

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

No revision activity since Disc 21-2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport EPWA

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Ufn expect following periodic limitations: rwy 11/29 clsd, CAT II rwy 33 not avbl; TDZ & CL rwy 15/33 not avbl; on 18 SEP 10 0501LT to 2329LT THR rwy 15 displaced by 7842'(2390m), rwy 15/33 shortened to 4266'(1300m).

General Info

Warsaw, POL

N 52° 09.9' E 20° 58.0' Mag Var: 3.6°E

Elevation: 362'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 11-29 9186' x 164' asphalt

Runway 15-33 12106' x 197' asphalt

Runway 11 (110.0°M) TDZE 361'

Lights: Edge, ALS, Centerline, TDZ

Runway 15 (147.0°M) TDZE 351'

Lights: Edge, ALS, Centerline

Runway 29 (290.0°M) TDZE 342'

Lights: Edge, ALS, Centerline

Displaced Threshold Distance 1640'

Stopway Distance 492'

Runway 33 (327.0°M) TDZE 351'

Lights: Edge, ALS, Centerline, TDZ

Communications InfoATIS **120.45**Okecie Ground Tower **121.9**Okecie Delivery Tower **121.6**Okecie Tower **118.3**Warsaw Director Approach Control **135.925** SecondaryWarsaw Director Approach Control **129.375**Warsaw Approach Control **128.8**Warsaw Approach Control **125.05****Notebook Info**

EPWA/WAW
CHOPIN

JEPPESEN
11 JUN 10 **10-1P**

WARSAW, POLAND
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 120.45

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RUNWAY SYSTEM

The following preferential RWY System has been established for noise abatement requirements:

ARRIVALS

RWY: 1) 33 2) 11 3) 15 4) 29

DEPARTURES

RWY: 1) 29 2) 15 3) 33 4) 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 1.9 km,
- 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.

If atmospheric and/or technical conditions permit, departures and arrivals will be performed on RWYs 15/33. In order to maintain the lowest possible noise level it is highly recommended to avoid extensive reverse thrust and usage of full length of the RWY after landing. Crews are requested to reduce take-off power by usage of full length of the RWY respectively.

1.2.3. RUN-UP TESTS

Engine test conducted without protective silencers are prohibited between 2200-0600LT.

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JEPPESEN
11 JUN 10 (10-1P1)

WARSAW, POLAND
AIRPORT BRIEFING

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1 GENERAL

LVP preparation phase will be commenced when RVR falls to 800m and /or ceiling is at 300' or lower.

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

LVP will be terminated when RVR increases to 600m or more and/or ceiling reaches 200' or more and a continuing improvement is anticipated.

1.3.2 DESCRIPTION

During LVP, special ATC procedures will be applied. Pilots will be informed of the commencement of these procedures by ATIS or by radio. The following phraselogy will be used: "Low visibility procedures category two in operation".

When special ATC procedures are applicable a significantly reduced landing rate should be expected due to the requirement for increased (up to 10NM) spacing between arriving ACFT.

1.3.3 ARRIVALS

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

RWY 11: TWYs N, L, E3

RWY 33: TWYs A0, D2, O1, S and R1.

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

1.3.4 DEPARTURES

Take offs will be carried out using mainly RWY 29 or 15. At request of the flight crew or due to important operational reasons TWR may give clearance for take-off from RWY 33 or 11.

1.3.5 OTHER

Taxiing on TWYs equipped with working centerline lights is conducted without the assistance of Follow-me. Assistance of Follow-me is required on other TWYs when RVR falls below 550m.

Pilots who wish to practise CAT II ILS approaches shall to use the phrase "REQUEST PRACTICE CATEGORY II APPROACH" on initial contact with WARSAW Approach.

During LVP conditions and CAT II operations TWY Z is the preferred TWY; TWYs Z Orange and Z Blue may be used with RVR not less than 350m.

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JEPPESEN
28 MAY 10 **10-1P2** **Eff 3 Jun**

WARSAW, POLAND
AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

While being transferred from OKECIE Ground to OKECIE Tower, crew is required to change frequency, initial call shall be omitted and Tower frequency shall be monitored for ATC call.

TWYs Z1 and Z2 MAX wingspan 213'/65m.

TWY D1 MAX wingspan 157'/48m.

TWY A0 between TWYs A1 and A2, TWYs U1, U2, V, Z Orange 1 (ZO1), Z Orange 2 (ZO2), Z Blue 1 (ZB1) and Z Blue 2 (ZB2) MAX wingspan 118'/36m.

During ACFT taxiing on on TWY Z, TWY Z Orange and Z Blue are closed for taxiing of other ACFT.

ACFT with wingspan up to 118'/36m may taxi on TWY Z Orange and TWY Z Blue at the same time.

ACFT may taxi on TWY Z Orange and TWY Z Blue in both directions in accordance with instructions from Tower.

For ACFT with wingspan exceeding 72'/22m parking stands on Apron 1 are accessible from TWY D1.

TWY J available only as HST from RWY 33.

TWY T MAX fuselage length 164'/50m.

Holding and waiting on TWY T is prohibited for ACFT with fuselage length over 98'/30m.

Taxiing under own power from the TWY D1/W intersection to/from the apron in front of the hangars is forbidden.

During taxiing via technical road between THR 11 and THR 15 the following procedure is in force: Taxiing from THR 11 is possible only to barriers placed perpendicular to the road edges. Beyond barriers towards THR 15 towing is obligatory. Reverse procedure is obligatory while taxiing towards THR 11 (starting-up engines possible after passing the barriers).

Taxiing from RWY 11 end lights up to TWY E3 or L after landing/aborted take-off.

1.5. PARKING INFORMATION

Following procedures/limitations are in force on stands:

- 1 thru 24: Push-back is mandatory.
- 37 thru 43: Push-back or moving back under own power is applicable.
- 44 and 45: For ACFT with wingspan above 118'/36m push-back is obligatory.
- 1 thru 24 and 31B thru 48: Rotation of ACFT is prohibited.
- 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.
- 31B thru 48: ACFT not greater than AT72 may be reversed under own power following marshaller's instructions.
- 61 thru 63: Push-back is mandatory for ACFT greater than ATR.
- 70: Parking of B757/B767 with nose directed towards TWY D by towing car.
- 95A: Entry under marshaller guidance only.

Stands 1 thru 16 equipped with docking guidance system SAFEDOCK.

Apron 10 is available for temporary parking or as a holding bay for ACFT awaiting departure from RWY 29.

1.6. OTHER INFORMATION

Carriers using cargo planes of size greater than ATR are obliged to ensure that an appropriate towing bar will be available for particular ACFT type. Otherwise an ACFT must be equipped with its own towing bar.

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JEPPESEN
28 MAY 10 **10-1P3** **Eff 3 Jun**

WARSAW, POLAND
AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

2.1.1. GENERAL PROCEDURE WHEN NO STARS ARE IN USE

Set transponder to code 7600 and continue flight at the flight level/altitude last assigned by ATC to LIN. Descend over LIN to 3000'. Then execute an instrument approach for RWY 33 and conduct another approach and land on the appropriate RWY depending on wind conditions.

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 runway, execute approach (ILS or VOR) and land.

2.1.2.2. RNAV-1 (P-RNAV) NOT APPROVED ACFT

Set transponder to 7600, maintain last assigned and acknowledged altitude/flight level. Proceed to LIN and commence descent in the holding pattern over LIN. Then proceed to FAF/FAP RWY 33, execute approach and land. If landing is not possible, execute missed approach and proceed to FAF/FAP of most convenient runway, execute approach and land.

2.2. SPEED RESTRICTIONS

Speed adjustments on approach:

IAS 160 KT when established on ILS/LLZ (for RWYs 11 and 33) or when performing VOR DME approaches (all RWYs).

Maintain until D4.0 WAS (ILS RWY 11), D4.0 WA (ILS RWY 33) or from D8.0 OKE (VOR DME approaches).

If unable to comply, notify ATC immediately.

2.3. NOISE ABATEMENT PROCEDURES

2.3.1. REVERSE THRUST

Except in emergency situations, ACFT are recommended to reduce the application of reverse thrust between 2200-0600LT.

2.4. CAT II OPERATIONS

RWYs 11 and 33 are approved for CAT II operations, special aircrew and ACFT certification required.

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JEPPESEN
28 MAY 10 **10-1P4** **Eff 3 Jun**

WARSAW, POLAND
AIRPORT BRIEFING

2. ARRIVAL

2.5. RWY OPERATIONS

2.5.1. MINIMUM RWY OCCUPANCY TIME

For RWY 11, use TWY M3, where possible as preferred exit.

For RWY 33, use the rapid exit TWY S, 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 is a recommended ACFT operating technique in which an arriving ACFT descends from an optimal position with minimum thrust and avoids level flight to the extent permitted by the safe operations of the ACFT and in compliance with published procedures and ATC instructions.

The aim for a CDA is to assist pilots to optimize ACFT apch profiles in order to reduce noise impact on the ground and, where possible, reduce fuel use and atmospheric emissions.

CDA technique:

Arrange descent to pass 7000' AMSL within 25 track miles to touchdown.

Expect track miles information or base leg information from ATC at or above 7000' AMSL.

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

ATC R/T example at or above 7000' AMSL:

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

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JEPPESEN
28 MAY 10 **10-1P5** **Eff 3 Jun**

WARSAW, POLAND
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

De-icing of ACFT allowed only on Aprons 6 and 10.

Report the necessity for de-icing to your ramp agent at first.

Report the necessity for de-icing when requesting ATC clearance to OKECIE Delivery 121.6.

For start-up/push-back contact OKECIE Ground 121.9 only when completely ready (all passengers on board, doors closed, tug connected if required).

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 have contact with de-icing agents.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

In order to receive en-route clearance following info has to be passed to OKECIE Delivery 10 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 required full length of RWY 15/33 for departure have to notify OKECIE Ground prior to commencing taxi.

Stand 70: Start-up engines on TWY D after prior push-back by towing car.

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. DEPARTURE RECOMMENDATIONS

Departures shall be performed in accordance with ICAO DOC 8168, ACFT Operations, VOL. I:

RWY 11: Noise Abatement Departure Procedure A (NADP A)

RWYs 15, 29 & 33: Noise Abatement Departure Procedure B (NADP B)

3.4. RWY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

Pilots shall ensure, commensurate with safety and standard operating procedures, that they are able to taxi into correct position and line-up on the RWY as soon as the preceding ACFT has commenced its take-off roll or its landing roll.

Where possible, cockpit checks and cabin readiness shall be completed prior to line-up and any actions requiring completion on the RWY shall be kept to the minimum.

Pilots not able to comply with these requirements shall notify ATC as soon as possible.

3.5. COMMUNICATION FAILURE PROCEDURE

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

EPWA/WAW
OKECIE

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4 DEC 09

(10-1R)

Eff 17 Dec

RADAR MINIMUM ALTITUDES

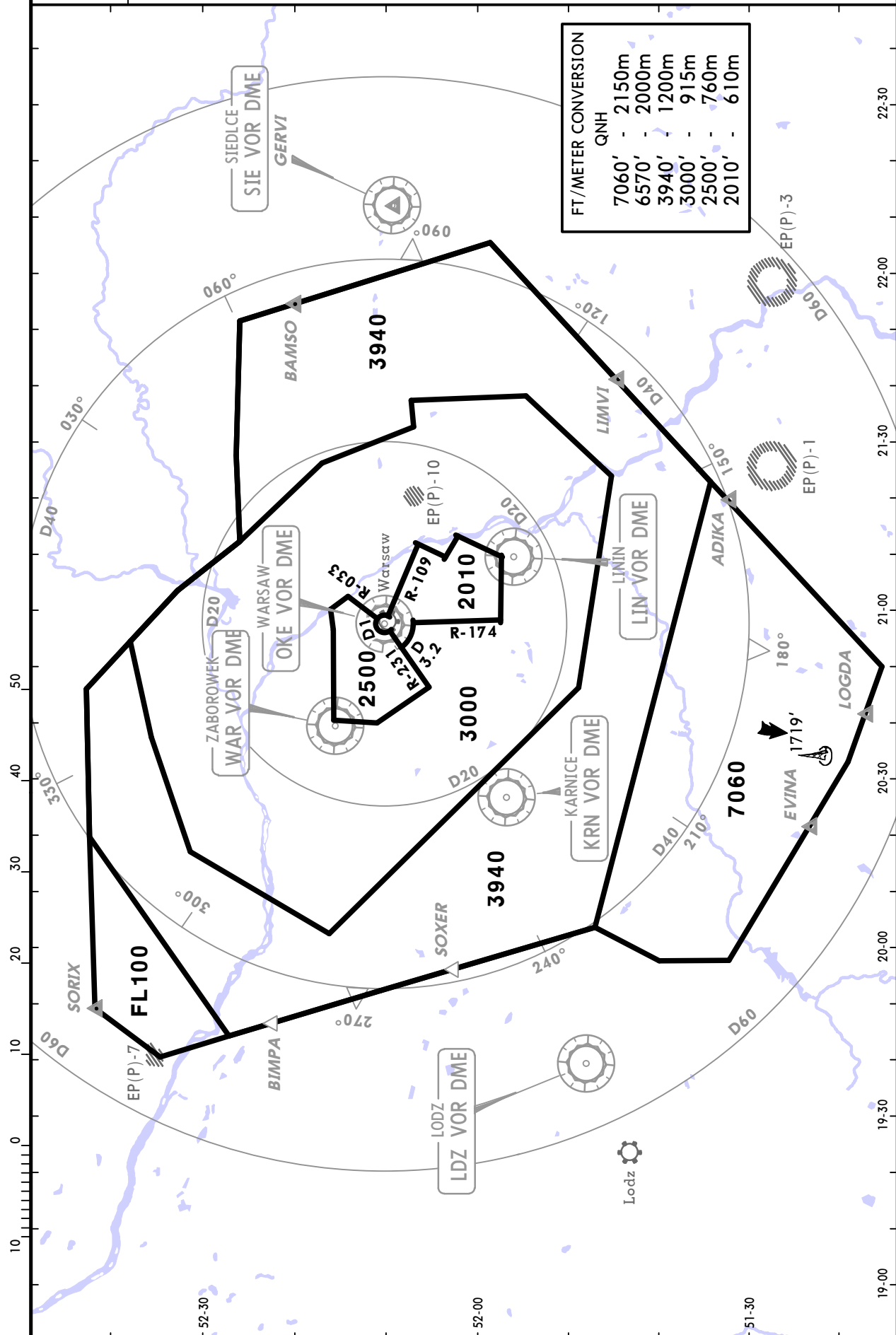
WARSAW, POLAND

Apt Elev
361'

Alt Set: hPa (MM on request)

Trans level: By ATC Trans alt: 6570'

The MRVA values already include a correction for temperature higher and equal -25°C.



CHANGES: Sector and sector altitudes revised.

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 **JEPPESEN**
23 APR 10 **10-2**

WARSAW, POLAND
RNAV STAR

RNAV STAR DESIGNATION	REFER TO CHART
GERVI 1N, LIMVI 1N	10-2B
AGAVA 1N, LOGDA 1N	10-2C
BIMPA 1N, SORIX 1N	10-2D
GERVI 1P, LIMVI 1P	10-2E
AGAVA 1P, LOGDA 1P	10-2F
BIMPA 1P, SORIX 1P	10-2G
GERVI 1V, LIMVI 1V	10-2H
AGAVA 1V, LOGDA 1V	10-2J
BIMPA 1V, SORIX 1V	10-2K
GERVI 1U, LIMVI 1U	10-2L
AGAVA 1U, LOGDA 1U	10-2M
BIMPA 1U, SORIX 1U	10-2N

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EPWA/WAW
CHOPIN

 **JEPPESEN**
23 APR 10 **10-2A**

WARSAW, POLAND
RNAV STAR

RNAV ARRIVAL INSTRUCTIONS

1. General

Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours).

2. Equipment

P-RNAV approval required, otherwise advise ATC upon first contact.

Non RNAV-1 (P-RNAV) aircraft: expect radar vectoring along published procedures.

3. Holdings

All holding patterns are available for non RNAV-1 (P-RNAV) aircraft.

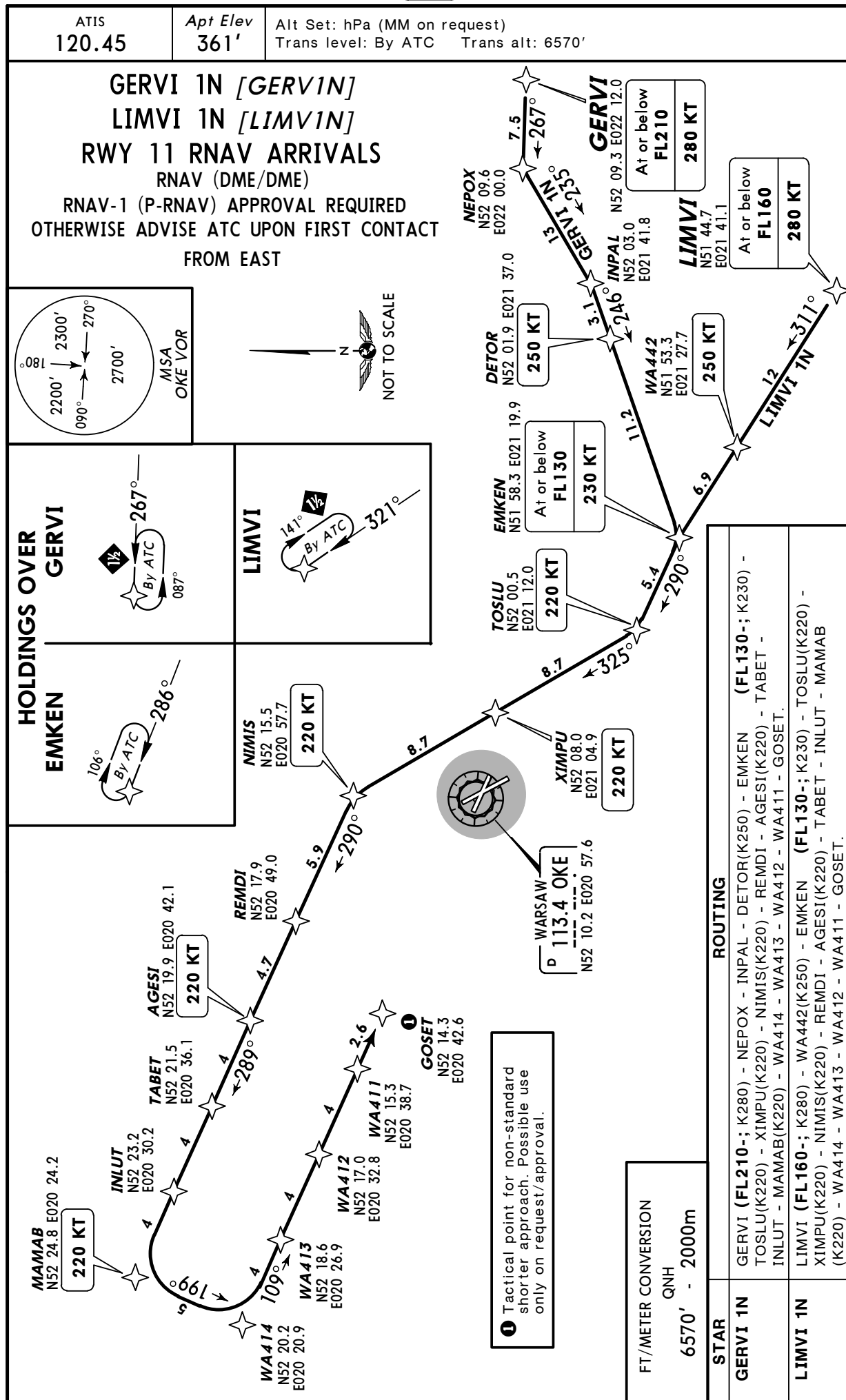
4. Vertical planning

Pilots should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.

