

**GENERAL****Operational Hours****ATS Hours / AD Operator Hours:** H24**AD ADMIN Hours:** MON-THU 0600-1445‡, FRI 0600-1330‡**Airport Information****RFF:** CAT 6, CAT 7 AVBL in exceptional cases.**PCN:** RWY 01/19: 70/F/A/X/T**Operation****Low Visibility Procedure**

LVP in force when RVR at/or below 350m.

Only one ACFT at a time is allowed on the manoeuvring area when LVP is announced.

Follow-me mandatory during LVP.

**RWY Restriction**

180° turns on designated areas only for CAT B, C, D and E ACFT.

**TWY Restriction**

Taxilane C (from TWY A to right) width 18m / 59ft.

Taxilane D (from TWY A to left) width 15m / 49ft.

**Taxi/Parking**

Follow-me AVBL O/R.

ACFT taxiing to and from stands shall be guided by marshallers.

When taxi guide lines not visible due to snow, REQ follow-me.

Taxiing via parking PSN 8 prohibited for ACFT with wingspan above 30m / 98ft.

**Warnings**

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100.

MAX IAS 230KT at IAF.

**Communication****COM Failure****RWY 01/19, RNAV RWY 19**

Maintain last CLRD FL to IAF, then descend within HP to 3000ft and continue for an instrument APCH.

**RNAV RWY 01**

Maintain last CLRD FL to IAF, then descend within HP to 4000ft and continue for an instrument APCH.

**Arrival Procedure****Non-standard GP Intercept Position on RWY 19**

GP intercepts RWY 19 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 1816m / 5958ft.

**Warnings**

Expect wind shear on final APCH.

**DEPARTURE****Take-off Minima**

<b>RWY</b>		01/19
All ACFT	ft - m/km	0 - 300R/300V

**Departure Procedure****Omnidirectional Departure**

AVBL on PIC request only.

RWY 01/19:

Climb straight ahead with MNM 400ft/NM (6.6%) to MNM turning ALT 500ft.

Continue climb to appropriate MSA.

**Communication****COM Failure**

Continue on SID RTE climbing to last assigned and acknowledged FL, but not below FL80 within TMA. Maintain last assigned FL for at least 7min before climbing to FL as stipulated in FPL.

