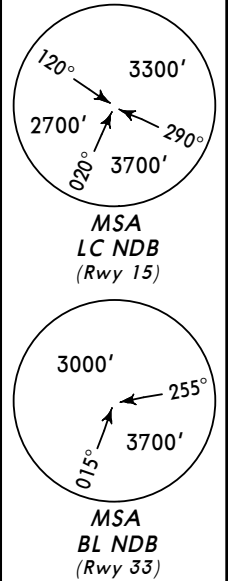


Apt Elev
760'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'

GETSU ONE ALFA (GETSU 1A) [GETS1A]
INROG ONE ALFA (INROG 1A) [INRO1A]
LAVDA ONE ALFA (LAVDA 1A) [LAVD1A]
RWY 15 ARRIVALS

GETSU ONE ECHO (GETSU 1E) [GETS1E]
INROG ONE ECHO (INROG 1E) [INRO1E]
LAVDA ONE ECHO (LAVDA 1E) [LAVD1E]
RWY 33 ARRIVALS



INROG

N48 24.9 E026 48.8

LAVDA

N48 07.5 E028 43.8

(IAF)
BALTI

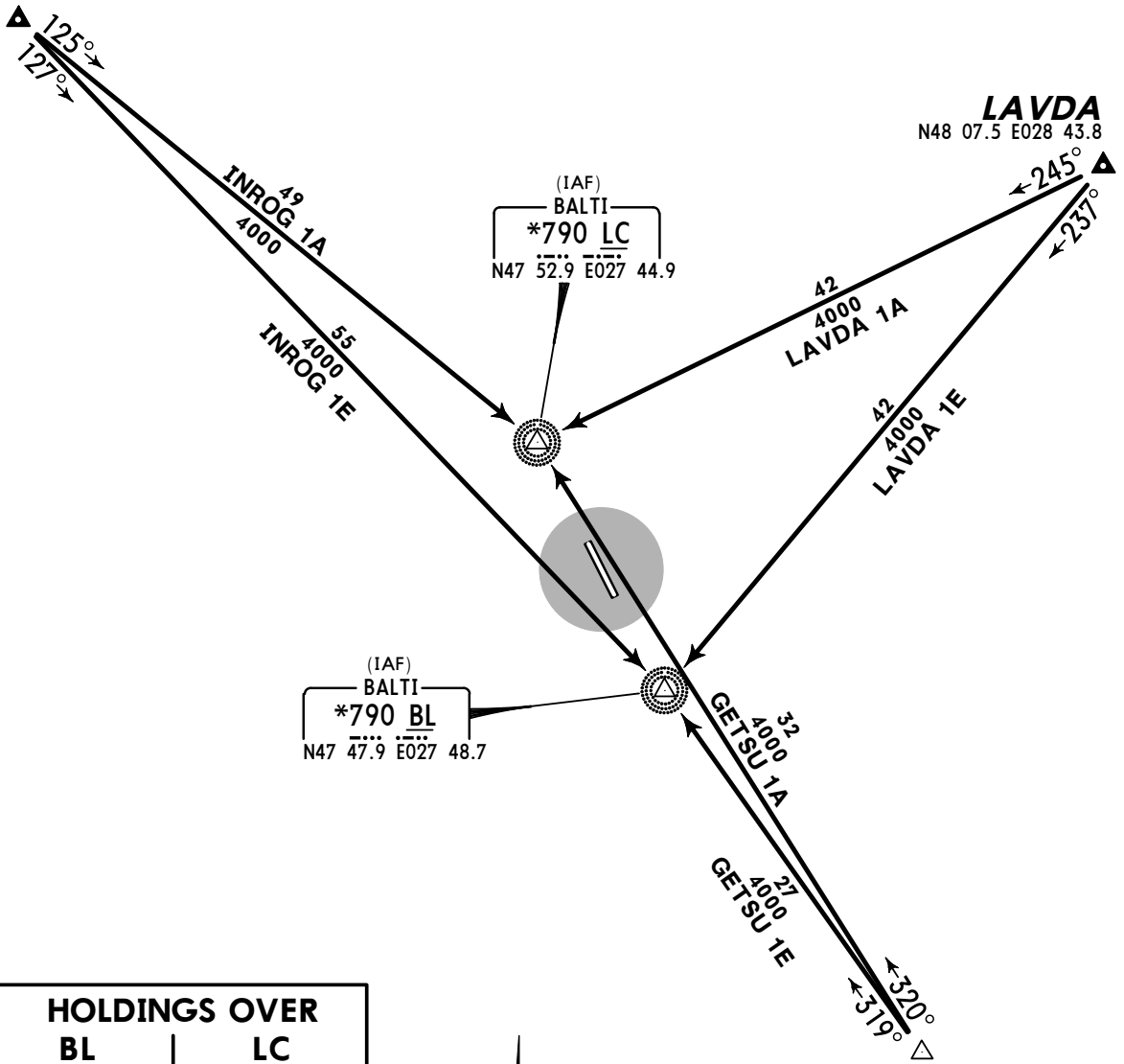
*790 LC

N47 52.9 E027 44.9

(IAF)
BALTI

*790 BL

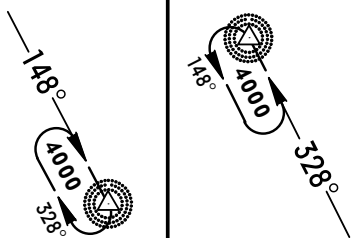
