JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: WARSAW POL
ICAO/IATA: EPWA / WAW
Lat/Long: N52° 09.9', E020° 58.0'
Elevation: 362 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 5.0° 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: 0217 Z
Sunset: 1853 Z

Runway Information

Runway: 15
Length x Width: 12106 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 352 ft
Lighting: Edge, ALS, Centerline

Runway: 11
Length x Width: 9186 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 362 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 840 ft

Runway: 33
Length x Width: 12106 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 354 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 2169 ft

Runway: 29
Length x Width: 9186 ft x 164 ft
Surface Type: concrete

TDZ-Elev: 345 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1627 ft

Communication Information

ATIS: 120.455
ATIS: 123.430
Okecie Tower: 118.305
Okecie Ground: 121.905
Okecie Clearance Delivery: 121.605
Warsaw Approach: 125.055
Warsaw Approach: 128.805
Warsaw Information: 119.450 Flight Info Service RCO
Olsztyn Information: 118.775 Flight Info Service RCO
Warsaw Direct (Approach Control Radar): 129.380

1. GENERAL

1.1. ATIS

ATIS 120.455

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RWY 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.

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

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

LVP will be terminated when all of the RVR increase to 550m or more and ceiling reaches 200' or more and a continuing improvement is anticipated.

1.3.2. DESCRIPTION

During LVP, special ATC procedures will be applied. Flight crews will be informed of the commencement of these procedures by ATIS or by radio. The following phraseology will be used: "LVP in operation".

If it is impossible to carry out CAT II or III operations, the following phraseology will be used: "LVP in operation. ILS approach CAT II (or CAT III) not available".

During the preparation and operation phase of LVP a significantly reduced departure and landing rate should be expected.

1.3.3. ARRIVALS

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

RWY 11: TWYs N1, N2 and N3.
NOTE: Exiting via TWY E3 or L only with ATC permission.

RWY 33: TWYs A0, D2, S2 and S3.
NOTE: Rapid exit TWY S1 and TWY O1 not available.

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

1.3.4. DEPARTURES

Take-offs will be carried out using 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 125m.

During LVP no intersection take-off operations are permitted.

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.

During LVP conditions TWY Z is the preferred TWY. In LVP conditions and CAT II/III operations TWY Z Orange and TWY Z Blue may be used with RVR not less than 400m.

During LVP flight crews will be informed about unserviceability of the SMR by ATIS or by radio. The following phraseology will be used: "Surface Movement Radar unserviceable".

Follow-me assistance is mandatory on TWYs where SMR coverage is not available or when the SMR is unserviceable except when only one ACFT is taxiing via TWYs A5 thru A8 or TWY L.

1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. GENERAL

For wingspan and ground movement restrictions refer to 10-9 charts.

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.

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.

Taxiing across an operating stop bar is strictly prohibited.

Crews of ACFT with a wheelbase of more than 74.8'/22.8m should use "judgemental oversteering".

The SMR provides ground surveillance on the maneuvering area, except for TWYs: B1, D5, F, G, M1 thru 3, O2, U1 thru 3, V, W, Z1 thru 5, H1, B6 thru 8.

Helicopters are to air taxi via TWYs U, M, Z, Z Orange and Z Blue only with Follow-me assistance.

1.4.2. CODE F ACFT TAXI ROUTES

Warsaw Chopin APT may be used by code F ACFT (Airbus 380-800, Antonov AN-124-100, Boeing 747-8, Lockheed C5A/B Galaxy) for conducting commercial flights or as an alternative aerodrome.

For maintenance of ACFT, RWY 15/33 is used as a priority. If there is no access to RWY 15/33, it is possible to use RWY 11/29.

After landing it is not advised to turn off the outer engines due to the necessity of increasing thrust of inner engines which may increase the risk of ingestion or Foreign Object Damage (FOD).

Taxiing along the TWY is possible with the assistance of at least two Follow-me vehicles (leader and wing/closing).

For A380-800/GP, AN-124-100, B747-8, C-5B Galaxy see chart 10-9A1.

1. GENERAL

1.5. PARKING INFORMATION

1.5.1. GENERAL

Stands 1 thru 24, 61 thru 66, 75, 76, 708 thru 712 and 91 thru 98:	Push-back is mandatory.
Stand 31B:	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. ACFT with wingspan greater than 118'/36m push-back is performed always on TWY Z2 - in accordance with Tower instructions.
Stand 11:	Entry to the stand available from the Northern side only. Taxiing via TWY Z and TWY M2. Entry from the Southern side not available.
Stands 44 and 45:	For ACFT with wingspan above 171'/52m push-back is mandatory.
Stands 7A, 44A, and 98:	Use of stand under marshalling guidance only.
Stands 1 thru 7 and 9 thru 24:	Equipped with docking guidance system SAFEDOCK.
Stands 201 thru 205:	Designated for helicopters only.
Stands 804 thru 811:	Flight crews shall notify OKECIE Ground of the necessity to exit a stand using TWY U3.

1.5.2. CODE F ACFT PARKING INFORMATION

Stands 10, 44A, 61, 64 thru 66, 74, 702 and 102 are available for parking and maintenance.

On stands 10, 44A, 61, 64 thru 66 and 74 push-back is mandatory.

In case of Low Visibility Procedures (LVPs) for ACFT push-back from stand 44A on TWY A4 with the nose directed to the North, assistance will be provided so that the ACFT tail does not cross holding position marking (pattern B) and stop-bar for CAT II/III before RWY 11/29.

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.

RWY 15/33 edge lights do not provide circling guidance.

Birds in vicinity of APT.

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 minutes 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 minutes (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 minutes 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. ARRIVAL

2.4. CAT II/III OPERATIONS

RWY 33 is approved for CAT II/III and RWY 11 is approved for CAT II operations, special aircrew and ACFT certification required.

2.5. RWY OPERATIONS

2.5.1. MINIMUM RWY OCCUPANCY TIME

When transferred from WARSAW Approach or WARSAW Director to OKECIE Tower, the initial call to OKECIE Tower shall be limited to flight call sign only to avoid frequency congestion.
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.

2.7.2. PENETRATION OF VISUAL SEGMENT SURFACE

The Visual Segment Surface (VSS) for the approach procedures VOR RWY 29 and RNAV (GNSS) RWY 29 may be penetrated by mobile obstacles - ACFT at physical THR 29 (TWY E3, N3 and L stop bars). MAX HGT 81'/24.7m.

3. DEPARTURE

3.1. APT-COLLABORATIVE DECISION MAKING (A-CDM)

3.1.1. DEFINITIONS

A-CDM (APT-Collaborative Decision Making) is a harmonised method for handling an optimal turnaround process.

TOBT (Target Off-Block Time)
The time that an ACFT operator or ground handler estimates that an ACFT will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start-up/push-back immediately upon reception of clearance from the Tower. TOBT is a reference time used for all ground handling processes except for ACFT push-back and de-icing. This time is the best available time for coordination.

TSAT (Target Start-up Approval Time)
Target time for issuing start-up approval in accordance with the A-CDM procedure. TSAT includes any limitations known, e.g. CTOT or the traffic situation at Warsaw Chopin APT.

ACFT Ready
The time when the ACFT is ready for push-back/taxiing, i.e. all dopors are closed, boarding bridges have been removed and the push-back vehicle is planned according to A-CDM procedure. The ACFT-ready status must have been reached at TOBT, if not, the TOBT needs to be adjusted accordingly.

MTTT (Minimum Turnaround Time, MGT - Minimum Ground Time)
The minimum turnaround time required by ACFT and filed in the APT system, depending on the airline, type of ACFT and destination of ACFT. Changes shall be communicated to the APT by the airline. MTTT is the minimum time expected to be required between arrival at and departure from the ACFT stand.

EIBT (Estimated In-Block Time)
The expected time when an ACFT will arrive at the ACFT stand (in-block); it takes into account delays during flight progress.

SOBT (Scheduled Off-Block Time)
The time when an ACFT is scheduled to depart from its ACFT stand (APT slot).

A-CDM Portal Tool
The system which gives the user read and write access to flight data. These flight data consist of general information about flights and time stamps which play an important role in the A-CDM procedure.

3.1.2. GENERAL

A-CDM covers the period of the time between the EOBT (Estimated Off-Block Time) minus 3 hours until take-off. It is a continuous process from flight planning (ATC flight plan, including comparison with APT slot) to landing and the subsequent turnaround process on the ground until the next take-off.

The improved quality of the inbound and outbound information is used to optimize the process chain from arrival to departure. This optimization leads to define the TSAT, i.e. the time at which a start-up approval is issued for the ACFT in accordance with the A-CDM procedure. The TSAT is an essential factor for preparing a pre-departure sequence which takes the requirements of all parties involved into account. The TSAT and the resulting pre-departure sequence take the TOBT as well as local capacities and the capacities of the European network into account.

To optimize the integration of the local A-CDM procedure into the ATFCM (European Air Traffic Flow and Capacity Management), a permanent and fully automated data exchange with the NMOC (Network Manager Operation Center) has been implemented. This results in early and reliable estimation of the landing and in-block times as well as enhancements in the assignment of the CTOT (Calculated Take-Off Time) for regulated flights.

3. DEPARTURE

3.1.3. FLIGTH PLAN VALIDATION

The aim of flight plan validation is to correlate the ATC flight plan with the APT slot and the APT schedule. The EOBT must correspond to the SOBT (Scheduled Off-Block Time). The A-CDM process cannot start without a valid ATC flight plan and/or without an APT slot (exempt for flights which do not require an APT slot). If EOBT and SOBT do not correspond, an alert is sent to the flight plan originator/person responsible for the EOBT.

3.1.4. TOBT

TOBT is the point in time when all ground handling processes except for ACFT push-back and de-icing have to be completed. It is used as the best available time to coordinate and calculate the pre-departure sequence.

TOBT = ″prediction of ACFT ready″.

The TOBT will only be generated automatically for flights that have not yet had a TOBT entered manually. The automatically generated TOBT is calculated on the basis of the EIBT, MTTT, the initial default TOBT=SOBT.

The handling agent, the airline (for flights without a handling agent) or the pilot-in-command (for general aviation flights without a handling agent) are responsible for maintaining the TOBT (entry, update, deletion), its correctness and its adherence. This also applies to automatically generated TOBT.

If it is foreseeable that the TOBT cannot be adhered to, it shall be updated or re-entered directly via the reporting mechanisms. Since the TOBT is also used for other ground processes at the APT, it shall be updated by the person responsible for the TOBT when there are deviations of more than 5 minutes (plus or minus).

The TOBT may be corrected as often as required up until the time the TSAT is issued (TOBT -40 minutes). After the TSAT has been issued, the TOBT may be corrected up to three times without priority deterioration. After reception of start-up approval, input or update of TOBT is no longer acceptable. Should circumstances arise where the ACFT cannot commence the off-block procedure, the start-up approval shall be cancelled. Thereafter a new TOBT can be entered.

If the ACFT needs to return to an ACFT stand (e.g. due to technical reason), cancelation of the start-up approval and deletion of target times will occur. Thereafter a new TOBT must be entered. The new TOBT shall be at least 5 minutes later than the current clock time.

It must be ensured that the new TOBT is not earlier than 10 minutes prior to the current EOBT of the ATC flight plan. If the TOBT cannot be adhered to and new TOBT is not yet known, the TOBT shall be deleted by the person responsible for the TOBT. If a TSAT has already been generated, it will also be automatically deleted when the TOBT is deleted. For a flight with a deleted TOBT the A-CDM process will be stopped until a new TOBT is entered.

If the ACFT is changed and a change message (CHG - type/registration) is sent, the original TOBT remains in force. For TOBT deviations of 15 minutes or more from the EOBT, it is still mandatory to send a Delay Message (DLA) to the Network Manager.

The TOBT dialogue is ensured by one of the following transmission/communication channels:

- Internal systems of the APT/airline/handling agent (via interface);
- Warsaw Chopin APT Operational Centre: +48-22-650-4390;
- Ramp display of the docking guidance system at appropriately equipped positions (only display).

3.1.5. EN-ROUTE CLEARANCE

Pilots can obtain an en-route clearance from OKECIE Delivery maximum 30 minutes prior to EOBT. For regulated flights, en-route clearance is available maximum 30 minutes prior to CTOT.

3. DEPARTURE

3.1.6. TSAT

TSAT is the target time for issuing start-up approval as defined in the A-CDM procedure. The earliest time to issue the TSAT is 40 minutes prior to TOBT. The pre-departure sequence is determined by the flights with a calculated TSAT.

Changes to the TOBT do not affect the TSAT in general, as long as the new TOBT does not come after the currently valid TSAT.

TSAT is transmitted according to the TOBT dialogue channels. As a rule, the person responsible for the TOBT must ensure the correct transmission of the TSAT to the pilot. TSAT must be provided at least at the moment of TOBT -5 minutes. In addition, the pilot shall monitor TSAT updates, too. In exceptional cases, TSAT can be obtained at TOBT time from OKECIE Delivery.

3.1.7. START-UP, PUSH-BACK AND TAXI PROCEDURES

The pre-departure sequence is determined in accordance with TSAT. Start-up approval will only be issued under consideration of TOBT and TSAT. At TSAT ±5 minutes, the ACFT must be ready for start-up, and the pilot shall report readiness on the frequency of OKECIE Delivery.

Start-up may be requested within the time period of TSAT ±5 minutes. The approval will be issued dependent on the TSAT and the current traffic and weather situation. In general, TSAT change is frozen within the TSAT ±5 minutes window. Update to the TSAT can be accepted by confirming or updating TOBT during this time manually; also other constraints, like change in CTOT, may cause an update to the TSAT.

Push-back must be commenced no later than 8 minutes after receiving start-up approval at push-back positions. Taxi must be commenced no later than 8 minutes after receiving start-up approval at roll-out positions.

3.1.8. DE-ICING

The de-icing times shall not be taken into consideration when the TOBT is defined. They are, however, considered in the TSAT calculation based on the request for de-icing. Due to the influence of de-icing on sequencing, it is highly recommended to request de-icing before the TSAT is issued (TOBT -40 minutes).

3.1.9. A-CDM ALERT MESSAGES

During the entire A-CDM process, alert messages may be generated (CDM alerts). Alerts will either be triggered by local occurrences and coherency checks or when exchanging data with the NMOC as a reaction to error/warning messages. To receive these alerts, it is necessary that all airlines/handling agents have submitted at least one contact e-mail address to the APT operator. Furthermore, alert messages will be displayed in the Warsaw Chopin APT A-CDM Portal tool. Alert messages require a response from the relevant recipient, otherwise the ACDM process might be interrupted and start-up approval not issued.

A-CDM ensures a permanent and automated data exchange with the NMOC. For this purpose, estimated landing times (ELDT) will be received, as well as Target Take-Off Times (TTOT) will be transmitted to the Network Manager during the turnaround process, and The Network Manager will take the TTOT into consideration when calculating the CTOT and will try to adjust the CTOT accordingly.

3. DEPARTURE

3.2. 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.

TWR designates de-icing pad in use and designates ACFT de-icing sequence.

For ACFT types code letter F de-icing is possible on stands 702 and 102.

3.3. EN-ROUTE CLEARANCE

In order to receive en-route clearance, following info has to be passed to OKECIE Delivery 10 minutes 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.

3.4. 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.

3.5. RWY OPERATIONS

3.5.1. MINIMUM RWY OCCUPANCY TIME

ATC will consider every ACFT at the holding point as able to commence line-up and take-off roll after clearance issued with no delay.

Pilots not ready before reaching the holding point (no ACFT in front on the same TWY) shall advise ATC as early as possible.

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.

When cleared for take-off, ATC will expect and has planned on seeing movement within maximum 10 seconds (of take-off clearance being issued).

Wake vortex separation is applied by ATC in accordance with the published requirements.

If more separation than the prescribed minima is requested, pilots shall notify ATC before entering the RWY.

3. DEPARTURE

Pilots shall prepare and be ready to accept the following intersection take-off runs:

RWY	Light	Medium Turboprop	Medium Jet	Heavy
11	D3	-	-	-
15	D2, S2, O1	D2, S2, O1	D2, S2, O1	D2
29	N2, A4	N2, A4	N2	-
33	H2	H2	H2	H2

Pilots unable to accept the reduced take-off runs from the assigned or above mentioned intersections shall inform ATC no later than upon start-up.

3.6. COMMUNICATION FAILURE PROCEDURE

3.6.1. 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.

3.6.2. PROCEDURE WHEN CONDUCTING A SID

Set transponder to 7600, continue on assigned and acknowledged SID.
After 3 minutes, climb to planned FL. If being vectored, continue on assigned heading for 3 minutes. Then proceed direct to last SID waypoint, climbing to planned FL.

EPWA/WAW
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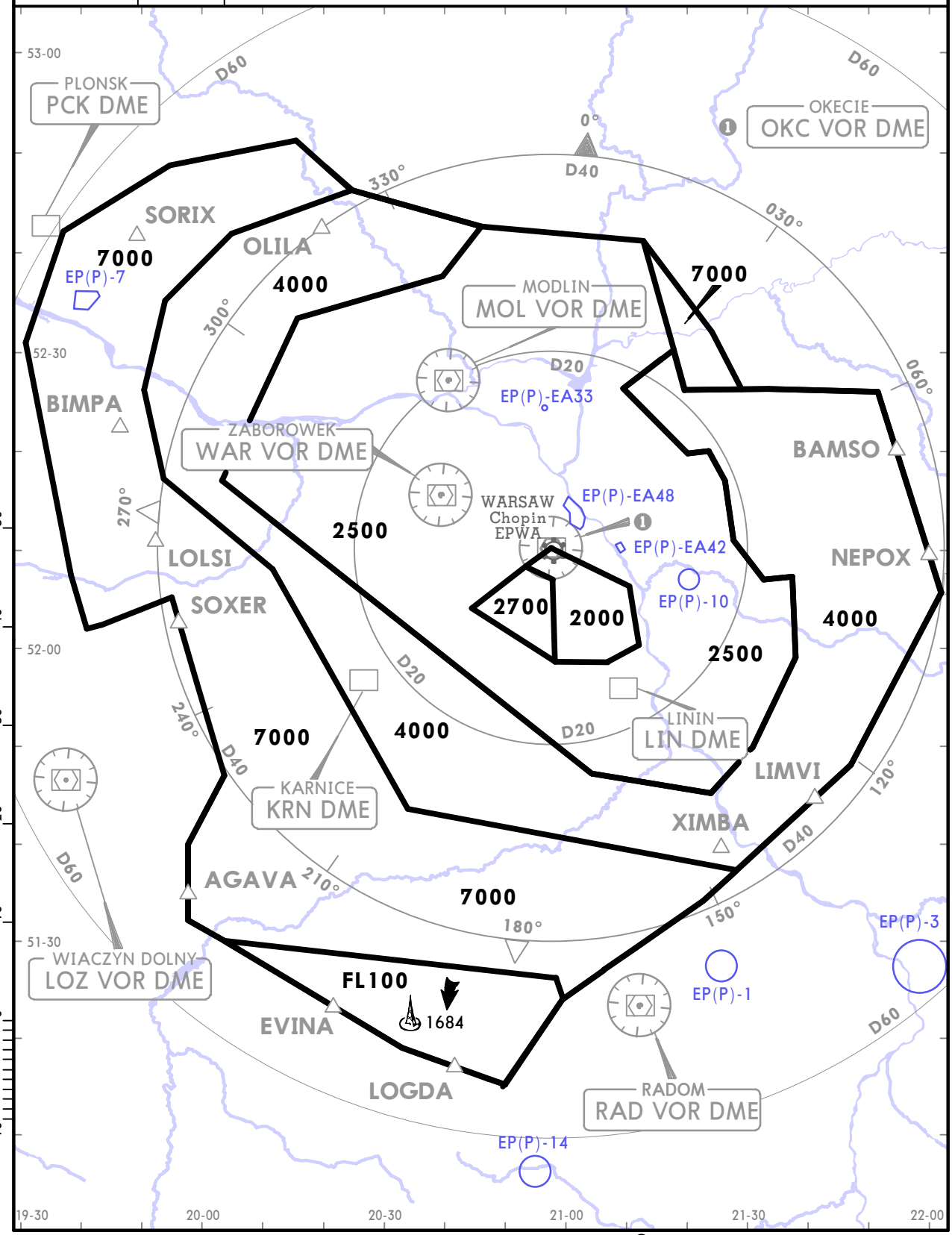
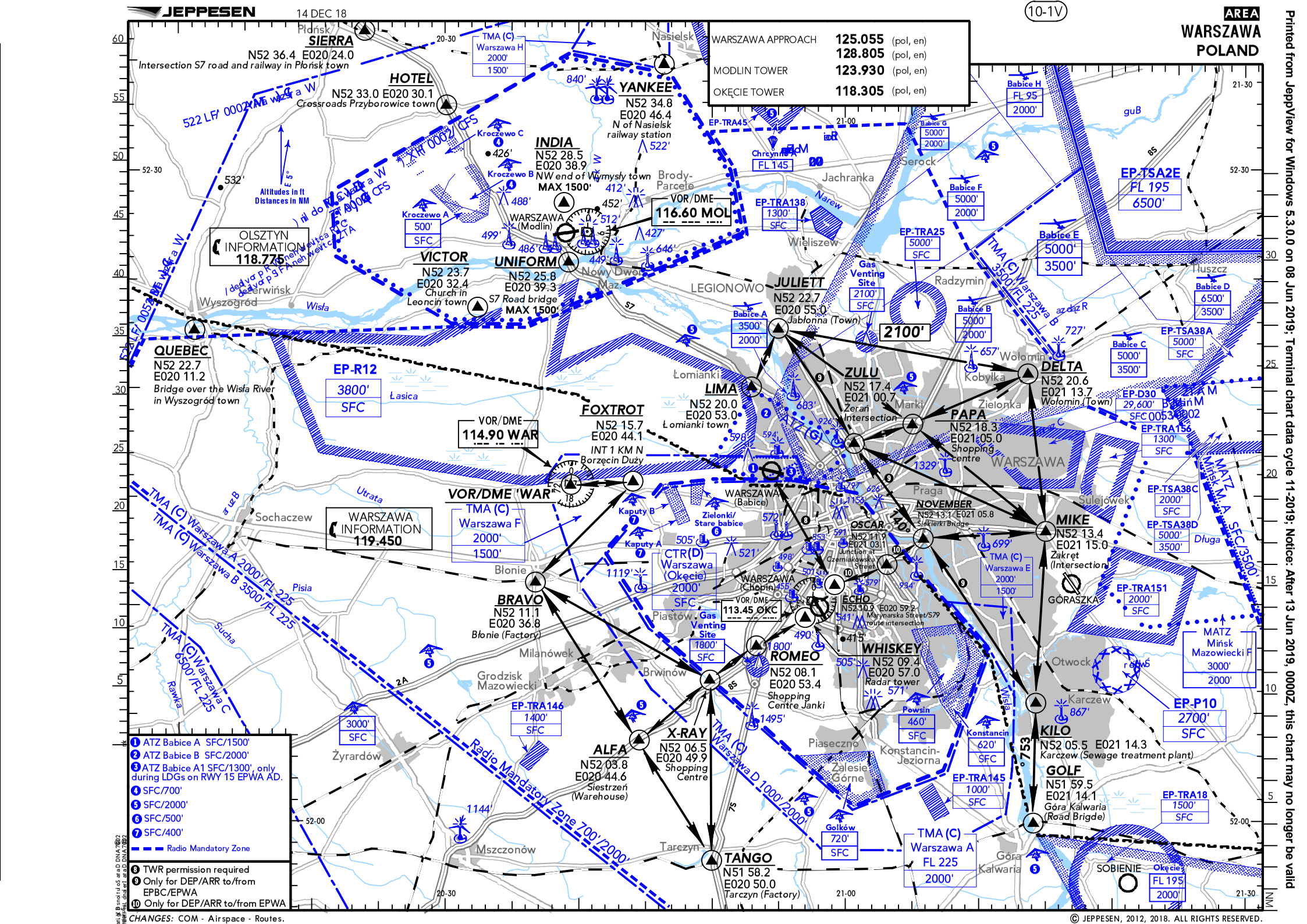
17 MAY 19 (10-1R) Eff 23 May

WARSAW, POLAND
RADAR MINIMUM ALTITUDES

WARSAW Approach (R) 128.805 125.055	Apt Elev 362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′ 1. Chart may only be used for cross-checking of altitudes assigned while the aircraft is identified. 2. The Minimum Vectoring Altitudes are temperature corrected down to -10°C. 3. The Minimum Vectoring Altitudes sectors do not constitute controlled airspace. 4. The Minimum Vectoring Altitudes ensure obstacle clearance within the area concerned plus a 3.0 NM buffer area up to 20 NM from airport or 5.0 NM for distances greater than 20 NM. Minimum Vectoring Altitude is determined by the highest obstacle elevation or the highest terrain elevation +328′ whichever is higher, plus safety margin of 984′ in non-mountainous areas or 1969′ in designated mountainous areas rounded up to the next hundred feet. 5. The Minimum Vectoring Altitudes ensure a buffer of 500′ above lower limit of controlled airspace.



CHANGES: Sectors revised & established.


JEPPESEN
14 DEC 18
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AREA
WARSZAWA
POLAND
WARSZAWA APPROACH 125.055 (pol, en) 128.805 (pol, en)
MODLIN TOWER 123.930 (pol, en)
OKĘCIE TOWER 118.305 (pol, en)
SIERRA N52 36.4 E020 24.0 Intersection S7 road and railway in Płońsk town
HOTEL N52 33.0 E020 30.1 Crossroads Przyborowice town
YANKEE N52 34.8 E020 46.4 N of Nasielsk railway station
INDIA N52 28.5 E020 38.9 NW end of Wymysły town MAX 1500'
VOR/DME 116.60 MOL
VICTOR N52 23.7 E020 32.4 Church in Leoncin town
UNIFORM N52 25.8 E020 39.3 S7 Road bridge MAX 1500'
JULIETT N52 22.7 E020 55.0 Jabłonna (Town)
QUEBEC N52 22.7 E020 11.2 Bridge over the Wisła River in Wyszogród town
OLSZTYN INFORMATION 118.775
WARSZAWA INFORMATION 119.450
EP-R12 3800' SFC
VOR/DME 114.90 WAR
FOXTROT N52 15.7 E020 44.1 INT 1 KM N Borzęcin Duży
VOR/DME 'WAR'
LIMA N52 20.0 E020 53.0 Łomianki town
ZULU N52 17.4 E021 00.7 Żerań Intersection
PAPA N52 18.3 E021 05.0 Shopping centre
DELTA N52 20.6 E021 13.7 Wołomin (Town)
MIKE N52 13.4 E021 15.0 Zakręt (Intersection)
NOVEMBER N52 13.1 E021 05.8 Siekierki Bridge
OSCAR N52 11.9 E021 03.1 Junction at Czerniakowska Street
ECHO N52 10.9 E020 59.2 Marynarska Street/S79 route intersection
WHISKEY N52 09.4 E020 57.0 Radar tower
ROMEO N52 08.1 E020 53.4 Shopping Centre Janki
BRAVO N52 11.1 E020 36.8 Błonie (Factory)
X-RAY N52 06.5 E020 49.9 Shopping Centre
ALFA N52 03.8 E020 44.6 Siestrzeń (Warehouse)
TANGO N51 58.2 E020 50.0 Tarczyn (Factory)
KILO N52 05.5 E021 14.3 Karczew (Sewage treatment plant)
GOLF N51 59.5 E021 14.1 Góra Kalwaria (Road Brigde)
2100'
TMA (C) Warszawa H 2000' 1500'
TMA (C) Warszawa F 2000' 1500'
CTR(D) Warszawa (Okęcie) 2000' SFC
TMA (C) Warszawa A 2000'/FL 225
TMA (C) Warszawa B 3500'/FL 225
TMA (C) Warszawa C 6500'/FL 225
TMA (C) Warszawa D 1000'/2000'
TMA (C) Warszawa E 2000' 1500'
TMA (C) Warszawa A FL 225 2000'
EP-TSA2E FL 195 6500'
EP-TSA38A 5000' SFC
EP-TSA38C 2000' SFC
EP-TSA38D 5000' 3500'
EP-D30 29,600' SFC
EP-TRA45
EP-TRA138 1300' SFC
EP-TRA25 5000' SFC
EP-TRA156 1300' SFC
EP-TRA151 2000' SFC
EP-TRA146 1400' SFC
EP-TRA145 1000' SFC
EP-TRA18 1500' SFC
EP-P10 2700' SFC
MATZ Mińsk Mazowiecki F 3000' 2000'
Babice A 3500' 2000'
Babice B 5000' 2000'
Babice C 5000' 3500'
Babice D 6500' 3500'
Babice E 5000' 3500'
Babice F 5000' 2000'
Babice G 5000' 2000'
Babice H FL 95 2000'
Kroczewo A 500' SFC
Kroczewo B
Kroczewo C
Gas Venting Site 2100' SFC
Gas Venting Site 1800' SFC
Chrcynno FL 145
Powsin 460' SFC
Konstancin 620' SFC
Golków 720' SFC
3000' SFC
Altitudes in ft Distances in NM
1 ATZ Babice A SFC/1500'
2 ATZ Babice B SFC/2000'
3 ATZ Babice A1 SFC/1300', only during LDGs on RWY 15 EPWA AD.
4 SFC/700'
5 SFC/2000'
6 SFC/500'
7 SFC/400'
Radio Mandatory Zone
8 TWR permission required
9 Only for DEP/ARR to/from EPBC/EPWA
10 Only for DEP/ARR to/from EPWA
CHANGES: COM - Airspace - Routes.
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During arrivals to ATZ Warszawa (Babice) along VFR routes, the following REPs for establishing radio contact with AFIS Warszawa (Babice) have been designated:
- ZULU,
- FOXTROT,
- LIMA.

When flying the route from Warszawa (Babice) AD to point ECHO, the radio communication with OKĘCIE TOWER shall be established immediately after TKOF. Route only available after obtaining clearance from OKĘCIE TOWER.

Radio Mandatory Zone (RMZ)

Flights above 1000′ within Warszawa RMZ may be conducted only after establishing two-way radio communication with FIS of a given sector.

NOTE: See also section 2.1 Regulations.

Departure from CTR (D) Warszawa (Okęcie) excluding Warszawa (Chopin) AD

If unable to establish two-way radio communication, crews shall transmit blind and fly outside CTR (D) Warszawa (Okęcie) lateral limits in the opposite direction to Warszawa (Chopin) AD, on course to NOVEMBER or X-RAY points. Crews shall continuously try to establish radio communication with TWR or FIS.

Radio Communication Failure

ACFT experiencing communication failure shall continue the flight at an ALT not higher than 1000′.

Then overhead REP ECHO or WHISKEY initiate designated procedure for communication failure as described on 19-3.

ACFT experiencing communication failure during transit flight through RMZ, shall continue the flight at MAX 1000' using REPs ALFA, BRAVO, DELTA, GOLF, JULIETT, KILO, MIKE, PAPA, TANGO as transit points. In such case entry to CTR (D) Warszawa (Okęcie) or ATZ Warszawa (Babice) is prohibited.

If the radio communication fails in flight with FPL filed for entry into CTR (D) Warszawa (Okęcie), with destination other than Warszawa (Chopin) AD, before reaching boundary of this CTR, entry is prohibited.

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.

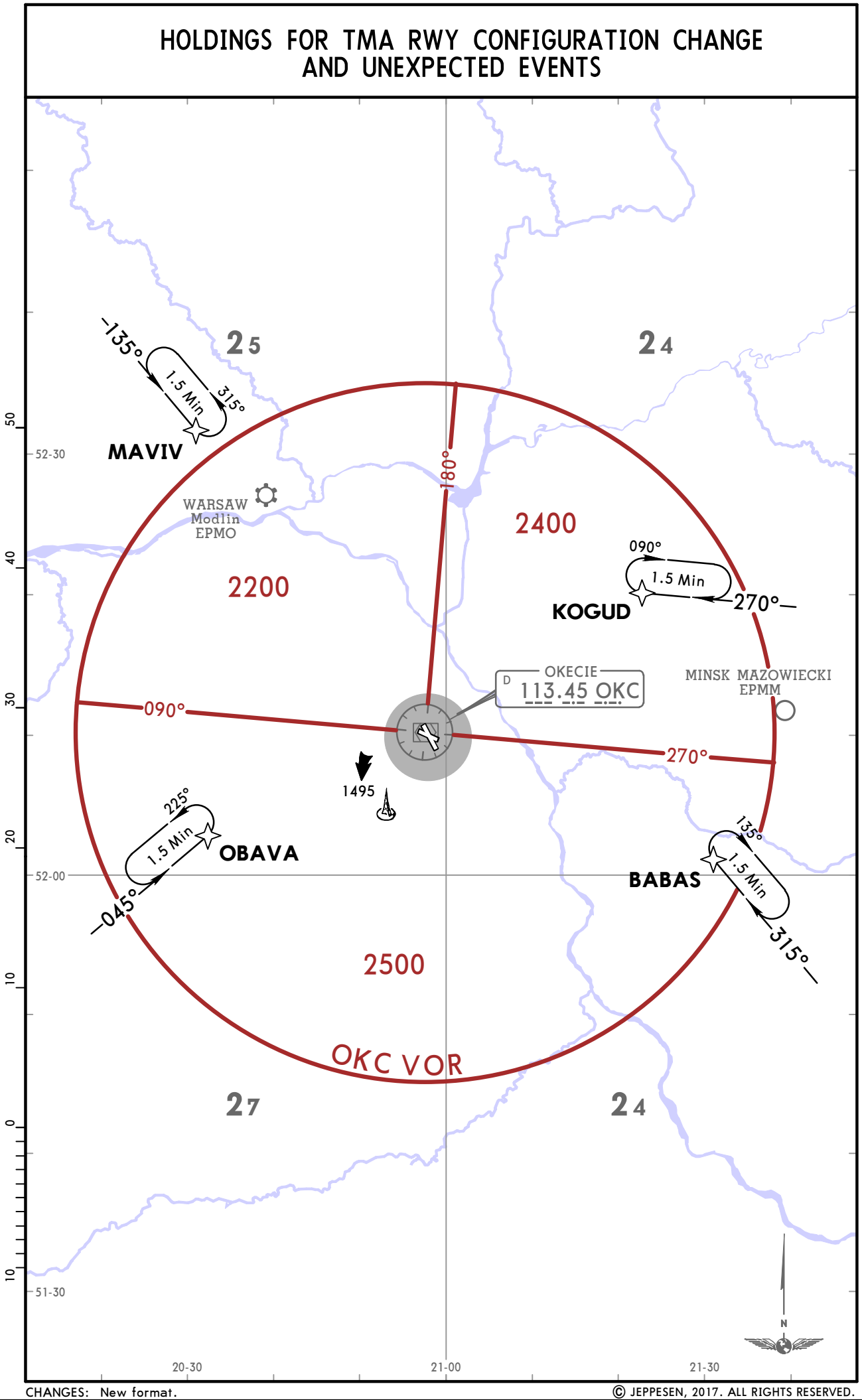
5. Continuous Descent Approach (CDA)

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.

