GENERAL

Operational Hours

ATS Hours
TWR: MON-FRI, SUN 0500-2300‡, SAT 0500-2359‡
AFIS AVBL outside TWR HRs
Current working HRs see NOTAM

AD ADMIN Hours: H24

Airport Information

RFF: CAT 7
Fuel: H24
PCN: RWY 08/26: first 540m / 1772ft both sides 53/R/B/W/T
rest 1420m / 4659ft 53/F/B/X/T
Customs: H24

Operation

Traffic Notes
Code D and E ACFT PPR PN 24HR

Low Visibility Procedure
LVP in force when RVR below 550m or CEIL is at or below 200ft.

ARR RWY 08 use only TWYs B, C, A1, A2.

Follow-me mandatory.

TWY Restrictions
TWY J, U, V1, V2 width 21m / 69ft.
TWY A1, A2 (from APN 1 stand 10-1) width 18m / 59ft.
TWY D width 16m / 52ft.
TWY A2 (from APN 1 stand 1 to TWY D), A3, E, W width 15m / 49ft.
TWY S width 14m / 46ft.

TWYs D and S AVBL up to code letter B ACFT, and AVBL for taxiing SR-SS only.

TWY A3, E AVBL up to code letter C ACFT with a wheel base up to 18m / 59ft.

Code letter C ACFT taxi via TWY A2, C to APN 1, stand 13 with follow-me assistance.

Minimum Runway Occupancy Time (MROT): Ensure standard MROT procedures.

ARRIVAL

Communication

On initial contact with TWR report: PSN, ALT and IAS.

COM Failure
RNAV-1 (P-RNAV) approved ACFT
If STAR was assigned and acknowledged by crew and vectoring was initiated.
Continue on assigned HDG and last cleared and acknowledged ALT for 2min. Then proceed direct FAP/FAF and execute APCH (ILS or VOR) and land. Descending shall be executed in accordance with vertical restrictions specified on chart.

ARRIVAL

RNAV-1 (P-RNAV) not approved ACFT

Maintain last assigned and acknowledged ALT/flight level. Proceed IRDOM/INREN and commence descent in the HLDG pattern over IRDOM/INREN then FAF (RWY 08), DOMUV then FAF (RWY 26), execute APCH and land. If LDG is not possible, execute MISAP and proceed to FAF of most convenient RWY, execute APCH and land.

DEPARTURE

Take-off Minima

RWY		08/26	
All ACFT	ft - m/km	0 - 125R	-

ATIS

AFIS: 120.325 / Outside TWR working hours.

START-UP PROCEDURES

TWR 123.925 MON-FRI, SUN 0500-2300‡, SAT 0500-2359‡.

REQ CLR 10min prior to being ready for push-back or start-up to TWR and report:

- Call sign
- Stand
- Destination AD
- Planned cruising LVL (if other than in FPL)
- Any changes to FPL
- Inability to fly SIDs if applicable.

CLRs are not issued earlier than 30min before EOBT/CTOT.

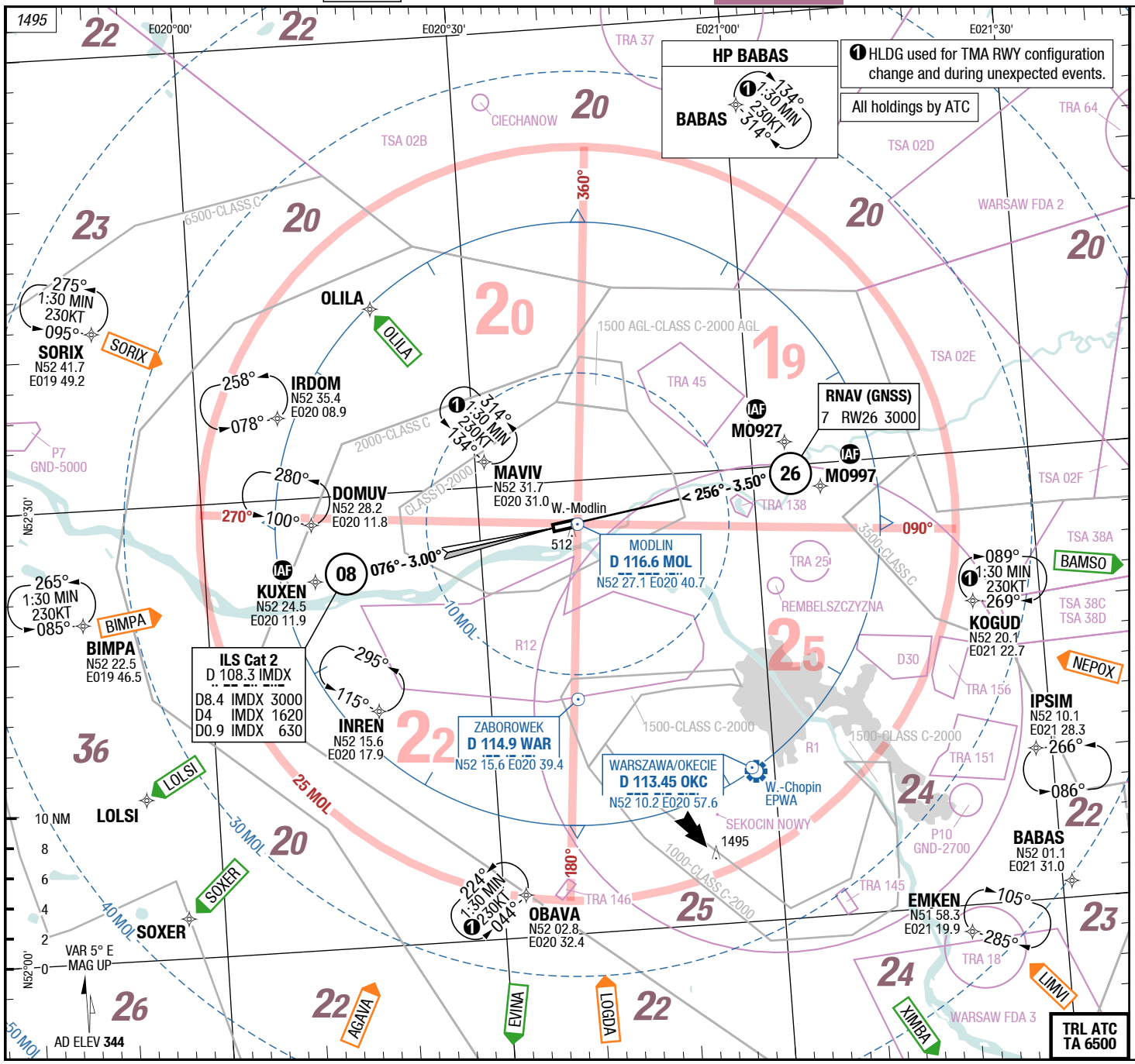
TAXI PROCEDURES

TWY Dimension

TWY A2 (from TWY C to APN 1 stand 10), B, C width 23m.
TWY J, U, V1, V2 width 21m.
TWY A1, A2 (from APN 1 stand 10-1) width 18m.
TWY D width 16m.
TWY A2 (from APN 1 stand 1 to TWY D), A3, E, S, W width 15m.
TWY S width 14m.

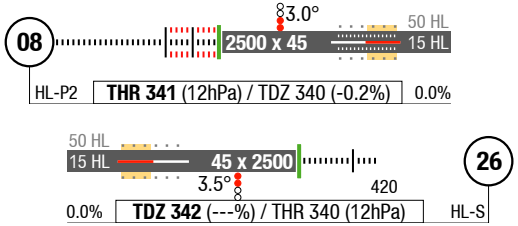
TWYs D and S AVBL up to code letter B ACFT, and AVBL for taxiing SR-SS only.

TWY A3, E AVBL up to code letter C ACFT with a wheel base up to 18m.

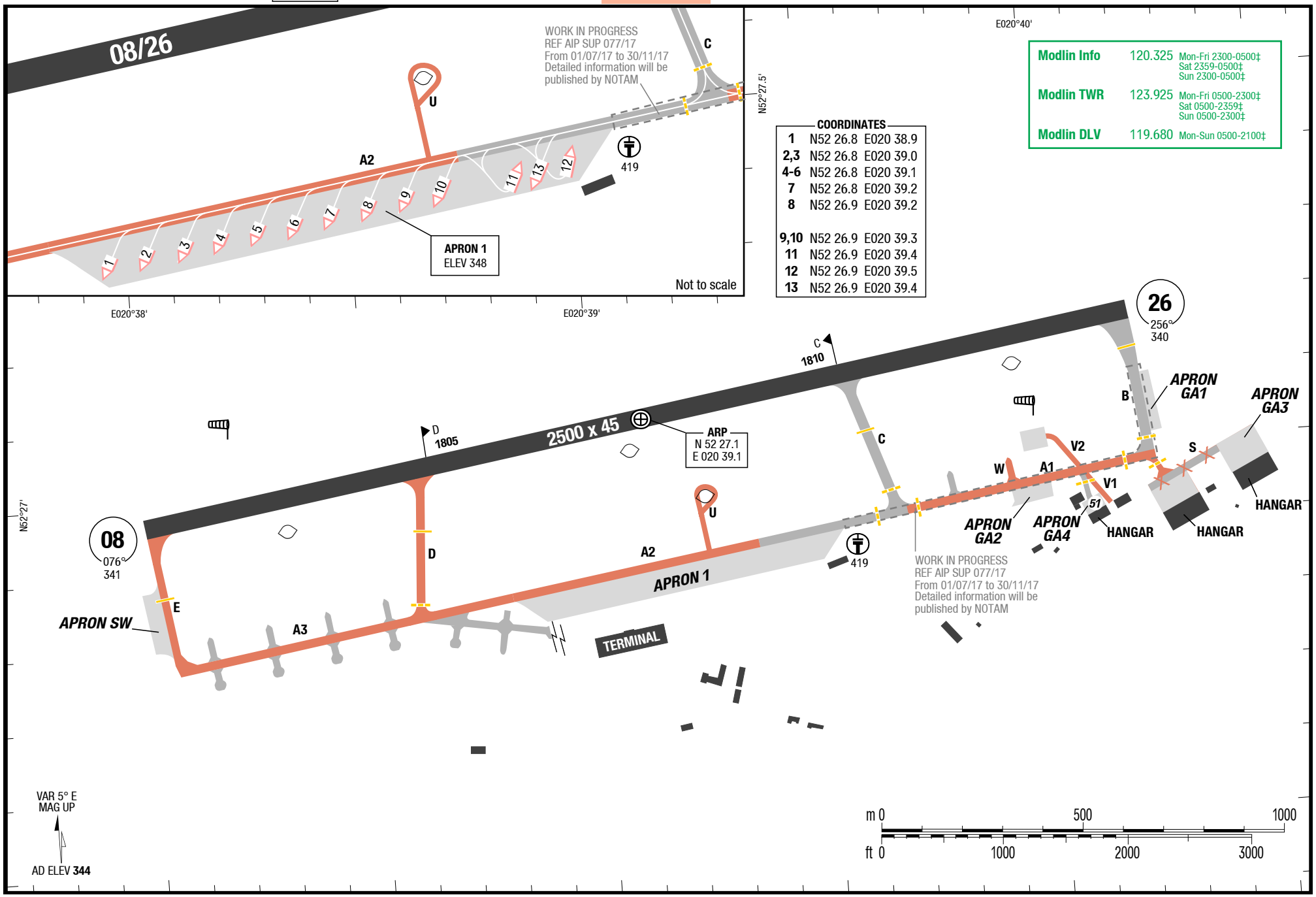


Modlin Info	120.325	Mon-Fri 2300-0500‡ Sat 2359-0500‡ Sun 2300-0500‡
APP	125.050 128.800	
DIR	129.375	Mon-Sun 0500-2300‡
Modlin TWR	123.925	Mon-Fri 0500-2300‡ Sat 0500-2359‡ Sun 0500-2300‡
Modlin DLV	119.680	Mon-Sun 0500-2100‡

