

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EPPO

Terminal Charts For EPPO

Revision Letter For Cycle 21-2020

Change Notices

Notebook

General Information

Location: POZNAN POL
ICAO/IATA: EPPO / POZ
Lat/Long: N52° 25.3', E016° 49.6'
Elevation: 308 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 5.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0526 Z
Sunset: 1549 Z

Runway Information

Runway: 10
Length x Width: 8215 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 308 ft
Lighting: Edge, ALS, Centerline

Runway: 28
Length x Width: 8215 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 300 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 124.705
Poznan Tower: 119.980
Poznan Clearance Delivery: 121.805
Poznan Approach: 127.230
Poznan Approach: 128.925

EPP0/POZ
LAWICA

JEPPesen

27 SEP 19

10-1P

Eff 10 Oct

POZNAN, POLAND
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 124.705

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. PREFERENTIAL RWY SYSTEM**

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

ARRIVALS

Between 0600-2200LT:

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 clear and dry, i.e. it is adversely affected by snow, slush, ice, water, or mud, rubber, oil or other substances;
- For landing in conditions when the cloud base is lower than 800' above aerodrome elevation or when the horizontal visibility is less than 3000m;
- For take-off when the VIS is less than 1900m;
- When wind shear has been reported or forecasted or when thunderstorms are expected to affect the approach or departure;
- When the cross-wind component, including gusts, exceeds 15 KT or when the tail-wind component, including gusts, exceeds 5 KT.

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

1.2.2. CONTINUOUS DESCENT APPROACH (CDA)**CDA Technique**

Arrange descent to pass 7000' AMSL within 25 track miles to touchdown.

EXPECT track miles information or base leg information from ATC at or above 7000' AMSL, but do not turn on base leg until instructed.

At or before downwind position maintain 220 KT or minimum clean speed, whichever is greater.

1.2.3. NIGHT FLYING RESTRICTIONS

- All ACFT movements are restricted between 2155-0600LT.
- Between 2155-0600LT take-offs from RWY 10 are permitted only for operations performed by ACFT for which noise level measured in the P2 noise measurement point does not exceed 96 dB SEL.
Between 2155-0600LT landings on RWY 28 are permitted only for operations performed by ACFT for which noise level measured in the P2 noise measurement point does not exceed 86 dB SEL.
- It is recommended not to perform take-offs from RWY 10 between 2200-0600LT.
- Except for emergency situations, landing ACFT are recommended to reduce the application of reverse thrust between 2200-0600LT.
- It is recommended to avoid planning scheduled, non-scheduled and ad-hoc ACFT movements between 2200-0600LT.
- Between 2200-0600LT, take-off and landing operations by AN-12 and AN-26 ACFT are not allowed.

EPPO/POZ
LAWICA

JEPPesen

27 SEP 19

10-1P1

Eff 10 Oct

POZNAN, POLAND
AIRPORT BRIEFING

1. GENERAL

In case of landing of ACFT for safety reasons (e.g. weather breakdown, lack of fuel) at AD within coordination period, without time allotted for performing the operation and in case the permissible number of operations specified in the environmental decision for every night has been exceeded, clearance for take-off will be issued only after 0600LT. The APT duty officer, on behalf of the AD manager, will provide information to the TWR controller that no clearance for performing take-off before 0600LT has been issued.

Lack of clearance for performing take-off before 0600LT also applies to any other ACFT for which time for performing the operation has not been allotted during flight schedule coordination period.

1.2.4. RUN-UP TESTS

No engine tests may be carried out between 2200-0600LT.

1.2.5. AUXILIARY POWER UNIT (APU)/GROUND POWER UNIT (GPU)

At night, the use of an APU shall be reduced to the necessary minimum.

The use of an engine powered GPU is forbidden all day and night on all ACFT stands. Each parking stand on APN 1 is equipped with an electric power supply.

1.3. TAXI PROCEDURES

For taxi restrictions refer to 10-9 charts.

Follow-me mandatory on apron 3 after sunset for ACFT not based at EPPO.

1.4. PARKING INFORMATION

Apron 2 is closed excluding designated TWY T leading to/from hangars.

1.5. 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. DE-ICING

De-icing of code A, B, and C ACFT is carried out on parking stands 40 and 40A 24hours a day. De-icing of code A, B, C and D is carried out on the de-icing pad (stands 1A and 1B), between 0500-2100. De-icing of code D ACFT, between 2100-0500, and code E ACFT is allowed on stands 41 thru 42. Taxiing to stand 1B is possible via TWYs D1 and H1 or TWYs A and H1.

It is advised that ACFT engines be switched off during de-icing.

ACFT push-back for de-icing on stands 40 and 40A is carried out with the handling agent's assistance. Other ACFT are pushed back for de-icing stands 40 and 40A with marshaller assistance.

2.2. START-UP AND PUSH-BACK

10 minutes prior to being ready for push-back or start-up, the flight crew shall contact POZNAN Delivery for ATC clearance and report the following details:

- ACFT call sign;
- Parking stand number;
- Destination aerodrome;
- Planned cruising level (if other than in FPL);
- Any changes to the flight plan.

ATC clearances are issued not earlier than 30 minutes before EOBT/CTOT.

ACFT on stands 2 thru 20 are subject to push-back procedure. Push-back does not apply on stands 1, 2A, 3A, 3B, 4A, 4B, 5A, 5B for code A ACFT and on stands 1A, 1B, 40 thru 42 and 40A thru 42A.

Self-maneuvering with marshalling assistance is allowed when entering and taxiing off a stand.

EPP0/POZ
LAWICA

JEPPESEN
20 MAY 16 **10-1P2** **Eff 26 May**

POZNAN, POLAND
AIRPORT BRIEFING

2. DEPARTURE

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 B and Code C ACFT (up to ATR-72 type) using stands 2 thru 20 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

Between 2200-0600LT ACFT are totally prohibited from exiting under own power stands numbered 7-14 (not screened by the passenger terminal building). ACFT may exit the above-mentioned stands only with the use of a push-back tractor and move to a position fully screened by the terminal building on stands 16-19, where engines may be started (also with the use of an air-starter).

ACFT stands screened by the terminal building, i.e. numbered 15-20 are to be exited only using a push-back tractor.

ACFT unable to be connected to a push-back tractor may park at night only on stands numbered 40-42.

ACFT stands with numbers below 7 are dedicated to General Aviation ACFT.

Engine start-up not related to take-off operations is allowed where it is necessary in fully justified cases only at low power settings and only on the screened stands, i.e. 15-20. In case an ACFT is located on a stand other than a screened one, a location change is necessary using a push-back tractor.

2.3. NOISE ABATEMENT PROCEDURES

Operators of ACFT conducting flight operations at aerodrome shall follow noise abatement procedures adequate for the specific ACFT type for the purpose of reducing noise level in areas adjacent to the aerodrome.

If no noise abatement procedures adequate for the ACFT type are available, it is recommended that departures from aerodrome be performed in accordance with ICAO Noise Abatement Departure Procedure 1 (NADP 1).

Between 2200-0600LT RWY 28 departures shall be performed as follows:

- Track the extended RWY centerline until 1.5NM from RWY 10 THR, then execute a turn as per ATC clearance.

2.4. MINIMUM RWY OCCUPANCY TIME

DEPARTURES

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

Pilots unable to comply with these requirements shall inform ATC services as soon as possible.

