

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For LBWN
- Terminal Charts For LBWN
- Revision Letter For Cycle 16-2023
- Change Notices
- Notebook

General Information

Location: VARNA BGR
ICAO/IATA: LBWN / VAR
Lat/Long: N43° 13.92', E027° 49.52'
Elevation: 230 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 6.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0328 Z
Sunset: 1652 Z

Runway Information

Runway: 09
Length x Width: 8258 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 221 ft
Lighting: Edge, ALS, Centerline
Stopway: 112 ft

Runway: 27
Length x Width: 8258 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 217 ft
Lighting: Edge, ALS, Centerline
Stopway: 98 ft

Communication Information

ATIS: 126.880
Varna Tower: 118.900 Secondary
Varna Tower: 119.500
Varna Approach: 124.600
Varna Approach: 130.450 Secondary

LBWN/VAR
VARNA

JEPPESEN

8 JUL 22

10-1P

Eff 14 Jul

VARNA, BULGARIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 126.880

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are designed to avoid excessive ACFT noise over the populated areas of the town of Varna. Deviations are permitted only for safety reasons or when instructed by ATC.

Limit value of the maximum noise level of ACFT flying over urbanized territory is 85 dB(A), according to the Bulgarian regulations.

1.2.2. SELECTION OF RWY IN USE

Noise abatement will not be a determining factor in RWY nomination by the ATS unit under the following circumstances:

- if the RWY surface conditions are adversely affected (e.g. by snow, slush, ice, water, mud, rubber, oil or other substances);
- when the visibility is less than 2500m;
- for landing, when the ceiling is lower than 150m (500');
- when wind shear has been reported or forecast or when thunderstorms are expected to affect the approach or departure;
- when pilots report excessive wind at higher altitudes resulting in go-arounds or approach cancelling;
- when the crosswind component, including gusts, exceeds 15 KT (7 m/s) or the tailwind component, including gusts, exceeds 5 KT (2 m/s);
- when braking action is less than good;
- when ILS or visual approach path indicator (for operations in visual meteorological conditions) system are not operational;
- when complex traffic situation exists.

1.2.3. PREFERENTIAL RWY SYSTEM

Noise preferential RWY for take-off is RWY 27.

Noise preferential RWY for landing is RWY 09.

Deviations from an assigned RWY in use in order to obtain a shorter taxi route, departure or approach pattern are not permitted.

1.2.4. NIGHT FLIGHT RESTRICTIONS

Between 2300-0600LT the following are prohibited:

- Test flights and maintenance check flights;
- Training flights with maximum take-off weight above 2000kg.

1.2.5. TRAINING FLIGHT RESTRICTIONS

Flight planning and performing of training flights within Varna CTR are permitted only after prior coordination with the ATS unit (phone: +35952500910 ext. 5212). The coordination should be done not later than 1 hour and not earlier than 3 hours before the flight.

1.2.6. EXCEPTIONS

Exceptions to the above procedures are admitted in the following cases:

- State ACFT flights;
- Search and rescue flights;
- Ambulance flights;
- Special operations according Regulation (EU) 923/2012 flights;
- Abnormal or emergency situation flights;
- Emergency landing and landings of ACFT using the APT as alternate;
- Flights carrying out checking of aeronautical ground equipment and facilities and flight procedures.

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8 JUL 22

10-1P1**Eff 14 Jul****VARNA, BULGARIA**
AIRPORT BRIEFING

1. GENERAL

1.2.7. RUN-UP TESTS

Engine ground run-ups above idle power shall be carried out only after written application to the APT Operations Center and shall take place only at the ACFT stands assigned by the APT Operations Center.

Engine ground run-ups to idle power or other ACFT maintenance related run-ups shall be carried out only after coordination with APT Operations Center and only at the assigned ACFT stands.

Engine ground run-ups are forbidden between 2300-0600LT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP are in force when RVR is equal or below 550m, but not less than 150m, for departure operations.

RWY 27 shall be used for take-off in low visibility conditions.

RWY 09 may be used in adverse meteorological conditions (direction and speed of the surface wind).

Pilots will be informed when LVP are in force by ATIS or RTF.

Taxiing of ACFT in low visibility conditions to RWY 27 is performed on TWY A only. All other TWYs are closed with lighted barriers and are not available.

In case of aborted take-off, TWY E shall be used for vacating RWY 27 after obligatory coordination with the control tower. Controller shall ensure the removal of the lighted barriers for the provision of taxiing on TWY E.

Taxiing in low visibility conditions is performed by Follow-me car only. The guidance of ACFT shall start from ACFT stand and shall stop at the end of the apron prior entering TWY A. ACFT shall be guided on apron maintaining MAX speed of 11 KT and minimum spacing of 98'/30m.

In low visibility conditions, taxiing permission is granted when the previous ACFT has reported take-off or parking at an apron stand in case of aborted take-off.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. GROUND MOVEMENT

Any surface movement of ACFT, vehicles and personnel on the maneuvering area requires prior permission from VARNA Tower.

A Follow-me car/marshaller assistance is mandatory for all landing ACFT moving on the apron at Varna APT. In case of Follow-me car/marshaller delay, the ACFT should wait at the beginning of the apron.

ATS unit is not providing separation on apron and apron TWY.

ATS unit may give instructions to ACFT to cross another ACFT's path. In that case, it is the flight crew's responsibility to ensure separation from other ACFT. If the flight crew foresee any safety risk, they shall hold position and advise ATS unit.

Wingtip clearance is under flight crew responsibility.

1.5. PARKING INFORMATION

Stand 4 push-back for all ACFT exceeding wingspan 138'/42m.

Stands 17, 17A, 18, 19, 19A, 20 thru 24 are push-back.

1.6. OTHER INFORMATION

The aiming point marking of RWY 09 and RWY 27 does not coincide with the visual approach slope origin of the PAPI system.

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13 MAR 20

10-1P2

Eff 26 Mar

VARNA, BULGARIA
AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

2.1.1. AFTER RECEIPT OF A TRANSITION CLEARANCE

Switch transponder code A7600. Continue the flight in accordance with the lateral and vertical description of the procedure with subsequent final approach of an IAP.

2.1.2. AFTER RECEIPT OF A CLEARANCE DIRECT TO A WAYPOINT ON A TRANSITION

Switch transponder code A7600. Continue the flight to the cleared waypoint and follow the transition to the RWY in use. Once on transition descend from the last cleared level to the minimum descent altitudes according to the chart and fly the subsequent final approach of an IAP.

2.2. NOISE ABATEMENT PROCEDURES

When cleared for visual approach, pilots should avoid overflying densely populated areas as much as possible.

2.2.1. REVERSE THRUST

Between 2300-0600LT the use of idle reverse thrust after landing is advised, safety permitting. To achieve the highest possible RWY capacity, RWY occupancy times are to be reduced to minimum.

2.3. CONTINUOUS DESCENT APPROACH (CDA)

Continuous Descent Approach (CDA) is a recommended ACFT operating technique in which an arriving ACFT descends from an optimal position with minimum thrust and avoids level flight to the extent permitted by the safe operations of the ACFT and in compliance with published procedures and ATC instructions.

Depending on the air traffic situation, ATC shall use vectoring supplemented with information on remaining track miles (distance-to-go) for final approach.

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13 MAR 20

10-1P3

Eff 26 Mar

VARNA, BULGARIA
AIRPORT BRIEFING**3. DEPARTURE****3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES****3.1.1. START-UP, PUSH-BACK**

Pilots shall contact VARNA Tower for start-up/push-back or towing clearance, and shall provide the following information:

- Call sign and type of the ACFT;
- ACFT stand number;
- ATIS acknowledge.

Flight crew should be in contact with the ground handling staff, before requesting push-back clearance.

Pilots should only request start-up and/or push-back clearance when imminently ready to do so.

Flight crew must ensure the ground handling crew is aware of the push-back direction given in the towing clearance.

From sunset to sunrise the pushed back ACFT shall display its navigation lights. If this is not possible due to technical reasons, prior coordination with Varna APT Operations Center is required.

Cross-bleed start procedure is prohibited when a push-back or tow bar is connected to the ACFT. Cross-bleed start procedure is allowed when the push-back and tow bar are disconnected.

While performing push-back, the ACFT is allowed to start up only one engine. Only after the ACFT is positioned on the apron TWY and the push-back and tow bar are disconnected, the ground assistant gives a signal to crew for start-up of the other engines.

3.1.2. TAXI PROCEDURES

Vacating ACFT stands by using powerback procedure is prohibited. If this is indispensable, powerback procedure can be applied only after coordination and approval from the APT Operations Center.

Taxiing on the apron and adjacent TWYs should be done with engines on "IDLE".

3.2. NOISE ABATEMENT PROCEDURE (NAPD)

For additional depiction refer to 10-4.

The use of Noise Abatement Departure Procedure 2 (NADP2) as mentioned in ICAO Doc 8168 Volume I is recommended for all jet ACFT departures from Varna APT.

3.3. COMMUNICATION FAILURE PROCEDURE**3.3.1. PILOTS OF ACFT HAVING RECEIVED AND ACKNOWLEDGED A CLEARANCE TO CLIMB TO A LEVEL OTHER THAN THE ONE SPECIFIED IN THE CURRENT FLIGHT PLAN FOR THE EN-ROUTE PHASE OF THE FLIGHT**

Set the transponder to A7600, maintain last assigned level for 2 minutes, then climb to the cruising level stated in the current flight plan.

3.3.2. PILOTS OF ACFT UNDER VECTORING

Set the transponder to A7600, continue on last cleared and acknowledged heading and level for 2 minutes, then proceed via the most direct route to join the cleared SID or route and climb to the cruising level stated in current flight plan.

3.4. OTHER INFORMATION

Execution of rejected/aborted take-off procedure for testing purposes at Varna APT is prohibited.

