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General Information

Location: Warsaw Pol
IATA Code: WAW
Lat/Long: N52° 09.9' E020° 58.0'
Elevation: 362 ft

Airport Use: Public
Magnetic Variation: 5.2°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0215 Z
Sunset: 1901 Z,

Runway Information

Runway: 11
Length x Width: 9186 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 362 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 853 ft

Runway: 15
Length x Width: 12106 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 352 ft
Lighting: Edge, ALS, Centerline

Runway: 29
Length x Width: 9186 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 342 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1640 ft
Stopway: 492 ft

Runway: 33
Length x Width: 12106 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 354 ft

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Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 2165 ft

Communication Information

ATIS 120.45
Okecie Ground Tower 121.9
Okecie Delivery Tower 121.6
Okecie Tower 118.3
Warsaw Director Approach Control 135.925 Secondary
Warsaw Director Approach Control 129.375
Warsaw Approach Control 128.8
Warsaw Approach Control 125.05

1. GENERAL

1.1. ATIS

ATIS 120.45

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RUNWAY SYSTEM

The following preferential RWY System has been established for noise abatement requirements:

ARRIVALS

1. RWY 33 2. RWY 11 3. RWY 15 4. RWY 29

DEPARTURES

1. RWY 29 2. RWY 15 3. RWY 33 4. RWY 11

For arrivals and departures noise abatement should not be the determining factor in RWY nomination in the following cases:

- if the RWY is not dry and clear, i.e. it is adversely affected by snow, slush, ice or water, or by mud, rubber, oil or other substances;
- for landing in conditions when the ceiling is lower than 150m/500' above APT elevation;
- for take-off and landing when VIS is less than 1.9km;
- when the cross-wind component, including gusts, exceeds 15 KT;
- when the tail-wind component, including gusts, exceeds 5 KT;
- when wind shear has been reported or forecasted or when thunderstorms are expected to affect the approach or departure.

Exceptions will be granted only in emergency or in order to shorten arrival route.

1.2.2. NIGHT FLYING RESTRICTIONS

Between 2200-0600LT:

- Conducting of test, training and technical flights is prohibited;
- Operation is allowed only for ACFT certified in accordance with Chapters 3, 4, 5 and 10 of ICAO Annex 16, Volume I.

These restrictions are not applicable for emergency flights, SAR flights, air ambulance rescue service, flights connected with public safety, state defense or counteracting natural disasters, flights with heads of state.

If atmospheric and/or technical conditions permit, departures and arrivals will be performed on RWYs 15/33. In order to maintain the lowest possible noise level it is highly recommended to avoid extensive reverse thrust and usage of full length of the RWY after landing. Crews are requested to reduce take-off power by usage of full length of the RWY respectively.

1.2.3. RUN-UP TESTS

Engine test conducted without protective silencers are prohibited between 2200-0600LT.

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1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP preparation phase will be commenced when RVR falls to 800m and/or ceiling is at 300' or lower.
LVP operations will be commenced when RVR falls below 550m and/or ceiling is at 200' or lower.
LVP will be terminated when RVR increases to 600m or more and/or ceiling reaches 200' or more and a continuing improvement is anticipated.

1.3.2. DESCRIPTION

During LVP, special ATC procedures will be applied. Pilots will be informed of the commencement of these procedures by ATIS or by radio. The following phraseology will be used: "Low visibility procedures category two in operation".

When special ATC procedures are applicable a significantly reduced landing rate should be expected due to the requirement for increased (up to 10NM) spacing between arriving ACFT.

1.3.3. ARRIVALS

ATC will require arriving ACFT to use only the following TWYs:
RWY 11: TWYs N3, L, E3.
RWY 33: TWYs A0, D2, O1, S1, S2 and S3.

Flight crews are obliged to delay reporting "runway vacated" until the ACFT nose has passed the end of the green/yellow coded TWY centerline lights.

1.3.4. DEPARTURES

Take-offs will be carried out using mainly RWY 29 or 15. At request of the flight crew or due to important operational reasons TWR may give clearance for take-off from RWY 33 or 11. Take-offs are prohibited if RVR is less than 150m.

1.3.5. OTHER

Taxiing on TWYs equipped with working centerline lights is conducted without the assistance of Follow-me. Assistance of Follow-me is required on other TWYs when RVR falls below 550m.

Pilots who wish to practise CAT II ILS approaches shall to use the phrase "REQUEST PRACTICE CATEGORY II APPROACH" on initial contact with WARSAW Approach.

During LVP conditions and CAT II operations TWY Z is the preferred TWY; TWYs Z Orange and Z Blue may be used with RVR not less than 350m.

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1. GENERAL

1.4. TAXI PROCEDURES

While being transferred from OKECIE Ground to OKECIE Tower, crew is required to change frequency, initial call shall be omitted and Tower frequency shall be monitored for ATC call.

TWYs A2, A3, A4, A6, A8, M1, L, Z1 and Z2 MAX wingspan 213'/65m.
TWYs E1, E2, F, M2 and M3 MAX wingspan 171'/52m.
TWY A0 between TWYs A1 and A2, TWYs A1, D1, U1, U2, V, Z Orange 1 (ZO1), Z Orange 2 (ZO2), Z Blue 1 (ZB1) and Z Blue 2 (ZB2) MAX wingspan 118'/36m.
TWYs B1 and W MAX wingspan 79'/24m.

During ACFT taxiing on TWY Z, TWY Z Orange and Z Blue are closed for taxiing of other ACFT.

ACFT with wingspan up to 118'/36m may taxi on TWY Z Orange and TWY Z Blue at the same time.

ACFT may taxi on TWY Z Orange and TWY Z Blue in both directions in accordance with instructions from Tower.

TWY T - holding on TWY T before RWY 11/29 of ACFT of fuselage length over 66'/20m does not ensure required separation for operations on RWY 15/33. Holding on TWY T before RWY 15/33 of ACFT of fuselage length over 66'/20m does not ensure required separation for operations on RWY 11/29.

Taxiing under own power from the TWY D1/W intersection to/from the apron in front of the hangars is forbidden.

Service road between TWY B1 and TDZ 11 not available for ACFT taxiing under own power. Towing is obligatory.

Taxiing from RWY 11 end lights up to TWY E3 or L after landing/aborted take-off.

1.5. PARKING INFORMATION

Stands 1 thru 24:	- Push-back is mandatory.
Stands 1 thru 24, 31B thru 48, and 91 thru 97:	- Rotation of ACFT is prohibited.
Stands 9 thru 10R:	- Push-back to TWY Z2, Z Orange 2 or Z Blue 2 in accordance with Tower instructions. Crew is obliged to inform the push-back staff which TWY line (color) the ACFT is to be pushed to.
Stands 31B thru 48:	- ACFT not greater than AT72 may be reversed under own power following marshaller's instructions.
Stand 36:	- Taxi out from stand available only into TWY M1 towards TWY Z. Otherwise tow to TWY M1 or push-back to TWY A is required.
Stand 37:	- Taxi out from stand available only into TWY M2 towards TWY E. Otherwise tow to TWY M2 or push-back to TWY A is required.
Stands 44 and 45:	- For ACFT with wingspan above 171'/52m push-back is mandatory.
Stands 61 thru 63:	- Push-back is mandatory for ACFT greater than AN26.
Stands 7A, 12A, 44A, 95A and 98:	- Use of stand under marshalling guidance only.
Stands 1 thru 7 and 9 thru 24:	- Equipped with docking guidance system SAFEDOCK.
Apron 10:	- Available for temporary parking or as a holding bay for ACFT awaiting departure from RWY 29.

1.6. OTHER INFORMATION

Carriers using cargo planes of size greater than ATR are obliged to ensure that an appropriate towing bar will be available for particular ACFT type. Otherwise an ACFT must be equipped with its own towing bar.

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2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

2.1.1. GENERAL PROCEDURE WHEN NO STARS ARE IN USE

Set transponder to code 7600, maintain last assigned and acknowledged altitude/FL. Proceed to WAR. Descend over WAR to 4000'. Then proceed FAP ILS RWY 11 or FAF VOR RWY 11, execute approach and land (ILS or VOR RWY 11). If landing is not possible, execute missed approach and proceed to FAP/FAF of most convenient RWY, execute approach and land.

2.1.2. PROCEDURE WHEN CONDUCTING A STAR

2.1.2.1. RNAV-1 (P-RNAV) APPROVED ACFT

If a STAR was assigned and acknowledged by air crew, set transponder to 7600, continue with flight plan and assigned STAR. Then execute approach (ILS or VOR) and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min from setting 7600.

If a STAR was assigned and acknowledged by air crew and vectoring as initiated, set transponder to 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min (from setting 7600). Then proceed direct to FAP/FAF, execute approach (ILS or VOR) and land. Descending shall be executed in accordance with vertical restrictions specified on chart.

If a STAR was not assigned, set transponder to 7600, proceed according to flight plan and flight planned STAR. Then execute approach (ILS or VOR) and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min from setting 7600. If landing is not possible execute missed approach and proceed to FAF/FAP of most convenient runway, execute approach (ILS or VOR) and land.

2.1.2.2. RNAV-1 (P-RNAV) NOT APPROVED ACFT

Set transponder to code 7600, maintain last assigned and acknowledged altitude/FL. Proceed to WAR. Descend over WAR to 4000'. Then proceed FAP ILS RWY 11 or FAF VOR RWY 11, execute approach and land (ILS or VOR RWY 11). If landing is not possible, execute missed approach and proceed to FAP/FAF of most convenient RWY, execute approach and land.

2.2. SPEED RESTRICTIONS

Speed Adjustments on Approach:
IAS 160 KT when established on ILS CAT II or LOC (for RWYs 11 and 33) or when performing VOR approaches (all RWYs).

Maintain until D4.0 WAS (ILS RWY 11), D4.0 WA (ILS RWY 33) or from D8.0 OKC (VOR approaches).

If unable to comply, notify ATC immediately.

2.3. NOISE ABATEMENT PROCEDURES

2.3.1. REVERSE THRUST

Except in emergency situations, ACFT are recommended to reduce the application of reverse thrust between 2200-0600LT.

2.4. CAT II OPERATIONS

RWYs 11 and 33 are approved for CAT II operations, special aircrew and ACFT certification required.

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2. ARRIVAL

2.5. RWY OPERATIONS

2.5.1. MINIMUM RWY OCCUPANCY TIME

For RWY 11, use TWY M3, where possible as preferred exit.
For RWY 33, use the rapid exit TWYs S1 and S2, where possible as preferred exit.
It is essential to adjust landing roll speed to cross RWY intersection efficiently.

2.6. TAXI PROCEDURES

If not specified otherwise by TWR, after finishing landing roll and vacating the RWY, the crew shall establish communication with Ground.

2.7. OTHER INFORMATION

2.7.1. CONTINUOUS DESCENT APPROACH (CDA)

CDA Technique:
Arrange descent to pass 7000′ AMSL within 25 track miles to touchdown.

Expect track miles information or base leg information from ATC at or above 7000′ AMSL.

At or before downwind position maintain IAS 220 KT or minimum clean speed, whichever is greater.

ATC R/T Example at or above 7000′ AMSL:
- 25 track miles to touchdown, when ready descend.
- Expect base leg after/before/between WPT.
- Expect full procedure.

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3. DEPARTURE

3.1. DE-ICING

De-icing of ACFT allowed only on Aprons 6 and 10.
Report the necessity for de-icing first to your ramp agent.

When requesting ATC clearance, report the necessity for de-icing to OKECIE Delivery only when completely ready (doors closed, ready for start-up/push-back).

On OKECIE Delivery request, for start-up/push-back monitor OKECIE Ground.

De-icing position will be assigned depending on Air Traffic Flow and ACFT type, taxi according ATC instructions.

Enter de-icing stands only with Follow-me guidance.

ACFT taxiing to the de-icing position without following this procedure will not be accepted and sent back to a remote stand.

ATC is not responsible for de-icing neither has contact with de-icing agents.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

In order to receive en-route clearance, following info has to be passed to OKECIE Delivery 10 min prior to getting ready for push-back or start-up:

- ACFT call sign;
- Parking stand number;
- APT of destination;
- Planned cruising level;
- Any changes to flight plan.

Pilots of ACFT requiring full length of RWY 15/33 for departure have to notify OKECIE Ground prior to commencing taxi.

Stand 70: Start-up engines on TWY D after prior push-back by towing car.

3.3. NOISE ABATEMENT PROCEDURES

To reduce noise level in the areas adjacent to the aerodrome, operators of ACFT shall follow noise abatement procedures adequate for the specific ACFT type.
If no noise abatement procedures for the ACFT type are available, it is recommended that departures are performed in accordance with ICAO Noise Abatement Departure Procedure 1 (NADP 1) as specified in the Appendix to Chapter 3 of ICAO Doc 8168, ACFT Operations, VOL. I, Flight Procedures, Part I, Section 7.

3.4. RWY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

Pilots shall ensure, commensurate with safety and standard operating procedures, that they are able to taxi into correct position and line-up on the RWY as soon as the preceding ACFT has commenced its take-off roll or its landing roll.

Where possible, cockpit checks and cabin readiness shall be completed prior to line-up and any actions requiring completion on the RWY shall be kept to the minimum.

Pilots not able to comply with these requirements shall notify ATC as soon as possible.

3.5. COMMUNICATION FAILURE PROCEDURE

3.5.1. GENERAL PROCEDURE WHEN NO SIDS ARE IN USE

Set transponder to code 7600, maintain last assigned and acknowledged altitude/FL. Proceed to WAR. Descend over WAR to 4000'. Then proceed FAP ILS RWY 11 or FAF VOR RWY 11, execute approach and land (ILS or VOR RWY 11). If landing is not possible, execute missed approach and proceed to FAP/FAF of most convenient RWY, execute approach and land.

3.5.2. PROCEDURE WHEN CONDUCTING A SID

Set transponder to 7600, continue on assigned and acknowledged SID.
After 3 min, climb to planned FL. If being vectored, continue on assigned heading for 3 min. Then proceed direct to last SID waypoint, climbing to planned FL.

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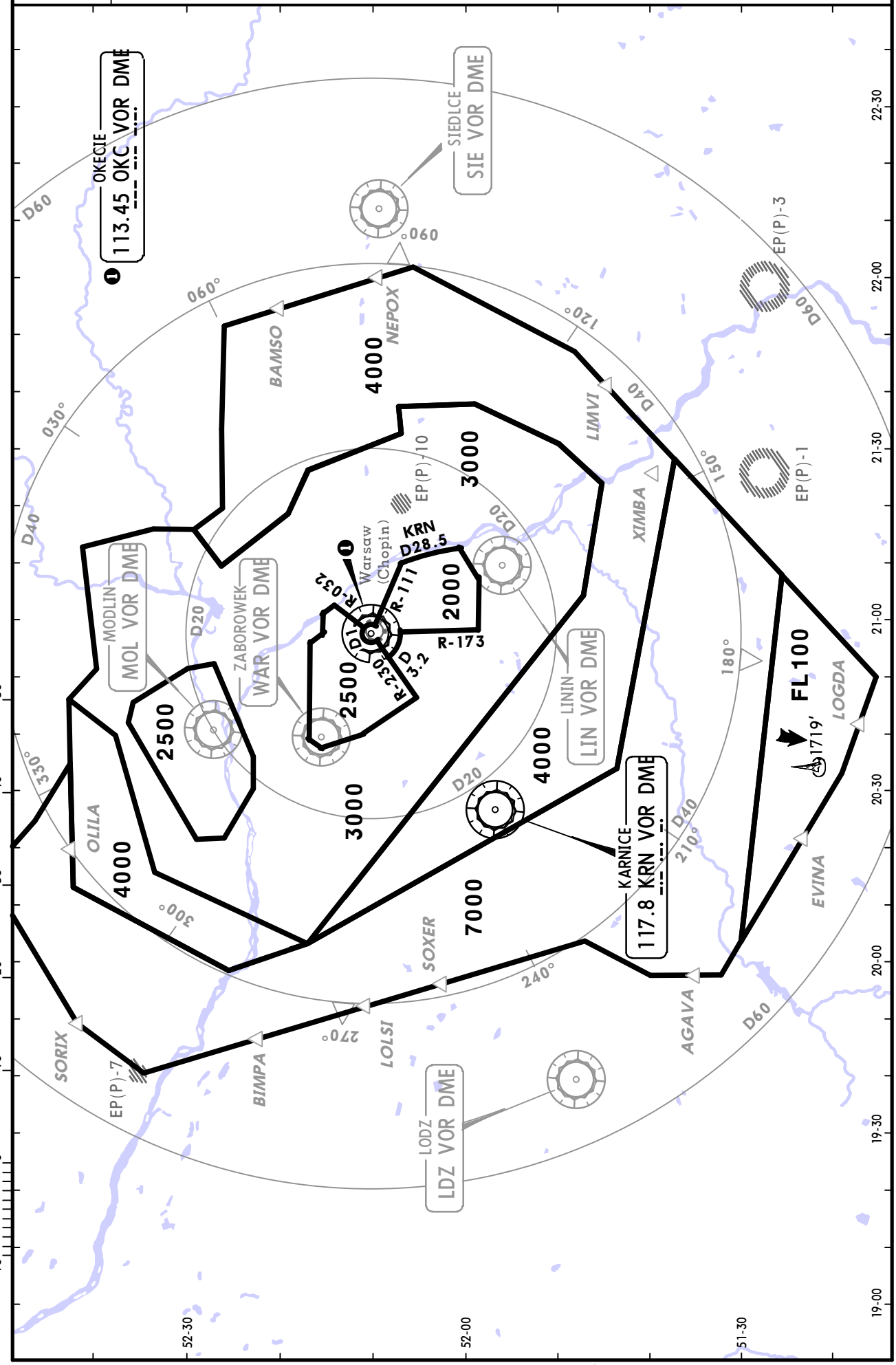
Apt Elev 362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′ The MRVA values already include a correction for temperature higher and equal -25°C.



CHANGES: Sectors revised; altitude conversion.

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RNAV ARRIVAL INSTRUCTIONS

1. General

Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). The turn to final approach is usually performed by radar vectors to expedite traffic handling and for separation reasons.

2. Equipment

RNAV-1 (P-RNAV) approval required to conduct these procedures without additional restrictions. However it is possible to utilize P-RNAV trajectories by RNAV-5 only approved aircraft.
The following restriction apply: Aircraft equipped with RNAV-5 systems without navigation database, and requiring manual data input are exempted from the utilization of RNAV-1 (P-RNAV) procedures.
Non RNAV-1 (P-RNAV) aircraft: advise ATC upon first contact. Radar vectoring will be provided usually along published procedures. Such aircraft may expect delays and/or extended routing during peak hours.

3. Holdings

All holding patterns are available for non RNAV-1 (P-RNAV) approved aircraft.
Holding at BABAS, KOGUD, MAVIV and OBAVA used for TMA RWY configuration change and during unexpected events (refer to 10-2A)

4. Vertical planning

Pilots should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. If possible, CDA should be applied.

5. Continuous Descent Approach (CDA)

CDA technique:
Arrange descent to pass 7000′ AMSL within 25 track miles to touchdown.

EXPECT track miles information or base leg information from ATC at or above 7000′ AMSL, but do not turn on base leg until instructed.

At or before downwind position maintain IAS 220 KT or minimum clean speed, whichever is greater.

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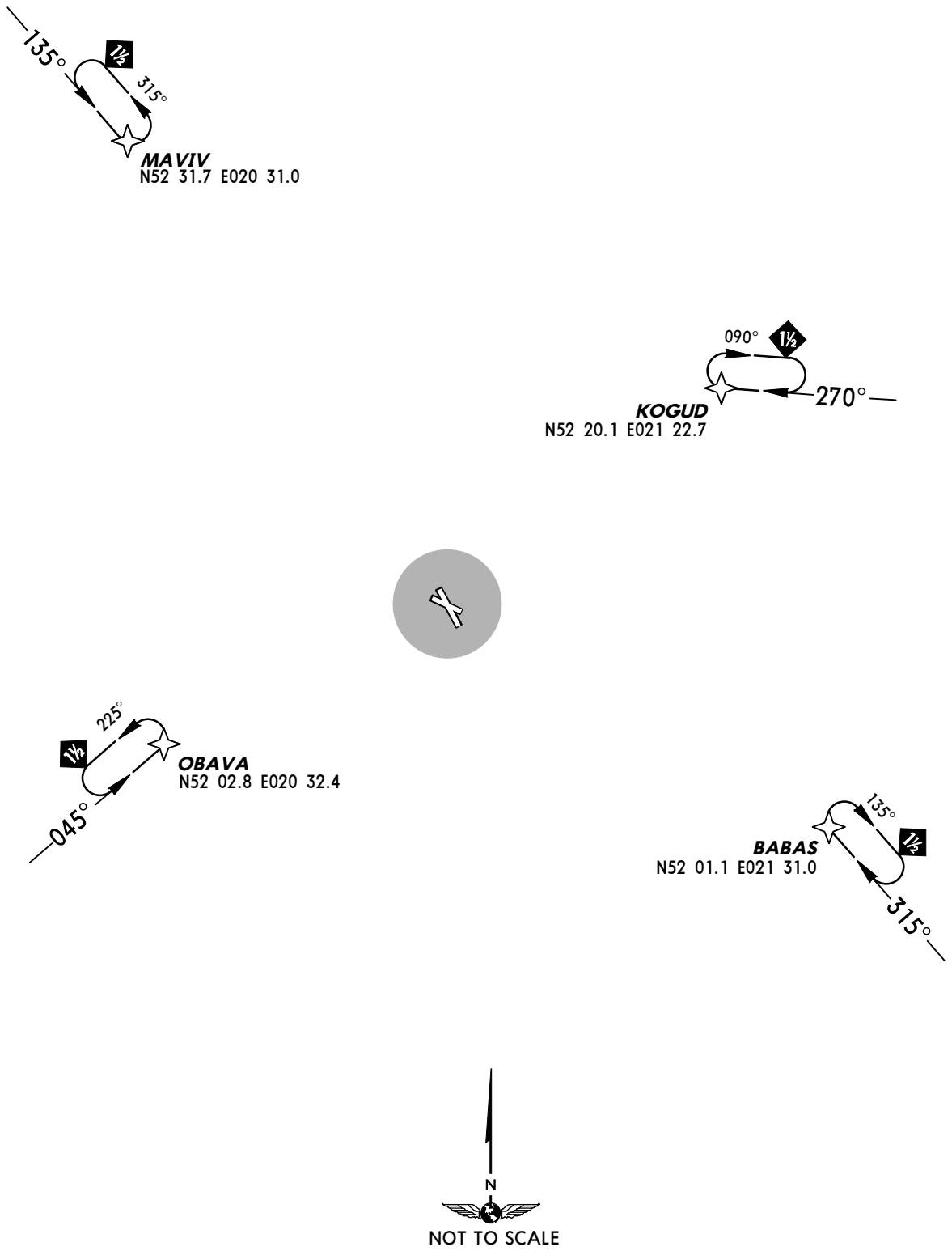
HOLDINGS FOR TMA RWY CONFIGURATION CHANGE AND UNEXPECTED EVENTS



CHANGES: New chart.

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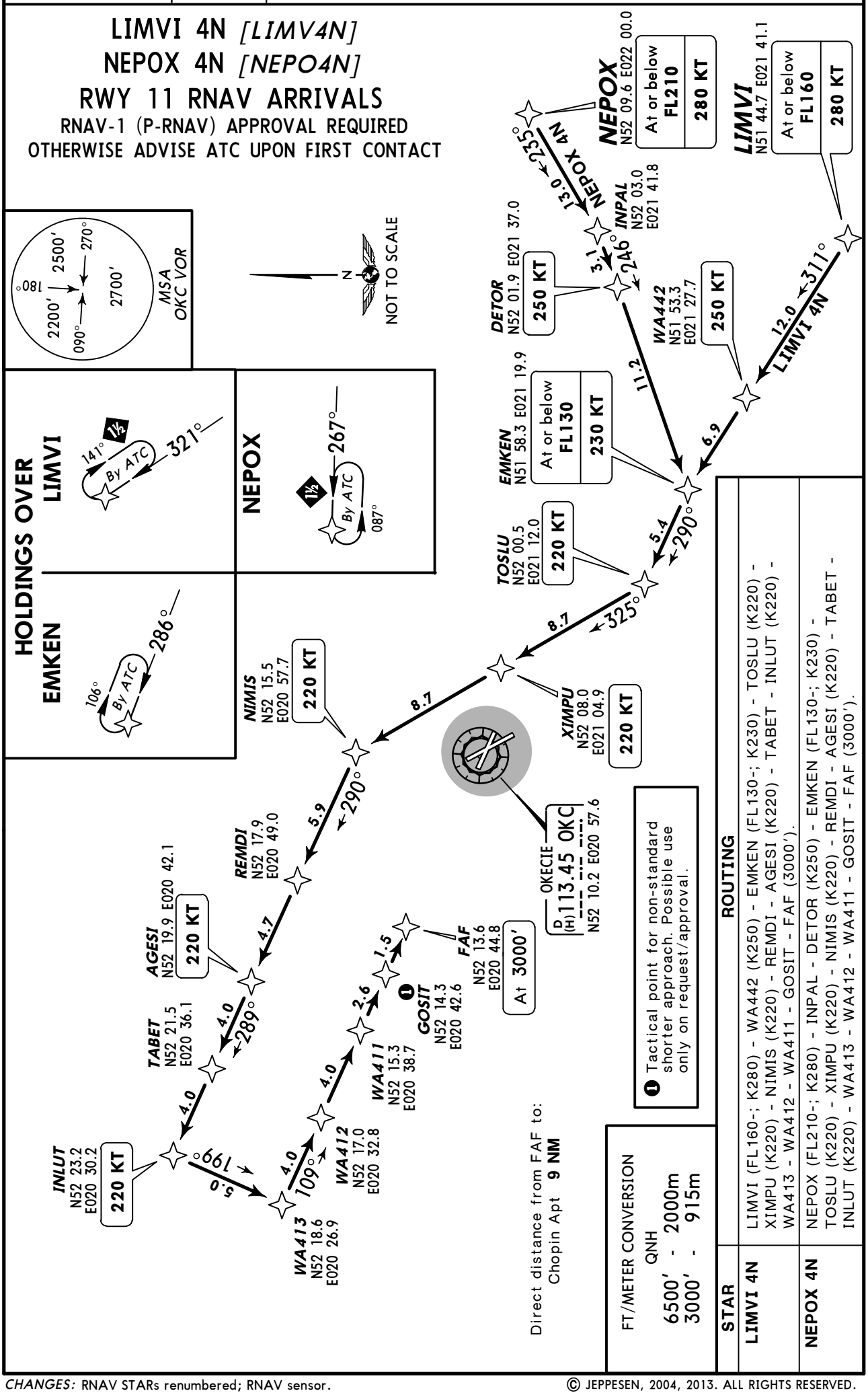
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

LIMVI 4N *[LIMV4N]*
NEPOX 4N *[NEPO4N]*
RWY 11 RNAV ARRIVALS

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



CHANGES: RNAV STARs renumbered; RNAV sensor.

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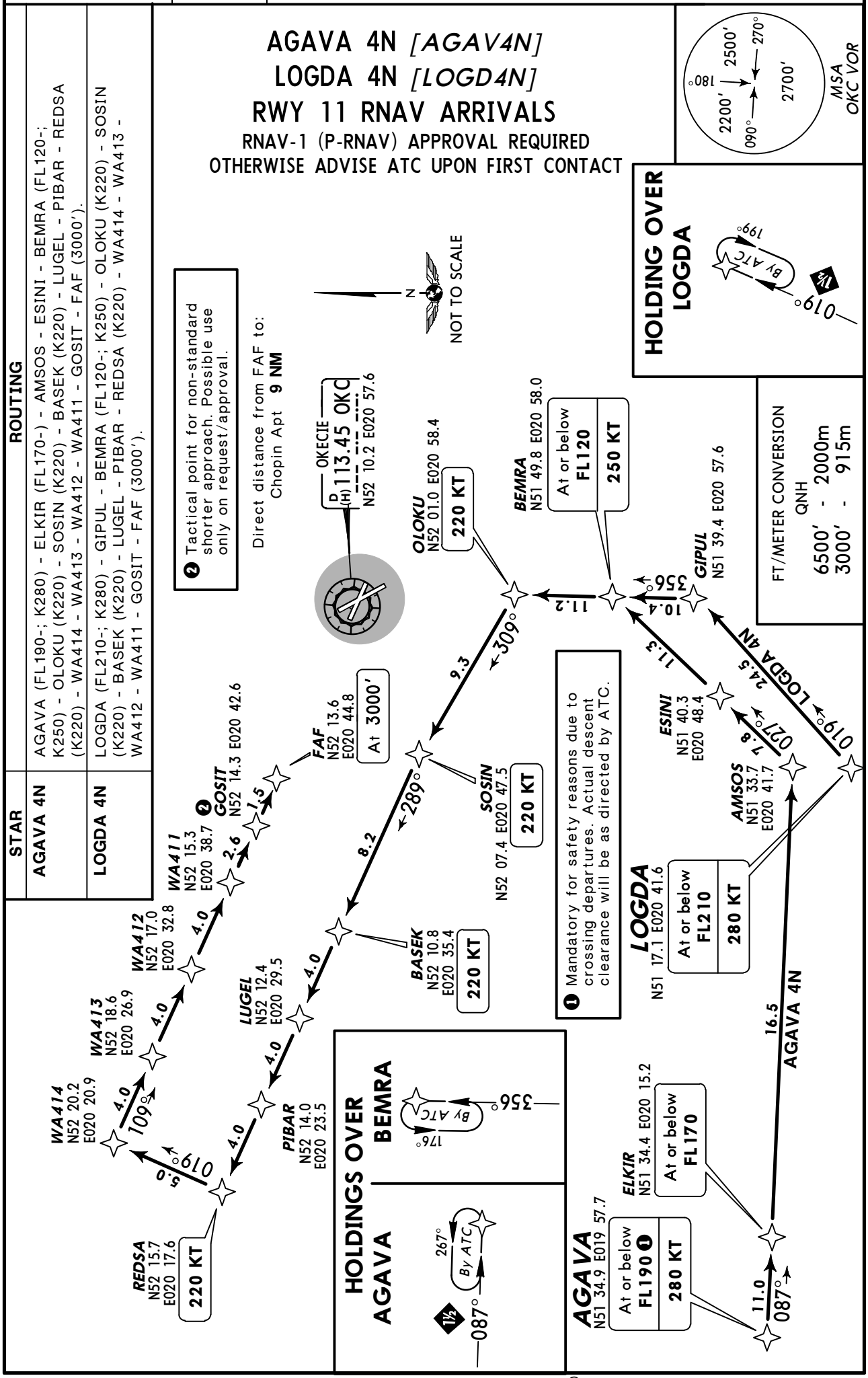
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

STAR	ROUTING
AGAVA 4N	AGAVA (FL190-; K280) - ELKIR (FL170-) - AMSOS - ESINI - BEMRA (FL120-; K250) - OLOKU (K220) - SOSIN (K220) - BASEK (K220) - LUGEL - PIBAR - REDSA (K220) - WA414 - WA413 - WA412 - WA411 - GOSIT - FAF (3000′).
LOGDA 4N	LOGDA (FL210-; K280) - GIPUL - BEMRA (FL120-; K250) - OLOKU (K220) - SOSIN (K220) - BASEK (K220) - LUGEL - PIBAR - REDSA (K220) - WA414 - WA413 - WA412 - WA411 - GOSIT - FAF (3000′).

