

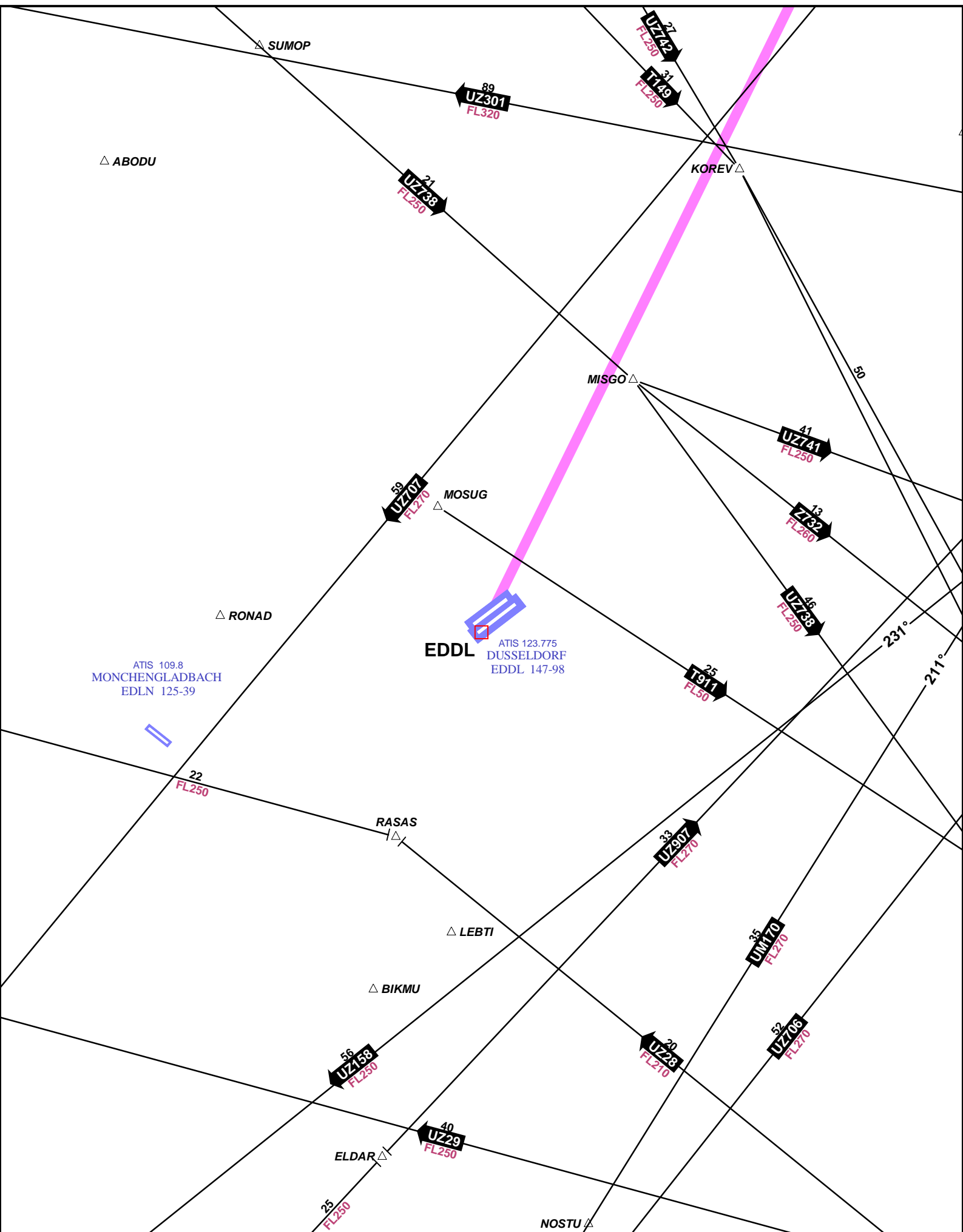
DEPARTURE (EDDL -> EPWA): EDDL (Dusseldorf)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0



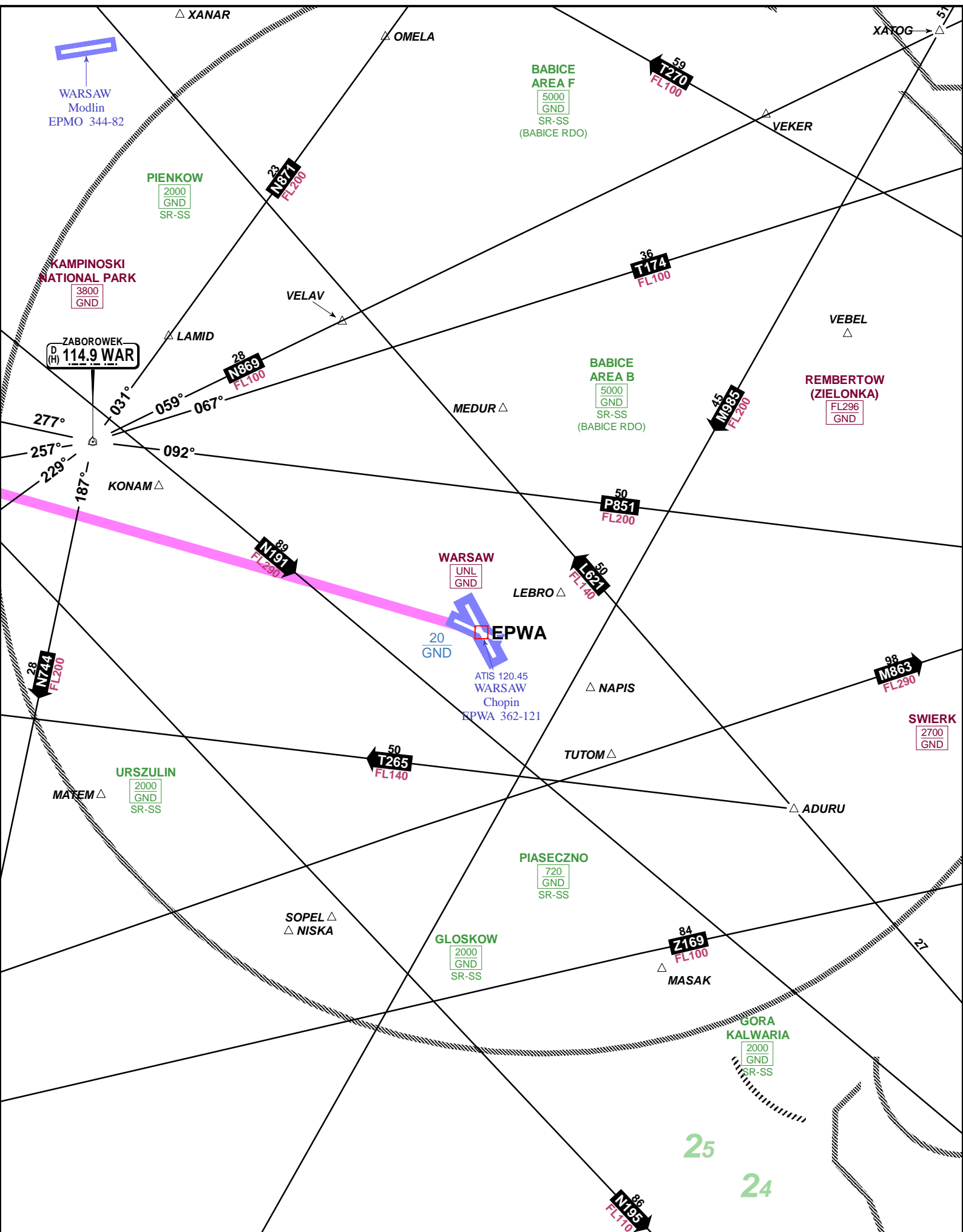
DESTINATION (EDDL -> EPWA): EPWA (Chopin)

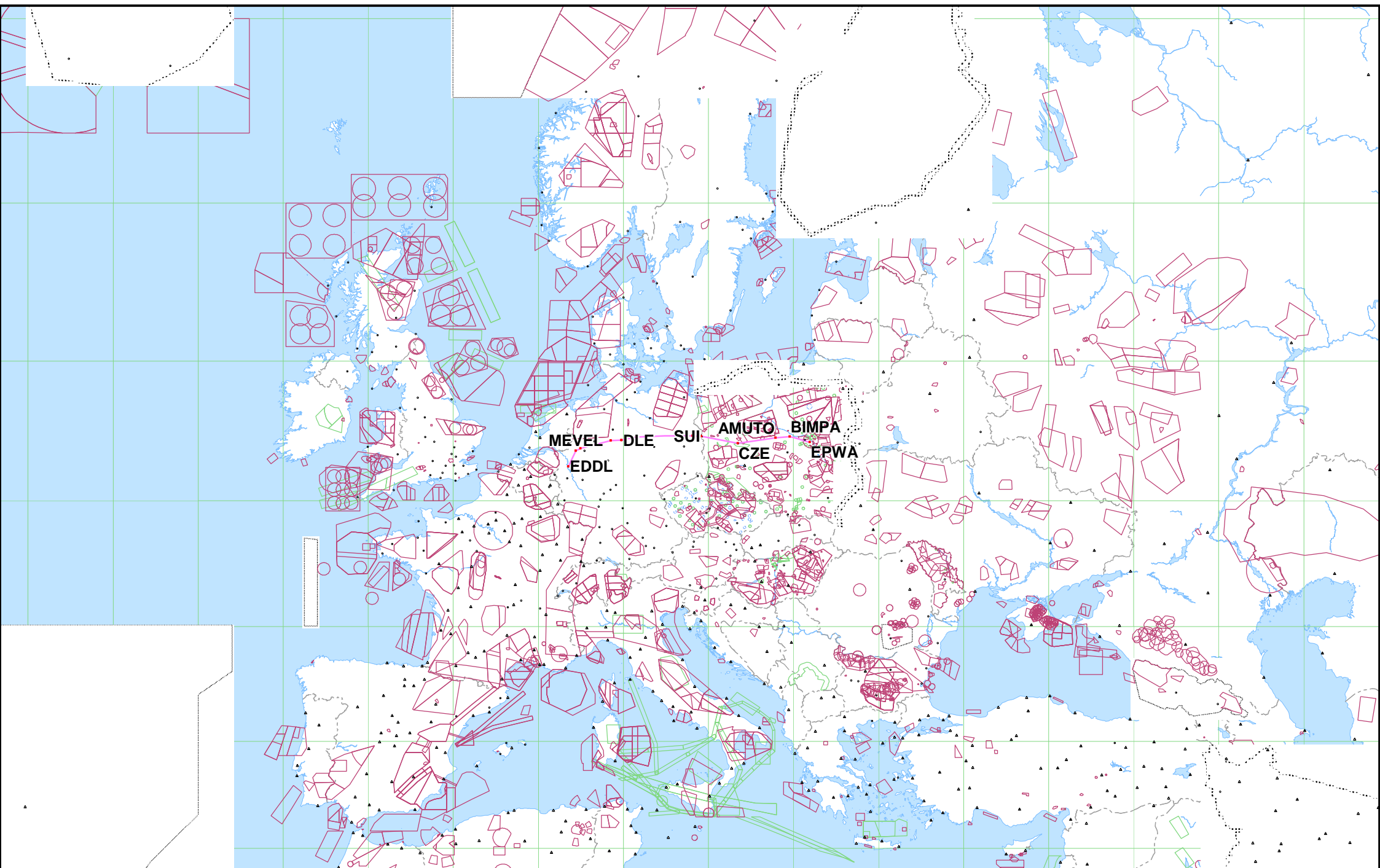
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0





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DUSSELDORF

+JEPPESEN

11 JUL 14

(10-1P)

DUSSELDORF, GERMANY
.AIRPORT.BRIEFING.**1. GENERAL****1.1. ATIS**

*D-ATIS 115.15 123.77

1.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

1.2.1. RUNWAY USAGE

Use of RWYs 05L/23R is restricted to MAX 56 hours per week (7 days period, MON-SUN, 0600-2200LT). APT company has to promulgate a weekly schedule of operating hours in advance to permitting ministry and DFS (ATC). Outside these published hours northern RWYs 05L/23R are to be used as alternative RWYs only.

1.2.2. NIGHT FLYING RESTRICTIONS

Turbine-powered ACFT not licensed according to ICAO Annex 16

Take-offs and landings are not permitted between 1900LT (1850LT off blocks)-0800LT.

Turbine-powered ACFT licensed according to ICAO Annex 16, Volume 1, Chapter 2

Take-offs and landings are not permitted between 1900LT (1850LT off blocks)-0800LT.

Turbine-powered ACFT licensed according to ICAO Annex 16, Volume 1, Chapter 3 not included in the Bonus List of the Federal Ministry of Transport, Building and Housing

Scheduled take-offs and landings are not permitted between 2200LT (2150LT off blocks)-0600LT.

Turbine-powered ACFT licensed according to ICAO Annex 16, Volume 1, Chapter 3 included in the Bonus List of the Ministry of Transport, Building and Housing

- Scheduled take-offs are not permitted between 2200LT (2150LT off blocks)-0600LT.
- For delayed take-offs in scheduled air services or scheduled charter services the Aviation Supervision Office may grant exceptional permission in individual cases until 2300LT (2250LT off blocks), if required to maintain the safety of flight operations or to avoid considerable disturbance to the operation of an air carrier.
- Scheduled landings are not permitted between 2300-0600LT.
- Delayed landings in scheduled air services or scheduled charter services are not permitted between 2330-0600LT.
- Delayed landings of ACFT engaged in scheduled air services or scheduled charter services and owned by air carriers who have their local maintenance facilities recognized by the approving authority at Dusseldorf APT are not permitted between 2400-0500LT. If a recognized local main maintenance facility becomes vacant, the approving authority may recognize Dusseldorf APT as the local main maintenance facility at the request of another air carrier.

Propeller-driven ACFT

- Take-offs and landings are not permitted between 2200LT (2150LT off blocks) - 0600LT.
- Excepted are take-offs and landings of propeller-driven ACFT with one of the following noise licenses: ICAO Annex 16, Volume I, Chapter 3, 4, 5, 6 or 10.

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DUSSELDORF, GERMANY
.AIRPORT.BRIEFING.

1. GENERAL

The following applies to propeller-driven ACFT exceeding 9t MTOM:

- Scheduled take-offs are not permitted between 2200LT (2150LT off blocks)-0600LT.
- For delayed take-offs in scheduled air services or scheduled charter services, the Aviation Supervision Office may grant exceptional permission in individual cases until 2300LT (2250LT off blocks) if required to maintain the safety of flight operations or to avoid considerable disturbance to the operation of an air carrier.
- Scheduled landings are not permitted between 2300LT-0600LT.
- Delayed landings in scheduled air services or scheduled charter services are not permitted between 2330LT-0600LT.

Excluded from the restrictions above are:

- Landings of ACFT provably approaching Dusseldorf APT as alternate aerodrome for meteorological, technical or other safety reasons.
- Take-offs and landings on a mission in disasters or rendering medical assistance as well as in other emergency cases; take-offs, however, only subject to individual permission by the Aviation Supervision Office.
- Flight checks conducted by the DFS (Deutsche Flugsicherung GmbH)

Deviating from the above-mentioned regulations the "Bezirksregierung" Dusseldorf (Aviation Supervision Office at Dusseldorf APT) may grant additional exceptions in justified individual cases, especially if necessary to avoid considerable disturbance of air traffic or in cases of special public interest. If appropriate, applications shall be submitted to:

Luftaufsichtsstelle
Flughafen Dusseldorf
40474 Dusseldorf
Tel: +49-(0)211-4216364
Fax: +49-(0)211-4216493.

Clearance for take-offs during closing times issued by ATC do not comprise the necessary exceptional permission of the Aviation Supervision Office at Dusseldorf APT.

Exceptional permission for night landings during the closing times will not generally be granted by ATC via radio telephony. Accordingly, a landing clearance issued by ATC for safety reasons will not necessarily include the decision of the Aviation Supervision Office about the admissibility of a night landing.

In case of a delayed or premature landing (before 0500LT) not approved by the Aviation Supervision Office the pilot shall appear in person at the Aviation Supervision Office immediately after landing in order to justify the admissibility of the night landing.

1.2.3. REVERSE THRUST

Reverse thrust other than idle should not be used between 2200-0600LT except for safety reasons.

1.2.4. RUN-UP TESTS

Run-ups of turbo-powered engines are generally permitted only with the noise suppressor device specified in the airport regulations.

1.2.5. AUXILIARY POWER UNITS (APU)

Between 2200-0600LT landing ACFT must switch off APU immediately after arriving at the parking position.

Departing ACFT may start the APU no earlier than 30 minutes before TOBT. Exceptions require the approval of duty traffic manager (Tel: +49-(0)211-421220).

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1 AUG 14

10-1P2

DUSSELDORF, GERMANY
.AIRPORT.BRIEFING.

1. GENERAL

1.3. TAXI PROCEDURES

1.3.1. GENERAL

Apron West MAX wingspan 102' / 31m.

TWY G2 MAX wingspan 94' / 28.5m.

TWY L3 only usable if stand V01 not occupied. Follow-me car required.

Use TWY K with ATC permission only.

RWY 05R exit via TWY L2 not possible.

TWY L2 available for all ACFT except B777 and A340-600.

On TWYs L1 and L2, ACFT with wingspan up to 198' / 60.3m can overtake each other. Wingtip clearance is reduced to 39' / 12m.

On TWY M and on the apron in front of concourse B, there are two holding points named Checkpoints 1 and 2. These mark the boundary between the two sectors of ground control. The holding points are marked and equipped with yellow inset lighting (clearance bars).

If necessary, ACFT are instructed to stop at a clearly specified clearance bar.

Without this instruction, clearance bars may be passed without clearance.

Clearance bars will be replaced by red stop bars in weather conditions lower than CAT I minima. A lighted stop bar shall never be crossed.

1.3.2. TAXIING ON APRON

ACFT are permitted to taxi only at the absolute minimum engine speed.

Within apron area between TWY L5 and P1 parallel taxiing for B747-400/B777/A330/A340 not possible.

Within apron area between TWY P3 and P4 parallel taxiing possible for B747, B777, A330 and A340.

Within apron area on taxilanes T, P4, L7, L8, W and Y wingtip clearance reduced to 25' / 7.5m for B747-400, B777 and A330/340.

1.4. PARKING INFORMATION

Stands A01 thru A05, A09, A10, A12 thru A13, A15, A16, B01 thru B04, B06, B08 thru B11 and C01 thru C08 equipped with SAFEGATE Docking Guidance System.

On stands C02 and C03 wingtip clearance for B747-400 may be reduced to 16' / 5m.

Push-back required from all stands except from V01 and V61 thru V74.

Landing ACFT have to switch off Auxiliary Power Unit (APU) immediately after arriving at the parking position.

Departing ACFT may start the APU earliest 30min before TOBT. Exceptions require the approval of the duty traffic manager.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 05R, 23L and 23R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. TAXI PROCEDURES

Arriving ACFT shall taxi to their assigned parking position in accordance with the instructions given by aerodrome control without further guidance.

If the crew discovers that the technical aid for entering a nose-in parking position is not switched on or not in operation, the ACFT shall be stopped immediately. The malfunction shall be reported to ground control. Taxiing can be continued in accordance with instructions given by ground control.

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10-1P3

DUSSELDORF, GERMANY
.AIRPORT.BRIEFING.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing areas are established at:

- DA-West (area near parking positions V61 thru V71) for take-off RWY 05L or 05R.
- DA-East (area near parking positions V01 thru V08) for take-off RWY 23L or 23R.

After de-icing has been completed contact DUSSELDORF Ground on last assigned frequency.

3.1.2. COMMUNICATIONS

After parking the ACFT on the de-icing pad, the pilot will report flight number and ACFT type to DUSSELDORF De-icing

Pos.1: **130.6** , Pos.2: **122.12** , Pos.3: **122.77** or Pos.4: **135.22**

for the beginning of de-icing. After de-icing has been completed, the pilot-in-command shall report "ready to taxi" to Ground.

3.1.3. TAXIING

The ACFT will be guided by a Follow-me car to a vacant de-icing position.

Taxiing manoeuvres shall be carried out with the absolute minimum number of engine revolutions required only.

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

3.2.1. START-UP

Pilots shall request approval for starting the engines on the relevant frequency of DUSSELDORF DELIVERY.

3.2.2. PUSH-BACK

ACFT may leave nose-in positions only with the aid of tow tractors. To obtain instructions to push-back from a nose-in parking position, pilots are instructed to obtain a push-back approval from the relevant frequency of DUSSELDORF Ground. To avoid delays, engines shall be started simultaneously with the push-back process. After push-back is completed, "ready to taxi" shall be reported to ground control.

3.2.3. TAXIING

To obtain instructions to taxi from a taxi-out parking position, pilots are instructed to obtain a taxi clearance from the relevant frequency of DUSSELDORF Ground. Push-back approval or permission to taxi out from a parking position may only be requested when the pilot is able to carry this out without delay. It may become necessary to change the frequency if the TWY leads through two areas of responsibility of ground control.

3.2.4. AIRPORT COLLABORATIVE DECISION MAKING

3.2.4.1. TARGET OFF-BLOCK TIME (TOBT)

TOBT is a reference time used for all ground handling processes except for ACFT push-back and de-icing. This time is used for coordination since it is the best available time for that purpose. TOBT = prediction of "ACFT Ready".

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(10-1P4)

DUSSELDORF, GERMANY
.AIRPORT.BRIEFING.

3. DEPARTURE

3.2.4.2. AUTOMATED TOBT

90 minutes before Estimated Off Block Time (EOBT) the system automatically generates a TOBT if the ACFT is on the ground. Otherwise it will be generated when the corresponding arriving ACFT is passing 10NM from touchdown. In this case the automated TOBT is calculated on the basis of the Estimated In-Block Time (EBIT), minimum turn-round time (MTTT), and CTOT.

3.2.4.3. PERSON RESPONSIBLE FOR TOBT

Once the TOBT has been generated, the handling agent, the airline (for flights without handling agents) or the pilot-in-command (for general aviation flights without handling agent) is responsible for TOBT correctness and adherence.

If it becomes obvious that the TOBT cannot be respected, it shall be corrected or re-entered by the person responsible for the TOBT. Since the TOBT is used for various ground processes, it shall be updated by the person responsible for TOBT when deviations of more than 5 minutes (+/-) become obvious.

For deviations of 15 minutes or more, it will still be mandatory to send a delay message (DLA) to the Network Manager.

3.2.4.4. TOBT UPDATE/DELETION

Until issue of the TSAT (TOBT minus 40 minutes) updates of the TOBT are not limited in number. After the TSAT has been issued, the TOBT can be updated up to three times. Thereafter, the TOBT shall be deleted and a new TOBT shall be sent. The new TOBT shall be at least 5 minutes later than the current time.

If a flight is to be taken out of the TOBT/TSAT calculation, the TOBT is to be deleted by way of the reporting routines described. The TOBT shall be re-entered by the person responsible for the TOBT.

If the ACFT is changed, a change message (CHG - type/registration) shall be sent. In this case, the TOBT remains in effect and is allocated to the new ACFT.

3.2.4.5. TOBT REPORTING ROUTINES

The TOBT is reported and/or adjusted in one of the following ways:

- Common Situational Awareness Tool (Web-DUPLO);
- Internal system of the airline/handling agent (via interface);
- By telephone via the Dusseldorf Airport Control Center:
Tel.: +49 211 421 51011.

For General Aviation Flights:

- Via the responsible handling agent.

3.2.4.6. TARGET START-UP APPROVAL TIME (TSAT)

The TSAT is the target time for start-up approval according to the A-CDM procedure. The earliest time for the TSAT calculation is 40 minutes prior to TOBT. The "Pre-Departure Sequence" is a result of the calculated TSATs.

3.2.4.7. TSAT REPORTING ROUTINES

The TSAT is transmitted in one of following ways:

- Common Situational Awareness Tool (Web-DUPLO);
- Interface for e.g. the airlines' or ground handling agents' systems;
- Datalink Clearance (DCL);
- Short Message Service (SMS).

For General Aviation Flights:

- Via the responsible handling agent. When the Datalink procedure (DCL) is used for clearances, the TSAT will additionally be transmitted directly into the cockpit.

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(10-1P5)

DUSSELDORF, GERMANY
.AIRPORT.BRIEFING.

3. DEPARTURE

3.2.4.8. START-UP AND PUSH-BACK

Start-up approvals and push-back clearances are issued taking into account the TOBT and TSAT only. The sequence of the start-up request is no longer a factor. The following rules apply:

- The ACFT has to be ready for start-up at TOBT.
- The pilot shall request start-up approval and en-route clearance within the time period of TSAT +/- 5 minutes (not DCL).
- Delivery will issue the start-up approval and en-route clearance depending on the TSAT and the current traffic situation.
- The push-back/taxi clearance has to be requested no later than five minutes after the start-up approval has been issued.

In the case of delays, Delivery has to be informed accordingly. Otherwise the TOBT will be deleted and has to be re-entered.

3.2.4.9. DATALINK CLEARANCE - DCL

For data link departure clearances (DCL) the published procedures and time parameters will remain valid. The TSAT is transmitted via CLD (departure clearance uplink message - issue of the start-up approval and en-route clearance by Delivery) ("start-up approved at TSAT hh:mm"). The push-back/taxi clearance shall be requested at TSAT +/- 5 minutes.

3.2.4.10. TERMS AND DEFINITIONS

TOBT: Target Off-Block Time:

The time that an ACFT operator or ground handler estimates that an ACFT will be ready, boarding bridge removed, and ready for start-up immediately upon reception of clearance from the Tower.

TSAT: Target Start-up Approval Time:

Target time for start-up approval according to the A-CDM procedure taking into account TOBT, CTOT and/or the traffic situation.

3.3. OTHER INFORMATION

3.3.1. DATALINK DEPARTURE CLEARANCE (DCL)

DFS (Deutsche Flugsicherung GmbH) is offering to grant start-up and enroute clearances using Datalink. The procedures are described in a separate AIC.

The following temporal parameters apply:

- t_{i-} - 25 min prior to EOBT for unregulated flights.
- 30 min prior to CTOT for ATFM regulated flights.
- t_t - 11 min prior to EOBT for unregulated flights.
- 16 min prior to CTOT for ATFM regulated flights.
- t_0 - 1 min
- t_1 - 5 min
- t_2 - 1 min

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DUSSELDORF

19 SEP 14

10-2

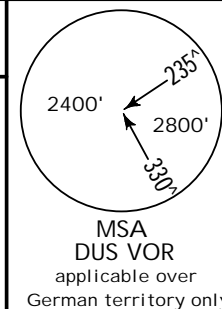
JEPPESEN

DUSSELDORF, GERMANY
.STAR.

*D-ATIS
115.15 123.775

Apt Elev
147'

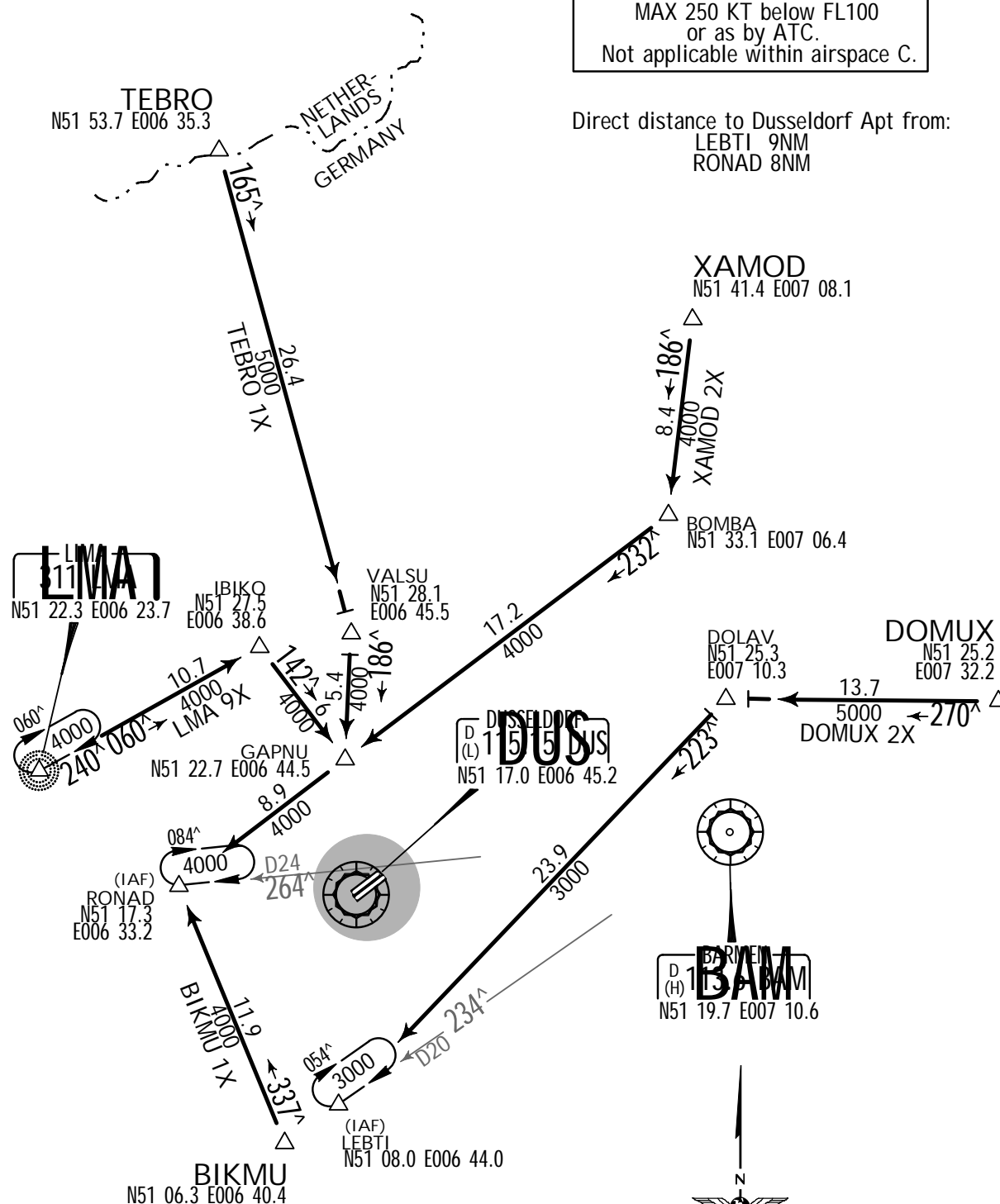
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Trans level: By ATC Trans alt: 5000'



BIKMU ONE X-RAY (BIKMU 1X) [BIKM1X]
DOMUX TWO X-RAY (DOMUX 2X) [DOMU2X]
LIMA NINE X-RAY (LMA 9X)
TEBRO ONE X-RAY (TEBRO 1X) [TEBR1X]
XAMOD TWO X-RAY (XAMOD 2X) [XAMO2X]
RWYS 05L/R ARRIVALS
B-RNAV EQUIPMENT NECESSARY

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Direct distance to Dusseldorf Apt from:
LEBTI 9NM
RONAD 8NM



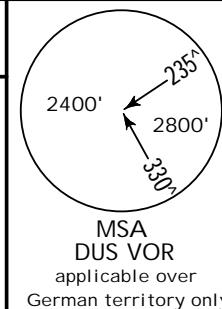
NOT TO SCALE

EDDL/DUS
DUSSELDORF

19 SEP 14

JEPPESEN

10-2A

DUSSELDORF, GERMANY
.STAR.*D-ATIS
115.15 123.775Apt Elev
147'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

BIKMU ONE GOLF (BIKMU 1G) [BIKM1G]
TEBRO ONE GOLF (TEBRO 1G) [TEBR1G]
B-RNAV EQUIPMENT NECESSARY
DOMUX TWO GOLF (DOMUX 2G) [DOMU2G]
LIMA EIGHT GOLF (LMA 8G)
XAMOD TWO GOLF (XAMOD 2G) [XAMO2G]
RWYS 23L/R ARRIVALS

TEBRO
N51 53.7 E006 35.3NETHER-
LANDS
GERMANY

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Direct distance to Dusseldorf Apt from:
BAM 16NM
BOT 21NM

AGEDA
N51 47.0 E007 01.3XAMOD
N51 41.4 E007 08.1

(IAF)
BOT
N51 35.1 E007 01.4

LMA
N51 22.3 E006 23.7DOMUX
N51 25.2
E007 32.2DUS
N51 17.0 E006 45.2

(IAF)
BAM
N51 19.7 E007 10.6

BIKMU
N51 06.3 E006 40.4

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DUSSELDORF

19 SEP 14

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10-2B

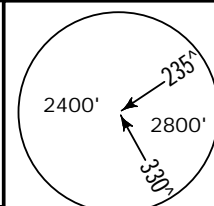
DUSSELDORF, GERMANY
RNAV TRANSITION.

*D-ATIS
115.15
123.775

Apt Elev
147'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

1. On downwind expect vectors to final.
2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC.
3. Altitude assignments will be issued by ATC.



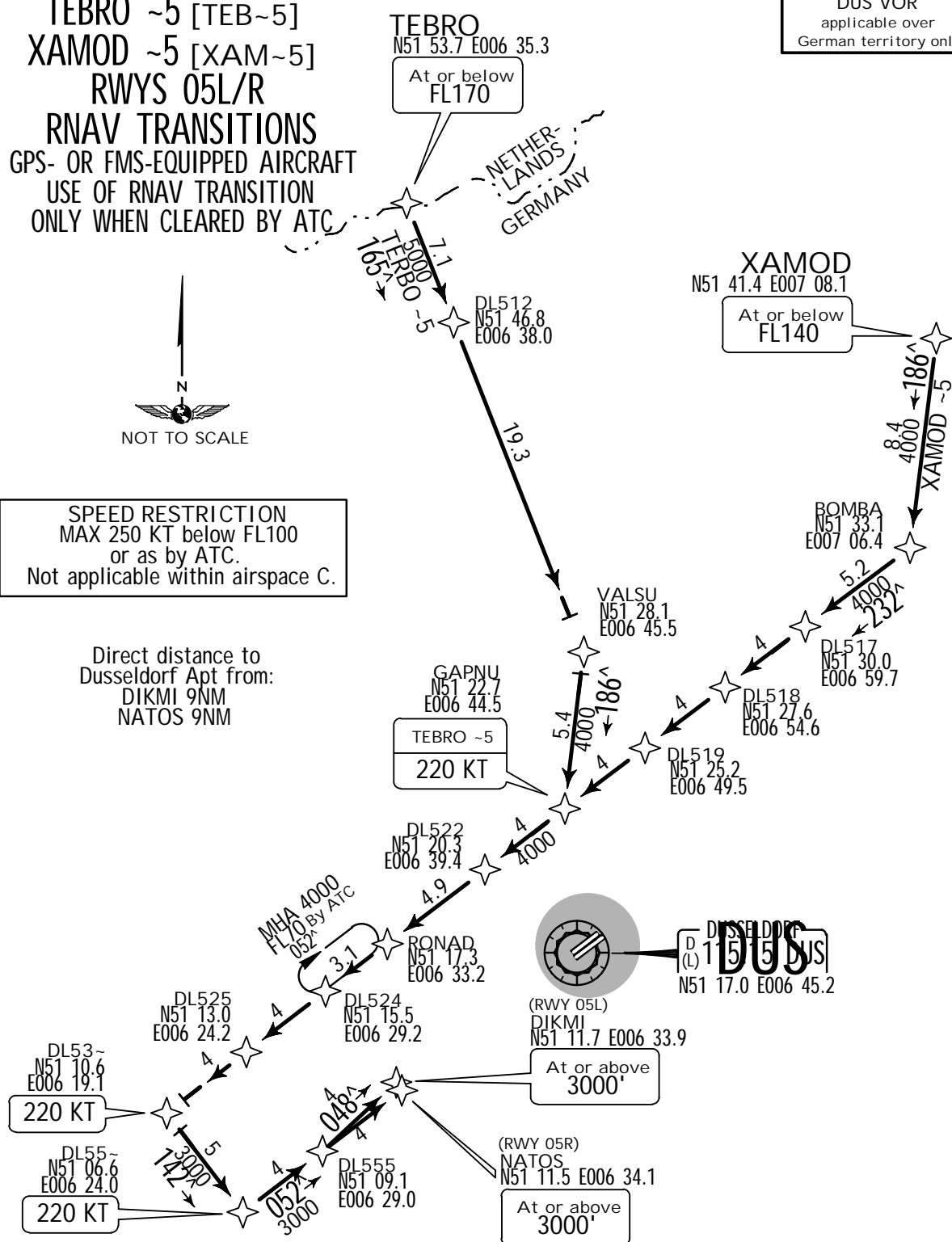
MSA
DUS VOR
applicable over
German territory only

TEBRO ~5 [TEB~5]
XAMOD ~5 [XAM~5]
RWYS 05L/R
RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC.



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Direct distance to
Dusseldorf Apt from:
DIKMI 9NM
NATOS 9NM

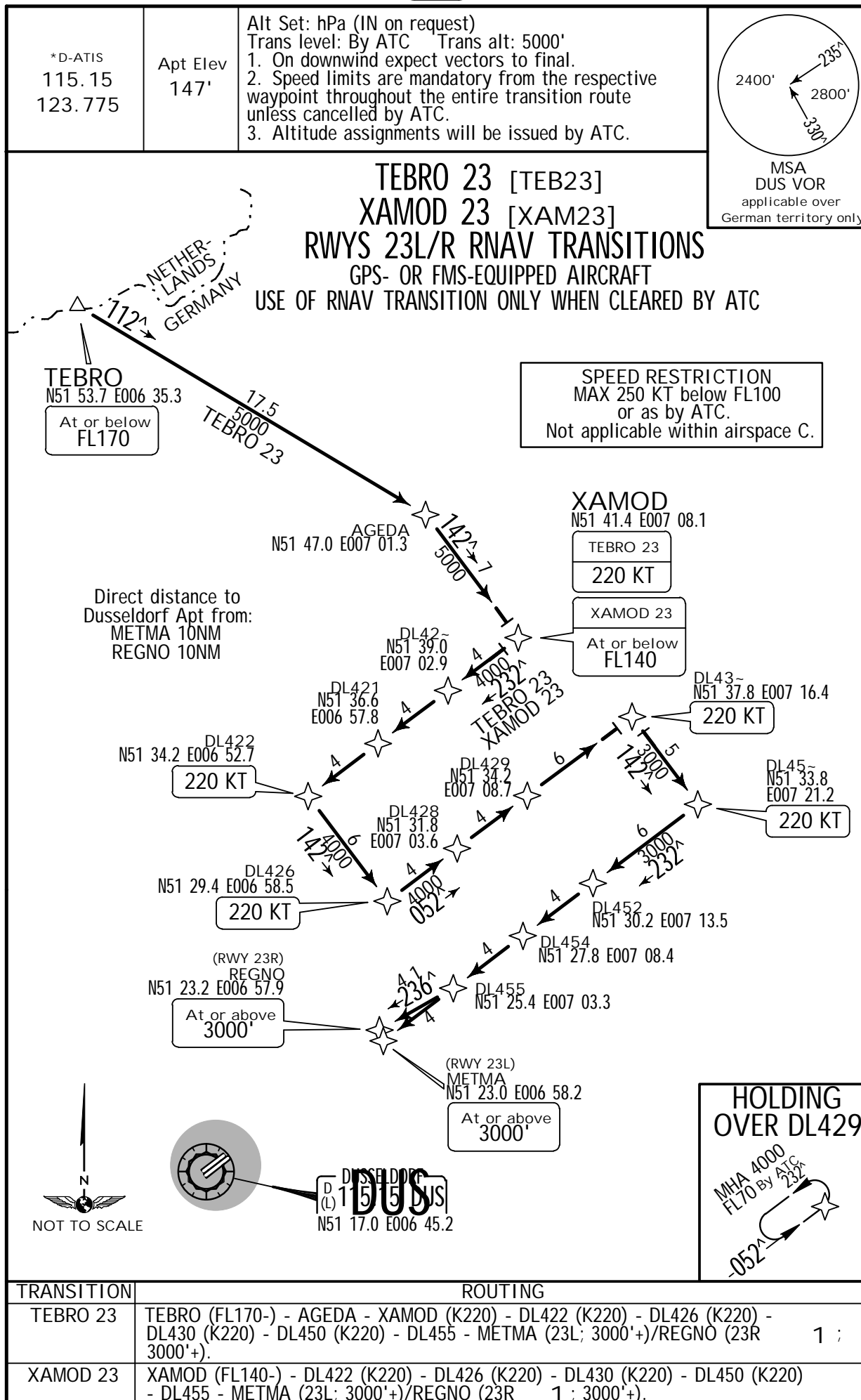


TRANSITION	ROUTING
TEBRO ~5	TEBRO (FL170-) - DL512 - VALSU - GAPNU (K220) - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L 1 ; 3000'+)/NATOS (05R; 3000'+).
XAMOD ~5	XAMOD (FL140-) - BOMBA - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L 1 ; 3000'+)/NATOS (05R; 3000'+).

EDDL/DUS
DUSSELDORF

JEPPESEN
19 SEP 14 10-2C

DUSSELDORF, GERMANY
.RNAV.TRANSITION.



EDDL/DUS
DUSSELDORF

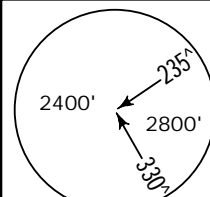
JEPPESEN
19 SEP 14 (10-2D)

DUSSELDORF, GERMANY
RNAV TRANSITION.

*D-ATIS
115.15
123.775

Apt Elev
147'

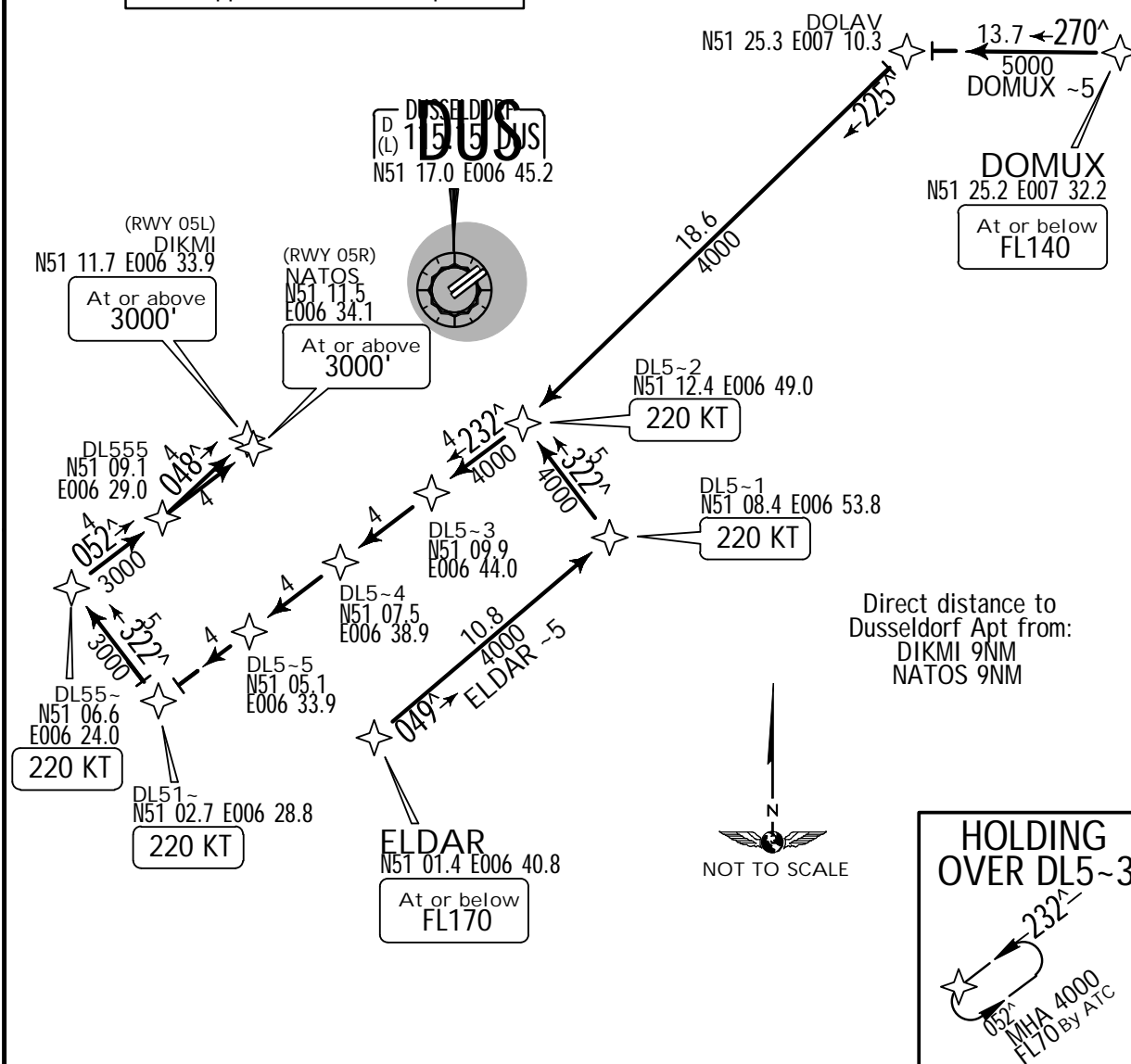
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed limits are mandatory from the respective
waypoint throughout the entire transition route
unless cancelled by ATC.
3. Altitude assignments will be issued by ATC.



MSA
DUS VOR
applicable over
German territory only

DOMUX ~5 [DOM~5]
ELDAR ~5 [ELD~5]
RWYS 05L/R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



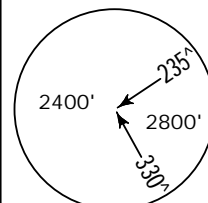
TRANSITION	ROUTING
DOMUX ~5	DOMUX (FL140-) - DOLAV - DL502 (K220) - DL510 (K220) - DL550 (K220) - DIKMI (05L; 3000'+)/NATOS (05R 1 ; 3000'+).
ELDAR ~5	ELDAR (FL170-) - DL501 (K220) - DL502 (K220) - DL510 (K220) - DL550 (K220) - DIKMI (05L; 3000'+)/NATOS (05R 1 ; 3000'+).

EDDL/DUS
DUSSELDORF

19 SEP 14

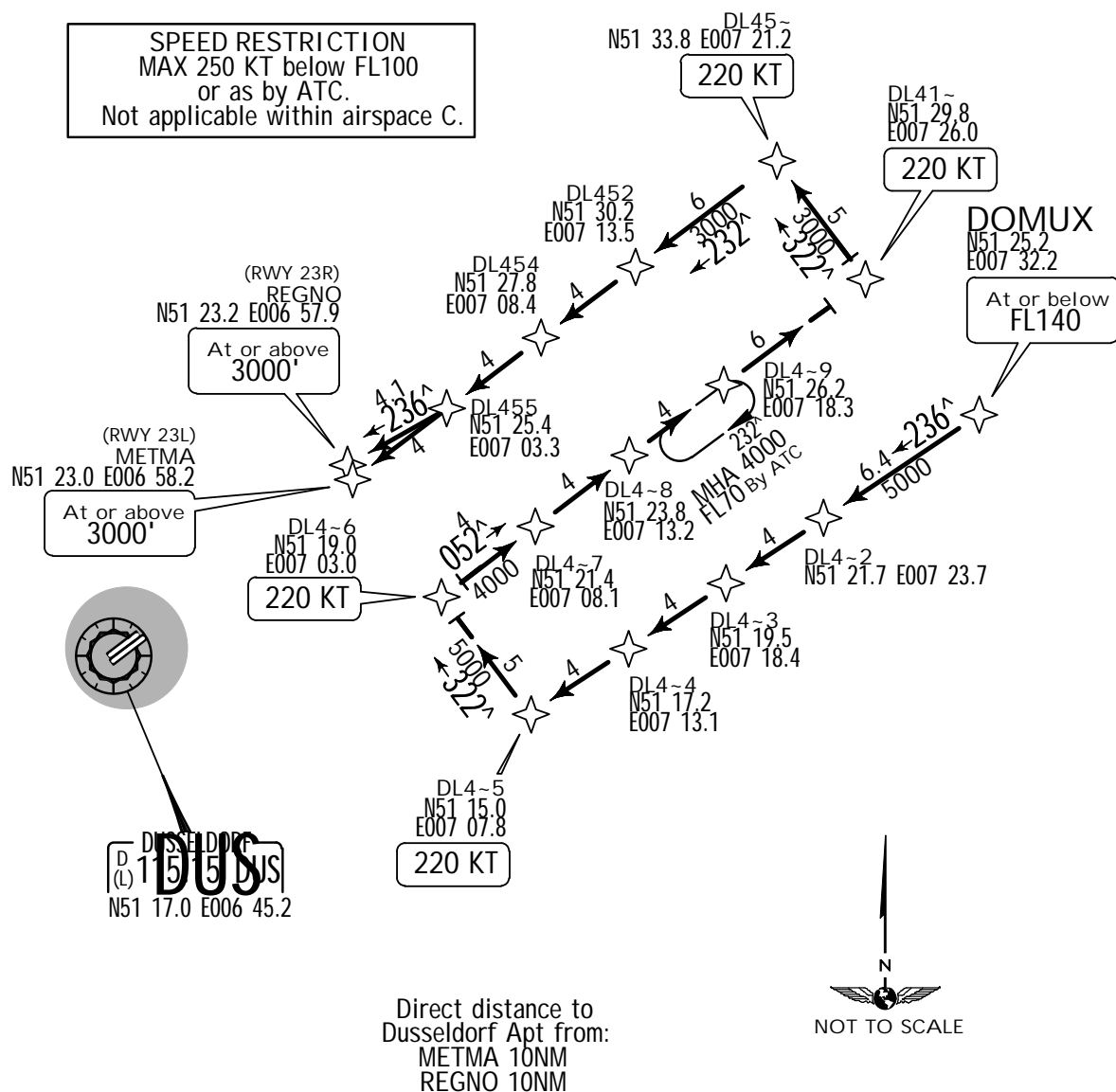
JEPPESEN
10-2EDUSSELDORF, GERMANY
.RNAV. TRANSITION.*D-ATIS
115.15
123.775Apt Elev
147'

Alt Set: hPa (IN on request)
 Trans level: By ATC Trans alt: 5000'
 1. On downwind expect vectors to final.
 2. Speed limits are mandatory from the respective
 waypoint throughout the entire transition route
 unless cancelled by ATC.
 3. Altitude assignments will be issued by ATC.



MSA
DUS VOR
applicable over
German territory only

DOMUX 23 [DOM23]
RWYS 23L/R RNAV TRANSITION
 GPS- OR FMS-EQUIPPED AIRCRAFT
 USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



ROUTING

DOMUX (FL140-) - DL405 (K220) - DL406 (K220) - DL410 (K220) - DL450 (K220) - METMA
 (23L 1 ; 3000'+)/REGNO (23R; 3000'+).

EDDL/DUS
 DUSSELDORF

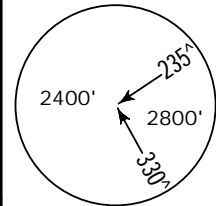
JEPPESEN
 19 SEP 14 10-2F

DUSSELDORF, GERMANY
 .RNAV.TTRANSITION.

*D-ATIS
 115.15
 123.775

Apt Elev
 147'

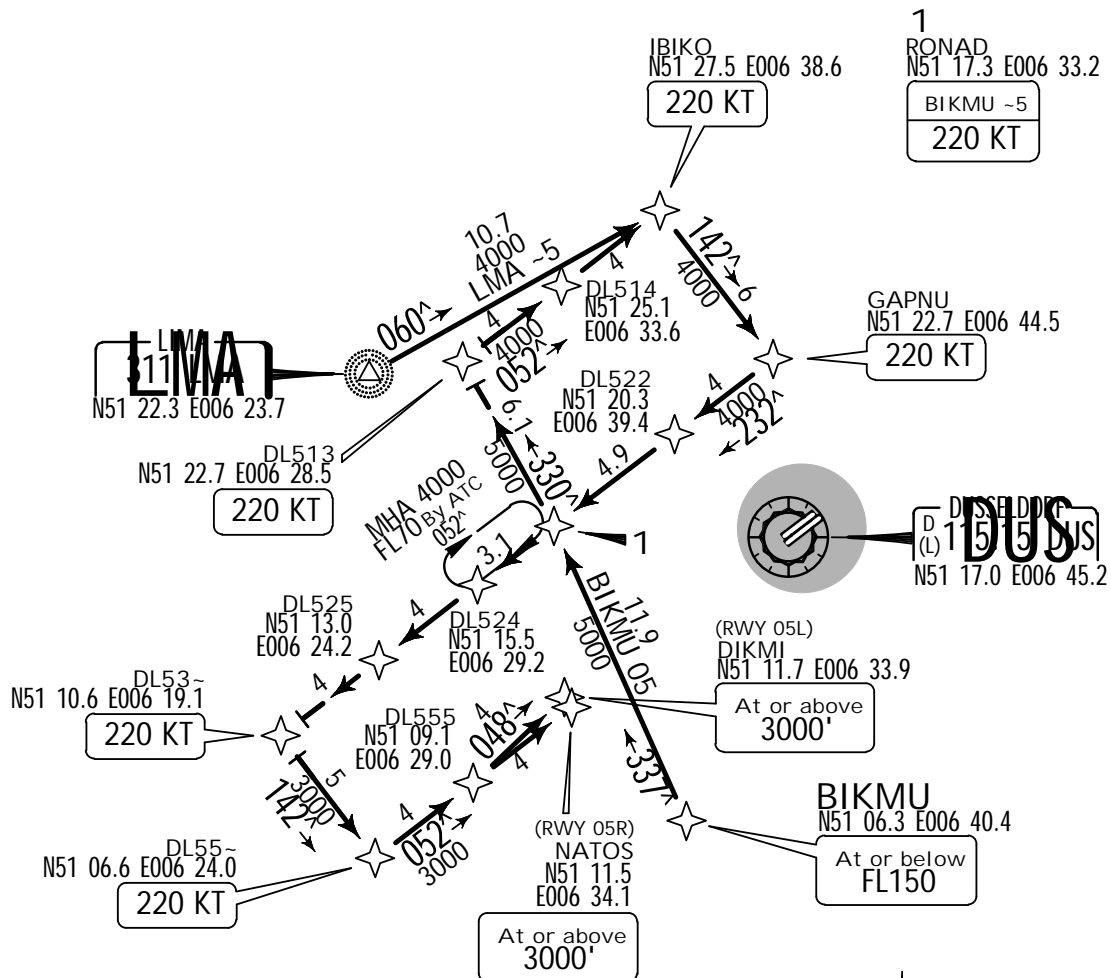
Alt Set: hPa (IN on request)
 Trans level: By ATC Trans alt: 5000'
 1. On downwind expect vectors to final.
 2. Speed limits are mandatory from the respective
 waypoint throughout the entire transition route
 unless cancelled by ATC.
 3. Altitude assignments will be issued by ATC.



MSA
 DUS VOR
 applicable over
 German territory only

BIKMU ~5 [BIK~5], LMA ~5
RWYS 05L/R RNAV TRANSITIONS
 GPS- OR FMS-EQUIPPED AIRCRAFT
 USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



Direct distance to
 Dusseldorf Apt from:
 DIKMI 9NM
 NATOS 9NM



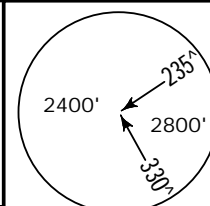
TRANSITION	ROUTING
BIKMU ~5	BIKMU (FL150-) - RONAD (K220) - DL513 (K220) - IBIKO (K220) - GAPNU (K220) - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L 2 ; 3000'+)/ NATOS (05R; 3000'+).
LMA ~5	LMA - IBIKO (K220) - GAPNU (K220) - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L 2 ; 3000'+)/NATOS (05R; 3000'+).

EDDL/DUS
DUSSELDORF

19 SEP 14

JEPPESEN
10-2GDUSSELDORF, GERMANY
.RNAV. TRANSITION.*D-ATIS
115.15
123.775Apt Elev
147'

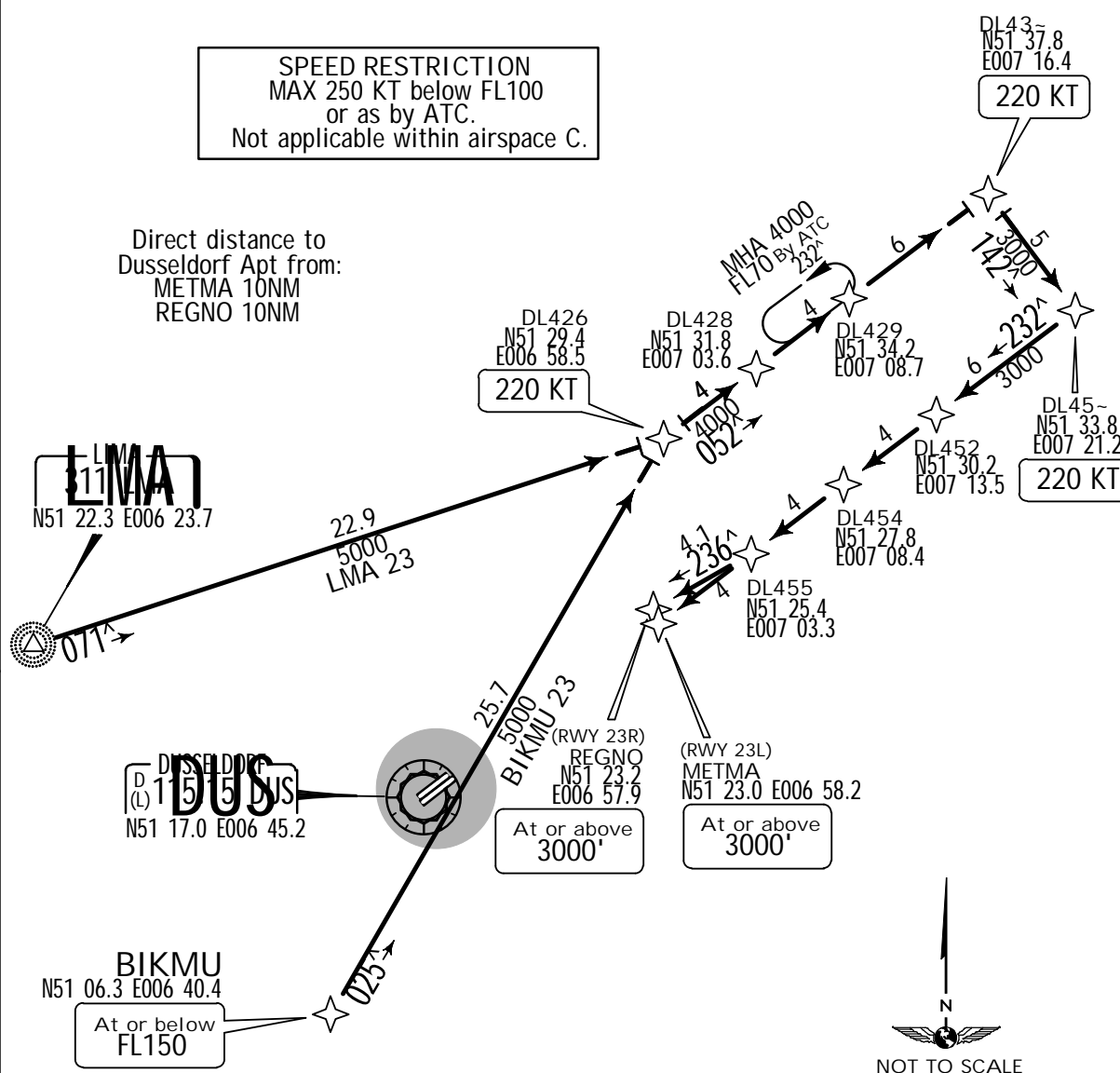
Alt Set: hPa (IN on request)
 Trans level: By ATC Trans alt: 5000'
 1. On downwind expect vectors to final.
 2. Speed limits are mandatory from the respective
 waypoint throughout the entire transition route
 unless cancelled by ATC.
 3. Altitude assignments will be issued by ATC.



MSA
DUS VOR
applicable over
German territory only

BIKMU 23 [BIK23], LMA 23
RWYS 23L/R RNAV TRANSITIONS
 GPS- OR FMS-EQUIPPED AIRCRAFT
 USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.

