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
RWY: 1) 33 2) 11 3) 15 4) 29

DEPARTURES
RWY: 1) 29 2) 15 3) 33 4) 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 1.9 km,
- 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 1.

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.
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 phraselogy 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 N, L, E3
RWY 33: TWYs A0, D2, O1, S and R1.
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.

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 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.
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 Z1 and Z2 MAX wingspan 213’/65m.
- TWY D1 MAX wingspan 157’/48m.
- TWY A0 between TWYs A1 and A2, TWYs U1, U2, V, Z Orange 1 (ZO1), Z Orange 2 (ZO2), Z Blue 1 (ZB1) and Z Blue 2 (ZB2) MAX wingspan 118’/36m.

During ACFT taxiing on 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.

For ACFT with wingspan exceeding 72’/22m parking stands on Apron 1 are accessible from TWY D1.

- TWY J available only as HST from RWY 33.
- TWY T MAX fuselage length 164’/50m.

Holding and waiting on TWY T is prohibited for ACFT with fuselage length over 98’/30m.

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

During taxiing via technical road between THR 11 and THR 15 the following procedure is in force: Taxiing from THR 11 is possible only to barriers placed perpendicular to the road edges. Beyond barriers towards THR 15 towing is obligatory. Reverse procedure is obligatory while taxiing towards THR 11 (starting-up engines possible after passing the barriers).

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

1.5. PARKING INFORMATION

Following procedures/limitations are in force on stands:

- 1 thru 24: Push-back is mandatory.
- 37 thru 43: Push-back or moving back under own power is applicable.
- 44 and 45: For ACFT with wingspan above 118’/36m push-back is obligatory.
- 1 thru 24 and 31B thru 48: Rotation of ACFT is prohibited.
- 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.
- 31B thru 48: ACFT not greater than AT72 may be reversed under own power following marshaller’s instructions.
- 61 thru 63: Push-back is mandatory for ACFT greater than ATR.
- 70: Parking of B757/B767 with nose directed towards TWY D by towing car.
- 95A: Entry under marshaller guidance only.

Stands 1 thru 16 equipped with docking guidance system SAFEDOCK.

Apron 10 is 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.
2.1. COMMUNICATION FAILURE PROCEDURE

2.1.1. GENERAL PROCEDURE WHEN NO STARS ARE IN USE
Set transponder to code 7600 and continue flight at the flight level/altitude last assigned by ATC to LIN. Descend over LIN to 3000'. Then execute an instrument approach for RWY 33 and conduct another approach and land on the appropriate RWY depending on wind conditions.

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 minutes 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 minutes (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 minutes 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 7600, maintain last assigned and acknowledged altitude/flight level. Proceed to LIN and commence descent in the holding pattern over LIN. Then proceed to FAF/FAP RWY 33, execute approach and land. If landing is not possible, execute missed approach and proceed to FAF/FAP of most convenient runway, execute approach and land.

2.2. SPEED RESTRICTIONS
Speed adjustments on approach:
IAS 160 KT when established on ILS/LLZ (for RWYs 11 and 33) or when performing VOR DME approaches (all RWYs). Maintain until D4.0 WAS (ILS RWY 11), D4.0 WA (ILS RWY 33) or from D8.0 OKE (VOR DME 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.
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 TWY S, 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 is a recommended ACFT operating technique in which an arriving ACFT descends from an optimal position with minimum thrust and avoids level flight to the extent permitted by the safe operations of the ACFT and in compliance with published procedures and ATC instructions.

The aim for a CDA is to assist pilots to optimize ACFT apch profiles in order to reduce noise impact on the ground and, where possible, reduce fuel use and atmospheric emissions.

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.
3.1. DE-ICING
De-icing of ACFT allowed only on Aprons 6 and 10.
Report the necessity for de-icing to your ramp agent at first.
Report the necessity for de-icing when requesting ATC clearance to OKECIE Delivery 121.6.
For start-up/push-back contact OKECIE Ground 121.9 only when completely ready (all passengers on board, doors closed, tug connected if required).
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 have 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 minutes 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 required 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
Set transponder to 7600, continue on assigned and acknowledged SID. After 3 minutes, climb to flight planned level. If being vectored, continue on assigned heading for 3 minutes. Then proceed direct to last SID waypoint, climbing to flight planned flight level.
Apt Elev 362'

Alt Set: hPa (MM on request)
Trans level: By ATC  Trans alt: 6570'
The MRVA values already include a correction for temperature higher and equal -25°C.

