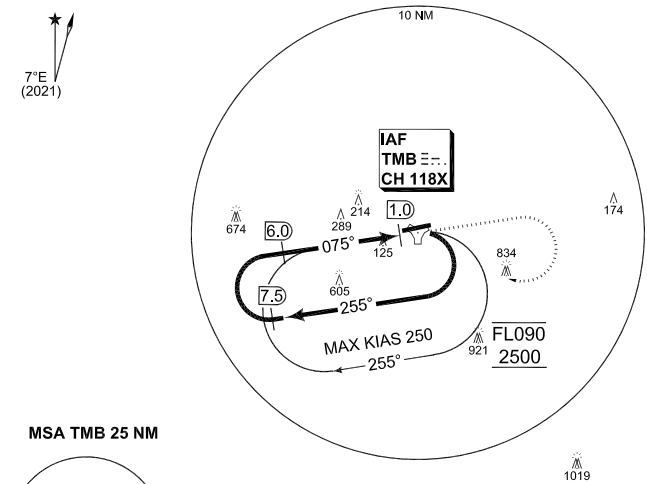
TACAN z RWY 07
MALBORK (EPMB)

MALBORK APPROACH		MALBORK TOWER		ATIS
125.205	240.550	123.005	234.050	139.900

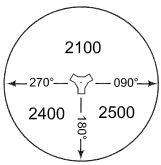
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TMB CH 118X	075°	1750	5.3%	**535**	19	420 M	8202

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

IAF
54°01.50'N
019°08.25'E

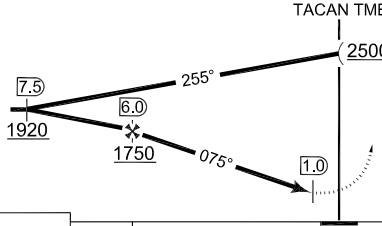


MSA TMB 25 NM



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

TA 6500



FAF to MAP 5.0 NM						
Knots	70	100	135	170	200	230
Mln: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	**534** -1.9 515 (600-1.9/2.4)				
CIRCLING	**539** - 2.4 520 (600-2.4)	**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)

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EU-OPS
MATSO 11 JUN 2026

TACAN z RWY 07

54°01.60'N
019°08.13'E

MALBORK (EPMB)

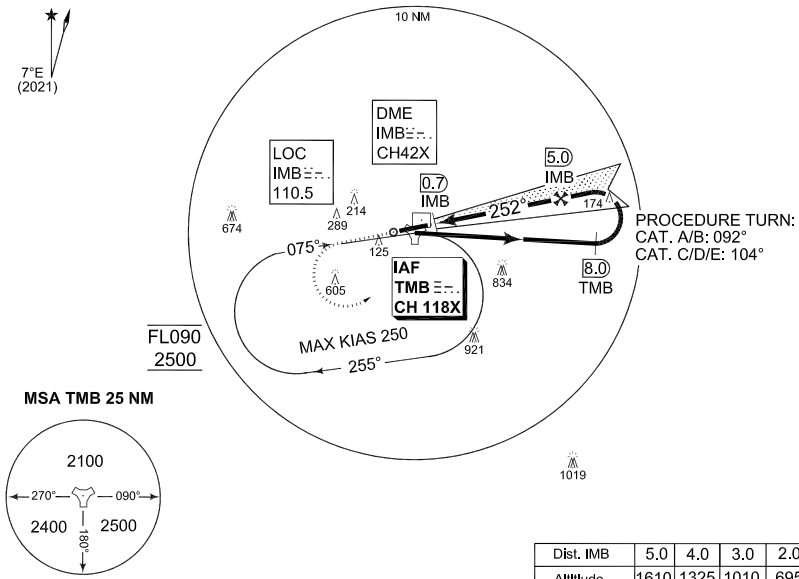
MALBORK APPROACH		MALBORK TOWER		ATIS
125.205	240.550	123.005	234.050	139.900

ILS/TACAN	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA
IMB 110.5/TMB CH118X	252°	1610	3.0°	**see CAT**	18	900 M	8202

CAUTION:
CIRCLING S OF AD ONLY

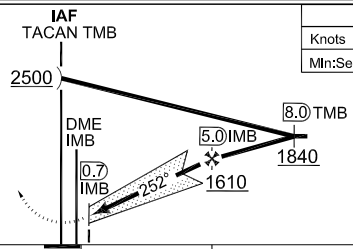
NOTE:
b) DME, TACAN IS REQUIRED

IAF
54°01.50'N
019°08.25'E



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

TA 6500



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

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

THR ELEV 18

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	**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)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 19

ILS z or LOC z RWY 25
MALBORK (EPMB)

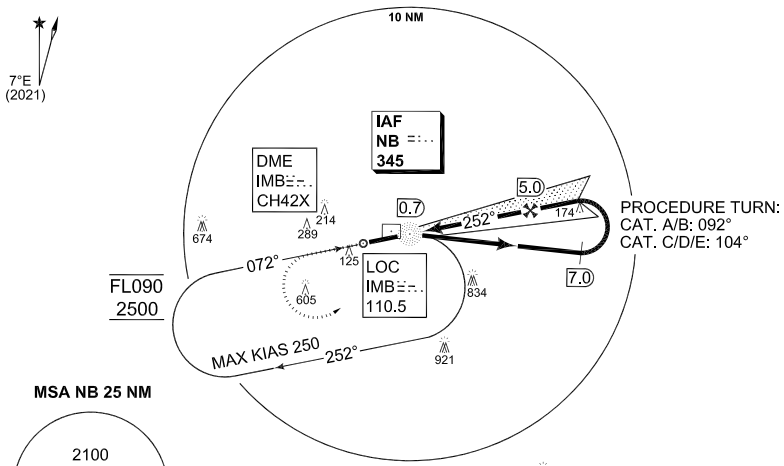
MALBORK APPROACH		MALBORK TOWER		ATIS
125.205	240.550	123.005	234.050	139.900

ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA
IMB 110.500/CH42X	252°	1610	3.0°	**see CAT**	18	900 M	8202

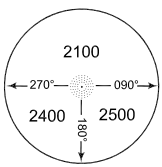
CAUTION:
CIRCLING S OF AD ONLY

NOTE:
b) DME IS REQUIRED

IAF
54°01.82'N
019°10.13'E



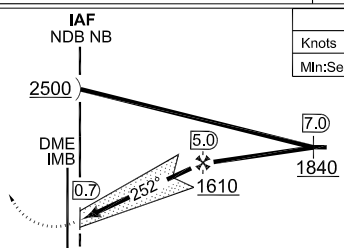
MSA NB 25 NM



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

TA 6500

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



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

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	**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)

EU-OPS

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MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 19

TACAN z RWY 25
MALBORK (EPMB)

MALBORK APPROACH		MALBORK TOWER		ATIS
125.205	240.550	123.005	234.050	139.900

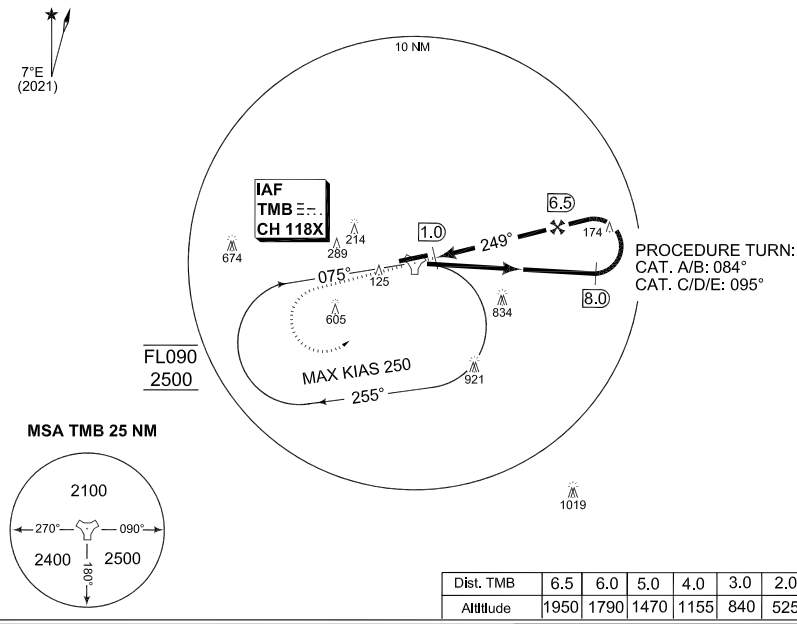
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TMB CH 118X	249°	1950	5.3 %	**480**	18	900 M	8202

CAUTION:

FINAL TRACK 3 DEG OFFSET FROM RCL

CIRCLING S OF AD ONLY

IAF
54°01.50'N
019°08.25'E

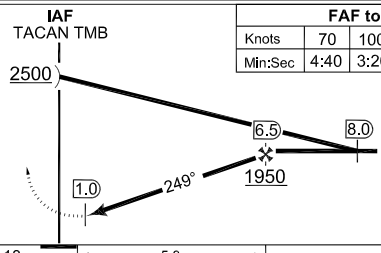


Dist. TMB	6.5	6.0	5.0	4.0	3.0	2.0	1.9
Altitude	1950	1790	1470	1155	840	525	480

TA 6500

MISSED APPROACH

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



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

THR ELEV 18 — 5.8 — CAT I

CATEGORY	A	B	C	D	E
TACAN z 25	**479** -1400 460 (500-1.4/2.1)				
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)

CHANGE: EDITORIAL

EU-OPS

MATSO 11 JUN 2026

TACAN z RWY 25

54°01.60'N
019°08.13'E

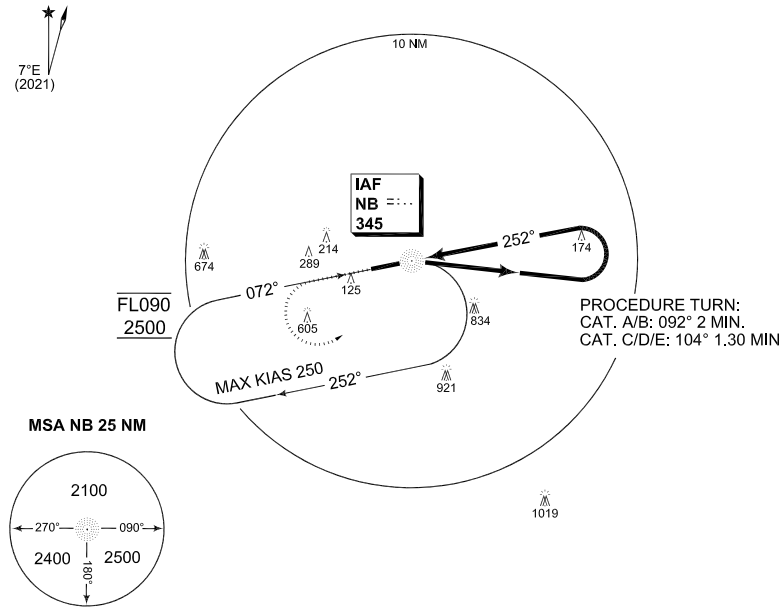
MALBORK (EPMB)

MALBORK APPROACH		MALBORK TOWER		ATIS
125.205	240.550	123.005	234.050	139.900

NDB	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
NB 345	252°			**480**	18	900 M	8202

CAUTION:
CIRCLING S OF AD ONLY

IAF
54°01.82'N
019°10.13'E

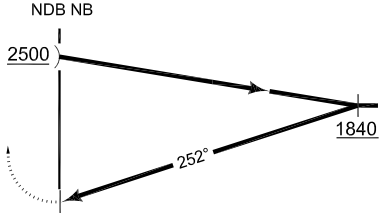


MSA NB 25 NM

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.

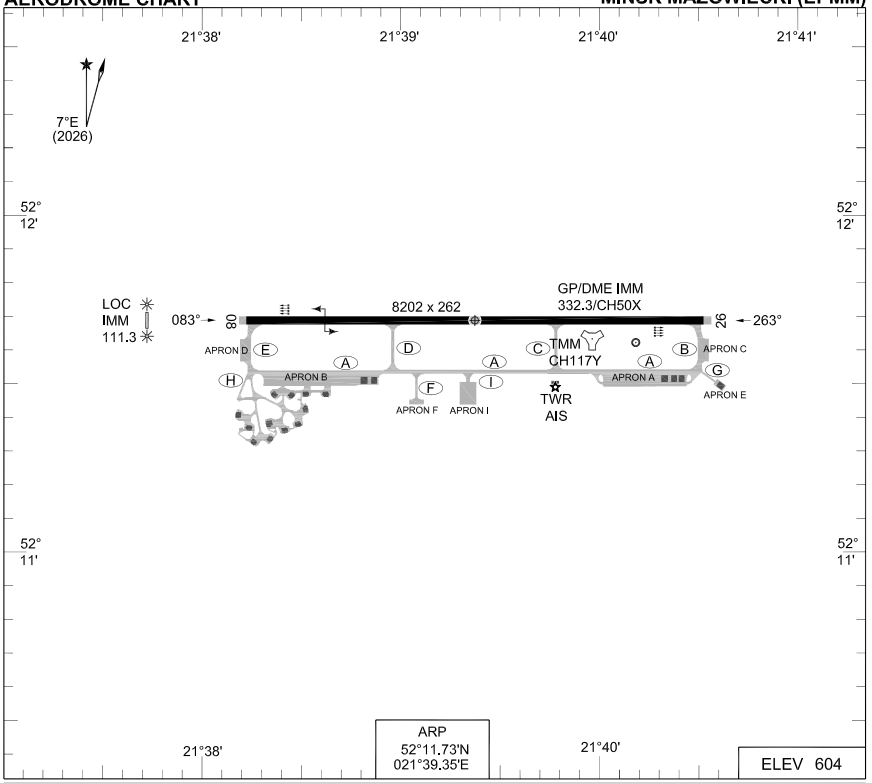


THR ELEV 18 → 0.5 ←

CAT I

CATEGORY	A	B	C	D	E
NDB 25	**479** -1400 460 (500-1.4/2.1)				
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)

CHANGE: EDITORIAL
EU-OPS
MATSO 11 JUN 2026



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
08	38 R/C/W/T	8202	8300	9514	8202	3.0°		568	52°11.73'N 021°38.25'E
26		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)

CHANGE: VAR, BEARINGS

MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

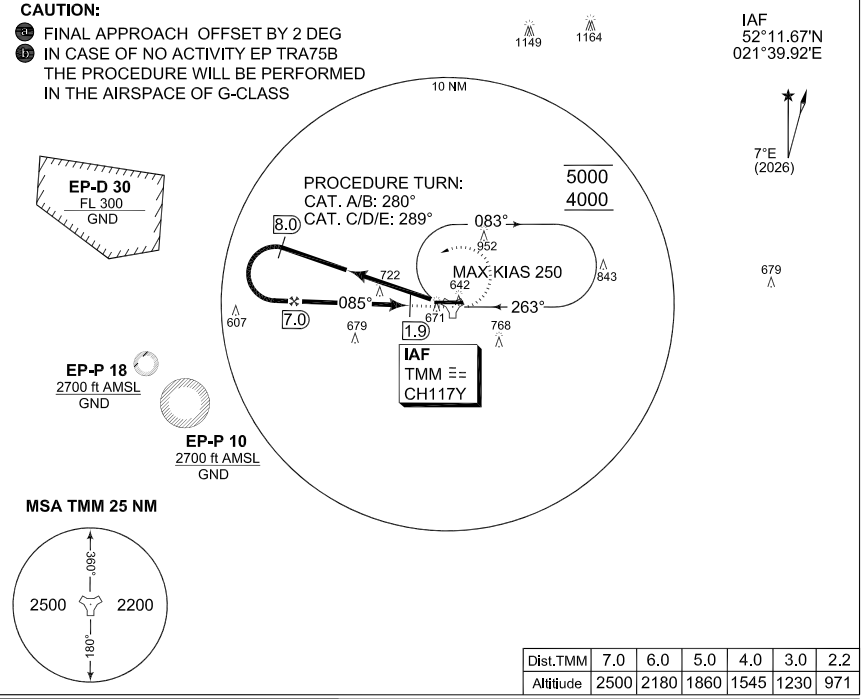
AD ELEV 604

TACAN RWY 08
MINSK MAZOWIECKI (EPMM)

MINSK APPROACH		MINSK TOWER		ATIS
120.780	278.575	135.430	279.075	138.250

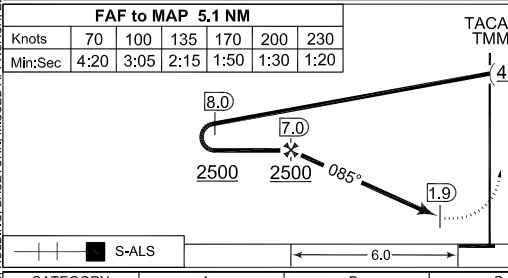
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TMM CH117Y	(a) 085°	2500	5.2%	**971**	561	420 M	8202

CAUTION:
(a) FINAL APPROACH OFFSET BY 2 DEG
(b) IN CASE OF NO ACTIVITY EP TRA75B THE PROCEDURE WILL BE PERFORMED IN THE AIRSPACE OF G-CLASS



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

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



TA 6500

MISSED APPROACH
Climb straight ahead to 2500 ft then turn left to TACAN TMM climbing to 4000 ft and follow ATC instructions.

