

John Paul II Kraków-Balice International Airport „Krakow Airport” ICAO: EPKK, IATA: KRK

John Paul II Kraków-Balice International Airport – an aerodrome located 11 km to the west of Krakow centre, in Balice. The only Polish airport with direct rail link with the heart of the city. A part of the aerodrome is also used for military activities.



(Photo. EPKK 2012 by Drzewiecki Design)

Currently it is the second Polish air port in terms of serviced passengers and aircraft operations. The annual throughput reaches 3 million passengers with 130 operations per day on average and maximum capacity of 30 operations per hour.

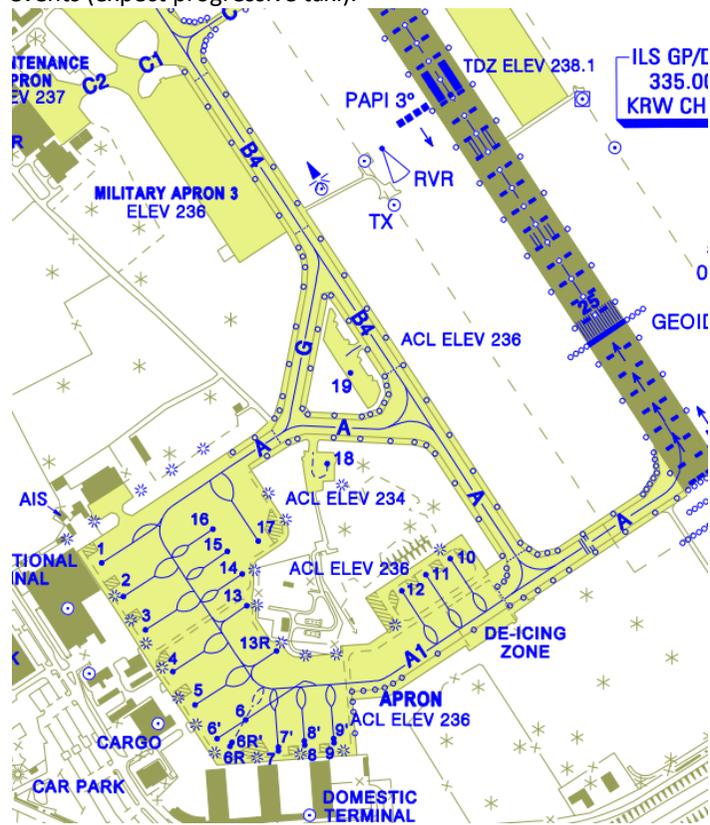
The airport is being constantly extended, and the civil operations outnumber military flights. The upcoming years are going to bring larger infrastructure, including further extension of the international terminal in order to achieve new target capacity of 9 million passengers per year.

Aerodrome Characteristics and Local Procedures

There is one concrete, 2550 metre-long runway with a threshold displaced by 300 meters for RWY25. The runway is 60 metres wide. RWY25 is equipped with ILS Cat I precision approach, RWY07 can be approached visually during the day or through a non-precision VOR approach. RNAV approaches only upon pilots requests, and not practicable at peak hours or busy events. The airport is open 24 hours per day.

Aircraft Parking and Ground Services

There are 17 stands available, for aircraft code A through E, on the civil apron adjoined by the international passenger and cargo terminals from the south and the domestic terminal from the east. Military Apron 3 may also be used during bigger events (expect progressive taxi).



(Fig. AIP POLSKA 2013)

Stands 1-6 as well as 15 and 16 are usually assigned to aircraft code C and D (EMB, B737, 757, 767 and equivalent) in rotation. It is possible to taxi, without pushback, from stands 14, 15 and 16, directly to taxiway A, if there is no risk of collision with other aircraft. Stand 17 is designated for aircraft code E (B747 and equivalent). Stands 7-9 are usually assigned to ATRs/DHC-8 type, which normally operate on domestic routes. Stands 10-12 are designated for chartered flights by aircraft code B and C. They are hardly ever used for regular passenger flights. Stands 13 and 13R are normally used to park General Aviation aircraft, whereas stand 18 is a small area used for ultralight airplanes.

There is a dedicated stand for helicopters with skids, 19, accessible from taxiway B4. Helicopters with wheels can be parked on the main apron.

Caution: the airport (terminals, aprons and taxiways) are currently undergoing major extensions and refurbishments. Frequent changes in availability of surfaces shall be expected. Check current NOTAMs for up-to-day information. There will be no limitations during bigger online events.

De-icing

A section of a new taxiway A1, alongside stands 12, 11, and 10 is designated as the de-icing zone. However, due to limited capacity of these surfaces, de-icing “at the stand” is acceptable at all stands.

Taxing

When RWY25 is in use, aircraft leave the apron via A1 and enter it via G. Reverse circulation is applied if RWY07 is active.

If this does not cause delays nor congestion, ATC may permit crews to enter or leave the apron via more convenient taxiways (eg. taxiing via A, B6 and A to holding point of RWY25 from stands 14, 15 or 16 without the necessity of pushback).

Taxiways, Vacating the Runway

The runway may be accessed or vacated by all aircraft types, via A or F.

Taxiways C and D are narrow with low bearing capacity. No aircraft larger than EMB145 may use taxiway D and no aircraft larger than B739 may use taxiway C without risk.

