

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EPWA

Terminal Charts For EPWA

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: WARSAW POL
ICAO/IATA: EPWA / WAW
Lat/Long: N52° 09.95', E020° 58.03'
Elevation: 362 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 5.0° E

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

Sunrise: 0642 Z
Sunset: 1445 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: 120.450
Okecie Delivery Tower: 121.600
Okecie Ground Tower: 121.900
Okecie Tower: 118.300
Warsaw Approach: 125.050
Warsaw Approach: 128.800
Warsaw Director Approach: 129.375

1. GENERAL

1.1. ATIS

ATIS 120.450

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.

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.

EPWA/WAW
CHOPIN

JEPPesen
6 NOV 15 (10-1P1)

Eff 12 Nov

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 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 N1, N2, N3 and L.

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

Flight crews are obliged to delay reporting "RWY 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.

1.4. 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 D5 for helicopters only.

EPWA/WAW
CHOPIN

JEPPESEN

4 DEC 15

10-1P2

Eff 10 Dec

WARSAW, POLAND
AIRPORT BRIEFING

1. GENERAL

Taxiing under own power from the TWY U1/W intersection to/from the apron in front of the hangars is forbidden.

Service road between TWY B1 and TDZ 11 not available for ACFT taxiing under own power. Towing is obligatory.

Taxiing from RWY 11 end lights up to TWY E3 or L after landing/aborted take-off. TWYs M1, M2, M3 restricted to 10kt.

1.5. PARKING INFORMATION

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

Stands 1 thru 24,
31 thru 48, and
91 thru 98:

- 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.

Stand 36: - Taxi out from stand available only into TWY M2 towards TWY Z. Otherwise tow to TWY M2 or push-back to TWY A is required.

Stand 37: - Taxi out from stand available only into TWY M3 towards TWY E. Otherwise tow to TWY M3 or push-back to TWY A is required.

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

Stands 47 and 48: - Only with "FOLLOW ME" and marshallers assistance.

Stands 61 thru 63: - Push-back is mandatory for ACFT greater than AN26.

Stands 7A, 12A,
44A, 95A and 98: - Use of stand under marshalling 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.

EPWA/WAW
CHOPIN

JEPPESEN

4 DEC 15

10-1P3

Eff 10 Dec

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, maintain last assigned and acknowledged altitude/FL. Proceed to WAR. Descend over WAR to 4000'. Then proceed FAP ILS RWY 11 or FAF VOR RWY 11, execute approach and land (ILS or VOR RWY 11). If landing is not possible, execute missed approach and proceed to FAP/FAF of most convenient RWY, execute approach and land.

2.1.2. PROCEDURE WHEN CONDUCTING A STAR

2.1.2.1. RNAV-1 (P-RNAV) APPROVED ACFT

If a STAR was assigned and acknowledged by air crew, set transponder to 7600, continue with flight plan and assigned STAR. Then execute approach (ILS or VOR) and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 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 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 min from setting 7600. If landing is not possible execute missed approach and proceed to FAF/FAP of most convenient RWY, execute approach (ILS or VOR) and land.

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

Set transponder to code 7600, maintain last assigned and acknowledged altitude/FL. Proceed to WAR. Descend over WAR to 4000'. Then proceed FAP ILS RWY 11 or FAF VOR RWY 11, execute approach and land (ILS or VOR RWY 11). If landing is not possible, execute missed approach and proceed to FAP/FAF of most convenient RWY, execute approach and land.

2.2. SPEED RESTRICTIONS

Speed Adjustments on Approach:

IAS 160 KT when established on ILS CAT II or LOC (for RWYs 11 and 33) or when performing VOR approaches (all RWYs).

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

If unable to comply, notify ATC immediately.

2.3. NOISE ABATEMENT PROCEDURES

2.3.1. REVERSE THRUST

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

2.4. CAT II OPERATIONS

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

EPWA/WAW
CHOPIN

11 JUL 14

JEPPESEN

10-1P4

Eff 24 Jul

WARSAW, POLAND
AIRPORT BRIEFING

2. ARRIVAL

2.5. RWY OPERATIONS

2.5.1. MINIMUM RWY OCCUPANCY TIME

For RWY 11, use TWY N1, where possible as preferred exit.

For RWY 33, use the rapid exit TWYs S1 and S2, where possible as preferred exit.

It is essential to adjust landing roll speed to cross RWY intersection efficiently.

2.6. TAXI PROCEDURES

If not specified otherwise by TWR, after finishing landing roll and vacating the RWY, the crew shall establish communication with Ground.

2.7. OTHER INFORMATION

2.7.1. CONTINUOUS DESCENT APPROACH (CDA)

CDA Technique:

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

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

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

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

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

EPWA/WAW
CHOPIN

11 JUL 14

JEPPESEN

10-1P5

Eff 24 Jul

WARSAW, POLAND

AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

De-icing of ACFT allowed only on Aprons 7A, 10 and 13.

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

When requesting ATC clearance, report the necessity for de-icing to OKECIE Delivery only when completely ready (doors closed, ready for start-up/push-back).

On OKECIE Delivery request, for start-up/push-back monitor OKECIE Ground.

De-icing position will be assigned depending on Air Traffic Flow and ACFT type, taxi according ATC instructions.

Enter de-icing stands only with Follow-me guidance.

ACFT taxiing to the de-icing position without following this procedure will not be accepted and sent back to a remote stand.

ATC is not responsible for de-icing neither has contact with de-icing agents.

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

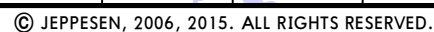
3.5.1. GENERAL PROCEDURE WHEN NO SIDS ARE IN USE

Set transponder to code 7600, maintain last assigned and acknowledged altitude/FL. Proceed to WAR. Descend over WAR to 4000'. Then proceed FAP ILS RWY 11 or FAF VOR RWY 11, execute approach and land (ILS or VOR RWY 11). If landing is not possible, execute missed approach and proceed to FAP/FAF of most convenient RWY, execute approach and land.

3.5.2. 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.



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.

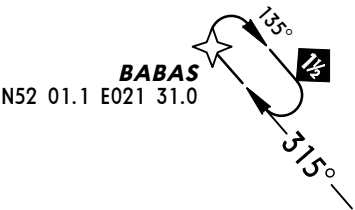
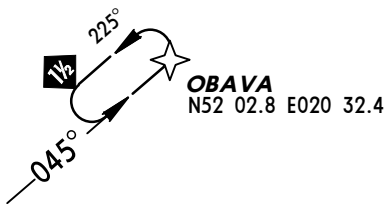
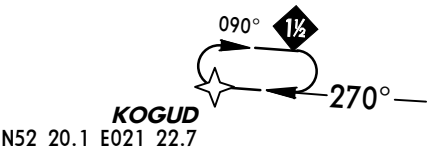
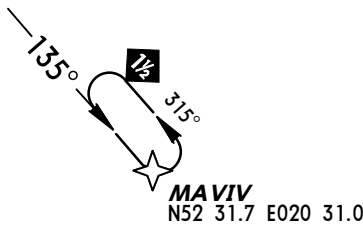
At or before downwind position maintain IAS 220 KT or minimum clean speed, whichever is greater.

