OKECIE EPWA/WAW

29 JUL 05 (10-1P1) Nasaddar 1 Eff 4 Aug

WARSAW, POLAND AIRPORT BRIEFING

GENERAL

1.2.3. RUN-UP TESTS

Engine test runs without appropriate protective attenuators are prohibited between $2200 \cdot 0600LT$.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1 GENERAL

required. RWY 33 approved for CAT II operations, Special Aircrew and ACFT certification

During CAT II operations, special ATC procedures will be applied. Pilots will be informed by ATIS or by radio when these procedures are in operation. The following phraseology will be used: "LOW VISIBILITY PROCEDURE CATEGORY TWO IN OPERATION".

The following TWYs are available with follow me assistance during CAT II operations: C1, D1, D4, J, M1, Z and T.

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

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

1.4. TAXI PROCEDURES

Segment of TWY M2 from intersection with TWY E to stand 8 available for ACFT

with wingspan less than 164'/50m.
TWY A0 available for ACFT with wingspan up to 118'/36m.
TWY M1 - Taxing of ACFT with wingspan greater than 157'/48m is allowed only with "FOLLOW-ME" car.

greater than 72'/22m Parking stands on Apron 1 are accessible from TWY D1 for ACFT with wingspan

ot hangars prohibited. Taxiing with engine running between TWY D1, TWY W and apron located in front

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

1.5. PARKING INFORMATION

Following procedures/limitations are in force on stands:

- thru 26: Push-back is mandatory.
- 1 thru 34: Rotation of acft is prohibited.
- I thru 7 and 16 thru 26: Backtrack with use of ACFTs engines is allowed for acft size not greater than ATR under marshaller's supervision.
 27 thru 34: Parking of ACFT with nose directed towards TWY A is allowed.
 61 thru 63: Push-back is mandatory for ACFT greater than ATR.

Start-up engines while parking stands 9 and 10 is prohibited

Stands 27, 28, 51, 52 and 61 are available for ACFT up to B-747

marshaller's instructions. according to marshaller's instructions. Parking on remaining stands according Parking on stands 9 and 10 according to directions given by docking system RLG or

Entrance and exit from stands is always to be performed in assistance with

towing car After landing, parking of ACFT on stand 70 with nose directed towards TWY D1 by

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OKECIE EPWA/WAW

29 JUL 05 (10-1P2) NaSaddar Eff 4 Aug

WARSAW, AIRPORT BRIEFING POLAND

GENERAL

.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 at WARSAW/Okecie aerodrome. Otherwise an ACFT must be equipped with its own

ARRIVAL

2.1. SPEED RESTRICTIONS

If not otherwise instructed by ATC reduce speed to MAX 250 KT at Speed Limit Point (SLP).

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 D9.0 OKE If unable to comply, notify ATC immediately (VOR DME approaches).

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. REVERSE THRUST

Use of thrust reversers by an ACFT landing between 2200-0600LT is recommended to be reduced. This is not valid in emergency situations.

2.3. CAT II OPERATIONS

ATC will require arriving ACFT to use only the following TWYs: A0, D2, O, R1 and S. Pilots are to delay the report "RUNWAY VACAFED" until the ACFT nose has passed the end of the green/yellow colour coded TWY centerline lights, then the ACFT is required to stop and wait for assistance of the "FOLLOW ME" car.

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OKECIE EPWA/WAW

29 JUL 05 (10-1P3) Nacabe 2EN Eff 4 Aug

WARSAW, POLAND

AIRPORT BRIEFING

DEPARTURE

3.1. DE-ICING

De-icing of ACFT allowed only on aprons 6 and 10.

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

OKECIE Delivery 10 minutes prior to push-back or start-up: In order to receive en-route clearance following info has to be passed to

- ACFT call sign
- parking stand number
 APT of destination
- planned cruising level

 if any changes to flight plan
 In order to receive push-back or start-up clearance and taxi instructions pilots shall contact OKECIE Ground

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

On receipt of line-up clearance pilots shall ensure, commensurate with safety and standard operating procedures, that they are able to taxi into correct position at the hold and line-up on the RWY as soon as the preceding ACFT has commenced its take-off roll.

Whenever possible, cockpit checks shall be completed prior to line-up and any checks requiring completition whilst on the RWY shall be kept to the minimum after take-off clearance is issued. Pilots should ensure that they are able to commence the take-off roll immediatly

Pilots of an ACFT not able to comply with these requirements are obliged to notify ATC as soon as possible once transferred to OKECIE Tower Frequency.

Stand 70 - Start-up engines before take-off on TWY D1 after prior push-back by towing car onl

3.3. SPEED RESTRICTIONS

MAX 250 KT below FL 100 unless otherwise cleared by ATC

3.4. NOISE ABATEMENT

3.4.1. DEPARTURE RECOMMENDATIONS

Departures shall be performed in accordance with ICAO DOC 8168, ACFT Operations, VOL. I:

RWY 11: Noise Abatement Departure Procedure A (NADP A)

RWYs 15, 29 & 33: Noise Abatement Departure Procedure B (NADP B)

.5. CAT II OPERATIONS

RWY 29 will be mainly used for departures.
Assistance of the "FOLLOW ME" car will be provided to TWY E2.
ATC will require departing ACFT to use CAT II holding point at TWY E3.
On request of ACFT crew or due to important operational reasons TWR may clear

to RWY 15 or RWY 33. to conduct departure from RWY 15 or RWY 33. Assistance of "FOLLOW ME" car will be provided to TWY A3 or A4 while taxiing

Further taxi instructions will be provided by TWR

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EPWA/WAW

OKECIE

29 JUL 05 NaSaddar 1 (10-1P)Eff 4 Aug

WARSAW, POLAND AIRPORT BRIEFING

1.1. ATIS

ATIS 120.45

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RUNWAY SYSTEM

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

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, 5 and the aerodrome manager. 10 of ICAO Annex 16, volume I and after obtaining prior permission from
- scheduled flights may operate only after receiving a special permission from the aerodrome manager not later than 1500LT on the day the

flight is to be performed,

In case the flight is to performed on an official holiday, the application for from the aerodrome manager at least 24 hours before the flight non scheduled flights may operate only after receiving a special permission

permission should be advanced respectively earlier

For non scheduled flights information about permission must be inserted into field 18 of the flight plan.

obtained from the aerodrome manager will not be accepted by ATS Reporting Flight plans for operations without relevant information in field 18 on permission

Applications for permissions should be addressed as follows:

Telefax: (48)-22-846-68-24 SITA: WAWCPLO 1, Zwirki i Wigury Ave 00-906 Warszawa 19 P.O. BOX 3 AFTN: EPWAYDYX APT Warszawa/Okecie Manager

The application shall contain:

- type and registration marks of the ACFT
- name and address of the operator,
- date and estimated time of arrival and/or departure,
- purpose and type of flight,
- planned to be flown. information about the category of the noise certificate for the type of ACFT

public order and in emergency. These restrictions are not applicable for SAR flights, hospital flights, enforcing

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 lf atmospheric and/or technical conditions permit, departures and arrivals will be

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EPWA/WAW $\overline{\bigcirc}$ DODEK N52 41.7 E019 49.2 ATIS 120.45 REMPA ONE NOVEMBER DODEK TWO NOVEMBER ADLAR ONE NOVEMBER (ADLAR IN) ULPAR ONE NOVEMBER (ULPAR 1N) N51 48.0 E019 39.4 Apt Elev 361' **REMPA** N52 36.0 E020 00.3 RWYS 11, SLP D36 KRN N51 56.8 E020 26.7 Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6570' N52 19.0 6000 N52 19.0 (OKE R-285/D28.2) FROM NORTH 13 OCT 06 SLP D28 WAR ADLAR 1N: FL160 by ADLAR; DODEK 2N: FL240 by DODEK; REMPA 1N: FL160 by REMPA; ULPAR 1N: FL210 by ULPAR. unless otherwise instructed.
Pilots should expect descent **DESCENT PLANNING**At or below **FL210** by OKE 50 DME clearance as follows: 15 ARRIVALS (REMPA 1N) (DODEK 2N) SLP (10-2) Eff 26 Oct Speed Limit Point **HOLDINGS OVER** ZABOROWEK 114.9 WAR N52 15.5 E020 39.4 [ULPAIN] [ADLA IN [REMPIN] [DODE2N E ULPAR N52 33.4 E021 00.6 / NOT TO SCALE FT/METER CONVERSION 6570′ ₩AR 2990′ -MARSAW OKE 113.4 OKE N52 10.2 E020 57.6 Q H 2000m 910m 2700′ STAR

357

E020 12.9 (OKE R-287/D29.4)

D2.8

GORUK N52 18.3 E020 39.9

MEDUR N52 16.5 E020 59.1

R276° 114.7

clearance as follows:
ADLAR;
ADLAR;
DODEK 3U: FL240 by DODEK;
REMPA 2U: FL180 by REMPA;
ULPAR 1U: FL210 by ULPAR.

0

WARSAW 113.4 OKE N52 10.2 E020 57.6

D 112.4 LDZ | N51 48.0 E019 39.4

BADUX

HOLDINGS OVER

MEDUR

N51 56.8 E020 26.7

D 113.1 LIN N51 56.0 E021 09.5

P

DESCENT PLANNING
At or below FL210 by OKE 50 DME
unless otherwise instructed.
Pilots should expect descent

ZABOROWEK 114.9 WAR N52 15.5 E020 39.4

> N52 11.1 E021 01.8

ADLAR N52 41.7 E019 49.2

SLP

Speed Limit Point

REMPA N52 36.0 E020 00.3

ULPAR N52 33.4 E021 00.6

SLP D36 KRN

SLP D40 OKE

NOT TO SCALE

OMELA N52 27.4 E020 53.4

CHANGES: VAROD & holding over VAROD established.