EPP0/POZ
LAWICA

6 SEP 19 10-1R

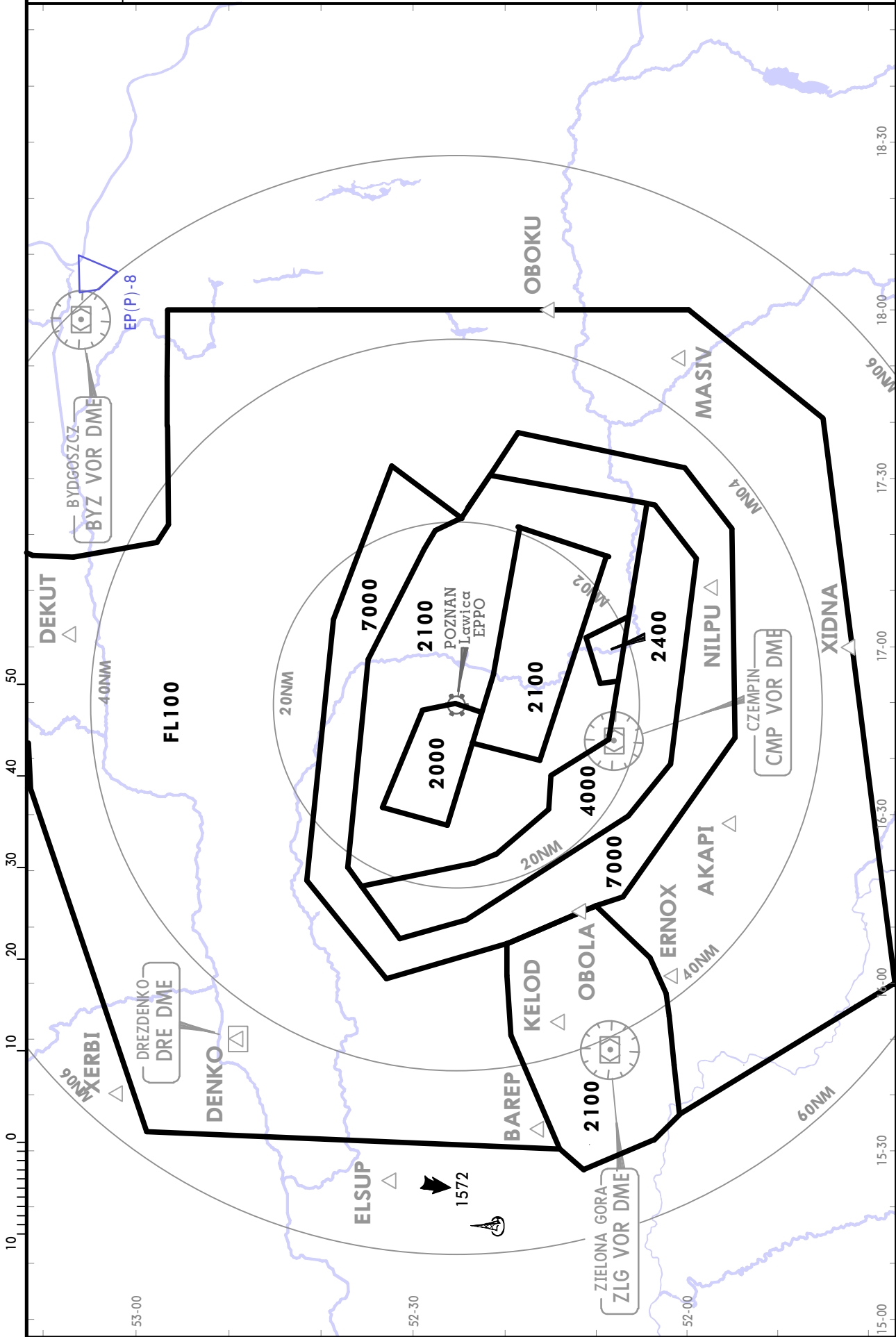
Eff 12 Sep

RADAR MINIMUM ALTITUDES

POZNAN, POLAND

Apt Elev
308

- Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500
1. Chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.
 2. The MVA values already include a correction for temperatures as low as -10°C.
 3. The MVA sectors do not constitute controlled airspace.



RNAV ARRIVAL INSTRUCTIONS

1. General

Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). The turn to final approach is usually performed by radar vectors to expedite traffic handling and for separation reasons.

2. Equipment

RNAV-1 approval required to conduct these procedures without additional restrictions. However, it is possible to utilize RNAV-1 trajectories by RNAV-5 only approved aircraft. The following restrictions apply: Aircraft equipped with RNAV-5 systems without navigation database, and requiring manual data input are exempted from the utilization of RNAV-1 procedures.

Non RNAV-1 aircraft: advise ATC upon first contact. Radar vectoring will be provided usually along published procedures. Such aircraft may expect delays and/or extended routing during peak hours.

3. Holdings

All holding patterns are available for non RNAV-1 approved aircraft.

4. Vertical planning

Pilots should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. If possible, CDA should be applied.

COMMUNICATION FAILURE PROCEDURES

1. GENERAL PROCEDURE DURING FLIGHTS OTHER THAN STAR AND FOR AIRCRAFT NOT APPROVED FOR STAR RNAV 1 OPERATIONS

Set the transponder to 7600, then following the flight plan, arrive at DVOR/DME CMP, join the holding pattern and, at the last assigned EAT or - if not acknowledged - flight plan EAT, commence the CMP 1D arrival procedure and ILS or LOC RWY 28 or RNAV (GNSS) RWY 28.

2. PROCEDURE FOR AIRCRAFT APPROVED FOR RNAV 1 (P-RNAV) OPERATIONS

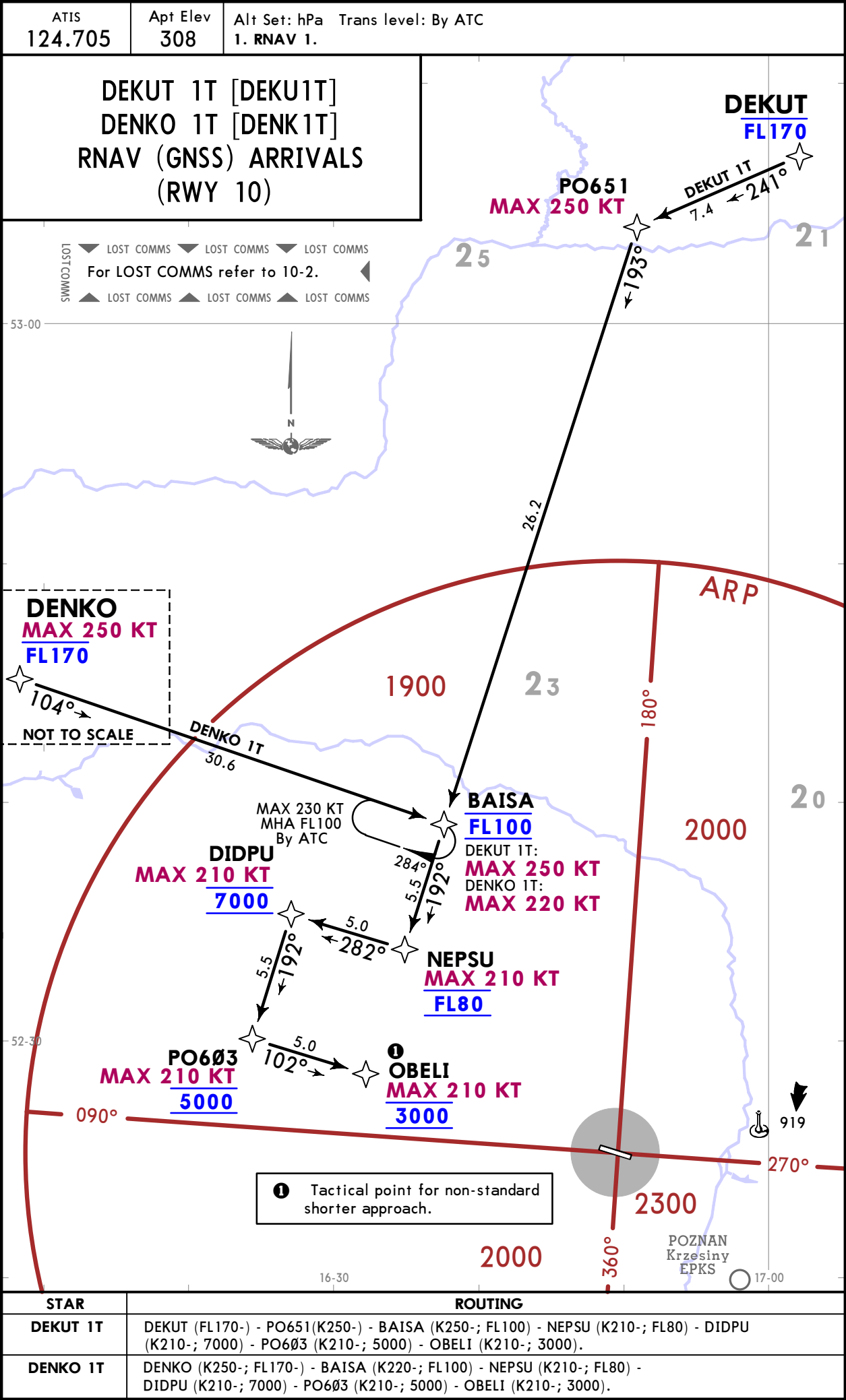
- a) If a STAR was assigned and the flight crew acknowledged it, set the transponder to 7600, continue in accordance with the FPL and fly the assigned STAR, then execute an (ILS, GNSS or VFR) approach and land. The descent shall be performed after 2 minutes from setting 7600, in accordance with the vertical restrictions specified on the charts.
- b) If a STAR was assigned, the flight crew acknowledged it, and vectoring was initiated, set the transponder to 7600 and continue for 2 minutes (from setting 7600) on the assigned heading and at the last assigned and acknowledged altitude. Thereafter continue directly to the FAF/FAP, execute an (ILS or VOR) approach and land. The descent shall be carried out in accordance with the vertical restrictions specified on the charts.
- c) If no STAR was assigned, set the transponder to 7600 and continue in accordance with the FPL. Thereafter execute an (ILS, GNSS or VFR) approach and land. The descent shall be performed after 2 minutes from setting 7600, in accordance with the vertical restrictions specified on the charts.



