

**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 UVRIK 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.

## Continous 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.

09-MAR-2017

GDN-EPGD

1-30

AOI

AOI

**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

**Effective 07-DEC-2017**

30-NOV-2017

## GDN-EPGD

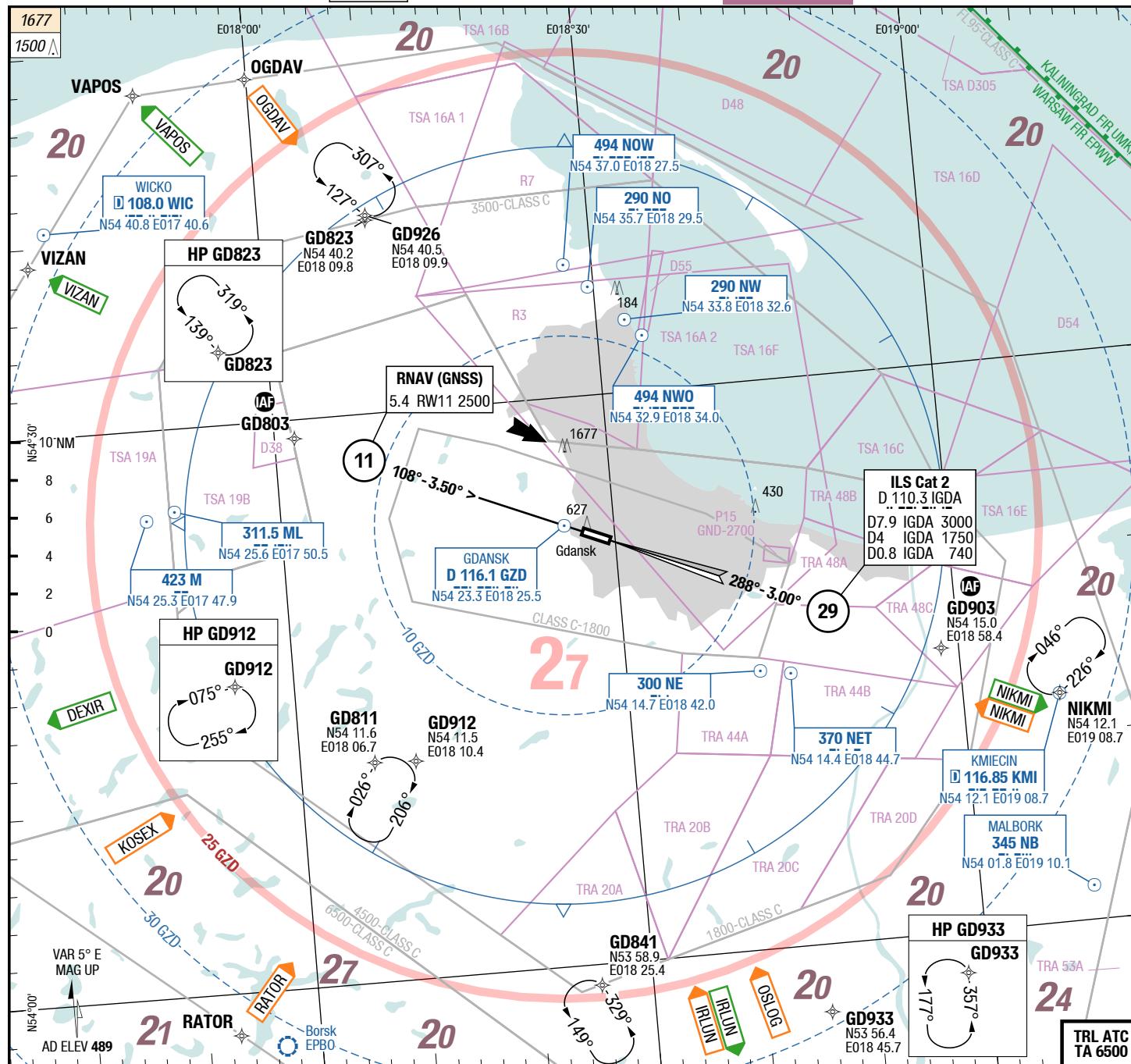
## Poland **Gdansk** Lech Walesa

AGC  
AFC

Lech Walesa **Gdansk** Poland

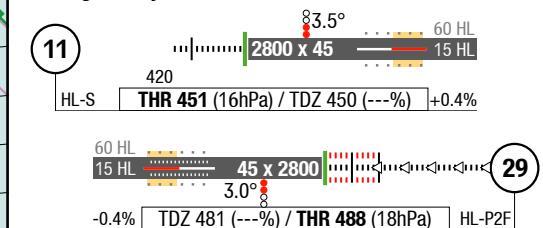
AGC  
AFC

2-10