AGAVA 4N *[AGAV4N]*
LOGDA 4N *[LOGD4N]*
RWY 11 RNAV ARRIVALS

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



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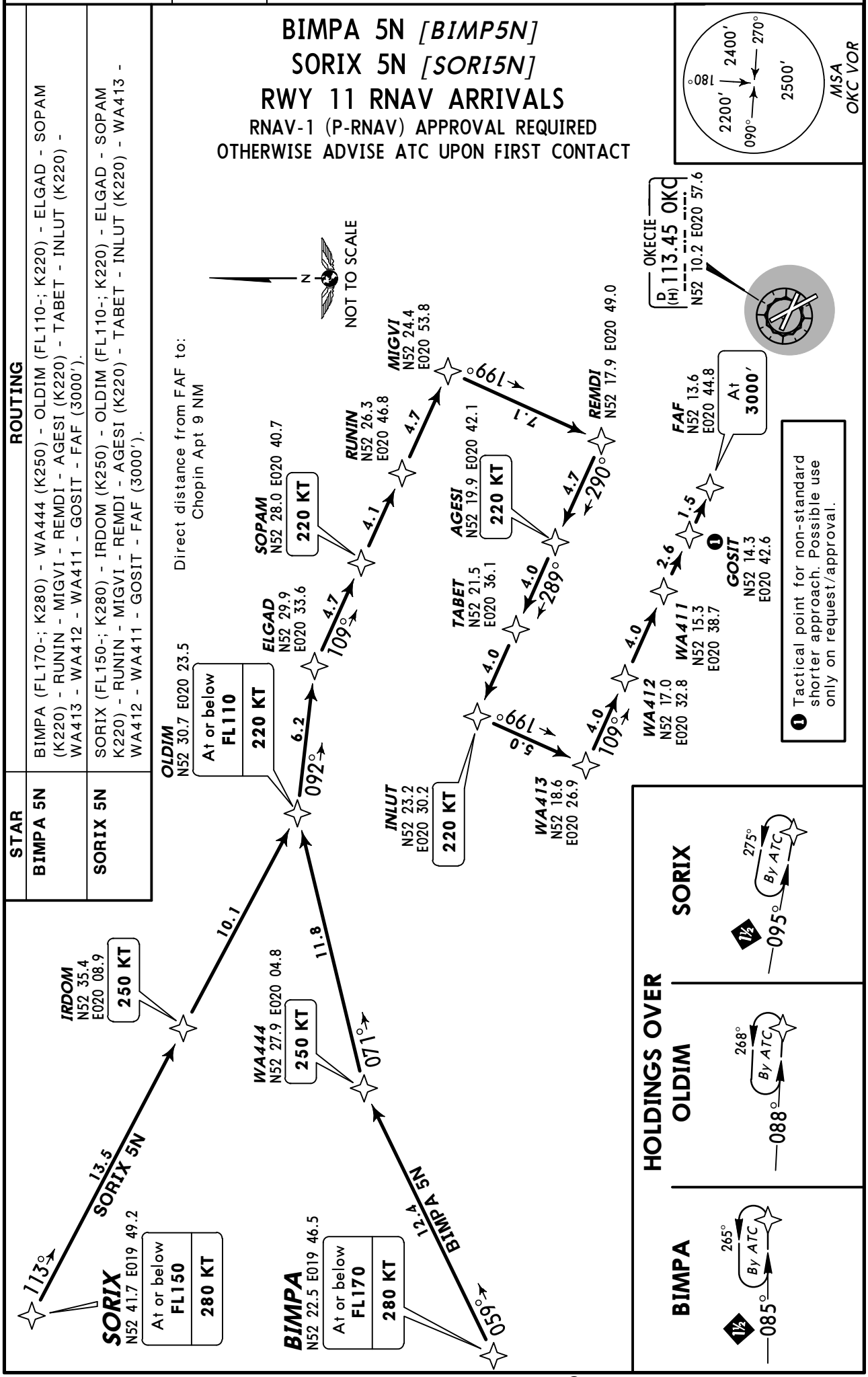
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

STAR	ROUTING
BIMPA 5N	BIMPA (FL170-; K280) - WA444 (K250) - OLDIM (FL110-; K220) - ELGAD - SOPAM (K220) - RUNIN - MIGVI - REMDI - AGESI (K220) - TABET - INLUT (K220) - WA413 - WA412 - WA411 - GOSIT - FAF (3000′).
SORIX 5N	SORIX (FL150-; K280) - IRDOM (K250) - OLDIM (FL110-; K220) - ELGAD - SOPAM (K220) - RUNIN - MIGVI - REMDI - AGESI (K220) - TABET - INLUT (K220) - WA413 - WA412 - WA411 - GOSIT - FAF (3000′).

BIMPA 5N *[BIMP5N]*
SORIX 5N *[SORI5N]*
RWY 11 RNAV ARRIVALS

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



CHANGES: RNAV STARs renumbered & revised.

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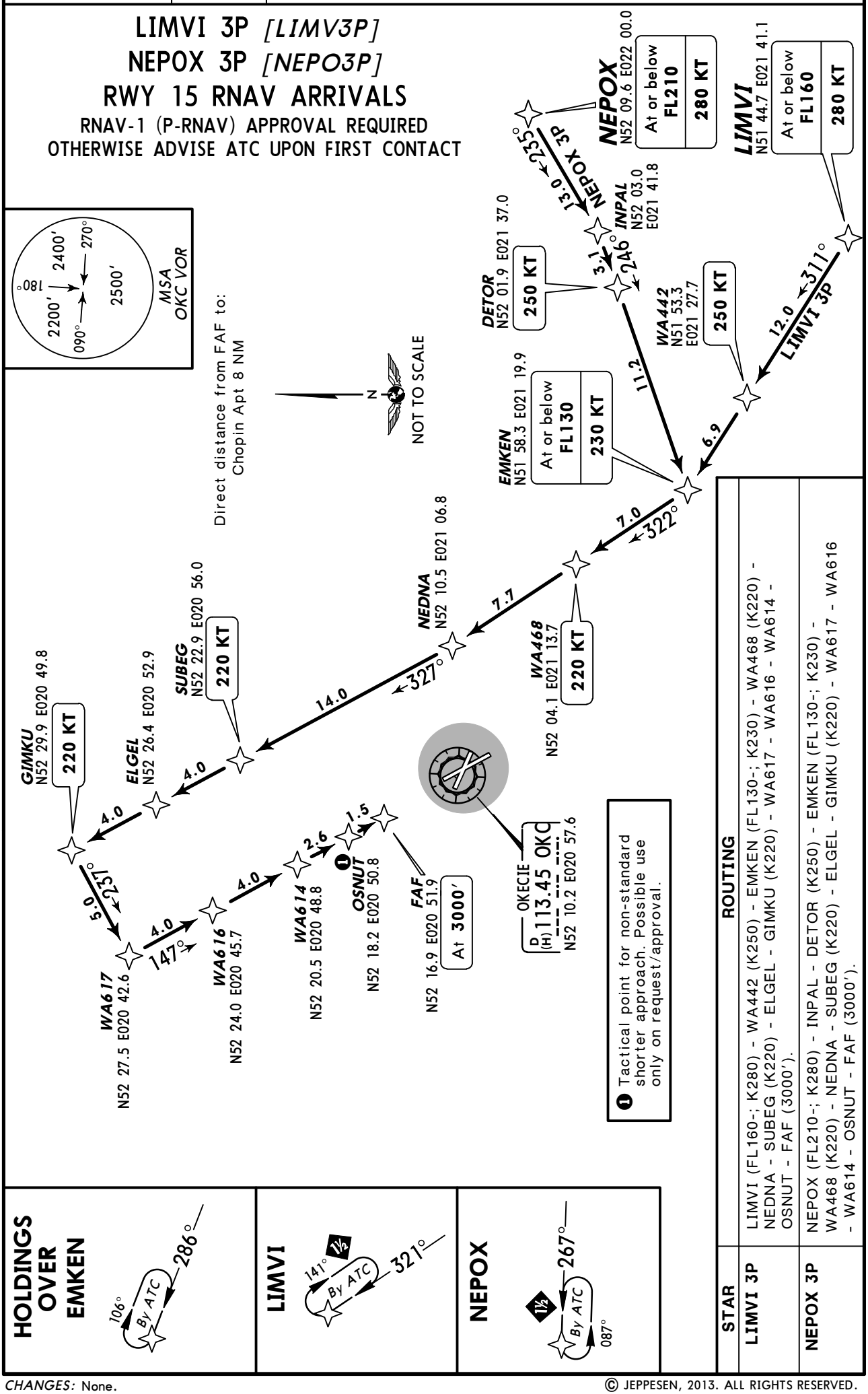
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

LIMVI 3P *[LIMV3P]*
NEPOX 3P *[NEPO3P]*
RWY 15 RNAV ARRIVALS

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



STAR	ROUTING
LIMVI 3P	LIMVI (FL160-; K280) - WA442 (K250) - EMKEN (FL130-; K230) - WA468 (K220) - NEDNA - SUBEG (K220) - ELGEL - GIMKU (K220) - WA617 - WA616 - WA614 - OSNUT - FAF (3000′).
NEPOX 3P	NEPOX (FL210-; K280) - INPAL - DETOR (K250) - EMKEN (FL130-; K230) - WA468 (K220) - NEDNA - SUBEG (K220) - ELGEL - GIMKU (K220) - WA617 - WA616 - WA614 - OSNUT - FAF (3000′).

CHANGES: None.

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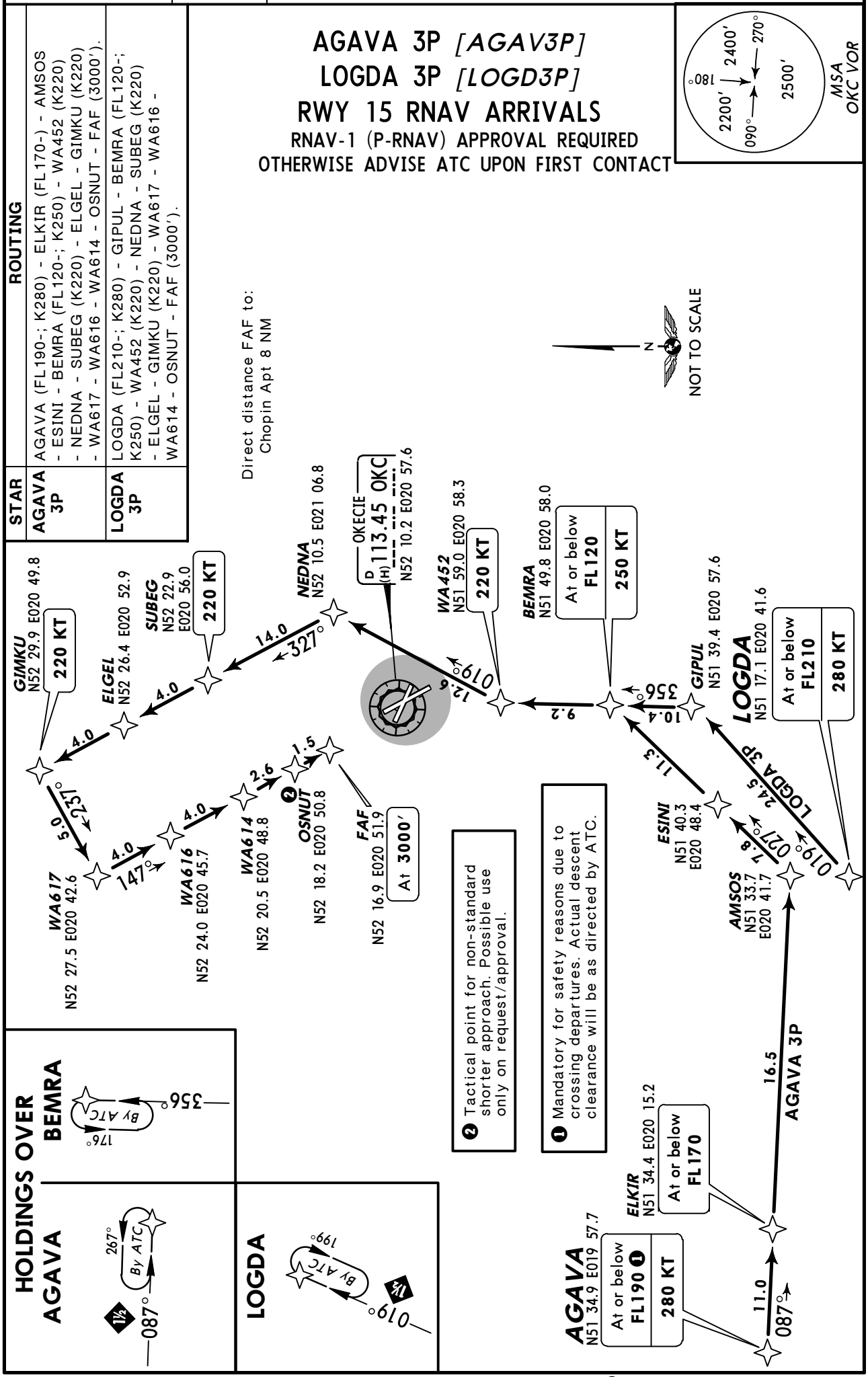
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

STAR	ROUTING
AGAVA 3P	AGAVA (FL190-; K280) - ELKIR (FL170-) - AMSOS - ESINI - BEMRA (FL120-; K250) - WA452 (K220) - NEDNA - SUBEG (K220) - ELGEL - GIMKU (K220) - WA617 - WA616 - WA614 - OSNUT - FAF (3000′).
LOGDA 3P	LOGDA (FL210-; K280) - GIPUL - BEMRA (FL120-; K250) - WA452 (K220) - NEDNA - SUBEG (K220) - ELGEL - GIMKU (K220) - WA617 - WA616 - WA614 - OSNUT - FAF (3000′).

AGAVA 3P *[AGAV3P]*
LOGDA 3P *[LOGD3P]*
RWY 15 RNAV ARRIVALS

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



CHANGES: RNAV STARs AGAVA & LOGDA 2P renumbered 3P & revised; alt conversion.

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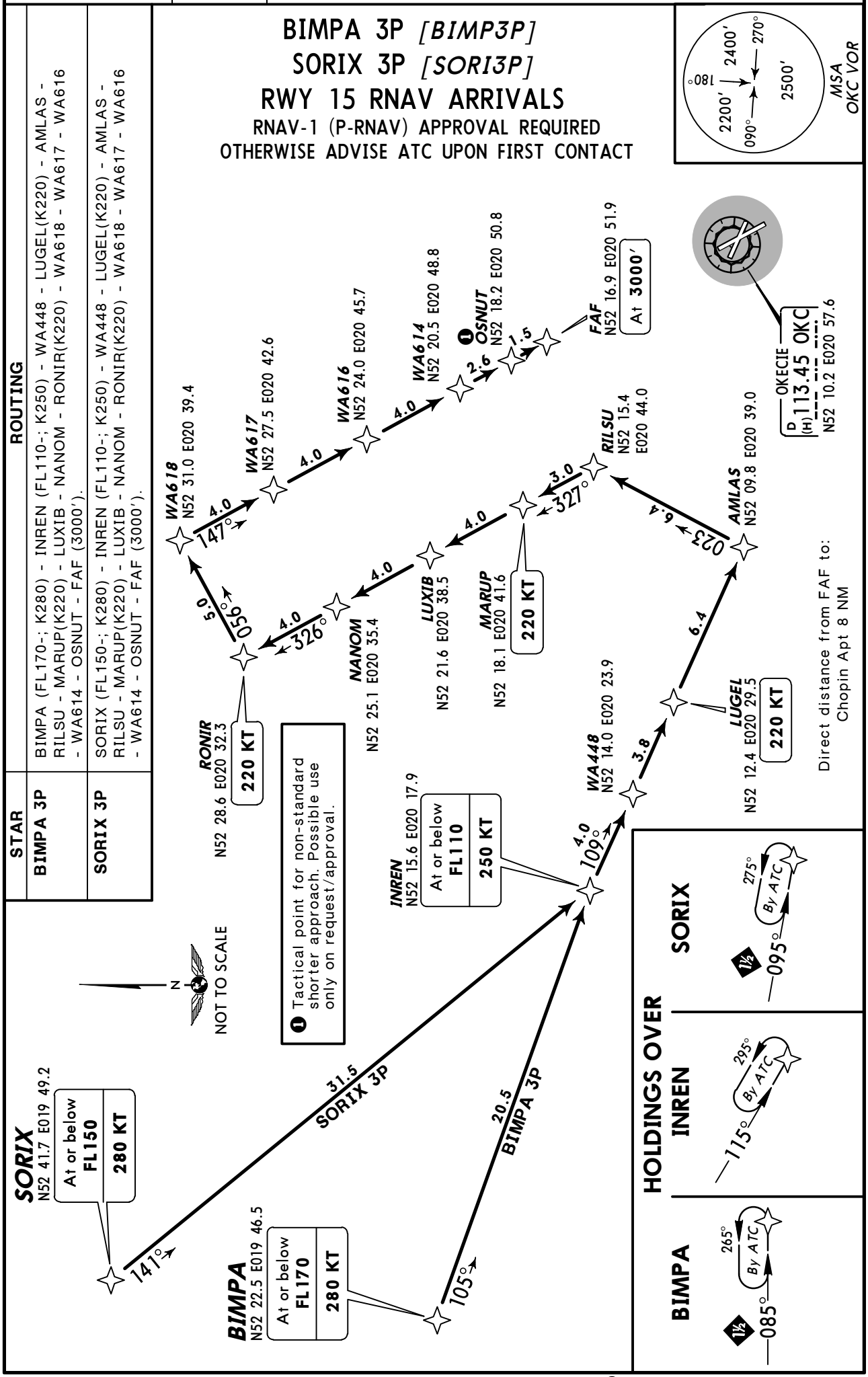
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

STAR	ROUTING
BIMPA 3P	BIMPA (FL170-; K280) - INREN (FL110-; K250) - WA448 - LUGEL(K220) - AMLAS - RILSU - MARUP(K220) - LUXIB - NANOM - RONIR(K220) - WA618 - WA617 - WA616 - WA614 - OSNUT - FAF (3000′).
SORIX 3P	SORIX (FL150-; K280) - INREN (FL110-; K250) - WA448 - LUGEL(K220) - AMLAS - RILSU - MARUP(K220) - LUXIB - NANOM - RONIR(K220) - WA618 - WA617 - WA616 - WA614 - OSNUT - FAF (3000′).

BIMPA 3P *[BIMP3P]*
SORIX 3P *[SORI3P]*
RWY 15 RNAV ARRIVALS

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



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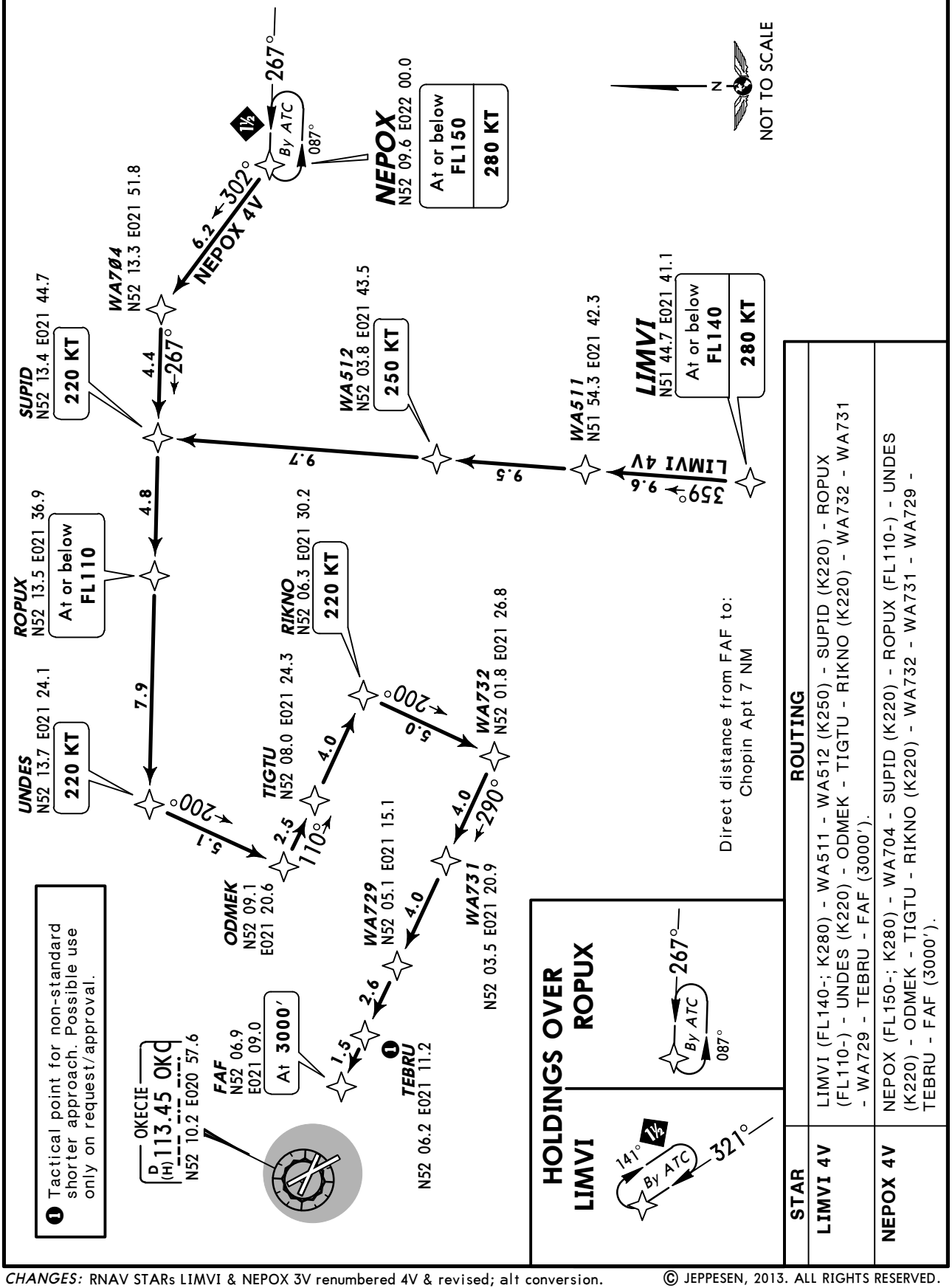
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

LIMVI 4V *[LIMV4V]*
NEPOX 4V *[NEPO4V]*
RWY 29 RNAV ARRIVALS

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



STAR	ROUTING
LIMVI 4V	LIMVI (FL140-; K280) - WA511 - WA512 (K250) - SUPID (K220) - ROPUX (FL110-) - UNDES (K220) - ODMEK - TIGTU - RIKNO (K220) - WA732 - WA731 - WA729 - TEBRU - FAF (3000′).
NEPOX 4V	NEPOX (FL150-; K280) - WA704 - SUPID (K220) - ROPUX (FL110-) - UNDES (K220) - ODMEK - TIGTU - RIKNO (K220) - WA732 - WA731 - WA729 - TEBRU - FAF (3000′).

CHANGES: RNAV STARs LIMVI & NEPOX 3V renumbered 4V & revised; alt conversion.

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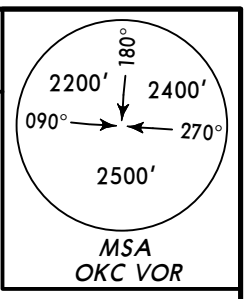
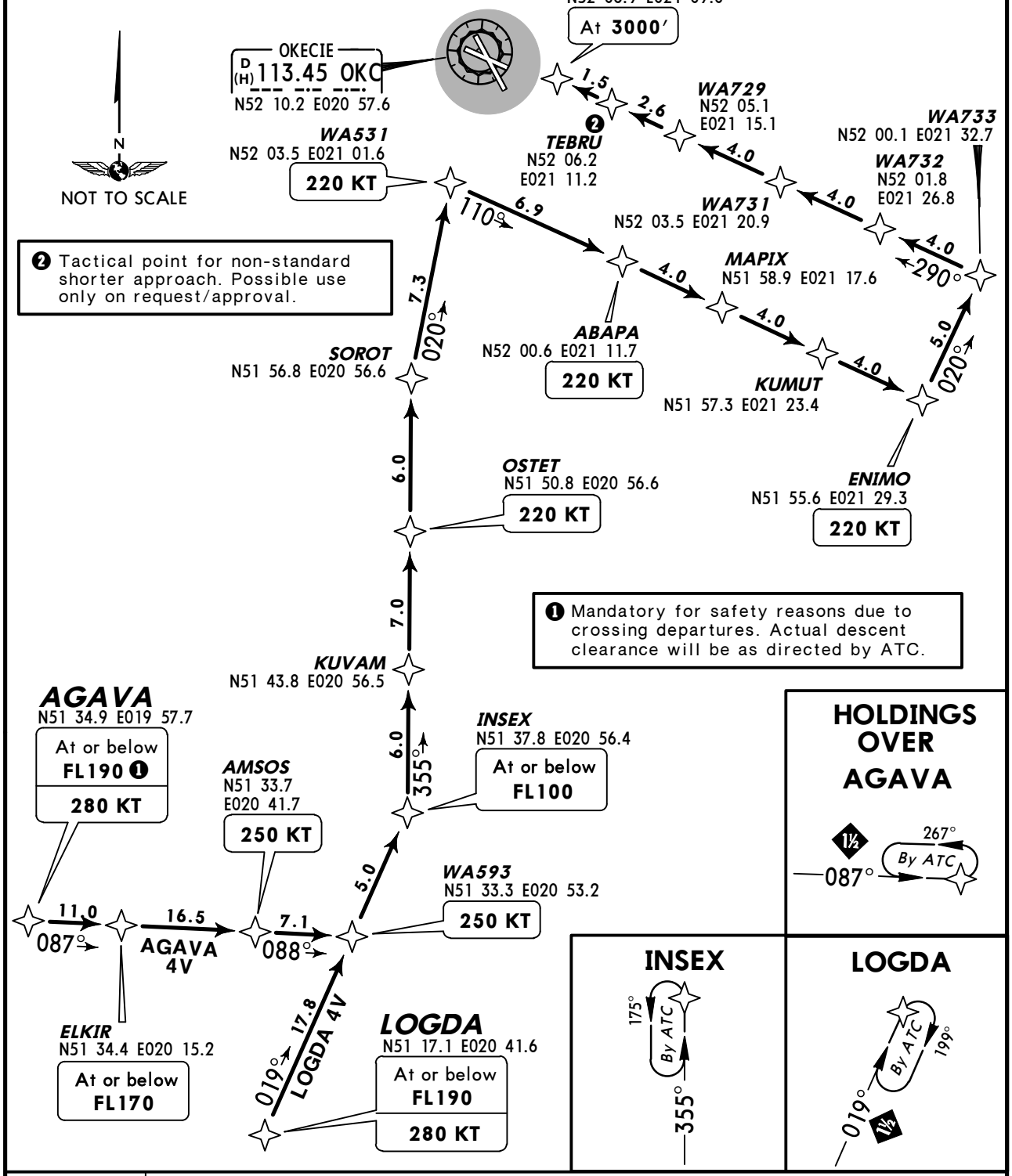
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′



AGAVA 4V *[AGAV4V]*, LOGDA 4V *[LOGD4V]*
RWY 29 RNAV ARRIVALS
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT

Direct distance from FAF to:
Chopin Apt 7 NM



❷ Tactical point for non-standard shorter approach. Possible use only on request/approval.

❶ Mandatory for safety reasons due to crossing departures. Actual descent clearance will be as directed by ATC.

STAR	ROUTING
AGAVA 4V	AGAVA (FL190-; K280) - ELKIR (FL170-) - AMSOS (K250) - WA593 (K250) - INSEX (FL100-) - KUVAM - OSTET (K220) - SOROT - WA531 (K220) - ABAPA (K220) - MAPIX - KUMUT - ENIMO (K220) - WA733 - WA732 - WA731 - WA729 - TEBRU - FAF (3000′).
LOGDA 4V	LOGDA (FL190-; K280) - WA593 (K250) - INSEX (FL100-) - KUVAM - OSTET (K220) - SOROT - WA531 (K220) - ABAPA (K220) - MAPIX - KUMUT - ENIMO (K220) - WA733 - WA732 - WA731 - WA729 - TEBRU - FAF (3000′).

CHANGES: RNAV STARs AGAVA & LOGDA 3V renumbered 4V & revised; alt conversion.

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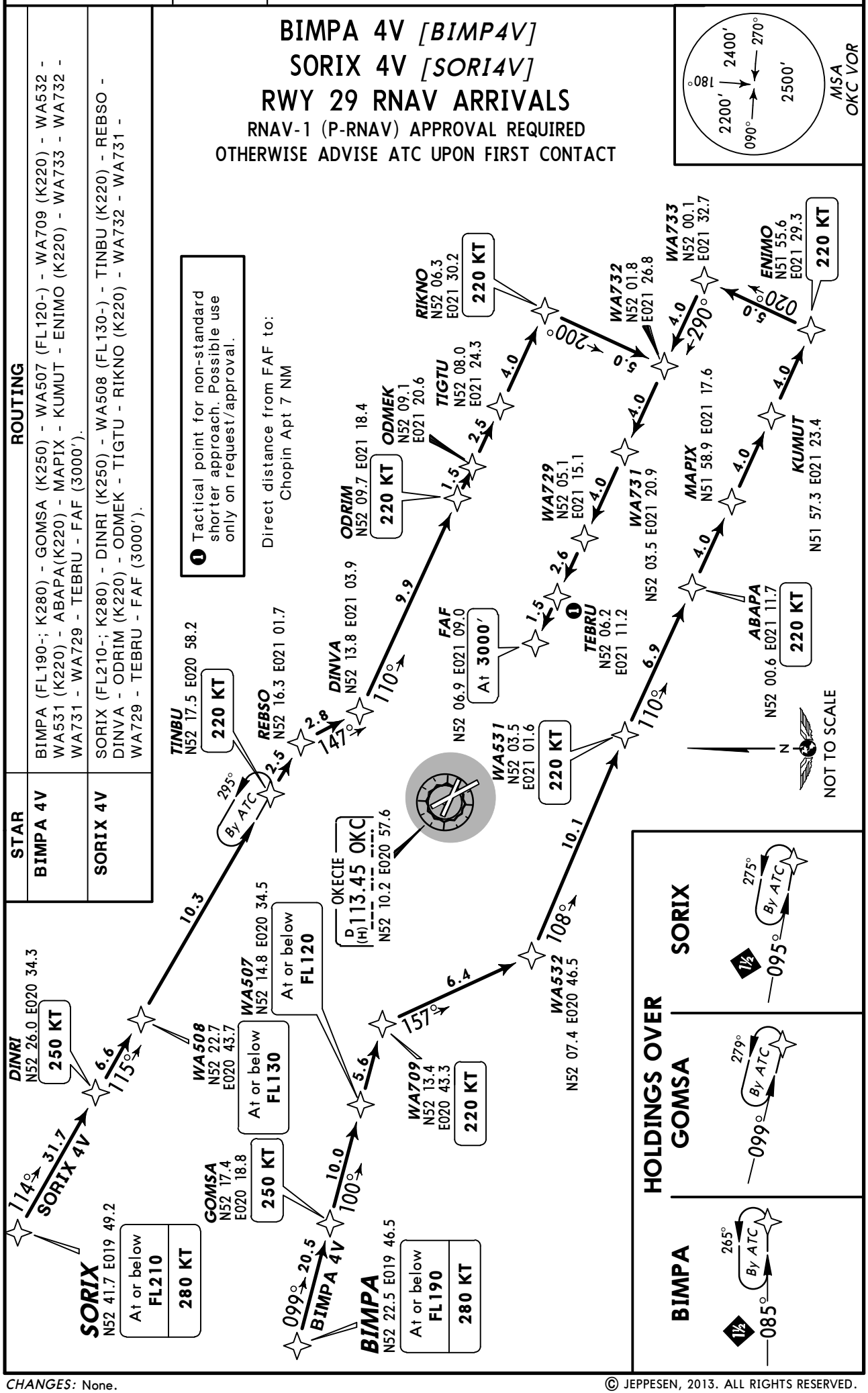
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

STAR	ROUTING
BIMPA 4V	BIMPA (FL190-; K280) - GOMSA (K250) - WA507 (FL120-) - WA709 (K220) - WA532 - WA531 (K220) - ABAPA(K220) - MAPIX - KUMUT - ENIMO (K220) - WA733 - WA732 - WA731 - WA729 - TEBRU - FAF (3000′).
SORIX 4V	SORIX (FL210-; K280) - DINRI (K250) - WA508 (FL130-) - TINBU (K220) - REBSO - DINVA - ODRIM (K220) - ODMEK - TIGTU - RIKNO (K220) - WA732 - WA731 - WA729 - TEBRU - FAF (3000′).

