

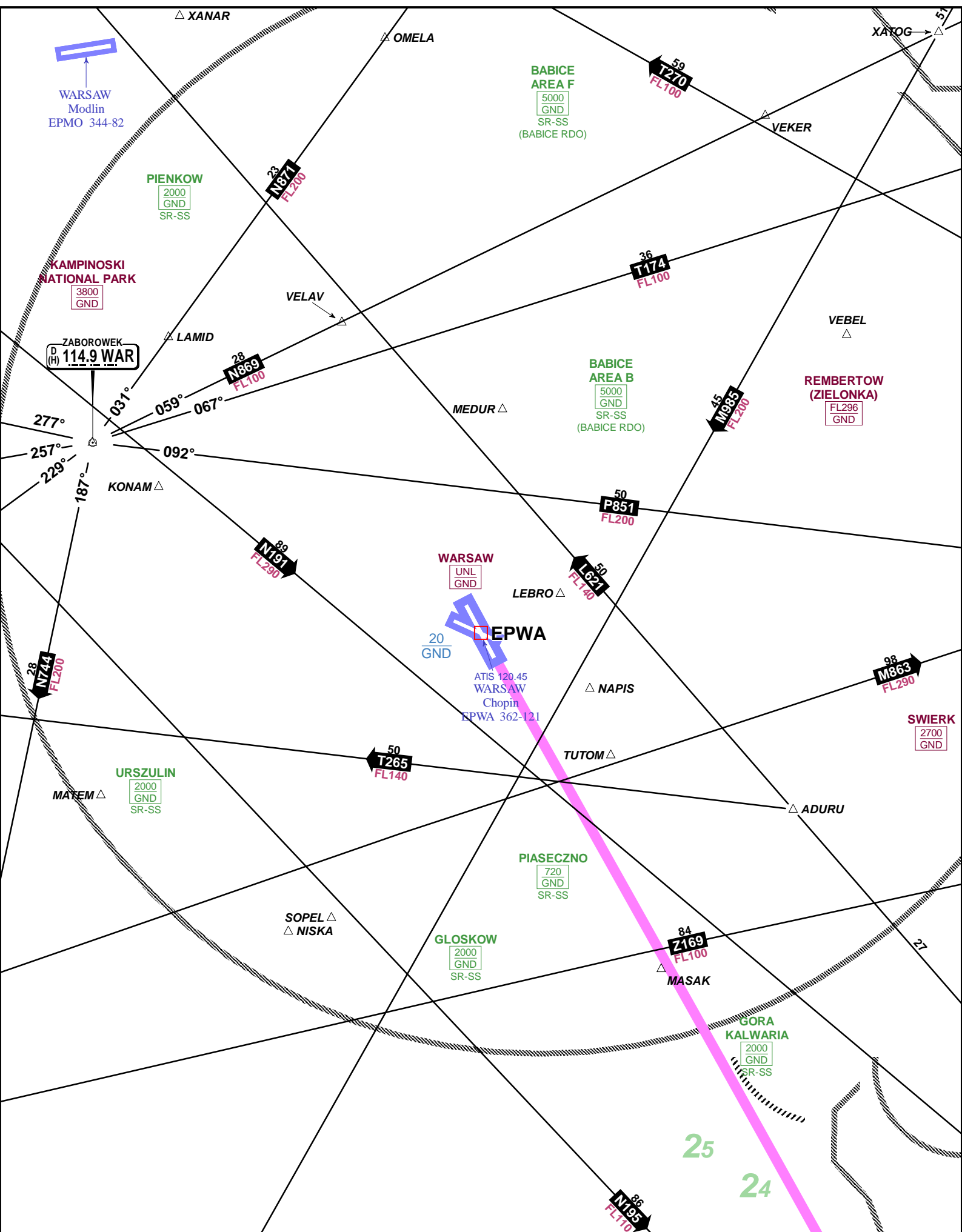
DEPARTURE (EPWA -> LROP): EPWA (Chopin)

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

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

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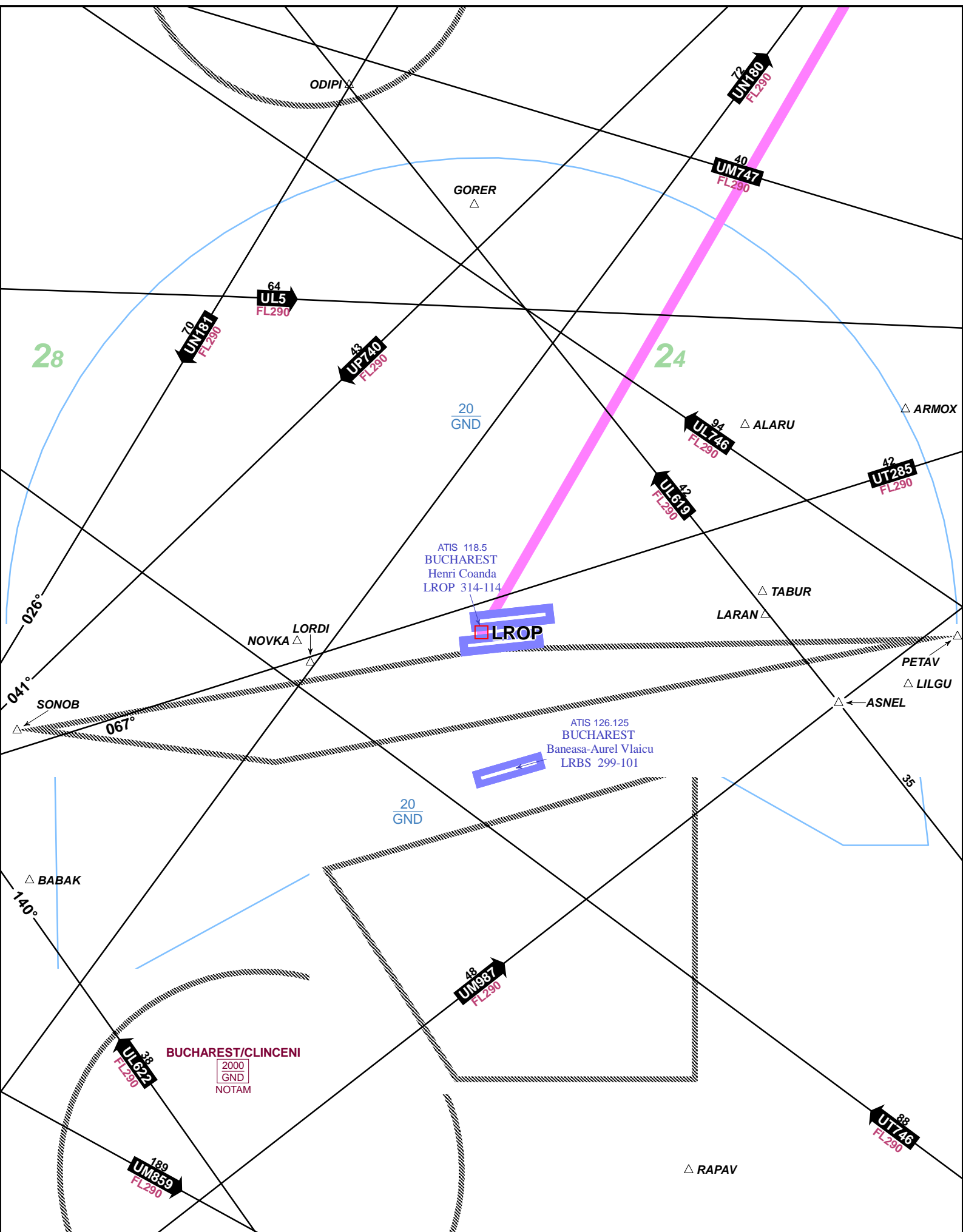
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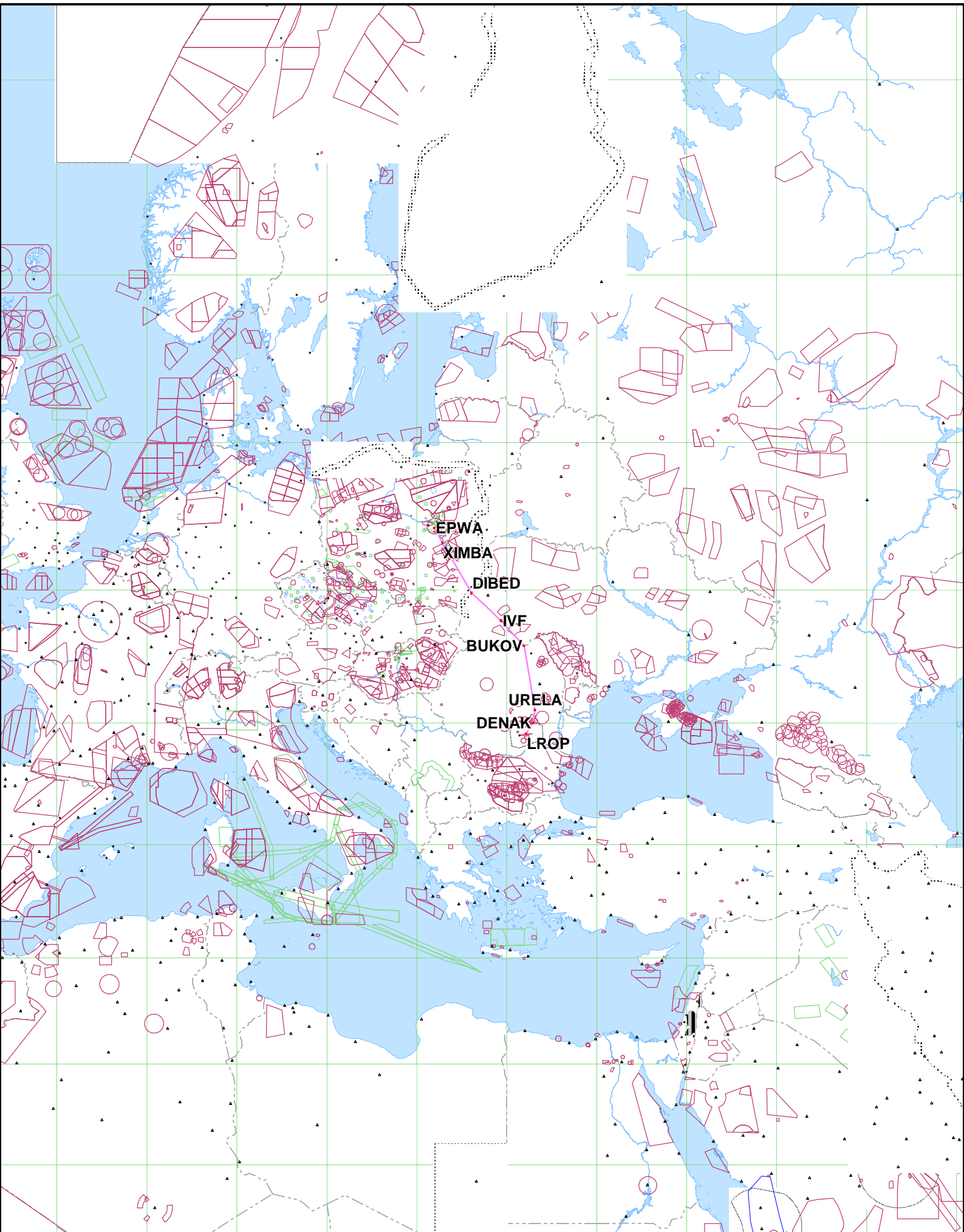


J E P P E S E N

JeppView 3.6.2.0

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EPWA/WAW

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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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WARSAW, POLAND

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.

EPWA/WAW

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JEPPesen

6 SEP 13

10-1R

Eff. 19. Sep. RADAR MINIMUM ALTITUDES.

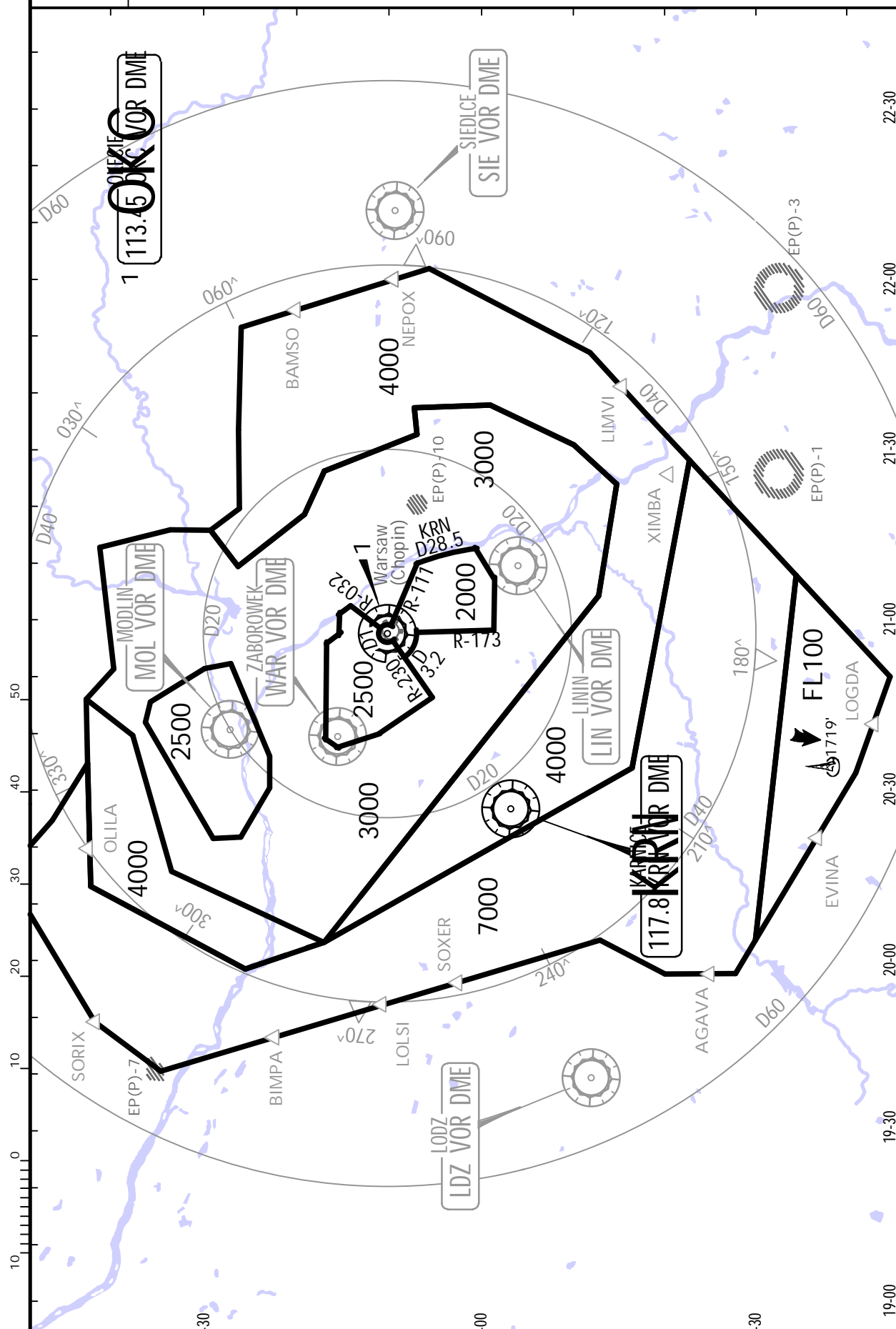
WARSAW, POLAND

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.

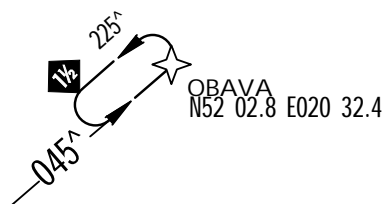
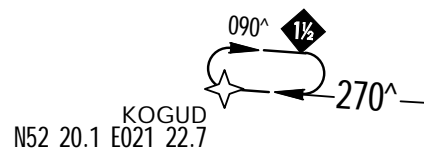
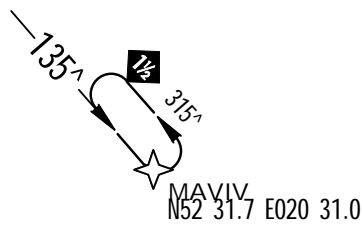
At or before downwind position maintain IAS 220 KT or minimum clean speed, whichever is greater.

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

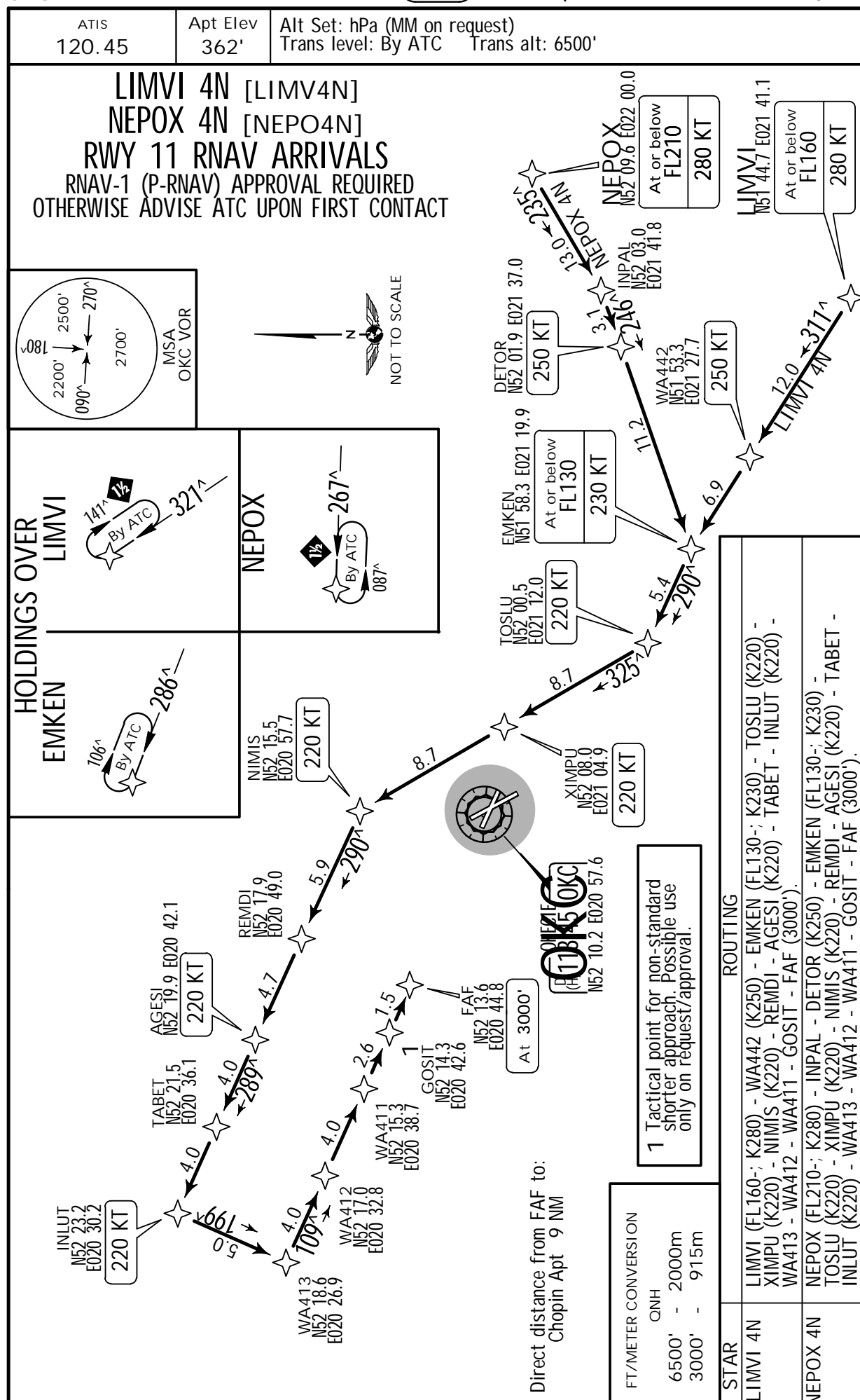
29 MAR 13

10-2B

.Eff. 4 Apr.

WARSAW, POLAND

.RNAV.STAR.



EPWA/WAW

CHOPIN

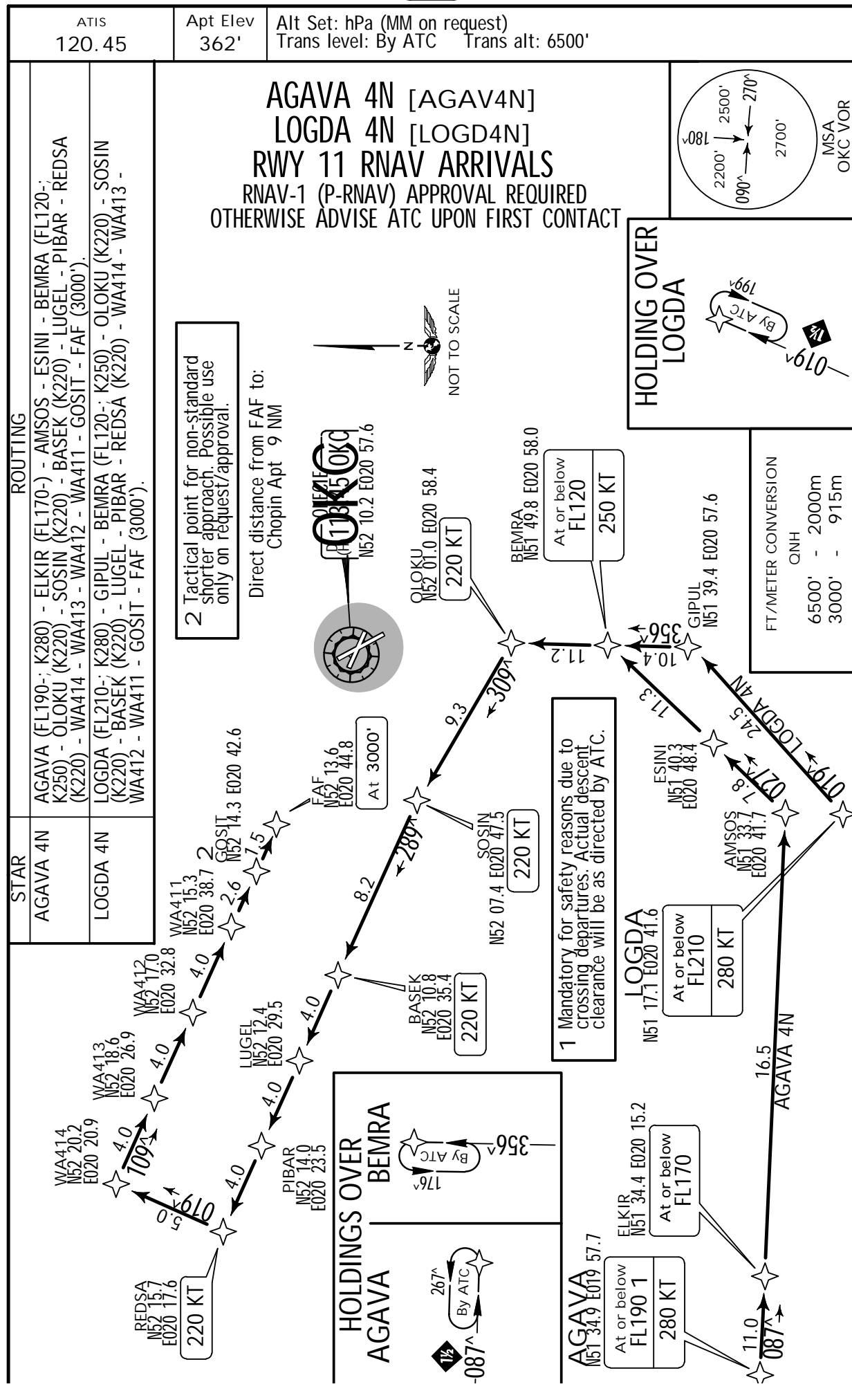
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10-2C

.Eff.4.Apr.

WARSAW, POLAND

.RNAV.STAR.



EPWA/WAW

CHOPIN

31 JAN 14

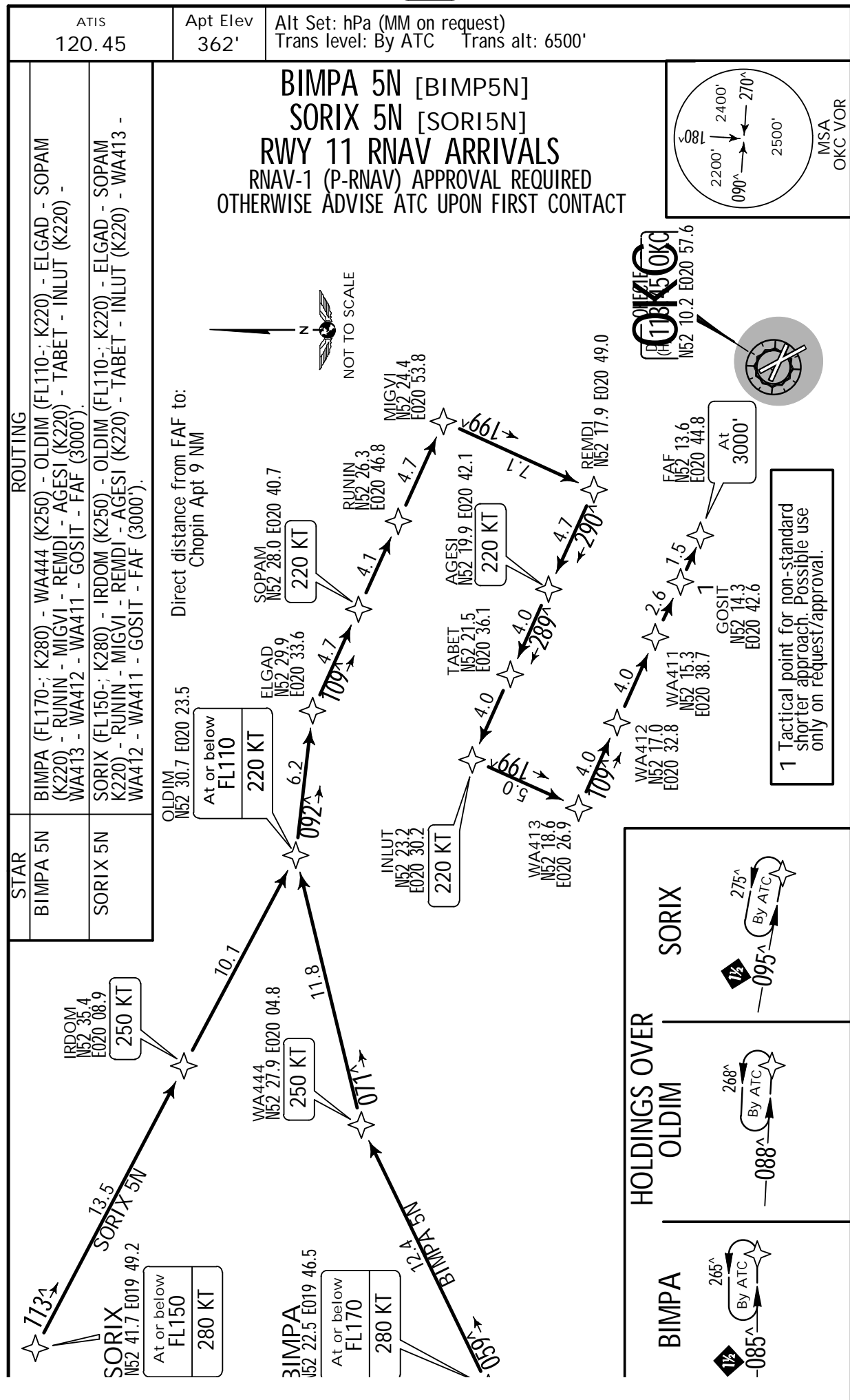
JEPPESSEN

(10-2D)

.Eff.6.Feb.

WARSAW, POLAND

.RNAV.STAR.



EPWA/WAW

CHOPIN

31 JAN 14

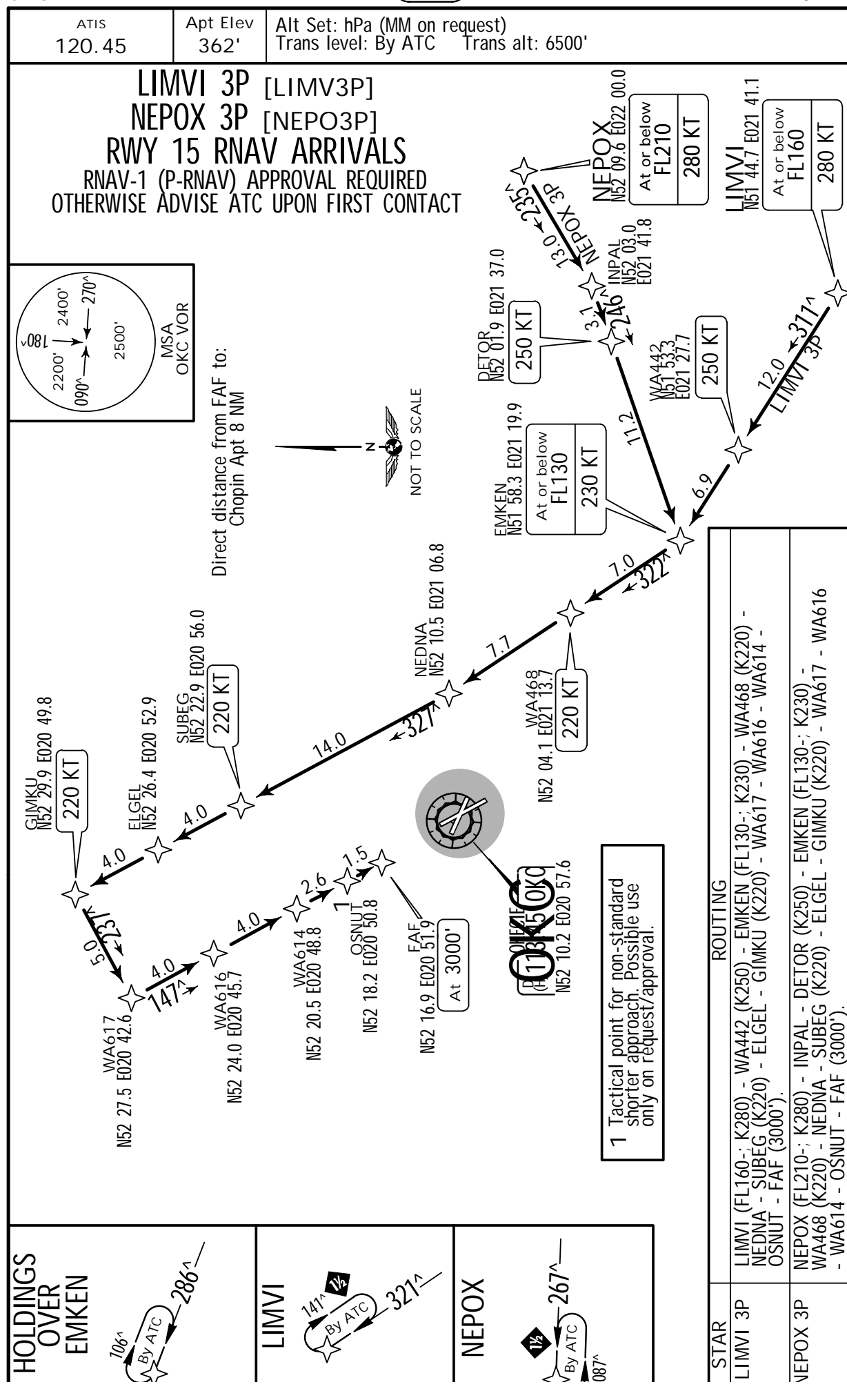
JEPPESEN

10-2E

.Eff.6.Feb.

WARSAW, POLAND

.RNAV.STAR.



EPWA/WAW

CHOPIN

JEPPESEN

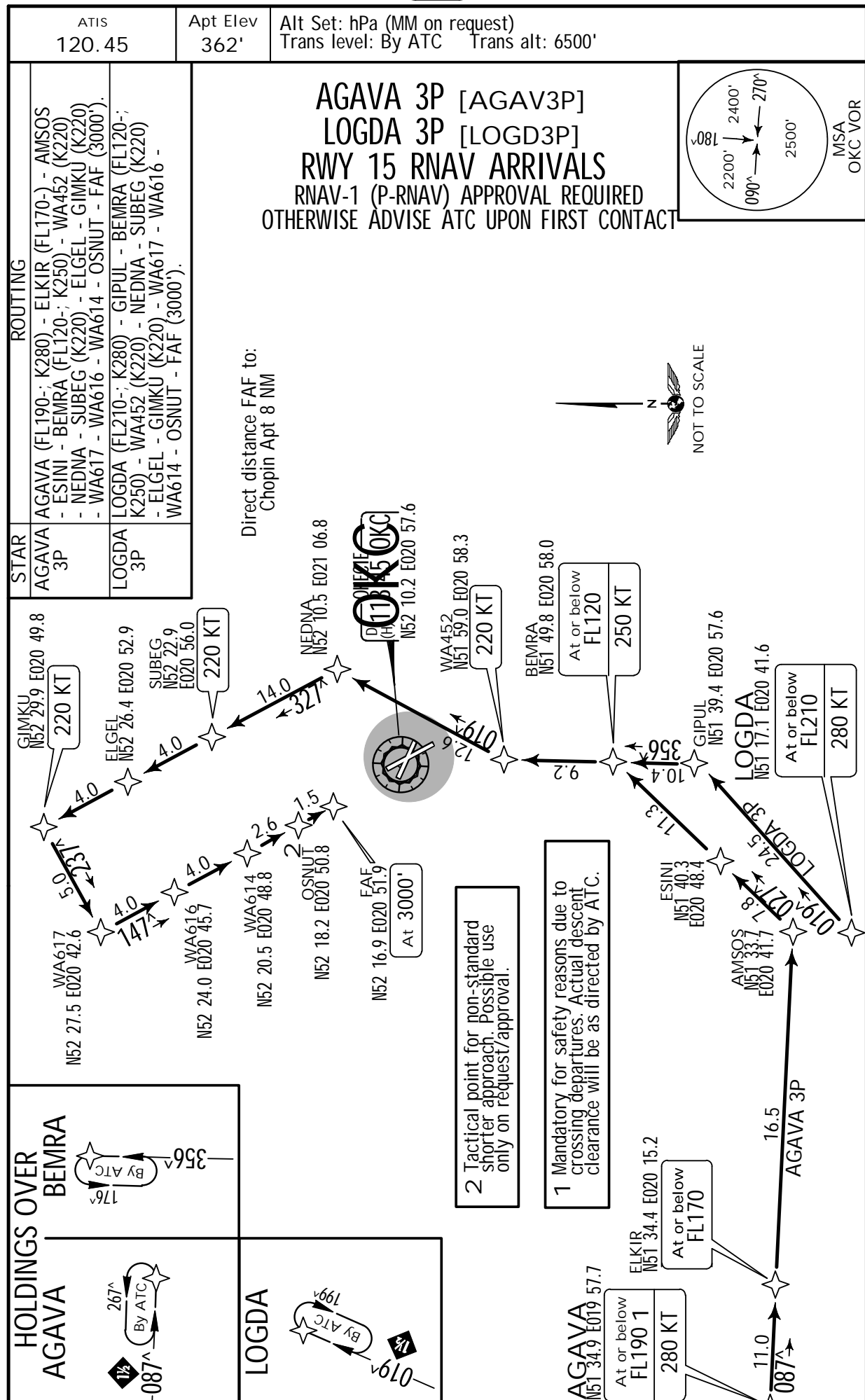
6 SEP 13

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.

STAR	ROUTING
BIMPA 3P	BIMPA (FL170-; K280) - INREN (FL110-; K250) - WA448 - LUGEL(K220) - AMLAS - RILSU - MARUP(K220) - LUXIB - NANOM - RONIR(K220) - WA618 - WA617 - WA616 - WA614 - OSNUT - FAF (3000').
SORIX 3P	SORIX (FL150-; K280) - INREN (FL110-; K250) - WA448 - LUGEL(K220) - AMLAS - RILSU - MARUP(K220) - LUXIB - NANOM - RONIR(K220) - WA618 - WA617 - WA616 - WA614 - OSNUT - FAF (3000').

BIMPA 3P [BIMP3P]
SORIX 3P [SORI3P]
RWY 15 RNAV ARRIVALS
 RNAV-1 (P-RNAV) APPROVAL REQUIRED
 OTHERWISE ADVISE ATC UPON FIRST CONTACT

NOT TO SCALE

1 Tactical point for non-standard shorter approach. Possible use only on request/approval.

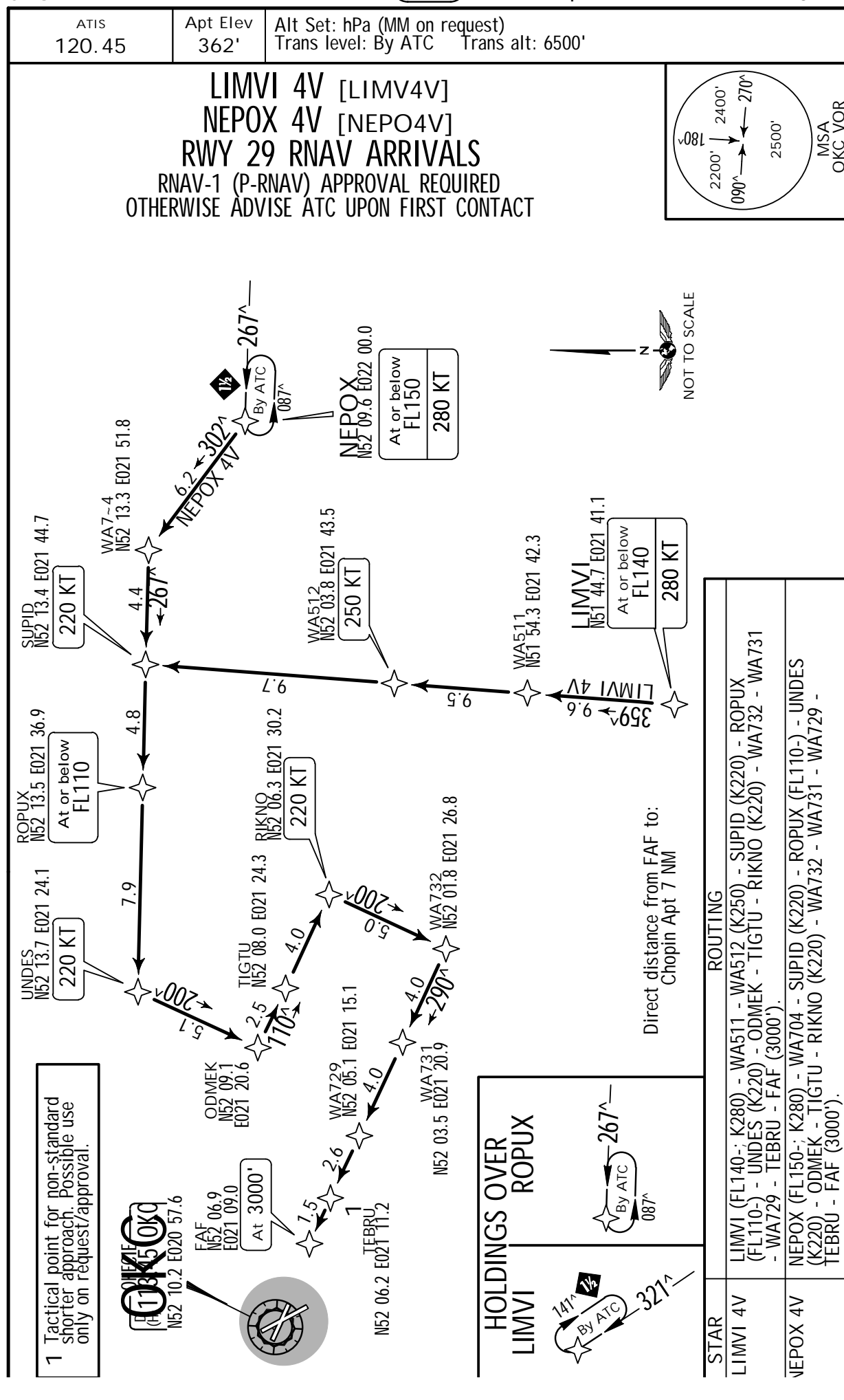
HOLDINGS OVER INREN
 BIMPA: 1 1/2 min, 265°, By ATC, -085°
 SORIX: 1 1/2 min, 275°, By ATC, -095°

Direct distance from FAF to:
 Chopin Apt 8 NM

EPWA/WAW
CHOPIN

JEPPESEN
6 SEP 13 10-2H .Eff.19.Sep.

WARSAW, POLAND
.RNAV.STAR.



EPWA/WAW

CHOPIN

JEPPESEN

6 SEP 13

10-2J

Eff. 19.Sep.

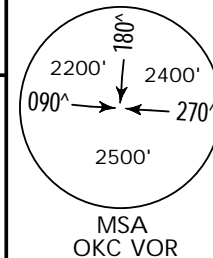
WARSAW, POLAND

.RNAV.STAR.

ATIS
120.45

Apt Elev
362'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6500'



AGAVA 4V [AGAV4V], LOGDA 4V [LOGD4V]

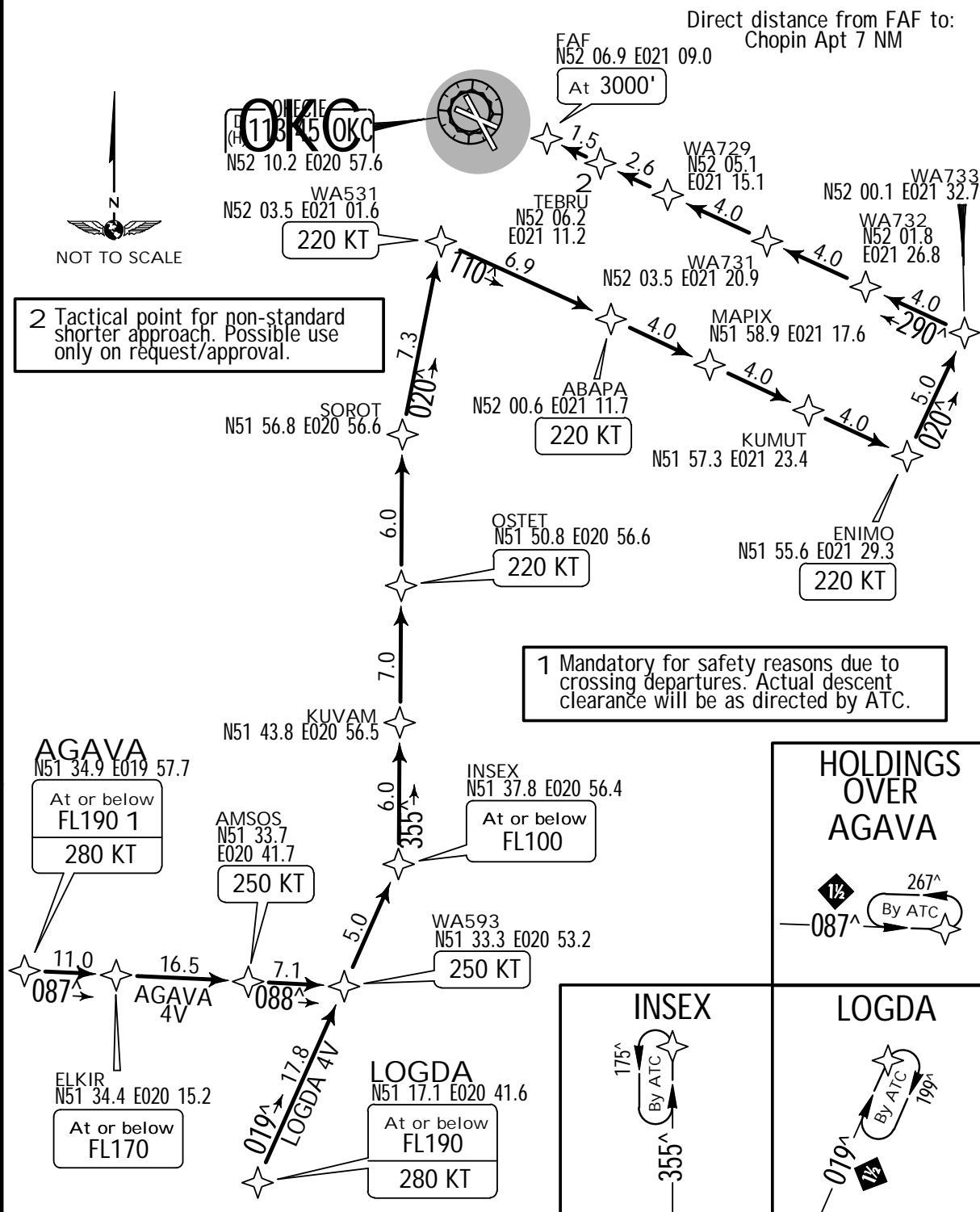
RWY 29 RNAV ARRIVALS

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



2 Tactical point for non-standard shorter approach. Possible use only on request/approval.

1 Mandatory for safety reasons due to crossing departures. Actual descent clearance will be as directed by ATC.



STAR

ROUTING

AGAVA 4V AGAVA (FL190-; K280) - ELKIR (FL170-) - AMSOS (K250) - WA593 (K250) - INSEX (FL100-) - KUVAM - OSTET (K220) - SOROT - WA531 (K220) - ABAPA (K220) - MAPIX - KUMUT - ENIMO (K220) - WA733 - WA732 - WA731 - WA729 - TEBRU - FAF (3000').

LOGDA 4V LOGDA (FL190-; K280) - WA593 (K250) - INSEX (FL100-) - KUVAM - OSTET (K220) - SOROT - WA531 (K220) - ABAPA (K220) - MAPIX - KUMUT - ENIMO

EPWA/WAW

CHOPIN

1 NOV 13

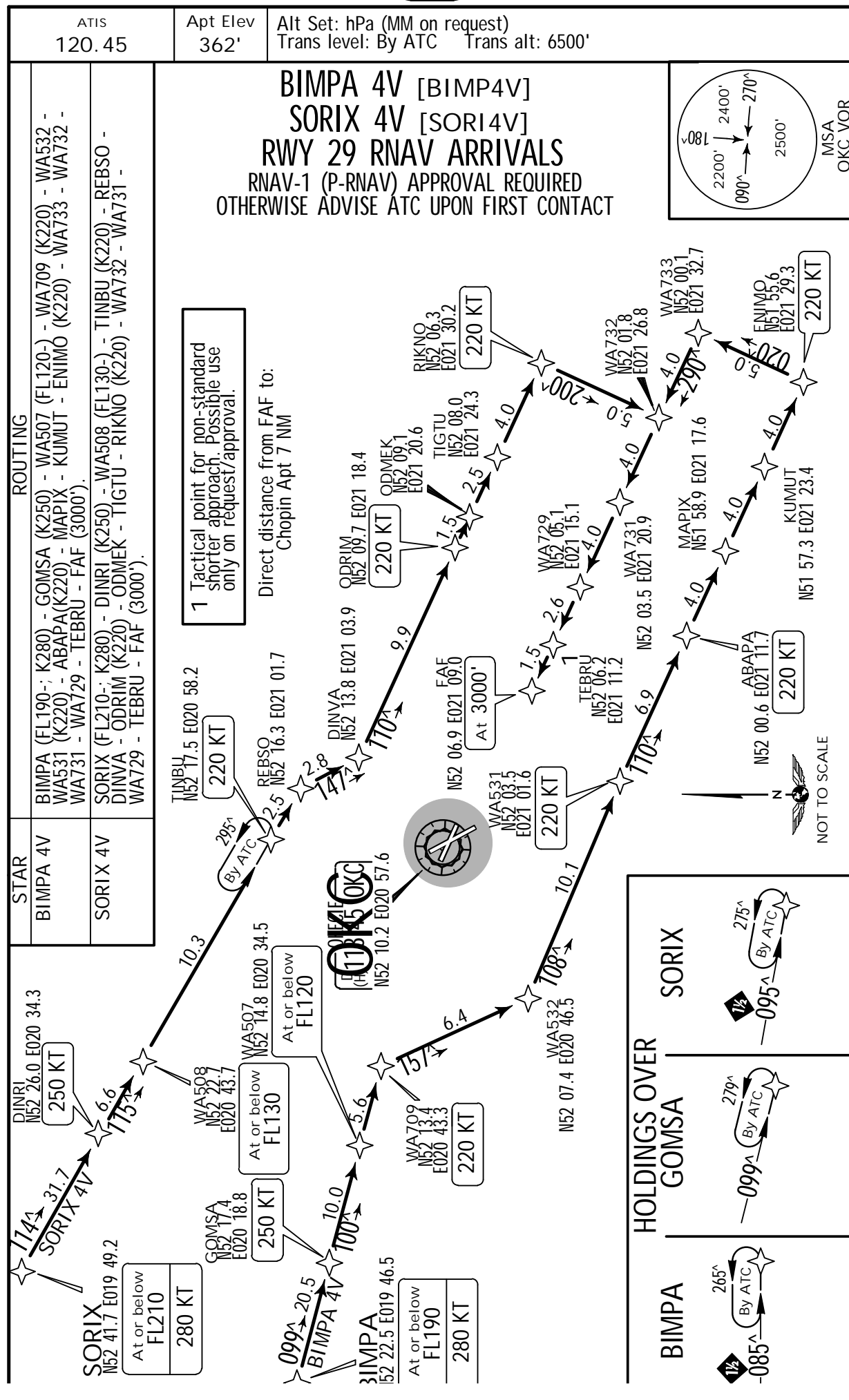
JEPPESEN

10-2K

.Eff.14.Nov.

