

46. krídlo KUCHYŇA

900 52

27 NOV 25

Kuchyňa AFB IN-FLIGHT GUIDE RWY 01/19

Version 1

Effective 27 NOV 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
14.	ACTUAL RESTRICTIONS	All information provided is subject to the actual restrictions available at https://vvzs.mil.sk/104651/

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2. PHONE NUMBERS

Wing Commander	+421 960 390 100	jozef.dunaj@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.kridlo Kuchyňa 900 52 Kuchyňa	NIL

3. ATC FREQUENCIES / NAVIGATION AIDS

Service designation	Call sign	Frequency	Operation Hours	RMK
RC APP	MALACKY RADAR	120,755 MHz 259,625 MHz ^{2.)} 129,580 MHz ^{2.)} 121,500 MHz ^{1.)}	OAT – H24	
PC TWR	MALACKY TOWER	129,580 MHz 120,755 MHz ^{2.)} 121,500 MHz ^{1.)}	OAT – H24	Contact TWR for start-up and clearance
RC PAR	MALACKY PRECISION	127,155 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	
NDB	RP	477 kHz	U/S	48°28'28.20''N 17°09'09.50''E	
NDB	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

For adjusted distances during BAK-12 operations, see Section 5.

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. BAK-12 Procedures

Arresting Cable of the BAK-12 System for F-16 Aircraft

Located on RWY, 420 m from the threshold of RWY 01 (48.3949133N, 17.1149872E), perpendicular to the runway centerline.

Flight Operations with the BAK-12 Cable Deployed

At first contact, inform aircraft crews via ATC about the deployed BAK-12 arresting cable using the phrase:

“Arresting cable on RWY19 in operation, available landing distance/take-off distance is”

The arresting cable is located 420 m north of the threshold of RWY 01. The height of the arresting cable is 6 cm.

Declared Distances of RWY 01/19 with the BAK-12 Cable Deployed

RWY	TORA	TODA	ASDA	LDA
01	2080 m	2300 m	2080 m	2080 m
19	2080 m	3050 m	2080 m	2080 m

Aircraft unable to comply with declared distances will be subjected to delays.

Aircraft Taxiing Across the BAK-12 Cable

When taxiing across the deployed BAK-12 arresting cable, all aircraft must cross it perpendicularly at a speed not exceeding 5 knots.

6. ATC Surveillance Minimum Altitude Chart (ASMAC)

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

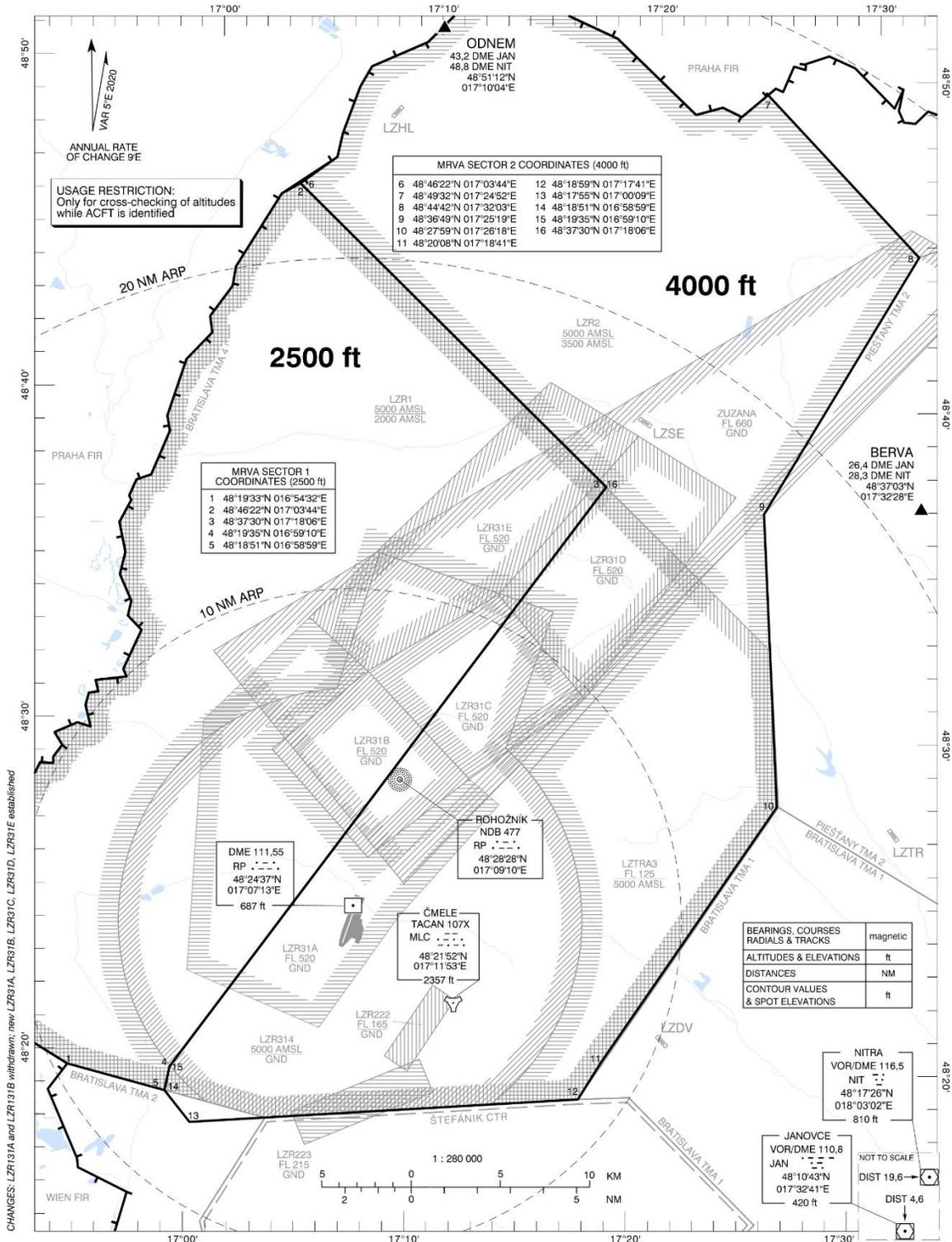
AD 2-LZMC-9-1
09 DEC 25

ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO

TRANSITION ALTITUDE
10 000 ft

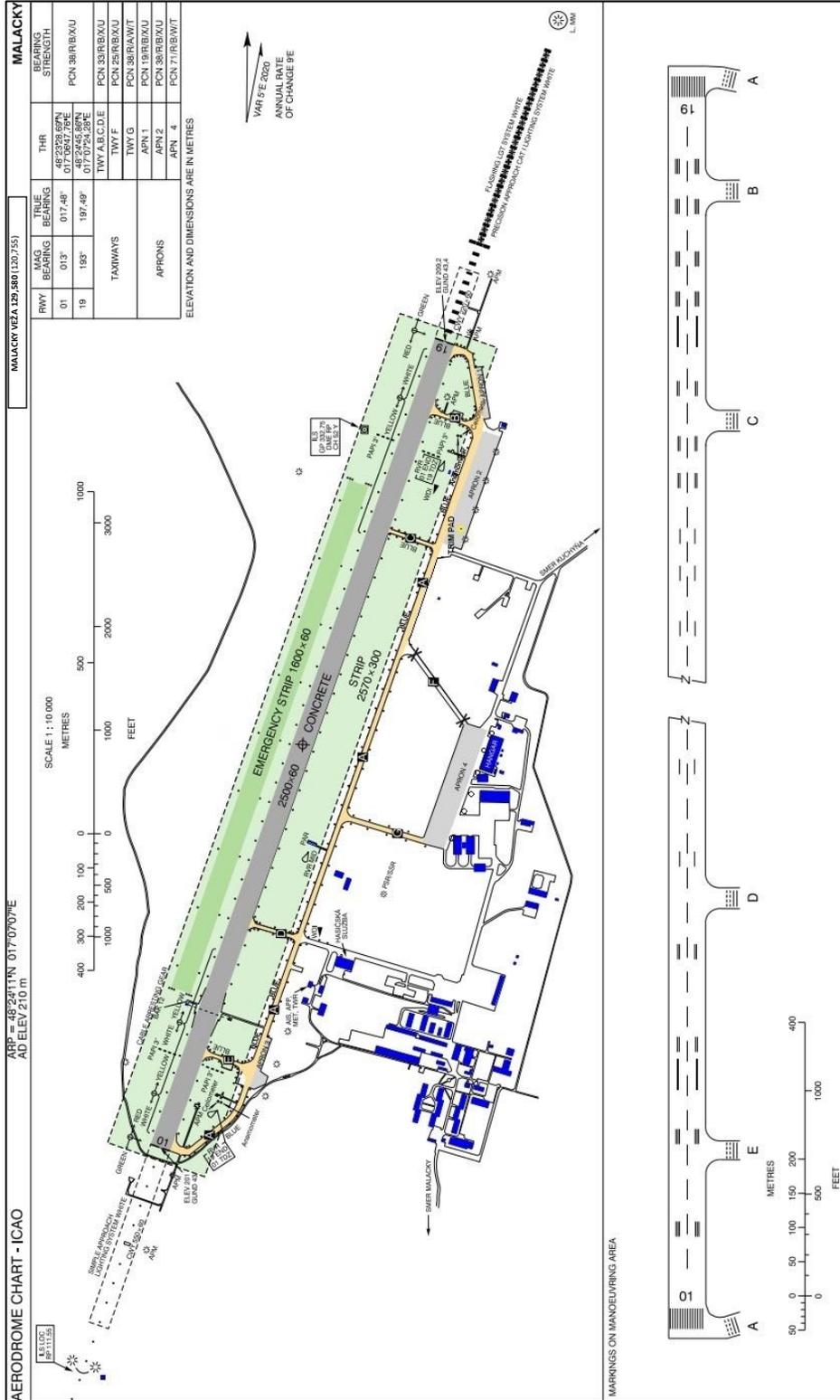
MALACKY RADAR 120,755 (259,625)
(129, 580)
MALACKY TOWER 129,580 (120,755)

AD ELEV 210 m MALACKY (LZMC)