N47 47.9 E027 48.7



HOLDINGS OVER

BL

LC



NOT TO SCALE

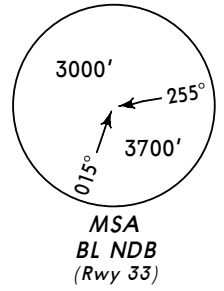
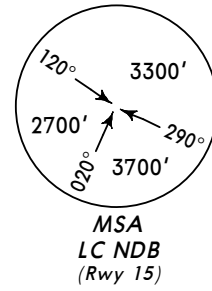
GETSU

N47 26.2 E028 12.2

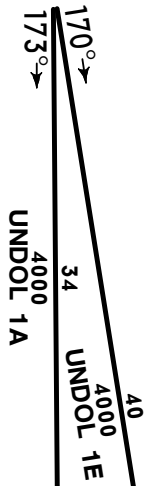
NOT FOR OPERATIONAL USE

Apt Elev
760'

Alt Set: hPa
Trans level: By ATC Trans alt: 4000'

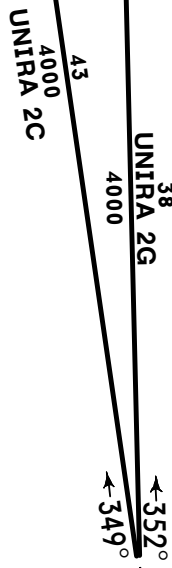


UNDOL
N48 27.1 E027 43.3



(IAF)
BALTI
***790 LC**
N47 52.9 E027 44.9

(IAF)
BALTI
***790 BL**
N47 47.9 E027 48.7



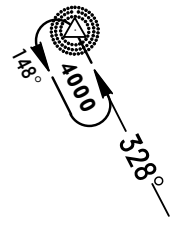
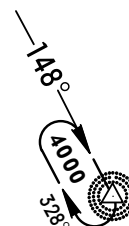
UNIRA
N47 10.1 E027 51.1

