

46. krídlo KUCHYŇA

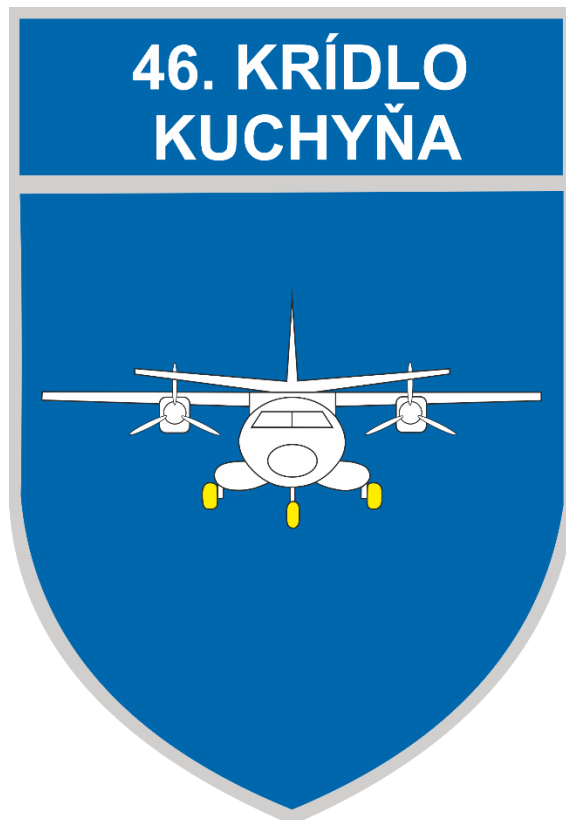
900 52

21 FEB 24

Kuchyňa AFB IN-FLIGHT GUIDE RWY 01/19

Version 1

Effective 21 FEB 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	4°37,4 E (2019) / ±12,4'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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20	Alternate AD	01.07.2021	24	

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	+421 960 390 103	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°23'07.2''N 017°06'37.6''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 017°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 017°07'13.33''E	
OM	RP	477 kHz	U/S	48°28'28.20''N 017°09'09.50''E	
MM	R	231 kHz	U/S	48°25'16.11''N 017°07'38.60''E	
TACAN	MLC	107 X	H24	48°21'51.61''N 017°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 013,37°MAG	2500m x 60m 8202ft x 197ft	PCN 38/R/B/X/U concrete	48°23'28.69''N 017°06'47.76''E	THR 200,86m THR 659ft
19	197,49°GEO 193,38°MAG	2500m x 60m 8202ft x 197ft	PCN 38/R/B/X/U concrete	48°24'45.86''N 017°07'24.27''E	THR 209,09m THR 686ft

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

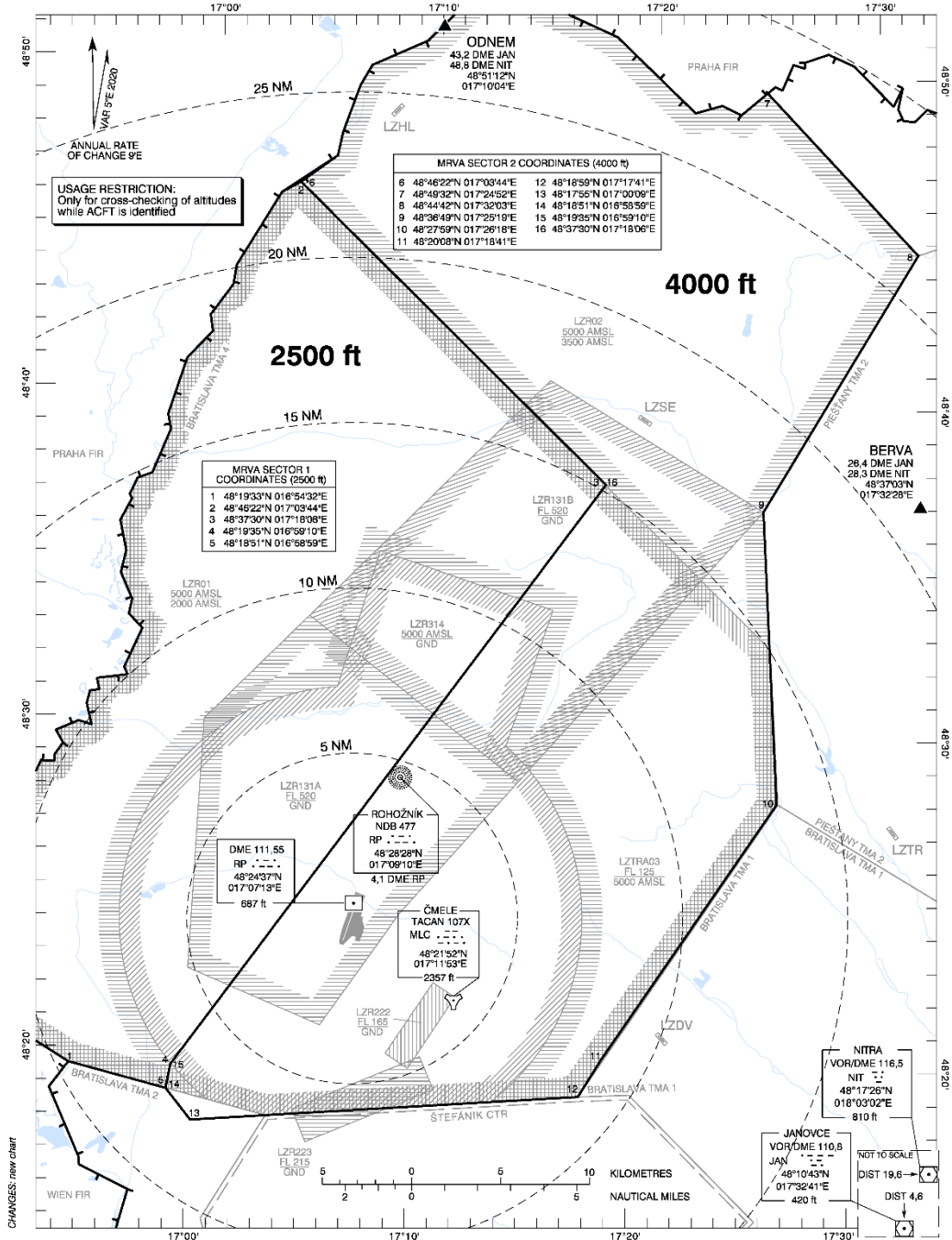
AD 2-LZMC-9-1
22 APR 21

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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MILITARY AERONAUTICAL INFORMATION SERVICE

MIL AIP AMDT 032

6. AERODROME CHART LZMC

AD 2-LZMC-2-1
13 JUL 23

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

MALACKY VEŽA/TOWER 129,575 (120,750)

MALACKY

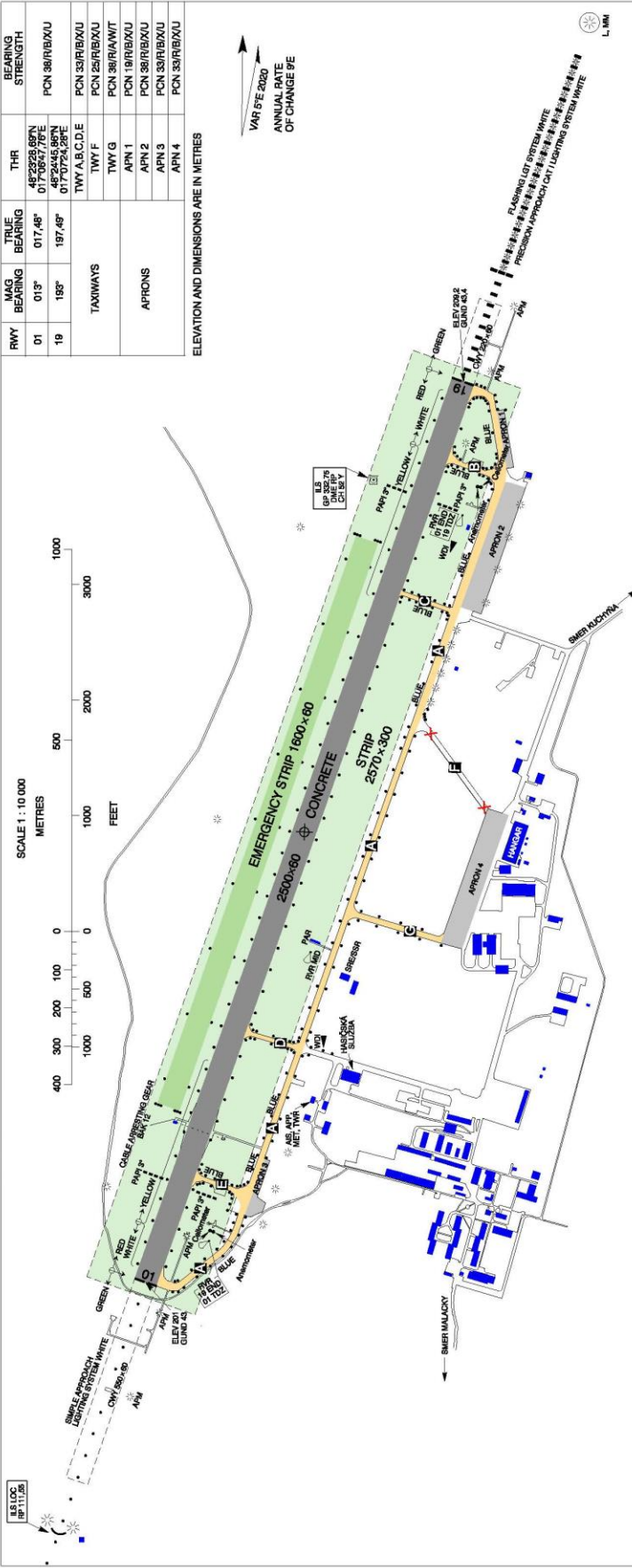
RWY	MAG BEARING	TRUE BEARING	THR	BEARING STRENGTH
01	013°	017,46°	48'2328,89PN 017'0657,76PE	PCN 38/R/B/X/U
19	188°	197,48°	48'2328,89PN 017'0657,76PE	PCN 38/R/B/X/U