WARSAW, POLAND

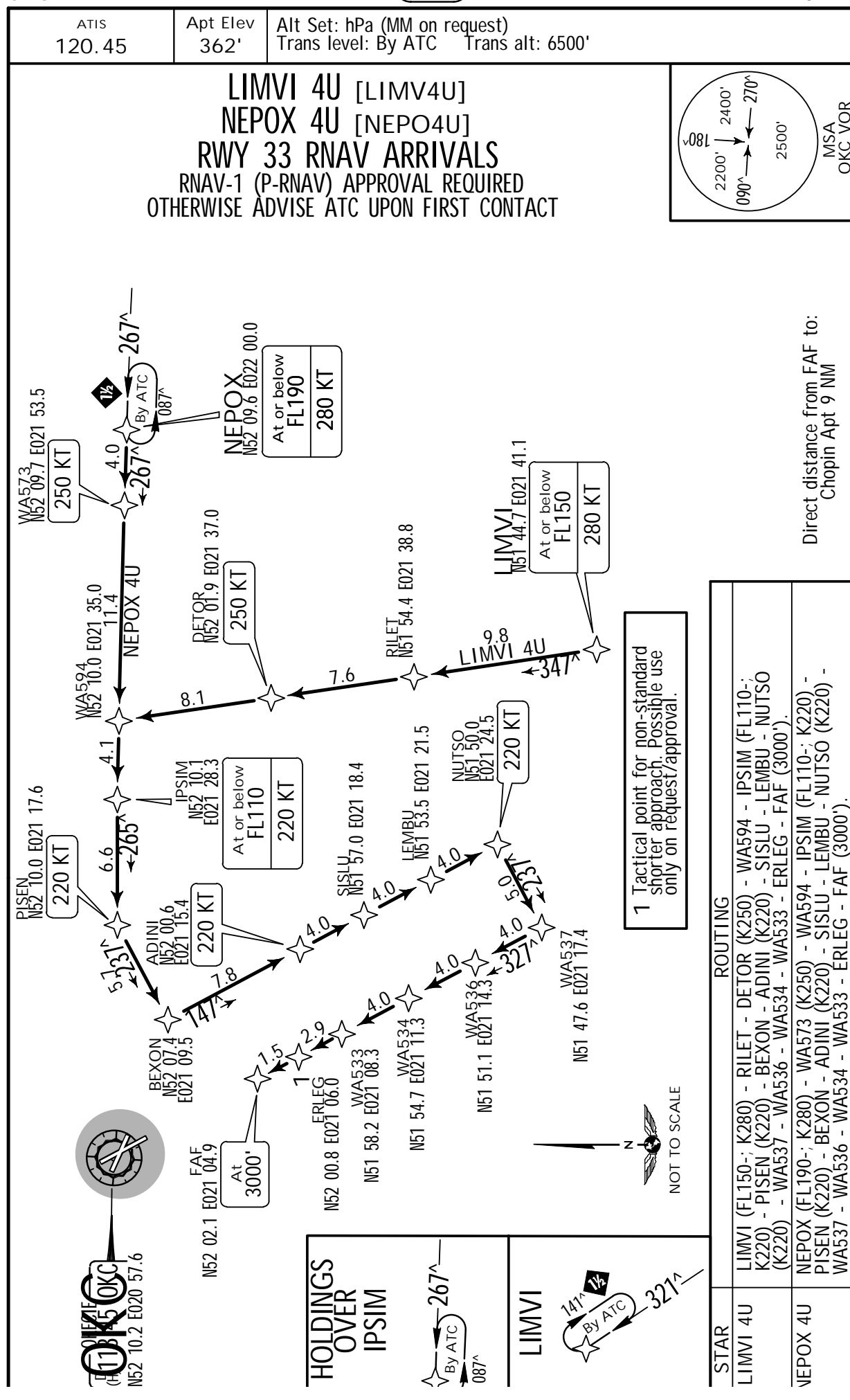
.RNAV.STAR.



EPWA/WAW
CHOPIN

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

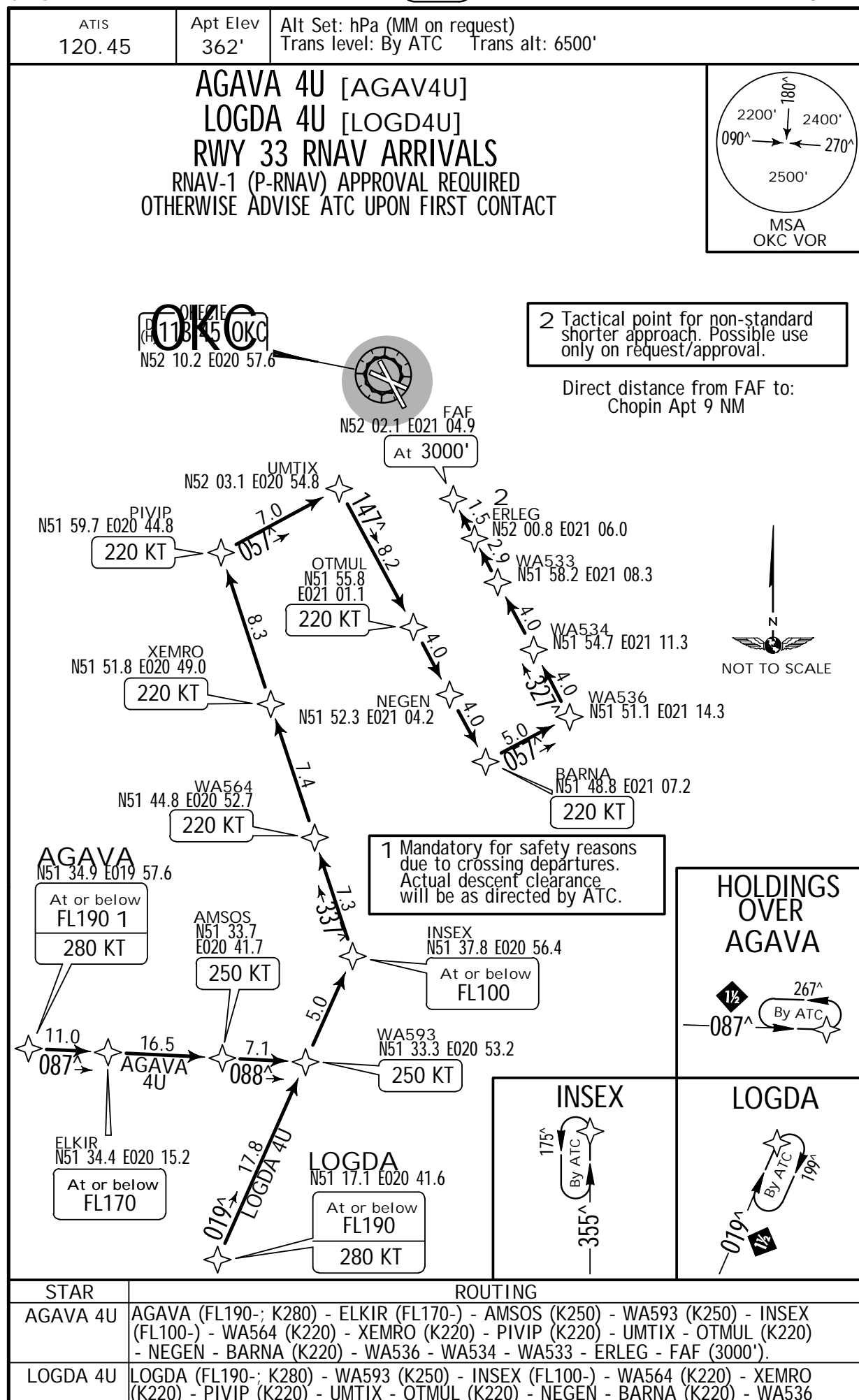
WARSAW, POLAND
.RNAV.STAR.



EPWA/WAW
CHOPIN

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

WARSAW, POLAND
.RNAV.STAR.



EPWA/WAW

CHOPIN

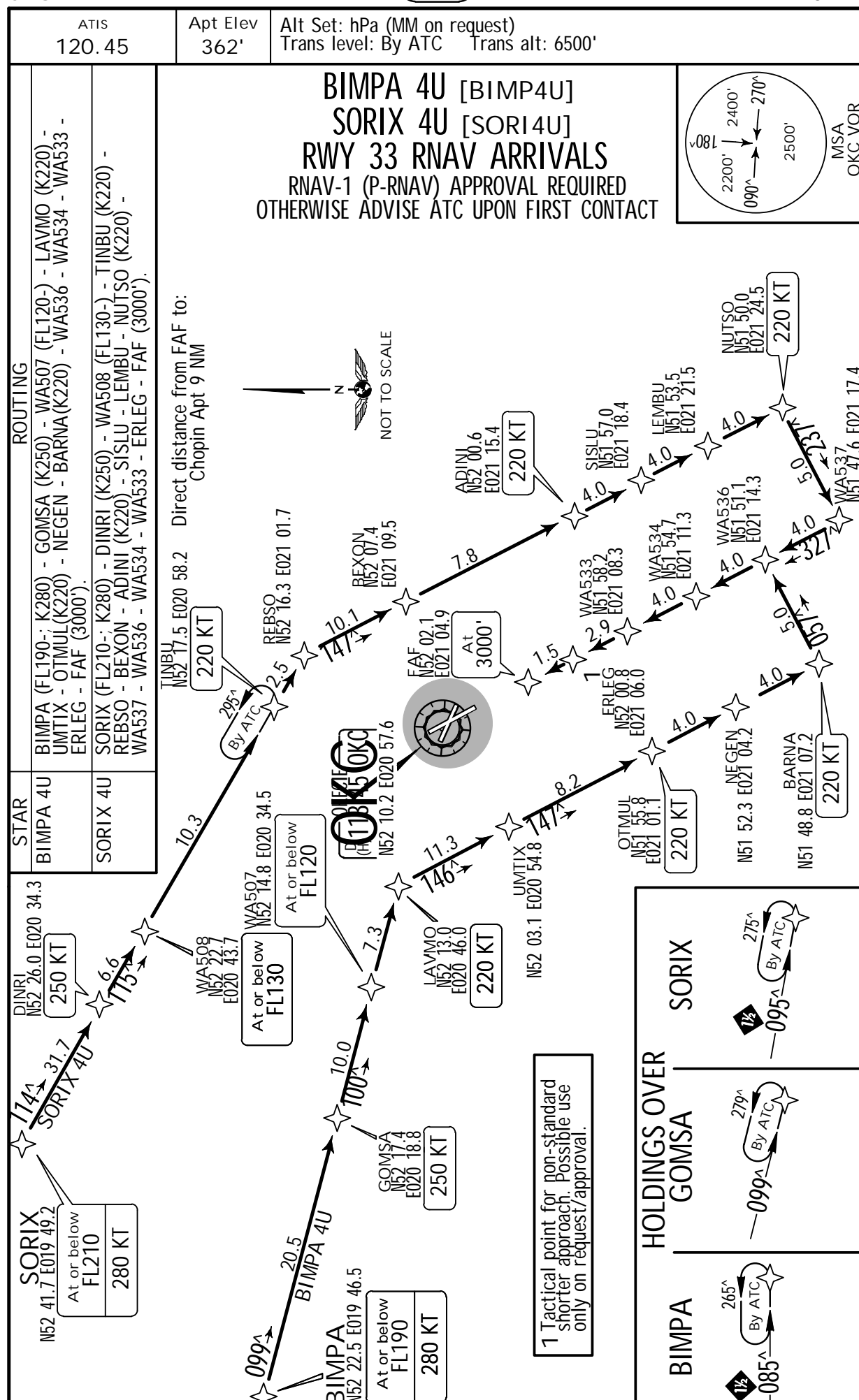
1 NOV 13

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

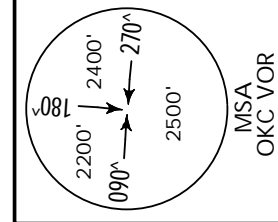
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Apt Elev
362'

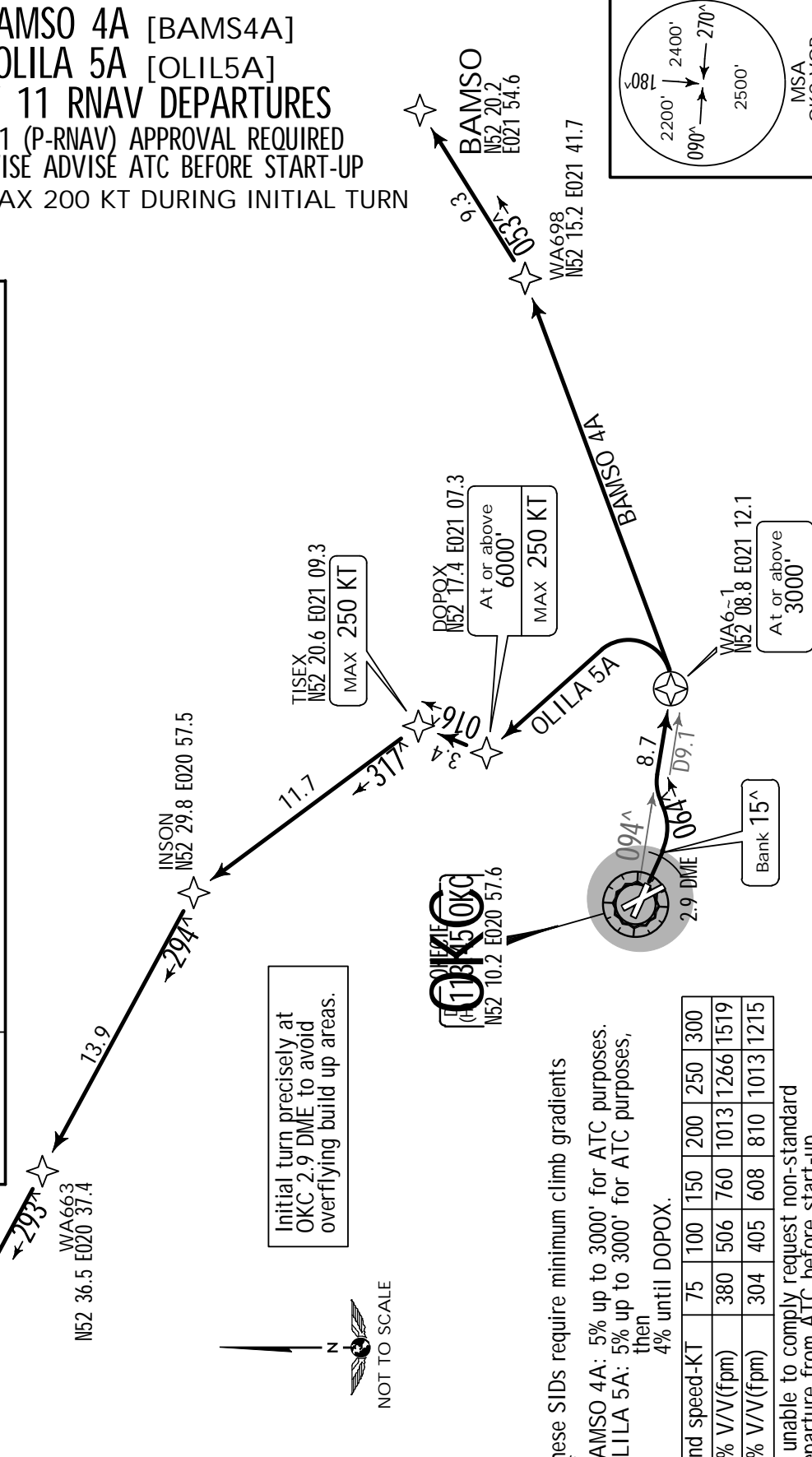
- Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
 2. Conventional navigation to 3000'.
 3. EXPECT close-in obstacles.
 4. SIDs are also noise abatement routings (refer to 10-4). Strict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



These SIDs require minimum climb gradients

BAMSO 4A: 5% up to 3000' for ATC purposes.
 OLILA 5A: 5% up to 3000' for ATC purposes,
 then 4% until DOPOX.

Ind speed-KT	75	100	150	200	250	300
% V/V(fpm)	380	506	760	1013	1266	1519
% V/V(fpm)	304	405	608	810	1013	1215

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

EPWA/WAW

CHOPIN



12 SEP 14

10-3C

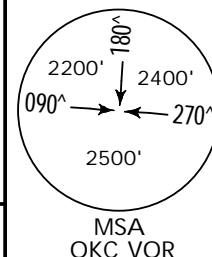
.Eff.18.Sep.

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]

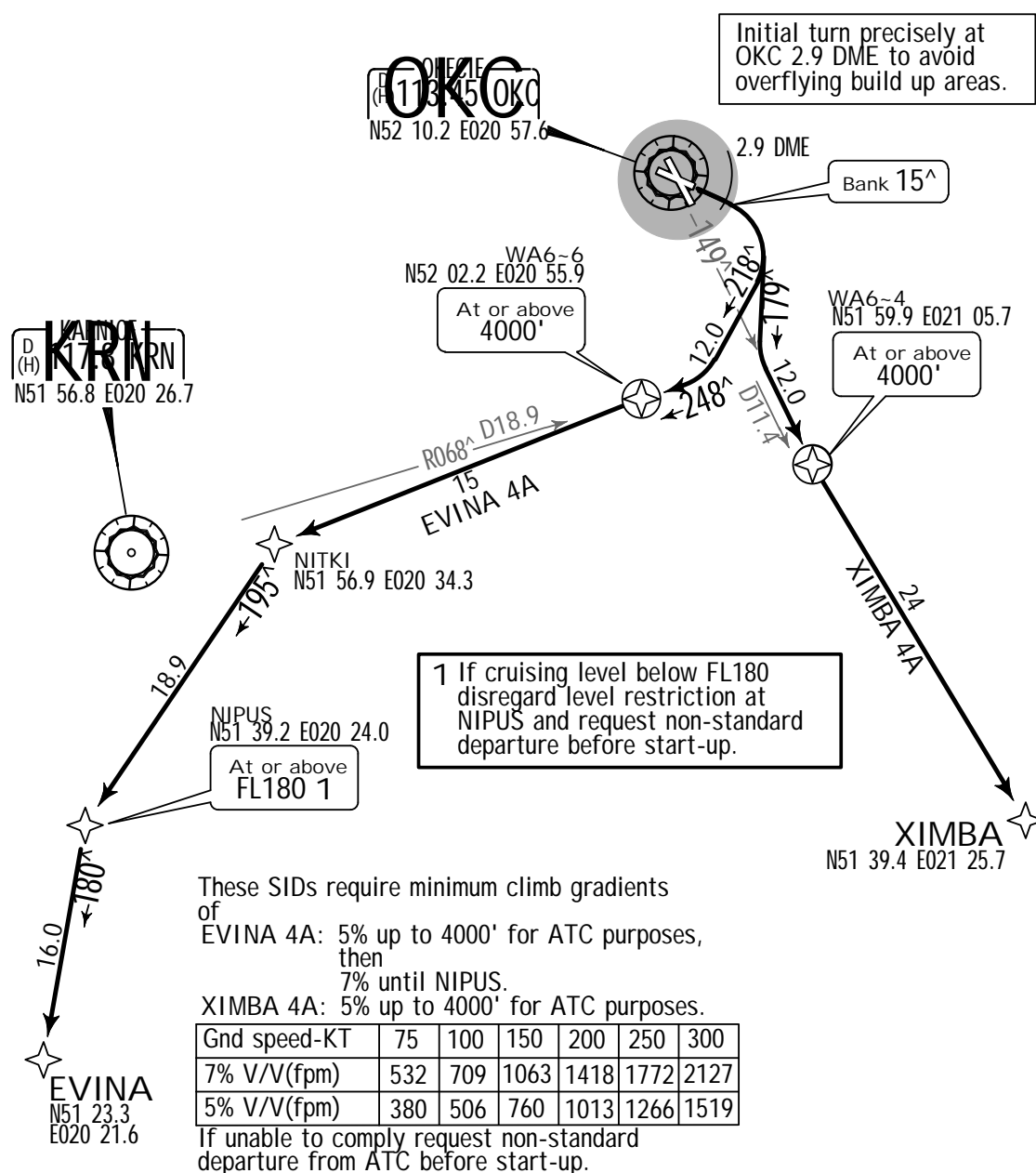
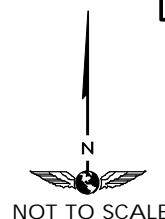
XIMBA 4A [XIMB4A]

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

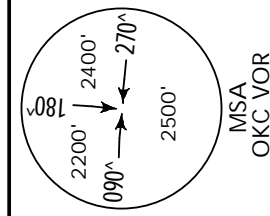
JEPPESSEN
12 SEP 14 10-3D .Eff.18.Sep.

WARSAW, POLAND
.RNAV.SID.

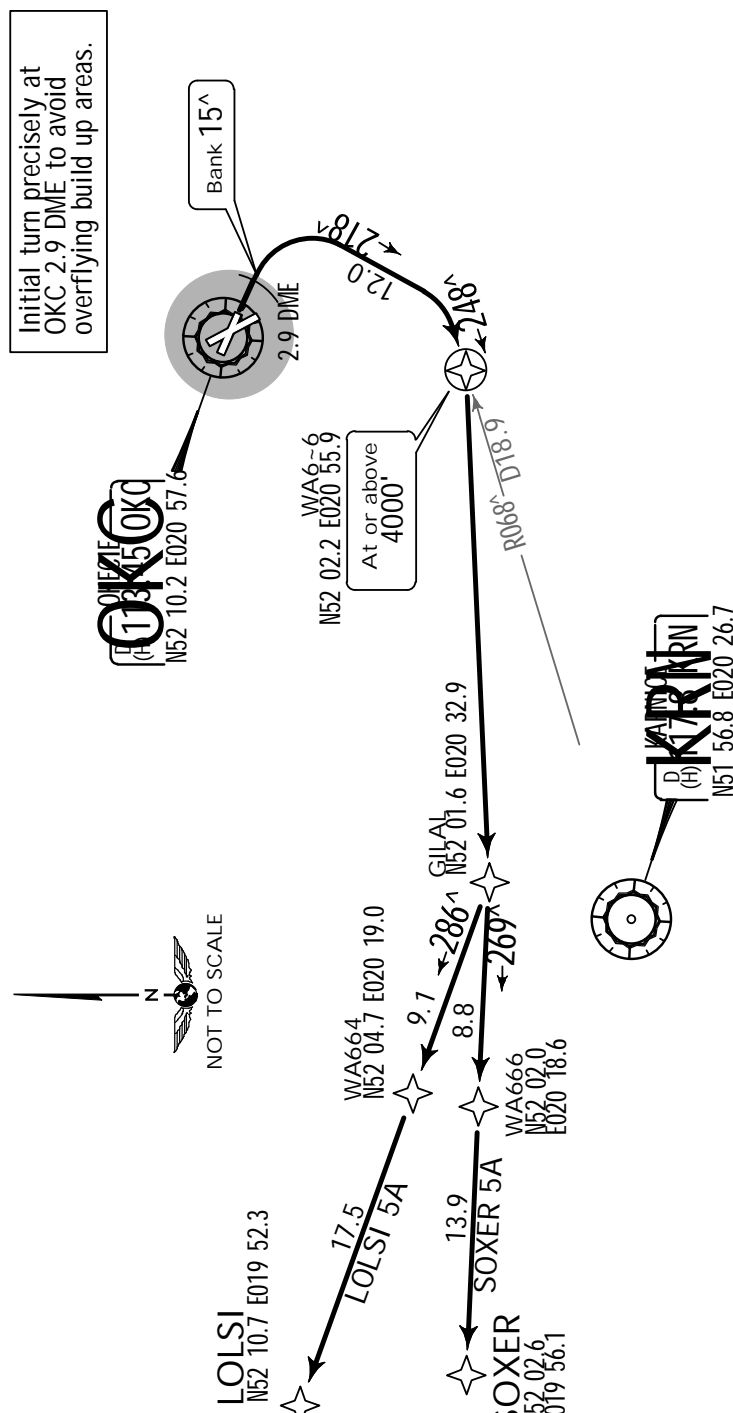
Apt Elev
362'

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 20% 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

These SIDs require minimum climb gradients

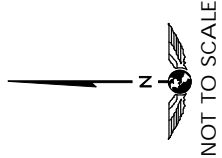
AMSO 4D: 5% up to 3000' for ATC purposes.
LILA 4D: 5% up to 3000' for ATC purposes,
then
3.9% until DOPOX.

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.

DOPOX
N52 10.2 E020 57.6

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



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

071

BAMSO 4D

17.0

WA698
N52 15.2 E021 41.7

033

WA651
N52 05.9 E021 10.2

At or above
3000'

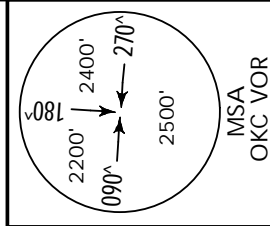
096

Bank 15°

066

11.8

066



EPWA/WAW

CHOPIN

12 SEP 14

JEPPESEN

10-3F

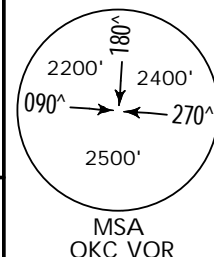
Eff. 18.Sep.

WARSAW, POLAND

.RNAV.SID.

Apt Elev
362'

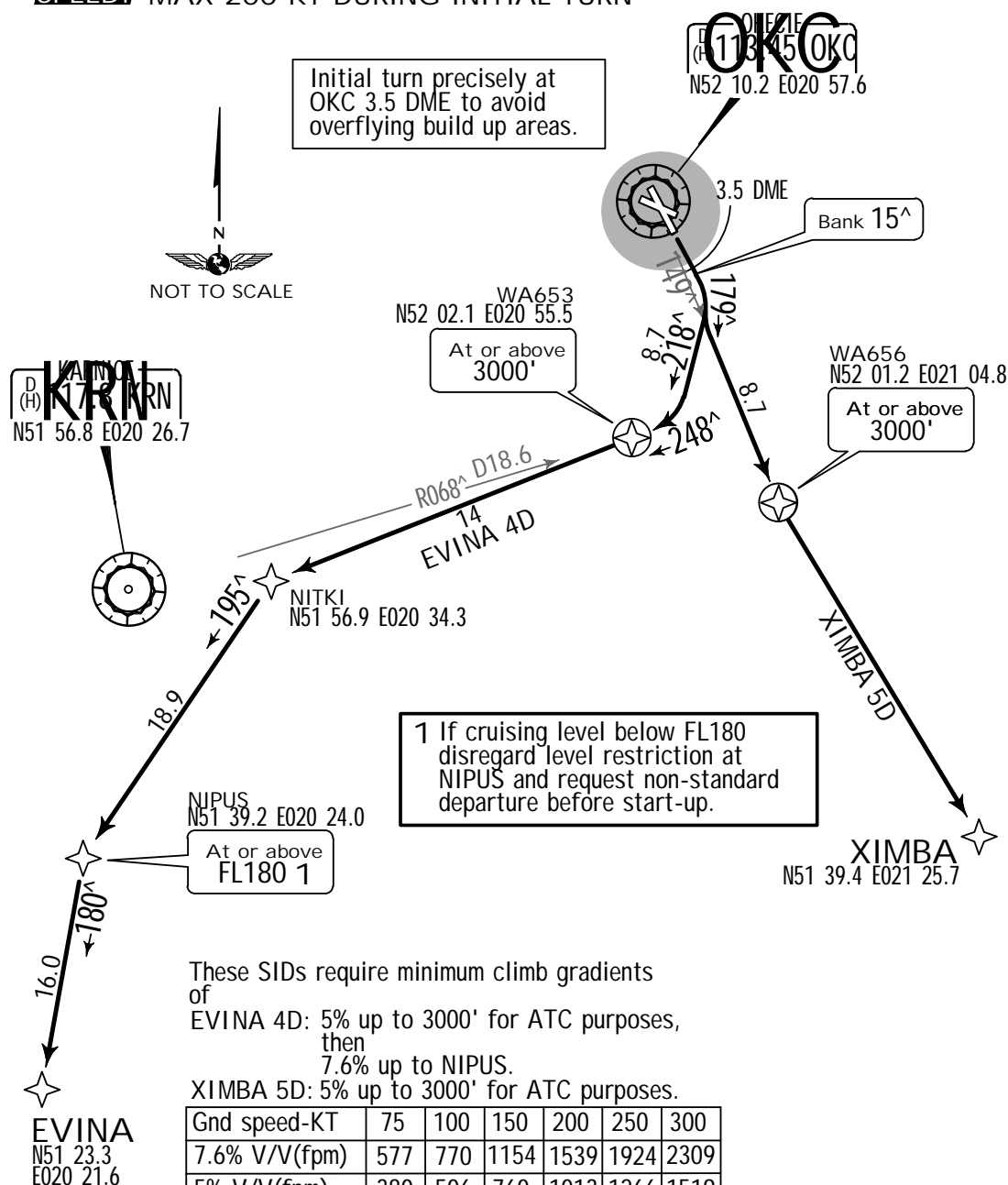
Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000'.
3. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures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

JEPPESSEN

10-3G

.Eff.18.Sep.

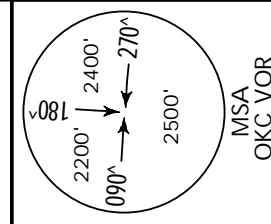
WARSAW, POLAND

.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 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

if % up to 3000' for ATC purposes.

3rd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519

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

LOLSI
N52 10.7 E019 52.3

17.5
LOLSI 5D

SOXER
N52 02.6 E019 56.1

13.9
SOXER 5D

WA664
N52 04.7 E020 19.0

WA666
N52 02.0 E020 18.6

9.7
286°

8.8
269°

9.1
286°

WA653
N52 02.1 E020 55.5

At or above
3000'

Bank 15°

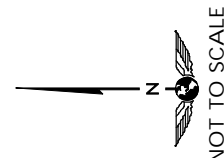
3.5 DME

OKC
N52 10.2 E020 57.6

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



KRN
N51 56.8 E020 26.7



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

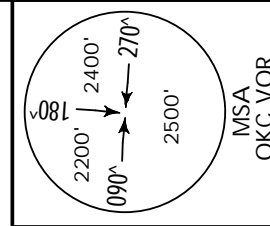
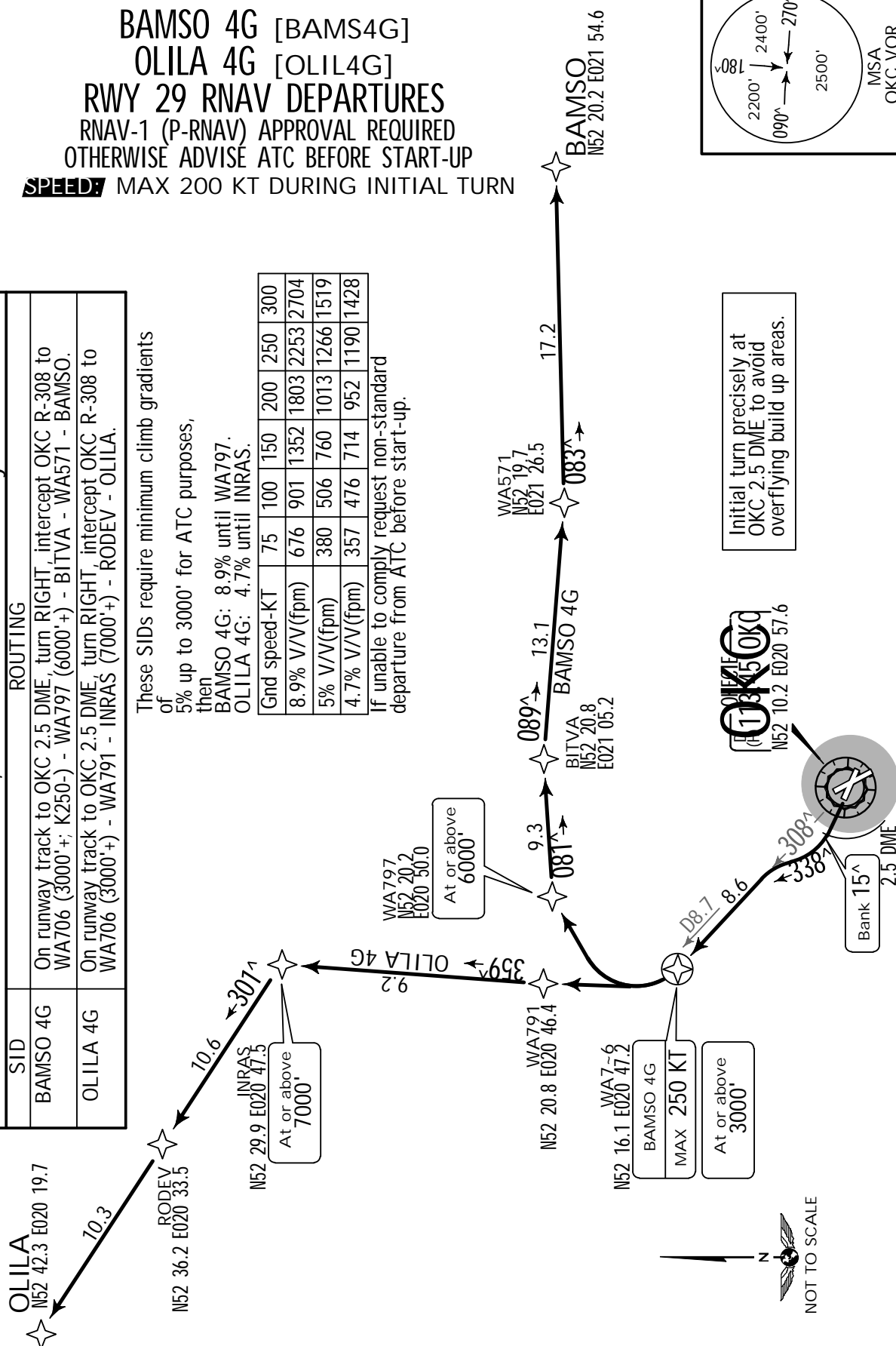
Climb to 6000' and maintain, unless otherwise cleared by ATC.	
ROUTING	
SID	ROUTING
BAMSO 4G	On runway track to OKC 2.5 DME, turn RIGHT, intercept OKC R-308 to WA706 (3000'+; K250-) - WA797 (6000'+) - BITVA - WA571 - BAMSO.
OLILA 4G	On runway track to OKC 2.5 DME, turn RIGHT, intercept OKC R-308 to WA706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

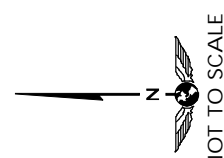
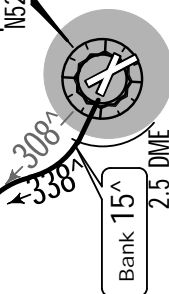
Gnd speed-KT	75	100	150	200	250	300
8.9% V/V(fpm)	676	901	1352	1803	2253	2704
5% V/V(fpm)	380	506	760	1013	1266	1519
4.7% V/V(fpm)	357	476	714	952	1190	1428

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



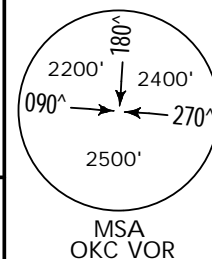
EPWA/WAW
CHOPIN

JEPPESEN
12 SEP 14 (10-3J) .Eff.18.Sep.

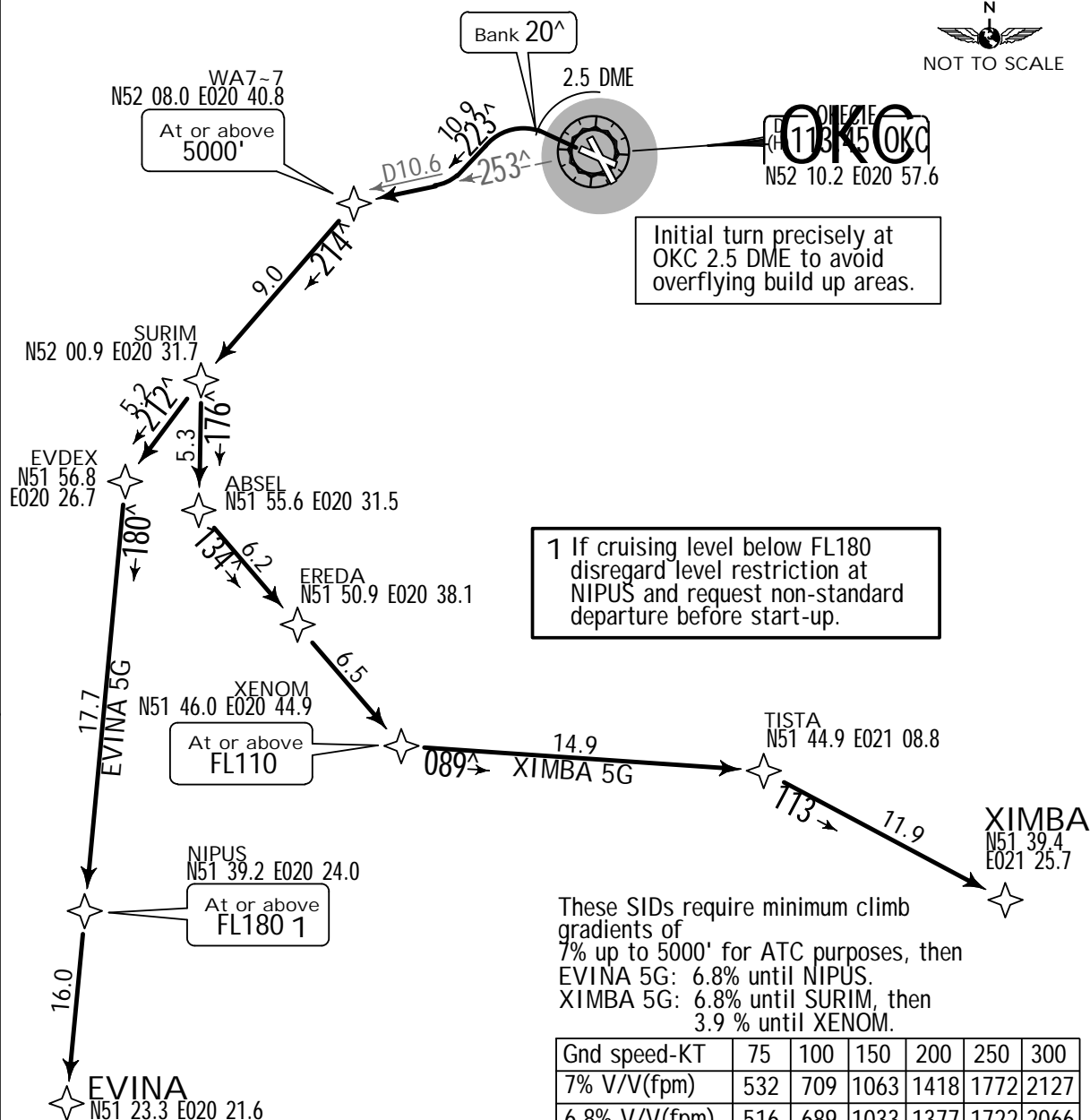
WARSAW, POLAND
.RNAV.SID.

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



These SIDs require minimum climb gradients of 7% up to 5000' for ATC purposes, then
EVINA 5G: 6.8% until NIPUS.
XIMBA 5G: 6.8% until SURIM, then 3.9 % until XENOM.

Gnd speed-KT	75	100	150	200	250	300
7% V/V(fpm)	532	709	1063	1418	1772	2127
6.8% V/V(fpm)	516	689	1033	1377	1722	2066
3.9% V/V(fpm)	296	395	592	790	987	1185

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

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

10-3K

.Eff.18.Sep.

WARSAW, POLAND

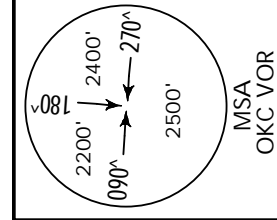
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Apt Elev
362'

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.

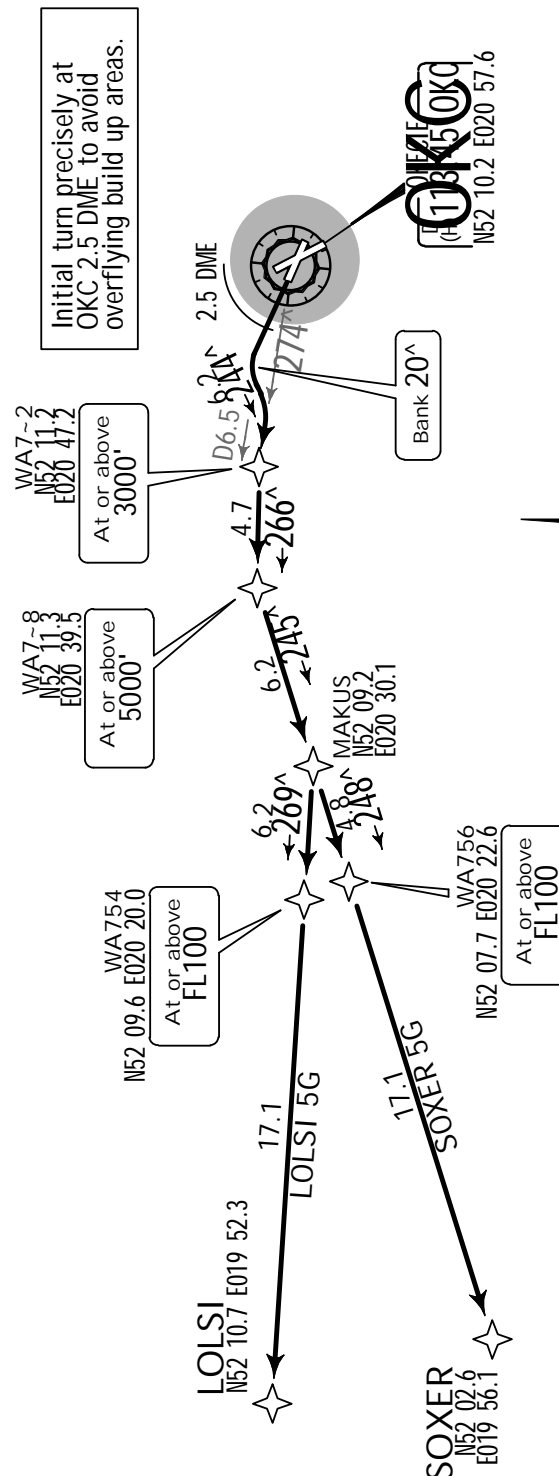
SID	ROUTING
LOLSI 5G	On runway track to OKC 2.5 DME, turn LEFT, intercept OKC R-274 to WA702 (3000'+) - WA708 (5000'+) - MAKUS - WA754 (FL100+) - LOLSI.
SOXER 5G	On runway track to OKC 2.5 DME, turn LEFT, intercept OKC R-274 to WA702 (3000'+) - WA708 (5000'+) - MAKUS - WA756 (FL100+) - SOXER.

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

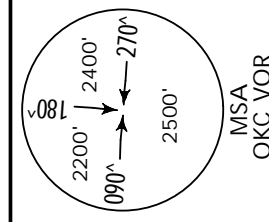
.RNAV.SID.

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.

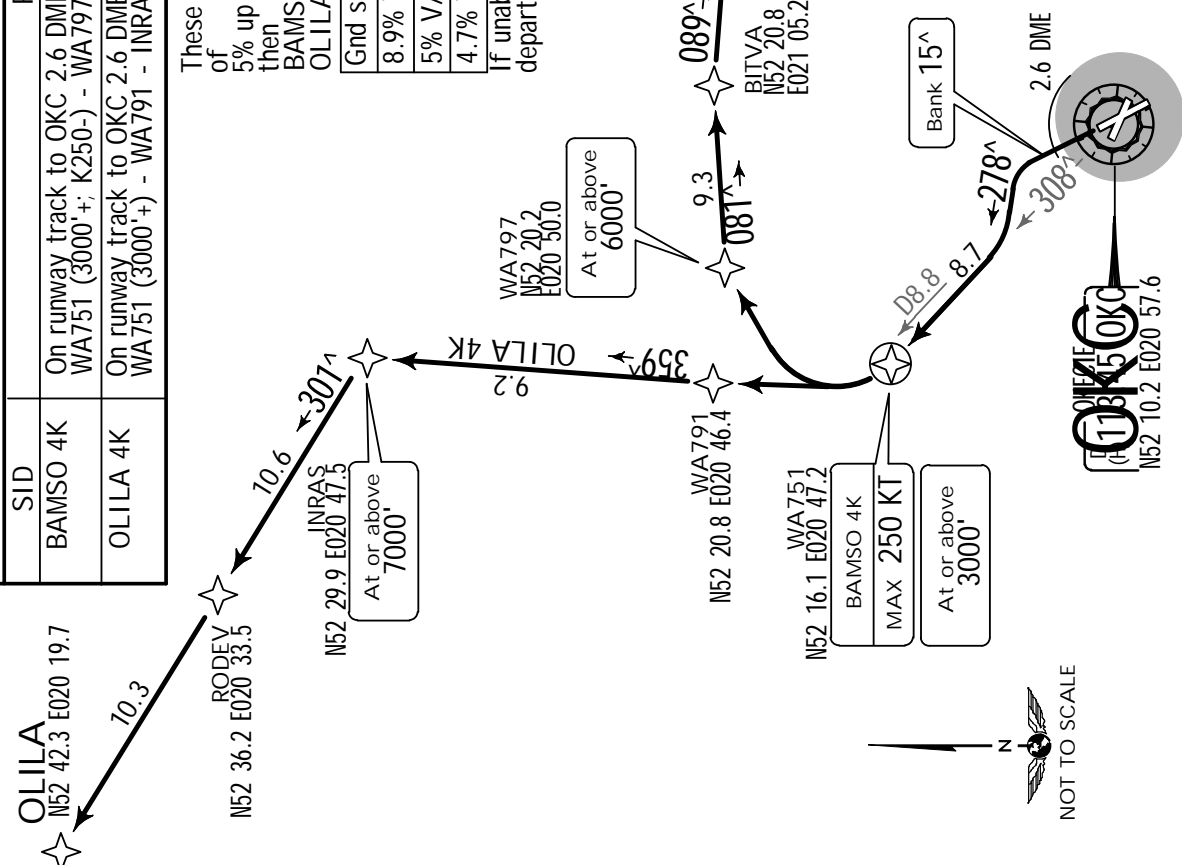
SID	ROUTING
BAMSO 4K	On runway track to OKC 2.6 DME, turn LEFT, intercept OKC R-308 to WA751 (3000' +; K250-) - WA797 (6000' +) - BITVA - WA571 - BAMSO.
OLILA 4K	On runway track to OKC 2.6 DME, turn LEFT, intercept OKC R-308 to WA751 (3000' +) - WA791 - INRAS (7000' +) - RODEV - OLILA.

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.



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



EPWA/WAW

CHOPIN

JEPPesen

12 SEP 14

(10-3M)

.Eff.18.Sep.

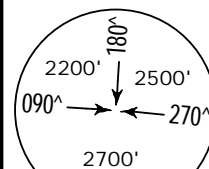
WARSAW, POLAND

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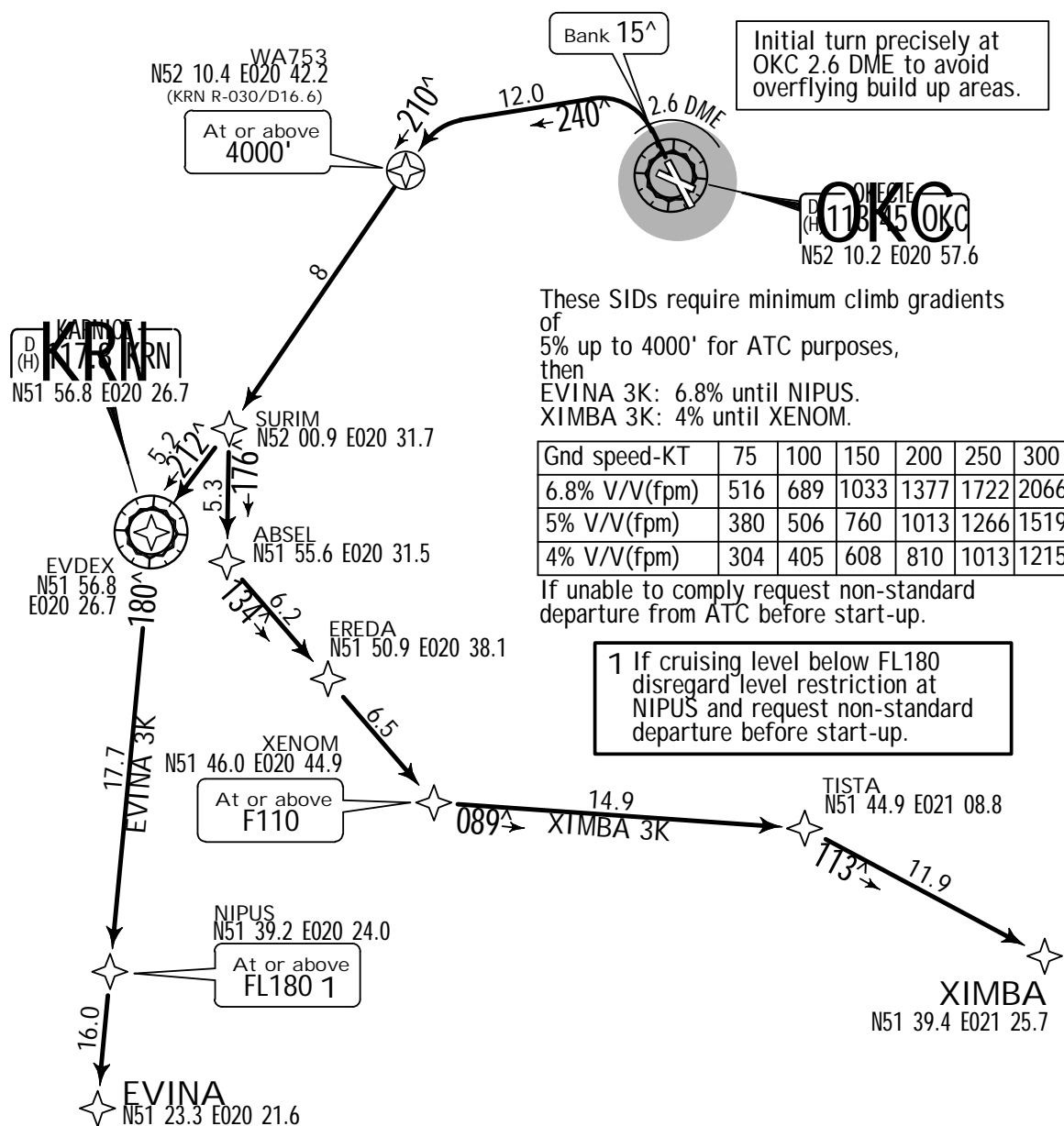
Apt Elev
362'

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

JEPPESEN

12 SEP 14

(10-3N)

.Eff.18.Sep.