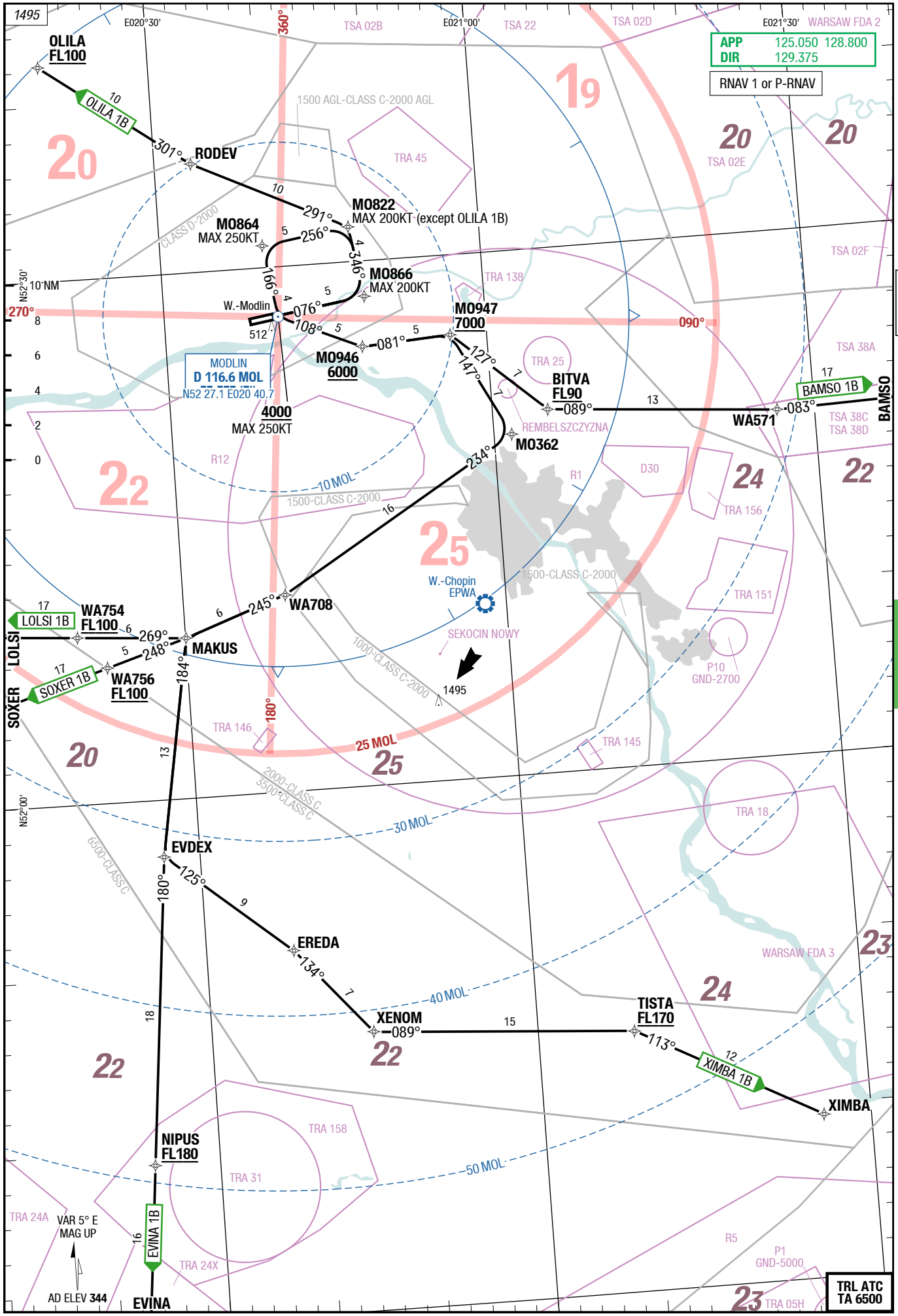
Landing RWY system:

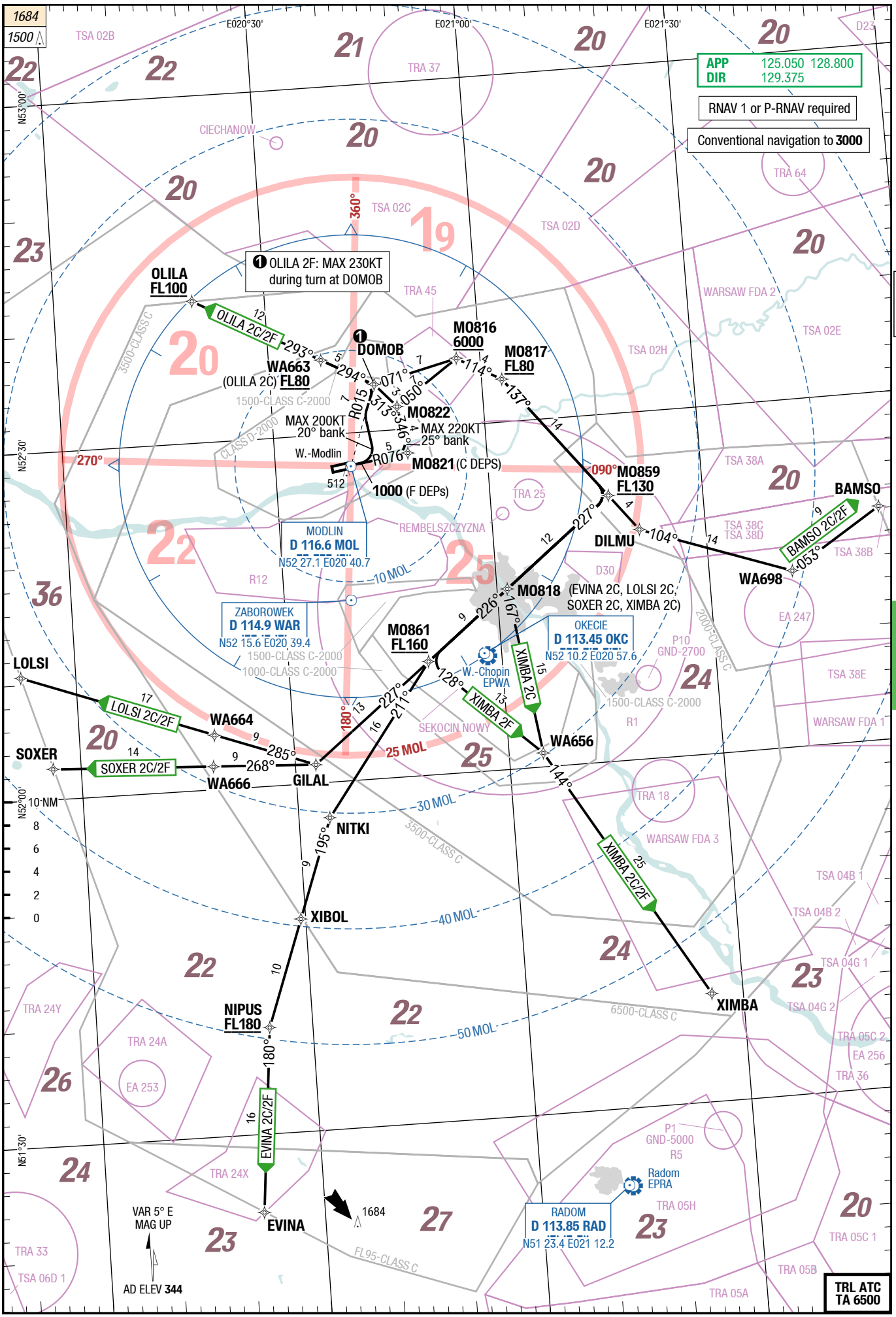


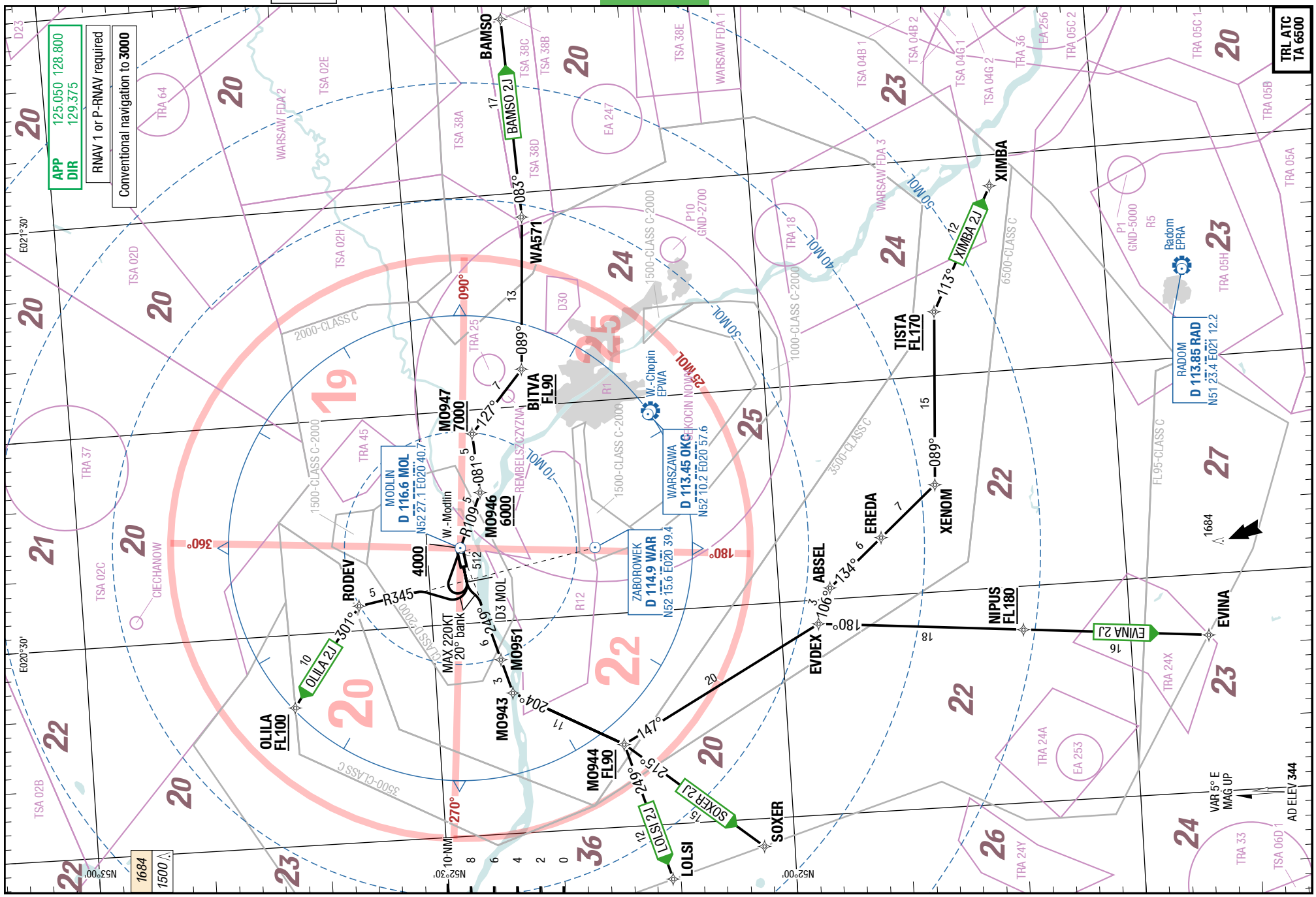
Changes: FREQ



Changes: FREQ




1684
1500
APP 125.050 128.800
DIR 129.375
RNAV 1 or P-RNAV required
Conventional navigation to 3000
OLILA FL100
OLILA 2C/2F
WA663
(OLILA 2C) FL80
DOMOB
OLILA 2F: MAX 230KT during turn at DOMOB
MO816 6000
MO817 FL80
MO822
MAX 200KT 20° bank
MAX 220KT 25° bank
W.-Modlin
MO821 (C DEPS)
1000 (F DEPs)
MODLIN D 116.6 MOL N52 27.1 E020 40.7
10 MOL
MO859 FL130
DILMU
BAMSO
BAMSO 2C/2F
WA698
MO818 (EVINA 2C, LOLSI 2C, SOXER 2C, XIMBA 2C)
ZABOROWEK D 114.9 WAR N52 15.6 E020 39.4
OKECIE D 113.45 OKC N52 10.2 E020 57.6
MO861 FL160
W.-Chopin EPWA
XIMBA 2C
XIMBA 2F
WA656
LOLSI
LOLSI 2C/2F
WA664
SOXER
SOXER 2C/2F
WA666
GILAL
25 MOL
NITKI
30 MOL
XIMBA 2C/2F
XIMBA
XIBOL
40 MOL
NIPUS FL180
50 MOL
EVINA 2C/2F
EVINA
VAR 5° E MAG UP
AD ELEV 344
RADOM D 113.85 RAD N51 23.4 E021 12.2
Radom EPRA
TRL ATC TA 6500
10 NM
8
6
4
2
0
E020°30'
E021°00'
E021°30'
N53°00'
N52°30'
N52°00'
N51°30'
TSA 02B
TSA 02C
TSA 02D
TSA 02E
TSA 02H
TSA 38A
TSA 38B
TSA 38C
TSA 38D
TSA 38E
TRA 37
TRA 45
TRA 64
TRA 25
TRA 18
TRA 24Y
TRA 24A
TRA 24X
TRA 33
TRA 05H
TRA 05C 1
TRA 05C 2
TRA 05B
TRA 05A
TRA 36
CIECHANOW
WARSAW FDA 2
WARSAW FDA 3
REMBELSZCZYZNA
SEKOCIN NOWY
EA 247
EA 253
EA 256
3500-CLASS C
1500-CLASS C-2000
1000-CLASS C-2000
CLASS D-2000
2000-CLASS C
6500-CLASS C
FL95-CLASS C
P10 GND-2700
P1 GND-5000
R5
R1
R12
D30
D23
TSA 04B 1
TSA 04B 2
TSA 04G 1
TSA 04G 2
TSA 06D 1



Changes: Track, SUAs

WMI-EPMO

RNAV SIDs RWY 08 B DEPs

BAMSO 1B / EVINA 1B / LOLSI 1B / OLILA 1B / SOXER 1B / XIMBA 1B

RWY 08 (076°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
BAMSO 1B **125.050** ①②	M0866 [K200-] - M0822 [K200-] - M0864 [K250-] - M0L [K250-] - M0946 - M0947 - BITVA - WA571 - BAMSO	**MOL** MNM **4000** M0946 MNM **6000** M0947 MNM **7000** BITVA MNM **FL90** Initial climb **4000**
EVINA 1B **125.050** ①②	M0866 [K200-] - M0822 [K200-] - M0864 [K250-] - M0L [K250-] - M0946 - M0947 - M0362 - WA708 - MAKUS - EVDEX - NIPUS - EVINA	**MOL** MNM **4000** M0946 MNM **6000** M0947 MNM **7000** NIPUS MNM **F180** Initial climb **4000**
LOLSI 1B **125.050** ①②	M0866 [K200-] - M0822 [K200-] - M0864 [K250-] - M0L [K250-] - M0946 - M0947 - M0362 - WA708 - MAKUS - WA754 - LOLSI	**MOL** MNM **4000** M0946 MNM **6000** M0947 MNM **7000** WA754 MNM **FL100** Initial climb **4000**
OLILA 1B **125.050** ①②	M0866 [K200-] - M0822 - RODEV - OLILA	OLILA MNM **FL100** Initial climb **4000**
SOXER 1B **125.050** ①②	M0866 [K200-] - M0822 [K200-] - M0864 [K250-] - M0L [K250-] - M0946 - M0947 - M0362 - WA708 - MAKUS - WA756 - SOXER	**MOL** MNM **4000** M0946 MNM **6000** M0947 MNM **7000** WA756 MNM **FL100** Initial climb **4000**
XIMBA 1B **125.050** ①②	M0866 [K200-] - M0822 [K200-] - M0864 [K250-] - M0L [K250-] - M0946 - M0947 - M0362 - WA708 - MAKUS - EVDEX - EREDA - XENOM - TISTA - XIMBA	**MOL** MNM **4000** M0946 MNM **6000** M0947 MNM **7000** TISTA MNM **FL170** Initial climb **4000**

① ACFT unable to comply with SID profile restrictions must request non-standard departure.
② If unable to comply with RNAV 1 or P-RNAV, advise ATC before start-up for radar vectoring.

Changes: QFU

BAMSO 2C / BAMSO 2F / EVINA 2C

RWY 08 (076°)

	GS	120	150	180	210	240	270
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
BAMSO 2C 8.2% to M0821 **125.050** ①②③	R076 **MOL** - at M0821 **LT** (MAX 220KT, 25° bank) to M0822 - M0816 - M0817 - M0859 - DILMU - WA698 - BAMSO **FMS** M0821 [K220- ;L] - M0822 [R] - M0816 [R] - M0817 [R] - M0859 - DILMU [L]- WA698 [L]- BAMSO	M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** initial climb **4000**
BAMSO 2F 8.2% to DOM0B **125.050** ①②③	at **1000 LT** (MAX 200KT, 20° bank) - intercept R015 **MOL** to DOM0B - M0816 - M0817 - M0859 - DILMU - WA698 - BAMSO **FMS** [K200- ;A1000 ;L] - DOM0B [R] - M0816 [R] - M0817 [R] - M0859 - DILMU [L] - WA698 [L] - BAMSO	M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** initial climb **4000**
EVINA 2C 8.2% to M0821 **125.050** ①②③	R076 **MOL** - at M0821 **LT** (MAX 220KT, 25° bank) to M0822 - M0816 - M0817 - M0859 - M0818 - M0861 - NITKI - XIBOL - NIPUS - EVINA **FMS** M0821 [K220- ;L] - M0822 [R] - M0816 [R] - M0817 [R] - M0859 [R] - M0818 - M0861 [L] - NITKI [L] - XIBOL - NIPUS [L] - EVINA	M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0861 MNM **FL160** NIPUS MNM **FL180** M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0861 MNM **FL160** NIPUS MNM **FL180** initial climb **4000**

① Climb gradient of 8.2 % for ATC purposes.
② ACFT unable to comply with SID profile restrictions must request non-standard departure.
③ If unable to comply with RNAV 1 or P-RNAV, advise ATC before start-up for radar vectoring.

Changes: Track, QFU, Editorial

EVINA 2F / LOLSI 2C / LOLSI 2F

RWY 08 (076°)

	GS	120	150	180	210	240	270
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
EVINA 2F 8.2% to DOMOB **125.050** ①②③	at **1000 LT** (MAX 200KT, 20° bank) - intercept R015 **MOL** to DOMOB - M0816 - M0817 - M0859 - M0861 - NITKI - XIBOL - NIPUS - EVINA **FMS** [K200- ;A1000 ;L] - DOMOB [R] - M0816 [R] - M0817 [R] - M0859 [R] - M0861 [L] - NITKI [L] - XIBOL - NIPUS [L] - EVINA	M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0861 MNM **FL160** NIPUS MNM **FL180** M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0861 MNM **FL160** NIPUS MNM **FL180** Initial climb **4000**
LOLSI 2C 8.2% to M0821 **125.050** ①②③	R076 **MOL** - at M0821 **LT** (MAX 220KT, 25° bank) to M0822 - M0816 - M0817 - M0859 - M0818 - M0861 - GILAL - WA664 - LOLSI **FMS** M0821 [K220- ;L] - M0822 [R] - M0816 [R] - M0817 [R] - M0859 [R] - M0818 - M0861 - GILAL [R] - WA664 - LOLSI	M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0861 MNM **FL160** M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0861 MNM **FL160** Initial climb **4000**
LOLSI 2F 8.2% to DOMOB **125.050** ①②③	at **1000 LT** (MAX 200KT, 20° bank) intercept R015 **MOL** to DOMOB - M0816 - M0817 - M0859 - M0861 - GILAL - WA664 - LOLSI **FMS** [K200- ;A1000 ;L] - DOMOB [R] - M0816 [R] - M0817 [R] - M0859 [R] - M0861 - GILAL [R] - WA664 - LOLSI	M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0861 MNM **FL160** M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0861 MNM **FL160** Initial climb **4000**

① Climb gradient of 8.2 % for ATC purposes.
② ACFT unable to comply with SID profile restrictions must request non-standard departure.
③ If unable to comply with RNAV 1 or P-RNAV, advise ATC before start-up for radar vectoring.

