

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 7, CAT 8 O/R**Fuel:** 0500-2100+, other times O/R**PCN:** RWY 11/29: 70/F/B/W/T**Operation****Low Visibility Procedures**

LVP in force when RVR below 550m or CEIL at or below 200ft.

ARR: Use RWY 29 and TWYs E, G and H.

DEP: RWY 11/29. TKOFs are prohibited if RVR is less than 125m.

Follow-me mandatory on TWYs not equipped with CLL.

TWY Restriction

TWY J width 12m / 39ft.

TWY K width 11m / 36ft.

TWY L between stands 1-7 MAX wingspan 36m/118ft. Remaining section MAX wingspan 52m/171ft.

TWY M between stands 21-28 MAX wingspan 36m/118ft. Remaining section MAX wingspan 52m/171ft.

TWY R MAX wingspan 36m / 118f.

ACFT with wingspan greater than 36m / 118ft must be directed to TWY A5 only.

TWY K AVBL up to code letter B ACFT.

Taxi/Parking

Access to stands 8-11 from TWY A5 with follow-me only.

Access to stands 12-13 from TWY A5 only.

Stands 20, 20A, 21-24 are equipped with the automated docking guidance system SAFEDOCK.

ACFT manoeuvre on APNs with minimum PWR only.

Turning of ACFT from stands 5-13, 20-28A is prohibited.

Warnings

Stands 20-28A, 41-45 on APN 3, TWY N, TWY M on section along Terminal T2, APN 6, 7 and stands 9-11 not visible from TWR.

150m / 492ft long segment of RWY 11/29 starting 1320m / 4330ft from THR 11 not visible from TWR.

ARRIVAL**Speed**

ILS or LOC RWY 29: after establishing on ILS or LOC RWY 29, IAS 160KT until D4 IGDA.

VOR APCH:

- VOR RWY 29: after establishing on a straight-in, IAS 160KT until D7 GZD.
- VOR RWY 11: after establishing on a straight-in, IAS 160KT until D4 GZD.

Speed reduction must be executed without further reminding from ATC.

Communication**COM Failure****RNAV 1**

If STAR was assigned and acknowledged continue in accordance with the FPL and follow the assigned STAR, then execute an (ILS or VOR) approach and land. The descent shall be performed 2min after setting 7600 in accordance with vertical restriction specified on the chart.

If STAR was assigned and acknowledged and vectoring was initiated continue for 2min (from setting 7600) on the assigned HDG and at the last assigned and acknowledged ALT. Continue directly to FAF/FAP, execute an (ILS or VOR) approach and land. The descent shall be carried out in accordance with the vertical restriction specified on the chart.

If no STAR was assigned continue in accordance with the FPL. Execute an (ILS or VOR) approach and land. The descent shall be carried out in accordance with the vertical restriction specified on the chart.

Non-RNAV 1

Maintain last assigned and acknowledged ALT/FL. Proceed to GZD VOR/DME. Over GZD VOR/DME descent to 4000ft AMSL (in case of MISAP maintain 3000ft) and then proceed UVRK VOR RWY 11 (R288 D10 GZD VOR/DME) or IPLAM ILS RWY 29 and VOR RWY 29 (R108 D16 GZD VOR DME). Execute approach and land on the most convenient RWY.

Arrival Procedure

ACFT arriving from KMI VOR conduct ILS, LOC or NDB APCH.

Continuous Descent Approach (CDA)

- Arrange descent to pass 7000ft AMSL within 25NM to touchdown.
- Expect track miles INFO or base leg INFO from ATC at or above 7000ft AMSL. Do not turn on base leg until instructed.
- At or before downwind PSN maintain IAS 220KT or MNM clean speed, whichever is greater.

Non-standard GP intercept position on RWY 29

GP intercepts RWY 29 at 308m / 1011ft after landing threshold.

Remaining LDG DIST beyond GP is 2492m / 8175ft.

DEPARTURE**Take-off Minima**

RWY		11/29	
All ACFT	ft - m/km	0 - 125R	-

Communication**COM Failure**

If the climbing CLR did not include a time for geographical limit, maintain for 7min the LVL and speed cleared by ATC, then continue in accordance with the FPL.

If ACFT was radar vectored, continue for 3min on the assigned HDG, then proceed direct to the last SID point, climbing to the FPL flight level.

DEPARTURE**Departure Procedure**

RWY 29: In case of KRT VOR/DME unusable: Expect RAD vectoring, normally along VAPOS.

Start-up/Push-back

PWR back is allowed from stands 5-11, 24-28 for ACFT with MAX wingspan below 36m / 118ft (not greater than ATR72).

Intersection TKOF: AVBL from: RWY 11 at TWY H and RWY 29 at TWYs B, C.

Noise Abatement Procedure

Departures from RWY 11 and RWY 29 shall be carried out in the following manner:

Track the extended RWY CL to reach 2000ft AAL (2489ft AMSL) then execute a turn as instructed by ATC. If no NAP adapted to the relevant ACFT type are AVBL, departures from RWY 11 and RWY 29 shall be carried out in accordance with NADP 1.

Minimum Runway Occupancy Time (MROT): Ensure standard MROT procedures.

ATC Slot, Clearance

REQ CLR 10min prior to being ready for push-back or start-up to DLV and report:

- Call sign
- Stand
- Destination AD
- Planned cruising LVL (if other than in FPL)
- Any changes to FPL

CLRs are not issued earlier than 30min before EOBT/CTOT.

De-Icing

AVBL

GDN-EPGD

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AFC

ATIS	129.625	AWOS
DIR	119.650	0500-2200h
APP	127.275	
TWR	118.100	
DLV	131.325	0430-2030h

Landing RWY system:

11

HL-S 420

2800 x 45

3.5°

60 HL

15 HL

THR 451 (16hPa) / TDZ 450 (---%) +0.4%

60 HL

15 HL

45 x 2800

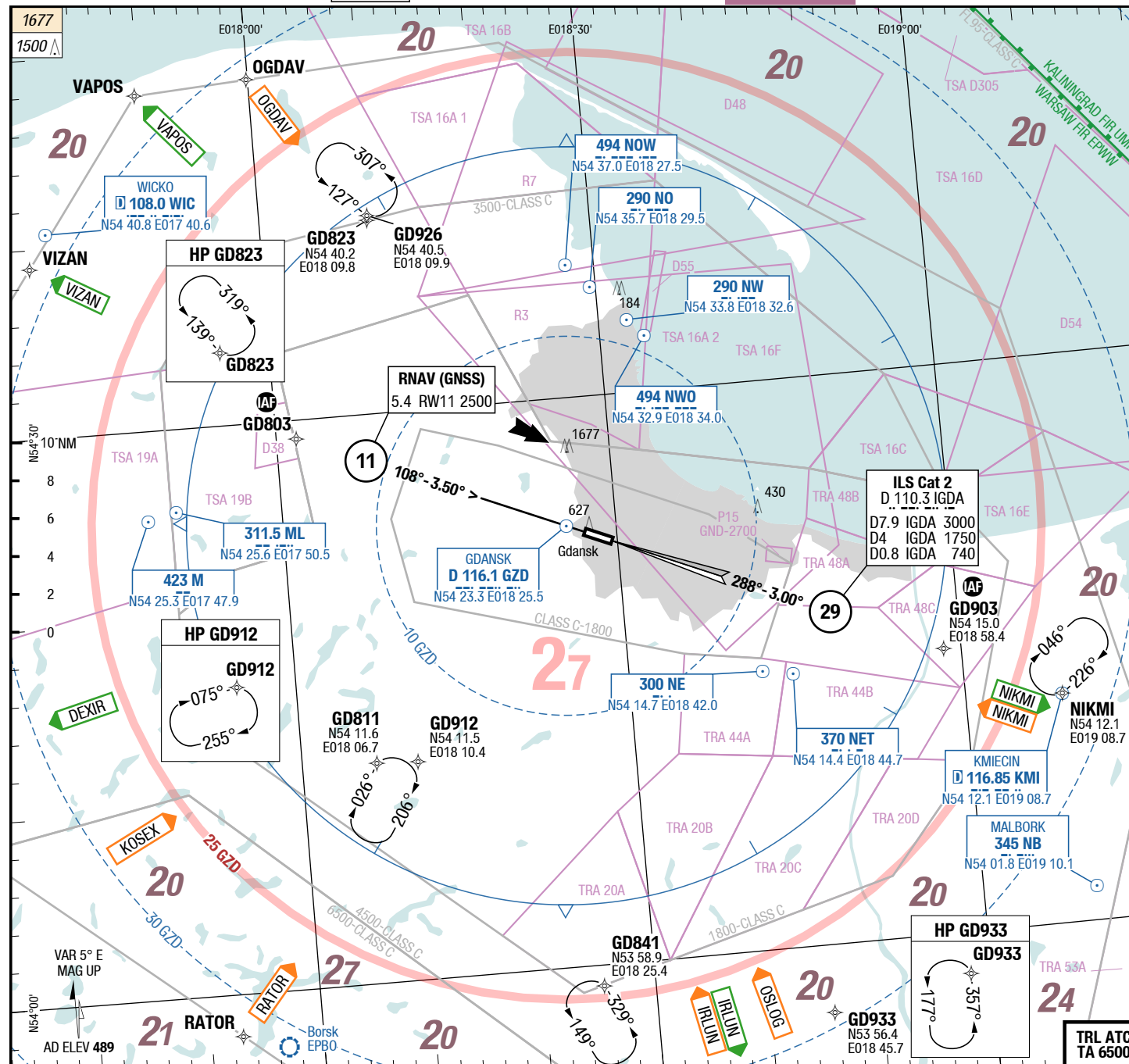
3.0°

8

TDZ 481 (---%) / THR 488 (18hPa) -0.4%

HL-P2F

2



Changes: PROC, WPT , OBST, HLDG

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30-NOV-2017

GDN-EPGD

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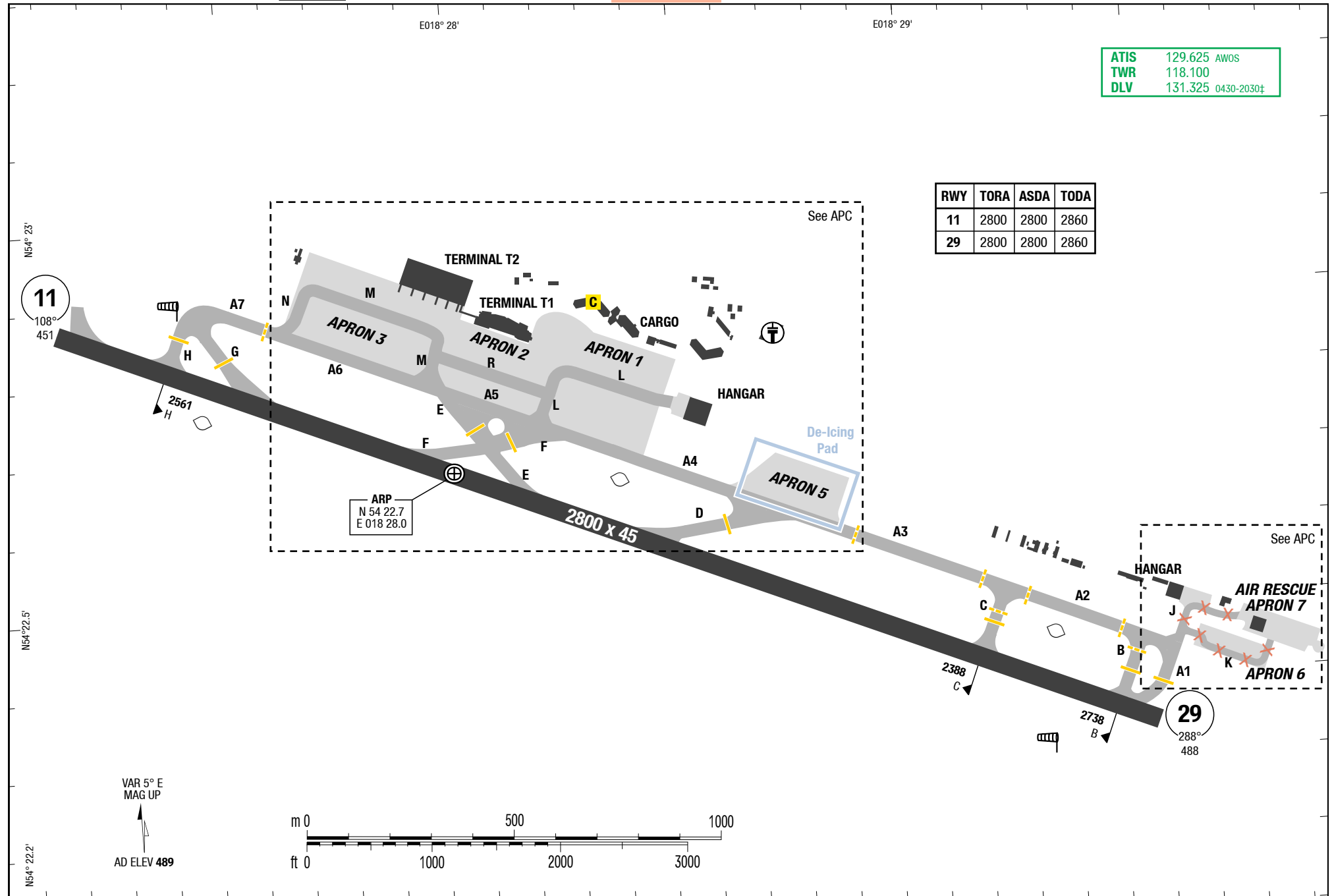
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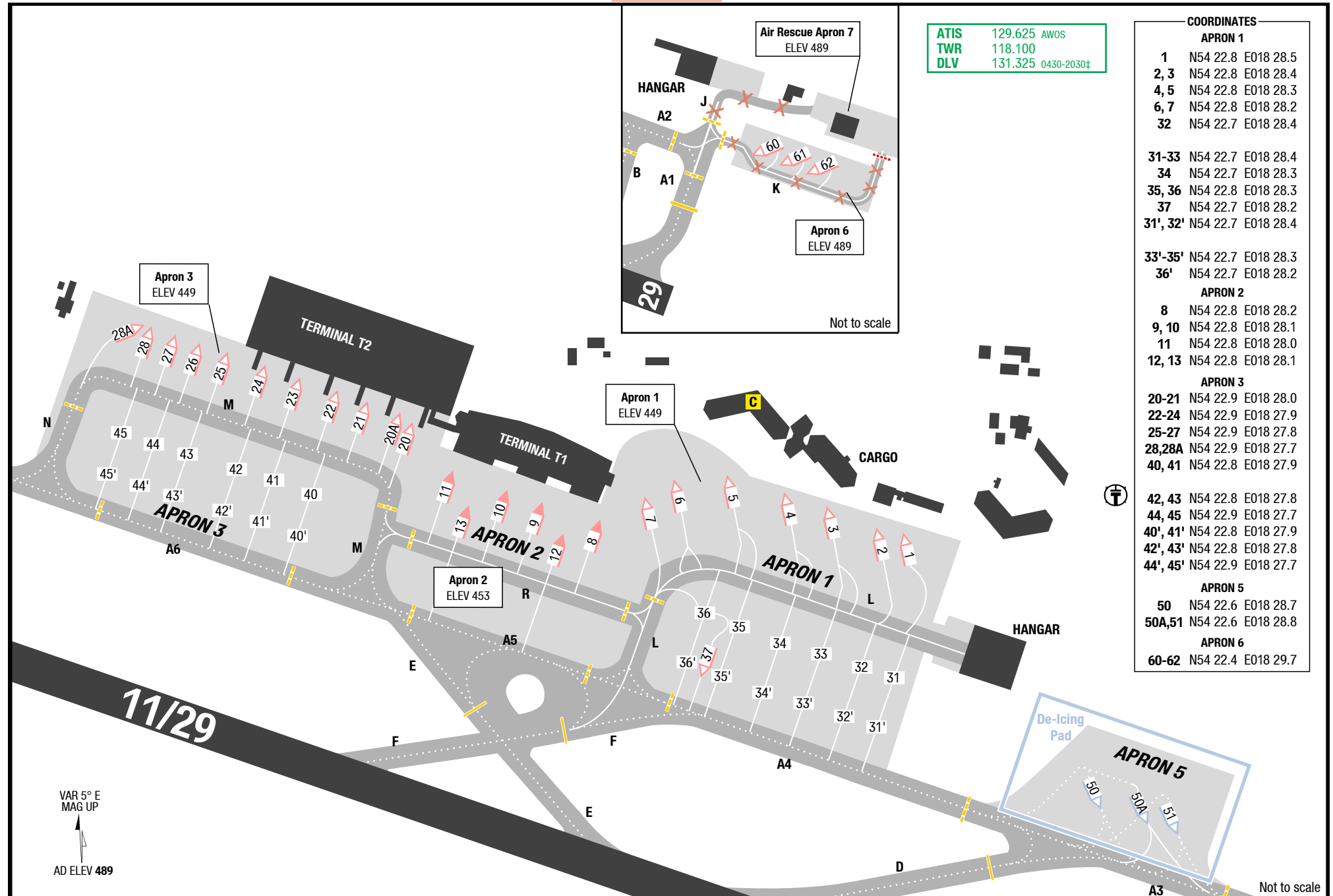
3-20