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JEPPesen
28 MAY 10 **10-2B** Eff 3 Jun

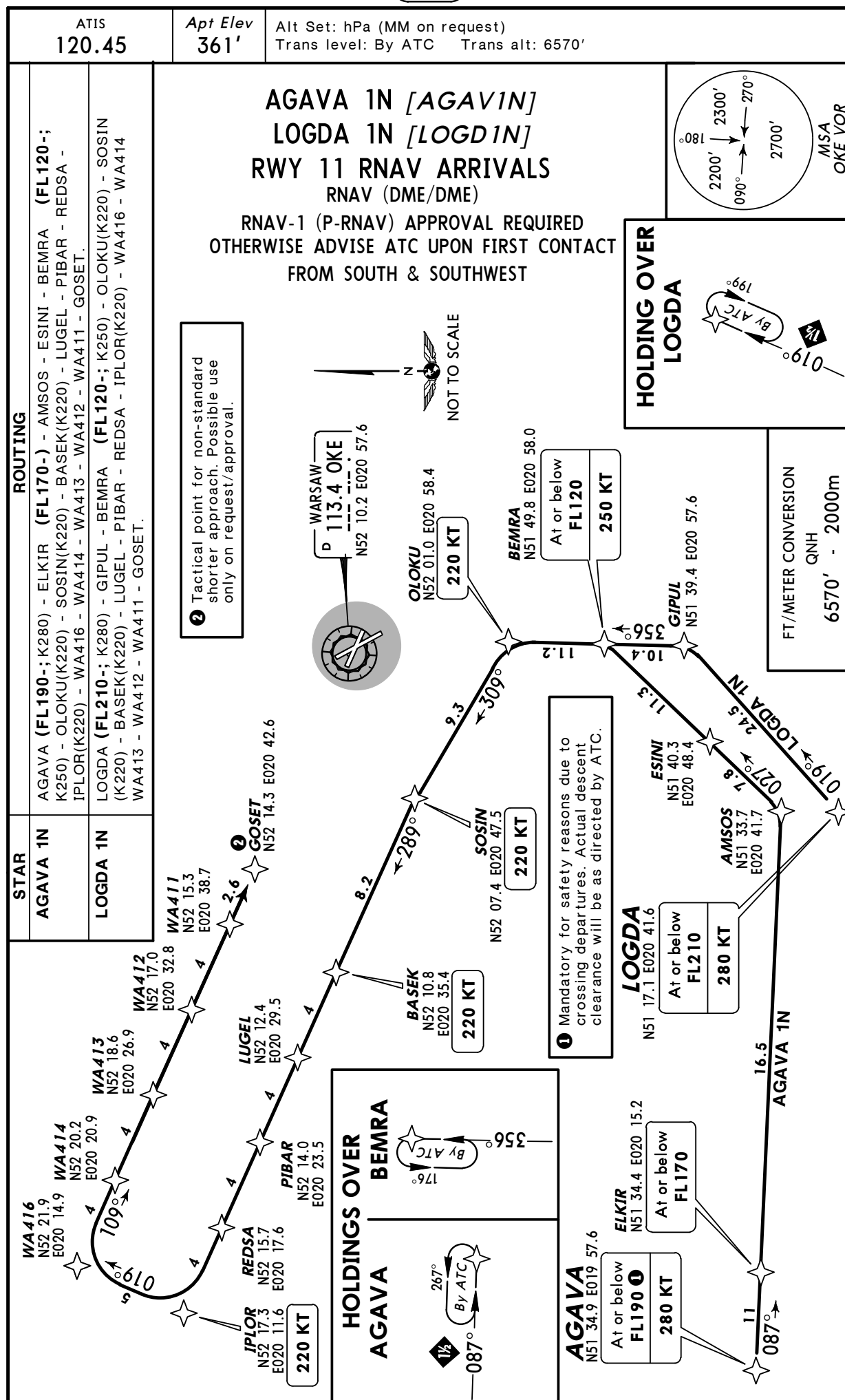
WARSAW, POLAND
RNAV STAR



EPWA/WAW
CHOPIN

JEPPesen
28 MAY 10 **10-2C** **Eff 3 Jun**

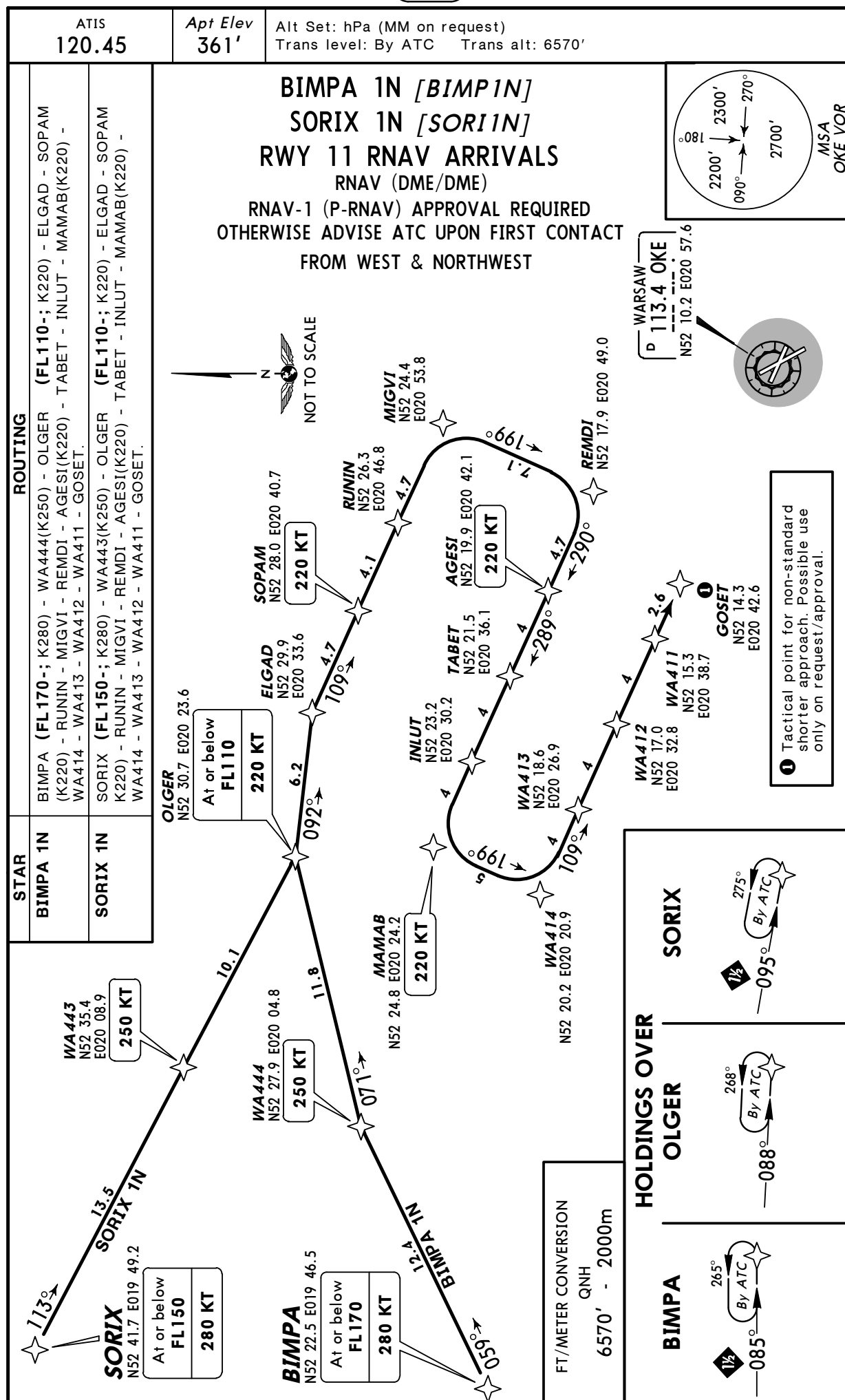
WARSAW, POLAND
RNAV STAR



EPWA/WAW
CHOPIN

JEPPESSEN
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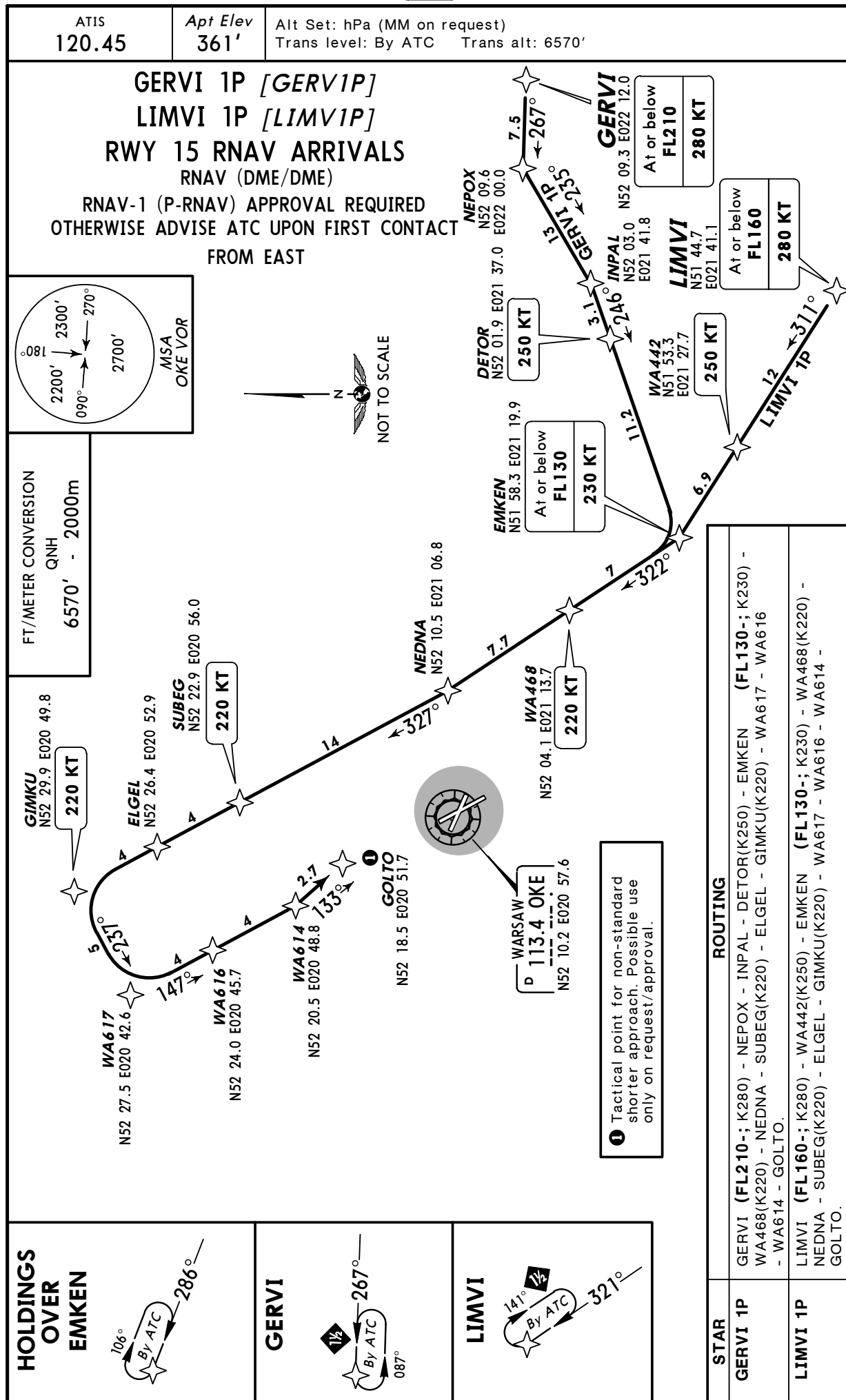
WARSAW, POLAND
RNAV STAR



EPWA/WAW
CHOPIN

JEPPESSEN
28 MAY 10 **10-2E** **Eff 3 Jun**

WARSAW, POLAND
RNAV STAR



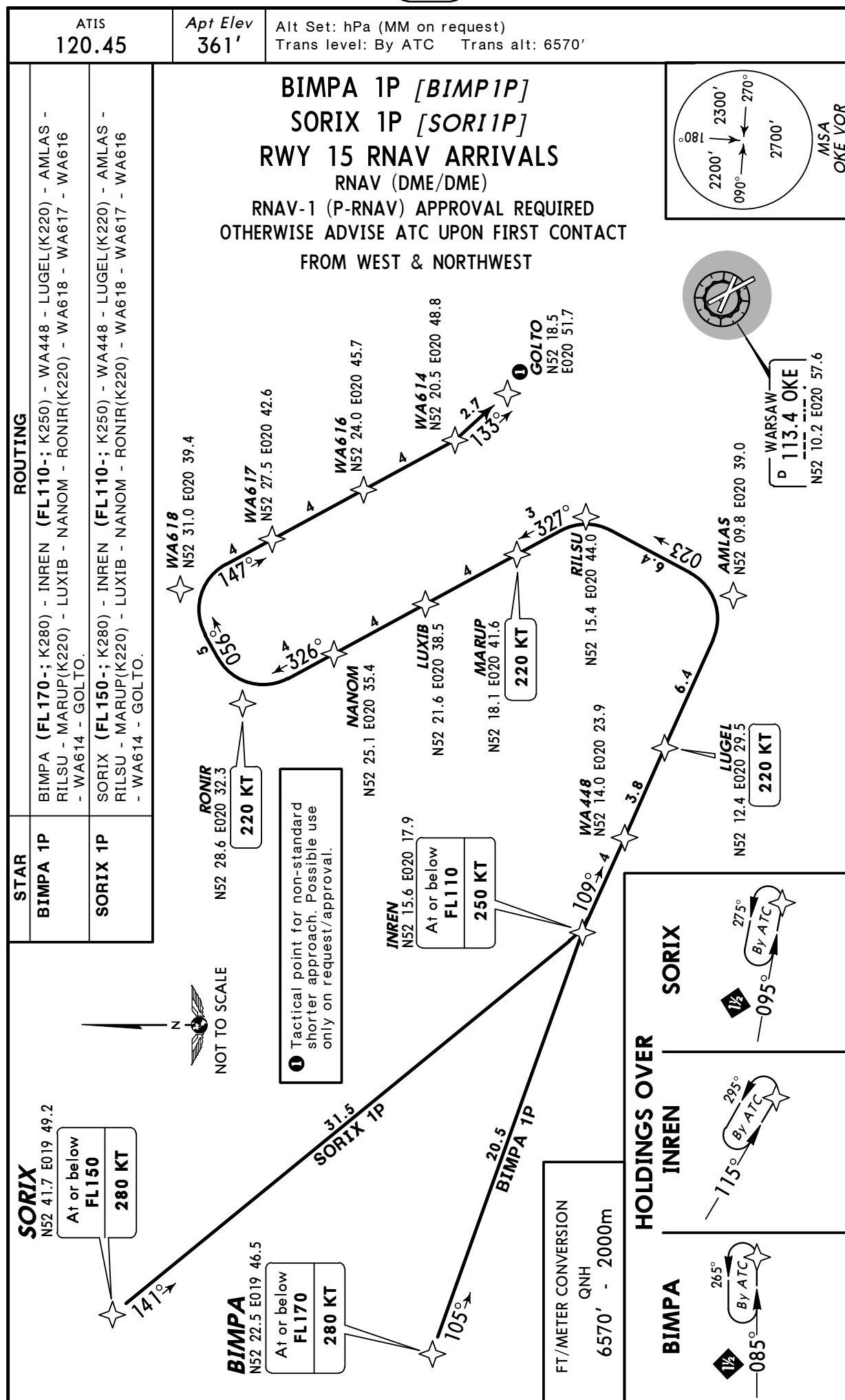
WARSAW, POLAND
RNAV STAR

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EPWA/WAW
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JEPPESSEN
28 MAY 10 **10-2G** **Eff 3 Jun**