EPPO/POZ
LAWICA

JEPPESSEN
25 OCT 19 10-2B Eff 7 Nov

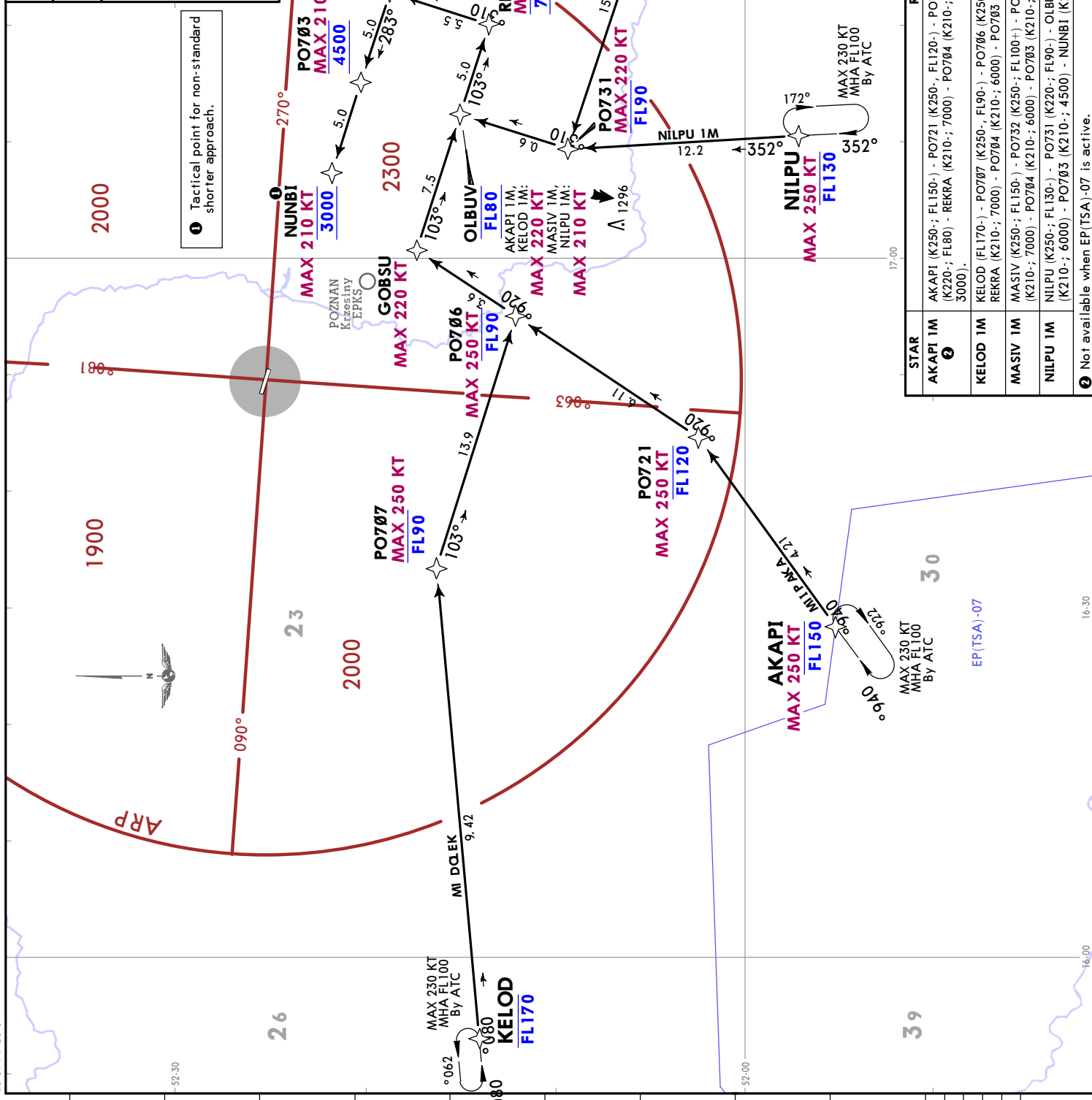
POZNAN, POLAND
RNAV STAR



ATIS
124.705
Apt Elev
308

Alt Set: hPa Trans level: By ATC
1. RNAV 1.

AKAPI 1M [AKAP1M]
KELOD 1M [KELO1M]
MASIV 1M [MASI1M]
NILPU 1M [NILP1M]
RNAV (GNSS) ARRIVALS
(RWY 28)



STAR	ROUTING
AKAPI 1M ②	AKAPI (K250-; FL150-) - PO721 (K250-; FL120-) - PO706 (K250-; FL90-) - GOBSU (K220-; FL80-) - REKRA (K210-; 7000) - PO704 (K210-; 6000) - PO703 (K210-; 4500) - NUNBI (K210-; 3000).
KELOD 1M	KELOD (FL170-) - PO707 (K250-; FL90-) - PO706 (K250-; FL90-) - GOBSU (K220-; FL80) - REKRA (K210-; 7000) - PO704 (K210-; 6000) - PO703 (K210-; 4500) - NUNBI (K210-; 3000).
MASIV 1M	MASIV (K250-; FL150-) - PO732 (K250-; FL100+) - PO731 (K220-; FL90-) - OLBUV (K210-; FL80) - REKRA (K210-; 7000) - PO704 (K210-; 6000) - PO703 (K210-; 4500) - NUNBI (K210-; 3000).
NILPU 1M	NILPU (K250-; FL130-) - PO731 (K220-; FL90-) - OLBUV (K210-; FL80) - REKRA (K210-; 7000) - PO704 (K210-; 6000) - PO703 (K210-; 4500) - NUNBI (K210-; 3000).

② Not available when EP(TSA)-07 is active.

RNAV DEPARTURE INSTRUCTIONS

1. General

EXPECT direct routings/shortcuts by ATC whenever possible (especially during off-peak hours).

2. Equipment

RNAV-1 approval required to conduct these procedures without additional restrictions. However, it is possible to utilize RNAV 1 trajectories by RNAV-5 only approved aircraft. The following restrictions apply: Aircraft equipped with RNAV-5 systems without navigation database, and requiring manual data input are exempted from the utilization of RNAV-1 procedures.

Non RNAV-1 aircraft: advise ATC before start up. RADAR vectoring will be provided usually along published procedures. Such aircraft may EXPECT delays and/or extended routing during peak hours.