ATIS	129.625	AWOS
TWR	118.100	
DLV	131.325	0430-2030†

RWY	TORA	ASDA	TODA
11	2800	2800	2860
29	2800	2800	2860



Changes: Nil



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RNAV SIDs RWY 29

SID

SID

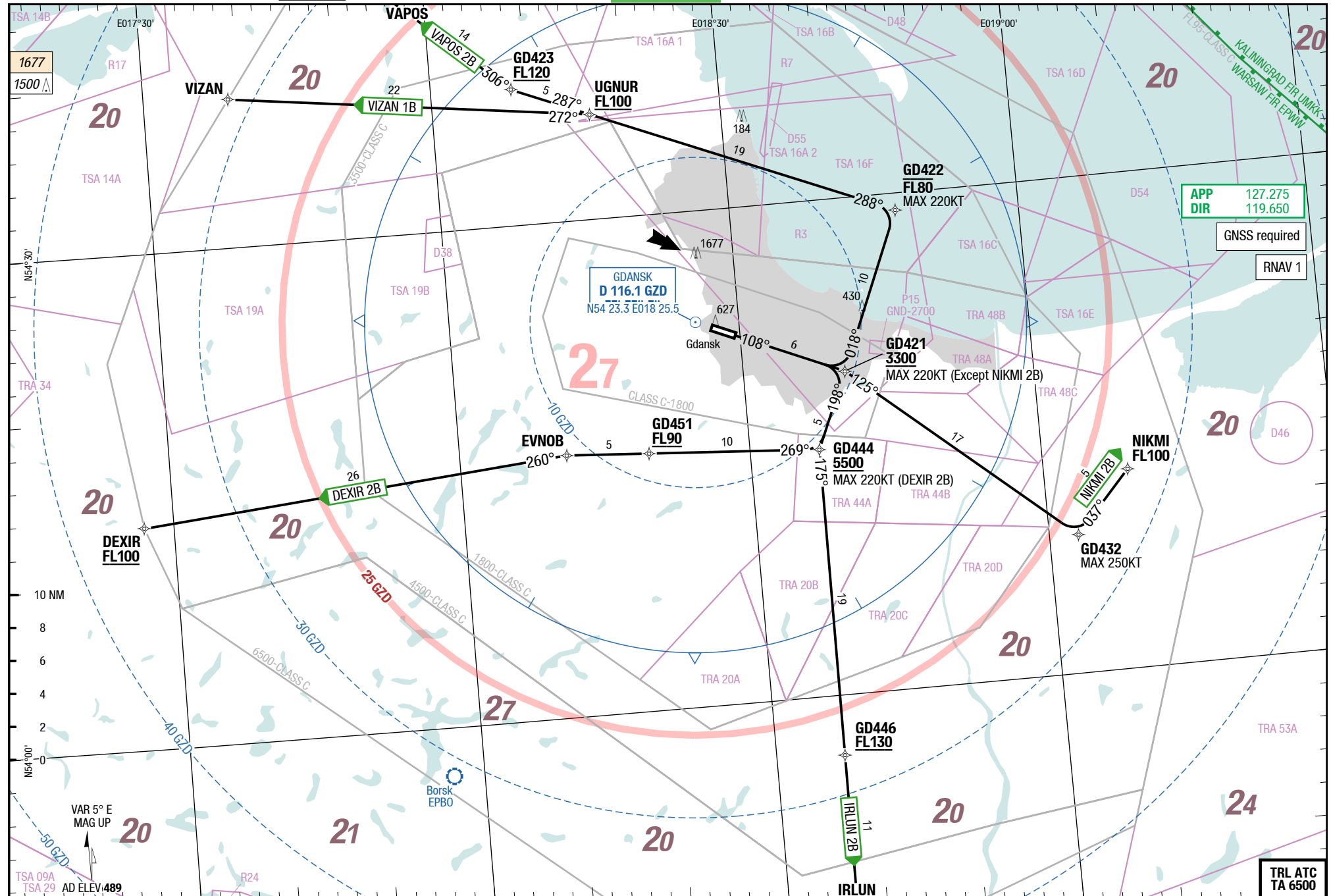
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RNAV SIDs RWY 29