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

### Landing RWY system:



3-20

AGC

AGC

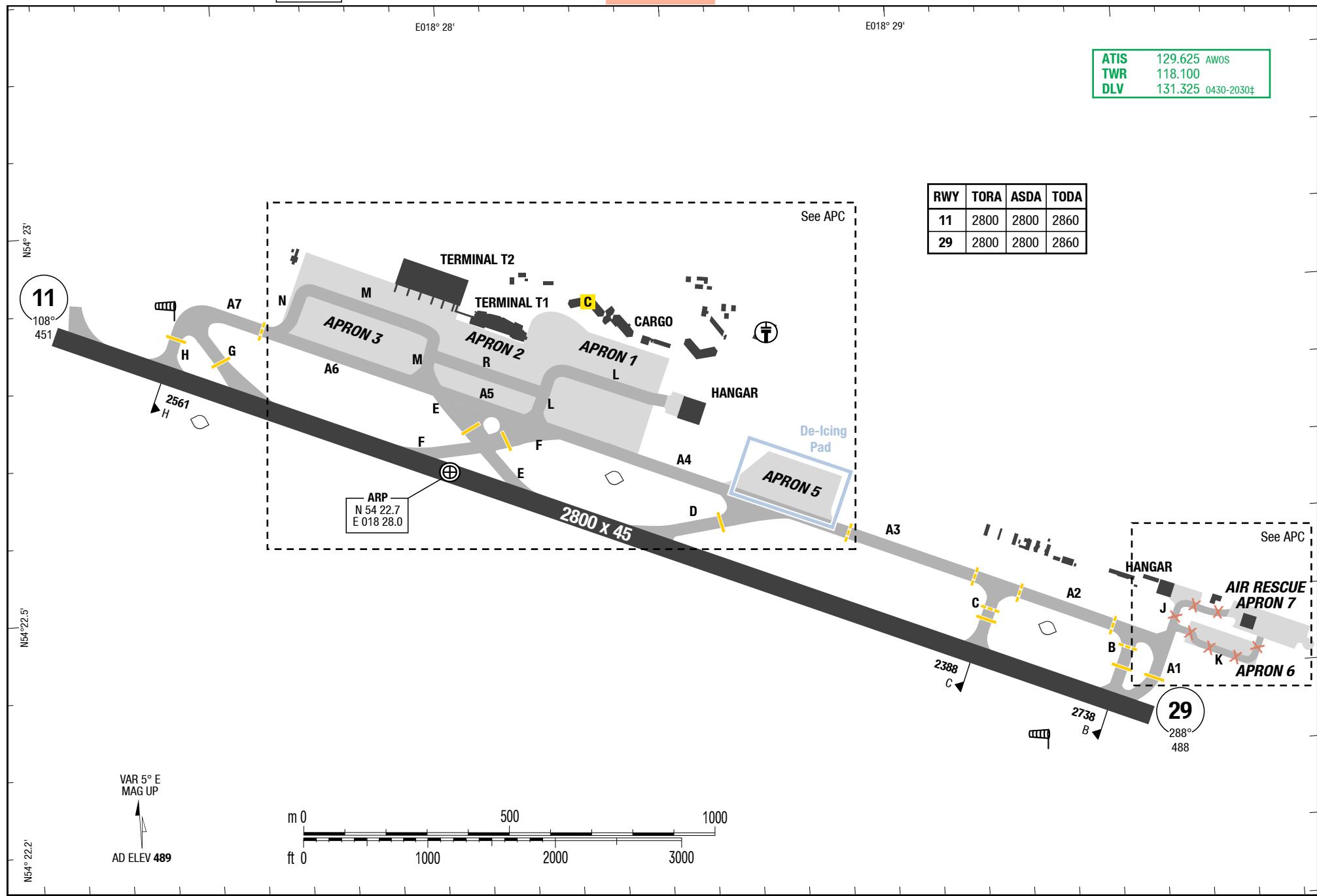
AGC

E018° 28'

E018° 29'

ATIS 129.625 AWOS  
 TWR 118.100  
 DLV 131.325 0430-2030‡

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





Effective 07-DEC-2017

30-NOV-2017

GDN-EPGD

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[RNAV SIDs RWY 29]

4-10

RNAV SIDs RWY 11

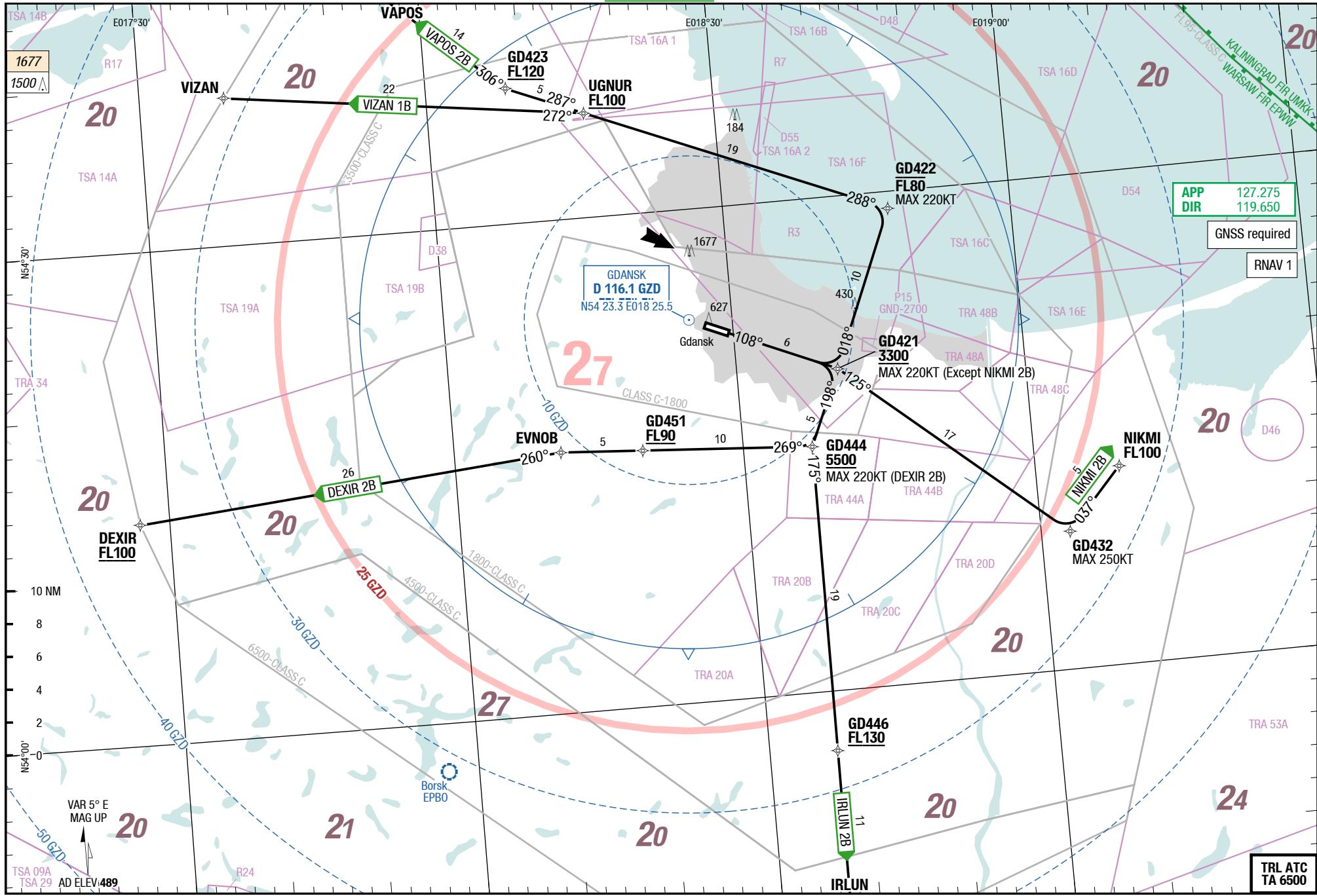
SID

SID

Lech Walesa Gdansk Poland

[RNAV SIDs RWY 29]