Taxiway E is permanently closed due to poor technical condition.

Lining up or vacating the runway via backtrack is allowed only if unusual circumstances occur (eg. unexpected closure of taxiway B).

Caution: Do not confuse emergency road, linked with the runway between C and D, with a taxiway! The road is to be used by vehicles only.

Air Traffic Control – ATC positions

Krakow Delivery	– 121.970
Krakow Ground	– 118.100
Krakow Tower (EPKK_TWR)	– 123.250
Krakow Director (EPKK_F_APP)	– 123.800
Kraków Approach (EPKK_APP)	– 121.070
Kraków ATIS	– 126.120

Runway Preferential System

Due to frequent west winds at EPKK as well as the existing radio-navigation equipment available, the preferred runway for landings and take-offs is RWY25.

Pushback and Engine Start-up

Engine start-up is possible prior to pushback if permitted by ATC.

Powerback is allowed to appropriate turbo-prop aircraft.

Departures

There are no published Standard Instrument Departures (SID's) for TMA Krakow. Crew will receive departure instructions from ATC. Independently of the instructions, departures from RWY07 and RWY25, should be, when possible, performed as follows: track the extended RWY centre line to reach 600 m (2000 ft) AAL [at altitude 840 m (2800 ft) AMSL], thereafter commence turn as per ATC clearance. This instruction results from noise abatement procedures.

If not specified otherwise, crews of departing IFR flights should, as soon as possible after departure, establish communication with Krakow Approach (frequency 121.070 MHz).

If no appropriate ATC is on-line, after reaching 2800 ft AMSL, crews should proceed directly to the connecting TMA departure point, as stated in their filed flight plan.

Arrivals

Expeditious exit from the runway enables ATC to apply minimum spacing on final approach that will result in maximum air traffic capacity and will reduce go-around occurrence. ATC can suggest exit other than preferred by crew - such information will be passed during final approach.

If no responsible ATC is on-line (EPKK_APP or EPWW_x_CTR), crews shall perform published Standard Arrivals and transitions to final approaches.

If planned routes end at SKAVI, VAVEL, KRA or KRW (or other, for which no standard arrivals have been published), the most convenient Initial Approach Fix shall be selected. If there is no risk of conflict with other traffic, to optimize reaching the selected IAF, last route segments may be discarded. ATC, when present, will provide vectoring to final approach from TMA entry point.

If Krakow Tower is on-line, crew contacts them (on frequency 123.250 MHz) as soon as the aircraft has been established on localizer or on final track.

Obstacles and Limitations

In real life visual approaches for RWY at EPKK are not allowed after dark. Neither visual approaches for RWY25 are permitted between 2200 and 0600 LT, due to noise abatement. These limitations have not been enforced on VATSIM since EPKK has been enjoying growing interest and high traffic rates, especially during afternoon and evening hours.

The geographical location of the aerodrome effects in frequent fog occurrence during morning and evening hours, especially in the Spring and Autumn. RWY25 is equipped with ILS CAT I, which allows safe landings with a decision height not lower than 200 feet (61 m) above touchdown zone elevation and with either visibility not less than 800 meters or 2400ft or a runway visual range not less than 550 meters (1,804 ft) on a runway with touchdown zone and runway centerline lighting. If weather minima are lower than the condition above, crews are advised to redirect to their alternate destination or other, where weather conditions allow safe approach and landing.

A hill along the RWY25 centerline, on short final, can be an additional obstacle for landing aircraft. For this reason the runway threshold was displaced, in order to allow a standard angle of attack of 3 degrees during final approach.

Procedures for VFR Flights

Before entering EPKK CTR crew should descend to the altitude below 2300 ft AMSL and establish radio contact with the Krakow Tower not later than at the following points:

INDIA	50°09'00"N 019°38'00"E (Krzeszowice – mine, north of the city)
OSCAR	50°12'00"N 019°53'00"E (Smardzowice – church)
SIERRA	49°59'00"N 019°49'00"E (Skawina)

Before entering LTMA SEGMENT A (between 2300 - 3450 feet AMSL) crew should establish radio contact with Krakow Approach not later than at the following points:

BRAVO	50°16'00"N 019°26'00"E (Bukowno)
MIKE	50°21'00"N 020°02'00"E (Miechów)
ROMEO	49°54'39"N 019°24'46"E
UNIFORM	49°47'31"N 019°46'41"E
DELTA	49°51'25"N 020°08'30"E (near Dobczyce).

In case of heavy traffic congestion an aircraft conducting a VFR flight may be instructed to hold at one of the following points:

ZULU	50°07'00"N 019°48'00"E (Zabierzów)
KILO	50°03'00"N 019°48'00"E (Kryspinów – to the south of water reservoir).

PROCEDURES FOR HELICOPTERS

Helicopters conducting IFR or VFR approach to KRAKÓW/Balice aerodrome perform landing on runway in use as Category A airplanes in accordance with ICAO (wing span up to 15 m).

Helicopters on rescue mission performing VFR flights may be permitted, by ATC, to proceed straight in, without performing standard traffic pattern, and land directly on RWY intersection with D. After landing crew taxi via D and D1, to the stand at the Medical Emergency Station at the end of D1.

ALL CHARTS, SCENERIES and NOTAM's at:

<http://www.pl-vacc.org/pol3/airports.php>

"No charts on board" is not an excuse!