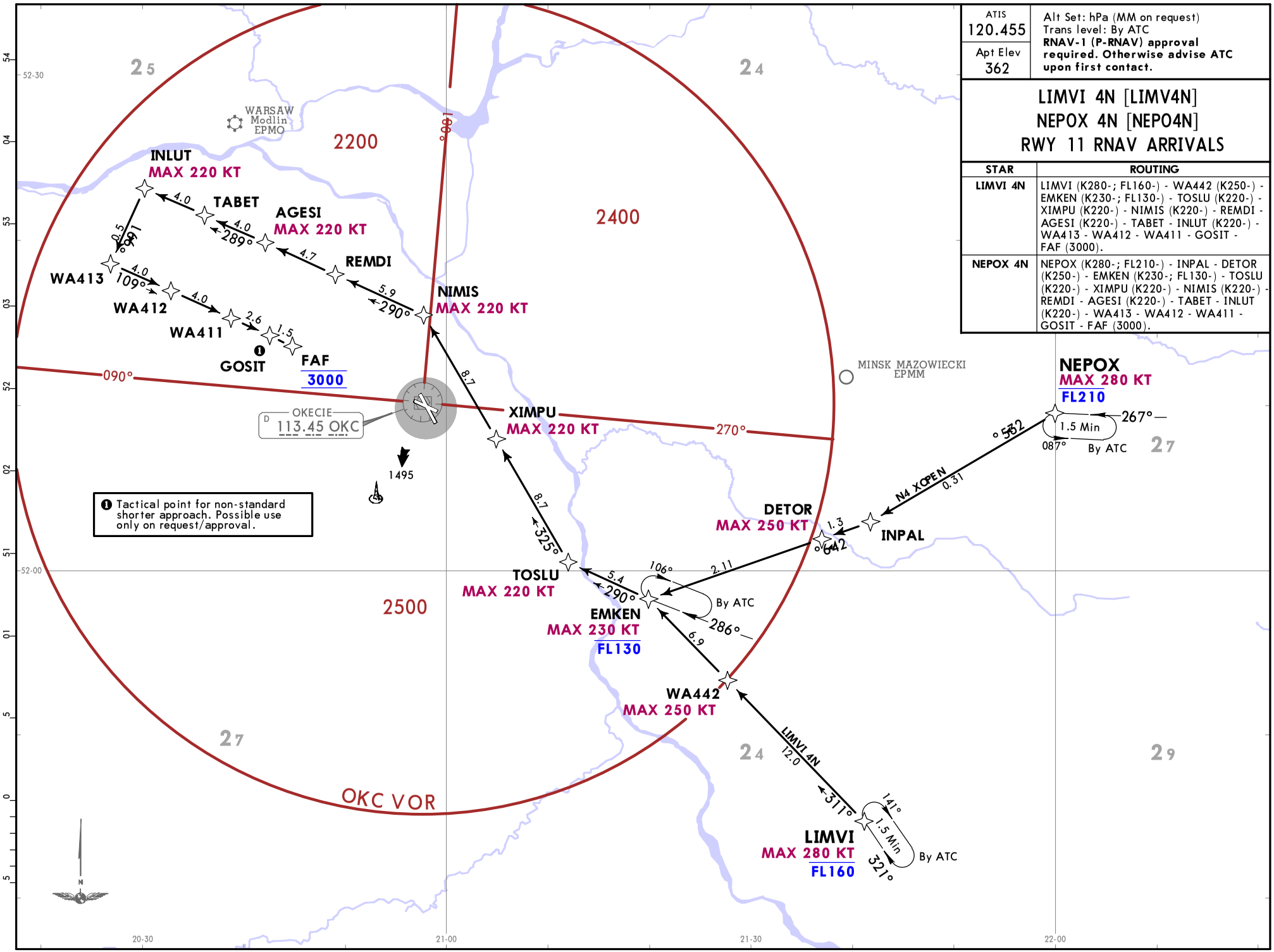
At or before downwind position maintain IAS 220 KT or minimum clean speed, whichever is greater.

HOLDINGS FOR TMA RWY CONFIGURATION CHANGE AND UNEXPECTED EVENTS



CHANGES: New format.

JEPPESEN WARSAW, POLAND
2 NOV 18 10-2B Eff 8 Nov
RNAV STAR



ATIS	Alt Set: hPa (MM on request) Trans level: By ATC **RNAV-1 (P-RNAV) approval required. Otherwise advise ATC upon first contact.**
120.455	
Apt Elev 362	

LIMVI 4N [LIMV4N]
NEPOX 4N [NEPO4N]
RWY 11 RNAV ARRIVALS

STAR	ROUTING
LIMVI 4N	LIMVI (K280-; FL160-) - WA442 (K250-) - EMKEN (K230-; FL130-) - TOSLU (K220-) - XIMPU (K220-) - NIMIS (K220-) - REMDI - AGESI (K220-) - TABET - INLUT (K220-) - WA413 - WA412 - WA411 - GOSIT - FAF (3000).
NEPOX 4N	NEPOX (K280-; FL210-) - INPAL - DETOR (K250-) - EMKEN (K230-; FL130-) - TOSLU (K220-) - XIMPU (K220-) - NIMIS (K220-) - REMDI - AGESI (K220-) - TABET - INLUT (K220-) - WA413 - WA412 - WA411 - GOSIT - FAF (3000).

CHANGES: ATIS.

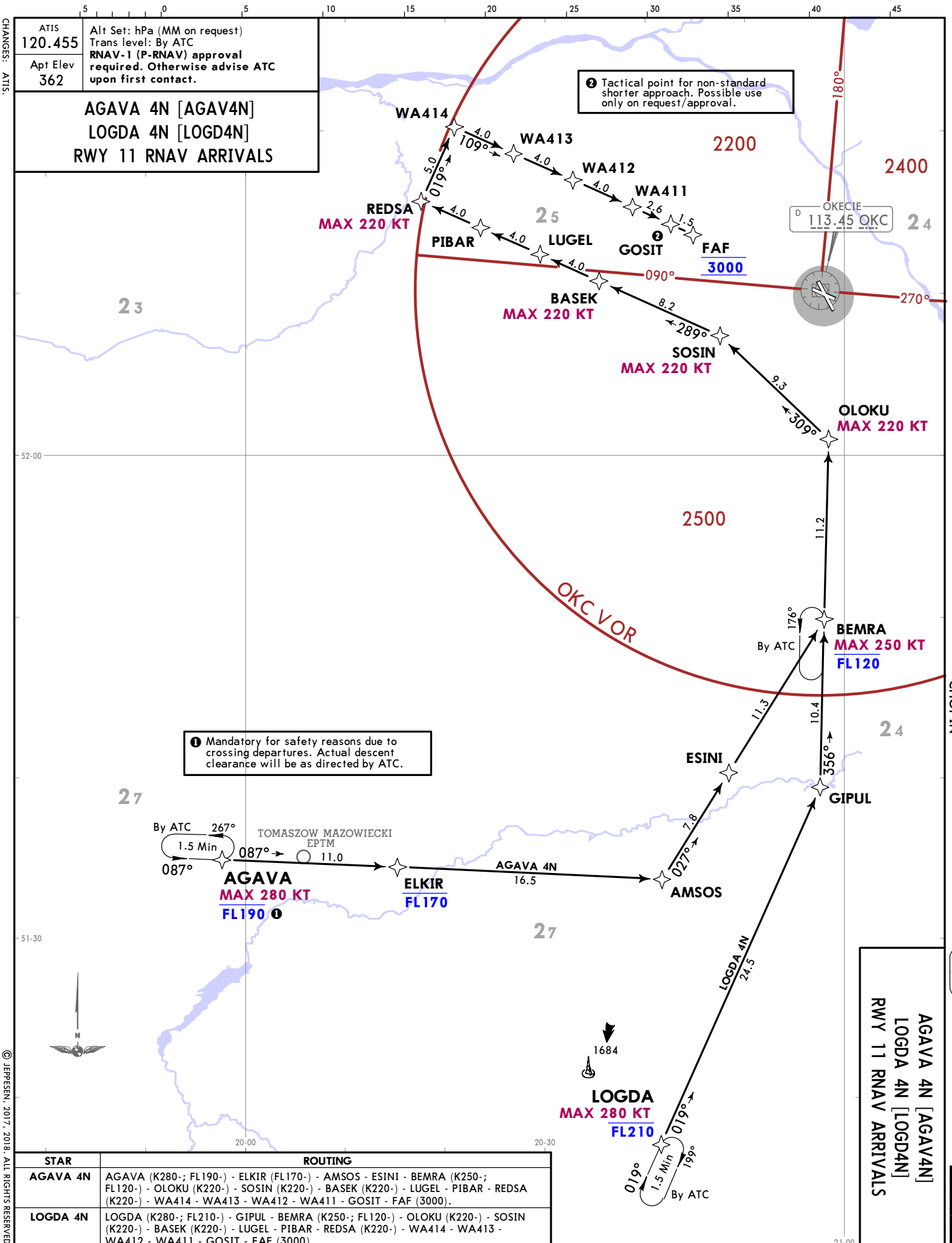
CHANGES: ATIS.

ATIS 120.455
Apt Elev 362

Alt Set: hPa (MM on request)
Trans level: By ATC
RNAV-1 (P-RNAV) approval required. Otherwise advise ATC upon first contact.

AGAVA 4N [AGAV4N]
LOGDA 4N [LOGD4N]
RWY 11 RNAV ARRIVALS

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



STAR	ROUTING
AGAVA 4N	AGAVA (K280-; FL190-) - ELKIR (FL170-) - AMSOS - ESINI - BEMRA (K250-; FL120-) - OLOKU (K220-) - SOSIN (K220-) - BASEK (K220-) - LUGEL - PIBAR - REDSA (K220-) - WA414 - WA413 - WA412 - WA411 - GOSIT - FAF (3000).
LOGDA 4N	LOGDA (K280-; FL210-) - GIPUL - BEMRA (K250-; FL120-) - OLOKU (K220-) - SOSIN (K220-) - BASEK (K220-) - LUGEL - PIBAR - REDSA (K220-) - WA414 - WA413 - WA412 - WA411 - GOSIT - FAF (3000).

EPWA/WAW
CHOPIN

JEPPESEN
2 NOV 18 10-2C
Eff 8 Nov

WARSAW, POLAND
RNAV STAR

AGAVA 4N [AGAV4N]
LOGDA 4N [LOGD4N]
RWY 11 RNAV ARRIVALS

JEPPESEN WARSAW, POLAND
2 NOV 18 10-2D Eff 8 Nov
RNAV STAR

ATIS	Alt Set: hPa (MM on request) Trans level: By ATC **RNAV-1 (P-RNAV) approval required. Otherwise advise ATC upon first contact.**
120.455	
Apt Elev 362	

BIMPA 5N [BIMP5N]
SORIX 5N [SORI5N]
RWY 11 RNAV ARRIVALS

By ATC 275° 1.5 Min 095° SORIX MAX 280 KT FL150 113° SORIX 5N 13.5 IRDOM MAX 250 KT 10.1 268° By ATC 088° 092° 6.2 OLDIM MAX 220 KT FL110 8.11 WA444 MAX 250 KT 170° 4.21 N5 AP MB By ATC 265° 1.5 Min 085° 050° BIMPA MAX 280 KT FL170

ELGAD 109° 4.7 SOPAM MAX 220 KT 4.1 RUNIN 4.7 MIGVI 166° 1.7 REMDI 290° 4.7 AGESI MAX 220 KT 289° 4.0 TABET 4.0 INLUT MAX 220 KT 0.5 166° WA413 109° 4.0 WA412 4.0 WA411 2.6 GOSIT 1.5 FAF 3000

OKC VOR 166° 090° 270°

WARSAW Modlin EPMO

OKECIE D 113.45 OKC

1156

2200 2400 2500

2 3 2 5 2 4

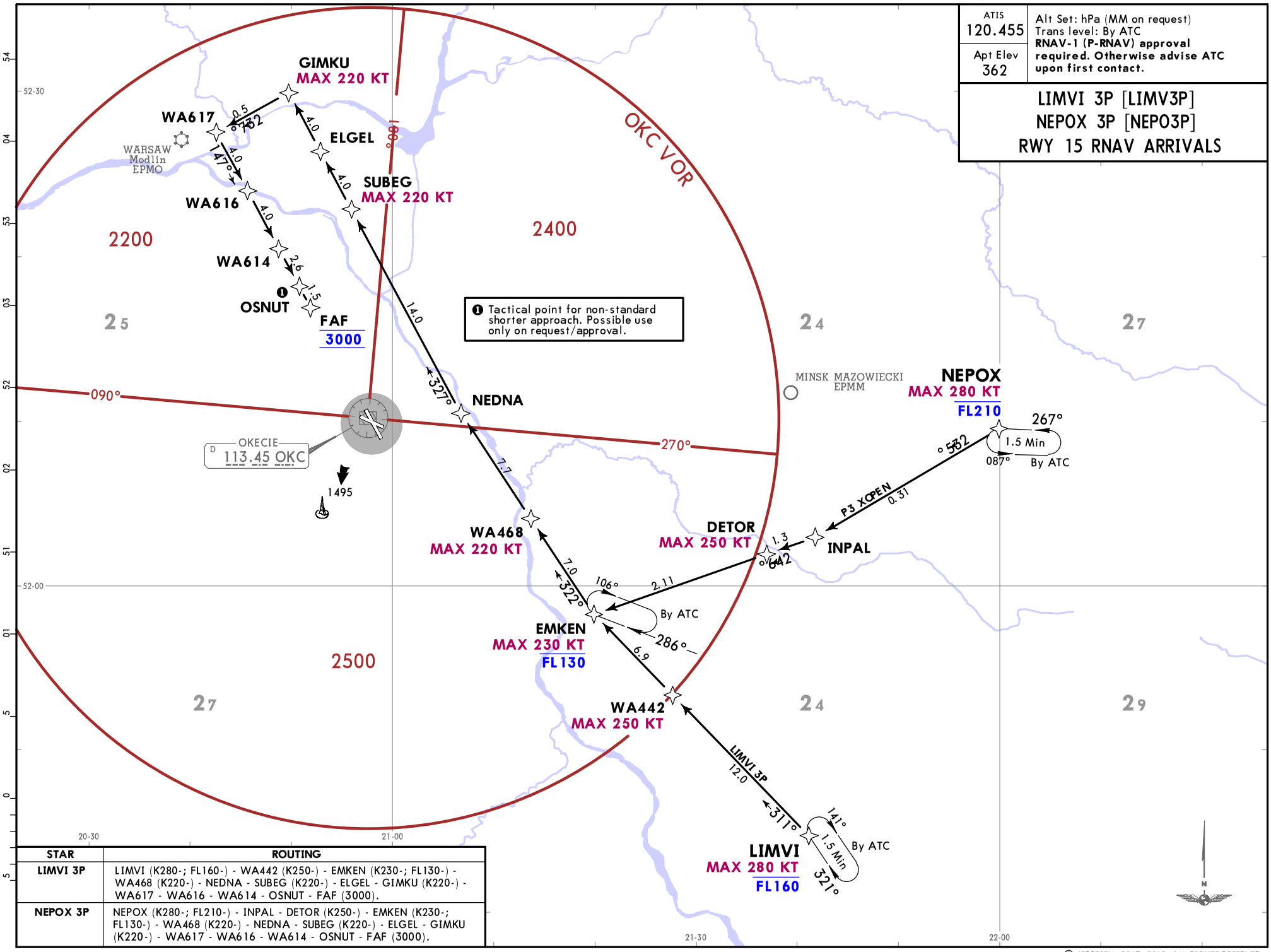
52 52-30 02 51 01 5 0 5

20-00 20-30 21-00

STAR	ROUTING
BIMPA 5N	BIMPA (K280-; FL170-) - WA444 (K250-) - OLDIM (K220-; FL110-) - ELGAD - SOPAM (K220-) - RUNIN - MIGVI - REMDI - AGESI (K220-) - TABET - INLUT (K220-) - WA413 - WA412 - WA411 - GOSIT - FAF (3000).
SORIX 5N	SORIX (K280-; FL150-) - IRDOM (K250-) - OLDIM (K220-; FL110-) - ELGAD - SOPAM (K220-) - RUNIN - MIGVI - REMDI - AGESI (K220-) - TABET - INLUT (K220-) - WA413 - WA412 - WA411 - GOSIT - FAF (3000).

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

CHANGES: ATIS.



ATIS 120.455

Apt Elev 362

Alt Set: hPa (MM on request)
Trans level: By ATC
RNAV-1 (P-RNAV) approval required. Otherwise advise ATC upon first contact.

LIMVI 3P [LIMV3P]
NEPOX 3P [NEPO3P]
RWY 15 RNAV ARRIVALS

STAR	ROUTING
LIMVI 3P	LIMVI (K280-; FL160-) - WA442 (K250-) - EMKEN (K230-; FL130-) - WA468 (K220-) - NEDNA - SUBEG (K220-) - ELGEL - GIMKU (K220-) - WA617 - WA616 - WA614 - OSNUT - FAF (3000).
NEPOX 3P	NEPOX (K280-; FL210-) - INPAL - DETOR (K250-) - EMKEN (K230-; FL130-) - WA468 (K220-) - NEDNA - SUBEG (K220-) - ELGEL - GIMKU (K220-) - WA617 - WA616 - WA614 - OSNUT - FAF (3000).

CHANGES: ATIS.

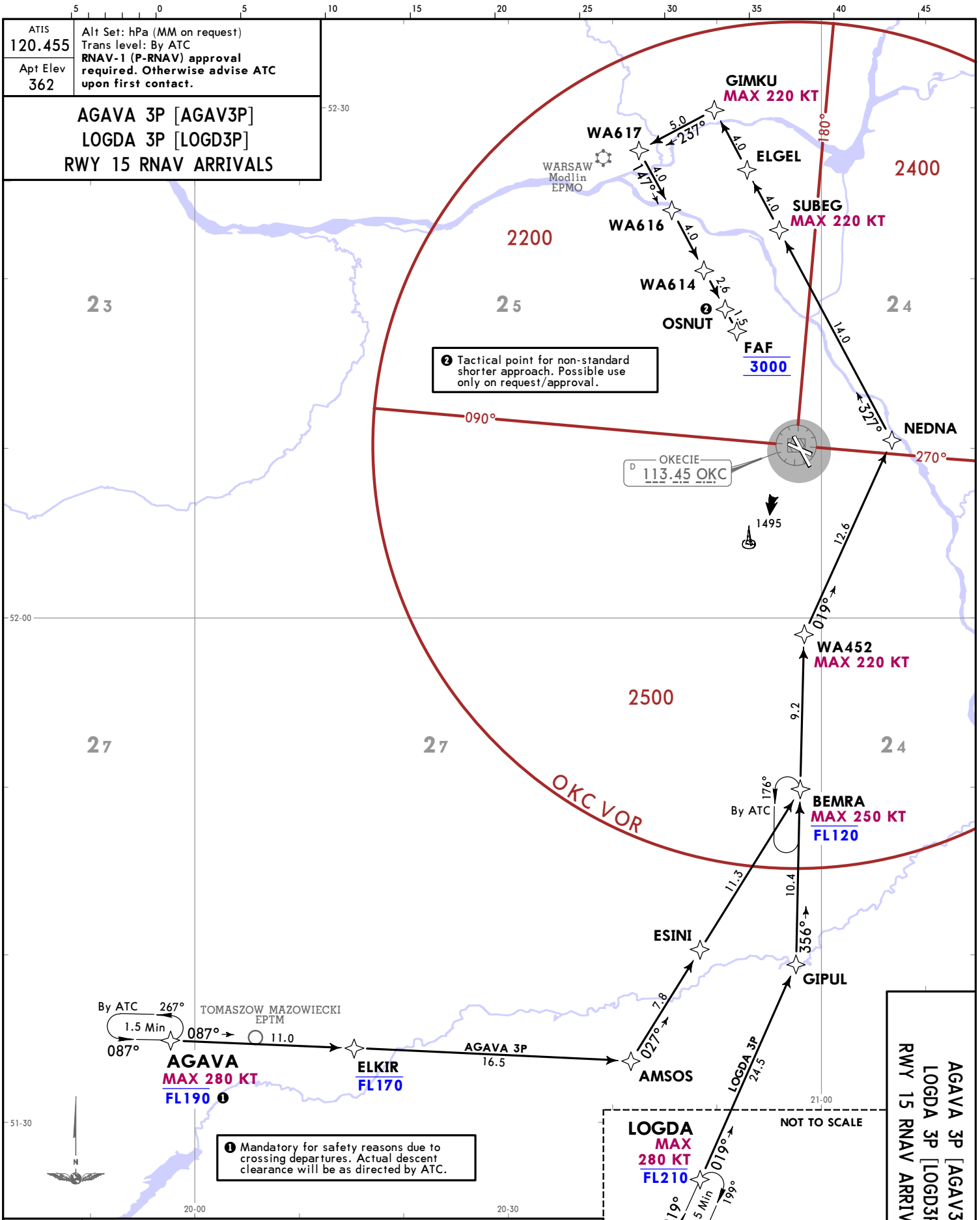
CHANGES: ATIS.

ATIS 120.455
Apt Elev 362

Alt Set: hPa (MM on request)
Trans level: By ATC
RNAV-1 (P-RNAV) approval required. Otherwise advise ATC upon first contact.

AGAVA 3P [AGAV3P]
LOGDA 3P [LOGD3P]
RWY 15 RNAV ARRIVALS

EPWA/WAW
CHOPIN



STAR	ROUTING
AGAVA 3P	AGAVA (K280-; FL190-) - ELKIR (FL170-) - AMSOS - ESINI - BEMRA (K250-; FL120-) - WA452 (K220-) - NEDNA - SUBEG (K220-) - ELGEL - GIMKU (K220-) - WA617 - WA616 - WA614 - OSNUT - FAF (3000).
LOGDA 3P	LOGDA (K280-; FL210-) - GIPUL - BEMRA (K250-; FL120-) - WA452 (K220-) - NEDNA - SUBEG (K220-) - ELGEL - GIMKU (K220-) - WA617 - WA616 - WA614 - OSNUT - FAF (3000).

AGAVA 3P [AGAV3P]
LOGDA 3P [LOGD3P]
RWY 15 RNAV ARRIVALS

JEPPESEN WARSAW, POLAND
2 NOV 18 (10-2F) Eff 8 Nov
RNAV STAR

ATIS	Alt Set: hPa (MM on request) Trans level: By ATC **RNAV-1 (P-RNAV) approval required. Otherwise advise ATC upon first contact.**
120.455	
Apt Elev 362	

BIMPA 3P [BIMP3P]
SORIX 3P [SORI3P]
RWY 15 RNAV ARRIVALS

By ATC 275° 1.5 Min 095° SORIX 141° MAX 280 KT FL150

SORIX 3P 31.5

By ATC 265° 1.5 Min 085° BIMPA 105° MAX 280 KT FL170

BIMPA 3P 20.5

115° By ATC 295°

INREN MAX 250 KT FL110

4.0 109° WA448 3.8 LUGEL MAX 220 KT 6.4 320° AMLAS

4.6 RILSU 3.0 327° MARUP MAX 220 KT 4.0 LUXIB 4.0 NANOM 4.0 326° RONIR MAX 220 KT 0.5 50° 4.0 147° WA618 4.0 WA617 4.0 WA616 4.0 WA614 2.6 OSNUT 1.5 FAF 3000

WARSAW Modlin EPMO

OKECIE D 113.45 OKC

090° 270°

OKC VOR

2200 2400 2500

23 25 24

1495

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

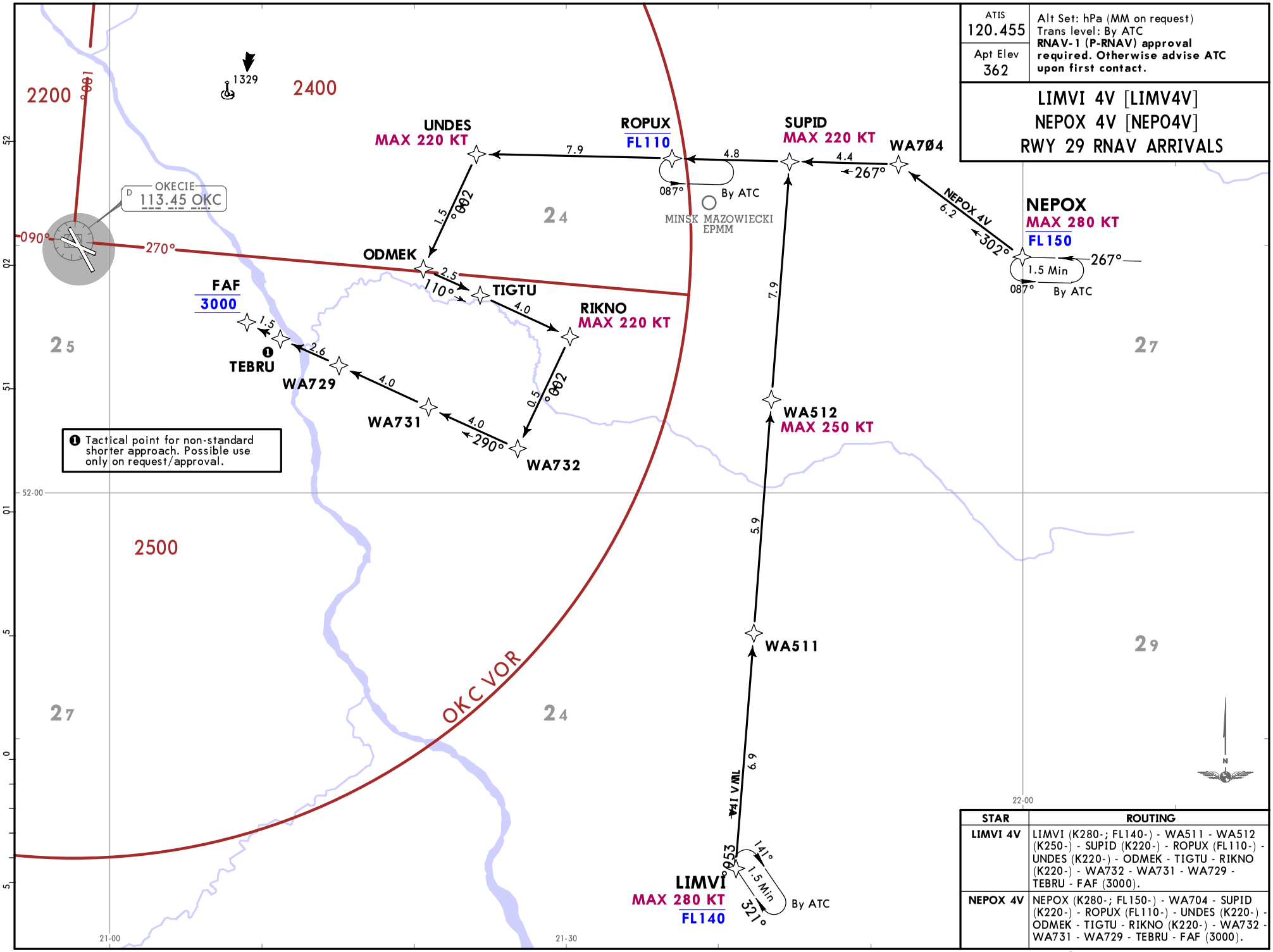
STAR	ROUTING
BIMPA 3P	BIMPA (K280-; FL170-) - INREN (K250-; FL110-) - WA448 - LUGEL (K220-) - AMLAS - RILSU - MARUP (K220-) - LUXIB - NANOM - RONIR (K220-) - WA618 - WA617 - WA616 - WA614 - OSNUT - FAF (3000).
SORIX 3P	SORIX (K280-; FL150-) - INREN (K250-; FL110-) - WA448 - LUGEL (K220-) - AMLAS - RILSU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

CHANGES: ATIS.

JEPPESEN WARSAW, POLAND
2 NOV 18 10-2H Eff 8 Nov
RNAV STAR

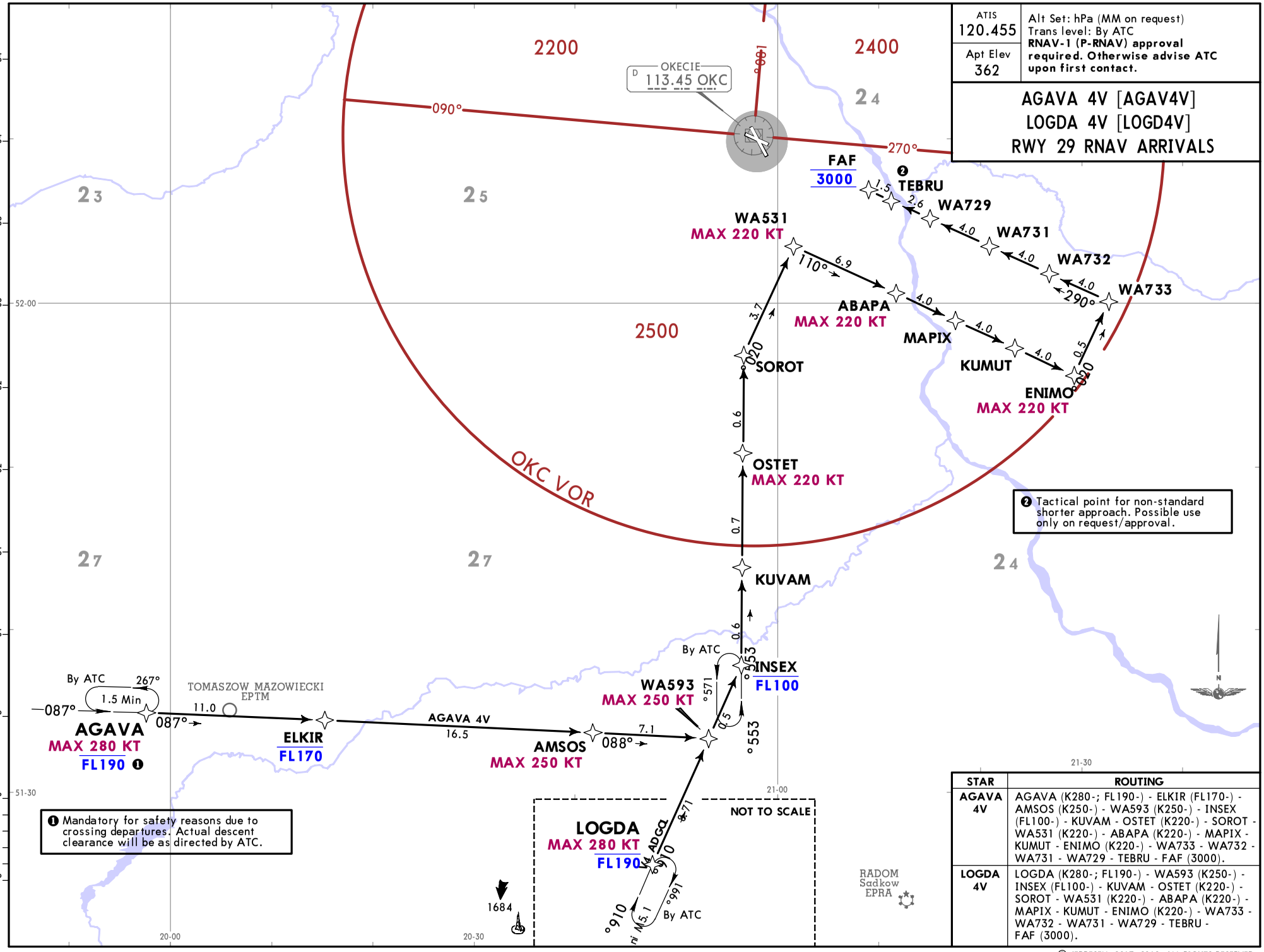
ATIS	Alt Set: hPa (MM on request) Trans level: By ATC **RNAV-1 (P-RNAV) approval required. Otherwise advise ATC upon first contact.**
120.455	
Apt Elev 362	

LIMVI 4V [LIMV4V]
NEPOX 4V [NEPO4V]
RWY 29 RNAV ARRIVALS



STAR	ROUTING
LIMVI 4V	LIMVI (K280-; FL140-) - WA511 - WA512 (K250-) - SUPID (K220-) - ROPUX (FL110-) - UNDES (K220-) - ODMEK - TIGTU - RIKNO (K220-) - WA732 - WA731 - WA729 - TEBRU - FAF (3000).
NEPOX 4V	NEPOX (K280-; FL150-) - WA704 - SUPID (K220-) - ROPUX (FL110-) - UNDES (K220-) - ODMEK - TIGTU - RIKNO (K220-) - WA732 - WA731 - WA729 - TEBRU - FAF (3000).

CHANGES: ATIS.



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

CHANGES: ATIS.

