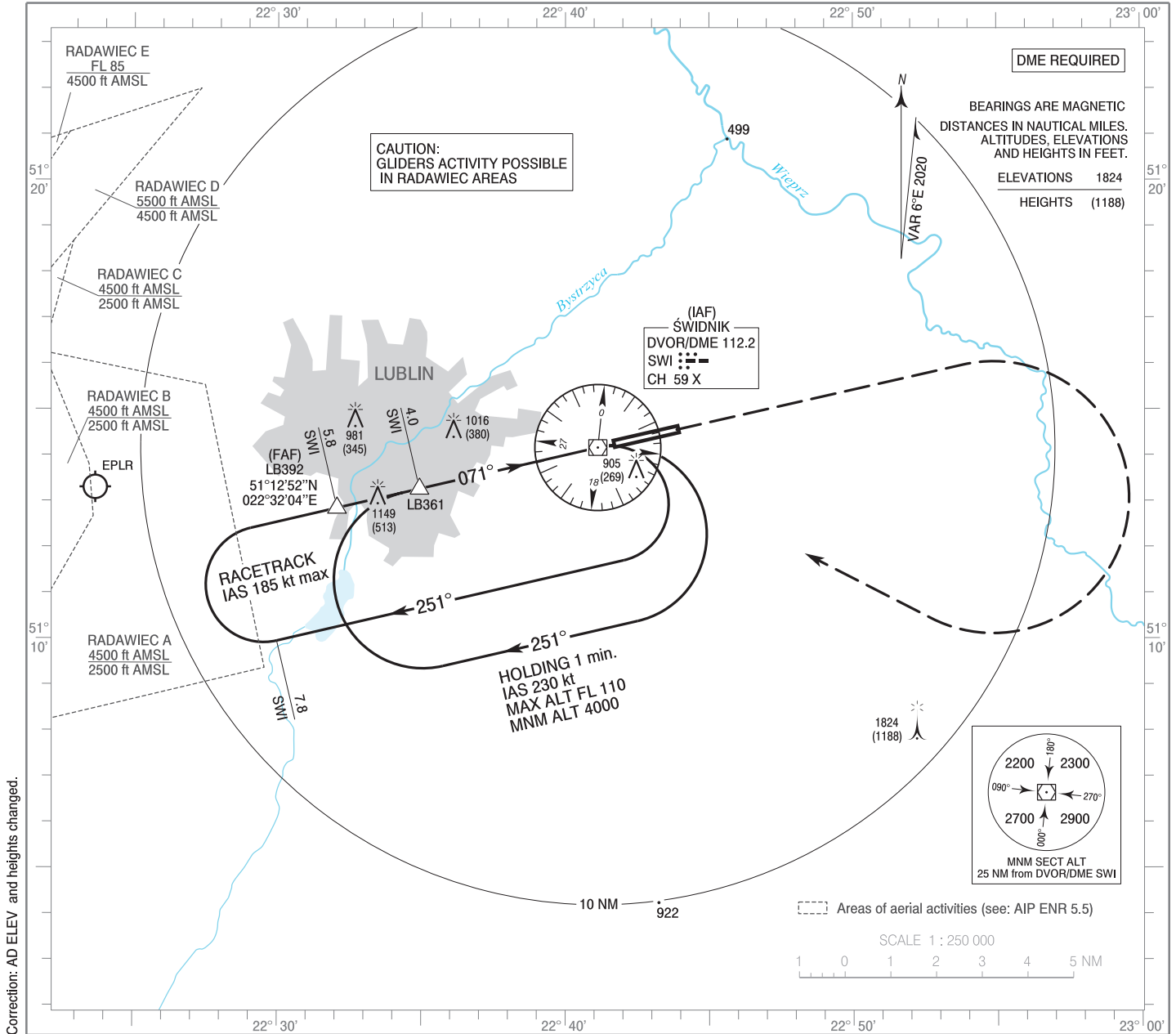


**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 636 ft
THR RWY 07 ELEV 632 ft
HEIGHTS RELATED TO AD ELEV

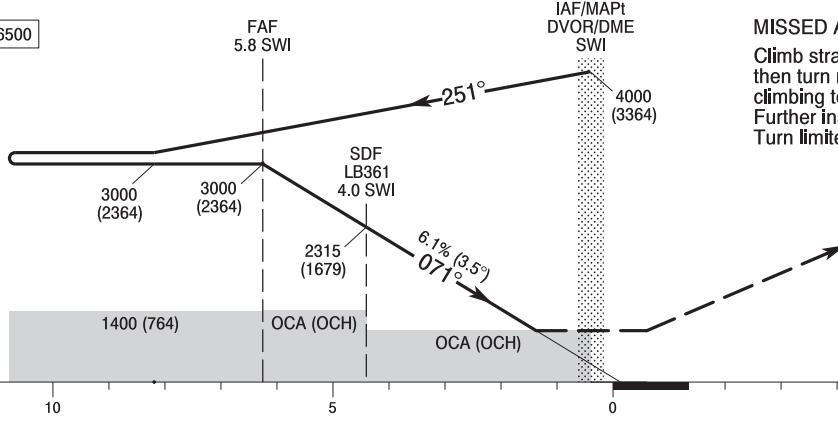
Lublin TOWER 136.430

**Lublin
VOR y
RWY 07 (CAT A/B/C/D)**



Correction: AD ELEV. and heights changed.

TRANSITION ALTITUDE 6500



MISSED APPROACH

Climb straight ahead to 2500 (1864), then turn right and return to DVOR/DME SWI climbing to 4000 (3364). Further instructions from ATC. Turn limited to 220 kt IAS max.

ELEV 636
(AD ELEV)

SCALE 1 : 250 000

NM FROM THR RWY 07

| Cat. of ACFT | OCA (OCH) | | | | Speed | kt | Distance FAF - MAPt 5.8 NM | | | | | |
|-----------------------------------|--------------------------------|------------|------------|------------|-------------------|-------------|---|-------------|------------|------------|--------|--------|
| | A | B | C | D | | | 80 | 100 | 120 | 140 | 160 | 180 |
| Straight - in | 1190 (554) | 1190 (554) | 1190 (554) | 1190 (554) | Time | min : s | 4 : 23 | 3 : 31 | 2 : 55 | 2 : 30 | 2 : 12 | 1 : 57 |