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)

EU-OPS

CHANGE: VAR, BEARINGS, HOLDING, BASETURN, MISSED APPROACH, EDITORIAL

MATSO 11 JUN 2026

TACAN RWY 08

52°11.73'N
021°39.35'E

MINSK MAZOWIECKI (EPMM)

PANS-OPS
INSTRUMENT APPROACH CHART

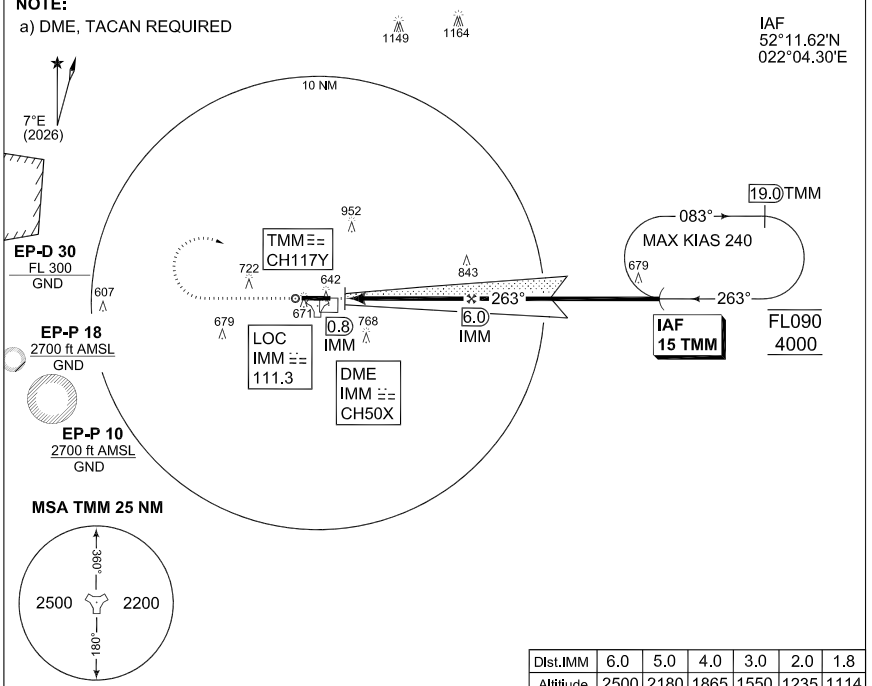
AD ELEV 604

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	263°	2500	3.0°	**854**	604	900 M	8202

NOTE:
a) DME, TACAN REQUIRED

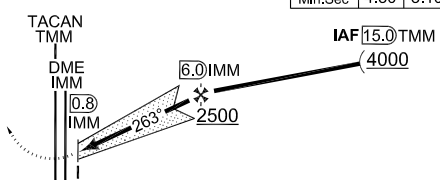


Dist.IMM	6.0	5.0	4.0	3.0	2.0	1.8
Altitude	2500	2180	1865	1550	1235	1114

TA 6500

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

MISSED APPROACH
Climb straight ahead to 2500 ft then turn right climbing to 4000 ft to join IAF and follow ATC instructions. Turn limited to 240 kt IAS MAX. Climb gradient 5% mnm.



HOLDING, MISSED APPROACH

CATEGORY	A	B	C	D	E
ILS 26	**854** - 550 250 (300-0.8/1.3)				
LOC 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)

EU-OPS

CHANGE: VAR, BEARINGS

MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 604

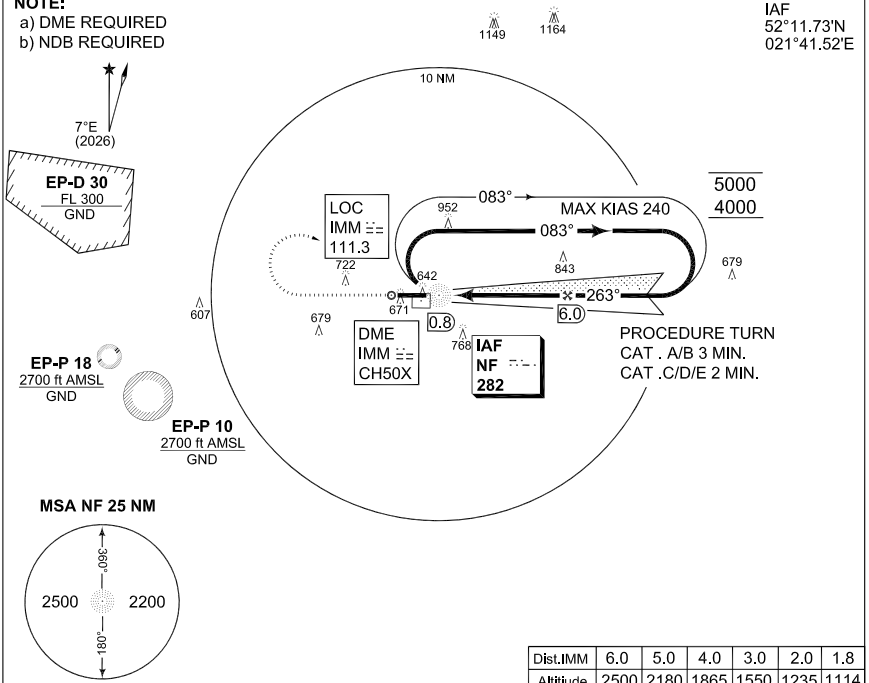
ILS z or LOC z RWY 26
MINSK MAZOWIECKI (EPMM)

MINSK APPROACH		MINSK TOWER		ATIS
120.780	278.575	135.430	279.075	138.250

ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA
IMM 111.300/CH50X	263°	2500	3.0°	**854**	604	900 M	8202

NOTE:
a) DME REQUIRED
b) NDB REQUIRED

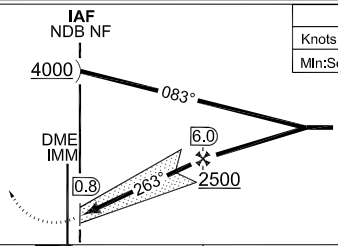
IAF
52°11.73'N
021°41.52'E



Dist.IMM	6.0	5.0	4.0	3.0	2.0	1.8
Altitiude	2500	2180	1865	1550	1235	1114

TA 6500

MISSED APPROACH
Climb straight ahead to 2500 ft then turn right to NDB NF climbing to 4000 ft and follow ATC instructions.
Turn limited to 240 kt IAS MAX. Climb gradient 5% mnm.



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

CAT I

CHANGE: VAR, BEARINGS, HOLDING, RACETRACK, MISSED APPROACH

CATEGORY	A	B	C	D	E
EU-OPS ILS 26	**854** - 550 250 (300-0.8/1.3)				
EU-OPS LOC 26	**1114** - 1.6 510 (600-1.6/2.4)				
EU-OPS 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)

MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 604

TACAN RWY 26
MINSK MAZOWIECKI (EPMM)

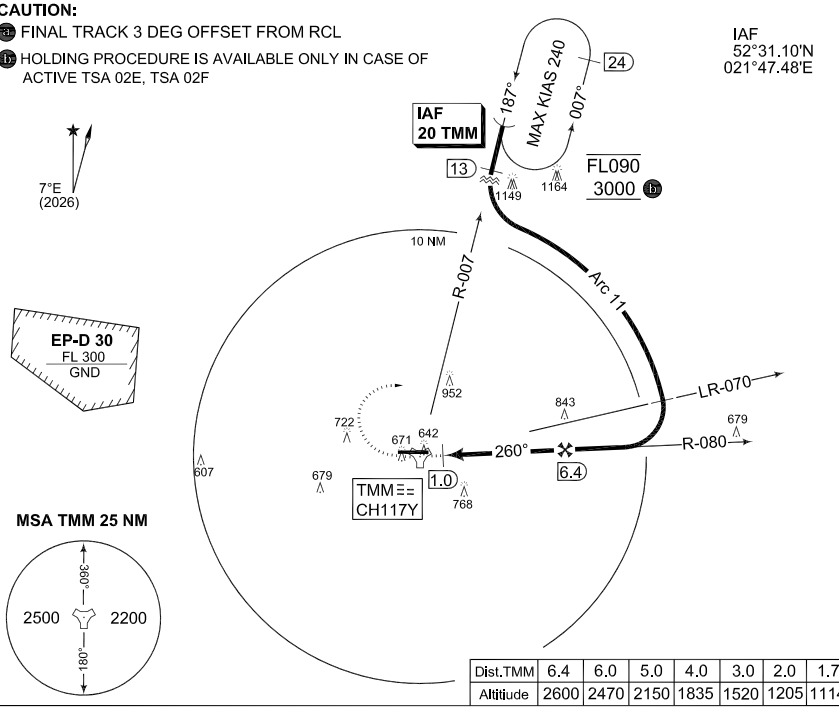
MINSK APPROACH		MINSK TOWER		ATIS
120.780	278.575	135.430	279.075	138.250

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TMM CH117Y	(a) 260°	2600	5.2 %	**1114**	604	900 M	8202

CAUTION:

(a) FINAL TRACK 3 DEG OFFSET FROM RCL

(b) HOLDING PROCEDURE IS AVAILABLE ONLY IN CASE OF ACTIVE TSA 02E, TSA 02F

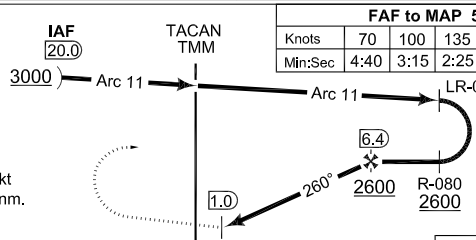


Dist.TMM	6.4	6.0	5.0	4.0	3.0	2.0	1.7
Altitude	2600	2470	2150	1835	1520	1205	1114

TA 6500

MISSED APPROACH

Climb straight ahead to 2500 ft then turn right course on 080° climbing to 2600 ft to intercept ARC 11 TMM and follow ATC instructions. Turn limited to 240 kt IAS MAX. Climb gradient 5% mnm.



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

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)

EU-OPS

CHANGE: VAR, BEARINGS, MISSED APPROACH, EDITORIAL

MATSO 11 JUN 2026

TACAN RWY 26

52°11.73'N
021°39.35'E

MINSK MAZOWIECKI (EPMM)

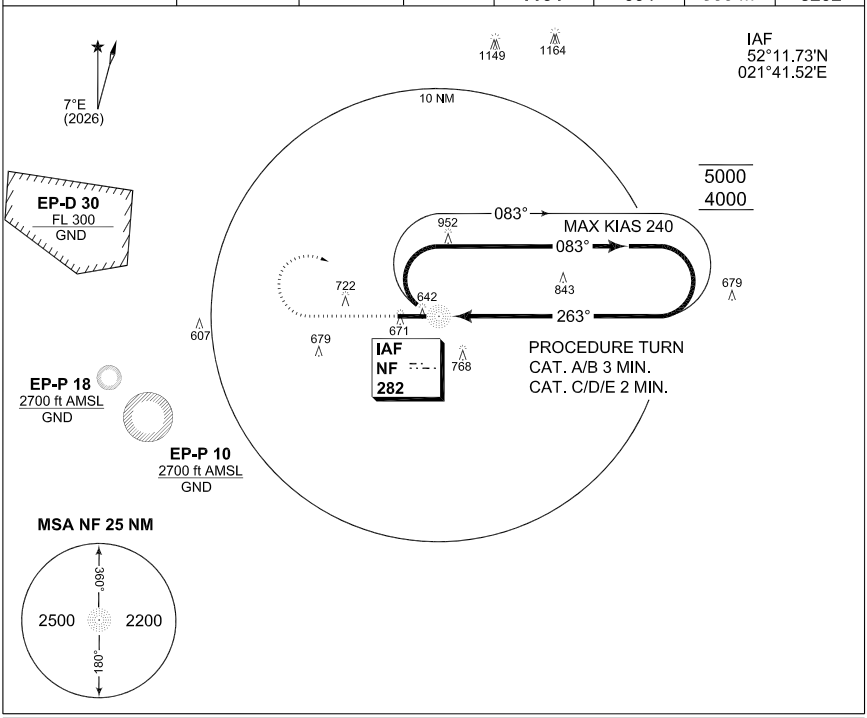
PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 604

NDB RWY 26
MINSK MAZOWIECKI (EPMM)

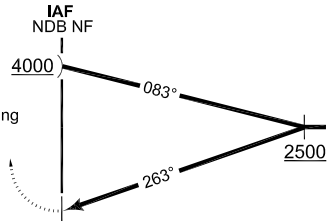
MINSK APPROACH		MINSK TOWER		ATIS
120.780	278.575	135.430	279.075	138.250

NDB	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
NF 282	263°			**1164**	604	900 M	8202



TA 6500

MISSED APPROACH
Climb straight ahead to 2500 ft then turn right to NDB NF climbing to 4000 ft and follow ATC instructions.
Turn limited to 240 kt IAS MAX.
Climb gradient 5% mnm.



THR ELEV 604 → 0.6 ←

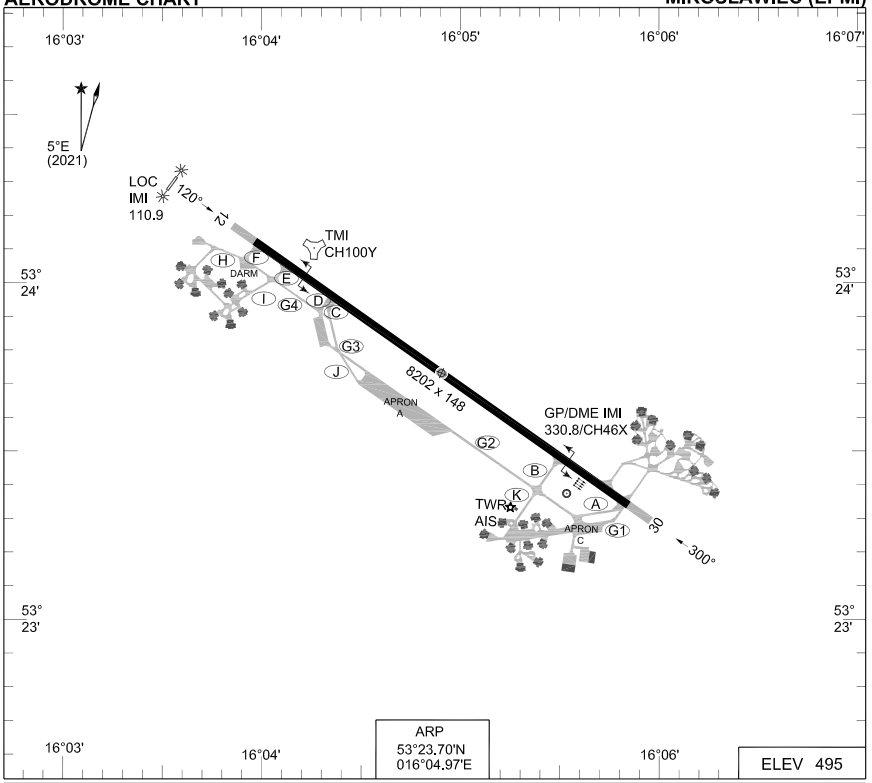
CAT I

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

EU-OPS

CHANGE: VAR, BEARINGS, HOLDING, RACETRACK, MISSED APPROACH

MATSO 11 JUN 2026



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

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

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

CHANGE: EDITORIAL

MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 495

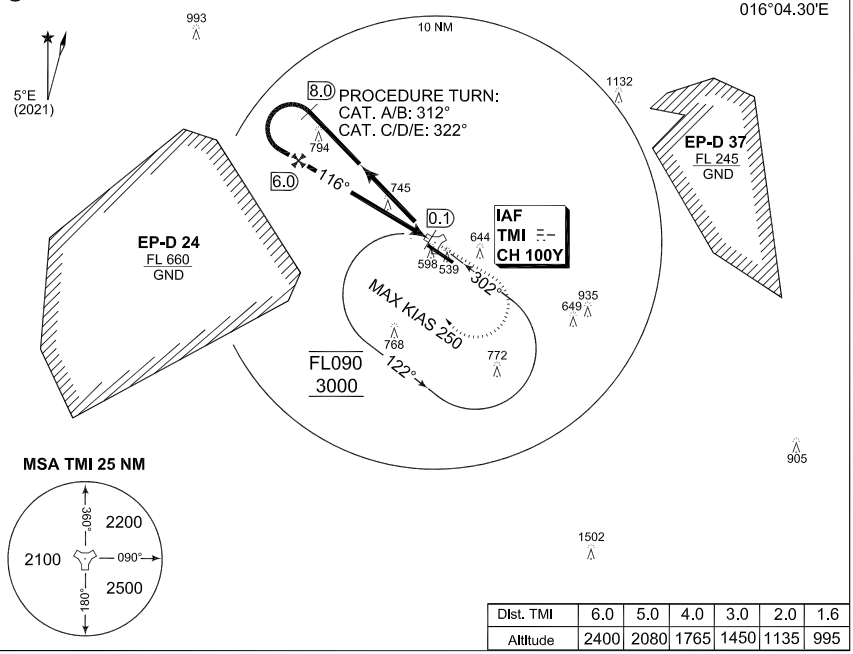
TACAN RWY 12
MIROSLAWIEC (EPMI)

MIROSLAWIEC APPROACH		MIROSLAWIEC TOWER	
126.580	234.875	128.480	264.875

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TMI CH 100Y	116°	2400	5.2 %	**995**	493	420 M	8202

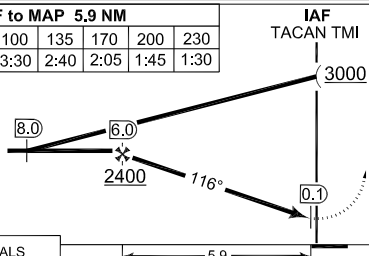
CAUTION:
FINAL TRACK 4 DEG OFFSET FROM RCL

IAF
53°24.10'N
016°04.30'E



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

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



TA 6500

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

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)

CHANGE: EDITORIAL
EU-OPS
MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

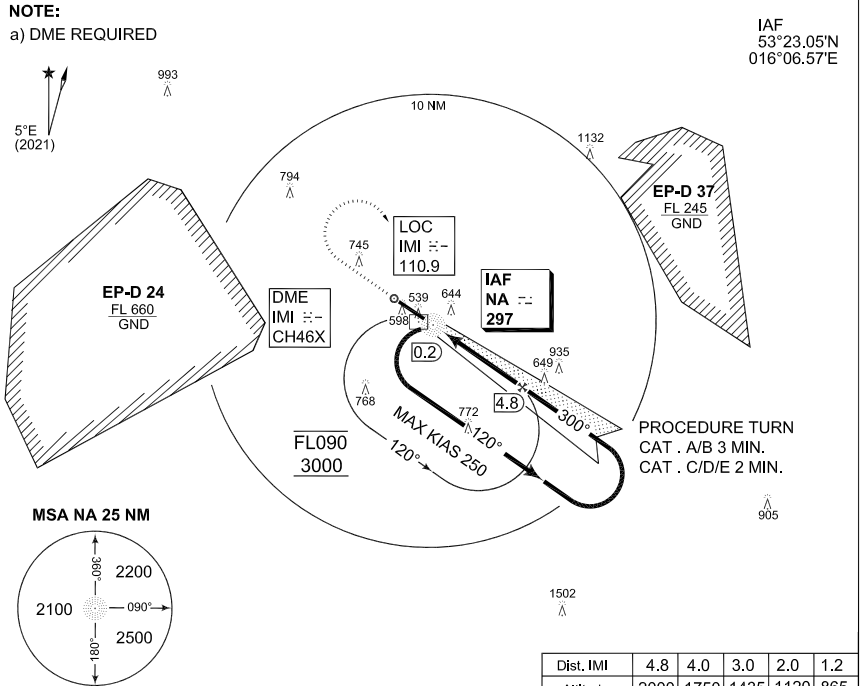
AD ELEV 495

ILS or LOC RWY 30
MIROSLAWIEC (EPMI)