WARSAW, POLAND

.RNAV.SID.

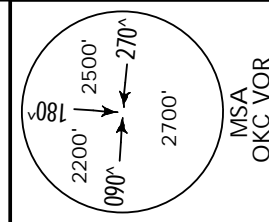
Apt Elev
362'

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.

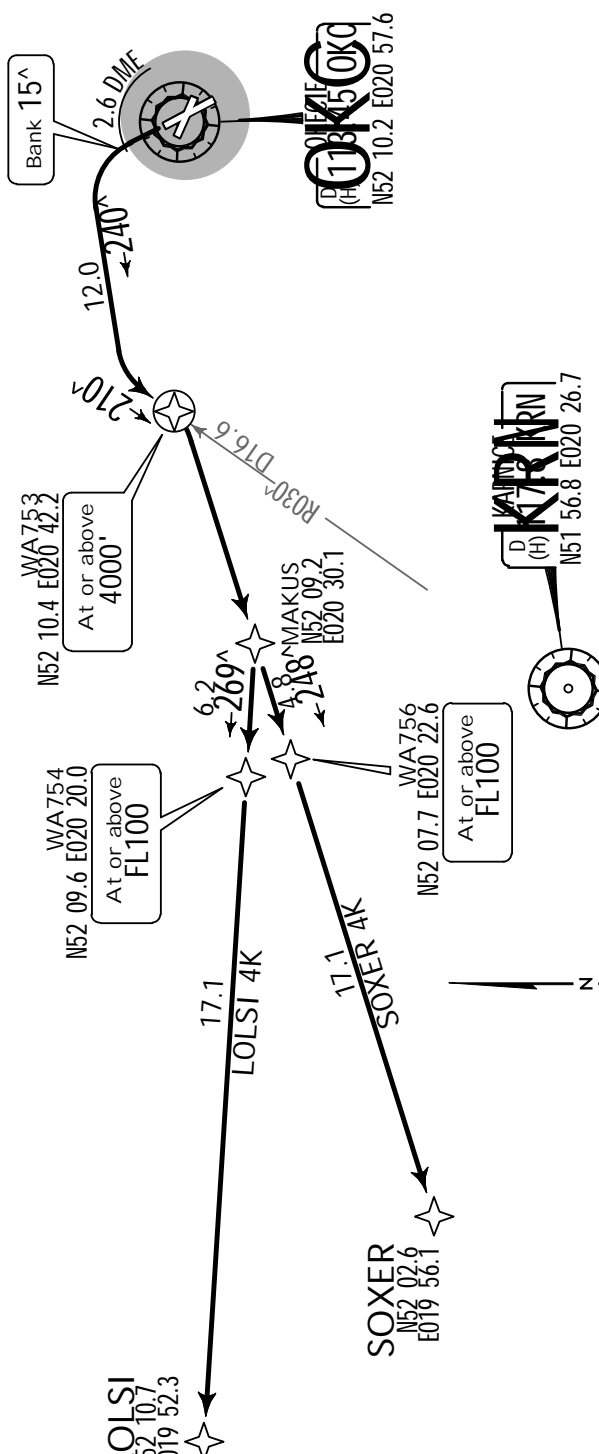
These SIDs require a minimum climb gradient

% 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.



NOT TO SCALE

EPWA/WAW

CHOPIN

4 OCT 13



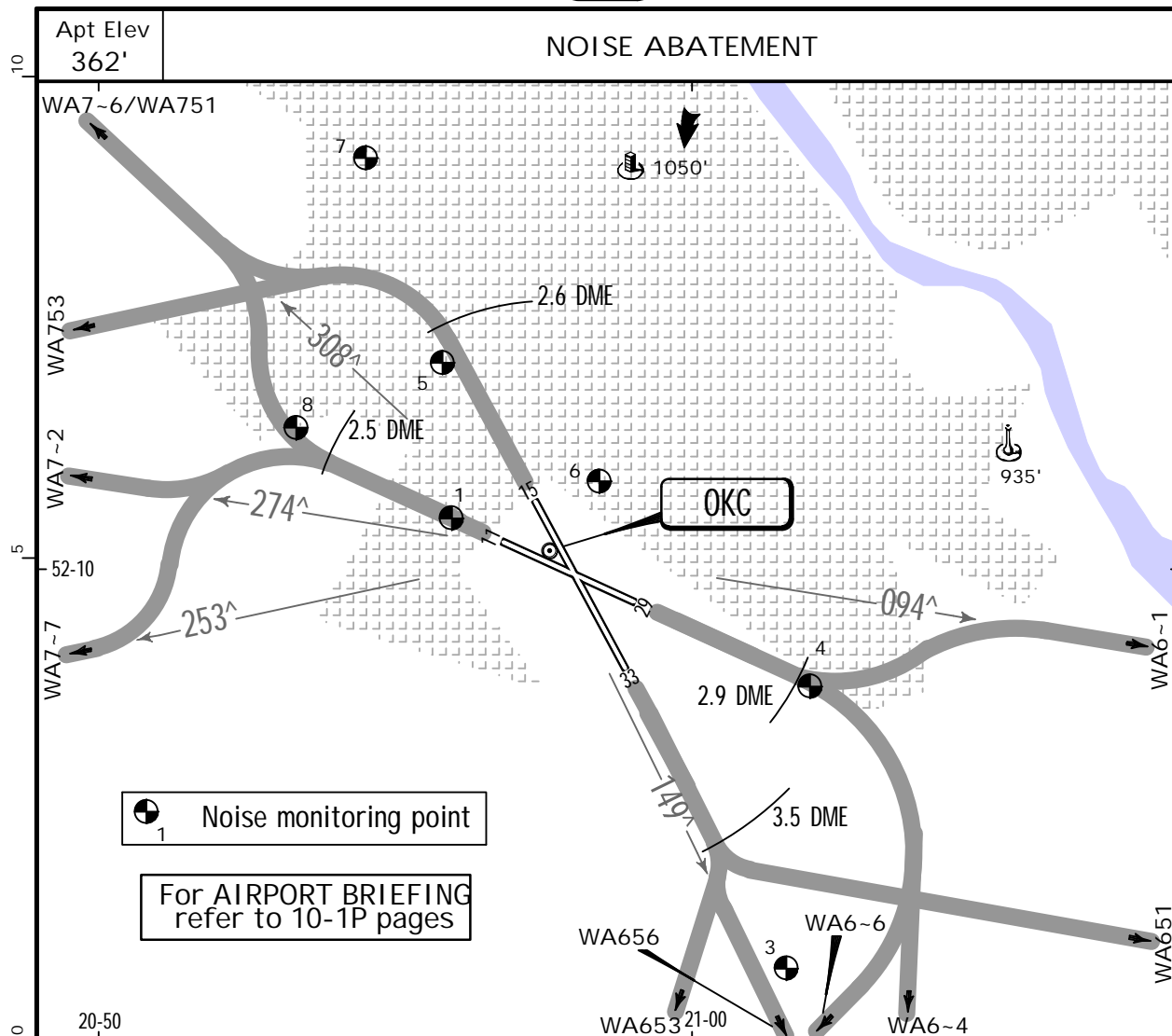
JEPPESEN

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.

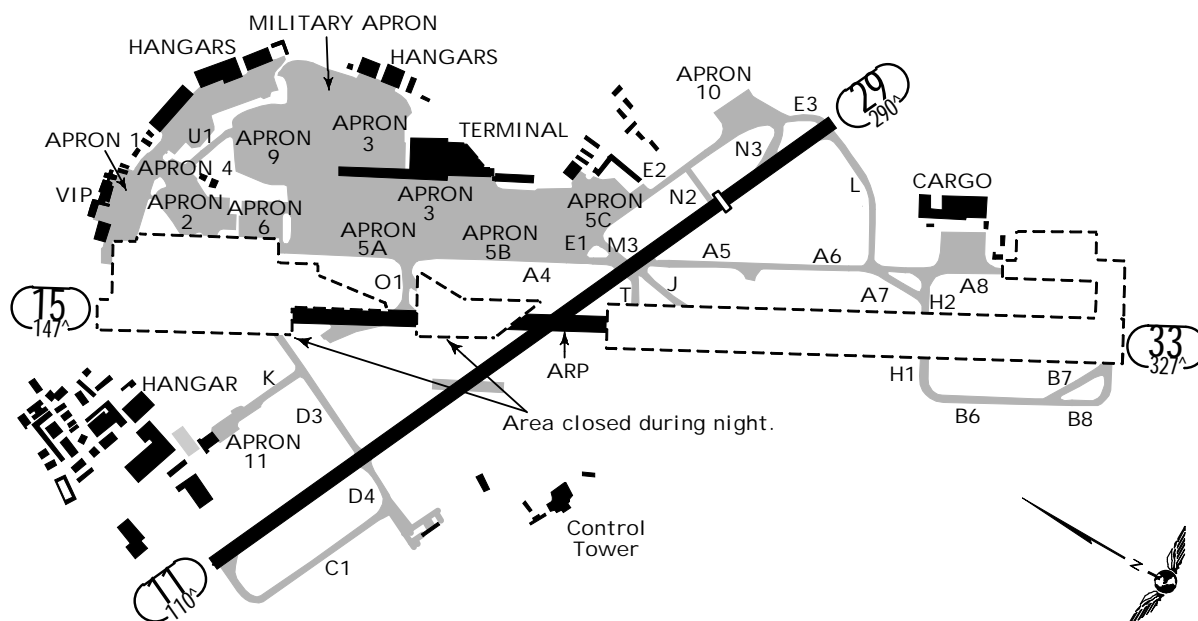
CHOPIN

TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

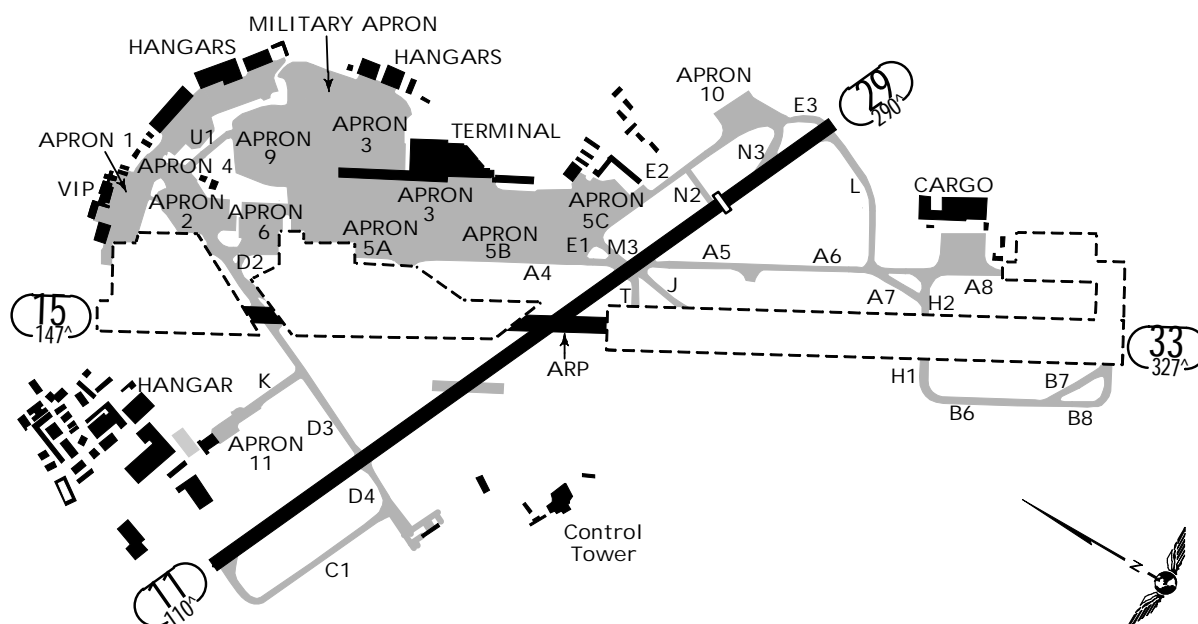
PHASE 1A

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.

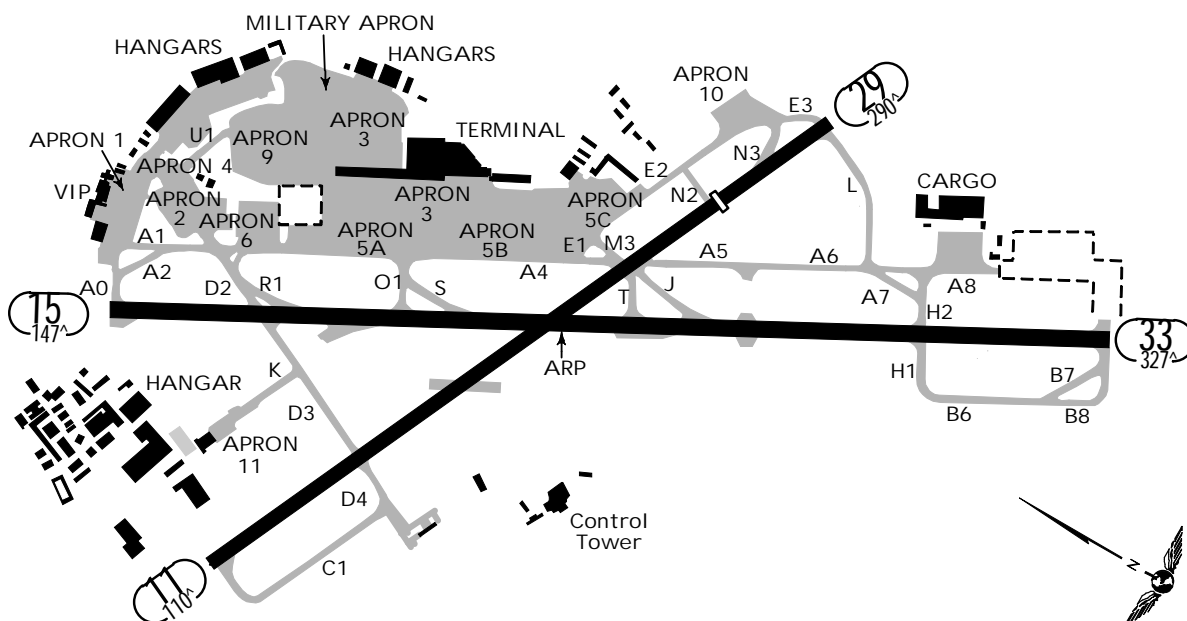
CHOPIN

TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

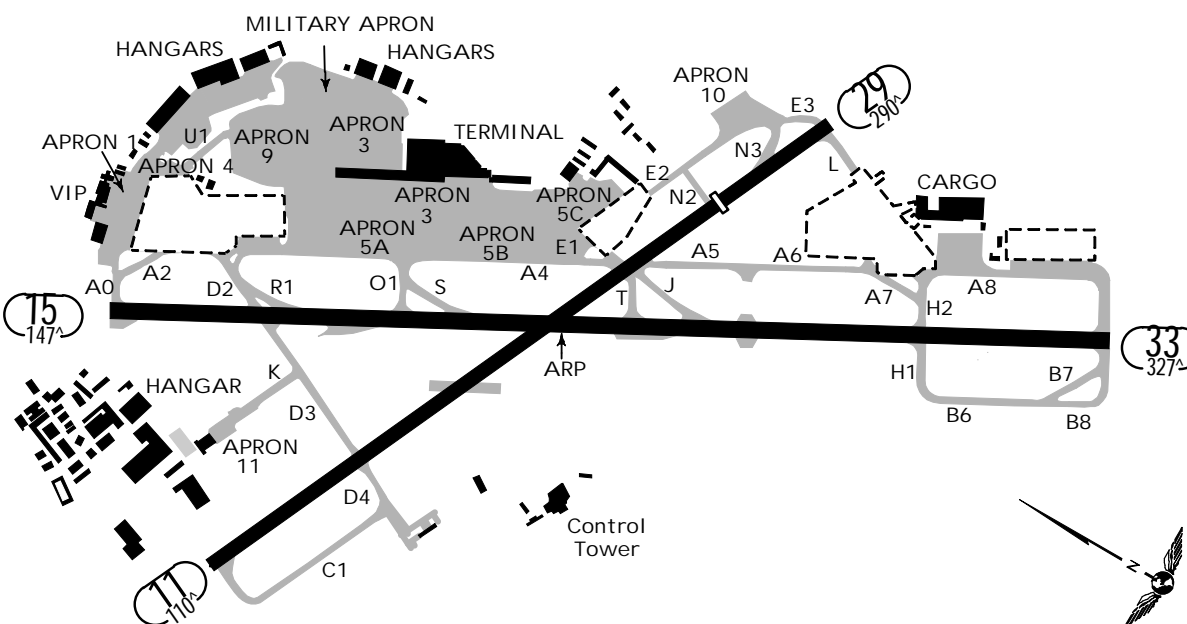
PHASE 1C

FROM 3 SEP UNTIL 31 DEC 2013



PHASE 2A

FROM 2 JAN UNTIL 30 JUN 2014



EPWA/WAW

**JEPPESEN**

WARSAW, POLAND

29 MAR 13

10-8B

.Eff.4.Apr.

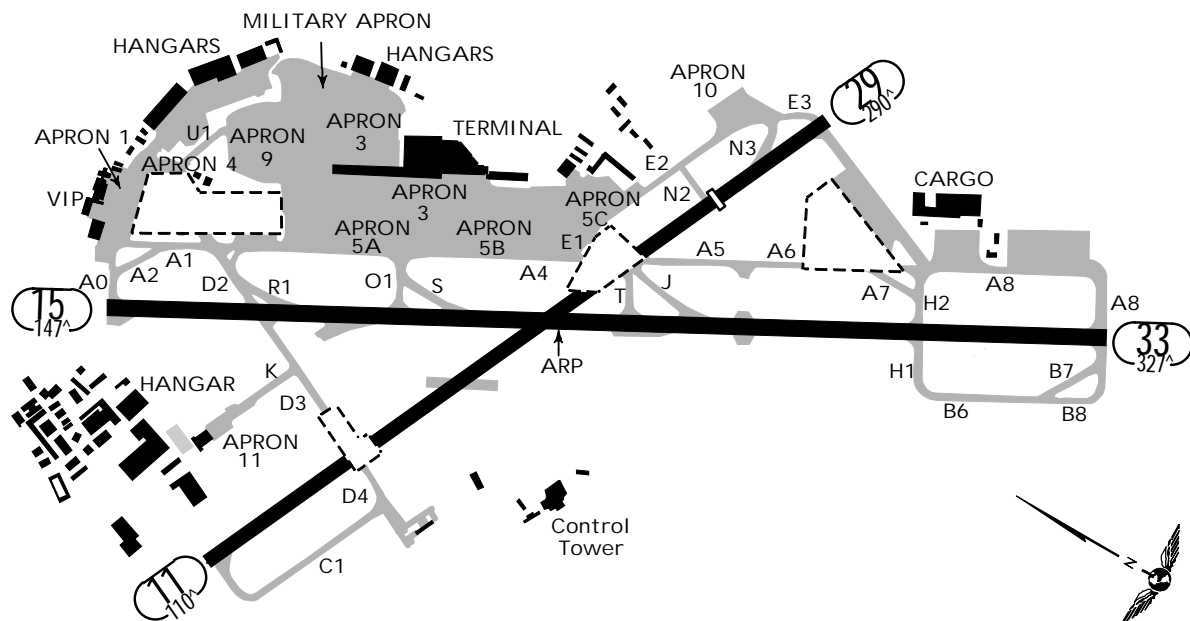
CHOPIN

TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

PHASE 2B

FROM 1 JUL UNTIL 03 NOV 2014



EPWA/WAW

Apt Elev 362
N52 10.0 E020 58.0

11 JUL 14

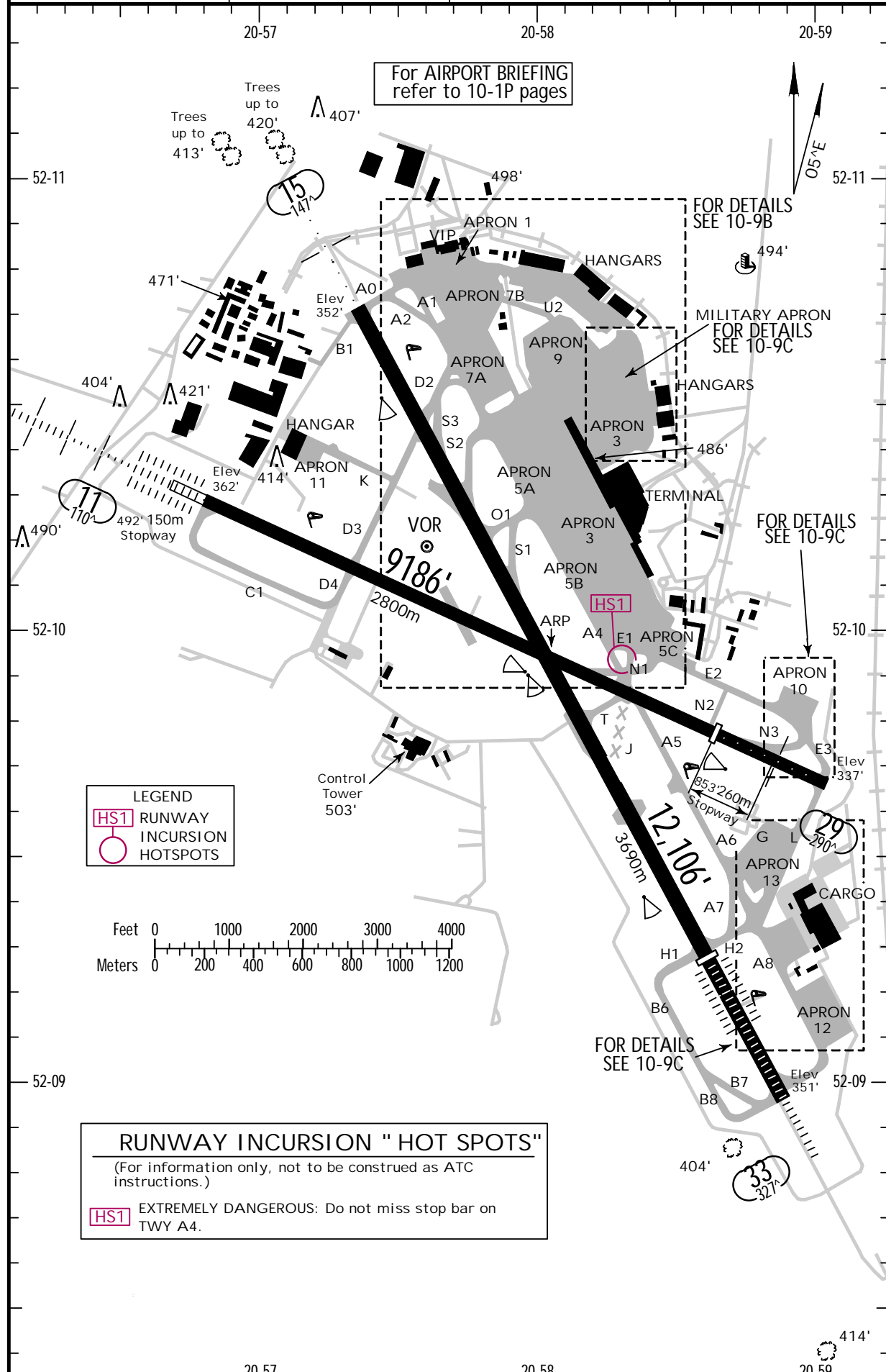
10-9

.Eff.24.Jul.

WARSAW, POLAND

CHOPIN

ATIS	*OKECIE Delivery	Ground	Tower
120.45	121.6	121.9	118.3



EPWA/WAW

11 JUL 14

 JEPPESEN

(10-9A)

.Eff.24.Jul.

WARSAW, POLAND

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	500m

EPWA/WAW

11 JUL 14

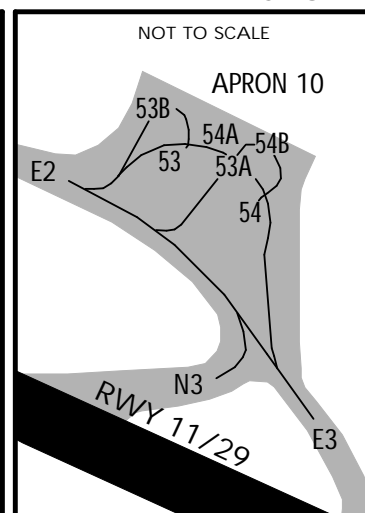
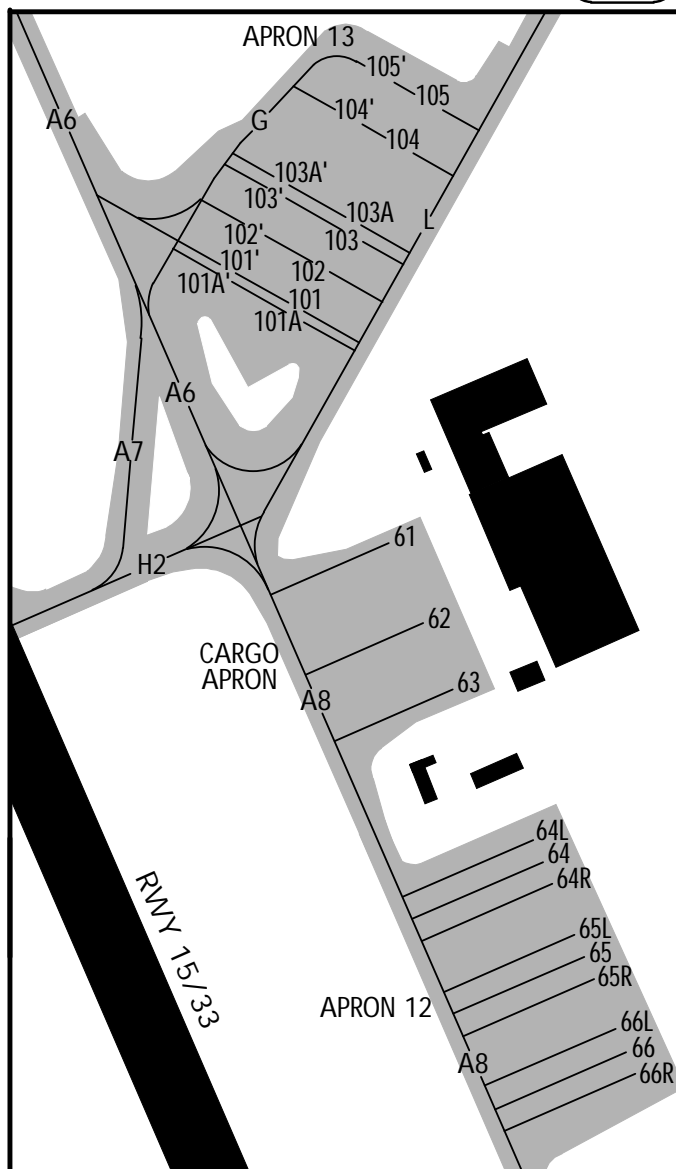
JEPPESEN

10-9C

.Eff.24.Jul.

WARSAW, POLAND

CHOPIN

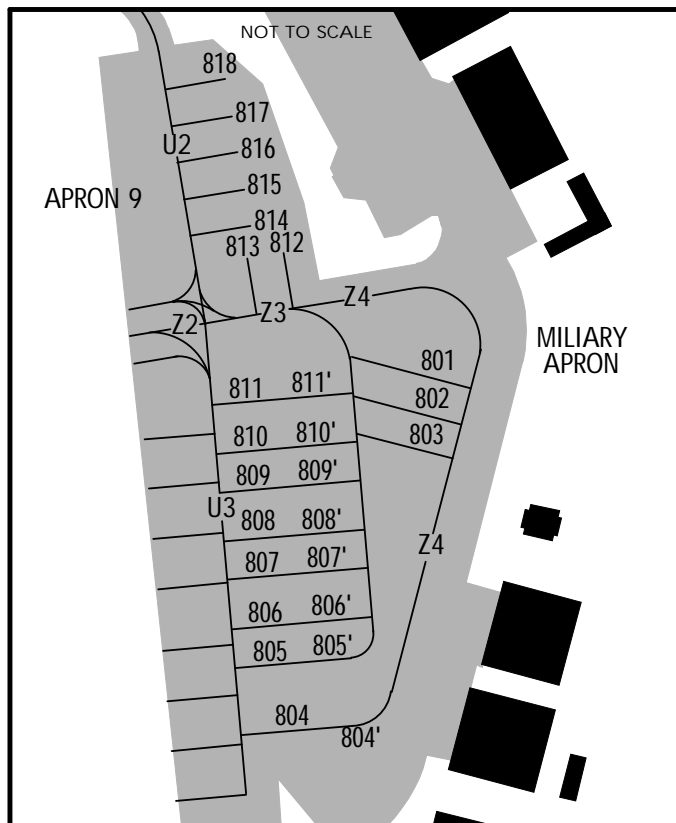


INS COORDINATES

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)

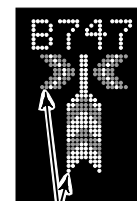
SYSTEM DESCRIPTION:

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.

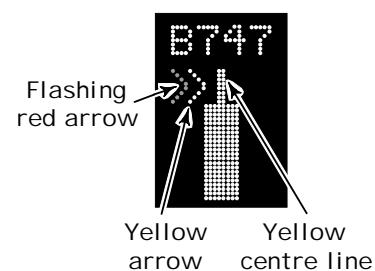
Pilot is obliged to check whether appropriate ACFT type is displayed. Floating arrows indicate that system is active and ready to dock ACFT to the stand.

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.



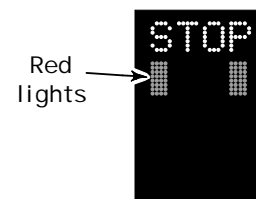
Yellow arrow Yellow centre line

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.



Red lights

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

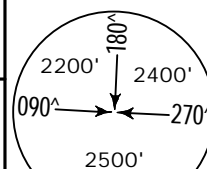
(11-1)

JEPPESSEN

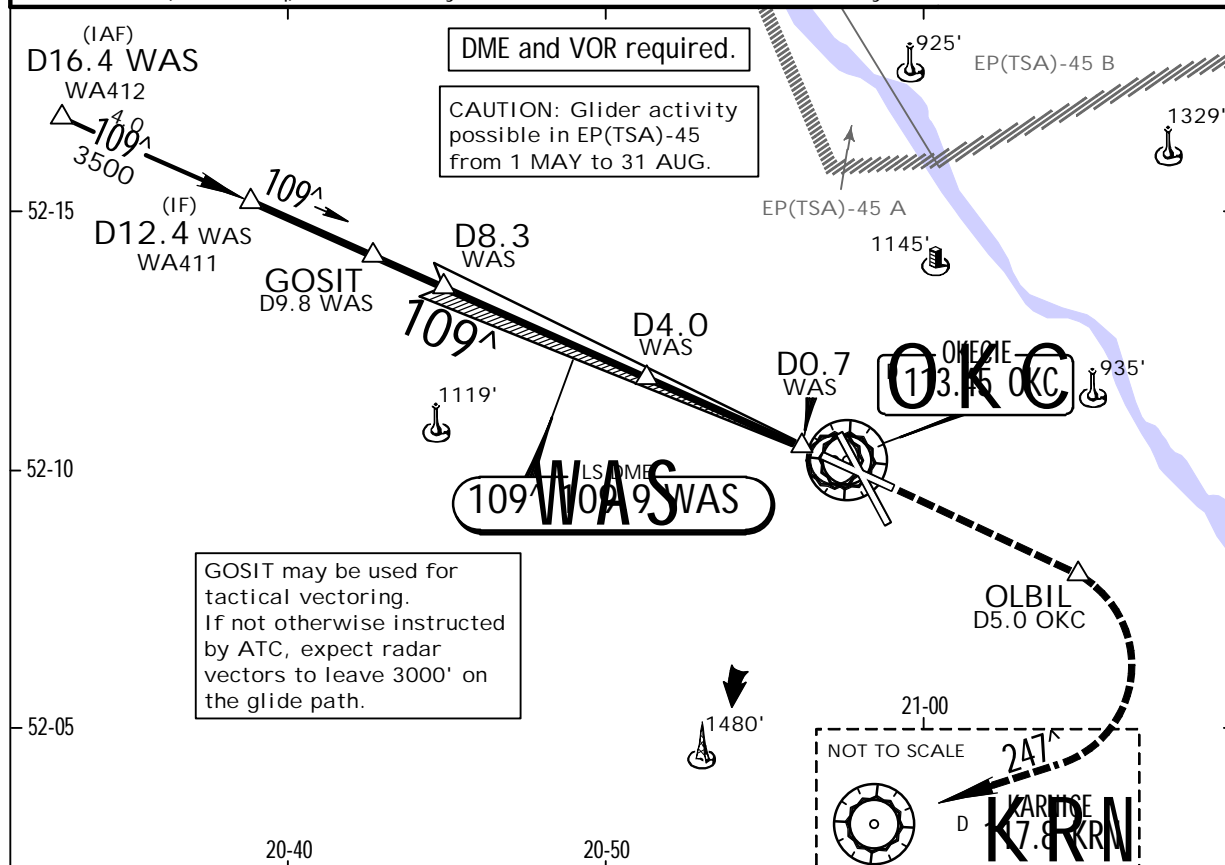
WARSAW, POLAND
ILS or LOC Rwy 11

BRIEFING STRIP™

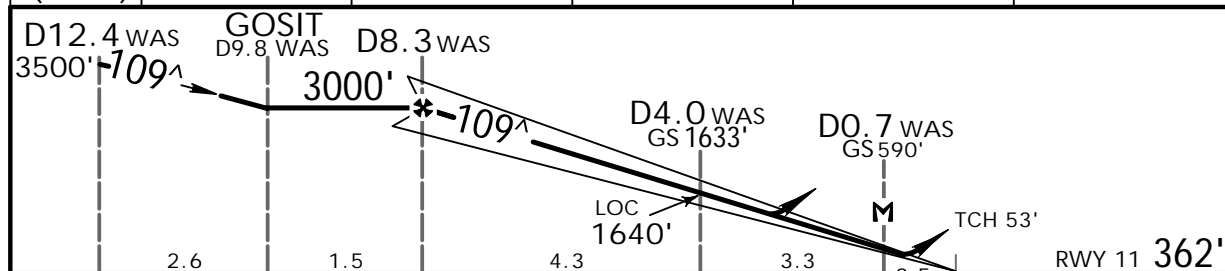
ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9
LOC WAS 109.9	Final Apch Crs 109 [^]	GS D4.0 WAS 1633' (1271')	CAT I ILS DA(H) Refer to Minimums	Apt Elev 362' RWY 362'
MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) onto R-067 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						

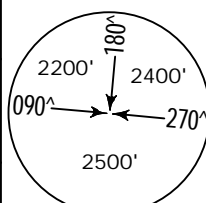
Standard.				STRAIGHT-IN LANDING RWY 11		LOC (GS out)		CIRCLE-TO-LAND Not authorized Northeast of airport	
DA(H) A: 562' (200') C: 581' (219')		B: 571' (209') D: 591' (229')		DA(H) 770' (408')					
FULL		Limited		ALS out		ALS out			
A								Max Kts	MDA(H) VIS
B								100	800' (438') 1500m
C	RVR 550m	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.					

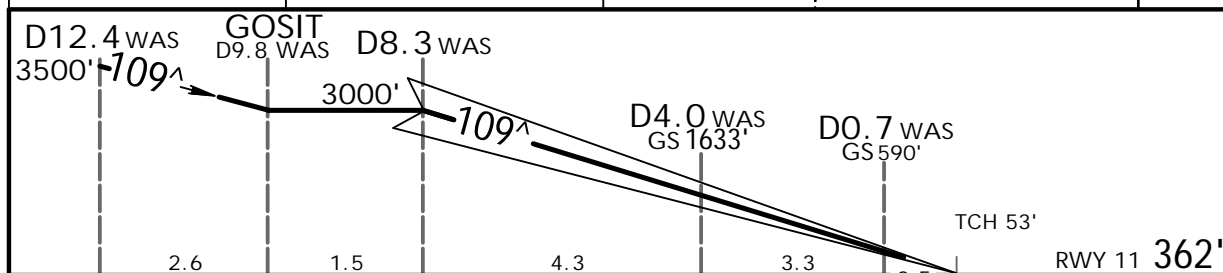
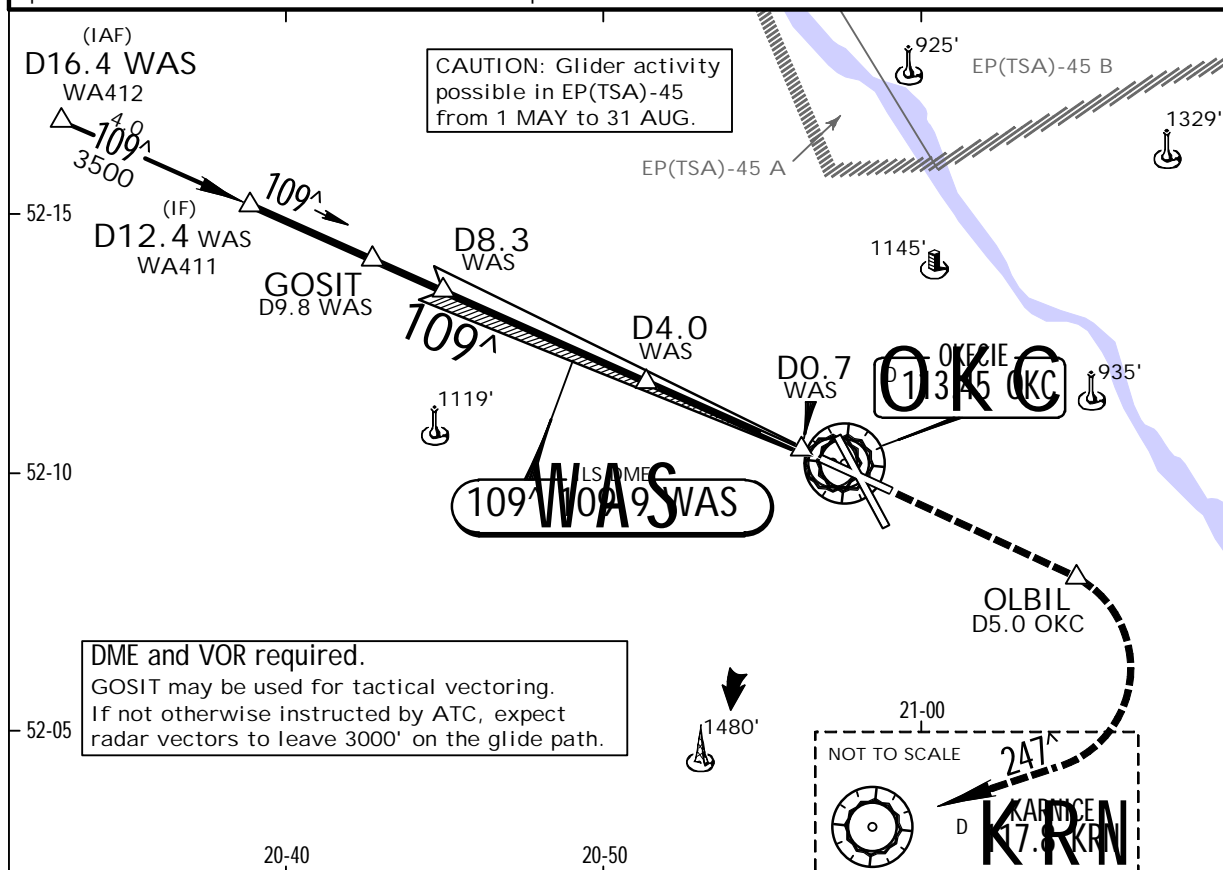
Alt Set: hPa (MM on req)


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

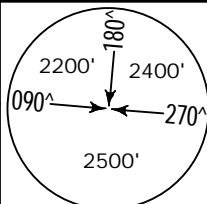
31 JAN 14

(11-2)

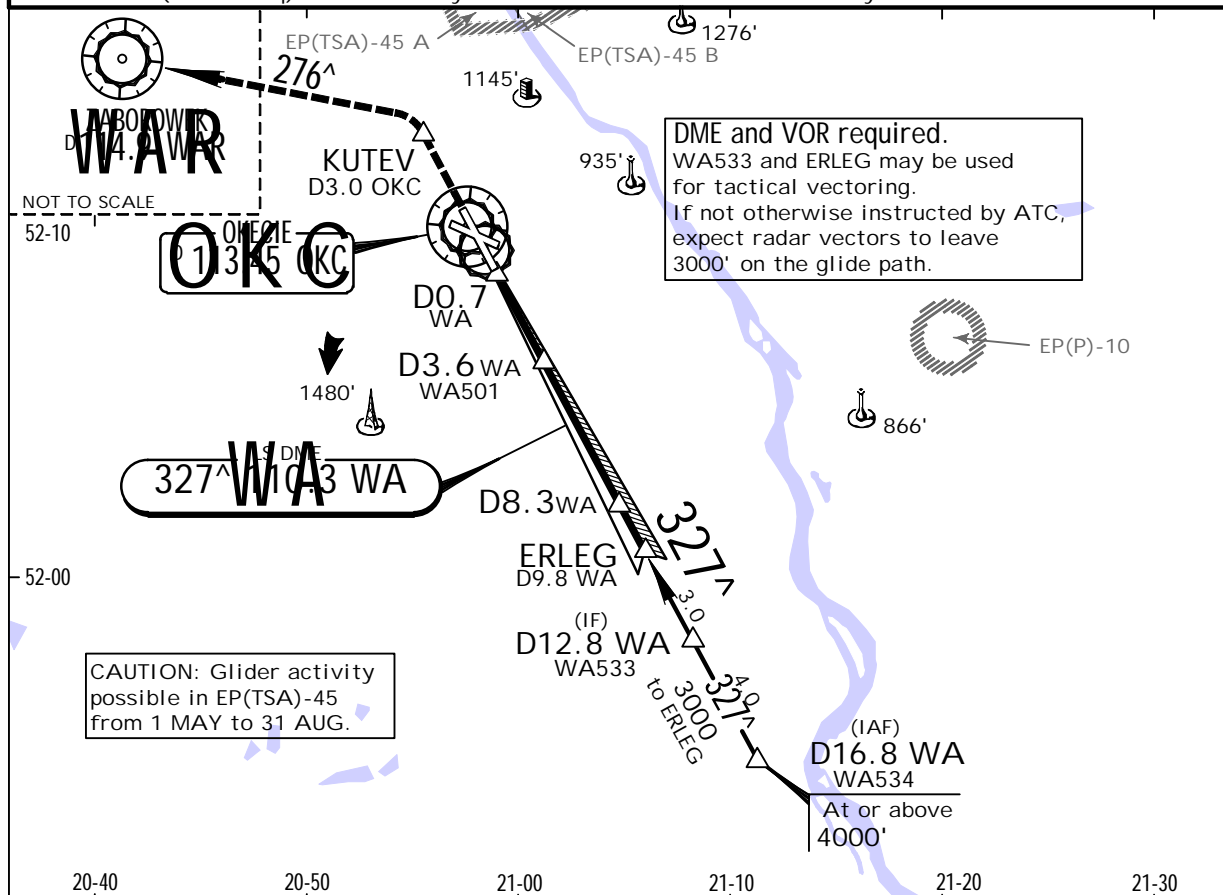
JEPPESSEN

WARSAW, POLAND
ILS or LOC Rwy 33

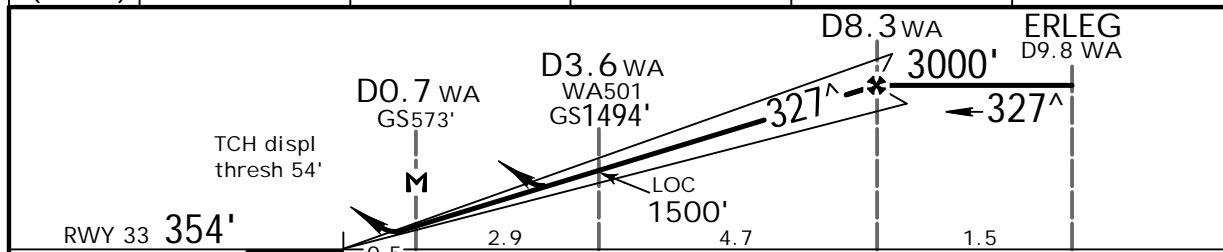
BRIEFING STRIP™

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'	 MSA OKC VOR
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		Northeast of airport				
C: 557' (203')				DA(H) 760' (406')		DA(H) 820' (466')						
FULL		Limited		ALS out		ALS out		ALS out		Max Kts		
A						RVR 1500m		RVR 1500m		100		
B		RVR 550m		RVR 750m		RVR 1200m		RVR 1200m		135		
C						RVR 1900m		RVR 1500m		180		
D								CMV 2200m		205		
										MDA(H) VIS		
										820' (458') 11500m		
										870' (508') 1600m		
										970' (608') 2400m		
										1070' (708') 3600m		

IS OPS

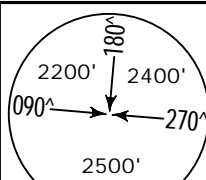
EPWA/WAW
CHOPIN

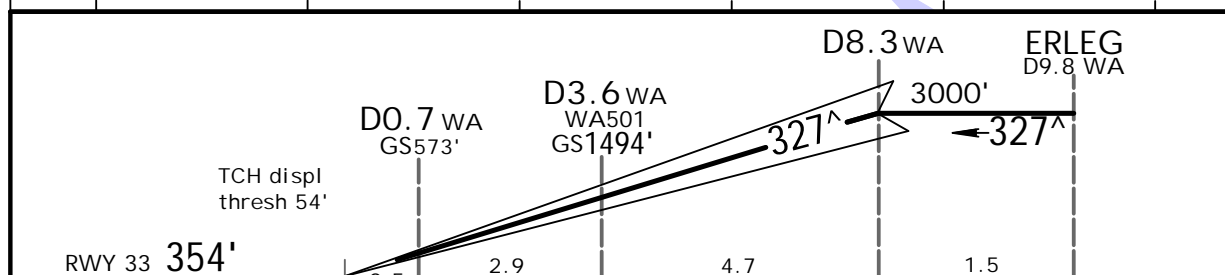
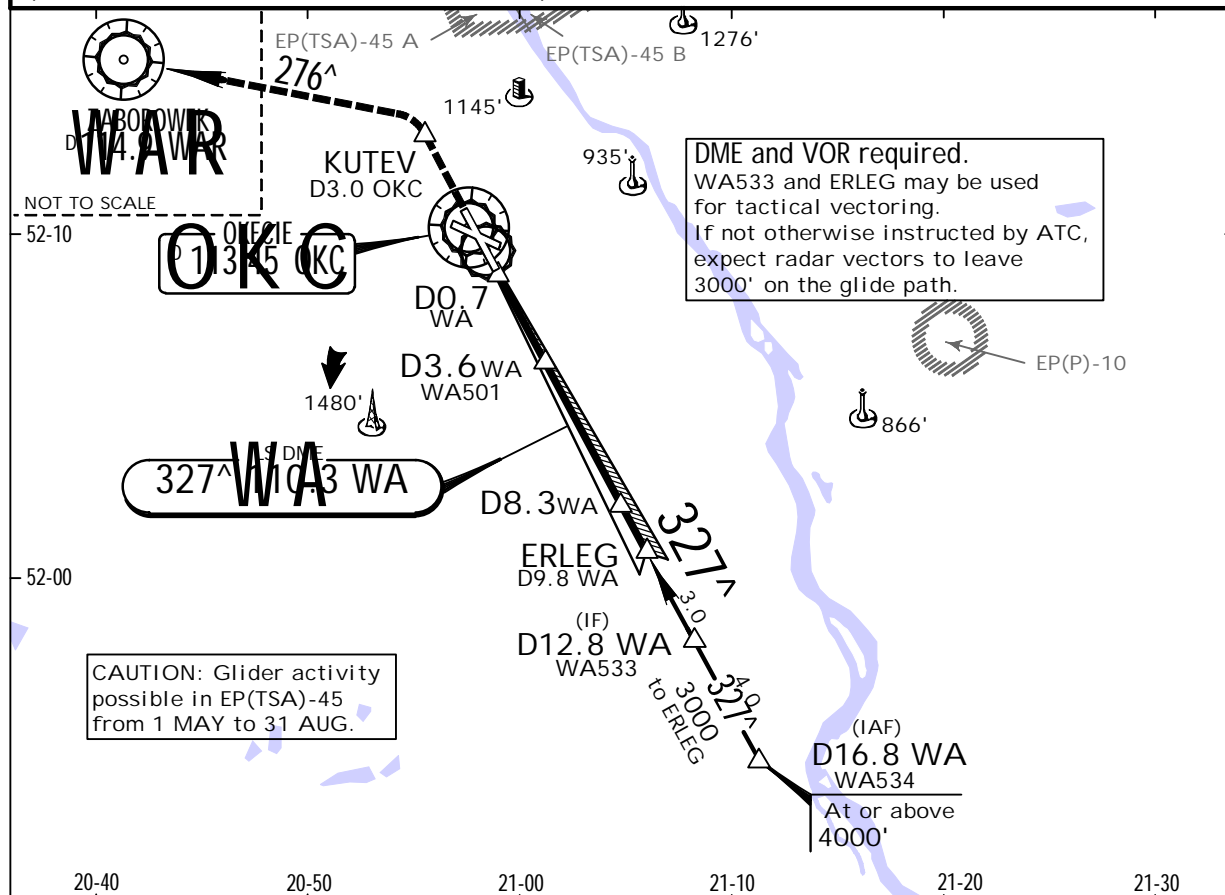
31 JAN 14

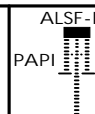

JEPPESSEN
11-2A

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

JEPPESEN

24 JAN 14

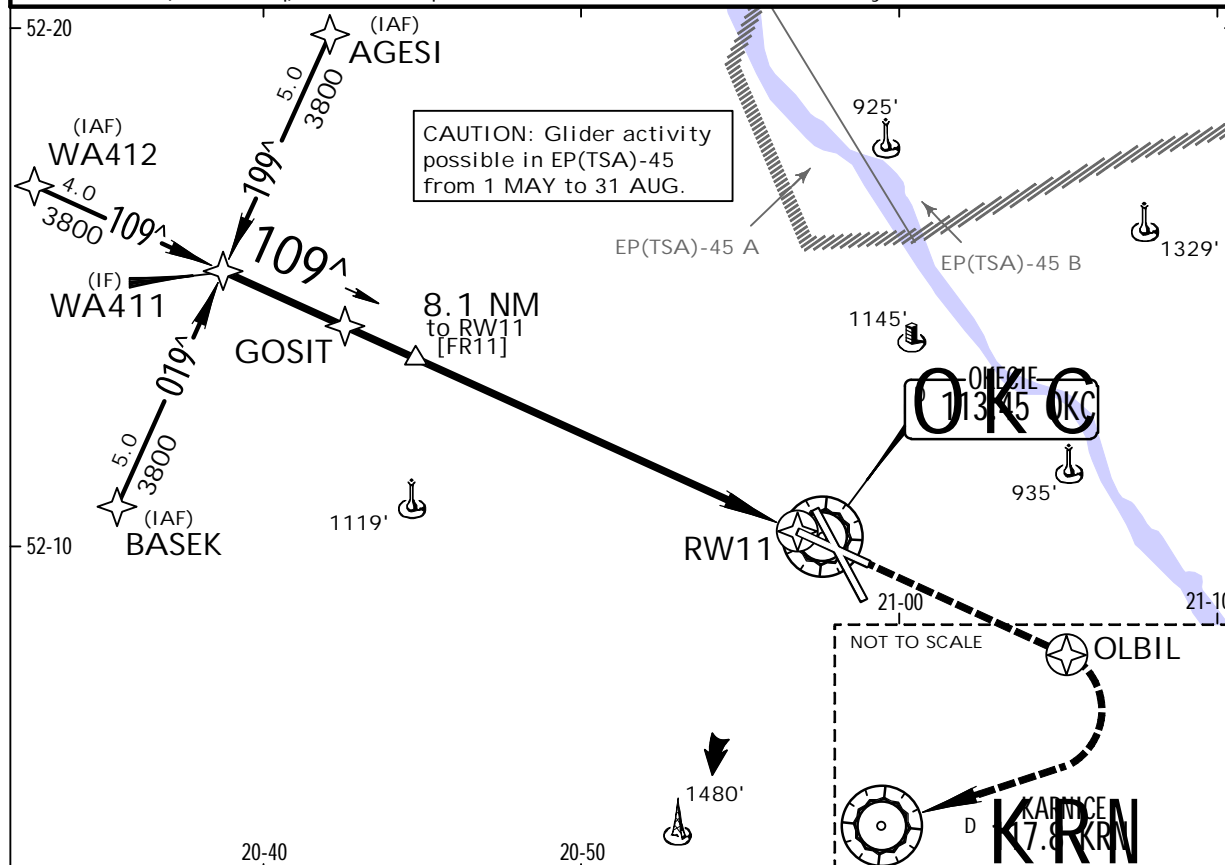
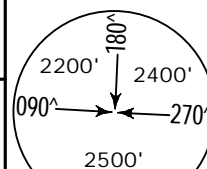
(12-1)

.Eff.6.Feb.