UNDOL ONE ALFA
(UNDOL 1A) [UNDO1A]
UNIRA TWO CHARLIE
(UNIRA 2C) [UNIR2C]
RWY 15 ARRIVALS

UNDOL ONE ECHO
(UNDOL 1E) [UNDO1E]
UNIRA TWO GOLF
(UNIRA 2G) [UNIR2G]
RWY 33 ARRIVALS



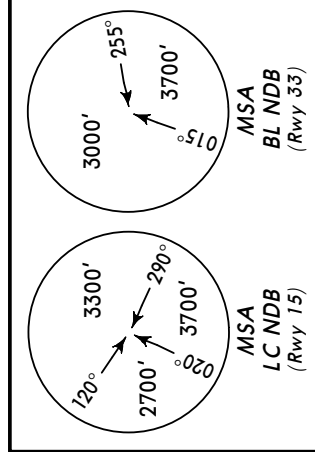
HOLDINGS OVER
BL **LC**



NOT FOR OPERATIONAL USE

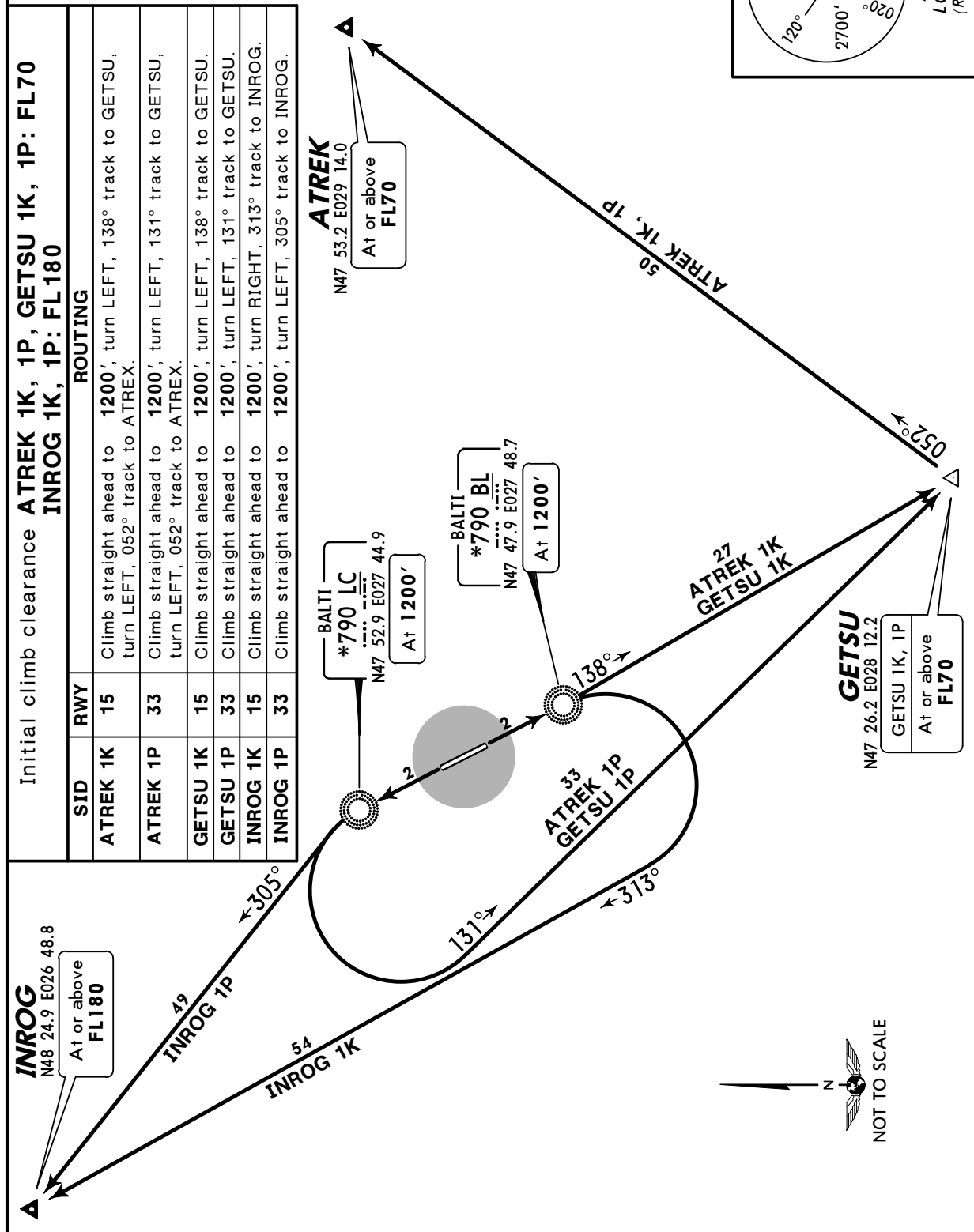
BALTI Tower 122.30	Apt Elev 760'	Trans level: By ATC Trans alt: 4000' 1. Contact BALTI Tower immediately after take-off. 2. Turns are calculated with 240 KT and bank angle 20°.
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ATREK ONE KILO (ATREK 1K) [ATRE1K]
 ATREK ONE PAPA (ATREK 1P) [ATRE1P]
 GETSU ONE KILO (GETSU 1K) [GETS1K]
 GETSU ONE PAPA (GETSU 1P) [GETS1P]
 INROG ONE KILO (INROG 1K) [INRO1K]
 INROG ONE PAPA (INROG 1P) [INRO1P]
 RWYS 15, 33 DEPARTURES



NOT FOR OPERATIONAL USE

Initial climb clearance		ROUTING	
SID	RWY		
ATREK 1K	15	Climb straight ahead to 1200', turn LEFT, 138° track to GETSU, turn LEFT, 052° track to ATREX.	
ATREK 1P	33	Climb straight ahead to 1200'; turn LEFT, 131° track to GETSU, turn LEFT, 052° track to ATREX.	
GETSU 1K	15	Climb straight ahead to 1200', turn LEFT, 138° track to GETSU.	
GETSU 1P	33	Climb straight ahead to 1200', turn LEFT, 131° track to GETSU.	
INROG 1K	15	Climb straight ahead to 1200'; turn RIGHT, 313° track to INROG.	
INROG 1P	33	Climb straight ahead to 1200'; turn LEFT, 305° track to INROG.	



