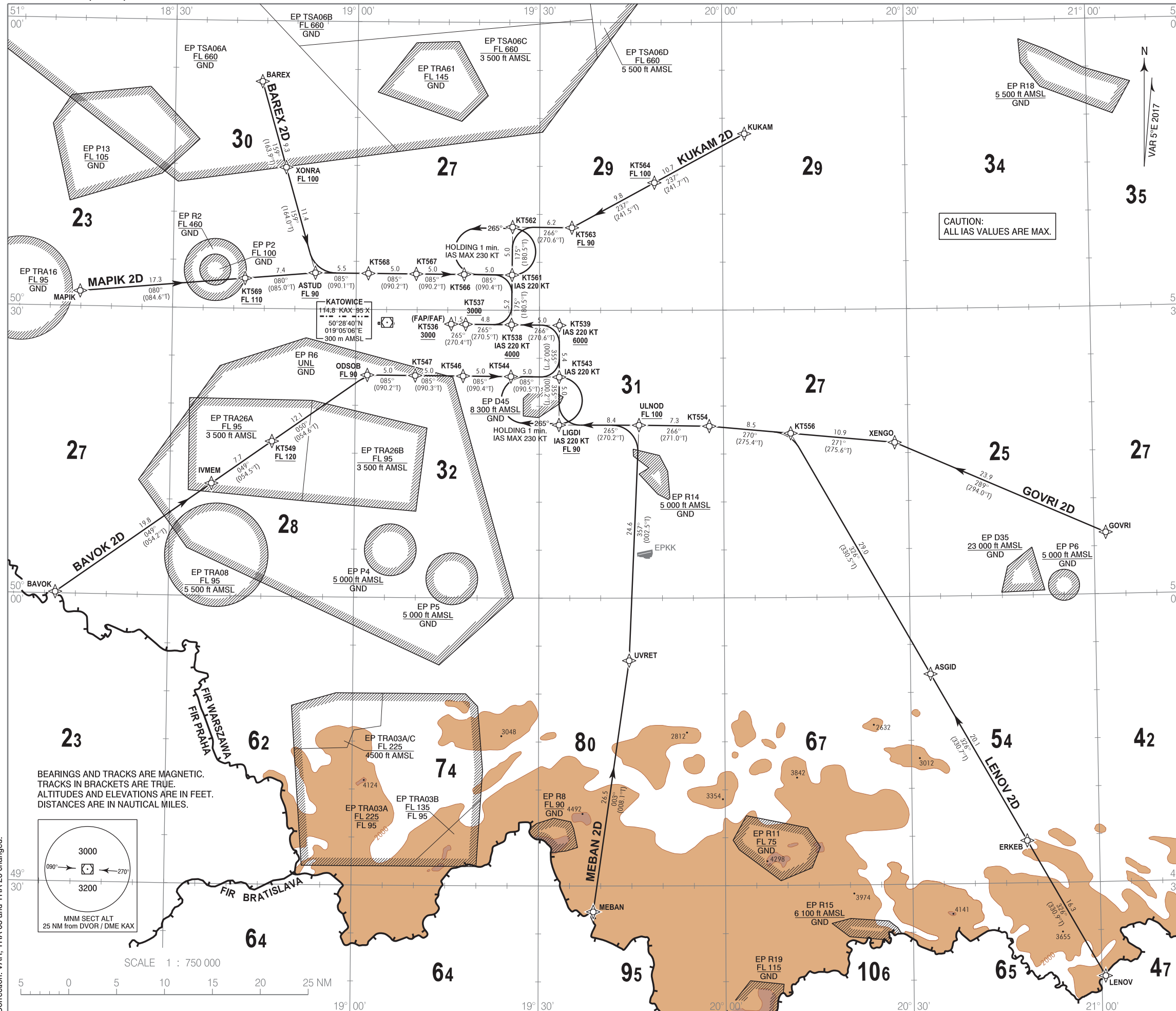


**RNAV 1 (GNSS)  
STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE 6500

Kraków APPROACH 121.075, 135.400  
Katowice TOWER 129.250

**Katowice - Pyrzowice  
RWY 27**



CAUTION:  
ALL IAS VALUES ARE MAX.

1. 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 restriction applies: aircraft equipped with RNAV 5 systems without navigation database and requiring manual data input are exempted from the utilization of RNAV 1 procedures.
2. All aircraft which can not follow and utilize RNAV 1 trajectories shall advise ATC upon first contact. Radar vectoring will be provided, usually along published procedures.
3. Holding patterns as directed by ATC, available for non RNAV 1 approved aircraft.
4. Expect direct routing/shortcuts by ATC whenever possible, the turn to final approach may be performed by radar vectors to expedite traffic handling and for separation reasons.
5. REP KT537 is a tactical fix for non-standard shorter approach.

**RADIO COMMUNICATION FAILURE PROCEDURE**

- a) If STAR was assigned and acknowledged by crew, set transponder to 7600, continue with FPL and assigned STAR. Descend - in accordance with vertical restrictions specified on chart - to IAF (ILS, GNSS) or IF (VOR) altitude after 3 min. from setting 7600. Then execute the approach.
- b) If STAR was assigned by crew and vectoring was initiated, set transponder to 7600 and continue on previously assigned heading and last cleared and acknowledged altitude for 3 min. from setting 7600. Then proceed direct to closest STAR WPT and continue with assigned STAR to IAF (ILS, GNSS) or IF (VOR) altitude and execute the approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If STAR was not assigned, set transponder to 7600 and continue following last ATC clearance. After 3 min., proceed to the DVOR/DME KAX, maintaining the last assigned flight level. Overhead the DVOR/DME KAX, descend to IAF (ILS, GNSS) or IF (VOR) altitude. Thereafter, proceed to the approach procedure IAF (ILS, GNSS) or IF (VOR) of the relevant RWY, carry out approach and land.

Correction: VAR, TRA 03 and TRA 26 changed.