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EPGD / GDN

#JEPPESEN

GDANSK, POLAND

EPGD/GDN LECHA WALESY DURAN N54 10.8 E017 01.8 ATIS 129.62 HOLDING OVER NOT TO SCALE Apt Elev 489' **KOSEL** N55 02.3 E017 38.4 Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6570' FT/METER CONVERSION 6570′ -2300′ -FARTUZY 113.2 KRT N54 18.0 E018 12.5 ARRIVALS 20 OCT 06 (10-2) Eff 26 Oct Q Ę R256° (A) R096° 2000m 700m \$55E-D GDANSK 322 GDA N54 20.7 E018 35.8 N53 44.2 E018 37.5 KMIECIN 116.8 KMI 1.5. E. ... N54 12.1 E019 08.7 1900, 2300′ 2800′ MSA GDA NDB 276°(▲) ARRIVAL

CHANGES: Arrivals completely revised.

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CHANGES: Lights.

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EPGD/GDN Apt Elev 489' N54 22.7 E018 28.0 - 54-22 Operators applying U.S. Ops Specs: CL required below 300m - 54-23 JAR-OPS Emergency runway / (7546'/2300m × 328'/100m) HIRL (60m) HIRL (60m) LVP must be in Force 492'/150m long segment of rwy 11/29 at 4331'/1320m from threshold rwy 11 not visible from tower. RCLM (DAY only) or RL Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-96.

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EPGD/GDN

15 SEP 06 (10-9A) Eff 28 Sep Nasaddar 1

GDANSK, POLAND

LECHA WALESY

54-22.9 54-22.7 18-27.6 18-27.7 18-27.8 18-27.9 18-27.6 18-27.7 18-27.8 18-27.9 APRON 2 18-28.1 18-28.2 18-28.3 18-28.4 _{18-28.5} 18-28.6 18-28.7 18-28.8 18-28.9 AIS + MET 18-28.3 18-28.4 18-28.5 18-28.6 18-28.7 18-28.8 18-28.9 APRON 1 Stands 9 thru 11 not visible from 18-29 54-22.7 54-22.8 54-22.9 -

		N54 22.8 E018 28.1 N54 22.8 E018 28.0	9, 10 11 thru 13
N54 22.4 E018 29.3	18	N54 22.8 E018 28.2) 8
N54 22.5 E018 29.2	176	APRON 2	
AIR RESCUE APRON C		N54 22.8 E018 28.2	6, 7
N54 22.4 E018 29.8	15	N54 22.8 E018 28.4	≥ ,2, ,53
N54 22.4 E018 29.7	12 thru14	N54 22.8 E018 28.5	1
AIR RESCUE APRON B		APRON 1	
COORDINATES	STAND No.	COORDINATES	STAND No.
	DINATES	INS COORDINATES	
18-29.7 18-29.8 18-29.9	18-29.6	18-29.3 18-29.4 18-29.5	18-29.2
		4	
54-22.3 -			- 54-22.3
AIR RESCUE APRON B	AIR AP	*	
14) 15)	G /	RWY 11/30	<i>A</i> 7
13)	12)	tower.	
AFRON A 54-22.4 -		not visible from	- 54-22.4
AIR RESCUE		AIR RESCUE APRON C	I
	HANGAK		HANGAR
			(91
18-29.7 18-29.8 18-29.9	18-29.6	18-29.3 18-29.4 18-29.5	18-29.2

PUSH-BACK PROCEDURE

Push-back is mandatory for stands 8 thru 11 for acft with code letter C. Power back or rotations are allowed at stands 8 thru 11 for acft with code letter C (not greater than AT72).

