

**CENTRAL AND NORTHERN REGION
FLIGHT INFORMATION PUBLICATION**

INSTRUMENT PROCEDURES VOLUME 3

(Czech Republic, Poland)

**EFFECTIVE
19 FEB 2026 - 15 APR 2026**



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SUBMISSION DEADLINE SCHEDULE

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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.

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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%.

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NDB (GPS) or PAR RWY 13 CAT A,B	25 DEC 2025
NDB (GPS) or PAR RWY 13 CAT C,D	25 DEC 2025
NDB (GPS) or PAR RWY 13 CAT C,D (MIL ONLY)	25 DEC 2025
ILS RWY 31	25 DEC 2025
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DEBLIN (EPDE)

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TACAN z RWY 12	04 SEP 2025
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NDB RWY 30	04 SEP 2025

KBELY (LKKB)

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ILS RWY 24	20 MAR 2025
NDB or PAR RWY 24	20 MAR 2025

KRZESINY (EPKS)

AERODROME CHART	19 FEB 2026
TACAN RWY 11	19 FEB 2026
ILS z or LOC z RWY 29	19 FEB 2026
ILS y or LOC y RWY 29	19 FEB 2026
TACAN RWY 29	19 FEB 2026
NDB RWY 29	19 FEB 2026

LASK (EPLK)

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TACAN RWY 10	30 OCT 2025
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MALBORK (EPMB)

AERODROME CHART	15 MAY 2025
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ILS y or LOC y RWY 25	19 FEB 2026
ILS z or LOC z RWY 25	15 MAY 2025
TACAN z RWY 25	19 FEB 2026
NDB RWY 25	15 MAY 2025

MINSK MAZOWIECKI (EPMN)

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TACAN RWY 08.....	15 MAY 2025
ILS y or LOC y RWY 26	15 MAY 2025
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MIROSLAWIEC (EPMI)

AERODROME CHART	10 JUL 2025
TACAN RWY 12.....	15 MAY 2025
ILS or LOC RWY 30	15 MAY 2025
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NDB RWY 30	15 MAY 2025

NAMEST (LKNA)

AERODROME CHART	25 DEC 2025
BODAL 2F-4W	25 DEC 2025
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COPTER TACAN 12 (MIL ONLY)	25 DEC 2025
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PARDUBICE (LKPD)

AERODROME CHART	15 MAY 2025
BEKVI 3P	15 MAY 2025
BEKVI 3V	15 MAY 2025
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NDB RWY 09	30 OCT 2025
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ILS Y RWY 27	30 OCT 2025
ILS Z RWY 27	30 OCT 2025
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RNP Y RWY 27 CAT C,D	30 OCT 2025
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POWIDZ (EPPW)

AERODROME CHART	15 MAY 2025
ILS z or LOC z RWY 10R	15 MAY 2025
TACAN RWY 10L	15 MAY 2025
TACAN RWY 10R	15 MAY 2025
ILS y or LOC y RWY 28L	15 MAY 2025
ILS z or LOC z RWY 28L	15 MAY 2025
TACAN y RWY 28L	15 MAY 2025
TACAN z RWY 28L	15 MAY 2025
TACAN y RWY 28R	15 MAY 2025
TACAN z RWY 28R	15 MAY 2025
NDB RWY 28L	15 MAY 2025

SWIDWIN (EPSN)

AERODROME CHART	15 MAY 2025
TACAN RWY 11	04 SEP 2025
ILS or LOC RWY 29	04 SEP 2025
TACAN RWY 29	04 SEP 2025
NDB RWY 29	04 SEP 2025

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

IDENTIFICATION OF PROCEDURES

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

PANS-OPS

Procedures according ICAO Doc 8168 OPS Vol II.

MIPS

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

TERPS

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

NATIONAL XXX

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

IDENTIFICATION OF MINIMA

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

EU-OPS

Minima assigned in accordance with EU-OPS.

MIPS

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

TERPS

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

NATIONAL XXX

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

ALTITUDE CORRECTION

To be used according to national regulations

Pressure Altimeter Errors

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

- All procedure altitudes below Transition Level (TL), and ATC assigned IFR altitudes, if not already compensated.
- 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, BARDOFOSS (ENDU), AD elevation 252 ft, AD temperature -30° Celsius.

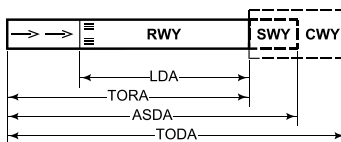
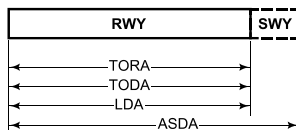
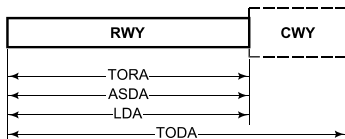
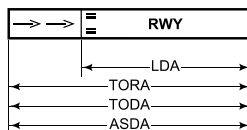
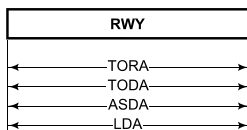
	Published ALT	HAA	*Correction	**Indicated ALT
20 DME	6000	5748	1100	7100
15 DME	4900	4648	900	5800
12 DME	4000	3748	720	4800
FAF	3100	2848	540	3700
6 DME	1900	1648	320	2300
MDA	1420	1168	240	1660

* 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.

DETERMINATION OF DECLARED DISTANCES FOR RUNWAYS



SWY

Stopway

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

CWY

Clearway

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

TORA

Takeoff Run Available

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

TODA

Takeoff Distance Available

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

ASDA

Accelerate Stop Distance Available

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

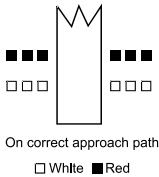
LDA

Landing Distance Available

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

VASIS / PAPI

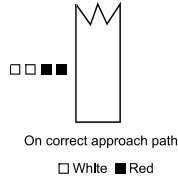
(V) VASI (VISUAL APPROACH SLOPE INDICATOR)



Visual Approach Slope Indicator with standard threshold clearance provided.

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

(P) PAPI (PRECISION APPROACH PATH INDICATOR)



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

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

LOAD CLASSIFICATION NUMBER

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

ACN / PCN SYSTEM

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

AIRCRAFT CLASSIFICATION NUMBER (ACN)

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

PAVEMENT CLASSIFICATION NUMBER (PCN)

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

Details of the coded format and an example are:

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

Example

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

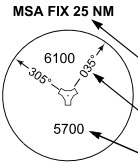
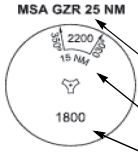
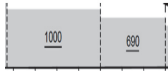
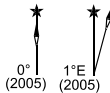
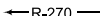
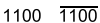
PCN: 80 / R / B / W / T

Operating procedure

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

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

LEGEND

	VOR		HIRTA (with obstruction unlighted)
	DME		HIRTA (with obstruction lighted)
	VOR/DME		HIRTA High intensity radio transmission area
	TACAN		HIRTA lateral limits
	VORTAC		Power Transmission Line
	NDB		Minimum Sector Altitude (MSA) 25NM radius
	VFR Reporting Point / Intersection On Request Fly-By		Identification of Radio Navigational Facility
	VFR Reporting Point / Intersection Compulsory Fly-By		Sector Boundary
	VFR Reporting Point / Intersection On Request Fly-Over		Minimum sector Altitude (MSA)
	VFR Reporting Point / Intersection Compulsory Fly-Over		Minimum Sector Altitude (MSA) 25NM radius
	Waypoint On Request Fly-By		Identification of Radio Navigational Facility
	Waypoint Compulsory Fly-By		Sector Boundary 15 NM awa from Beacon
	Waypoint On Request Fly-Over		Minimum sector Altitude (MSA)
	Waypoint Compulsory Fly-Over		Minimum obstacle clearance Altitude
	DME Mileage		Danger Area (ED-D) Restricted Area (ED-R) Prohibited Area (ED-P)
	Abandoned or closed Aerodrome		
	Aerodrome Beacon		Variation
	Procedural Track		
	Radial		
	Lead Radial		
	Mandatory Level / Recommended Level		
	Minimum Level / Maximum Level		
	Spot Elevation		
	Obstruction (unlighted)		
	Group of Obstructions (unlighted)		
	Obstruction (lighted)		
	Group of Obstructions (lighted)		
	HIRTA (no obstruction)		Frequency available on request
			ARP

	Distance
	Initial Approach Fix
	Missed Approach
	Procedure Turn
	Fix / Turning Point
	Penetration Track
	operates not continuously
	Final Approach Fix (FAF) (Non precision approaches)
	Visual Descent Point (VDP)
	Transition Route
	Supplementary Route
	Final Approach Course from IAF to main Radio NavAid or ARP
	Standard Holding Pattern
	Holding Fix (If holding fix conform to IAF, IAF symbol is to be used.)
	Glide Slope Intercept Altitude
	ILS
	Locator at OM
	MM
	OM
	General symbol for radio facilities
	Radar reflector
	VASIS / PAPI
	Displaced Threshold
	INS Position
	Closed runway or taxiway TWY

	Uni-directional / Bi-directional Cable The cables are displayed with re- gard to the direction of their ar- resting capabilities (uni-/bi-directional) irrespective of flight operational re- strictions.
	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 un- paved surface beyond RWY ex- tremities
	RWY (hard surface) with hard surface beyond RWY extremities
	RWY (hard surface) with unpaved surface beyond RWY extremities
	TWY or apron (hard surface)
	Building

APPROACH LIGHTING SYSTEM



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



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



Crossbar

NO LIGHTS

No ALS

UNKNOWN

Type of ALS unknown

S-ALS

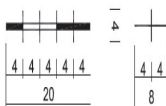


Example

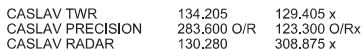
CAT ..



Example



Row of lights on the extended centre line of RWY

CASLAV (LKCV)

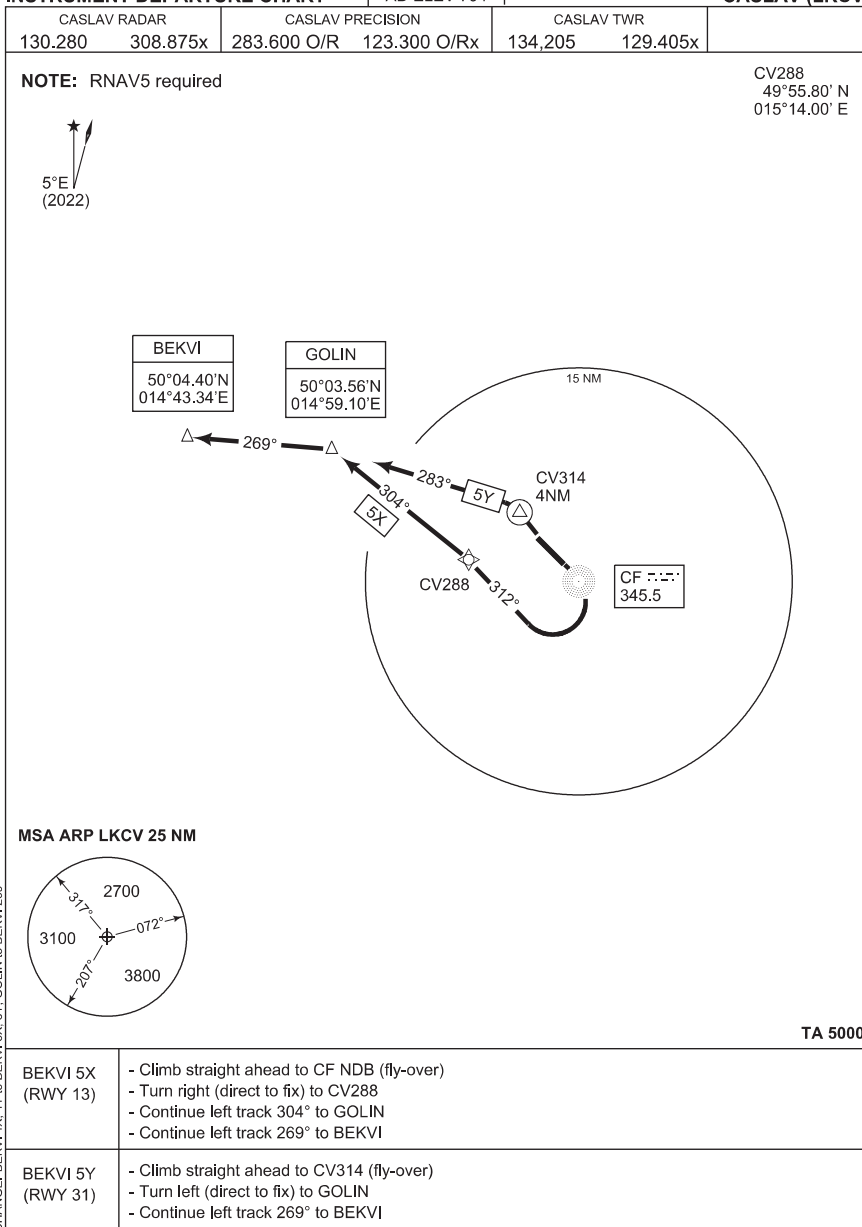
SRA	NIL
-----	-----

MIL AIS ATC Prague 30 OCT 2025

**PANS-OPS
INSTRUMENT DEPARTURE CHART**

AD ELEV 794

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



CHANGE: BEKVI 4X, 4Y to BEKVI 5X, 5Y, GOLIN to BEKVI 269°

MIL AIS ATC Prague 25 DEC 2025

BEKVI 5X - 5Y

49°56.37'N
015°22.92'E

CASLAV (LKCV)

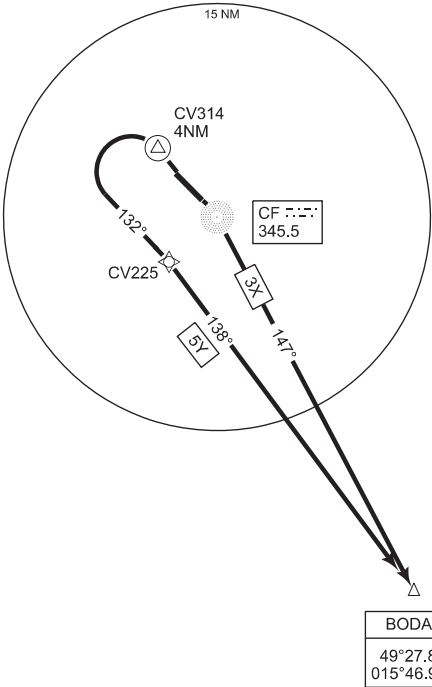
CASLAV RADAR	CASLAV PRECISION	CASLAV TWR	
130.280 308.875x	283.600 123.300x	134,205 129.405x	

NOTE: RNAV5 required

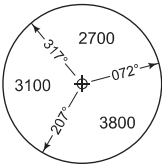


CV314
49°58.93' N
015°19.25' E

CV225
49°51.11' N
015°20.73' E



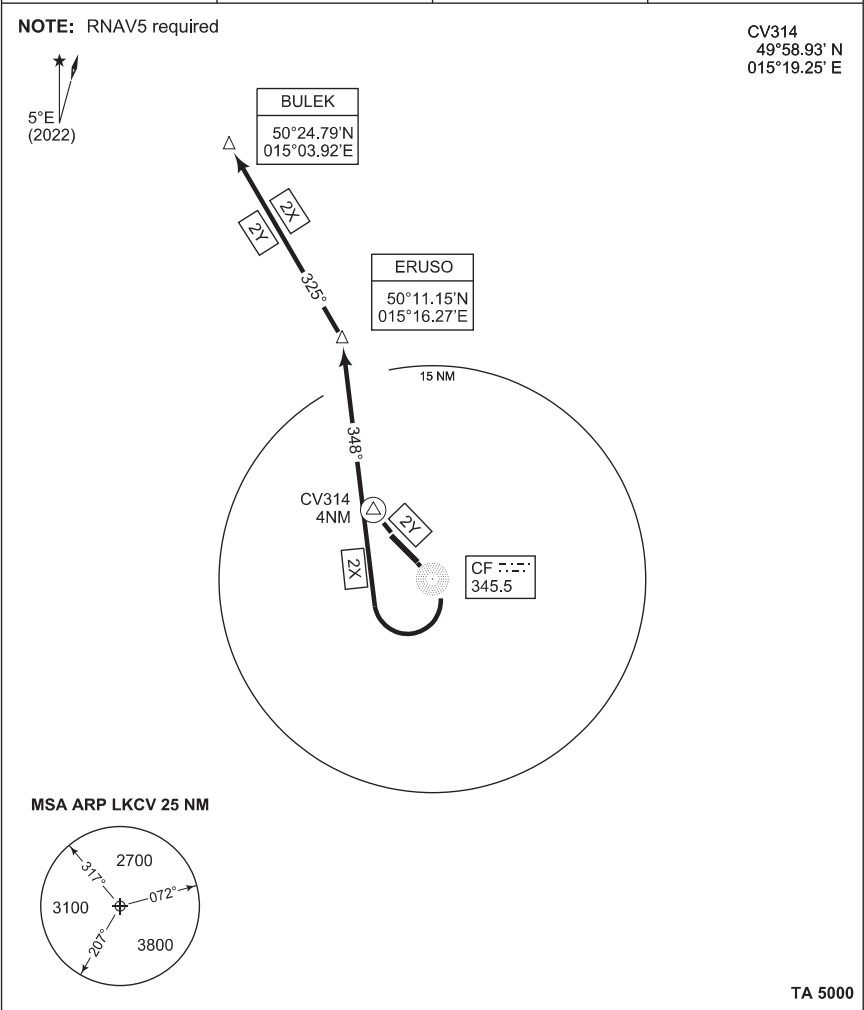
MSA ARP LKCV 25 NM



TA 5000

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

CASLAV RADAR	CASLAV PRECISION	CASLAV TWR
130.280 308.875x	283.600 123.300x	134.205 129.405x



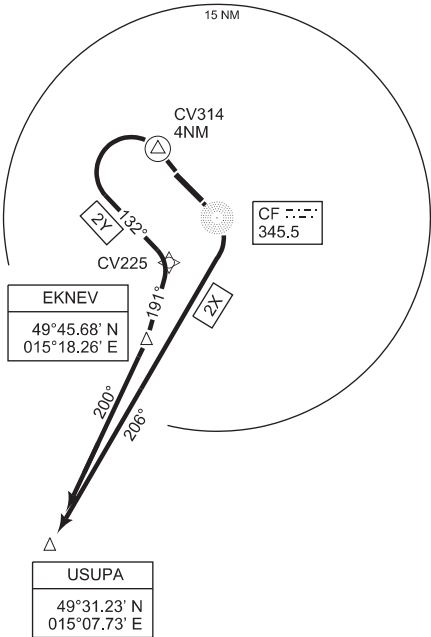
CASLAV RADAR		CASLAV PRECISION		CASLAV TWR	
130.280	308.875x	283.600	123.300x	134.205	129.405x

NOTE: RNAV5 required

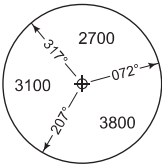


CV314
49°58.93' N
015°19.25' E

CV225
49°51.11' N
015°20.73' E



MSA ARP LKCV 25 NM



TA 5000

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 EKVNEV - Continue right track 200° to USUPA

PANS-OPS INSTRUMENT APPROACH CHART

AD ELEV 794

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

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

NOTE:

PROCEDURE TURN:

CAT A: 302° 3 MIN 25 SEC

CAT B: 297° 2 MIN 50 SEC

5°E
(2022)

IAF GOLIN
R-089/27.9
OKL DVOR/DME

IAF ERUSO
R-077/39.2
OKL DVOR/DME

IAF F 715

NDB
CF 715
345.5

IAF EKNEV
R-111/45.0
OKL DVOR/DME

IAF EKNEV
49°45.68'N
015°18.26'E

IAF ERUSO
50°11.15'N
015°16.27'E

IAF F
49°57.49'N
015°21.33'E

IAF GOLIN
50°03.56'N
014°59.10'E

CF NDB
49°54.24' N
015°25.97' E

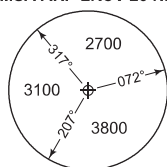
FAF CV13F
8.2 CF DME
50°01.99'N
015°14.78'E

CV13A
11.0 CF DME
50°02.38'N
015°09.55'E

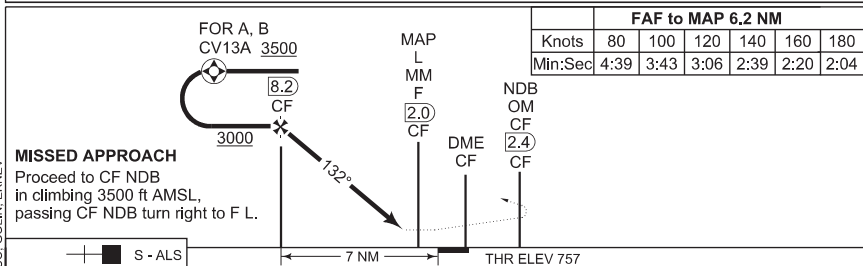
CV13I
11.0 CF DME
50°04.05'N
015°11.83'E

CV225
49°51.11'N
015°20.73'E

MSA ARP LKCV 25 NM



TA 5000



MISSED APPROACH

Proceed to CF NDB
in climbing 3500 ft AMSL,
passing CF NDB turn right to F L.



S - ALS

7 NM

THR ELEV 757

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

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

49°56.37'N
015°22.92'E

CASLAV (LKCV)

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

NOTE:

PROCEDURE TURN:

CAT C: 287° 2 MIN 00 SEC

CAT D: 284° 1 MIN 50 SEC



IAF GOLIN
R-089/27.9
OKL DVOR/DME

IAF ERUSO
R-077/39.2
OKL DVOR/DME

IAF F 715

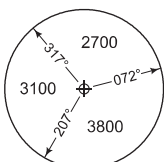
CF CH54Y
(111.75)

NDB CF 345.5

IAF EKNEV
R-111/45.0
OKL DVOR/DME

HOLDING:
MAX IAS 275 KT

MSA ARP LKCV 25 NM



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

TA 5000

FOR C, D
CV13C 3500

MAP L
MM F
2.0 CF

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

MISSED APPROACH

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

S - ALS

7 NM

THR ELEV 757

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

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

49°56.37'N
015°22.92'E

CASLAV (LKCV)

CHANGES: Description of ERUSO, GOLIN, EKNEV

MIL AIS ATC Prague 25 DEC 2025

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

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

NOTE:

PROCEDURE TURN:

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



IAF GOLIN
R-089/27.9
OKL DVOR/DME

IAF ERUSO
R-077/39.2
OKL DVOR/DME

IAF F 715

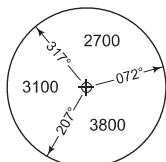
CH54Y
(111.75)

NDB CF 345.5

IAF EKNEV
R-111/45.0
OKL DVOR/DME

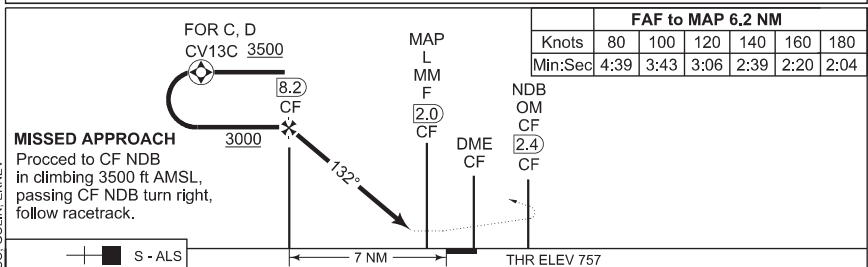
IAF EKNEV
49°45.68'N
015°18.26'E
IAF ERUSO
50°11.15'N
015°16.27'E
IAF F
49°57.49'N
015°21.33'E
IAF GOLIN
50°03.56'N
014°59.10'E
CF NDB
49°54.24'N
015°25.97'E
FAF CV13F
8.2 CF DME
50°01.99'N
015°14.78'E
CV13C
11.8 CF DME
50°01.10'N
015°06.84'E
CV13I
11.0 CF DME
50°04.05'N
015°11.83'E
CV225
49°51.11'N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

MSA ARP LKCV 25 NM



HOLDING:
MAX IAS 275 KT

TA 5000



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

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

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
CF 111.75/CH54Y		312°	3500	3.0°	see CAT	787	LDA 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

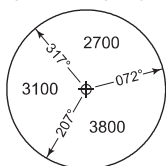
49°41.10'N

015°44.87'E



HOLDING:
MAX IAS 275 KT

MSA ARP LKCV 25 NM



IAF SUKAV

R-111/56.4

OKL DVOR/DME

IAF PIMEK

R-108 OKL DVOR

20.4 CF DME

TA 5000

MISSED APPROACH

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

MAP
L
MM
C
0.7
CF

NDB
OM
CF
2.4
CF

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

GP 3.0°
ILS RDH 52.3

THR ELEV 787

CAT I

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

ILS RWY 31

49°56.37'N
015°22.92'E

CASLAV (LKCV)

INSTRUMENT APPROACH CHART

AD ELEV 794

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

PROCEDURE

PROCEDURE TURN:

