

46. krídlo KUCHYŇA

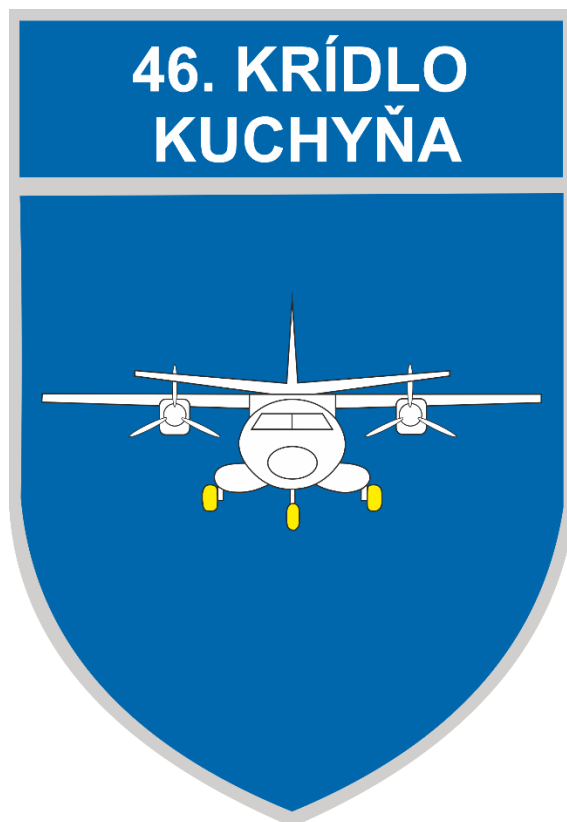
900 52

03 MAR 25

Kuchyňa AFB IN-FLIGHT GUIDE RWY 01/19

Version 1

Effective 03 MAR 25



ADMIN

| | | |
|-----|-----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| 1. | ARP coordinates RWY 01/19 | 48°24'07''N 017°07'06''E on the axis of THR RWY 01/19 |
| 2. | Magnetic variation / Annual change | 5°1,5 E (2023) / ±0,8'E |
| 3. | Elevation | 689 ft |
| 4. | Air Traffic Services | OAT H24 |
| 5. | Fueling | H24 |
| 6. | Fuel and oil types | Jet A1, F-34 AeroShell TO-3 SP, AeroShell-100, AeroShell -98, MJO-II |
| 7. | Fueling facilities and capacity | Tank trucks: JET A1 1 x 16 000 l |
| 8. | Technical Gases | Oxygen, Nitrogen |
| 9. | AD category for fire fighters | CAT 5 |
| 10. | De-icing facilities | ELEPHANT My |
| 11. | MET briefing office (for English call TWR) | H24, tel: +421 960 390 803 |
| 12. | FPL – AFTN Address | LZMICYWYA LZMICYWYX * All FPL have to be sent to AFTN addresses LZMICYWYA (Malacky TWR) and LZIBZPZX (CARO Bratislava) |
| 13. | PPR REQ | Prior Permission Required through diplomatic channels for foreign military aircraft |

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2. PHONE NUMBERS

| | | |
|----------------------------------------------------------|-------------------------------------------------------------------------------|------------------------------|
| Wing Commander | +421 960 390 100 | peter.vyrostek@mil.sk |
| Squadron Commander | +421 960 390 300 | tomas.karczag@mil.sk |
| Maintenance Chief | +421 960 930 103 | tibor.feher@mil.sk |
| TWR | +421 960 390 450 +421 960 390 451 +421 960 390 800 | lzmc.tower@mil.sk |
| APP | +421 960 390 460 | lzmc.app@mil.sk |
| MET briefing office | +421 960 390 803 | lzmc.meteo@mil.sk |
| Emergency Services civilian (Police, Fire, Ambulance) | 112 | NIL |
| Address | 46. krídlo KUCHYŇA 900 52 Kuchyňa | NIL |

3. ATC FREQUENCIES / NAVIGATION AIDS

| Service designation | Call sign | Frequency | Operation Hours | RMK |
|---------------------|--------------------|-------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------|
| RC APP | MALACKY RADAR | 120,750 MHz 259,625 MHz ^{2.)} 129,575 MHz ^{2.)} 121,500 MHz ^{1.)} | OAT – H24 | |
| PC TWR | MALACKY TOWER | 129,575 MHz 120,750 MHz ^{2.)} 121,500 MHz ^{1.)} | OAT – H24 | Contact TWR for start-up and clearance |
| RC PAR | MALACKY PRECISION | 127,150 MHz | OAT – H24 | |
| RANGE BRAVO | ERABURA | 142,350 MHz 315,950 MHz ^{2.)} | OR | During shooting range „B,, OPR |
| M/ACC | BRATISLAVA CONTROL | 125,000 124,000 ^{2.)} | OAT – H24 | FIR Bratislava OAT |

1.) emergency frequency

2.) alternate frequency

| TYPE | ID | FREQ | OPR HOURS | COORDINATES | RMK |
|------------------|-----|------------|-----------|----------------------------------|---------------------------------------------------------------------|
| LLZ 19 ILS CAT I | RP | 111,55 MHz | H24 | 48°23'07.44''N 17°06'37.69''E | RNG 25 NM (±10 DEG/2 000 ft) RNG 17 NM (±35 DEG/2 000 ft). |
| GP ILS 19 | | 332,75 MHz | H24 | 48°24'37.30''N 17°07'13.33''E | Glide path angle is 3,00 DEG. ILS reference datum height is 16,8 m. |
| DME | RP | CH 52 Y | H24 | 48°24'37.30''N 17°07'13.33''E | |
| OM | RP | 477 kHz | U/S | 48°28'28.20''N 17°09'09.50''E | |
| MM | R | 231 kHz | U/S | 48°25'16.11''N 17°07'38.60''E | |
| TACAN | MLC | 107 X | H24 | 48°21'51.61''N 17°11'52.86''E | ELEV 2357 ft TACAN is dislocated from AIRPORT |

4. RWY / TWY / APRON INFORMATION

| RWY | TRUE and MAG bearing | Dimensions of RWY (m/ft) | Strength (PCN) and surface of RWY | THR Coordinates | THR Elevation (m/ft) |
|-----|--------------------------|-------------------------------|-----------------------------------|----------------------------------|----------------------------|
| 01 | 017,48°GEO 012,63°MAG | 2500m x 60m 8202ft x 197ft | PCN 38/R/B/X/U concrete | 48°23'28.6''N 17°06'47.76''E | THR 200,86 m THR 659 ft |
| 19 | 197,49°GEO 192,63°MAG | 2500m x 60m 8202ft x 197ft | PCN 38/R/B/X/U concrete | 48°24'45.86''N 17°07'24.27''E | THR 209,09 m THR 686 ft |

| RWY | TORA (m/ft) | TODA (m/ft) | ASDA (m/ft) | LDA (m/ft) | Arresting system |
|-----|--------------|---------------|--------------|--------------|------------------|
| 01 | 2500m/8202ft | 2720m/8923ft | 2500m/8202ft | 2500m/8202ft | INOP |
| 19 | 2500m/8202ft | 3050m/10006ft | 2500m/8202ft | 2500m/8202ft | INOP |

| TWY | Width | Surface | Strength | RMK |
|------------|--------------|----------------|-----------------|------------|
| A | 15 m / 49 ft | concrete | PCN 33/R/B/X/U | NIL |
| B,C,D,E | 11 m / 36 ft | concrete | PCN 33/R/B/X/U | NIL |
| F | 12 m / 39 ft | asphalt | PCN 25/R/B/X/U | CLSD |
| G | 15m / 49 ft | concrete | PCN 38/R/A/W/T | NIL |

| APN | Surface | Strength | RMK |
|------------|----------------|-----------------|------------|
| Apron 1 | asphalt | PCN 19/R/B/X/U | NIL |
| Apron 2 | concrete | PCN 38/R/B/X/U | NIL |
| Apron 3 | asphalt | PCN 33/R/B/X/U | NIL |
| Apron 4 | concrete | PCN 71/R/B/W/T | NIL |

5. ATC Surveillance Minimum Altitude Chart (ASMAC)

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

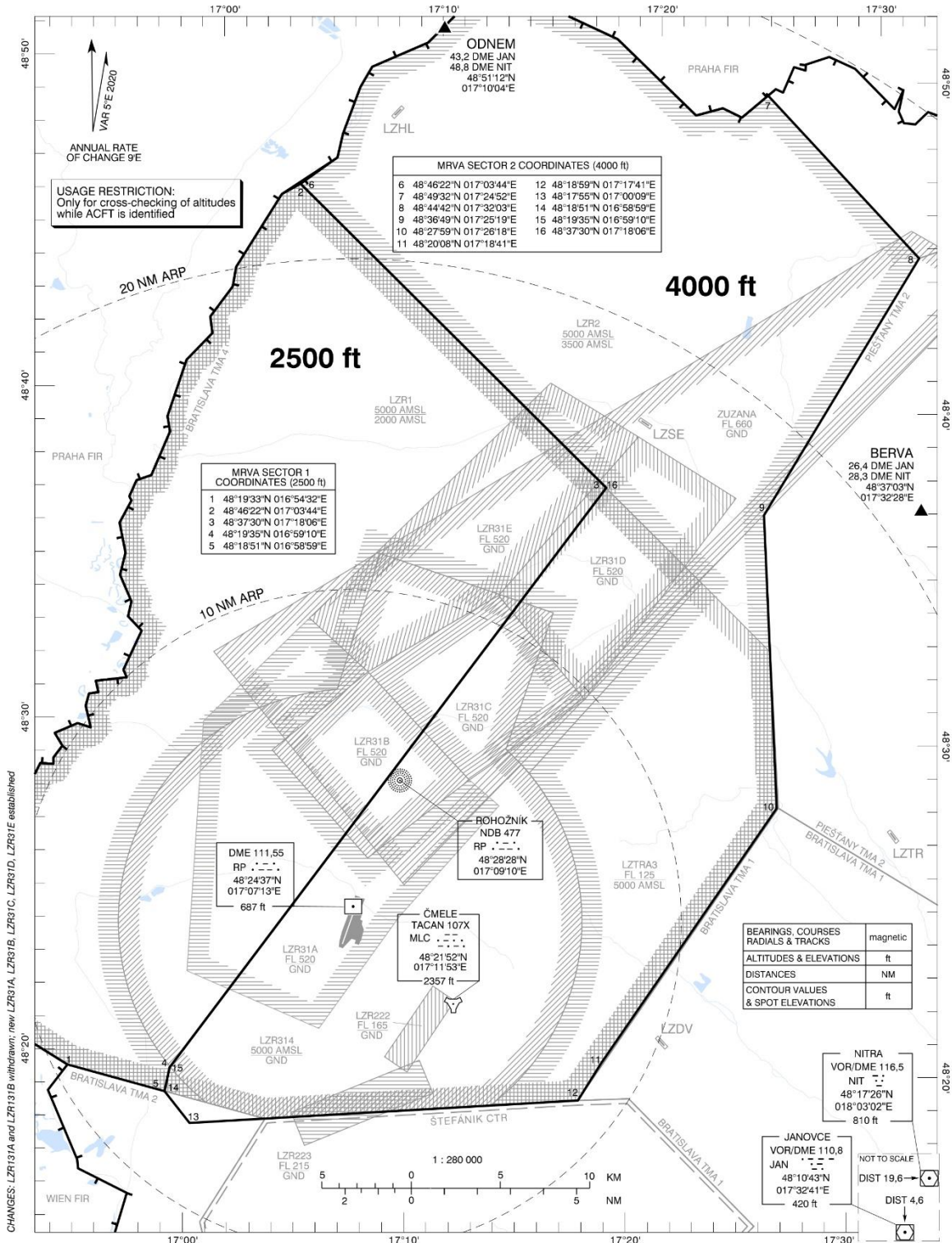
AD 2-LZMC-9-1
13 JUN 24

ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO

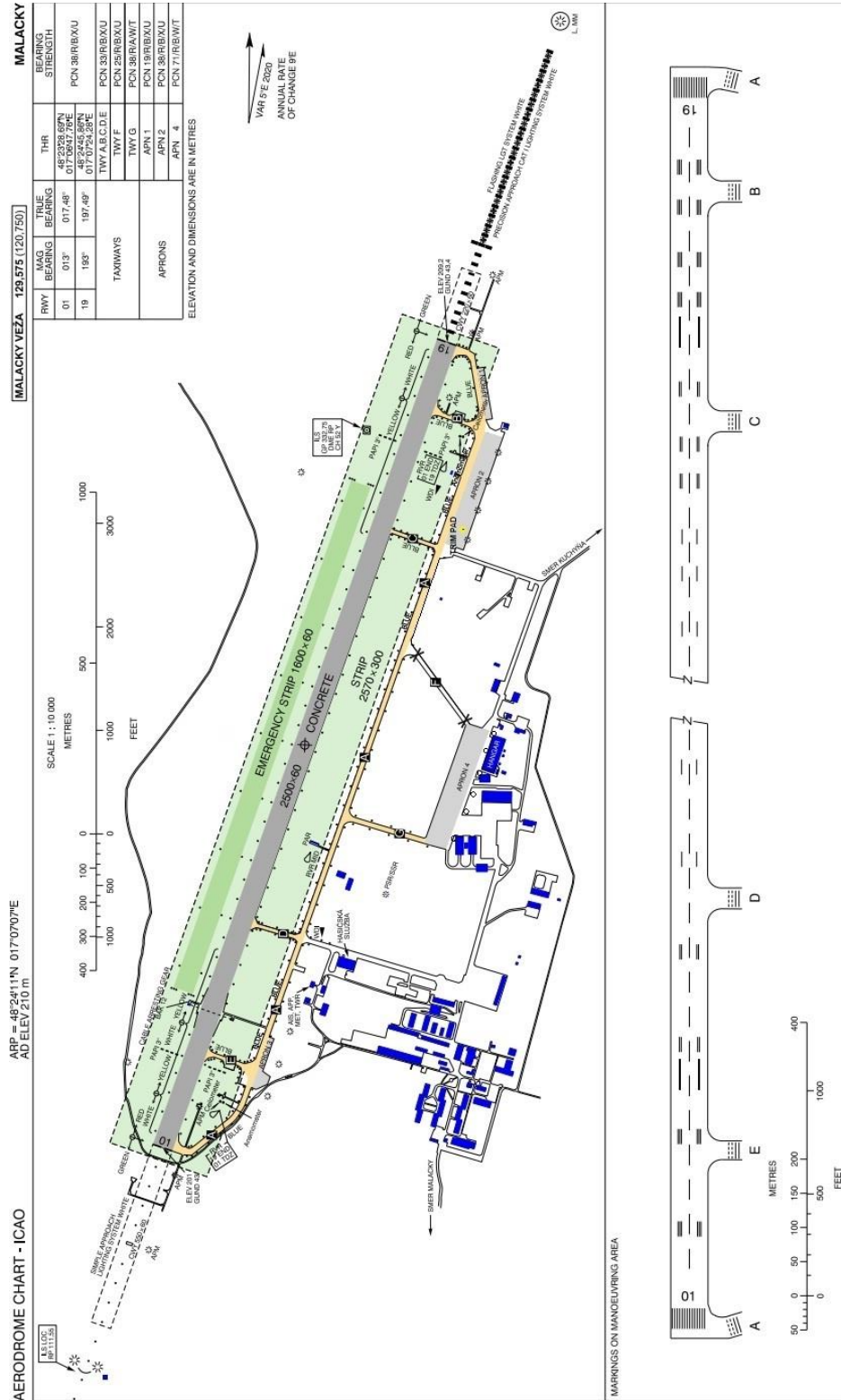
TRANSITION ALTITUDE
10 000 ft

MALACKY RADAR 120,750 (259,625)
MALACKY TOWER 129,575 (129,575)