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°	**see CAT**	492	900 M	8202

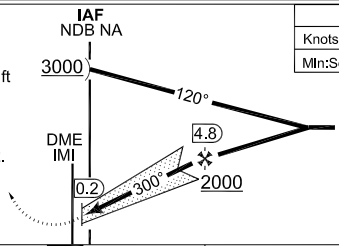
NOTE:
a) DME REQUIRED



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

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)

CHANGE: EDITORIAL
EU-OPS
MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 495

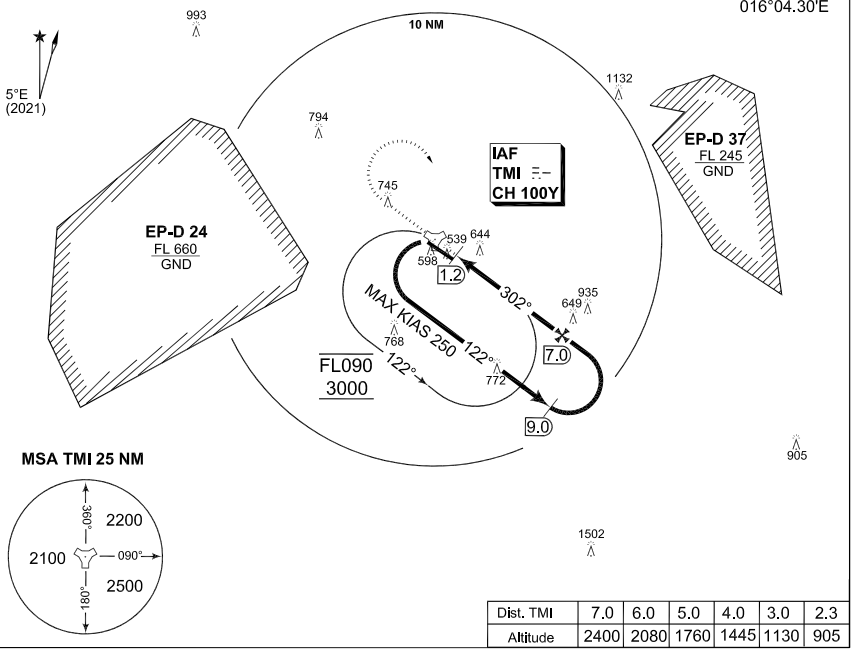
TACAN RWY 30
MIROSLAWIEC (EPMI)

MIROSLAWIEC APPROACH		MIROSLAWIEC TOWER	
126.580	234.875	128.480	264.875

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TMI CH 100Y	302°	2400	5.2 %	**905**	492	900 M	8202

CAUTION:
FINAL TRACK 2 DEG OFFSET FROM RCL

IAF
53°24.10'N
016°04.30'E

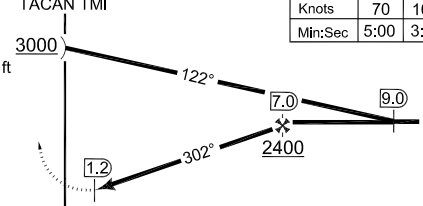


Dist. TMI	7.0	6.0	5.0	4.0	3.0	2.3
Altitude	2400	2080	1760	1445	1130	905

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.



FAF to MAP 5.8 NM						
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

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)

CHANGE: EDITORIAL
EU-OPS
MATSO 11 JUN 2026

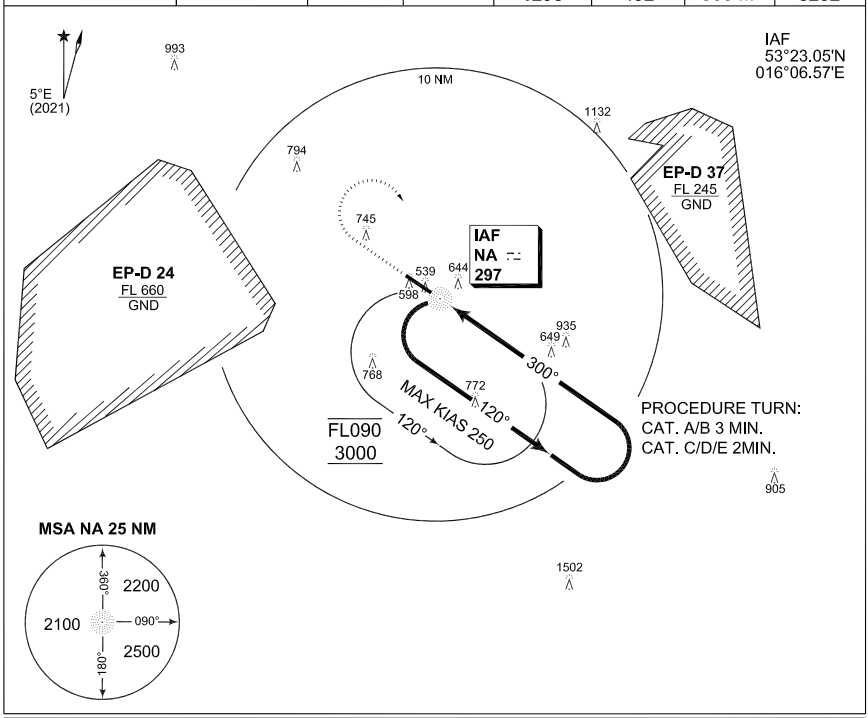
TACAN RWY 30

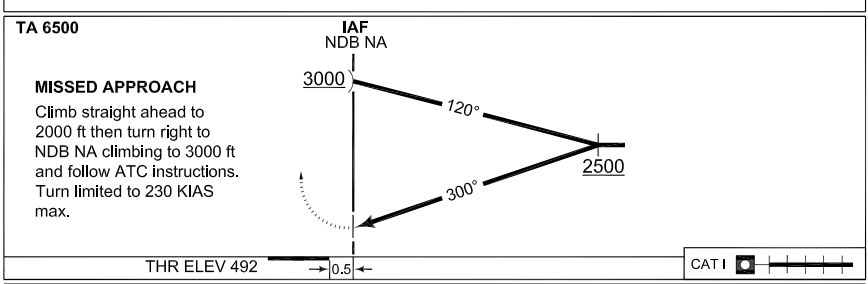
53°23.70'N
016°04.97'E

MIROSLAWIEC (EPMI)

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°			**1295**	492	900 M	8202



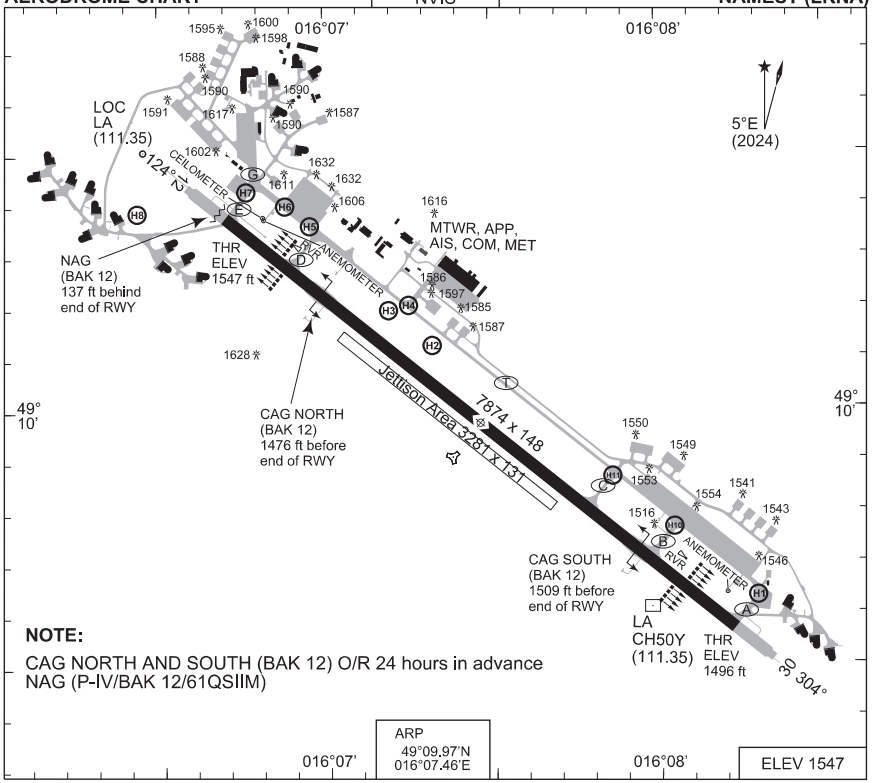


CATEGORY	A	B	C	D	E
NDB 30	**1295** - 2.9 800 (800 - 2.9/3.6)				
CIRCLING	**1295** - 2.9 800 (800-2.9)	**1295** - 2.9 800 (800-2.9)	**1295** - 3.7 800 (800-3.7)	**1295** - 4.6 800 (800-4.6)	**1435**-5.0 940 (1000-5.0)

CHANGE: EDITORIAL
EU-OPS

MATSO 11 JUN 2026

NVIS



NOTE:

CAG NORTH AND SOUTH (BAK 12) O/R 24 hours in advance
NAG (P-IV/BAK 12/61QSIIM)

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

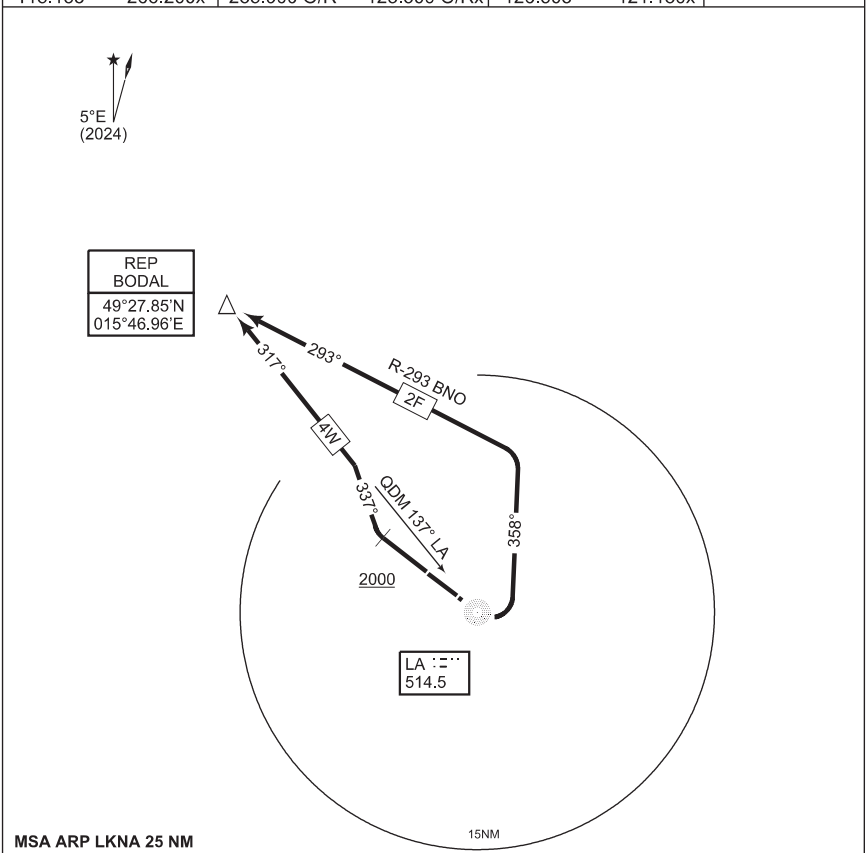
NAMEST TWR	126.505	121.180x
NAMEST PRECISION	283.900 O/R	123.300 O/Rx
NAMEST RADAR	118.155	266.200x

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

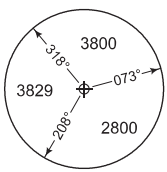
CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

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



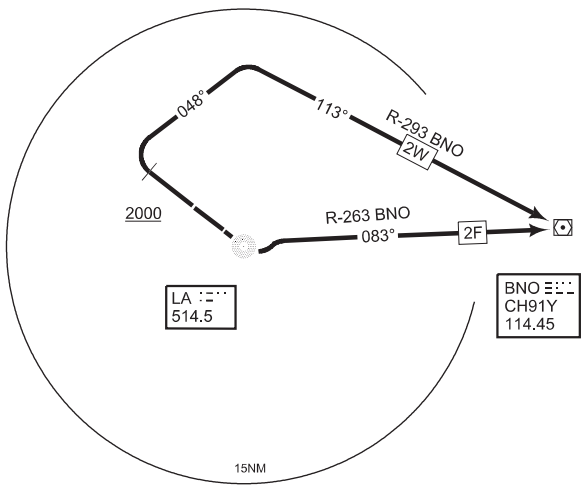
TA 5000

BODAL 2F (RWY 12)	- Straight ahead - After passing LA NDB turn left track 358° to R-293 BNO (QDM 293° REP BODAL) - R-293 BNO to REP BODAL
BODAL 4W (RWY 30)	- Straight ahead - At 2000 ft AMSL turn right track 337° - On 137° LA NDB QDM turn left 317° to BODAL

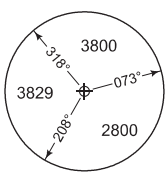
CHANGE: Chart revision

BODAL 2F- 4W
49°09.97'N
016°07.46'E
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

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

CHANGE: Chart revision

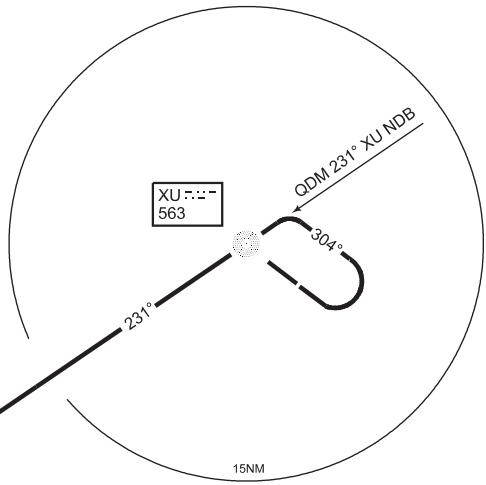
MIL AIS ATC Prague 16 APR 2026

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

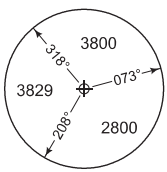
OKF DME
48°58.15'N
015°32.73'E

5°E
(2024)

NOTE: RNAV5 required



MSA ARP LKNA 25 NM



TA 5000

OKF 3F (RWY 12)	- Straight ahead - After passing LA NDB turn left track 304° - On QDM 231° XU NDB turn left 231° to OKF DME

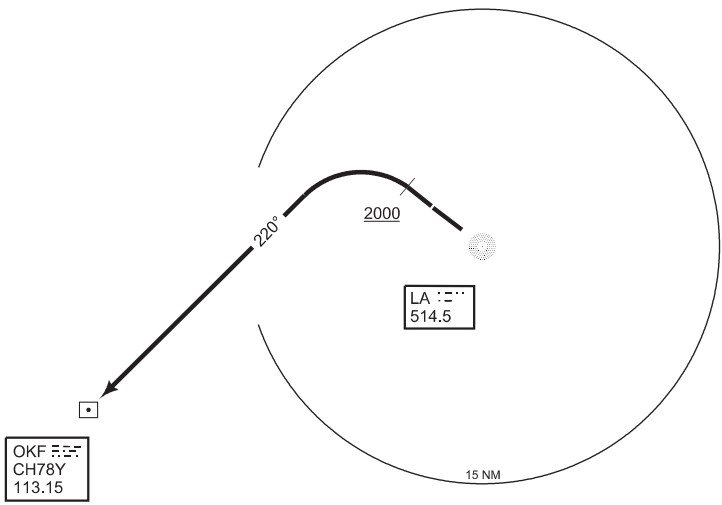
CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

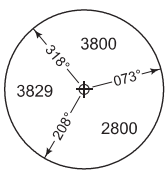
NAMEST RADAR		NAMEST PRECISION		NAMEST TWR	
118.155	266.200x	283.900 O/R	123.300 O/Rx	126.505	121.180x

OKF DME
48°58.15'N
015°32.73'E

NOTE: RNAV5 required



MSA ARP LKNA 25 NM



TA 5000

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

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 1547

COPTER TACAN 12 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	

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
NAS 39X	128°	4000	5.2% (3°)	1850	1547	420 M	7874

NOTE:
a CIRCLING N OF AD ONLY.

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

IAF ODUKO
16.3 DMET

NA12U
49°18.79'N
015°52.71'E

IAF ODUKO
R-319/
NAS TACAN
16.3 DMET
49°23.11'N
015°52.74'E

IFT12
49°17.51'N
015°54.84'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

175°
4000

IF
IFT12
R-308 NAS TACAN
11.2 DMET

NA12U
R-308 NAS TACAN
13.1 DMET

FAF
FAT12
R-308 NAS TACAN
8.2 DMET

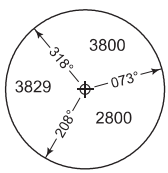
NA12T
8.2 DMET
R-299 NAS TACAN

MAPT
R-308 NAS TACAN
1.4 DMET

5NM

1824 1684 1788 1746 1838 1647 1874 2120 1729 1765 1690 1411

MSA ARP LKNA 25 NM



5°E
2024

IAF/TACAN
NAS
39X

TPT12
R-128 NAS TACAN
3.0 DMET

LK P9
5000AMSL
GND

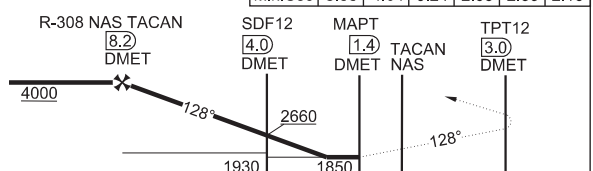
TA 5000

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°
a CIRCLING	**1950** - 1.5 400 (400 - 1.5/1.8)

EU-OPS

CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

COPTER NDB 12 MIL ONLY

49°09.97'N
016°07.46'E

NAMEST (LKNA)

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 1547

NDB or PAR RWY 12
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	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
XU 563	124°	4000	5.2% (3°)	**1900**	1547	420 M	7874

NOTE:

ⓐ CIRCLING N OF AD ONLY.

