

1. GENERAL

1.2.3. RUN-UP TESTS

Engine test runs without appropriate protective attenuators are prohibited between 2200-0600LT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1 GENERAL

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

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 TWY's 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 - Taxiing of ACFT with wingspan greater than 157'/48m is allowed only with "FOLLOW-ME" car.

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

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

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. After crossing the barriers towards THR 15 towing is obligatory. Reverse procedure is obligatory while taxiing towards of THR 11 (starting-up engines possible after crossing the barriers).

1.5. PARKING INFORMATION

Following procedures/limitations are in force on stands:

- 1 thru 26: Push-back is mandatory.
- 1 thru 34: Rotation of acft is prohibited.
- 1 thru 7 and 16 thru 26: Backtrack with use of ACFT's 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.

Parking on stands 9 and 10 according to directions given by docking system RLG or according to marshaller's instructions. Parking on remaining stands according to marshaller's instructions. Entrance and exit from stands is always to be performed in assistance with FOLLOW-ME car.

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

1. GENERAL

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

2. 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/ILZ (for RWYs 11 and 33) or when performing VOR DME approaches (all RWY's). Maintain until D4.0 WAS (ILS RWY 11), D4.0 WA (ILS RWY 33) or D9.0 OKE (VOR DME approaches).

If unable to comply, notify ATC immediately.

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 TWY's: A0, D2, O, R1 and S. Pilots are to delay the report "RUNWAY VACATED" 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.

3. 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

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

- 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.

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

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 completion whilst on the RWY shall be kept to the minimum. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.

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 only.

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)

3.5. 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 conduct departure from RWY 15 or RWY 33.
Assistance of "FOLLOW ME" car will be provided to TWY A3 or A4 while taxiing to RWY 15 or RWY 33.
Further taxi instructions will be provided by TWR.

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, 5 and 10 of ICAO Annex 16, volume I and after obtaining prior permission from the aerodrome manager.
 - 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,
 - non scheduled flights may operate only after receiving a special permission from the aerodrome manager at least 24 hours before the flight.
- In case the flight is to performed on an official holiday, the application for permission should be advanced respectively earlier.

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

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

Applications for permissions should be addressed as follows:

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

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,
 - information about the category of the noise certificate for the type of ACFT planned to be flown.
- These restrictions are not applicable for SAR flights, hospital flights, enforcing public order and in emergency.

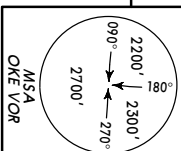
If atmospheric and/or technical conditions permit, departures and arrivals will be performed on RWYs 15/33. In order to maintain the lowest possible noise level it is highly recommended to avoid extensive reverse thrust and usage of full length of the RWY after landing. Crews are requested to reduce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

EPWA/WAW
 OKECIE

13 OCT 06 **(10-2)** **EFF 28 OCT**

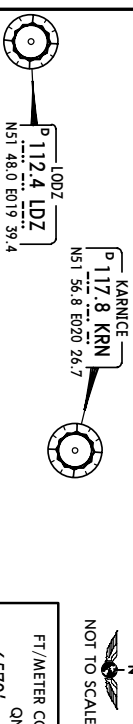
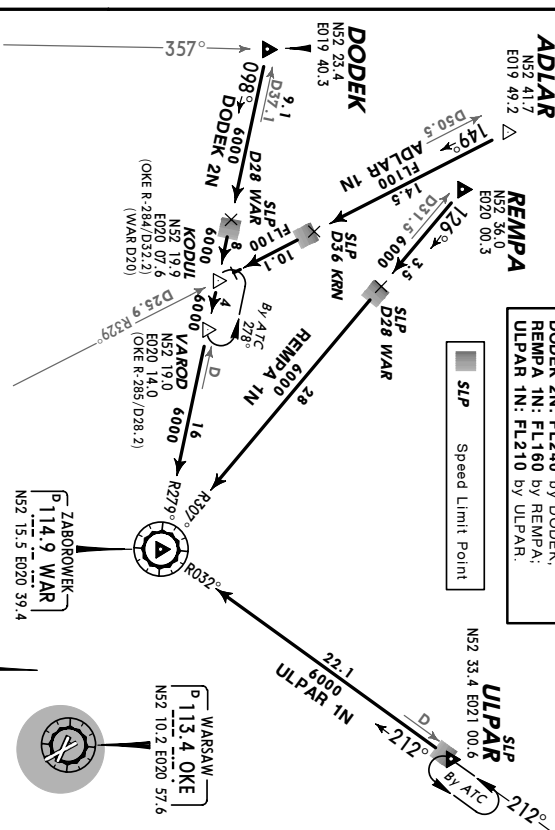
WARSAW, POLAND
STAR

ADLAR ONE NOVEMBER (ADLAR 1N) [ADLA1N]
DODEK TWO NOVEMBER (DODEK 2N) [DODE2N]
REMPA ONE NOVEMBER (REMPA 1N) [REMP1N]
ULPAR ONE NOVEMBER (ULPAR 1N) [ULPA1N]
RWYS 11, 15 ARRIVALS
FROM NORTH



DESCENT PLANNING
 At or below **FL210** by OKE 50 DME
 unless otherwise instructed.
 Pilots should expect descent
 clearance as follows:
ADLAR 1N: FL160 by ADLAR;
DODEK 2N: FL240 by DODEK;
REMPA 1N: FL160 by REMP;
ULPAR 1N: FL210 by ULPAR.

SLP Speed Limit Point



FT/METER CONVERSION
 QNH
 6570' - 2000m
 2990' - 910m

HOLDINGS OVER WAR



CHANGES: VAROD & holding over VAROD established.

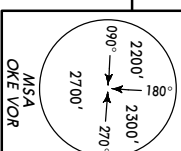
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EPWA/WAW
 OKECIE

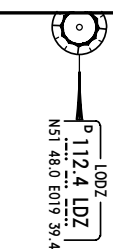
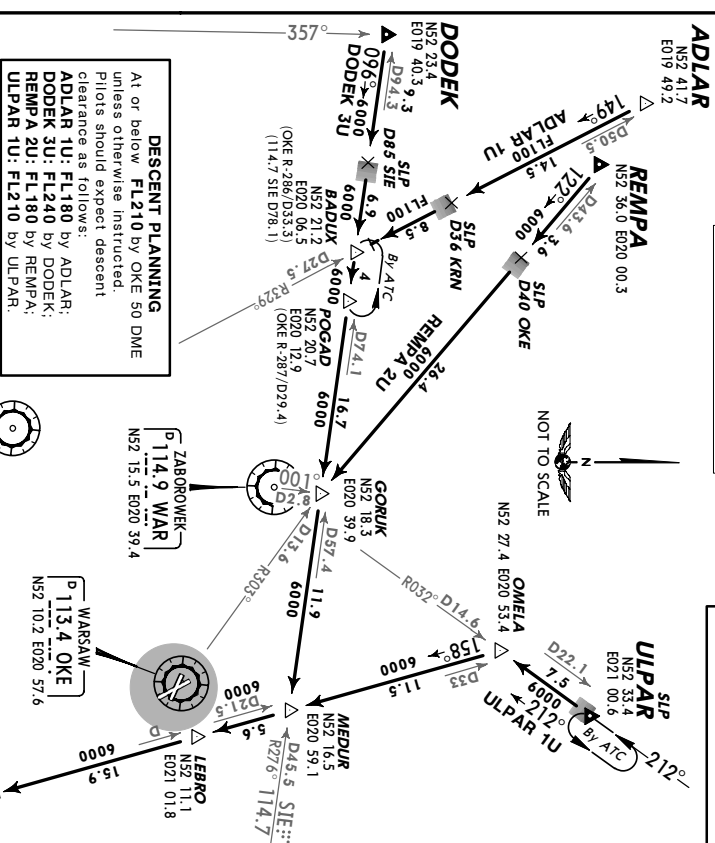
13 OCT 06 **(10-2A)** **EFF 28 OCT**

WARSAW, POLAND
STAR

ADLAR ONE UNIFORM (ADLAR 1U) [ADLA1U]
DODEK THREE UNIFORM (DODEK 3U) [DODE3U]
REMPA TWO UNIFORM (REMPA 2U) [REMP2U]
ULPAR ONE UNIFORM (ULPAR 1U) [ULPA1U]
RWYS 29, 33 ARRIVALS
FROM NORTH



SLP Speed Limit Point



FT/METER CONVERSION
 QNH
 6570' - 2000m
 2990' - 910m

HOLDINGS OVER LIN



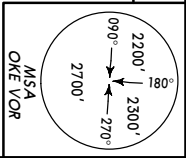
CHANGES: POGAD & holding over POGAD established.

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EPWA/WAW
OKECIE
13 OCT 06
JEPPesen
10-2B
EFF 26 Oct
WARSAW, POLAND
STAR

ATIS	App Elev	Alt Set: nPa (MM on request)	Trans level: By ATC	Trans alt: 6570'
120.45	361'			

MARIA ONE NOVEMBER (MARIA 1N) [MARTIN] ●
SIEDLE THREE NOVEMBER (SIE 3N)
RWYS 11, 15 ARRIVALS
FROM EAST & SOUTHEAST



DESCENT PLANNING
At or below FL210 by OKE 50 DME
unless otherwise instructed.
Pilots should expect descent
clearance as follows:
MARIA 1N: FL210 by MARTIA;
SIE 3N: FL240 by SIE.

FT/METER CONVERSION
QNH
6570' - 2000m
2990' - 910m

ZABOROWEK
P 114.9 WAR
NS2 15.5 E020 39.4

MEDUR
NS2 16.5 E020 59.1
(SIE R-276/D45.5)

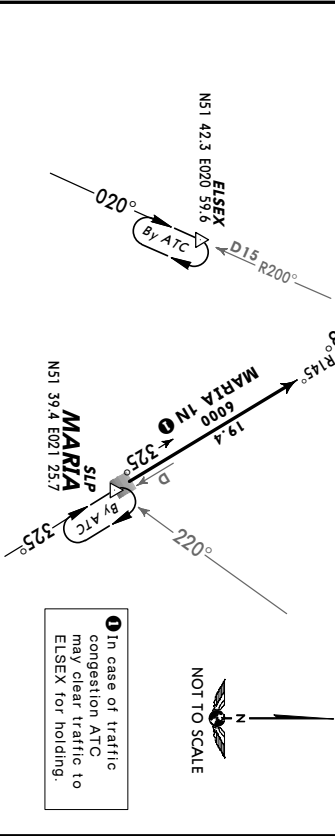
LEBRO
NS2 11.1 E021 01.8
(LIN D153.9)

NAPIS
NS2 08.3 E021 03.2
(117.8 KRN R-059/D25.3)

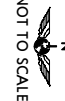
WARSAW
P 113.4 OKE
NS2 10.2 E020 57.6

LININ
P 113.1 LIN
NS1 56.0 E021 09.5

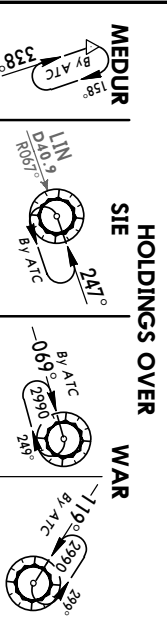
ELSEX
NS1 42.3 E020 57.6
By ATC



● In case of traffic congestion ATC may clear traffic to ELSEX for holding.



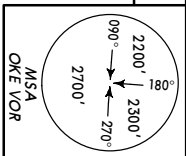
NOT TO SCALE



EPWA/WAW
OKECIE
11 AUG 06
JEPPesen
10-2C1
WARSAW, POLAND
STAR

ATIS	App Elev	Alt Set: nPa (MM on request)	Trans level: By ATC	Trans alt: 6570'
120.45	361'			

ARDAG TWO NOVEMBER (ARDAG 2N) [ARDAG2N]
LODZ TWO NOVEMBER (LDZ 2N)
RWYS 11, 15 ARRIVALS
FROM SOUTHWEST & WEST



DESCENT PLANNING
At or below FL210 by OKE 50 DME
unless otherwise instructed.
Pilots should expect descent
clearance as follows:
ARDAG 2N: FL210 by ARDAG;
LDZ 2N: FL210 by LDZ.