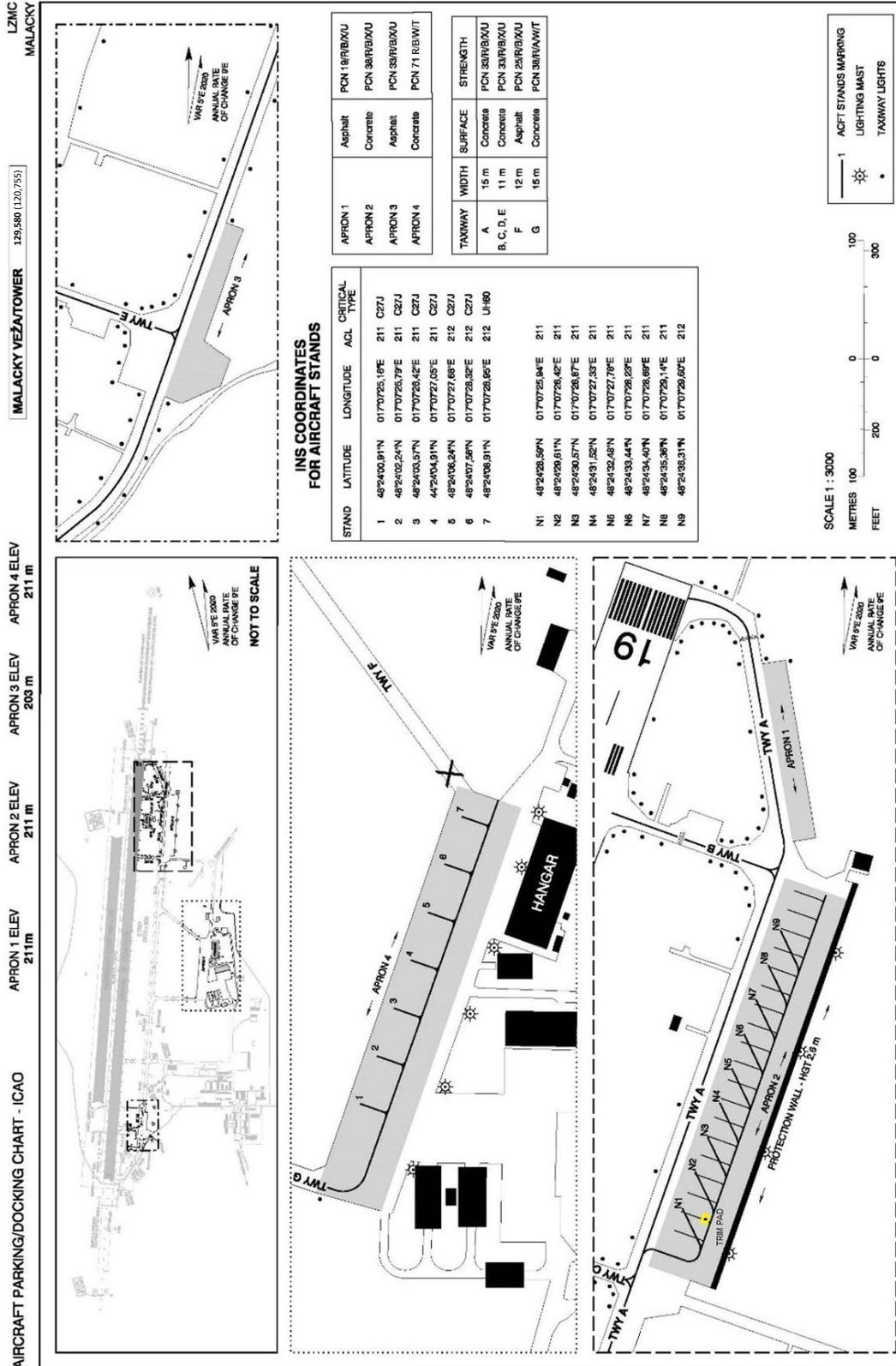


CHANGES: LZR1314 and LZR131B withdrawn; new LZR131A, LZR131B, LZR131C, LZR131D, LZR131E established

