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Trip Kit Index

Airport Information For EPWA

Terminal Charts For EPWA

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Warsaw Pol
IATA Code: WAW
Lat/Long: N52° 09.9' E020° 58.0'
Elevation: 362 ft

Airport Use: Public
Magnetic Variation: 5.2°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: 0644 Z
Sunset: 1440 Z,

Runway Information

Runway: 11
Length x Width: 9186 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 362 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 853 ft

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

Runway: 29
Length x Width: 9186 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 342 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1640 ft
Stopway: 492 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: 2165 ft

Communication Information

ATIS 120.45
Okecie Ground Tower 121.9
Okecie Delivery Tower 121.6
Okecie Tower 118.3
Warsaw Director Approach Control 135.925 Secondary
Warsaw Director Approach Control 129.375
Warsaw Approach Control 128.8
Warsaw Approach Control 125.05

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

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.

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.

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 phraseology 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 N3, L, E3.

RWY 33: TWYs A0, D2, O1, S1, S2 and S3.

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. Take-offs are prohibited if RVR is less than 150m.

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.

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 A2, A3, A4, A6, A8, M1, L, Z1 and Z2 MAX wingspan 213'/65m.

TWYs E1, E2, F, M2 and M3 MAX wingspan 171'/52m.

TWY A0 between TWYs A1 and A2, TWYs A1, D1, U1, U2, V, Z Orange 1 (ZO1), Z Orange 2 (ZO2), Z Blue 1 (ZB1) and Z Blue 2 (ZB2) MAX wingspan 118'/36m.

TWYs B1 and W MAX wingspan 79'/24m.

During ACFT taxiing 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.

TWY O2 available for ACFT with wingspan exceeding 171'/52m with follow-me assistance only.

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.

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.

1.5. PARKING INFORMATION

Stands 1 thru 24: - Push-back is mandatory.

Stands 1 thru 24,
31B thru 48, and

91 thru 97: - 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.

Stands 31B thru 48: - ACFT not greater than AT72 may be reversed under own power following marshaller's instructions.

Stand 36: - Taxi out from stand available only into TWY M1 towards TWY Z. Otherwise tow to TWY M1 or push-back to TWY A is required.

Stand 37: - Taxi out from stand available only into TWY M2 towards TWY E. Otherwise tow to TWY M2 or push-back to TWY A is required.

Stands 44 and 45: - For ACFT with wingspan above 171'/52m push-back is mandatory.

Stands 61 thru 63: - Push-back is mandatory for ACFT greater than ATR.

Stand 70: - Parking of B757/B767 with nose directed towards TWY D by towing car.

Stand 95A: - Entry under marshaller guidance only.

Stands 1 thru 7 and

9 thru 24: - Equipped with docking guidance system SAFEDOCK.

Apron 10: - 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.

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 KRN. Descend over KRN to 4000'. 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 min 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 min (from setting 7600). Then proceed direct to FAF/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 min 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 KRN and commence descent in the holding pattern over KRN. 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 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.

2.4. CAT II OPERATIONS

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

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 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.

3. DEPARTURE

3.1. DE-ICING

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

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.

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 min 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.

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

3.3. 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.

3.4. 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

3.5.1. GENERAL PROCEDURE WHEN NO SIDS ARE IN USE

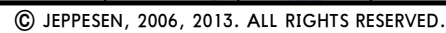
Set transponder to code 7600 and continue flight at the flight level/altitude last assigned by ATC to KRN. Descend over KRN to 4000'. Then execute an instrument approach for RWY 33 and conduct another approach and land on the appropriate RWY depending on wind conditions.

3.5.2. PROCEDURE WHEN CONDUCTING A SID

Set transponder to 7600, continue on assigned and acknowledged SID.

After 3 min, climb to planned FL. If being vectored, continue on assigned heading for 3 min. Then proceed direct to last SID waypoint, climbing to planned FL.

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6500'
The MRVA values already include a correction for temperature higher and equal -25°C.



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)

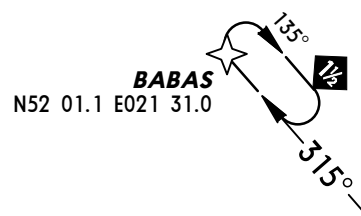
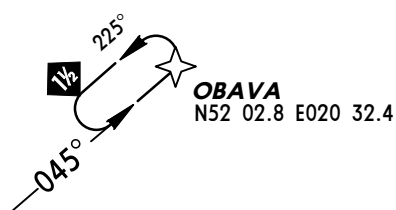
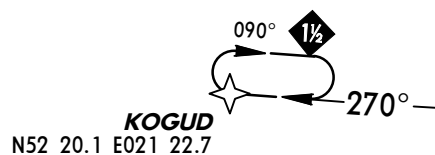
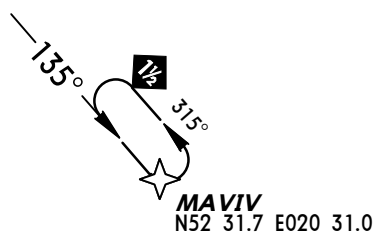
CDA technique:

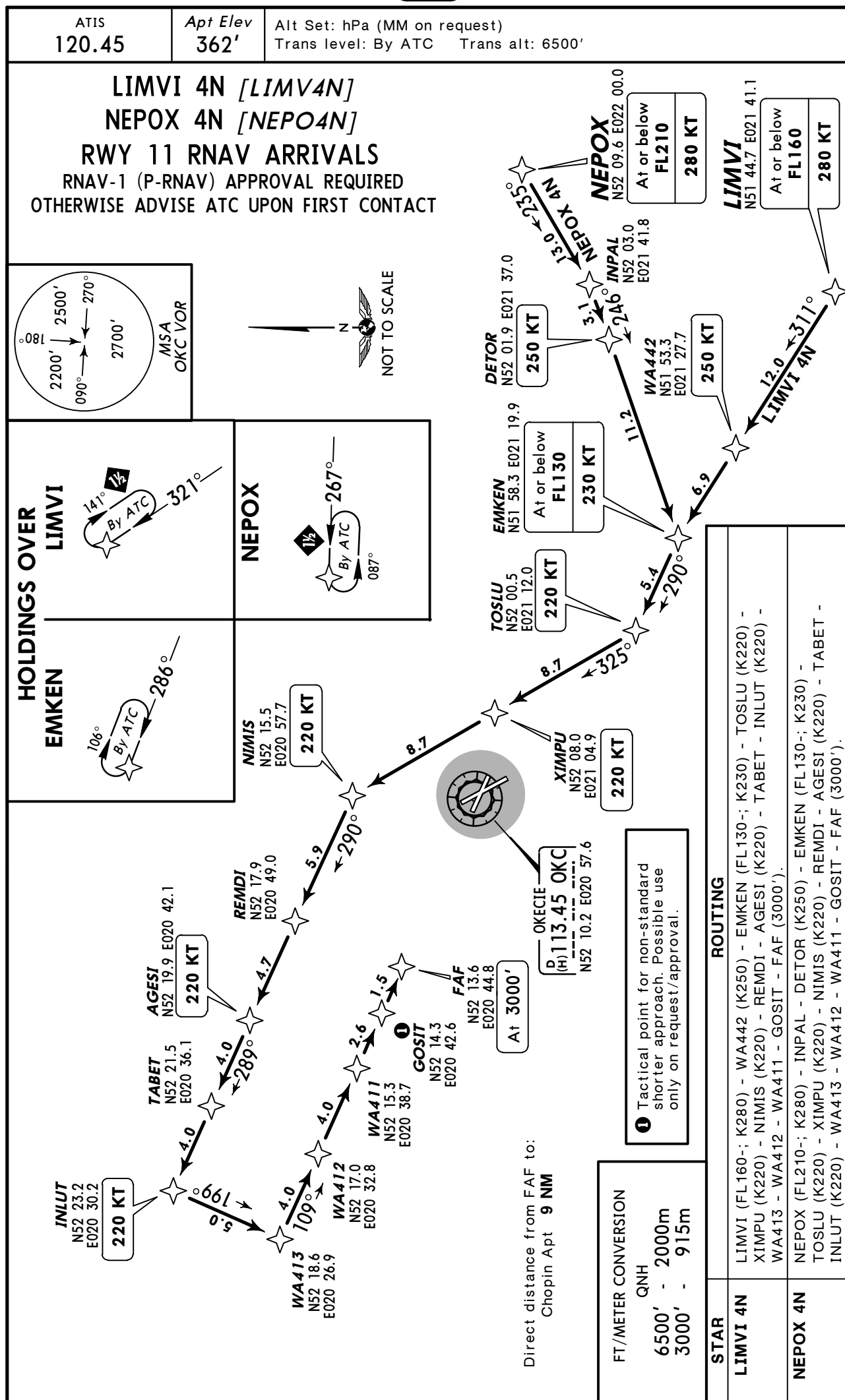
Arrange descent to pass 7000' AMSL within 25 track miles to touchdown.

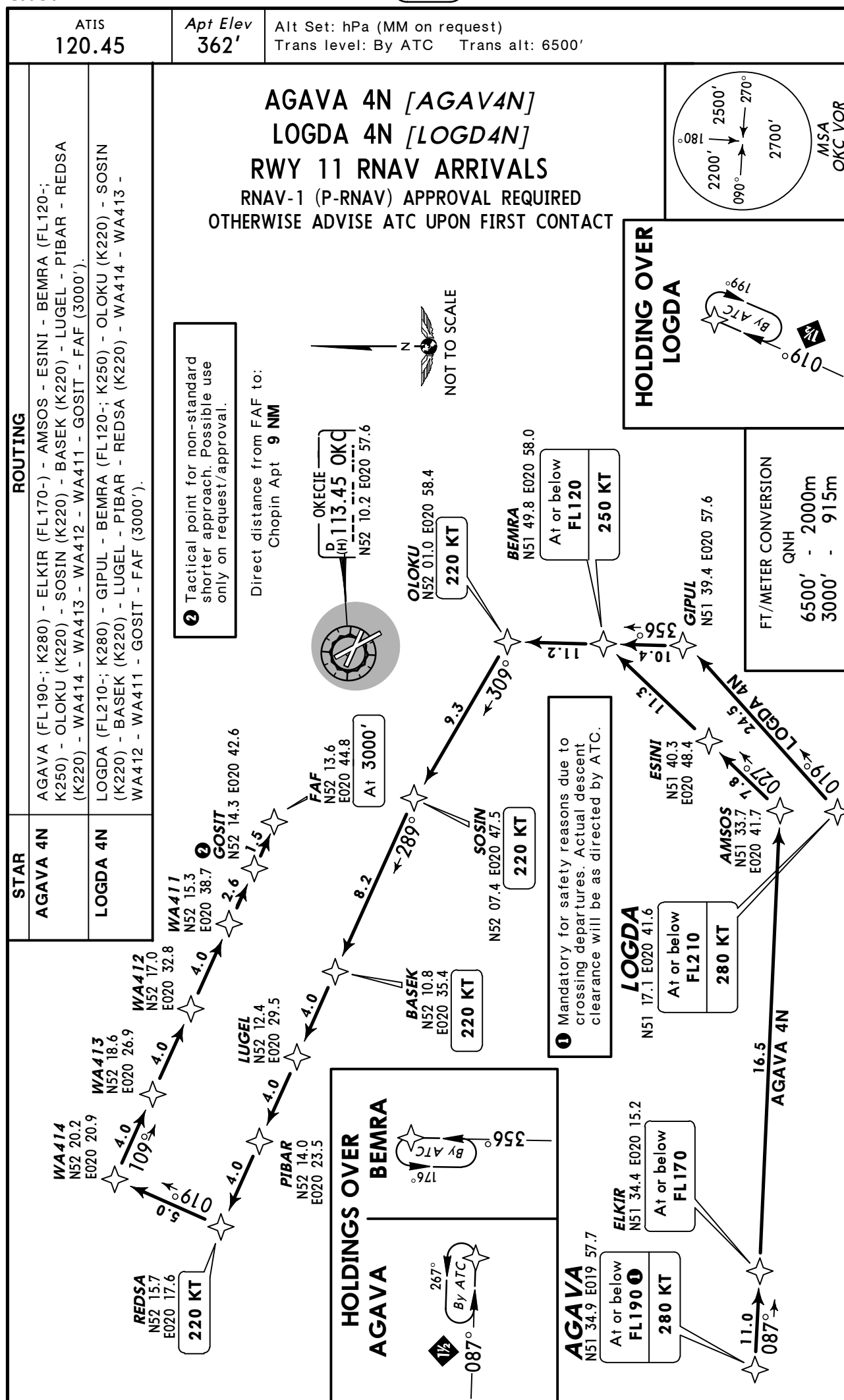
EXPECT track miles information or base leg information from ATC at or above 7000' AMSL, but do not turn on base leg until instructed.

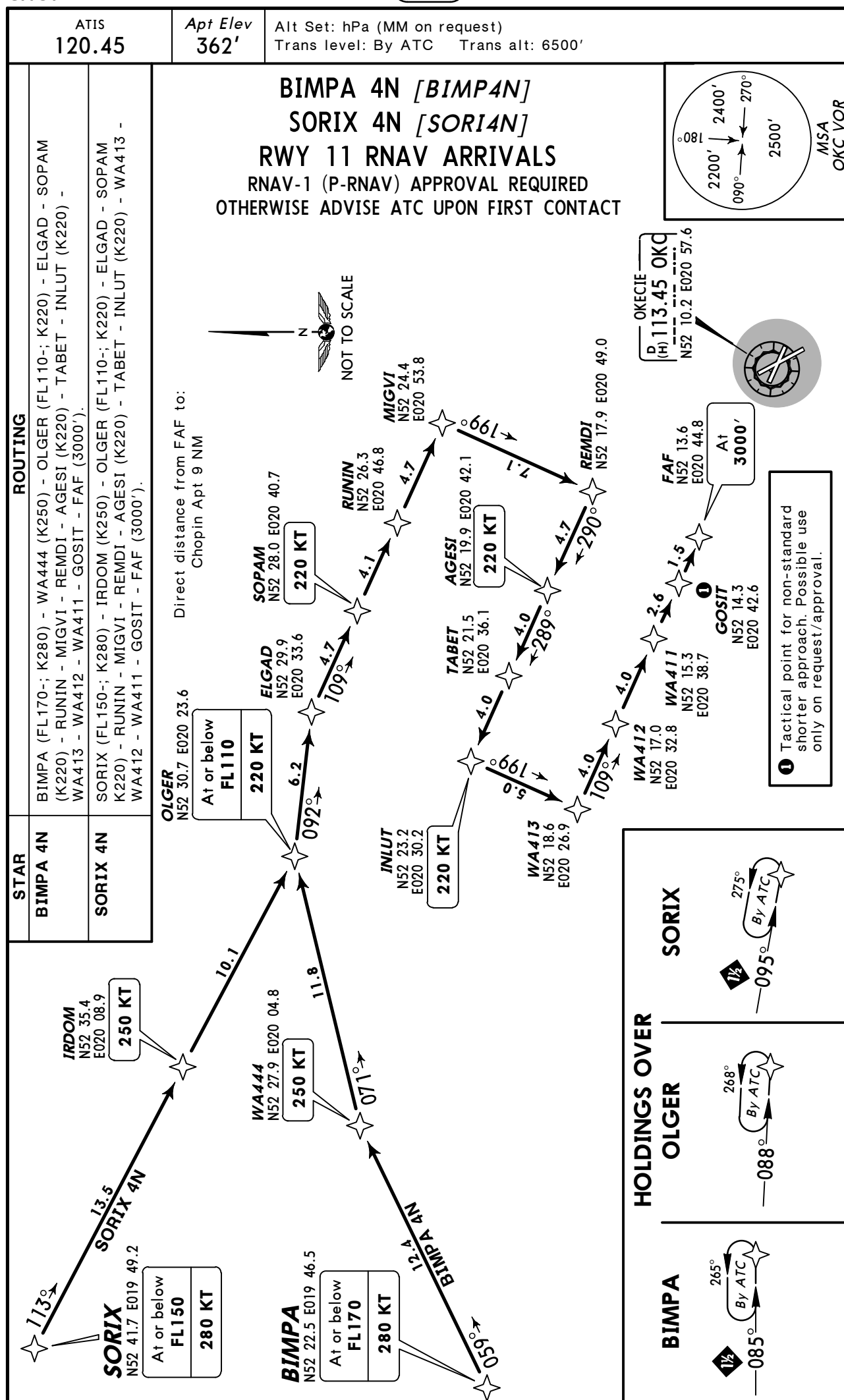
At or before downwind position maintain IAS 220 KT or minimum clean speed, whichever is greater.