EPWA/WAW
CHOPIN

JEPPESEN
29 MAR 13 10-2A Eff 4 Apr

WARSAW, POLAND
RNAV STAR

HOLDINGS FOR TMA RWY CONFIGURATION CHANGE
AND UNEXPECTED EVENTS



NOT TO SCALE

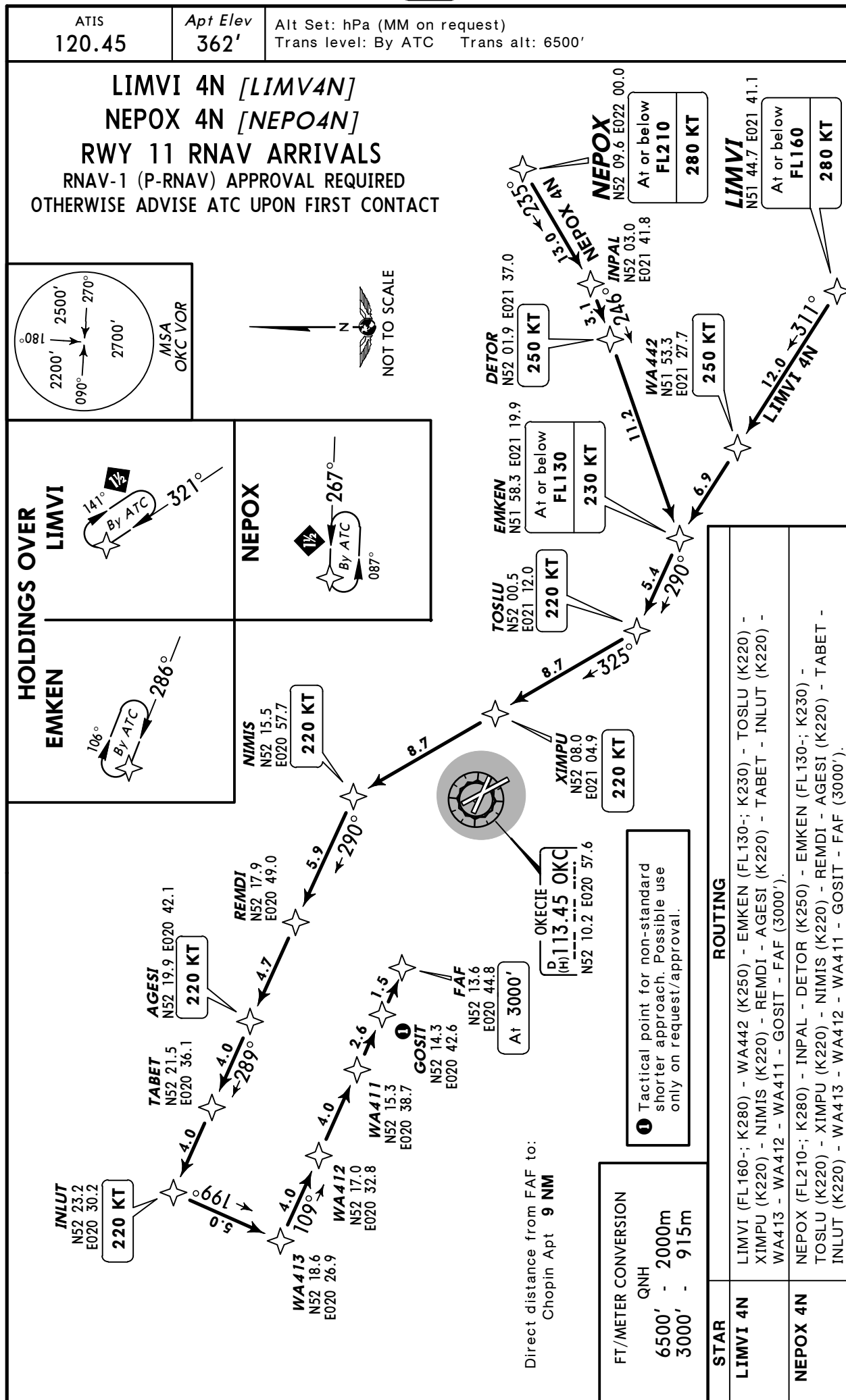
EPWA/WAW
CHOPIN

JEPPesen
29 MAR 13 10-2B

Eff 4 Apr

WARSAW, POLAND

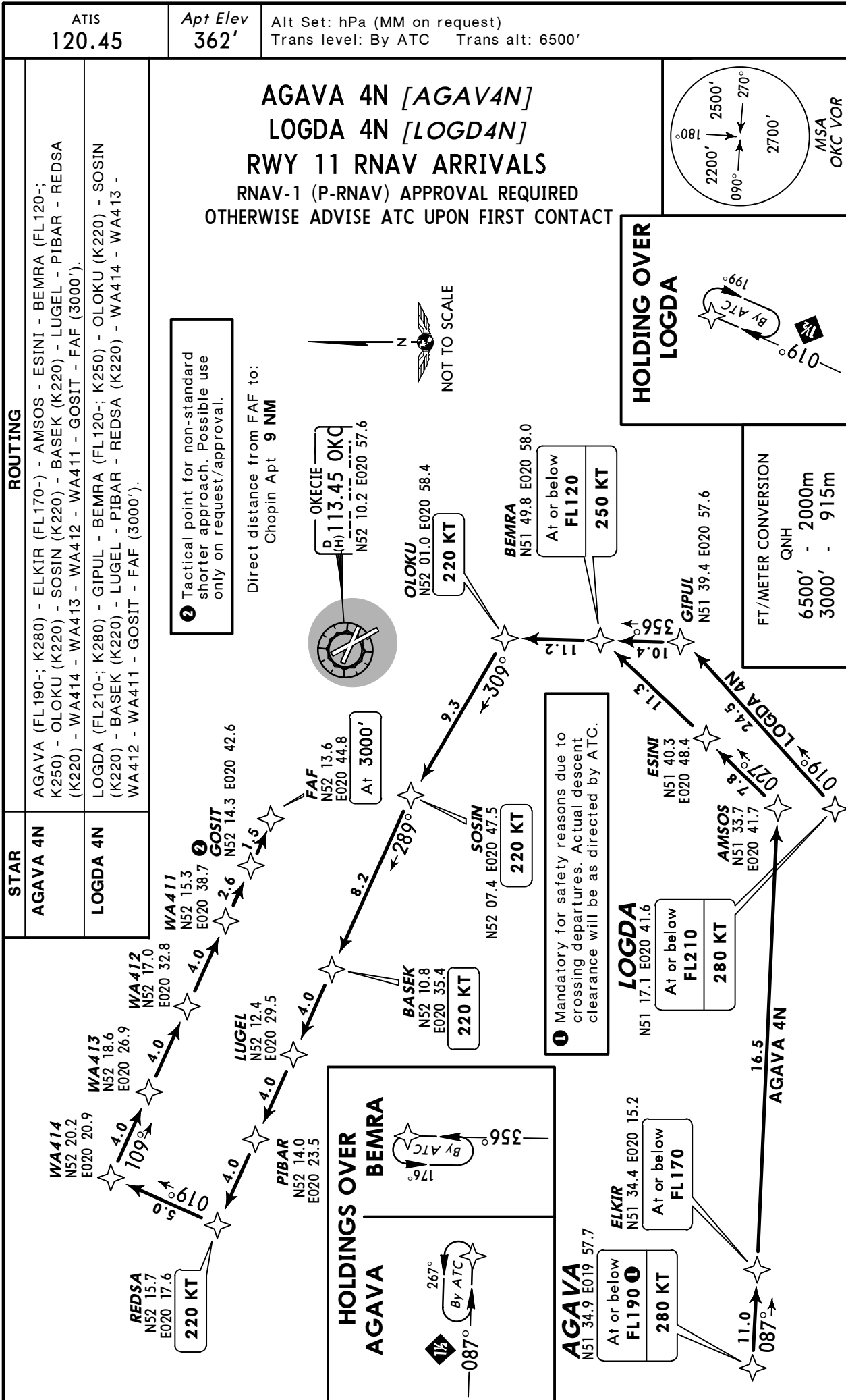
RNAV STAR



EPWA/WAW
CHOPIN

JEPPESSEN
29 MAR 13 10-2C Eff 4 Apr

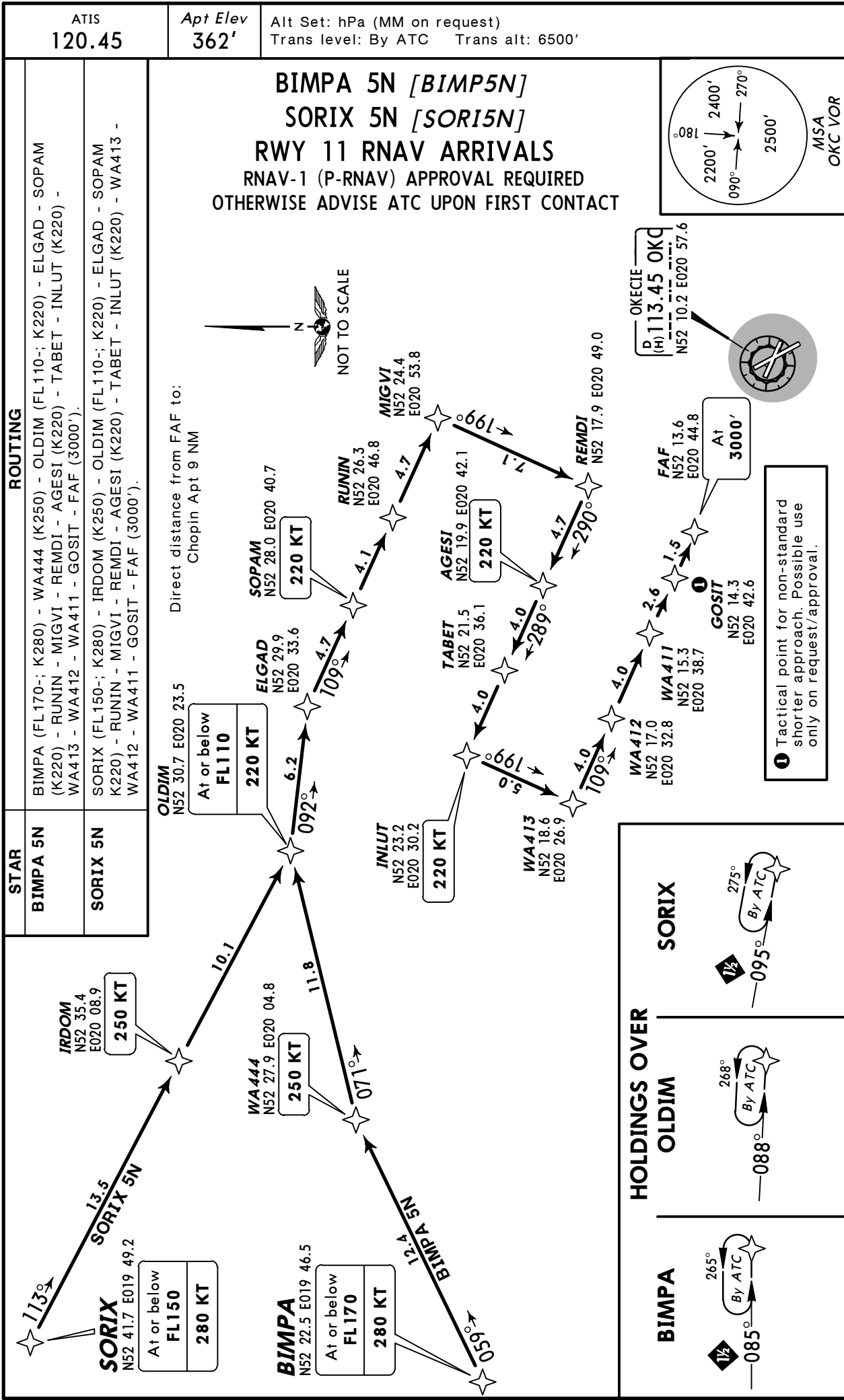
WARSAW, POLAND
RNAV STAR



EPWA/WAW
CHOPIN

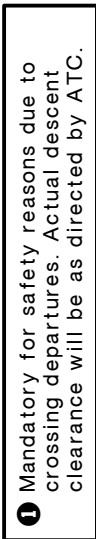
JEPPESSEN
31 JAN 14 10-2D Eff 6 Feb

WARSAW, POLAND
RNAV STAR



STAR
LIMVI 3P
NEPOX 3P

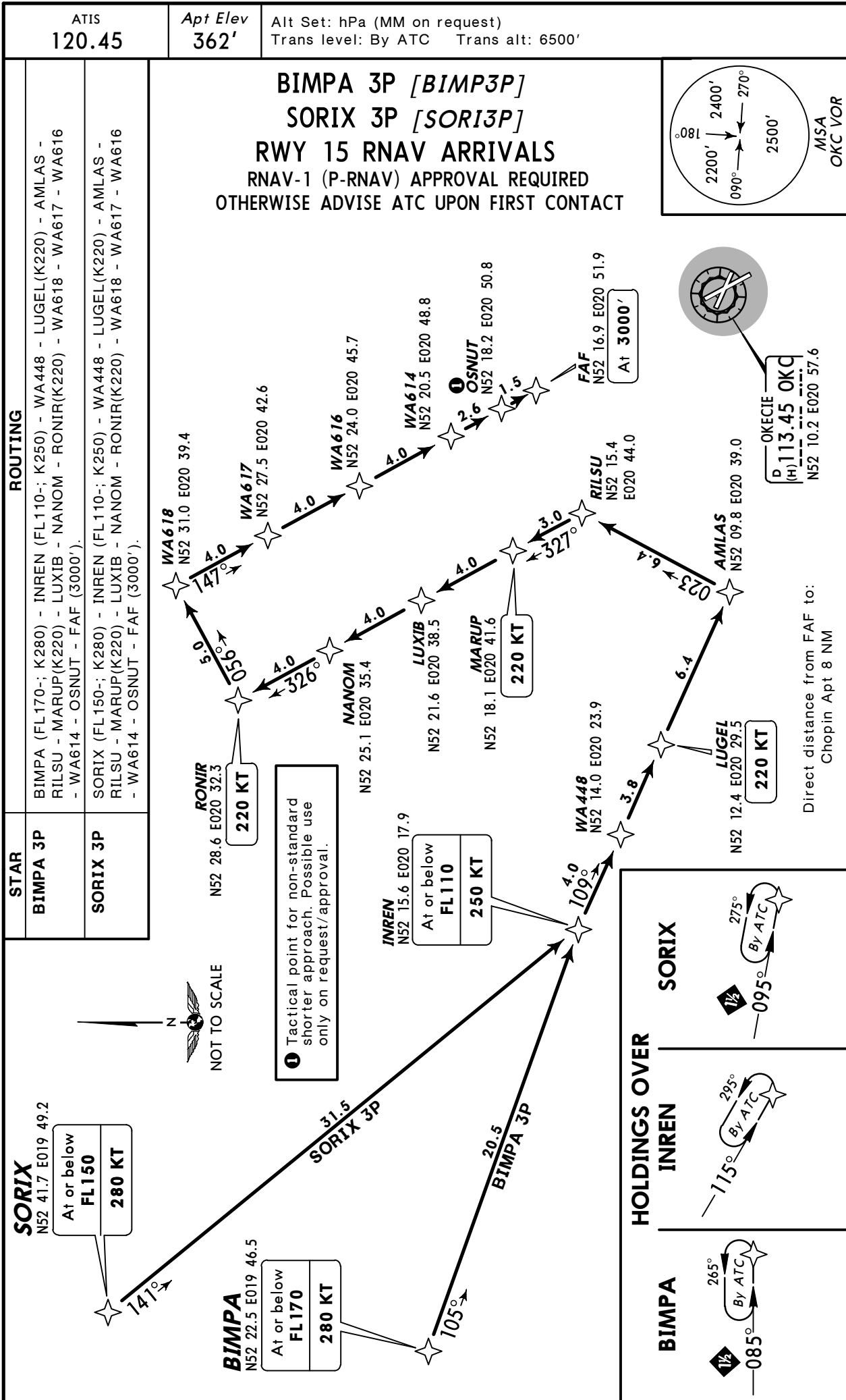
STAR	ROUTING
AGAVA 3P	AGAVA (FL190-; K280) - ELKIR - ESINI - BEMRA (FL120-; K250) - NEDNA - SUBEG (K220) - ELG - WA617 - WA616 - WA614 - OS
LOGDA 3P	LOGDA (FL210-; K280) - GIPUL K250) - WA452 (K220) - NEDNA - ELGEL - GIMKU (K220) - WA6 WA614 - OSNUT - FAF (3000').



EPWA/WAW
CHOPIN

JEPPesen
6 SEP 13 10-2G Eff 19 Sep

WARSAW, POLAND
RNAV STAR



LIMVI (FL140-; K280) - WA511 - WA512 (K250) - SUPID (K220) - ROPUX (FL110-) - UNDES (K220) - ODMEK - TIGTU - RIKNO (K220) - WA732 - WA731 - WA729 - TEBRU - FAF (3000').

NEPOX (FL150-; K280) - WA704 - SUPID (K220) - ROPUX (FL110-) - UNDES (K220) - ODMEK - TIGTU - RIKNO (K220) - WA732 - WA731 - WA729 - TEBRU - FAF (3000').

Direct distance from FAF to:
Chopin Apt 7 NM

NOT TO SCALE

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

EPWA/WAW
CHOPIN

JEPPesen

6 SEP 13

10-2J

Eff 19 Sep

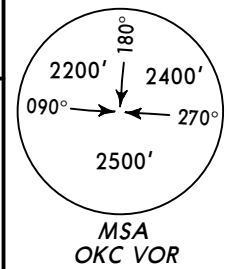
WARSAW, POLAND

RNAV STAR

ATIS
120.45

Apt 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

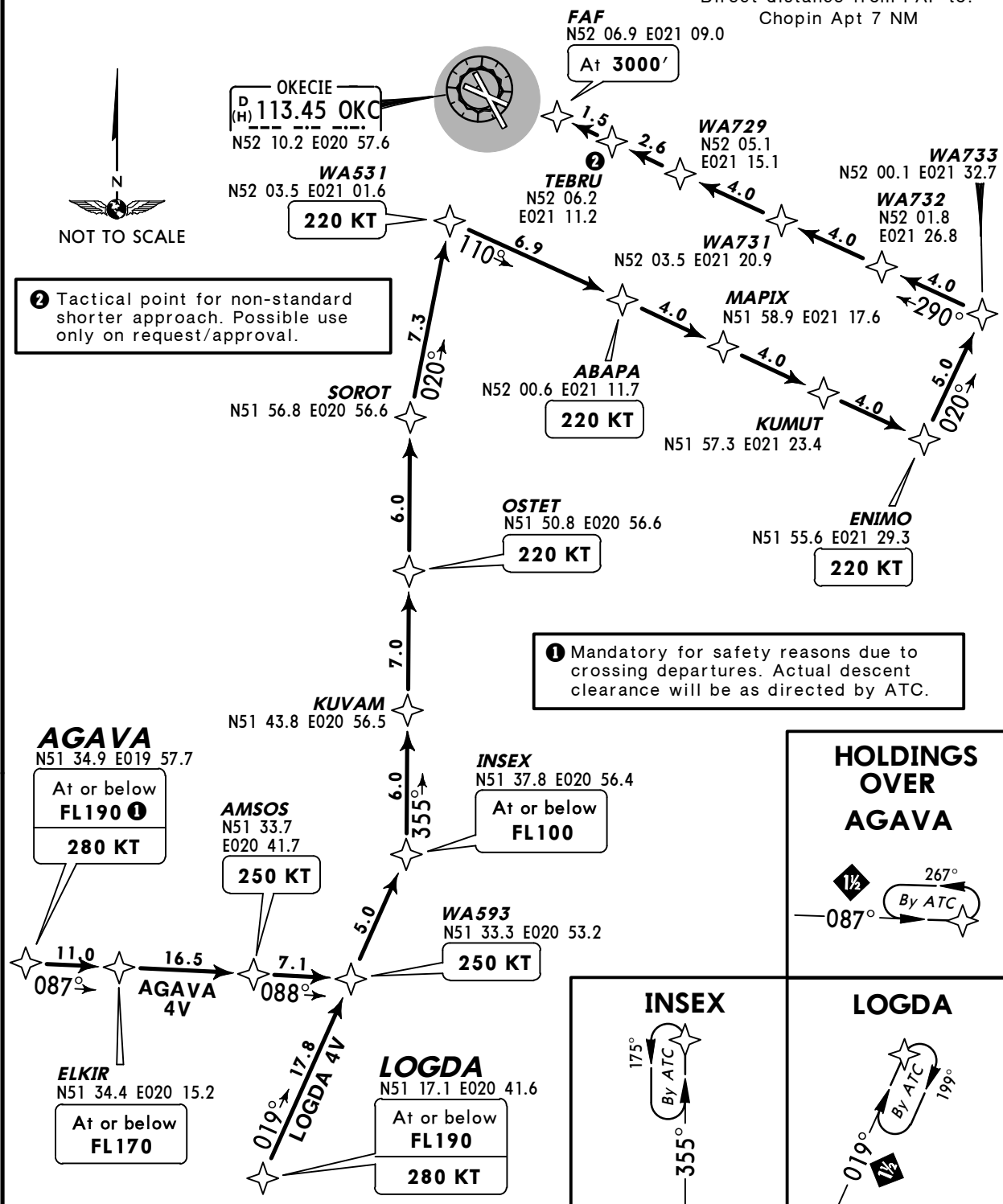
OTHERWISE ADVISE ATC UPON FIRST CONTACT

Direct distance from FAF to:
Chopin Apt 7 NM



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

① Mandatory for safety reasons due to crossing departures. Actual descent clearance will be as directed by ATC.



STAR

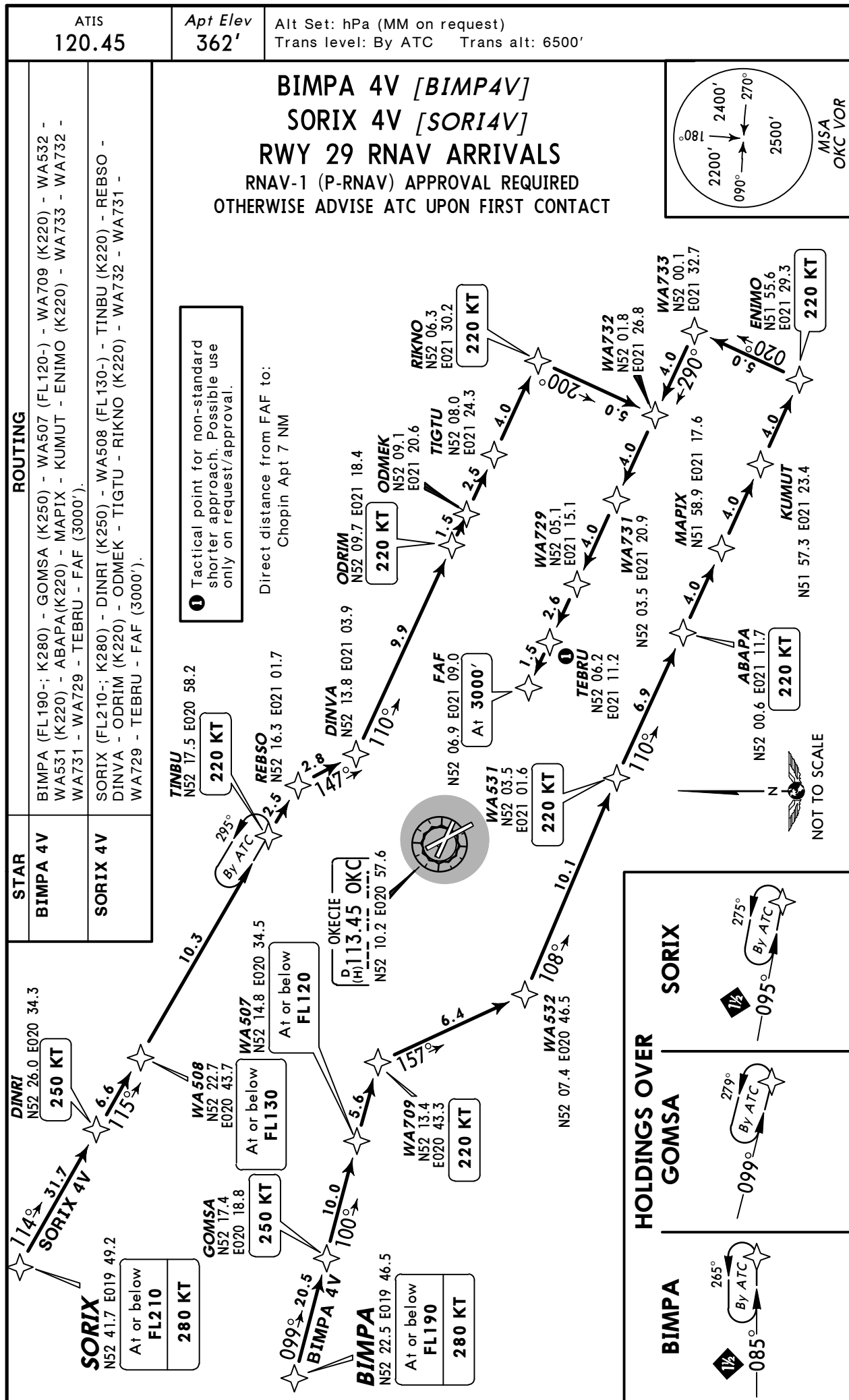
ROUTING

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').



EPWA/WAW
CHOPIN

JEPPESSEN
1 NOV 13 10-2L Eff 14 Nov

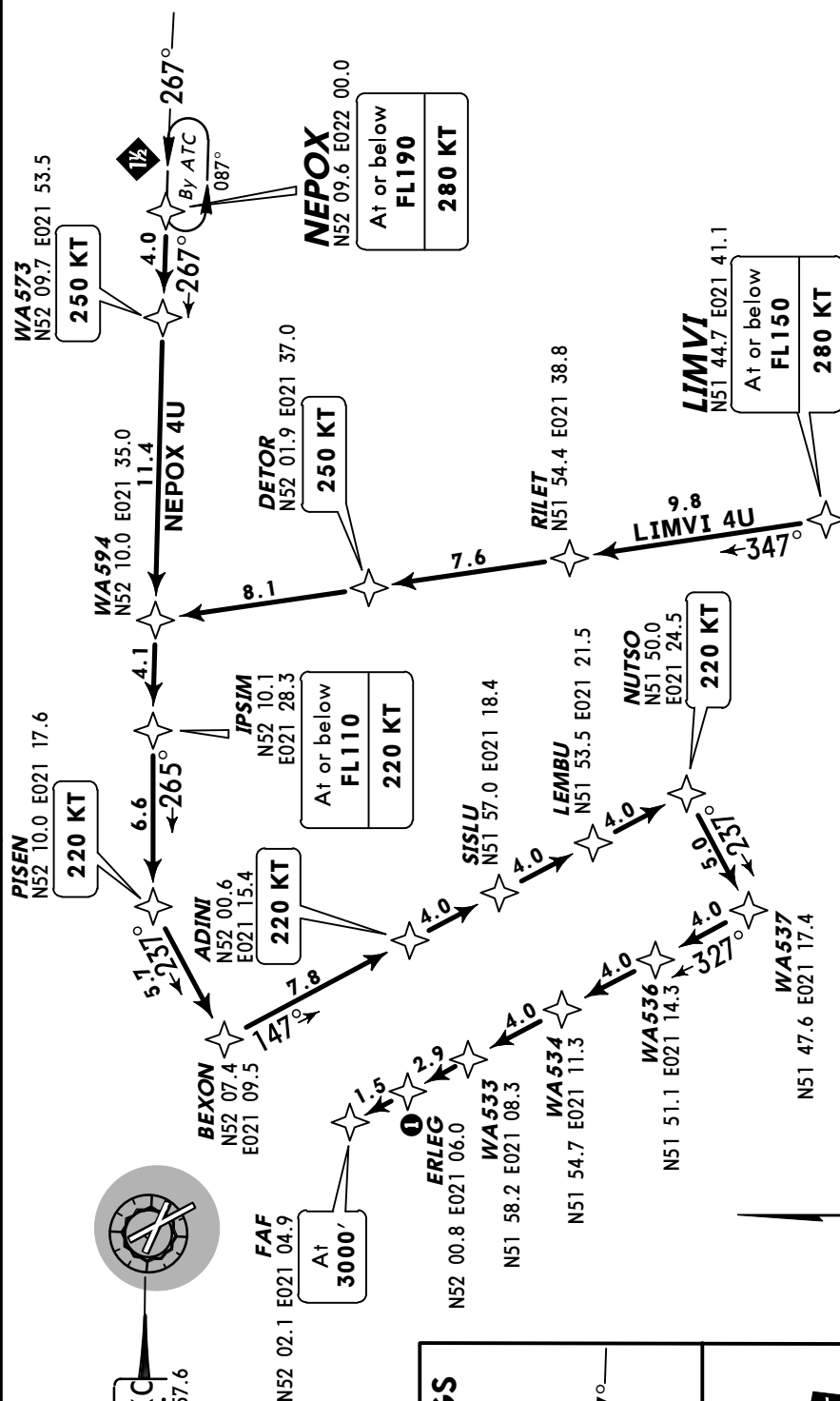
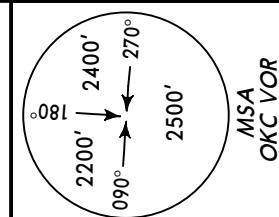
WARSAW, POLAND
RNAV STAR

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

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 (FL190-; K280) - WA573 (K250) - WA594 - IPSIM (FL110-; K220) - PISEN (K220) - BEXON - ADINI (K220) - SISLU - LEMBU - NUTSO (K220) - WA537 - WA536 - WA534 - WA533 - ERLEG - FAF (3000').

STAR

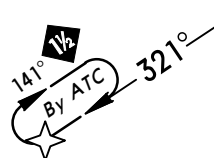
LIMVI 4U

NEPOX 4U

HOLDINGS
OVER
IPSIM



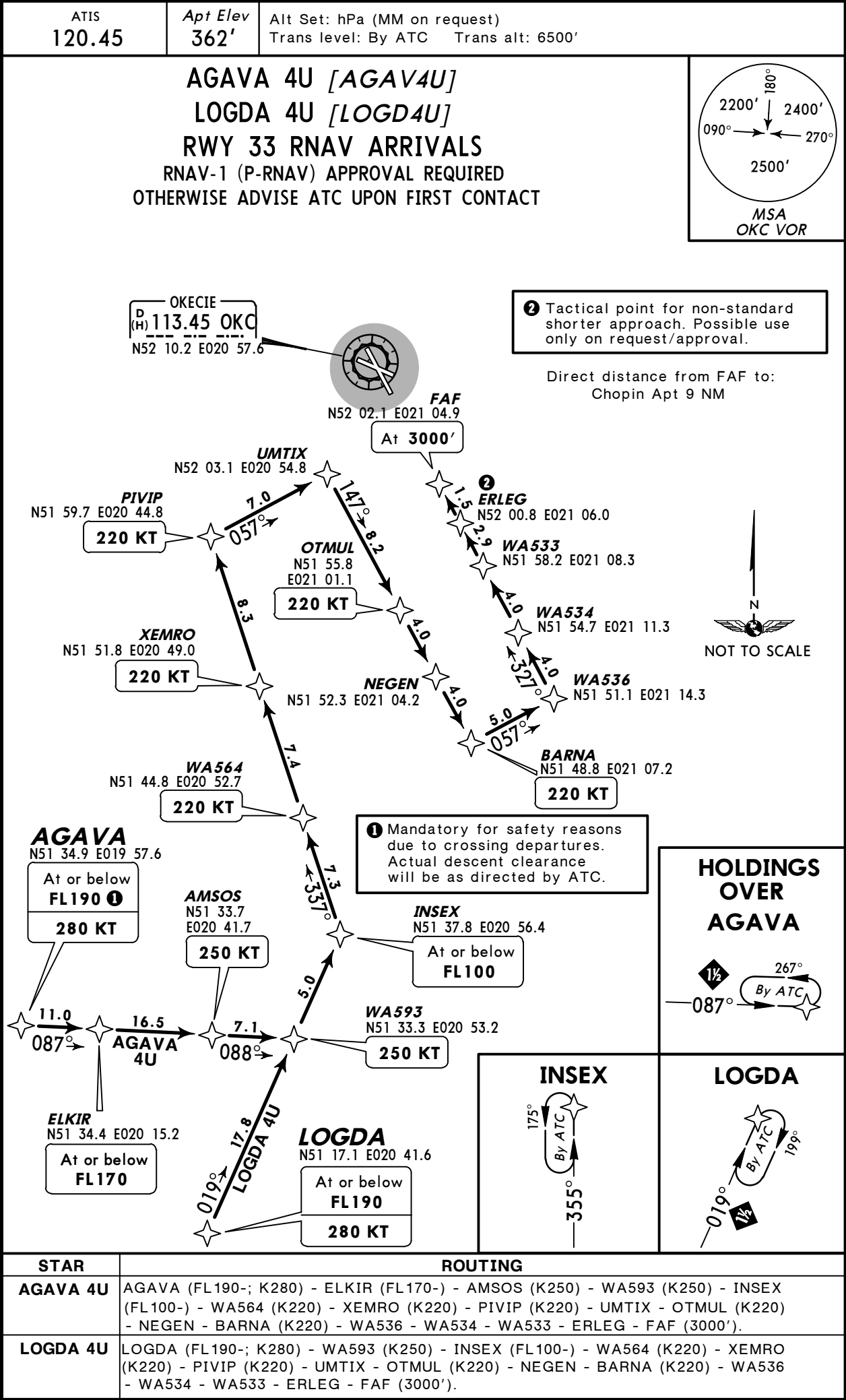
LIMVI



EPWA/WAW
CHOPIN

JEPPESEN
1 NOV 13 10-2M Eff 14 Nov

WARSAW, POLAND
RNAV STAR



© JEPPESEN, 2013. ALL RIGHTS RESERVED.

