

46. krídlo KUCHYŇA

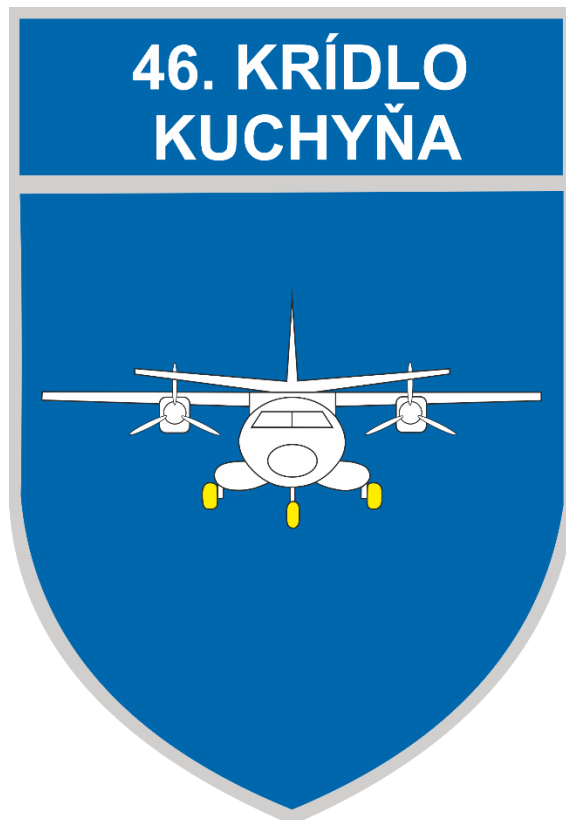
900 52

16 MAY 24

Kuchyňa AFB IN-FLIGHT GUIDE RWY 01/19

Version 1

Effective 16 MAY 24



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

1. INDEX

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2. PHONE NUMBERS

Wing Commander	+421 960 390 100	peter.vyrostek@mil.sk
Squadron Commander	+421 960 390 300	stanislav.stovka@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	NIL
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 33/R/B/X/U	NIL