FT/METER CONVERSION
QNH
7600' : 2150m
6970' : 2000m
5940' : 1200m
5200' : 915m
2010' : 610m

2150m
7060' 
2000m
17 JUN 11
Eff 30 Jun

CHANGES: OKE renamed OKC.
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 B-RNAV only approved aircraft.
   The following restriction apply: Aircraft equipped with B-RNAV 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.

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.
**AGAVA 1N**

AGAVA (FL190-; K280) - ELKIR (FL170-;) - AMSOS - ESINI - BEMRA (FL120-; K250) - OLOKU (K220) - SOSIN (K220) - BASEK (K220) - LUGEL - PIBAR - REDSA - IPLOR (K220) - WA416 - WA414 - WA413 - WA412 - WA411 - GOSET.

**LOGDA 1N**

LOGDA (FL210-; K280) - GIPUL - BEMRA (FL120-; K250) - OLOKU (K220) - SOSIN (K220) - BASEK (K220) - LUGEL - PIBAR - REDSA - IPLOR (K220) - WA416 - WA414 - WA413 - WA412 - WA411 - GOSET.

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

Direct distance from GOSET to: Chopin Apt 10 NM

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

2. At or below FL170

280 KT

At or below FL190

280 KT

**AGAVA 1N**

AGAVA (FL190-; K280)

At or below FL190

280 KT

**LOGDA 1N**

LOGDA (FL210-; K280)

At or below FL210

280 KT

**EMIRR**

ESINI

AMSOS

GIPUL

LOGDA

**HOLDINGS OVER AGAVA**

087°

267°

By ATC

**HOLDINGS OVER BEMRA**

087°

087°

**FT/METER CONVERSION**

QNH

6570' - 2000m

**WASHINGTON, D.C.**

**AGAVA IN (AGAVIN)**

LOGDA IN [LOGDIN] RWY 11 RNAV ARRIVALS

RNAV (DME/DME)

RNANV-1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC UPON FIRST CONTACT FROM SOUTH & SOUTHWEST

**CHANGES:**

- OKECIE substituted OKC. Frequency revised.
- All runways RNAV arrivals.
- AGAVA 1N (AGAVIN) LOGDA 1N (LOGDIN)

**NOT TO SCALE**

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AGAVA 1P [AGAV1P]  
LOGDA 1P [LOGD1P]  
RWY 15 RNAV ARRIVALS  
RNAV (DME/DME)  
RNAV-1 (P-RNAV) APPROVAL REQUIRED  
OTHERWISE ADVISE ATC UPON FIRST CONTACT  
FROM SOUTH & SOUTHWEST  

DIRECT DISTANCE FROM GOLTO TO:  
Chopin Apt 9 NM  

TACTICAL POINT FOR NON-STANDARD SHORTER APPROACH. POSSIBLE USE ONLY ON REQUEST/APPROVAL.
BIMPA 1P [BIMPI1P]
SORIX 1P [SRI1IP]

RWY 15 RNAV ARRIVALS
RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT
FROM WEST & NORTHWEST
Tactical point for non-standard shorter approach. Possible use only on request/approval.

DIRECT DISTANCE FROM VIBAV TO:

**LIMVI** 9 NM
AGAVA 1V [AGAV1V], LOGDA 1V [LOGD1V]
RWY 29 RNAV ARRIVALS
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT
FROM SOUTH & SOUTHWEST

Direct distance from VIBAV to:
Chopin Apt 9 NM

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

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

CHANGES: OKE renamed OKC & frequency revised.
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**BIMPA 1V [BIMP1V]**

**SORIX 1V [SORIXV]**

**RWY 29 RNAV ARRIVALS**

RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED

OTHERWISE ADVISE ATC UPON FIRST CONTACT

FROM WEST & NORTHWEST

---

**CHANGES:**

- OKE renamed OKC & frequency revised.
- Approvals for RNAV-1 required.
- Tactical points for non-standard shorter approaches.
- RNAV-1 required for P-RNAV.

---

**NOTES:**

- Tactical points for non-standard shorter approaches.
- RNAV-1 (P-RNAV) approval required.
- Otherwise advise ATC upon first contact from west & northwest.