TAXIWAYS	APRONS
TWY A,B,C,D,E TWY F TWY G PCN 38/R/B/W/T	APN 1 APN 2 APN 3 APN 4

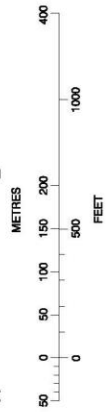
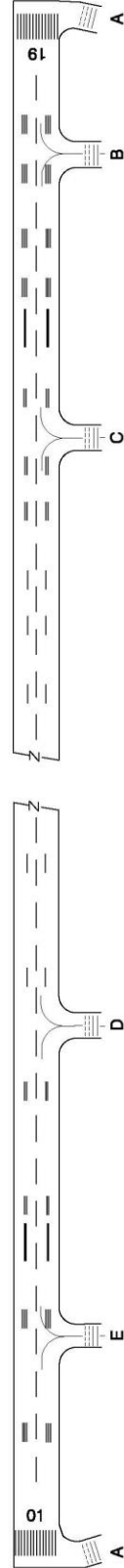
ELEVATION AND DIMENSIONS ARE IN METRES

ARP = 48°24'11"N 017°07'07"E
AD ELEV 210 m

AERODROME CHART - ICAO



MARKINGS ON MANOEUVURING AREA



MIL AIP AMDT 041

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7. APRON 1, 2, 3, 4

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

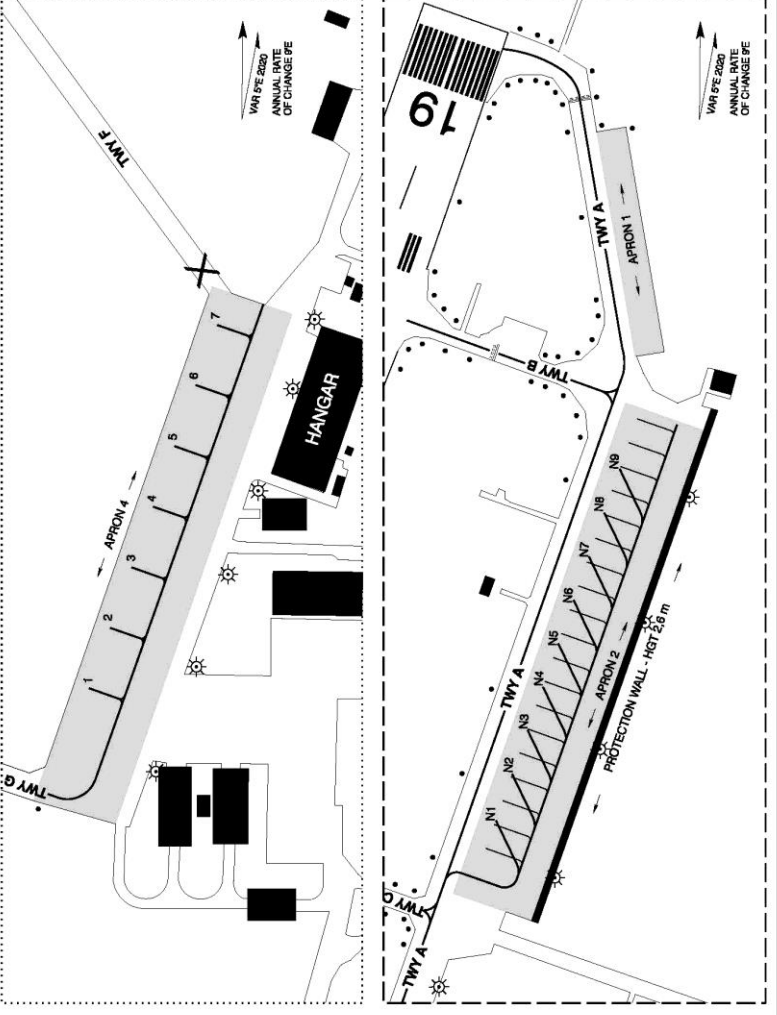
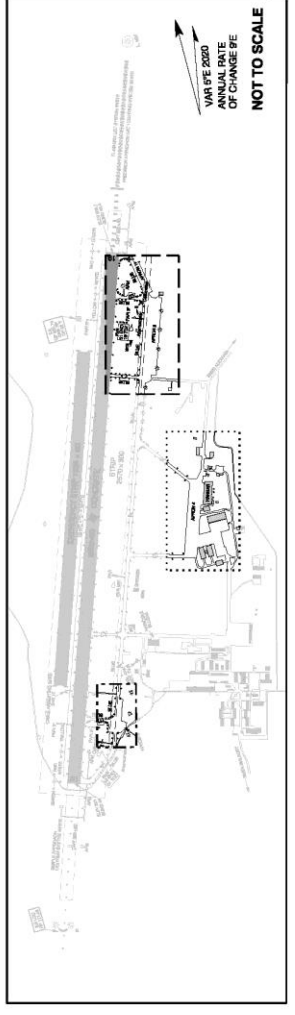
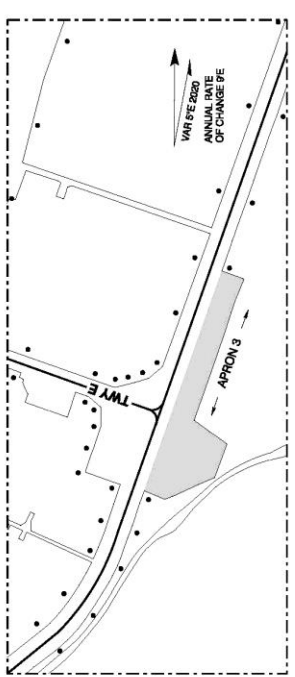
AIRCRAFT PARKING/DOCKING CHART - ICAO

APRON 1 ELEV 211m APRON 2 ELEV 211 m APRON 3 ELEV 203 m APRON 4 ELEV 211 m

MALACKY VEŽATOWER 129.575 (120.750)

LZMC MALACKY

AD 2 LZMC-2-3
13 JUL 23

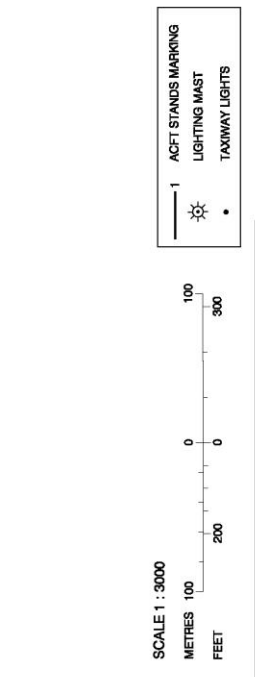


INS COORDINATES FOR AIRCRAFT STANDS

STAND	LATITUDE	LONGITUDE	ACL	CRITICAL TYPE
1	48°24'00,91"N	01°7'07,25,16"E	211	C27J
2	48°24'02,24"N	01°7'07,25,79"E	211	C27J
3	48°24'03,57"N	01°7'07,26,42"E	211	C27J
4	48°24'04,91"N	01°7'07,27,05"E	211	C27J
5	48°24'06,24"N	01°7'07,27,68"E	212	C27J
6	48°24'07,58"N	01°7'07,28,32"E	212	C27J
7	48°24'08,91"N	01°7'07,28,95"E	212	U180
N1	48°24'28,59"N	01°7'07,25,34"E	211	
N2	48°24'29,92"N	01°7'07,26,07"E	211	
N3	48°24'31,25"N	01°7'07,26,80"E	211	
N4	48°24'32,58"N	01°7'07,27,53"E	211	
N5	48°24'33,91"N	01°7'07,28,26"E	211	
N6	48°24'35,24"N	01°7'07,28,99"E	211	
N7	48°24'36,57"N	01°7'07,29,72"E	211	
N8	48°24'37,90"N	01°7'07,30,45"E	211	
N9	48°24'39,23"N	01°7'07,31,18"E	212	

