BRAVO 1 A
BRAVO 1 B
BRAVO 1 C
RWYS 08 (08GRASS), 26 (26GRASS)

DEPARTURES

At 1000’ but not before RZE 1 DME

At 1000’ but not before RZE 2 DME

BRAVO 1A
BRAVO 1B
BRAVO 1C

B1
B2

Climb on runway track, at 1000’ but not before RZE 1 DME turn LEFT, intercept RZE R-220 to B1, turn LEFT, 150° track to BRAVO (RZE R-198 D7.8)

Climb on runway track, at 1000’, but not before RZE 2 DME turn RIGHT, intercept BIA QDR-201 to B2, turn RIGHT ,265° track to BRAVO (RZE R-198 D7.8)

Climb on runway track, at 1000’, but not before RZE 2 DME turn RIGHT track 270°, intercept RZE R-220 to B1, turn LEFT ,150° track to BRAVO (RZE R-198 D7.8)

Initial climb clearance 3000’ unless otherwise cleared by ATC
Initial climb clearance 3000' unless otherwise cleared by ATC

<table>
<thead>
<tr>
<th>SID</th>
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<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ECHO 1A</td>
<td>26 or 26G</td>
<td>Climb on runway track, at 1000', but not before RZE 1 DME turn LEFT track 078°, intercept RZE R-108 to ECHO (RZE R-108 D8.8)</td>
</tr>
<tr>
<td>ECHO 1B</td>
<td>08 or 08G</td>
<td>Climb on runway track, at 1000', but not before RZE 2 DME turn RIGHT intercept RZE R-108 to ECHO (RZE R-108 D8.8)</td>
</tr>
</tbody>
</table>

**FT/METER CONVERSION**

- 653' - 199m
- 1000' - 305m
- 2500' - 762m
- 3000' - 915m
- 3500' - 1067m

**MAPPING**

- Bank 15°
- At 1000' but not before RZE 1 DME
- At 1000' but not before RZE 2 DME

**NOT TO SCALE**

**FOR TRAINING IN VMC ONLY!**
KILO 1A
KILO 1B
RWYS 08 (08GRASS), 26 (26GRASS)

DEPARTURES

FT/METER CONVERSION
653’ - 199m
1000’ - 305m
2500’ - 762m
3000’ - 915m
3500’ - 1067m

Initial climb clearance 3000’ unless otherwise cleared by ATC

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<tr>
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<tbody>
<tr>
<td>KILO 1A</td>
<td>26 or 26G</td>
<td>Climb on runway track, at 1000’ but not before RZE 1 DME turn RIGHT, intercept RZE R-308 to KILO (RZE R-308 D12.0)</td>
</tr>
<tr>
<td>KILO 1B</td>
<td>08 or 08G</td>
<td>Climb on runway track, at 1000’, but not before RZE 2 DME turn LEFT, intercept BIA QDR-298 to KILO (RZE R-308 D12.0)</td>
</tr>
</tbody>
</table>

CHANGES: Runway heading

FOR TRAINING IN VMC ONLY!

OKL Aviation Training Centre
CHANGES: New chart.

OKL Aviation Training Centre

FOR TRAINING IN VMC ONLY!
### DELTA 1A
- Climb on runway track, intercept ARC DME 3.2 NM to NOVEMBER (RZE R-004 D3.2), intercept RZE R-020 to MIKE (RZE R-020 D9.3), turn RIGHT 059° track to DELTA (RZE R-040 D17.8)

### DELTA 1B
- Climb on runway track, intercept ARC DME 3.2 NM to NOVEMBER (RZE R-004 D3.2), turn LEFT 048° track to DELTA (RZE R-040 D17.8)

### DELTA 1C
- Climb on runway track, intercept ARC DME 3.2 NM to LEFT, intercept RZE R-040 track to DELTA (RZE R-040 D17.8)
### Changes

- Runway heading

### Aviation Training Centre

- RZESZÓW Tower
- Apt Elev 653' Trans level: By ATC
- Trans alt: 6570' 1. All turns require bank angle of 15°

### Changes

- OKL

### Trans Alt: By ATC

- 6570' Apt Elev 126.8' (126.8X)

### JU LI E T 1 A

- JULIET 1 B

- RWYS 08 (08GRASS), 26 (26GRASS)

### Departures

- Initial climb clearance 3000' unless otherwise cleared by ATC

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<tbody>
<tr>
<td>JULIET 1A</td>
<td>26 or 26G</td>
<td>Climb on runway track, at 1000', but not before RZE 1 DME turn LEFT with Bank 15°, track 067° to intercept RZE R-097 to JULIET (RZE R-097 D27.3)</td>
</tr>
<tr>
<td>JULIET 1B</td>
<td>08 or 08G</td>
<td>Climb on runway track, at 1000', but not before RZE 2 DME turn RIGHT intercept RZE R-097 to JULIET (RZE R-097 D27.3)</td>
</tr>
</tbody>
</table>

