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JEPPESEN
JeppView for Windows

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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: 0215 Z
Sunset: 1900 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

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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 Director Approach: 129.375
Warsaw Approach: 128.800

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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.

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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 E3, 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.

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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, 31B 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:	- ACFT stand is accessible from TWY A and TWY M from each direction. In case of parking of ACFT with its nose towards TWY M2, taxiing-out is available only at TWY M2 in the direction of TWY Z. Taxiing-out into TWY M2 in the direction of TWY E is possible in the form of towing. In case of parking of ACFT with its nose towards TWY A, taxiing-out is available into TWY A3, A4, O1.
Stand 37:	- ACFT stand is accessible from TWY A and TWY M from each direction. In case of parking of ACFT with its nose towards TWY M3, taxiing-out is available only at TWY M3 in the direction of TWY E. Taxiing-out into TWY M3 in the direction of TWY Z is possible in the form of towing. In case of parking of ACFT with its nose towards TWY A, taxiing-out is available into TWY A3, A4, O1.
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 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.
Stands 201 thru 205:	- Designated for helicopters only.

1.6. OTHER INFORMATION

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

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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.

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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.

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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.

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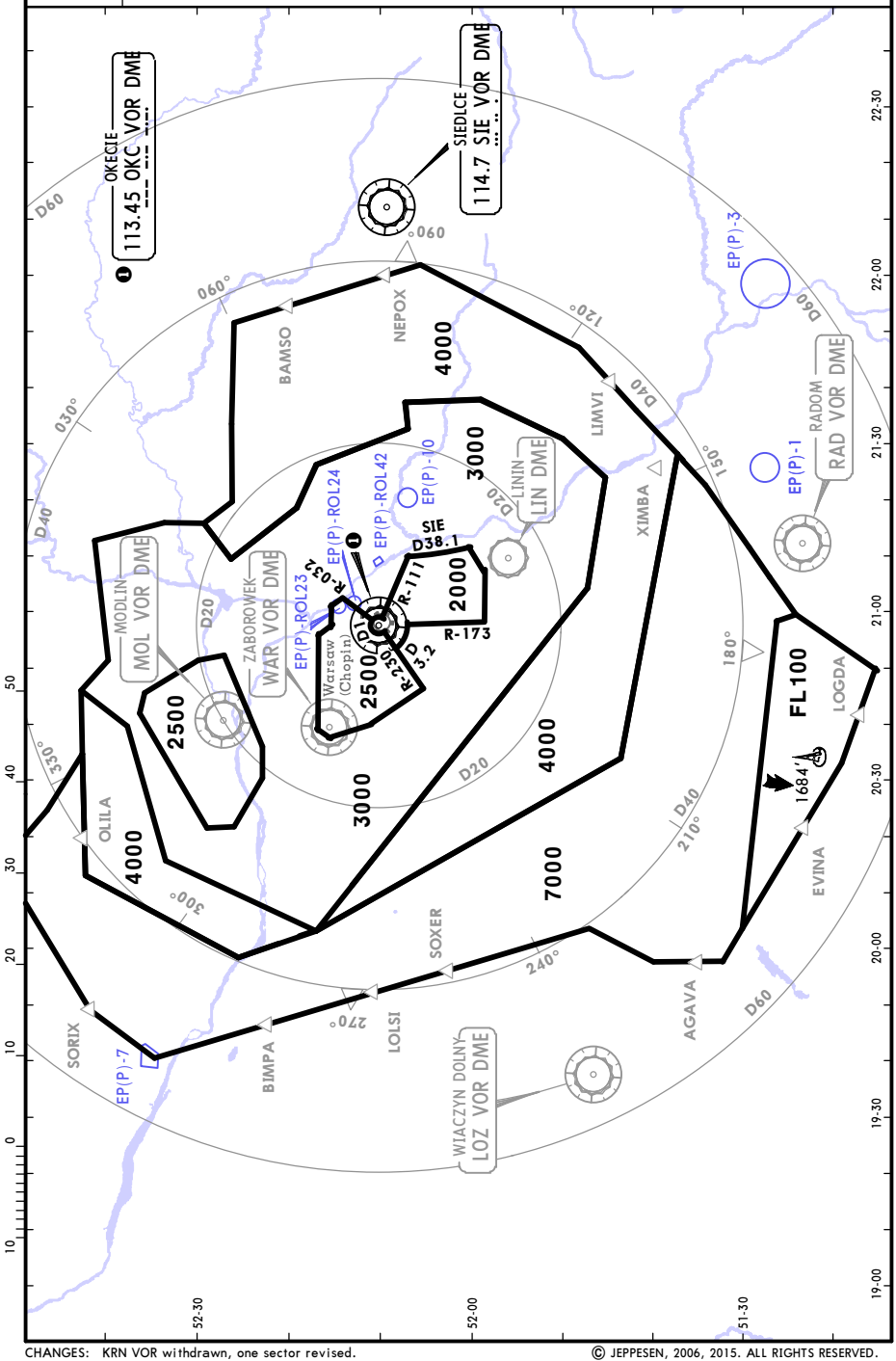
EPWA/WAW
CHOPIN