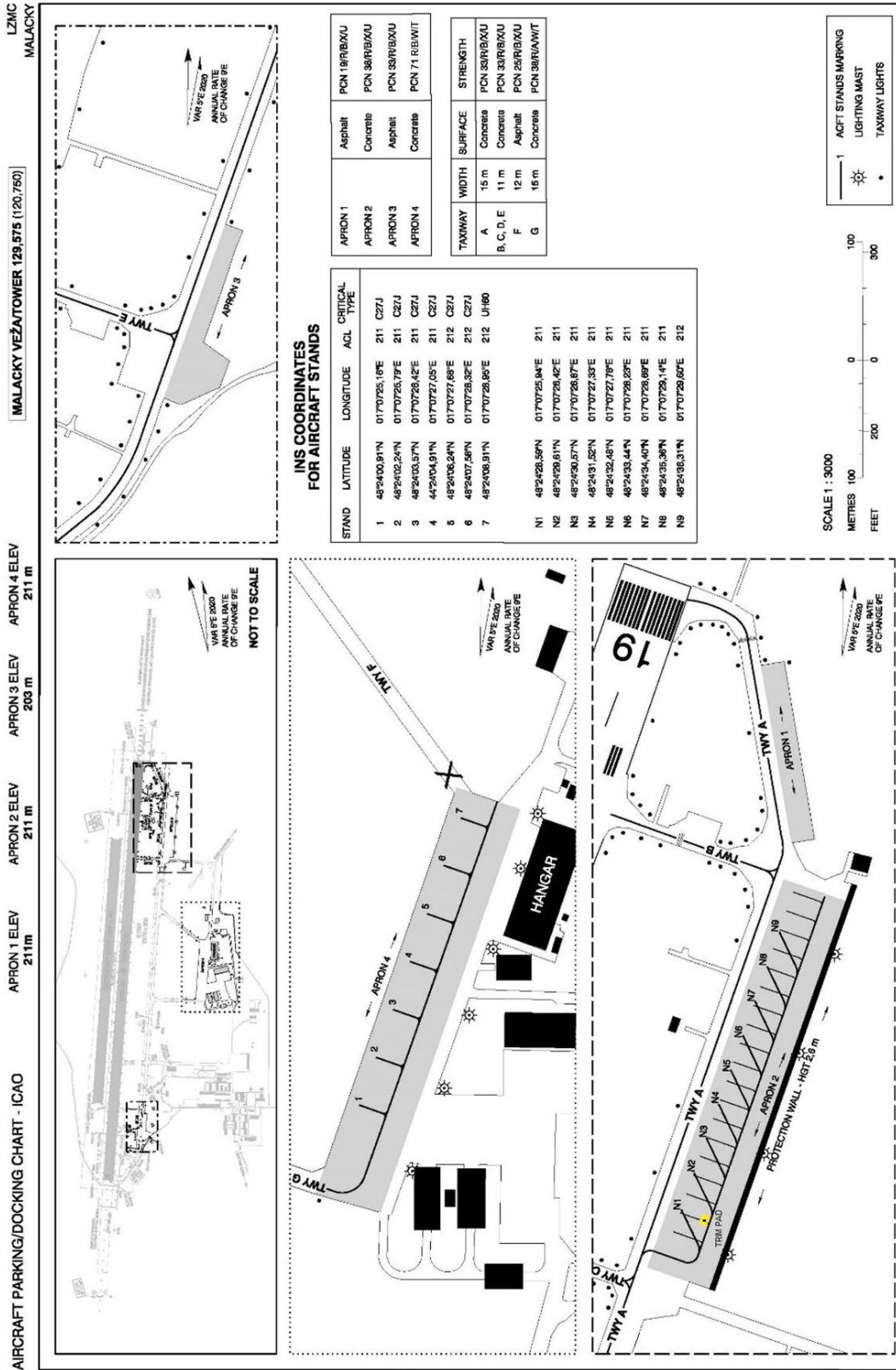
AD ELEV 210 m MALACKY (LZMC)



