Warszawa DIRECTOR 129.380 ATIS 120.455 RNAV 1 Warszawa APPROACH 125.055, 128.805 Okęcie GROUND 121.905 **WARSAW CHOPIN AIRPORT** STANDARD ARRIVAL CHART **INSTRUMENT (STAR) - ICAO** TRANSITION ALTITUDE 6500 Okęcie TOWER 118.305 **RWY 15** 20° 00' 21° 00' 21° 30' 22° 00' 22° 30' HOLDING 1.5 min IAS MAX 230 KT 20 19 20 1. RNAV 1 (P-RNAV) approval required to conduct these BEARINGS AND TRACKS ARE MAGNETIC procedures without additional restrictions. However TRACKS IN BRACKETS ARE TRUE. it is possible to utilize P-RNAV trajectories by RNAV 5 ALTITUDES AND ELEVATIONS ARE IN FEET. only approved aircraft. The following restriction apply: A/c equipped with RNAV 5 systems without navigation DISTANCES ARE IN NAUTICAL MILES SORE IAS 280 K database, and requiring manual data input are exempted FL 150 from the utilization of RNAV 1 (P-RNAV) procedures. 5 000 ft AMSL 2. All aircraft which can not follow and utilize RNAV 1 (P-RNAV) trajectories shall advise ATC upon first contact. Radar vectoring will be provided, usually along published 3. Holding patterns as directed by ATC, available for non RNAV 1 (P-RNAV) approved aircraft. 4. Vertical planning information: air crews should plan for possible IAS 220 KT descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. If possible, CDA technique should be applied. 5. Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours). The turn to final approach 24 is usually performed by radar vectors to expedite traffic handling BIMPA 3P and for separation reasons.

6. REP OSNUT is an tactical fix for non-standard shorter approach, HOLDING 1.5 min. IAS MAX 230 KT BIMPA IAS 280 KT used only after request or approval of air crew. FL 170 7. Holdings at BABAS, KOGUD, MAVIV and OBAVA used for TMA RWY configuration change and during unexpected events. MARUP EP D30 29 600 ft AMSL GND FAF 20 RILSU **2**2 **2**2 INREN V 1/090 IAS 250 KT (1/4.0% LUGEL IAS 220 KT CDA (CONTINUOUS DESCENT APPROACH) NEPOX IAS 280 KT TECHNIQUE 1. Arrange descent to pass 7000 ft AMSL within 25 track miles FL 210 EP P10 52°10'11"N 020°57'36"E 2 700 ft AMSL 2. Expect track miles information or base leg information 120 m AMSL — HOLDING 1.5 min. IAS MAX 230 KT from ATC at or above 7000 ft AMSL, but do not turn on base leg until instructed. **2**5 3. At or before downwind position maintain IAS 220 KT 人 1495 WA468 IAS 220 KT or minimum clean speed, whichever is greater. DETOR IAS 250 KT EP D36 11 500 ft AMSL GND ATC R/T example at or above 7000 ft AMSL: 1. 25 track miles to touchdown, when ready descend. 2. Expect base leg after/before/between WPT. WA452 **EMKEN** Expect full procedure. IAS 220 K IAS 230 KT FL 130 WA 442 RADIO COMMUNICATION FAILURE PROCEDURE KIMUJ30 RNAV 1 (P-RNAV) APPROVED AIRCRAFT: IAS 250 KT a) If STAR was assigned and acknowledged by air crew, AS 250 KT set transponder to 7600, continue with FPL and assigned STAR, then execute approach (ILS or VOR) and land.

Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600. 26 **2**2 **2**2 b) If STAR was assigned and acknowledged by air crew LIMVI and vectoring was initiated, set transponder to 7600 IAS 280 KT and continue on assigned heading and last cleared and FL 160 acknowledged altitude for 2 min. (from setting 7600). Then proceed direct to FAP/FAF and execute approach (ILS or VOR) and land. Descending shall be executed in accordance with vertical restrictions specified on chart. HOLDING 1.5 min IAS MAX 230 KT c) If STAR was not assigned, set transponder to 7600, proceed according to FPL and FPL STAR, execute approach (ILS or VOR) and land. Descending shall be AGAVA 3P AGAVA executed in accordance with vertical restrictions specified (092.3°T) ELKIR IAS 280 KT AMSOS on chart after 2 min. from setting 7600. If landing is not possible, FL 170 execute missed approach and proceed to FAP/FAF of most convenient RWY, execute approach (ILS or VOR) and land. 30' 30 RNAV 1 (P-RNAV) NOT APPROVED AIRCRAFT: CAUTION: Set the transponder to 7600. Maintain last assigned and acknowledged altitude/flight level. Proceed DVOR/DME WAR. EP P1 5 000 ft AMSL GND EP P3 5 000 ft AMSL GND For safety reasons due to crossing departures FL190 or below at REP AGAVA is mandatory. Over DVOR descend to altitude 4000ft. Then proceed Actual descent clearance will be as directed by ATC. FAP ILS RWY 11 (R 115° MAG / D 3.8 NM DVOR/DME "WAR") or FAF VOR RWY 11 (R 123° MAG / D 3.9 NM DVOR/DME "WAR"), 23 21 execute approach and land. If landing is not possible, execute **2**5 missed approach and proceed to FAP/FAF of most convenient RWY execute approach and land. LOGDA IAS 280 KT FL 210 2200 \$\psi 2400 26 24 · (·) 2500 SCALE 1:750 000 25 NM 20 MNM SECT ALT 25 NM from DVOR / DME OKC