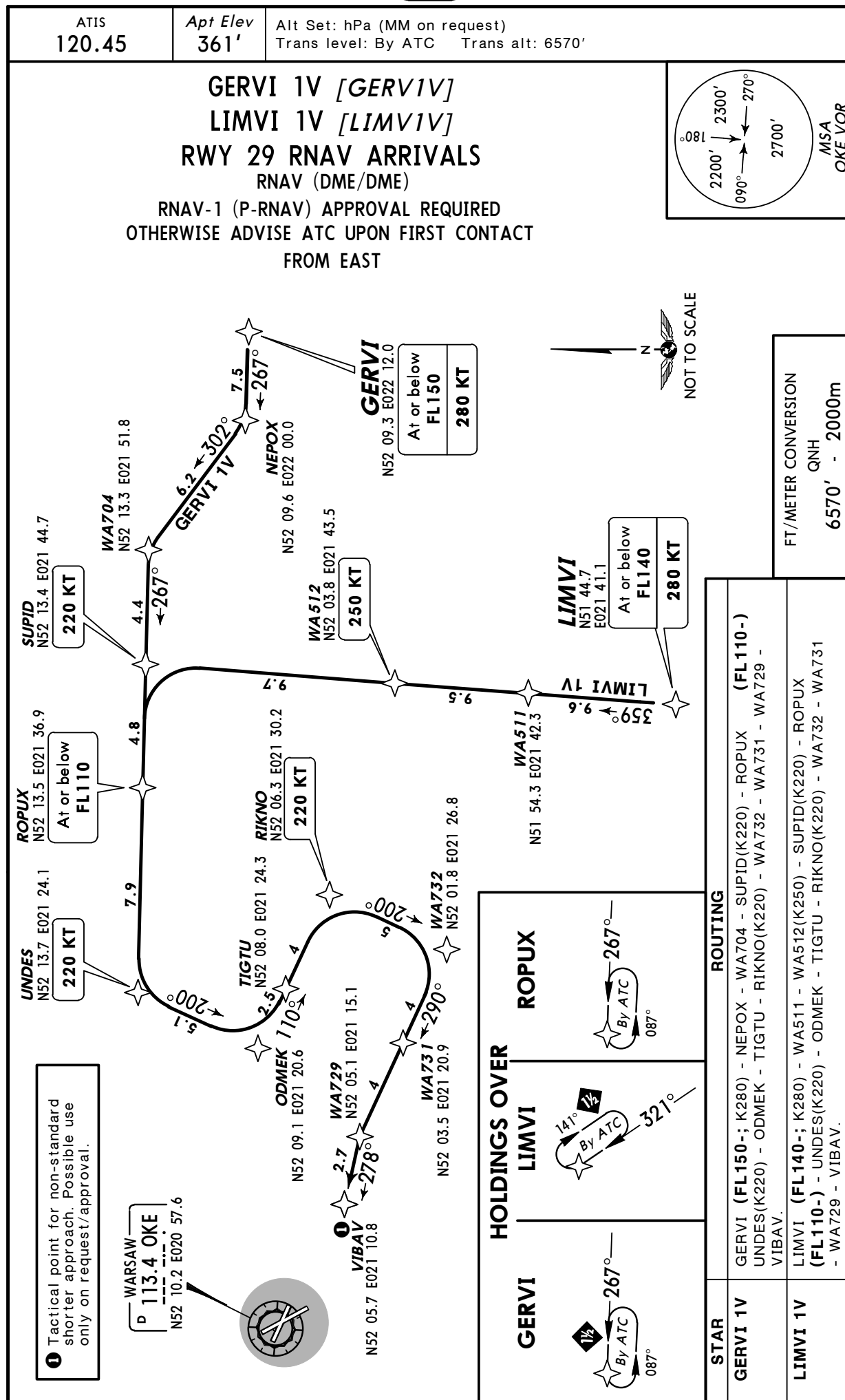
WARSAW, POLAND
RNAV STAR



EPWA/WAW
CHOPIN

JEPPesen
 28 MAY 10 **10-2H** **Eff 3 Jun**

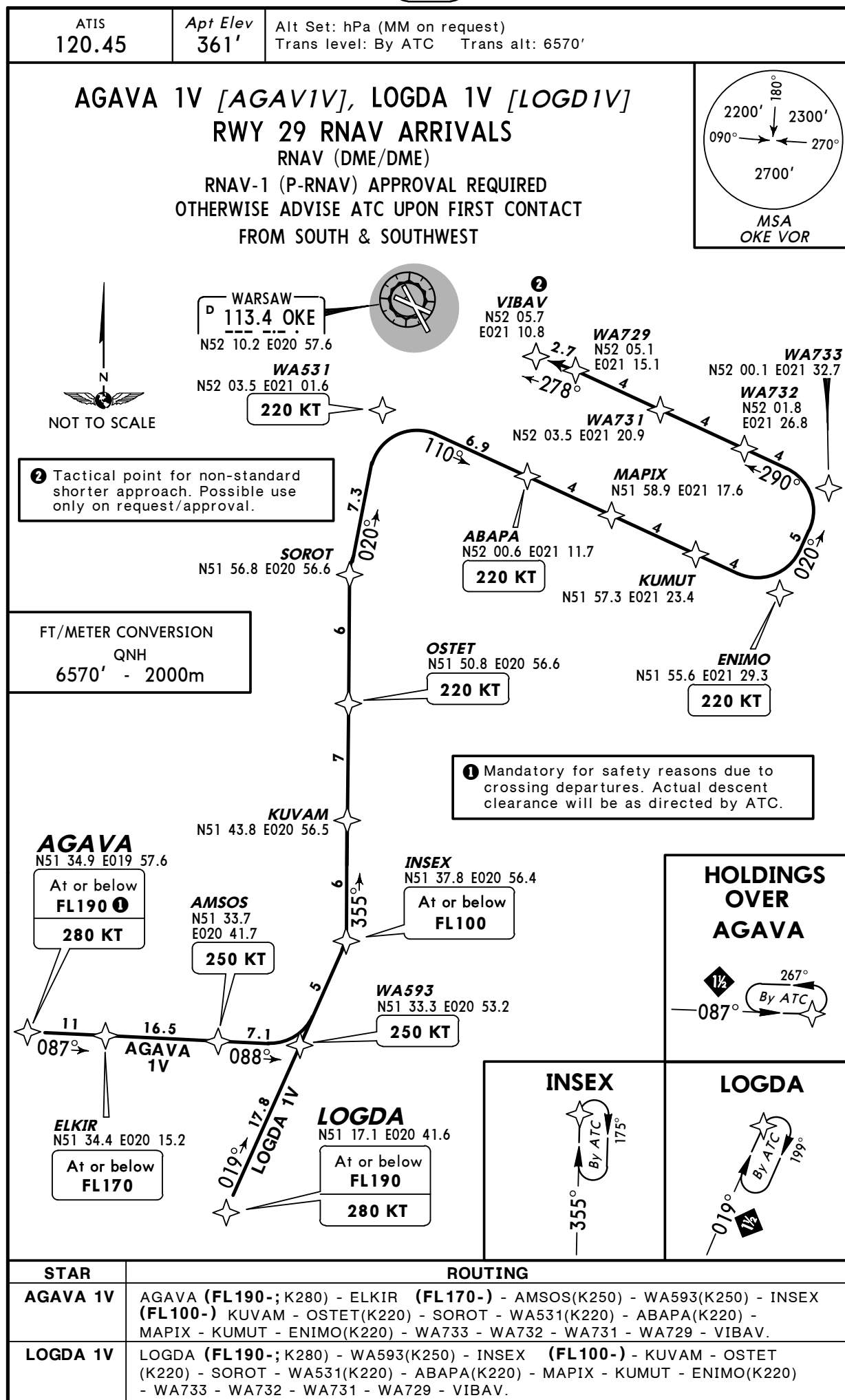
WARSAW, POLAND
RNAV STAR



EPWA/WAW
CHOPIN

JEPPESEN
28 MAY 10 **(10-2J)** **Eff 3 Jun**

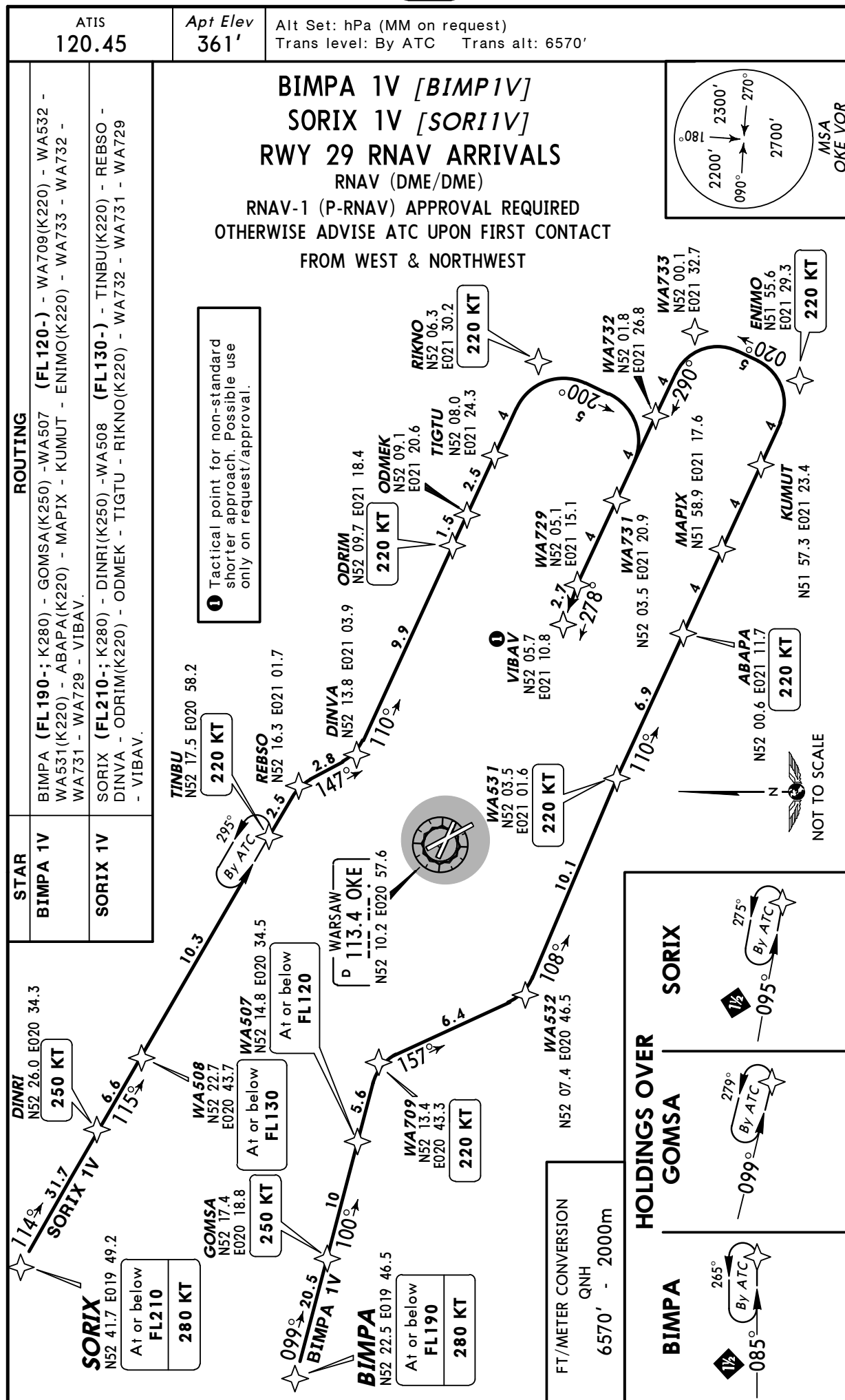
WARSAW, POLAND
RNAV STAR



EPWA/WAW
CHOPIN

JEPPESSEN
28 MAY 10 **10-2K** **Eff 3 Jun**

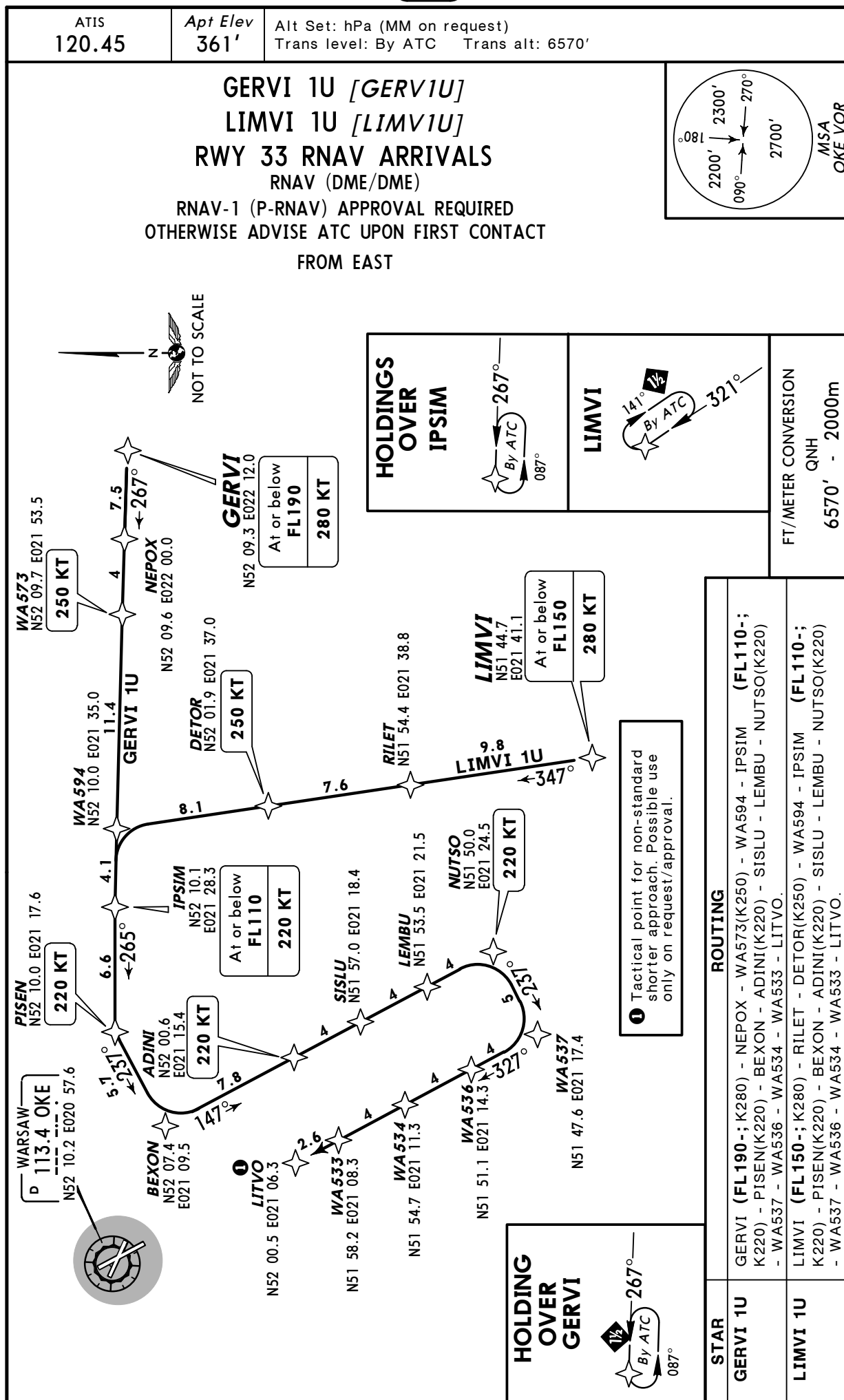
WARSAW, POLAND
RNAV STAR



EPWA/WAW
CHOPIN

JEPPesen
28 MAY 10 **10-2L** **Eff 3 Jun**

WARSAW, POLAND
RNAV STAR

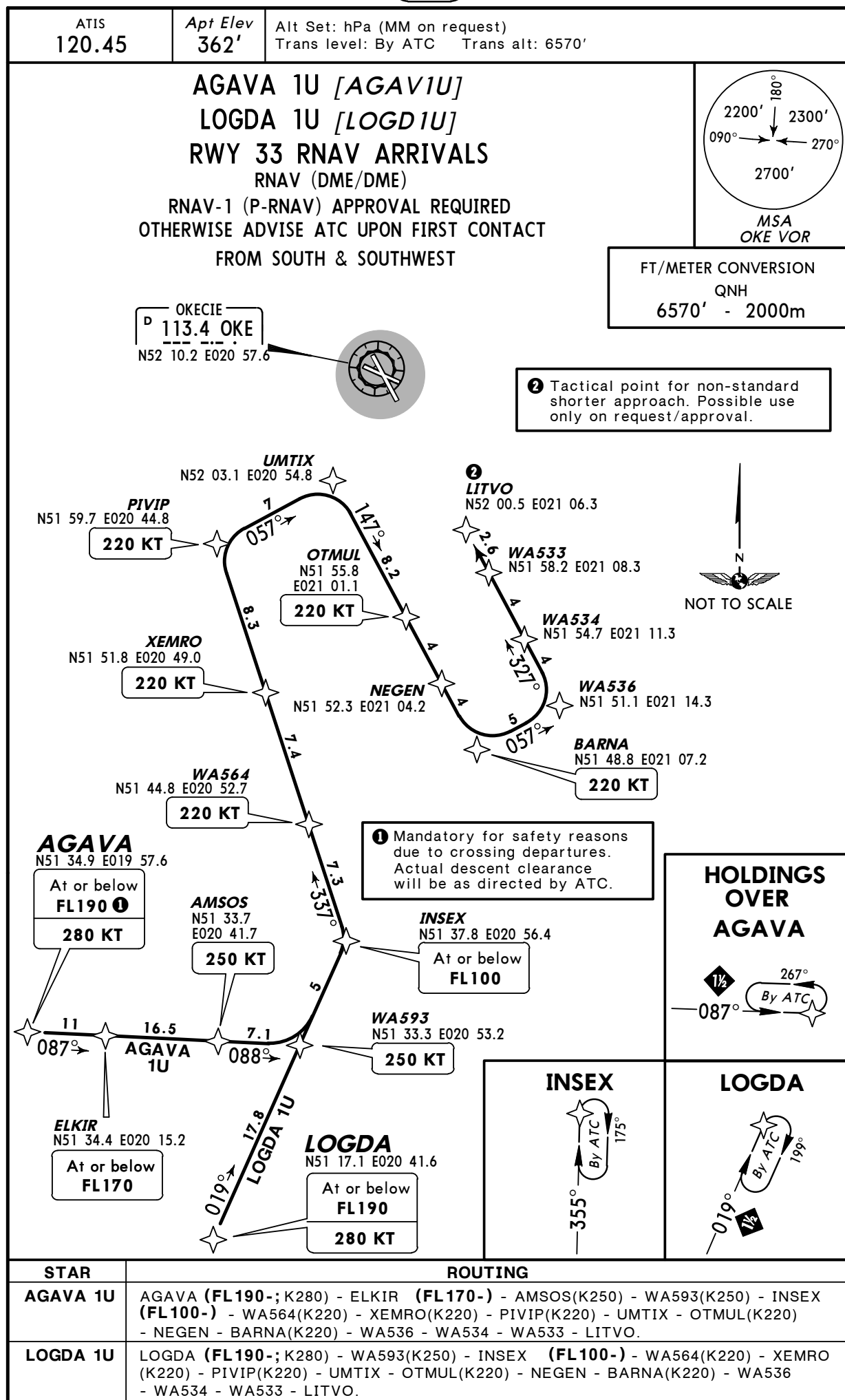


CHANGES: Track update.

EPWA/WAW
CHOPIN

JEPPesen
10 SEP 10 **(10-2M)** **Eff 23 Sep**

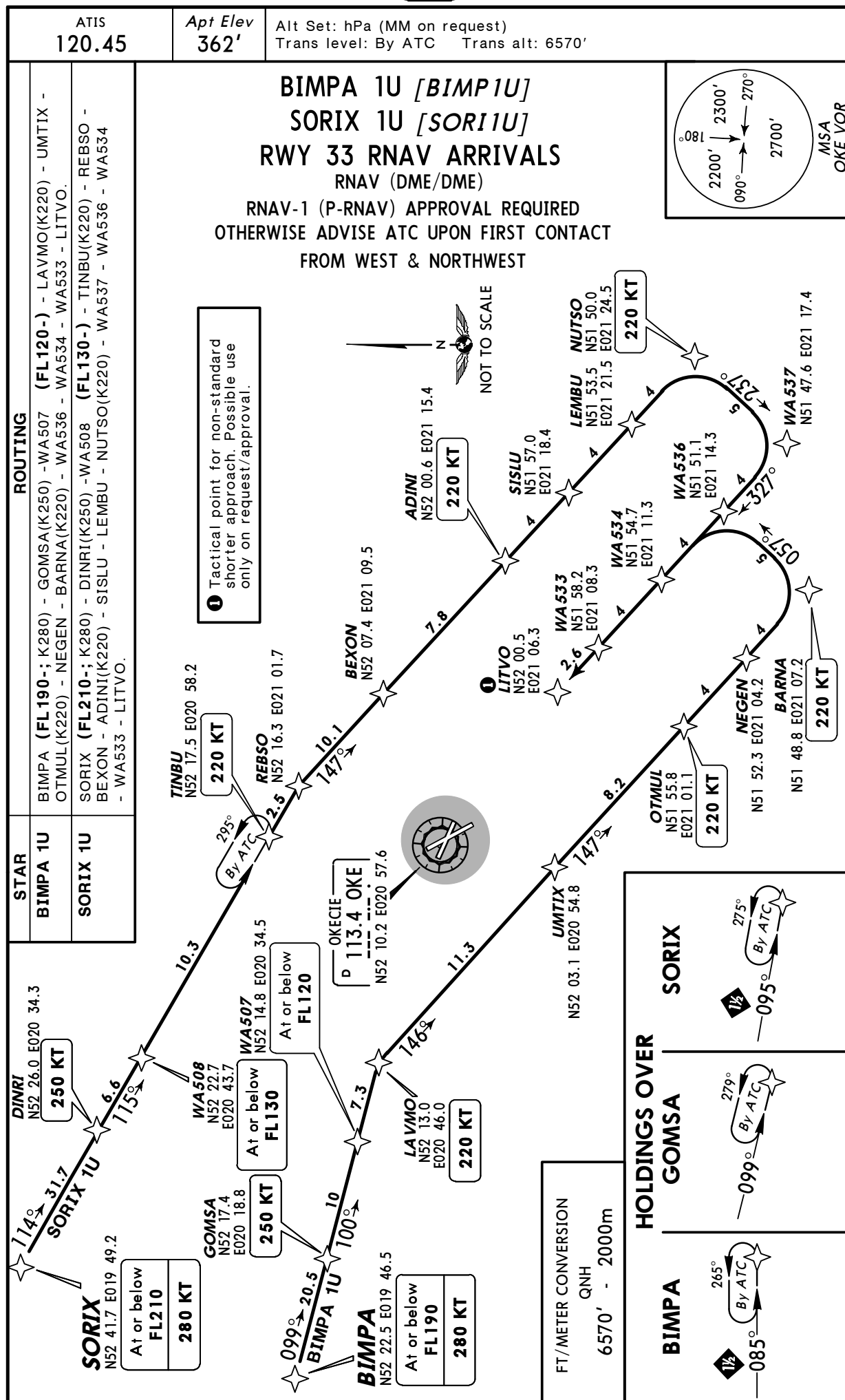
WARSAW, POLAND
RNAV STAR



EPWA/WAW
CHOPIN

JEPPesen
 10 SEP 10 **10-2N** Eff 23 Sep

WARSAW, POLAND
RNAV STAR



EPWA/WAW
CHOPIN

JEPPESSEN
28 MAY 10 10-3 Eff 3 Jun

WARSAW, POLAND
RNAV SID

Apt Elev
361'

- Trans level: By ATC Trans alt: 6570'
1. Conventional navigation to 3000'.
 2. Initial turns require bank angle of 15°.
 3. EXPECT close-in obstacles.
 4. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
 5. If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

**BAMSO 1A [BAMS1A]
OLILA 1A [OLIL1A]
RWY 11 RNAV DEPARTURES**

RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
TO NORTH & EAST

**SPEEDS: MAX 200 KT DURING INITIAL TURN
THEREAFTER MAX 250 KT**

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

ROUTING	
BAMSO 1A	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn LEFT, intercept OKE R-094 to WA601(3000'+) - WA698 - BAMSO.
OLILA 1A	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn LEFT, intercept OKE R-094 to WA601(3000'+) - LANPA(6000'+) - INSON - WA663 - OLILA.

OLILA

N52 42.3 E020 19.7

12.3

293°

WA663

N52 36.5 E020 37.4

13.9

294°

INSON

N52 29.8 E020 57.5

LANPA

N52 18.1 E021 12.6

At or above 6000'

14.9

317°

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

WARSAW

N52 10.2 E020 57.6

At 1000' or OKE 2.5 DME whichever is later

094°

2.5 DME

D9.1

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

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OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

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WA601

N52 08.8 E021 12.1

At or above 3000'

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OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

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WA601

N52 08.8 E021 12.1

At or above 3000'

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OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

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WA601

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OLILA 1A

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OLILA 1A

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OLILA 1A

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At or above 3000'

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WA601

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At or above 3000'

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OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

OLILA 1A

N52 08.8 E021 12.1

At or above 3000'

8.7

WA601

N52 08.8 E021 12.1

At or above 3000'

8.7

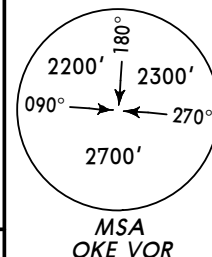
EPWA/WAW
CHOPIN

JEPPESEN
28 MAY 10 **(10-3A)** **Eff 3 Jun**

WARSAW, POLAND
RNAV SID

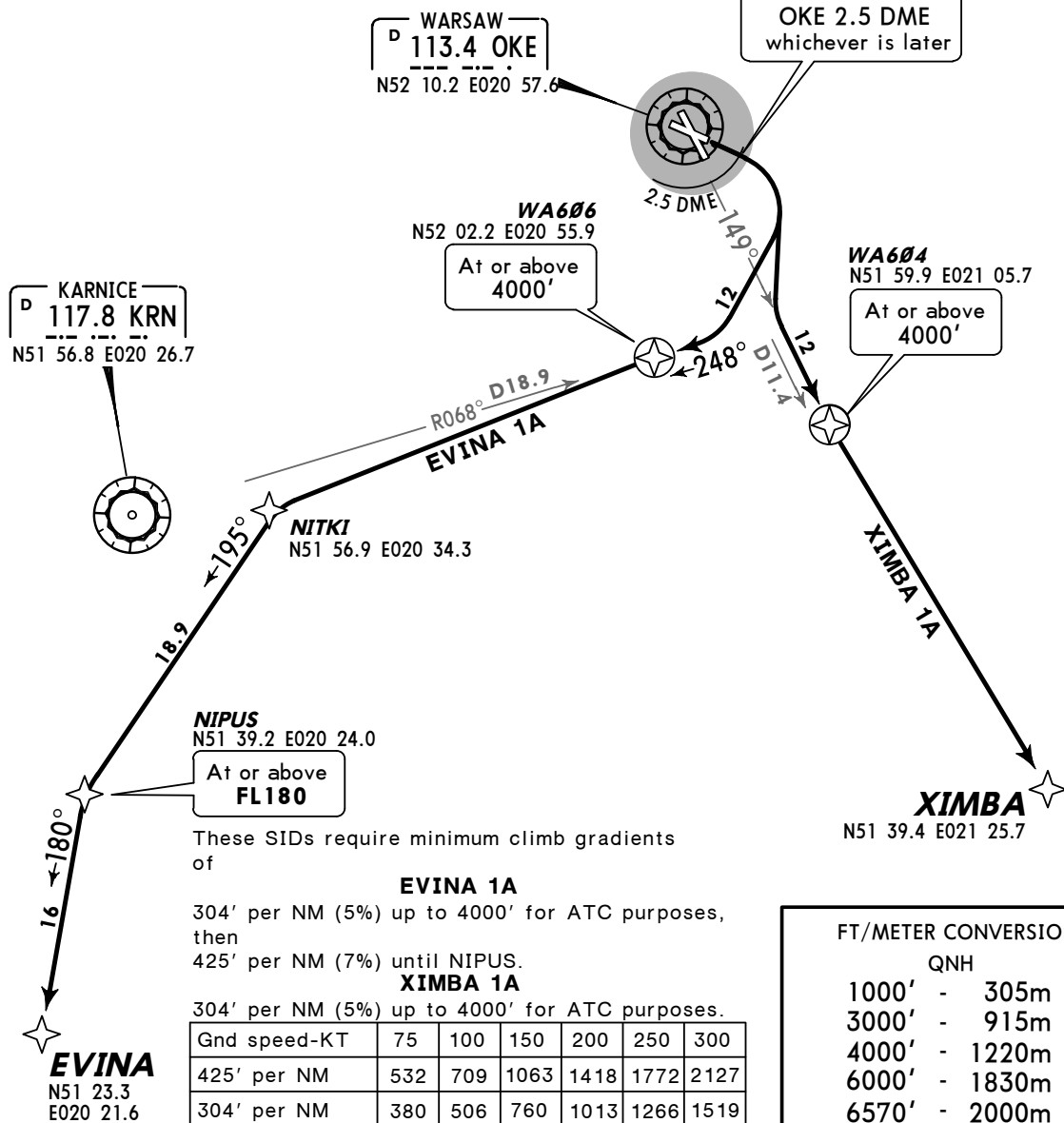
Apt Elev
361'

- Trans level: By ATC Trans alt: 6570'
1. Conventional navigation to 3000'.
 2. Initial turns require bank angle of 15°.
 3. EXPECT close-in obstacles.
 4. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
 5. If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.