CHANGES: Parking stands

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PANS OPS 3 EPGD/GDN LECHA WALESY ILS GS 2.90° or - 54-15 MISSED APCH: Climb STRAIGHT AHEAD to 1050', then turn LEFT DA(H) A: 689'(200') C: 706'(217') B: 696'(207') D: 715'(226') (GS out) NAP at D0.8 IGDA 6570' - 2000m 2790' - 850m 2300' - 700m 1780' - 540m 1650' - 500m 1050' - 320m FT/METER CONVERSION (MAX 185 KT) to VOR climbing to 2790', then as directed. AR-OPS 4 Set: hPa (MM on req) 16DA 110.3 0 RWY 29 489' RVR 550m P KARTUZY— 113.2 KRT RVR 600m S E 129.62 ATIS ALTITUDE Z TCH 58' Final Apch Crs **289**° . 899′ - 54-25 RVR 1000m 18-20 364 STRAIGHT-IN LANDING RWY 29 70 Rwy Elev: 468 90 GDA NDB 1772' (1283') 520 100 150 4 AUG 06 (11-1) ILS DME S NaSaddar 1 624 RVR 1400m RVR 1000m RVR 900m 120 GDANSK Approach (R) GDANSK—322 GDA MDA(H) **860'** (371') **D3.8** IGDA GS1640' 2790 to D7.6 IGDA 093° 729 Trans level: By ATC 140 130.87 LOC (GS out) 1650′ 833 160 DA(H)
Refer to
Minimums GDA NDB GS1<u>772</u> 1480 RVR 2000m RVR 1800m RVR 1500m 1780' -289°-# 2790′ Apt Elev 489' **D7.6** IGDA Trans alt: 6570 Z or LOC Z RWY 489 205 180 1810′ 289° 110.3 IGDA 135 00 GDANSK, 1170' (681') 920' (431') 990' (501') 1190'(701') **D7.6** IGDA GDANSK Tower CIRCLE-TO-LAND
CAT C & D:
Not authorized
North of airport 118. 185 KT 090° 2300′ 2800' 2890 MSA GDA NDB Rwy 29 POLAND 2140' 360 180 1050 2400m 1900′ 1600m 1500m 3600m _VIS_

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PANS OPS 3 Gnd speed-Kts
ILS GS 2.90° or MISSED APCH: Climb STRAIGHT AHEAD to 1480', then turn LEFT EPGD/GDN LECHA WALESY to GDA NDB climbing to 2960', then as directed. (GS out) LOC Descent Gradient 5.1% 6570' - 2000m 2960' - 900m 2790' - 850m 1780' - 540m 1650' - 500m 1480' - 450m FT/METER CONVERSION t Set: hPa (MM on req) 10C IGDA **110.3** RWY 29 489' RVR 550m RVR 600m S E DA(H) A: 689'(200') B: 696'(207') 129.62 IGDA DME TCH 58' Apch Crs **289**° 4 AUG 06 18-20 . 899′ - 54-25 RVR 1000m 364 STRAIGHT-IN LANDING RWY 29 Rwy Elev: MJEPPESEN

ILS DME Y **D0.8** IGDA GS 712' 468 GDA NDB 1772' (1283') 520 1150 100 624 RVR 900m RVR 1000m GDANSK Approach (R) - GDANSK -322 GDA GS 1772'

D3. 8 IGDA

GS 1640' MDA(H) **860′** (371′) Trans level: By ATC 729 140 1650′ 130.87 LOC (GS out) 160 833 2960' 709: DA(H)
Refer to
Minimums 1480′ RVR 1500m 1780′ -2890-Apt Elev RWY 489' D 135 Max Kts 1810′ 289° 110.3 IGDA or LOC Y **GDANSK** 920' (43" 489′ 990' (501') GDANSK Tower 118.1 CIRCLE-TO-LAND 2790' 3 Min (431') 090° ↓ 2800′ 2300′ MSA GDA POLAND 5.4 2140' Rwy 29 1480 1900′ 1600m 1500m

CHANGES: Approach frequency

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CHANGES: Approach frequency

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EPGD/GDN LECHA WALESY 10C IGDA **110.3** 29.62 Final Apch Crs **289**° 4 AUG 06 (11-3) Nasaddar !! GDA NDB 1772' (1283') S CAT C & D ILS DME GDANSK Approach (R) 130.87 DA(H)
Refer to
Minimums Apt Elev 489' RWY 489' GDANSK, GDANSK Tower 118.

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PANS OPS 3 MISSED APCH: Climb STRAIGHT AHEAD to 1480', then turn LEFT - 54-15 ILS GS 2.90° or LOC (GS out) 18-10 Alt Set: hPa (MM on reg) Rwy Elev: 18 hPa
Racetrack restricted to MAX 185 KT.