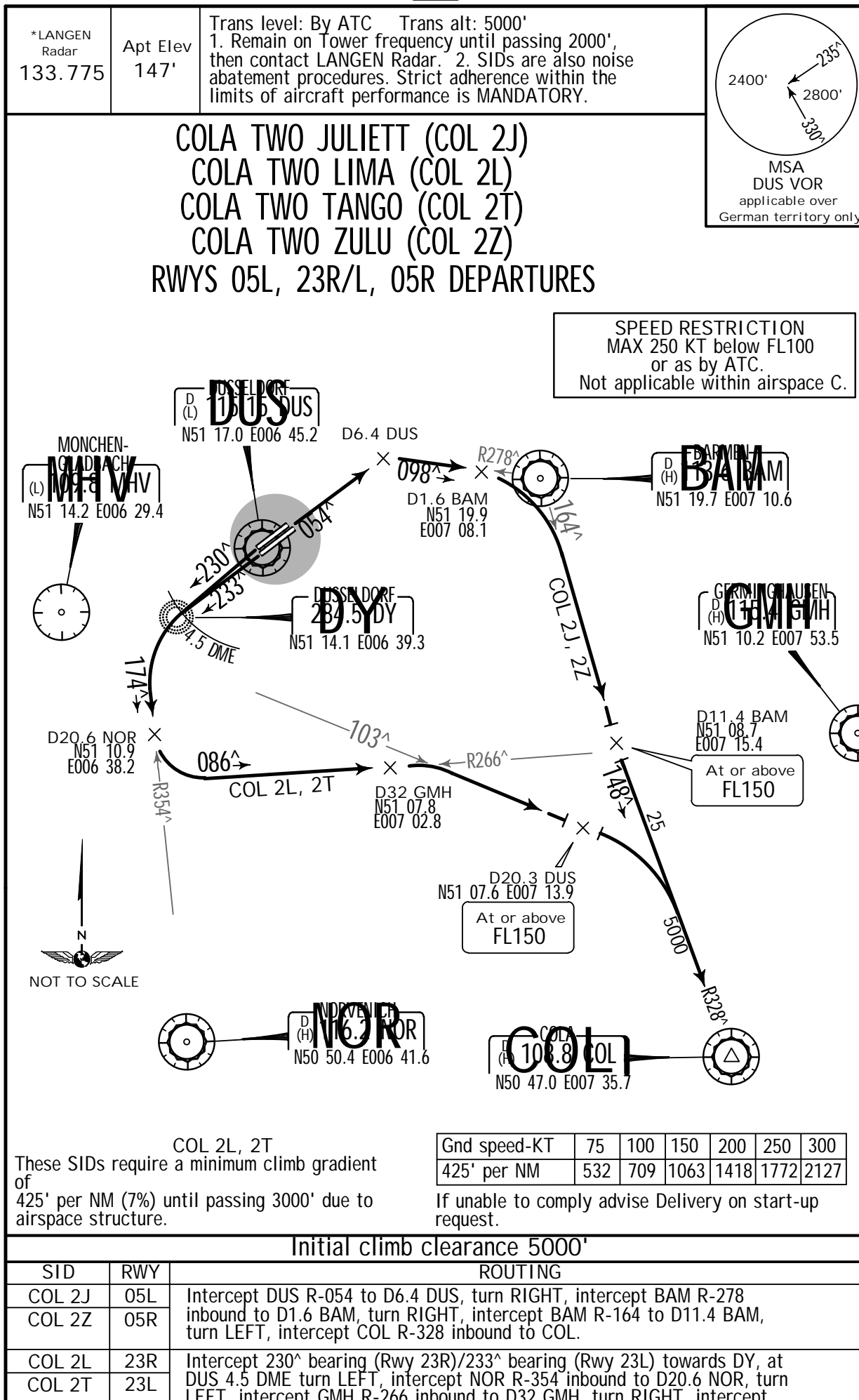


TRANSITION	ROUTING
BIKMU 23	BIKMU (FL150-) - DL426 (K220) - DL430 (K220) - DL450 (K220) - DL455 - METMA (23L; 3000'+)/REGNO (23R 1; 3000'+).
LMA 23	LMA - DL426 (K220) - DL430 (K220) - DL450 (K220) - DL455 - METMA (23L; 3000'+)/REGNO (23R 1; 3000'+).

EDDL/DUS
DUSSELDORF

JEPPESEN
19 SEP 14 10-3

DUSSELDORF, GERMANY
.SID.



EDDL/DUS
DUSSELDORF

19 SEP 14

JEPPESEN

10-3A

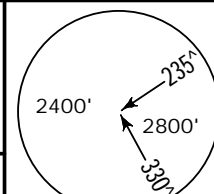
DUSSELDORF, GERMANY .SID.

*LANGEN
Radar
133.775

Apt Elev
147'

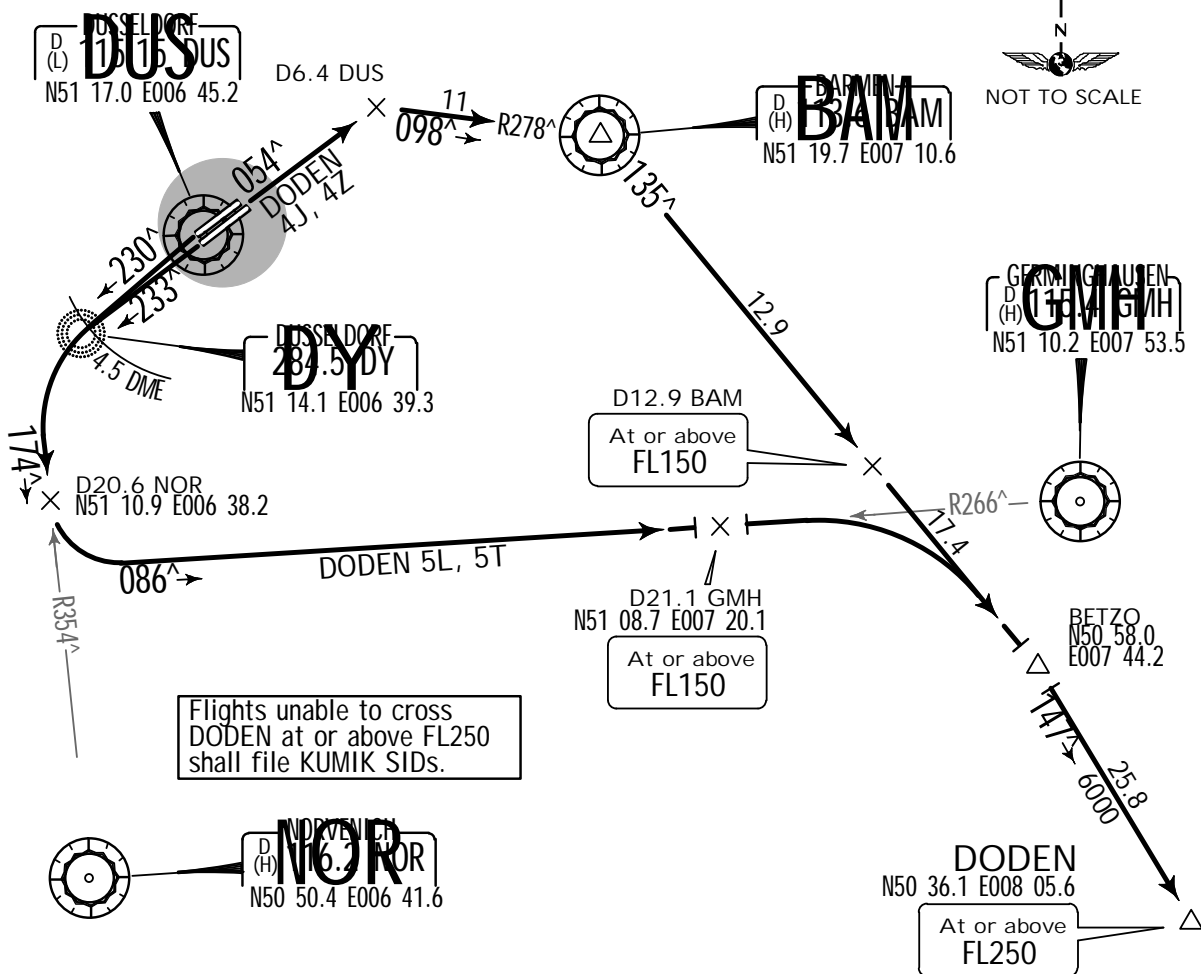
Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

DODEN FOUR JULIETT (DODEN 4J)
DODEN FIVE LIMA (DODEN 5L)
DODEN FIVE TANGO (DODEN 5T)
DODEN FOUR ZULU (DODEN 4Z)
RWYS 05L, 23R/L, 05R DEPARTURES
ONLY FOR JET FLIGHTS WITH REQUESTED FL250 OR ABOVE



DODEN 5L, 5T
These SIDs require a minimum climb gradient
of
425' per NM (7%) until passing 3000' due to
airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

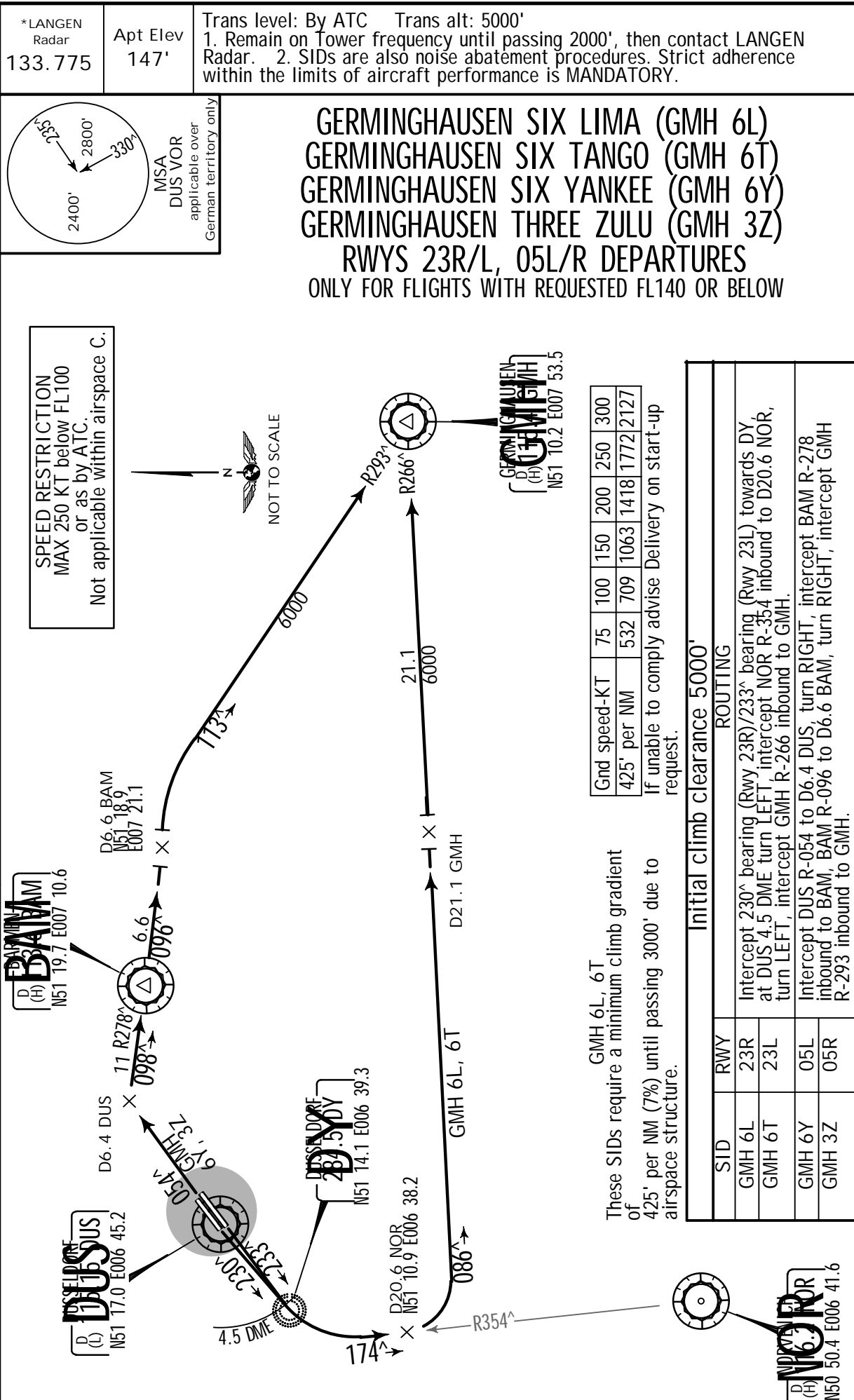
Initial climb clearance	5000'
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SID	RWY	ROUTING
DODEN 4J	05L	Intercept DUS R-054 to D6.4 DUS, turn RIGHT, intercept BAM R-278 inbound to BAM, BAM R-135 via D12.9 BAM 1 to BETZO, turn RIGHT, 147^ track to DODEN.
DODEN 4Z	05R	
DODEN 5L	23R	Intercept 230^ bearing (Rwy 23R)/233^ bearing (Rwy 23L) towards DY, at DUS 4.5 DME turn LEFT, intercept NOR R-354 inbound to D20.6 NOR, turn LEFT, intercept GMH R-266 inbound to D21.1 GMH 2, turn RIGHT, intercept BAM R-135 to BETZO, turn RIGHT, 147^ track to DODEN.
DODEN 5T	23L	

EDDL/DUS
DUSSELDORF

JEPPESEN
19 SEP 14 10-3B

DUSSELDORF, GERMANY
.SID.



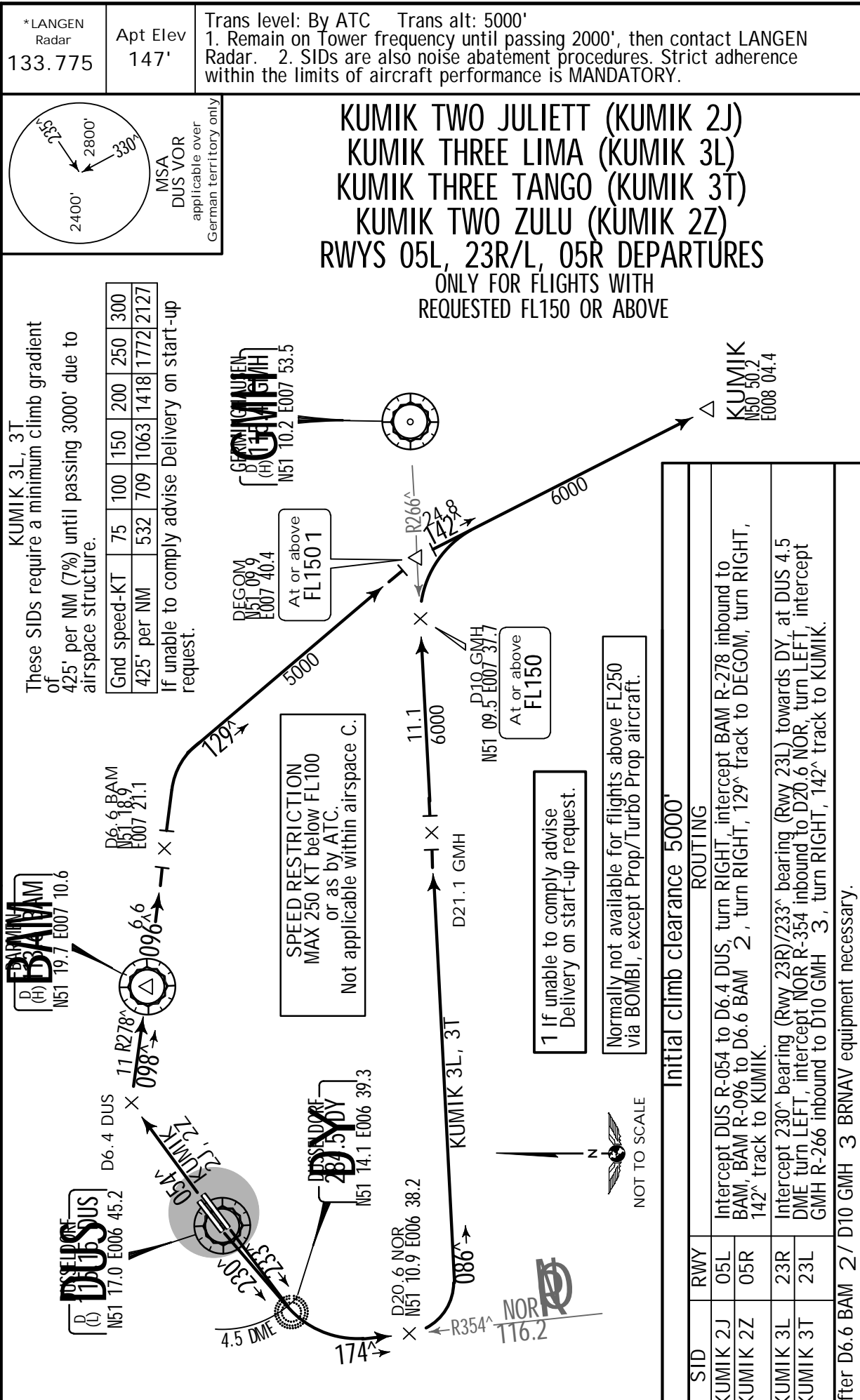
EDDL/DUS
DUSSELDORF

19 SEP 14

10-3C

JEPPESEN

DUSSELDORF, GERMANY
.SID.



EDDL/DUS
 DUSSELDORF

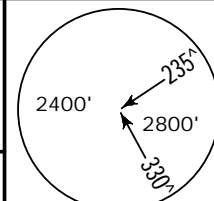
JEPPESEN
 19 SEP 14 (10-3D)

DUSSELDORF, GERMANY
 .SID.

*LANGEN
 Radar
 128.5

Apt Elev
 147'

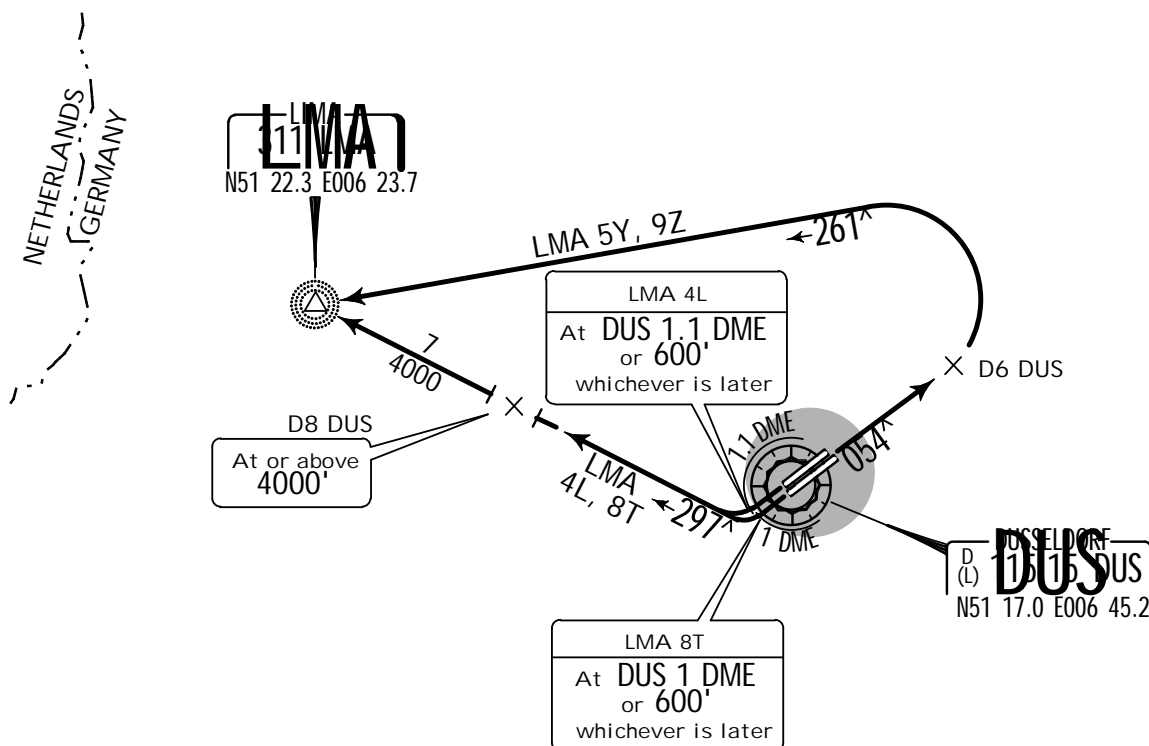
Trans level: By ATC Trans alt: 5000'
 1. Remain on Tower frequency until passing 2000',
 then contact LANGEN Radar. 2. SIDs are also noise
 abatement procedures. Strict adherence within the
 limits of aircraft performance is MANDATORY.



MSA
 DUS VOR
 applicable over
 German territory only

LIMA FOUR LIMA (LMA 4L)
 LIMA EIGHT TANGO (LMA 8T)
 LIMA FIVE YANKEE (LMA 5Y)
 LIMA NINE ZULU (LMA 9Z)
 RWYS 23R/L, 05L/R DEPARTURES
 ONLY FOR FLIGHTS TO EDLN

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



These SIDs require minimum climb gradients
 of
 LMA 4L, 8T: 407' per NM (6.7%) due to
 airspace structure.
 LMA 5Y, 9Z: 425' per NM (7%) until passing
 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
407' per NM	509	679	1018	1357	1696	2036

If unable to comply advise Delivery on start-up
 request.



Initial climb clearance 5000'

SID	RWY	ROUTING
LMA 4L	23R	Climb on runway track to DUS 1.1 DME (Rwy 23R)/DUS 1 DME (Rwy 23L) or 600', whichever is later, turn RIGHT, intercept 297° bearing to LMA.
LMA 8T	23L	
LMA 5Y	05L	Intercept DUS R-054 to D6 DUS, turn LEFT, intercept 261° bearing

EDDL/DUS
DUSSELDORF

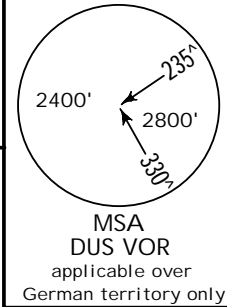
JEPPESEN
19 SEP 14 10-3E

DUSSELDORF, GERMANY
.SID.

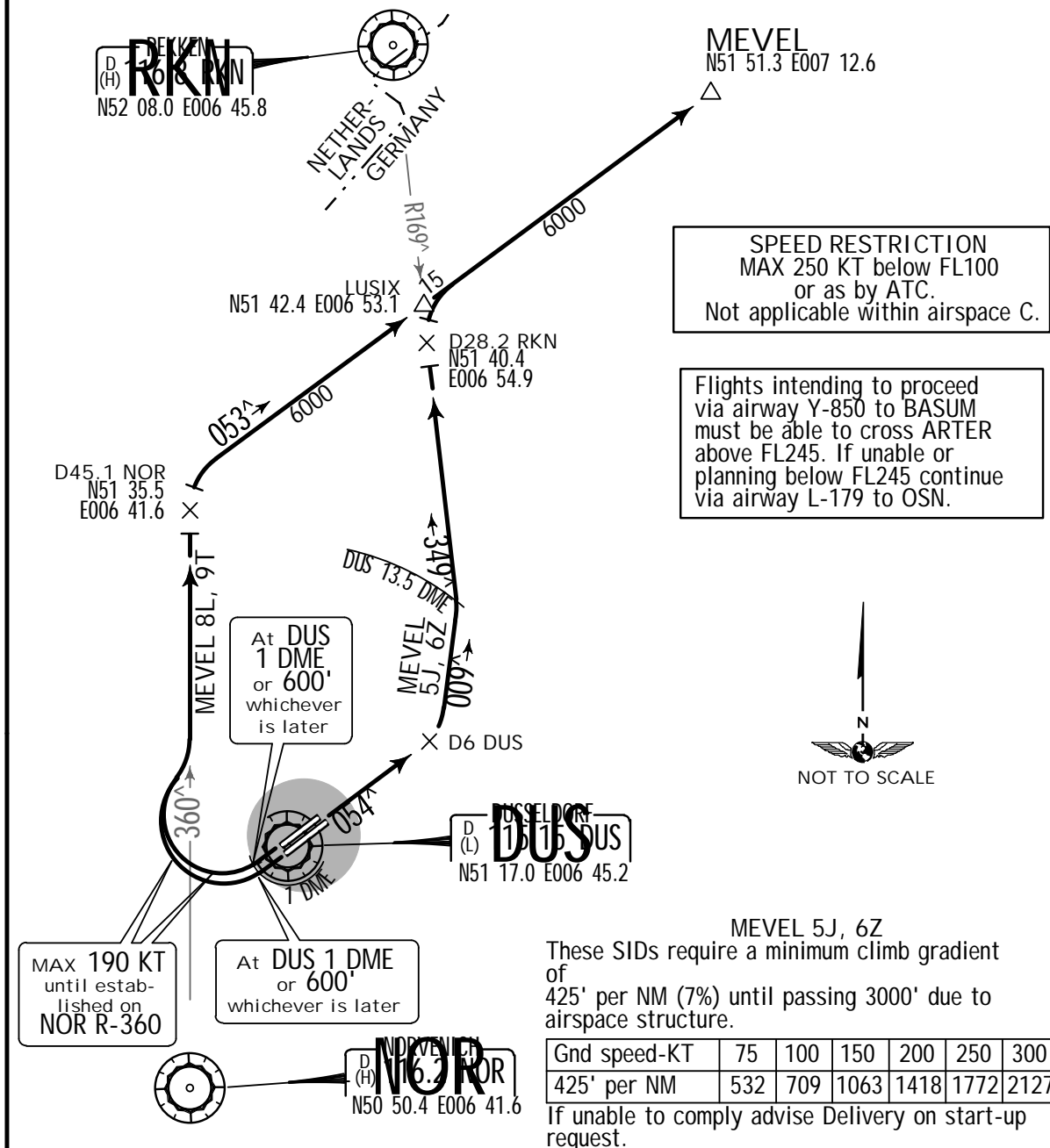
*LANGEN
Radar
128.5

Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000',
then contact LANGEN Radar. 2. SIDs are also noise
abatement procedures. Strict adherence within the
limits of aircraft performance is MANDATORY.



MEVEL FIVE JULIETT (MEVEL 5J)
MEVEL EIGHT LIMA (MEVEL 8L)
MEVEL NINE TANGO (MEVEL 9T)
MEVEL SIX ZULU (MEVEL 6Z)
RWYS 05L, 23R/L, 05R DEPARTURES



Initial climb clearance 5000'

SID	RWY	ROUTING
MEVEL 5J	05L	Intercept DUS R-054 to D6 DUS, turn LEFT, 009° track to DUS 13.5 DME, turn LEFT, intercept RKN R-169 inbound to D28.2 RKN 1, turn RIGHT, 053° track to MEVEL.
MEVEL 6Z	05R	
MEVEL 8L	23R	Climb on runway track to DUS 1 DME or 600', whichever is later, turn RIGHT, intercept NOR R-360 to D45.1 NOR 2, turn RIGHT, 053° track via LUSIX to MEVEL.
MEVEL 9T	23L	

EDDL/DUS
DUSSELDORF

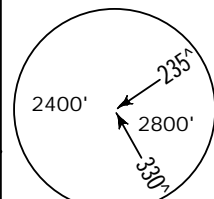
19 SEP 14

(10-3F)

JEPPESEN

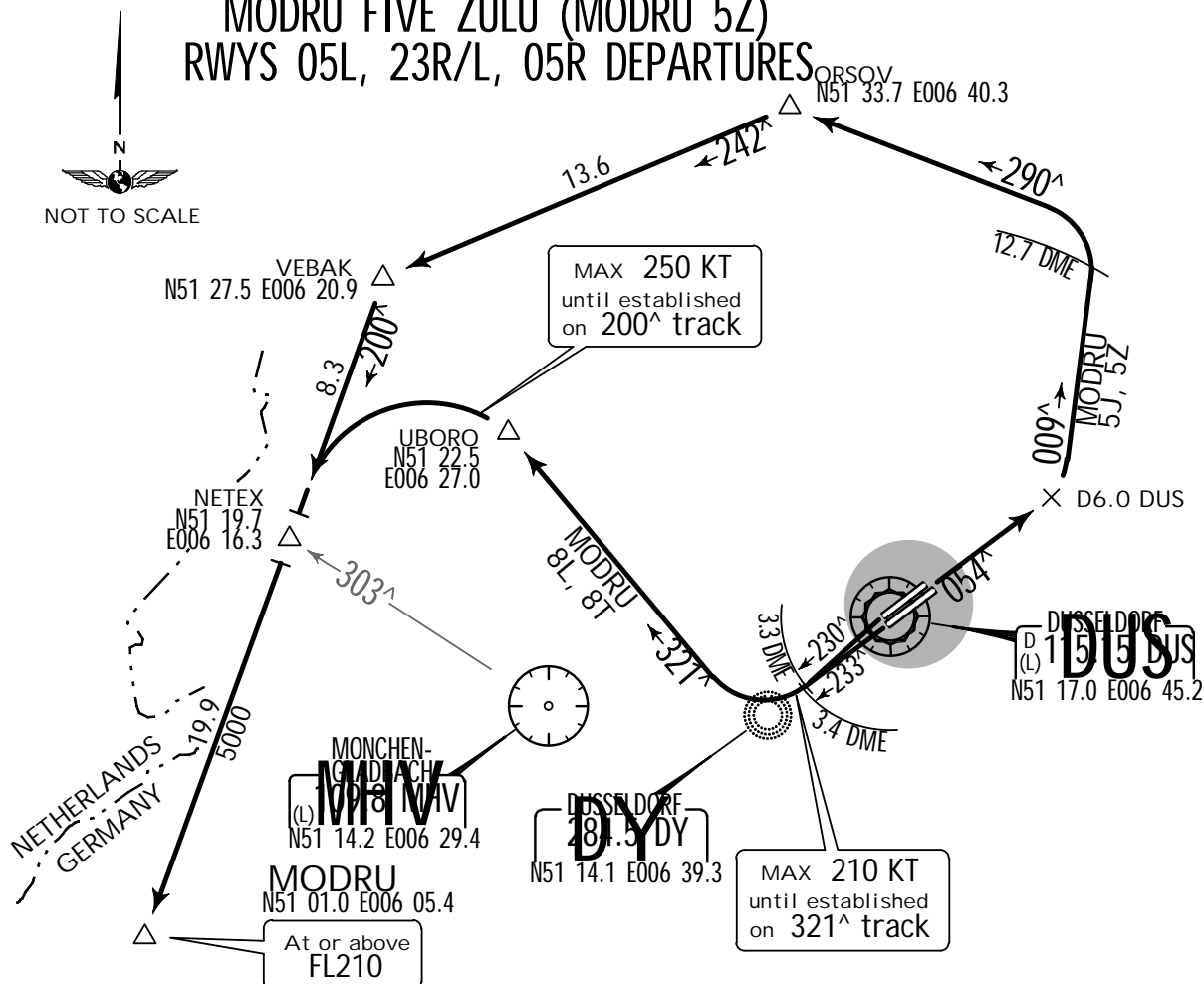
DUSSELDORF, GERMANY
.SID.*LANGEN
Radar
128.5Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
 1. Remain on Tower frequency until passing 2000',
 then contact LANGEN Radar. 2. SIDs are also noise
 abatement procedures. Strict adherence within the
 limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

MODRU FIVE JULIETT (MODRU 5J)
 MODRU EIGHT LIMA (MODRU 8L)
 MODRU EIGHT TANGO (MODRU 8T)
 MODRU FIVE ZULU (MODRU 5Z)
 RWYS 05L, 23R/L, 05R DEPARTURES



Flights intending to continue via FAMEN or DELOM shall file SID MODRU - NETEX - DCT - FAMEN/DELOM. These flights may leave SID MODRU at NETEX to proceed NETEX DCT FAMEN/DELOM, also in case of radio comm failure. Flights unable to reach FL110 at NETEX shall advise ATC accordingly.

Only for flights with requested FL210 and above. These flights have to be able to cross MODRU at or above FL210. If unable to comply advise Delivery on start-up request.

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

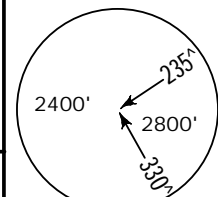
SID	RWY	ROUTING
MODRU 5J	05L	Intercept DUS R-054 to D6.0 DUS, turn LEFT, 009° track to DUS 12.7 DME 1, turn LEFT, 290° track to ORSOV, turn LEFT, 242° track to VEBAK, turn LEFT, 200° track via NETEX to MODRU.
MODRU 5Z	05R	
MODRU 8L	23R	Intercept 230° bearing towards DY, at DUS 3.3 DME 2, turn RIGHT, 321° track to UBORO, turn LEFT, 200° track via NETEX to MODRU.
MODRU 8T	23L	Intercept 233° bearing towards DY, at DUS 3.4 DME 3, turn RIGHT, 321° track to UBORO, turn LEFT, 200° track via NETEX to MODRU.

EDDL/DUS
DUSSELDORF

19 SEP 14

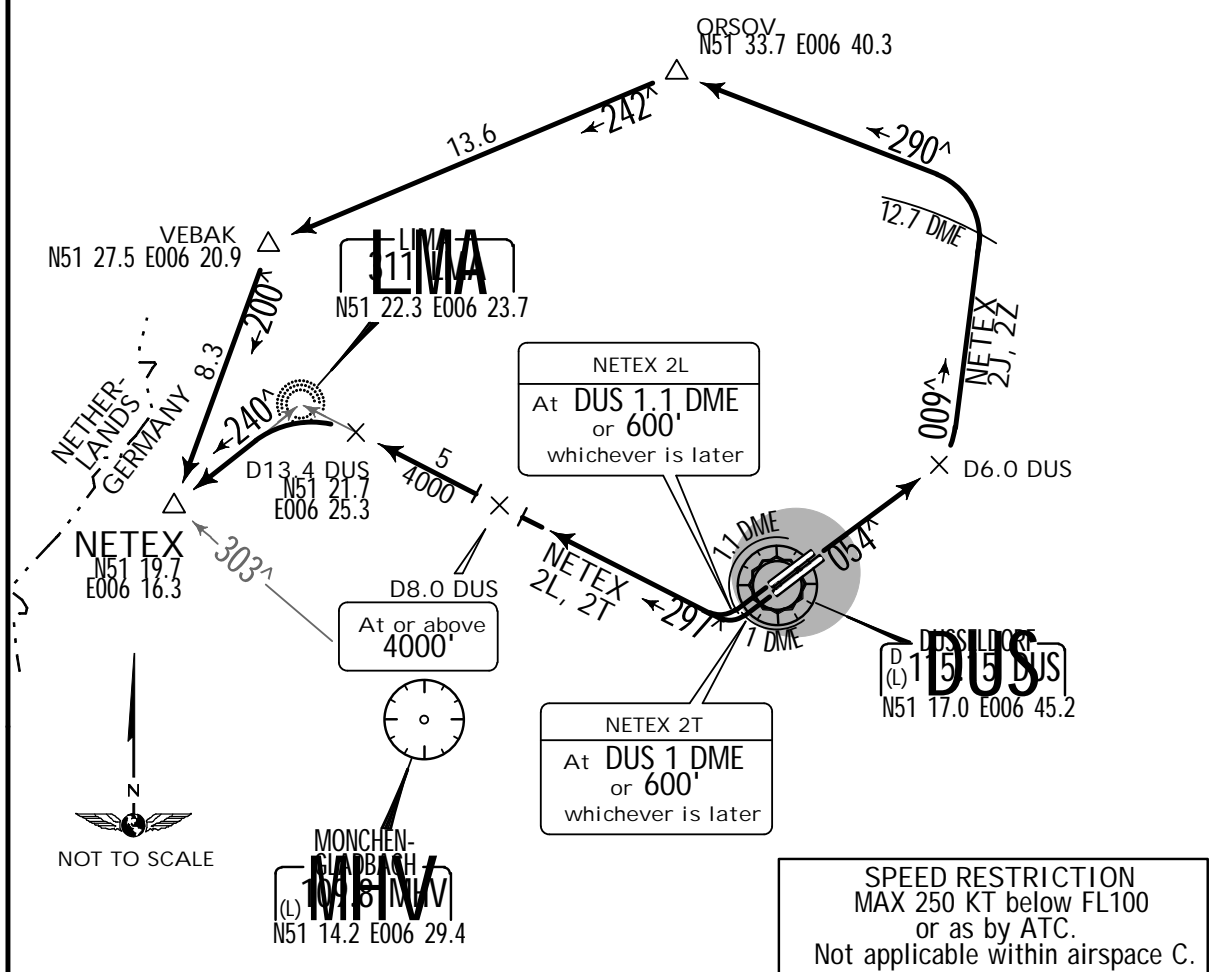
JEPPESEN
10-3GDUSSELDORF, GERMANY
.SID.*LANGEN
Radar
128.5Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

NETEX TWO JULIETT (NETEX 2J)
 NETEX TWO LIMA (NETEX 2L)
 NETEX TWO TANGO (NETEX 2T)
 NETEX TWO ZULU (NETEX 2Z)
 RWYS 05L, 23R/L, 05R DEPARTURES
 FOR FLIGHTS FROM REQUESTED FL100 TO FL200 OR
 FOR FLIGHTS VIA AIRWAY Z-282 - DIBIR - AIRWAY L-179 (IF AVAILABLE)



These SIDs require minimum climb gradients
of

NETEX 2J, 2Z: 425' per NM (7%) until passing
3000' due to airspace structure.

NETEX 2L, 2T: 407' per NM (6.7%) until passing
4000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
407' per NM	509	679	1018	1357	1696	2036

If unable to comply advise Delivery on start-up
request.

Initial climb clearance 5000'

SID	RWY	ROUTING
NETEX 2J	05L	Intercept DUS R-054 to D6.0 DUS, turn LEFT, 009° track to DUS 12.7 DME 2, turn LEFT, 290° track to ORSOV, turn LEFT, 242° track to VEBAK, turn LEFT, 200° track to NETEX.
NETEX 2Z	05R	
NETEX 2L 1	23R	Climb on runway track to DUS 1.1 DME (Rwy 23R)/DUS 1 DME (Rwy 23L) or 600', whichever is later, turn RIGHT, intercept 297° bearing towards LMA, at D13.4 DUS turn LEFT, intercept 240° bearing from LMA to NETEX.
NETEX 2T 1	23L	

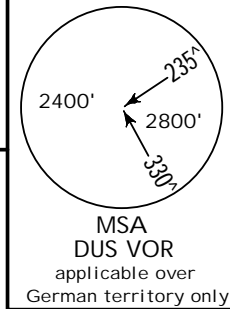
1 Not available for flights to continue after NETEX via FAMEN/DELOM.

EDDL/DUS
 DUSSELDORF

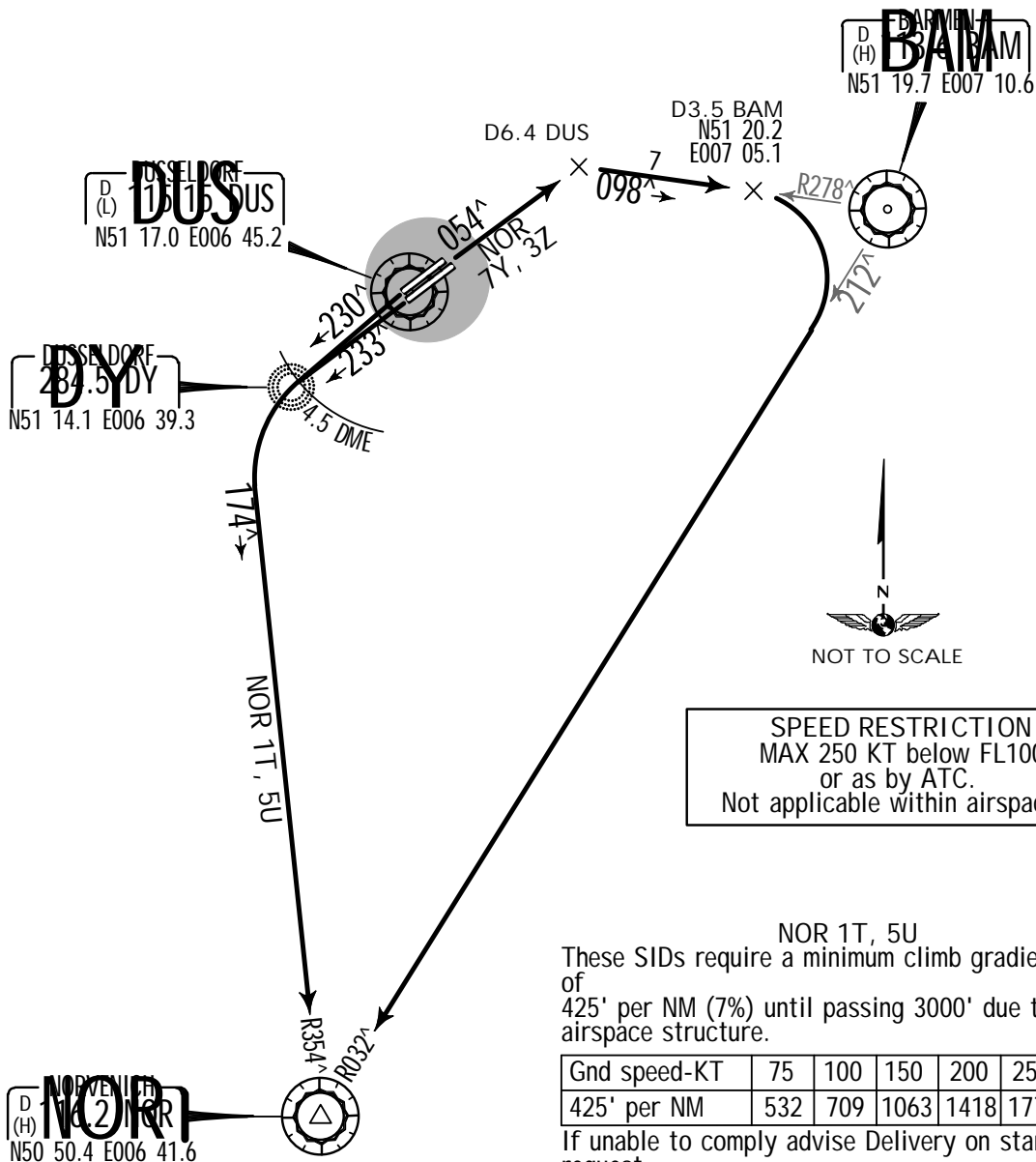
JEPPESEN
 19 SEP 14 (10-3H)

DUSSELDORF, GERMANY
 .SID.

*LANGEN Radar 133.775	Apt Elev 147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
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NORVENICH ONE TANGO (NOR 1T)
 NORVENICH FIVE UNIFORM (NOR 5U)
 NORVENICH SEVEN YANKEE (NOR 7Y)
 NORVENICH THREE ZULU (NOR 3Z)
 RWYS 23L/R, 05L/R DEPARTURES
 FOR FLIGHTS WITH REQUESTED FL90 OR BELOW
 FLIGHTS WITH REQUESTED FL100 OR ABOVE SHALL FILE VIA MODRU
 ALSO AVAILABLE FOR FLIGHTS VIA AIRWAY Q 760 BETWEEN 0600-0800LT



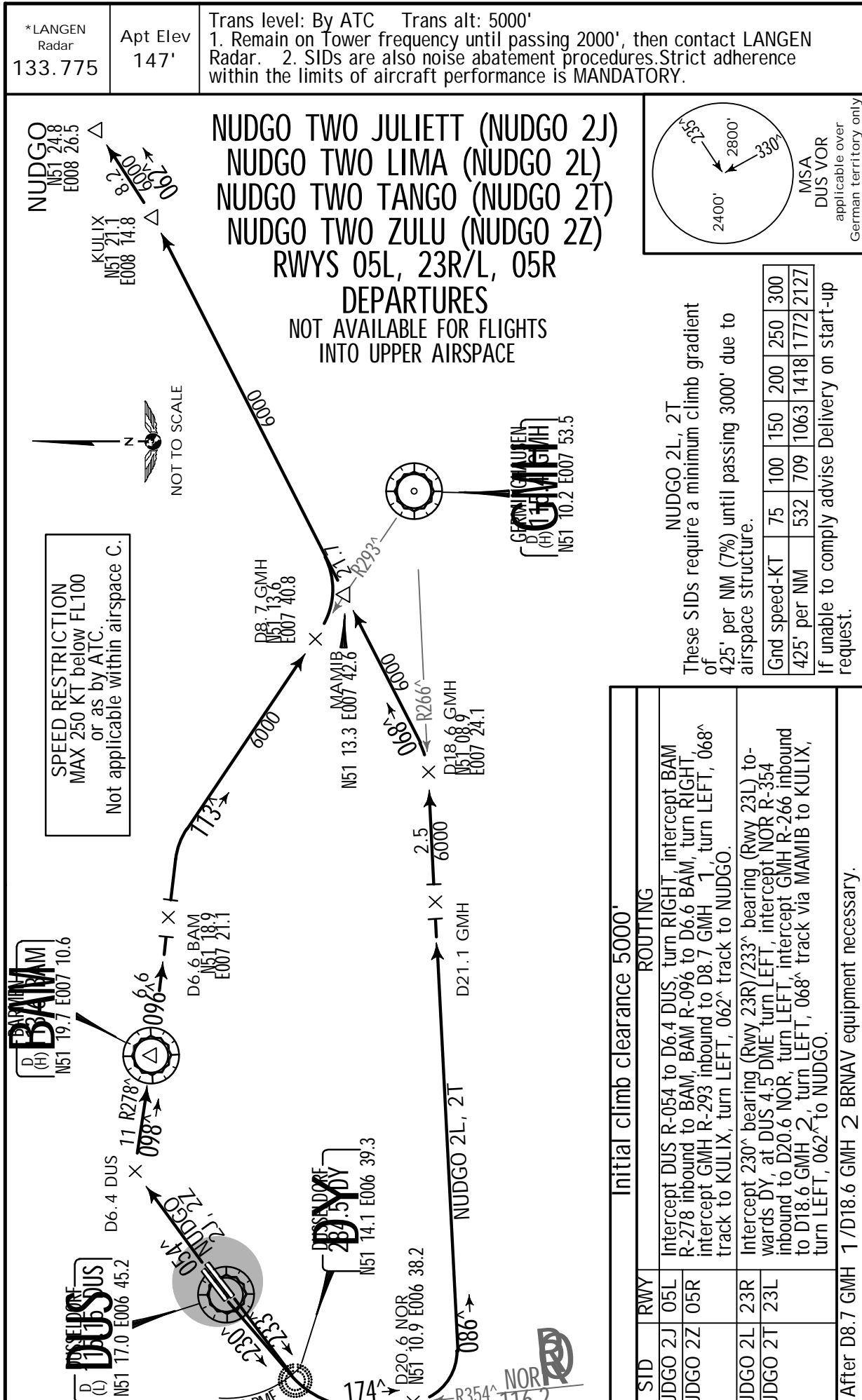
Initial climb clearance 5000'

SID	RWY	ROUTING
NOR 1T	23L	Intercept 233° bearing (Rwy 23L)/230° bearing (Rwy 23R) towards DY, at DUS 4.5 DME turn LEFT, intercept NOR R-354 inbound to NOR.
NOR 5U	23R	
NOR 7Y	05L	Intercept DUS R-054 to D6.4 DUS, turn RIGHT, intercept BAM R-278

EDDL/DUS
DUSSELDORF

JEPPESSEN
19 SEP 14 10-3J

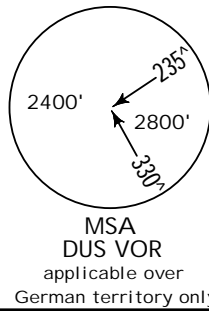
DUSSELDORF, GERMANY
.SID.



EDDL/DUS
DUSSELDORF

JEPPESEN
19 SEP 14 10-3K

DUSSELDORF, GERMANY
.SID.



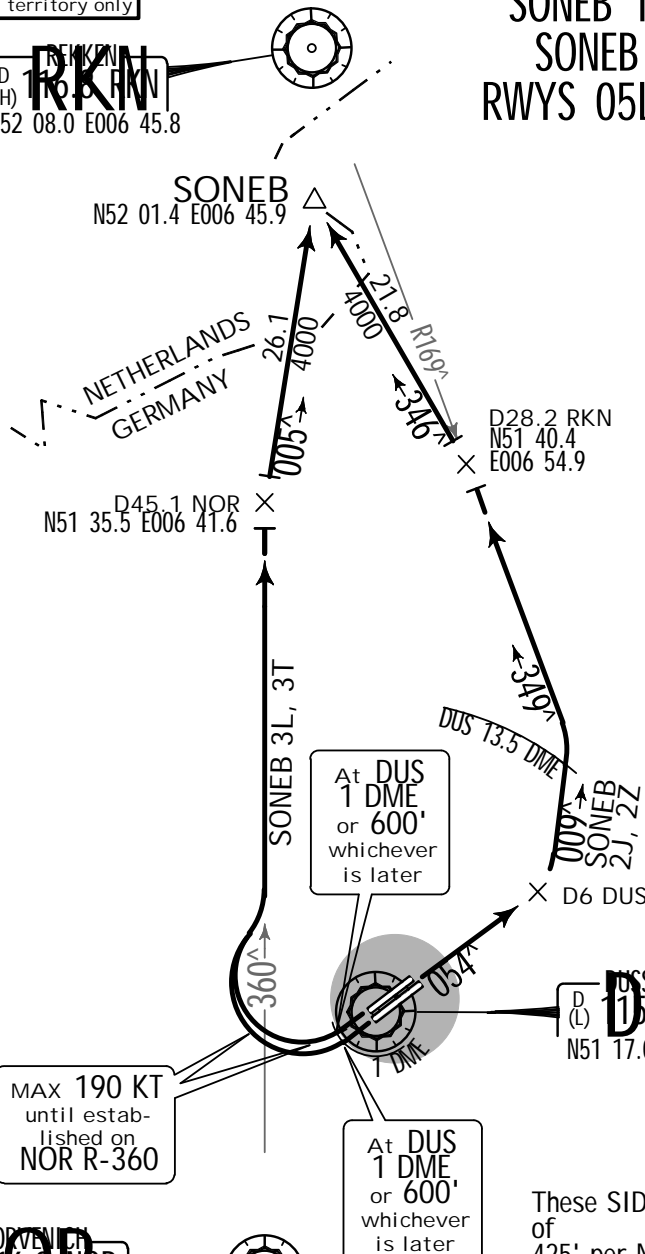
*LANGEN
Radar
128.5

Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

SONEB TWO JULIETT (SONEB 2J)
SONEB THREE LIMA (SONEB 3L)
SONEB THREE TANGO (SONEB 3T)
SONEB TWO ZULU (SONEB 2Z)
RWYS 05L, 23R/L, 05R DEPARTURES

D (H) RKN
N52 08.0 E006 45.8



Only for flights with requested
FL140 or above via RKN/TENLI.
Other flights proceed via MEVEL.
Expect clearance to cross 10 NM
prior SONEB at or above FL140.
If unable to comply advise De-
livery on start-up request.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



SONEB 2J, 2Z
These SIDs require a minimum climb gradient
of
425' per NM (7%) until passing 3000' due to
airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up
request.

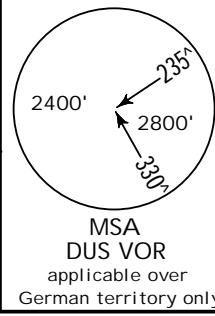
Initial climb clearance 5000'

SID	RWY	ROUTING
SONEB 2J	05L	Intercept DUS R-054 to D6 DUS turn LEFT, 009° track to DUS 13.5 DME, turn LEFT, intercept RKN R-169 inbound to D28.2 RKN 1, turn LEFT, 346° track to SONEB.
SONEB 2Z	05R	
SONEB 3L	23R	Climb on runway track to DUS 1 DME or 600', whichever is later, turn RIGHT, intercept NOR R-360 to D45.1 NOR 2, turn RIGHT, 005° track to SONEB.
SONEB 3T	23L	

EDDL/DUS
DUSSELDORF

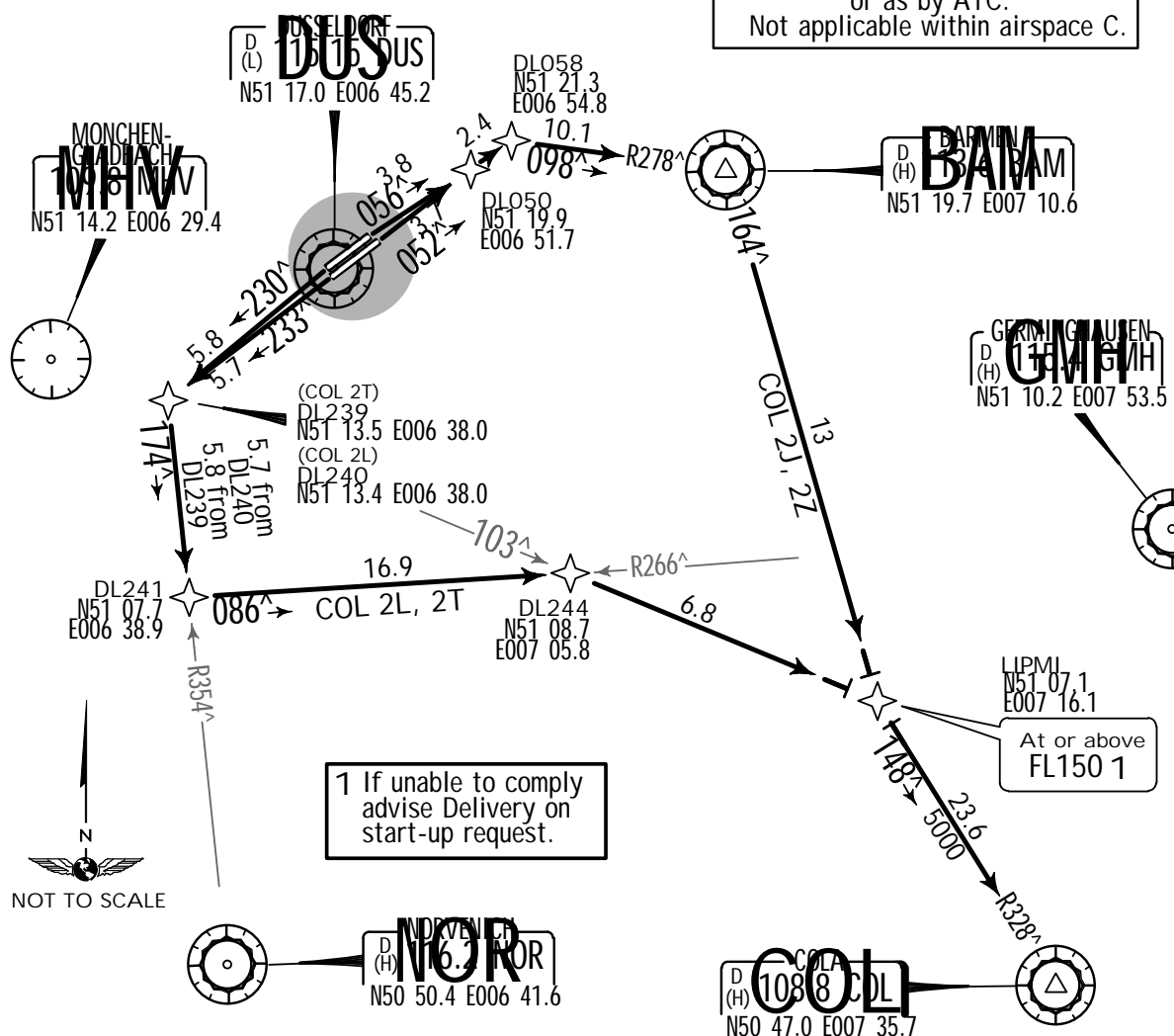
JEPPESEN
19 SEP 14 10-3L

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

*LANGEN Radar 133.775	Apt Elev 147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.	
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COLA TWO JULIETT (COL 2J)
COLA TWO LIMA (COL 2L)
COLA TWO TANGO (COL 2T)
COLA TWO ZULU (COL 2Z)
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3)

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



COL 2L, 2T
These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

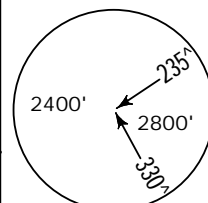
SID	RWY	ROUTING
COL 2J	05L	(600'+) - DL050 - DL058 - BAM - LIPMI (FL150+) - COL.
COL 2L	23R	(600'+) - DL240 - DL241 - DL244 - LIPMI (FL150+) - COL.
COL 2T	23L	(600'+) - DL239 - DL241 - DL244 - LIPMI (FL150+) - COL.

EDDL/DUS
DUSSELDORF

19 SEP 14

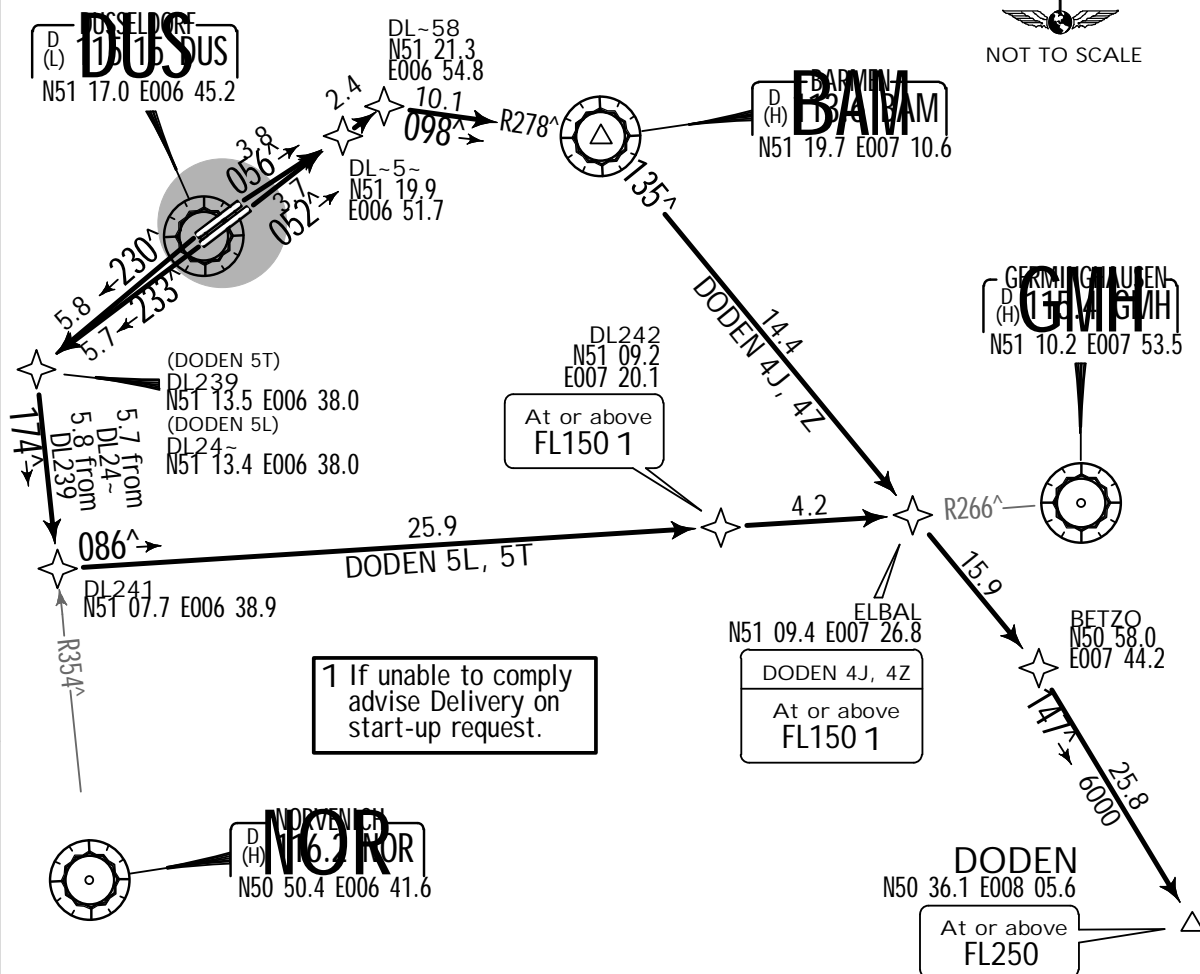
JEPPESEN
10-3MDUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).*LANGEN
Radar
133.775Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
 1. Remain on Tower frequency until passing 2000',
 then contact LANGEN Radar. 2. SIDs are also noise
 abatement procedures. Strict adherence within the
 limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

DODEN FOUR JULIETT (DODEN 4J) [DODE4J]
DODEN FIVE LIMA (DODEN 5L) [DODE5L]
DODEN FIVE TANGO (DODEN 5T) [DODE5T]
DODEN FOUR ZULU (DODEN 4Z) [DODE4Z]
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3A)
ONLY FOR JET FLIGHTS WITH REQUESTED FL250 OR ABOVE



DODEN 5L, 5T
 These SIDs require a minimum climb gradient
 of
 425' per NM (7%) until passing 3000' due to
 airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up
 request.

Flights unable to cross DODEN
 at or above FL250 shall file
 KUMIK RNAV SIDs.

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.