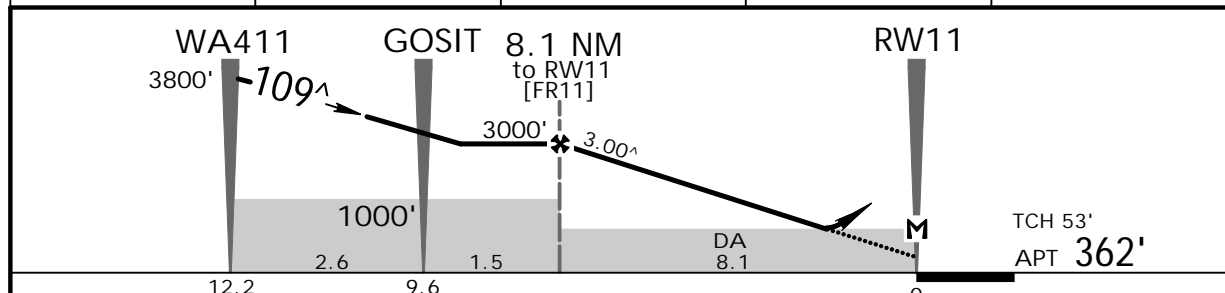
WARSAW, POLAND
RNAV (GNSS) Rwy 11

BRIEFING STRIP™

ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9
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.				
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
MAP at RW11						

Standard.		STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND Not authorized Northeast of airport	
		LNAV DA(H) 760' (398')			
		ALS out			
A		RVR 1500m		Max Kts.	
B				100	800' (438') 1500m
C	RVR 1100m			135	870' (508') 1600m
D		RVR 1800m		180	970' (608') 2400m
				205	1070' (708') 3600m

EPWA/WAW

CHOPIN

24 JAN 14

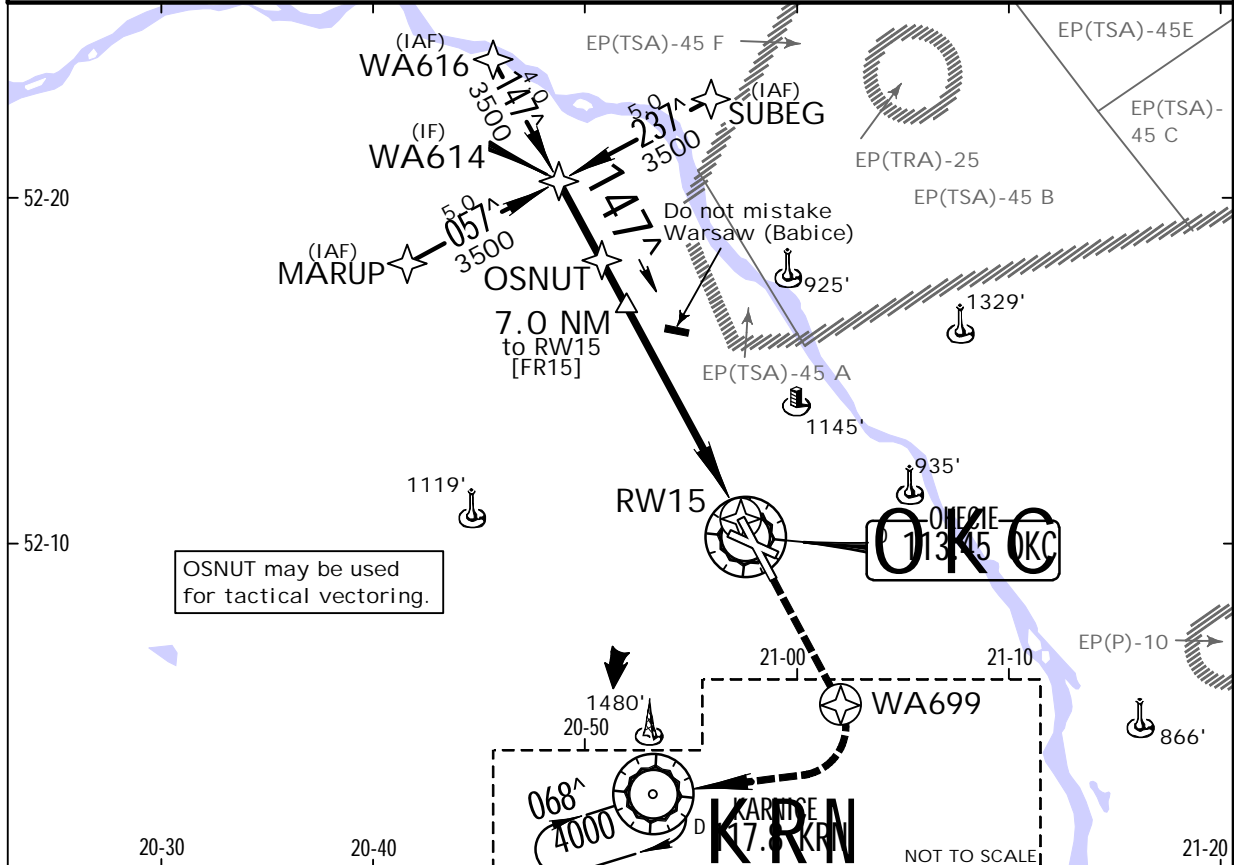
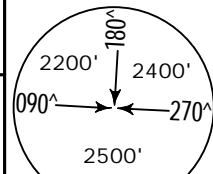
(12-2)

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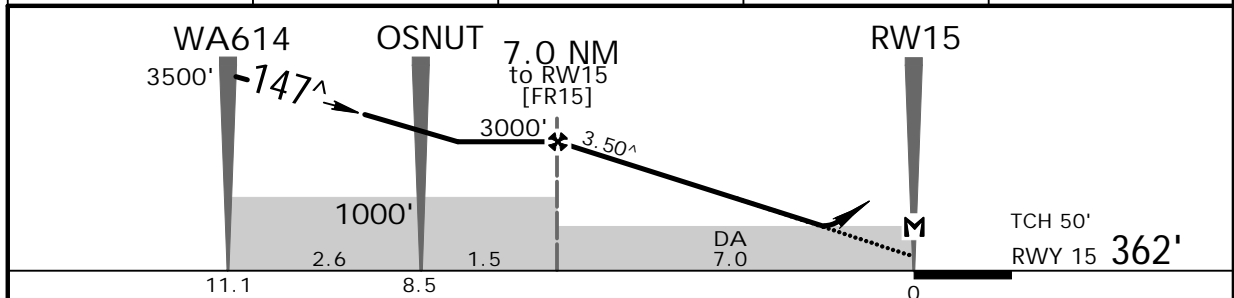
WARSAW, POLAND
RNAV (GNSS) Rwy 15

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		Not authorized		
		DA(H) 830' (478')		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

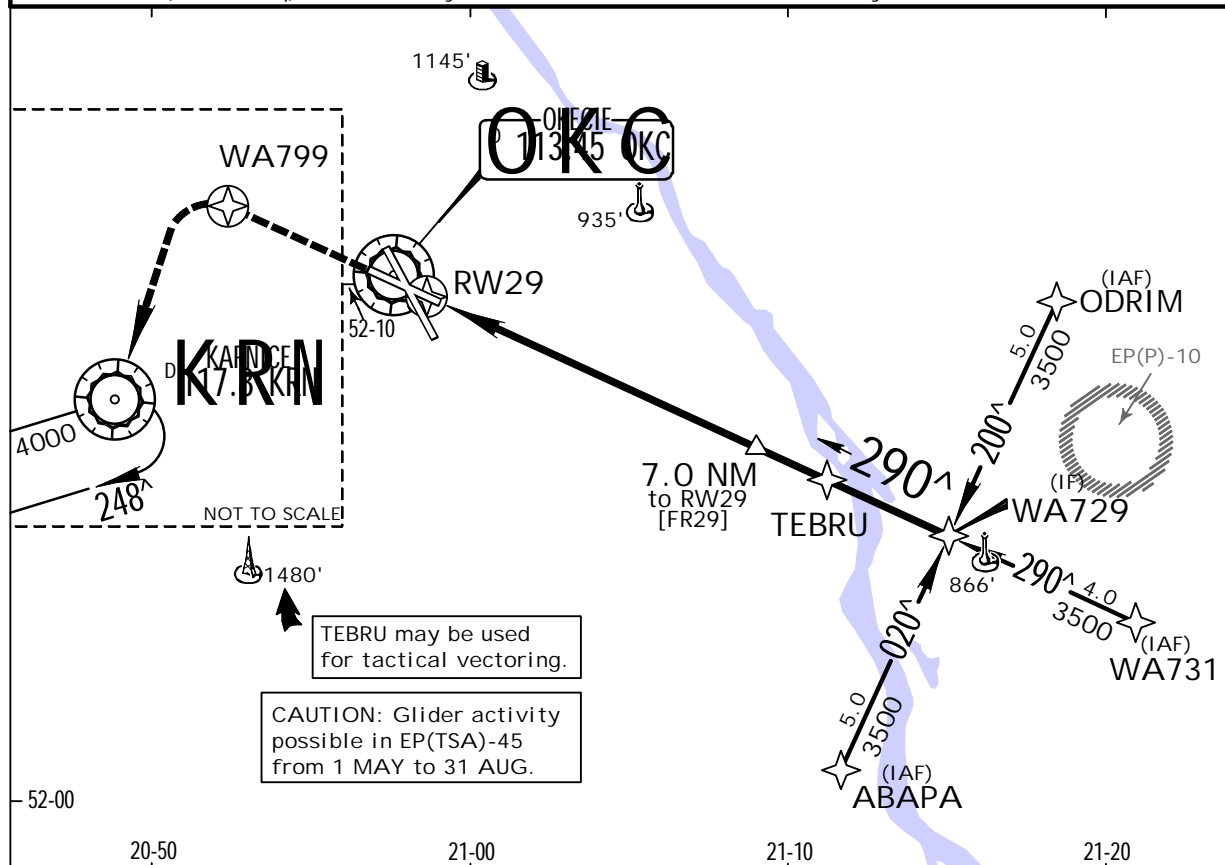
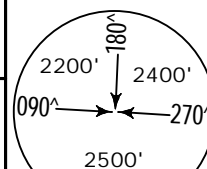
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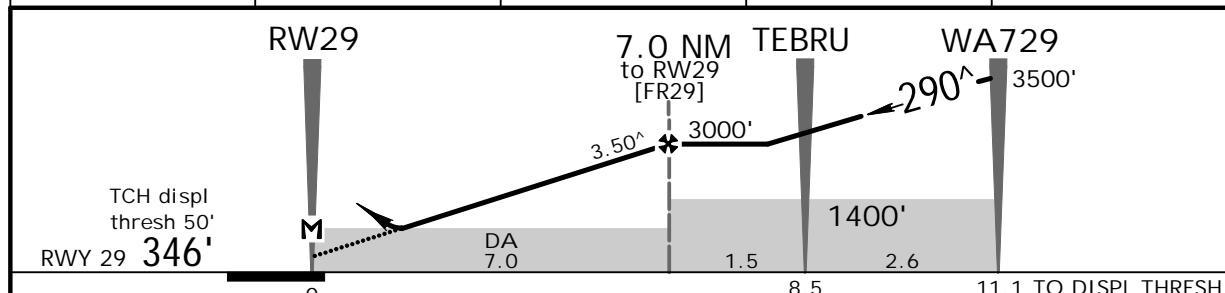
WARSAW, POLAND
RNAV (GNSS) Rwy 29

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							180	970' (608') 2400m
							205	1070' (708') 3600m

IS OPS

EPWA/WAW
CHOPIN

24 JAN 14

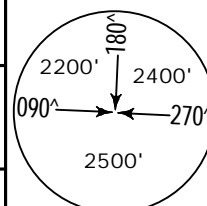
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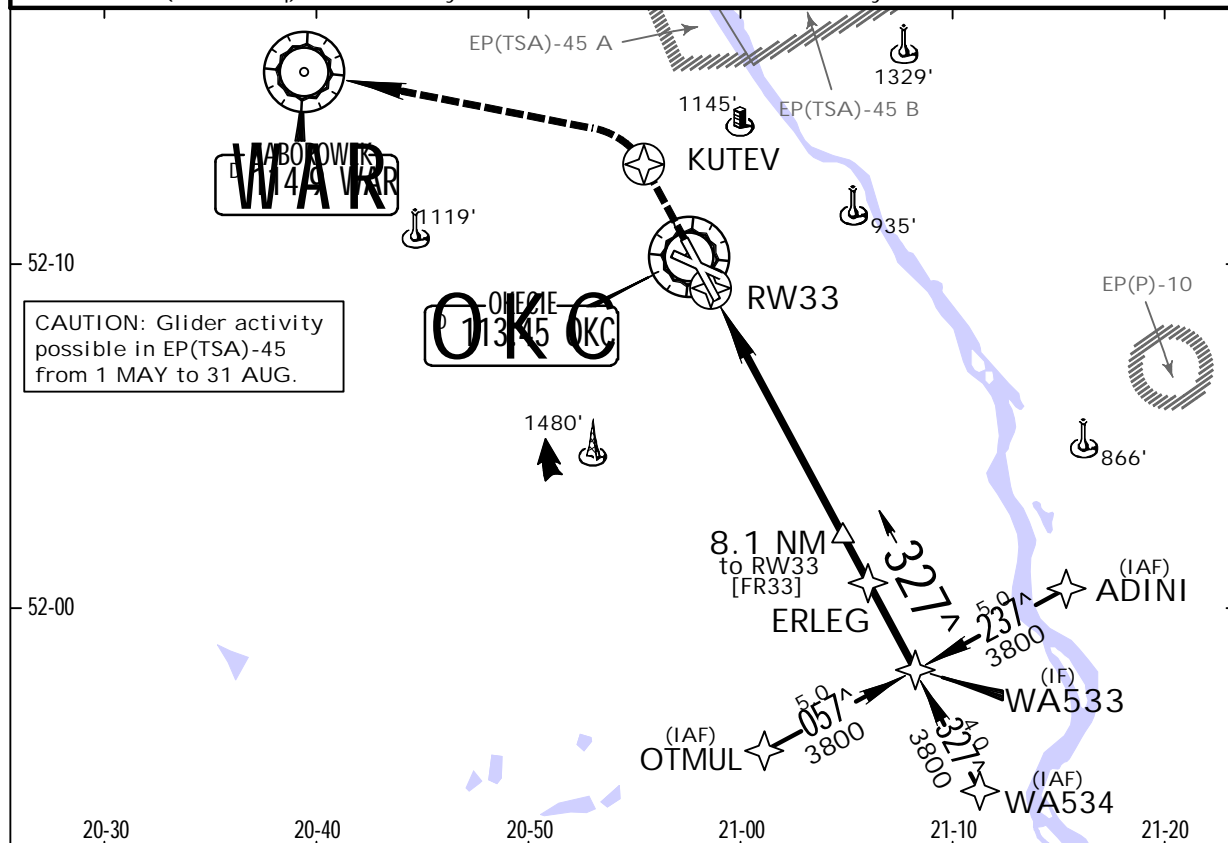
WARSAW, POLAND
RNAV (GNSS) Rwy 33

BRIEFING STRIP™

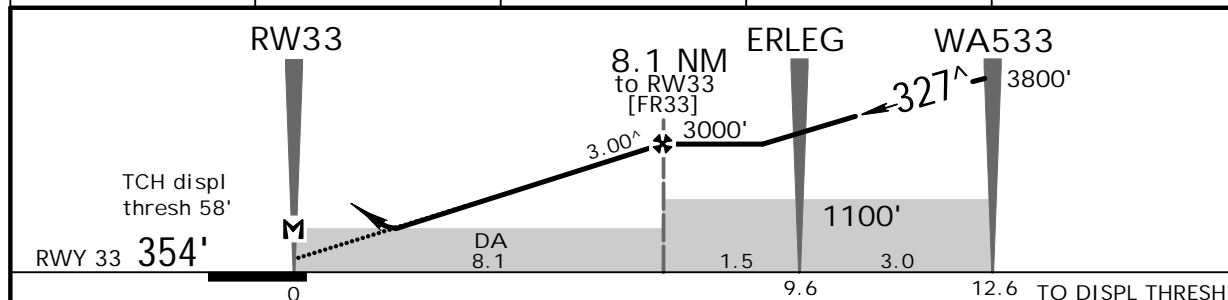
ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9
RNAV	Final Apch Crs 327 [^]	Procedure Alt 8.1 NM to RW33 3000' (2646')	RNAV DA(H) 820' (466')	Apt Elev 362' RWY 354'
MISSED APCH: RNAV: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT direct to WAR VOR 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		
			RNAV DA(H) 820' (466')					
			ALS out					
A	RVR 1500m						Max Kts	
B							100	830' (468') 1500m
C							135	870' (508') 1600m
D							180	970' (608') 2400m
							205	1070' (708') 3600m

IS OPS

EPWA/WAW
CHOPIN

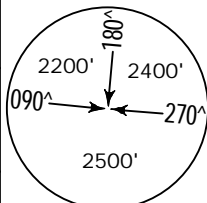
1 NOV 13

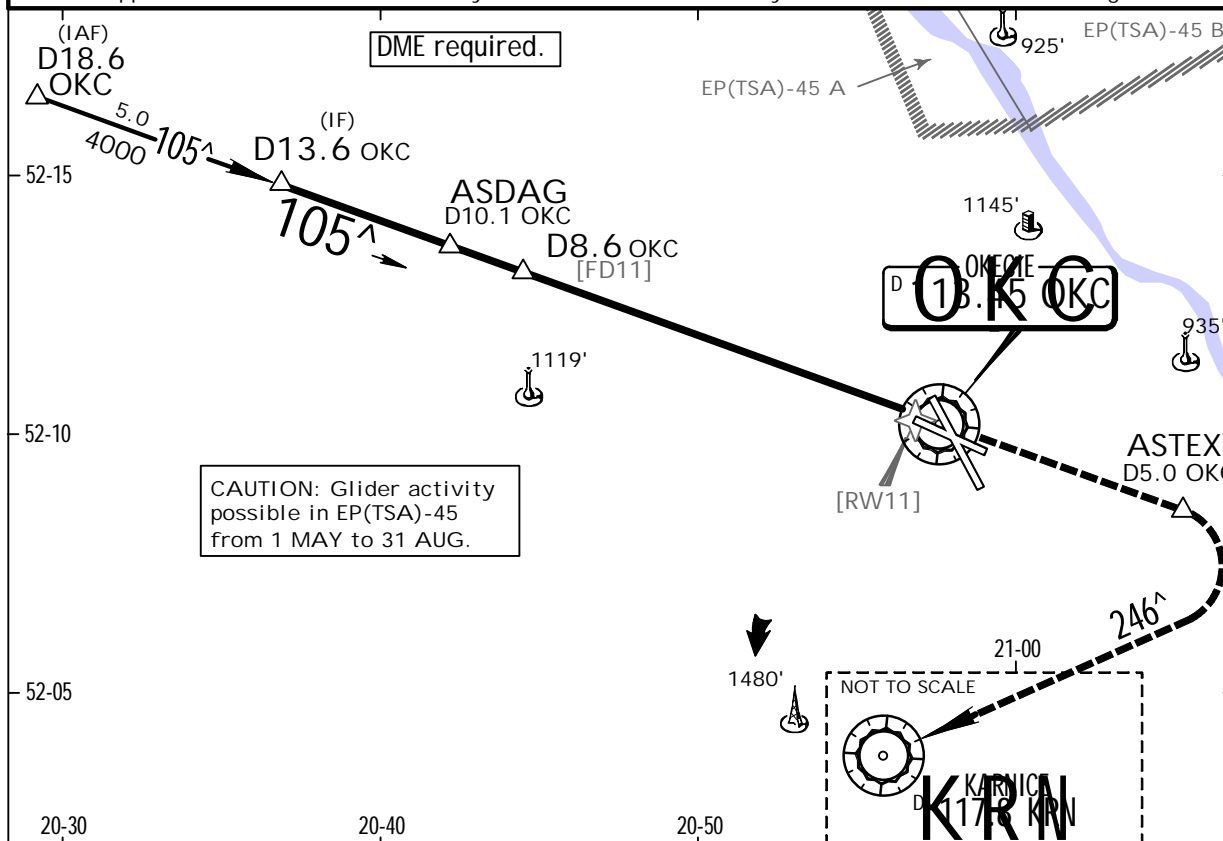
13-1

JEPPESSEN

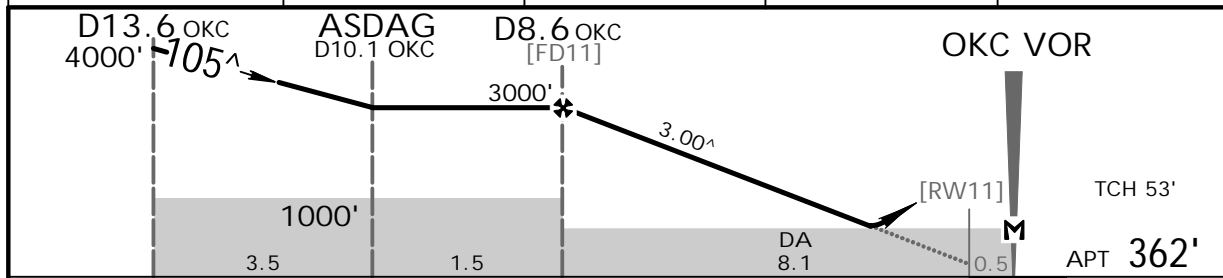
WARSAW, POLAND
VOR Rwy 11

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	849	
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	

NS OPS

EPWA/WAW
CHOPIN

1 NOV 13

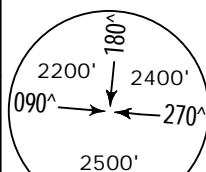
13-2

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.

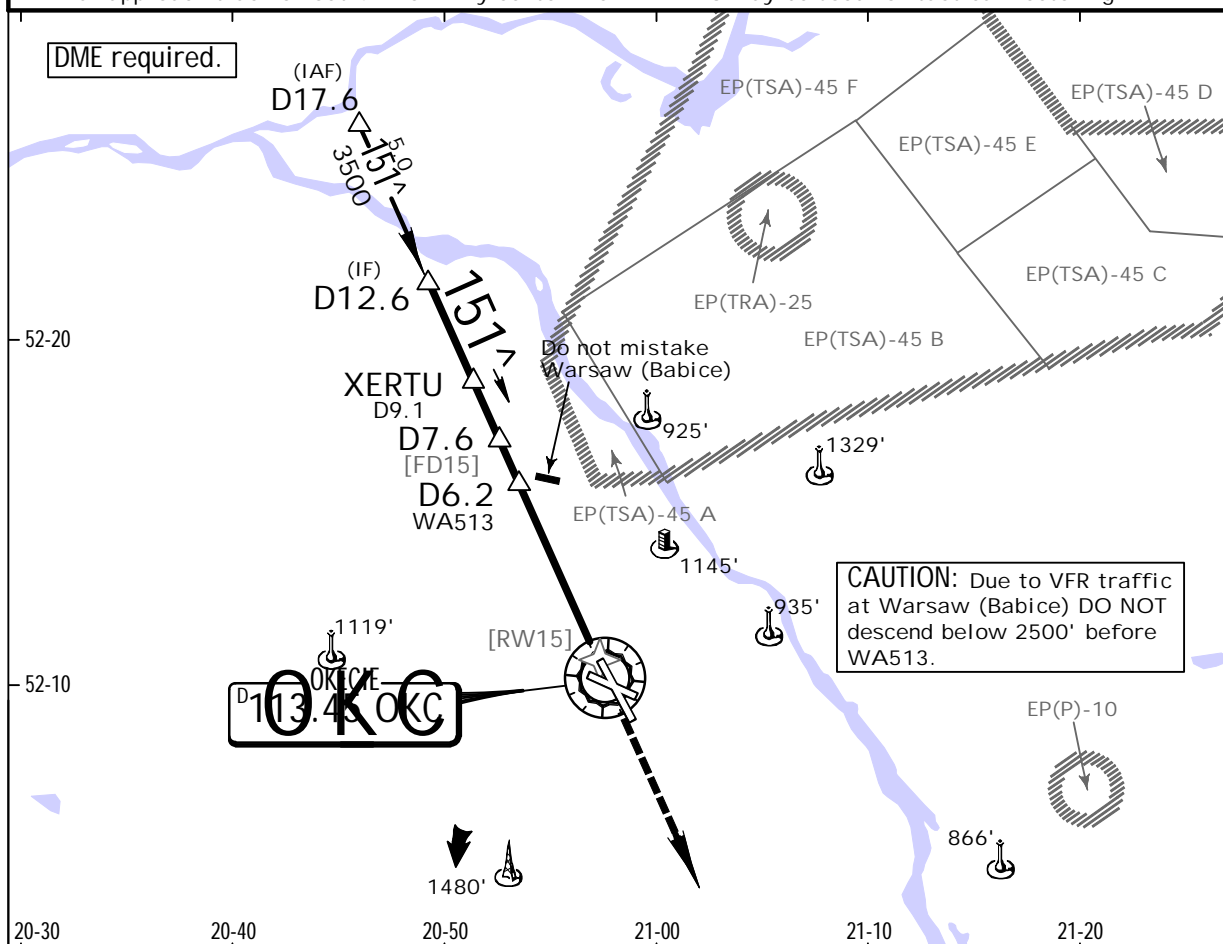
Alt Set: hPa (MM on req)

Rwy Elev: 13 hPa

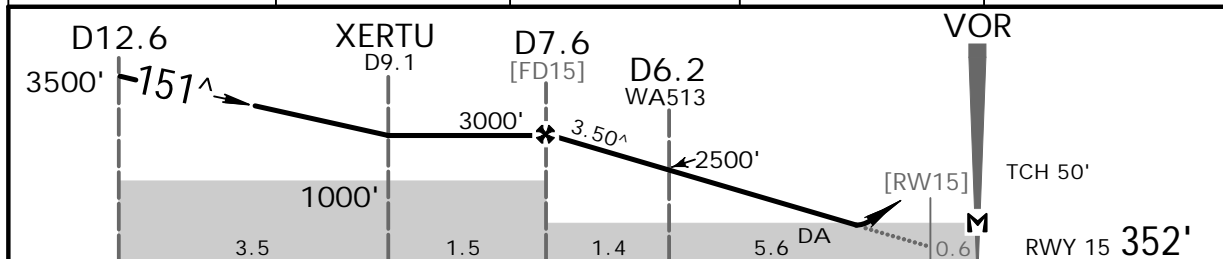
Trans level: By ATC

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	HIALS PAPI 3000'
Descent Angle	3.50 [^]	434	557	619	743	867	
MAP at VOR							

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

MS OPS

EPWA/WAW
CHOPIN

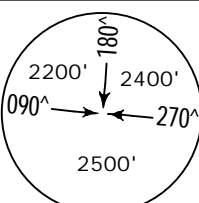
18 APR 14

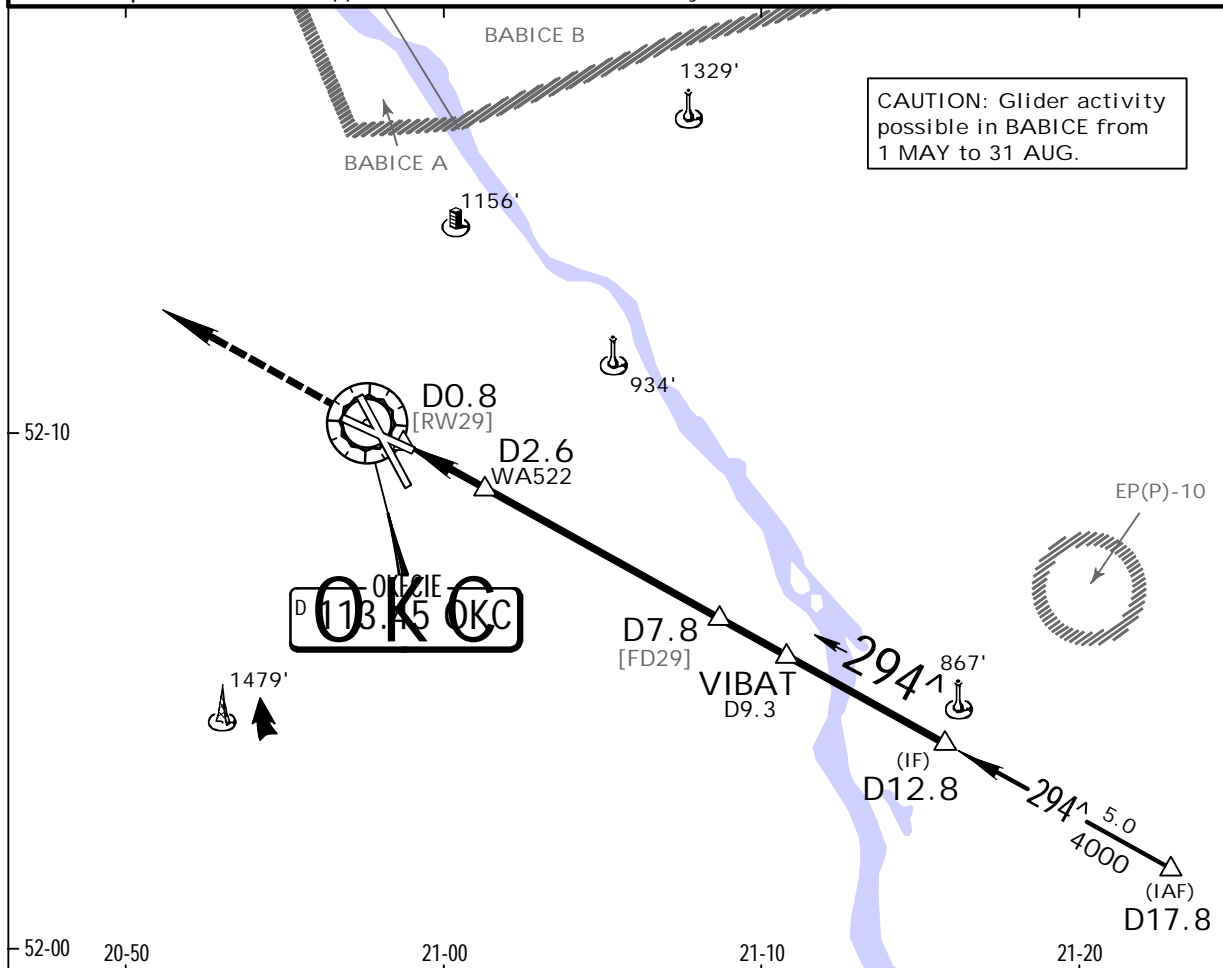
13-3

JEPPESEN

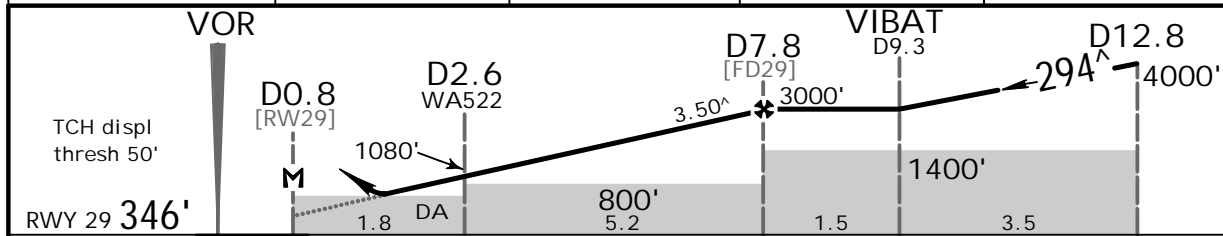
WARSAW, POLAND
VOR Rwy 29

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							

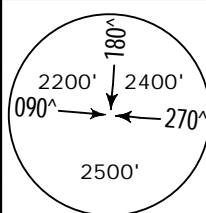
Standard.				CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 29				Not authorized Northeast of airport	
With D2.6		W/o D2.6		MDA(H) VIS	
DA(H) 780' (434')		DA(H) 800' (454')			
ALS out		ALS out			
A	RVR 1500m	RVR 1500m		100	800' (438') 1 1500m
B				135	870' (508') 1600m
C				180	970' (608') 2400m
D	RVR 1600m	RVR 2000m	RVR 1700m CMV 2100m	205	1070' (708') 3600m

EPWA/WAW
CHOPIN

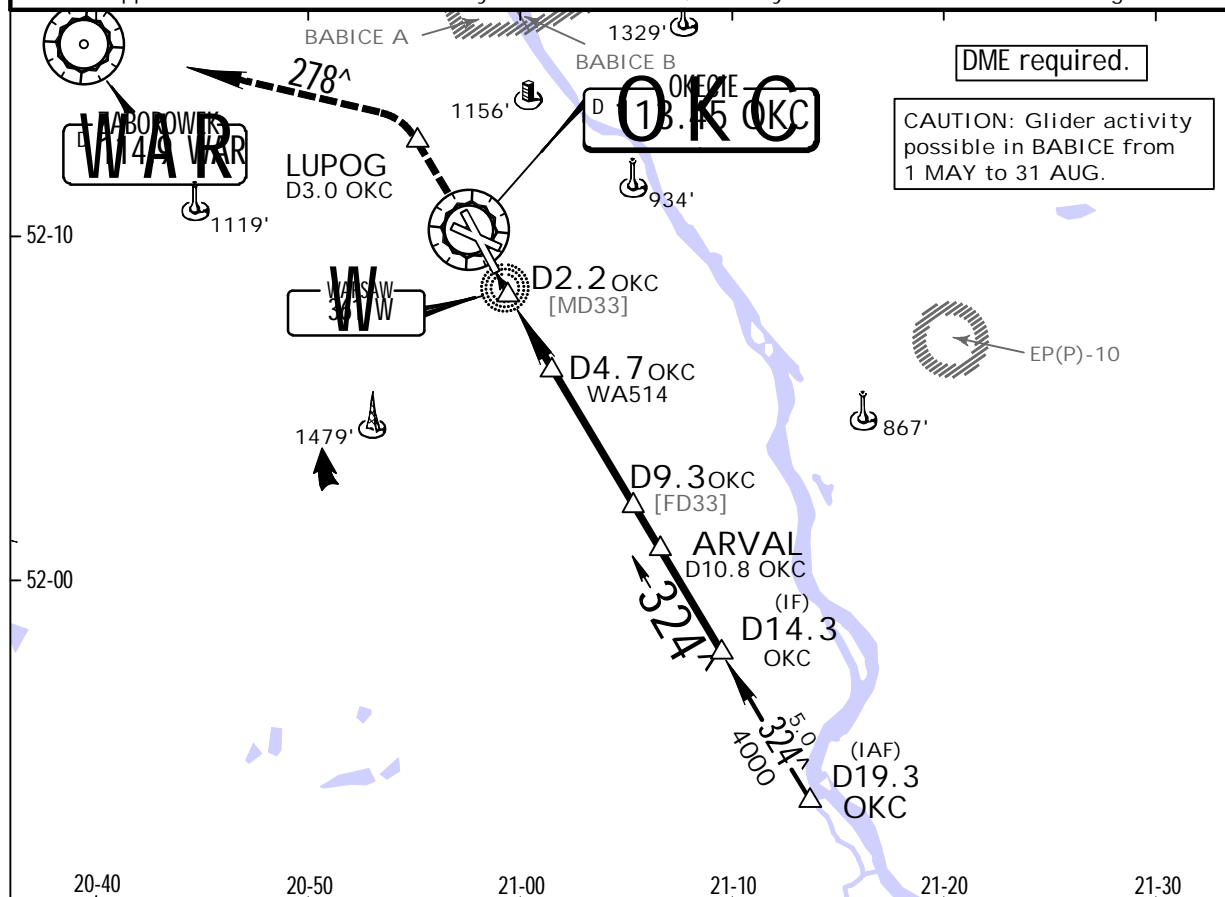
JEPPesen
18 APR 14 (13-4)

WARSAW, POLAND
VOR Rwy 33

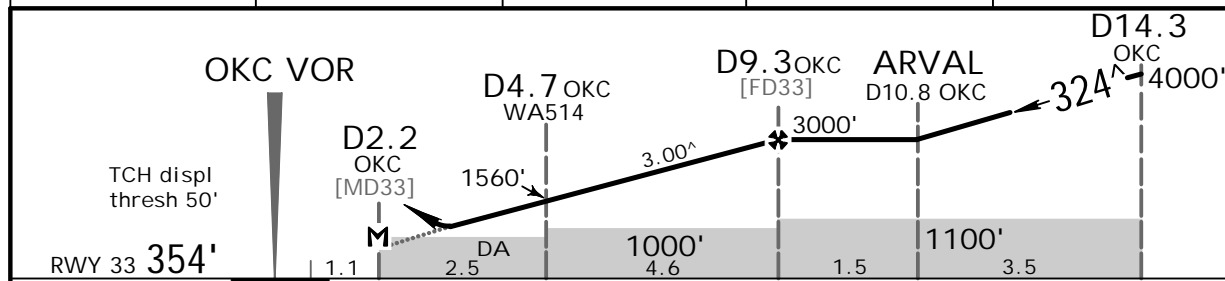
BRIEFING STRIP™


ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	Ground 121.9	
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		<p>LUPOG ↑</p>
Descent Angle 3.00^	372	478	531	637	743	849		
MAP at D2.2 OKC								

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

LROP/OTP

+ JEPPESEN

BUCHAREST, ROMANIA

HENRI COANDA

8 NOV 13

(20-1P)

.Eff.14.Nov.

.AIRPORT.BRIEFING.

1. GENERAL**1.1. ATIS**

ATIS 118.5

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. REVERSE THRUST**

Avoid reverse thrust after landing, consistent with safe operation of ACFT, especially between 2300-0700LT.

1.2.2. RUN-UP TESTS

ATC will approve idle ground engine runs.

Permission for ground testing in excess of idle must commence in the Engine Test Bay and must be requested through the marshaller, ext. 3426, at all times.

Times of operation are 0600-2300LT.

Engine testing on the open airfield will only be allowed for Chapter 2 ACFT between 0900-1700LT and Chapter 3 ACFT between 0600-2300LT. Propeller-driven ACFT are to be classified as Chapter 3.

1.2.3. USE OF APU

The APU is permitted functioning maximum 15 min after block-on time and may be started over 30 min before standard.

1.3. LOW VISIBILITY PROCEDURES (LVP)

The preparation phase will be implemented when VIS falls below 1500m and is deteriorated to 800m or ceiling is 500' and is deteriorated to 200' and CAT II/III operations are expected.

The operation phase will be commenced when RVR falls below 600m (VIS falls below 800m) or ceiling is below 200'.

LVP will be terminated when RVR is greater than 600m (VIS greater than 800m) and ceiling is greater than 200' and a continuing improvement in these conditions is anticipated.

If LVP operations are not in force, Low Visibility Take-off must be requested a minimum of 30 min in advance to permit the appropriate preparations.

ACFT movements on manoeuvring area to/from RWYs should be made using the Standard Taxi Routes.

Upon receiving taxi clearance, ACFT must only proceed when a green centerline path is illuminated.

ACFT movements on TWYs P and C and on aprons must be carried out with Follow-me car.

Red stop bars at all intersections of RWYs with TWYs except TWYs used only for exit (rapid exit TWY W and V).

Pilots wishing to conduct a guided take-off must inform ATC on start-up in order to ensure that protection of the localizer sensitive area is provided.

Intersection take-offs are not permitted.

1.4. TAXI PROCEDURES

On the aprons ACFT are permitted to taxi only at the indispensable minimum engine speed.

Taxiing of ACFT with wingspan greater than 171'/52m is permitted only with engines 1 and 4 on idle power.

Pilots are to delay call "RWY vacated" until ACFT has completely passed the end of green/yellow TWY centerline lights.

Orange guidelines are mandatory for:

A300, A310, B707-320, B757-200, B767-200, B777, DC10-30, IL18, IL62, IL76, IL86, L100-30, L1011-500, TU154, B747-200, B747-400 and AN124.

TWY L MAX wingspan 118'/36m.

TWY I MAX wingspan 171'/52m.

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HENRI COANDA

8 NOV 13

(20-1P1)

.Eff.14.Nov.

.AIRPORT.BRIEFING.

1. GENERAL**1.5. PARKING INFORMATION**

Floodlight poles close to stands 106, 107, 109, 110, 120 and 121.

Apron 1: Stands 101, 102 and 113 thru 115 are equipped with stand entry guidance SAFEDOCK T-3 and stands 103 thru 107 and 109 thru 112 with SAFEDOCK T-1.

Stands 101 thru 118 on apron 1 push-back required.

Stands 119 thru 122 on Apron 1 and stands 202 thru 223 on Apron 2:

Self-parking procedure, stop ACFT when yellow STOP marking is in line with pilots eye view at an angle of 90° to the lead-in line.

2. ARRIVAL**2.1. CAT II/III OPERATIONS**

RWYs 08L/R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. TAXI PROCEDURES**2.2.1. STANDARD TAXI ROUTES****2.2.1.1. RWY 08L**

Taxi route	Apron	TWY to be followed	Remarks
Arrival 1D	Apron 1	V, O, N	
Arrival 1E		O, N	
Arrival 2C	Apron 2	V, O, P, C	For ACFT with wingspan less than 171' /52m
Arrival 2D		O, P, C	For ACFT with wingspan less than 171' /52m
Arrival 3C	Apron 3	O, P	
Arrival 3D		V, N, C, P	For ACFT with wingspan less than 171' /52m

2.2.1.2. RWY 08R

Taxi route	Apron	TWY to be followed	Remarks
Arrival 1A	Apron 1	D, C	For ACFT with wingspan less than 171' /52m
Arrival 1B		D, P, O, N	
Arrival 1C		G	
Arrival 2A	Apron 2	D, C	For ACFT with wingspan less than 171' /52m
Arrival 2B		G, C	For ACFT with wingspan less than 171' /52m
Arrival 3A	Apron 3	D, P	
Arrival 3B		G, C, P	For ACFT with wingspan less than 171' /52m

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+ JEPPESEN

BUCHAREST, ROMANIA

HENRI COANDA

13 SEP 13

(20-1P2)

.Eff.19.Sep.

.AIRPORT.BRIEFING.

2. ARRIVAL**2.2.1.3. RWY 26L**

Taxi route	Apron	TWY to be followed	Remarks
Arrival 7D	Apron 1	G, N	
Arrival 7E		A, B	
Arrival 8C	Apron 2	G, C	For ACFT with wingspan less than 171'/52m
Arrival 8D		A, B, C	For ACFT with wingspan less than 171'/52m
Arrival 9C	Apron 3	G, C, P	For ACFT with wingspan less than 171'/52m
Arrival 9D		A, B, C, P	For ACFT with wingspan less than 171'/52m

2.2.1.4. RWY 26R

Taxi route	Apron	TWY to be followed	Remarks
Arrival 4A	Apron 1	W, O, N	
Arrival 4B		N	
Arrival 5A	Apron 2	W, P, C	For ACFT with wingspan less than 171'/52m
Arrival 5B		W, O, N, C	For ACFT with wingspan less than 171'/52m
Arrival 6A	Apron 3	W, P	
Arrival 6B			For ACFT with wingspan less than 171'/52m

2.3. PARKING PROCEDURES

When taxiing into ACFT stands, ACFT shall generally not stop in curves between the centerlines of apron TWYs or ACFT stand taxi lanes and the centerlines of ACFT stands so as to avoid the further appliance of break-away power.

If in the course of a manoeuvre as described above, an ACFT inadvertently comes to a stop, prior to increasing engine power again to continue, the pilot shall notify Ground Control and await further instructions.

Parking of ACFT at positions not provided with SEG is only permitted according to the signals of the marshaller.

LROP/OTP

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BUCHAREST, ROMANIA

HENRI COANDA

13 SEP 13

(20-1P3)

.Eff.19.Sep.

.AIRPORT.BRIEFING.

3. DEPARTURE**3.1. TAXI PROCEDURES****3.1.1. STANDARD TAXI ROUTES****3.1.1.1. RWY 08L**

Apron	Taxi route	Holding position	TWY to be followed	Remarks
Apron 1	Departure 1C	N	N	
	Departure 1D	O	C, P, O, taxi on RWY backtrack and line-up THR	For ACFT with wingspan less than 171'/52m
Apron 2	Departure 2C	N	C, N	For ACFT with wingspan less than 171'/52m
	Departure 2D	O	C, P, O, taxi on RWY backtrack and line-up THR	For ACFT with wingspan less than 171'/52m
Apron 3	Departure 3C	N	P, O, N	
	Departure 3D	O	P, O, taxi on RWY backtrack and line-up THR	

3.1.1.2. RWY 08R

Apron	Taxi route	Holding position	TWY to be followed	Remarks
Apron 1	Departure 1A	A	A	
	Departure 1B	G	G, turn RIGHT taxi to end of RWY and line-up THR	
Apron 2	Departure 2A	A	C, B, A	For ACFT with wingspan less than 171'/52m
	Departure 2B	G	C, G, turn RIGHT taxi to end of RWY and line-up THR	
Apron 3	Departure 3A	A	P, C, B, A	
	Departure 3B	G	P, C, G, turn RIGHT taxi to end of RWY and line-up THR	

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BUCHAREST, ROMANIA

HENRI COANDA

13 SEP 13

(20-1P4)

.Eff.19.Sep.

.AIRPORT.BRIEFING.