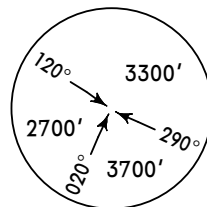
BALTI Tower
122.30

Apt Elev
760'

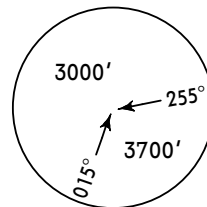
Trans level: By ATC Trans alt: 4000'
1. Contact BALTI Tower immediately after take-off.
2. Turns are calculated with 240 KT and bank angle 20°.

UNDOL
N48 27.1 E027 43.3

At or above
FL280

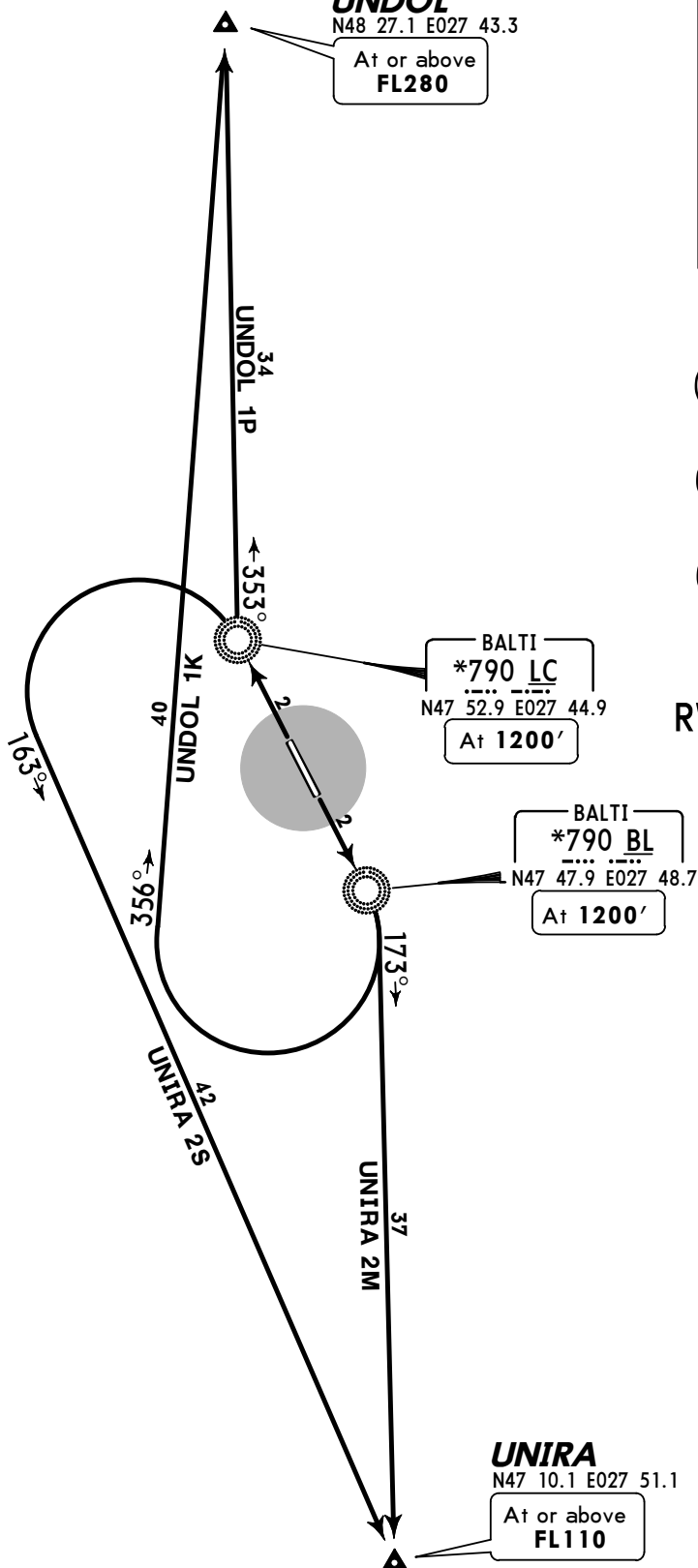


MSA
LC NDB
(Rwy 15)