APRON	SURFACE	STRENGTH
APRON 1	Asphalt	PCN 19/R/B/X/U
APRON 2	Concrete	PCN 38/R/B/X/U
APRON 3	Asphalt	PCN 33/R/B/X/U
APRON 4	Concrete	PCN 33/R/B/X/U

TAXIWAY	WIDTH	SURFACE	STRENGTH
A	15 m	Concrete	PCN 33/R/B/X/U
B, C, D, E	11 m	Concrete	PCN 33/R/B/X/U
F	12 m	Asphalt	PCN 25/R/B/X/U
G	15 m	Concrete	PCN 38/R/A/W/T



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MIL AIP AMDT 041

8. STANDARD INSTRUMENT DEPARTURE RWY 01

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

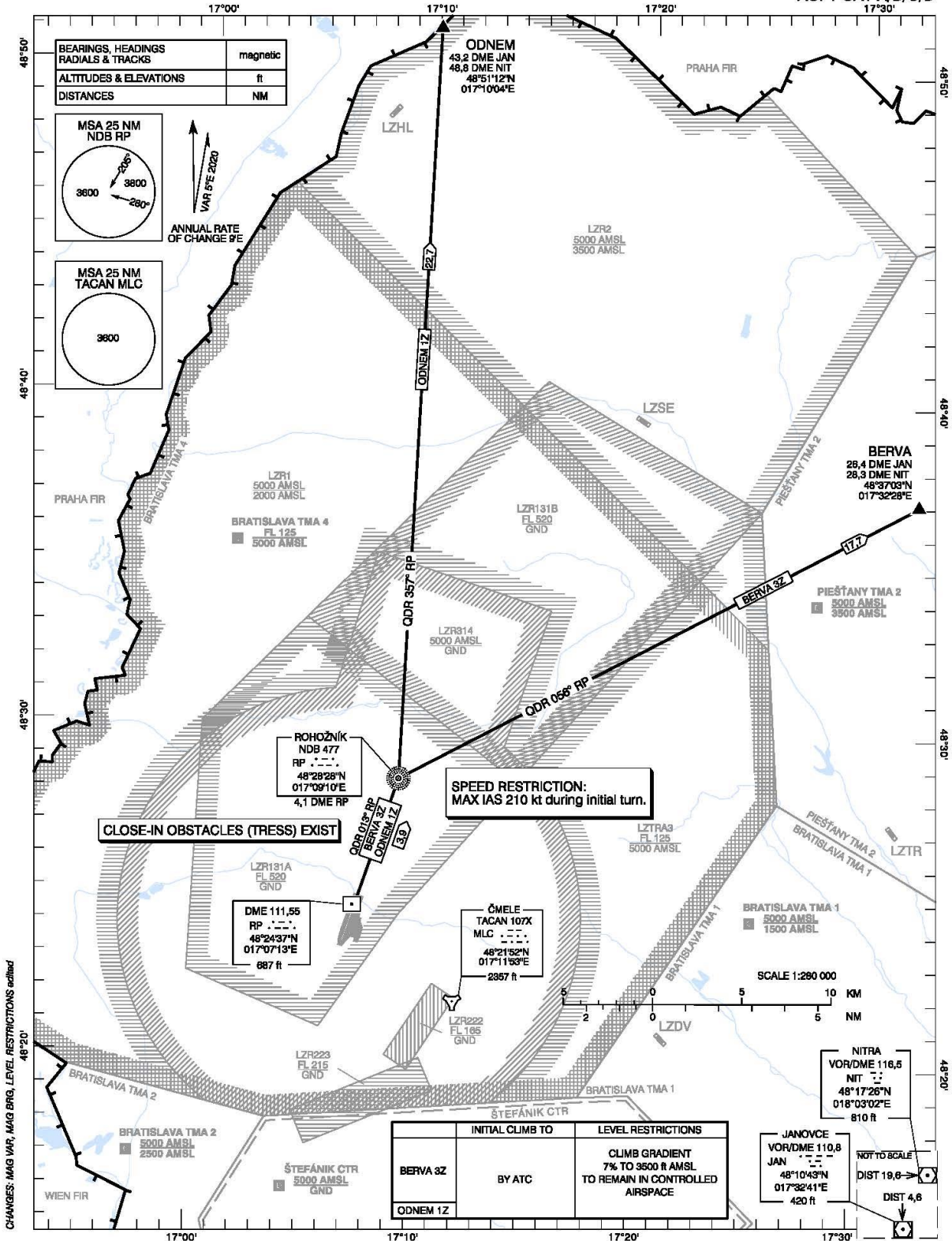
AD 2-LZMC-5-1
13 JUL 23

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



9. STANDARD INSTRUMENT DEPARTURE RWY 19

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

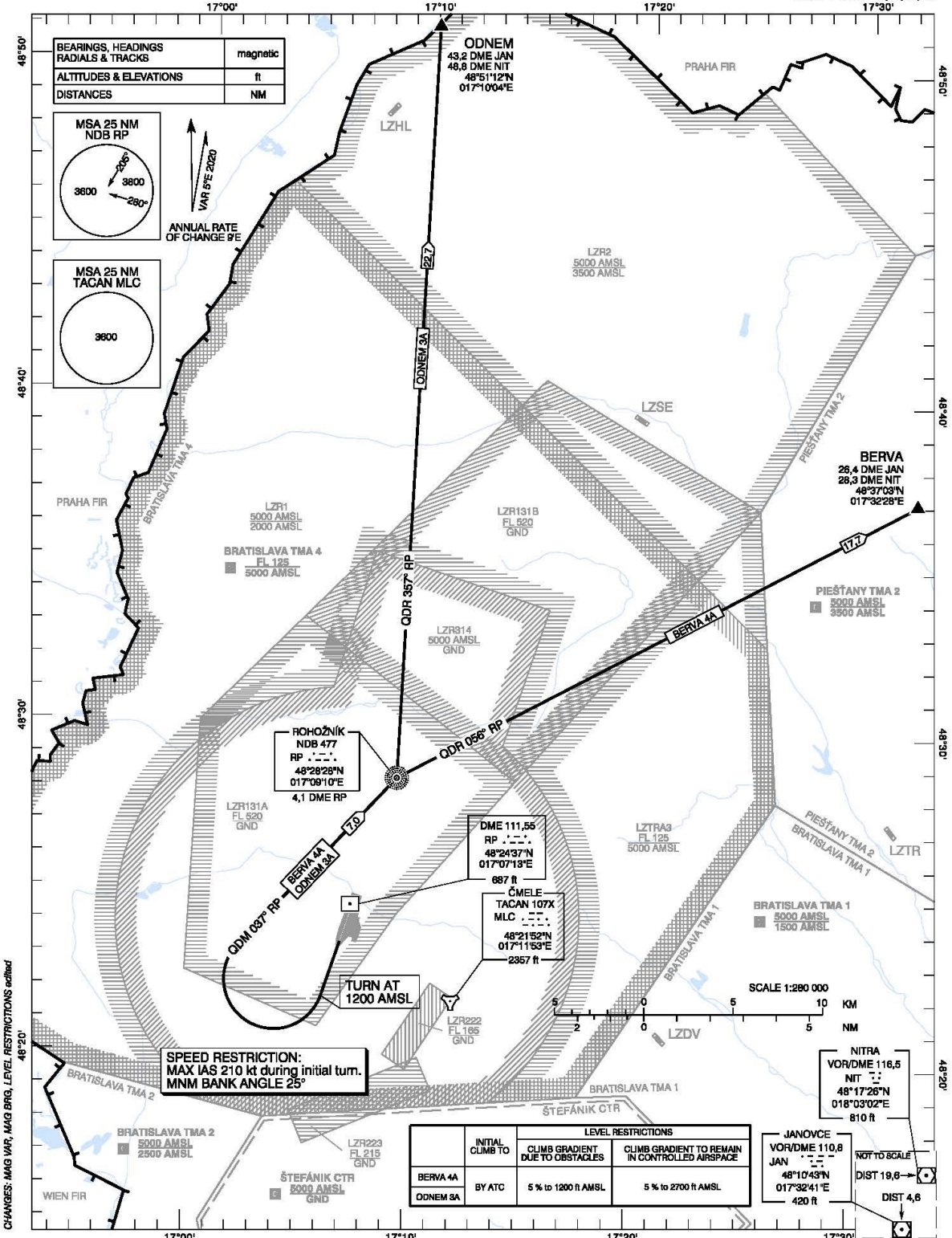
AD 2-LZMC-5-3
13 JUL 23

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



CHANGES: MAG VAR, MAG BRG, LEVEL RESTRICTIONS outlined

10. STANDARD INSTRUMENT ARRIVAL RWY 19