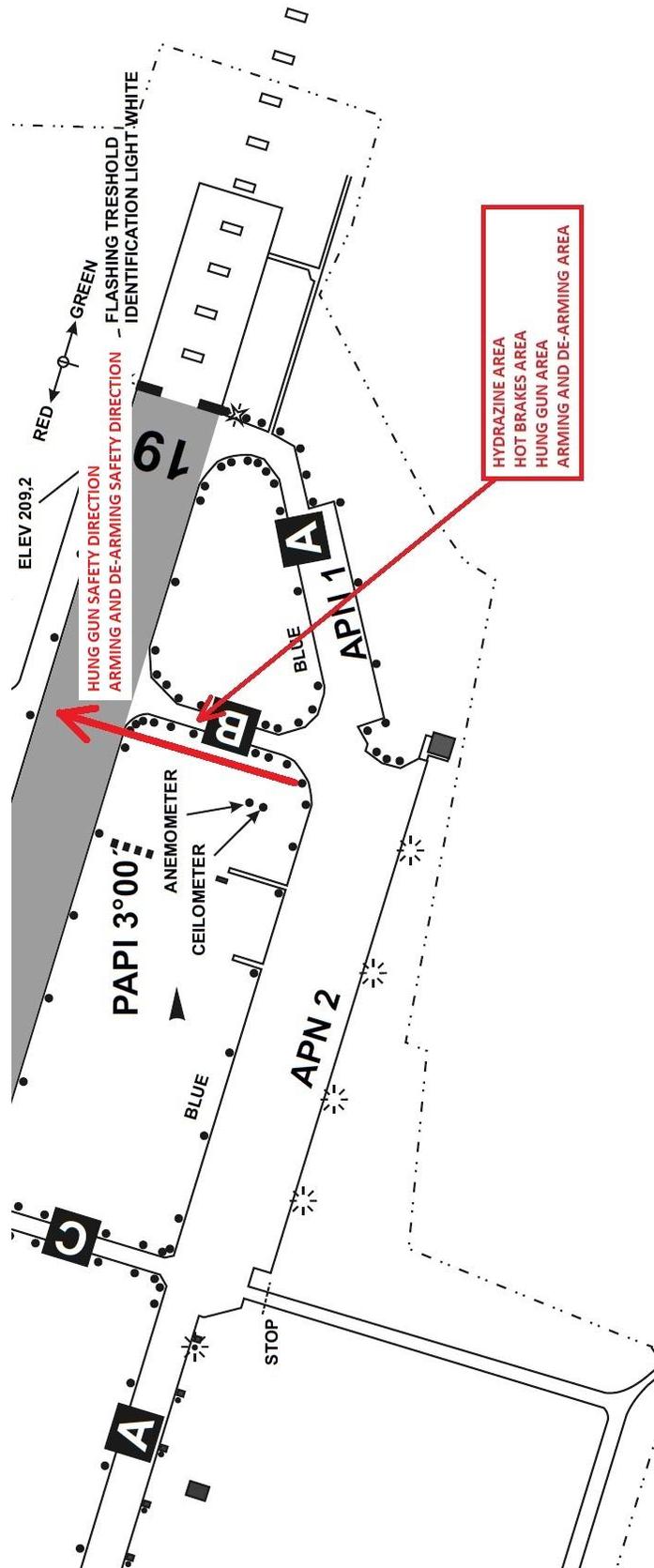
7. AERODROME CHART LZMC



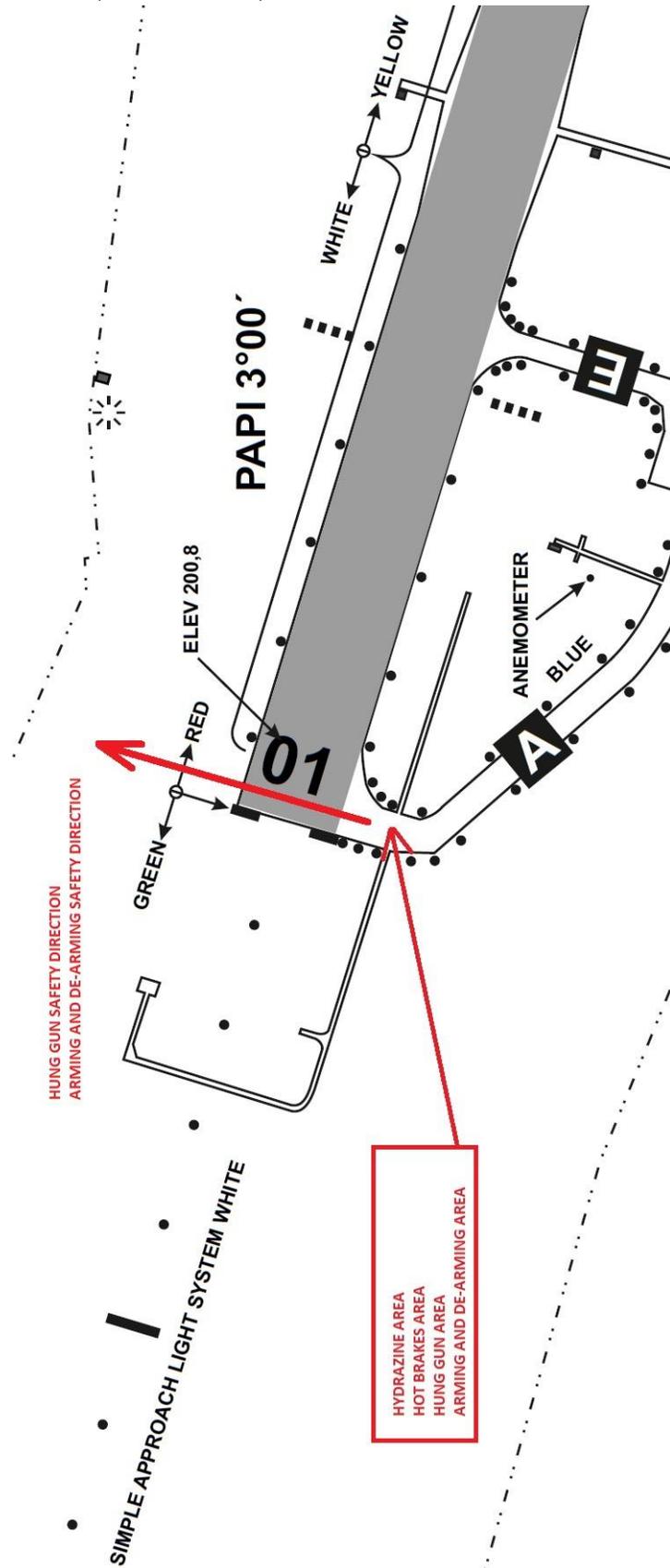
8. APRON 1, 2, 3, 4



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



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



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

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

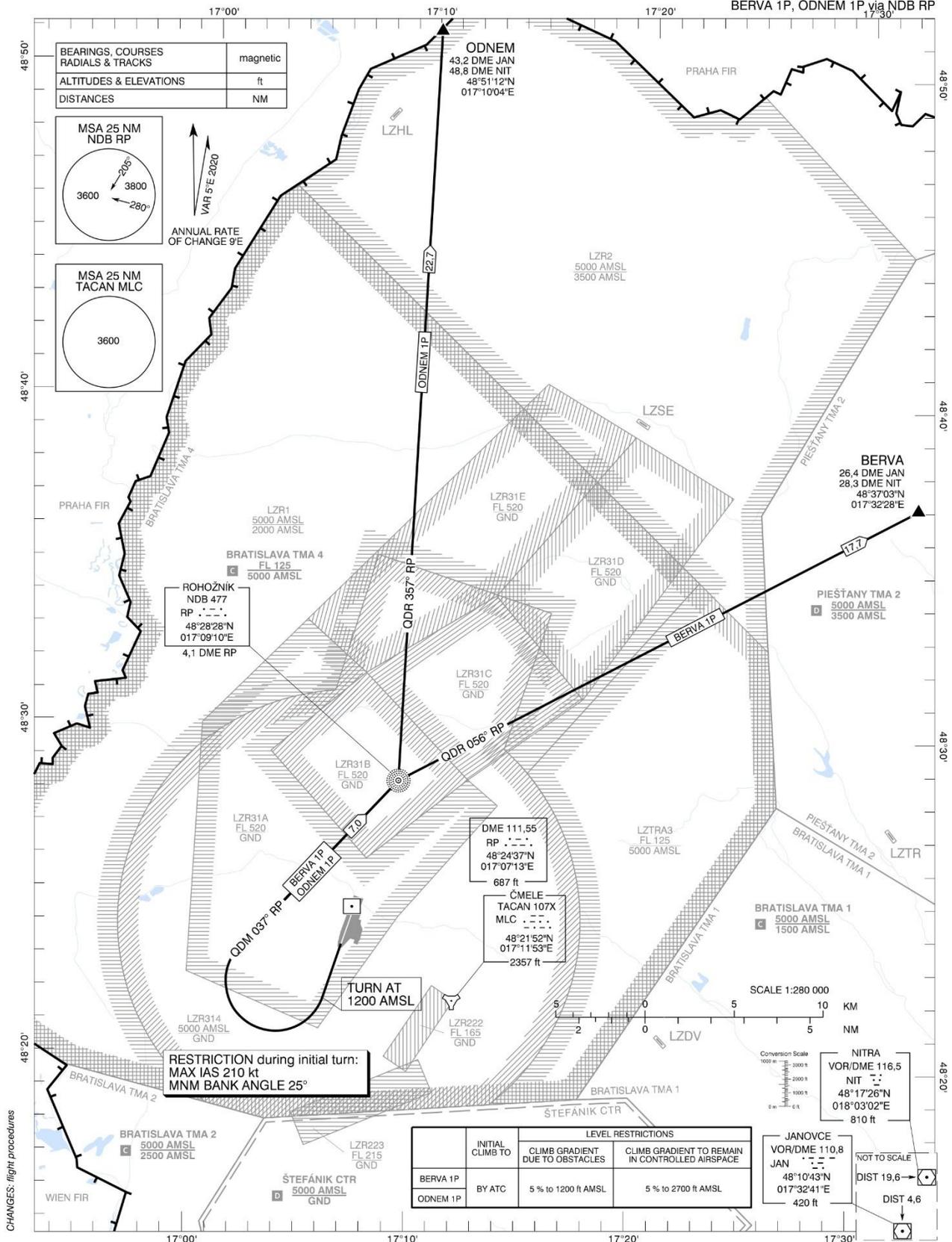
AD 2-LZMC-5-3
09 DEC 25

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10 000 ft

MALACKY RADAR 120,755 (259,625)
MALACKY TOWER 129,580 (120,755)

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



13. STANDARD INSTRUMENT DEPARTURE RWY 19 – CAT E

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

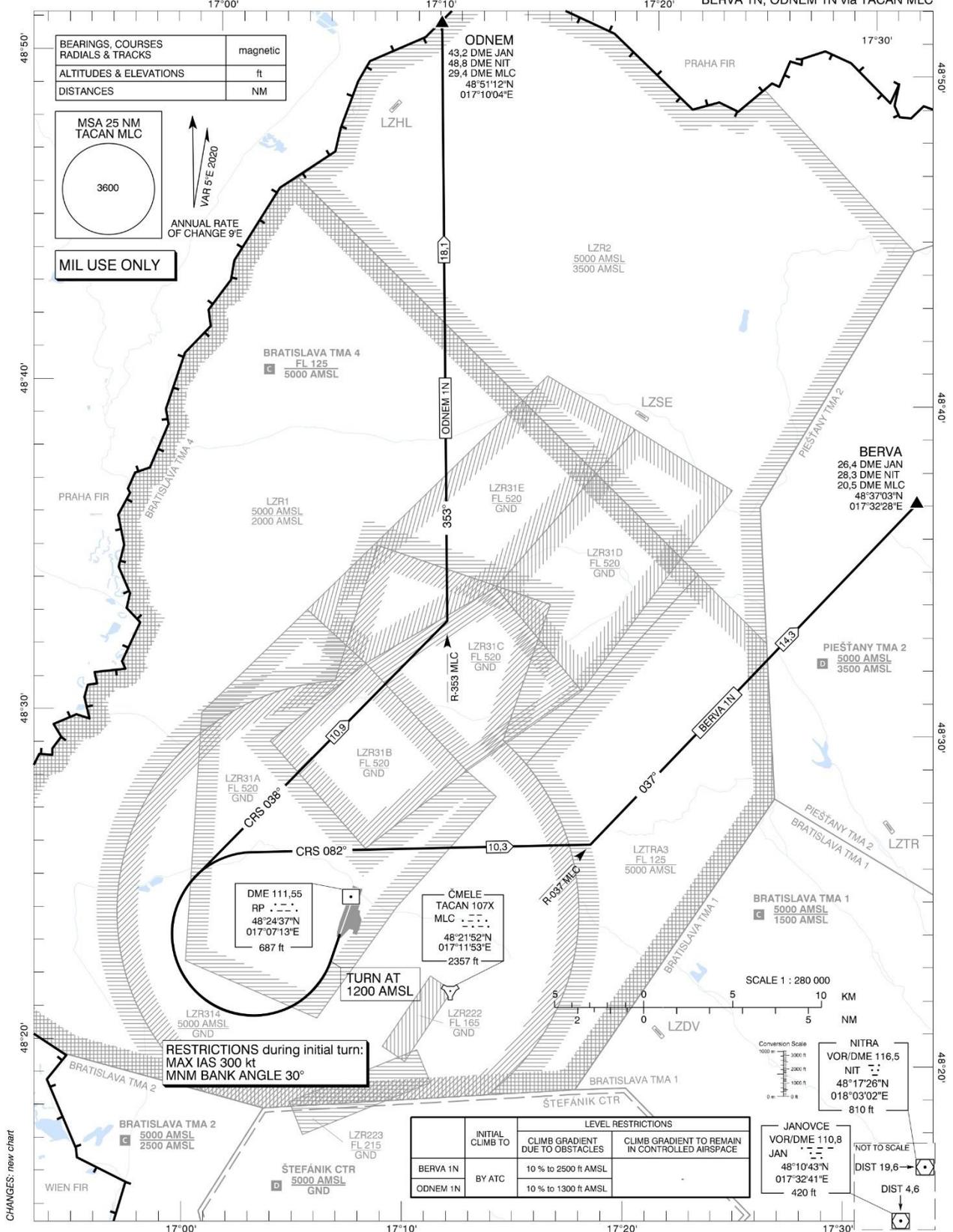
AD 2-LZMC-5-5
09 DEC 25

STANDARD DEPARTURE CHART -
INSTRUMENT (SID)

TRANSITION ALTITUDE
10 000 ft

MALACKY RADAR 120,755 (259,625)
MALACKY TOWER 129,580 (120,755)

MALACKY (LZMC)
SID RWY 19
HPMA/ACFT CAT E
BERVA 1N, ODNEM 1N via TACAN MLC



15. NDB RWY 19

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

AD 2-LZMC-7-1
09 DEC 25

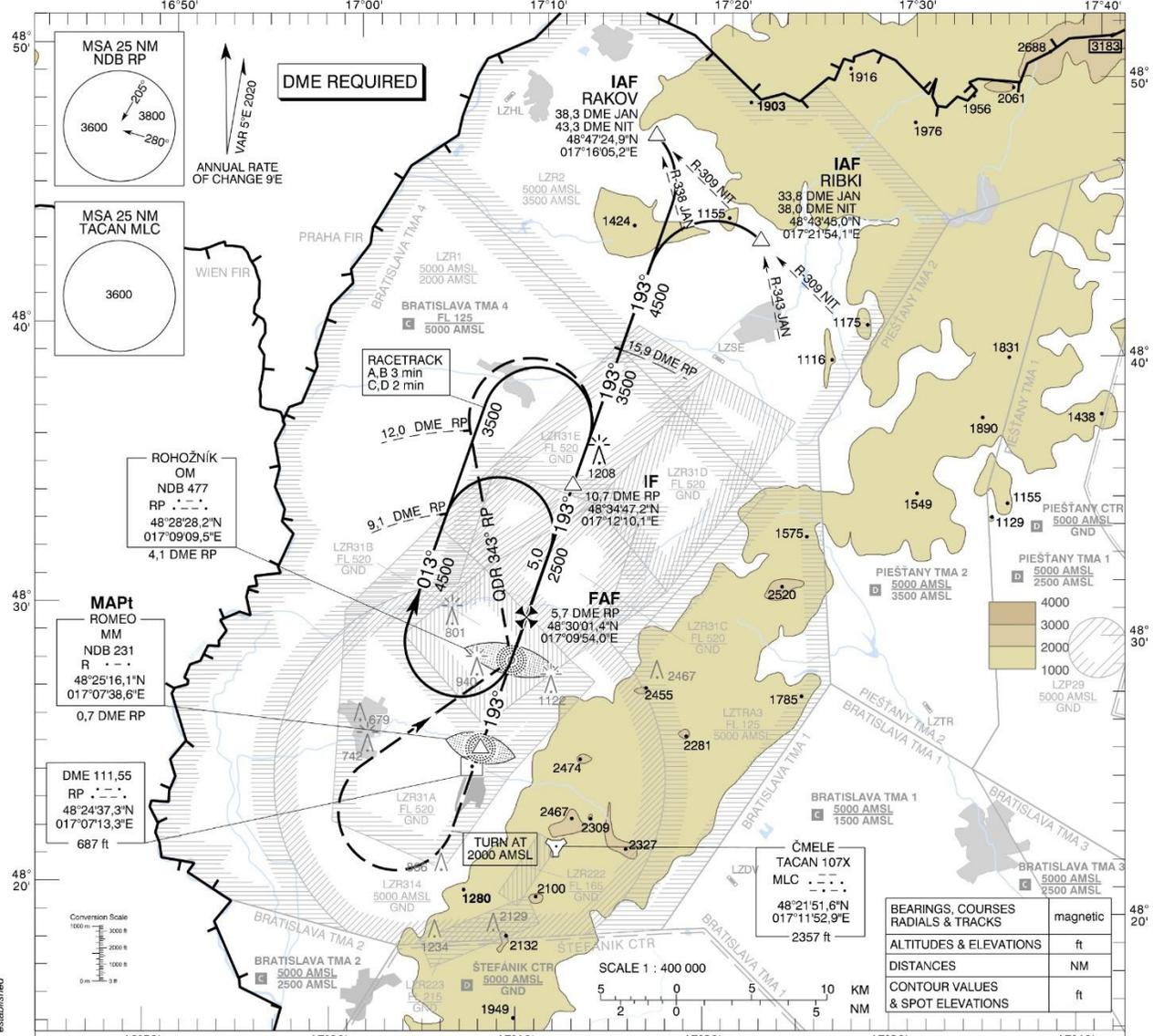
INSTRUMENT
APPROACH
CHART - ICAO

TRANSITION ALTITUDE
10 000 ft

MALACKY RADAR 120,755 (259,625)
MALACKY TOWER 129,580 (120,755)