Changes: Track, QFU, Editorial

OLILA 2C / OLILA 2F / SOXER 2C

RWY 08 (076°)

	GS	120	150	180	210	240	270
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
OLILA 2C 8.2% to M0821 **125.050** ①②③	R076 **MOL** - at M0821 **LT** (MAX 220KT, 25° bank) - M0822 - DOM0B - WA663 - OLILA **FMS** M0821 [K220**-** ;L] - M0822 [L] - DOM0B [L] - WA663 - OLILA	WA663 MNM **FL80** OLILA MNM **FL100** WA663 MNM **FL80** OLILA MNM **FL100** initial climb **4000**
OLILA 2F 8.2% to DOM0B **125.050** ①②③	at **1000 LT** (MAX 200KT, 20° bank) intercept R015 **MOL** to DOM0B **LT** (MAX 230KT) - WA663 - OLILA **FMS** [K200**-** ;A1000 ;L] - DOM0B [K230**-** ;L] - WA663 - OLILA	OLILA MNM **FL100** OLILA MNM **FL100** initial climb **4000**
SOXER 2C 8.2% to M0821 **125.050** ①②③	R076 **MOL** - at M0821 **LT** (MAX 220KT, 25° bank) to M0822 - M0816 - M0817 - M0859 - M0818 - M0861 - GILAL - WA666 - SOXER **FMS** M0821 [K220**-** ;L] - M0822 [R] - M0816 [R] - M0817 [R] - M0859 [R] - M0818 - M0861 - GILAL [R] - WA666 - SOXER	M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0861 MNM **FL160** M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0861 MNM **FL160** initial climb **4000**

① Climb gradient of 8.2 % for ATC purposes.
② ACFT unable to comply with SID profile restrictions must request non-standard departure.
③ If unable to comply with RNAV 1 or P-RNAV, advise ATC before start-up for radar vectoring.

Changes: Track, QFU, Editorial

SOXER 2F / XIMBA 2C / XIMBA 2F

RWY 08 (076°)

	GS	120	150	180	210	240	270
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
SOXER 2F 8.2% to DOM0B **125.050** ①②③	at **1000 LT** (MAX 200KT, 20° bank) intercept R015 **MOL** to DOM0B - M0816 - M0817 - M0859 - M0861 - GILAL - WA666 - SOXER **FMS** [K200- ;A1000 ;L] - DOM0B [R] - M0816 [R] - M0817 [R] - M0859 [R] - M0861 - GILAL [R] - WA666 - SOXER	M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0861 MNM **FL160** M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0861 MNM **FL160** initial climb **4000**
XIMBA 2C 8.2% to M0821 **125.050** ①②③	R076 **MOL** - at M0821 **LT** (MAX 220KT, 25° bank) to M0822 - M0816 - M0817 - M0859 - M0818 - WA656 - XIMBA **FMS** M0821 [K220- ;L] - M0822 [R] - M0816 [R] - M0817 [R] - M0859 [R] - M0818 [L] - WA656 [L] - XIMBA	M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** initial climb **4000**
XIMBA 2F 8.2% to DOM0B **125.050** ①②③	at **1000 LT** (MAX 200KT, 20° bank) intercept R015 **MOL** to DOM0B - M0816 - M0817 - M0859 - M0861- WA656 - XIMBA **FMS** [K200- ;A1000 ;L] - DOM0B [R] - M0816 [R] - M0817 [R] - M0859 [R] - M0861 [L] - WA656 [R] - XIMBA	M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0861 MNM **FL160** M0816 MNM **6000** M0817 MNM **FL80** M0859 MNM **FL130** M0861 MNM **FL160** initial climb **4000**

① Climb gradient of 8.2 % for ATC purposes.
② ACFT unable to comply with SID profile restrictions must request non-standard departure.
③ If unable to comply with RNAV 1 or P-RNAV, advise ATC before start-up for radar vectoring.

Changes: Track, QFU, Editorial

BAMSO 2J / EVINA 2J / LOLSI 2J / OLILA 2J

RWY 26 (256°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
BAMSO 2J 7.5% to MOL **125.050** ①②③	at D3 **MOL RT** (MAX 220KT, 20° bank) to **MOL** - R109 **MOL** to MO946 - MO947 - BITVA - WA571 - BAMSO **FMS** MOL [L] - MO946 [L] - MO947 [R] - BITVA [L] - WA571 [L] - BAMSO	**MOL** MNM **4000** MO946 MNM **6000** MO947 MNM **7000** BITVA MNM **FL90** **MOL** MNM **4000** MO946 MNM **6000** MO947 MNM **7000** BITVA MNM **FL90** Initial climb **4000**
EVINA 2J 7.5% to 3000 6.1% to MO944 **125.050** ①②③	at D3 **MOL LT** (MAX 220KT, 20° bank) intercept R250 **MOL** to MO951 - MO943 - MO944 - EVDEX - NIPUS - EVINA **FMS** MO951 - MO943 [L] - MO944 [L] - EVDEX [R] - NIPUS - EVINA	MO944 MNM **FL90** NIPUS MNM **FL180** MO944 MNM **FL90** NIPUS MNM **FL180** Initial climb **4000**
LOLSI 2J 7.5% to 3000 6.1% to MO944 **125.050** ①②③	at D3 **MOL LT** (MAX 220KT, 20° bank) intercept R250 **MOL** to MO951 - MO943 - MO944 - LOLSI **FMS** MO951 - MO943 [L] - MO944 [R] - LOLSI	MO944 MNM **FL90** MO944 MNM **FL90** Initial climb **4000**
OLILA 2J 7.5% to RODEV **125.050** ①②③	at D3 **MOL RT** (MAX 220KT, 20° bank) intercept R345 **WAR** to RODEV - OLILA **FMS** RODEV [L] - OLILA	OLILA MNM **FL100** OLILA MNM **FL100** Initial climb **4000**

① Climb gradient of 7.5% for ATC purposes.
② If unable to comply with RNAV 1 or P-RNAV, advise ATC before start up for radar vectoring.
③ ACFT unable to comply with SID profile restrictions must request non-standard departure.

Changes: Track, QFU

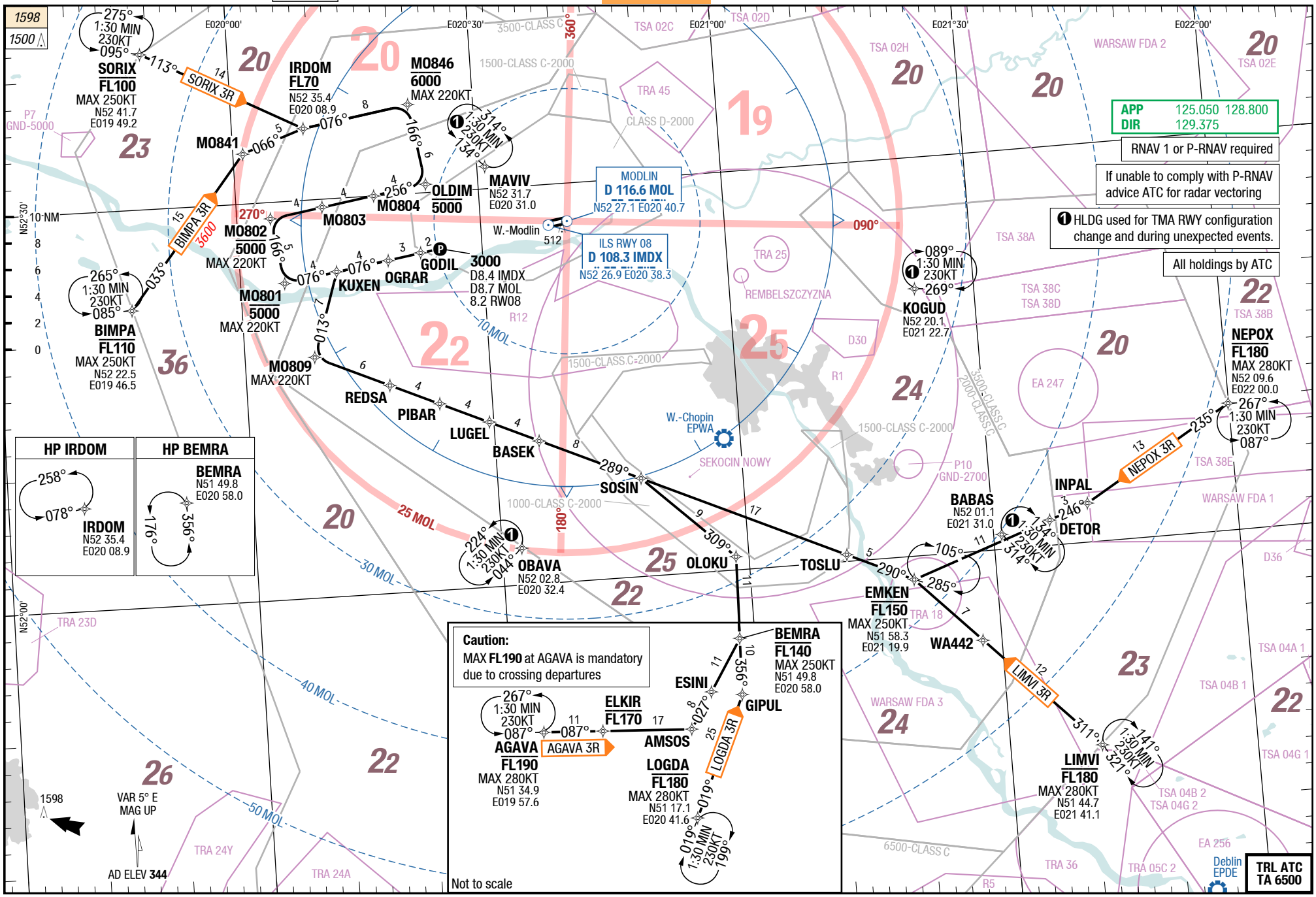
SOXER 2J / XIMBA 2J

RWY 26 (256°)