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

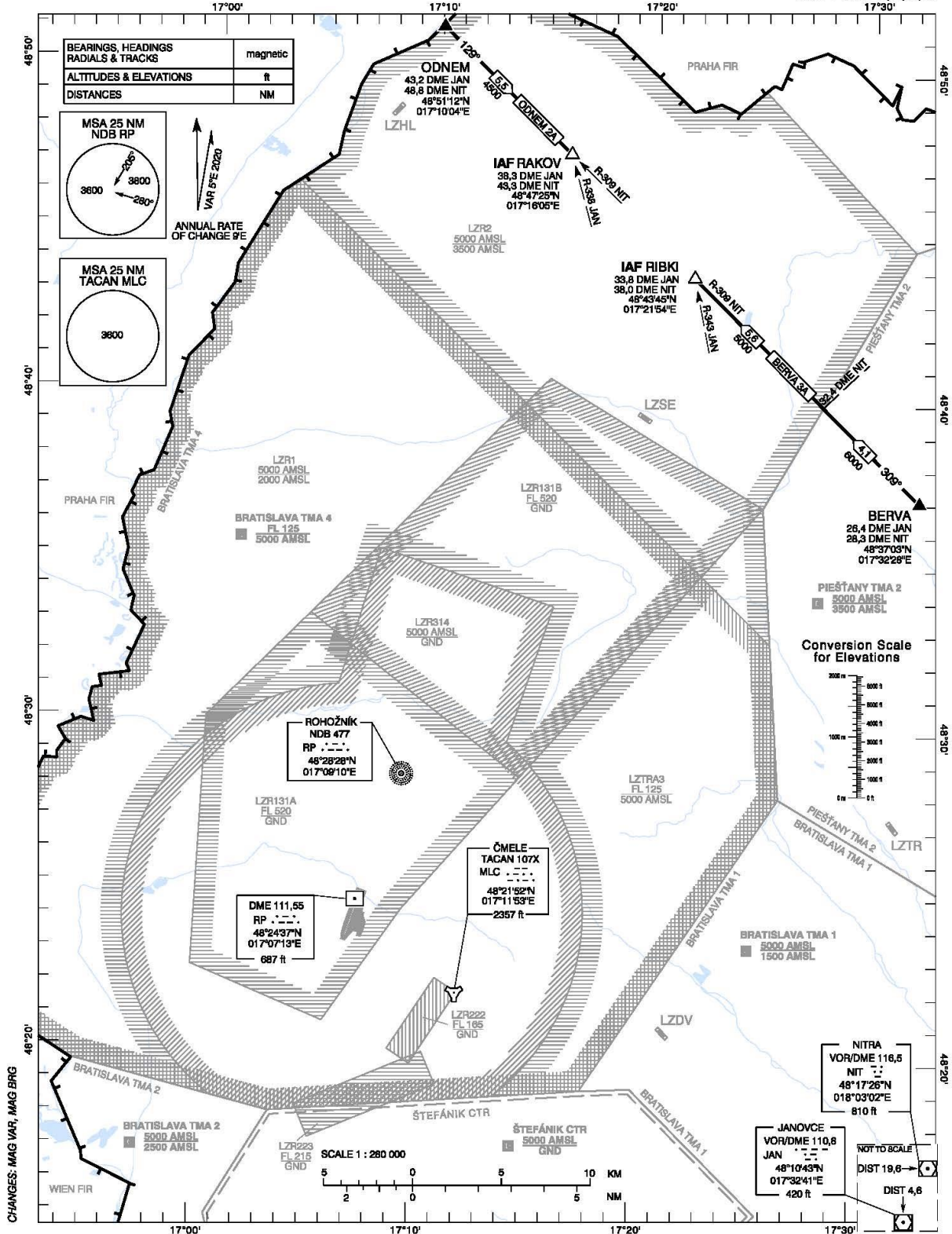
AD 2-LZMC-6-1
13 JUL 23

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



11. INSTRUMENT APPROACH CHART – NDB RWY 19

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

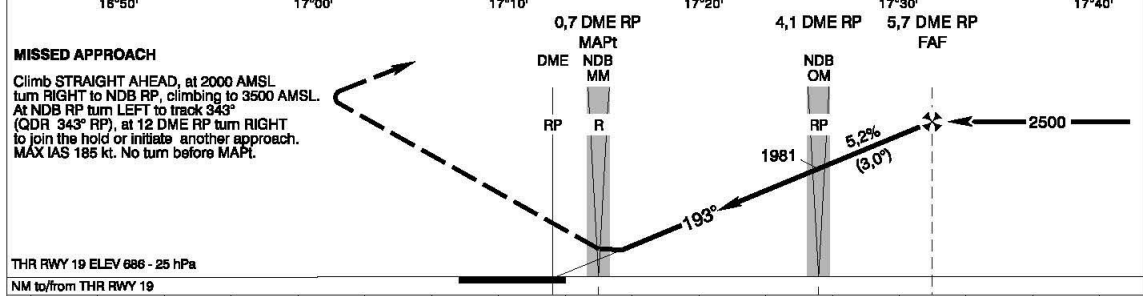
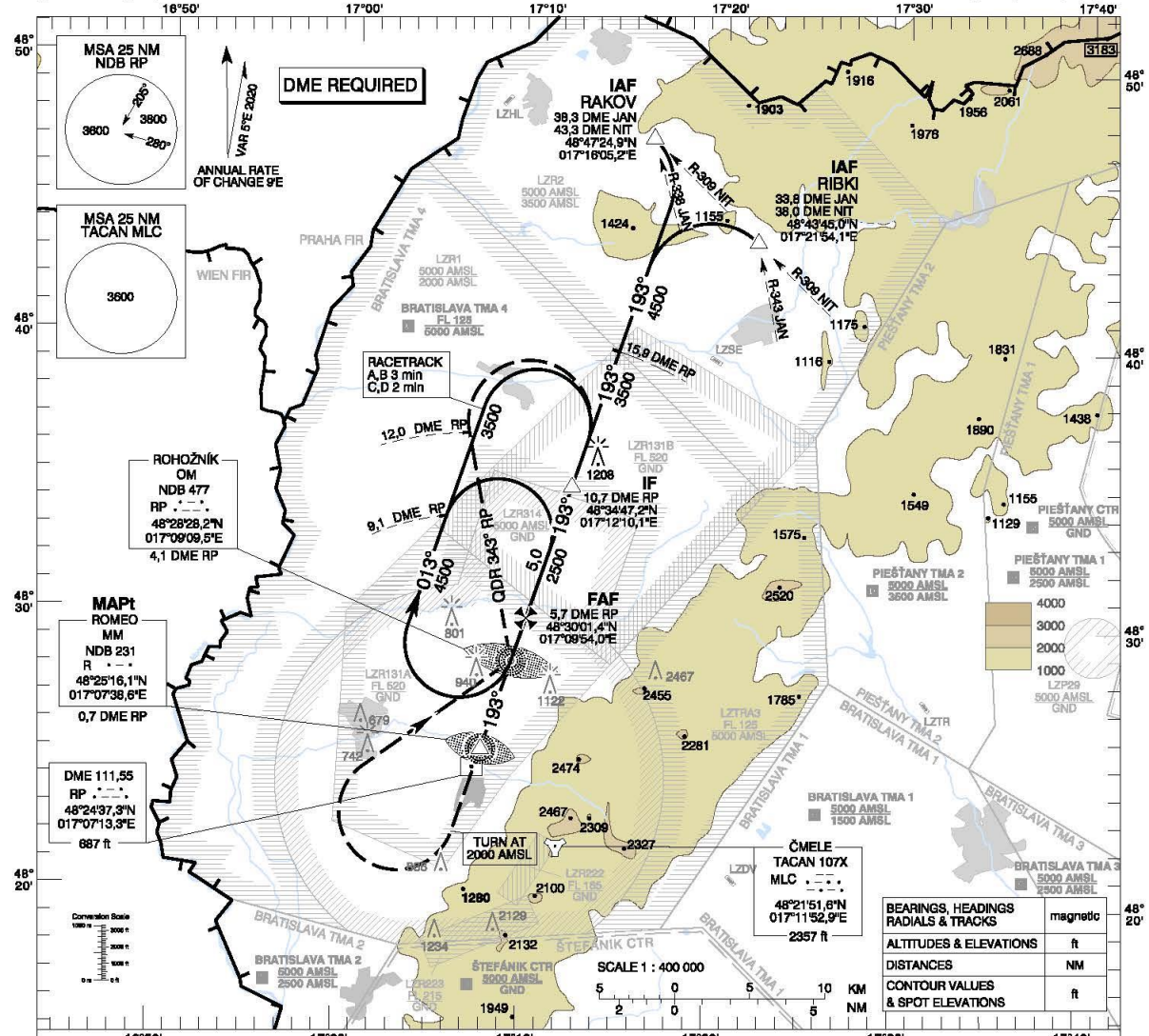
AD 2-LZMC-7-1
13 JUL 23

**INSTRUMENT
APPROACH
CHART - ICAO**

TRANSITION ALTITUDE
10 000 ft

MALACKY RADAR 120,750 (259,825)
MALACKY TOWER 129,575 (120,750)

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



OCA (OCH)	ABC	A	B	C	D
Straight-in Approach	2,5% ft		1730 (1041)		
Circling (* see Note)	4,0% ft		1730 (1041)	1810 (1121)	
VIS	m	1800	2800	3600	4800

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

Ground speed	kt	70	80	100	120	140	160
FAF - MAPt (5,0 NM)	min:sec	4:17	3:20	3:00	2:30	2:08	1:53
Rate of descent (5,2%)	ft/min	372	478	531	637	743	848

Timing not authorized for defining the MAPt.