5. ATC Surveillance Minimum Altitude Chart (ASMAC)

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

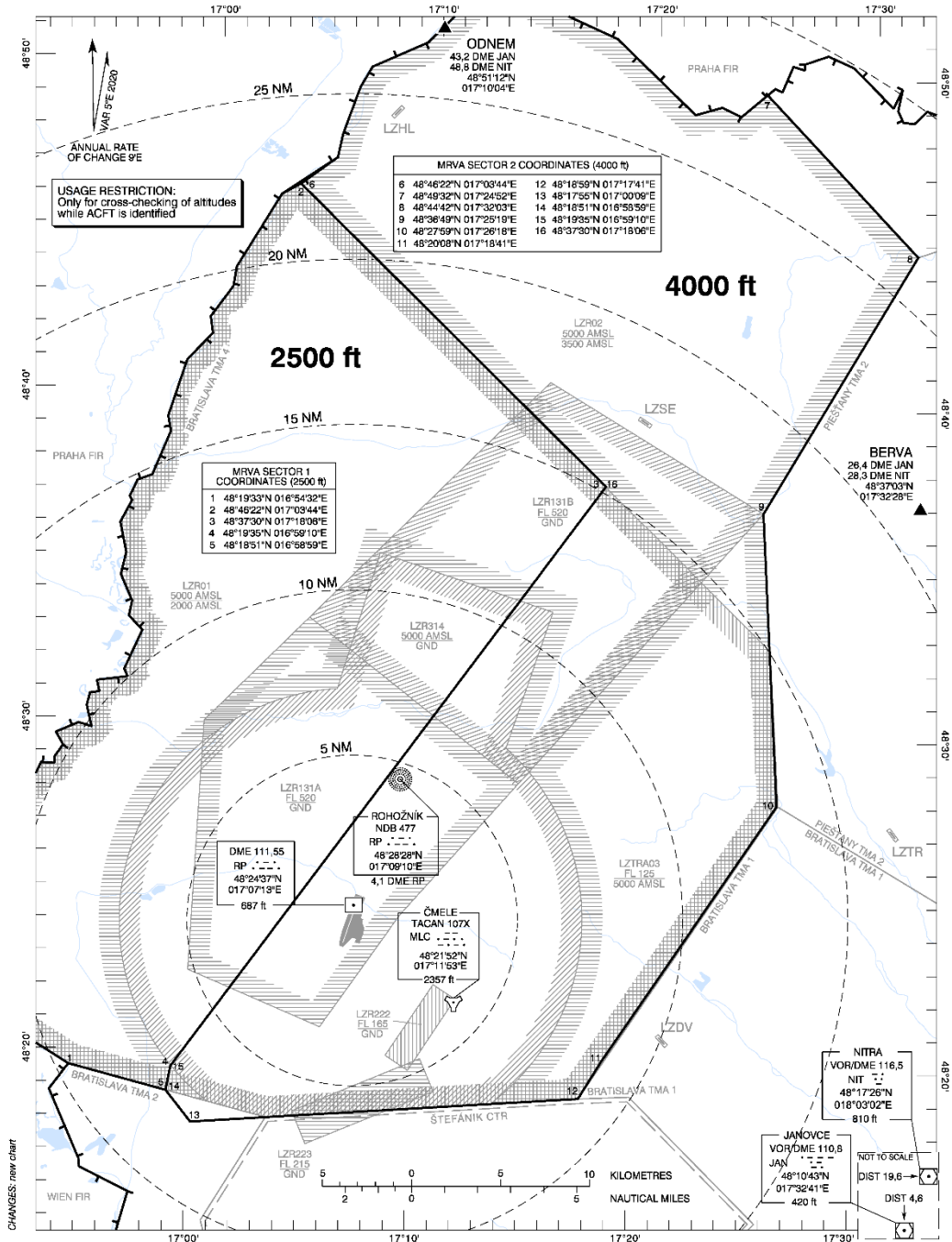
AD 2-LZMC-9-1
22 APR 21

ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO

TRANSITION ALTITUDE
10 000 ft

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

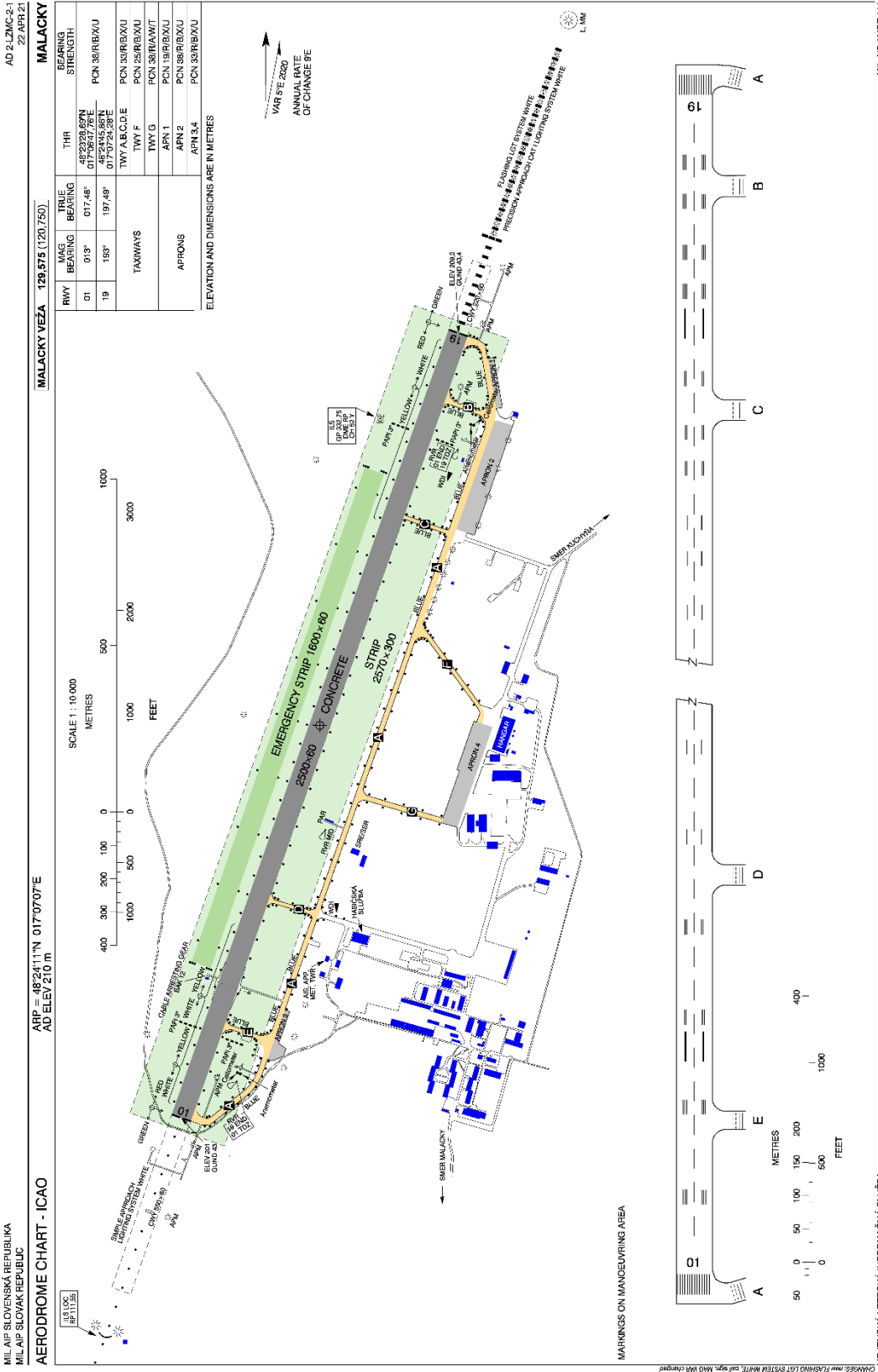
AD ELEV 210 m MALACKY



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6. AERODROME CHART LZMC