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POLAND

OKECIE

APT E/ev

Apt E/ev

Apt E/ev

Apt E/ev

Apt E/ev

Trans level: By ATC Trans alt: 6570'

2200'

2200'

2200'

DODEK THREE UNIFORM (DODEK 3U) REMPA TWO UNIFORM (REMPA 2U)

ULPAR ONE UNIFORM (ULPAR 1U)

[ULPA1U]

[DODE3U] [REMP2U]

MSA OKE VOR

RWYS 29, 33 ARRIVALS

FROM NORTH

FT/METER CONVERSION

6570′ -2990′ -

2000m

910m

ADLAR ONE UNIFORM (ADLAR 1U) [ADLA1U]

090° --- 270°

2700′

Nasadar 1

WARSAW, POLAND

EPWA/WAW (**(((()**)R081° ZABOROWEK 114.9 WAR N52 15.5 E020 39.4 MEDUR 120.45 MARIA ONE NOVEMBER (MARIA 1N) [MARIN] • N52 10.2 E020 57.4 ELSEX N51 42.3 E020 59.6 N51 56.0 E021 09.5 113.4 OKE 6000 -26 113.1 LIN SIEDLCE THREE NOVEMBER (SIE 3N) Apt Elev 361' **MEDUR** N52 16.5 E020 59.1 (SIE R-276/D45.5) clearance as follows:

MARIA 1N: FL210 by MARIA;

SIE 3N: FL240 by SIE. **DESCENT PLANNING**At or below **FL210** by OKE 50 DME unless otherwise instructed. Pilots should expect descent **HOLDINGS OVER** RWYS 11, 15 ARRIVALS • LEBRO N52 11.1 E021 01.8 (LIN D15.9) **NAPIS** N52 08.3 E021 03.2 △ (117.8 KRN R-059/D25.3) Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6570' FROM EAST & SOUTHEAST 13 OCT 06 (10-2B) **MARIA** N51 39.4 E021 25.7 SLP SOMBO DIT N52 00.0 E021 28.1 (OKE R-114/D21.4) Eff 26 Oct Speed Limit Point E021 ① In case of traffic congestion ATC may clear traffic to ELSEX for holding. FT/METER CONVERSION 6570' 2990' -NOT TO SCALE F 114.7 SIE N52 09.3 E022 12.0 0900 2200′ 2000m 910m 2700′ 270° 2300' STAR

N51 48.0 E019 39.

NEKSU N51 54.0 E020 11.2

(E

D 113. 1 LIN NS1 56.0 E021 09.5

D17 KRN

3940 By ATC

112.4 LDZ

LODZ

13069°

KARNICE 117.8 KRN N51 56.8 E020 26.7

ELSEX N51 42.3 E020 59.6

HOLDINGS OVER

LDZ

MEDUR

SLP D28 LIN

CHANGES: STAR MARIA IN ballnote I established

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THANGES: Descent planning revised

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6570' - 2000m 3940' - 1200m 2990' - 910m

FT/METER CONVERSION

ARDAG N51 17.1 E020 41.6

NOT TO SCALE

By AIC OZO AROAG 2N

Ñ H

3

EPWA/WAW ATIS 120.45 ARDAG TWO NOVEMBER (ARDAG 2N) [ARDA2N] Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs LODZ TWO NOVEMBER (LDZ 2N) Apt Elev 361' RWYS 11, 15 ARRIVALS Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6570' 11 AUG 06 (10-2C1) 12 JEPPESEN WARSAW, POLAND 2200′ MSA OKE VOR 2700' 2300' STAR

DESCENT PLANNING
At or below FL210 by OKE 50 DME
unless otherwise instructed.
Pilots should expect descent

ZABOROWEK 114.9 WAR N52 15.5 E020 39.4

FROM SOUTHWEST & WEST

clearance as follows:
ARDAG 2N: FL210 by ARDAG;
LDZ 2N: FL210 by LDZ.

RO81° 12.1 D>

MEDUR N52 16.5 E020 59.1 (114.7 SIE R-276/D45.5)

SLP

Speed Limit Point

N52 10.2 E020 57.0 __ warsaw ___ 113.4 OKE

NAPIS △ N52 08.3 E021 03.2 Ę N52 11.1 E021 01.8 (LIN D15.9)

EPWA/WAW FT/METER CONVERSION 6570' - 2000m 3940' - 1200m 2990' - 910m 120.45 LDZ ARDAG TWO UNIFORM (ARDAG 2U) SLP DESCENT PLANNING
At or below FL210 by OKE 50 DME unless otherwise instructed.
Pilots should expect descent ARDAG 2U: FL210 by ARDAG; LDZ 2U: FL210 by LDZ. clearance as follows: RNS HOLDINGS OVER D17 KRN Speed Limit Point LODZ TWO UNIFORM (LDZ 2U) Apt Elev 361' RWYS 29, 33 ARRIVALS FROM SOUTHWEST & WEST **NEKSU** N51 54.0 E020 11.2 Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6570' 11 AUG 06 (10-2C2) BJEPPESEN N51 56.8 E020 26.7 D 113.4 OKE N52 10.2 E020 57.6 ARDAG 2U [ARDA2U] NOT TO SCALE ELSEX N51 42.3 E020 59.6 6000 WARSAW, POLAND SLP D28 LIN [₽] 113.1 LIN N51 56.0 E021 09.5 0900 2200′ 2700′ LININ — ₹ 270° 2300' STAR **(**

CHANGES: Descent planning revised

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HANGES: None

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JEPPESEN

OKECIE

Apt Elev | AIT Set: hPa (MM on request)

Notice: April Elev | AIT Set: hPa (MM on request)

D 113.1 LIN N51 56.0 E021 09.5 **ELSEX** N51 42.3 E020 59.6 HOLDINGS OVER ATIS 120.45 MARIA ONE UNIFORM (MARIA 1U) [MARIIU] • N52 10.2 E020 57.6 020° SIEDLCE TWO UNIFORM (SIE 2U) DESCENT PLANNING
At or below FL210 by OKE 50 DME
unless otherwise instructed.
Pilots should expect descent
clearance as follows:
WARIA 1U. FL210 by MARIA;
SIE 2U: FL240 by SIE. Apt Elev 361' RWYS 29, 33 ARRIVALS FROM EAST & SOUTHEAST SLP P Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6570' NA RIA N51 39.4 E021 25.7 Speed Limit Point NOT TO SCALE **DETOR** N52 01.9 E021 37.0 In case of traffic congestion ATC may clear traffic to ELSEX for holding. FT/METER CONVERSION 6570′ 2990' -D 114.7 SIE N52 09.3 090° -- 270° PING 2200′ E022 12.0 2000m 910m 2700′ 2300'

EPWA/WAW 28 APR 06 (10-2D) # JEDDESEN Eff 11 May WARSAW, POLAND

Apt Elev 361' 1. Arriving controlled flights will normally be vectored by ATC for the approach of the runway in use in order to expedite the traffic flows in Warsaw TMA. 2. Depending on traffic conditions ATC may clear traffic to KRN for holding. Such traffic will be radar vectored for the conditions and the state of the conditions and the state of the st Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6570' final approach

REMPA ONE ECHO

(REMPA 1E)

[REMP1E]

ULPAR ONE ECHO (ULPAR 1E)

[ULPA1E]

RWY 15 ARRIVALS

FROM NORTH

DODEK ONE ECHO (DODEK 1E)

AT IS 120.45

2200′ 2700′

[DODE IE]

STAR

EPWA/WAW

28 APR 06

Eff 11 May

Nasadar K (10-2E)

WARSAW, POLAND

STAR

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023.3 29/2 **₹ D67.8** R276°__ OK 23.3500 (*IAF*) **OBOSA** N52 31.6 E020 42.6 MARSAW 113.4 OKE N52 10.2 E020 57.6 SIE ::: \triangleright 2.520 222 名 2500 ULPAR 1E ULPAR 1E OKE 23.3 DME Arc ULPAR N52 33.4 E021 00.6 001°D23.3

DODE

SLP D40 OKE

KOSOP N52 20.9 E020 10.6

SULAX N52 19.8 E020 23.0

REMPA N52 36.0 E020 00.3

TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS

DESCENT PLANNING
At or below FL210 by OKE 50 DME unless otherwise instructed.

ATIS 120.45 DODEK ONE PAPA (DODEK 1P) [DODE 1P] Apt Elev 361' Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6570'
1. Arriving controlled flights will normally be vectored
by ATC for the approach of the runway in use in order
to expedite the traffic flows in Warsaw Tha. 2. Depending on traffic conditions ATC may clear traffic to
KRN for holding. Such traffic will be radar vectored for 2200′ 2300'

MSA OKE VOR 2700′

REMPA ONE QUEBEC (REMPA 1Q) [REMPIQ DODEK ONE QUEBEC (DODEK 1Q) ULPAR ONE QUEBEC (ULPAR 1Q) REMPA ONE PAPA (REMPA 1P) ULPAR ONE PAPA (ULPAR 1P) **RWY 11 ARRIVALS** FROM NORTH [ULPA1P] [REMP1P] [ULPAIQ] [DODE IQ] NOT TO SCALE

REMPA N52 36.0 E020 00.3

DÖDEK 1P, 1Q N52 20.9 E020 10.6 ÄqMah SLP D40 OKE TEMPORARY PROCEDURES REFER ALSO TO CHART NOTAMS 0 SULAX N52 19.8 E020 23.0 D D67.8 R276 023.3 29/0 OBOSA N52 31.6 E020 42.6 MARS AW 113.4 OKE N52 10.2 E020 57.6 (STAR ULPAR 1Q) **SOSEK** N52 33.1 E020 50.6 D T 6001 ULPAR N52 33.4 E021 00.6 6000 001°D23.3

CHANGES: Trans alt; MEAs; MHA at KRN

N51 48.0 E019 39.4 112.4 LDZ

Zdol

FT/METER CONVERSION

S E

6570′ 3940' - 1200m

2000m

CHANGES: Trans alt; MEAs; MHA at KRN

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6570' - 2000m 3940' - 1200m

N51 48.0 E019 39.4

112.4 LDZ

LODZ

 \bigcirc

SLP

Speed Limit Point

F 117.8 KRN N51 56.8 E020 26.7

O DODEK 1P, REMPA 1P: 6000 DODEK 1Q, REMPA 1Q: 2500

DESCENT PLANNING
At or below FL210 by OKE 50 DME unless otherwise instructed.