RNAV SIDs RWY 11

4-10

RNAV SIDs RWY 11



Changes: PROC, WPT, ALT, Note, OBST, SUAs

30-NOV-2017

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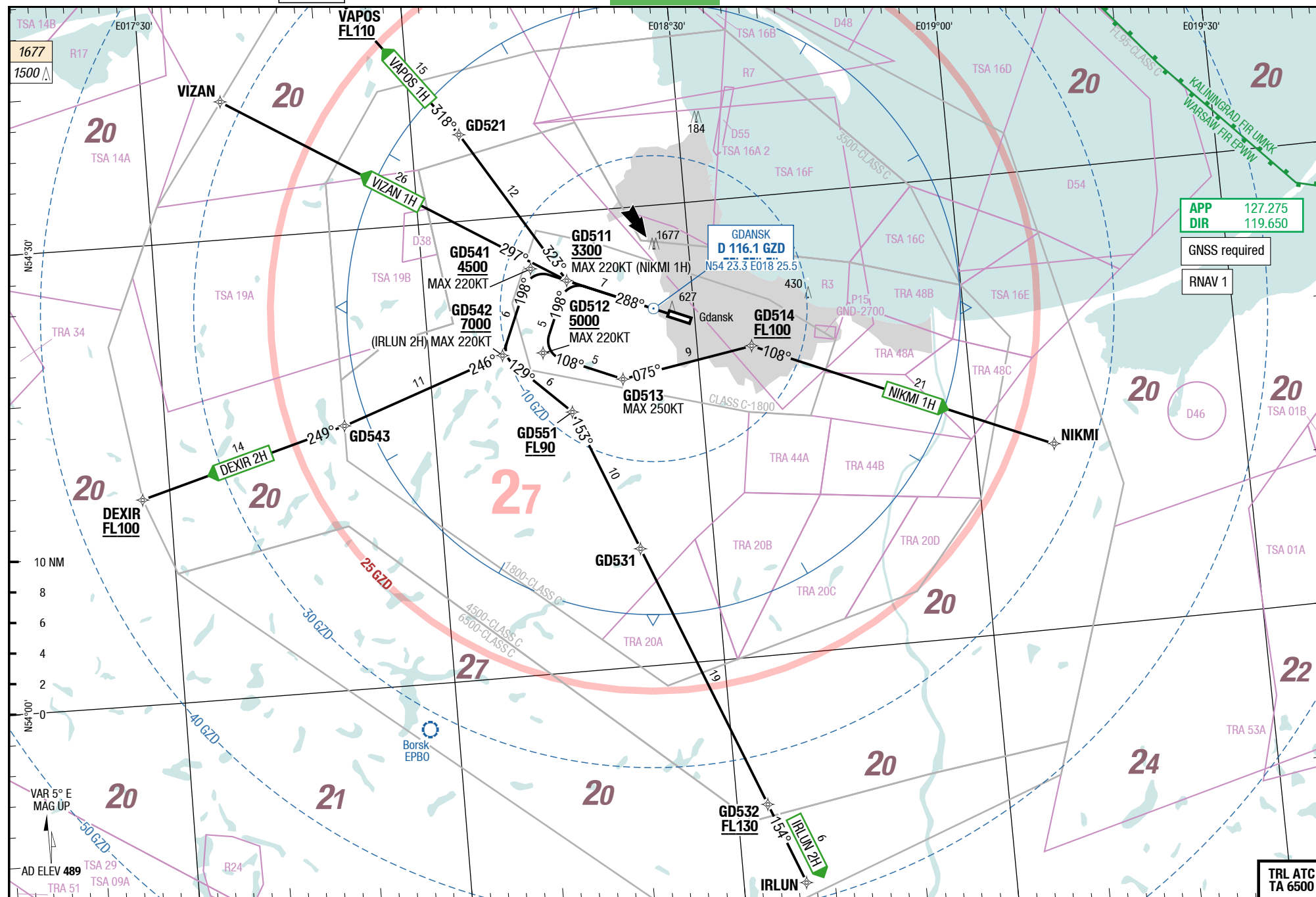
4-20

RNAV SIDs RWY 29

SID

SID

RNAV SIDs RWY 29



Changes: PROC, WPT , ALT, Note, OBST, SUAs

22-FEB-2018

GDN-EPGD**5-10****RNAV SIDs RWY 11****DEXIR 2B / IRLUN 2B / NIKMI 2B / VAPOS 2B / VIZAN 1B**

RWY 11 (108°)

Immediately after departure contact Gdansk APP

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
DEXIR 2B 7.0% to FL90 127.275 ①	GD421 [K220-] - GD444 [K220-] - GD451 - EVNOB - DEXIR	GD421 MNM 3300 GD444 MNM 5500 GD451 MNM FL90 DEXIR MNM FL100
IRLUN 2B 7.0% to GD446 127.275 ①	GD421 [K220-] - GD444 - GD446 - IRLUN	GD421 MNM 3300 GD444 MNM 5500 GD446 MNM FL130
NIKMI 2B 7.0% to FL100 127.275 ①	GD421 - GD432 [K250-] - NIKMI	GD421 MNM 3300 NIKMI at FL100
VAPOS 2B 7.0% to GD423 127.275 ①	GD421 [K220-] - GD422 [K220-] - UGNUR - GD423 - VAPOS	GD421 MNM 3300 GD422 MAX FL80 UGNUR MNM FL100 GD423 MNM FL120
VIZAN 1B 7.0% to UGNUR 127.275 ①	GD421 [K220-] - GD422 [K220-] - UGNUR - VIZAN	GD421 MNM 3300 GD422 MAX FL80 UGNUR MNM FL100

① Climb gradient due to operational reasons. If unable to achieve SID profile, contact ATC before start-up.

22-FEB-2018

GDN-EPGD**5-20****RNAV SIDs RWY 29****DEXIR 2H / IRLUN 2H / NIKMI 1H / VAPOS 1H / VIZAN 1H**

RWY 29 (288°)

Immediately after departure contact Gdansk APP

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
DEXIR 2H 7.0% to GD543 127.275 ①	GD541 [K220-] - GD542 - GD543 - DEXIR	GD541 MNM 4500 GD542 MNM 7000 DEXIR MNM FL100
IRLUN 2H 7.0% to GD532 127.275 ①	GD541 [K220-] - GD542 [K220-] - GD551 - GD531 - GD532 - IRLUN	GD541 MNM 4500 GD542 MNM 7000 GD551 MNM FL90 GD532 MNM FL130
NIKMI 1H 7.0% to GD514 127.275 ①	GD511 [K220-] - GD512 [K220-] - GD513 [K250-] - GD514 - NIKMI	GD511 MNM 3300 GD512 MNM 5000 GD514 MNM FL100
VAPOS 1H 7.0% to FL90 127.275 ①	GD511 - GD521 - VAPOS	GD511 MNM 3300 VAPOS MNM FL110
VIZAN 1H 7.0% to FL90 127.275 ①	GD511 - VIZAN	GD511 MNM 3300

① Climb gradient due to operational reasons. If unable to achieve SID profile, contact ATC before start-up.