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

AD ELEV 689 - 25 hPa
THR RWY 19 ELEV 686 - 25 hPa

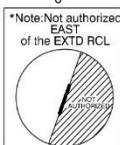


MISSED APPROACH

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

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

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

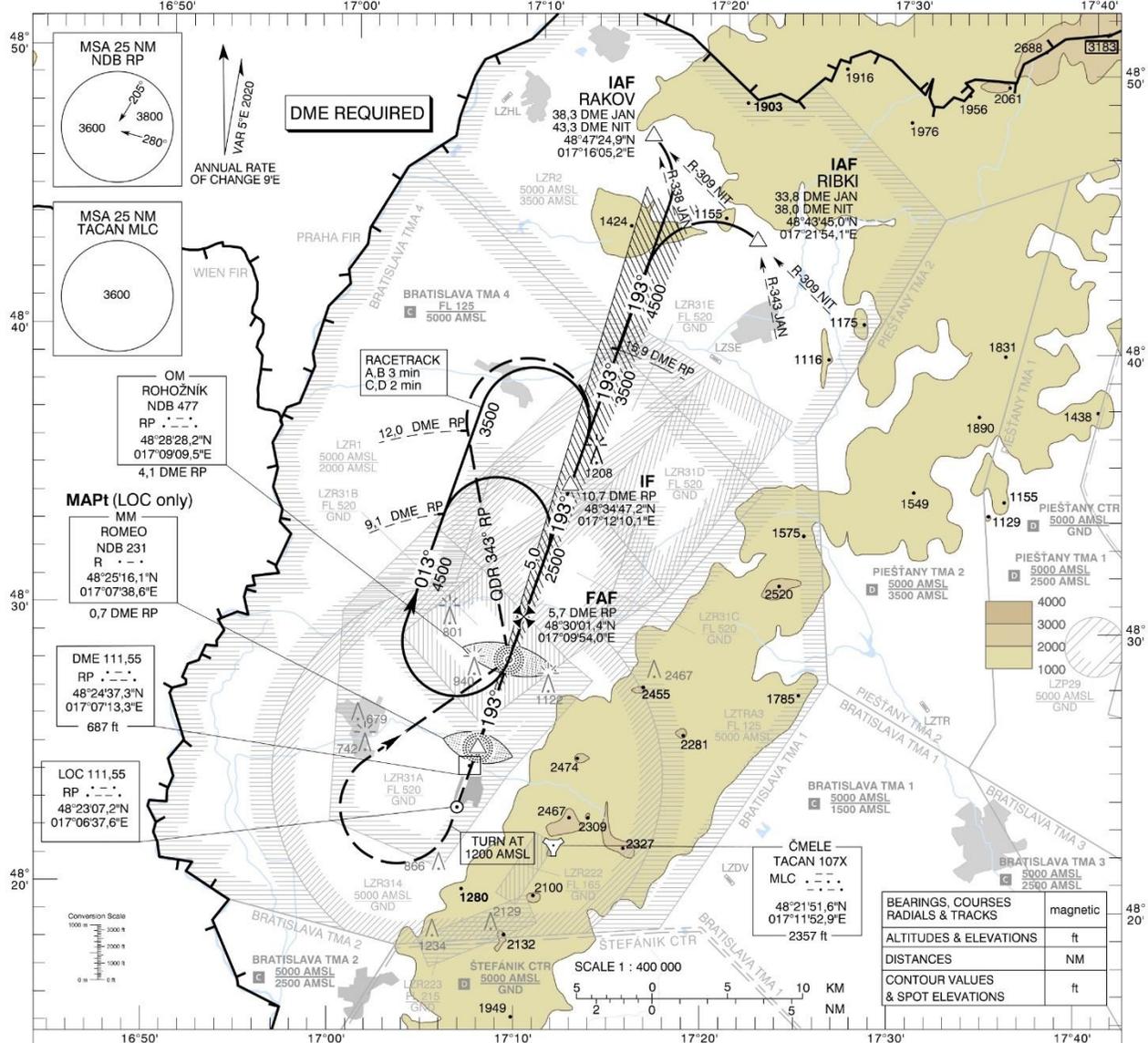
AD 2-LZMC-7-3
09 DEC 25

INSTRUMENT
APPROACH
CHART - ICAO

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

MALACKY RADAR 120,755 (259,625)
MALACKY TOWER 129,580 (120,755)

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



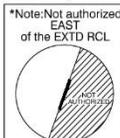
MISSED APPROACH

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)		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	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

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

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

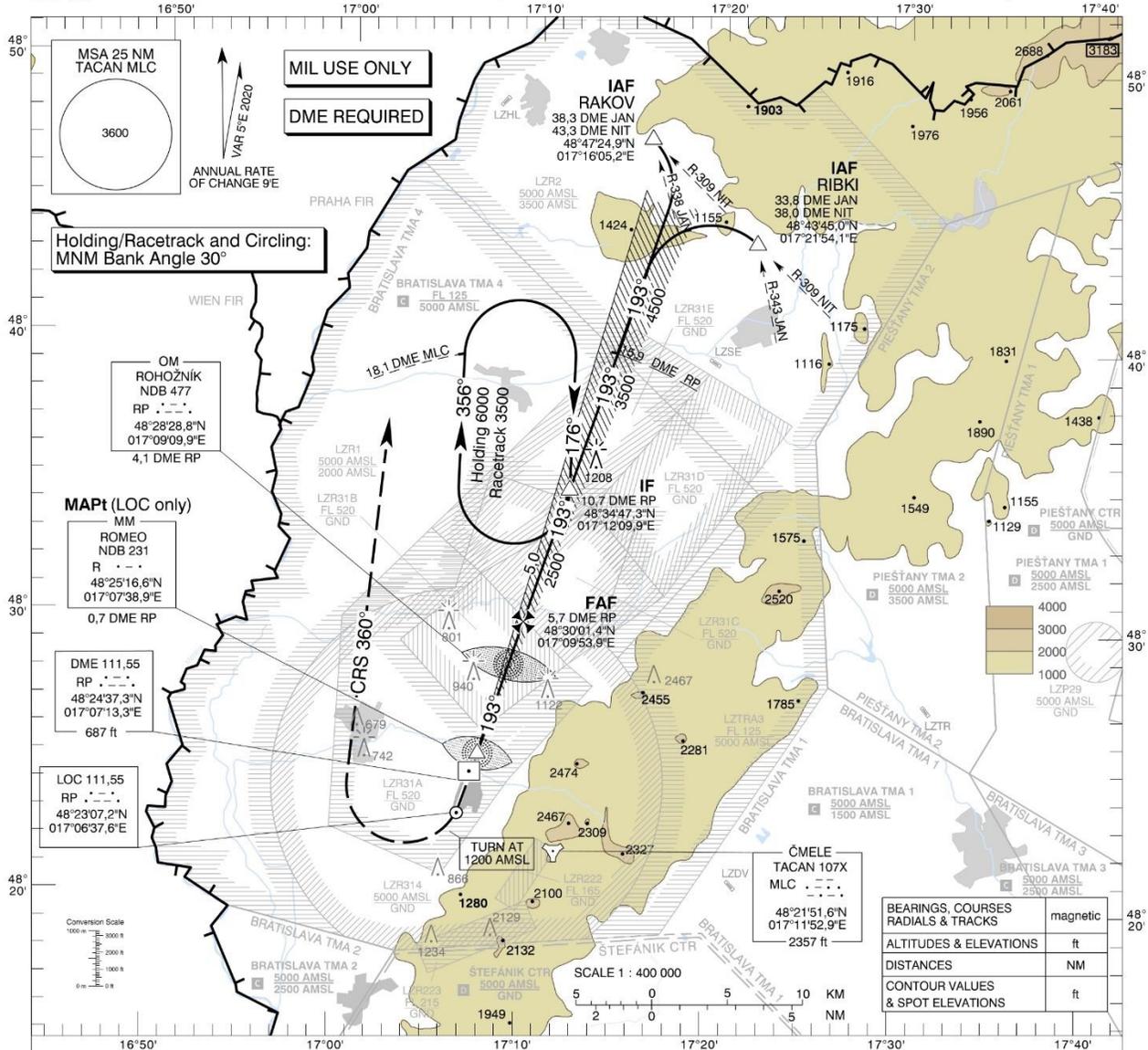
AD 2-LZMC-7-5
09 DEC 25

INSTRUMENT
APPROACH
CHART

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

MALACKY RADAR 120,755 (259,625)
MALACKY TOWER 129,580 (120,755)

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

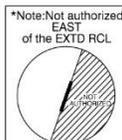


MISSED APPROACH
Climb STRAIGHT AHEAD, at 1200 AMSL
turn RIGHT to CRS 360°, climbing to 4000 AMSL,
then as directed by RADAR CONTROLLER.
Max IAS 275 kt until established on CRS 360°.
MNM Bank Angle 30°.
No turn before MM.

