Apt Elev 489'

Alt Set: hPa (MM on req)
Trans level: By ATC  Trans alt: 6570'
The MRVA values already include a correction for temperature higher and equal -25°C.
The values in brackets include a correction for temperature higher and equal 0°C.

FT/METER CONVERSION
QNH
7060' : 2150m
6570' : 2000m
4930' : 1500m
3940' : 1200m
3120' : 900m
2790' : 800m
2630' : 700m
2300' : 600m
2140' : 500m

Gdansk
EPD/GDN
LECHA WALESY
GDANSK, POLAND

RADAR MINIMUM ALTITUDES

10-1R
Eff 4 Jun

CHANGES: Sectors & sector altitudes revised.
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PROCEED TO KRT, HOLD AT 7060' OR FOLLOW NDB RWY 11 APPROACH.
DEXIR 1P [DEXI1P]

DEXIR ONE ROMEO (DEXIR 1R) [DEXI1R]

KMI 1P

LODNI 1P [LODNI1P]

LODNI ONE ROMEO (LODNI 1R) [LODNI1R]

VAPOS 1P [VAPO1P]

VAPOS ONE ROMEO (VAPOS 1R) [VAPO1R]

NOT AVAILABLE WHEN EP(D)-38 ACTIVE

RWY 29 ARRIVALS

At FL110 unless otherwise cleared by ATC

HOLDING OVER GDN

NOT TO SCALE

FT/METER CONVERSION

QNH

7060' - 2150m
6570' - 2000m

CHANGES: STAR VAPOS 1P & lost comms revised.
KMI ONE ALPHA (KMI 1A)
LODNI ONE ALPHA (LODNI 1A)[LODN1A]

RWY 11 DEPARTURES
TO EAST & SOUTH

**SPEED:** MAX 250 KT BELOW FL100
UNLESS OTHERWISE CLEARED BY ATC

- Contact GDANSK Approach immediately after take-off.
- All turns require bank angle of 15°.

**GDANSK Approach**
**Apt Elev 489′**
Trans level: By ATC
Trans alt: 6570′

**GP D’SA 25 FROM THR**
**KRT VOR**

**FT/METER CONVERSION**

<table>
<thead>
<tr>
<th>QNH</th>
<th>5000′</th>
<th>6570′</th>
</tr>
</thead>
<tbody>
<tr>
<td>5000′</td>
<td>1500m</td>
<td></td>
</tr>
<tr>
<td>6570′</td>
<td>2000m</td>
<td></td>
</tr>
</tbody>
</table>

**MSA**

**KMI**

**LODNI**

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>377′ per NM</td>
<td>471</td>
<td>626</td>
<td>942</td>
<td>1256</td>
<td>1570</td>
<td>1884</td>
</tr>
</tbody>
</table>

If unable to comply request non-standard departure from ATC before start-up.

Climb to 5000′ and maintain, unless otherwise cleared by ATC.

**ROUTEING**

- **KMI 1A**
  On 110° track (KMI R-290 inbound) to KMI.
- **LODNI 1A**
  On runway track to GDN, turn RIGHT, intercept 174° bearing from GDN to LODNI.

**CHANGES:** Procedures transferred.

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KMI ONE GOLF (KMI 1G)
LODNI ONE GOLF (LODNI 1G) [LODN1G]
RWY 29 DEPARTURES
TO EAST & SOUTH
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE CLEARED BY ATC

These SIDs require a minimum climb gradient of
KMI 1G
267' per NM (4.4%) up to FL100.
LODNI 1G
267' per NM (4.4%) up to 5000'.

Gnd speed-KT

<table>
<thead>
<tr>
<th>267' per NM</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>334</td>
<td>446</td>
<td>668</td>
<td>891</td>
<td>1114</td>
<td>1337</td>
<td></td>
</tr>
</tbody>
</table>

If unable to comply request non-standard departure from ATC before start-up.

Climb to 5000' and maintain, unless otherwise cleared by ATC.