JEPPESEN WARSAW, POLAND
2 NOV 18 10-2K Eff 8 Nov
RNAV STAR

ATIS	Alt Set: hPa (MM on request)
120.455	Trans level: By ATC
Apt Elev 362	**RNAV-1 (P-RNAV) approval required. Otherwise advise ATC upon first contact.**

BIMPA 4V [BIMP4V]
SORIX 4V [SORI4V]
RWY 29 RNAV ARRIVALS

By ATC 275° 1.5 Min 095° 114°
SORIX
MAX 280 KT
FL210
SORIX 4V 31.7

By ATC 265° 1.5 Min 085° 099°
BIMPA
MAX 280 KT
FL190
BIMPA 4V 20.5

GOMSA
MAX 250 KT
By ATC 279° 100° 10.0

WA5Ø7
FL120
5.6

WA7Ø9
MAX 220 KT
090° 157° 6.4

WA532 108° 10.1

1495

WA531
MAX 220 KT
110° 6.9

ABAPA
MAX 220 KT
4.0

MAPIX 4.0

KUMUT 4.0

ENIMO
MAX 220 KT
0.5 020°

DINRI
MAX 250 KT
115° 6.6

WA5Ø8
FL130
10.3

TINBU
MAX 220 KT
By ATC 295° 2.5

REBSO 2.8

DINVA
147° 110° 9.9

ODRIM
MAX 220 KT
1.5 2.5

TIGTU
ODMEK
4.0

RIKNO
MAX 220 KT
1.5 2.6

WA729 4.0

TEBRU
FAF
3000

WA731 4.0

WA732 4.0 290°

WA733

OKC VOR
OKECIE D 113.45 OKC
270°

WARSAW Modlin EPMO
MINSK MAZOWIECKI EPMM

2200 2400 2500
2 3 2 5 2 4 2 7 2 7 2 4

52-30 52-00 20-00 20-30 21-00 21-30

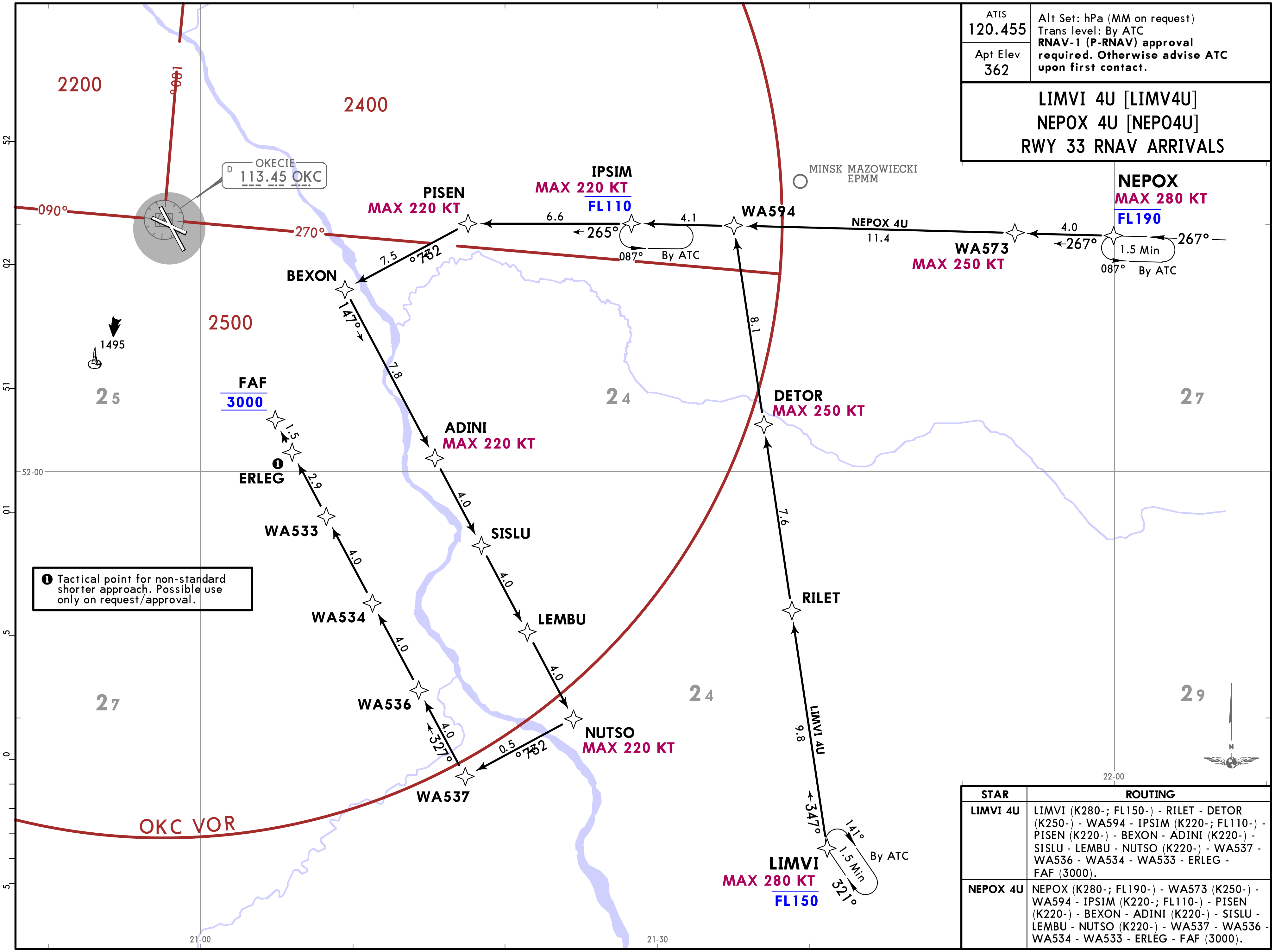
STAR	ROUTING
BIMPA 4V	BIMPA (K280-; FL190-) - GOMSA (K250-) - WA5Ø7 (FL120-) - WA7Ø9 (K220-) - WA532 - WA531 (K220-) - ABAPA (K220-) - MAPIX - KUMUT - ENIMO (K220-) - WA733 - WA732 - WA731 - WA729 - TEBRU - FAF (3000).
SORIX 4V	SORIX (K280-; FL210-) - DINRI (K250-) - WA5Ø8 (FL130-) - TINBU (K220-) - REBSO - DINVA - ODRIM (K220-) - ODMEK - TIGTU - RIKNO (K220-) - WA732 - WA731 - WA729 - TEBRU - FAF (3000).

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

CHANGES: ATIS.

ATIS	
120.455	Alt Set: hPa (MM on request) Trans level: By ATC **RNAV-1 (P-RNAV) approval required. Otherwise advise ATC upon first contact.**
Apt Elev 362	

LIMVI 4U [LIMV4U]
NEPOX 4U [NEPO4U]
RWY 33 RNAV ARRIVALS



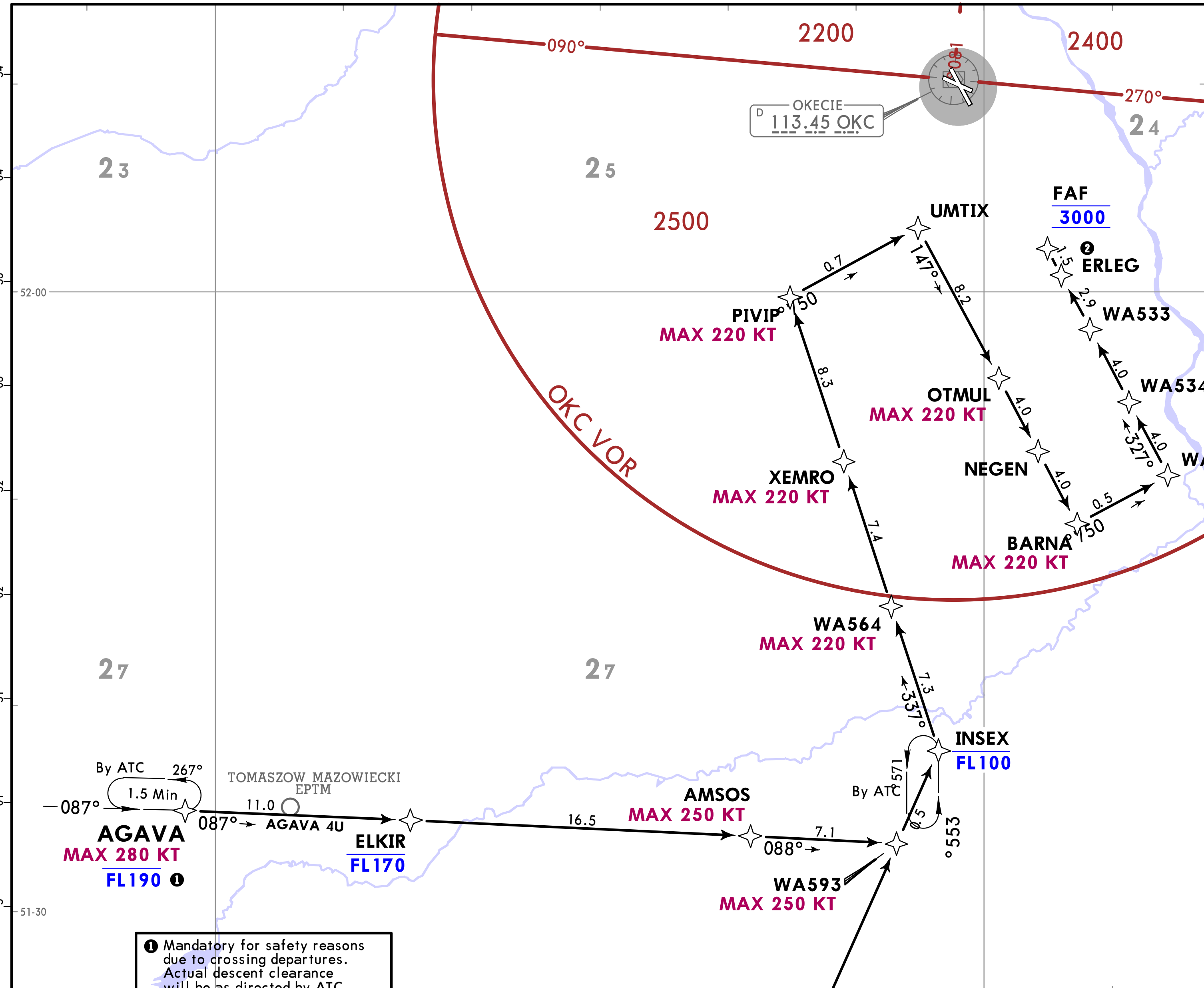
❶ Tactical point for non-standard shorter approach. Possible use only on request/approval.

STAR	ROUTING
LIMVI 4U	LIMVI (K280-; FL150-) - RILET - DETOR (K250-) - WA594 - IPSIM (K220-; FL110-) - PISEN (K220-) - BEXON - ADINI (K220-) - SISLU - LEMBU - NUTSO (K220-) - WA537 - WA536 - WA534 - WA533 - ERLEG - FAF (3000).
NEPOX 4U	NEPOX (K280-; FL190-) - WA573 (K250-) - WA594 - IPSIM (K220-; FL110-) - PISEN (K220-) - BEXON - ADINI (K220-) - SISLU - LEMBU - NUTSO (K220-) - WA537 - WA536 - WA534 - WA533 - ERLEG - FAF (3000).

CHANGES: ATIS.

ATIS	
120.455	Alt Set: hPa (MM on request) Trans level: By ATC **RNAV-1 (P-RNAV) approval required. Otherwise advise ATC upon first contact.**
Apt Elev 362	

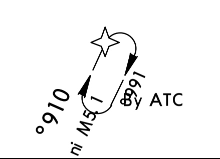
AGAVA 4U [AGAV4U]
LOGDA 4U [LOGD4U]
RWY 33 RNAV ARRIVALS



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

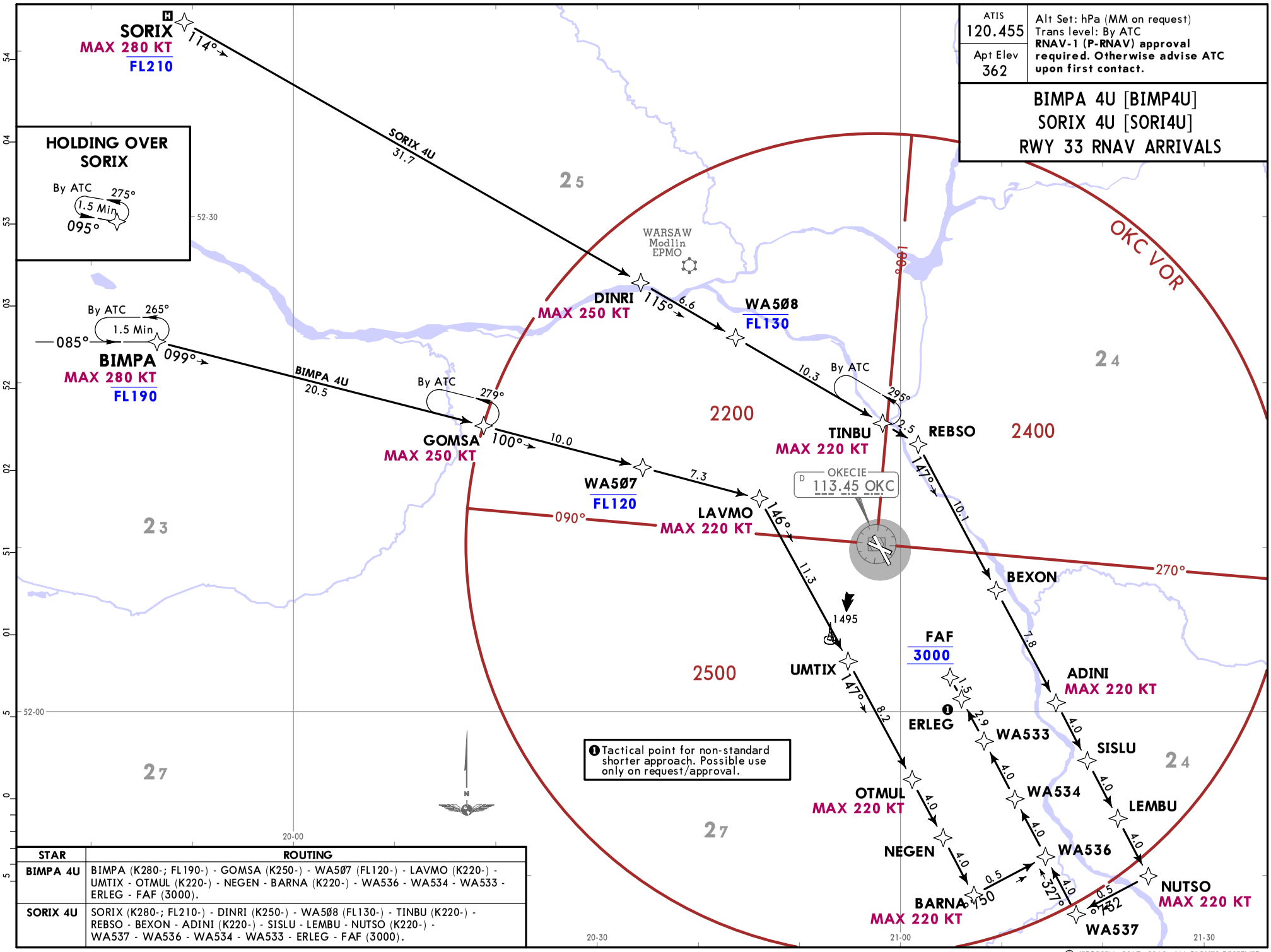
❷ Tactical point for non-standard shorter approach. Possible use only on request/approval.

HOLDING OVER LOGDA



STAR	ROUTING
AGAVA 4U	AGAVA (K280-; FL190-) - ELKIR (FL170-) - AMSOS (K250-) - WA593 (K250-) - INSEX (FL100-) - WA564 (K220-) - XEMRO (K220-) - PIVIP (K220-) - UMTIX - OTMUL (K220-) - NEGEN - BARNA (K220-) - WA536 - WA534 - WA533 - ERLEG - FAF (3000).
LOGDA 4U	LOGDA (K280-; FL190-) - WA593 (K250-) - INSEX (FL100-) - WA564 (K220-) - XEMRO (K220-) - PIVIP (K220-) - UMTIX - OTMUL (K220-) - NEGEN - BARNA (K220-) - WA536 - WA534 - WA533 - ERLEG - FAF (3000).

CHANGES: ATIS.



STAR	ROUTING
BIMPA 4U	BIMPA (K280-; FL190-) - GOMSA (K250-) - WA5Ø7 (FL120-) - LAVMO (K220-) - UMTIX - OTMUL (K220-) - NEGEN - BARNA (K220-) - WA536 - WA534 - WA533 - ERLEG - FAF (3000).
SORIX 4U	SORIX (K280-; FL210-) - DINRI (K250-) - WA5Ø8 (FL130-) - TINBU (K220-) - REBSO - BEXON - ADINI (K220-) - SISLU - LEMBU - NUTSO (K220-) - WA537 - WA536 - WA534 - WA533 - ERLEG - FAF (3000).

CHANGES: ATIS.

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.

BAMSO 5A [BAMS5A]
OLILA 6A [OLIL6A]
RWY 11 RNAV DEPARTURES

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

SID	ROUTING
BAMSO 5A	WA6Ø2 (K210-; 1500+) - WA6Ø7 - WA698 - BAMSO.
OLILA 6A	WA6Ø2 (K210-; 1500+) - WA6Ø7 (K230-) - DOPOX (K260-; 6000+) - TISEX (K270-) - INSON - OLILA.

Trans alt: 6500
1. **RNAV-1.**
2. **RNAV-1 approval required otherwise advise ATC before start-up.**
3. As soon as possible contact WARSAW Approach after take-off as published in ATIS or as instructed by ATC.
4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required. 5. EXPECT close-in obstacles.

Apt Elev 362

For LOST COMMS refer to 10-1P pages.

LOST COMMS ▶ LOST

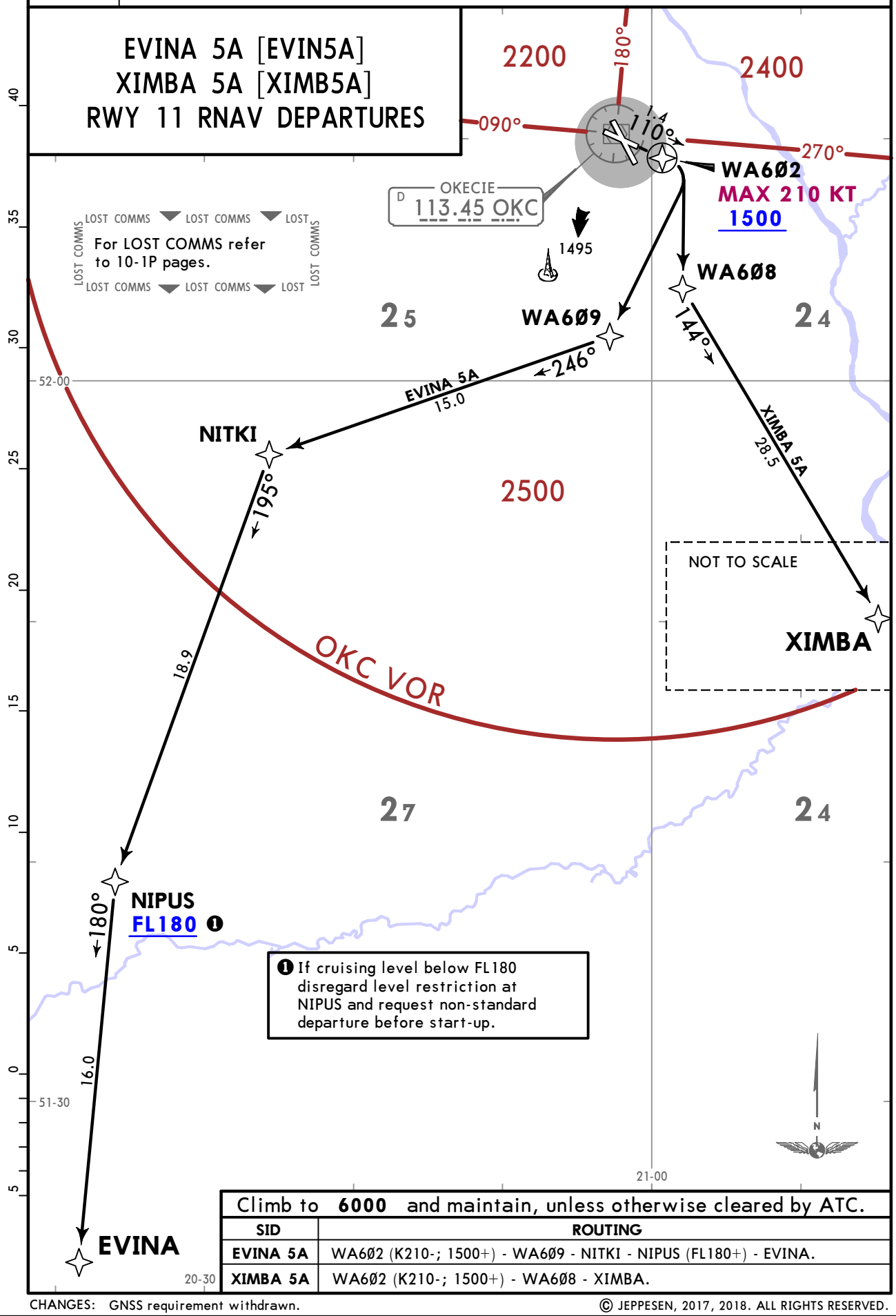
BAMSO
WA698
WA6Ø7
WA6Ø2
TISEX
MAX 270 KT
DOPOX
MAX 260 KT
6000
INSON
OLILA
OLILA 6A
26.2
294°
317°
11.7
334°
7.9
060°
1.91
A5 OS MAB
270°
090°
180°
110°
1.4
OKC VOR
OKECIE
D 113.45 OKC
MINSK MAZOWIECKI
EPMM
WARSAW
Modlin
EPMO
2400
2200
2500
24
25
MAX 230 KT
MAX 210 KT
1500
21-30
21-00
20-30
52-30
NOT TO SCALE

CHANGES: GNSS requirement withdrawn.

Apt Elev
362

Trans alt: 6500
1. RNAV-1. 2. RNAV-1 approval required otherwise advise ATC before start-up.
3. As soon as possible contact WARSAW Approach after take-off as published in ATIS or as instructed by ATC.
4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.
5. EXPECT close-in obstacles.

EVINA 5A [EVIN5A]
XIMBA 5A [XIMB5A]
RWY 11 RNAV DEPARTURES



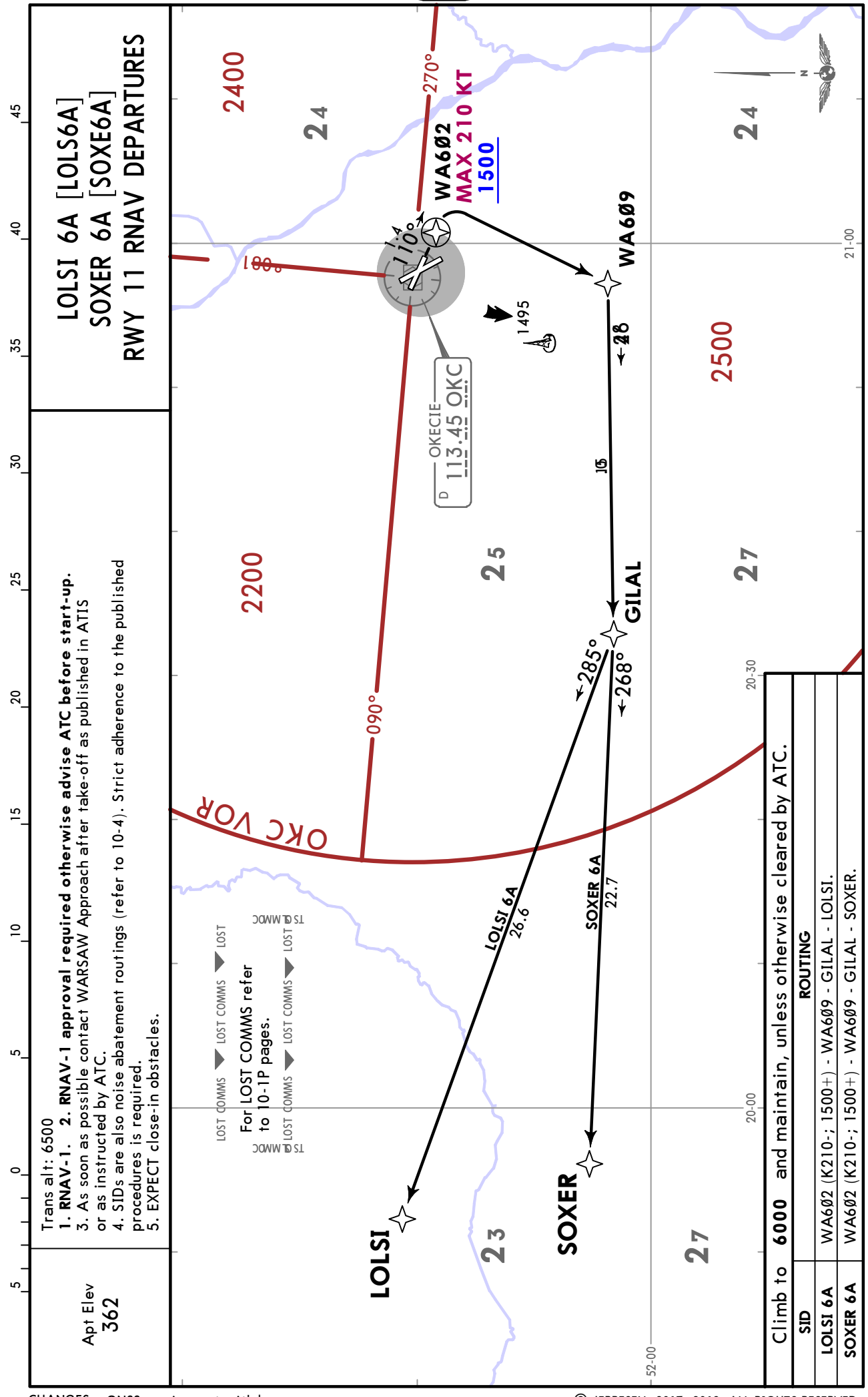
❶ If cruising level below FL180 disregard level restriction at NIPUS and request non-standard departure before start-up.

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

SID	ROUTING
EVINA 5A	WA6Ø2 (K210-; 1500+) - WA6Ø9 - NITKI - NIPUS (FL180+) - EVINA.
XIMBA 5A	WA6Ø2 (K210-; 1500+) - WA6Ø8 - XIMBA.

CHANGES: GNSS requirement withdrawn.

LOLSI 6A [LOLS6A]
SOXER 6A [SOXE6A]
RWY 11 RNAV DEPARTURES



Trans alt: 6500
1. **RNAV-1.** **2. RNAV-1 approval required otherwise advise ATC before start-up.**
3. As soon as possible contact WARSAW Approach after take-off as published in ATIS or as instructed by ATC.
4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.
5. EXPECT close-in obstacles.

Apt Elev
362

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

SID	ROUTING
LOLSI 6A	WA602 (K210-; 1500+) - WA609 - GILAL - LOLSI.
SOXER 6A	WA602 (K210-; 1500+) - WA609 - GILAL - SOXER.

CHANGES: GNSS requirement withdrawn.

BAMSO 5D [BAMS5D]
OLILA 5D [OLIL5D]
RWY 15 RNAV DEPARTURES

Trans alt: 6500
1. **RNAV-1.**
2. **RNAV-1 approval required otherwise advise ATC before start-up.**
3. As soon as possible contact WARSAW Approach after take-off as published in ATIS or as instructed by ATC.
4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

Apt Elev 362

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

SID	ROUTING
BAMSO 5D	WA401 (K200-; 1500+) - WA404 - WA657 - WA698 - BAMSO.
OLILA 5D	WA401 (K200-; 1500+) - WA404 (K220-) - DOPOX (K250-; 6000+) - TISEX (K250-) - INSON - OLILA.

LOST COMMS ▼ LOST
For LOST COMMS refer to 10-1P pages.
LOST COMMS ▼ LOST

BAMSO
WA698
MINSK MAZOWIECKI EPMM
OKC VOR
D5 OS MAB 0.71
WA657
WA404
OLILA 5D: MAX 220 KT
TISEX MAX 250 KT
DOPOX MAX 250 KT 6000
WA401 MAX 200 KT 1500
OLILA 5D 11.8
INSON
OLILA
OKECIE D 113.45 OKC
WARSAW Modlin EPMO
NOT TO SCALE
2400
2200
2500
270°
090°
317°
294°
347°
147°
11.7
26.2
3.9
5.6
1.6
1495

Apt Elev
362

Trans alt: 6500
1. **RNAV-1.**
2. **RNAV-1 approval required otherwise advise ATC before start-up.**
3. As soon as possible contact WARSAW Approach after take-off as published in ATIS or as instructed by ATC.
4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

EVINA 5D [EVIN5D]
XIMBA 6D [XIMB6D]
RWY 15 RNAV DEPARTURES

2200
2400
180°
090°
270°
147°
1.6
OKECIE
D 113.45 OKC
1495
WA4Ø1
1500
EVINA 5D:
MAX 200 KT
2 4
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For LOST COMMS refer to 10-1P pages.
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
2 5
WA4Ø2
WA4Ø3
243°
EVINA 5D
14.1
141°
XIMBA 6D
25.9
52-00
NITKI
195°
2500
NOT TO SCALE
XIMBA
OKC VOR
18.9
2 7
2 4
180°
NIPUS
FL180 ❶
❶ If cruising level below FL180 disregard level restriction at NIPUS and request non-standard departure before start-up.
16.0
51-30
21-00
20-30
EVINA

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

SID	ROUTING
EVINA 5D	WA4Ø1 (K200-; 1500+) - WA4Ø2 - NITKI - NIPUS (FL180+) - EVINA.
XIMBA 6D	WA4Ø1 (1500+) - WA4Ø3 - XIMBA.

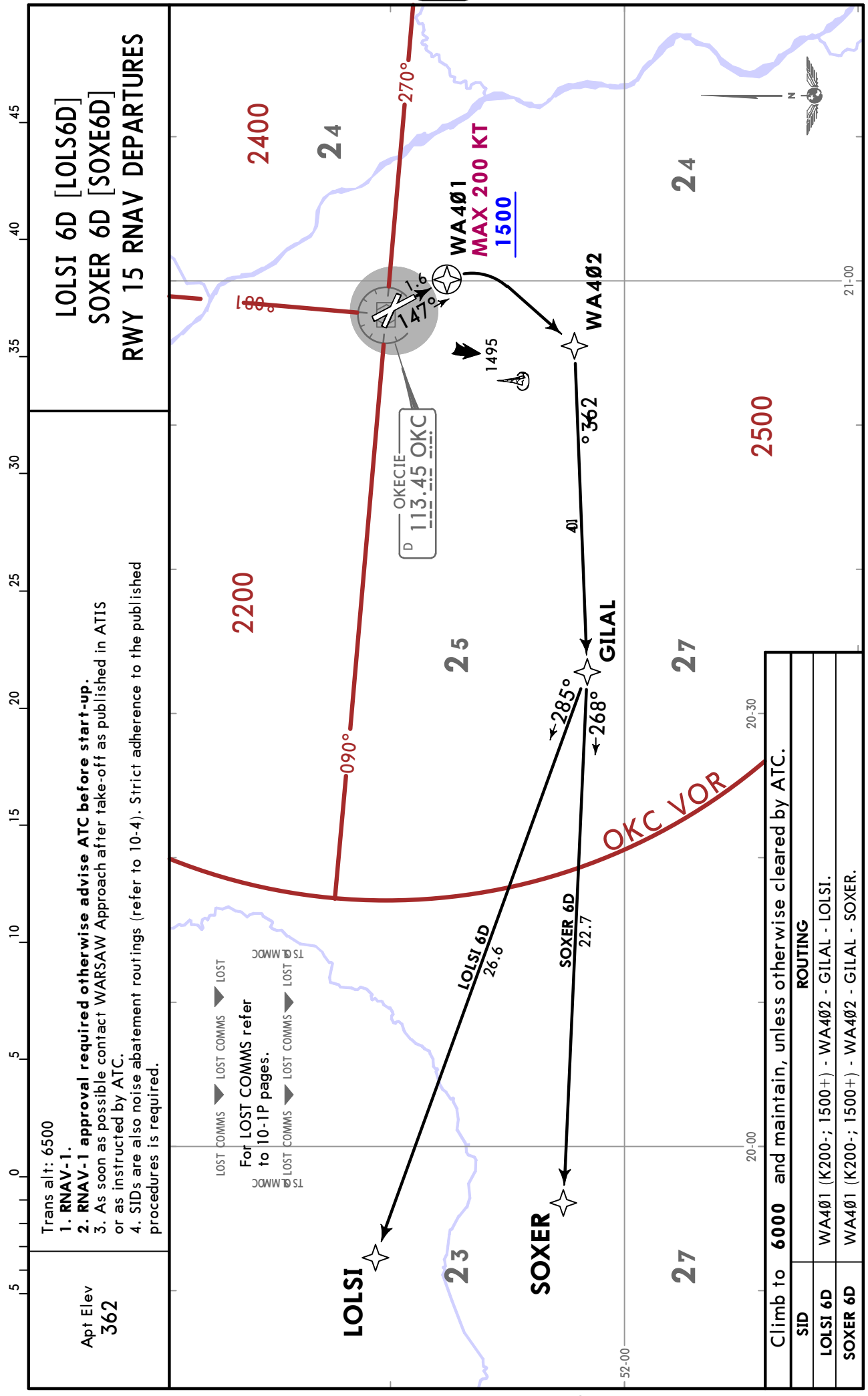
CHANGES: GNSS requirement withdrawn.

EPWA/WAW
CHOPIN

JEPPESEN
28 DEC 18 (10-3G) Eff 3 Jan

WARSAW, POLAND
RNAV SID

LOLSI 6D [LOLS6D]
SOXER 6D [SOXE6D]
RWY 15 RNAV DEPARTURES



Trans alt: 6500
1. **RNAV-1.**
2. **RNAV-1 approval required otherwise advise ATC before start-up.**
3. As soon as possible contact WARSAW Approach after take-off as published in ATIS or as instructed by ATC.
4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

Apt Elev
362

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

SID	ROUTING
LOLSI 6D	WA401 (K200-; 1500+) - WA402 - GILAL - LOLSI.
SOXER 6D	WA401 (K200-; 1500+) - WA402 - GILAL - SOXER.

CHANGES: GNSS requirement withdrawn.