EPWA/WAW
CHOPIN

 **JEPPESEN**
29 MAR 13 **10-3** **Eff 4 Apr**

WARSAW, POLAND
RNAV SID

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). Strict adherence to the published procedures is required.

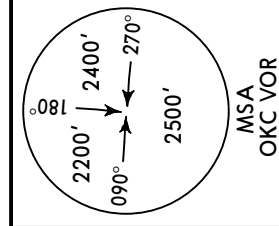
BAMSO 4A [BAMS4A]

OLILA 5A [OLIL5A]

RWY 11 RNAV DEPARTURES

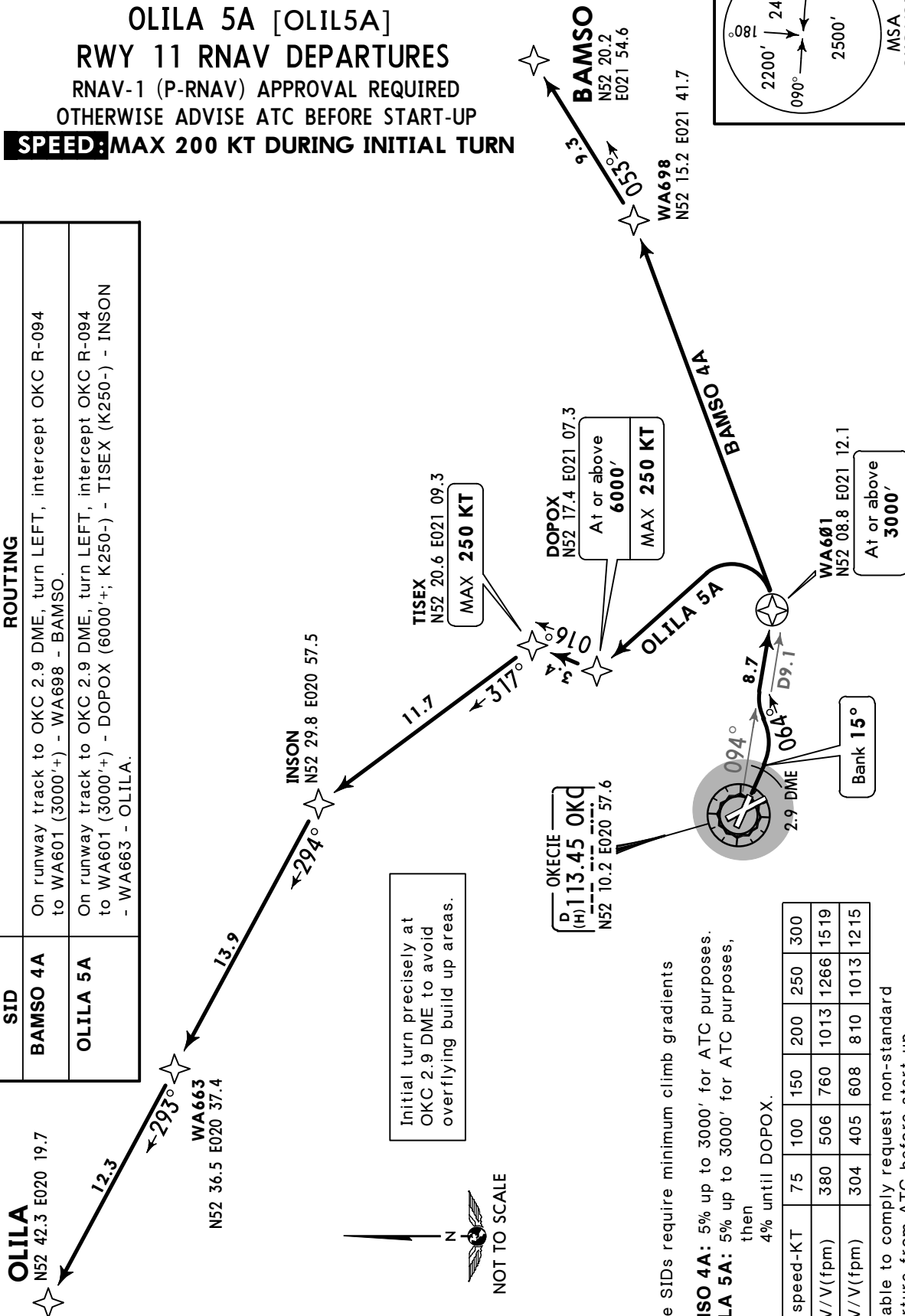
**RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP**

SPEED: MAX 200 KT DURING INITIAL TURN



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

SID	ROUTING
BAMSO 4A	On runway track to OKC 2.9 DME, turn LEFT, intercept OKC R-094 to WA601 (3000'+) - WA698 - BAMSO.
OLILA 5A	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.



These SIDs require minimum climb gradients

of **BAMSO 4A**: 5% up to 3000' for ATC purposes.

OLILA 5A: 5% up to 3000' for ATC purposes,

then

4% until DOPOX.

Gnd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519
4% V/V(fpm)	304	405	608	810	1013	1215

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

© JEPPESEN, 2011, 2015. ALL RIGHTS RESERVED.

EPWA/WAW
CHOPIN

JEPPESSEN
6 NOV 15 10-3D

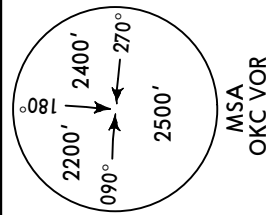
Eff 12 Nov

WARSAW, POLAND
RNAV SID

Apt Elev
362'

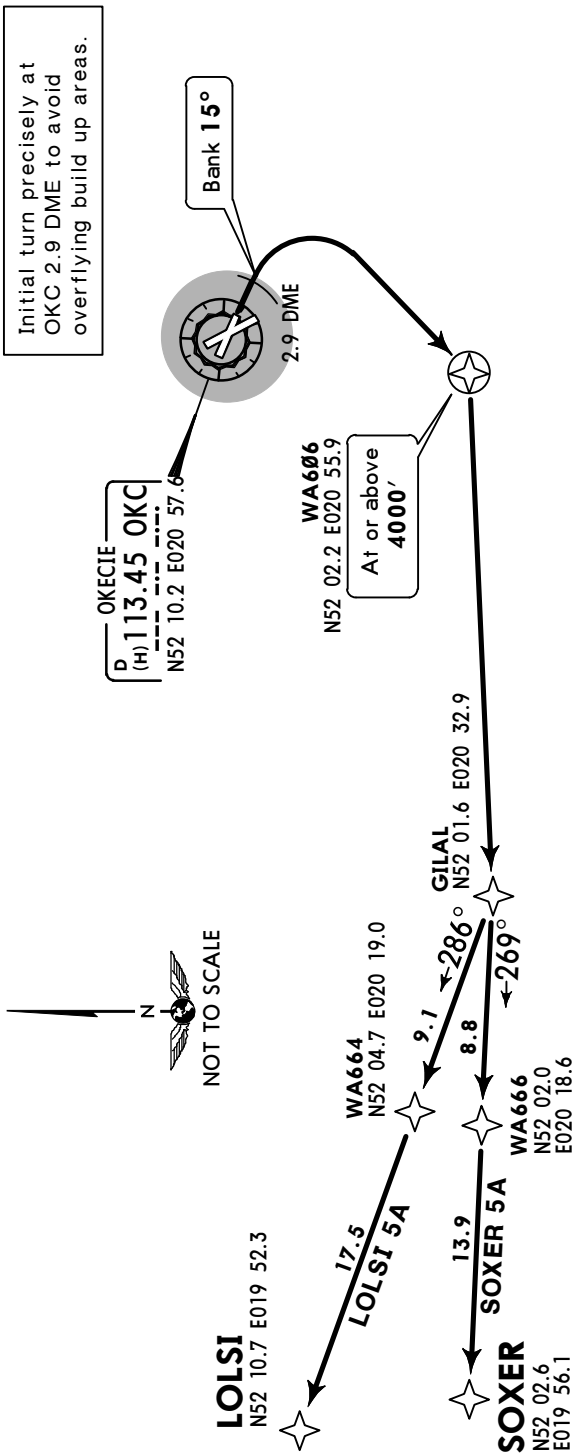
- Trans level: By ATC Trans alt: 6500'
1. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
 2. Conventional navigation to 3000'.
 3. EXPECT close-in obstacles.
 4. SIDs are also noise abatement routings (refer to 10-4). Strict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

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	On runway track to OKC 2.9 DME, turn RIGHT to WA606 (4000'+) - GILAL - WA664 - LOLSI.
SOXER 5A	On runway track to OKC 2.9 DME, turn RIGHT 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.

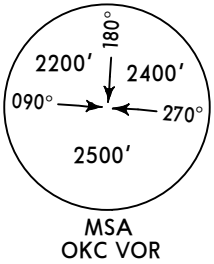
EPWA/WAW
CHOPIN

JEPPESEN
6 NOV 15 10-3F Eff 12 Nov

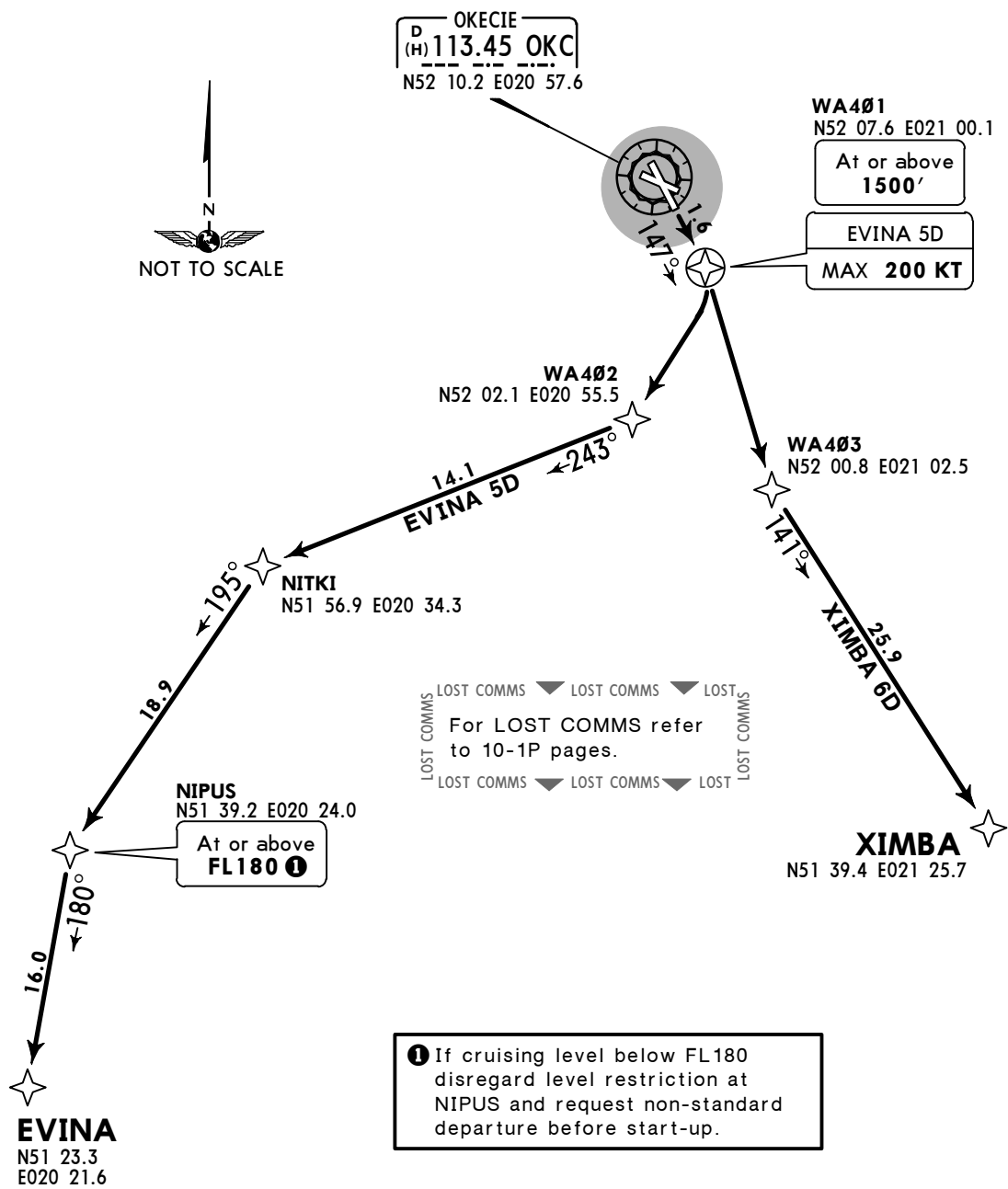
WARSAW, POLAND
RNAV SID

Apt Elev
362'

- Trans level: By ATC Trans alt: 6500'
1. RNAV-1 (GNSS).
 2. RNAV-1 approval required otherwise advise ATC before start-up.
 3. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
 4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.



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



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

SID	ROUTING
EVINA 5D	WA401 (1500'+; K200-) - WA402 - NITKI - NIPUS (FL180+) - EVINA.
XIMBA 6D	WA401 (1500'+) - WA403 - XIMBA.

Apt Elev
362'

Trans level: By ATC Trans alt: 6500'

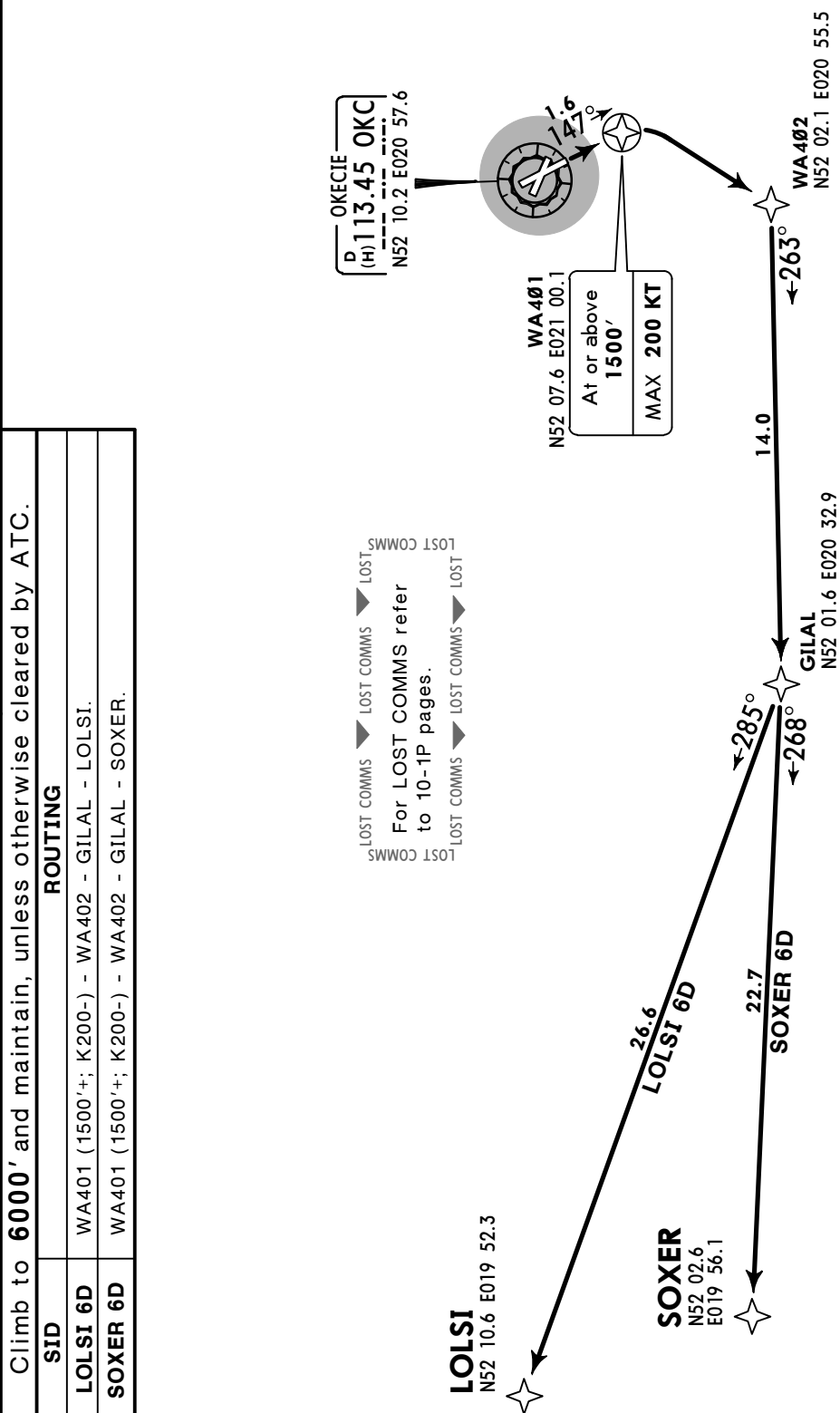
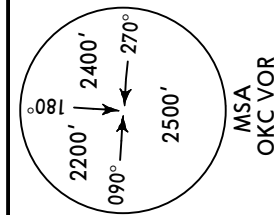
1. RNAV-1 (GNSS).

2. RNAV-1 approval required otherwise advise ATC before start-up.

3. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.