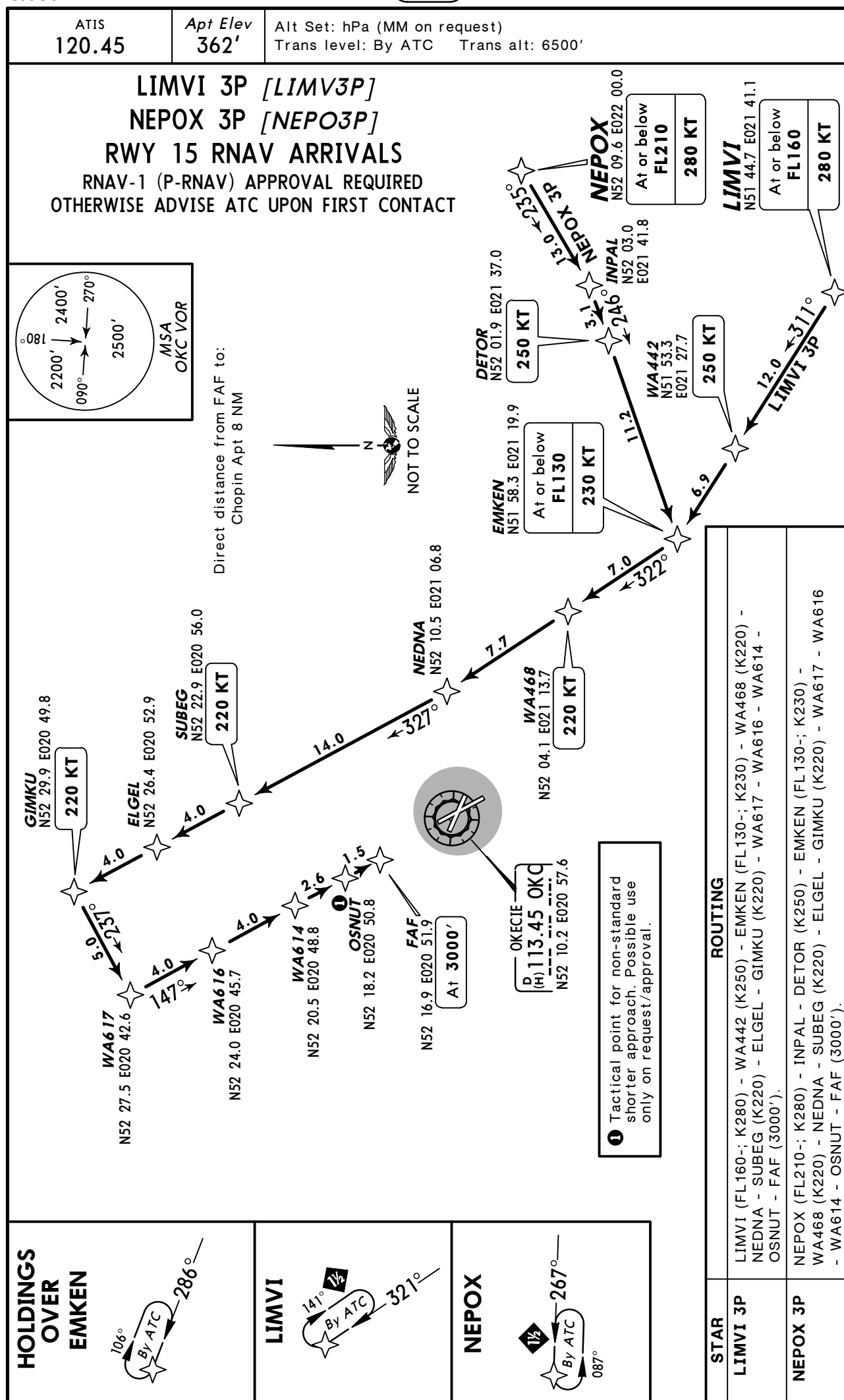
HOLDINGS FOR TMA RWY CONFIGURATION CHANGE AND UNEXPECTED EVENTS

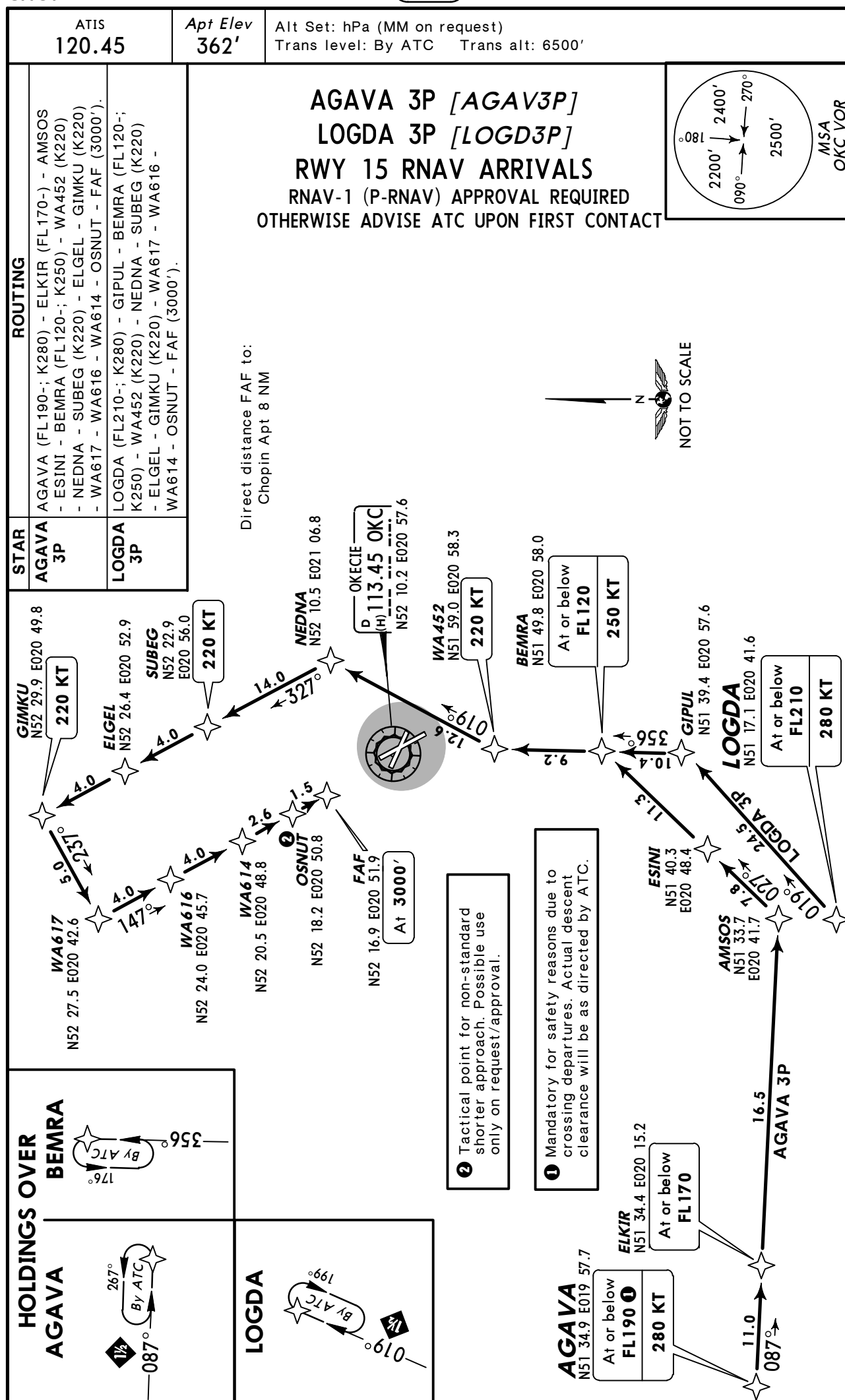


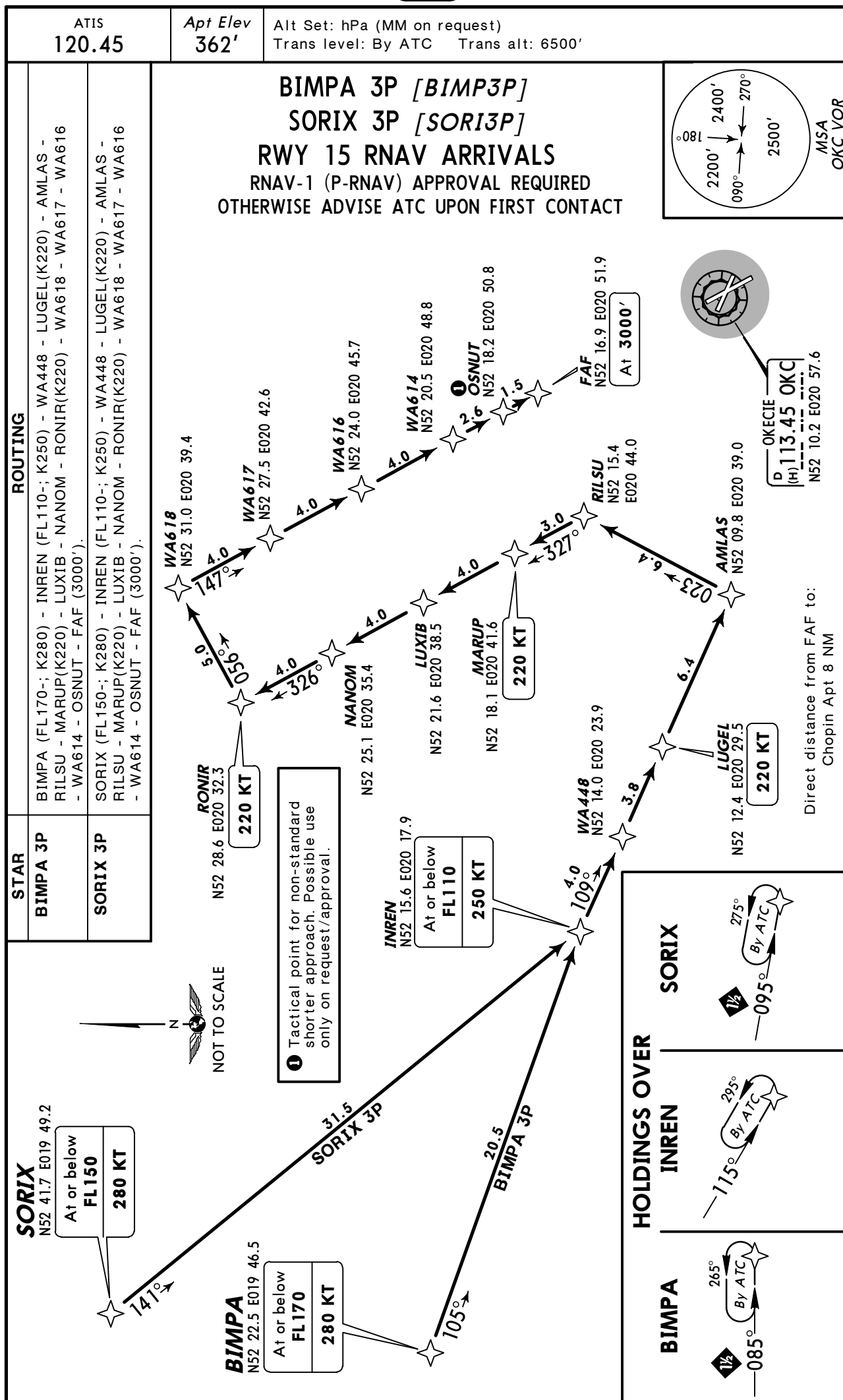










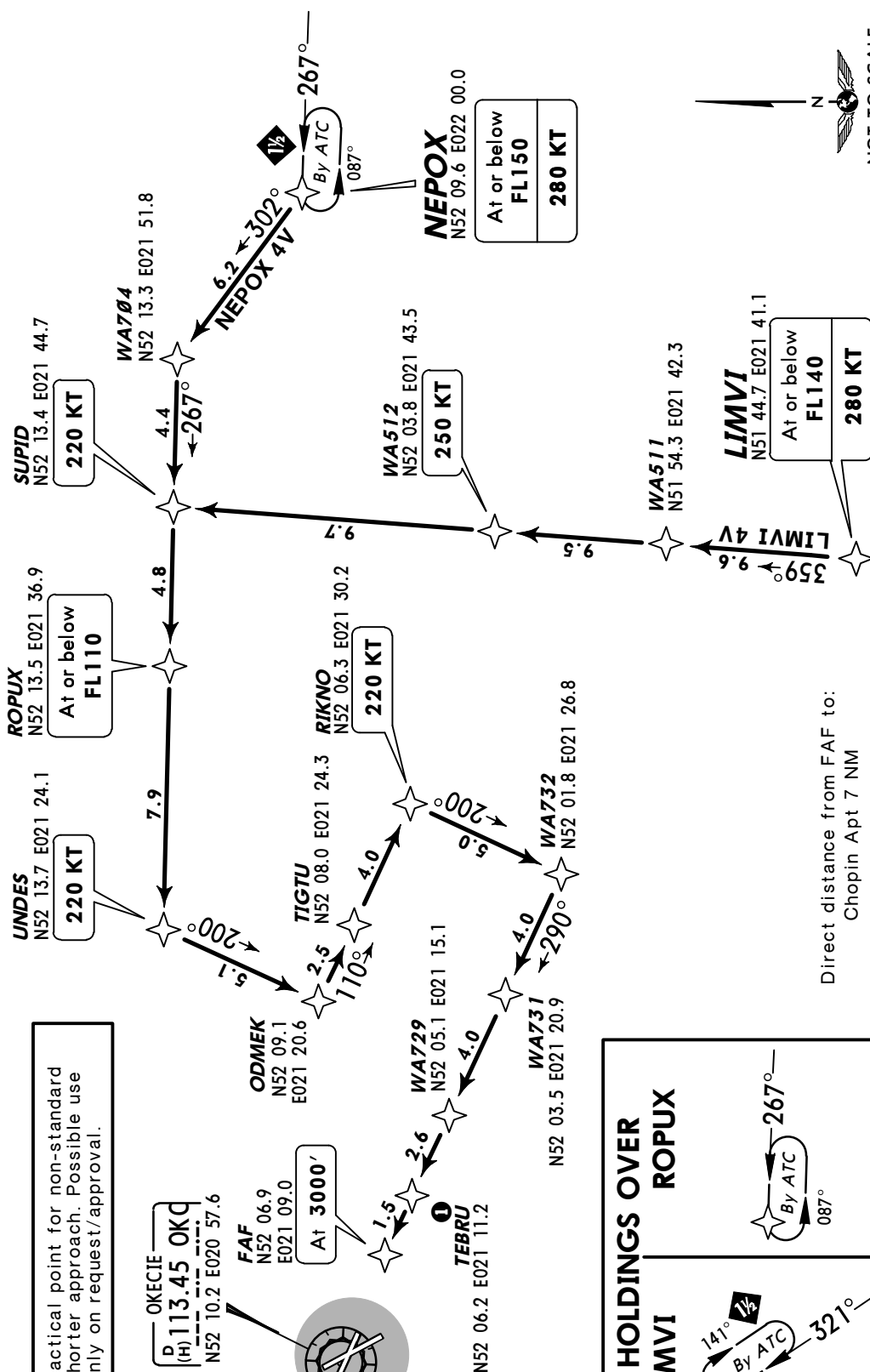
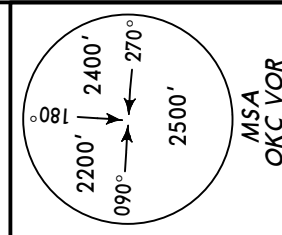


ATIS
120.45

Apt Elev
362'

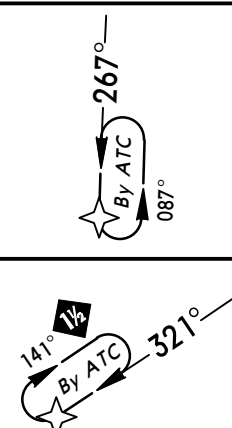
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6500'

**LIMVI 4V [LIMV4V]
NEPOX 4V [NEPO4V]
RWY 29 RNAV ARRIVALS**
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



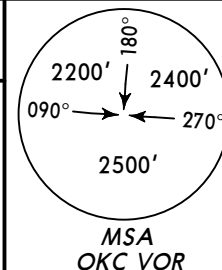
① Tactical point for non-standard shorter approach. Possible use only on request/approval.

HOLDINGS OVER
LIMVI
ROPUX



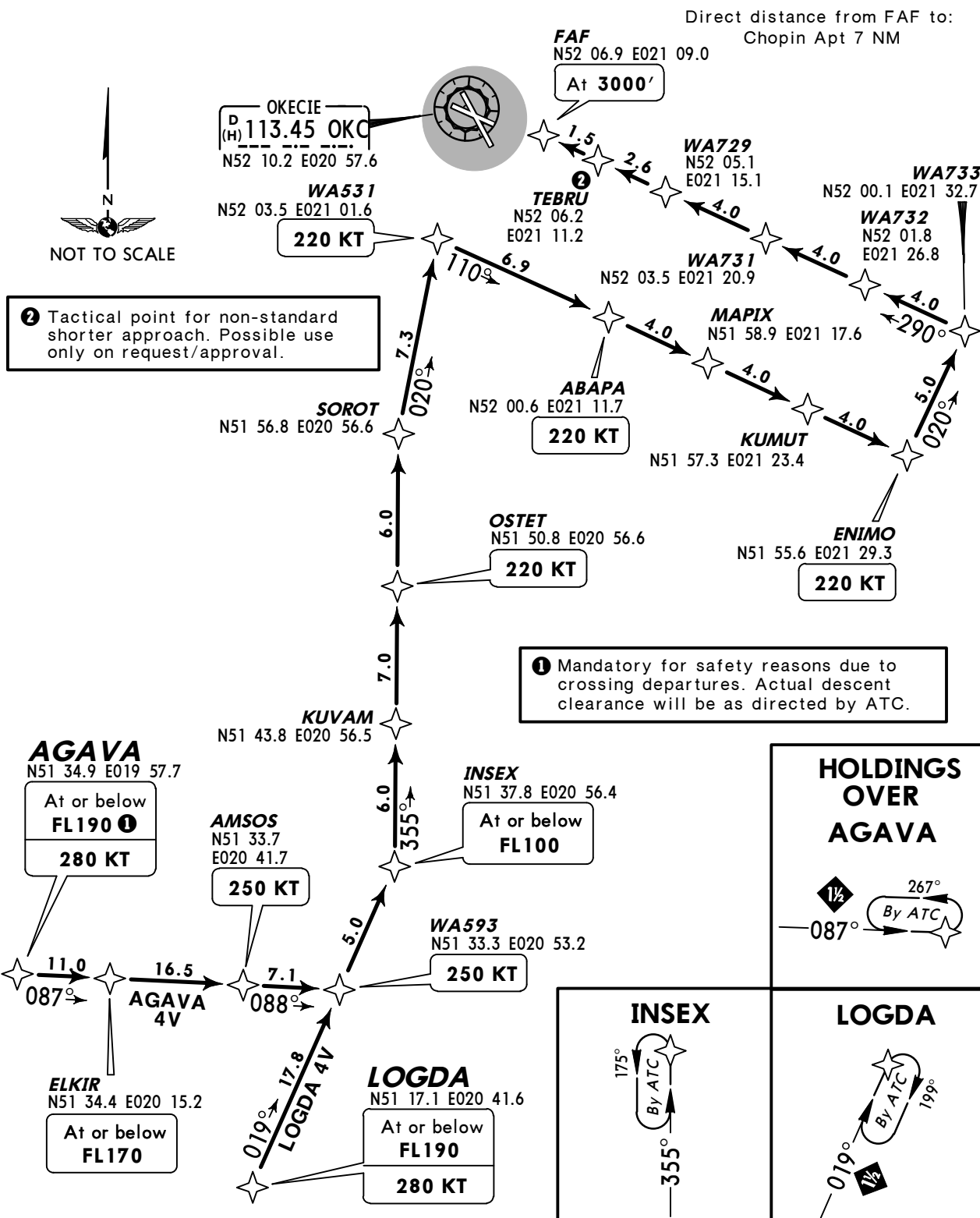
ROUTING

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

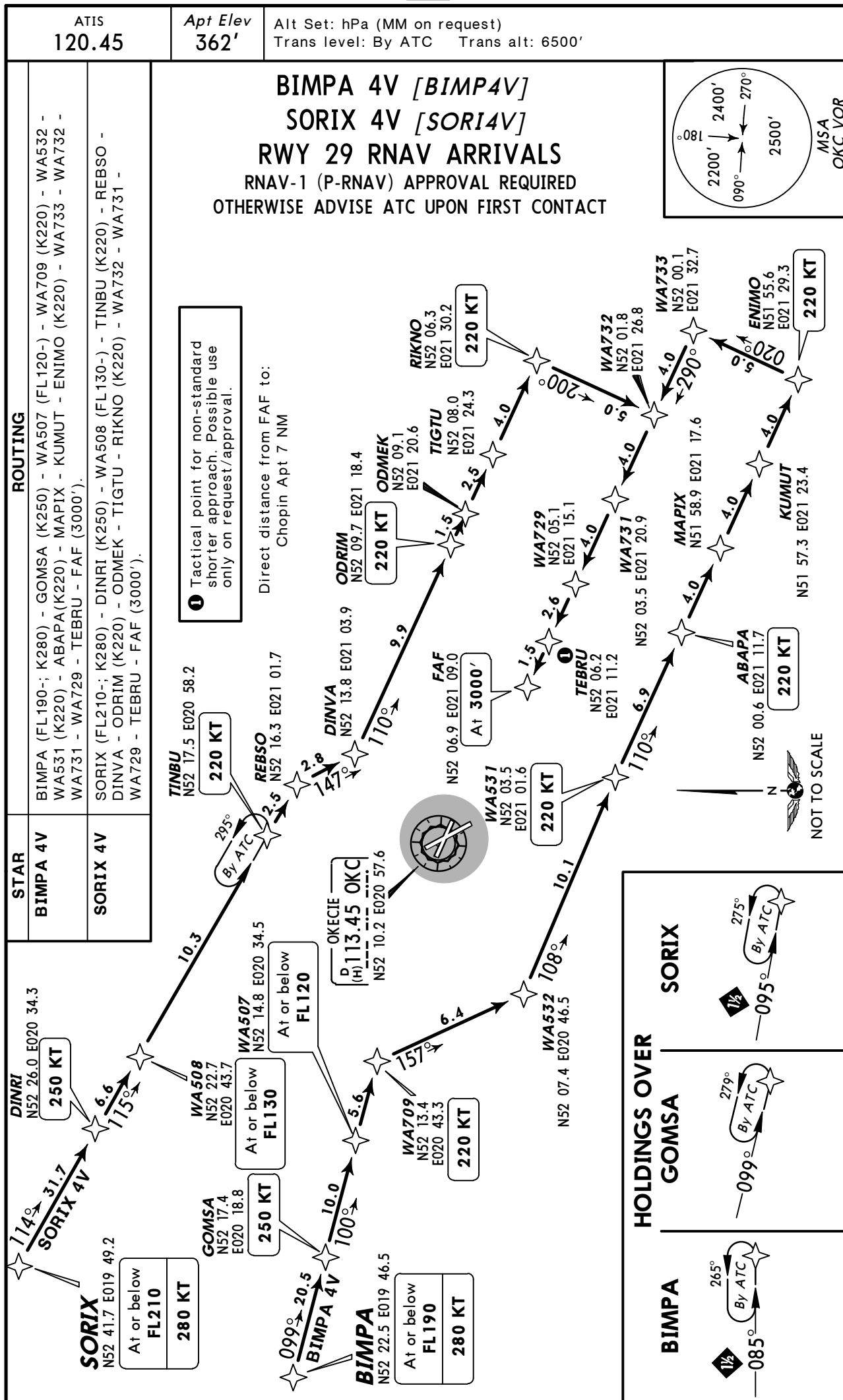
ATIS
120.45Apt Elev
362'Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6500'

AGAVA 4V [AGAV4V], LOGDA 4V [LOGD4V]

RWY 29 RNAV ARRIVALS

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT

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

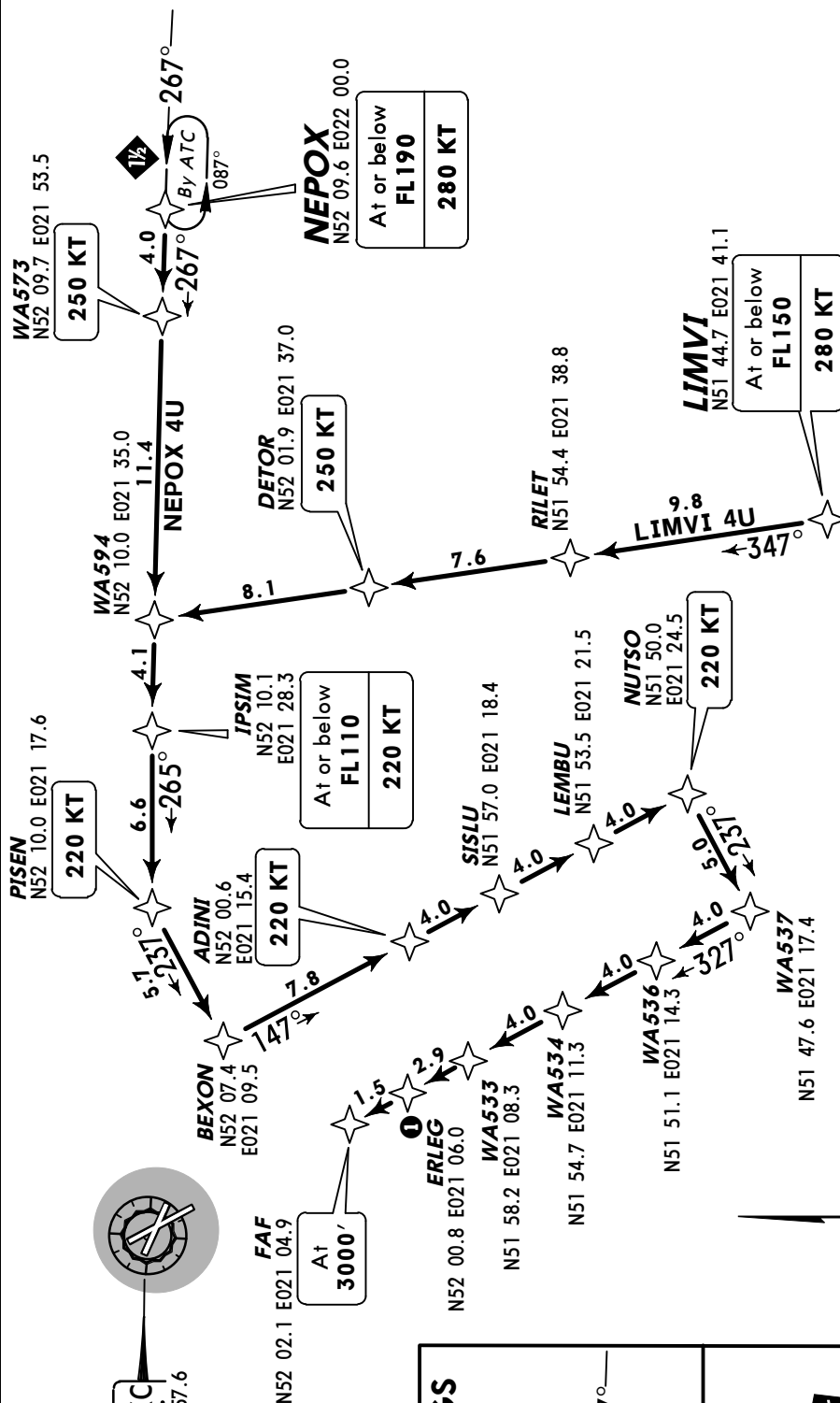
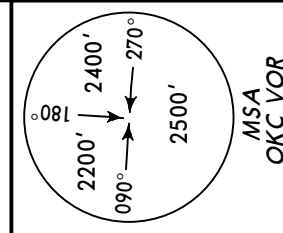


ATIS
120.45

Apt Elev
362'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6500'

**LIMVI 4U [LIMV4U]
NEPOX 4U [NEPO4U]
RWY 33 RNAV ARRIVALS**
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



① Tactical point for non-standard shorter approach. Possible use only on request/approval.