CAT A: 144° 3 MIN 30 SEC

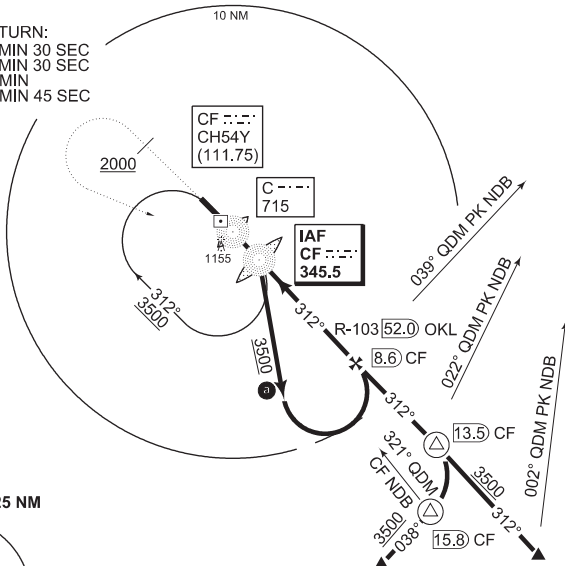
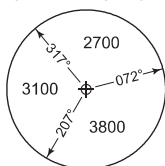
CAT B: 144° 3 MIN 30 SEC

CAT C: 160° 2 MIN

CAT D: 164° 1 MIN 45 SEC



HOLDING:
MAX IAS 275 KT



IAF CF NDB
49°54.24'N
015°25.97'E

IAF PIMEK
49°41.10'N
015°44.87'E

IAF SUKAV
49°40.76'N
015°34.17'E

IAF SUKAV
R-111/56.4

OKL DVOR/DME

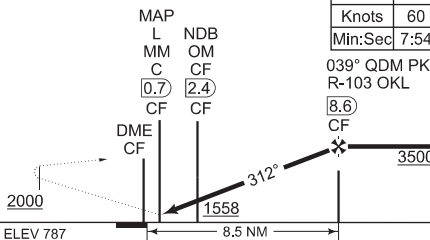
IAF PIMEK
R-108 OKL DVOR

20.4 CF DME

TA 5000

MISSED APPROACH

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



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

039° QDM PK NDB
R-103 OKL
86



CATEGORY		A	B	C	D
EU OPS	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)	

CHANGE: Description of SUKAV, PIMEK, FAF

MII AIS ATC Prague 25 DEC 2025

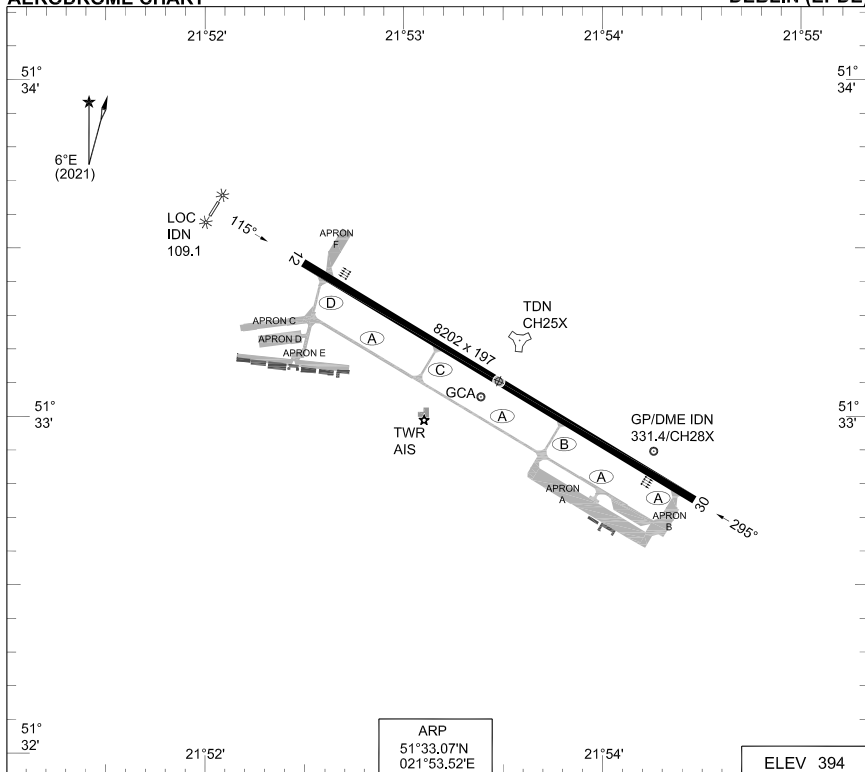
NDB or PAR RWY 31

49°56.37'N
015°22.92'E

CASLAV (LKCV)

PANS-OPS AERODROME CHART

DEBLIN (EPDE)



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 GROUND 139.825
DEBLIN APPROACH 128.255
DEBLIN PRECISION 118.830

DEBLIN ATIS 140.350

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

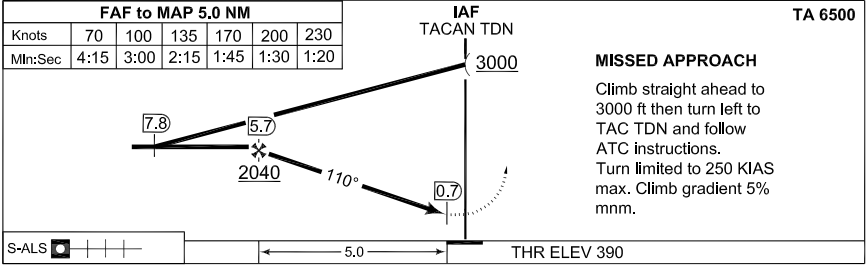
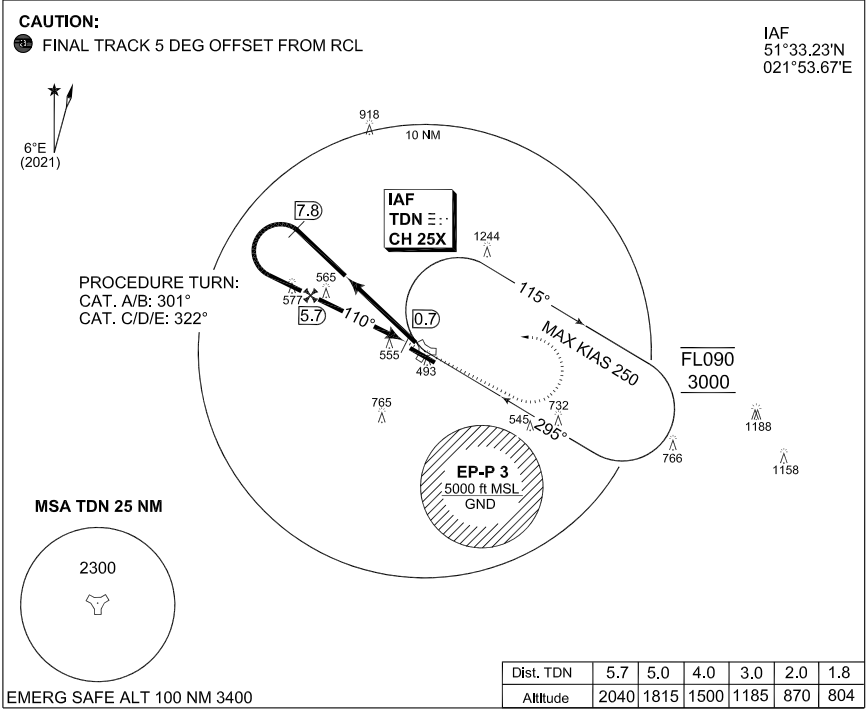
CHANGE: GND FREQ

MATSO 04 SEP 2025

AERODROME CHART

DEBLIN (EPDE)

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



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)

MIPS INSTRUMENT APPROACH CHART

AD ELEV 394

NDB RWY 12
DEBLIN (EPDE)

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



IAF
51°33.65'N
021°51.97'E

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

IAF
NE
366

FL090
3000

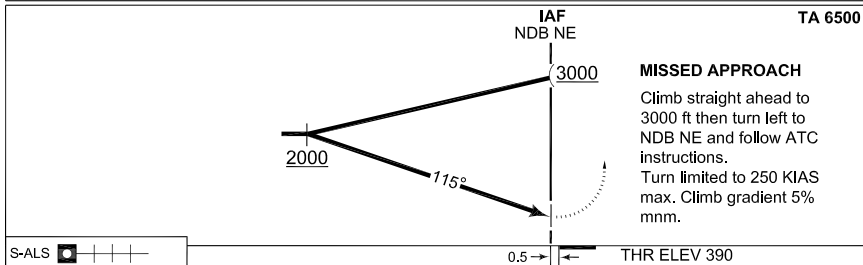
MAX KIAS 250

EP-P 3
5000 ft MSL
GND

MSA NE 25 NM

2300

EMERG SAFE ALT 100 NM 3400



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)

NDB RWY 12

51°33.07'N
021°53.52'E

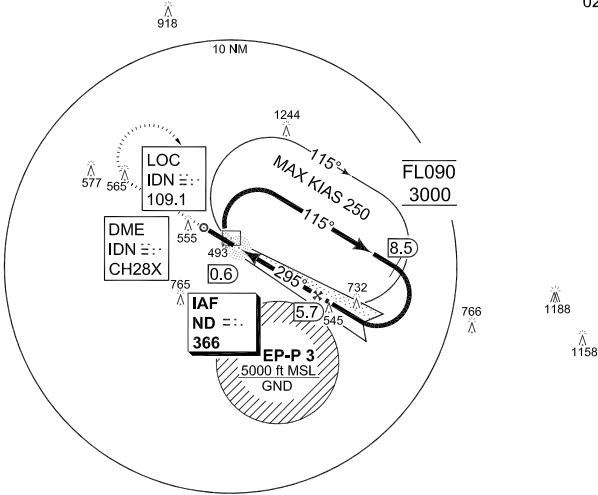
DEBLIN (EPDE)

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

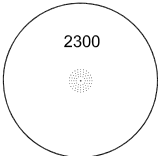
NOTE:

a) DME REQUIRED

IAF
51°32.48'N
021°55.08'E



MSA ND 25 NM



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

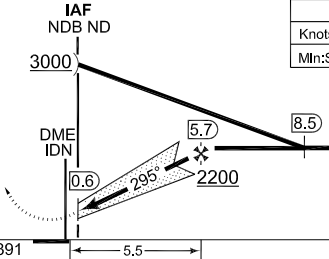
TA 6500

IAF
NDB ND

MISSED APPROACH

Climb straight ahead to 3000 ft then turn right to NDB ND and follow ATC instructions.

Turn limited to 250 KIAS max. Climb gradient 5% minm.



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 391

CAT I

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

ILS z or LOC z RWY 30

51°33.07'N
021°53.52'E

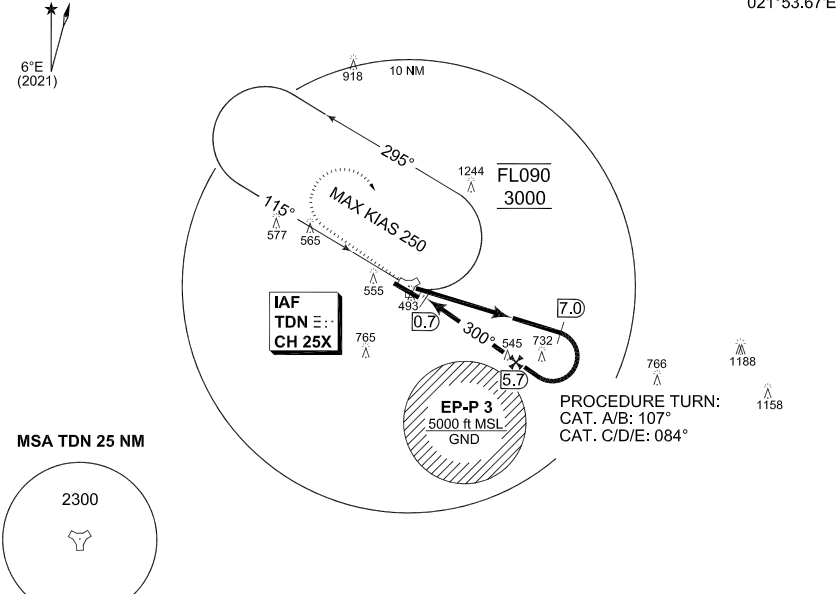
DEBLIN (EPDE)

DEBLIN APPROACH 128.255		DEBLIN TOWER 122.755		DEBLIN GROUND 139.825		ATIS 140.350	
TACAN TDN CH 25X	APP COURSE 300°	FAF ALT 2040	Descent GR 5.2 %	MDA 814	THR ELEV 391	ALS-Length 900 M	LDA 8202

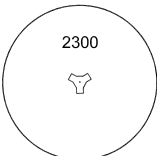
CAUTION:

FINAL TRACK 5 DEG OFFSET FROM RCL

IAF
51°33.23'N
021°53.67'E



MSA TDN 25 NM



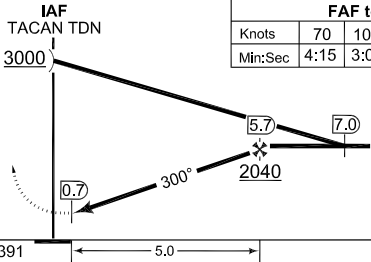
EMERG SAFE ALT 100 NM 3400

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% minm.



FAF to MAP 5.0 NM					
0	100	135	170	200	230
5	3:00	2:15	1:45	1:30	1:20

THR ELEV 391				CAT I	
--------------	--	--	--	-------	--

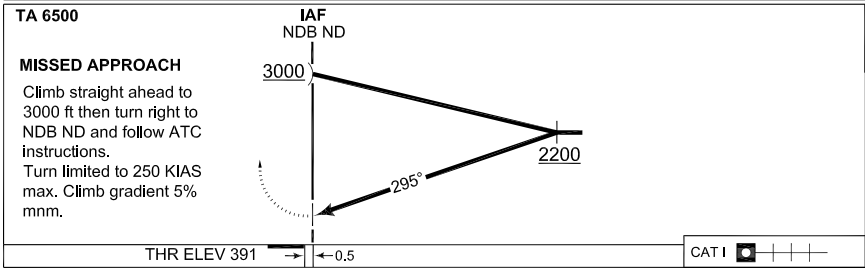
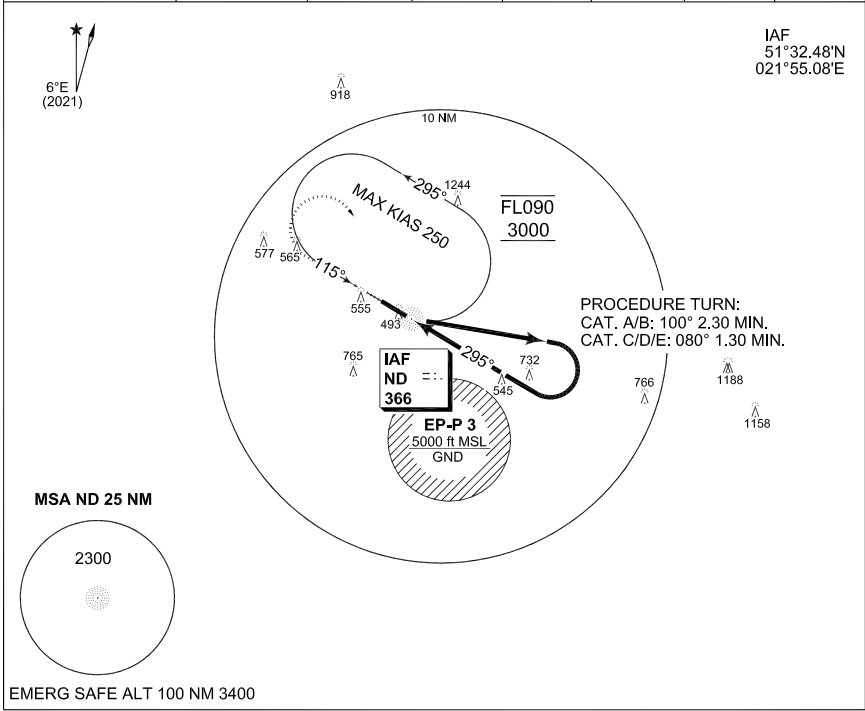
CATEGORY	A	B	C	D	E
TACAN 30	814 - 1.2 420 (500 - 1.2/1.9)				
CIRCLING	854 - 2.1 460 (500-2.1)	894 - 2.8 500 (500-2.8)	1184 - 3.7 790 (800-3.7)	1644 - 5.0 1250 (1300-5.0)	1744 - 5.0 1350 (1400-5.0)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 394

NDB RWY 30
DEBLIN (EPDE)

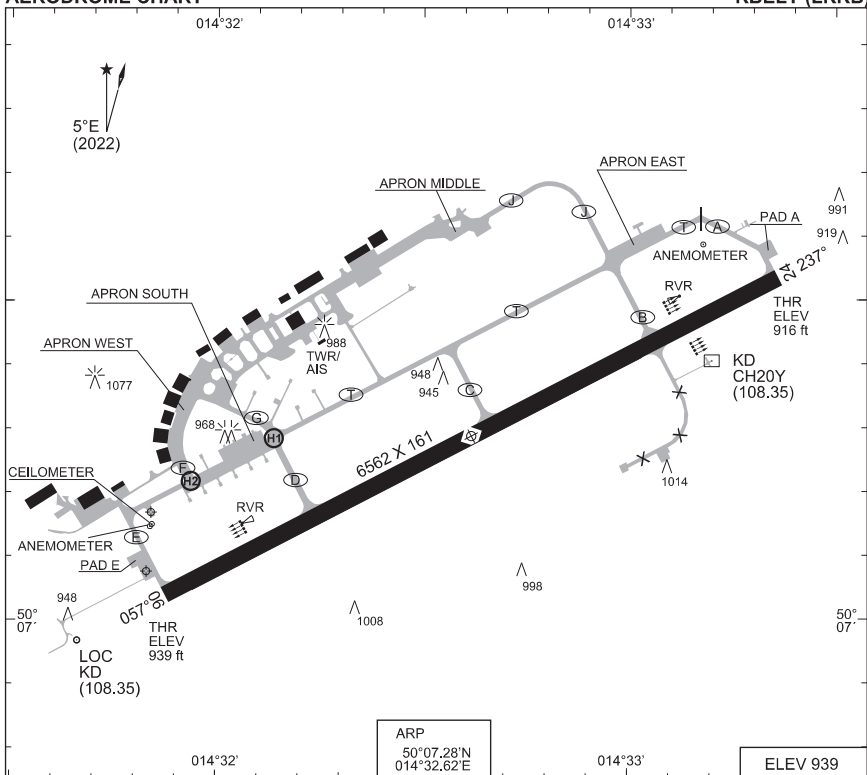
DEBLIN APPROACH 128.255		DEBLIN TOWER 122.755		DEBLIN GROUND 139.825		ATIS 140.350	
NDB ND 366	APP COURSE 295°	FAF ALT	Descent GR	MDA 1034	THR ELEV 391	ALS-Length 900 M	LDA 8202



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)

PANS-OPS AERODROME CHART

KBELY (LKKB)



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

KBELY TWR 120.880 134.730 x
 KBELY PRECISION 126.760 123.300 x 315.000 x
 KBELY RADAR 124.680 291.050 x

	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: TWY

AERODROME CHART

KBELY (LKKB)

MIL AIS ATC Prague 20 MAR 2025

ILS RWY 24
KBELY (LKKK)

KBELY RADAR		KBELY PRECISION			KBELY TWR		
124.680	291.050x	126.760	123.300x	315.000x	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

NOTE:

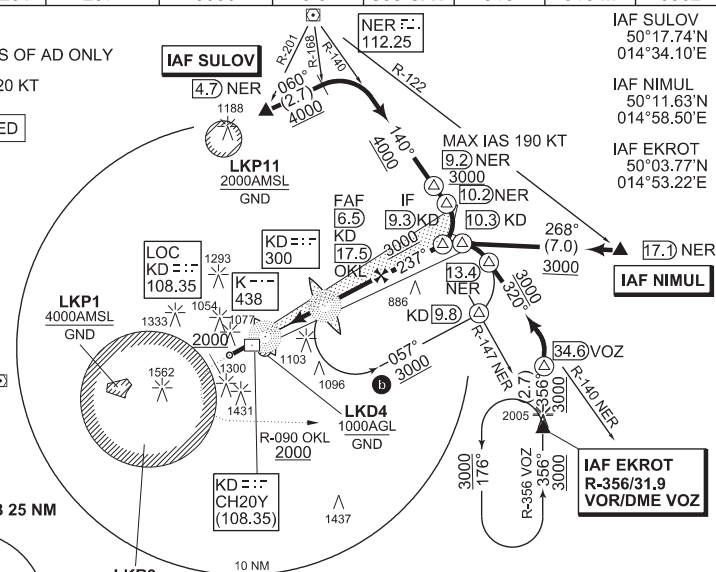
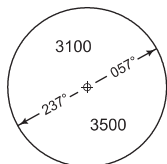
- a CIRCLING S OF AD ONLY
- b MAX IAS 220 KT

DME REQUIRED

5°E
(2022)

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

MSA ARP LKKB 25 NM



MISSED APPROACH

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

MISSED APPROACH TURN:

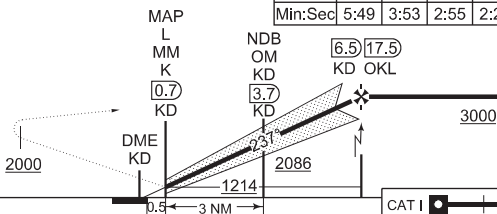
MAX IAS 230 KT
to IAS 185 KT MNM bank angle 15°
to IAS 230 KT MNM bank angle 20°

GP 3.0°

THR ELEV 916

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

TA 5000



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

ILS RWY 24

50°07.28'N
014°32.62'E

KBELY (LKKB)

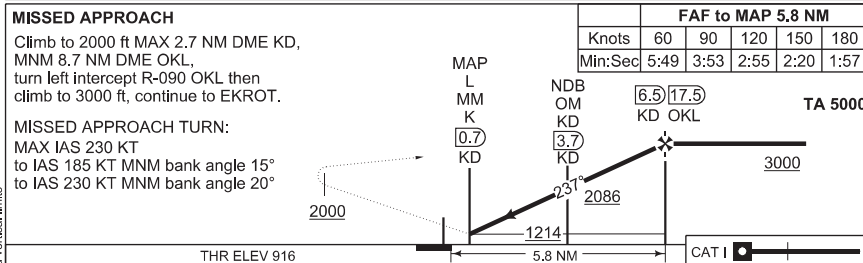
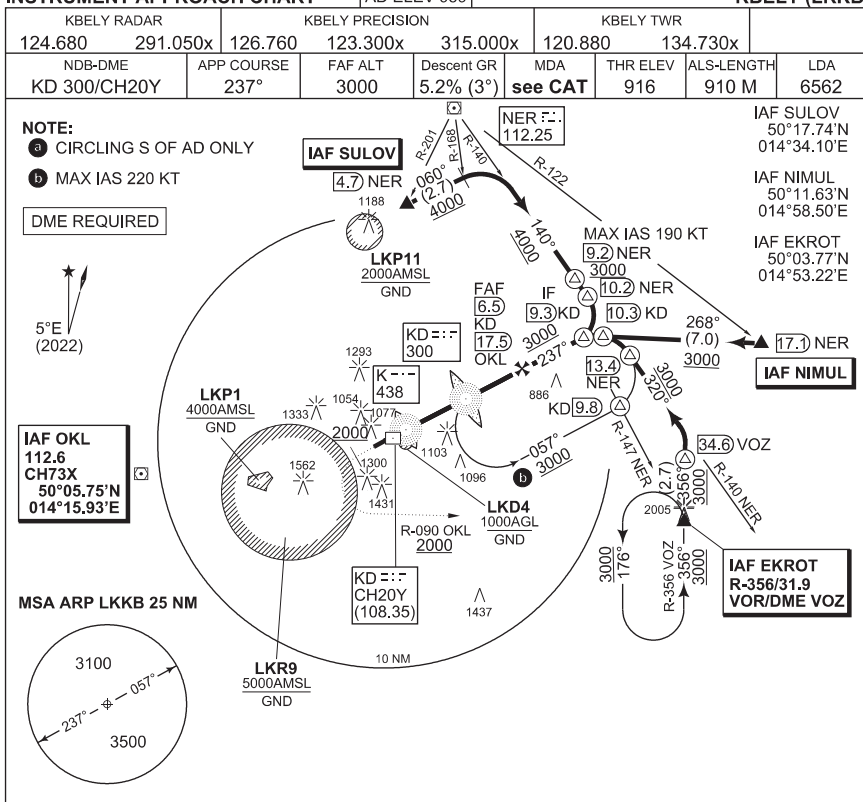
CHANGE: LKP1 horizontal and vertical limits

MIL AIS ATC Prague 20 MAR 2025

PANS-OPS INSTRUMENT APPROACH CHART

AD ELEV 939

NDB or PAR RWY 24
KBELY (LKKB)