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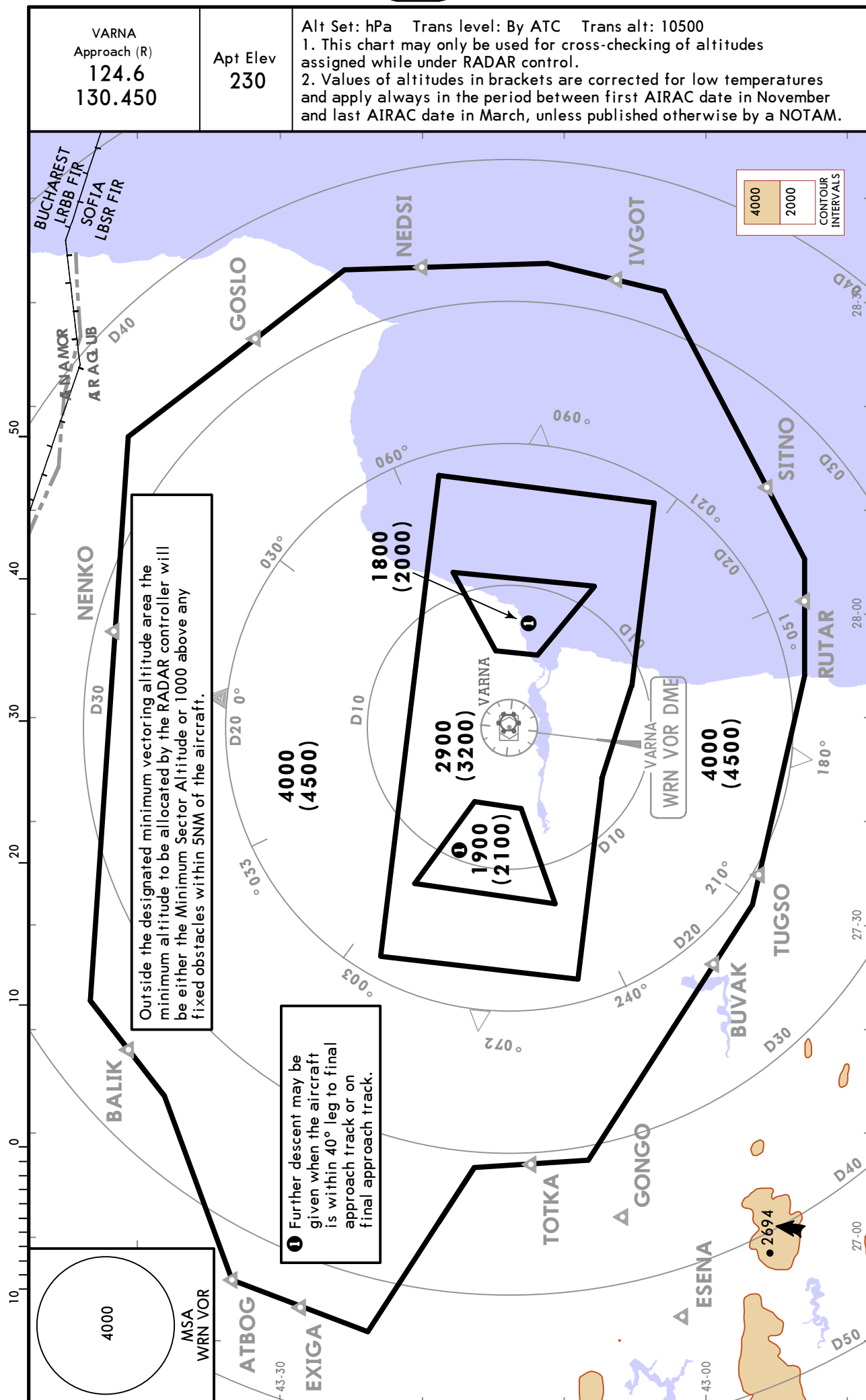
VARNA, BULGARIA