ROUTING

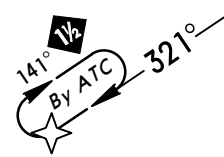
STAR	ROUTING
LIMVI 4U	LIMVI (FL150-; K280) - RILET - DETOR (K250) - WA594 - IPSIM (FL110-; K220) - PISEN (K220) - BEXON - ADINI (K220) - SISLU - LEMBU - NUTSO (K220) - WA537 - WA536 - WA534 - WA533 - ERLEG - FAF (3000').
NEPOX 4U	NEPOX (FL190-; K280) - WA573 (K250) - WA594 - IPSIM (FL110-; K220) - PISEN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

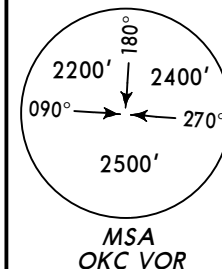
Direct distance from FAF to:
Chopin Apt 9 NM

**HOLDINGS
OVER
IPSIM**

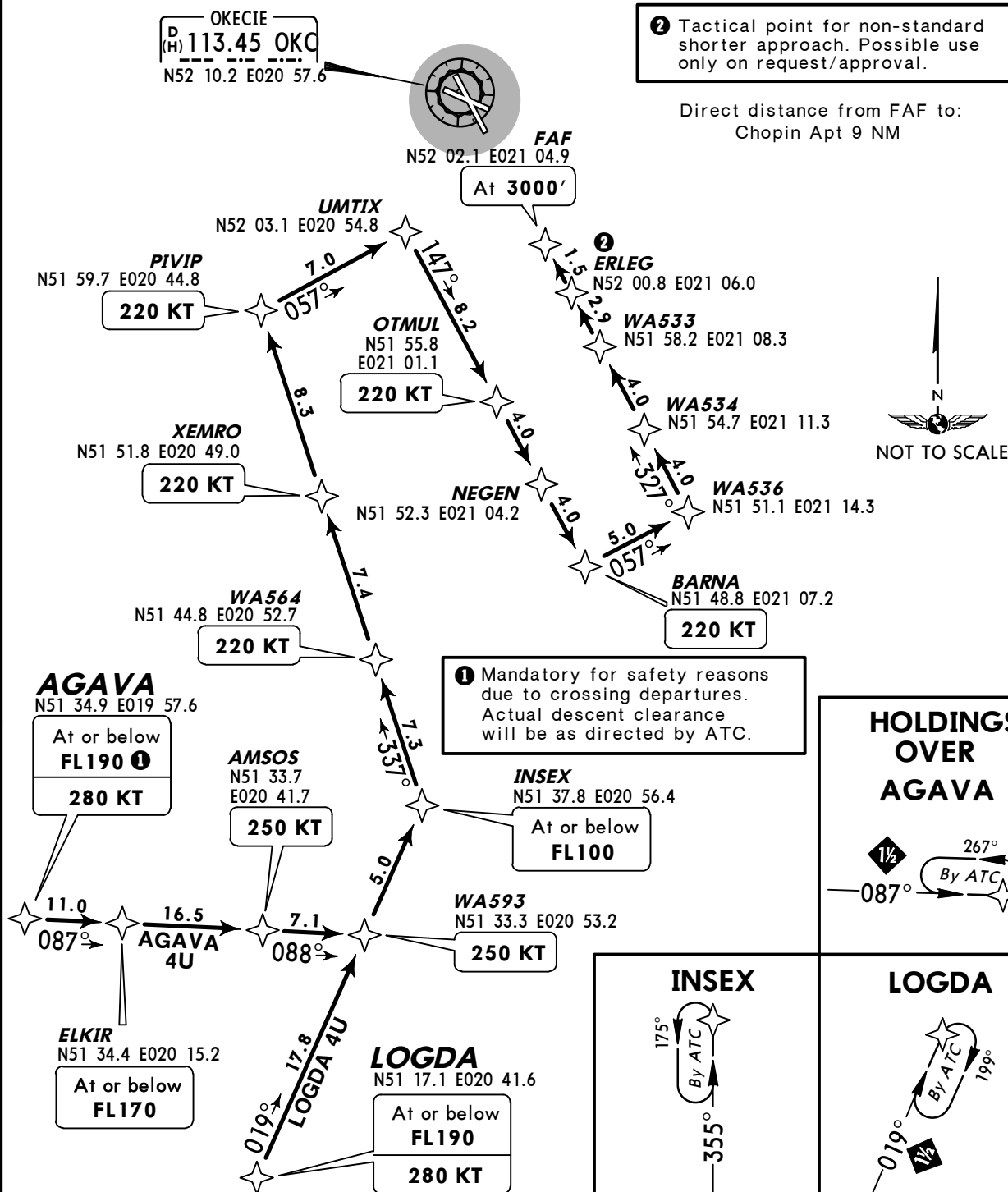
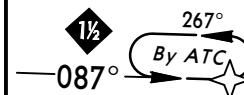


LIMVI

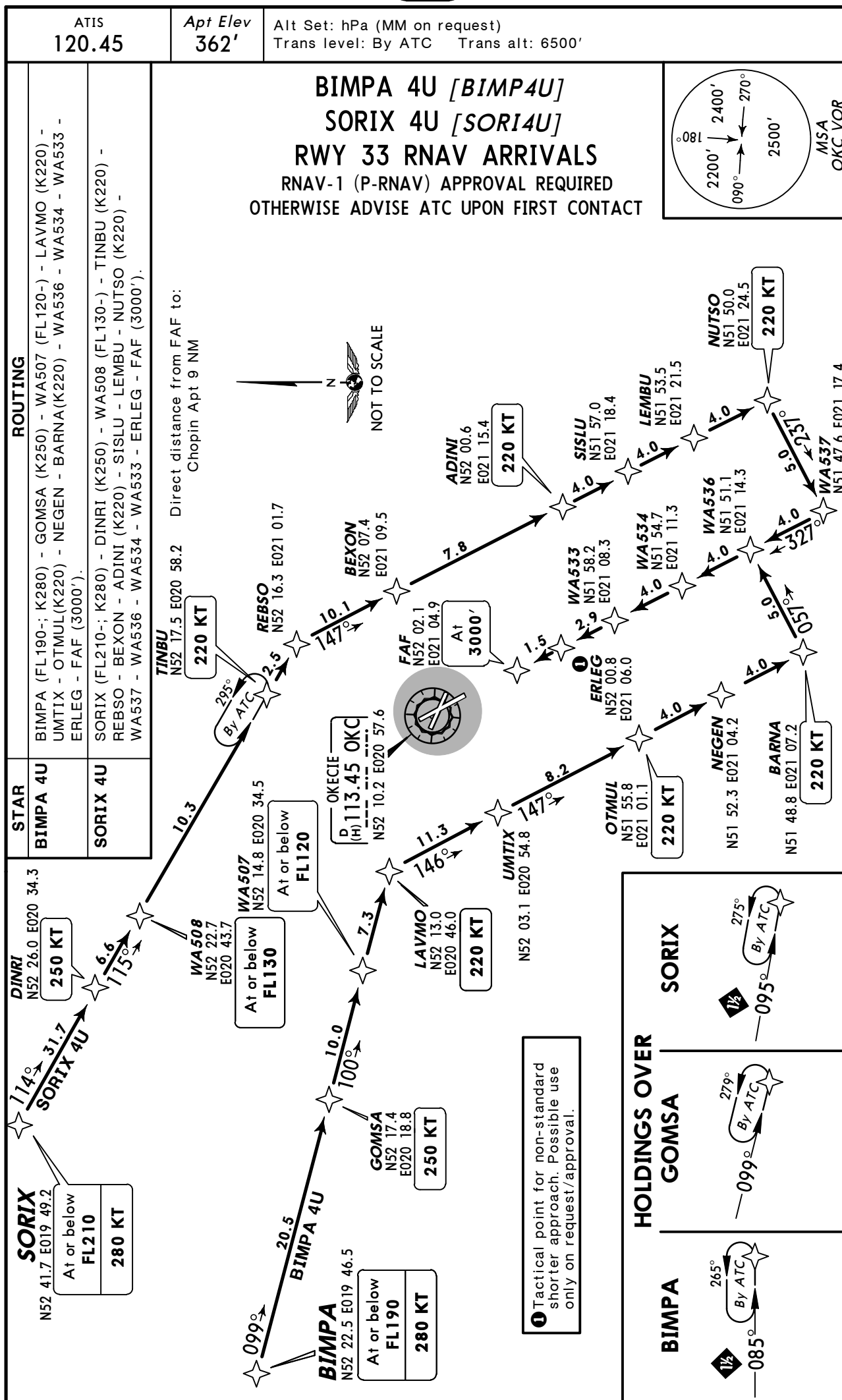


ATIS
120.45Apt Elev
362'Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 6500'**AGAVA 4U [AGAV4U]
LOGDA 4U [LOGD4U]
RWY 33 RNAV ARRIVALS**
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT

② Tactical point for non-standard shorter approach. Possible use only on request/approval.

Direct distance from FAF to:
Chopin Apt 9 NM**HOLDINGS OVER AGAVA****INSEX****LOGDA****STAR****ROUTING**

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



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.

Apt Elev
362'

- Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
 2. Conventional navigation to 3000'.
 3. EXPECT close-in obstacles.
 4. SIDs are also noise abatement routings (refer to 10-4).

BAMSO 4A [BAMS4A]

OLILA 5A [OLIL5A]

RWY 11 RNAV DEPARTURES

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

~~SPEED~~ MAX 200 KT DURING INITIAL TURN

Climb to 6000' and maintain, unless otherwise cleared by ATC.	
SID	ROUTING
BAMSO 4A	Climb on runway track to OKC 2.9 DME; turn LEFT, intercept OKC R-094 to WA601 (3000'+) - WA698 - BAMSO.
OLILA 5A	Climb on runway track to OKC 2.9 DME; turn LEFT, intercept OKC R-094 to WA601 (3000'+) - DOPOX (6000'+; K250-) - TISEX (K250-) - INSON - WA663 - OLILA.

OLILA



N52 42.3 E020 19.7

12.3



WA663

N52 36.5 E020 37.4

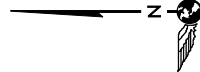
293°

13.9

INSON

N52 29.8 E020 57.5

294°



NOT TO SCALE

11.7

317°

TISEX

N52 20.6 E021 09.3

MAX 250 KT

DOPOX

N52 17.4 E021 07.3

At or above 6000'

MAX 250 KT

OLILA 5A

N52 10.2 E020 57.6

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

094°

8.7

D9.1

Bank 15°

2.9 DME

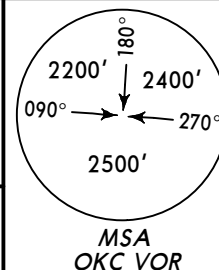
094°

8.7

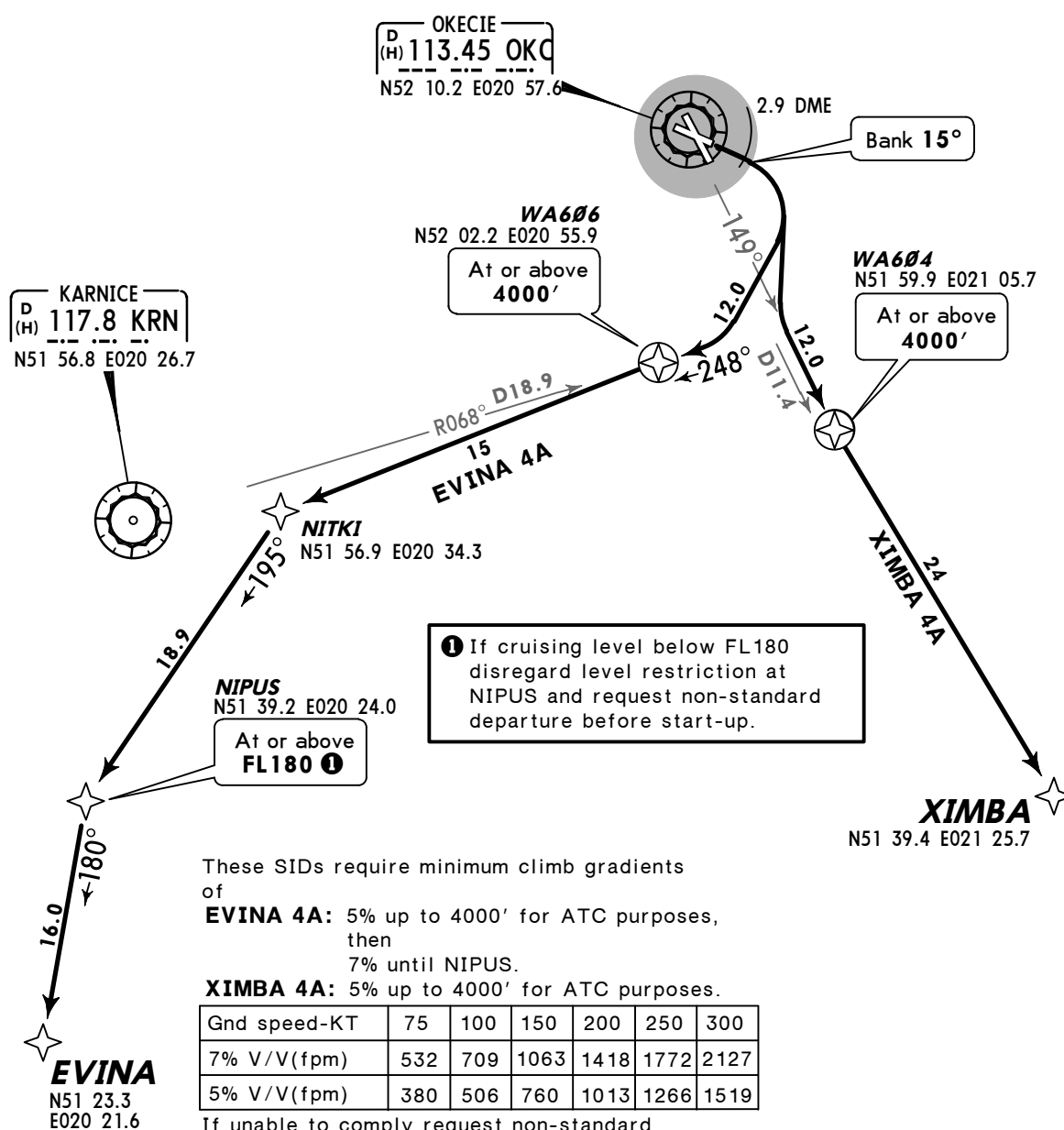
Apt Elev
362'

Trans level: By ATC Trans alt: 6500'

1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000'.
3. EXPECT close-in obstacles.
4. SIDs are also noise abatement routings (refer to 10-4).



**EVINA 4A [EVIN4A]
XIMBA 4A [XIMB4A]
RWY 11 RNAV DEPARTURES**
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
~~SPEED~~ MAX 200 KT DURING INITIAL TURN

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

SID	ROUTING
EVINA 4A	Climb on runway track to OKC 2.9 DME, turn RIGHT, intercept KRN R-068 inbound to WA606 (4000'+) - NITKI - NIPUS (FL180+) - EVINA.
XIMBA 4A	Climb on runway track to OKC 2.9 DME, turn RIGHT, intercept OKC R-149 to WA604 (4000'+) - XIMBA.

Apt Elev
362'

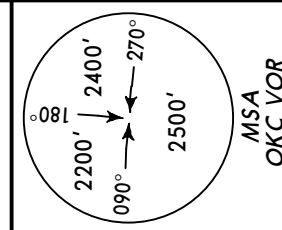
- Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
 2. Conventional navigation to 3000'.
 3. EXPECT close-in obstacles.
 4. SIDs are also noise abatement routings (refer to 10-4).

**LOLSI 5A [LOLS5A]
SOXER 5A [SOXE5A]
RWY 11 RNAV DEPARTURES**

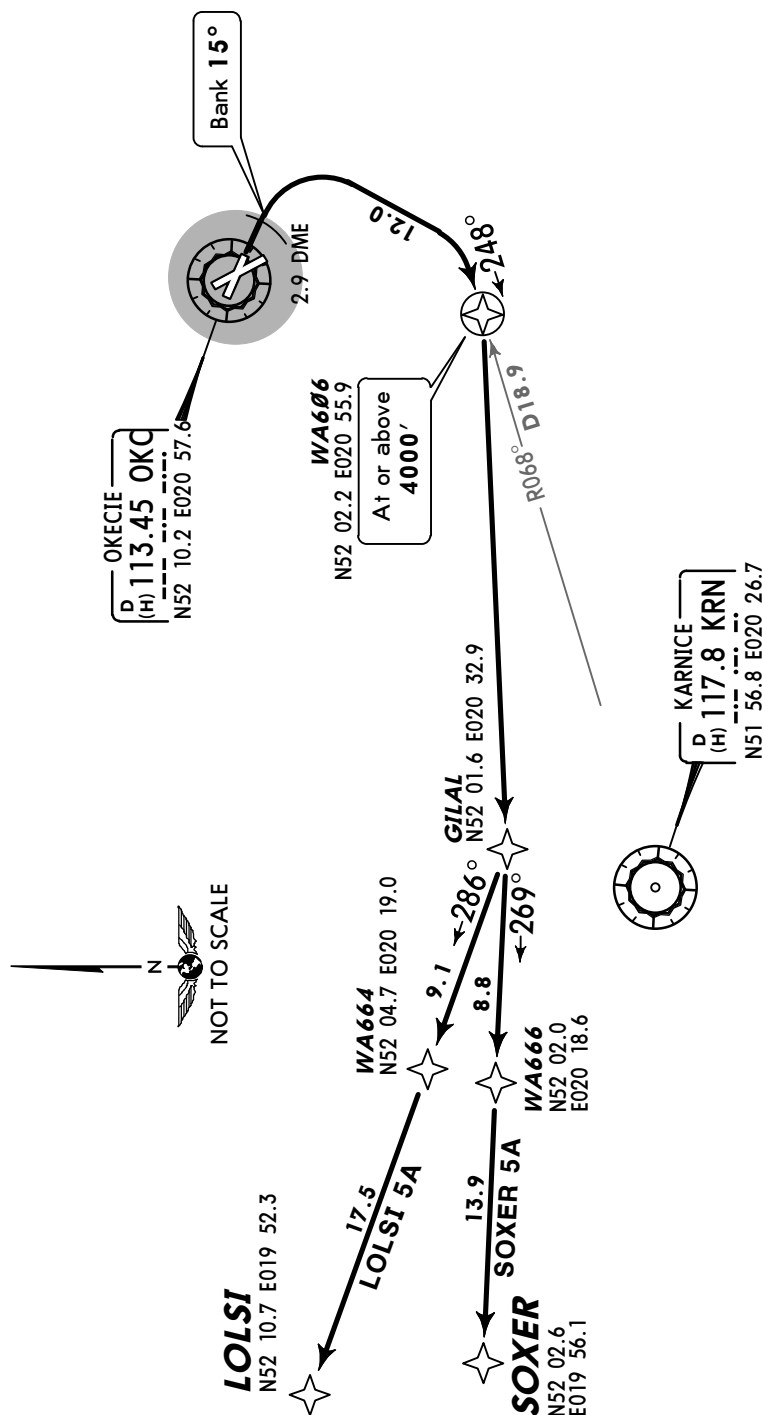
RNAV-1 (P-RNAV) APPROVAL REQUIRED

OTHERWISE ADVISE ATC BEFORE START-UP

~~SPEED~~ MAX 200 KT DURING INITIAL TURN



Climb to 6000' and maintain, unless otherwise cleared by ATC.	
SID	ROUTING
LOLSI 5A	Climb on runway track to OKC 2.9 DME, turn RIGHT, intercept KRN R-068 inbound to WA606 (4000'+) - GILAL - WA664 - LOLSI.
SOXER 5A	Climb on runway track to OKC 2.9 DME, turn RIGHT, intercept KRN R-068 inbound to WA606 (4000'+) - GILAL - WA666 - SOXER.



These SIDs require a minimum climb gradient of 5% up to 4000' for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519

If unable to comply request non-standard departure from ATC before start-up.

Apt Elev
362'

- Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
 2. Conventional navigation to 3000'.
 3. SIDs are also noise abatement routings (refer to 10-4).

**BAMSO 4D [BAMS4D]
OLILA 4D [OLIL4D]
RWY 15 RNAV DEPARTURES**

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

SPEED: MAX 200 KT DURING INITIAL TURN

Climb to 6000' and maintain, unless otherwise cleared by ATC.		ROUTING
SID		
BAMSO 4D		On runway track to OKC 3.5 DME, turn LEFT, intercept KRN R-066 to WA651 (3000'+) - WA657 - WA698 - BAMSO.
OLILA 4D		On runway track to OKC 3.5 DME, turn LEFT, intercept KRN R-066 to WA651 (3000'+) - DOPOX (6000'+; K250-) - TISEX (K250-) - 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°

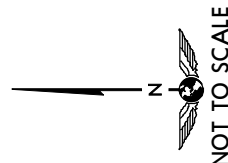
These SIDs require minimum climb gradients

of
BAMSO 4D: 5% up to 3000' for ATC purposes.
OLILA 4D: 5% up to 3000' for ATC purposes,
then
3.9% until DOPOX.

Gnd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519
3.9% V/V(fpm)	296	395	592	790	987	1185

If unable to comply request non-standard departure from ATC before start-up.