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

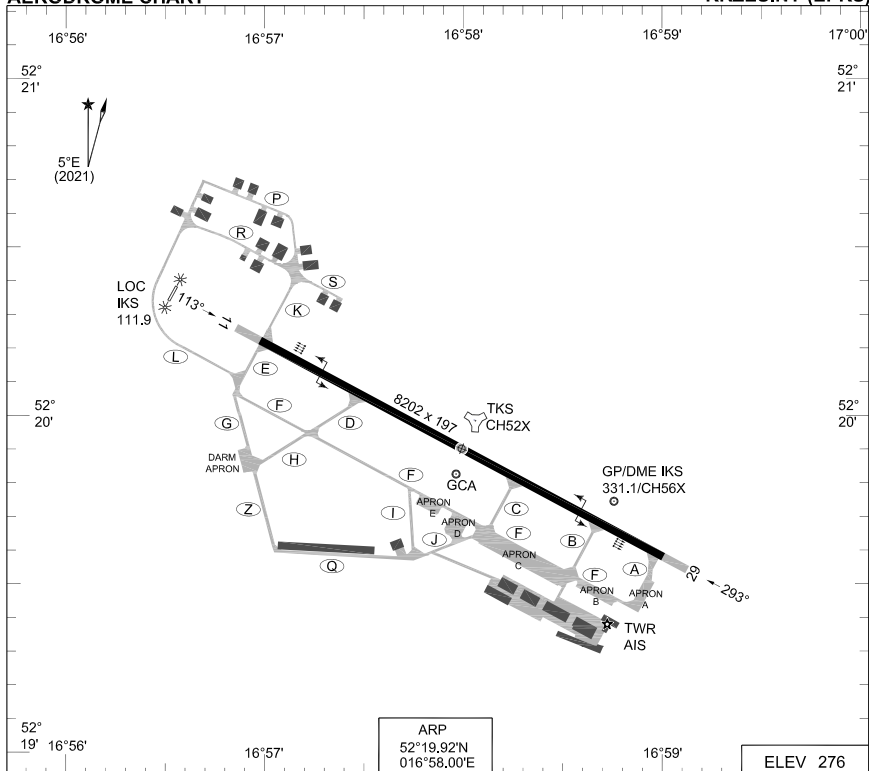
NDB or PAR RWY 24

50°07.28'N
014°32.62'E

KBELY (LKKB)

PANS-OPS AERODROME CHART

KRZESINY (EPKS)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
11	60	8202	8691	9514	8202	3.0°		272	52°20.23'N 016°57.03'E
29	R/A/W/T	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)
PAR	PANS-OPS	11	3.0°				ABCDE	552-900 280 (300 -0.9/1.3)

CHANGE: MINIMA

MATSO 19 FEB 2026

AERODROME CHART

KRZESINY (EPKS)

**TACAN RWY 11
KRZESINY (EPKS)**

POZNAN APPROACH		KRZESINY GROUND		KRZESINY TOWER		ATIS	
128.925		139.825		121.030		123.910	
TACAN TKS CH52X	APP COURSE 110°	FAF ALT 2100	Descent GR 5.2%	MDA 696	THR ELEV 272	ALS-Length 423 M	LDA 8202

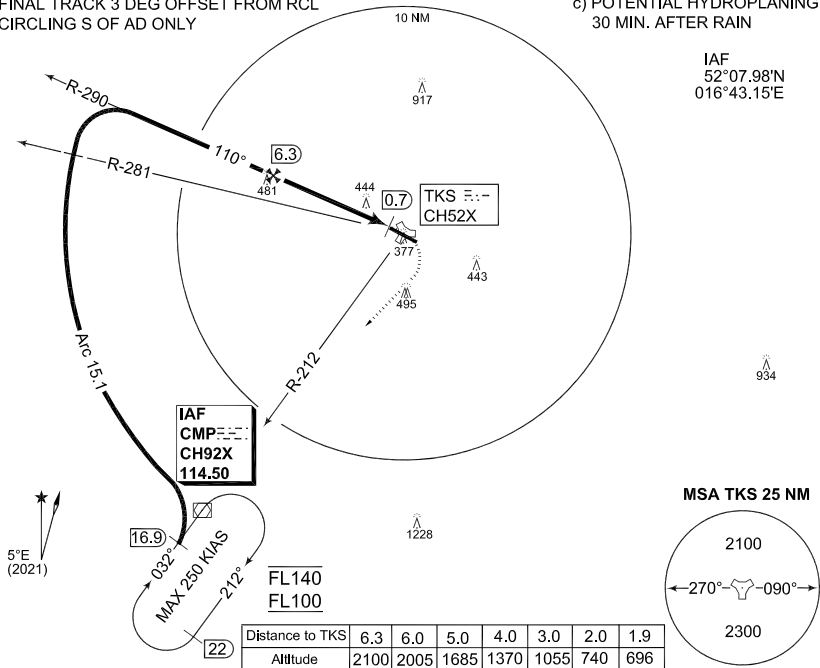
CAUTION:

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

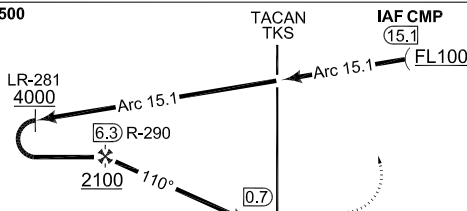
NOTE:

- c) POTENTIAL HYDROPLANING
30 MIN. AFTER RAIN

IAF
52°07.98'N
016°43.15'E



TA 6500



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 212° TKS climbing to 4000 ft and follow ATC instructions.

S-ALS ☒

— 5 —

THR FLEV 272

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

CHANGE: OBSTACLE

TACAN RWY 11

52°19.92'N
016°58.00'E

KRZESINY (EPKS)

WATSO 19 FEB 2026

PANS-OPS INSTRUMENT APPROACH CHART

ILS z or LOC z RWY 29
KRZESINY (EPKS)

AD ELEV 276

POZNAN APPROACH 128.925		KRZESINY GROUND 139.825		KRZESINY TOWER 121.030		ATIS 123.910	
ILS/DME IKS 111.900/CH56X	APP COURSE 293°	GS INTCP ALT 2000	GS 3.0°	DA see CAT	THR ELEV 274	ALS-Length 900 M	LDA 8202

CAUTION:

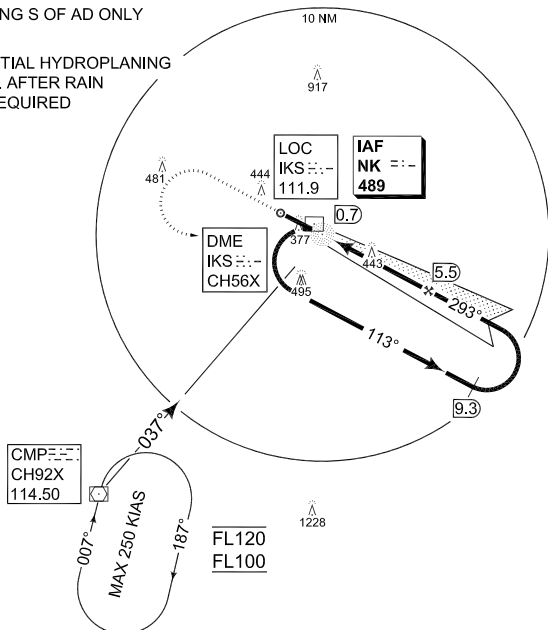
ⓘ CIRCLING S OF AD ONLY

NOTE:

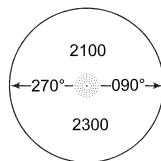
- b) POTENTIAL HYDROPLANING
30 MIN. AFTER RAIN
- c) DME REQUIRED

IAF
52°19.35'N
016°59.75'E

5°E
(2021)



MSA NK 25 NM



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

TA 6500

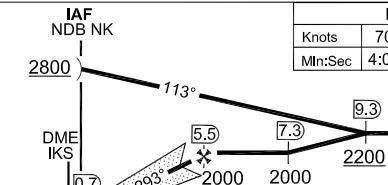
IAF
NDB NK

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.



THR ELEV 274

5.3

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)

ILS z or LOC z RWY 29

52°19.92'N
016°58.00'E

KRZESINY (EPKS)

PANS-OPS INSTRUMENT APPROACH CHART

ILS y or LOC y RWY 29
KRZESINY (EPKS)

AD ELEV 276

POZNAN APPROACH 128.925		KRZESINY GROUND 139.825		KRZESINY TOWER 121.030		ATIS 123.910	
ILS/TACAN IKS 111.9/TKS CH52X	APP COURSE 293°	GS INTCP ALT 2000	GS 3.0°	DA see CAT	THR ELEV 274	ALS-Length 900 M	LDA 8202

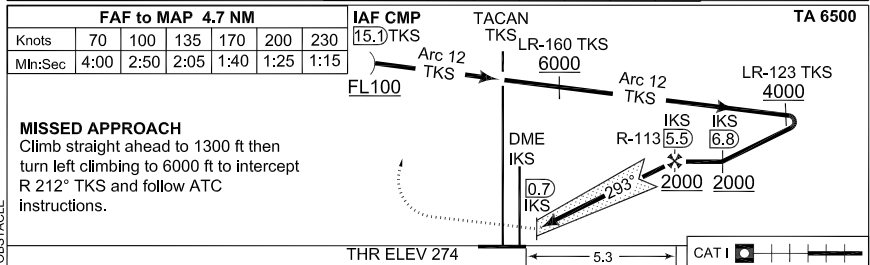
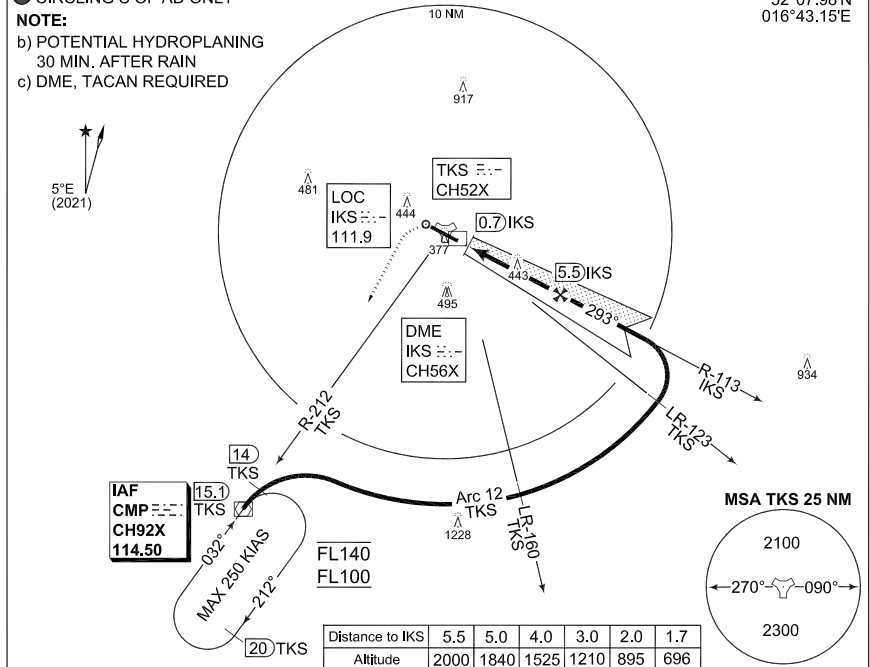
CAUTION:

⊕ CIRCLING S OF AD ONLY

NOTE:

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

IAF
52°07.98'N
016°43.15'E



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)

ILS y or LOC y RWY 29

52°19.92'N
016°58.00'E

KRZESINY (EPKS)

PANS-OPS INSTRUMENT APPROACH CHART

NDB RWY 29
KRZESINY (EPKS)

POZNAN APPROACH 128.925		KRZESINY GROUND 139.825		KRZESINY TOWER 121.030		ATIS 123.910	
NDB NK 489	APP COURSE 293°	FAF ALT -	Descent GR -	MDA see CAT	THR ELEV 274	ALS-Length 900 M	LDA 8202

CAUTION:

ⓘ CIRCLING S OF AD ONLY

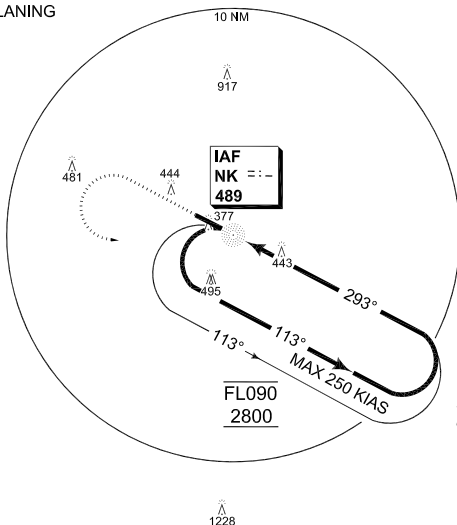
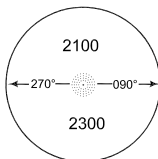
NOTE:

b) POTENTIAL HYDROPLANING
30 MIN. AFTER RAIN

IAF
52°19.35'N
016°59.75'E



MSA NK 25 NM

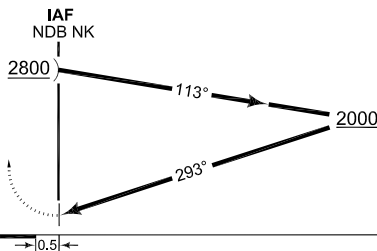


PROCEDURE TURN:
CAT. A/B: 3 MIN.
CAT. C/D/E: 2 MIN

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

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)

NDB RWY 29

52°19.92'N
016°58.00'E

KRZESINY (EPKS)

LASK (EPLK)

LASK TOWER	133.080	LASK ATIS	126.385
LASK APPROACH	125.355		

MATSO 15 MAY 2025**LASK (EPLK)**

ILS or LOC RWY 10
LASK (EPLK)

EMERG SAFE ALT 100 NM 3800 FT

ILS or LOC RWY 10	51°33.07'N 010°10.05'E	LASK (EPLK)
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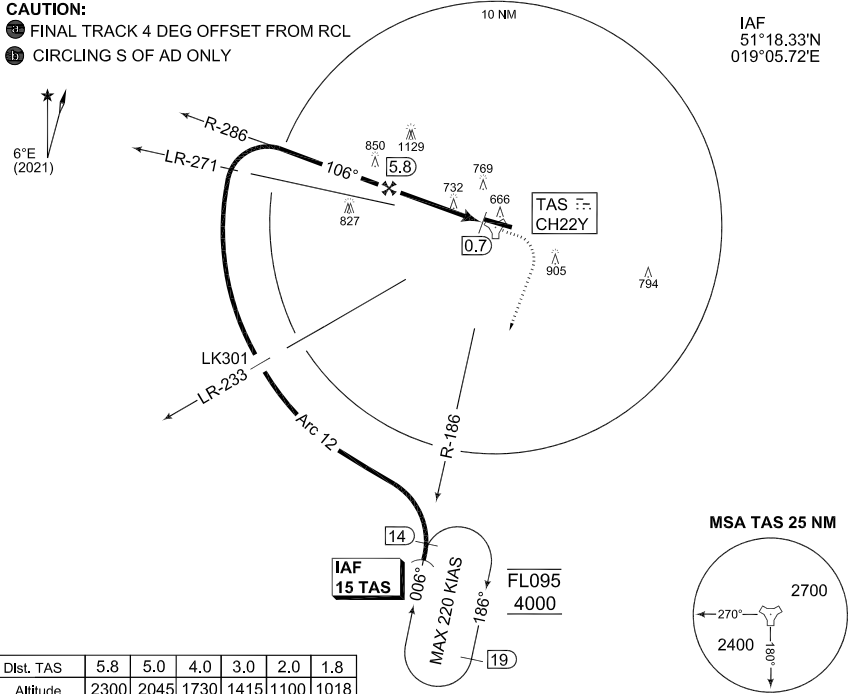
**TACAN RWY 10
LASK (EPLK)**

LASK APPROACH		LASK TOWER			ATIS		
125.355 379.350		133.080 232.125			126.385		
TACAN TAS CH22Y	APP COURSE 09 106°	FAF ALT 2300	Descent GR 5.2 %	MDA 1017	THR ELEV 618	ALS-Length 420 M	LDA 9842

CAUTION:

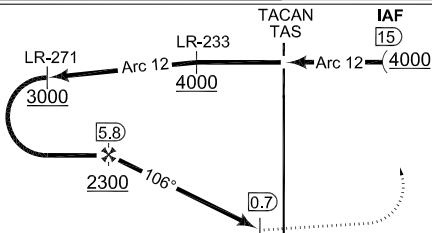
- (a) FINAL TRACK 4 DEG OFFSET FROM RCL
 (b) CIRCLING S OF AD ONLY

IAF
51°18.33'N
019°05.72'E



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

TA 6500



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

MISSED APPROACH

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

S-ALS

THR ELEV 618

CATEGORY		A	B	C	D	E
U-OPS	TACAN 10	1018- 1400 400 (500 -1.4/1.8)				
	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)

TACAN RWY 10

51°33.07'N
019°10.95'E

LASK (EPLK)

PANS-OPS INSTRUMENT APPROACH CHART

ILS y or LOC y RWY 28
LASK (EPLK)

AD ELEV 639

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

CAUTION:

ⓘ CIRCLING S of AD ONLY

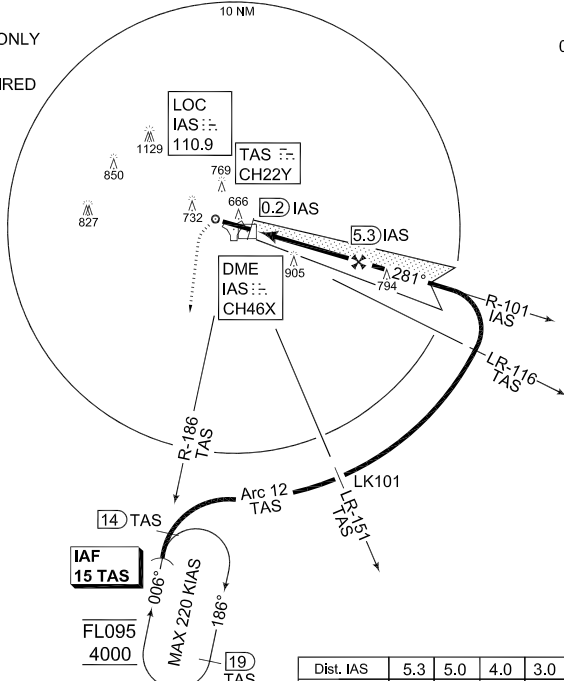
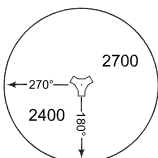
NOTE:

b) DME, TACAN REQUIRED



IAF
51°18.33'N
019°05.72'E

MSA TAS 25 NM



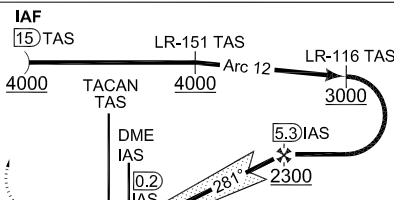
Dist. IAS	5.3	5.0	4.0	3.0	2.0	1.3
Altitude	2300	2205	1890	1575	1260	1011

FAF to MAP 5.1 NM

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

MISSED APPROACH

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



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)

ILS y or LOC y RWY 28

51°33.07'N
019°10.95'E

LASK (EPLK)

PANS-OPS INSTRUMENT APPROACH CHART

AD ELEV 639

ILS z or LOC z RWY 28
LASK (EPLK)

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

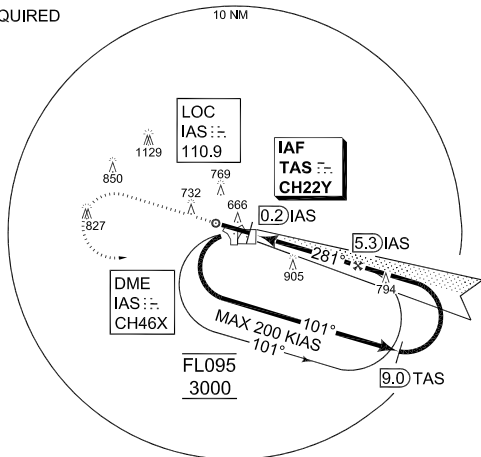
CAUTION:

● CIRCLING S OF AD ONLY

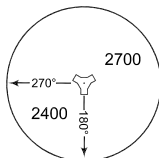
NOTE:

b) TACAN, DME REQUIRED

IAF
51°33.03'N
019°10.70'E



MSA TAS 25 NM

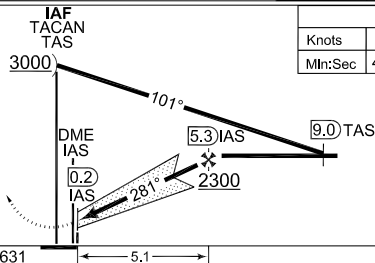


Dist. IAS	5.3	5.0	4.0	3.0	2.0	1.3
Altitude	2300	2205	1890	1575	1260	1011

TA 6500

MISSED APPROACH

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



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)

ILS z or LOC z RWY 28

51°33.07'N
019°10.95'E

LASK (EPLK)

PANS-OPS INSTRUMENT APPROACH CHART

AD ELEV 639

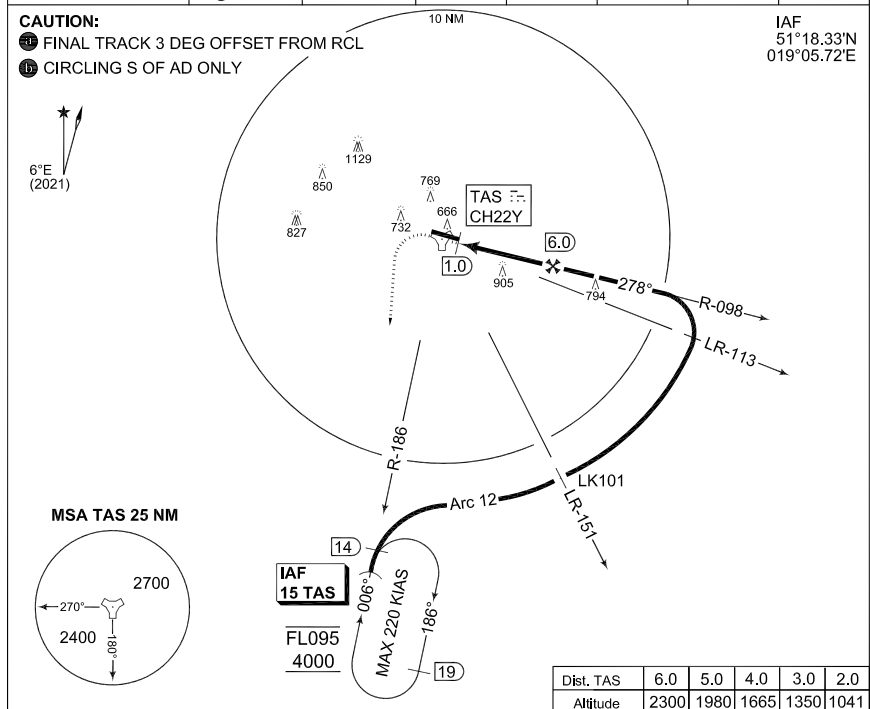
TACAN RWY 28
LASK (EPLK)

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

CAUTION:

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

IAF
51°18.33'N
019°05.72'E



FAF to MAP 5.0 NM						IAF 15 TAS		TACAN TAS		TA 6500	
Knots	70	100	135	170	200	230	4000	Arc 12	4000	Arc 12	3000
MIn: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.