12 MAY 23

10-1R

Eff 18 May

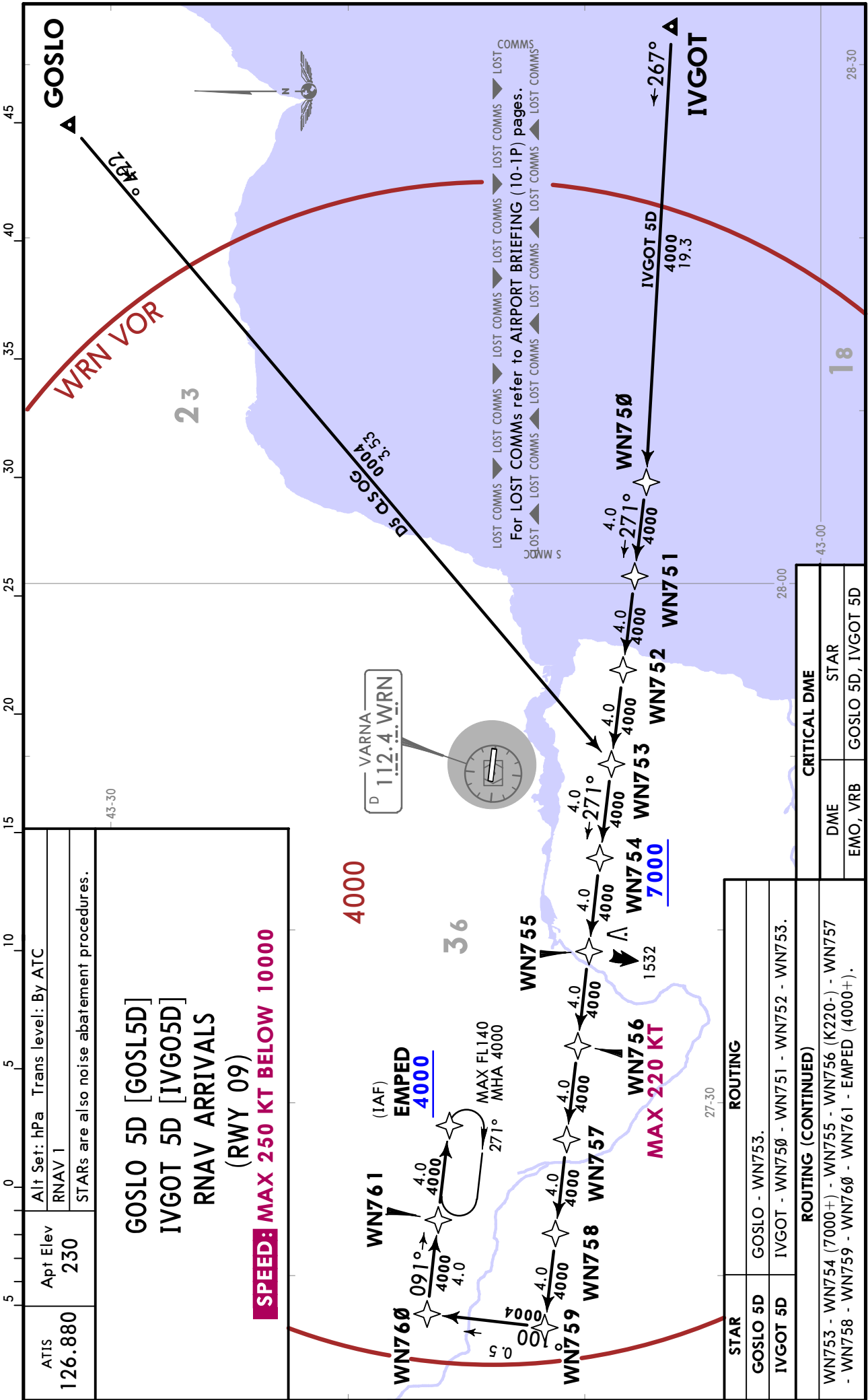
RADAR MINIMUM ALTITUDES



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12 MAY 23 10-2 Eff 18 May

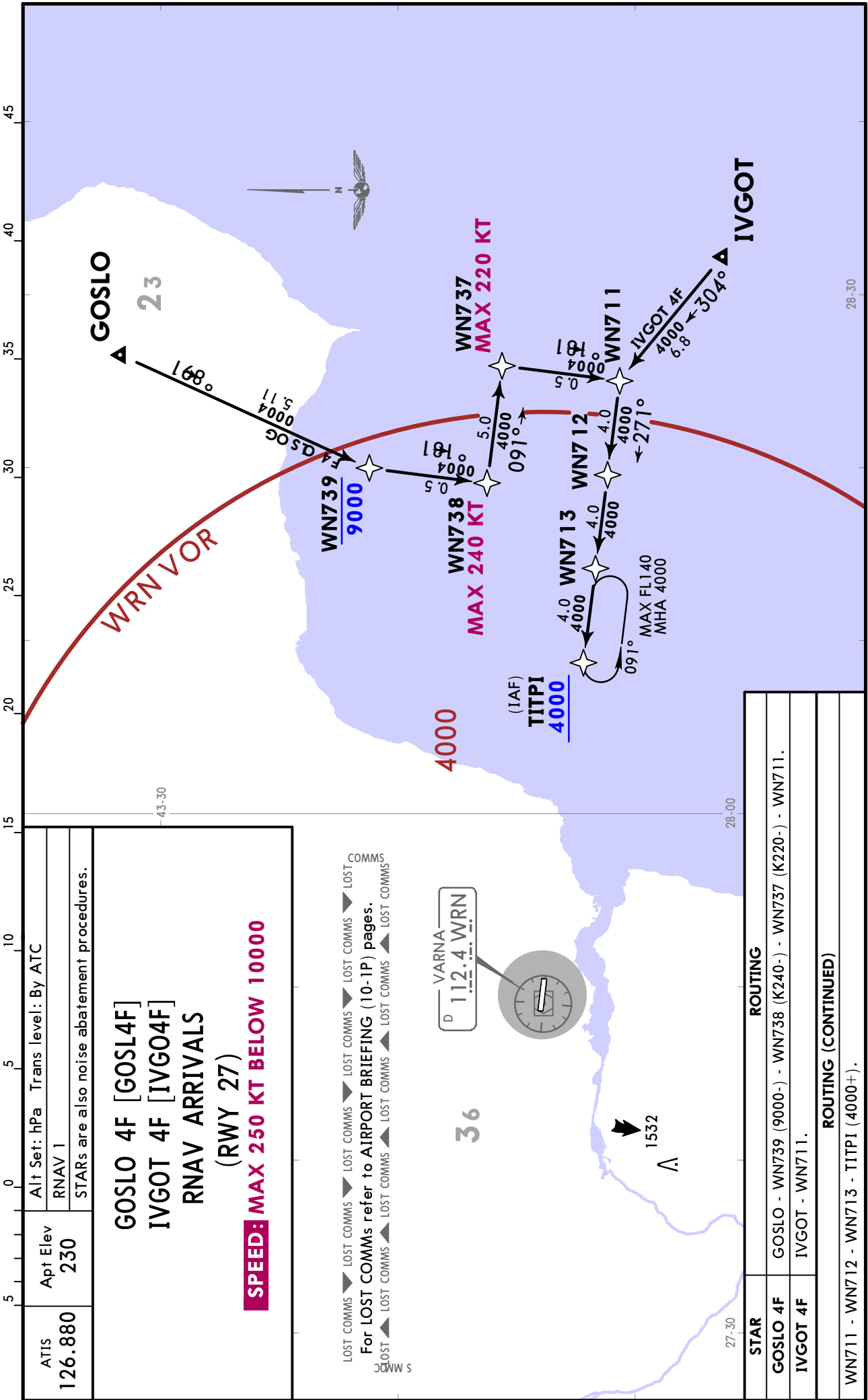
VARNA, BULGARIA
RNAV STAR



LBWN/VAR
VARNA

12 MAY 23 10-2A Eff 18 May

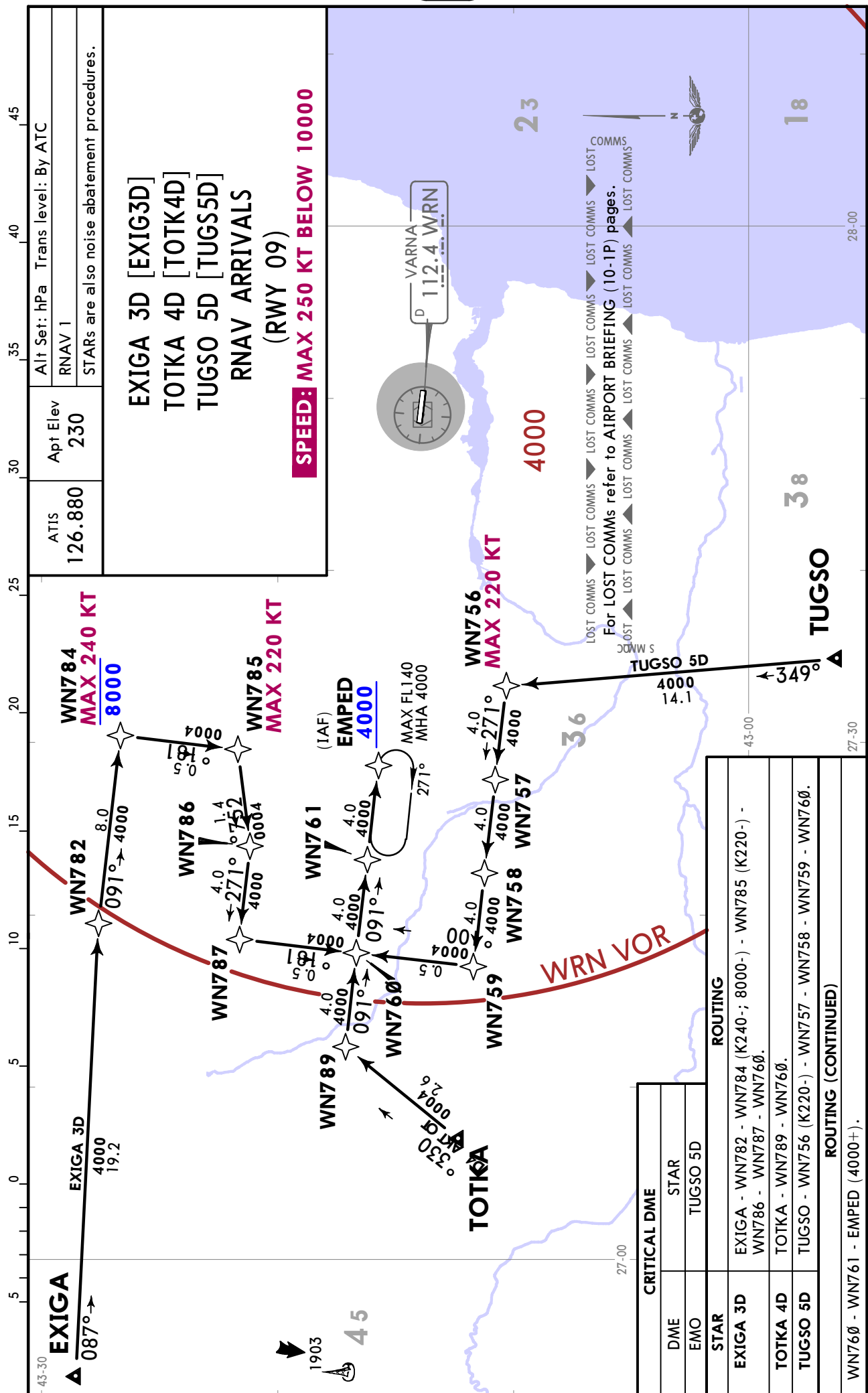
VARNA, BULGARIA
RNAV STAR



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12 MAY 23 **(10-2B)** **Eff 18 May**

VARNA, BULGARIA
RNAV STAR



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12 MAY 23

10-3

Eff 18 May

RNAV SID

VARNA
Approach
124.6
130.450

Apt Elev
230

Trans alt: 10500

RWY 09: RNAV 1 GNSS or DME/DME/IRU required
RWY 27: RNAV 1

1. Contact VARNA Approach IMMEDIATELY after take-off.
2. Strict compliance with SIDs is necessary. If unable to comply inform ATC in good time so that alternative clearance can be issued.
3. Non RNAV 1 ACFT: Report 'Unable RNAV' at first contact to ATC. EXPECT omnidirectional departure and/or vectoring provided by ATC.
4. SIDs are also noise abatement procedures (refer to 10-4 chart).

BALIK 3N [BALI3N], BALIK 3P [BALI3P]
RNAV DEPARTURES
(ALL RWYS)

WARNING

When cleared to higher level as specified in SID, follow published SID profile, unless restrictions are explicitly cancelled by ATC.

BALIK

For LOST COMMS refer to AIRPORT BRIEFING (10-1P) pages.

WRN VOR

WN809

36

WN864
5000

23



MAX 230 KT

MAX 230 KT

CRITICAL DME

DME	SID
EMO	BALIK 3P
EMO, VRB	BALIK 3N

These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 4000.

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

SID

RWY

ROUTING

BALIK 3N

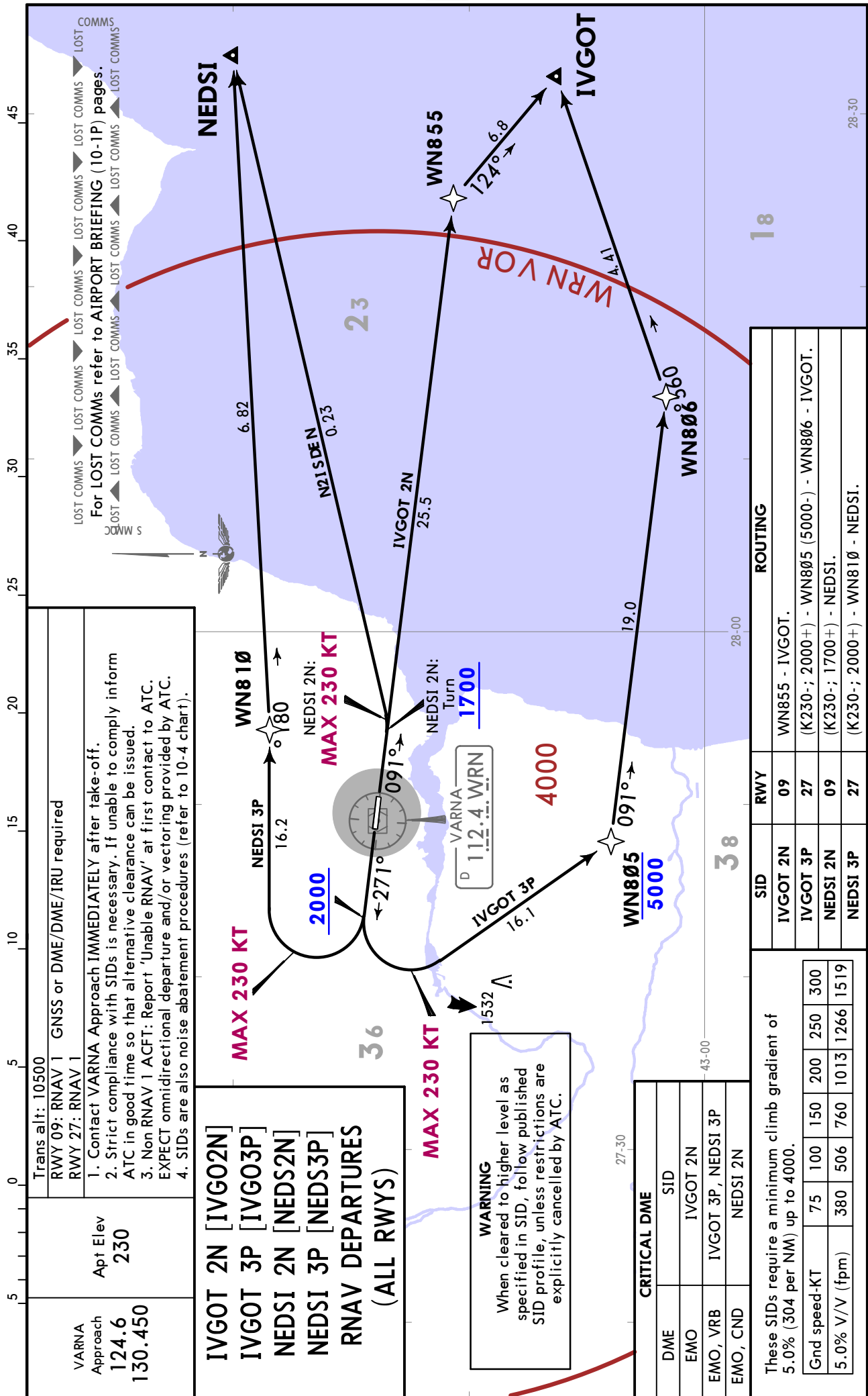
09

(K230-; 2000+) - WN864 (5000-) - BALIK.