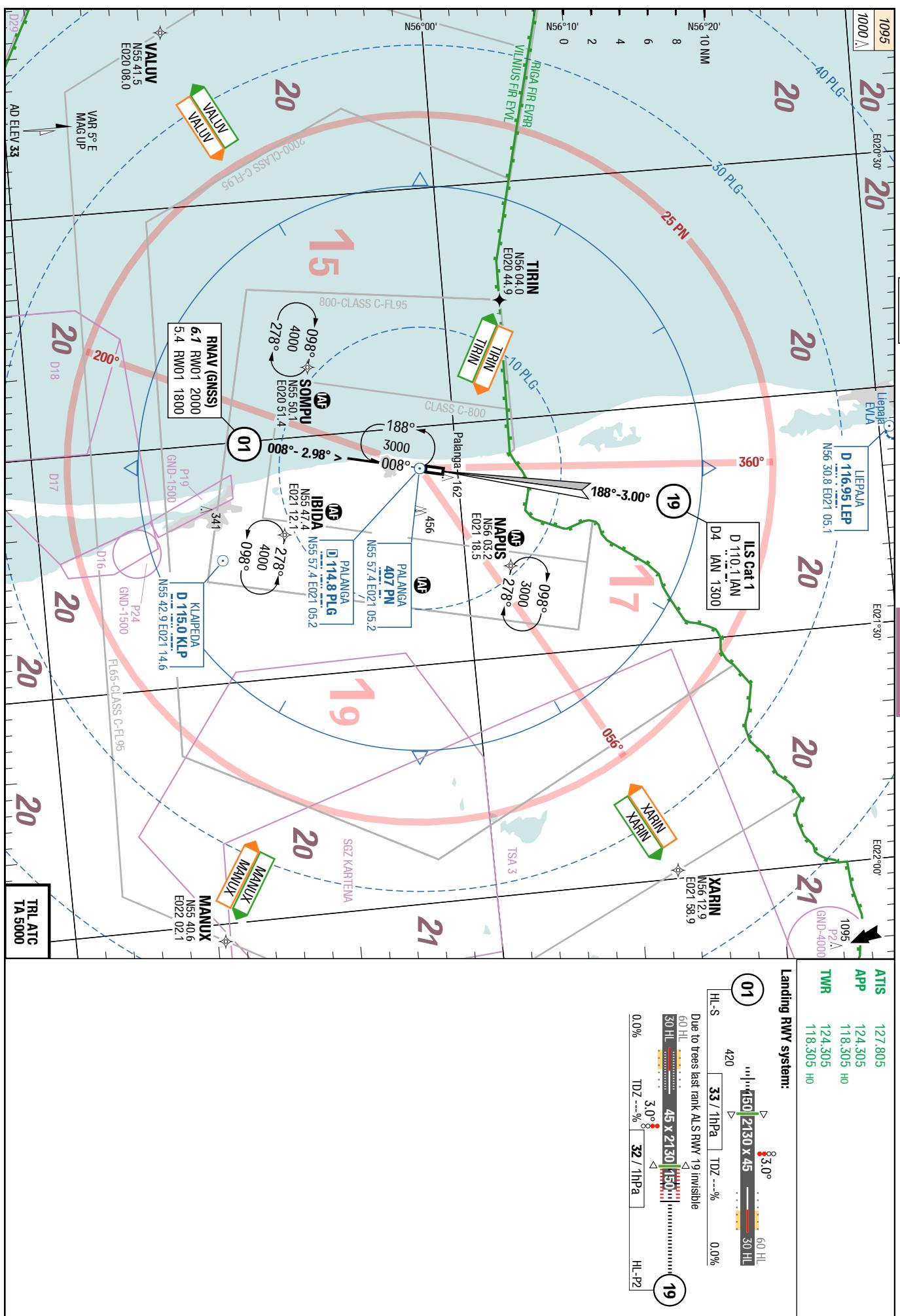
**ATC Slot, Clearance**

REQ start-up/push-back and taxi CLR from TWR.

Expect ATC CLR during taxiing to holding point of RWY in use.

**De-Icing**

AVBL.



13-SEP-2018

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3-20

AGC

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**ATIS** 127.805  
**TWR** 124.305  
 118.305 HO

APRON NORTH

**19**

32

188°



2280 X 45

ARP  
N 55 58.4  
E 021 05.6

A

1362

D

C

TERMINAL

APRON  
SOUTH**01**

33

008°



69°55'N

55°55'N

E021°05.5'

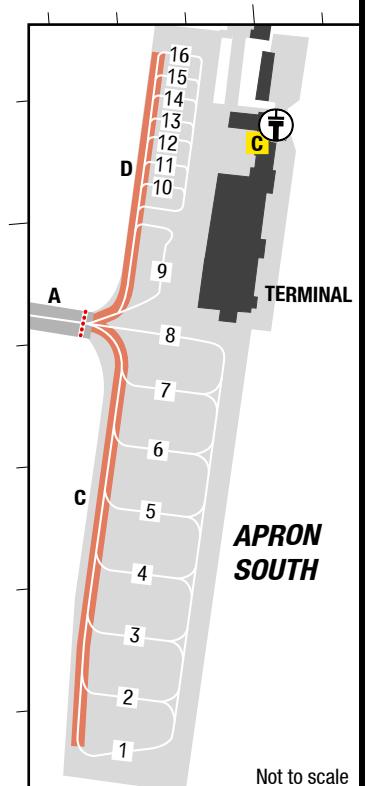
E021°06'