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RNAV STARs RWY 29

STAR

STAR

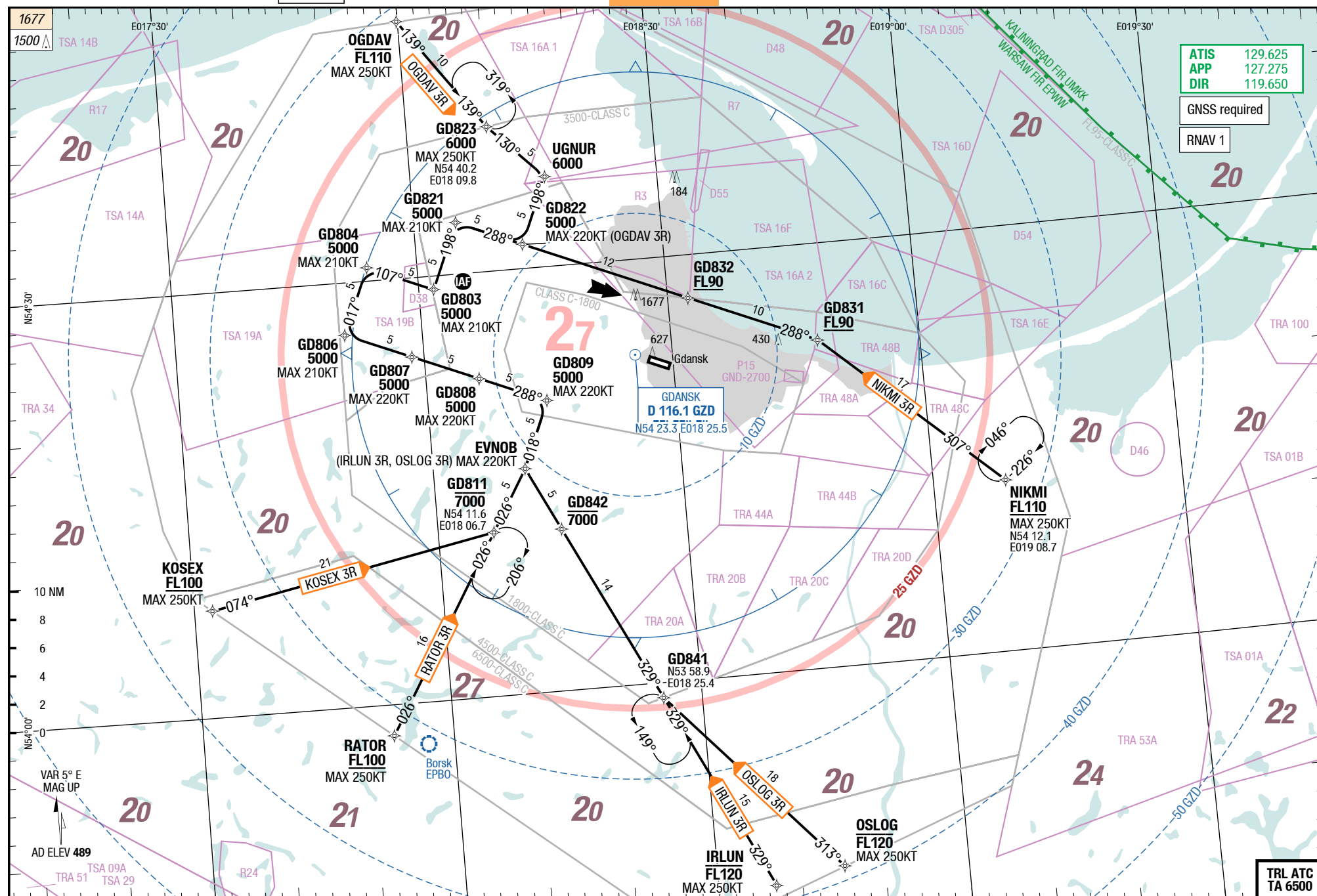
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RNAV STARs RWY 29

RNAV STARs RWY 11

6-10

RNAV STARs RWY 11



Changes: PROC, ALT, HLDG, SUAs, Note, OBST

30-NOV-2017

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STAR

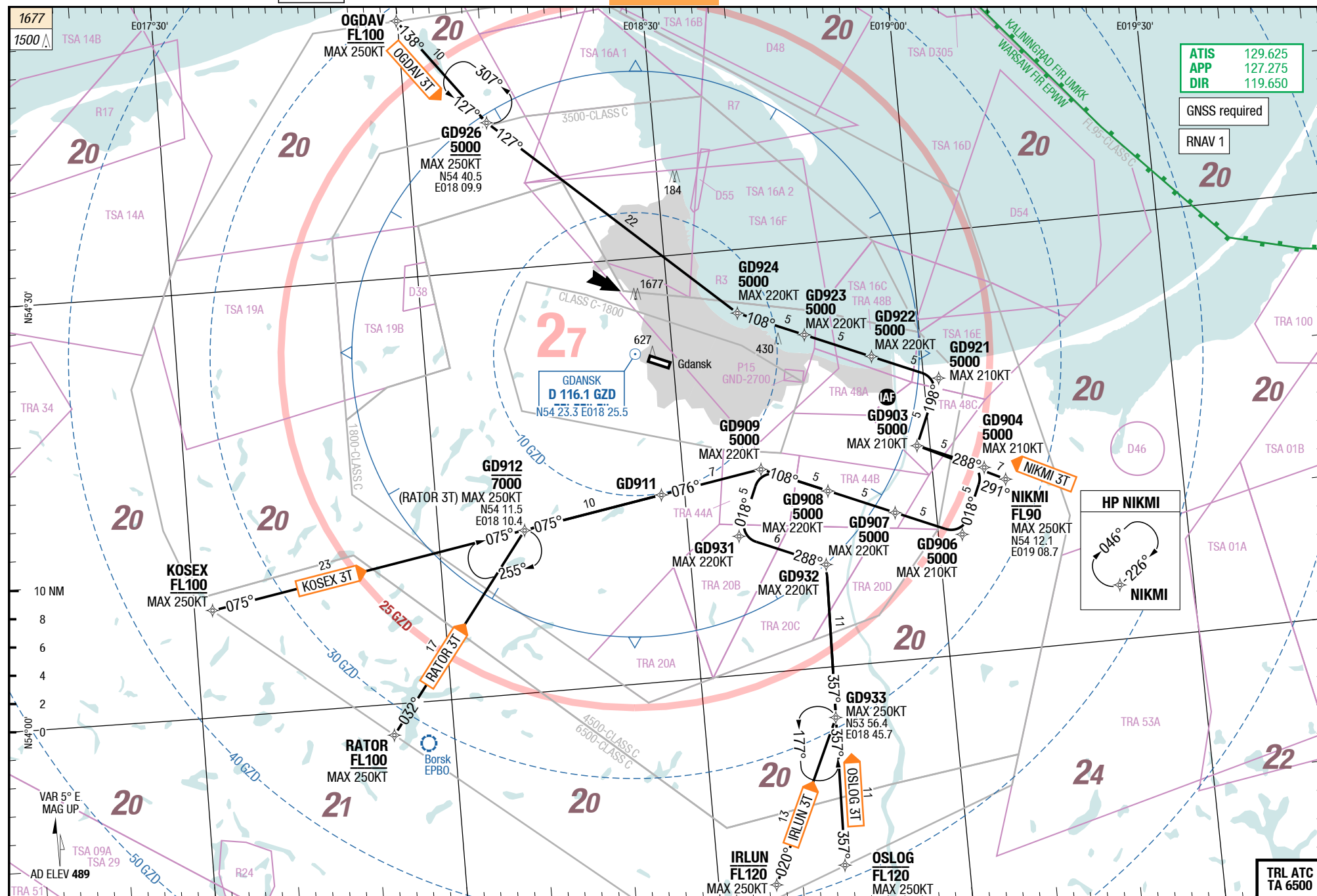
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RNAV STARs RWY 29