SLP

Speed Limit Point

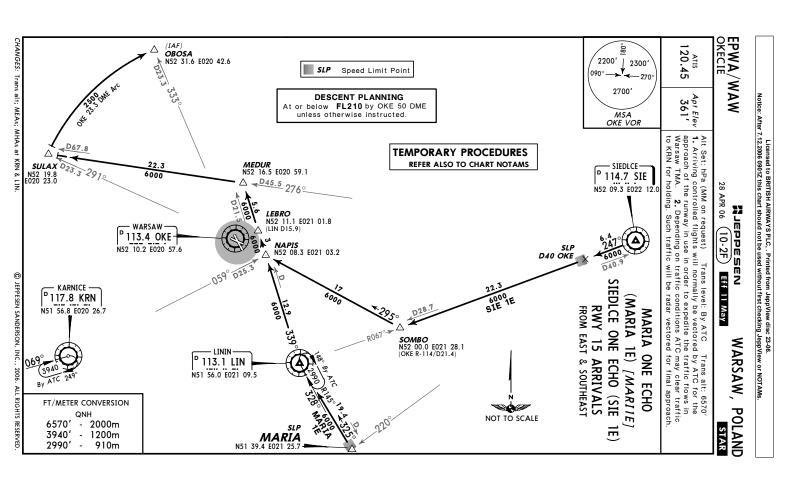
FT/METER CONVERSION

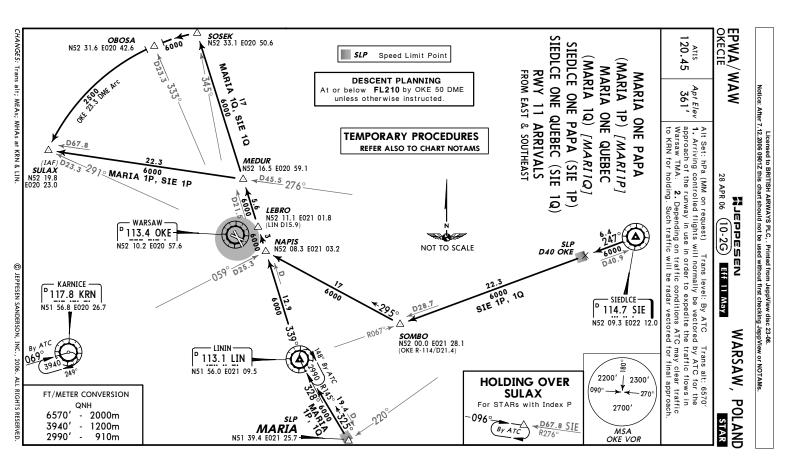
S E

NOT TO SCALE

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N51 56.8 E020 26.7 ^D 117.8 KRN





EPWA/WAW D 112.4 LDZ N51 48.0 E019 39.4 AT IS 120.45 1/6000 **DESCENT PLANNING**At or below **FL210** by OKE 50 DME unless otherwise instructed. TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS 3940′ -2990′ -FT/METER CONVERSION 6570′ LODZ ONE ECHO (LDZ 1E) (ARDAG 1E) [ARDA1E] SLP SLP OKE FROM SOUTHWEST & WEST **RWY 15 ARRIVALS SULAX** △ N52 19.8 E020 23.0 ARDAG ONE ECHO QNH Apt Elev 361' 1200m 910m 2000m Speed Limit Point 1. Arriving controlled flights will normally be vectored by ATC for the approach of the runway in use in order to expedite the traffic flows in Warsaw TMA. 2. Depending on traffic conditions ATC may clear traffic to KRN for holding. Such traffic will be radar vectored for Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6570' final approach D23.3 29/0 28 APR 06 (10-2H) D 117.8 KRN N51 56.8 E020 26.7 Nasadar K ARNICE — MARSAW 113.4 OKE N52 10.2 E020 57.6 888 8.880 \triangleright OBOSA N52 31.6 E020 42.6 Eff 11 May ARDAG N51 17.1 E020 41.6 - LININ-WARSAW, POLAND SLP D40 OKE **MEDUR** N52 16.5 E020 59.1 ARDAG ON NAPIS ON N52 08.3 E021 03.2 NOT TO SCALE 1E 2200′ MSA OKE VOR 2700′ STAR

CHANGES: Trans alt; MEAs; MHAs at KRN & LIN.

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CHANGES: Trans alt; MEAs; MHAs at KRN & LIN.

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2990′ -

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A)(00) EPWA/WAW D 112.4 LDZ N51 48.0 E019 39.4 096°
(B) A TC | AD67.8 SIE ATIS 120.45 LODZ ONE QUEBEC (LDZ 1Q) DESCENT PLANNING
At or below FL210 by OKE 50 DME unless otherwise instructed. LODZ ONE PAPA (LDZ (ARDAG 1Q) [ARDA 1Q] (ARDAG 1P) [ARDA 1P] For STARs with Index P HOLDING OVER 6570′ -3940′ -FT/METER CONVERSION TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS ARDAG ONE QUEBEC 100 SLP LDZ 1P, 10 B40 OKE **RWY 11 ARRIVALS** ROM SOUTHWEST & WEST ARDAG ONE PAPA - SLP SULAX Ñ. N52 19.8 E020 23.0 Apt Elev 361' 2000m 1200m 910m Speed Limit Point Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6570'
1. Arriving controlled flights will normally be vectored
by ATC for the approach of the runway in use in order
to expedite the traffic flows in Warsaw TMA.
2. Depending on traffic conditions ATC may clear traffic to
pending on traffic conditions ATC may clear traffic to
KRN for holding. Such traffic will be radar vectored for D23.3.29/. ARDAG 1P, LDZ 1P Ŧ 28 APR 06 D 117.8 KRN N51 56.8 E020 26.7 Nasadar K ARNICE — P 113.4 OKE -N52 10.2 E020 57.6 (10-2J) **OBOSA** N52 31.6 E020 42.6 WARSAW -£.520 D 76000 Eff 11 May P 113.1 LIN ► **SOSEK** N52 33.1 E020 50.6 ARDAG N51 17.1 E020 41.6 ∂AQAA 1, 71 0003 WARSAW, POLAND or 201 SLP D40 OKE ARDAG 1P, 1Q *MEDUR* .N52 16.5 E020 59.1 276° SIE ::-NAPIS D N52 08.3 E021 03.2 N52 11.1 E021 01.8 (LIN D15.9) NOT TO SCALE 2200′ MSA OKE VOR 2700′ 2300' STAR

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EPWA/WAW

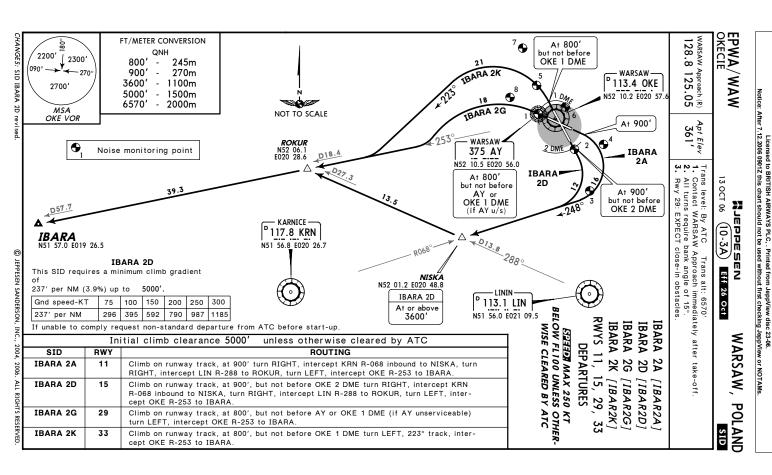
ISOCT 06 (10-3) EFF 25 Oct.

WARSAW, POLAND
OKECIE

WARSAW Approach 128.8 125.0 D53.5 DEDOL DEDOL 2G DEDOL 2D DEDOL 2A BELOW FL100 UNLESS OTHER DEDOL DEDOL DEDOL ANEPI N52 01.9 E020 34.7 DEDOL 0 RWYS 11, 15, 29, **DEDOL** N51 23.3 E020 21.6 SID WISE CLEARED BY ATC STEED MAX 250 KT Rogo: Dz. 꽂 **DEPARTURES** Initial climb 2G 2D . 05 ® ₽ 29 Ξ 114.9 188° KARNICE 117.8 KRN | [DEDO2G [DEDO2K] Apt Elev 361' N51 [DEDO2D] DEDO2A WAR :E: Climb on runway track, at 800', but not before AY or OKE 1 DME (if AY unserviceable) turn LEFT, intercept KRN R-040 inbound to ANEPI, turn LEFT, intercept WAR R-188 to DEDOL. Climb on runway track, intercept KRN R-040 in Climb on runway track, at 900', but not before OKE 2 DME turn RIGHT, intercept KRN R-068 inbound to SOPEL, turn LEFT, intercept OKE R-202 Climb on runway track, at 900' turn RIGHT, intercept KRN R-068 inbound to SOPEL, turn LEFT, intercept OKE R-202 to DEDOL. If unable to comply request non-standard departure from ATC before start-up. **DEDOL 2D**This SID requires a minimum climb gradient DEDOL 237' per NM (3.9%) up to 237' Gnd speed-KT Trans level: By ATC Trans alt: 6570'
1. Contact WARSAW Approach immediately after take-off
2. All turns require bank angle of 15°.
3. Rwy 29: EXPECT close-in obstacles. per NM 5000′ 296 NOT TO SCALE 375 AY N52 10.5 E020 56.0 75 | 100 At 800' but not before AY or OKE 1 DME (if AY u/s) DEDOL 2G 395 unless otherwise cleared N52 01.6 E020 50.9 ö 150 592 ANEPI, turn L 200 • 790 0 Ð` DEDOL 2D 987 250 At 800' but not before OKE 1 DME Noise monitoring point LEFT, 1185 300 intercept WAR R-188 1 DME 800' -900' -5000' -6570' -FT/METER CONVERSION by N52 10.2 E020 57.6 S N N ATC At 900' but not before OKE 2 DME 2200′ 245m 270m 1500m 2000m At 900' MSA OKE VOR 2700′ 2300′ DEDOL 2A 180 SID