RNAV SIDs RWY 11



Effective 07-DEC-2017

30-NOV-2017

GDN-EPGD

Poland Gdansk Lech Walesa

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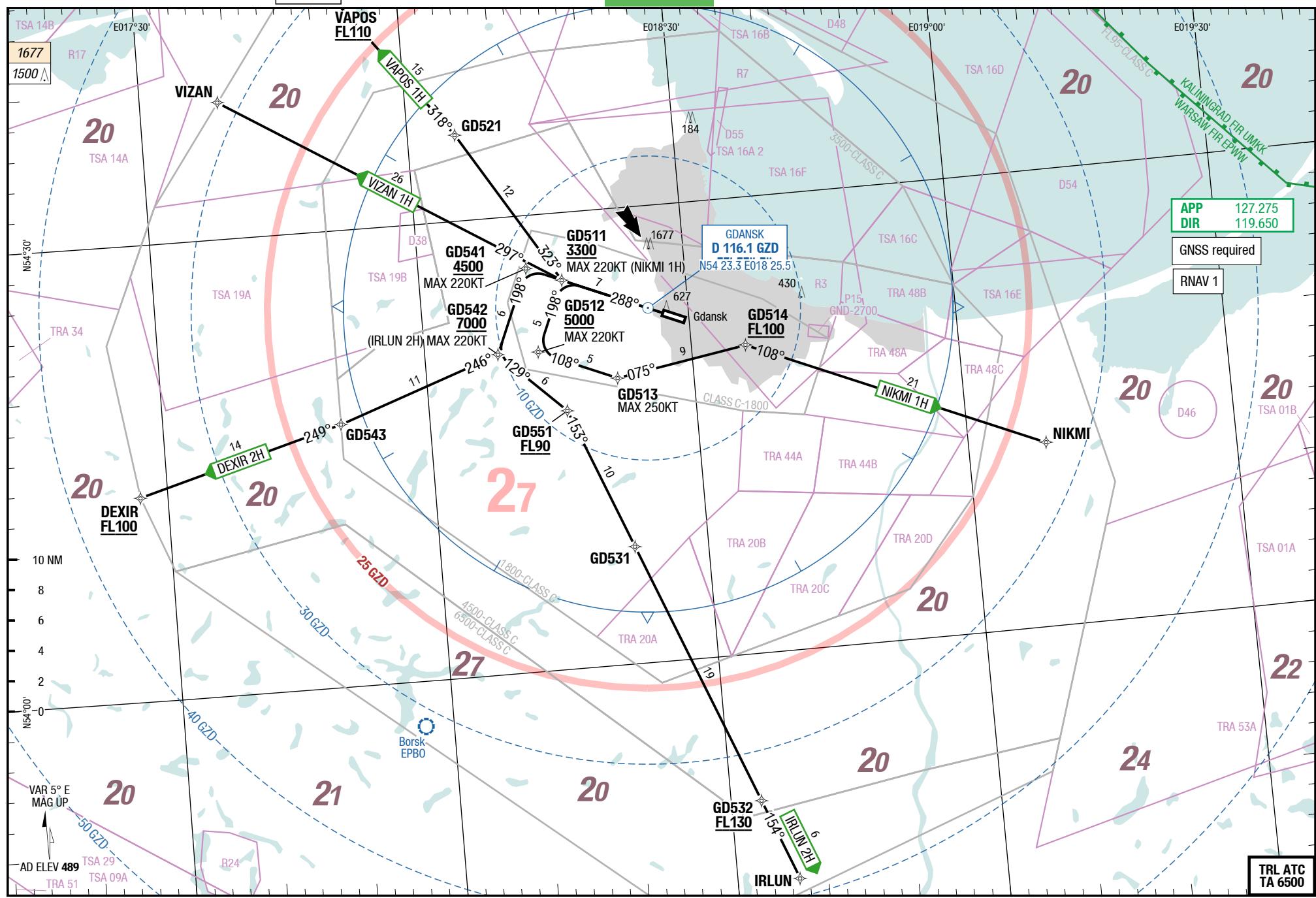
4-20