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

18. PAR (Precision Approach Radar) RWY 19

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

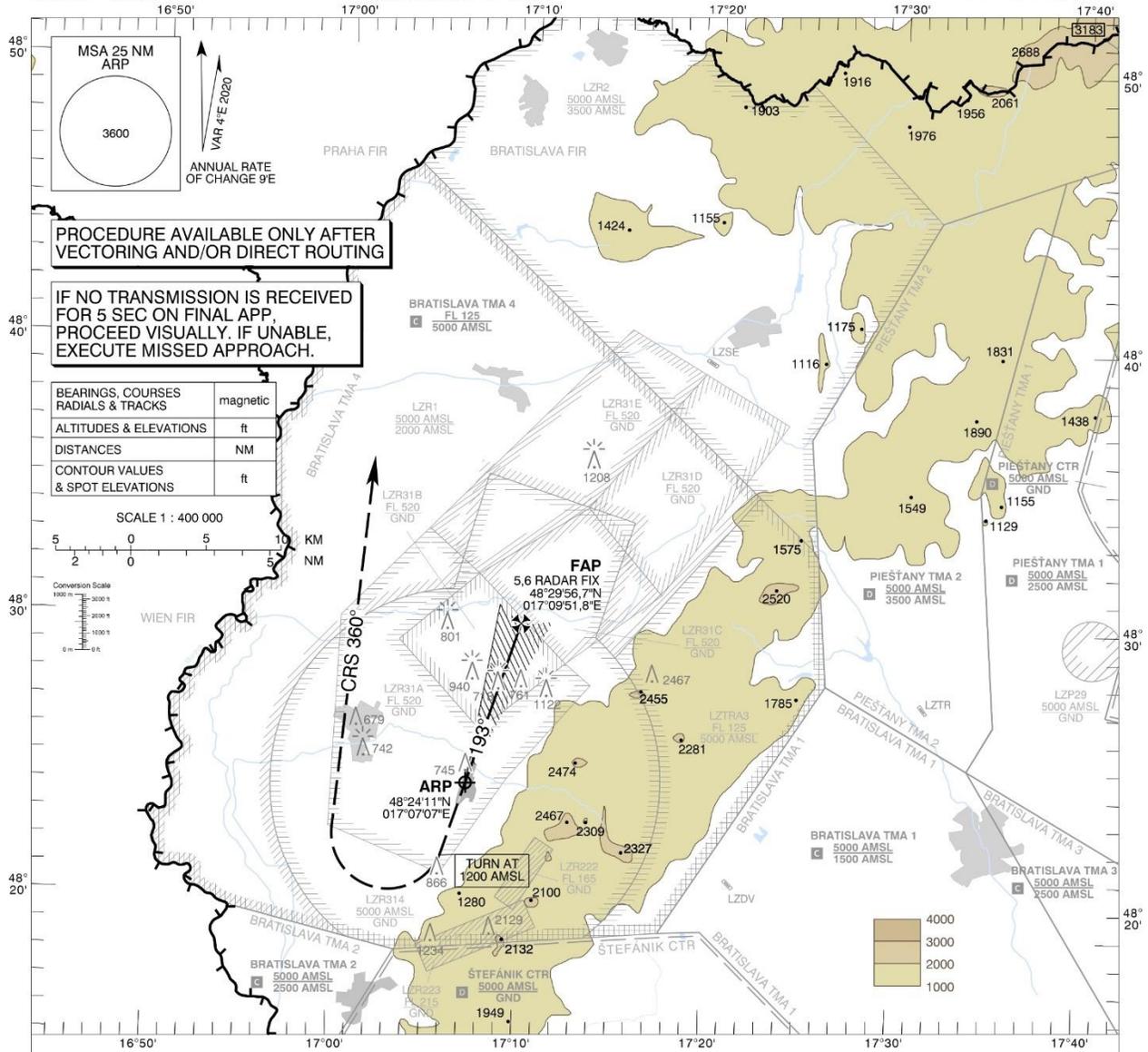
AD 2-LZMC-7-7
09 DEC 25

**INSTRUMENT
APPROACH
CHART - ICAO**

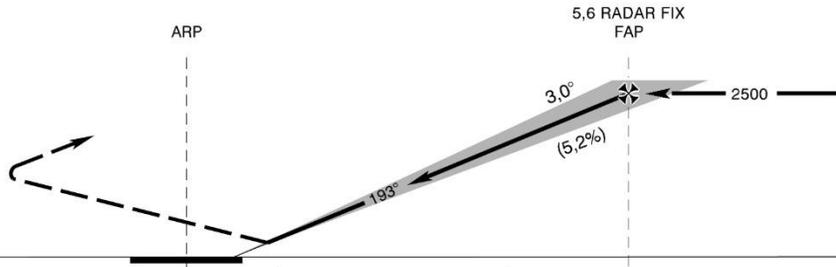
TRANSITION ALTITUDE
10 000 ft
AD ELEV 689 - 25 hPa
THR RWY 19 ELEV 686 - 25 hPa

**MALACKY PRECISION
MALACKY RADAR 127,155
MALACKY TOWER 120,755 (259,625)
129,580 (120,755)**

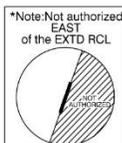
**MALACKY (LZMC)
PAR RWY 19
ACFT CAT A/B/C/D**



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.



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

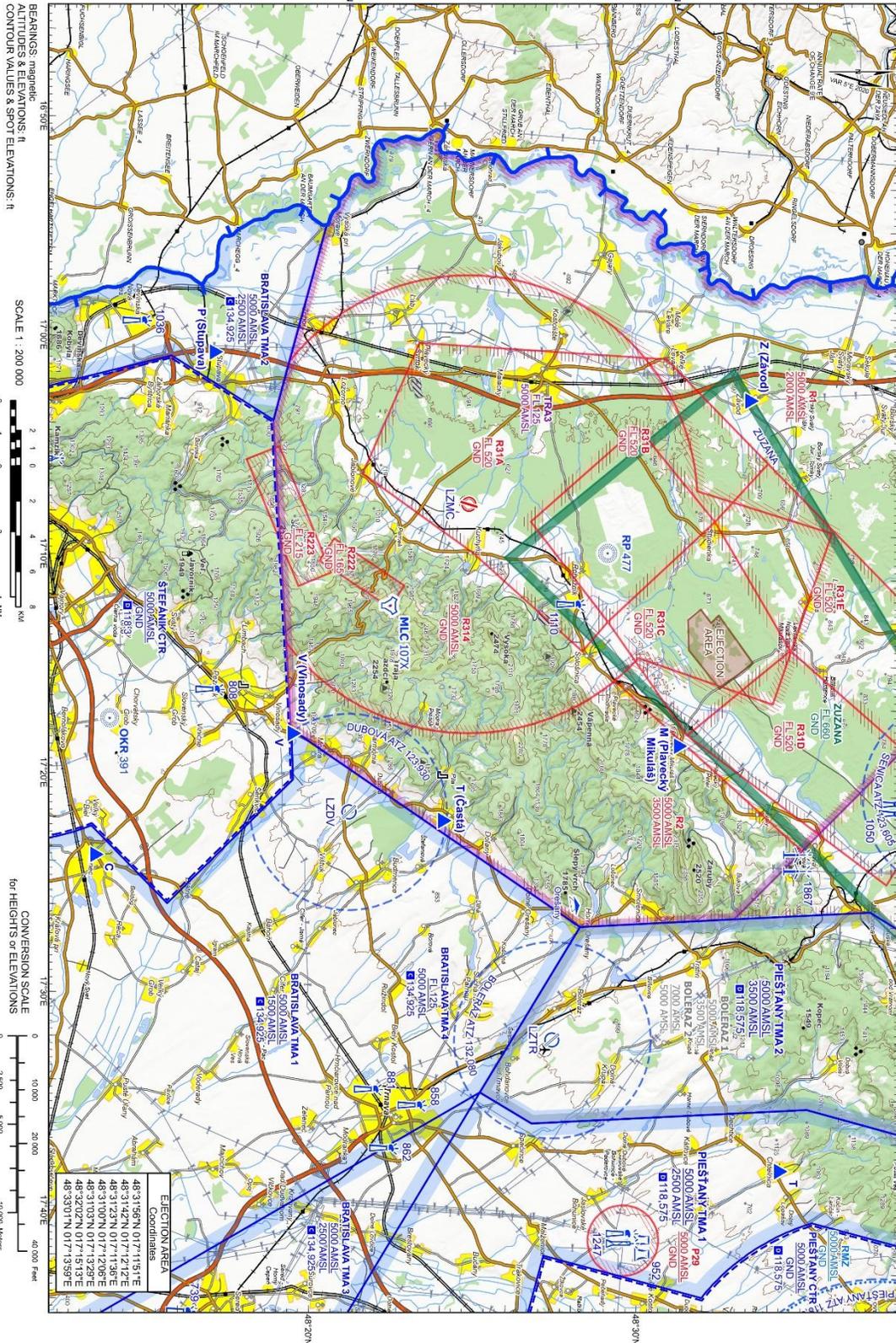
Ground speed	kt	70	90	100	120	140	160	180
Rate of descent (5,2%)	ft/min	372	478	531	637	743	849	955

CHANGES: order of the chart updated

19. 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



MIL. AIR SLOVAKIA REPUBLIC
VISUAL APPROACH CHART - ICAO

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

MALACR/RADAR
MALACKY TOWER
130.35 (129.629)
129.580 (120.259)

AD 2 LZMC-8-1
09 DEC 25
MALACKY (LZMC)