ZABOROWEK
P 114.9 WAR
NS2 15.5 E020 39.4

MEDUR
NS2 16.5 E020 59.1
(114.7 SIE R-276/D45.5)

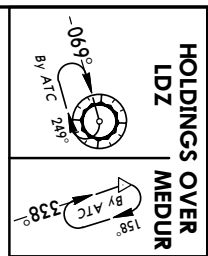
LEBRO
NS2 11.1 E021 01.8
(LIN D153.9)

WARSAW
P 113.4 OKE
NS2 10.2 E020 57.6

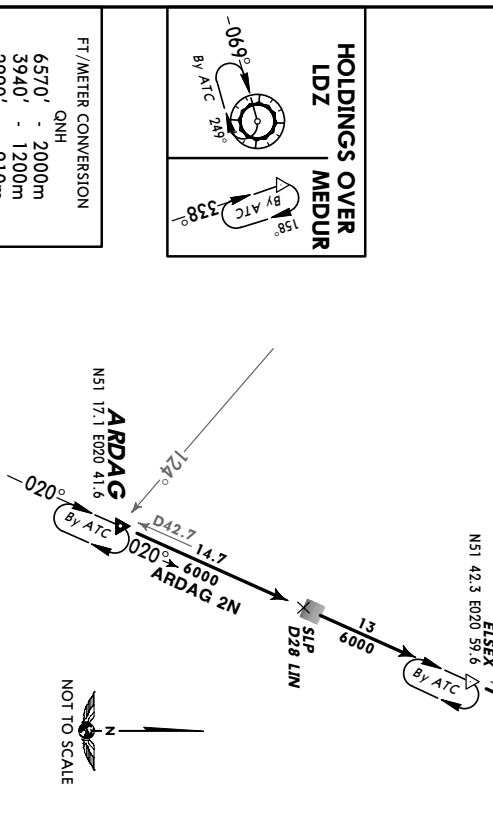
LININ
P 113.1 LIN
NS1 56.0 E021 09.5

KARNICE
P 117.8 KRN
NS1 56.8 E020 26.7

ELSEX
NS1 42.3 E020 57.6
By ATC



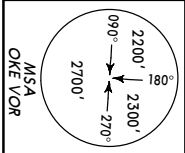
FT/METER CONVERSION
QNH
6570' - 2000m
3940' - 1200m
2990' - 910m



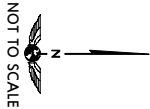
EPWA/WAW
OKECIE
11 AUG 06 (10-2C2)
JEPPesen
WARSAW, POLAND
STAR

ATIS	Appr Elev	Alt Set: nPa (MM on request)	Trans level: By ATC	Trans alt: 6570'
120.45	361'			

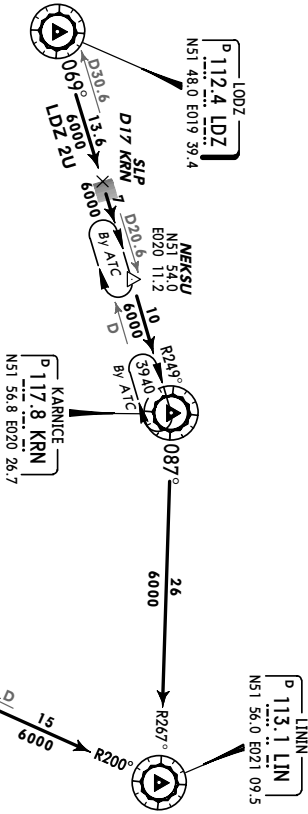
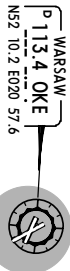
ARDAG TWO UNIFORM (ARDAG 2U) [ARDAG2U]
LODZ TWO UNIFORM (LDZ 2U)
RWYS 29, 33 ARRIVALS
FROM SOUTHWEST & WEST



DESCENT PLANNING
At or below FL210 by OKE 50 DME
unless otherwise instructed.
Pilots should expect descent
clearance as follows:
ARDAG 2U: FL210 by ARDAG;
LDZ 2U: FL210 by LDZ.

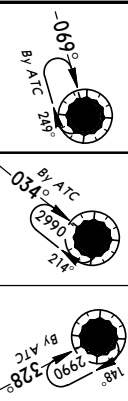


SLP Speed Limit Point



FT/METER CONVERSION
QNH
6570' - 2000m
3940' - 1200m
2990' - 910m

HOLDINGS OVER
LDZ LIN



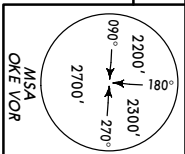
CHANGES: Descent planning revised.

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EPWA/WAW
OKECIE
13 OCT 06 (10-2C) EFF 26 OCT
JEPPesen
WARSAW, POLAND
STAR

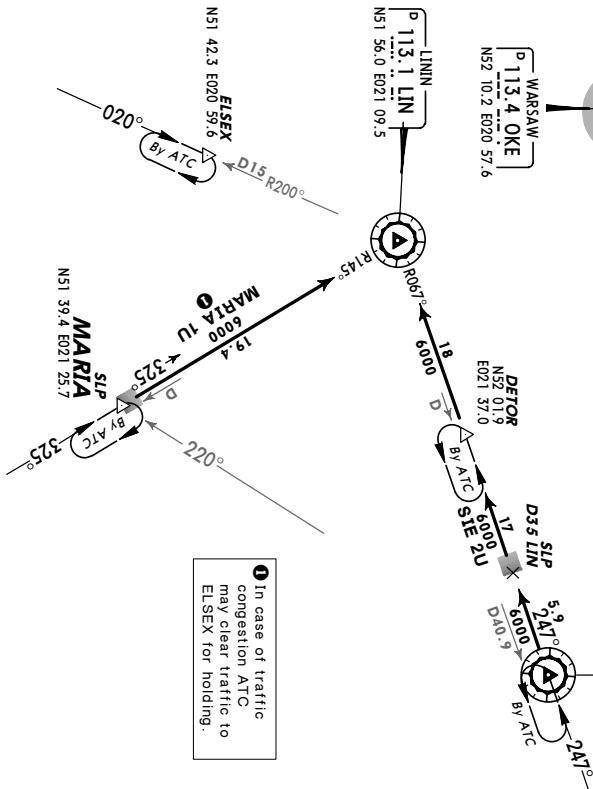
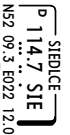
ATIS	Appr Elev	Alt Set: nPa (MM on request)	Trans level: By ATC	Trans alt: 6570'
120.45	361'			

MARIA ONE UNIFORM (MARIA 1U) [MAR1U] ●
SIEDLCE TWO UNIFORM (SIE 2U)
RWYS 29, 33 ARRIVALS
FROM EAST & SOUTHEAST



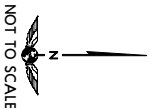
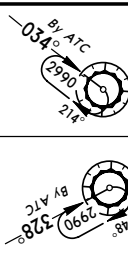
DESCENT PLANNING
At or below FL210 by OKE 50 DME
unless otherwise instructed.
Pilots should expect descent
clearance as follows:
MARIA 1U: FL210 by MARIA;
SIE 2U: FL240 by SIE.

SLP Speed Limit Point



● In case of traffic congestion ATC may clear traffic to ELSEX for holding.

HOLDINGS OVER
LIN



FT/METER CONVERSION
QNH
6570' - 2000m
2990' - 910m

CHANGES: None.

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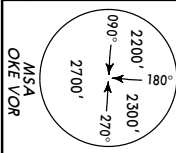
EPWA/WAW
OKECIE

JEPPESSEN
28 APR 06 (10-2D) EFF 11 May

WARSAW, POLAND
STAR

ATIS
120.45
Apt Elev
361'

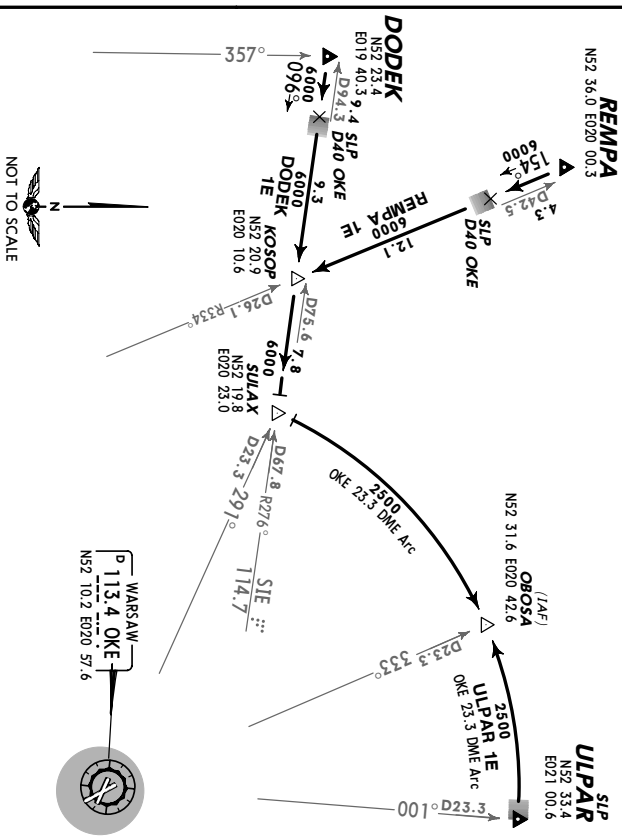
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6570'
1. Arriving controlled flights will normally be vectored by ATC for the approach of the runway in use in order to expedite the traffic flows in Warsaw TMA. 2. Depending on traffic conditions ATC may clear traffic to KRN for holding. Such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



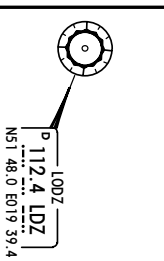
DODEK ONE ECHO (DODEK 1E) [DODE1E]
REMPA ONE ECHO (REMPA 1E) [REMP1E]
ULPAR ONE ECHO (ULPAR 1E) [ULPA1E]
RWY 15 ARRIVALS
FROM NORTH

TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS

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



SLP Speed Limit Point



FT./METER CONVERSION
QNH
6570' - 2000m
3940' - 1200m

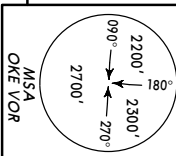
EPWA/WAW
OKECIE

JEPPESSEN
28 APR 06 (10-2E) EFF 11 May

WARSAW, POLAND
STAR

ATIS
120.45
Apt Elev
361'

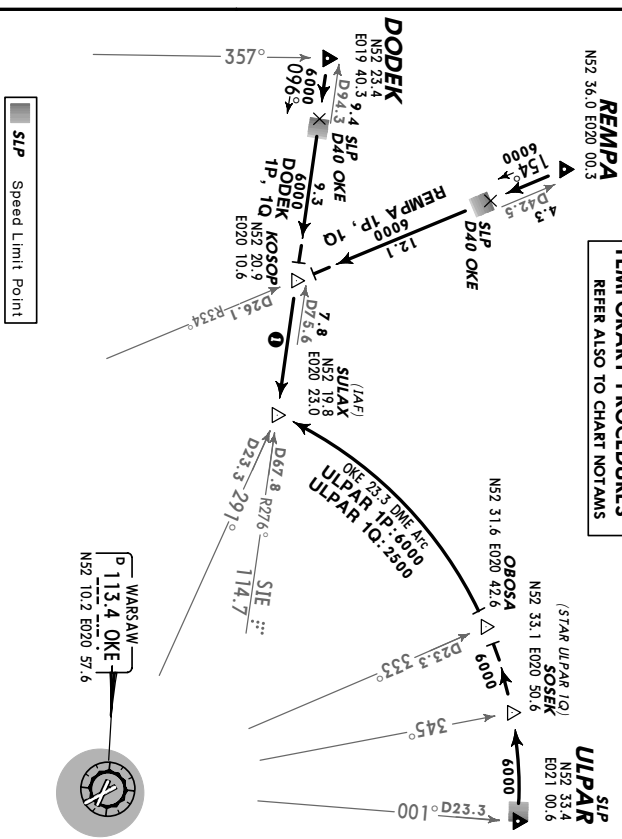
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6570'
1. Arriving controlled flights will normally be vectored by ATC for the approach of the runway in use in order to expedite the traffic flows in Warsaw TMA. 2. Depending on traffic conditions ATC may clear traffic to KRN for holding. Such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



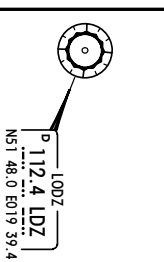
DODEK ONE PAPA (DODEK 1P) [DODE1P]
DODEK ONE QUEBEC (DODEK 1Q) [DODE1Q]
REMPA ONE PAPA (REMPA 1P) [REMP1P]
REMPA ONE QUEBEC (REMPA 1Q) [REMP1Q]
ULPAR ONE PAPA (ULPAR 1P) [ULPA1P]
ULPAR ONE QUEBEC (ULPAR 1Q) [ULPA1Q]
RWY 11 ARRIVALS
FROM NORTH

TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS

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



SLP Speed Limit Point



FT./METER CONVERSION
QNH
6570' - 2000m
3940' - 1200m

EPWA/WAW
OKECIE

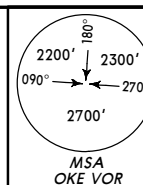
28 APR 06
 10-2F
 EFF 11 MAY

WARSAW, POLAND
STAR

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 KRN for holding. Such traffic will be radar vectored for final approach.