CHANGES: MAG WPT, MAG BRGS, IF and FAF position

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

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

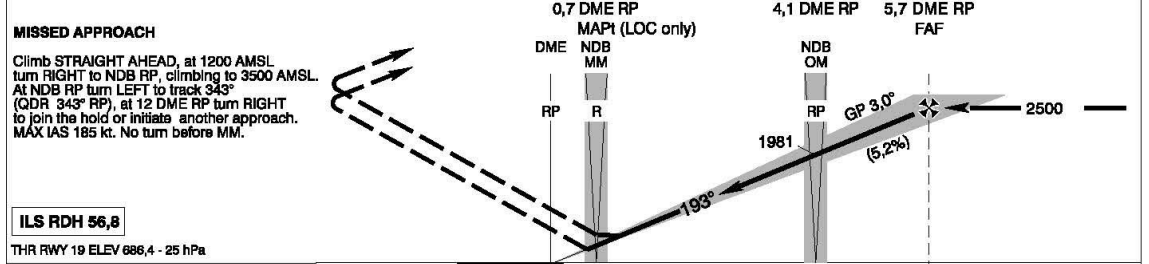
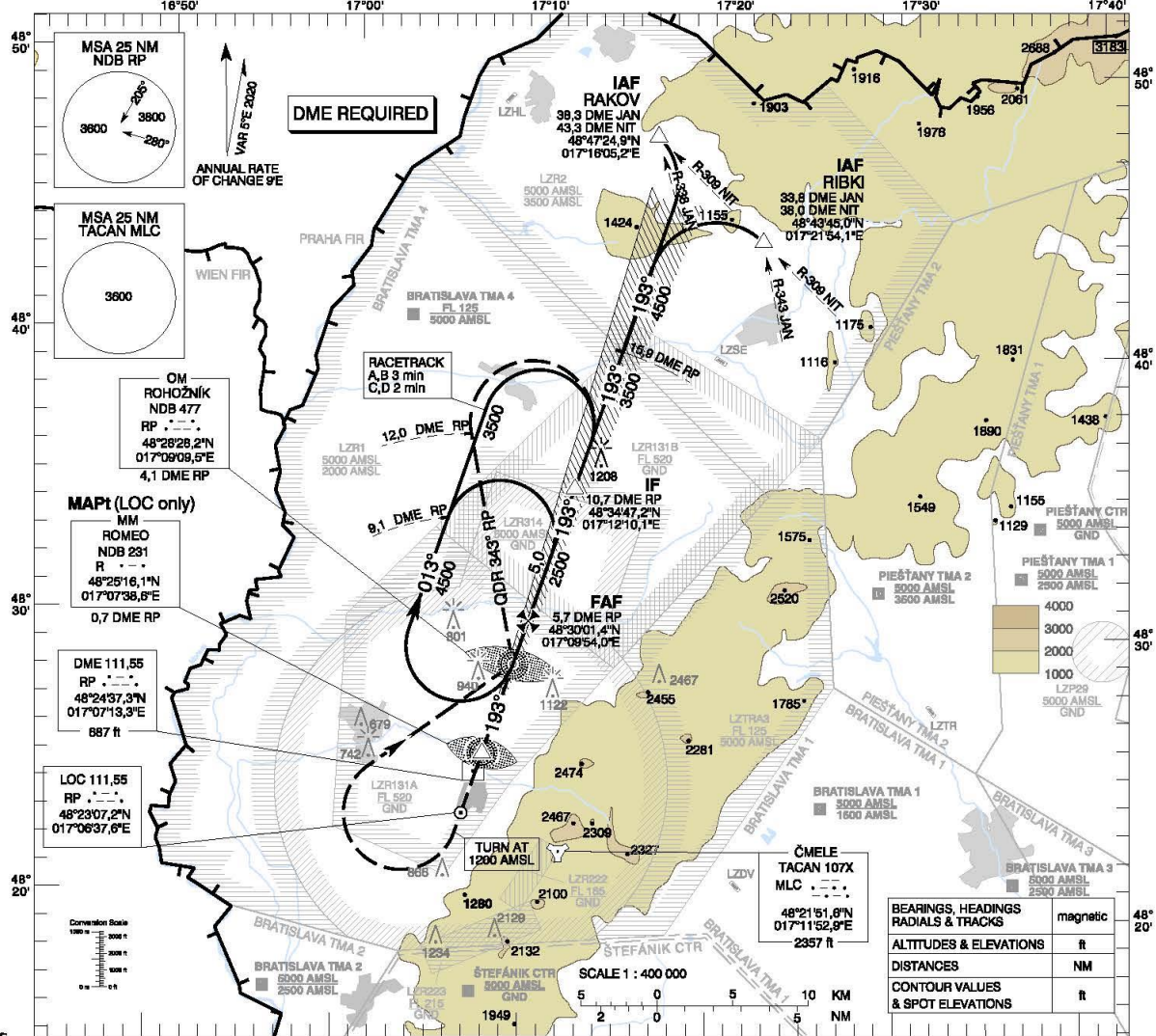
AD 2-LZMC-7-3
13 JUL 23

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 (259,825)
MALACKY TOWER 129,575 (120,750)

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



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)	1850 (961)	1810 (1121)
	m	1800	2800	3800	4800

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: MAG WAF, MAG BRG, COA(OCH) CAT I, BDH, IF and FAF position; LOC 19 RP position