BALIK 3P

27

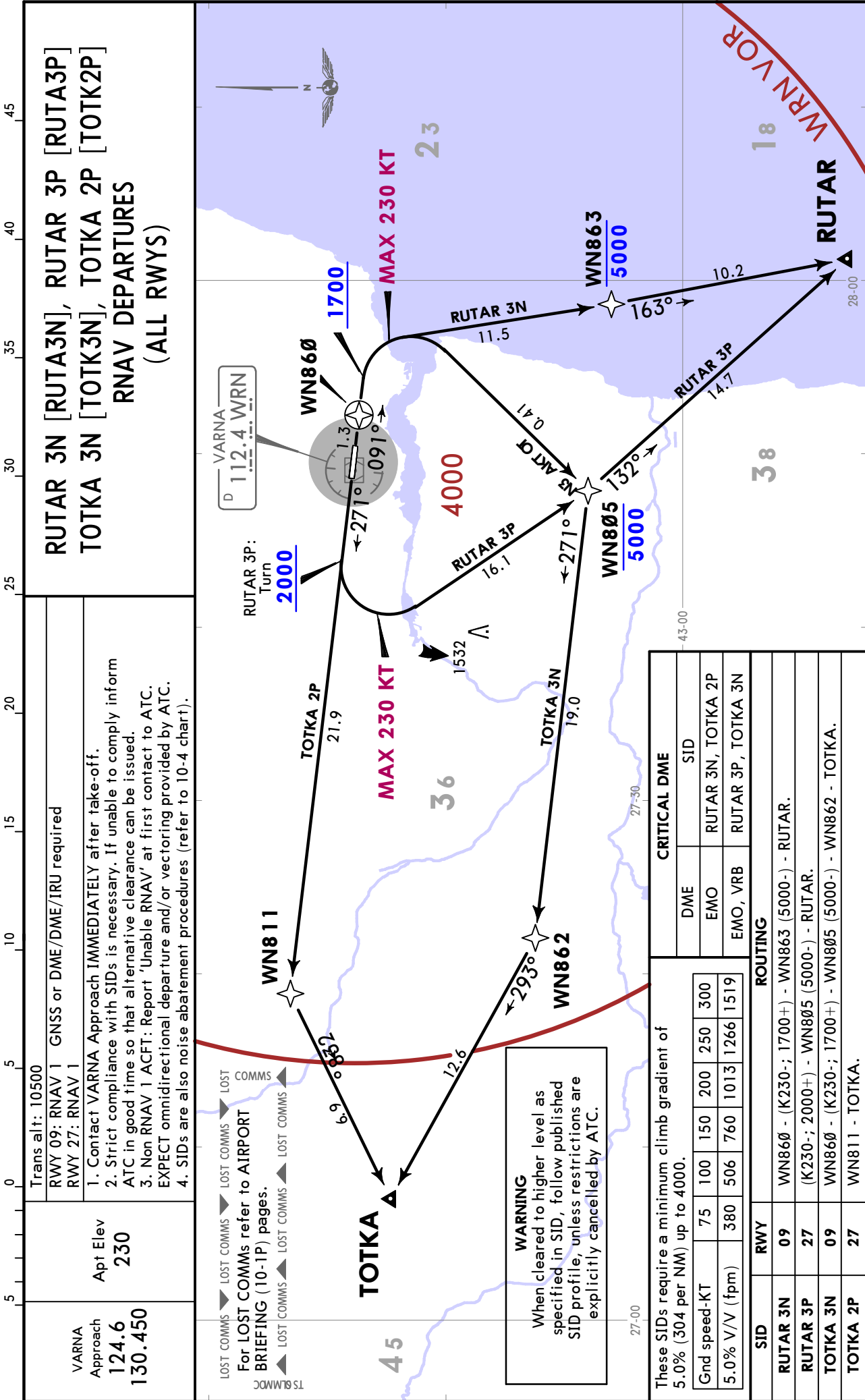
(K230-; 2000+) - WN809 - BALIK.



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12 MAY 23 10-3B Eff 18 May

VARNA, BULGARIA
RNAV SID



LBWN/VAR
VARNA

 **JEPPESEN**
12 MAY 23 **(10-3C)** **Eff 18 May**

VARNA, BULGARIA
DEPARTURE

VARNA Approach 124.6 130.450	Apt Elev 230	Trans alt: 10500 1. Contact VARNA Approach IMMEDIATELY after take-off. 2. Strict compliance with departure procedures is necessary. If unable to comply inform ATC in good time so that alternative clearance can be issued.
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OMNIDIRECTIONAL DEPARTURES

COMMS
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
For LOST COMMs refer to AIRPORT BRIEFING (10-1P) pages.
LOST ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS
COMMS

These departures require a minimum climb gradient of
5.0% (304 per NM) up to 4000.

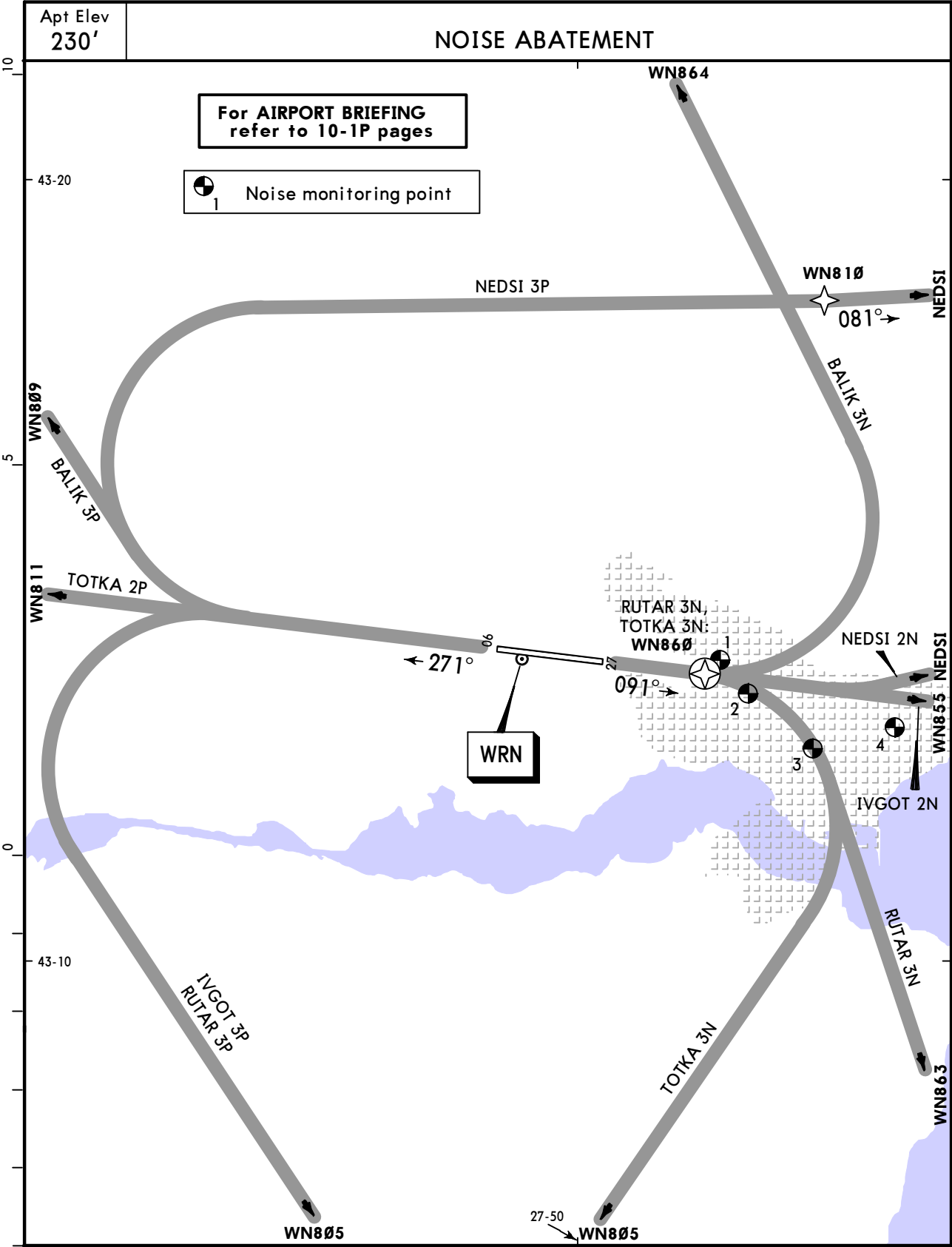
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

RWY	ROUTING
09	Climb on 107° track to 4000, turn to the corresponding point or as cleared by ATC.
27	Climb straight ahead to 2000, climb on 257° track to 4000, turn to the corresponding point or as cleared by ATC.

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5 JUN 20 10-4 Eff 18 Jun

VARNA, BULGARIA
NOISE



NOISE MONITORING POINT/NAME/LOCATION		
1	NMTVAR001	N43 13.9 E027 52.5
2	NMTVAR002	N43 13.4 E027 53.0
3	NMTVAR003	N43 12.7 E027 54.1
4	NMTVAR004	N43 13.0 E027 55.6

LBWN/VAR

Apt Elev 230'
N43 13.9 E027 49.5

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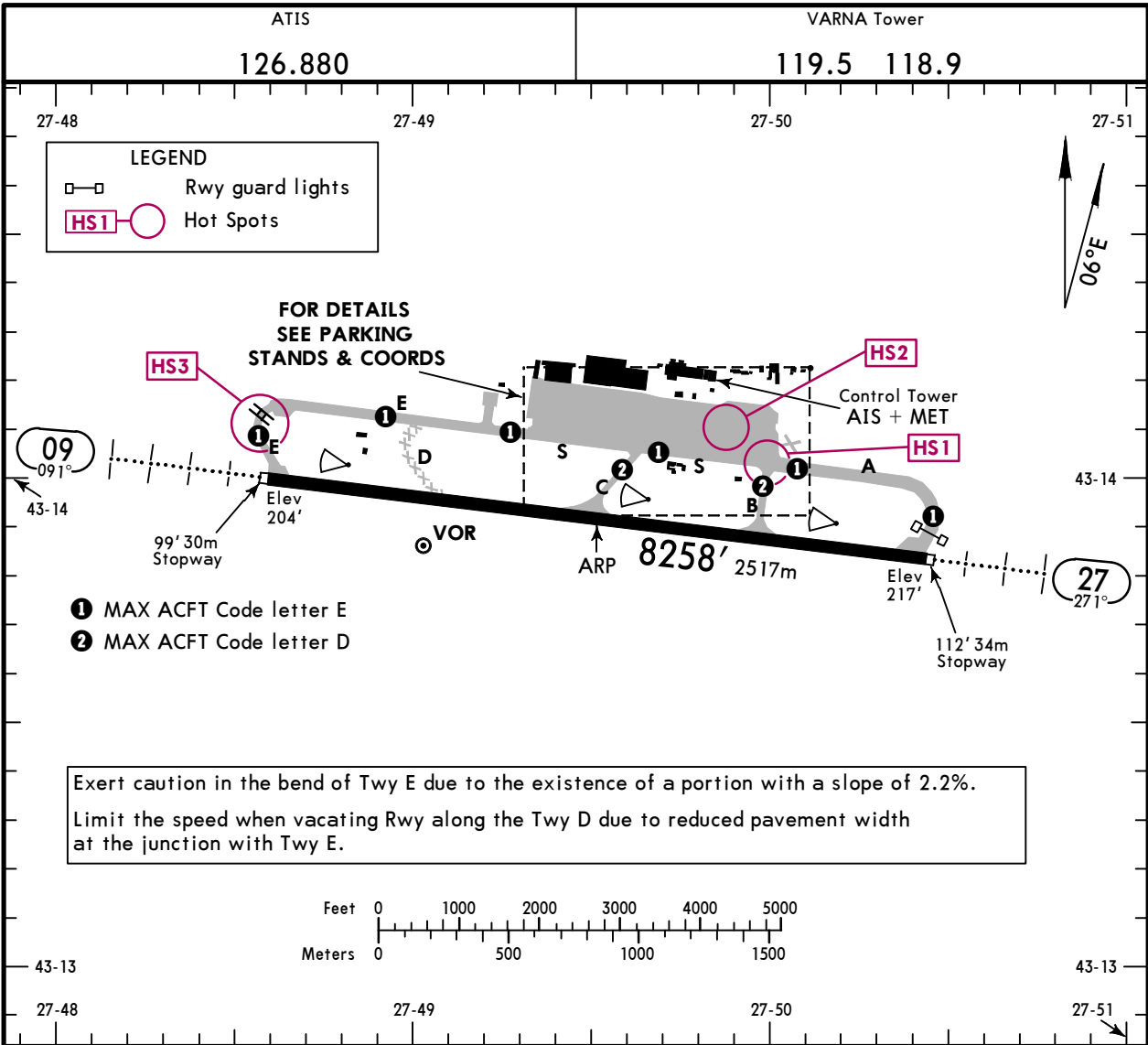
2 JUN 23