ATIS
 120.45

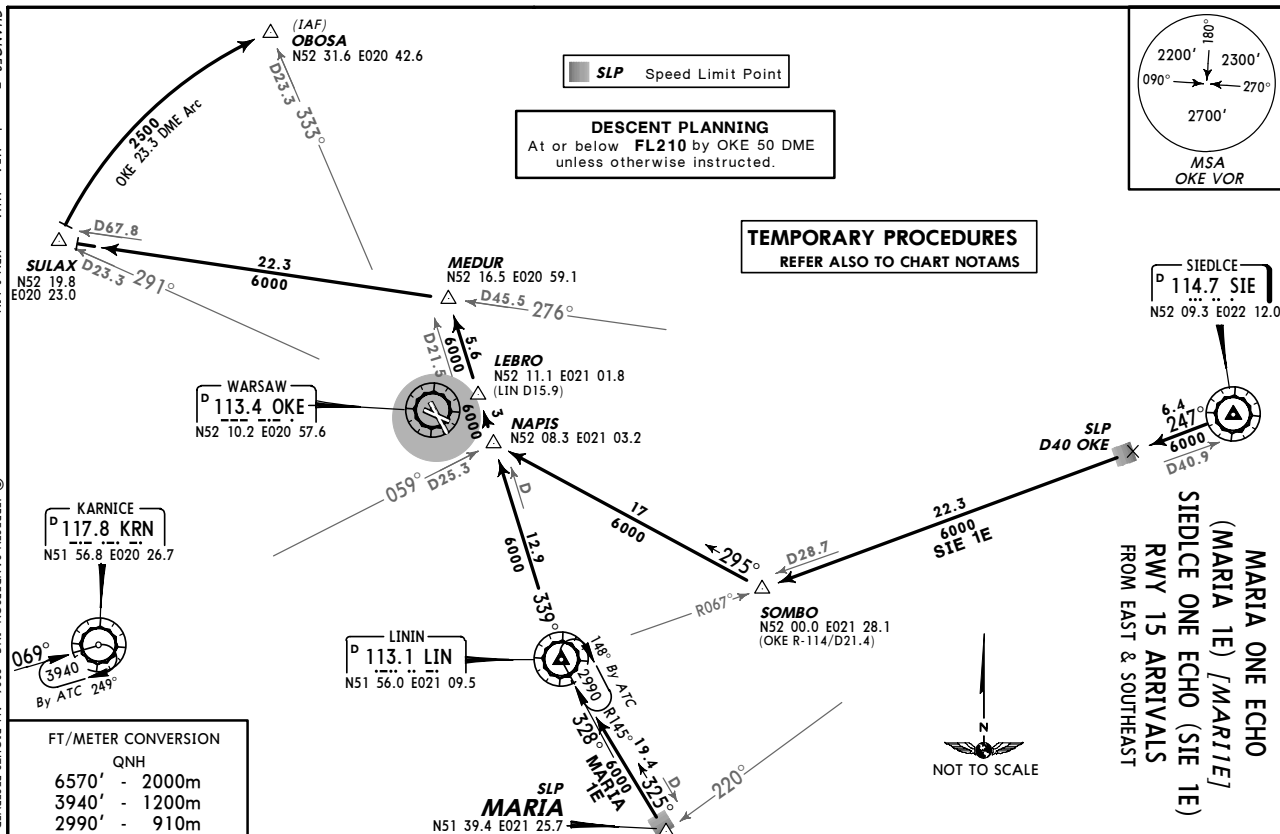
Apt Elev
 361'



TEMPORARY PROCEDURES
 REFER ALSO TO CHART NOTAMS

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

SLP Speed Limit Point



FT/METER CONVERSION

Table with 2 columns: QNH, FT/METER CONVERSION. Rows: 6570' - 2000m, 3940' - 1200m, 2990' - 910m.

EPWA/WAW
OKECIE

28 APR 06
 10-2G
 EFF 11 MAY

WARSAW, POLAND
STAR

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 KRN for holding. Such traffic will be radar vectored for final approach.

ATIS
 120.45

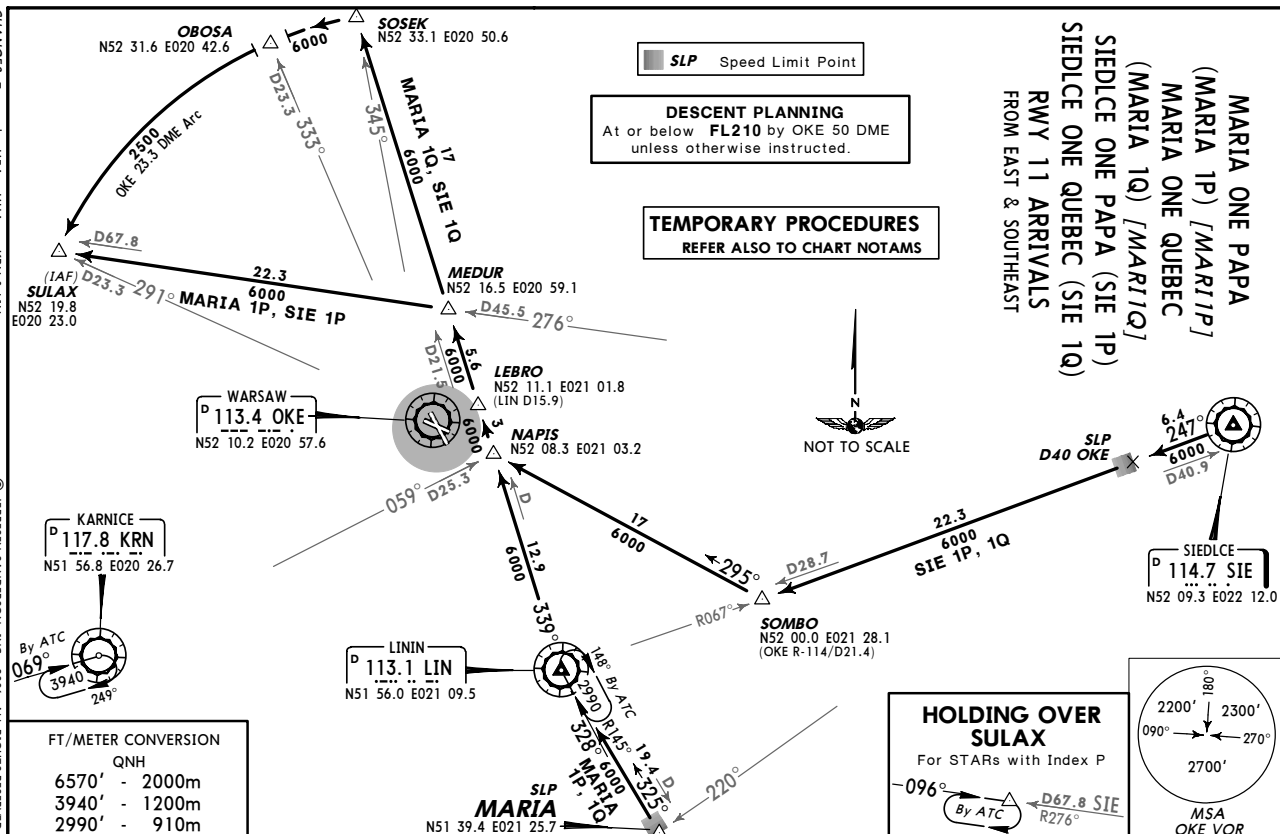
Apt Elev
 361'



TEMPORARY PROCEDURES
 REFER ALSO TO CHART NOTAMS

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

SLP Speed Limit Point



FT/METER CONVERSION

Table with 2 columns: QNH, FT/METER CONVERSION. Rows: 6570' - 2000m, 3940' - 1200m, 2990' - 910m.

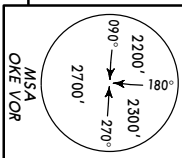
EPWA/WAW
OKECIE

JEPPesen
28 APR 06 (10-2H) EFF 11 MAY

WARSAW, POLAND
STAR

ATIS
120.45
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 TMA. 2. De-pending on traffic conditions ATC may clear traffic to KRN for holding. Such traffic will be radar vectored for final approach.

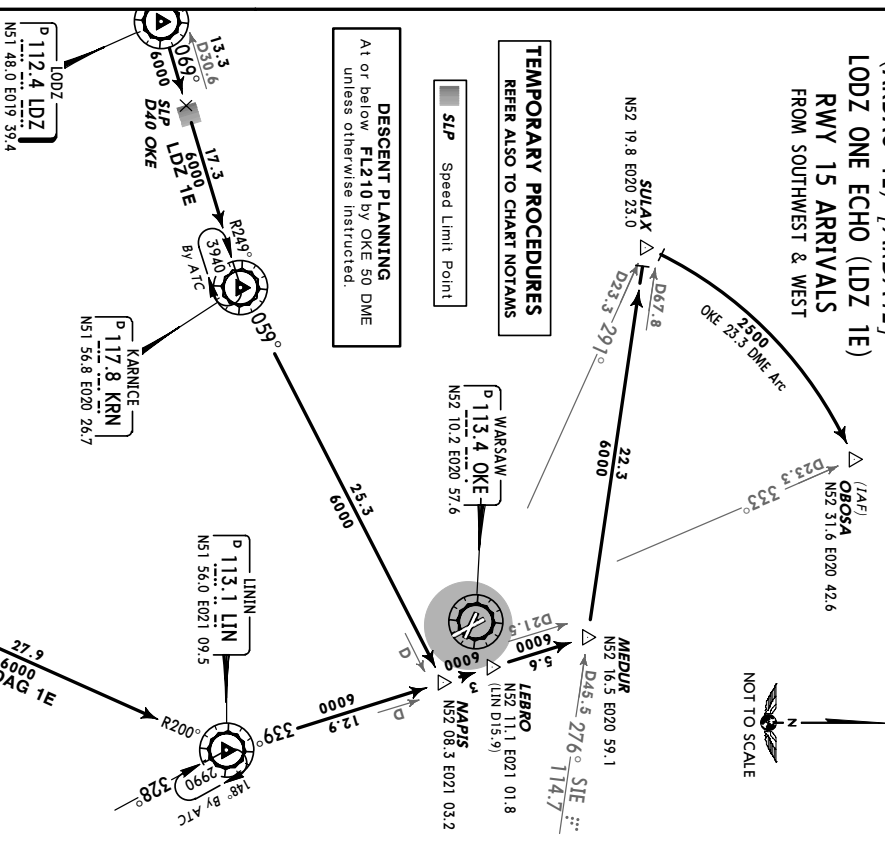


ARDAG ONE ECHO
(ARDAG 1E) [ARDA 1E]
LODZ ONE ECHO (LDZ 1E)
RWY 15 ARRIVALS
FROM SOUTHWEST & WEST

TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS

SLP Speed Limit Point

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



FT/METER CONVERSION

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

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

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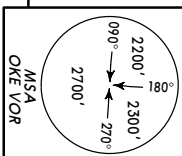
EPWA/WAW
OKECIE

JEPPesen
28 APR 06 (10-2H) EFF 11 MAY

WARSAW, POLAND
STAR

ATIS
120.45
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 TMA. 2. De-pending on traffic conditions ATC may clear traffic to KRN for holding. Such traffic will be radar vectored for final approach.

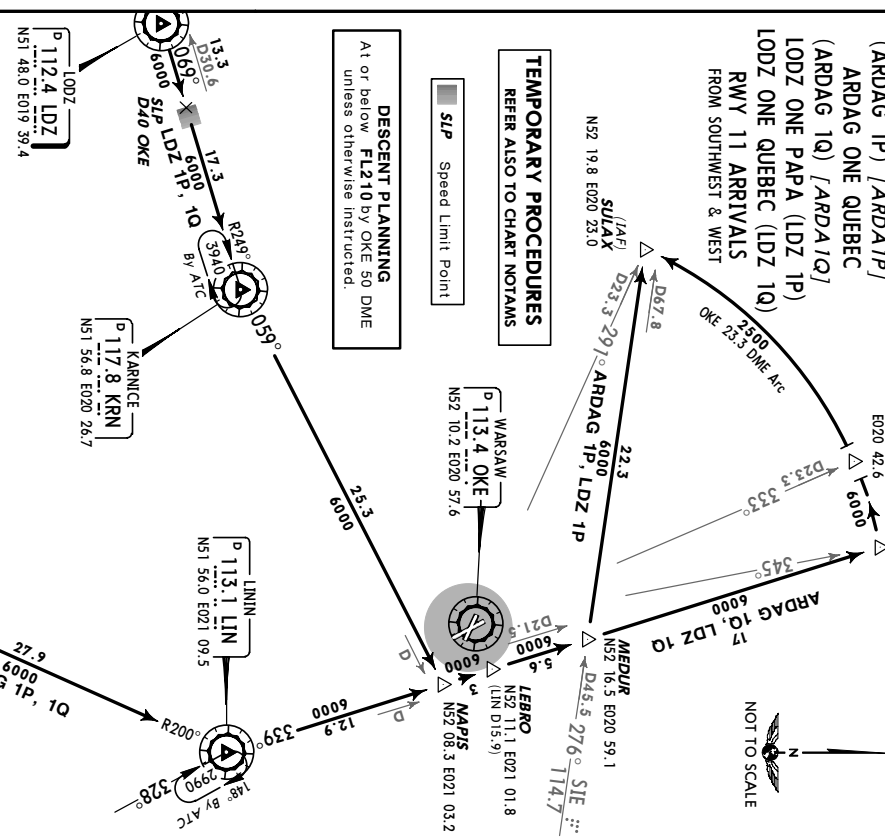


ARDAG ONE PAPA
(ARDAG 1P) [ARDA 1P]
ARDAG ONE QUEBEC
(ARDAG 1Q) [ARDA 1Q]
LODZ ONE PAPA (LDZ 1P)
LODZ ONE QUEBEC (LDZ 1Q)
RWY 11 ARRIVALS
FROM SOUTHWEST & WEST

TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS

SLP Speed Limit Point

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



HOLDING OVER
SULAX
For STARs with Index P
-096°
By ATC R276°

FT/METER CONVERSION

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

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

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EPWA/WAW
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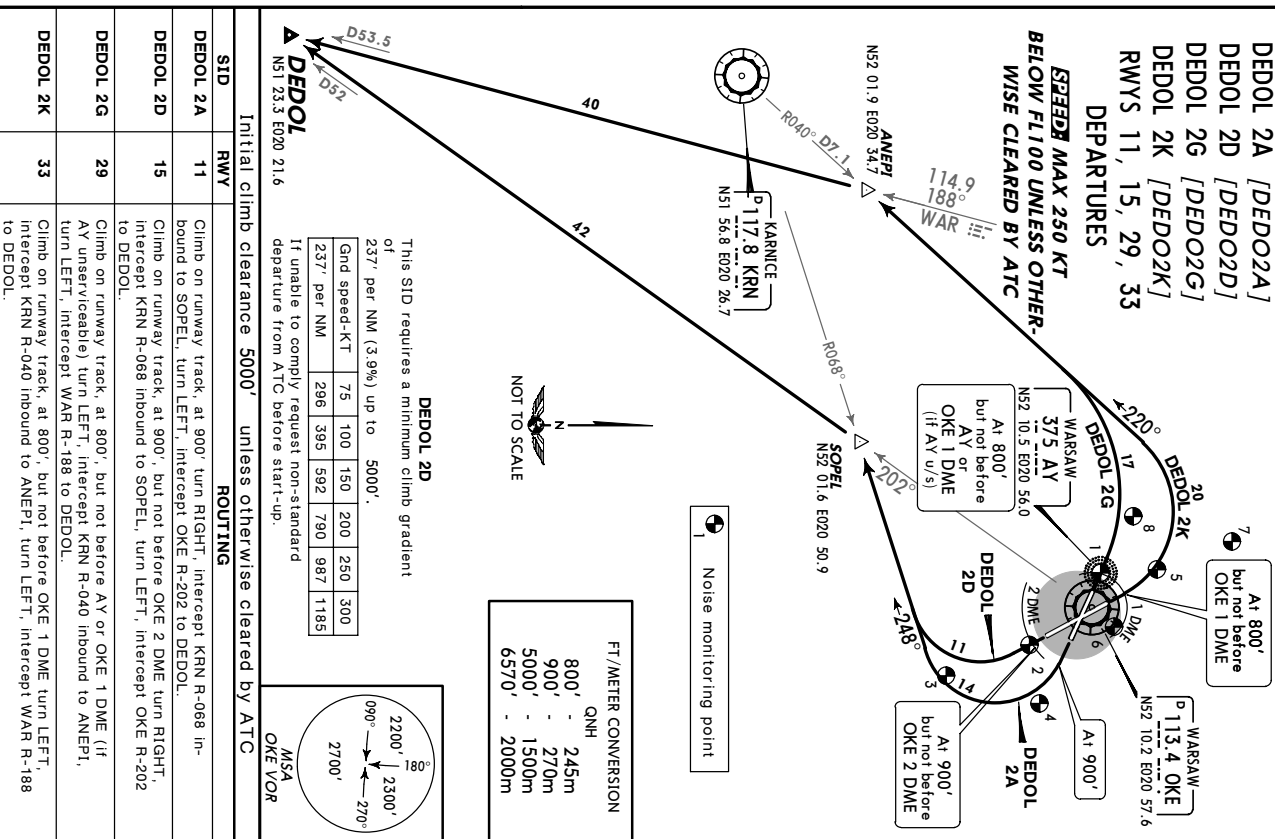
13 OCT 06
 (10-3) EFF 26 Oct

WARSAW, POLAND
 SID

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-in obstacles.

DEDOL 2A [DEDO2A]
 DEDOL 2D [DEDO2D]
 DEDOL 2G [DEDO2G]
 DEDOL 2K [DEDO2K]
 RWYS 11, 15, 29, 33
 DEPARTURES

SPEED MAX 250 KT
 BELOW FL100 UNLESS OTHER-
 WISE CLEARED BY ATC



CHANGES: SID DEDOL 2D revised.

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EPWA/WAW
 OKECIE

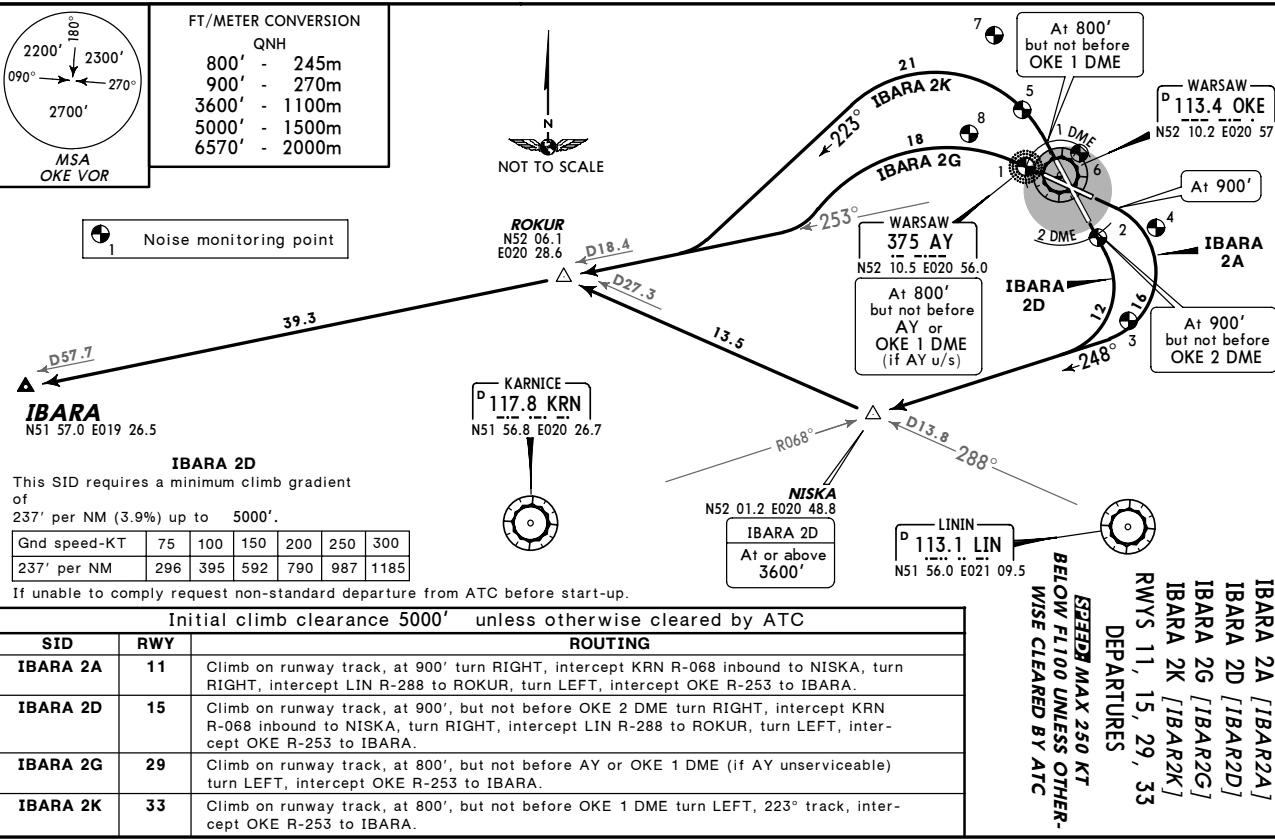
13 OCT 06
 (10-3A) EFF 26 Oct

WARSAW, POLAND
 SID

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-in obstacles.

IBARA 2A [IBAR2A]
 IBARA 2D [IBAR2D]
 IBARA 2G [IBAR2G]
 IBARA 2K [IBAR2K]
 RWYS 11, 15, 29, 33
 DEPARTURES

SPEED MAX 250 KT
 BELOW FL100 UNLESS OTHER-
 WISE CLEARED BY ATC



CHANGES: SID IBARA 2D revised.

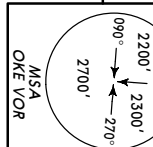
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EPWA/WAW
 OKECIE

13 OCT 06
 (10-3B) EFF 26 Oct

WARSAW, POLAND
 SID

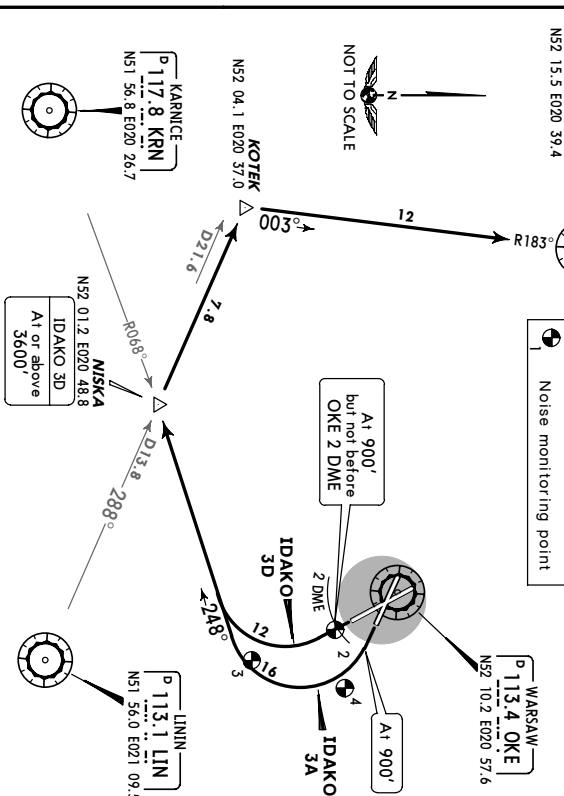
WARSAW Approach (R)
 128.8 125.05
 361'
 Trans level: By ATC Trans alt: 6570'
 1. Contact WARSAW Approach immediately after take-off.
 2. All turns require bank angle of 15°.



IDAKO 3A [IDAK3A]
 IDAKO 3D [IDAK3D]
 RWYS 11, 15 DEPARTURES
 FOR SIDS IDAKO 1B & 1E (RWYS 11 & 15)
 REFER TO CHART 10-3C
 SPEED MAX 250 KT
 BELOW FL100 UNLESS
 OTHERWISE CLEARED BY ATC

FT./METER CONVERSION

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



Initial climb clearance 5000' unless otherwise cleared by ATC

SID	RWY
IDAKO 3A	11
IDAKO 3D	15

This SID requires a minimum climb gradient of 237' per NM (3.9%) up to 5000'.
 If unable to comply request non-standard departure from ATC before start-up.
 Initial climb clearance 5000' unless otherwise cleared by ATC
 ROUTING
 IDAKO 3A
 11
 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.
 IDAKO 3D
 15
 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, WAR R-003 to EDULO, turn LEFT, intercept OKE R-320 to IDAKO.

CHANGES: SID IDAKO 3D revised.