BIMPA 4V *[BIMP4V]*
SORIX 4V *[SORI4V]*
RWY 29 RNAV ARRIVALS

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



CHANGES: None.

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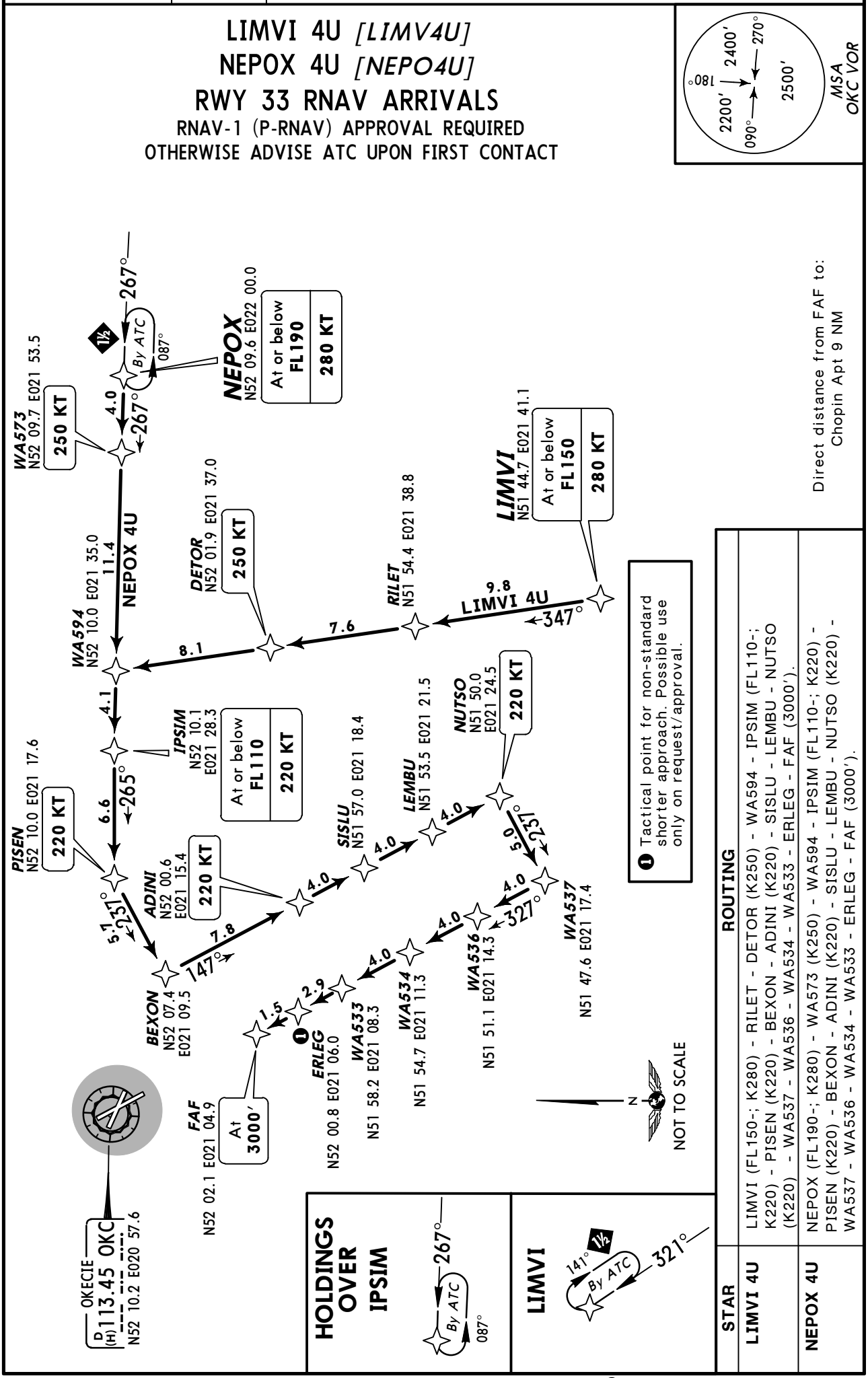
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

LIMVI 4U *[LIMV4U]*
NEPOX 4U *[NEPO4U]*
RWY 33 RNAV ARRIVALS

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



STAR	ROUTING
LIMVI 4U	LIMVI (FL150-; K280) - RILET - DETOR (K250) - WA594 - IPSIM (FL110-; K220) - PISEN (K220) - BEXON - ADINI (K220) - SISLU - LEMBU - NUTSO (K220) - WA537 - WA536 - WA534 - WA533 - ERLEG - FAF (3000′).
NEPOX 4U	NEPOX (FL190-; K280) - WA573 (K250) - WA594 - IPSIM (FL110-; K220) - PISEN (K220) - BEXON - ADINI (K220) - SISLU - LEMBU - NUTSO (K220) - WA537 - WA536 - WA534 - WA533 - ERLEG - FAF (3000′).

CHANGES: RNAV STARs LIMVI & NEPOX 3U renumbered 4U.

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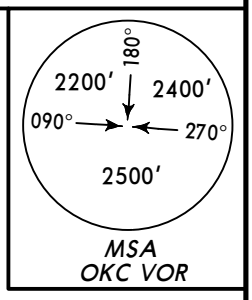
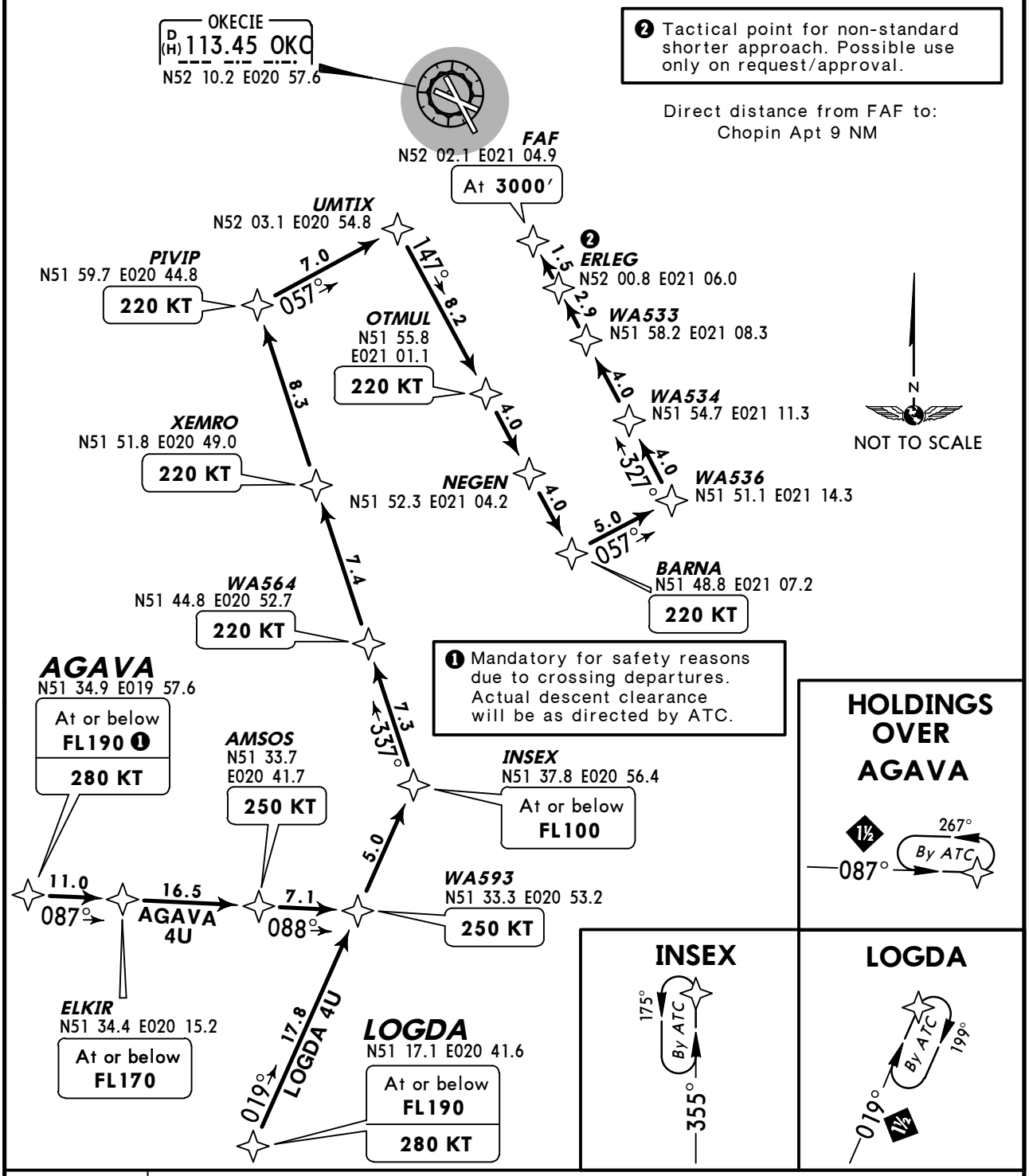
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

AGAVA 4U *[AGAV4U]*
LOGDA 4U *[LOGD4U]*
RWY 33 RNAV ARRIVALS
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT





STAR	ROUTING
AGAVA 4U	AGAVA (FL190-; K280) - ELKIR (FL170-) - AMSOS (K250) - WA593 (K250) - INSEX (FL100-) - WA564 (K220) - XEMRO (K220) - PIVIP (K220) - UMTIX - OTMUL (K220) - NEGEN - BARNA (K220) - WA536 - WA534 - WA533 - ERLEG - FAF (3000′).
LOGDA 4U	LOGDA (FL190-; K280) - WA593 (K250) - INSEX (FL100-) - WA564 (K220) - XEMRO (K220) - PIVIP (K220) - UMTIX - OTMUL (K220) - NEGEN - BARNA (K220) - WA536 - WA534 - WA533 - ERLEG - FAF (3000′).

CHANGES: RNAV STARs AGAVA & LOGDA 3U renumbered 4U.

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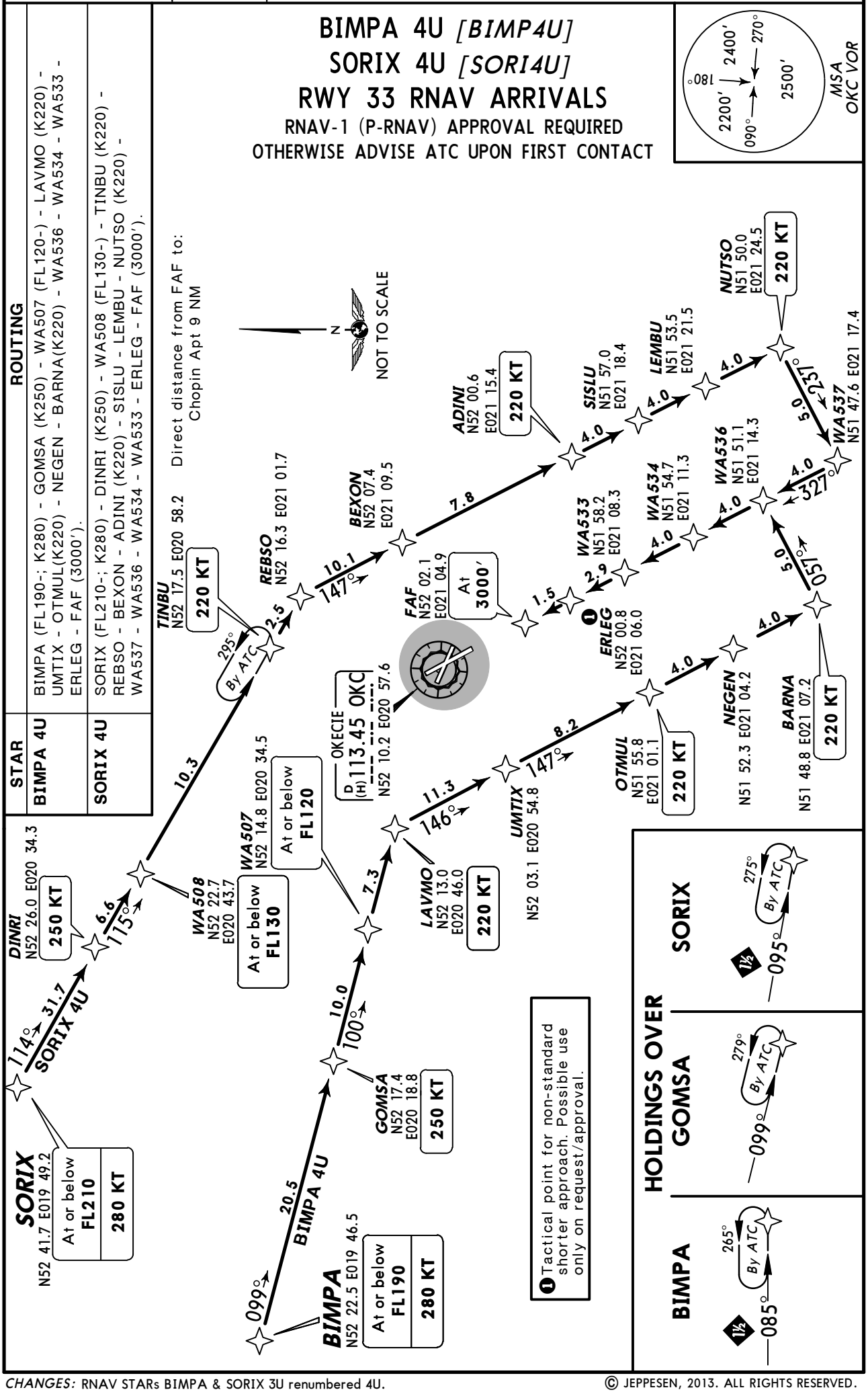
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

STAR	ROUTING
BIMPA 4U	BIMPA (FL190-; K280) - GOMSA (K250) - WA507 (FL120-) - LAVMO (K220) - UMTIX - OTMUL(K220) - NEGEN - BARNA(K220) - WA536 - WA534 - WA533 - ERLEG - FAF (3000′).
SORIX 4U	SORIX (FL210-; K280) - DINRI (K250) - WA508 (FL130-) - TINBU (K220) - REBSO - BEXON - ADINI (K220) - SISLU - LEMBU - NUTSO (K220) - WA537 - WA536 - WA534 - WA533 - ERLEG - FAF (3000′).

BIMPA 4U *[BIMP4U]*
SORIX 4U *[SORI4U]*
RWY 33 RNAV ARRIVALS

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



CHANGES: RNAV STARs BIMPA & SORIX 3U renumbered 4U.

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RNAV DEPARTURE INSTRUCTIONS

1. General

Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours).

2. Equipment

RNAV-1 (P-RNAV) approval required to conduct these procedures without additional restrictions. However it is possible to utilize P-RNAV trajectories by RNAV-5 only approved aircraft.
The following restriction apply: Aircraft equipped with RNAV-5 systems without navigation database, and requiring manual data input are exempted from the utilization of RNAV-1 (P-RNAV) procedures.
Non RNAV-1 (P-RNAV) aircraft: advise ATC upon first contact. Radar vectoring will be provided usually along published procedures. Such aircraft may expect delays and/or extended routing during peak hours.

3. Vertical planning

If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

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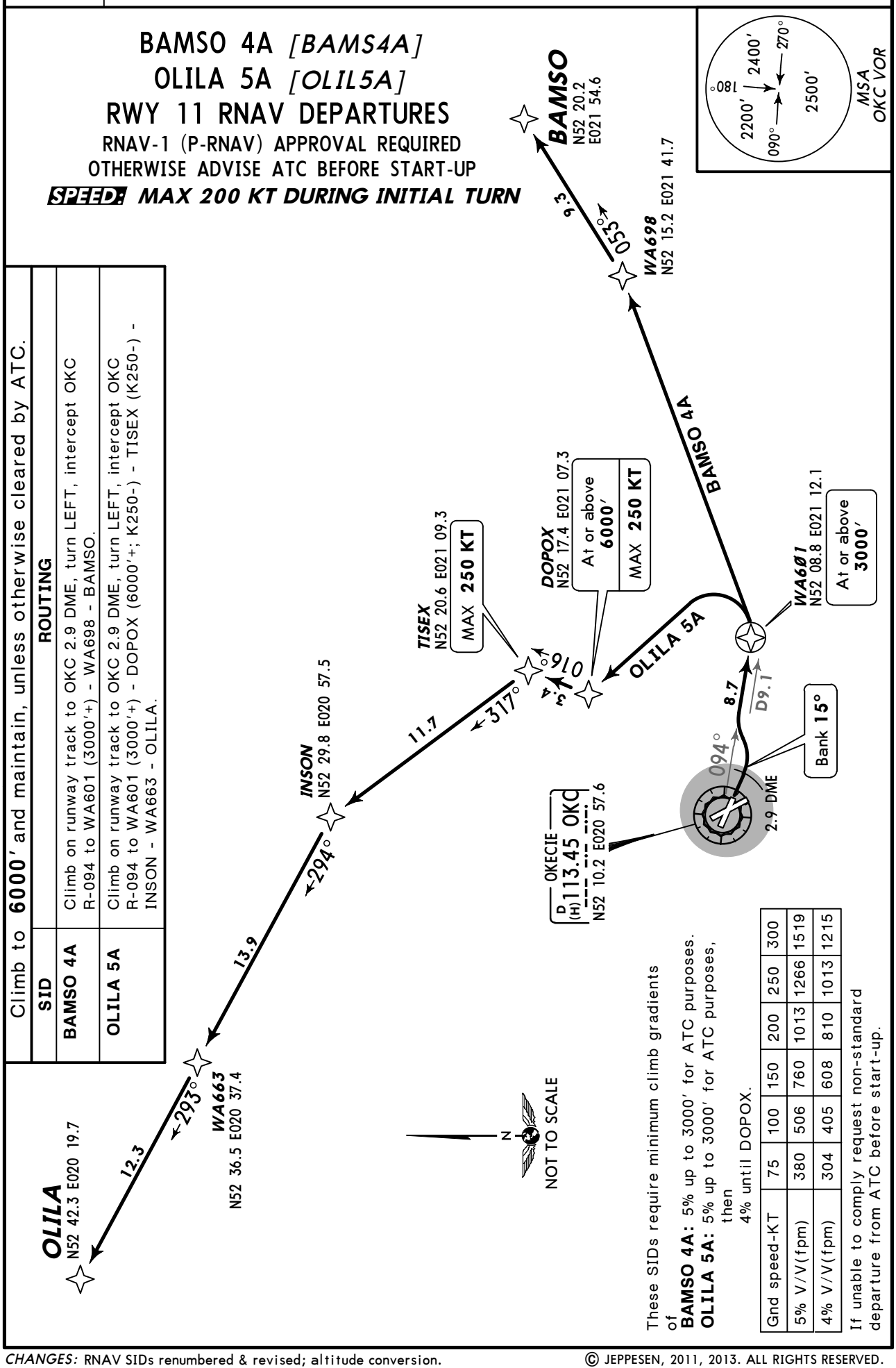
Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower. 2. Conventional navigation to 3000′. 3. EXPECT close-in obstacles. 4. SIDs are also noise abatement routings (refer to 10-4).

BAMSO 4A *[BAMS4A]*
OLILA 5A *[OLIL5A]*
RWY 11 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP

SPEED: MAX 200 KT DURING INITIAL TURN



Climb to **6000′** and maintain, unless otherwise cleared by ATC.

SID	ROUTING
BAMSO 4A	Climb on runway track to OKC 2.9 DME, turn LEFT, intercept OKC R-094 to WA601 (3000′+) - WA698 - BAMSO.
OLILA 5A	Climb on runway track to OKC 2.9 DME, turn LEFT, intercept OKC R-094 to WA601 (3000′+) - DOPOX (6000′+; K250-) - TISEX (K250-) - INSON - WA663 - OLILA.

These SIDs require minimum climb gradients of
BAMSO 4A: 5% up to 3000′ for ATC purposes.
OLILA 5A: 5% up to 3000′ for ATC purposes, then 4% until DOPOX.

Gnd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519
4% V/V(fpm)	304	405	608	810	1013	1215

If unable to comply request non-standard departure from ATC before start-up.

CHANGES: RNAV SIDs renumbered & revised; altitude conversion.

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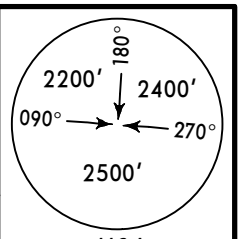
Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower. 2. Conventional navigation to 3000′. 3. EXPECT close-in obstacles. 4. SIDs are also noise abatement routings (refer to 10-4).

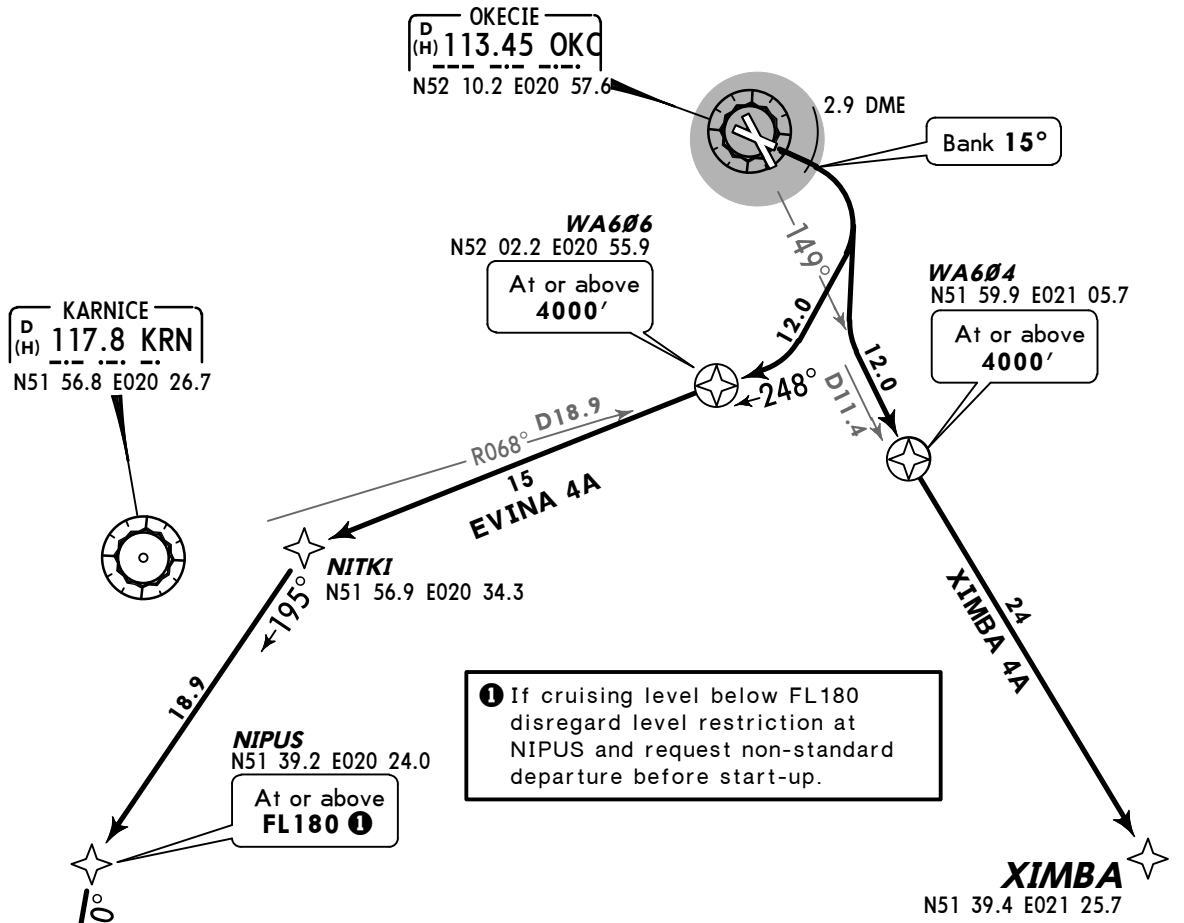


MSA
OKC VOR

EVINA 4A *[EVIN4A]*
XIMBA 4A *[XIMB4A]*
RWY 11 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: MAX 200 KT DURING INITIAL TURN

N
NOT TO SCALE



❶ If cruising level below FL180 disregard level restriction at NIPUS and request non-standard departure before start-up.

These SIDs require minimum climb gradients of
EVINA 4A: 5% up to 4000′ for ATC purposes, then
7% until NIPUS.
XIMBA 4A: 5% up to 4000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
7% V/V(fpm)	532	709	1063	1418	1772	2127
5% V/V(fpm)	380	506	760	1013	1266	1519

If unable to comply request non-standard departure from ATC before start-up.

Climb to **6000′** and maintain, unless otherwise cleared by ATC.

SID	ROUTING
EVINA 4A	Climb on runway track to OKC 2.9 DME, turn RIGHT, intercept KRN R-068 inbound to WA606 (4000′+) - NITKI - NIPUS (FL180+) - EVINA.
XIMBA 4A	Climb on runway track to OKC 2.9 DME, turn RIGHT, intercept OKC R-149 to WA604 (4000′+) - XIMBA.

CHANGES: RNAV SIDs renumbered & revised; altitude conversion.

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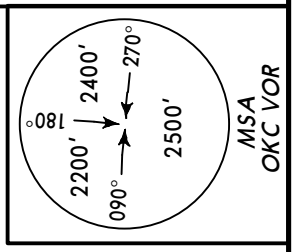
Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower. 2. Conventional navigation to 3000′. 3. EXPECT close-in obstacles. 4. SIDs are also noise abatement routings (refer to 10-4).

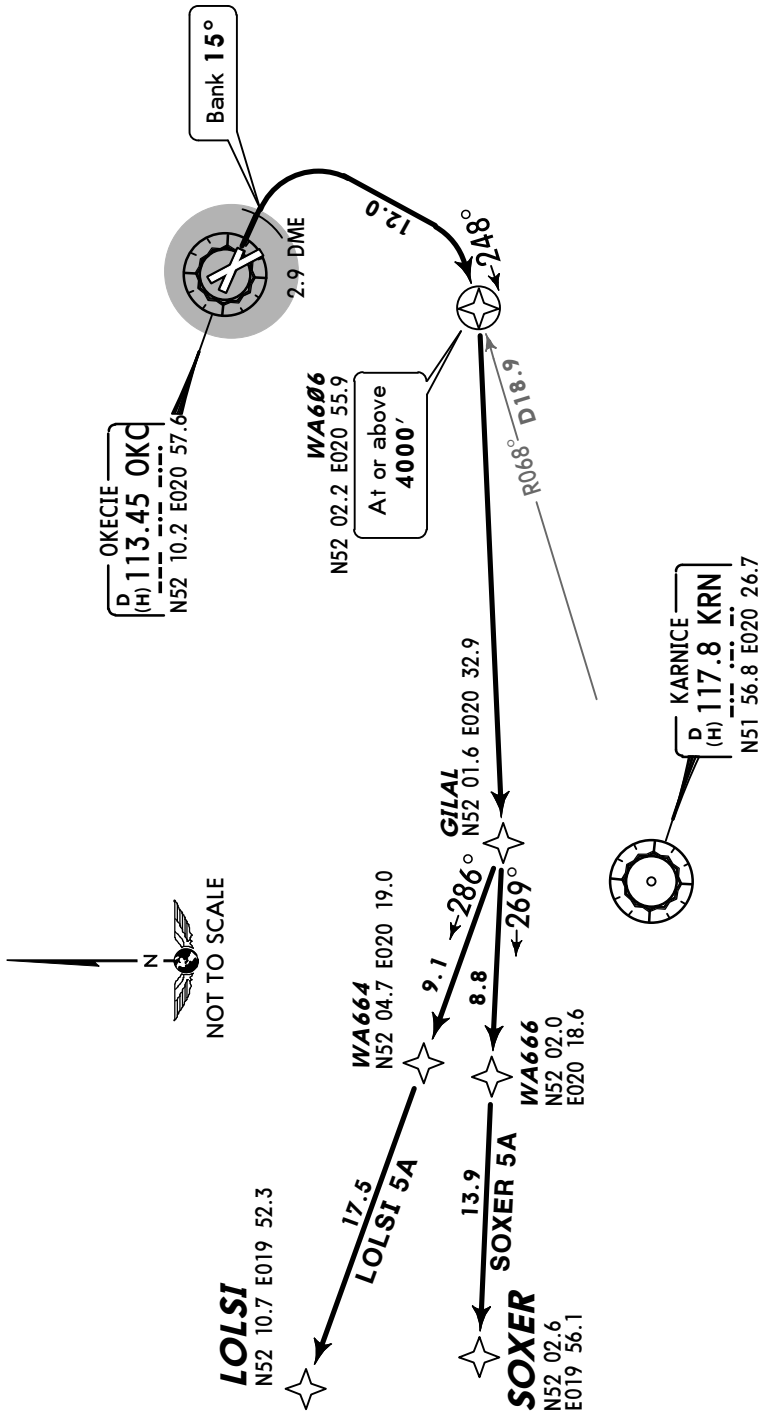
LOLSI 5A *[LOLS5A]*
SOXER 5A *[SOXE5A]*
RWY 11 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: MAX 200 KT DURING INITIAL TURN



Climb to **6000′** and maintain, unless otherwise cleared by ATC.

SID	ROUTING
LOLSI 5A	Climb on runway track to OKC 2.9 DME, turn RIGHT, intercept KRN R-068 inbound to WA606 (4000′+) - GILAL - WA664 - LOLSI.
SOXER 5A	Climb on runway track to OKC 2.9 DME, turn RIGHT, intercept KRN R-068 inbound to WA606 (4000′+) - GILAL - WA666 - SOXER.