THR ELEV 631

CAT I

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

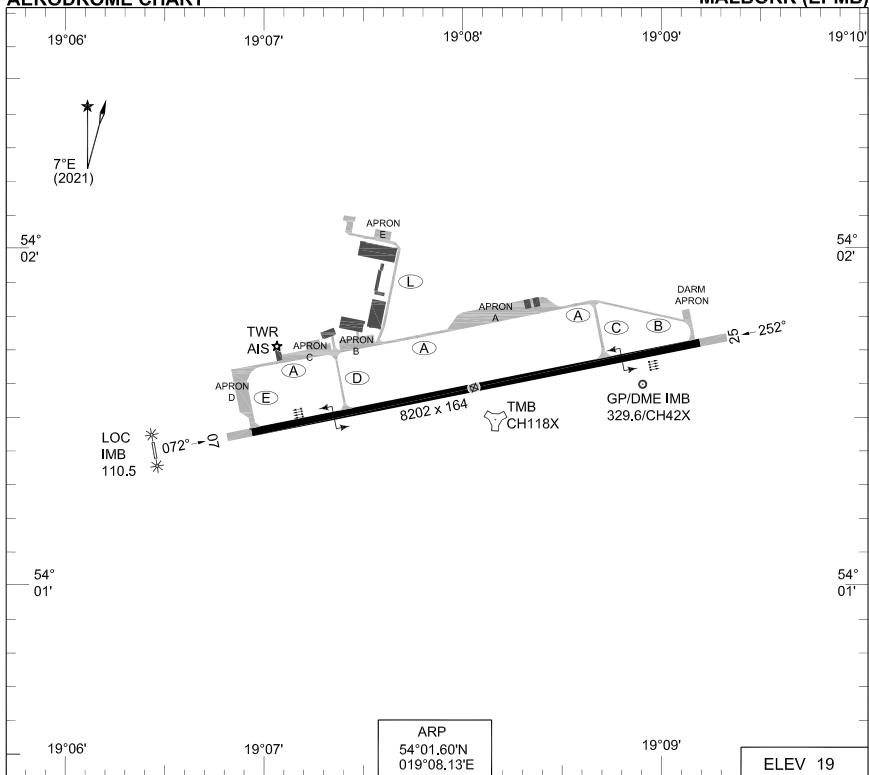
TACAN RWY 28

51°33.07'N
019°10.95'E

LASK (EPLK)

PANS-OPS AERODROME CHART

MALBORK (EPMB)



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

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

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

AERODROME CHART

MALBORK (EPMB)

CHANGE: TWR FREQUENCY, APP, PAR, ATIS ADDED

MATSO 15 MAY 2025

PANS-OPS INSTRUMENT APPROACH CHART

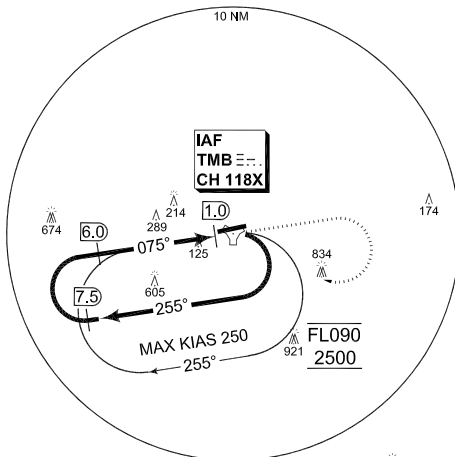
TACAN z RWY 07
MALBORK (EPMB)

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

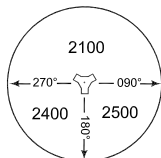
CAUTION:

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

IAF
54°01.50'N
019°08.25'E



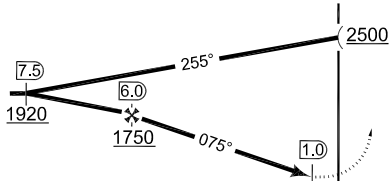
MSA TMB 25 NM



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

TA 6500

IAF
TACAN TMB



FAF to MAP 5.0 NM

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

MISSED APPROACH

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

S-ALS

5.3

THR ELEV 19

CATEGORY	A	B	C	D	E
TACAN z 07	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)

TACAN z RWY 07

54°01.60'N
019°08.13'E

MALBORK (EPMB)

PANS-OPS INSTRUMENT APPROACH CHART

ILS y or LOC y RWY 25
MALBORK (EPMB)

AD ELEV 19

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

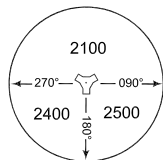
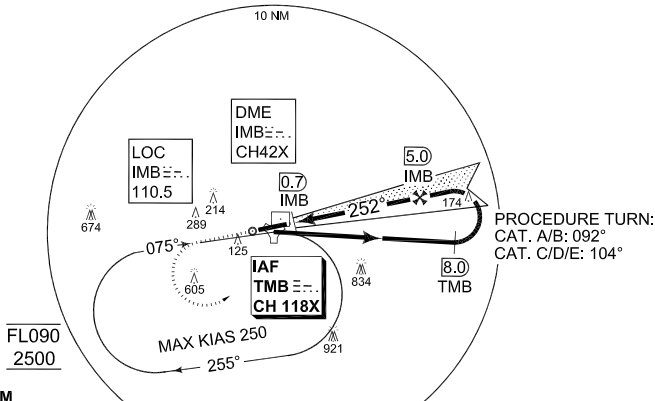
CAUTION:

⦿ CIRCLING S OF AD ONLY

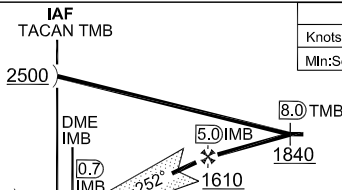
NOTE:

b) DME, TACAN IS REQUIRED

IAF
54°01.50'N
019°08.25'E



TA 6500



FAF to MAP 4.3 NM

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

MISSED APPROACH

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

THR ELEV 18

4.8

CAT I

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

ILS y or LOC y RWY 25

54°01.60'N
019°08.13'E

MALBORK (EPMB)

PANS-OPS
INSTRUMENT APPROACH CHART

ILS z or LOC z RWY 25
MALBORK (EPMB)

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

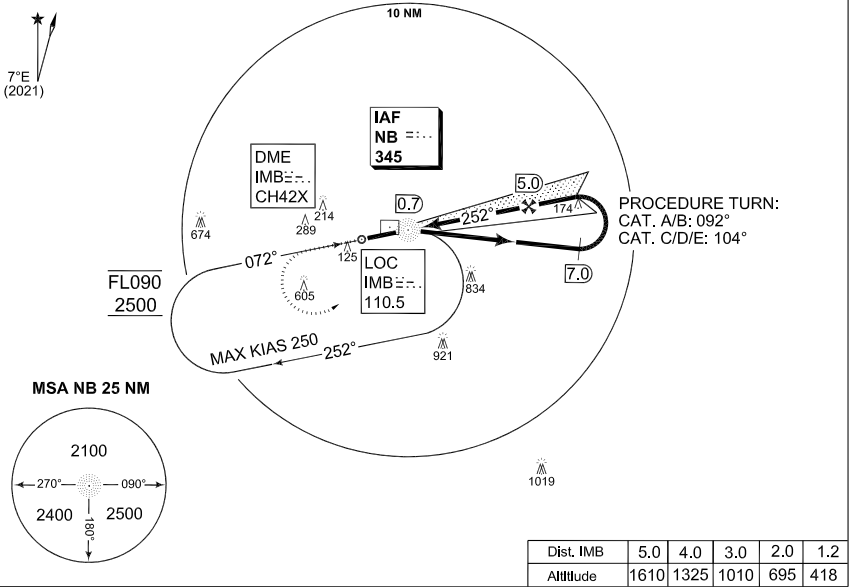
CAUTION:

⦿ CIRCLING S OF AD ONLY

NOTE:

b) DME IS REQUIRED

IAF
54°01.82'N
019°10.13'E

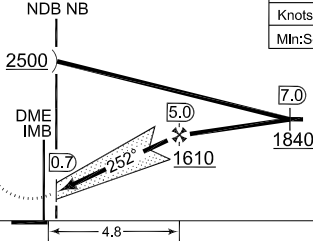


TA 6500

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.



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

ILS z or LOC z RWY 25

54°01.60'N
019°08.13'E

MALBORK (EPMB)

CHANGE: APP. TWR FREQUENCY: MINIMA

MATSO 15 MAY 2025

PANS-OPS INSTRUMENT APPROACH CHART

AD ELEV 19

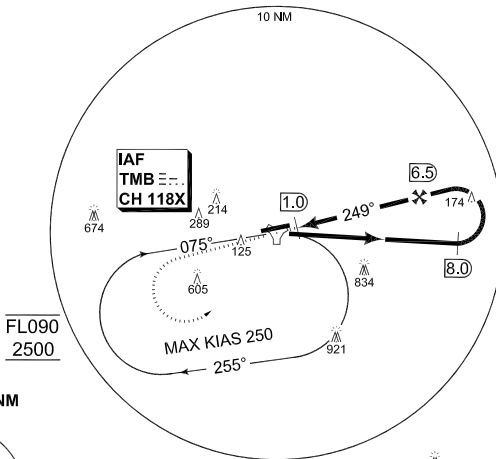
TACAN z RWY 25
MALBORK (EPMB)

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

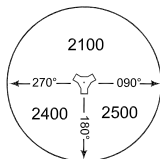
IAF
54°01.50'N
019°08.25'E



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

FL090
2500

MSA TMB 25 NM

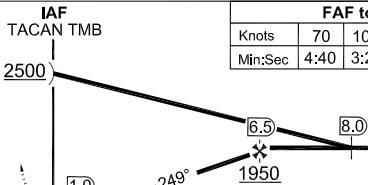


Dist. TMB	6.5	6.0	5.0	4.0	3.0	2.0	1.9
Altitude	1950	1790	1470	1155	840	525	480

TA 6500

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)

PANS-OPS
INSTRUMENT APPROACH CHART

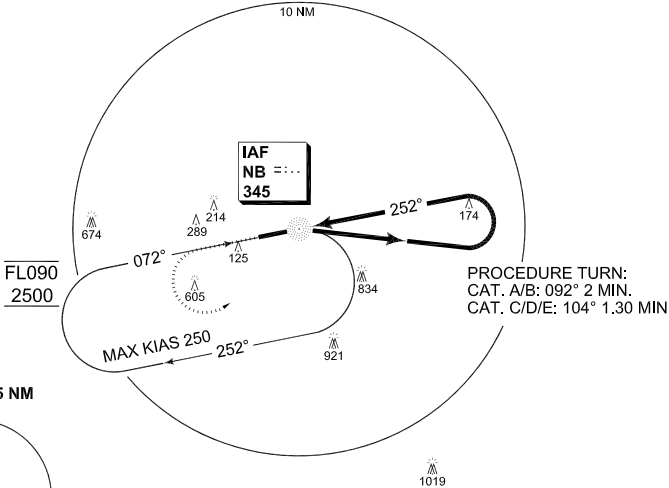
NDB RWY 25
MALBORK (EPMB)

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
NB 345	252°			480	18
				ALS-Length	LDA
				900 M	8202

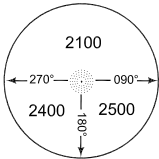
CAUTION:

● CIRCLING S OF AD ONLY

IAF
54°01.82'N
019°10.13'E



MSA NB 25 NM

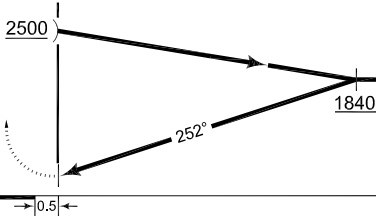


TA 6500

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.



CHANGE: APP. TWR FREQUENCY, MINIMA

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)

NDB RWY 25

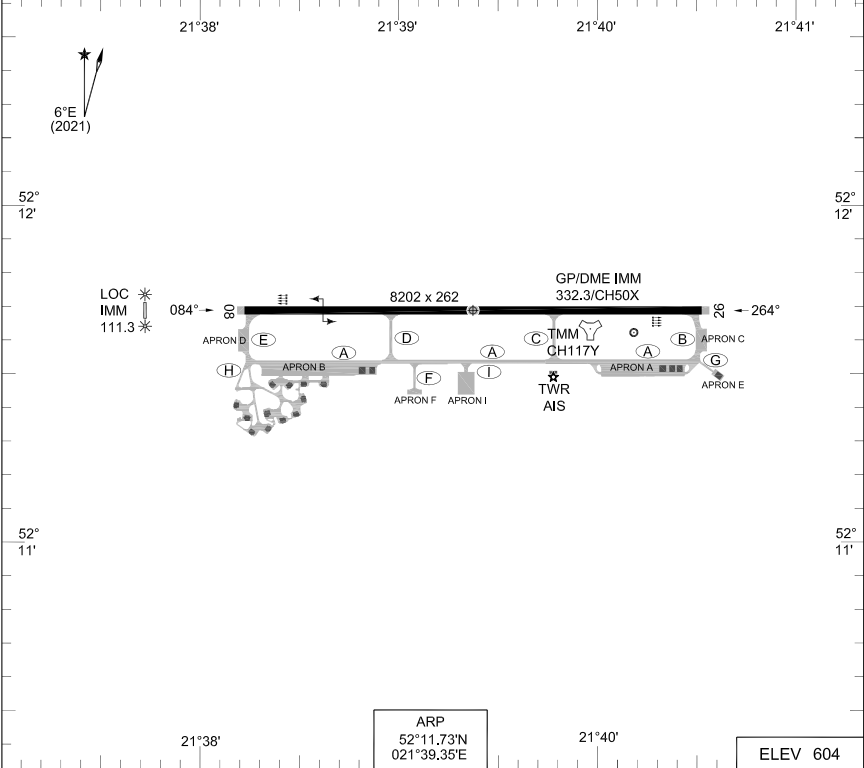
54°01.60'N
019°08.13'E

MALBORK (EPMB)

MATSO 15 MAY 2025

PANS-OPS
AERODROME CHART

MINSK MAZOWIECKI (EPMM)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI		TDZE	THR PSN
08	38	8202	8300	9514	8202	3.0°		568	52°11.73'N 021°38.25'E
26	R/C/W/T	8202	8300	9514	8202	3.0°		597	52°11.73'N 021°40.45'E

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

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

AERODROME CHART

MINSK MAZOWIECKI (EPMM)

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

MATSO 04 SEP 2025

PANS-OPS INSTRUMENT APPROACH CHART

AD ELEV 604

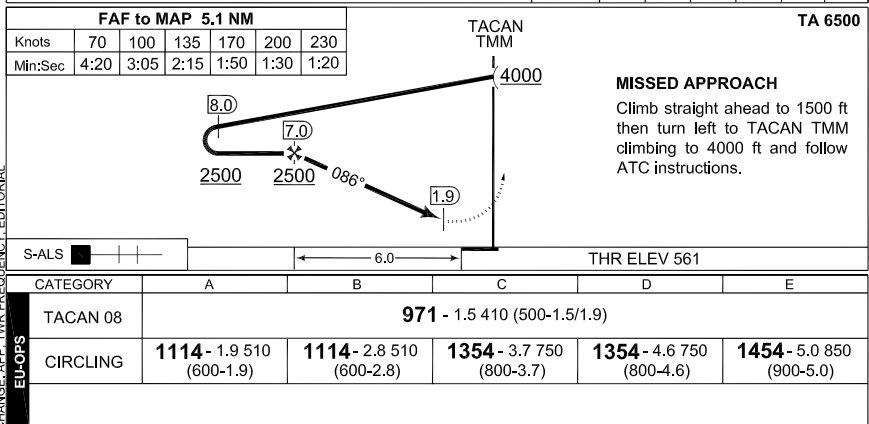
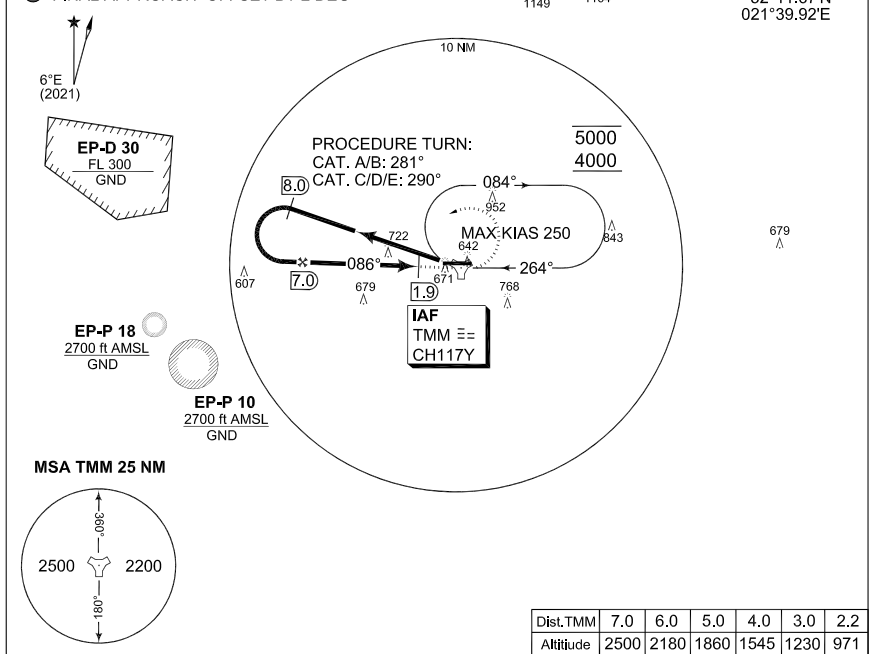
TACAN RWY 08
MINSK MAZOWIECKI (EPMM)

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

CAUTION:

FINAL APPROACH OFFSET BY 2 DEG

IAF
52°11.67'N
021°39.92'E



TACAN RWY 08

52°11.73'N
021°39.35'E

MINSK MAZOWIECKI (EPMM)

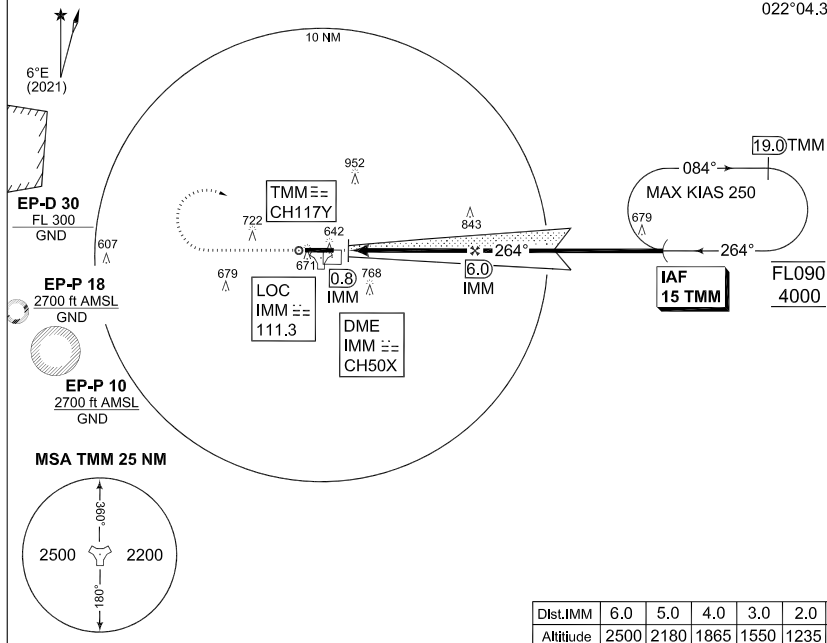
PANS-OPS AD ELEV 604 **ILS y or LOC y RWY 26**
INSTRUMENT APPROACH CHART **MINSK MAZOWIECKI (EPMN)**

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

MINSK APPROACH		MINSK TOWER				ATIS		
120.78L	278.575	135.430	279.075			138.250		
ILS/TACAN	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS-Length	LDA	
IMM 111.3/TMM CH117Y	264°	2500	3.0°	854	604	900 M	8202	

a) DME, TACAN REQUIRED

IAF
52°11.62'N
022°04.30'E



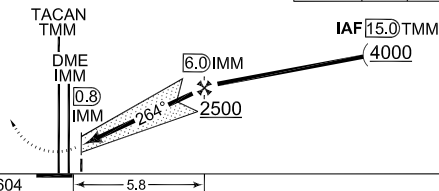
Dist. IMM	6.0	5.0	4.0	3.0	2.0	1.8
Altitude	2500	2180	1865	1550	1235	1114

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



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)

CHANGE: APP. TWR FREQUENCY

EU-ops

WATSO 15 MAY 2025

ILS y or LOC y RWY 26

52°11.73'N
021°39.35'E

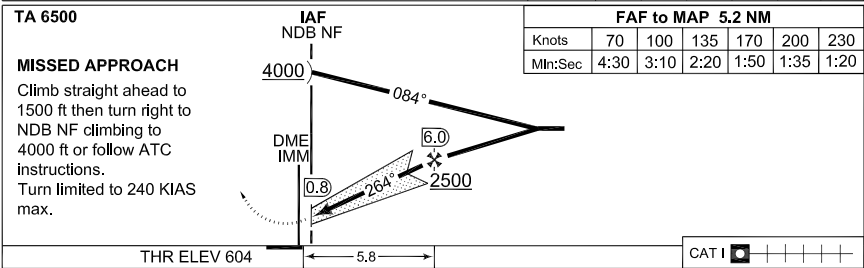
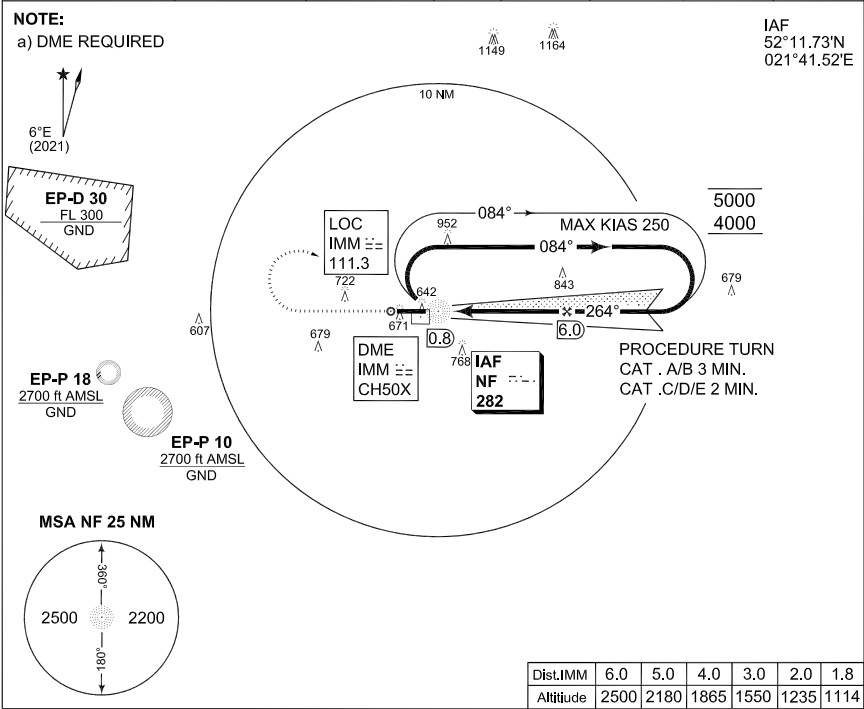
MINSK MAZOWIECKI (EPMM)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 604

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

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



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)

ILS z or LOC z RWY 26

52°11.73'N
021°39.35'E

MINSK MAZOWIECKI (EPMM)

CHANGE: APP. TWR FREQUENCY

EU-OPS

MATSO 15 MAY 2025

PANS-OPS INSTRUMENT APPROACH CHART

AD ELEV 604

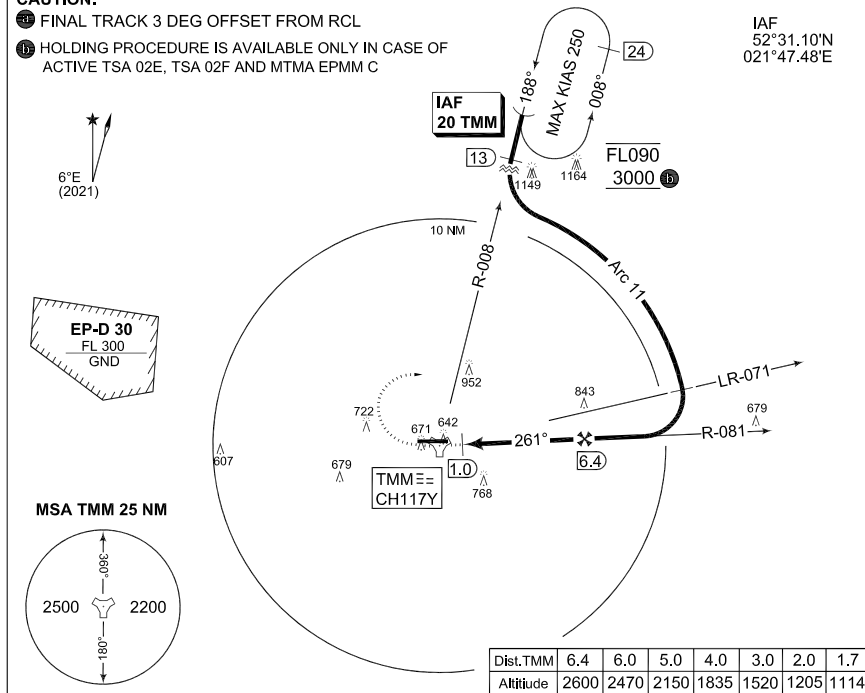
TACAN RWY 26
MINSK MAZOWIECKI (EPMM)

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

CAUTION:

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

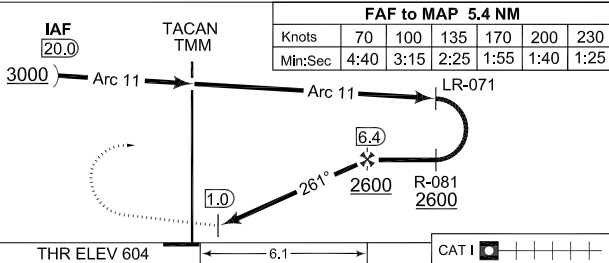
IAF
52°31.10'N
021°47.48'E



TA 6500

MISSED APPROACH

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



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

TACAN RWY 26

52°11.73'N
021°39.35'E

MINSK MAZOWIECKI (EPMM)