---

**ATIS:** 120.45

**Apt Elev:** 362'
AGAVA 1U [AGAVIU]
LOGDA 1U [LOGD1U]

RWY 33 RNAV ARRIVALS

RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT
FROM SOUTH & SOUTHWEST

Direct distance from LITVO to: Chopin Apt 11 NM

HOLDINGS OVER AGAVA

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

For the full text representation of this document, please refer to the image provided.
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 B-RNAV only approved aircraft.
   The following restrictions apply: Aircraft equipped with B-RNAV 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.
BAMSO 2A [BAMS2A]  
OLILA 2A [OLIL2A]  
RWY 11 RNAV DEPARTURES

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

TO NORTH & EAST  
SPEED: MAX 200 KT DURING INITIAL TURN THEREAFTER MAX 250 KT

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. EXPECT close-in obstacles.
5. SIDs are also noise abatement routings (refer to 10-4).

CHANGES: OKE renamed OKC & frequency revised.

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EVINA 2A [EVIN2A]
XIMBA 2A [XIMB2A]
RWY 11 RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
TO SOUTH
SPEED: MAX 200 KT DURING INITIAL TURN
THEREAFTER MAX 250 KT

These SIDs require minimum climb gradients of

**EVINA 2A**
304' per NM (5%) up to 4000' for ATC purposes.
then
425' per NM (7%) until NIPUS.

**XIMBA 2A**
304' per NM (5%) up to 4000' for ATC purposes.

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

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

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EVINA 2A</strong></td>
<td>Climb on runway track to 1000', turn RIGHT, intercept KRN R-068 inbound to WA606 (4000') - NITKI - NIPUS (FL180') - EVINA.</td>
</tr>
<tr>
<td><strong>XIMBA 2A</strong></td>
<td>Climb on runway track to 1000', turn RIGHT, intercept OKC R-149 to WA604 (4000') - XIMBA.</td>
</tr>
</tbody>
</table>

CHANGES: OKE renamed OKC & frequency revised.
LOLSI 2A [LOLS2A]
SOXER 2A [SOXE2A]
RWY 11 RNAV DEPARTURES

RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
TO WEST

- SPEED: MAX 200 KT DURING INITIAL TURN THEREAFTER MAX 250 KT

- Climbing at 304' per NM (5%) up to 4000' for ATC purposes.
- If unable to comply request non-standard departure from ATC before start-up.

Trans level: By ATC
Trans alt: 6570'
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. EXPECT close-in obstacles.
5. SIDs are also noise abatement routings (refer to 10-4).
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).

**BAMSO 2D [BAMS2D]**

**OLILIA 2D [OLIL12D]**

RWY 15 RNAV DEPARTURES

RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED

OTHERWISE ADVISE ATC BEFORE START-UP

TO NORTH & EAST

**SPEED**

**MAX 200 KT DURING INITIAL TURN**

**THEREAFTER MAX 250 KT**

---

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

These SIDs require minimum climb gradients of 304' per NM (5%) up to 3000' for ATC purposes.

304' per NM (5%) up to 3000' for ATC purposes.

237' per NM (3.9%) up to LANPA.

Gnd speed-KT

- LA667 - OLILA - BAMSO 2D

- LA667 - BAMSO - OLILA 2D

- LA667 - INSON - WA663 - OLILA.

---

CHANGES:

OKE renamed OKC & frequency revised.

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Trans level: By ATC   Trans alt: 6570’

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).

EVINA 2D [EVIN2D]  
XIMBA 2D [XIMB2D]  
RWY 15 RNAV DEPARTURES  
RNAV (DME/DME)  
RNAV-1 (P-RNAV) APPROVAL REQUIRED  
OTHERWISE ADVISE ATC BEFORE START-UP  
TO SOUTH  

SPEED: MAX 200 KT DURING INITIAL TURN  
 THEREAFTER MAX 250 KT

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

**FT/METER CONVERSION**

<table>
<thead>
<tr>
<th>QNH</th>
<th>1000’</th>
<th>3000’</th>
<th>6000’</th>
<th>6570’</th>
</tr>
</thead>
<tbody>
<tr>
<td>m</td>
<td>-305m</td>
<td>-915m</td>
<td>-1830m</td>
<td>-2000m</td>
</tr>
</tbody>
</table>

**SID ROUTING**

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>EVINA 2D</td>
<td>Climb on runway track to 1000’, turn RIGHT, intercept KRN R-068 inbound to WA653 (3000’) - NITKI - NIPUS (FL180+) - EVINA.</td>
</tr>
<tr>
<td>XIMBA 2D</td>
<td>Climb on runway track to 1000’, turn RIGHT, intercept LIN R-326 inbound to WA656 (3000’) - XIMBA.</td>
</tr>
</tbody>
</table>

**CHANGES:** OKE renamed OKC & frequency revised.
LOLSI 2D [LOLS2D]
SOXER 2D [SOXE2D]

RWY 15 RNAV DEPARTURES

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

TO WEST

SPEED: MAX 200 KT DURING INITIAL TURN THEREAFTER MAX 250 KT

CHANGES: OKE renamed OKC & frequency revised.
1. As soon as possible contact WARSZAWA 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).