ⓑ CAT A: 293°, 4000 ft
5 MIN 00 SEC
CAT B: 293°, 4000 ft
3 MIN 45 SEC

ⓒ CAT C: 282°, 2 MIN 20 SEC
CAT D: 282°, 2 MIN 00 SEC

ⓓ 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

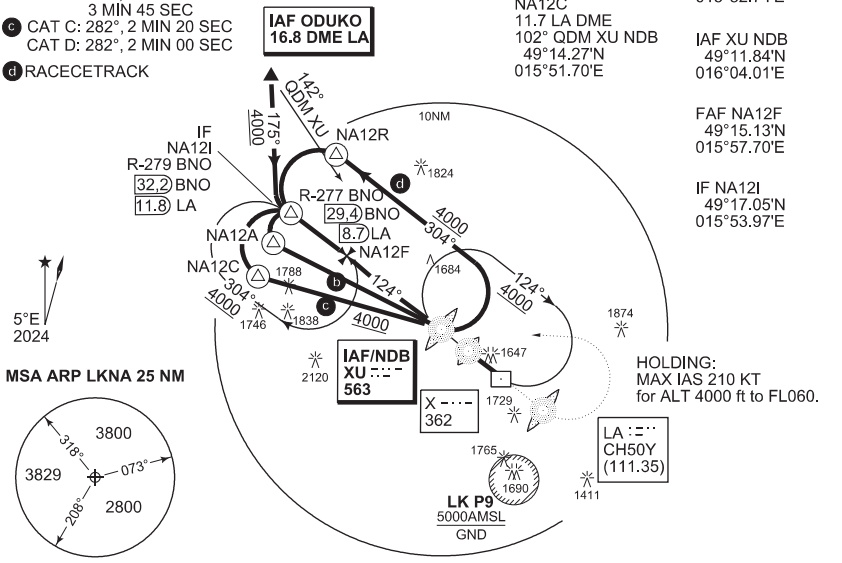
NA12C
11.7 LA DME
102° QDM XU NDB
49°14.27'N
015°51.70'E

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

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



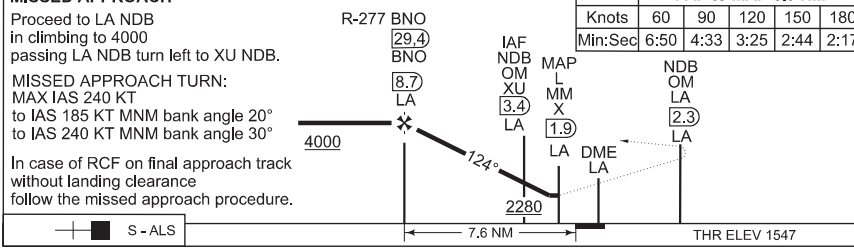
MISSED APPROACH

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.

	FAF to MAP 6,9 NM				
Knots	60	90	120	150	180
Min:Sec	6:50	4:33	3:25	2:44	2:17



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

EU-OPS

CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

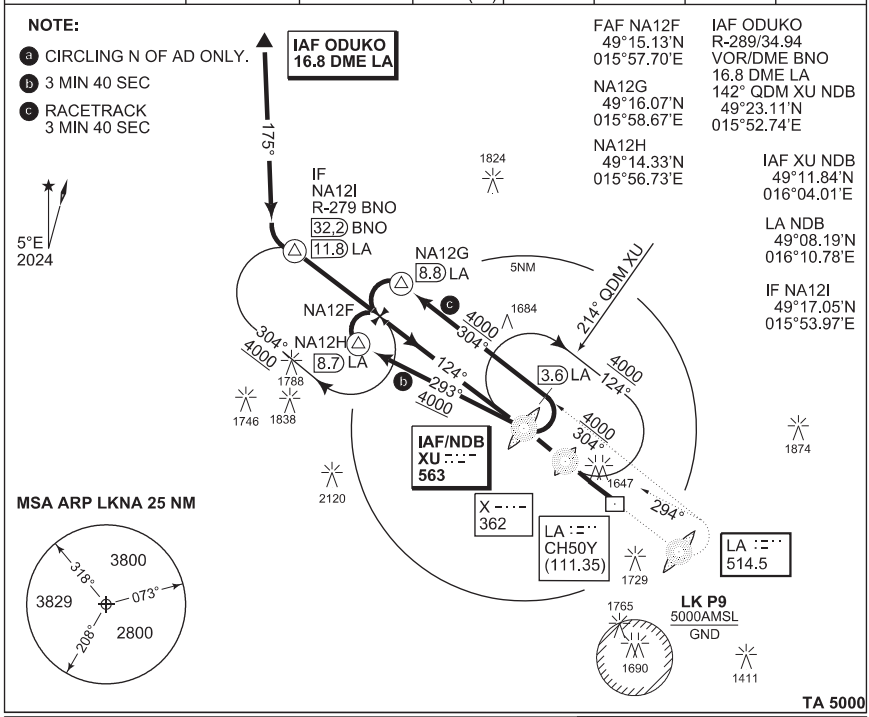
PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 1547

COPTER NDB 12 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	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
XU 563	124°	4000	5.2% (3°)	**1900**	1547	420 M	7874

NOTE:
- (a) CIRCLING N OF AD ONLY.
- (b) 3 MIN 40 SEC
- (c) RACETRACK 3 MIN 40 SEC



FAF NA12F
49°15.13'N
015°57.70'E

NA12G
49°16.07'N
015°58.67'E

NA12H
49°14.33'N
015°56.73'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

IAF XU NDB
49°11.84'N
016°04.01'E

LA NDB
49°08.19'N
016°10.78'E

IF NA12I
49°17.05'N
015°53.97'E

MSA ARP LKNA 25 NM

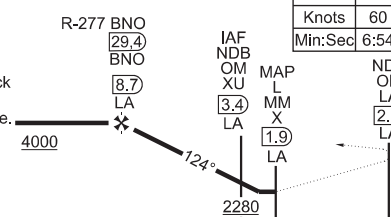
TA 5000

MISSED APPROACH

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

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

	FAF to MAP 6,9 NM				
Knots	60	70	80	90	100
Min:Sec	6:54	5:52	5:11	4:33	4:08



S - ALS

THR ELEV 1547

CATEGORY	H
S-NDB 12	**1900** - 1.2 350 (400 - 1.2/1.6)
S-PAR 12	**1857** - 1.0 308 (400 - 1.0/1.4) GS 3°
(a) CIRCLING	**1950** - 1.5 400 (400 - 1.5/1.8)

EU-OPS

CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 1547

ILS RWY 30
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	DA	THR ELEV	ALS-LENGTH	LDA
LA 111.35/CH50Y	304°	4000	3.0°	see CAT	1496	900 M	7874

NOTE:

ⓐ CIRCLING N OF AD ONLY.

ⓑ CAT A: 112° 3 MIN 50 SEC
CAT B: 112° 3 MIN 05 SEC
ⓒ CAT C: 103° 2 MIN 20 SEC
CAT D: 103° 2 MIN 00 SEC

ⓓ 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

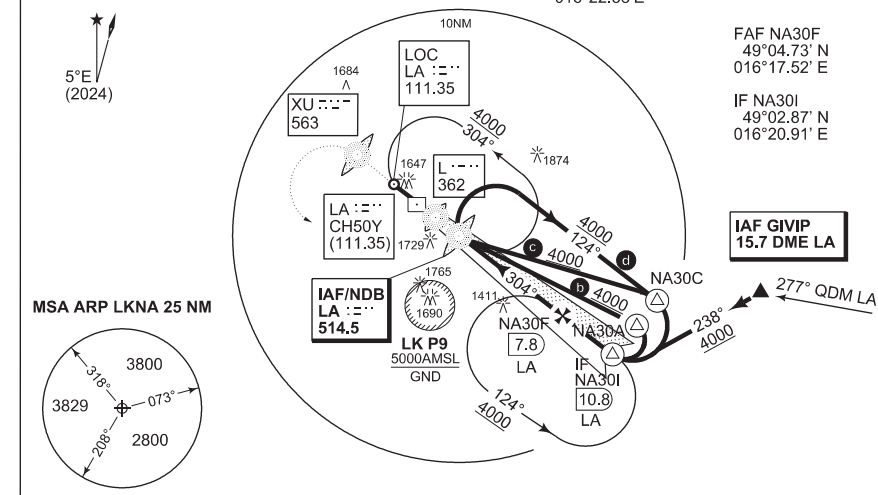
NA30A
10.85 LA DME
292° QDM LA NDB
49°04.27'N
016°22.38'E

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



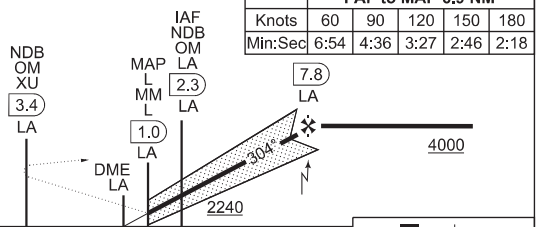
TA 5000

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°

	FAF to MAP 6,9 NM				
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



GP 3.0°
RDH 52.5
THR ELEV 1496
CAT I

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

EU-OPS

CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 1547

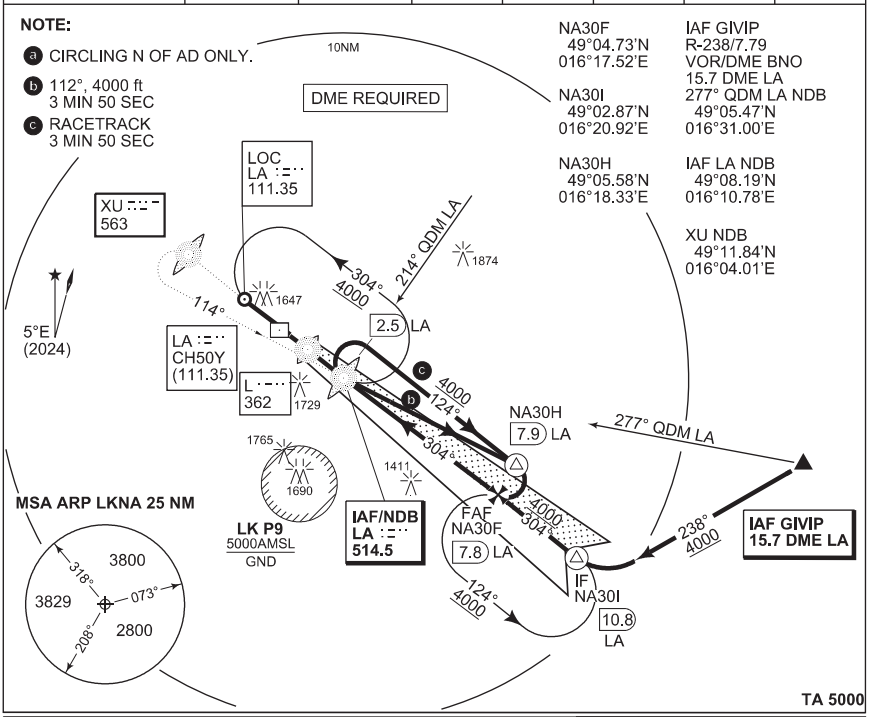
COPTER ILS RWY 30 MIL ONLY
NAMEST (LKNA)

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°	**1726**	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

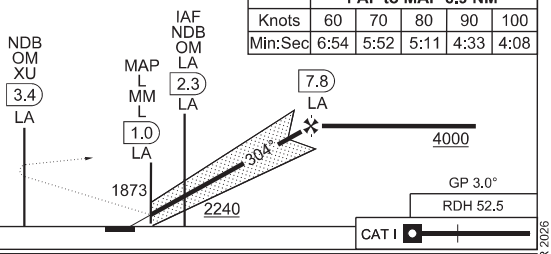


MISSED APPROACH

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



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

EU-OPS

CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

COPTER ILS RWY 30 MIL ONLY 49°09.97'N 016°07.46'E **NAMEST (LKNA)**

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 1547

COPTER TACAN 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	

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
NAS 39X	301°	4000	5.2% (3°)	**1800**	1496	900 M	7874

NOTE:

ⓐ CIRCLING N OF AD ONLY.

CAUTION:

MIN. RVR 1500M.

IFT30
49°03.23'N
016°21.35'E

TPT30
49°11.67'N
016°03.68'E

MAPT
49°09.03'N
016°09.21'E

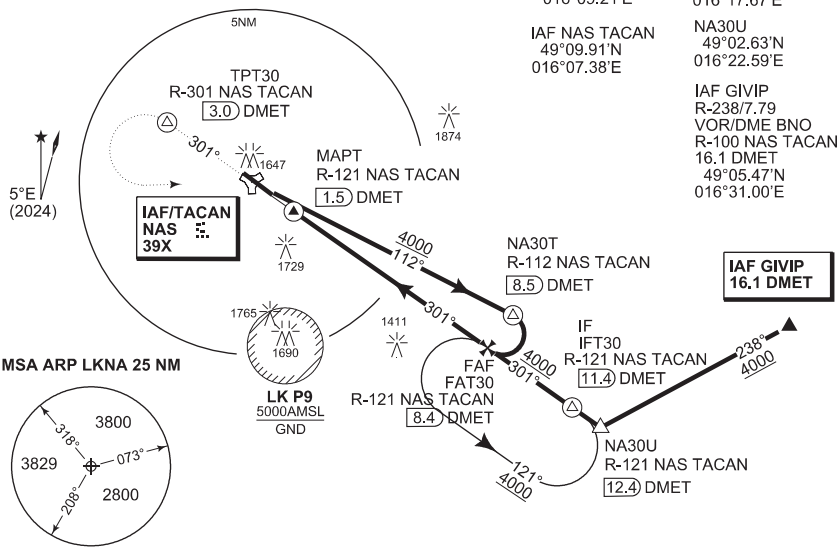
IAF NAS TACAN
49°09.91'N
016°07.38'E

NA30T
49°05.93'N
016°18.82'E

FAT30
49°04.99'N
016°17.67'E

NA30U
49°02.63'N
016°22.59'E

IAF GIVIP
R-238/7.79
VOR/DME BNO
R-100 NAS TACAN
16.1 DMET
49°05.47'N
016°31.00'E



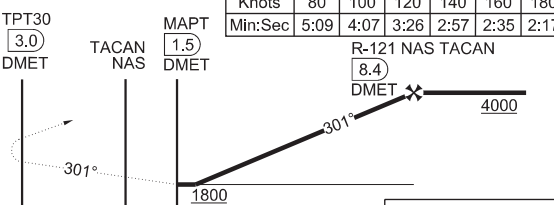
TA 5000

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.

	FAF to MAPT 6.8 NM					
Knots	80	100	120	140	160	180
Min:Sec	5:09	4:07	3:26	2:57	2:35	2:17



	CATEGORY	H
EU-OPS	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°
	ⓐ CIRCLING	**1950** - 1.5 400 (400 - 1.5/1.8)

CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

COPTER NDB RWY 30 MIL ONLY 49°09.97'N 016°07.46'E **NAMEST (LKNA)**

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 1547

NDB or PAR RWY 30
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	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
LA 514.5	304°	4000	5.2% (3°)	**1880**	1496	900 M	7874

NOTE:

ⓐ CIRCLING N OF AD ONLY.

ⓑ CAT A: 112° 3 MIN 50 SEC
CAT B: 112° 3 MIN 05 SEC
ⓒ CAT C: 103° 2 MIN 20 SEC
CAT D: 103° 2 MIN 00 SEC

ⓓ 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

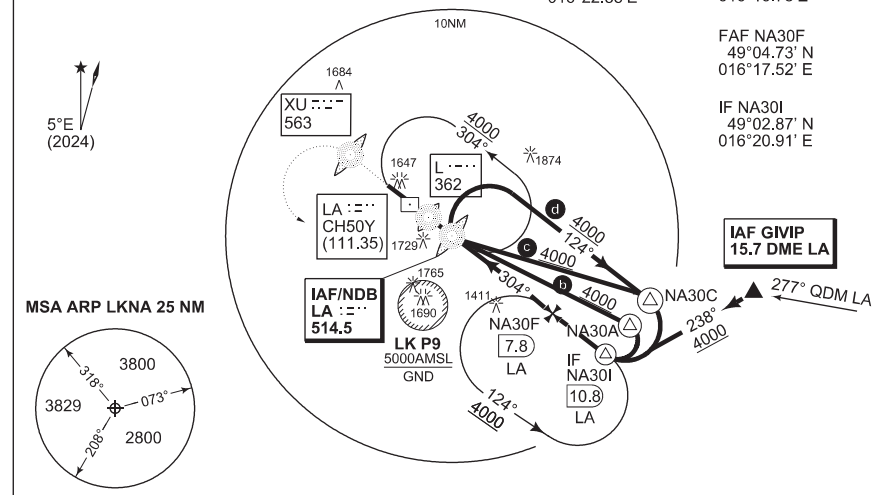
NA30A
10.85 LA DME
292° QDM LA NDB
49°04.27'N
016°22.38'E

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



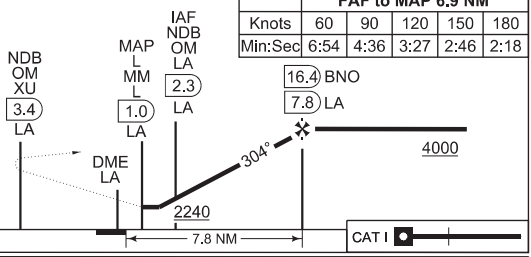
TA 5000

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.