Initial climb clearance 5000'

SID	RWY	ROUTING
DODEN 4J	05L	(600'+) - DL050 - DL058 - BAM - ELBAL (FL150+) - BETZO - DODEN (FL250+).
DODEN 4Z	05R	
DODEN 5L	23R	(600'+) - DL240 - DL241 - DL242 (FL150+) - ELBAL - BETZO - DODEN (FL250+).
DODEN 5T	23L	(600'+) - DL239 - DL241 - DL242 (FL150+) - ELBAL - BETZO - DODEN

EDDL/DUS
DUSSELDORF

19 SEP 14

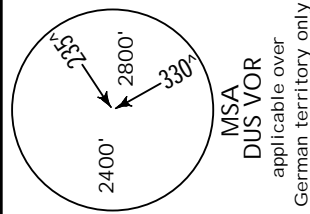
10-3N

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

*LANGEN
Radar
133.775

Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

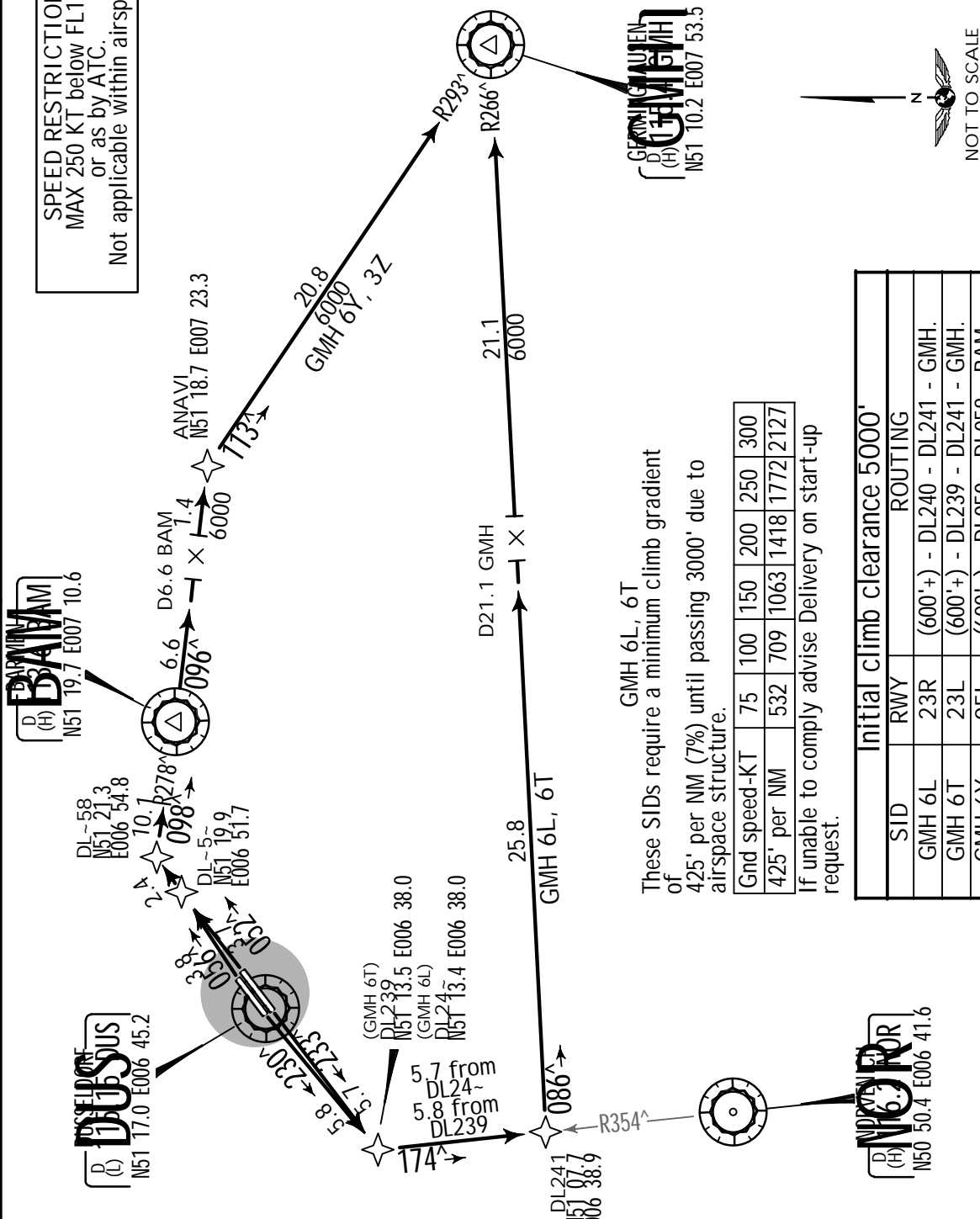


GERMINGHAUSEN SIX LIMA (GMH 6L)
GERMINGHAUSEN SIX TANGO (GMH 6T)
GERMINGHAUSEN SIX YANKEE (GMH 6Y)
GERMINGHAUSEN THREE ZULU (GMH 3Z)

RWYS 23R/L, 05L/R

RNAV DEPARTURES (OVERLAY 10-3B)
ONLY FOR FLIGHTS WITH REQUESTED FL140 OR BELOW

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.
If unable to comply advise Delivery on start-up request.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

Initial climb clearance 5000'		ROUTING	
SID	RWY		
GMH 6L	23R	(600'+)	DL240 - DL241 - GMH.
GMH 6T	23L	(600'+)	DL239 - DL241 - GMH.
GMH 6Y	05L	(600'+)	DL050 - DL058 - BAM - ANAVI - GMH.
GMH 3Z	05R		

EDDL/DUS
DUSSELDORF

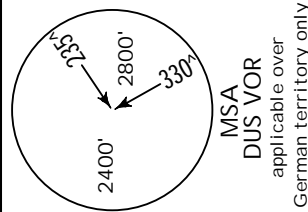
JEPPESEN
19 SEP 14 10-3P

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

*LANGEN
Radar
133.775

Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



KUMIK TWO JULIETT (KUMIK 2J) [KUMI2J]
KUMIK THREE LIMA (KUMIK 3L) [KUMI3L]
KUMIK THREE TANGO (KUMIK 3T) [KUMI3T]
KUMIK TWO ZULU (KUMIK 2Z) [KUMI2Z]

RWYS 05L, 23R/L, 05R

RNAV DEPARTURES (OVERLAY 10-3C)

ONLY FOR FLIGHTS WITH
REQUESTED FL150 OR ABOVE

Normally not available for flights above FL250
via BOMBI, except Prop/Turbo Prop aircraft.

1 If unable to comply advise
Delivery on start-up request.

BAM
(H)
N51 19.7 E007 10.6

DUS
(L)
N51 17.0 E006 45.2

GERMANY
(H)
N51 10.2 E007 53.5

DEGOM
(H)
N51 09.9 E007 40.4

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

(KUMIK 3T)
DL239
N51 13.5 E006 38.0
(KUMIK 3L)
DL241
N51 13.4 E006 38.0

These SIDs require a minimum climb gradient
of 425' per NM (7%) until passing 3000' due to
airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up
request.

Initial climb clearance 5000'

ROUTING		
SID	RWY	
KUMIK 3L	23R	(600'+) - DL240 - DL241 - ELBAL - DEGOM (FL150+) - KUMIK.
KUMIK 3T	23L	(600'+) - DL239 - DL241 - ELBAL - DEGOM (FL150+) - KUMIK.
KUMIK 2J	05L	(600'+) - DL050 - DL058 - BAM - ANAVI - DEGOM (FL150+) - KUMIK.
KUMIK 2Z	05R	

NOT TO SCALE

KUMIK
(H)
N50 50.2 E008 04.4

NOVA
(H)
N50 50.4 E006 41.6

EDDL/DUS
DUSSELDORF

19 SEP 14

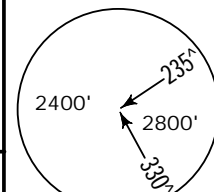
(10-3Q)

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

*LANGEN
Radar
128.5

Apt Elev
147'

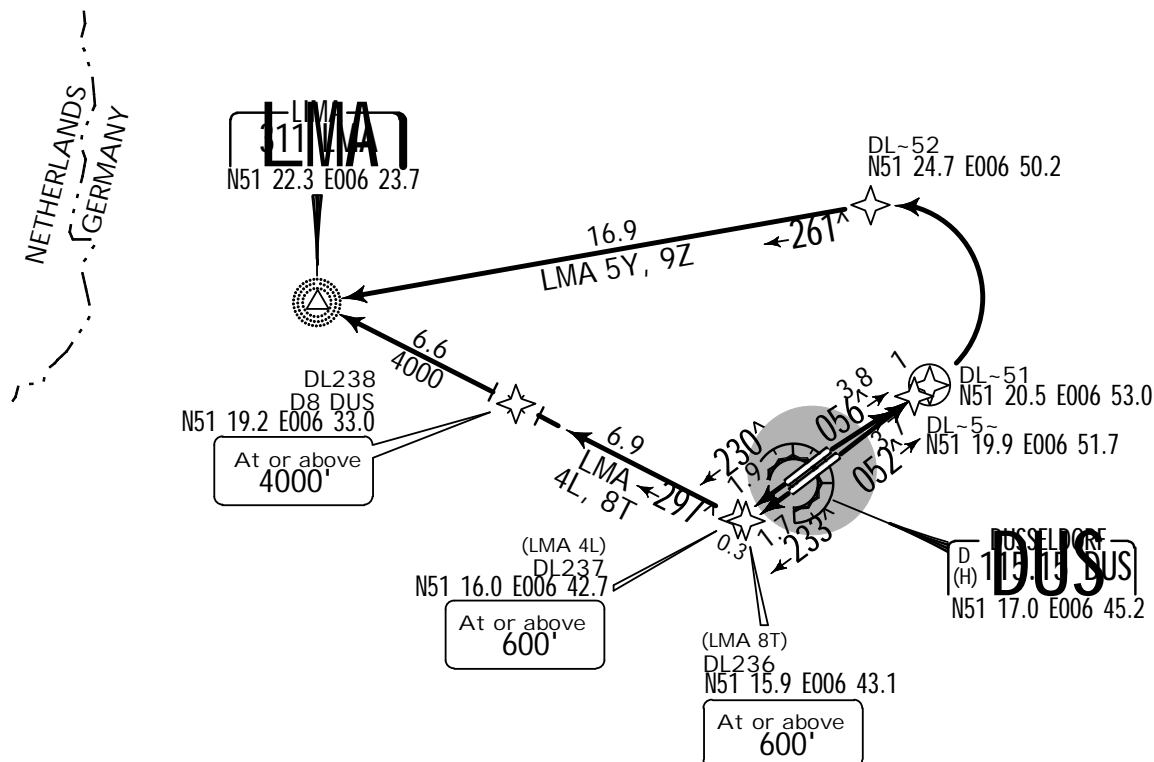
Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000',
then contact LANGEN Radar. 2. SIDs are also noise
abatement procedures. Strict adherence within the
limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

LIMA FOUR LIMA (LMA 4L)
LIMA EIGHT TANGO (LMA 8T)
LIMA FIVE YANKEE (LMA 5Y)
LIMA NINE ZULU (LMA 9Z)
RWYS 23R/L, 05L/R
RNAV DEPARTURES (OVERLAY 10-3D)
ONLY FOR FLIGHTS TO EDLN

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require minimum climb gradients
of
LMA 4L, 8T: 407' per NM (6.7%) due to
airspace structure.
LMA 5Y, 9Z: 425' per NM (7%) until passing
3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up
request.



Initial climb clearance 5000'

SID	RWY	ROUTING
LMA 4L	23R	DL237 (600'+) - DL238 (4000'+) - LMA.
LMA 8T	23L	DL236 (600'+) - DL238 (4000'+) - LMA.
LMA 5Y	05L	(600'+) - DL050 - DL051 - DL052 - LMA.

EDDL/DUS
DUSSELDORF

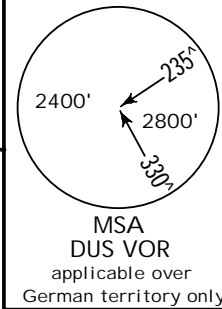
JEPPESEN
19 SEP 14 10-3S

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

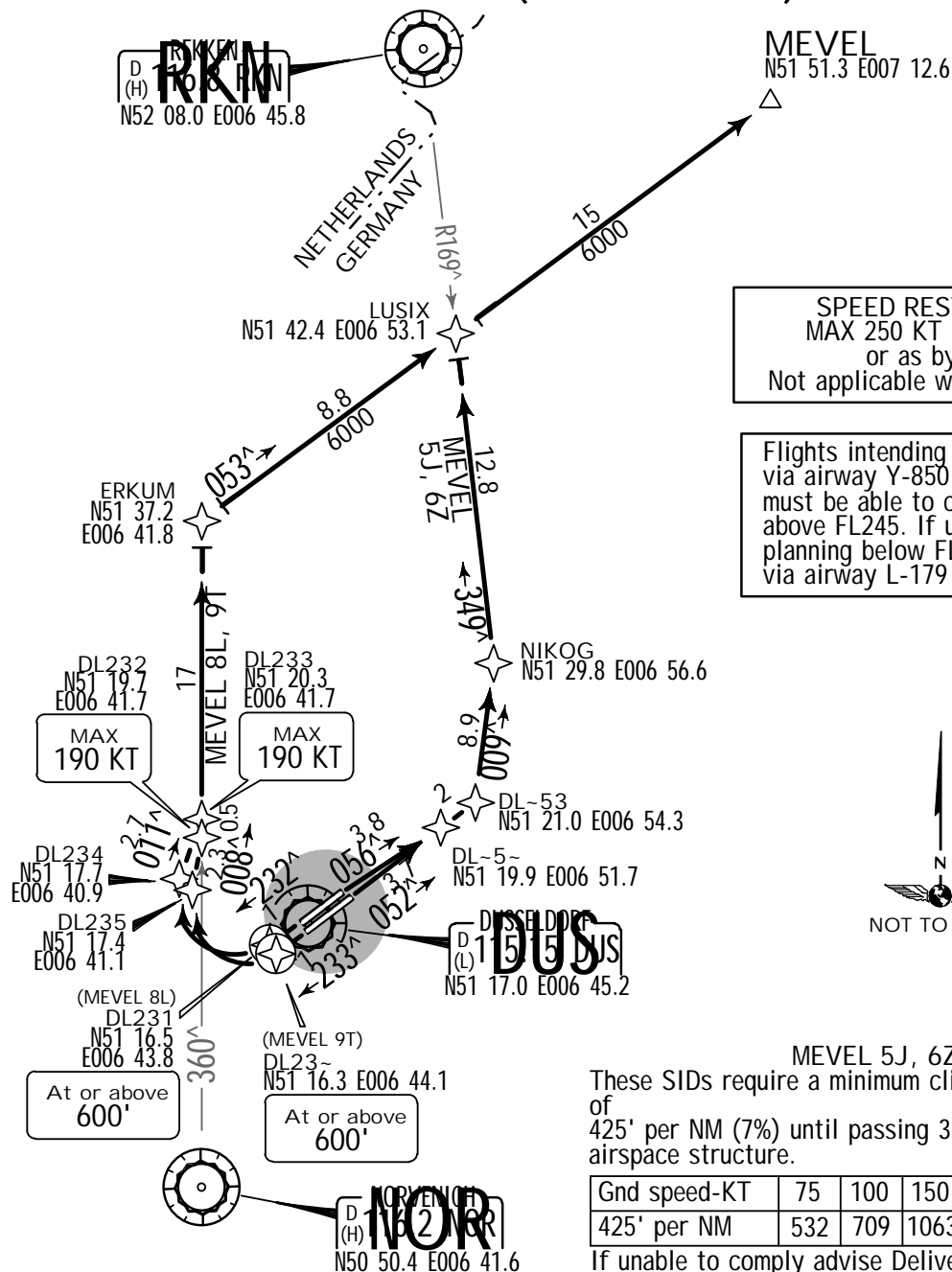
*LANGEN
Radar
128.5

Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000',
then contact LANGEN Radar. 2. SIDs are also noise
abatement procedures. Strict adherence within the
limits of aircraft performance is MANDATORY.



MEVEL FIVE JULIETT (MEVEL 5J) [MEVE5J]
MEVEL EIGHT LIMA (MEVEL 8L) [MEVE8L]
MEVEL NINE TANGO (MEVEL 9T) [MEVE9T]
MEVEL SIX ZULU (MEVEL 6Z) [MEVE6Z]
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3E)



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Flights intending to proceed
via airway Y-850 to BASUM
must be able to cross ARTER
above FL245. If unable or
planning below FL245 continue
via airway L-179 to OSN.

MEVEL 5J, 6Z
These SIDs require a minimum climb gradient
of
425' per NM (7%) until passing 3000' due to
airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up
request.

Initial climb clearance 5000'

SID	RWY	ROUTING
MEVEL 5J	05L	(600'+) - DL050 - DL053 - NIKOG - LUSIX - MEVEL.
MEVEL 8L	23R	DL231 (600'+) - DL234 - DL233 (K190-) - ERKUM - LUSIX - MEVEL.
MEVEL 9T	23L	DL230 (600'+) - DL235 - DL232 (K190-) - ERKUM - LUSIX - MEVEL.

EDDL/DUS
DUSSELDORF

19 SEP 14

(10-3T)

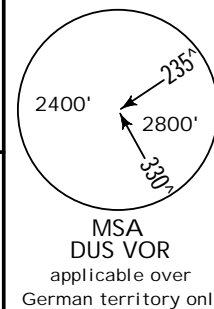
JEPPESSEN

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

*LANGEN
Radar
128.5

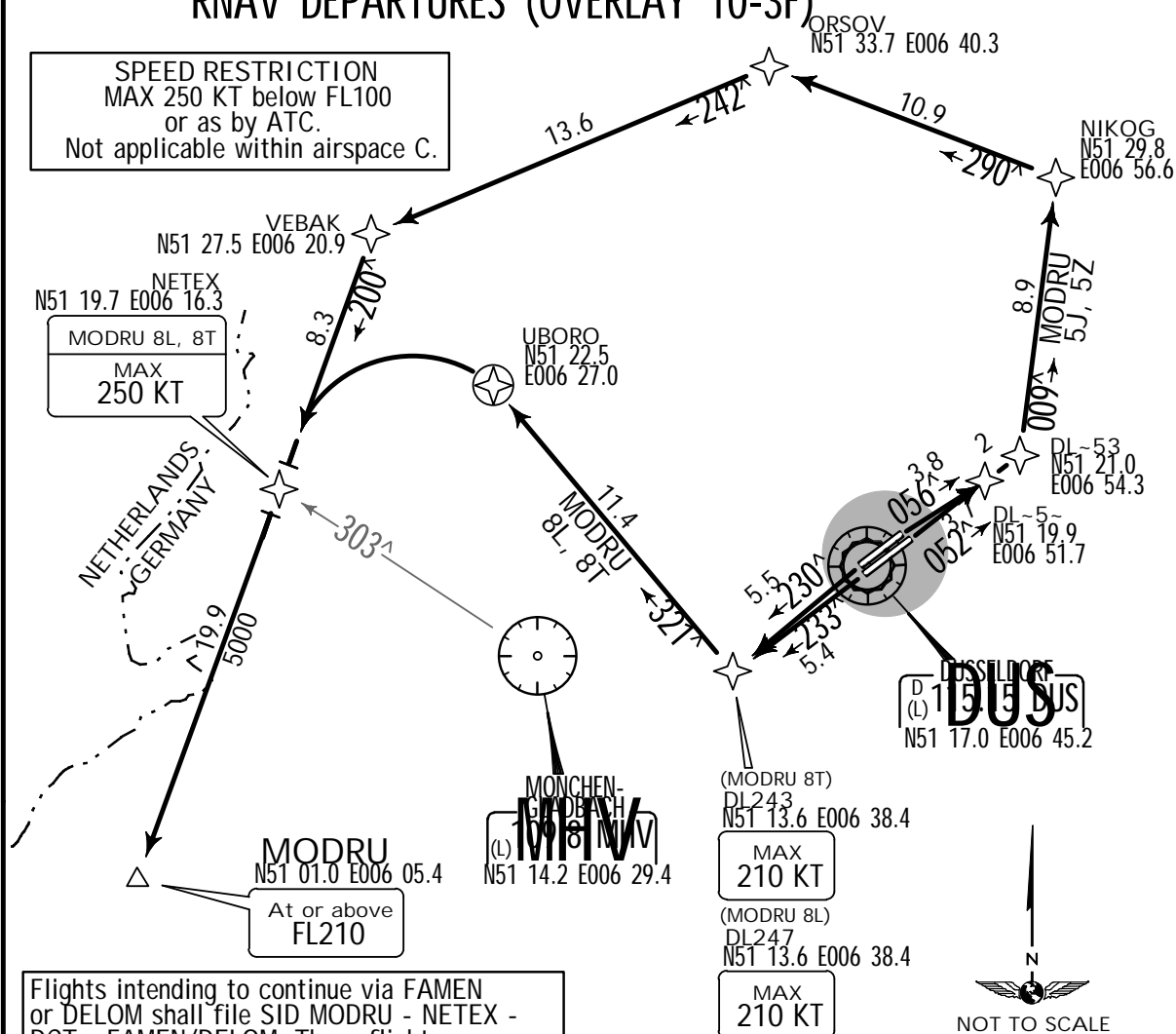
Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MODRU FIVE JULIETT (MODRU 5J) [MODR5J]
MODRU EIGHT LIMA (MODRU 8L) [MODR8L]
MODRU EIGHT TANGO (MODRU 8T) [MODR8T]
MODRU FIVE ZULU (MODRU 5Z) [MODR5Z]
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3F)

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Flights intending to continue via FAMEN or DELOM shall file SID MODRU - NETEX - DCT - FAMEN/DELOM. These flights may leave SID MODRU at NETEX to proceed NETEX DCT FAMEN/DELOM, also in case of radio comm failure.
Flights unable to reach FL110 at NETEX shall advise ATC accordingly.

Only for flights with requested FL210 and above. These flights have to be able to cross MODRU at or above FL210. If unable to comply advise Delivery on start-up request.

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
MODRU 5J	05L	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX - MODRU (FL210+).
MODRU 5Z	05R	
MODRU 8L	23R	(600'+) - DL247 (K210-) - UBORO - NETEX (K250-) - MODRU (FL210+).

EDDL/DUS
DUSSELDORF

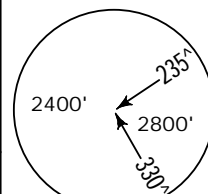
19 SEP 14

(10-3U)

JEPPESEN

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).*LANGEN
Radar
128.5Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
 1. Remain on Tower frequency until passing 2000',
 then contact LANGEN Radar. 2. SIDs are also noise
 abatement procedures. Strict adherence within the
 limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

NETEX TWO JULIETT (NETEX 2J) [NETE2J]

NETEX TWO LIMA (NETEX 2L) [NETE2L]

NETEX TWO TANGO (NETEX 2T) [NETE2T]

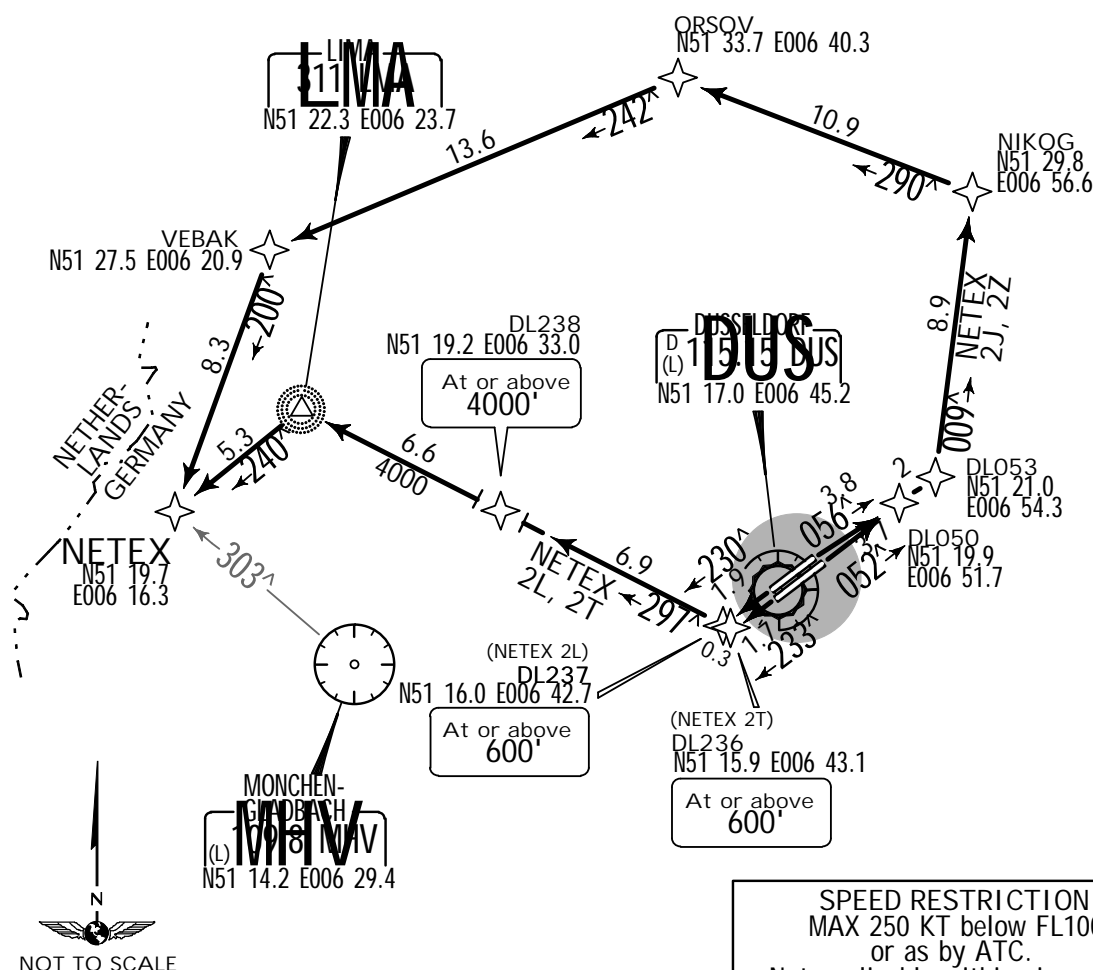
NETEX TWO ZULU (NETEX 2Z) [NETE2Z]

RWYS 05L, 23R/L, 05R

RNAV DEPARTURES (OVERLAY 10-3G)

FOR FLIGHTS FROM REQUESTED FL100 TO FL200 OR

FOR FLIGHTS VIA AIRWAY Z-282 - DIBIR - AIRWAY L-179 (IF AVAILABLE)



These SIDs require minimum climb gradients
 of
 NETEX 2J, 2Z: 425' per NM (7%) until passing
 3000' due to airspace structure.
 NETEX 2L, 2T: 407' per NM (6.7%) until passing
 4000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
407' per NM	509	679	1018	1357	1696	2036

If unable to comply advise Delivery on start-up
 request.

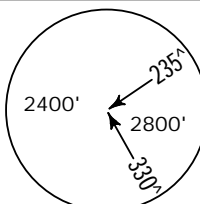
Initial climb clearance 5000'

SID	RWY	ROUTING
NETEX 2J	05L	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX.
NETEX 2L 1	23R	DL237 (600'+) - DL238 (4000'+) - LMA - NETEX.
NETEX 2T 1	23L	DL236 (600'+) - DL238 (4000'+) - LMA - NETEX.
NETEX 2Z	05R	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX.

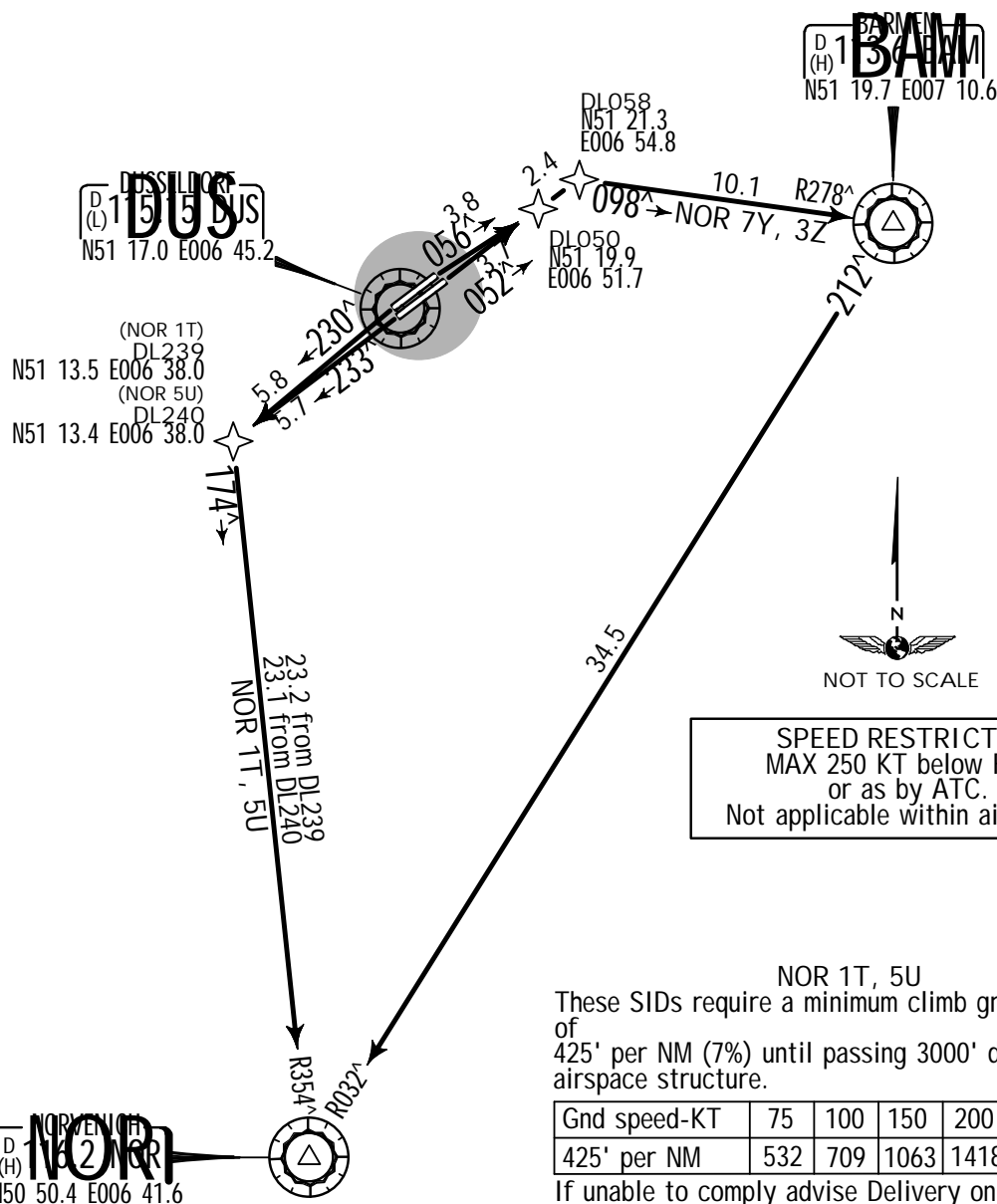
EDDL/DUS
DUSSELDORF

JEPPESEN
19 SEP 14 10-3V

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

*LANGEN Radar 133.775	Apt Elev 147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.	 <p>MSA DUS VOR applicable over German territory only</p>
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NORVENICH ONE TANGO (NOR 1T)
NORVENICH FIVE UNIFORM (NOR 5U)
NORVENICH SEVEN YANKEE (NOR 7Y)
NORVENICH THREE ZULU (NOR 3Z)
RWYS 23L/R, 05L/R
RNAV DEPARTURES (OVERLAY 10-3H)
FOR FLIGHTS WITH REQUESTED FL90 OR BELOW
FLIGHTS WITH REQUESTED FL100 OR ABOVE SHALL FILE VIA MODRU
ALSO AVAILABLE FOR FLIGHTS VIA AIRWAY Q-760 BETWEEN 0600-0800LT



Initial climb clearance 5000'		
SID	RWY	ROUTING
NOR 1T	23L	(600'+) - DL239 - NOR.
NOR 5U	23R	(600'+) - DL240 - NOR.
NOR 7Y	05L	(600'+) - DL050 - DL058 - BAM - NOR.

EDDL/DUS
DUSSELDORF

19 SEP 14

(10-3W)

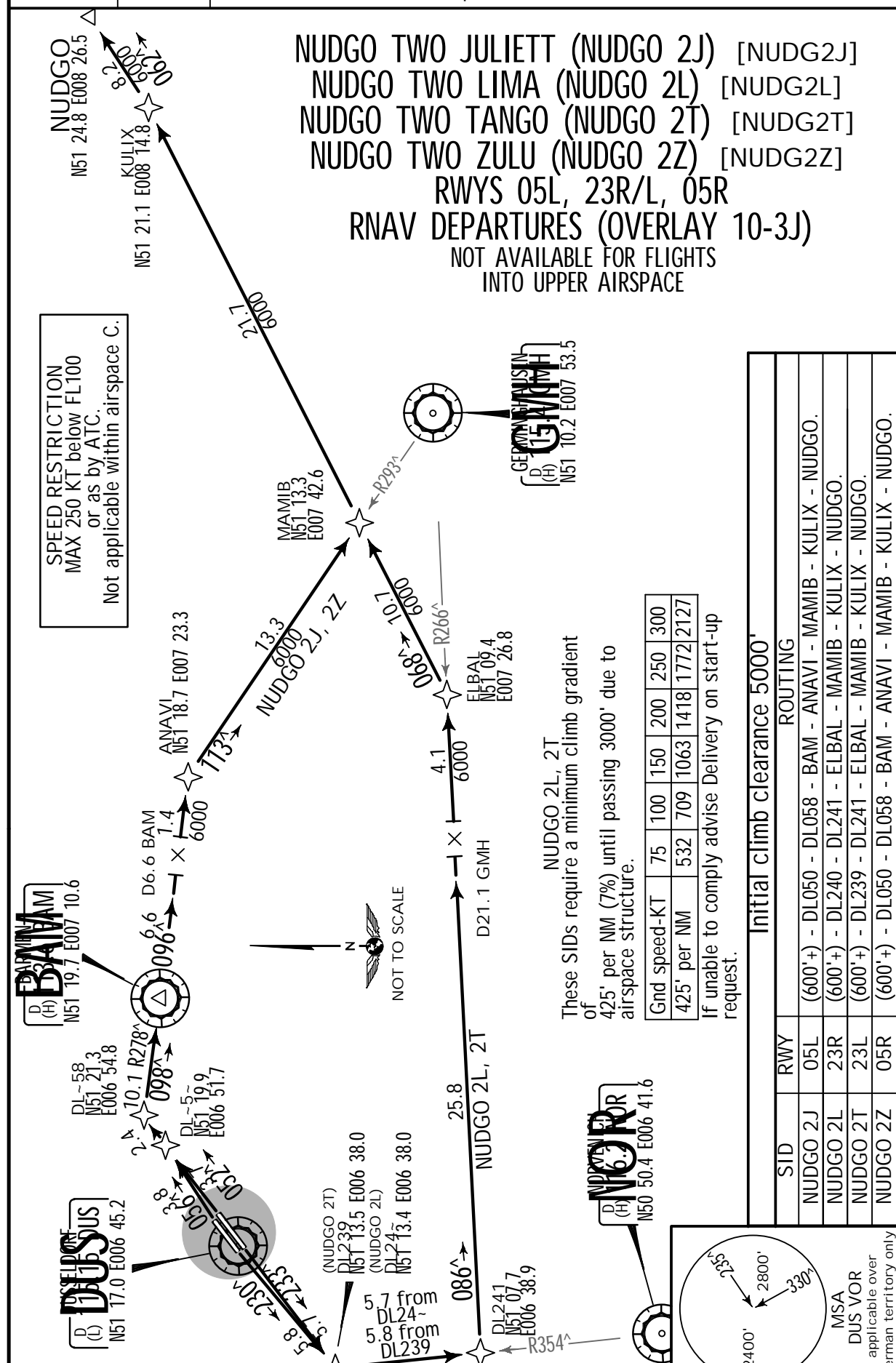
DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

*LANGEN
Radar
133.775

Apt Elev
147'

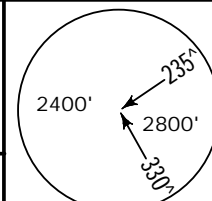
Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



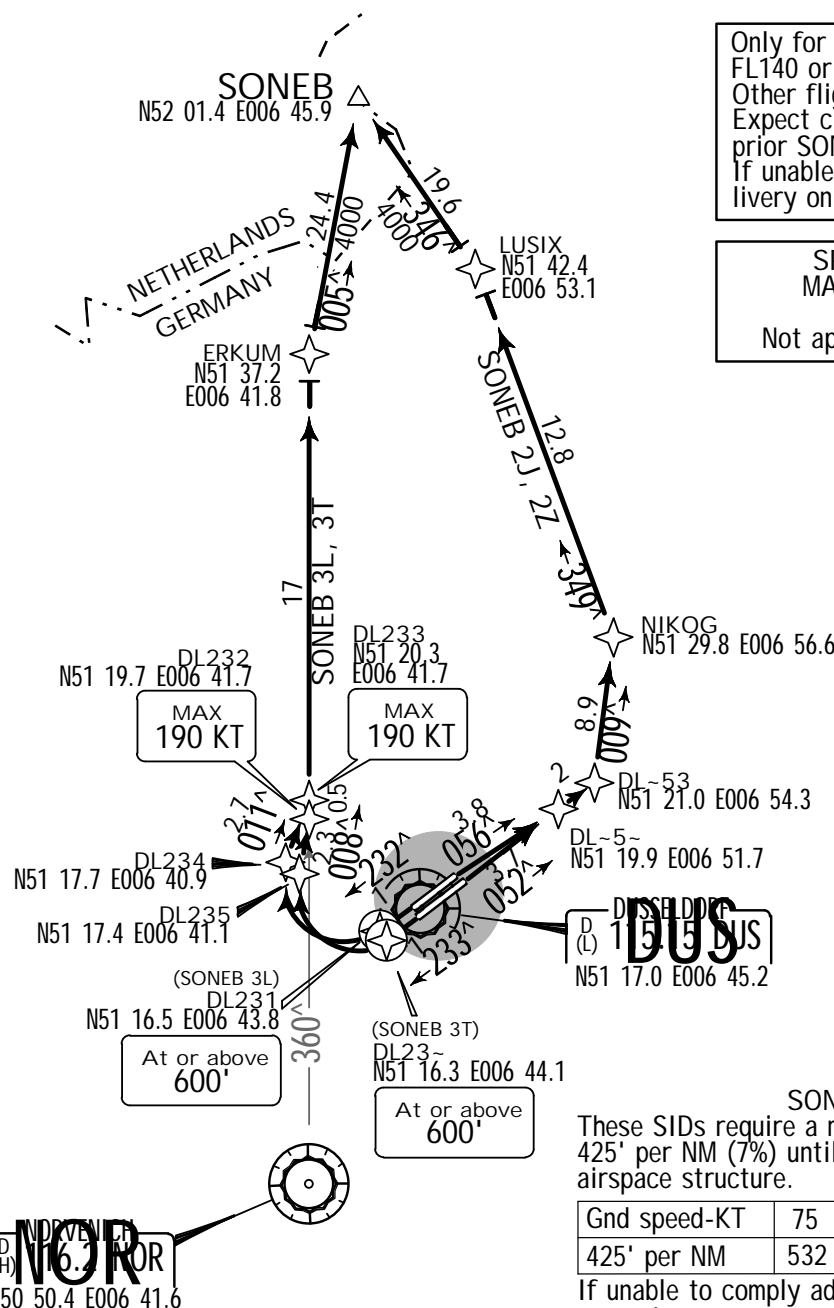
EDDL/DUS
DUSSELDORFJEPPESEN
19 SEP 14 10-3XDUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).*LANGEN
Radar
128.5Apt Elev
147'

Trans level: By ATC Trans alt: 5000'
 1. Remain on Tower frequency until passing 2000',
 then contact LANGEN Radar. 2. SIDs are also noise
 abatement procedures. Strict adherence within the
 limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

SONEB TWO JULIETT (SONEB 2J) [SONE2J]
 SONEB THREE LIMA (SONEB 3L) [SONE3L]
 SONEB THREE TANGO (SONEB 3T) [SONE3T]
 SONEB TWO ZULU (SONEB 2Z) [SONE2Z]
 RWYS 05L, 23R/L, 05R
 RNAV DEPARTURES (OVERLAY 10-3K)



Only for flights with requested
FL140 or above via RKN/TENLI.
Other flights proceed via MEVEL.
Expect clearance to cross 10 NM
prior SONEB at or above FL140
If unable to comply advise De-
livery on start-up request.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



D (H) 128.5
N50 50.4 E006 41.6

Initial climb clearance 5000'

SID	RWY	ROUTING
SONEB 2J	05L	(600'+) - DL050 - DL053 - NIKOG - LUSIX - SONEB.
SONEB 3L	23R	DL231 (600'+) - DL234 - DL233 (K190-) - ERKUM - SONEB.
SONEB 3T	23L	DL230 (600'+) - DL235 - DL232 (K190-) - ERKUM - SONEB.

EDDL/DUS

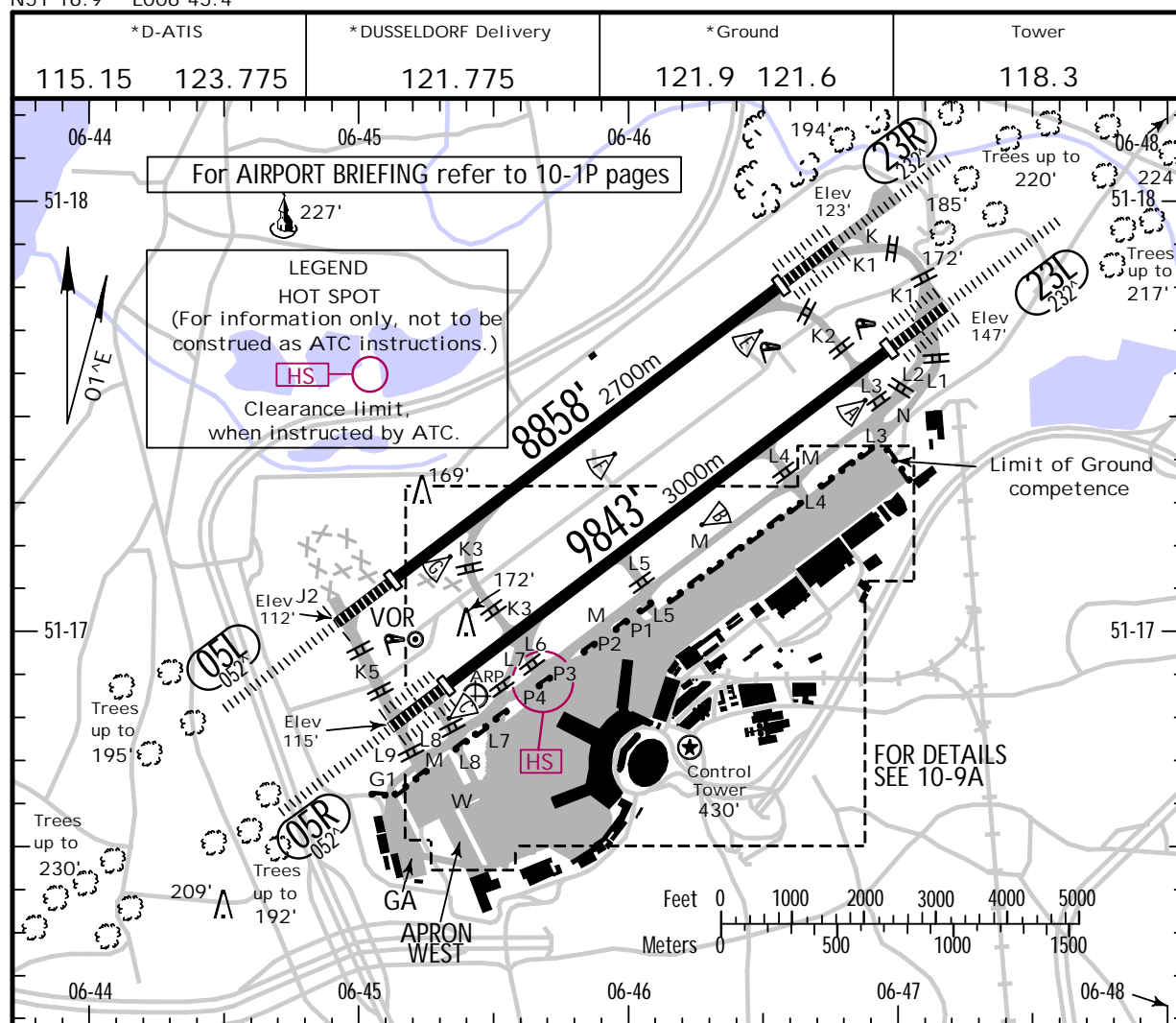
JEPPESEN

DUSSELDORF, GERMANY

Apt Elev 147'
N51 16.9 E006 45.4

1 AUG 14 (10-9)

DUSSELDORF



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
05L	HIRL1 CL2 HIALS SFL PAPI-L(3.0°) REIL RVR	7874' 2400m	6923' 2110m	34	148' 45m
23R	HIRL1 CL2 ALSF-II TDZ PAPI-L(3.0°) REIL RVR		6659' 2030m		
05R	HIRL CL(15m) ALSF-II TDZ PAPI-L(3.0°) REIL RVR	8858' 2700m	7844' 2391m	56	148' 45m
23L			7632' 2326m		

1 spacing 60m

2 spacing 15m

3 TAKE-OFF RUN AVAILABLE

RWY 05L: From rwy head 7874' (2400m)
twy K3 int 5643' (1720m)

RWY 23R: From rwy head 7874' (2400m)

twy K1 int 7480' (2080m)

twy K2 int 6765' (2062m)

(PPR only) 8530' (2600m)

4 Additional 984' / 300m available as stopway.

with paved strip
in front of rwy

5 TAKE-OFF RUN AVAILABLE

RWY 05R: From rwy head 8858' (2700m)
twy L8 int 8120' (2475m)
twy L6 int 6663' (2031m)

RWY 23L: From rwy head 8858' (2700m)

twy L1 int 8678' (2645m)

twy L2 int 8202' (2500m)

twy L3 int 7333' (2235m)

6 Additional 984' / 300m available as stopway.

Standard.

TAKE-OFF 1

LVP must be in Force					
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

EDDL/DUS

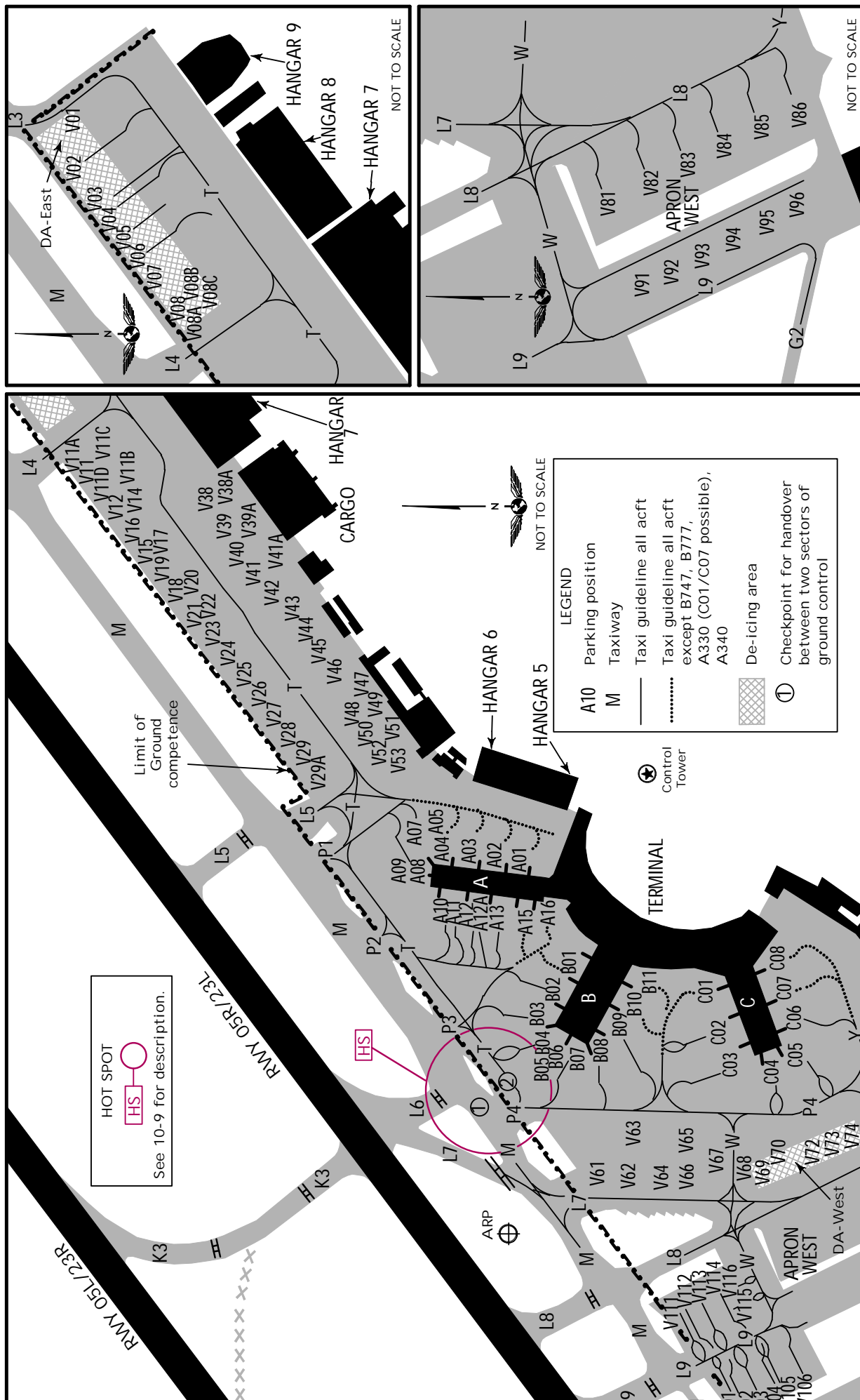


DUSSELDORF, GERMANY

DUSSELDORF

1 AUG 14

10-9A



EDDL/DUS



1 AUG 14

(10-9B)

DUSSELDORF, GERMANY

DUSSELDORF

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A01, A02	N51 16.9 E006 46.1	V28	N51 17.2 E006 46.2
A03 thru A08	N51 17.0 E006 46.1	V29, V29A	N51 17.1 E006 46.2
A09	N51 16.9 E006 46.1	V38 thru V39A	N51 17.2 E006 46.6
A10 thru A12	N51 17.0 E006 46.0	V40	N51 17.2 E006 46.5
A12A thru A16	N51 16.9 E006 46.0	V41 thru V43	N51 17.1 E006 46.5
B01, B02	N51 16.9 E006 45.9	V44 thru V46	N51 17.1 E006 46.4
B03 thru B06	N51 16.9 E006 45.8	V47 thru V52	N51 17.1 E006 46.3
B07	N51 16.9 E006 45.7	V53	N51 17.0 E006 46.2
B08, B09	N51 16.8 E006 45.8	V61 thru V66	N51 16.8 E006 45.6
B10, B11	N51 16.8 E006 45.9	V67 thru V71	N51 16.7 E006 45.6
C01	N51 16.7 E006 45.9	V72, V73	N51 16.6 E006 45.6
C02	N51 16.7 E006 45.8	V74	N51 16.6 E006 45.4
C03, C04	N51 16.7 E006 45.7	V81	N51 16.7 E006 45.4
C05	N51 16.6 E006 45.8	V82 thru V86	N51 16.6 E006 45.5
C06	N51 16.7 E006 45.8	V91 thru V95	N51 16.6 E006 45.4
C07, C08	N51 16.7 E006 45.9	V96	N51 16.5 E006 45.5
V01	N51 17.5 E006 47.0	V101 thru 104	N51 16.7 E006 45.2
V02 thru V04	N51 17.5 E006 46.9	V105	N51 16.7 E006 45.3
V05 thru V08	N51 17.4 E006 46.8	V106	N51 16.6 E006 45.3
V08A	N51 17.3 E006 46.7	V111, V112	N51 16.8 E006 45.4
V08B, V08C	N51 17.3 E006 46.8	V113 thru 116	N51 16.7 E006 45.4
V11	N51 17.4 E006 46.7		
V11A	N51 17.3 E006 46.6		
V11B	N51 17.2 E006 46.6		
V11C thru V12	N51 17.3 E006 46.6		
V14 thru V16	N51 17.3 E006 46.6		
V17 thru V20	N51 17.3 E006 46.5		
V21	N51 17.3 E006 46.4		
V22 thru V24	N51 17.2 E006 46.4		
V25 thru V27	N51 17.2 E006 46.3		

EDDL/DUS

JEPPESEN
1 AUG 14 (10-9C)

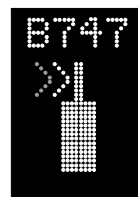
DUSSELDORF, GERMANY
DUSSELDORF

SAFEGATE ACFT DOCKING GUIDANCE SYSTEM (SAFEDOCK)

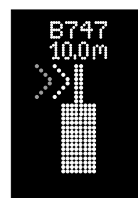


Yellow
Red

System is activated and in capture mode, searching an approaching acft. The lead-in line is to be followed.



Do not proceed beyond the bridge unless the floating arrows are replaced by a yellow center line indicator and floating arrow to indicate that the system has captured the acft and is actively tracking it. Red arrows show the direction to turn for azimuth guidance. Yellow arrows show position in relation to center line. The absence of any direction arrow indicates the acft on center line.



Digital countdown begins when the acft is 20m from its stop position. When the acft is within the last 12m, the distance-to-go closing rate indicator decreases by about one yellow LED-row per 0.5m of movement.



If the acft is approaching faster than the accepted speed, the system will show "SLOW" as warning to the pilot.



Red

At the stop position the display will show "STOP" with red light squares, following by "OK".



In case of malfunction request assistance from APRON CONTROL.

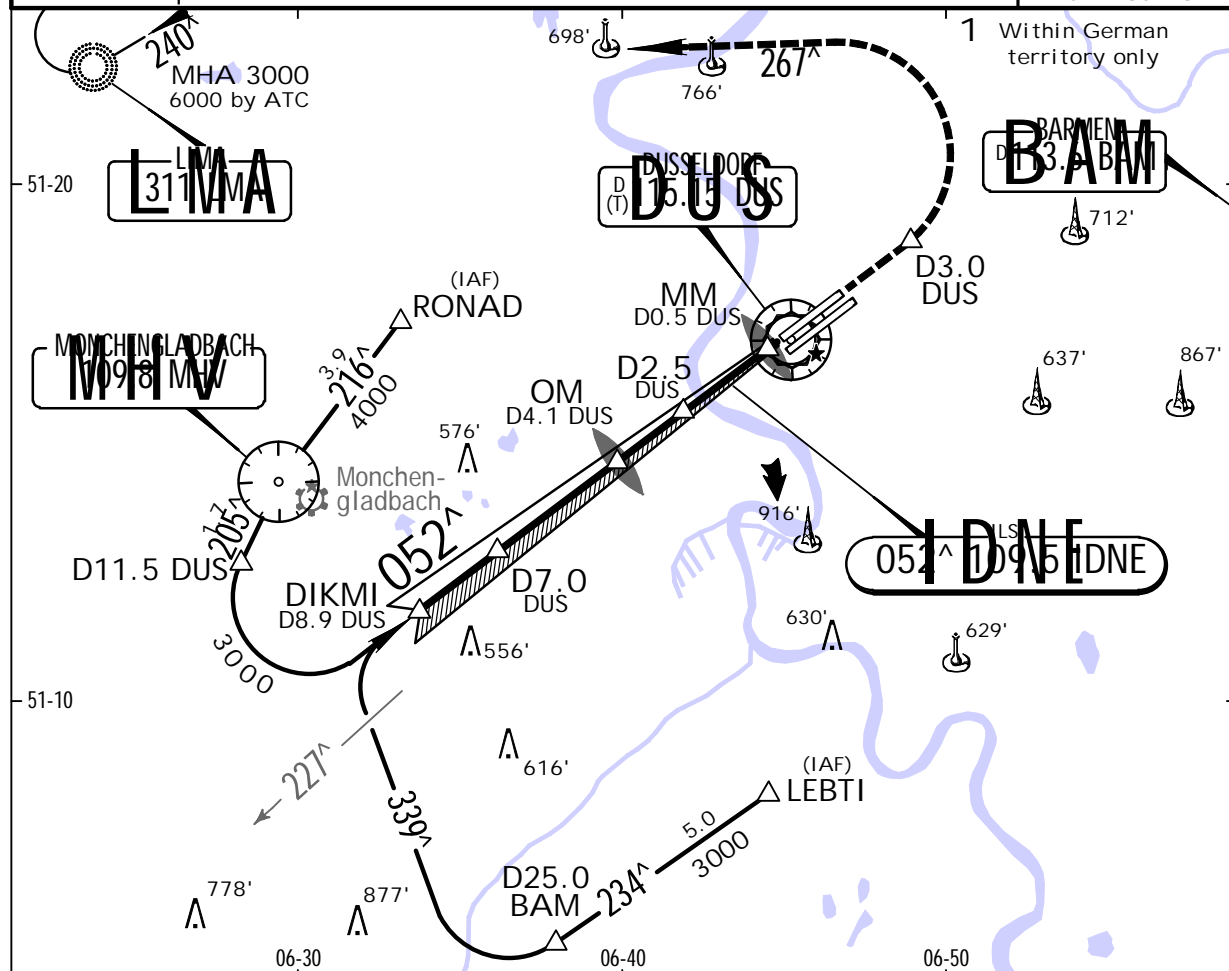
Stop bar markings are located to the right and left with a 90 degree angle to the guide lines. Acft has to be stopped with the pilot seat abeam the stop bar (nose wheel).

EDDL/DUS
DUSSELDORF

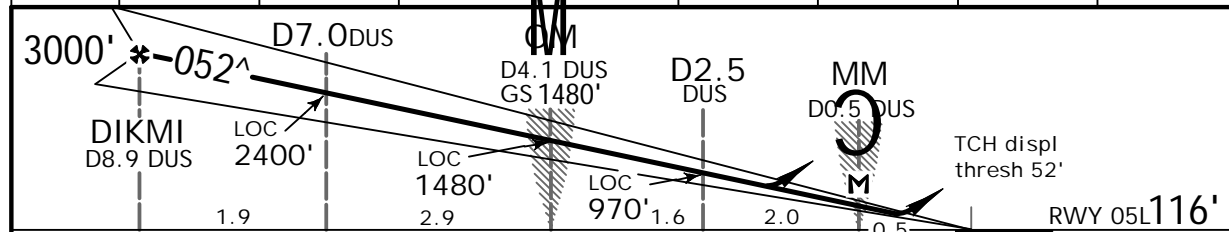
JEPPESSEN
19 SEP 14 (11-1)

DUSSELDORF, GERMANY
ILS or LOC Rwy 05L

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6
LOC IDNE 109.5	Final Apch Crs 052°	GS OM 1480' (1364')	ILS DA(H) Refer to Minimums	Apt Elev 147' RWY 116'
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS, then turn LEFT onto 267° to LMA NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'				MSA DUS VOR
LOC: DME required.				