3. DEPARTURE**3.1.1.3. RWY 26L**

Apron	Taxi route	Holding position	TWY to be followed	Remarks
Apron 1	Departure 1E	D	C, D, turn LEFT taxi to end of RWY, turn around and line-up THR	For ACFT with wing-span less than 171'/52m
	Departure 1F	G	G, turn LEFT taxi to end of RWY, turn around and line-up THR	For ACFT with wing-span less than 171'/52m
Apron 2	Departure 2E	D	C, D, turn LEFT taxi to end of RWY, turn around and line-up THR	For ACFT with wing-span less than 171'/52m
	Departure 2F	G	C, G, turn LEFT taxi to end of RWY, turn around and line-up THR	
Apron 3	Departure 3E	D	P, D, turn LEFT taxi to end of RWY, turn around and line-up THR	
	Departure 3F	G	P, C, G, turn LEFT taxi to end of RWY, turn around and line-up THR	For ACFT with wing-span less than 171'/52m

3.1.1.4. RWY 26R

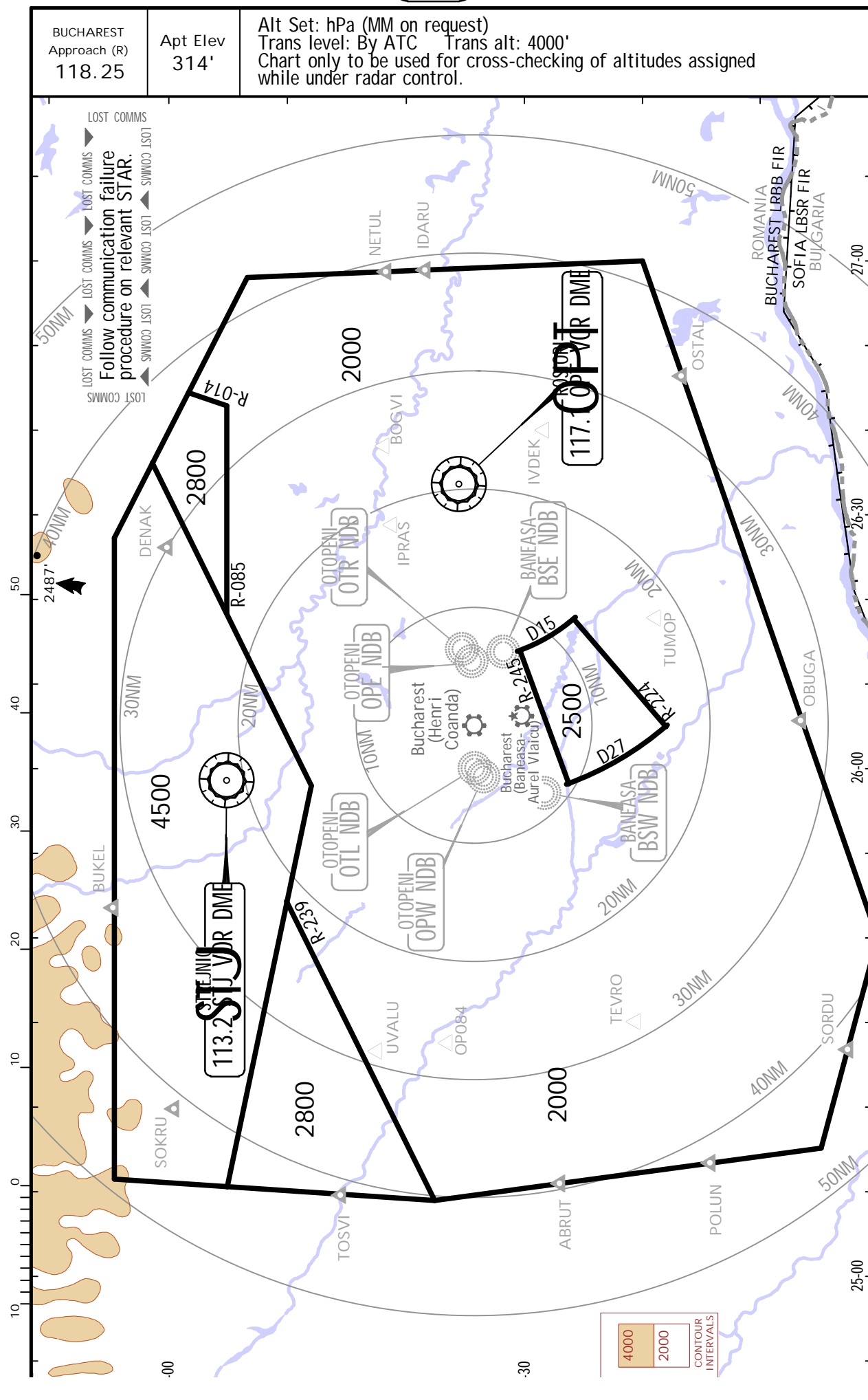
Apron	Taxi route	Holding position	TWY to be followed	Remarks
Apron 1	Departure 1G	O	N, O and line-up THR	For ACFT with wing-span more than 171'/52m only with Follow-me.
	Departure 1H	N	N, taxi on RWY, back-track and line-up THR	
Apron 2	Departure 2G	O	C, P, O and line-up THR	For ACFT with wing-span less than 171'/52m
	Departure 2H	N	C, N, taxi on RWY, back-track and line-up THR	For ACFT with wing-span less than 171'/52m
Apron 3	Departure 3G	O	P, O and line-up THR	For ACFT with wing-span more than 171'/52m only with Follow-me.
	Departure 3H	N	P, O, N, turn RIGHT taxi on RWY, back-track and line-up THR	

LROP/OTP

HENRI COANDA

18 JUL 14 **20-1R**

BUCHAREST, ROMANIA
.Eff.24.Jul. .RADAR.MINIMUM.ALTITUDES.



LROP/OTP

HENRI COANDA

22 FEB 13

JEPPESEN

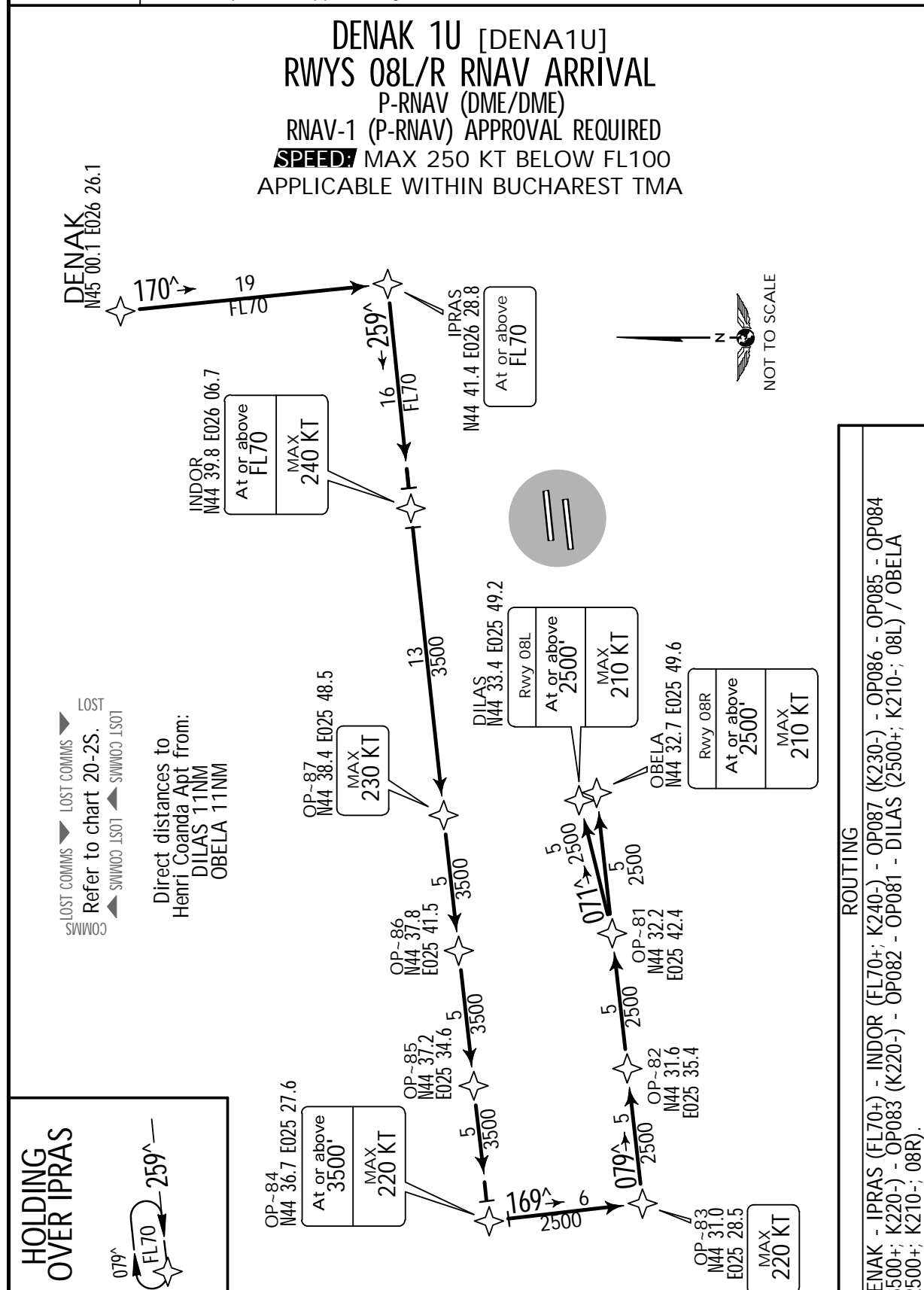
20-2

.Eff.7.Mar.

BUCHAREST, ROMANIA

.RNAV.STAR.

ATIS 118.5	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000' 1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. 2. EXPECT direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach. 3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 4. OBELA/DILAS is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.
Apt Elev 314'	



LROP/OTP

HENRI COANDA

22 FEB 13



JEPPESEN

(20-2A)

.Eff.7.Mar.

BUCHAREST, ROMANIA

.RNAV.STAR.

ATIS
118.5Apt Elev
314'

- Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000'
1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.
 2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach.
 3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
 4. RARIT/LEVTA is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.

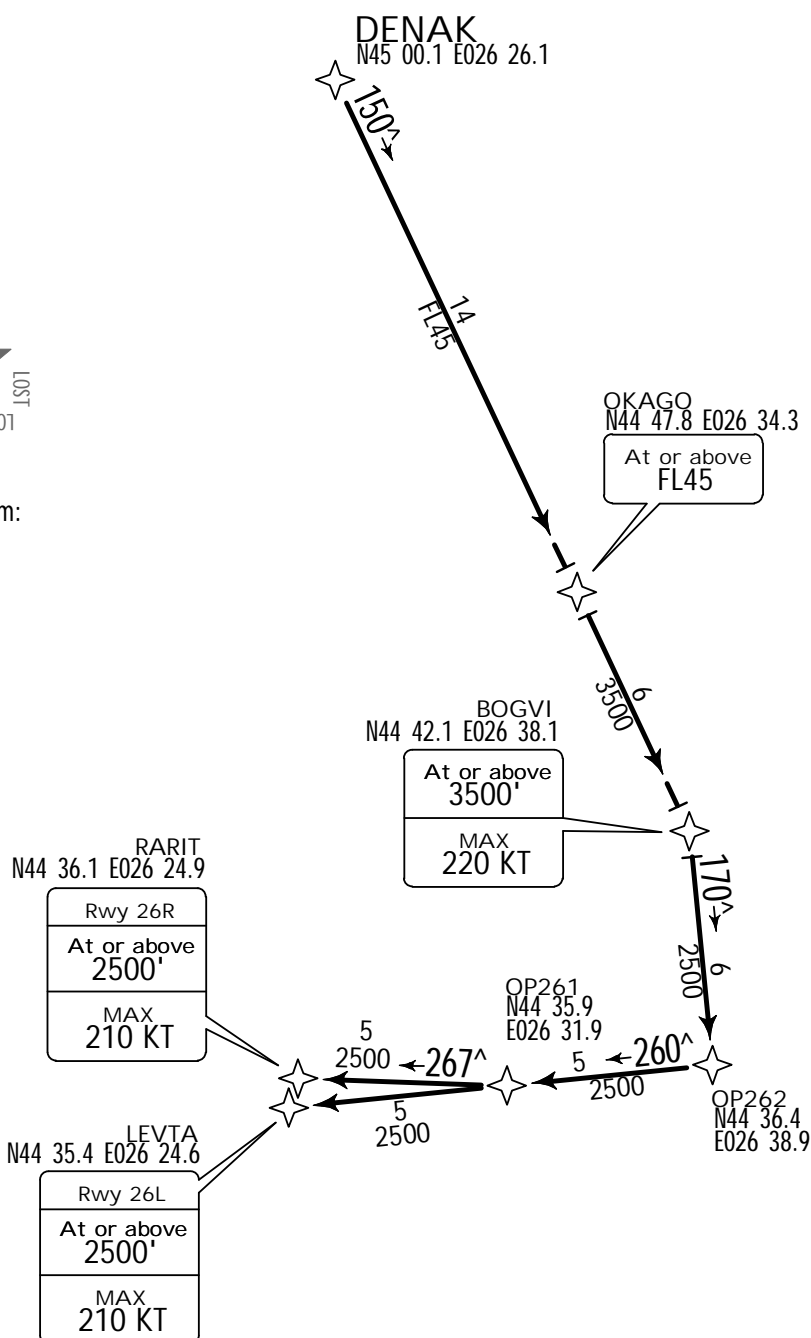
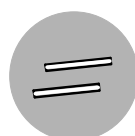
DENAK 2X [DENA2X]
RWYS 26L/R RNAV ARRIVAL
 P-RNAV (DME/DME)
 RNAV-1 (P-RNAV) APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW FL100
 APPLICABLE WITHIN BUCHAREST TMA



LOST COMMS ▼ LOST COMMS ▼
 Refer to chart 20-2S.
 ▲ S/W/O/L LOST ▲ S/W/O/L LOST

Direct distances to
 Henri Coanda Apt from:
 LEVTA 14NM
 RARIT 14NM

**HOLDING
 OVER DENAK**



ROUTING

DENAK - OKAGO (FL45+) - BOGVI (3500+: K220-) - OP262 - OP261 - LEVTA (2500+: K210-)

LROP/OTP

HENRI COANDA

22 MAR 13

JEPPESEN

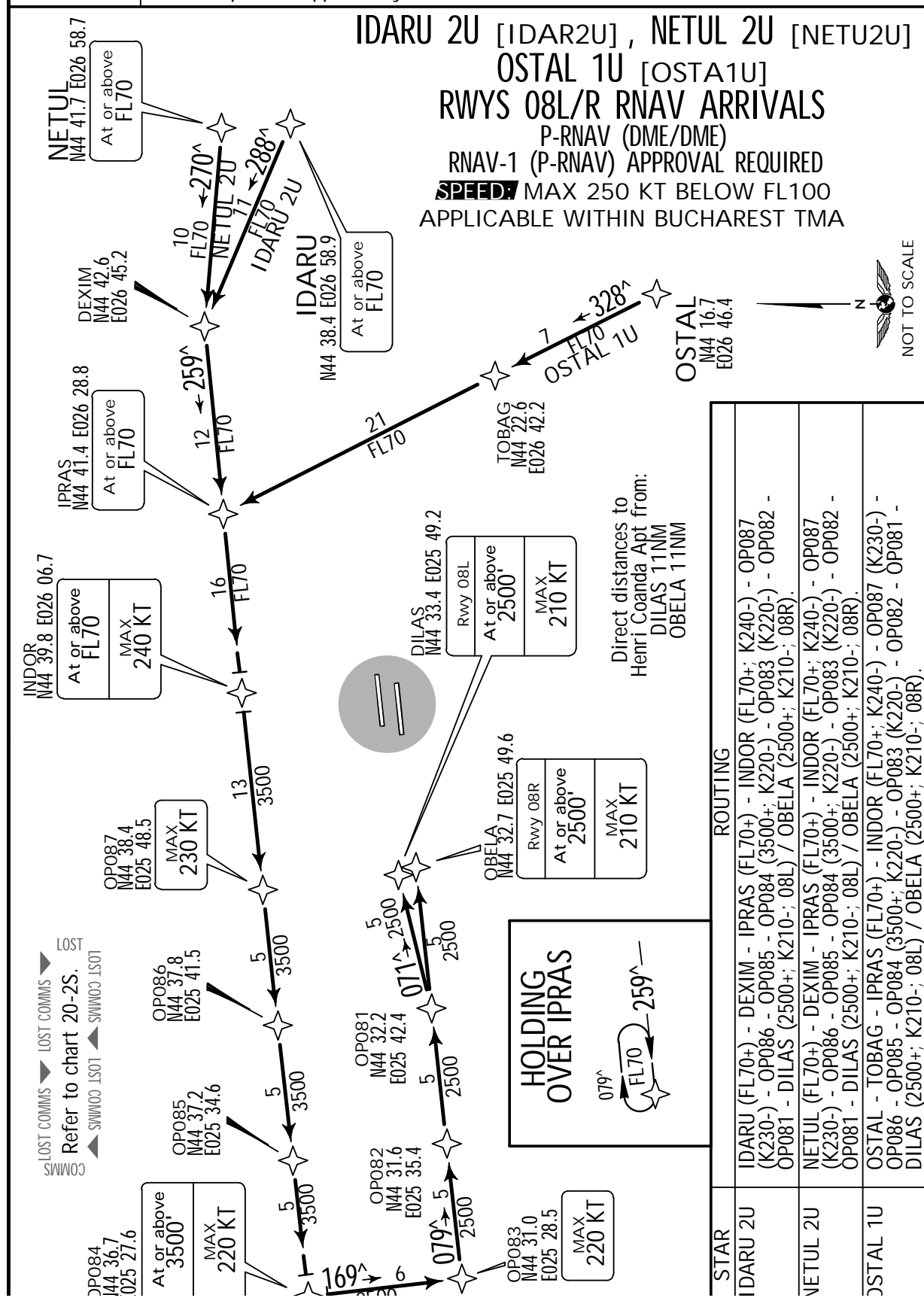
(20-2B)

.Eff.4.Apr.

BUCHAREST, ROMANIA

.RNAV.STAR.

ATIS 118.5	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000' 1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. 2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach. 3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 4. OBELA/DILAS is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.
Apt Elev 314'	



LROP/OTP

HENRI COANDA

22 MAR 13



JEPPESSEN

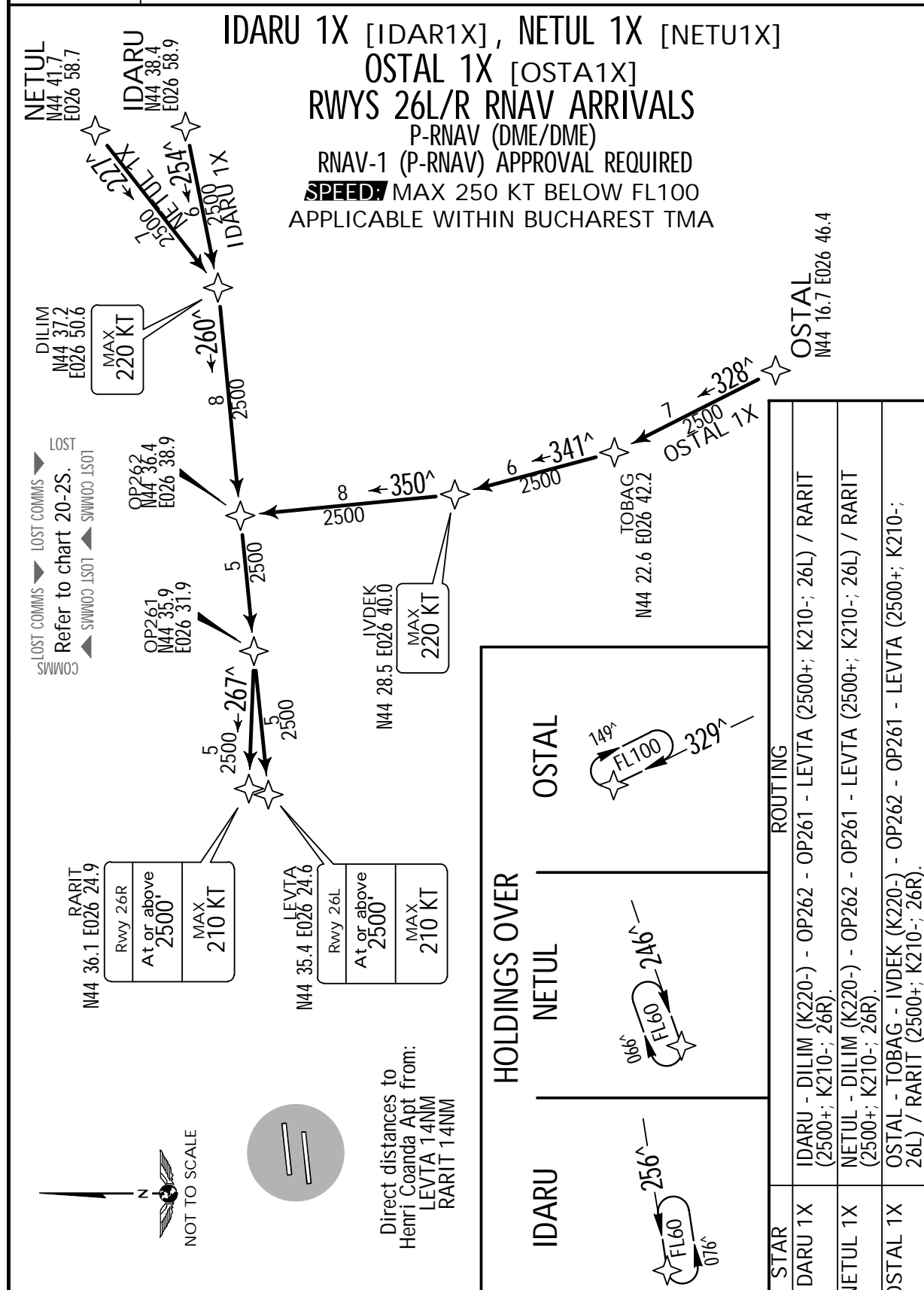
(20-2C)

.Eff.4.Apr.

BUCHAREST, ROMANIA

.RNAV.STAR.

<p>ATIS 118.5</p>	<p>Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000'</p> <p>1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.</p> <p>2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach.</p> <p>3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.</p> <p>4. RARIT/LEVTA is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.</p>
<p>Apt Elev 314'</p>	

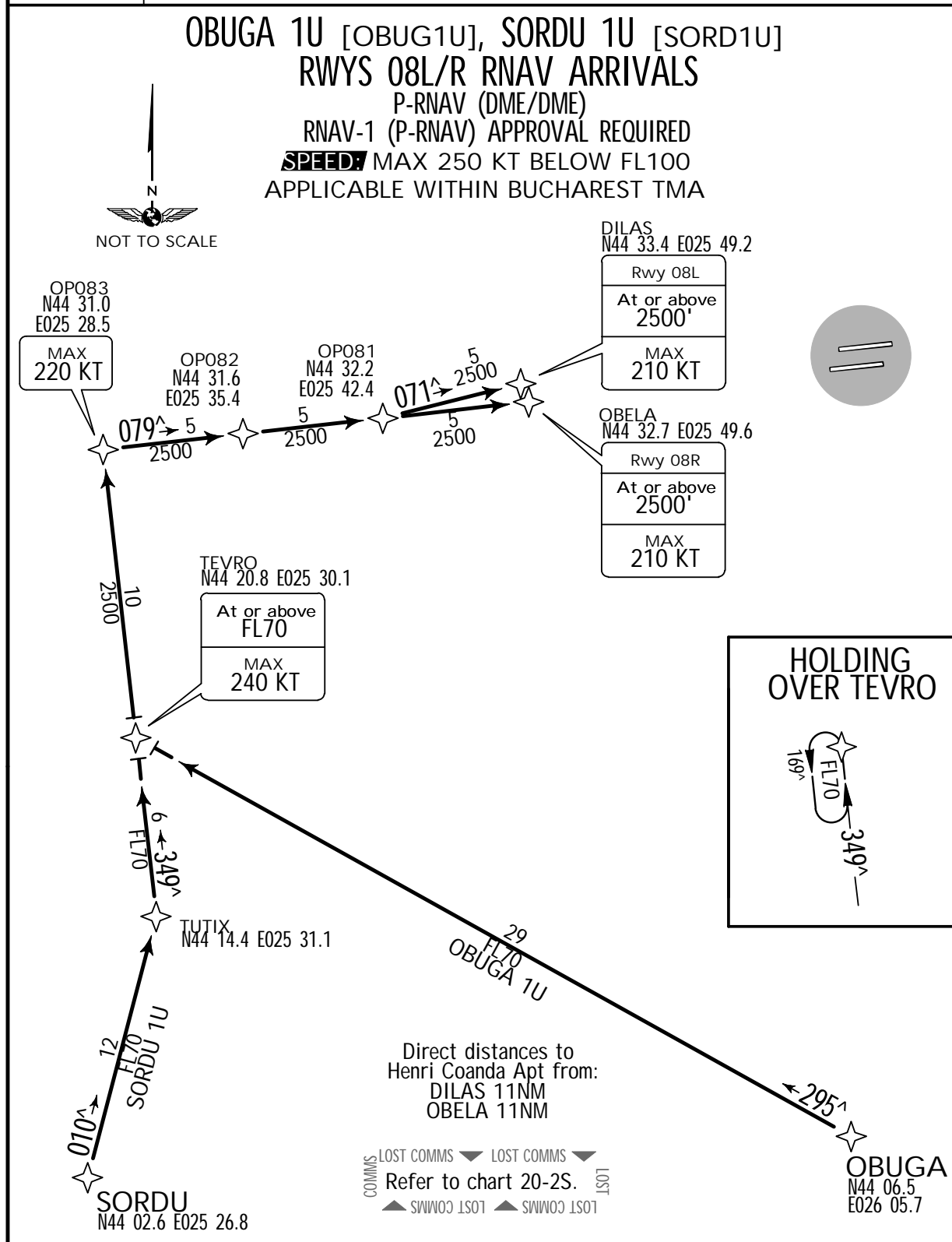


LROP/OTP
 HENRI COANDA

JEPPESEN
 1 FEB 13 **(20-2D)** .Eff.7.Feb.

BUCHAREST, ROMANIA
 .RNAV.STAR.

ATIS 118.5	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000' 1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. 2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach. 3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 4. OBELA/DILAS is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.
Apt Elev 314'	



STAR	ROUTING
OBUGA 1U	OBUGA - TEVRO (FL70+; K240-) - OP083 (K220-) - OP082 - OP081 - DILAS (2500+; K210-; 08L) / OBELA (2500+; K210-; 08R).
SORDU 1U	SORDU - TUTIX - TEVRO (FL70+; K240-) - OP083 (K220-) - OP082 - OP081 -

LROP/OTP

HENRI COANDA

1 FEB 13

JEPPESEN

(20-2E)

.Eff.7.Feb.

BUCHAREST, ROMANIA

.RNAV.STAR.

ATIS 118.5	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000' 1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.
Apt Elev 314'	2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach. 3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 4. RARIT/LEVTA is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.

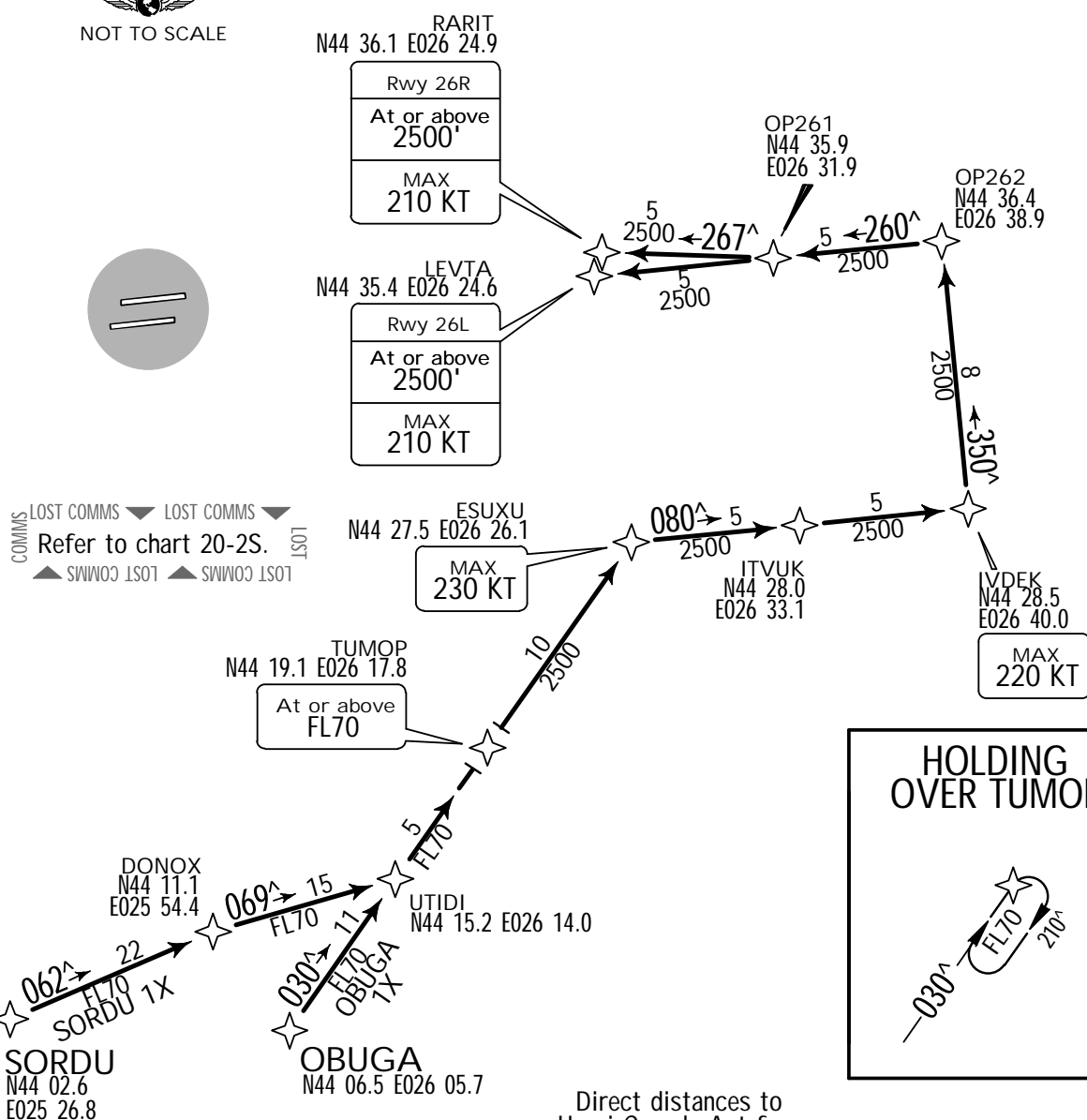
OBUGA 1X [OBUG1X], SORDU 1X [SORD1X]

RWYS 26L/R RNAV ARRIVALS

P-RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED

SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



STAR	ROUTING
OBUGA 1X	OBUGA - UTIDI - TUMOP (FL70+) - ESUXU (K230-) - ITVUK - IVDEK (K220-) - OP262 - OP261 - LEVTA (2500+; K210-; 26L) / RARIT (2500+; K210-; 26R).
SORDU 1X	SORDU - DONOX - UTIDI - TUMOP (FL70+) - ESUXU (K230-) - ITVUK - IVDEK (K220-) - OP262 - OP261 - LEVTA (2500+; K210-; 26L) / RARIT (2500+; K210-; 26R).

LROP/OTP
HENRI COANDA

5 SEP 14

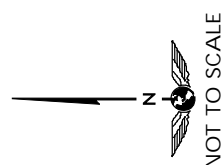
20-2F

JEPPESEN

BUCHAREST, ROMANIA
.RNAV.STAR.

ATIS 118.5	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000'
Apt Elev 314'	1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. 2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach. 3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 4. OBELA/DILAS is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.

TOSVI 2U [TOSV2U]
RWYS 08L/R RNAV ARRIVAL
 P-RNAV (DME/DME)
 RNAV-1 (P-RNAV) APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW FL100
 APPLICABLE WITHIN BUCHAREST TMA



Direct distances to
Henri Coanda Apt from:
DILAS 11NM
OBELA 11NM

TOSVI
M44 45.2 E025 09.7

At or below
FL140
MAX
270 KT

UVALU
M44 42.6 E025 26.6

At or above
FL70

OP-88
M44 44.3 E025 47.6

MAX
230 KT

OP-87
M44 38.4 E025 48.5

MAX
230 KT

OP-86
M44 37.8
E025 41.5

OP-85
M44 37.2
E025 34.6

OP-84
M44 36.7 E025 27.6

At or above
3500'
MAX
220 KT

DILAS
M44 33.4 E025 49.2

Rwy 08L
At or above
2500'
MAX
210 KT

OBELA
M44 32.7 E025 49.6

Rwy 08R
At or above
2500'
MAX
210 KT

OP-81
M44 32.2
E025 42.4

OP-82
M44 31.6
E025 35.4

OP-83
M44 31.0 E025 28.5

MAX
220 KT

LOST COMMS
Refer to chart 20-2S.
LOST COMMS
SWIMCO LSOT
SWIMCO LSOT

ROUTING

OSVI (FL140+; K270-) - UVALU (FL70+) - OP088 (K230-) - OP087 (K230-) - OP086 -
 P085 - OP084 (3500+; K220-) - OP083 (K220-) - OP082 - OP081 - DILAS (2500+;
 210-; 08L) / OBELA (2500+; K210-; 08R).

LROP/OTP
HENRI COANDA

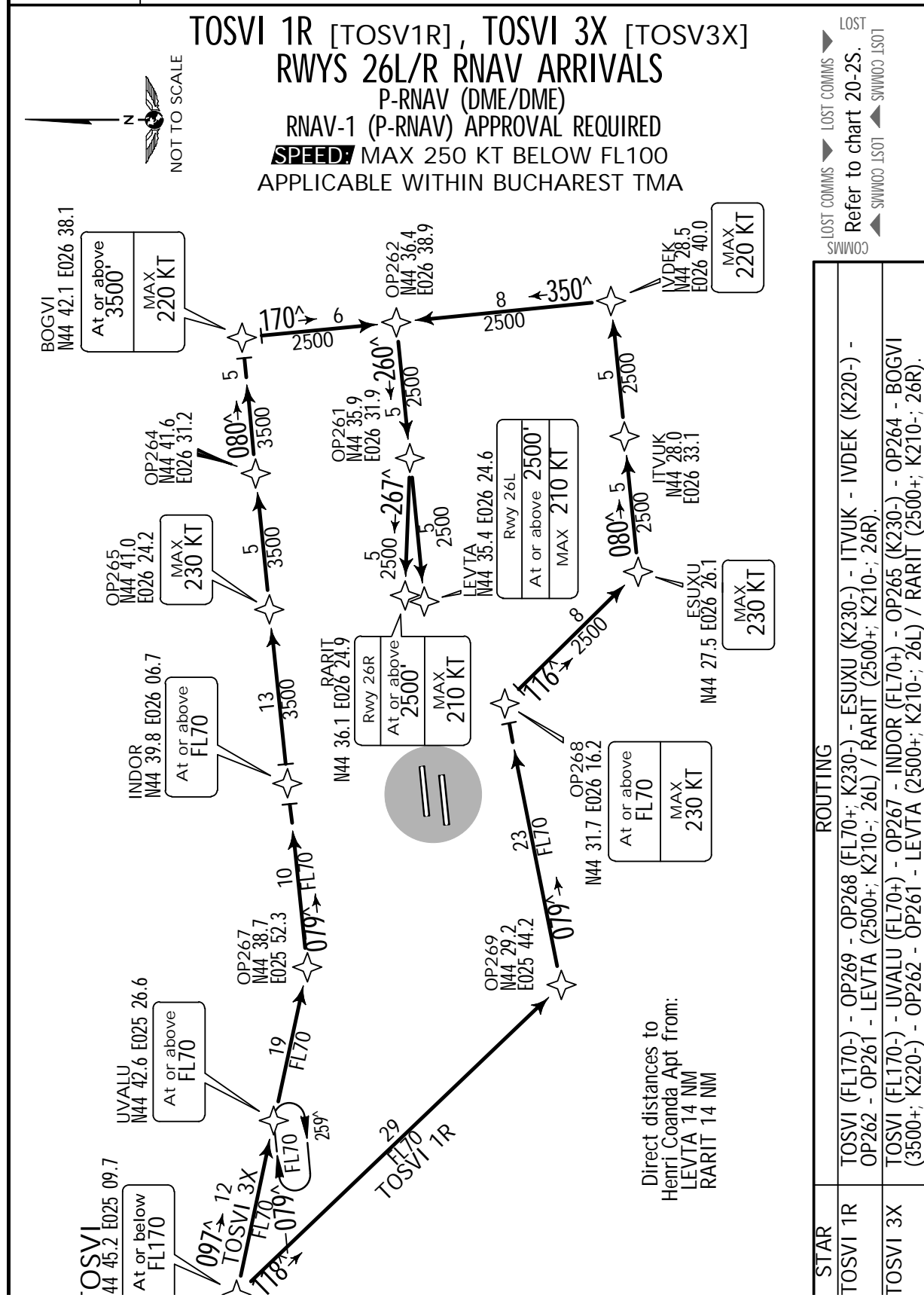
5 SEP 14

20-2G

JEPPESEN

BUCHAREST, ROMANIA
.RNAV.STAR.

ATIS 118.5	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000' 1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. 2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach. 3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 4. RARIT/LEVTA is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.
Apt Elev 314'	



LROP/OTP
HENRI COANDA



JEPPESEN

BUCHAREST, ROMANIA

1 FEB 13

(20-2H)

.Eff.7.Feb.

.STAR.

ATIS
118.5

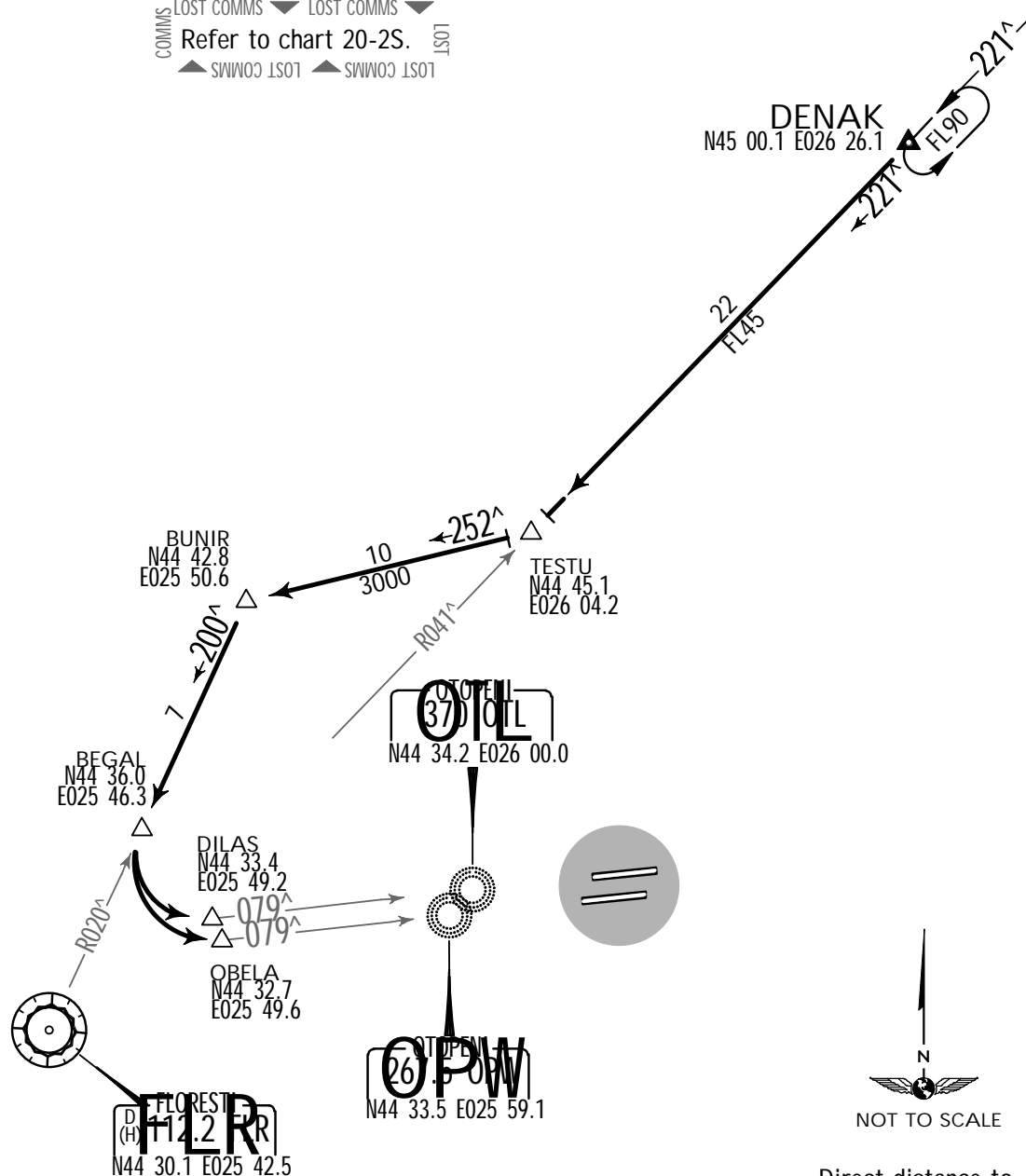
Apt Elev
314'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 4000'

DENAK 3E [DENA3E] RWYS 08L/R ARRIVAL

SPEED MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA

LOST COMMS ▼ LOST COMMS ▼
Refer to chart 20-2S.
▲ SWMOJ LSOT ▲ SWMOJ LSOT



Direct distance to
Henri Coanda Apt from:
DILAS 11 NM
OBELA 11 NM

ROUTING

Intercept FLR R-041 inbound to TESTU. 252° track to BUNIR. intercept FLR R-020 inbound to

LROP/OTP
HENRI COANDA

JEPPESEN
1 FEB 13 (20-2J) .Eff.7.Feb.

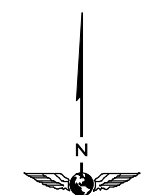
BUCHAREST, ROMANIA
.STAR.

ATIS
118.5

Apt Elev
314'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 4000'

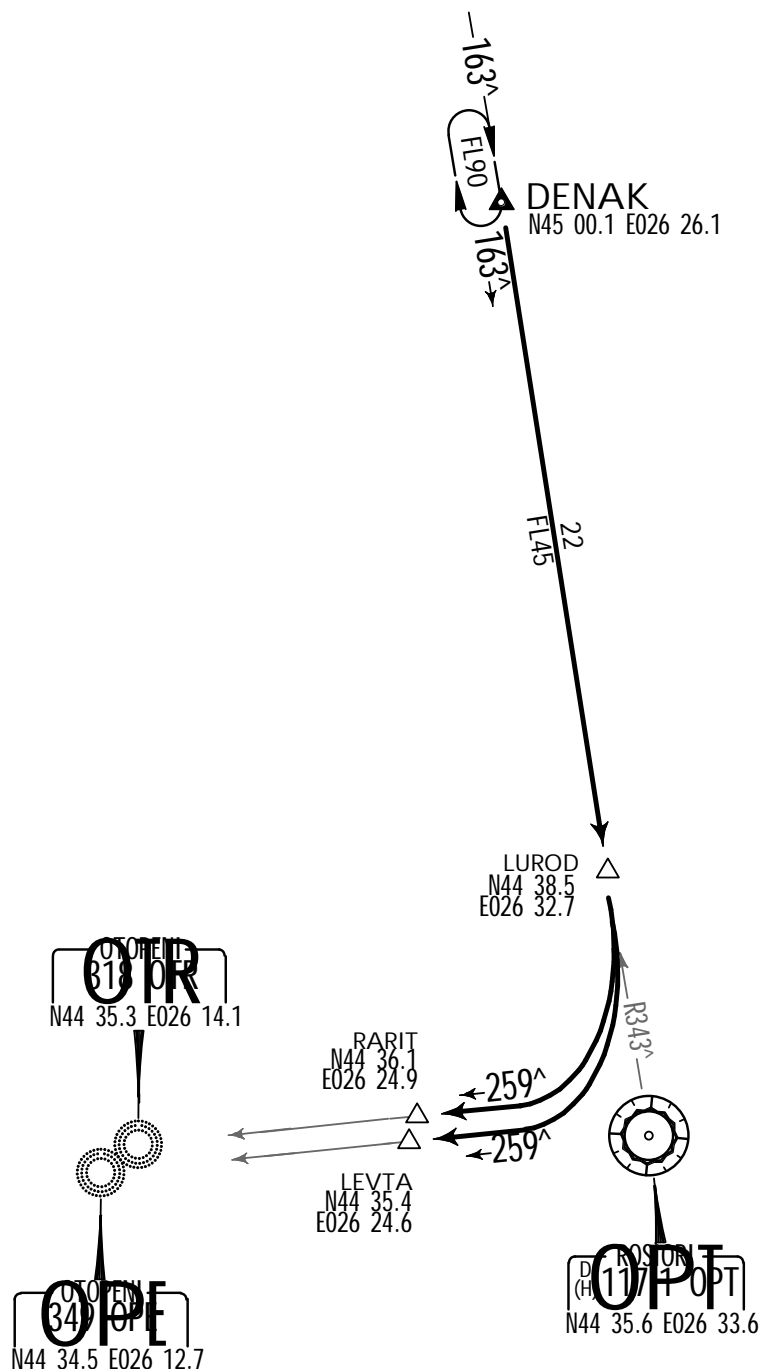
DENAK 3F [DENA3F]
RWYS 26L/R ARRIVAL
SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼
Refer to chart 20-2S.
▲ LOST COMMS ▲ LOST COMMS ▲

Direct distance to
Henri Coanda Apt from:
LEVTA 14 NM
RARIT 14 NM



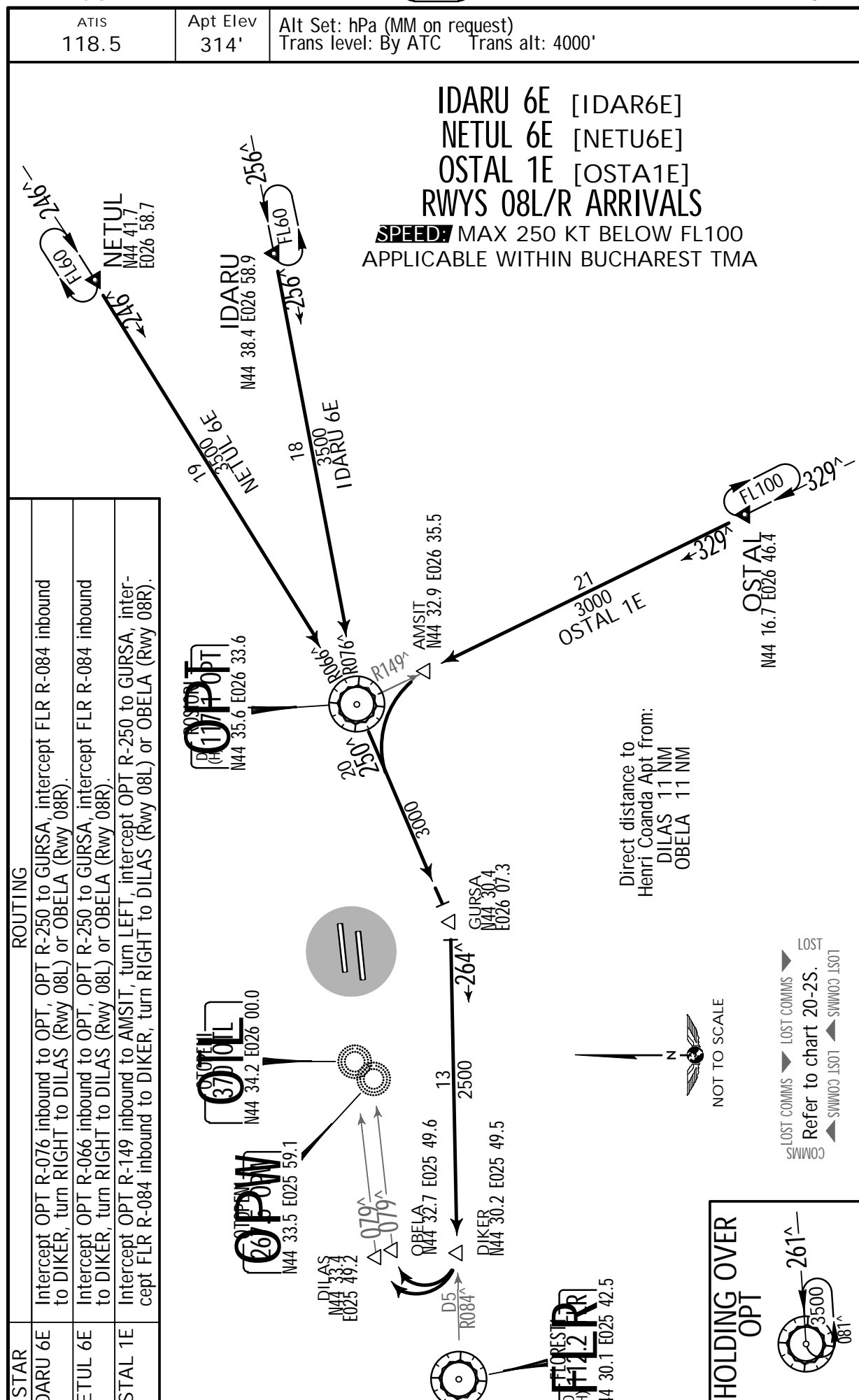
ROUTING

Intercept OPT R-343 inbound to LUROD. turn RIGHT. intercept 259° bearing towards OPE

LROP/OTP
HENRI COANDA

1 FEB 13 **20-2K** .Eff.7.Feb.

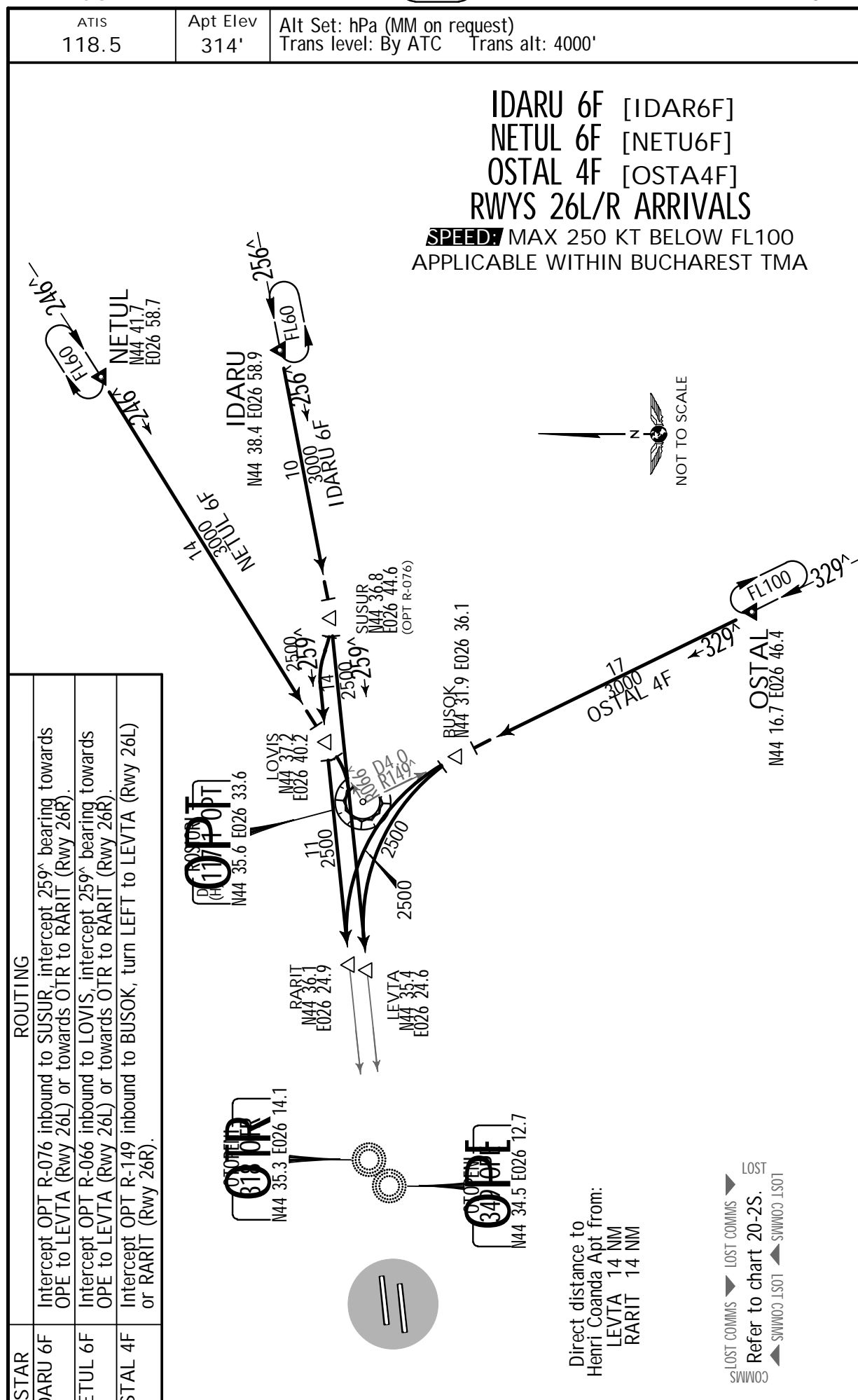
BUCHAREST, ROMANIA
.STAR.