RNAV SIDs RWY 29

SID

SID

RNAV SIDs RWY 29



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

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

Changes: Nil

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

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

Changes: Climb gradient

# GDN-EPGD

6-10

# Poland **Gdansk** Lech Walesa

RNAV STARs RWY 29

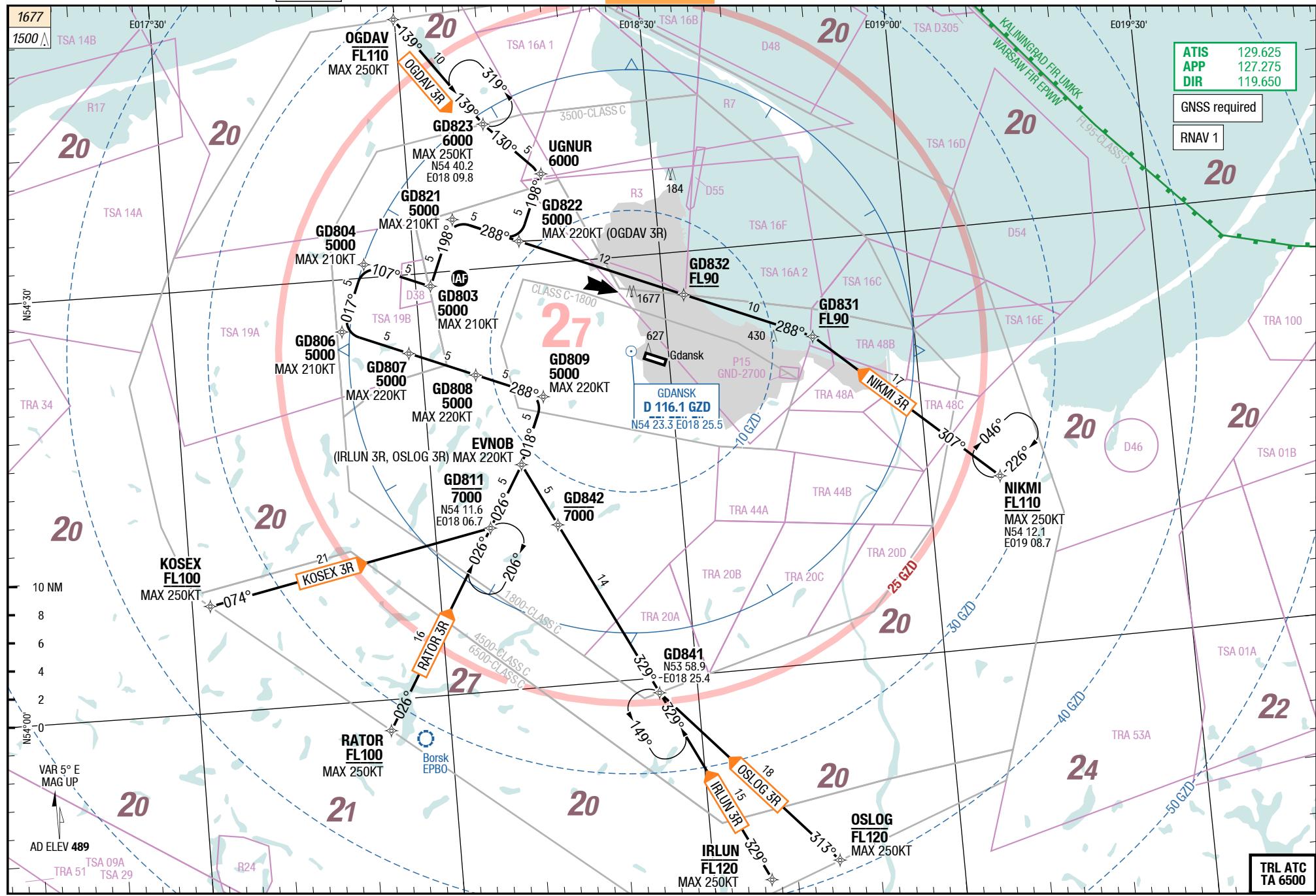
## RNAV STARs RWY 11

STAR

## Lech Walesa **Gdansk** Poland

## RNAV STARs RWY 2

## RNAV STARs RWY 11



# GDN-EPGD