9. STANDARD INSTRUMENT DEPARTURE RWY 19

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

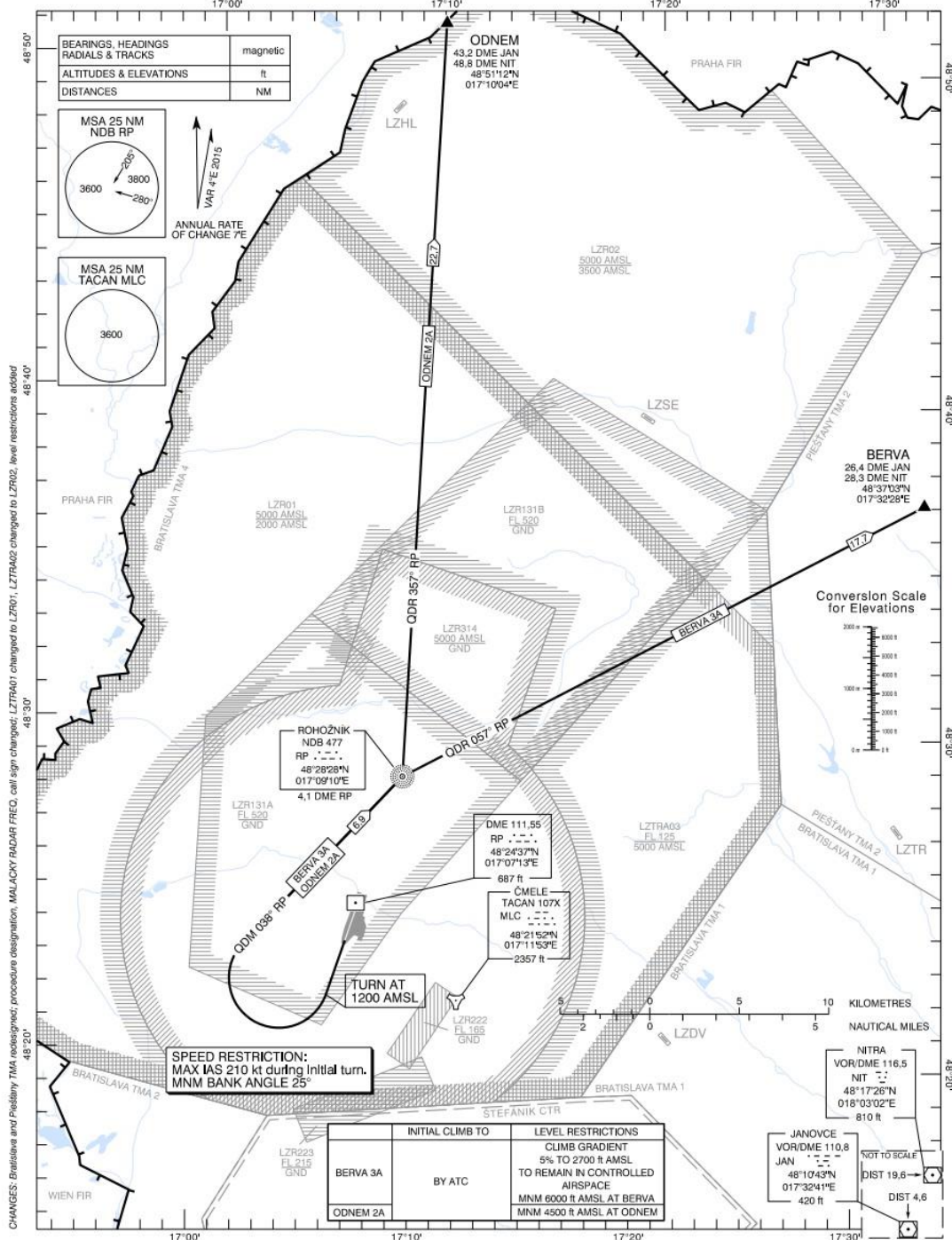
AD 2-LZMC-5-3
22 APR 21

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10 000 ft

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

MALACKY (LZMC)
SID RWY 19



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10. STANDARD INSTRUMENT ARRIVAL RWY 19