**BAMSO 2G [BAMS2G]**

**OLILKA 2G [OLIL2G]**

**RWY 29 RNAV DEPARTURES**

**RNAV (DME/DME)**

**RNAV-1 (P-RNAV) APPROVAL REQUIRED**

**OTHERWISE ADVISE ATC BEFORE START-UP**

**TO NORTH & EAST**

**SPEED:** MAX 200 KT DURING INITIAL TURN THEREAFTER MAX 250 KT

Climb on runway track to 1000', turn RIGHT, intercept OKC R-308 to WA706 (3000') - WA791 (1000') - INRAS (7000') - OLILKA.

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

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

SPEED:

**A1 or above 6000',**

**A1 or above 7000',**

**A1 or above 3000',**

**MAX 200 KT DURING INITIAL TURN THEREAFTER MAX 250 KT**

**GND SPEED-KT**

395' per NM (6.5%) until WA798.

**BAMSO 2G**

286' per NM (4.7%) until INRAS.

**OLILKA 2G**

**CLIMB TO 6000' AND MAINTAIN, UNLESS OTHERWISE CLEARED BY ATC.**

**MAX 200 KT DURING INITIAL TURN THEREAFTER MAX 250 KT**

**SPEED:**

**A1 or above 6000',**

**A1 or above 7000',**

**A1 or above 3000',**

**MAX 200 KT DURING INITIAL TURN THEREAFTER MAX 250 KT**

Climb on runway track to 1000', turn RIGHT, intercept OKC R-308 to WA706 (3000') - WA791 (1000') - INRAS (7000') - OLILKA.

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

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

SPEED:

**A1 or above 6000',**

**A1 or above 7000',**

**A1 or above 3000',**

**MAX 200 KT DURING INITIAL TURN THEREAFTER MAX 250 KT**

**GND SPEED-KT**

395' per NM (6.5%) until WA798.

**BAMSO 2G**

286' per NM (4.7%) until INRAS.

**OLILKA 2G**

**CLIMB TO 6000' AND MAINTAIN, UNLESS OTHERWISE CLEARED BY ATC.**

**MAX 200 KT DURING INITIAL TURN THEREAFTER MAX 250 KT**

Climb on runway track to 1000', turn RIGHT, intercept OKC R-308 to WA706 (3000') - WA791 (1000') - INRAS (7000') - OLILKA.

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

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

SPEED:

**A1 or above 6000',**

**A1 or above 7000',**

**A1 or above 3000',**

**MAX 200 KT DURING INITIAL TURN THEREAFTER MAX 250 KT**

Climb on runway track to 1000', turn RIGHT, intercept OKC R-308 to WA706 (3000') - WA791 (1000') - INRAS (7000') - OLILKA.

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

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

SPEED:

**A1 or above 6000',**

**A1 or above 7000',**

**A1 or above 3000',**

**MAX 200 KT DURING INITIAL TURN THEREAFTER MAX 250 KT**

Climb on runway track to 1000', turn RIGHT, intercept OKC R-308 to WA706 (3000') - WA791 (1000') - INRAS (7000') - OLILKA.

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

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

SPEED:
### EVINA 2G [EVIN2G]
### XIMBA 2G [XIMB2G]
### RWY 29 RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP TO SOUTH

**SPEED:** MAX 200 KT DURING INITIAL TURN THEREAFTER MAX 250 KT

<table>
<thead>
<tr>
<th>Speed</th>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
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<tbody>
<tr>
<td>437°/NM</td>
<td>547</td>
<td>729</td>
<td>1094</td>
<td>1458</td>
<td>1823</td>
<td>2187</td>
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<tr>
<td>304°/NM</td>
<td>380</td>
<td>506</td>
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<td>1013</td>
<td>1266</td>
<td>1519</td>
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<td>273°/NM</td>
<td>342</td>
<td>456</td>
<td>684</td>
<td>911</td>
<td>1139</td>
<td>1367</td>
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</tr>
</tbody>
</table>