4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

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



EPWA/WAW
CHOPIN

JEPPESEN

4 SEP 15

10-3J

Eff 17 Sep

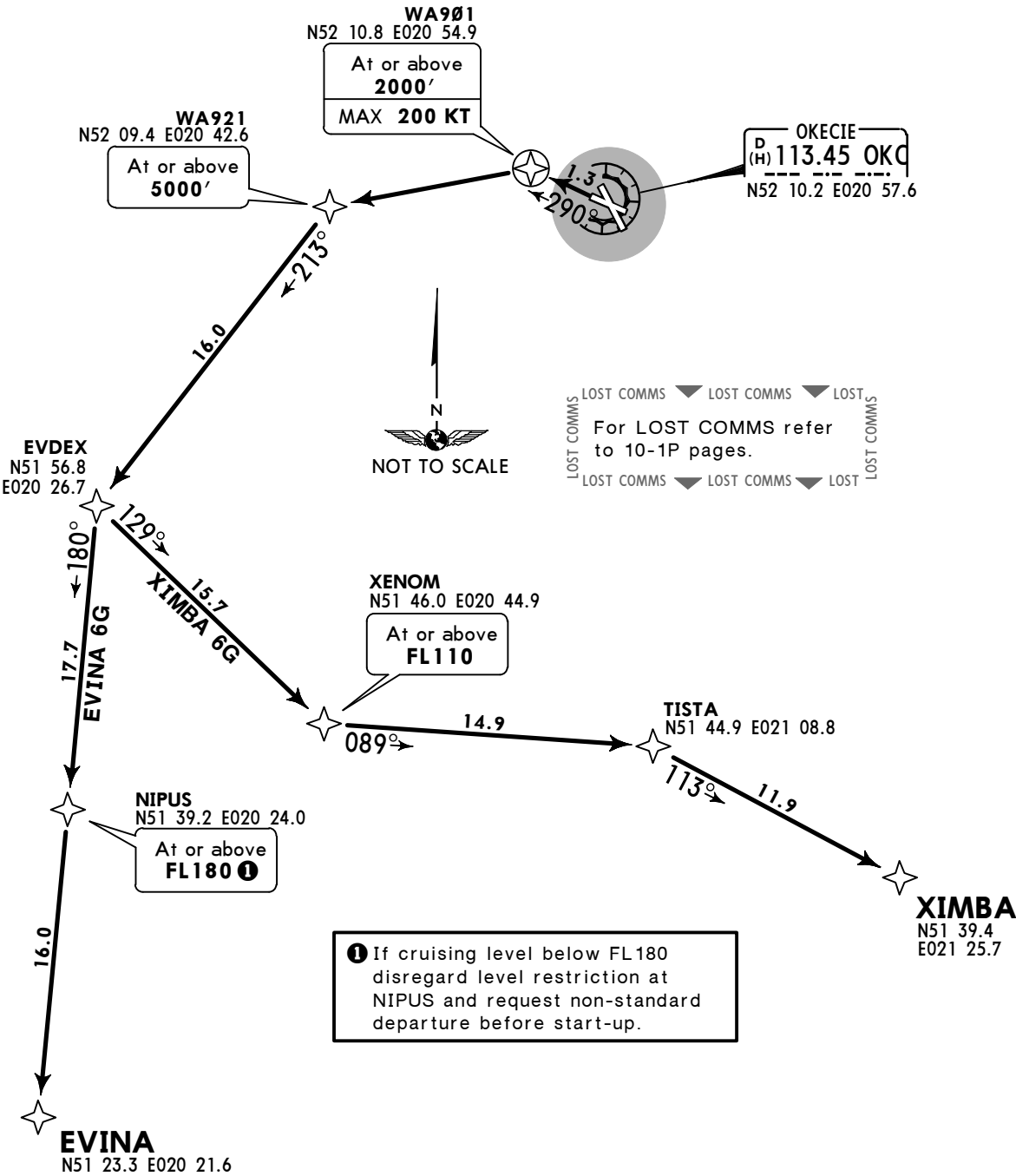
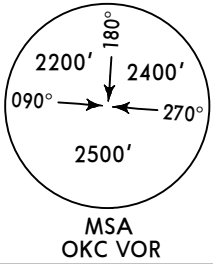
WARSAW, POLAND

RNAV SID

Apt Elev
362'

- Trans level: By ATC Trans alt: 6500'
1. RNAV-1 (GNSS).
 2. RNAV-1 approval required otherwise advise ATC before start-up.
 3. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
 4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

**EVINA 6G [EVIN6G]
XIMBA 6G [XIMB6G]
RWY 29 RNAV DEPARTURES**
SPEED: MAX 200 KT DURING INITIAL TURN



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

SID	ROUTING
EVINA 6G	WA901 (2000'+; K200-) - WA921 (5000'+) - EVDEX - NIPUS (FL180+) - EVINA.
XIMBA 6G	WA901 (2000'+; K200-) - WA921 (5000'+) - EVDEX - XENOM (FL110+) - TISTA - XIMBA.

EPWA/WAW
CHOPIN

JEPPesen
4 SEP 15 (10-3K) Eff 17 Sep

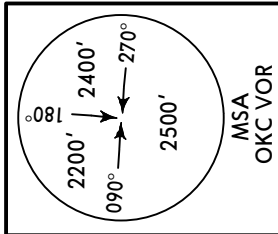
WARSAW, POLAND
RNAV SID

Apt Elev
362'

Trans level: By ATC Trans alt: 6500'
1. RNAV-1 (GNSS).
2. RNAV-1 approval required otherwise advise ATC before start-up.
3. As soon as possible contact WARSAW Approach after take-off on frequency published in ATIS if not otherwise specified by Tower.
4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

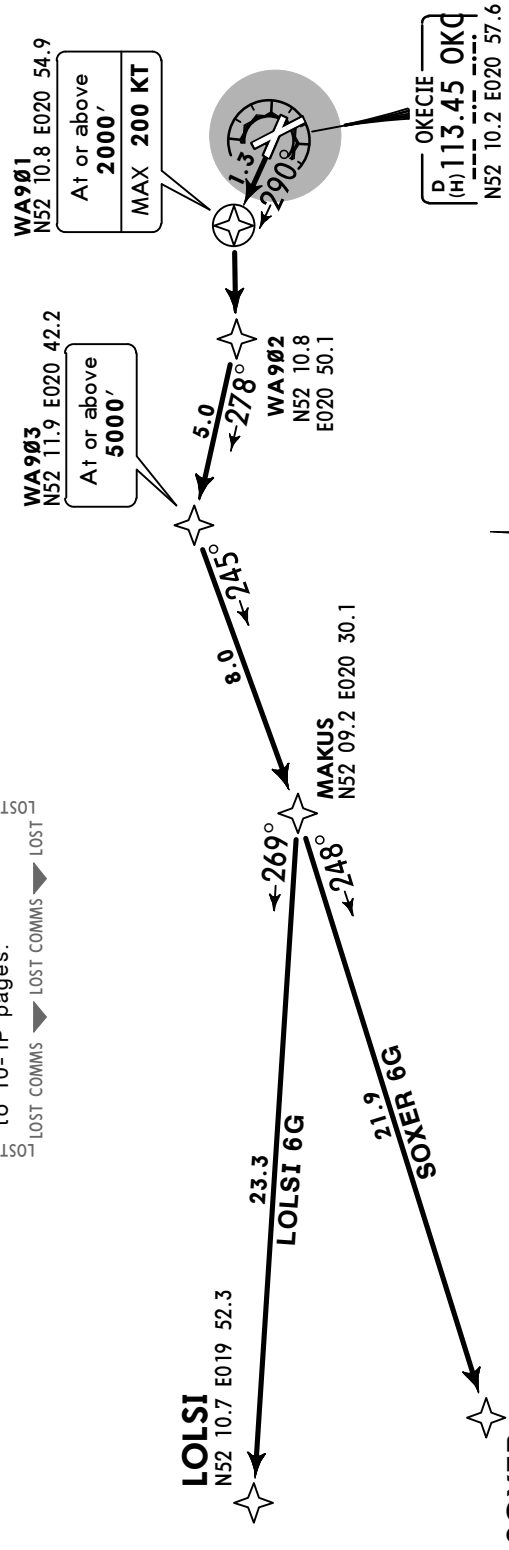
LOLSI 6G [LOLS6G]
SOXER 6G [SOXE6G]
RWY 29 RNAV DEPARTURES

SPEED: MAX 200 KT DURING INITIAL TURN



Climb to 6000' and maintain, unless otherwise cleared by ATC.	
SID	ROUTING
LOLSI 6G	WA901 (2000'+; K200-) - WA902 - WA903 (5000'+) - MAKUS - LOLSI.
SOXER 6G	WA901 (2000'+; K200-) - WA902 - WA903 (5000'+) - MAKUS - SOXER.

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



EPWA/WAW
CHOPIN

JEPPESSEN
4 SEP 15 10-3L

Eff 17 Sep

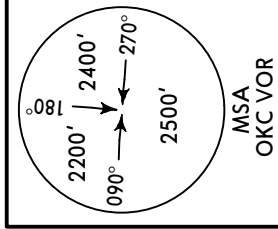
WARSAW, POLAND

RNAV SID

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). Strict adherence to the published procedures is required.

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.	
SID	ROUTING
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

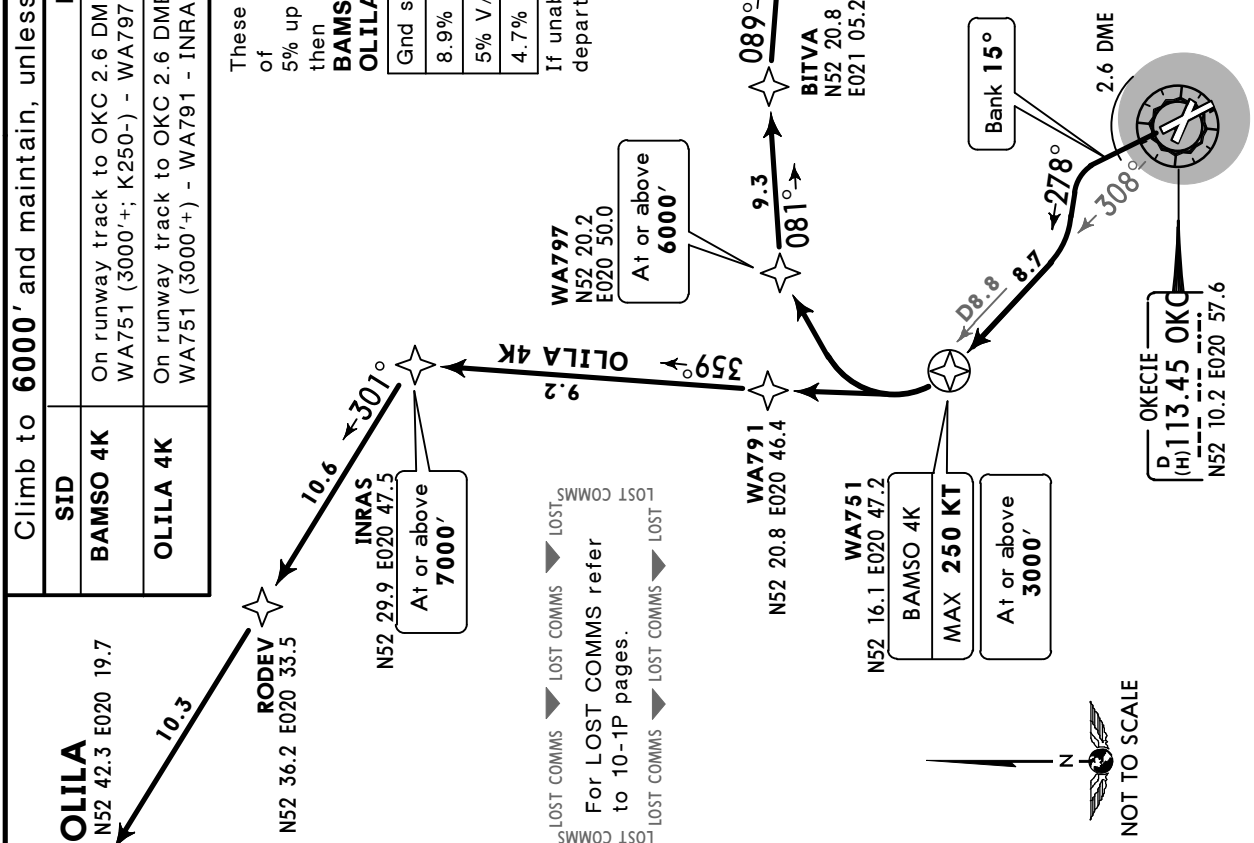
of 5% up to 3000' for ATC purposes, then

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.



Initial turn precisely at OKC 2.6 DME to avoid overflying build up areas.

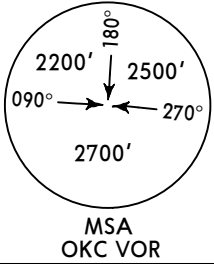
EPWA/WAW
CHOPIN

JEPPesen
5 JUN 15 10-3M

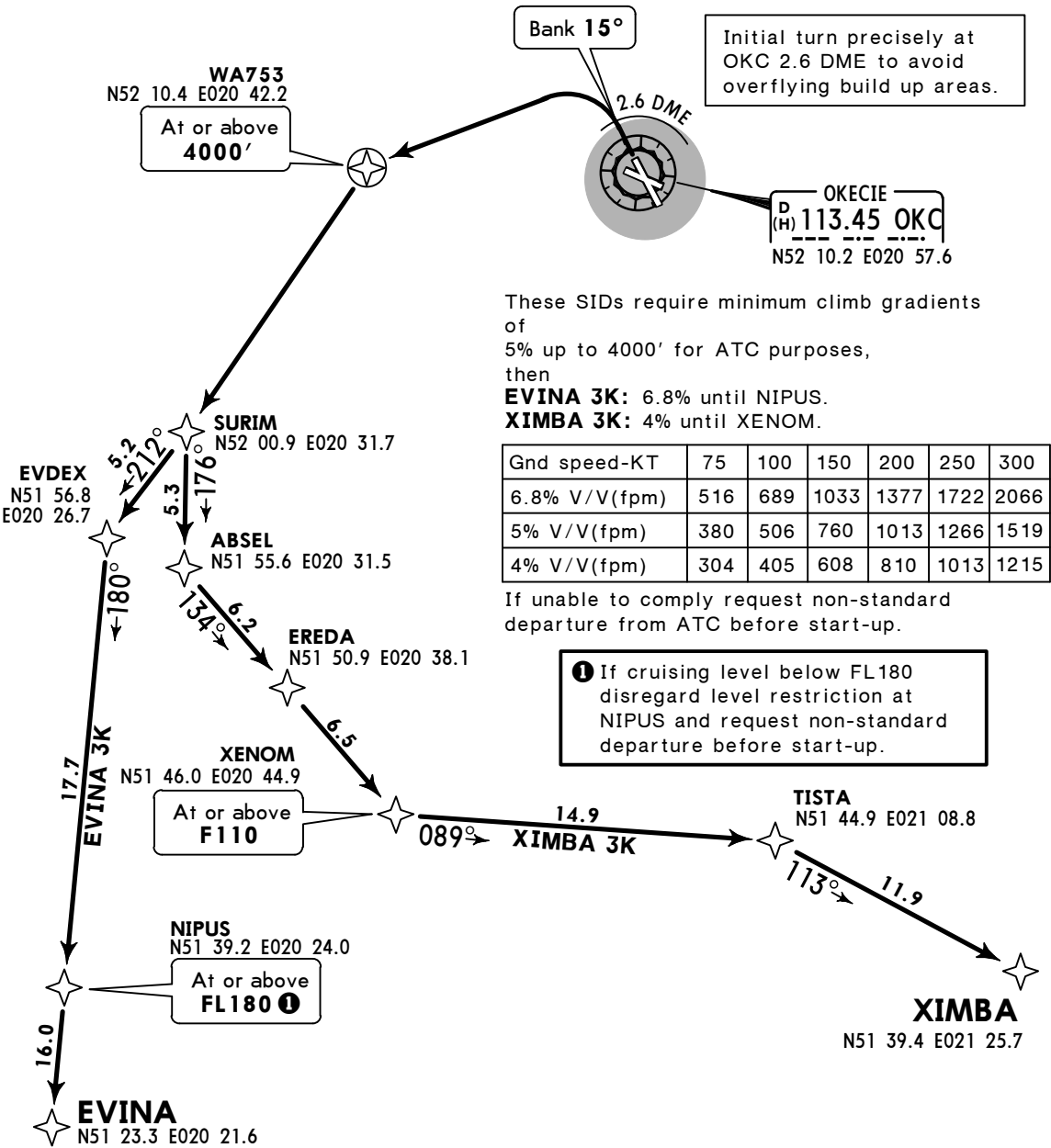
WARSAW, POLAND
RNAV SID

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). Strict adherence to the published procedures is required.



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

EPWA/WAW
CHOPIN

JEPPESSEN
5 JUN 15 (10-3N)

WARSAW, POLAND
RNAV SID

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). Strict adherence to the published procedures is required.

LOLSI 4K [LOLS4K]
SOXER 4K [SOXE4K]
RWY 33 RNAV DEPARTURES
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC BEFORE START-UP
SPEED: MAX 200 KT DURING INITIAL TURN

2200' 2500' 2700' 090° 270°

MSA OKC VOR

Initial turn precisely at OKC 2.6 DME to avoid overflying build up areas.

Bank 15°

2.6 DME

OKECIE
D 113.45 OKC
(H) N52 10.2 E020 57.6

WA753
N52 10.4 E020 42.2

At or above 4000'

WA754
N52 09.6 E020 20.0

At or above FL100

WA756
N52 07.7 E020 22.6

At or above FL100

LOLSI
N52 10.7 E019 52.3

LOLSI 4K
17.1

SOXER
N52 02.6 E019 56.1

SOXER 4K
17.1

MAKUS
N52 09.2 E020 30.1

MAKUS
N52 09.2 E020 30.1

6.2

269°

4.8

248

NOT TO SCALE

N

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

SID

ROUTING

LOLSI 4K

On runway track to OKC 2.6 DME, turn LEFT to WA753 (4000'+) - MAKUS - WA754 (FL100+) - LOLSI.

SOXER 4K

On runway track to OKC 2.6 DME, turn LEFT 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.

CHANGES: KRN VOR withdrawn; RNAV SIDs revised.

© JEPPESSEN, 2011, 2015. ALL RIGHTS RESERVED.