3. Vertical planning

If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

COMMUNICATION FAILURE PROCEDURES

1. GENERAL PROCEDURE DURING FLIGHTS OTHER THAN SID AND FOR AIRCRAFT NOT APPROVED FOR STAR RNAV 1 OPERATIONS

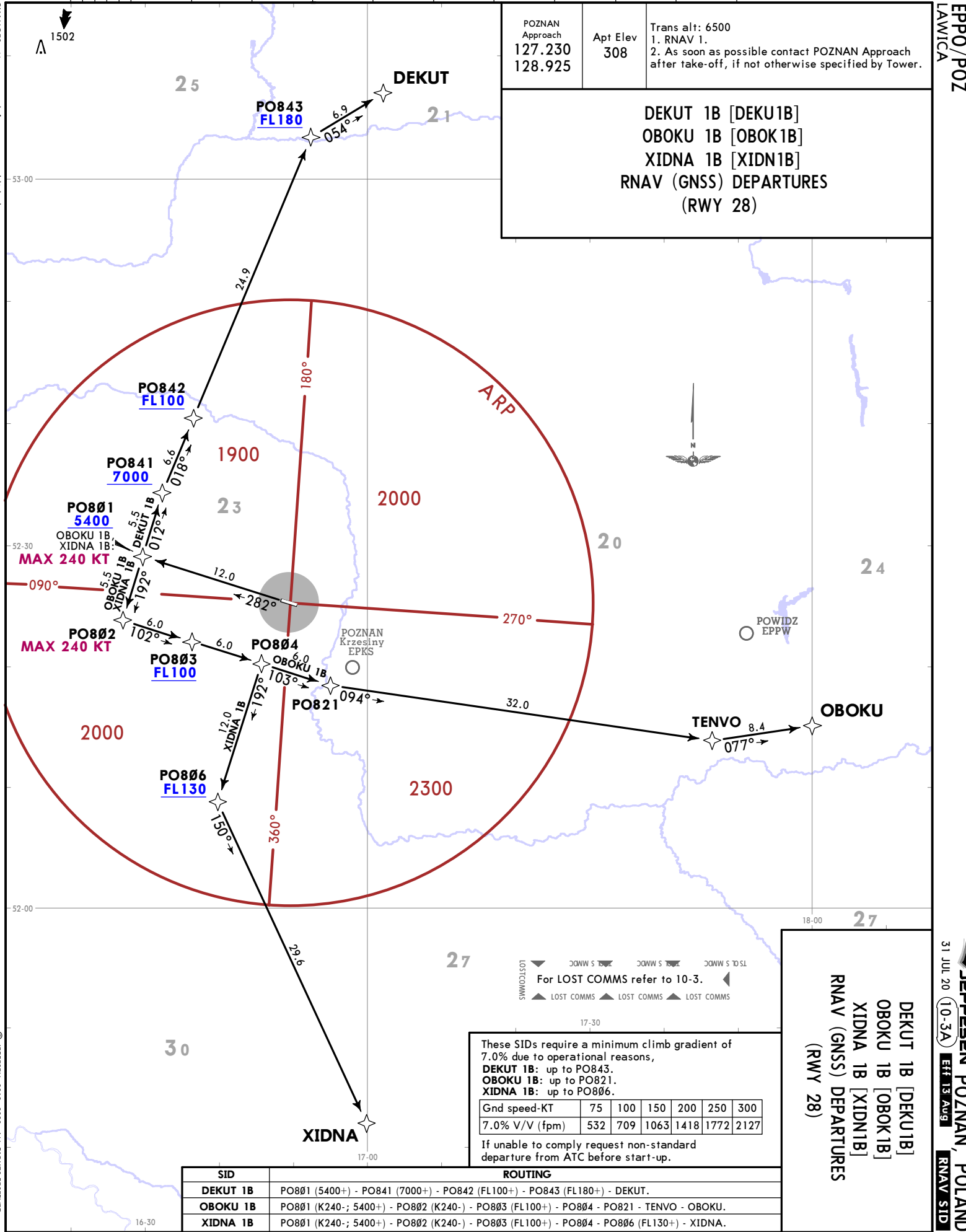
Set the transponder to 7600, then following the flight plan, arrive at DVOR/DME CMP, join the holding pattern and, at the last assigned EAT or - if not acknowledged - flight plan EAT, commence the CMP 1D arrival procedure and ILS or LOC RWY 28 or RNAV (GNSS) RWY 28.

2. PROCEDURE FOR FLIGHTS ON SID:

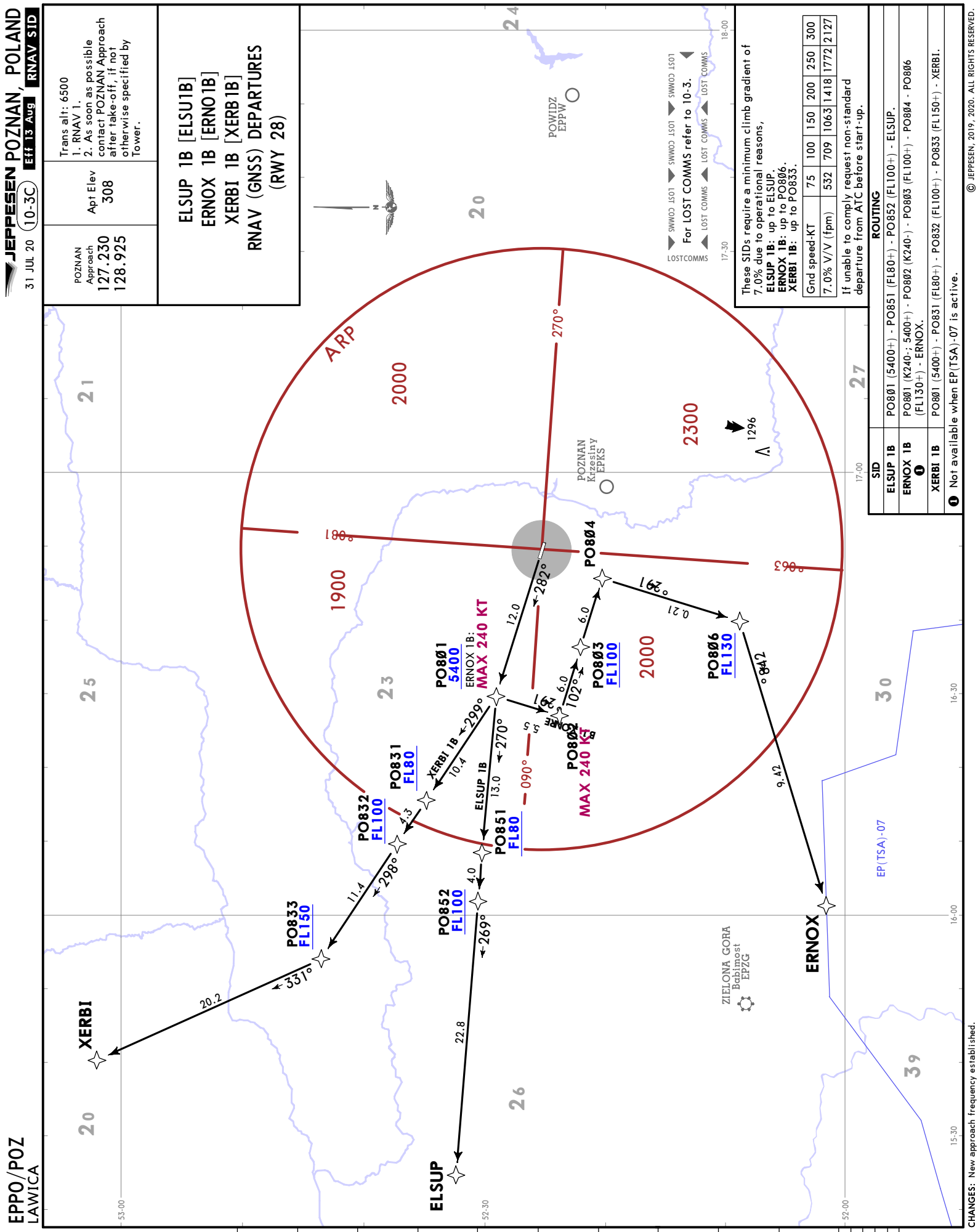
Set the transponder to 7600. Continue on the last assigned and acknowledged SID.

After 3 minutes, climb to the flight plan flight level.

If being vectored, continue on assigned heading for 3 minutes then proceed direct to last SID waypoint climbing to flight plan flight level.



POZNAN, POLAND
RNAV SID



EPPO/POZ
LAWICA

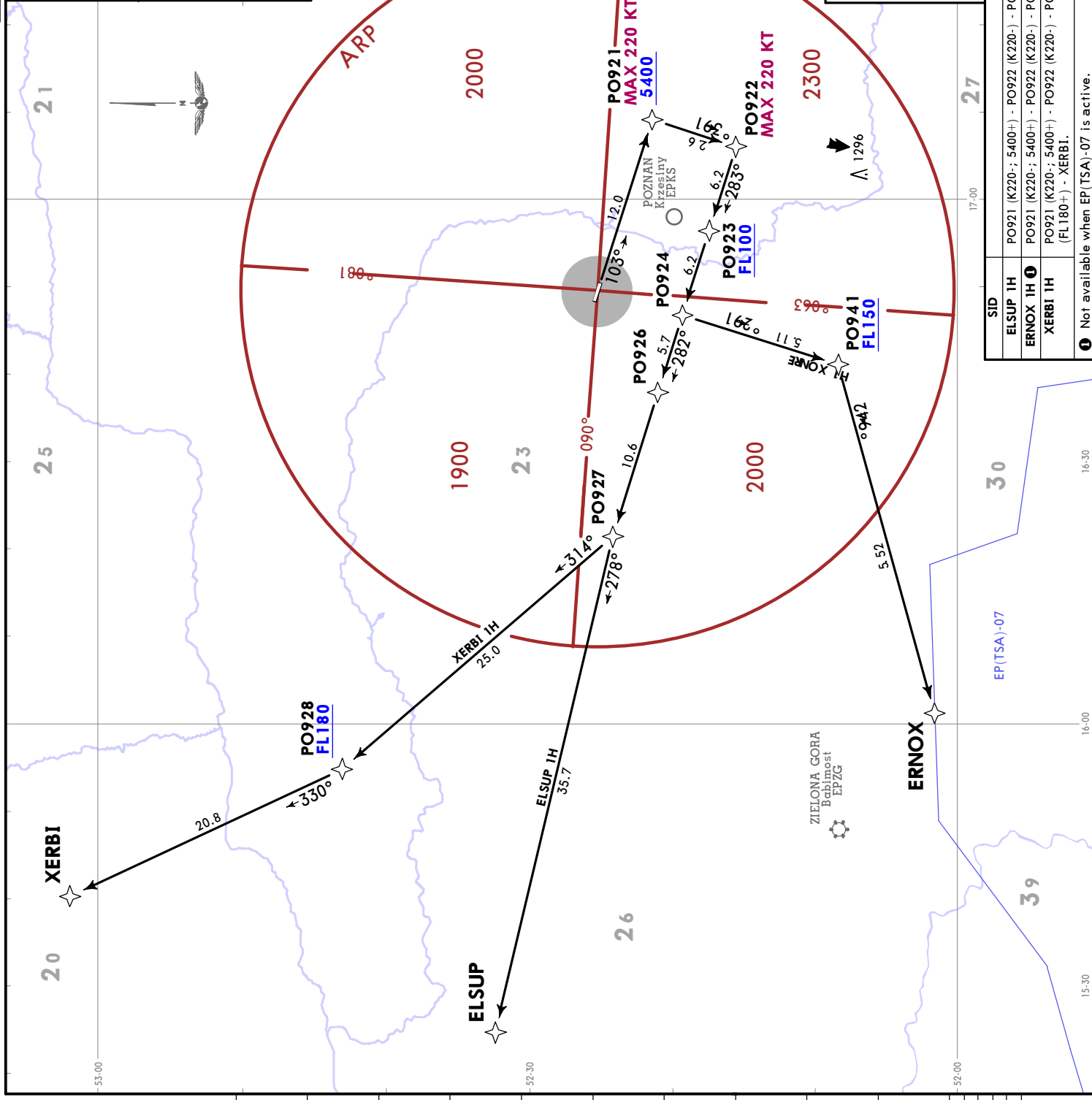
CHANGES: New approach frequency established.