OKECIE
(H) 113.45 OKC
N52 10.2 E020 57.6



3.5 DME

Bank 15°

8.7

117.8 066°D28.4

KRN

WA651
N52 05.9 E021 10.2

At or above
3000'

WA657
N52 11.2
E021 14.9

071°

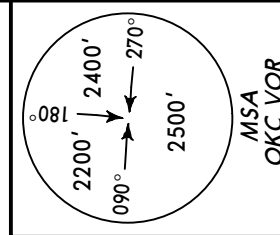
BAMSO 4D

WA698
N52 15.2 E021 41.7

17.0

053°

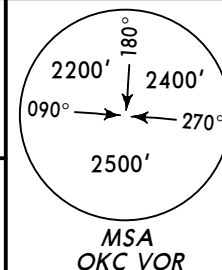
BAMSO
N52 20.2
E021 54.6



Apt Elev
362'

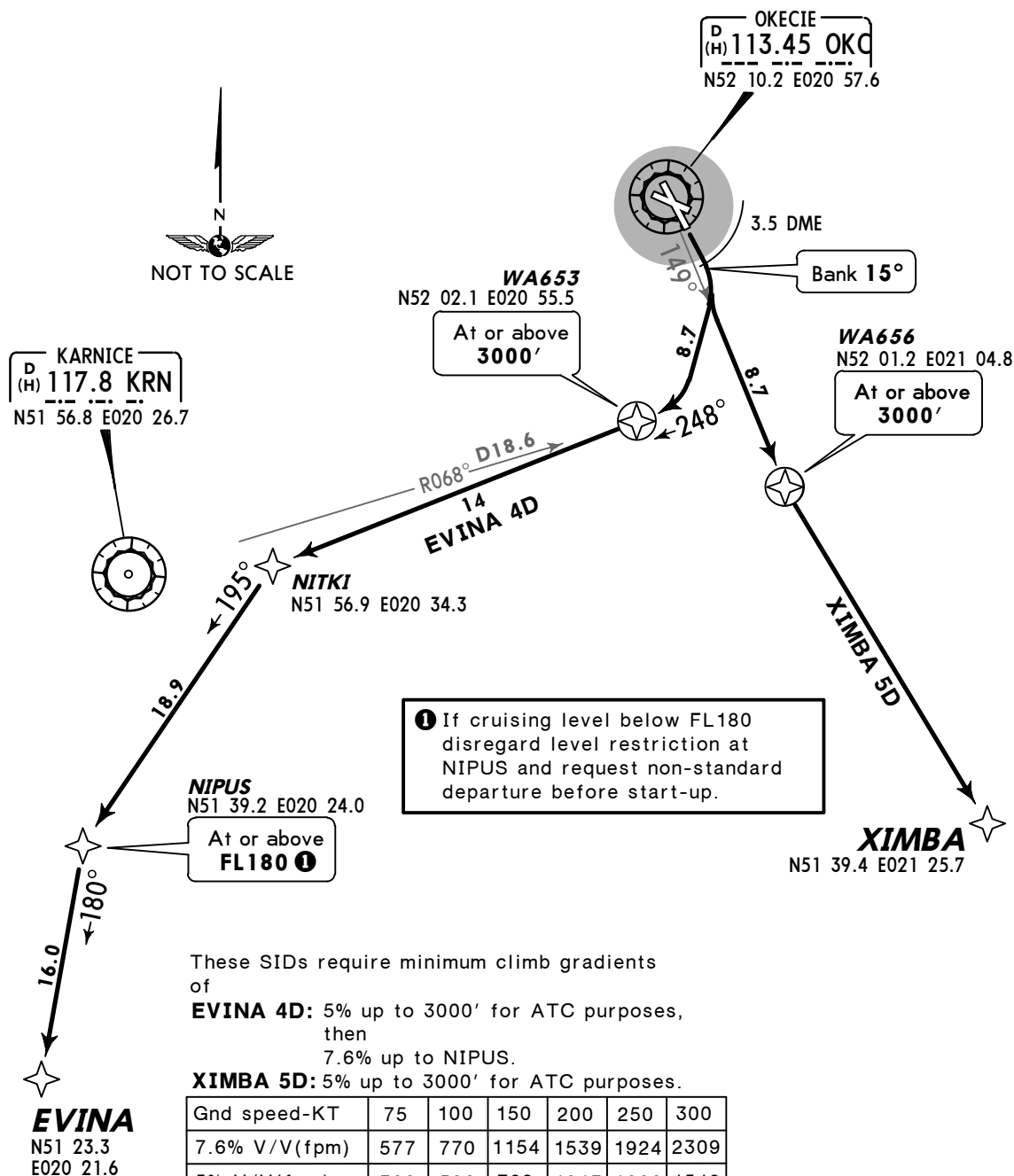
Trans level: By ATC Trans alt: 6500'

1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000'.
3. SIDs are also noise abatement routings (refer to 10-4).

**EVINA 4D [EVIN4D]****XIMBA 5D [XIMB5D]****RWY 15 RNAV DEPARTURES**

RNAV-1 (P-RNAV) APPROVAL REQUIRED

OTHERWISE ADVISE ATC BEFORE START-UP

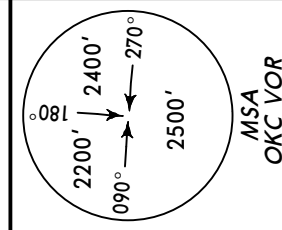
~~SPEED~~ MAX 200 KT DURING INITIAL TURNClimb to **6000'** and maintain, unless otherwise cleared by ATC.

SID	ROUTING
EVINA 4D	Climb on runway track to OKC 3.5 DME, turn RIGHT, intercept KRN R-068 inbound to WA653 (3000'+) - NITKI - NIPUS (FL180+) - EVINA.
XIMBA 5D	Climb on runway track to OKC 3.5 DME, turn RIGHT, intercept OKC R-149 to WA656 (3000'+) - XIMBA.

Trans level: By ATC Trans alt: 6500'

1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000'.
3. SIDs are also noise abatement routings (refer to 10-4).

SPEED: MAX 200 KT DURING INITIAL TURN

[illegible]

Apt Elev
362'

- Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
 2. Conventional navigation to 3000'.
 3. SIDs are also noise abatement routings (refer to 10-4).

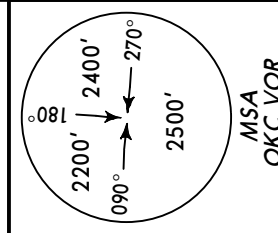
BAMSO 4G [BAMS4G]

OLILA 4G [OLIL4G]

RWY 29 RNAV DEPARTURES

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

SPEED: MAX 200 KT DURING INITIAL TURN



Climb to 6000' and maintain, unless otherwise cleared by ATC.	
SID	ROUTING
BAMSO 4G	On runway track to OKC 2.5 DME, turn RIGHT, intercept OKC R-308 to WA706 (3000'+; K250-) - WA797 (6000'+) - BITVA - WA571 - BAMSO.
OLILA 4G	On runway track to OKC 2.5 DME, turn RIGHT, intercept OKC R-308 to WA706 (3000'+) - WA791 - INRAS (7000'+) - RODEV - OLILA.

These SIDs require minimum climb gradients of 5% up to 3000' for ATC purposes, then

BAMSO 4G: 8.9% until WA797.

OLILA 4G: 4.7% until INRAS.

Gnd speed-KT	75	100	150	200	250	300
8.9% V/V(fpm)	676	901	1352	1803	2253	2704
5% V/V(fpm)	380	506	760	1013	1266	1519
4.7% V/V(fpm)	357	476	714	952	1190	1428

If unable to comply request non-standard departure from ATC before start-up.

OLILA
N52 42.3 E020 19.7

RODEV
N52 36.2 E020 33.5

INRAS
N52 29.9 E020 47.5

At or above
7000'

WA797
N52 20.2 E020 50.0

At or above
6000'

WA791
N52 20.8 E020 46.4

WA706
N52 16.1 E020 47.2

BAMSO 4G
MAX 250 KT

At or above
3000'

WA571
N52 19.7 E021 26.5

BITVA
N52 20.8 E021 05.2

BAMSO 4G

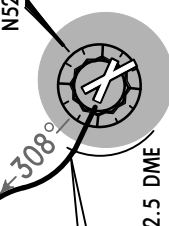
WA571
N52 19.7 E021 26.5

BITVA
N52 20.8 E021 05.2

BAMSO 4G

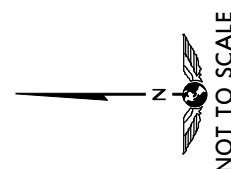
BAMSO
N52 20.2 E021 54.6

OKECIE
P (H) 113.45 OKC
N52 10.2 E020 57.6



Bank 15°

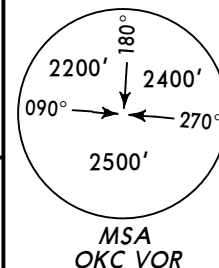
2.5 DME



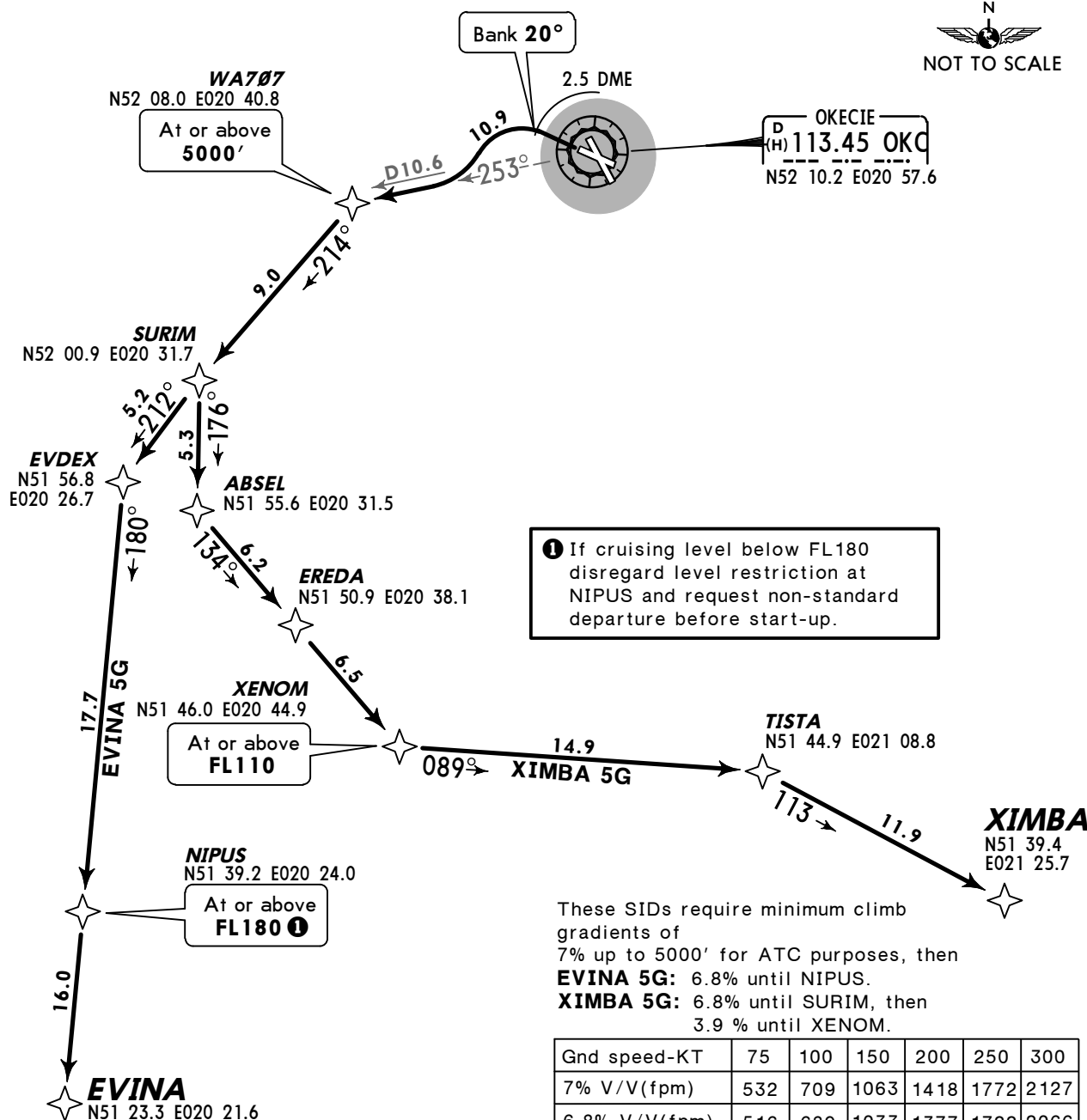
Apt Elev
362'

Trans level: By ATC Trans alt: 6500'

1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000'.
3. SIDs are also noise abatement routings (refer to 10-4).



**EVINA 5G [EVIN5G]
XIMBA 5G [XIMB5G]
RWY 29 RNAV DEPARTURES**
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
~~SPEED~~ MAX 210 KT DURING INITIAL TURN

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

SID	ROUTING
EVINA 5G	Climb on runway track to OKC 2.5 DME, turn LEFT, intercept OKC R-253 to WA707 (5000'+) - SURIM - EVDEX - NIPUS (FL180+) - EVINA.
XIMBA 5G	Climb on runway track to OKC 2.5 DME, turn LEFT, intercept OKC R-253 to WA707 (5000'+) - SURIM - ABSEL - EREDA - XENOM (FL110+) - TISTA - XIMBA.

Apt Elev
362'

- Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
 2. Conventional navigation to 3000'.
 3. SIDs are also noise abatement routings (refer to 10-4).

LOLSI 5G [LOLS5G]

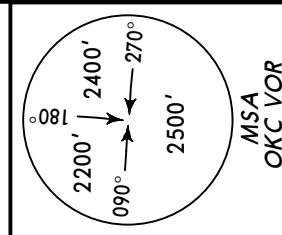
SOXER 5G [SOXE5G]

RWY 29 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED

OTHERWISE ADVISE ATC BEFORE START-UP

SPEED MAX 210 KT DURING INITIAL TURN



Climb to 6000' and maintain, unless otherwise cleared by ATC.	
SID	ROUTING
LOLSI 5G	Climb on runway track to OKC 2.5 DME, turn LEFT, intercept OKC R-274 to WA702 (3000'+) - WA708 (5000'+) - MAKUS - WA754 (FL100+) - LOLSI.
SOXER 5G	Climb on runway track to OKC 2.5 DME, turn LEFT, intercept OKC R-274 to WA702 (3000'+) - WA708 (5000'+) - MAKUS - WA756 (FL100+) - SOXER.

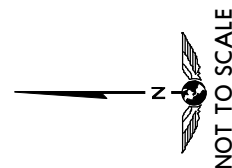
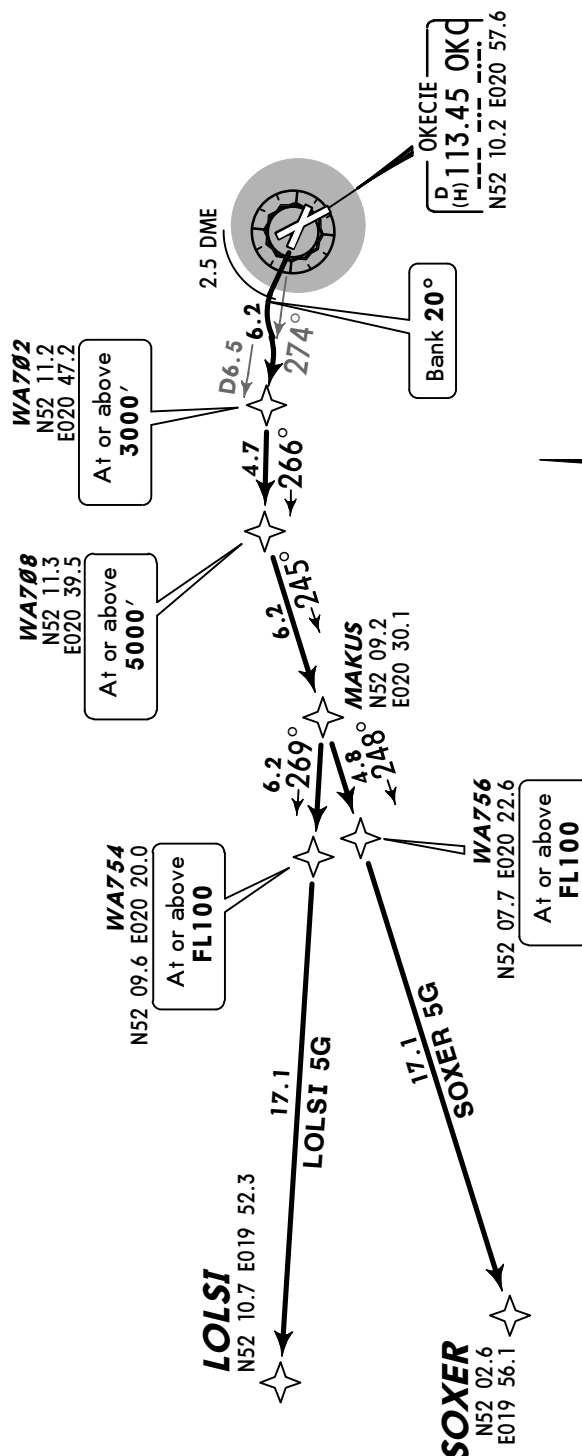
Gnd speed-KT	75	100	150	200	250	300
8.1% V/V(fpm)	615	820	1230	1641	2051	2461
7% V/V(fpm)	532	709	1063	1418	1772	2127

These SIDs require a minimum climb gradient

of **LOLSI 5G:** 7% up to 5000' for ATC purposes.

SOXER 5G: 7% up to 5000' for ATC purposes, then 8.1 % until WA756.

If unable to comply request non-standard departure from ATC before start-up.



Apt Elev
362'

Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
2. Conventional navigation to 3000'.
3. SIDs are also noise abatement routings (refer to 10-4).

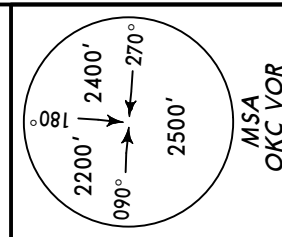
BAMSO 4K [BAMS4K]

OLILA 4K [OLIL4K]

RWY 33 RNAV DEPARTURES

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

SPEED: MAX 200 KT DURING INITIAL TURN



Climb to 6000' and maintain, unless otherwise cleared by ATC.	
ROUTING	
SID	
BAMSO 4K	On runway track to OKC 2.6 DME, turn LEFT, intercept OKC R-308 to WA751 (3000'+; K250-) - WA797 (6000'+) - BITVA - WA571 - BAMSO.
OLILA 4K	On runway track to OKC 2.6 DME, turn LEFT, intercept OKC R-308 to WA751 (3000'+) - WA791 - INRAS (7000'+) - RODEV - OLILA.

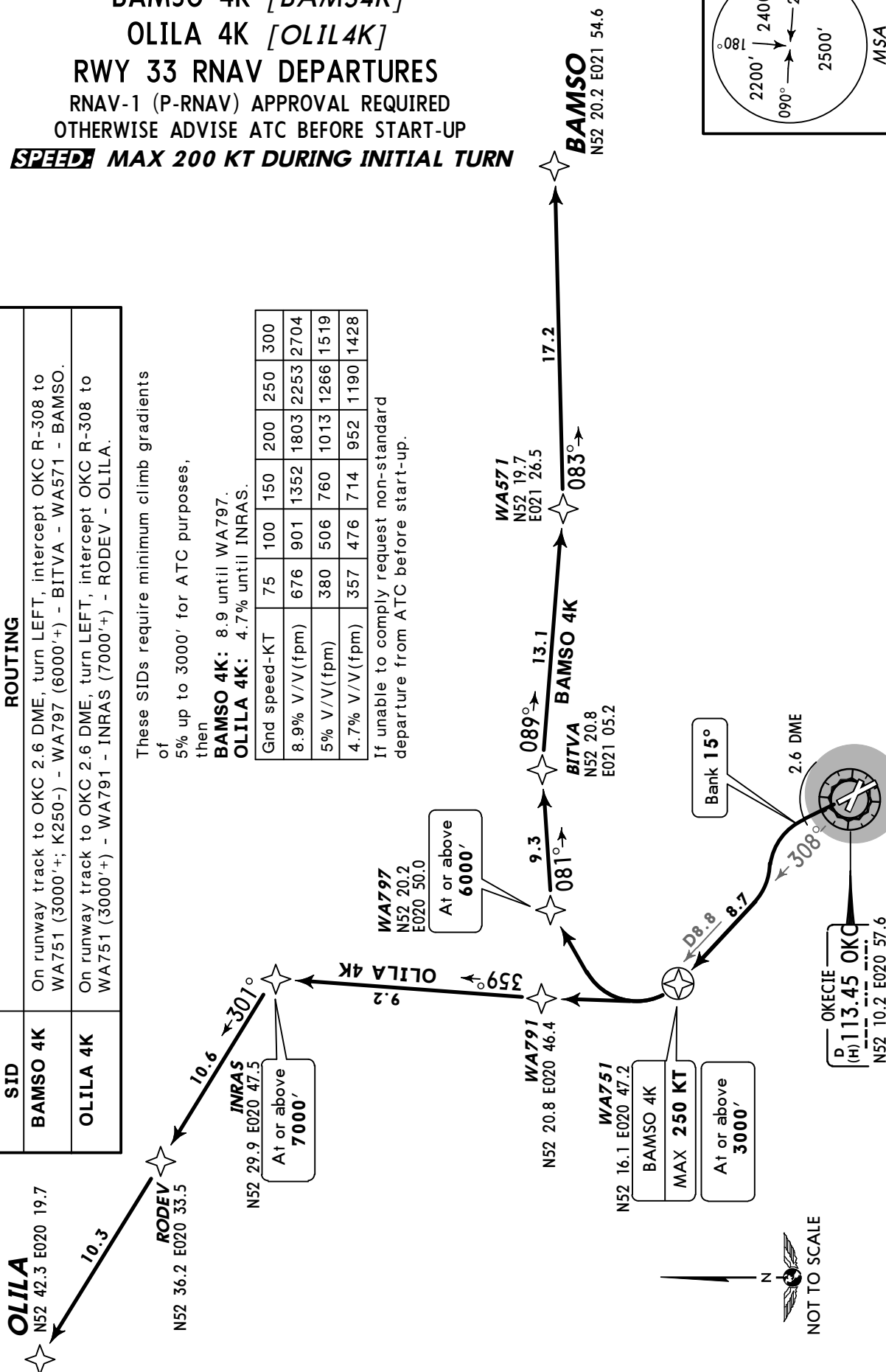
These SIDs require minimum climb gradients of 5% up to 3000' for ATC purposes, then

BAMSO 4K: 8.9 until WA797.

OLILA 4K: 4.7% until INRAS.

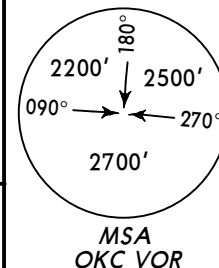
Gnd speed-KT	75	100	150	200	250	300
8.9% V/V(fpm)	676	901	1352	1803	2253	2704
5% V/V(fpm)	380	506	760	1013	1266	1519
4.7% V/V(fpm)	357	476	714	952	1190	1428

If unable to comply request non-standard departure from ATC before start-up.