EPWA/WAW
CHOPIN

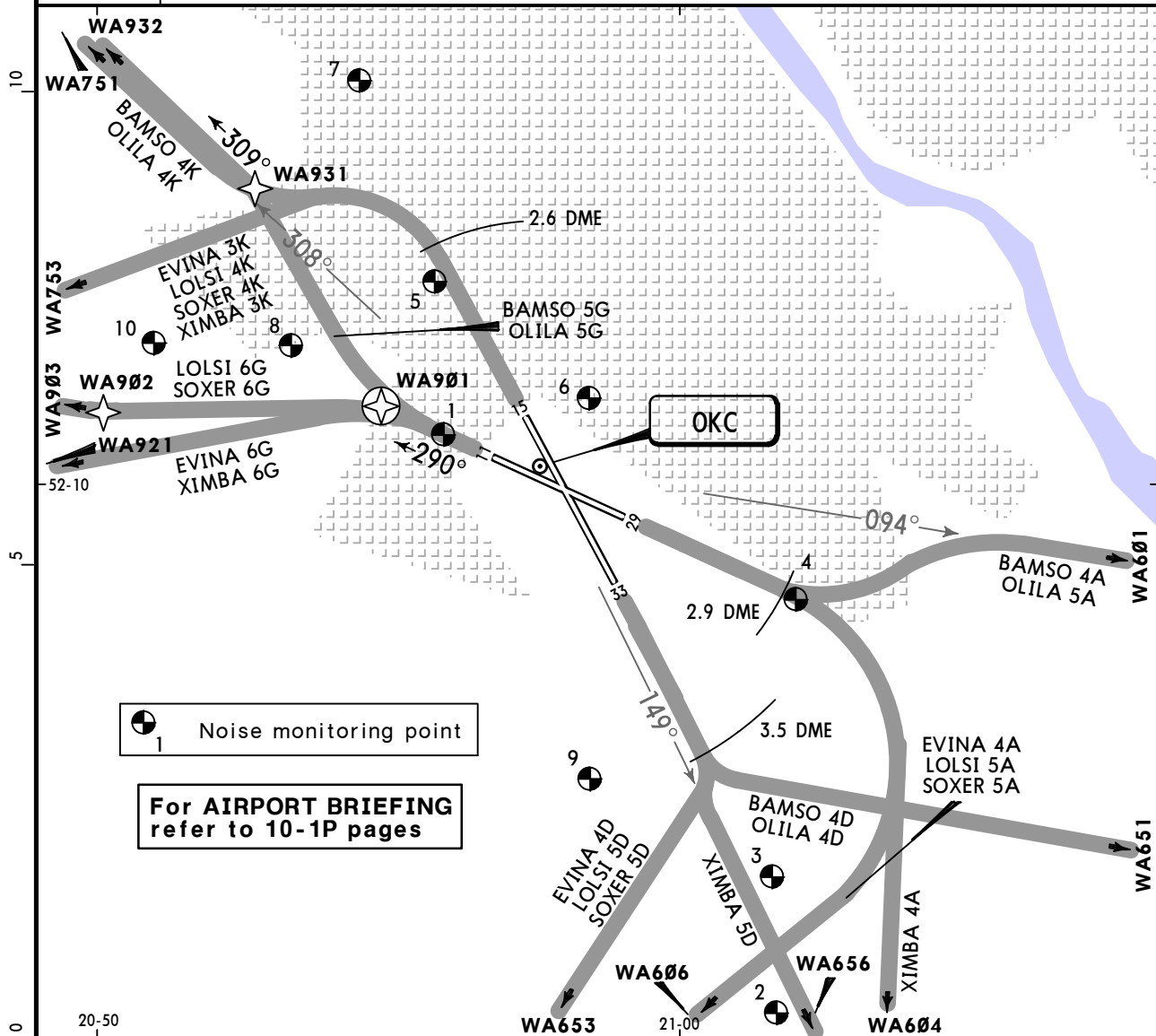
JEPPESSEN
4 SEP 15 10-4 Eff 17 Sep

WARSAW, POLAND

NOISE

Apt Elev
362'

NOISE ABATEMENT



NOISE MONITORING POINT/NAME/LOCATION		
1	ZALUSKI	N52 10.5 E020 56.0
2	PIASECZNO	N52 04.4 E021 01.7
3	MYSIADLO	N52 05.9 E021 01.6
4	ONKOLOGIA	N52 08.8 E021 02.0
5	MERAL	N52 12.1 E020 55.8
6	17 STYCZNIA	N52 10.9 E020 58.4
7	KOSSUTHA	N52 14.3 E020 54.5
8	URSUS	N52 11.5 E020 53.3
9	ZAMIENIE	N52 06.9 E020 58.5
10	PIASTOW	N52 11.5 E020 51.0

EPWA/WAW

Apt Elev **'362'**
N52 10.0 E020 58.0

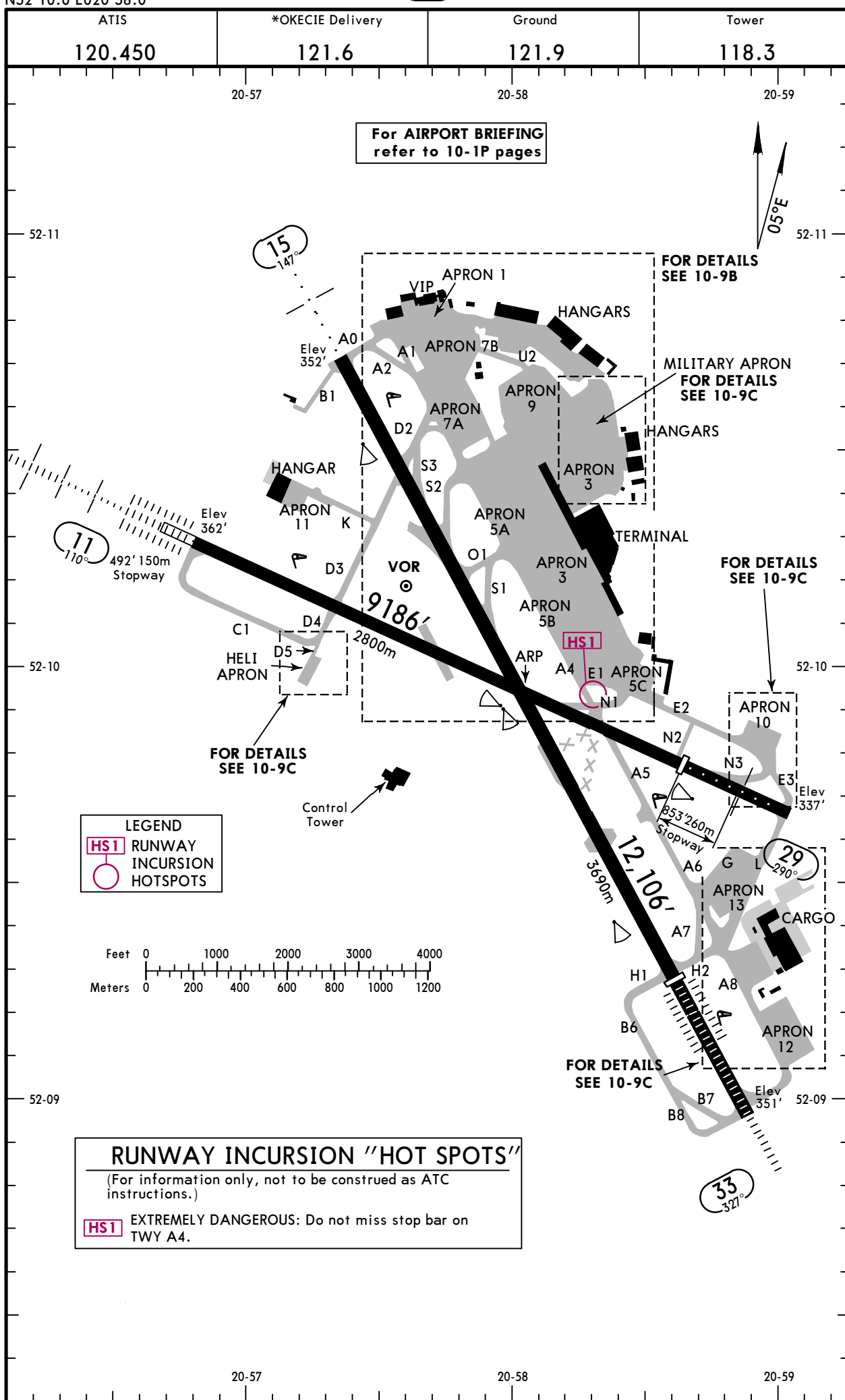
4 DEC 15

10-9

Eff 10 Dec

WARSAW, POLAND

CHOPIN



EPWA/WAW

WARSAW, POLAND
CHOPIN

ADDITIONAL RUNWAY INFORMATION							USABLE LENGTHS		TAKE-OFF	WIDTH	
RWY						LANDING BEYOND					
						Threshold	Glide Slope				
11	HIRL (60m)	CL (15m)	HIALS-II	SFL TDZ ❶	RVR	8399'	2560m	7366'	2245m	❸	164'
29	HIRL (60m)	CL (15m)	HIALS	PAPI-R(3.5°)	RVR	7546'	2300m				50m
15	HIRL (60m)	CL (15m)	HIALS	PAPI-L(3.5°)	RVR					❹	197'
33	HIRL (60m)	CL (15m)	ALSF-II	TDZ ❶ ❷	RVR	9941'	3030m	8847'	2697m		60m
❶ PAPI-L (angle 3.0°) ❷ HST-S1 & S2											
❸ TAKE-OFF RUN AVAILABLE											
RWY 11:											
From rwy head		7546' (2300m)		RWY 29:		9186' (2800m)					
twy D3 int		5358' (1633m)		twy N2 int		7546' (2300m)					
				twy A4 int		5840' (1780m)					
❹ TAKE-OFF RUN AVAILABLE											
RWY 15:											
From rwy head		12,106' (3690m)		RWY 33:		12,106' (3690m)					
twy D2 int		10,305' (3141m)		twy A8 int		11,978' (3651m)					
twy O1 int		8593' (2619m)		twy H2 int		9839' (2999m)					

Standard						
TAKE-OFF ❶						
	Approved Operators	LVP must be in force				
	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	150m	150m	200m	250m	400m	500m
B						
C						
D		200m	250m	300m		
❶ Operators applying U.S. Ops Specs: CL required below 300m.						

EPWA/WAW

JEPPesen

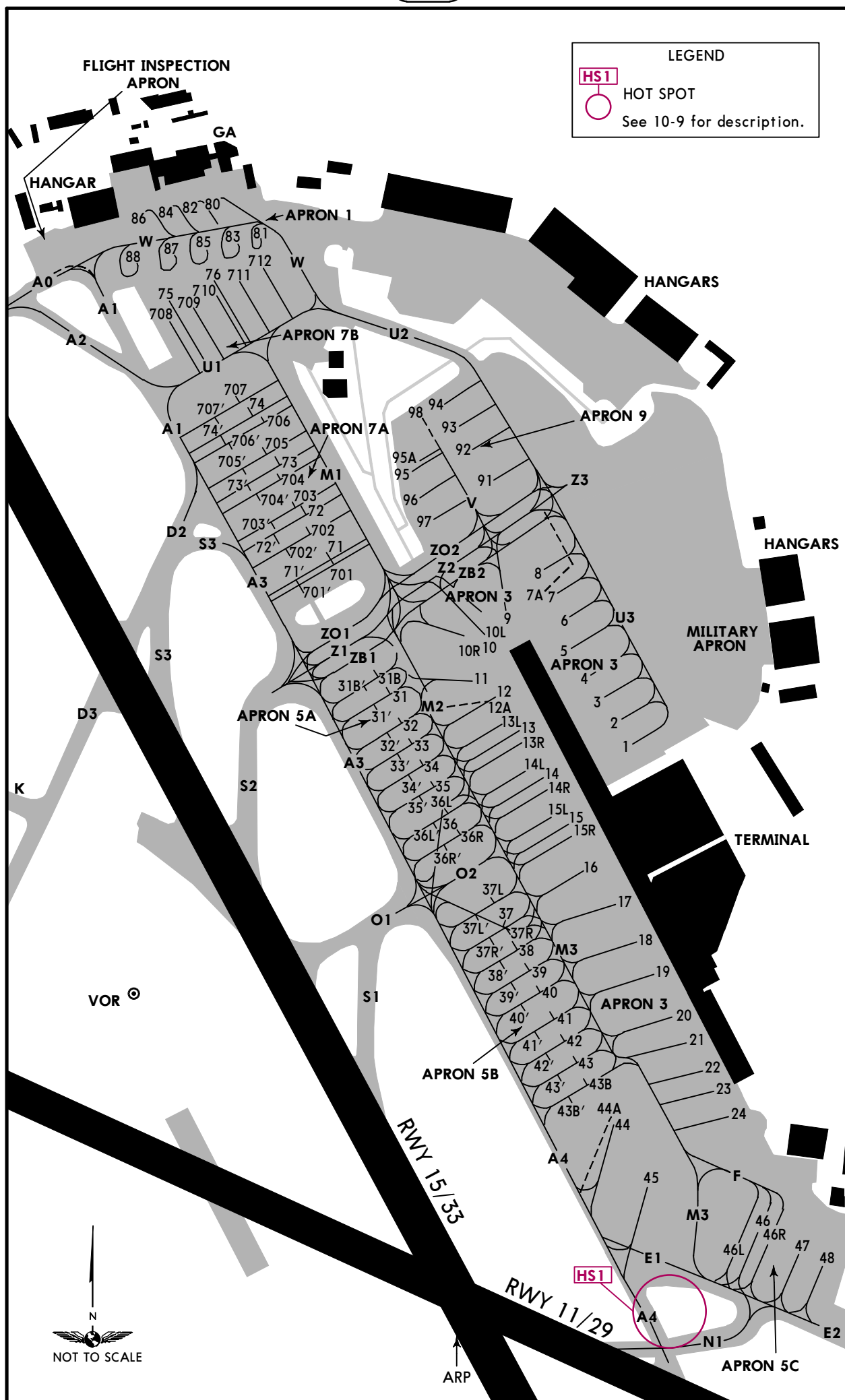
WARSAW, POLAND

6 NOV 15

10-9B

Eff 12 Nov

CHOPIN



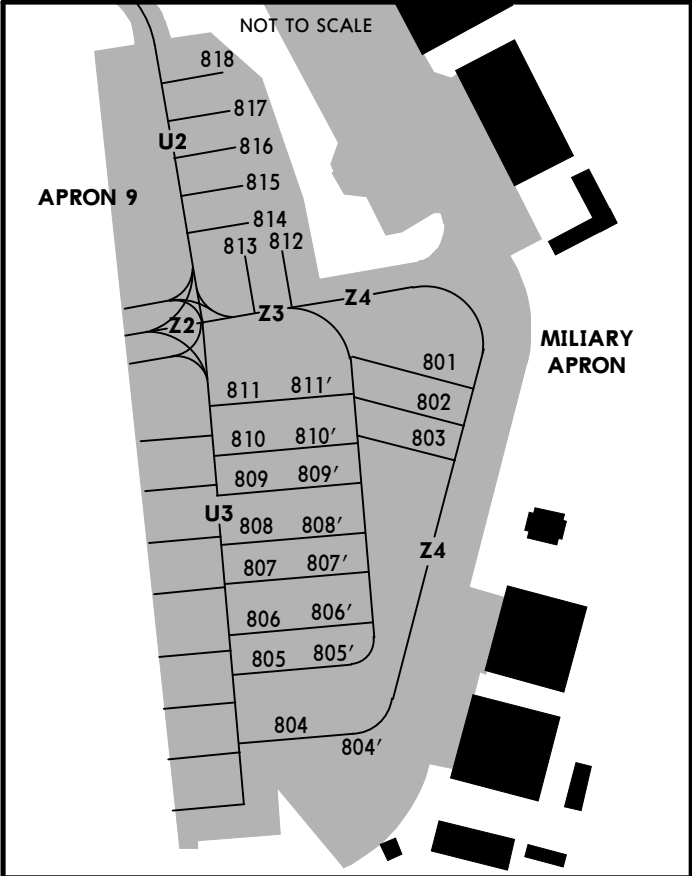
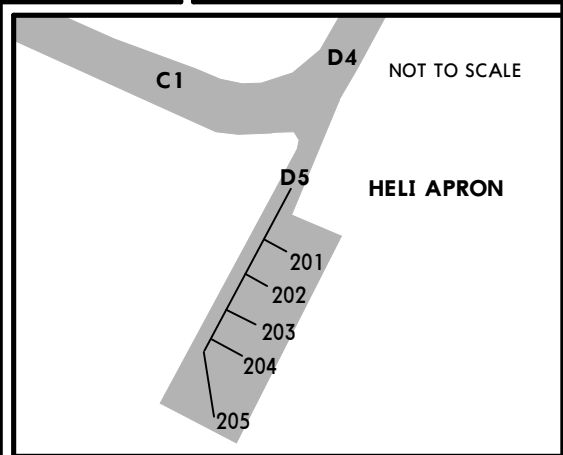
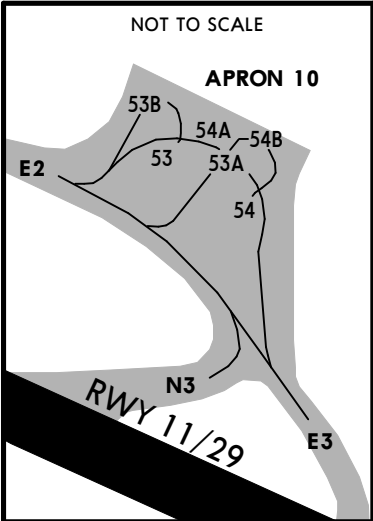
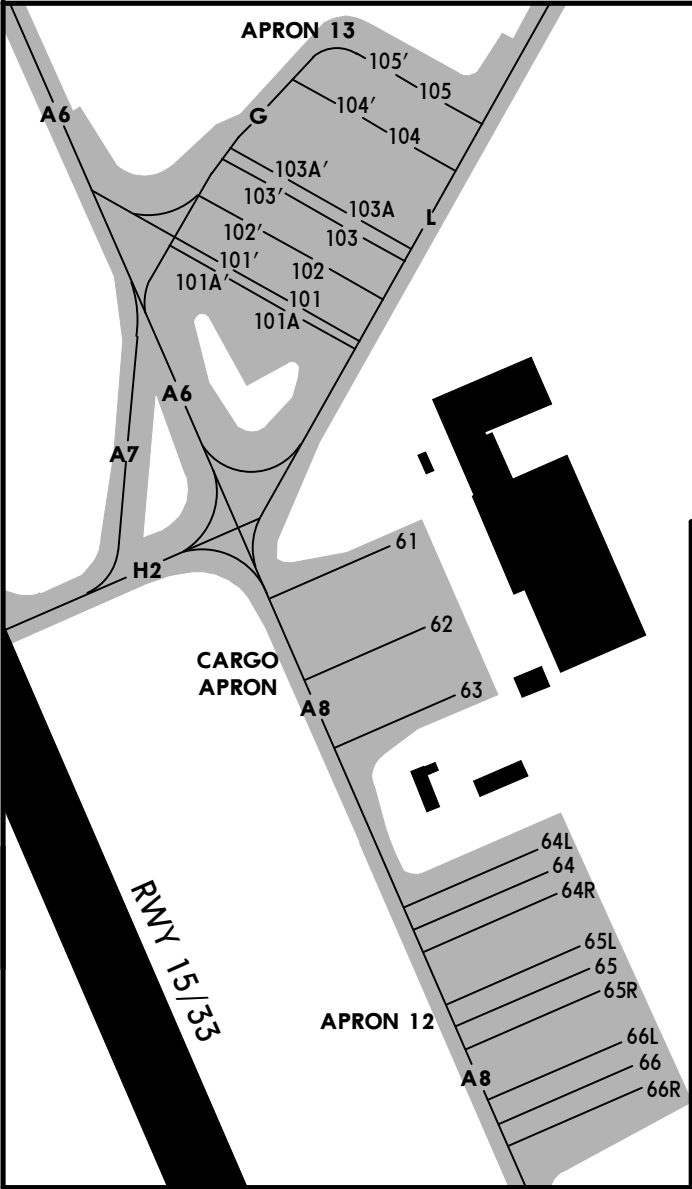
CHANGES: Taxi guidelines. Stands.

© JEPPESEN, 2001, 2015. ALL RIGHTS RESERVED.

EPWA/WAW

 **JEPPesen**
6 NOV 15 **10-9C** **Eff 12 Nov**

WARSAW, POLAND
CHOPIN



CHANGES: Taxi guidelines. Apron.

© JEPPesen, 2013, 2015. ALL RIGHTS RESERVED.