EVINA 1A [EVIN1A]
XIMBA 1A [XIMB1A]
RWY 11 RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
TO SOUTH

***SPEED:* MAX 200 KT DURING INITIAL TURN**
THEREAFTER MAX 250 KT



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

SID	ROUTING
EVINA 1A	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn RIGHT, intercept KRN R-068 inbound to WA606(4000'+) - NITKI - NIPUS (FL180+) - EVINA.
XIMBA 1A	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn RIGHT, intercept OKE R-149 to WA604(4000'+) - XIMBA.

EPWA/WAW
CHOPIN

JEPPESSEN
 28 MAY 10 **(10-3B)** **Eff 3 Jun**

WARSAW, POLAND
RNAV SID

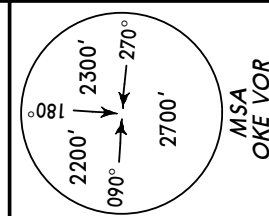
Apt Elev
361'

- Trans level: By ATC Trans alt: 6570'
1. Conventional navigation to 3000'.
 2. Initial turns require bank angle of 15°.
 3. EXPECT close-in obstacles.
 4. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
 5. If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

LOLSI 1A [LOLS1A]
SOXER 1A [SOXE1A]
RWY 11 RNAV DEPARTURES

RNAV (DME/DME)
 RNAV-1 (P-RNAV) APPROVAL REQUIRED
 OTHERWISE ADVISE ATC BEFORE START-UP
 TO WEST

***SPEED* MAX 200 KT DURING INITIAL TURN
 THEREAFTER MAX 250 KT**

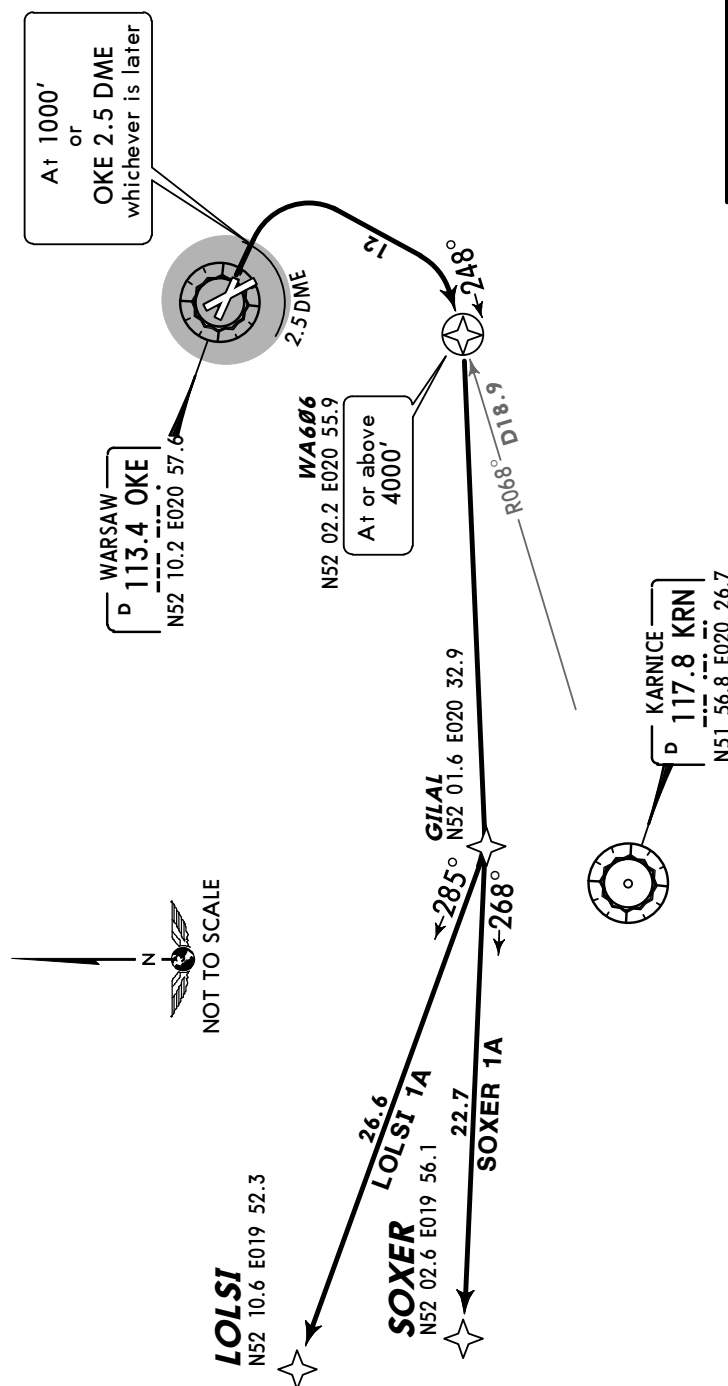


FT/METER CONVERSION

QNH	
1000'	305m
3000'	915m
4000'	1220m
6000'	1830m
6570'	2000m

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

SID	ROUTING
LOLSI 1A	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn RIGHT, intercept CRN R-068 inbound to WA606(4000'+) - GILAL - LOLSI.
SOXER 1A	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn RIGHT, intercept CRN R-068 inbound to WA606(4000'+) - GILAL - SOXER.



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 4000' for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

EPWA/WAW
CHOPIN

JEPPESSEN
28 MAY 10 **10-3C** **Eff 3 Jun**

WARSAW, POLAND
RNAV SID

Apt Elev
361'

- Trans level: By ATC Trans alt: 6570'
1. Conventional navigation to 3000'.
 2. Initial turns require bank angle of 15°.
 3. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
 4. If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

BAMSO 1D [BAMS1D]
OLILA 1D [OLIL1D]
RWY 15 RNAV DEPARTURES
RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
TO NORTH & EAST

SPEED: MAX 200 KT DURING INITIAL TURN
THEREAFTER MAX 250 KT

Climb to 6000' and maintain, unless otherwise cleared by ATC.	
SID	ROUTING
BAMSO 1D	Climb on runway track, at 1000' or OKE 3.5 DME whichever is later turn LEFT, intercept KRN R-066 to WA651(3000'+) - WA657 - WA698 - BAMSO.
OLILA 1D	Climb on runway track, at 1000' or OKE 3.5 DME whichever is later turn LEFT, intercept KRN R-066 to WA651(3000'+) - LANPA(6000'+) - INSON - WA663 - OLILA.

OLILA

N52 42.3 E020 19.7

12.3

293°

WA663
N52 36.5 E020 37.4

13.9

INSON
N52 29.8 E020 57.5

294°

BAMSO 1D

304' per NM (5%) up to 3000' for ATC purposes.

OLILA 1D

304' per NM (5%) up to 3000' for ATC purposes,

then

237' per NM (3.9%) until LANPA.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
237' per NM	296	375	562	749	937	1124

These SIDs require minimum climb gradients of

LANPA
N52 18.1 E021 12.6

At or above 6000'

14.9

317°

OLILA 1D

WA651
N52 05.9 E021 10.2

At or above 3000'

8.7

28.4

066°

117.8

066°

066°

066°

066°

066°

066°

066°

066°

066°

066°

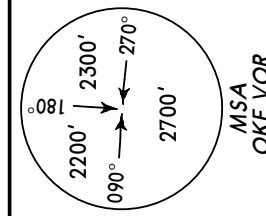
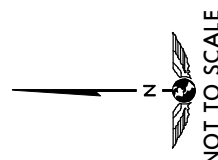
066°

066°

066°

WARSAW
113.4 OKE
N52 10.2 E020 57.6

At 1000' or OKE 3.5 DME whichever is later



FT/METER CONVERSION

QNH

1000' - 305m
3000' - 915m
6000' - 1830m
6570' - 2000m

MSA
OKE VOR

WARSAW, POLAND
RNAV SID

SPEED: MAX 200 KT DURING INITIAL TURN THEREAFTER MAX 250 KT

TO SOUTH

KARNICE
D 117.8 KRN
N51 56.8 E020 26.7

WARSAW
D 113.4 OKE
N52 10.2 E020 57.6

At 1000' or OKE 3.5 DME whichever is later

WA653
N52 02.1 E020 55.5
At or above 3000'

WA656
N52 01.2 E021 04.8
At or above 3000'

LININ
D 113.1 LIN
N51 56.0 E021 09.5

NIPUS
N51 39.2 E020 24.0
At or above FL180

NITKI
N51 56.9 E020 34.3

EVINA 1D
R068° D18.6

XIMBA 1D
R326° D8

XIMBA
N51 39.4 E021 25.7

These SIDs require minimum climb gradients of

EVINA 1D
304' per NM (5%) up to 3000' for ATC purposes, then
462' per NM (7.6%) up to NIPUS.

XIMBA 1D
304' per NM (5%) up to 3000' for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
462' per NM	577	770	1154	1539	1924	2309
304' per NM	380	506	760	1013	1266	1519

FT/METER CONVERSION	
QNH	
1000'	- 305m
3000'	- 915m
4500'	- 1372m
6000'	- 1829m

SID	ROUTING
EVINA 1D	Climb on runway track, at 1000' or OKE 3.5 DME whichever is later turn RIGHT, intercept KRN R-068 inbound to WA653(3000'+) - NITKI - NIPUS (FL180+) - EVINA.
XIMBA 1D	Climb on runway track, at 1000' or OKE 3.5 DME whichever is later turn RIGHT, intercept LIN R-326 inbound to WA656(3000'+) - XIMBA.

EPWA/WAW
CHOPIN

JEPPesen
 28 MAY 10 **10-3E** **Eff 3 Jun**

WARSAW, POLAND
RNAV SID

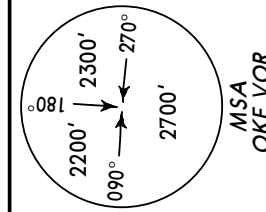
Apt Elev
361'

- Trans level: By ATC Trans alt: 6570'
1. Conventional navigation to 3000'.
 2. Initial turns require bank angle of 15°.
 3. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
 4. If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

LOLSI 1D [LOLS1D]
SOXER 1D [SOXE1D]
RWY 15 RNAV DEPARTURES

RNAV (DME/DME)
 RNAV-1 (P-RNAV) APPROVAL REQUIRED
 OTHERWISE ADVISE ATC BEFORE START-UP
 TO WEST

SPEED: MAX 200 KT DURING INITIAL TURN
THEREAFTER MAX 250 KT

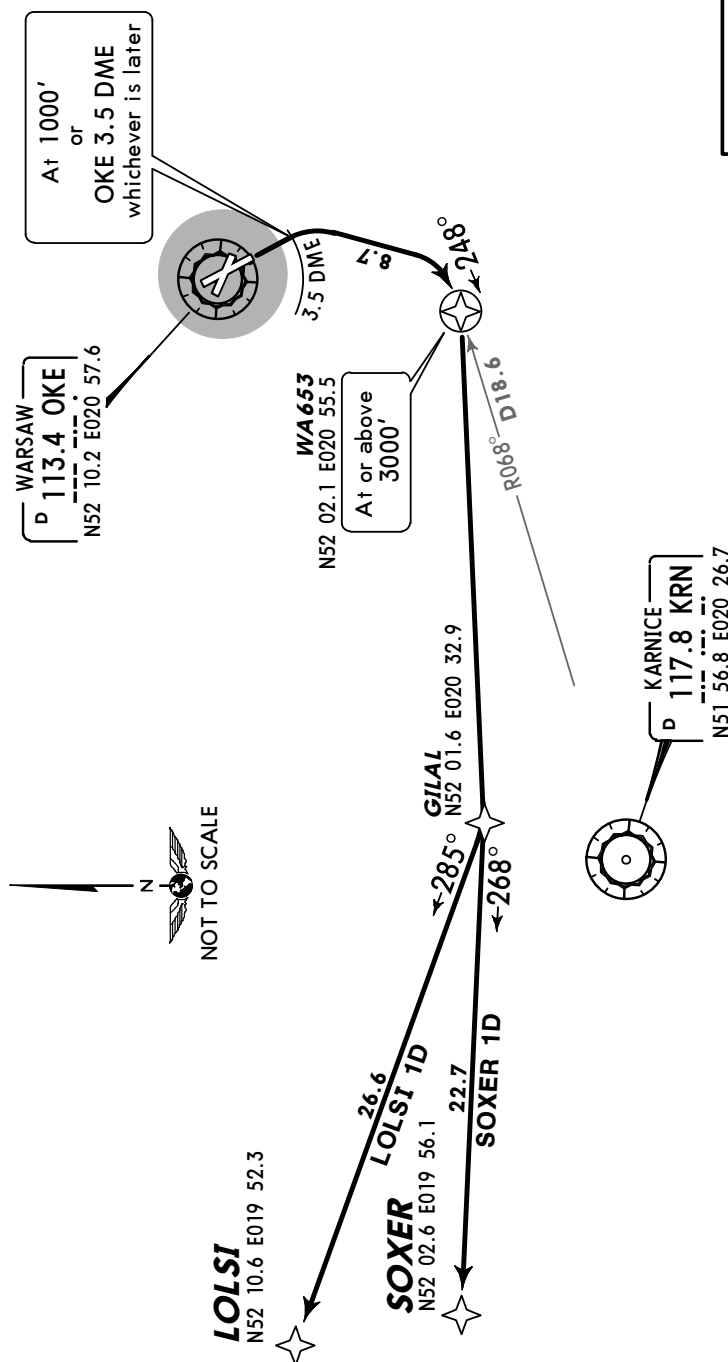


FT/METER CONVERSION

QNH	
1000'	- 305m
3000'	- 915m
6000'	- 1830m
6570'	- 2000m

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

SID	ROUTING
LOLSI 1D	Climb on runway track, at 1000' or OKE 3.5 DME whichever is later turn RIGHT, intercept CRN R-068 inbound to WA653(3000'+) - GILAL - LOLSI.
SOXER 1D	Climb on runway track, at 1000' or OKE 3.5 DME whichever is later turn RIGHT, intercept CRN R-068 inbound to WA653(3000'+) - GILAL - SOXER.



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 3000' for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

EPWA/WAW
CHOPIN

JEPPESSEN
28 MAY 10 **10-3F** **Eff 3 Jun**

WARSAW, POLAND
RNAV SID

Apt Elev
361'

- Trans level: By ATC Trans alt: 6570'
1. Conventional navigation to 3000'.
 2. Initial turns require bank angle of 15°.
 3. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
 4. If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

BAMSO 1G [BAMS1G]
OLILA 1G [OLIL1G]
RWY 29 RNAV DEPARTURES

RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
TO NORTH & EAST

~~SPEED~~ MAX 200 KT DURING INITIAL TURN
THEREAFTER MAX 250 KT

Climb to 6000' and maintain, unless otherwise cleared by ATC.	
SID	ROUTING
BAMSO 1G	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn RIGHT, intercept OKE R-308 to WA706(3000'+) - WA798(6000'+) - WA572 - BAMSO.
OLILA 1G	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn RIGHT, intercept OKE R-308 to WA706(3000'+) - WA791 - INRAS (7000'+) - OLILA.

These SIDs require minimum climb gradients

of
304' per NM (5%) up to 3000' for ATC
purposes, then

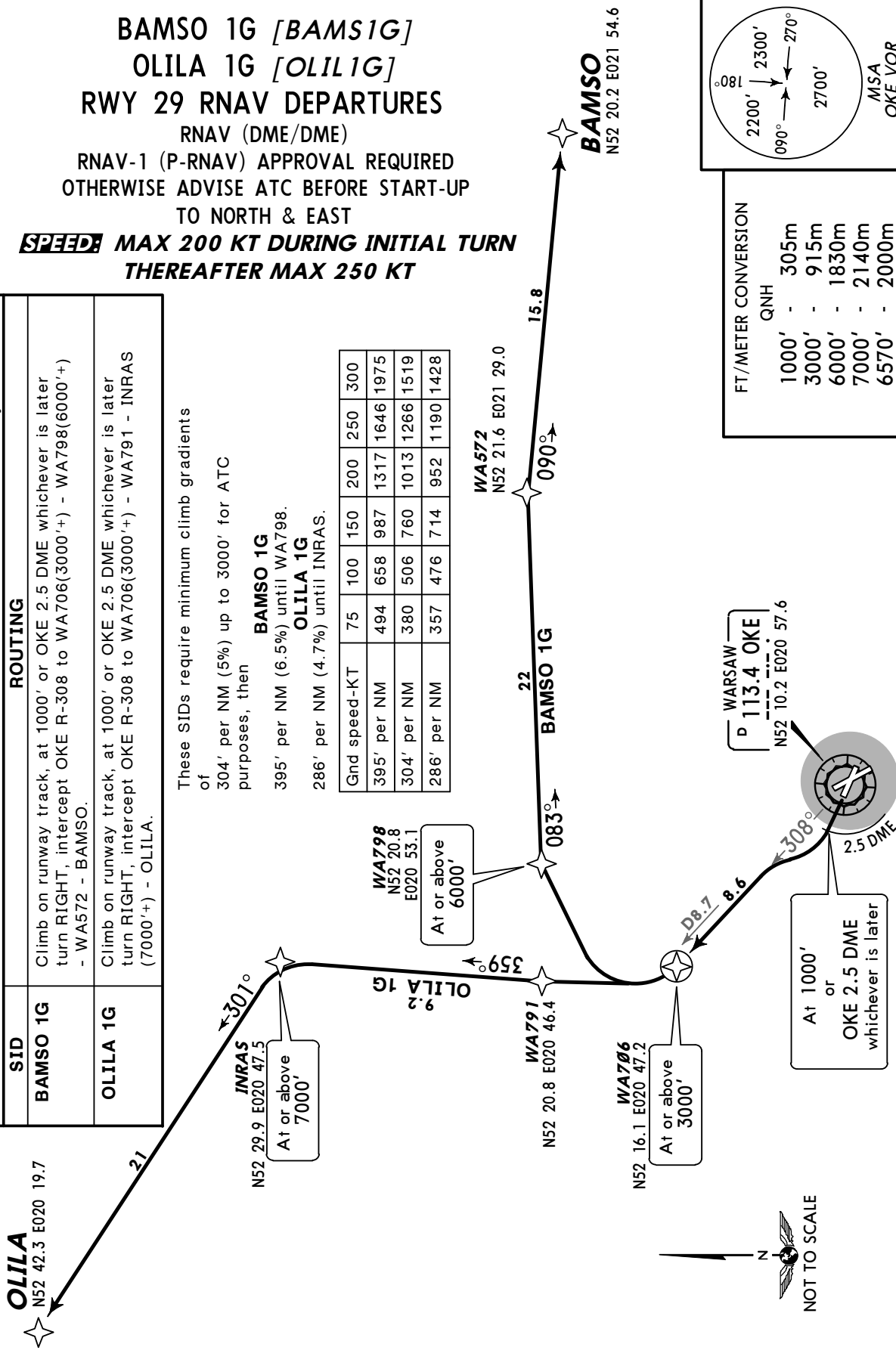
BAMSO 1G

395' per NM (6.5%) until WA798.