LOC (GS out)	DUS DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		2720'	2400'	2080'	1760'	1450'	1130'	810'



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or								
LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at MM/D0.5 DUS								

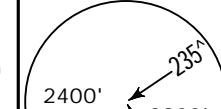
Standard.				STRAIGHT-IN LANDING RWY 05L					
ILS				LOC (GS out)					
DA(H) AB: 316'(200') C: 333'(217') D: 343'(227')				DA(H) 500'(384')					
FULL		Limited		ALS out		ALS out			
A	RVR 550m		RVR 750m		RVR 1200m		RVR 1100m		
RVR 1500m									
RVR 1800m									
B									
C									
D									

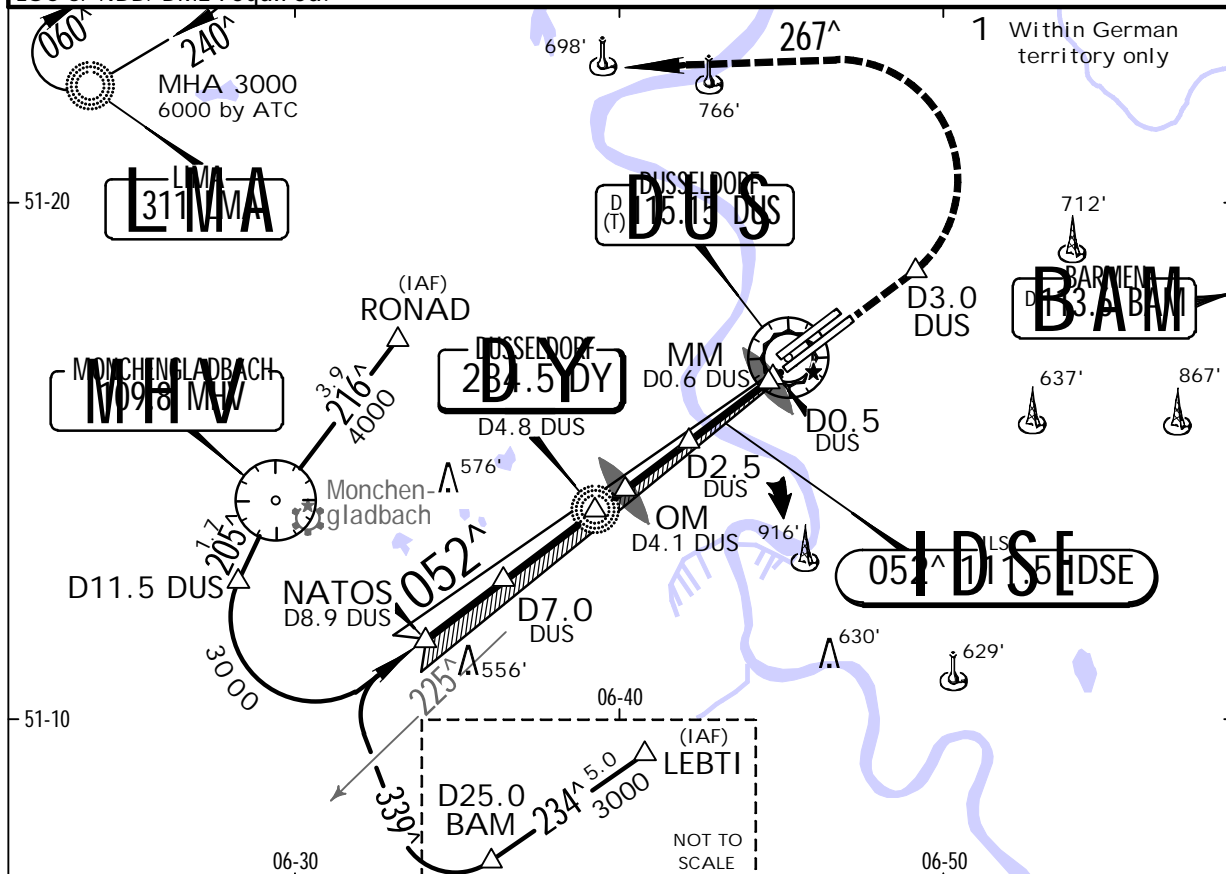
EDDL/DUS
DUSSELDORF

19 SEP 14

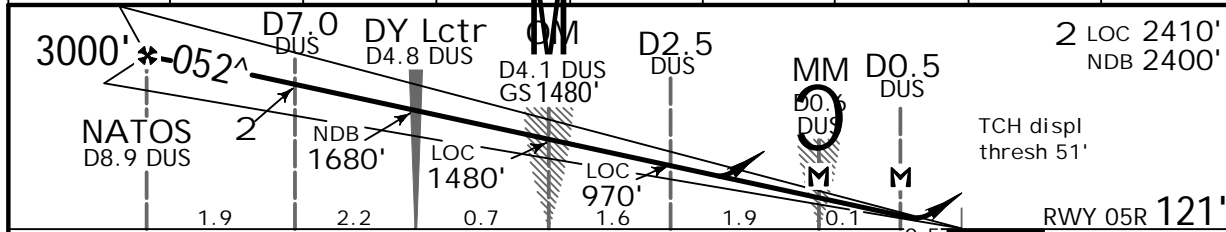
JEPPESSEN DUSSELDORF, GERMANY
11-2 ILS or LOC or NDB Rwy 05R

BRIEFING STRIP

*D-ATIS		LANGEN Radar (APP)		*DUSSELDORF Director (APP)		DUSSELDORF Tower		*Ground					
115.15	123.775	133.775	128.55	128.65		118.3		121.9	121.6				
LOC IDSE 111.5	Final Apch Crs 052^	GS OM 1480' (1359')	ILS DA(H) 321' (200')		Apt Elev 147' RWY 121'								
NDB DY 284.5		Minimum Alt NATOS 3000' (2879')	NDB DA(H) Refer to Minimums										
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS, then turn LEFT onto 267^ to LMA NDB climbing to 4000'.										MSA DUS VOR			
Alt Set: hPa (IN on req) LOC or NDB: DME required.		Rwy Elev: 4 hPa		Trans level: By ATC						Trans alt: 5000'			



LOC (GS out)	DUS DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
NDB	ALTITUDE	2720'	2410'	2090'	1770'	1450'	1130'	810'
	ALTITUDE	2720'	2400'	2080'	1760'	1440'	1130'	810'



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or								
LOC or NDB Desc Angle 3.00 [^]	372	478	531	637	743	849		
LOC: MAP at MM/D0.6 DUS							NDB: MAP at D0.5 DUS	

Standard.			STRAIGHT-IN LANDING RWY 05R			NDB		
ILS			LOC (GS out)			NDB		
DA(H) 321' (200')			DA(H) A: 598' (379') BCD: 578' (449')			DA(H) A: 650' (529') BCD: 680' (559')		
FULL			ALS out			ALS out		
A								
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	RVR 1500m		
C				RVR 1400m	CMV 2100m	RVR 1800m	CMV 2400m	
D								


EDDL/DUS
DUSSELDORF

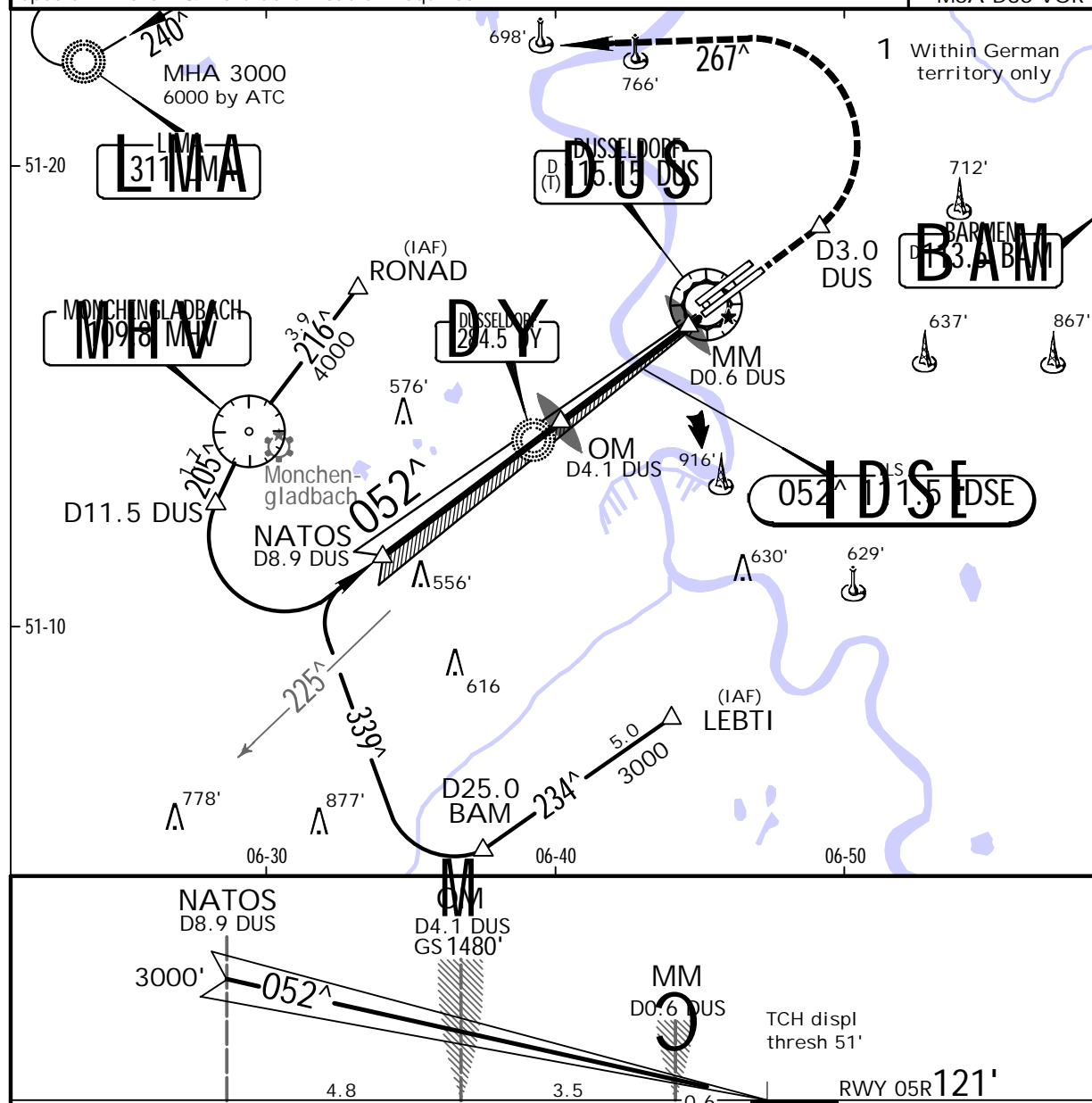
19 SEP 14

(11-2A)

JEPPESSEN

DUSSELDORF, GERMANY
CAT II/III ILS Rwy 05R

BRIEFING STRIP™	*D-ATIS		LANGEN Radar (APP)		*DUSSELDORF Director (APP)		DUSSELDORF Tower		*Ground		
	115.15 123.775		133.775 128.55		128.65		118.3		121.9 121.6		
	LOC IDSE 111.5	Final Apch Crs 052^	GS OM 1480' (1359')		CAT II & IIIA ILS Refer to Minimums		Apt Elev 147' RWY 121'				
	MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS, then turn LEFT onto 267^ to LMA NDB climbing to 4000'.										
	Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' Special Aircrew & Acft Certification Required.										
MSA DUS VOR											



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-
REIL
PAPI

D3.0
DUS
↑

Standard.

CAT IIIA ILS

STRAIGHT-IN LANDING RWY 05R

CAT II ILS

DH 50'

RVR 200m

RA 105'
DA(H) 221'(100')

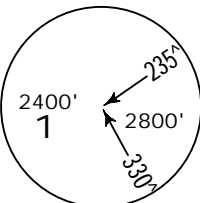
RVR 300m 1

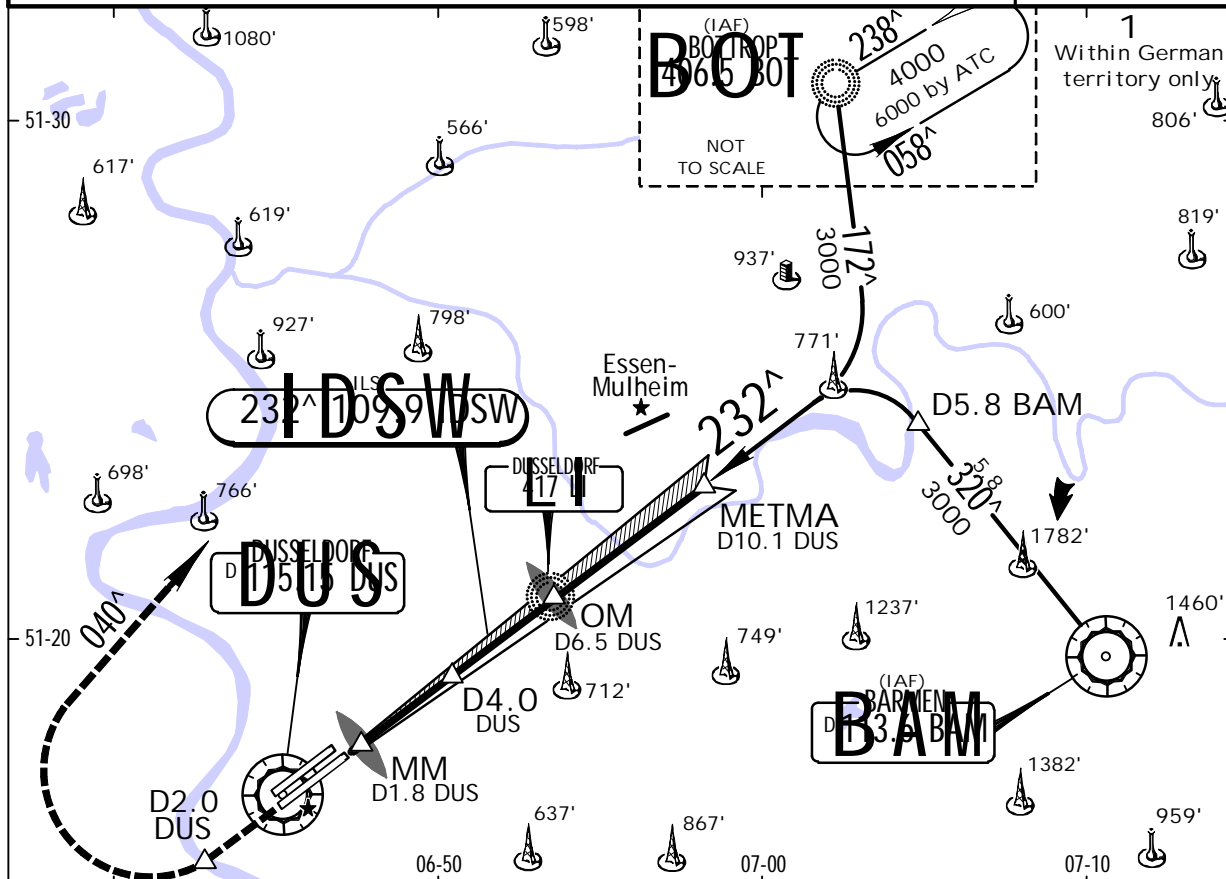
EDDL/DUS
DUSSELDORF

JEPPESSEN
19 SEP 14 (11-3)

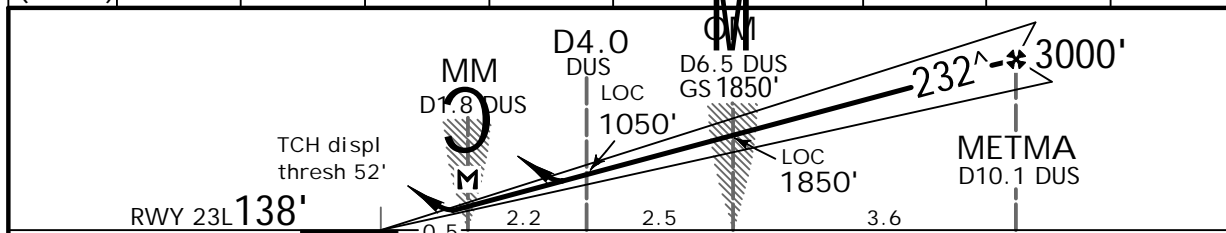
DUSSELDORF, GERMANY
ILS or LOC Rwy 23L

BRIEFING STRIP

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6
LOC IDSW 109.9	Final Apch Crs 232^	GS OM 1850' (1712')	ILS DA(H) 338' (200')	Apt Elev 147' RWY 138'
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT onto 040^ to BOT NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'				
1. LOC: DME required. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L.				
				MSA DUS VOR



LOC (GS out)	DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	ALTITUDE	740'	1050'	1370'	1690'	2010'	2330'	2650'	2960'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	D2.0 DUS
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849	REIL PAPI	↑
MAP at MM/D1.8 DUS								

Standard.				STRAIGHT-IN LANDING RWY 23L			
ILS DA(H) 338' (200')				LOC (GS out) DA(H) 520' (382')			
FULL		Limited		ALS out		ALS out	
A							
B							RVR 1500m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m			
D							RVR 1800m

JS OPS

EDDL/DUS
DUSSELDORF

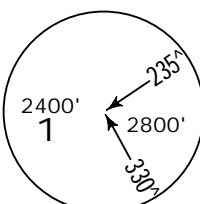
19 SEP 14

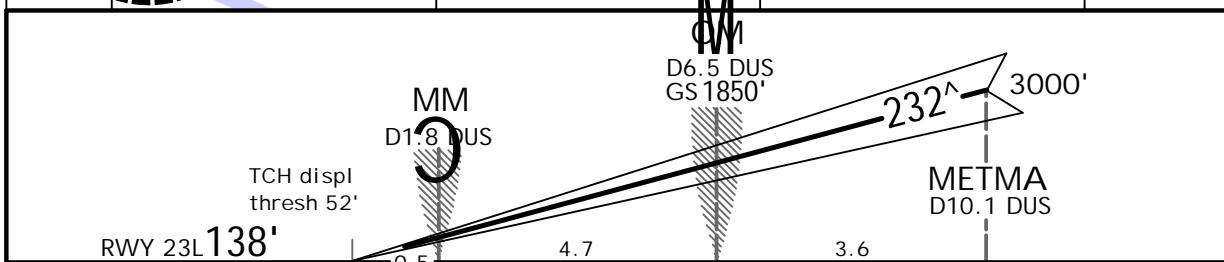
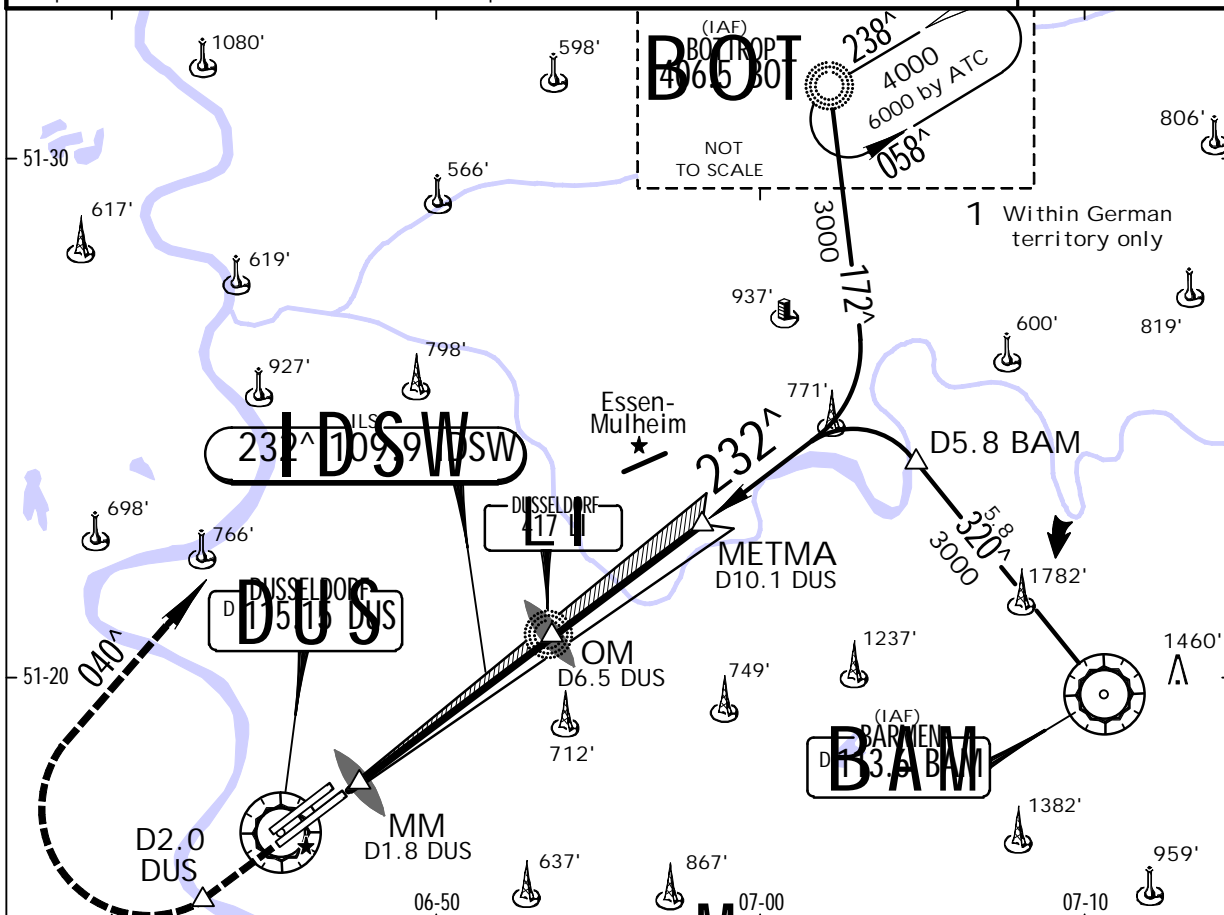
11-3A

JEPPesen

DUSSELDORF, GERMANY
CAT II/III ILS Rwy 23L

BRIEFING STRIP™

*D-ATIS 115.15	123.775	LANGEN Radar (APP) 133.775	128.55	*DUSSELDORF Director (APP) 128.65	DUSSELDORF Tower 118.3	*Ground 121.9 121.6
LOC IDSW 109.9	Final Apch Crs 232^	GS OM 1850' (1712')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 147'	RWY 138'	 <p>MSA DUS VOR</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT onto 040^ to BOT NDB climbing to 4000'.</p> <p>Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'</p> <p>1. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L. 2. Special Aircrew & Acft Certification Required.</p>						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D2.0 DUS
GS	3.00^	372	478	531	637	743	REIL PAPI	↑

Standard.	CAT IIIA ILS	STRAIGHT-IN LANDING RWY 23L	CAT II ILS
	RA 92'		RA 92'
	DA(H) 238' (100')		DA(H) 238' (100')
	RVR 200m		RVR 300m 1

IS OPS

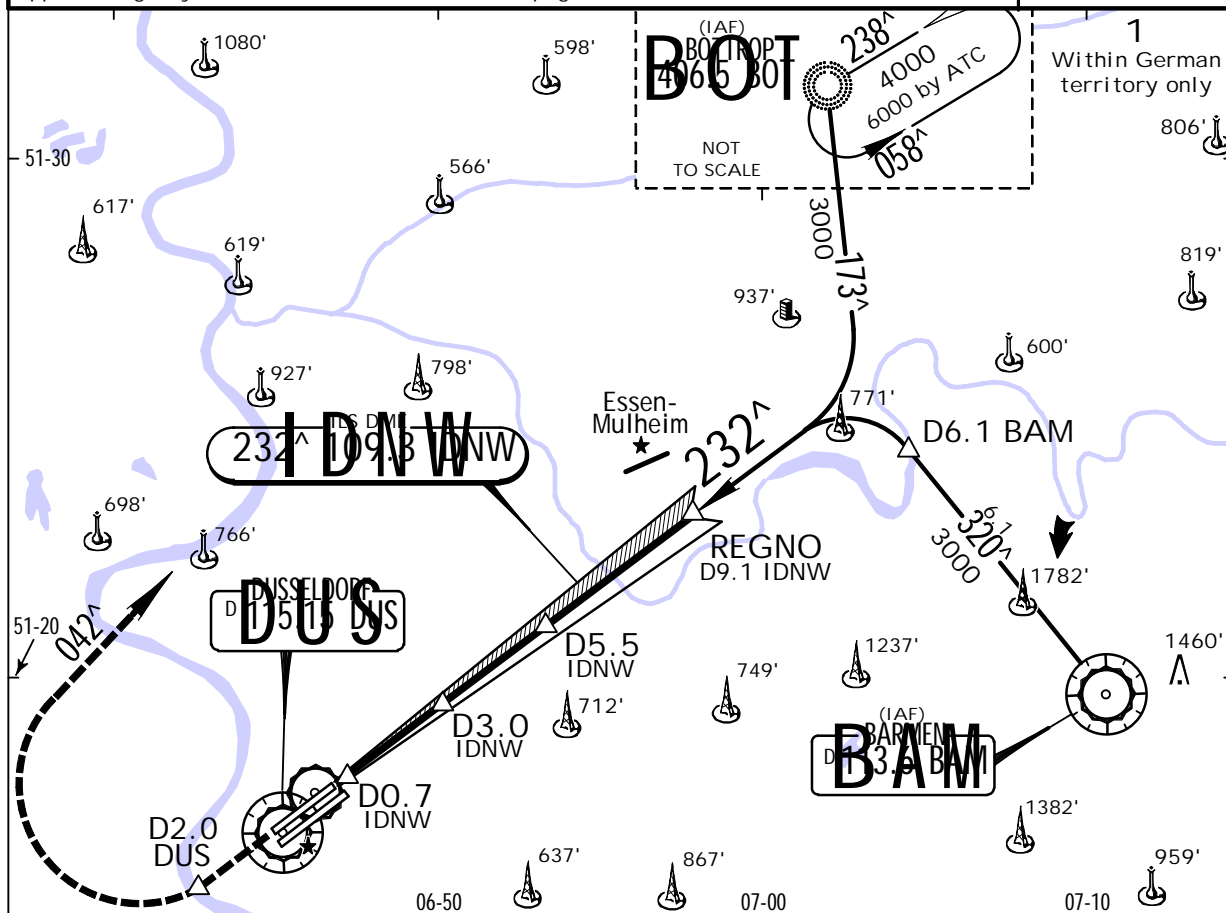
EDDL/DUS
DUSSELDORF

JEPPesen
19 SEP 14 (11-4)

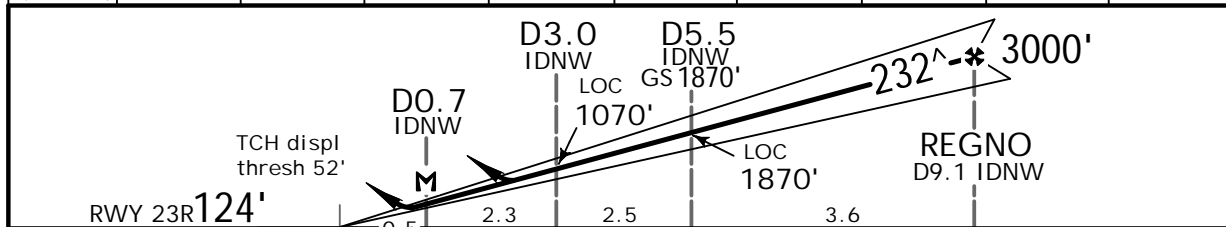
DUSSELDORF, GERMANY
ILS or LOC Rwy 23R

BRIEFING STRIP™

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6
LOC IDNW 109.3	Final Aptch Crs 232^	GS D5.5 IDNW 1870' (1746')	ILS DA(H) Refer to Minimums	Apt Elev 147' RWY 124'
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT onto 042^ to BOT NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'				
1. DME required. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R. 3. LACFT: See ATC State pages.				
				MSA DUS VOR



LOC (GS out)	IDNW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE		750'	1070'	1390'	1710'	2030'	2350'	2660'	2980'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D2.0 DUS
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849	REIL PAPI	↑
MAP at D0.7 IDNW								

Standard.				STRAIGHT-IN LANDING RWY 23R		LOC (GS out)	
				ILS 1			
				A: 324' (200') C: 354' (230')		DA(H) 510' (386')	
				B: 332' (208') D: 364' (240')			
				FULL Limited ALS out		ALS out	
A							RVR 1500m
B							RVR 1800m
C							
D							

IS OPS

EDDL/DUS
DUSSELDORF

19 SEP 14

(11-4A)

JEPPESSEN

DUSSELDORF, GERMANY
CAT II/III IL'S Rwy 23R

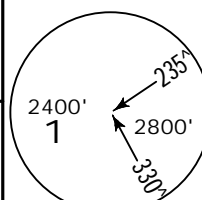
* D-ATIS		LANGEN Radar (APP)		* DUSSELDORF Director (APP)	DUSSELDORF Tower	* Ground
115.15	123.775	133.775	128.55	128.65	118.3	121.9 121.6

LOC IDNW 109.3	Final Apch Crs 232^	GS D5.5 IDNW 1870' (1746')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 147' RWY 124
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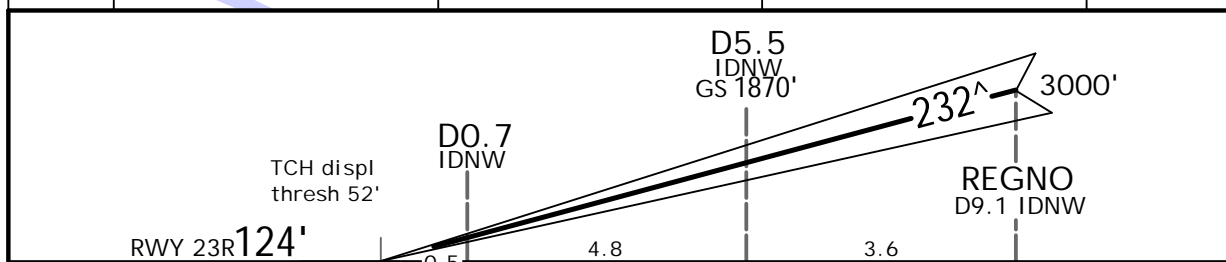
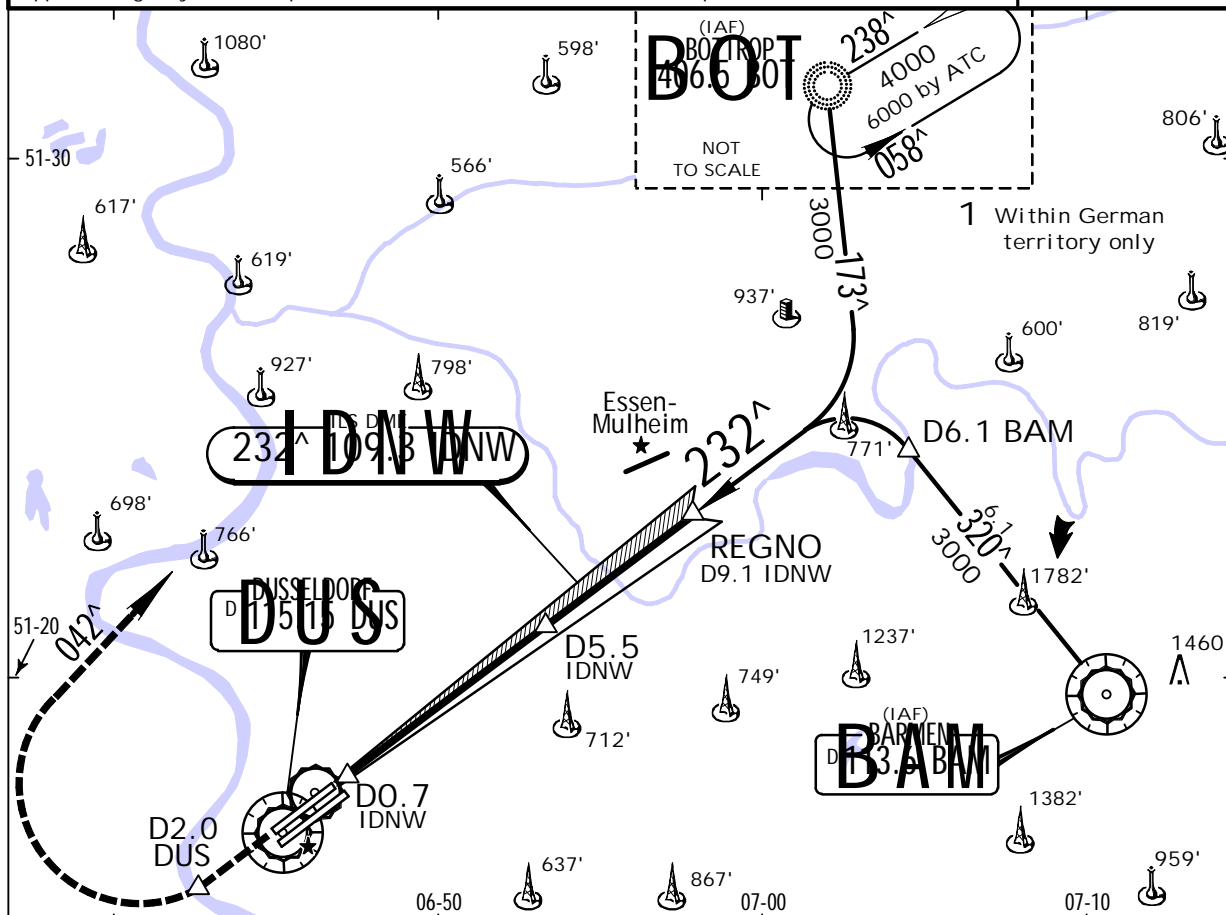
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT onto 042^ to BOT NDB climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'

1. **DME required.** 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R. 3. Special Aircrew & Acft Certification Required.



MSA
DUS VOR



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-I
REIL
PAPI

D2.0
DUS
↑

Standard.

CAT IIIA ILS

STRAIGHT-IN LANDING RWY 23R

CAT II ILS

RA 100'

DA(H) 224' (100')

DH 50'

RVR 200m

RVR 300m 1

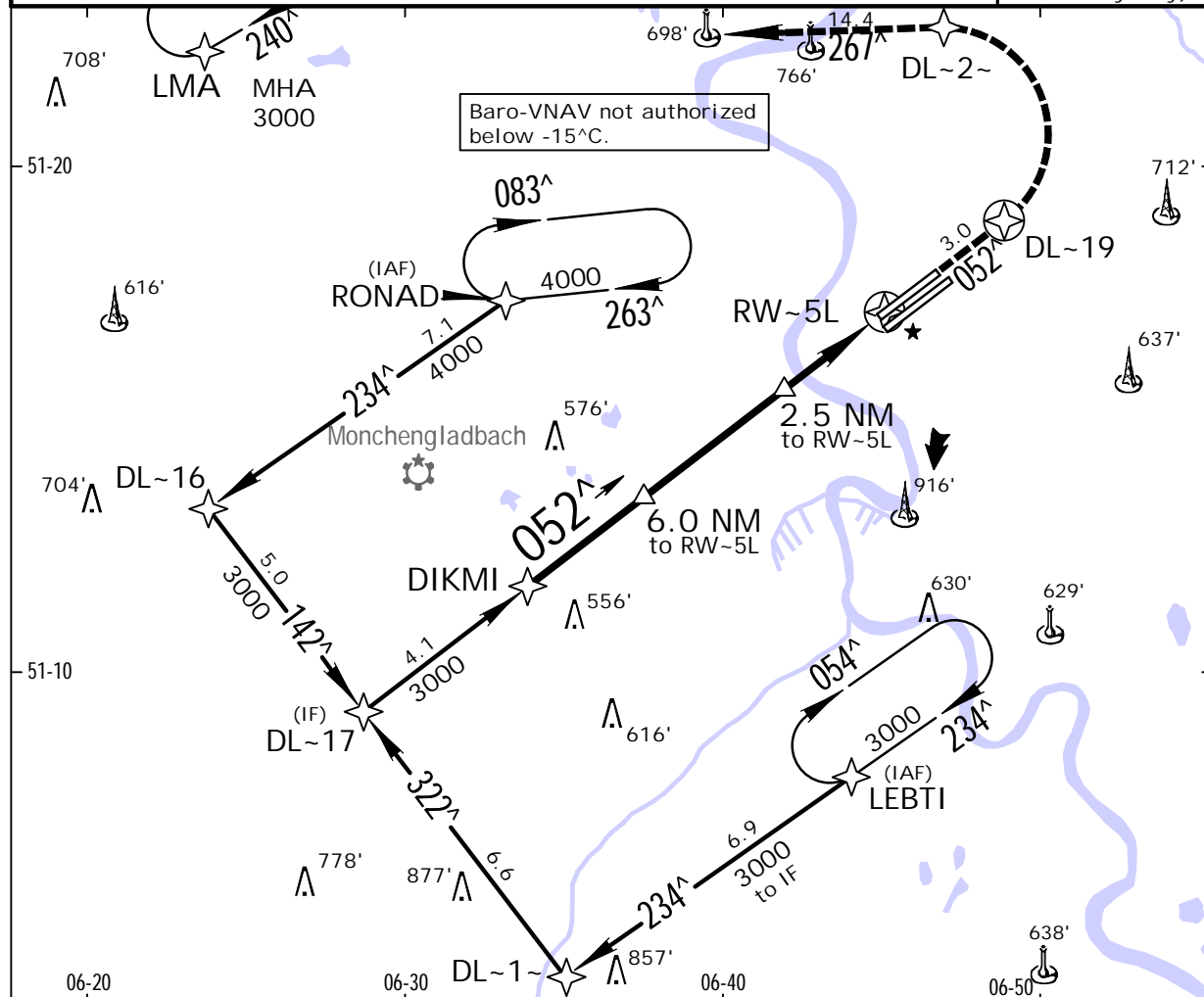
EDDL/DUS
DUSSELDORF

JEPPESSEN
19 SEP 14 (12-1)

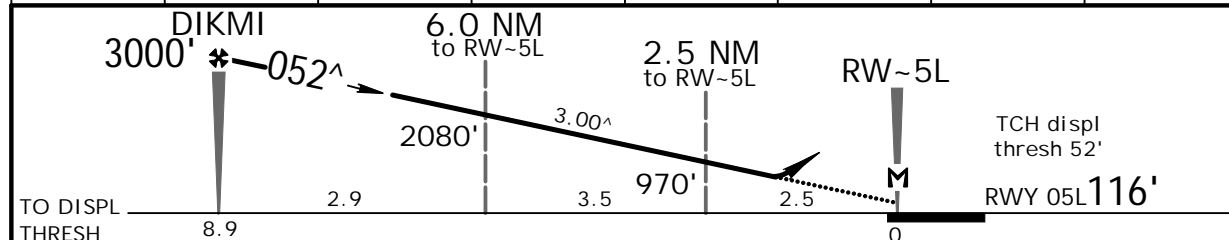
DUSSELDORF GERMANY
RNAV (GPS) Rwy 05L

BRIEFING STRIP

*D-ATIS 115.15 123.775	LANGEN Radar (APP) 133.775 128.55	*DUSSELDORF Director (APP) 128.65	DUSSELDORF Tower 118.3	*Ground 121.9 121.6
RNAV	Final Aptch Crs 052°	Minimum Alt DIKMI 3000' (2884')	LNAV/VNAV DA(H) 480' (364')	Apt Elev 147' RWY 116'
MISSED APCH: Climb on 052° to DL~19, then turn LEFT via DL~2~ onto 267° to LMA NDB climbing to 4000'.				2800'
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'				MSA Airport (Within German territory only)



DIST to RW-5L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2720'	2400'	2080'	1760'	1450'	1130'	810'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW~5L						

HIALS

REIL

PAPI

DL~19

on

052^

Standard.		STRAIGHT-IN LANDING RWY 05L	
LNAV/VNAV DA(H) 480' (364')		LNAV DA(H) 610' (494')	
ALS out		ALS out	
RVR 1000m		RVR 1500m	
RVR 1500m		RVR 1500m	

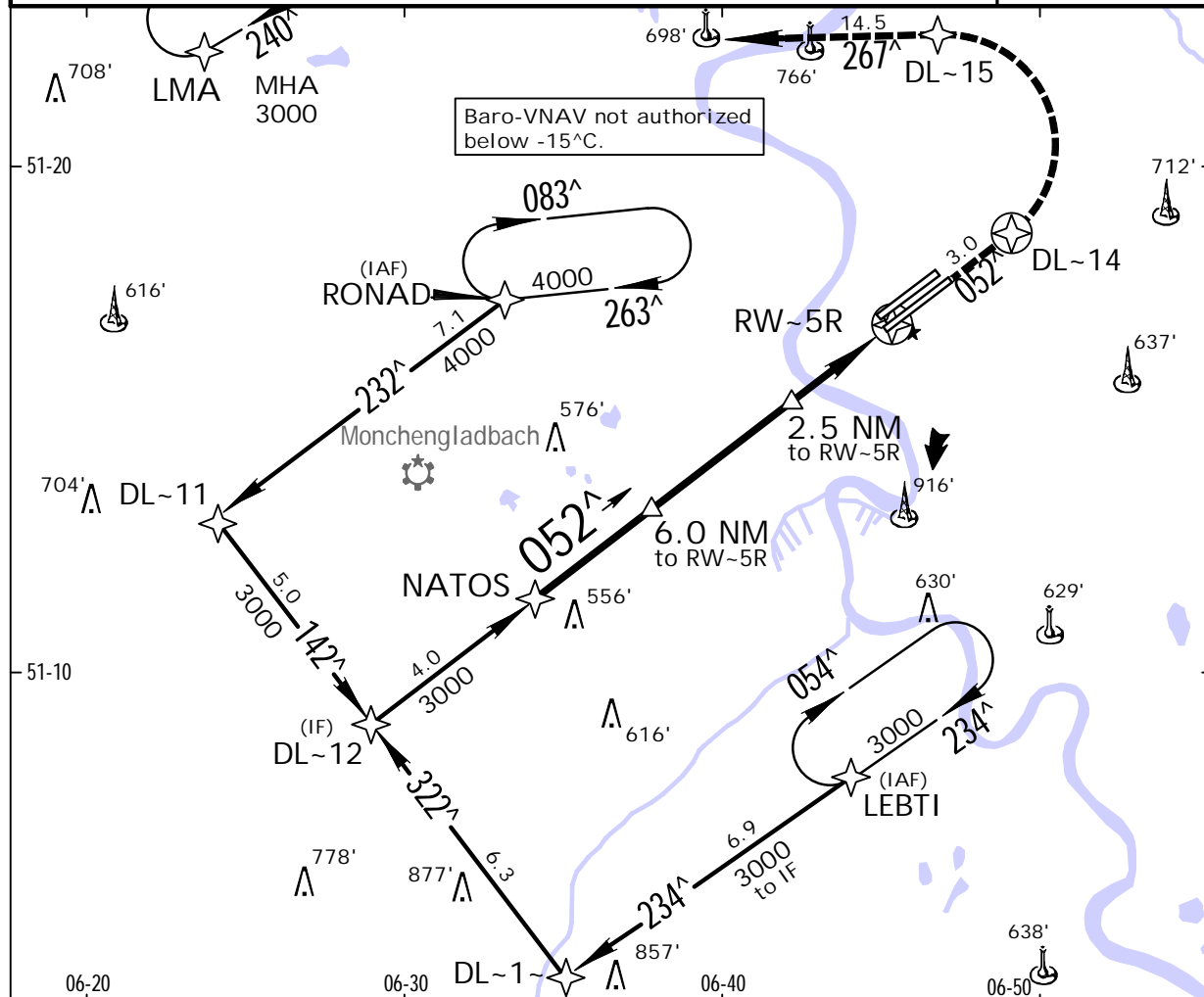
EDDL/DUS
DUSSELDORF

JEPPesen
19 SEP 14 (12-2)

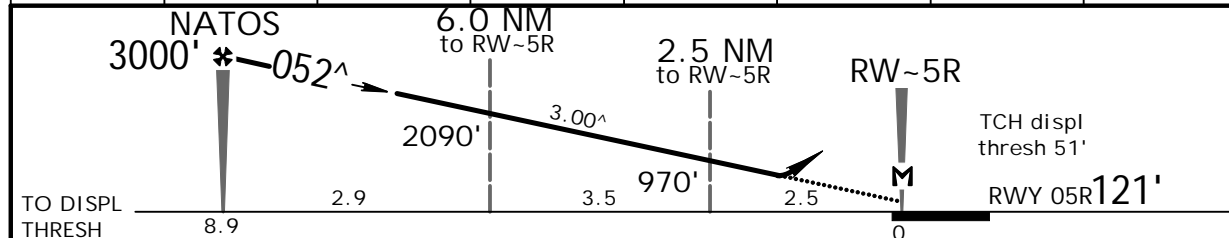
DUSSELDORF GERMANY
RNAV (GPS) Rwy 05R

BRIEFING STRIP

*D-ATIS 115.15	123.775	LANGEN Radar (APP) 133.775	128.55	*DUSSELDORF Director (APP) 128.65	DUSSELDORF Tower 118.3	*Ground 121.9 121.6
RNAV	Final Apch Crs 052 [^]	Minimum Alt NATOS 3000' (2879')	RNAV/VNAV DA(H) 540' (419')	Apt Elev 147'	RWY 121'	2800'
MISSED APCH: Climb on 052 [^] to DL~14, then turn LEFT via DL~15 onto 267 [^] to LMA NDB climbing to 4000'.						MSA Airport (Within German territory only)
Alt Set: hPa (IN on req)		Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 5000'



DIST to RW-5R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2720'	2410'	2090'	1770'	1450'	1130'	810'



Gnd speed-Kts	70	90	100	120	140	160			ALSIF-II		DL~14	
Descent Angle 3.00^	372	478	531	637	743	849			REIL PAPI		on 052^	
MAP at RW-5R												

Standard.		STRAIGHT-IN LANDING RWY 05R	
LNAV/VNAV DA(H) 540' (419')		LNAV DA(H) 680' (559')	
ALS out		ALS out	
RVR 1200m		RVR 1500m	
RVR 1000m		RVR 1800m	

IS OPS

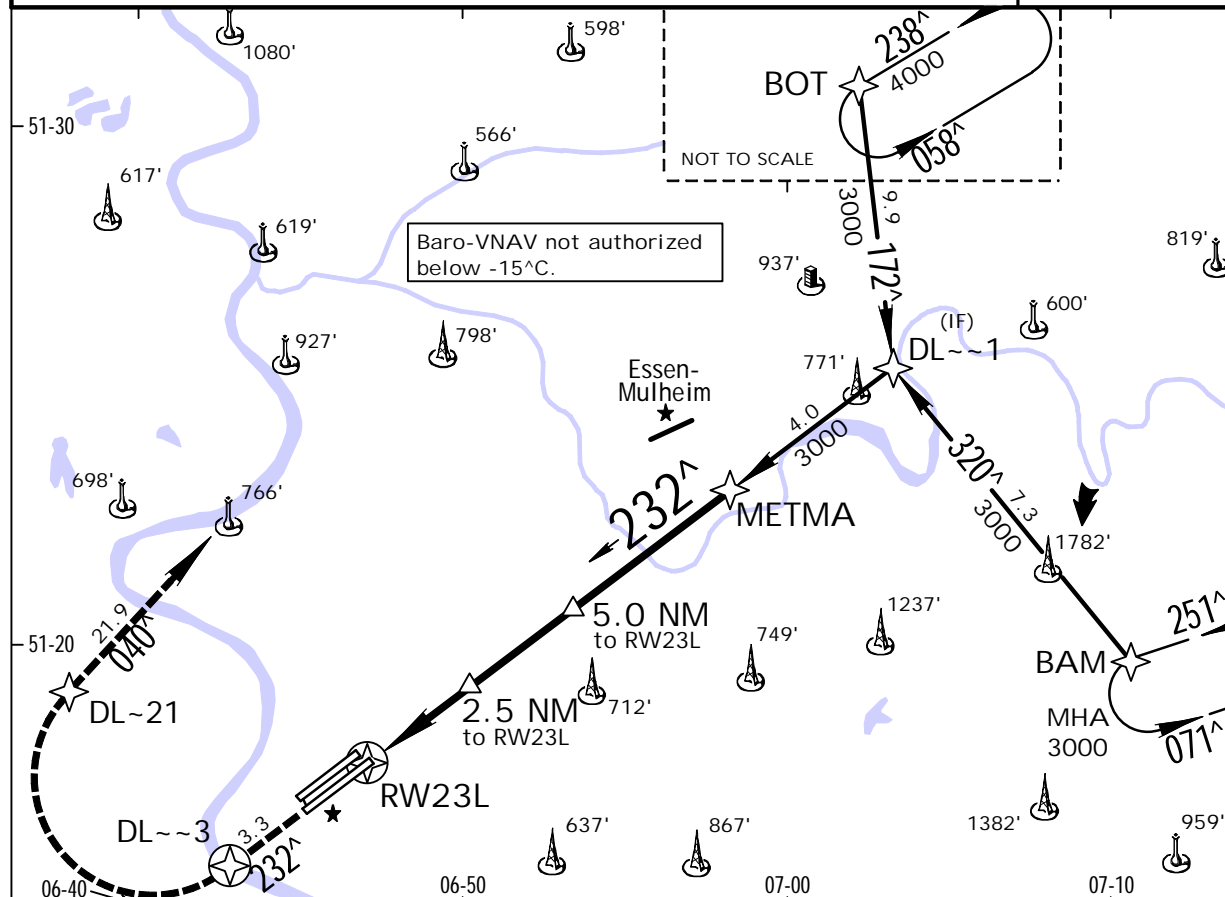
EDDL/DUS
DUSSELDORF

JEPPESEN
11 JUL 14 (12-3)

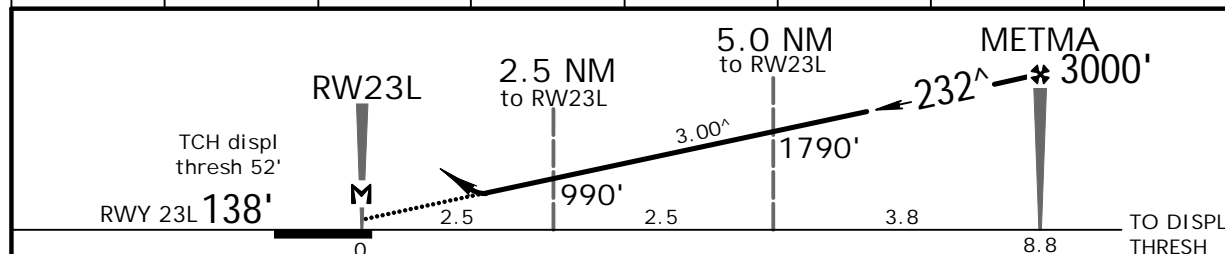
DUSSELDORF, GERMANY
RNAV (GPS) Rwy 23L

BRIEFING STRIP™

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.77	133.77 128.5	128.65	118.3	121.9 121.6
RNAV	Final Apch Crs 232^	Minimum Alt METMA 3000' (2862')	LNAV/VNAV DA(H) 600' (462')	Apt Elev 147' RWY 138'
MISSED APCH: Climb on 232^ to DL~~3, then turn RIGHT via DL~21 onto 040^ to BOT NDB climbing to 4000'.				2800'
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'				MSA Airport (Within German territory only)
Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L.				



DIST to RW23L	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	830'	1150'	1470'	1790'	2110'	2420'	2740'



Gnd speed-Kts	70	90	100	120	140	160	<div><div>ALSF-II</div><div>REIL PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><d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Standard.		STRAIGHT-IN LANDING RWY 23L	
LNAV/VNAV		LNAV	
DA(H) 600' (462')		DA(H) A: 610' (472') BCD: 680' (542')	
ALS out		ALS out	
RVR 1500m		RVR 1500m	
RVR 1500m		CMV 2200m	
RVR 1800m		CMV 2400m	

IS OPS

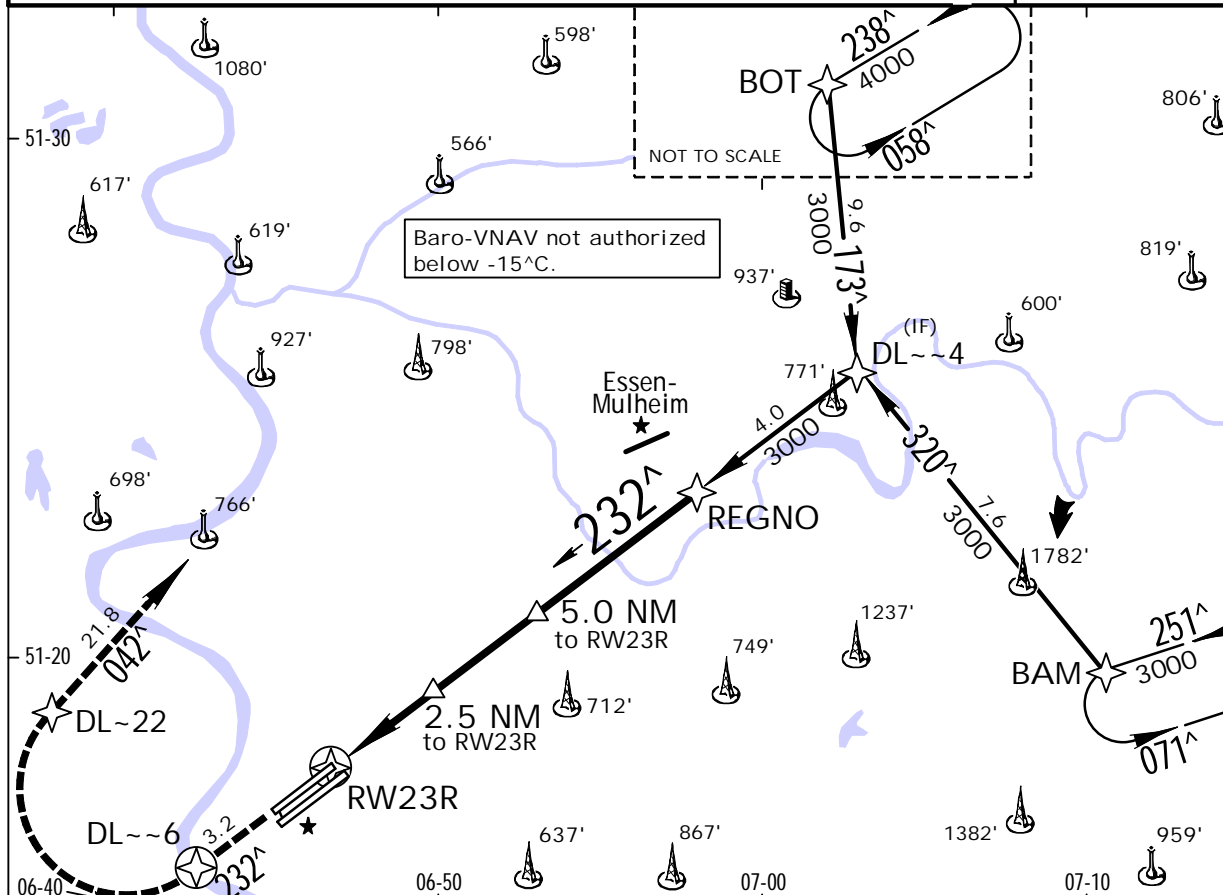
EDDL/DUS
DUSSELDORF

JEPPESEN
11 JUL 14 (12-4)

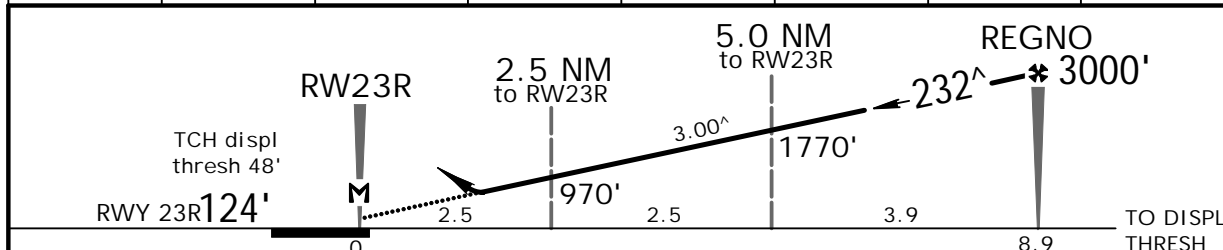
DUSSELDORF GERMANY
RNAV (GPS) Rwy 23R

BRIEFING STRIP™

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.77	133.77 128.5	128.65	118.3	121.9 121.6
RNAV	Final Apch Crs 232°	Minimum Alt REGNO 3000' (2876')	RNAV/VNAV DA(H) 620' (496')	Apt Elev 147' RWY 124'
MISSED APCH: Climb on 232° to DL~6, then turn RIGHT via DL~22 onto 042° to BOT NDB climbing to 4000'.				2800'
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R.				MSA Airport (Within German territory only)



DIST to RWY23R	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	810'	1130'	1450'	1770'	2090'	2410'	2730'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW23R						

ALSF-II

REIL
PAPI

DL ~ ~ 6

on

232^

Standard.		STRAIGHT-IN LANDING RWY 23R			
		LNAV/VNAV		LNAV	
		DA(H) 620' (496')		DA(H) 640' (516')	
		ALS out		ALS out	
A	RVR 1500m			RVR 1500m	
B					
C	RVR 1500m	CMV2300m	RVR 1600m	CMV2400m	

IS OPS

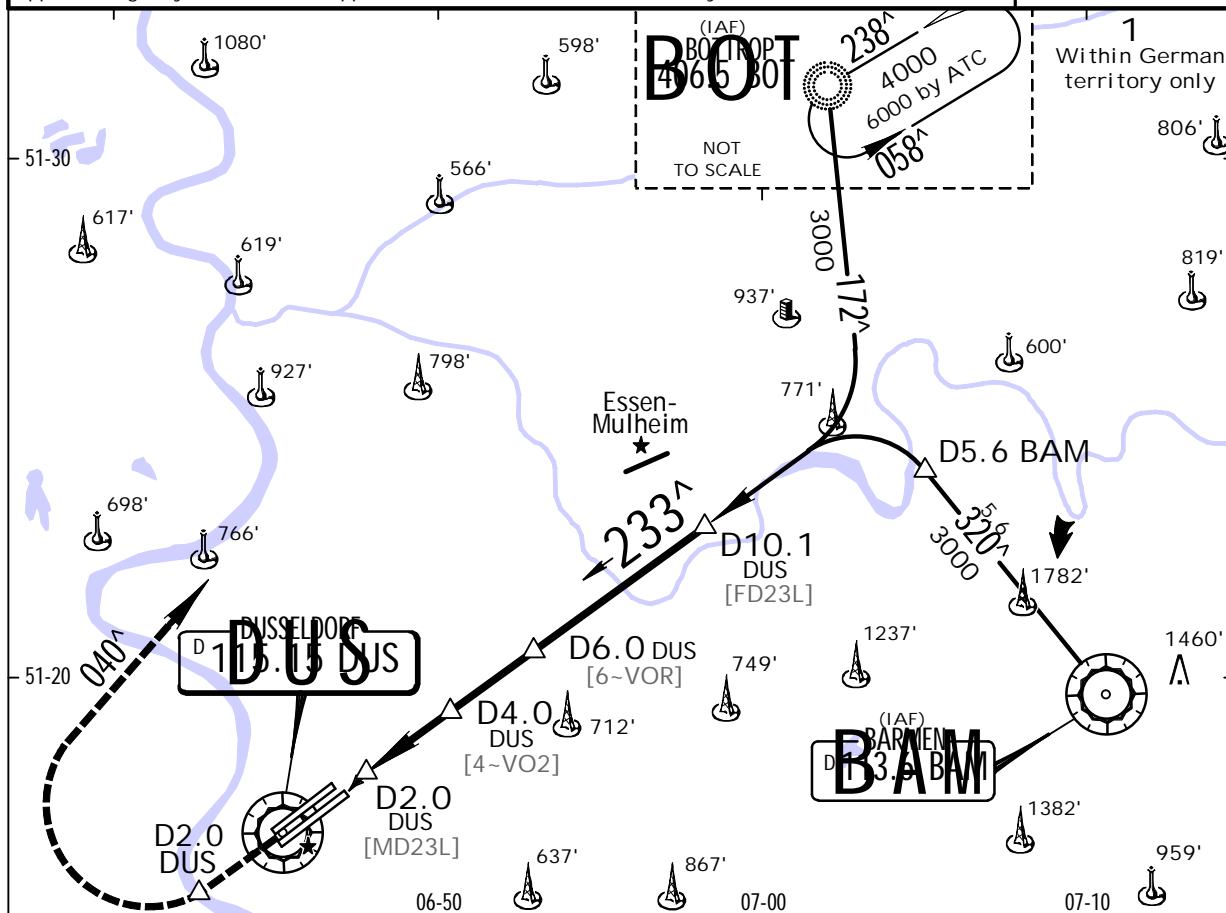
EDDL/DUS
DUSSELDORF

JEPPESSEN
19 SEP 14 (13-1)

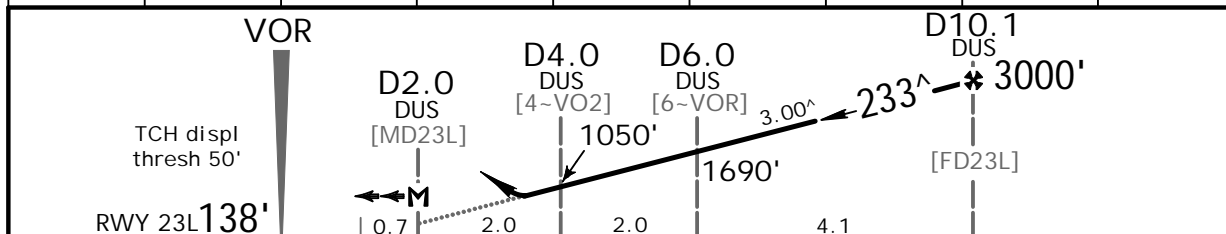
DUSSELDORF, GERMANY
VOR Rwy 23L

BRIEFING STRIP™

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6
VOR DUS 115.15	Final Apch Crs 233°	Minimum Alt D10.1 DUS 3000' (2862')	DA(H) 700' (562')	Apt Elev 147' RWY 138'
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT onto 040° to BOT NDB climbing to 4000'.				MSA DUS VOR
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'				
1. DME required. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L. 3. Final approach track offset 1° from runway centerline.				



DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	730'	1050'	1370'	1690'	2010'	2330'	2640'	2960'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D2.0 DUS
Descent Angle	3.00°	372	478	531	637	743	REIL PAPI	
MAP at D2.0 DUS								


Standard.		STRAIGHT-IN LANDING RWY 23L	
		DA(H) 700' (562')	
			ALS out
A	RVR 1500m		
B			
C	RVR 1900m	CMV 2400m	

IS OPS

EDDL/DUS
DUSSELDORF

19 SEP 14 13-2

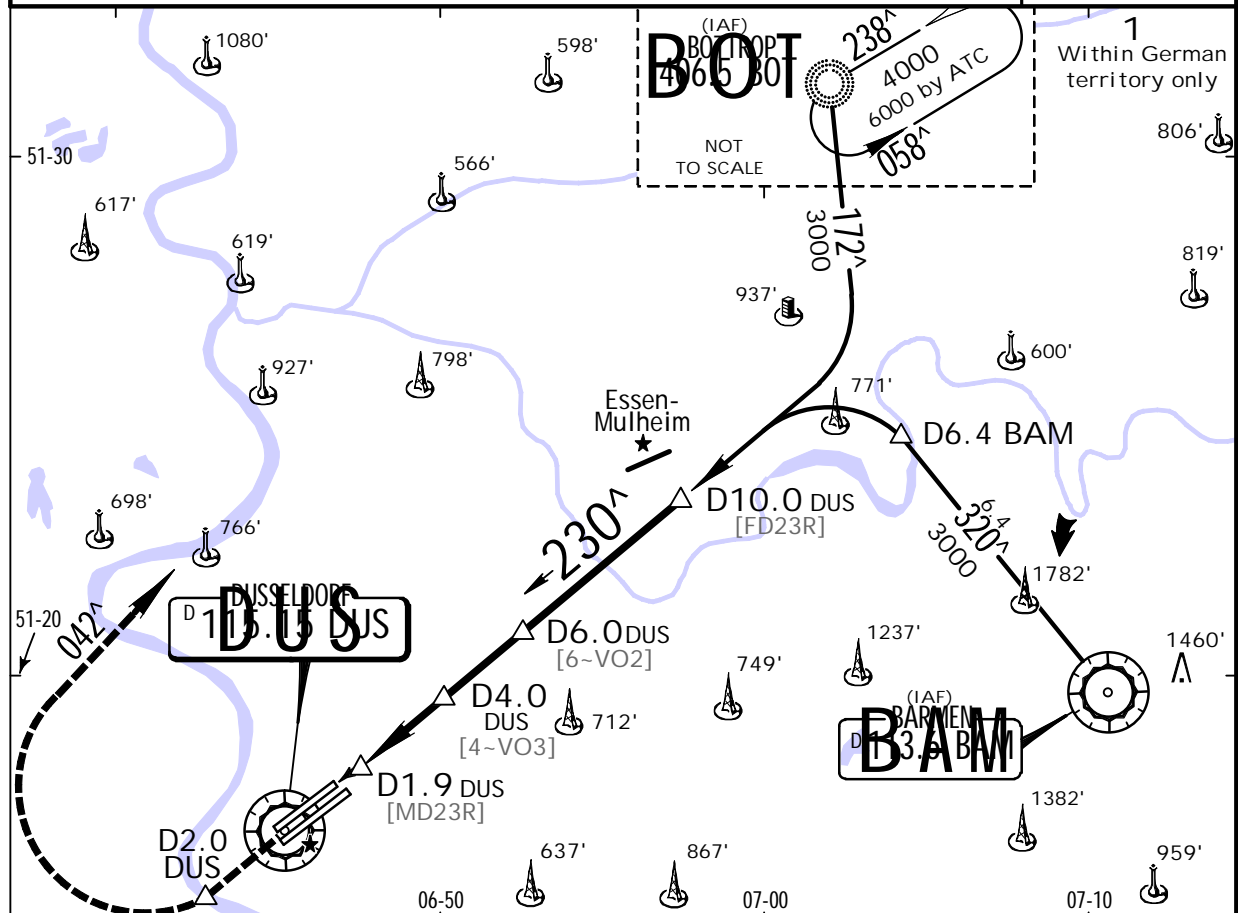
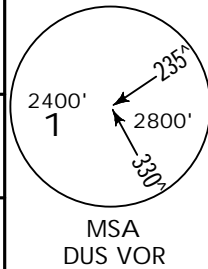
DUSSELDORF, GERMANY
VOR Rwy 23R

*D-ATIS		LANGEN Radar (APP)		*DUSSELDORF Director (APP)		DUSSELDORF Tower		*Ground	
115.15	123.775	133.775	128.55	128.65		118.3		121.9	121.6
VOR DUS	Final Apch Crs	Minimum Alt D10.0 DUS		DA(H)		Apt Elev			
115.15	230^	3000' (2876')		700' (576')		147'		124'	
						RWY			

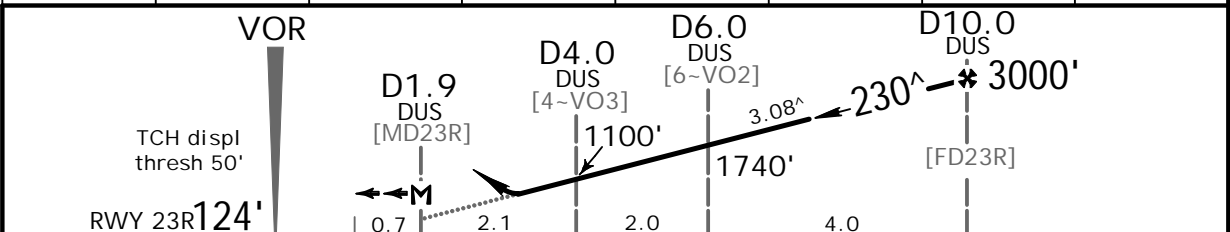
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT onto 042^ to BOT NDB climbing to 4000'.



Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'

1. **DME required.** 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R. 3. Final approach track offset 2° from runway centerline.



DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	780'	1100'	1420'	1740'	2060'	2380'	2690'



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle 3.08°	381	490	545	654	763	872		
MAP at D1.9 DUS								

Standard.

STRAIGHT-IN LANDING RWY 23R

DA(H) 700' (576')

ALS out

A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m

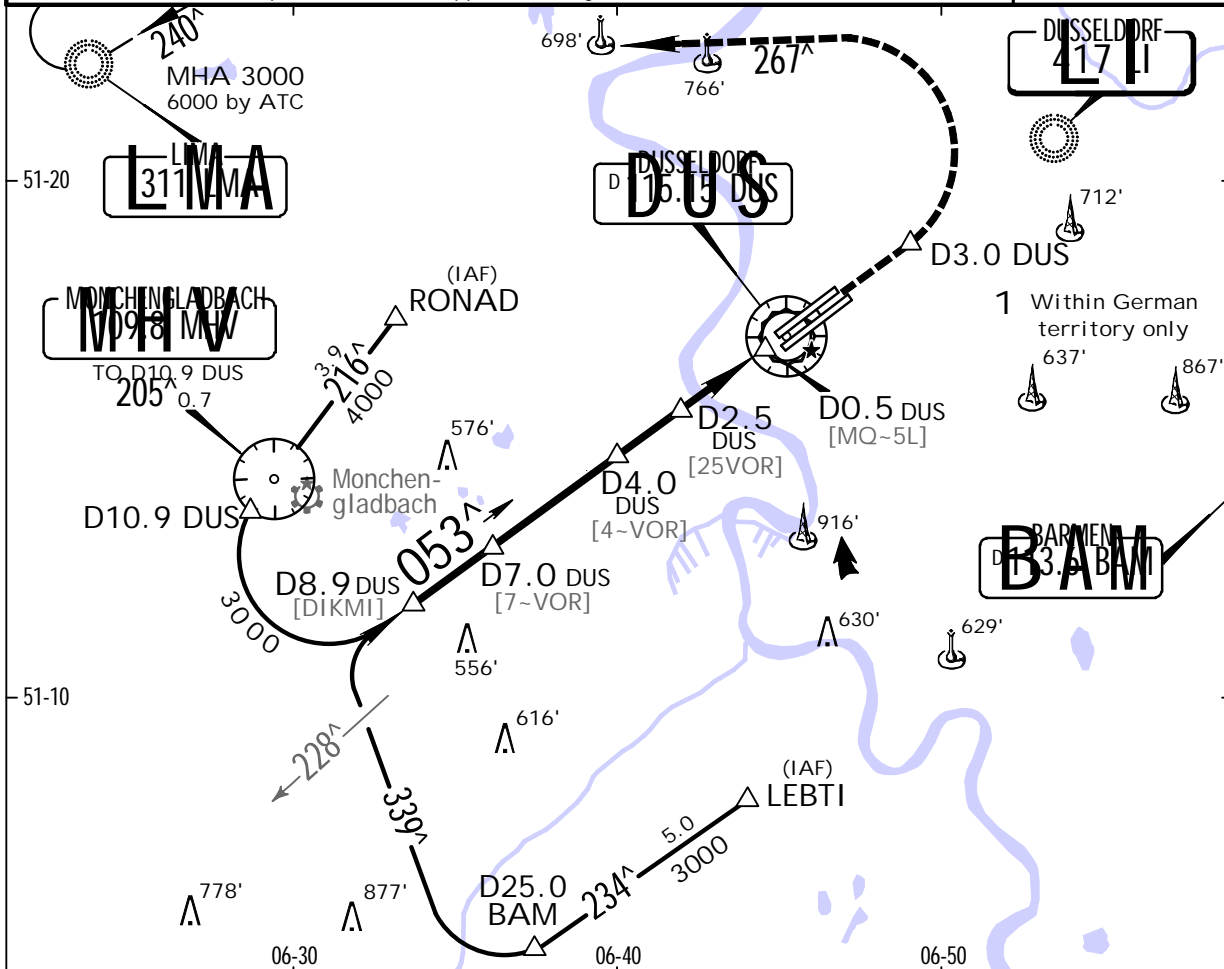
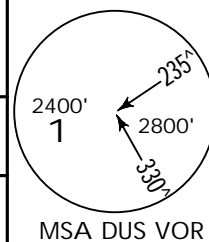
EDDL/DUS
DUSSELDORF

19 SEP 14 (16-1)

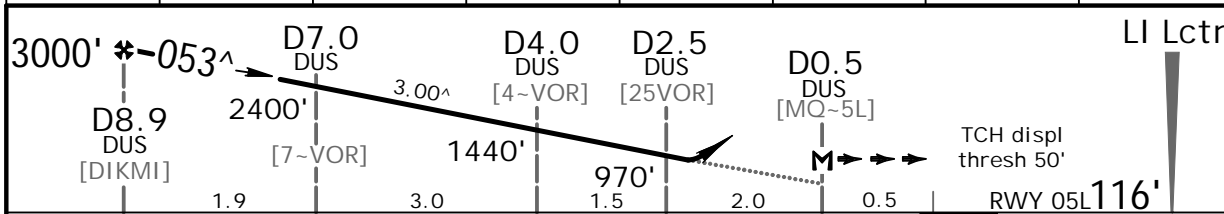
DUSSELDORF, GERMANY
NDB Rwy 05L

BRIEFING STRIP™

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6
Lctr LI 417	Final Apch Crs 053^	Minimum Alt D8.9 DUS 3000' (2884')	DA(H) 680' (564')	Apt Elev 147' RWY 116'
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS, then turn LEFT onto 267^ to LMA NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'				
1. DME required. 2. Final approach track offset 1^ from runway centerline. 3. Course fluctuations plus/minus 10^ approximately 1.5 NM in front of threshold.				



DUS DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2720'	2400'	2080'	1760'	1440'	1130'	810'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.5 DUS							

.Standard. STRAIGHT-IN LANDING RWY 05L

DA(H)	680' (564')	ALS out
-------	-------------	---------

A	RVR 1500m
B	
C	RVR 1900m
	CMV 2400m

IS OPS

EDDL/DUS
DUSSELDORF

19 SEP 14

(18-1)

JEPPesen

DUSSELDORF GERMANY
SRA All Rwy's

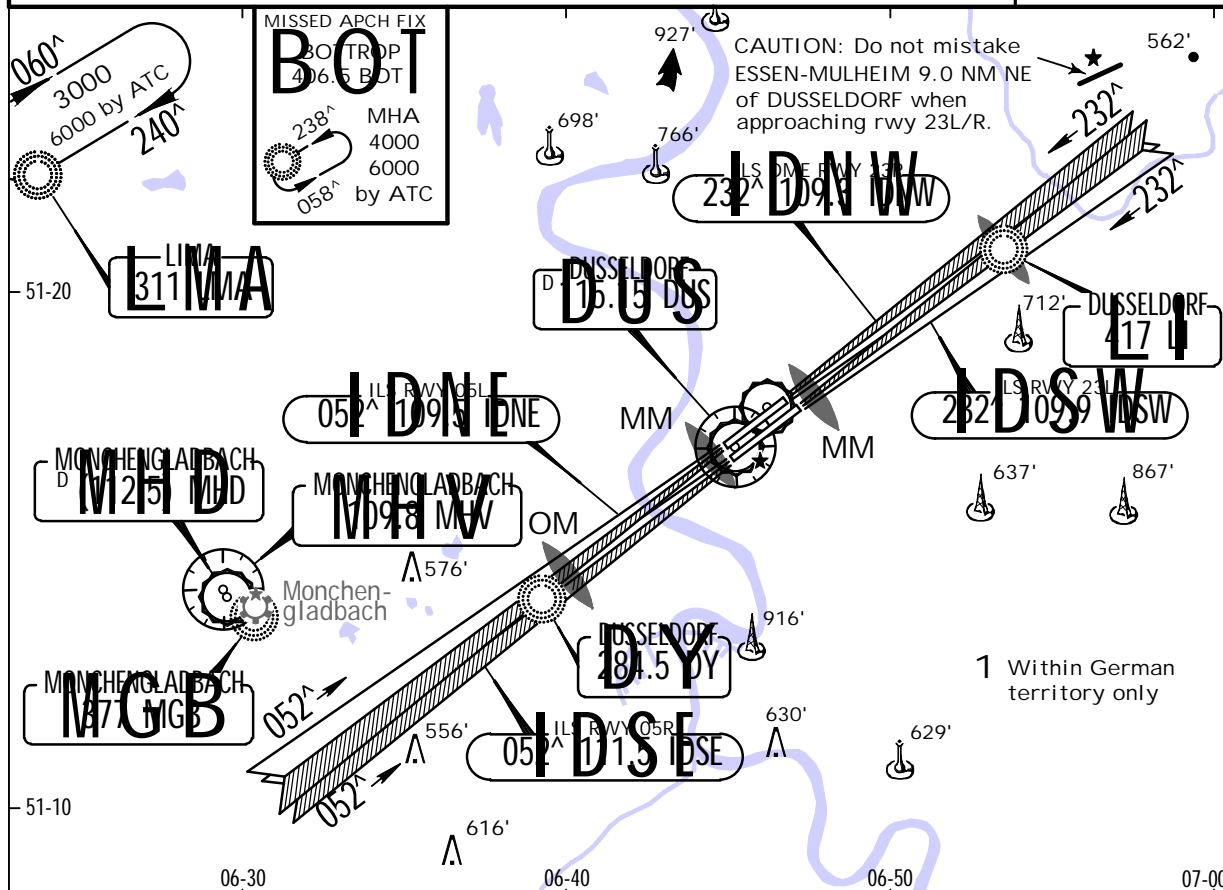
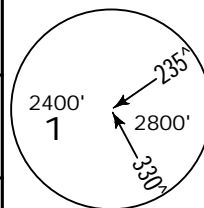
BRIEFING STRIP™

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 147' RWY - See below

MISSED APCH: Climb STRAIGHT AHEAD to 4000'.

Alt Set: hPa (IN on req) Apt Elev: 5 hPa Trans level: By ATC Trans alt: 5000'

MSA DUS VOR



RADAR FIX	10.0	8.0	6.0	4.0	3.0	2.0
ALTITUDE	3200'	2600'	2000'	1400'	1100'	800'

Minimum Alt/NM	10.0 FAF
SRA 05L	3200'
SRA 05R	3200'
SRA 23L	3200'
SRA 23R	3200'
RWY	05L 05R 23L 23R
BASED ON ELEV.	116' 121' 138' 124'

Gnd speed-Kts	70	90	100	120	140	160	Lighting- Refer to Airport Chart	4000' ↑
Descent Angle 2.83°	348	447	497	596	695	794		
MAP at THR								

Standard.

STRAIGHT-IN LANDING

	SRA 05L	SRA 05R	SRA 23L	SRA 23R
	MDA(H) 830' (714')	MDA(H) 830' (709')	MDA(H) 950' (812')	MDA(H) 790' (666')
	ALS out	ALS out	ALS out	ALS out
A	CMV 2800m	CMV 3500m	RVR 3300m	CMV 3300m
B	CMV 2800m	CMV 3500m	RVR 3300m	CMV 3300m
C	CMV 3000m	CMV 3700m	CMV 3500m	CMV 3500m
D	CMV 3000m	CMV 3700m	CMV 3500m	CMV 3500m

IS OPS

EPWA/WAW

+JEPPESEN

WARSAW, POLAND

CHOPIN

11 JUL 14

10-1P

.Eff.24.Jul.

.AIRPORT.BRIEFING.

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

1. RWY 33 2. RWY 11 3. RWY 15 4. RWY 29

DEPARTURES

1. RWY 29 2. RWY 15 3. RWY 33 4. RWY 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 1.9km;
- 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, 4, 5 and 10 of ICAO Annex 16, Volume I.

These restrictions are not applicable for emergency flights, SAR flights, air ambulance rescue service, flights connected with public safety, state defense or counteracting natural disasters, flights with heads of state.

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.

1.2.3. RUN-UP TESTS

Engine test conducted without protective silencers are prohibited between 2200-0600LT.

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11 JUL 14

(10-1P1)

.Eff.24.Jul.

.AIRPORT.BRIEFING.

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP preparation phase will be commenced when RVR falls to 800m and/or ceiling is at 300' or lower.

LVP operations will be commenced when RVR falls below 550m and/or ceiling is at 200' or lower.

LVP will be terminated when RVR increases to 600m or more and/or ceiling reaches 200' or more and a continuing improvement is anticipated.

1.3.2. DESCRIPTION

During LVP, special ATC procedures will be applied. Pilots will be informed of the commencement of these procedures by ATIS or by radio. The following phraseology will be used: "Low visibility procedures category two in operation".

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

1.3.3. ARRIVALS

ATC will require arriving ACFT to use only the following TWYs:

RWY 11: TWYs N1, N2, N3, L and E3.

RWY 33: TWYs A0, D2, O1, S1, S2 and S3.

Flight crews are obliged to delay reporting "RWY vacated" until the ACFT nose has passed the end of the green/yellow coded TWY centerline lights.

1.3.4. DEPARTURES

Take-offs will be carried out using mainly RWY 29 or 15. At request of the flight crew or due to important operational reasons TWR may give clearance for take-off from RWY 33 or 11. Take-offs are prohibited if RVR is less than 150m.

1.3.5. OTHER

Taxiing on TWYs equipped with working centerline lights is conducted without the assistance of Follow-me. Assistance of Follow-me is required on other TWYs when RVR falls below 550m.

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

During LVP conditions and CAT II operations TWY Z is the preferred TWY; TWYs Z Orange and Z Blue may be used with RVR not less than 350m.

1.4. TAXI PROCEDURES

While being transferred from OKECIE Ground to OKECIE Tower, crew is required to change frequency, initial call shall be omitted and Tower frequency shall be monitored for ATC call.

TWYs A2, A3, A4, A6, A8, M1, L, Z1 and Z2 MAX wingspan 213' /65m.

TWYs E1, E2, F, M2 and M3 MAX wingspan 171' /52m.

TWY A0 between TWYs A1 and A2, TWYs A1, D1, U1, U2, V, Z Orange 1 (ZO1), Z Orange 2 (ZO2), Z Blue 1 (ZB1) and Z Blue 2 (ZB2) MAX wingspan 118' /36m.

TWYs B1 and W MAX wingspan 79' /24m.

During ACFT taxiing on TWY Z, TWY Z Orange and Z Blue are closed for taxiing of other ACFT.

ACFT with wingspan up to 118' /36m may taxi on TWY Z Orange and TWY Z Blue at the same time.

ACFT may taxi on TWY Z Orange and TWY Z Blue in both directions in accordance with instructions from Tower.

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CHOPIN

11 JUL 14

(10-1P2)

.Eff.24.Jul.

.AIRPORT.BRIEFING.

1. GENERAL

TWY T - holding on TWY T before RWY 11/29 of ACFT of fuselage length over 66' / 20m does not ensure required separation for operations on RWY 15/33. Holding on TWY T before RWY 15/33 of ACFT of fuselage length over 66' / 20m does not ensure required separation for operations on RWY 11/29.

Taxiing under own power from the TWY U1/W intersection to/from the apron in front of the hangars is forbidden.

Service road between TWY B1 and TDZ 11 not available for ACFT taxiing under own power. Towing is obligatory.

Taxiing from RWY 11 end lights up to TWY E3 or L after landing/aborted take-off.

1.5. PARKING INFORMATION

Stands 1 thru 24: - Push-back is mandatory.

Stands 1 thru 24,

31 thru 48, and

91 thru 98:

- Rotation of ACFT is prohibited.

Stands 9 thru 10R: - Push-back to TWY Z2, Z Orange 2 or Z Blue 2 in accordance with Tower instructions. Crew is obliged to inform the push-back staff which TWY line (color) the ACFT is to be pushed to.

Stand 36: - Taxi out from stand available only into TWY M1 towards TWY Z. Otherwise tow to TWY M1 or push-back to TWY A is required.

Stand 37: - Taxi out from stand available only into TWY M2 towards TWY E. Otherwise tow to TWY M2 or push-back to TWY A is required.

Stands 44 and 45: - For ACFT with wingspan above 171' / 52m push-back is mandatory.

Stands 61 thru 63: - Push-back is mandatory for ACFT greater than AN26.

Stands 7A, 12A,

44A, 95A and 98:

- Use of stand under marshalling guidance only.

Stands 1 thru 7 and

9 thru 24:

- Equipped with docking guidance system SAFEDOCK.

Apron 10:

- Available for temporary parking or as a holding bay for ACFT awaiting departure from RWY 29.

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. Otherwise an ACFT must be equipped with its own towing bar.

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WARSAW, POLAND

CHOPIN

11 JUL 14

(10-1P3)

.Eff.24.Jul.

.AIRPORT.BRIEFING.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

2.1.1. GENERAL PROCEDURE WHEN NO STARS ARE IN USE

Set transponder to code 7600, maintain last assigned and acknowledged altitude/FL. Proceed to WAR. Descend over WAR to 4000'. Then proceed FAP ILS RWY 11 or FAF VOR RWY 11, execute approach and land (ILS or VOR RWY 11). If landing is not possible, execute missed approach and proceed to FAP/FAF of most convenient RWY, execute approach and land.

2.1.2. PROCEDURE WHEN CONDUCTING A STAR

2.1.2.1. RNAV-1 (P-RNAV) APPROVED ACFT

If a STAR was assigned and acknowledged by air crew, set transponder to 7600, continue with flight plan 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.

If a STAR was assigned and acknowledged by air crew and vectoring as initiated, set transponder to 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min (from setting 7600). Then proceed direct to FAP/FAF, execute approach (ILS or VOR) and land. Descending shall be executed in accordance with vertical restrictions specified on chart.

If a STAR was not assigned, set transponder to 7600, proceed according to flight plan and flight planned 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. If landing is not possible execute missed approach and proceed to FAF/FAP of most convenient RWY, execute approach (ILS or VOR) and land.

2.1.2.2. RNAV-1 (P-RNAV) NOT APPROVED ACFT

Set transponder to code 7600, maintain last assigned and acknowledged altitude/FL. Proceed to WAR. Descend over WAR to 4000'. Then proceed FAP ILS RWY 11 or FAF VOR RWY 11, execute approach and land (ILS or VOR RWY 11). If landing is not possible, execute missed approach and proceed to FAP/FAF of most convenient RWY, execute approach and land.

2.2. SPEED RESTRICTIONS

Speed Adjustments on Approach:

IAS 160 KT when established on ILS CAT II or LOC (for RWYs 11 and 33) or when performing VOR approaches (all RWYs).

Maintain until D4.0 WAS (ILS RWY 11), D4.0 WA (ILS RWY 33) or from D8.0 OKC (VOR approaches).

If unable to comply, notify ATC immediately.

2.3. NOISE ABATEMENT PROCEDURES

2.3.1. REVERSE THRUST

Except in emergency situations, ACFT are recommended to reduce the application of reverse thrust between 2200-0600LT.

2.4. CAT II OPERATIONS

RWYs 11 and 33 are approved for CAT II operations, special aircrew and ACFT certification required.

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WARSAW, POLAND

CHOPIN

11 JUL 14

10-1P4

.Eff.24.Jul.

.AIRPORT.BRIEFING.

2. ARRIVAL

2.5. RWY OPERATIONS

2.5.1. MINIMUM RWY OCCUPANCY TIME

For RWY 11, use TWY N1, where possible as preferred exit.

For RWY 33, use the rapid exit TWYs S1 and S2, where possible as preferred exit.

It is essential to adjust landing roll speed to cross RWY intersection efficiently.

2.6. TAXI PROCEDURES

If not specified otherwise by TWR, after finishing landing roll and vacating the RWY, the crew shall establish communication with Ground.

2.7. OTHER INFORMATION

2.7.1. CONTINUOUS DESCENT APPROACH (CDA)

CDA Technique:

Arrange descent to pass 7000' AMSL within 25 track miles to touchdown.

Expect track miles information or base leg information from ATC at or above 7000' AMSL.

At or before downwind position maintain IAS 220 KT or minimum clean speed, whichever is greater.

ATC R/T Example at or above 7000' AMSL:

- 25 track miles to touchdown, when ready descend.
- Expect base leg after/before/between WPT.
- Expect full procedure.

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WARSAW, POLAND

CHOPIN

11 JUL 14

(10-1P5)

.Eff.24.Jul.

.AIRPORT.BRIEFING.

3. DEPARTURE

3.1. DE-ICING

De-icing of ACFT allowed only on Aprons 7A, 10 and 13.

Report the necessity for de-icing first to your ramp agent.

When requesting ATC clearance, report the necessity for de-icing to OKECIE Delivery only when completely ready (doors closed, ready for start-up/push-back).

On OKECIE Delivery request, for start-up/push-back monitor OKECIE Ground.

De-icing position will be assigned depending on Air Traffic Flow and ACFT type, taxi according ATC instructions.

Enter de-icing stands only with Follow-me guidance.

ACFT taxiing to the de-icing position without following this procedure will not be accepted and sent back to a remote stand.

ATC is not responsible for de-icing neither has contact with de-icing agents.

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

In order to receive en-route clearance, following info has to be passed to OKECIE Delivery 10 min prior to getting ready for push-back or start-up:

- ACFT call sign;
- Parking stand number;
- APT of destination;
- Planned cruising level;
- Any changes to flight plan.

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

Stand 70: Start-up engines on TWY D after prior push-back by towing car.

3.3. NOISE ABATEMENT PROCEDURES

To reduce noise level in the areas adjacent to the aerodrome, operators of ACFT shall follow noise abatement procedures adequate for the specific ACFT type.

If no noise abatement procedures for the ACFT type are available, it is recommended that departures are performed in accordance with ICAO Noise Abatement Departure Procedure 1 (NADP 1) as specified in the Appendix to Chapter 3 of ICAO Doc 8168, ACFT Operations, VOL. I, Flight Procedures, Part I, Section 7.

3.4. RWY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

Pilots shall ensure, commensurate with safety and standard operating procedures, that they are able to taxi into correct position and line-up on the RWY as soon as the preceding ACFT has commenced its take-off roll or its landing roll.

Where possible, cockpit checks and cabin readiness shall be completed prior to line-up and any actions requiring completion on the RWY shall be kept to the minimum.

Pilots not able to comply with these requirements shall notify ATC as soon as possible.

3.5. COMMUNICATION FAILURE PROCEDURE

3.5.1. GENERAL PROCEDURE WHEN NO SIDS ARE IN USE

Set transponder to code 7600, maintain last assigned and acknowledged altitude/FL. Proceed to WAR. Descend over WAR to 4000'. Then proceed FAP ILS RWY 11 or FAF VOR RWY 11, execute approach and land (ILS or VOR RWY 11). If landing is not possible, execute missed approach and proceed to FAP/FAF of most convenient RWY, execute approach and land.

3.5.2. PROCEDURE WHEN CONDUCTING A SID

Set transponder to 7600, continue on assigned and acknowledged SID.

After 3 min, climb to planned FL. If being vectored, continue on assigned heading for 3 min. Then proceed direct to last SID waypoint, climbing to planned FL.

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6 SEP 13

10-1R

Eff. 19.Sep. .RADAR.MINIMUM.ALTITUDES.

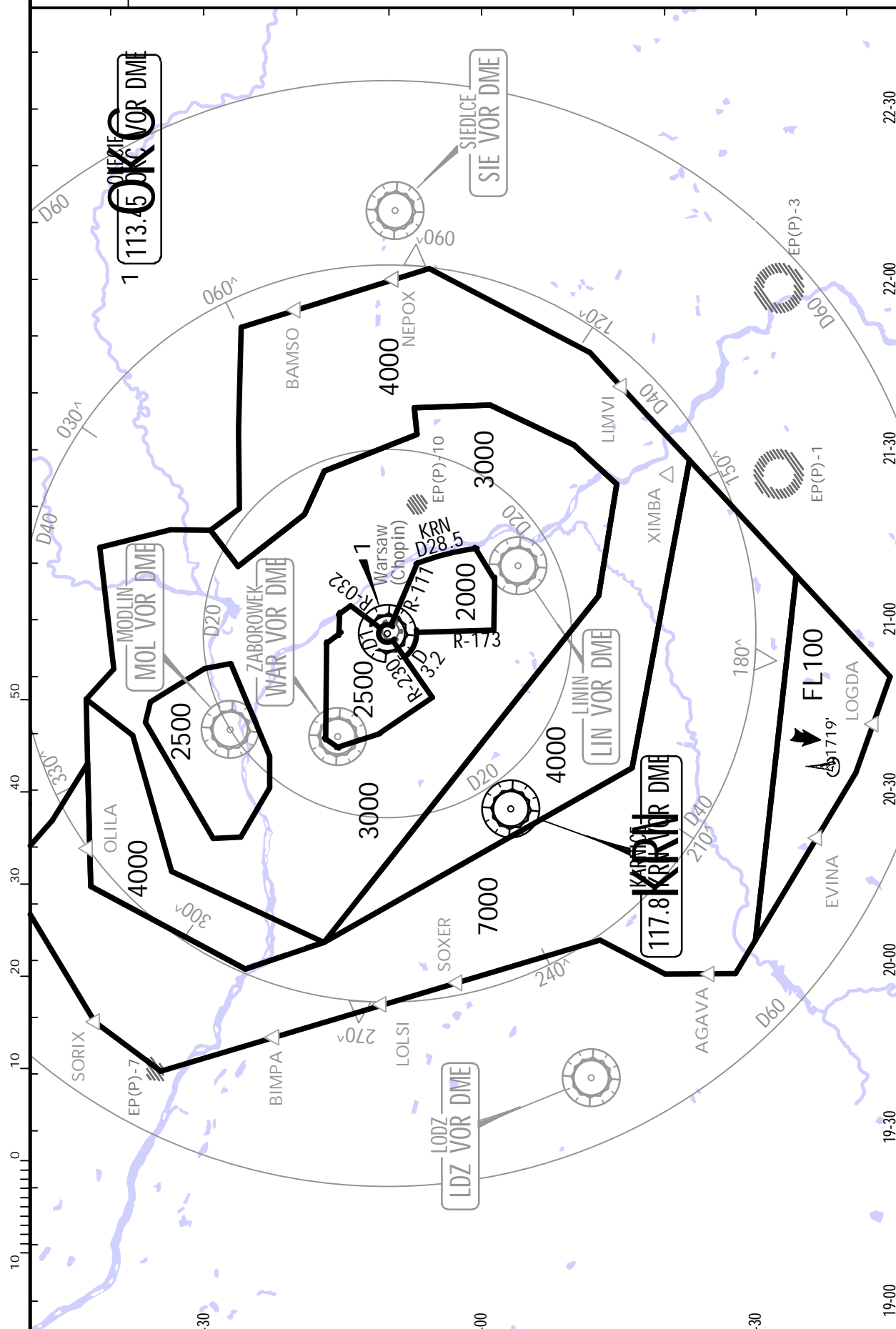
WARSAW, POLAND

Apt Elev
362'

Alt Set: hPa (MM on request)

Trans level: By ATC Trans alt: 6500'

The MRVA values already include a correction for temperature higher and equal -25°C.



EPWA/WAW
CHOPIN JEPPESEN
29 MAR 13 10-2 .Eff.4.Apr.WARSAW, POLAND
.RNAV.STAR.

RNAV ARRIVAL INSTRUCTIONS

1. General

Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). The turn to final approach is usually performed by radar vectors to expedite traffic handling and for separation reasons.

2. Equipment

RNAV-1 (P-RNAV) approval required to conduct these procedures without additional restrictions. However it is possible to utilize P-RNAV trajectories by RNAV-5 only approved aircraft.

The following restriction apply: Aircraft equipped with RNAV-5 systems without navigation database, and requiring manual data input are exempted from the utilization of RNAV-1 (P-RNAV) procedures.

Non RNAV-1 (P-RNAV) aircraft: advise ATC upon first contact. Radar vectoring will be provided usually along published procedures. Such aircraft may expect delays and/or extended routing during peak hours.

3. Holdings

All holding patterns are available for non RNAV-1 (P-RNAV) approved aircraft. Holding at BABAS, KOGUD, MAVIV and OBAVA used for TMA RWY configuration change and during unexpected events (refer to 10-2A)

4. Vertical planning

Pilots should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. If possible, CDA should be applied.

5. Continuous Descent Approach (CDA)

CDA technique:

Arrange descent to pass 7000' AMSL within 25 track miles to touchdown.

EXPECT track miles information or base leg information from ATC at or above 7000' AMSL, but do not turn on base leg until instructed.

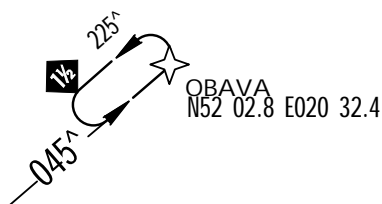
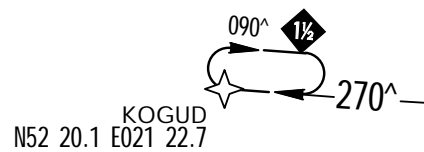
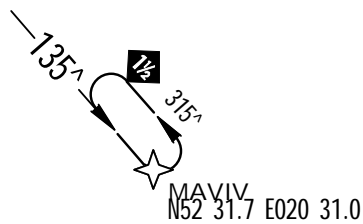
At or before downwind position maintain IAS 220 KT or minimum clean speed, whichever is greater.

EPWA/WAW
CHOPIN

29 MAR 13 **JEPPESEN**
(10-2A) .Eff.4.Apr.

WARSAW, POLAND
.RNAV.STAR.

HOLDINGS FOR TMA RWY CONFIGURATION CHANGE AND UNEXPECTED EVENTS



EPWA/WAW

CHOPIN

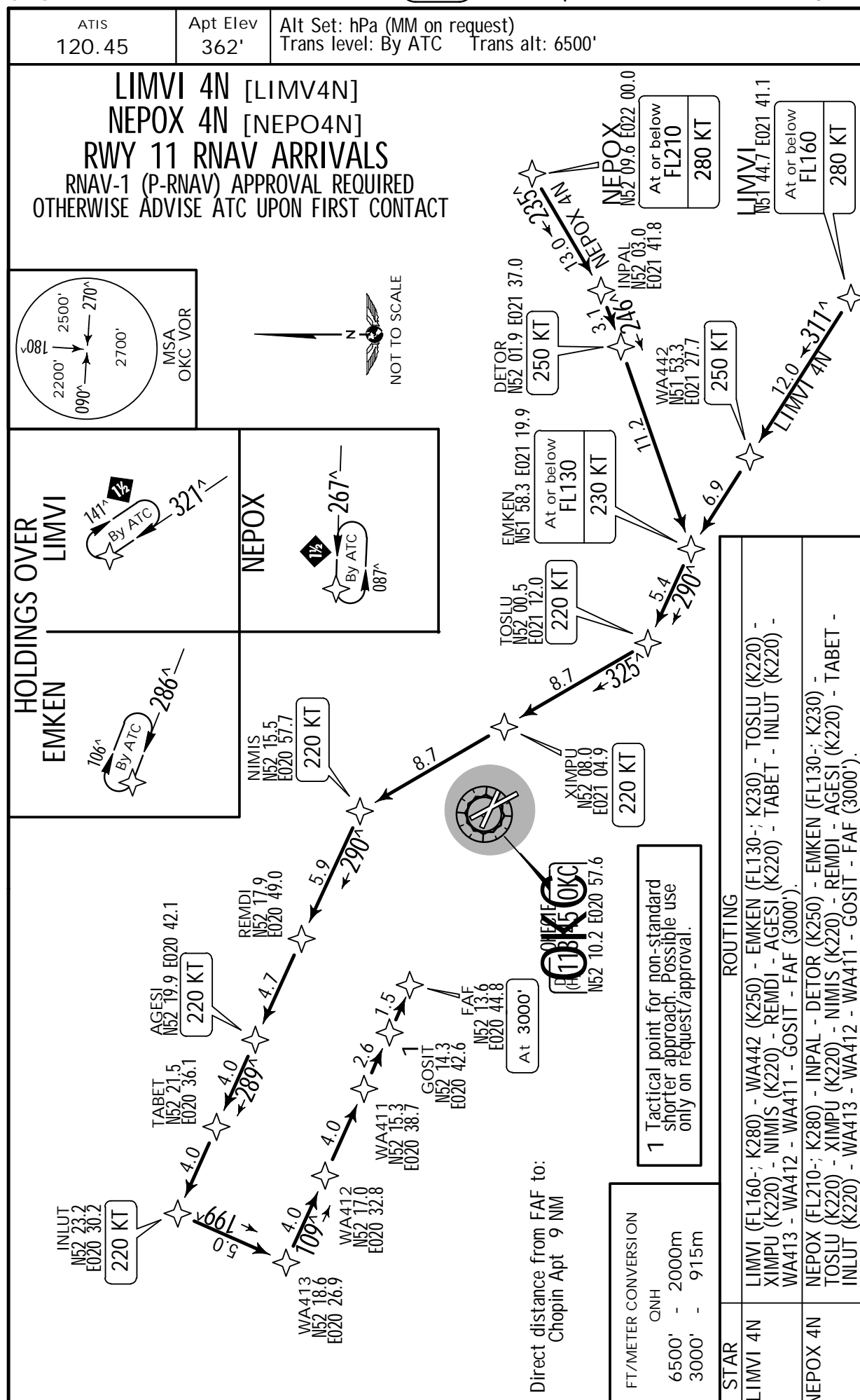
29 MAR 13

10-2B

.Eff. 4 Apr.

WARSAW, POLAND

.RNAV.STAR.



EPWA/WAW

CHOPIN



29 MAR 13

10-2C

.Eff.4.Apr.

WARSAW, POLAND

.RNAV.STAR.

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EPWA/WAW

CHOPIN

31 JAN 14

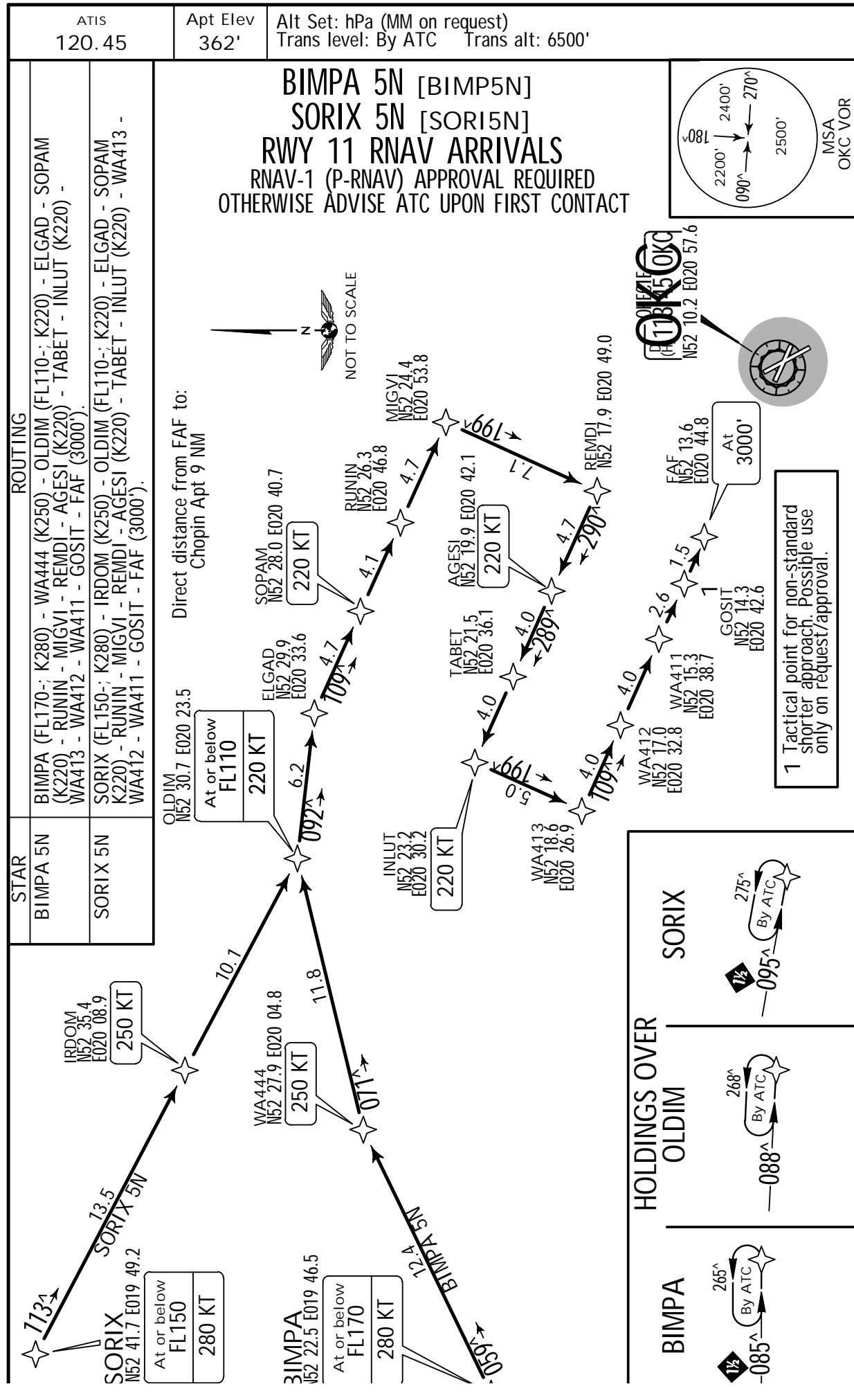
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(10-2D)

.Eff.6.Feb.

WARSAW, POLAND

.RNAV.STAR.



EPWA/WAW

CHOPIN

31 JAN 14

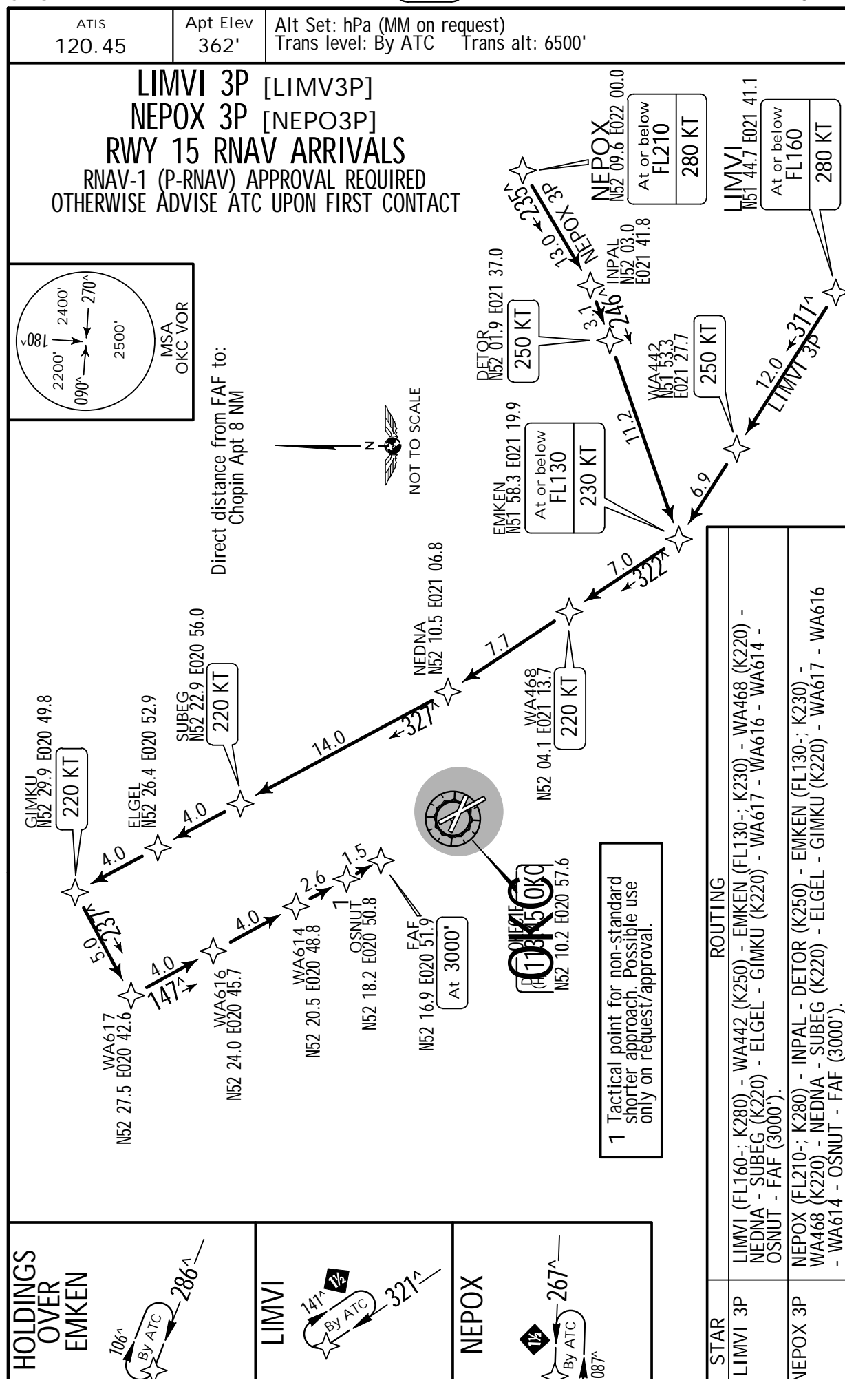
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WARSAW, POLAND

.RNAV.STAR.



EPWA/WAW

CHOPIN

JEPPESEN

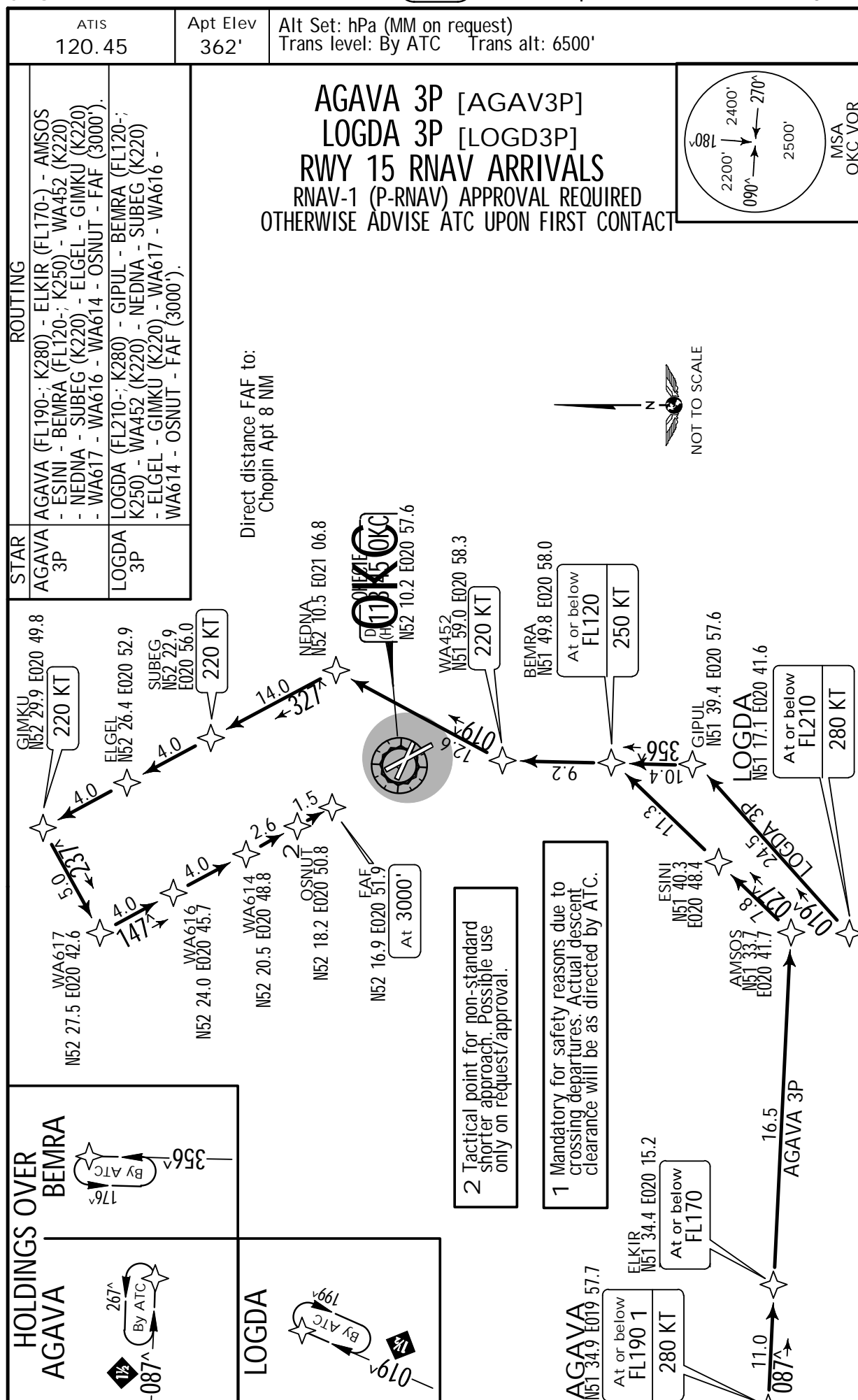
6 SEP 13

10-2F

.Eff.19.Sep.

WARSAW, POLAND

.RNAV.STAR.



EPWA/WAW

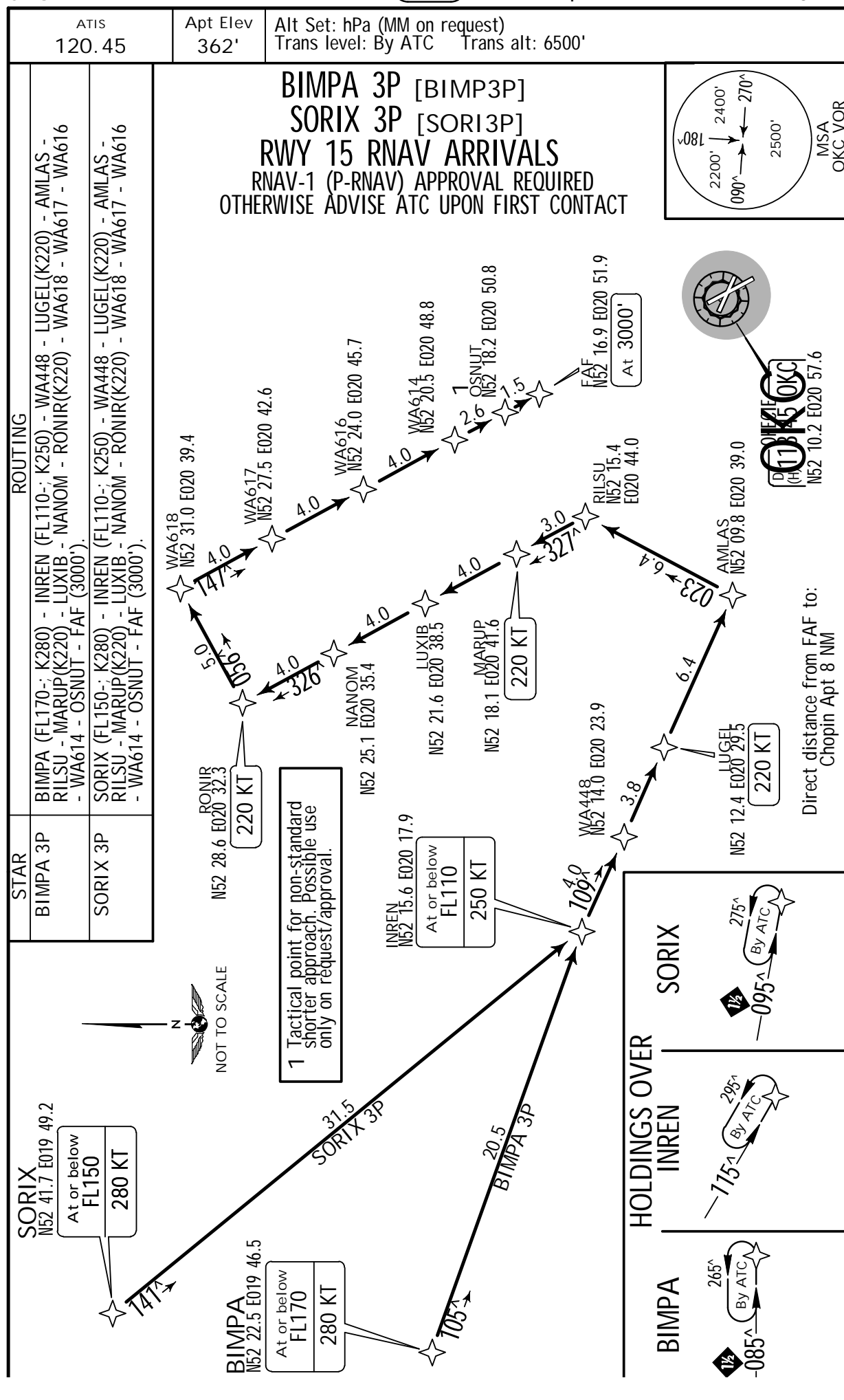
CHOPIN

JEPPESEN

6 SEP 13 10-2G .Eff.19.Sep.

WARSAW, POLAND

.RNAV.STAR.



EPWA/WAW

CHOPIN

JEPPESEN

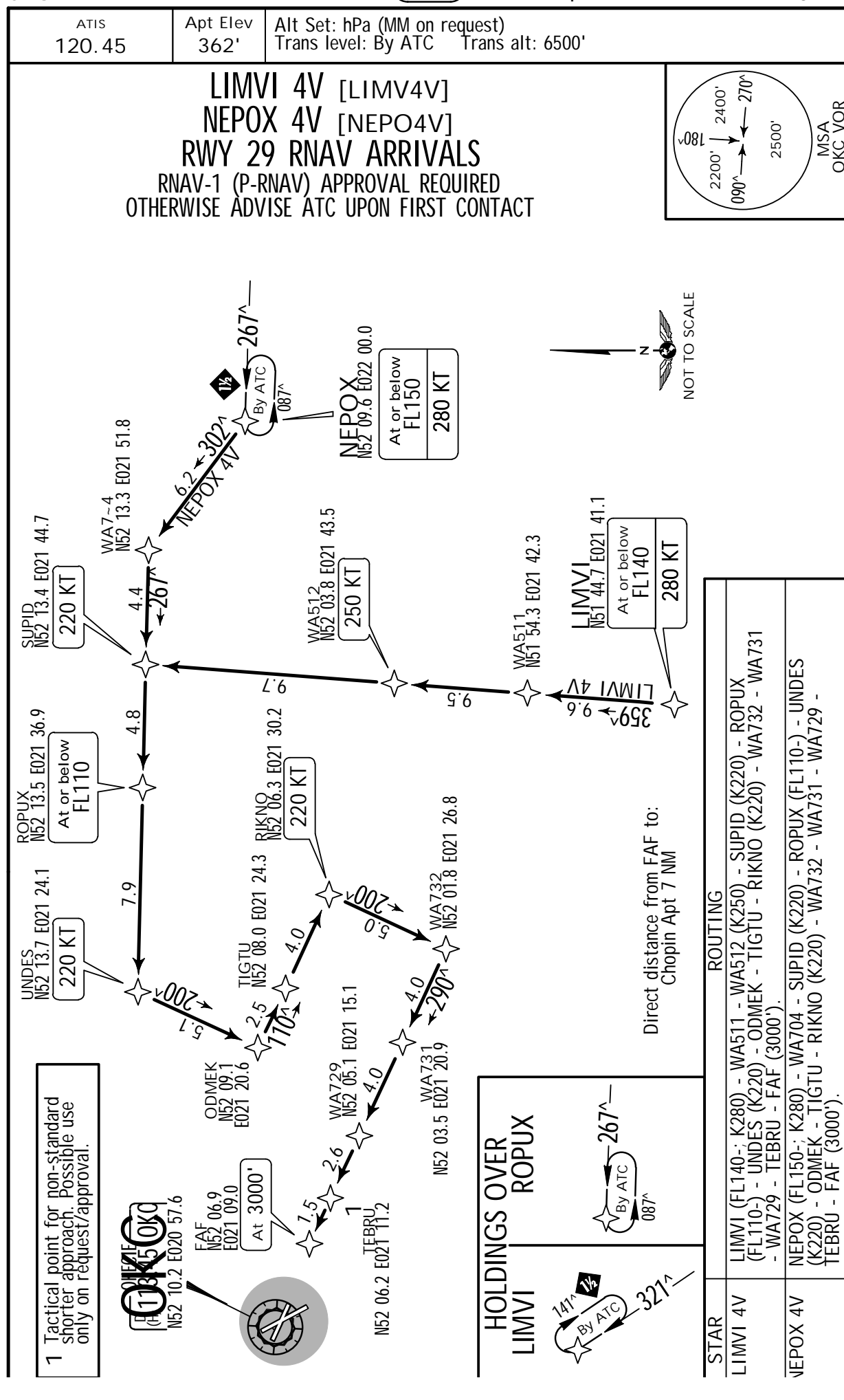
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10-2H

.Eff.19.Sep.