These SIDs require a minimum climb gradient of 5% up to 4000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519

If unable to comply request non-standard departure from ATC before start-up.

CHANGES: RNAV SIDs renumbered & revised; altitude conversion.

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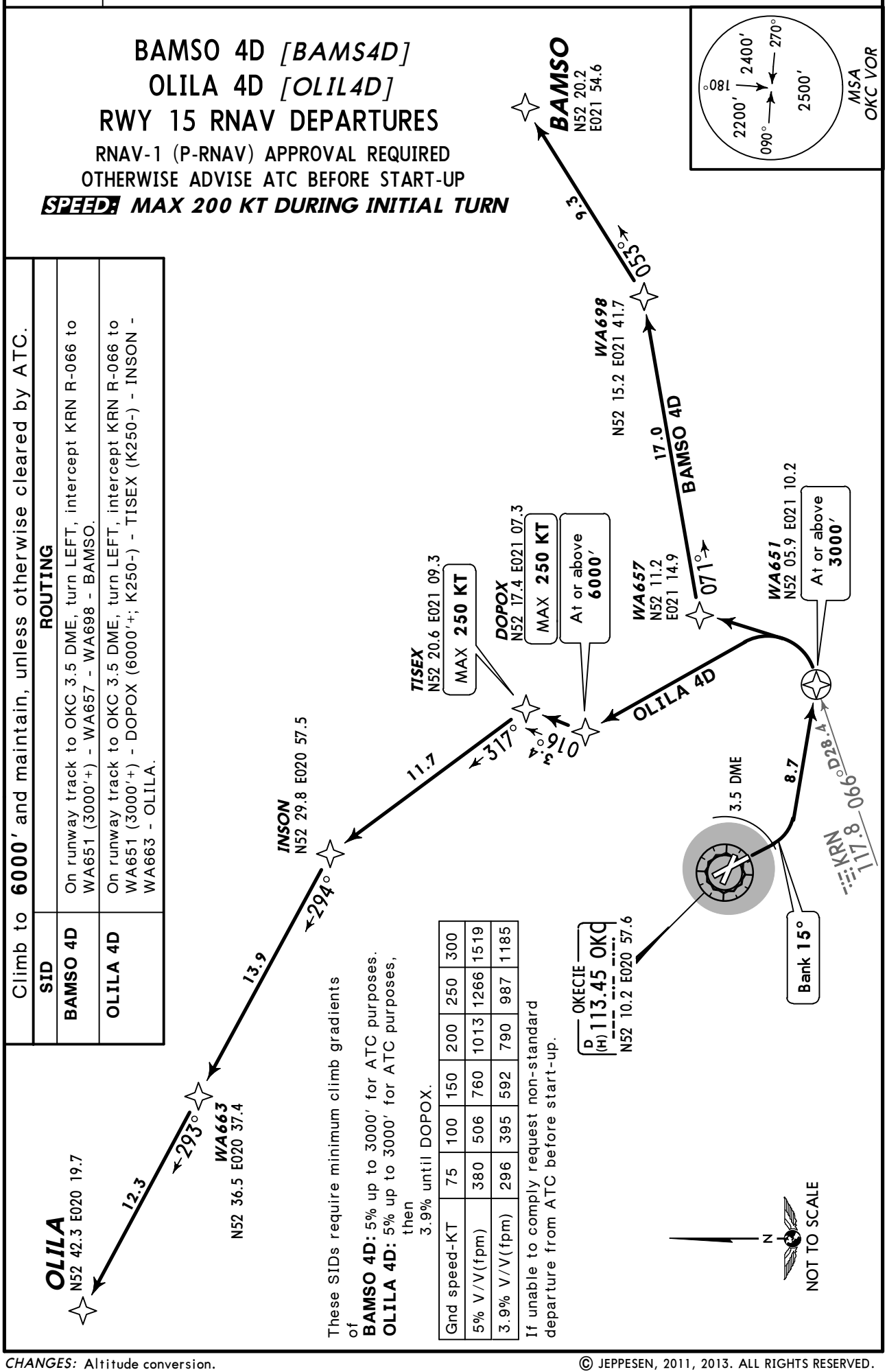
Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower. 2. Conventional navigation to 3000′. 3. SIDs are also noise abatement routings (refer to 10-4).

BAMSO 4D *[BAMS4D]*
OLILA 4D *[OLIL4D]*
RWY 15 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: ***MAX 200 KT DURING INITIAL TURN***

Climb to **6000′** and maintain, unless otherwise cleared by ATC.

SID	ROUTING
BAMSO 4D	On runway track to OKC 3.5 DME, turn LEFT, intercept KRN R-066 to WA651 (3000′+) - WA657 - WA698 - BAMSO.
OLILA 4D	On runway track to OKC 3.5 DME, turn LEFT, intercept KRN R-066 to WA651 (3000′+) - DOPOX (6000′+; K250-) - TISEX (K250-) - INSON - WA663 - OLILA.



These SIDs require minimum climb gradients of
BAMSO 4D: 5% up to 3000′ for ATC purposes.
OLILA 4D: 5% up to 3000′ for ATC purposes, then 3.9% until DOPOX.

Gnd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519
3.9% V/V(fpm)	296	395	592	790	987	1185

If unable to comply request non-standard departure from ATC before start-up.

CHANGES: Altitude conversion.

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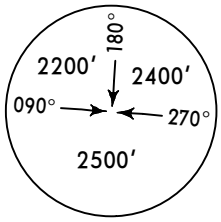
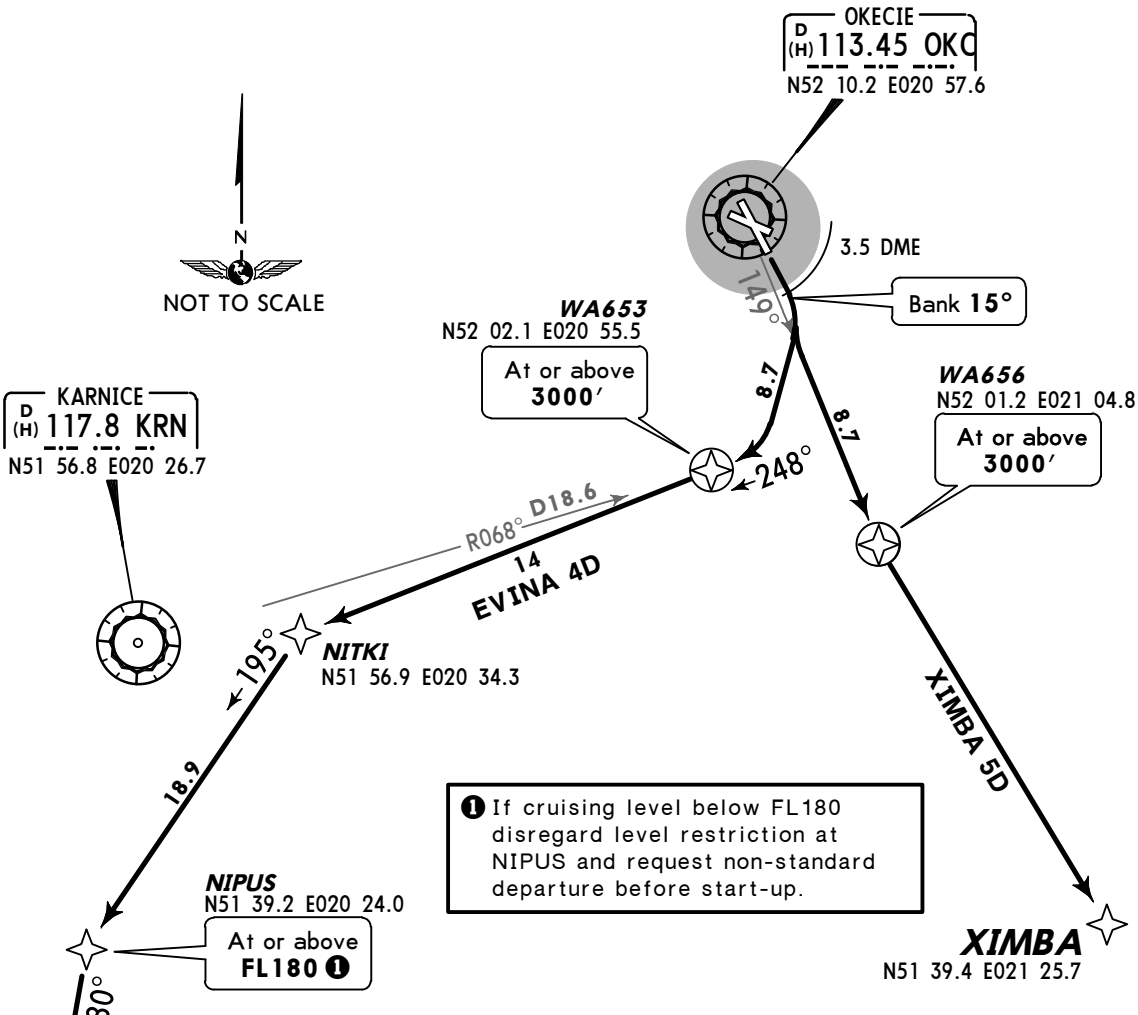
Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower. 2. Conventional navigation to 3000′. 3. SIDs are also noise abatement routings (refer to 10-4).



MSA
OKC VOR

EVINA 4D *[EVIN4D]*
XIMBA 5D *[XIMB5D]*
RWY 15 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: *MAX 200 KT DURING INITIAL TURN*



❶ If cruising level below FL180 disregard level restriction at NIPUS and request non-standard departure before start-up.

These SIDs require minimum climb gradients of
EVINA 4D: 5% up to 3000′ for ATC purposes, then 7.6% up to NIPUS.
XIMBA 5D: 5% up to 3000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
7.6% V/V(fpm)	577	770	1154	1539	1924	2309
5% V/V(fpm)	380	506	760	1013	1266	1519

If unable to comply request non-standard departure from ATC before start-up.

Climb to **6000′** and maintain, unless otherwise cleared by ATC.

SID	ROUTING
EVINA 4D	Climb on runway track to OKC 3.5 DME, turn RIGHT, intercept KRN R-068 inbound to WA653 (3000′+) - NITKI - NIPUS (FL180+) - EVINA.
XIMBA 5D	Climb on runway track to OKC 3.5 DME, turn RIGHT, intercept OKC R-149 to WA656 (3000′+) - XIMBA.

CHANGES: RNAV SIDs renumbered & revised.

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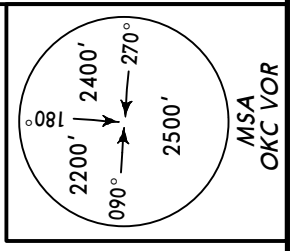
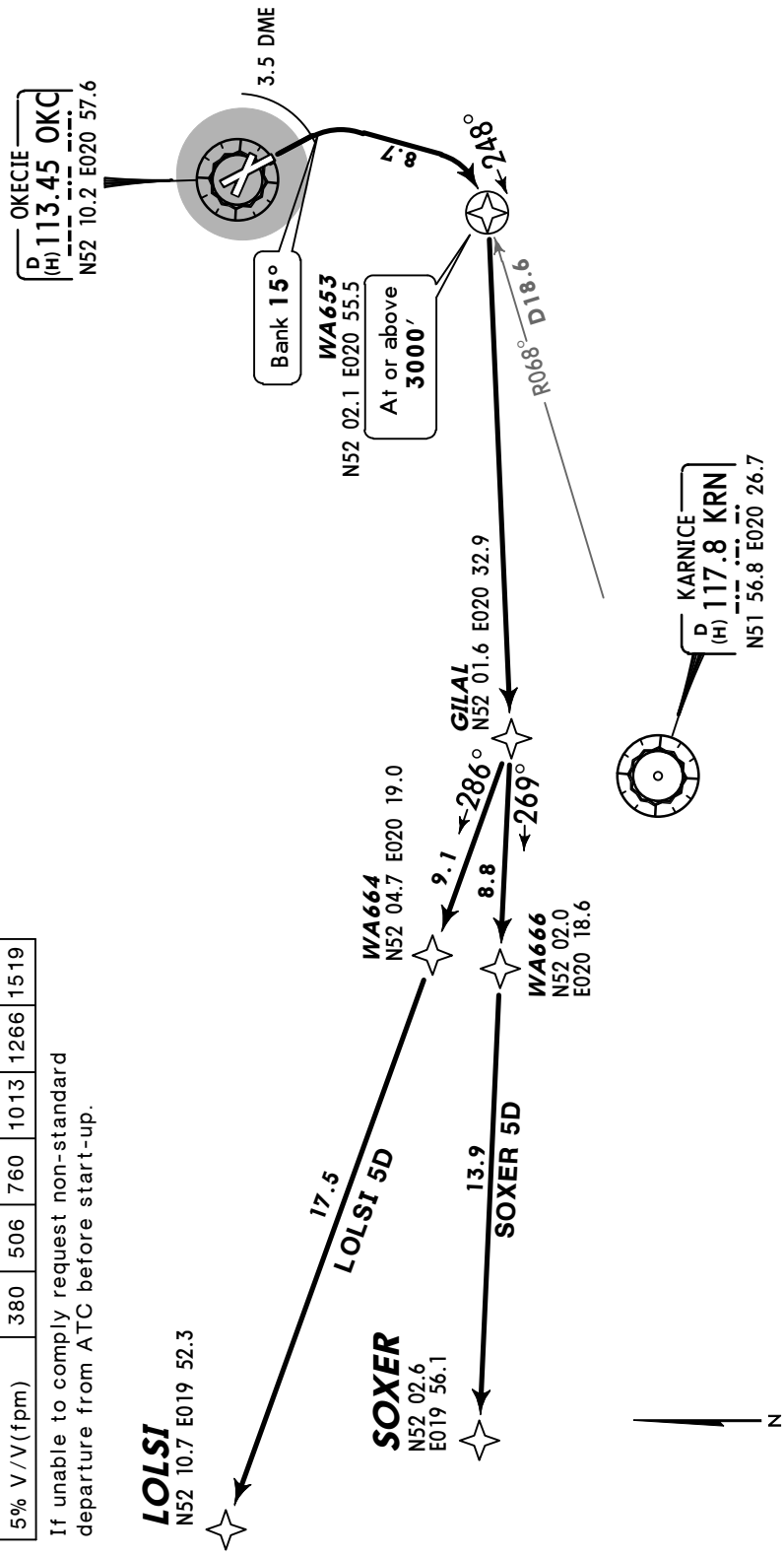
Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower. 2. Conventional navigation to 3000′. 3. SIDs are also noise abatement routings (refer to 10-4).

LOLSI 5D *[LOLS5D]*
SOXER 5D *[SOXE5D]*
RWY 15 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: MAX 200 KT DURING INITIAL TURN





Climb to **6000′** and maintain, unless otherwise cleared by ATC.

SID	ROUTING
LOLSI 5D	Climb on runway track to OKC 3.5 DME, turn RIGHT, intercept KRN R-068 inbound to WA653 (3000′+) - GILAL - WA664 - LOLSI.
SOXER 5D	Climb on runway track to OKC 3.5 DME, turn RIGHT, intercept KRN R-068 inbound to WA653 (3000′+) - GILAL - WA666 - SOXER.

These SIDs require a minimum climb gradient of
5% up to 3000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519

If unable to comply request non-standard departure from ATC before start-up.

CHANGES: RNAV SIDs renumbered & revised.

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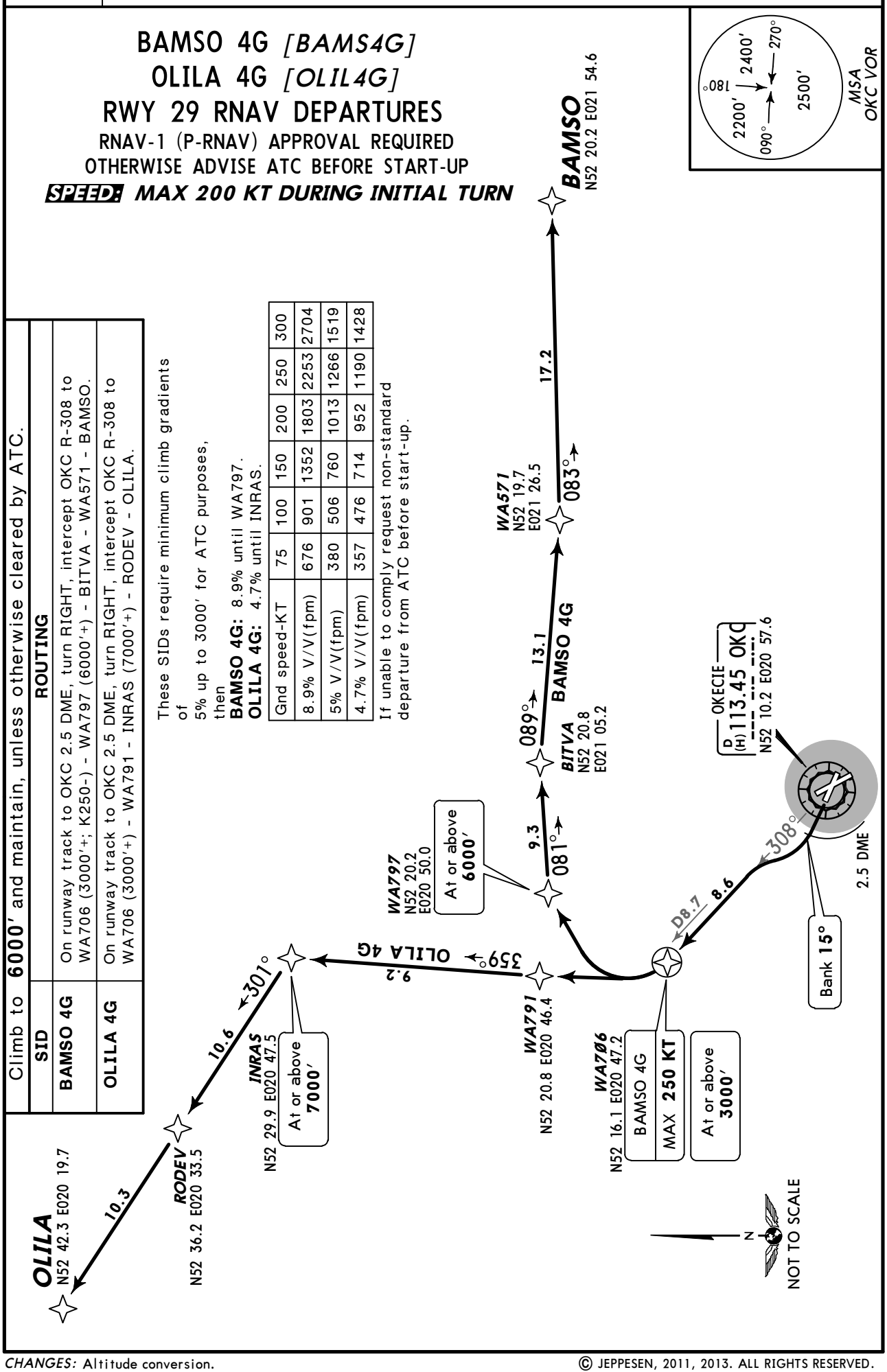
Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower. 2. Conventional navigation to 3000′. 3. SIDs are also noise abatement routings (refer to 10-4).

BAMSO 4G *[BAMS4G]*
OLILA 4G *[OLIL4G]*
RWY 29 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP

SPEED: *MAX 200 KT DURING INITIAL TURN*



These SIDs require minimum climb gradients of
5% up to 3000′ for ATC purposes,
then
BAMSO 4G: 8.9% until WA797.
OLILA 4G: 4.7% until INRAS.

Gnd speed-KT	75	100	150	200	250	300
8.9% V/V(fpm)	676	901	1352	1803	2253	2704
5% V/V(fpm)	380	506	760	1013	1266	1519
4.7% V/V(fpm)	357	476	714	952	1190	1428

If unable to comply request non-standard departure from ATC before start-up.

Climb to **6000′** and maintain, unless otherwise cleared by ATC.

SID	ROUTING
BAMSO 4G	On runway track to OKC 2.5 DME, turn RIGHT, intercept OKC R-308 to WA706 (3000′+; K250-) - WA797 (6000′+) - BITVA - WA571 - BAMSO.
OLILA 4G	On runway track to OKC 2.5 DME, turn RIGHT, intercept OKC R-308 to WA706 (3000′+) - WA791 - INRAS (7000′+) - RODEV - OLILA.

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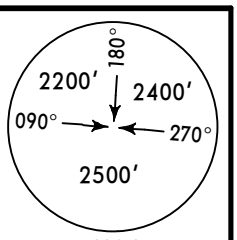
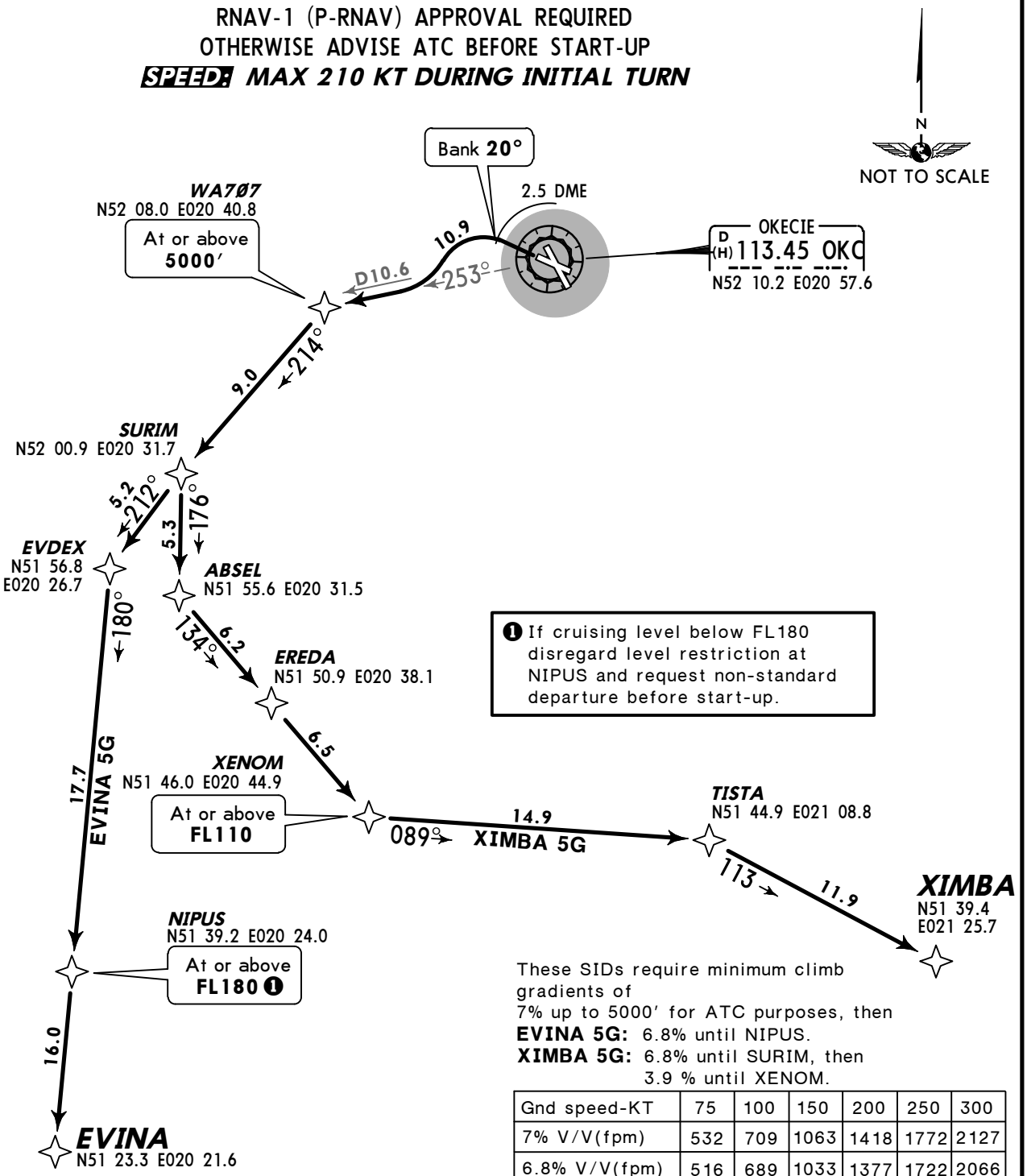
Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower. 2. Conventional navigation to 3000′. 3. SIDs are also noise abatement routings (refer to 10-4).



MSA
OKC VOR

EVINA 5G *[EVIN5G]*
XIMBA 5G *[XIMB5G]*
RWY 29 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: *MAX 210 KT DURING INITIAL TURN*



❶ If cruising level below FL180 disregard level restriction at NIPUS and request non-standard departure before start-up.

These SIDs require minimum climb gradients of
7% up to 5000′ for ATC purposes, then
EVINA 5G: 6.8% until NIPUS.
XIMBA 5G: 6.8% until SURIM, then 3.9 % until XENOM.

Gnd speed-KT	75	100	150	200	250	300
7% V/V(fpm)	532	709	1063	1418	1772	2127
6.8% V/V(fpm)	516	689	1033	1377	1722	2066
3.9% V/V(fpm)	296	395	592	790	987	1185

If unable to comply request non-standard departure from ATC before start-up.

Climb to **6000′** and maintain, unless otherwise cleared by ATC.

SID	ROUTING
EVINA 5G	Climb on runway track to OKC 2.5 DME, turn LEFT, intercept OKC R-253 to WA707 (5000′+) - SURIM - EVDEX - NIPUS (FL180+) - EVINA.
XIMBA 5G	Climb on runway track to OKC 2.5 DME, turn LEFT, intercept OKC R-253 to WA707 (5000′+) - SURIM - ABSEL - EREDA - XENOM (FL110+) - TISTA - XIMBA.

CHANGES: RNAV SIDs renumbered & revised; altitude conversion.

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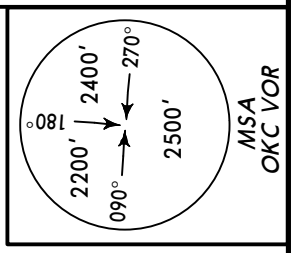
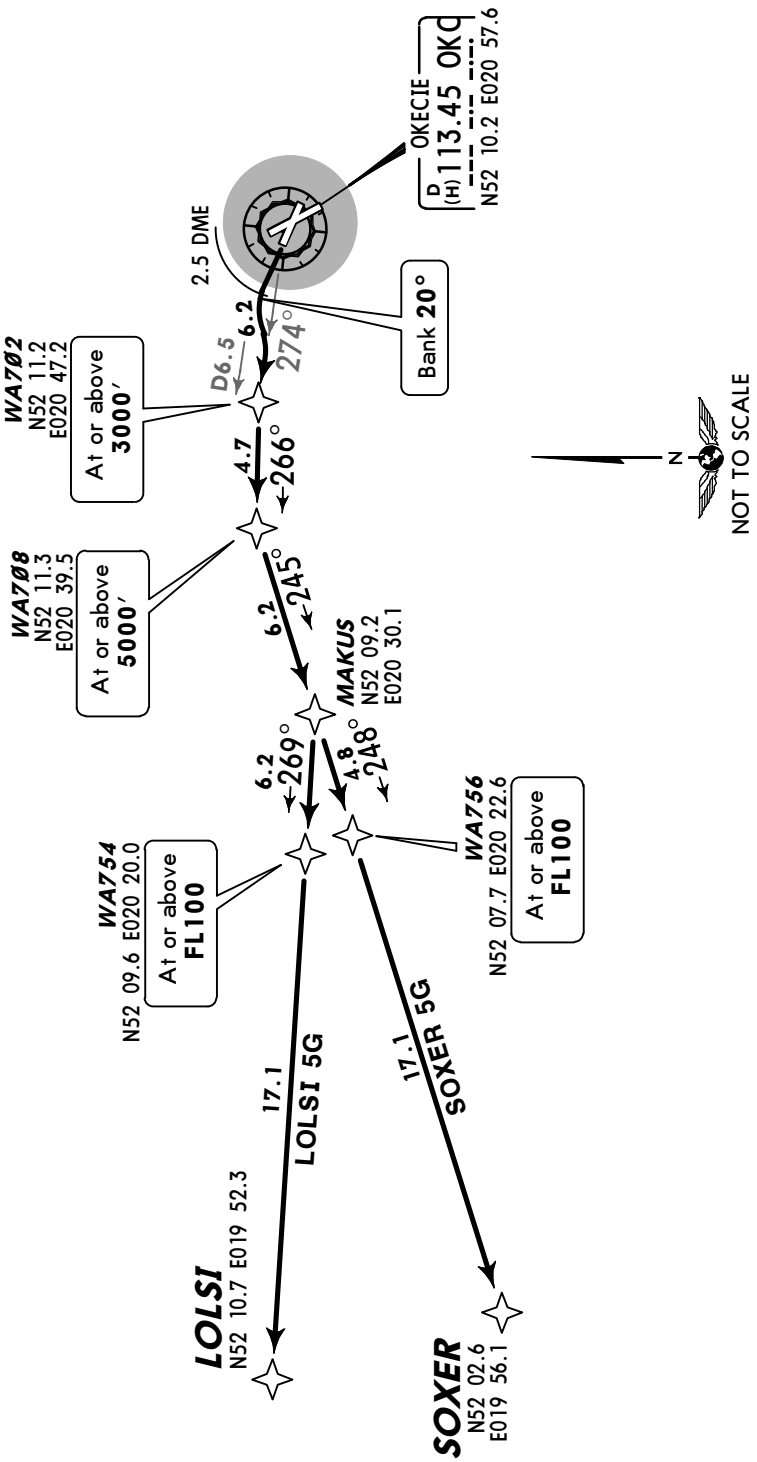
Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower. 2. Conventional navigation to 3000′. 3. SIDs are also noise abatement routings (refer to 10-4).

LOLSI 5G *[LOLS5G]*
SOXER 5G *[SOXE5G]*
RWY 29 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: MAX 210 KT DURING INITIAL TURN





Climb to **6000′** and maintain, unless otherwise cleared by ATC.

SID	ROUTING
LOLSI 5G	Climb on runway track to OKC 2.5 DME, turn LEFT, intercept OKC R-274 to WA702 (3000′+) - WA708 (5000′+) - MAKUS - WA754 (FL100+) - LOLSI.
SOXER 5G	Climb on runway track to OKC 2.5 DME, turn LEFT, intercept OKC R-274 to WA702 (3000′+) - WA708 (5000′+) - MAKUS - WA756 (FL100+) - SOXER.

These SIDs require a minimum climb gradient of
LOLSI 5G: 7% up to 5000′ for ATC purposes.
SOXER 5G: 7% up to 5000′ for ATC purposes, then 8.1 % until WA756.

Gnd speed-KT	75	100	150	200	250	300
8.1% V/V(fpm)	615	820	1230	1641	2051	2461
7% V/V(fpm)	532	709	1063	1418	1772	2127

If unable to comply request non-standard departure from ATC before start-up.

CHANGES: RNAV SIDs renumbered & revised; altitude conversion.