BAMSO 6G [BAMS6G]
OLILA 6G [OLIL6G]
RWY 29 RNAV DEPARTURES

Apt Elev **362**

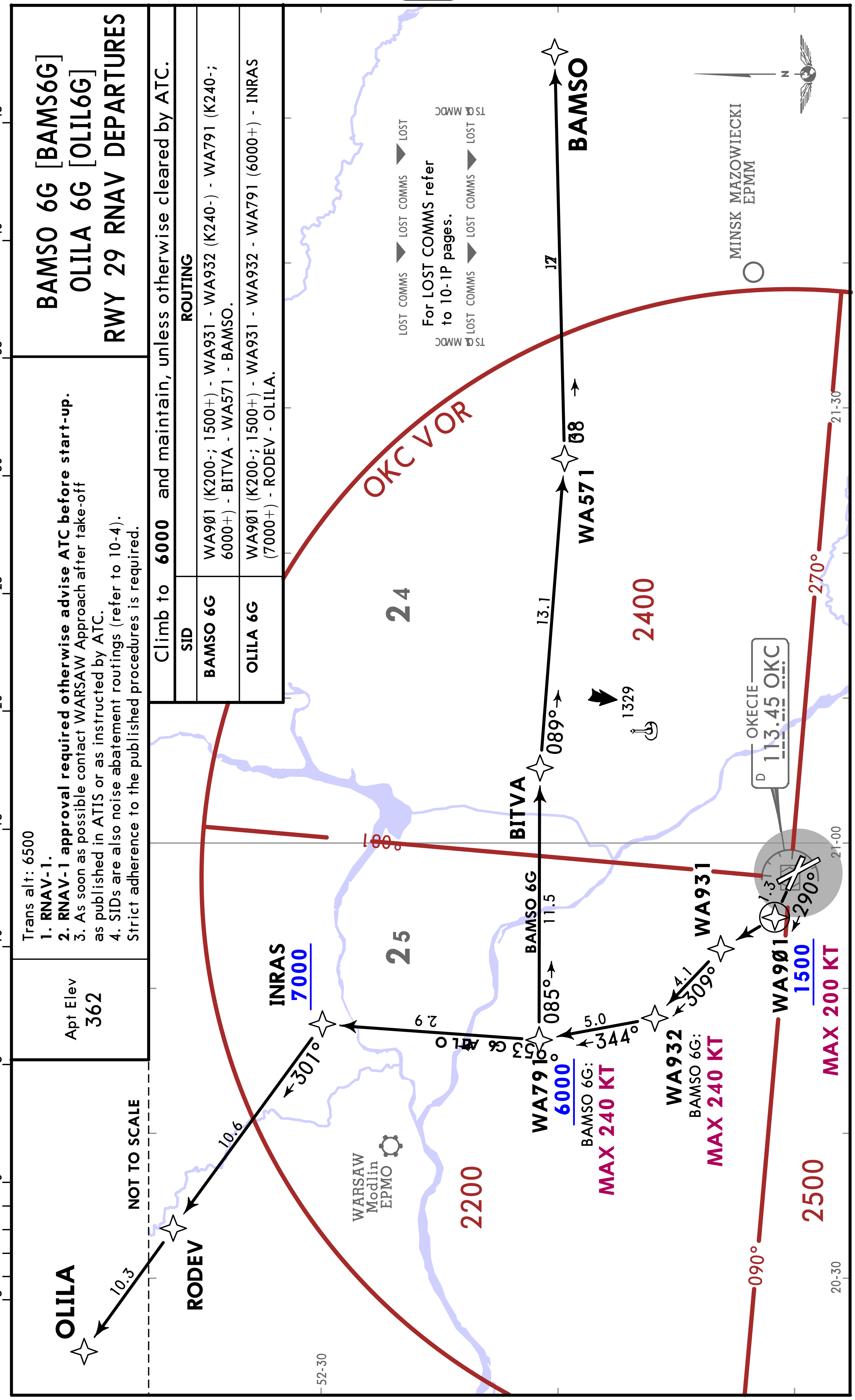
Trans alt: 6500

1. **RNAV-1.**
2. **RNAV-1 approval required otherwise advise ATC before start-up.**
3. As soon as possible contact WARSAW Approach after take-off as published in ATIS or as instructed by ATC.
4. SIDs are also noise abatement routings (refer to 10-4).

Strict adherence to the published procedures is required.

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

SID	ROUTING
BAMSO 6G	WA9Ø1 (K200-; 1500+) - WA931 - WA932 (K240-) - WA791 (K240-; 6000+) - BITVA - WA571 - BAMSO.
OLILA 6G	WA9Ø1 (K200-; 1500+) - WA931 - WA932 - WA791 (6000+) - INRAS (7000+) - RODEV - OLILA.

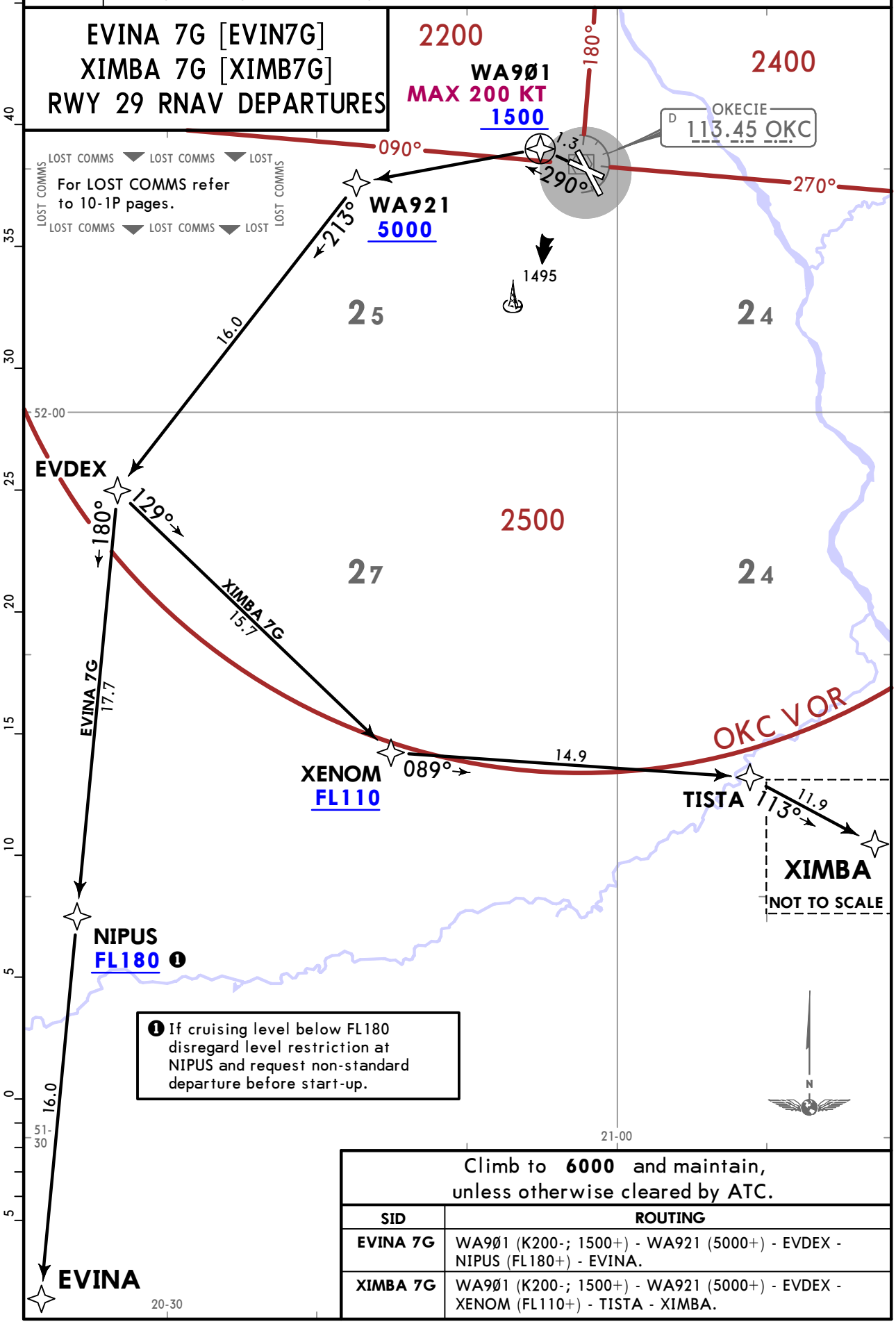


CHANGES: GNSS requirement withdrawn.

Apt Elev 362

Trans alt: 6500
1. RNAV-1. 2. RNAV-1 approval required otherwise advise ATC before start-up.
3. As soon as possible contact WARSAW Approach after take-off as published in ATIS or as instructed by ATC.
4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

EVINA 7G [EVIN7G]
XIMBA 7G [XIMB7G]
RWY 29 RNAV DEPARTURES



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

SID	ROUTING
EVINA 7G	WA9Ø1 (K200-; 1500+) - WA921 (5000+) - EVDEX - NIPUS (FL180+) - EVINA.
XIMBA 7G	WA9Ø1 (K200-; 1500+) - WA921 (5000+) - EVDEX - XENOM (FL110+) - TISTA - XIMBA.

CHANGES: GNSS requirement withdrawn.

EPWA/WAW
CHOPIN

JEPPESEN
28 DEC 18 (10-3K) Eff 3 Jan

WARSAW, POLAND
RNAV SID

LOLSI 7G [LOLS7G]
SOXER 7G [SOXE7G]
RWY 29 RNAV DEPARTURES

Trans alt: 6500
1. **RNAV-1.** 2. **RNAV-1 approval required otherwise advise ATC before start-up.**
3. As soon as possible contact WARSAW Approach after take-off as published in ATIS or as instructed by ATC.
4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

Apt Elev 362

For LOST COMMS refer to 10-1P pages.

LOST COMMS ▼ LOST

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

SID	ROUTING
LOLSI 7G	WA901 (K200-; 1500+) - WA902 - WA903 (5000+) - MAKUS - LOLSI.
SOXER 7G	WA901 (K200-; 1500+) - WA902 - WA903 (5000+) - MAKUS - SOXER.

CHANGES: GNSS requirement withdrawn.

EPWA/WAW
CHOPIN

JEPPESEN
28 DEC 18 (10-3L) Eff 3 Jan

WARSAW, POLAND
RNAV SID

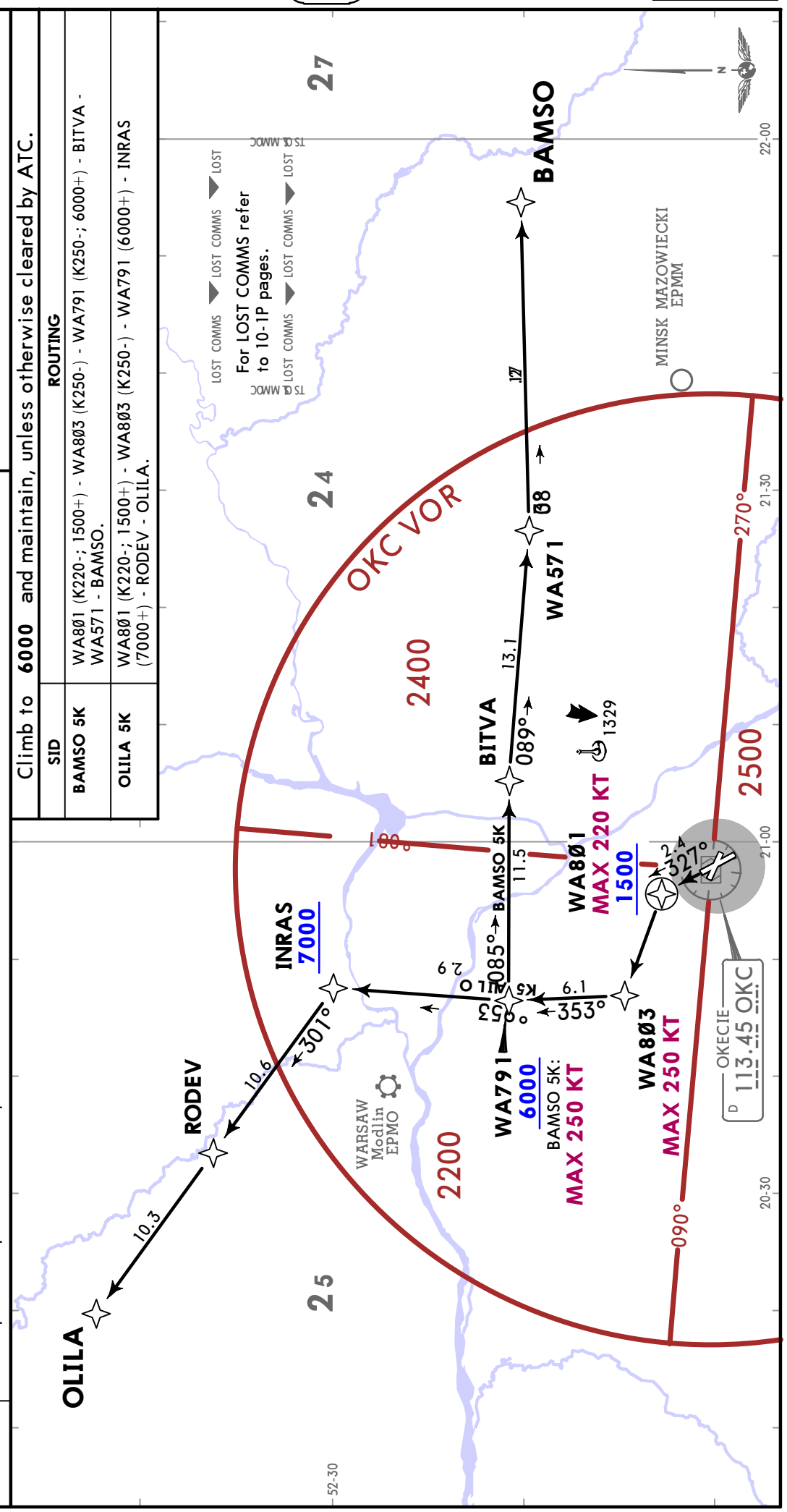
BAMSO 5K [BAMS5K]
OLILA 5K [OLIL5K]
RWY 33 RNAV DEPARTURES

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

SID	ROUTING
BAMSO 5K	WA8Ø1 (K220-; 1500+) - WA8Ø3 (K250-) - WA571 (K250-; 6000+) - BITVA - WA571 - BAMSO.
OLILA 5K	WA8Ø1 (K220-; 1500+) - WA8Ø3 (K250-) - WA791 (6000+) - INRAS (7000+) - RODEV - OLILA.

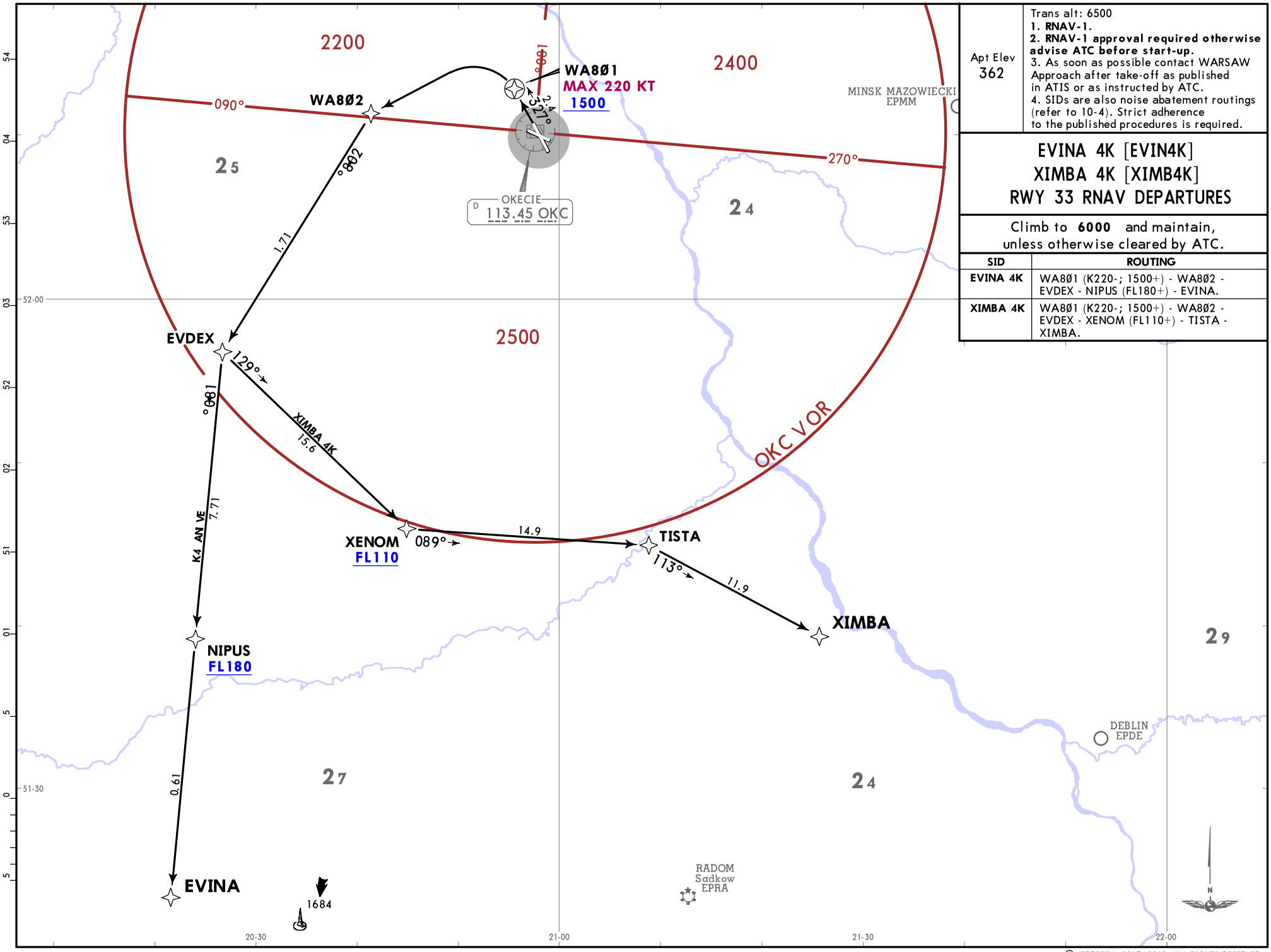
Trans alt: 6500
1. **RNAV-1. 2. RNAV-1 approval required otherwise advise ATC before start-up.**
3. As soon as possible contact WARSAW Approach after take-off as published in ATIS or as instructed by ATC.
4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

Apt Elev 362



CHANGES: GNSS requirement withdrawn.

JEPPESEN WARSAW, POLAND
28 DEC 18 (10-3M) Eff 3 Jan
RNAV SID



Apt Elev
362

Trans alt: 6500
1. RNAV-1.
2. RNAV-1 approval required otherwise advise ATC before start-up.
3. As soon as possible contact WARSAW Approach after take-off as published in ATIS or as instructed by ATC.
4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

EVINA 4K [EVIN4K]
XIMBA 4K [XIMB4K]
RWY 33 RNAV DEPARTURES

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

SID	ROUTING
EVINA 4K	WA8Ø1 (K220-; 1500+) - WA8Ø2 - EVDEX - NIPUS (FL180+) - EVINA.
XIMBA 4K	WA8Ø1 (K220-; 1500+) - WA8Ø2 - EVDEX - XENOM (FL110+) - TISTA - XIMBA.

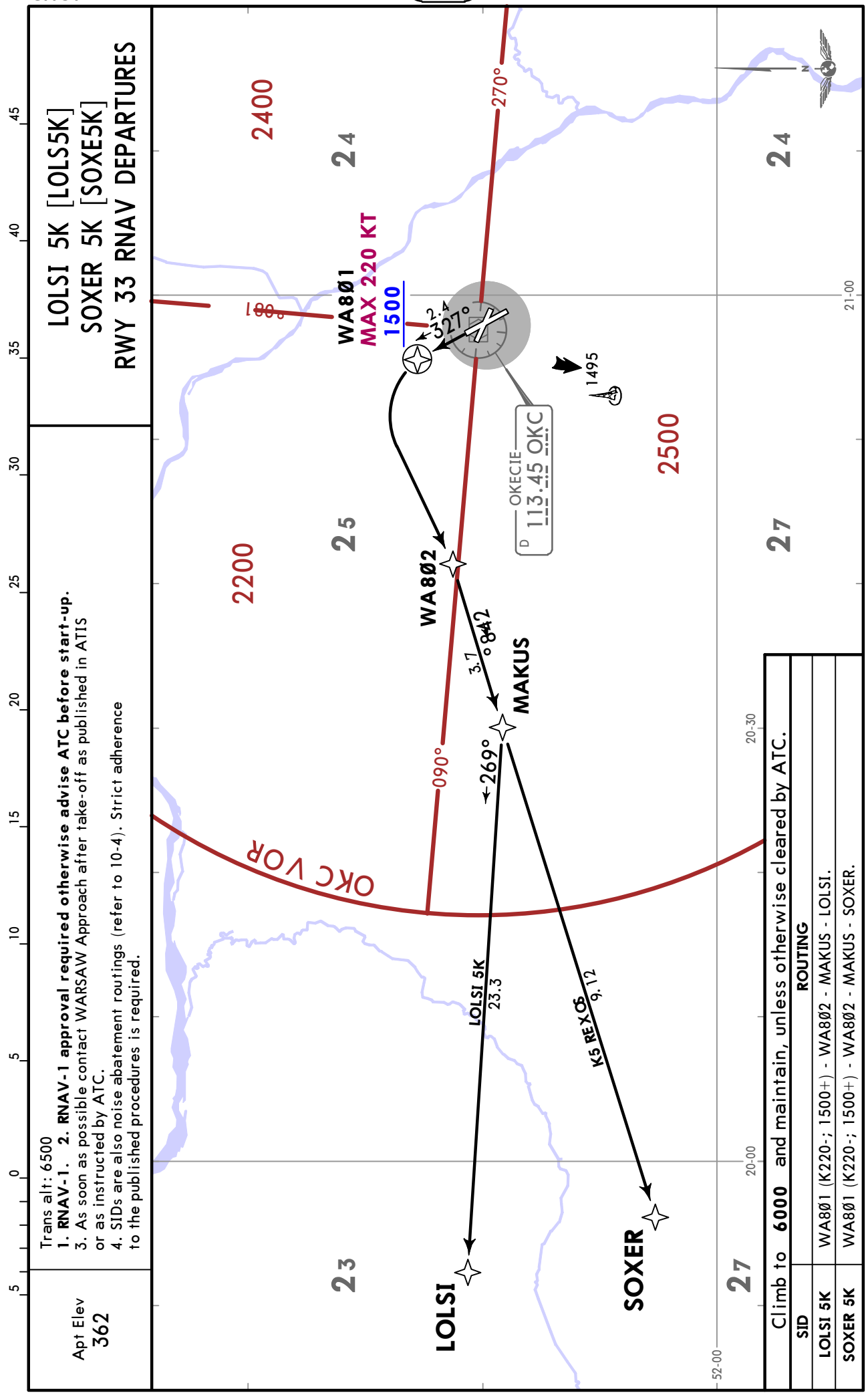
CHANGES: GNSS requirement withdrawn.

EPWA/WAW
CHOPIN

JEPPESEN
28 DEC 18 (10-3N) Eff 3 Jan

WARSAW, POLAND
RNAV SID

LOLSI 5K [LOLS5K]
SOXER 5K [SOXE5K]
RWY 33 RNAV DEPARTURES



Trans alt: 6500
1. **RNAV-1. 2. RNAV-1 approval required otherwise advise ATC before start-up.**
3. As soon as possible contact WARSAW Approach after take-off as published in ATIS or as instructed by ATC.
4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

Apt Elev
362

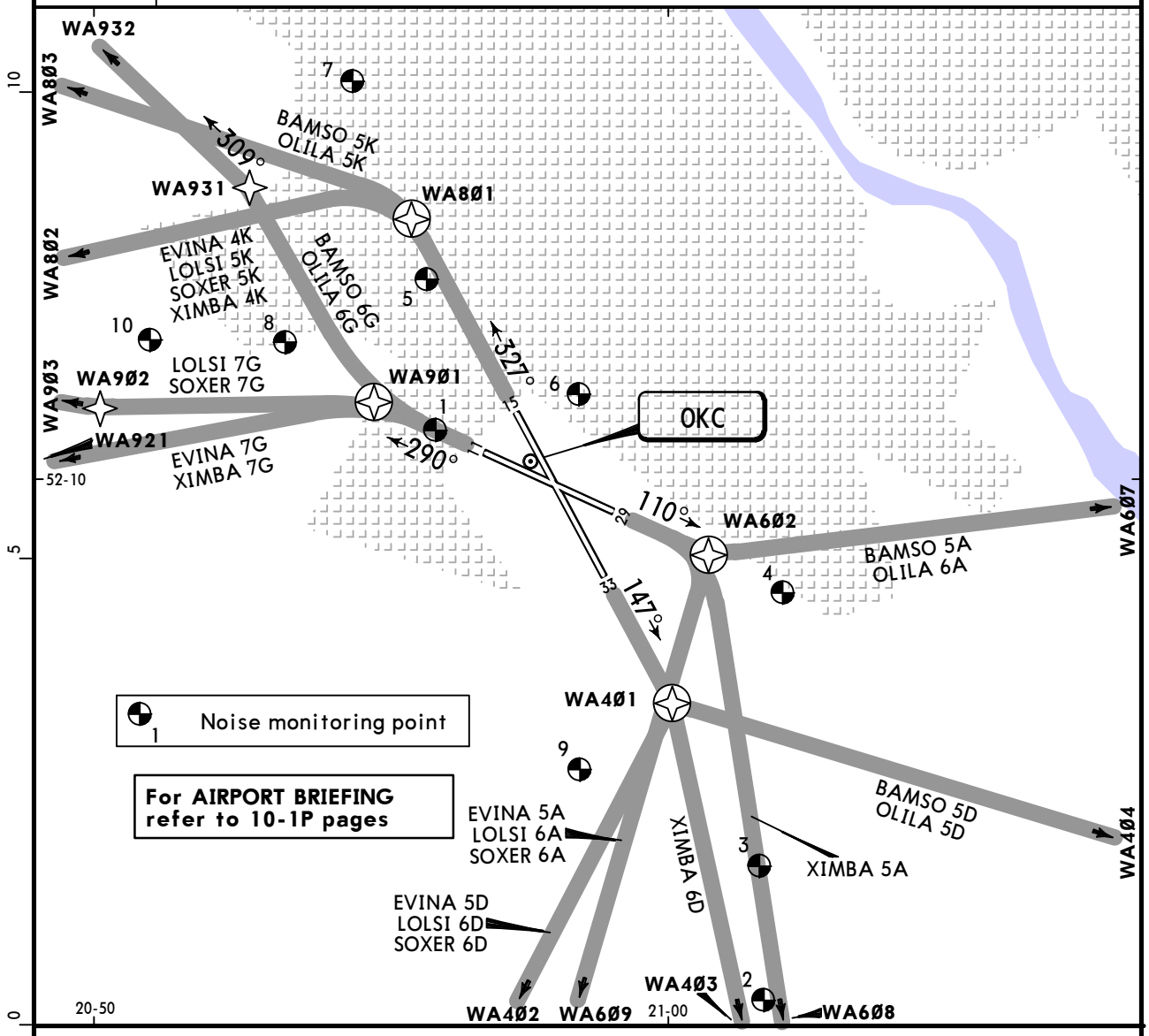
Climb to **6000** and maintain, unless otherwise cleared by ATC.

SID	ROUTING
LOLSI 5K	WA801 (K220-; 1500+) - WA802 - MAKUS - LOLSI.
SOXER 5K	WA801 (K220-; 1500+) - WA802 - MAKUS - SOXER.

CHANGES: GNSS requirement withdrawn.

Apt Elev
362'

NOISE ABATEMENT



NOISE MONITORING POINT/NAME/LOCATION		
1	ZALUSKI	N52 10.5 E020 56.0
2	PIASECZNO	N52 04.4 E021 01.7
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
9	ZAMIENIE	N52 06.9 E020 58.5
10	PIASTOW	N52 11.5 E020 51.0

CHANGES: Reissue.

CONSTRUCTION WORKS ON AIRPORT AREA

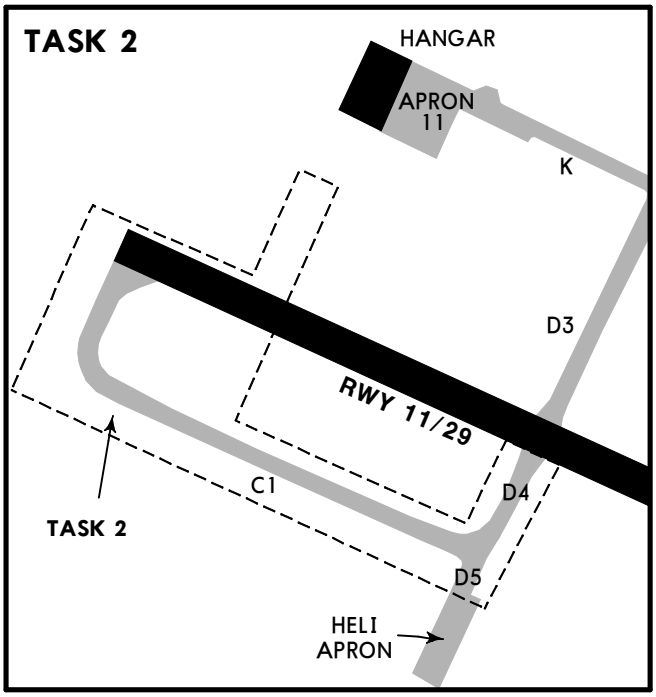
REFER ALSO TO LATEST NOTAMS

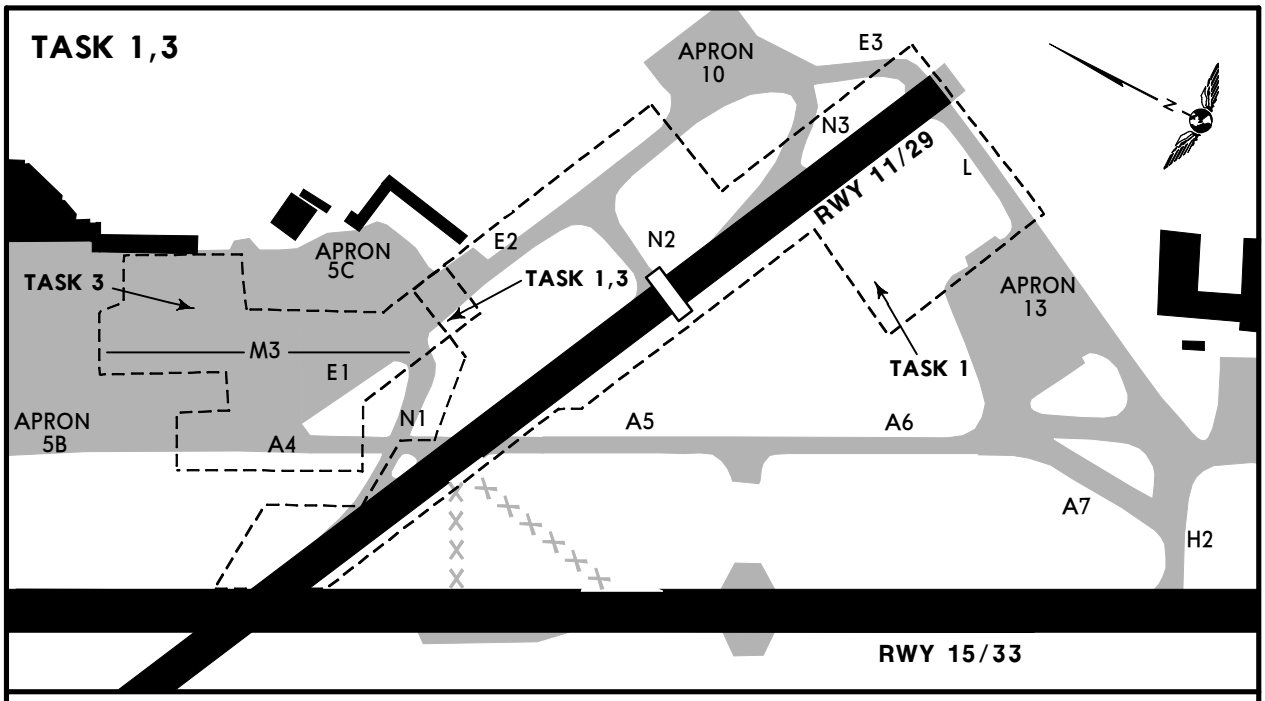
TASK 1

Construction of rapid exit taxiway N2 at RWY 11.

TASK 2

Reconstruction of TWY C1.





TASK 3

Reconstruction of TWY M3 and construction new TWY J.

TAXIING PROCEDURES FOR TWY M3:

Taxiing is restricted to ACFT with a wingspan of 213'/65 m or less.
A speed limit of 10 KT applies.
Crews of ACFT with a wheelbase of more than 75'/22.78 m should, during taxiing, use judgemental oversteering.
Air-taxing possible only with the Follow-me assistance.
Stands 44, 44A, 45, 46L, 46 and 46R not available.

Any restrictions and obstructions will be published by NOTAMs.

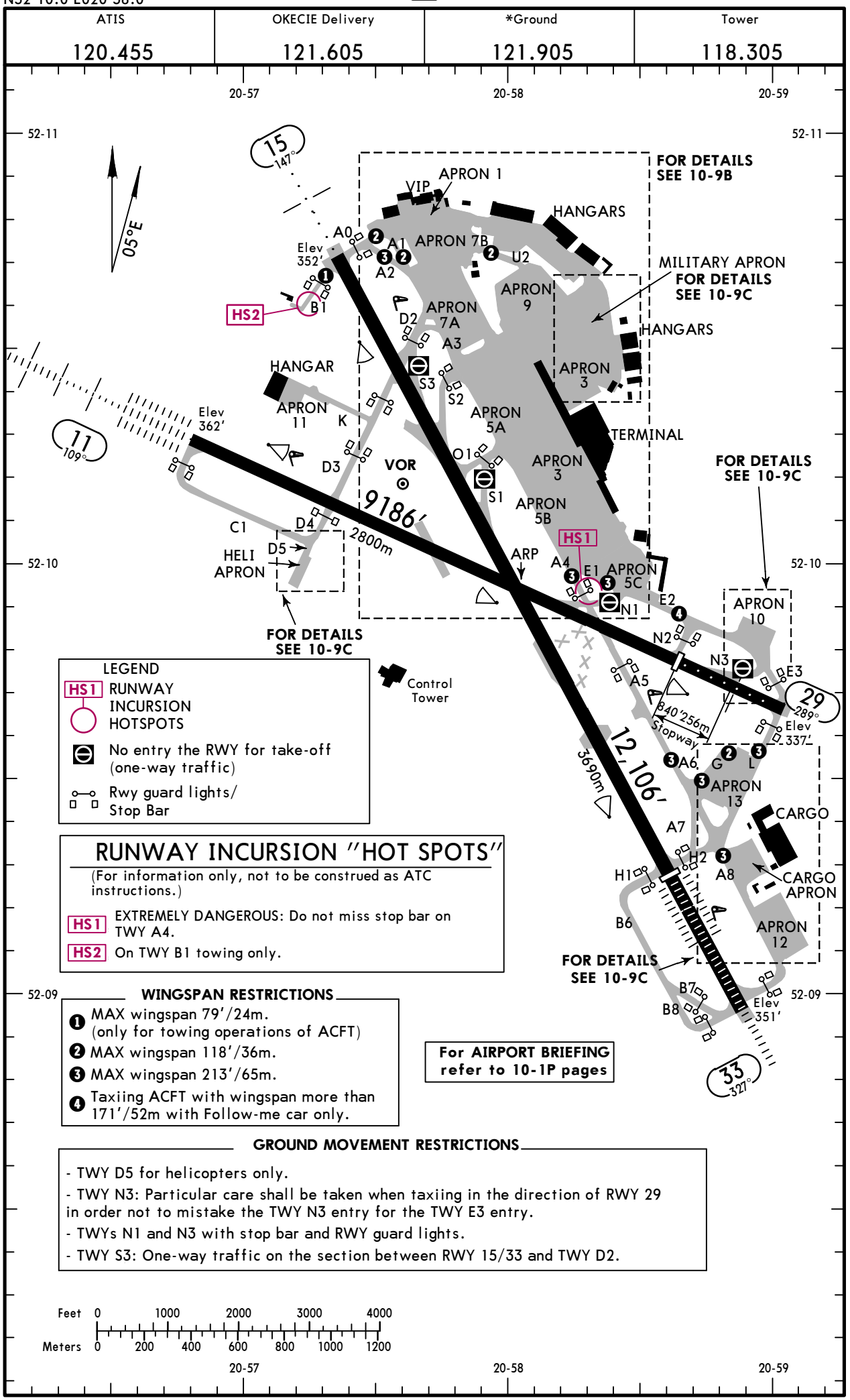
EPWA/WAW

Apt Elev 362′
N52 10.0 E020 58.0

JEPPESEN
24 MAY 19 (10-9)

WARSAW, ~~POLAND~~
CHOPIN

ATIS	OKECIE Delivery	*Ground	Tower
120.455	121.605	121.905	118.305



LEGEND

HS1 RUNWAY INCURSION HOTSPOTS

No entry the RWY for take-off (one-way traffic)

Rwy guard lights/ Stop Bar

RUNWAY INCURSION "HOT SPOTS"

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

HS1 EXTREMELY DANGEROUS: Do not miss stop bar on TWY A4.