FT/METER CONVERSION 165

ONH 6570' - 2000m 2960' - 900m 2790' - 850m 1780' - 540m 1650' - 500m 1480' - 450m OC Descent Gradient 5.1%

AAP at D0.8 IGDA (MAX 185 KT) to GDA NDB climbing to 2960', then as directed RWY 29 489' RVR 600m FULL C: **706**′(217′)
ALS o ALTITUDE TCH 58' ·899 18-20 - 54-25 RVR 1000m 364 STRAIGHT-IN LANDING RWY 29 468 90 SEE 11-2 2.2 1150' 520 100 624 RVR 1400m RVR 1000m 120 — GDANSK — 322 GDA MDA(H) **860'** (371')
ALS out 729 1650 **D3.8** IGDA GS 1640' Trans level: By ATC 140 LOC (GS out) 18-30 383 S 833 2960' 709 160 1480′ GS 1772 RVR 2000m RVR 1800m 1780′ -289°-Trans alt: 6570 205 180 A Kts. D7.6 1810′ 289° 110.3 IGDA or LOC X Rwy 29 18-40 1190'(701') 1170′(681′) CIRCLE-TO-LAND MDA(H) Not authorized North of airport 2790' 2 Min) SEE 11-2 0900 2300' 2800′ GDA NDB POLAND 2140′ 2400m 1900 3600m

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PANS OPS 3 BRIEFING STRIP 19 EPGD/GDN LECHA WALESY D ∩ B > - 54-15 18-10 Gnd speed-Kts

Descent gradient 6.11% or [3.50°] MISSED APCH: Climb STRAIGHT AHEAD to 1320', then turn LEFT FT/METER CONVERSION

QNH Descent angle 2790′ 6570' - 2000m 2790' - 850m 2300' - 700m 1970' - 600m 1320' - 400m Alt Set: hPa (MM on req) (MAX 185 KT) to VOR climbing to 2790', then as directed. AR-OPS ND8 GDA **322** F KARTUZY 113.2 KRT VOR RVR 1400m RVR 1000m RVR 900m APT 489' 129.62 STRAIGHT-IN LANDING RWY 29 091° Final Apch Crs **289**° [TCH 58'] .091° MDA(H) **870′** (381′) 434 18-20 70 Apt Elev: 557 GDA NDB 1970' (1481') Letr 619 Procedure Alt 100 4 AUG 06 (16-1) 743 Nacabel N RVR 2000m RVR 1800m RVR 1500m 120 GDANSK 322 GDA GDANSK Approach (R) 3.5 867 Trans level: By ATC 130.87 MDA(H) **870**′ (381′) 18-30 MDA 991 160 -GDANSK-383 S ***** 1970′ 180 Max Kts Apt Elev 1190' (701') 1170′ (681′) 920' (431') Trans alt: 6570 990' (501') CAT C & D: Not authorized North of airport 990′ 289°-GDANSK, CIRCLE-TO-LAND 2890 489 NDB Z D17.8 GDANSK Tower D17.8 2790' 118.1 090° 2300' 2800' MSA GDA POLAND Rwy 29 185 KT 2400m 1500m 3600m 1600m VIS 1320 1900′

CHANGES: Approach frequency. Descent angle

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CHANGES: Approach frequency

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PANS OPS 3 EPGD/GDN LECHA WALESY 18-10 - 54- 15 MISSED APCH: Climb STRAIGHT AHEAD to 1480', then turn LEFT Descent gradient 6.11% or GDA NDB climbing to 2960', then as directed. FT/METER CONVERSION

QNH AR-OPS nd speed-Kts scent angle t Set: hPa (MM on req) APT 489' NDB GDA **322** RVR 900m RVR 1000m 129.62 [TCH 58'] ATIS STRAIGHT-IN LANDING RWY 29 Final Apch Crs **289**° MDA(H) 870' (381') 18-20 - 54-25 434 Apt Elev: SEE 16-3 557 90 Procedure Alt GDA NDB 1970' (1481') 619 100 NIEPPESEN
4 AUG 06 (16-2) CAT A & B 743 120 **GDA NDB** 2960' 10 RVR 1500m 322 GDA GDANSK Approach (R) ALS out 867 140 Trans level: By ATC 130.87 7109 1970′ **870**′(381′) 991 160 MDA(H)- GDANSK-383 S Max Kts. 100 C o -289° MHA 2960 MAX FL 90 990' Apt Elev 920' (431') 990' (501') Trans alt: 6570 GDANSK, NDB Y 2890 CIRCLE-TO-LAND 2790′ 489 SEE 16-3 GDANSK Tower 118. 1½ Min 090° 2300' 2800' MSA GDA NDB Rwy 29 POLAND 1600m 1500m 1480′ 1900′