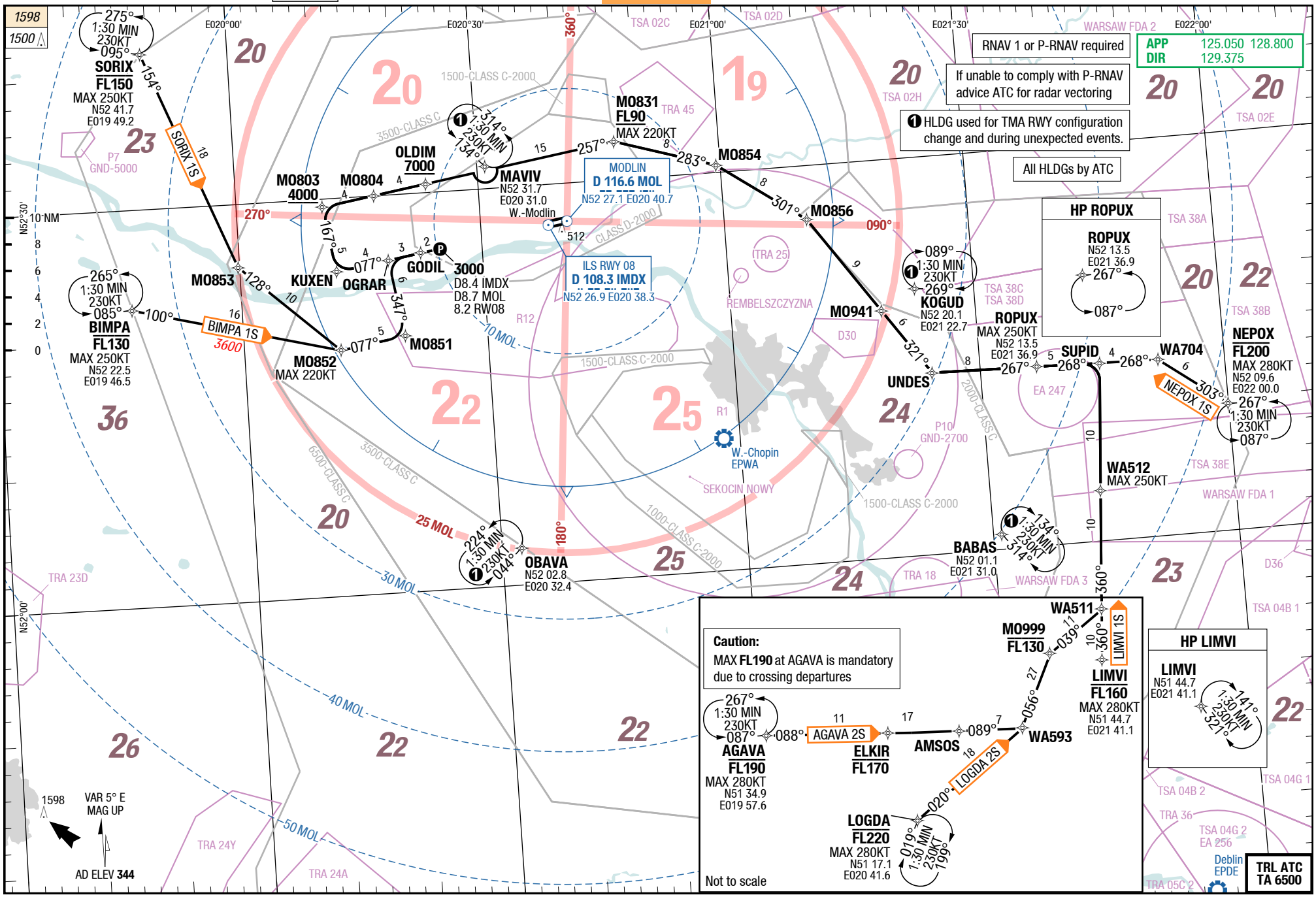
	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
SOXER 2J 7.5% to 3000 6.1% to M0944 **125.050** ①②③	at D3 **MOL LT** (MAX 220KT, 20° bank) intercept R250 **MOL** to M0951 - M0943 - M0944 -SOXER **FMS** M0951 - M0943 [L] - M0944 [R] - SOXER	M0944 MNM **FL90** M0944 MNM **FL90** initial climb **4000**
XIMBA 2J 7.5% to 3000 6.1% to M0944 **125.050** ①②③	at D3 **MOL LT** (MAX 220KT, 20° bank) intercept R250 **MOL** to M0951 - M0943 - M0944 - EVDEX - ABSEL - EREDA - XENOM - TISTA - XIMBA **FMS** M0951 - M0943 [L] - M0944 [L] - EVDEX [L] - ABSEL [R] - EREDA - XENOM [L] - TISTA [R] - XIMBA	M0944 MNM **FL90** TISTA MNM **FL170** M0944 MNM **FL90** TISTA MNM **FL170** initial climb **4000**

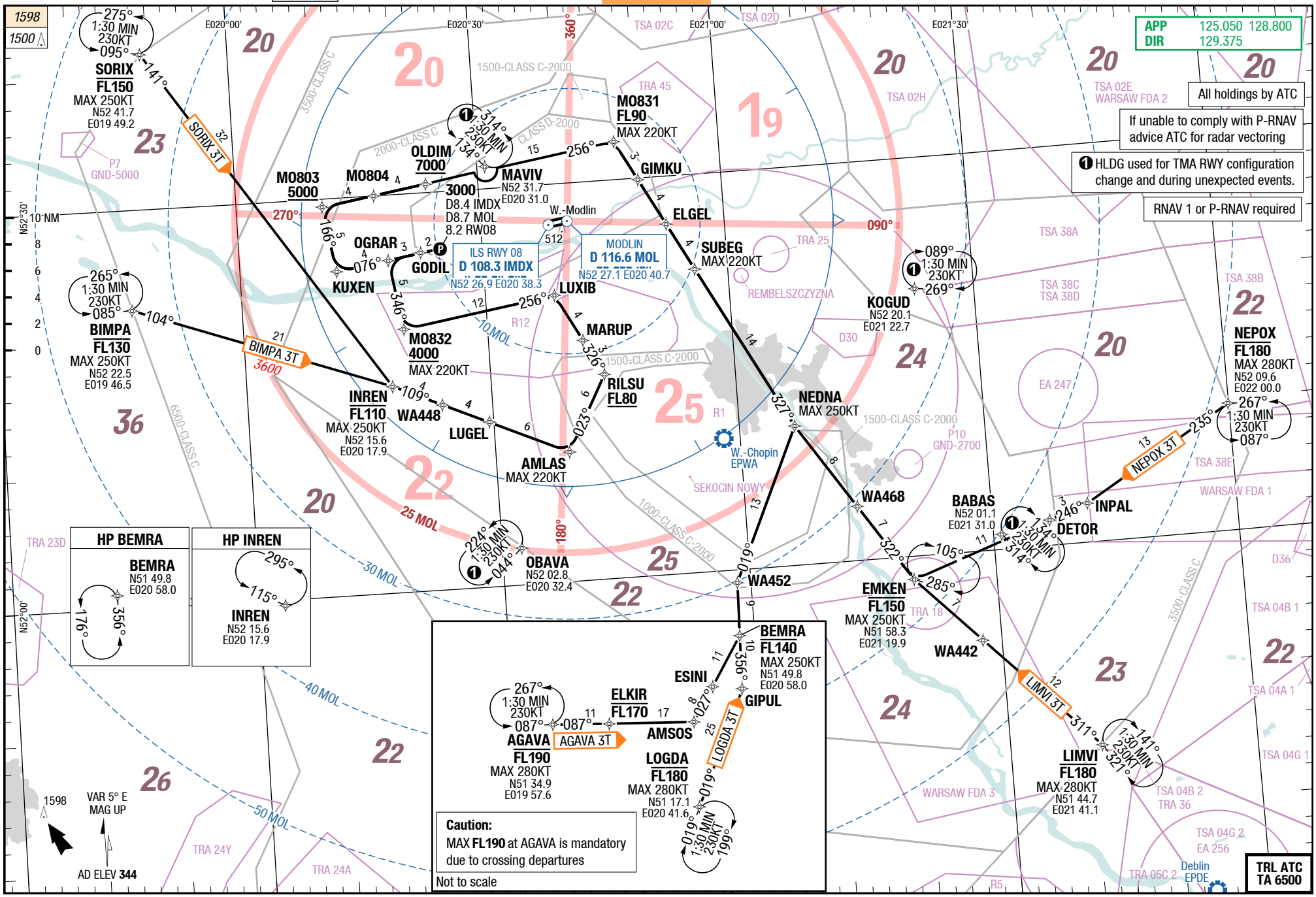
① Climb gradient of 7.5% for ATC purposes.
② If unable to comply with RNAV 1 or P-RNAV, advise ATC before start up for radar vectoring.
③ ACFT unable to comply with SID profile restrictions must request non-standard departure.