HS2 On TWY B1 towing only.

WINGSPAN RESTRICTIONS

1. MAX wingspan 79′/24m. (only for towing operations of ACFT)
2. MAX wingspan 118′/36m.
3. MAX wingspan 213′/65m.
4. Taxiing ACFT with wingspan more than 171′/52m with Follow-me car only.

For AIRPORT BRIEFING refer to 10-1P pages

GROUND MOVEMENT RESTRICTIONS

- TWY D5 for helicopters only.
- TWY N3: Particular care shall be taken when taxiing in the direction of RWY 29 in order not to mistake the TWY N3 entry for the TWY E3 entry.
- TWYs N1 and N3 with stop bar and RWY guard lights.
- TWY S3: One-way traffic on the section between RWY 15/33 and TWY D2.

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

CHANGES: RVR symbol added.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
11 ❶ 29	HIRL (60m) CL (15m) HIALS-II SFL TDZ ❷	RVR	❹	7366' 2245m	❺	164' 50m
	HIRL (60m) CL (15m) HIALS PAPI-R(3.5°)	RVR	7559' 2304m			
15 ❶ 33	HIRL (60m) CL (15m) HIALS PAPI-L(3.5°)	RVR			❻	197' 60m
	HIRL (60m) CL (15m) ALSF-II TDZ ❷❸	RVR	9938' 3029m	8843' 2695m		

❶ grooved
❷ PAPI-L (angle 3.0°) ❸ HST-S1 & S2
❹ LDA 8399' (2560m)
❺ TAKE-OFF RUN AVAILABLE

RWY 11:

From rwy head	7559' (2304m)
twy D3 int	5410' (1649m)

RWY 29:

From rwy head	9186' (2800m)
twy N2 int	7549' (2301m)
twy A4 int	6293' (1918m)

❻ TAKE-OFF RUN AVAILABLE

RWY 15:

From rwy head	12,106' (3690m)
twy D2 int	10,476' (3193m)
twy O1 int	8629' (2630m)

RWY 33:

From rwy head	12,106' (3690m)
twy A8 int	12,011' (3661m)
twy H2 int	9875' (3010m)

Standard

TAKE-OFF

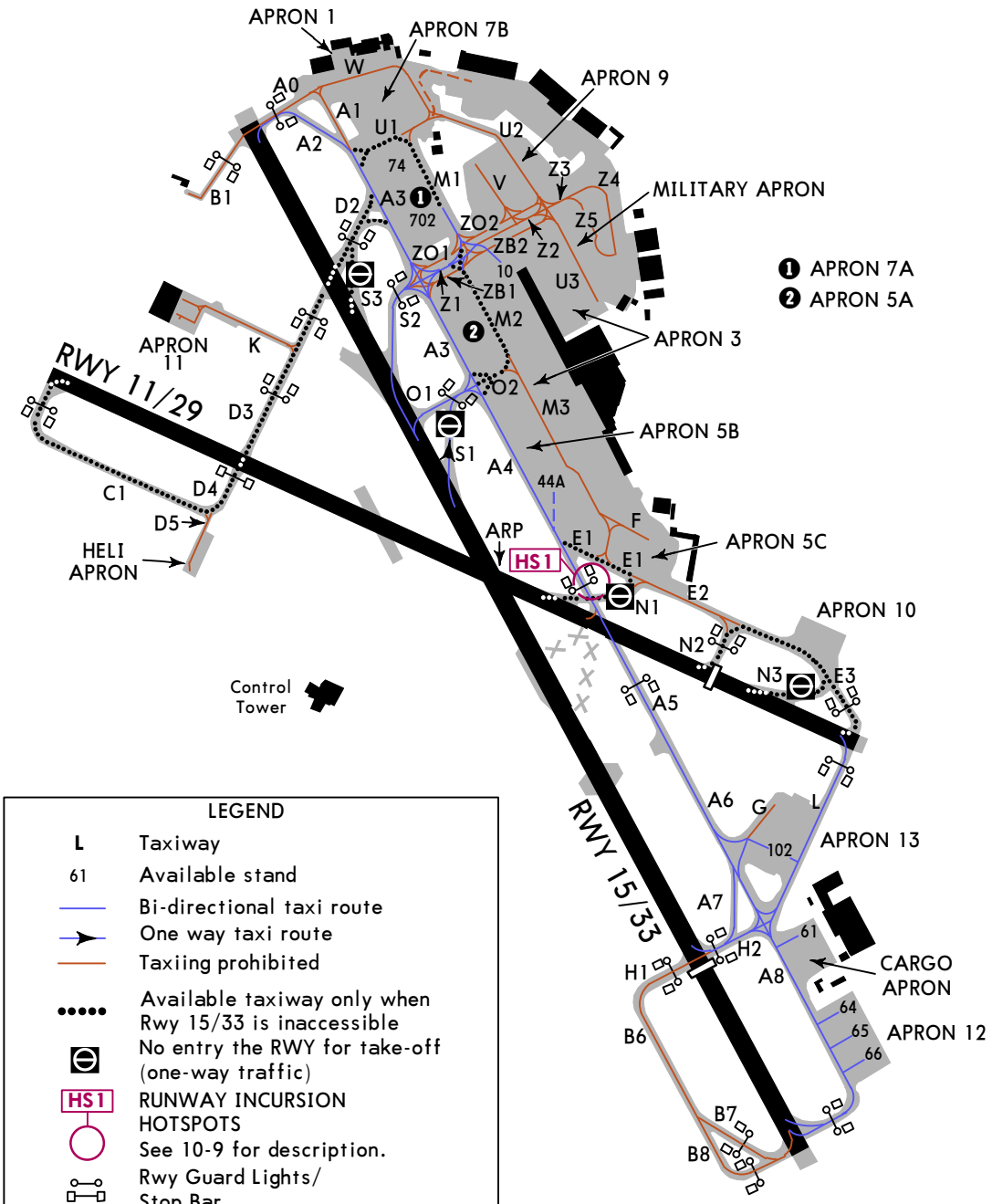
	Low Visibility Take-off					
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

CHANGES: None.

20-57 20-58 20-59

52-11 52-10 52-09

FOR A380-800, B747-8, B777-300, AN-124-100, C5B GALAXY ONLY



LEGEND

L	Taxiway
61	Available stand
	Bi-directional taxi route
	One way taxi route
	Taxiing prohibited
	Available taxiway only when Rwy 15/33 is inaccessible
	No entry the RWY for take-off (one-way traffic)
HS1	RUNWAY INCURSION HOTSPOTS See 10-9 for description.
	Rwy Guard Lights/ Stop Bar
ZB1, ZB2	Twy Z BLUE 1, 2
ZO1, ZO2	Twy Z ORANGE 1, 2

CAUTION:

- All manoeuvres in the movement area without RWY must be performed under FOLLOWE ME guidance.
- Taxi with outer engines on if applicable.
- MAX speed in turns is 10 Kt (18km/h) and on straight TWY sectionss on APNs is 15 Kt (28km/h).
- Use minimum thrust during taxiing.

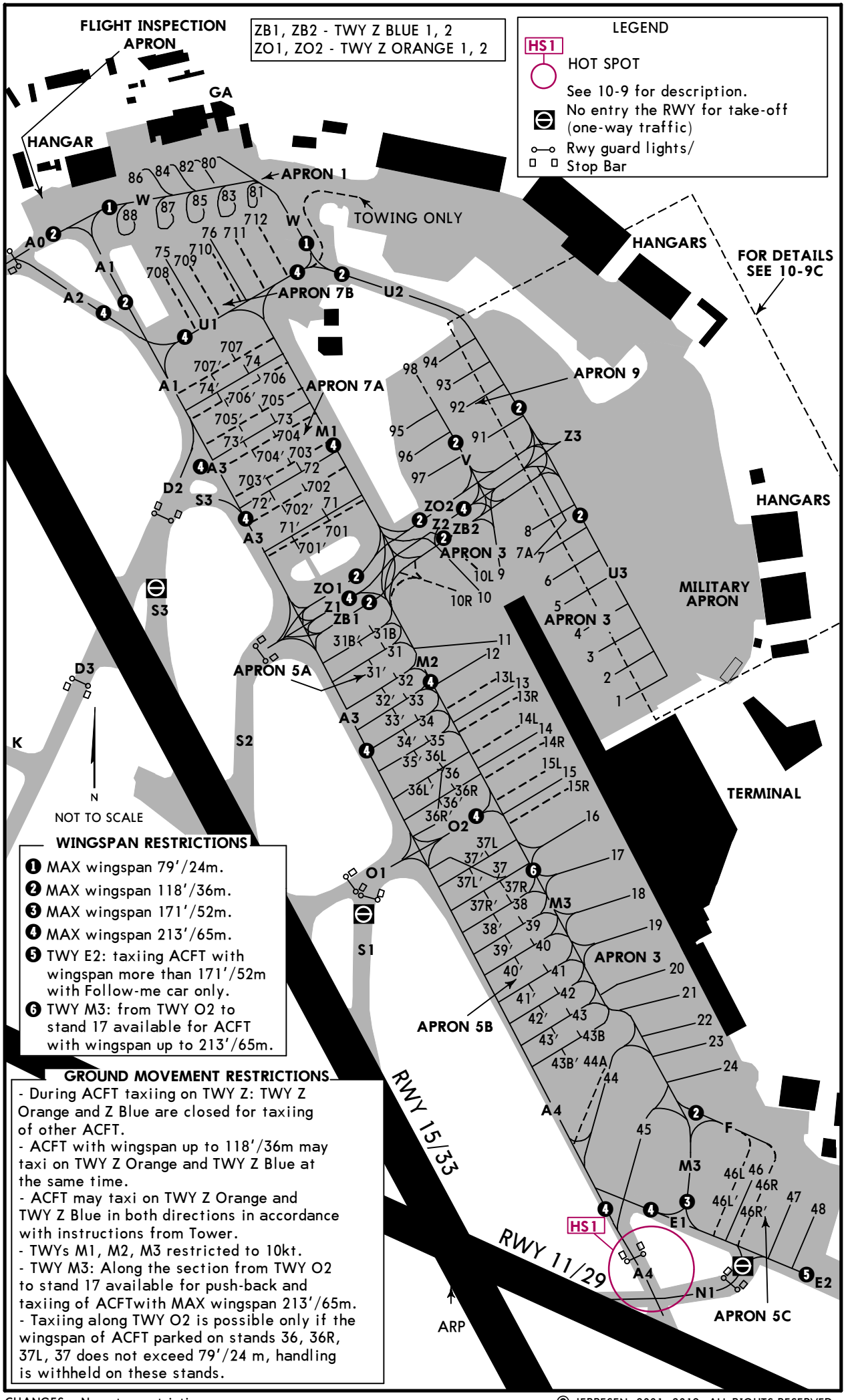
EPWA/WAW

JEPPESEN

26 APR 19 (10-9B)

WARSAW, ~~POLAND~~

CHOPIN



CHANGES: No entry restriction.

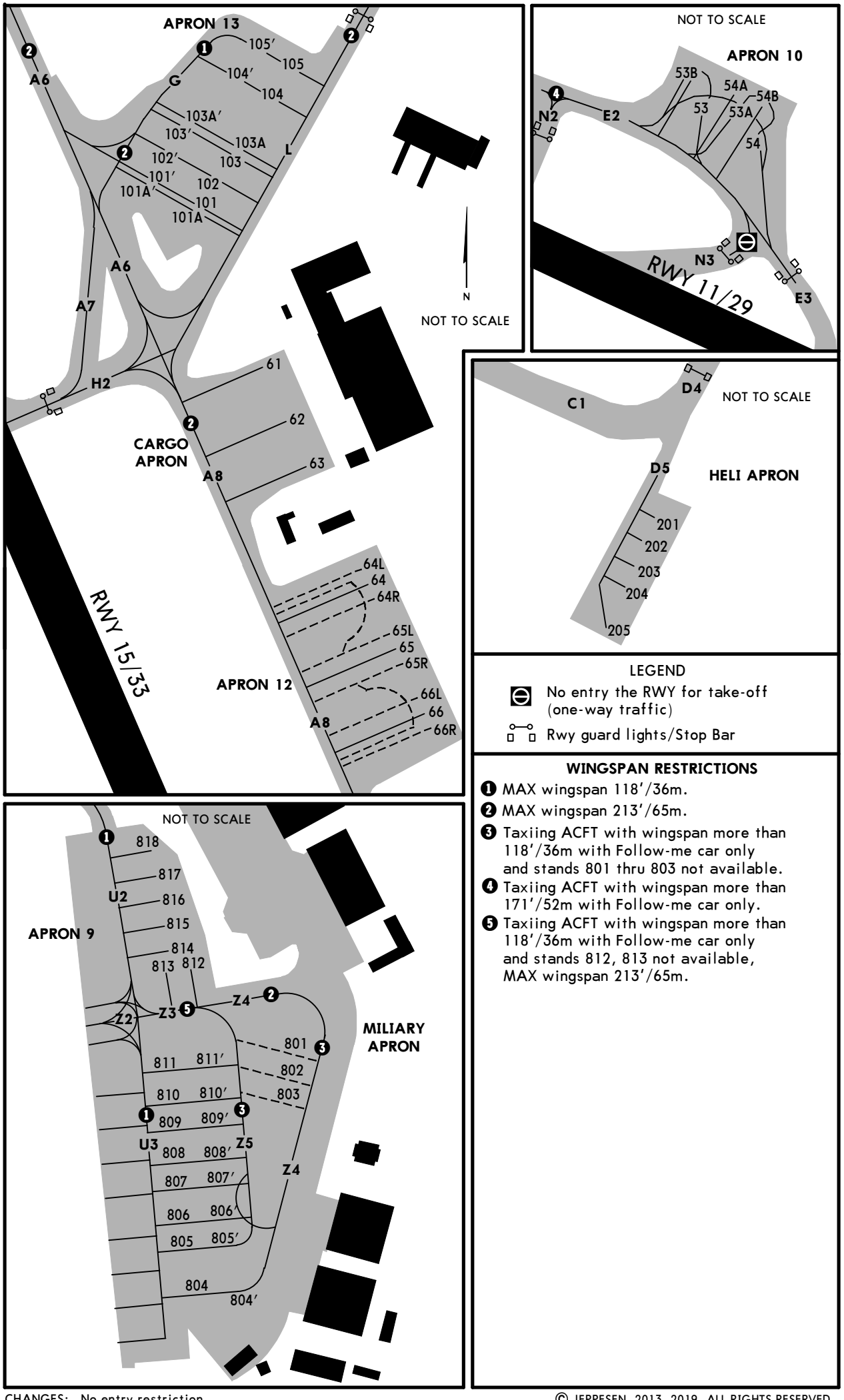
EPWA/WAW

JEPPESEN

26 APR 19 (10-9C)

WARSAW, ~~POLAND~~

CHOPIN



WINGSPAN RESTRICTIONS

1. MAX wingspan 118′/36m.
2. MAX wingspan 213′/65m.
3. Taxiing ACFT with wingspan more than 118′/36m with Follow-me car only and stands 801 thru 803 not available.
4. Taxiing ACFT with wingspan more than 171′/52m with Follow-me car only.
5. Taxiing ACFT with wingspan more than 118′/36m with Follow-me car only and stands 812, 813 not available, MAX wingspan 213′/65m.

CHANGES: No entry restriction.

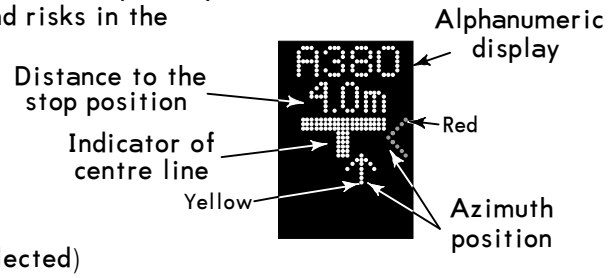
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N52 10.4 E020 58.3	88	N52 10.8 E020 57.6
2 thru 4	N52 10.4 E020 58.2	91, 92	N52 10.6 E020 58.1
5, 6	N52 10.5 E020 58.2	93	N52 10.6 E020 58.0
7 thru 10R	N52 10.5 E020 58.1	94	N52 10.7 E020 58.0
11 thru 13R	N52 10.4 E020 58.1	95 thru 98	N52 10.6 E020 58.0
14L	N52 10.4 E020 58.1	101, 101'	N52 09.5 E020 58.8
14, 14R	N52 10.4 E020 58.2	101A	N52 09.4 E020 58.8
15L thru 16	N52 10.3 E020 58.2	101A' thru 103'	N52 09.5 E020 58.8
17	N52 10.3 E020 58.3	103A	N52 09.5 E020 58.9
18 thru 20	N52 10.2 E020 58.3	103A'	N52 09.5 E020 58.8
21	N52 10.1 E020 58.3	104	N52 09.5 E020 58.9
22 thru 24	N52 10.1 E020 58.4	104'	N52 09.5 E020 58.8
31B thru 32'	N52 10.4 E020 57.9	105, 105'	N52 09.6 E020 58.9
33	N52 10.4 E020 58.0	201 thru 205	N52 10.5 E020 57.9
33'	N52 10.4 E020 57.9	701	N52 10.0 E020 57.2
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
37', 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
53	N52 09.8 E020 58.9	711	N52 10.8 E020 57.7
53A	N52 09.8 E020 59.0	712	N52 10.8 E020 57.8
53B	N52 09.9 E020 58.9	801 thru 803	N52 10.6 E020 58.3
54	N52 09.8 E020 59.0	804	N52 10.4 E020 58.3
54A	N52 09.9 E020 58.9	804'	N52 10.4 E020 58.4
54B	N52 09.8 E020 59.0	805 thru 808'	N52 10.5 E020 58.3
61, 62	N52 09.3 E020 58.9	809	N52 10.5 E020 58.2
63	N52 09.3 E020 59.0	809'	N52 10.5 E020 58.3
64L thru 64R	N52 09.2 E020 59.0	810	N52 10.5 E020 58.2
65L thru 65R	N52 09.2 E020 59.1	810'	N52 10.6 E020 58.3
66L thru 66R	N52 09.1 E020 59.1	811, 811'	N52 10.6 E020 58.2
71	N52 10.5 E020 57.9	812 thru 814	N52 10.6 E020 58.2
71'	N52 10.5 E020 57.8	815	N52 10.6 E020 58.1
72 thru 73'	N52 10.6 E020 57.8	816 thru 818	N52 10.7 E020 58.1
74	N52 10.7 E020 57.8		
74'	N52 10.6 E020 57.7		
75	N52 10.7 E020 57.7		
76	N52 10.8 E020 57.7		
80	N52 10.8 E020 57.7		
81	N52 10.8 E020 57.8		
82, 83	N52 10.8 E020 57.7		
84	N52 10.8 E020 57.6		
85	N52 10.8 E020 57.7		
86	N52 10.8 E020 57.6		
87	N52 10.8 E020 57.7		

ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (A-VDGS)

SYSTEM DESCRIPTION:

Parking stands 1 thru 7, 9 thru 10R and 11 thru 24 are are equipped with the Advanced Visual Docking Guidance System (A-VDGS). Some colours having a very low infrared reflectance are likely to cause poor ACFT detection capability.
Information regarding the docking process and risks in the docking procedure is provided to flight crews on a display mounted at the extension of the stand centre line.



ALPHANUMERIC DISPLAY

ACFT TYPE	- ACFT type (selected)
WAIT	- ACFT type verification or system test - stand unavailable
WAIT GATE BLOCK	- blocking objects within the scanning range - stand unavailable
WAIT VIEW BLOCK	- blocking objects within the scanning range - stand unavailable
SLOW	- ACFT approach speed too fast for docking
TOO FAR	- ACFT stopped too far past the stop position (above 3'/1m)
type ACFT and SLOW	- bad weather conditions
STOP	- ACFT to be stopped immediately
STOP ID FAIL	- ACFT to be stopped due to failed ACFT identification
STOP SBU	- ACFT to be stopped immediately - system failure or lost tracking or ACFT far off the centre line
STOP/next OK	- ACFT stopped in the correct position
simultaneously STOP OK	- ACFT stopped before the stop position

INDICATOR OF CENTRE LINE AND DISTANCE TO THE STOP POSITION
Current ACFT distance to the stop position expressed in metres. Field activated when the ACFT is 98'/30m from the stop position. At a distance of 49'/15m from the stop position, the lower rows are successively switched off. A single row of the indicator represents a distance of 1'/0.3m remaining to the stop position.

AZIMUTH POSITION
Laser scanning technology allows the system to be used from both pilot positions. Information on ACFT transverse position in relation to the centre line is displayed. Flashing red arrows indicate the required ACFT turning direction for azimuth guidance. A yellow arrow indicates the current ACFT position in relation to the centre line.

ROUTINE TO BE FOLLOWED WHEN USING THE SYSTEM:

- Check that the correct (required) ACFT type is shown on the display.
- Floating yellow vertical arrows indicate that the system is activated.
- The lead-in line is to be followed.
- The appearance of the vertical centre line indicator indicates that the ACFT has been identified by the system.
- Observe the red azimuth guidance arrows and yellow indicator. Steer the ACFT in accordance with the direction indicated by the ACFT position. The absence of red azimuth guidance arrows and the alignment of ACFT position indicator with centre line indicate the correct azimuth position.
- At a distance of 98'/30m from the stop position, the distance to the stop position in metres will be displayed.
- At a distance of 49'/15m from the stop position, the system will be switching off successive elements of the vertical yellow centre line.
- Reaching the correct stop position is indicated by displaying a STOP message.
- When the ACFT stops in the correct position, the display will show an OK message after a few seconds.

EMERGENCY STOP

When a STOP message appears, the ACFT is to be stopped immediately.

ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (A-VDGS)

SAFETY PROCEDURES DURING DOCKING:

Docking operations using the A-VDGS are carried out with marshalling assistance.
In case a hazard or malfunction of the system is observed, the docking procedure shall be stopped by pressing the Emergency Stop button. The system will display a STOP message.
The ACFT is to be stopped immediately.
Signals given by the marshaller must be considered by the pilot superior to information indicated by the A-VDGS.

The docking procedure is not allowed if:
- the docking system does not display yellow arrows moving vertically upwards and an appropriate ACFT type or,
- the docking system does not display an appropriate ACFT type with a SLOW message or,
- the marshaller is not present at the stand.

In the event of malfunction of the A-VDGS or at the pilot's request, the docking of the ACFT on a stand equipped with the system may be carried out with marshalling assistance.
In the event of failure and/or shut-off of the system during a docking operation, the operation will be completed with marshalling assistance.
The display of a WAIT message indicates the necessity to stop the ACFT temporarily.
The ACFT may continue the docking operation when the system has switched to the capture or guiding mode.
No message shown on the display indicates a failure of the docking system. The ACFT is to be stopped immediately.
The docking operation must not proceed beyond the air bridge cabin if the centre line indicator is not displayed.

EPWA/WAW
CHOPIN

JEPPESEN
17 MAY 19
Eff 23 May
11-1

WARSAW, ~~POLAND~~
ILS Z or LOC Z Rwy 11

ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805	125.055	129.380	118.305	121.905

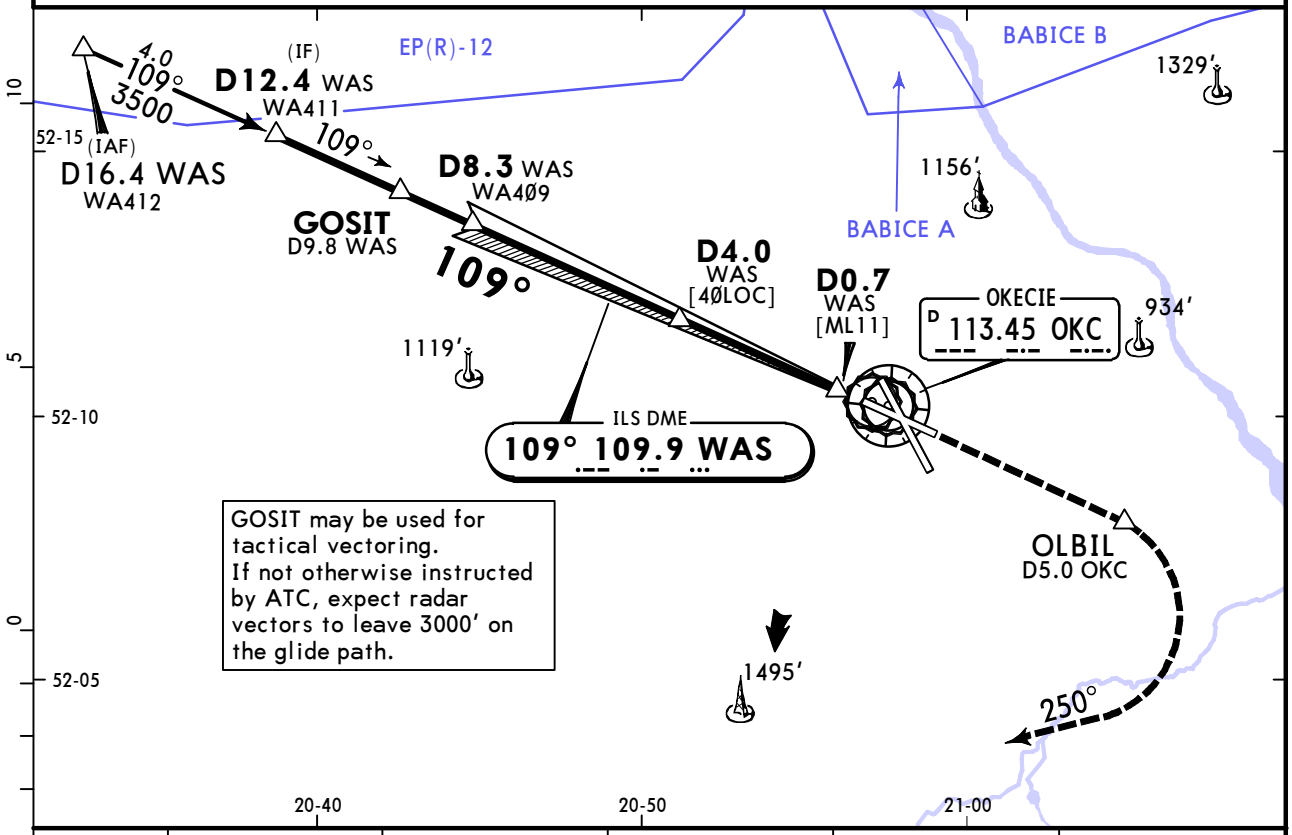
LOC WAS	Final Apch Crs	GS	ILS DA(H)	
109.9	**109°**	**D8.3 WAS** **3000′** (2638′)	Refer to Minimums	Apt Elev 362′ Rwy 362′

MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) onto 250° climbing to 3000′, then as directed.

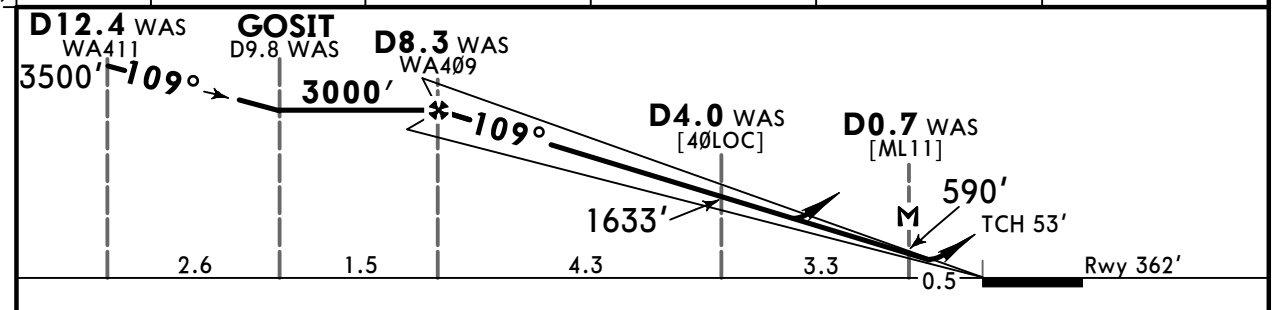
MSA
OKC VOR
180°
2200
2400
090°
270°
2500

Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′

1. DME and VOR required. 2. CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG.
3. Circling approaches are prohibited.



LOC (GS out)	WAS DME	8.0	6.0	4.0	2.0
	ALTITUDE	2910′	2270′	1640′	1000′



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							

HIALS-II
PAPI
OLBIL

PANS OPS

Standard STRAIGHT-IN LANDING RWY 11

	ILS DA(H)		LOC (GS out) CDFA DA/MDA(H)
A:	**562′** (200′)	C: **581′** (219′)	**770′** (408′)
B:	**573′** (211′)	D: **592′** (230′)	

	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	[1] RVR 550m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

[1] W/o HUD/AP/FD: RVR 750m.

CHANGES: Procedure title. Waypoint. Recommended altitudes. Minimums.

EPWA/WAW
CHOPIN

JEPPESEN
17 MAY 19
Eff 23 May
11-1A

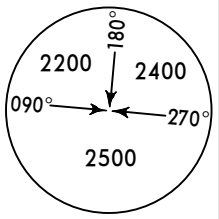
WARSAW, ~~POLAND~~
CAT II ILS Z Rwy 11

BRIEFING STRIP

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805 125.055	129.380	118.305	121.905

LOC WAS	Final Apch Crs	GS	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 362′ Rwy 362′
109.9	109°	D8.3 WAS 3000′ (2638′)		

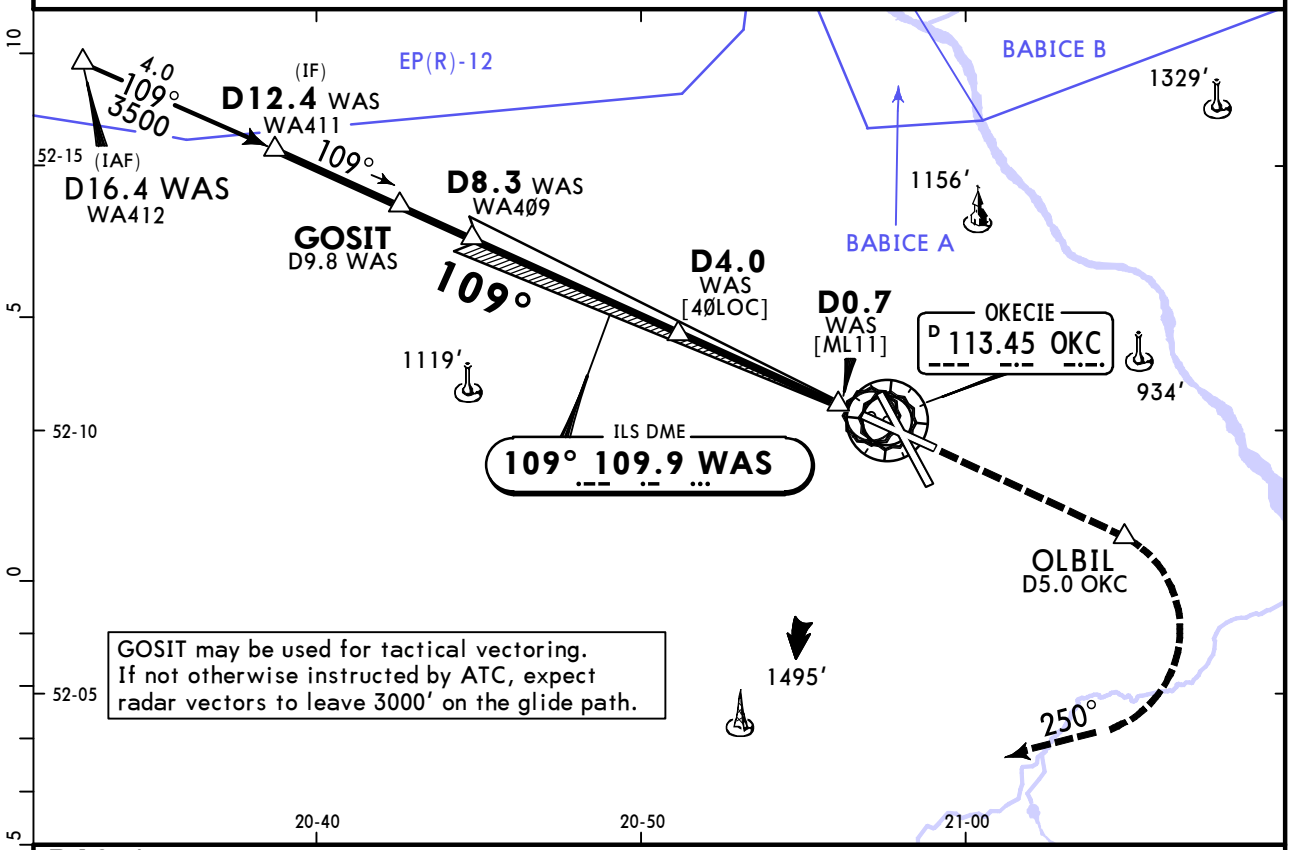
MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) onto 250° climbing to 3000′, then as directed.