MSA
BL NDB
(Rwy 33)

UNDOL ONE KILO
(UNDOL 1K) [UNDO1K]
UNDOL ONE PAPA
(UNDOL 1P) [UNDO1P]
UNIRA TWO MIKE
(UNIRA 2M) [UNIR2M]
UNIRA TWO SIERRA
(UNIRA 2S) [UNIR2S]
RWYS 15, 33 DEPARTURES



BALTI
*790 LC
N47 52.9 E027 44.9
At 1200'

BALTI
*790 BL
N47 47.9 E027 48.7
At 1200'

UNIRA
N47 10.1 E027 51.1

At or above
FL110

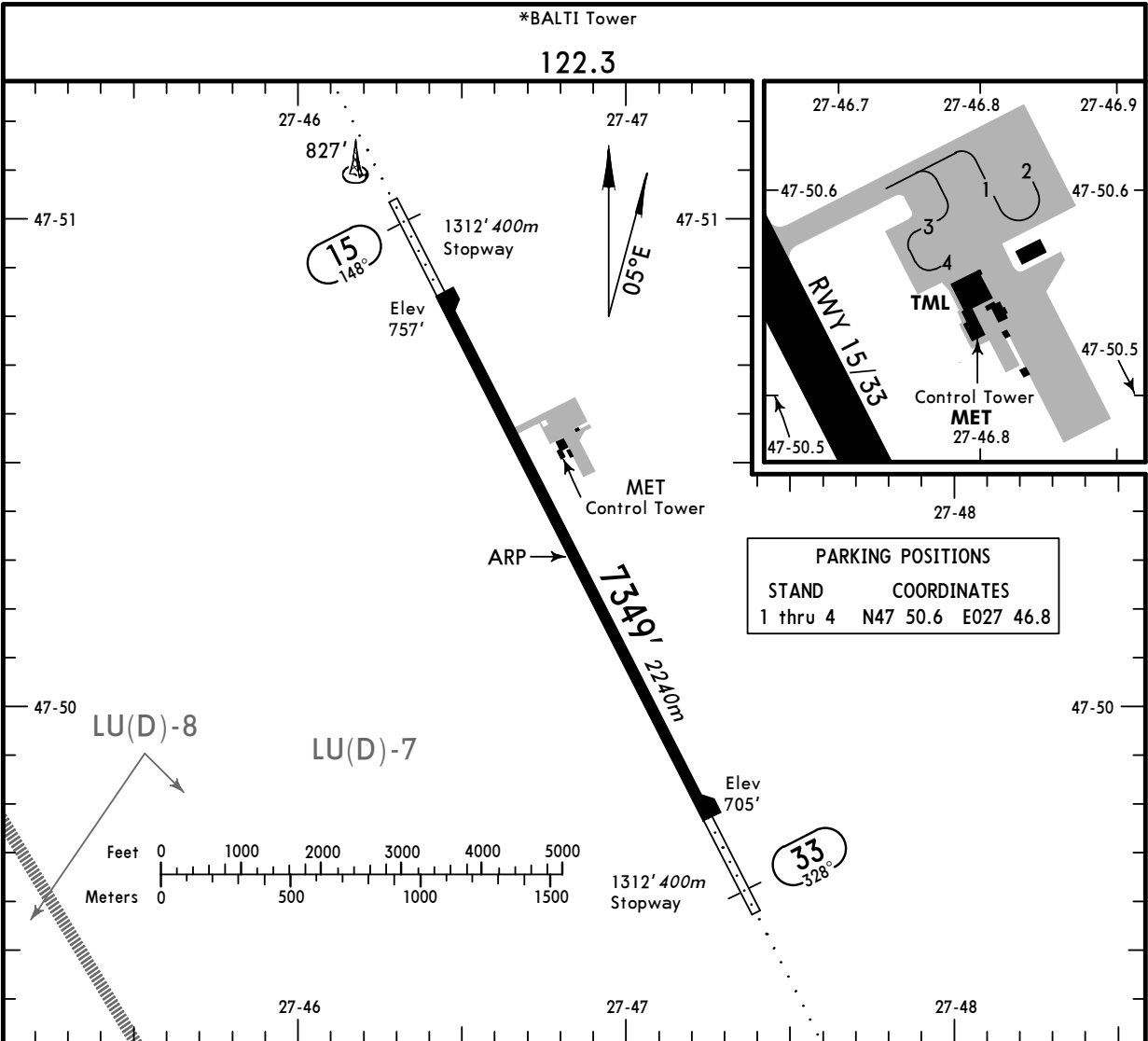


NOT TO SCALE

Initial climb clearance **UNDOL 1K, 1P: FL280**
UNIRA 2M, 2S: FL110

NOT FOR OPERATIONAL USE

SID	RWY	ROUTING
UNDOL 1K	15	Climb straight ahead to 1200', turn RIGHT, 356° track to UNDOL.
