1. GENERAL

1.1. ATIS

ATIS 124.7

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RUNWAY SYSTEM

The following preferential RWY system has been established for noise abatement requirements:

ARRIVALS

1. RWY 28     2. RWY 10

DEPARTURES

1. RWY 28     2. RWY 10

For arrivals and departures noise abatement should not be the determining factor in RWY nomination in the following cases:

- if the RWY is not dry and clear; i.e. it is adversely affected by snow, slush, ice or water, or by mud, rubber, oil or other substances,
- for landing in conditions when the ceiling is lower than 150m/500’ above APT elevation,
- for take-off and landing when VIS is less than 1.9 km,
- when the cross-wind component, including gusts, exceeds 15 KT,
- when the tail-wind component, including gusts, exceeds 5 KT,
- when wind shear has been reported or forecasted or when thunderstorms are expected to affect the approach or departure.

Exceptions will be granted only in emergency cases or in order to shorten arrival route.

1.3. OTHER INFORMATION


Radar calibrating transponder (without mode C) is installed at the Aerodrome thus incorrect traffic warnings may be generated by TCAS system.

2. DEPARTURE

2.1. NOISE ABATEMENT PROCEDURES

Departure shall be commenced from the beginning of the RWY.

Departures shall be conducted in accordance with the following procedure:

RWY 10

Take-off and climb to 1480’ QFE:

- take-off power/thrust;
- take-off flap;
- climb at $V_2 + 10 - 20$ KT (or as limited by body angle).

At 1480’ QFE:

- reduce thrust to not less than climb power/thrust.

From 1480’ QFE to 2960’ QFE:

- climb at $V_2 + 10 - 20$ KT.

At 2960’ QFE:

- accelerate smoothly to the enroute climb speed with flap retraction on schedule.
2. DEPARTURE

RWY 28
Take-off and climb to 990' QFE:
- take-off power/thrust;
- take-off flap;
- climb at $V_2 + 10-20\text{ KT.}$

At 990' QFE:
- maintaining a positive rate of climb, accelerate to zero flap minimum safe manoeuvring speed ($V_{ZF}$) retracting flap on schedule; thereafter reduce thrust consistent with the following:
  - for high by-pass ratio engines, reduce to normal climb/power thrust;
  - for low by-pass ratio engines, reduce power/thrust to below normal climb thrust but not less than necessary to maintain the final take-off engine-out climb gradient;
  - for aeroplanes with slow flap retracting reduce power/thrust at an intermediate flap setting.

From 990' QFE to 2960' QFE:
- continue climb at a speed not greater than $V_{ZF} + 10\text{ KT.}$

At 2960' QFE:
- accelerate smoothly to the enroute climb speed.

NOTE: ACFT such as supersonic ACFT not using wing flaps for take-off should reduce thrust before attaining 990' QFE but not lower than 500' QFE.

2.2. DE-ICING

ACFT are de-iced on stands 1 thru 11 and in front of Twy B. Taxiing and sequencing of ACFT for de-icing only with marshalling assistance. De-icing on stands 12 thru 17 is not authorized.

2.3. PUSH-BACK

ACFT on stands 2 thru 5 and 9 thru 17 are subject to push-back procedure. Push-back does not apply for code A ACFT on stands 1, 2A, 3A, 3B, 4A, 4B, 5A and 5B. Self-maneuvering with marshalling assistance is allowed when entering and taxiing off a stand.

Carriers operating code B ACFT and greater must ensure that a tow-bar is available at POZNAN/Lawica apt. If this is not confirmed, the ACFT must be equipped with its own tow-bar.

Code C ACFT (up to ATR-72 type) using stands 2 thru 5 and 9 thru 17 may reverse under own power.

ACFT may be sequenced not according to the markings with "FOLLOW-ME" assistance only.

Prior permission from the Airport Duty Officer is required for any exceptions to the push-back procedure:
Phone: +48-61-849-2253 (H24)
Fax: +48-61-847-3169
Email: ops@airport-poznan.com.pl

2.4. TAXI PROCEDURE

On apron 2 and 3 taxiing with "FOLLOW-ME" assistance only.