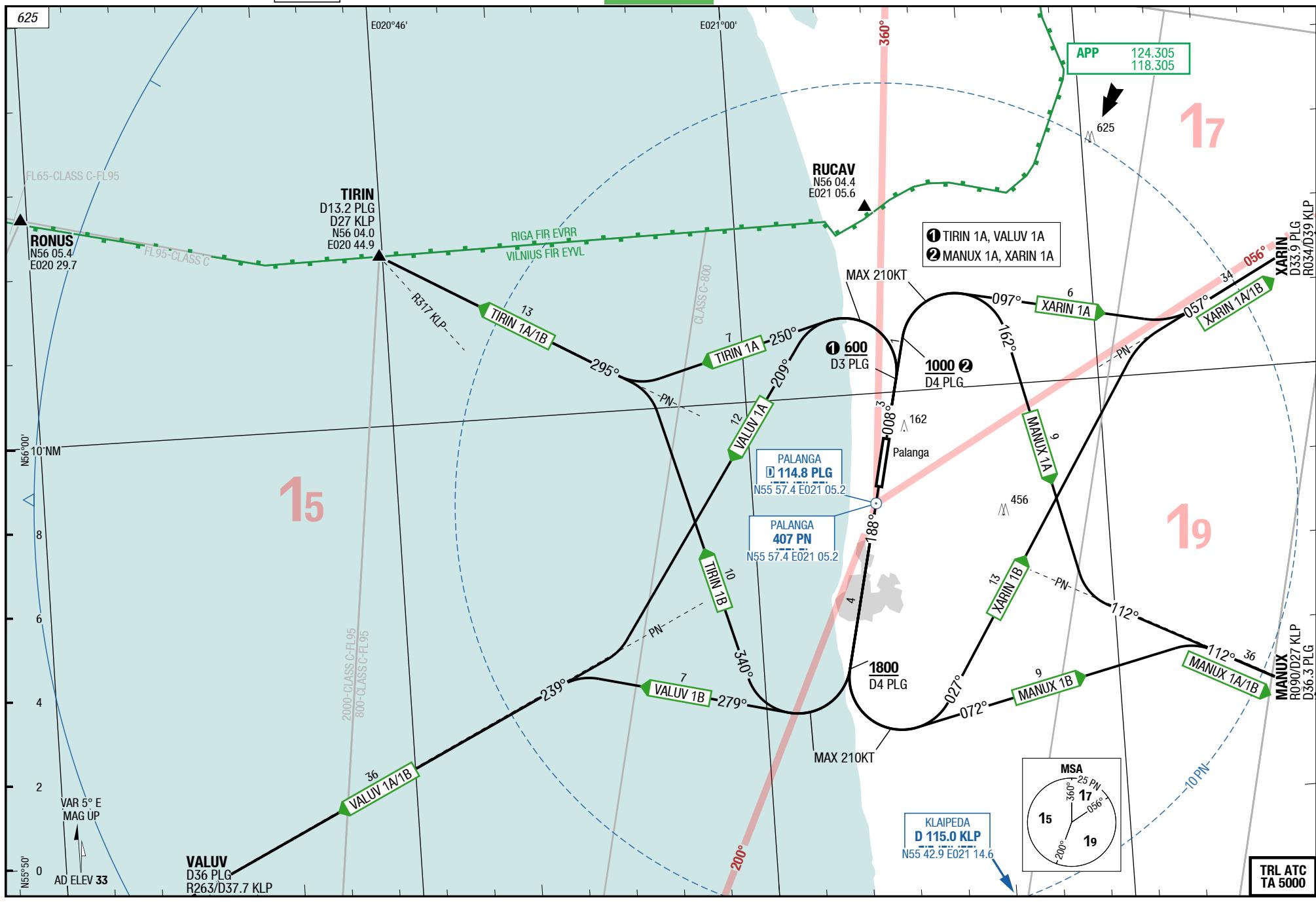
VAR 5° E  
MAG UP

AD ELEV 33

m 0 250 500  
 ft 0 500 1000 1500

**COORDINATES**  
 1-4 N55 58.1 E021 05.7  
 5-8 N55 58.2 E021 05.8  
 9-13 N55 58.3 E021 05.8  
 14-16 N55 58.4 E021 05.8





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5-10

SIDs

**MANUX 1A / MANUX 1B / TIRIN 1A / TIRIN 1B / VALUV 1A / VALUV 1B / XARIN 1A / XARIN 1B**

RWYs 01 (008°) / 19 (188°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>MANUX 1A</b> 6.6% to 4000 <b>124.305</b> ①	at D4 <b>PLG (MNM 1000) RT (MAX 210KT) 162°</b> - intercept QDR 112 <b>PN</b> to MANUX	<b>initial climb 4000</b>
<b>TIRIN 1A</b> 6.6% to 4000 <b>124.305</b> ①	at D3 <b>PLG (MNM 600) LT (MAX 210KT) 250°</b> - intercept QDR 295 <b>PN</b> to TIRIN	<b>initial climb 4000</b>
<b>VALUV 1A</b> 6.6% to 4000 <b>124.305</b> ①	at D3 <b>PLG (MNM 600) LT (MAX 210KT) 209°</b> - intercept QDR 239 <b>PN</b> to VALUV	<b>initial climb 4000</b>
<b>XARIN 1A</b> 6.6% to 4000 <b>124.305</b> ①	at D4 <b>PLG (MNM 1000) RT (MAX 210KT) 097°</b> - intercept QDR 057 <b>PN</b> to XARIN	<b>initial climb 4000</b>
	<b>Runway 19</b>	
<b>MANUX 1B</b> 6.6% to 4000 <b>124.305</b> ①	at D4 <b>PLG (MNM 1800) LT (MAX 210KT) 072°</b> - intercept QDR 112 <b>PN</b> to MANUX	<b>initial climb 4000</b>
<b>TIRIN 1B</b> 6.6% to 4000 <b>124.305</b> ①	at D4 <b>PLG (MNM 1800) RT (MAX 210KT) 340°</b> - intercept QDR 295 <b>PN</b> to TIRIN	<b>initial climb 4000</b>
<b>VALUV 1B</b> 6.6% to 4000 <b>124.305</b> ①	at D4 <b>PLG (MNM 1800) RT (MAX 210KT) 279°</b> - intercept QDR 239 <b>PN</b> to VALUV	<b>initial climb 4000</b>
<b>XARIN 1B</b> 6.6% to 4000 <b>124.305</b> ①	at D4 <b>PLG (MNM 1800) LT (MAX 210KT) 027°</b> - intercept QDR 057 <b>PN</b> to XARIN	<b>initial climb 4000</b>

① Climb gradient due to ASP.