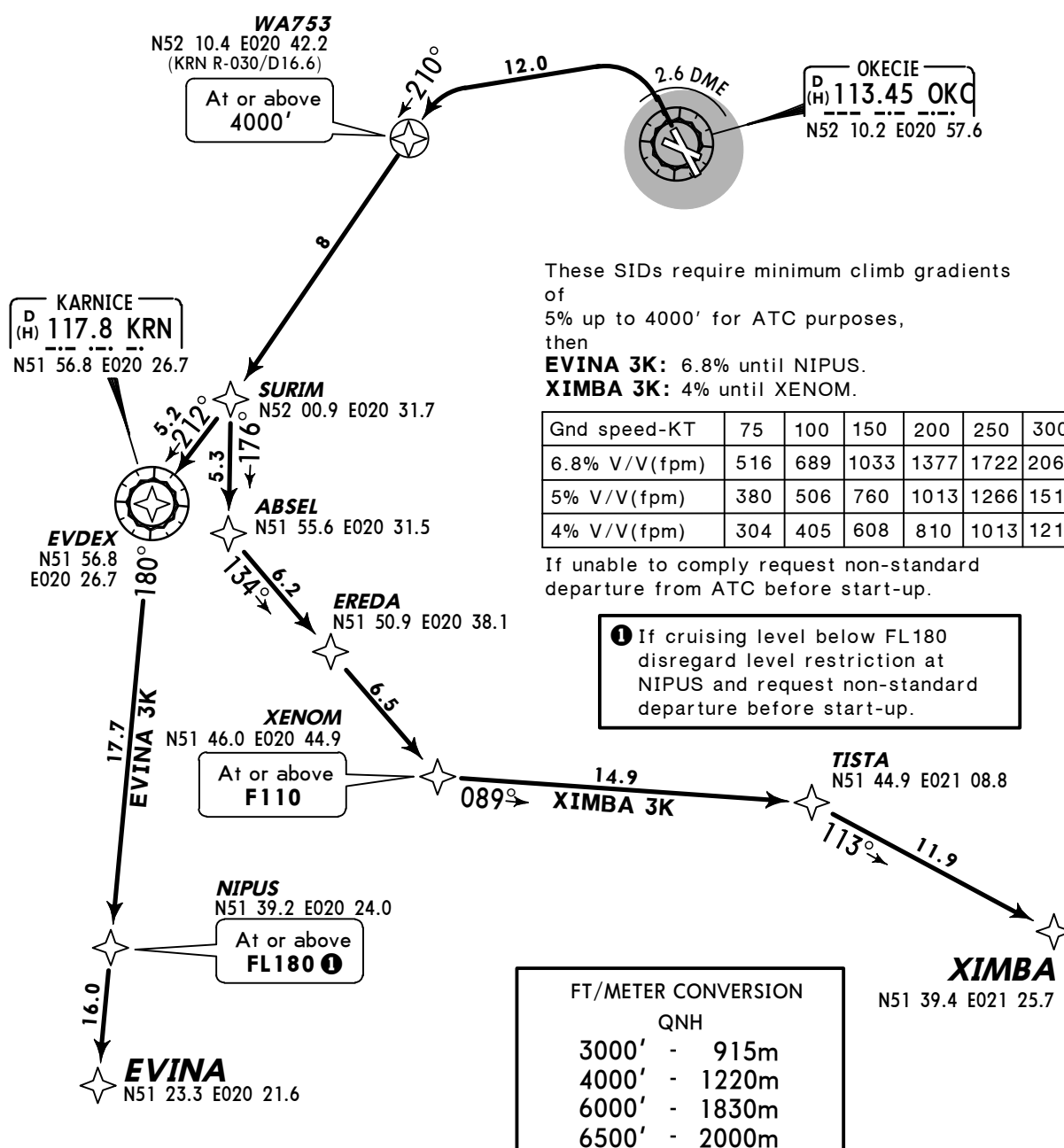


Apt Elev
362'

- Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
 2. Conventional navigation to 3000'.
 3. Initial turns require bank angle of 15°.
 4. SIDs are also noise abatement routings (refer to 10-4).



**EVINA 3K [EVIN3K]
XIMBA 3K [XIMB3K]
RWY 33 RNAV DEPARTURES**
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED MAX 200 KT DURING INITIAL TURN



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

SID	ROUTING
EVINA 3K	On runway track to OKC 2.6 DME, turn LEFT, intercept KRN R-030 inbound to WA753 (4000'+) - SURIM - EVDEX - NIPUS (FL180+) - EVINA.
XIMBA 3K	On runway track to OKC 2.6 DME, turn LEFT, intercept KRN R-030 inbound to WA753 (4000'+) - SURIM - ABSEL - EREDA - XENOM (FL110+) - TISTA - XIMBA.

Apt Elev
362'

- Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
 2. Conventional navigation to 3000'.
 3. Initial turns require bank angle of 15°.
 4. SIDs are also noise abatement routings (refer to 10-4).

LOLSI 4K [LOLS4K]

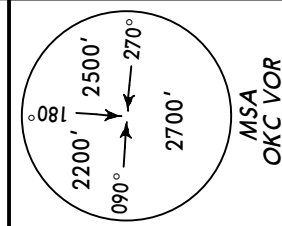
SOXER 4K [SOXE4K]

RWY 33 RNAV DEPARTURES

RNAV-1 (P-RNAV) APPROVAL REQUIRED

OTHERWISE ADVISE ATC BEFORE START-UP

SPEEDS MAX 200 KT DURING INITIAL TURN



FT/METER CONVERSION	
3000'	- 915m
4000'	- 1220m
6000'	- 1830m
6500'	- 2000m

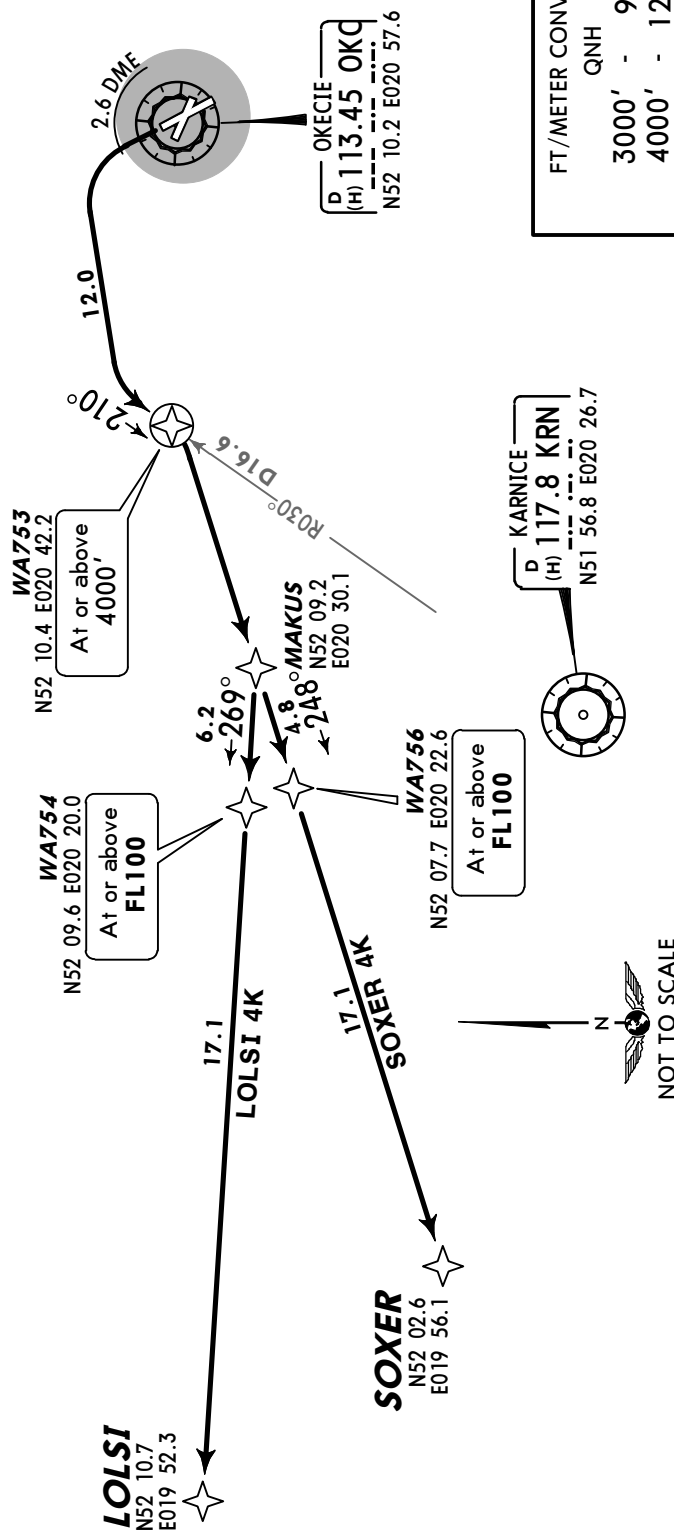
SID		ROUTING
LOLSI 4K		On runway track to OKC 2.6 DME, turn LEFT, intercept KRN R-030 inbound to WA753 (4000'+) - MAKUS - WA754 (FL100+) - LOLSI.
SOXER 4K		On runway track to OKC 2.6 DME, turn LEFT, intercept KRN R-030 inbound to WA753 (4000'+) - MAKUS - WA756 (FL100+) - SOXER.

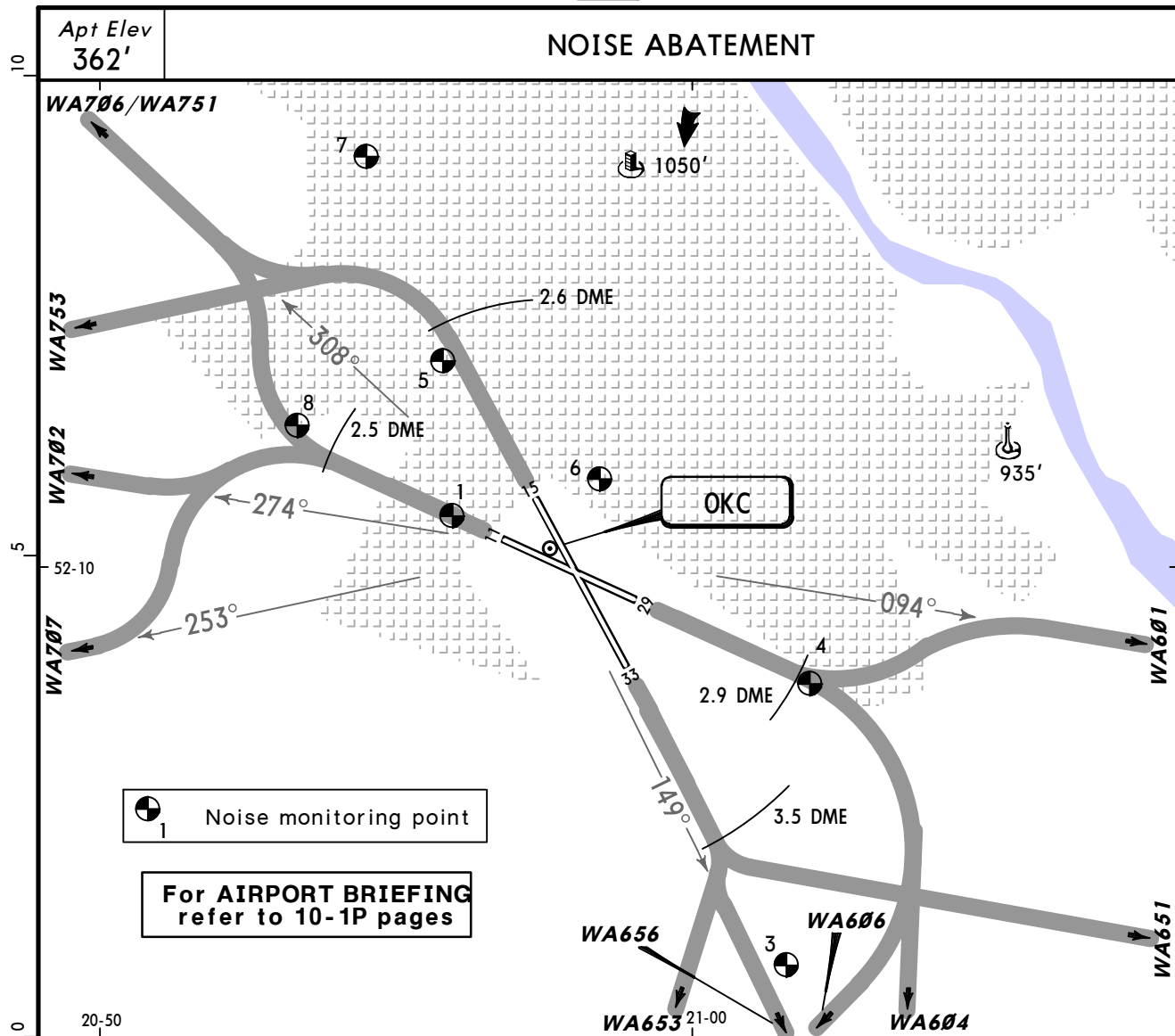
These SIDs require a minimum climb gradient

of 7% until WA754 (LOLSI 4K)/WA756 (SOXER 4K).

Gnd speed-KT	75	100	150	200	250	300
7% V/V(fpm)	532	709	1063	1418	1772	2127

If unable to comply request non-standard departure from ATC before start-up.





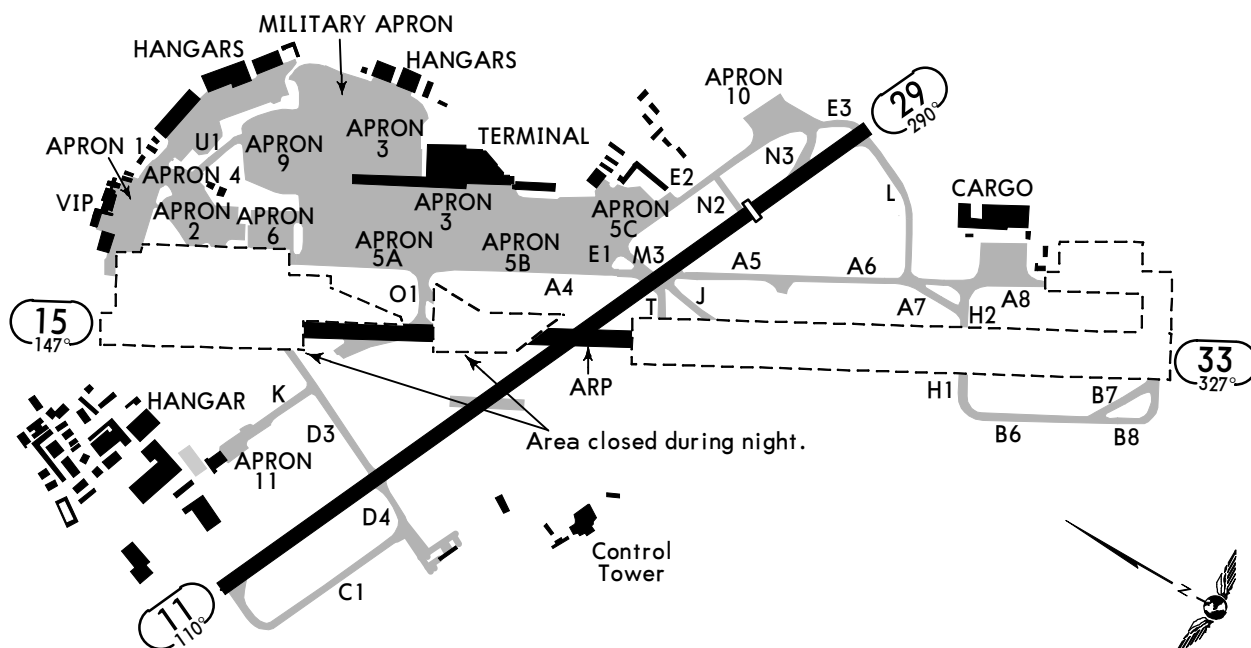
NOISE MONITORING POINT/NAME/LOCATION		
1	ZALUSKI	N52 10.5 E020 56.0
3	MYSIADLO	N52 05.9 E021 01.6
4	ONKOLOGIA	N52 08.8 E021 02.0
5	MERAL	N52 12.1 E020 55.8
6	17 STYCZNIA	N52 10.9 E020 58.4
7	KOSSUTHA	N52 14.3 E020 54.5
8	URSUS	N52 11.5 E020 53.3