20. FORMATION BREAKAWAY

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

AD 2-LZMC-7-7

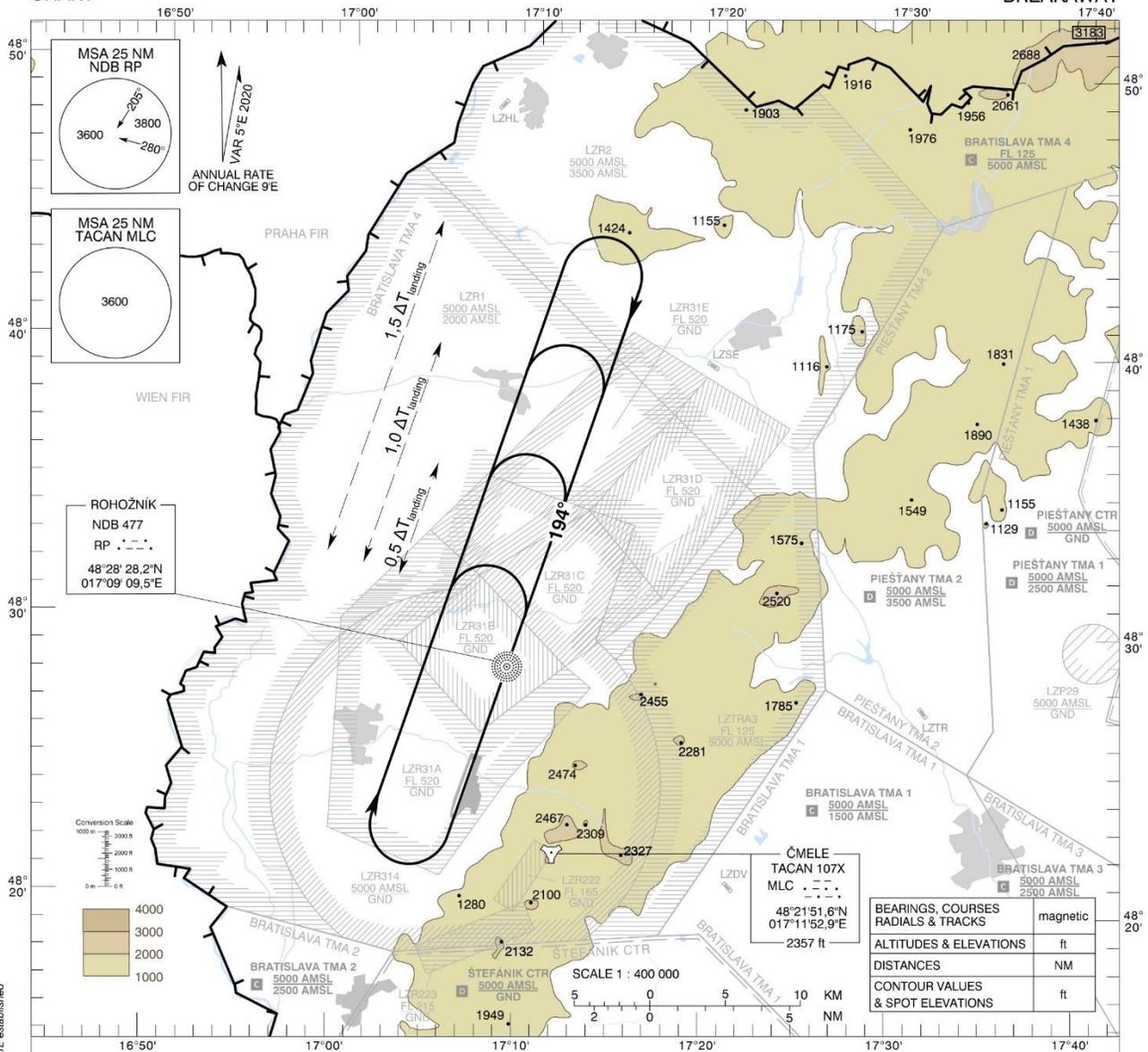
09 DEC 25

OAT SPECIAL
PROCEDURES
CHART

TRANSITION ALTITUDE
10 000 ft
AD ELEV 689 - 25 hPa

MALACKY RADAR 120,755 (259,625)
MALACKY TOWER 129,580 (120,755)

MALACKY (LZMC)
FORMATION
BREAKAWAY



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

PROFILE VIEW N/A

21. FORMATION JOIN – UP

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

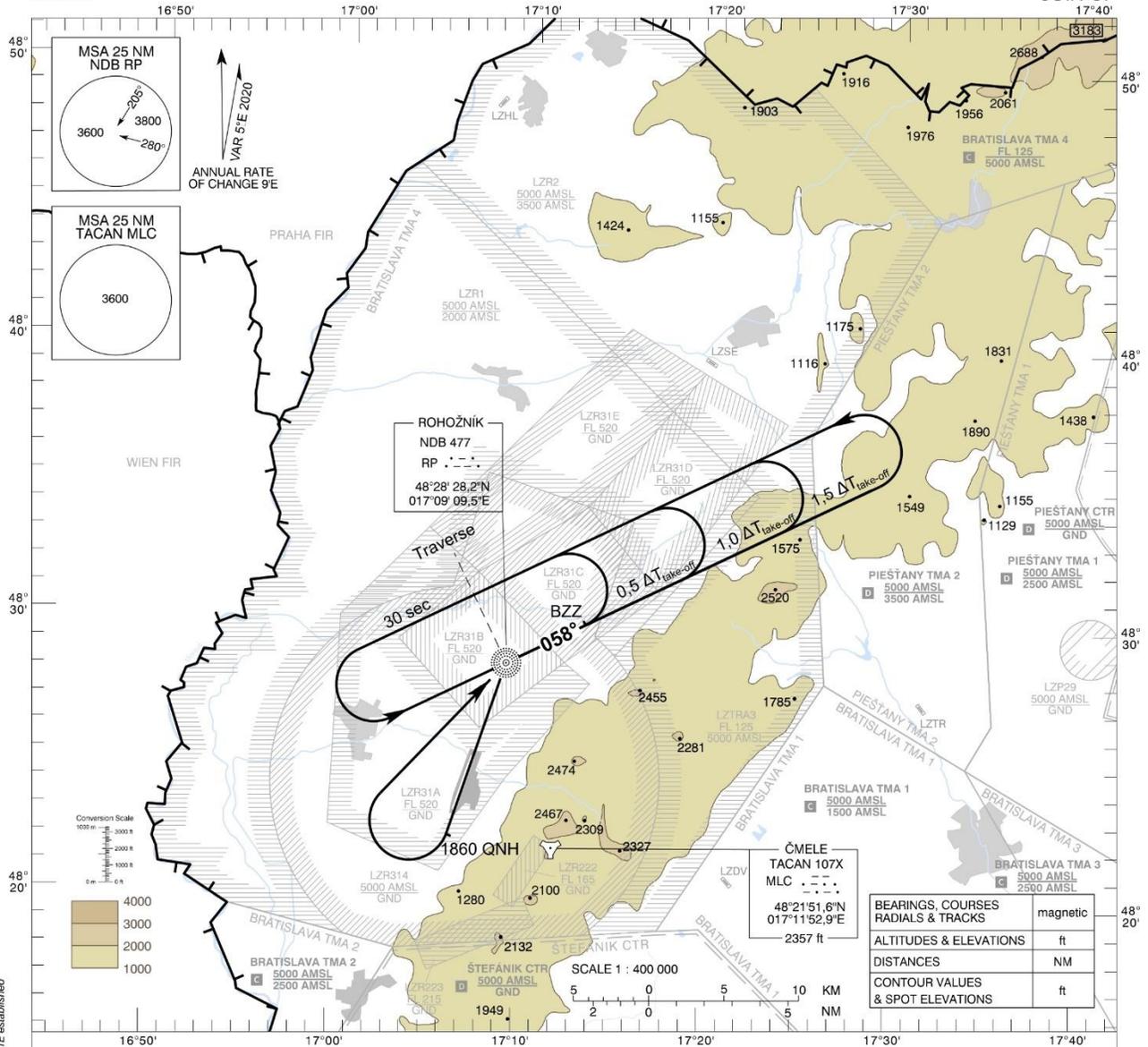
AD 2-LZMC-7-9
09 DEC 25

OAT SPECIAL PROCEDURES CHART

TRANSITION ALTITUDE
10 000 ft
AD ELEV 689 - 25 hPa

MALACKY RADAR 120,755 (259,625)
MALACKY TOWER 129,580 (120,755)

MALACKY (LZMC) FORMATION JOIN-UP

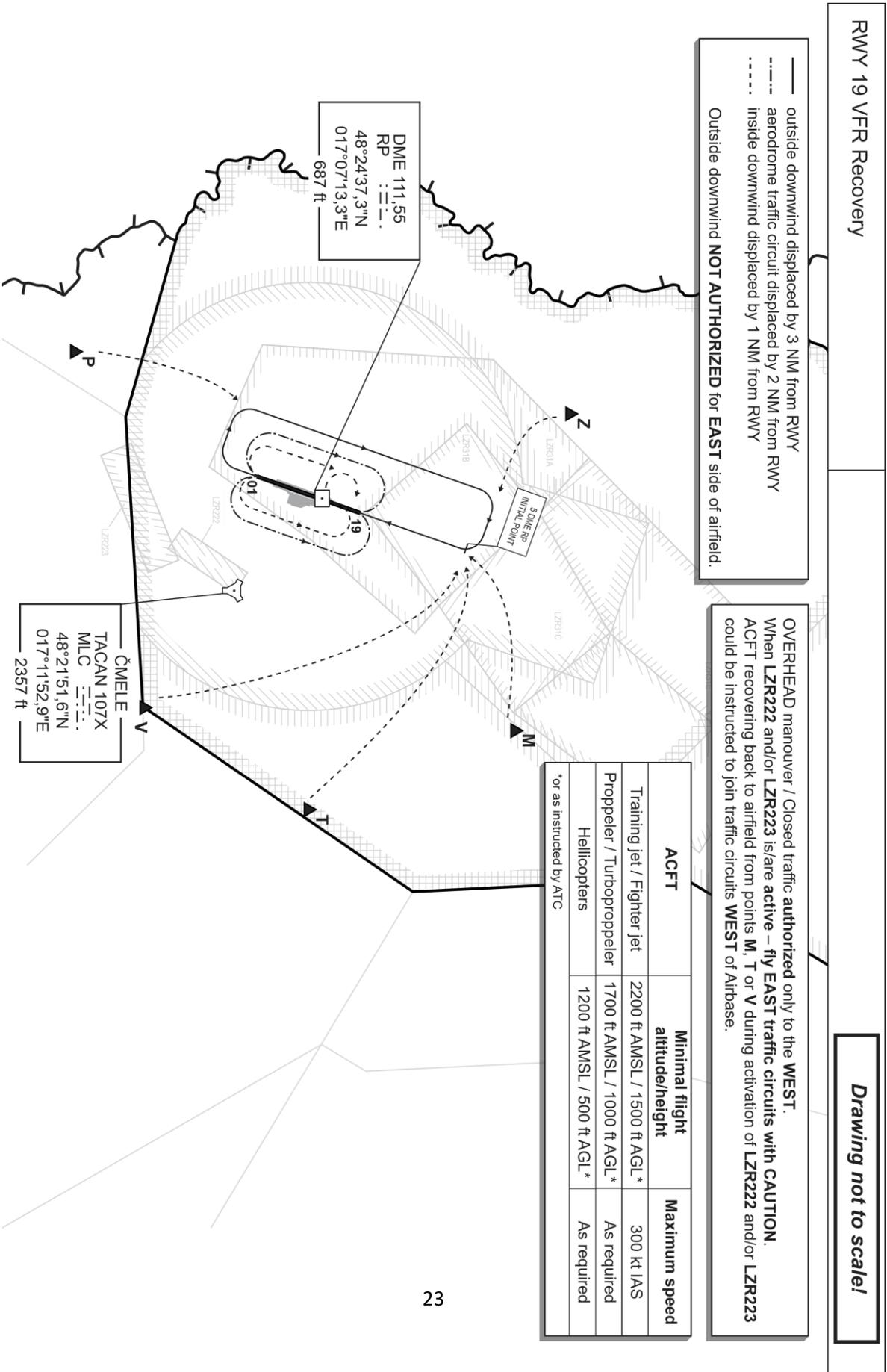


$\Delta T_{\text{take-off}}$	interval of take-off
BZZ	start point of formation join-up, at the distance Sh , when climbing to join-up height Hz