POZNAN
Approach
127.230
128.925

Trans alt: 6500
1. RNAV 1.
2. As soon as possible
contact POZNAN Approach
after take-off, if not
otherwise specified by
Tower..

Apt Elev
308

ELSUP 1H [ELSUIH]
ERNOX 1H [ERNO1H]
XERBI 1H [XERB1H]
RNAV (GNSS) DEPARTURES
(RWY 10)



These SIDs require a minimum climb gradient of 7.0% due to operational reasons,
ELSUP 1H: up to PO927.
ERNOX 1H: up to PO941.
XERBI 1H: up to PO928.

Grnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

ROUTING	
SID	
ELSUP 1H	PO921 (K220+; 5400+)- PO922 (K220+)- PO923 (FL100+)- PO924 - PO926 - PO927 - ELSUP.
ERNOX 1H ①	PO921 (K220+; 5400+)- PO922 (K220+)- PO923 (FL100+)- PO924 - PO941 (FL150+)- ERNOX.
XERBI 1H	PO921 (K220+; 5400+)- PO922 (K220+)- PO923 (FL100+)- PO924 - PO926 - PO927 - PO928 (FL180+)- XERBI.

① Not available when EP(TSA)-07 is active.

EPP0/POZ

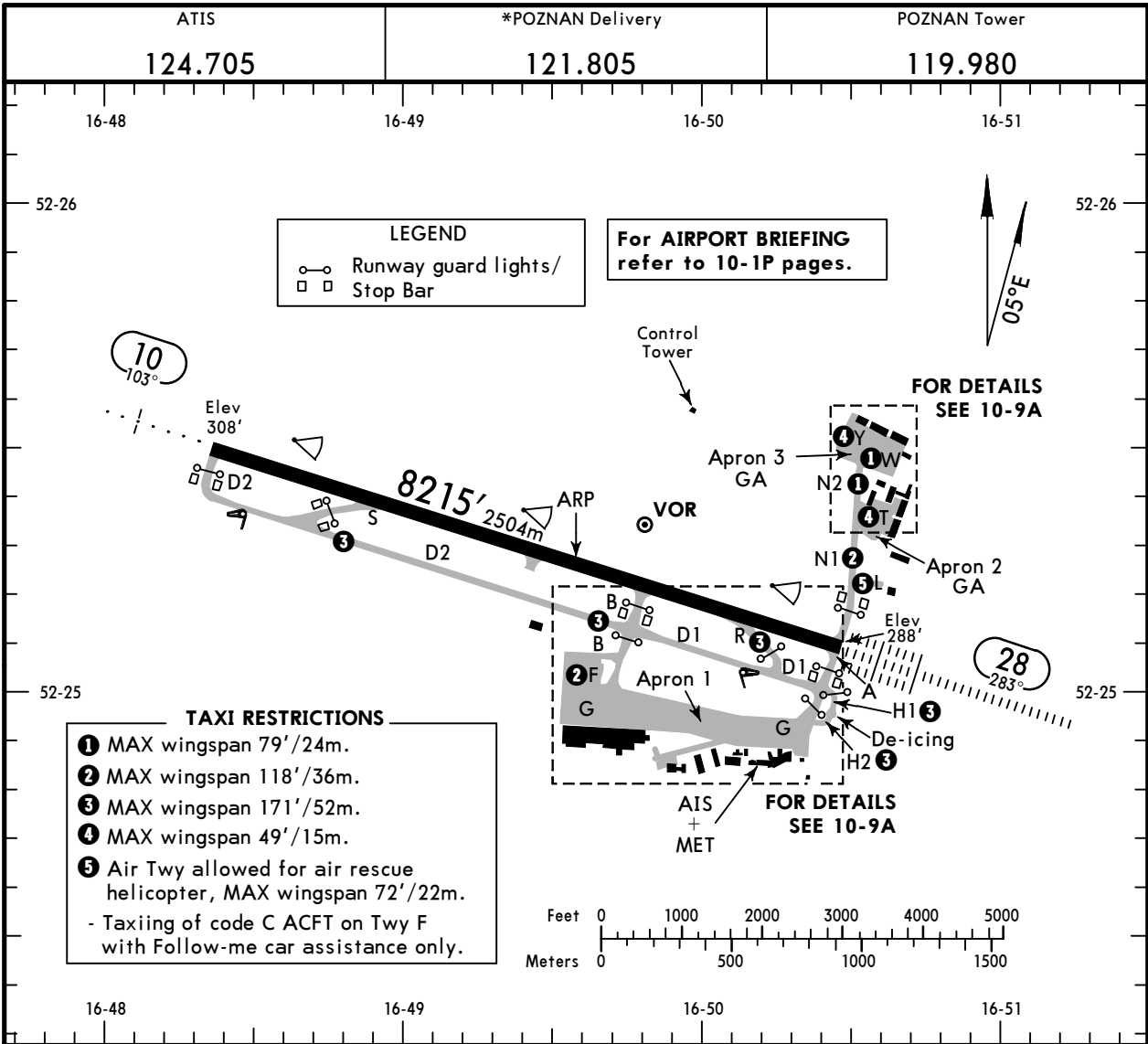
Apt Elev **308'**
N52 25.3 E016 49.6

JEPPesen

1 NOV 19 **(10-9)** Eff 7 Nov

POZNAN, POLAND

LAWICA



ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING	BEYOND		
						Threshold	Glide Slope		
10	HIRL (60m)	CL (15m)	HIALS	PAPI-L (angle 3.0°)	HST-R	RVR			164'
28	HIRL (60m)	CL (15m)	HIALS	SFL ⑥	HST-S	RVR	7243' 2208m		50m