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

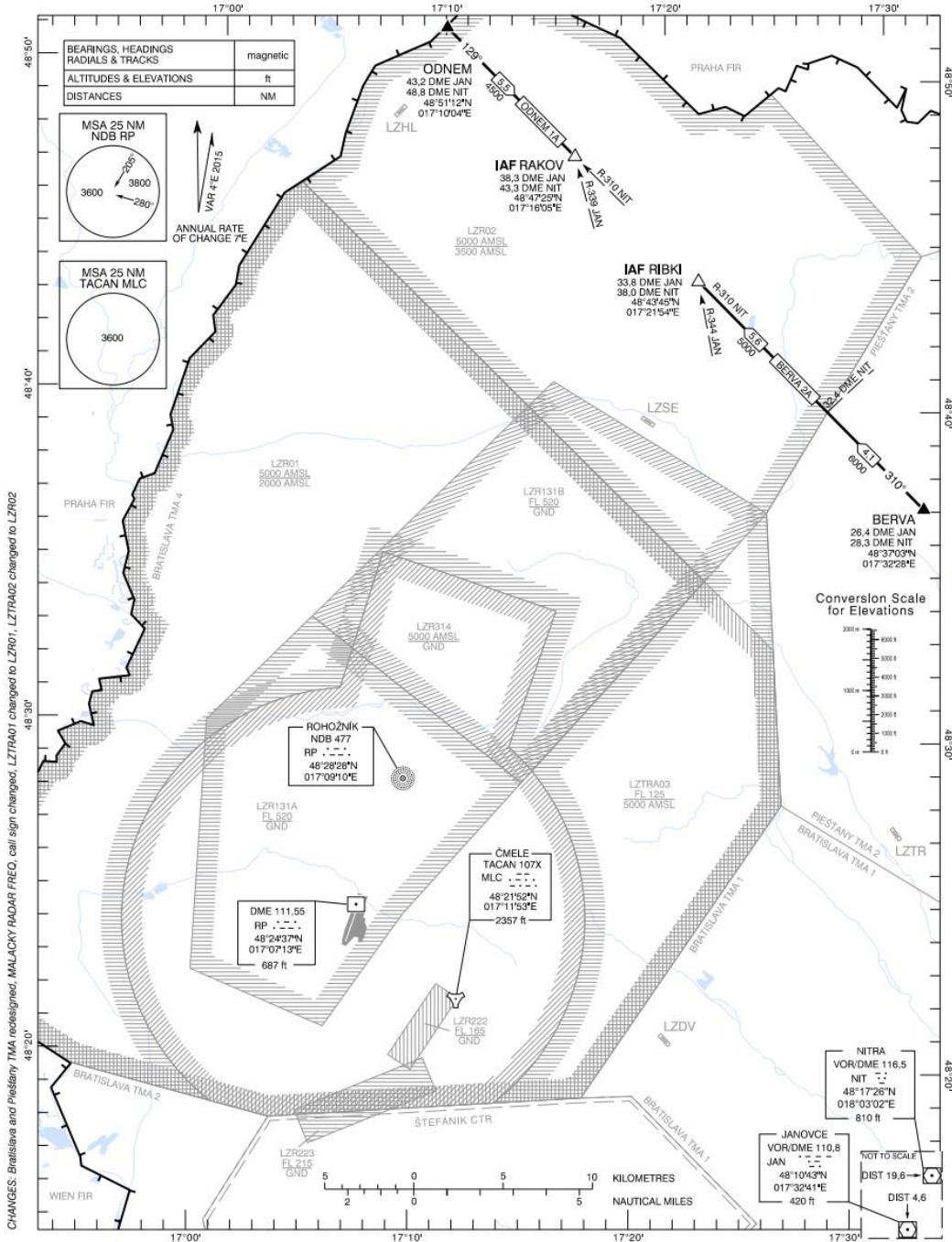
AD 2-LZMC-6-1
22 APR 21

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10 000 ft

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

MALACKY (LZMC)
STAR RWY 19



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11. INSTRUMENT APPROACH CHART – NDB RWY 19