"HANGES: SID DEDOL 2D revised

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EPWA/WAW WARSAW Approach 128.8 125.0 TABOROWEK | 114.9 WAR | 15.5 E020 39.4 This SID requires a minimum of 237' per NM (3.9%) up to 5 IDAKO 3D IDAKO 3A **IDAKO** N52 42.3 E020 19.7 D 117.8 KRN **KOTEK** N52 04.1 E020 37.0 56.8 E020 26.7 Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs EDULO N52 24.2 E020 41.2 S 3 Apt Elev 361' IDAKO 3D 003°→ Climb on runway track, at 900′, but not before ORE 2 DME turn RIGHT, intercept KRN R-086 inbound to NUSKA, turn RIGHT, intercept LN R-288 to KOTEK, turn RIGHT, intercept WAR R-183 inbound to WAR, WAR Climb on runway track, at 900' turn RIGHT, intercept KRN R-068 inbound to NISKA, turn RIGHT, intercept LIN R-288 to KOTEK, turn RIGHT, intercept WAR R-183 inbound to WAR, WAR R-003 to EDULO, turn LEFT, intercept OKE R-320 to IDAKO. R183°(5000' clearance 5000' D climb gradient Trans level: By ATC Trans alt: 6570'
1. Contact WARSAW Approach immediately after take-off.
2. All turns require bank angle of 15°. D 075 13 OCT 06 01.2 E020 48.8 At or above 3600' IDAKO 3D • Nasaddar RWYS 11, 15 DEPARTURES SIDS IDAKO 18 & 1E (RWYS 11 & OTHERWISE CLEARED BY ATC IDAKO 3D IDAKO 3A (10-3B) Eff 26 Oct Noise monitoring point At 900' but not before OKE 2 DME BELOW FL 100 UNLESS SI 33 3 MAX 250 KT D REFTER TO CHART 10-3C *D13.8 Gnd speed-KT 237' per NM If unable to comply request non-standard departure from ATC before start-up. otherwise cleared by ATC [IDAK3D] [IDAK3A IDAKO 296 395 75 2 DME 100 WARSAW, POLAND \bigcirc 900' - 2 3600' - 11 5000' - 15 6570' - 20
 150
 200
 250
 300

 592
 790
 987
 1185
 D 113.4 OKE N52 10.2 E020 57.6 FT/METER CONVERSION 15) P 113.1 LIN | 090 Ñ E 2200′ A† 900' 2300' 1100m 1500m 2000m 2700′

SID

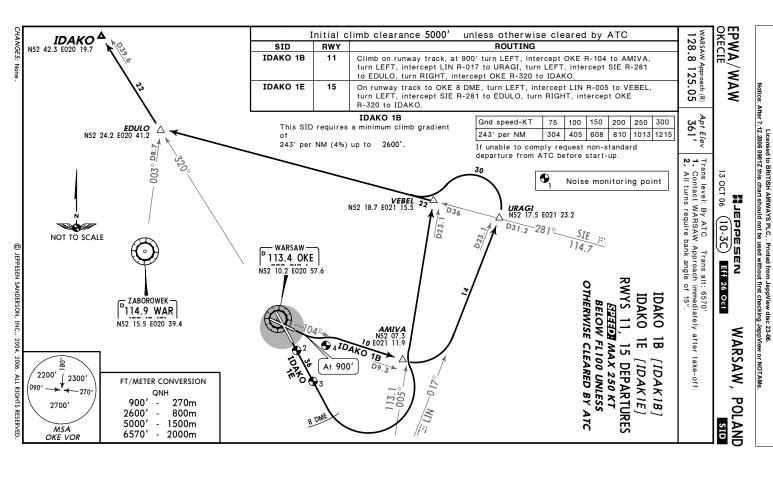
HANGES: SID IDAKO 3D revised.

-003 to EDULO,

turn LEFT,

intercept OKE R-320 to IDAKO

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EPWA/WAW 30 JUN 06 (10-3D) NaSaddar K Eff 6 Jul WARSAW, POLAND

WARSAW Approach (R) 128.8 125.05 Apt Elev 361'

1. Contact WARSAW Approach immediately after take-off. 2. All turns require bank angle of 15°. 3. Rwy 29: EXPECT close-in obstacles.

2200′ 2700′

2300' 2300' 270°

SID

MSA OKE VOR

MARIA 1G MARIA 1A

[MARIIG], MARIA 1K

[MARIIA], MARIA 1D

obstacles.

ZABOROWEK 114.9 WAR N52 15.5 E020 39.4

MARIA 1G

NOT TO SCALE

Noise monitoring point

ું

LAMID N52 18.7 E020 43.1

•

IDAKO N52 42.3 E020 19.7

STEED MAX 250 KT BELOW FL 100 UNLESS OTHERWISE CLEARED BY ATC RWYS 29, 33 DEPARTURES

IDAKO 2K [IDAK2K]

IDAKO 2G

[IDAK2G]



EPWA/WAW WARSAW Approach (R) 128.8 125.05

Apt Elev 361'

30 JUN 06 (10-3E) Eff 6 Jul NaSaddar # Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

WARSAW, POLAND

[MARI 1K]

[MARI]

| D] | e-in |
|-------|---|
| 2/00/ | 2200' 2300' 090° ——————————————————————————————————— |
| | |

| [םו | ely ank se-in |
|------|--------------------------|
| 2700 | 2200' 2300' 090° 270° |
| | |

Trans level: By ATC Trans alt: 6570'

1. Contact WARSAW Approach immediat after take-off. 2. All turns require be angle of 15°. 3. Rwy 29: EXPECT clos

SID

RWYS 11, 15, 29, 33 DEPARTURES SIZEE MAX 250 KT BELOW FL100 UNLESS OTHERWISE CLEARED BY ATC Climb on runway track, at 800', but not before OKE 1 DME turn LEFT, intercept KRN R-040 inbound to MATEM, turn LEFT, intercept WAR R-175 to PETEL, turn LEFT, intercept KRN R-124 to NIDAS, turn LEFT intercept LDZ R-094 to MARIA. Climb on runway track, at 900' turn RIGHT, intercept LIN R-329 inbound to LIN, turn LEFT, LIN R-145 to MARIA. turn LEFT, intercept WAR R-175 to PETEL, turn LEFT, intercept KRN R-124 to NIDAS, turn LEFT, intercept LDZ R-094 to MARIA. Climb on runway track, at 800', but not before AY or OKE 1 DME (if AY unserviceable) turn LEFT, intercept KRN R-040 inbound to MATEM Climb on runway track to 800', intercept LIN R-329 inbound to LIN, turn LEFT, LIN R-145 to MARIA. -094° D49.4 • unless otherwise cleared by ATC NOT TO SCAL 80,≥ At 800' but not before OKE 1 DME Noise monitoring point AIRAM Or ROUTING D **NIDAS** N51 41.8 E020 58.2 D WARSAW D 113.4 OKE N52 10.2 E020 57.6 MARIA 1A At 900' **MARIA** N51 39.4 E021 25.7 D 113.1 LIN N51 56.0 E021 09.5 0 \triangleright

 (\bigcirc)

D54

0400

At 800'
but not before
AY or
OKE 1 DME
(if AY u/s)

MATEM N52 05.2 E020 39.8

4.01d

D 117.8 KRN

.

1240

PETEL N51 51.6 E020 40.4

N51 56.8 E020 26.7

800' - 1 900' - 1 5000' - 1 6570' - 1

270m 1500m 2000m

SID

R₩Y

Initial climb clearance 5000'

FT/METER CONVERSION

<u>|</u>!!!

LDZ 112.4

THANGES: Chart reindexed

THANGES: Chart reindexec

IDAKO 2K IDAKO 2G

Climb on runway track, at 800', but not before OKE 1 DME turn LEFT, intercept OKE R-309 to LAMID, turn RIGHT, intercept OKE R-320 to On runway track to OKE 3 DME, turn RIGHT, intercept OKE R-309 to LAMID, turn RIGHT, intercept OKE R-320 to IDAKO.

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29

800' - 245m 5000' - 1500m 6570' - 2000m

Initial climb clearance 5000'