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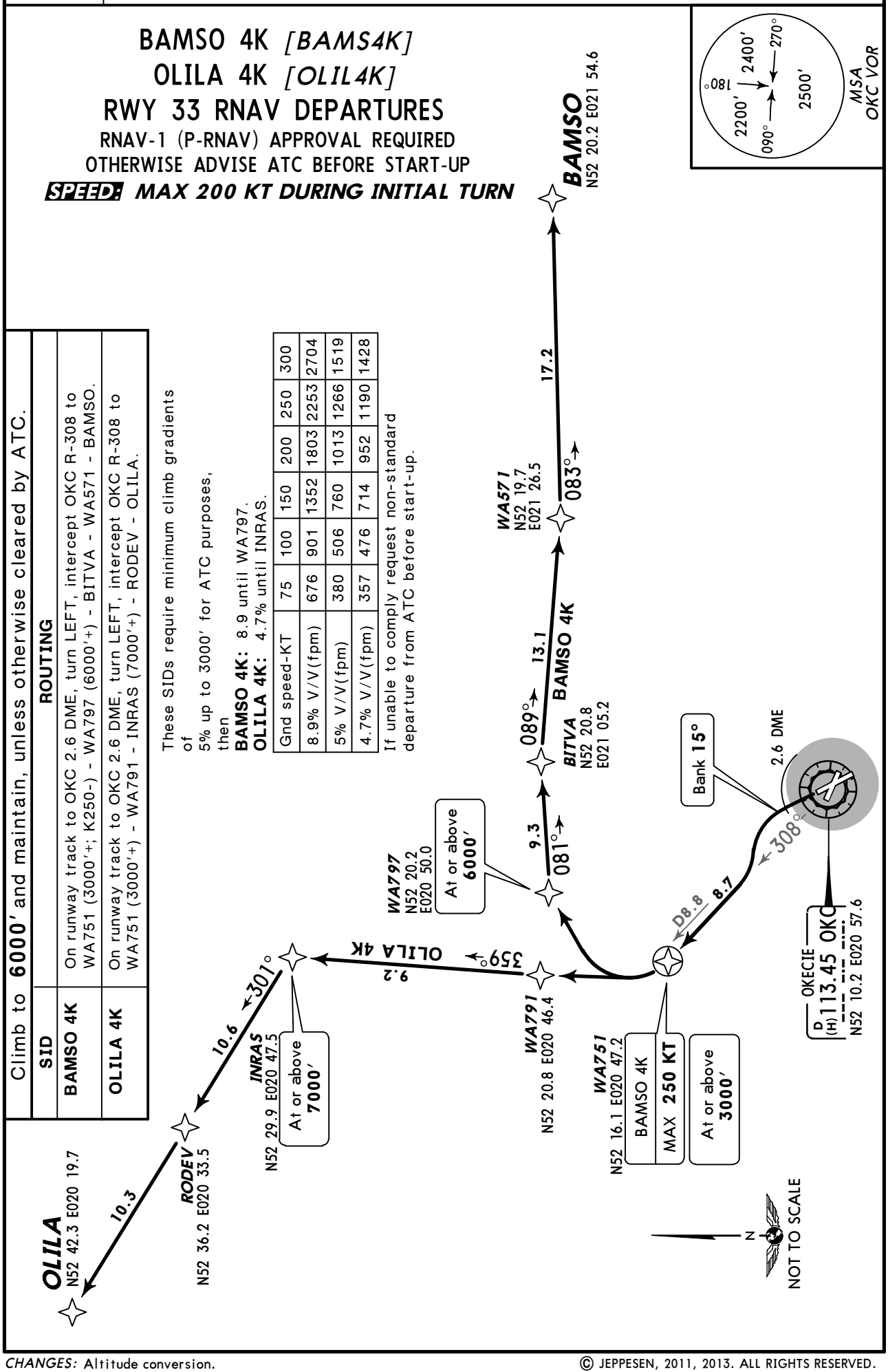
Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower. 2. Conventional navigation to 3000′. 3. SIDs are also noise abatement routings (refer to 10-4).

BAMSO 4K *[BAMS4K]*
OLILA 4K *[OLIL4K]*
RWY 33 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: MAX 200 KT DURING INITIAL TURN



Climb to **6000′** and maintain, unless otherwise cleared by ATC.

SID	ROUTING
BAMSO 4K	On runway track to OKC 2.6 DME, turn LEFT, intercept OKC R-308 to WA751 (3000′+; K250-) - WA797 (6000′+) - BITVA - WA571 - BAMSO.
OLILA 4K	On runway track to OKC 2.6 DME, turn LEFT, intercept OKC R-308 to WA751 (3000′+) - WA791 - INRAS (7000′+) - RODEV - OLILA.

These SIDs require minimum climb gradients of
5% up to 3000′ for ATC purposes,
then
BAMSO 4K: 8.9 until WA797.
OLILA 4K: 4.7% until INRAS.

Gnd speed-KT	75	100	150	200	250	300
8.9% V/V(fpm)	676	901	1352	1803	2253	2704
5% V/V(fpm)	380	506	760	1013	1266	1519
4.7% V/V(fpm)	357	476	714	952	1190	1428

If unable to comply request non-standard departure from ATC before start-up.

CHANGES: Altitude conversion.

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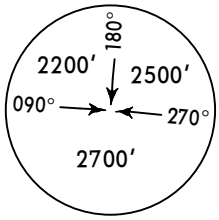
Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower. 2. Conventional navigation to 3000′. 3. Initial turns require bank angle of 15°. 4. SIDs are also noise abatement routings (refer to 10-4).

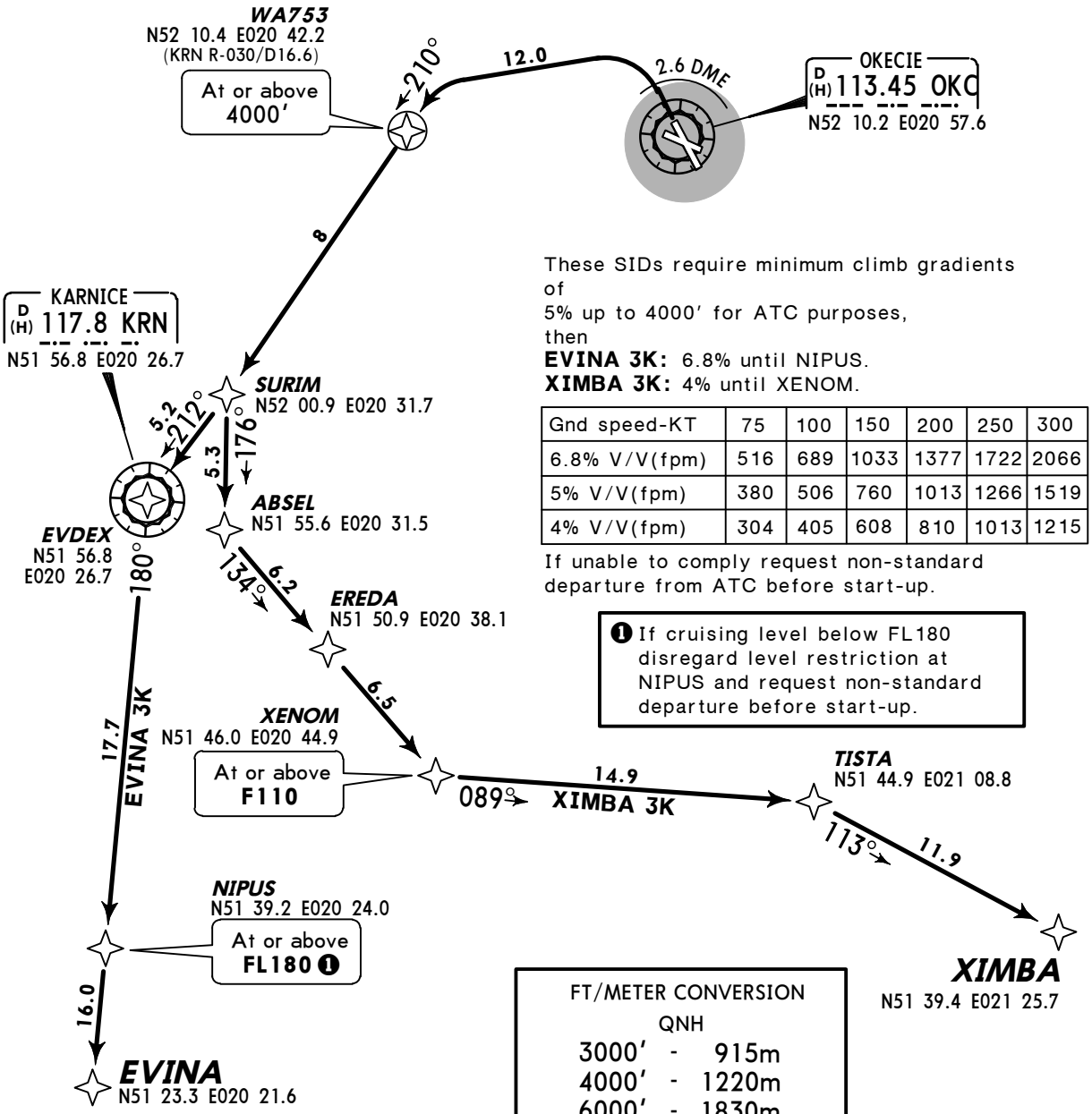


MSA
OKC VOR

EVINA 3K *[EVIN3K]*
XIMBA 3K *[XIMB3K]*
RWY 33 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: MAX 200 KT DURING INITIAL TURN

N
NOT TO SCALE



These SIDs require minimum climb gradients of
5% up to 4000′ for ATC purposes,
then
EVINA 3K: 6.8% until NIPUS.
XIMBA 3K: 4% until XENOM.

Gnd speed-KT	75	100	150	200	250	300
6.8% V/V(fpm)	516	689	1033	1377	1722	2066
5% V/V(fpm)	380	506	760	1013	1266	1519
4% V/V(fpm)	304	405	608	810	1013	1215

If unable to comply request non-standard departure from ATC before start-up.

❶ If cruising level below FL180 disregard level restriction at NIPUS and request non-standard departure before start-up.

FT/METER CONVERSION
QNH

3000′	-	915m
4000′	-	1220m
6000′	-	1830m
6500′	-	2000m

Climb to 6000′ and maintain, unless otherwise cleared by ATC.

SID	ROUTING
EVINA 3K	On runway track to OKC 2.6 DME, turn LEFT, intercept KRN R-030 inbound to WA753 (4000′+) - SURIM - EVDEX - NIPUS (FL180+) - EVINA.
XIMBA 3K	On runway track to OKC 2.6 DME, turn LEFT, intercept KRN R-030 inbound to WA753 (4000′+) - SURIM - ABSEL - EREDA - XENOM (FL110+) - TISTA - XIMBA.

CHANGES: RNAV SIDs renumbered; RNAV sensor; speed restriction.

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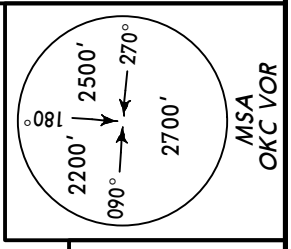
Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower. 2. Conventional navigation to 3000′. 3. Initial turns require bank angle of 15°. 4. SIDs are also noise abatement routings (refer to 10-4).

LOLSI 4K *[LOLS4K]*
SOXER 4K *[SOXE4K]*
RWY 33 RNAV DEPARTURES

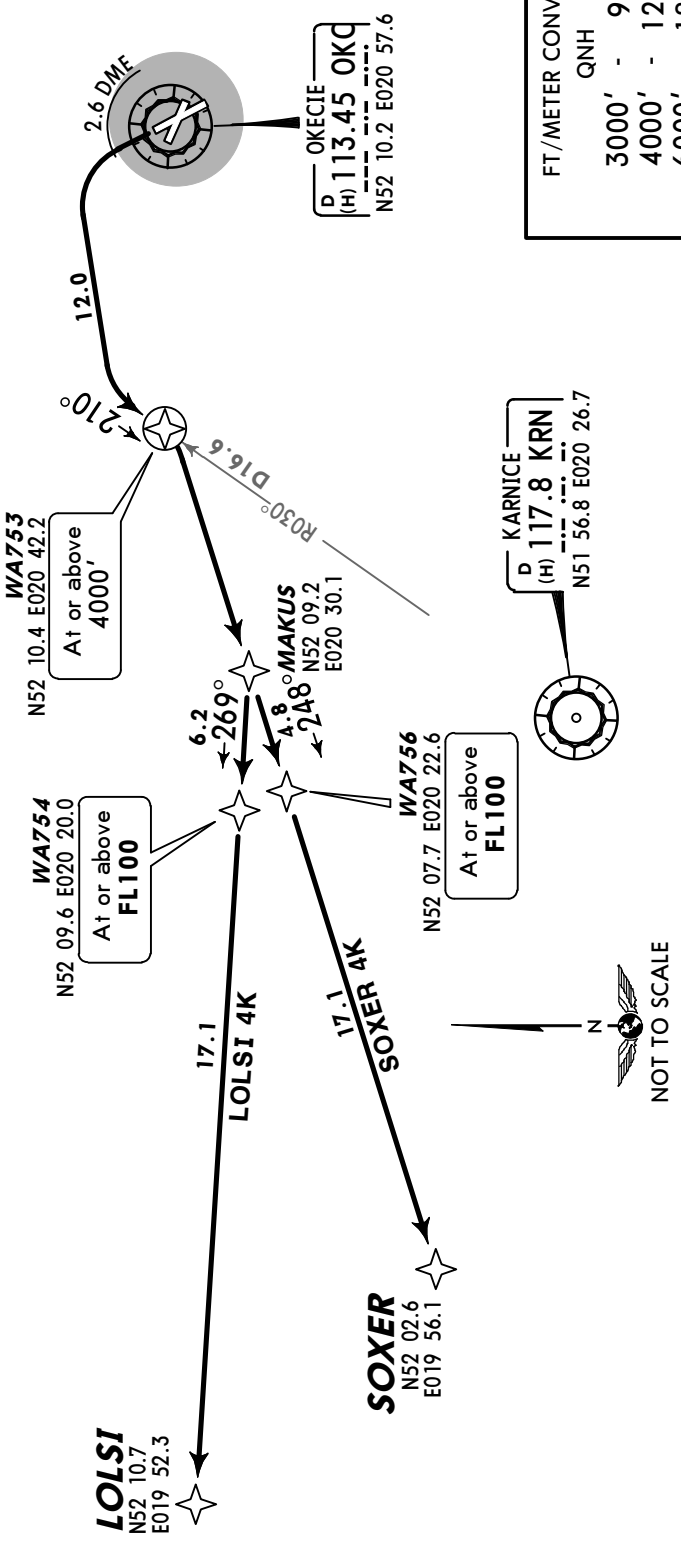
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP

SPEED: MAX 200 KT DURING INITIAL TURN



FT/METER CONVERSION
QNH

3000′	-	915m
4000′	-	1220m
6000′	-	1830m
6500′	-	2000m



Climb to 6000′ and maintain, unless otherwise cleared by ATC.

SID	ROUTING
LOLSI 4K	On runway track to OKC 2.6 DME, turn LEFT, intercept KRN R-030 inbound to WA753 (4000′+) - MAKUS - WA754 (FL100+) - LOLSI.
SOXER 4K	On runway track to OKC 2.6 DME, turn LEFT, intercept KRN R-030 inbound to WA753 (4000′+) - MAKUS - WA756 (FL100+) - SOXER.

These SIDs require a minimum climb gradient of 7% until WA754 (LOLSI 4K)/WA756 (SOXER 4K).

Gnd speed-KT	75	100	150	200	250	300
7% V/V(fpm)	532	709	1063	1418	1772	2127

If unable to comply request non-standard departure from ATC before start-up.

CHANGES: RNAV SIDs renumbered; RNAV sensor; speed restriction.

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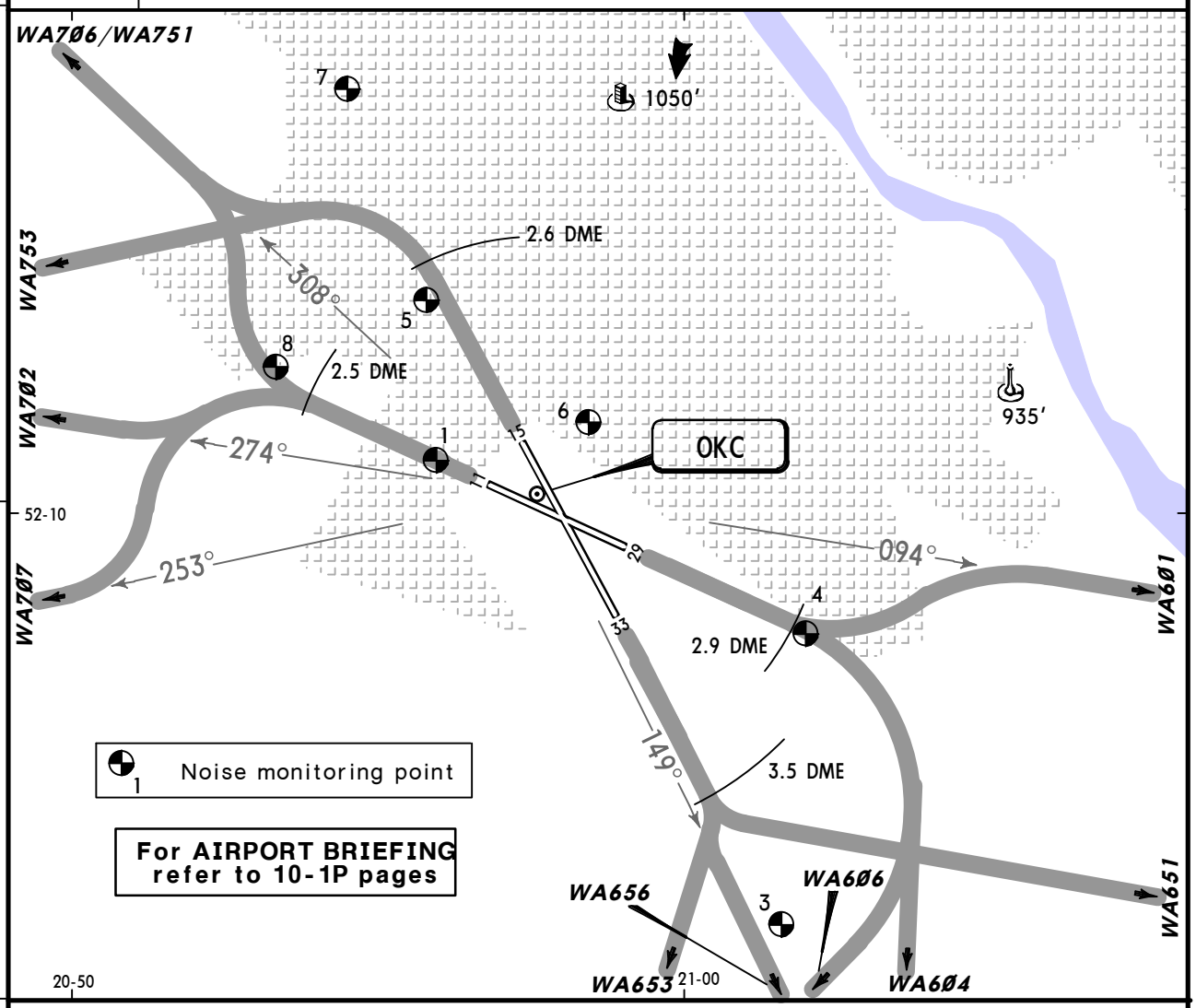
Apt Elev
362′

NOISE ABATEMENT



NOISE MONITORING POINT/NAME/LOCATION		
1	ZALUSKI	N52 10.5 E020 56.0
3	MYSIADLO	N52 05.9 E021 01.6
4	ONKOLOGIA	N52 08.8 E021 02.0
5	MERAL	N52 12.1 E020 55.8
6	17 STYCZNIA	N52 10.9 E020 58.4
7	KOSSUTHA	N52 14.3 E020 54.5
8	URSUS	N52 11.5 E020 53.3

CHANGES: SIDs revised.

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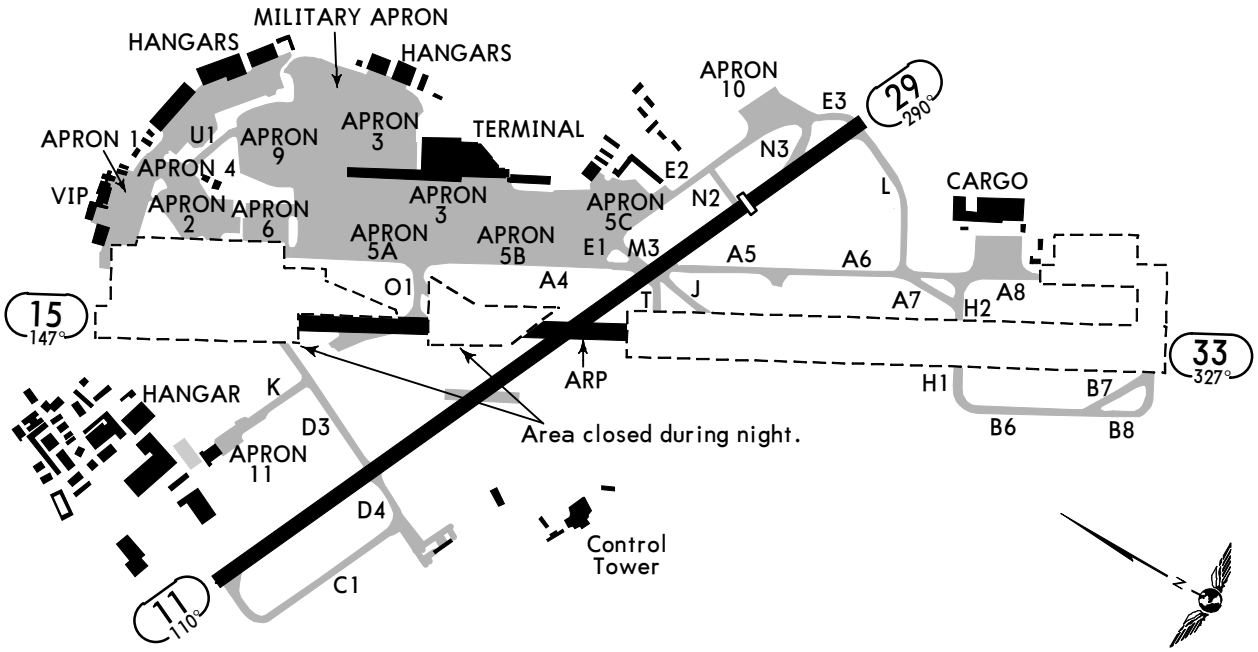
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

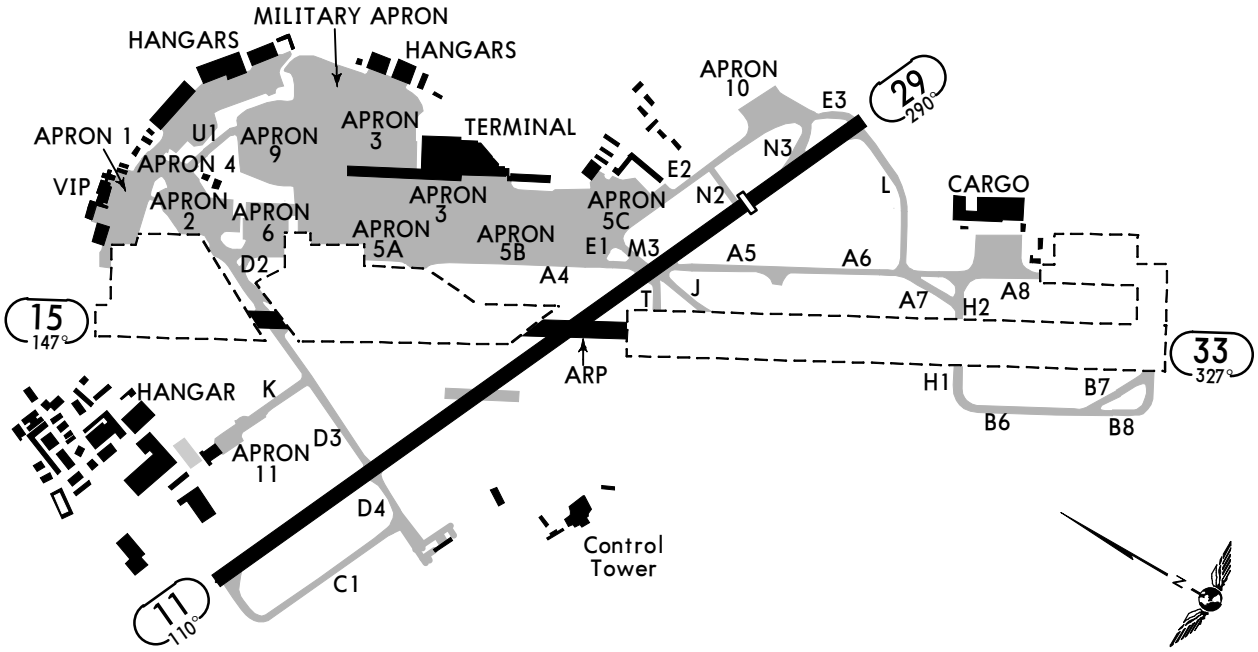
PHASE 1A

FROM 2 APR UNTIL 30 JUN 2013



PHASE 1B

FROM 1 JUL UNTIL 2 SEP 2013



CHANGES: New temporary chart.

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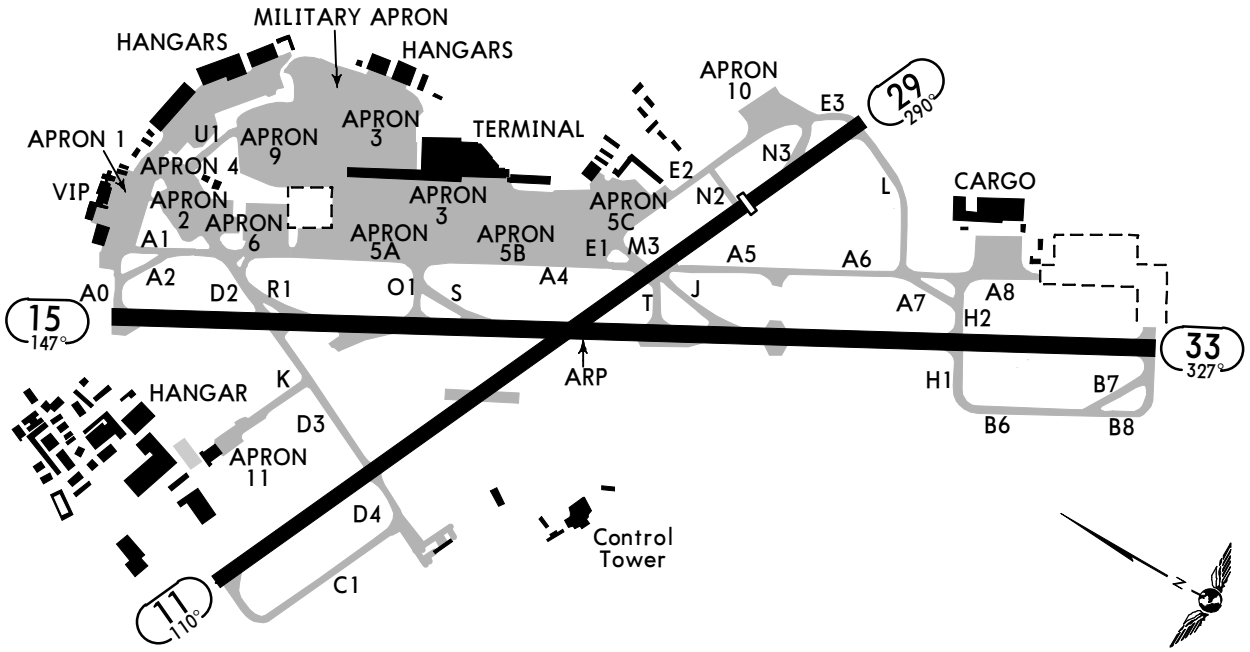
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

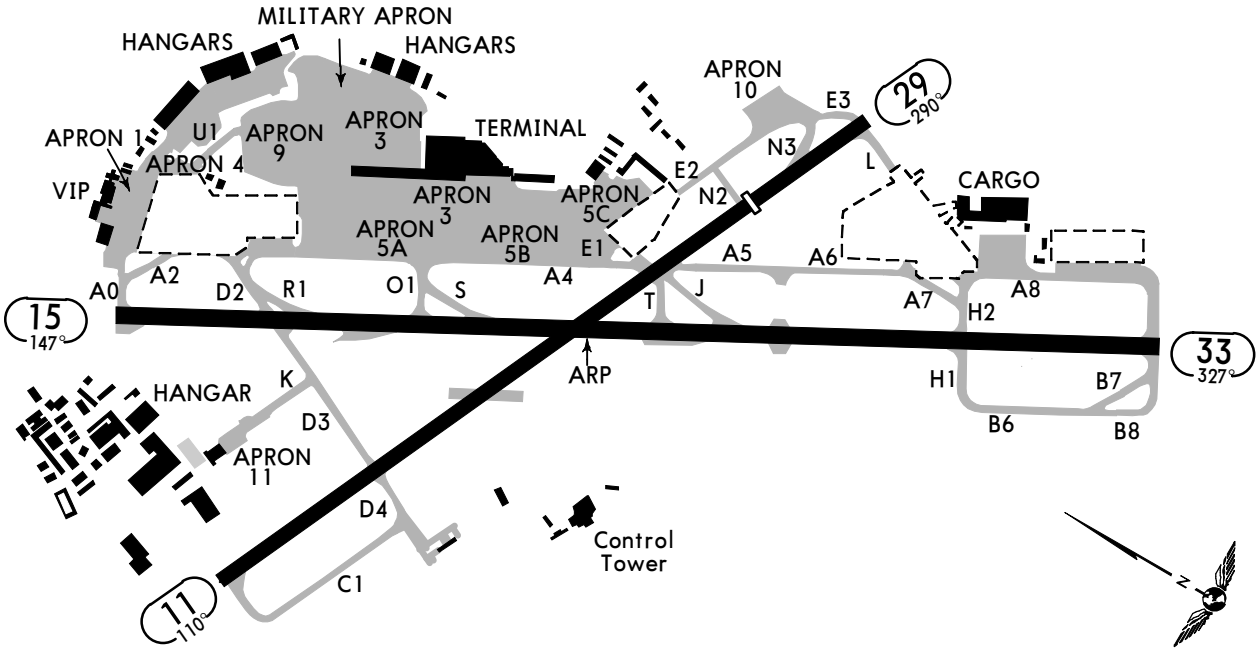
PHASE 1C

FROM 3 SEP UNTIL 31 DEC 2013



PHASE 2A

FROM 2 JAN UNTIL 30 JUN 2014



CHANGES: New temporary chart.