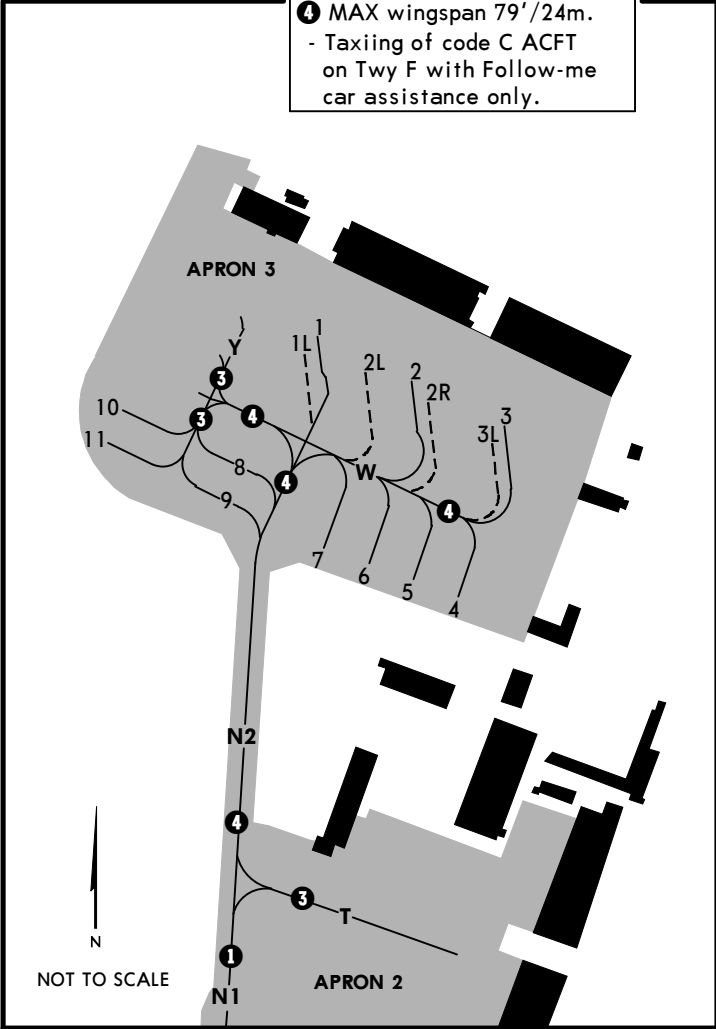
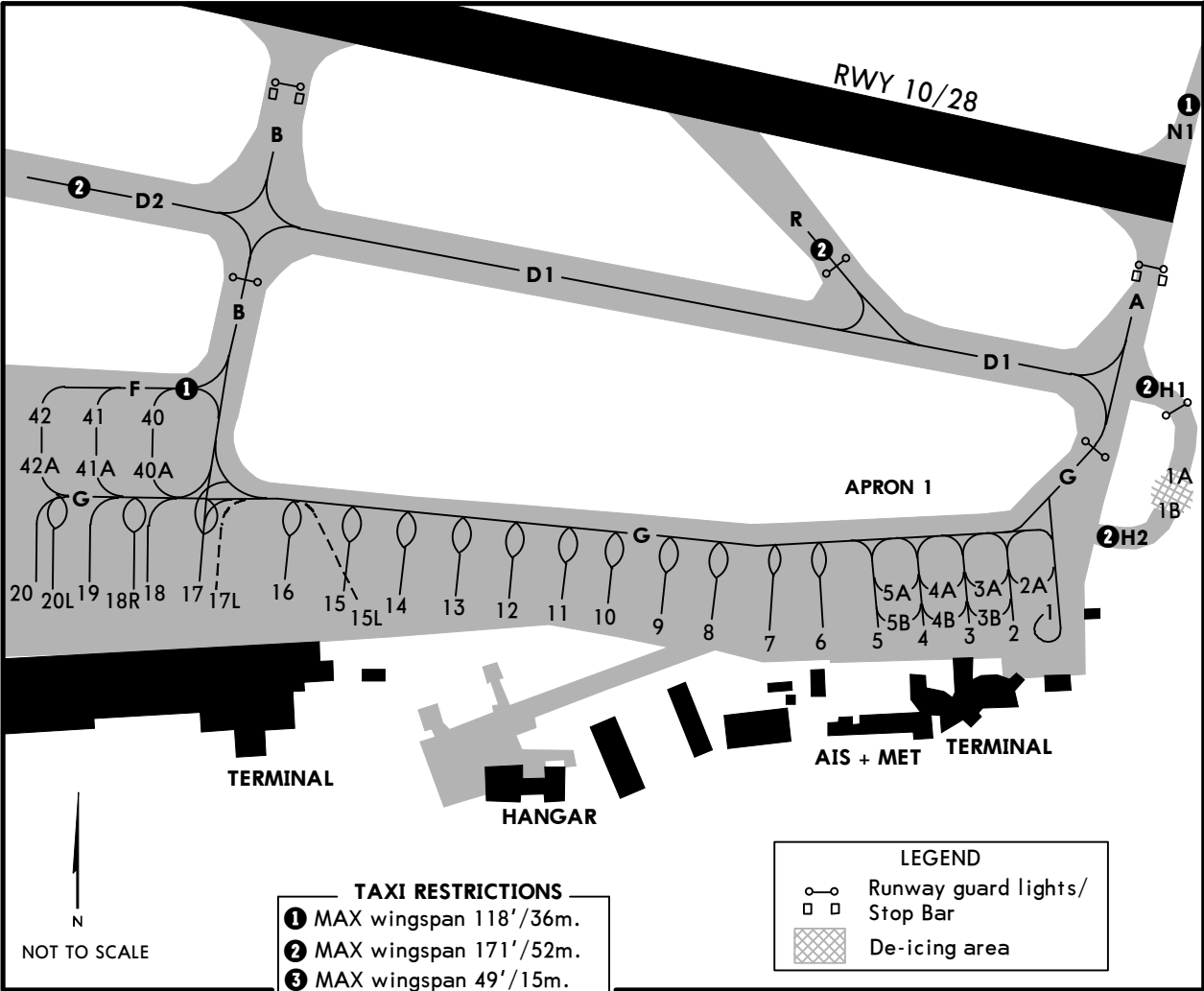
⑥ PAPI-R (angle 3.0°)

Standard		TAKE-OFF	
		Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A			
B			
C	400m		500m
D			