unless otherwise cleared by ATC

MARIA 1G MARIA 1D MARIA 1A

29

5 ⇉

MARIA 1K

33

FT/METER CONVERSION Q N H

D 113.4 OKE N52 10.2 E020 57.6

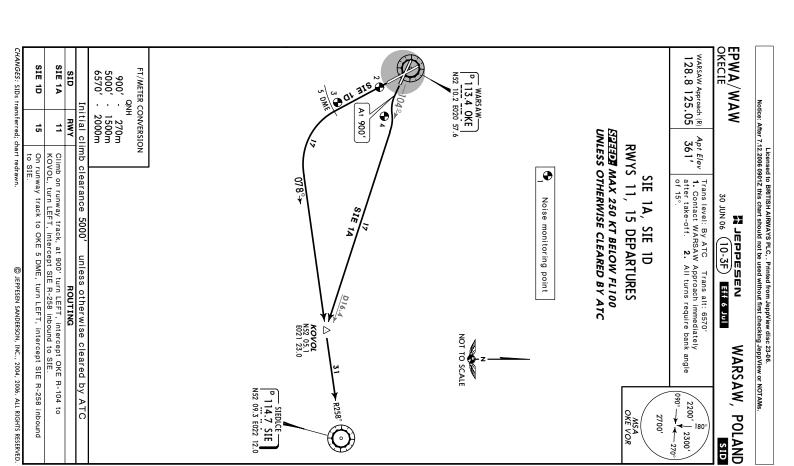
- WARSAW-

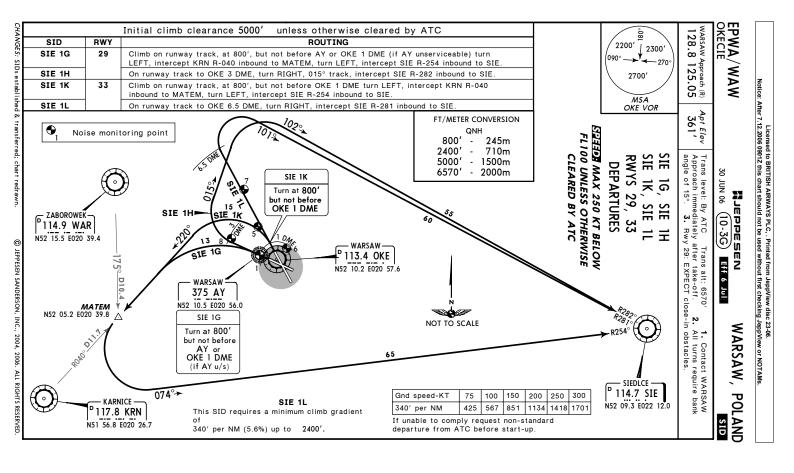
ZABOROWEK 114.9 WAR N52 15.5 E020 39.4

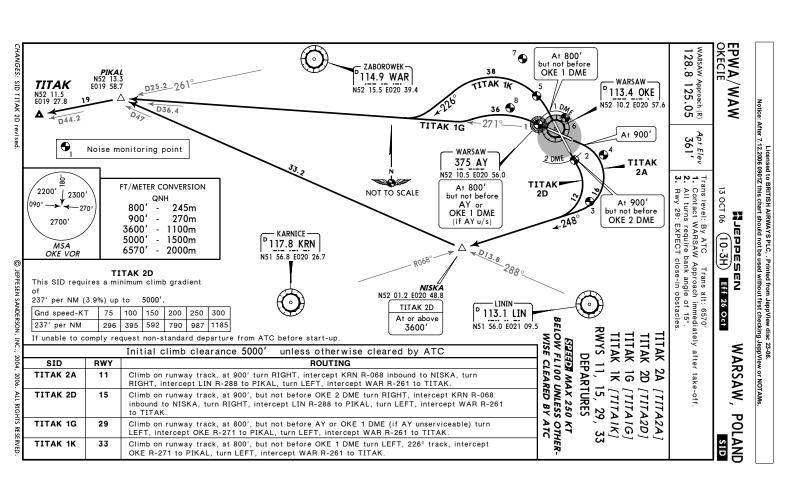
O

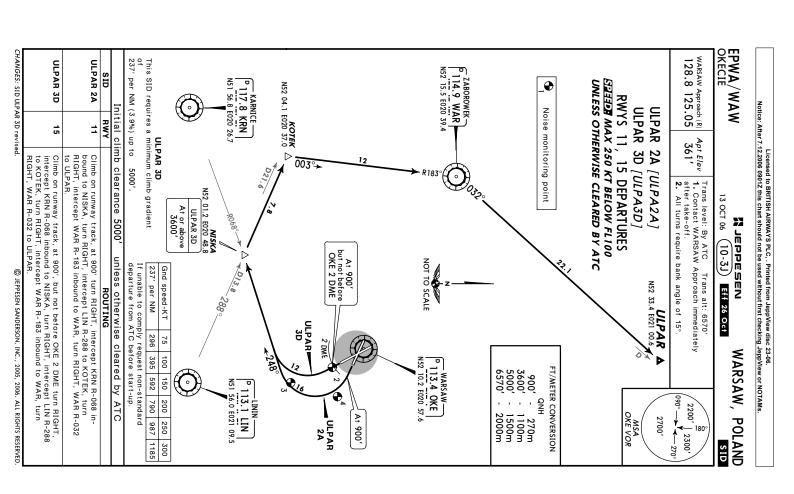
At 800' but not before OKE 1 DME

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EPWA/WAW 13 OCT 06 (10-3K) Eff 26 Oct # JEDDESEN

WARSAW Approach (R) 128.8 125.05 Apt Elev 361'

Trans level: By ATC Trans alt: 6570'
1. Contact WARSAW Approach immediately after take-off.
2. All turns require bank angle of 15°.
3. Rwy 29: EXPECT close 1...

WARSAW, POLAND

SID

090° — 270° 2200′ 2700′

MSA OKE VOR

UNLESS OTHERWISE CLEARED BY ATC SIJAAA MAX 250 KT BELOW FL100

ULPAR N52 33.4 E021 00.6

RWYS 29, 33 DEPARTURES

ULPAR 2G [ULPA2G] ULPAR 2K [ULPA2K]

D ZABOROWEK 114.9 WAR N52 15.5 E020 39.4

MARSAW 113.4 OKE N52 10.2 E020 57.6

900' - 270m 3600' - 1100m 5000' - 1500m 6570' - 2000m

FT/METER CONVERSION

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NOT TO SCALE

NOT TO SCALE

• Noise monitoring point

ALETA N52 17.3 E020 45.4

• At 800' but not before OKE 1 DME

·

N52 10.2 E020 57.6 ^D 113.4 OKE

| 117.8 KRN | N51 56.8 E020 26.7

Þ

P 113.1 LIN |

-LININ —

NISK ... N52 01.2 E020 48.8

VEKER 3D

©

At or above 3600'

Gnd speed-KT 237' per NM

300 1185

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

KARNICE -

KOTEK N52 04.1 E020 37.0

D

003°→

3D VEKER!

At 900' but not before OKE 2 DME

At 900'

VEKER 2A

5/4/01/04/8

These SIDs require minimum climb gradients of

ULPAR 2G

FL 110.

ZABOROWEK 1114.9 WAR N52 15.5 E020 39.4

371' per NM (6.1%) up to FL100.

ULPAR 2K

75 | 100 | 150 | 200 | 250 | 300

340' per NM (5.6%) up to

departure from ATC before start-up. If unable to comply request non-standard 371' per NM Gnd speed-KT

463 | 618 | 927 | 1235 | 1544 | 1853

340' per NM

425

567

FT/METER CONVERSION Q H

245m

5000′ -6570′ -

237' per NM (3.9%) up to 5000' This SID requires a minimum climb gradient

Initial climb clearance 5000' unless otherwise cleared by ATC ROUTING Climb on runway track, at 800', but not before OKE 1 DME turn LEFT, intercept OKE R-309 to ALETA, turn RIGHT, intercept WAR R-032 to ULPAR. On runway track to OKE 3 DME, turn RIGHT, intercept OKE R-309 to ALETA, turn RIGHT, intercept WAR R-032 to ULPAR. , - 1500m , - 2000m

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CHANGES: None

ULPAR 2K ULPAR 2G

29

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs PEPPESEN

WARSAW, POLAND

SID

EPWA/WAW WARSAW Approach (R) 128.8 125.05 STATE MAX 250 KT BELOW FL100 Apt Elev 361' RWYS 11, 15 DEPARTURES VEKER 3D [VEKE3D] VEKER 2A [VEKE2A] Trans level: By ATC Trans alt: 6570'
1. Contact WARSAW Approach immediately after take-off.

2. All turns require bank angle of 15°. 13 OCT 06 (10-3L)Eff 26 Oct N52 25.2 E021 11.6 2300' 2300' 270° 2200' MSA OKE VOR 2700′

UNLESS OTHERWISE CLEARED BY ATC

Noise monitoring point

VEKER 2A VEKER 3D Initial climb clearance 5000' RWY ⇉ Climb on runway track, at 900', but not before OKE 2 DME turn RIGHT, intercept KRN R-068 inbound to NISKA, turn RIGHT, intercept LIN R-288 to KOTEK, turn RIGHT, intercept WAR R-183 inbound to WAR, turn Climb on runway track, at 900' turn RIGHT, intercept KRN R-068 inbound to NISKA, turn RIGHT, intercept LIN R-288 to KOTEK, turn RIGHT, intercept WAR R-183 inbound to WAR, turn RIGHT, WAR R-060 to VEKER WAR R-060 to VEKER unless otherwise cleared by ATC

THANGES: SID VEKER 3D revised

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EPWA/WAW

WARSAW Approach (R) 128.8 125.05

Apt Elev 361'

30 JUN 06 (10-3M) Eff 6 Jul PEPPESEN

WARSAW, POLAND

SID

2200' 2300' \ 2700′

UNLESS OTHERWISE CLEARED BY ATC STATE MAX 250 KT BELOW FL 100

RWYS 29, 33 DEPARTURES

VEKER 2K [VEKE2K] VEKER 1G [VEKE1G]

Trans level: By ATC Trans alt: 6570'

1. Contact WARSAW Approach immediately after take-off.

2. All turns require bank angle of 15°.

3. Rwy 29: EXPECT close-in obstacles. **VEKER** N52 25.2 E021 11.6 MSA OKE VOR

E ZABOROWEK 114.9 WAR N52 15.5 E020 39.4

S DNE

•

Noise monitoring point

of 340' per NM (5.6%) up to 2400' **VEKER 2K**This SID requires a minimum climb gradient If unable to comply request non-standard departure from ATC before start-up. Initial climb clearance 5000' 425 567 851 1134 1418 1701 75 | 100 | 150 | 200 | 250 | 300 On runway track to OKE 6.5 DME, turn RIGHT, intercept WAR R-060 to VEKER. On runway track to OKE 3 DME, turn RIGHT, 015° track, intercept WAR R-060 to VEKER. NOT TO SCALE unless otherwise ROUTING D 113.4 OKE N52 10.2 E020 57.6 cleared by ATC QNH 2400' - 710m 5000' - 1500m 6570' - 2000m FT/METER CONVERSION

340' per NM Gnd speed-KT

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CHANGES: New chart

VEKER 2K VEKER 1G SID

> RWY 29

> > EPWA/WAW

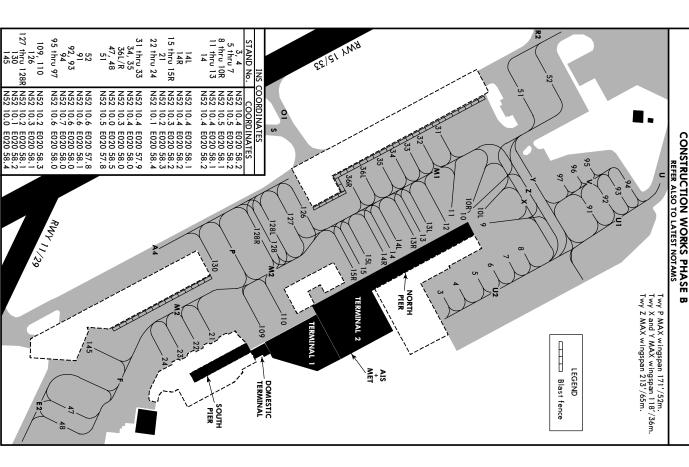
29 SEP 06

P 06 (10-8)