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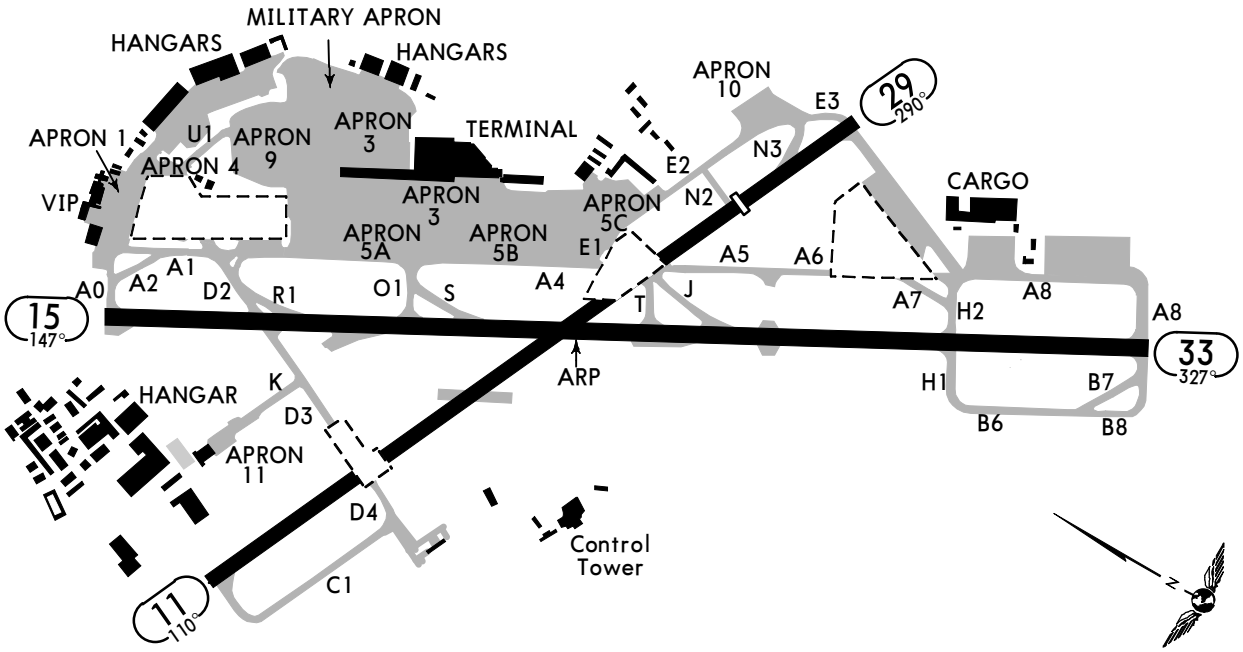
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

PHASE 2B

FROM 1 JUL UNTIL 03 NOV 2014



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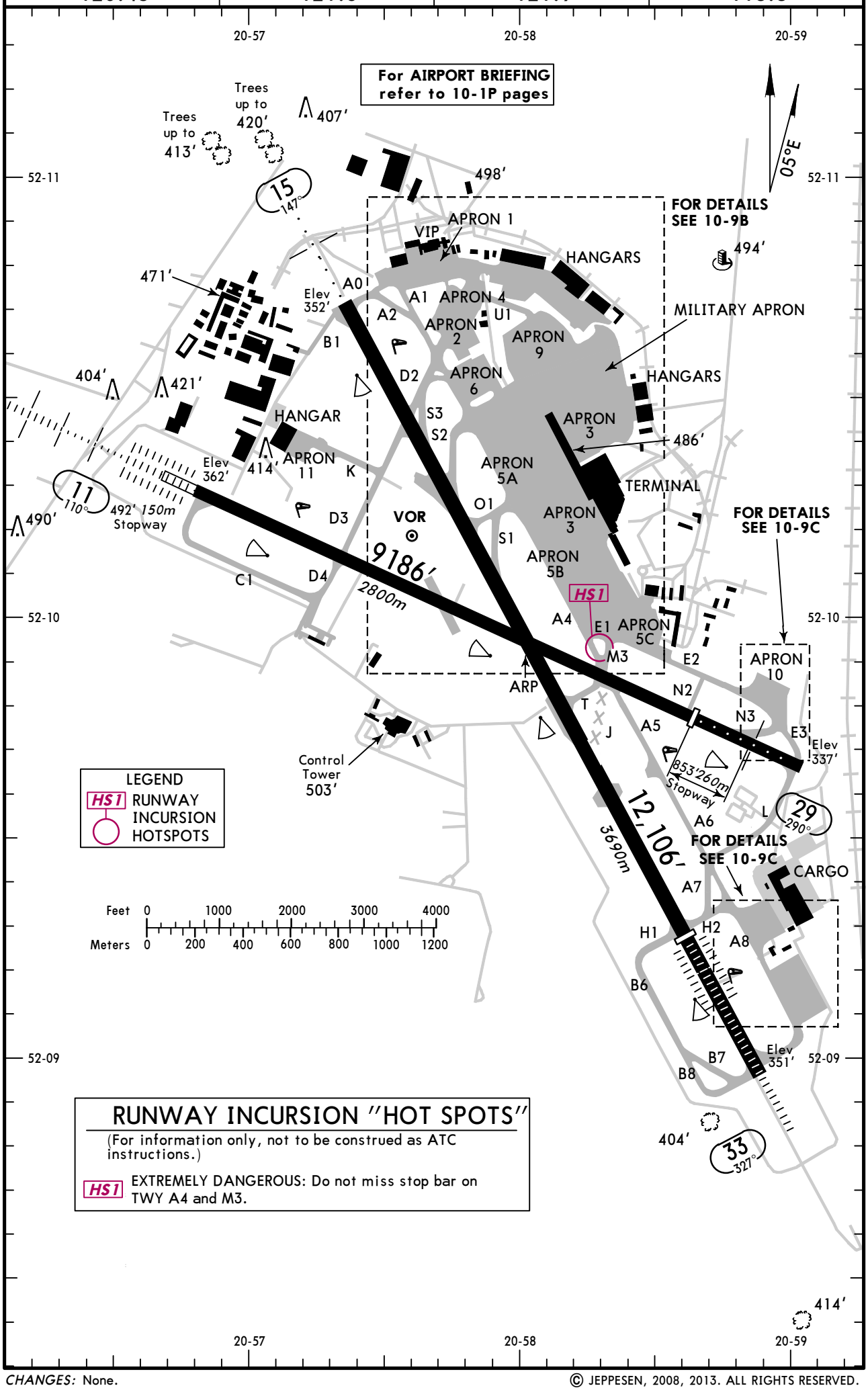
ATIS	*OKECIE Delivery	Ground	Tower
120.45	121.6	121.9	118.3



CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ ❶	RVR	8399′ *2560m*	7366′ *2245m*	❸	164′ *50m*
29	HIRL *(60m)* CL *(15m)* HIALS PAPI-R(3.0°)	RVR	7546′ *2300m*			
15	HIRL *(60m)* CL *(15m)* HIALS PAPI-L(3.0°)	RVR			❹	197′ *60m*
33	HIRL *(60m)* CL *(15m)* ALSF-II TDZ ❶❷	RVR	9941′ *3030m*	8847′ *2697m*		

❶ PAPI-L (angle 3.0°) ❷ HST-S1 & S2

❸ TAKE-OFF RUN AVAILABLE

RWY 11:
From rwy head 7546′ (2300m)
twy D3 int 5358′ (1633m)

RWY 29:
From rwy head 9186′ (2800m)
twy N2 int 7546′ (2300m)
twy M3 int 6247′ (1904m)

❹ TAKE-OFF RUN AVAILABLE

RWY 15:
From rwy head 12,106′ (3690m)
twy D2 int 10,305′ (3141m)
twy O1 int 8593′ (2619m)

RWY 33:
From rwy head 12,106′ (3690m)
twy H2 int 9839′ (2999m)
twy T int 6312′ (1924m)

INS COORDINATES

STAND No.	COORDINATES		STAND No.	COORDINATES	
1	N52 10.4	E020 58.3	61, 62	N52 09.3	E020 58.9
2 thru 4	N52 10.4	E020 58.2	63	N52 09.3	E020 59.0
5, 6	N52 10.5	E020 58.2	64L thru 64R	N52 09.2	E020 59.0
7 thru 10R	N52 10.5	E020 58.1	65L thru 65R	N52 09.2	E020 59.1
11 thru 13R	N52 10.4	E020 58.1	66L thru 66R	N52 09.1	E020 59.1
14L	N52 10.4	E020 58.1	70 thru 71	N52 10.6	E020 57.8
14, 14R	N52 10.4	E020 58.2	72, 73	N52 10.7	E020 57.8
15L thru 16	N52 10.3	E020 58.2	74 thru 78A	N52 10.7	E020 57.7
17	N52 10.3	E020 58.3	80	N52 10.8	E020 57.7
18 thru 20	N52 10.2	E020 58.3	81	N52 10.8	E020 57.8
21	N52 10.1	E020 58.3	82, 83	N52 10.8	E020 57.7
22 thru 24	N52 10.1	E020 58.4	84	N52 10.8	E020 57.6
31B thru 32	N52 10.4	E020 57.9	85	N52 10.8	E020 57.7
33 thru 35	N52 10.4	E020 58.0	86	N52 10.8	E020 57.6
36L thru 36R	N52 10.3	E020 58.0	87	N52 10.8	E020 57.7
37L	N52 10.3	E020 58.1	88	N52 10.8	E020 57.6
37, 37R thru 40	N52 10.2	E020 58.1	91, 92	N52 10.6	E020 58.1
41	N52 10.2	E020 58.2	93	N52 10.6	E020 58.0
42 thru 44A	N52 10.1	E020 58.2	94	N52 10.7	E020 58.0
45	N52 10.0	E020 58.3	95 thru 98	N52 10.6	E020 58.0
46L thru 46R	N52 10.0	E020 58.4	501, 502	N52 10.5	E020 57.8
47, 48	N52 10.0	E020 58.5	503	N52 10.6	E020 57.8
51	N52 10.5	E020 57.8			
52	N52 10.6	E020 57.8			
53	N52 09.8	E020 58.9			
53A	N52 09.8	E020 59.0			
53B	N52 09.9	E020 58.9			
54	N52 09.8	E020 58.9			
54A	N52 09.9	E020 58.9			
54B	N52 09.8	E020 59.0			

Standard TAKE-OFF ❶

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*150m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D		*200m*	*250m*	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Coordinates.

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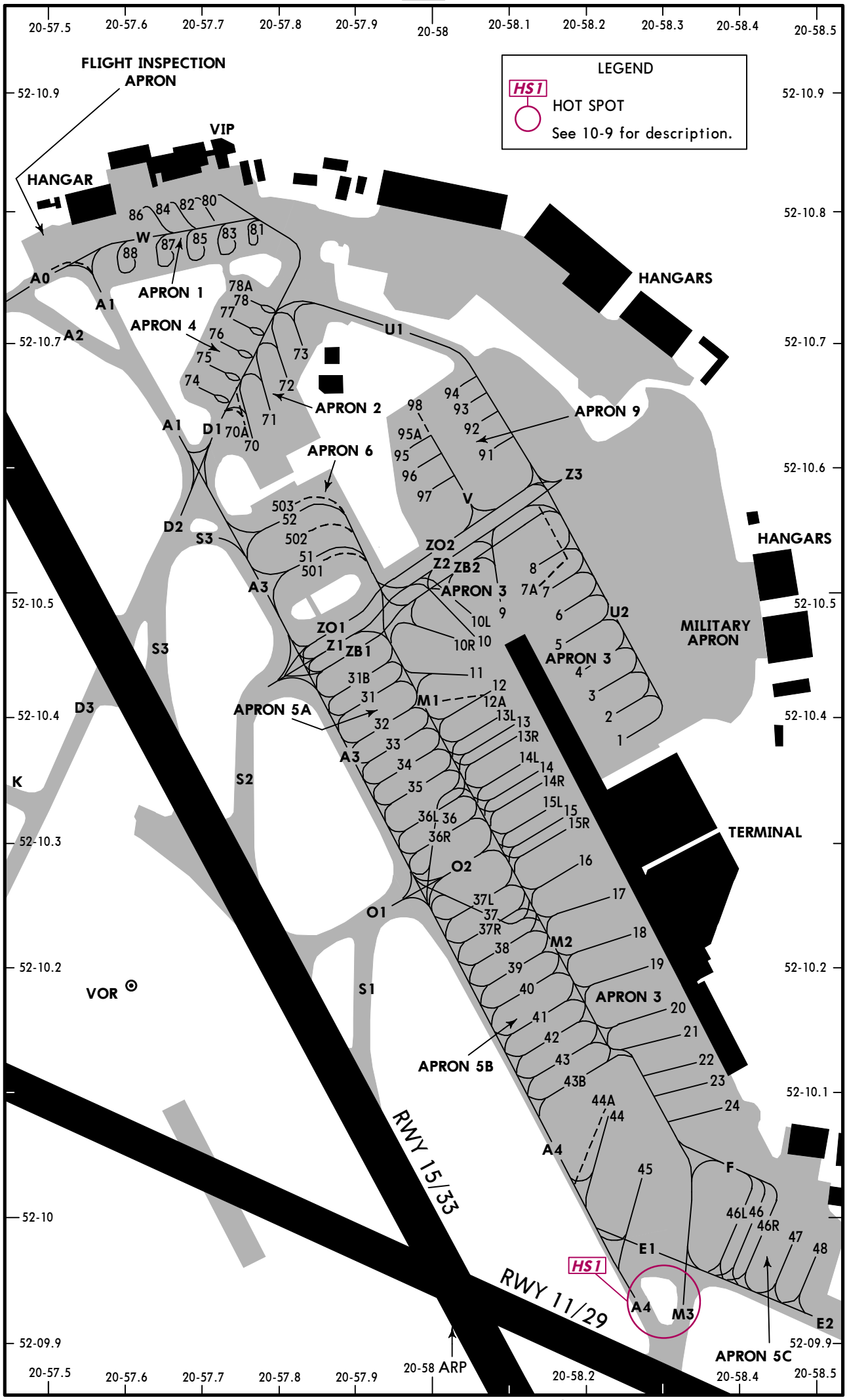

CHANGES: Stands.

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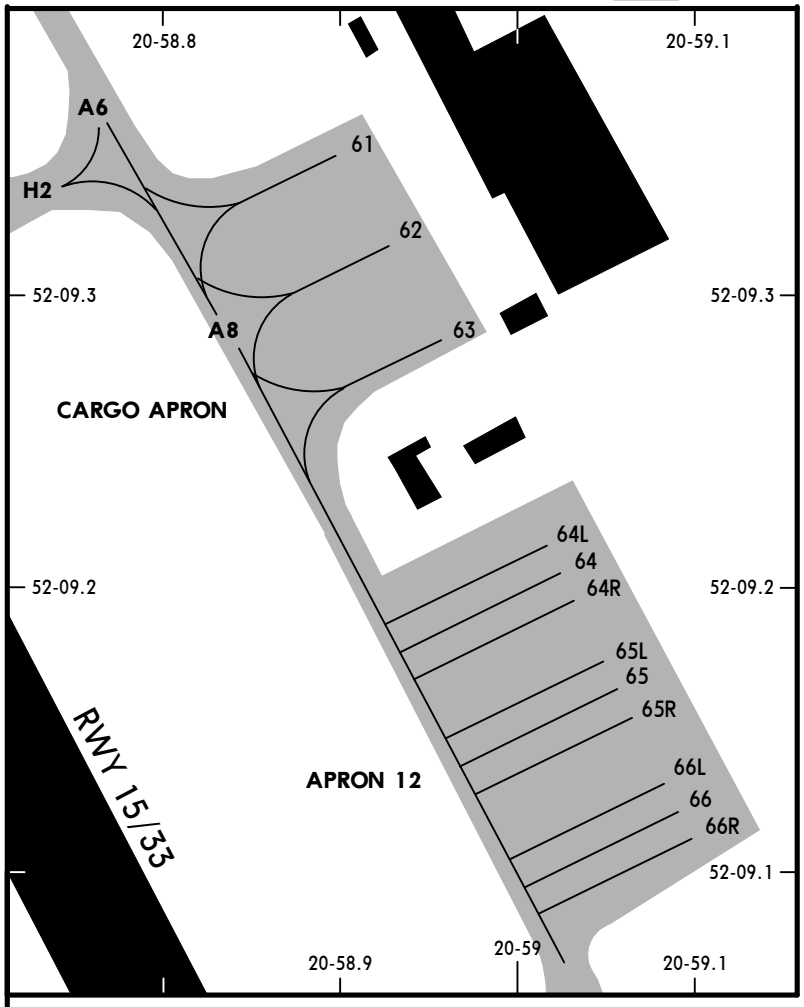

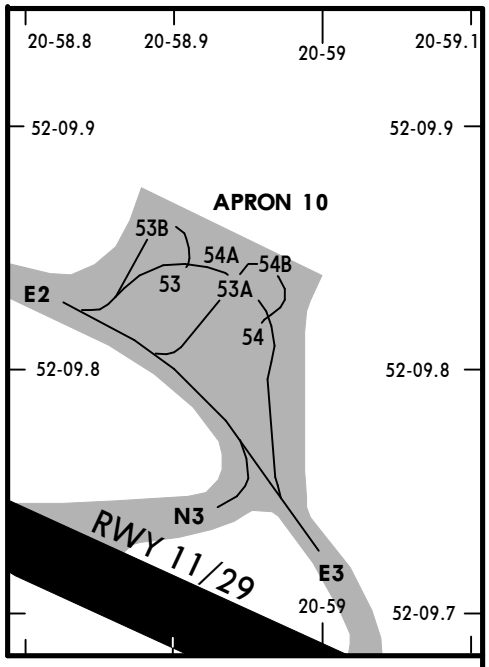

CHANGES: None.

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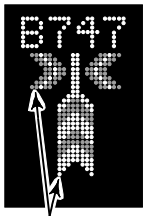
VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

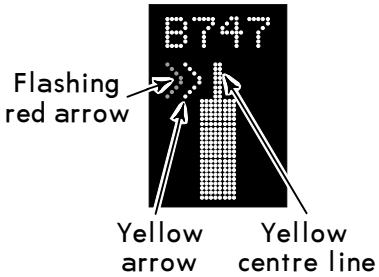
SYSTEM DESCRIPTION:

The system is based on a laser scanning technique which tracks the lateral and longitudinal position of the ACFT.
The system ist accomodated to be read from both pilot's seats.

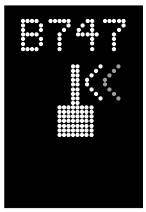
Pilot is obliged to check whether appropriate ACFT type is displayed. Floating arrows indicate that system is active and ready to dock ACFT to the stand.
WARNING: Pilot may not commence docking procedure if system is inactive or displays inappropriate ACFT type.



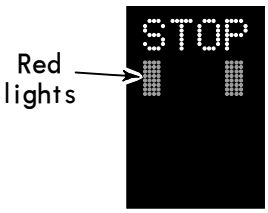
Appearance of yellow field of approach speed indicates that an ACFT has been detected by the system. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line.



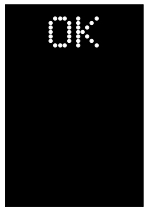
When the ACFT is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 2'/0.5m covered by the ACFT.



When the correct stop-position is reached, the display will show STOP and red lights will be lit.
Pilot is to stop an ACFT IMMEDIATELY after displaying STOP message.



When the ACFT has parked, OK will be displayed.



If the ACFT has overshot the stop-position, TOO FAR will be displayed.

If the acft is approaching faster than the accepted speed (4 knots), the system will show SLOW DOWN as a warning to the pilot. Slow down immediately.

WAIT message means temporary necessity to stop the ACFT.

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BRIEFING STRIP™

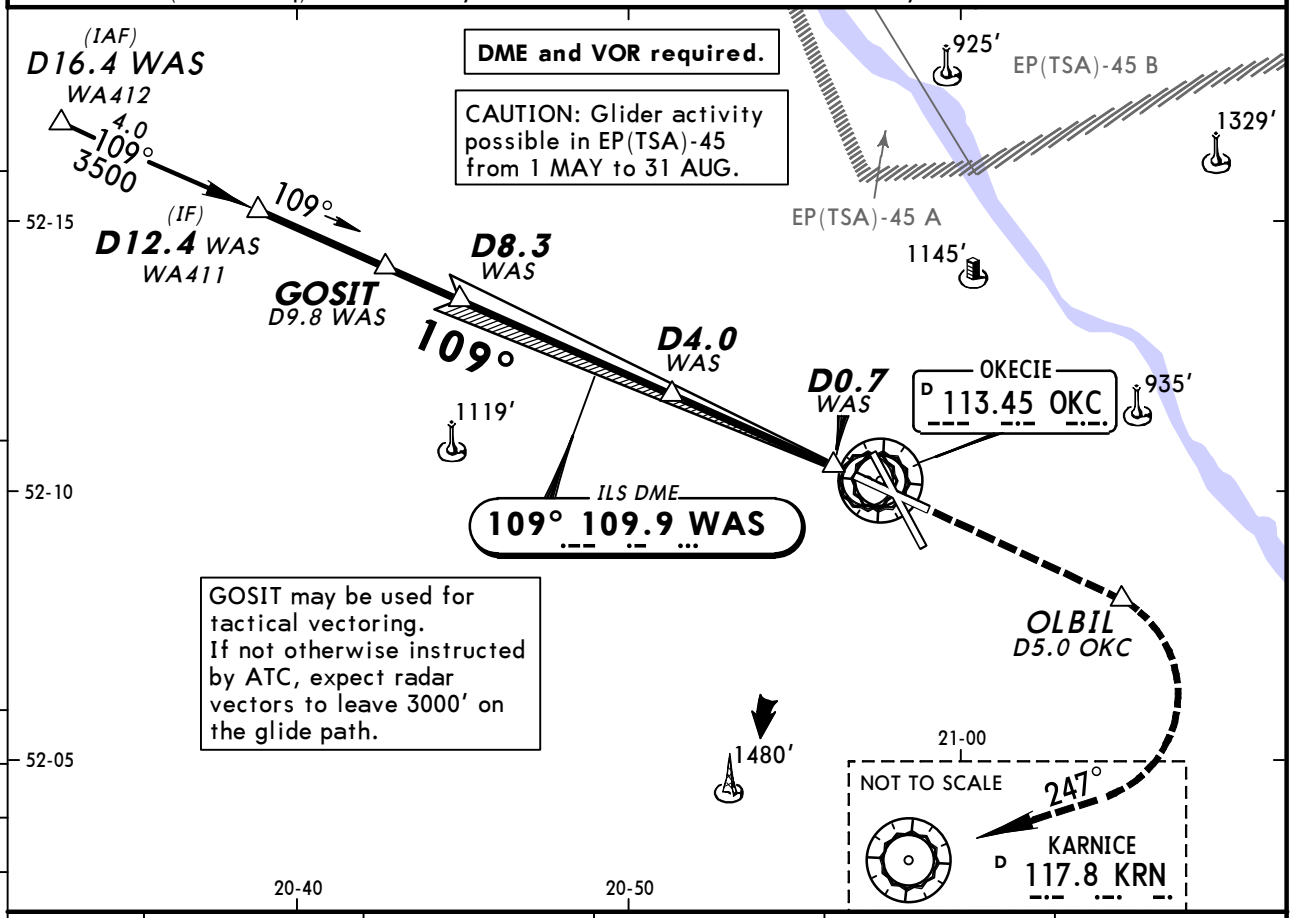
ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8	125.05	129.37	118.3	121.9

LOC WAS	Final Apch Crs	GS	CAT I ILS DA(H)	
109.9	109°	D4.0 WAS 1633′ (1271′)	Refer to Minimums	Apt Elev 362′ RWY 362′

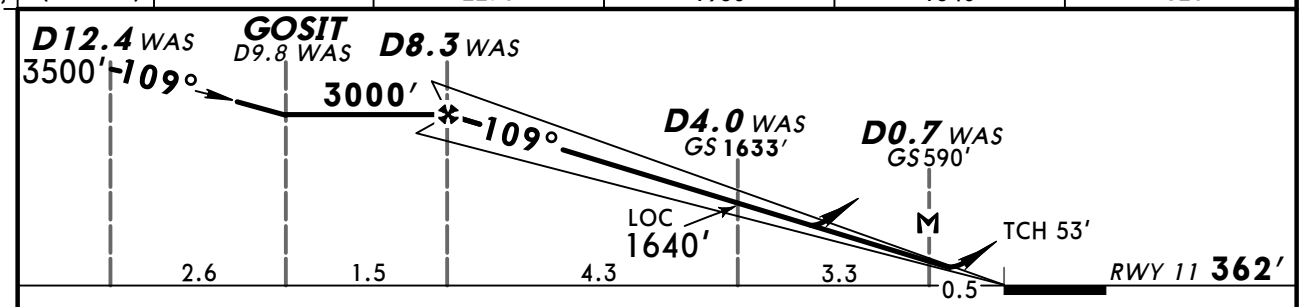
MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) onto R-067 inbound to KRN VOR climbing to 4000′, then as directed.

180° 2200′ 2400′ 090° 270° 2500′
MSA OKC VOR

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500′



LOC (GS out)					
	WAS DME	6.0	5.0	4.0	3.0
	ALTITUDE	2270′	1960′	1640′	1320′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 WAS							

HIALS-II
PAPI
OLBIL

PANS OPS

Standard STRAIGHT-IN LANDING RWY 11

ILS DA(H) A: 562′ (200′) B: 571′ (209′) C: 581′ (219′) D: 591′ (229′)

LOC (GS out) DA(H) 770′ (408′)

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

CIRCLE-TO-LAND
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	800′ (438′)	1500m
135	870′ (508′)	1600m
180	970′ (608′)	2400m
205	1070′ (708′)	3600m

CHANGES: Missed apch.

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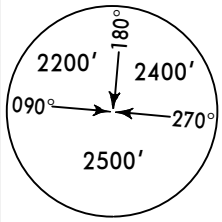
WARSAW, POLAND
CAT II ILS Rwy 11

BRIEFING STRIP ™

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9

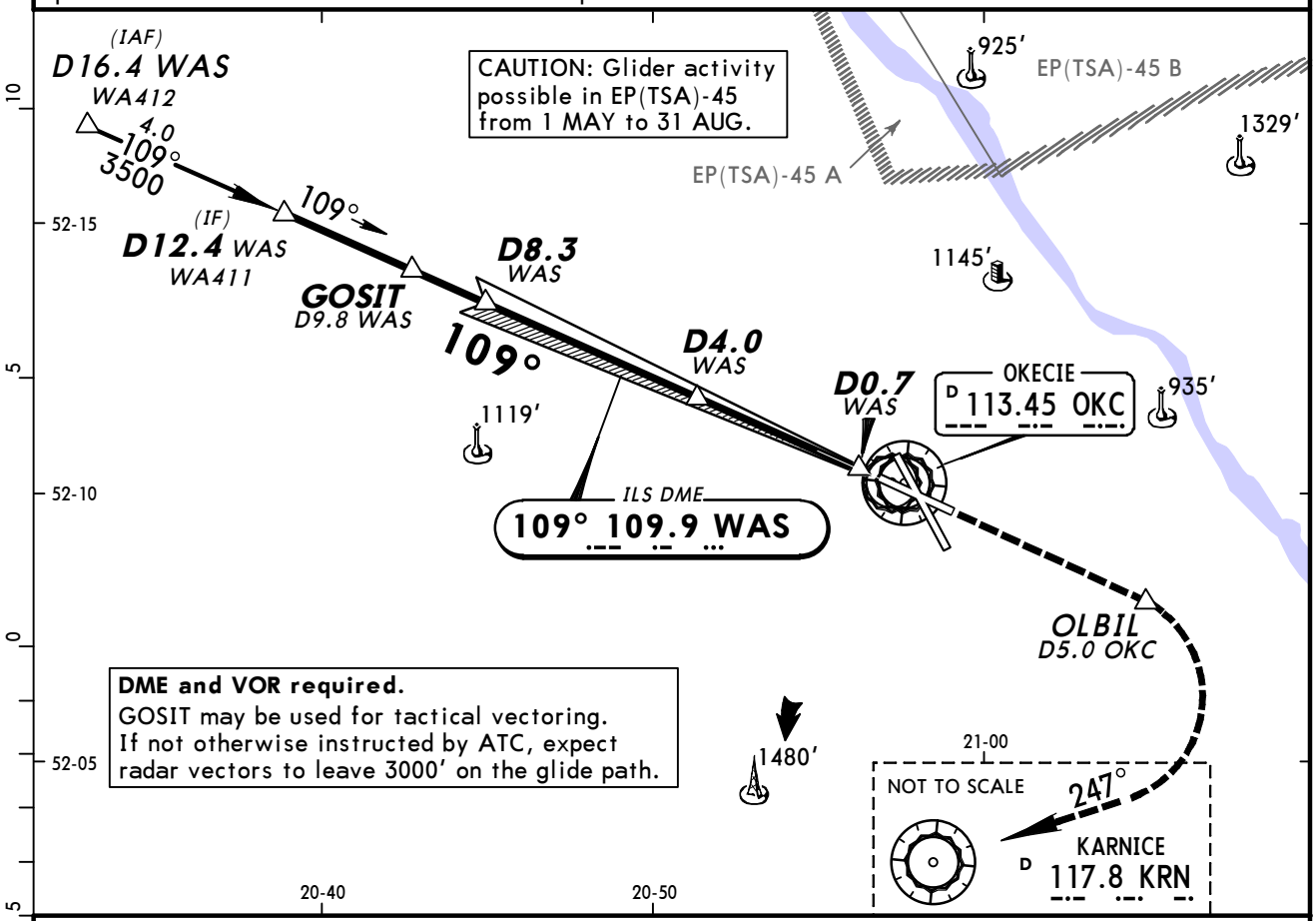
LOC WAS	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 362′
109.9	109°	D4.0 WAS 1633′(1271′)	Refer to Minimums	RWY 362′

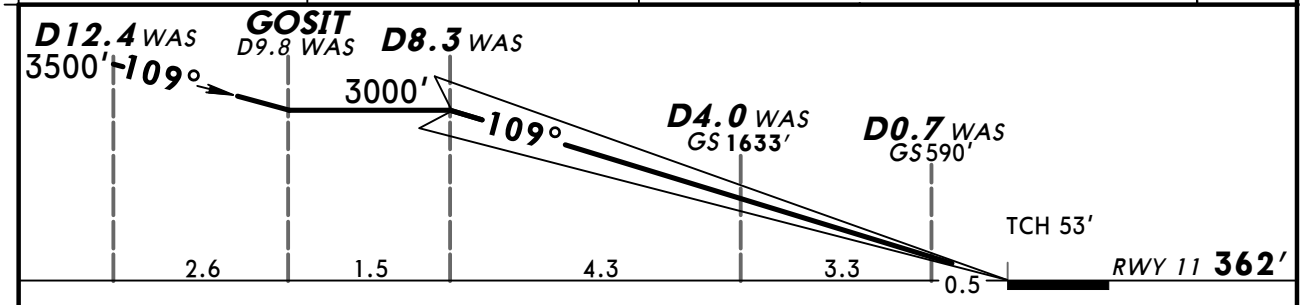
MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) onto R-067 inbound to KRN VOR climbing to 4000′, then as directed.



MSA OKC VOR

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500′
Special Aircrew and Aircraft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

OLBIL

PANS OPS

Standard

STRAIGHT-IN LANDING RWY 11
CAT II ILS

AB	C	D
RA 104′	RA 113′	RA 127′
DA(H) 462′(100′)	DA(H) 470′(108′)	DA(H) 483′(121′)
RVR 300m [1]		RVR 400m

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Missed apch.