13. PAR (PRECISION APPROACH RADAR) RWY 19

MIL AIP SLOVENSKÁ REPUBLIKA
MIL AIP SLOVAK REPUBLIC

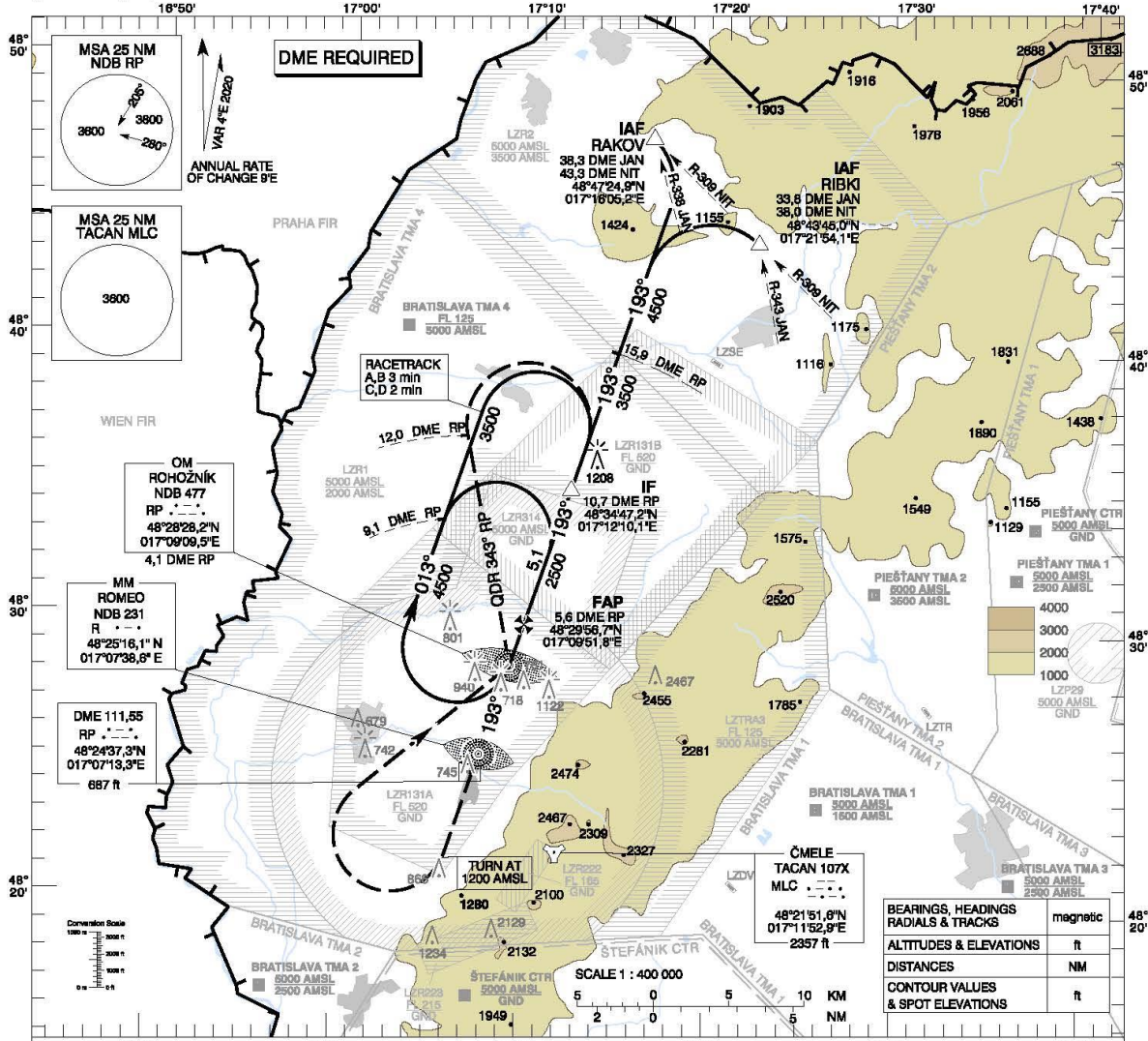
AD 2-LZMC-7-5
13 JUL 23

**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 127,150
MALACKY TOWER 120,750 (259,825)
MALACKY TOWER 129,575 (120,750)

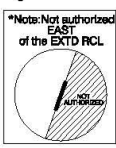
**MALACKY (LZMC)
PAR RWY 19
ACFT CAT A/B/C/D**



MISSED APPROACH
Climb STRAIGHT AHEAD, at 1200 AMSL
turn RIGHT to 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 MM.

RDH 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

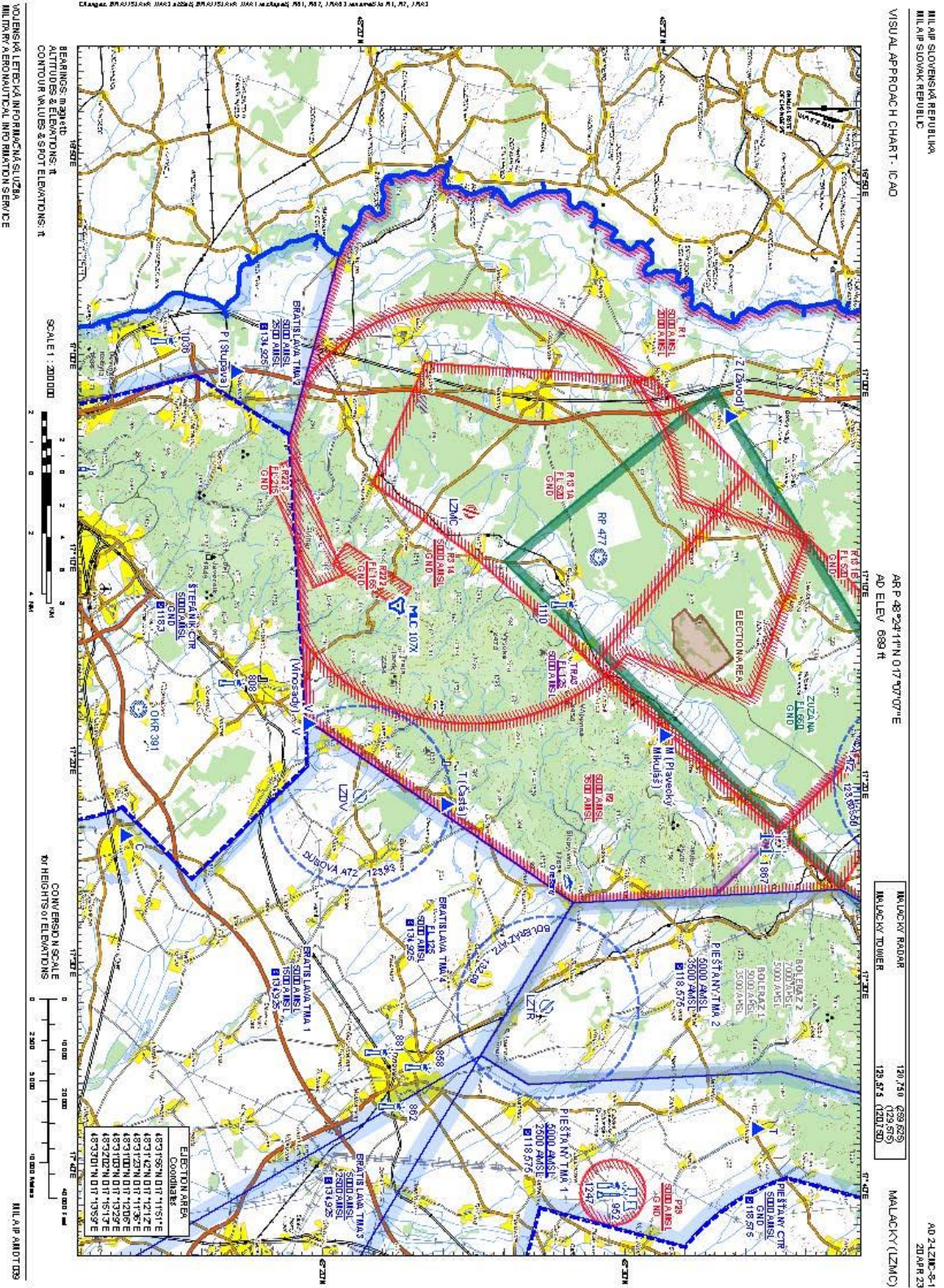


DME RP	NM	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDES	ft	2953	2624	2296	1970	1645	1323	1001

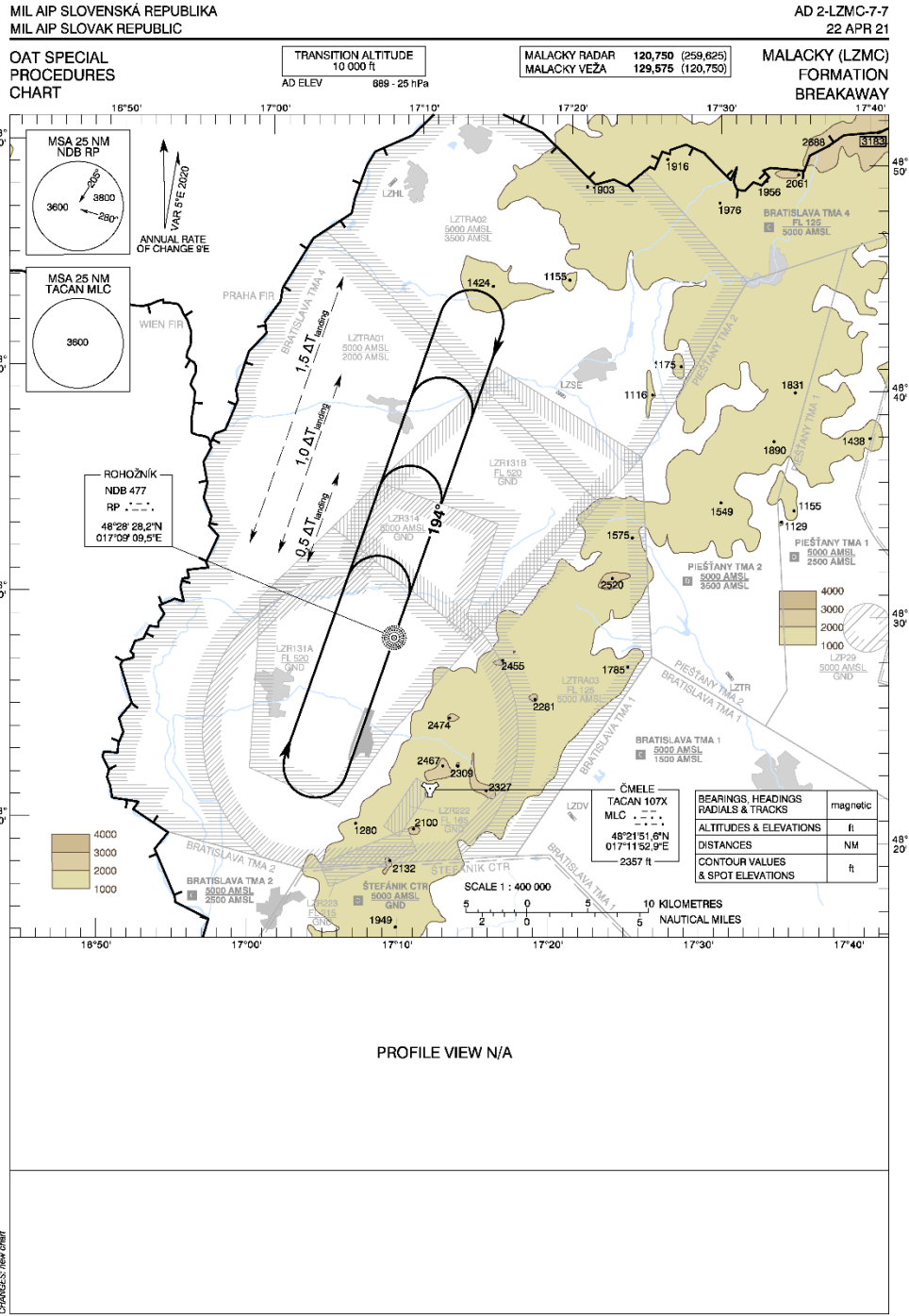
Ground speed	kt	70	90	100	120	140	160	180
Rate of descent (5,2%)	ft/min	372	478	531	637	743	849	955