UNDOL 1P	33	Climb straight ahead to 1200', turn RIGHT, 353° track to UNDOL.
UNIRA 2M	15	Climb straight ahead to 1200', turn RIGHT, 173° track to UNIRA.
UNIRA 2S	33	Climb straight ahead to 1200', turn LEFT, 163° track to UNIRA.



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
15 33	HIRL (60m) ALS TDZ		6498' 1981m		138' 42m

TAKE-OFF

AIR CARRIER (JAA)
 All Rwys

LVP must be in force
 RCLM (DAY only)
 or RL

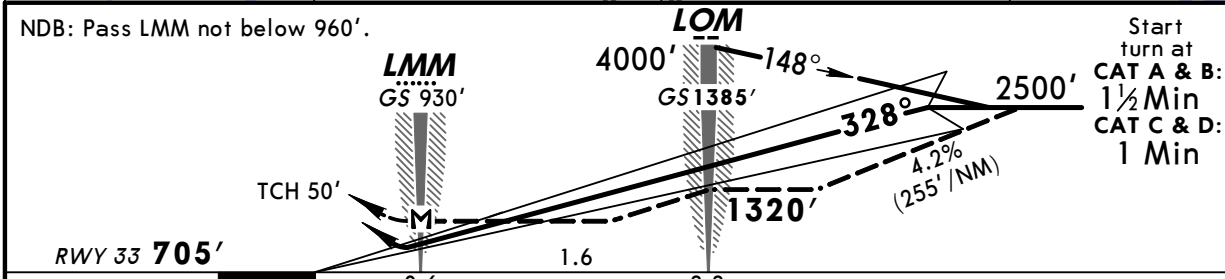
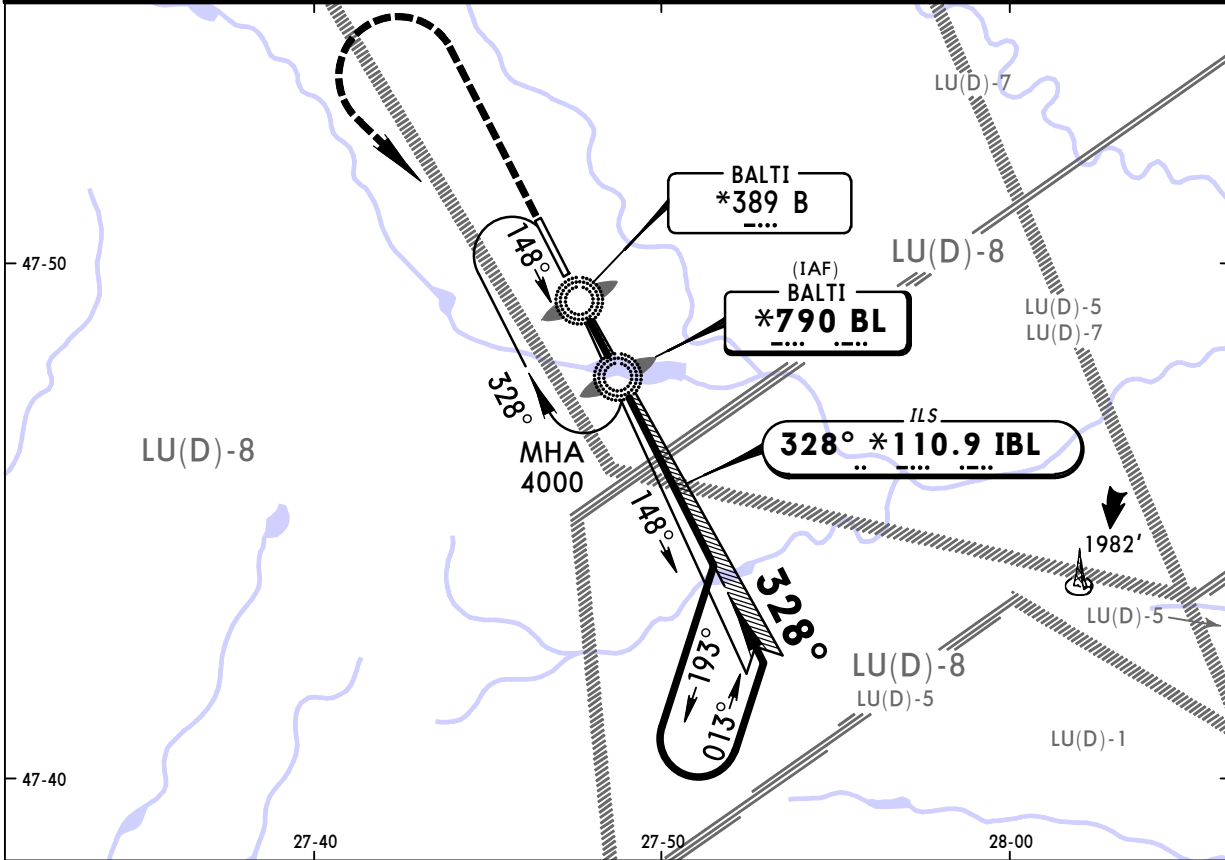
RCLM (DAY only)
 or RL