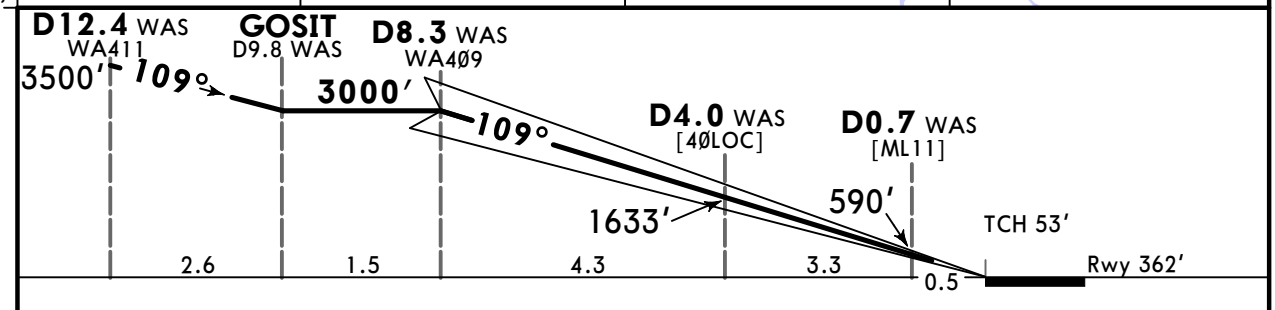


MSA
OKC VOR

Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′

1. Special Aircrew and Aircraft Certification Required. 2. DME and VOR required.
3. CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG.





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

HIALS-II
PAPI

OLBIL

PANS OPS

Standard

STRAIGHT-IN LANDING RWY 11
CAT II ILS

AB	C	D
RA 104′	**RA 113′**	**RA 127′**
DA(H) **462′** (100′)	DA(H) **470′** (108′)	DA(H) **483′** (121′)
RVR 300m		RVR 400m

CHANGES: Procedure title. Waypoint.

EPWA/WAW
CHOPIN

JEPPESEN
17 MAY 19 (11-2) Eff 23 May

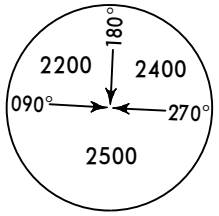
WARSAW, ~~POLAND~~
ILS Y Rwy 11

BRIEFING STRIP™

ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805	125.055	129.380	118.305	121.905

LOC WAS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 362′
109.9	**109°**	**D8.3 WAS** **3000′** (2638′)	Refer to Minimums	Rwy 362′

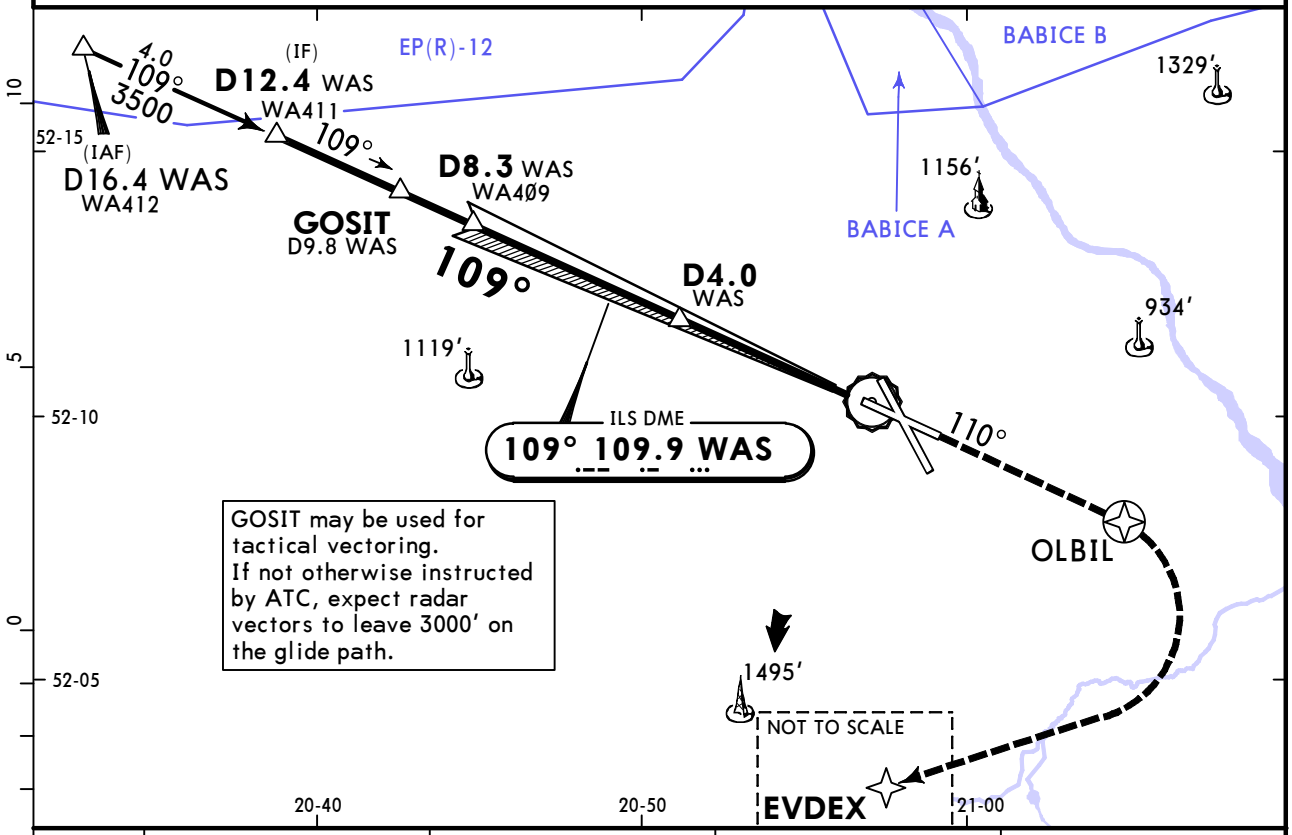
MISSED APCH: Climb on course 110° to OLBIL, then turn RIGHT (MAX 220 KT) to EVDEX climbing to 4000′, then as directed.



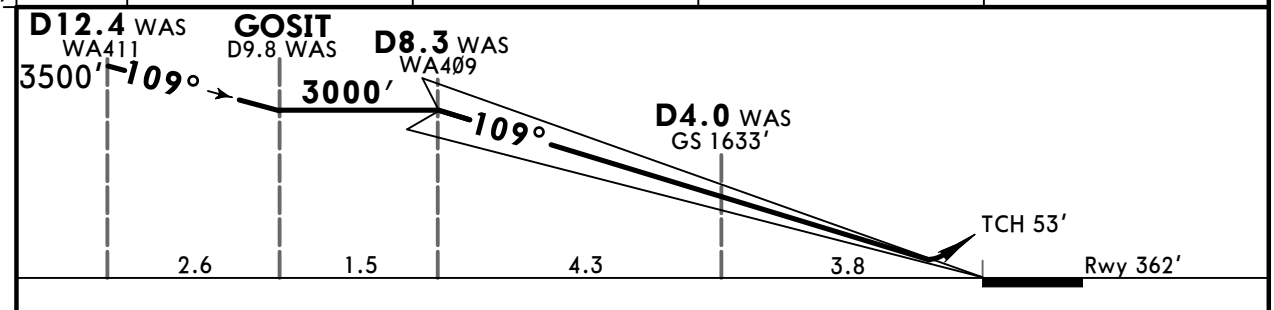
MSA ARP

Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′

1. DME and GNSS required. 2. CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG.
3. Circling approaches are prohibited.



WAS DME	8.0	6.0	4.0	2.0
ALTITUDE	2910′	2270′	1640′	1000′



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

HIALS-II
PAPI

OLBIL on **110°**

PANS OPS

Standard STRAIGHT-IN LANDING RWY 11

ILS

DA(H) A: **562′** (200′) C: **581′** (219′)
B: **573′** (211′) D: **592′** (230′)

	FULL	TDZ or CL out	ALS out
A	RVR 550m	1 RVR 550m	RVR 1200m
B			
C			
D			

1 W/o HUD/AP/FD: RVR 750m.

CHANGES: New procedure.

EPWA/WAW
CHOPIN

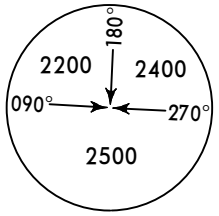
JEPPESEN
17 MAY 19
Eff 23 May
11-2A

WARSAW, ~~POLAND~~
CAT II ILS Y Rwy 11

ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805	125.055	129.380	118.305	121.905

LOC WAS	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 362′
109.9	**109°**	**D8.3 WAS** **3000′**(2638′)	Refer to Minimums	Rwy 362′

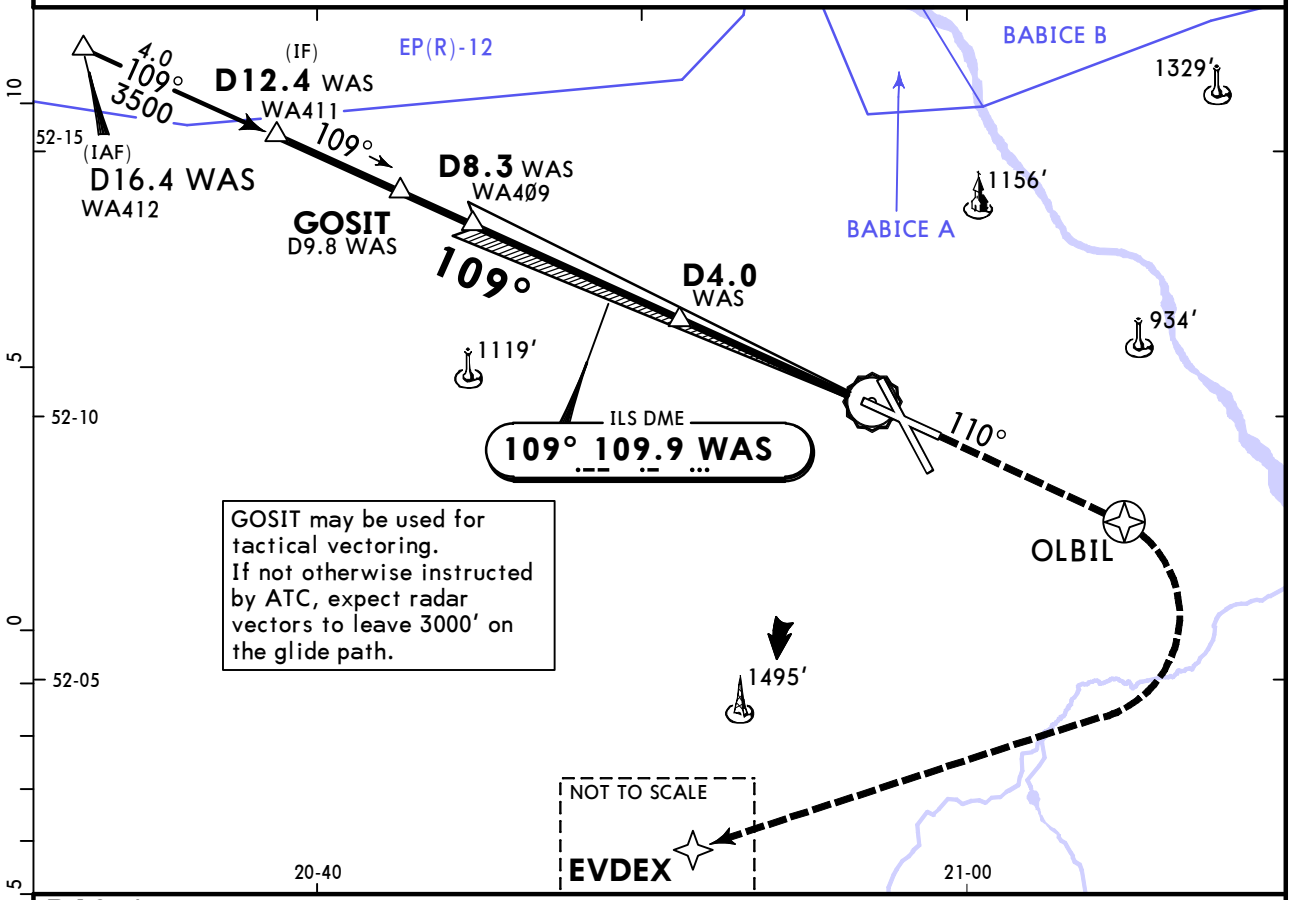
MISSED APCH: Climb on course 110° to OLBIL, then turn RIGHT (MAX 220 KT) to EVDEX climbing to 4000′, then as directed.

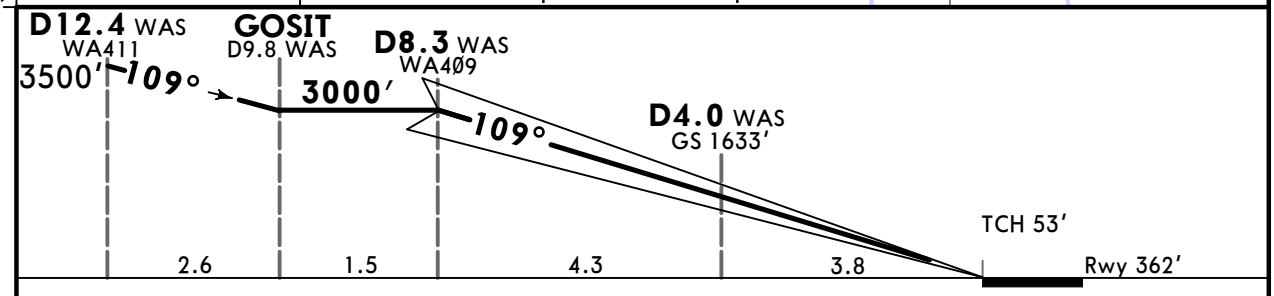


MSA ARP

Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′

1. Special Aircrew and Aircraft Certification Required. 2. DME and GNSS required. 3. CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG.





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

HIALS-II
PAPI
OLBIL on 110°

Standard

STRAIGHT-IN LANDING RWY 11
CAT II ILS

AB	C	D
RA 104′	**RA 113′**	**RA 127′**
DA(H) **462′**(100′)	DA(H) **470′**(108′)	DA(H) **483′**(121′)
RVR 300m		RVR 400m

PANS OPS

CHANGES: New procedure.

EPWA/WAW
CHOPIN

JEPPESEN
17 MAY 19
Eff 23 May
11-3

WARSAW, ~~POLAND~~
ILS Z or LOC Z Rwy 33

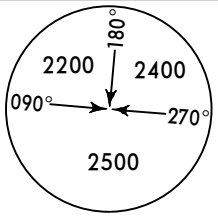
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805 125.055	129.380	118.305	121.905

BRIEFING STRIP

LOC WA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 362′
110.3	327°	D8.3 WA 3000′(2646′)	Refer to Minimums	Rwy 354′

MISSED APCH: Climb STRAIGHT AHEAD to XELTO, then turn LEFT to WAR VOR climbing to 3000′, then as directed.

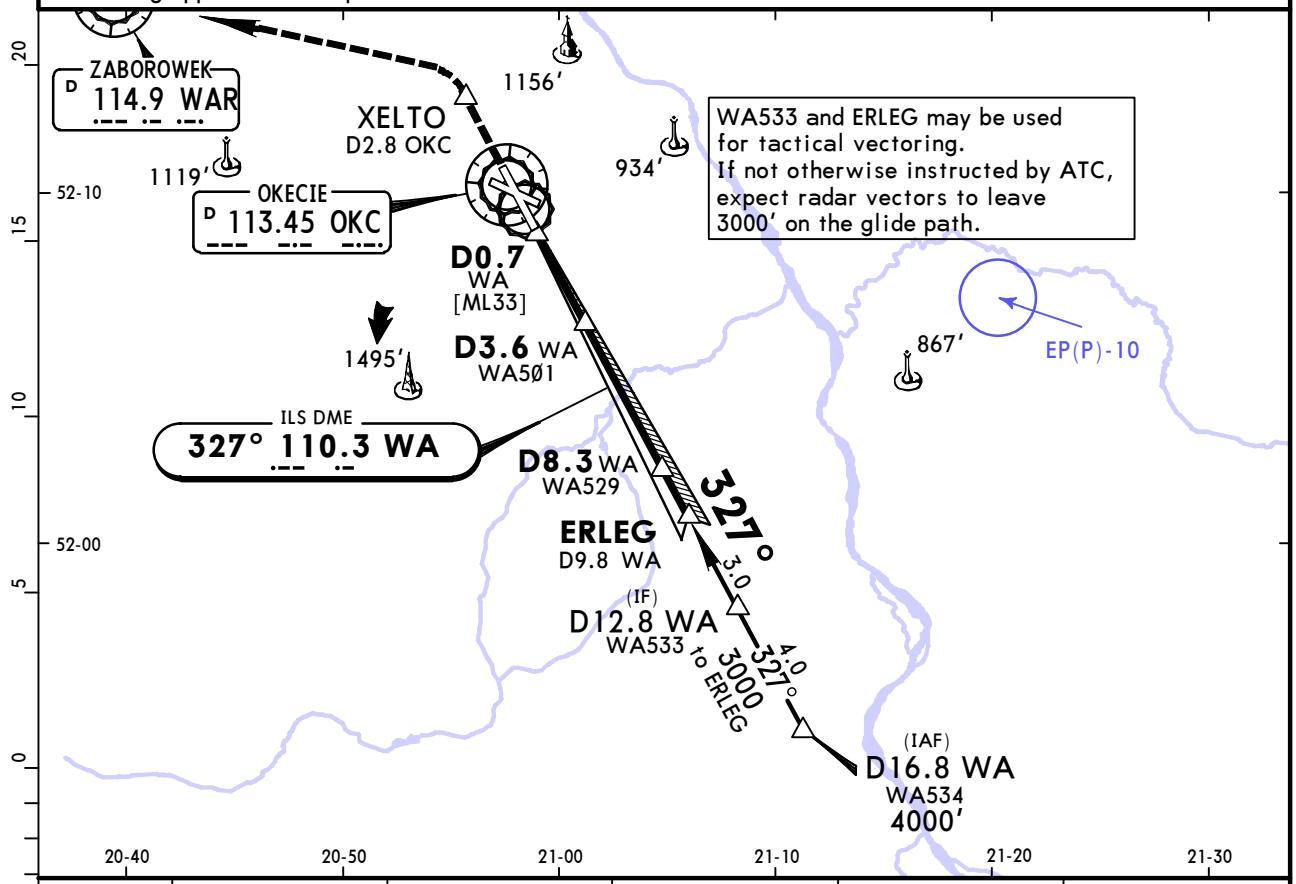
Turn limited to MAX 185 KT only if XELTO crossed below 2000′.



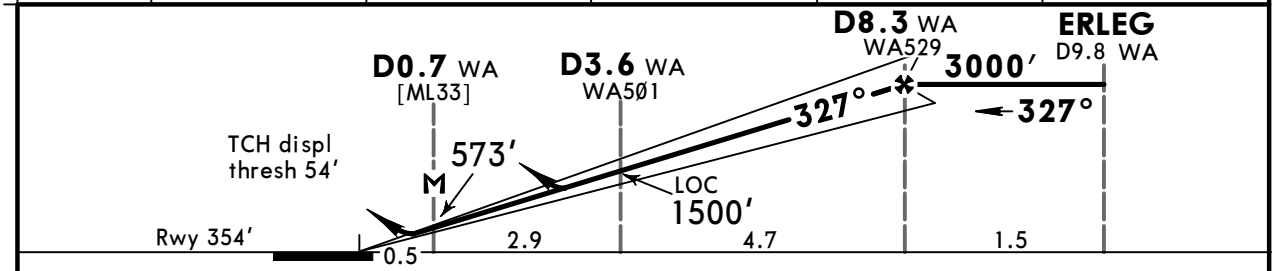
MSA OKC VOR

Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′

1. DME and VOR required. 2. CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG.
3. Circling approaches are prohibited.



LOC (GS out)	WA DME	2.0	4.0	6.0	8.0
	ALTITUDE	990′	1630′	2270′	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 D0.7 WA							

ALSF-II
PAPI
XELTO

Standard STRAIGHT-IN LANDING RWY 33

	ILS DA(H)		LOC (GS out) 2 with D3.6 WA DA/MDA(H)		LOC (GS out) 2 w/o D3.6 WA DA/MDA(H)	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	1 RVR 550m	RVR 1200m	RVR 1200m	RVR 1500m	RVR 1500m	
B							
C					RVR 1900m	RVR 1500m	RVR 2200m
D							

PANS OPS

1 W/o HUD/AP/FD: RVR 750m. 2 CDFA

CHANGES: Chart reindexed. Procedure name. Procedure revised.

EPWA/WAW
CHOPIN

JEPPESEN
17 MAY 19
Eff 23 May
11-3A

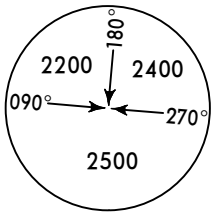
WARSAW, ~~POLAND~~
CAT II/III ILS Z Rwy 33

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805 125.055	129.380	118.305	121.905

BRIEFING STRIP

LOC WA	Final Apch Crs	GS	CAT II & IIIA ILS DA(H)	Apt Elev 362′
110.3	327°	D8.3 WA 3000′(2646′)	Refer to Minimums	Rwy 354′

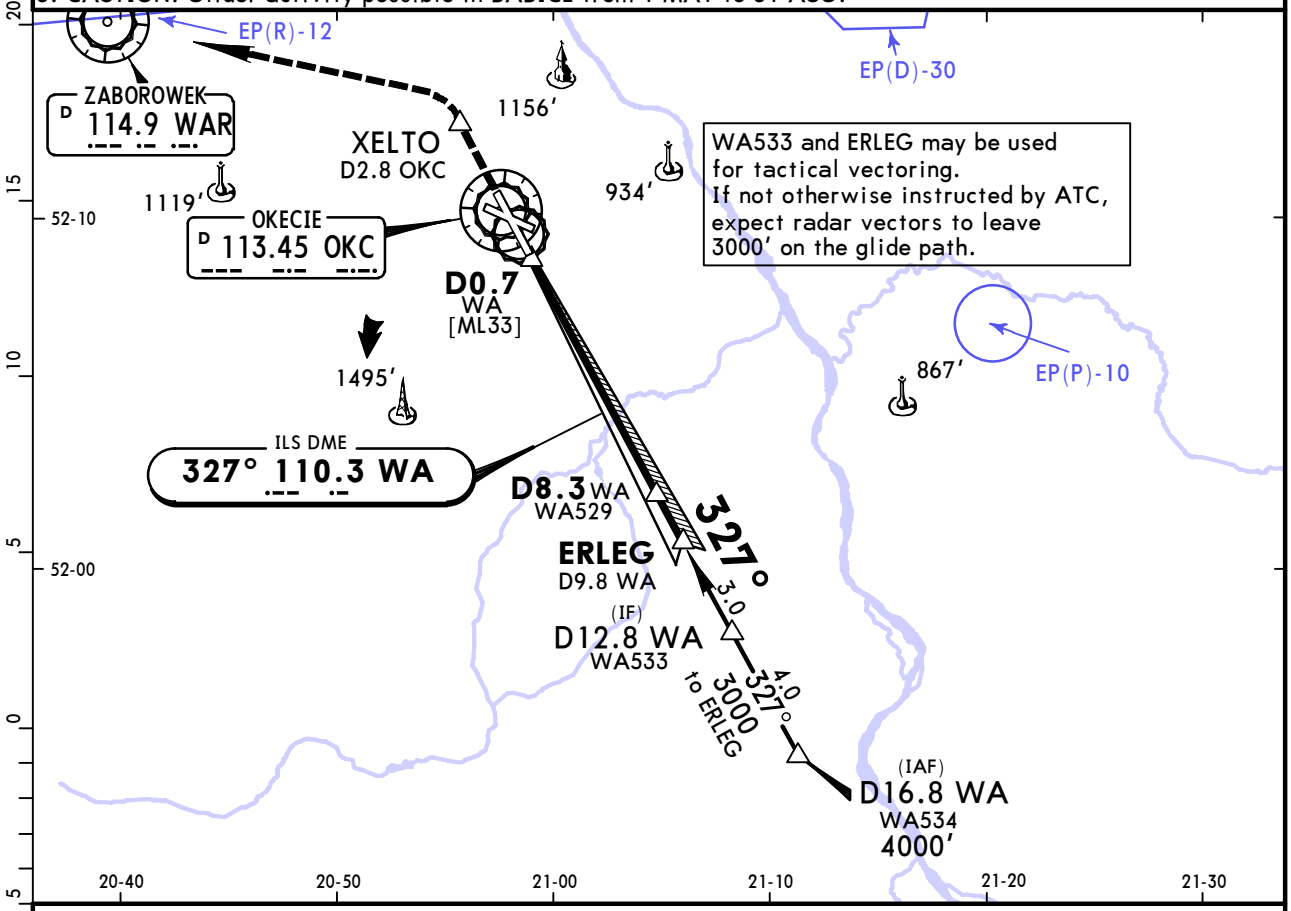
MISSED APCH: Climb STRAIGHT AHEAD to XELTO, then turn LEFT to WAR VOR climbing to 3000′, then as directed.
Turn limited to MAX 185 KT only if XELTO crossed below 2000′.

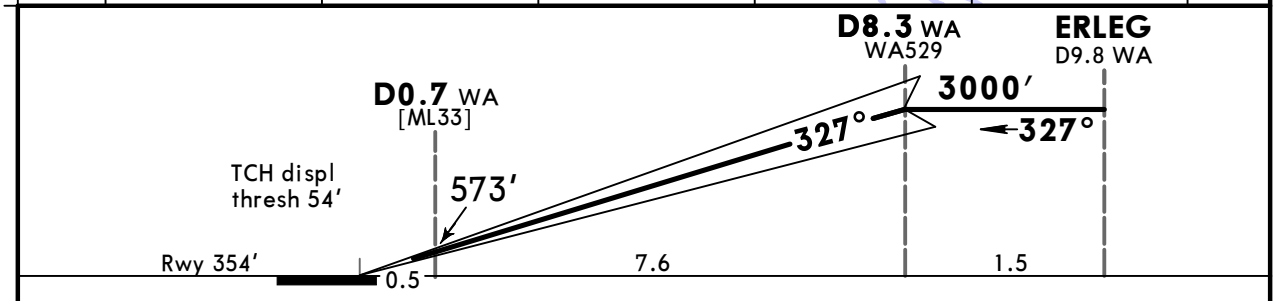


MSA OKC VOR

Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′

1. Special Aircrew and Aircraft Certification Required. 2. DME and VOR required.
3. CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG.





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

ALSF-II
PAPI
XELTO

PANS OPS

Standard STRAIGHT-IN LANDING RWY **33**

CAT IIIA ILS	CAT II ILS		
	AB	C	D
DH **50′**	**RA 101′** DA(H) **454′**(100′)	**RA 103′** DA(H) **455′**(101′)	**RA 117′** DA(H) **469′**(115′)
RVR 200m	RVR 300m		

CHANGES: Chart reindexed. Procedure name. Procedure revised.

EPWA/WAW
CHOPIN

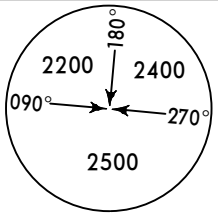
JEPPESEN
17 MAY 19
Eff 23 May
11-4

WARSAW, ~~POLAND~~
ILS Y Rwy 33

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805 125.055	129.380	118.305	121.905

BRIEFING STRIP™

LOC	Final	GS	ILS	Apt Elev 362′
WA	Apch Crs	D8.3 WA	DA(H)	
110.3	327°	3000′(2646′)	Refer to Minimums	Rwy 354′



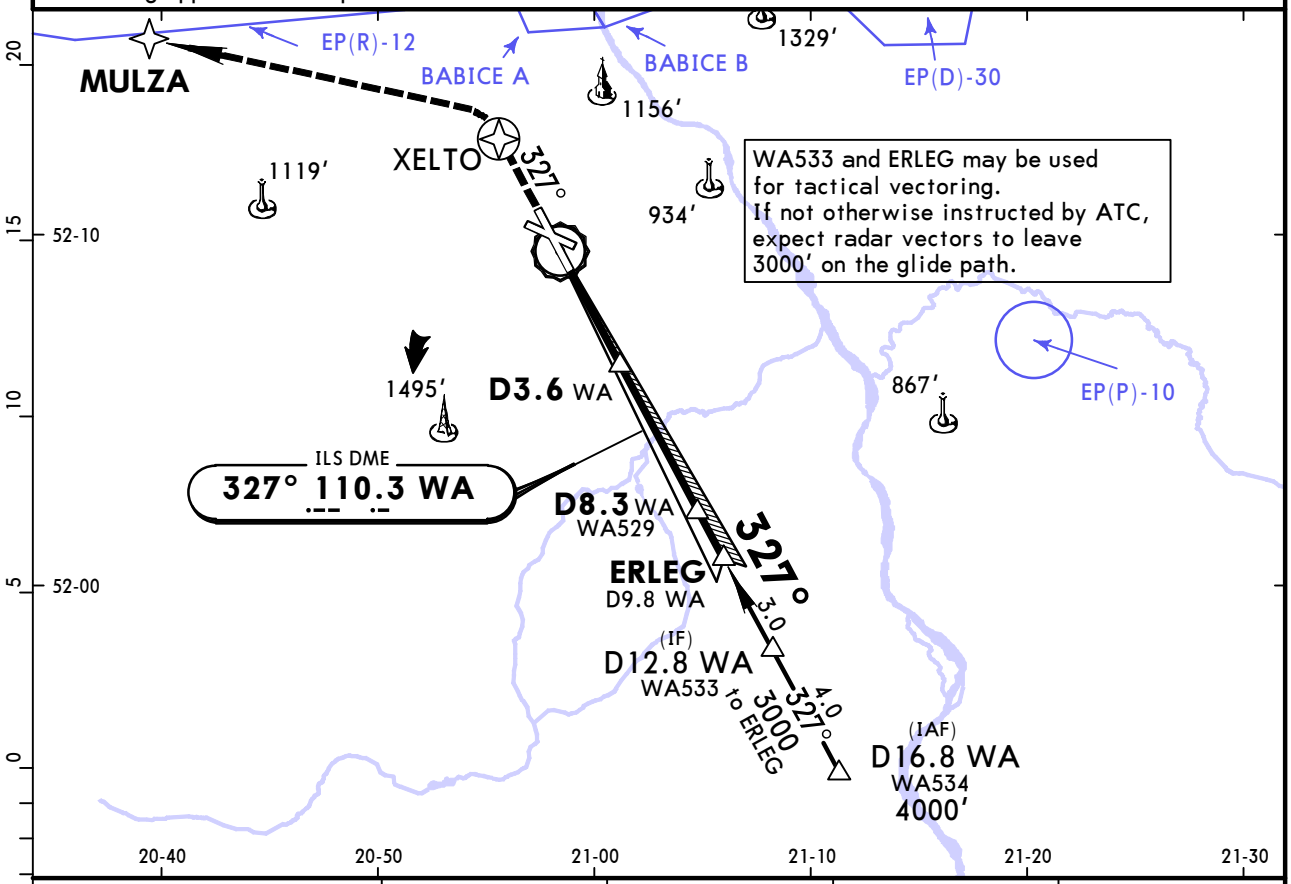
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD on 327° to XELTO, then turn LEFT to MULZA climbing to 3000′, then as directed.

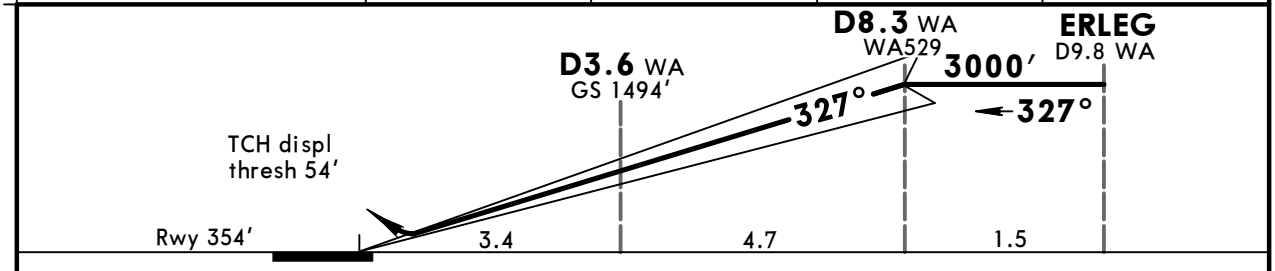
Turn limited to MAX 185 KT only if XELTO crossed below 2000′.

Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 6500′

1. DME and GNSS required. 2. CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG.
3. Circling approaches are prohibited.



WA DME	2.0	4.0	6.0	8.0
ALTITUDE	990′	1630′	2270′	2900′



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

ALSF-II
PAPI
XELTO on 327°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **33**
ILS
DA(H)
AB: **554′**(200′) C: **557′**(203′) D: **568′**(214′)

	FULL	TDZ or CL out	ALS out
A	RVR 550m	1 RVR 550m	RVR 1200m
B			
C			
D			

1 W/o HUD/AP/FD: RVR 750m.

CHANGES: New procedure.

EPWA/WAW
CHOPIN

17 MAY 19
Eff 23 May

JEPPESEN
11-4A

WARSAW, ~~POLAND~~
CAT II/III ILS Y Rwy 33

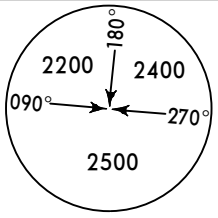
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805 125.055	129.380	118.305	121.905

BRIEFING STRIP™

LOC WA	Final Apch Crs	GS	CAT II & IIIA ILS DA(H)	Apt Elev 362′
110.3	327°	D8.3 WA 3000′(2646′)	Refer to Minimums	Rwy 354′

MISSED APCH: Climb STRAIGHT AHEAD on 327° to XELTO, then turn LEFT to MULZA climbing to 3000′, then as directed.