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OKECIE



EPWA/WAW Apt Elev 361' N52 09.9 E020 58.0 ATIS 120.45 (e) Operators applying U.S. Ops Specs: CL required below 300m. O TORA TORA • Rwy grooved, except intersection with rwy 15/33. Meters JAR-OPS • 29 Feet 0 [HS] When approaching RWY 15/33 from TWY D2 pilots should be aware that taxiway is not standard 90 H52 When approaching RWY 33 from TWY H2 for full distance departure cross RWY 33 efficiently. instructions.) (For information only, not to be construed as ATC **RUNWAY INCURSION "HOT SPOTS"** HIRL (60m) CL(15m) ALSF-II TDZ PAPI-L(3.0°) HIRL (60m) CL (15m) HIALS-II SFL TDZ **②**HIRL (60m) CL (15m) HIALS PAPI-R(3.0°) degree angle to the runway. 200m 150m HIRL (60m) CL (15m) HIALS PAPI-L(3.0° From rwy head twy D2 int twy O1 int RWY 11: From rwy head twy D3 int 500 1000 LVP must be in Force 3000 12,106′ 10,305′ 8593′ 200m 7546' (2300m) 5358' (1633m) ADDITIONAL RUNWAY INFORMATION (3690m) (3141m) (2619m) 30 JUN 06 Nasaddar RCLM (DAY only) or RL (10-9)AKE-OFF All Rwys 250m 300m PAPI-L (angle 3.0°) RWY 29: From rwy head twy N int (displ thresh) twy M3 int RWY 33: From rwy head twy H2 int twy T int 8990 7546' 2300m [hreshold USABLE LENGTHS *Ground 121.9 2740m Cranes up to RCLM (DAY only) or RL Glide Slope 400m 20-59),965' *3342m* WARSAW, POLAND Trees up to 19' LEGEND
RUNWAY
INCURSION
HOTSPOTS 337' SEE 10-9A FOR PARKING Λ_{456} FOR PARKING
POSITIONS
SEE 10-9A 9186' (2800m) 7546' (2300m) 6247' (1904m) TAKE-OFF 0 0 NIL (DAY only 18.3 500m 21-00 OKECIE 21-00 52-10 -52-09 -197' 164' 50m

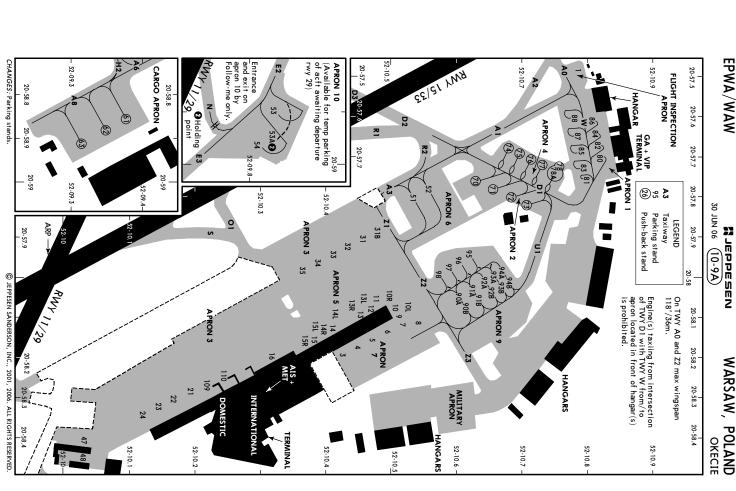
CHANGES: Apron

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UNADCAMA



EPWA/WAW

30 JUN 06 (10-9B) Nasaddar 1

WARSAW, POLAND

| | | | | | | 1 1 |
|--|--|--|--|-------------|-------------|---------------|
| 52 53 53A, 54 61, 62 63 | 31 thru 33 34 35 47, 48 51 | 14L 14R thru 16 21 22 23, 24 | 3 thru 5 6 7 thru 10R 11 thru 13R 14 | STAND No. | | |
| N52 10.6 E020 57.8 N52 09.8 E020 58.9 N52 09.8 E020 59.0 N52 09.3 E020 58.9 N52 09.3 E020 59.0 | N52 10.4 E020 57.9 N52 10.4 E020 58.0 N52 10.3 E020 58.0 N52 10.0 E020 58.5 N52 10.5 E020 57.8 | N52 10.4 E020 58.1 N52 10.3 E020 58.2 N52 10.2 E020 58.3 N52 10.1 E020 58.3 N52 10.1 E020 58.4 | N52 10.4 E020 58.2 N52 10.5 E020 58.2 N52 10.5 E020 58.1 N52 10.4 E020 58.1 N52 10.4 E020 58.2 | COORDINATES | INS COC | 30 JUN 06 (10 |
| 109, 110 | 88 90A thru 91B 92A thru 93B 94A, 94B 95 thru 98 | 82, 83 84 85 86 86 87 | 70, 71 72, 73 74 thru 78A 80 81 | STAND No. | COORDINATES | (10-9B) |
| N52 10.2 E020 58.3 | N52 10.8 E020 57.6 N52 10.6 E020 58.1 N52 10.6 E020 58.0 N52 10.6 E020 58.0 N52 10.6 E020 58.0 | N52 10.8 E020 57.7 N52 10.8 E020 57.6 N52 10.8 E020 57.7 N52 10.8 E020 57.6 N52 10.8 E020 57.7 | N52 10.6 E020 57.8 N52 10.7 E020 57.8 N52 10.7 E020 57.7 N52 10.8 E020 57.7 N52 10.8 E020 57.8 | COORDINATES | | OKECIE |
| | | | | | | |

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EPWA/WAW

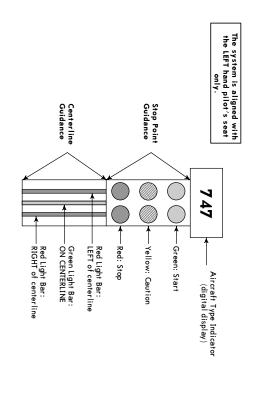
30 JUN 06 (10-9C) Masadar

WARSAW, POLAND OKECIE

AUTOMATED DOCKING SYSTEM - RLG Available on apron 3

A. DESCRIPTION

The RLG Automated Guide-In Docking System consists of a display located on the extension of the centerline leading into the aircraft stand and a set of sensors installed in the apron surface.



- B. ACTIVATED SYSTEM
 I. The system is ready for use when:
 the aircraft type is shown on the digital display,
 the pair of green lights is switched on,
 the green vertical light bar is switched on.
- 2. The pilot should be aware that the correct type of aircraft is displayed before using the system.

C. CENTERLINE GUIDANCE

- The centerline guidance is provided by means of three vertical light bars:

 Visibility of the green bar only means that the aircraft is on the centerline.

 Visibility of the green and the left red bar means that the aircraft is left of the centerline; turn
- right. Visibility of the green and the right red bar means that the aircraft is right of the centerline; turn

D. STOP POINT GUIDANCE

The guidance of the aircraft to the stop point is performed on the basis of three pairs of lights as shown in the diagram above.

When the yellow lights become active the taxi speed of the aircraft should immediately be reduced to the minimum taxi speed.

The braking action should be commenced immediately after the red lights become active.

In case of unexpected system failure and/or power cut, docking should be completed

on the basis of signals given by ground personnel.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

PANS OPS 3 BRIEFING STRIF EPWA/WAW (IAF) SULAX _ 52-15 ILS GS 3.00° or - 52-10 MISSED APCH: Climb STRAIGHT AHEAD to 1020', then turn RIGHT Alt Set: hPa (MM on req) OC Descent Gradient
NAP at D0.8 WAS 2500′ KARNICE D 117.8 KRN $({\sf MAX}\ {\sf 185}\ {\sf KT})$ to KRN VOR climbing to 3480' and as directed. AR-OPS (GS out) 2500 2500 2500 MISSED APCH FIX AB: **561** ′ (200′) D: **581** ′ ALS o DA(H) 120.45 SAM 201 109.9 **D9.5** WAS ATIS RVR 550m RVR 600n 20-30 _ 111° ¥ WAS DME Ľ WARSAW Approach (R) Apch Crs 28.8 125.05 EP(R) 2: **57 1** ′ (210′) 2: **58 1** ′ (220′) STRAIGHT-IN LANDING RWY 11 RVR 1000m)-140 377 **D6.7** WAS TEMPORARY PROCEDURE REFER ALSO TO CHART NOTAMS 485 90 D3.8 WAS 1565'(1204') Rwy Elev: 13 hPa 2070 28 APR 06 (11-01) 539 100 Arriving controlled flights expect radar vectoring by ATC to the LOC interception. *WARSAW Director PLEDDESEN RVR 1000m RVR 900m 1135′ 🕹 RVR 1400m 120 129.37 647 D9.5 1570 2.9 MDA(H) **790**′ (429′) 755 111° 109.9 WAS 140 **D3.8** WAS GS 1565' 160 862 DA (H)
Refer to
Minimums 1730 OKECIE Tower Eff 11 May 118.3 RVR 1500m RVR 2000m Trans level: By ATC 1800m EP(R) **D0. 8** WAS GS 600' Apt Elev 361 RWY 361' 205 Max Kts 1380 180 121.9 WARSAW ILS DME 1010' (649') 1070' (709') 810' (449') TCH 59' 870' (509') 6570′ FT/METER CONVERSION 3480′ 2500′ 1570′ 1020′ Not authorized Northeast of airport CIRCLE-TO-LAND PAPI Ⅲ 090 D 113.4 OKE Q H RWY 11 361' 2200' 21-00 MSA OKE VOR Rwy rans alt: 6570 POLAND 2700′ 1050 1060m 2000m 760m 3600m 2400m 1600m 1500m 1020 2300′ VIS