TEMPORARY CONSTRUCTION WORKS

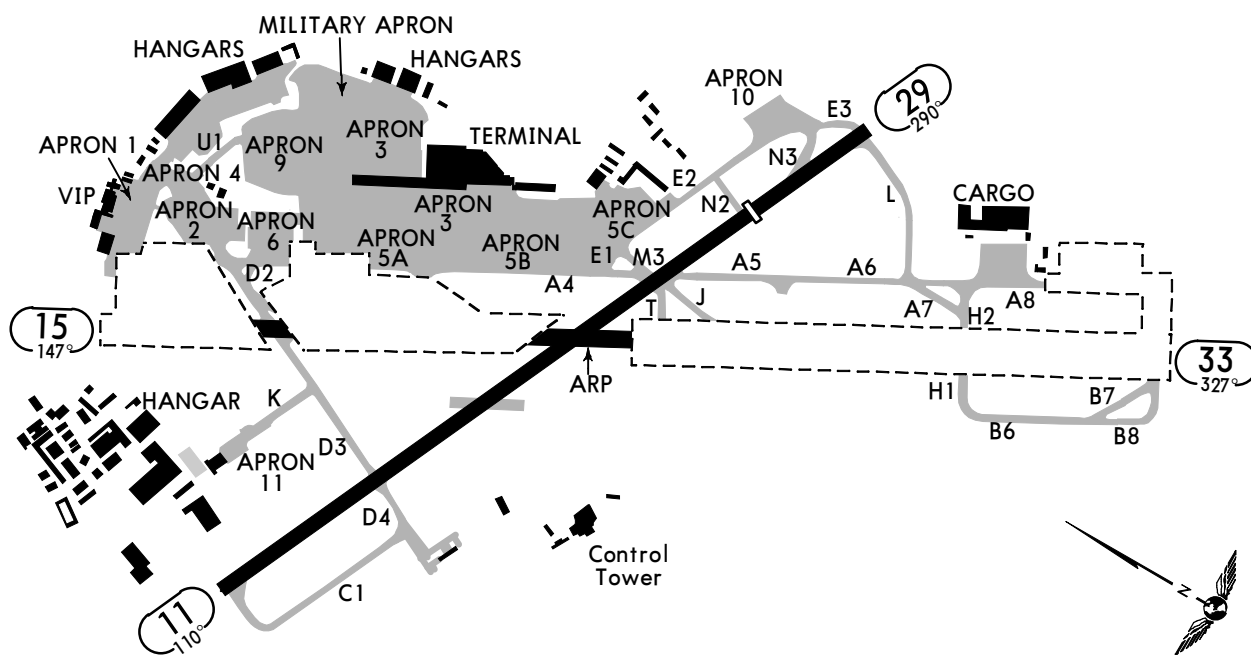
REFER ALSO TO LATEST NOTAMS

PHASE 1A

FROM 2 APR UNTIL 30 JUN 2013

**PHASE 1B**

FROM 1 JUL UNTIL 2 SEP 2013

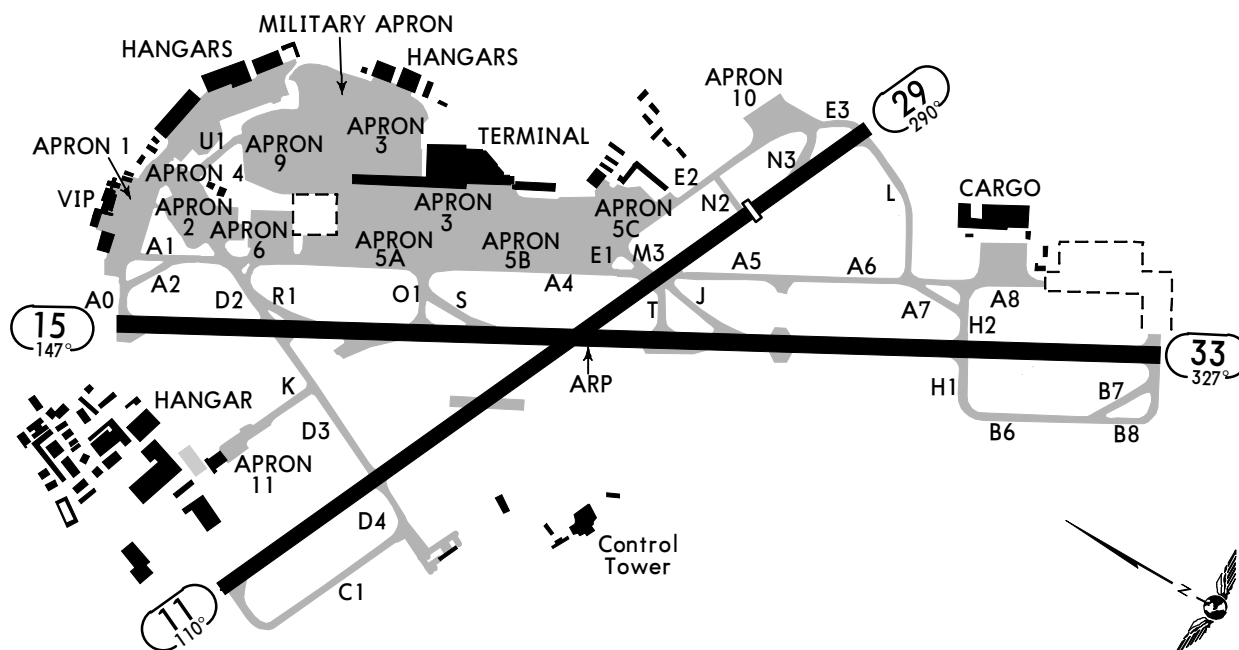


TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

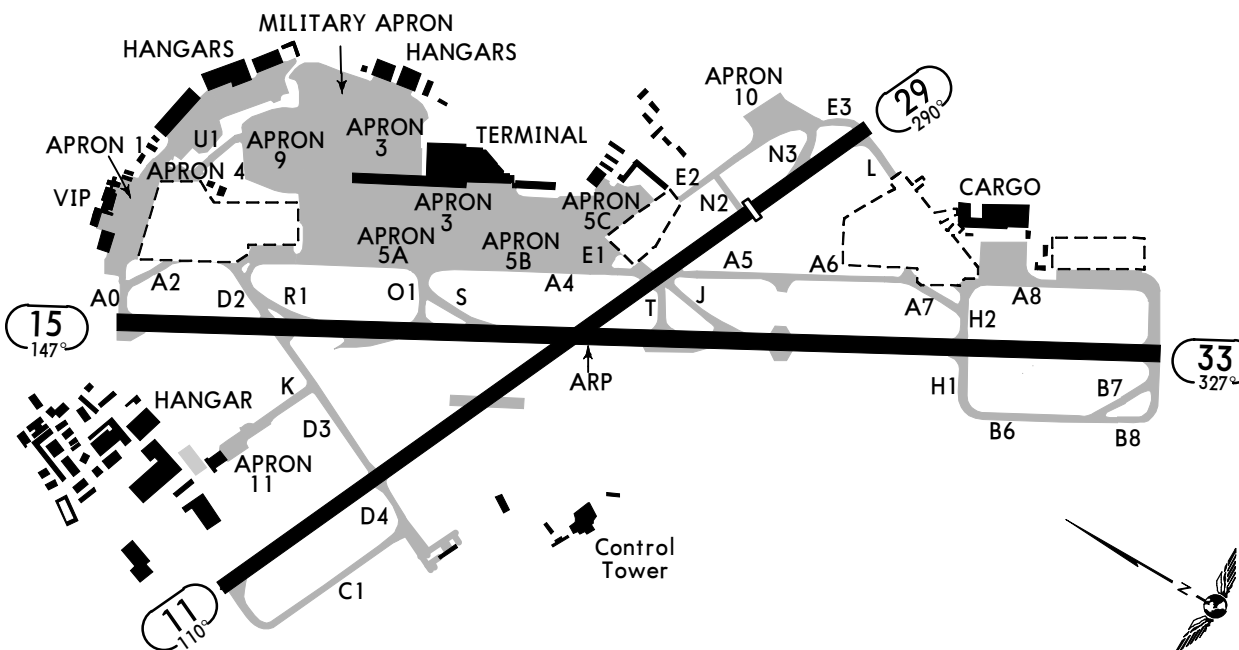
PHASE 1C

FROM 3 SEP UNTIL 31 DEC 2013



PHASE 2A

FROM 2 JAN UNTIL 30 JUN 2014

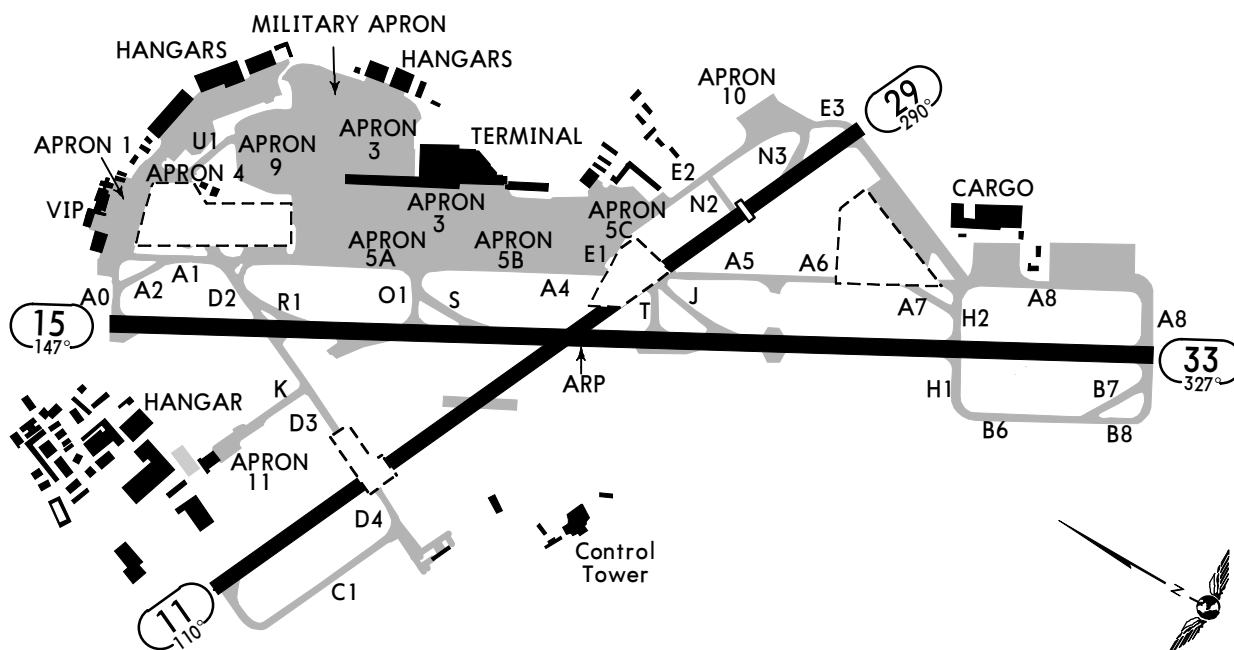


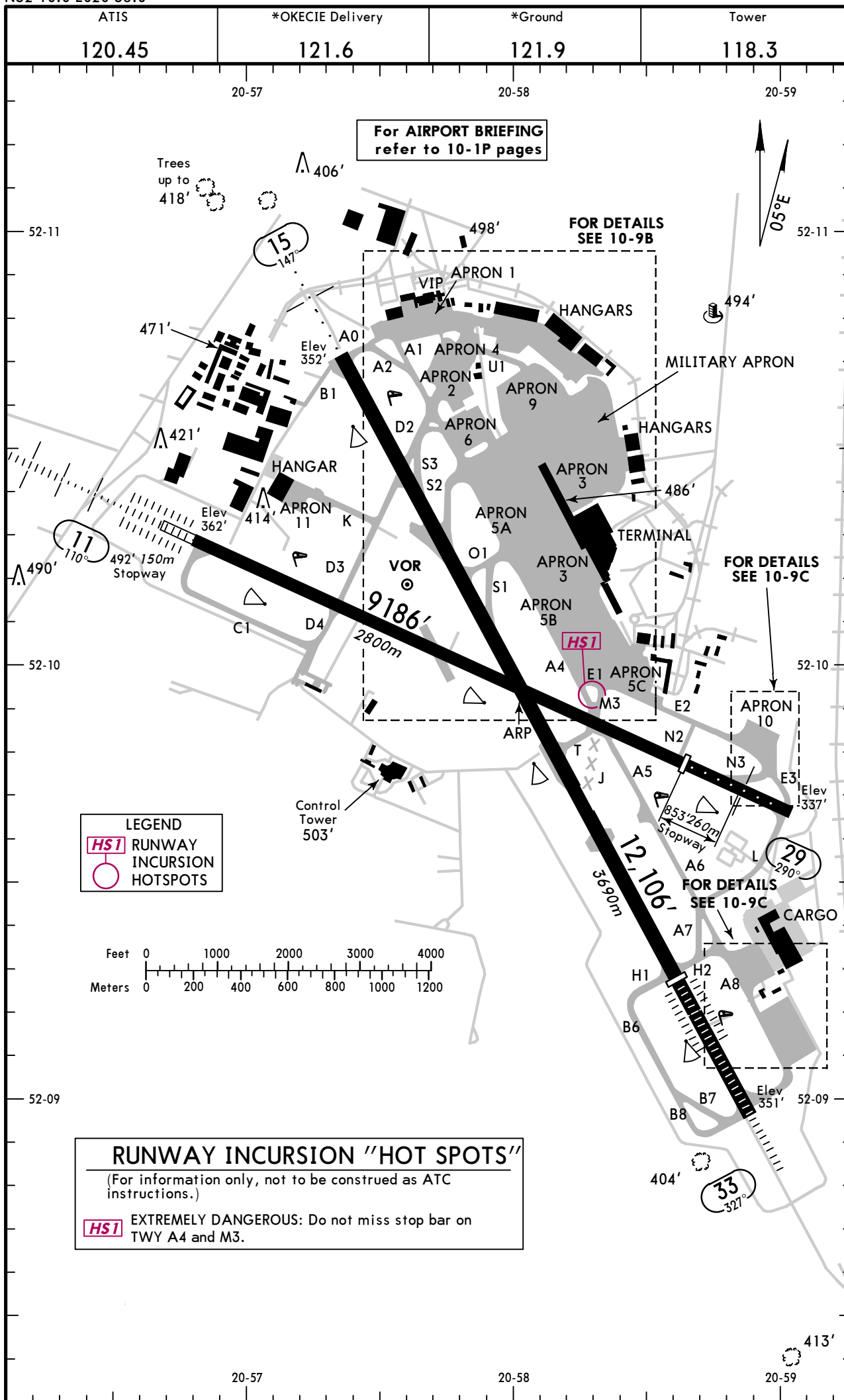
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

PHASE 2B

FROM 1 JUL UNTIL 03 NOV 2014





ADDITIONAL RUNWAY INFORMATION

RWY			RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
11	HIRL (60m) CL (15m) HIALS-II SFL TDZ ①		RVR	8399' 2560m	7366' 2245m	③	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			④	197' 60m
33	HIRL (60m) CL (15m) ALSF-II TDZ ① ②		RVR	9941' 3030m	8847' 2697m		

① PAPI-L (angle 3.0°) ② HST-S1 & S2

③ TAKE-OFF RUN AVAILABLE

RWY 11:

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

RWY 29:

From rwy head 9186' (2800m)
twy N2 int 7546' (2300m)
twy M3 int 6247' (1904m)

④ 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

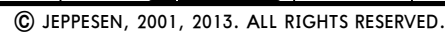
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N52 10.4 E020 58.3	54B	N52 09.8 E020 59.0
2 thru 4	N52 10.4 E020 58.2	61, 62	N52 09.3 E020 58.9
5, 6	N52 10.5 E020 58.2	63	N52 09.3 E020 59.0
7 thru 10R	N52 10.5 E020 58.1	64L thru 64R	N52 09.2 E020 59.0
11 thru 13R	N52 10.4 E020 58.1	65L thru 65R	N52 09.2 E020 59.1
14	N52 10.4 E020 58.2	66L thru 66R	N52 09.1 E020 59.1
14L	N52 10.4 E020 58.1	70 thru 71	N52 10.6 E020 57.8
14R	N52 10.4 E020 58.2	72, 73	N52 10.7 E020 57.8
15 thru 16	N52 10.3 E020 58.2	74 thru 78A	N52 10.7 E020 57.7
17	N52 10.3 E020 58.3	80	N52 10.8 E020 57.7
18 thru 20	N52 10.2 E020 58.3	81	N52 10.8 E020 57.8
21	N52 10.1 E020 58.3	82, 83	N52 10.8 E020 57.7
22 thru 24	N52 10.1 E020 58.4	84	N52 10.8 E020 57.6
31 thru 32	N52 10.4 E020 57.9	85	N52 10.8 E020 57.7
33 thru 35	N52 10.4 E020 58.0	86	N52 10.8 E020 57.6
36 thru 36R	N52 10.3 E020 58.0	87	N52 10.8 E020 57.7
37L	N52 10.3 E020 58.1	88	N52 10.8 E020 57.6
37, 37R thru 40	N52 10.2 E020 58.1	91, 92	N52 10.6 E020 58.1
41	N52 10.2 E020 58.2	93	N52 10.6 E020 58.0
42 thru 44	N52 10.1 E020 58.2	94	N52 10.7 E020 58.0
45	N52 10.0 E020 58.3	95 thru 97	N52 10.6 E020 58.0
46 thru 46R	N52 10.0 E020 58.4	501, 502	N52 10.5 E020 57.8
47, 48	N52 10.0 E020 58.5	503	N52 10.6 E020 57.8
51	N52 10.5 E020 57.8		
52	N52 10.6 E020 57.8		
53	N52 09.8 E020 58.9		
53A	N52 09.8 E020 59.0		
53B	N52 09.9 E020 58.9		
54	N52 09.8 E020 58.9		
54A	N52 09.9 E020 58.9		

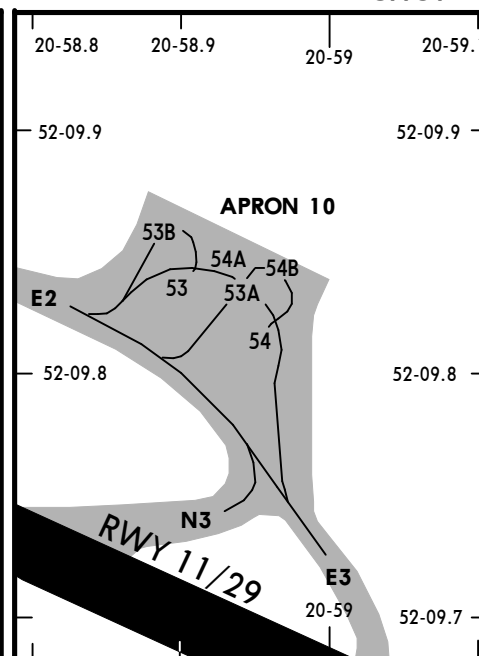
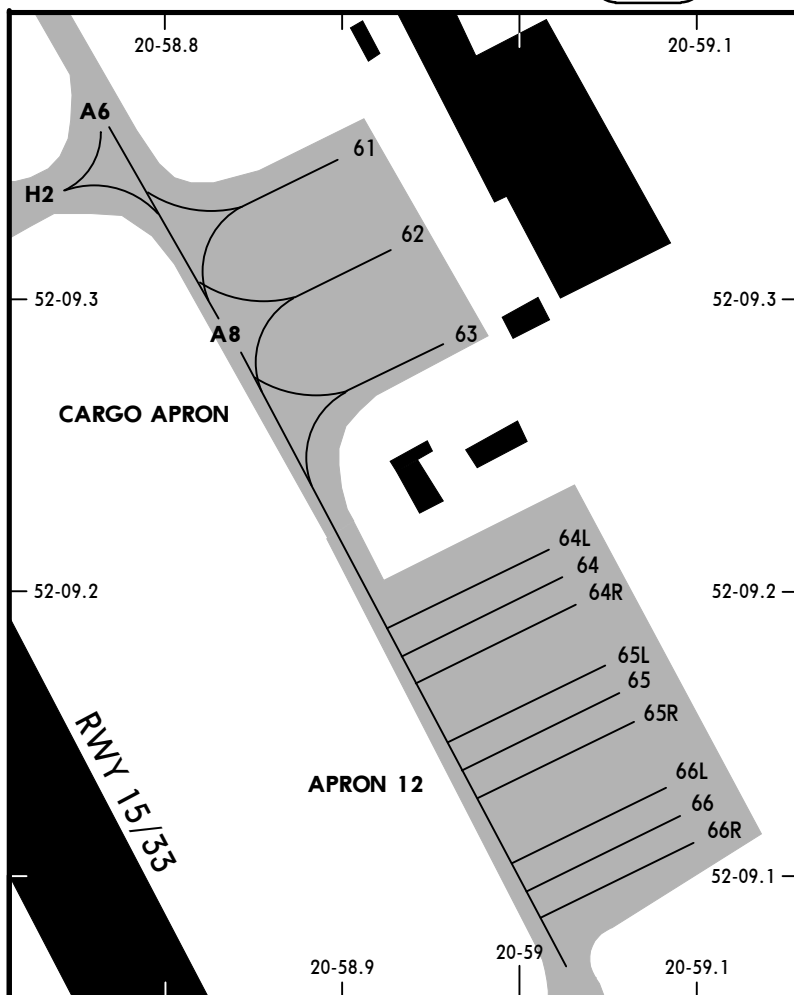
Standard

TAKE-OFF ①

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

① Operators applying U.S. Ops Specs: CL required below 300m.





VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

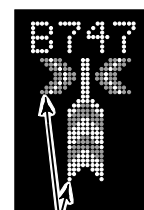
SYSTEM DESCRIPTION:

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.

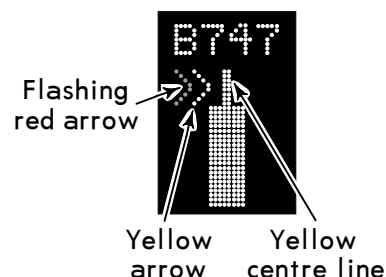
Pilot is obliged to check whether appropriate ACFT type is displayed. Floating arrows indicate that system is active and ready to dock ACFT to the stand.

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



Floating arrows

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.

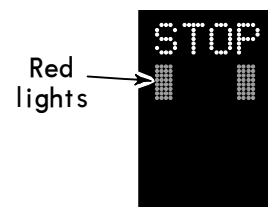


Flashing red arrow
Yellow arrow Yellow centre line

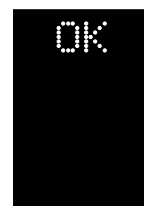
When the ACFT is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 2'/0.5m covered by the ACFT.



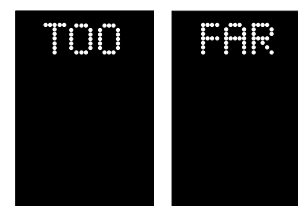
When the correct stop-position is reached, the display will show STOP and red lights will be lit. Pilot is to stop an ACFT IMMEDIATELY after displaying STOP message.



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.

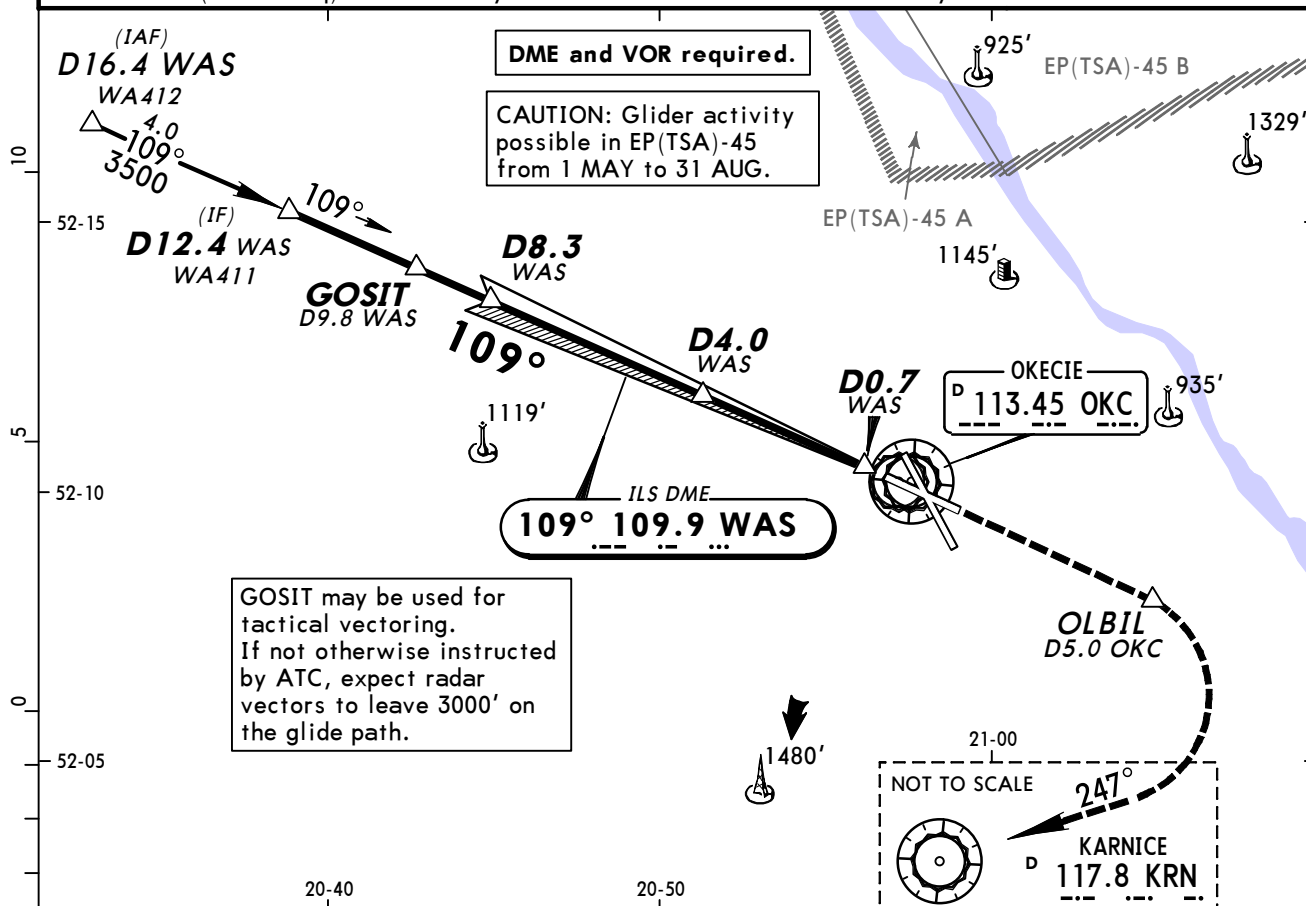
WAIT message means temporary necessity to stop the ACFT.

BRIEFING STRIP™

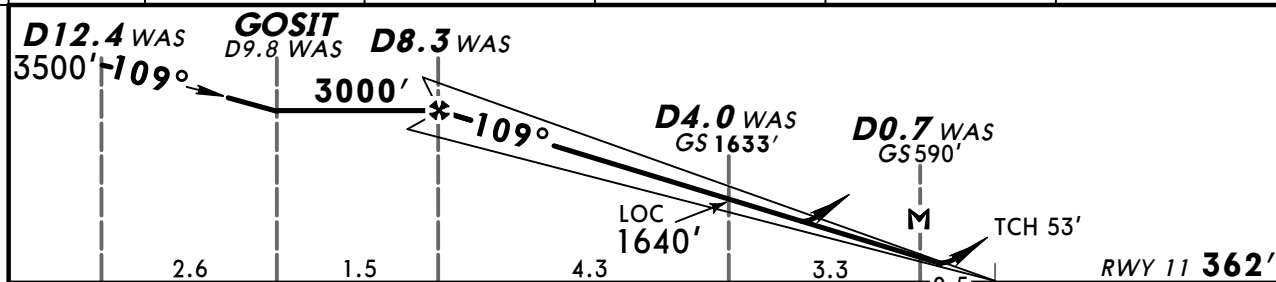
ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8	125.05	129.37	118.3	121.9
LOC WAS 109.9	Final Apch Crs 109°	GS D4.0 WAS 1633' (1271')	CAT I ILS DA(H) Refer to Minimums		Apt Elev 362' RWY 362'
MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) onto R-067 inbound to KRN VOR climbing to 4000', then as directed.					