EPWA/WAW
 **JEPPesen**
WARSAW, POLAND

6 NOV 15

(10-9D)

Eff 12 Nov
CHOPIN

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N52 10.4 E020 58.3	88	N52 10.8 E020 57.6
2 thru 4	N52 10.4 E020 58.2	91, 92	N52 10.6 E020 58.1
5, 6	N52 10.5 E020 58.2	93	N52 10.6 E020 58.0
7 thru 10R	N52 10.5 E020 58.1	94	N52 10.7 E020 58.0
11 thru 13R	N52 10.4 E020 58.1	95 thru 98	N52 10.6 E020 58.0
14L	N52 10.4 E020 58.1	101, 101'	N52 09.5 E020 58.8
14, 14R	N52 10.4 E020 58.2	101A	N52 09.4 E020 58.8
15L thru 16	N52 10.3 E020 58.2	101A' thru 103'	N52 09.5 E020 58.8
17	N52 10.3 E020 58.3	103A	N52 09.5 E020 58.9
18 thru 20	N52 10.2 E020 58.3	103A'	N52 09.5 E020 58.8
21	N52 10.1 E020 58.3	104	N52 09.5 E020 58.9
22 thru 24	N52 10.1 E020 58.4	104'	N52 09.5 E020 58.8
31B thru 32'	N52 10.4 E020 57.9	105, 105'	N52 09.6 E020 58.9
33	N52 10.4 E020 58.0	201 thru 205	N52 10.5 E020 57.9
33'	N52 10.4 E020 57.9	701	N52 10.0 E020 57.2
34 thru 35'	N52 10.4 E020 58.0	701'	N52 10.5 E020 57.8
36L thru 36R'	N52 10.3 E020 58.0	702	N52 10.6 E020 57.8
37L, 37L'	N52 10.3 E020 58.1	702'	N52 10.5 E020 57.8
37, 37R thru 40'	N52 10.2 E020 58.1	703 thru 705	N52 10.6 E020 57.8
41	N52 10.2 E020 58.2	705'	N52 10.6 E020 57.7
41'	N52 10.2 E020 58.1	706	N52 10.6 E020 57.8
42 thru 44A	N52 10.1 E020 58.2	706'	N52 10.6 E020 57.7
45	N52 10.0 E020 58.3	707	N52 10.7 E020 57.7
46L thru 46R	N52 10.0 E020 58.4	707'	N52 10.6 E020 57.7
47, 48	N52 10.0 E020 58.5	708 thru 710	N52 10.7 E020 57.7
53	N52 09.8 E020 58.9	711	N52 10.8 E020 57.7
53A	N52 09.8 E020 59.0	712	N52 10.8 E020 57.8
53B	N52 09.9 E020 58.9	801 thru 803	N52 10.6 E020 58.3
54	N52 09.8 E020 59.0	804	N52 10.4 E020 58.3
54A	N52 09.9 E020 58.9	804'	N52 10.4 E020 58.4
54B	N52 09.8 E020 59.0	805 thru 808'	N52 10.5 E020 58.3
61, 62	N52 09.3 E020 58.9	809	N52 10.5 E020 58.2
63	N52 09.3 E020 59.0	809'	N52 10.5 E020 58.3
64L thru 64R	N52 09.2 E020 59.0	810	N52 10.5 E020 58.2
65L thru 65R	N52 09.2 E020 59.1	810'	N52 10.6 E020 58.3
66L thru 66R	N52 09.1 E020 59.1	811, 811'	N52 10.6 E020 58.2
71	N52 10.5 E020 57.9	812 thru 814	N52 10.6 E020 58.2
71'	N52 10.5 E020 57.8	815	N52 10.6 E020 58.1
72 thru 73'	N52 10.6 E020 57.8	816 thru 818	N52 10.7 E020 58.1
74	N52 10.7 E020 57.8		
74'	N52 10.6 E020 57.7		
75	N52 10.7 E020 57.7		
76	N52 10.8 E020 57.7		
80	N52 10.8 E020 57.7		
81	N52 10.8 E020 57.8		
82, 83	N52 10.8 E020 57.7		
84	N52 10.8 E020 57.6		
85	N52 10.8 E020 57.7		
86	N52 10.8 E020 57.6		
87	N52 10.8 E020 57.7		

EPWA/WAW

6 NOV 15 **10-9E** Eff 12 Nov

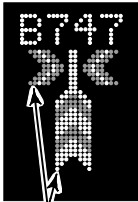
WARSAW, POLAND
CHOPIN

VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

SYSTEM DESCRIPTION:

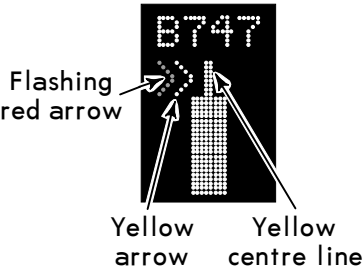
The system is based on a laser scanning technique which tracks the lateral and longitudinal position of the ACFT.
The system is accommodated to be read from both pilot's seats.

Pilot is obliged 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

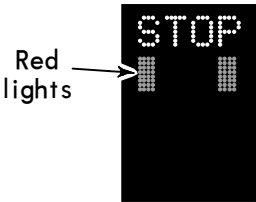
Appearance of yellow field of approach speed indicates that an ACFT has been detected by the system. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line.



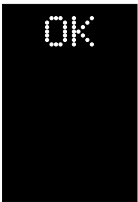
When the ACFT is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 2'/0.5m covered by the ACFT.



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 overshot the stop-position, TOO FAR will be displayed.



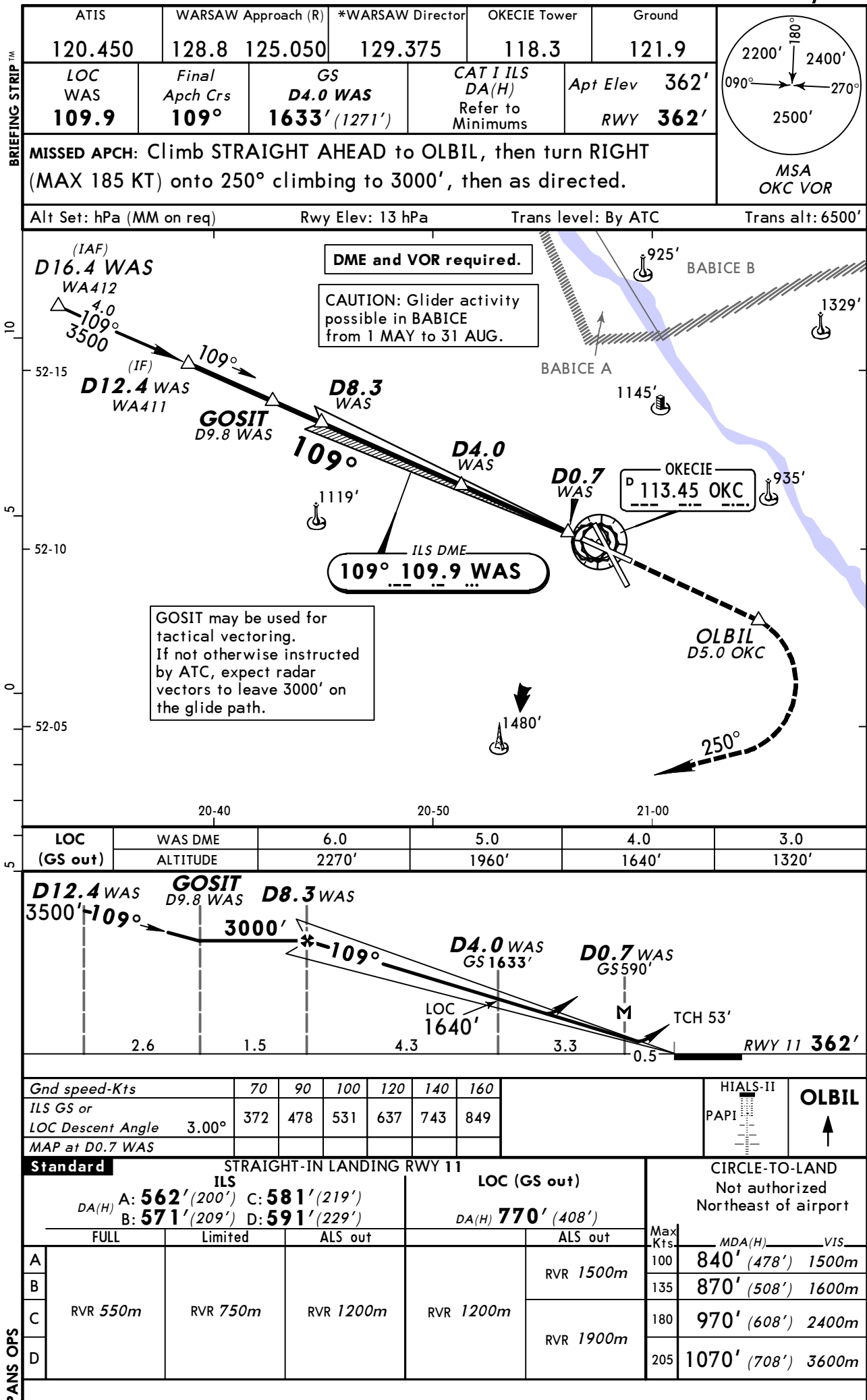
If the acft is approaching faster than the accepted speed (4 knots), the system will show SLOW DOWN as a warning to the pilot. Slow down immediately.

WAIT message means temporary necessity to stop the ACFT.

EPWA/WAW
CHOPIN

JEPPESSEN
30 JAN 15 11-1 Eff 5 Feb

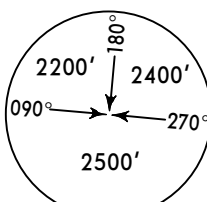
WARSAW, POLAND
ILS or LOC Rwy 11



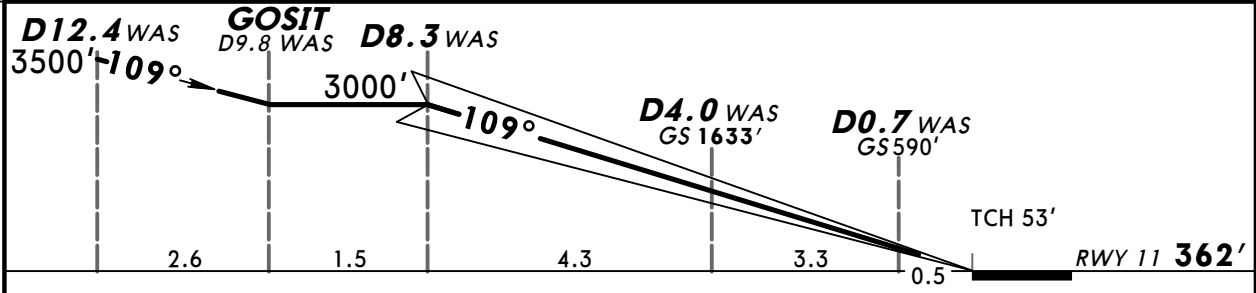
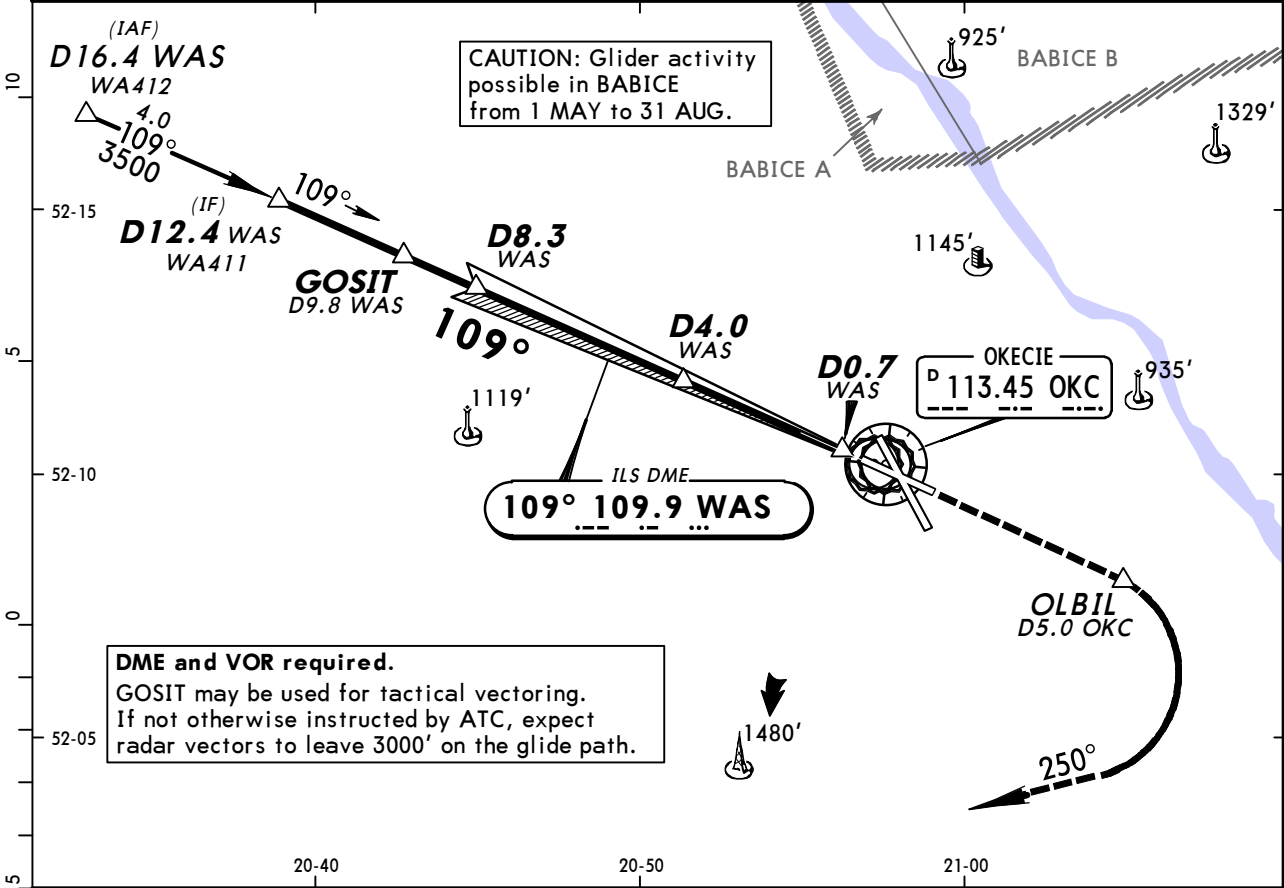
EPWA/WAW
CHOPIN

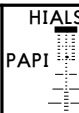
JEPPesen
30 JAN 15 11-1A Eff 5 Feb

WARSAW, POLAND
CAT II ILS Rwy 11

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	Ground	
120.450	128.8 125.050	129.375	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 250° climbing to 3000', then as directed.					

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		OLBIL ↑
GS	3.00°	372	478	531	637	743		

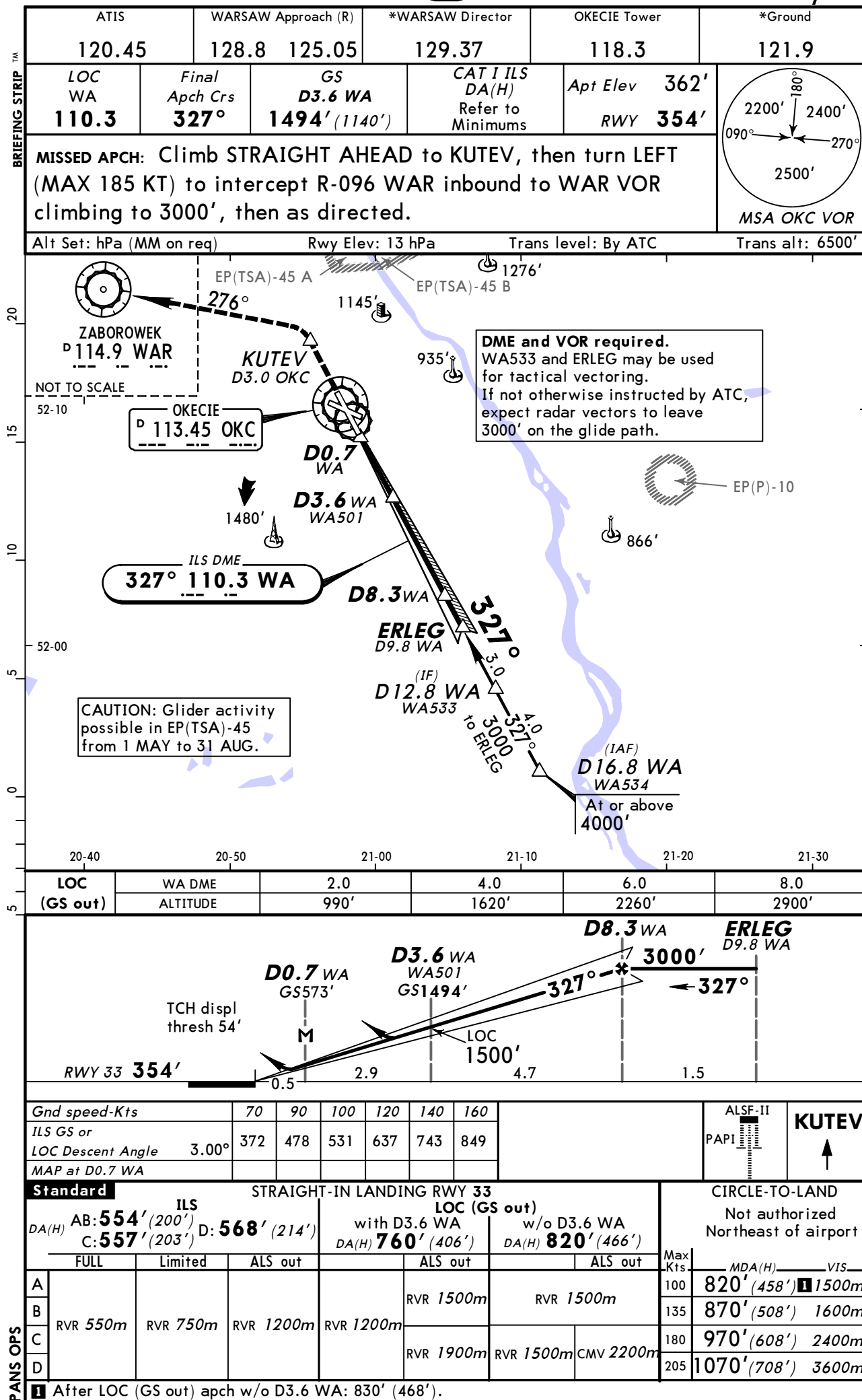
Standard STRAIGHT-IN LANDING RWY 11 CAT II ILS		
AB RA 104' DA(H) 462' (100')	C RA 113' DA(H) 470' (108')	D RA 127' DA(H) 483' (121')
RVR 300m		RVR 400m