10-9

Eff 15 Jun

VARNA, BULGARIA

VARNA



ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
				LANDING BEYOND	TAKE-OFF
				Threshold	
09	HIRL (60m) CL (30m) 3 HIALS PAPI (angle 3.0°) RVR				7407' 2258m
27	HIRL (60m) CL (30m) 4 HIALS PAPI (angle 3.5°) RVR				
					148' 45m

- 3 length 600m
4 length 450m

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

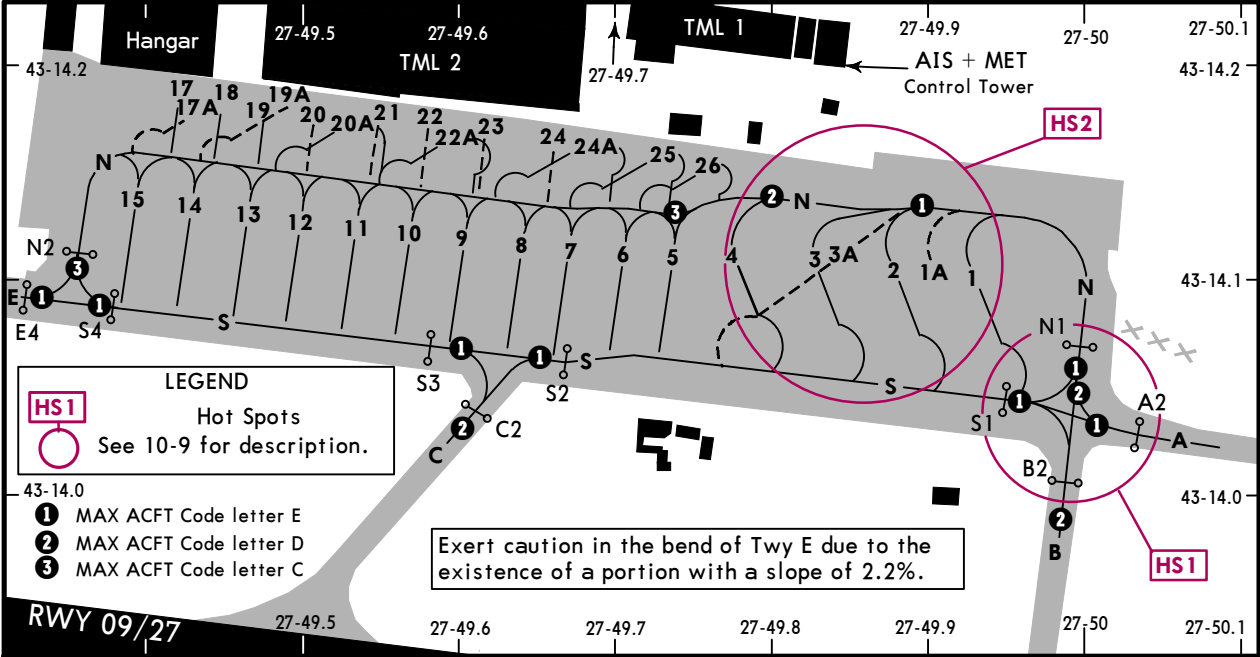
- HS1 Strictly follow the markings and ATC instructions.
- HS2 Right turn only when exiting stands 1 thru 4.
- HS3 Do not cross RWY 09 CAT holding position unless cleared by ATC.

Standard TAKE-OFF				
Low Visibility Take-off				
	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL
A				Adequate vis ref (Day only)
B	TDZ, MID, RO			
C	RVR 150m	RVR 200m	RVR 300m	400m
D				500m

LBWN/VAR

2 JUN 23 10-9A Eff 15 Jun

VARNA, BULGARIA
VARNA



INS COORDINATES

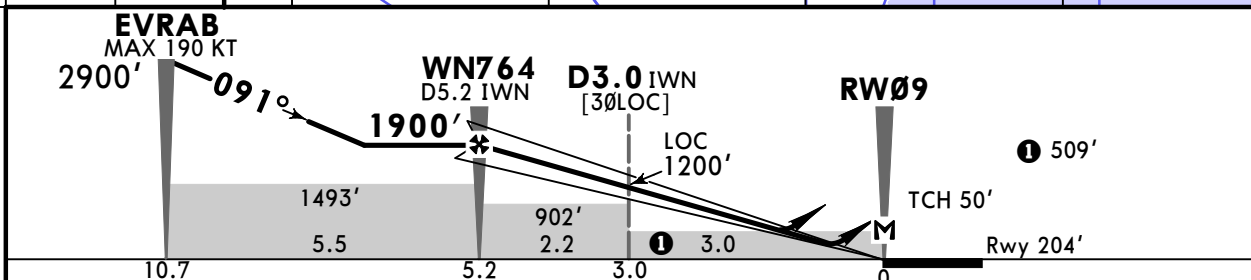
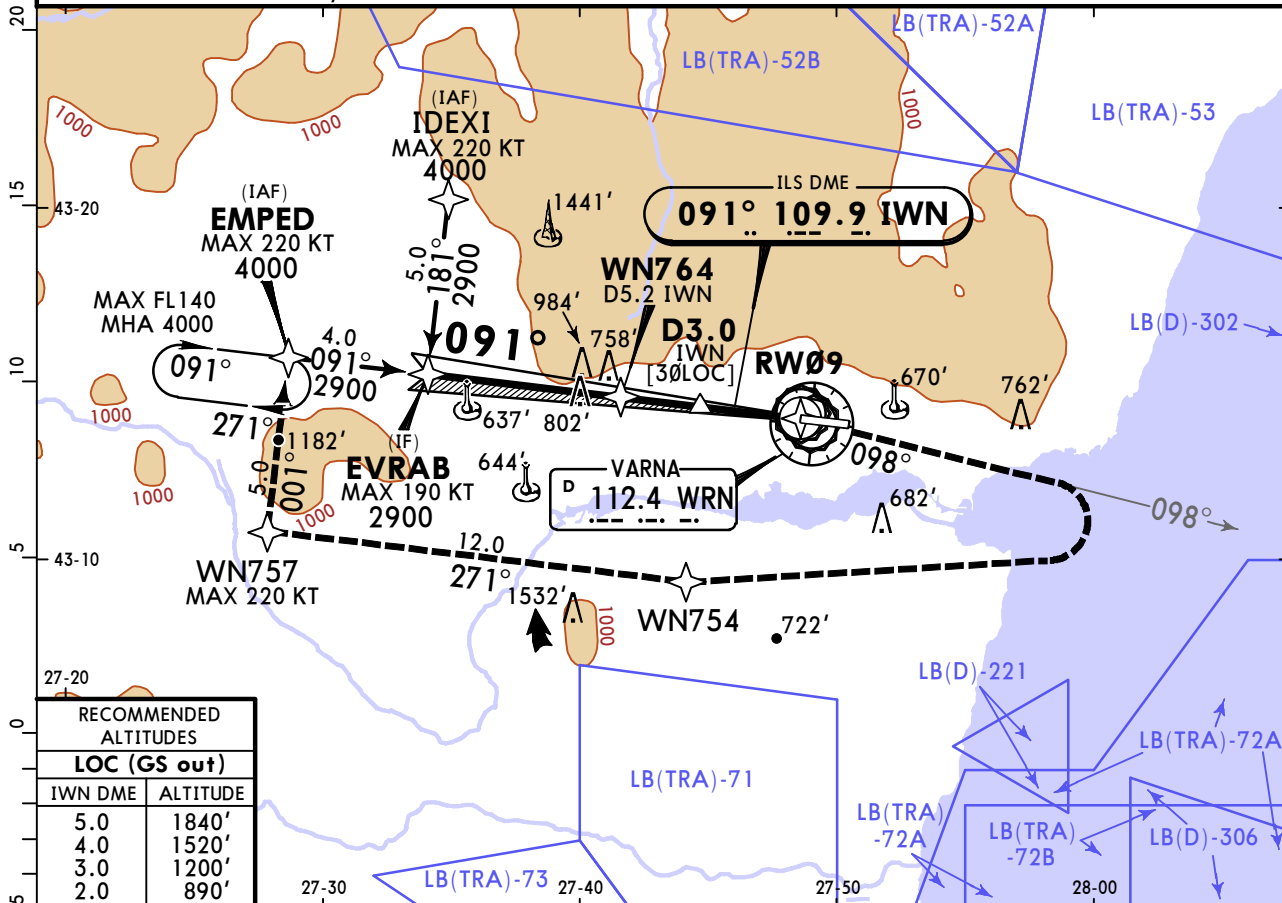
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A, 2	N43 14.1 E027 49.9	14, 15	N43 14.1 E027 49.4
3, 3A, 4	N43 14.1 E027 49.8	17 thru 18	N43 14.2 E027 49.4
5 thru 7	N43 14.1 E027 49.7	19 thru 21	N43 14.2 E027 49.5
8 thru 10	N43 14.1 E027 49.6	22 thru 23	N43 14.2 E027 49.6
11 thru 13	N43 14.1 E027 49.5	24 thru 25	N43 14.2 E027 49.7
		26	N43 14.2 E027 49.8

LBWN/VAR
VARNA

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7 JUL 23
Eff 13 Jul 11-1

VARNA, BULGARIA
ILS Z or LOC Z Rwy 09

BRIEFING STRIP ™	ATIS 126.880		VARNA Approach (R) 124.6 130.450		VARNA Tower 119.5 118.9		4000 MSA WRN VOR	
	LOC IWN 109.9	Final Apch Crs 091°	WN764 1900' (1696')	ILS DA(H) Refer to Minimums	Apt Elev 230' Rwy 204'			
	MISSED APCH: Climb on R-098 WRN to 1800'. Then turn RIGHT (MAX 185 KT) to WN754 climbing to 3000'. Maintain 3000' to WN757. Turn RIGHT to EMPED climbing to 4000' and hold. Refer to minimums for missed apch climb gradients.							
	Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC			Trans alt: 10500'
	ILS DME reads zero at Rwy 09 threshold.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI  PAPI	1800'	WRN	185 KT	WN754
GS 3.00°	372	478	531	637	743	849		on	112.4	MAX	
MAP at RW09									R-098		
WN764 to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57					
Timing is not authorized for defining MAP.											