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

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

**FT/METER CONVERSION**

<table>
<thead>
<tr>
<th>Height</th>
<th>FT</th>
<th>METER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000’</td>
<td>305m</td>
<td></td>
</tr>
<tr>
<td>3000’</td>
<td>915m</td>
<td></td>
</tr>
<tr>
<td>6000’</td>
<td>1830m</td>
<td></td>
</tr>
<tr>
<td>6570’</td>
<td>2000m</td>
<td></td>
</tr>
</tbody>
</table>

**Changes:** OKE renamed OKC & frequency revised.

---

**EVINA 2G**
- Climb on runway track to 1000’, turn LEFT, intercept OKC R-261 to WA701 (3000’+) - SURIM - EVDEX - EVINA.

**XIMBA 2G**
- Climb on runway track to 1000’, turn LEFT, intercept OKC R-261 to WA701 (3000’+) - SURIM - ABSEL - EREDA - XENOM (FL110+) - TISTA - XIMBA.
LOLSI 2G [LOLS2G]
SOXER 2G [SOXE2G]
RWY 29 RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
TO WEST

SPEED: MAX 200 KT DURING INITIAL TURN
THEREAFTER MAX 250 KT
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).

**SID ROUTING**

**RWY 33 RNAV DEPARTURES**

RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED

OTHERWISE ADVISE ATC BEFORE START-UP

TO NORTH & EAST

**SPEED:** MAX 200 KT DURING INITIAL TURN

THEREAFTER MAX 250 KT

---

**CHANGES:** OKE renamed OKC & frequency revised. © JEPPESEN, 2011. ALL RIGHTS RESERVED.
EVINA 2K  [EVIN2K]

XIMBA 2K  [XIMB2K]

RWY 33 RNAV DEPARTURES

RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED

OTHERWISE ADVISE ATC BEFORE START-UP

TO SOUTH

MAX 200 KT DURING INITIAL TURN

THEREAFTER MAX 250 KT

---

EVINA 2K

XIMBA 2K

FT/METER CONVERSION

QNH

3000' - 915m
4000' - 1220m
6000' - 1830m
6570' - 2000m

---

SPEED:

---

AT or above 4000'

---

At or above

---

These SIDs require minimum climb gradients of

304' per NM (5%) up to 4000' for ATC purposes, then

EVINA 2K

413' per NM (6.8%) until NIPUS.

243' per NM (4%) until XENOM.

---

If cruising level below FL180 disregard level restriction at

NIPUS and request non-standard departure before start-up.

---

SPORT LEVEL: By ATC

Trans alt: 6570'

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).

---

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LOLSI 2K [LOLS2K]
SOXER 2K [SOXE2K]
RWY 33 RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
TO WEST

SPEED:
MAX 200 KT DURING INITIAL TURN
THEREAFTER MAX 250 KT

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

SPEED:

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).

Trans level: By ATC Trans alt: 6670'

Apt Elev 362'
For AIRPORT BRIEFING refer to 10-1P pages

NOISE MONITORING POINT/NAME/LOCATION

1. ZALUSKI  N52 10.5 E020 56.0
2. MYSIADLO  N52 05.9 E021 01.6
3. ONKOLOGIA  N52 08.8 E021 02.0
4. MERAL  N52 12.1 E020 55.8
5. 17 STYCZNIAT  N52 10.9 E020 58.4
6. KOSZUTHA  N52 14.3 E020 54.5
7. URSUS  N52 11.5 E020 53.3

Changes: OKE renamed OKC.
For AIRPORT BRIEFING refer to 10-1P pages

RUNWAY INCURSION "HOT SPOTS"

(For information only, not to be construed as ATC instructions.)

**HS1**
When approaching RWY 15/33 from TWY D2 pilots should be aware that taxiway is not standard 90 degree angle to the runway.

**HS2**
MOST DANGEROUS: Taxiing to RWY 29 holding position on TWY A4 do not miss TWY E1 (LEFT turn). Note special markings and signs.

**HS3**
VERY DANGEROUS: When vacating RWY 33, expect traffic on RWY 29, listen carefully to ATC instructions. When vacating RWY 11 do not mistake RWY T with TWY J and TWY J with TWY A5. Note special markings and signs.