**Effective 19-JUL-2018**  
**12-JUL-2018**

# Lithuania Palanga Palanga Intl.

STA

ST4

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-10

RNAV STARS

## Changes: FREQ, Editorial

Effective 19-JUL-2018

12-JUL-2018

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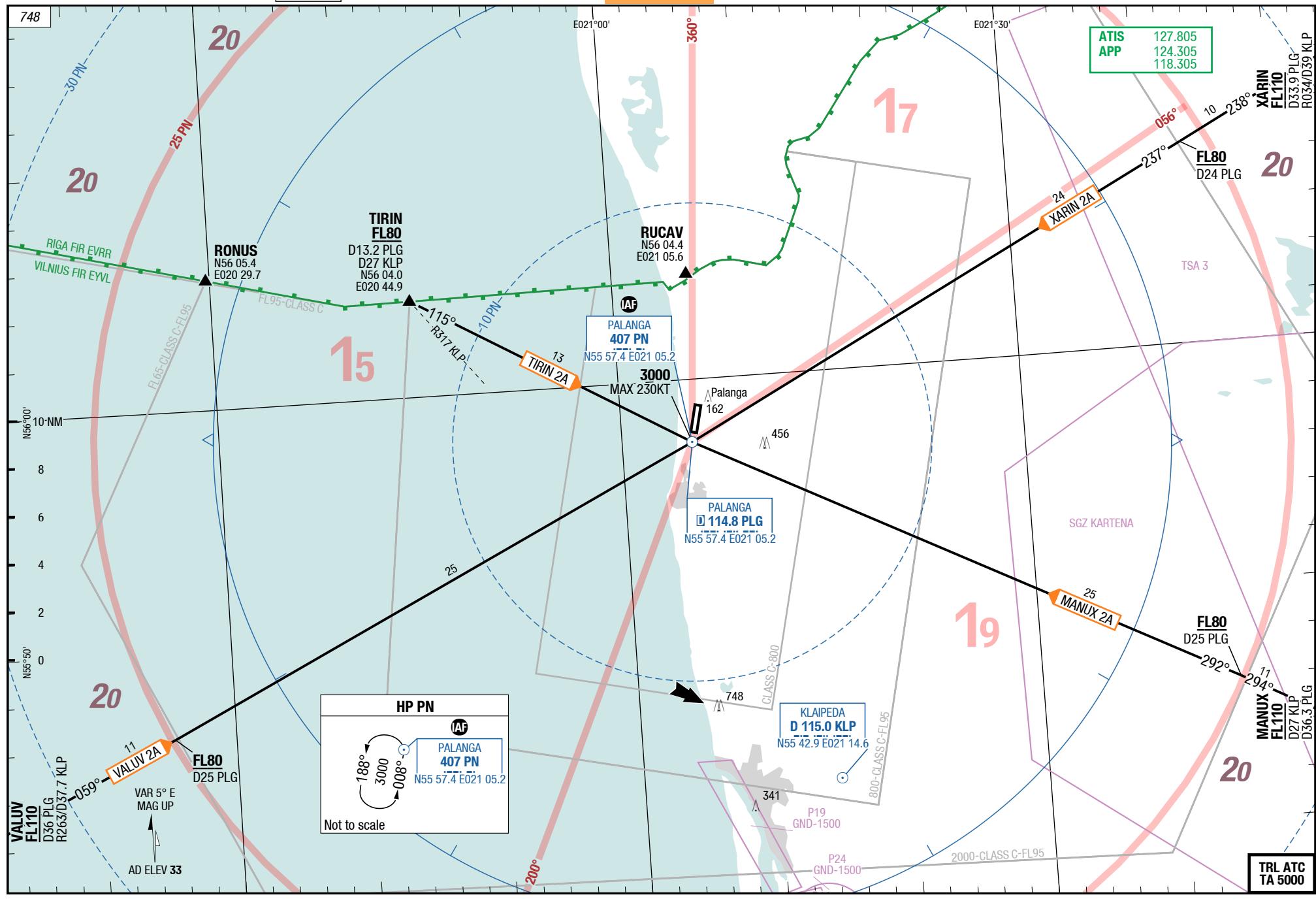
6-20