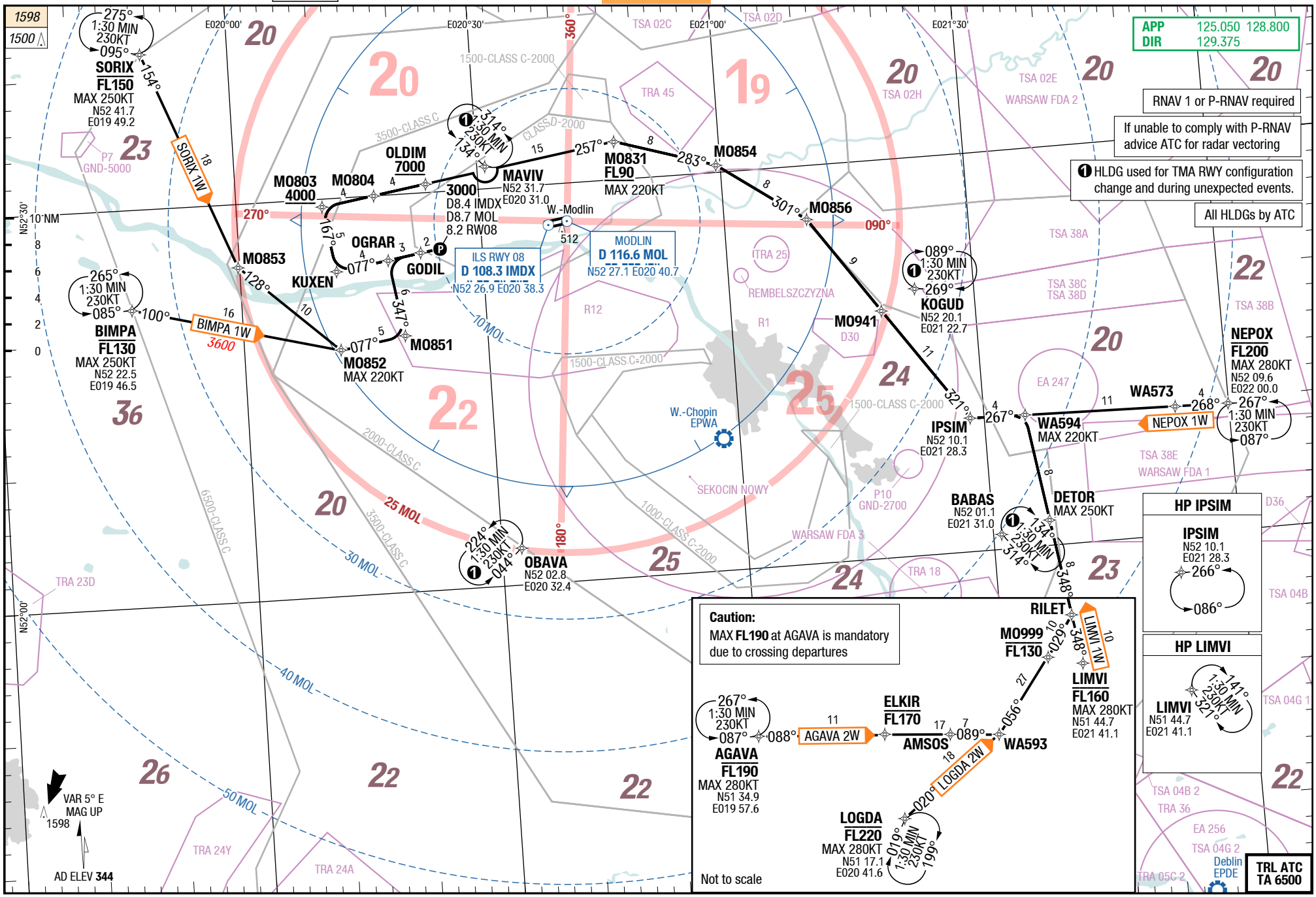
Changes: Track, SUAs, HLDG



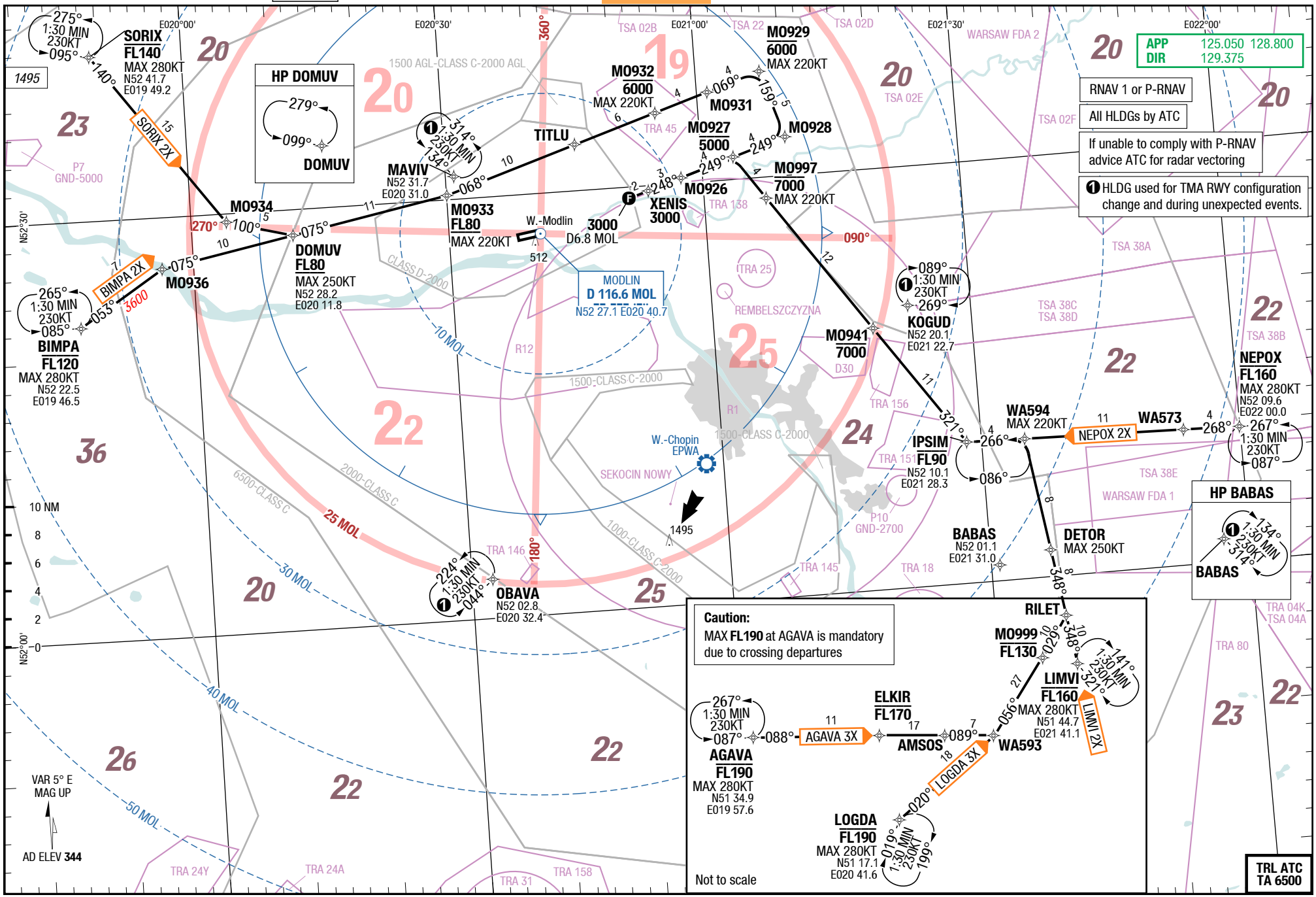
Changes: HLDG, SUAs



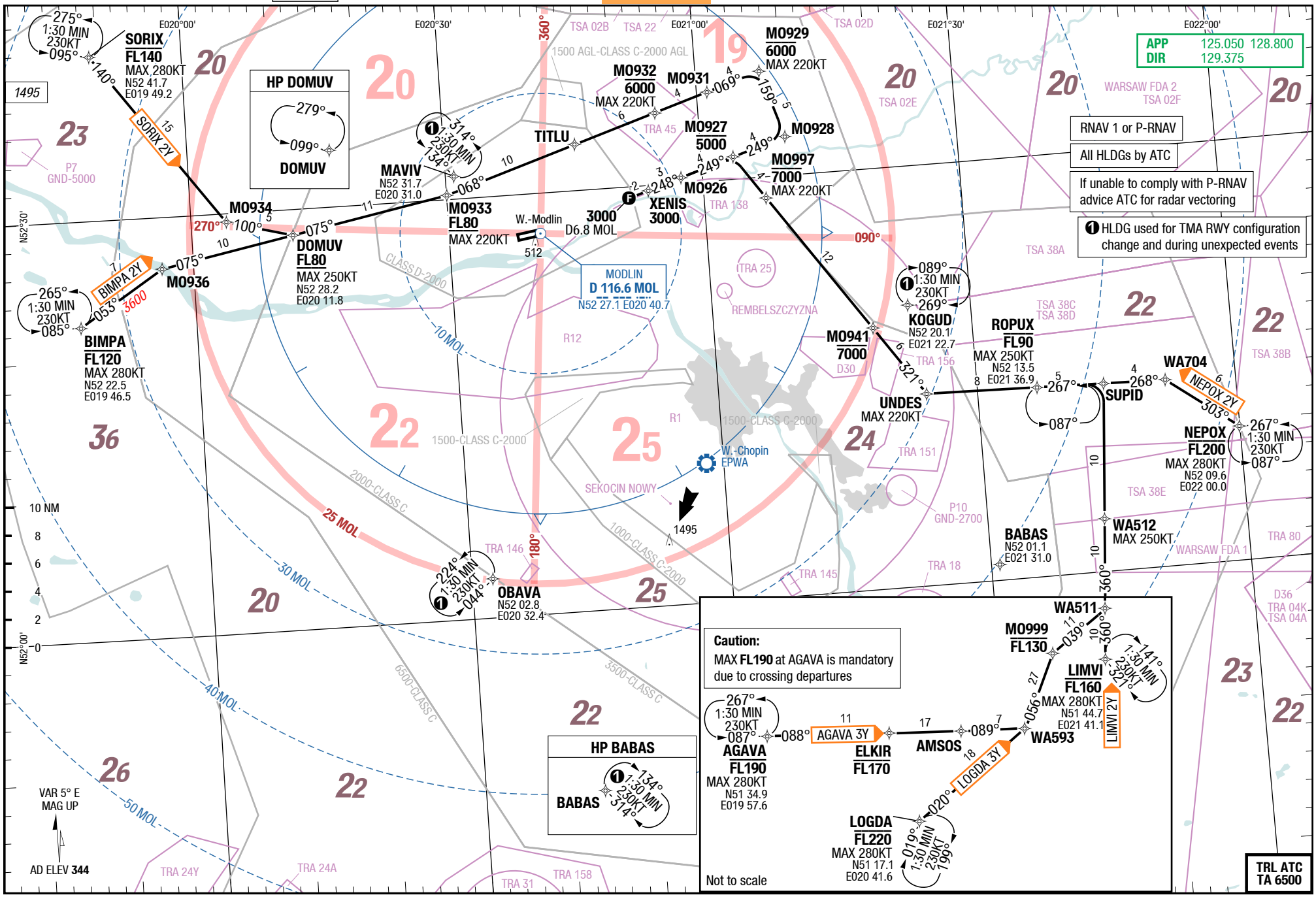
Changes: Track, HLDG, SUAs



Changes: HLDG, SUAs



Changes: MGA, ASP, Note, SUAs, OBST, Editorial

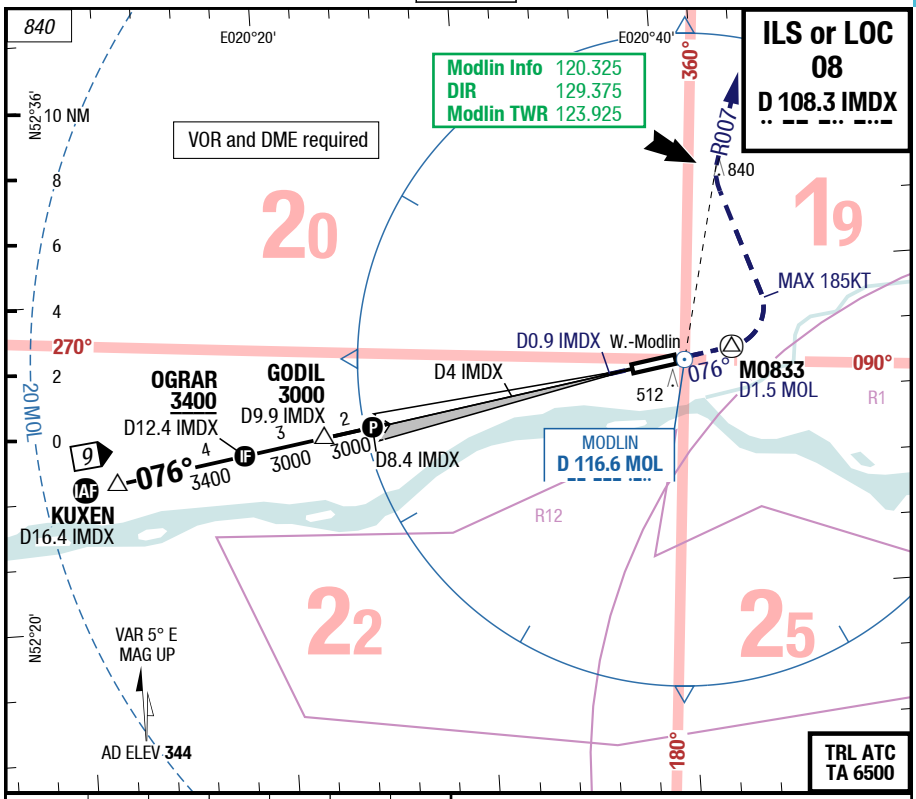


Changes: MGA, ASP, Note, SUAs, OBST, Editorial

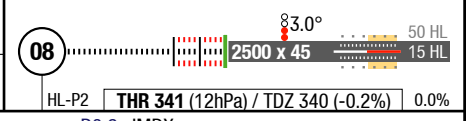
WMI-EPMO

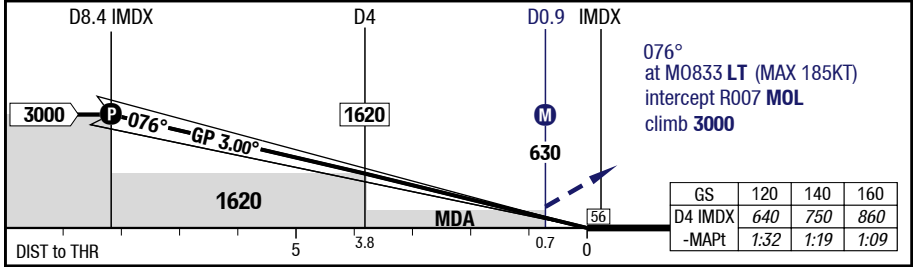
7-10

ILS or LOC 08



LOC 3.00° D IMDX	8.4	7	6	5	3	2
	3000	*2590*	*2270*	*1950*	*1300*	*980*





GS	120	140	160
D4 IMDX -MAPt	*640* *1:32*	*750* *1:19*	*860* *1:09*

08		Cat 2 DME	Cat 1 DME 1)	LOC DME			Circling 2)
C	ft - m/km ft	110 - 300R **102** RA	200 - 550 **550**	410 - 1.2 **750**			600 - 2.4V **950**
D	ft - m/km ft	120 - 300R **115** RA 3)	200 - 550 **550**	410 - 1.2 **750**			700 - 3.6V **1050**