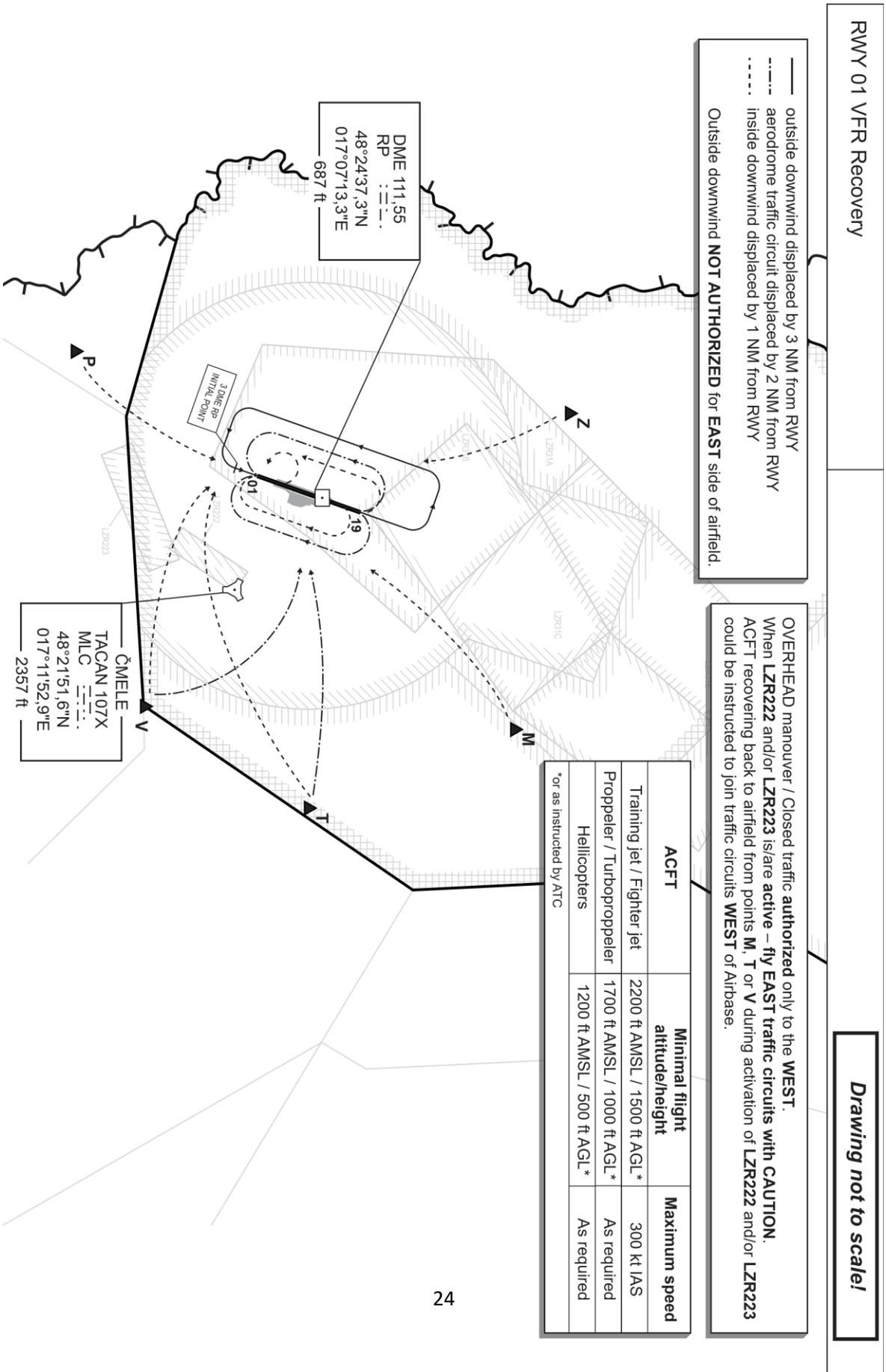
PROFILE VIEW N/A

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

22. RWY 19 VFR RECOVERY



23. RWY 01 VFR RECOVERY



RWY 01 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.

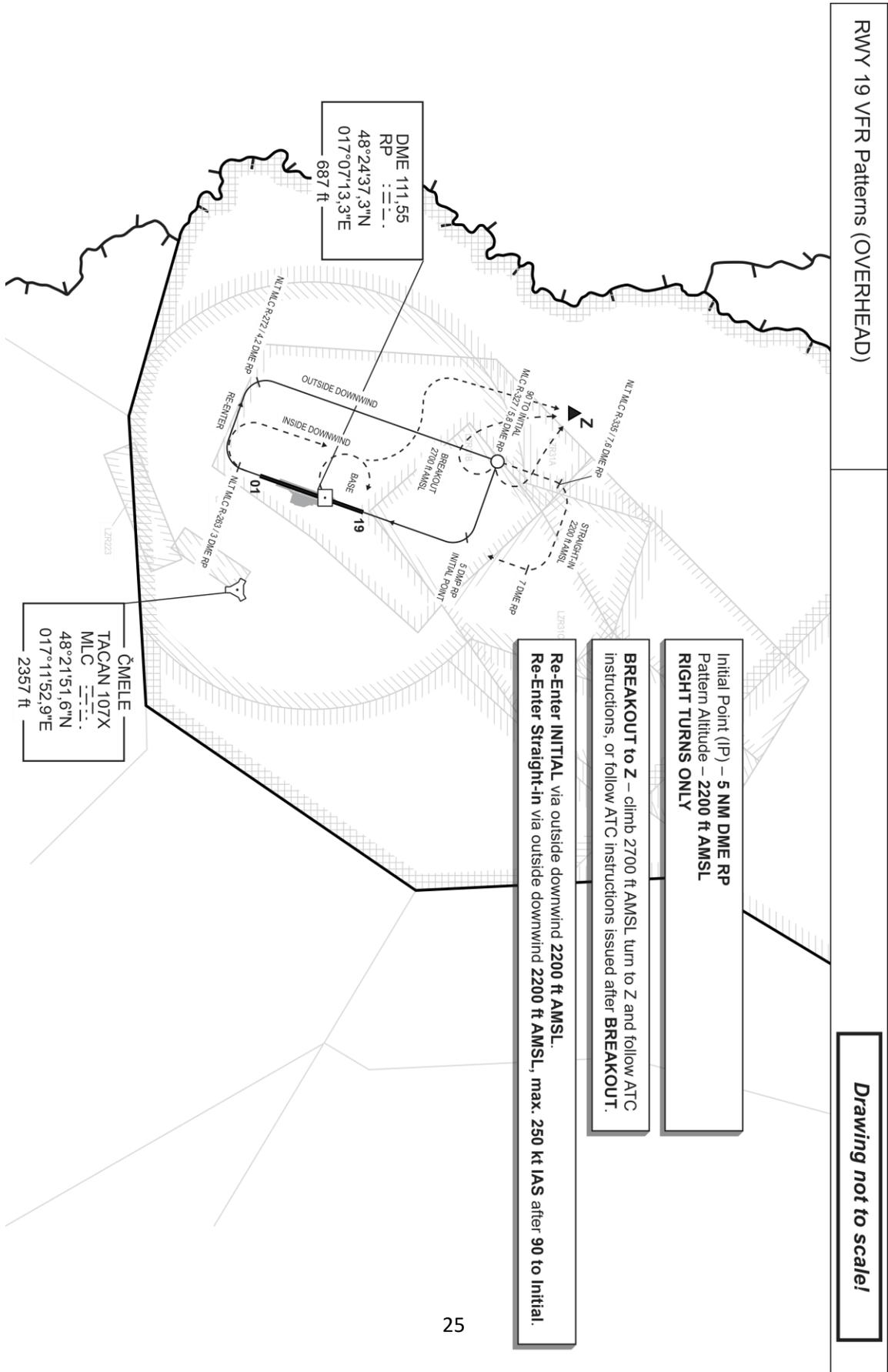
OVERHEAD maneuver / Closed traffic **authorized** only to the **WEST**.
 When LZR222 and/or LZR223 is/are **active** – **fly EAST** traffic circuits with **CAUTION**.
 ACFT recovering back to airfield from points **M**, **T** or **V** during activation of LZR222 and/or LZR223
 could be instructed to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

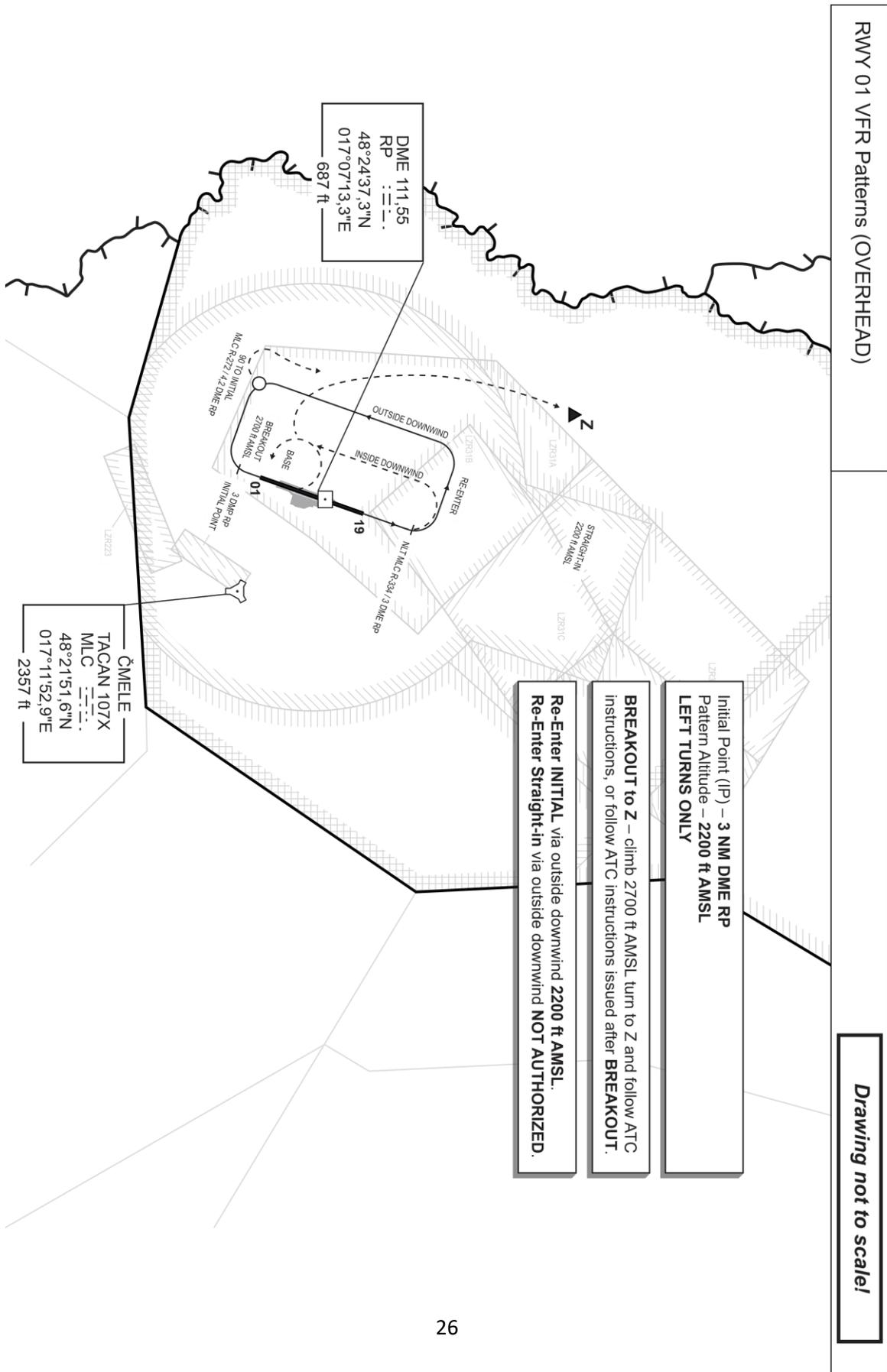
24. RWY 19 VFR PATTERNS (OVERHEAD)



RWY 19 VFR Patterns (OVERHEAD)

Drawing not to scale!