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ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9

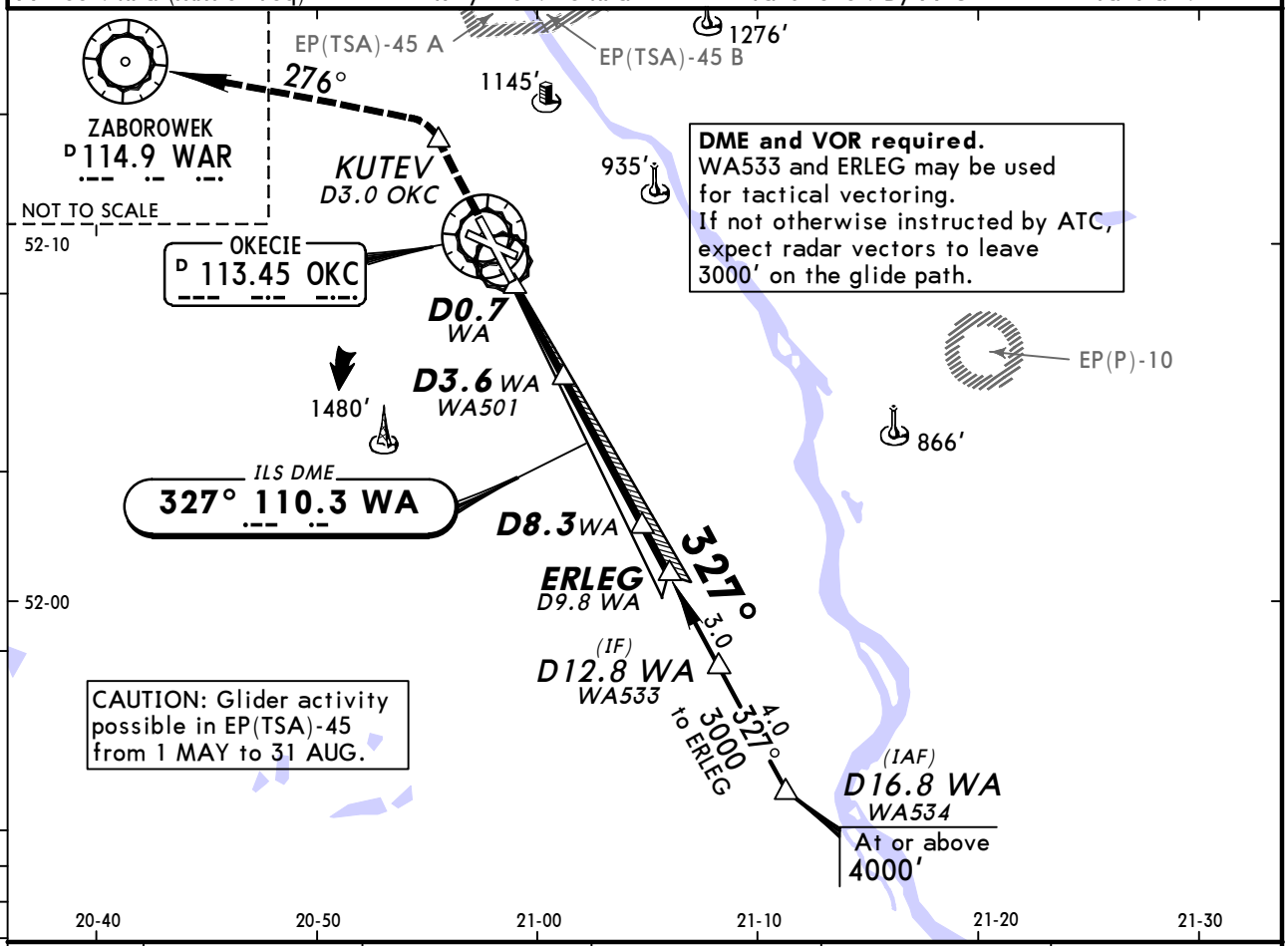
BRIEFING STRIP

LOC WA	Final Apch Crs	GS	CAT I ILS DA(H)	Apt Elev / RWY
110.3	327°	D3.6 WA 1494′ (1140′)	Refer to Minimums	Apt Elev 362′ / RWY 354′

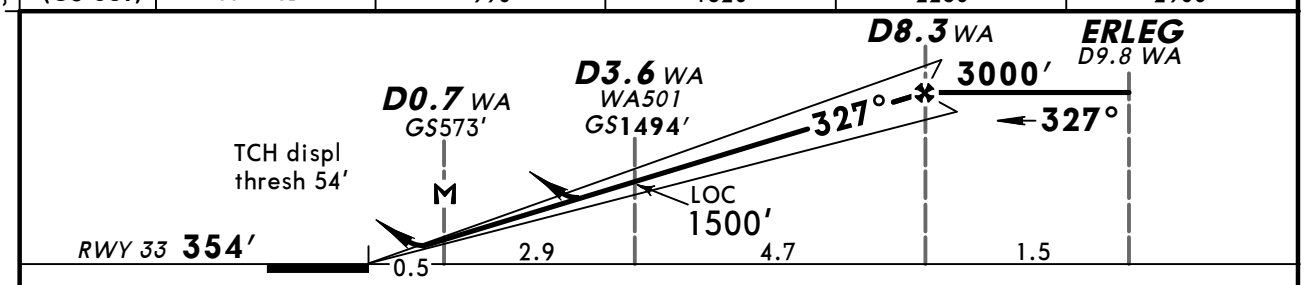
MISSED APCH: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR inbound to WAR VOR climbing to 3000′, then as directed.

180° 2200′ 2400′ 090° 270° 2500′
MSA OKC VOR

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500′



LOC (GS out)	WA DME	2.0	4.0	6.0	8.0
	ALTITUDE	990′	1620′	2260′	2900′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.7 WA						

ALSF-II
PAPI
KUTEV

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

	ILS	LOC (GS out) with D3.6 WA	LOC (GS out) w/o D3.6 WA
DA(H)	AB: 554′ (200′) C: 557′ (203′) D: 568′ (214′)	DA(H) 760′ (406′)	DA(H) 820′ (466′)

	FULL	Limited	ALS out		ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m	RVR 1500m	
B							
C					RVR 1900m	RVR 1500m	CMV 2200m
D							

CIRCLE-TO-LAND
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	820′ (458′) [1]	1500m
135	870′ (508′)	1600m
180	970′ (608′)	2400m
205	1070′ (708′)	3600m

[1] After LOC (GS out) apch w/o D3.6 WA: 830′ (468′).

CHANGES: Reissued.

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WARSAW, POLAND
CAT II ILS Rwy 33

BRIEFING STRIP

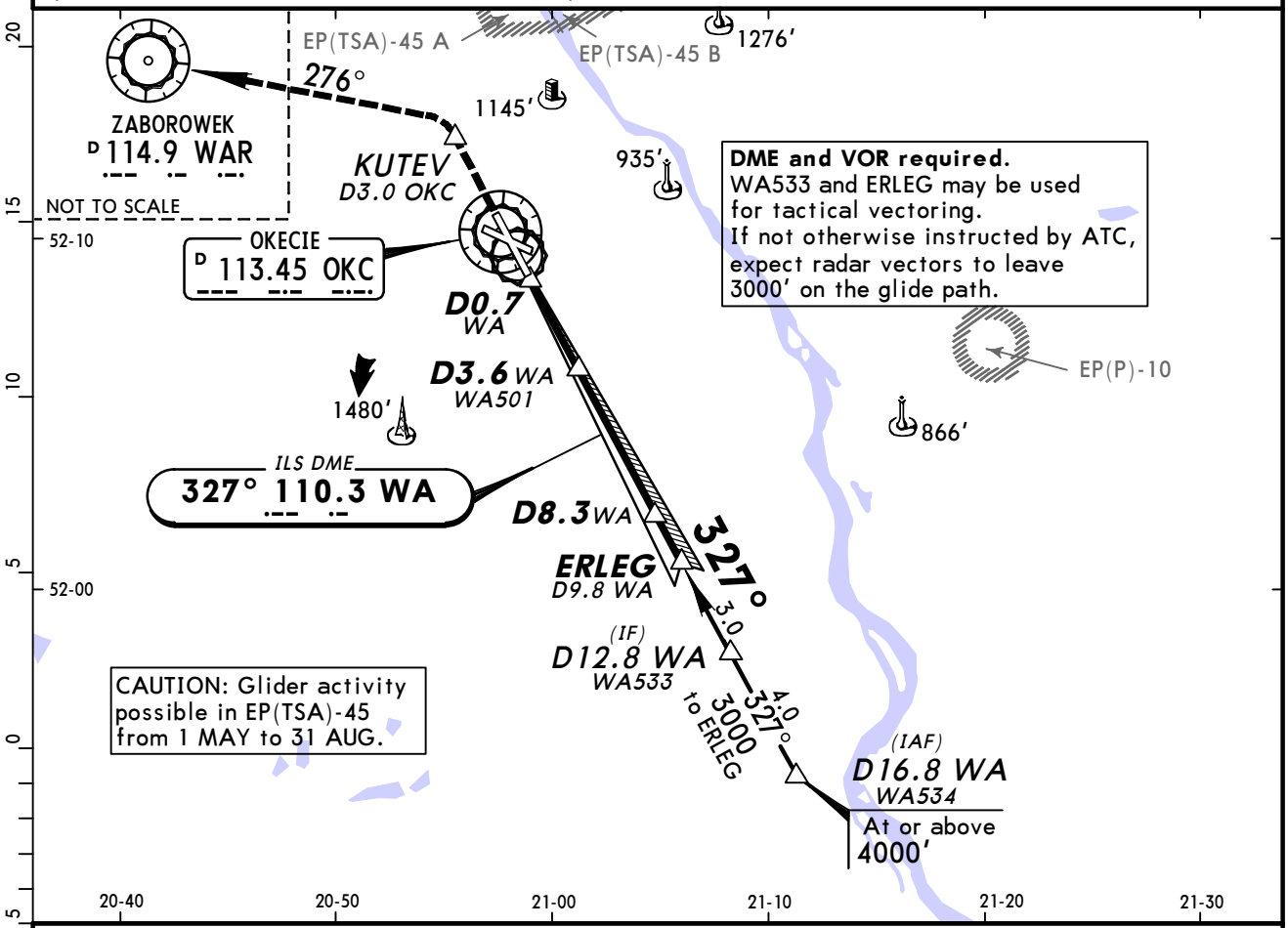
ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8	125.05	129.37	118.3	121.9

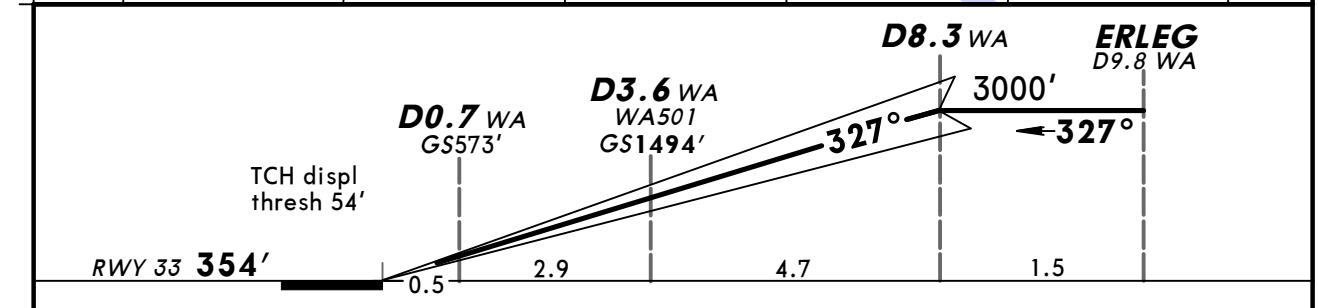
LOC WA	Final Apch Crs	GS D3.6 WA	CAT II ILS RA/DA(H)	Apt Elev 362′
110.3	327°	1494′ (1140′)	Refer to Minimums	RWY 354′

MISSED APCH: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR inbound to WAR VOR climbing to 3000′, then as directed.

180° 2200′ 2400′ 090° 270° 2500′
MSA OKC VOR

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500′
Special Aircrew and Aircraft Certification Required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II
PAPI
KUTEV

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33
CAT II ILS

A	B	C	D
RA 102′	RA 114′	RA 127′	RA 141′
DA(H) 454′ (100′)	DA(H) 466′ (112′)	DA(H) 478′ (124′)	DA(H) 492′ (138′)
RVR 300m [1]		RVR 400m	

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: None.

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EPWA/WAW
CHOPIN

JEPPESEN

24 JAN 14 (12-1) Eff 6 Feb

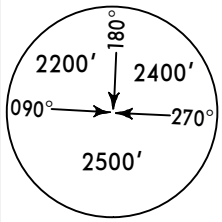
WARSAW, POLAND
RNAV (GNSS) Rwy 11

BRIEFING STRIP ™

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9

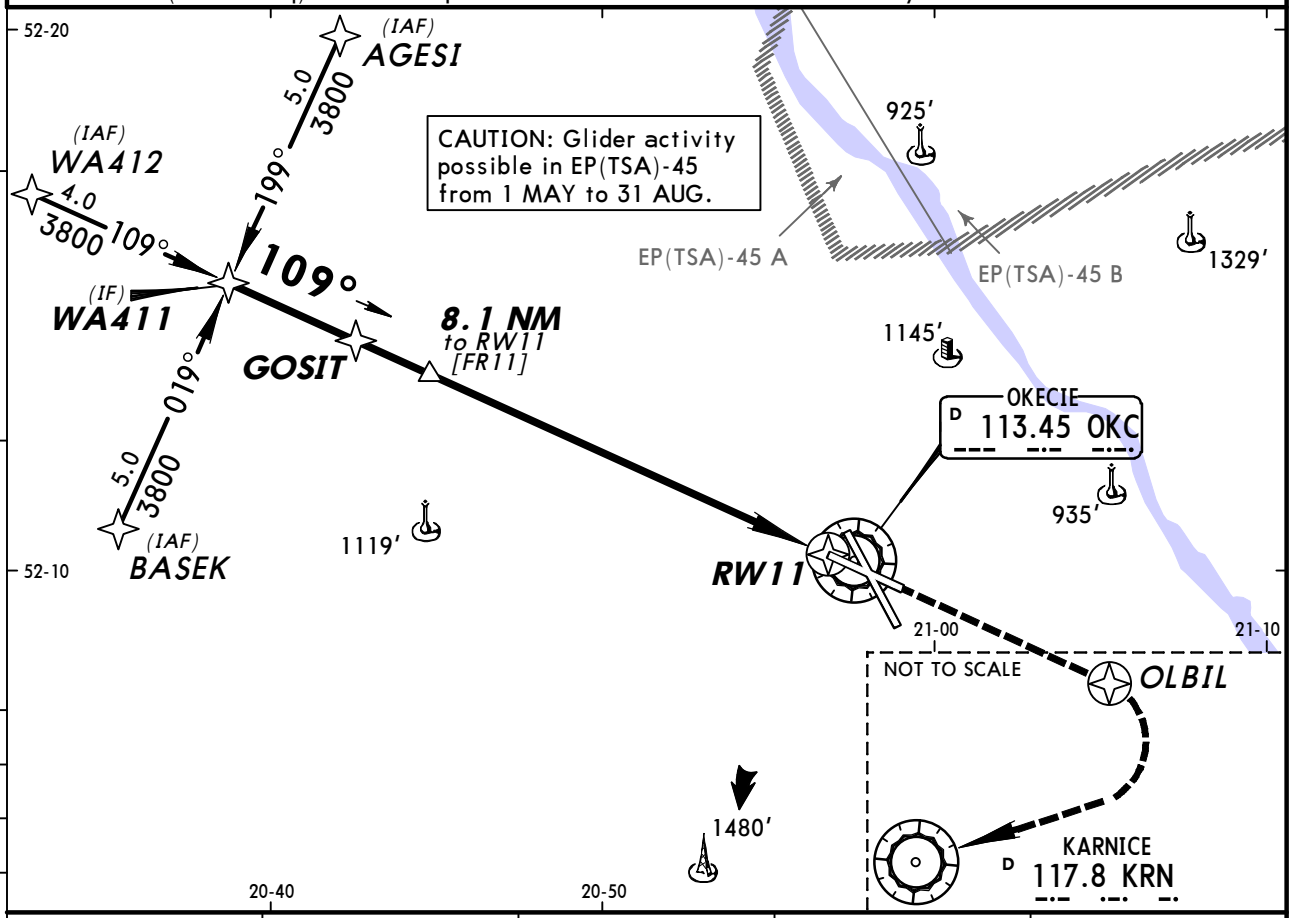
RNAV	Final Apch Crs	Procedure Alt	LNAV DA(H)	Apt Elev
	109°	8.1 NM to RW11 3000′ (2638′)	760′ (398′)	362′

MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT to KRN VOR climbing to 4000 or above′, then as directed.

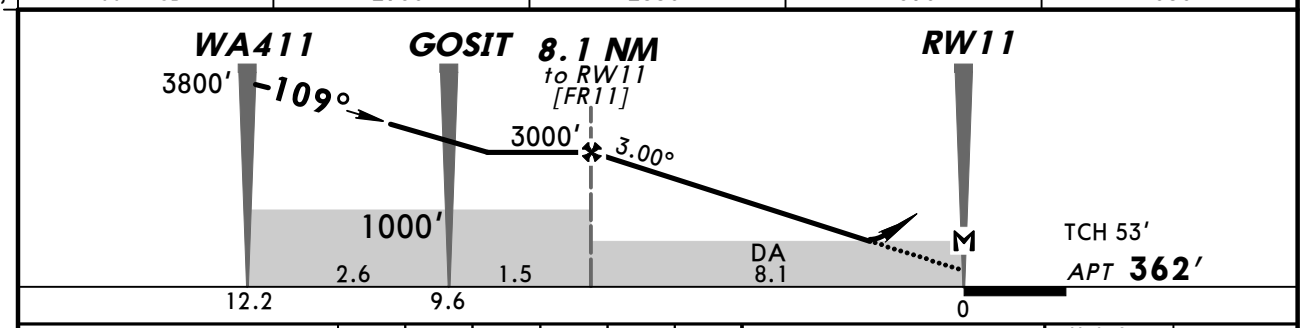


MSA OKC VOR

Alt Set: hPa (MM on req) | Apt Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′



DIST to RW11	8.0	6.0	4.0	2.0
ALTITUDE	2960′	2330′	1690′	1050′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	769
MAP at RW11							

HIALS-II
PAPI

OLBIL

PANS OPS

Standard STRAIGHT-IN LANDING RWY 11

LNAV DA(H) 760′ (398′)

		ALS out
A	RVR 1100m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	800′ (438′)	1500m
135	870′ (508′)	1600m
180	970′ (608′)	2400m
205	1070′ (708′)	3600m

CHANGES: Missed apch. Step down fix removed.

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EPWA/WAW
CHOPIN

JEPPESEN

24 JAN 14 (12-2) Eff 6 Feb

WARSAW, POLAND
RNAV (GNSS) Rwy 15

BRIEFING STRIP ™

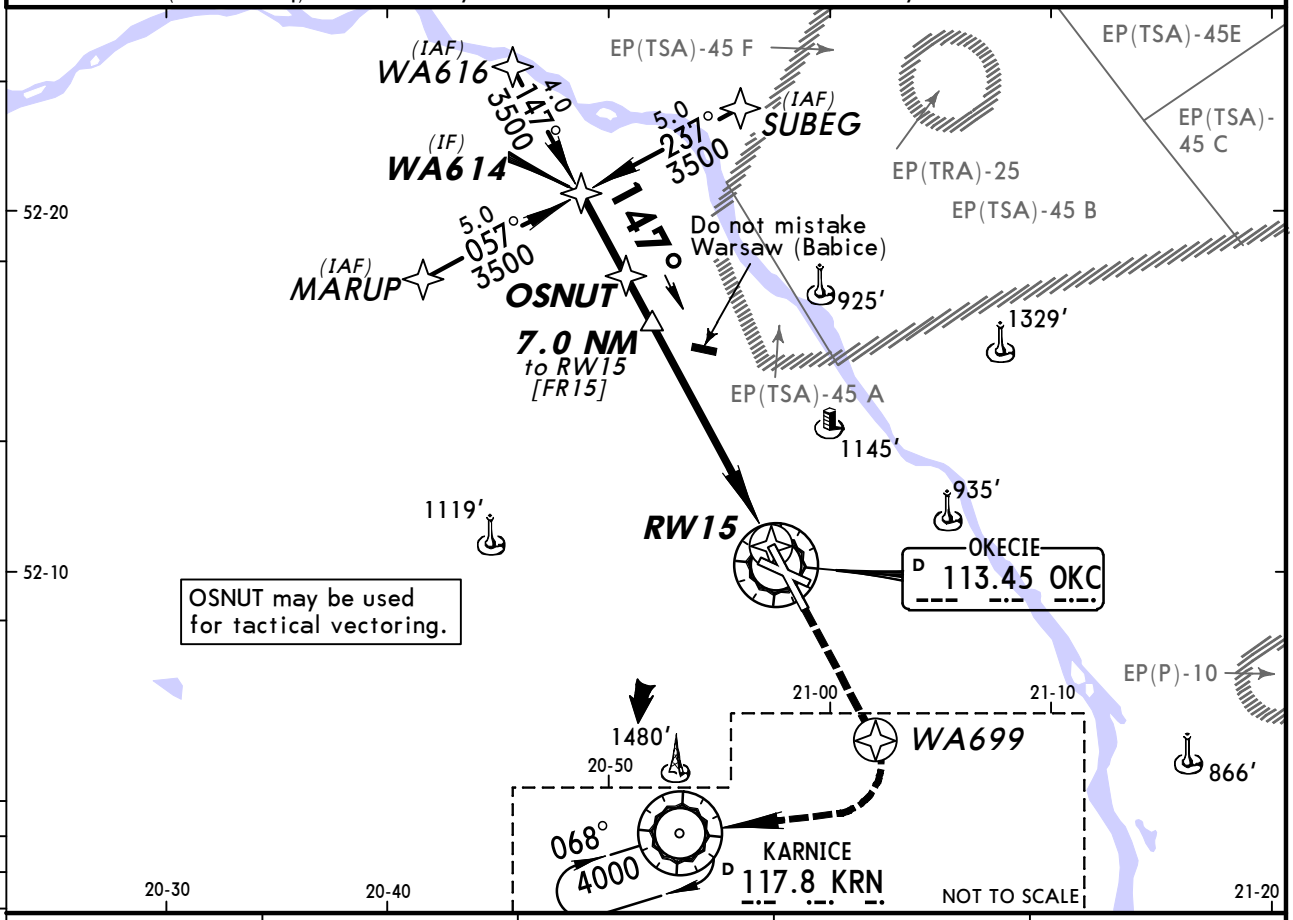
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9

RNAV	Final Apch Crs	Procedure Alt 7.0 NM to RW15	LNAV DA(H)	Apt Elev 362′
	147°	3000′ (2648′)	830′ (478′)	RWY 352′

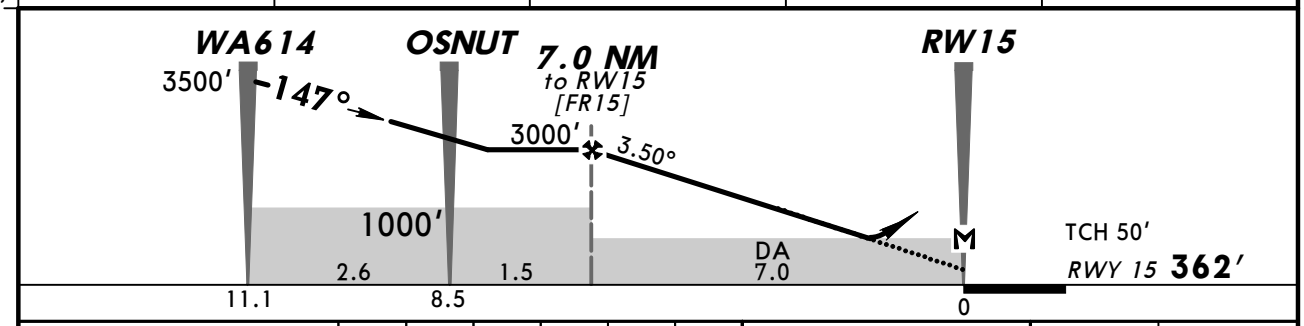
MISSED APCH: Climb STRAIGHT AHEAD to WA699, then turn RIGHT to KRN VOR climbing to 4000′ or above, then as directed.

MSA OKC VOR: 2200′ (090°–270°), 2400′ (180°), 2500′

Alt Set: hPa (MM on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′



DIST to RW15	8.0	6.0	4.0	2.0
ALTITUDE	3370′	2630′	1890′	1150′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at RW15							

HIALS PAPI

WA699

PANS OPS

Standard STRAIGHT-IN LANDING RWY 15

LNAV DA(H) 830′ (478′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1800m	CMV 2200m
D		

CIRCLE-TO-LAND
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	840′ (478′)	1500m
135	870′ (508′)	1600m
180	970′ (608′)	2400m
205	1070′ (708′)	3600m

CHANGES: Missed apch. Step down fix removed.

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EPWA/WAW
CHOPIN

JEPPESEN

24 JAN 14 (12-3) Eff 6 Feb

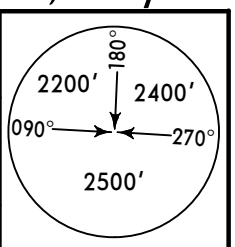
WARSAW, POLAND
RNAV (GNSS) Rwy 29

BRIEFING STRIP™

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9

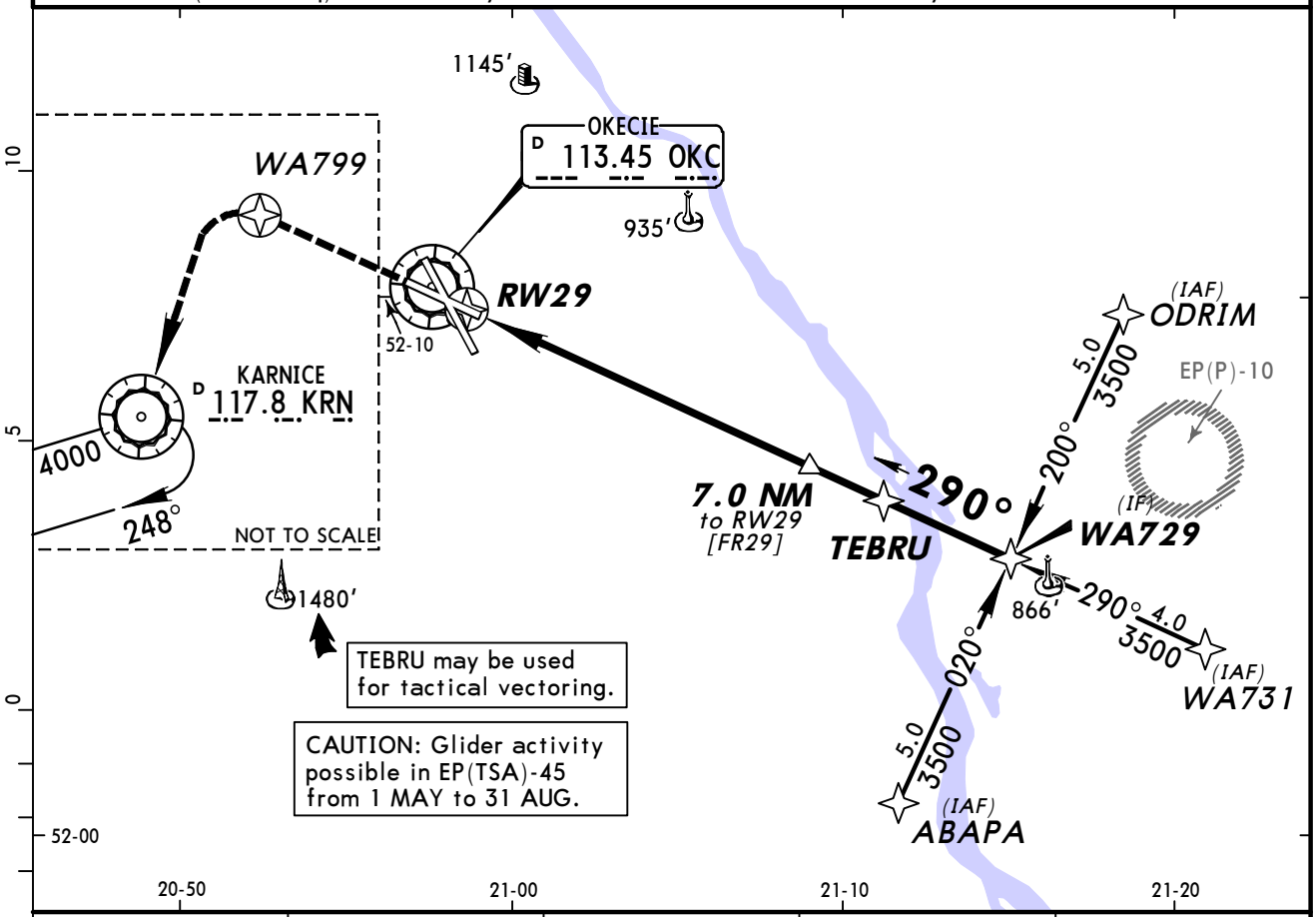
RNAV	Final Apch Crs	Procedure Alt 7.0 NM to RW29	LNAV DA(H)	Apt Elev 362′
	290°	3000′ (2654′)	800′ (454′)	RWY 346′

MISSED APCH: Climb STRAIGHT AHEAD to WA799, then turn LEFT to KRN VOR climbing to 4000′ or above, then as directed.

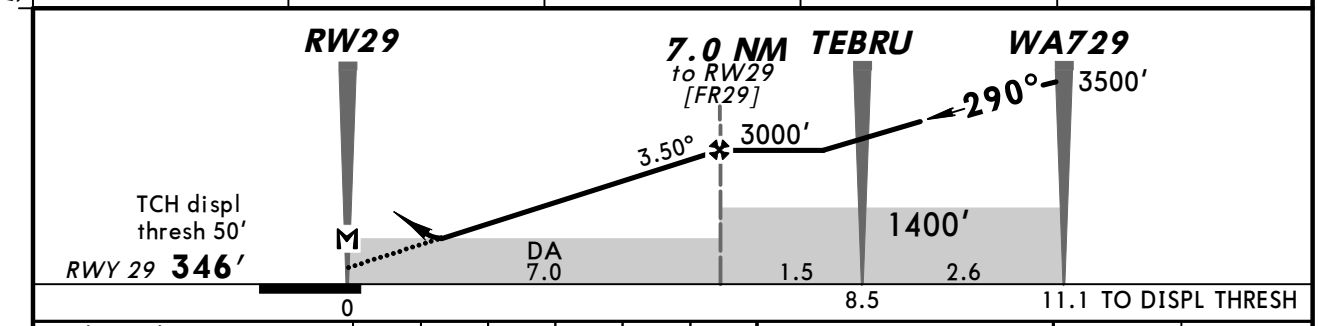


MSA OKC VOR

Alt Set: hPa (MM on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′



DIST to RW29	3.0	4.0	5.0	6.0
ALTITUDE	1510′	1880′	2250′	2620′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at RW29							

HIALS PAPI

WA799

PANS OPS

Standard STRAIGHT-IN LANDING RWY **29**

LNAV
DA(H) **800′** (454′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1700m	CMV 2100m
D		

CIRCLE-TO-LAND
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	820′ (458′)	1500m
135	870′ (508′)	1600m
180	970′ (608′)	2400m
205	1070′ (708′)	3600m

CHANGES: Missed apch. Step down fix removed.