	FAF to MAP 6,9 NM				
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
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°			
ⓐ CIRCLING	**1950** - 1.5 400 (400 - 1.5/1.8)	**2050** - 1.8 500 (500 - 1.8/2.3)	**2150** - 2.4 600 (600 - 2.4/2.7)	**2250** - 3.6 700 (700 - 3.6/3.6)

EU-OPS

CHANGE: Chart revision

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	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
LA 514,5	304°	4000	5.2% (3°)	**1880**	1496	900 M	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

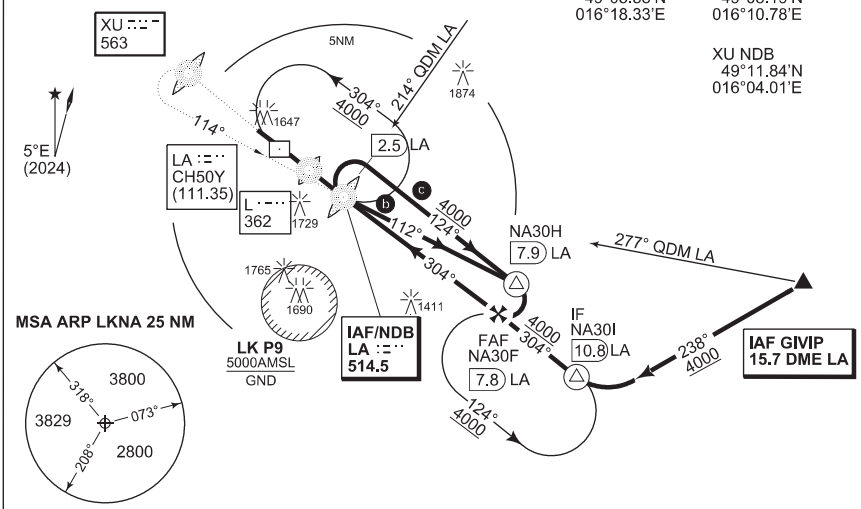
IAF GIVIP
R-238/7.79
VOR/DME BNO
15.7 DME LA
277° QDM LA NDB
49°05.47'N
016°31.00'E

NA30I
49°02.87'N
016°20.92'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



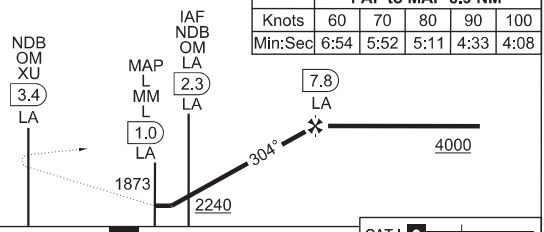
TA 5000

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.

	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

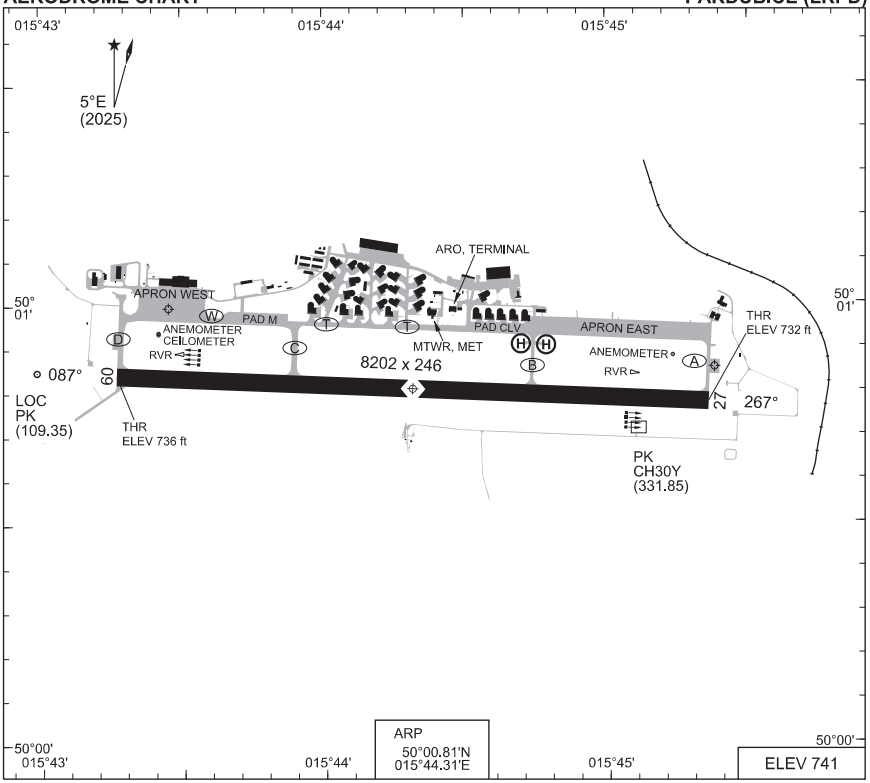
CATEGORY	H
S-NDB 30	**1880** - 1.0 380 (400 - 1.0/1.7)
S-PAR 30	**1873** - 1.0 377 (400 - 1.0/1.7) GS 3°
(a) CIRCLING	**1950** - 1.5 400 (400 - 1.5/1.8)

EU-OPS

CHANGE: Chart revision

MIL AIS ATC Prague 16 APR 2026

COPTER NDB RWY 30 MIL ONLY 49°09.97'N 016°07.46'E **NAMEST (LKNA)**



RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
09	48 R/B/W/T	540 R/B/W/T	8202	8202	8907	8202	3.0°			50°00.84'N 015°43.27'E
27			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	**981** - 550 250 (300-0.8/1.3)
SRA	NIL								
PAR	PANS-OPS	09	3.0°				A B C D	EU-OPS	**986** - 800 250 (300-0.8/1.3)

CHANGE: VAR, flight procedures

MIL AIS ATC Prague 16 APR 2026

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

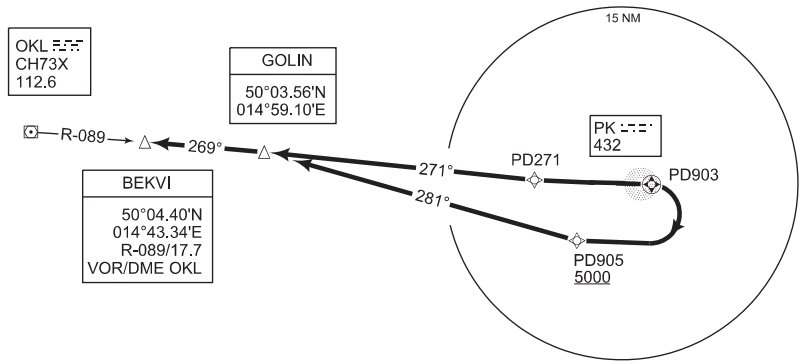
NOTE: RNAV1 required

5°E
(2025)

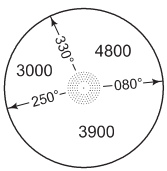
PD271
50°01.10'N
015°34.75'E

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)	- Straight ahead to PD271 - After passing PD271 continue track 271° to GOLIN - Continue track 269°to BEKVI
BEKVI 4V (RWY 09)	- Straight ahead to PD903 - After passing PD903 turn right to PD905 in climbing to 5000 ft - Continue track 281° to GOLIN - Continue track 269°to BEKVI

CHANGE: VAR, MSA, flight procedures

MIL AIS ATC Prague 16 APR 2026

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

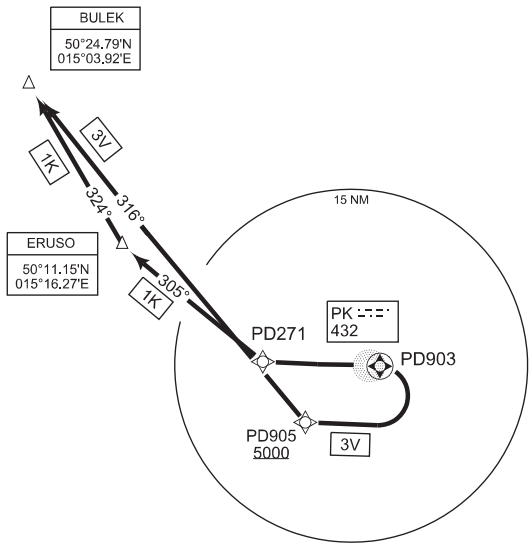
NOTE: RNAV1 required

5°E
(2025)

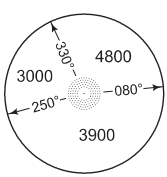
PD271
50°01.10'N
015°34.75'E

PD903
50°00.62'N
015°50.18'E

PD905
49°55.91'N
015°40.28'E



MSA PK NDB 25 NM



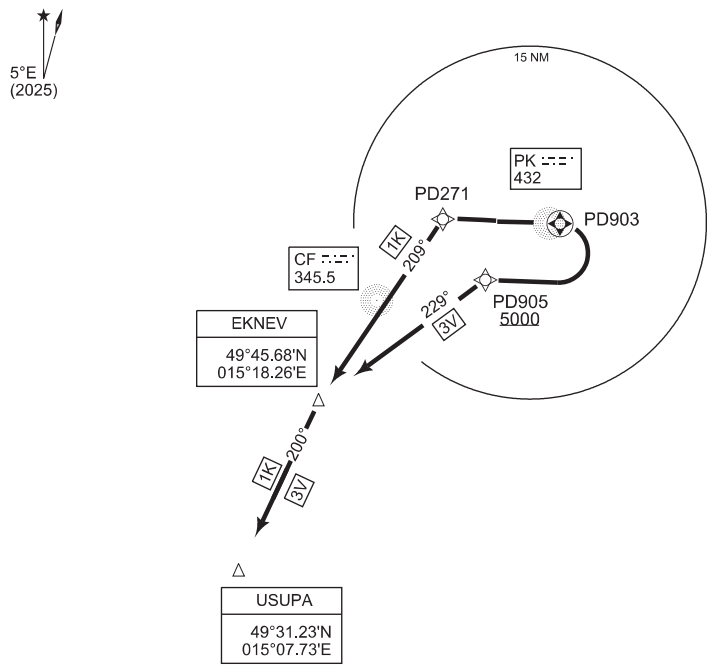
TA 5000

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

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

NOTE: RNAV1 required

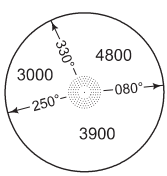


PD271
50°01.10'N
015°34.75'E

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

USUPA 1K (RWY 27)	- Climb straight ahead to PD271 - After passing PD271 turn left track 209° to EKNEV - Continue track 200° to USUPA
USUPA 3V (RWY 09)	- Straight ahead to PD903 - After passing PD903 turn right to PD905 in climbing to 5000 ft - Continue track 229° to EKNEV - Continue track 200° to USUPA

CHANGE: VAR, MSA, flight procedures

MIL AIS ATC Prague 16 APR 2026

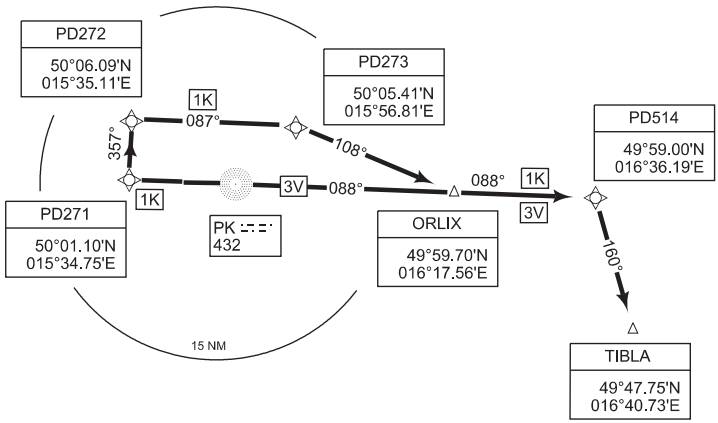
PARDUBICE RADAR		PARDUBICE PRECISION		PARDUBICE TWR	
128.365	267.300x	296.825 O/R	123.300 O/Rx	120.155	120.205x

NOTE: RNAV1 required

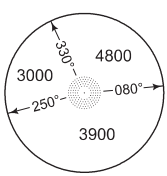
5°E (2025)

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)	- Climb straight ahead to PD271 - Continue track 357° to PD272 - Continue track 087° to PD273 - Continue track 108° to ORLIX - Continue track 088° to PD514 - Continue track 160° to TIBLA
TIBLA 3V (RWY 09)	- Straight ahead to ORLIX - Continue track 088° to PD514 - Continue track 160° to TIBLA

CHANGE: VAR, MSA, flight procedures

MIL AIS ATC Prague 16 APR 2026

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 741

NDB RWY 09
PARDUBICE (LKPD)

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

NDB-DME	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
PK 432/CH30Y	087°	3000	5.2% (3°)	**1210**	736	794 M	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.

Ⓐ CIRCLING S OF AD ONLY

Speed limitations not applicable to mil aircraft

DME REQUIRED

IAF PK NDB
50°00.67'N
015°48.78'E

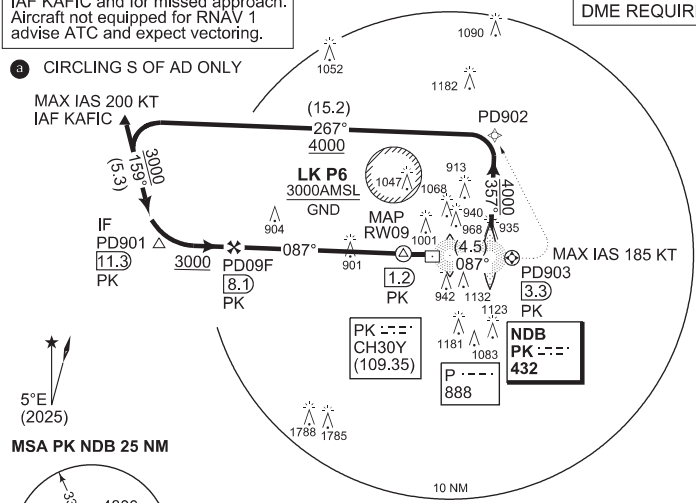
FAF PD09F
50°01.16'N
015°32.50'E

IF901
50°01.30'N
015°27.70'E

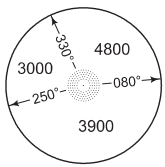
PD902
50°05.66'N
015°49.17'E

PD903
50°00.62'N
015°50.18'E

IAF KAFIC
50°06.36'N
015°25.56'E



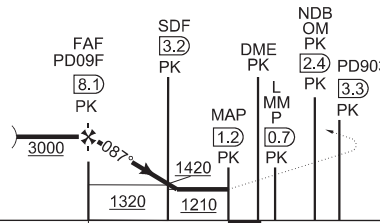
MSA PK NDB 25 NM



MISSED APPROACH **TA 5000**

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.



	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

CATEGORY	A	B	C	D
EU-OPS S-NDB 09	**1210** - 1800 470 (500 - 1.8/2.2)			
EU-OPS 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, light procedures

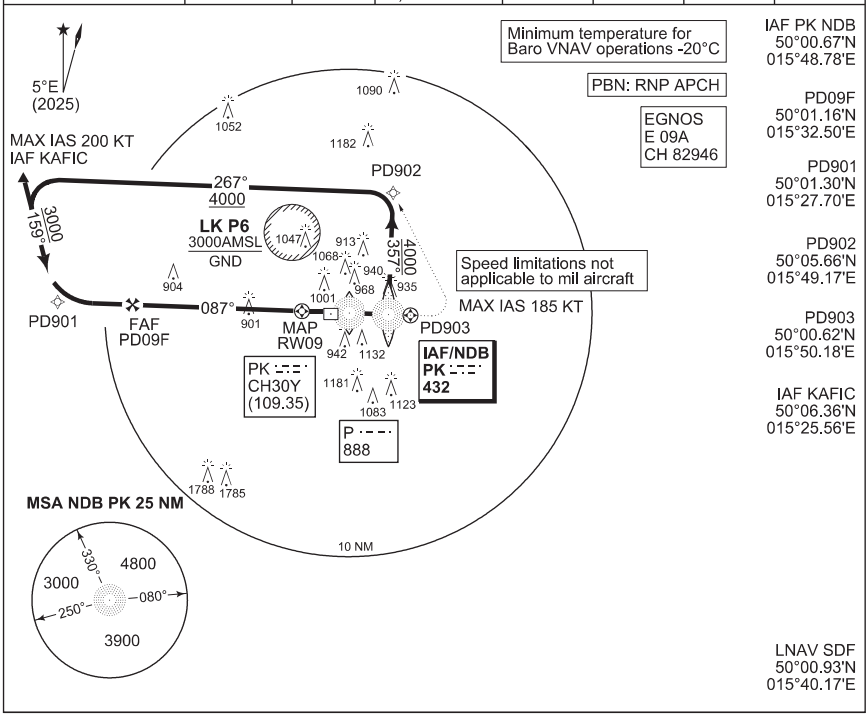
MIL AIS ATC Prague 16 APR 2026

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 741

RNP RWY 09
PARDUBICE (LKPD)

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

LOC-DME	APP COURSE	FAF ALT	DESCENT GR	DA	THR ELEV	ALS-LENGTH	LDA
PK 109.35/CH30Y	087°	3000	5,24% / 3.0°	**see CAT**	736	794 M	8202



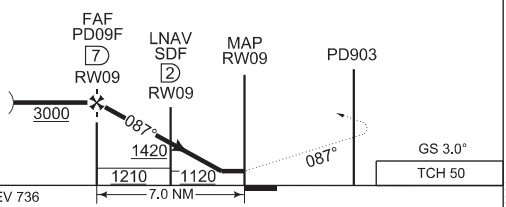
MISSED APPROACH **TA 5000**

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



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)

EU-OPS

CHANGE: VAR, MSA, flight procedures

MIL AIS ATC Prague 16 APR 2026

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 741

PAR RWY 09
PARDUBICE (LKPD)

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

NDB-DME	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
PK 432/CH30Y	087°	3000	5.2% (3°)	**986**	736	794 M	8202

Speed limitations not applicable to mil aircraft

DME REQUIRED

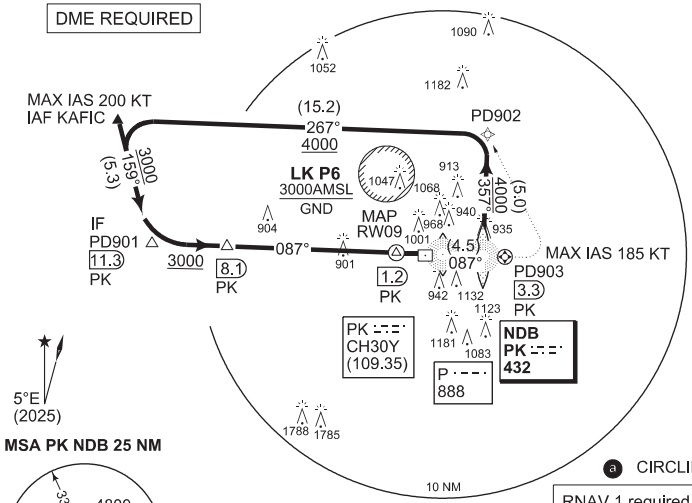
IAF PK NDB
50°00.67'N
015°48.78'E

IF901
50°01.30'N
015°27.70'E

PD902
50°05.66'N
015°49.17'E

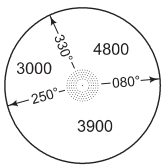
PD903
50°00.62'N
015°50.18'E

IAF KAFIC
50°06.36'N
015°25.56'E



5°E
(2025)

MSA PK NDB 25 NM



NOTE:

ⓐ CIRCLING S OF AD ONLY

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

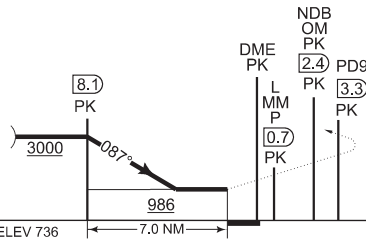
In case of RCF on final approach track without landing clearance follow the missed approach procedure.