Std/State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
MACG MIN 4.0% (244'/NM) DA(H) ABC: 404' (200') D: 411' (207')		MACG MIN 2.5% (152'/NM) DA(H) A: 437' (233') C: 457' (253') B: 447' (243') D: 466' (262')		LOC (GS out) with D3.0 IWN CDFA DA/MDA(H) 580' (376')		w/o D3.0 IWN CDFA DA/MDA(H) 910' (706')	
ALS out		ALS out		ALS out		ALS out	
A	R750m	R1200m	R800m	R1200m	R1500m	R1500m	Max Kts MDA(H) 100 700' (470') V1500m
B							135 900' (670') V1600m
C							180 1150' (920') V2400m
D							205 1300' (1070') V3600m
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums							

CHANGES: Boundaries.

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7 JUL 23
Eff 13 Jul 11-2

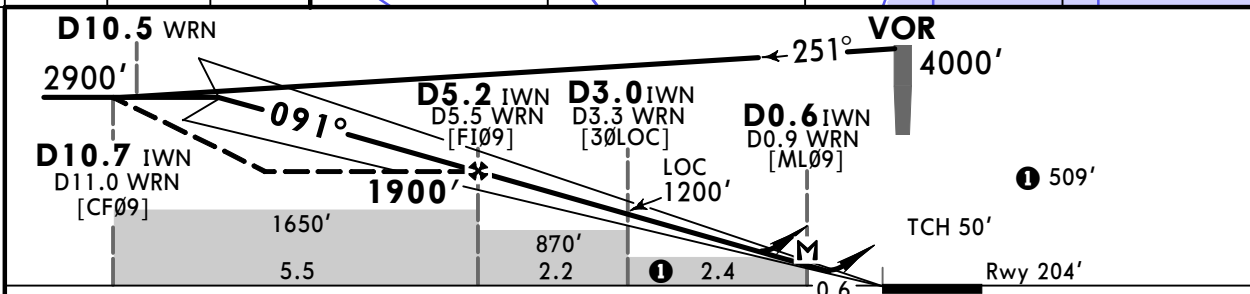
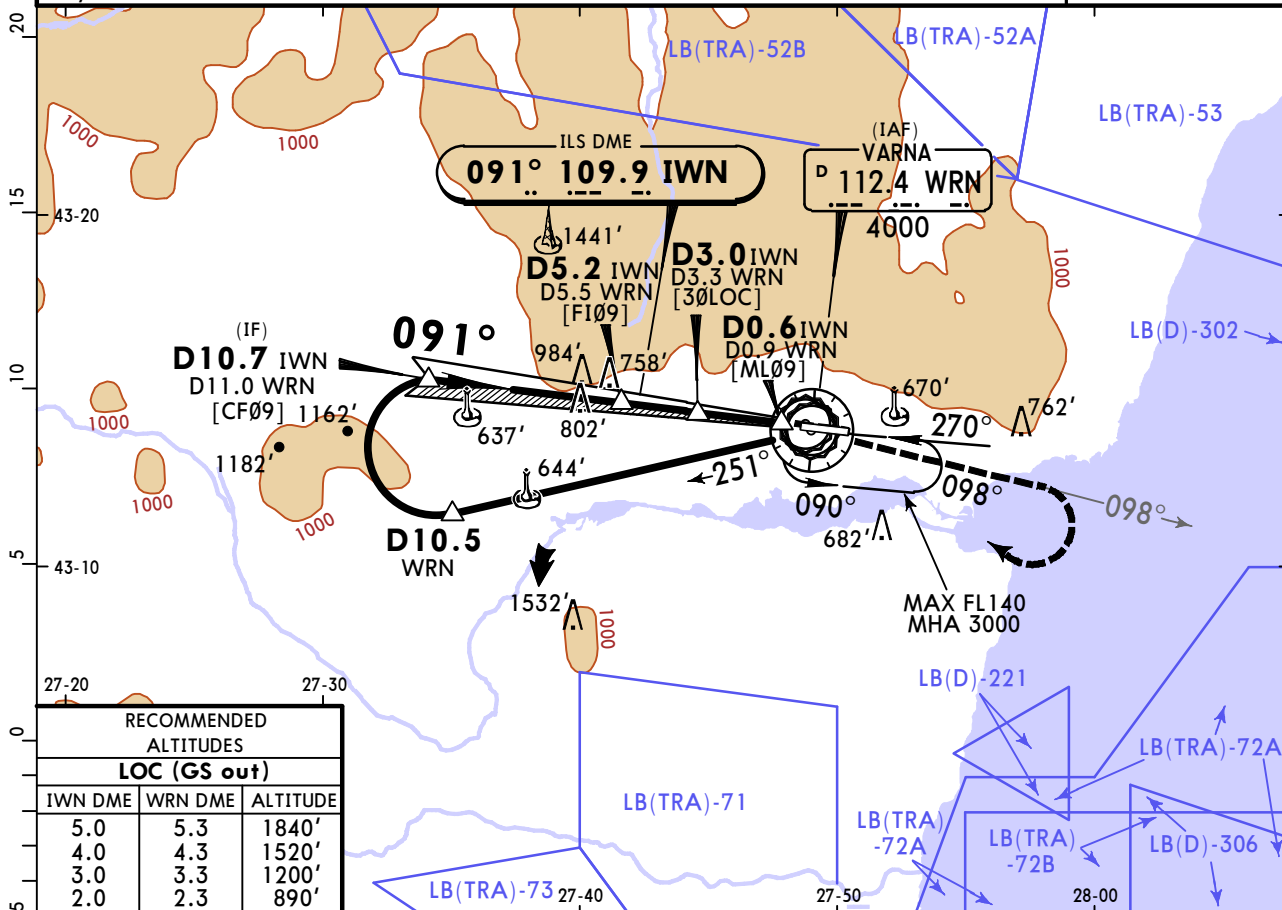
VARNA, BULGARIA
ILS Y or LOC Y Rwy 09

BRIEFING STRIP™

ATIS 126.880		VARNA Approach (R) 124.6 130.450		VARNA Tower 119.5 118.9	
LOC IWN 109.9	Final Apch Crs 091°	D5.2 IWN 1900' (1696')	ILS DA(H) Refer to Minimums	Apt Elev 230' Rwy 204'	
MISSED APCH: Climb on R-098 WRN to 1800'. Then turn RIGHT to VOR climbing to 3000'. MAX 220 KT. Refer to minimums for missed apch climb gradients.					
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC	
1. DME required. 2. Baseturn restricted to MAX 230 KT. 3. ILS DME reads zero at Rwy 09 threshold.					

4000

MSA
WRN VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI
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Std/State			STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
MACG MIN 4.0% (244' /NM) DA(H) ABC: 404' (200') D: 411' (207')		ILS	MACG MIN 2.5% (152' /NM) DA(H) A: 437' (233') C: 457' (253') B: 447' (243') D: 466' (262')		LOC (GS out) with D3.0 IWN /D3.3 WRN CDFA DA/MDA(H) 510' (306')		w/o D3.0 IWN /D3.3 WRN CDFA DA/MDA(H) 870' (666')	Not authorized North of airport between 280° and 083°	
		ALS out				ALS out		ALS out	Max Kts. _____ MDA(H) _____
A	R750m	R1200m	R800m	R1200m	R1000m	R1400m	R1500m	100	700' (470') 2 V1500m
B				R1300m				135	900' (670') V1600m
C								180	1150' (920') V2400m
D								R900m	205
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.									

CHANGES: Boundaries.