LROP/OTP
HENRI COANDA

JEPPESEN
1 FEB 13 20-2L .Eff.7.Feb.

BUCHAREST, ROMANIA
.STAR.



LROP/OTP
HENRI COANDA

JEPPESEN
1 FEB 13 (20-2M) .Eff.7.Feb.

BUCHAREST, ROMANIA
.STAR.

ATIS
118.5

Apt Elev
314'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 4000'

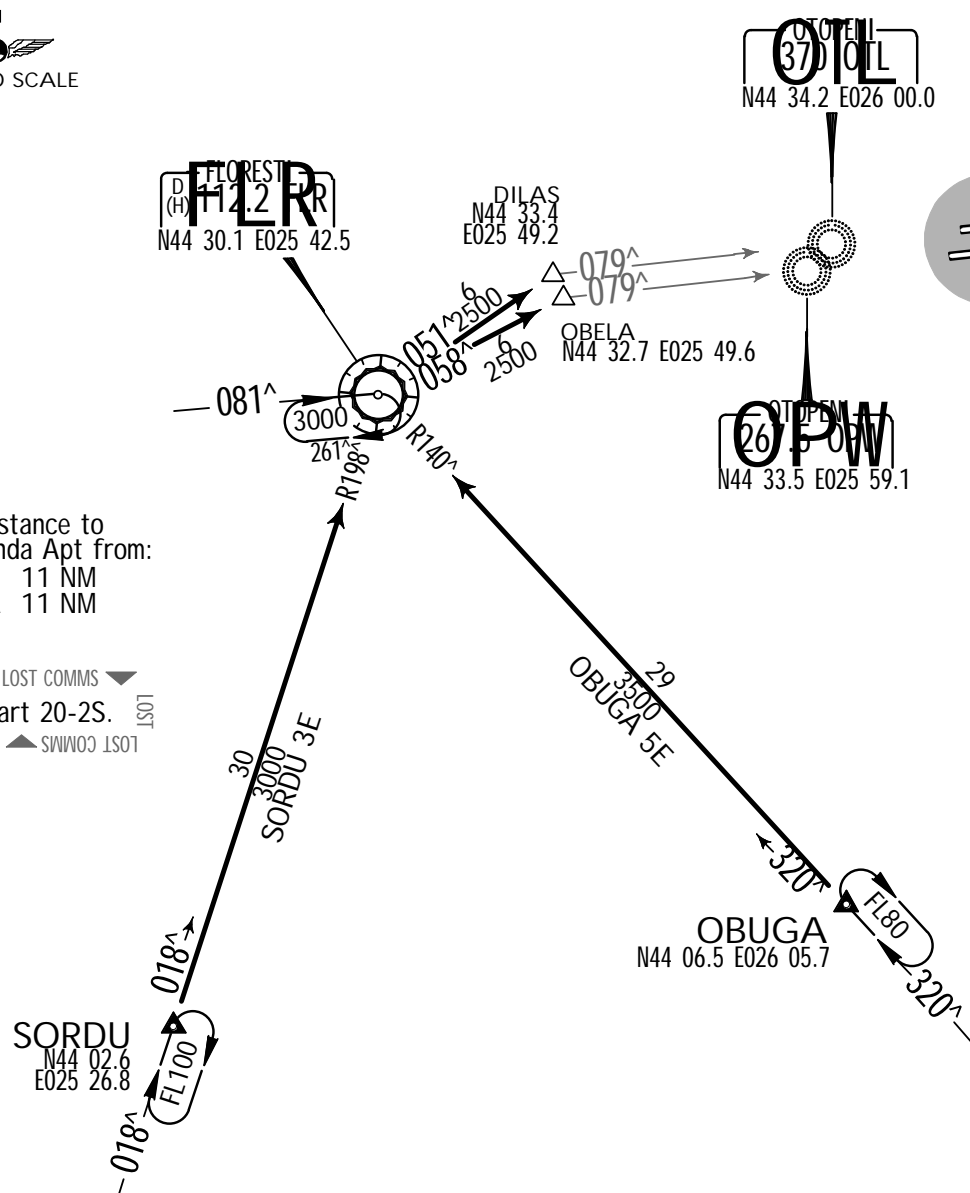
OBUGA 5E [OBUG5E]
SORDU 3E [SORD3E]
RWYS 08L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



Direct distance to
Henri Coanda Apt from:
DILAS 11 NM
OBELA 11 NM

LOST COMMS ▼ LOST COMMS ▼
Refer to chart 20-2S.
▲ LOST COMMS ▲ LOST COMMS ▲



STAR	ROUTING
OBUGA 5E	Intercept FLR R-140 inbound to FLR, FLR R-051 to DILAS (Rwy 08L) or FLR R-058 to OBELA (Rwy 08R).
SORDU 3E	Intercept FLR R-198 inbound to FLR. FLR R-051 to DILAS (Rwy 08L) or FLR R-058

LROP/OTP
HENRI COANDA

JEPPESSEN B
1 FEB 13 (20-2N) .Eff.7.Feb.

BUCHAREST, ROMANIA
eb. .STAR.

ATIS 118.5	Apt Elev 314'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000'
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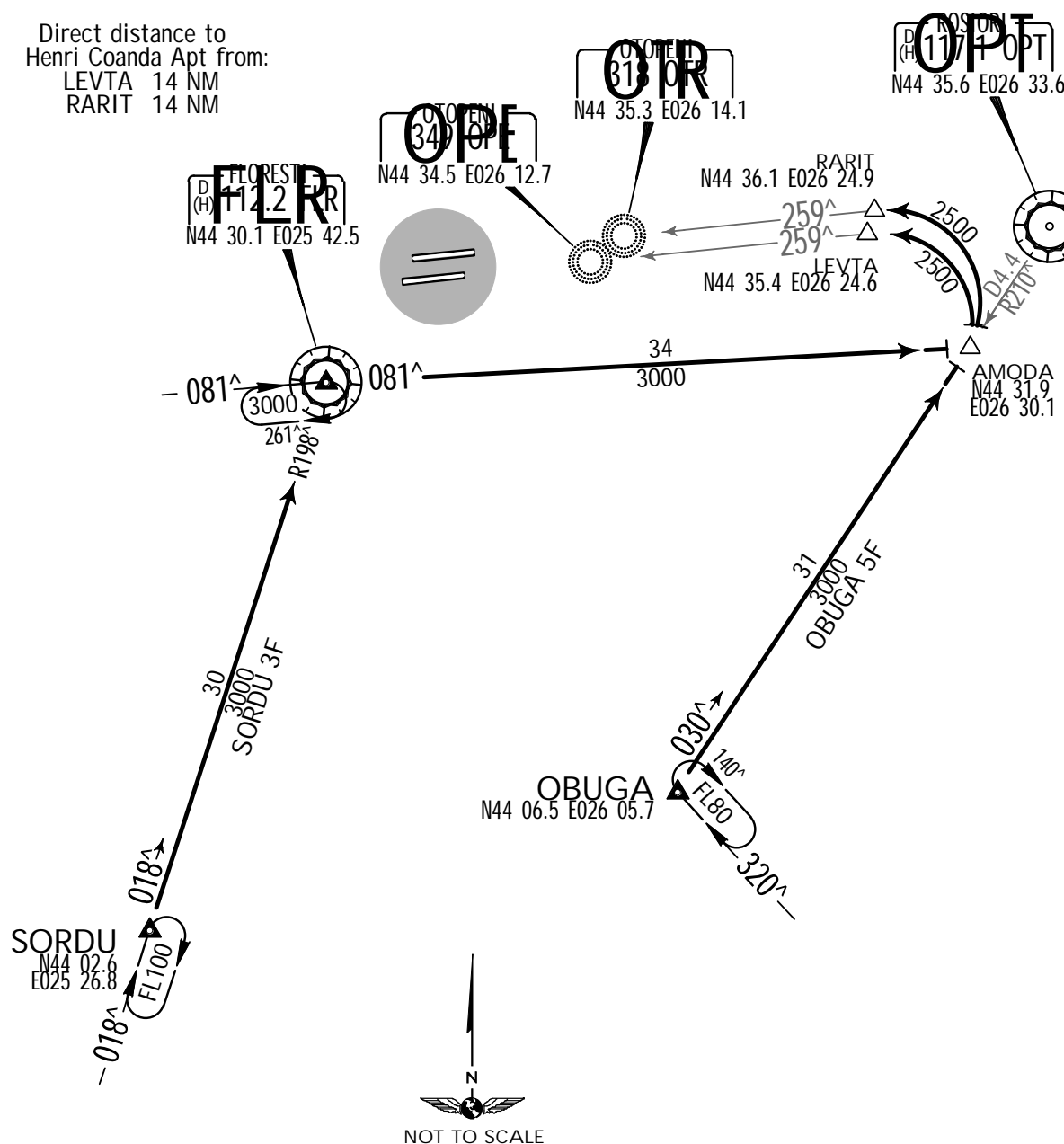
OBUGA 5F [OBUG5F]
SORDU 3F [SORD3F]
RWYS 26L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA

COMMS LOST COMMS ▼ LOST COMMS ▼
Refer to chart 20-2S. LOST
▲ SWIMS LOST ▲ SWIMS LOST

Direct distance to
Henri Coanda Apt from:

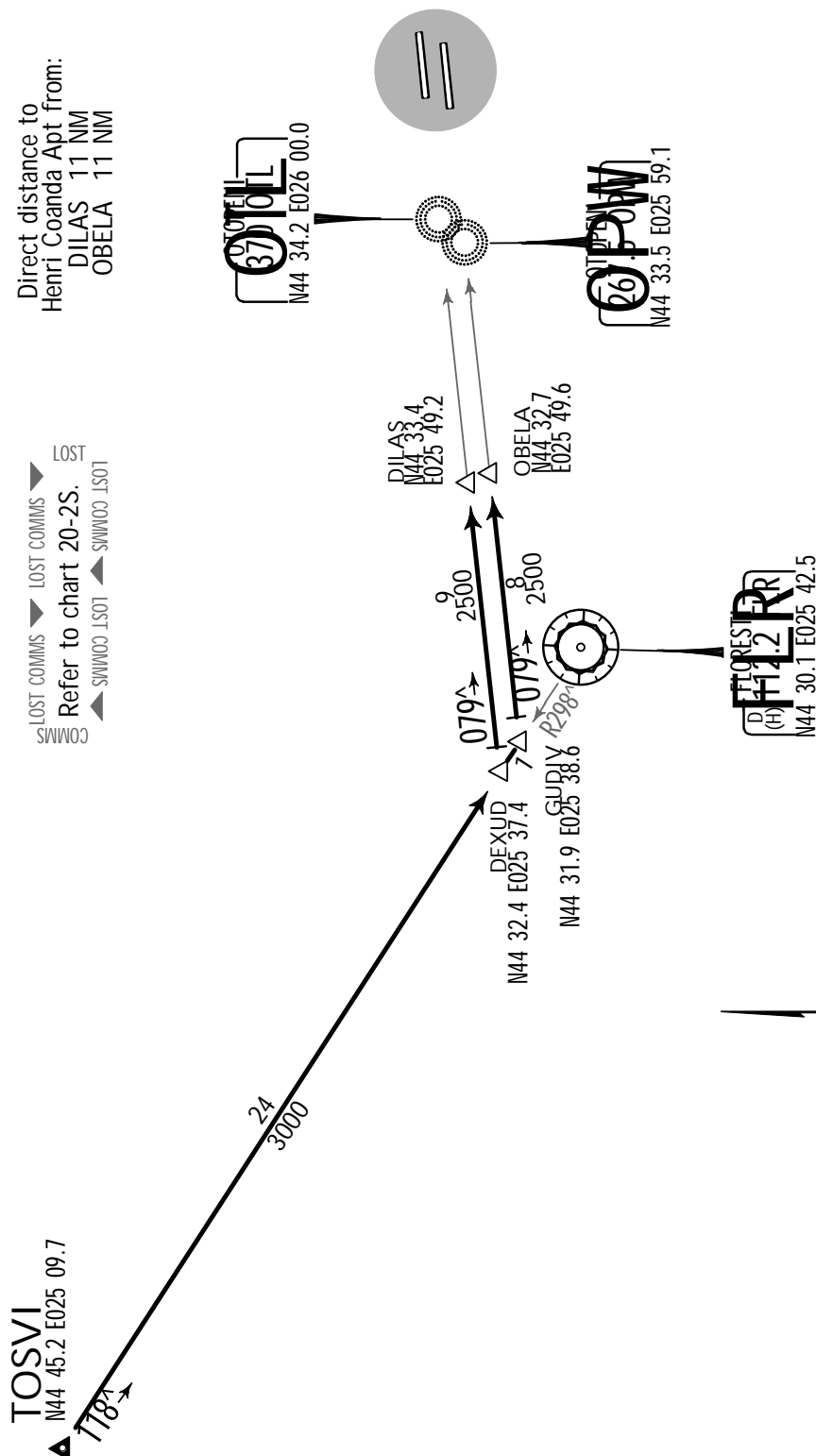
LEVTA	14 NM
BARIT	14 NM



STAR	ROUTING
OBUGA 5F	Intercept OPT R-210 inbound to AMODA, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).
SORDII 3F	Intercept FIR R-198 inbound to FIR, turn RIGHT, FIR R-081 to AMODA, turn LEFT

LROP/OTP
HENRI COANDA

1 FEB 13 (20-2P) .Eff.7.Feb.

BUCHAREST, ROMANIA
.STAR.ATIS
118.5Apt Elev
314'Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 4000'TOSVI 1E [TOSV1E]
RWYS 08L/R ARRIVAL
SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA

ROUTING

intercept FLR R-298 inbound to DEXUD (Rwy 08L) or GUDIV (Rwy 08R), intercept
179° bearing towards OTL to DILAS (Rwy 08L) or towards OPW to OBELA (Rwy 08R).

LROP/OTP
HENRI COANDA

JEPPESEN
1 FEB 13 (20-20) .Eff.7.Feb.

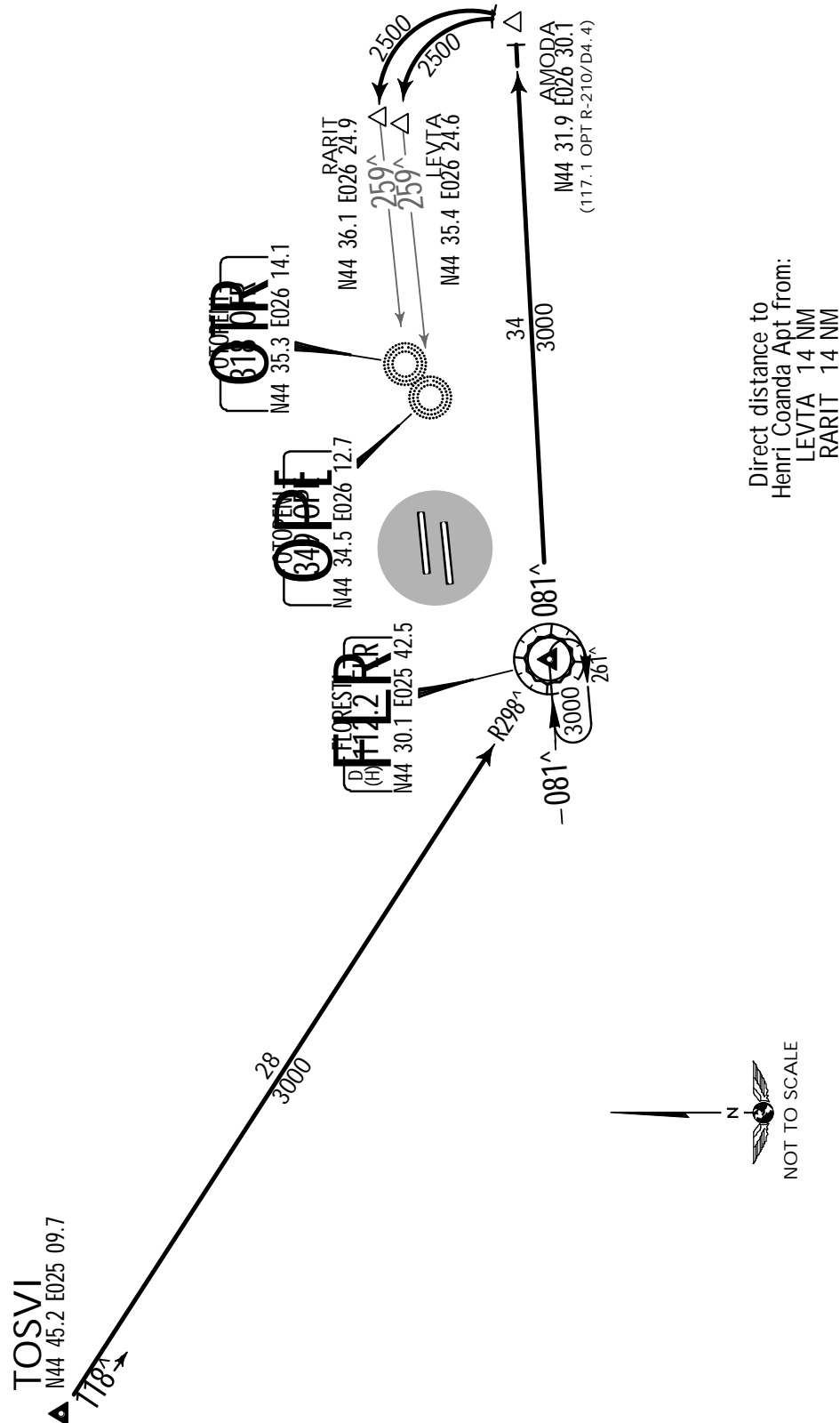
BUCHAREST, ROMANIA
.STAR.

ATIS
118.5

Apt Elev
314'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 4000'

TOSVI 1F [TOSV1F]
RWYS 26L/R ARRIVAL
SPEED MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



LROP/OTP
HENRI COANDAJEPPESEN
1 FEB 13 (20-2S) .Eff.7.Feb.BUCHAREST, ROMANIA
.STAR.COMMUNICATION
FAILURE PROCEDURES

1. FLIGHTS ABLE TO PERFORM RNAV ARRIVAL

- if RWY was assigned or received by ATC or ATIS, set transponder 7600, proceed according FPL and assigned or designated STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min from setting 7600.

- if RWY was assigned or received by ATC or ATIS and vectoring was initiated, set transponder 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min from setting 7600. Then proceed direct to OBELA(RWY 08R)/DILAS(RWY08L) or RARIT(RWY 26R)/LEVTA(RWY 26L). Descending shall be executed in accordance with minimum altitude of BUCHAREST TMA or vertical restrictions specified on 20-1R, whichever is greater, but not less than 2500'.

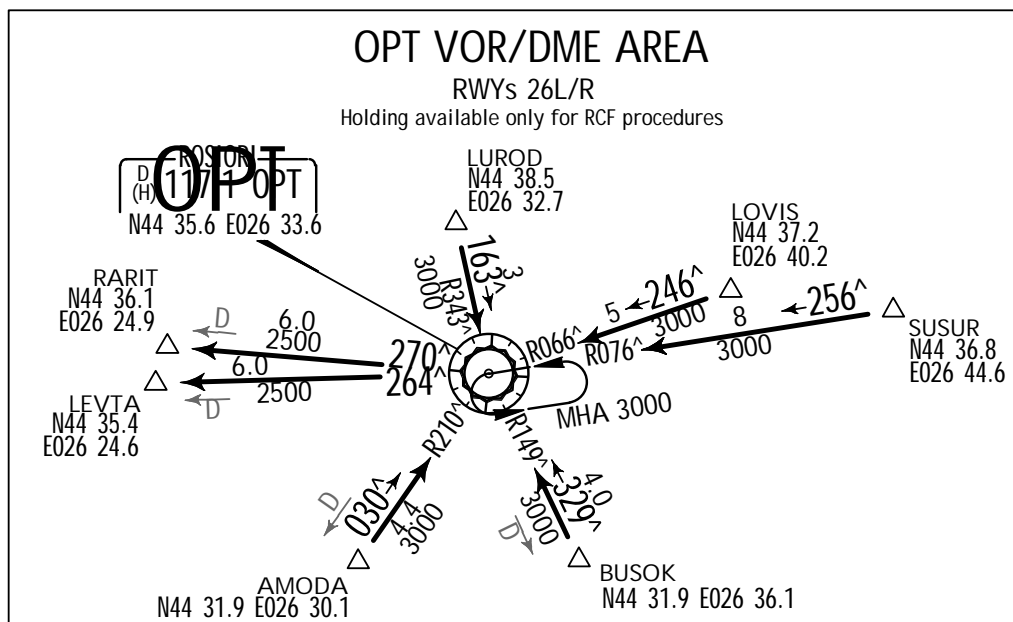
- if STAR was not assigned and RWY not assigned or received by ATC or ATIS, set transponder 7600, proceed according to FPL and FPL STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min from setting 7600.

2. FLIGHTS UNABLE TO PERFORM RNAV ARRIVAL

- if RWY was assigned or received by ATC or ATIS, set transponder 7600, proceed according FPL and assigned or designated STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min from setting 7600.

- if RWY was assigned or received by ATC or ATIS and vectoring was initiated, set transponder 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min from setting 7600. Then proceed direct to FLR VOR/DME, then to OBELA (RWY 08R)/DILAS (RWY08L) or direct to OPT VOR/DME, then OPT R-264 to LEVTA (RWY 26L)/OPT R-270 to RARIT (RWY 26R). Descending shall be executed in accordance with minimum altitude of BUCHAREST TMA or vertical restrictions specified on 20-1R, whichever is greater, but not less than 2500'.

- if STAR was not assigned and RWY not assigned or received by ATC or ATIS, set transponder 7600, proceed according to FPL and FPL STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min from setting 7600.



LROP/OTP
HENRI COANDA

BUCHAREST, ROMANIA
.RNAV.SID.

Apt Elev
314'

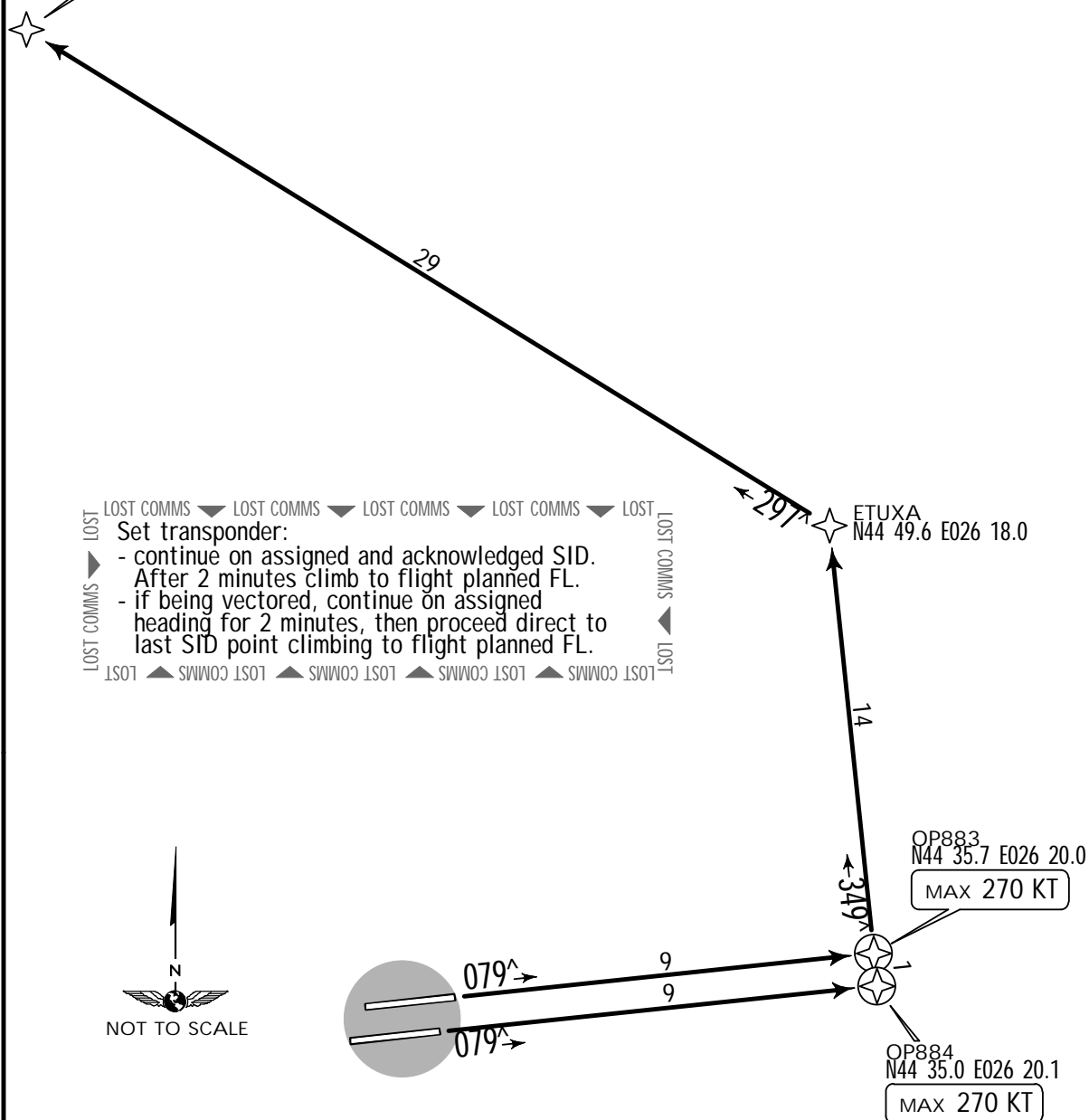
Trans level: By ATC Trans alt: 4000'

- 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
- Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

BUKEL 1K [BUKE1K]
RWYS 08L/R RNAV DEPARTURE
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
NOT AVAILABLE FOR TRAFFIC TO NEPOT

BUKEL
N45 04.7 E025 43.5

At or above
FL110



This SID requires a minimum climb gradient of 3.5% until BUKEL due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V(fpm)	266	354	532	709	886	1063

If unable to comply, contact ATC before start-up.

ROUTING

LROP/OTP
 HENRI COANDA

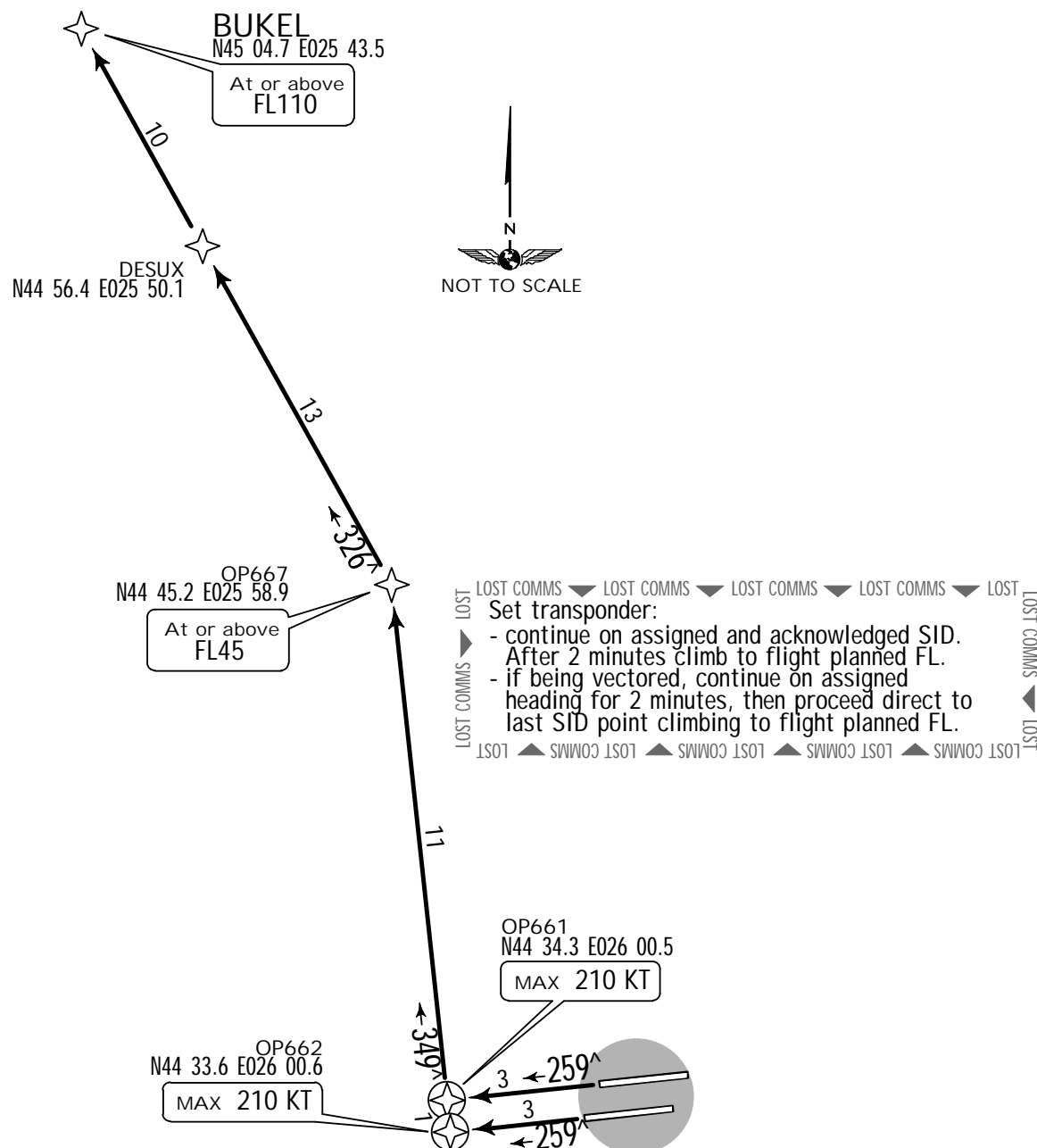
JEPPESEN
 9 MAY 14 (20-3A)

BUCHAREST, ROMANIA
 .RNAV.SID.

Apt Elev
 314'

- Trans level: By ATC Trans alt: 4000'
1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
 2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.
 3. EXPECT close-in obstacles.

BUKEL 1M [BUKE1M]
RWYS 26L/R RNAV DEPARTURE
 RNAV (DME/DME)
 RNAV-1 (P-RNAV) APPROVAL REQUIRED
 NOT AVAILABLE FOR TRAFFIC TO NEPOT



This SID requires a minimum climb gradient of 4.9% until BUKEL due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V(fpm)	372	496	744	992	1241	1489

If unable to comply, contact ATC before start-up.

ROUTING

LROP/OTP
HENRI COANDA

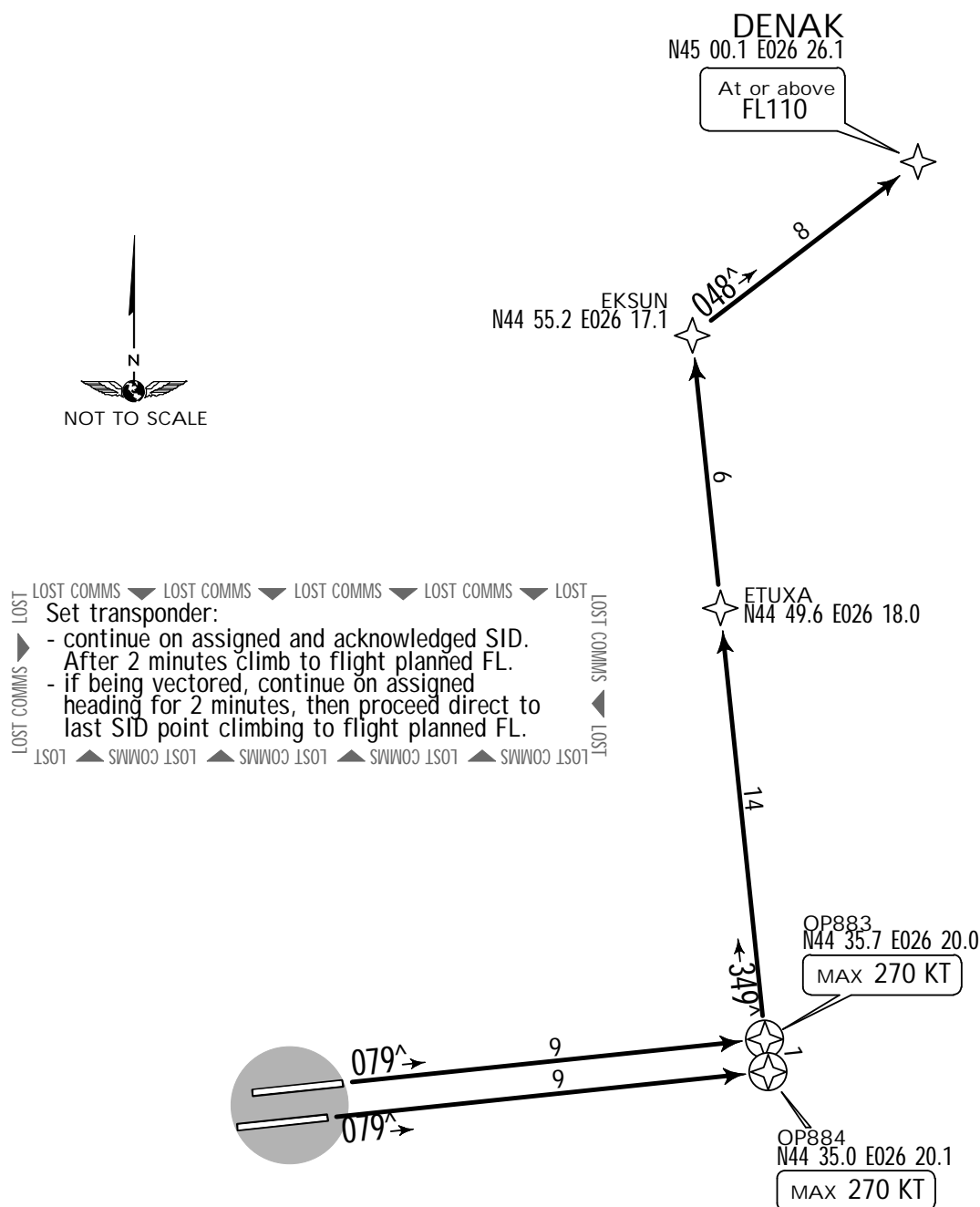
BUCHAREST, ROMANIA
.RNAV.SID.

Apt Elev
314'

Trans level: By ATC Trans alt: 4000'

1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

DENAK 1K [DENA1K]
RWYS 08L/R RNAV DEPARTURE
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED



This SID requires a minimum climb gradient of 5.0% until DENAK due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

If unable to comply, contact ATC before start-up.

ROUTING

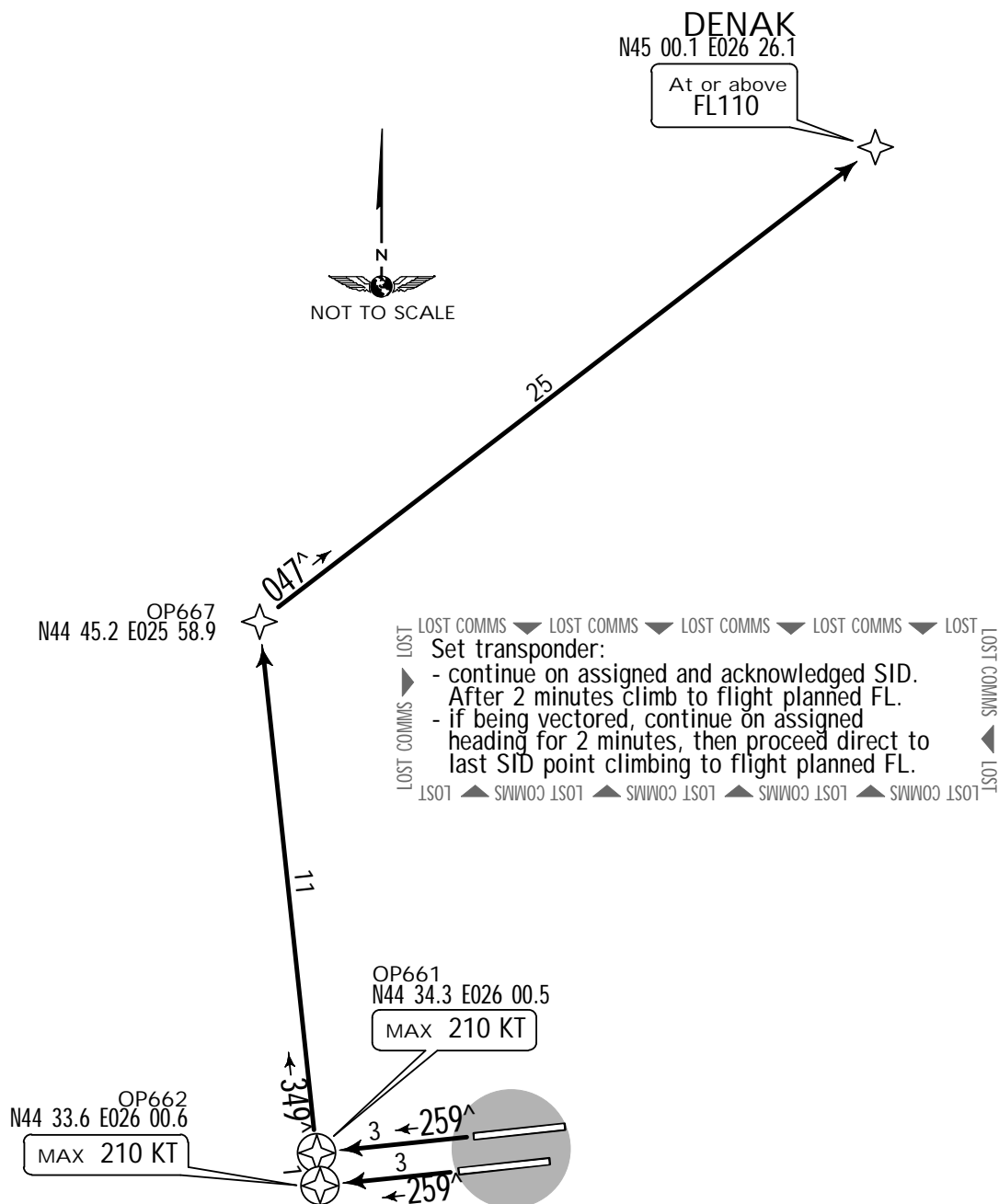
LROP/OTP
HENRI COANDA

BUCHAREST, ROMANIA
.RNAV.SID.

Apt Elev
314'

- Trans level: By ATC Trans alt: 4000'
1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
 2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.
 3. EXPECT close-in obstacles.

DENAK 1M [DENA1M]
RWYS 26L/R RNAV DEPARTURE
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED



This SID requires a minimum climb gradient of 4.7% until DENAK due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V(fpm)	357	476	714	952	1190	1428

If unable to comply, contact ATC before start-up.

ROUTING

LROP/OTP
HENRI COANDA**JEPPESEN**

1 FEB 13

20-3D

.Eff.7.Feb.

BUCHAREST, ROMANIA
eb. .RNAV.SID.

Apt Elev
314'

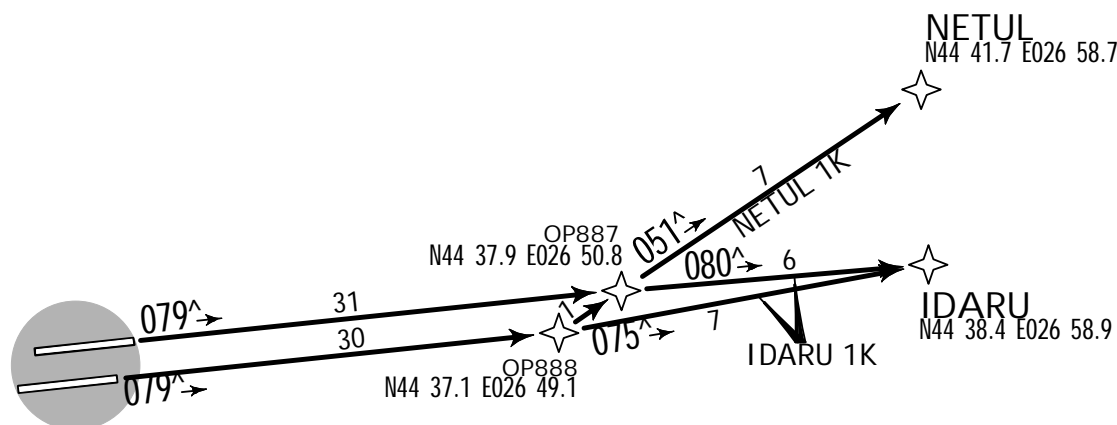
Trans level: By ATC Trans alt: 4000'

- 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
- Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

**IDARU 1K [IDAR1K], NETUL 1K [NETU1K]
RWYS 08L/R RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED**

Set transponder:

- continue on assigned and acknowledged SID. After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.



SID	ROUTING
IDARU 1K	OP887 (08L)/OP888 (08R) - IDARU.

LROP/OTP
HENRI COANDA

JEPPESSEN B
1 FEB 13 (20-3E) .Eff.7.Feb.

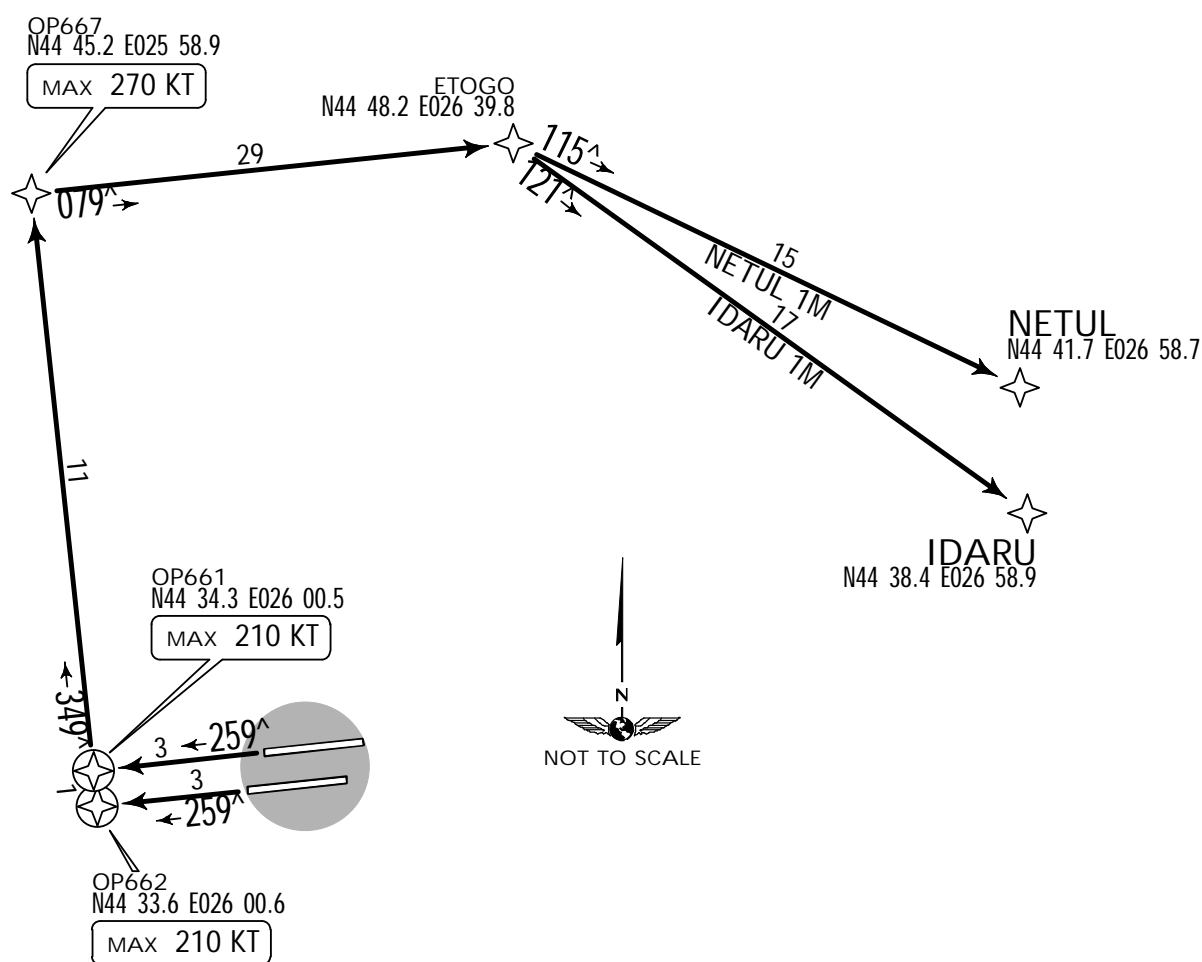
BUCHAREST, ROMANIA
eb. .RNAV.SID.

Apt Elev
314'

Trans level: By ATC Trans alt: 4000'

- 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
- Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.
- EXPECT close-in obstacles.

**IDARU 1M [IDAR1M], NETUL 1M [NETU1M]
RWYS 26L/R RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED**



Set transponder:

- continue on assigned and acknowledged SID.
- After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.

SID	ROUTING
IDARU 1M	OP662 (26L; K210-)/OP661 (26R; K210-) - OP667 (K270-) - ETOGO - IDARU.

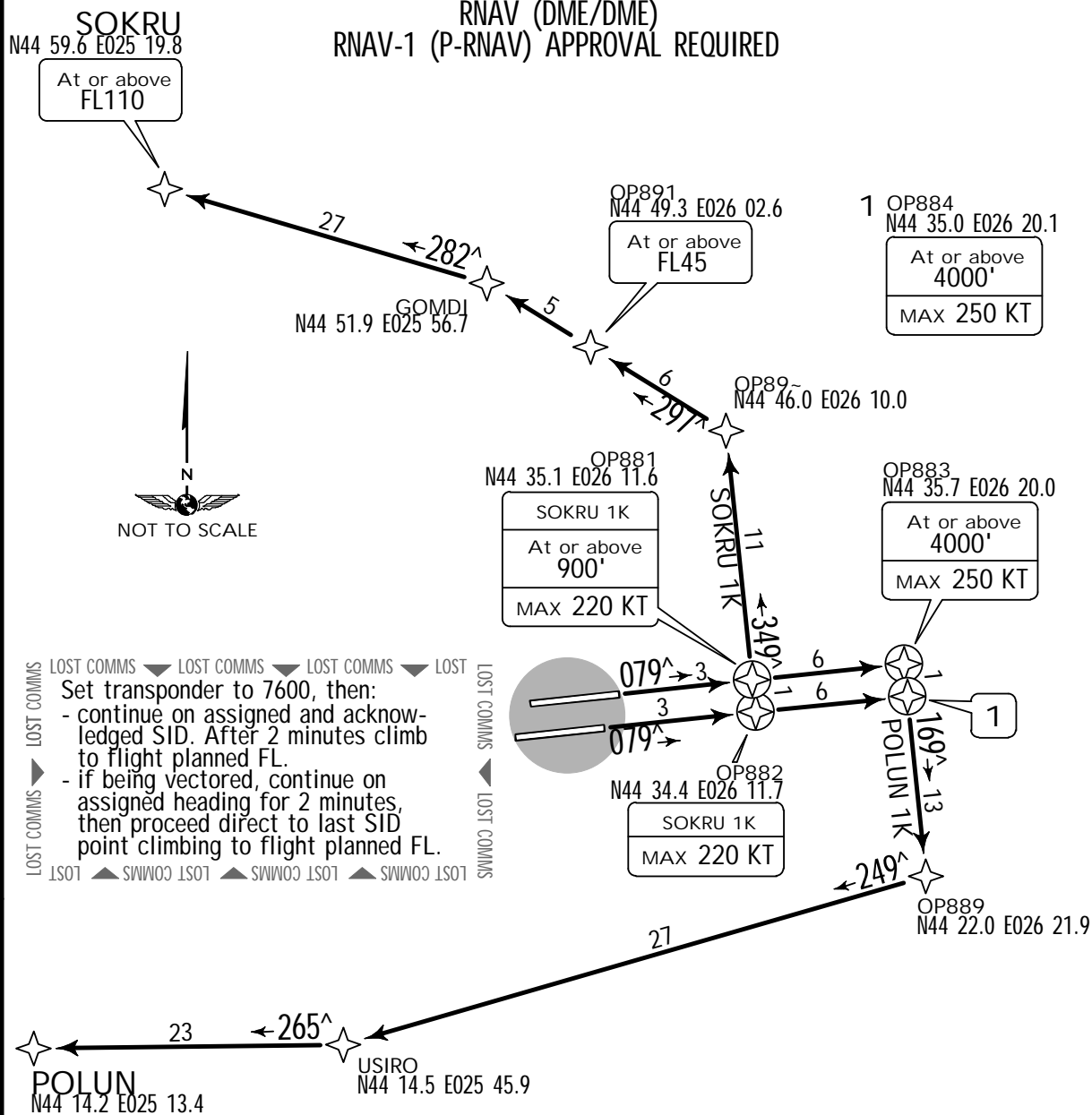
LROP/OTP
HENRI COANDAJEPPESEN
14 JUN 13 (20-3F) .Eff.27.Jun.BUCHAREST, ROMANIA
.RNAV.SID.