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 OKECIE

13 OCT 06
 (10-3C) EFF 26 Oct

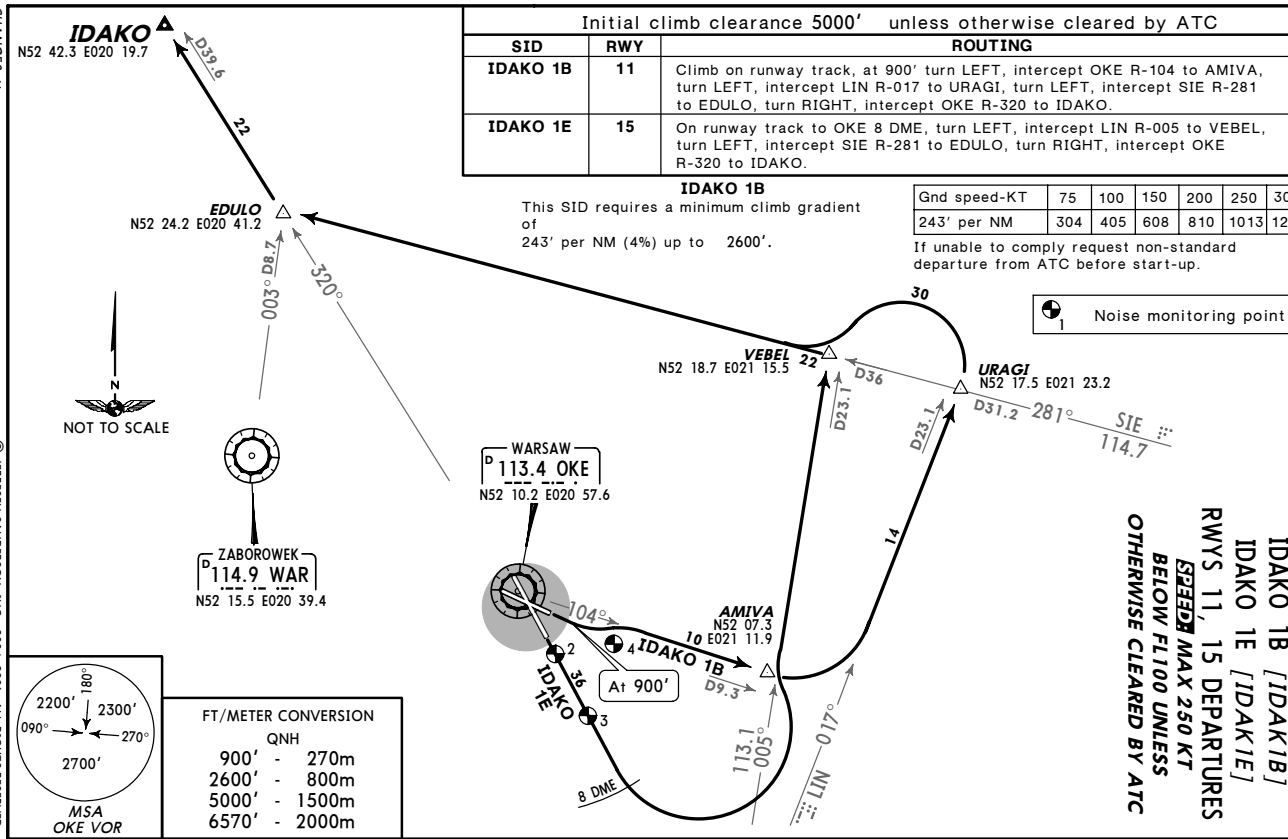
WARSAW, POLAND
 SID

WARSAW Approach (R)
 128.8 125.05
 361'
 Trans level: By ATC Trans alt: 6570'
 1. Contact WARSAW Approach immediately after take-off.
 2. All turns require bank angle of 15°.

Initial climb clearance 5000' unless otherwise cleared by ATC

SID	RWY
IDAKO 1B	11
IDAKO 1E	15

This SID requires a minimum climb gradient of 243' per NM (4%) up to 2600'.
 If unable to comply request non-standard departure from ATC before start-up.



CHANGES: None.

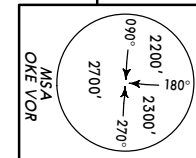
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EPWA/WAW
OKECIE

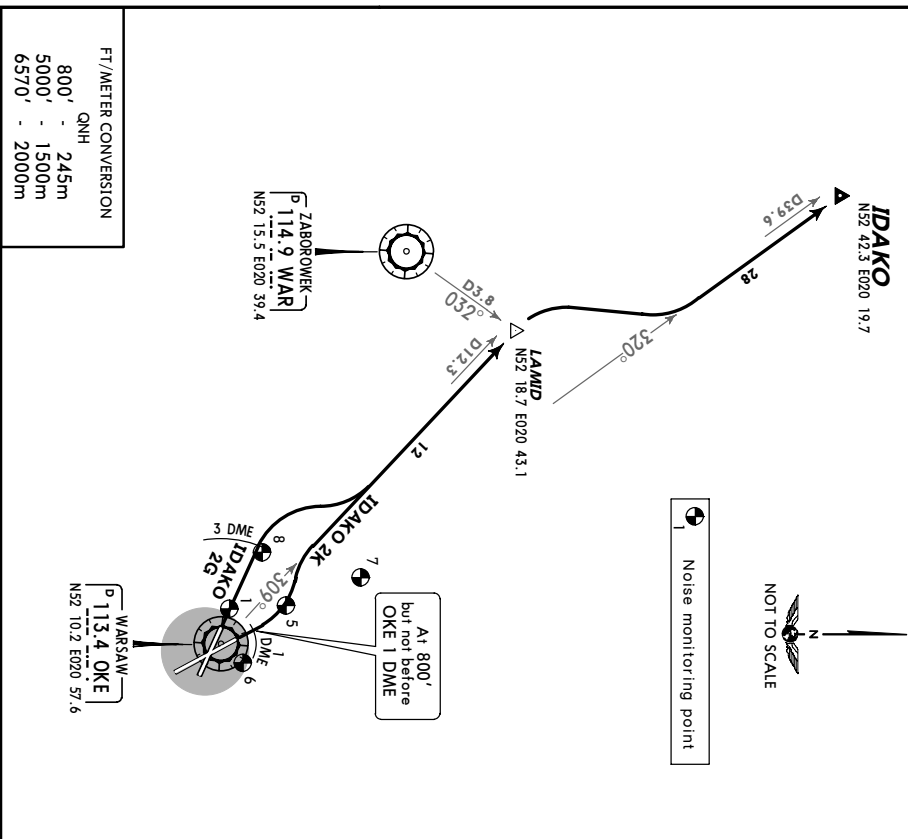
JEPPesen
30 JUN 06 (10-3D) EFF 6 JUL

WARSAW, POLAND
SID

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-in obstacles.



IDAKO 2G [IDAK2G]
IDAKO 2K [IDAK2K]
RWYS 29, 33 DEPARTURES
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE CLEARED BY ATC



FT/METER CONVERSION	
800' - 245m	QNH
5000' - 1500m	
6570' - 2000m	
Initial climb clearance 5000' unless otherwise cleared by ATC	
SID	RWY
IDAKO 2G	29
IDAKO 2K	33

CHANGES: Chart reindexed.

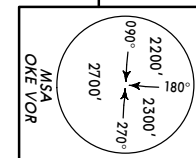
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EPWA/WAW
OKECIE

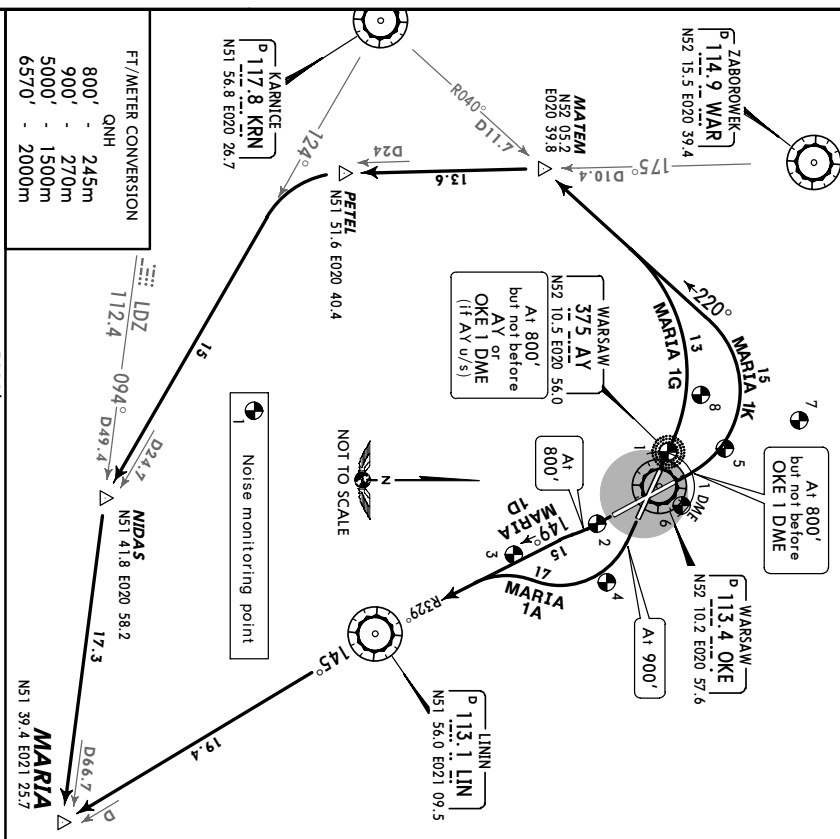
JEPPesen
30 JUN 06 (10-3E) EFF 6 JUL

WARSAW, POLAND
SID

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-in obstacles.



MARIA 1A [MARIA], MARIA 1D [MARIID]
MARIA 1G [MARIIG], MARIA 1K [MARI1K]
RWYS 11, 15, 29, 33 DEPARTURES
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE CLEARED BY ATC



FT/METER CONVERSION	
800' - 245m	QNH
900' - 270m	
5000' - 1500m	
6570' - 2000m	
Initial climb clearance 5000' unless otherwise cleared by ATC	
SID	RWY
MARIA 1A	11
MARIA 1D	15
MARIA 1G	29
MARIA 1K	33

CHANGES: Chart reindexed.

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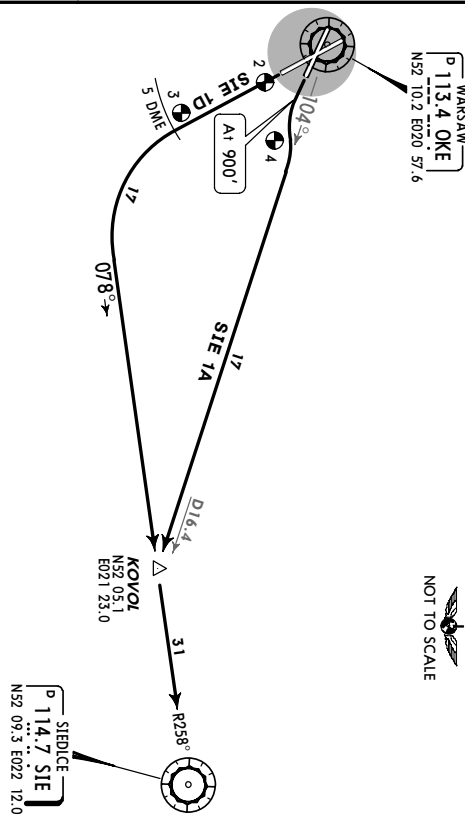
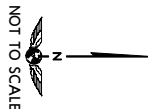
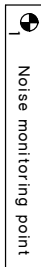
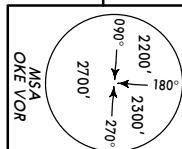
EPWA/WAW
OKECIE

JEPPESSEN
30 JUN 06 (10-3F) EFF 6 JUL

WARSAW, POLAND
SID

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°.

SIE 1A, SIE 1D
RWYS 11, 15 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE CLEARED BY ATC



FT/METER CONVERSION
QNH
900' - 270m
5000' - 1500m
6570' - 2000m

SID	RWY	ROUTING
SIE 1A	11	Climb on runway track, at 900' turn LEFT, intercept OKE R-104 to KOVOL, turn LEFT, intercept SIE R-258 inbound to SIE.
SIE 1D	15	On runway track to OKE 5 DME, turn LEFT, intercept SIE R-258 inbound to SIE.

CHANGES: SIDs transferred; chart redrawn.

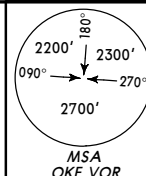
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EPWA/WAW
OKECIE

JEPPESSEN
30 JUN 06 (10-3G) EFF 6 JUL

WARSAW, POLAND
SID

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-in obstacles.

