Warszawa DIRECTOR 129.375 RNAV 1 Warszawa APPROACH 125.050, 128.800 Okęcie GROUND 121.900 **WARSAW CHOPIN AIRPORT** STANDARD ARRIVAL CHART **INSTRUMENT (STAR) - ICAO** Okęcie TOWER 118.300 TRANSITION ALTITUDE 6500 20° 00' 20° 30' 21° 00' 21° 30' 22° 00' 22° 30' HOLDING 1.5 min IAS MAX 230 KT 20 20 19 20 19 1. 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 SORIX SN only approved aircraft. The following restriction apply: A/c equipped with RNAV 5 systems without navigation SORIX VIAS 280 KT VAR 5°E 2016 database, and requiring manual data input are exempted FL 150 from the utilization of RNAV 1 (P-RNAV) procedures. 5 000 ft AMSL 2. All aircraft which can not follow and utilize RNAV 1 (P-RNAV) trajectories shall advise ATC upon first contact **2**3 Radar vectoring will be provided, usually along published HOLDING 1 min. IAS MAX 230 KT procedures. 3. Holding patterns as directed by ATC, available for non RNAV 1 (P-RNAV) approved aircraft. 4. Vertical planning information: air crews should plan for possible 30' descent clearance in accordance with vertical restrictions BIMPA 5N IAS 220 KT specified on chart. Actual descent clearance will be as directed by ATC. If possible, CDA technique should be applied. WA444 IAS 250 KT 5. Expect direct routing/shortcuts by ATC whenever possible EPMO (especially during off-peak hours). The turn to final approach is usually performed by radar vectors to expedite traffic handling and for separation reasons.

6. REP GOSIT is an tactical fix for non-standard shorter approach, HOLDING 1.5 min. IAS MAX 230 KT BIMPA AGESI IAS 220 KT IAS 280 KT used only after request or approval of air crew. FL 170 7. If ILS CAT II or LOC RWY 11 approach procedure is unavailable. expect radar vectors to FAF VOR RWY 11.

8. Holdings at BABAS, KOGUD, MAVIV and OBAVA used for GOSIT

A SAP/FAF

3000

OKECIE

13.45 OKC 81 Y

52*1011"N

020*5736"E

120 m AMSL 29 600 ft AMSL GND TMA RWY configuration change and during unexpected events. NIMIS IAS 220 KT 20 **2**2 **2**2 19 REDSA -ÇEPGO NEPOX IAS 280 KT CDA (CONTINUOUS DESCENT APPROACH) FL 210 **TECHNIQUE** EP P10 XIMPU AAS 220 KT 2 700 ft AMSL GND 1. Arrange descent to pass 7000 ft AMSL within 25 track miles HOLDING 1.5 min. IAS MAX 230 KT to touchdown 2. Expect track miles information or base leg information SOSIN IAS 220 KT from ATC at or above 7000 ft AMSL, but do not turn on base leg until instructed. **2**5 EP D36 11 500 ft AMSL GND 3 At or before downwind position maintain IAS 220 KT OLOKU , IAS 220 KT or minimum clean speed, whichever is greater ATC R/T example at or above 7000 ft AMSL: 1. 25 track miles to touchdown, when ready descend. Expect base leg after/before/between WPT. 3. Expect full procedure. FL 130 KINNIEN WA442 NAS 250 KT RADIO COMMUNICATION FAILURE PROCEDURE AS 250 KT RNAV 1 (P-RNAV) APPROVED AIRCRAFT: L 120 a) If STAR was assigned and acknowledged by air crew, set transponder to 7600, continue with FPL and assigned STAR, then execute approach (ILS or VOR) and land. 26 **2**2 **2**2 **2**2 Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600. LIMVI IAS 280 KT b) If STAR was assigned and acknowledged by air crew FL 160 and vectoring was 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 and execute approach (ILS HOLDING 1.5 min IAS MAX 230 KT or VOR) and land. Descending shall be executed in accordance with vertical restrictions specified on chart. If STAR was not assigned, set transponder to 7600, proceed according to FPL and FPL STAR, execute AGAVA 4N AGAVA 087° (092.3°T) ELKIR AMSOS approach (ILS or VOR) and land. Descending shall be FL 170 executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600. If landing is not possible, 30' 30' execute missed approach and proceed to FAP/FAF of most convenient RWY, execute approach (ILS or VOR) and land. CAUTION: EP P1 5 000 ft AMSL GND EP P3 5 000 ft AMSL GND For safety reasons due to crossing departures RNAV 1 (P-RNAV) NOT APPROVED AIRCRAFT: FL190 or below at REP AGAVA is mandatory. Set the transponder to 7600. Maintain last assigned and 21 Actual descent clearance will be as directed by ATC. acknowledged altitude/flight level. Proceed DVOR/DME WAR. Over DVOR descend to altitude 4000ft. Then proceed FAP ILS RWY 11 (R 115° MAG / D 3.8 NM DVOR/DME "WAR") **2**5 or FAF VOR RWY 11 (R 123° MAG / D 3.9 NM DVOR/DME "WAR"), execute approach and land. If landing is not possible, execute BEARINGS AND TRACKS ARE MAGNETIC. missed approach and proceed to FAP/FAF of most convenient RWY, LOGDA IAS 280 KT TRACKS IN BRACKETS ARE TRUE.
ALTITUDES AND ELEVATIONS ARE IN FEET. execute approach and land. FL 210 DISTANCES ARE IN NAUTICAL MILES 26 2200 \$\psi\$ 2400 $\langle \cdot \rangle$ 2500 SCALE 1:750 000 25 NM 20 MNM SECT ALT 25 NM from DVOR / DME OKC 21° 30'