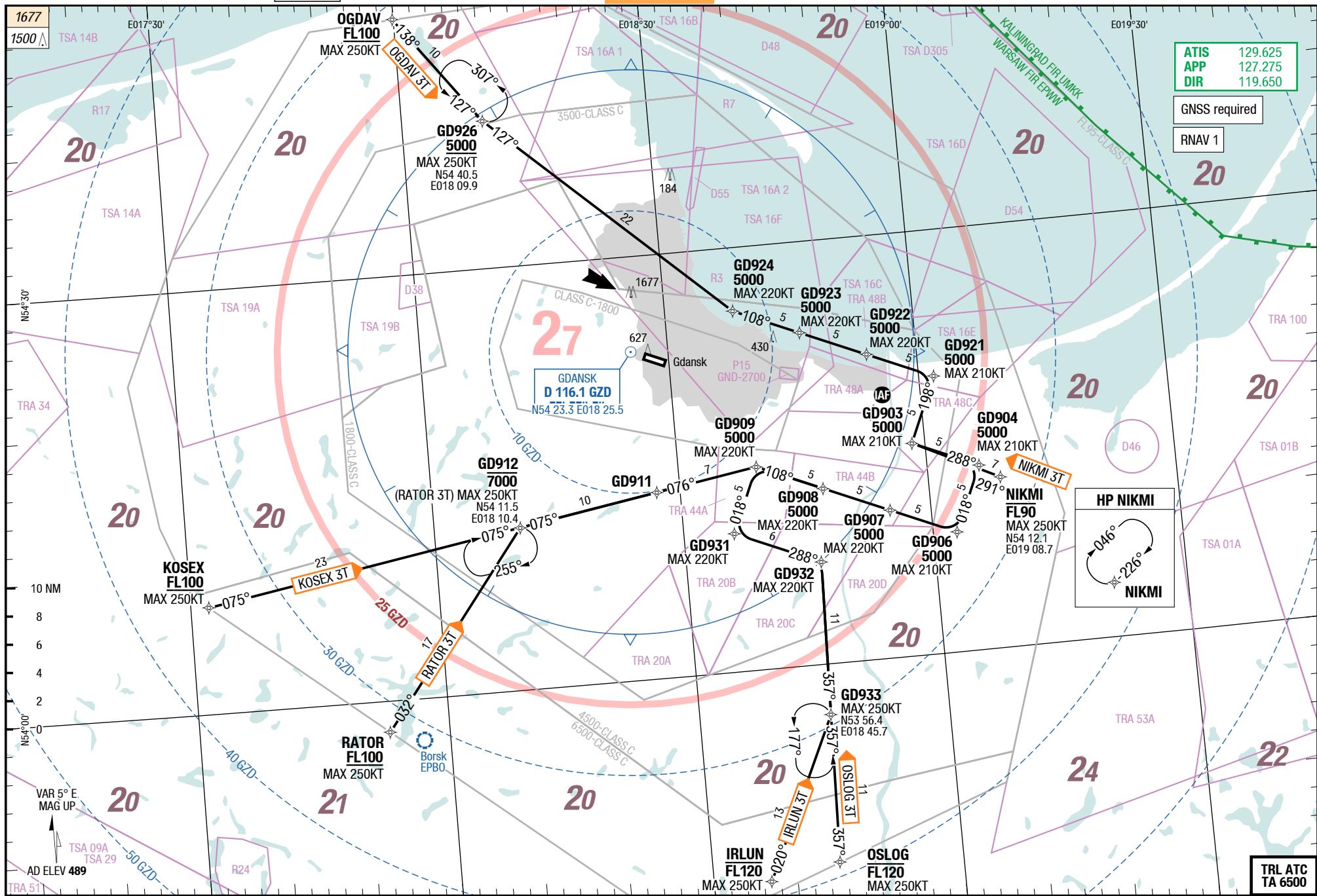
6-20

## RNAV STARs RWY 29

STAR

CTAB

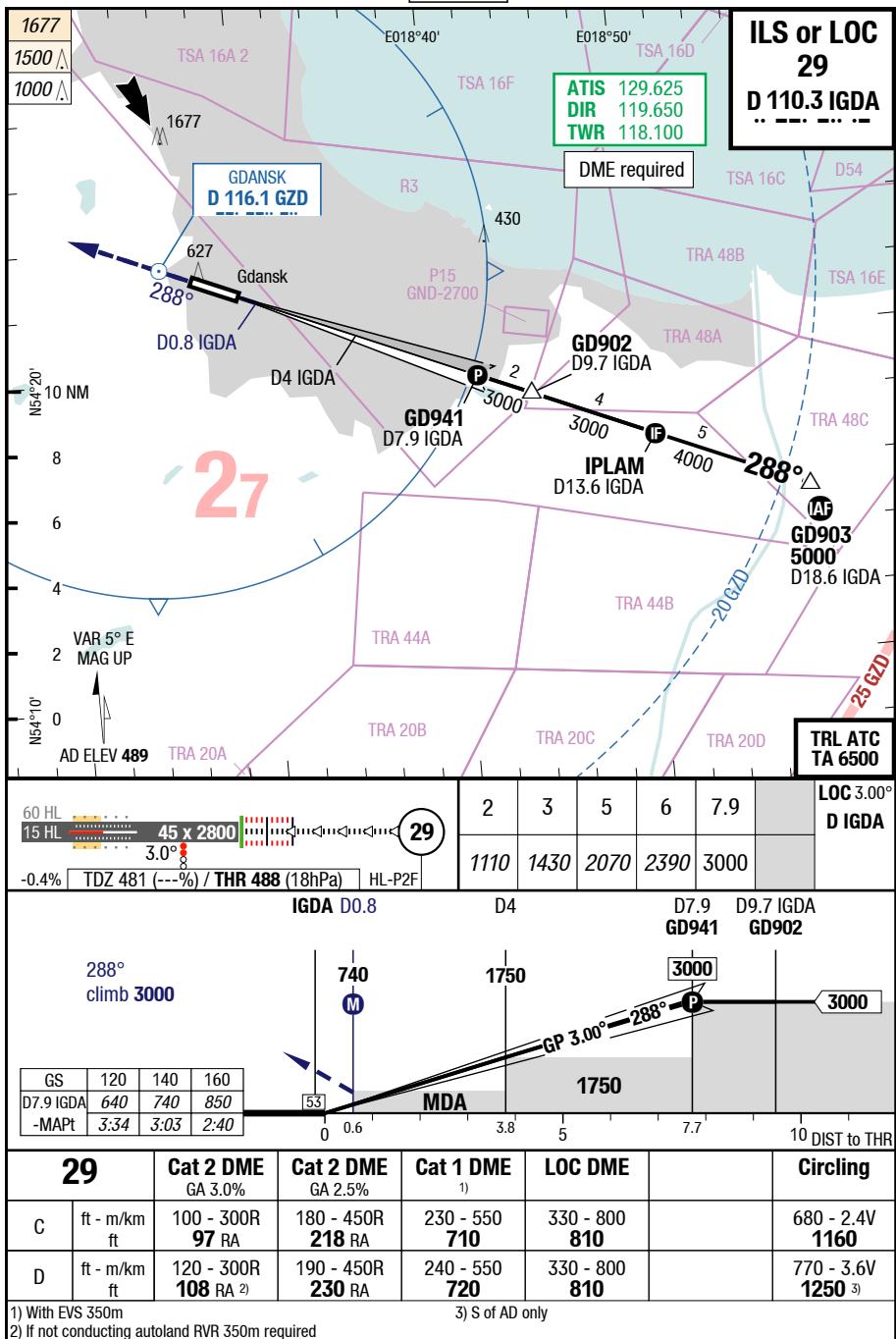
## RNAV STARs RWY 29



## GDN-EPGD

7-10

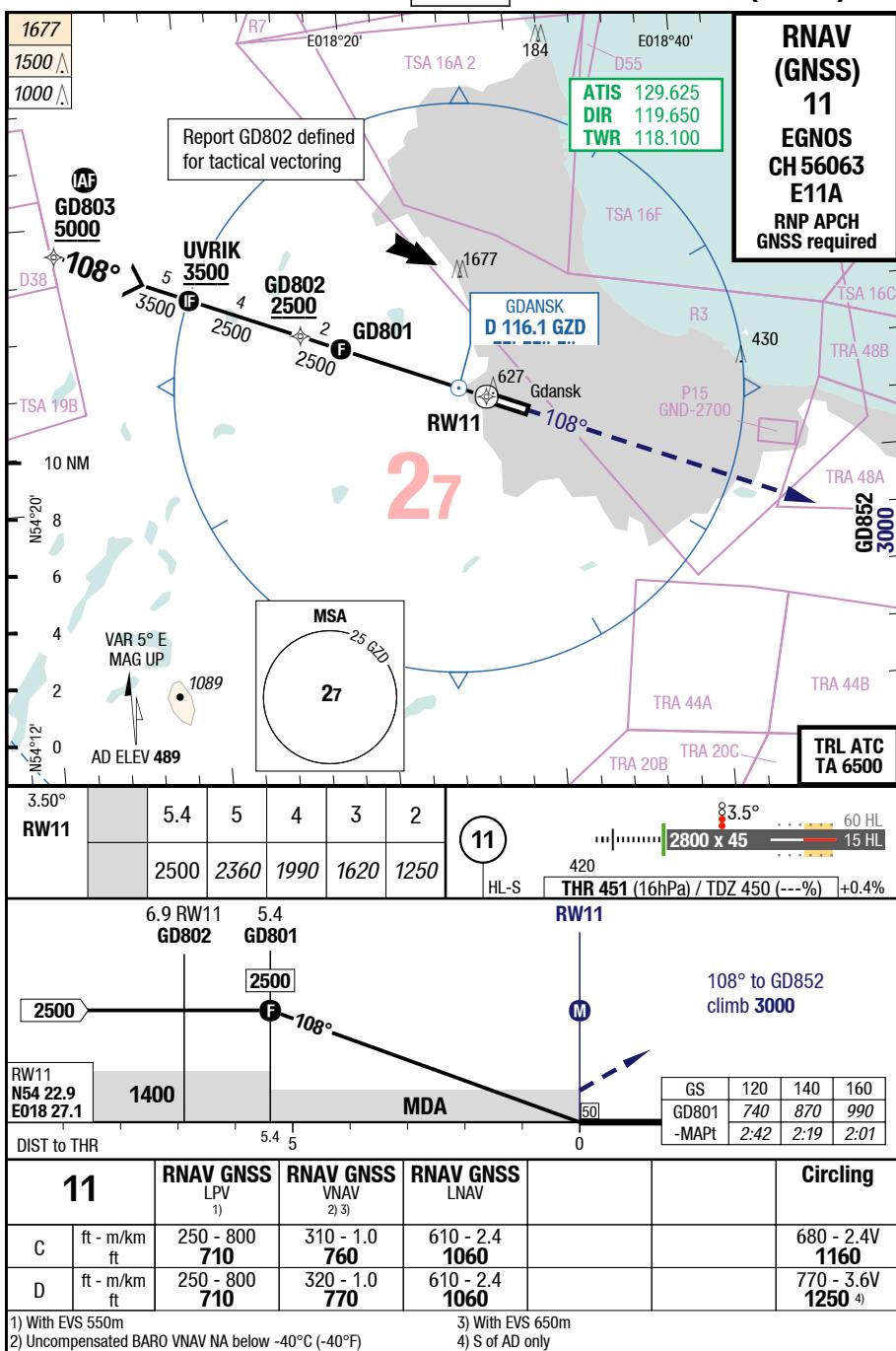
## ILS or LOC 29



## GDN-EPGD

7-30