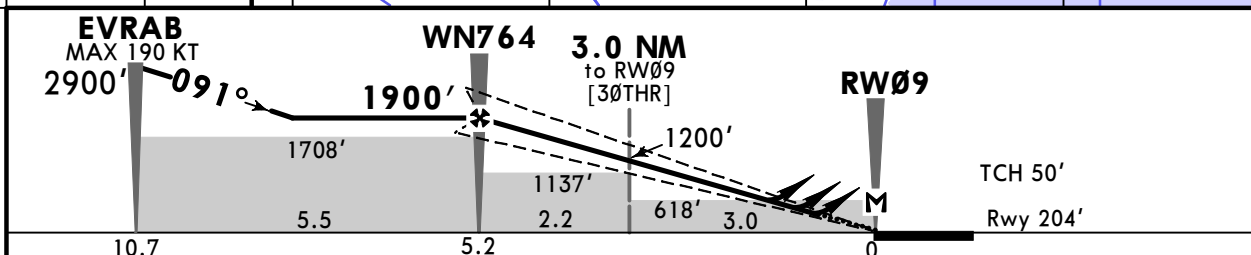
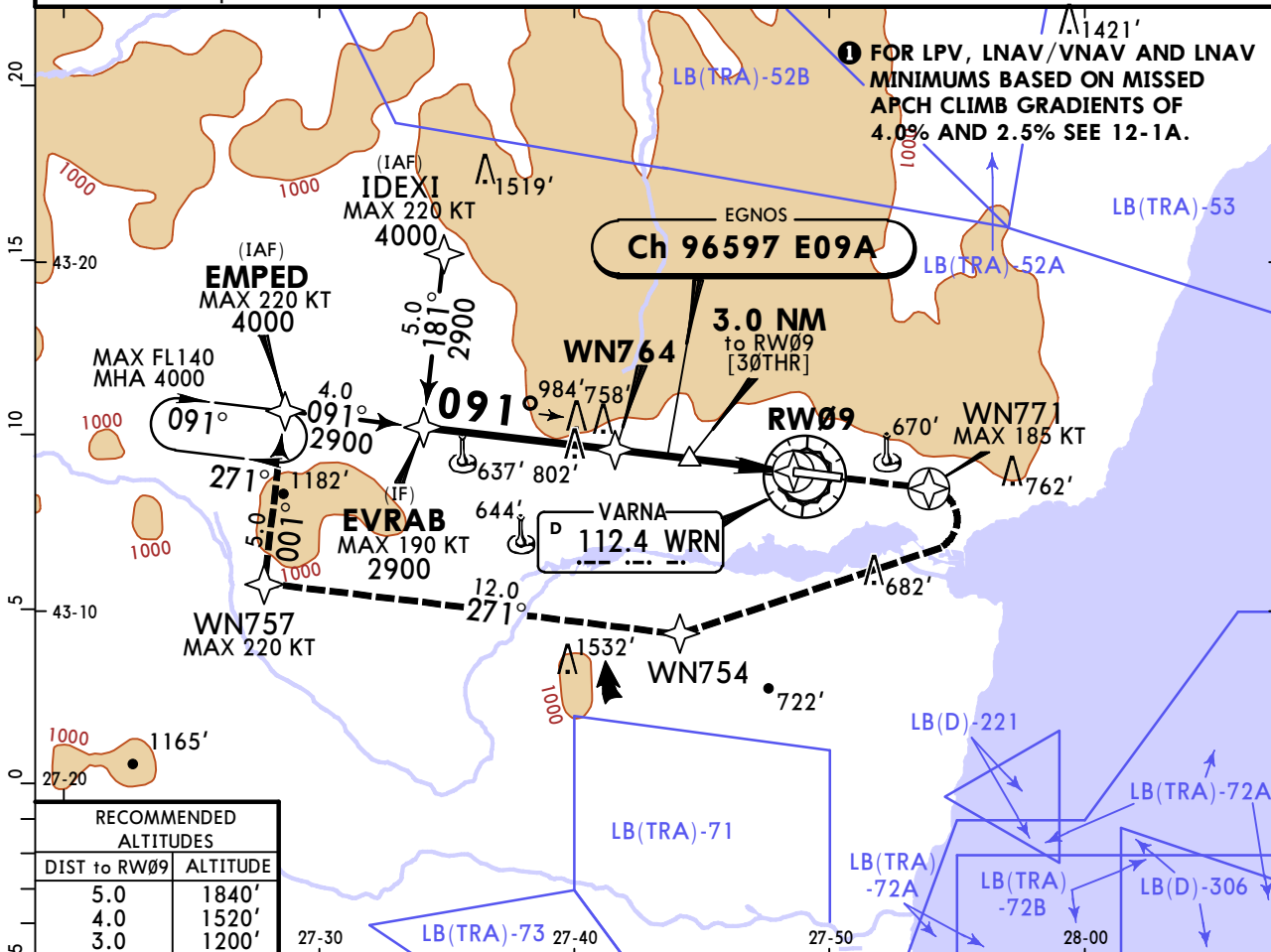
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7 JUL 23 **(12-1)** **Eff 13 Jul**

VARNA, BULGARIA
RNP Rwy 09

BRIEFING STRIP™	ATIS 126.880		VARNA Approach (R) 124.6 130.450		VARNA Tower 119.5 118.9		4000 MSA WRN VOR	
	EGNOS Ch 96597 E09A	Final Apch Crs 091°	WN764 1900' (1696')	LPV DA(H) Refer to Minimums	Apt Elev 230' Rwy 204'			
	MISSED APCH: Climb on track 091° to WN771 to reach 1800' (MAX 185 KT). Then turn RIGHT to WN754 climbing to 3000'. Maintain 3000' to WN757. Turn RIGHT to EMPED climbing to 4000' and hold. Refer to minimums for missed apch climb gradients.							
	RNP Apch	Alt Set: hPa	Rwy Elev: 7 hPa		Trans level: By ATC			Trans alt: 10500'
	1. Baro-VNAV operations not authorized below -30° C. 2. VPA exceeds 3.5° above 60° C.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	WN771 1800' on 091°	185 KT MAX	WN754 RT	
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW09											
WN764 to MAP	5.2	4:27	3:28	3:07	2:36	2:14					1:57
Timing not authorized for defining the MAP.											

Std/State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
		Missed apch climb gradient MIN 5.0% (304'/NM)				Not authorized North of airport between 280° and 083°	
		LPV		LNAV/VNAV		LNAV CDFA	
DA(H)		C: 456' (252')		A: 494' (290') C: 534' (330')		DA/ MDA(H) 850' (646')	
AB: 454' (250') D: 467' (263')		ALS out		ALS out		ALS out	
A						Max Kts	
B	R800m	R1300m	R900m	R1400m	R1500m	100	700' (470') 2 V1500m
C			R1100m	R1500m		135	900' (670') 2 V1600m
D	R900m		R1200m	R1600m	R2400m	180	1150' (920') V2400m
						205	1300' (1070') V3600m
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums							

CHANGES: Boundaries.

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7 JUL 23 **12-1A** Eff 13 Jul

VARNA, BULGARIA

RNP Rwy 09 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIN 4.0% (244' /NM)

Std/State		STRAIGHT-IN LANDING	
		LPV	
DA(H)		A: 498' (294') B: 510' (306') C: 518' (314') D: 529' (325')	
		ALS out	
A	R900m	R1400m	
B	R1000m		
C			
D	R1100m	R1500m	

Std/State		STRAIGHT-IN LANDING	
		LNAV/VNAV	
DA(H)		A: 564' (360') B: 574' (370') C: 594' (390') D: 634' (430')	
		ALS out	
A	R1200m	R1500m	
B	R1300m		
C	R1400m	R1800m	
D	R1600m	R2000m	

Std/State		STRAIGHT-IN LANDING	
		LNAV	
		CDFA	
		1 DA/MDA(H) 900' (696')	
		ALS out	
A	R1500m		
B			
C	R2400m		
D			

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

MISSED APCH CLIMB GRADIENT MIN 2.5% (152' /NM)

Std/State		STRAIGHT-IN LANDING	
		LPV	
DA(H)		A: 545' (341') B: 557' (353') C: 565' (361') D: 576' (372')	
		ALS out	
A	R1200m	R1500m	
B			
C	R1300m	R1700m	
D			

Std/State		STRAIGHT-IN LANDING	
DA(H)		LNAV/VNAV	
A: 724' (520') B: 734' (530') C: 754' (550') D: 774' (570')			
		ALS out	
A	R1500m		
B			
C	R2100m	R2400m	
D	R2200m		

Std/State		STRAIGHT-IN LANDING	
		LNAV	
		CDFA	
		2 DA/MDA(H) 950' (746')	
		ALS out	
A	R1500m		
B			
C	R2400m		
D			

2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

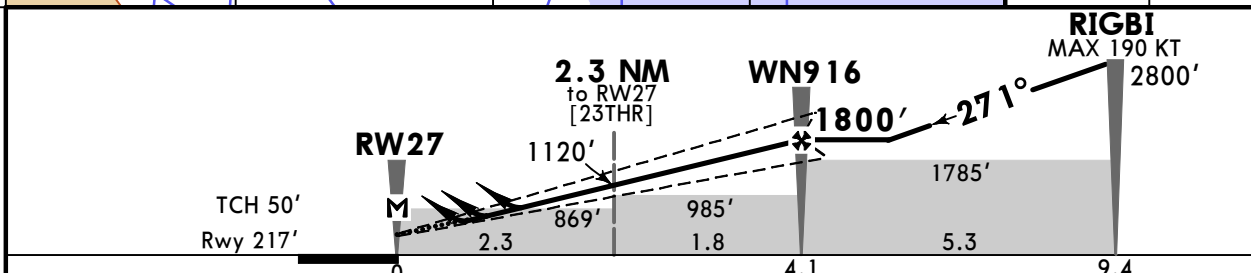
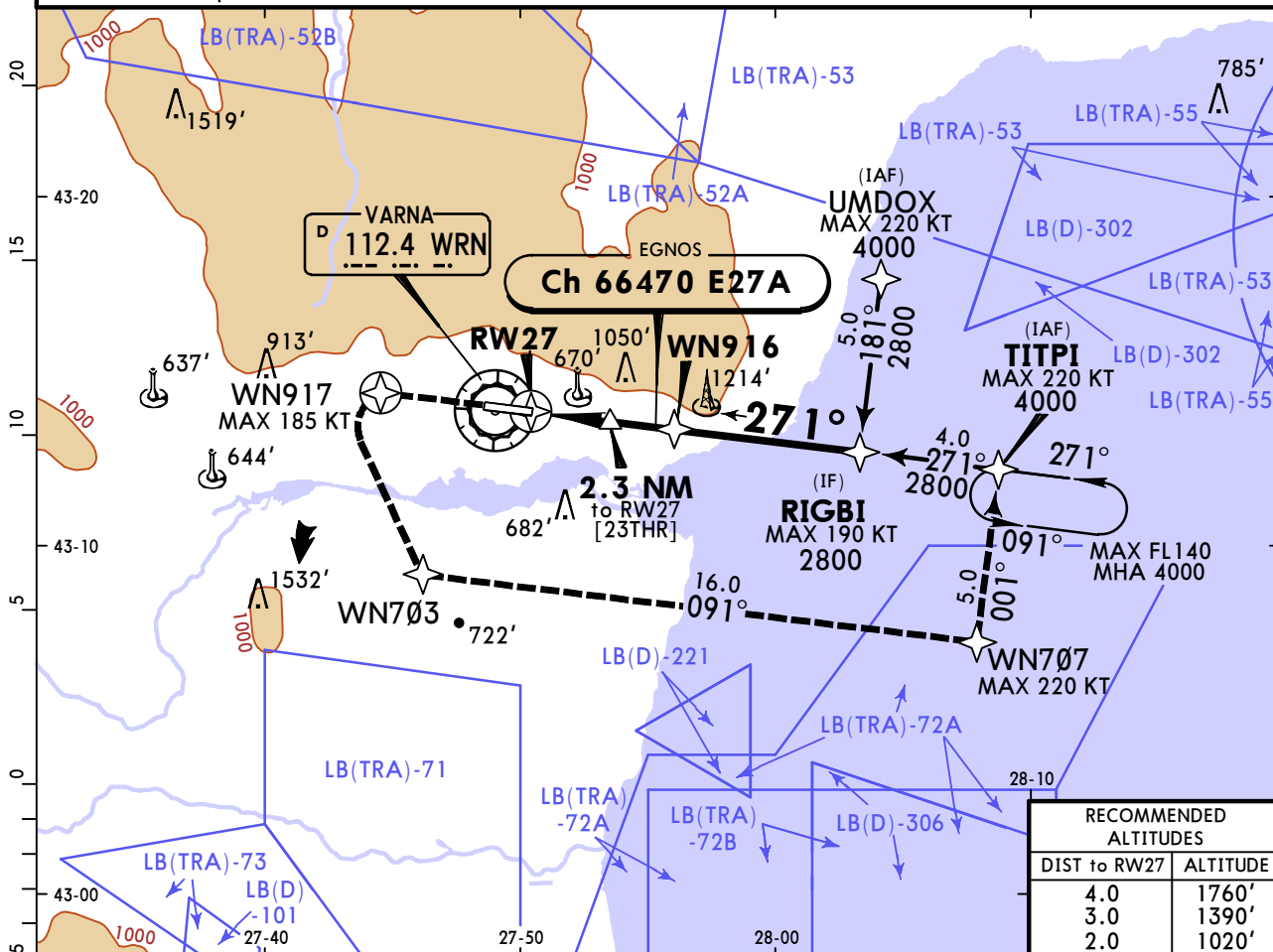
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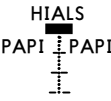
JEPPESEN
7 JUL 23 **(12-2)** **Eff 13 Jul**