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

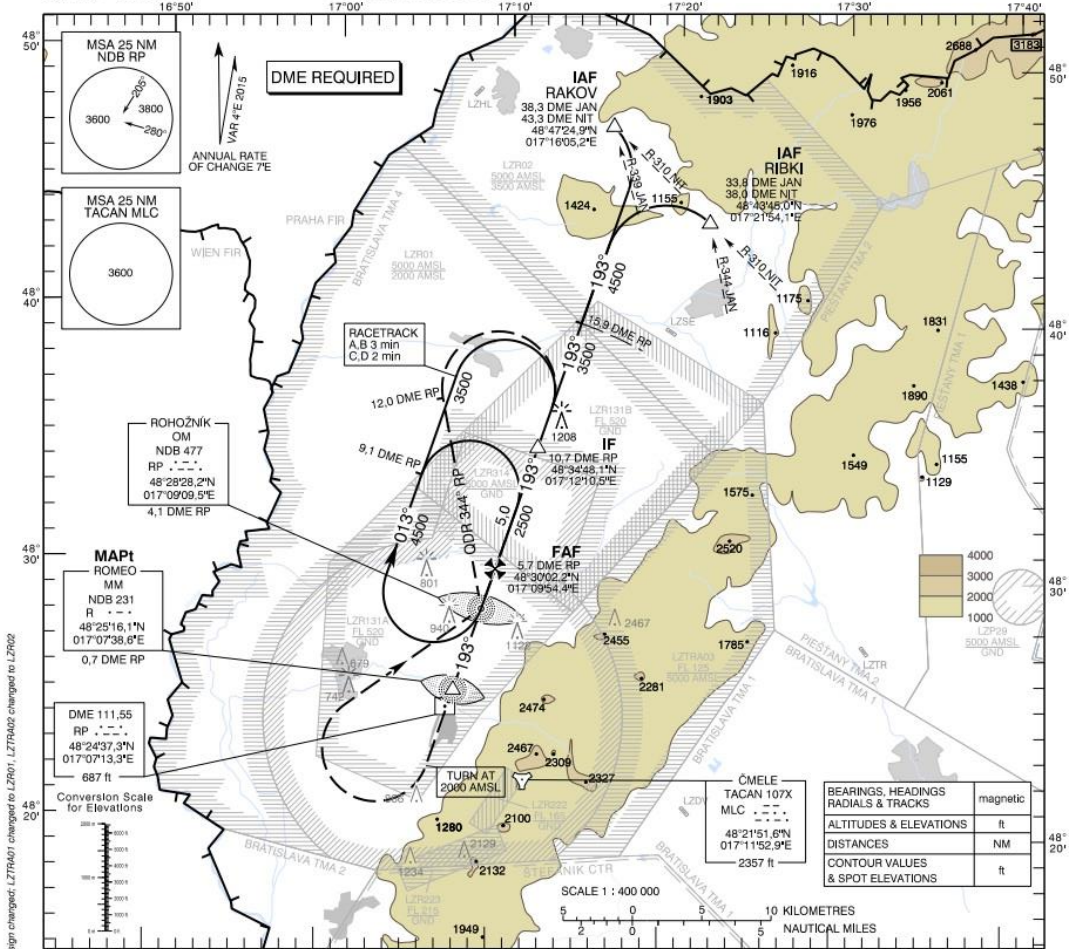
AD 2-LZMC-7-1
22 APR 21

INSTRUMENT
APPROACH
CHART - ICAO

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

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

MALACKY (LZMC)
NDB RWY 19



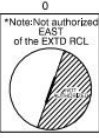
CHANGES: Bratislava and Piestany TMA redesign: TP withdrawn; MALACKY RADAR FREQ. call sign changed; LZTR01 changed to LZTR02; LZTR02 changed to LZTR02

MISSED APPROACH

Climb STRAIGHT AHEAD, at 2000 AMSL turn RIGHT to NDB RP, climbing to 3500 AMSL. At NDB RP turn LEFT to track 344° (QDR 344° 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

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12. INSTRUMENT APPROACH CHART – ILS CAT I or LOC RWY 19

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

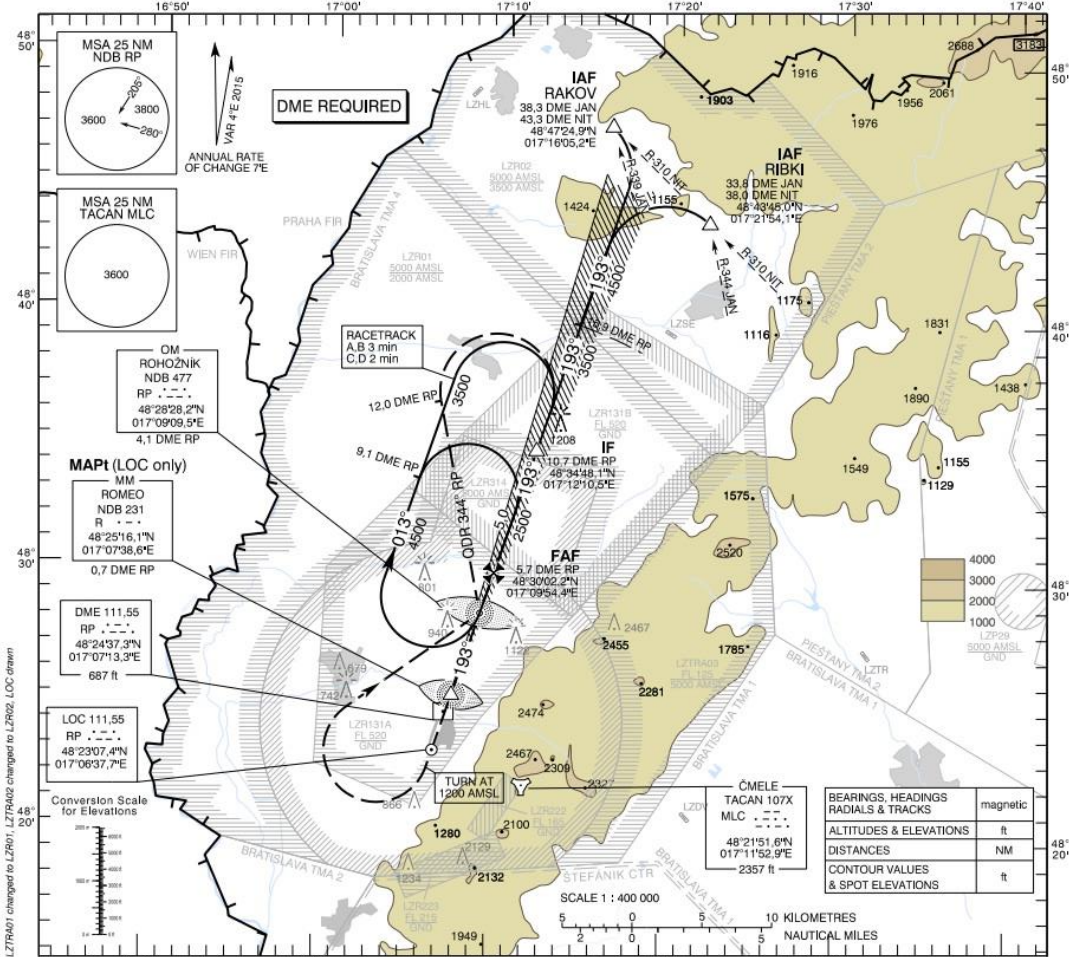
AD 2-LZMC-7-3
22 APR 21

INSTRUMENT
APPROACH
CHART - ICAO

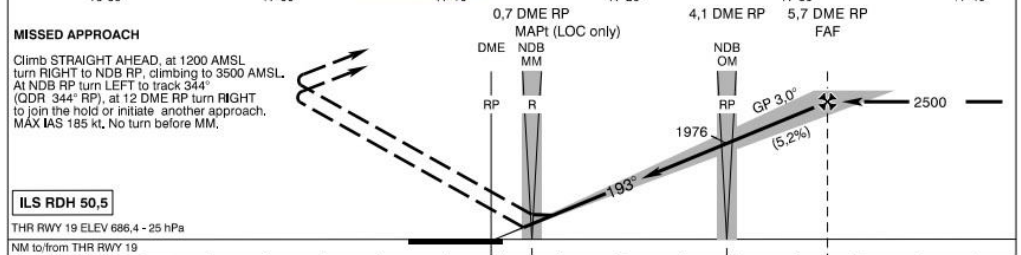
TRANSITION ALTITUDE
10 000 ft
AD ELEV 689 - 25 hPa
THR RWY 19 ELEV 686.4 - 25 hPa

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

MALACKY (LZMC)
ILS CAT I or LOC RWY 19



CHANGES: Bratislava and Pezany TMA redesign, MALACKY RADAR FREQ. call sign changed, LZTRAO1 changed to LZRO1, LZTRAO2 changed to LZR02, LOC drawn



ILS RDH 50,5
THR RWY 19 ELEV 686.4 - 25 hPa
NM to/from THR RWY 19

OCA (OCH)	A	B	C	D
Straight-in Approach	2.5% ft 992 (306)	1004 (316)	1012 (326)	1023 (337)
LOC	4.0% ft 918 (232)	930 (244)	938 (252)	949 (263)
Circling (* see Note)	ft 1120 (431)	1190 (501)	1650 (961)	1810 (1121)
VIS	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 - MAPI (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 MAPI.