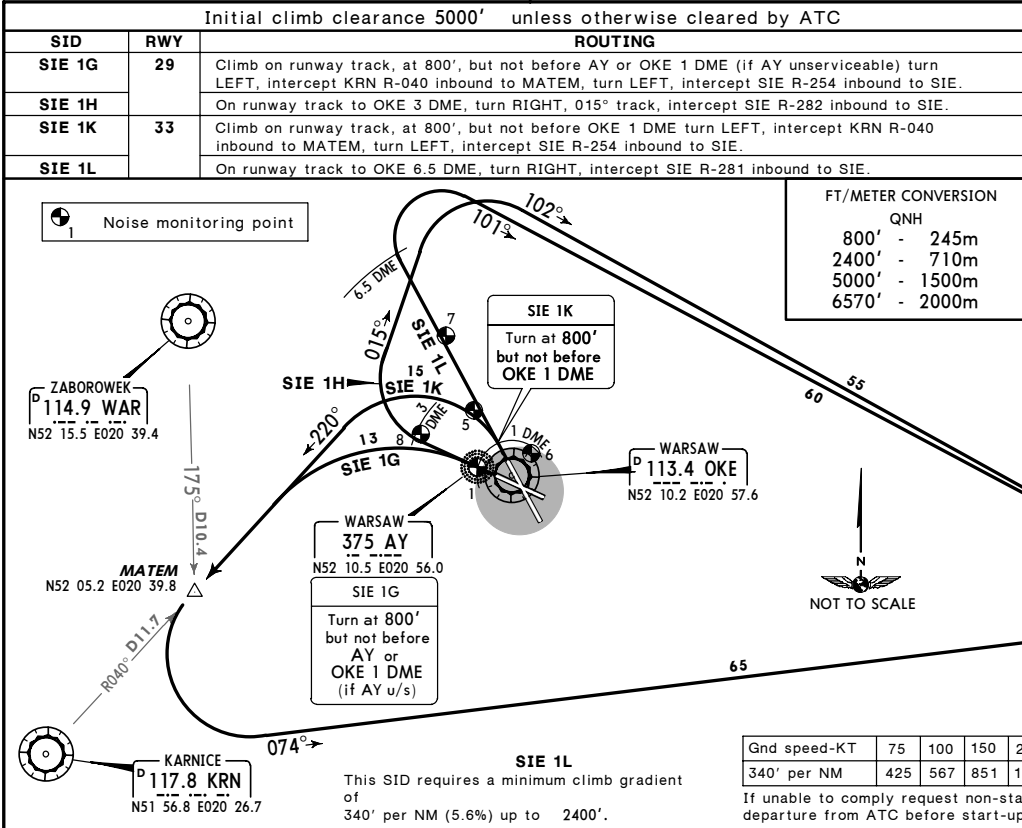


SIE 1G, SIE 1H
SIE 1K, SIE 1L
RWYS 29, 33
DEPARTURES
~~SPEED~~ MAX 250 KT BELOW
FL100 UNLESS OTHERWISE
CLEARED BY ATC

FT/METER CONVERSION
QNH
800' - 245m
2400' - 710m
5000' - 1500m
6570' - 2000m

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701

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



This SID requires a minimum climb gradient of 340' per NM (5.6%) up to 2400'.

CHANGES: SIDs established & transferred; chart redrawn.

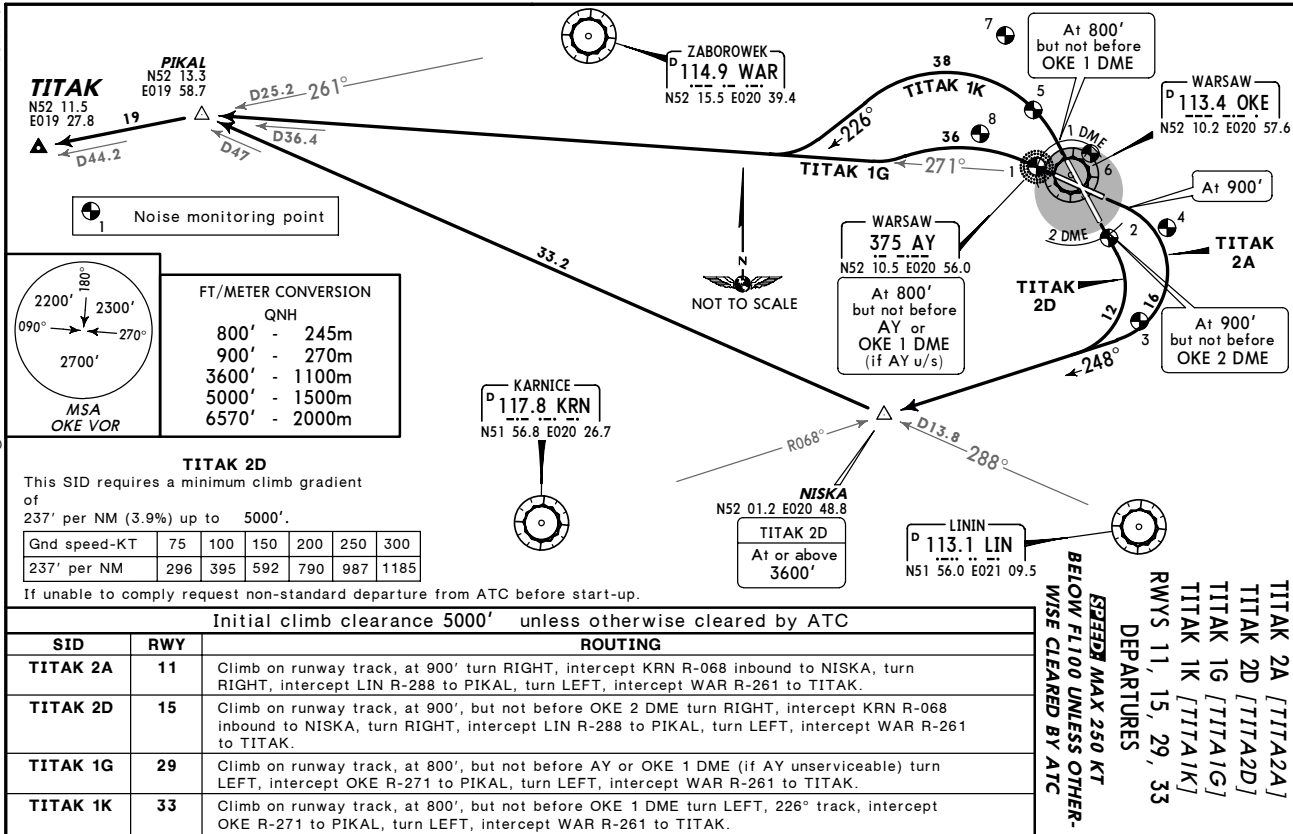
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EPWA/WAW
 OKECIE

13 OCT 06
 (10-3H) EFF 26 OCT

WARSAW, POLAND
 SID

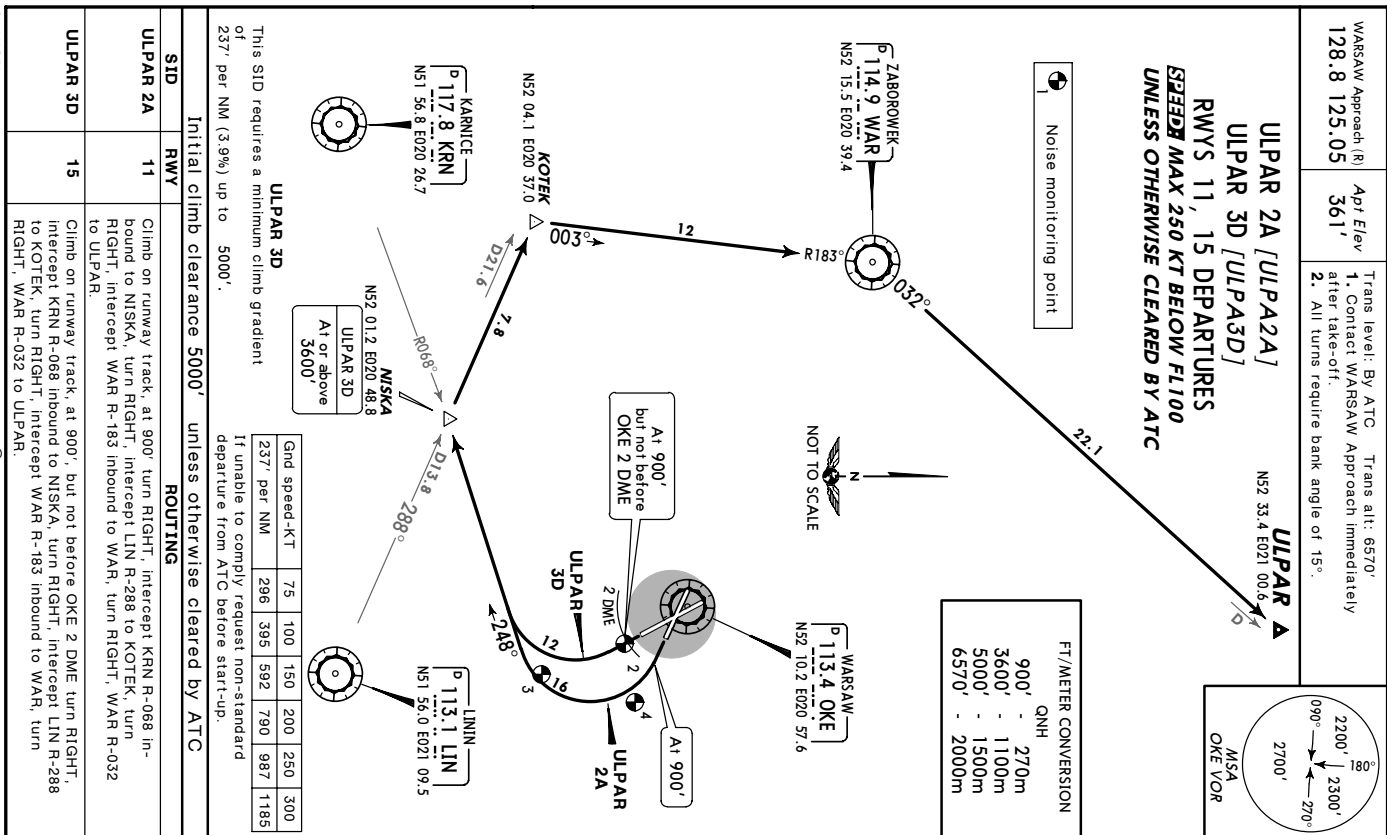
WARSAW Approach (R)
 128.8 125.05
 361'
 Trans level: By ATC Trans alt: 6570'
 1. Contact WARSAW Approach immediately after take-off.
 2. All turns require bank angle of 15°.
 3. Rwy 29: EXPECT close-in obstacles.



EPWA/WAW
 OKECIE

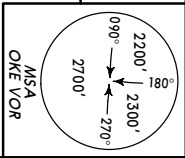
13 OCT 06
 (10-3H) EFF 26 OCT

WARSAW, POLAND
 SID

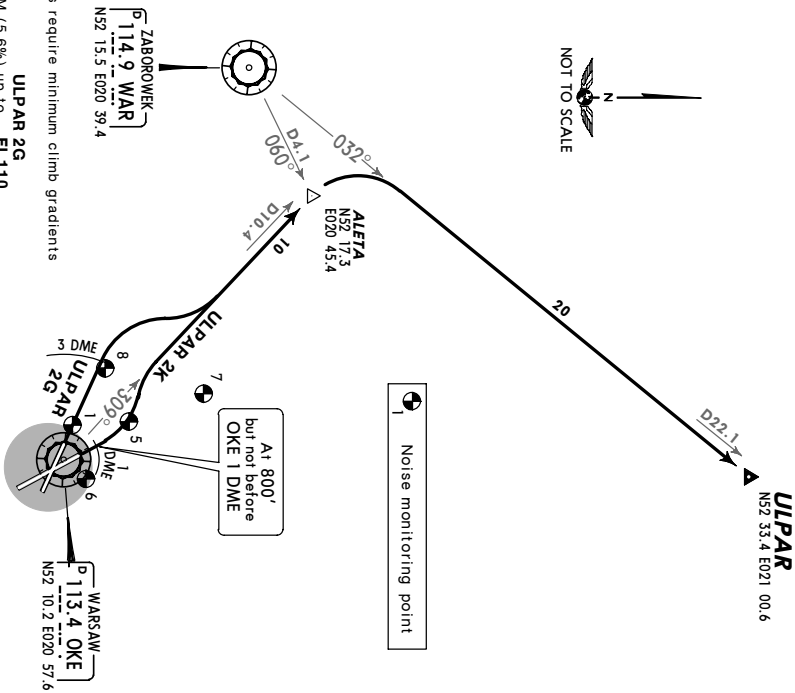


EPWA/WAW
OKECIE
JEPPesen
13 OCT 06 (10-3K) EFF 26 OCT
WARSAW, POLAND
SID

WARSAW Approach (R) 128.8 125.05	Apv 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 28: EXPECT close-in obstacles.
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ULPAR 2G [ULPA2G]
ULPAR 2K [ULPA2K]
RWYS 29, 33 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE CLEARED BY ATC

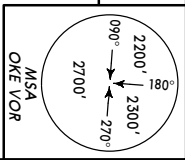


340' per NM (5.6%) up to FL110. ULPAR 2K 371' per NM (6.1%) up to FL100.	FT/METER CONVERSION QNH 800' - 245m 5000' - 1500m 6570' - 2000m
Gnd speed-KT	75 100 150 200 250 300
340' per NM	425 567 851 1134 1418 1701
371' per NM	463 618 927 1235 1544 1853