CHANGE: APP. TWR FREQUENCY

EU-OPS

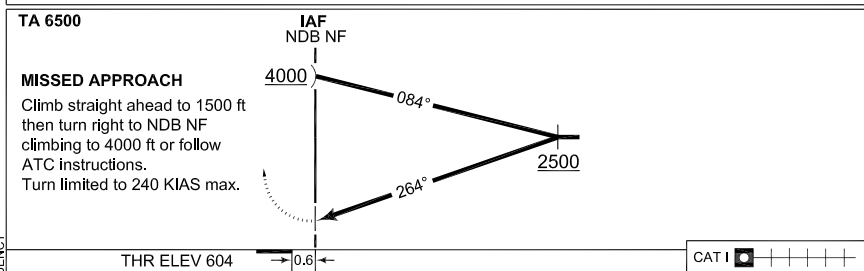
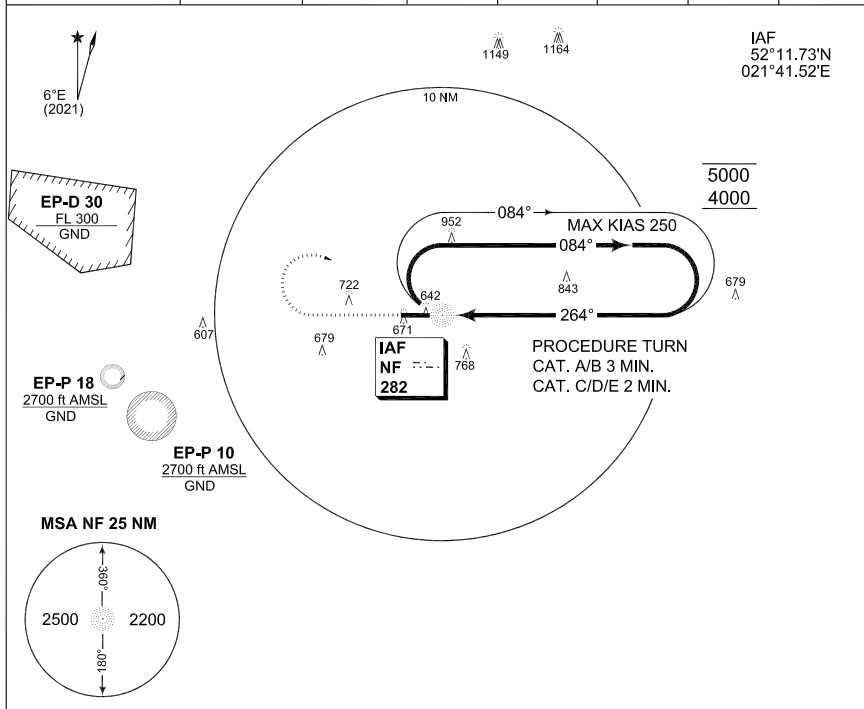
MATSO 15 MAY 2025

PANS-OPS INSTRUMENT APPROACH CHART

AD ELEV 604

NDB RWY 26
MINSK MAZOWIECKI (EPMM)

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



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)

NDB RWY 26

52°11.73'N
021°39.35'E

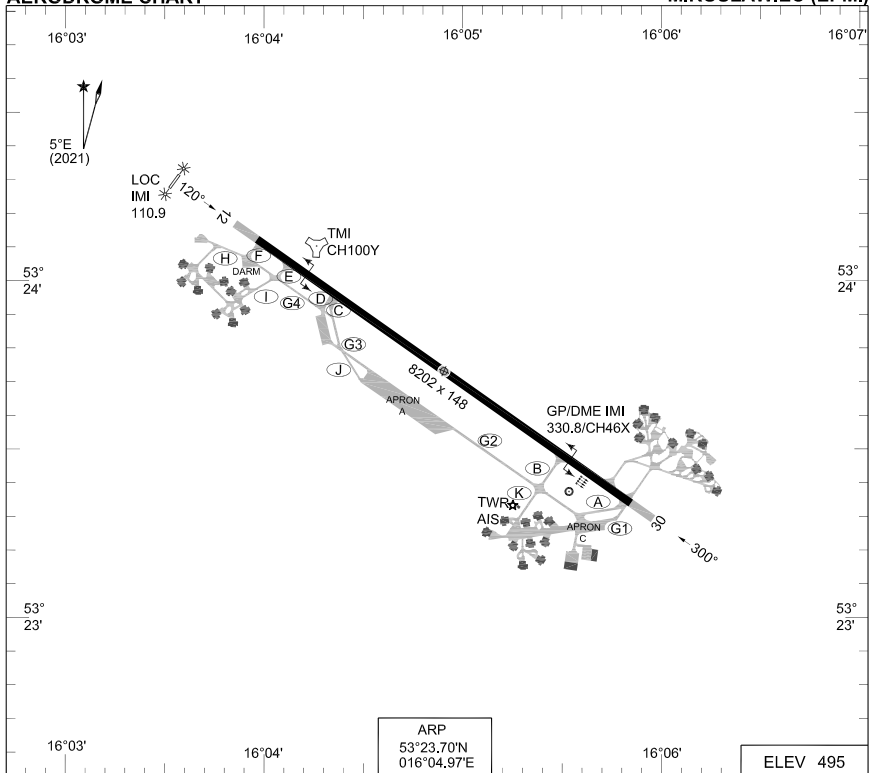
MINSK MAZOWIECKI (EPMM)

CHANGE: APP. TWR FREQUENCY
EU-OPS

MATSO 15 MAY 2025

PANS-OPS AERODROME CHART

MIROSLAWIEC (EPMI)



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

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

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

AERODROME CHART

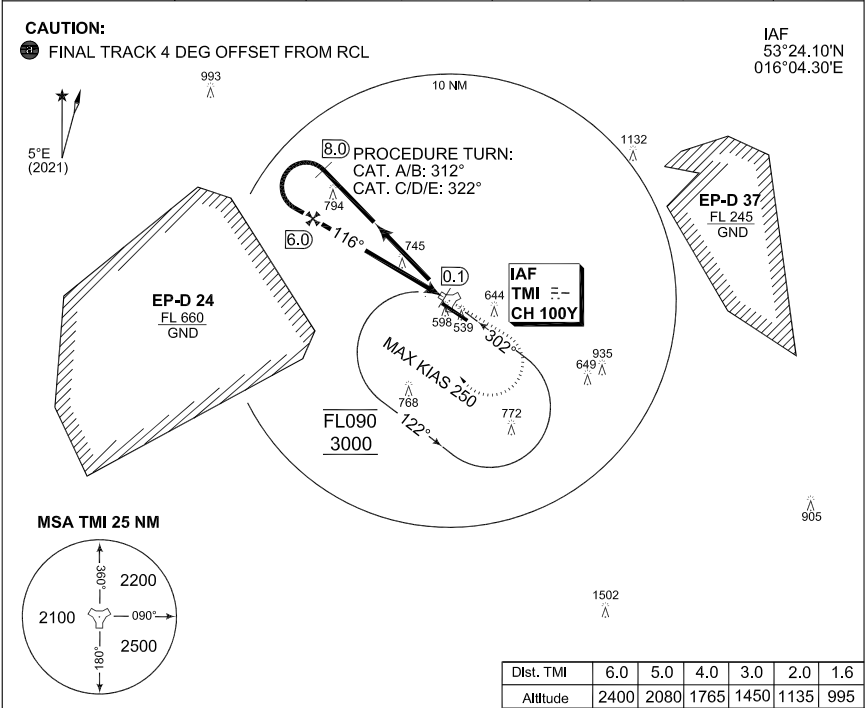
MIROSLAWIEC (EPMI)

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



FAF to MAP 5.9 NM							IAF TACAN TMI		TA 6500
Knots	70	100	135	170	200	230	MISSED APPROACH Climb straight ahead to 2000 ft then turn right to TACAN TMI climbing to 3000 ft and follow ATC instructions.		
Min:Sec	5:05	3:30	2:40	2:05	1:45	1:30			
S-ALS 5.9 THR ELEV 493									
CATEGORY	A		B		C		D		E
TACAN 12	995 - 1.8 500 (500 -1.8/2.3)								
CIRCLING	995-1.9 500 (500-1.9)		1045-2.8 550 (600-2.8)		1145-3.7 650 (700-3.7)		1195-4.6 700 (700-4.6)		1435-5.0 940 (1000-5.0)

PANS-OPS
INSTRUMENT APPROACH CHART

ILS or LOC RWY 30
MIROSLAWIEC (EPMI)

Table with 8 columns: ILS/DME, APP COURSE, GS INTCP ALT, GS, DA, THR ELEV, ALS-Length, LDA. Values include 126.580, 234.875, 128.480, 264.875, 110.900/CH46X, 300°, 2000, 3.0°, see CAT, 492, 900 M, 8202.

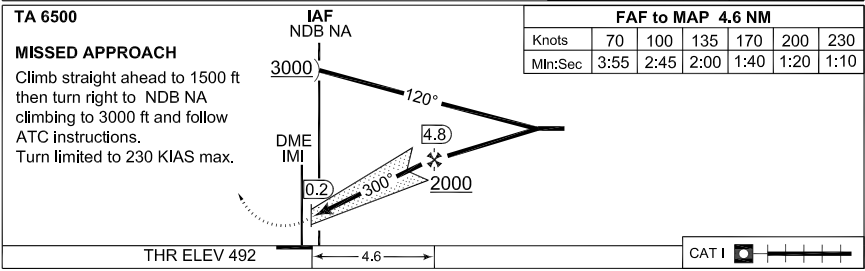
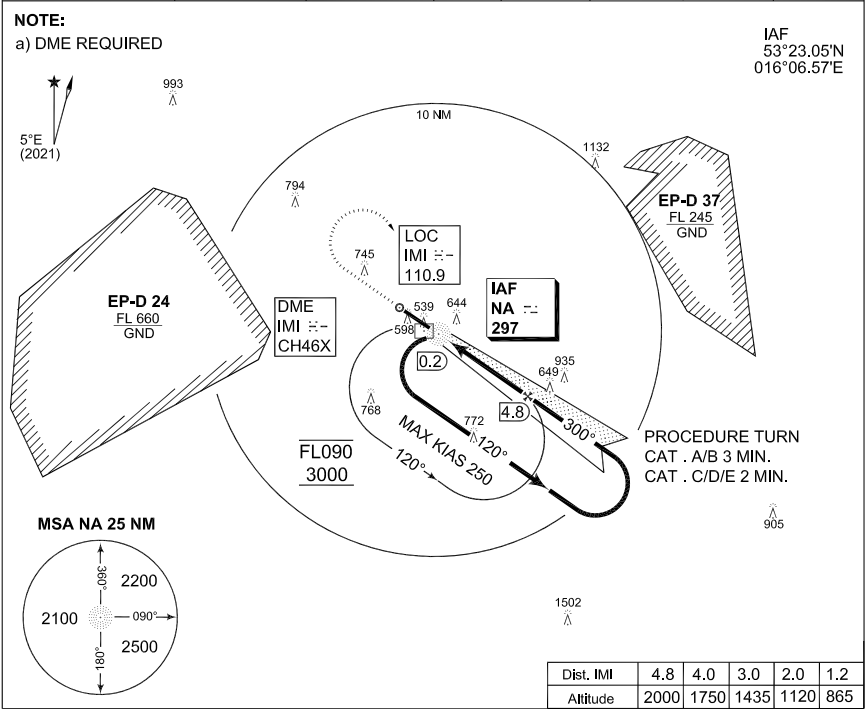
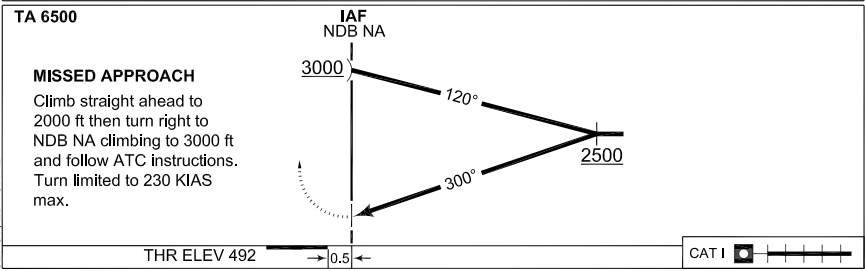
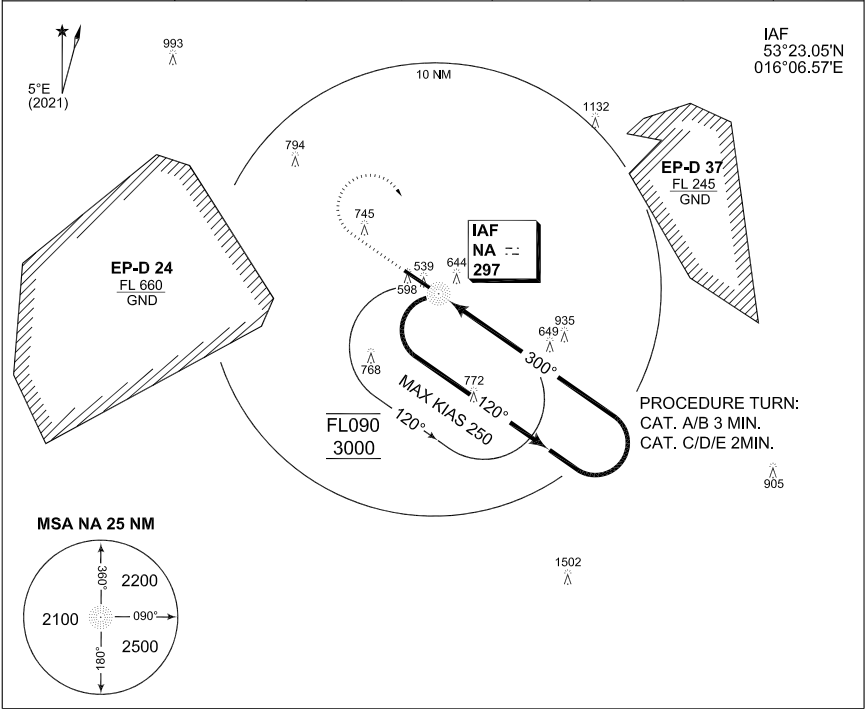


Table with 6 columns: CATEGORY, A, B, C, D, E. Rows include ILS 30, LOC 30, and CIRCLING with associated frequency and altitude ranges.

PANS-OPS
INSTRUMENT APPROACH CHART

NDB RWY 30
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)

NDB RWY 30

53°23.70'N
016°04.97'E

MIROSLAWIEC (EPMI)

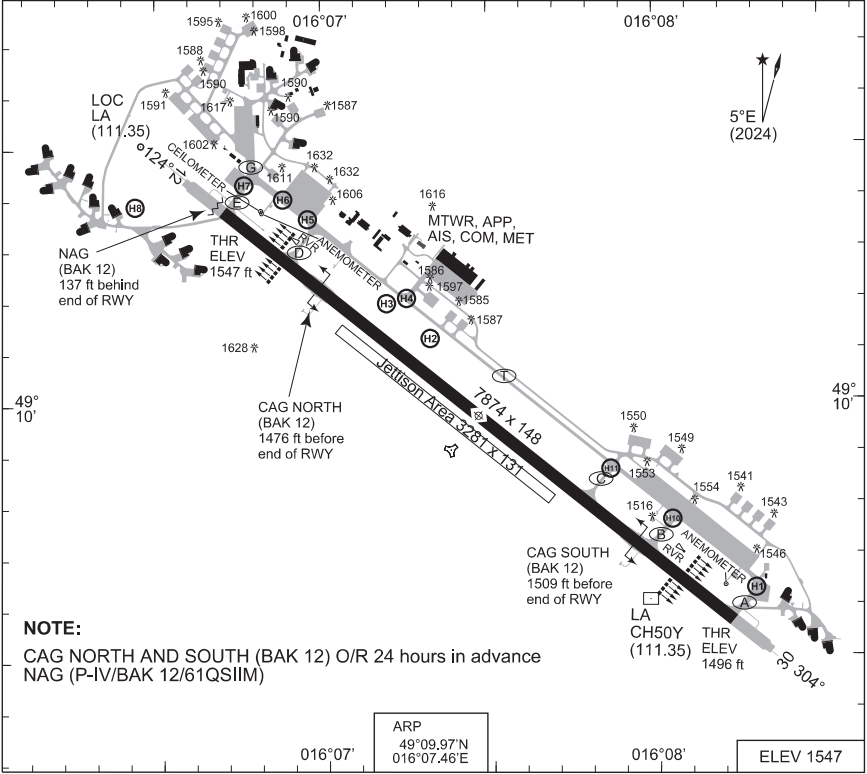
CHANGE: APP. TWR FREQUENCY, EDITORIAL

MATSO 15 MAY 2025

PANS-OPS
AERODROME CHART

NVIS

NAMEST (LKNA)



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

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

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	PANS-OPS	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								

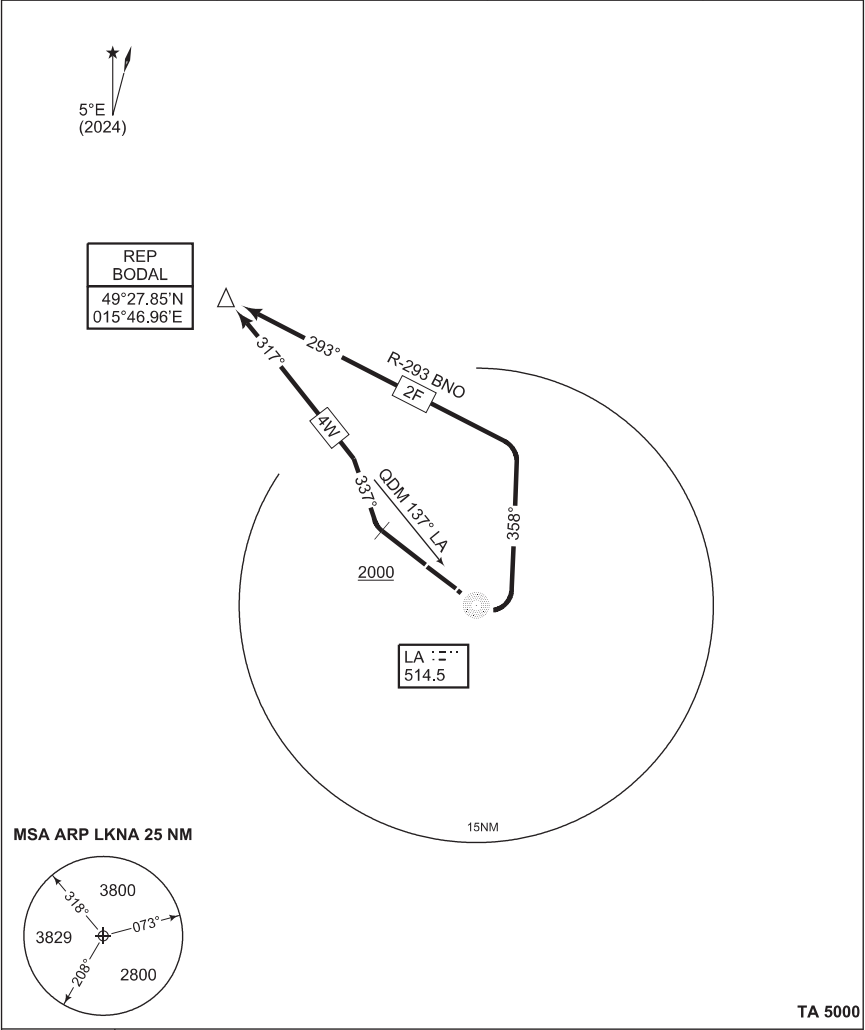
AERODROME CHART

NAMEST (LKNA)

CHANGE: VAR. obstacle: 1602, NAG

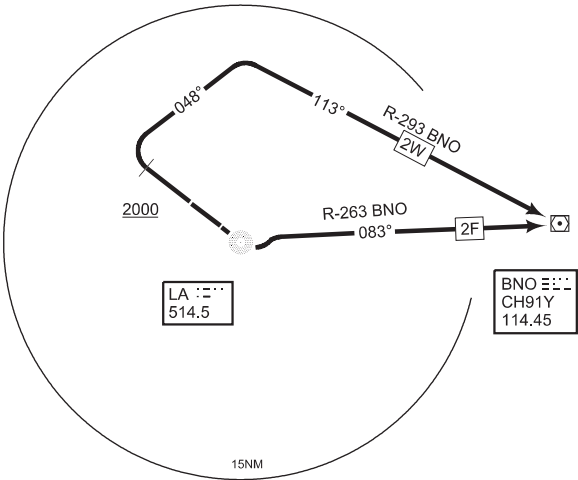
MIL AIS ATC Prague 25 DEC 2025

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

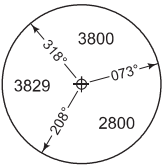


BODAL 2F (RWY 12)	- Straight ahead - After passing LA NDB turn left track 358° to R-293 BNO (QDM 293° REP BODAL) - R-293 BNO to REP BODAL
BODAL 4W (RWY 30)	- Straight ahead - At 2000 ft AMSL turn right track 337° - On 137° LA NDB QDM turn left 317° to BODAL

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

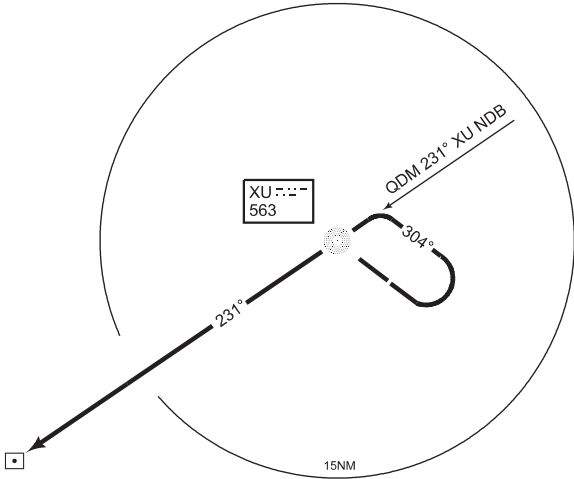
BNO 2F (RWY 12)	- Straight ahead - After passing LA NDB turn left track 083° to BNO VOR
BNO 2W (RWY 30)	- Straight ahead - At 2000 ft AMSL turn right track 048° to R-293 BNO VOR - turn right track 113° to BNO VOR

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

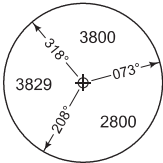


OKF DME
48°58.15'N
015°32.73'E

NOTE: RNAV5 required



MSA ARP LKNA 25 NM



TA 5000

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

CHANGE: VOR OKF canceled, added coordinates of OKF and note

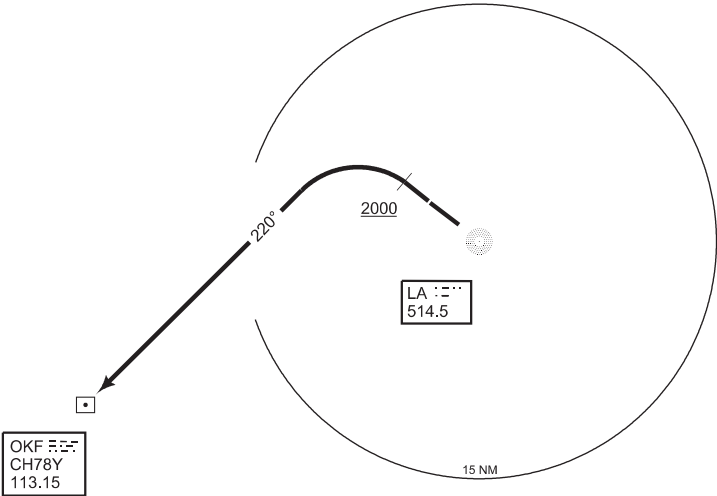
MIL AIS ATC Prague 19 FEB 2026

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

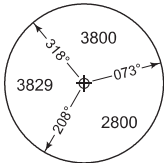


OKF DME
48°58.15'N
015°32.73'E

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
--------------------	---

CHANGE: VOR OKF canceled, added coordinates of OKF and note

MIL AIS ATC Prague 19 FEB 2026

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

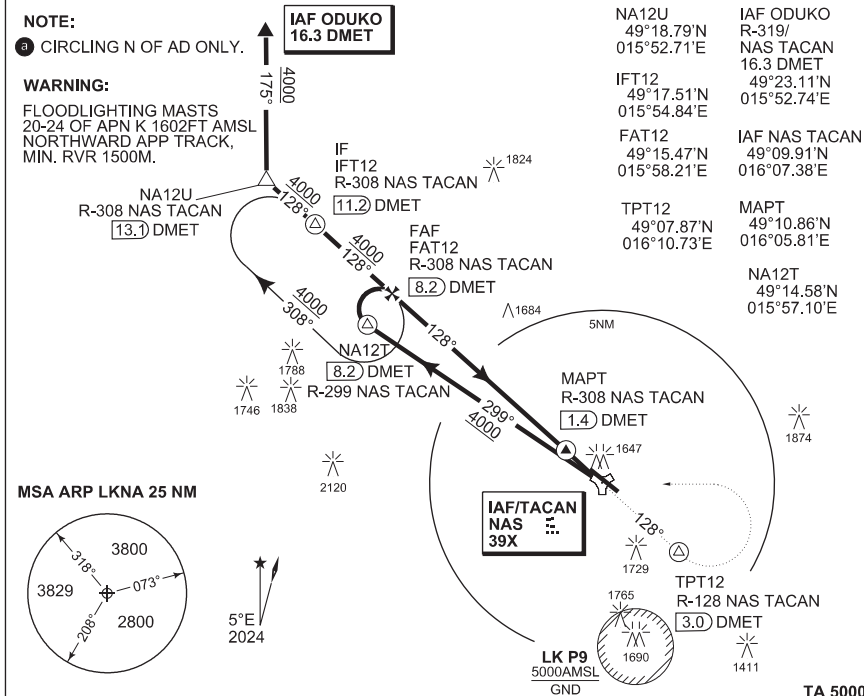
NOTE:

- a CIRCLING N OF AD ONLY.