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MIL AIP AMDT 032

13. PAR (PRECISION APPROACH RADAR) RWY 19

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

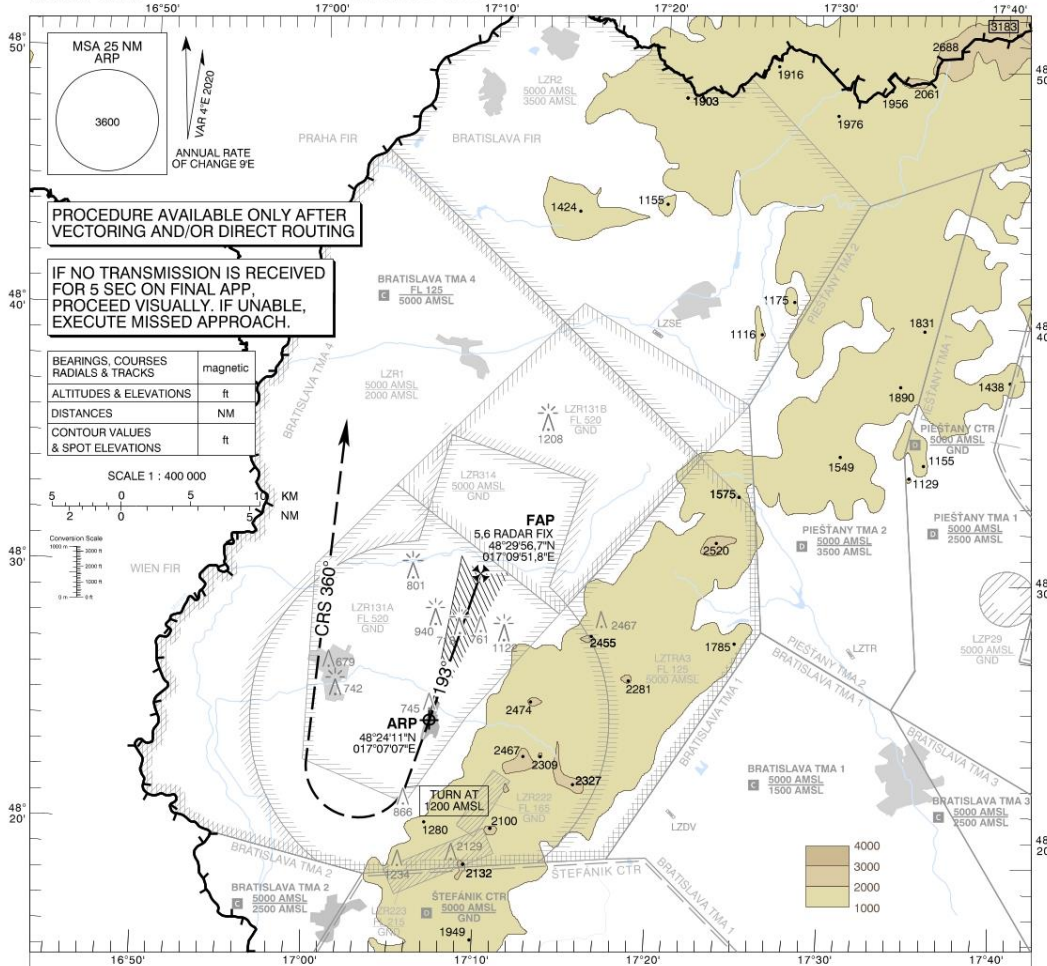
AD 2-LZMC-7-7
16 MAY 24

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

*Note: Not authorized
EAST
of the EXTD RCL

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: r/w/c/chr

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MILITARY AERONAUTICAL INFORMATION SERVICE

MIL AIP AMDT 045

14. VISUAL APPROACH CHART LZMC

MILAI P SLOVENSKÁ REPUBLIKA
MILAI P SLOVAK REPUBLIC

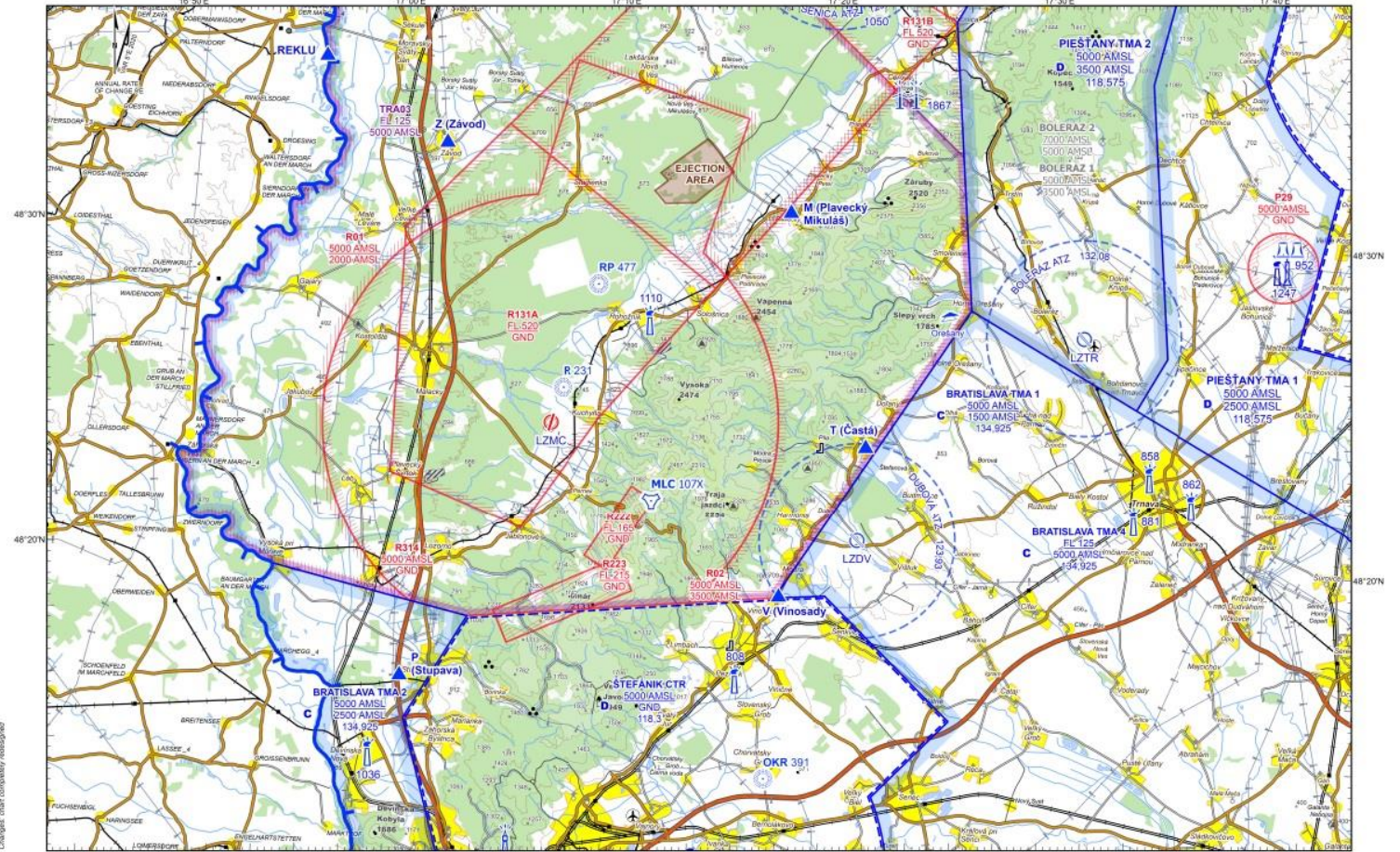
AD 2-LZMC-8-1
22 APR 21

VISUAL APPROACH CHART - ICAO

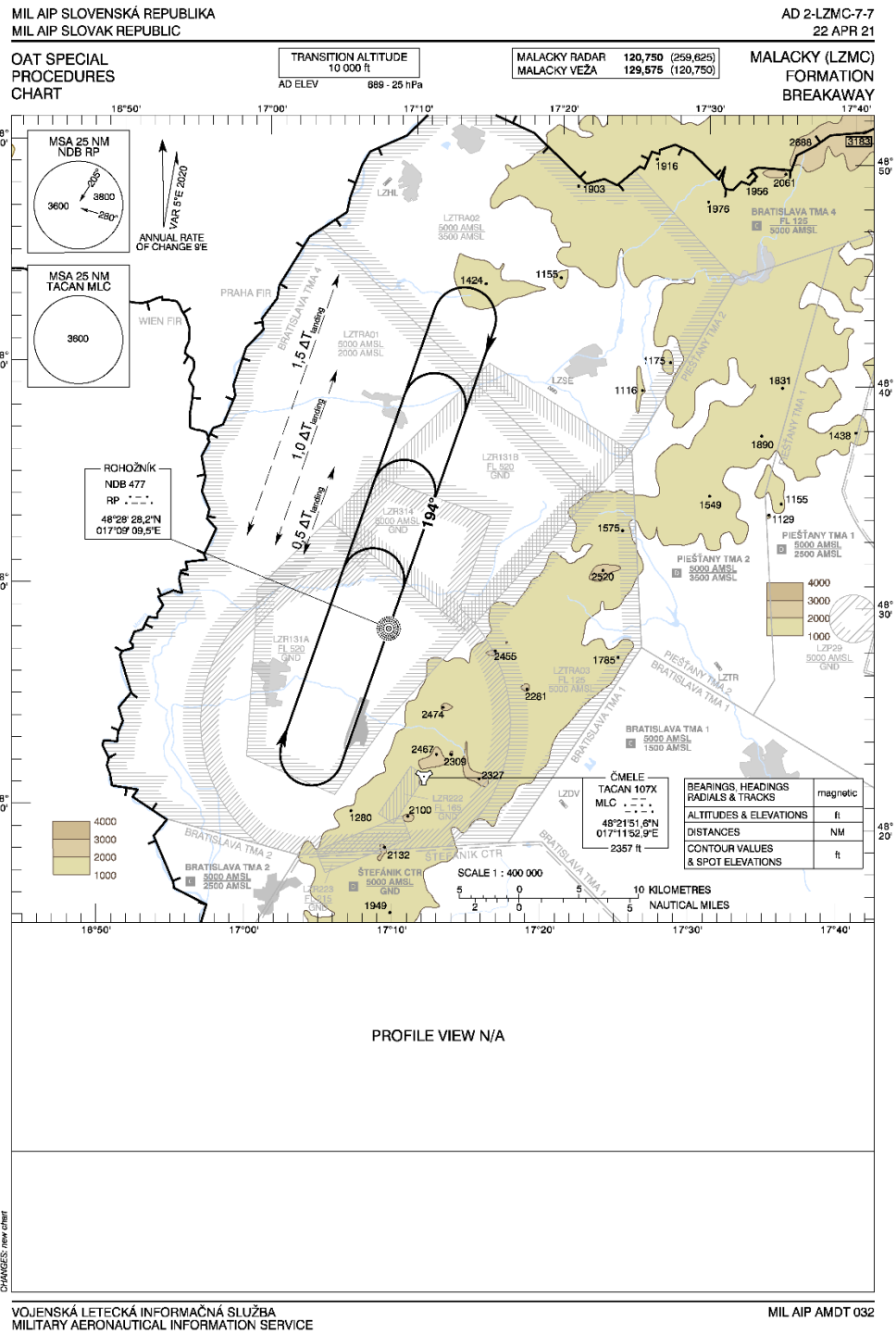
ARP 48°24'11"N 017°07'07"E
AD ELEV 689 ft

MALACKY RADAR	120.750 (259.625)
MALACKY VEZA	129.576 (120.750)