WARSAW, POLAND

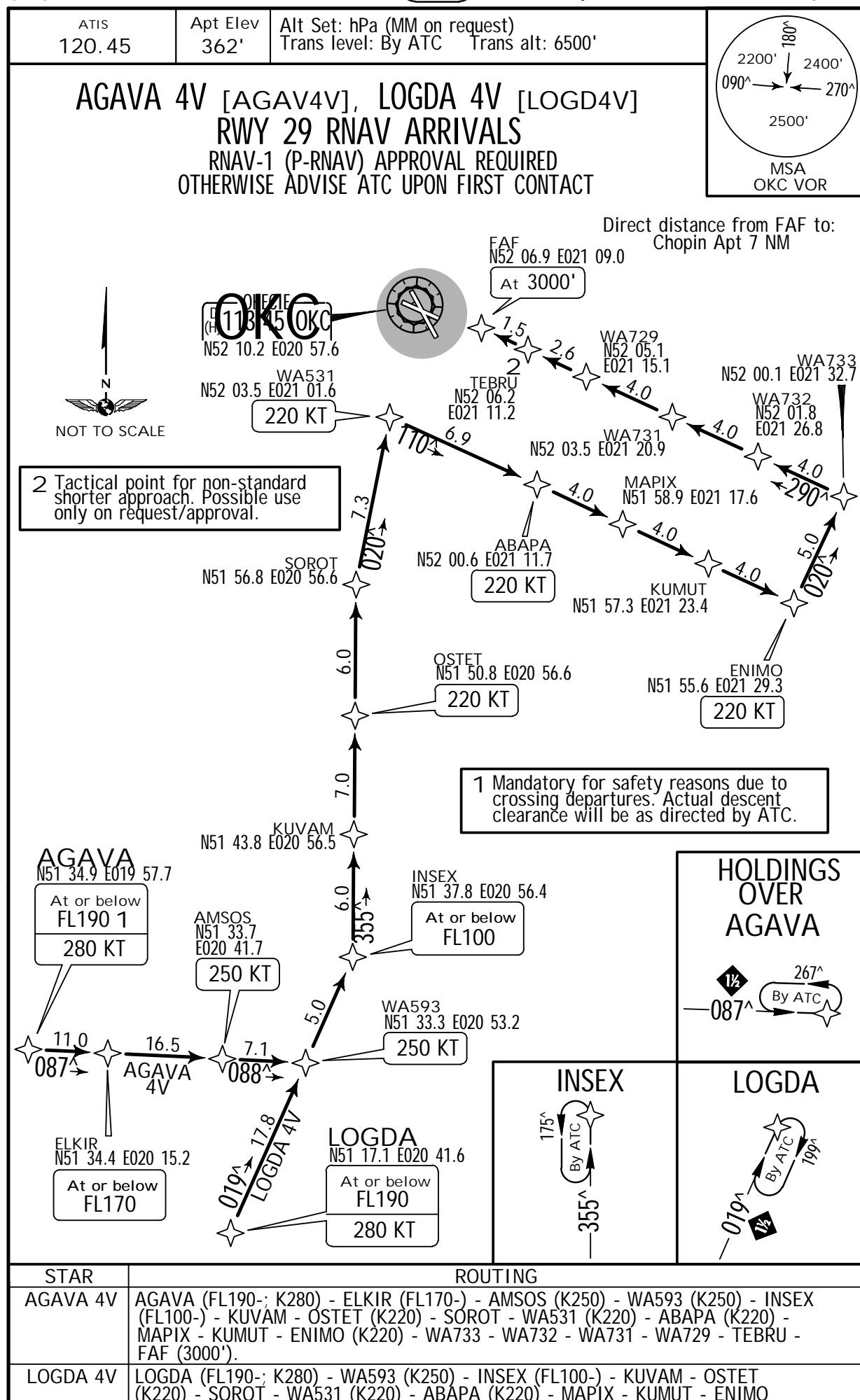
.RNAV.STAR.



EPWA/WAW
 CHOPIN

JEPPesen
 6 SEP 13 10-2J .Eff.19.Sep.

WARSAW, POLAND
 .RNAV.STAR.



EPWA/WAW

CHOPIN

JEPPESEN

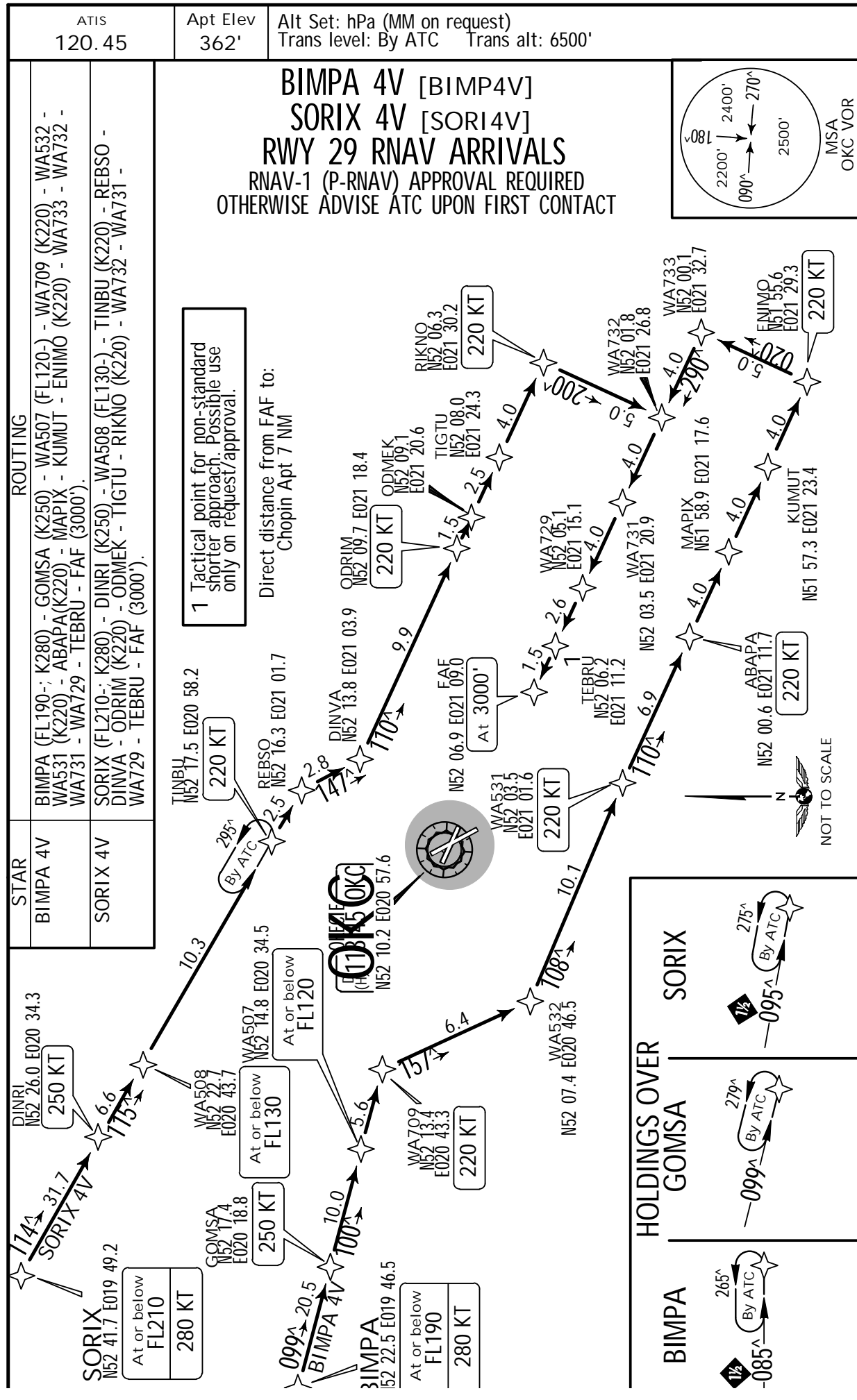
1 NOV 13

10-2K

.Eff.14.Nov.

WARSAW, POLAND

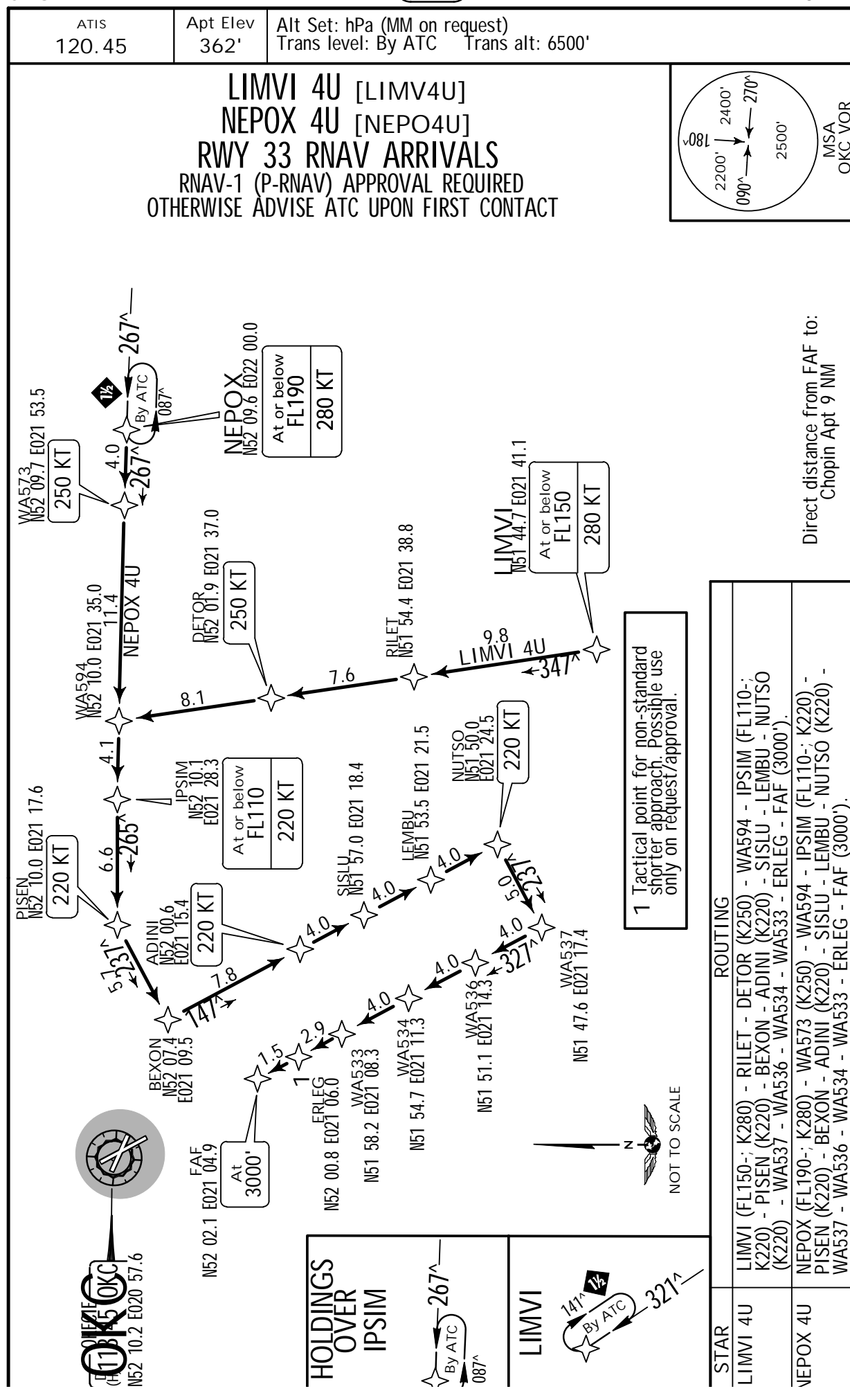
.RNAV.STAR.



EPWA/WAW
CHOPIN

JEPPESEN
1 NOV 13 10-2L .Eff.14.Nov.

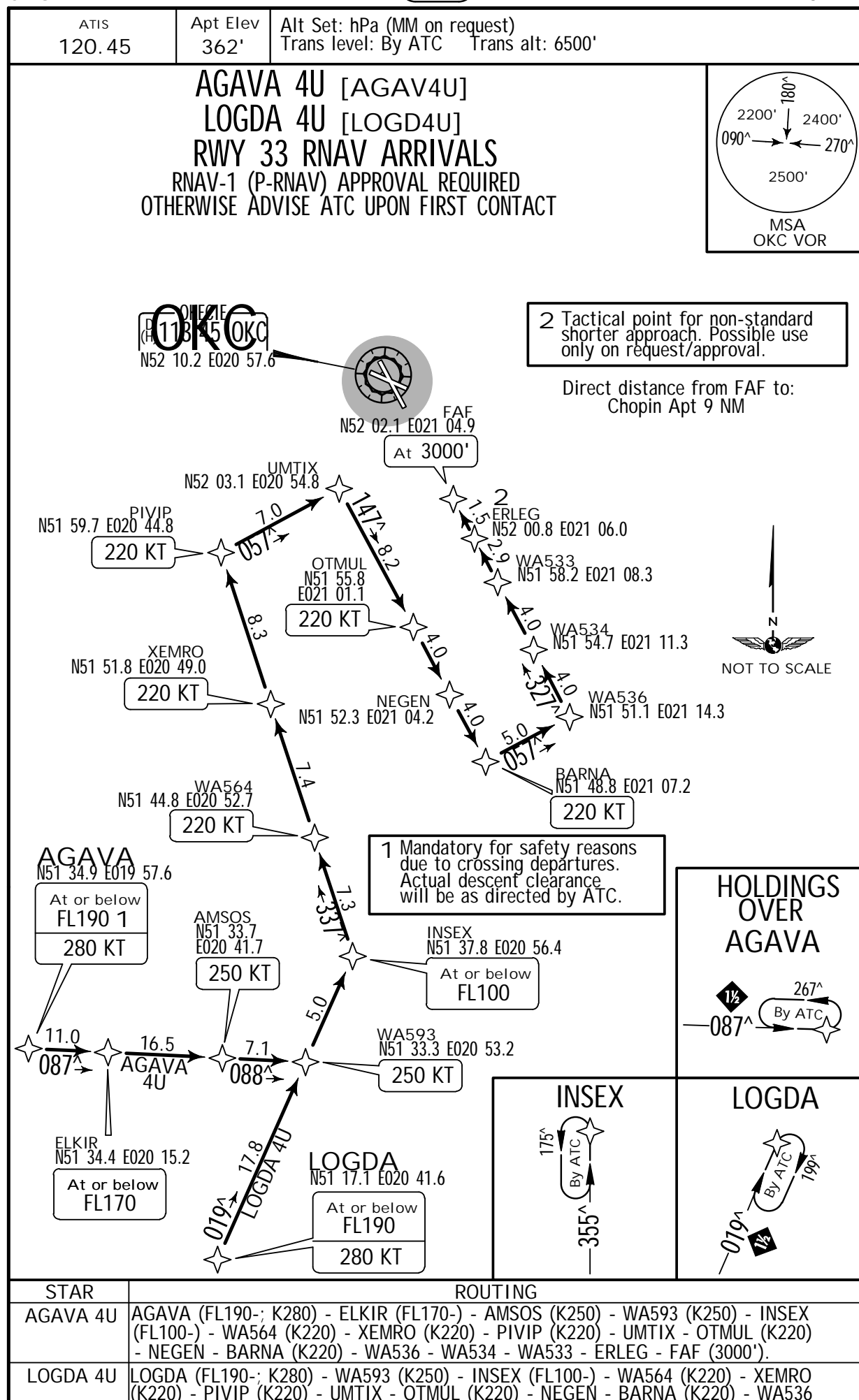
WARSAW, POLAND
.RNAV.STAR.



EPWA/WAW
CHOPIN

JEPPESEN
1 NOV 13 (10-2M) .Eff.14.Nov.

WARSAW, POLAND
.RNAV.STAR.



EPWA/WAW

CHOPIN

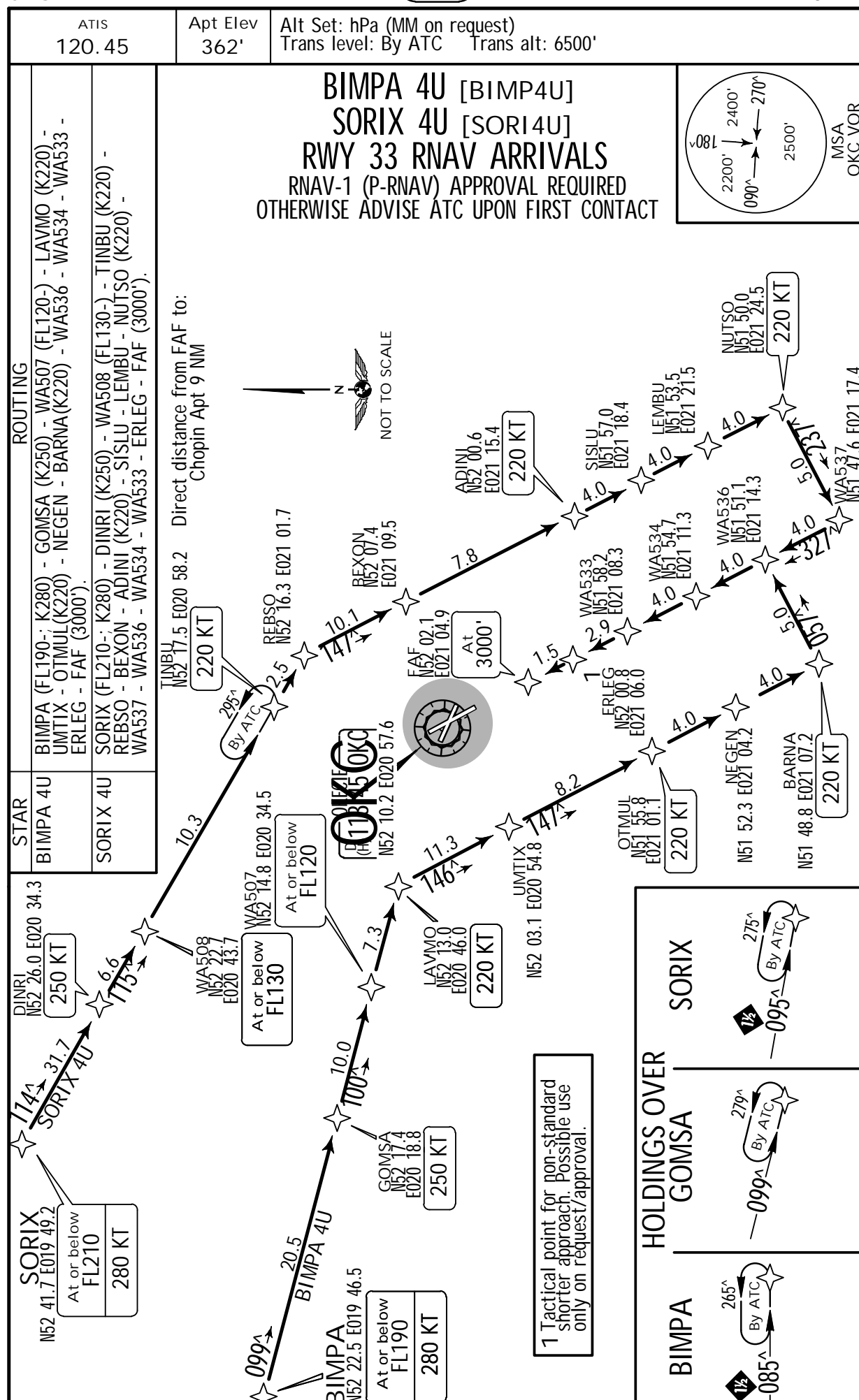
1 NOV 13

10-2N

.Eff.14.Nov.

WARSAW, POLAND

.RNAV.STAR.



EPWA/WAW
CHOPIN JEPPESEN
29 MAR 13 10-3 .Eff.4.Apr.WARSAW, POLAND
.RNAV.SID.

RNAV DEPARTURE INSTRUCTIONS

1. General

Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours).

2. Equipment

RNAV-1 (P-RNAV) approval required to conduct these procedures without additional restrictions. However it is possible to utilize P-RNAV trajectories by RNAV-5 only approved aircraft.

The following restriction apply: Aircraft equipped with RNAV-5 systems without navigation database, and requiring manual data input are exempted from the utilization of RNAV-1 (P-RNAV) procedures.

Non RNAV-1 (P-RNAV) aircraft: advise ATC upon first contact. Radar vectoring will be provided usually along published procedures. Such aircraft may expect delays and/or extended routing during peak hours.

3. Vertical planning

If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

EPWA/WAW

CHOPIN

12 SEP 14

10-3B

.Eff.18.Sep.

WARSAW, POLAND

.RNAV.SID.

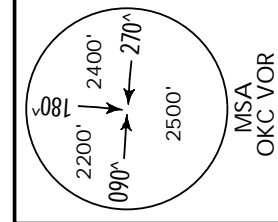
Apt Elev
362'

Trans level: By ATC Trans alt: 6500'

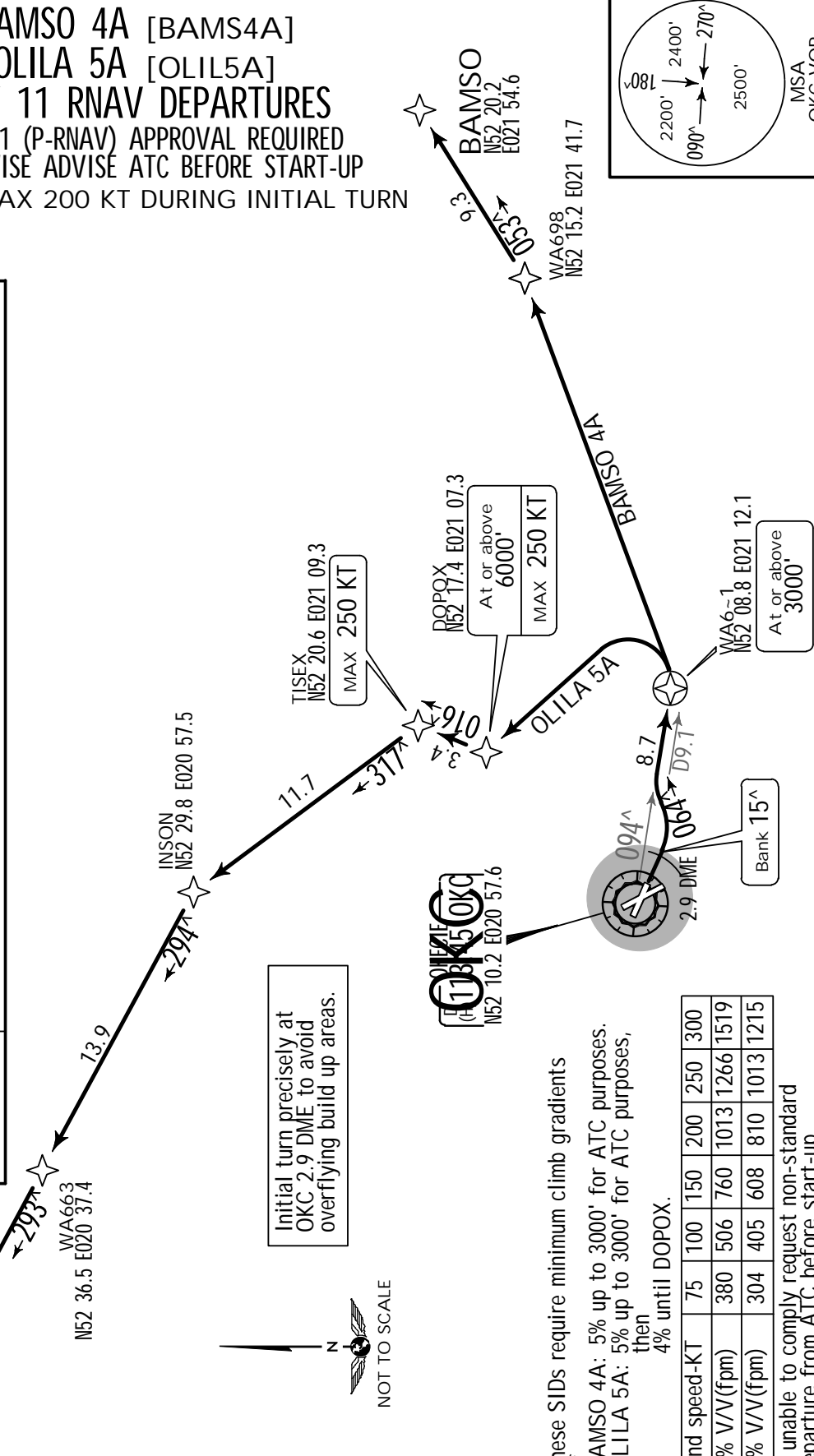
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000'.
3. EXPECT close-in obstacles.
4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

BAMSO 4A [BAMS4A]
OLILA 5A [OLIL5A]
RWY 11 RNAV DEPARTURES
 RNAV-1 (P-RNAV) APPROVAL REQUIRED
 OTHERWISE ADVISE ATC BEFORE START-UP

SPEED: MAX 200 KT DURING INITIAL TURN



Climb to 6000' and maintain, unless otherwise cleared by ATC.	
SID	ROUTING
BAMSO 4A	On runway track to OKC 2.9 DME, turn LEFT, intercept OKC R-094 to WA601 (3000') - WA698 - BAMSO.
OLILA 5A	On runway track to OKC 2.9 DME, turn LEFT, intercept OKC R-094 to WA601 (3000') - DOPOX (6000' +; K250-) - TISEX (K250-) - INSON - WA663 - OLILA.



EPWA/WAW

CHOPIN

12 SEP 14

JEPPESEN

(10-3C)

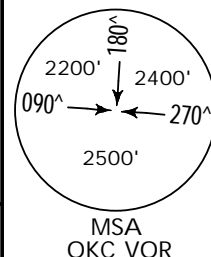
.Eff.18.Sep.

WARSAW, POLAND

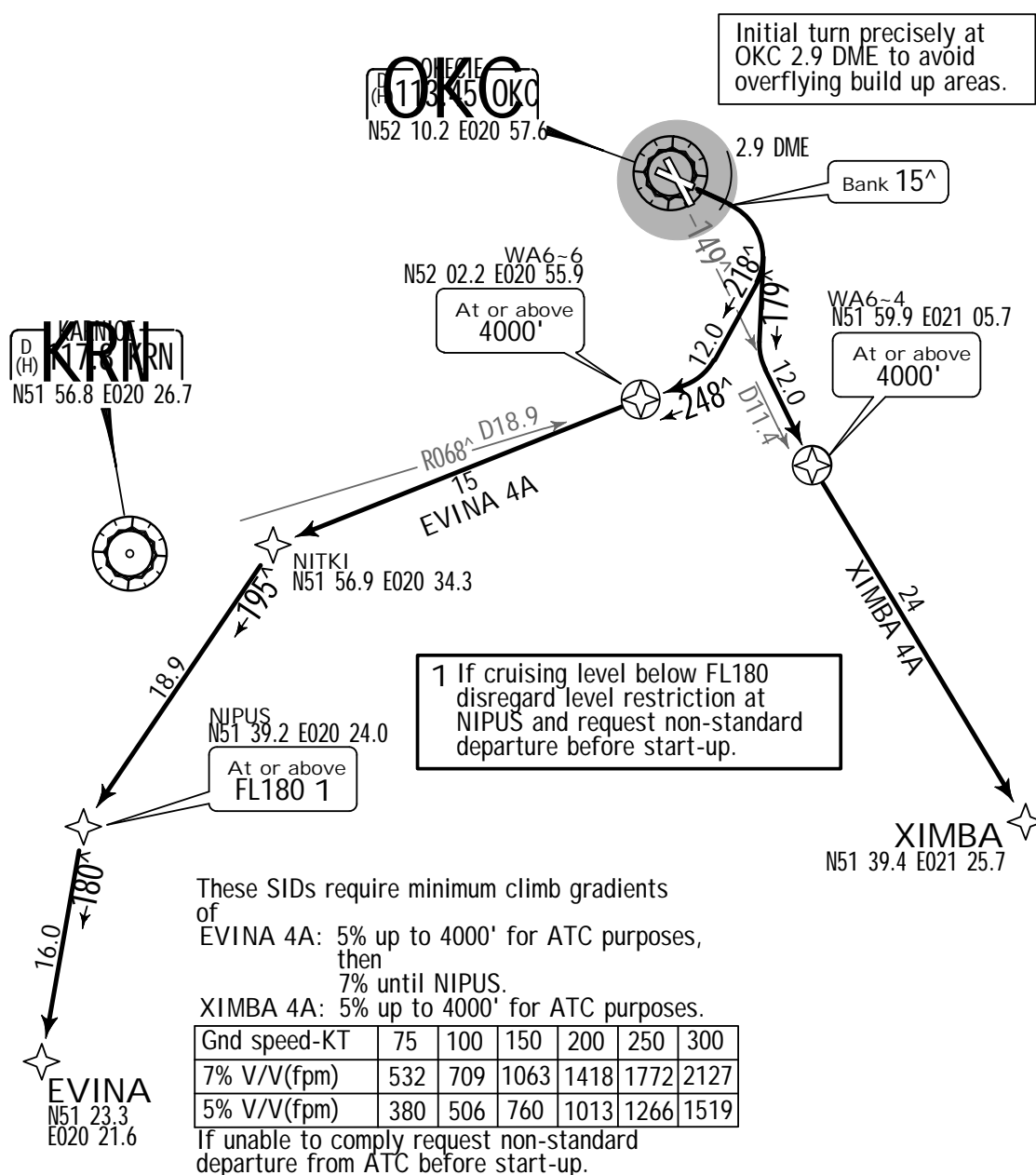
.RNAV.SID.

Apt Elev
362'

- Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
 2. Conventional navigation to 3000'.
 3. EXPECT close-in obstacles.
 4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.



EVINA 4A [EVIN4A]
XIMBA 4A [XIMB4A]
RWY 11 RNAV DEPARTURES
 RNAV-1 (P-RNAV) APPROVAL REQUIRED
 OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: MAX 200 KT DURING INITIAL TURN



Climb to 6000' and maintain, unless otherwise cleared by ATC.

SID	ROUTING
EVINA 4A	On runway track to OKC 2.9 DME, turn RIGHT, intercept KRN R-068 inbound to WA606 (4000'+) - NITKI - NIPUS (FL180+) - EVINA.
XIMBA 4A	On runway track to OKC 2.9 DME, turn RIGHT, intercept OKC R-149 to WA604

EPWA/WAW
CHOPIN

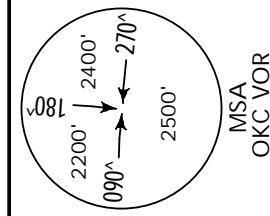
JEPPESSEN
12 SEP 14 10-3D .Eff.18.Sep.

WARSAW, POLAND
.RNAV.SID.

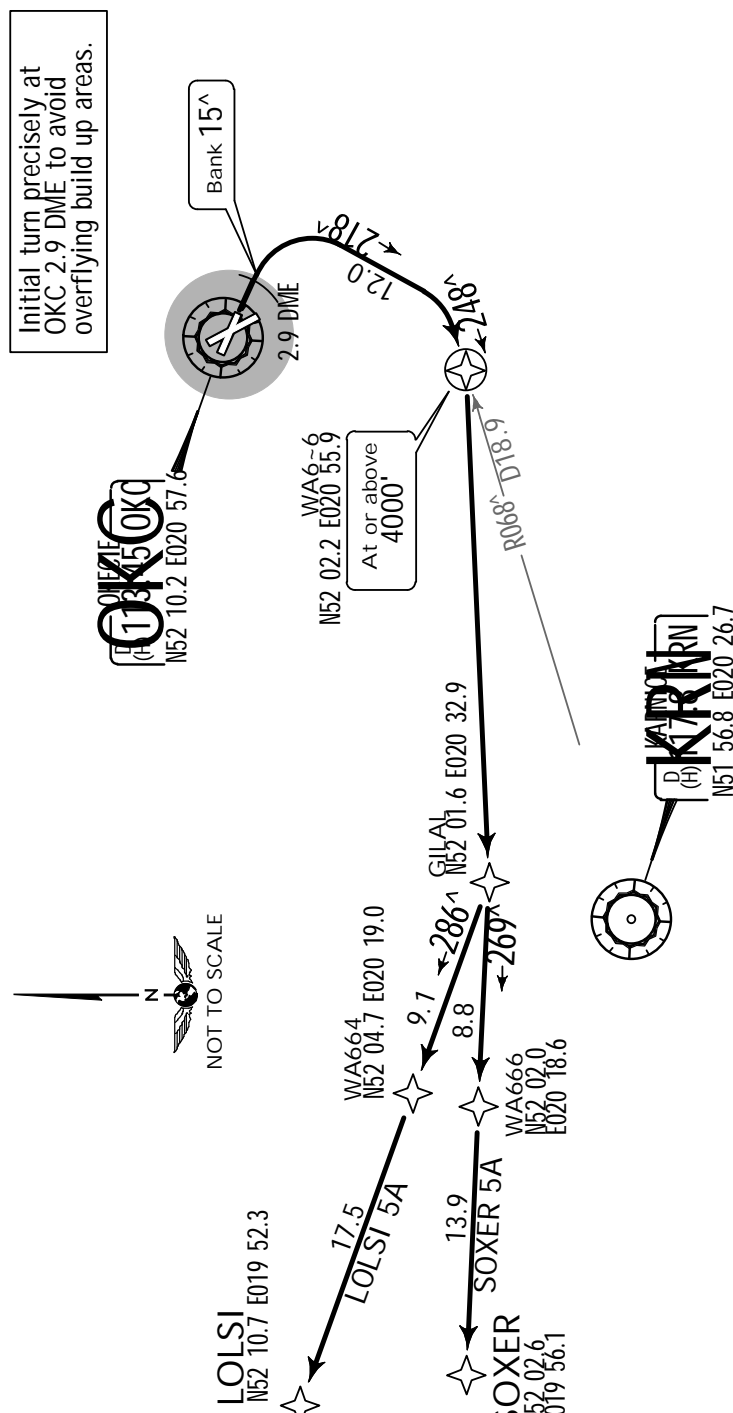
Apt Elev
362'

Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000'.
3. EXPECT close-in obstacles.
4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

LOLSI 5A [LOLS5A]
SOXER 5A [SOXE5A]
RWY 11 RNAV DEPARTURES
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: MAX 200 KT DURING INITIAL TURN



Climb to 6000' and maintain, unless otherwise cleared by ATC.	
SID	ROUTING
LOLSI 5A	On runway track to OKC 2.9 DME, turn RIGHT, intercept KRN R-068 inbound to WA606 (4000'+) - GILAL - WA664 - LOLSI.
SOXER 5A	On runway track to OKC 2.9 DME, turn RIGHT, intercept KRN R-068 inbound to WA606 (4000'+) - GILAL - WA666 - SOXER.



These SIDs require a minimum climb gradient of 200 ft per 1000 ft up to 4000' for ATC purposes.

Ind speed-KT	75	100	150	200	250	300
% V/V(fpm)	380	506	760	1013	1266	1519

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

EPWA/WAW
CHOPIN

JEPPESSEN
12 SEP 14 (10-3E) .Eff.18.Sep.

WARSAW, POLAND
.RNAV.SID.

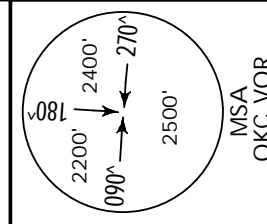
Apt Elev
362'

Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000'.
3. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

**BAMSO 4D [BAMS4D]
OLILA 4D [OLIL4D]
RWY 15 RNAV DEPARTURES**

**RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP**

SPEED: MAX 200 KT DURING INITIAL TURN



Climb to 6000' and maintain, unless otherwise cleared by ATC.

SID	ROUTING
BAMSO 4D	On runway track to OKC 3.5 DME, turn LEFT, intercept KRN R-066 to WA651 (3000+) - WA657 - WA698 - BAMSO.
OLILA 4D	On runway track to OKC 3.5 DME, turn LEFT, intercept KRN R-066 to WA651 (3000+) - DOPOX (6000+) - TISEX (K250-) - INSON - WA663 - OLILA.

OLILA
N52 42.3 E020 19.7

12.3

WA663
N52 36.5 E020 37.4

13.9

INSON
N52 29.8 E020 57.5

11.7

TISEX
N52 20.6 E021 09.3

MAX 250 KT

DOPOX
N52 17.4 E021 07.3

MAX 250 KT

At or above 6000'

WA657
N52 11.2 E021 14.9

WA651
N52 05.9 E021 10.2

At or above 3000'

096°

071°

17.0

BAMSO 4D

9.3

BAMSO
N52 20.2 E021 54.6

071°

096°

071°

096°

071°

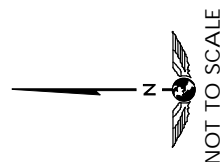
096°

071°

096°

071°

096°



These SIDs require minimum climb gradients

AMSO 4D: 5% up to 3000' for ATC purposes.

LILA 4D: 5% up to 3000' for ATC purposes,

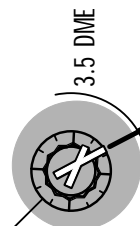
then 3.9% until DOPOX.

Ind speed-KT	75	100	150	200	250	300
% V/V(fpm)	380	506	760	1013	1266	1519
.9% V/V(fpm)	296	395	592	790	987	1185

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

OKC
N52 10.2 E020 57.6

Initial turn precisely at
OKC 3.5 DME to avoid
overflying build up areas.



3.5 DME

15°

096°

071°

096°

071°

096°

EPWA/WAW

CHOPIN

12 SEP 14

JEPPESEN

10-3F

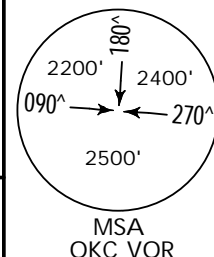
Eff. 18.Sep.

WARSAW, POLAND

.RNAV.SID.

Apt Elev
362'

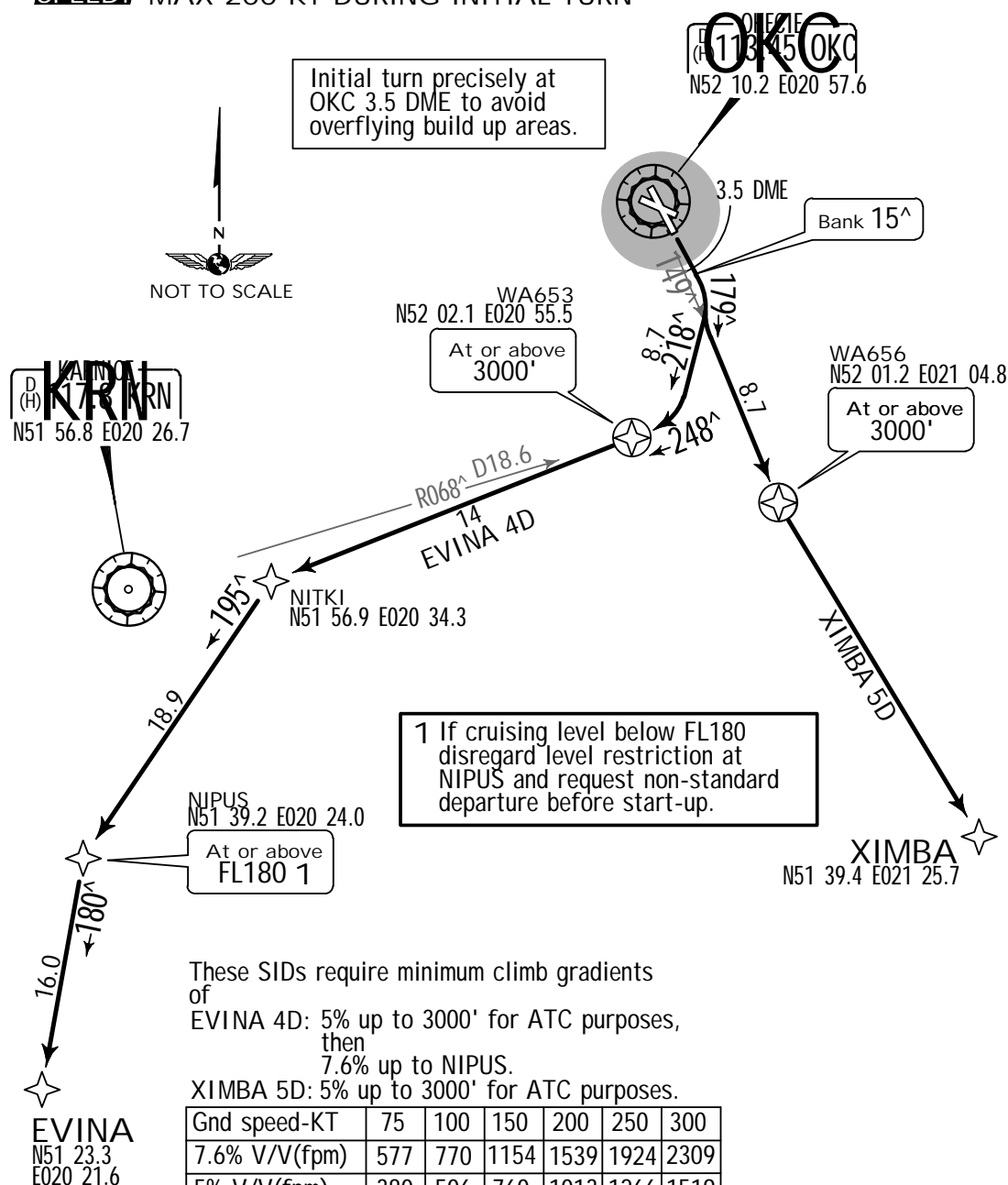
Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000'.
3. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.



EVINA 4D [EVIN4D]
XIMBA 5D [XIMB5D]
RWY 15 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP

SPEED: MAX 200 KT DURING INITIAL TURN



Climb to 6000' and maintain, unless otherwise cleared by ATC.

SID	ROUTING
EVINA 4D	On runway track to OKC 3.5 DME, turn RIGHT, intercept KRN R-068 inbound to WA653 (3000'+) - NITKI - NIPUS (FL180+) - EVINA.
XIMBA 5D	On runway track to OKC 3.5 DME, turn RIGHT, intercept OKC R-149 to WA656

EPWA/WAW

CHOPIN



12 SEP 14

10-3G

.Eff.18.Sep.

WARSAW, POLAND

.RNAV.SID.

Apt Elev
362'

Trans level: Bv ATC Trans alt: 6500'

1. As soon as possible contact WARS/SAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.

2. Conventional navigation to 3000'.

3. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

LOLSI 5D [LOLS5D]

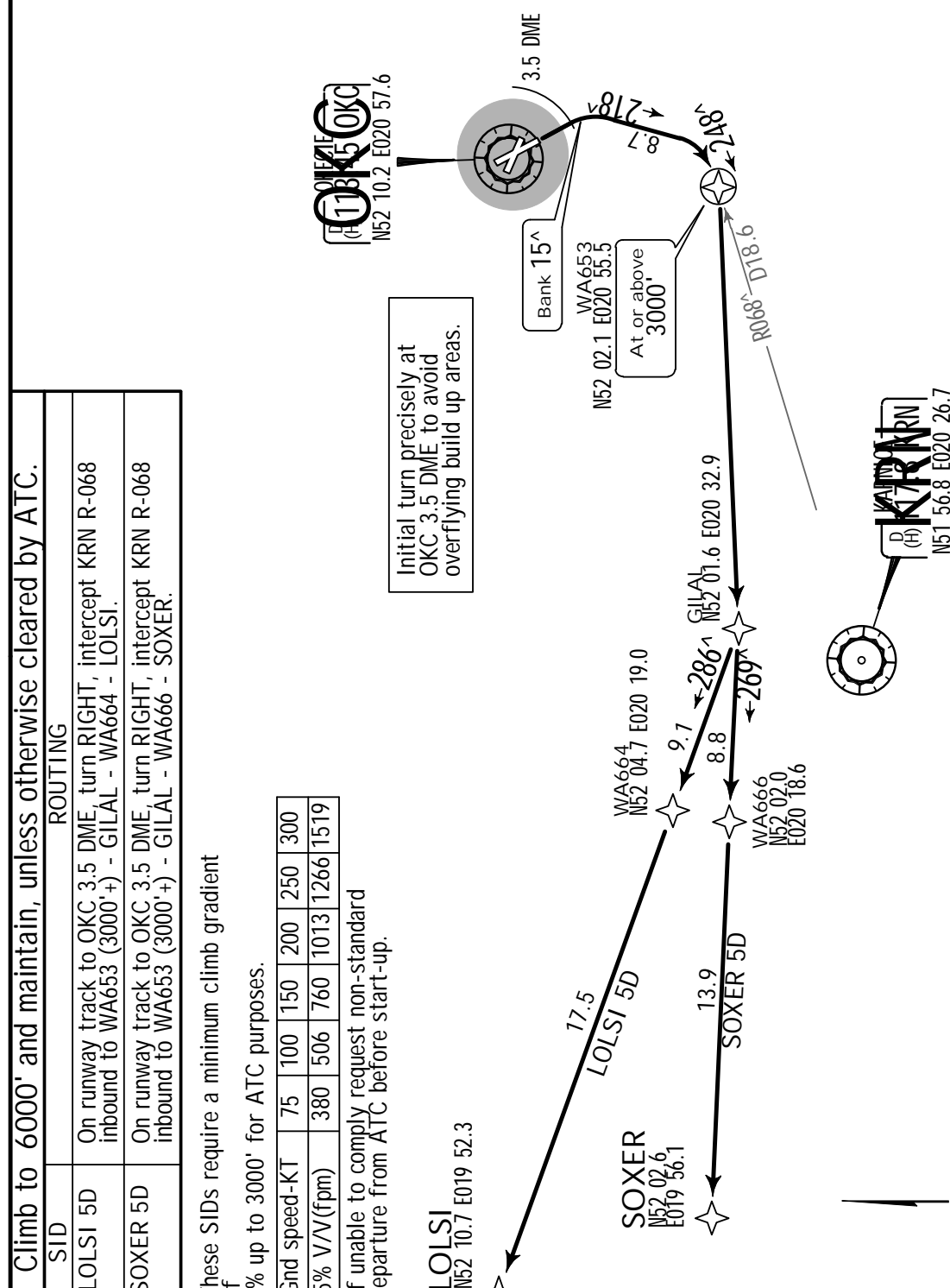
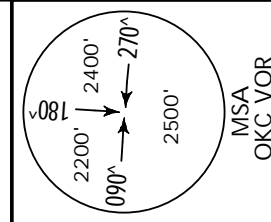
SOXER 5D [SOXE5D]

RWY 15 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED

OTHERWISE ADVISE ATC BEFORE START-UP

SPEED: MAX 200 KT DURING INITIAL TURN



Climb to 6000' and maintain, unless otherwise cleared by ATC.

SID	ROUTING
LOLSI 5D	On runway track to OKC 3.5 DME, turn RIGHT, intercept KRN R-068 inbound to WA653 (3000'+) - GILAL - WA664 - LOLSI.
SOXER 5D	On runway track to OKC 3.5 DME, turn RIGHT, intercept KRN R-068 inbound to WA653 (3000'+) - GILAL - WA666 - SOXER.

These SIDs require a minimum climb gradient

up to 3000' for ATC purposes.

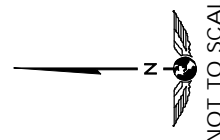
Gnd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519

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

L²LSI
N52 10.7 E019 52.3

SOXER
N52.02.6
E019.56.1

SOXER 5D



EPWA/WAW
CHOPIN

JEPPESSEN
12 SEP 14 10-3H .Eff.18.Sep.

WARSAW, POLAND
.RNAV.SID.

Apt Elev
362'

Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000'.
3. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

**BAMSO 4G [BAMS4G]
OLILA 4G [OLIL4G]
RWY 29 RNAV DEPARTURES**
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP

SPEEDS MAX 200 KT DURING INITIAL TURN

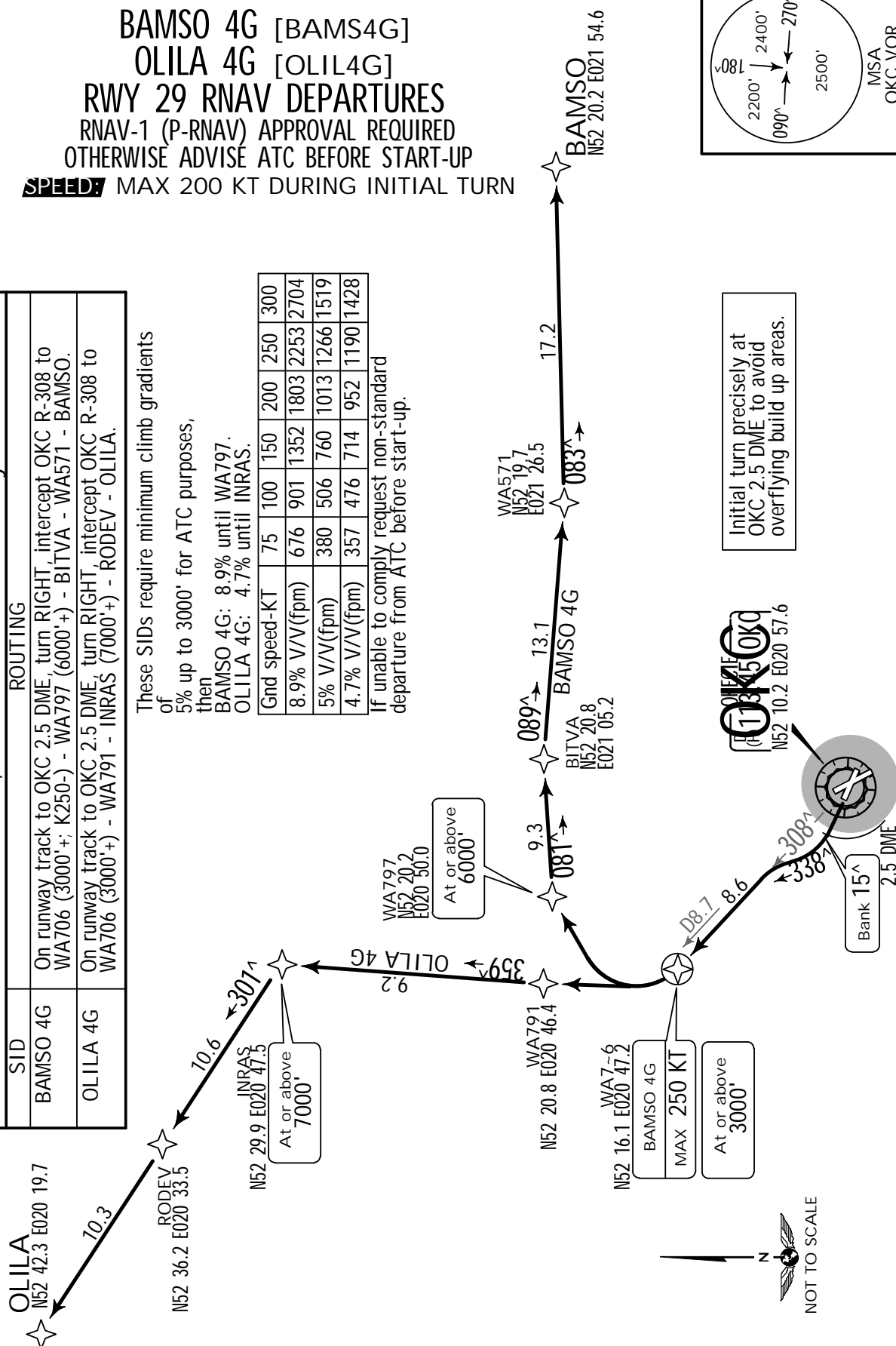
Climb to 6000' and maintain, unless otherwise cleared by ATC.	
ROUTING	
SID	ROUTING
BAMSO 4G	On runway track to OKC 2.5 DME, turn RIGHT, intercept OKC R-308 to WA706 (3000'+; K250-) - WA797 (6000'+) - BITVA - WA571 - BAMSO.
OLILA 4G	On runway track to OKC 2.5 DME, turn RIGHT, intercept OKC R-308 to WA706 (3000'+) - WA791 - INRAS (7000'+) - RODEV - OLILA.

These SIDs require minimum climb gradients

of 5% up to 3000' for ATC purposes, then
BAMSO 4G: 8.9% until WA797.
OLILA 4G: 4.7% until INRAS.

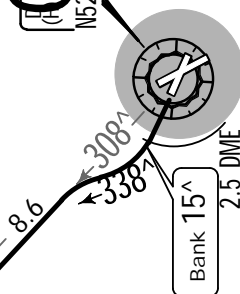
Gnd speed-KT	75	100	150	200	250	300
8.9% V/V(fpm)	676	901	1352	1803	2253	2704
5% V/V(fpm)	380	506	760	1013	1266	1519
4.7% V/V(fpm)	357	476	714	952	1190	1428

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

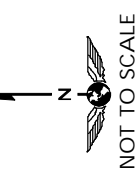


Initial turn precisely at
OKC 2.5 DME to avoid
overflying build up areas.

OKC
N52 10.2 E020 57.6



Bank 15°
2.5 DME



EPWA/WAW
CHOPIN

12 SEP 14

JEPPESEN

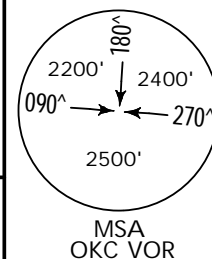
(10-3J)

.Eff.18.Sep.

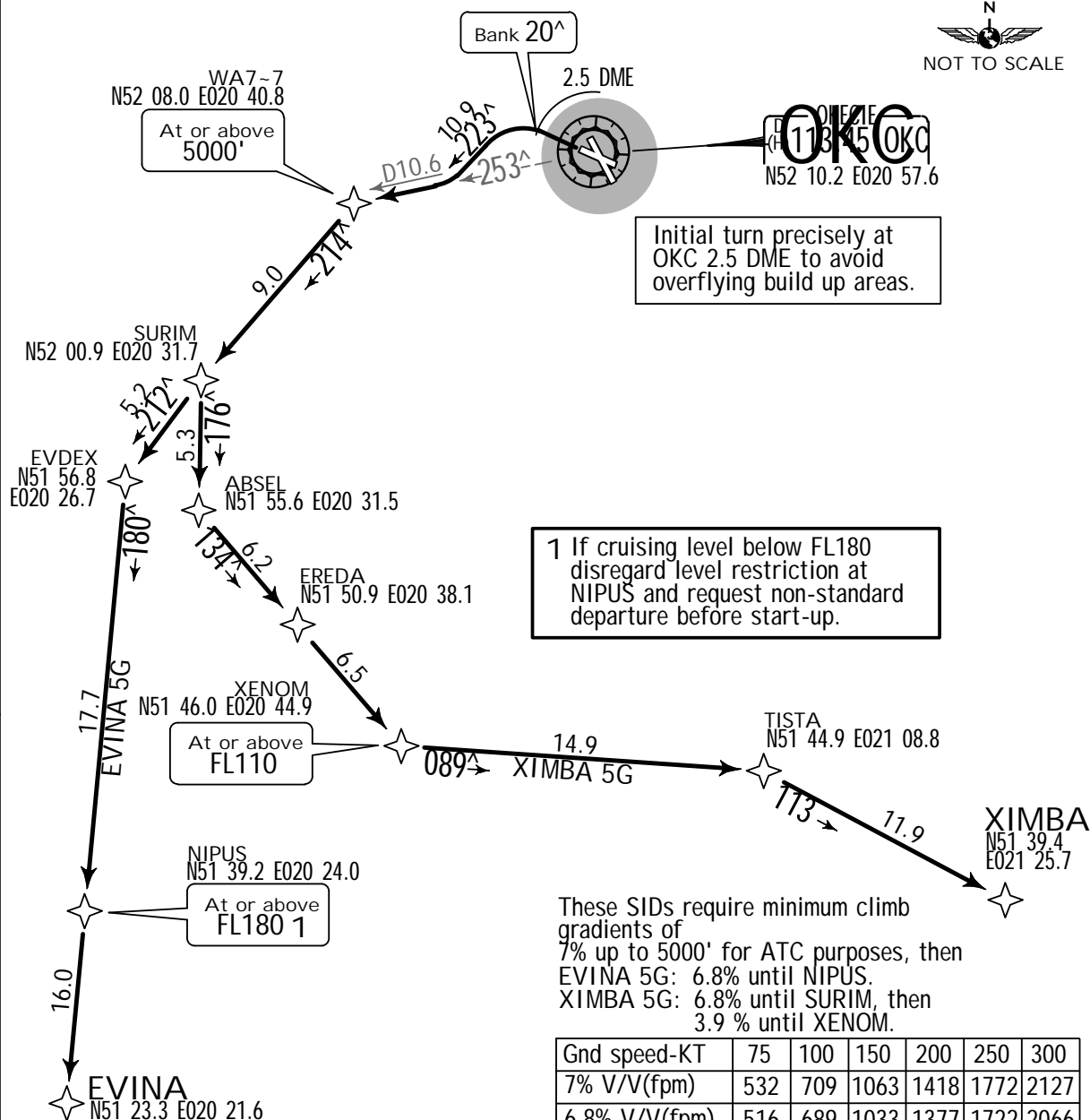
WARSAW, POLAND
.RNAV.SID.Apt Elev
362'

Trans level: By ATC Trans alt: 6500'

1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000'.
3. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.



EVINA 5G [EVIN5G] XIMBA 5G [XIMB5G] RWY 29 RNAV DEPARTURES RNAV-1 (P-RNAV) APPROVAL REQUIRED OTHERWISE ADVISE ATC BEFORE START-UP

SPEED: MAX 210 KT DURING INITIAL TURN

Climb to 6000' and maintain, unless otherwise cleared by ATC.

SID	ROUTING
EVINA 5G	On runway track to OKC 2.5 DME, turn LEFT, intercept OKC R-253 to WA707 (5000'+) - SURIM - EVDEX - NIPUS (FL180+) - EVINA.
XIMBA 5G	On runway track to OKC 2.5 DME, turn LEFT, intercept OKC R-253 to WA707

EPWA/WAW

CHOPIN

12 SEP 14

JEPPESSEN

10-3K

.Eff.18.Sep.

WARSAW, POLAND

.RNAV.SID.

Apt Elev
362'

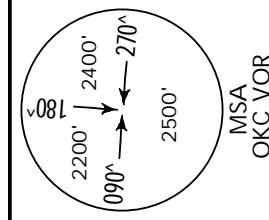
Trans level: By ATC Trans alt: 6500'

1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.

2. Conventional navigation to 3000'.

3. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

**LOLSI 5G [LOLS5G]
SOXER 5G [SOXE5G]
RWY 29 RNAV DEPARTURES**
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP

SPEED: MAX 210 KT DURING INITIAL TURN

Climb to 6000' and maintain, unless otherwise cleared by ATC.

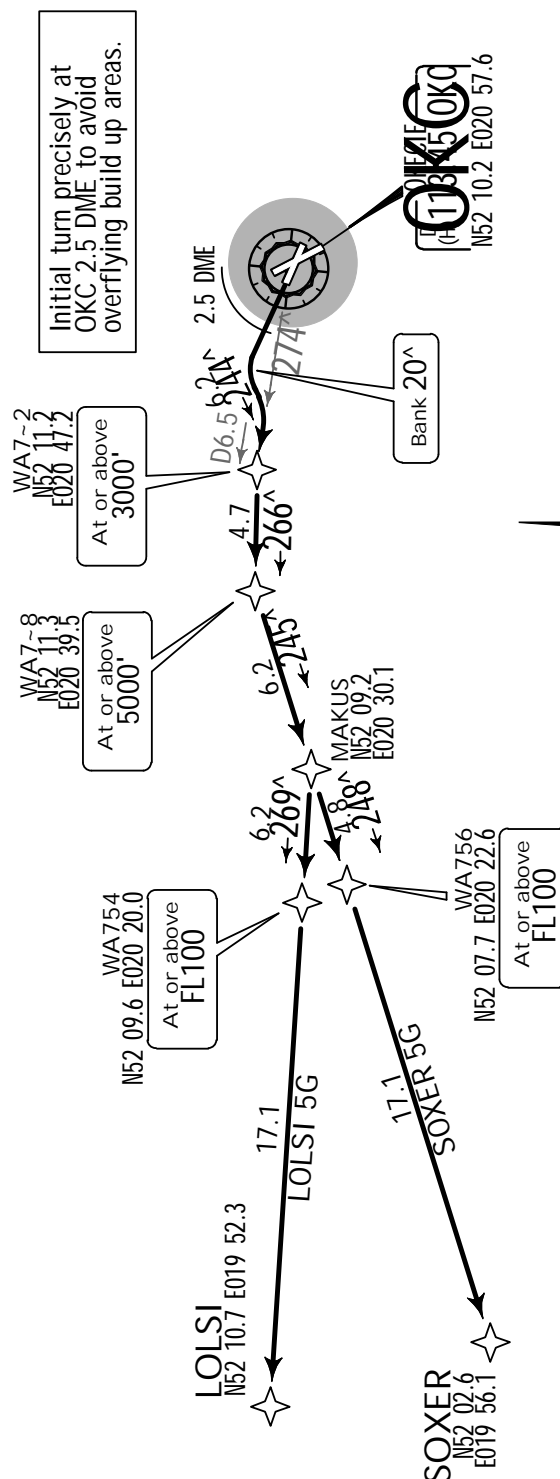
SID	ROUTING
LOLSI 5G	On runway track to OKC 2.5 DME, turn LEFT, intercept OKC R-274 to WA702 (3000'+) - WA708 (5000'+) - MAKUS - WA754 (FL100+) - LOLSI.
SOXER 5G	On runway track to OKC 2.5 DME, turn LEFT, intercept OKC R-274 to WA702 (3000'+) - WA708 (5000'+) - MAKUS - WA756 (FL100+) - SOXER.

These SIDs require a minimum climb gradient

LOLSI 5G: 7% up to 5000' for ATC purposes.

SOXER 5G: 7% up to 5000' for ATC purposes,
then 8.1 % until WA756.

Gnd speed-KT	75	100	150	200	250	300
8.1% V/V(fpm)	615	820	1230	1641	2051	2461
7% V/V(fpm)	532	709	1063	1418	1772	2127

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

EPWA/WAW

CHOPIN

12 SEP 14

JEPPESEN

10-3L

.Eff.18.Sep.

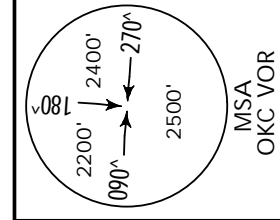
WARSAW, POLAND

.RNAV.SID.