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>KMI 1G</td>
<td>Climb on runway track, at 1200' turn LEFT, intercept KMI R-280 inbound to KMI.</td>
</tr>
<tr>
<td>LODNI 1G</td>
<td>Climb on runway track, at 1200' turn LEFT to KRT, intercept KRT R-152 to LODNI.</td>
</tr>
</tbody>
</table>

FT/METER CONVERSION
QNH

| 1200'     | 365m |
| 5000'     | 1500m|
| 6570'     | 2000m|

CHANGES: Procedures transferred.
**DEXIR ONE ALPHA (DEXIR 1A) [DEX1A]**

**KEMUM ONE ALPHA (KEMUM 1A) [KEMU1A]**

**VAPOS ONE ALPHA (VAPOS 1A) [VAPO1A]**

**RWY 11 DEPARTURES TO WEST**

**SPEED:** MAX 250 KT BELOW FL100 UNLESS OTHERWISE CLEARED BY ATC

---

**VAPOS 1A**

This SID requires a minimum climb gradient of 377' per NM (6.2%) up to 3500'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>377' per NM</td>
<td>471</td>
<td>628</td>
<td>842</td>
<td>1256</td>
<td>1570</td>
<td>1884</td>
</tr>
</tbody>
</table>

If unable to comply request non-standard departure from ATC before start-up.

---

Climb to 5000' and maintain, unless otherwise cleared by ATC.

---

**SID | ROUTING**

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEXIR 1A</td>
<td>Climb on runway track, at 1300' turn RIGHT, intercept KRT R-099 inbound to KRT, KRT R-257 to DEXIR.</td>
</tr>
<tr>
<td>KEMUM 1A</td>
<td>Climb on runway track, at 1300' turn RIGHT, intercept KRT R-099 inbound to KRT, KRT R-290 to KEMUM.</td>
</tr>
<tr>
<td>VAPOS 1A</td>
<td>Climb on runway track, at 3500' turn LEFT, intercept KMI R-304 to VAPOS.</td>
</tr>
</tbody>
</table>

**CHANGES:** None.
1. Contact GDANSK Approach immediately after take-off.
2. All turns require bank angle of 15°.

**SPEED:** MAX 250 KT BELOW FL100 UNLESS OTHERWISE CLEARED BY ATC

In case of KRT signal failure radar vectoring will be provided usually along SID VAPOS 1G.

**DEXIR 1G**
**KEMUM 1G**
**VAPOS 1G**
RWY 29 DEPARTURES TO WEST

**FT/METER CONVERSION**

<table>
<thead>
<tr>
<th>QNH</th>
<th>1200’</th>
<th>365m</th>
</tr>
</thead>
<tbody>
<tr>
<td>5000’</td>
<td>1500m</td>
<td></td>
</tr>
<tr>
<td>6570’</td>
<td>2000m</td>
<td></td>
</tr>
</tbody>
</table>

**CAUTION**
If unable to comply request non-standard departure from ATC before start-up.

**SID ROUTING**

**DEXIR 1G:**
Climb on runway track, at 1200’ turn LEFT to KRT, intercept KRT R-257 to DEXIR.

**KEMUM 1G:**
Climb on runway track (289° bearing from GDN) to ROLOM, turn LEFT, intercept DAR R-082 inbound to GD321, turn RIGHT, intercept KRT R-290 to KEMUM.

**VAPOS 1G:**
Climb on runway track (289° bearing from GDN) to ROLOM, turn RIGHT, intercept KRT R-332 to VAPOS.

May not be available during military activity within EP-D38. Alternative route by ATC.
492'/150m long segment of rwy 11/29 at 4331'/1320m from threshold rwy 11 not visible from tower.

FOR PARKING POSITIONS AND TAXIWAY DESIGNATIONS SEE 10-9A

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>HIRL (60m)</td>
<td>148'</td>
<td>148'</td>
</tr>
<tr>
<td>29</td>
<td>HIRL (60m)</td>
<td>7826'</td>
<td>45m</td>
</tr>
</tbody>
</table>

LVP must be in Force

RCLM (DAY only) or RL

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>250m</td>
<td>400m</td>
<td>500m</td>
<td></td>
</tr>
</tbody>
</table>

Operators applying U.S. Ops Specs: CL required below 300m.
Aprons A and B not visible from tower.

Push-back is mandatory for stands 5 thru 13.
Power back is allowed at stands 5 thru 13 for acft with code letter C (not greater than AT72).
All exemptions from push-back procedures only after approval of Aerodrome Duty officer.

MINIMUM RWY OCCUPANCY TIME
ATC services assume each aircraft having received clearance to line up threshold 11 or 29 to be ready for immediate departure.
Aircrews unable to comply with these requirements shall inform ATC services as soon as possible.
MISSED APCH: Climb STRAIGHT AHEAD to 1480', then turn LEFT (MAX 185 KT) to VOR climbing to 2960', then as directed.

Alt Set: hPa (MM on req)  
Rwy Elev: 18 hPa  
Trans level: By ATC  
Trans alt: 6570'  
ADF, DME and VOR required.