OLILA 1G

286' per NM (4.7%) until INRAS.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
304' per NM	380	506	760	1013	1266	1519
286' per NM	357	476	714	952	1190	1428



EPWA/WAW
CHOPIN

JEPPESSEN
28 MAY 10 **10-3G** **Eff 3 Jun**

WARSAW, POLAND
RNAV SID

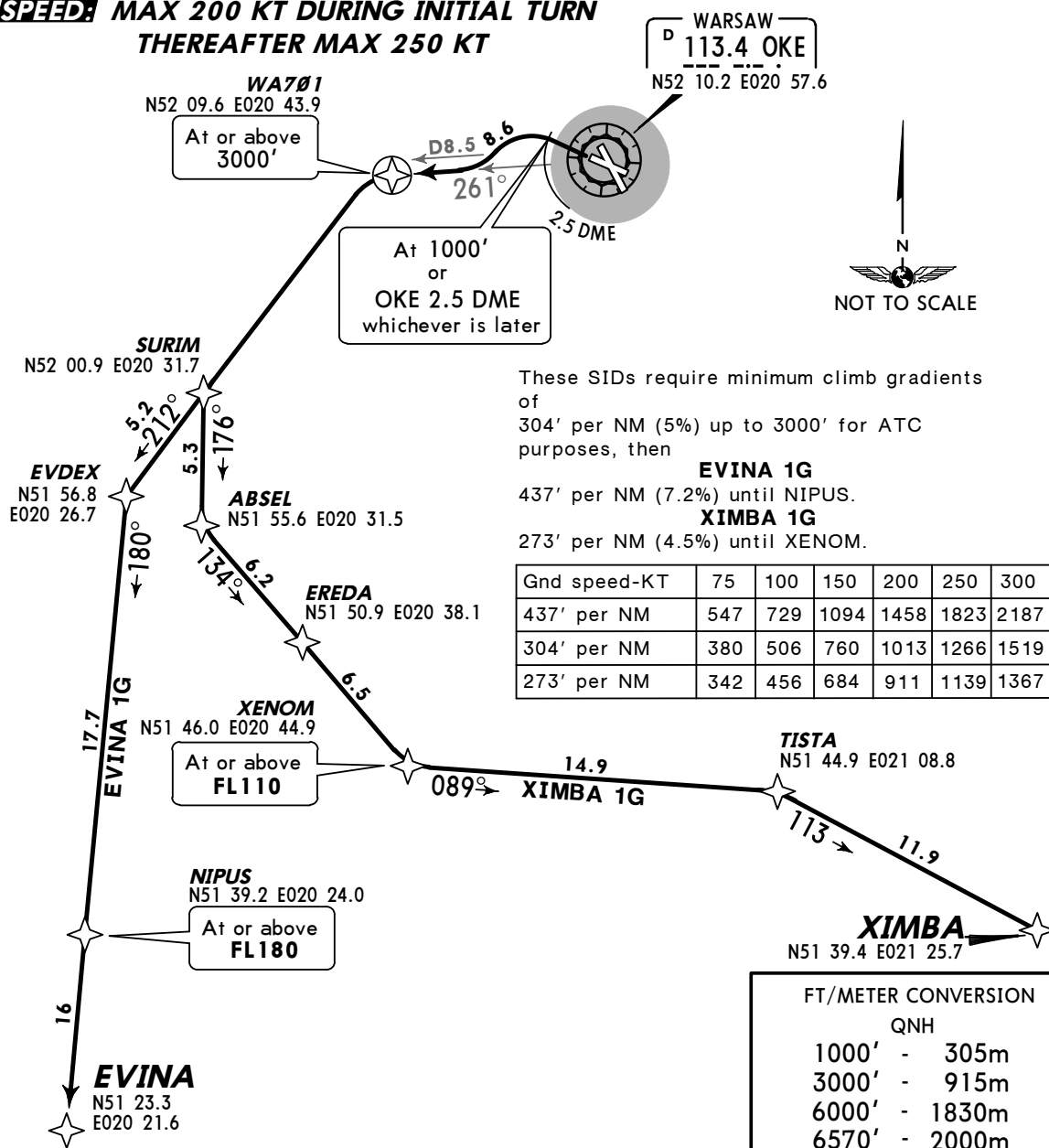
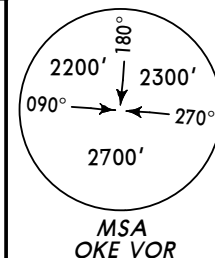
Apt Elev
361'

- Trans level: By ATC Trans alt: 6570'
1. Conventional navigation to 3000'.
 2. Initial turns require bank angle of 15°.
 3. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
 4. If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

EVINA 1G [EVIN1G]
XIMBA 1G [XIMB1G]
RWY 29 RNAV DEPARTURES
RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
TO SOUTH

SPEED: MAX 200 KT DURING INITIAL TURN
THEREAFTER MAX 250 KT



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

SID	ROUTING
EVINA 1G	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn LEFT, intercept OKE R-261 to WA701(3000'+) - SURIM - EVDEX - NIPUS (FL180+) - EVINA.
XIMBA 1G	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn LEFT, intercept OKE R-261 to WA701(3000'+) - SURIM - ABSEL - EREDA - XENOM (FL110+) - TISTA - XIMBA.

EPWA/WAW
CHOPIN

JEPPESSEN
 28 MAY 10 **10-3H** **Eff 3 Jun**

WARSAW, POLAND
RNAV SID

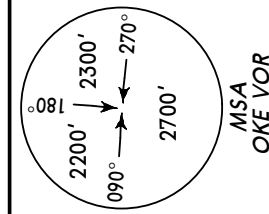
Apt Elev
361'

- Trans level: By ATC Trans alt: 6570'
1. Conventional navigation to 3000'.
 2. Initial turns require bank angle of 15°.
 3. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
 4. If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

LOLSI 1G [LOLS1G]
SOXER 1G [SOXE1G]
RWY 29 RNAV DEPARTURES
 RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED
 OTHERWISE ADVISE ATC BEFORE START-UP
 TO WEST

~~SPEED~~ MAX 200 KT DURING INITIAL TURN
THEREAFTER MAX 250 KT



FT/METER CONVERSION

QNH	
1000'	- 305m
3000'	- 915m
6000'	- 1830m
6570'	- 2000m

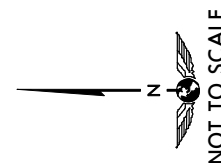
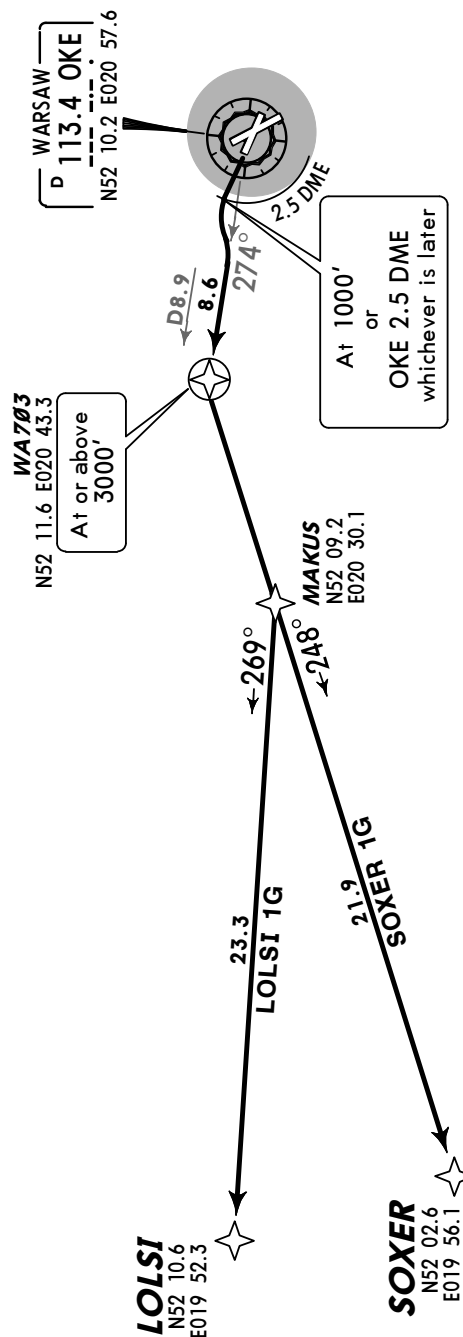
Climb to **6000'** and maintain, unless otherwise cleared by ATC.

SID	ROUTING
LOLSI 1G	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn LEFT, intercept OKE R-274 to WA703(3000'+) - MAKUS - LOLSI.
SOXER 1G	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn LEFT, intercept OKE R-274 to WA703(3000'+) - MAKUS - SOXER.

These SIDs require a minimum climb gradient

of 304' per NM (5%) up to 3000' for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519



EPWA/WAW
CHOPIN

JEPPESSEN
 28 MAY 10 **(10-3J)** **Eff 3 Jun**

WARSAW, POLAND
RNAV SID

Apt Elev
361'

- Trans level: By ATC Trans alt: 6570'
1. Conventional navigation to 3000'.
 2. Initial turns require bank angle of 15°.
 3. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
 4. If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

BAMSO 1K [BAMS1K]
OLILA 1K [OLIL1K]
RWY 33 RNAV DEPARTURES

RNAV (DME/DME)
 RNAV-1 (P-RNAV) APPROVAL REQUIRED
 OTHERWISE ADVISE ATC BEFORE START-UP
 TO NORTH & EAST

SPEEDS **MAX 200 KT DURING INITIAL TURN**
THEREAFTER MAX 250 KT

Climb to 6000' and maintain, unless otherwise cleared by ATC.	
SID	ROUTING
BAMSO 1K	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn LEFT, intercept OKE R-308 to WA751(3000'+) - WA798(6000'+) - WA572 - BAMSO.
OLILA 1K	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn LEFT, intercept OKE R-308 to WA751(3000'+) - WA791 - INRAS (7000'+) - OLILA.

These SIDs require minimum climb gradients

of
 304' per NM (5%) up to 3000' for ATC
 purposes, then

BAMSO 1K

395' per NM (6.5%) until WA798.

OLILA 1K

286' per NM (4.7%) until INRAS.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
304' per NM	380	506	760	1013	1266	1519
286' per NM	357	476	714	952	1190	1428

OLILA
 N52 42.3 E020 19.7

21

INRAS
 N52 29.9 E020 47.5

At or above
 7000'

307°

WA798
 N52 20.8
 E020 53.1

At or above
 6000'

OLILA 1K
 9.2

WA791
 N52 20.8 E020 46.4

WA751
 N52 16.1 E020 47.2

At or above
 3000'

22
BAMSO 1K

083°

WA572
 N52 21.6 E021 29.0

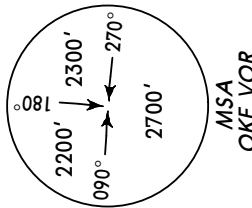
15.8

BAMSO
 N52 20.2 E021 54.6

At 1000'
 or
 OKE 2.5 DME
 whichever is later

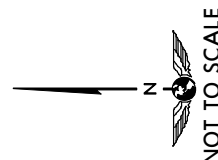
2.5 DME

WARSAW
 D 113.4 OKE
 N52 10.2 E020 57.6



FT/METER CONVERSION

QNH	
1000'	- 305m
3000'	- 915m
6000'	- 1830m
7000'	- 2140m
6570'	- 2000m



EPWA/WAW
CHOPIN

JEPPESSEN
28 MAY 10 **10-3K** **Eff 3 Jun**

WARSAW, POLAND
RNAV SID

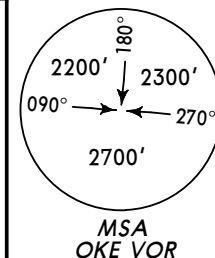
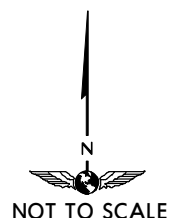
Apt Elev
361'

- Trans level: By ATC Trans alt: 6570'
1. Conventional navigation to 3000'.
 2. Initial turns require bank angle of 15°.
 3. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
 4. If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

EVINA 1K [EVIN1K]
XIMBA 1K [XIMB1K]
RWY 33 RNAV DEPARTURES
RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
TO SOUTH

~~SPEED~~ MAX 200 KT DURING INITIAL TURN
THEREAFTER MAX 250 KT



At 1000'
or
OKE 2.5 DME
whichever is later

WARSAW
D 113.4 OKE
N52 10.2 E020 57.6

WA753
N52 10.4 E020 42.2
(KRN R-030/D16.6)

At or above
4000'

12

2.5 DME

KARNICE
D 117.8 KRN
N51 56.8 E020 26.7

SURIM
N52 00.9 E020 31.7

ABSEL
N51 55.6 E020 31.5

EVDEX
N51 56.8 E020 26.7

EREDA
N51 50.9 E020 38.1

XENOM
N51 46.0 E020 44.9

At or above
F110

NIPUS
N51 39.2 E020 24.0

At or above
FL180

EVINA
N51 23.3 E020 21.6

These SIDs require minimum climb gradients of
304' per NM (5%) up to 4000' for ATC purposes, then

EVINA 1K

413' per NM (6.8%) until NIPUS.

XIMBA 1K

243' per NM (4%) until XENOM.

Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	689	1033	1377	1722	2066
304' per NM	380	506	760	1013	1266	1519
243' per NM	304	405	608	810	1013	1215

FT/METER CONVERSION

QNH

1000'	-	305m
3000'	-	915m
4000'	-	1220m
6000'	-	1830m
6570'	-	2000m

TISTA
N51 44.9 E021 08.8

XIMBA 1K

113°
11.9

XIMBA
N51 39.4 E021 25.7

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

SID	ROUTING
EVINA 1K	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn LEFT, intercept KRN R-030 inbound to WA753(4000'+) - SURIM - EVDEX - NIPUS (FL180+) - EVINA.
XIMBA 1K	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn LEFT, intercept KRN R-030 inbound to WA753(4000'+) - SURIM - ABSEL - EREDA - XENOM (FL110+) - TISTA - XIMBA.

EPWA/WAW
CHOPIN

JEPPESSEN
28 MAY 10 **10-3L** **Eff 3 Jun**

WARSAW, POLAND
RNAV SID

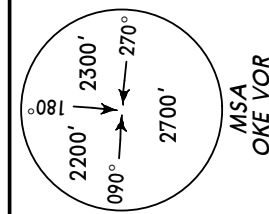
Apt Elev
361'

- Trans level: By ATC Trans alt: 6570'
1. Conventional navigation to 3000'.
 2. Initial turns require bank angle of 15°.
 3. EXPECT direct routing/shortcuts by ATC whenever possible (especially during off-peak hours).
 4. If unable to achieve SID profile restrictions request non-standard departure from ATC before start-up.

LOLSI 1K [LOLS1K]
SOXER 1K [SOXE1K]
RWY 33 RNAV DEPARTURES
RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
TO WEST

~~SPEED~~ MAX 200 KT DURING INITIAL TURN
THEREAFTER MAX 250 KT



FT/METER CONVERSION

QNH	
1000'	305m
3000'	915m
4000'	1220m
6000'	1830m
6570'	2000m

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

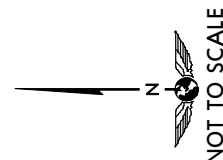
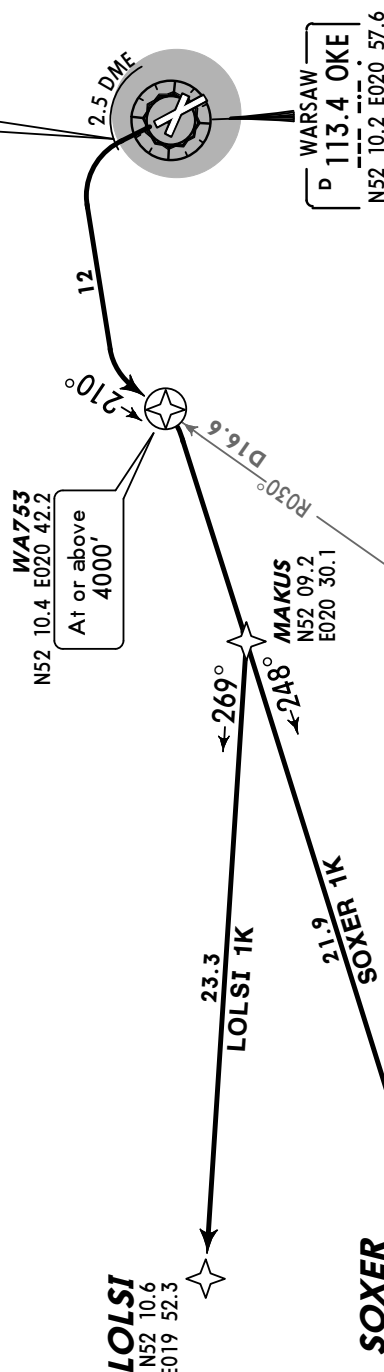
SID	ROUTING
LOLSI 1K	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn LEFT, intercept KRN R-030 inbound to WA753(4000'+) - MAKUS - LOLSI.
SOXER 1K	Climb on runway track, at 1000' or OKE 2.5 DME whichever is later turn LEFT, intercept KRN R-030 inbound to WA753(4000'+) - MAKUS - SOXER.

These SIDs require a minimum climb gradient

of 304' per NM (5%) up to 4000' for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

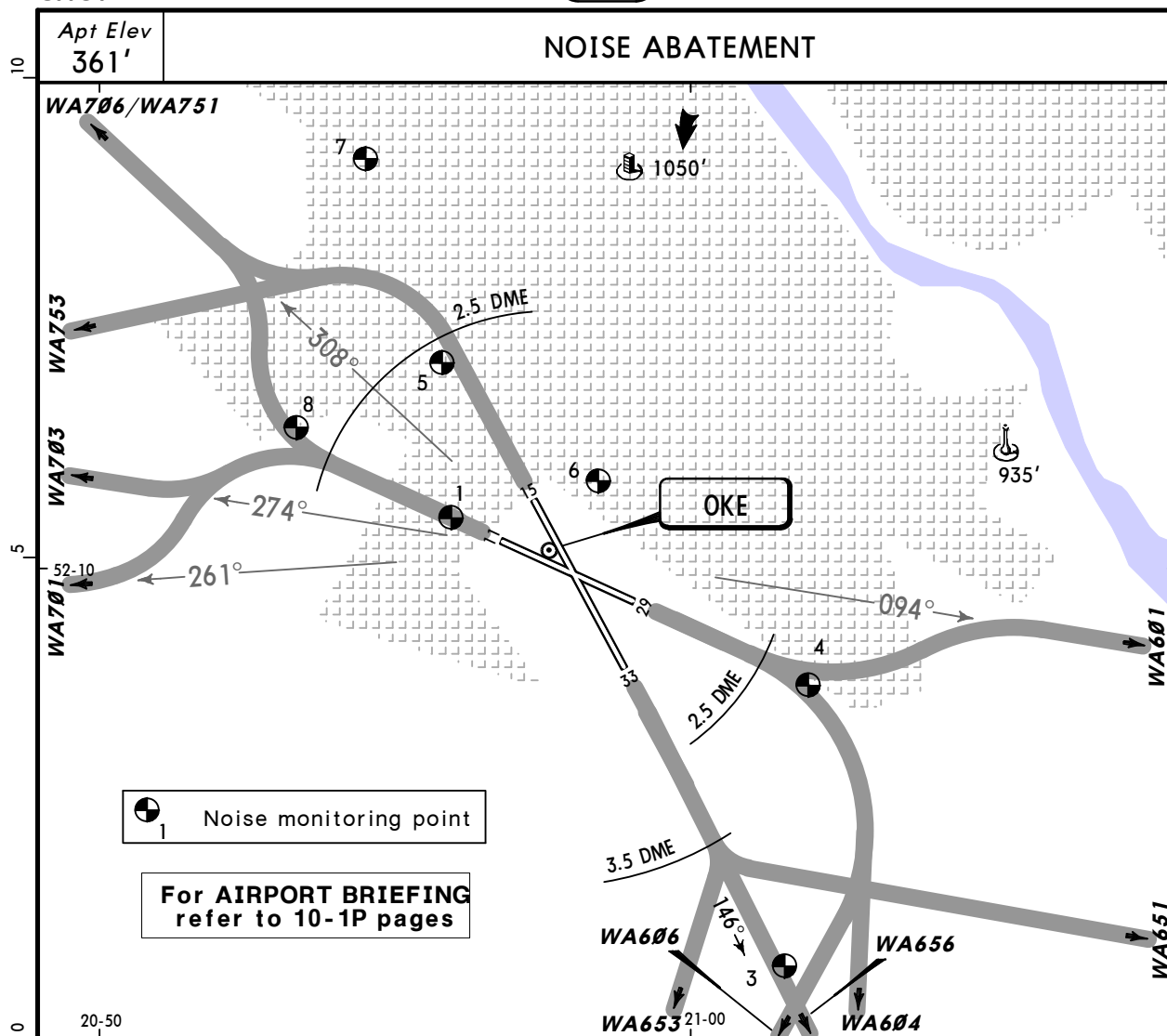
At 1000'
or
OKE 2.5 DME
whichever is later