**HS4**
When instructed to cross RWY 33 from TWY H2 for full distance departure cross RWY 33 efficiently.

---

**LEGEND**

RUNWAY INCURSION HOTSPOTS

---

**CHANGES:** Apt name, Variation, Rwy bearings.
### ADDITIONAL RUNWAY INFORMATION

**RWY 11:**
- Takeoff Run Available
- From rwy head 12,106' (3690m)
- RWY 11: RWY 29: 6247' (1904m) 7546' (2300m) 9186' (2800m)
- PAPI-L (angle 3.0°)
- 31 thru 32
- 33 thru 35
- 36 thru 36R
- 37L
- 37, 37R thru 40
- 41
- 42 thru 44
- 45
- 46 thru 46R
- 47, 48
- 51
- 52
- 53

**RWY 15:**
- Takeoff Run Available
- From rwy head 12,106' (3690m)
- RWY 15: RWY 33: 7546' (2300m)
- PAPI-L (angle 3.0°)

### INS COORDINATES

<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>STAND No.</th>
<th>COORDINATES</th>
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<td>1</td>
<td>N52 10.4   E020 58.3</td>
<td>53A</td>
<td>N52 09.8   E020 59.0</td>
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<td>2 thru 4</td>
<td>N52 10.4   E020 58.2</td>
<td>53B</td>
<td>N52 09.9   E020 58.9</td>
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<tr>
<td>5 thru 7</td>
<td>N52 10.5   E020 58.2</td>
<td>54</td>
<td>N52 09.8   E020 58.9</td>
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<td>8 thru 10R</td>
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<td>54A</td>
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<td>72, 73</td>
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<td>92, 93</td>
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<td>94</td>
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<td>95 thru 97</td>
<td>N52 10.6   E020 58.0</td>
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<td>N52 09.8   E020 58.9</td>
<td>503</td>
<td>N52 10.6   E020 57.8</td>
</tr>
</tbody>
</table>

### Flight Inspection Apron
- 1 N52 10.8 E020 57.5

#### LVP must be in force

- Approved Operators
- HIRL, CL & mult. RVR req
- RL, CL & multi. RVR req
- RL & CL
- RL (DAY only) or RL
- RCLM (DAY only)
- RCLM (DAY only)
- NIL (DAY only)

### Standard

- Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.
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 is accommodated to be read from both pilot’s seats.

Pilot is obliged 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.
MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) to intercept R-346 to LIN VOR climbing to 3010'.
Continue as directed.

DME and VOR required.

GOSET may be used for tactical vectoring. If not otherwise instructed by ATC, expect radar vectors to leave 3010' on the glide path.

GOSET may be used for tactical vectoring. If not otherwise instructed by ATC, expect radar vectors to leave 3010' on the glide path.

FT/METER CONVERSION QNH
6570' - 2000m
3940' - 1200m
3010' - 915m
1570' - 480m

MAP at D0.8 WAS
OLBIL

CIRCLE-TO-LAND Not authorized Northeast of airport

STRAIGHT-IN LANDING RWY 11

LOC (GS out)  D3.8 WAS GS 1565'

LOC 1570'  TCH 600'  RWY 11 361'

A B C D

RVR 550m RVR 750m RVR 1200m RVR 1200m

PANS OPS 3

CHANGES: APT elev, VOR ident & freq. Circling minimums.
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MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) to intercept R-346 to LIN VOR climbing to 3010'.
Continue as directed.

Start altitude: hPa (MM on req)
Trans level: By ATC
Trans alt: 6570'

Special Aircraft and Aircraft Certification Required.

DME and VOR required.
GOSET may be used for tactical vectoring.
If not otherwise instructed by ATC, expect radar vectors to leave 3010' on the glide path.

STRAIGHT-IN LANDING RWY 11
CAT II ILS

AB
RA 104'
DA(H) 461'(100')

C
RA 112'
DA(H) 469'(108')

D
RA 127'
DA(H) 482'(121')

RVR 300m

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
**WARSAW, POLAND**

**ILS or LOC Rwy 33**

**MISSED APCH:** Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR to WAR VOR climbing to 3010'.

**MISSED APCH with COMM FAILURE:** Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR to WAR VOR, at D2.7 after WAR turn LEFT to KRN VOR climbing to 3940'.