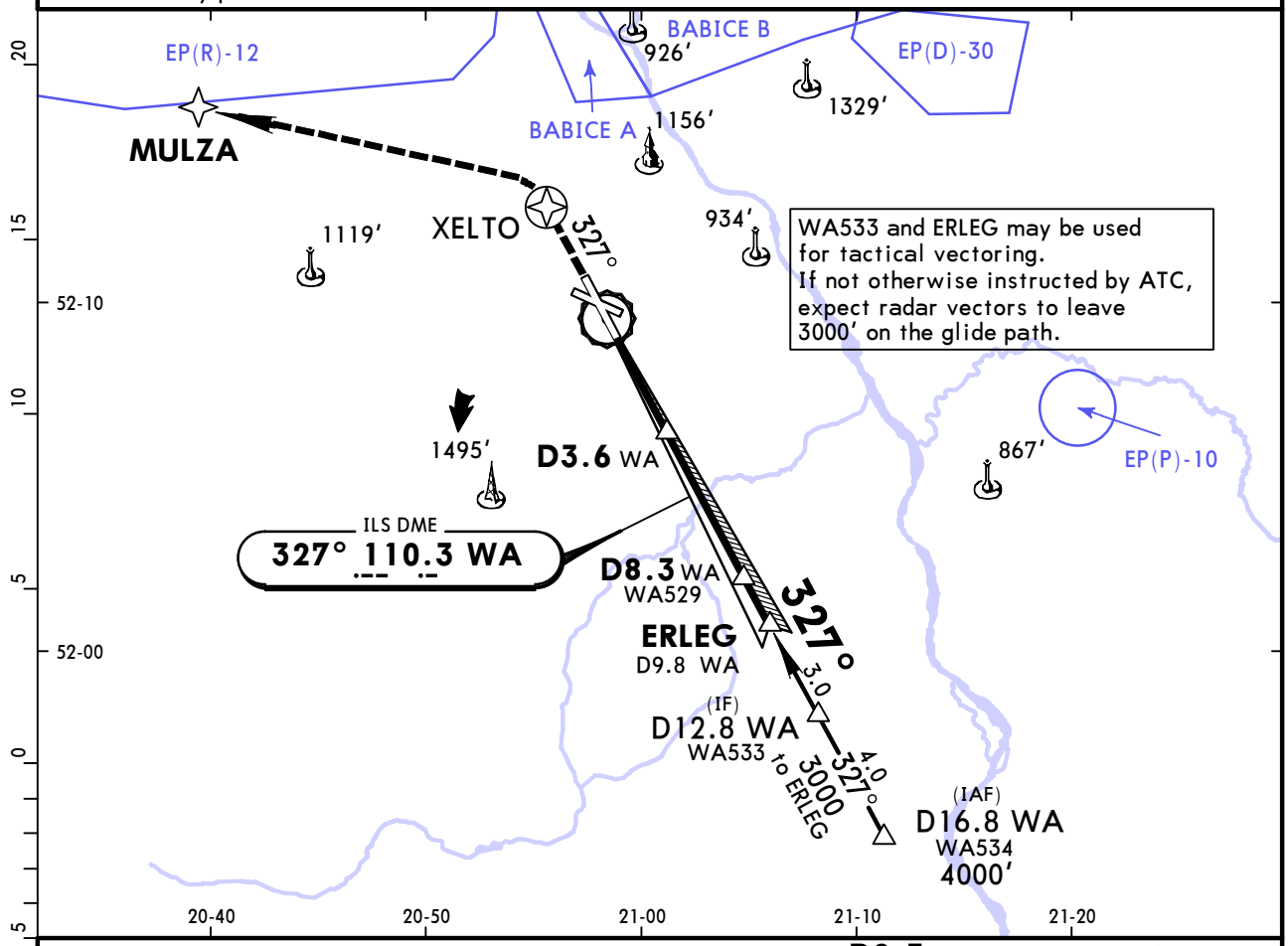
Turn limited to MAX 185 KT only if XELTO crossed below 2000′.

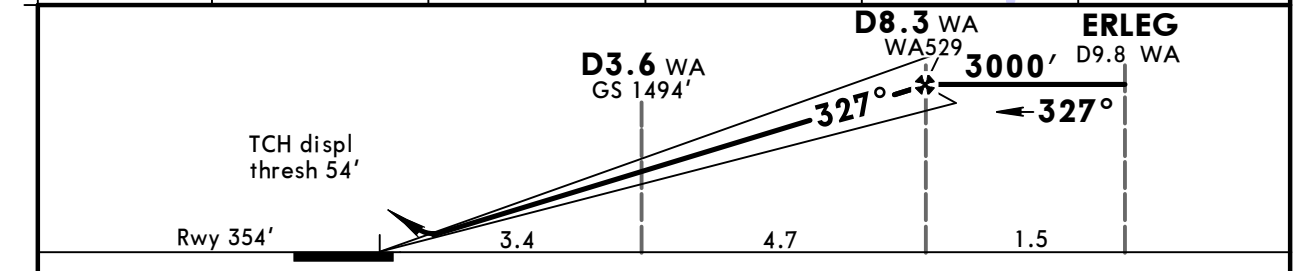


MSA ARP

Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 6500′

1. Special Aircrew and Aircraft Certification Required. 2. DME and GNSS Required. 3. CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG.





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

ALSF-II
PAPI

XELTO on 327°

Standard STRAIGHT-IN LANDING RWY 33

CAT IIIA ILS	CAT II ILS		
	AB	C	D
DH 50′	RA 101′ DA(H) 454′(100′)	RA 103′ DA(H) 455′(101′)	RA 117′ DA(H) 469′(115′)
RVR 200m	RVR 300m		

PANS OPS

CHANGES: New procedure.

EPWA/WAW
CHOPIN

JEPPESEN
29 MAR 19 (12-1)

WARSAW, ~~POLAND~~
RNAV (GNSS) Rwy 11

BRIEFING STRIP

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805 125.055	129.380	118.305	121.905

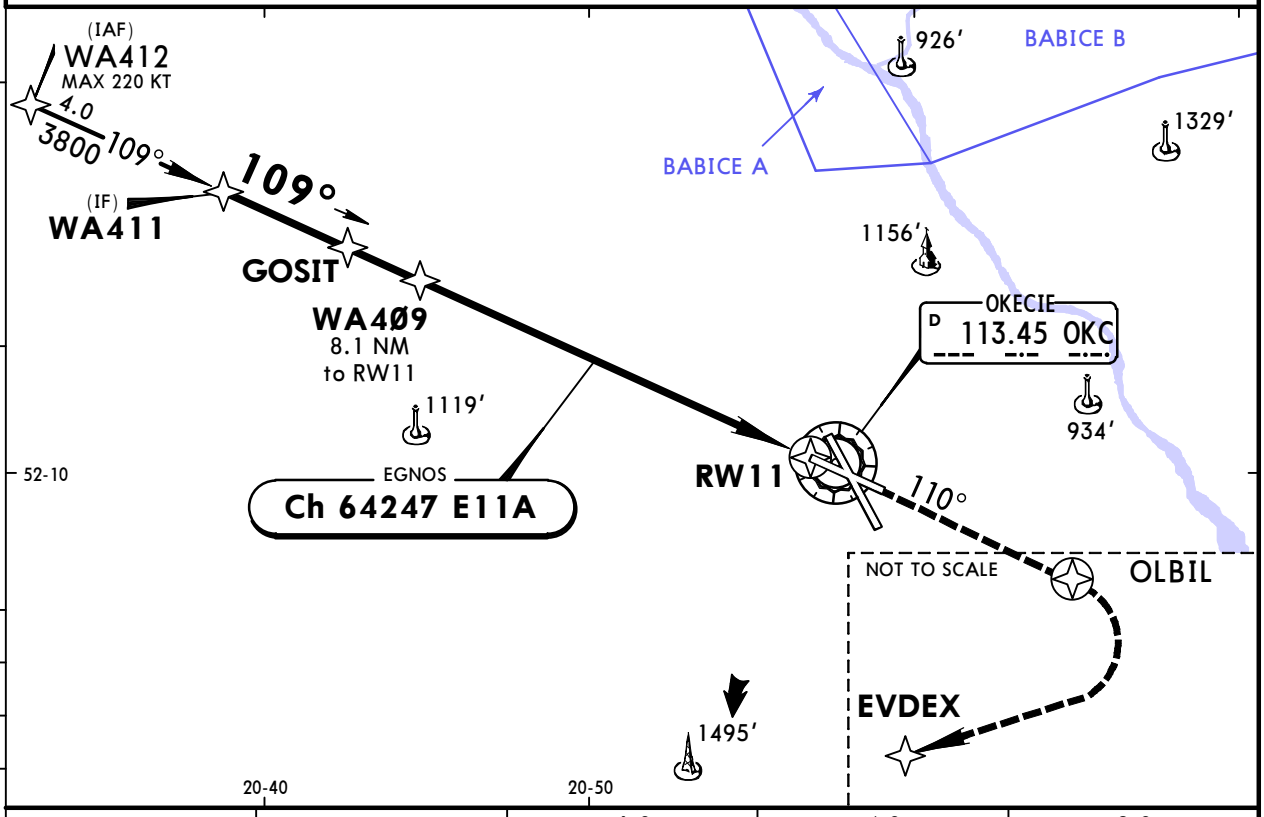
EGNOS	Final Apch Crs	Minimum Alt	LPV CAT I DA(H) Refer to Minimums	
Ch 64247 E11A	109°	WA4Ø9 3000′(2638′)		Apt Elev 362′ Rwy 362′

MISSED APCH: Climb STRAIGHT AHEAD on 110° to OLBIL, then turn RIGHT (MAX 220 KT) to EVDEX climbing to 4000′, then as directed.

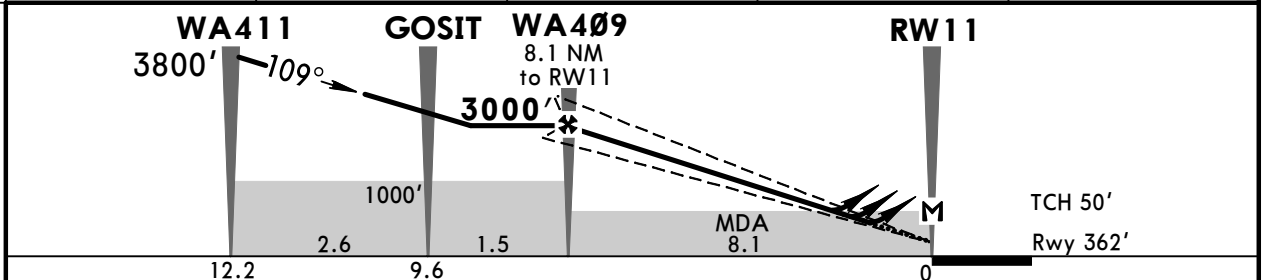
MSA
OKC VOR
180° 2200 2400 090° 270° 2500

Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′

1. CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG. 2. Baro-VNAV not authorized below -30°C. 3. VPA 3.5° reached at +60°C. 4. GOSIT may be used for tactical vectoring. 5. Circling approaches are prohibited.



DIST to RW11	8.0	6.0	4.0	2.0
ALTITUDE	2960′	2320′	1680′	1040′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW11							

HIALS-II
PAPI
OLBIL on 110°

Standard STRAIGHT-IN LANDING RWY 11

	LPV CAT I	LNAV/VNAV	LNAV CDFA
DA(H)	A:562′(200′) C:580′(218′) B:572′(210′) D:590′(228′)	A:640′(278′) C:660′(298′) B:650′(288′) D:670′(308′)	DA/MDA(H) 760′(398′)

PANS OPS		TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	1 RVR 550m	RVR 1200m	2 RVR 750m	RVR 1300m	RVR 1100m	RVR 1500m
B							
C					RVR 1400m		RVR 1800m
D							

1 W/o HUD/AP/FD: RVR 750m.
2 With TDZ & CL & HUD: CAT A RVR 600m, CAT B & C RVR 650m, CAT D RVR 700m.

CHANGES: None.

EPWA/WAW
CHOPIN

JEPPESEN
29 MAR 19 (12-2)

WARSAW, ~~POLAND~~
RNAV (GNSS) Rwy 15

BRIEFING STRIP™

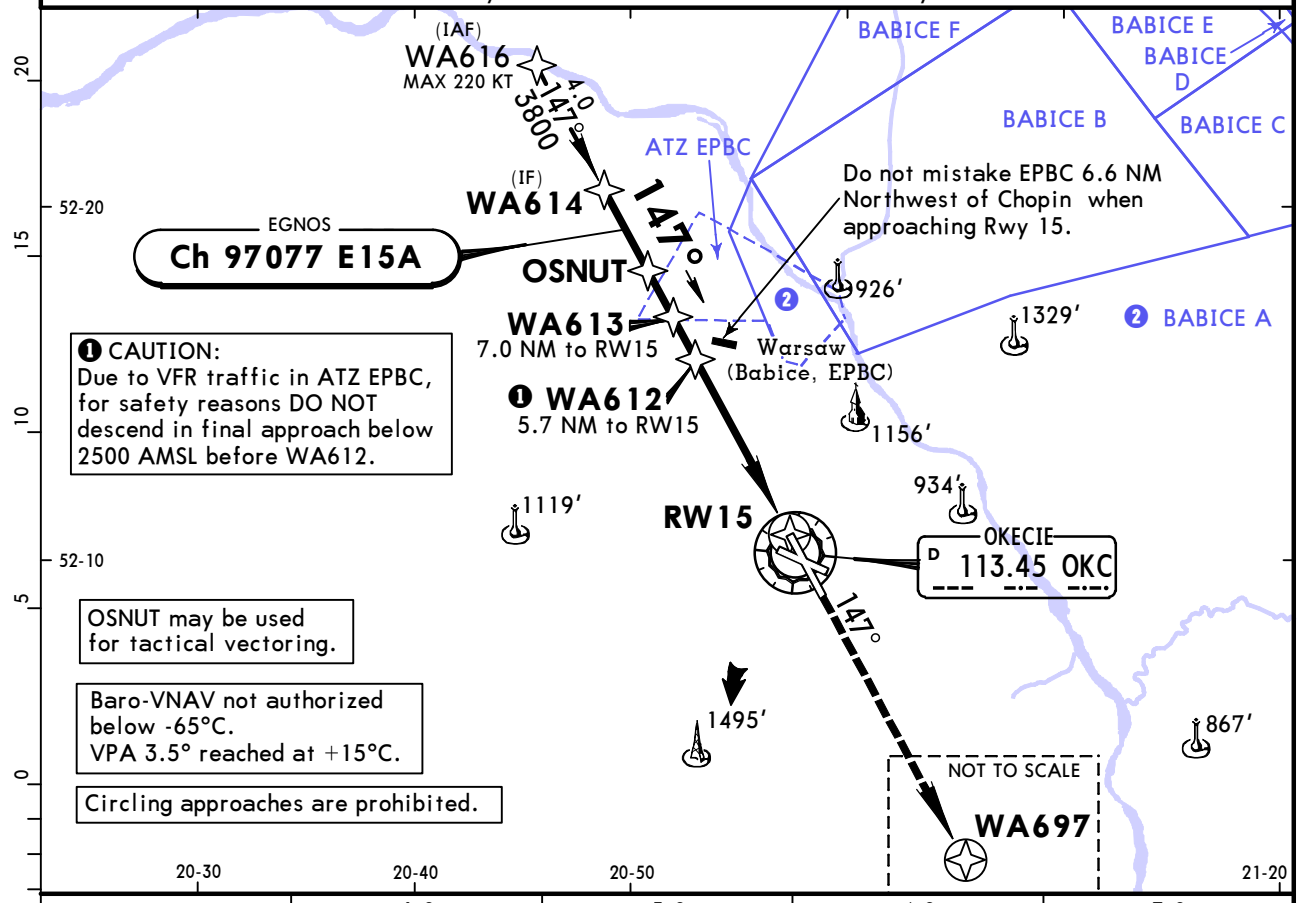
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805 125.055	129.380	118.305	121.905

EGNOS	Final Apch Crs	Minimum Alt	LPV CAT I DA(H)	
Ch 97077 E15A	**147°**	**WA613** **3000′**(2648′)	**602′**(250′)	Apt Elev 362′ Rwy 352′

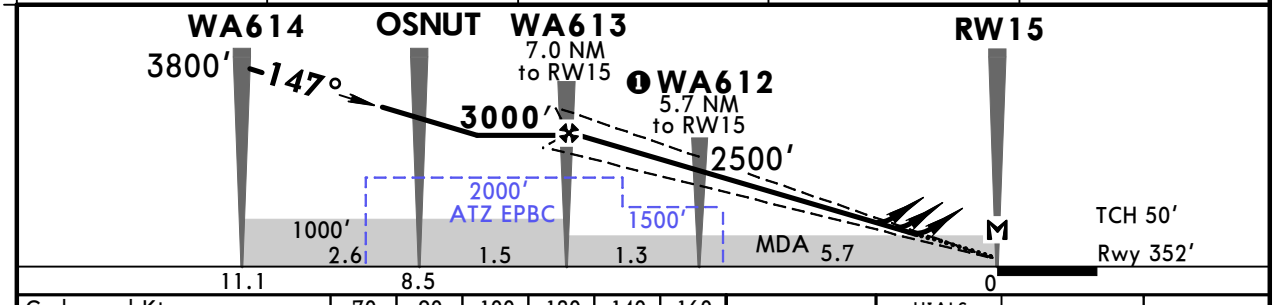
MISSED APCH: Climb STRAIGHT AHEAD on 147° to WA697 climbing to 3000′, then as directed.

MSA
OKC VOR
2200 2400 2500 180° 090° 270°

Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′



DIST to RW15	6.0	5.0	4.0	3.0
ALTITUDE	2620′	2250′	1890′	1520′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.50°	434	557	619	743	867	991
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW15							

HIALS
PAPI

WA697 on 147°

Standard STRAIGHT-IN LANDING RWY 15

LPV CAT I	LNAV/VNAV	LNAV CDFA
DA(H) **602′**(250′)	DA(H) A:**640′**(288′) C:**660′**(308′) B:**650′**(298′) D:**680′**(328′)	DA/MDA(H) **850′**(498′)

PANS OPS

	ALS out		ALS out		ALS out
A	RVR 800m	RVR 1300m	RVR 900m	RVR 1400m	RVR 1500m
B					
C			RVR 1000m		RVR 1800m RVR 2300m
D			RVR 1100m	RVR 1500m	

CHANGES: Minimums.

EPWA/WAW
CHOPIN

JEPPESEN
17 MAY 19 (12-3) Eff 23 May

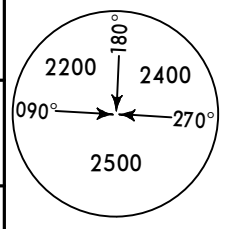
WARSAW, POLAND
RNAV (GNSS) Rwy 29

BRIEFING STRIP™

ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805	125.055	129.380	118.305	121.905

EGNOS	Final Apch Crs	Minimum Alt	LPV CAT I DA(H)	Apt Elev 362′
Ch 90024 E29A	**290°**	**WA728** **3000′**(2654′)	Refer to Minimums	Rwy 346′

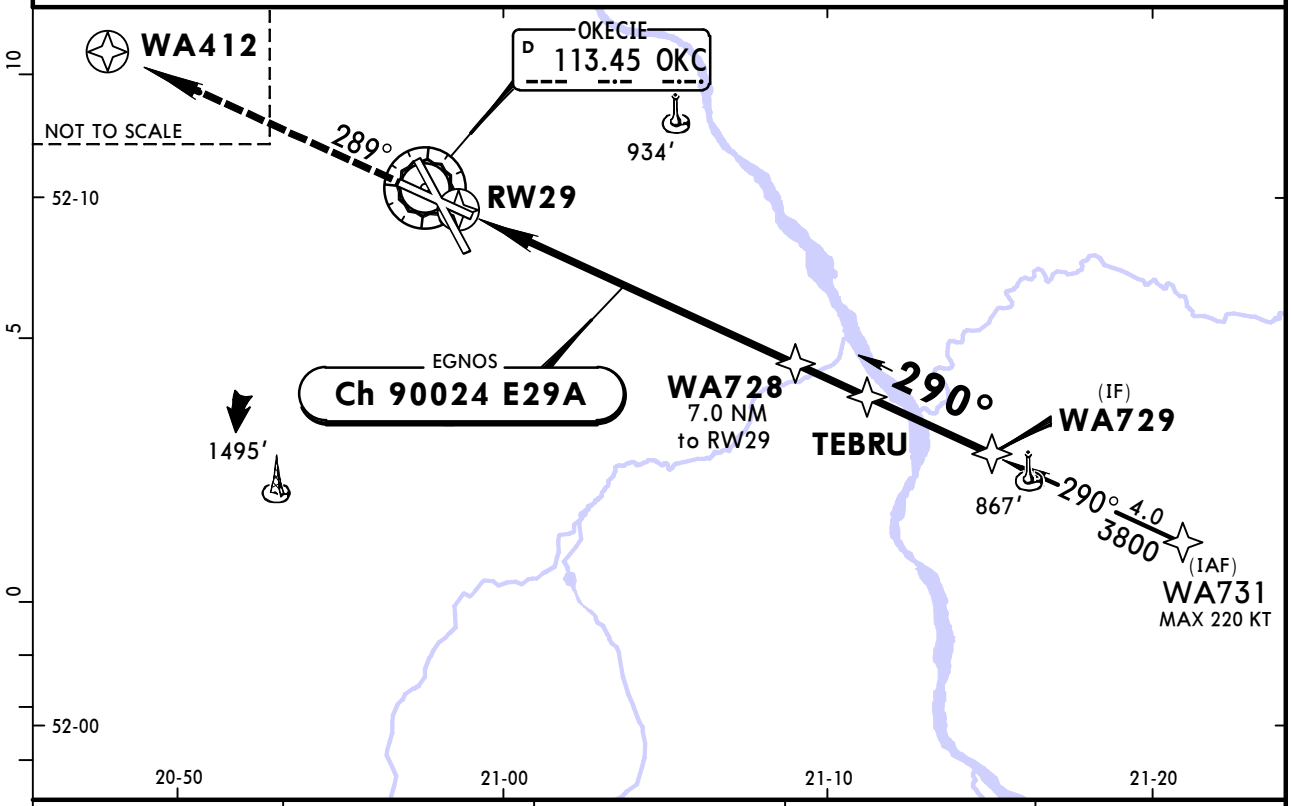
MISSED APCH: Climb STRAIGHT AHEAD on 289° to WA412 climbing to 3000′, then as directed.



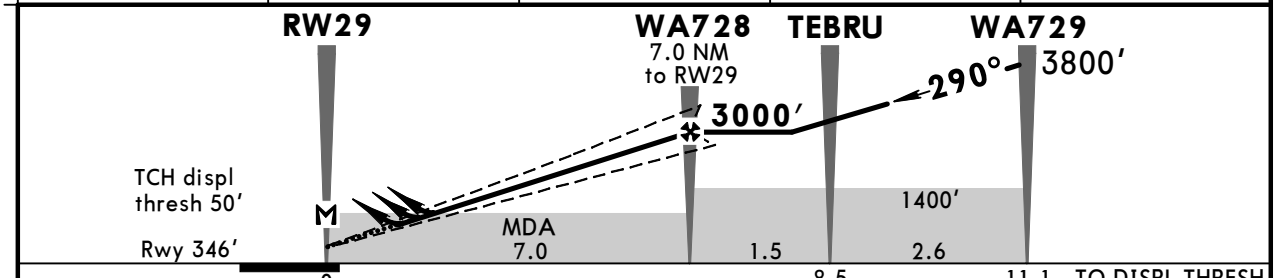
MSA
OKC VOR

Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 6500′

1. CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG. 2. TEBRU may be used for tactical vectoring. 3. Baro-VNAV not authorized below -65°C. 4. VPA 3.5° reached at +15°C. 5. Circling approaches are prohibited.



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
Glide Path Angle	3.50°	434	557	619	743	867	991
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW29							

HIALS
PAPI
WA412
on
289°

Standard STRAIGHT-IN LANDING RWY **29**

	LPV CAT I		LNAV/VNAV		LNAV	
	DA(H) ABC: **596′**(250′) D: **597′**(251′)		DA(H) A: **640′**(294′) C: **670′**(324′) B: **660′**(314′) D: **680′**(334′)		CDFA DA/MDA(H) **800′**(454′)	
		ALS out		ALS out		ALS out
A	RVR 800m	RVR 1300m	RVR 900m	RVR 1400m	RVR 1500m	
B			RVR 1000m			
C			RVR 1100m	RVR 1500m	RVR 1700m	RVR 2100m
D						

PANS OPS

CHANGES: None.

EPWA/WAW
CHOPIN

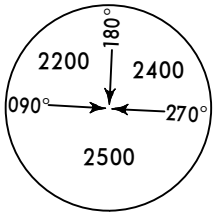
JEPPESEN
17 MAY 19 (12-4) Eff 23 May

WARSAW, POLAND
RNAV (GNSS) Rwy 33

BRIEFING STRIP™

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805 125.055	129.380	118.305	121.905

EGNOS	Final Apch Crs	Minimum Alt	LPV CAT I DA(H)	Apt Elev 362′
Ch 84238 E33A	327°	WA529 3000′ (2646′)	Refer to Minimums	Rwy 354′

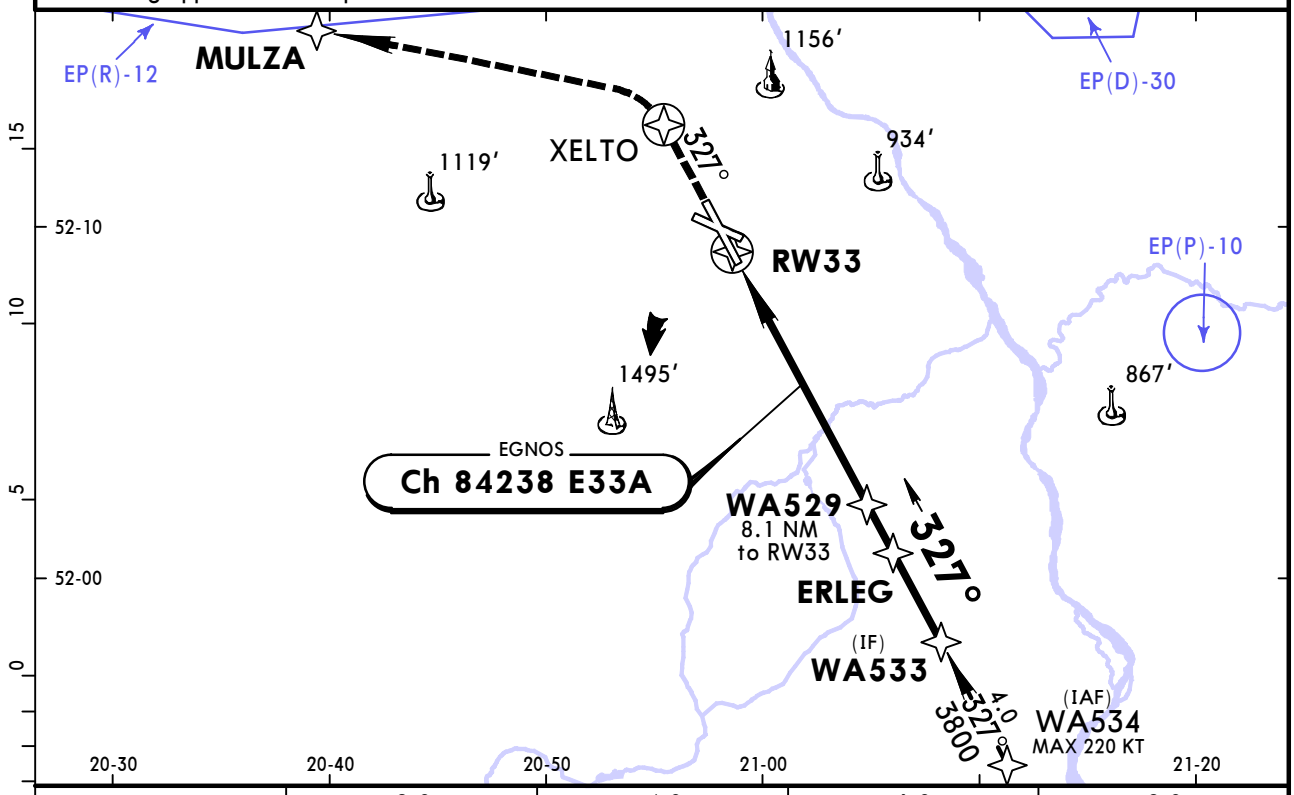


MSA ARP

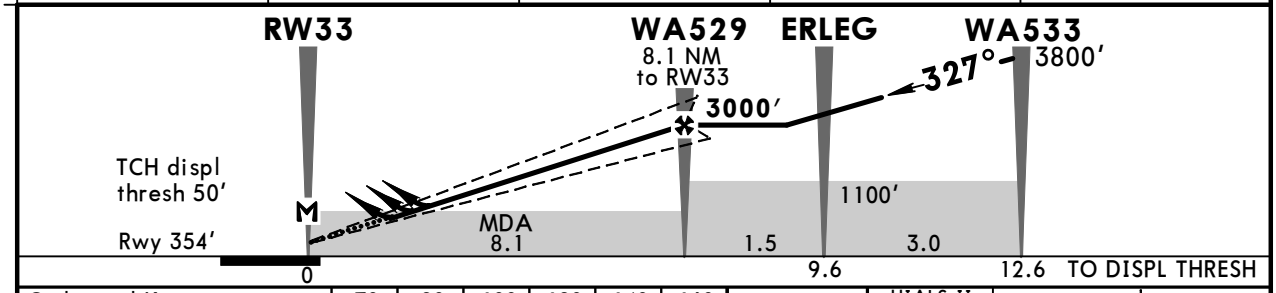
MISSED APCH: Climb STRAIGHT AHEAD on 327° to XELTO, then turn LEFT MULZA climbing to 3000′, then as directed.
Turn limited to MAX 185 KT only if XELTO crossed below 2000′.

Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 6500′

1. CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG. 2. Baro-VNAV not authorized below -30°C. 3. VPA 3.5° reached at +60°C. 4. ERLEG may be used for tactical vectoring.
5. Circling approaches are prohibited.



DIST to RW33	2.0	4.0	6.0	8.0
ALTITUDE	1050′	1680′	2320′	2960′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW33							

HIALS-II
PAPI
XELTO on 327°

Standard STRAIGHT-IN LANDING RWY 33

	LPV CAT I	LNAV/VNAV	LNAV
DA(H)	A: 554′ (200′) C: 574′ (220′) B: 566′ (212′) D: 585′ (231′)	A: 640′ (286′) C: 660′ (306′) B: 650′ (296′) D: 670′ (316′)	CDFA DA/MDA(H) 820′ (466′)

		TDZ or CL out	ALS out		ALS out		ALS out
A B C D	RVR 550m	1 RVR 550m	RVR 1200m	2 RVR 750m	RVR 1400m	RVR 1500m	RVR 1500m RVR 2200m

PANS OPS

1 W/o HUD/AP/FD: RVR 750m. 2 With TDZ & CL & HUD: CAT A & B RVR 650m, CAT C & D RVR 700m.

CHANGES: MSA. Missed apch. Airspaces.

EPWA/WAW
CHOPIN

JEPPESEN
1 FEB 19 (13-1)

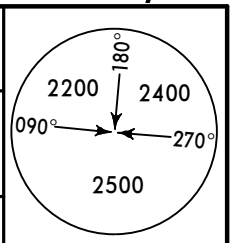
WARSAW, ~~POLAND~~
VOR Rwy 11

BRIEFING STRIP™

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805 125.055	129.380	118.305	121.905

VOR OKC	Final Apch Crs	Minimum Alt	DA/MDA(H)	
113.45	105°	**D8.6 OKC** 3000′(2638′)	770′(408′)	Apt Elev 362′

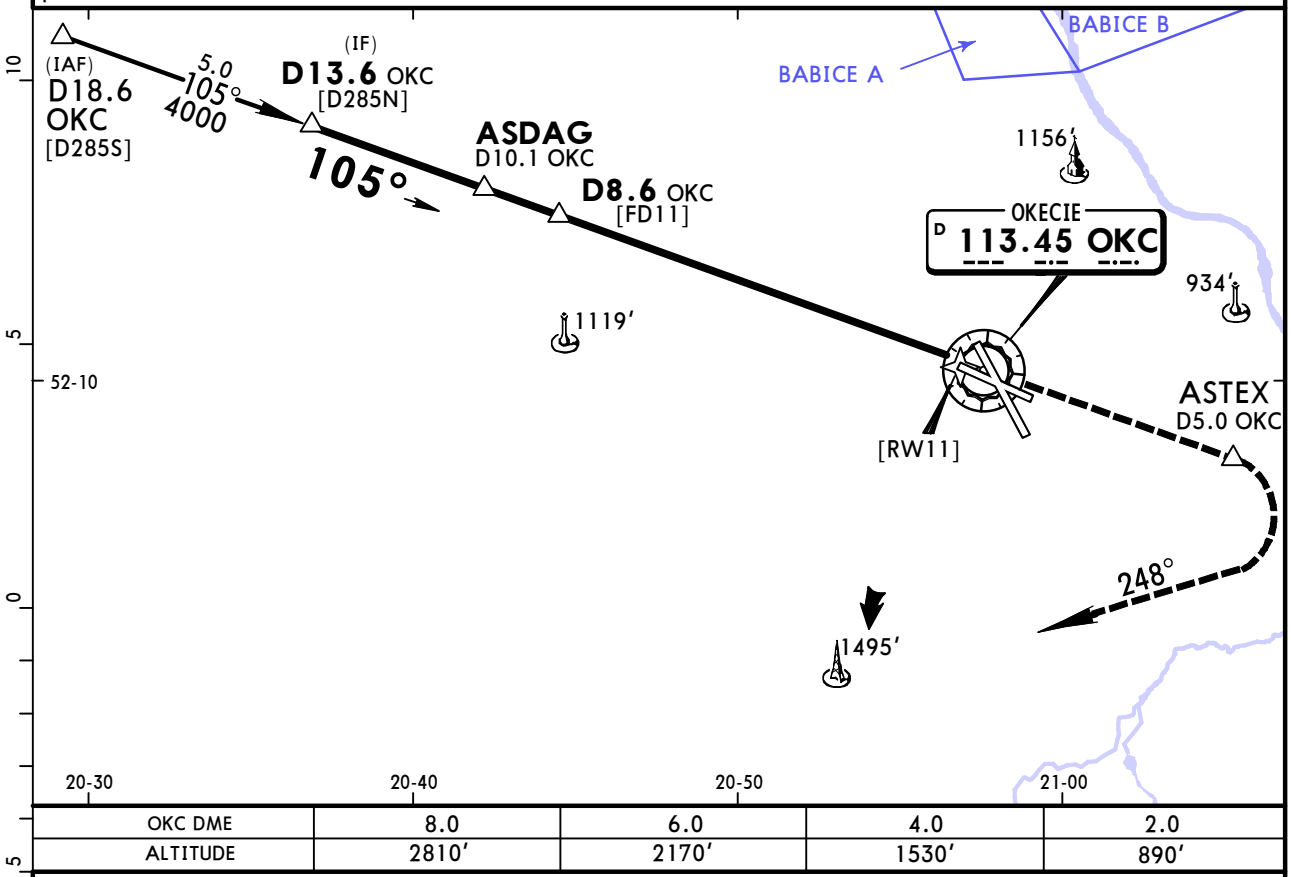
MISSED APCH: Climb STRAIGHT AHEAD to ASTEX, then turn RIGHT (MAX 185 KT) onto 248° climbing to 3000′, then as directed.