EPWA/WAW
CHOPIN

JEPPESEN
 28 MAY 10 **10-4** **Eff 3 Jun**

WARSAW, POLAND
NOISE



NOISE MONITORING POINT/NAME/LOCATION		
1	ZALUSKI	N52 10.5 E020 56.0
3	MYSIADLO	N52 05.9 E021 01.6
4	ONKOLOGIA	N52 08.8 E021 02.0
5	MERAL	N52 12.1 E020 55.8
6	17 STYCZNIA	N52 10.9 E020 58.4
7	KOSSUTHA	N52 14.3 E020 54.5
8	URSUS	N52 11.5 E020 53.3

EPWA/WAW

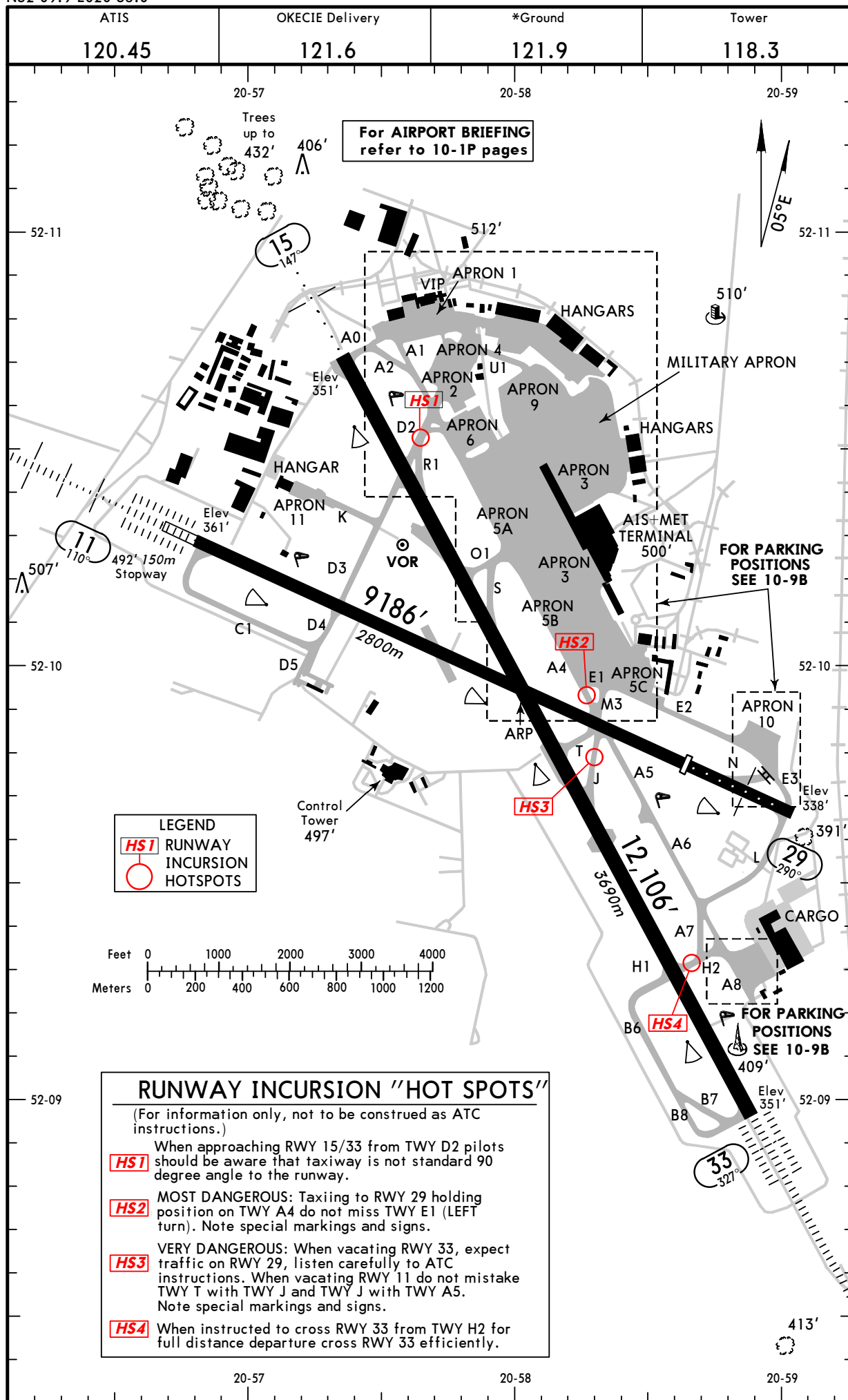
Apt Elev **361'**
N52 09.9 E020 58.0

JEPPesen

28 MAY 10 **(10-9)** Eff 3 Jun

WARSAW, POLAND

CHOPIN



EPWA/WAW

JEPPesen
28 MAY 10 **(10-9A)** Eff 3 Jun

WARSAW, POLAND
CHOPIN

ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			— LANDING BEYOND —			
			Threshold	Glide Slope		
11	HIRL (60m) CL (15m) HIALS-II SFL TDZ ❷	RVR	8520' 2597m	7776' 2370m	❹	164' 50m
29	HIRL (60m) CL (15m) HIALS PAPI-R(3.0°)	RVR	7546' 2300m			
15	HIRL (60m) CL (15m) HIALS PAPI-L(3.0°)	RVR			❺	197' 60m
33	HIRL (60m) CL (15m) ALSF-II TDZ ❷ ❸	RVR		10,965' 3342m		

① Rwy 11/29 grooved, except intersection with Rwy 15/33.

② PAPI-L (angle 3.0°) ③ HST-J

④ TAKE-OFF RUN AVAILABLE

RWY 11:

From rwy head 7546' (2300m)
twy D3 int 5358' (1633m)

RWY 29:

From rwy head 9186' (2800m)
twy N int (displ thresh) 7546' (2300m)
twy M3 int 6247' (1904m)

⑤ TAKE-OFF RUN AVAILABLE

RWY 15:

From rwy head 12,106' (3690m)
twy D2 int 10,305' (3141m)
twy O1 int 8593' (2619m)

RWY 33:

From rwy head 12,106' (3690m)
twy H2 int 9839' (2999m)
twy T int 6312' (1924m)

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N52 10.4 E020 58.3	53A	N52 09.8 E020 59.0
2 thru 4	N52 10.4 E020 58.2	53B	N52 09.9 E020 58.9
5 thru 7	N52 10.5 E020 58.2	54	N52 09.8 E020 58.9
8 thru 10R	N52 10.5 E020 58.1	54A	N52 09.9 E020 58.9
11 thru 13R	N52 10.4 E020 58.1	54B	N52 09.8 E020 59.0
14	N52 10.4 E020 58.2	61, 62	N52 09.3 E020 58.9
14L	N52 10.4 E020 58.1	63	N52 09.3 E020 59.0
14R	N52 10.4 E020 58.2	63A	N52 09.2 E020 58.9
15 thru 17	N52 10.3 E020 58.2	70 thru 71	N52 10.6 E020 57.8
18 thru 20	N52 10.2 E020 58.3	72, 73	N52 10.7 E020 57.8
21, 22	N52 10.1 E020 58.3	74 thru 78A	N52 10.7 E020 57.7
23, 24	N52 10.1 E020 58.4	80	N52 10.8 E020 57.7
31 thru 32	N52 10.4 E020 57.9	81	N52 10.8 E020 57.8
33 thru 35	N52 10.4 E020 58.0	82, 83	N52 10.8 E020 57.7
36 thru 36R	N52 10.3 E020 58.0	84	N52 10.8 E020 57.6
37L	N52 10.3 E020 58.1	85	N52 10.8 E020 57.7
37, 37R thru 40	N52 10.2 E020 58.1	86	N52 10.8 E020 57.6
41	N52 10.2 E020 58.2	87	N52 10.8 E020 57.7
42 thru 44	N52 10.1 E020 58.2	88	N52 10.8 E020 57.6
45	N52 10.0 E020 58.3	91	N52 10.6 E020 58.1
46 thru 46R	N52 10.0 E020 58.4	92, 93	N52 10.6 E020 58.0
47, 48	N52 10.0 E020 58.5	94	N52 10.7 E020 58.0
51	N52 10.5 E020 57.8	95 thru 97	N52 10.6 E020 58.0
52	N52 10.6 E020 57.8	501, 502	N52 10.5 E020 57.8
53	N52 09.8 E020 58.9	503	N52 10.6 E020 57.8
		FLIGHT INSPECTION APRON	
		1	N52 10.8 E020 57.5

Standard

TAKE-OFF ①

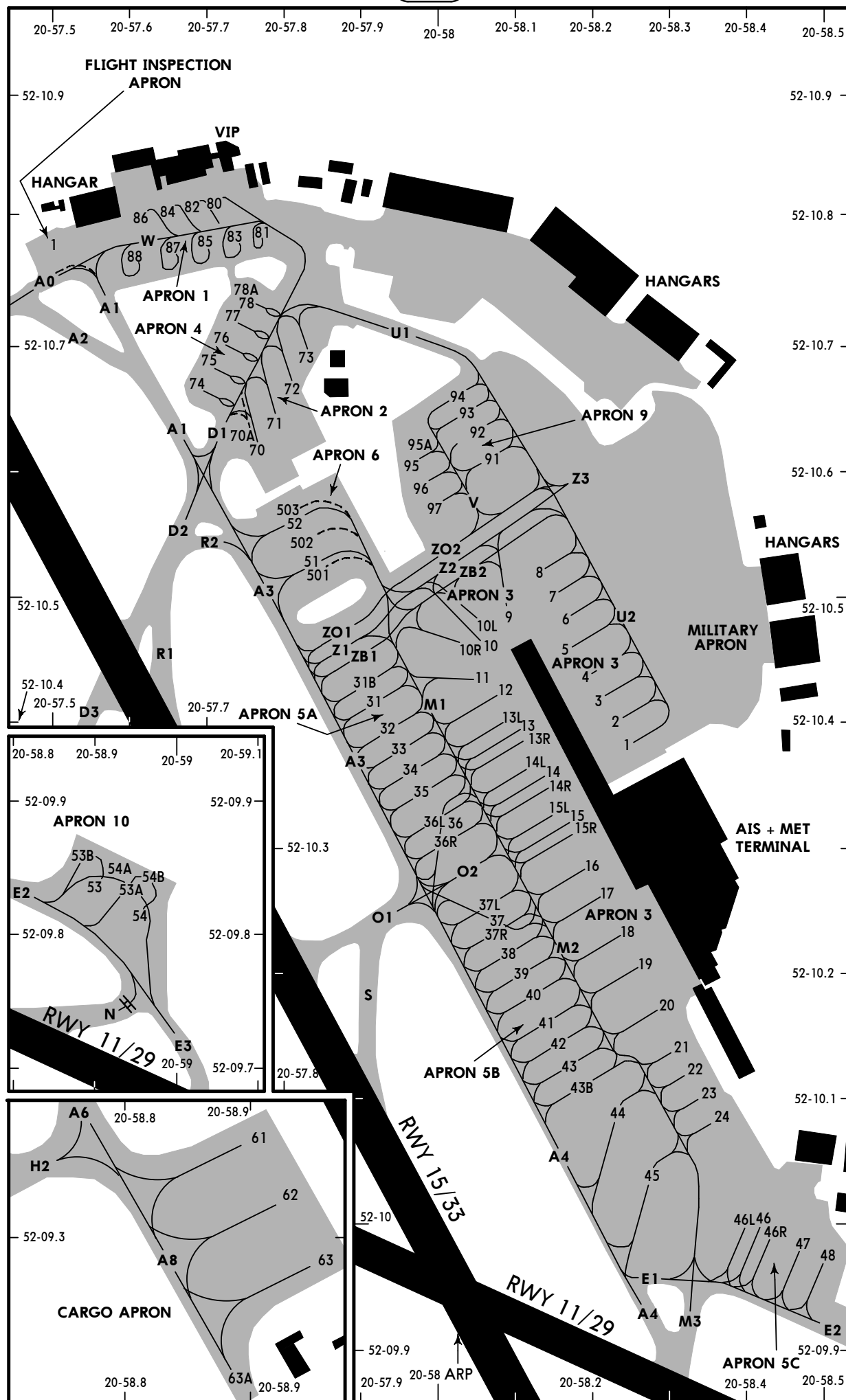
	LVP must be in force					
	Approved Operators					
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

EPWA/WAW

JEPPESEN
28 MAY 10 **10-9B** Eff 3 Jun

WARSAW, POLAND
CHOPIN



EPWA/WAW

JEPPESEN
 28 MAY 10 **10-9C** **Eff 3 Jun**

WARSAW, POLAND
CHOPIN

VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

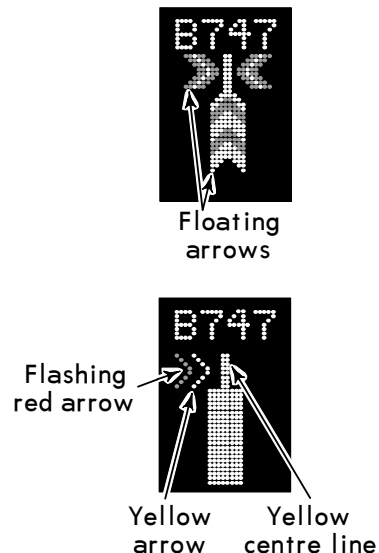
SYSTEM DESCRIPTION:

The system is based on a laser scanning technique which tracks the lateral and longitudinal position of the ACFT.
 The system is accommodated to be read from both pilot's seats.

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

WARNING: Pilot may not commence docking procedure if system is inactive or displays inappropriate ACFT type.

Appearance of yellow field of approach speed indicates that an ACFT has been detected by the system. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line.



When the ACFT is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 2'/0.5m covered by the ACFT.

When the correct stop-position is reached, the display will show STOP and red lights will be lit.
 Pilot is to stop an ACFT IMMEDIATELY after displaying STOP message.



When the ACFT has parked, OK will be displayed.

If the ACFT has overshoot the stop-position, TOO FAR will be displayed.



If the acft is approaching faster than the accepted speed (4 knots), the system will show SLOW DOWN as a warning to the pilot. Slow down immediately.

WAIT message means temporary necessity to stop the ACFT.

EPWA/WAW **JEPPESEN**
30 APR 10 **(10-9X)** **Eff 6 May****JAA MINIMUMS**
WARSAW, POLAND
CHOPIN

STRAIGHT-IN RWY		A	B	C	D
11	CAT 2 ILS	461' (100')	461' (100')	469' (108')	482' (121')
		RA 104' R300m	RA 104' R300m	RA 112' R300m	RA 127' R400m
	ILS	561' (200')	571' (210')	581' (220')	591' (230')
		R550m	R600m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	780' (419')	780' (419')	780' (419')	780' (419')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	780' (419')	780' (419')	780' (419')	780' (419')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
15	VOR	840' (489')	840' (489')	840' (489')	840' (489')
		R1400m	R1500m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
29	VOR	760' (416')	760' (416')	760' (416')	760' (416')
	with D2.7 OKE	R1200m	R1300m	R1400m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	810' (466')	810' (466')	810' (466')	810' (466')
	w/o D2.7 OKE	R1400m	R1500m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
33	CAT 2 ILS	453' (102')	469' (118')	482' (131')	495' (144')
		RA 106' R300m	RA 121' R300m	RA 133' R400m	RA 146' R450m
	ILS	551' (200')	551' (200')	561' (210')	571' (220')
		R550m	R550m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	760' (409')	760' (409')	760' (409')	760' (409')
	with D3.2 WA	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	LOC	820' (469')	820' (469')	820' (469')	820' (469')
	w/o D3.2 WA	R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	VOR	760' (409')	760' (409')	760' (409')	760' (409')
	with D4.9 OKE	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	820' (469')	820' (469')	820' (469')	820' (469')
	w/o D4.9 OKE	R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

EPWA/WAW

 **JEPPESEN**
 30 APR 10 **(10-9X1)** Eff 6 May

JAA MINIMUMS
WARSAW, POLAND
 CHOPIN

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized Northeast of airport	810' (449')❶	870' (509')	970' (609')	1070' (709')
	V1500m	V1600m	V2400m	V3600m

❶ After LOC 33 w/o D3.2 WA or VOR 33 w/o D4.9 WA: 820'(459').
 After VOR 15: 840'(479').

TAKE-OFF RWY 11, 15, 29, 33

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

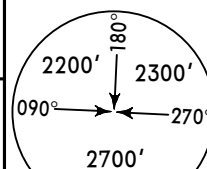
EPWA/WAW
CHOPIN

JEPPESEN
28 MAY 10 (11-1) Eff 3 Jun

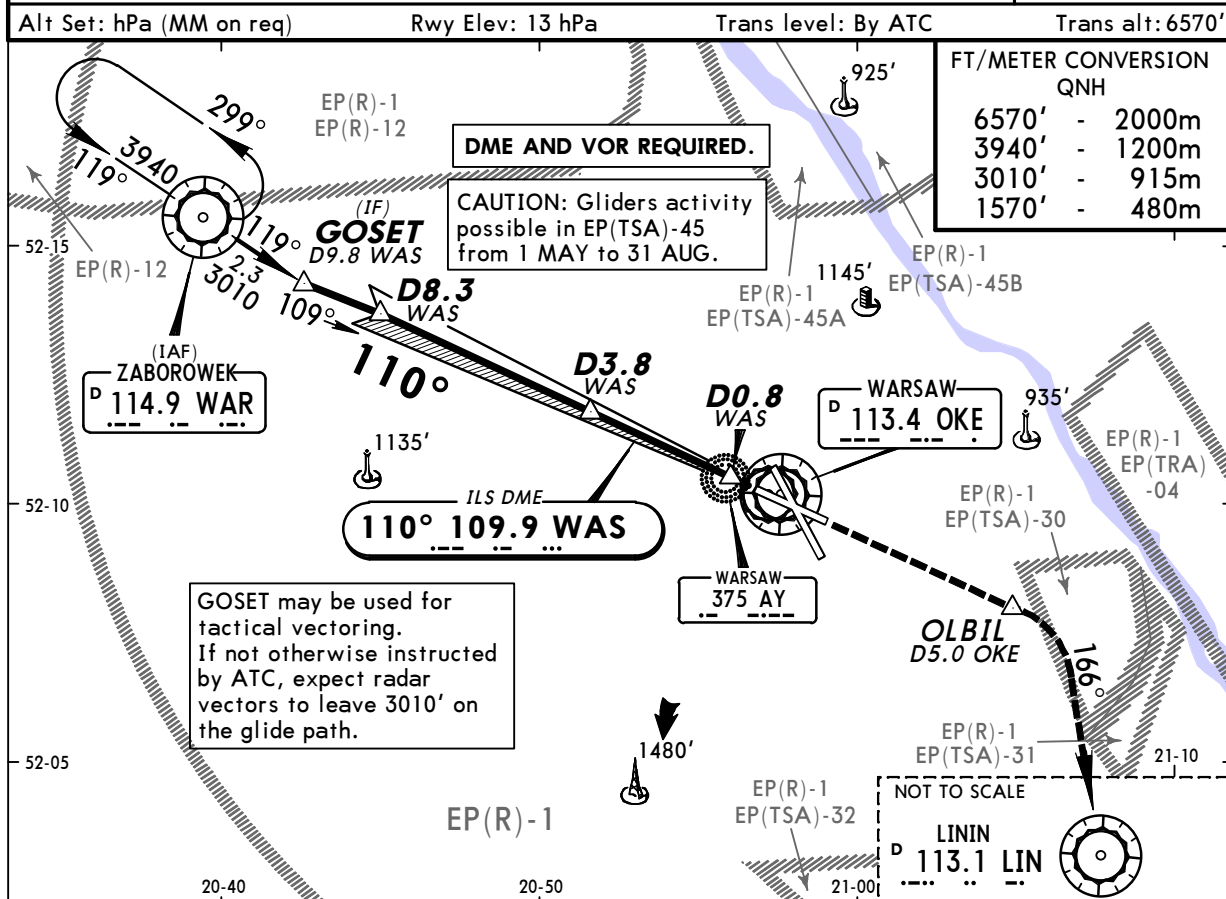
WARSAW, POLAND
ILS or LOC Rwy 11

BRIEFING STRIP

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9
LOC WAS 109.9	Final Apch Crs 110°	GS D3.8 WAS 1565' (1204')	ILS DA(H) Refer to Minimums	Apt Elev 361' RWY 361'
MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) to intercept R-346 to LIN VOR climbing to 3010'. Continue as directed.				
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6570'				