PANS OPS 3 EPWA/WAW Gnd speed-Kts
ILS GS 3.00° or - 52-10 - 52-15 MISSED APCH WITH RADIO FAILURE: Proceed STRAIGHT AHEAD to D10.0 OKE, then turn RIGHT (MAX 185 KT) to KRN VOR climbing to 3940'. MISSED APCH: Climb STRAIGHT AHEAD to 2990', continue as directed LOC Descent Gradient
MAP at D0.8 WAS 2500′ MISSED APCH FIX WITH RADIO FAILURE Alt Set: hPa (MM on req) (GS out) AR-OPS Š 120.45 AB: **561** ′ (200′) D: **581** ′ (2 109.9 SA N KONAM D9.5 WAS MARNICE 117.8 KRN ATIS RVR 550m € 600m — 111° → ALT ITUDE WARSAW Approach (R) Apch Crs 28.8 125.05 - 52-05 C: 57 1' (210') EP(R)-140 D ZABOROWEK D 114.9 WAR <u>`</u> STRAIGHT-IN LANDING RWY 11 RVR 1000m 377 D6.7WAS (220') 485 D3.8 WAS 1565'(1204') OKE VOR DME required.
KONAM may be used for
tactical vectoring.
If not otherwise instructed by ATC,
expect radar vectors to leave
2990' on the glide path. Rwy Elev: 13 hPa 5.4 2070 539 28 APR 06 (11-1) *WARSAW Directo S RVR 1135' PEPPESEN RVR 900m RVR 1400m 129.37 647 120 1570′ 2.9 1000m MDA(H) **790'** (429') 111° 109.9 WAS 755 140 **D3.8** WAS GS 1565' 160 862 DA(H)
Refer to
Minimums 4.3 1730 Eff 11 May ILS DME. OKECIE Tower 118.3 RVR 1500m RVR 2000m RVR 1800m Trans level: EP(R) 9 **D0.8** WAS GS600' Apt Elev 361 RWY 361' 205 180 Max Kts 3.2 1380 135 121.9 WARSAW DO.8 ILS DME 1070′ 1010' (649') 810' (449') TCH 59 870' (509') FT/METER CONVERSION 6570′ 3940′ 2990′ 2500′ 1570′ Not authorized Northeast of airport PAPI HIALS-11 CIRCLE-TO-LAND 090° (709') D 113.4 OKE RWY 11 361' 2200' rans alt: 6570 MSA OKE VOR Rwy 2700′ POLAND 2.2 1050' 1200m 910m 760m 480m 2000m 2400m 1600m 1500m 2990 2300' 3600m VIS

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PANS OPS 3 15 | 120.43 | 120.03 | 127.37 | 110.3 | 127.37 | 10.33 | 127.37 | 10.33 | 127.37 | 10.33 | 127.37 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 | 10.33 EPWA/WAW Gnd speed-Kts
ILS GS 3.00° or 52-10 MISSED APCH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) onto 277° to D15.0 OKE, then turn LEFT to KRN VOR climbing to 3940°. LOC Descent Gradient 5.2% MAP at D0.7 WA RWY 33 351' 52-00 185 KT) onto 277° climbing to 2990', then as directed. MISSED APCH FIX WITH RADIO FAILURE JAR-OPS (GS out) EP(R)-140 EP(R)-58 AB: 551'(200') õ 120.45 20-40 B 117.8 KRN RVR 600m ATIS RVR 550m **EP**(R)-58 1135' WA DME .: **ILS** Ö 58' F WARSAW Approach (R) 128.8 125.05 571' (220') 561'(210') RVR 1000m 20-50 KUTEVE D3.0 OKE 377 70 STRAIGHT-IN LANDING RWY 33
LOC (GS out) 328° 485 90 RVR 1000m RVR 900m 1138′ with D3.2 WA MDA(H) 680' (329') 539 100 870' 113.1 LIN 110.3 WA 13 ост 06 (11-2) 1400m RVR 2000m RVR 1600m D3.2WA *WARSAW Director LASKU D7.2 WA 21-00 Nasaddar 1 647 120 | 140 | 160 MASAK DIO.3 WA 129.37 GOSED RVR 1500n RVR 1800m 2010 × 2010 × ALS out 755 1390' € 935' WARSAW 113.4 OKE 1283′ 862 D5.2 LASKU 330 PNO 1220 Eff 26 Oct RVR 1200r RVR 1000m OKECIE Tower w/o D3.2 WA MDA(H) **840** '(489') 118.3 OKE VOR DME required.
LASKU and MASAK may be used for tactical vectoring.
If not otherwise instructed by ATC, expect radar vectors to leave 2990' on the glide path. EP(P)-10 EP(R)-58 841 EP(D)-30 EP(R)-58 RVR 2000 RVR 1500n Apt Elev 361' ALS out \$66′ MHA 2990 RWY 351' 1560 121.9 WARSAW, 21-20 LIN VOR148°- 3150 ILS DME Rwy 33 205 180 135 00 FT/METER CONVERSION 6570′ 3940′ 3150′ 2990′ 2010′ 1390′ 1070' (709') 3600m 1010' (649') 2400m 870' (509') 1500m 870' (509') 1600m Northeast of airport PAPI CIRCLE-TO-LAND Not authorized **₹328°** 2200' MSA OKE VOR POLAND 2700′ 1890 2000m 1200m 960m 910m 610m 425m -180 KUTEV 21-30 2300' -VIS

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| B.4 | NS OPS 3 | | | | .5 0 | ,5 ,10 | ,15 | ,20 | | | |
|--|-----------------|--|--|---------------------------------------|--|---|--|--------------|---|-------------------------------------|---|
| | NS OFS 3 | RA 106' | Gnd speed-Kts GS 3.00° JAR-OPS | RWY 33 351 ′ | MISSE ACH FIX WITH RADIO FAILURE KARNICE DITT & KNN OSO AND | - 12 10 | FP(R)-58 | W. | | 120.45 | EPWA/WAW OKECIE |
| ying U.S. Ops Specs: | RVR 300m | 2') | 70 90 100 1 377 485 539 6 | D0.7 _{WA} 68571' 1CH 58' 0.5 | , , , , , , , , , , , , , , , , , , , | 1480) (a) | KUTEV | ertifi | AISSED APCH: Climb STRAIGHT A 85 KT) onto 277° climbing to AISSED APCH WITH RADIO FAILURE: AISSED APCH WITH 277° to D15.0 OKE, | 128.8 125.05 Final Apch Crs | V 13 |
| : Autoland or HGS re | | RA 121' RA 121' DA(H) 469'(118') | 120 140 160 647 755 862 STRAIGHT-IN LANDING RWY 33 | 4.5 | - 115 DME D17.0 WA - 110.3 WA - 110.3 WA - 113.1 LIN - 113.1 LIN - 21.00 | 1480 D5, 2 LASKU MASAWA MOSSED GOSSED | | | STRAIGHT AHEAD to KUTEV, then turn climbing to 2990', then as directed. DIO FAILURE: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT to KRN VOR climbin | 129.37 GS D5.2 WA | 3 OCT 06 (11-2A) RI *WARSAW Director OKEGI |
| ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. CHANGES: Let withdrawn, Procedure. © FEPPERN SANDERSON, INC. | RVR 400m | RA 133' RA 133' DA(H) 482'(131') | DING RWY 33 | 2010' D5.2 LASKU 2.0 | 2990 2990 | 330 PNO | 935' PNASTONO EP(R)-58 EP(R)-58 EP(R)-58 | rans le | MISSED APCH: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) onto 277° climbing to 2990′, then as directed. MISSED APCH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) onto 277° to D15.0 OKE, then turn LEFT to KRN VOR (limbing to 3940′. | 118.3 CAT II IIS RA/DA(H) Refer to | A CAT I |
| 0m. INC., 1999, 2006, ALL RIGHTS RESERVED. | RVR 450m | RA 146' PA(H) 495'(144') | ALSF-II PAPI | 11N VOR 148° - 3150′ - 328° | 90 21 ₁ 20 21 ₁ 30 | SAN SAN Se i Se i Jide | 3940' - 1200m 3940' - 1200m 3150' - 960m 2990' - 910m 2010' - 610m | FT/METER CON | | 361' 090° | WARSAW, POLAND I ILS DME Rwy 33 |

MISSED APCH: Climb STRAIGHT AHEAD to 1120', then turn RIGHT (MAX 185 KT) to KRN VOR climbing to 3480' and as directed.

Do not turn before passing MAP.

Apt Elev: 13 hPa

Apt Elev: 13 hPa

Trans level: By ATC (IAF) SULAX PANS OPS 3 EPWA/WAW D 0 B > Descent Gradient 5.60% or - 52-10 - 52-15 MAP at OKE VOR KARNICE 117.8 KRN IAR-OPS 2500 249° 120.45 MISSED APCH FIX VOR OKE **113.4** ATIS 20-30 **D17**. ALTITUDE MDA(H) A: **780** (419') C: **830** (469') B: **790** (429') D: **840** (479') D17.7 OKE 2500′ RVR 1600m RVR 1200m RVR 1000m RVR 900m - 52-05 WARSAW Approach (R 128.8 125.05 STRAIGHT-IN LANDING RWY 11 EP(R)-140 -105°→ 396 1050 990' TEMPORARY PROCEDURE
REFER ALSO TO CHART NOTAMS 510 11.0 90 5.4 2090' *WARSAW Director 566 100 28 APR 06 (13-01) 129.37 **D6.7** OKE [FD11] Arriving controlled flights will be vectored by ATC to the final approach. 679 PEDDESEN RVR 1500m RVR 2000m **D6.7**OKE
1135' [FD11] 793 140 4.3 1730' 906 160 OKECIE Tower 118.3 MDA 4.5 Eff 11 May [3.20°] 100 Kax **D2.2** OKE [22VO3] EP(R)-58 375 AY Apt Elev 361' **D2.2** OKE [22VO3] 1070'(709') 1010' (649') 810' (449') 870' (509') 1370' 990′ 121.9 1480 VOR DME Rwy 1 WARSAW, Northeast of airport CIRCLE-TO-LAND Not authorized [RW11 OKE VOR 3480′ 2500′ 1120′ 990′ 6570′ FT/METER CONVERSION MARSAW NARSAW PAPI I 2200' (P) 1138 Trans alt: 6570 MSA OKE VOR 21-00 APT 2.2 990' POLAND [TCH 59'] 2700′ 2400m 1500m 1060m 2000m 3600m 1600m 361′ 340m 300m 760m _VIS_ 2300′

CHANGES: Trans alt.