**BRIEFING STRIP**

**PAPI**

**Full**: 377 485 539 647 755 862

**Limited**: 200 300 400 500 600 700

**ATIS**

**120.45**

**Final Apcr Crs**

**110.3**

**GS D3.2 WA**

**1378° (1027°)**

**Trans Alt: 6570'**

**Trans Level: By ATCRwy Elev: 13 hPa**

**Alt Set:** hPa (MM on req)

**FT/METER CONVERSION**

<table>
<thead>
<tr>
<th>(QNH)</th>
<th>6570'</th>
<th>3940'</th>
<th>3010'</th>
<th>1380'</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>- 2000m</td>
<td>- 1200m</td>
<td>- 915m</td>
<td>- 420m</td>
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**Gnd speed-Kts**

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<th>90</th>
<th>100</th>
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<tr>
<td>377</td>
<td>485</td>
<td>539</td>
<td>647</td>
<td>755</td>
<td>862</td>
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**FT/HM CONVERSION**

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<th>3010'</th>
<th>1380'</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>- 2000m</td>
<td>- 1200m</td>
<td>- 915m</td>
<td>- 420m</td>
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</tbody>
</table>

**MAP at D0.7 WA**

**KARNICE**

**D117.8 KRN**

**LOC**

<table>
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<tr>
<th>WA DME</th>
<th>1.6</th>
<th>3.2</th>
<th>5.4</th>
<th>7.6</th>
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<tbody>
<tr>
<td>870'</td>
<td>1400'</td>
<td>2090'</td>
<td>2780'</td>
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**LOC ALTITUDE**

<table>
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<tr>
<th>(GS out)</th>
<th>870'</th>
<th>1400'</th>
<th>2090'</th>
<th>2780'</th>
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**Rwy Elev: 13 hPa**

<table>
<thead>
<tr>
<th>Trans level: By ATC</th>
<th>Trans alt: 6570'</th>
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<tbody>
<tr>
<td>FT/METER CONVERSION</td>
<td>QNH</td>
</tr>
<tr>
<td>6570'</td>
<td>3940'</td>
</tr>
</tbody>
</table>

**DME and VOR required.**

**WA533 and LITVO may be used for tactical vectoring.**

If not otherwise instructed by ATC, expect radar vectors to leave 3010' on the glide path.

After LOC (GS out) apch w/o D3.2 WA: 840' (478').

CHANGES: APT elevation, VOR ident & frequency, Circling minimums. © JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.
MISSED APCH: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR to WAR VOR climbing to 3010'...

MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR to WAR VOR, at D2.7 after WAR turn LEFT to KRN VOR climbing to 3940'.

Alt Set: hPa (MM on req)  Rwy Elev: 13 hPa  Trans level: By ATC  Trans alt: 6570'

Special Aircrew and Aircraft Certification Required.

PANs OPS 3

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

CHANGES: APT elevation, VOR ident & frequency.
CHANGES: VOR ident & frequency, Procedure.
**WARSAW, POLAND**

**VOR RWy 33**

---

**MISSED APCH:** Climb STRAIGHT AHEAD to MASOV, then turn LEFT (MAX 185 KT) to intercept R-098 to WAR VOR climbing to 3010', then as directed.

**MISSED APCH WITH COMM FAILURE:** Climb STRAIGHT AHEAD to MASOV, then turn LEFT (MAX 185 KT) to intercept R-098 to WAR VOR. Proceed on R-278 WAR to D2.7 WAR, then turn LEFT to KRN VOR climbing to 3940'.

---

**FT/METER CONVERSION**

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<tr>
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<tbody>
<tr>
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<td><strong>128.8</strong></td>
<td><strong>125.05</strong></td>
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<td><strong>OKC</strong></td>
<td><strong>Final</strong></td>
<td><strong>Aph Crs</strong></td>
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<td><strong>324°</strong></td>
<td><strong>Procedure Alt</strong></td>
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<tr>
<td><strong>DA(H)</strong></td>
<td><strong>(CONDITIONAL)</strong></td>
<td><strong>Apt Elev 362'</strong></td>
<td></td>
</tr>
<tr>
<td><strong>760' (409')</strong></td>
<td><strong>6570'</strong></td>
<td><strong>3940'</strong></td>
<td></td>
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**MAP at D2.2 OKC**

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**DME required.**

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**Standard STRAIGHT-IN LANDING RWY 33**

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<th>W/o D4.9 OKC</th>
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**Changes:** VOR ident & frequency. Procedure. Circling minimums. © JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.