WARNING:

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

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



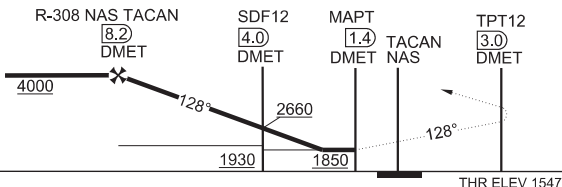
MISSED APPROACH

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

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)

COPTER NDB 12 (MIL ONLY)

49°09.97'N
016°07.46'E

NAMEST (LKNA)

CHANGE: VAR. WARNING 1602T

MIL AIS ATC Prague 25 DEC 2025

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:

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

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

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

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

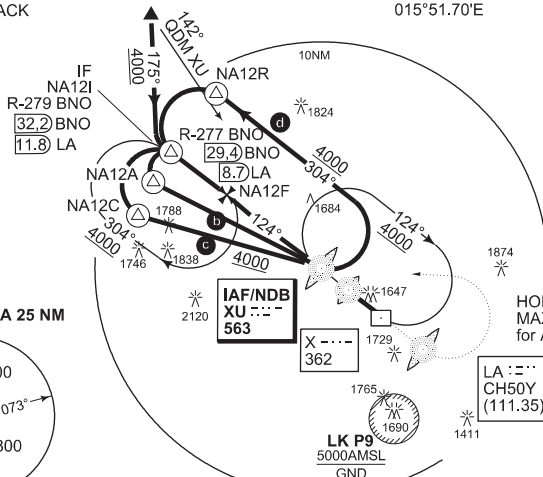
NA12C
11.7 LA DME
102° QDM XU NDB
49°14.27'N
015°51.70'E

IAF XU NDB
49°11.84'N
016°04.01'E

FAF NA12F
49°15.13'N
015°57.70'E

IF NA12I
49°17.05'N
015°53.97'E

IAF ODUKO
16.8 DME LA



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

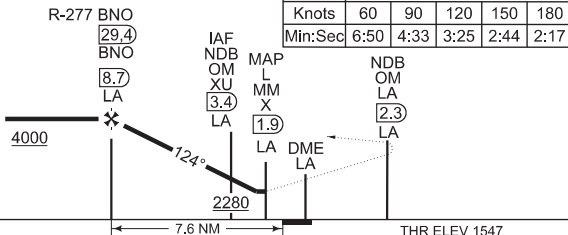
TA 5000

MISSED APPROACH

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

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

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



S - ALS

THR ELEV 1547

EU-OPS	FAF to MAP 6.9 NM			
	Knots			
	60	90	120	150
	Min:Sec	6:50	4:33	3:25
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°			
a 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)

NDB or PAR RWY 12

49°09.97'N
016°07.46'E

NAMEST (LKNA)

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

IAF ODUKO
16.8 DME LA

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

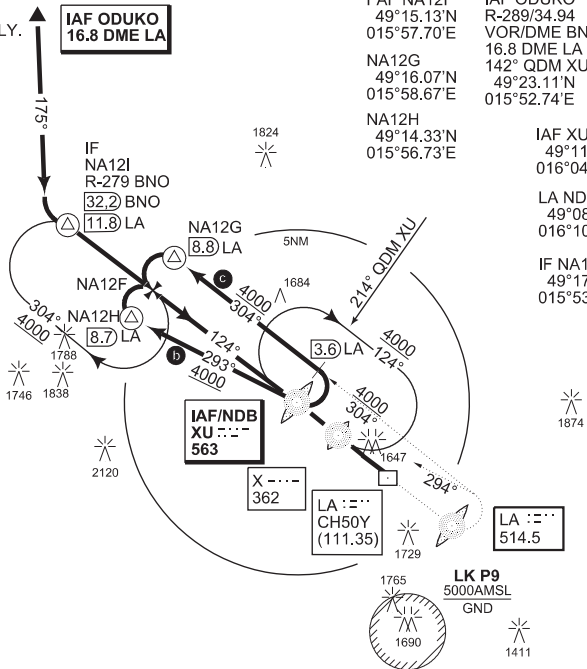
IAF ODUKO
R-289/34.94
VOR/DME BNO
16.8 DME LA
142° QDM XU NDB
49°23.11'N
015°52.74'E

IAF XU NDB
49°11.84'N
016°04.01'E

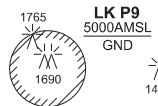
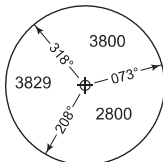
LA NDB
49°08.19'N
016°10.78'E

IF NA12I
49°17.05'N
015°53.97'E

5°E
2024



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.

R-277 BNO
29.4 BNO
8.7 LA
4000

IAF NDB
OM XU
3.4 LA
2280

MAP
L MM X
1.9 LA

NDB
OM LA
2.3 LA

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)

COPTER NDB 12 (MIL ONLY)

49°09.97'N
016°07.46'E

NAMEST (LKNA)

CHANGE: Description of FAF NA12F and IF NA12I

MIL AIS ATC Prague 19 FEB 2026

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:

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

DME REQUIRED

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

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

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

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

IAF LA NDB
49°08.19' N
016°10.78' E

FAF NA30F
49°04.73' N
016°17.52' E

IF NA30I
49°02.87' N
016°20.91' E

5°E
(2024)

MSA ARP LKNA 25 NM

TA 5000

MISSED APPROACH

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

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

GP 3.0°
RDH 52.5

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

THR ELEV 1496

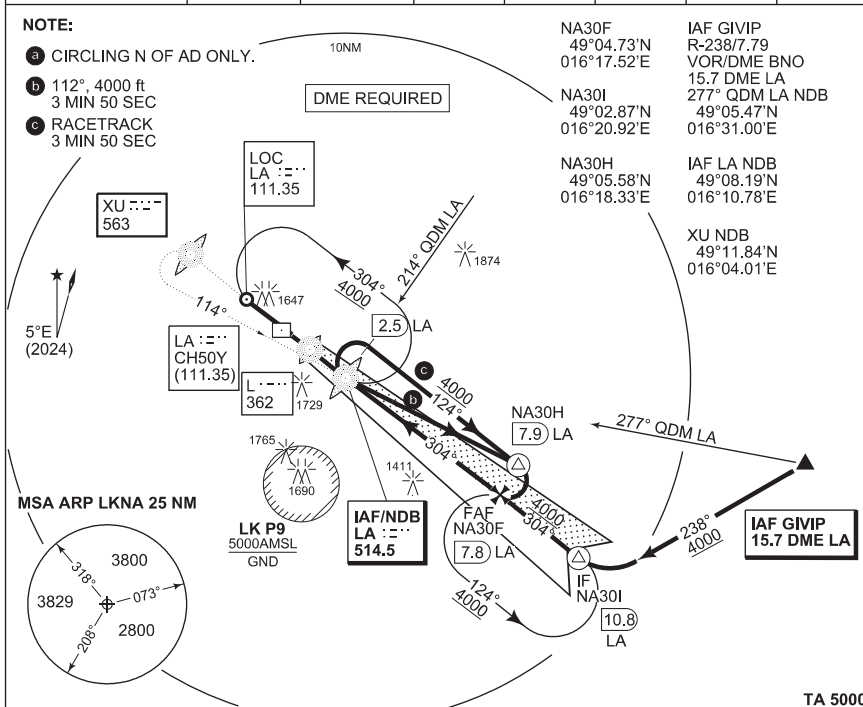
CAT I

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)			
a 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)

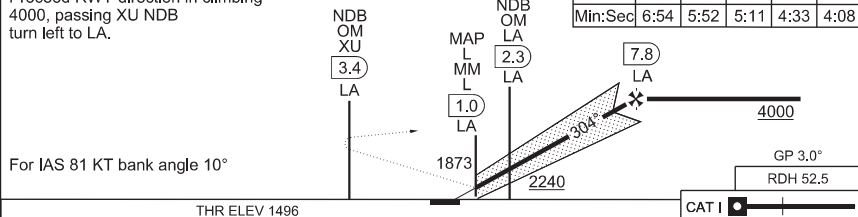
COPTER ILS RWY 30 (MIL ONLY)
NAMEST (LKNA)

NOTE:

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



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



CATEGORY		H
EU OPS	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)

COPTER ILS RWY 30 (MIL ONLY)

49°09.97'N
016°07.46'E

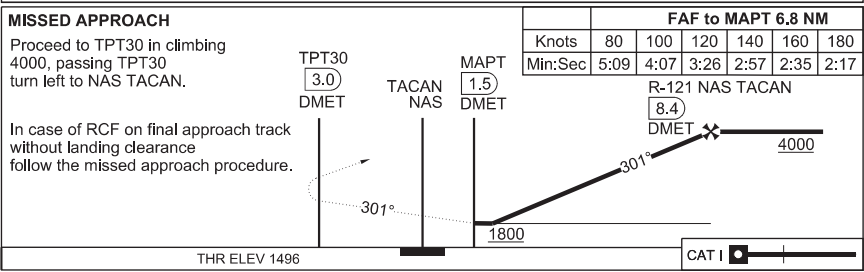
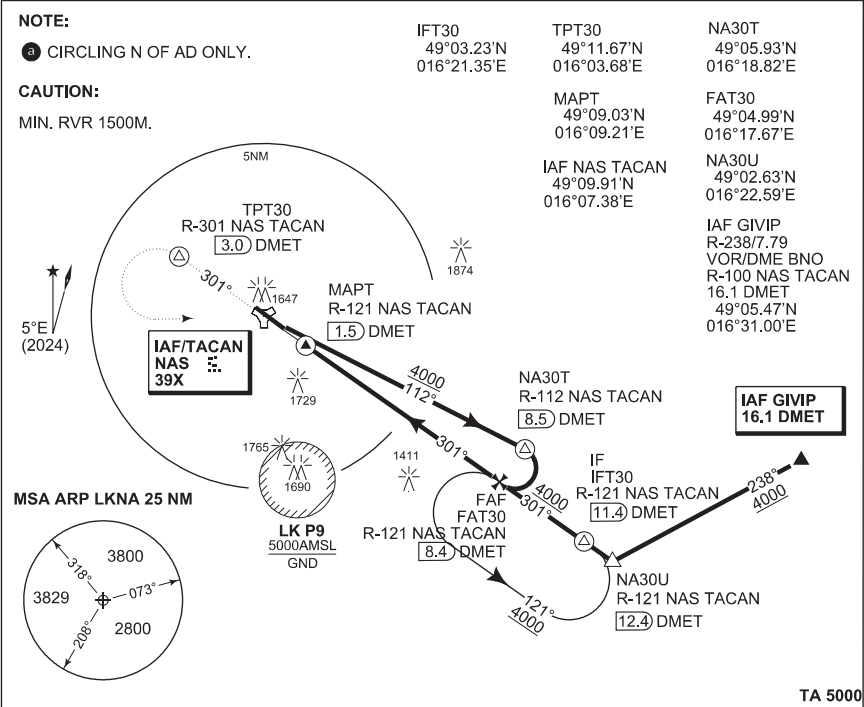
NAMEST (LKNA)

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



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

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

NOTE:

- a** CIRCLING N OF AD ONLY.
- b** 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
- d** RACECETRACK

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

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

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

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

IAF LA NDB
49°08.19'N
016°10.78'E

FAF NA30F
49°04.73' N
016°17.52' E

IF NA30I
49°02.87' N
016°20.91' E

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

THR ELEV 1496

CAT I

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°			
a 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)

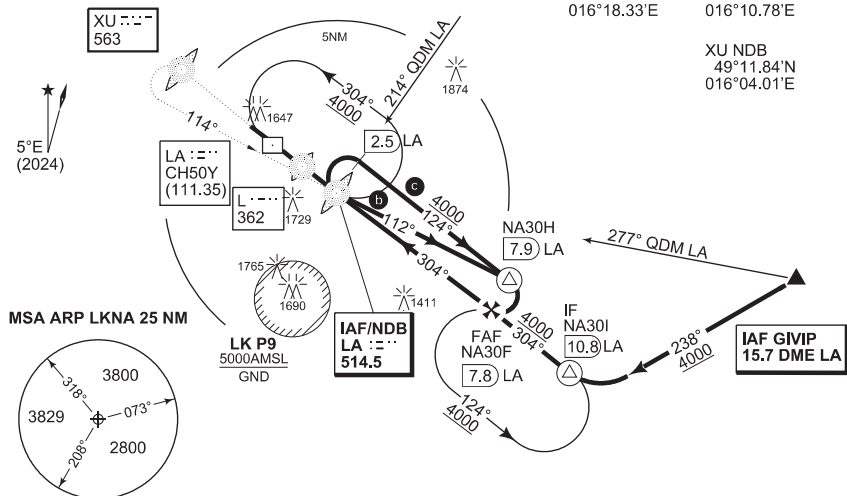
COPTER NDB RWY 30 (MIL ONLY)
NAMEST (LKNA)

NOTE:

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

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

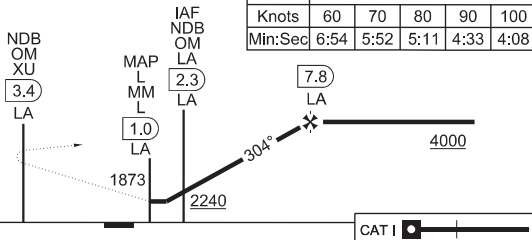
XU NDB
49°11.84'N
016°04.01'E



TA 5000

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

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



THR FI FV 1496

CAT I 

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

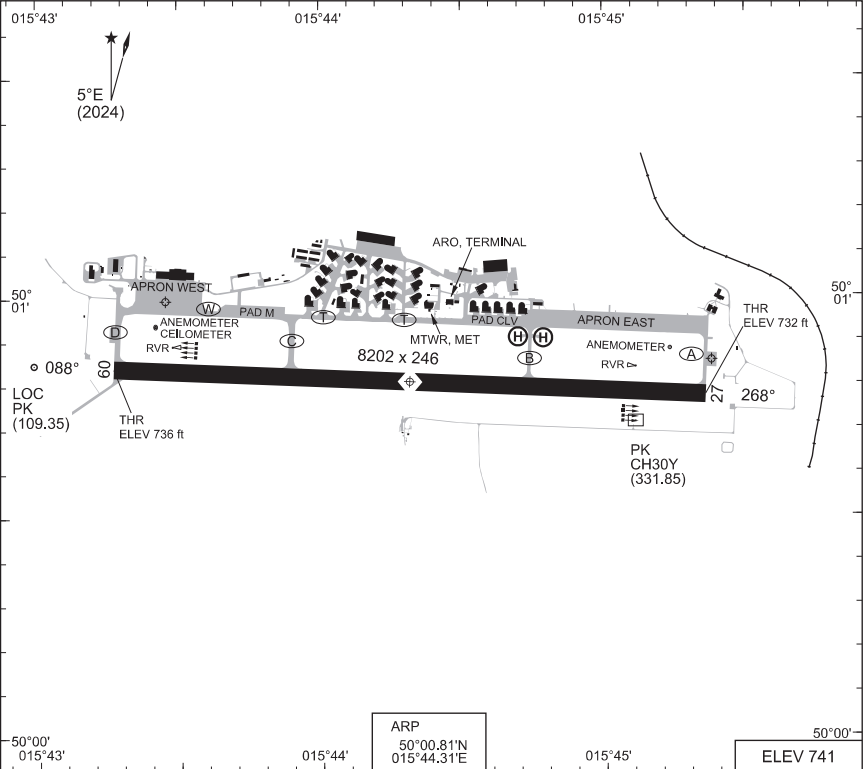
COPTER NDB RWY 30 (MIL ONLY)

49°09.97'N
016°07.46'E

NAMEST (LKNA)

PANS-OPS
AERODROME CHART

PARDUBICE (LKPD)



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

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

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	PANS-OPS	27	3.0°				A B C D	EU-OPS	1170- 1300 438 (500-1.3/2.0)

SRA	NIL								
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AERODROME CHART

PARDUBICE (LKPD)

CHANGE: VAR, FREQ PAR

MIL AIS ATC Prague 15 MAY 2025

PANS-OPS INSTRUMENT DEPARTURE CHART

AD ELEV 741

BEKVI 3P
PARDUBICE (LKPD)

PARDUBICE RADAR 128.365 267.300x	PARDUBICE PRECISION 296.825 O/R 123.300 O/Rx	PARDUBICE TWR 120.155 120.205x
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NOTE: RNAV5 required

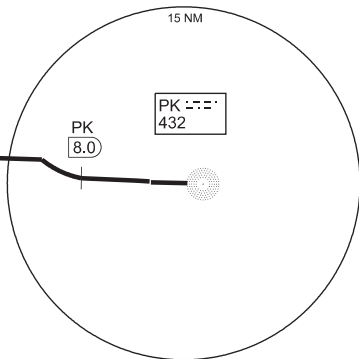


OKL CH73X
112.6

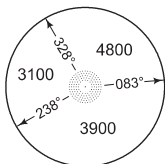
GOLIN
50°03.56'N
014°59.10'E

R-090
(18)

BEKVI
50°04.40'N
014°43.34'E



MSA PK NDB 25 NM



TA 5000

BEKVI 3P (RWY 27)	- Straight ahead (QDR 268° PK NDB) - At 8.0 PK DME turn right R-090 OKL - Continue R-090 OKL to GOLIN - Continue R-090 OKL to BEKVI
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BEKVI 3P

50°00.81'N
015°44.31'E

PARDUBICE (LKPD)

CHANGE: VAR, FREQ PAR BEKVI 3P

MIL ANS ATC Prague 15 MAY 2025

PANS-OPS INSTRUMENT DEPARTURE CHART

AD ELEV 741

BEKVI 3V
PARDUBICE (LKPD)

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

NOTE: RNAV5 required

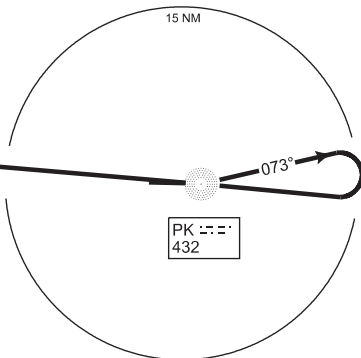


OKL CH73X
112.6

GOLIN
50°03.56'N
014°59.10'E

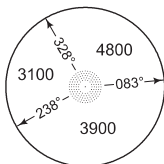
R-090
(18) 270°
BEKVI
50°04.40'N
014°43.34'E

270°



PK 432

MSA PK NDB 25 NM



TA 5000

BEKVI 3V
(RWY 09)

- Straight ahead to PK NDB
- After passing PK NDB turn left track 073°
- At 3500 ft turn right to PK NDB (268°)
- After passing PK NDB continue R-090 OKL to GOLIN
- Continue R-090 OKL to BEKVI

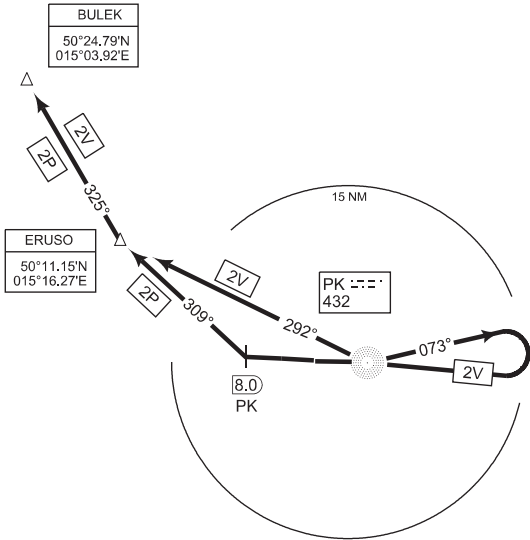
BEKVI 3V

50°00.81'N
015°44.31'E

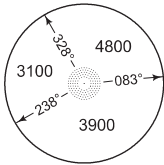
PARDUBICE (LKPD)

PARDUBICE RADAR 128.365	267.300x	PARDUBICE PRECISION 296.825 O/R	123.300 O/Rx	PARDUBICE TWR 120.155	120.205x
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NOTE: RNAV5 required



MSA PK NDB 25 NM

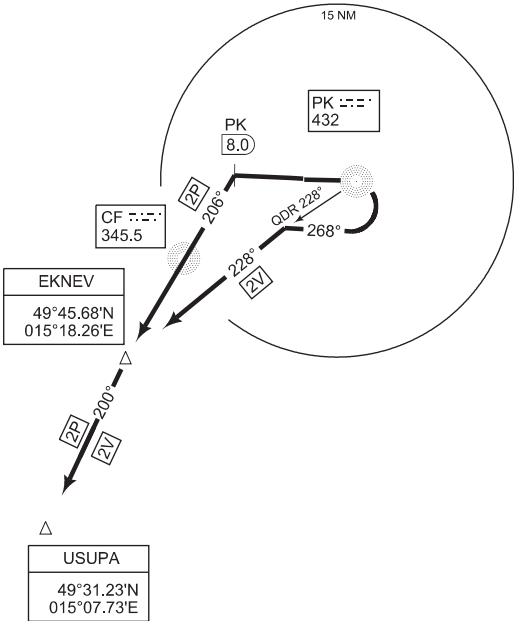


TA 5000

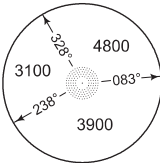
BULEK 2P (RWY 27)	- Climb straight ahead (QDR 268° PK NDB) - At 8.0 PK DME turn right track 309° to ERUSO - Continue track 325° to BULEK
BULEK 2V (RWY 09)	- Climb straight ahead to PK NDB - After passing PK NDB turn left track 073° - At ALT 3500 ft turn right to PK NDB (268°) - After passing PK NDB turn right track 292° to ERUSO - Continue track 325° to BULEK

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

NOTE: RNAV5 required



MSA PK NDB 25 NM



TA 5000

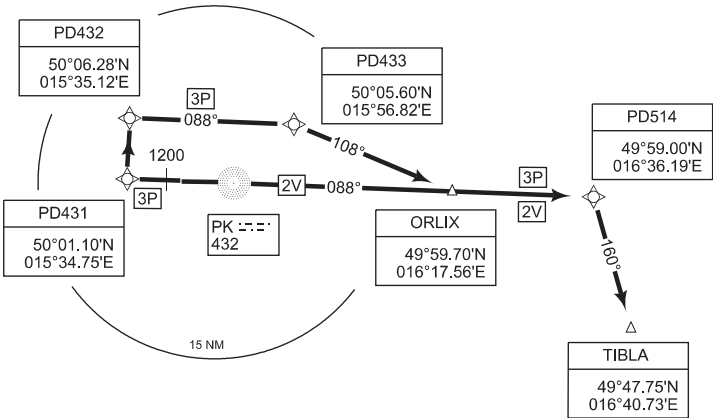
USUPA 2P (RWY 27)	- Climb straight ahead (QDR 268° PK NDB) - At 8.0 PK DME turn left track-206° to EKNEV - Continue track 200° to USUPA
USUPA 2V (RWY 09)	- Straight ahead to PK NDB - After passing PK NDB turn right track 268° - At QDR 228° PK NDB turn left track-228° to EKNEV - Continue track 200° to USUPA

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

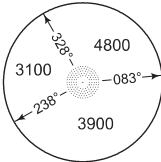
NOTE: RNAV5 required



TIBLA 3P:
Departure turn
limited to MAX IAS 220 KT.