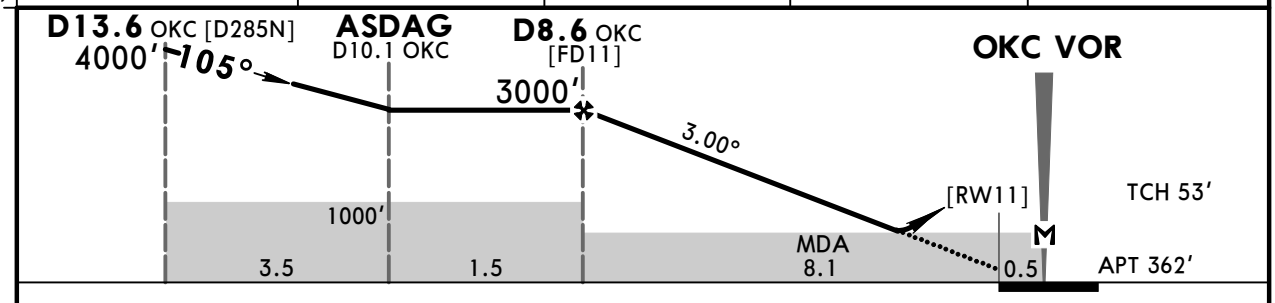
MSA OKC VOR

DME required. | Alt Set: hPa | Apt Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′

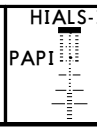
1. Final approach track offset 5° from rwy centerline. 2. ASDAG may be used for tactical vectoring. 3. CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG. 4. Circling approaches are prohibited.



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



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



ASTEX

PANS OPS

Standard STRAIGHT-IN LANDING RWY 11

CDFA

DA/MDA(H) 770′(408′)

		ALS out
A	RVR 1200m	RVR 1500m
B		
C		RVR 1900m
D		

CHANGES: Sekocin danger area withdrawn.

EPWA/WAW
CHOPIN

JEPPESEN
1 FEB 19 (13-2)

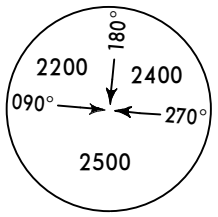
WARSAW, ~~POLAND~~
VOR Rwy 15

BRIEFING STRIP

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805 125.055	129.380	118.305	121.905

VOR OKC 113.45	Final Apch Crs 151°	Minimum Alt D7.6 3000′(2648′)	DA/MDA(H) 850′(498′)	Apt Elev 362′ Rwy 352′

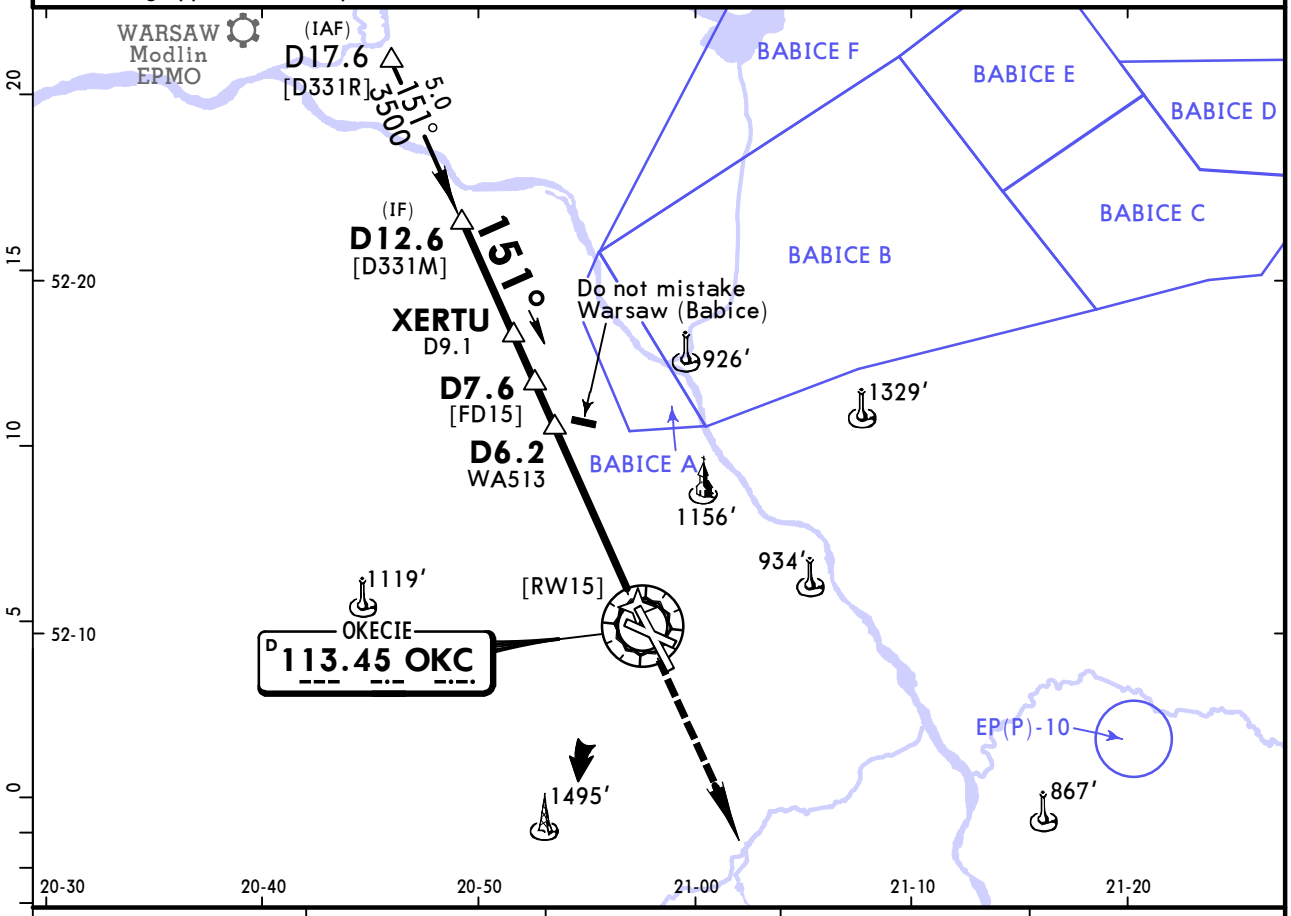
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.



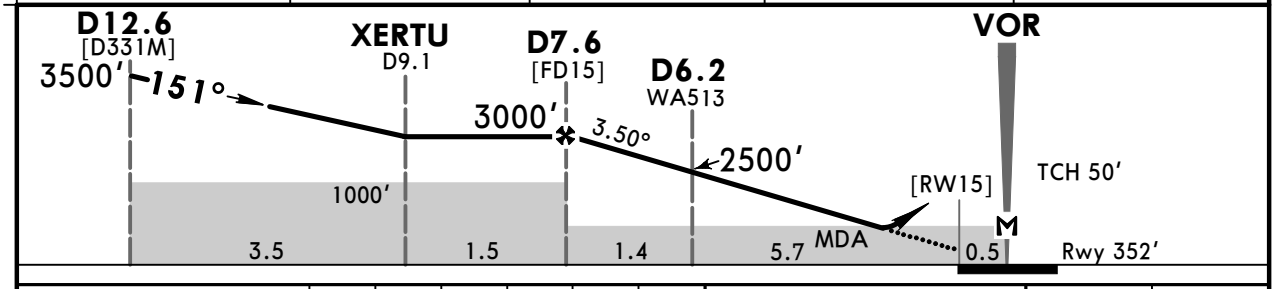
MSA
OKC VOR

DME required.	Alt Set: hPa	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.
3. CAUTION: Due to VFR traffic at Warsaw (Babice) DO NOT descend below 2500′ before WA513.
4. Circling approaches are prohibited.



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at VOR							

HIALS
PAPI
3000′

Standard

STRAIGHT-IN LANDING RWY 15
CDFA
DA/MDA(H) 850′(498′)

PANS OPS

		ALS out
A	RVR 1500m	
B		
C	RVR 1800m	RVR 2300m
D		

CHANGES: Sekocin danger area withdrawn.

EPWA/WAW
CHOPIN

JEPPESEN
1 FEB 19 (13-3)

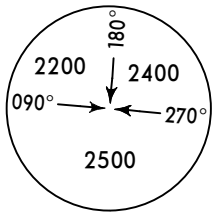
WARSAW, ~~POLAND~~
VOR Rwy 29

BRIEFING STRIP TM

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805 125.055	129.380	118.305	121.905

VOR OKC 113.45	Final Apch Crs 294°	Minimum Alt D7.8 3000′(2654′)	DA/MDA(H) (CONDITIONAL) 750′(404′)	Apt Elev 362′ Rwy 346′

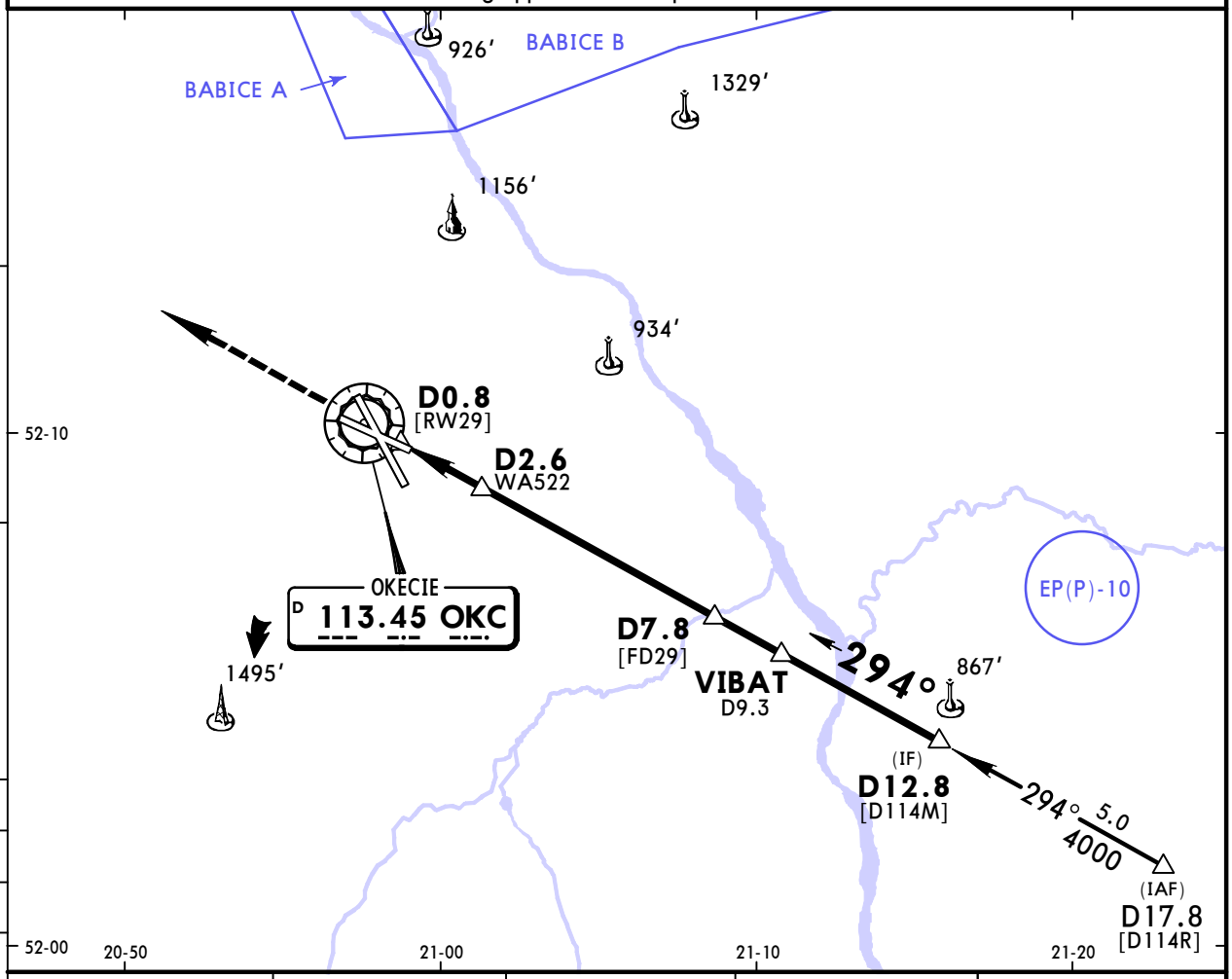
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.



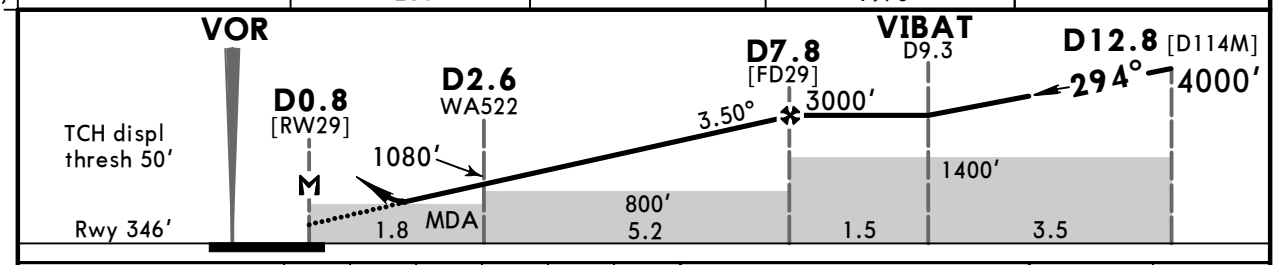
MSA OKC VOR

DME required. | Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′

1. Final approach track offset 4° from rwy centerline. 2. CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG. 3. Circling approaches are prohibited.



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



Gnd speed- Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at D0.8							

HIALS
PAPI
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 29

	With D2.6 DA/MDA(H) 750′(404′)		W/o D2.6 DA/MDA(H) 800′(454′)	
		ALS out		ALS out
A	RVR 1500m	RVR 1500m	RVR 1500m	
B				
C		RVR 1900m	RVR 1700m	RVR 2100m
D				

1 CDFA

CHANGES: Sekocin danger area withdrawn.

EPWA/WAW
CHOPIN

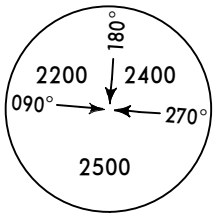
JEPPESEN
1 FEB 19 (13-4)

WARSAW, ~~POLAND~~
VOR Rwy 33

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.455	128.805 125.055	129.380	118.305	121.905

VOR OKC	Final Apch Crs	Minimum Alt	DA/MDA(H) (CONDITIONAL)	Apt Elev 362′
113.45	324°	D9.3 OKC 3000′(2646′)	760′(406′)	Rwy 354′

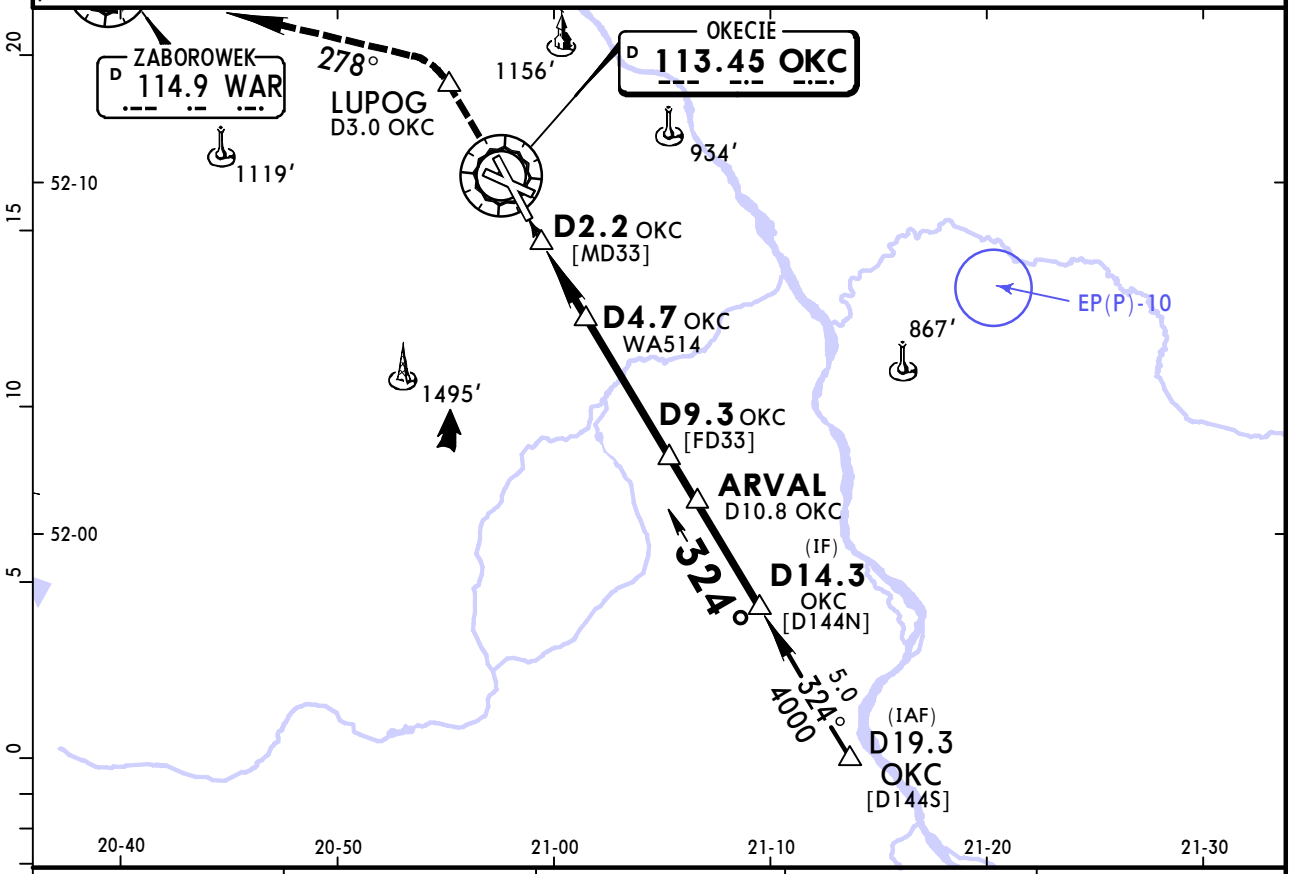
MISSED APCH: Climb STRAIGHT AHEAD to LUPOG, then turn LEFT (MAX 185 KT) to intercept R-098 inbound to WAR VOR climbing to 3000′, then as directed.



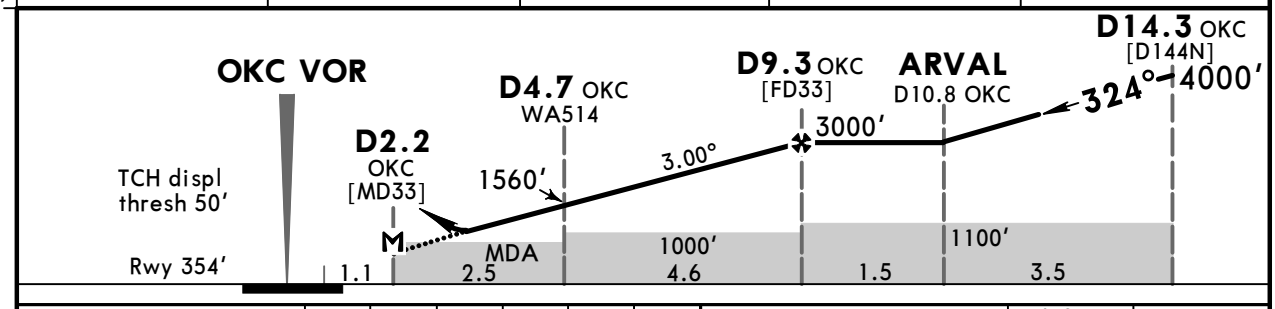
MSA
OKC VOR

DME required.	Alt Set: hPa	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. 3. CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG. 4. Circling approaches are prohibited.



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



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

ALSF-II
PAPI
LUPOG

Standard STRAIGHT-IN LANDING RWY 33

	With D4.7 OKC 1 DA/MDA(H) 760′(406′)		W/o D4.7 OKC 1 DA/MDA(H) 820′(466′)	
		ALS out		ALS out
A	RVR 1200m	RVR 1500m	RVR 1500m	
B				
C		RVR 1900m	RVR 1500m	RVR 2200m
D				

PANS OPS

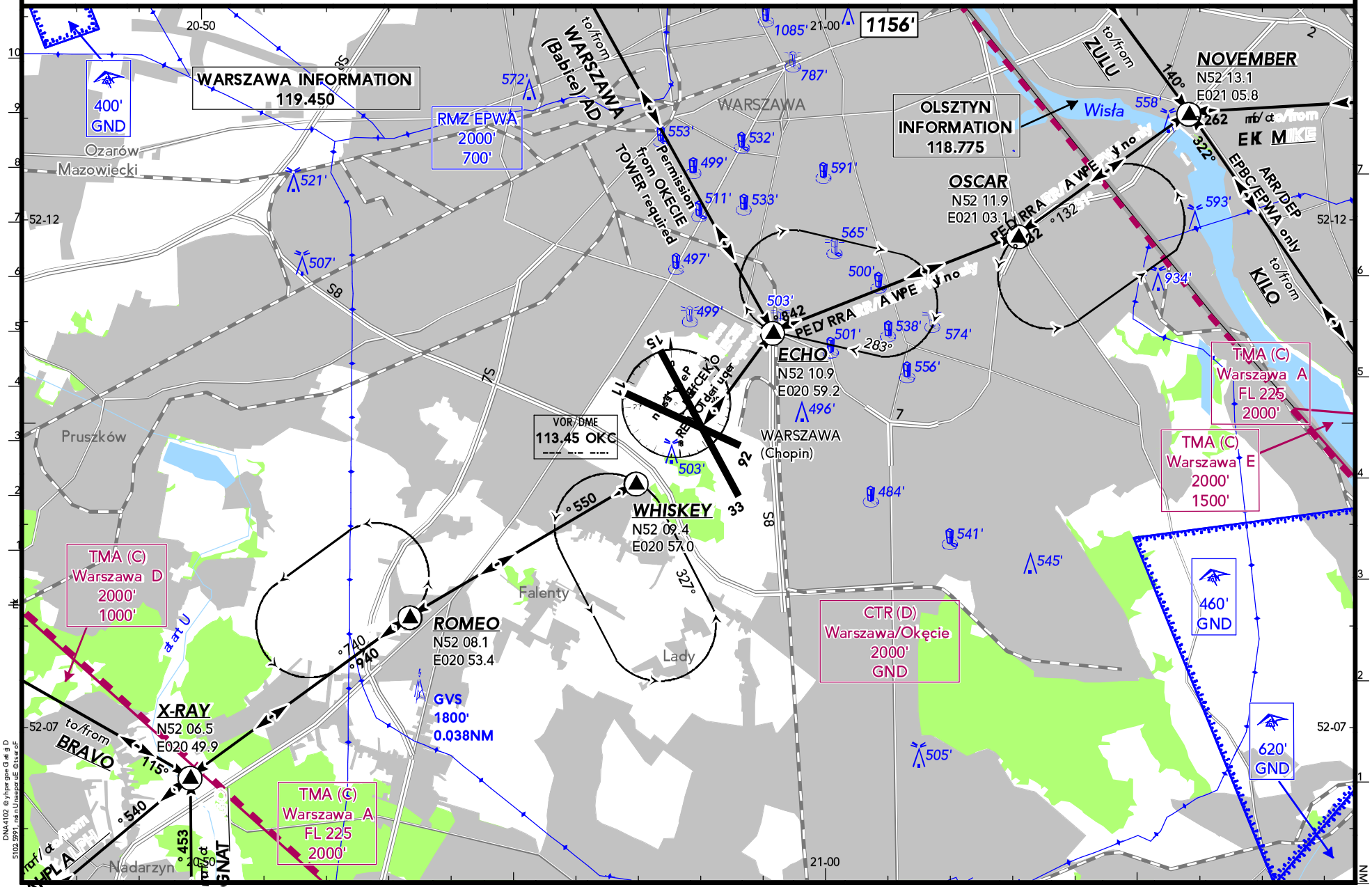
1 CDFA

CHANGES: Sekocin danger area withdrawn.

LOCATION	FIS	ATIS	AIRSPACE	APPROACH
Elev **362'** /110m N52 10.0 E020 58.0	WARSZAWA INFORMATION **119.450**(1)	ATIS **120.455**	OLSZTYN INFORMATION **118.775**(2)	WARSZAWA APPROACH **125.055** (pol, en) **128.805** (pol, en) WARSZAWA DIRECTOR **129.380** (pol, en)

TOWER
OKĘCIE TOWER **118.305** (pol, en)
OKĘCIE GROUND **121.905** (pol, en)

(1) also Warszawa RMZ
(2) Warszawa RMZ



CHANGES: COM - REP - OBST.

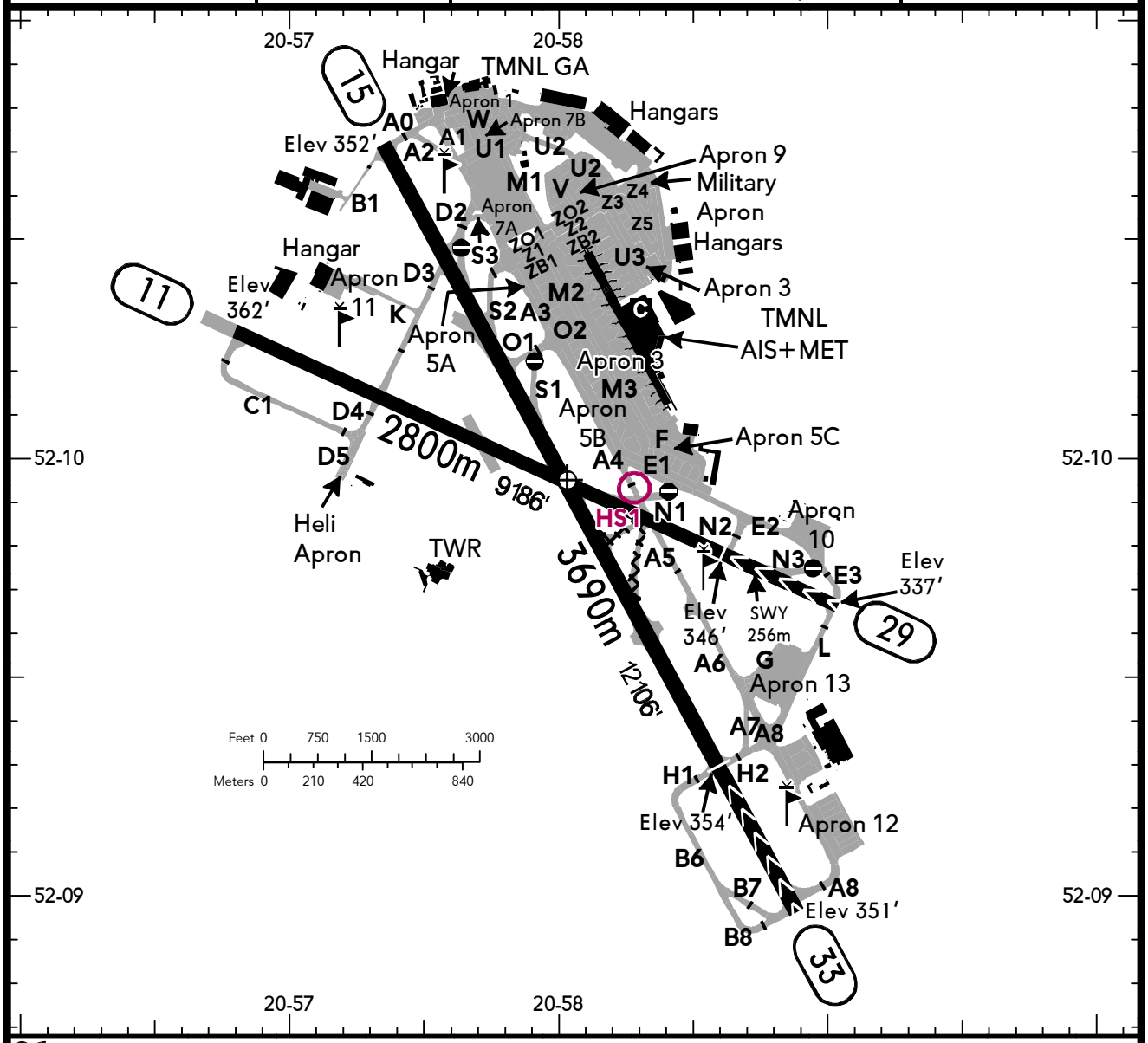
JEPPESEN

EPWA WARSZAWA

CHOPIN 14 DEC 18 19-2 POLAND

BRIEFING STRIP™

LOCATION	ATIS	TOWER	ADMITTED AIRCRAFT
Elev **362'** /110m N52 10.0 E020 58.0	ATIS **120.455**	OKĘCIE DELIVERY **121.605** (pol, en) OKĘCIE GROUND **121.905** (pol, en) OKĘCIE TOWER **118.305** (pol, en)	



ALS - PAPI 11 (3.0°), 15 (3.5°), 29 (3.5°), 33 (3.0°) - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
15 (147°) 33 (327°)	3690 x 60 Asphalt	3690	3690 3029	PCN 82/F/C/X/T	
11 (109°) 29 (289°)	2800 x 50 Paved	2304 2800	2560 2304	PCN 77/R/A/W/T	

Intersection TKOF

RWY	TWY	TORA (m)
15	D2	3193
	O1	2630
33	A8	3661
	H2	3010
11	D3	1649
29	A4	1918
	N2	2301

NOTE: Refer to Warszawa (EPWA) Area Information.

CAUTION: THRs and TDZs of other RWYs may not be visible from used RWY.

Birds in the vicinity of AD.

***WARNING:** There is a greater number of collisions of ACFT with birds in the period from May until September.*

Particular care shall be taken when taxiing in the direction of RWY 29 in order not to mistake the TWY N3 entry for the TWY E3 entry.

HEL prohibited, except based HEL.

CHANGES: COM - Intersection TKOF - Text.

RWY Incursion Hot Spots

HS1 - EXTREMELY DANGEROUS: Do not miss STOP BAR on TWY A4.

Procedures for VFR Flights within Warszawa CTR

Arrival:

- Unless the appropriate ATC unit cleares otherwise within the Warszawa/Okęcie CTR, ACFT is required to be equipped with a transponder operating in modes A and C.
- If not instructed otherwise by WARSZAWA INFORMATION or OLSZTYN INFORMATION, radio communication with OKĘCIE TOWER shall be established over reporting points NOVEMBER or X-RAY. When holding over NOVEMBER or X-RAY, do not violate the controlled airspace of Warszawa/Okęcie CTR.

In case of congestion of air traffic, VFR flight may expect holding at one of the following points:

- ROMEO - inbound track 047° along Route E67, left turns. Do not overfly to south-east side of the road while holding, hold within the parking area.
- OSCAR - inbound track 231° along Trasa Siekierkowska road, left turns. Do not overfly to west side of the intersection while holding.
- ECHO - inbound track 283° along Marynarska Street, right turns. Do not overfly to south side of Marynarska/Sasanki Street while holding. Stay in a safe distance from APCH to RWY 29.
- WHISKEY - inbound track 327°, left turns. Do not overfly to east side of the Warszawa bypass road while holding. Stay in a safe distance from APCH to RWY 33.

VFR Approach Procedures for Warszawa/Chopin AD

From west side - REP WHISKEY:

- Approaching RWY 11 or RWY 15 join right hand circuit downwind, perform base leg over Aleja Krakowska Street (7/8), do not overfly west side of the street.
- Approaching RWY 29 or RWY 33 join left hand circuit downwind, while performing base leg do not overfly to east side of the railway.

From east side - REP ECHO:

- Approaching RWY 11 or RWY 15 join left hand circuit downwind, perform base leg over Aleja Krakowska Street (7/8), do not overfly west side of the street.
- Approaching RWY 29 or RWY 33 join right hand circuit downwind, while performing base leg do not overfly to east side of the railway.

In order to maintain appropriate air traffic flow, ATC may issue landing clearance beyond touchdown zone, using phraseology sentence "long landing approved".

If unable to comply with the approach procedures, crew shall notify OKĘCIE TWR on initial contact.

Radio Communication Failure

If the radio communication fails in flight with destination Warszawa/Chopin AD, before reaching, or within Warszawa/Okęcie CTR limits, crews shall:

- Make an APCH to reach REPs WHISKEY or ECHO and await visual signals given from TWR. Show all ACFT navigation lights during arrival, approach and holding.
- After receiving green visual signal execute the shortest possible APCH and land on most suitable RWY depending on atmospheric conditions.
- After receiving red visual signal hold over REP until receiving green signal.
- If no signals have been received from TWR, hold over REPs for 5 MIN and then execute shortest possible APCH and land on most suitable RWY depending on atmospheric conditions.
- After landing vacate the RWY immediately into first possible TWY and wait for Follow-me car.

Chart changes since cycle 10-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
WARSAW, (CHOPIN - EPWA)				
REV	AIRPORT	10-9	24 May 2019	
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	24 May 2019	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EPWA

Type: Terminal
Effectivity: Temporary
Begin Date: 20190425
End Date: 20201231

(10-9A) TWY S2 may be used for an intersection take-off when the prevailing visibility is not less than 2000 m (based on sup 41/19). TORA 9390' (2862m). Refer also to latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20190607

[12-2] RNAV (GNSS) RWY 15, LNAV/VNAV DA(H) raised to: CAT A: 670'(318'), RVR 1000m, ALS out RVR 1400m, CAT B: 680'(328'), RVR 1100m, ALS out RVR 1500m, CAT C: 690'(338'), RVR 1100m, ALS out RVR 1500m, CAT D: 710'(358'), RVR 1200m, ALS out RVR 1600m.

Type: Terminal
Effectivity: Temporary
Begin Date: 20190523
End Date: 20190630

Construction works in progress (based on SUP 071/19).For details refer to temp chart 10-8 and latest NOTAMs.

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Until APRX 30 JUN 19 Construction of Rapid Exit TWY N2 at RWY 11 and reconstruction of TWY C1 and M3 and construction of new TWY J will take place causing closure of RWY 11/29 and RWY 15/33. The exact times for start, completion of work, limitations and obstructions will be announced via NOTAM.

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Until APRX 31 DEC 20 Intersection TKOF RWY 15 for TWY S2 AVBL, TORA 2862m.

Chart Change Notices for Country POL

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 20 AUG 15 Czempin VOR/DME 'CZE' replaced by VOR/DME 114.50 'CMP' at N52 08.0 E016 43.2.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.1.1: Text chgd regarding uncontrolled airspace: Airspace below FL 95 outside controlled airspace Class (G) airspace.