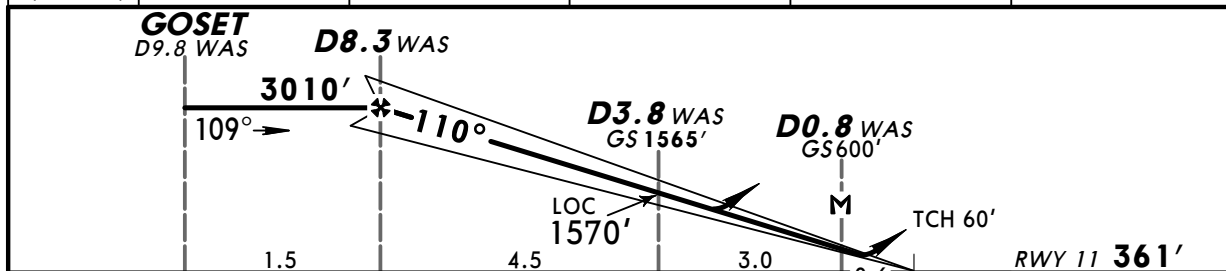


MSA
OKE VOR



FT/METER CONVERSION QNH	
6570'	2000m
3940'	1200m
3010'	915m
1570'	480m

LOC (GS out)	WAS DME	5.4	4.3	3.2	2.2
	ALTITUDE	2090'	1740'	1400'	1050'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	PAPI	OLBIL
MAP at D0.8 WAS								

STRAIGHT-IN LANDING RWY 11					CIRCLE-TO-LAND Not authorized Northeast of airport	
ILS A: 561' (200') C: 581' (220') B: 571' (210') D: 591' (230')			LOC (GS out) DA(H) 780' (419')		Max Kts	MDA(H) VIS
FULL			ALS out		100	810' (449') 1500m
Limited			ALS out		135	870' (509') 1600m
ALS out			ALS out		180	970' (609') 2400m
ALS out			ALS out		205	1070' (709') 3600m
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m		
B				RVR 1500m		
C						
D				RVR 1900m		

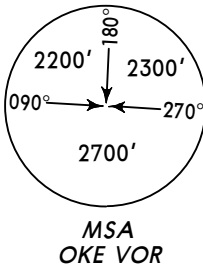
PANS OPS 3

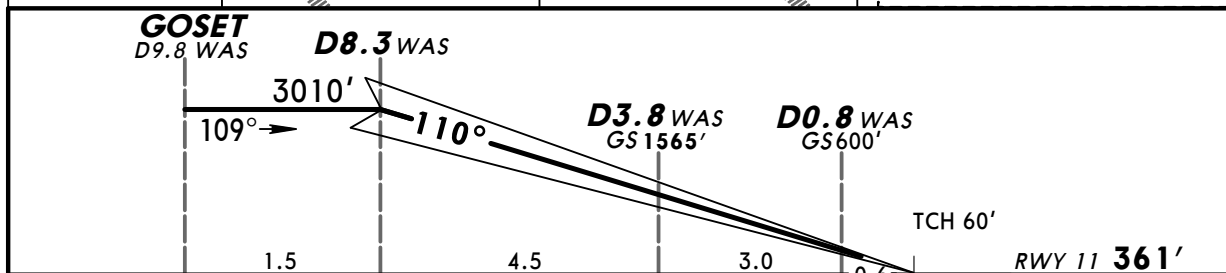
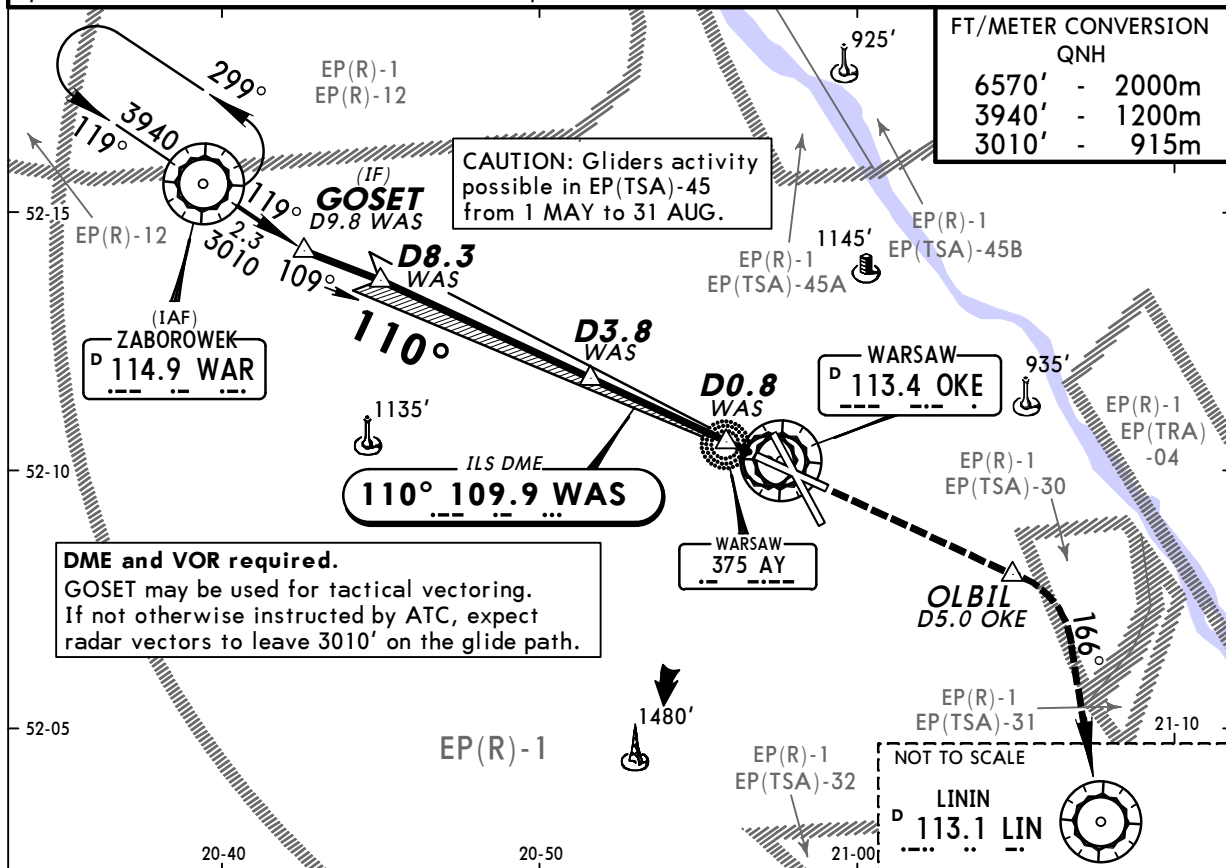
EPWA/WAW
CHOPIN

JEPPESEN
28 MAY 10 **11-1A** **Eff 3 Jun**

WARSAW, POLAND
CAT II ILS Rwy 11

BRIEFING STRIP

ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9	
LOC WAS 109.9	Final Aptch Crs 110°	GS D3.8 WAS 1565' (1204')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 361' RWY 361'	
MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) to intercept R-346 to LIN VOR climbing to 3010'. Continue as directed.					
Alt Set: hPa (MM on req)		Rwy Elev: 13 hPa	Trans level: By ATC		
Special Aircrew and Aircraft Certification Required.			Trans alt: 6570'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	OLBIL ↑
GS	3.00°	377	485	539	647	755		

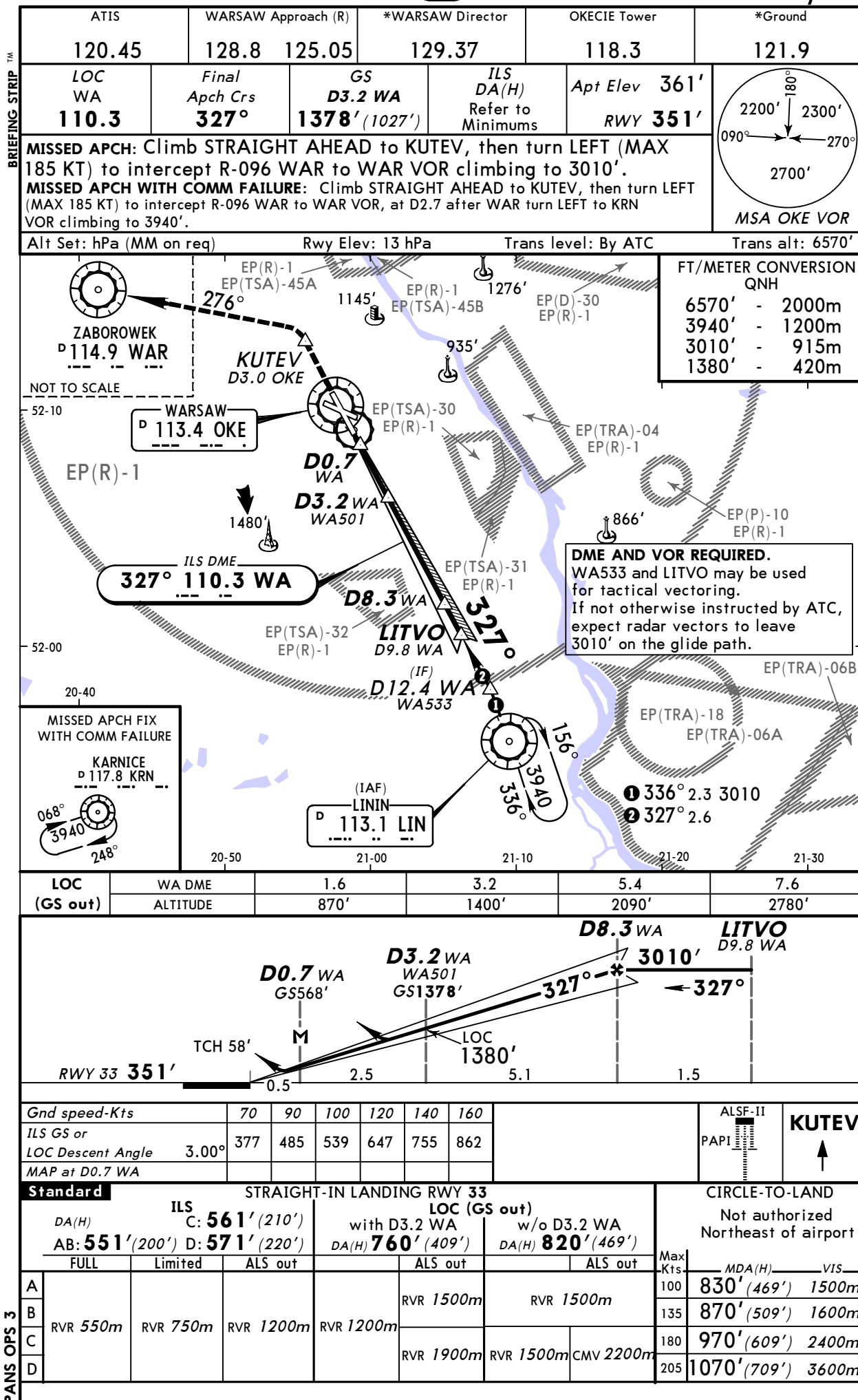
Standard			STRAIGHT-IN LANDING RWY 11		
			CAT II ILS		
AB		C		D	
RA 104'		RA 112'		RA 127'	
DA(H) 461'(100')		DA(H) 469'(108')		DA(H) 482'(121')	
RVR 300m I				RVR 400m	

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

EPWA/WAW
CHOPIN

JEPPESSEN
28 MAY 10 **(11-2)** **Eff 3 Jun**

WARSAW, POLAND
ILS or LOC Rwy 33

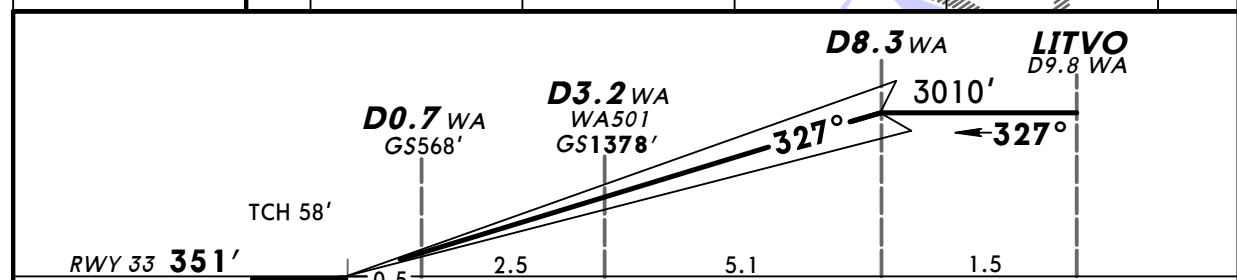
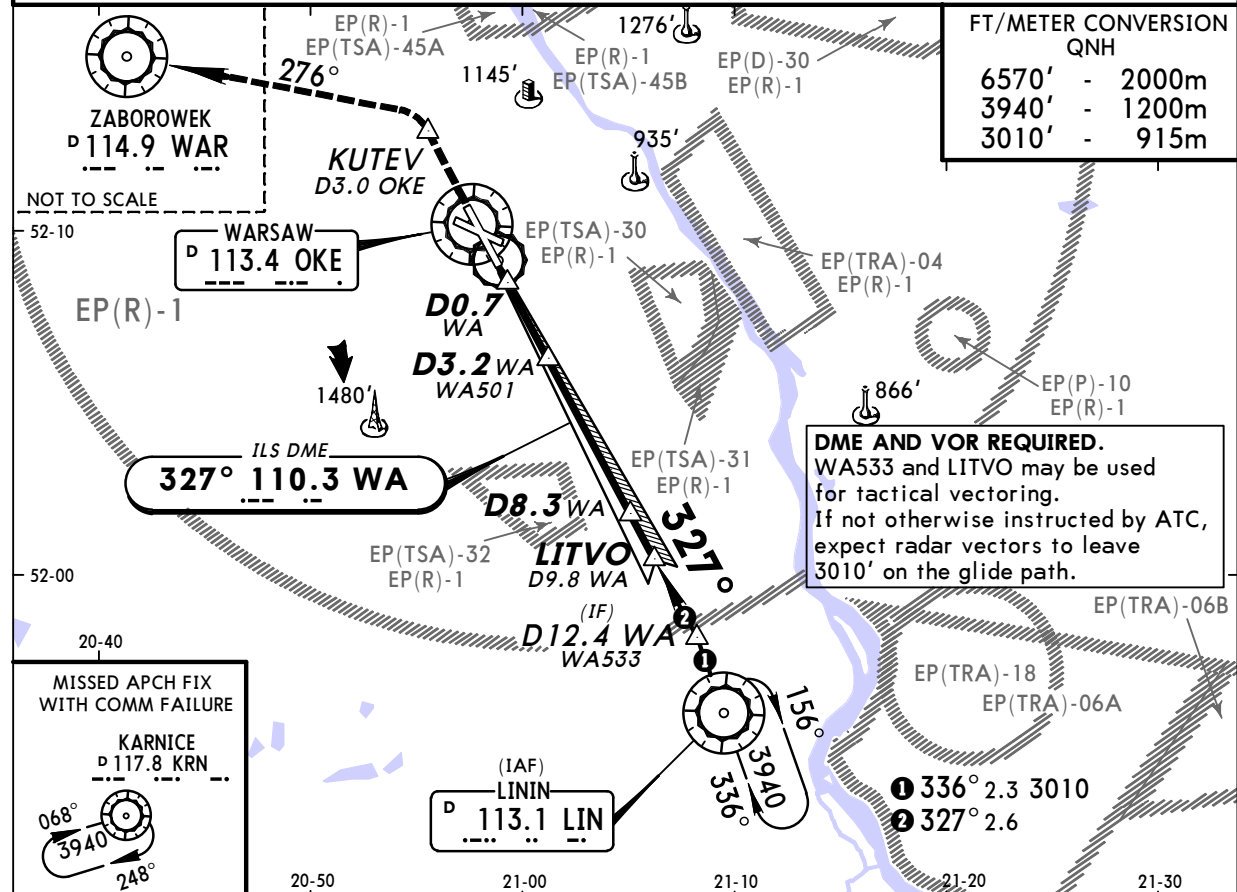


EPWA/WAW
CHOPIN

JEPPESSEN
28 MAY 10 (11-2A) Eff 3 Jun

WARSAW, POLAND
CAT II ILS Rwy 33

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9
LOC WA 110.3	Final Apch Crs 327°	GS D3.2 WA 1378' (1027')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 361' RWY 351'
MISSED APCH: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR to WAR VOR climbing to 3010'. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR to WAR VOR, at D2.7 after WAR turn LEFT to KRN VOR climbing to 3940'.				MSA OKE VOR
Alt Set: hPa (MM on req)		Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 6570'
Special Aircrew and Aircraft Certification Required.				



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Gs</i> 3.00°	377	485	539	647	755	862	

Standard

**STRAIGHT-IN LANDING RWY 33
CAT II ILS**

A RA 106' <i>DA(H)</i> 453' (102')	B RA 121' <i>DA(H)</i> 469' (118')	C RA 133' <i>DA(H)</i> 482' (131')	D RA 146' <i>DA(H)</i> 495' (144')
RVR 300m 		RVR 400m	RVR 450m

1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Bearings.

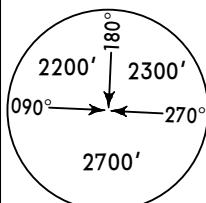
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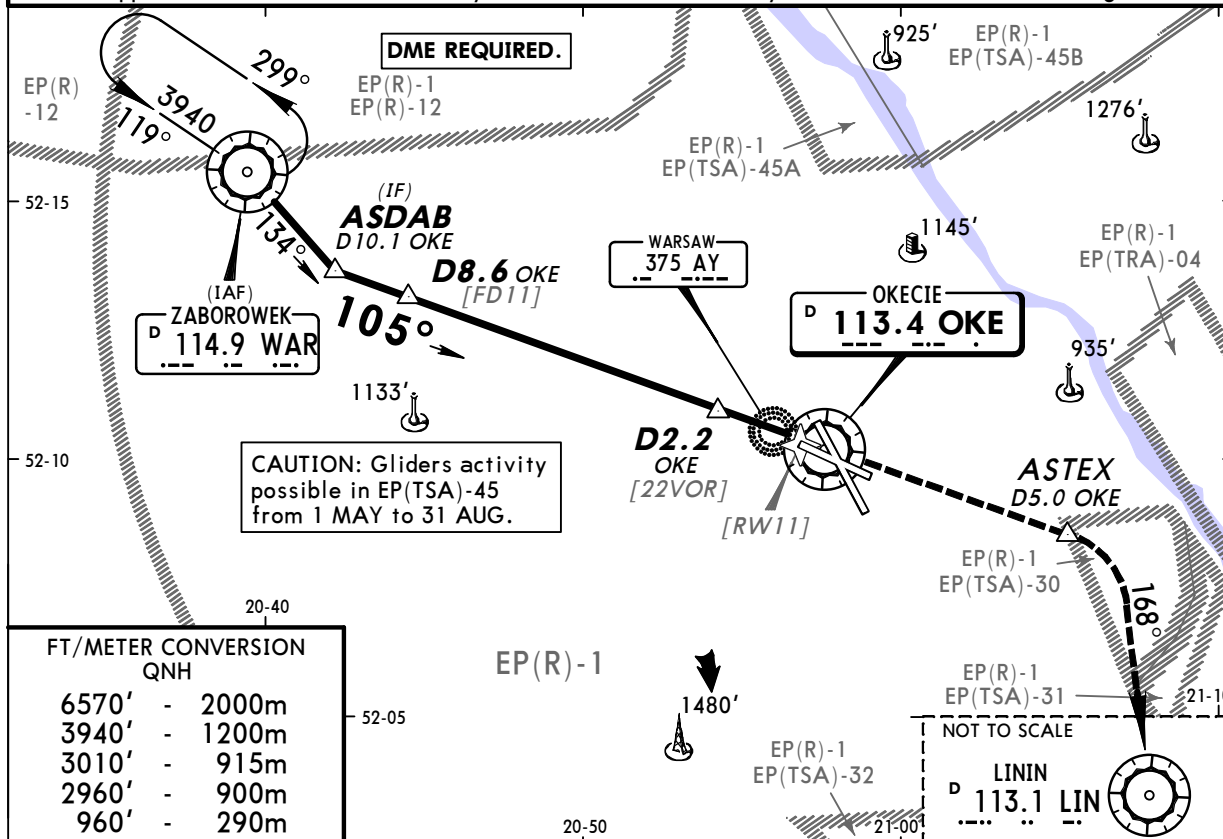
EPWA/WAW
CHOPIN

JEPPesen
20 AUG 10 **13-1** Eff 26 Aug

WARSAW, POLAND
VOR Rwy 11

BRIEFING STRIP

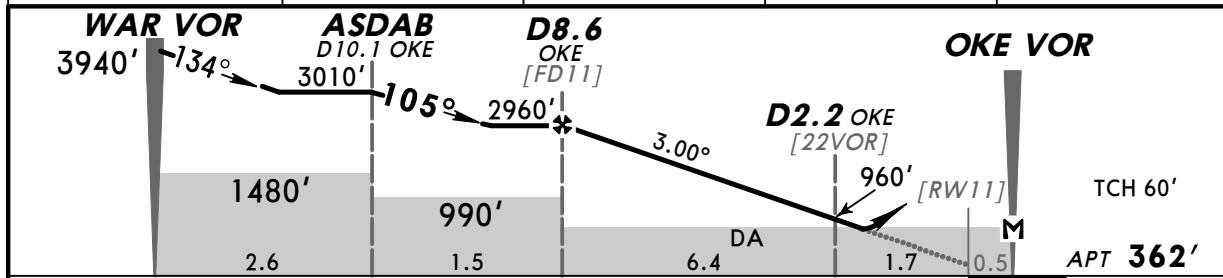
ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9	 MSA OKE VOR
VOR OKE 113.4	Final Apch Crs 105°	Procedure Alt D8.6 OKE 2960'(2598')	DA(H) 780'(418')	Apt Elev 362'	
MISSED APCH: Climb STRAIGHT AHEAD to ASTEX, then turn RIGHT (MAX 185 KT) to intercept R-348 to LIN VOR climbing to 3010'. Continue as directed.					
Alt Set: hPa (MM on req) Apt Elev: 13 hPa Trans level: By ATC Trans alt: 6570' 1. Final approach track offset 5° from rwy centerline. 2. ASDAB may be used for tactical vectoring.					