STAR

STAR

Palanga Intl. Palanga Lithuania

STARs



Changes: FREQ, Speed RESTR, SUAs

Effective 19-JUL-2018

12-JUL-2018

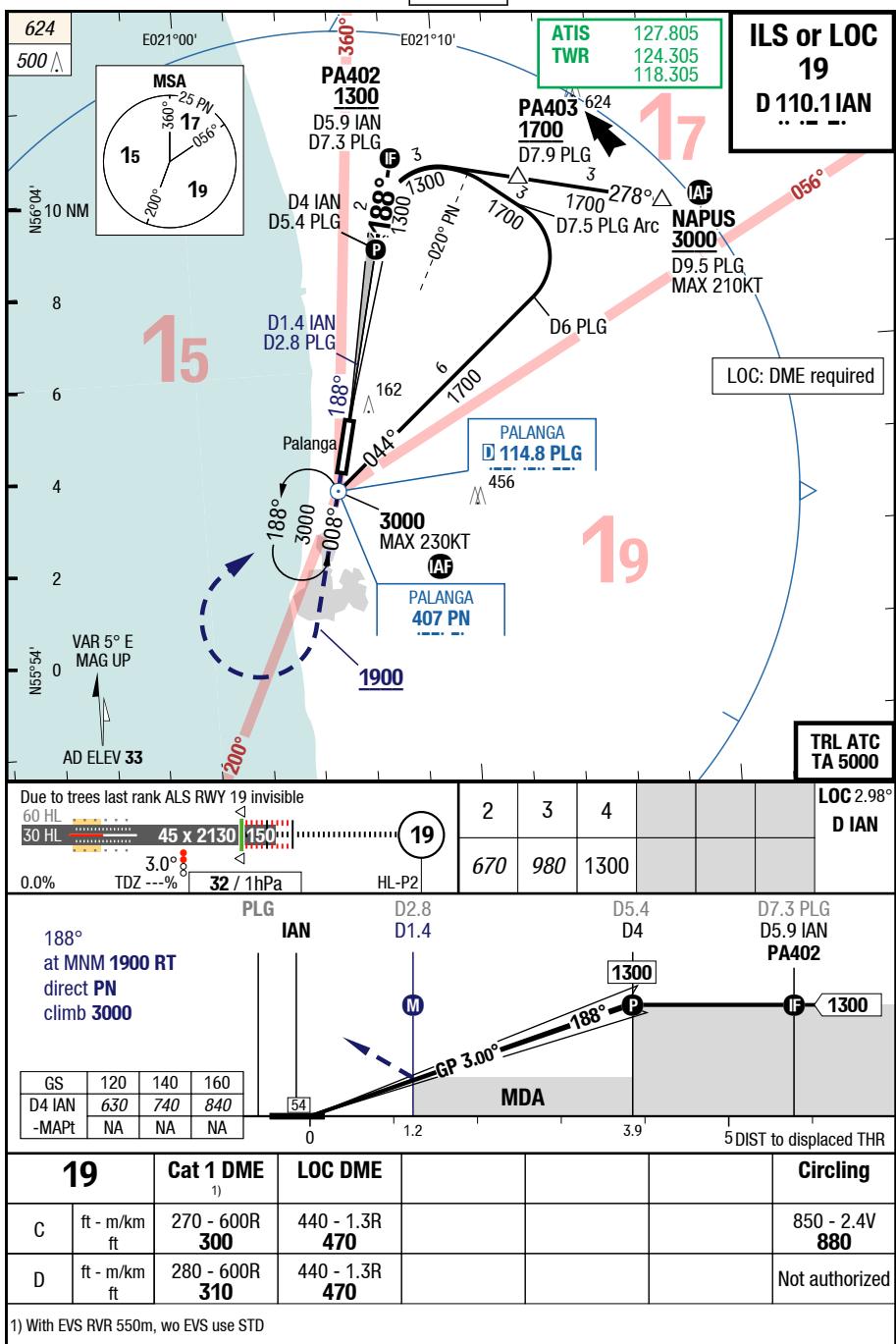
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IAC