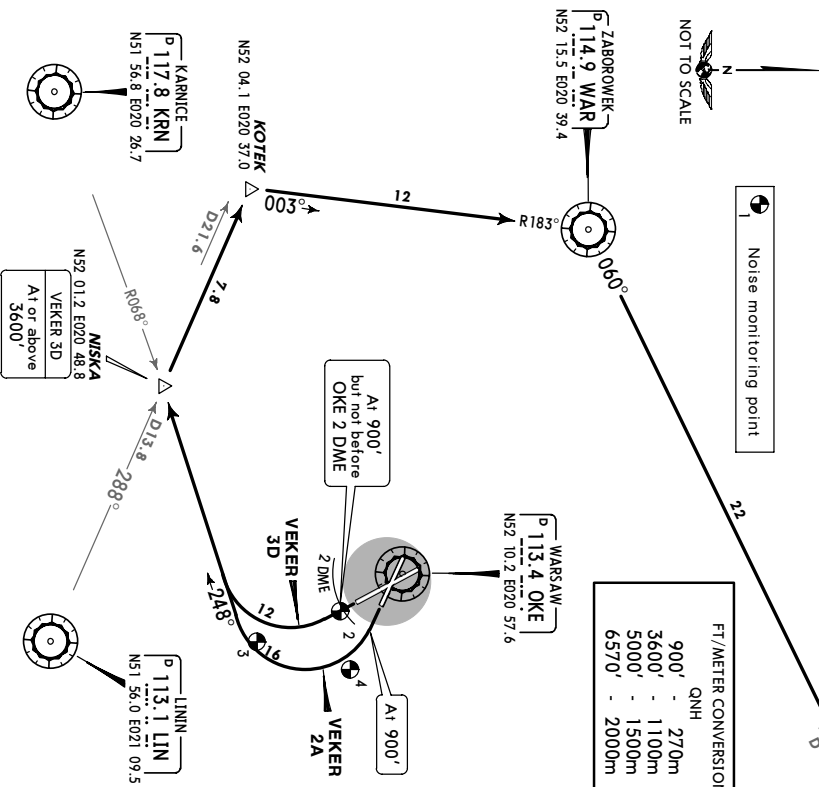
SID	ROUTING
ULPAR 2G	29 On runway track to OKE 3 DME, turn RIGHT, intercept OKE R-309 to ALETA, turn RIGHT, intercept WAR R-032 to ULPAR.
ULPAR 2K	33 Climb on runway track, at 800', but not before OKE 1 DME turn LEFT, intercept OKE R-309 to ALETA, turn RIGHT, intercept WAR R-032 to ULPAR.

EPWA/WAW
OKECIE
JEPPesen
13 OCT 06 (10-3L) EFF 26 OCT
WARSAW, POLAND
SID

WARSAW Approach (R) 128.8 125.05	Apv 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°.
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VEKER 2A [VEKE2A]
VEKER 3D [VEKE3D]
RWYS 11, 15 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE CLEARED BY ATC

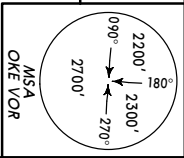


VEKER 3D This SID requires a minimum climb gradient of 237' per NM (3.9%) up to 5000'. If unable to comply request non-standard departure from ATC before start-up.	FT/METER CONVERSION QNH 900' - 270m 3600' - 1100m 5000' - 1500m 6570' - 2000m
Gnd speed-KT	75 100 150 200 250 300
237' per NM	296 395 592 790 987 1185

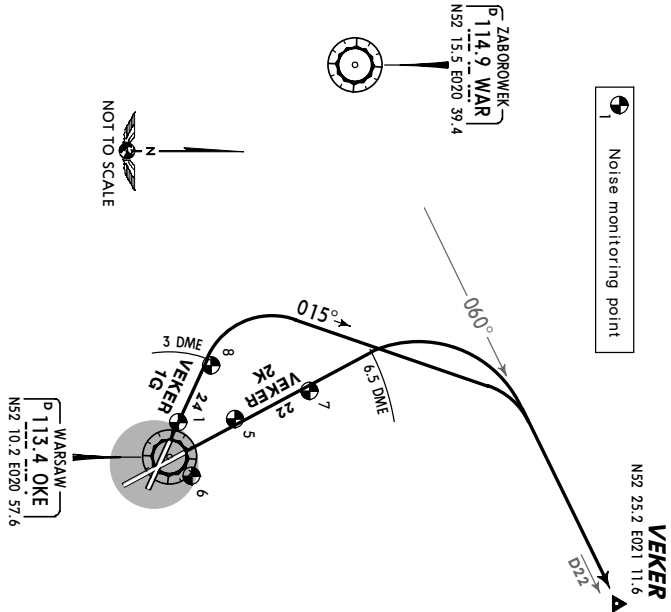
SID	ROUTING
VEKER 2A	11 Climb on runway track, at 900' turn RIGHT, intercept KRN R-068 inbound to NISKA, turn RIGHT, intercept LIN R-288 to KOTEK, turn RIGHT, intercept WAR R-183 inbound to WAR, turn RIGHT, WAR R-060 to VEKER.
VEKER 3D	15 Climb on runway track, at 900', but not before OKE 2 DME turn 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 RIGHT, WAR R-060 to VEKER.

EPWA/WAW
 OKECIE
 30 JUN 06 (10-3M) EFF 6 JUL
 WARSAW, POLAND
 SID

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-in obstacles.
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VEKER 1G [VEKE1G]
 VEKER 2K [VEKE2K]
 RWYS 29, 33 DEPARTURES
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE CLEARED BY ATC



VEKER 2K

This SID requires a minimum climb gradient of 340' per NM (5.6%) up to 2400'.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701

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

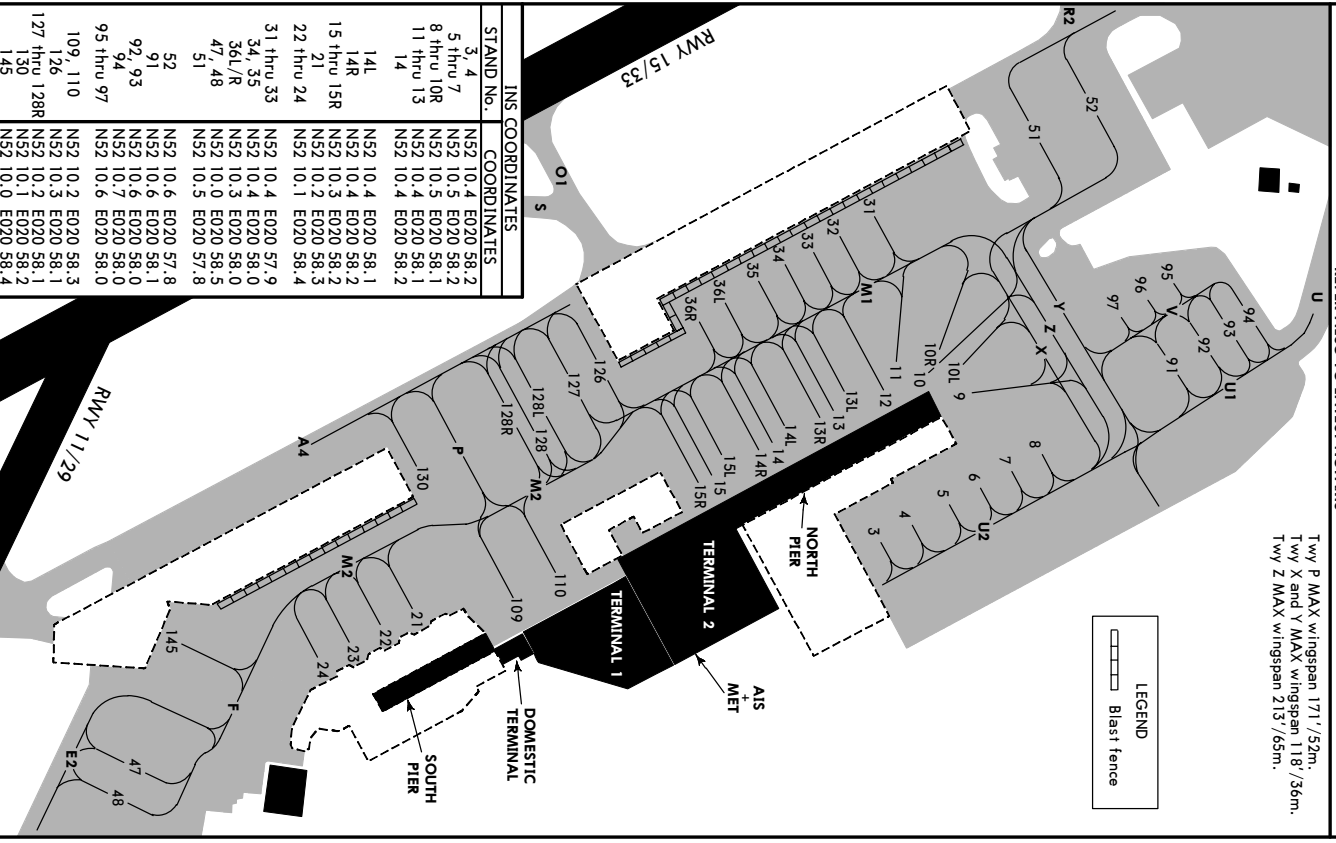
FT/METER CONVERSION	QNH
2400' - 710m	
5000' - 1500m	
6570' - 2000m	

SID	RWY	ROUTING
VEKER 1G	29	On runway track to OKE 3 DME, turn RIGHT, 015° track, intercept WAR R-060 to VEKER.
VEKER 2K	33	On runway track to OKE 6.5 DME, turn RIGHT, intercept WAR R-060 to VEKER.

EPWA/WAW
 29 SEP 06 (10-8)
 WARSAW, POLAND
 OKECIE

CONSTRUCTION WORKS PHASE B
 REFER ALSO TO LATEST NOTAMS

Twy P MAX wingspan 171' / 52m.
 Twy X and Y MAX wingspan 118' / 36m.
 Twy Z MAX wingspan 213' / 65m.



STAND NO.	INS COORDINATES
3, 4	NS2 10.4 E020 58.2
5 thru 7	NS2 10.5 E020 58.2
8 thru 10R	NS2 10.5 E020 58.1
11 thru 13	NS2 10.4 E020 58.1
14	NS2 10.4 E020 58.2
14L	NS2 10.4 E020 58.1
14R	NS2 10.4 E020 58.2
15 thru 15R	NS2 10.3 E020 58.2
21	NS2 10.2 E020 58.3
22 thru 24	NS2 10.1 E020 58.4
31 thru 33	NS2 10.4 E020 57.9
34, 35	NS2 10.4 E020 58.0
36L/R	NS2 10.3 E020 58.0
47, 48	NS2 10.0 E020 58.5
51	NS2 10.5 E020 57.8
52	NS2 10.6 E020 57.8
91	NS2 10.6 E020 58.1
92, 93	NS2 10.6 E020 58.0
94	NS2 10.7 E020 58.0
95 thru 97	NS2 10.6 E020 58.0
109, 110	NS2 10.2 E020 58.3
126	NS2 10.3 E020 58.1
127 thru 128R	NS2 10.2 E020 58.1
130	NS2 10.1 E020 58.2
145	NS2 10.0 E020 58.4

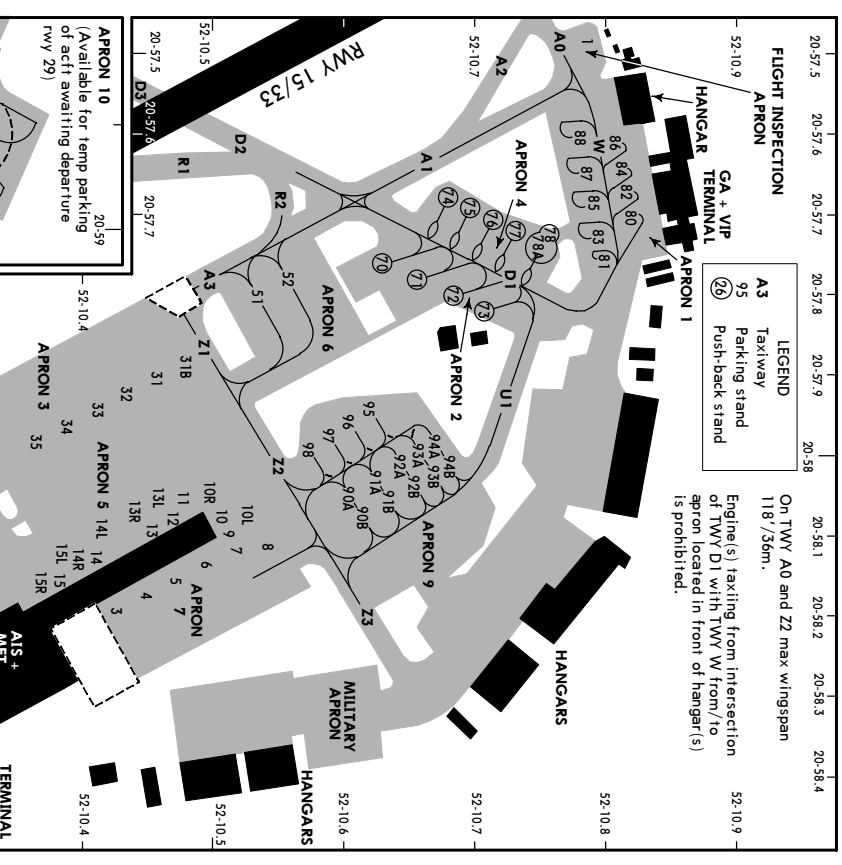
EPWA/WAW

 **JEPPESSEN**

30 JUN 06 (10-9A)

WARSAW, POLAND

OKECIE



EPWA/WAW

30 JUN 06
 JEPPESSEN
 (10-9B)

WARSAW, POLAND
 OKECIE

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

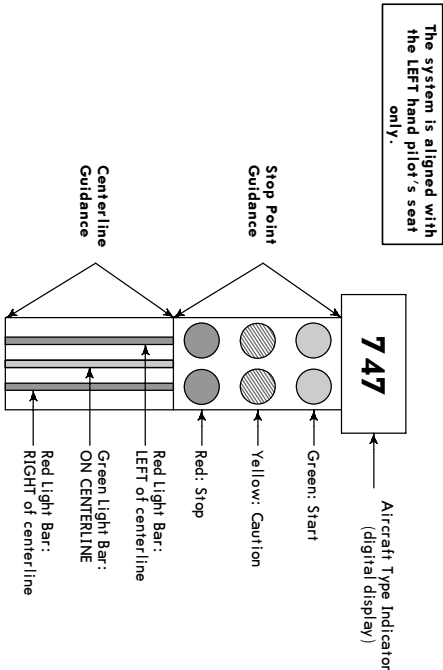
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30 JUN 06
 JEPPESSEN
 (10-9C)

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**
- 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.
 - 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 left.