CHANGES: MAG VAR; MAG BRG; RDH; OCA(OCH) Straight - In Approach; IF and FAP position

14. VISUAL APPROACH CHART LZMC



15. Formation Breakaway



16. Formation Join - up

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MIL AIP SLOVAK REPUBLIC

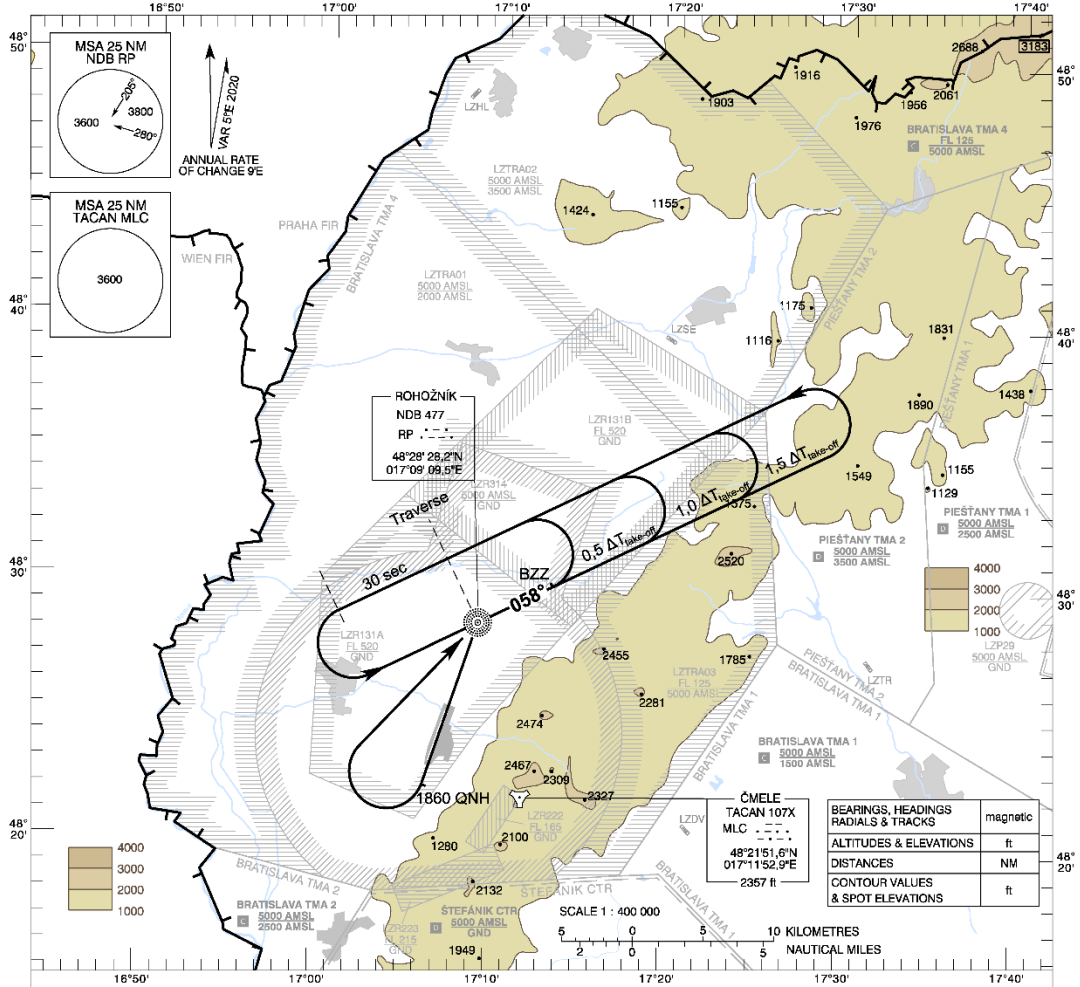
AD 2-LZMC-7-9
22 APR 21

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



$\Delta T_{\text{take-off}}$	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