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EPWA/WAW
CHOPIN

JEPPESEN

24 JAN 14 (12-4) Eff 6 Feb

WARSAW, POLAND
RNAV (GNSS) Rwy 33

BRIEFING STRIP™

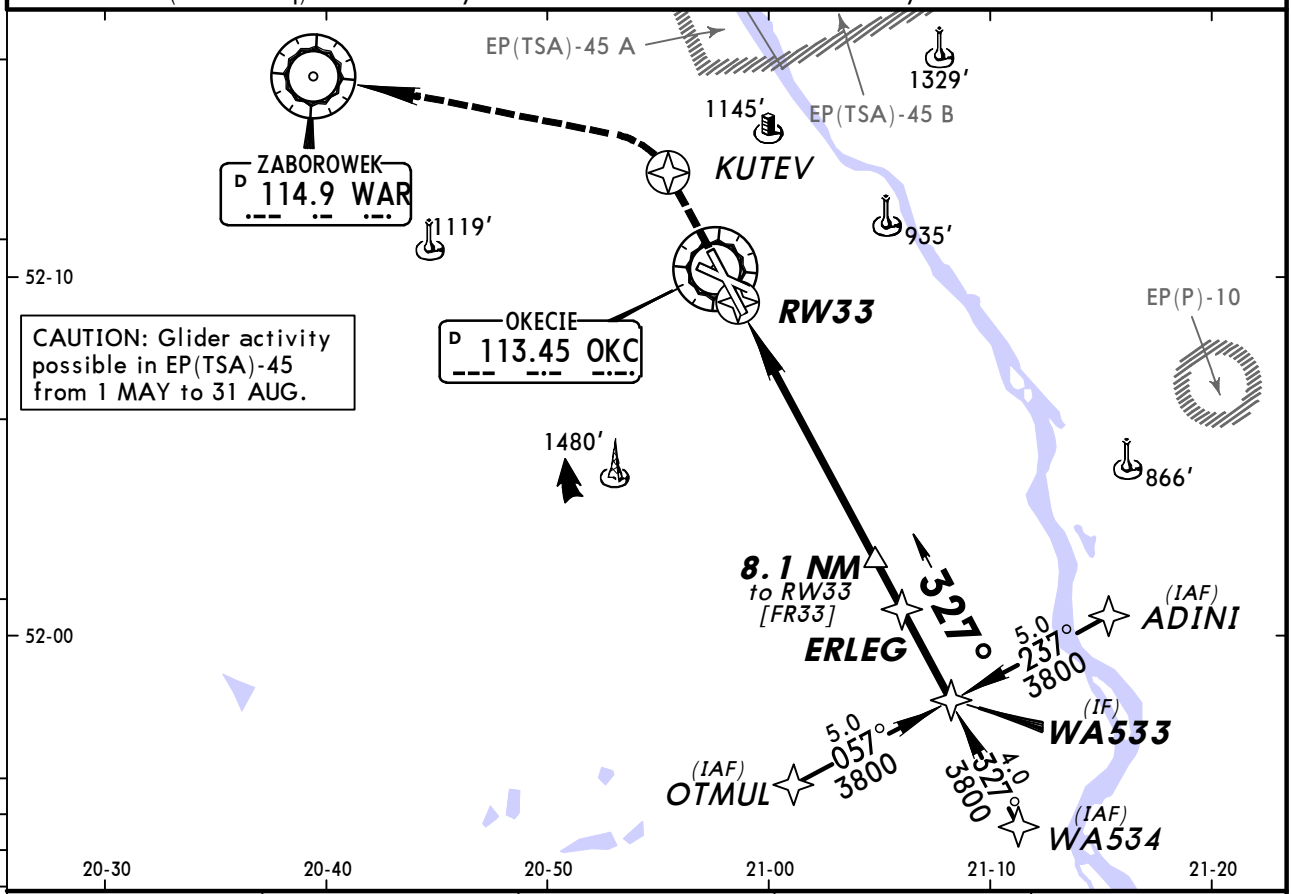
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9

RNAV	Final Apch Crs	Procedure Alt 8.1 NM to RW33	LNAV DA(H)	Apt Elev 362′
	327°	3000′ (2646′)	820′ (466′)	RWY 354′

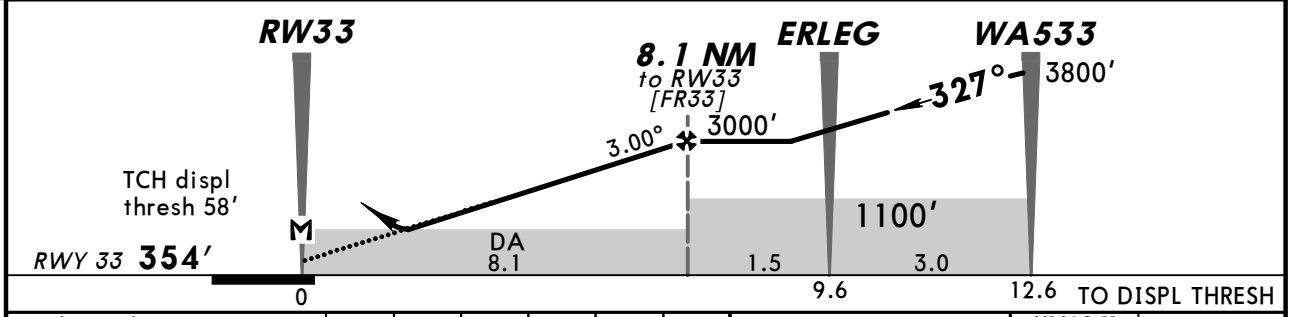
MISSED APCH: RNAV: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT direct to WAR VOR climbing to 3000′, then as directed.

MSA OKC VOR: 180°; 2200′, 2400′, 090°, 270°, 2500′

Alt Set: hPa (MM on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′



DIST to RW33	2.0	4.0	6.0	8.0
ALTITUDE	1050′	1690′	2320′	2960′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW33							

HIALS-II
PAPI

KUTEV

PANS OPS

Standard STRAIGHT-IN LANDING RWY **33**

LNAV
DA(H) **820′** (466′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1500m	CMV 2200m
D		

CIRCLE-TO-LAND
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	830′ (468′)	1500m
135	870′ (508′)	1600m
180	970′ (608′)	2400m
205	1070′ (708′)	3600m

CHANGES: Missed apch. Step down fix removed.

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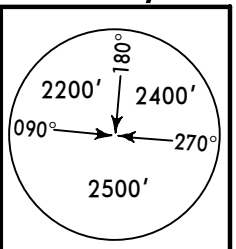
BRIEFING STRIP™

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9

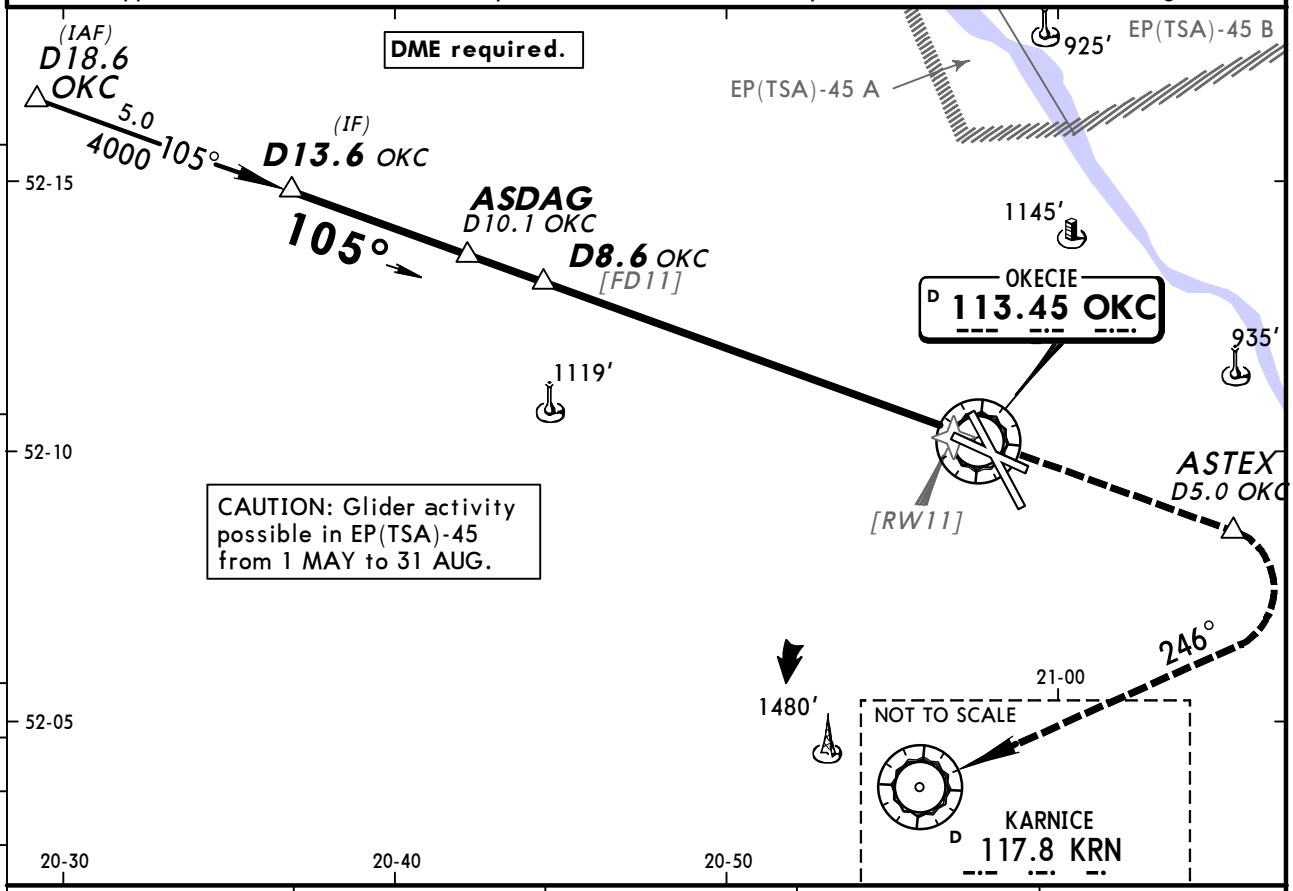
VOR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev
OKC 113.45	105°	D8.6 OKC 3000′(2638′)	770′(408′)	362′

MISSED APCH: Climb STRAIGHT AHEAD to ASTEX, then turn RIGHT (MAX 185 KT) onto R-066 inbound KRN VOR climbing to 4000′, then as directed.

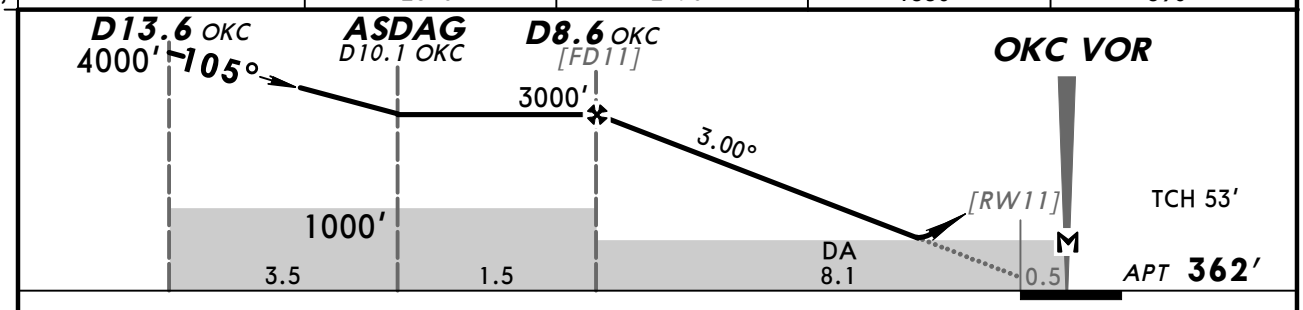


MSA OKC VOR

Alt Set: hPa (MM on req) Apt Elev: 13 hPa Trans level: By ATC Trans alt: 6500′
1. Final approach track offset 5° from rwy centerline. 2. ASDAG may be used for tactical vectoring.



OKC DME	8.0	6.0	4.0	2.0
ALTITUDE	2810′	2170′	1530′	890′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at OKC VOR							

HIALS-II
PAPI
ASTEX

PANS OPS

Standard STRAIGHT-IN LANDING RWY 11

DA(H) 770′(408′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1200m	RVR 1500m	100	800′ (438′)	1500m
B			135	870′ (508′)	1600m
C		RVR 1900m	180	970′ (608′)	2400m
D			205	1070′ (708′)	3600m

CIRCLE-TO-LAND
Not authorized
Northeast of airport

CHANGES: Missed apch.

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BRIEFING STRIP

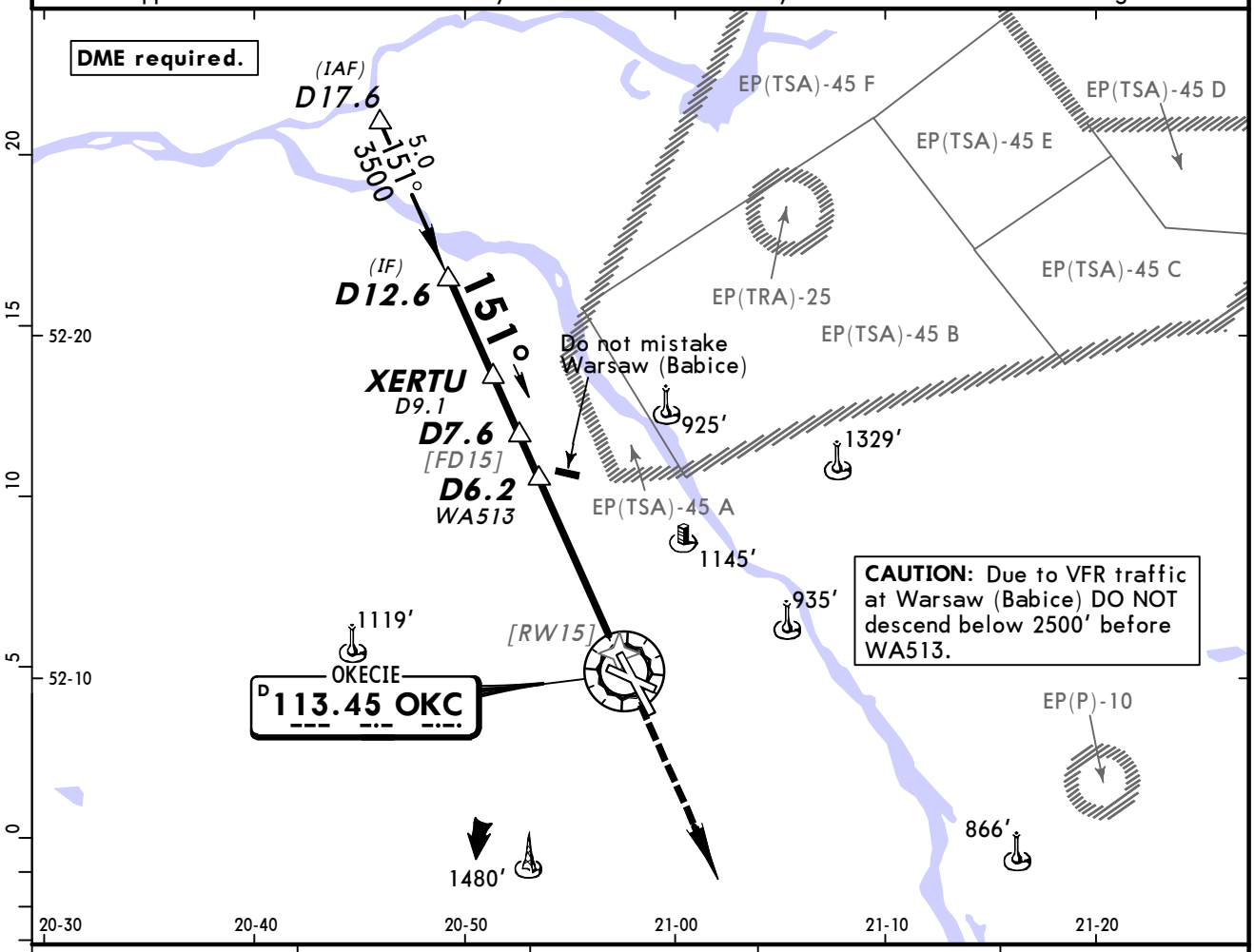
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9

VOR OKC	Final Apch Crs	Procedure Alt D7.6	DA(H)	Apt Elev 362′
113.45	151°	3000′(2648′)	830′(478′)	RWY 352′

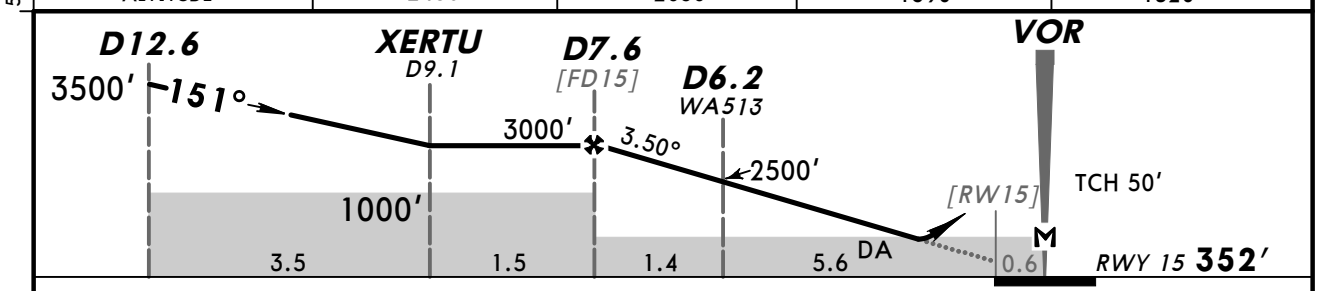
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.

MSA OKC VOR: 180°, 2200′, 2400′, 090°, 270°, 2500′

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500′
1. Final approach track offset 4° from rwy centerline. 2. XERTU may be used for tactical vectoring.



OKC DME	6.0	5.0	4.0	3.0
ALTITUDE	2430′	2060′	1690′	1320′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at VOR							

HIALS
PAPI
3000′

Standard STRAIGHT-IN LANDING RWY 15

DA(H) 830′(478′)
ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1800m	CMV 2200m
D		

CIRCLE-TO-LAND

Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	840′(478′)	1500m
135	870′(508′)	1600m
180	970′(608′)	2400m
205	1070′(708′)	3600m

CHANGES: None.

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BRIEFING STRIP

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	Ground
120.45	128.8 125.05	129.37	118.3	121.9

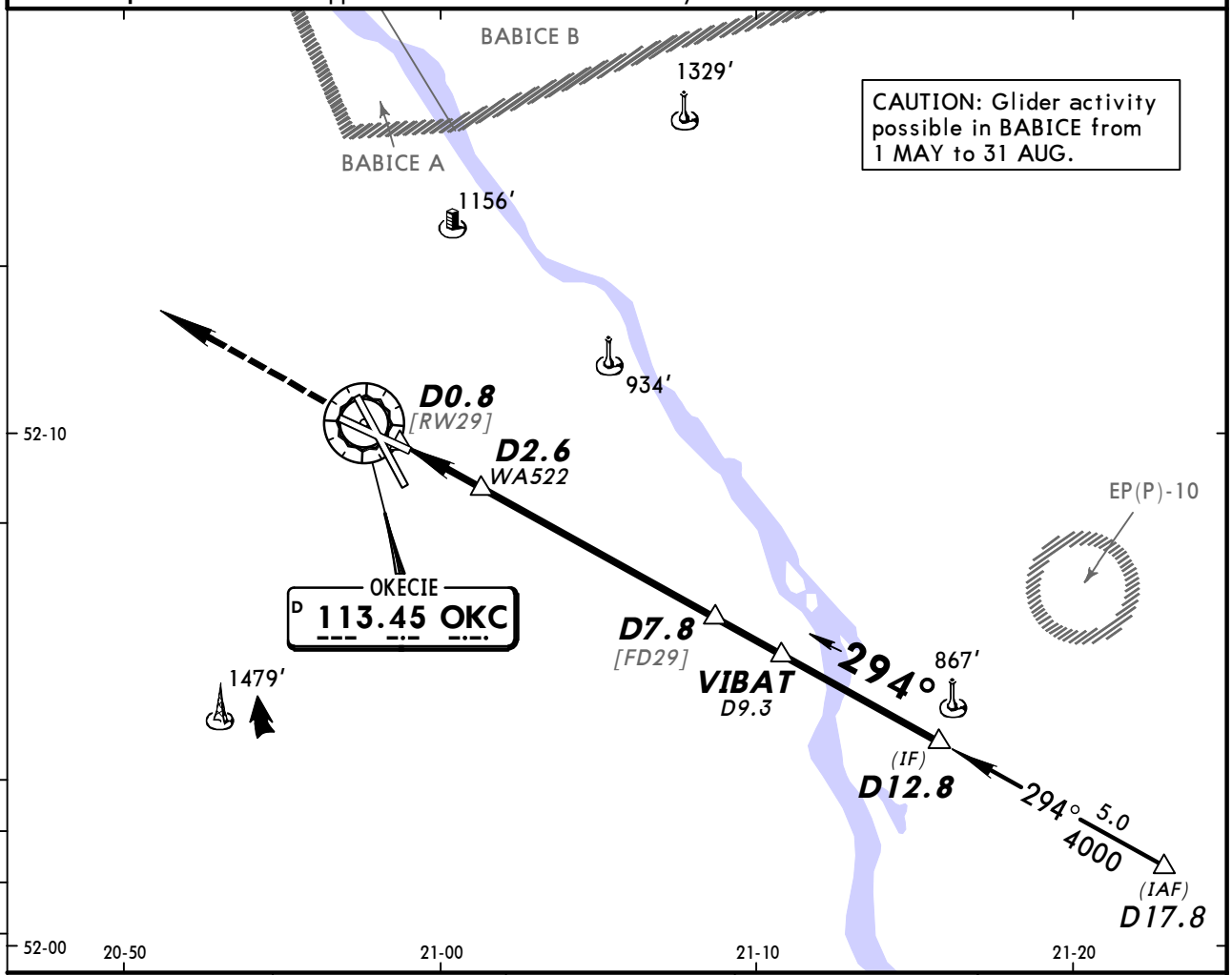
VOR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 362′
OKC 113.45	294°	D7.8 3000′(2654′)	(CONDITIONAL) 780′(434′)	RWY 346′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.

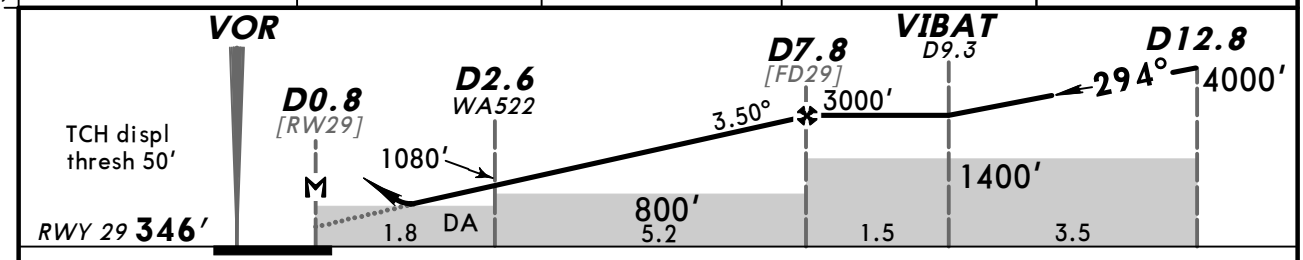
MSA OKC VOR: 180°, 2200′, 2400′, 090°, 270°, 2500′

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500′

1. **DME required.** 2. Final approach track offset 4° from rwy centerline.



OKC DME	3.0	4.0	5.0	6.0
ALTITUDE	1230′	1600′	1970′	2340′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at D0.8							

HIALS PAPI 3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 29

	With D2.6 DA(H) 780′(434′)		W/o D2.6 DA(H) 800′(454′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1600m	RVR 2000m	RVR 1700m	CMV 2100m
D				

CIRCLE-TO-LAND
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	800′ (438′) [1]	1500m
135	870′ (508′)	1600m
180	970′ (608′)	2400m
205	1070′ (708′)	3600m

[1] After apch w/o D2.6: 820′ (458′).

CHANGES: Minimums.

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BRIEFING STRIP™

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	Ground
120.45	128.8 125.05	129.37	118.3	121.9

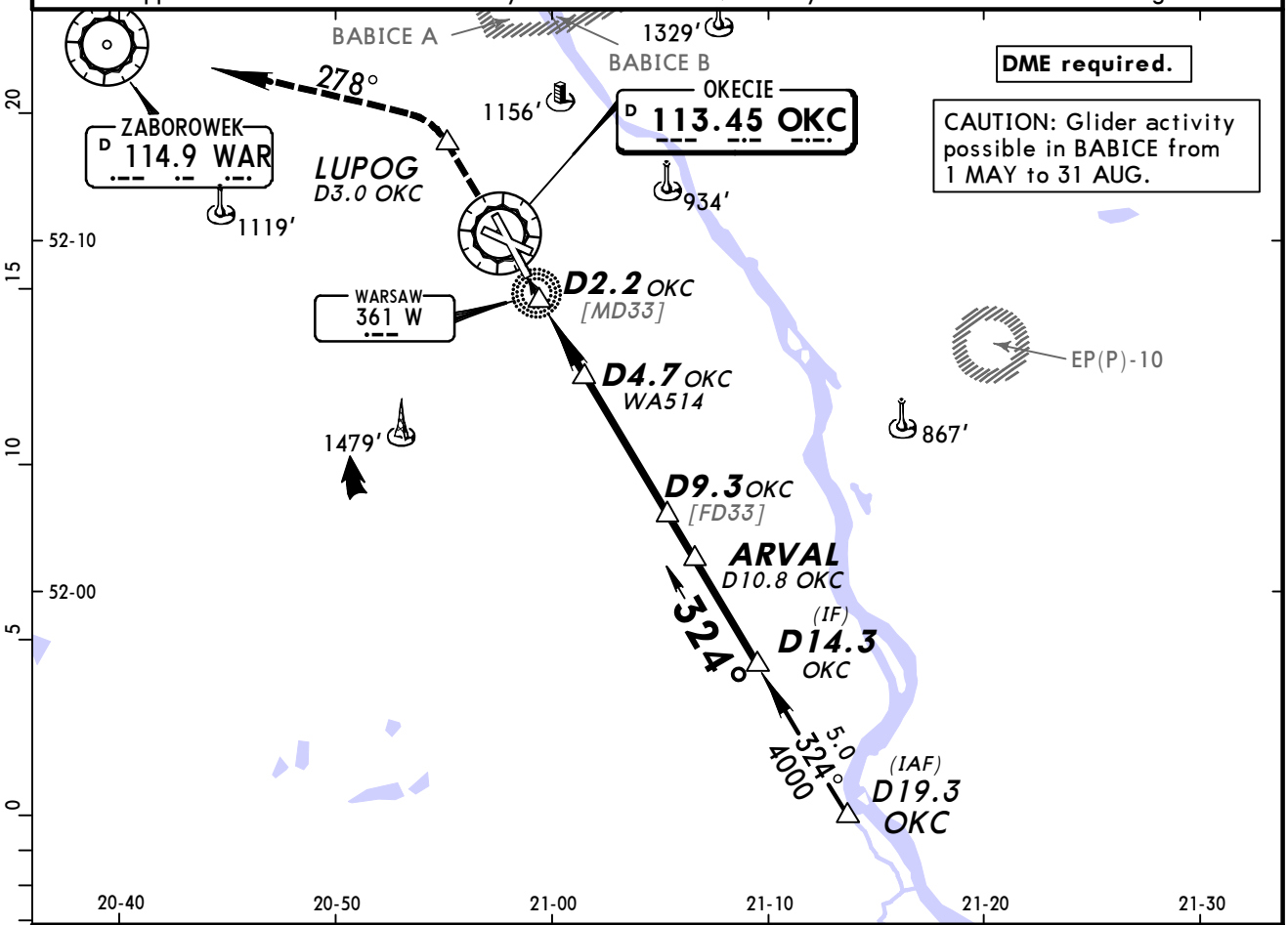
VOR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 362′
OKC 113.45	324°	D9.3 OKC 3000′(2646′)	(CONDITIONAL) 760′(406′)	RWY 354′

MISSED APCH: Climb STRAIGHT AHEAD to LUPOG, then turn LEFT (MAX 185 KT) to intercept R-098 inbound to WAR VOR climbing to 3000′, then as directed.

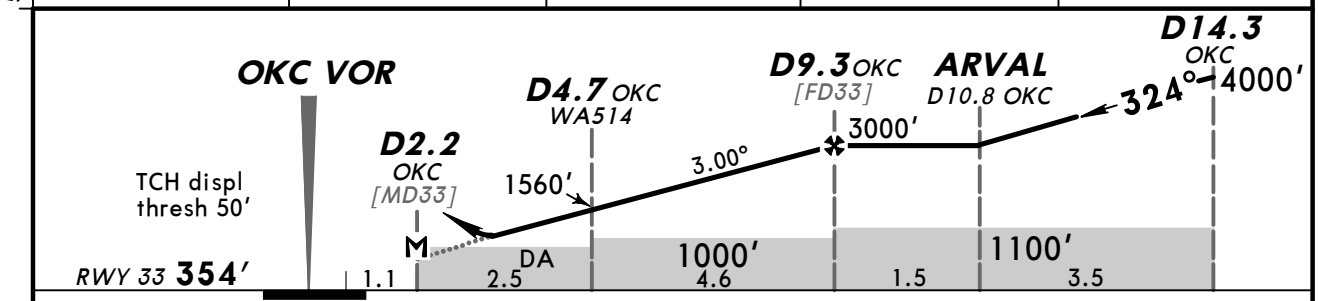
MSA OKC VOR: 180°, 2200′, 2400′, 090°, 270°, 2500′

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500′

1. Final approach track offset 3° from rwy centerline. 2. ARVAL may be used for tactical vectoring.



OKC DME	3.0	5.0	7.0	9.0
ALTITUDE	1010′	1650′	2290′	2920′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.2 OKC							

ALSF-II
PAPI
LUPOG

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

	With D4.7 OKC DA(H) 760′(406′)		W/o D4.7 OKC DA(H) 820′(466′)	
		ALS out		ALS out
A	RVR 1200m	RVR 1500m	RVR 1500m	
B				
C		RVR 1900m	RVR 1500m	CMV 2200m
D				

CIRCLE-TO-LAND
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	820′ (458′) [1]	1500m
135	870′ (508′)	1600m
180	970′ (608′)	2400m
205	1070′ (708′)	3600m

[1] After apch w/o D4.7 OKC: 830′ (468′).

CHANGES: None.

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JeppView for Windows

Chart changes since cycle 12-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

WARSAW, (CHOPIN - EPWA)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EPWA

Type: Terminal
Effectivity: Permanent
Begin Date: 20130404
End Date: No end date

Until est 31 DEC 14 construction works in progress. For details refer to temp charts 10-8 thru 10-8B and latest NOTAMs.