2.5. MINIMUM RWY OCCUPANCY TIME

DEPARTURES
ATC services assume each ACFT having received clearance to line up RWY 28 to be ready for immediate departure.

ACFT departing RWY 10 shall be ready for departure not later than after reaching the RWY THR.

Pilots unable to comply with these requirements shall inform ATC services as soon as possible.
The MRVA values already include a correction for temperatures higher and equal -25°C.
AKAPI ONE NOVEMBER (AKAPI 1N) [AKAP1N]
GONAL ONE NOVEMBER (GONAL 1N) [GONA1N]
MASIV ONE NOVEMBER (MASIV 1N) [MASI1N]

RWY 10 ARRIVALS
FROM SOUTHEAST, SOUTH & SOUTHWEST

CHANGES: New chart.
GONAL ONE VICTOR (GONAL 1V) [GONA1V]
MASIV ONE VICTOR (MASIV 1V) [MASI1V]

RWY 28 ARRIVALS
FROM SOUTHEAST & SOUTH

1. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
2. All holding patterns as directed by ATC.
DENKO ONE NOVEMBER (DENKO 1N) [DENK1N]
KELOD ONE NOVEMBER (KELOD 1N) [KELO1N]
RWY 10 ARRIVALS FROM WEST

DENKO
N52 49.0 E015 50.0
At or below FL130

KELOD
N52 14.0 E015 53.0

FT/METER CONVERSION
QNH 6570' - 2000m

1. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
2. All holding patterns as directed by ATC.

DENKO ONE NOVEMBER (DENKO 1N) [DENK1N]
KELOD ONE NOVEMBER (KELOD 1N) [KELO1N]
RWY 10 ARRIVALS FROM WEST

DENKO
N52 49.0 E015 50.0
At or below FL130

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N52 14.0 E015 53.0

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2. All holding patterns as directed by ATC.

AKAPI ONE VICTOR (AKAPI 1V) [AKAPI1V]
DENKO ONE VICTOR (DENKO 1V) [DENK1V]
KELOD ONE VICTOR (KELOD 1V) [KELO1V]

RWY 28 ARRIVALS
FROM SOUTHEAST & WEST

Not available when EP (TSA)-07 is active.
1. Contact POZNAN Approach immediately after take-off.
2. All turns limited to MAX 250 KT.
3. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).

2. All turns limited to MAX 250 KT.

3. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).

- These SIDs require minimum climb gradients of
  - TENVO 1A: 365' per NM (6.0%) up to FL100 due to airspace restrictions.
  - XIDNA 1A: 419' per NM (6.9%) up to FL110 for ATC purposes.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>419' per NM</td>
<td>524</td>
<td>699</td>
<td>1048</td>
<td>1398</td>
<td>1747</td>
<td>2096</td>
</tr>
<tr>
<td>365' per NM</td>
<td>456</td>
<td>608</td>
<td>911</td>
<td>1215</td>
<td>1519</td>
<td>1823</td>
</tr>
</tbody>
</table>

- If unable to comply request non-standard departure from ATC before start-up.

**SID ROUTING**

- TENVO 1A: Intercept LAW R-104 to TENVO, then as by ATC.
- XIDNA 1A: On runway track to LAW 9 DME, turn RIGHT to CZE, turn LEFT, intercept CZE R-155 to XIDNA, then as by ATC.
1. Contact POZNAN Approach immediately after take-off.
2. All turns require bank angle of 15°.
3. All turns limited to MAX 250 KT.
4. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).

3. All turns limited to MAX 250 KT.

4. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
1. Contact POZNAN Approach immediately after take-off.
2. All turns limited to MAX 250 KT.
3. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).

All turns limited to MAX 250 KT.

FT/METER CONVERSION

QNH 6570’ - 2000m

These SIDs require a minimum climb gradient of 419’ per NM (6.9%) up to FL110 for ATC purposes.