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CHANGES: Procedure. Minimums

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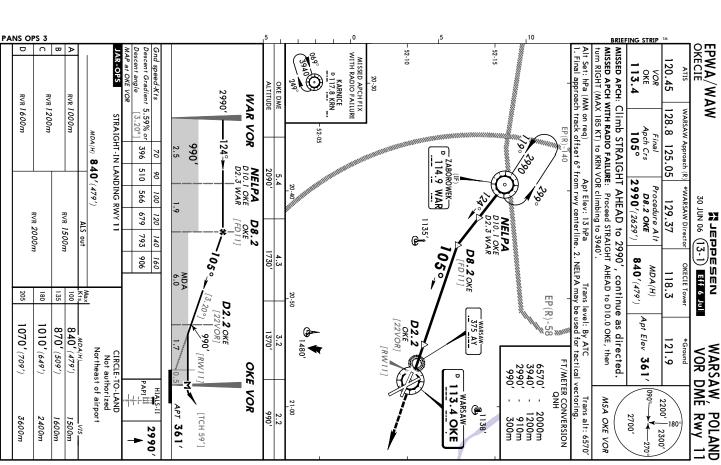
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EPWA/WAW

JEPPESEN

WARSAW,

JOHN 06 (13-1) | FFF 6 John | WARSAW,



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BRIEFING STRIF EPWA/WAW - 52-20 MISSED APCH: Climb STRAIGHT AHEAD to 1120', then turn RIGHT Gnd speed-Kts

Descent Gradient 6.23% or Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Final approach track offset 5° from rwy centerline. KARNICE D 117.8 KRN Descent angle (MAX 185 KT) to KRN VOR climbing to 3480' and as directed. 12000 120000 MISSED APCH FIX 120.45 VOR OKE **113.4** 2500′ ATIS TEMPORARY PROCEDURE
REFER ALSO TO CHART NOTAMS Arriving controlled flights expect radar vectoring by ATC to the IAF. D14.0 OKE VOR ALTITUDE OKE DME 20-20 RVR 1800m RVR 1600m RVR 1500m RVR 1400m At or above 2500' WARSAW Approach (R 128.8 125.05 -153°- STRAIGHT-IN LANDING RWY 15 Apch Crs 153° MDA(H) 860'(509' 442 569 1320' 5.4 2220' D6.3 OKE 2500'(2149') EP(R) Procedure Alt *WARSAW Director 632 28 APR 06 (13-02) 129.37 -140 758 PEDDESEN **D6.3** *OKE* [FD 15] R\R RVR 1500m 885 2000m EP(R)-58 1011 2010′ 860'(509') MDA(H)OKECIE Tower **D4.8** OKE [48VOR] 118.3 Eff 11 May MDA Trans level: By ATC D6.30KE D 14.0 OKE **D4.8** OKE [48VOR] Max Kts 135 Apt Elev 361' [RW15] 1420' RWY 351' Do not mistake Warsaw (Babice) 121.9 1010' (649') MDA(H) 860' (499') 070′ (709′) RW15 VOR DME Rwy 15 WARSAW, 870' (509') OKE VOR Not authorized Northeast of airport CIRCLE-TO-LAND 1138/ P113.4 OKE FT/METER CONVERSION 120 938′ PAPI [TCH 50'] RWY 15 351' 090° 2300′ EP(R)-58 2200' Trans alt: 6570 1283′ **(₽**935′ MSA OKE VOR EP(D)-30 -EP(R)-58 WARSAW POLAND 2700′ 2400m 1500m 1600m 1120′

CHANGES: Trans alt.

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EPWA/WAW - 52-10 - 52-20 MISSED APCH: Climb STRAIGHT AHEAD to 2990', continue as directed MISSED APCH WITH RADIO FAILURE: Proceed STRAIGHT AHEAD to D10.0 OKE, then turn RIGHT (MAX 185 KT) to KRN VOR climbing to 3940° . MAP at OKE VOR Gnd speed-Kts 70
Descent Gradient 6.1% 432 MISSED APCH FIX WITH RADIO FAILURE JAR-OPS Set: hPa (MM on req)
Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6570'
Final approach track offset 6° from rwy centerline. 2. VELAV may be used for tactical vectoring. 120.45 VOR OKE 113.4 2990′ KARNICE D 117.8 KRN ATIS D14.0 20-20 RVR 1600m RVR 1500m RVR 1400m -153°**→** 128.8 125.05 STRAIGHT-IN LANDING RWY 15 1190′ Apch Crs ZABOROWEK *90* VELAV D9.7 OKE 5.4 2220' 618 2990'(2639') D10.8 WAR ' Procedure Alt
D7.7 OKE *WARSAW Director 30 JUN 06 (13-2) **THE 6 JUL** 741 2990 129.37 2.0 140 865 **D7.7** OKE િ EP(R)-58, RVR 2000m RVR 1500m 160 988 1810′ 2010′ 920′(569′) OKECIE Tower MDA(H)D5.0 118.3 VELA V D7.70K MDA 4.4 D5.0 OK 2850 114.7 DIA. 0 9 Max Kts 135 Apt Elev 361' 1420 Warsaw (Babice) 4938' RWY 351' Do not mistake 121.9 920' (559') WARSAW, POLAN VOR DME Rwy 1 1010' (649') 920' (559') OKE VOR Not authorized Northeast of airport CIRCLE-TO-LAND 1138' WARSAW — WARSAW 6570' -3940' -2990' -2010' -FT/METER CONVERSION PAPI RWY 15 351' 090°—> 2300′ 090°—> 27(EP(R)-58 2200' 1283′ **₩**935′ MSA OKE VOR WARSAW-EP(R)-58 1010 2000m 1200m 910m 610m 2700′ EP(D)-30 **POLAND** 2400m 1600m 1500m 2990

CHANGES: Procedure. RVR 1800m 1070′ (709′)

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MISSED APCH: Climb STRAIGHT AHEAD to 2990', continue as directed.

MISSED APCH: Climb STRAIGHT AHEAD to 2990', continue as directed.

MISSED APCH: WITH RADIO FAILURE: Proceed STRAIGHT AHEAD to D10.0 OKE, then turn LEFT (MAX 185 KT) to KRN VOR climbing to 3940'.

Rwy Elev: 13 hPa

Trans level: By ATC

Rwy Elev: 13 hPa

Trans level: By ATC

Trans level: Table and the proceed straight and the pro EPWA/WAW 20-50 - 52-10 Alt Set: hPa (MM on req)
Rwy Elev: 13 hPa
Trans level: By ATC
Trans alt: 6570
1. Final approach track offset 4° from rwy centerline. 2. ATGAN may be used for tactical vectoring. MISSED APCH FIX WITH RADIO FAILURE Descent angle Descent Gradient 5.24% or STRAIGI With D2.7 OKE MDA(H) ABC: **740** (396) 120.45 1480 OKE V RVR 1600m KARNICE D 117.8 KRN RVR 1400m RVR 1300m RVR 1200m RWY 29 **344**′ ALTITUDE D1.1 OKE [TCH 50'] D: **760** '(416') WARSAW Approach (R 128.8 125.05 OKE VOR STRAIGHT-IN LANDING RWY **29** .7 OKE | W/o D2.7 OKE 113.4 OKE RVR 2000m RVR 1500m RVR 1800m [RW29] 1010' OKE 8 EP(R)-58 372 478 113.1 LIN D2.7 OKE 1.9 27VOR] RVR 1800m RVR 1600m RVR 1500m RVR 1400m 531 30 JUN 06 (13-3) MDA 129.37 **D2.7** OKE [27VOR PEDDESEN MDA(H) 9 1 0' (566' 637 935 743 4.3 1530 910' ATGAN DIII.I OKE RVR 1500m RVR 2000m 6.4 849 160 OKECIE Tower 118.3 Eff 6 Jul D9. 10KE ATGAN 295° OKE 295° 12990' ₹95°\$86' 100 Kts 135 EP(P)-10 EP(R)-58 2.0 121.9 910' (549') 1010' (649') 1070′ (709′) 910' (549') WARSAW **VOR DME** Not authorized Northeast of airport CIRCLE-TO-LAND **D14.7** OKE FT/METER CONVERSION 6570′ -3940′ -2990′ -1010′ PAPI ---1480' 2200' MSA OKE VOR 6.5 Rwy 29 POLAND 2700′ 2400m 1500m 1600m 2300′ 2990

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CHANGES: Procedure

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NKE Apch Crs 2990'(2639') 760'(407)

| MISSED APCH: Climb STRAIGHT AHEAD to MASOV, then turn LEFT (MAX 185 KT) onto 277° climbing to 2990', then as directed. EPWA/WAW Descent Gradient 5.30% or - 52-10 MISSED APCH WITH RADIO FAILURE: Climb STRAIGHT AHEAD to MASOV, then turn LEFT MAX 185 KT) onto 277° to D15.0 OKE, then turn LEFT to KRN VOR climbing to 3940'. MISSED APCH FIX WITH RADIO FAILURE JAR-OPS) Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6570' Final approach track offset 3° from rwy centerline. 2. XELBO may be used for tactical vectoring. 120.45 20-40 ATIS RVR 1400m RVR 1000m RVR 900m ALTITUDE D2.2 OKE MDA(H) 760' (409') With D4.9 OKE EP(R)-58 WARSAW Approach (R 128.8 125.05 RWY 33 351 STRAIGHT-IN LANDING RWY 33 [TCH 58'] RVR 2000m RVR 1500m RVR 1800m 372 OKE VOR 3.2 478 D 113.1 LIN *WARSAW Director 1138 RVR 1600m RVR 1000m 30 JUN 06 (13-4) Eff 6 Juli RVR 1200m 531 637 129.37 D2.2 MDA(H) **940**′(589′, 21-00 MIEDDESEN W/o D4.9 OKE **D2.2** OKE [MD33] 1500 **D4.9** OKE 743 D 113.4 OKE 4.3 1330' 1283′ RVR 2000m RVR 1500m **D9.7** OKE OKECIE Tower 849 118.3 940′ XELBO 87.5 \$1.5 \$1.5 21-10 D16.2 **D9.7** OKE MHA 2990 EP(P)-10 EP(R)-58 EP(D)-30 EP(R)-58 8 Apt Elev 361' 1680 RWY 351' XELBO D11.7 OKE 121.9 WARSAW, I 1010' (649') 940' (579') 1070′ (709′) 940' (579') Not authorized Northeast of airport CIRCLE-TO-LAND 1150′ <u>+</u>325°⊣ FT/METER CONVERSION 6570′ 3940′ 2990′ 1500′ PAPI D16.2 090° 2200' 2300' MSA OKE VOR 2990′ 2040 Rwy 33 2700′ POLAND MASOV 3600m 2400m 1600m 1500m 2000m 1200m 910m 455m 21-30 VIS