6-20

RNAV STARs RWY 29



Changes: ALT, PROC, HLDG, Note, OBST, SUAs

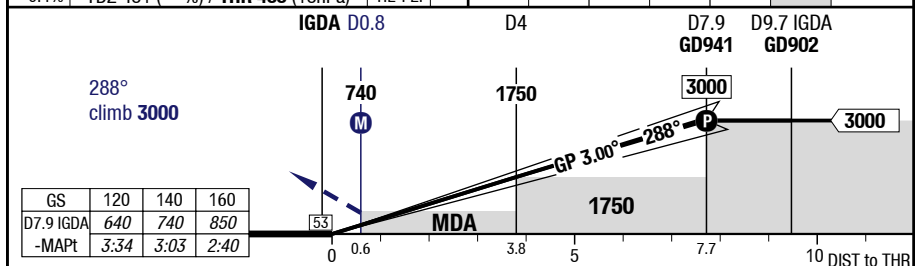
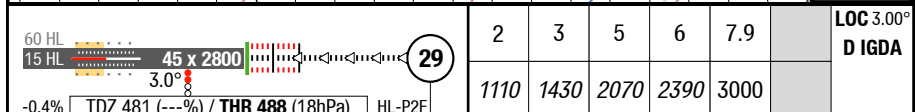
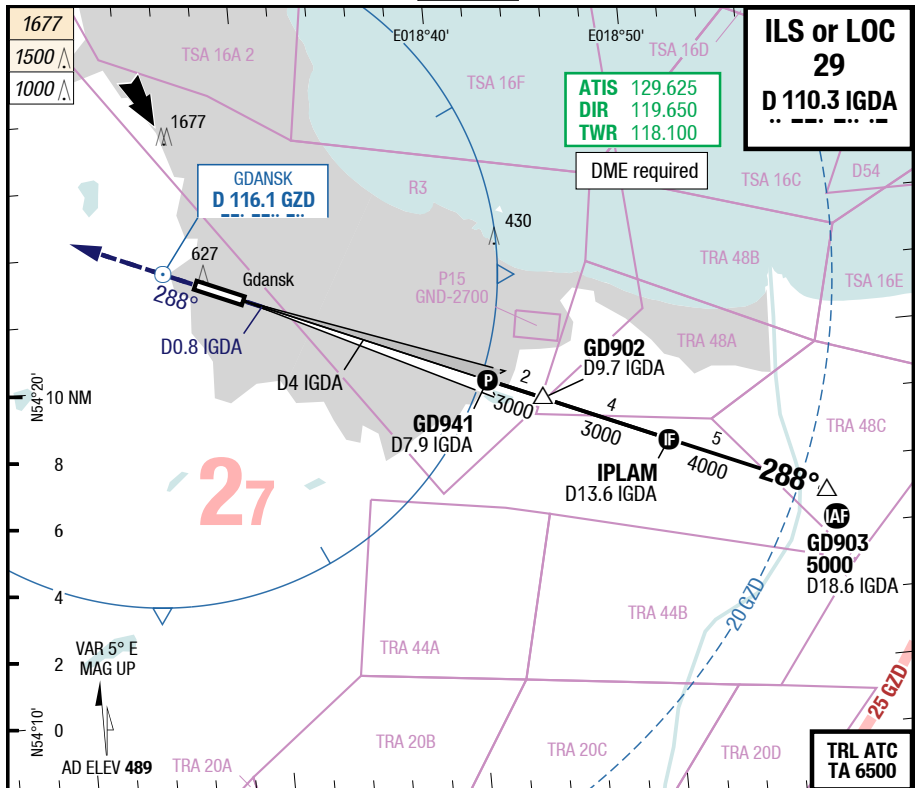
TRL ATC
TA 6500

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GDN-EPGD

7-10

ILS or LOC 29



29		Cat 2 DME GA 3.0%	Cat 2 DME GA 2.5%	Cat 1 DME 1)	LOC DME		Circling
C	ft - m/km ft	100 - 300R 97 RA	180 - 450R 218 RA	230 - 550 710	330 - 800 810		680 - 2.4V 1160
D	ft - m/km ft	120 - 300R 108 RA 2)	190 - 450R 230 RA	240 - 550 720	330 - 800 810		770 - 3.6V 1250 3)

1) With EVS 350m

2) If not conducting autoland RVR 350m required

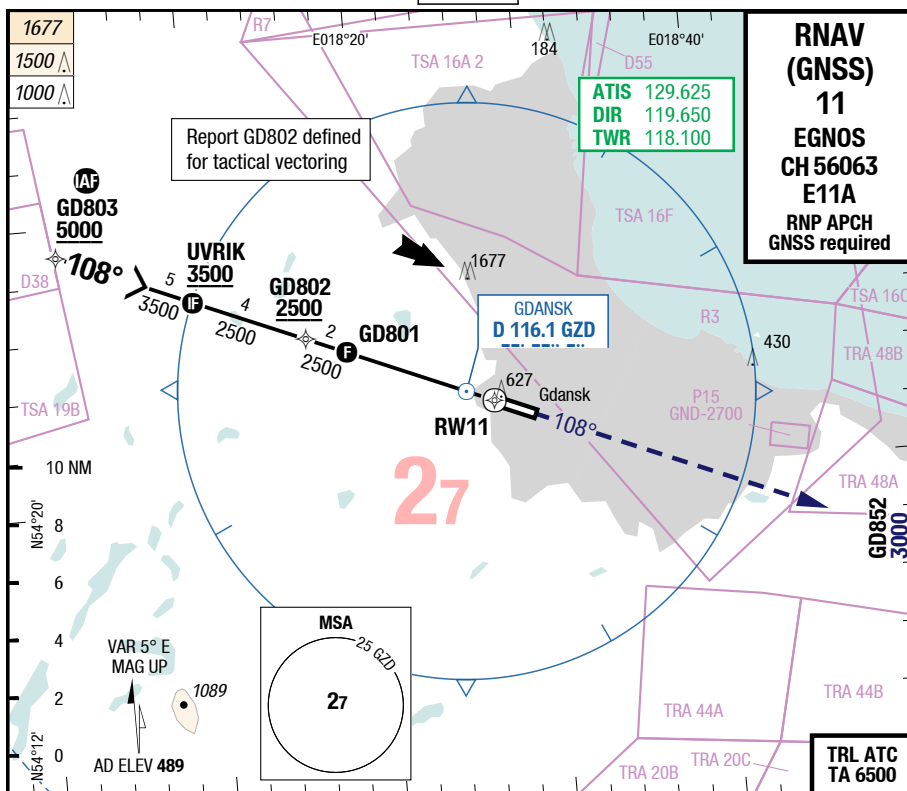
3) S of AD only

Changes: SUAs, OBST

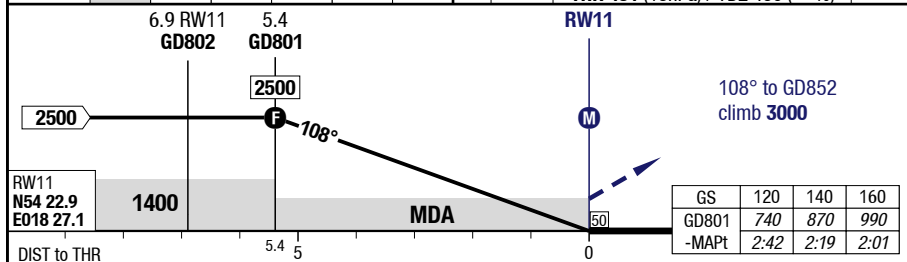
GDN-EPGD

7-30

RNAV (GNSS) 11



3.50° RW11		5.4	5	4	3	2	
		2500	2360	1990	1620	1250	



11		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3)	RNAV GNSS LNAV		Circling
C	ft - m/km ft	250 - 800 710	310 - 1.0 760	610 - 2.4 1060		680 - 2.4V 1160
D	ft - m/km ft	250 - 800 710	320 - 1.0 770	610 - 2.4 1060		770 - 3.6V 1250 4)

1) With EVS 550m

2) Uncompensated BARO VNAV NA below -40°C (-40°F)