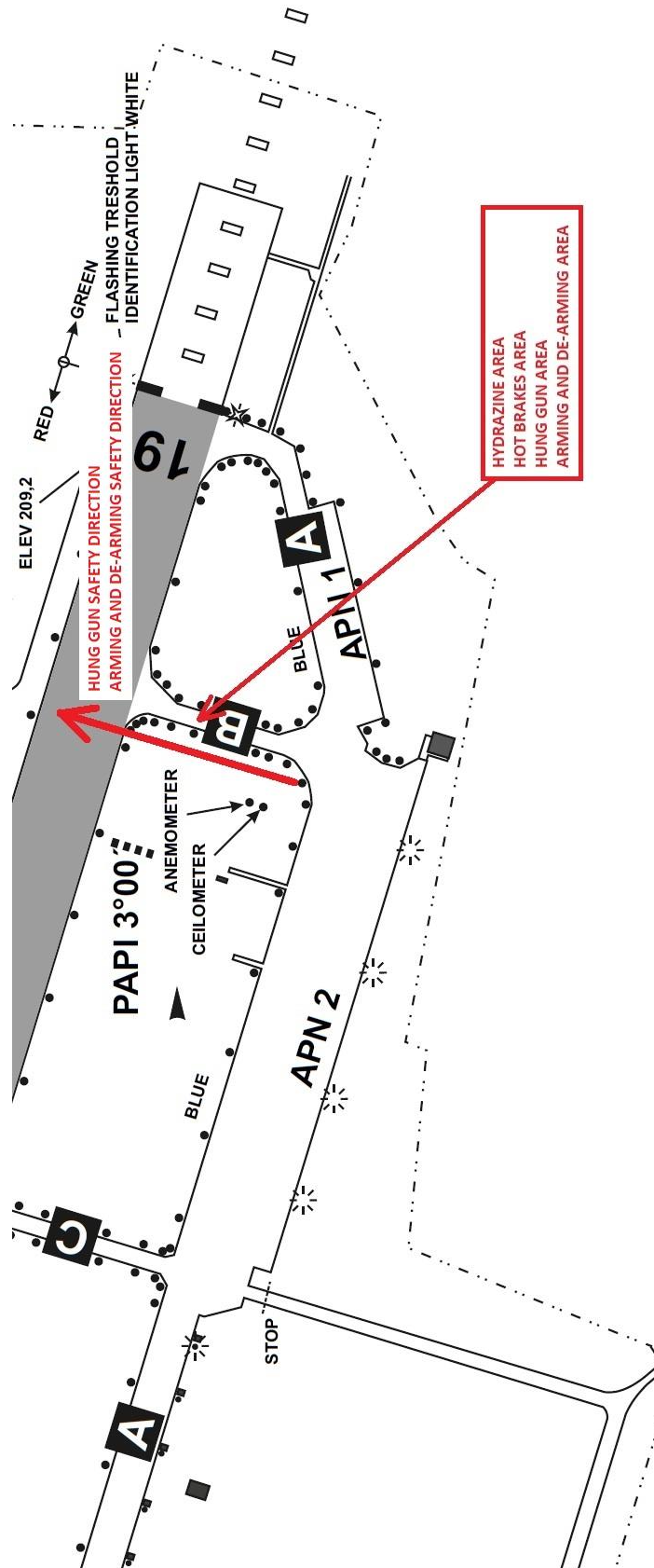
6. AERODROME CHART LZMC



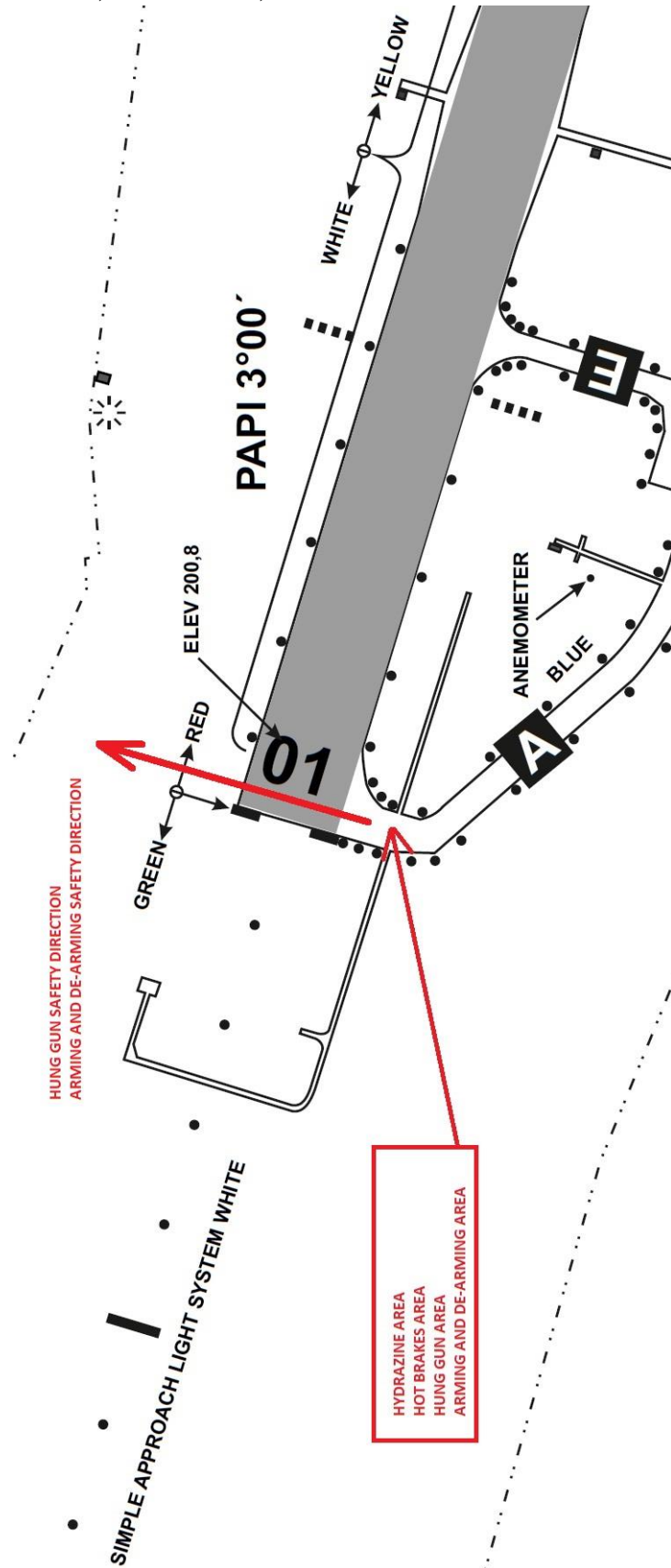
7. APRON 1, 2, 3, 4



8. HYDRAZINE, HOT BRAKES, HUNG GUN, ARMING-DEARMING AREAS – LZMC NORTH



9. HYDRAZINE, HOT BRAKES, HUNG GUN, ARMING-DEARMING AREAS – LZMC SOUTH



10. STANDARD INSTRUMENT DEPARTURE RWY 01 – CAT A/B/C/D

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

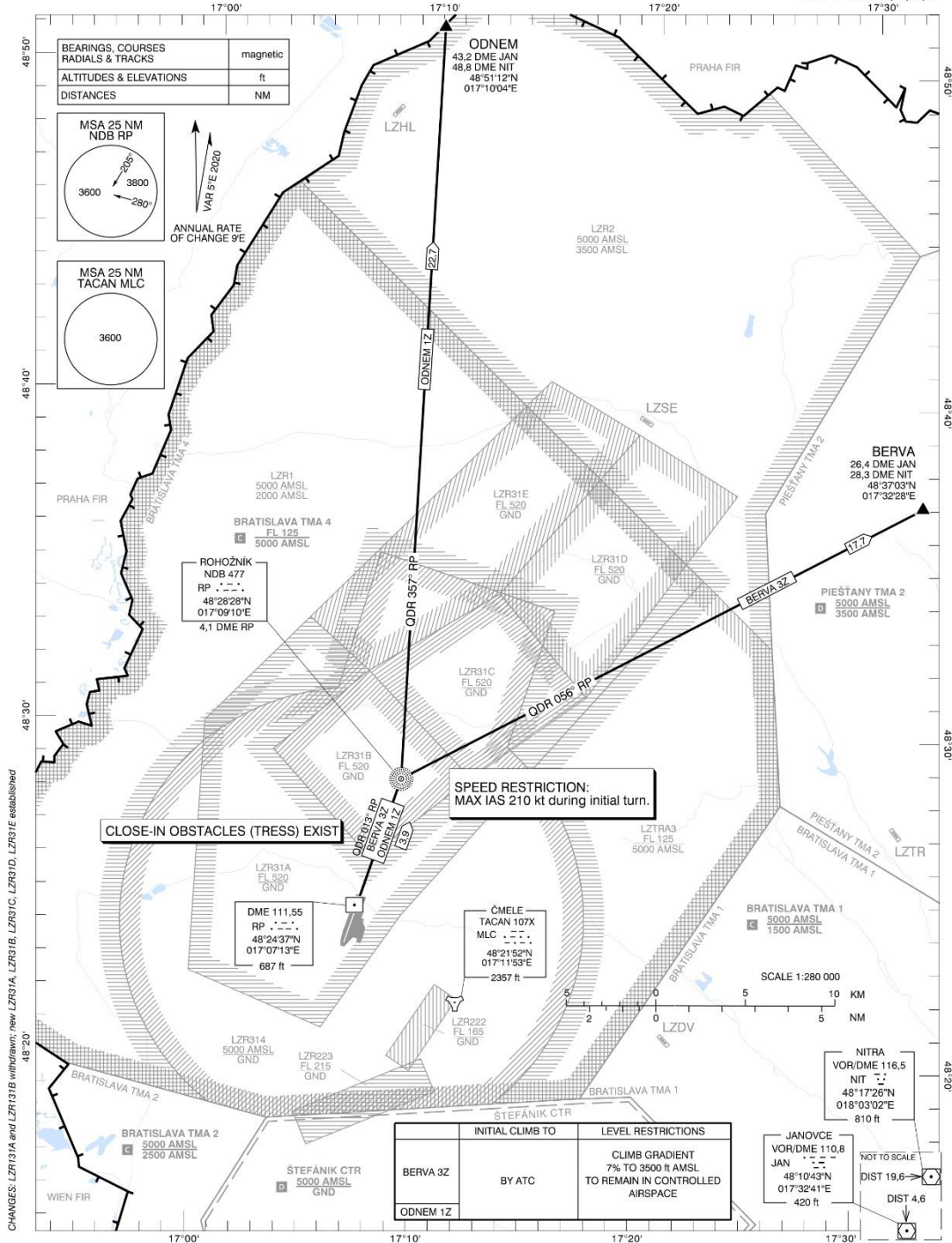
AD 2-LZMC-5-1
13 JUN 24

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10 000 ft

MALACKY RADAR 120,750 (259,625)
MALACKY TOWER 129,575 (120,750)

MALACKY (LZMC)
SID RWY 01
ACFT CAT A/B/C/D



VOJENSKÁ LETECKÁ INFORMAČNÁ SLUŽBA
MILITARY AERONAUTICAL INFORMATION SERVICE

MIL AIP AMDT 046

11. STANDARD INSTRUMENT DEPARTURE RWY 19 – CAT A/B/C/D

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

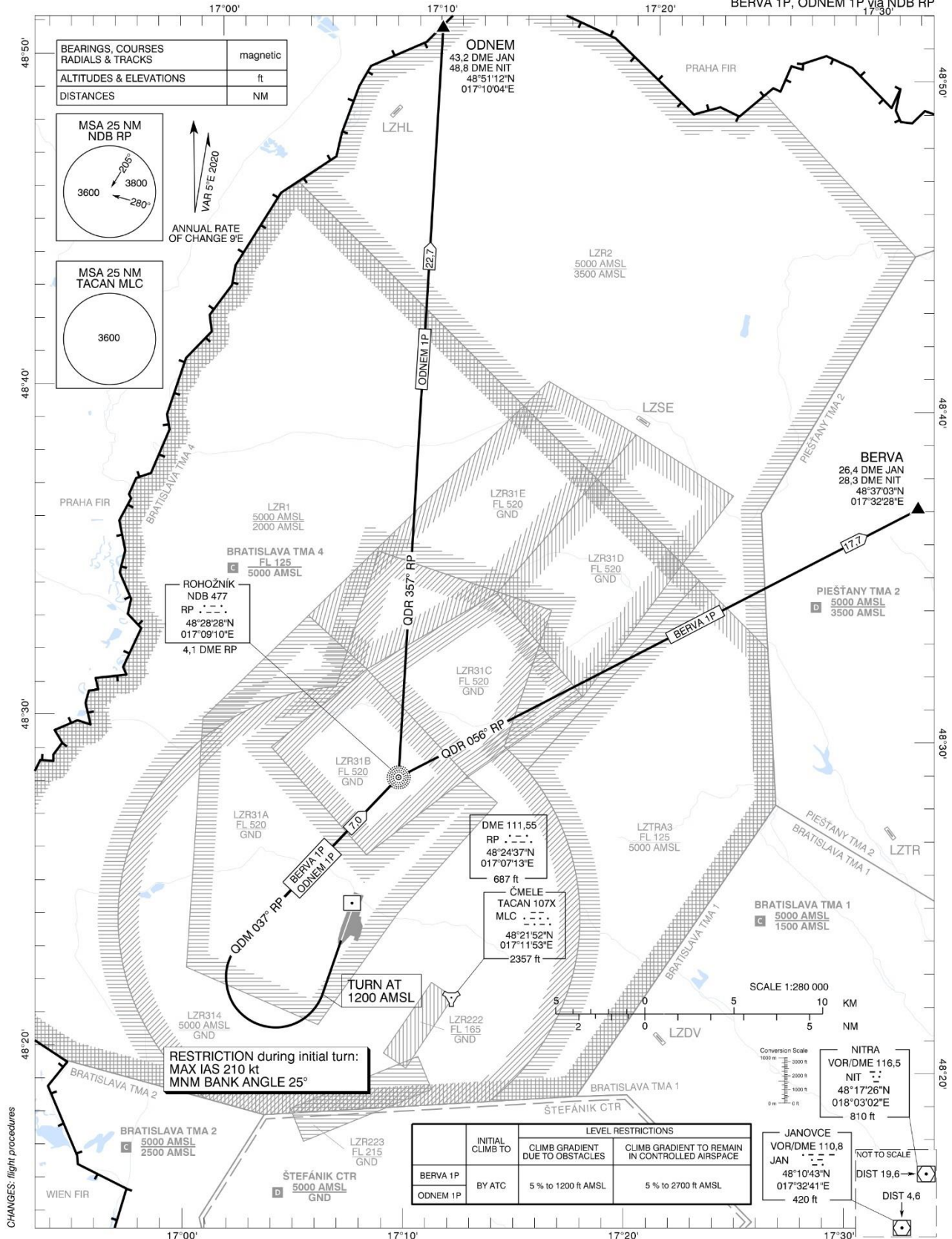
AD 2-LZMC-5-3
11 JUL 24

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10 000 ft

MALACKY RADAR 120,750 (259,625)
MALACKY TOWER 129,575 (120,750)

MALACKY (LZMC)
SID RWY 19
ACFT CAT A/B/C/D
BERVA 1P, ODNEM 1P via NDB RP



| | INITIAL CLIMB TO | LEVEL RESTRICTIONS | |
|----------|------------------|---------------------------------|-------------------------------------------------|
| | | CLIMB GRADIENT DUE TO OBSTACLES | CLIMB GRADIENT TO REMAIN IN CONTROLLED AIRSPACE |
| BERVA 1P | BY ATC | 5% to 1200 ft AMSL | 5% to 2700 ft AMSL |
| ODNEM 1P | | | |

CHANGES: flight procedures

12. STANDARD INSTRUMENT DEPARTURE RWY 19 – CAT E

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

AD 2-LZMC-5-5
11 JUL 24

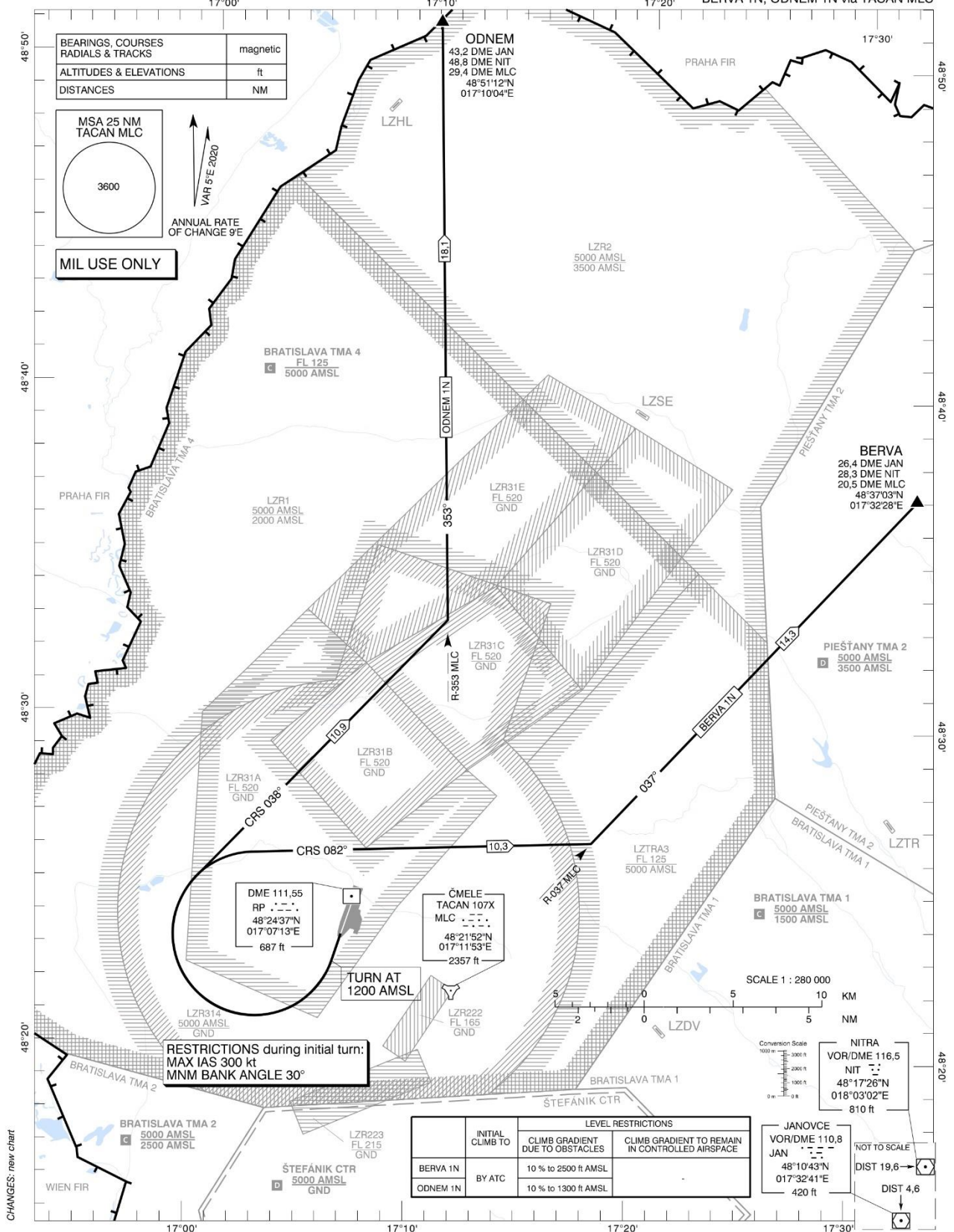
STANDARD DEPARTURE CHART -
INSTRUMENT (SID)

TRANSITION ALTITUDE
10 000 ft

MALACKY RADAR 120,750 (259,625)
MALACKY TOWER 129,575 (120,750)

MALACKY (LZMC)
SID RWY 19
HPMA/ACFT CAT E

BERVA 1N, ODNEM 1N via TACAN MLC



13. STANDARD INSTRUMENT ARRIVAL RWY 19

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

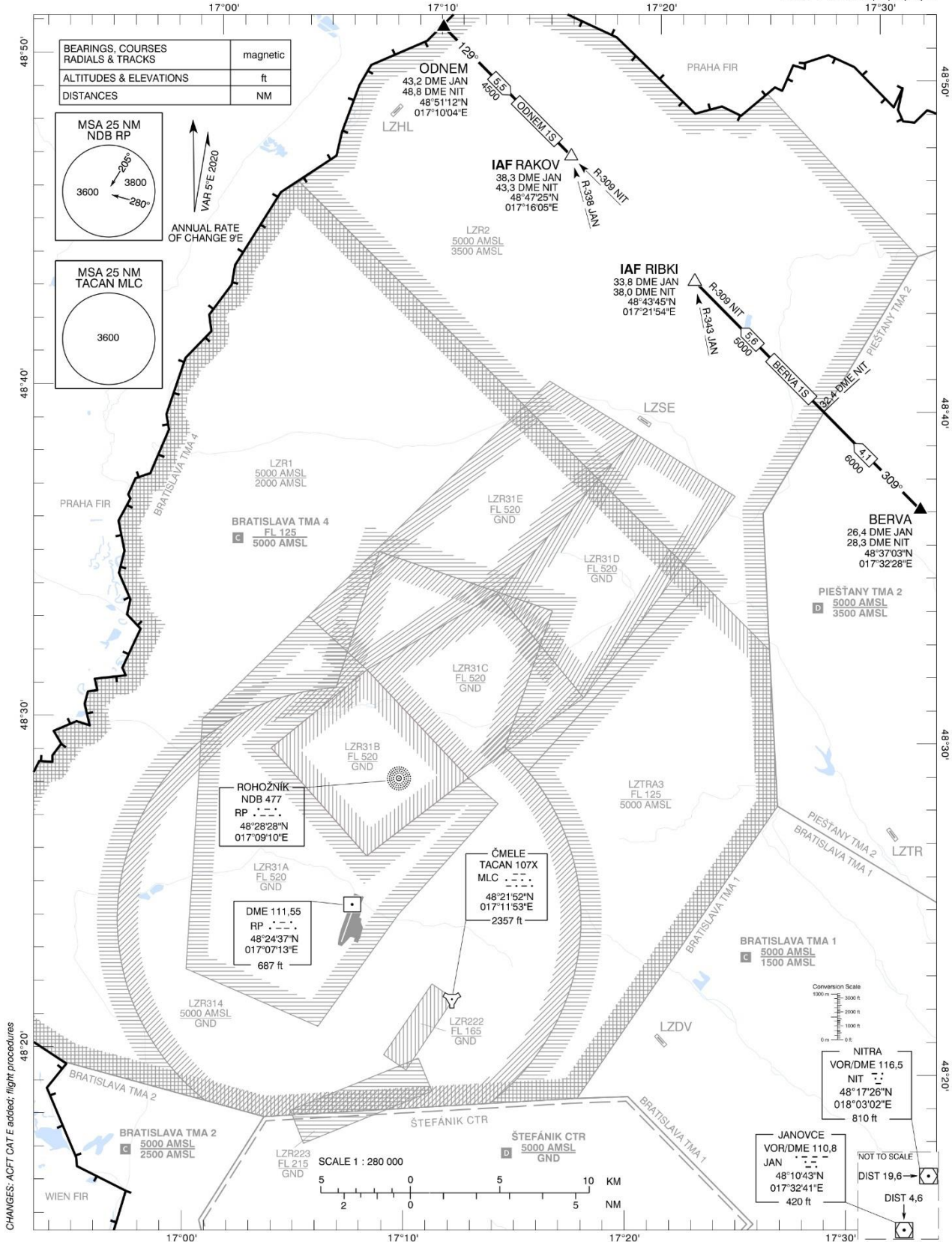
AD 2-LZMC-6-1
11 JUL 24

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10 000 ft

MALACKY RADAR 120,750 (259,625)
MALACKY TOWER 129,575 (120,750)

