

Radio Communication Failure

If radio communication fails before reaching the KRAKÓW/Balice CTR, entry is forbidden.

If radio communication fails in flight after obtaining clearance for entry into the KRAKÓW/Balice CTR, the crew shall:

a) when arriving and approaching from the northern side of AD:

- make an approach to reach ZULU point via INDIA or OSKAR and await visual signals from AD control tower of KRAKÓW/Balice AD.

- show all ACFT navigation lights, warning and landing during arrival and holding;

- after receiving a continuous green visual signal execute the shortest possible approach and land on the most suitable RWY depending on weather conditions;

- after receiving a red visual signal hold over ZULU point until receiving a continuous green visual signal and then execute the shortest possible approach and land on the most suitable RWY depending on weather conditions;

- if no signals have been received from AD control tower, hold over ZULU point for 10 MIN and then execute the shortest possible approach and land on the most suitable RWY depending on weather conditions.

- after landing vacate RWY immediately into the available taxiway and wait for the "FOLLOW ME" car.

b) when arriving and approaching from the southern side of AD:

- make an approach to reach KILO via SIERRA point and await visual signals given from AD control tower of KRAKÓW/Balice AD;

- show all ACFT navigation, warning and landing lights during arrival, approach, and holding;

- after receiving a continuous green visual signal execute the shortest possible approach and land on the most suitable RWY depending on weather conditions;

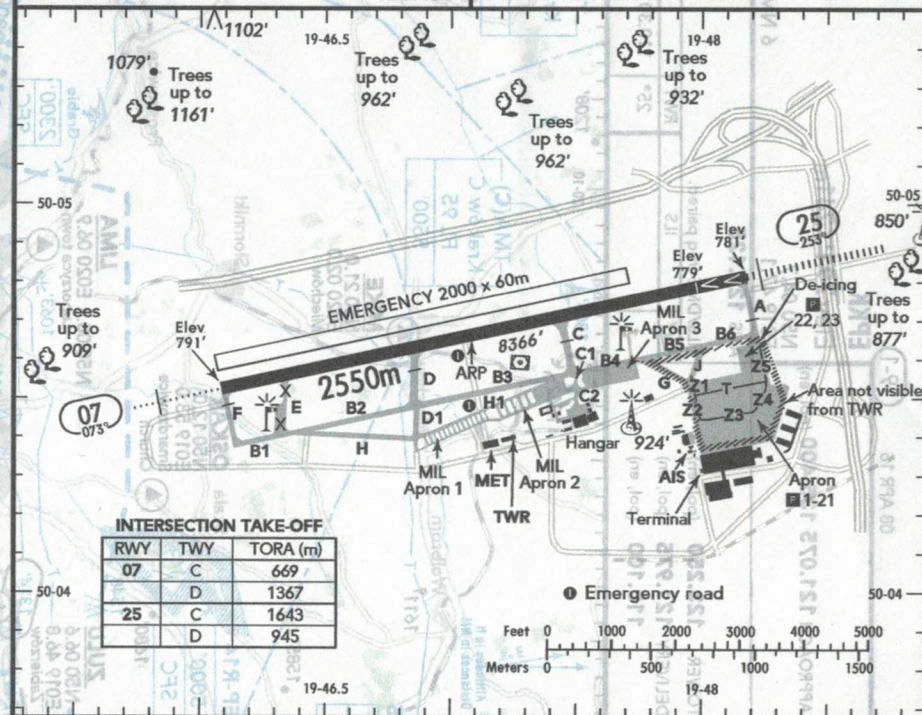
- after receiving a red visual signal hold over KILO point until receiving a continuous green visual signal and then execute approach as short as possible and land on the most suitable RWY depending on weather conditions;

- if no signals have been received from AD control tower hold over KILO point for 10 MIN and then execute the shortest possible approach and land on the most suitable RWY depending on weather conditions;

- after landing vacate RWY immediately into the available taxiway and wait for the "FOLLOW ME" car.

KRAKÓW DELIVERY **121.975**KRAKÓW GROUND **118.100** ATIS **126.125**

(FIS)

KRAKÓW INFORMATION **119.275****INTERSECTION TAKE-OFF**

| RWY No | TWY | TORA (m) |
|--------|-----|----------|
| 07 | C | 669 |
| | D | 1367 |
| 25 | C | 1643 |
| | D | 945 |

ALS - PAPI - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL

| RWY No | Dimension (m) - Surface | TORA (m) | LDA (m) | Strength | Lights |
|--------|-------------------------|----------|---------|----------------|--------|
| 07 | 2550 x 60 Concrete | 2312 | 2550 | PCN 52/R/B/W/T | |
| 25 | | 2550 | 2312 | | |

10 MIN prior push-back or start-up the flight crew shall contact KRAKÓW DELIVERY or KRAKÓW GROUND for ATC clearance and report the following details: ACFT call sign, parking stand number, destination AD, planned cruising level (if other than in FPL), any changes to the flight plan.

In the case of congestion of air traffic, ACFT flying under VFR may expect holding over one of the following points: KILO or ZULU.

Holding procedure shall be conducted MAX 2000', unless cleared otherwise by ATC.

Holding procedure over KILO shall be performed to W of the point, without crossing the motorway running E of the KILO.

TWYs 'J', 'G' (between apron and intersection with TWYs 'B5' and 'B6'), 'Z1'-'Z5', 'T' and apron not visible from TWR.

For non-scheduled FLTs MAX parking time is limited to 4 hrs, extension of this time requires approval of the Airport Duty Officer.

When de-icing zone is in use, TWY Z5 is not available for other ACFT.