### FT/Meter Conversion

- 653' - 199m
- 1000' - 305m
- 2500' - 762m
- 3000' - 915m
- 3500' - 1067m

### NOT TO SCALE

- RZESZÓW
- RZESZÓW Tower
- RZESZÓW Delivery
- 116.2 RZE
- 341.5 JAS
- 474 BIA

### MSA

- RZE VOR

### Eff 15 JUN

- 20 - 3F
TANGO 1A
TANGO 1B
TANGO 1C
RWYS 08 (08GRASS), 26 (26GRASS)
DEPARTURES

At 1000', but not before RZE 1 DME
intercept RZE R-205 to T1, turn LEFT 126° track to TANGO (RZE R-173 D8.0)

At 1000', but not before RZE 2 DME
intercept BIA QDR 203 to TANGO (RZE R-173 D8.0)

Initial climb clearance 3000' unless otherwise cleared by ATC

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<tbody>
<tr>
<td>TANGO 1A</td>
<td>26 or 26G</td>
<td>Climb on runway track, at 1000', but not before RZE 1 DME turn LEFT intercept RZE R-205 to T1, turn LEFT 126° track to TANGO (RZE R-173 D8.0)</td>
</tr>
<tr>
<td>TANGO 1B</td>
<td>08 or 08G</td>
<td>Climb on runway track, at 1000', but not before RZE 2 DME turn RIGHT intercept BIA QDR 203 to TANGO (RZE R-173 D8.0)</td>
</tr>
<tr>
<td>TANGO 1C</td>
<td>08 or 08G</td>
<td>Climb on runway track, at 1000', but not before RZE 2 DME turn RIGHT track 270°, intercept RZE R-205 to T1, turn LEFT 126° track to TANGO (RZE R-173 D8.0)</td>
</tr>
</tbody>
</table>
### MIKE ADEPT

**MIKE 1A**
**MIKE 1B**

**RWYS 08 (08GRASS), 26 (26GRASS)**

**DEPARTURES**

1. **MIKE 1A**
   - Climb on runway track, at 1000', turn RIGHT intercept ARC DME 3.2 NM RZE, turn LEFT intercept R-020 to MIKE (RZE R-020 D9.3)

2. **MIKE 1B**
   - Climb on runway track, at 2000', turn LEFT intercept ARC DME 5.0 NM RZE, turn RIGHT intercept R-020 to MIKE (RZE R-020 D9.3)

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**FT/METER CONVERSION**

- 653’ - 199m
- 1000’ - 305m
- 2500’ - 762m
- 3000’ - 915m
- 3500’ - 1067m

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**INITIAL CLimb CLEARANCE**

Initial climb clearance 3000’ unless otherwise cleared by ATC.
**WHISKEY 1 A**
**WHISKEY 1 B**

**RWYS 08 (08GRASS), 26 (26GRASS)**

**DEPARTURES**

At 1000', but not before RZE 1 DME

**Climb on runway track, at 1000', but not before RZE 1 DME turn LEFT**
intercept RZE R-254 to WHISKEY (RZE R-254 D11.0)

At 1000', but not before RZE 2 DME

**Climb on runway track, at 1000', but not before RZE 2 DME turn RIGHT**
270° track, intercept RZE R-254 to WHISKEY (RZE R-254 D11.0)

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**FT/METER CONVERSION**
- 653' - 199m
- 1000' - 305m
- 2500' - 762m
- 3000' - 915m
- 3500' - 1067m

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**SID**  
**RWY**  
**ROUTING**

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<tr>
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<tbody>
<tr>
<td>WHISKEY 1A</td>
<td>26</td>
<td>Climb on runway track, at 1000', but not before RZE 1 DME turn LEFT</td>
</tr>
<tr>
<td></td>
<td>26G</td>
<td>intercept RZE R-254 to WHISKEY (RZE R-254 D11.0)</td>
</tr>
<tr>
<td>WHISKEY 1B</td>
<td>08</td>
<td>Climb on runway track, at 1000', but not before RZE 2 DME turn RIGHT</td>
</tr>
<tr>
<td></td>
<td>08G</td>
<td>270° track, intercept RZE R-254 to WHISKEY (RZE R-254 D11.0)</td>
</tr>
</tbody>
</table>

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**CHANGES:** Runway heading

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