MALACKY (LZMC)
STAR RWY 19
ACFT CAT A/B/C/D/E



CHANGES: ACFT CAT E added; flight procedures

14. NDB RWY 19

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

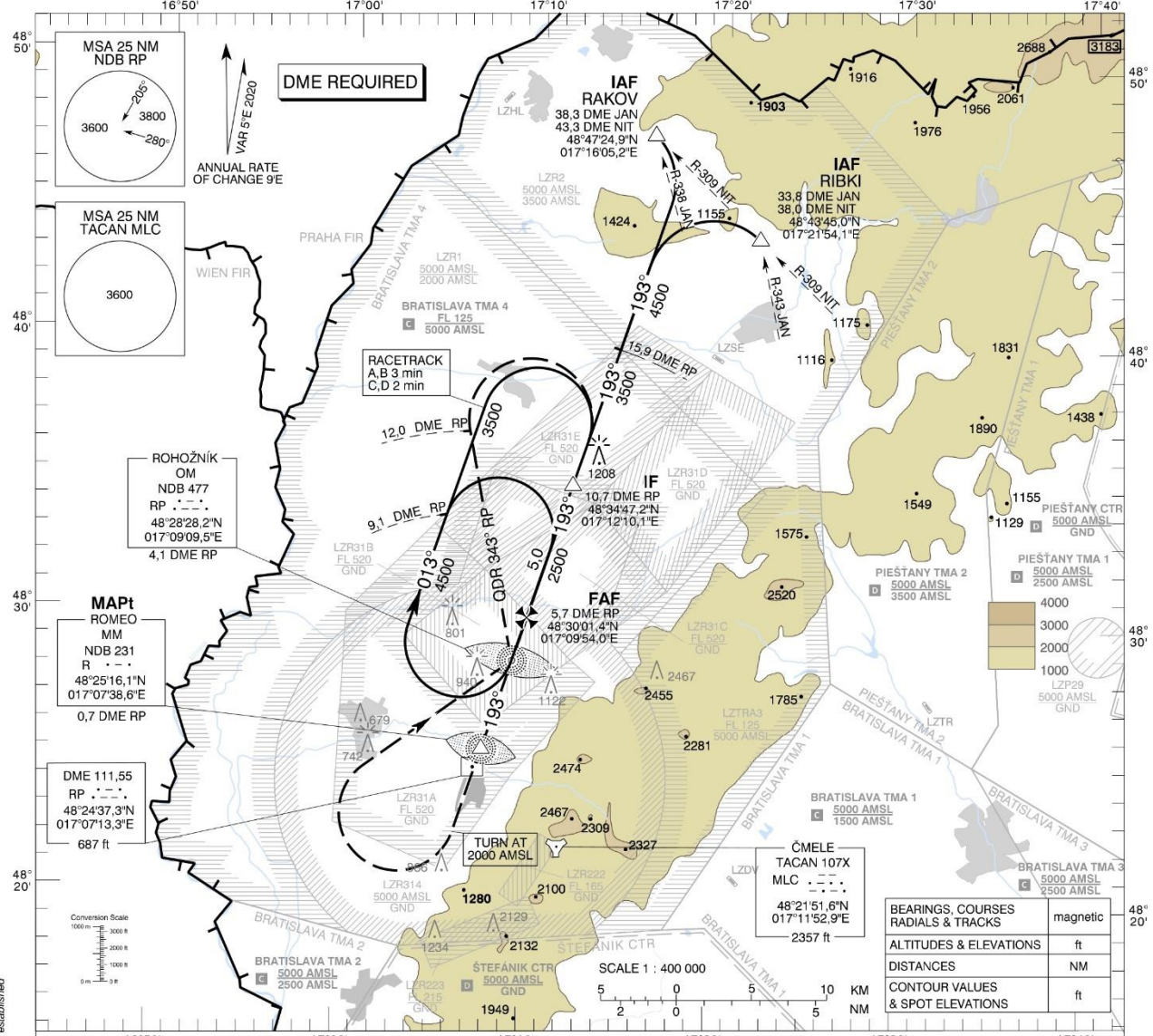
AD 2-LZMC-7-1
13 JUN 24

INSTRUMENT
APPROACH
CHART - ICAO

TRANSITION ALTITUDE
10 000 ft

MALACKY RADAR 120,750 (259,625)
MALACKY TOWER 129,575 (120,750)

MALACKY (LZMC)
NDB RWY 19
ACFT CAT A/B/C/D

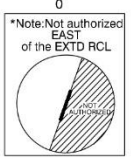


MISSED APPROACH

Climb STRAIGHT AHEAD, at 2000 AMSL
turn RIGHT to NDB RP, climbing to 3500 AMSL.
At NDB RP turn LEFT to track 343°
(QDR 343° RP), at 12 DME RP turn RIGHT
to join the hold or initiate another approach.
MAX IAS 185 kt. No turn before MAPt.

THR RWY 19 ELEV 686 - 25 hPa
NM to/from THR RWY 19

| OCA (OCH) | ASC | A | B | C | D |
|-----------------------|---------|------|-------------|-------------|------|
| Straight-in Approach | 2,5% ft | | 1730 (1041) | | |
| | 4,0% ft | | 1570 (881) | | |
| Circling (* see Note) | ft | | 1730 (1041) | 1810 (1121) | |
| | m | 1800 | 2800 | 3600 | 4600 |



| DME RP | NM | 5,0 | 4,0 | 3,0 | 2,0 | 1,0 |
|-----------|----|------|------|------|------|------|
| ALTITUDES | ft | 2275 | 1957 | 1638 | 1320 | 1001 |

| Ground speed | kt | 70 | 90 | 100 | 120 | 140 | 160 |
|------------------------|---------|------|------|------|------|------|------|
| FAF - MAPt (5,0 NM) | min:sec | 4:17 | 3:20 | 3:00 | 2:30 | 2:09 | 1:53 |
| Rate of descent (5,2%) | ft/min | 372 | 478 | 531 | 637 | 743 | 849 |

Timing not authorized for defining the MAPt.

CHANGES: LZR131A and LZR131B withdrawn; new LZR31A, LZR31B, LZR31C, LZR31D, LZR31E established

15. ILS APPROACH RWY 19 or LOC RWY 19 – CAT A/B/C/D

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

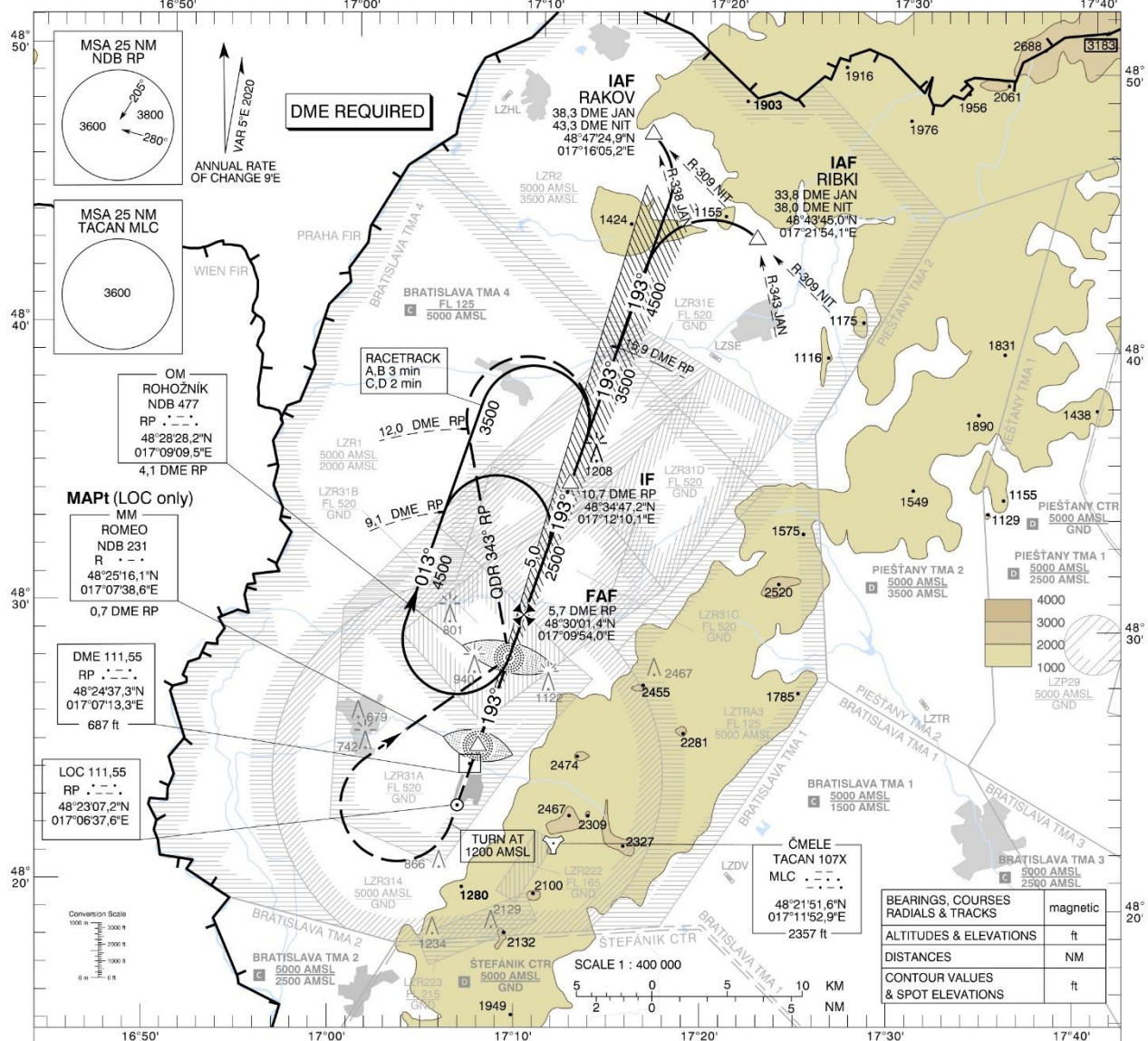
AD 2-LZMC-7-3
11 JUL 24

INSTRUMENT
APPROACH
CHART - ICAO

TRANSITION ALTITUDE
10 000 ft
AD ELEV 689 - 25 hPa
THR RWY 19 ELEV 686,4 - 25 hPa

MALACKY RADAR 120,750 (259,625)
MALACKY TOWER 129,575 (120,750)

MALACKY (LZMC)
ILS CAT I or LOC Z RWY 19
ACFT CAT A/B/C/D



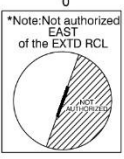
MISSED APPROACH

Climb STRAIGHT AHEAD, at 1200 AMSL
turn RIGHT to NDB RP, climbing to 3500 AMSL.
At NDB RP turn LEFT to track 343°
(QDR 343° RP), at 12,0 DME RP turn RIGHT
to join the hold or initiate another approach.
MAX IAS 185 kt. No turn before MM.

ILS RDH 56,8

THR RWY 19 ELEV 686,4 - 25 hPa
NM to/from THR RWY 19

| OCA (OCH) | ASC | A | B | C | D |
|-----------------------|-------|-------------------|------------|------------|-------------|
| Straight-in Approach | CAT I | 2,5% ft 943 (257) | 955 (269) | 963 (277) | 974 (288) |
| | LOC | 4,0% ft 918 (232) | 930 (244) | 938 (252) | 949 (263) |
| Circling (* see Note) | | 1110 (421) | | | |
| VIS | ft | 1120 (431) | 1190 (501) | 1650 (961) | 1810 (1121) |
| | m | 1800 | 2800 | 3600 | 4600 |



| DME RP | NM | 5,0 | 4,0 | 3,0 | 2,0 | 1,0 |
|-----------|----|------|------|------|------|------|
| ALTITUDES | ft | 2280 | 1961 | 1643 | 1324 | 1005 |

| | | | | | | | | |
|------------------------|---------|------|------|------|------|------|------|------|
| Ground speed | kt | 70 | 90 | 100 | 120 | 140 | 160 | 180 |
| FAF - MAPt (5,0 NM) | min:sec | 4:17 | 3:20 | 3:00 | 2:30 | 2:09 | 1:53 | 1:40 |
| Rate of descent (5,2%) | ft/min | 372 | 478 | 531 | 637 | 743 | 849 | 955 |

Timing not authorized for defining the MAPt.