MSA
OKC VOR

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500'



LOC (GS out)	WAS DME	6.0	5.0	4.0	3.0
ALTITUDE		2270'	1960'	1640'	1320'

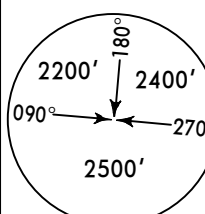


Gnd speed-Kts	70	90	100	120	140	160	OLBIL
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.7 WAS							

PANS OPS	STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND	
	ILS			LOC (GS out)	Not authorized Northeast of airport	
	DA(H)			DA(H)		
	A: 562' (200') C: 581' (219') B: 571' (209') D: 591' (229')			770' (408')		
	FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A					100	800' (438') 1500m
B					135	870' (508') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	180	970' (608') 2400m
D					205	1070' (708') 3600m

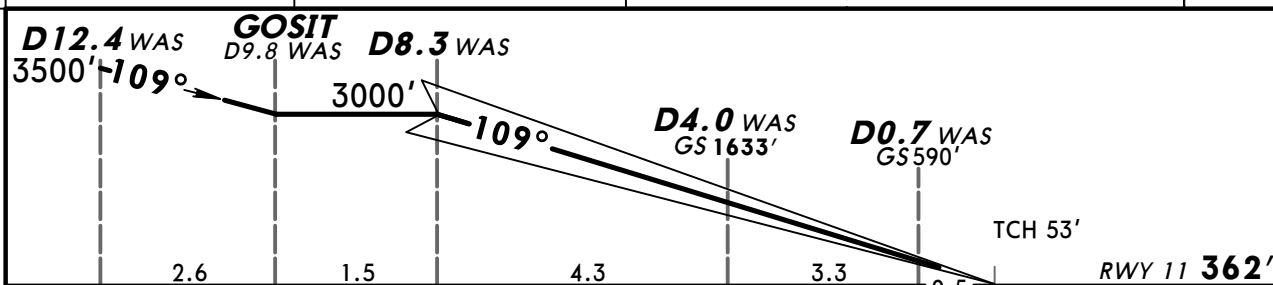
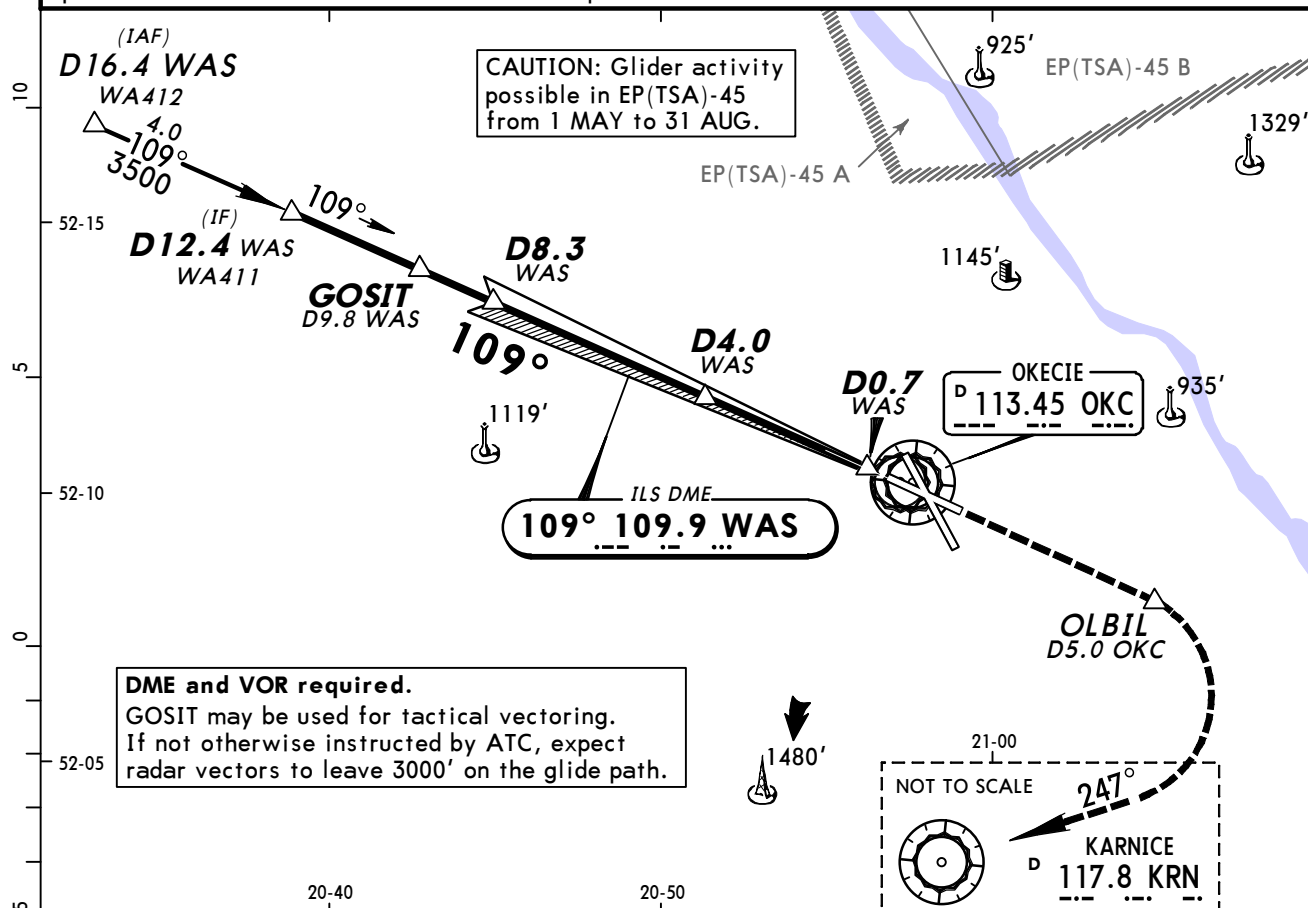
BRIEFING STRIP

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 109°	GS D4.0 WAS 1633' (1271')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 362' RWY 362'	
MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) onto R-067 inbound to KRN VOR climbing to 4000', then as directed.					



MSA
OKC VOR

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500'
Special Aircrew and Aircraft Certification Required.



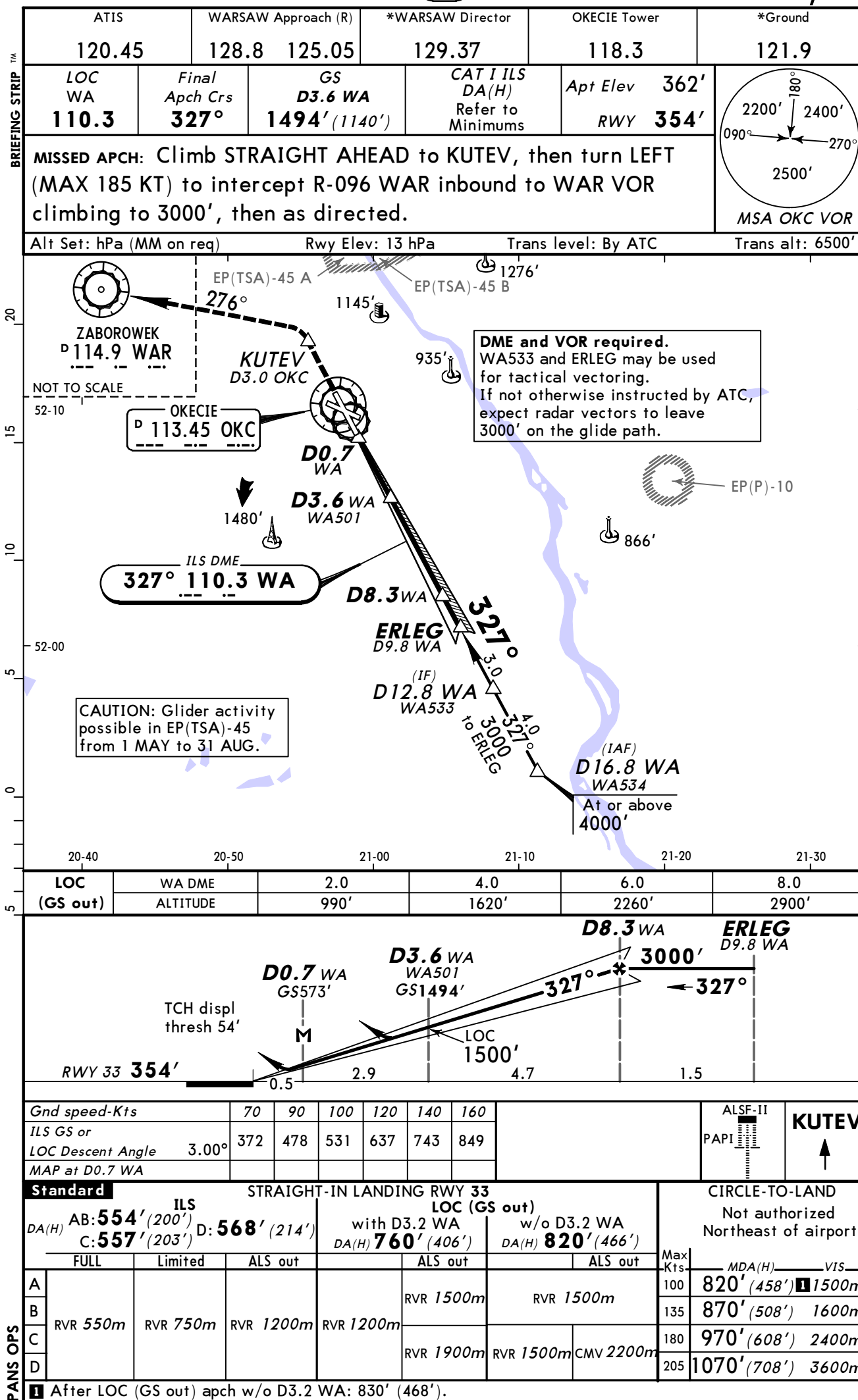
Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

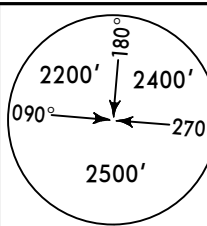
HIALS-II	↑
PAPI	

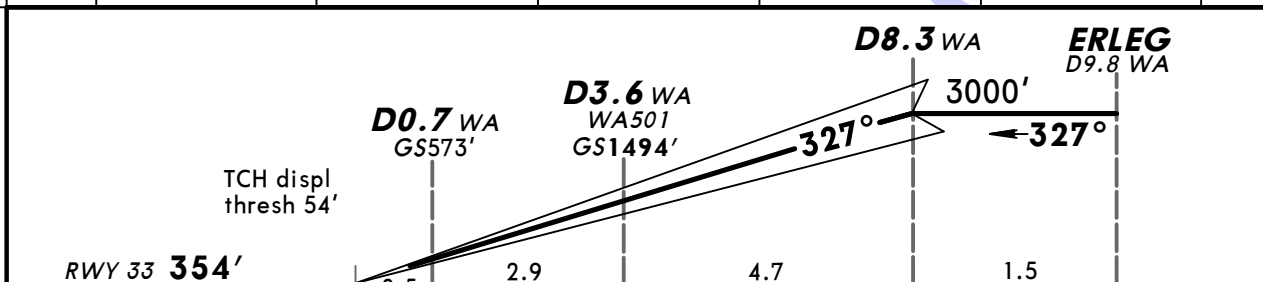
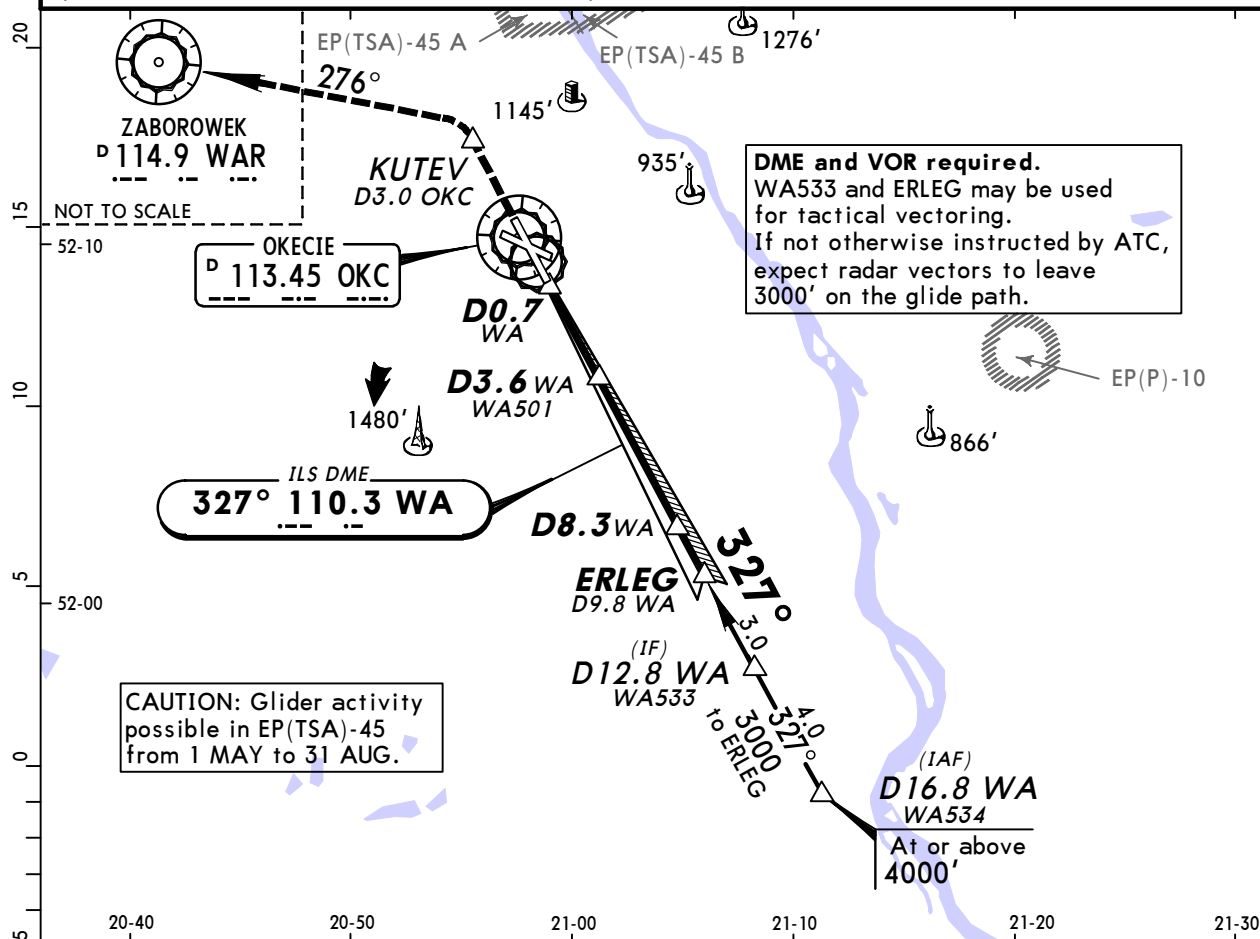
Standard STRAIGHT-IN LANDING RWY 11
CAT II ILS

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

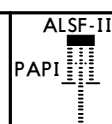
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.



ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9
LOC WA 110.3	Final Apch Crs 327°	GS D3.6 WA 1494' (1140')	CAT II ILS RA/DA(H) Refer to Minimums Apt Elev 362' RWY 354'	
MISSED APCH: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR inbound to WAR VOR climbing to 3000', then as directed.				MSA OKC VOR
Alt Set: hPa (MM on req)		Rwy Elev: 13 hPa		Trans level: By ATC
Special Aircrew and Aircraft Certification Required.				Trans alt: 6500'



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



KUTEV
↑

Standard

STRAIGHT-IN LANDING RWY 33

CAT II ILS

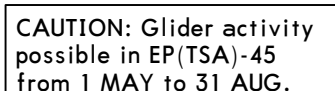
A	B	C	D
RA 102'	RA 114'	RA 127'	RA 141'
DA(H) 454' (100')	DA(H) 466' (112')	DA(H) 478' (124')	DA(H) 492' (138')
RVR 300m		RVR 400m	

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

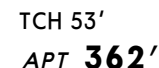
NON-RNAV: Climb STRAIGHT AHEAD to D5.0 OKC, then turn RIGHT to KRN VOR climbing to 4000', then as directed.

MSA
OKC VOR

Trans alt: 6500'



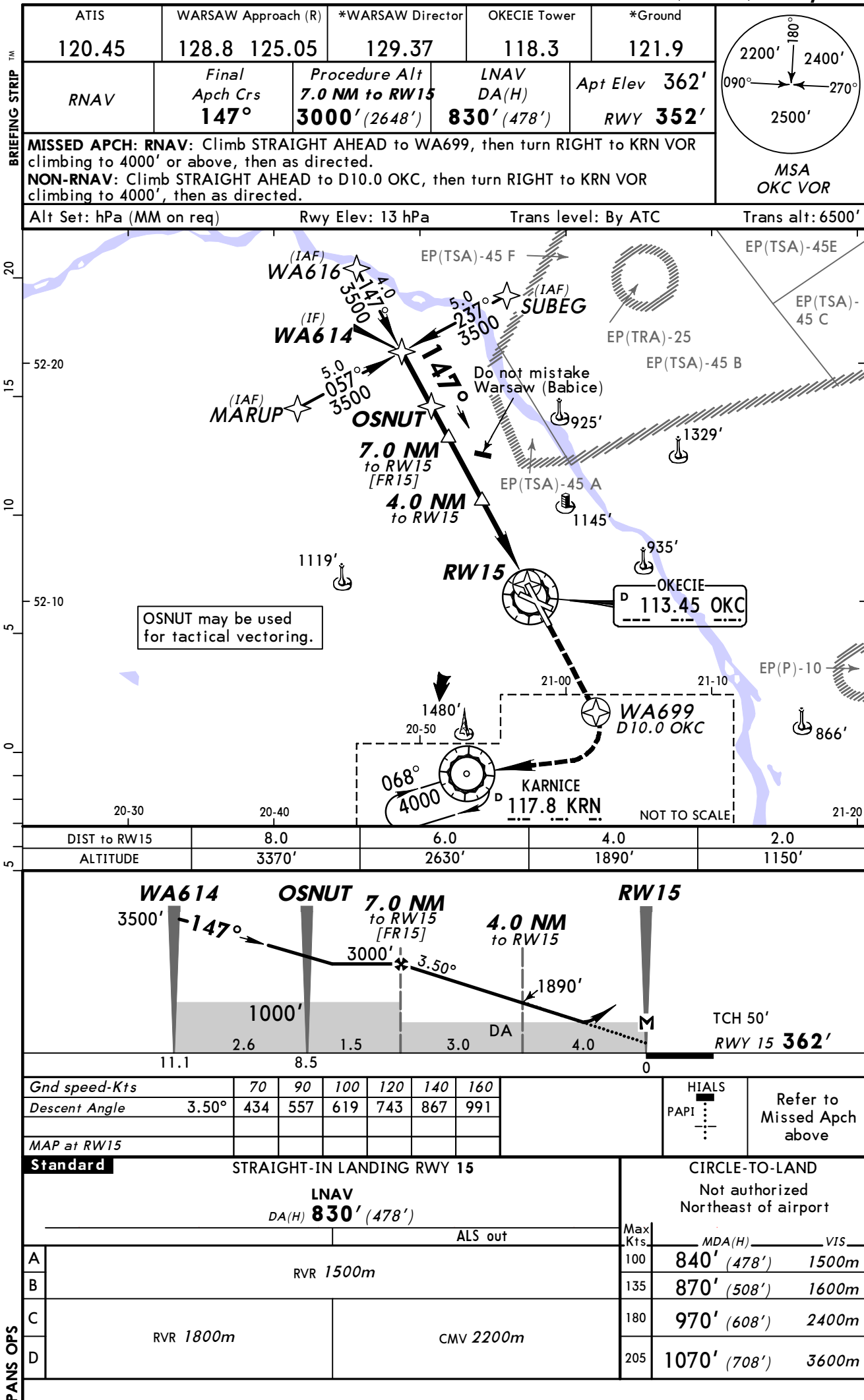
5	ALTITUDE	2960'	2330'	1690'	1050'
---	----------	-------	-------	-------	-------



HIALS-II  PAPI	Refer to Missed Apch above
---	---

CIRCLE-TO-LAND
Not authorized
Northeast of airport

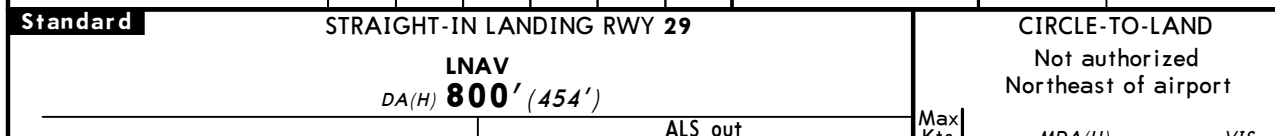
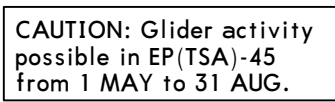
SOPS	C	RVR 1800m	100	970' (608')	2400m
	D		205	1070' (708')	3600m



A circular diagram with four points labeled 090°, 180°, 270°, and 2200'. Distances are marked: 2400' from 180° to 2200', 2500' from 090° to 270°, and 2200' from 090° to 180°.