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7-10

ILS or LOC 19



Changes: FREQ, ALT, OBST

Effective 19-JUL-2018

12-JUL-2018

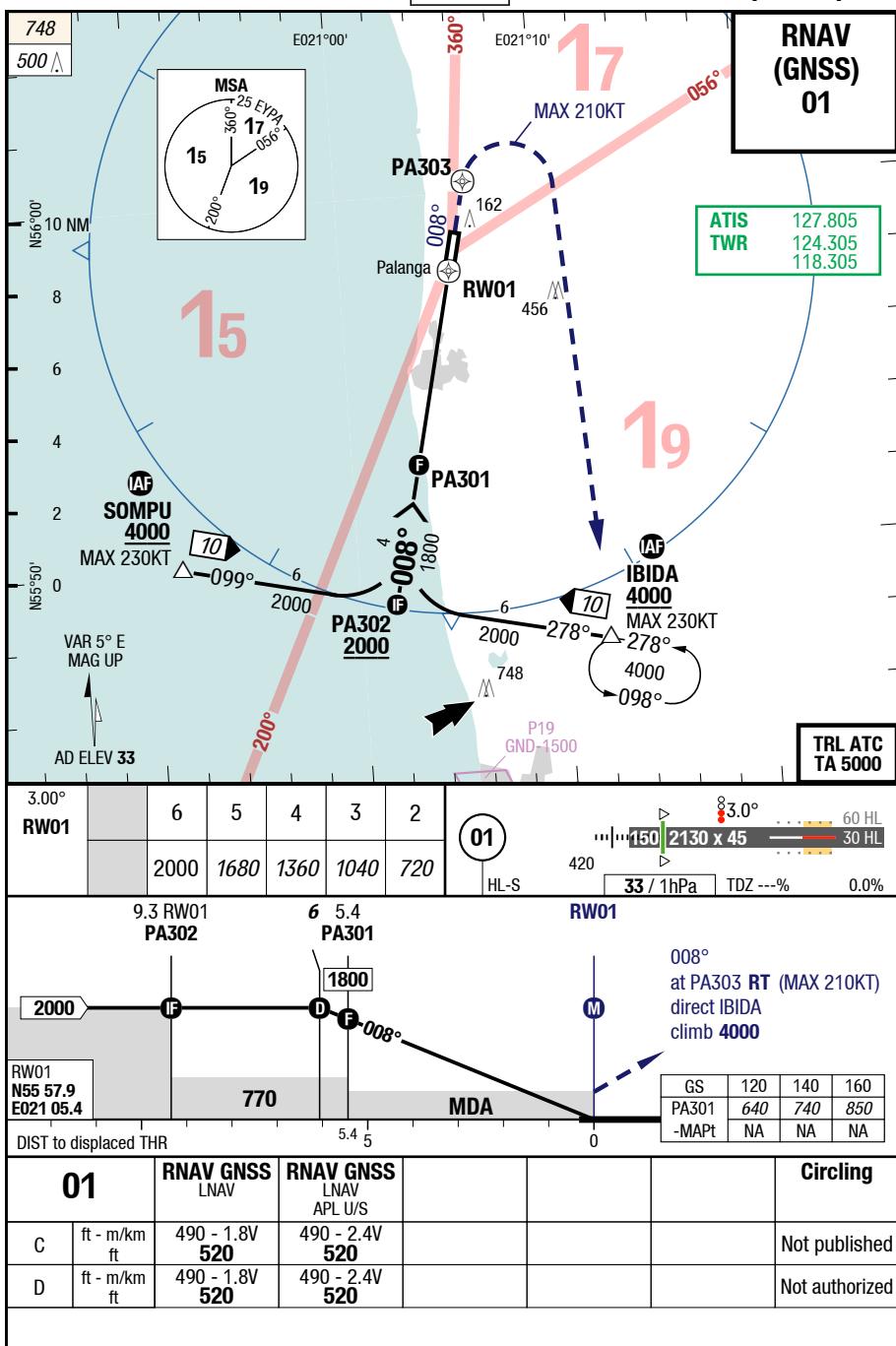
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PLQ-EYPA

7-30

RNAV (GNSS) 01

IAC



Changes: FREQ, DIST ALT table, MIN, Profile, ROD

Effective 19-JUL-2018

12-JUL-2018

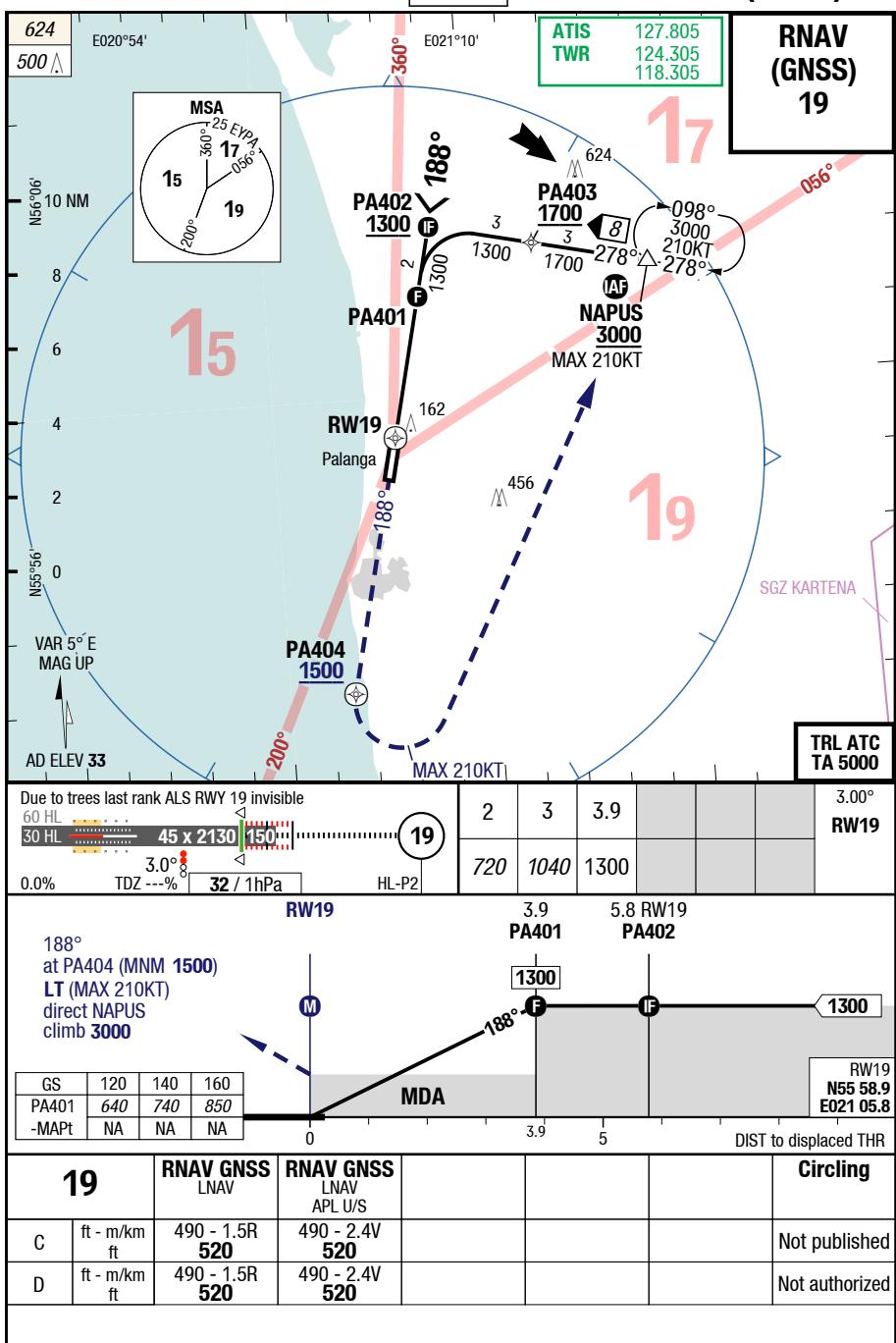
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7-40