VARNA, BULGARIA
RNP Rwy 27

BRIEFING STRIP™

ATIS 126.880		VARNA Approach (R) 124.6 130.450		VARNA Tower 119.5 118.9		4000 MSA WRN VOR
EGNOS Ch 66470 E27A	Final Apch Crs 271°	WN916 1800' (1583')	LPV DA(H) Refer to Minimums	Apt Elev 230' Rwy 217'		
MISSED APCH: Climb on track 271° to WN917 and reach 2000' (MAX 185 KT). Then turn LEFT to WN703 climbing to 3000'. Maintain 3000' to WN707. Turn LEFT to TITPI climbing to 4000' and hold.						
RNP Apch	Alt Set: hPa	Rwy Elev: 7 hPa		Trans level: By ATC		
1. Baro-VNAV operations not authorized below -25° C. 2. VPA exceeds 3.5° above 14°C.						



Gnd speed-Kts	70	90	100	120	140	160		WN917 2000' ↑ on 271° 185 KT MAX
Glide Path Angle 3.50°	434	557	619	743	867	991		
MAP at RW27								
WN916 to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32		
Timing not authorized for defining the MAP.								

Std/State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
LPV		LNAV/VNAV		Not authorized North of airport between 280° and 083°	
DA(H)		DA(H)		Max Kts	
A: 523' (306')		A: 827' (610')		100	
C: 546' (329')		C: 847' (630')		135	
B: 537' (320')		B: 837' (620')		180	
D: 559' (342')		D: 857' (640')		205	
ALS out		ALS out		MDA(H)	
A		A		700' (470')	
B		B		900' (670')	
C		C		1150' (920')	
D		D		1300' (1070')	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.

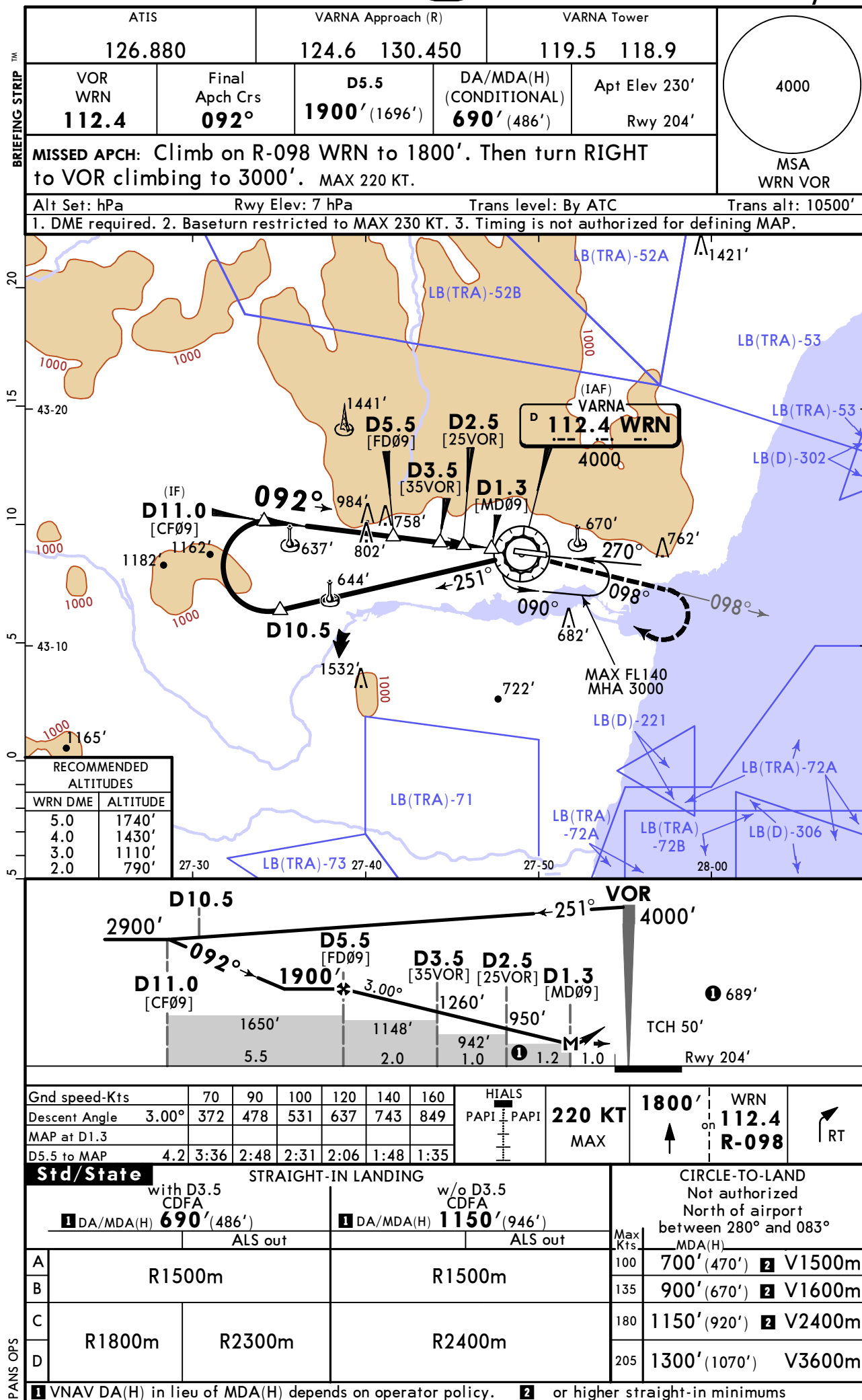
CHANGES: Boundaries.

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7 JUL 23 **(13-1)** **Eff 13 Jul**

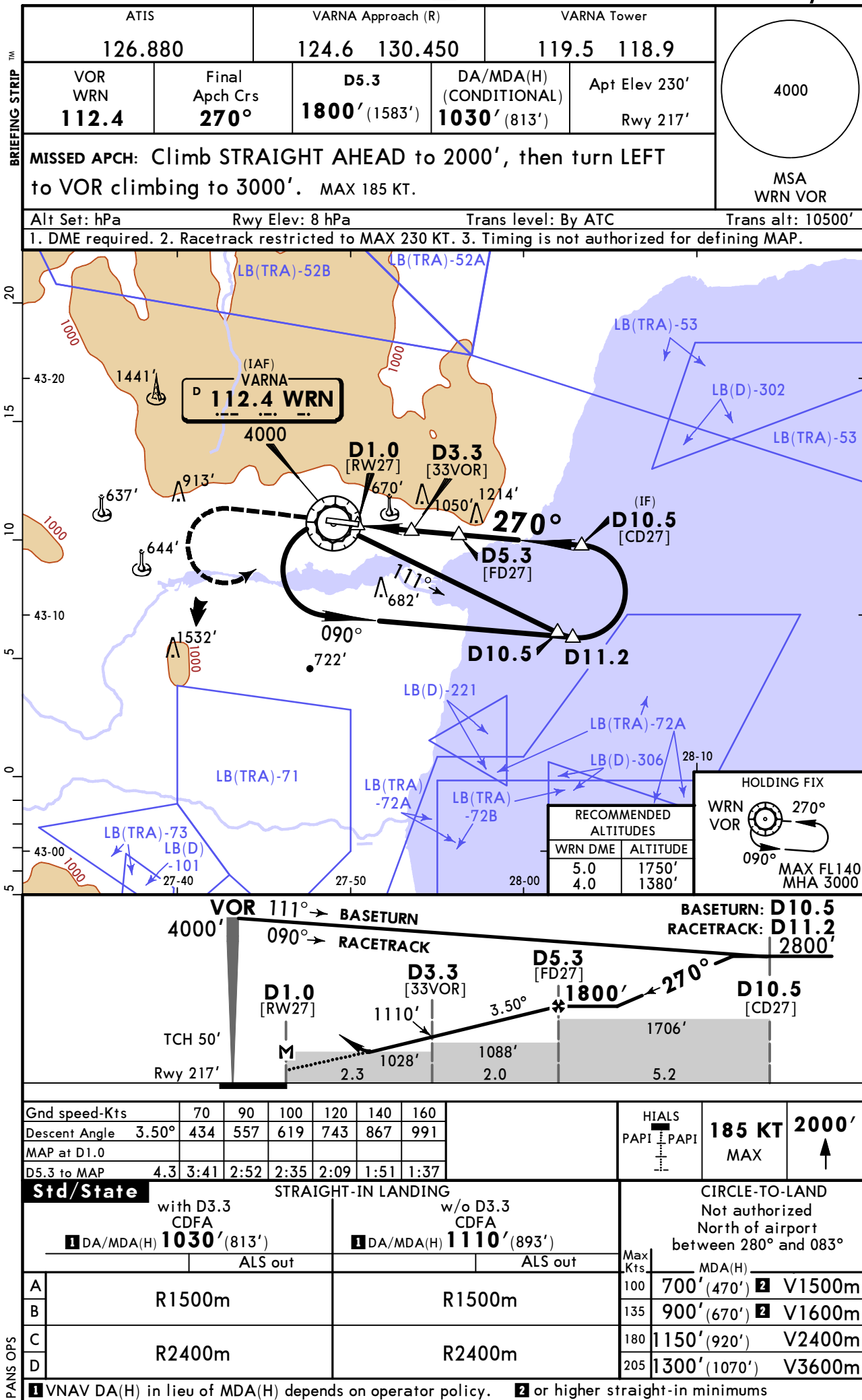
VARNA, BULGARIA
VOR Rwy 09



LBWN/VAR
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JEPPESEN
7 JUL 23 (13-2) Eff 13 Jul

VARNA, BULGARIA
VOR Rwy 27



VARNA, (VARNA - LBWN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LBWN