MISSED APPROACH **TA 5000**

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.

	8.1 DME PK to THR09 7.0 NM					
Knots	80	100	120	140	160	180
Min:Sec	5:14	4:11	3:29	3:00	2:37	2:20



CHANGE:	CATEGORY	A	B	C	D
EU-OPS	S-PAR 09	**986** - 800 250 (300 - 0.8/1.3)			
	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)

MIL AIS ATC Prague 16 APR 2026

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 741

ILS Y RWY 27
PARDUBICE (LKPD)

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

LOC-DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-LENGTH	LDA
PK 109.35/CH30Y	267°	3000	3.0°	see CAT	731	794 M	8202

NOTE:

ⓐ CIRCLING S OF AD ONLY

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

DME REQUIRED

Speed limitations not applicable to mil aircraft

MAX IAS 185 KT

PD272

(14.0) 087°

PD273 (5.0) 087° 4000

MAX IAS 220 KT PD274

5°E (2025)

LK P6 3000AMSL GND

P 888

IAF/NDB PK 432

(5.0) 357°

(5.0) 177° 3000

042°

PD271

MAX IAS 185 KT

267° 3000

IAF PARPE 12,3 PK DME

FAF PD27F 7.1 PK

Speed limitations not applicable to mil aircraft

LOC PK 109.35

PK CH30Y (109.35)

1090 1182 1047 913 1068 940 935 904 901 1001 968 942 1132 1181 1123 1083 1788 1785

MSA PK NDB 25 NM

10 NM

330° 4800 080° 250° 3000 3900

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

SDF NDB OM PK

MAP L MM P 0.7 PK

2.4 PK

4.0 PK

FAF PD27F 7.1 PK

3000

261°

2010

1490

1080

1200

DME PK

GP 3.0°

ILS RDH 50,85

CAT I

THR ELEV 731

CATEGORY	A	B	C	D
EU-OPS S-ILS 27 CAT I	**931** - 550 200 (200 - 0.8/1.2)			
EU-OPS S-LOC 27	**1080** - 900 350 (400 - 0.9/1.6)			
EU-OPS ⓐ 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 26

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 741

ILS Z RWY 27
PARDUBICE (LKPD)

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

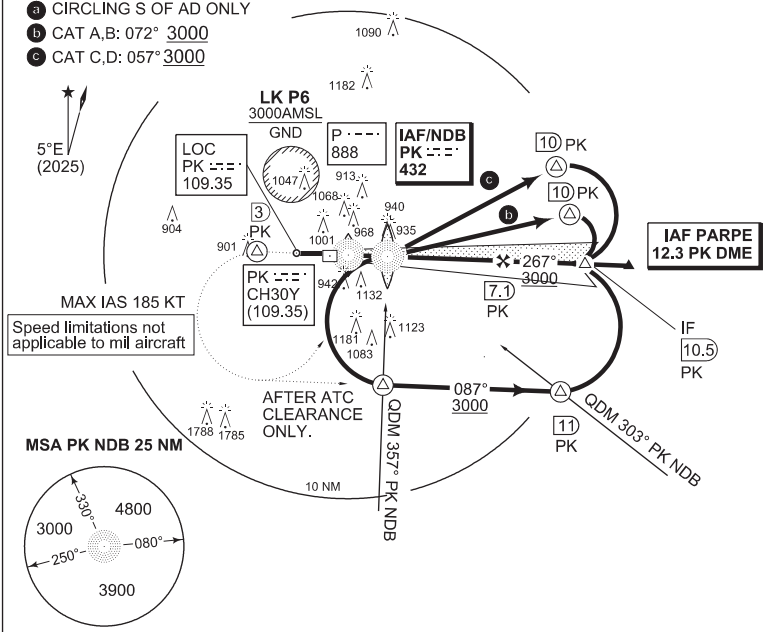
LOC-DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-LENGTH	LDA
PK 109.35/CH30Y	267°	3000	3.0°	see CAT	731	794 M	8202

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

DME REQUIRED

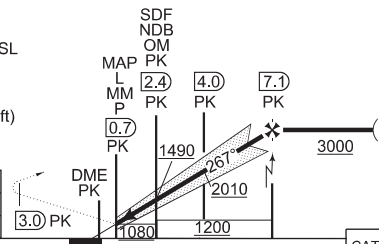
IAF PK NDB
50°00.67'N
015°48.78'E

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

CATEGORY	A	B	C	D
EU-OPS S-ILS 27 CAT I	**931** - 550 200 (200 - 0.8/1.2)			
EU-OPS S-LOC 27	**1080** - 900 350 (400 - 0.9/1.6)			
EU-OPS (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

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

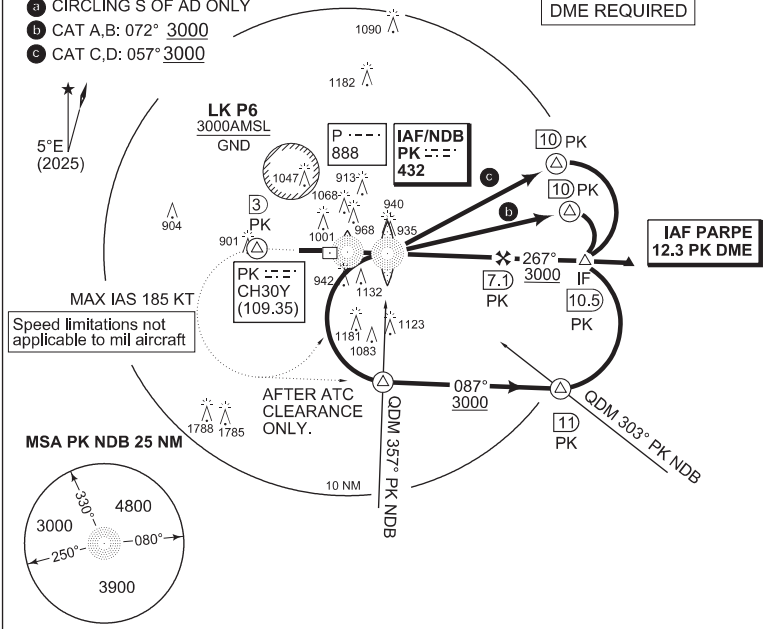
NDB-DME	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
PK 432/CH30Y	267°	3000	5.2% (3°)	**1200**	731	794 M	8202

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

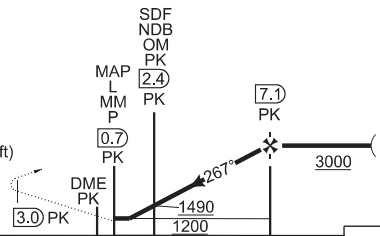


MISSED APPROACH **TA 5000**

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)

EU-OPS

CHANGE: VAR, MSA, flight procedures

MIL AIS ATC Prague 16 APR 2026

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 741

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

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

LOC-DME	APP COURSE	FAF ALT	DESCENT GR	DA	THR ELEV	ALS-LENGTH	LDA
PK 109.35/CH30Y	267°	3000	5,24% / 3.0°	**see CAT**	731	794 M	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

EGNOS
E 27B
CH 52397

Speed limitations not applicable to mil aircraft

MAX IAS 185 KT

Speed limitations not applicable to mil aircraft

MAX IAS 185 KT

MAX IAS 220 KT

5°E (2025)

LK P6
3000AMSL
GND

PD272
PD271
PD273
PD274
PD27F

(14.0) 087°
(5.0) 357°
(6.9) 267°
(5.0) 087° 4000
(5.0) 177° 3000
(7.0)
FAF PD27F 267° 3000

MAP RW27

PK [illegible]
CH30Y
(109.35)

IAF/NDB
PK [illegible]
432

IAF PARPE
12.3 PK DME

1090 1182 913 1068 1047 904 940 935 968 1001 901 1132 942 1181 1083 1123 1788 1785

MSA PK NDB 25 NM

330° 4800 080° 3900 250° 3000

10 NM

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

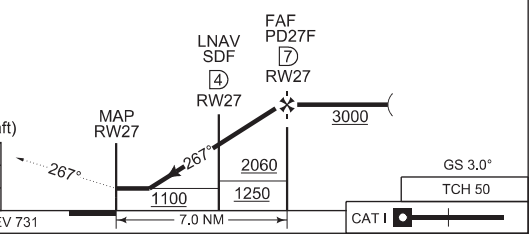
LNAV SDF
50°00.58'N
015°51.55'E

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 4000 ft.

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	3:30	3:00	2:37	2:20



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)

EU-OPS

CHANGE: VAR, MSA, flight procedures

MIL AIS ATC Prague 16 APR 26

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 741

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

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

LOC-DME	APP COURSE	FAF ALT	DESCENT GR	DA	THR ELEV	ALS-LENGTH	LDA
PK 109.35/CH30Y	267°	3000	5,24% / 3.0°	**see CAT**	731	794 M	8202

NOTE:
- (a) CIRCLING S OF AD ONLY
- (b) CAT A,B: 127° 3000

Minimum temperature for Baro VNAV operations -20°C

PBN: RNP APCH

EGNOS
E 27A
CH 71156

5°E
(2025)

LK P6
3000AMSL
GND

PK [illegible]
CH30Y
(109.35)

IAF/NDB
PK [illegible]
432

MAX IAS 160 KT
PD411

MAP
RW27

FAF
PD27F
267°
3000

PD415

IAF PARPE
12.3 PK DME

Speed limitations not applicable to mil aircraft

177°

357°

087°
3000

PD412
MAX IAS 160 KT

PD413

PD414

MSA PK NDB 25 NM

330°
4800
3000
080°
250°
3900

10 NM

IAF PK NDB
50°00.67'N
015°48.78'E

IAF PARPE
50°00.17'N
016°04.15'E

PD27F
50°00.43'N
015°56.15'E

PD411
50°00.99'N
015°38.52'E

PD412
49°57.49'N
015°38.26'E

PD413
49°56.97'N
015°54.97'E

PD414
49°56.76'N
016°01.15'E

PD415
50°00.26'N
016°01.43'E

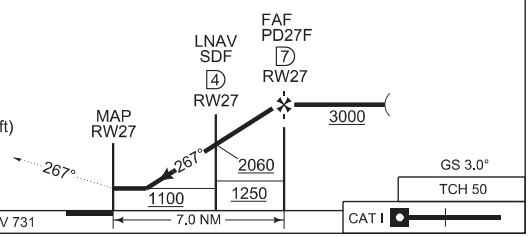
LNAV SDF
50°00.58'N
015°51.55'E

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)

	FAF to MAP 7.0 NM					
Knots	80	100	120	140	160	180
Min:Sec	5:14	4:11	3:30	3:00	2:37	2:20



CATEGORY	A	B
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	**1250** - 1900 510 (600 - 1.9/2.4)	**1430** - 2800 690 (700 - 2.8/3.2)

CHANGE: VAR, MSA, flight procedures

EU-OPS

MIL AIS ATC Prague 16 APR 26

PANS-OPS
INSTRUMENT APPROACH CHART AD ELEV 741

PAR RWY 27
PARDUBICE (LKPD)

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

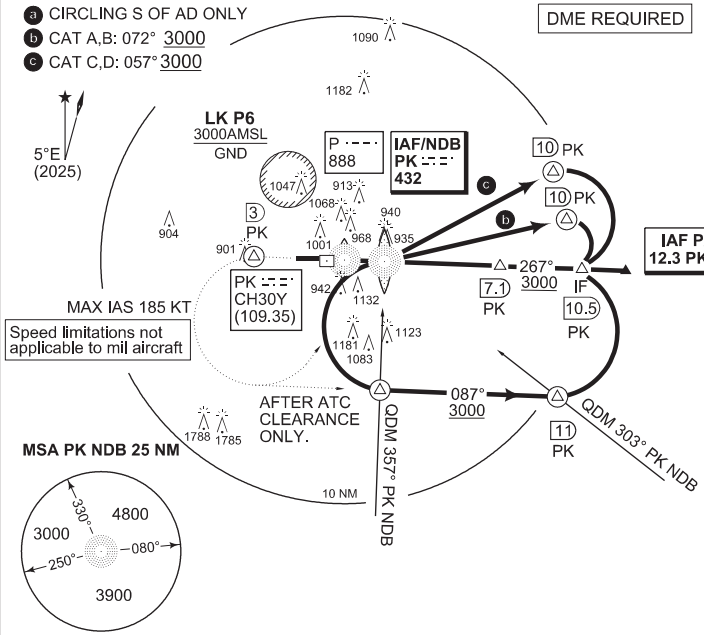
NDB-DME	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-LENGTH	LDA
PK 432/CH30Y	267°	3000	5.2% (3°)	**981**	731	794 M	8202

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

IAF PK NDB
50°00.67'N
015°48.78'E

IAF PARPE
50°00.17'N
016°04.15'E

DME REQUIRED

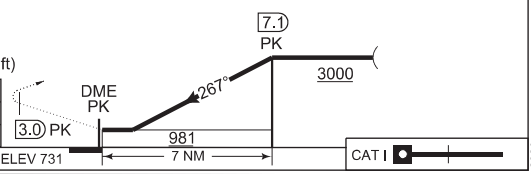


MISSED APPROACH **TA 5000**

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)

	7.1 DME PK to THR27 7 NM					
Knots	80	100	120	140	160	180
Min:Sec	5:14	4:11	3:30	3:00	2:37	2:20

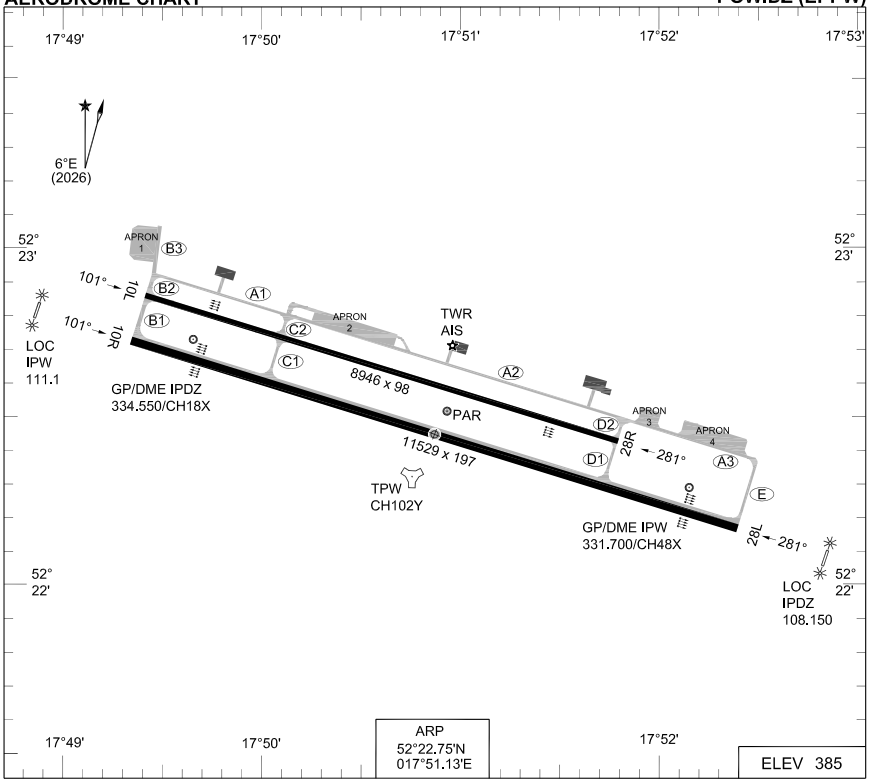


CATEGORY	A	B	C	D
S-PAR 27	**981** - 550 250 (300 - 0.8/1.3) GS 3°			
a CIRCLING	**1250** - 1900 510 (600 - 1.9/2.4)	**1430** - 2800 690 (700 - 2.8/3.2)	**1580** - 3400 840 (900 - 3.4/3.8)	**1760** - 4400 1020 (1100 - 4.4/4.9)

EU-OPS

CHANGE: VAR, MSA, flight procedures

MIL AIS ATC Prague 16 APR 2026



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
10 L	60 R/A/W/T	8946	8946	13037	8946	3.0°		367	52°23.15'N 017°49.72'E
28 R		8946	8946	10554	8946	3.0°		385	52°22.72'N 017°52.02'E
10 R	60 R/A/W/T	11529	11529	13038	11529	3.0°		364	52°23.03'N 017°49.65'E
28 L		11529	11529	13136	11529	3.0°		382	52°22.47'N 017°52.60'E