MSA PK NDB 25 NM



TA 5000

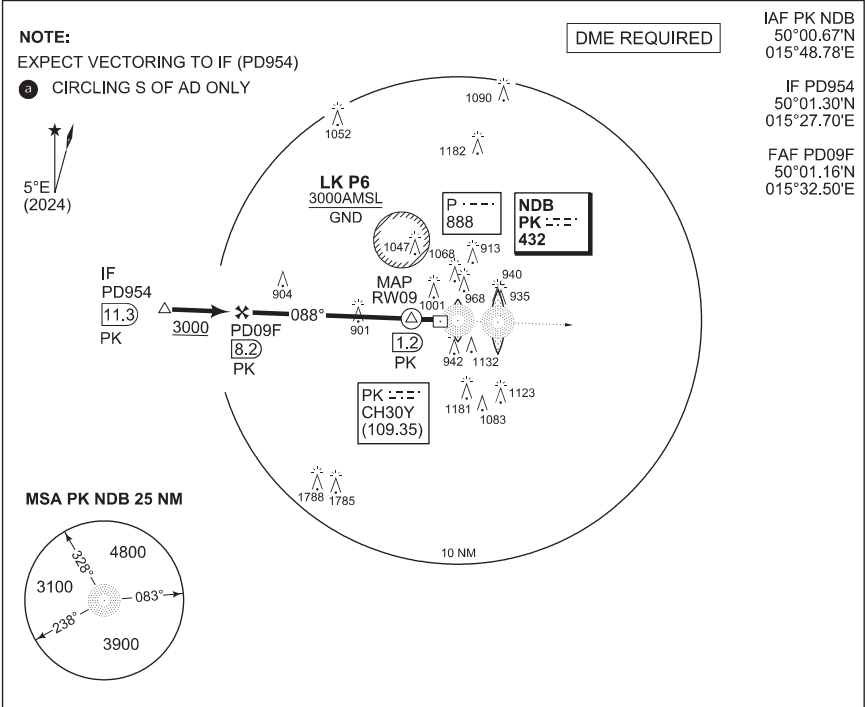
TIBLA 3P (RWY 27)	- Climb straight ahead (QDR 268° PK NDB) to PD431 - Continue track 358° to PD432 - Continue track 088° to PD433 - Continue track 108° to ORLIX - Continue track 088° to PD514 - Continue track 160° to TIBLA
TIBLA 2V (RWY 09)	- Straight ahead to ORLIX - Continue track 088° to PD514 - Continue track 160° to TIBLA

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 741

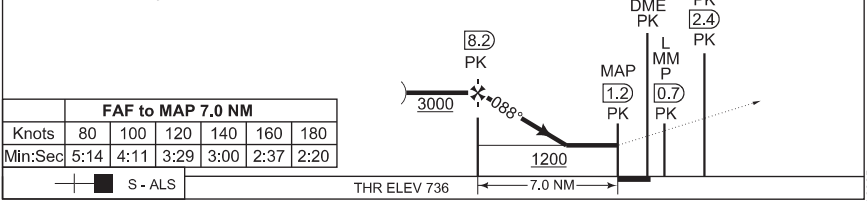
NDB RWY 09
PARDUBICE (LKPD)

PARDUBICE RADAR		PARDUBICE PRECISION		PARDUBICE TWR			
128.365	267.300x	296.825 O/R	123.300 O/Rx	120.155	120.205x		
NDB-DME PK 432/CH30Y	APP COURSE 088°	FAF ALT 3000	Descent GR 5.2% (3°)	MDA 1200	THR ELEV 736	ALS-LENGTH 794 M	LDA 8202



MISSED APPROACH

Climb straight ahead to 3000 ft AMSL and expect vectoring.



CATEGORY	A	B	C	D
S-NDB 09	1200 - 1700 460 (500 - 1.7/2.1)			
CIRCLING	1240 - 1.9 510 (600 - 1.9/2.4)	1430 - 2.8 700 (700 - 2.8/3.2)	1580 - 3.4 850 (900 - 3.4/3.8)	1730 - 4.4 1010 (1100 - 4.4/4.9)

NDB RWY 09

50°00.81'N
015°44.31'E

PARDUBICE (LKPD)

RNP RWY 09
PARDUBICE (LKPD)

[illegible]

Climb to PK NDB,
turn left to PD952
and join initial approach.

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

RNP RWY 09

50°00.81'N
015°44.31'E

PARDUBICE (LKPD)

PANS-OPS INSTANT 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	268°	3000	3.0°	see CAT	732	794 M	8202

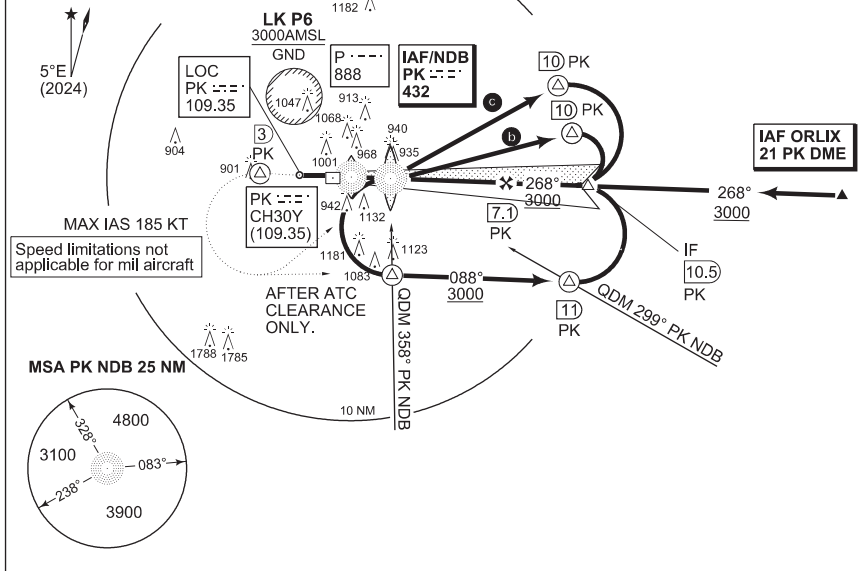
NOTE:

- a CIRCLING S OF AD ONLY
- b CAT A,B: 071° 3000
- c CAT C,D: 056° 3000

DME REQUIRED

IAF PK NDB
50°00.67'N
015°48.78'E

IAF ORLIX
49°59.70'N
016°17.56'E



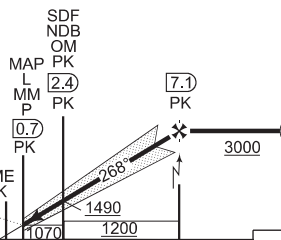
MISSED APPROACH

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 for mil aircraft)
GP 3.0°

ILS RDH 50,85

	FAF to MAP 6.4 NM					
Knots	80	100	120	140	160	180
Min:Sec	4:46	3:46	3:12	2:45	2:24	2:08

THR ELEV 732



TA 5000

CAT I

CATEGORY	A	B	C	D
S-ILS 27	932 - 550 200 (200 - 0.8/1.2)			
S-LOC 27	1070 - 800 340 (400 - 0.8/1.5)			
a CIRCLING	1240 - 1.9 510 (600 - 1.9/2.4)	1430 - 2.8 700 (700 - 2.8/3.2)	1580 - 3.4 850 (900 - 3.4/3.8)	1730 - 4.4 1010 (1100 - 4.4/4.9)

ILS Z RWY 27

50°00.81'N
015°44.31'E

PARDUBICE (LKPD)

AD ELEV 741

PARDUBICE (LKPD)

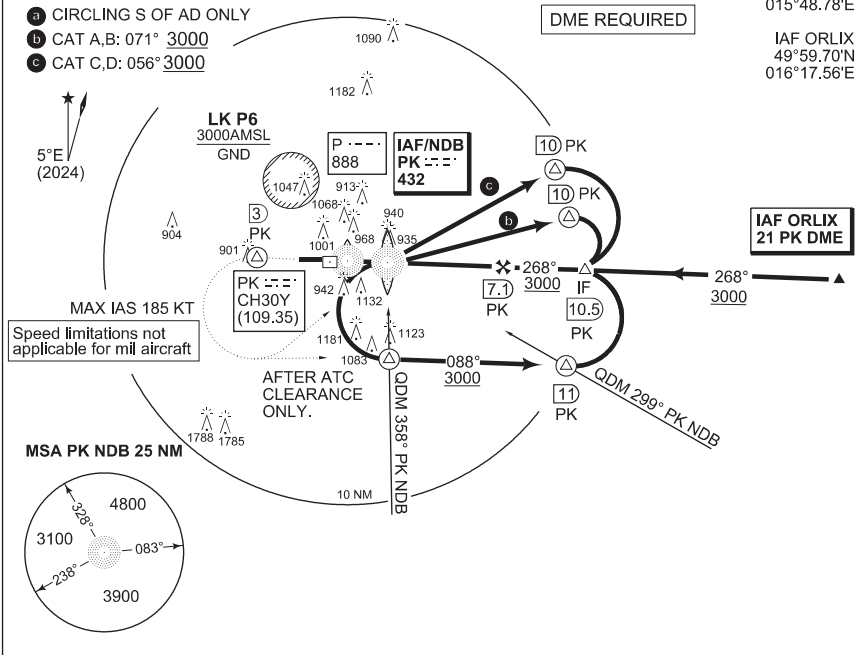
NOTE: IAF PK NDB
50°00.67'N
015°48.78'E

3 CIRCLES OF AD ONLY

- b** CAT A,B: 071° 3000
c CAT C,D: 056° 3000

IAF PK NDB
50°00.67'N
015°48.78'E

IAF ORLIX
49°59.70'N
016°17.56'E



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 for mil aircraft)

FAF to MAP 6.4 NM						
Knots	80	100	120	140	160	180
Min:Sec	4:46	3:46	3:12	2:45	2:24	2:08

THR ELEV 732

6.9 NM

CAT I

3.0 PK

DME PK

1170

1490

1250

268°

3000

CATEGORY	A	B	C	D
S-NDB 27	1170 - 1300 440 (500 - 1.3/2.0)			
S-PAR 27	1170 - 1300 438 (500 - 1.3/2.0) GS 3°			
CIRCLING	1240 - 1.9 510 (600 - 1.9/2.4)	1430 - 2.8 700 (700 - 2.8/3.2)	1580 - 3.4 850 (900 - 3.4/3.8)	1730 - 4.4 1010 (1100 - 4.4/4.9)

CHANGE: New obstacle 913

NDB or PAR RWY 27

50°00.81'N
015°44.31'E

PARDUBICE (LKPD)

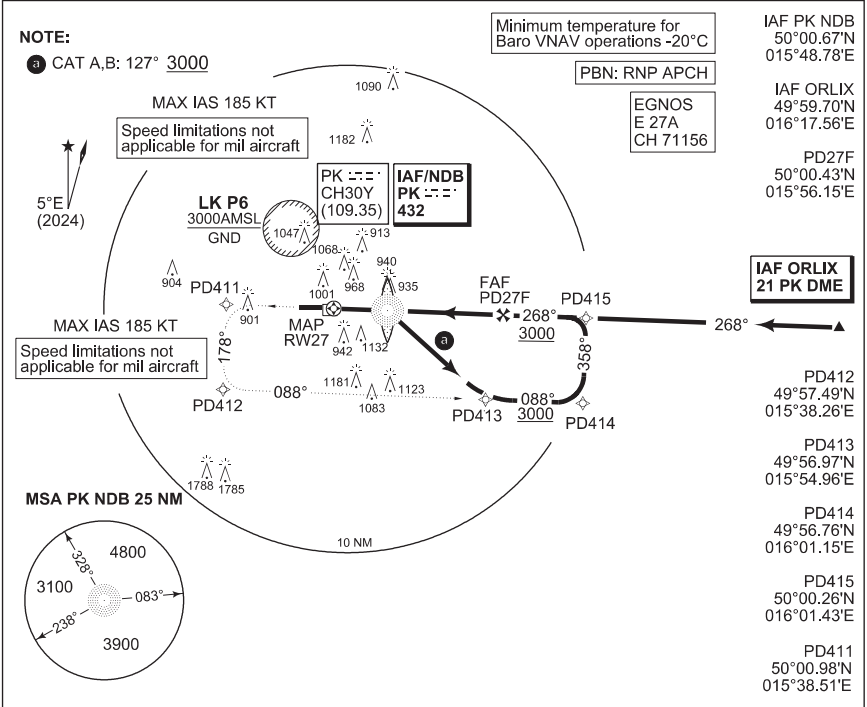
MIL AIS ATC Prague 30 OCT 2025

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		
LOG-DME	APP COURSE	FAF ALT	DESCENT GR	DA	THR ELEV	ALS-LENGTH	LDA
PK 109.35/CH30Y	268°	3000	5,24% / 3.0°	see CAT	732	794 M	8202



MIPST INSTRUMENT APPROACH CHART

ILS z or LOC z RWY10R
POWIDZ (EPPW)

AD ELEV 385

POWIDZ APPROACH 129.680	ATIS 127.380	POWIDZ TOWER 119.005					
ILS /DME IPDZ 108.150/CH18Y	APP COURSE 102°	GS INTCP ALT 2300	GS 3.0°	DA see CAT	THR ELEV 364	ALS-Length 420 M	LDA 11529

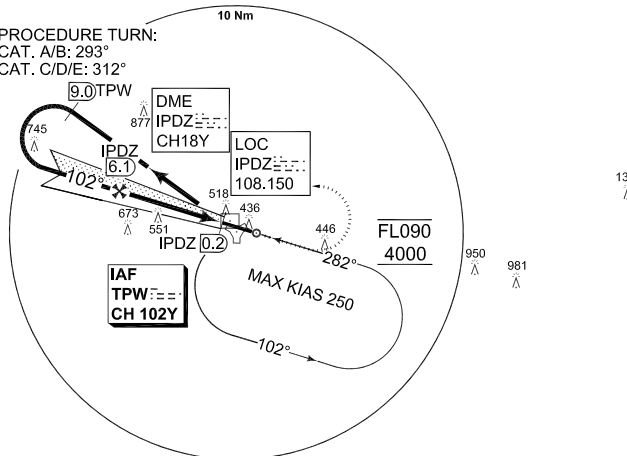
NOTE:

a) DME, TACAN REQUIRED

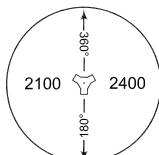
IAF
52°22.62'N
017°51.02'E



PROCEDURE TURN:
CAT. A/B: 293°
CAT. C/D/E: 312°



MSA TPW 25 Nm



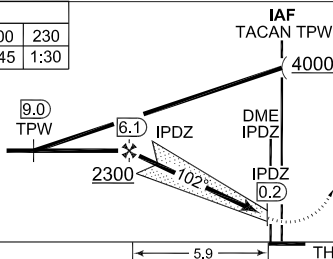
EMERG SAFE ALT 100NM 3400

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.

S-ALS

CHANGE: APP. TWR FREQUENCY

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)

ILS z or LOC z RWY 10R

52°22.75'N
017°51.13'E

POWIDZ (EPPW)

MATSO 15 MAY 2025

PANS-OPS
INSTRUMENT APPROACH CHART

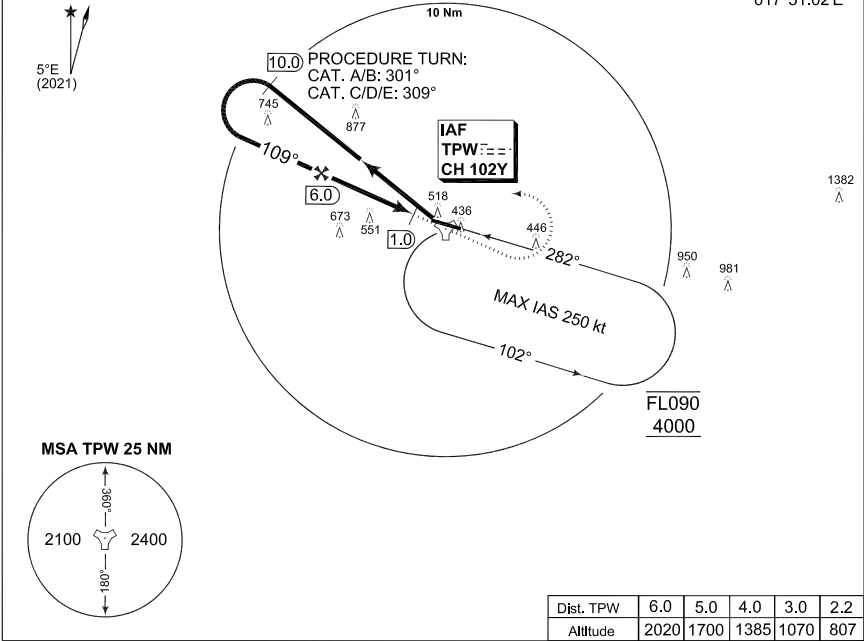
AD ELEV 385

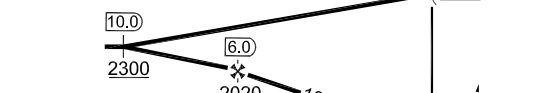
TACAN RWY 10L
POWIDZ (EPPW)

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005			
TACAN TPW CH102Y	APP COURSE 109°	FAF ALT 2020	Descent GR 5.2 %	MDA 807	THR ELEV 367	ALS-Length 420 M	LDA 8946

CAUTION:
FINAL TRACK 7 DEG OFFSET FROM RCL

IAF
52°22.62'N
017°51.02'E



FAP to MAP 5.0 NM							IAF		TA 6500	
Knots	70	100	135	170	200	230	TACAN TPW			
Min:Sec	4:15	3:00	2:15	1:45	1:30	1:20				
										

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

TACAN RWY 10L

52°22.75'N
017°51.13'E

POWIDZ (EPPW)

CHANGE: APP. TWR FREQUENCY, EDITORIAL

MATSO 15 MAY 2025

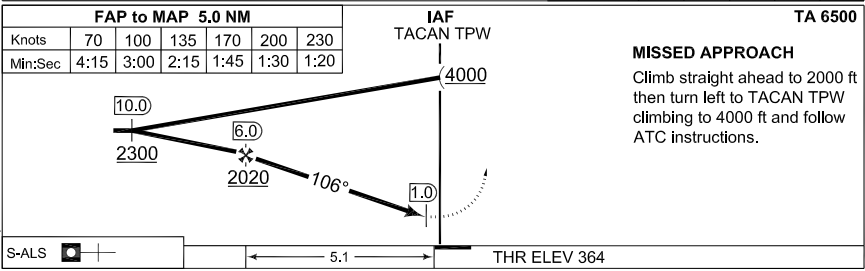
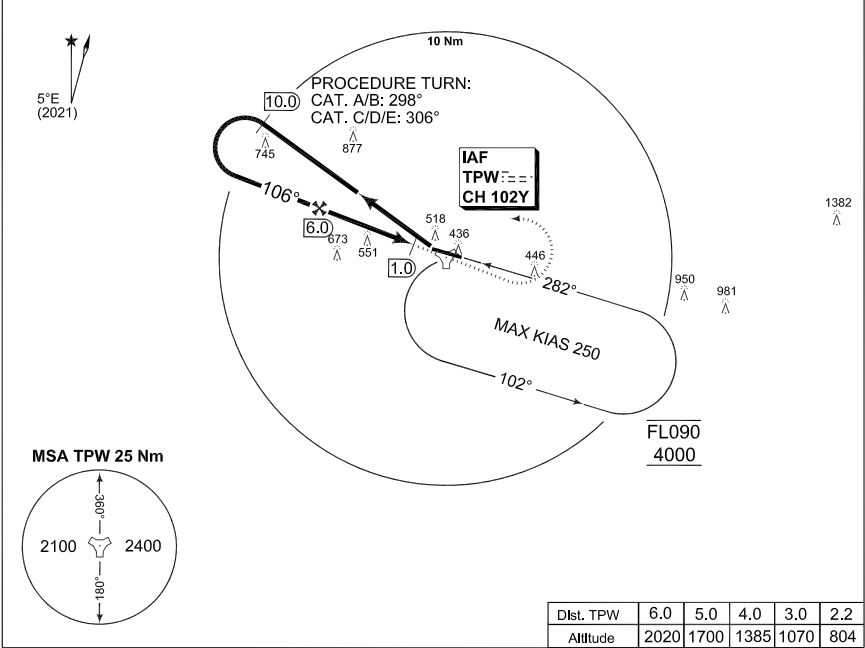
PANS-OPS
INSTRUMENT APPROACH CHART

TACAN RWY10R
POWIDZ (EPPW)

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005			
TACAN TPW CH102Y	APP COURSE 106°	FAF ALT 2020	Descent GR 5.2 %	MDA 804	THR ELEV 364	ALS-Length 420 M	LDA 11529

CAUTION:
● FINAL TRACK 4 DEG OFFSET FROM RCL

IAF
52°22.62'N
017°51.02'E



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)

TACAN RWY 10R

52°22.75'N
017°51.13'E

POWIDZ (EPPW)

CHANGE: APP. TWR FREQUENCY. EDITORIAL

MATSO 15 MAY 2025

PANS-OPS
INSTRUMENT APPROACH CHART

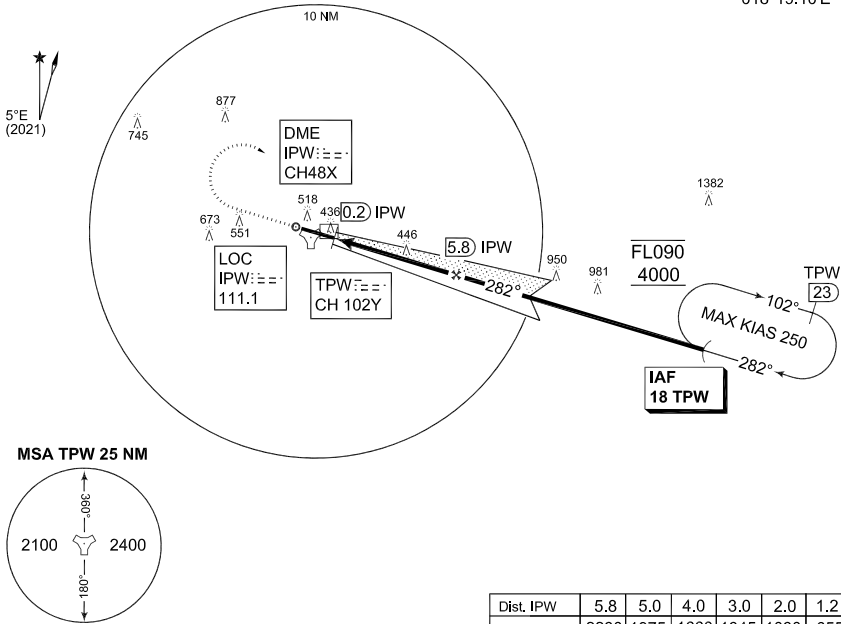
ILS y or LOC y RWY 28L
POWIDZ (EPPW)

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005		AD ELEV 385	
ILS /TACAN IPW 111.1/TPW CH102Y	APP COURSE 282°	GS INTCP ALT 2230	GS 3.0°	DA see CAT	THR ELEV 382	ALS-Length 900 M	LDA 11529

NOTE:

a) DME, TACAN REQUIRED

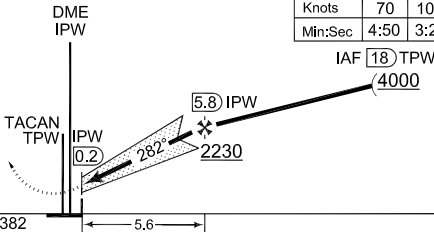
IAF
52°17.43'N
018°19.10'E



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 5.6 NM

Knots	70	100	135	170	200	230
Min:Sec	4:50	3:20	2:30	2:00	1:40	1:30

CHANGE: APP. TWR FREQUENCY

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

ILS y or LOC y RWY 28L

52°22.75'N
017°51.13'E

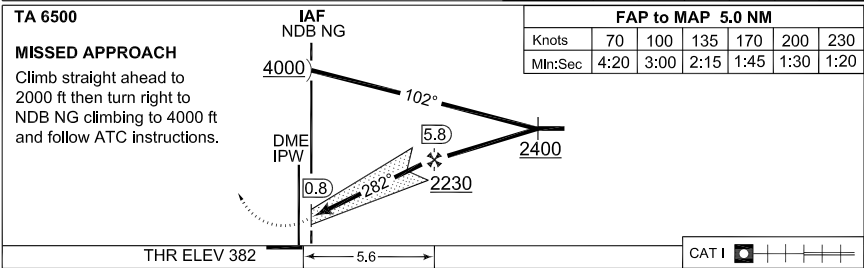
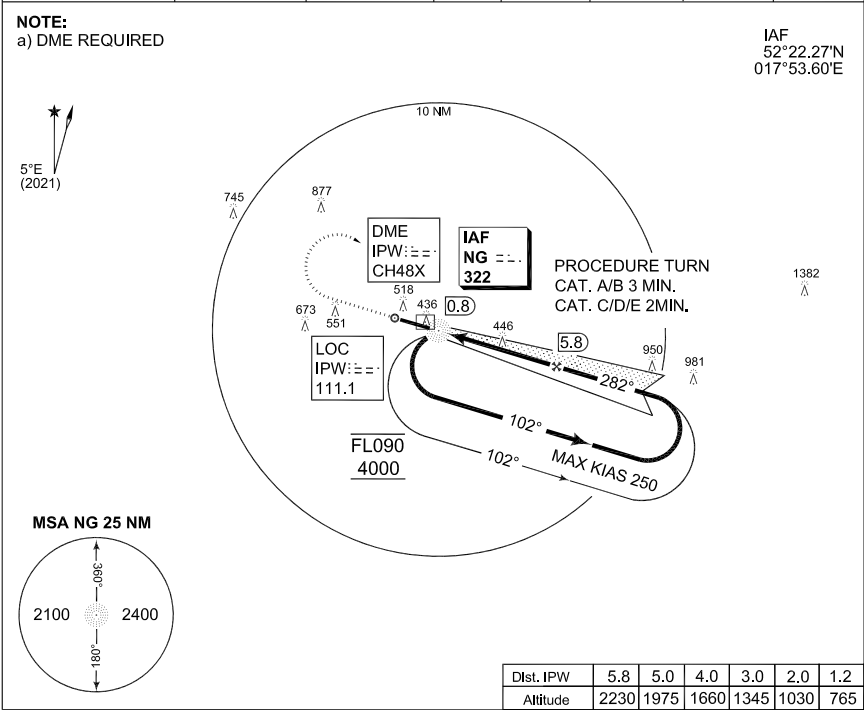
POWIDZ (EPPW)

MATSO 15 MAY 2025

PANS-OPS
INSTRUMENT APPROACH CHART

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

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005			
ILS/DME IPW 111.100/CH48X	APP COURSE 282°	GS INTCP ALT 2230	GS 3.0°	DA see CAT	THR ELEV 382	ALS-Length 900 M	LDA 11529



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

ILS z or LOC z RWY 28L

52°22.75'N
017°51.13'E

POWIDZ (EPPW)

CHANGE: APP. TWR FREQUENCY

MATSO 15 MAY 2025

PANS-OPS INSTRUMENT APPROACH CHART

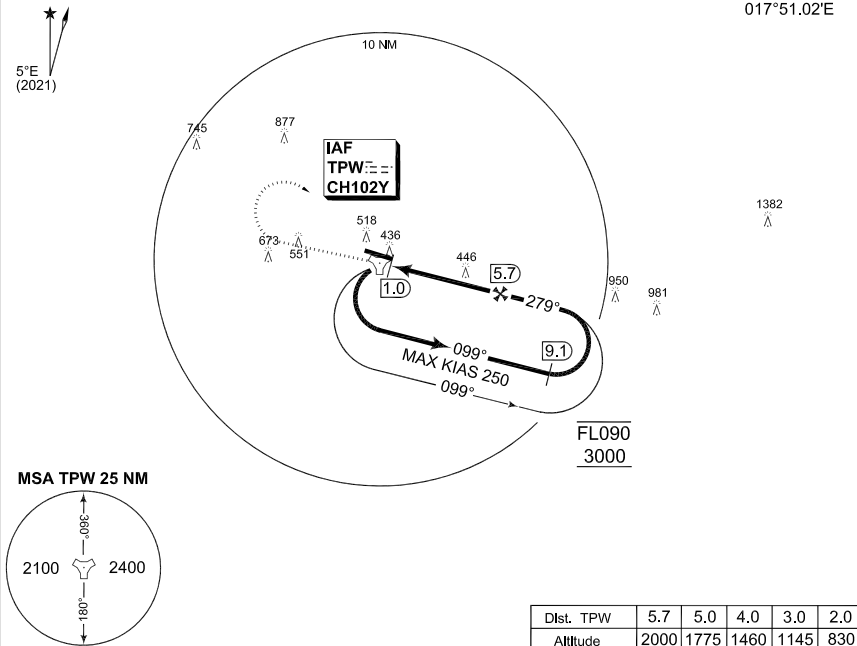
TACAN y RWY 28L
POWIDZ (EPPW)

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005			
TACAN TPW CH102Y	APP COURSE 279°	FAF ALT 2000	Descent GR 5.2 %	MDA 815	THR ELEV 382	ALS-Length 900 M	LDA 11529

CAUTION:

FINAL TRACK 3 DEG OFFSET FROM RCL

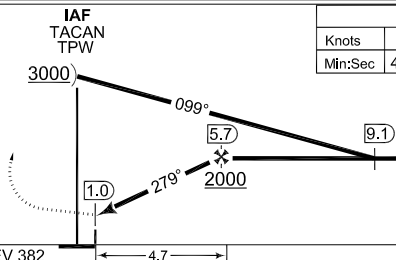
IAF
52°22.62'N
017°51.02'E



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 250 max.