RNAV (GNSS) 19

IAC



Changes: DIST ALT table, FREQ, OBST, MIN, Editorial

Effective 19-JUL-2018

12-JUL-2018

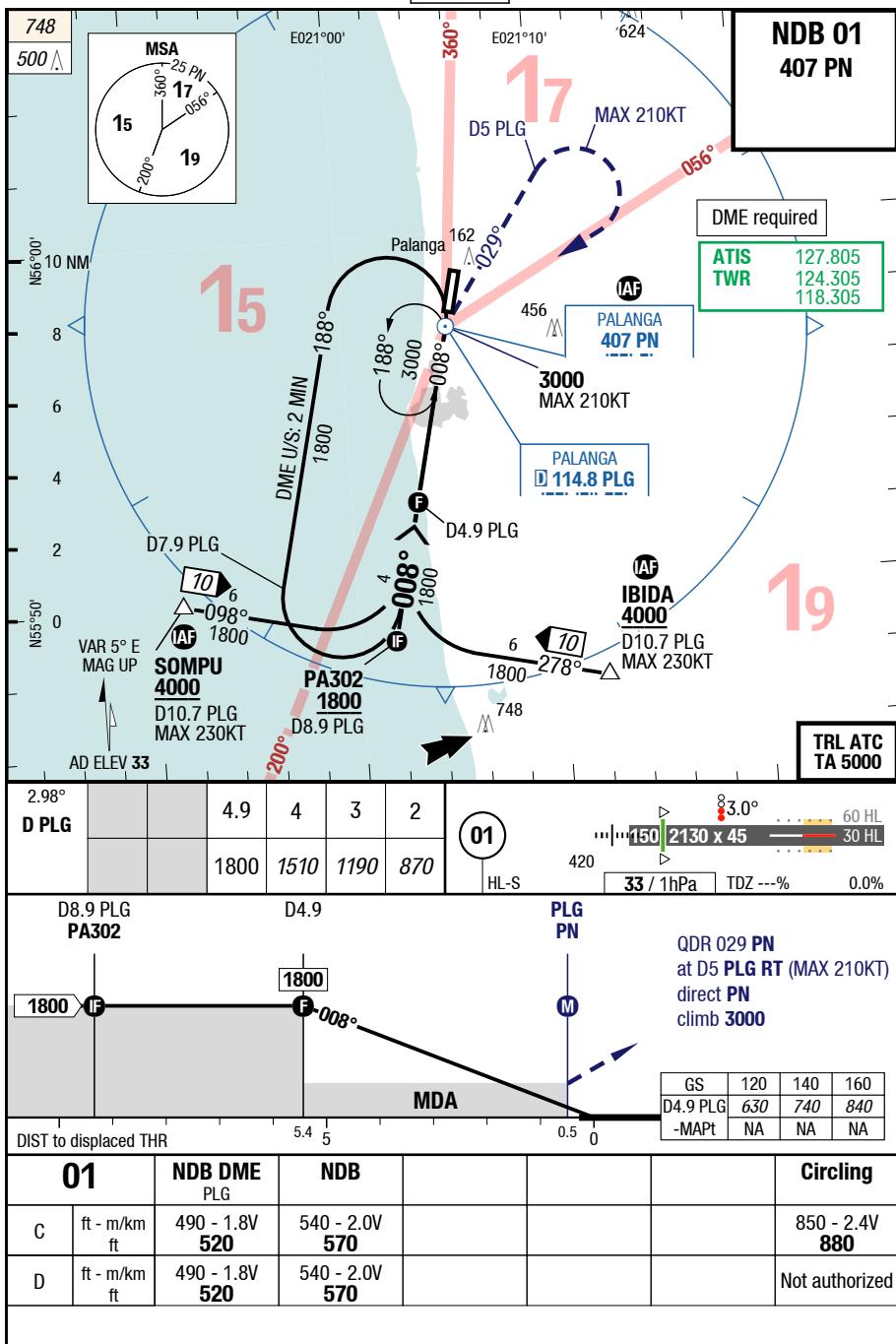
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IAC