POWIDZ TOWER 119.005
POWIDZ APPROACH 129.680
POWIDZ PRECISION 132.430
POWIDZ ATIS 127.380

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA
PAR	PANS-OPS	28L	3.0°				ABCDE	672 - 650 290 (300-0.8/1.4)
PAR	PANS-OPS	28R	3.0°				ABCDE	675 - 0.8 290 (300-0.8/1.4)
PAR	PANS-OPS	10L	3.0°				ABCDE	677 - 1.0 310 (400-1.0/1.4)
PAR	PANS-OPS	10R	3.0°				ABCDE	674 - 1000 310 (400-1.0/1.4)

CHANGE: EDITORIAL

MATSO 11 JUN 2026

MIPST
INSTRUMENT APPROACH CHART

AD ELEV 385

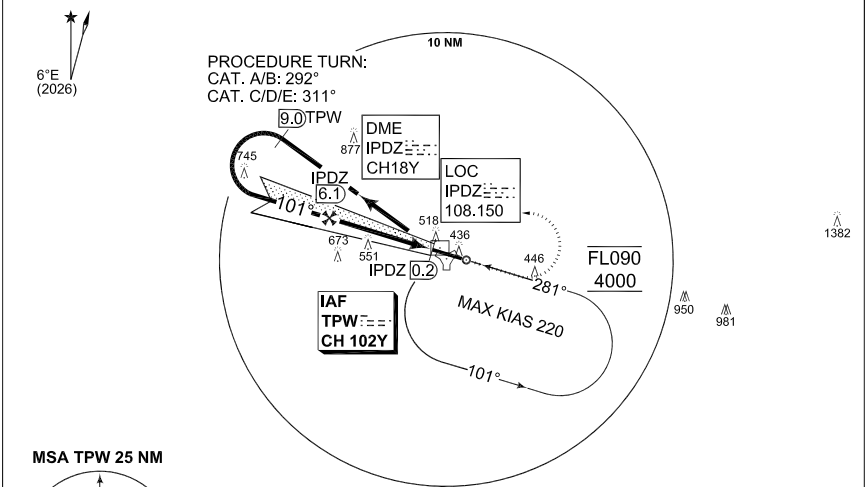
ILS z or LOC z RWY10R
POWIDZ (EPPW)

POWIDZ APPROACH	ATIS	POWIDZ TOWER	
129.680	127.380	119.005	-

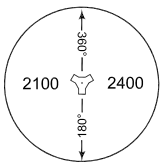
ILS /DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA
IPDZ 108.150/CH18Y	101°	2300	3.0°	**see CAT**	364	420 M	11529

NOTE:
a) DME, TACAN REQUIRED

IAF
52°22.62'N
017°51.02'E



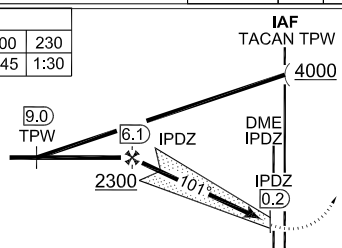
MSA TPW 25 NM



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	**804** - 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)

CHANGE: EDITORIAL
EU-OPS
MATSO 11 JUN 2026

ILS z or LOC z RWY 10R

52°22.75'N
017°51.13'E

POWIDZ (EPPW)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 385

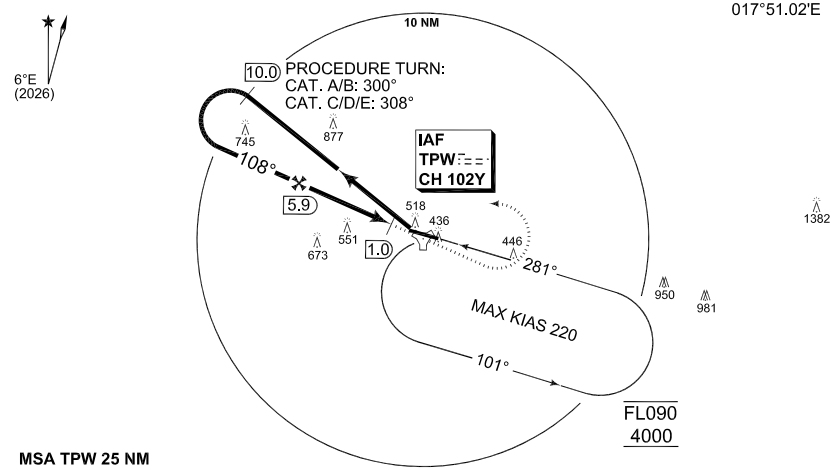
TACAN RWY 10L
POWIDZ (EPPW)

POWIDZ APPROACH	ATIS	POWIDZ TOWER	
129.680	127.380	119.005	-

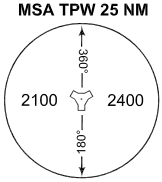
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TPW CH102Y	108°	2000	5.2 %	807	367	420 M	8946

CAUTION:
FINAL TRACK 7 DEG OFFSET FROM RCL

IAF
52°22.62'N
017°51.02'E



MSA TPW 25 NM

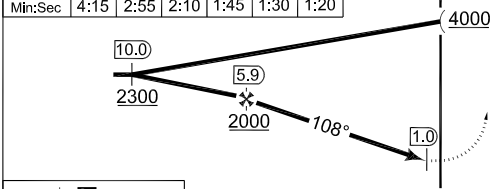


Dist. TPW	5.9	5.0	4.0	3.0	2.2
Altitude	2000	1700	1385	1070	807

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.

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)

EU-OPS
CHANGE: EDITORIAL
MATSO 11 JUN 2026

TACAN RWY 10L

52°22.75'N
017°51.13'E

POWIDZ (EPPW)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 385

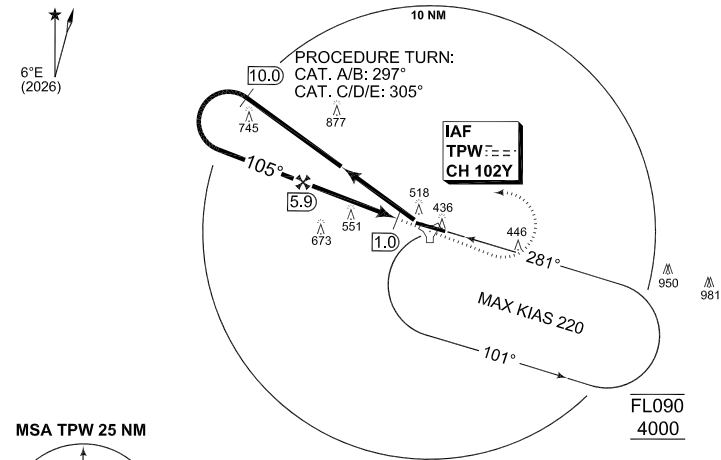
TACAN RWY10R
POWIDZ (EPPW)

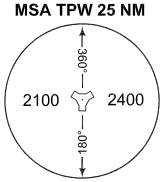
POWIDZ APPROACH	ATIS	POWIDZ TOWER	
129.680	127.380	119.005	-

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TPW CH102Y	105°	2000	5.2 %	**804**	364	420 M	11529

CAUTION:
FINAL TRACK 4 DEG OFFSET FROM RCL

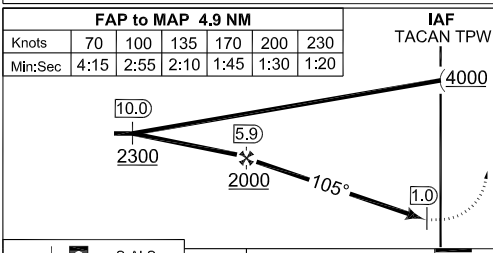
IAF
52°22.62'N
017°51.02'E





Dist. 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



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.

CATEGORY	A	B	C	D	E
TACAN 10R	**804** - 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)

CHANGE: EDITORIAL
EU-OPS
MATSO 11 JUN 2026

TACAN RWY 10R

52°22.75'N
017°51.13'E

POWIDZ (EPPW)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 385

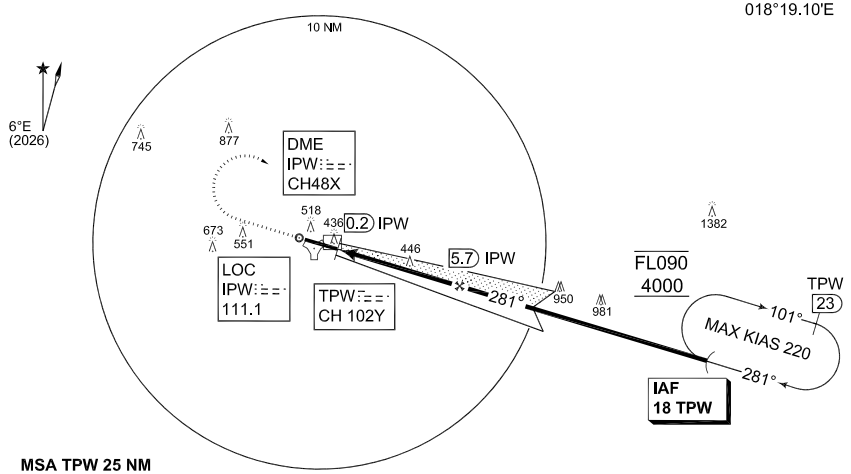
ILS y or LOC y RWY 28L
POWIDZ (EPPW)

POWIDZ APPROACH	ATIS	POWIDZ TOWER	
129.680	127.380	119.005	-

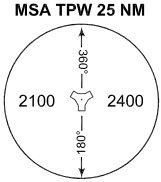
ILS /TACAN	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA
IPW 111.1/TPW CH102Y	281°	2200	3.0°	**see CAT**	382	900 M	11529

NOTE:
a) DME, TACAN REQUIRED

IAF
52°17.43'N
018°19.10'E



MSA TPW 25 NM

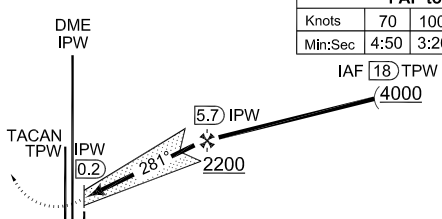


Dist. IPW	5.7	5.0	4.0	3.0	2.0	1.2
Altitude	2200	1975	1660	1345	1030	765

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



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)

CHANGE: EDITORIAL
EU-OPS
MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 385

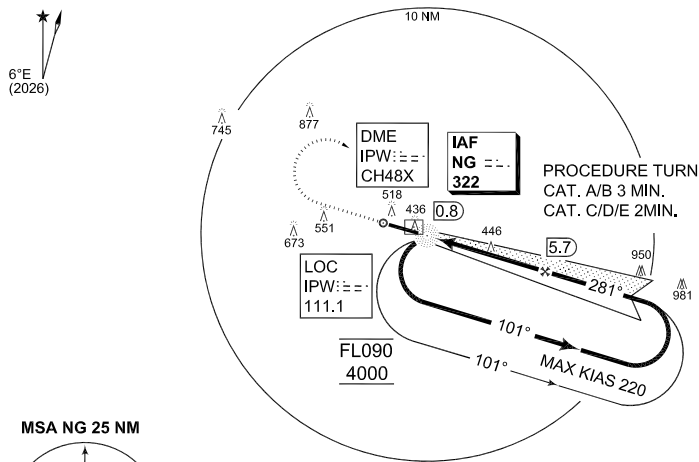
ILS z or LOC z RWY 28L
POWIDZ (EPPW)

POWIDZ APPROACH	ATIS	POWIDZ TOWER	
129.680	127.380	119.005	-

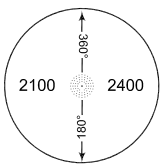
ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA
IPW 111.100/CH48X	281°	2200	3.0°	**see CAT**	382	900 M	11529

NOTE:
a) DME REQUIRED

IAF
52°22.27'N
017°53.60'E



MSA NG 25 NM

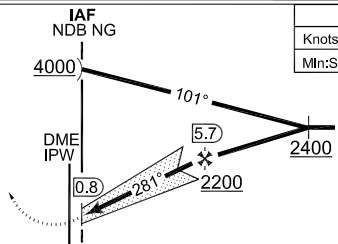


Dist. IPW	5.7	5.0	4.0	3.0	2.0	1.2
Altitude	2200	1975	1660	1345	1030	765

TA 6500

MISSED APPROACH

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



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

CAT I

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)

CHANGE: EDITORIAL
EU-OPS
MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 385

TACAN y RWY 28L
POWIDZ (EPPW)

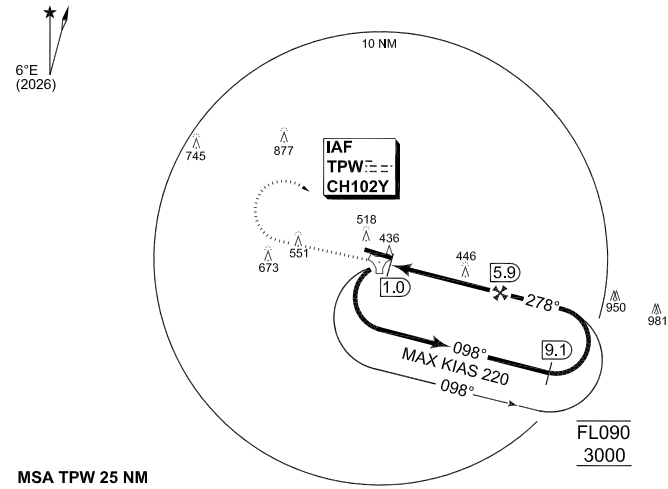
POWIDZ APPROACH	ATIS	POWIDZ TOWER	
129.680	127.380	119.005	-

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TPW CH102Y	(d) 278°	2000	5.2 %	**815**	382	900 M	11529

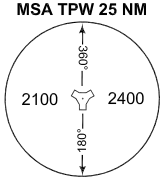
CAUTION:

(d) FINAL TRACK 3 DEG OFFSET FROM RCL

IAF
52°22.62'N
017°51.02'E



MSA TPW 25 NM

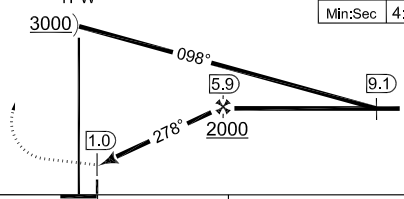


Dist. TPW	5.9	5.0	4.0	3.0	2.2
Altitude	2000	1715	1400	1085	815

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

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)

CHANGE: EDITORIAL
EU-OPS

MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

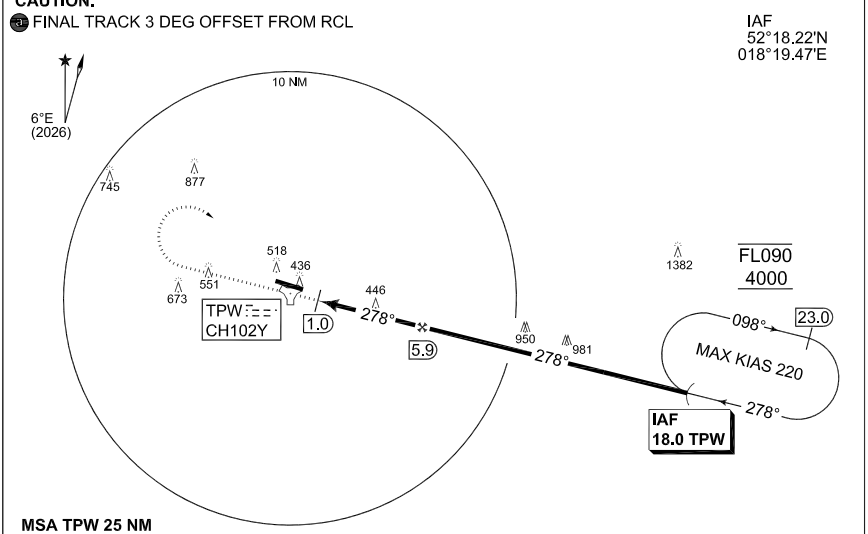
AD ELEV 385

TACAN z RWY 28L
POWIDZ (EPPW)

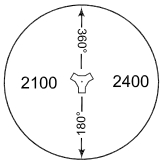
POWIDZ APPROACH	ATIS	POWIDZ TOWER	
129.680	127.380	119.005	-

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TPW CH102Y	278°	2000	5.2 %	**815**	382	900 M	11529

CAUTION:
FINAL TRACK 3 DEG OFFSET FROM RCL



MSA TPW 25 NM



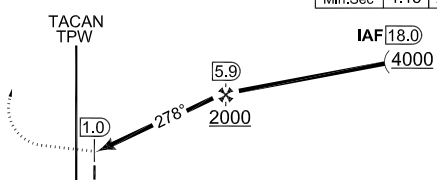
Dist. TPW	5.9	5.0	4.0	3.0	2.2
Altitude	2000	1715	1400	1085	815

TA 6500

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

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.



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)

CHANGE: EDITORIAL
EU-OPS
MATSO 11 JUN 2026

TACAN z RWY 28L

52°22.75'N
017°51.13'E

POWIDZ (EPPW)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 385

TACAN y RWY 28R
POWIDZ (EPPW)

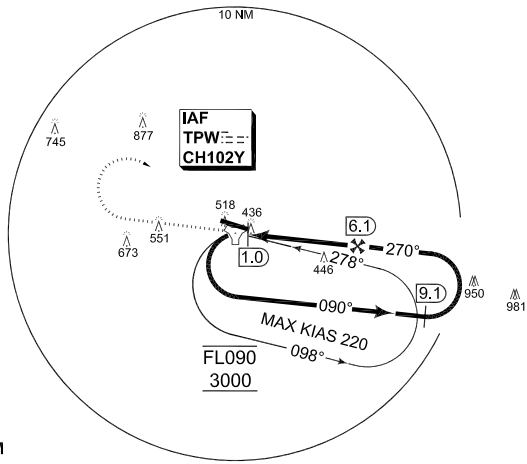
POWIDZ APPROACH	ATIS	POWIDZ TOWER	
129.680	127.380	119.005	-

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TPW CH102Y	270°	2200	5.2 %	815	385	900 M	8946

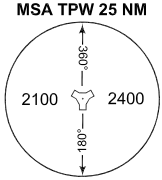
CAUTION:
FINAL TRACK 11 DEG OFFSET FROM RCL

IAF
52°22.62'N
017°51.02'E

6°E
(2026)



MSA TPW 25 NM

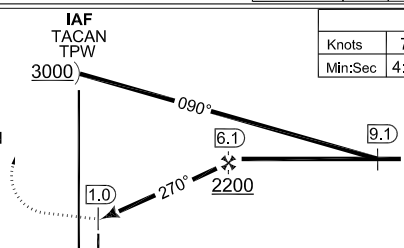


Dist. TPW	6.1	6.0	5.0	4.0	3.0	2.0	1.8
Altitude	2200	2150	1830	1515	1200	885	815

TA 6500

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.