EPP0/POZ

JEPPESSEN
1 NOV 19 10-9A Eff 7 Nov

POZNAN, POLAND
LAWICA

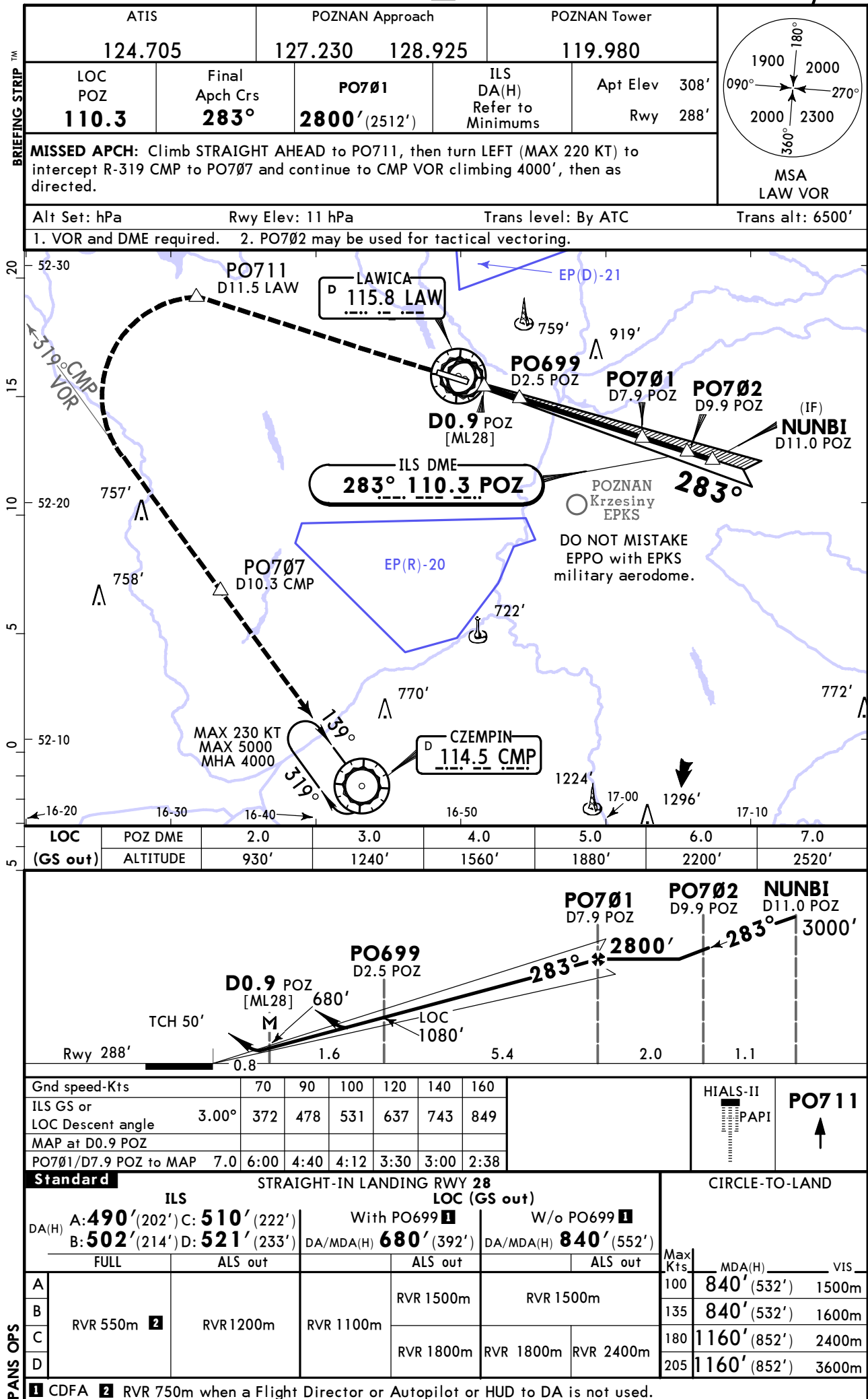


INS COORDINATES		
STAND No.	COORDINATES	
APRON 1		
1A	N52 25.0	E016 50.5
1B	N52 25.0	E016 50.4
1 thru 3B	N52 24.9	E016 50.3
4	N52 24.9	E016 50.2
4A, 4B	N52 24.9	E016 50.3
5 thru 6	N52 24.9	E016 50.2
7, 8	N52 24.9	E016 50.1
9 thru 11	N52 24.9	E016 50.0
12, 13	N52 24.9	E016 49.9
14 thru 15L	N52 24.9	E016 49.8
16 thru 17L	N52 24.9	E016 49.7
18 thru 20L	N52 24.9	E016 49.6
40	N52 25.0	E016 49.6
40A	N52 25.1	E016 49.6
41	N52 25.0	E016 49.6
41A	N52 25.1	E016 49.6
42	N52 25.0	E016 49.6
42A	N52 25.1	E016 49.6
APRON 3		
1	N52 25.5	E016 50.6
1L	N52 25.5	E016 50.5
2 thru 3L	N52 25.5	E016 50.6
4	N52 25.4	E016 50.6
5 thru 7	N52 25.5	E016 50.6
8 thru 11	N52 25.5	E016 50.5

EPPO/POZ
LAWICA

JEPPESSEN
26 JUN 20 **(11-1)**

POZNAN, POLAND
ILS or LOC Rwy 28

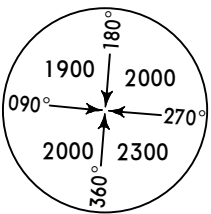


EPPO/POZ
LAWICA

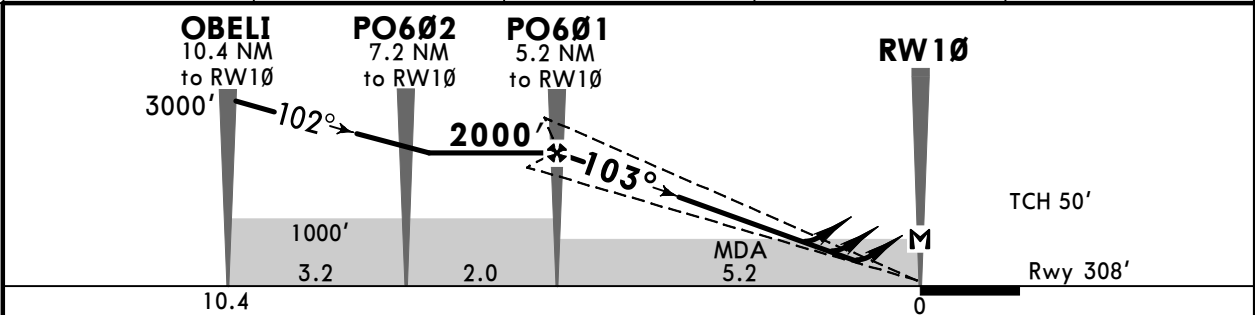
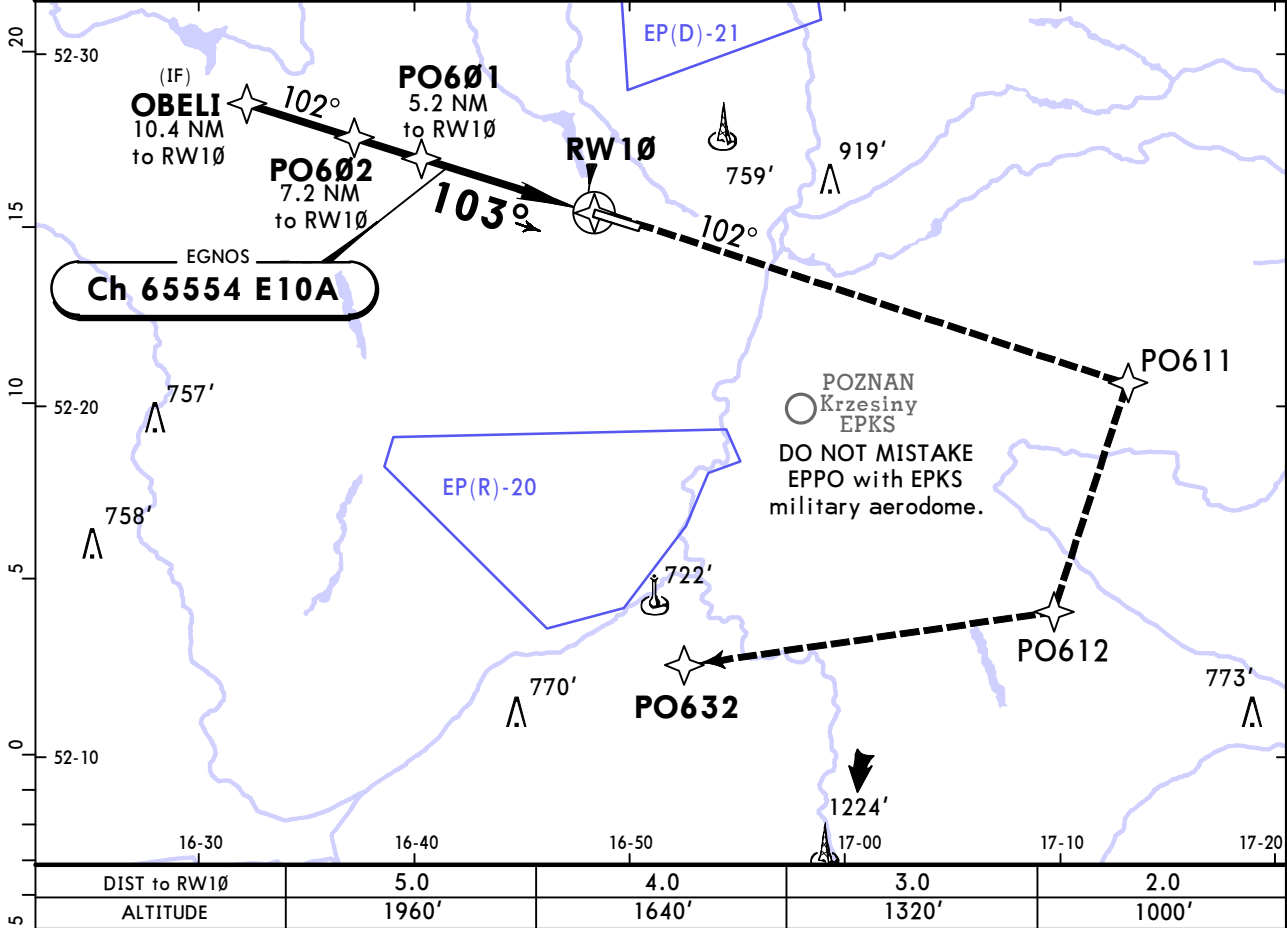
JEPPESEN
4 SEP 20 12-1 Eff 10 Sep

POZNAN, POLAND
RNP Rwy 10

ATIS 124.705		POZNAN Approach 127.230 128.925		POZNAN Tower 119.980	
EGNOS Ch 65554 E10A	Final Apch Crs 103°	PO601 2000' (1692')	LPV CAT I DA(H) Refer to Minimums	Apt Elev 308' Rwy Elev 308'	
MISSED APCH: Climb STRAIGHT AHEAD on 102° to PO611, then turn RIGHT to PO612, then turn RIGHT to PO632 climbing to 4000', then as directed. Turns limited to MAX 220 KT.					
Alt Set: hPa		Rwy Elev: 11 hPa		Trans level: By ATC	
RNP APCH	1. Baro-VNAV not authorized below -30°C. 2. VPA 3.5° reached at +60°C. 3. PO602 may be used for tactical vectoring.				Trans alt: 6500'