7-50

NDB 01



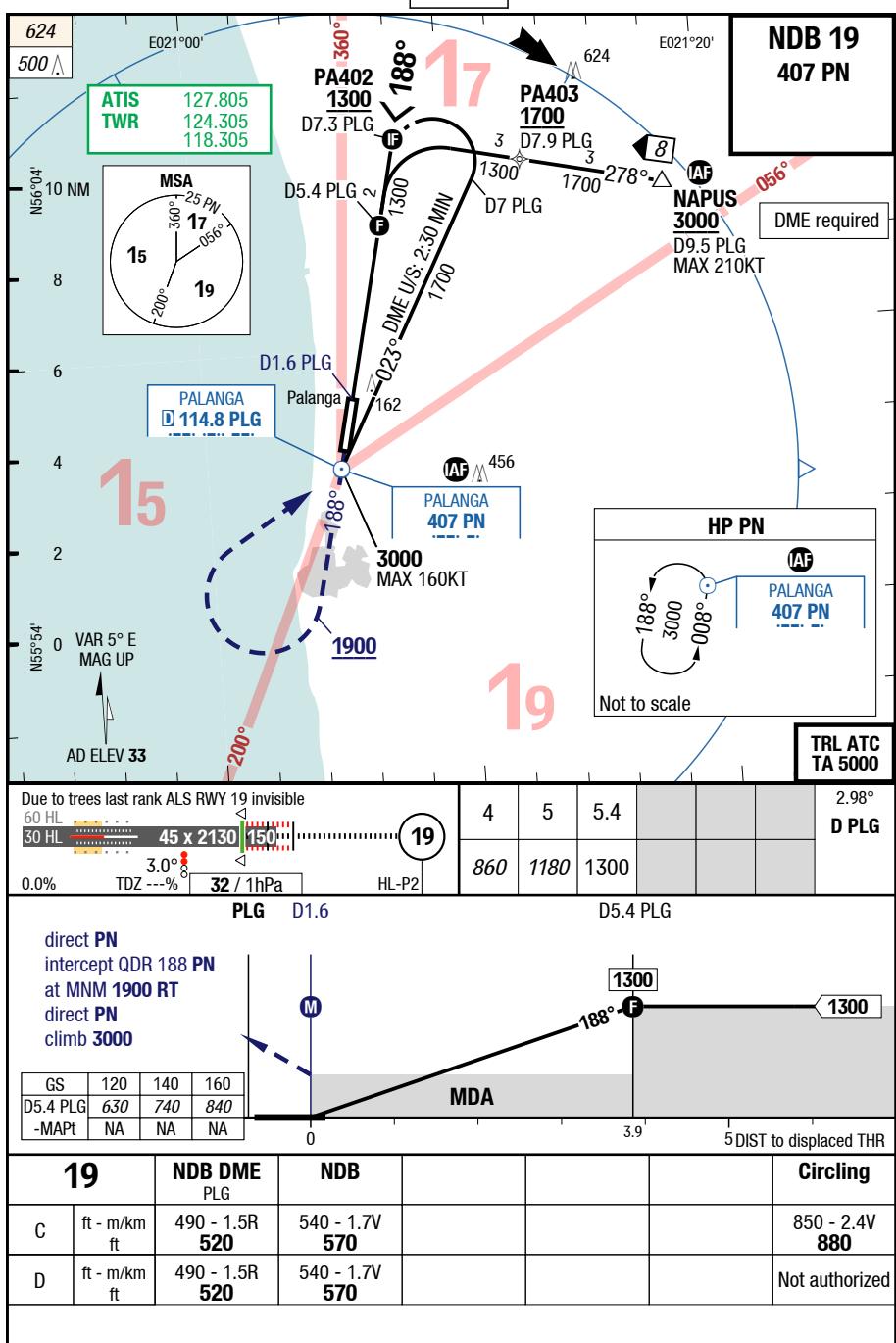
Changes: FREQ, OBST

12-JUL-2018

## PLQ-EYPA

7-60

NDB 19



Effective 12-NOV-2015

05-NOV-2015

PLQ-EYPA

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NIL

MRC

# Palanga Intl. Palanga Lithuania

NIL

MRC

8-10