## RNAV (GNSS) 11

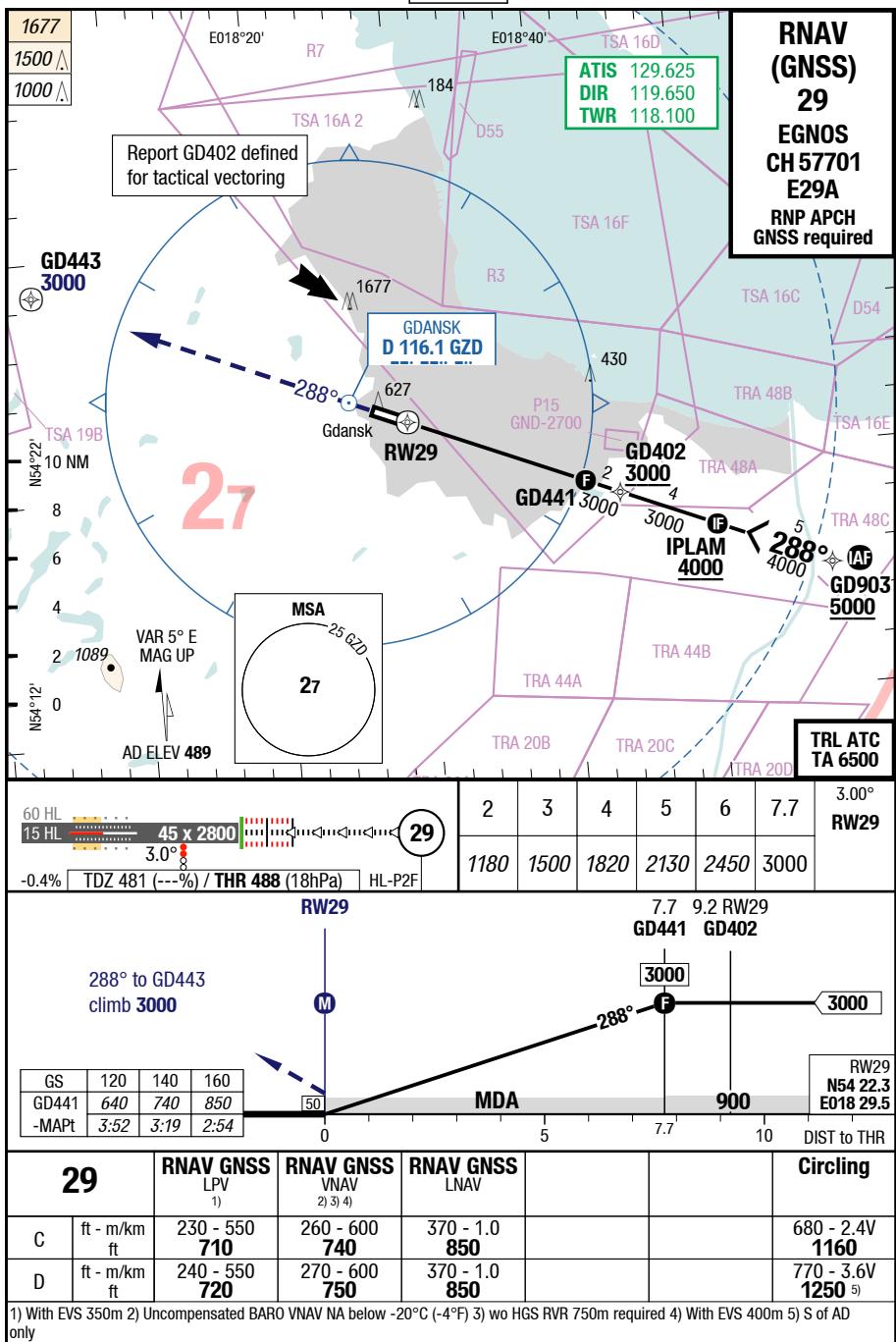


Changes: WPT GD852, MIN, ALT, OBST, Note, SUAs

## GDN-EPGD

7-40

## RNAV (GNSS) 29

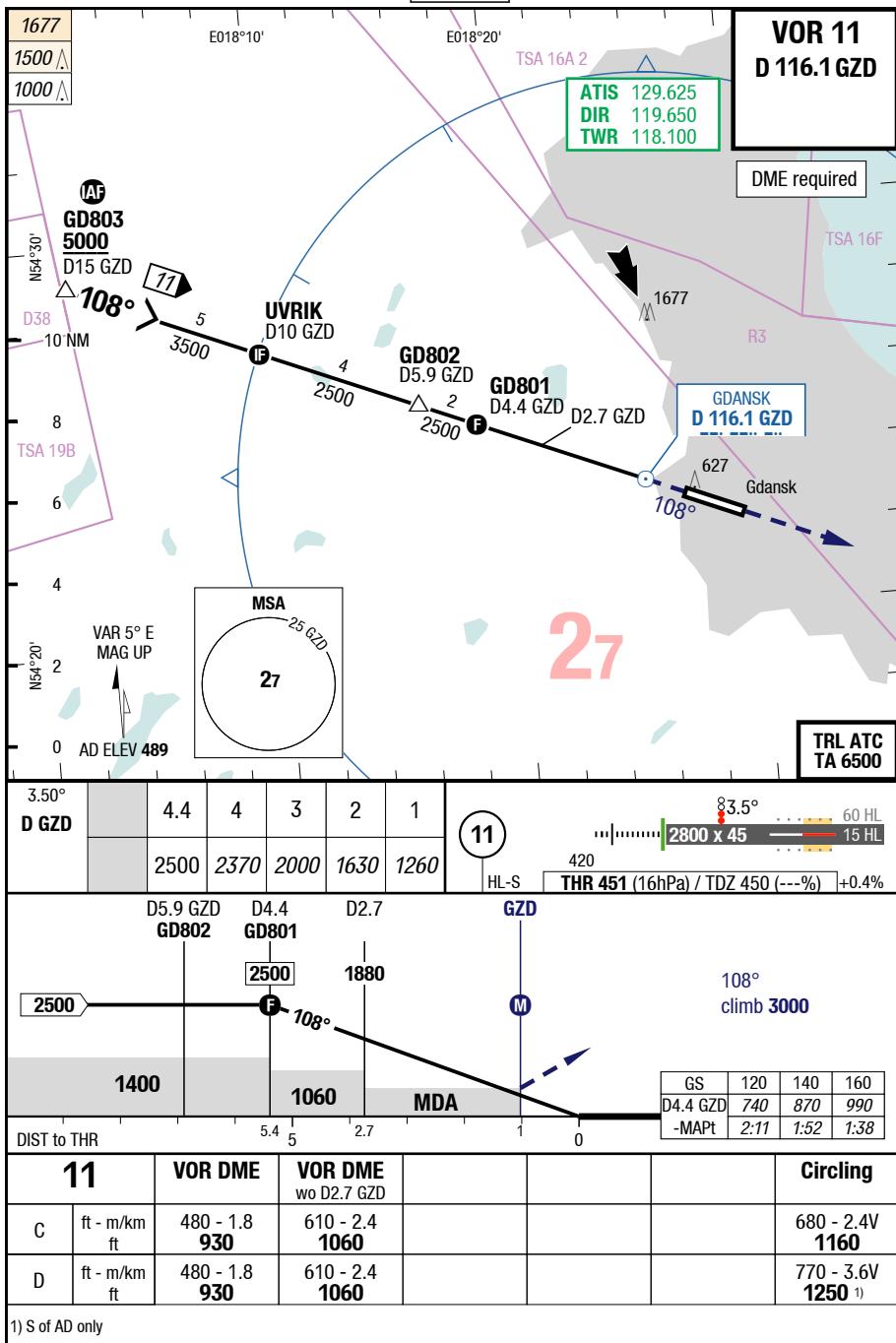


Changes: WPT GD443, MIN, ALT, OBST, Note, SUAs

## GDN-EPGD

7-50

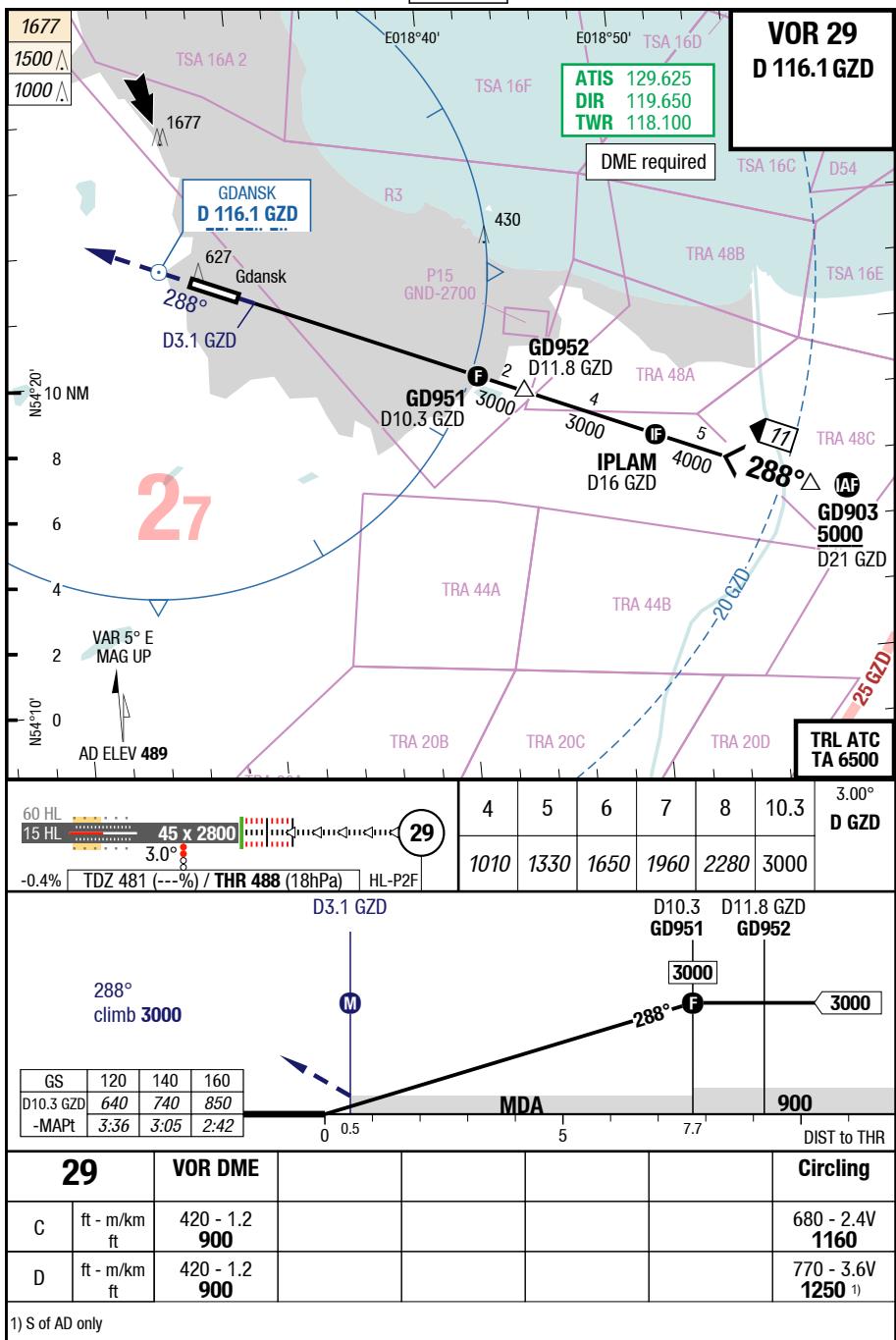