Apt Elev 314'

Trans level: By ATC Trans alt: 4000'

1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for P-RNAV DME/DME operation.
2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

POLUN 1K [POLU1K], SOKRU 1K [SOKR1K] RWYS 08L/R RNAV DEPARTURES RNAV (DME/DME) RNAV-1 (P-RNAV) APPROVAL REQUIRED



These SIDs require minimum climb gradients of

POLUN 1K: Rwy 08R: 6.7% until OP884 due to airspace structure.

SOKRU 1K: Rwy 08R: 3.5% until SOKRU due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
6.7% V/V(fpm)	509	679	1018	1357	1696	2036
3.5% V/V(fpm)	266	354	532	709	886	1063
3.4% V/V(fpm)	258	344	516	689	861	1033

If unable to comply, contact ATC before start-up.

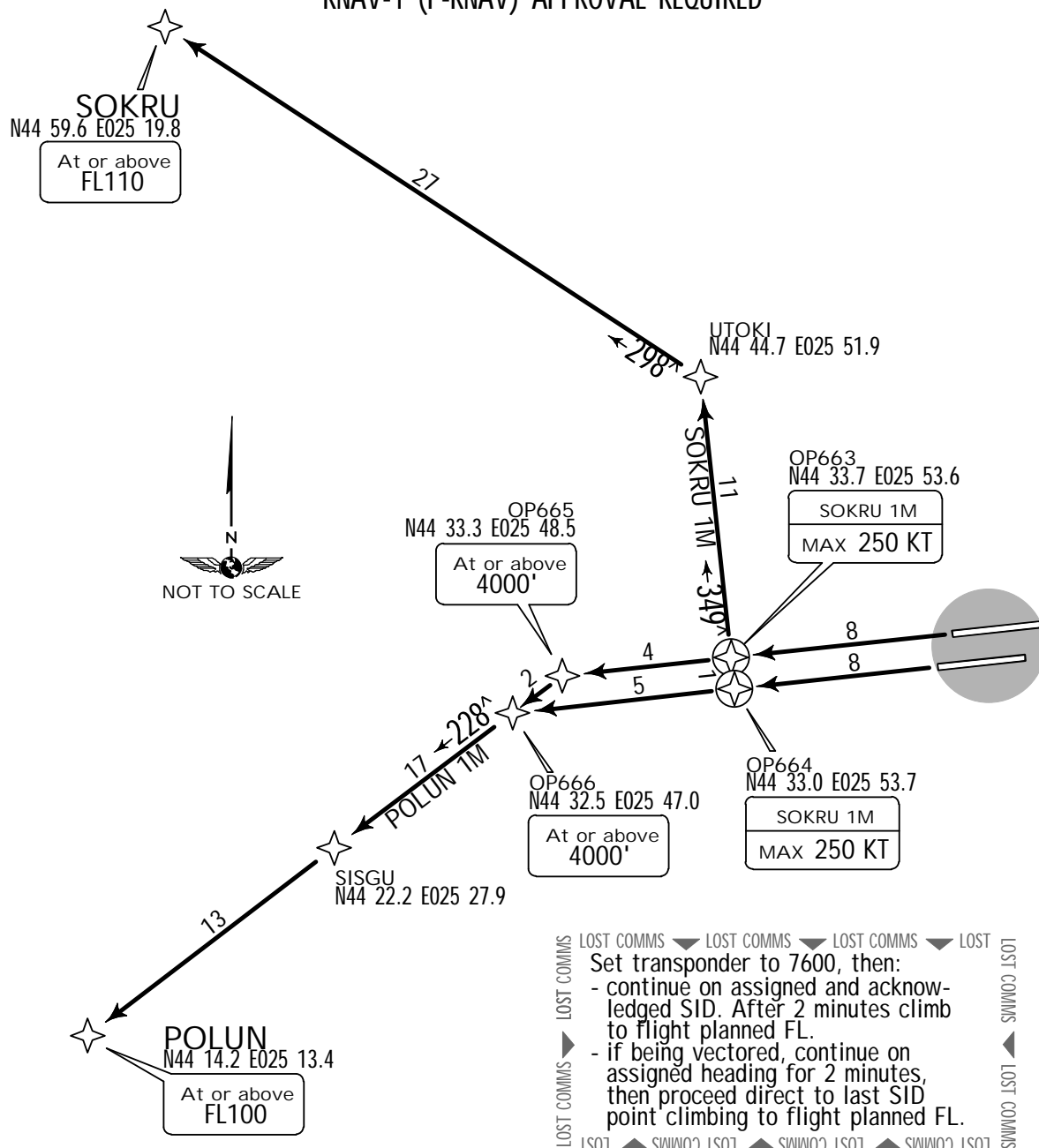
SID	ROUTING
POLUN 1K 2	OP883 (08L; 4000'+; K250-)/OP884 (08R; 4000'+; K250-) - OP889 - USIRO - POLUN.
SOKRU 1K 3	OP881 (08L; 900'+; K220-)/OP882 (08R; K220-) - OP890 - OP891 (FL45+) - GOMDI - SOKRU (FL110+).

LROP/OTP
HENRI COANDAJEPPESEN
14 JUN 13 (20-3G) .Eff.27.Jun.BUCHAREST, ROMANIA
.RNAV.SID.Apt Elev
314'

Trans level: By ATC Trans alt: 4000'

1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for P-RNAV DME/DME operation.
2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.
3. EXPECT close-in obstacles.

POLUN 1M [POLU1M], SOKRU 1M [SOKR1M]
RWYS 26L/R RNAV DEPARTURES
 RNAV (DME/DME)
 RNAV-1 (P-RNAV) APPROVAL REQUIRED



These SIDs require minimum climb gradients of

POLUN 1M: Rwy 26L: 4.9% until OP666 due to airspace structure.
 Rwy 26R: 5.2% until OP665 due to airspace structure.
 SOKRU 1M: 3.9% until SOKRU due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V(fpm)	395	527	790	1053	1317	1580
4.9% V/V(fpm)	372	496	744	992	1241	1489
3.9% V/V(fpm)	296	395	592	790	987	1185

If unable to comply, contact ATC before start-up.

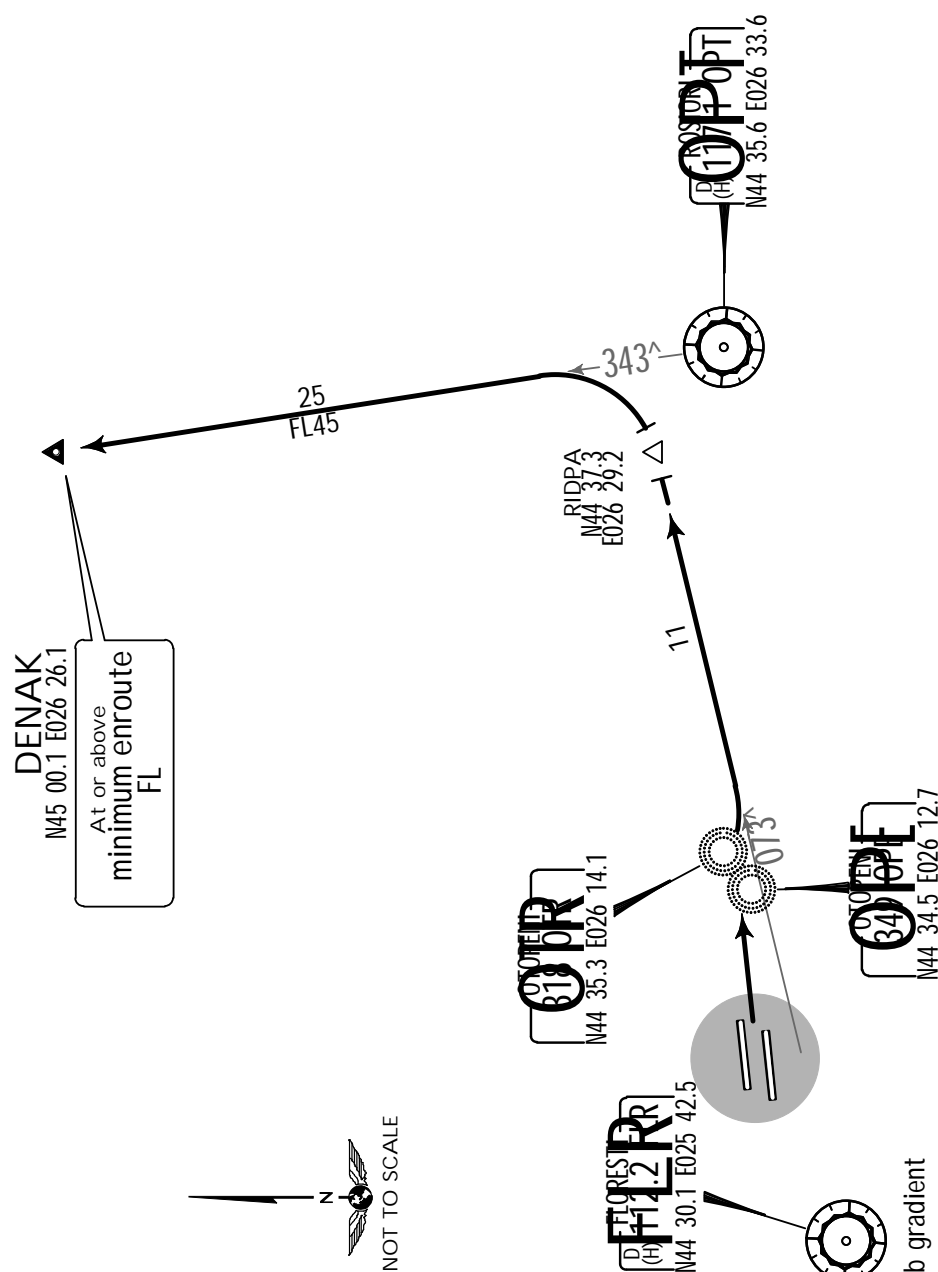
SID	ROUTING
POLUN 1M 1	OP666 (26L; 4000'+)/OP665 (26R; 4000'+) - SISGU - POLUN (FL100+).
SOKRU 1M 2	OP664 (26L; K250-)/OP663 (26R; K250-) - UTOKI - SOKRU (FL110+).

LROP/OTP
HENRI COANDA

BUCHAREST, ROMANIA
.SID.

Apt Elev
314'

Trans level: By ATC Trans alt: 4000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

DENAK 3A [DENA3A]
RWYS 08L/R DEPARTURE

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST

Set transponder:

- continue on assigned and acknowledged SID.
- After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.

LOST COMMENTS ▲ LOST

his SID requires a minimum climb gradient of 4% due to airspace structure.

and speed-KT	75	100	150	200	250	300
4% V/V(fpm)	334	446	668	891	1114	1337

ROUTING

to OTR/OPE, intercept FLR R-073 to RIDPA, turn LEFT, intercept OPT R-343 to DENAK.

LROP/OTP

HENRI COANDA



9 MAY 14

(20-3J)

BUCHAREST, ROMANIA
.SID.

Apt Elev
314'

Trans level: By ATC Trans alt: 4000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles.

DENAK 5C [DENA5C]
RWYS 26L/R DEPARTURE

LOST COMMS ▼ LOST

DENAK
N45 00.1 E026 26.1

▲ N45 00.1 E026

VAKUP
N44 54.6 E026 18.0

At or above
FL45

6.

0477

D FLORESTA
 F12.2R
 (H)
 144 30 1 E025 42 5

44 30 1 E025 42 5

OPEN

2010
N44 33 5 F025 59 1

OPEN
370LL
N44 34.2 F026 00.0

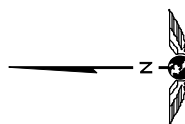
W44 34.2 F026 00.0

ROUTING

to OTL/OPW, turn RIGHT, intercept FLR R-041 to DENAK.

This SID requires a minimum climb gradient of 1.2% due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276



NOT TO SCALE

Set transponder:

- continue on assigned and acknowledged SID.
- After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.

ISOT ▲ SMMOC ISOT

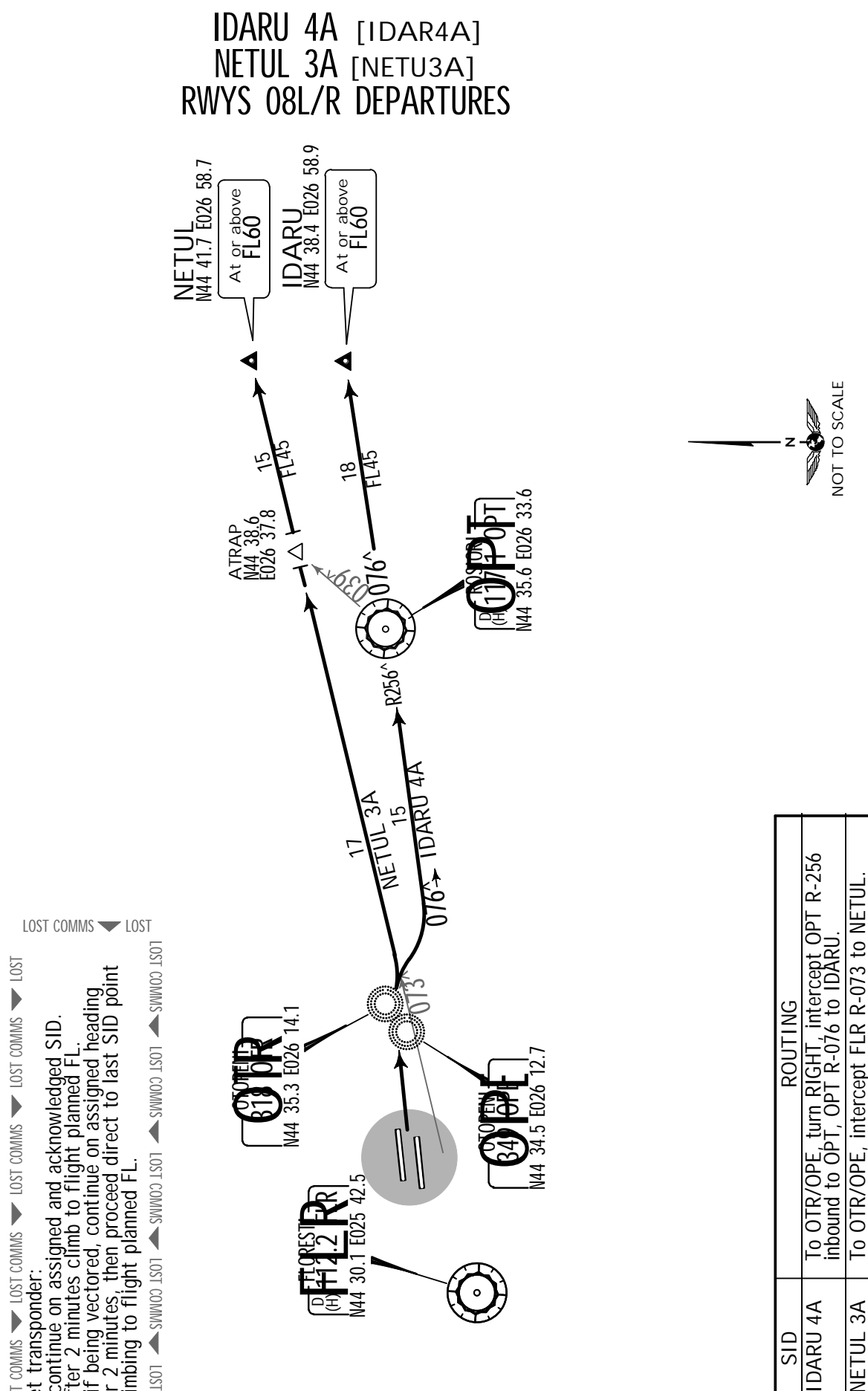
LROP/OTP
HENRI COANDA

JEPPESSEN B
1 FEB 13 (20-3K) .Eff.7.Feb.

BUCHAREST, ROMANIA
Feb. .SID.

Apt Elev
314'

Trans level: By ATC Trans alt: 4000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.



LROP/OTP
HENRI COANDA**JEPPESEN**

1 FEB 13

20-3L

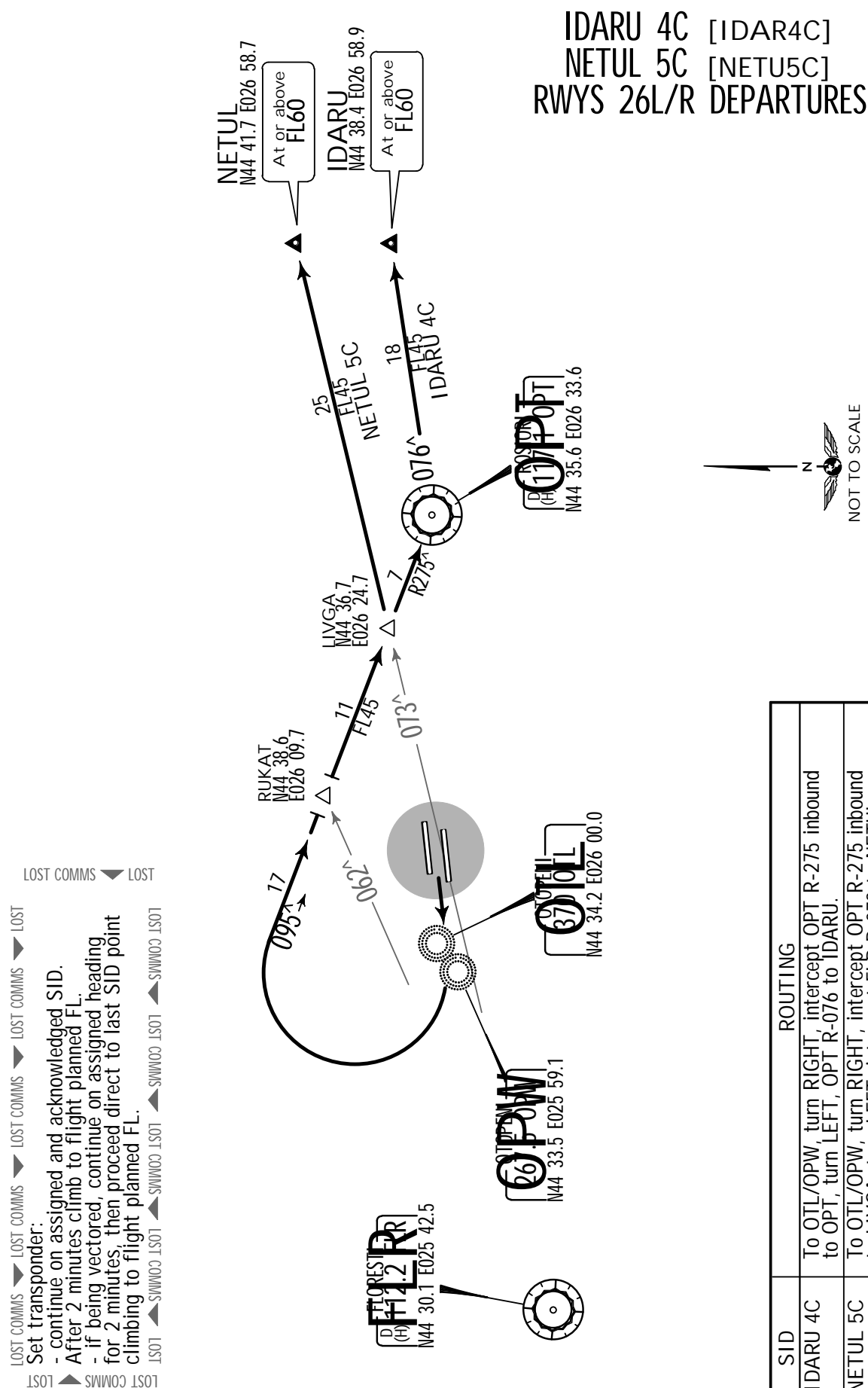
.Eff.7.Feb.

BUCHAREST, ROMANIA

.SID.

Apt Elev
314'

Trans level: By ATC Trans alt: 4000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles.



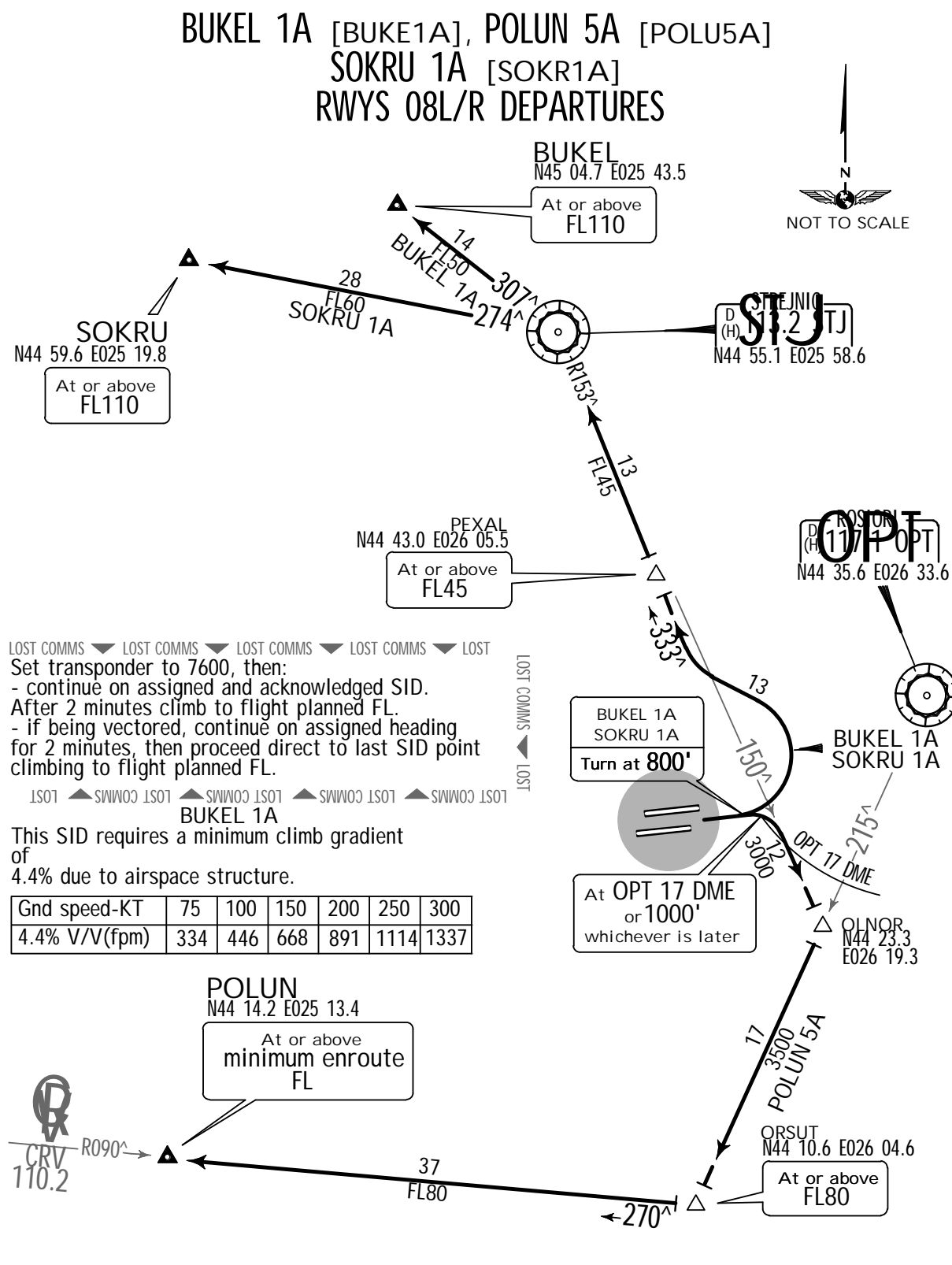
SID	ROUTING
DARU 4C	To OTL/OPW, turn RIGHT, intercept OPT R-275 inbound to OPT, turn LEFT, OPT R-076 to IDARU.
NETUL 5C	To OTL/OPW, turn RIGHT, intercept OPT R-275 inbound to LIVGA; turn LEFT, intercept FLR R-073 to NETUL.

LROP/OTP
HENRI COANDA

JEPPESSEN
14 JUN 13 (20-3M) .Eff.27.Jun.

BUCHAREST, ROMANIA
.SID.

Apt Elev 314' Trans level: By ATC Trans alt: 4000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.



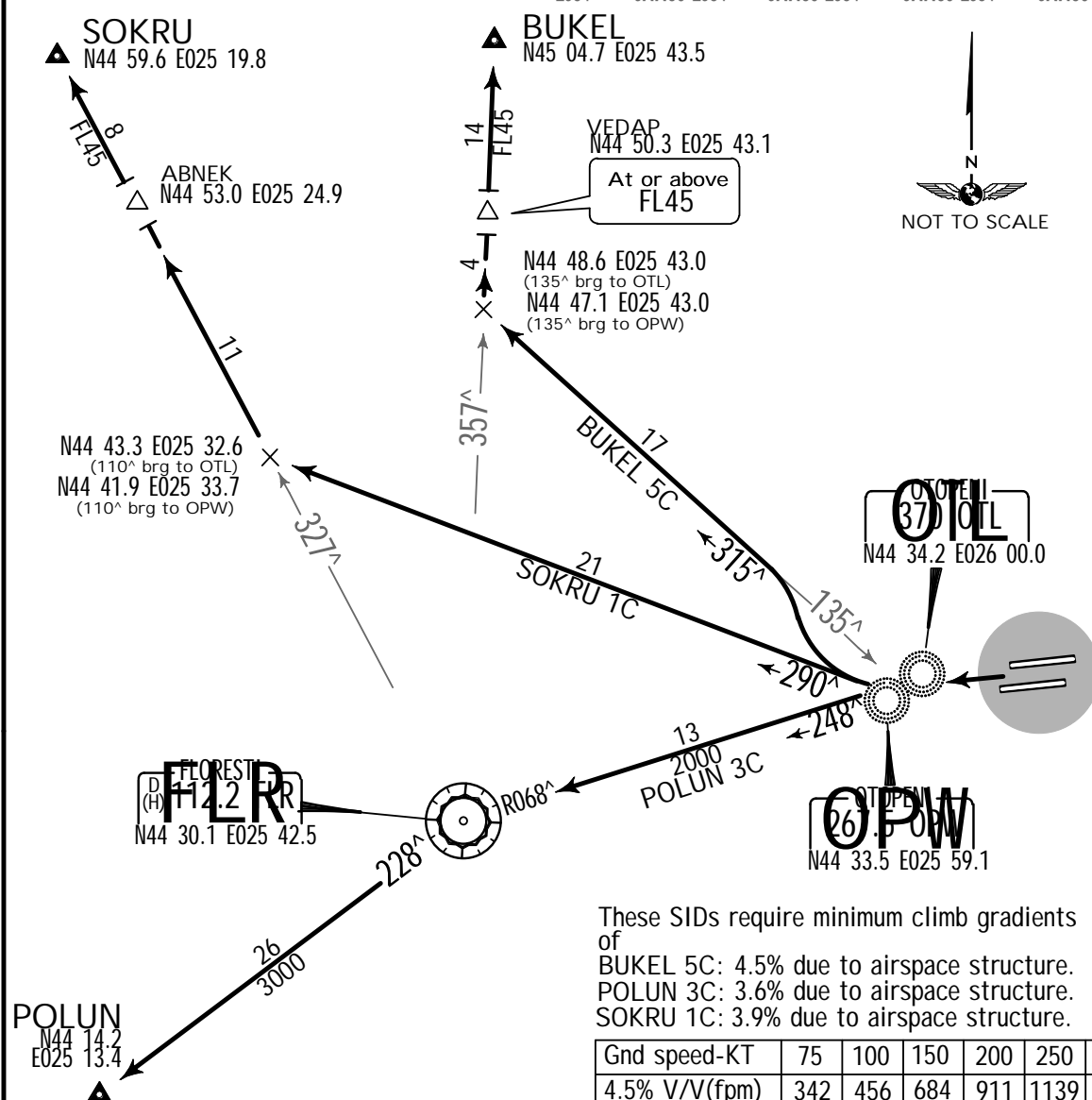
SID	ROUTING
BUKEL 1A 1	Climb on runway track to 800', intercept STJ R-153 inbound to STJ, STJ R-307 to BUKEL.
POLUN 5A 2	Climb on runway track to OPT 17 DME or 1000', whichever is later, turn RIGHT, intercept STJ R-150 to OLNOR, turn RIGHT, intercept OPT R-215 to ORSUT, turn RIGHT, intercept CRV R-090 inbound to POLUN.
SOKRU 1A 3	Climb on runway track to 800', intercept STJ R-153 inbound to STJ, STJ R-274 to SOKRU.

1 Not available for traffic to NFPOT 2 Not available for traffic to MOPIIG

LROP/OTP
HENRI COANDA14 JUN 13 **20-3N** .Eff.27.Jun.BUCHAREST, ROMANIA
.SID.Apt Elev
314'Trans level: By ATC Trans alt: 4000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles.**BUKEL 5C [BUKE5C], POLUN 3C [POLU3C]
SOKRU 1C [SOKR1C]
RWYS 26L/R DEPARTURES**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Set transponder to 7600, then:
- continue on assigned and acknowledged SID.
After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.

LOST COMMS ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT



SID	ROUTING
BUKEL 5C 1	To OTL/OPW, turn RIGHT, intercept 315° bearing from OTL/OPW, intercept FLR R-357 to BUKEL.
POLUN 3C 2	To OTL/OPW, turn LEFT, intercept FLR R-068 inbound to FLR, FLR R-228 to POLUN.
SOKRU 1C 3	To OTL/OPW, turn RIGHT, intercept 290° bearing from OTL/OPW, intercept FLR R-327 to SOKRU.

1 Not available for traffic to NFPOT 2 Not available for traffic to MOPIUG.

LROP/OTP

Apt Elev 314'
N44 34.3 E026 05.1

JEPPESSEN

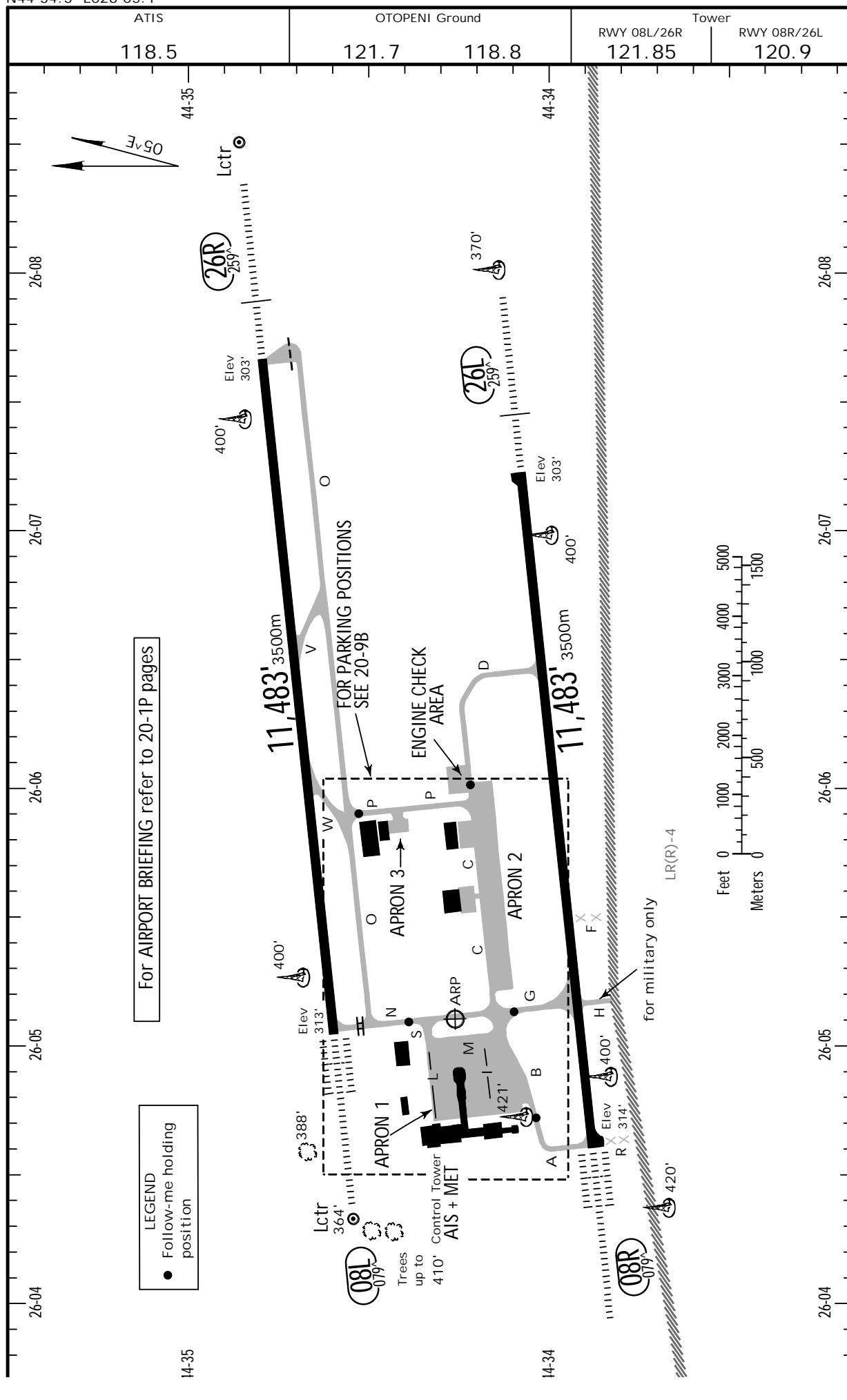
8 NOV 13

(20-9)

.Eff.14.Nov.

BUCHAREST, ROMANIA

HENRI COANDA



LROP/OTP


JEPPESEN
 8 NOV 13 **(20-9A)** .Eff.14.Nov.
BUCHAREST, ROMANIA

HENRI COANDA

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
08L	HIRL (60m) CL (15m) ALSF-II TDZ 1 HSTIL-V RVR		10,444' 3183m		148'
26R	HIRL (60m) CL (15m) HIALS PAPI-L (3.0^) 2 RVR		10,512' 3204m		45m
1 PAPI-L (3.0^)					
2 HSTIL-W					
08R	HIRL (60m) CL (15m) ALSF-II TDZ 3 RVR		10,328' 3148m	4	148'
26L	HIRL (60m) CL (15m) HIALS PAPI-L (2.7^) RVR		10,338' 3151m		
3 PAPI-L (2.7^)					
4 TAKE-OFF RUN AVAILABLE					
<div><div><u>RWY 08R:</u> From rwy head 11,483' (3500m) twy G int 9072' (2765m)</div><div><u>RWY 26L:</u> From rwy head 11,483' (3500m) twy D int 8169' (2490m)</div></div>					

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
APRON 1		APRON 2	
101	N44 34.3 E026 04.7	201 thru 202A	N44 34.2 E026 06.0
102 thru 104	N44 34.3 E026 04.8	202B thru 204A	N44 34.2 E026 05.9
105 thru 107	N44 34.3 E026 04.9	204B	N44 34.2 E026 05.8
107A	N44 34.3 E026 05.0	205	N44 34.1 E026 05.8
108	N44 34.3 E026 04.9	205A	N44 34.2 E026 05.8
109	N44 34.2 E026 04.9	206	N44 34.1 E026 05.8
109A	N44 34.2 E026 05.0	207 thru 209	N44 34.1 E026 05.7
110, 111	N44 34.2 E026 04.9	210 thru 212	N44 34.1 E026 05.6
112 thru 114	N44 34.2 E026 04.8	213 thru 215	N44 34.1 E026 05.5
115	N44 34.2 E026 04.7	216 thru 218	N44 34.1 E026 05.4
116 thru 118	N44 34.1 E026 04.7	219 thru 222	N44 34.1 E026 05.3
119	N44 34.1 E026 04.8	223	N44 34.1 E026 05.2
120	N44 34.1 E026 04.9		
120A	N44 34.1 E026 04.8		
121, 122	N44 34.1 E026 04.9		
		1 thru 4	
		5, 6	
			APRON 3
			N44 34.4 E026 05.9
			N44 34.4 E026 05.8

Standard.

TAKE-OFF 1

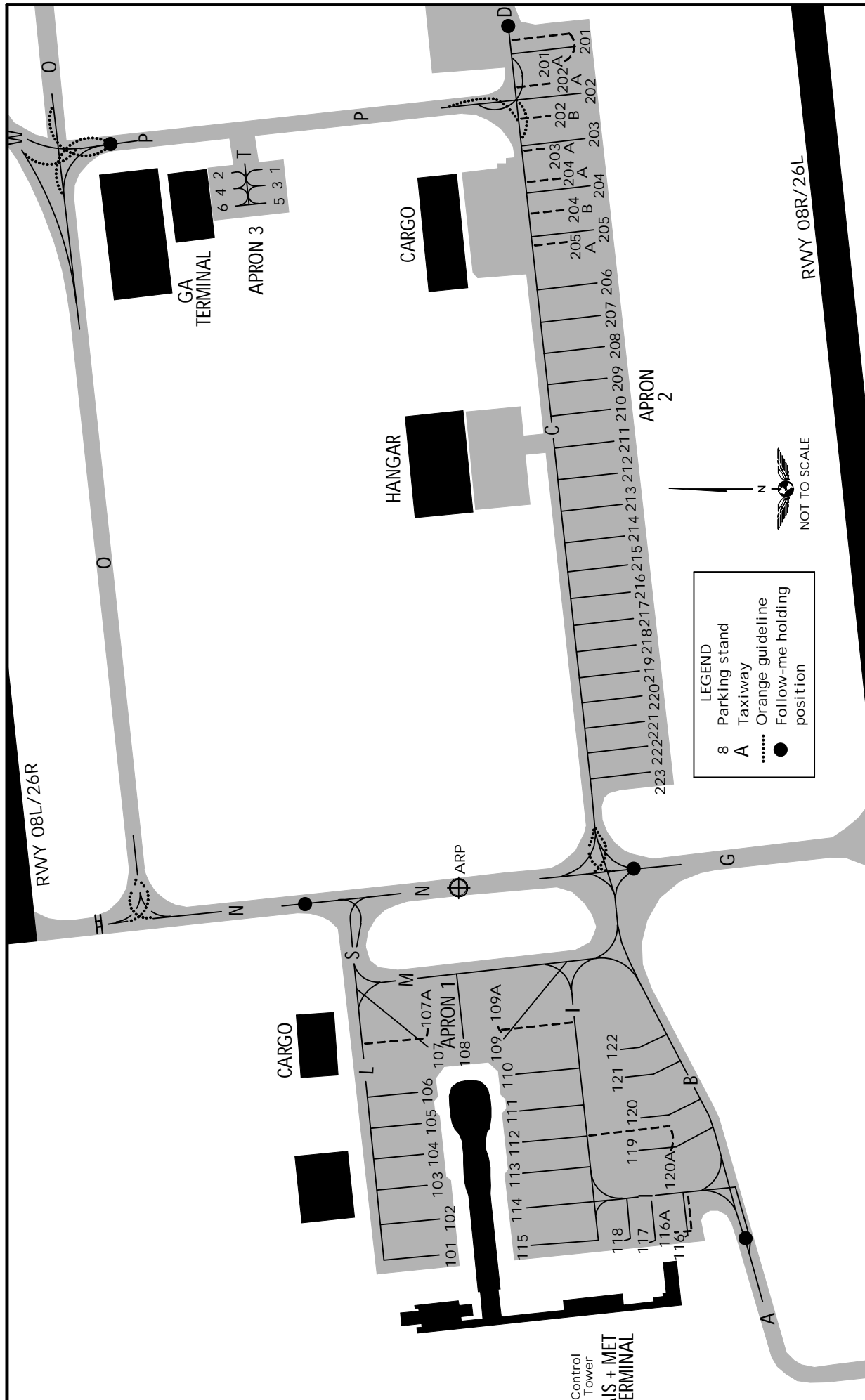
LVP must be in Force					
Approved Operators	RL, CL & mult. RVR req		RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	
C				400m	500m
D	150m	200m	250m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

LROP/OTP

8 NOV 13 (20-9B) .Eff.14.Nov.

BUCHAREST, ROMANIA

HENRI COANDA



LROP/OTP



JEPPESEN

BUCHAREST, ROMANIA

8 NOV 13

20-9C

.Eff.14.Nov.

HENRI COANDA

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

A. DESCRIPTION

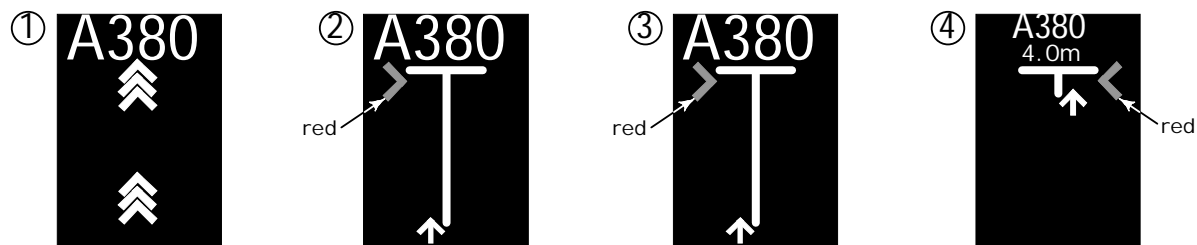
The docking system consists of a display unit and a laser unit to identify type and position of aircraft.

B. DOCKING PROCEDURE

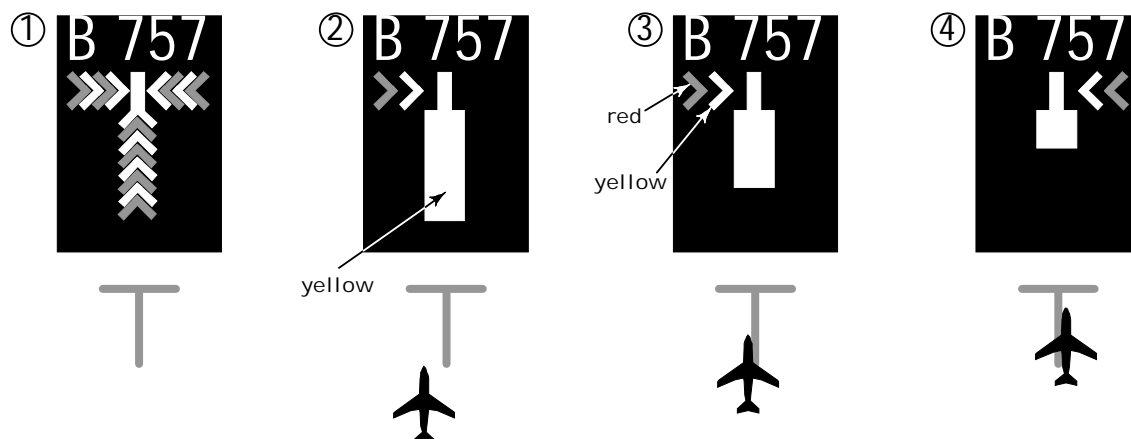
At apron 1, two models of docking system are installed, type T3-9 and T1.

CAUTION: The safedock docking guidance system has a built-in error detecting program to inform the acft pilots of possible hazards during the docking procedure. During the acft approach to the terminal gate, the docking guidance system automatically confirms the identification of the acft. The acft must be identified at least 39' (12m) before the correct stop position. If this does not occur, the system displays "STOP" and then "WAIT" with two red, rectangular fields being lit in the azimuth guidance area of the display. While the acft is stopped, the system will attempt to identify it. If successful, the docking procedure will continue. If not, "WAIT" will be replaced with "STOP". If the display reverts to the "STOP" indication, the pilot must contact OTOPENI Ground to obtain clearance to complete the docking procedure.

DOCKING SYSTEM T1



DOCKING SYSTEM T3-9



1. Check that the correct acft type is displayed. The scrolling arrows indicate that the system is activated.
2. Follow the lead in line. When the solid yellow closing rate field appears, the acft has been caught by the scanning unit. The scanning unit now checks that the acft is the correct type and the display provides azimuth guidance information.
3. Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information. The flashing red arrow shows which direction to steer, while solid yellow arrow gives an indication of how far the acft is off of the centerline.
4. When the acft is 39' (12m) from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of LED's for each 2' (0.5 m) that the acft advances towards the stop position.

LROP/OTP

25 MAR 11



JEPPESEN

(20-9D)

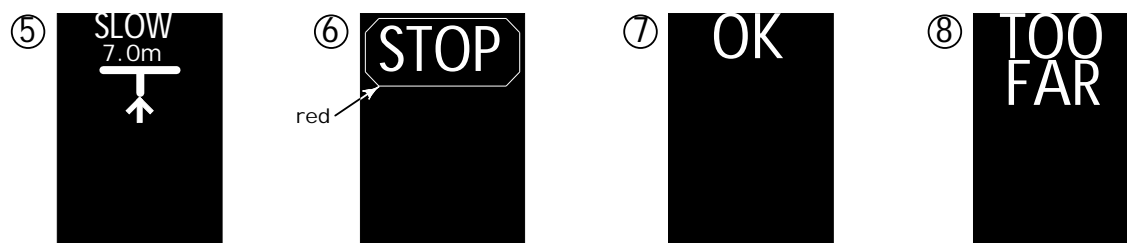
.Eff.7.Apr.

BUCHAREST, ROMANIA

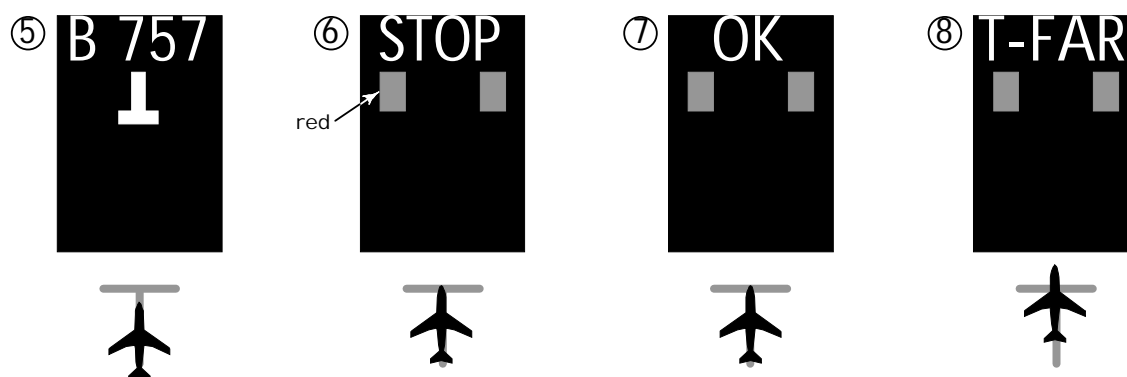
HENRI COANDA

DOCKING GUIDANCE SYSTEM (SAFEDOCK) CONTD

DOCKING SYSTEM T1



DOCKING SYSTEM T3-9



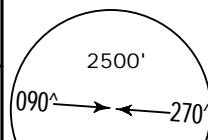
5. When the acft is approaching with too high speed, display will indicate "SLOW".
6. When the correct stop position is reached all of the LED's for the closing rate field will be off, the word "STOP" will appear in the display and two red rectangular fields will light in the azimuth guidance area of the display.
7. If the acft stops in the correct position, "OK" will be displayed after a few seconds.
8. If the acft has gone past the correct stop position, the display will show "T-FAR" (too far).