Navigation in the initial and intermediate approach primarily based on radar vectors provided by ATC.

CHANGES: Procedure identification. Note.
GDANSK, POLAND

ILS Y or LOC Y Rwy 29

Alt: Set: hPa (MM on req) Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 6570'

VOR DME required.

Navigation in the initial and intermediate approach primarily based on radar vectors provided by ATC.

CHANGES: Procedure identification.
GDANSK Approach (R)

**ATIS**

<table>
<thead>
<tr>
<th>NDB</th>
<th>Final Apch CRS</th>
<th>Procedure Alt</th>
<th>DA(H)</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>GDN</td>
<td>109°</td>
<td>D8.0/R-030 KRT</td>
<td>1020'</td>
<td>489'</td>
</tr>
</tbody>
</table>

**GDANSK Tower**

<table>
<thead>
<tr>
<th>DA(H)</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>[571']</td>
<td>489'</td>
</tr>
</tbody>
</table>

**GDANSK, POLAND**

**NDB**, POLAND

**QNH**

<table>
<thead>
<tr>
<th>FT/METER CONVERSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>QNH</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

**GDANSK Approach (R)**

**CHANGES:** Descent angle.

**Navigation in the initial and intermediate approach primarily based on radar vectors provided by ATC.**

**Descent angle:** 3.10° 384 494 548 658 768 878

**MAP at D9.9/R-056 KRT**

**DIST to RW11**

| 4.5 | 4.0 | 3.0 | 2.0 |

**ALTITUDE**

| 2010' | 1850' | 1520' | 1190' |

**Gnd speed-Kts**

| 70   | 90   | 100  | 120  | 140  | 160  |

| Descent angle | 3.10° |

**HIALS PAPI**

**CAT C & D:**

- Not authorized North of airport
- RVR 1500m
- 1060'/571'/1500m
- 1060'/571'/1600m
- 1170'/681'/2400m
- 1250'/761'/3600m

**PDN OPS 3**

**CHANGES: Descent angle.**
**Limited Approach Path**

**GDN Approach (R)**

**Table: FT/METER Conversion**

<table>
<thead>
<tr>
<th>Miles (FT)</th>
<th>Meters (M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6570</td>
<td>2000</td>
</tr>
<tr>
<td>2960</td>
<td>900</td>
</tr>
<tr>
<td>2790</td>
<td>850</td>
</tr>
<tr>
<td>2020</td>
<td>615</td>
</tr>
<tr>
<td>1480</td>
<td>450</td>
</tr>
</tbody>
</table>

**MISSED APCH:** Climb STRAIGHT AHEAD to 1480’, then turn LEFT (MAX 185 KT) to VOR climbing to 2960’, then as directed.

**Navigation in the Initial and Intermediate Approach** primarily based on radar vectors provided by ATC.

**Standard STRAIGHT-IN LANDING RWY 29**

**Table: Standard STRAIGHT-IN LANDING RWY 29**

<table>
<thead>
<tr>
<th>Category</th>
<th>MDA (H)</th>
<th>VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>970' (481')</td>
<td>1500m</td>
</tr>
<tr>
<td>B</td>
<td>990' (501')</td>
<td>1600m</td>
</tr>
<tr>
<td>C</td>
<td>1170' (681')</td>
<td>2400m</td>
</tr>
<tr>
<td>D</td>
<td>1250' (761')</td>
<td>3600m</td>
</tr>
</tbody>
</table>

**Table: Standard STRAIGHT-IN LANDING RWY 29**

<table>
<thead>
<tr>
<th>Category</th>
<th>RVR</th>
<th>MDA (H)</th>
<th>VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1500m</td>
<td>1000</td>
<td>1500m</td>
</tr>
<tr>
<td>B</td>
<td>1500m</td>
<td>1350</td>
<td>1600m</td>
</tr>
<tr>
<td>C</td>
<td>1500m</td>
<td>1800</td>
<td>2400m</td>
</tr>
<tr>
<td>D</td>
<td>1500m</td>
<td>2050</td>
<td>3600m</td>
</tr>
</tbody>
</table>
MISSED APCH: Climb STRAIGHT AHEAD to 1480’, then turn LEFT (MAX 185 KT) to VOR climbing to 2960’, then as directed.

Alt Set: hPa (MM on req) Apt Elev: 18 hPa Trans level: By ATC Trans alt: 6570’

VOR DME required.

Navigation in the initial and intermediate approach primarily based on radar vectors provides by ATC.