

KRAKOW (KRK/EPKK)

Elevation 791ft

CATEGORY B

AV brief – not required

GENERAL

- The city of Krakow is 6 nm to the east.
- The airfield is on the north side of a river valley running E–W.
- ATC standard of English is reported as good.
- Altimetry as per Western Europe.
- Metric Units if reqd approximate conversions are:
 - WIND km/hr/2 = knots m/sec x 2 = knots ROC/ROD m/sec x 200 =ft/min

Threats

CFIT

- There are low hills to the N and S; in particular there are hills and obstructions to nearly 1,400ft asl immediately N of the extended centre line.
- Beyond 12 nm S the terrain begins to rise reaching nearly 3,000ft asl at 18 nm S and nearly 5,700ft asl at 30 nm S.

Runway Excursion

- The area immediately north of the runway is used as an emergency strip although it is reported to be simply a wide area of boggy grass unsuitable for jets.
- RWY 07: Expect 1000RA auto callout to occur at approximately 1400 AAL (2200ft QNH).

Mid Air Collision

- Joint Military/Civil airfield.

ARRIVAL

Diversion Airports

KATOWICE	KTW/EPKT	036 nm/311°T	CAT A
WARSAW	WAW/EPWA	133 nm/020°T	CAT B
PRAGUE	PRG/LKPR	213 nm/270°T	CAT A
BERLIN	BER/EDDB	273 nm/300°T	CAT A

- Vectored arrivals from the W for ILS 25 are generally to the north for a Right Hand circuit.
- Rwy 07 is not available for visual approaches at night.

Approach

- Surface wind may be passed in km per hr but recent reports indicate this is generally now in kts.
- The maximum speed in the holding pattern/race track is 185 kt for Cat C, D aircraft.
- Rwy 25 approach lights have a curved vertical profile due undulating terrain. This makes the approach angle difficult to judge, especially at night.

GROUND

- The Apron and adjoining Twys are not visible from the control tower.
- Crews report that caution is needed due lighting installations on the edge of the parking area.
- Follow me is available.
- There is a guarded military apron to the west of the civilian apron.

DEPARTURE

- Not earlier than 30 mins before EOBT and before getting ready for push-back or start-up, crew should contact Krakow GND to receive en-route clearance.
- It is reported that handover from Warsaw radar to Prague requires a formal "release" clearance process which has to be confirmed to Prague radar on first contact.

WEATHER

Mar-Apr;

- Temperature rises rapidly causing rapid melt of winter ice and snow.
- Frequent low st.

May-Aug;

- Occasional thunderstorms afternoon and evening.
- Occasional morning fog.

Sep-Oct;

- Temperature falls rapidly.
- Morning fog slow to clear.

Nov-Feb;

- Snow.
- Weather depends on Siberian High.
- Krakow usually on the W of the circulation and gets S'ly winds.
- Frequent low cloud and persistent fog.
- N'ly winds bring intense cold.

OPERATIONAL INFORMATION

Handling Agent	WELCOME AIRPORT SERVICES
Handling Agent VHF	131.4
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use at all times
If BOTH electrical power and air conditioning is required:	Use APU (but also use GPU at all times to reduce APU fuel burn)