Apt Elev
362'

- Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
 2. Conventional navigation to 3000'.
 3. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

**BAMSO 4K [BAMS4K]
OLILA 4K [OLIL4K]
RWY 33 RNAV DEPARTURES**
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP

SPEED: MAX 200 KT DURING INITIAL TURN

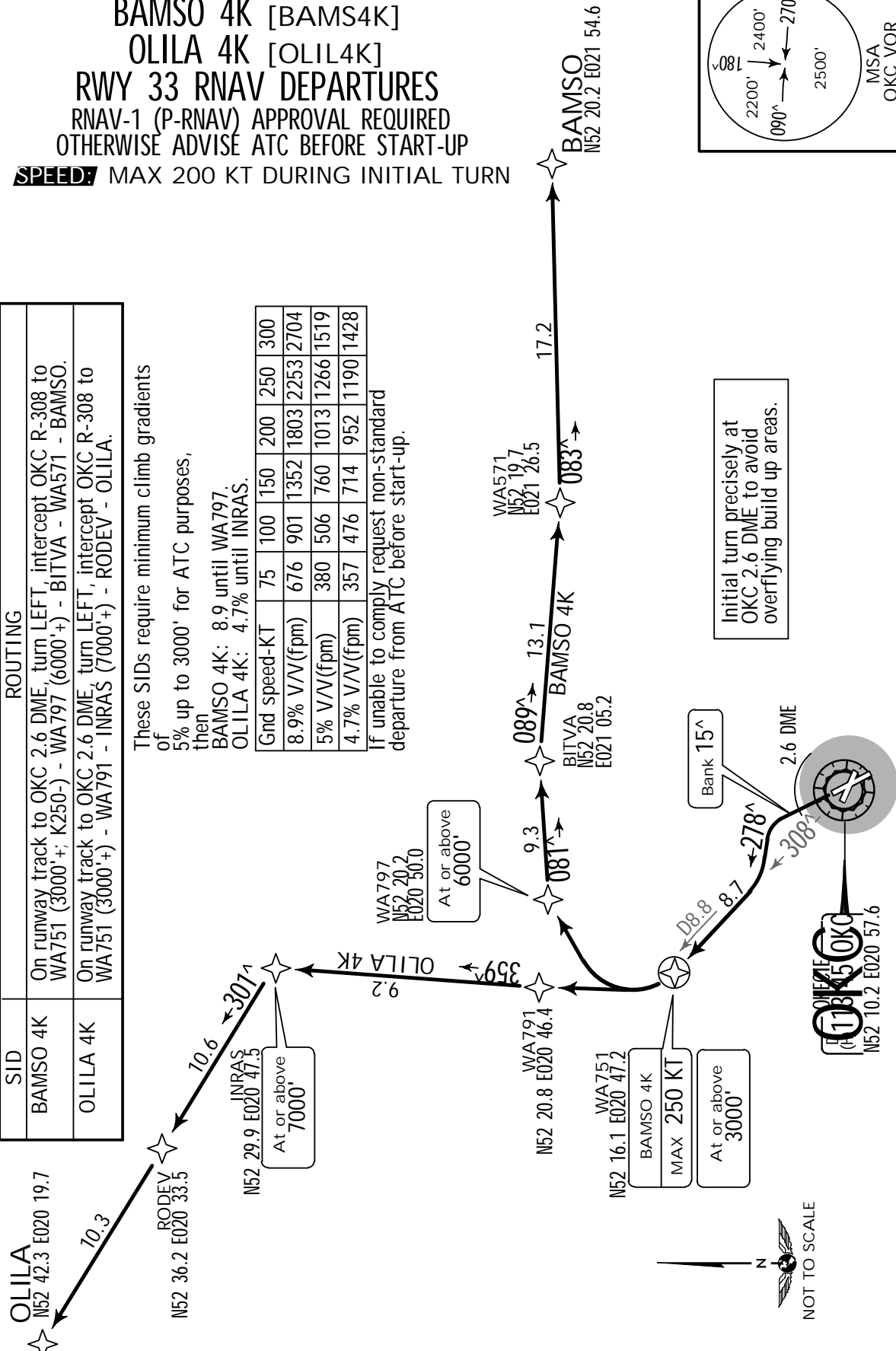
Climb to 6000' and maintain, unless otherwise cleared by ATC.	
SID	ROUTING
BAMSO 4K	On runway track to OKC 2.6 DME, turn LEFT, intercept OKC R-308 to WA751 (3000' +; K250-) - WA797 (6000' +) - BITVA - WA571 - BAMSO.
OLILA 4K	On runway track to OKC 2.6 DME, turn LEFT, intercept OKC R-308 to WA751 (3000' +) - WA791 - INRAS (7000' +) - RODEV - OLILA.

These SIDs require minimum climb gradients

of
5% up to 3000' for ATC purposes,
then
BAMSO 4K: 8.9 until WA797.
OLILA 4K: 4.7% until INRAS.

Gnd speed-KT	75	100	150	200	250	300
8.9% V/V(fpm)	676	901	1352	1803	2253	2704
5% V/V(fpm)	380	506	760	1013	1266	1519
4.7% V/V(fpm)	357	476	714	952	1190	1428

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



EPWA/WAW

CHOPIN

JEPPesen

12 SEP 14

(10-3M)

.Eff.18.Sep.

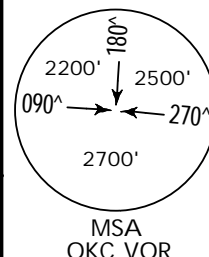
WARSAW, POLAND

.RNAV.SID.

Apt Elev
362'

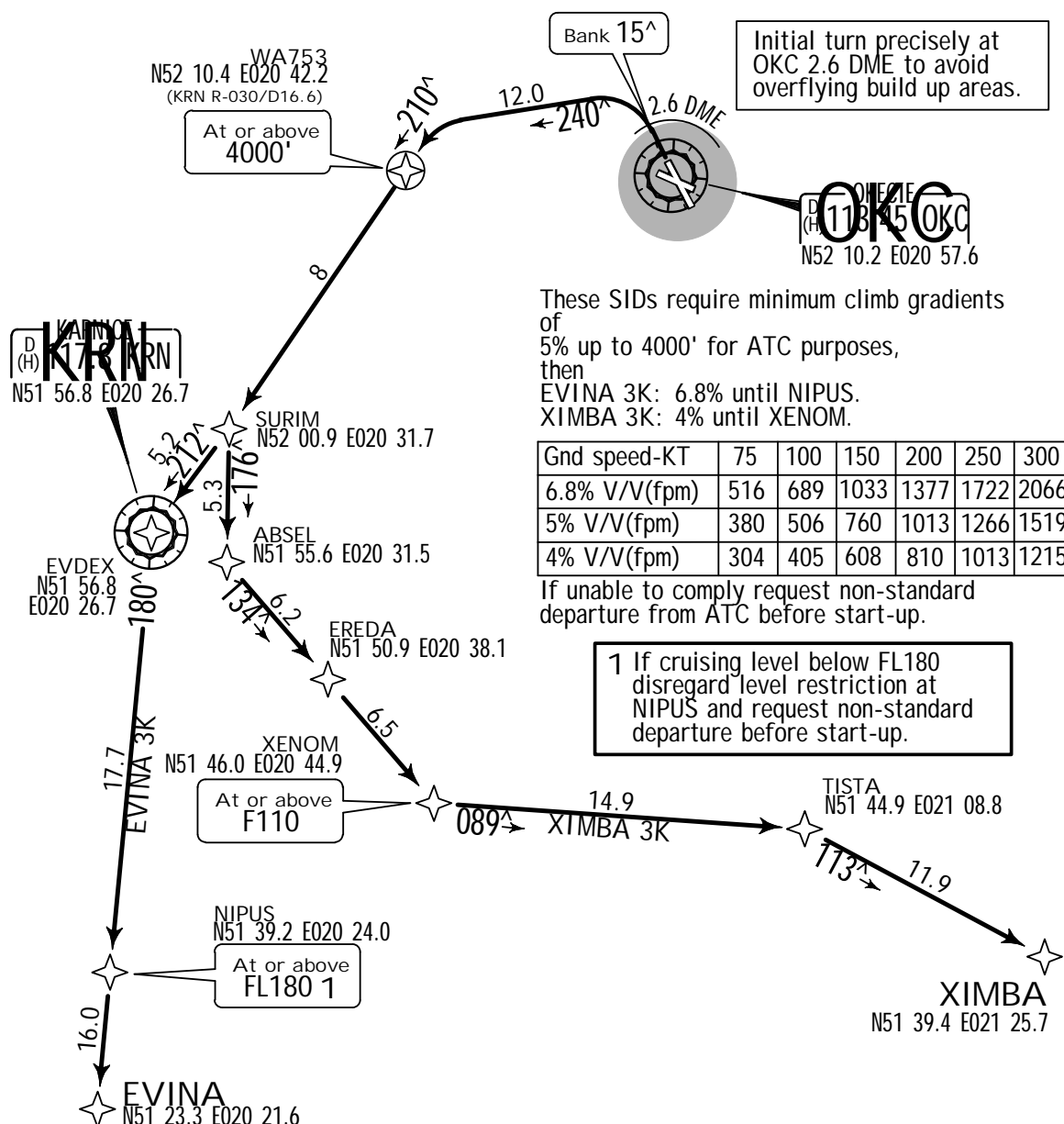
Trans level: By ATC Trans alt: 6500'

1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000'.
3. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.



EVINA 3K [EVIN3K]
XIMBA 3K [XIMB3K]
RWY 33 RNAV DEPARTURES
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP

SPEED: MAX 200 KT DURING INITIAL TURN



Climb to 6000' and maintain, unless otherwise cleared by ATC.

SID	ROUTING
EVINA 3K	On runway track to OKC 2.6 DME, turn LEFT, intercept KRN R-030 inbound to WA753 (4000'+) - SURIM - EVDEX - NIPUS (FL180+) - EVINA.
XIMBA 3K	On runway track to OKC 2.6 DME, turn LEFT, intercept KRN R-030 inbound to

EPWA/WAW

CHOPIN

12 SEP 14

10-3N

.Eff.18.Sep.

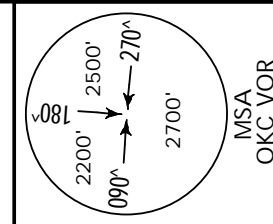
WARSAW, POLAND

.RNAV.SID.

Apt Elev
362'

Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000'.
3. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

LOLSI 4K [LOLS4K]
SOXER 4K [SOXE4K]
RWY 33 RNAV DEPARTURES
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: MAX 200 KT DURING INITIAL TURN



Climb to 6000' and maintain, unless otherwise cleared by ATC.	
SID	ROUTING
LOLSI 4K	On runway track to OKC 2.6 DME, turn LEFT, intercept KRN R-030 inbound to WA753 (4000') - MAKUS - WA754 (FL100+) - LOLSI.
SOXER 4K	On runway track to OKC 2.6 DME, turn LEFT, intercept KRN R-030 inbound to WA753 (4000') - MAKUS - WA756 (FL100+) - SOXER.

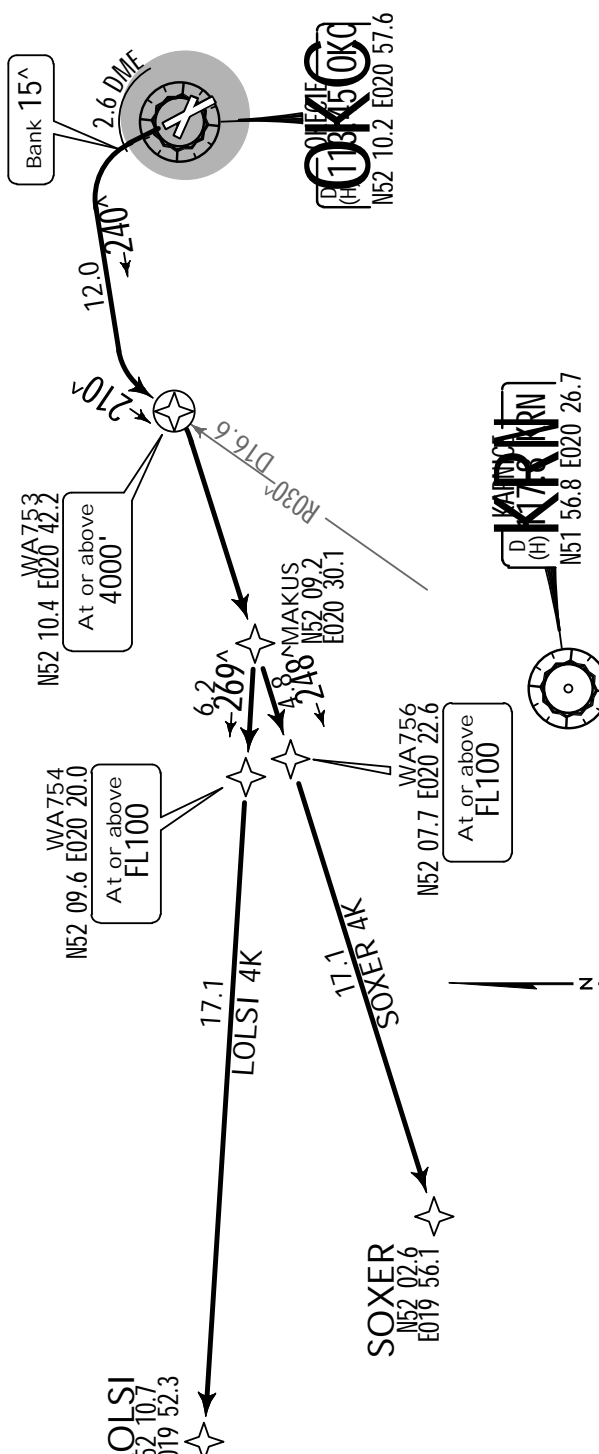
These SIDs require a minimum climb gradient

% until WA754 (LOLSI 4K)/WA756 (SOXER 4K).

Ind speed-KT	75	100	150	200	250	300
% V/V(fpm)	532	709	1063	1418	1772	2127

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

Initial turn precisely at OKC 2.6 DME to avoid overflying build up areas.



EPWA/WAW

CHOPIN

4 OCT 13



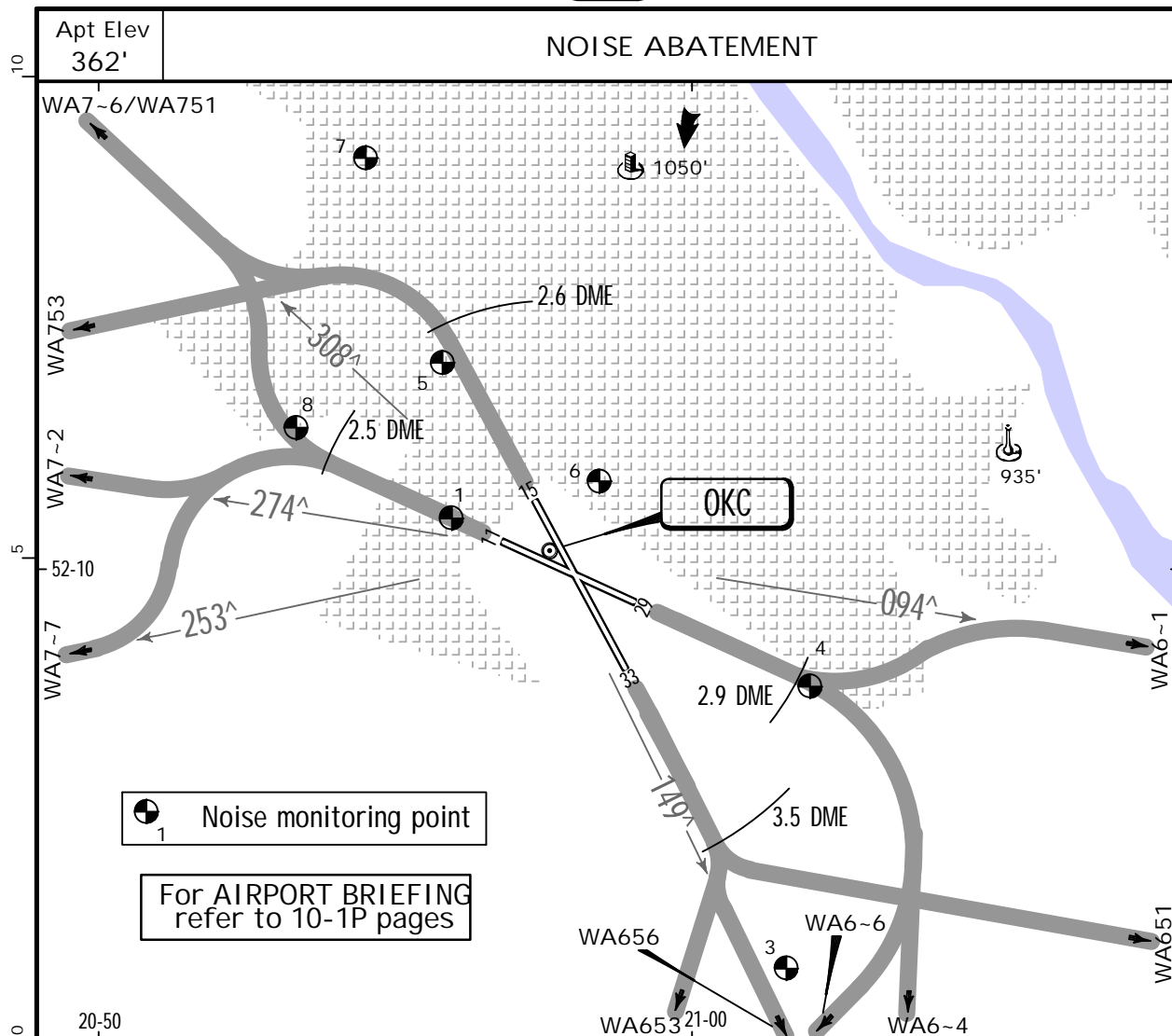
JEPPESEN

10-4

.Eff.17.Oct.

WARSAW, POLAND

.NOISE.



NOISE MONITORING POINT/NAME/LOCATION

1	ZALUSKI	N52 10.5 E020 56.0
3	MYSIADLO	N52 05.9 E021 01.6
4	ONKOLOGIA	N52 08.8 E021 02.0
5	MERAL	N52 12.1 E020 55.8
6	17 STYCZNIA	N52 10.9 E020 58.4
7	KOSSUTHA	N52 14.3 E020 54.5
8	URSUS	N52 11.5 E020 53.3

EPWA/WAW

JEPPESEN

WARSAW, POLAND

29 MAR 13

(10-8)

.Eff.4.Apr.

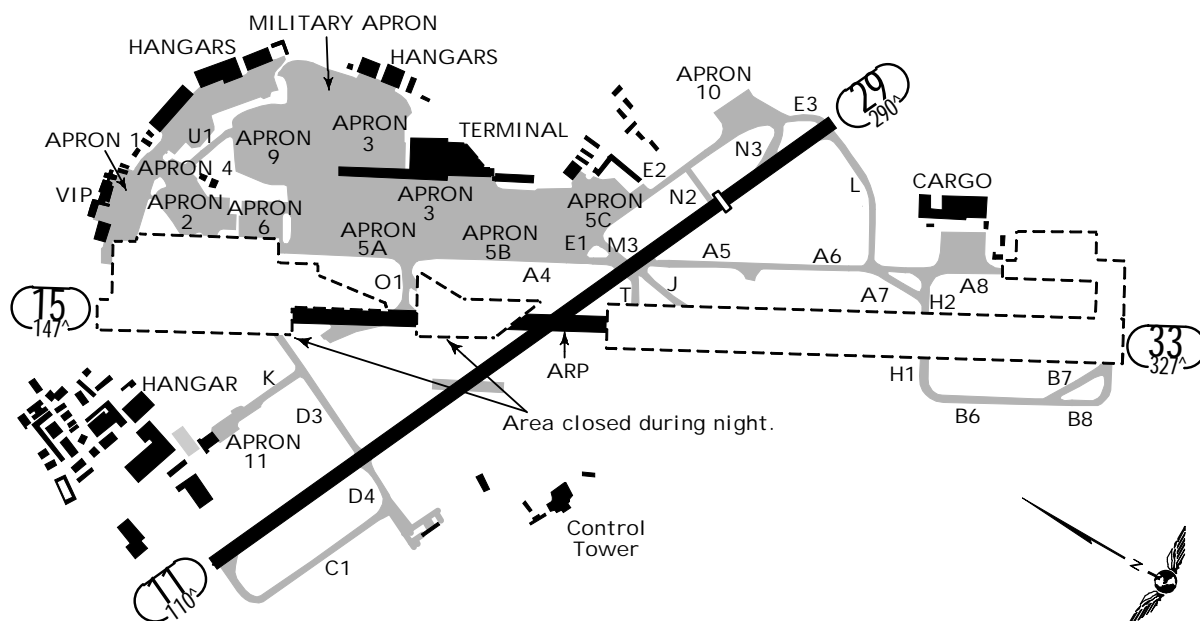
CHOPIN

TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

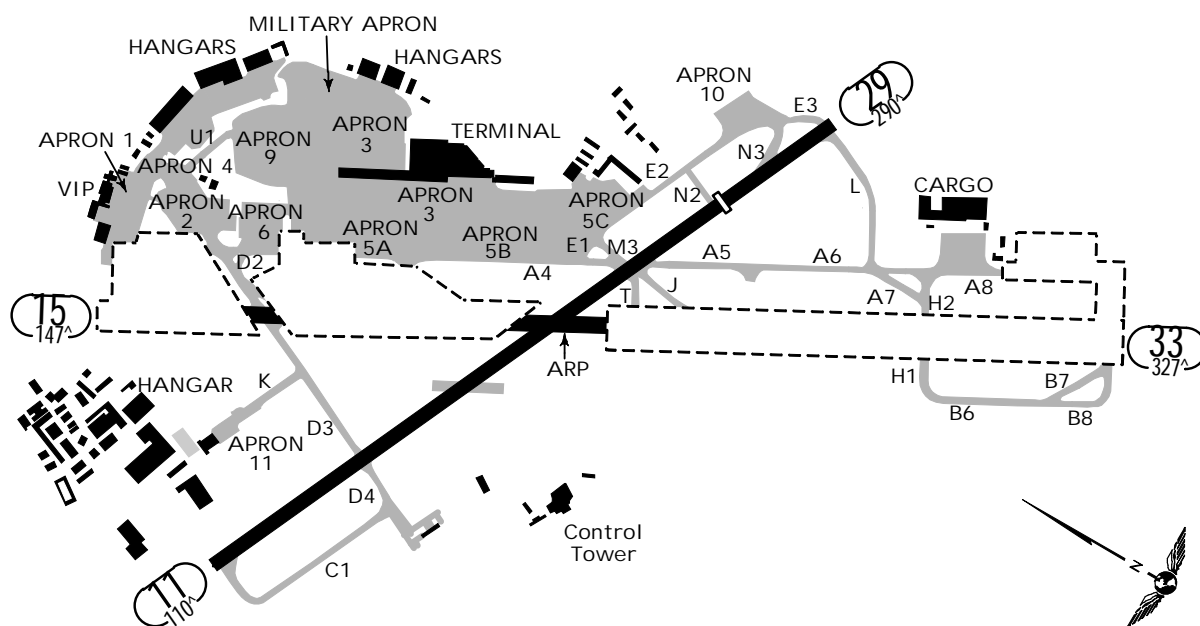
PHASE 1A

FROM 2 APR UNTIL 30 JUN 2013



PHASE 1B

FROM 1 JUL UNTIL 2 SEP 2013



EPWA/WAW

JEPPESEN

WARSAW, POLAND

29 MAR 13 (10-8A) .Eff.4.Apr.

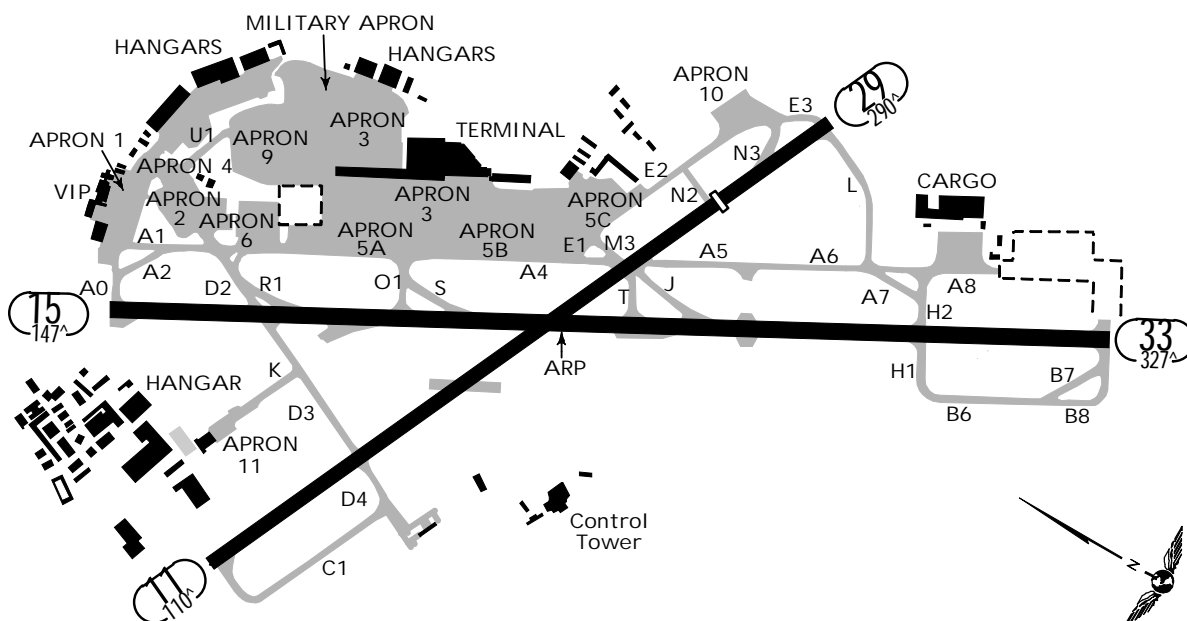
CHOPIN

TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

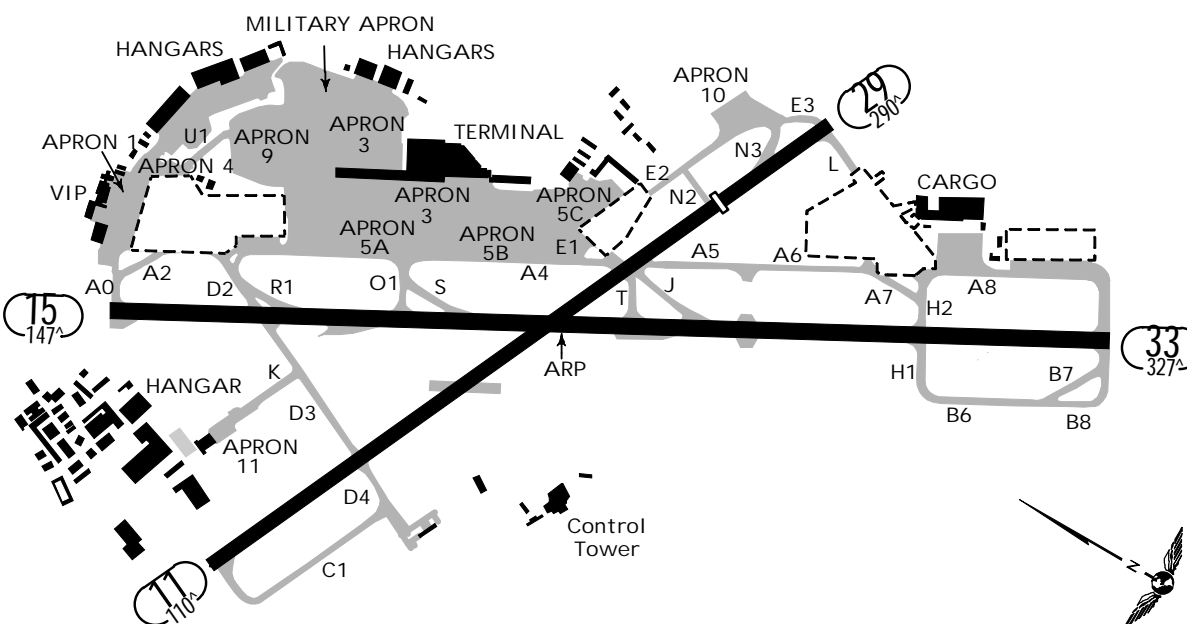
PHASE 1C

FROM 3 SEP UNTIL 31 DEC 2013



PHASE 2A

FROM 2 JAN UNTIL 30 JUN 2014



EPWA/WAW



WARSAW, POLAND

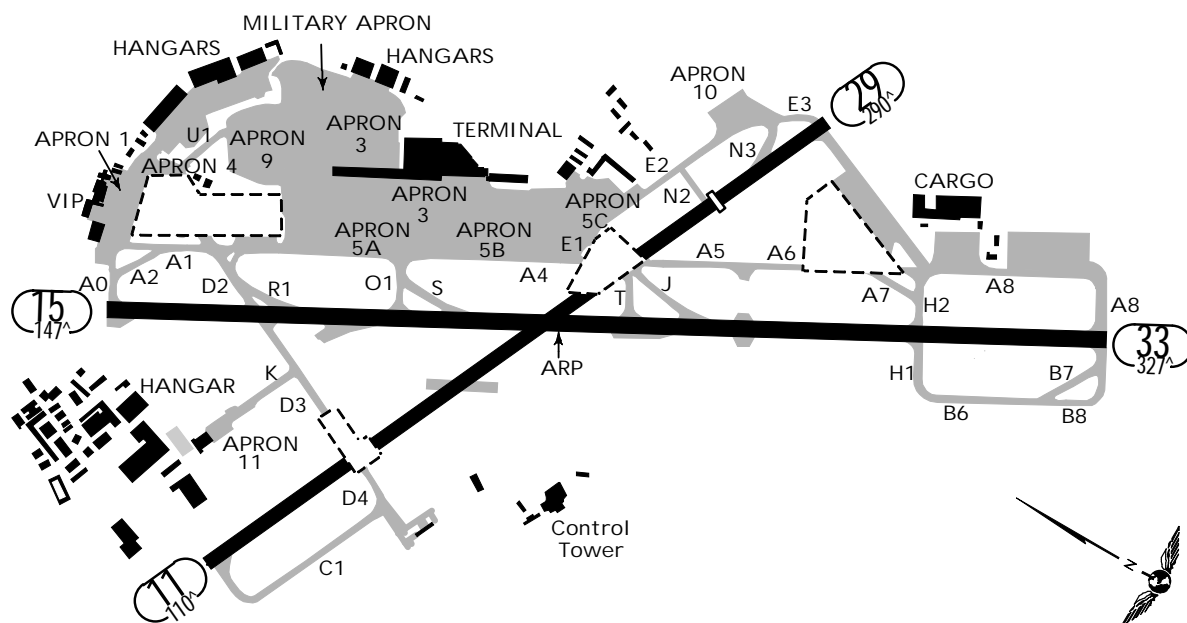
29 MAR 13 (10-8B) .Eff.4.Apr.

CHOPIN

TEMPORARY CONSTRUCTION WORKS
REFER ALSO TO LATEST NOTAMS

PHASE 2B

FROM 1 JUL UNTIL 03 NOV 2014



EPWA/WAW

JEPPESEN

WARSAW, POLAND

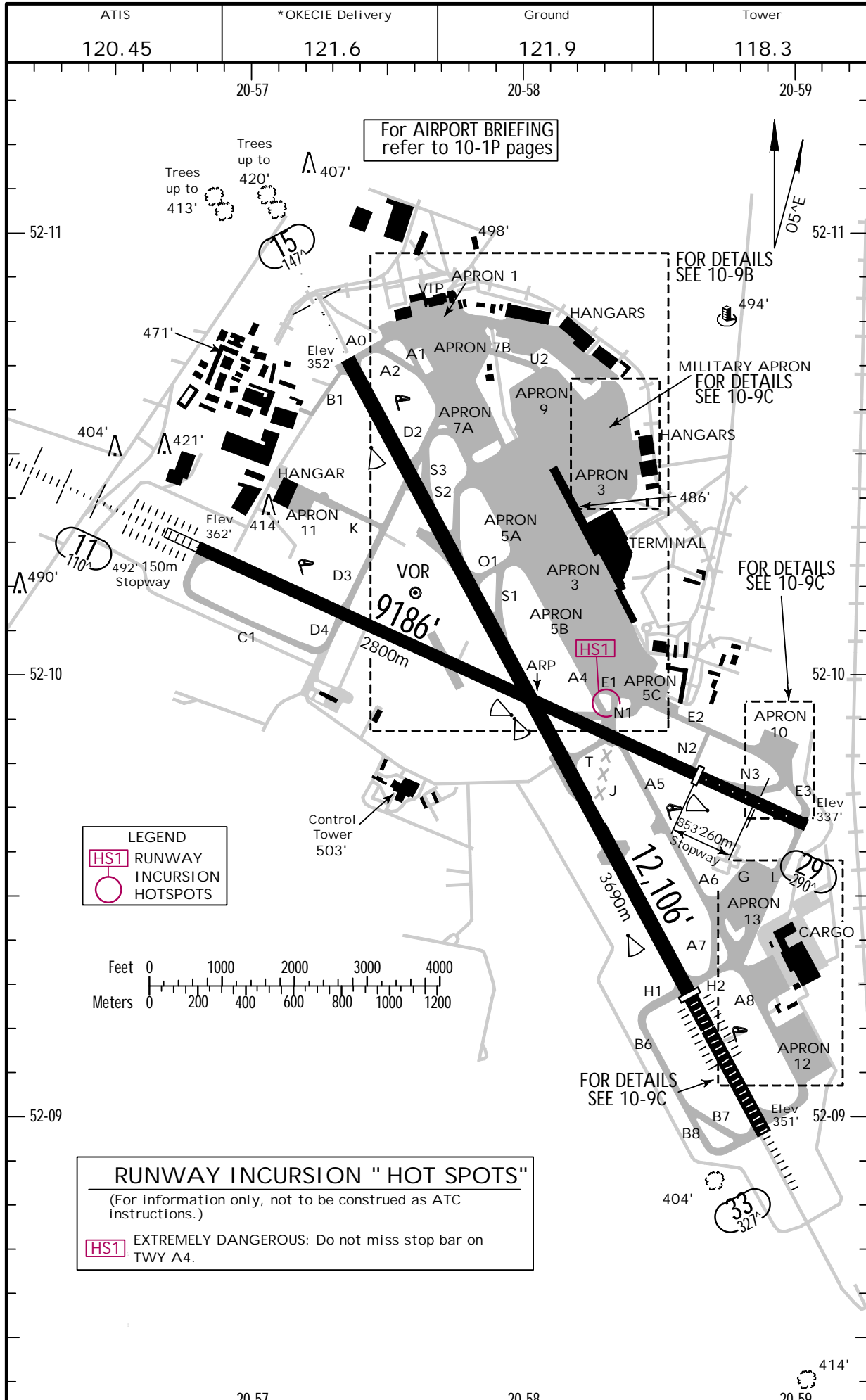
Apt Elev 362'
N52 10.0 E020 58.0

11 JUL 14

(10-9)

.Eff.24.Jul.

CHOPIN



EPWA/WAW

 JEPPESEN

WARSAW, POLAND

11 JUL 14

10-9A

.Eff.24.Jul.

CHOPIN

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING	BEYOND		
					Threshold	Glide Slope		
11	HIRL (60m) CL (15m) HIALS-II SFL TDZ 1	RVR	8399'	2560m	7366'	2245m	3	164' 50m
29	HIRL (60m) CL (15m) HIALS PAPI-R(3.0°)	RVR	7546'	2300m				
15	HIRL (60m) CL (15m) HIALS PAPI-L(3.0°)	RVR					4	197' 60m
33	HIRL (60m) CL (15m) ALSF-II TDZ 1 2	RVR	9941'	3030m	8847'	2697m		

1 PAPI-L (angle 3.0°) 2 HST-S1 & S2

3 TAKE-OFF RUN AVAILABLE

RWY 11:

From rwy head 7546' (2300m)
twy D3 int 5358' (1633m)

RWY 29:

From rwy head 9186' (2800m)
twy N2 int 7546' (2300m)

4 TAKE-OFF RUN AVAILABLE

RWY 15:

From rwy head 12,106' (3690m)
twy D2 int 10,305' (3141m)
twy O1 int 8593' (2619m)

RWY 33:

From rwy head 12,106' (3690m)
twy H2 int 9839' (2999m)
twy T int 6312' (1924m)
twy A8 int 11,978' (3651m)

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N52 10.4 E020 58.3	75	N52 10.7 E020 57.7
2 thru 4	N52 10.4 E020 58.2	76	N52 10.8 E020 57.7
5, 6	N52 10.5 E020 58.2	80	N52 10.8 E020 57.7
7 thru 10R	N52 10.5 E020 58.1	81	N52 10.8 E020 57.8
11 thru 13R	N52 10.4 E020 58.1	82, 83	N52 10.8 E020 57.7
14L	N52 10.4 E020 58.1	84	N52 10.8 E020 57.6
14, 14R	N52 10.4 E020 58.2	85	N52 10.8 E020 57.7
15L thru 16	N52 10.3 E020 58.2	86	N52 10.8 E020 57.6
17	N52 10.3 E020 58.3	87	N52 10.8 E020 57.7
18 thru 20	N52 10.2 E020 58.3	88	N52 10.8 E020 57.6
21	N52 10.1 E020 58.3	91, 92	N52 10.6 E020 58.1
22 thru 24	N52 10.1 E020 58.4	93	N52 10.6 E020 58.0
31B thru 32'	N52 10.4 E020 57.9	94	N52 10.7 E020 58.0
33	N52 10.4 E020 58.0	95 thru 98	N52 10.6 E020 58.0
33'	N52 10.4 E020 57.9	701	N52 10.5 E020 57.9
34 thru 35'	N52 10.4 E020 58.0	701'	N52 10.5 E020 57.8
36L thru 36R'	N52 10.3 E020 58.0	702	N52 10.6 E020 57.8
37L, 37L'	N52 10.3 E020 58.1	702'	N52 10.5 E020 57.8
37, 37R thru 40'	N52 10.2 E020 58.1	703 thru 705	N52 10.6 E020 57.8
41	N52 10.2 E020 58.2	705'	N52 10.6 E020 57.7
41'	N52 10.2 E020 58.1	706	N52 10.6 E020 57.8
42 thru 44A	N52 10.1 E020 58.2	706'	N52 10.6 E020 57.7
45	N52 10.0 E020 58.3	707	N52 10.7 E020 57.7
46L thru 46R	N52 10.0 E020 58.4	707'	N52 10.6 E020 57.7
47, 48	N52 10.0 E020 58.5	708 thru 710	N52 10.7 E020 57.7
71	N52 10.5 E020 57.9	711	N52 10.8 E020 57.7
71'	N52 10.5 E020 57.8	712	N52 10.8 E020 57.8
72 thru 73'	N52 10.6 E020 57.8		
74	N52 10.7 E020 57.8		
74'	N52 10.6 E020 57.7		

.Standard.

TAKE-OFF 1

	Approved Operators	LVP must be in force			
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL NIL (DAY only)
A	150m	150m	200m	250m	400m
B					
C					
D					
		200m	250m	300m	

EPWA/WAW

JEPPESEN

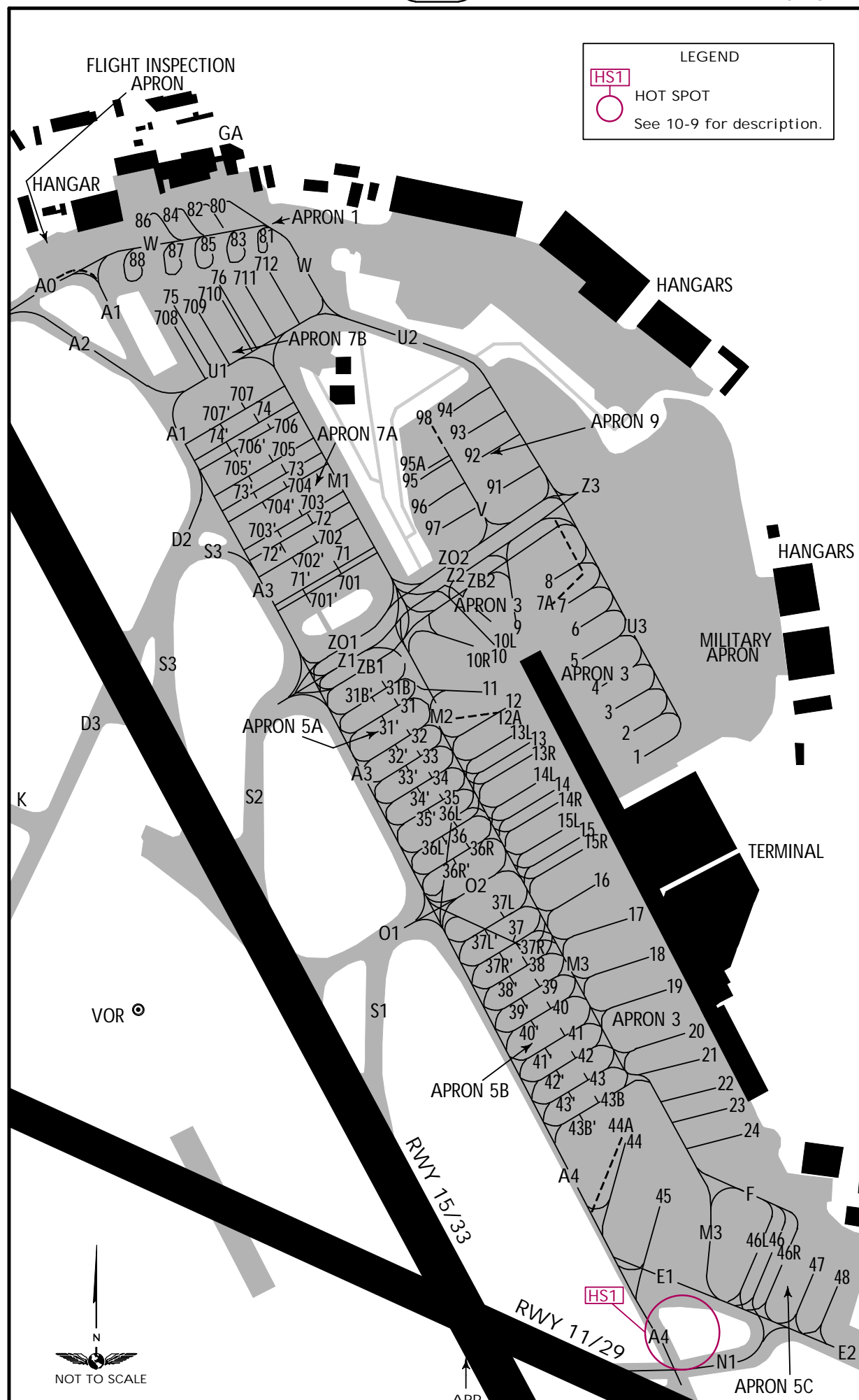
WARSAW, POLAND

11 JUL 14

10-9B

.Eff.24.Jul.

CHOPIN



EPWA/WAW

11 JUL 14

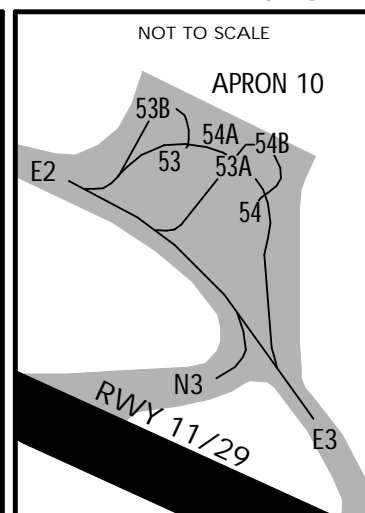
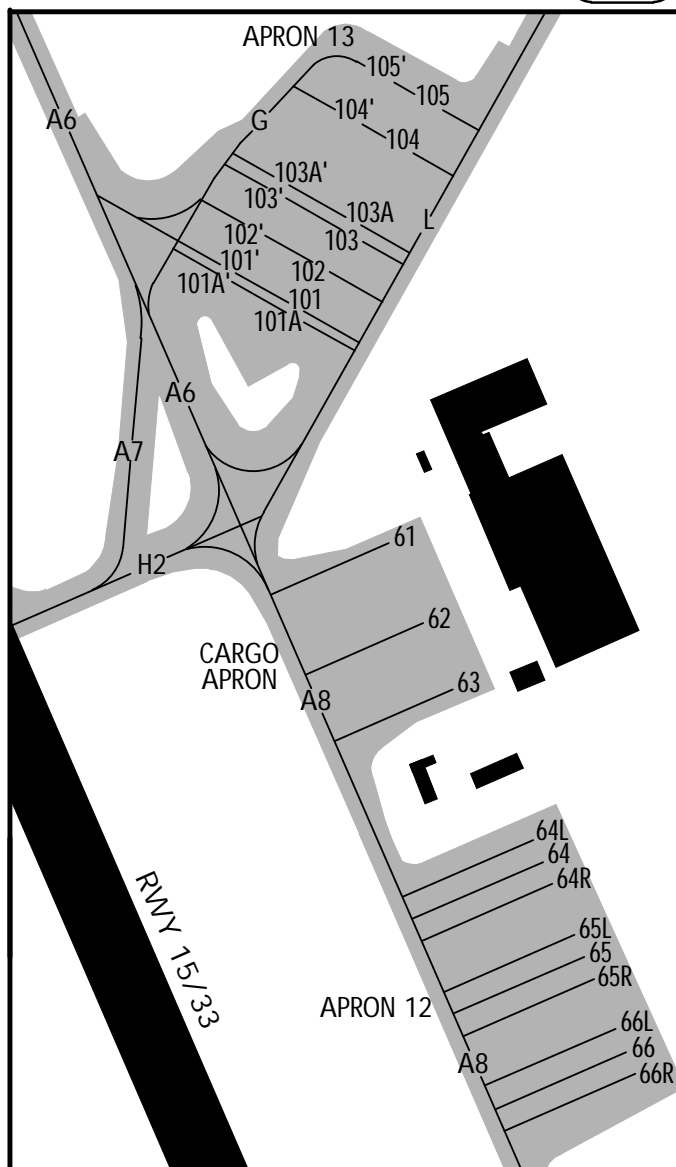
JEPPESEN

10-9C

.Eff.24.Jul.

WARSAW, POLAND

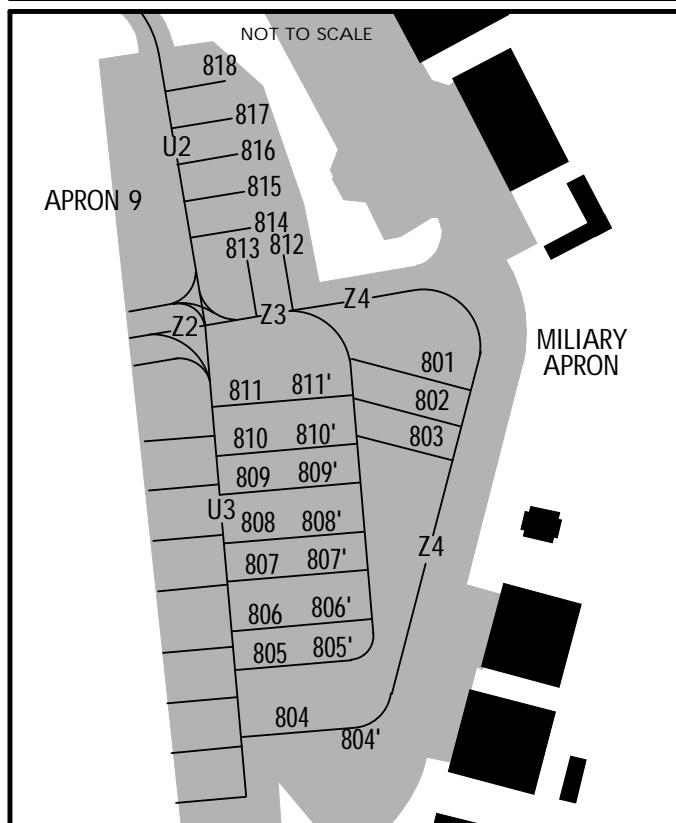
CHOPIN



INS COORDINATES

STAND No.	COORDINATES
-----------	-------------

53	N52 09.8	E020 58.9
53A	N52 09.8	E020 59.0
53B	N52 09.9	E020 58.9
54	N52 09.8	E020 59.0
54A	N52 09.9	E020 58.9
54B	N52 09.8	E020 59.0
61, 62	N52 09.3	E020 58.9
63	N52 09.3	E020 59.0
64L thru 64R	N52 09.2	E020 59.0
65L thru 65R	N52 09.2	E020 59.1
66L thru 66R	N52 09.1	E020 59.1
101, 101'	N52 09.5	E020 58.8
101A	N52 09.4	E020 58.8
101A' thru 103'	N52 09.5	E020 58.8
103A	N52 09.5	E020 58.9
103A'	N52 09.5	E020 58.8
104	N52 09.5	E020 58.9
104'	N52 09.5	E020 58.8
105, 105'	N52 09.6	E020 58.9
801 thru 803	N52 10.6	E020 58.3
804	N52 10.4	E020 58.3
804'	N52 10.4	E020 58.4
805 thru 808'	N52 10.5	E020 58.3
809	N52 10.5	E020 58.2
809'	N52 10.5	E020 58.3
810	N52 10.5	E020 58.2
810'	N52 10.6	E020 58.3
811, 811'	N52 10.6	E020 58.2
812 thru 814	N52 10.6	E020 58.2
815	N52 10.6	E020 58.1
816 thru 818	N52 10.7	E020 58.1



EPWA/WAW



JEPPESEN

19 JUL 13

(10-9D)

.Eff.25.Jul.

WARSAW, POLAND

CHOPIN

VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

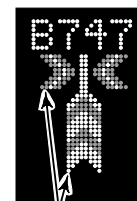
SYSTEM DESCRIPTION:

The system is based on a laser scanning technique which tracks the lateral and longitudinal position of the ACFT.

The system is accommodated to be read from both pilot's seats.

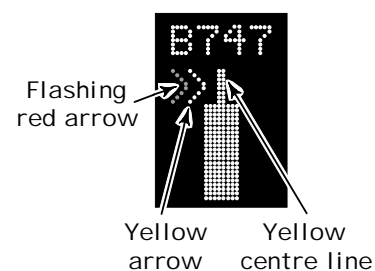
Pilot is obliged to check whether appropriate ACFT type is displayed. Floating arrows indicate that system is active and ready to dock ACFT to the stand.

WARNING: Pilot may not commence docking procedure if system is inactive or displays inappropriate ACFT type.



Floating arrows

Appearance of yellow field of approach speed indicates that an ACFT has been detected by the system. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line.



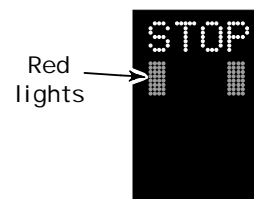
Yellow arrow Yellow centre line

When the ACFT is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 2'/0.5m covered by the ACFT.



When the correct stop-position is reached, the display will show STOP and red lights will be lit.

Pilot is to stop an ACFT IMMEDIATELY after displaying STOP message.



When the ACFT has parked, OK will be displayed.



If the ACFT has overshot the stop-position, TOO FAR will be displayed.



If the acft is approaching faster than the accepted speed (4 knots), the system will show SLOW DOWN as a warning to the pilot. Slow down immediately.

WAIT message means temporary necessity to stop the ACFT.

EPWA/WAW
CHOPIN

1 NOV 13

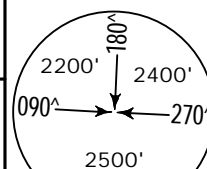
(11-1)

JEPPESSEN

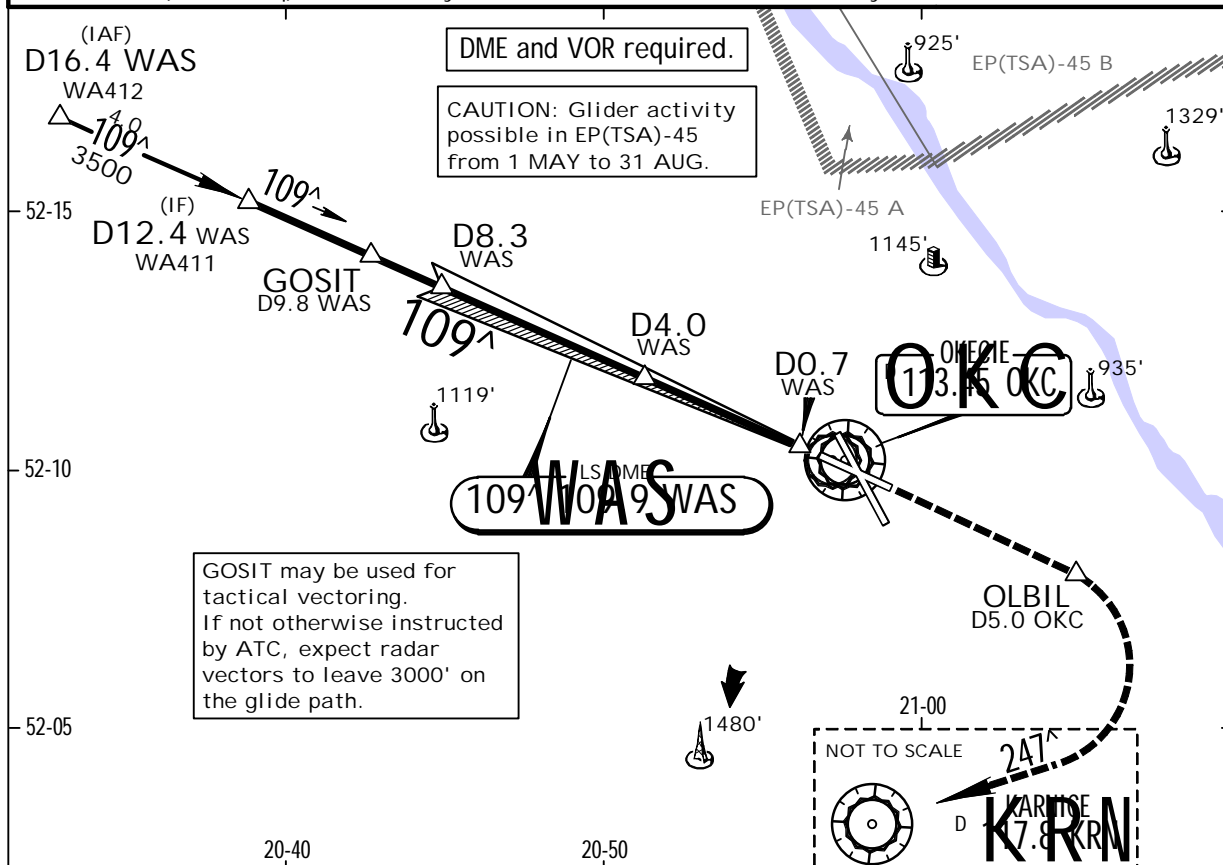
WARSAW, POLAND
ILS or LOC Rwy 11

BRIEFING STRIP™

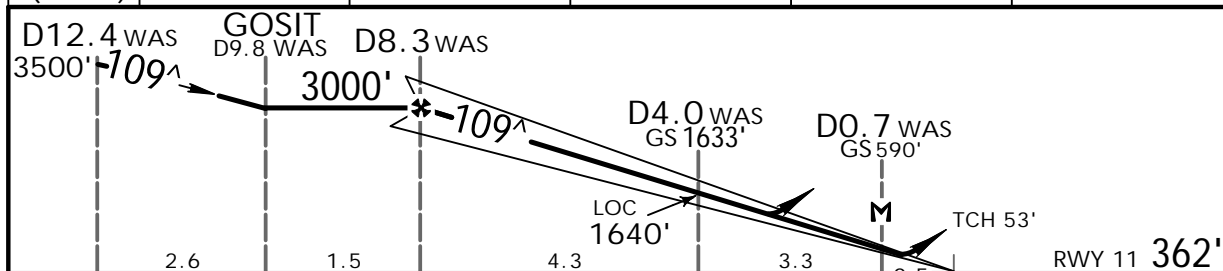
ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9
LOC WAS 109.9	Final Apch Crs 109 [^]	GS D4.0 WAS 1633' (1271')	CAT I ILS DA(H) Refer to Minimums	Apt Elev 362' RWY 362'
MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) onto R-067 inbound to KRN VOR climbing to 4000', then as directed.				
Alt Set: hPa (MM on req)	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 6500'	



MSA
OKC VOR



LOC (GS out)	WAS DME	6.0	5.0	4.0	3.0
	ALTITUDE	2270'	1960'	1640'	1320'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00 [^]	372	478	531	637	743	849
MAP at D0.7 WAS						

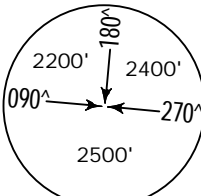
Standard.				STRAIGHT-IN LANDING RWY 11		LOC (GS out)		CIRCLE-TO-LAND Not authorized Northeast of airport	
DA(H) A: 562' (200') C: 581' (219')		B: 571' (209') D: 591' (229')		DA(H) 770' (408')					
FULL		Limited		ALS out		ALS out			
A								Max Kts	MDA(H) VIS
B								100	800' (438') 1500m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m		RVR 1500m		135	870' (508') 1600m
D						RVR 1900m		180	970' (608') 2400m
								205	1070' (708') 3600m

EPWA/WAW
CHOPIN

JEPPESEN
1 NOV 13 (11-1A)

WARSAW, POLAND
CAT II ILS Rwy 11

BRIEFING STRIP™

ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9	 <p>MSA OKC VOR</p>
LOC WAS 109.9	Final Apch Crs 109^	GS D4.0 WAS 1633' (1271')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 362' RWY 362'	
MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) onto R-067 inbound to KRN VOR climbing to 4000', then as directed.					
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500'					
Special Aircrew and Aircraft Certification Required.					

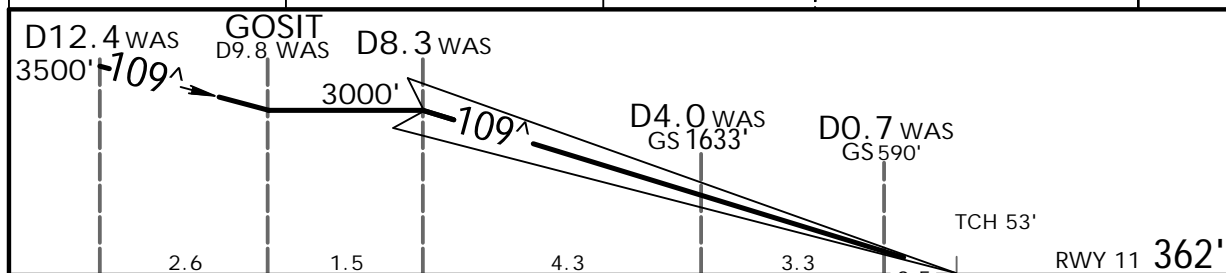
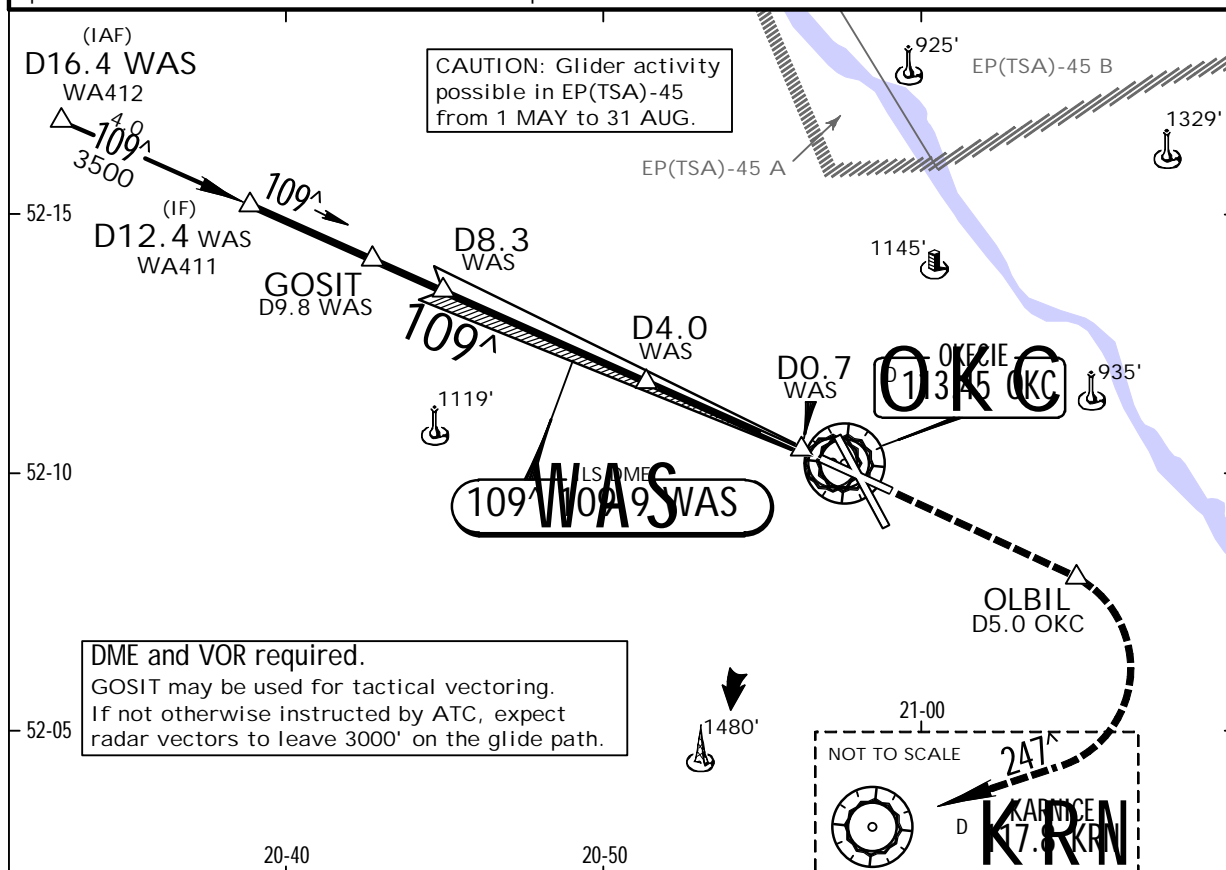
Alt Set: hPa (MM on req)


Rwy Elev: 13 hPa

Trans level: By ATC

Trans alt: 6500'

Special Aircrew and Aircraft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160		OLBIL ↑
GS	3.00^	372	478	531	637	743		

Standard.