A		
B	250m	400m
C		
D	300m	

NOT FOR OPERATIONAL USE

BRIEFING STRIP™

*BALTI Tower						
122.3						
LOC IBL *110.9	Final Apch Crs 328°	GS LOM 1385' (680')	ILS DA(H) Refer to Minimums	Apt Elev 760'	RWY 705'	
NDB BL *790		Minimum Alt LOM 1320' (615')	NDB MDA(H) 1020' (315')			
MISSED APCH: Climb STRAIGHT AHEAD to 2500', then turn LEFT inbound BL NDB climbing to 4000'.						MSA BL NDB
Alt Set: hPa		Rwy Elev: 26 hPa		Trans level: By ATC		Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160		ALS	2500'	BL 790	4000'
ILS GS 2.70°	339	436	485	582	679	776		↑	↑	←	↑
NDB Desc Grad 4.2%	298	383	425	510	595	681				LT	
MAP at LMM											

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND			
DA(H) ILS C: 911' (206')		LOC (GS out)		MDA(H) 1020' (315')		Max Kts	
AB: 905' (200') D: 922' (217')				ALS out			
FULL		ALS out					
A					100	1160' (400')	1600m
B					135	1260' (500')	1600m
C	1200m	NOT AUTH				180	1480' (720') 3200m
D					205	1480' (720')	3600m