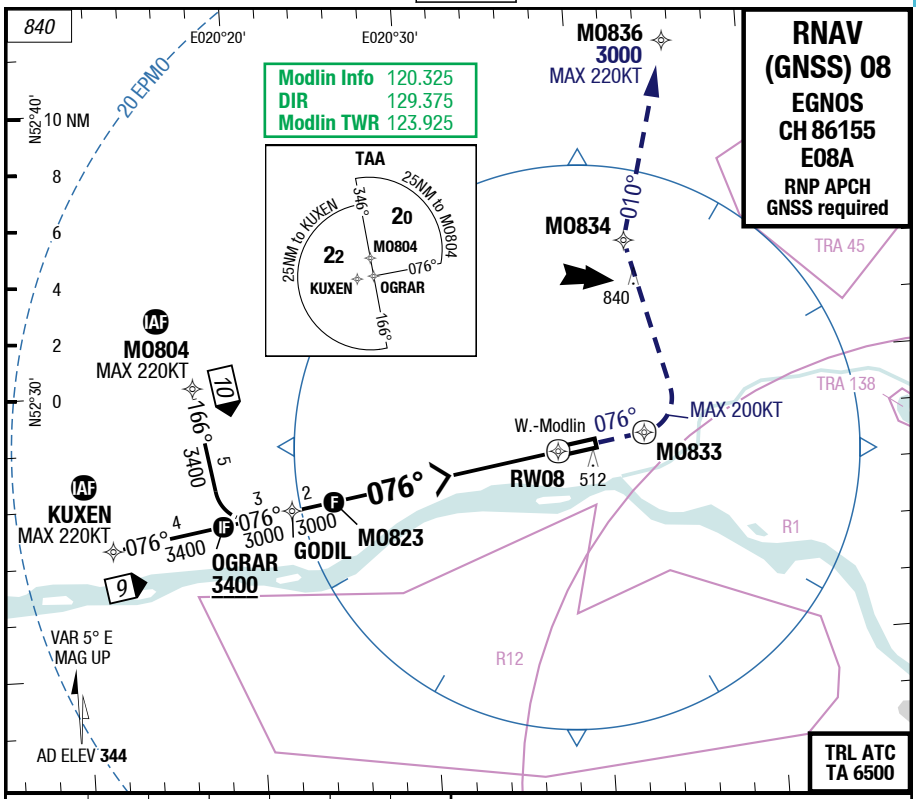
1) With EVS 350m
2) BTN 248°- 085° of RWY only
3) If not conducting autoland RVR 350m required

Changes: APL

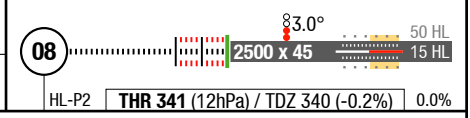
WMI-EPMO

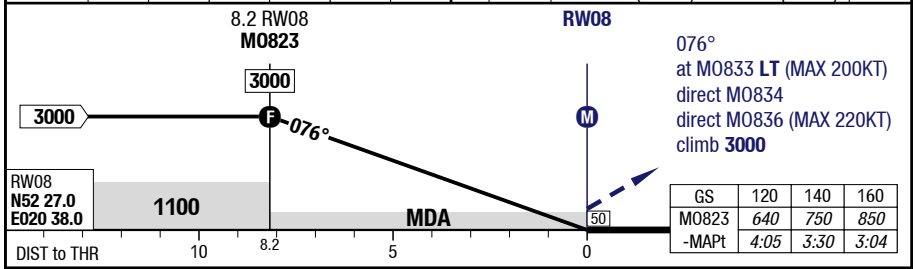
7-30

RNAV (GNSS) 08



3.02° RW08	8.2	6	5	4	3	2
	3000	*2320*	*2000*	*1680*	*1360*	*1040*





GS	120	140	160
M0823	*640*	*750*	*850*
-MAPt	*4:05*	*3:30*	*3:04*

08		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3) 4)	RNAV GNSS LNAV			Circling 5)
C	ft - m/km ft	200 - 550 **550**	250 - 600 **600**	410 - 1.2 **750**			600 - 2.4V **950**
D	ft - m/km ft	210 - 550 **550**	250 - 600 **600**	410 - 1.2 **750**			700 - 3.6V **1050**

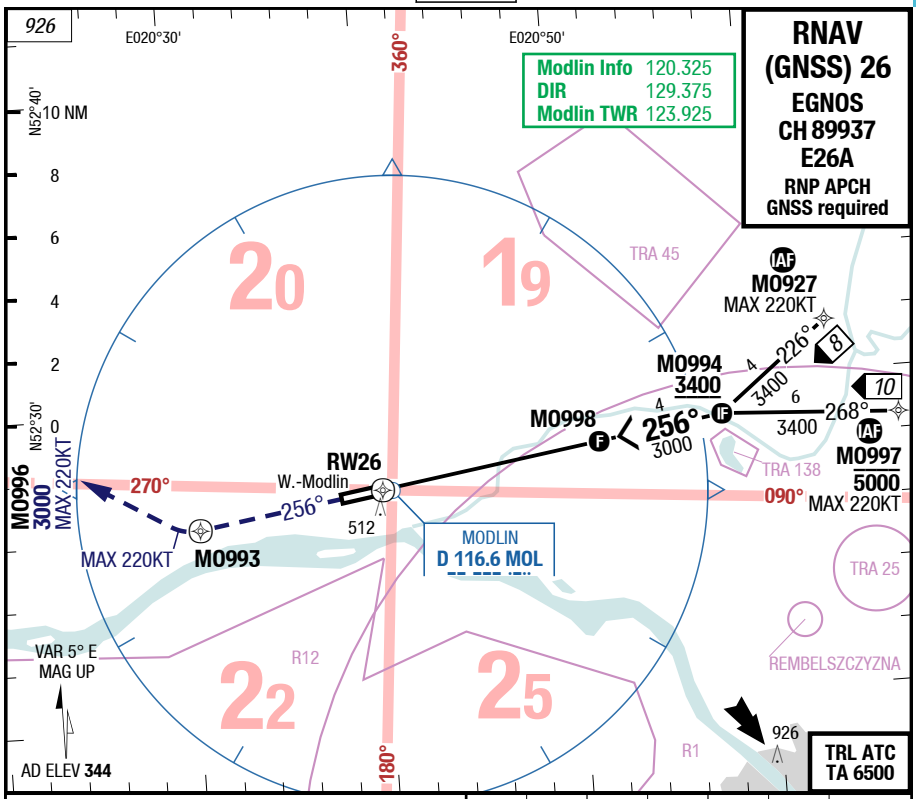
1) With EVS 350m 2) With EVS 400m 3) wo HGS RVR 750m required 4) Uncompensated BARO VNAV NA below -30°C (-22°F) 5) BTN 248°- 085° of RWY only

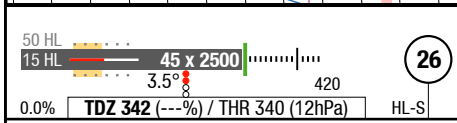
Changes: Nil

WMI-EPMO

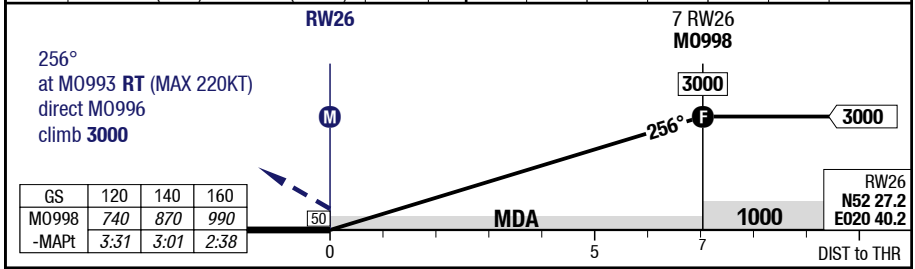
7-40

RNAV (GNSS) 26





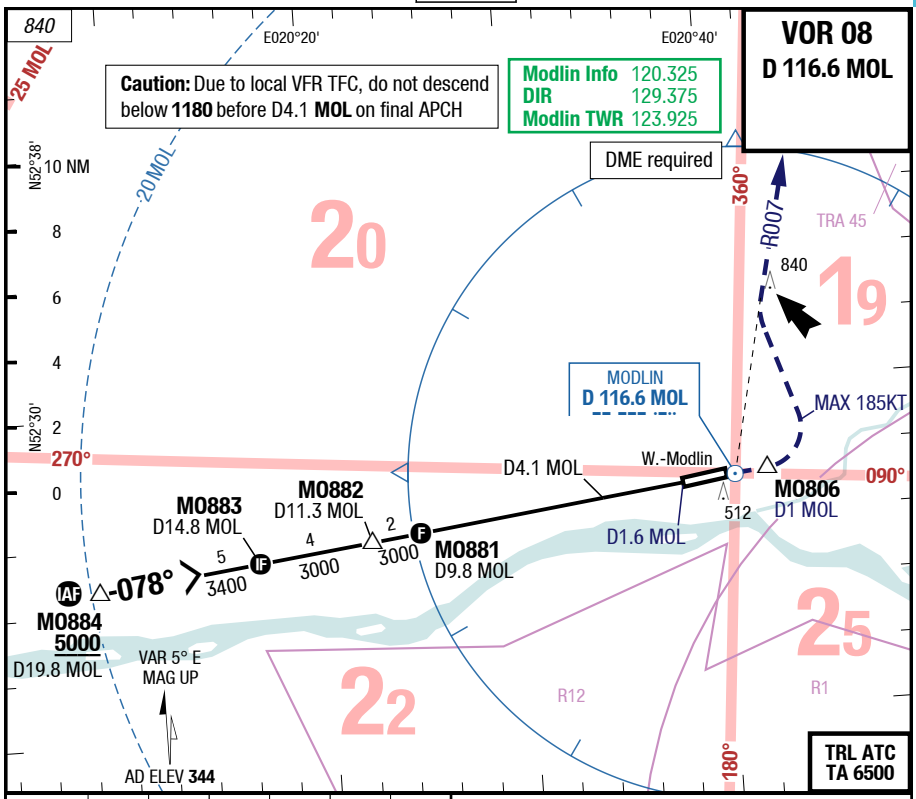
2	3	4	5	6	7	3.50° RW26
1140	*1510*	*1880*	*2250*	*2620*	3000	