STRAIGHT-IN LANDING RWY 11
CAT II ILS

AB RA 104' DA(H) 462' (100')	C RA 113' DA(H) 470' (108')	D RA 127' DA(H) 483' (121')
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IS OPS

RVR 300m 1

RVR 400m

EPWA/WAW
CHOPIN

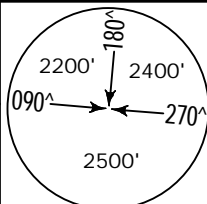
31 JAN 14

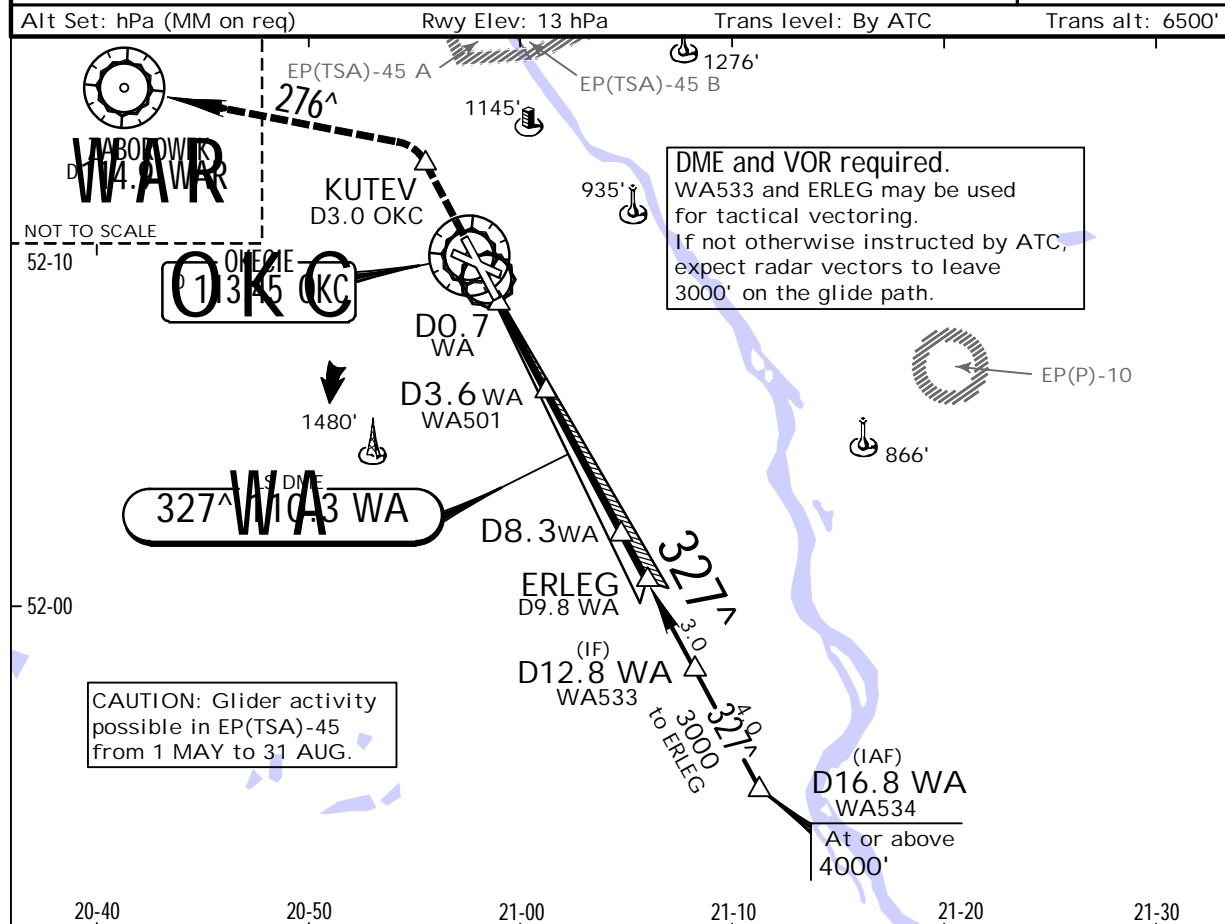
(11-2)

JEPPESSEN

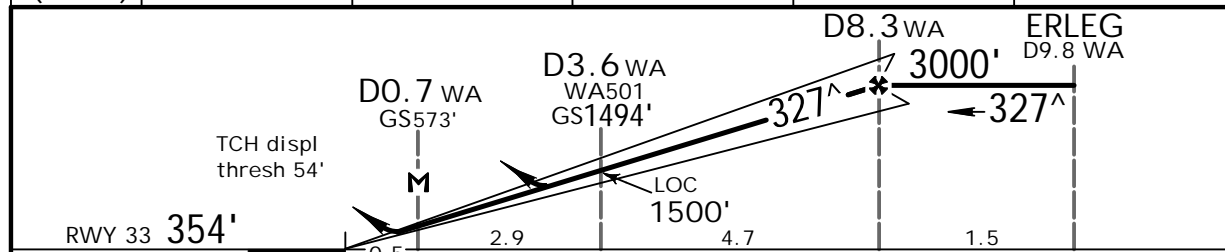
WARSAW, POLAND
ILS or LOC Rwy 33

BRIEFING STRIP

ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9
LOC WA 110.3	Final Apch Crs 327 [^]	GS D3.6 WA 1494' (1140')	CAT I ILS DA(H) Refer to Minimums Apt Elev 362' RWY 354'	
MISSED APCH: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR inbound to WAR VOR climbing to 3000', then as directed.				
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500'				



LOC (GS out)	WA DME	2.0	4.0	6.0	8.0
	ALTITUDE	990'	1620'	2260'	2900'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00 [^]	372	478	531	637	743	849
MAP at DO.7 WA						

Standard.					STRAIGHT-IN LANDING RWY 33			CIRCLE-TO-LAND			
ILS					LOC (GS out)			Not authorized			
DA(H) AB: 554' (200") D: 568' (214")					with D3.6 WA			w/o D3.6 WA			
C: 557' (203")					DA(H) 760' (406')			DA(H) 820' (466')			
FULL		Limited	ALS out		ALS out		ALS out		Max Kts	MDA(H) VIS	
A	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
RVR 1500m											
RVR 1500m											
RVR 1500m											
B	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
C	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
D	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
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	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
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	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
	RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		RVR 1500m		
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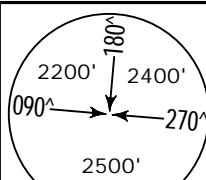
EPWA/WAW
CHOPIN

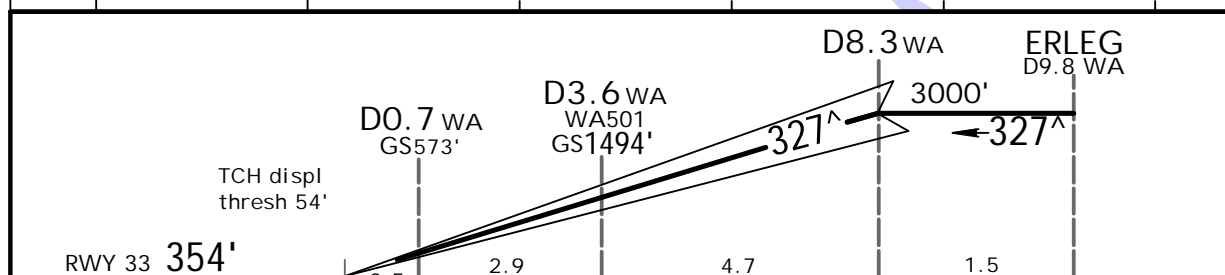
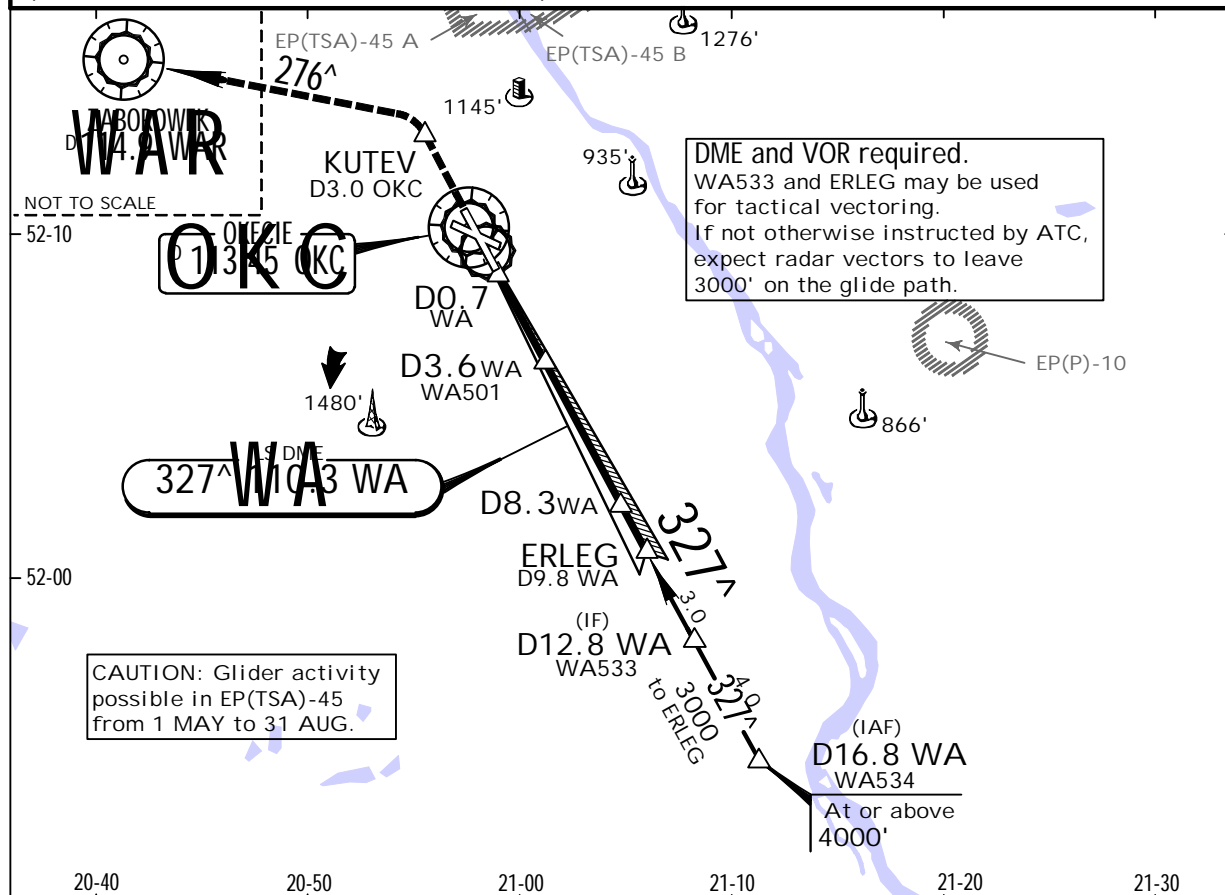
31 JAN 14

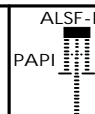

JEPPESSEN
11-2A

WARSAW, POLAND
CAT II ILS Rwy 33

BRIEFING STRIP

ATIS 120.45		WARSAW Approach (R) 128.8 125.05		*WARSAW Director 129.37		OKECIE Tower 118.3		*Ground 121.9			
LOC WA 110.3		Final Apch Crs 327^		GS D3.6 WA 1494' (1140')		CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 362' RWY 354'			
MISSED APCH: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR inbound to WAR VOR climbing to 3000', then as directed.											
Alt Set: hPa (MM on req)			Rwy Elev: 13 hPa			Trans level: By ATC			Trans alt: 6500'		
Special Aircrew and Aircraft Certification Required.											



Gnd speed-Kts	70	90	100	120	140	160		<p>KUTEV</p> 
GS	3.00 [^]	372	478	531	637	743		

Standard.				STRAIGHT-IN LANDING RWY 33 CAT II ILS			
A	RA 102'	B	RA 114'	C	RA 127'	D	RA 141'
	DA(H) 454' (100')		DA(H) 466' (112')		DA(H) 478' (124')		DA(H) 492' (138')

RVR 300m 1				RVR 400m			
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IS OPS

EPWA/WAW
CHOPIN

24 JAN 14

JEPPESEN

24 JAN 14

Fff 6 Feb.

WARSAW, POLAND
RNAV (GNSS) Rwy 11

RWV 11

ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	*Ground	
120.45	128.8	125.05	129.37	118.3	121.9	
RNAV	Final Apch Crs 109°	Procedure Alt 8.1 NM to RW11 3000' (2638')	LNAV DA(H) 760' (398')	Apt Elev 362'		

MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT to KRN VOR climbing to 4000 or above', then as directed.

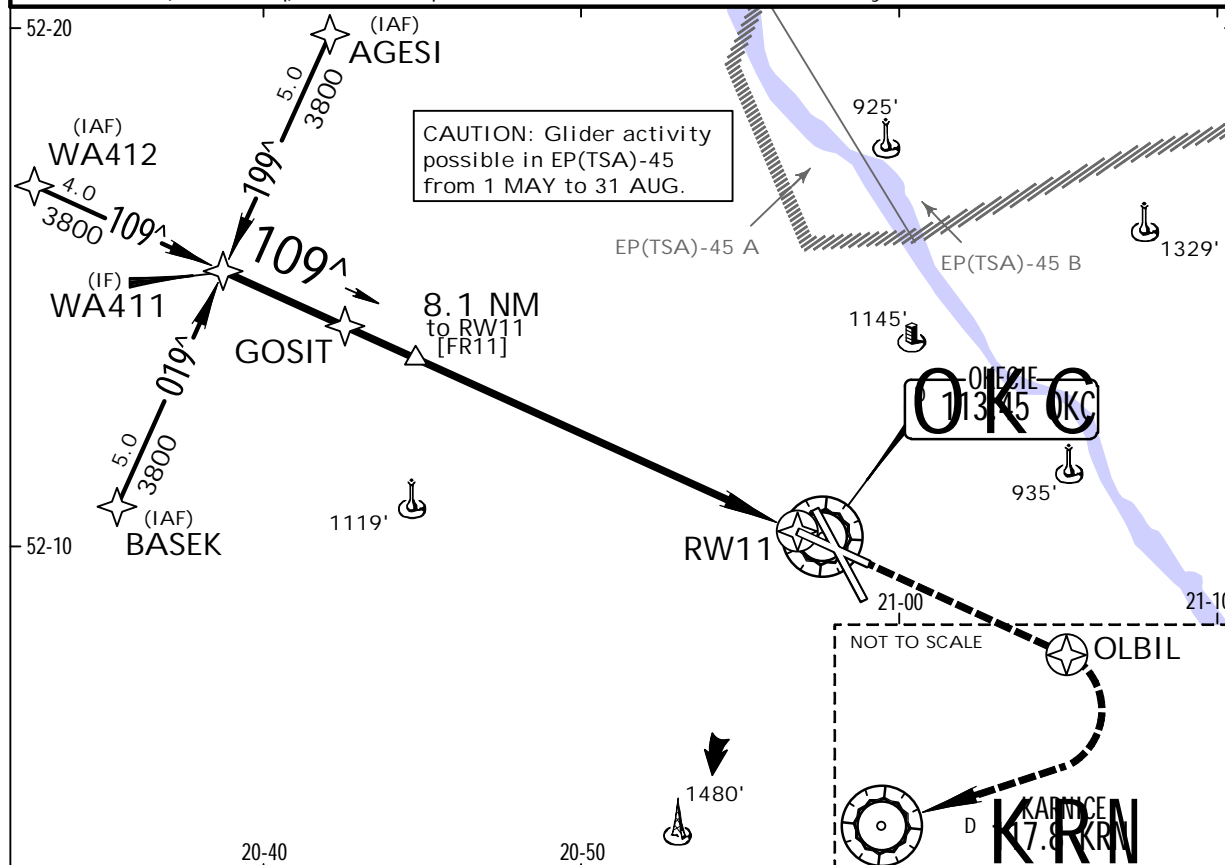
MSA
OKC VOR

Alt Set: hPa (MM on req)

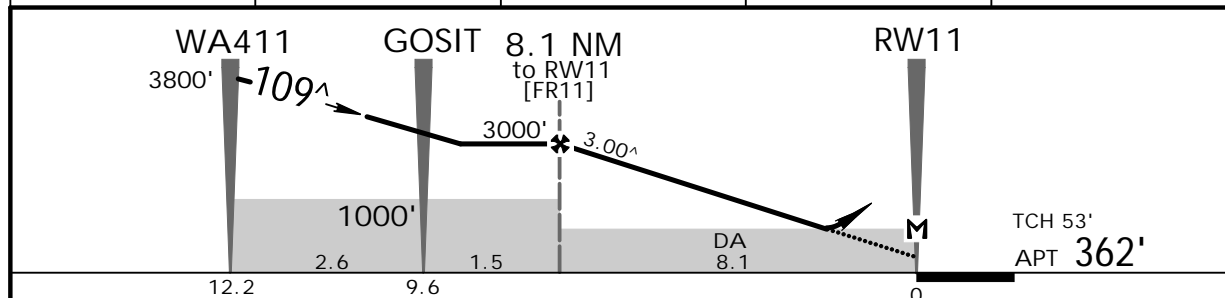
Apt Elev: 13 hPa


Trans level: By ATC

Trans alt: 6500'



DIST to RW11	8.0	6.0	4.0	2.0
ALTITUDE	2960'	2330'	1690'	1050'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00^	372	478	531	637	743	849	
MAP at RW11							

Standard.

STRAIGHT-IN LANDING RWY 11

CIRCLE-TO-LAND
Not authorized
Northeast of airport

OLBIL
↑

DA(H) ^{LNAV} 760' (398')

ALS out

Max
Ktc

— MDA(H) ————— VIS —

00' (438') 1500m

70' (508') 1600m

70' (21m) 2400m

70' (708') 3600m

A
B
C
D

EPWA/WAW

CHOPIN

24 JAN 14

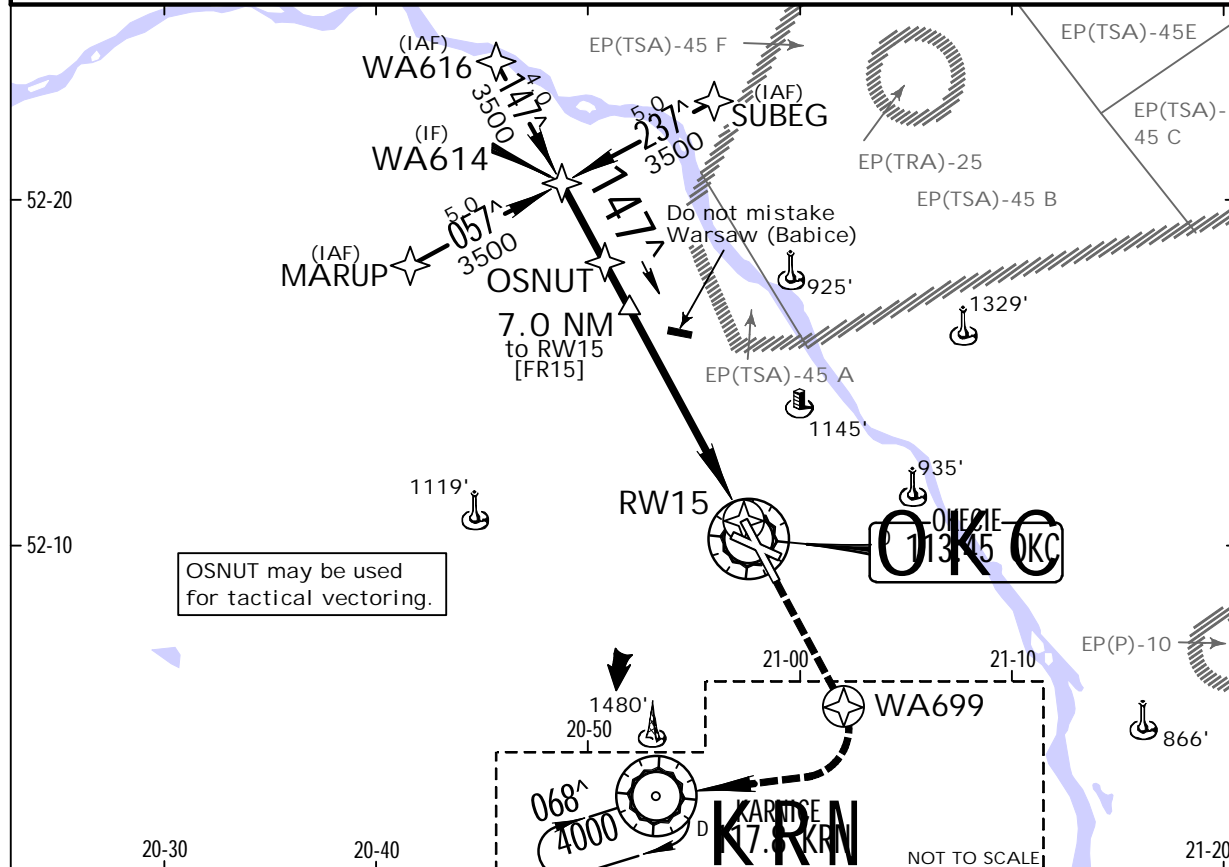
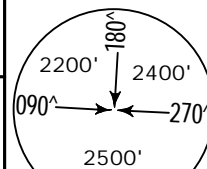
(12-2)

.Eff. 6.Feb.

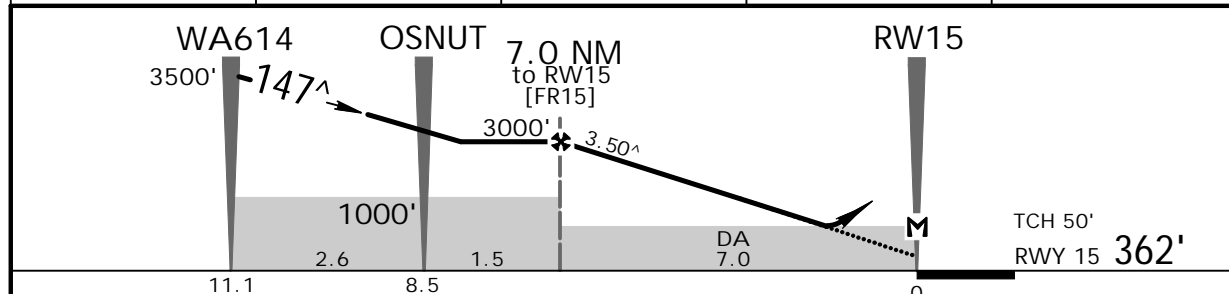
WARSAW, POLAND
RNAV (GNSS) Rwy 15

BRIEFING STRIP

ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9
RNAV	Final Apch Crs 147°	Procedure Alt 7.0 NM to RW15 3000' (2648')	LNAV DA(H) 830' (478')	Apt Elev 362' RWY 352'
MISSED APCH: Climb STRAIGHT AHEAD to WA699, then turn RIGHT to KRN VOR climbing to 4000' or above, then as directed.				
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500'				



DIST to RW15	8.0	6.0	4.0	2.0
ALTITUDE	3370'	2630'	1890'	1150'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867
MAP at RW15						

Standard.		STRAIGHT-IN LANDING RWY 15		CIRCLE-TO-LAND	
		LNAV DA(H) 830' (478')		Not authorized Northeast of airport	
		ALS out		Max Kts.	MDA(H) VIS
A	RVR 1500m			100	840' (478') 1500m
B				135	870' (508') 1600m
C	RVR 1800m		CMV 2200m	180	970' (608') 2400m
D				205	1070' (708') 3600m

IS OPS

EPWA/WAW
CHOPIN

24 JAN 14

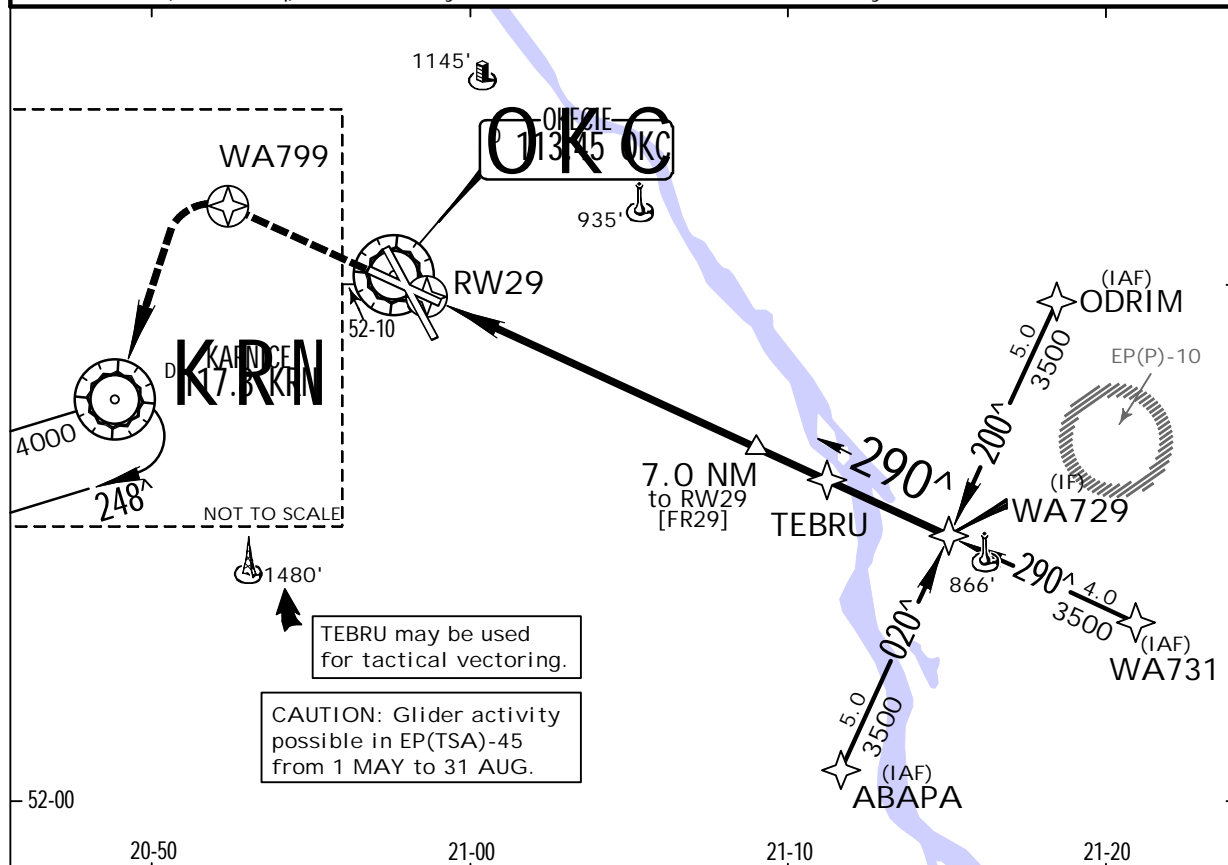
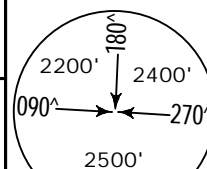
(12-3)

.Eff.6.Feb.

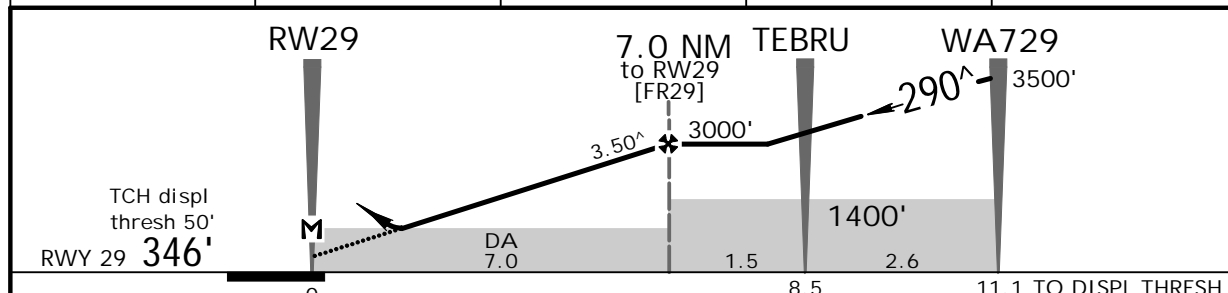
WARSAW, POLAND
RNAV (GNSS) Rwy 29

BRIEFING STRIP™

ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9
RNAV	Final Apch Crs 290 [^]	Procedure Alt 7.0 NM to RW29 3000' (2654')	LNAV DA(H) 800' (454')	Apt Elev 362' RWY 346'
MISSED APCH: Climb STRAIGHT AHEAD to WA799, then turn LEFT to KRN VOR climbing to 4000' or above, then as directed.				
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500'				



DIST to RW29	3.0	4.0	5.0	6.0
ALTITUDE	1510'	1880'	2250'	2620'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.50 [^]	434	557	619	743	867
MAP at RW29						

Standard.			STRAIGHT-IN LANDING RWY 29			CIRCLE-TO-LAND Not authorized Northeast of airport		
			LNAV DA(H) 800' (454')					
			ALS out					
A	RVR 1500m						Max Kts.	
B							100	820' (458') 1500m
C							135	870' (508') 1600m
D	RVR 1700m			CMV 2100m			180	970' (608') 2400m
							205	1070' (708') 3600m

IS OPS

EPWA/WAW
CHOPIN

24 JAN 14

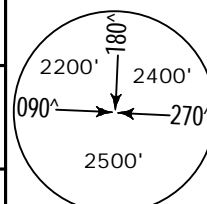
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.Eff. 6.Feb.

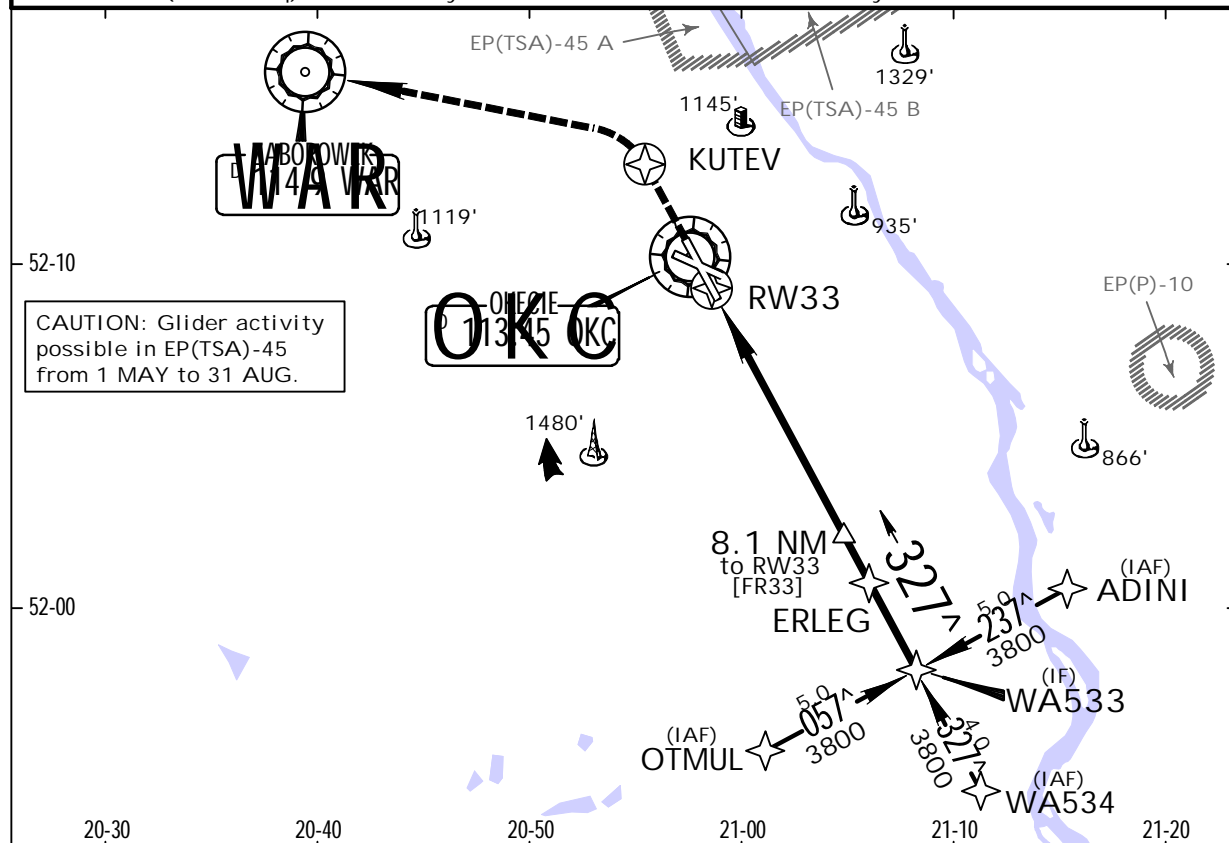
WARSAW, POLAND
RNAV (GNSS) Rwy 33

BRIEFING STRIP™

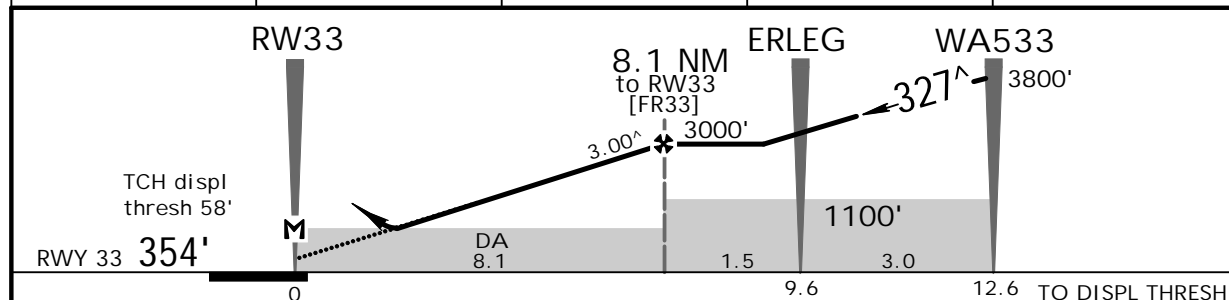
ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9
RNAV	Final Apch Crs 327 [^]	Procedure Alt 8.1 NM to RW33 3000' (2646')	LNAV DA(H) 820' (466')	Apt Elev 362' RWY 354'
MISSED APCH: RNAV: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT direct to WAR VOR climbing to 3000', then as directed.				
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500'				



MSA
OKC VOR



DIST to RW33	2.0	4.0	6.0	8.0
ALTITUDE	1050'	1690'	2320'	2960'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00 [^]	372	478	531	637	743	849
MAP at RW33						

Standard.			STRAIGHT-IN LANDING RWY 33			CIRCLE-TO-LAND Not authorized Northeast of airport		
			LNAV DA(H) 820' (466')					
			ALS out					
A	RVR 1500m						Max Kts	
B							100	830' (468') 1500m
C							135	870' (508') 1600m
D	RVR 1500m			CMV 2200m			180	970' (608') 2400m
							205	1070' (708') 3600m

IS OPS

EPWA/WAW
CHOPIN

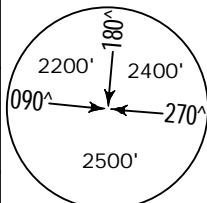
1 NOV 13

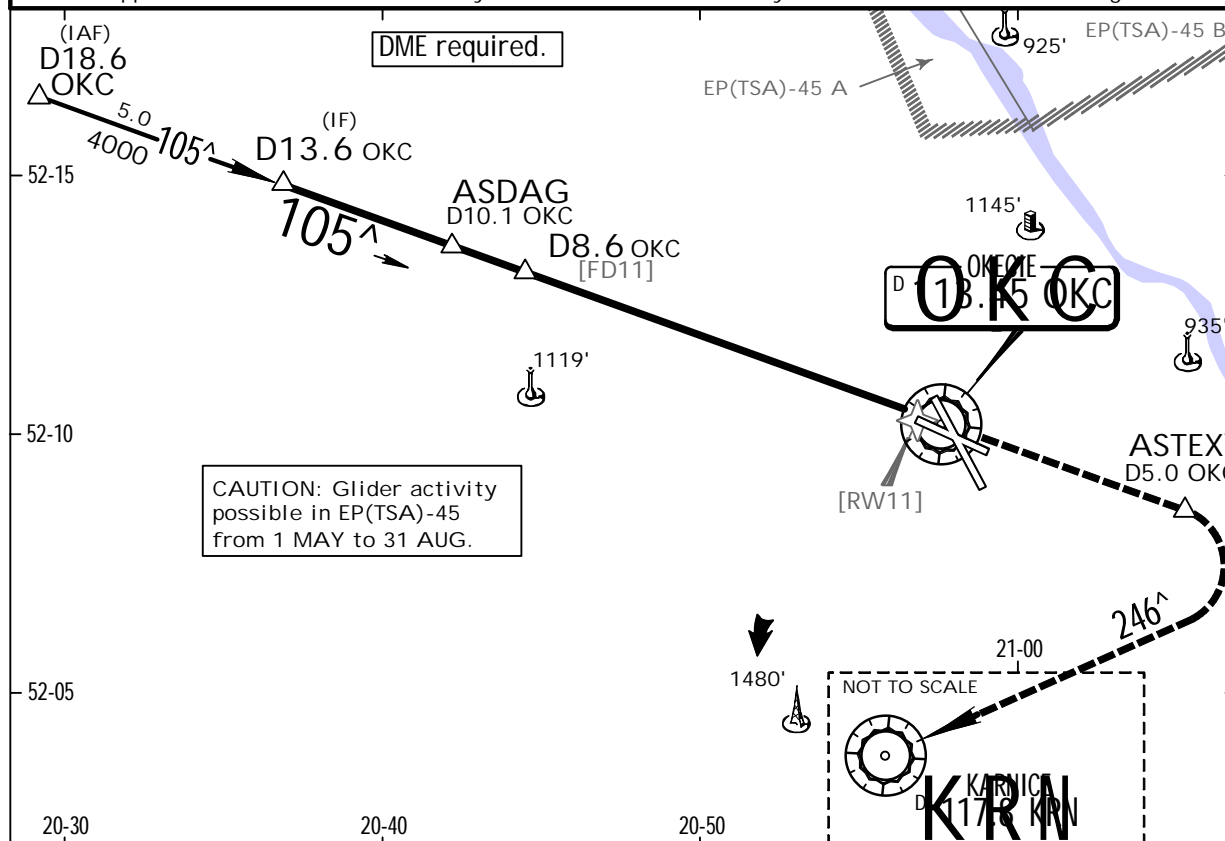
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JEPPESSEN

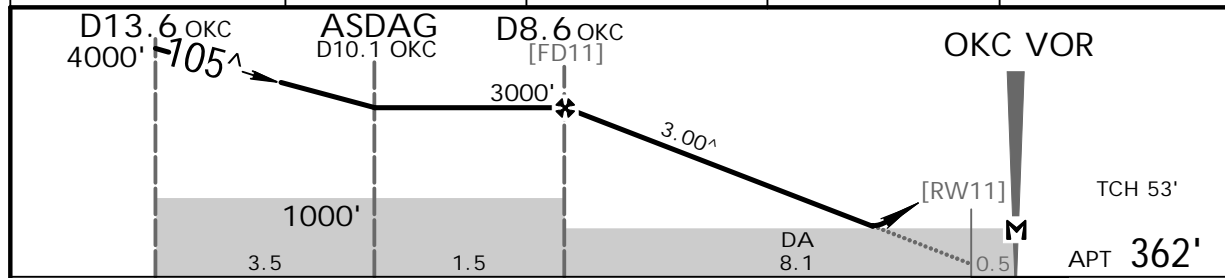
WARSAW, POLAND
VOR Rwy 11

BRIEFING STRIP™

ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9	
VOR OKC 113.45	Final Apch Crs 105°	Procedure Alt D8.6 OKC 3000' (2638')	DA(H) 770' (408')	Apt Elev 362'	
MISSED APCH: Climb STRAIGHT AHEAD to ASTEX, then turn RIGHT (MAX 185 KT) onto R-066 inbound KRN VOR climbing to 4000', then as directed.					MSA OKC VOR
Alt Set: hPa (MM on req) Apt Elev: 13 hPa Trans level: By ATC Trans alt: 6500' 1. Final approach track offset 5° from rwy centerline. 2. ASDAG may be used for tactical vectoring.					



OKC DME	8.0	6.0	4.0	2.0
ALTITUDE	2810'	2170'	1530'	890'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI ASTEX
Descent Angle	3.00°	372	478	531	637	743	
MAP at OKC VOR							

Standard.			STRAIGHT-IN LANDING RWY 11			CIRCLE-TO-LAND Not authorized Northeast of airport		
			DA(H) 770' (408')					
			ALS out					
A					Max Kts	MDA(H)	VIS	
B			RVR 1500m		100	800' (438')	1500m	
C	RVR 1200m				135	870' (508')	1600m	
D			RVR 1900m		180	970' (608')	2400m	
					205	1070' (708')	3600m	

EPWA/WAW
CHOPIN

1 NOV 13

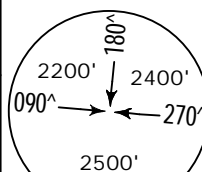
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JEPPESEN

WARSAW, POLAND
VOR Rwy 15

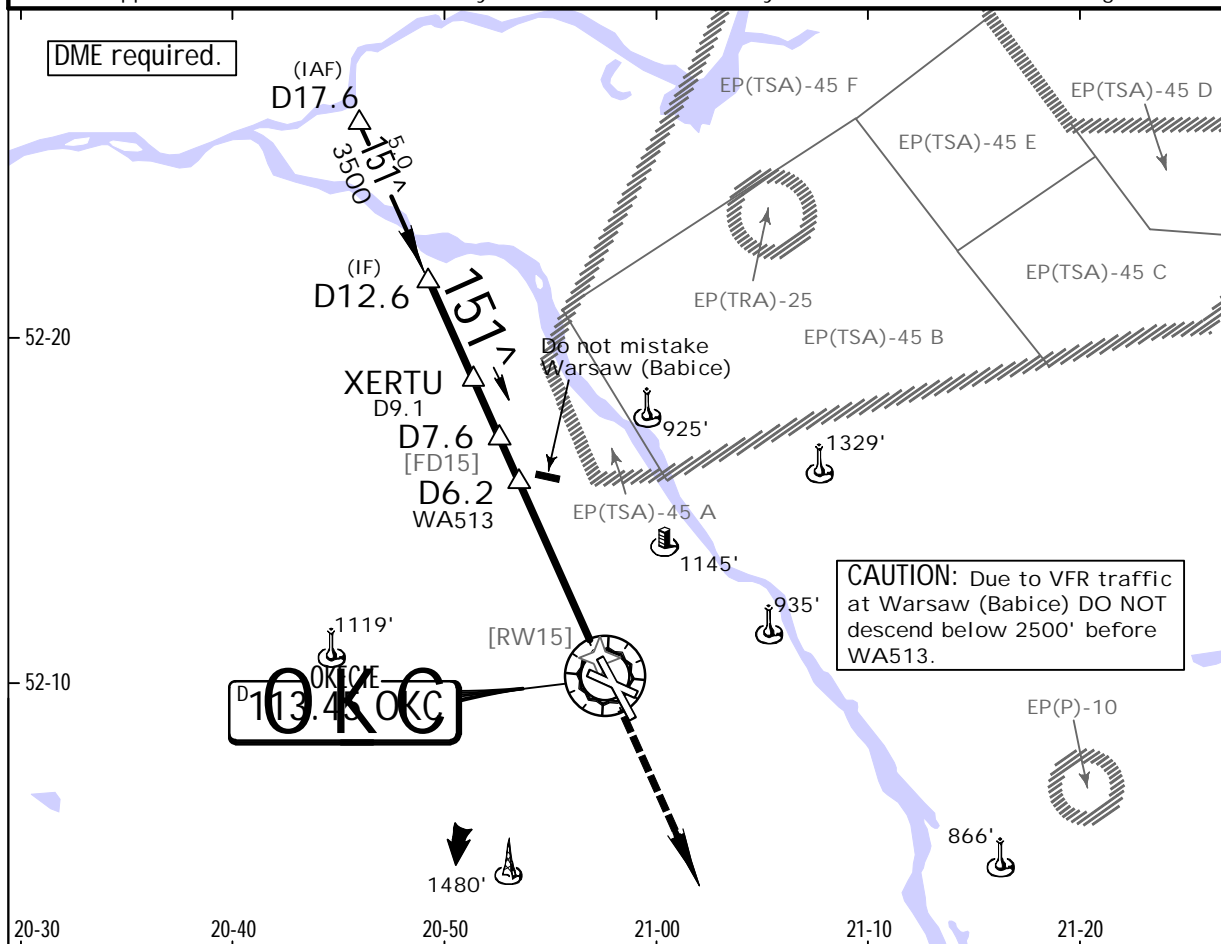
BRIEFING STRIP

ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9
VOR OKC 113.45	Final Apch Crs 151 [^]	Procedure Alt D7.6 3000' (2648')	DA(H) 830' (478')	Apt Elev 362' RWY 352'

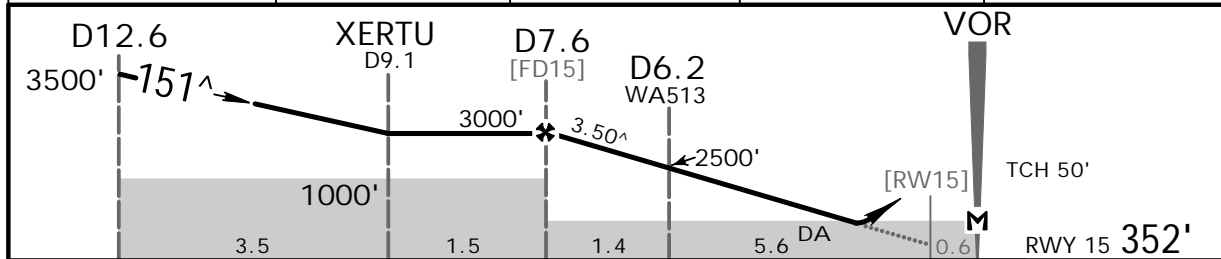


MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500'
1. Final approach track offset 4[^] from rwy centerline. 2. XERTU may be used for tactical vectoring.



OKC DME	6.0	5.0	4.0	3.0
ALTITUDE	2430'	2060'	1690'	1320'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.50 [^]	434	557	619	743	867
MAP at VOR						

Standard.	STRAIGHT-IN LANDING RWY 15	CIRCLE-TO-LAND
	DA(H) 830' (478')	Not authorized
	ALS out	Northeast of airport
A	RVR 1500m	Max Kts
B		MDA(H) 840' (478')
C		VIS 1500m

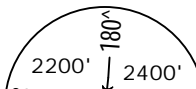
EPWA/WAW
CHOPIN

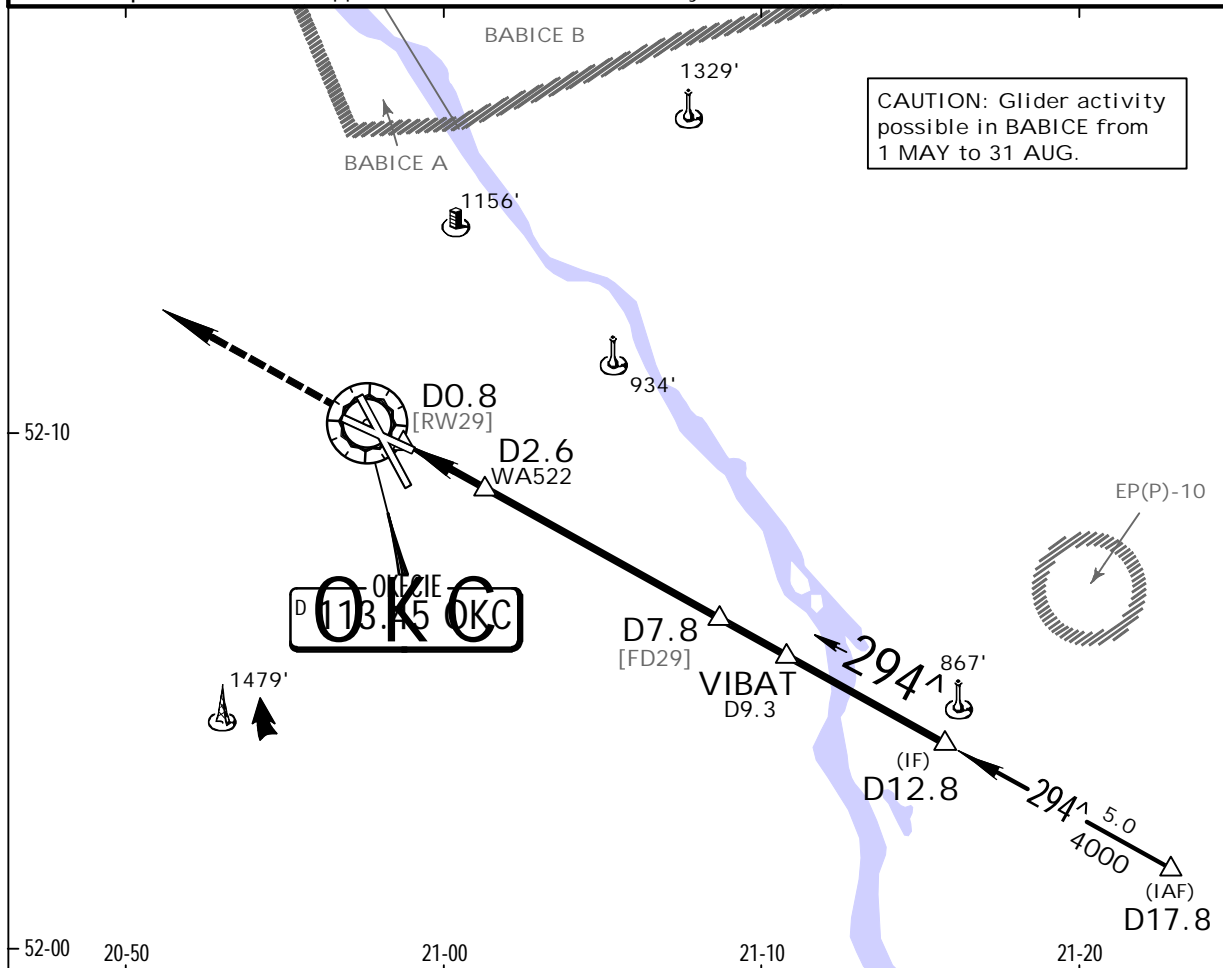
18 APR 14

JEPPESEN
13-3

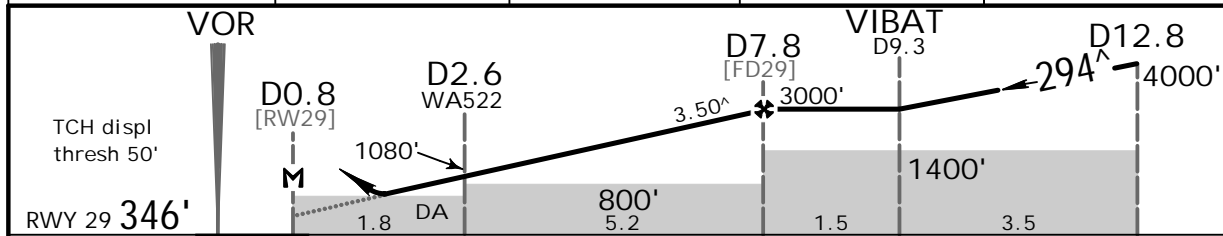
WARSAW, POLAND
VOR Rwy 29

BRIEFING STRIP™

ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	Ground 121.9	 MSA OKC VOR
VOR OKC 113.45	Final Apch Crs 294^	Procedure Alt D7.8 3000' (2654')	DA(H) (CONDITIONAL) 780' (434')	Apt Elev 362' RWY 346'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.					
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500'					
1. DME required. 2. Final approach track offset 4^ from rwy centerline.					



OKC DME	3.0	4.0	5.0	6.0
ALTITUDE	1230'	1600'	1970'	2340'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3000'
Descent Angle	3.50^	434	557	619	743	867	
MAP at D0.8							

Standard. STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND Not authorized Northeast of airport	
With D2.6 DA(H) 780' (434')		W/o D2.6 DA(H) 800' (454')		MDA(H)	VIS
ALS out		ALS out			
A	RVR 1500m		RVR 1500m	100	800' (438') 1 1500m
B				135	870' (508') 1600m
C				180	970' (608') 2400m
D	RVR 1600m	RVR 2000m	RVR 1700m	205	1070' (708') 3600m

EPWA/WAW
CHOPIN

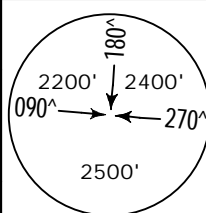
18 APR 14

13-4

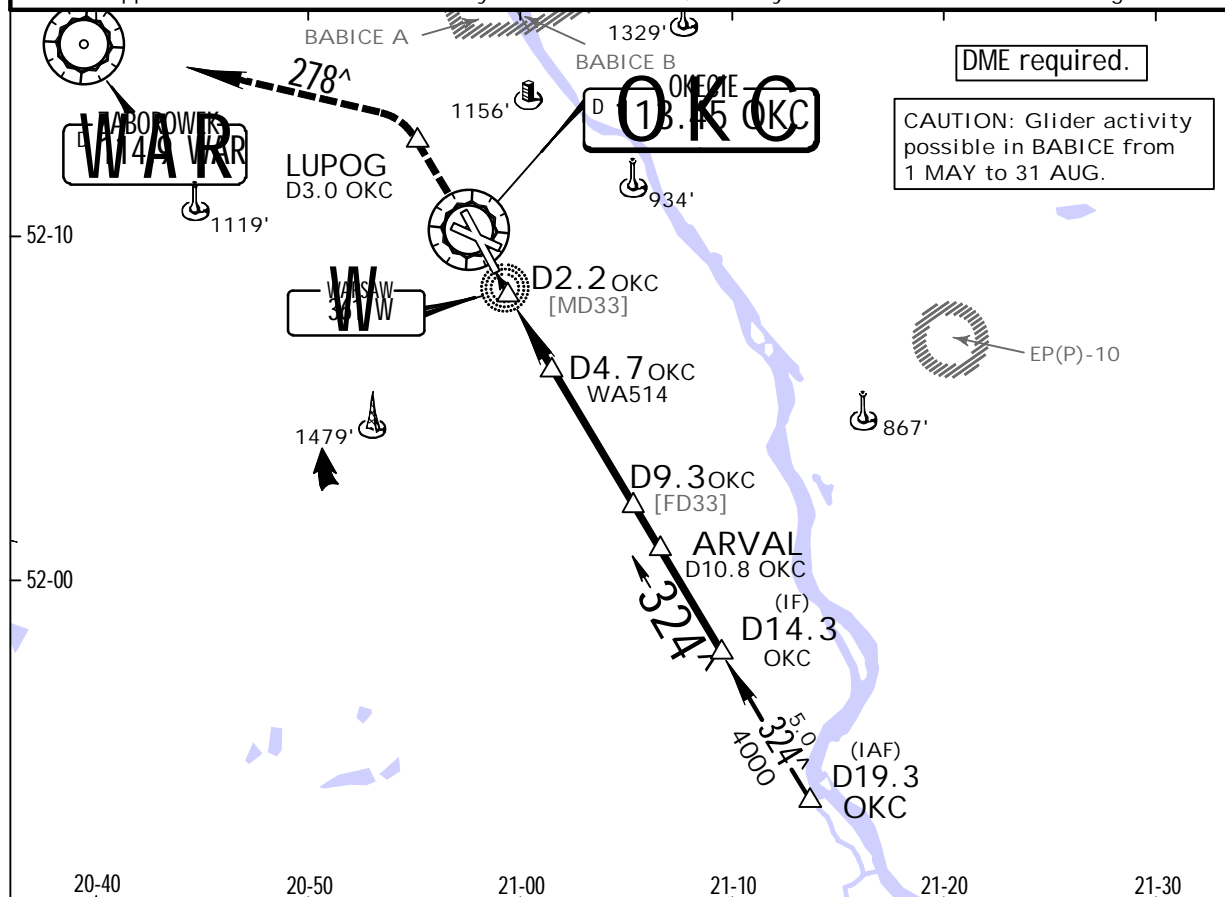
JEPPESSEN

WARSAW, POLAND
VOR Rwy 33

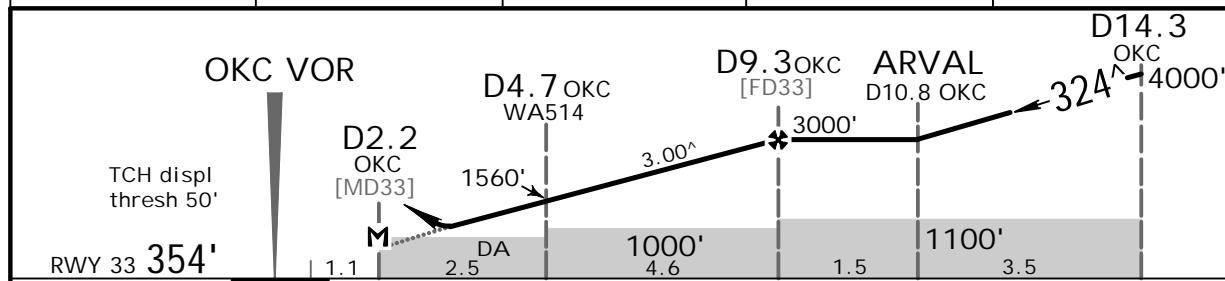
BRIEFING STRIP™


ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	Ground 121.9	 <p>MSA OKC VOR</p>
VOR OKC 113.45	Final Apch Crs 324^	Procedure Alt D9.3 OKC 3000' (2646')	DA(H) (CONDITIONAL) 760' (406')	Apt Elev 362' RWY 354'	
MISSED APCH: Climb STRAIGHT AHEAD to LUPOG, then turn LEFT (MAX 185 KT) to intercept R-098 inbound to WAR VOR climbing to 3000', then as directed.					

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500'
1. Final approach track offset 3^ from rwy centerline. 2. ARVAL may be used for tactical vectoring.



OKC DME	3.0	5.0	7.0	9.0
ALTITUDE	1010'	1650'	2290'	2920'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00^	372	478	531	637	743	849	
MAP at D2.2 OKC							

Standard.				STRAIGHT-IN LANDING RWY 33		CIRCLE-TO-LAND		
		With D4.7 OKC			W/o D4.7 OKC			
		DA(H) 760' (406')			DA(H) 820' (466')			
		ALS out			ALS out			
A	RVR 1200m	RVR 1500m	RVR 1500m		Max Kts	Not authorized		
B					100	Northeast of airport		
C		RVR 1900m	RVR 1500m	CMV 2200m	135	MDA(H)	VIS	
D					180			
					205			
						820' (458')	1	1500m
						870' (508')		1600m
						970' (608')		2400m
						1070' (708')		3600m

IS OPS