| | When stepdown fix not received | | | | Rate of descent | ft / min | 490 | 620 | 740 | 870 | 990 | 1110 |
| | 1410 (774) | 1410 (774) | 1410 (774) | 1410 (774) | | | Final approach distance/altitude (height) | | | | | |
| Circling* | 1410 (774) | 1410 (774) | 1410 (774) | 1410 (774) | Distance | 5 | 4 | 3 | 2 | 1 | | |
| *Circling south of aerodrome only | | | | | Altitude (height) | 2690 (2054) | 2320 (1684) | 1950 (1314) | 1580 (944) | 1210 (574) | | |

**INSTRUMENT
APPROACH
CHART - ICAO**

LUBLIN
VOR y
RWY 07 (CAT A/B/C/D)

| FIX / POINT | LATITUDE | LONGITUDE | FIX FORMATION | |
|-------------------------------------|--------------|---------------|---------------------------------------|--------------------|
| IAF DVOR/DME SWI | 51°14'10.2"N | 022°41'07.7"E | | |
| FAF LB392 | 51°12'51.7"N | 022°32'03.7"E | 257.13° GEO (251° MAG) DVOR SWI | 5.85 NM DME SWI |
| SDF LB361 | 51°13'16.5"N | 022°34'55.8"E | 257.12° GEO (251° MAG) DVOR SWI | 4.00 NM DME SWI |
| MAPt DVOR/DME SWI | 51°14'10.2"N | 022°41'07.7"E | | |
| Final approach descent angle: 3.50° | | | | |