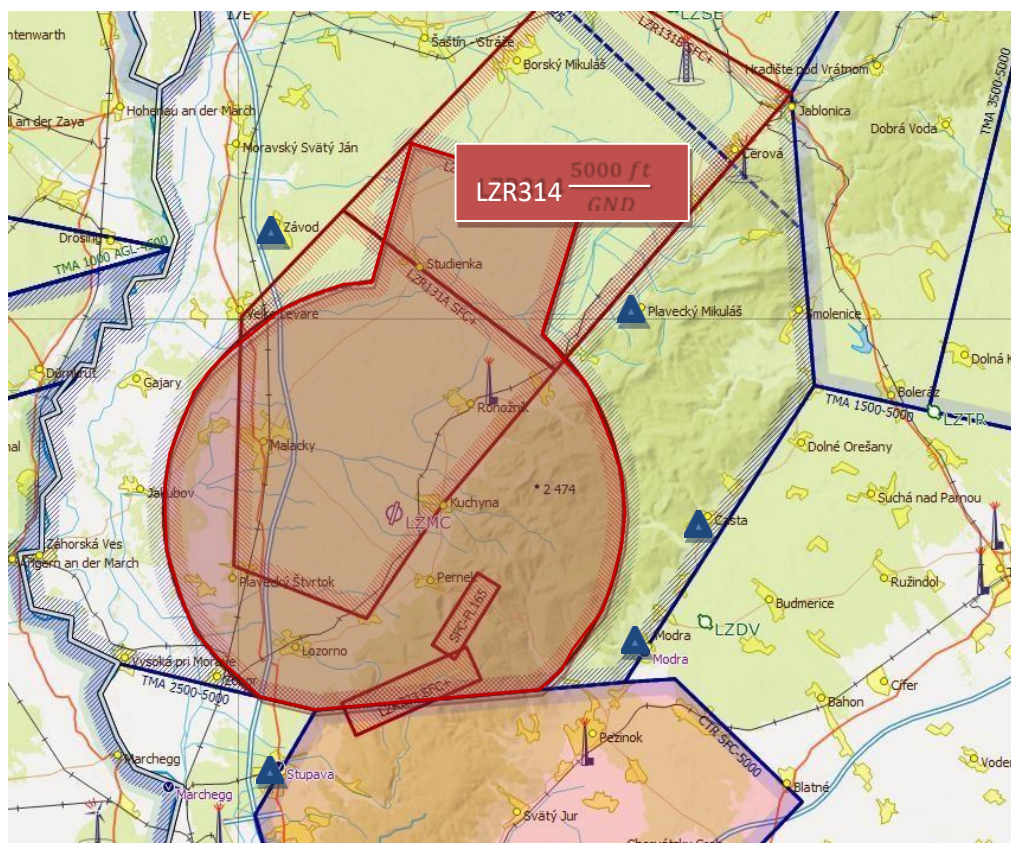
CHANGES: new chart

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MILITARY AERONAUTICAL INFORMATION SERVICE

MIL AIP AMDT 032

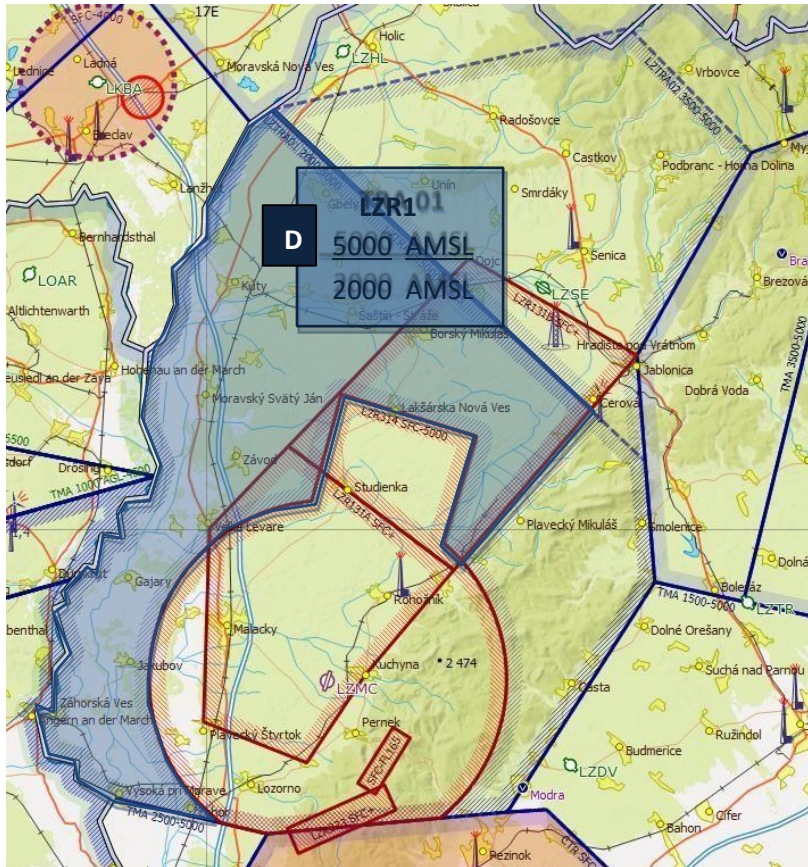
17. LZR314 MCTR Malacky

1	Name and lateral limits	<p>Malacky MCTR</p> <p>48°35'18''N 017°07'55''E - 48°33'40''N 017°15'52''E - 48°29'31''N 017°13'55''E</p> <p>- circular arc 7 NM around ARP LZMC to 48°28'49''N 017°15'00''E</p> <p>- 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</p> <p>- circular arc 7 NM around ARP LZMC to 48°31'09''N 017°06'10''E - 48°35'18''N 017°07'55''E</p>
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

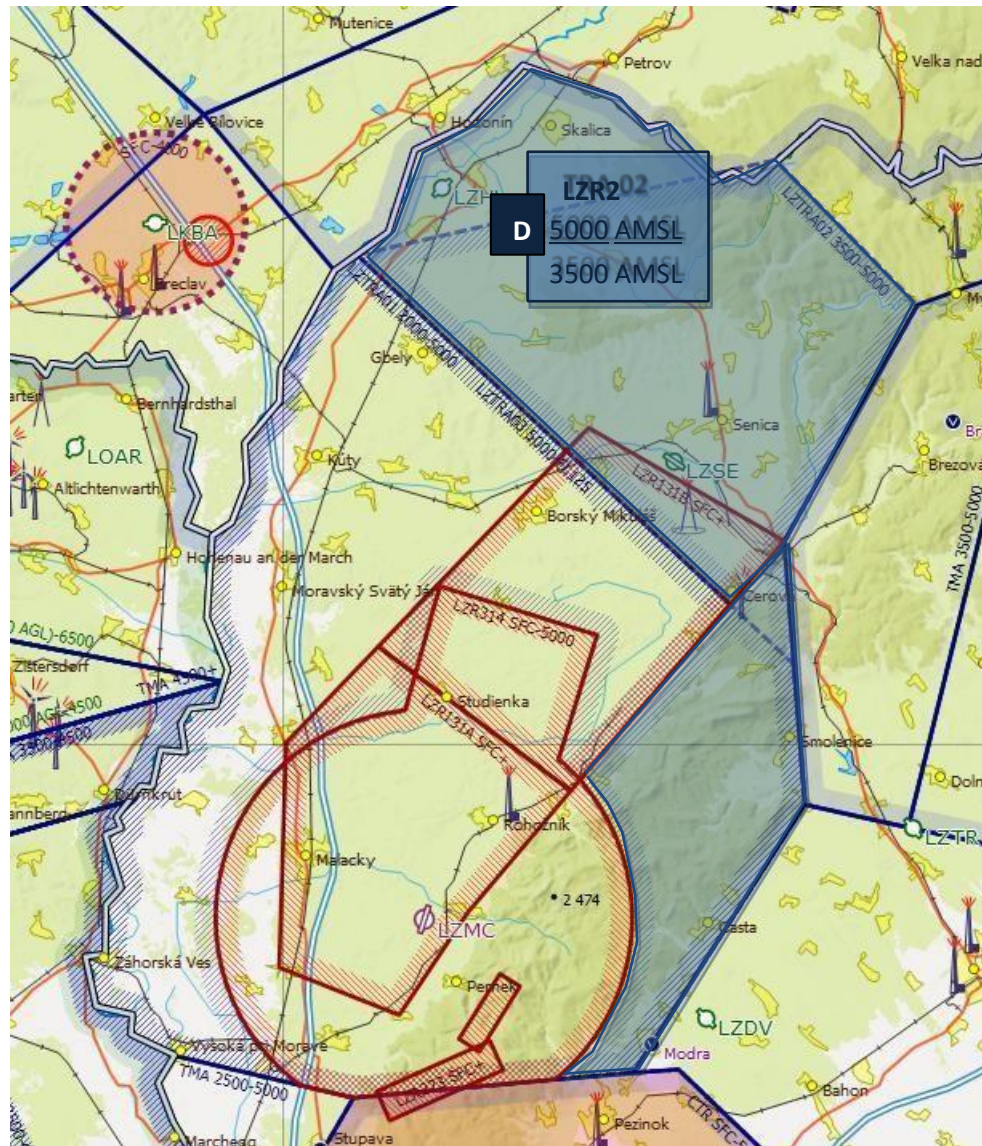


18. LZR1, LZR2, LZTRA3 MTMA

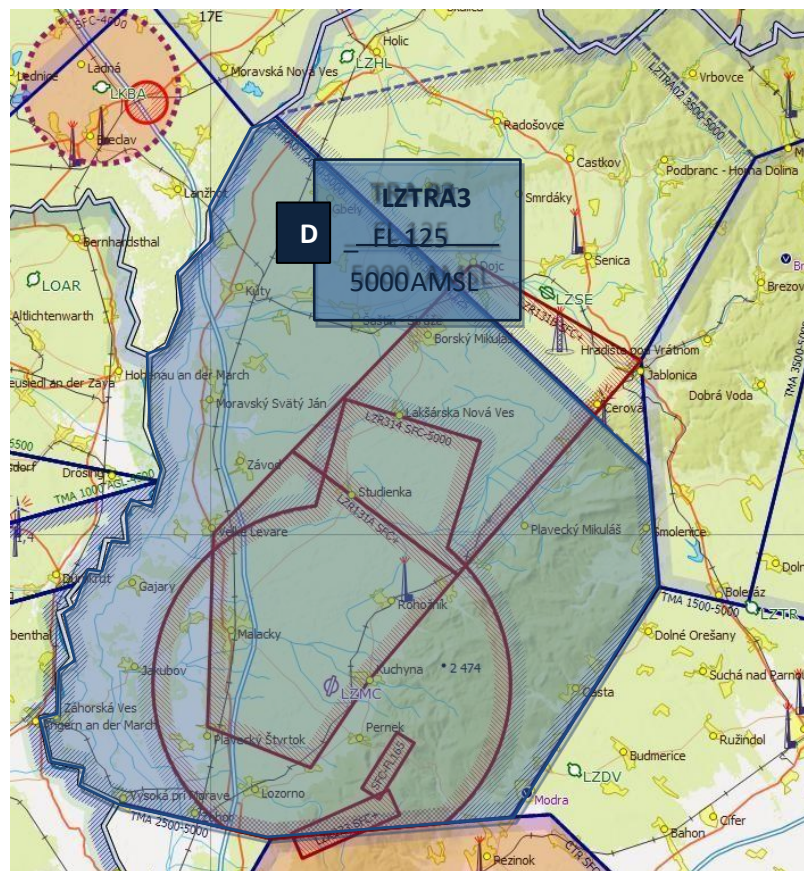
1	Name and lateral limits	<p>LZR1 MTMA MALACKY 48°46'22''N 017°03'44''E - 48°34'42''N 017°22'35''E - 48°28'49''N 017°15'00''E</p> <p>- circular arc 7 NM around ARP LZMC to 48°29'31''N 017°13'55''E - 48°33'40''N 017°15'52''E - 48°35'18''N 017°07'55''E - 48°31'09''N 017°06'10''E</p> <p>- circular arc 7 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	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



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 LZR1, LZR2, LZTRA3 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.