THR ELEV 382

4.7

CAT I

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

TACAN y RWY 28L

52°22.75'N
017°51.13'E

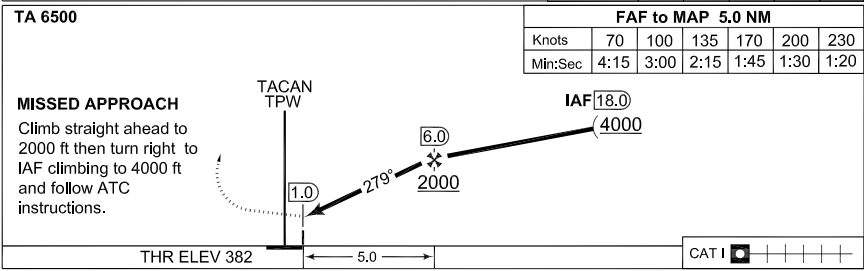
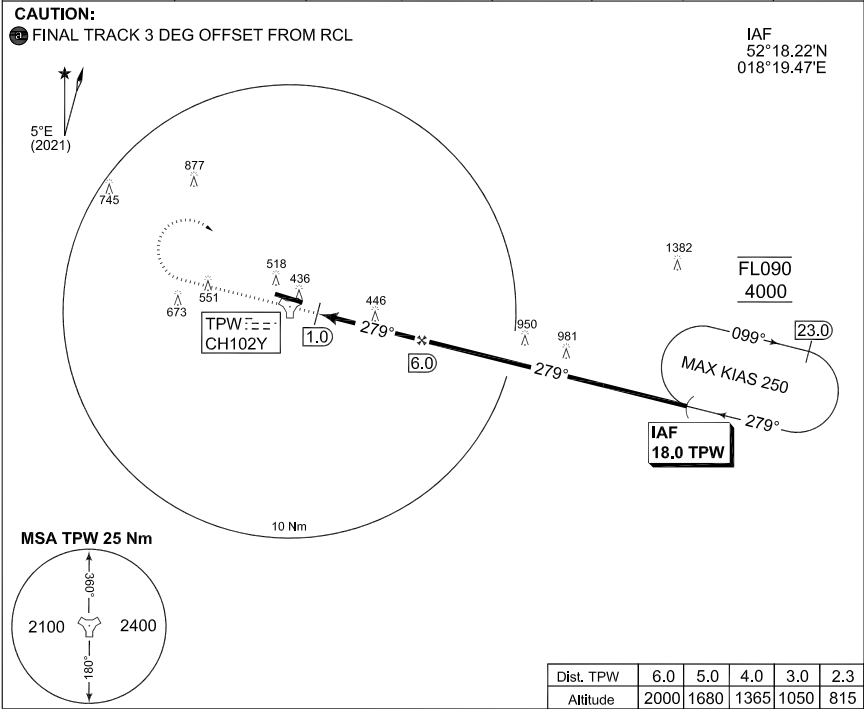
POWIDZ (EPPW)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 385

TACAN z RWY 28L
POWIDZ (EPPW)

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005			
TACAN TPW CH102Y	APP COURSE 279°	FAF ALT 2000	Descent GR 5.2 %	MDA 815	THR ELEV 382	ALS-Length 900 M	LDA 11529



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

TACAN z RWY 28L

52°22.75'N
017°51.13'E

POWIDZ (EPPW)

CHANGE: APP. TWR FREQUENCY

MATSO 15 MAY 2025

PANS-OPS
INSTRUMENT APPROACH CHART

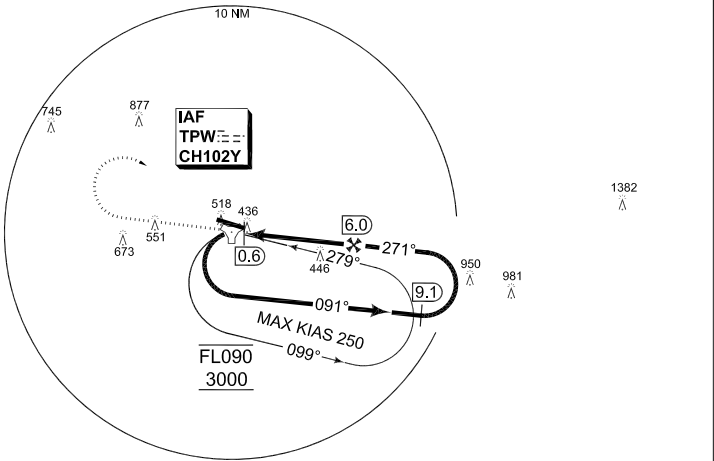
TACAN y RWY 28R
POWIDZ (EPPW)

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005			
TACAN TPW CH102Y	APP COURSE 271°	FAF ALT 2150	Descent GR 5.2 %	MDA 815	THR ELEV 385	ALS-Length 900 M	LDA 8946

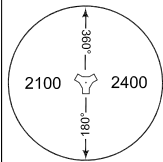
CAUTION:

FINAL TRACK 11 DEG OFFSET FROM RCL

IAF
52°22.62'N
017°51.02'E



MSA TPW 25 NM

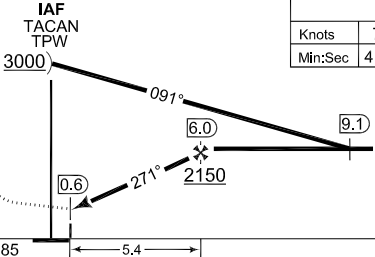


Dist. TPW	6.0	5.0	4.0	3.0	2.0	1.8
Altitude	2150	1830	1515	1200	885	815

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 250 max.



FAF to MAP 5.4 NM

Knots	70	100	135	170	200	230
Min:Sec	4:30	3:05	2:25	1:55	1:35	1:25

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)

TACAN y RWY 28R

52°22.75'N
017°51.13'E

POWIDZ (EPPW)

CHANGE: APP. TWR FREQUENCY

EU-OPS

MATSO 15 MAY 2025

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 385

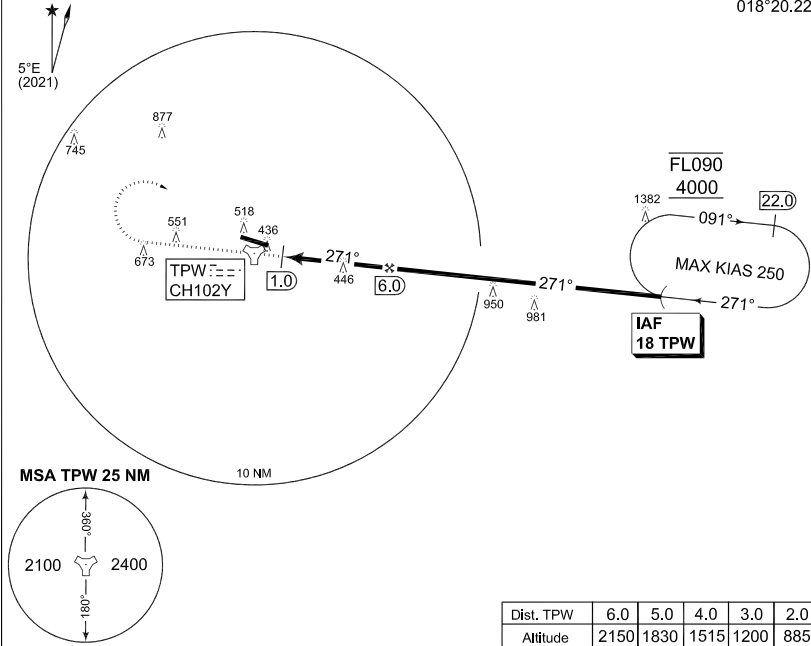
TACAN z RWY 28R
POWIDZ (EPPW)

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005			
TACAN TPW CH102Y	APP COURSE 271°	FAF ALT 2150	Descent GR 5.2 %	MDA 815	THR ELEV 385	ALS-Length 900 M	LDA 8946

CAUTION:

FINAL TRACK 11 DEG OFFSET FROM RCL

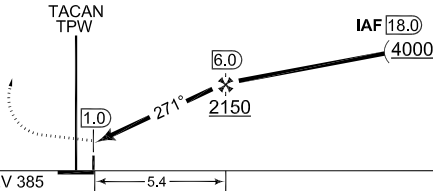
IAF
52°20.68'N
018°20.22'E



TA 6500

MISSED APPROACH

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



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)

TACAN z RWY 28R

52°22.75'N
017°51.13'E

POWIDZ (EPPW)

CHANGE: APP. TWR FREQUENCY

MATSO 15 MAY 2025

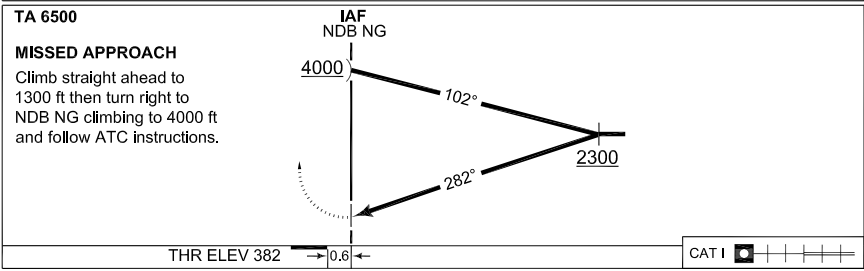
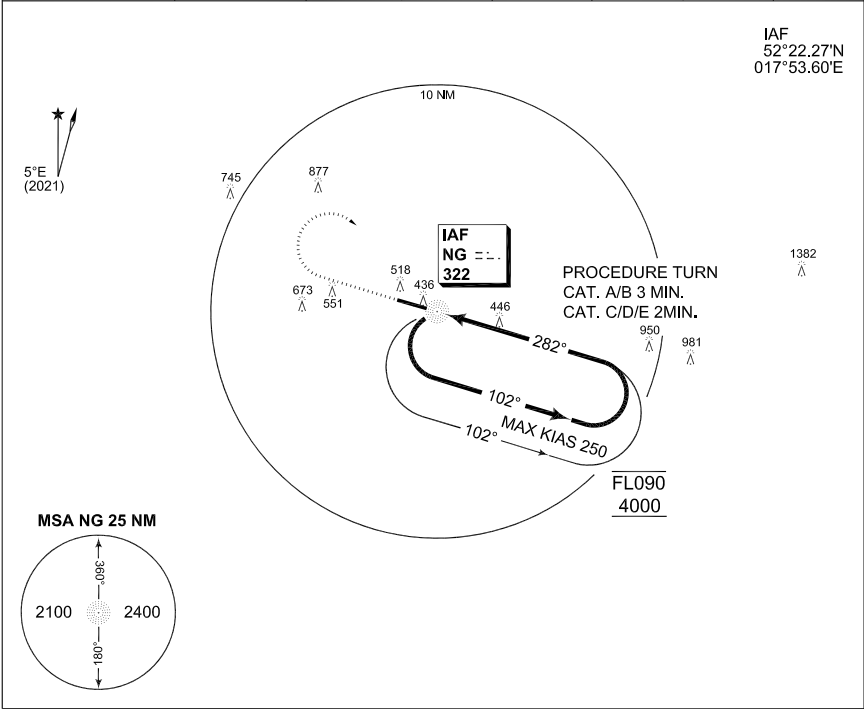
PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 385

NDB RWY 28L
POWIDZ (EPPW)

POWIDZ APPROACH 129.680		ATIS 127.380		POWIDZ TOWER 119.005			
NDB NG 322	APP COURSE 282°	FAF ALT	Descent GR	MDA 1285	THR ELEV 382	ALS-Length 900 M	LDA 11529

IAF
52°22.27'N
017°53.60'E



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)

NDB RWY 28L

52°22.75'N
017°51.13'E

POWIDZ (EPPW)

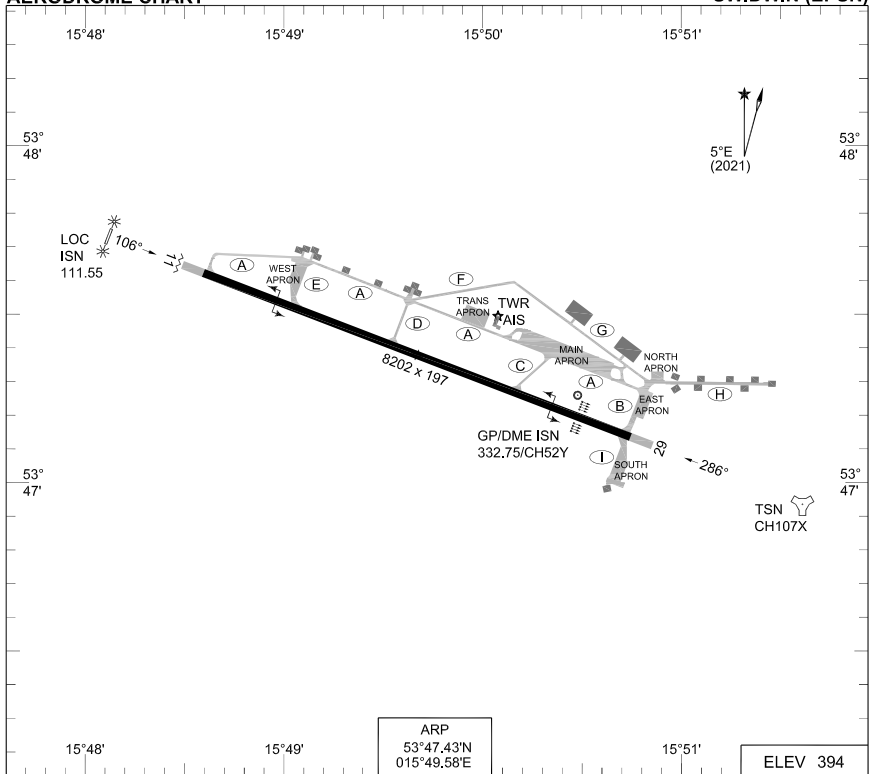
CHANGE: APP. TWR FREQUENCY

EU-OPS

MATSO 15 MAY 2025

PANS-OPS AERODROME CHART

SWIDWIN (EPSN)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	TDZE	THR PSN
11	52	8202	8694	9449	8202	3.0°	392.1	390.4	53°47.68'N 015°48.52'E
29	R/A/W/T	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)

AERODROME CHART

SWIDWIN (EPSN)

CHANGE: TWR, APP FREQUENCY, PAR, ATIS ADDED

IMATSO 15 MAY 2025

PANS-OPS INSTRUMENT APPROACH CHART

AD ELEV 394

TACAN RWY 11
SWIDWIN (EPSN)

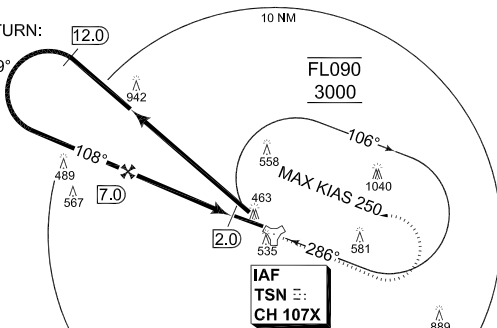
SWIDWIN APPROACH		SWIDWIN TOWER			ATIS		
125.180	278.975	127.505	233.975		138.850		
TACAN TSN 107X	APP COURSE 108°	FAF ALT 2140	Descent GR 5.2 %	MDA 844	THR ELEV 392	ALS-Length UNKNOWN	LDA 8202

CAUTION:

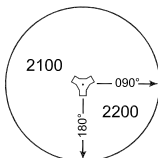
FINAL TRACK 2 DEG OFFSET FROM RCL

IAF
53°46.97'N
015°51.12'E

PROCEDURE TURN:
CAT. A/B: 298°
CAT. C/D/E: 309°



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

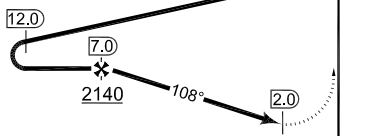
1132

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

IAF
TACAN TSN

TA 6500

3000



MISSED APPROACH

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

UNKNOWN

5.3

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)

CHANGE: MINIMA
EU-OPS

TACAN RWY 11

53°47.43'N
015°49.58'E

SWIDWIN (EPSN)

MATSO 04 SEP 2025

INSTRUMENT APPROACH CHART

AD ELEV 394

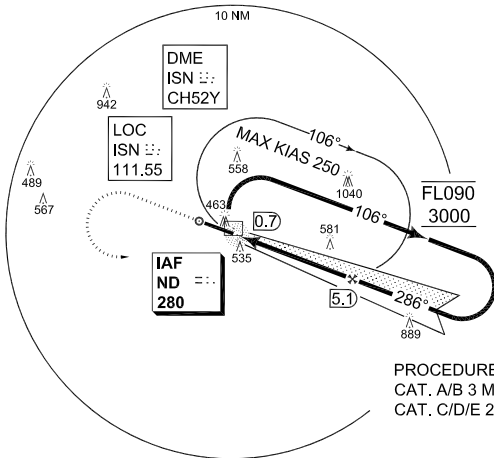
SWIDWIN (EPSN)

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:

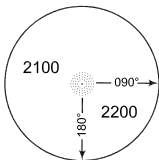
a) DME REQUIRED

IAF
53°47.00'N
015°51.50'E



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

MSA ND 25 NM



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

TA 6500

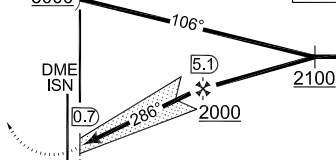
IAF
NDB ND

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.



THR ELEV 379

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)

ILS or LOC RWY 29

53°47.43'N
015°49.58'E

SWIDWIN (EPSN)

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 394

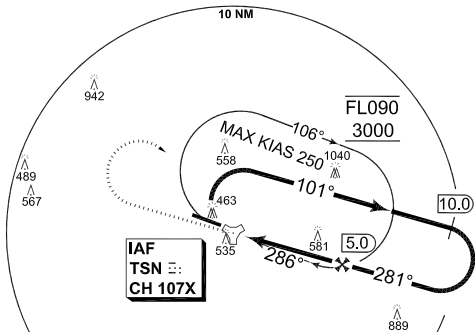
TACAN RWY 29
SWIDWIN (EPSN)

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

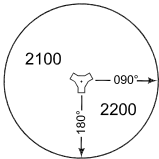
CAUTION:

FINAL TRACK 5 DEG OFFSET FROM RCL

IAF
53°46.97'N
015°51.12'E



MSA TSN 25 NM

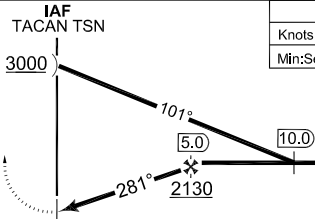


Dist.TSN	5.0	4.0	3.0	2.0	1.0	0.9	1132
Altitude	2130	1815	1500	1185	870	829	1132

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)

TACAN RWY 29

53°47.43'N
015°49.58'E

SWIDWIN (EPSN)

CHANGE: MINIMA
EU-OPS

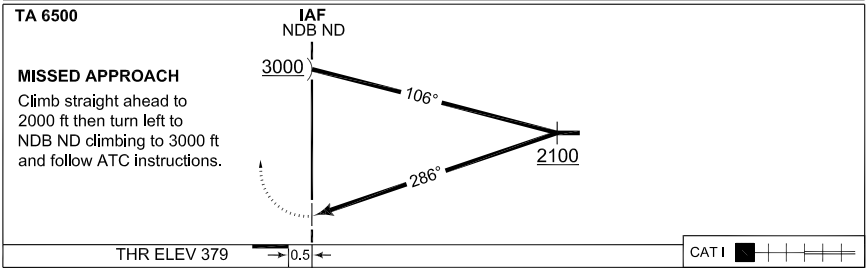
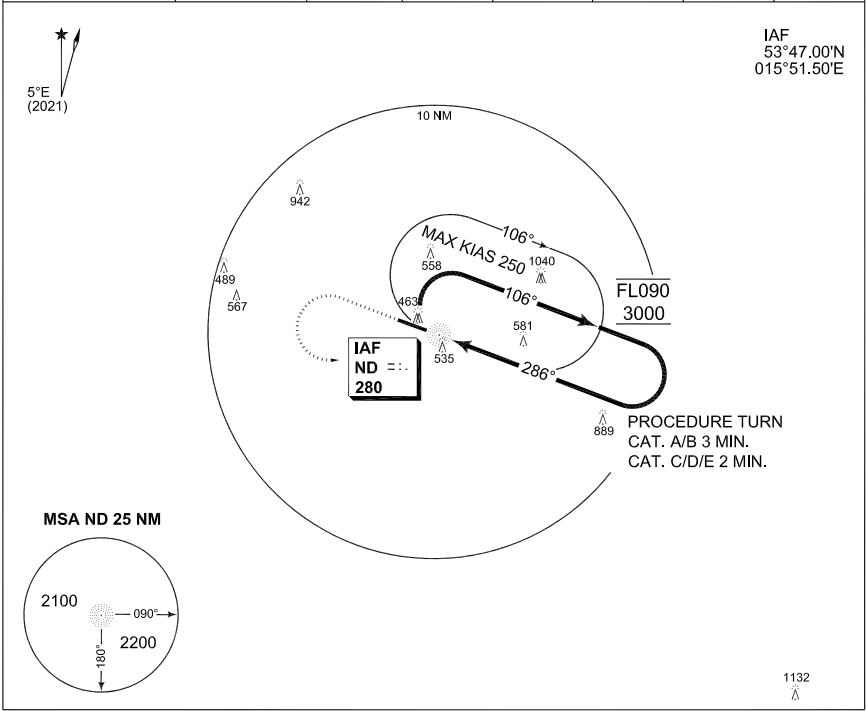
MATSO 04 SEP 2025

PANS-OPS
INSTRUMENT APPROACH CHART

AD ELEV 394

NDB RWY 29
SWIDWIN (EPSN)

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



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)

NDB RWY 29

53°47.43'N
015°49.58'E

SWIDWIN (EPSN)

CHANGE: MINIMA
EU-OPS

MATSO 04 SEP 2025

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