MSA ARP



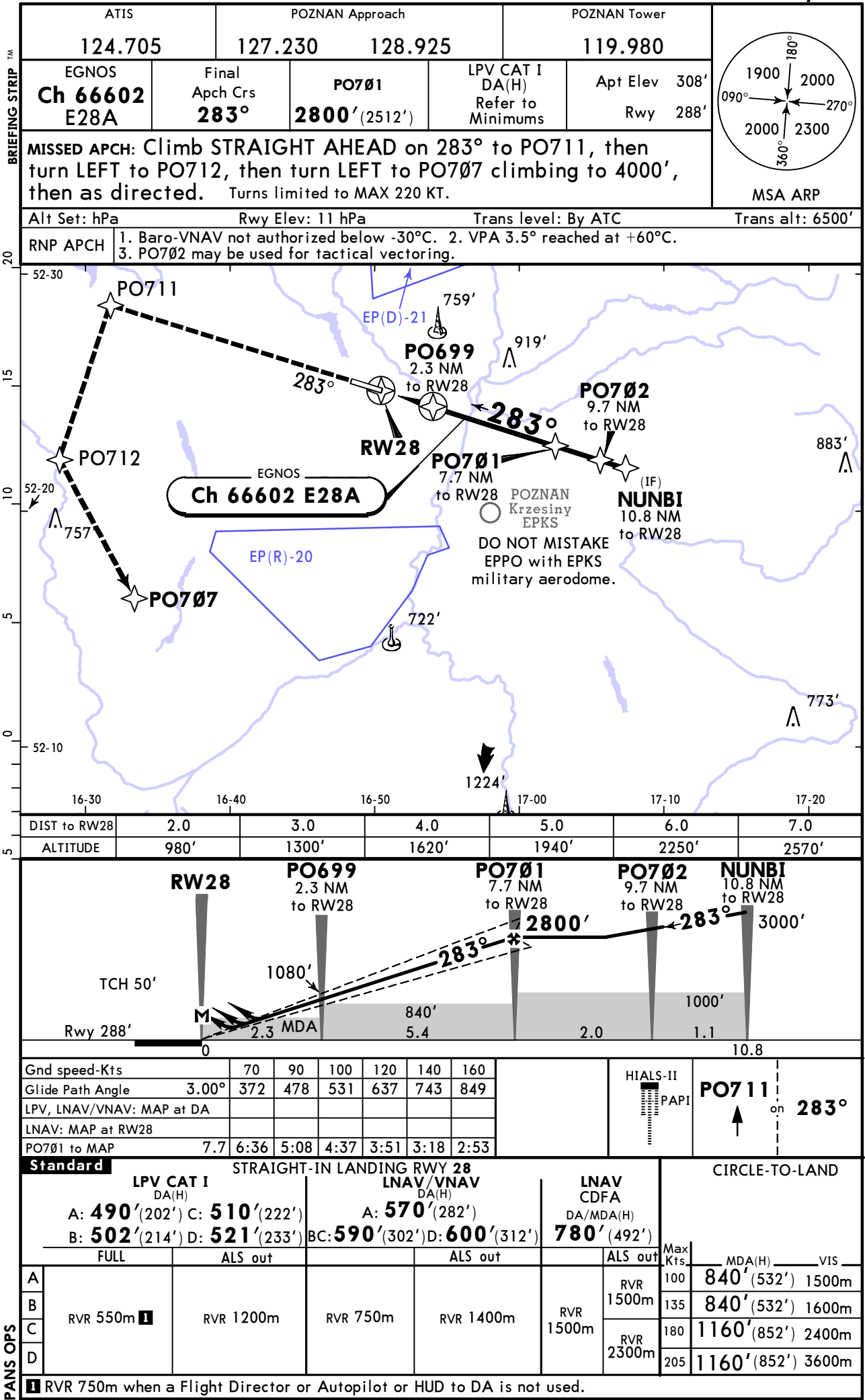
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI ↑	PO611 ↑ on 102°
Glide Path Angle 3.00°	372	478	531	637	743	849		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW10								
PO601 to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57	

Standard				STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
LPV CAT I DA(H)		LNAV/VNAV DA(H)		LNAV CDFA DA/MDA(H)			
A: 508'(200') C: 520'(212')		A: 570'(262') C: 590'(282')		700'(392')			
B: 512'(204') D: 531'(223')		B: 580'(272') D: 600'(292')					
FULL		ALS out		ALS out		ALS out	
A	RVR 750m	RVR 1200m	RVR 900m	RVR 1300m	RVR 1400m	RVR 1500m	Max Kts. 100
B							135
C							180
D	RVR 800m			RVR 1400m		RVR 1800m	205
						MDA(H) VIS	
						760'(452') 1500m	
						820'(512') 1600m	
						1160'(852') 2400m	
						1160'(852') 3600m	

EPPO/POZ
LAWICA

JEPPESEN
4 SEP 20 (12-2) Eff 10 Sep

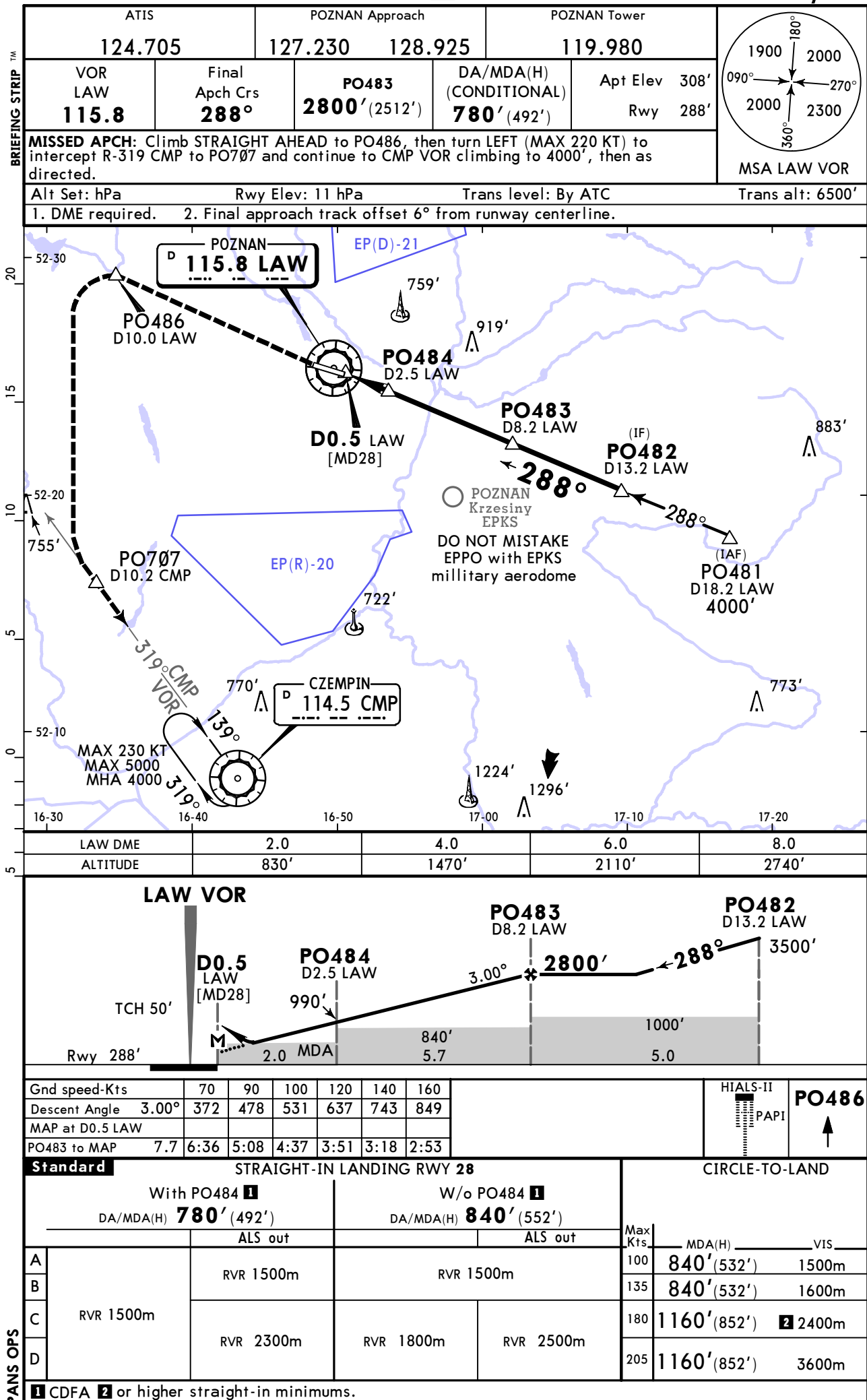
POZNAN, POLAND
RNP Rwy 28



EPPO/POZ
LAWICA

JEPPESSEN
4 SEP 20 **(13-2)** Eff 10 Sep

POZNAN, POLAND
VOR Rwy 28



CHANGES: Minimums.

© JEPPESSEN, 2020. ALL RIGHTS RESERVED.

Chart changes since cycle 20-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
POZNAN, (LAWICA - EPPO)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EPPO