FT/METER CONVERSION

QNH 6570’ - 2000m

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAREP 1A</td>
<td>On runway track to LAW 9 DME, turn RIGHT to CZE, turn RIGHT, intercept</td>
</tr>
<tr>
<td></td>
<td>CZE R-278 to BAREP, then as by ATC.</td>
</tr>
<tr>
<td>DENKO 1A</td>
<td>On runway track to LAW 9 DME, turn RIGHT to CZE, turn RIGHT, intercept</td>
</tr>
<tr>
<td></td>
<td>CZE R-318 to DENKO, then as by ATC.</td>
</tr>
<tr>
<td>ERNOX 1A</td>
<td>On runway track to LAW 9 DME, turn RIGHT to CZE, CZE R-253 to ERNOX,</td>
</tr>
<tr>
<td></td>
<td>then as by ATC.</td>
</tr>
</tbody>
</table>

Not available when EP (TSA)-07 is active.
Trans level: By ATC  Trans alt: 6570’
1. Contact POZNAN Approach immediately after take-off.
2. All turns require bank angle of 15°.
3. All turns limited to MAX 250 KT.
4. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).

3. All turns limited to MAX 250 KT.
4. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).

BAREP 1G [BARE1G], DENKO 1G [DENK1G]
ERNOX 1G [ERNO1G]
RWY 28 DEPARTURES
TO SOUTHWEST & WEST

These SIDs require minimum climb gradients of
BAREP 1G
383’ per NM (6.3%) up to FL100 due to airspace restrictions.
DENKO 1G
425’ per NM (7.0%) up to FL140 for ATC purposes.
ERNOX 1G
413’ per NM (6.8%) up to FL110 due to airspace restrictions.

If unable to comply request non-standard departure from ATC before start-up.

<table>
<thead>
<tr>
<th>SIDs</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAREP 1G</td>
<td>Climb on runway track to 1650', turn LEFT, intercept LAW R-255 to BAREP, then by ATC.</td>
</tr>
<tr>
<td>DENKO 1G</td>
<td>Climb on runway track to 2960', turn RIGHT, intercept LAW R-299 to DENKO, then by ATC.</td>
</tr>
<tr>
<td>ERNOX 1G</td>
<td>On runway track to LAW 9 DME, turn LEFT, intercept CZE R-322 inbound to EMPIM, turn RIGHT, intercept LAW R-228 to ERNOX, then by ATC.</td>
</tr>
</tbody>
</table>

Not available when EP (TSA)-07 is active.

CHANGES: New chart.
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For AIRPORT BRIEFING refer to 10-1P pages.

ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>RVR</td>
<td>164'</td>
<td>50m</td>
</tr>
<tr>
<td>28</td>
<td>RVR</td>
<td>7364'2245m</td>
<td></td>
</tr>
</tbody>
</table>

Standard

LVP must be in Force

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>250m</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>300m</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>400m</td>
<td>500m</td>
</tr>
</tbody>
</table>

Operators applying U.S. Ops Specs: CL required below 300m.

## INS COORDINATES

<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 thru 3B</td>
<td>N52 24.9 E16 50.3</td>
</tr>
<tr>
<td>4</td>
<td>N52 24.9 E16 50.2</td>
</tr>
<tr>
<td>4A, 4B</td>
<td>N52 24.9 E16 50.3</td>
</tr>
<tr>
<td>5 thru 6</td>
<td>N52 24.9 E16 50.2</td>
</tr>
<tr>
<td>7, 8</td>
<td>N52 24.9 E16 50.1</td>
</tr>
<tr>
<td>9 thru 11</td>
<td>N52 24.9 E16 50.0</td>
</tr>
<tr>
<td>12, 13</td>
<td>N52 24.9 E16 49.9</td>
</tr>
<tr>
<td>14 thru 15L</td>
<td>N52 24.9 E16 49.8</td>
</tr>
<tr>
<td>16 thru 17B</td>
<td>N52 24.9 E16 49.7</td>
</tr>
</tbody>
</table>

CHANGES: Rwy designations.
Do not mistake Krzesiny 7.4 NM Southeast of Lawica when approaching Rwy 28.

