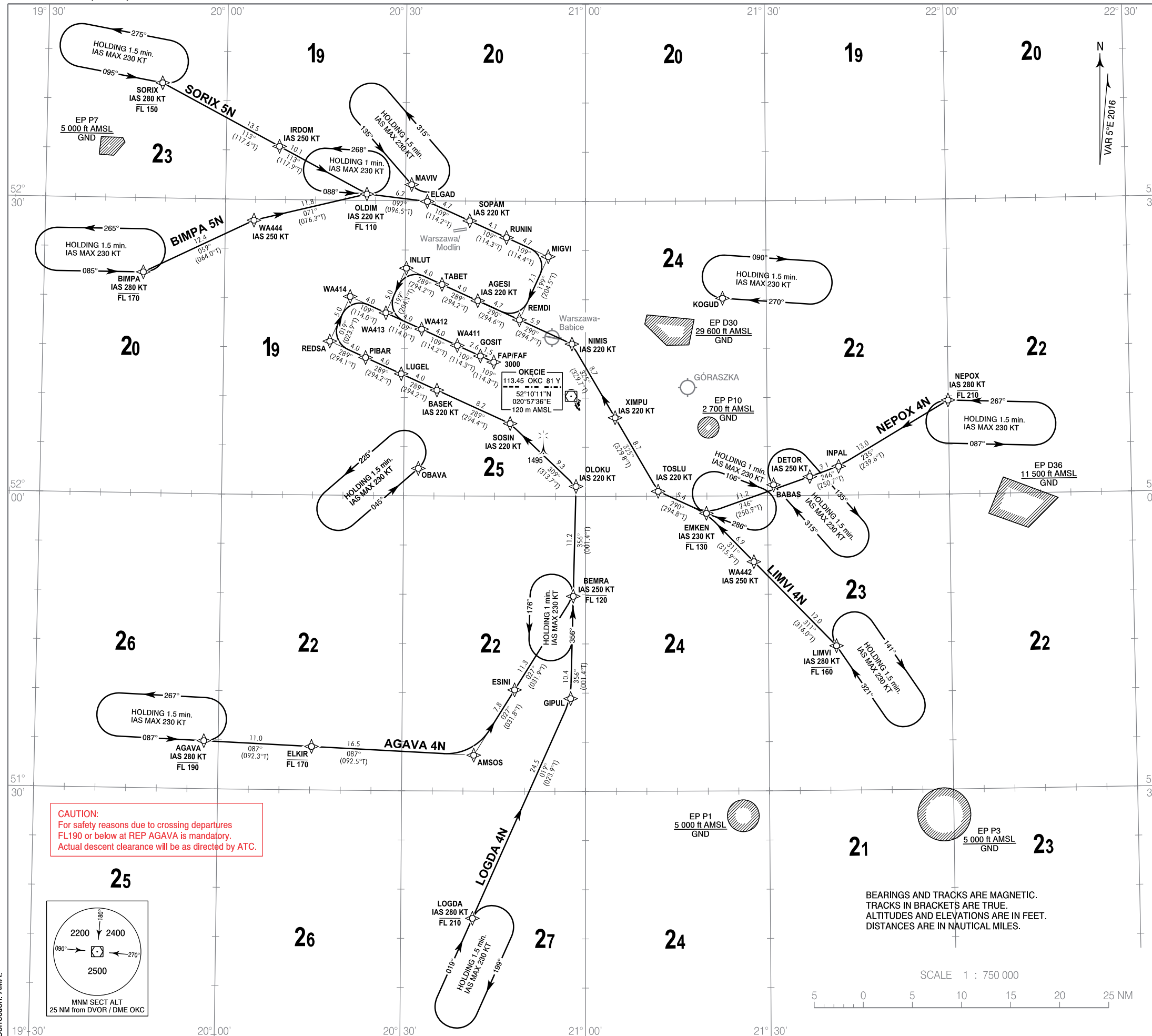


**RNAV 1
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE 6500

Warszawa DIRECTOR	129.375
Warszawa APPROACH	125.050, 128.800
Okecie GROUND	121.900
Okecie TOWER	118.300

**WARSAW CHOPIN AIRPORT
RWY 11**



- 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: A/c equipped with RNAV 5 systems without navigation database, and requiring manual data input are exempted from the utilization of RNAV 1 (P-RNAV) procedures.
- All aircraft which can not follow and utilize RNAV 1 (P-RNAV) trajectories shall advise ATC upon first contact. Radar vectoring will be provided, usually along published procedures.
- Holding patterns as directed by ATC, available for non RNAV 1 (P-RNAV) approved aircraft.
- Vertical planning information: air crews 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 technique should be applied.
- Expect direct routing/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.
- REP GOSIT is a tactical fix for non-standard shorter approach, used only after request or approval of air crew.
- If ILS CAT II or LOC RWY 11 approach procedure is unavailable, expect radar vectors to FAF VOR RWY 11.
- Holdings at BABAS, KOGUD, MAVIV and OBAVA used for TMA RWY configuration change and during unexpected events.

CDA (CONTINUOUS DESCENT APPROACH) TECHNIQUE

- Arrange descent to pass 7000 ft AMSL within 25 track miles to touchdown.
- Expect track miles information or base leg information from ATC at or above 7000 ft 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.

ATC R/T example at or above 7000 ft AMSL:

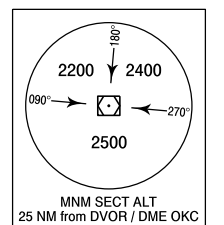
- 25 track miles to touchdown, when ready descend.
- Expect base leg after/before/between WPT.
- Expect full procedure.

RADIO COMMUNICATION FAILURE PROCEDURE

- RNAV 1 (P-RNAV) APPROVED AIRCRAFT:
- 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. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600.
 - If STAR was assigned and acknowledged by air crew 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 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 FAP/FAF of most convenient RWY, execute approach (ILS or VOR) and land.
 - If STAR was not assigned, set transponder to 7600, proceed according to FPL and FPL STAR, execute approach (ILS or VOR) and land. Descending shall be 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 FAP/FAF of most convenient RWY, execute approach (ILS or VOR) and land.

RNAV 1 (P-RNAV) NOT APPROVED AIRCRAFT:
Set the transponder to 7600. Maintain last assigned and 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") 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 missed approach and proceed to FAP/FAF of most convenient RWY, execute approach and land.

CAUTION:
For safety reasons due to crossing departures FL190 or below at REP AGAVA is mandatory. Actual descent clearance will be as directed by ATC.



BEARINGS AND TRACKS ARE MAGNETIC.
TRACKS IN BRACKETS ARE TRUE.
ALTITUDES AND ELEVATIONS ARE IN FEET.
DISTANCES ARE IN NAUTICAL MILES.

SCALE 1 : 750 000



Correction: AMA.