- 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.

WARSAW, POLAND
ILS DME Rwy 33

BRIEFING STRIP™

ATIS	WASAW Approach (R)	*WASAW Director	OKECE Tower	*Ground
120.45	128.8	125.05	129.37	118.3
LOC WA 110.3	Final Apch Crs 328°	GS DS 2 WA 2010/1659'	CAT II ILS RA/DA (H) Refer to Minimums	Apv Elev 361' RWY 351'

MISSED APCH: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) onto 277° climbing to 2990', then as directed.

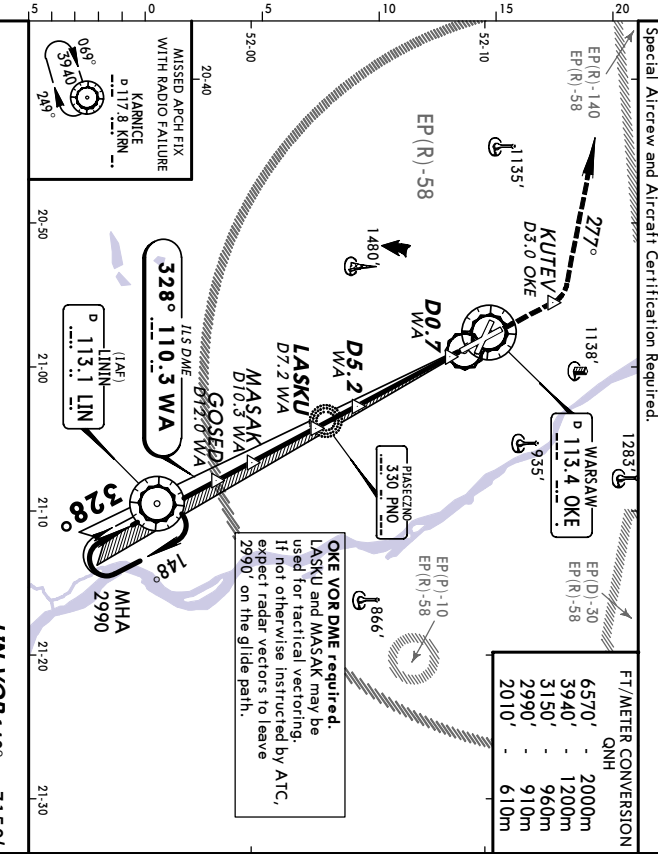
MISSED APCH with RADIO FAILURE: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) onto 277° to D15.0 OKC, then turn LEFT to KRN VOR climbing to 3940'.

Air Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC

2200' ↑ 2300' ↓
090° ← 270° →
2700'

MSA
OKE VOR

Trans alt: 6570'

[illegible]

JAR OPS			
STRAIGHT-IN LANDING RWY 33			
CAT II ILS			
A	B	C	D
RA 106'	RA 121'	RA 133'	RA 146'
DA(H) 453' (102')	DA(H) 469' (118')	DA(H) 482' (131')	DA(H) 495' (144')
RVR 300m	RVR 400m	RVR 450m	
I Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. CHANGES: ICF withdrawn. Procedure. © JEPPESEN SAUNDERS, INC., 1999, 2006. ALL RIGHTS RESERVED.			

WARSAW, POLAND
VOR DME Rwy 15

ATIS	WARSAW Approach (R)	*WARSAW Director	OKCIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9
VOR OKC 113.4	Final Apch Crs 153°	Procedure Alt D.T. OKC 2990' (2633')	MDA(H) 920' (569')	ApT Elev 361' RWY 351'

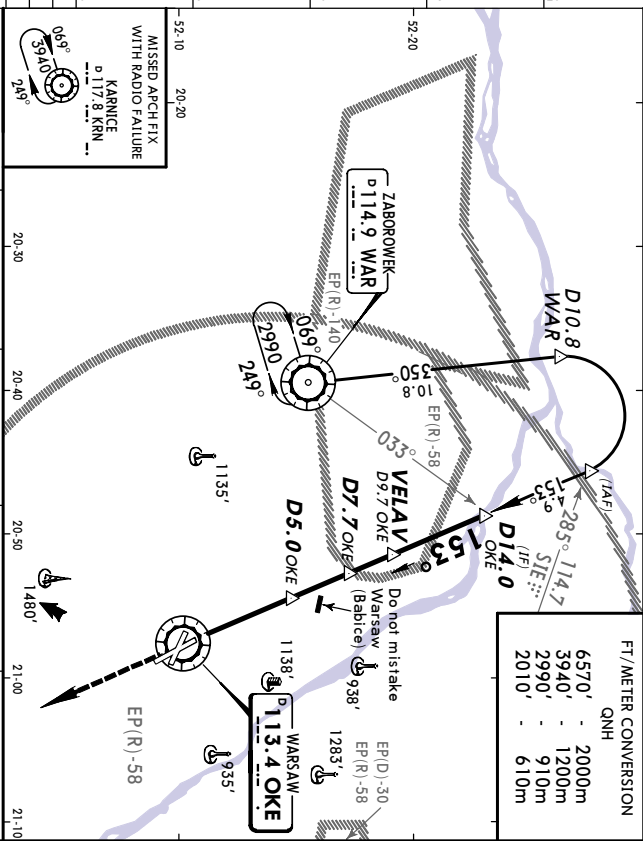
MISSED APCH: Climb STRAIGHT AHEAD to 2990', continue as directed.
MISSED APCH with RADIO FAILURE: Proceed STRAIGHT AHEAD to D10.0 OKC, then turn RIGHT (MAX 185 KT) to KRN VOR climbing to 3340'.

A circular diagram with a center point. Four arrows point from the center to the circumference at 90-degree intervals. The top arrow is labeled '2200'', the right arrow is labeled '2300'', the bottom arrow is labeled '270°', and the left arrow is labeled '2700''. The angle between the top and right arrows is labeled '090°'.

MSA
OKC VOR

MSA
OKE VOR

Alt Set: mPa	Rwy Elev: 13 hPa	Trans elev: By ATC	Trans alt: 6570
1. Final approach track offset 6° from rwy centerline. 2. VELAV may be used for tactical vectoring.			



OKe DME	5.4	2220'	4.3	3.2	2.2
ATITUDE			1810'	1420'	1010'

Grnd speed-Kts	70	90	100	120	140	160
Descent Gradient	6.1%	432	556	618	741	865

MAP at OKE VOR						
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HAIS	2990'
PARP	

	-
--	---

JAR OPS		STRIGHT-IN LANDING RWY 15		CIRCLE-TO-LAND	
		Not authorized Northeast of airport			
MDA(H) 920' (569')		ALS out		Max Kts	
A	RVR 1400m			MDA(H) 920' (559')	V/S 1500m
B	RVR 1500m		RVR 1500m	920' (559')	1600m
C	RVR 1600m			1010' (649')	2400m
D	RVR 1600m		RVR 2000m	1070' (709')	3600m

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WARSAW, POLAND
VOR DME Rwy 29

ATIS	WASAW Approach (R)	WASAW Direction	OKECIE Tower	*Ground
120.45	128.8	125.05	129.37	118.3
				121.9
VOR OKE 113.4	<i>Final</i> Aptch Crs 325°	<i>Procedure Alt</i> D97 OKE 2990' (2633')	MDA (H) (CONDITIONAL) 760' (409')	Apt Elev 361' RWY 351'

MISSED APCB: Climb STRAIGHT AHEAD to MASOV, then turn LEFT
 (MAX 185 KT) onto 277° climbing to 2990', then as directed.
 MISSED APCB with RADIO FAILURE: Climb STRAIGHT AHEAD to MASOV, then turn LEFT

MSA
OKE VOR

(MAX 185 KT) onto 277° to D15.0 OKE, then turn LEFT to KRN VOR climbing to 3940'.	
Alt Set: hPa (MM on req)	Trans alt.: 6570'
Rwy Elev: 13 hPa	Trans level: By ATC

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

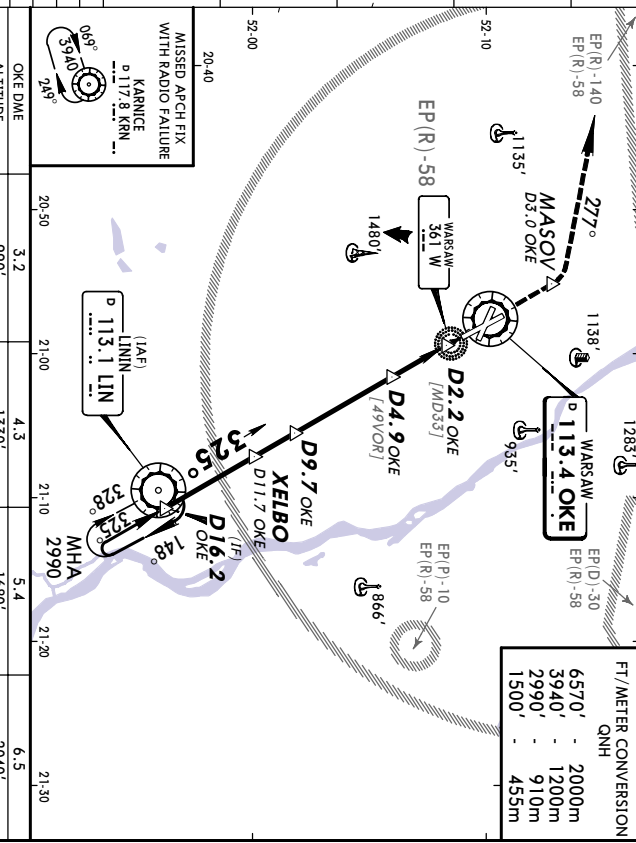


Diagram illustrating the Oke VOR station layout and associated flight paths/altitudes. Key points and distances are marked:

- OKE VOR** (Top Left)
- D2.2 OKE** (Top Left)
- D4.9 OKE** (Top Middle)
- D9.7 OKE** (Top Middle)
- D16.2 OKE** (Top Right)
- D11.7 OKE** (Bottom Middle)
- MDA** (Minimum Descent Altitude) is indicated at **940'**.
- RWY 33 351'** (Bottom Left)
- TCH 58°** (Top Left)
- 325°** (Bottom Middle)
- 2990'** (Bottom Middle)
- 1150'** (Bottom Middle)
- 940'** (Bottom Middle)
- 2.7**, **4.8**, **2.0**, **4.5** (Distances along the path)
- 0.7** (Distance from RWY 33 351' to MDA)
- 1500'** (Distance from Oke VOR to D2.2 OKE)
- 13.00°** (Angle from Oke VOR to D2.2 OKE)
- 1530**, **1680**, **2040** (Altitudes/Distances along the path)

Grnd speed/Kts	70	90	100	120	140	160	ASE-II	
Descent Gradient	5.30%	372	478	531	637	743	849	
Descent angle	3.00°							

JAR OPS		STRAIGHT-IN LANDING RWY 33		CIRCLE-TO-LAND	
With DA, 9 OK		W/o DA, 9 OK		Not authorized North-east of airport	
MDA(H) 760' (409')		MDA(H) 940' (589')		MDA(H) _____ V/S _____	
ALS out		ALS out		Max Kts	
A	RVR 900m	RVR 1500m	RVR 1000m	100	940' (579') 1500m
B	RVR 1000m		RVR 1200m	135	940' (579') 1600m
C		RVR 1800m		180	1010' (649') 2400m
D	RVR 1400m	RVR 2000m	RVR 1600m	205	1070' (709') 3600m