CHANGES, chart name, flight procedures

16. ILS APPROACH RWY 19 or LOC Y RWY 19 – CAT E

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

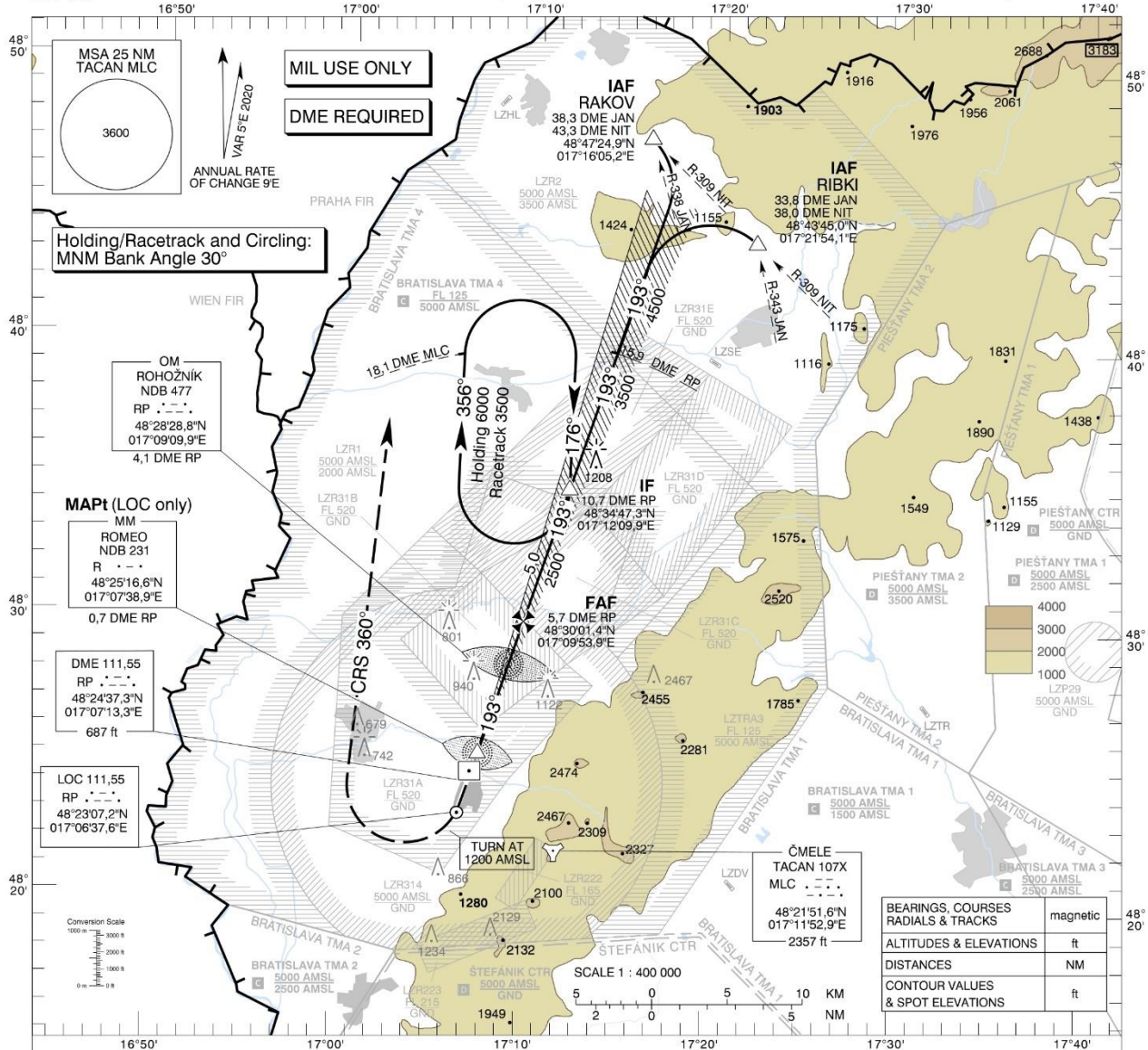
AD 2-LZMC-7-5
11 JUL 24

INSTRUMENT
APPROACH
CHART

TRANSITION ALTITUDE
10 000 ft
AD ELEV 689 - 25 hPa
THR RWY 19 ELEV 686.4 - 25 hPa

MALACKY RADAR 120,750 (259,625)
MALACKY TOWER 129,575 (120,750)

MALACKY (LZMC)
ILS CAT I or LOC Y RWY 19
HPMA/ACFT CAT E

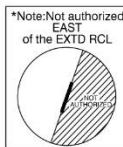


MISSED APPROACH
Climb STRAIGHT AHEAD, at 1200 AMSL
turn RIGHT to CRS 360°, climbing to 4000 AMSL,
then as directed by RADAR CONTROLLER.
Max IAS 275 kt until established on CRS 360°.
MINM Bank Angle 30°.
No turn before MM.

ILS RDH 56,8

THR RWY 19 ELEV 686.4 - 25 hPa
NM to/from THR RWY 19

| OCA (OCH) | ASC | E | |
|-----------------------|-------|------|-------------|
| | | ft | m |
| Straight-in Approach | CAT I | 2.5% | 927 (241) |
| | LOC | 4.0% | 919 (233) |
| Circling (* see Note) | | | 1110 (421) |
| VIS | | | 1880 (1191) |
| | | | 6500 |



| DME RP | NM | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|-----------|----|------|------|------|------|------|
| ALTITUDES | ft | 2280 | 1961 | 1643 | 1324 | 1005 |

| Ground speed | kt | 70 | 90 | 100 | 120 | 140 | 160 | 180 |
|------------------------|---------|------|------|------|------|------|------|------|
| FAF - MAPt (5.0 NM) | min:sec | 4:17 | 3:20 | 3:00 | 2:30 | 2:09 | 1:53 | 1:40 |
| Rate of descent (5,2%) | ft/min | 372 | 478 | 531 | 637 | 743 | 849 | 955 |

Timing not authorized for defining the MAPt.

CHANGES: new chart

17. PAR (Precision Approach Radar) RWY 19

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

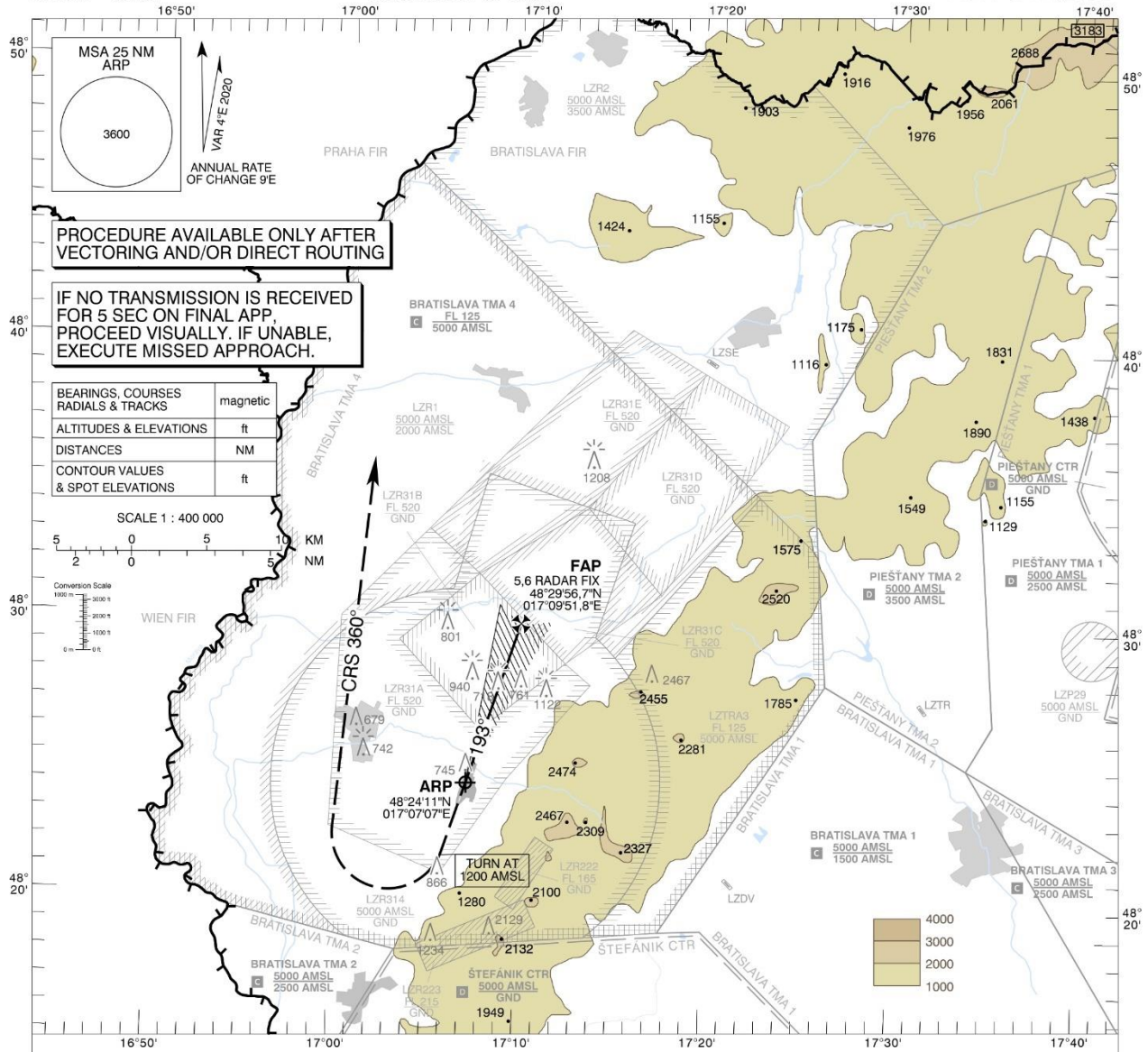
AD 2-LZMC-7-7
11 JUL 24

INSTRUMENT
APPROACH
CHART - ICAO

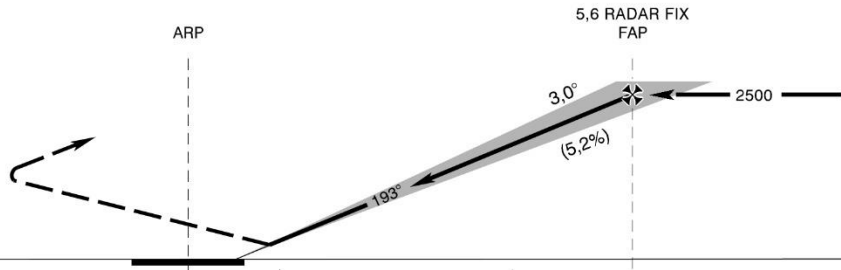
TRANSITION ALTITUDE
10 000 ft
AD ELEV 689 - 25 hPa
THR RWY 19 ELEV 686 - 25 hPa

MALACKY PRECISION 127,150
MALACKY RADAR 120,750 (259,625)
MALACKY TOWER 129,575 (120,750)

MALACKY (LZMC)
PAR RWY 19
ACFT CAT A/B/C/D



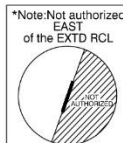
MISSED APPROACH
Climb STRAIGHT AHEAD, at 1200 AMSL
turn RIGHT to CRS 360°, climbing to 4000 AMSL,
then as directed by RADAR CONTROLLER.
MAX IAS 185 kt until established on CRS 360°.
No turn before ARP.



TCH 56,8

THR RWY 19 ELEV 686 - 25 hPa
NM to/from THR RWY 19

| OCA (OCH) | ASC | A | B | C | D |
|------------------------|------|---------------|------------|------------|-------------|
| Straight - in Approach | 2,5% | ft 951 (265) | 963 (277) | 971 (285) | 982 (296) |
| Circling (* see Note) | | ft 1120 (431) | 1190 (501) | 1650 (961) | 1810 (1121) |
| VIS | | m 1800 | 2800 | 3600 | 4600 |



| RADAR FIX | NM | 7,0 | 6,0 | 5,0 | 4,0 | 3,0 | 2,0 | 1,0 |
|-----------|----|------|------|------|------|------|------|------|
| ALTITUDES | ft | 2958 | 2628 | 2300 | 1974 | 1649 | 1326 | 1005 |

| | | | | | | | | |
|------------------------|--------|-----|-----|-----|-----|-----|-----|-----|
| Ground speed | kt | 70 | 90 | 100 | 120 | 140 | 160 | 180 |
| Rate of descent (5,2%) | ft/min | 372 | 478 | 531 | 637 | 743 | 849 | 955 |

CHANGES: order of the chart updated

18. VISUAL APPROACH CHART

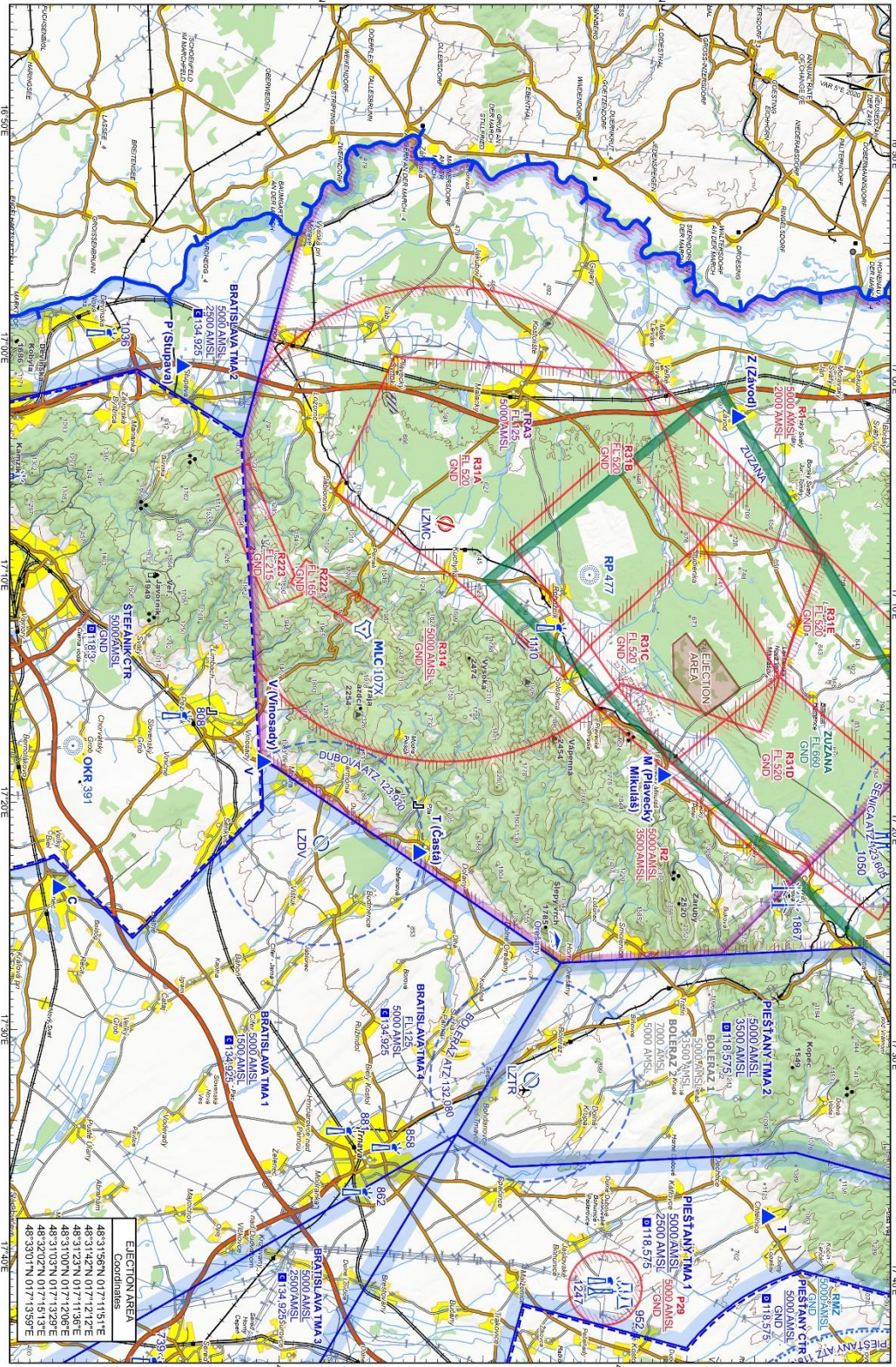
Changes: R131A and R131B withdrawn; new R31A, R31B, R31C, R31D, R31E established; new RMZ Piešťany and ATZ Piešťany established