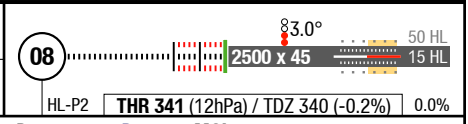
26		RNAV GNSS LPV GA 3.0% 1)	RNAV GNSS LPV GA 2.5% 2)	RNAV GNSS VNAV GA 3.0% 3)	RNAV GNSS VNAV GA 2.5% 3)	RNAV GNSS LNAV	Circling 4)
C	ft - m/km ft	250 - 800 **600**	330 - 1.1 **670**	300 - 900 **640** 5)	360 - 1.2 **700** 6)	420 - 1.5 **760**	600 - 2.4V **950**
D	ft - m/km ft	250 - 800 **600**	340 - 1.1 **680**	310 - 1.0 **650** 7)	370 - 1.3 **710** 8)	420 - 1.5 **760**	700 - 3.6V **1050**

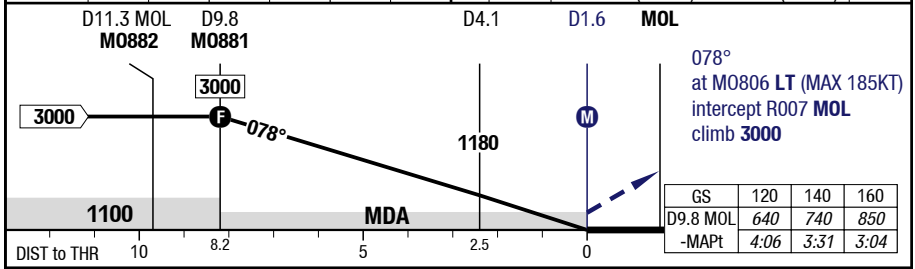
1) With EVS 550m 2) With EVS 750m 3) Uncompensated BARO VNAV NA below -40°C (-40°F) 4) BTN 248°- 085° of RWY only 5) With EVS 600m 6) With EVS 800m 7) With EVS 650m 8) With EVS 900m

Changes: Completely revised



3.00°	9.8	8	7	6	5	3
D MOL						
078°	3000	*2420*	*2100*	*1780*	*1460*	*830*
RWY 076°						



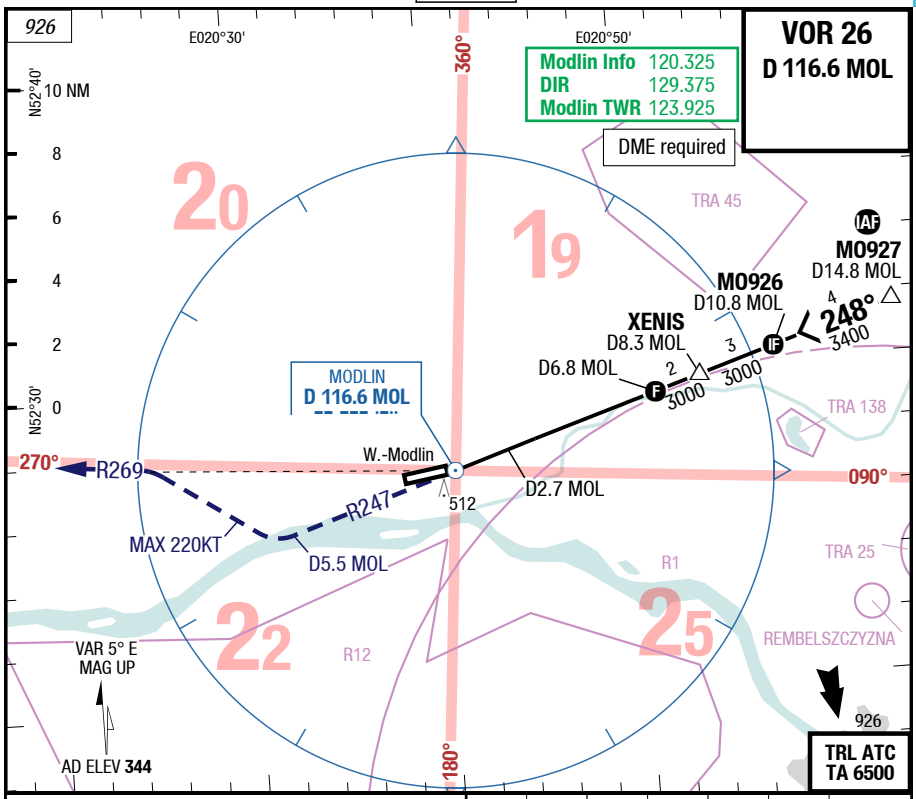


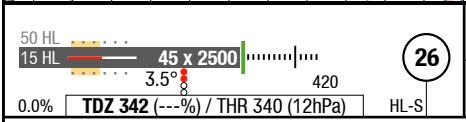
GS	120	140	160
D9.8 MOL	*640*	*740*	*850*
-MAPt	*4:06*	*3:31*	*3:04*

08		**VOR DME**					**Circling** 1)
C	ft - m/km ft	410 - 1.2 **750**					600 - 2.4V **950**
D	ft - m/km ft	410 - 1.2 **750**					700 - 3.6V **1050**

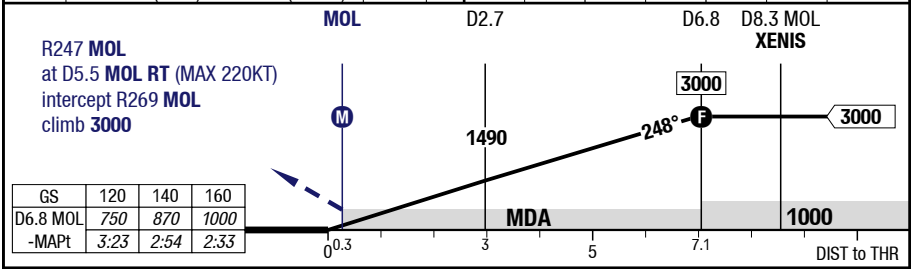
1) BTN 248°- 085° of RWY only

Changes: Note





1	2	3	4	5	6.8	3.50°
860	1240	1610	1990	2360	3000	D MOL 248° RWY 256°

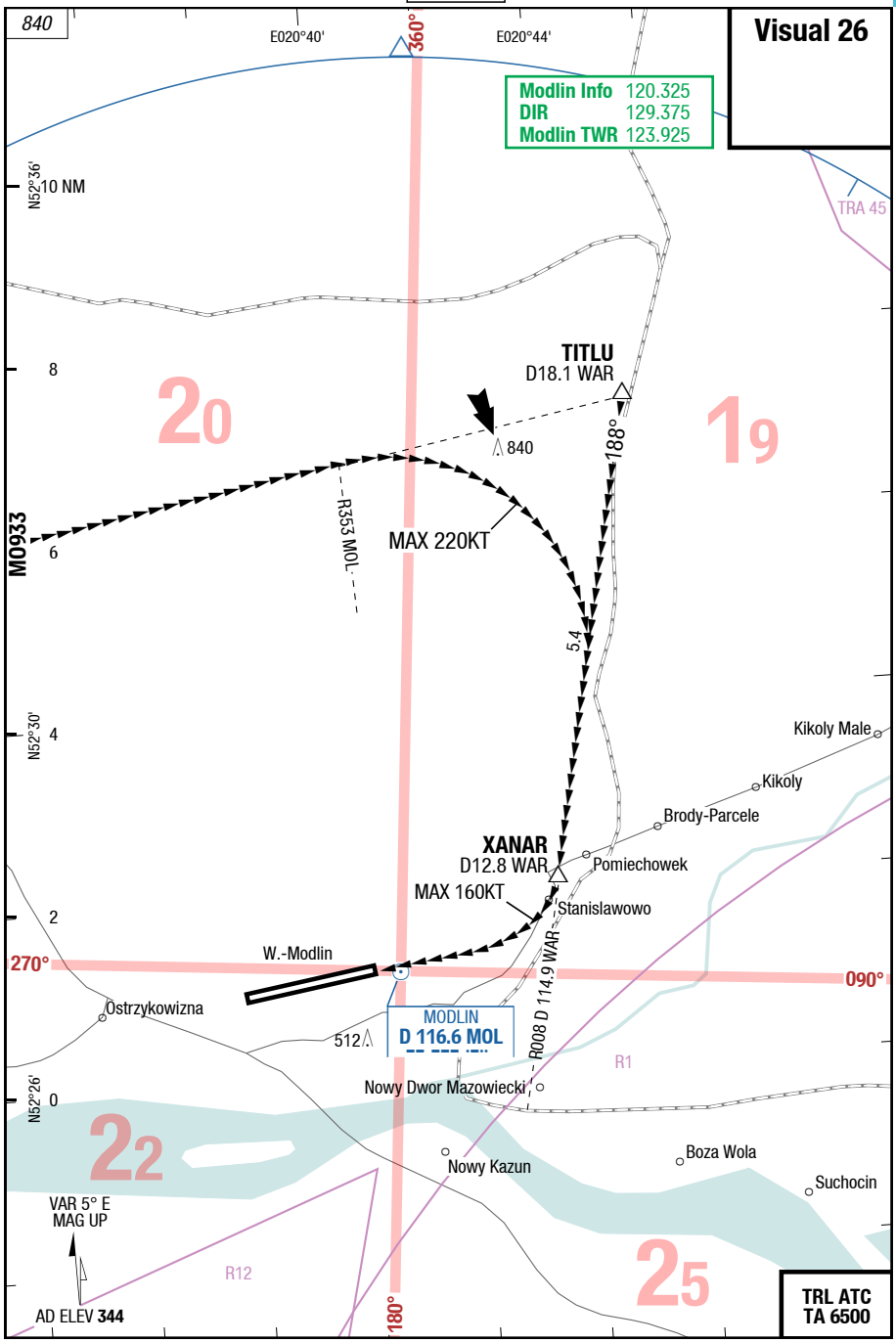


GS	120	140	160
D6.8 MOL -MAPt	750 3:23	870 2:54	1000 2:33

26		VOR DME					Circling 1)
C	ft - m/km ft	490 - 1.8 **830**					600 - 2.4V **950**
D	ft - m/km ft	510 - 1.9 **850**					700 - 3.6V **1050**

1) BTN 248°- 085° of RWY only

Changes: Nil



Changes: FREQ, AD ELEV