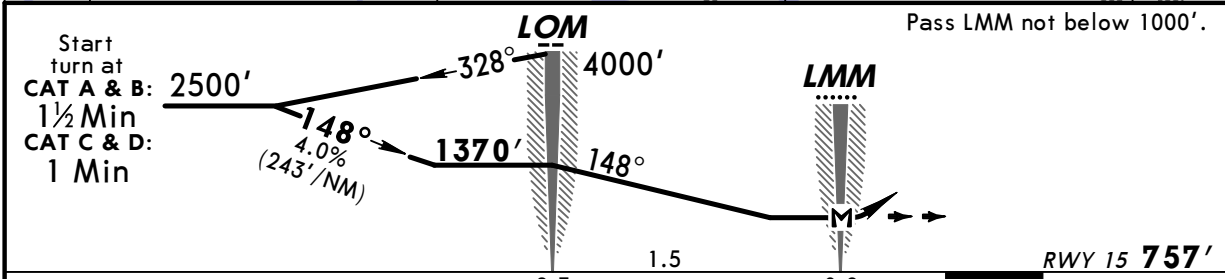
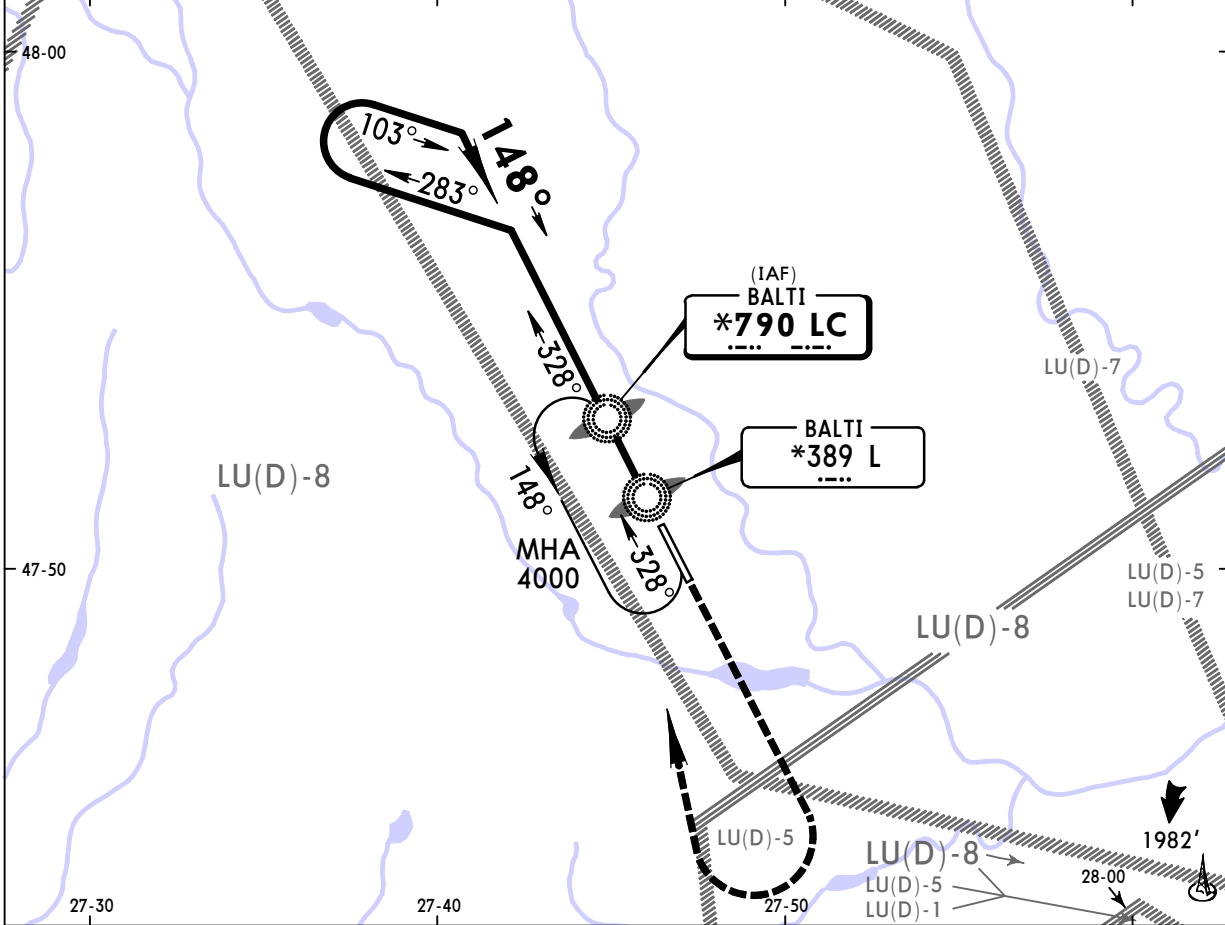
NOT FOR OPERATIONAL USE

PANS OPS

BRIEFING STRIP™

*BALTI Tower 122.3					<p>MSA LC NDB</p>
NDB LC *790	Final Apch Crs 148°	Minimum Alt LOM 1370' (613')	MDA(H) 1080' (323')	Apt Elev 760' RWY 757'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to 2500', then turn RIGHT inbound LC NDB climbing to 4000'.</p>					

Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160	ALS	2500'	LC 790	4000'
Descent Gradient 4.0%	284	365	405	486	567	648				
MAP at LMM										

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND			
MDA(H) 1080' (323')				ALS out			
A	1600m			Max Kts	MDA(H)		
B				100	1160' (400')	1600m	
C				135	1260' (500')	1600m	
D				180	1480' (720')	3200m	
			205	1480' (720')	3600m		

NOT FOR OPERATIONAL USE

PANS OPS