VOJENSKÁ LETECKÁ INFORMAČNÁ SLUŽBA
MILITARY AERONAUTICAL INFORMATION SERVICE

BEARINGS: magnetic
ALTITUDES & ELEVATIONS: ft
COURTOUT VALUES & SPOT ELEVATIONS: ft

SCALE 1:200 000

CONVERSION SCALE
for HEIGHTS or ELEVATIONS



| ELECTION AREA | |
|---------------|-------------|
| Coordinates | |
| 48°31'58"N | 017°14'51"E |
| 48°31'42"N | 017°12'21"E |
| 48°31'23"N | 017°11'36"E |
| 48°31'00"N | 017°12'06"E |
| 48°31'03"N | 017°13'29"E |
| 48°32'02"N | 017°15'13"E |
| 48°35'07"N | 017°13'59"E |

MIL AIR SLOVAK REPUBLIC
VISUAL APPROACH CHART - ICAO

APP 48-24111N 017-0707E
AD ELEV 689 ft

MALACKY RADAR 120.750 (120.525)
MALACKY TOWER 129.575 (120.750)

AD LZMC-8-1
13 JUN 24
MALACKY (LZMC)

19. FORMATION BREAKAWAY

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

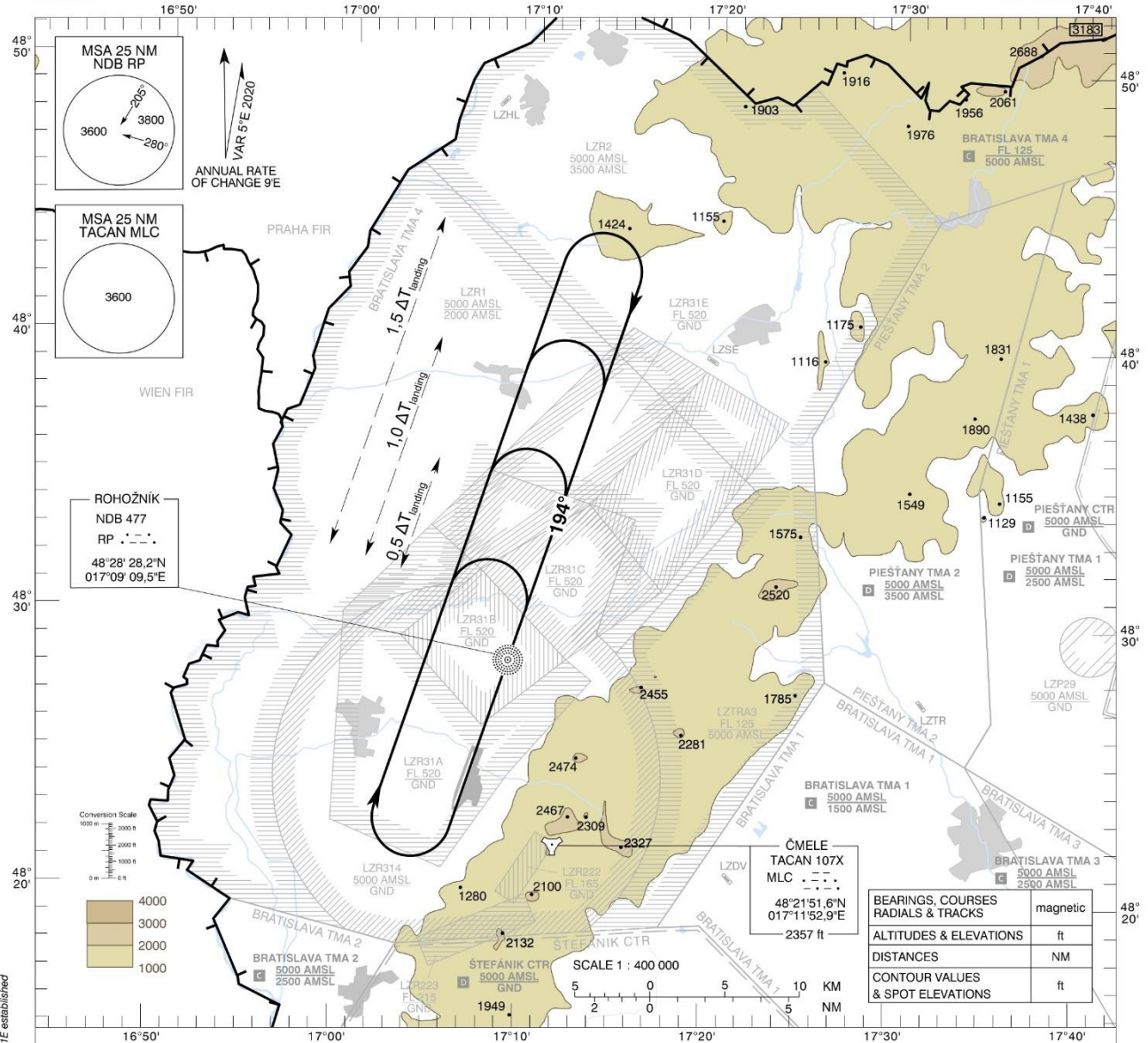
AD 2-LZMC-7-7
13 JUN 24

OAT SPECIAL
PROCEDURES
CHART

TRANSITION ALTITUDE
10 000 ft
AD ELEV 689 - 25 hPa

MALACKY RADAR 120,750 (259,625)
MALACKY TOWER 129,575 (120,750)

MALACKY (LZMC)
FORMATION
BREAKAWAY



PROFILE VIEW N/A

CHANGES: LZR131A and LZR131B withdrawn; new LZR31A, LZR31B, LZR31C, LZR31D, LZR31E established

20. FORMATION JOIN – UP

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

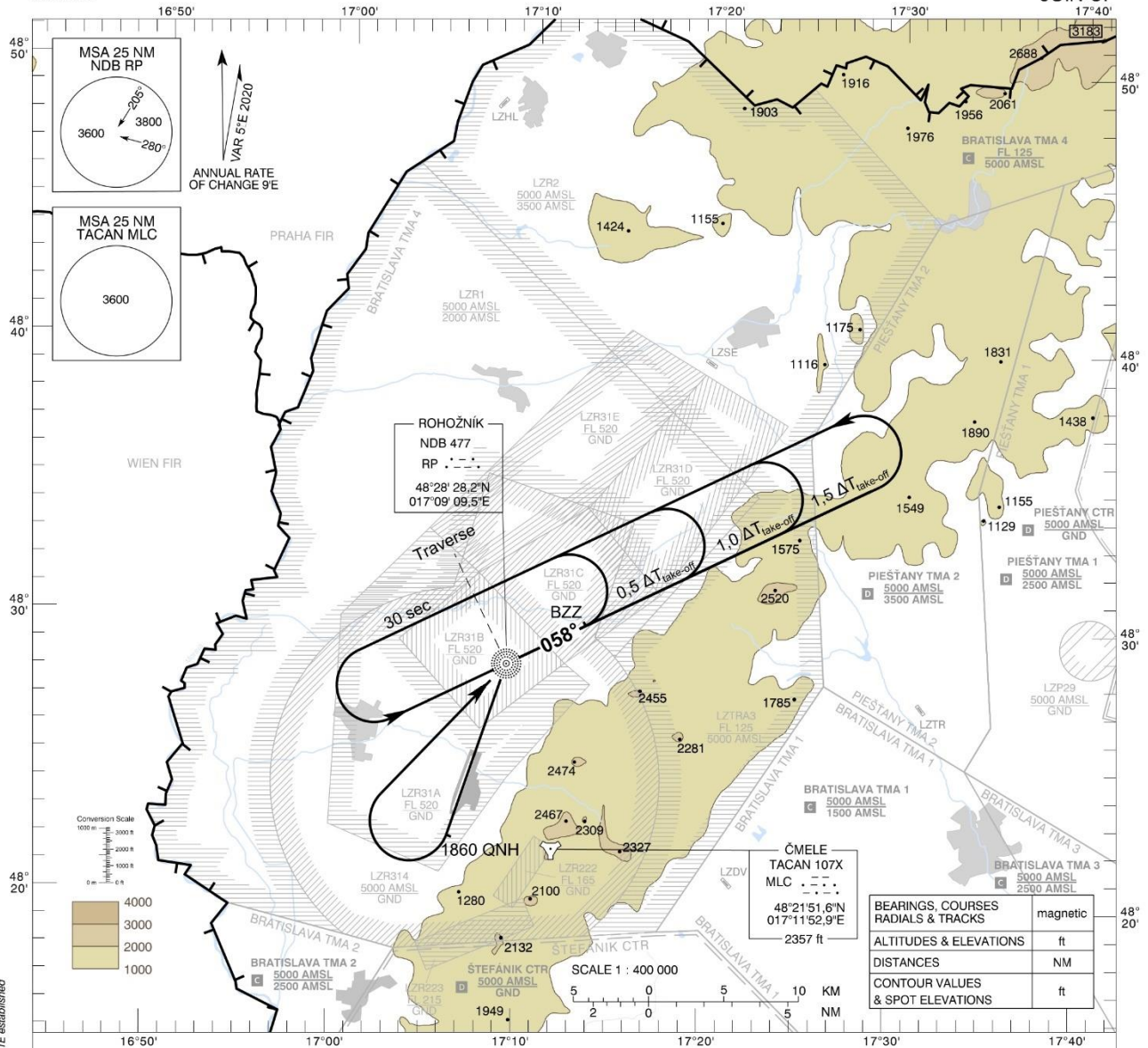
AD 2-LZMC-7-9
13 JUN 24

OAT SPECIAL PROCEDURES CHART

TRANSITION ALTITUDE
10 000 ft
AD ELEV 689 - 25 hPa

MALACKY RADAR 120,750 (259,625)
MALACKY TOWER 129,575 (120,750)

MALACKY (LZMC) FORMATION JOIN-UP

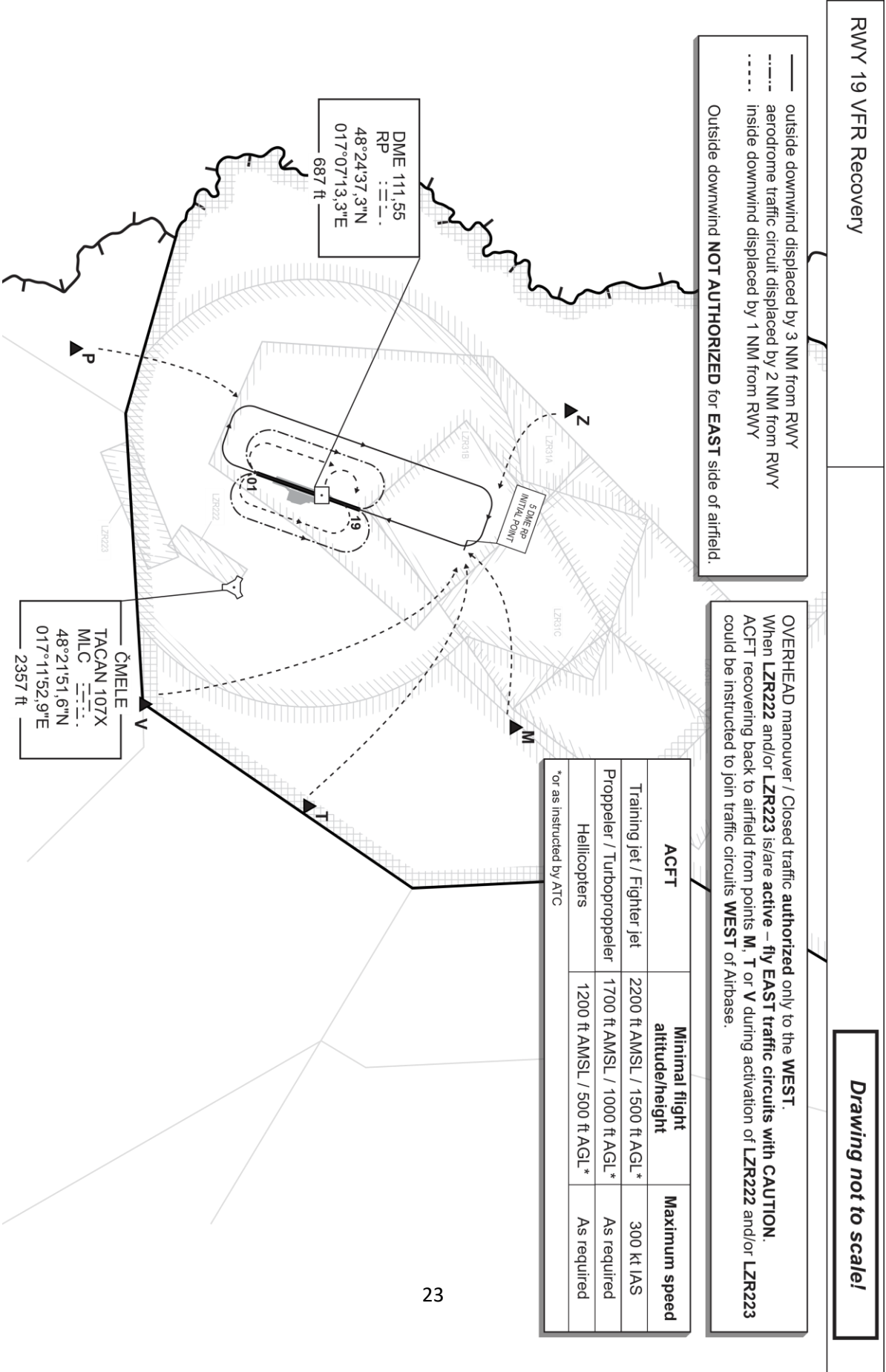


| | |
|------------------------------|-----------------------------------------------------------------------------------------------|
| $\Delta T_{\text{take-off}}$ | interval of take-off |
| BZZ | start point of formation join-up, at the distance Sh , when climbing to join-up height Hz |

PROFILE VIEW N/A

CHANGES: LZR131A and LZR131B withdrawn; new LZR31A, LZR31B, LZR31C, LZR31D, LZR31E established

21. RWY 19 VFR RECOVERY



RWY 19 VFR Recovery

— outside downwind displaced by 3 NM from RWY
 - - - - aerodrome traffic circuit displaced by 2 NM from RWY
 · · · · · inside downwind displaced by 1 NM from RWY
 Outside downwind **NOT AUTHORIZED** for **EAST** side of airfield.