MALACKY



15. Formation Breakaway



16. Formation Join - up

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MIL AIP SLOVAK REPUBLIC

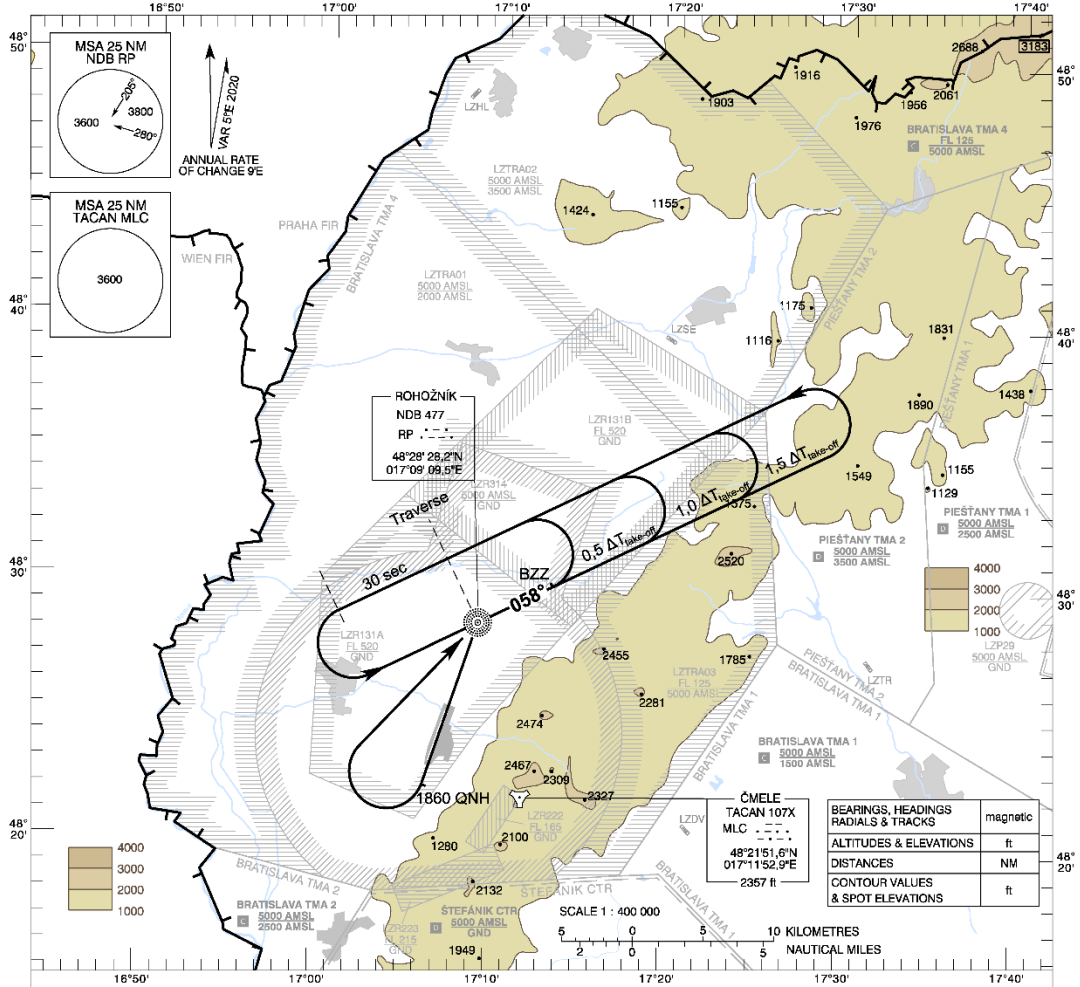
AD 2-LZMC-7-9
22 APR 21

OAT SPECIAL
PROCEDURES
CHART

TRANSITION ALTITUDE
10 000 ft
AD ELEV 689 - 25 hPa

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

MALACKY (LZMC)
FORMATION
JOIN-UP



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

PROFILE VIEW N/A

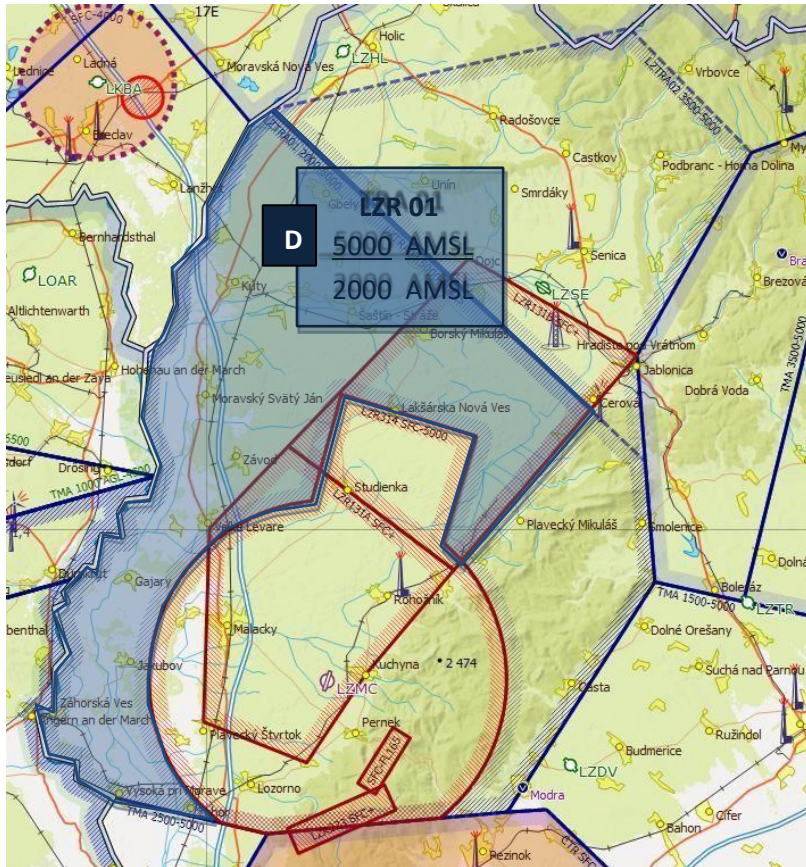
CHANGES: new chart

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MILITARY AERONAUTICAL INFORMATION SERVICE

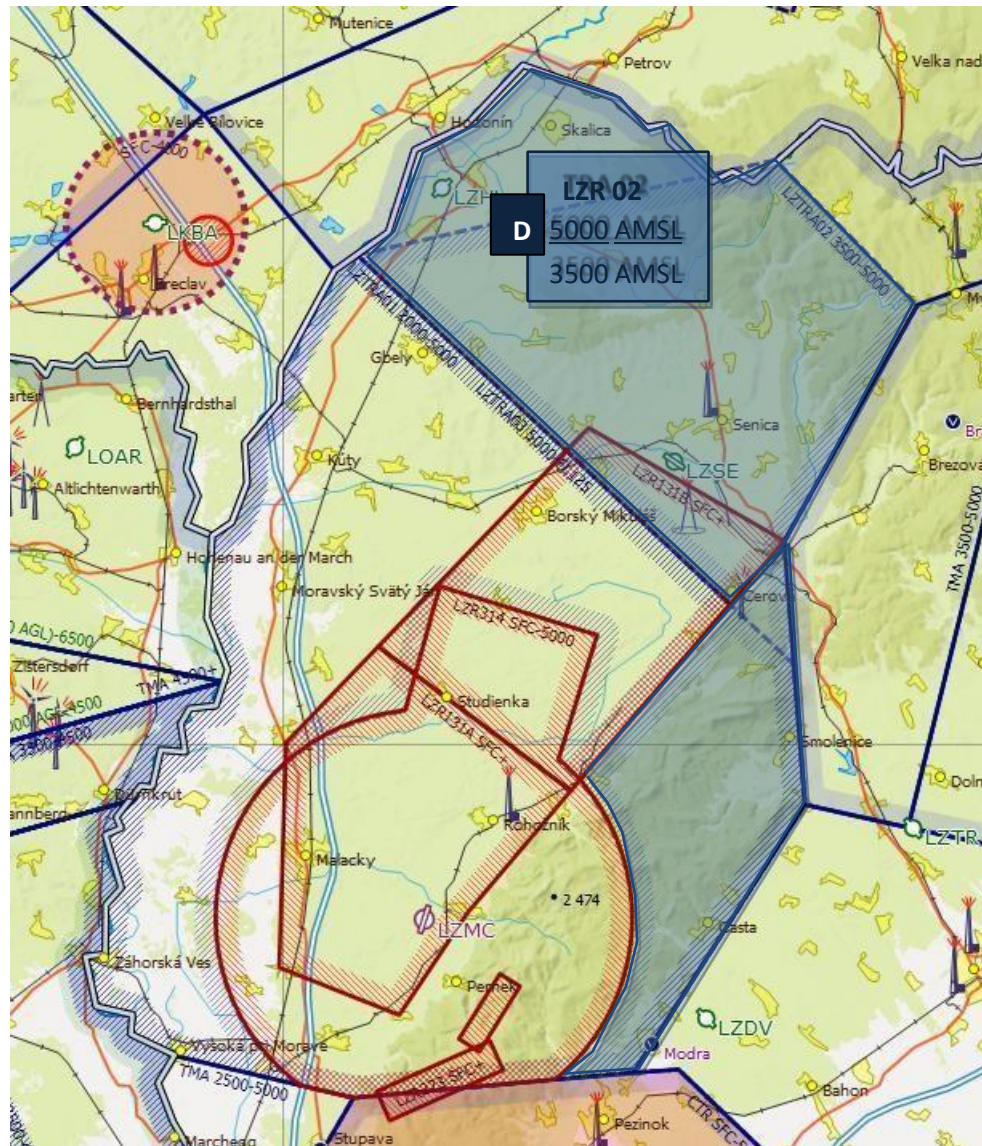
MIL AIP AMDT 032

18. LZR 01, 02, LZTRA 03 MTMA

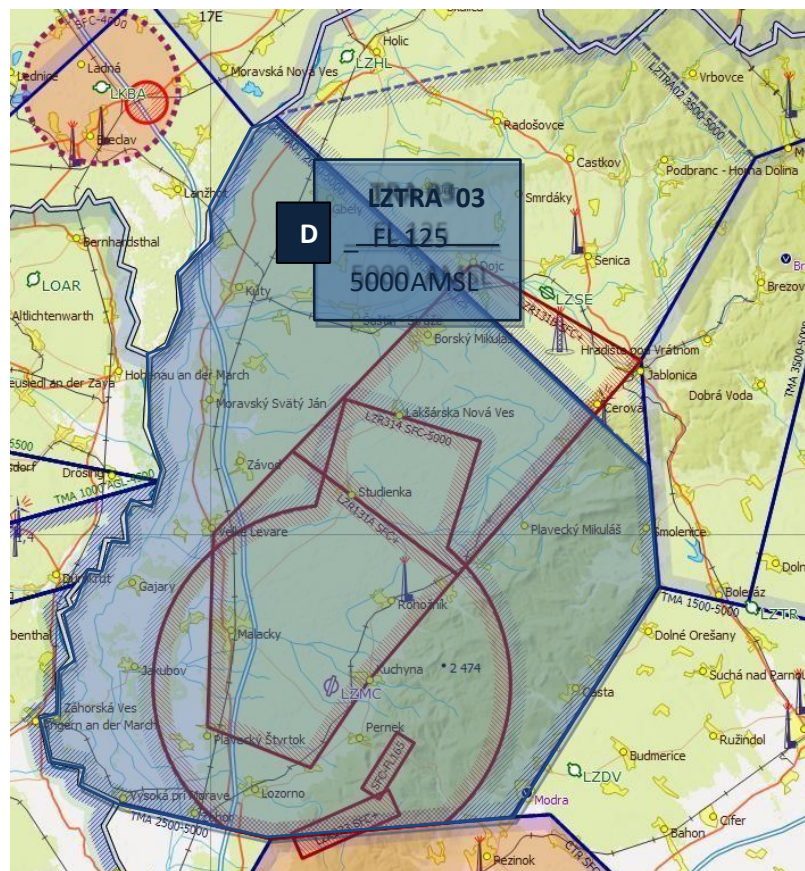
1	Name and lateral limits	<p>LZR 01 MTMA MALACKY 48°46'22''N 017°03'44''E - 48°34'42''N 017°22'35''E - 48°28'49''N 017°15'00''E</p> <p>- circular arc 7 NM around ARP LZMC to 48°29'31''N 017°13'55''E - 48°33'40''N 017°15'52''E - 48°35'18''N 017°07'55''E - 48°31'09''N 017°06'10''E</p> <p>- circular arc 7 NM around ARP LZMC to 48°18'33''N 017°00'53''E - 48°19'33''N 016°54'32''E</p> <p>- along state border 48°46'22''N 017°03'44''E</p>
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	LZR 02 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	LZTRA 03 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



19. 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 01,02, LZTRA 03 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 1.1.11.2](#))

An aircraft with communication failure in visual meteorological conditions shall:

1. set transponder to code 7600
2. continue to fly in VMC
3. land at the nearest suitable aerodrome
4. report its arrival time by the most expeditious means to the appropriate ATC unit and 5. if considered advisable, complete an IFR flight in accordance with para. [ENR 1.1.11.3](#).

Instrument meteorological conditions (IMC) ([ENR 1.1.11.3](#))

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 1.1.11.2](#), shall:

1. set transponder to code 7600
2. 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,

3. 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;
4. 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 1.1.11.3.1](#) e), hold over this aid or fix until commencement of descent;
5. commence descent from the navigation aid or fix specified in para. [ENR 1.1.11.3.1](#) 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;
6. complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and
7. land, if possible, within 30 minutes after the estimated time of arrival specified in para. [ENR 1.1.11.3.1](#) e) or the last acknowledged expected approach time, whichever is later.

Note: As evidenced by the meteorological conditions prescribed therein, para. [ENR 1.1.11.2](#) relates to all controlled flights, whereas para. [ENR 1.1.11.3](#) relates only to IFR flights.