3) With EVS 650m

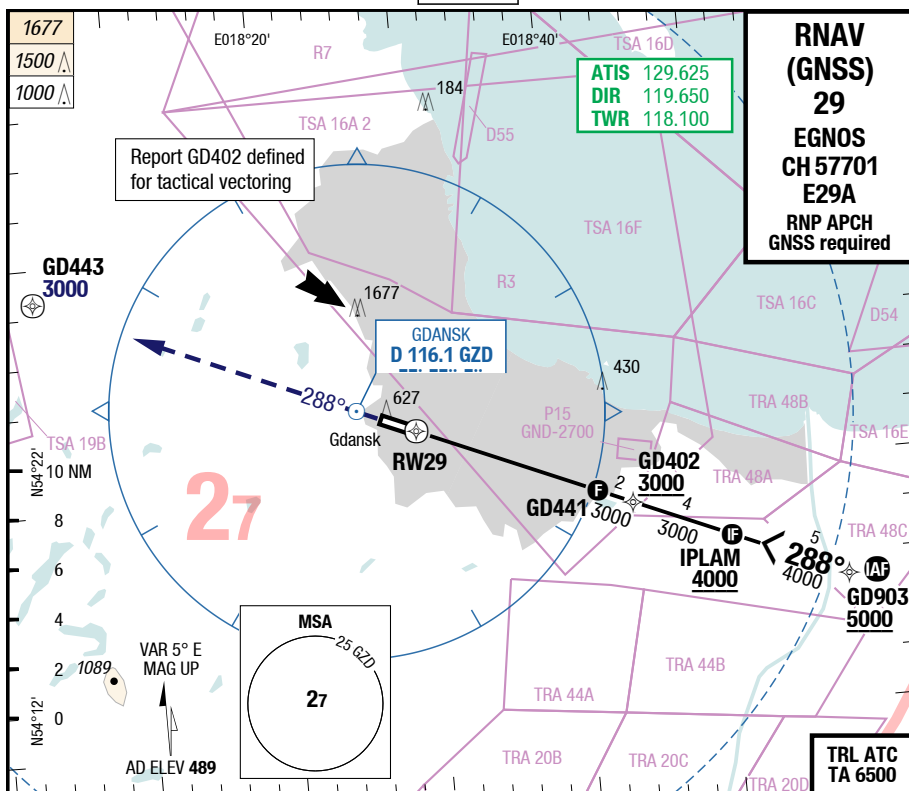
4) S of AD only

Changes: WPT GD852, MIN, ALT, OBST, Note, SUAs

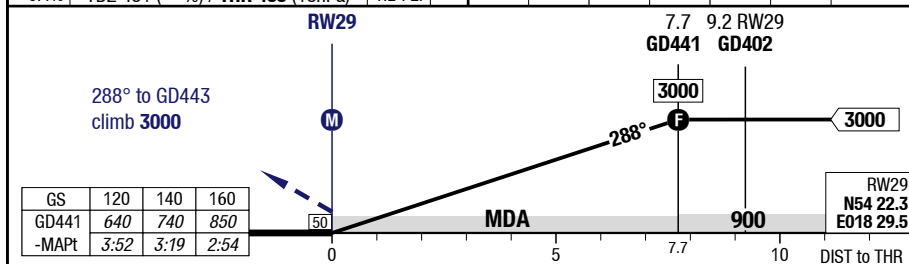
GDN-EPGD

7-40

RNAV (GNSS) 29



60 HL	15 HL	45 x 2800	3.0°	29	2	3	4	5	6	7.7	3.00° RW29
-0.4%	TDZ 481	(---%) / THR 488 (18hPa)		HL-P2F	1180	1500	1820	2130	2450	3000	



29		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3) 4)	RNAV GNSS LNAV			Circling
C	ft - m/km ft	230 - 550 710	260 - 600 740	370 - 1.0 850			680 - 2.4V 1160
D	ft - m/km ft	240 - 550 720	270 - 600 750	370 - 1.0 850			770 - 3.6V 1250 5)

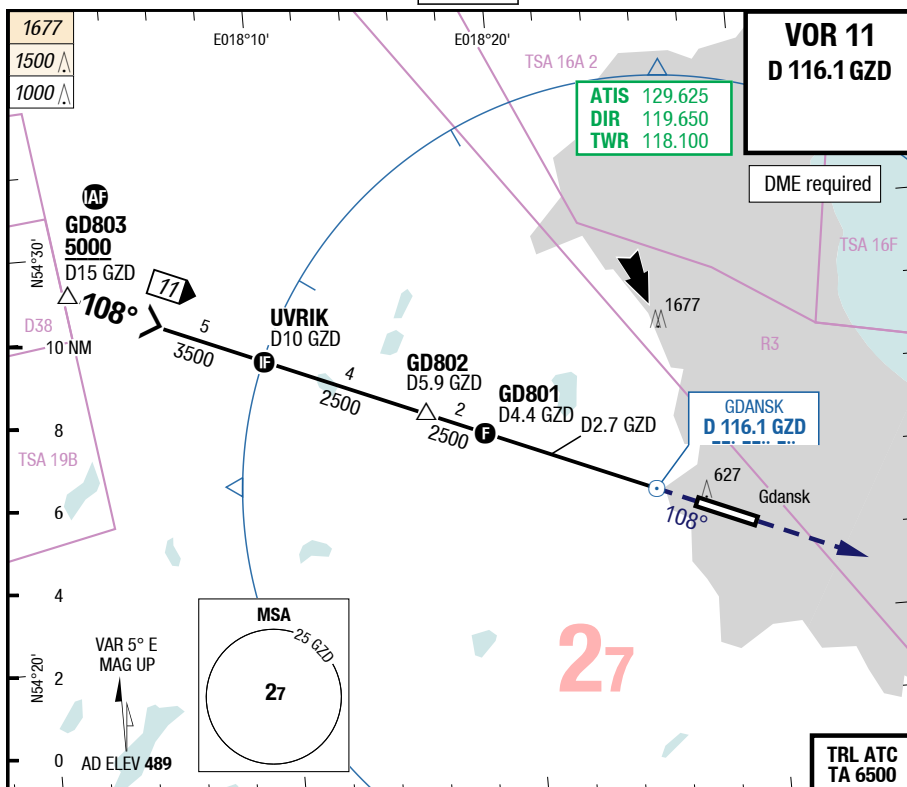
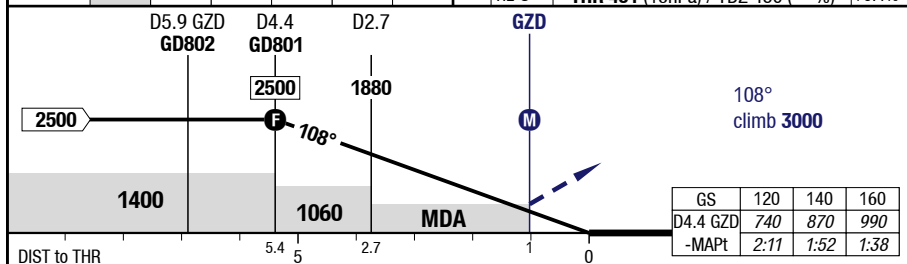
1) With EVS 350m 2) Uncompensated BARO VNAV NA below -20°C (-4°F) 3) wo HGS RVR 750m required 4) With EVS 400m 5) S of AD only

Changes: WPT GD443, MIN, ALT, OBST, Note, SUAs

GDN-EPGD

7-50

VOR 11

[illegible]

11		VOR DME	VOR DME wo D2.7 GZD				Circling
C	ft - m/km ft	480 - 1.8 930	610 - 2.4 1060				680 - 2.4V 1160
D	ft - m/km ft	480 - 1.8 930	610 - 2.4 1060				770 - 3.6V 1250 ¹⁾