FT/METER CONVERSION
QNH

6570'	-	2000m
3940'	-	1200m
3010'	-	915m
2960'	-	900m
960'	-	290m

OKE DME	5.4	4.3	3.2	2.2
ALTITUDE	1990'	1640'	1300'	960'



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

Standard				CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 11				Not authorized Northeast of airport	
DA(H) 780' (418')				Max Kts	
			ALS out	100	810' (448') 1500m
			RVR 1500m	135	870' (508') 1600m
			RVR 1200m	180	970' (608') 2400m
			RVR 1900m	205	1070' (708') 3600m

PANS OPS 3

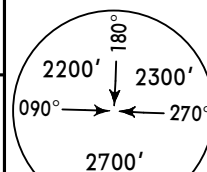
EPWA/WAW
CHOPIN

JEPPesen
20 AUG 10 **(13-2)** Eff 26 Aug

WARSAW, POLAND
VOR Rwy 15

BRIEFING STRIP

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9
VOR OKE 113.4	Final Apch Crs 151°	Procedure Alt D7.6 OKE 2960' (2609')	DA(H) 840' (489')	Apt Elev 362' RWY 351'



MISSED APCH: Climb STRAIGHT AHEAD to 3010', then as directed.

MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to D10.0 OKE, then turn RIGHT (MAX 185 KT) to KRN VOR climbing to 3940'.

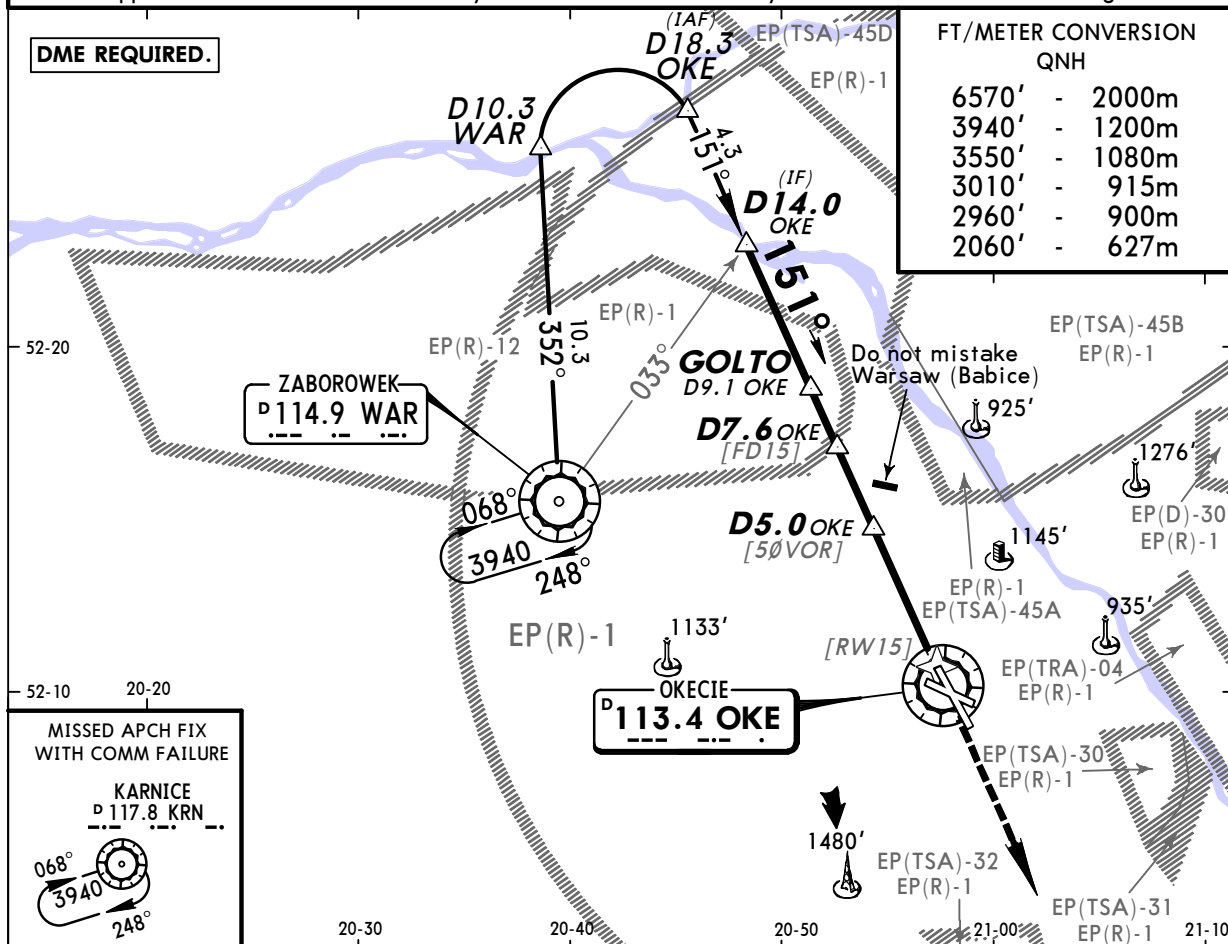
Alt Set: hPa (MM on req)

Rwy Elev: 13 hPa

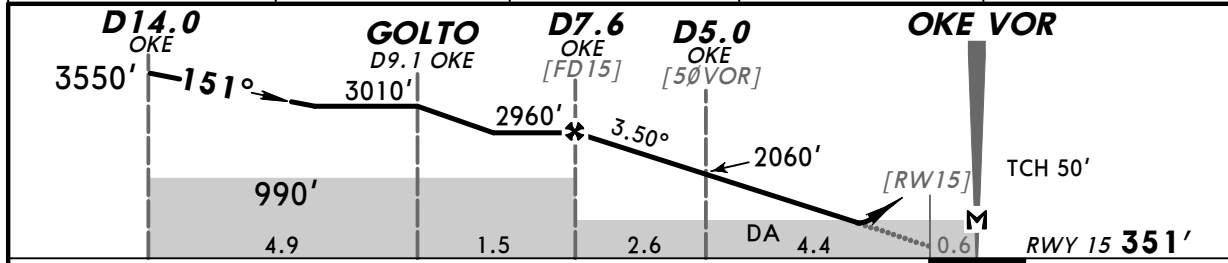
Trans level: By ATC

Trans alt: 6570'

1. Final approach track offset 4° from rwy centerline. 2. GOLTO may be used for tactical vectoring.



OKE DME	5.4	4.3	3.2	2.2
ALTITUDE	2220'	1810'	1420'	1020'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	3010'
Descent Angle 3.50°	434	557	619	743	867	991	PAPI	↑
MAP at OKE VOR								

Standard STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND			
DA(H) 840' (489')				Not authorized Northeast of airport			
ALS out				Max Kts	MDA(H)	VIS	
RVR 1500m				100	860' (498')	1500m	
				135	870' (508')	1600m	
RVR 1800m				180	970' (608')	2400m	
				205	1070' (708')	3600m	
CMV 2300m							

CHANGES: Apt elev.

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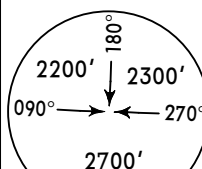
EPWA/WAW
CHOPIN

JEPPESEN
28 MAY 10 **(13-3)** **Eff 3 Jun**

WARSAW, POLAND
VOR Rwy 29

BRIEFING STRIP

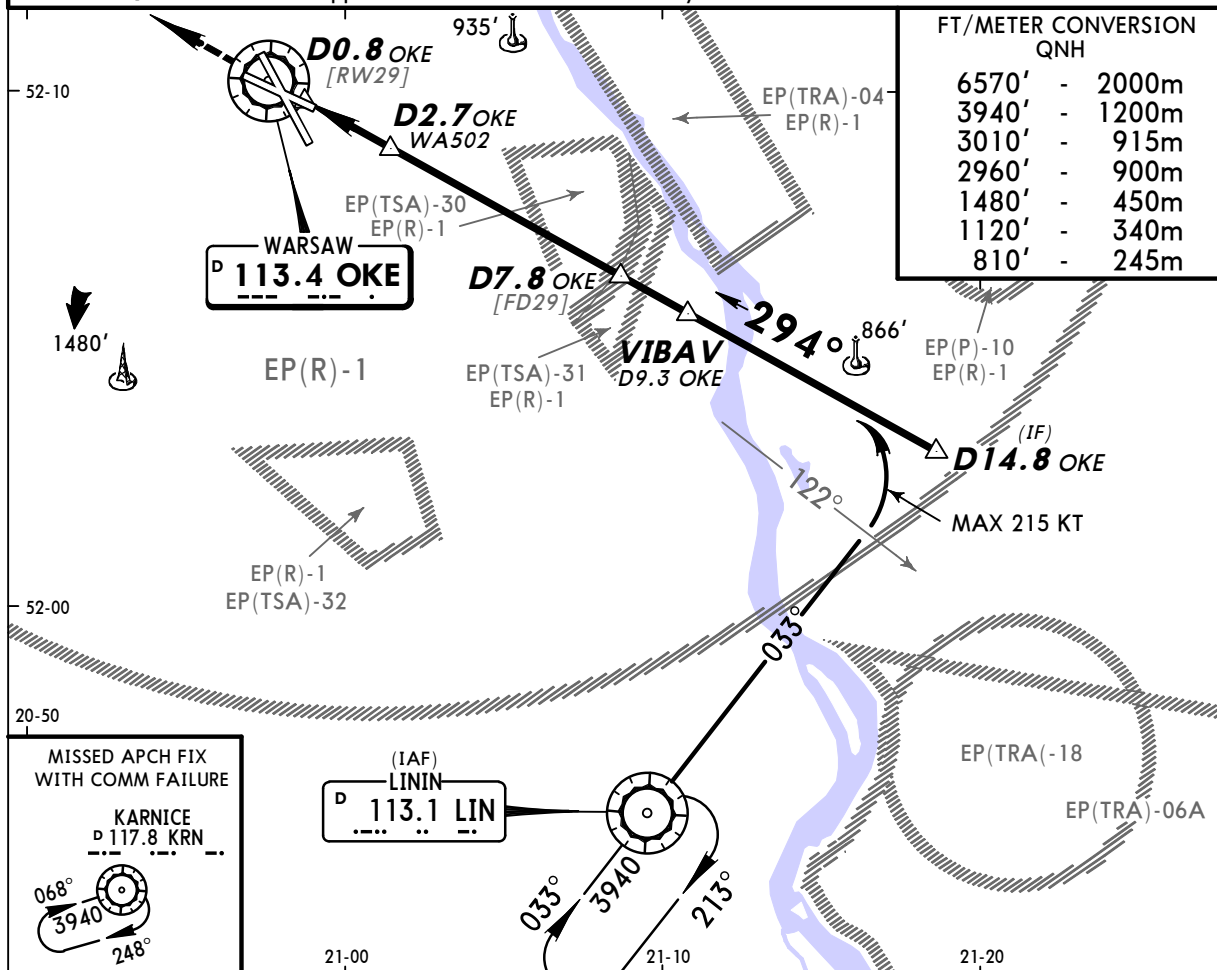
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8 125.05	129.37	118.3	121.9
VOR OKE 113.4	Final Apch Crs 294°	Procedure Alt D7.8 OKE 2960' (2616')	DA(H) (CONDITIONAL) 760' (416')	Apt Elev 361' RWY 344'



MISSED APCH: Climb STRAIGHT AHEAD to 3010', then as directed.

MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to D10.0 OKE, then turn LEFT (MAX 185 KT) to KRN VOR climbing to 3940'.

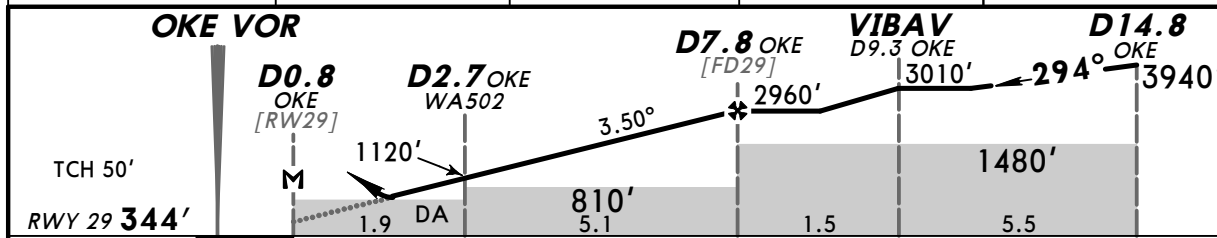
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6570'
1. DME REQUIRED. 2. Final approach track offset 4° from rwy centerline.



FT/METER CONVERSION
QNH

6570'	-	2000m
3940'	-	1200m
3010'	-	915m
2960'	-	900m
1480'	-	450m
1120'	-	340m
810'	-	245m

OKE DME	3.2	4.3	5.4	6.5
ALTITUDE	1330'	1730'	2140'	2530'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	3010'
Descent Angle	3.50°	434	557	619	743	867	PAPI	↑
MAP at D0.8 OKE								

Standard STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND	
With D2.7 OKE		W/o D2.7 OKE		Not authorized Northeast of airport	
DA(H) 760' (416')		DA(H) 810' (466')			
ALS out		ALS out		Max Kts	MDA(H) VIS
A RVR 1500m		RVR 1500m		100	830' (469') 1500m
B RVR 1500m		RVR 1500m		135	870' (509') 1600m
C RVR 1500m		RVR 1800m		180	970' (609') 2400m
D RVR 1500m		CMV 2200m		205	1070' (709') 3600m

CHANGES: Bearings.

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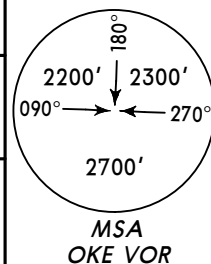
EPWA/WAW
CHOPIN

JEPPesen
28 MAY 10 **(13-4)** **Eff 3 Jun**

WARSAW, POLAND
VOR Rwy 33

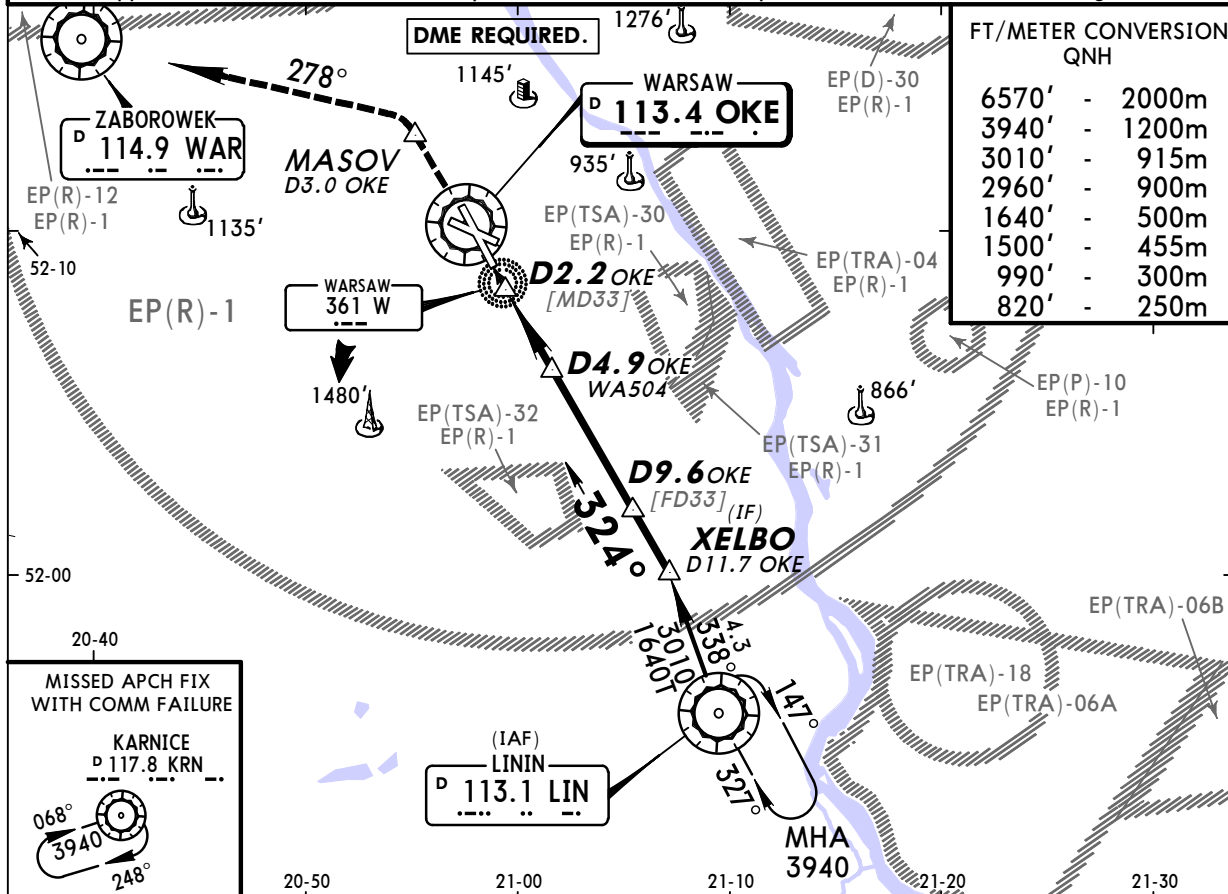
BRIEFING STRIP™

ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9
VOR OKE 113.4	Final Apch Crs 324°	Procedure Alt D9.6 OKE (2960') (2609')	DA(H) (CONDITIONAL) 760' (409')	Apt Elev 361' RWY 351'

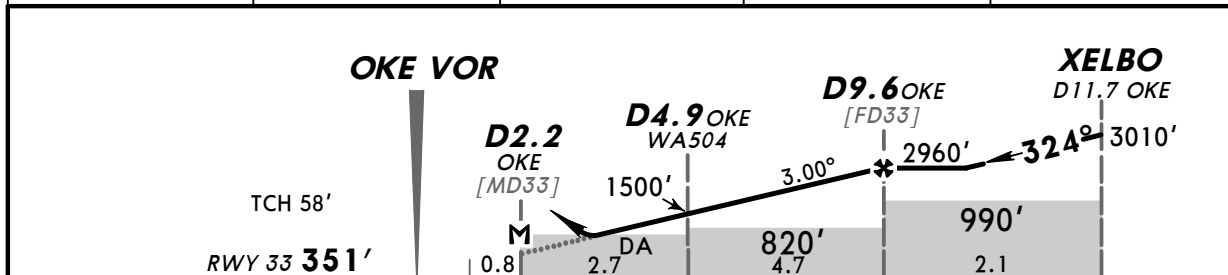


MISSED APCH: Climb STRAIGHT AHEAD to MASOV, then turn LEFT (MAX 185 KT) to intercept R-098 to WAR VOR climbing to 3010', then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to MASOV, then turn LEFT (MAX 185 KT) to intercept R-098 to WAR VOR. Proceed on R-278 WAR to D2.7 WAR, then turn LEFT to KRN VOR climbing to 3940'.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6570'
1. Final approach track offset 3° from rwy centerline. 2. XELBO may be used for tactical vectoring.



OKE DME	3.2	4.3	5.4	6.5
ALTITUDE	990'	1330'	1660'	2010'



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

Standard STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND	
With D4.9 OKE DA(H) 760' (409')		W/o D4.9 OKE DA(H) 820' (469')		Not authorized Northeast of airport	
	ALS out		ALS out	Max Kts	MDA(H) VIS
A	RVR 1500m		RVR 1500m	100	830' (469') 1500m
B	RVR 1200m		RVR 1500m	135	870' (509') 1600m
C	RVR 1900m		RVR 1500m	180	970' (609') 2400m
D			CMV 2200m	205	1070' (709') 3600m

PANS OPS 3