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

EPWA/WAW
CHOPIN

JEPPESSEN
31 JAN 14 **(11-2)**

WARSAW, POLAND
ILS or LOC Rwy 33



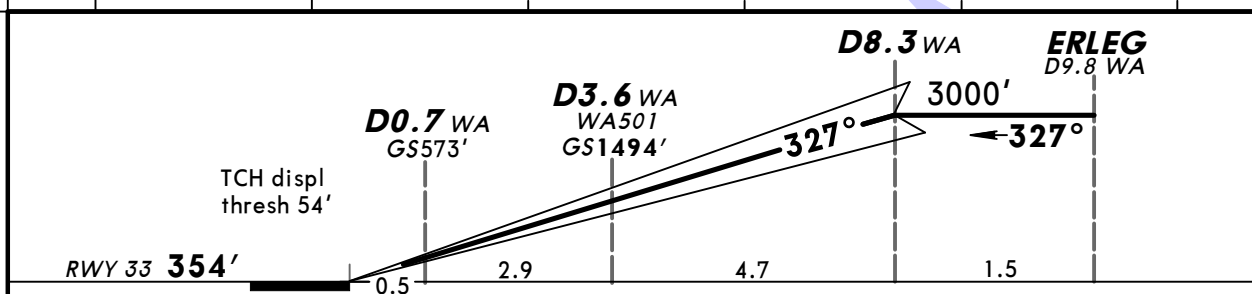
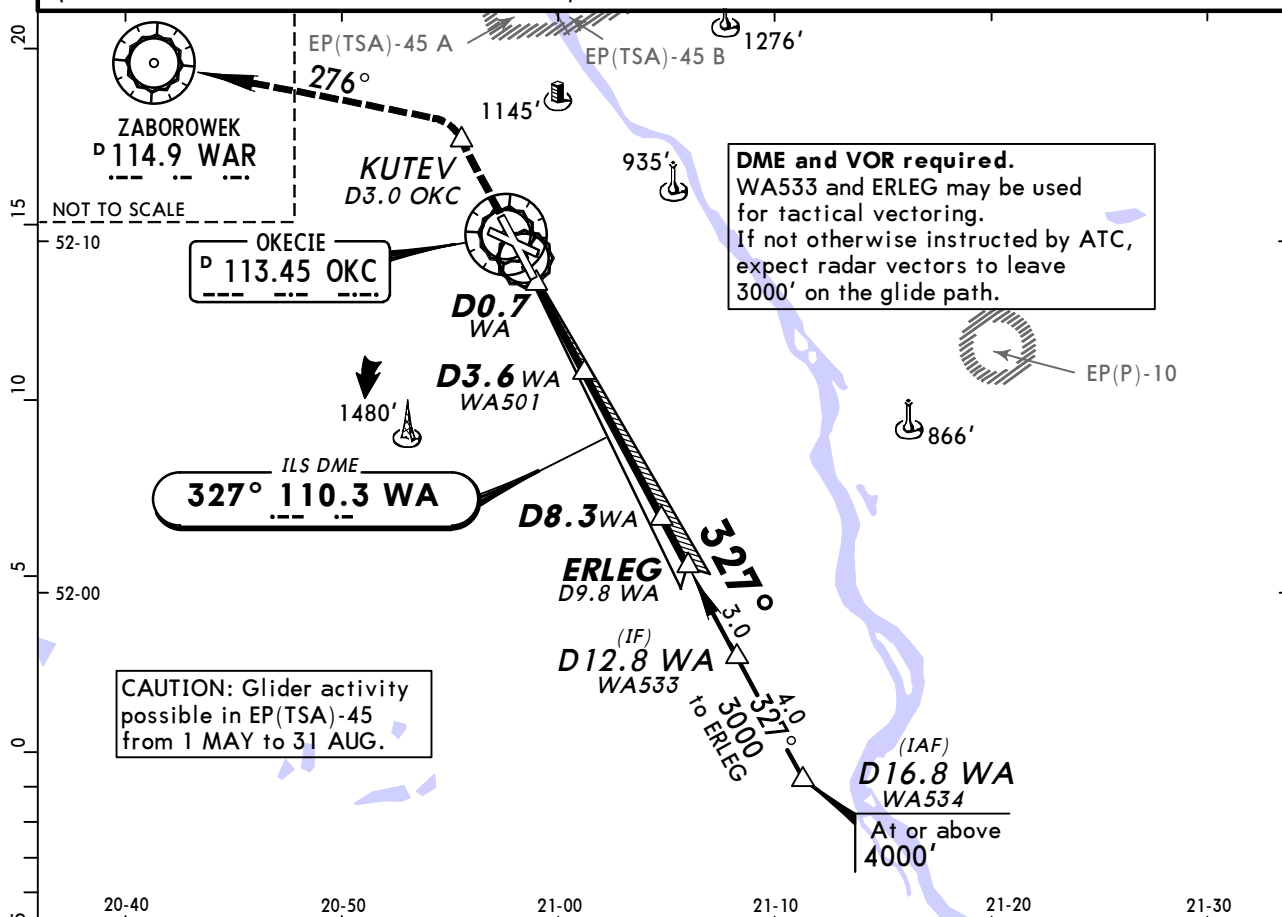
EPWA/WAW
CHOPIN

JEPPesen
31 JAN 14 11-2A

WARSAW, POLAND
CAT II ILS Rwy 33

BRIEFING STRIP™

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 D3.6 WA 1494' (1140')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 362' RWY 354'	 MSA OKC VOR	
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.						
Alt Set: hPa (MM on req)		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 6500'
Special Aircrew and Aircraft Certification Required.						



Standard	STRAIGHT-IN LANDING RWY 33 CAT II ILS				ALSF-II PAPI	KUTEV
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')			

Standard	STRAIGHT-IN LANDING RWY 33 CAT II ILS				ALSF-II PAPI	KUTEV
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')			

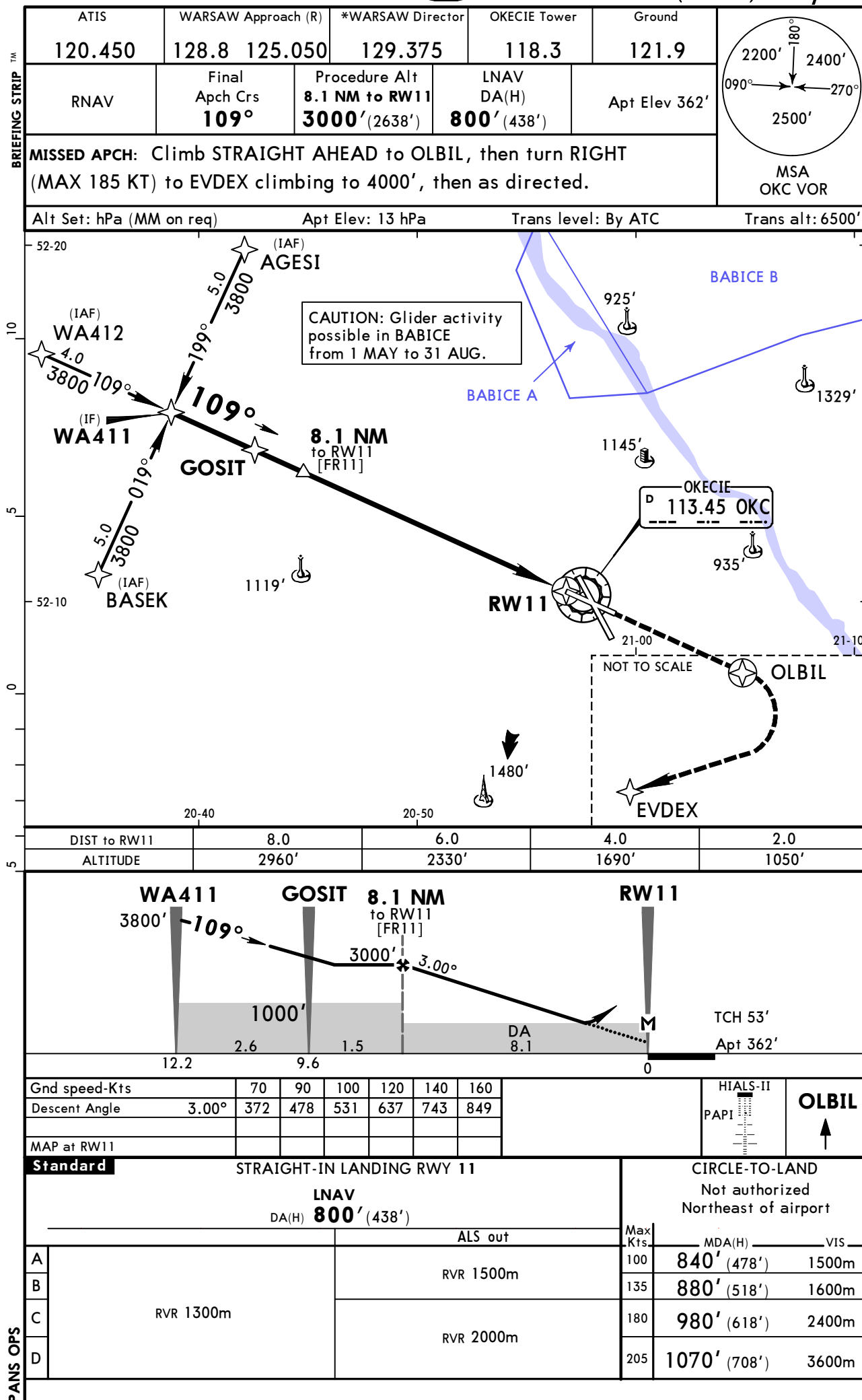
Standard	STRAIGHT-IN LANDING RWY 33 CAT II ILS				ALSF-II PAPI	KUTEV
A	B	C	D			
RA 102'	RA 114'	RA 127'	RA 141'			
DA(H) 454' (100')	DA(H) 466' (112')	DA(H) 478' (124')	DA(H) 492' (138')			

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

EPWA/WAW
CHOPIN

JEPPESSEN
22 MAY 15 **(12-1)**

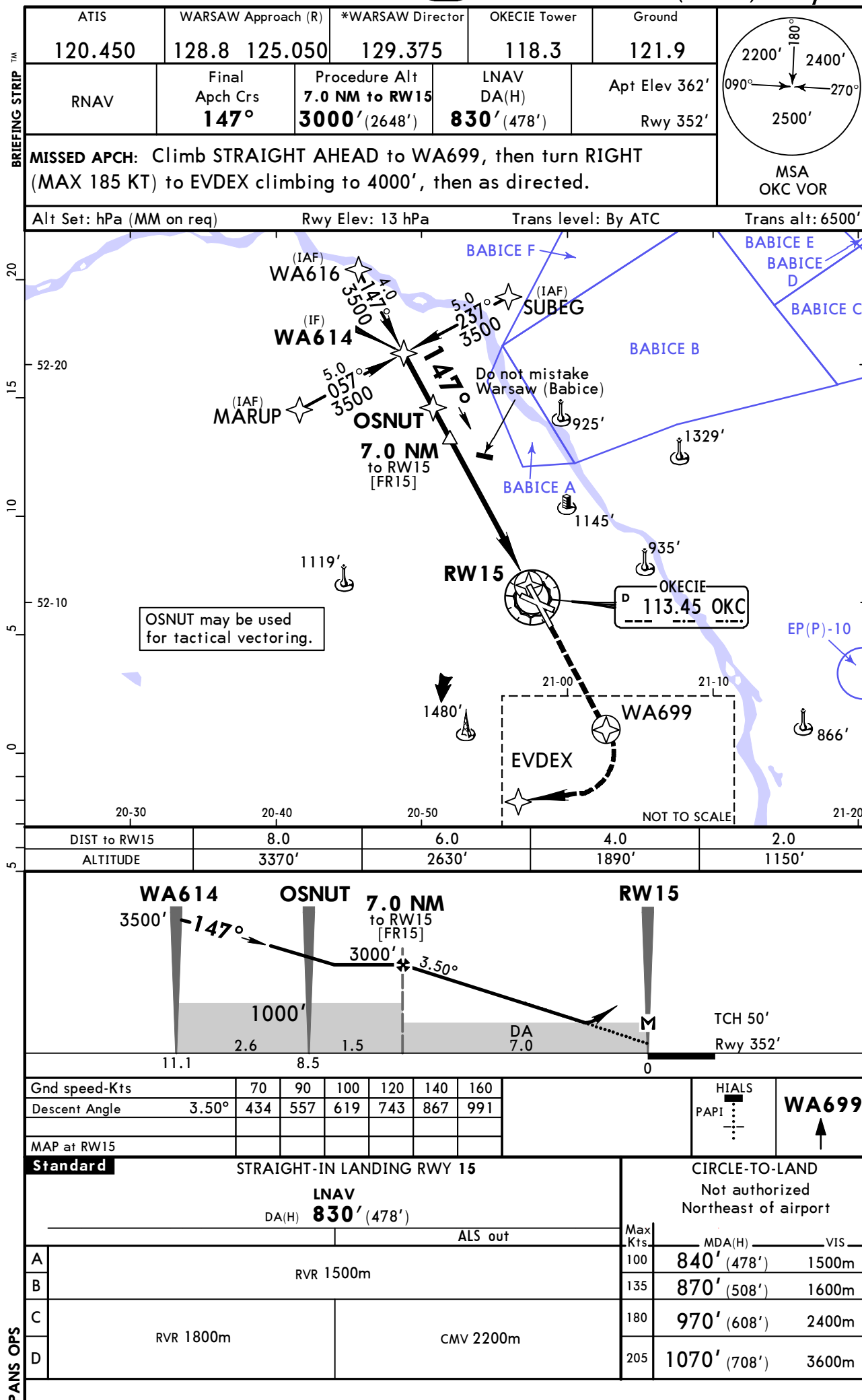
WARSAW, POLAND
RNAV (GNSS) Rwy 11



EPWA/WAW
CHOPIN

JEPPESSEN
22 MAY 15 **(12-2)**

WARSAW, POLAND
RNAV (GNSS) Rwy 15



EPWA/WAW
CHOPIN

JEPPESSEN

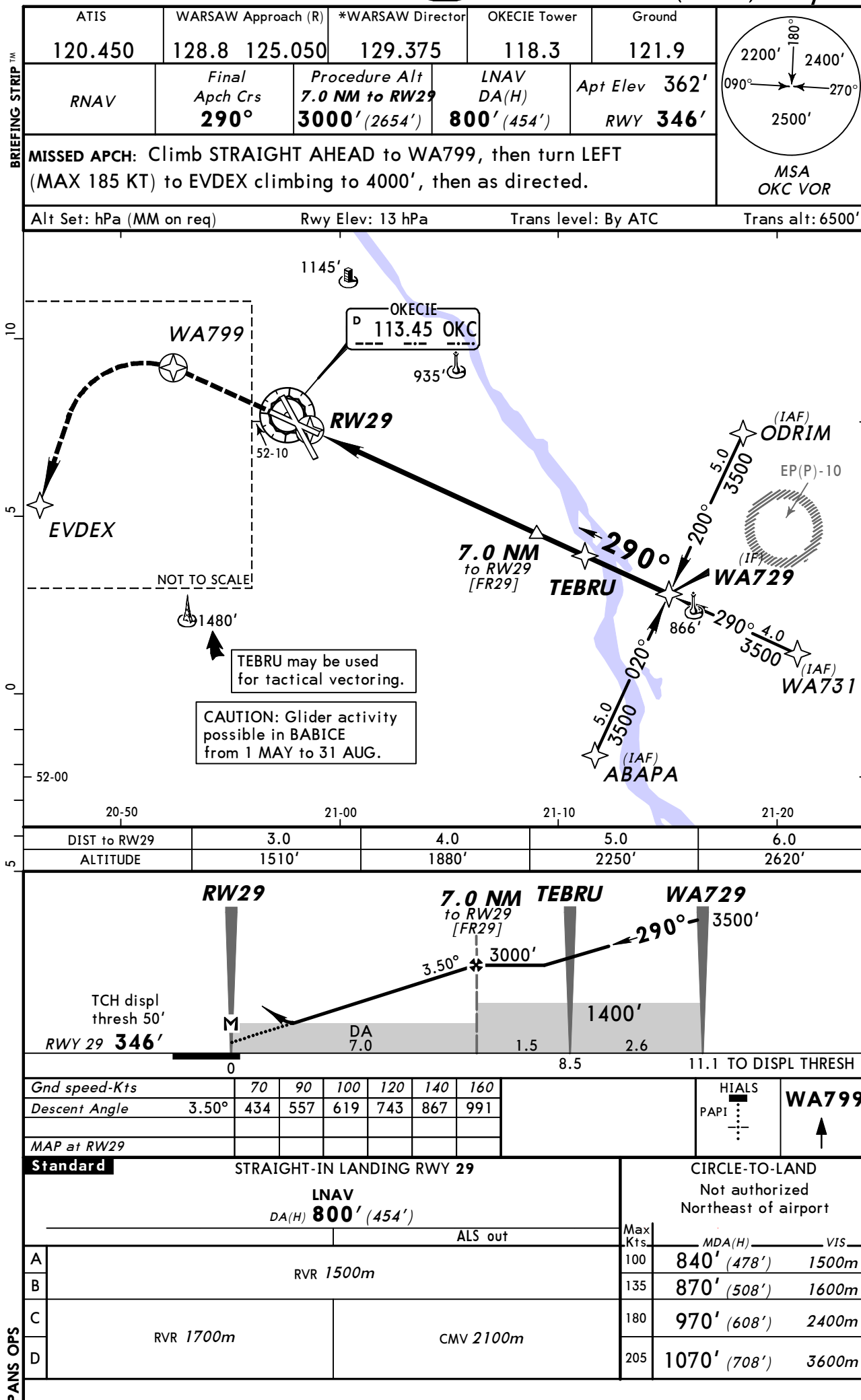
WARSAW, POLAND

30 JAN 15

(12-3)