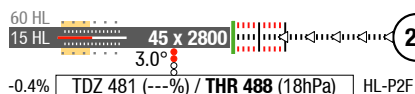
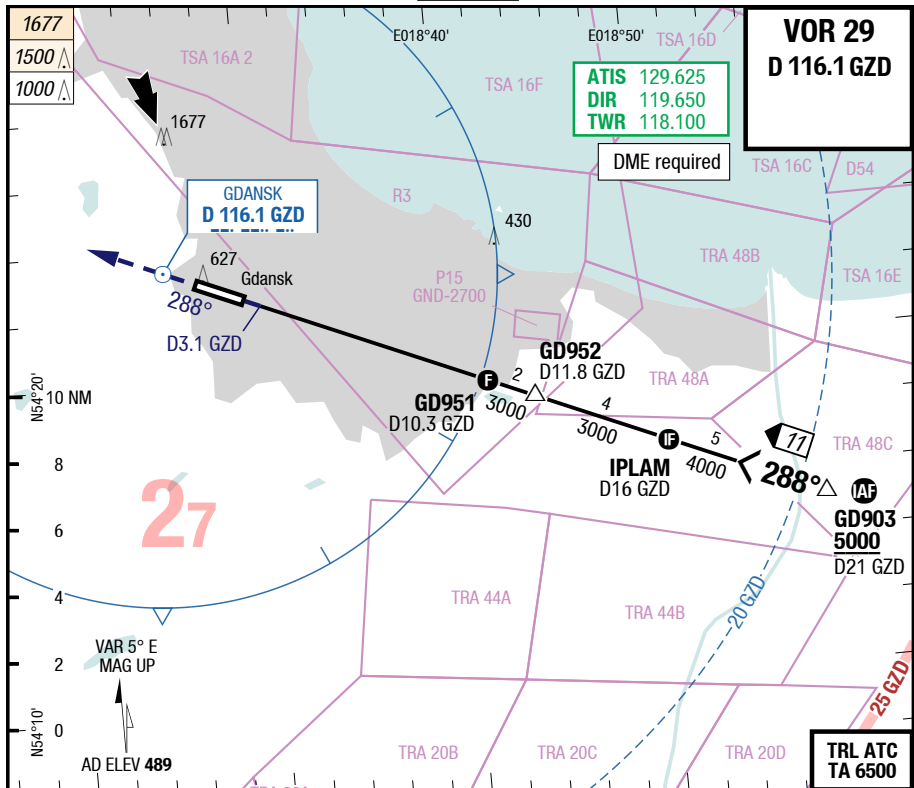
1) S of AD only

Changes: SUAs, OBST

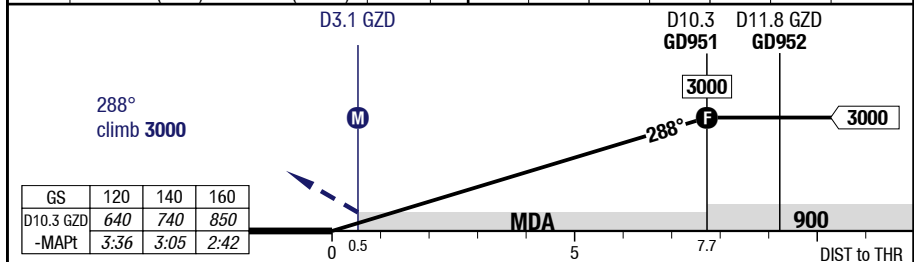
GDN-EPGD

7-60

VOR 29



4	5	6	7	8	10.3	3.00° D GZD
1010	1330	1650	1960	2280	3000	



29	VOR DME					Circling
C	ft - m/km ft	420 - 1.2 900				680 - 2.4V 1160
D	ft - m/km ft	420 - 1.2 900				770 - 3.6V 1250 ¹⁾

1) S of AD only

Changes: SUAs, OBST

Effective 26-APR-2018

19-APR-2018

GDN-EPGD

8-10

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NIL

MRC

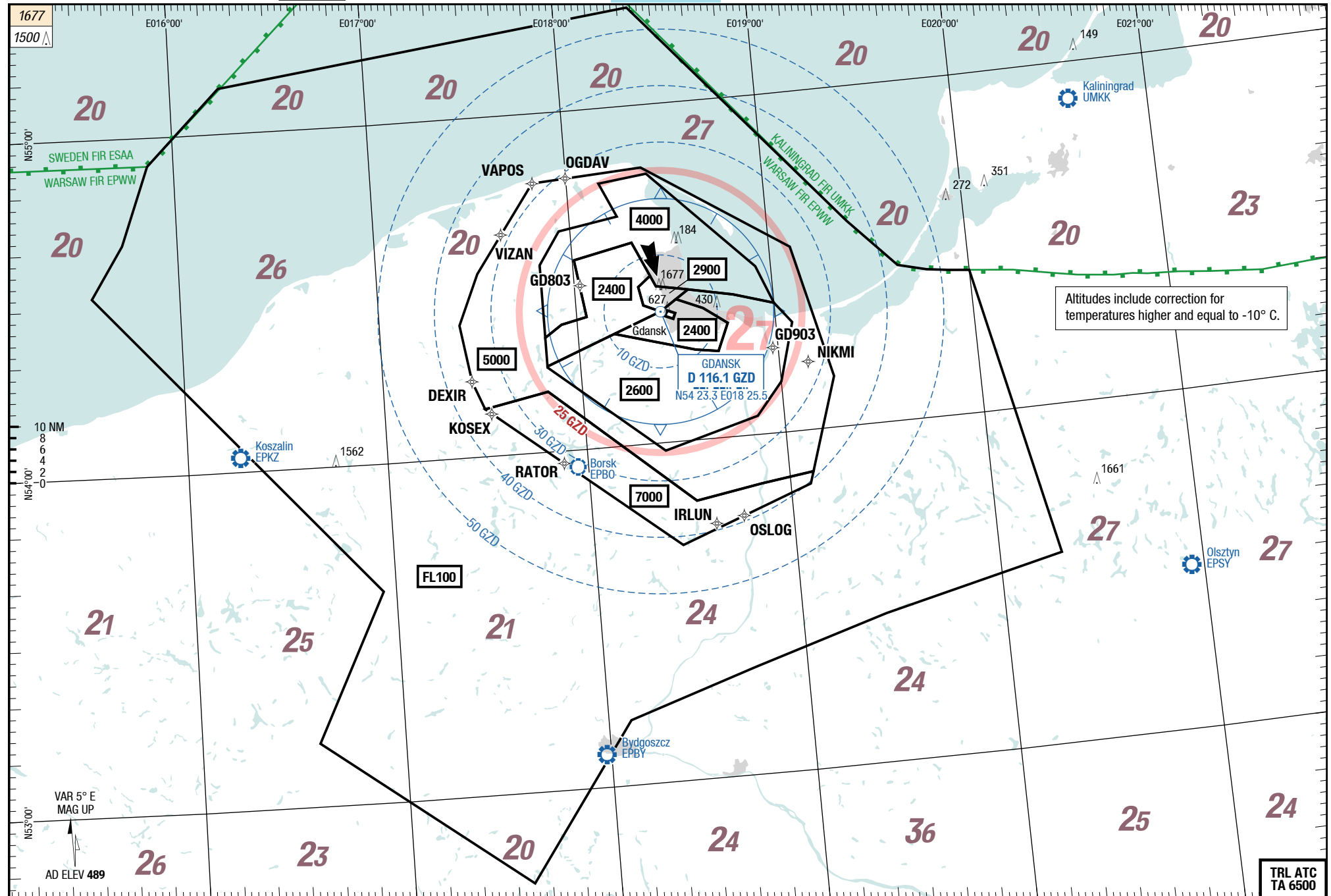
MRC

MRC

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NIL

MRC



Changes: RADAR SECT

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