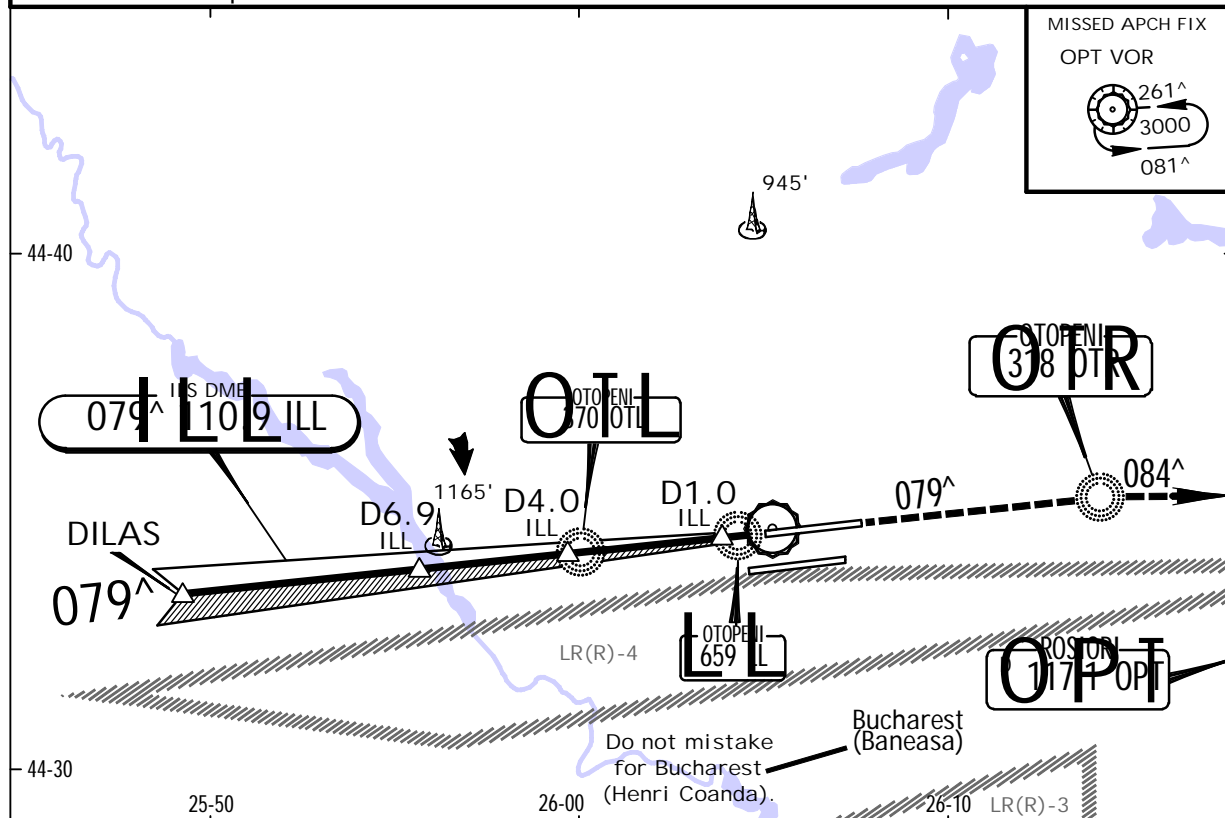
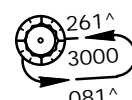
LROP/OTP
HENRI COANDA

27 SEP 13 (21-1)

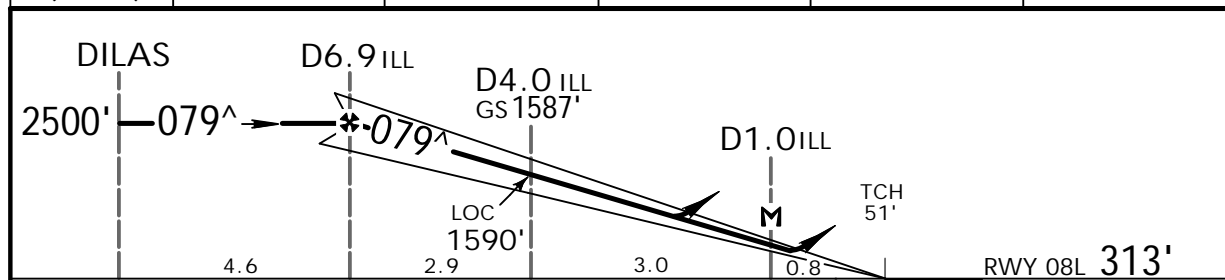
BUCHAREST, ROMANIA
ILS Rwy 08L

BRIEFING STRIP™

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 121.85		Ground 121.7 118.8			
LOC ILL 110.9		Final Apch Crs 079^		GS D4.0 ILL 1587'(1274')		ILS DA(H) 513'(200')			Apt Elev 314' RWY 313'
MISSED APCH: Climb via OTR NDB to OPT VOR to 3000' and hold, or as directed.									
Alt Set: hPa (MM on req) ADF and DME required.		Rwy Elev: 11 hPa		Trans level: By ATC		Trans alt: 4000'			

MISSED APCH FIX
OPT VOR

LOC (GS out)	ILL DME	5.0	4.0	3.0	2.0
	ALTITUDE	1905'	1587'	1268'	950'



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 D1.0 ILL								

Standard.

STRAIGHT-IN LANDING RWY 08L

CIRCLE-TO-LAND
Not authorized
South of airport

ILS				LOC (GS out)		GRACE TO LAND	
DA(H) 513' (200')				DA(H) 690' (377')		Not authorized	
						South of airport	
FULL		Limited	ALS out	ALS out		Max Kts.	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	100	780'(466') 1500m
B					RVR 1700m	135	820'(506') 1600m
C						180	1010'(696') 2400m
D						205	1020'(706') 3600m

IS OPS

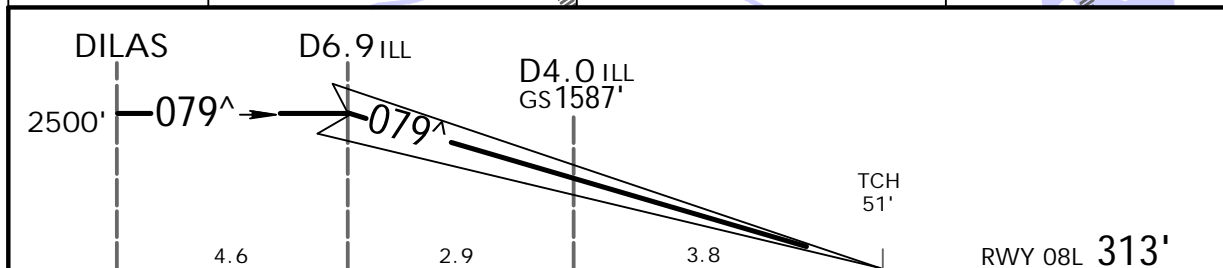
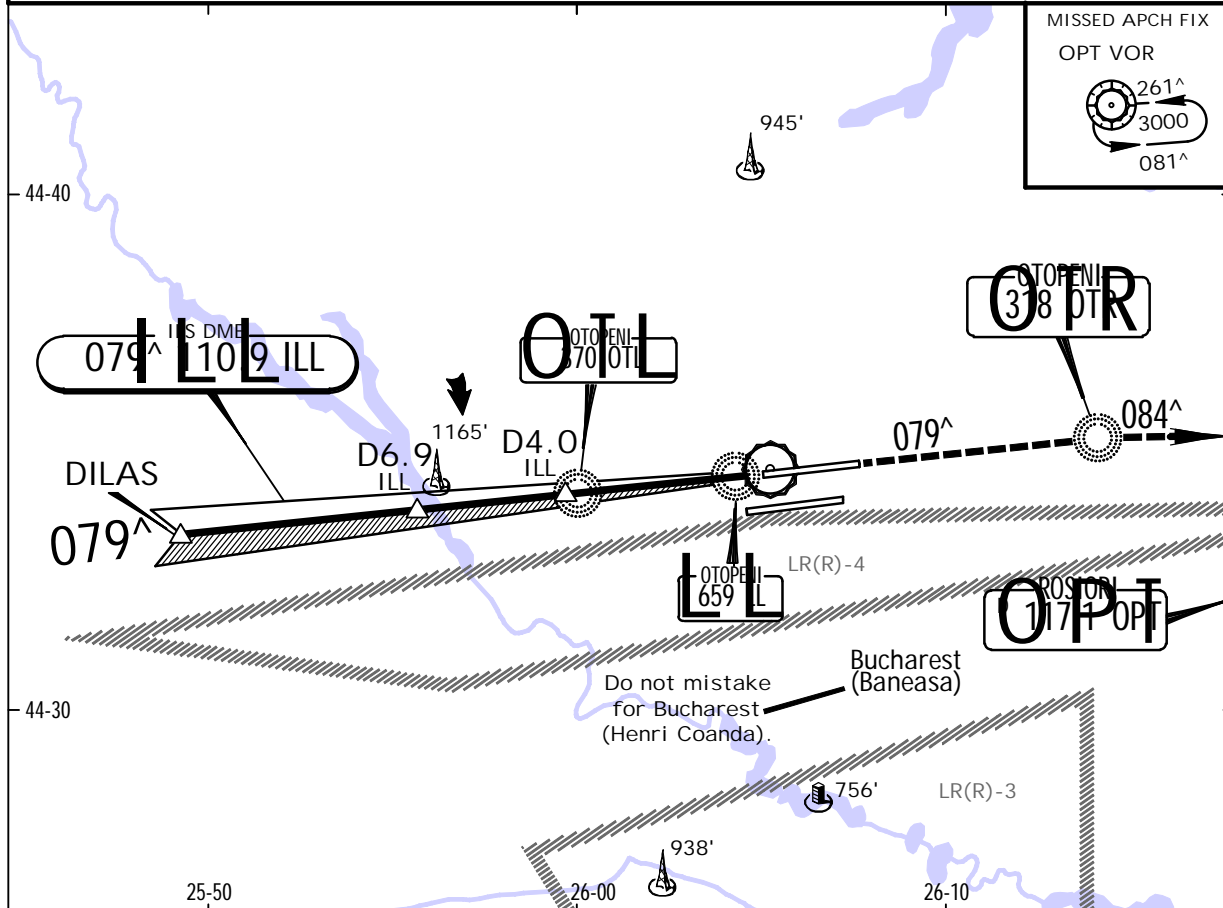
LROP/OTP HENRI COANDA

27 SEP 13 (21-1A)

BUCHAREST, ROMANIA CAT II/III ILS Rwy 08L

BRIEFING STRIP™

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 121.85		Ground 121.7 118.8		 MSA Airport
LOC ILL 110.9		Final Apch Crs 079^		GS D4.0 ILL 1587'(1274')		CAT II & IIIA ILS Refer to Minimums Apt Elev 314' RWY 313'		
MISSED APCH: Climb via OTR NDB to OPT VOR to 3000' and hold, or as directed.								
Alt Set: hPa (MM on req) 1. ADF and DME required.				Rwy Elev: 11 hPa 2. Special Aircrew & Acft Certification required.		Trans level: By ATC		Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI OTR 318
GS	3.00°	372	478	531	637	743	

Standard.	STRAIGHT-IN LANDING RWY 08L
CAT IIIA ILS	CAT II ILS
ABCD	ABCD
RA 99'	RA 99'
DA(H) 50'	DA(H) 413' (100')
RVR 200m	RVR 300m 1

IS OPS

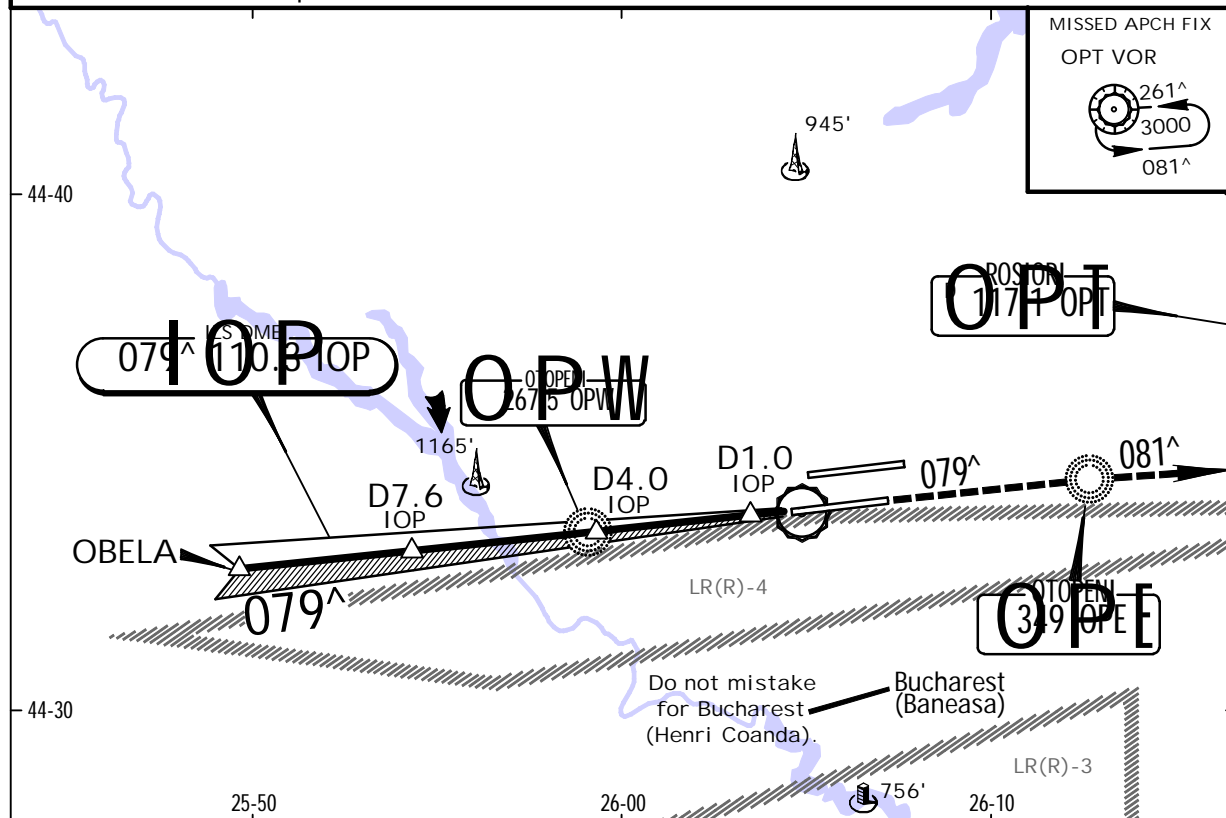
LROP/OTP
HENRI COANDA

JEPPesen
27 SEP 13 (21-2)

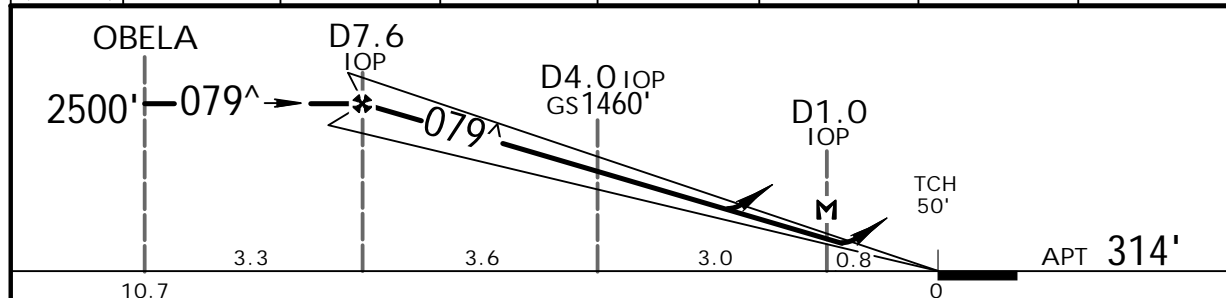
BUCHAREST, ROMANIA
ILS Rwy 08R

BRIEFING STRIP

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 120.9		Ground 121.7 118.8		<div><div>2500'</div><div>090° → ← 270°</div><div>2100'</div><div>MSA Airport</div></div>	
LOC IOP 110.3		Final Apch Crs 079^		GS D4.0 IOP 1460' (1146')		ILS DA(H) 514' (200')			Apt Elev 314'
MISSED APCH: Climb via OPE NDB to OPT VOR to 3000' and hold, or as directed.									
Alt Set: hPa (MM on req) VOR, DME and NDB required.									
Rwy Elev: 11 hPa				Trans level: By ATC				Trans alt: 4000'	



LOC (GS out)	IOP DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2033'	1747'	1460'	1174'	887'	601'



Gnd speed-Kts	70	90	100	120	140	160	 OPE 349
ILS GS or LOC Descent Angle 2.70°	334	430	478	573	669	764	
MAP at D1.0 IOP							

Standard.				STRAIGHT-IN LANDING RWY 08R		CIRCLE-TO-LAND Not authorized South of airport	
ILS				LOC (GS out)			
DA(H) 514' (200')				DA(H) 690' (376')			
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	100	780'(466') 1500m
B					RVR 1700m	135	820'(506') 1600m
C						180	1010'(696') 2400m
D						205	1020'(706') 3600m

NS OPS

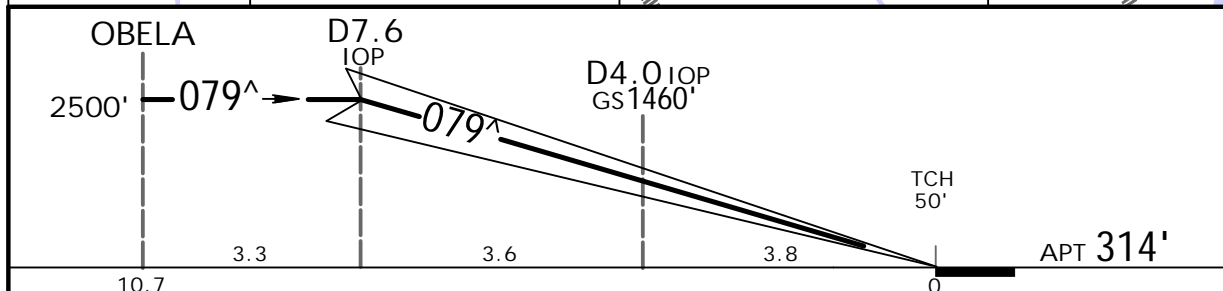
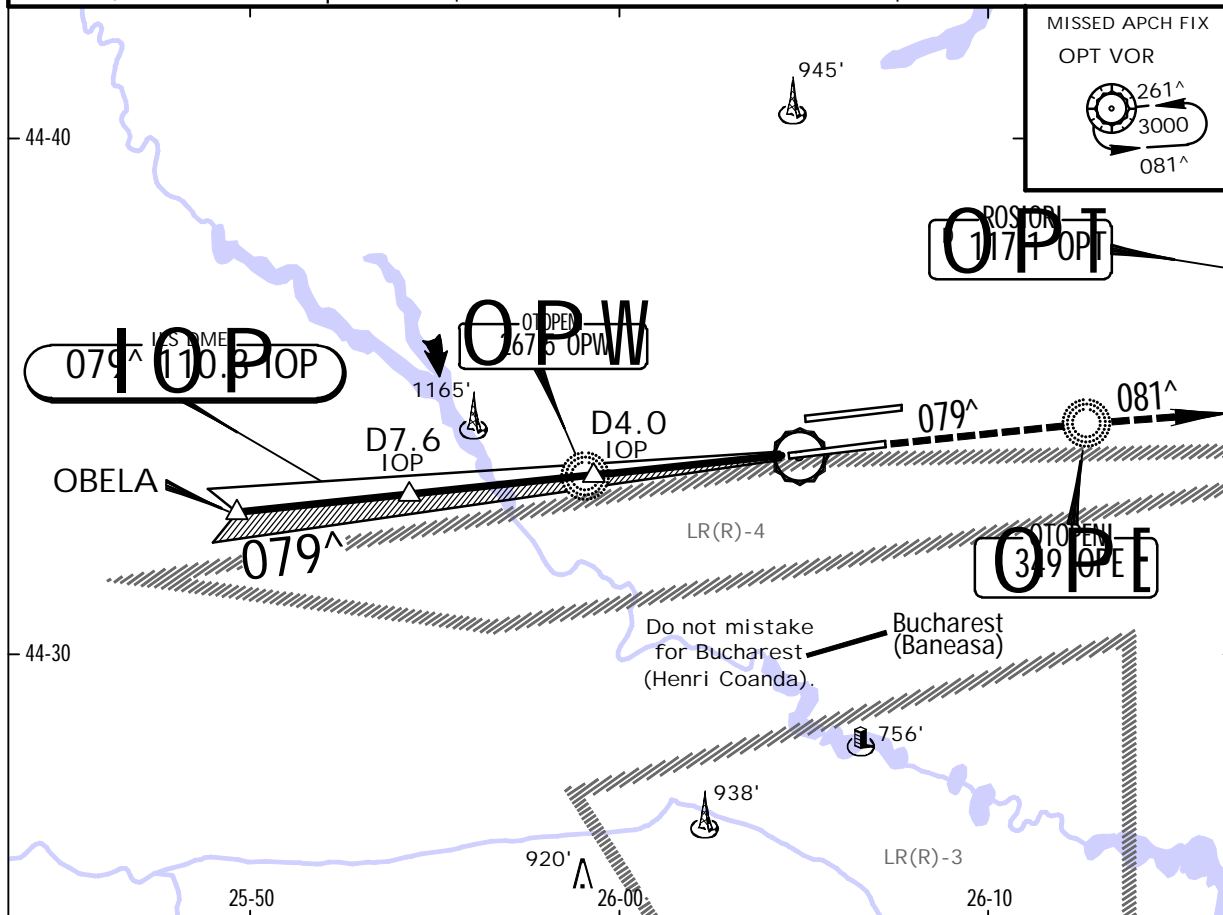
LROP/OTP
HENRI COANDA



JEPPesen
27 SEP 13 (21-2A)

BUCHAREST, ROMANIA
CAT II/III ILS Rwy 08R

BRIEFING STRIP™

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 120.9		Ground 121.7 118.8		 MSA Airport
LOC IOP 110.3		Final Apch Crs 079^		GS D4.0 IOP 1460' (1146')		CAT II & IIIA ILS Refer to Minimums Apt Elev 314'		
MISSED APCH: Climb via OPE NDB to OPT VOR to 3000' and hold, or as directed.								
Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 4000'								
1. VOR, DME and NDB required. 2. Special Aircrew & Acft Certification required.								



Gnd speed-Kts	70	90	100	120	140	160	 ALSF-II PAPI	 OPE 349 ↑
GS 2.70^	334	430	478	573	669	764		

Standard.	STRAIGHT-IN LANDING RWY 08R	
CAT IIIA ILS	CAT II ILS	
ABCD	ABCD	
RA 50'	RA 101'	
DA(H) 50'	DA(H) 414' (100')	
RVR 200m	RVR 300m 1	

IS OPS

LROP/OTP
HENRI COANDA

JEPPESSEN
27 SEP 13 (21-3)

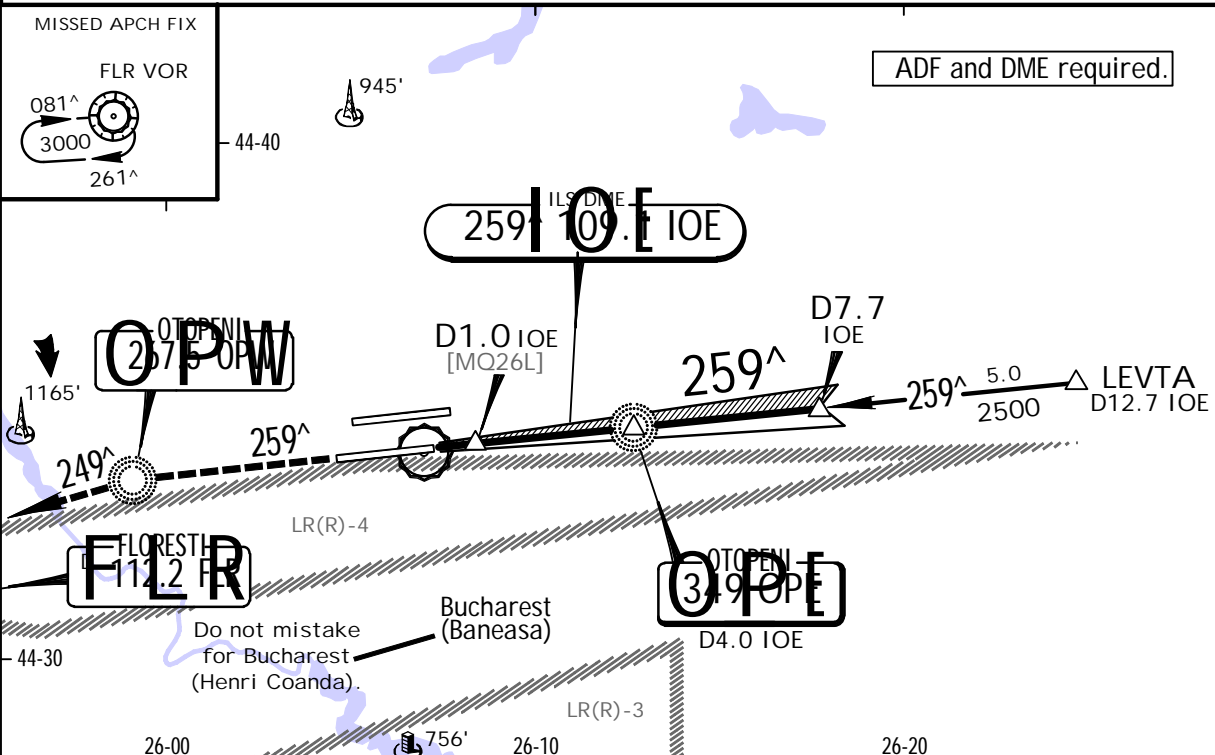
BUCHAREST, ROMANIA
ILS or NDB Rwy 26L

BRIEFING STRIP™

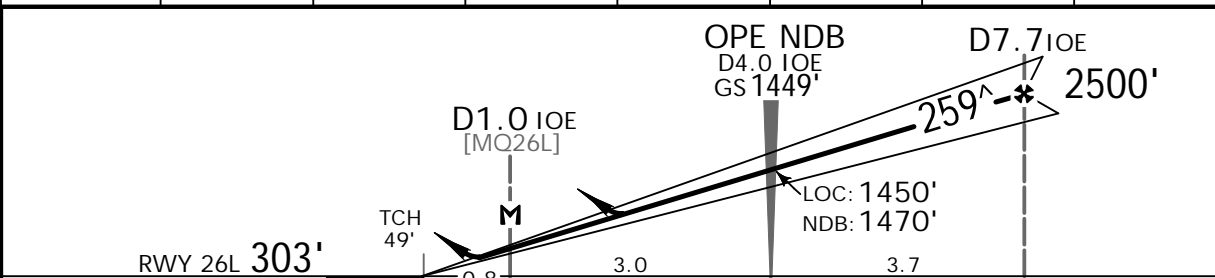
ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 120.9		Ground 121.7 118.8		<div><div>2500'</div><div>090° 2100'</div><div>270°</div><div>MSA Airport</div></div>
LOC IOE 109.1		Final Apch Crs 259^	GS OPE NDB 1449'(1146')		ILS DA(H) 503'(200')		Apt Elev 314' RWY 303'	
NDB OPE 349			Minimum Alt D7.7 IOE 2500'(2197')		NDB DA(H) 790'(487')			

MISSED APCH: Climb via OPW NDB to FLR VOR to 3000' and hold, or as directed.

Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 4000'



LOC (GS out) or NDB	IOE DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	876'	1163'	1449'	1736'	2022'	2309'



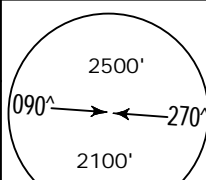
Gnd speed-Kts	70	90	100	120	140	160		OPW 267.5
ILS GS or LOC or NDB Descent Angle 2.70°	334	430	478	573	669	764		
MAP at D1.0 IOE								

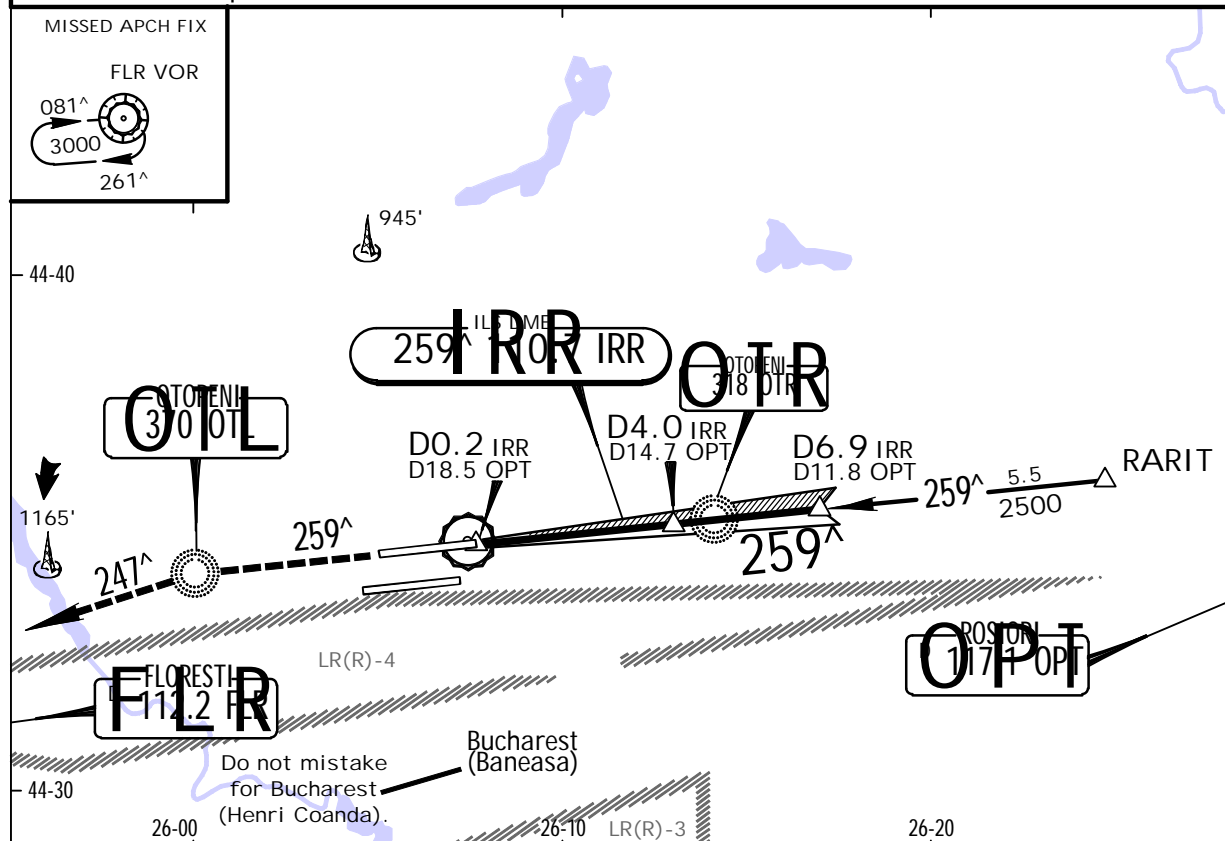
Standard.				STRAIGHT-IN LANDING RWY 26L				CIRCLE-TO-LAND Not authorized South of airport	
ILS				LOC (GS out)				NDB	
DA(H) 503' (200')				DA(H) 730' (427')				DA(H) 790' (487')	
FULL				ALS out				ALS out	
A								Max Kts	MDA(H) VIS
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m	RVR 1500m		100	780'(466') 11500m
C								135	820'(506') 1600m
D					RVR 2000m	RVR 1500m	CMV 2300m	180	1010'(696') 2400m
								205	1020'(706') 3600m

IS OPS

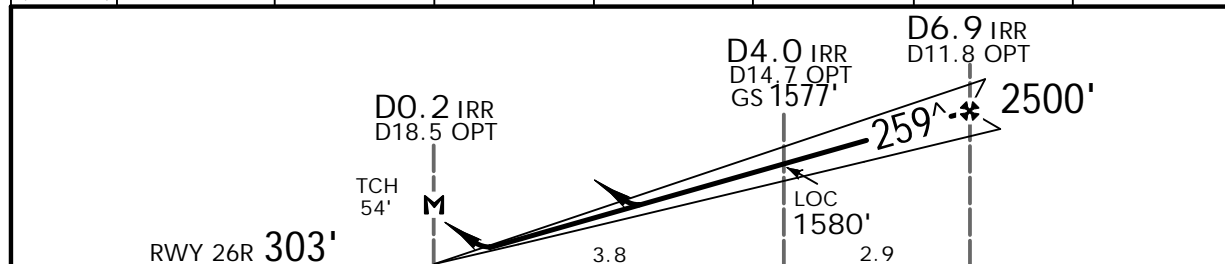
LROP/OTP
HENRI COANDAJEPPESSEN
27 SEP 13 (21-4)BUCHAREST, ROMANIA
ILS Rwy 26R

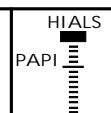
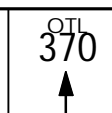
BRIEFING STRIP™

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 121.85		Ground 121.7 118.8		
LOC IRR 110.7	Final Apch Crs 259^	GS D4.0 IRR 1577' (1274')		ILS DA(H) Refer to Minimums		Apt Elev 314' RWY 303'		
MISSED APCH: Climb via OTL NDB to FLR VOR to 3000' and hold, or as directed.								
Alt Set: hPa (MM on req) ADF and DME required.				Rwy Elev: 11 hPa		Trans level: By ATC		Trans alt: 4000'



LOC (GS out)	IRR DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE		621'	940'	1258'	1577'	1895'	2214'



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 D0.2 IRR/D18.5 OPT								

Standard.				STRAIGHT-IN LANDING RWY 26R				CIRCLE-TO-LAND Not authorized South of airport			
ILS DA(H) ABC: 503' (200') D: 509' (206')				LOC (GS out) DA(H) 680' (377')							
FULL		Limited	ALS out			ALS out		Max Kts	MDA(H)	VIS	
A								100	780' (466')	1500m	
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m		RVR 1500m		135	820' (506')	1600m	
C								180	1010' (696')	2400m	
D								205	1020' (706')	3600m	


IS OPS

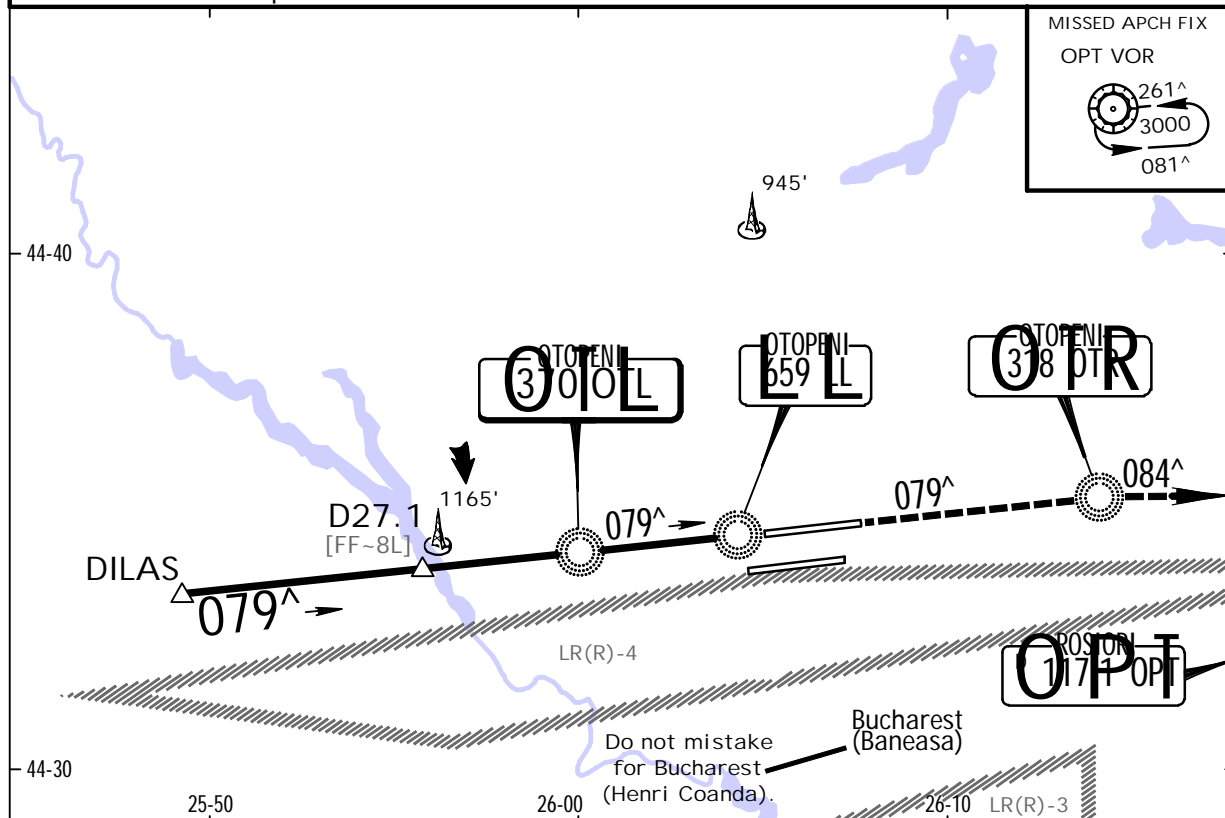
LROP/OTP
HENRI COANDA

JEPPESSEN
27 SEP 13 (26-1)

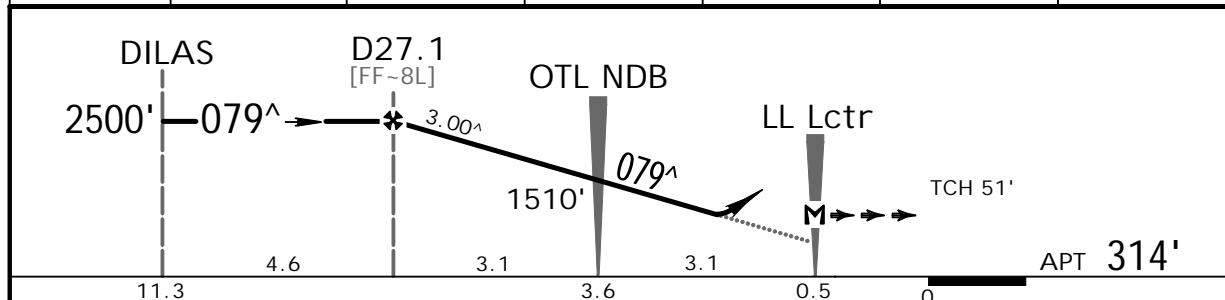
BUCHAREST, ROMANIA
NDB Rwy 08L

BRIEFING STRIP™

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 121.85		Ground 121.7 118.8			
NDB OTL 370		Final Apch Crs 079^		Minimum Alt D27.1 2500'(2186')		DA(H) Refer to Minimums			Apt Elev 314'
MISSED APCH: Climb via OTR NDB to OPT VOR to 3000' and hold, or as directed.									
Alt Set: hPa (MM on req) OPT VOR and DME required.				Apt Elev: 11 hPa		Trans level: By ATC		Trans alt: 4000'	



OPT DME	27.0	26.0	25.0	24.0	23.0	22.0
ALTITUDE	2450'	2140'	1820'	1510'	1190'	870'



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

Standard. STRAIGHT-IN LANDING RWY 08L			CIRCLE-TO-LAND Not authorized South of airport		
DA(H) AB: 710' (396') CD: 720' (406')			ALS out		
A	RVR 1100m	RVR 1500m	Max Kts	MDA(H)	VIS
B			100	780' (466')	1500m
C	RVR 1200m	RVR 1900m	135	820' (506')	1600m
D			180	1010' (696')	2400m
			205	1020' (706')	3600m

LROP/OTP
HENRI COANDA

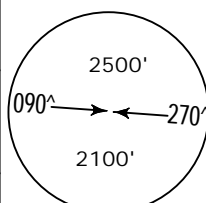
27 SEP 13

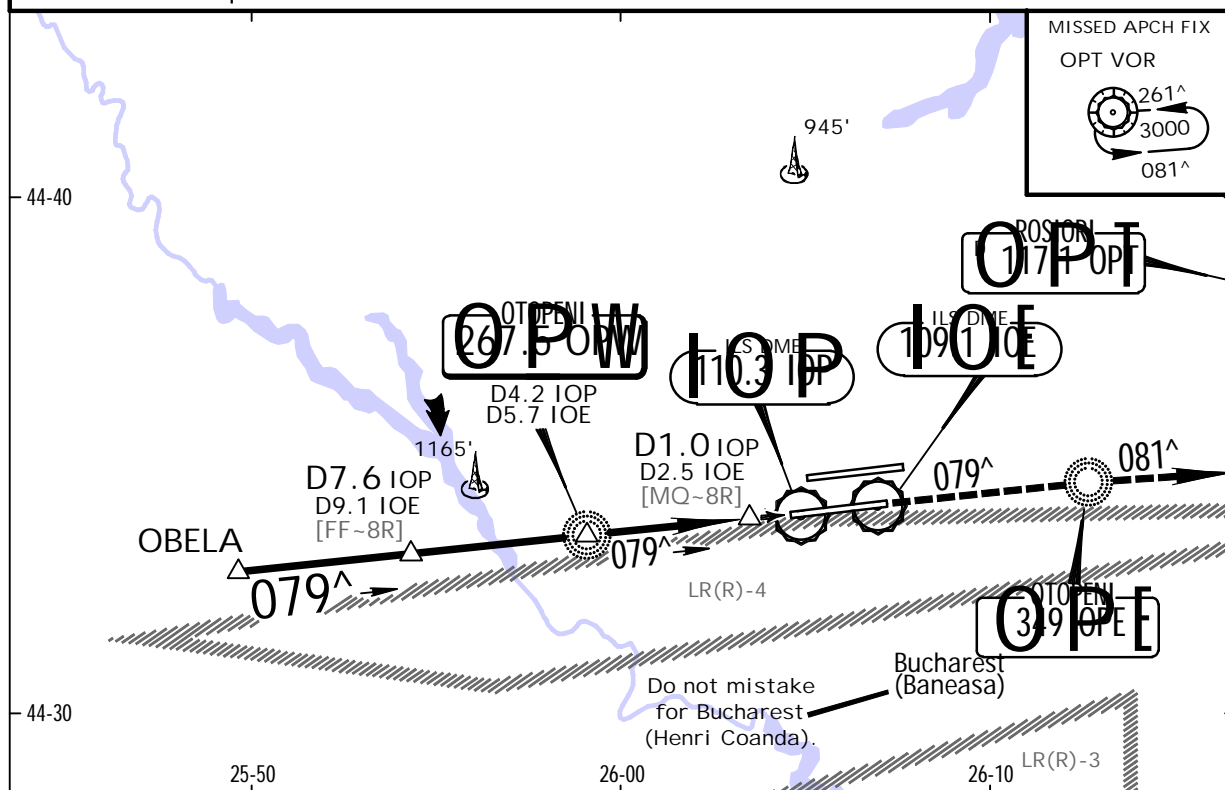
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JEPPESEN

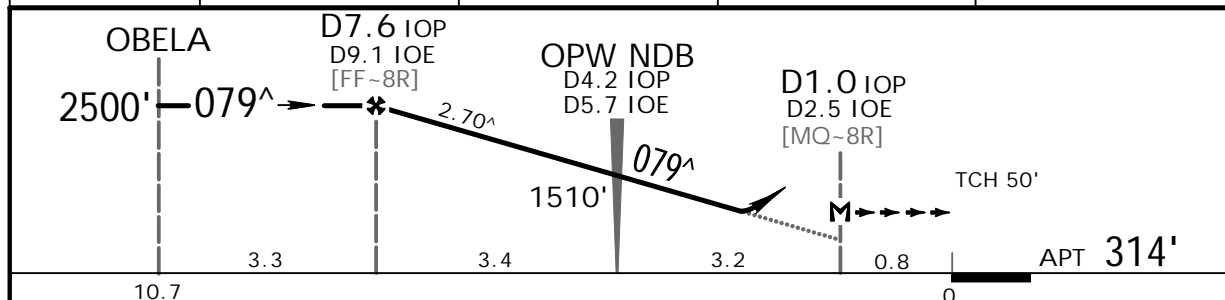
BUCHAREST, ROMANIA
NDB Rwy 08R

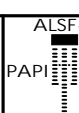
BRIEFING STRIP™

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 120.9		Ground 121.7 118.8			
NDB OPW 267.5		Final Apch Crs 079^		Minimum Alt D7.6 IOP 2500' (2186')		DA(H) Refer to Minimums			Apt Elev 314'
MISSED APCH: Climb via OPE NDB to OPT VOR to 3000' and hold, or as directed.									
Alt Set: hPa (MM on req) VOR and DME required.				Apt Elev: 11 hPa		Trans level: By ATC			Trans alt: 4000'



IOP DME	5.0	4.0	3.0	2.0
IOE DME	6.5	5.5	4.5	3.5
ALTITUDE	1747'	1460'	1174'	887'



Gnd speed-Kts	70	90	100	120	140	160		OPE 349 ↑
Descent Angle 2.70°	334	430	478	573	669	764		
MAP at D1.0 IOP/D2.5 IOE								

Standard. STRAIGHT-IN LANDING RWY 08R

CIRCLE-TO-LAND
Not authorized
South of airport

DA(H) AB: 710' (396') CD: 720' (406')		ALS out		Max Kts	MDA(H)	VIS
A	RVR 1100m	RVR 1500m		100	780' (466')	1500m
B				135	820' (506')	1600m
C	RVR 1200m	RVR 1900m		180	1010' (696')	2400m
D				205	1020' (706')	3600m

NS OPS

LROP/OTP
HENRI COANDA

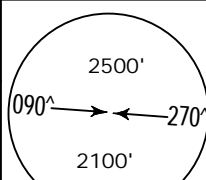
27 SEP 13

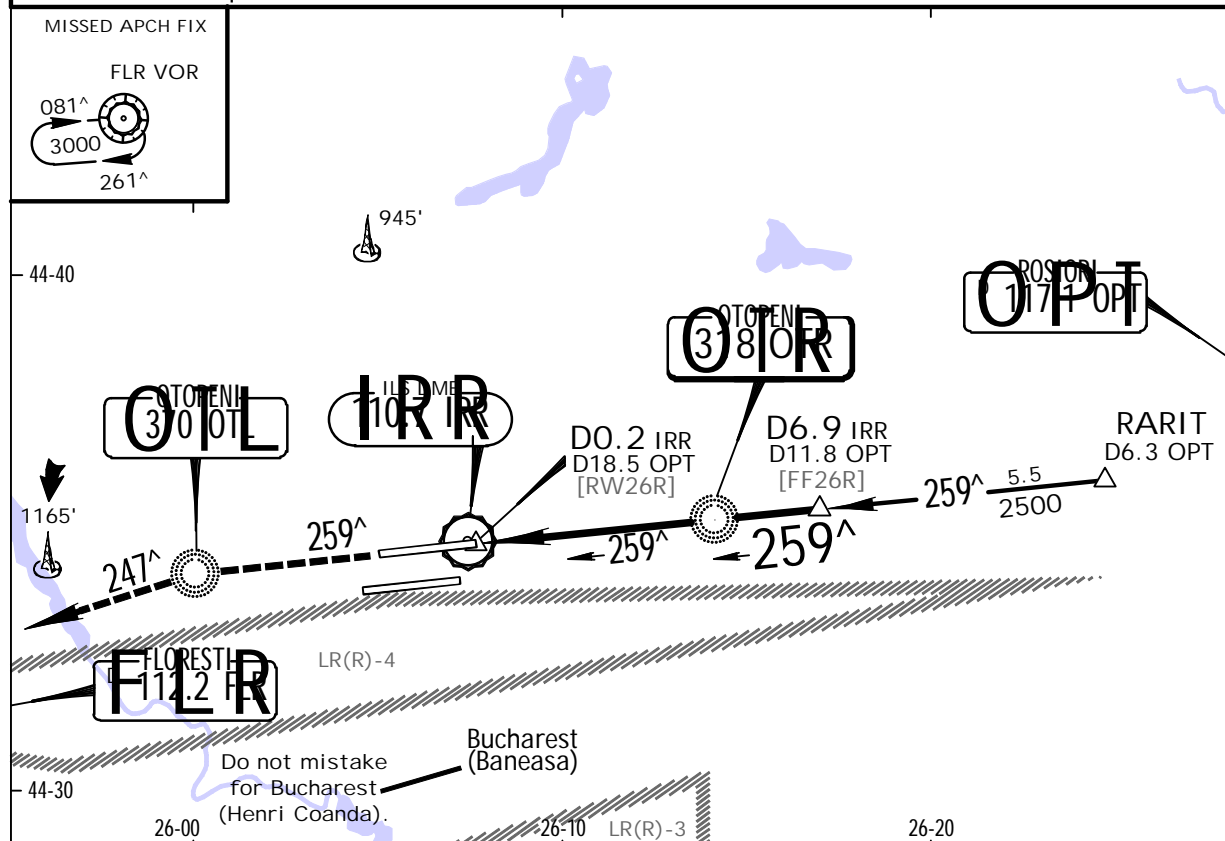
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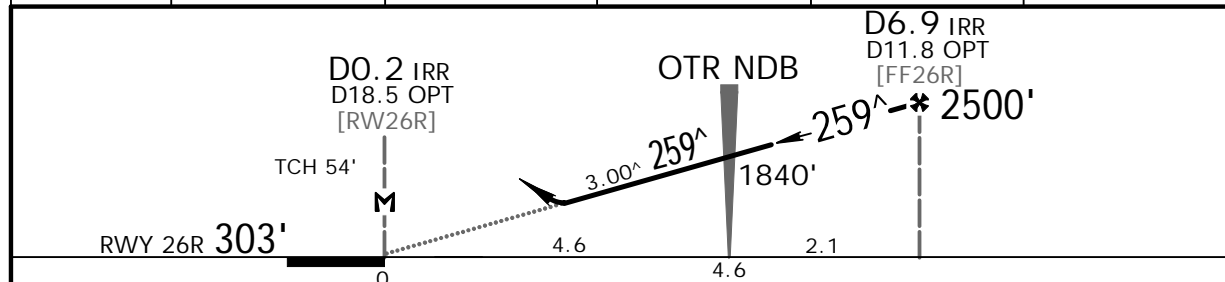
BUCHAREST, ROMANIA
NDB Rwy 26R

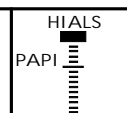

BRIEFING STRIP™

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 121.85		Ground 121.7 118.8		
NDB OTR 318	Final Apch Crs 259^	Minimum Alt D11.8 OPT 2500' (2197')	DA(H) 690' (387')		Apt Elev 314' RWY 303'			
MISSED APCH: Climb via OTL NDB to FLR VOR to 3000' and hold, or as directed.								
Alt Set: hPa (MM on req) ADF and DME required.								
		Rwy Elev: 11 hPa		Trans level: By ATC		Trans alt: 4000'		



IRR DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	930'	1250'	1570'	1890'	2210'



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.2 IRR/D18.5 OPT								

Standard. STRAIGHT-IN LANDING RWY 26R			CIRCLE-TO-LAND Not authorized South of airport		
DA(H) 690' (387')					
ALS out			Max Kts	MDA(H)	VIS
A B C D	RVR 1200m	RVR 1500m	100	780' (466')	1500m
			135	820' (506')	1600m
		RVR 1900m	180	1010' (696')	2400m
			205	1020' (706')	3600m

IS OPS