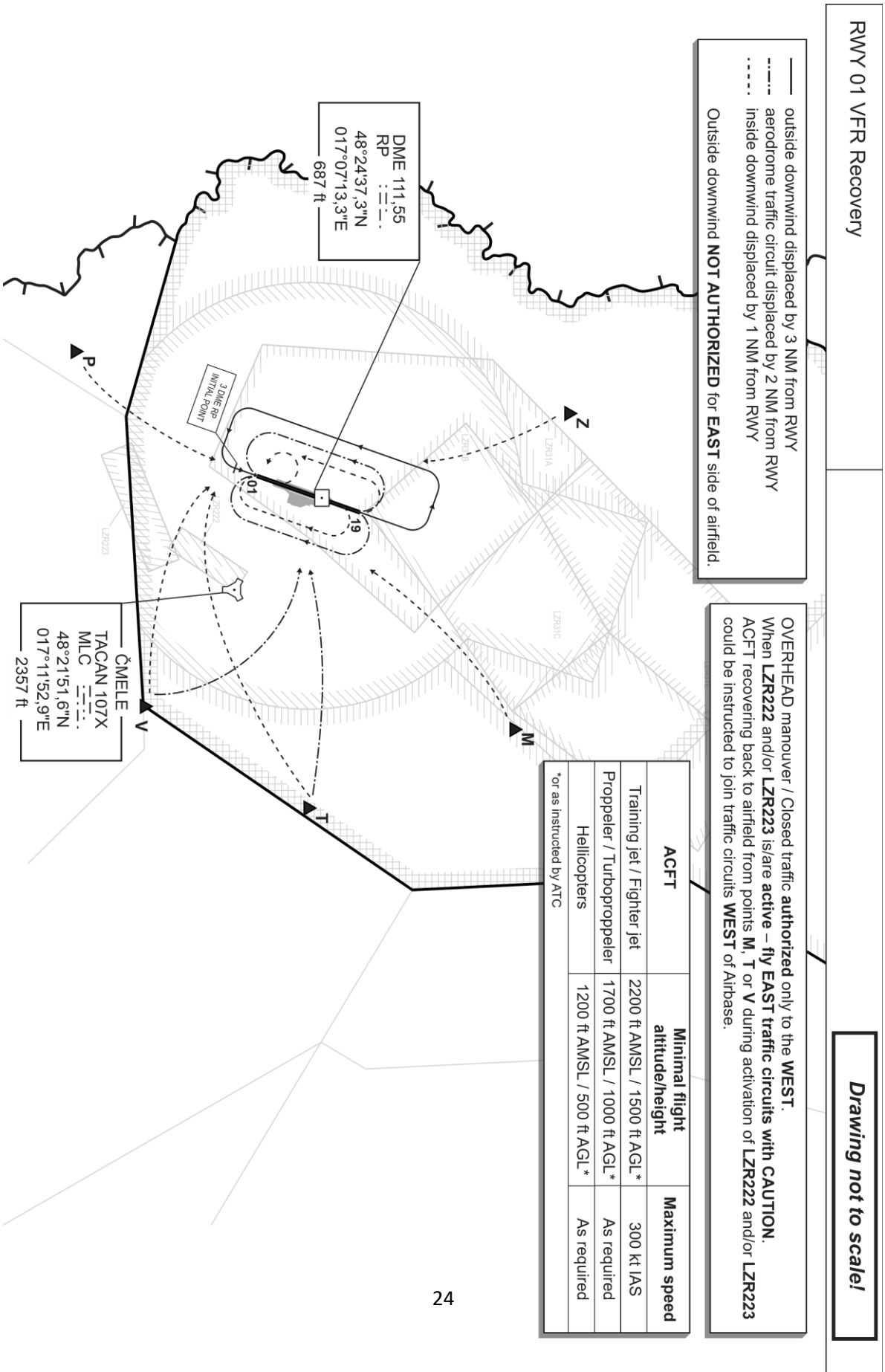
OVERHEAD maneuver / Closed traffic **authorized** only to the **WEST**.
 When **LZR222** and/or **LZR223** is/are **active** – **fly EAST** traffic circuits with **CAUTION**.
 ACFT recovering back to airfield from points **M**, **T** or **V** during activation of **LZR222** and/or **LZR223** could be instructed to join traffic circuits **WEST** of Airbase.

| ACFT | Minimal flight altitude/height | Maximum speed |
|----------------------------|--------------------------------|---------------|
| Training jet / Fighter jet | 2200 ft AMSL / 1500 ft AGL * | 300 Kt IAS |
| Propeller / Turbopropeller | 1700 ft AMSL / 1000 ft AGL * | As required |
| Helicopters | 1200 ft AMSL / 500 ft AGL * | As required |

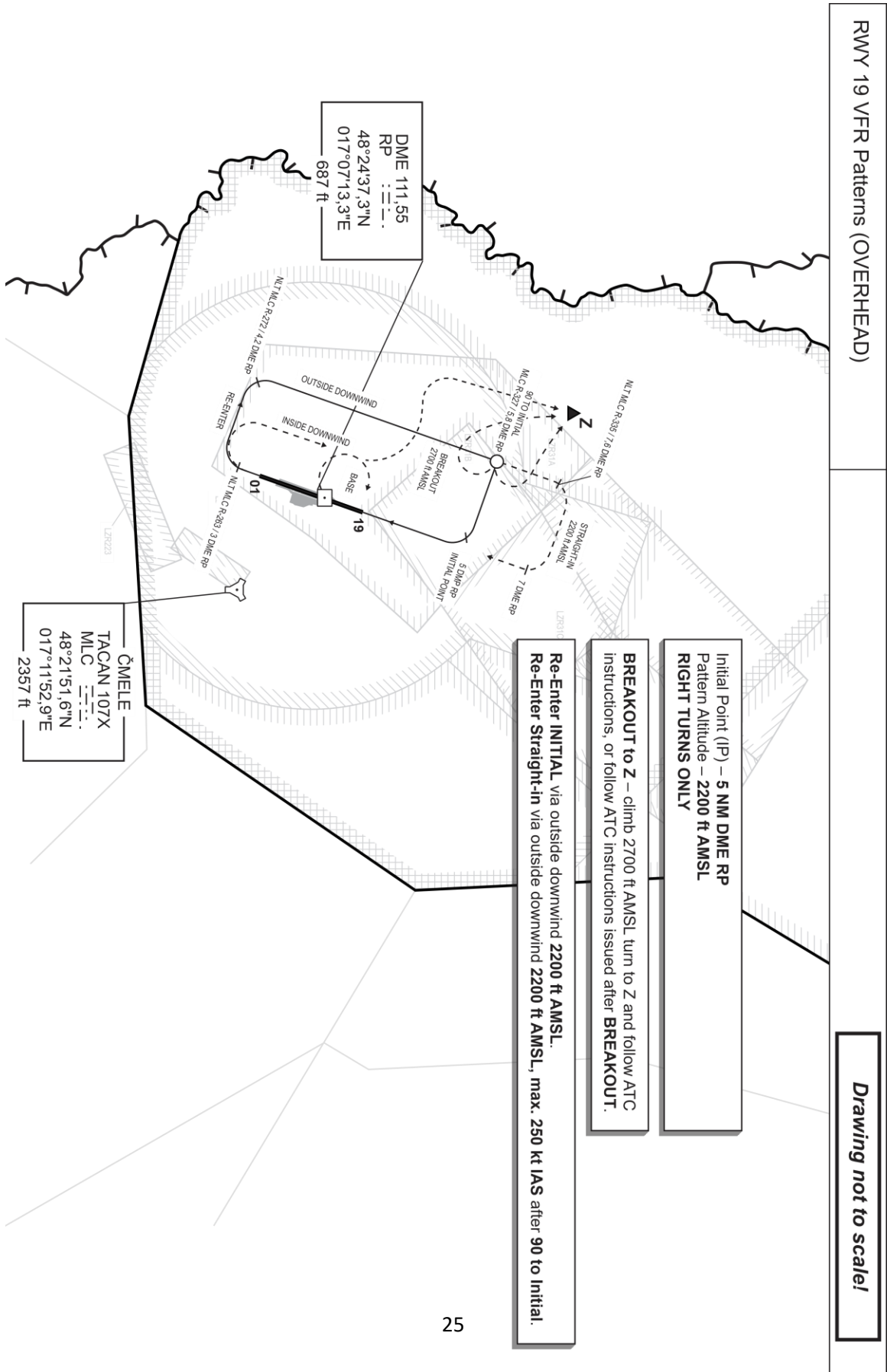
* or as instructed by ATC

Drawing not to scale!