MISSED APCH: Climb STRAIGHT AHEAD to 2470', then turn LEFT (MAX 185 KT) to CZE VOR climbing to 5750', and as directed.

FT/METER CONVERSION
QNH
7060' - 2150m
6570' - 2000m
5750' - 1750m
4930' - 1500m
3010' - 915m
2470' - 750m
1140' - 345m

MHA 5750' -
6570' -
5750' -
4930' -
3010' -
2470' -
1140' -

PANS OPS 3


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MISSED APCH: Climb STRAIGHT AHEAD to 2830', then turn RIGHT (MAX 185 KT) to CZE VOR climbing to 5750', and as directed.

Gnd speed-Kts 70 90 100 120 140 160
Descent angle 3.00° 372 478 531 637 743 849

POZNA\n\nLAWICA

115.8 LAW

3120' 099°

D7.6 LAW [PO379] D6.1 LAW [FD10]

TCH 50'

5750' - 2000m
5750' - 1750m
3120' - 950m
2830' - 860m
2010' - 610m

Da(H) 710' (402')

RVR 1500m
RVR 1900m

A 100
B 135
C 180
D 205

SAFETY INFORMATION:
- DME required.
- Final approach track offset 5° from runway centerline.
**POZNAŃ, POLAND** VOR RWY 28

**BRIEFING SHEET**

- **ATIS** established. MSA. Procedure. Minimums.

**VOR** LAW: 115.8 289°

**Final Apch Crs**:
- **D8.8 LAW**
- **DA(H)** (CONDITIONAL)
- **Apt Elev** 308°
- **RWY 289°**

**Procedure Alt**
- **D2.9 LAW**
- **DA(H)**

**DA(H)** (MAX 185 KT) to CZE VOR climbing to 5750', and as directed.

**MISSED APCH**:
- Climb STRAIGHT AHEAD to 2470', then turn LEFT (MAX 185 KT) to CZE VOR climbing to 5750', and as directed.

**Alt Set**: hPa (MM on req)  
**Rwy Elev**: 11 hPa  
**Trans level**: By ATC  
**Trans alt**: 6570'

1. **DME** required.  
2. Final approach track offset 5° from runway centerline.

**Do not mistake Krzesiny 7.4 NM Southeast of Lawica when approaching Rwy 28.**

**PANS OPS 3**

**Final Apch Crs**
- **05° 5 10° 15° 20° 25° 30° 35° 40° 45° 50°**

**MHA 5750 Max 5750**

**FT/METER CONVERSION**
- **QNH**
- **FT/METER CONVERSION**
  - 7060' - 2150m
  - 6570' - 2000m
  - 5750' - 1750m
  - 4930' - 1500m
  - 3010' - 915m
  - 2470' - 750m
  - 1140' - 345m

**POZNAŃ Approach**

**POZNAŃ Tower**

**LAW DME**
- 2.0 3.0 4.0 5.0 6.0 7.0 8.0 8.6

**ALTITUDE**
- 850' 1180' 1510' 1830' 2160' 2490' 2810' 3010'

**LAW VOR**

**CZEMPIN** 114.5 CZE

**MHA 5750**

**Gnd speed-Kts**
- 70 90 120 140 160

**Descent angle**
- 3.08° 3.81° 4.00° 4.10° 4.20°

**MAP at D0.5 LAW**
- 2.0 3.0 4.0 5.0 6.0 7.0 8.0 8.6

**STRAIGHT IN LANDING RWY 28**

**With D2.9 LAW**
- **DA(H) 730’ (441’)**

**W/O D2.9 LAW**
- **DA(H) 940’ (651’)**

**MAX Kts**
- 100 135 180 205

**RVR**
- 1400m 1500m 2000m

**CMV**
- 2100m 2300m 2400m

**HIALS**
- 2470' 1500m

**CHANGES**
- ATIS established. MSA. Procedure. Minimums.

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