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

CAT I

CATEGORY	A	B	C	D	E
TACAN 28R	**815** -1.3 430 (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)

CHANGE: EDITORIAL
EU-OPS

MATSO 11 JUN 2026

TACAN y RWY 28R

52°22.75'N
017°51.13'E

POWIDZ (EPPW)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 385

TACAN z RWY 28R
POWIDZ (EPPW)

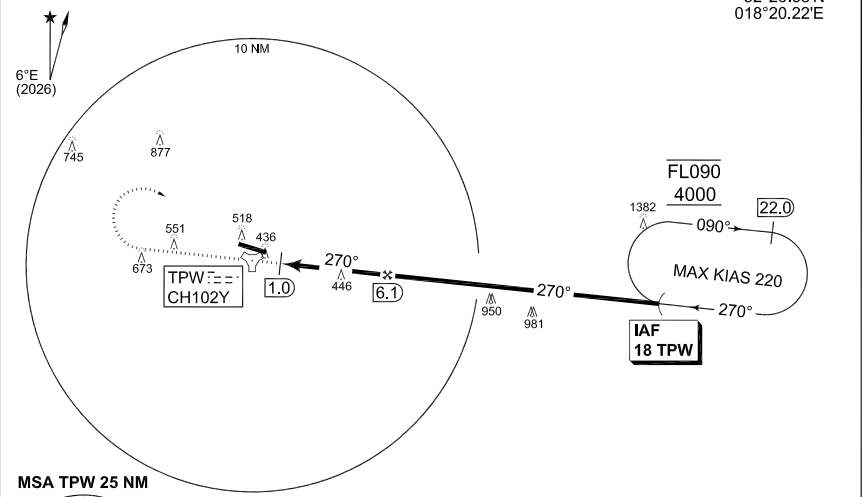
POWIDZ APPROACH	ATIS	POWIDZ TOWER	
129.680	127.380	119.005	-

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TPW CH102Y	270°	2200	5.2 %	815	385	900 M	8946

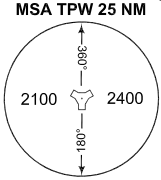
CAUTION:

FINAL TRACK 11 DEG OFFSET FROM RCL

IAF
52°20.68'N
018°20.22'E



MSA TPW 25 NM



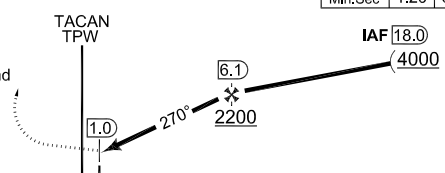
Dist. TPW	6.1	6.0	5.0	4.0	3.0	2.0	1.8
Altitude	2200	2150	1830	1515	1200	885	815

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.



CATEGORY	A	B	C	D	E
TACAN 28R	**815** -1.3 430 (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)

CHANGE: EDITORIAL
EU-OPS

MATSO 11 JUN 2026

TACAN z RWY 28R

52°22.75'N
017°51.13'E

POWIDZ (EPPW)

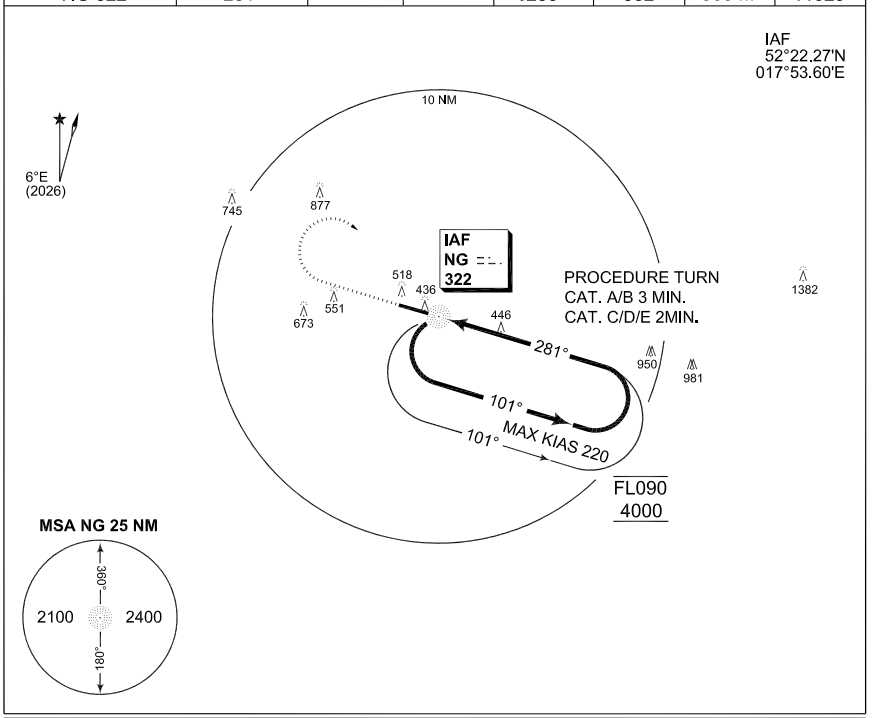
PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 385

NDB RWY 28L
POWIDZ (EPPW)

POWIDZ APPROACH	ATIS	POWIDZ TOWER	
129.680	127.380	119.005	-

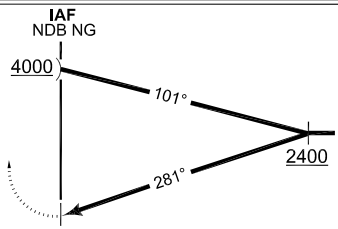
NDB	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
NG 322	281°			**1285**	382	900 M	11529



TA 6500

MISSED APPROACH

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

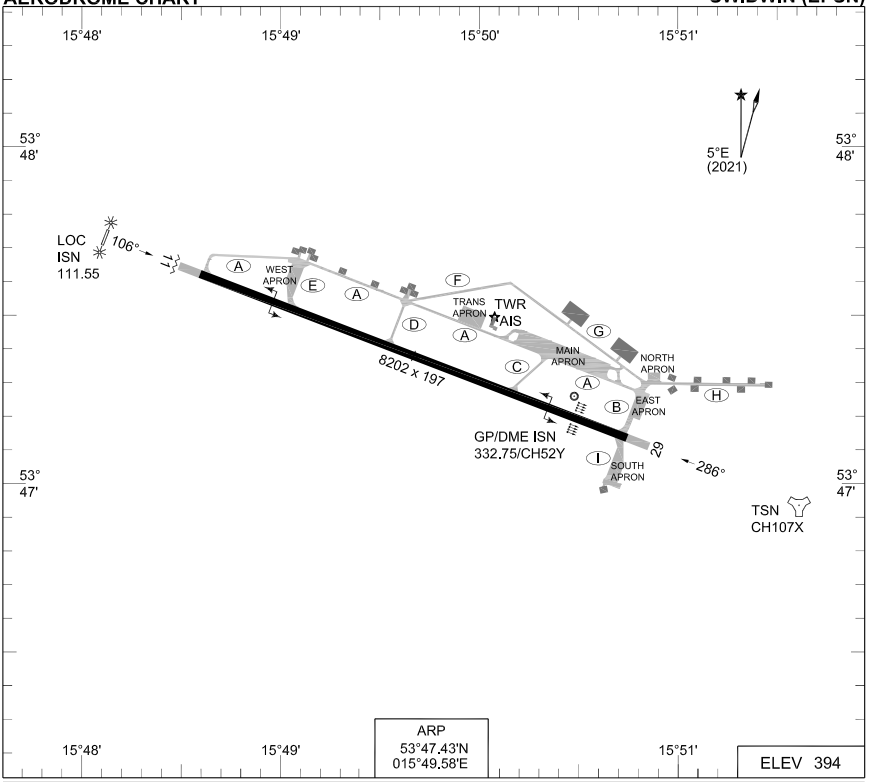


THR ELEV 382 → 0.6 ←

CAT I

CATEGORY	A	B	C	D	E
NDB 28L	**1285**-3.3 900 (900-3.3/4.0)				
CIRCLING	**1285**-4.0 900 (900-4.0)	**1285**-4.0 900 (900-4.0)	**1285**-4.0 900 (900-4.0)	**1285**-4.6 900 (900-4.6)	**1375**-5.0 990 (1000-5.0)

CHANGE: EDITORIAL
EU-OPS
MATSO 11 JUN 2026



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	TDZE	THR PSN
11	52 R/A/W/T	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: EDITORIAL

MATSO 11 JUN 2026

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 394

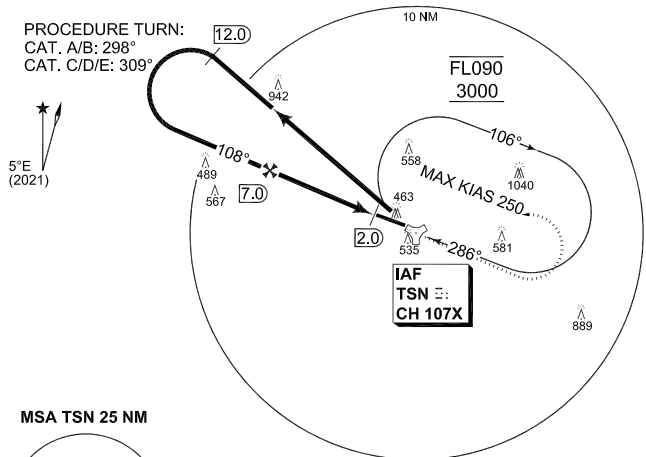
TACAN RWY 11
SWIDWIN (EPSN)

SWIDWIN APPROACH		SWIDWIN TOWER		ATIS
125.180	278.975	127.505	233.975	138.850

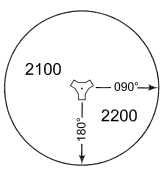
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TSN 107X	108°	2140	5.2 %	**844**	392	UNKNOWN	8202

CAUTION:
FINAL TRACK 2 DEG OFFSET FROM RCL

IAF
53°46.97'N
015°51.12'E



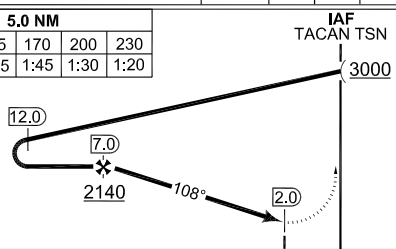
MSA TSN 25 NM



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

1132

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



TA 6500

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

CATEGORY	A	B	C	D	E
TACAN 11	**844** - 2.1 450 (500 -2.1)				
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)

EU-OPS

CHANGE: EDITORIAL

MATSO 11 JUN 2026

TACAN RWY 11

53°47.43'N
015°49.58'E

SWIDWIN (EPSN)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 394

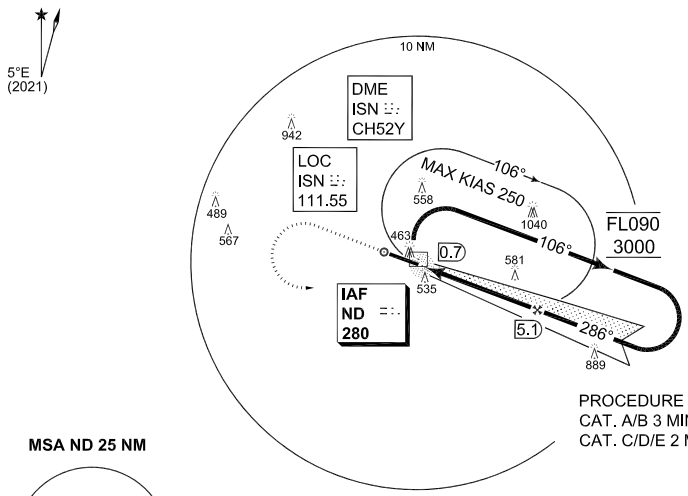
ILS or LOC RWY 29
SWIDWIN (EPSN)

SWIDWIN APPROACH		SWIDWIN TOWER		ATIS
125.180	278.975	127.505	233.975	138.850

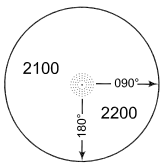
ILS/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA
ISN 111.550/CH52Y	286°	2000	3.0°	**see CAT**	379	900 M	8202

NOTE:
a) DME REQUIRED

IAF
53°47.00'N
015°51.50'E



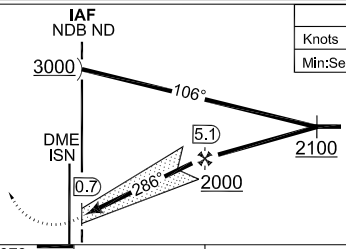
MSA ND 25 NM



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

1132

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.

CAT I

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)

EU-OPS

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PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 394

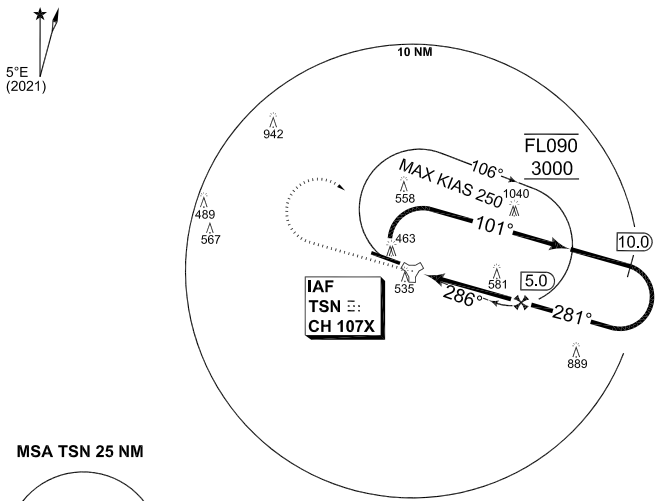
TACAN RWY 29
SWIDWIN (EPSN)

SWIDWIN APPROACH		SWIDWIN TOWER		ATIS
125.180	278.975	127.505	233.975	138.850

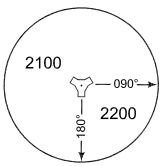
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
TSN 107X	281°	2130	5.2 %	**829**	379	900 M	8202

CAUTION:
FINAL TRACK 5 DEG OFFSET FROM RCL

IAF
53°46.97'N
015°51.12'E



MSA TSN 25 NM

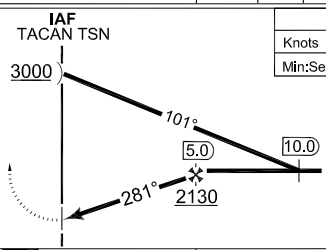


Dist.TSN	5.0	4.0	3.0	2.0	1.0	0.9
Altitude	2130	1815	1500	1185	870	829

1132

TA 6500

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



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

THR ELEV 379 — 5.3 — CAT I

CATEGORY	A	B	C	D	E
TACAN 29	**829** - 1400 450 (500 -1.4/2.1)				
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)

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EU-OPS
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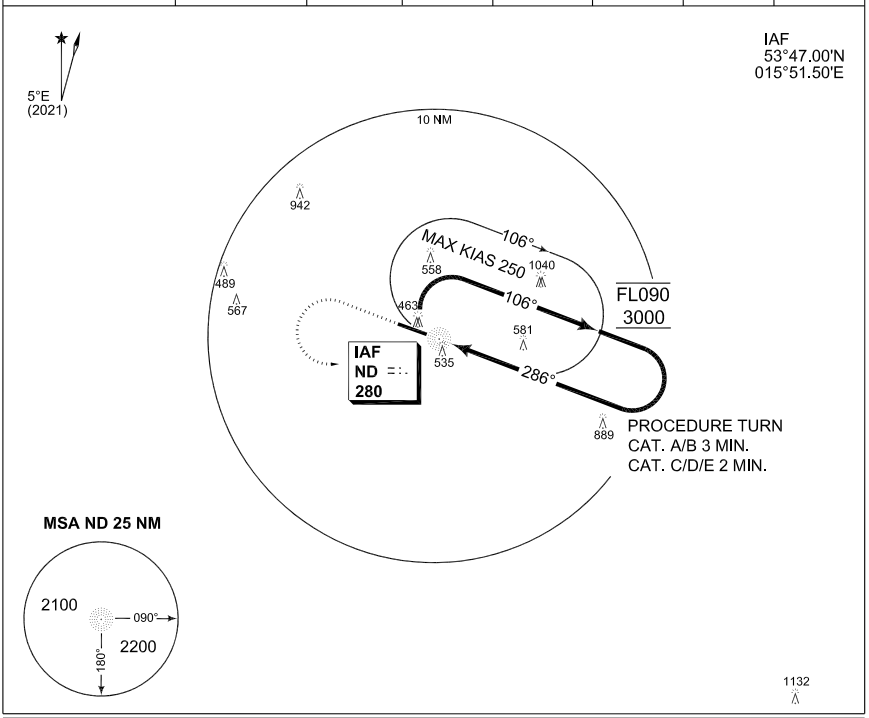
TACAN RWY 29

53°47.43'N
015°49.58'E

SWIDWIN (EPSN)

SWIDWIN APPROACH		SWIDWIN TOWER		ATIS
125.180	278.975	127.505	233.975	138.850

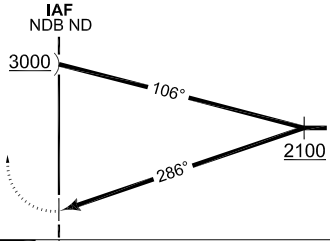
NDB	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS-Length	LDA
ND 280	286°			**1219**	379	900 M	8202



TA 6500

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 → 0.5 ←

CAT I

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

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


CENOR-countries
Non-CENOR-countries with selected procedures
No procedures published
VOL 1
VOL 2
VOL 3