25. RWY 01 VFR PATTERNS (OVERHEAD)

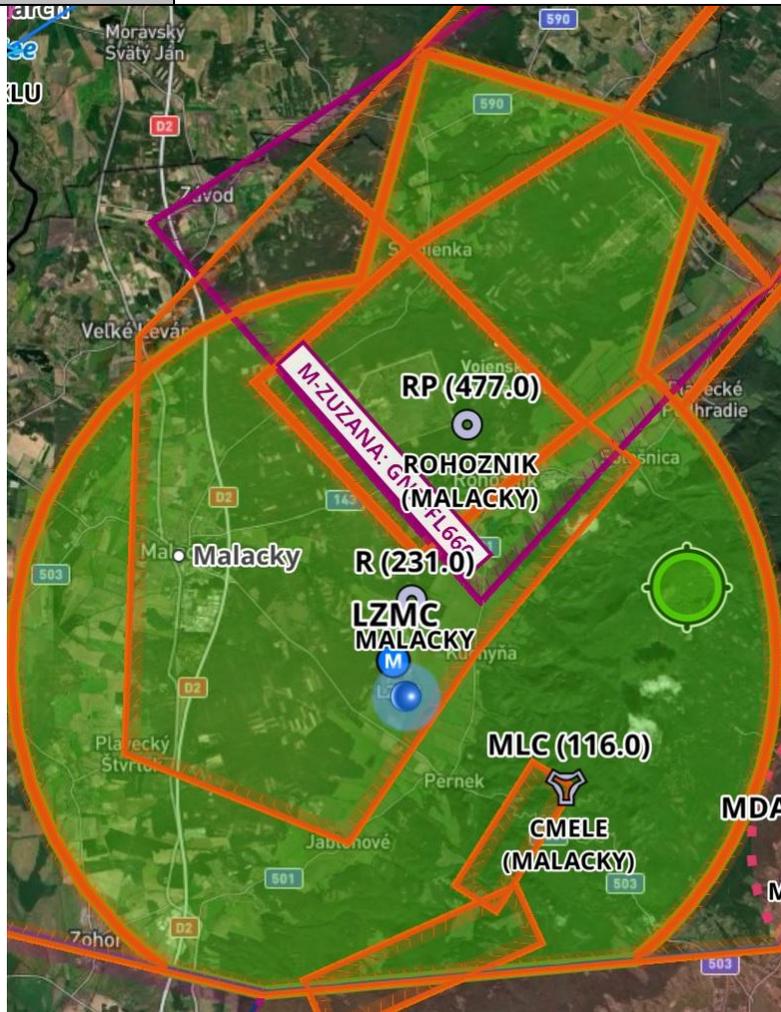


RWY 01 VFR Patterns (OVERHEAD)

Drawing not to scale!

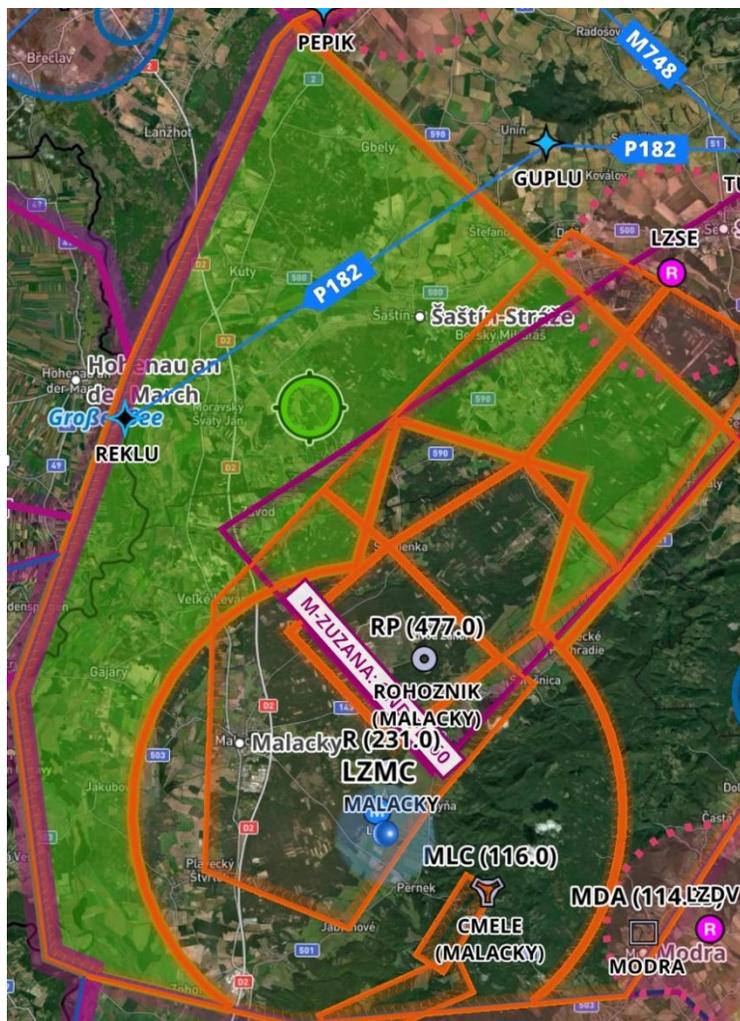
26. LZR314 MCTR Malacky

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

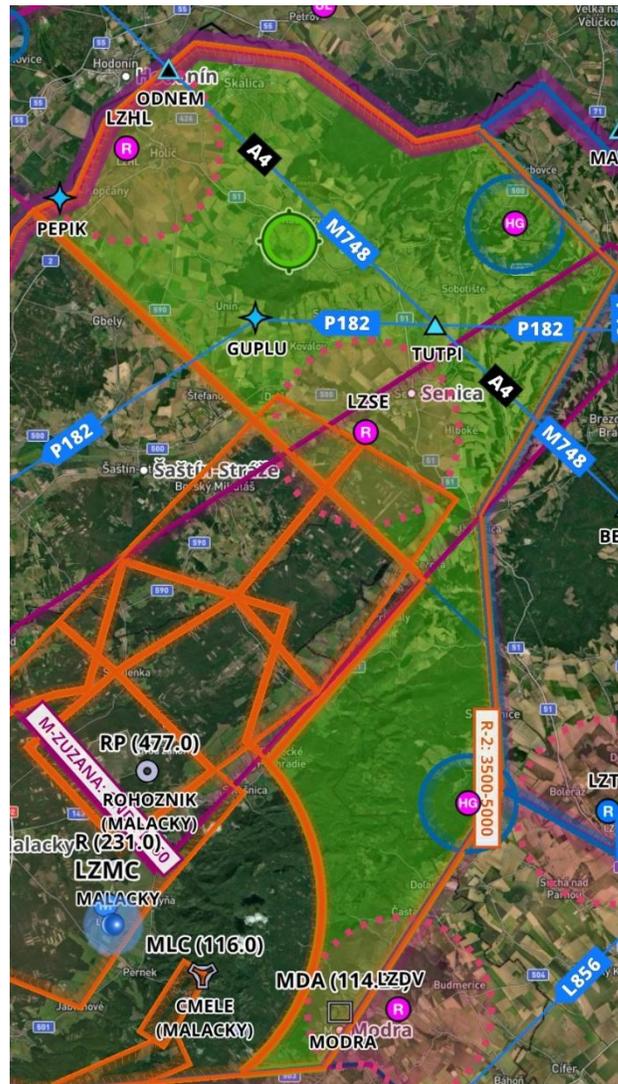


27. LZR1, LZR2, LZTRA3 MTMA

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



28. 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, LZR2, 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)

If an aircraft with communication failure encounters VMC and the PIC decides to continue to fly in VMC the aircraft shall:

- a) attempt to establish contact on the previous channel used and, if not successful, on another channel appropriate to the route
- b) If these attempts fail, the flight crew shall attempt to establish communication with:
 - i the appropriate air traffic services unit
 - ii other air traffic services units
 - iii other aircraft
- c) If attempts to establish communications are not successful, the aircraft shall set the transponder on Mode A Code 7601
- d) continue to fly in VMC
- e) land at the nearest suitable aerodrome
- f) report its arrival time by the most expeditious means to the appropriate ATC unit

Instrument meteorological conditions (IMC)

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 shall:

- a) attempt to establish contact on the previous channel used and, if not successful, on another channel appropriate to the route
- b) If these attempts fail, the flight crew shall attempt to establish communication with:
 1. the appropriate air traffic services unit
 2. other air traffic services units
 3. other aircraft
- c) If attempts to establish communications are not successful, the aircraft shall set the transponder on Mode A Code 7600 and/or set the ADS-B transmitter to indicate the loss of air-ground communications
- d) maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of **20** minutes following:
 1. the aircraft's failure to make a required report; or
 2. the time the transponder is set to 7 600 and/or the appropriate ADS-B emergency and/or urgency mode is transmitted if surveillance service is provided, and thereafter adjust level and speed in accordance with the filed flight plan as amended by delay and modification messages to the filed flight plan;
- e) when being vectored or having been directed by ATC to proceed offset using area navigation (RNAV):
 1. with a specified limit, continue to that limit, then rejoin the last received and acknowledged route, taking into consideration the applicable minimum flight altitude; or
 2. without a specified limit, rejoin the last received and acknowledged route no later than the next significant point, taking into consideration the applicable minimum flight altitude;
- f) proceed according to the last received and acknowledged route clearance to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with point e) below, hold over this aid or fix until commencement of descent;
- g) commence descent from the navigation aid or fix specified in point 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;
- h) complete an instrument approach procedure as specified for the designated navigation aid or fix; and
- i) land, if possible, within 30 minutes after the estimated time of arrival specified in point (iv) or the last acknowledged expected approach time, whichever is later.

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. 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.

29. ALTERNATE AD

ENR 6-1
18 APR 24

SLOVAK REPUBLIC

AP SLOVENSKA REPUBLIKA
AP SLOVAK REPUBLIC

ENROUTE CHART - ICAO /LOWER AIRSPACE = GND - FL 245/