VOR 11



## GDN-EPGD

7-60

VOR 29



**Effective 26-APR-2018**

19-APR-2018

## GDN-EPGD

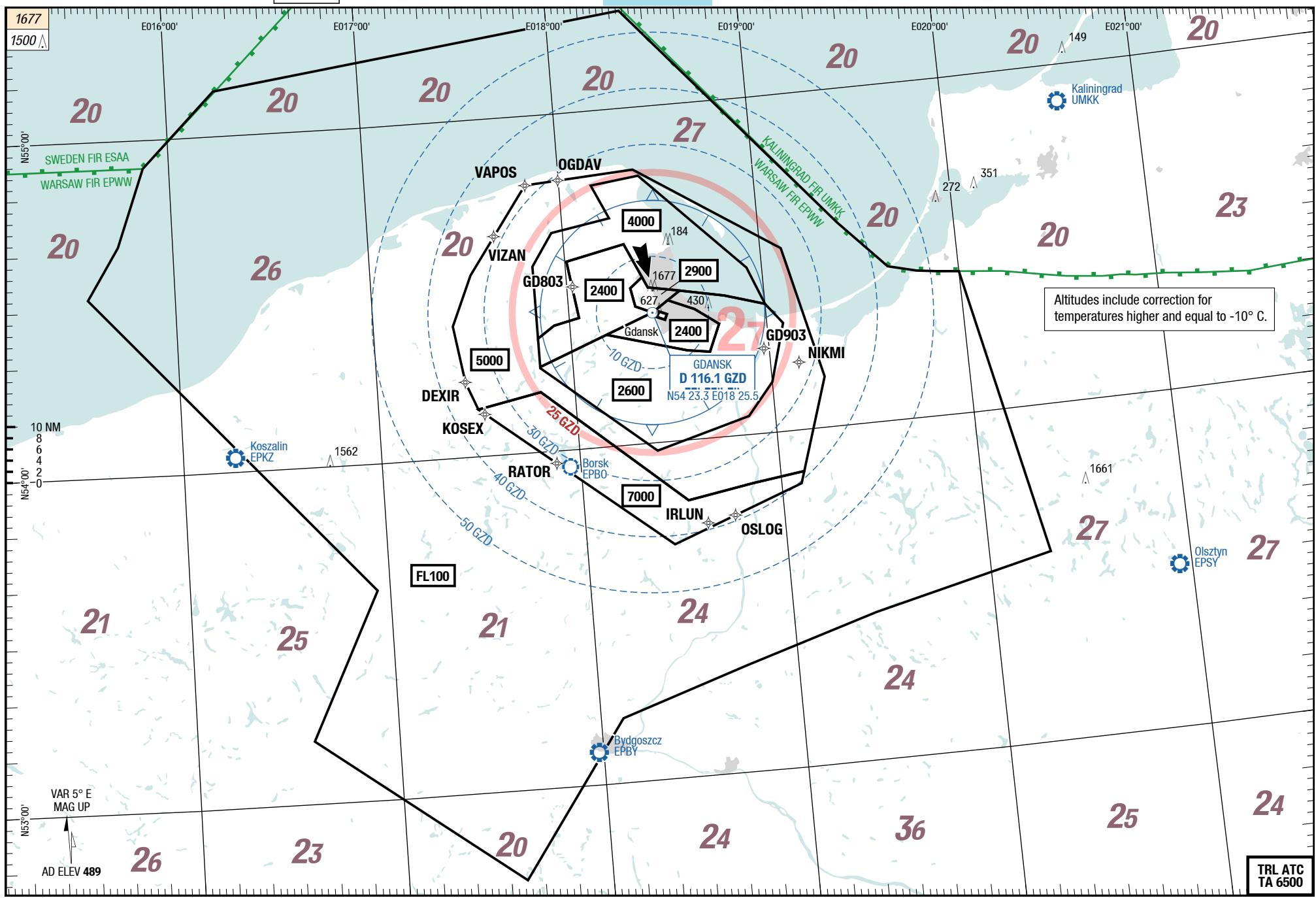
## Poland **Gdansk** Lech Walesa

NIL  
**MRC**

## Lech Walesa Gdańsk Poland

NIL  
**MRC**

8-10



## Changes: RADAR SECT