Eff 5 Feb

RNAV (GNSS) Rwy 29



EPWA/WAW
CHOPIN

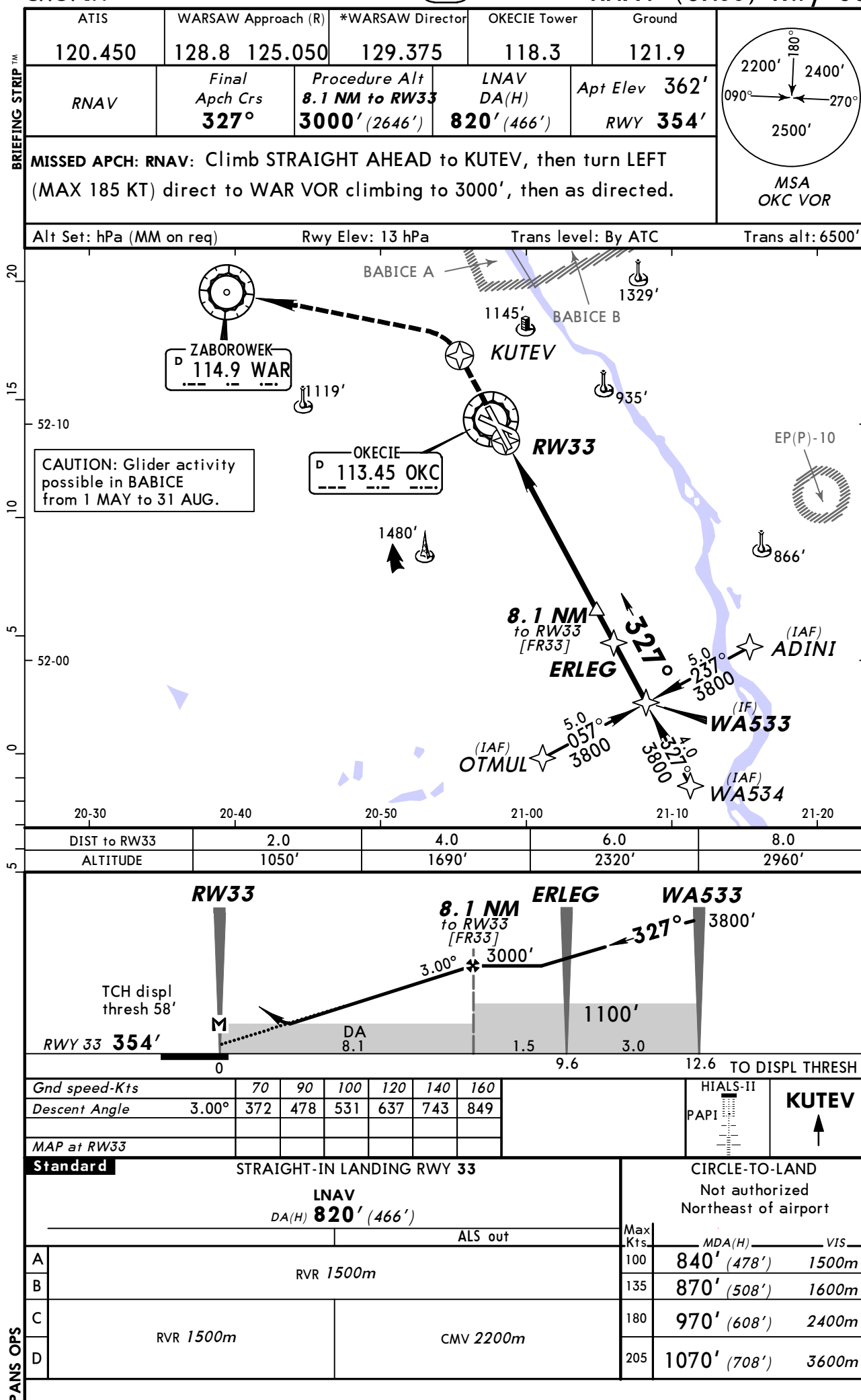
JEPPESSEN

WARSAW, POLAND

30 JAN 15 **(12-4)**

Eff 5 Feb

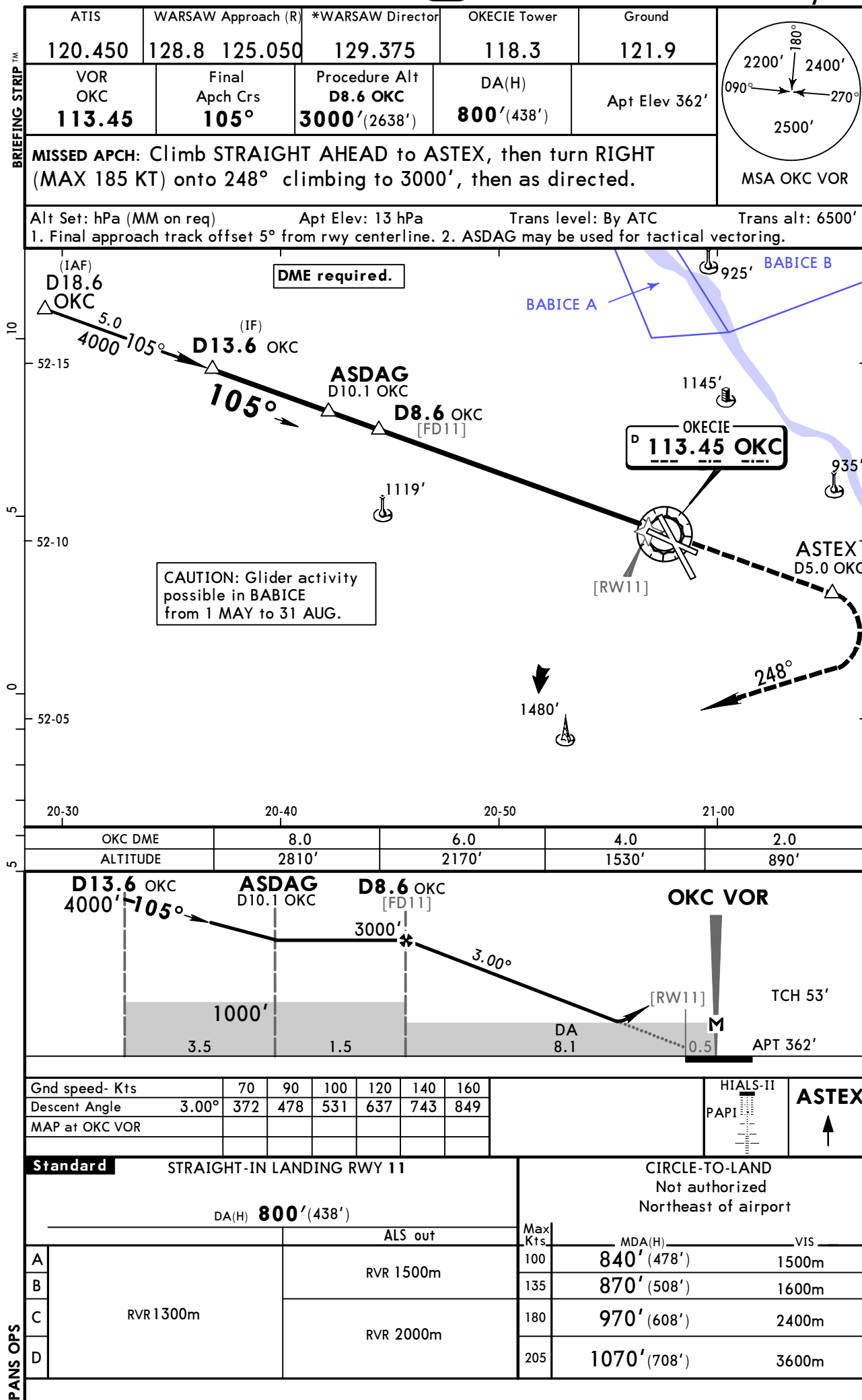
RNAV (GNSS) Rwy 33



EPWA/WAW
CHOPIN

JEPPesen
22 MAY 15 (13-1)

WARSAW, POLAND
VOR Rwy 11



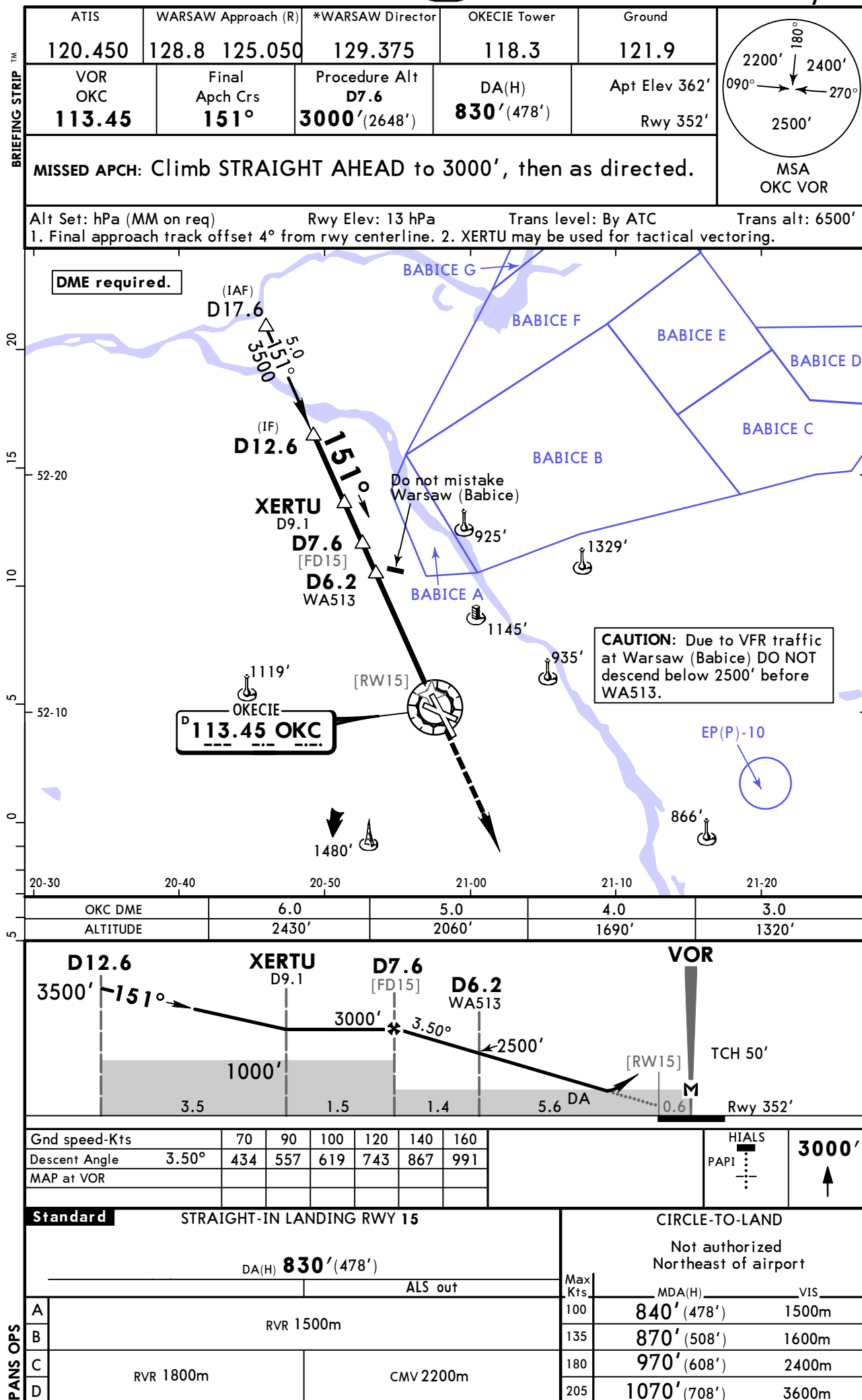
CHANGES: Minimums.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

EPWA/WAW
CHOPIN

JEPPesen
22 MAY 15 **(13-2)**

WARSAW, POLAND
VOR Rwy 15



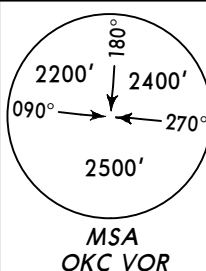
EPWA/WAW
CHOPIN

JEPPESEN
18 APR 14 (13-3)

WARSAW, POLAND
VOR Rwy 29

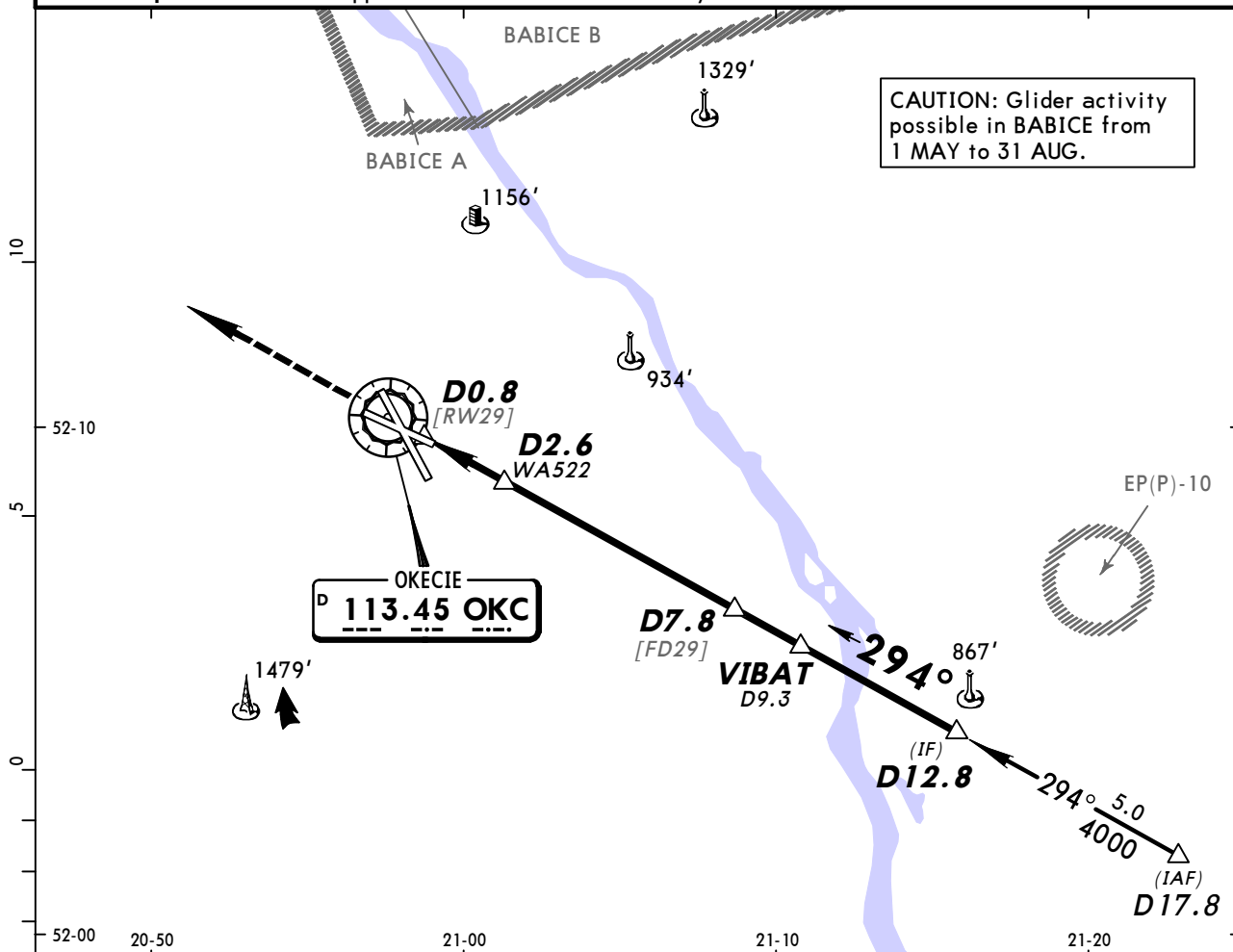
BRIEFING STRIP

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) 780' (434')	Apt Elev 362' RWY 346'
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.				

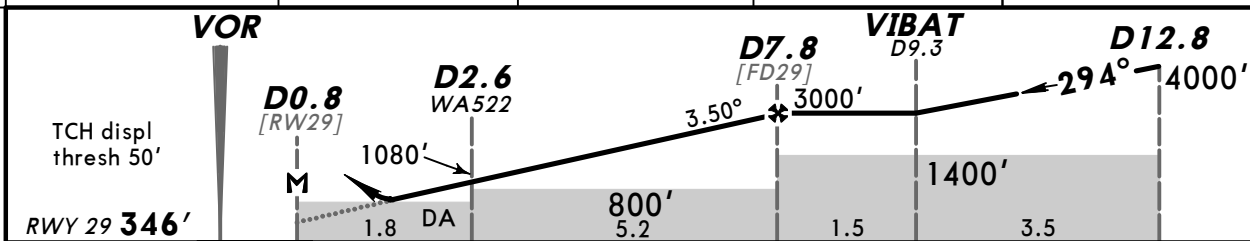


MSA
OKC VOR

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) 780' (434')		DA(H) 800' (454')			
ALS out		ALS out			
A	RVR 1500m	RVR 1500m		100	800' (438') 1500m
B				135	870' (508') 1600m
C	RVR 1600m	RVR 2000m	RVR 1700m	180	970' (608') 2400m
D			CMV 2100m	205	1070' (708') 3600m

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

CHANGES: Minimums.

© JEPPESEN, 1999, 2014. ALL RIGHTS RESERVED.

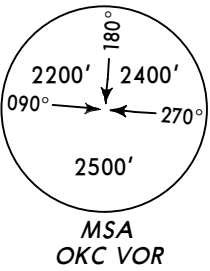
EPWA/WAW
CHOPIN

JEPPESSEN
18 APR 14 13-4

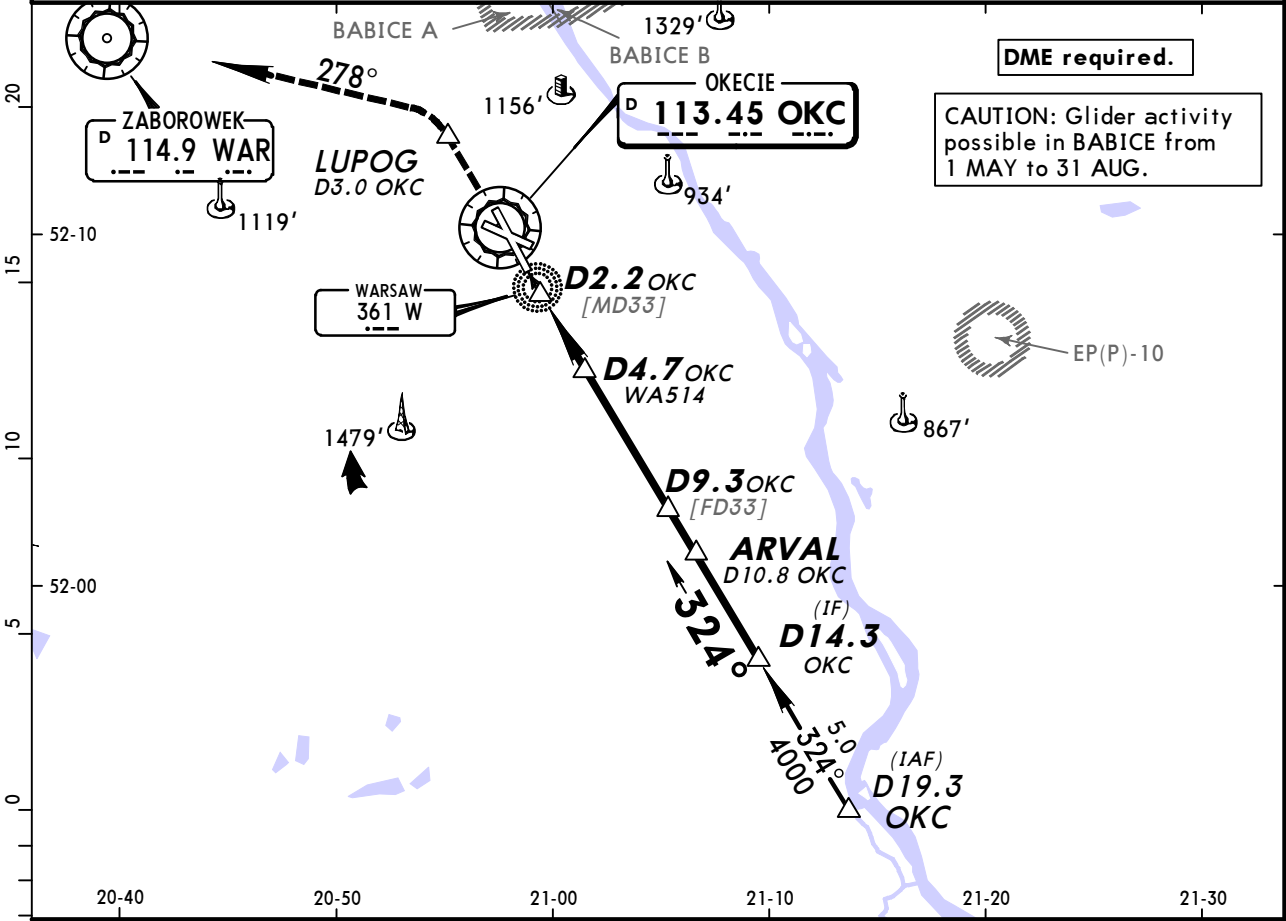
WARSAW, POLAND
VOR Rwy 33

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'

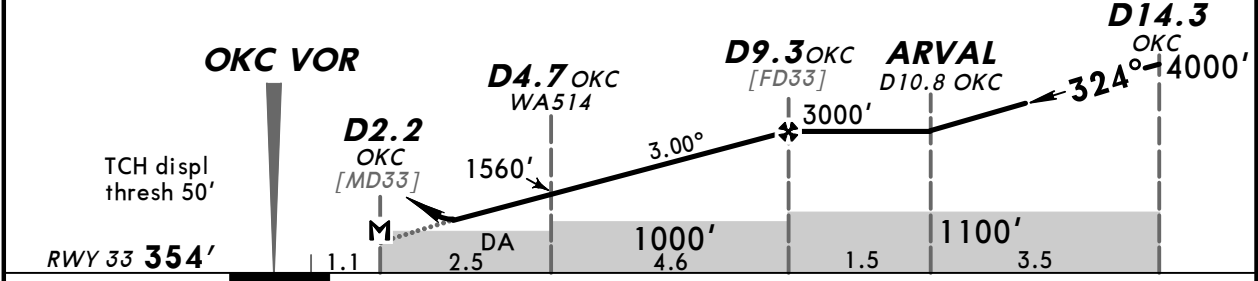
MISSED APCH: Climb STRAIGHT AHEAD to LUPOG, then turn LEFT (MAX 185 KT) to intercept R-098 inbound to WAR VOR climbing to 3000', then as directed.



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.



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



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

Standard 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')		Max Kts	MDA(H) VIS
ALS out		ALS out		100	820' (458') 1500m
A B C D	RVR 1200m	RVR 1500m	RVR 1500m	135	870' (508') 1600m
		RVR 1900m	RVR 1500m	180	970' (608') 2400m
			CMV 2200m	205	1070' (708') 3600m

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

CHANGES: None.

WARSAW, (CHOPIN - EPWA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EPWA