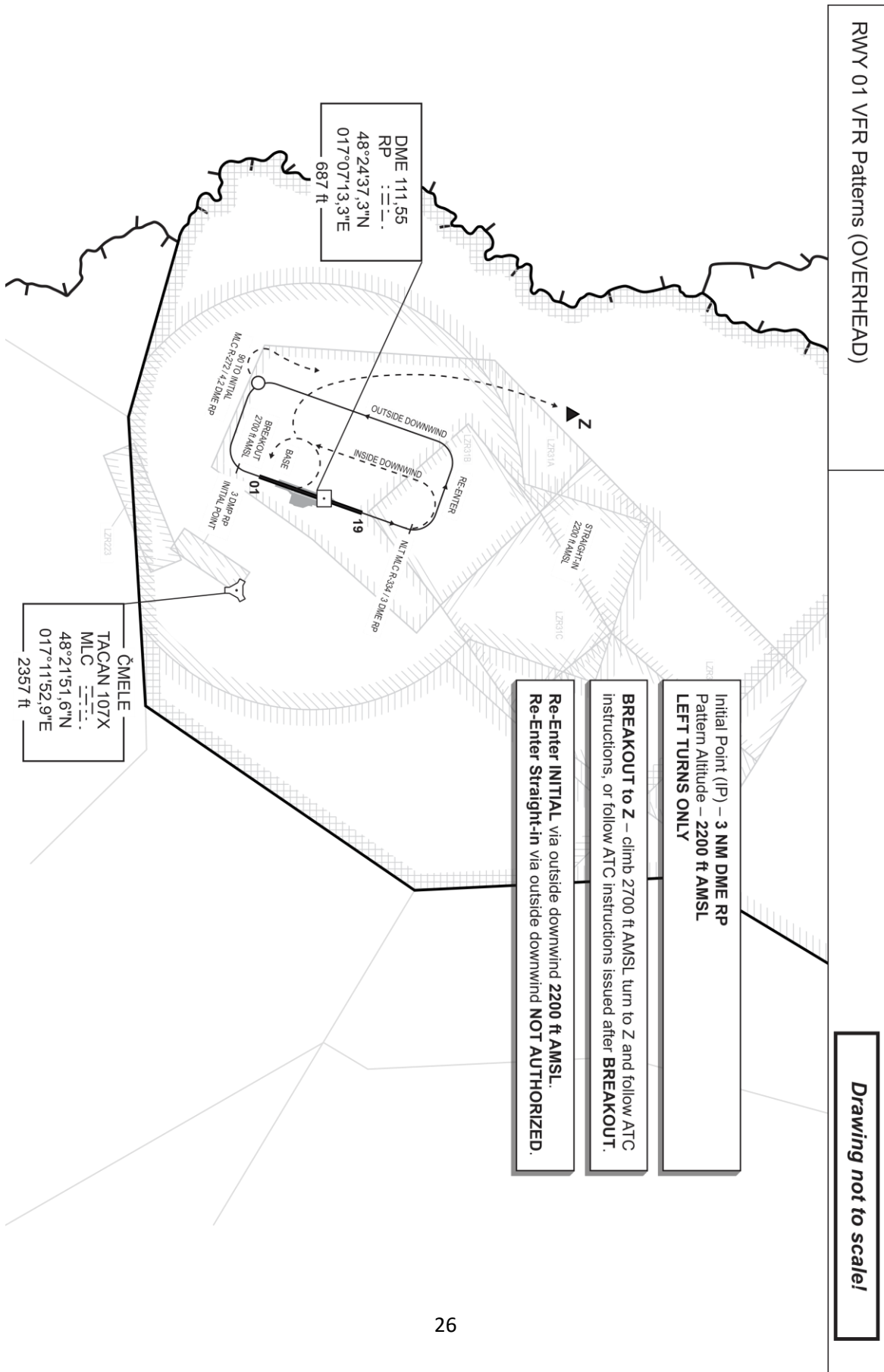
22. RWY 01 VFR RECOVERY



23. RWY 19 VFR PATTERNS (OVERHEAD)



24. RWY 01 VFR PATTERNS (OVERHEAD)

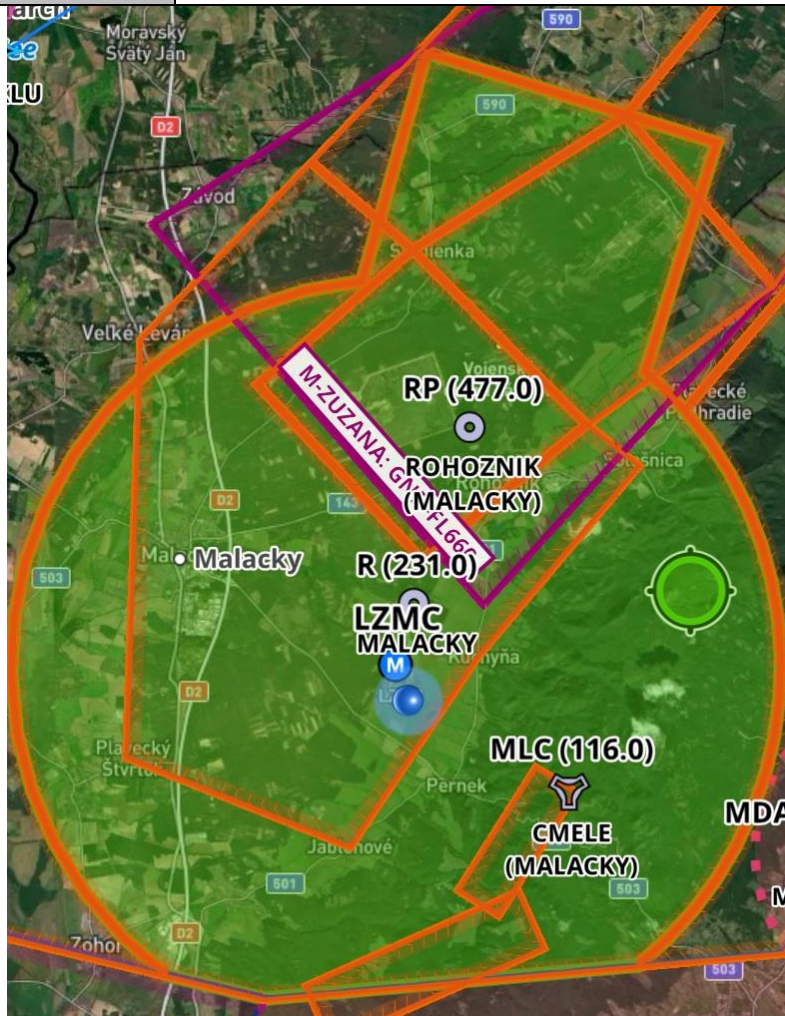


RWY 01 VFR Patterns (OVERHEAD)

Drawing not to scale!

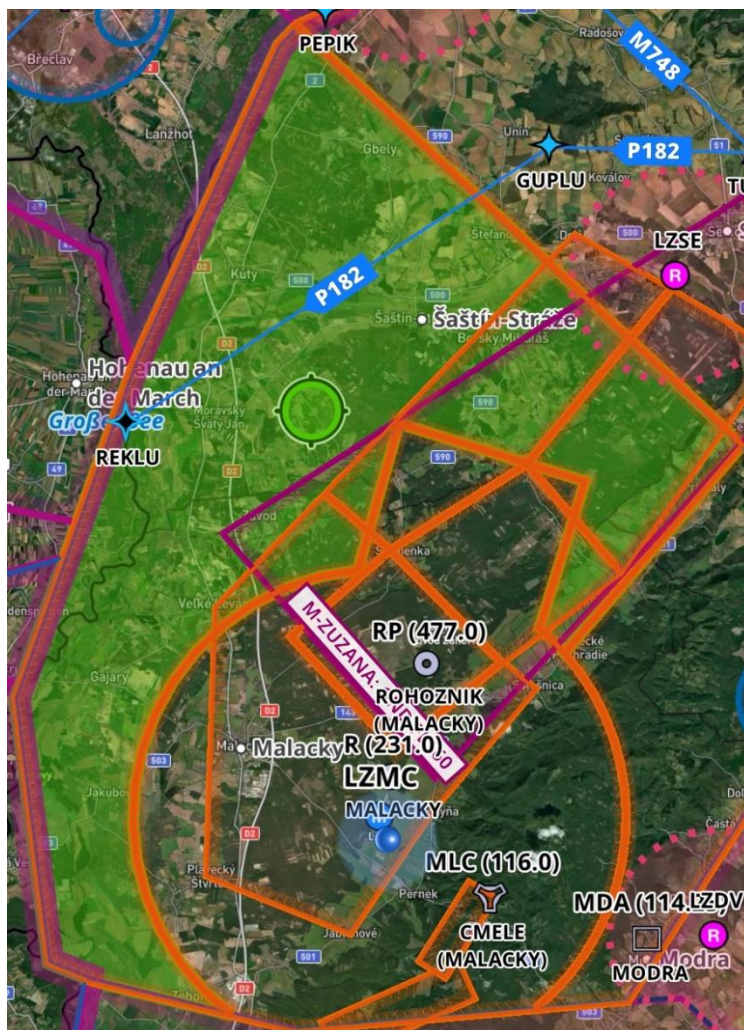
25. LZR314 MCTR Malacky

| | | |
|---|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Name and lateral limits | Malacky MCTR 48°35'18''N 017°07'55''E - 48°33'40''N 017°15'52''E - 48°29'31''N 017°13'55''E - circular arc 7 NM around ARP LZMC to 48°28'49''N 017°15'00''E - circular arc 7 NM around ARP LZMC to 48°18'45''N 017°13'43''E - 48°18'08''N 017°03'33''E - 48°18'33''N 017°00'53''E - circular arc 7 NM around ARP LZMC to 48°31'09''N 017°06'10''E - 48°35'18''N 017°07'55''E |
| 2 | Vertical limits | GND – 5000 ft (1500m) |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign / language(s) | MALACKY TOWER / EN, SL |
| 5 | Transition altitude | 10 000ft |

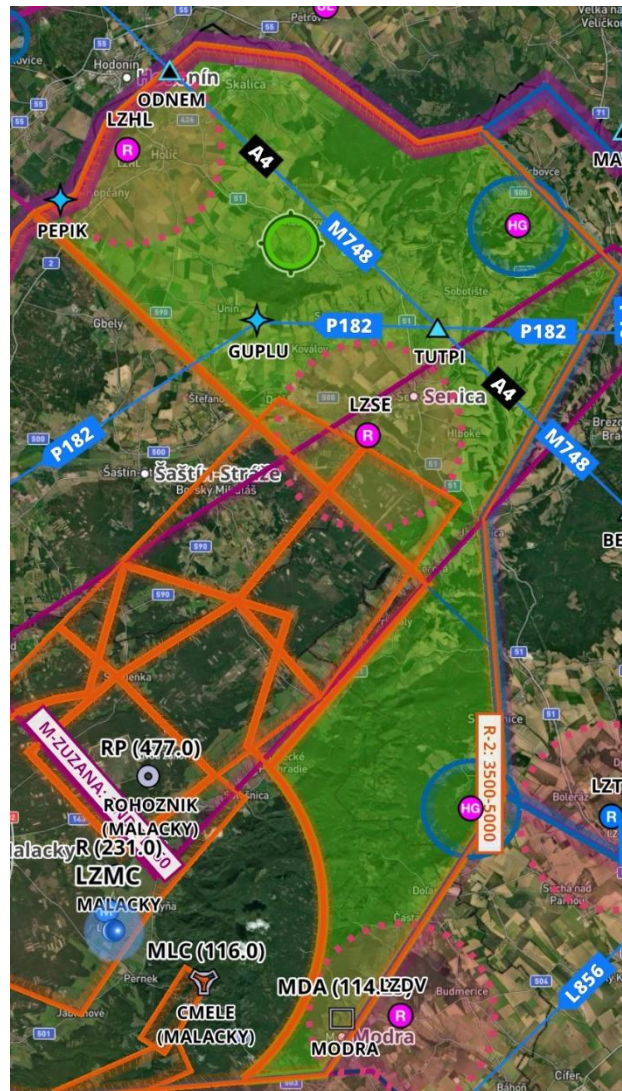


26. LZR1, 2, LZTRA3 MTMA

| | | |
|---|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Name and lateral limits | LZR1 MTMA MALACKY 48°46'22''N 017°03'44''E - 48°34'42''N 017°22'35''E - 48°28'49''N 017°15'00''E - circular arc 7 NM around ARP LZMC to 48°29'31''N 017°13'55''E - 48°33'40''N 017°15'52''E - 48°35'18''N 017°07'55''E - 48°31'09''N 017°06'10''E - circular arc 7 NM around ARP LZMC to 48°18'33''N 017°00'53''E - 48°19'33''N 016°54'32''E - along state border 48°46'22''N 017°03'44''E |
| 2 | Vertical limits | 2000 ft (600m) – 5000 ft (1500m) |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign / language(s) | MALACKY RADAR / EN, SL |
| 5 | Transition altitude | 10 000ft |



| | | |
|---|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Name and lateral limits | LZR2 MTMA MALACKY 48°49'32''N 017°24'52''E - 48°44'42''N 017°32'03''E - 48°36'49''N 017°25'19''E - 48°32'41''N 017°25'48''E - 48°27'59''N 017°26'22''E - 48°18'59''N 017°17'41''E - 48°16'45''N 017°13'43''E - - circular arc 7 NM around ARP LZMC to 48°28'49''N 017°15'00''E - 48°34'42''N 017°22'35''E - 48°46'22''N 017°03'44''E - along state border 48°49'32''N 017°24'52''E |
| 2 | Vertical limits | 3500 ft (1050m) – 5000 ft (1500m) |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign / language(s) | MALACKY RADAR / EN, SL |
| 5 | Transition altitude | 10 000ft |



| | | |
|---|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Name and lateral limits | LZTRA3 MTMA MALACKY 48°46'22''N 017°03'44''E - 48°34'42''N 017°22'35''E - 48°32'41''N 017°25'48''E - 48°27'59''N 017°26'22''E - 48°18'59''N 017°17'41''E - 48°16'45''N 017°13'43''E - 48°18'08''N 017°03'33''E - 48°18'33''N 017°00'53''E - 48°19'33''N 016°54'32''E - along state border 48°46'22''N 017°03'44''E |
| 2 | Vertical limits | 5000 ft (1500m) – FL125 (3800m) |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign / language(s) | MALACKY RADAR / EN, SL |
| 5 | Transition altitude | 10 000ft |



27. EMERGENCY

GENERAL:

DECLARATION – notify the controller of :

1. Call sign
2. Position
3. Nature of Emergency
4. Number of persons on board
5. Fuel on board
6. Landing intention (pattern, RWY...)
7. Set SQUAWK 7700

COMMLOSS:

COMMLOSS (inside LZR 1,2, LZTRA 3 MTMA Malacky):

IFR

- SQUAWK 7600,
- proceed to NDB RP at the last assigned level (or min. flight altitude), - enter holding pattern (min. one turn in the holding), - follow instrument approach procedure.

VFR

- SQUAWK 7600,
- proceed to W circuit RWY19/01 (ALT 1700 ft), - watch out the traffic.

COMMLOSS (FIR LZBB):

- in the event of air-ground communications failure – follow AIP SR ENR 1.1.11

Visual meteorological conditions (VMC) ([ENR 1.1.11.1.3](#))

An aircraft with communication failure in visual meteorological conditions shall:

- a) set transponder to code 7600
- b) continue to fly in VMC
- c) land at the nearest suitable aerodrome
- d) report its arrival time by the most expeditious means to the appropriate ATC unit or
- e) if considered advisable, complete an IFR flight in accordance with para. [ENR 1.1.11.1.4](#)

Instrument meteorological conditions (IMC) ([ENR 1.1.11.1.4](#))

An aircraft with communication failure in instrument meteorological conditions, or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with para. [ENR 1.1.11.1.3](#), shall:

- a) set transponder to code 7600
- b) maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:
 1. the time the last assigned level or minimum flight altitude is reached; or

2. the time the transponder is set to code 7600 or the ADS-B transmitter is set to indicate the loss of air-ground communications; or
3. the aircraft's failure to report its position over a compulsory reporting point;

whichever is later and thereafter adjust level and speed in accordance with the filed flight plan,

- c) when being vectored or having been directed by ATC to proceed offset using RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;
- d) proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with para. [ENR 1.1.11.1.4.1](#) e), hold over this aid or fix until commencement of descent;
- e) commence descent from the navigation aid or fix specified in para. [ENR 1.1.11.1.4.1](#) d) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
- f) complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and
- g) land, if possible, within 30 minutes after the estimated time of arrival specified in para. [ENR 1.1.11.1.4.1](#) e) or the last acknowledged expected approach time, whichever is later.

Note: As evidenced by the meteorological conditions prescribed therein, para. [ENR 1.1.11.1.3](#) relates to all controlled flights, whereas para. [ENR 1.1.11.1.4](#) relates only to IFR flights.

COMMLOSS DURING PAR APPROACH

In the case of communication failure when using the PAR approach, the time data of 7 minutes for maintaining the last assigned speed and level or minimum flight altitude according to paragraph ENR 1.1.11.4.1 AIP SR does not apply to OAT operations flying in IMC, approaching the state border of the Slovak Republic . Provided that the state border of the Slovak Republic would be crossed during the specified period of 7 minutes, the operation can continue the flight along the route in accordance with the valid flight plan for the relevant one the navigation aid or fix of the destination airport before the specified time has elapsed.

COMMLOSS DURING ILS RWY 19 or LOC RWY19 – CAT E

In the case of the communication failure of the F-16 aircraft/ aircrafts performing an approach using the ILS RWY 19 or LOC Y RWY 19 for CAT E, it is expected that the transponder will be set to code 7600 and proceed to holding pattern above IF, after established in holding pattern, perform another ILS approach for RWY 19 (possibly with circle to land for RWY 01 depending on wind).

In the event of a loss of communication, green or red flares shall be fired by the TWR Malacky or the ornithologist (on the grass strip). Red flare means - no landing / repeat, green flare means – cleared to land. The runway in use is indicated during the day by the illumination of the PAPI and the threshold lights of the runway and at night by the runway lights and the approach row.