MSA
OKC VOR

Trans alt: 6500'



A	RVR 1500m		RTS	MDA(H)	VIS
B			100	820' (458')	1500m
C	RVR 1700m	CMV 2100m	135	870' (508')	1600m
D			180	970' (608')	2400m
			205	1070' (708')	3600m

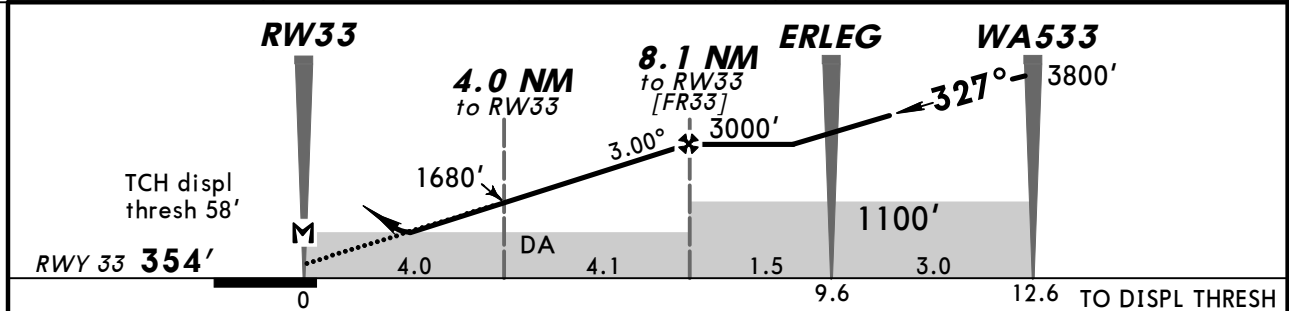
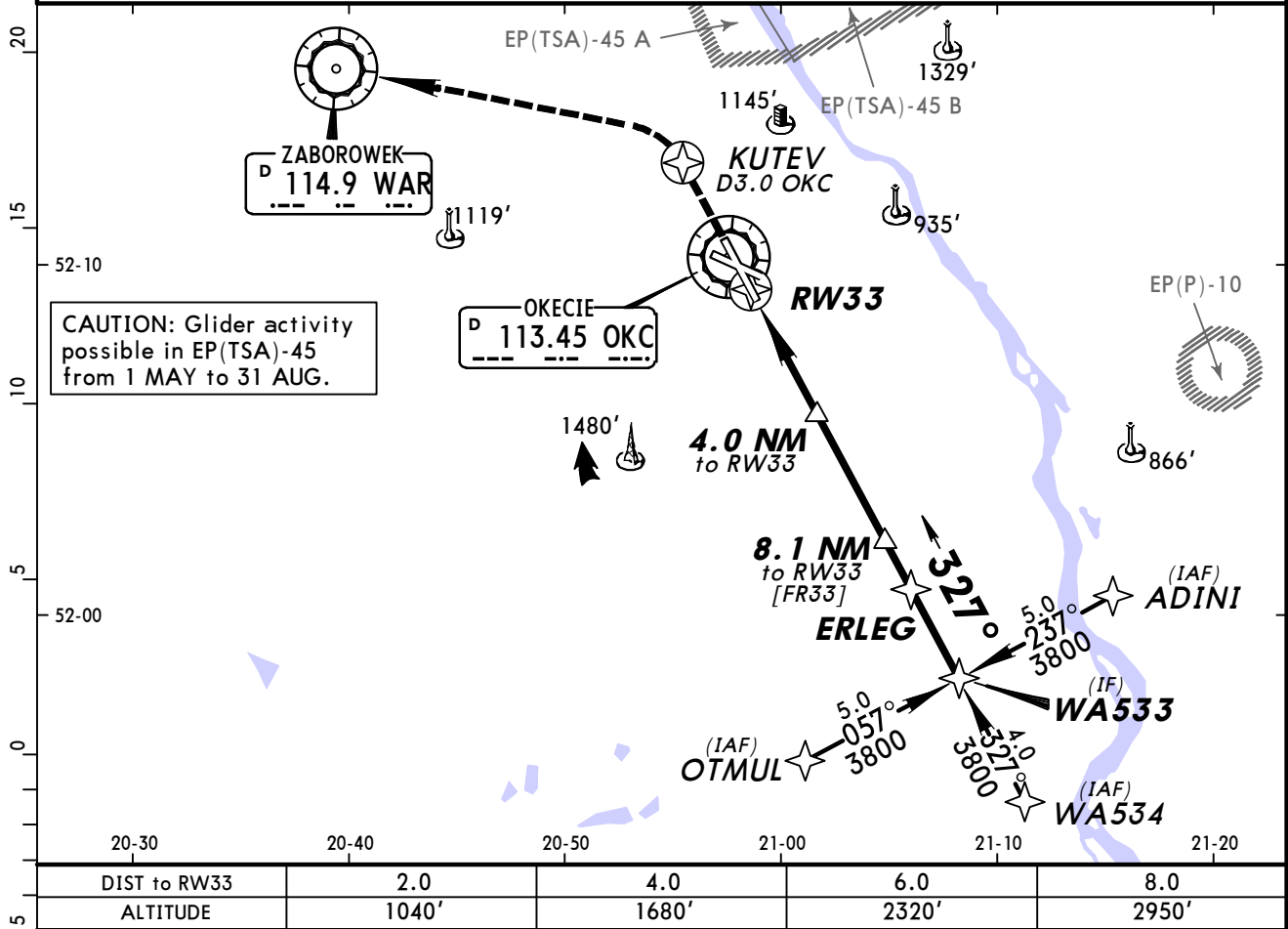
ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	*Ground	
120.45	128.8	125.05	129.37	118.3	121.9	
RNAV	Final Aptch Crs 327°	Procedure Alt 8.1 NM to RW33 3000' (2646')	LNAV DA(H) 820' (466')	Apt Elev 362'	RWY 354'	
MISSED APCH: RNAV: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT direct to WAR VOR climbing to 3000', then as directed. NON-RNAV: Climb STRAIGHT AHEAD to D3.0 OKC, then turn LEFT direct to WAR VOR climbing to 3000', then as directed.						MSA OKC VOR

Alt Set: hPa (MM on req)

Rwy Elev: 13 hPa

Trans level: By ATC

Trans alt: 6500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	743	
MAP at RW33							

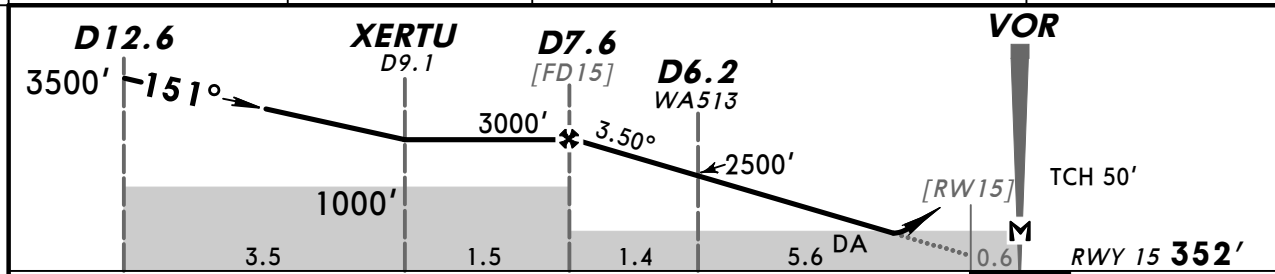
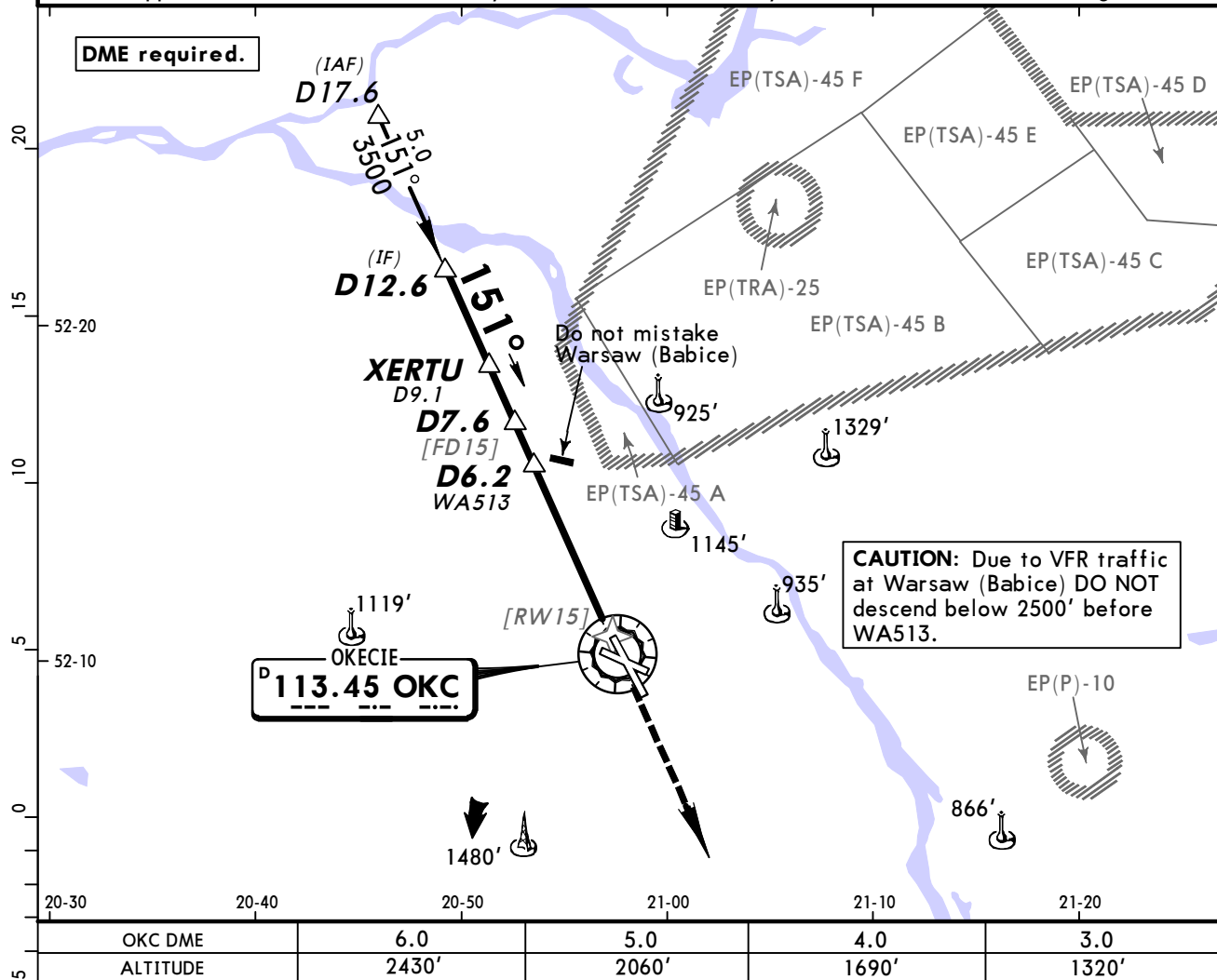
Standard		STRAIGHT-IN LANDING RWY 33		CIRCLE-TO-LAND	
		LNAV DA(H) 820' (466')		Not authorized Northeast of airport	
		ALS out		Max Kts	MDA(H) VIS
A	RVR 1500m			100	830' (468') 1500m
B				135	870' (508') 1600m
C	RVR 1500m	180		970' (608') 2400m	
D		205		1070' (708') 3600m	

BRIEFING STRIP

ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9
VOR OKC 113.45	Final Aptch Crs 151°	Procedure Alt D7.6 3000' (2648')	DA(H) 830' (478')	Apt Elev 362' RWY 352'
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.				

MSA
OKC VOR

Alt Set: hPa (MM on req) 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.

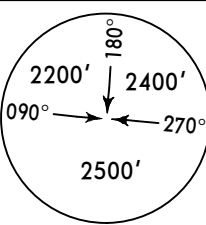


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3000'
Descent Angle	3.50°	434	557	619	743	867	
MAP at VOR							

Standard			STRAIGHT-IN LANDING RWY 15			CIRCLE-TO-LAND		
			DA(H) 830' (478')			Not authorized Northeast of airport		
			ALS out			Max Kts		
A	RVR 1500m						100	840' (478') 1500m
B							135	870' (508') 1600m
C	RVR 1800m						180	970' (608') 2400m
D				CMV 2200m			205	1070' (708') 3600m

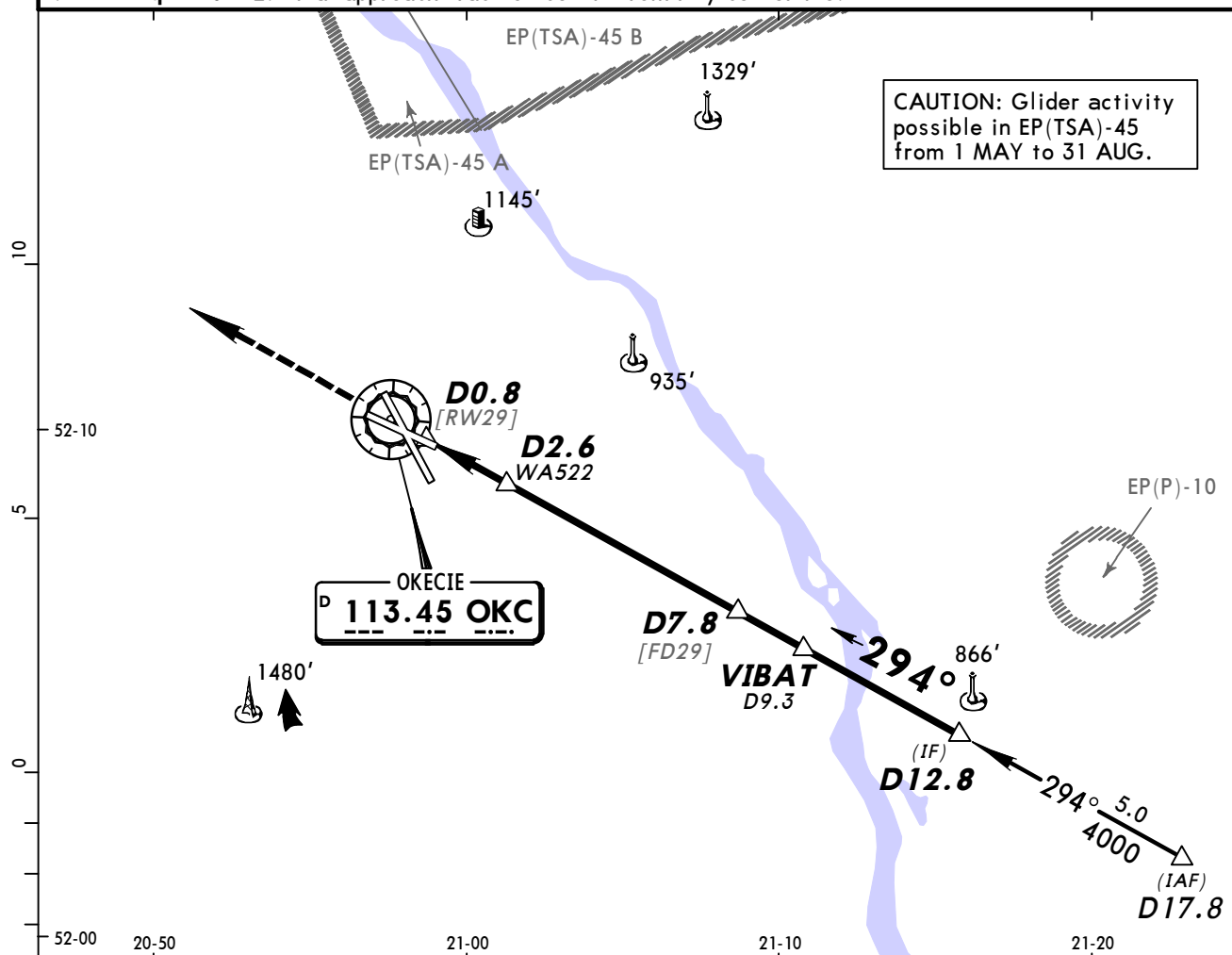
BRIEFING STRIP

ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9
VOR OKC 113.45	Final Apch Crs 294°	Procedure Alt D7.8 3000' (2654')	DA(H) (CONDITIONAL) 750' (404')	Apt Elev 362' RWY 346'
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.				

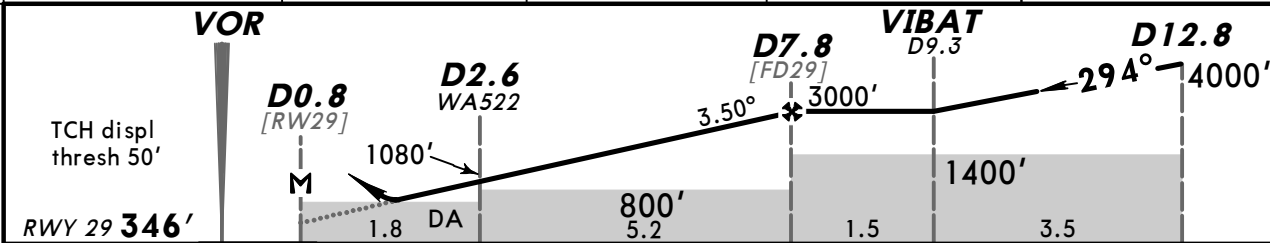


MSA
OKC VOR

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6500'
1. DME required. 2. Final approach track offset 4° from rwy centerline.



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3000'
Descent Angle	3.50°	434	557	619	743	867	
MAP at D0.8							

Standard STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND Not authorized Northeast of airport	
With D2.6		W/o D2.6		Max Kts	MDA(H) VIS
DA(H) 750' (404')		DA(H) 800' (454')			
ALS out		ALS out			
A	RVR 1500m	RVR 1500m		100	800' (438') 1500m
B				135	870' (508') 1600m
C	RVR 1500m	RVR 1900m	RVR 1700m	180	970' (608') 2400m
D			CMV 2100m	205	1070' (708') 3600m

1 After apch w/o D2.6: 820' (458').

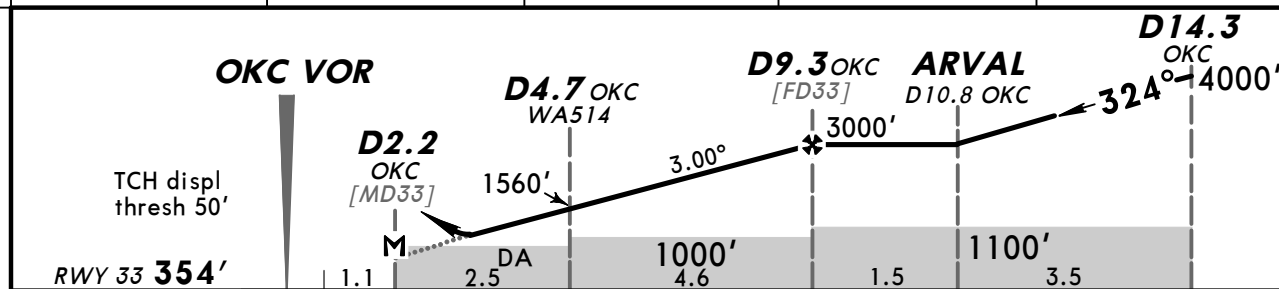
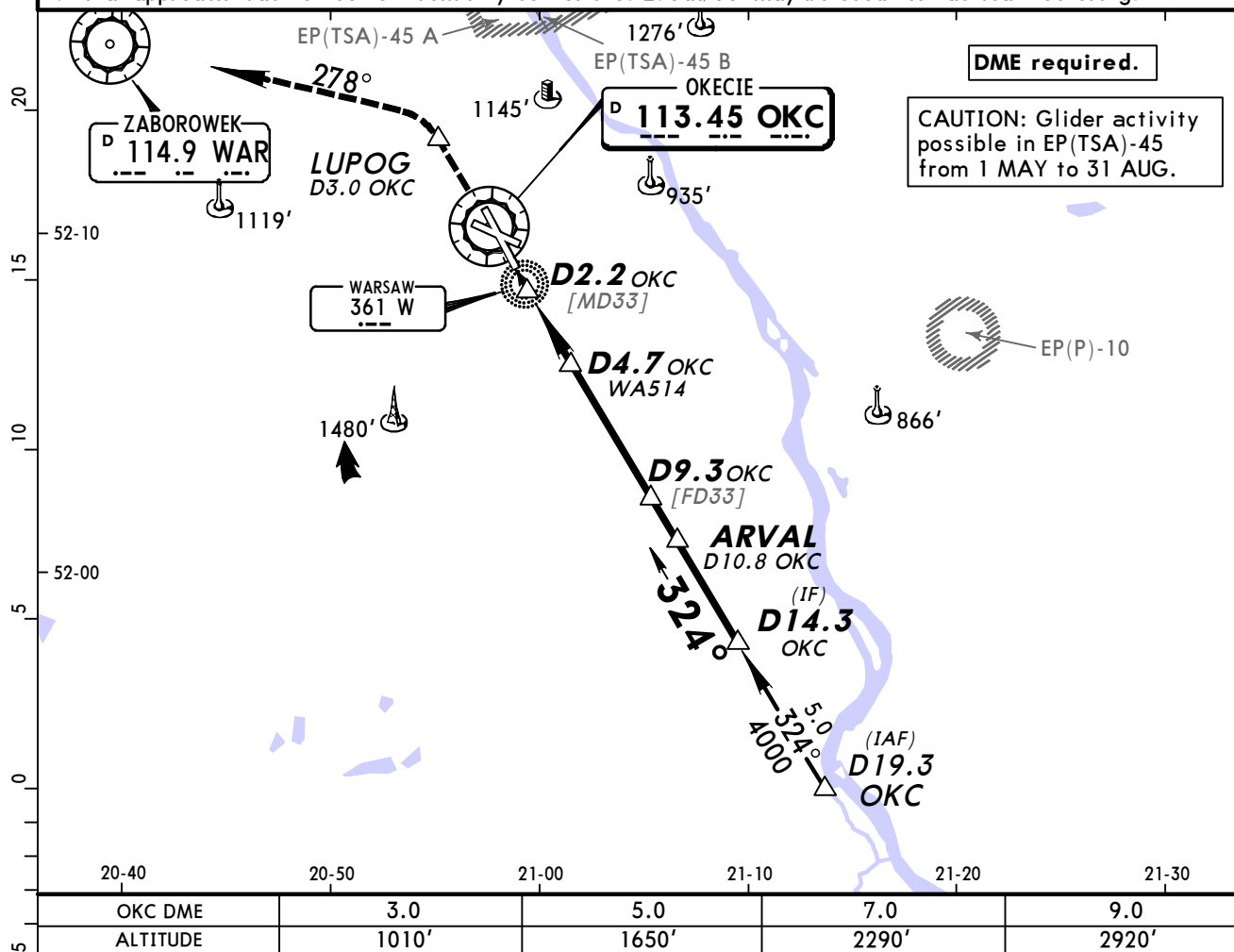
BRIEFING STRIP™

ATIS 120.45	WARSAW Approach (R) 128.8 125.05	*WARSAW Director 129.37	OKECIE Tower 118.3	*Ground 121.9
VOR OKC 113.45	Final Apch Crs 324°	Procedure Alt D9.3 OKC 3000' (2646')	DA(H) (CONDITIONAL) 760' (406')	Apt Elev 362' 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.				

180°
2200'
2400'
90°
270°
2500'

MSA
OKC VOR

Alt Set: hPa (MM on req) 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.



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

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND	
With D4.7 OKC		W/o D4.7 OKC		Not authorized Northeast of airport	
DA(H) 760' (406')		DA(H) 820' (466')		MDA(H) _____ VIS _____	
PANS OPS A B C D	RVR 1200m	ALS out	ALS out	Max Kts	
		RVR 1500m	RVR 1500m	100	820' (458') I 1500m
				135	870' (508') 1600m
		RVR 1900m	RVR 1500m CMV 2200m	180	970' (608') 2400m
				205	1070' (708') 3600m

I After apch w/o D4.7 OKC: 830' (468').

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
WARSAW, (CHOPIN - EPWA)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EPWA

Type: Terminal

Effectivity: Permanent

Begin Date: 20130404

End Date: No end date

Until est 31 DEC 14 construction works in progress. For details refer to temp charts 10-8 thru 10-8B and latest NOTAMs.