JEPPESEN

12 JUN 15 (10-1R) Eff 25 Jun

WARSAW, POLAND
RADAR MINIMUM ALTITUDES

Apt Elev	
362′	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.



CHANGES: KRN VOR withdrawn, one sector revised.

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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.

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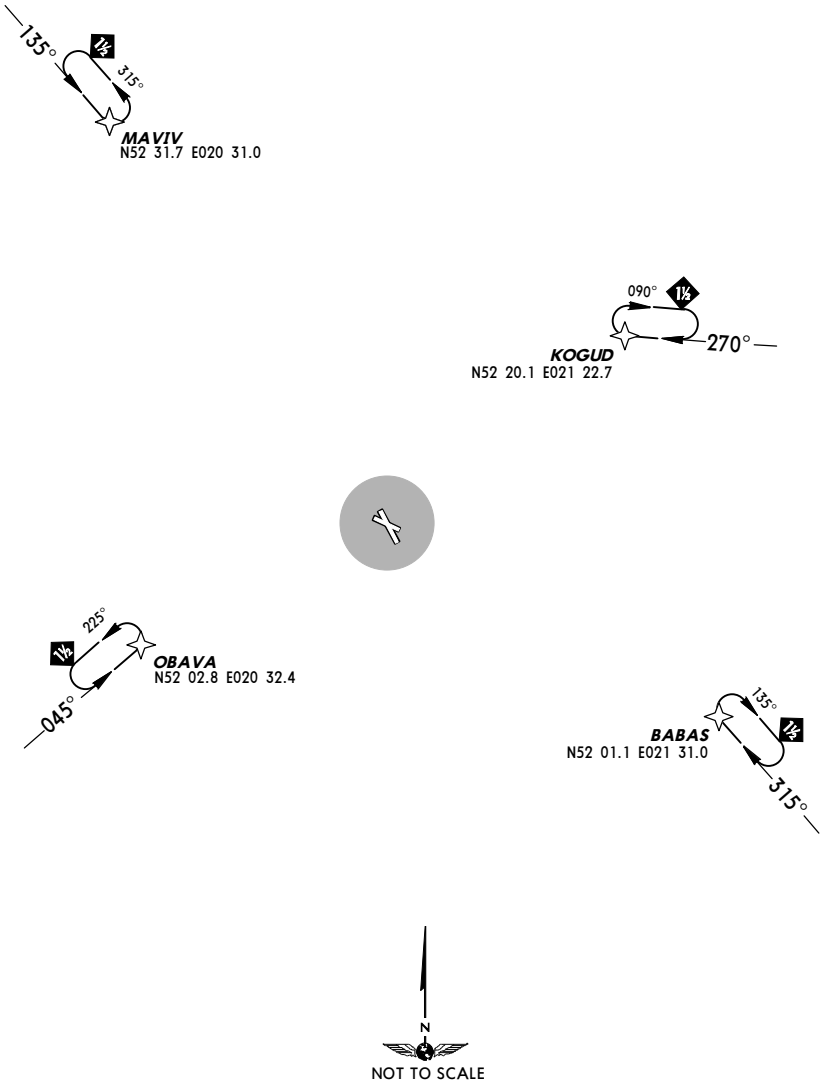
HOLDINGS FOR TMA RWY CONFIGURATION CHANGE AND UNEXPECTED EVENTS



CHANGES: New chart.

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EPWA/WAW
CHOPIN

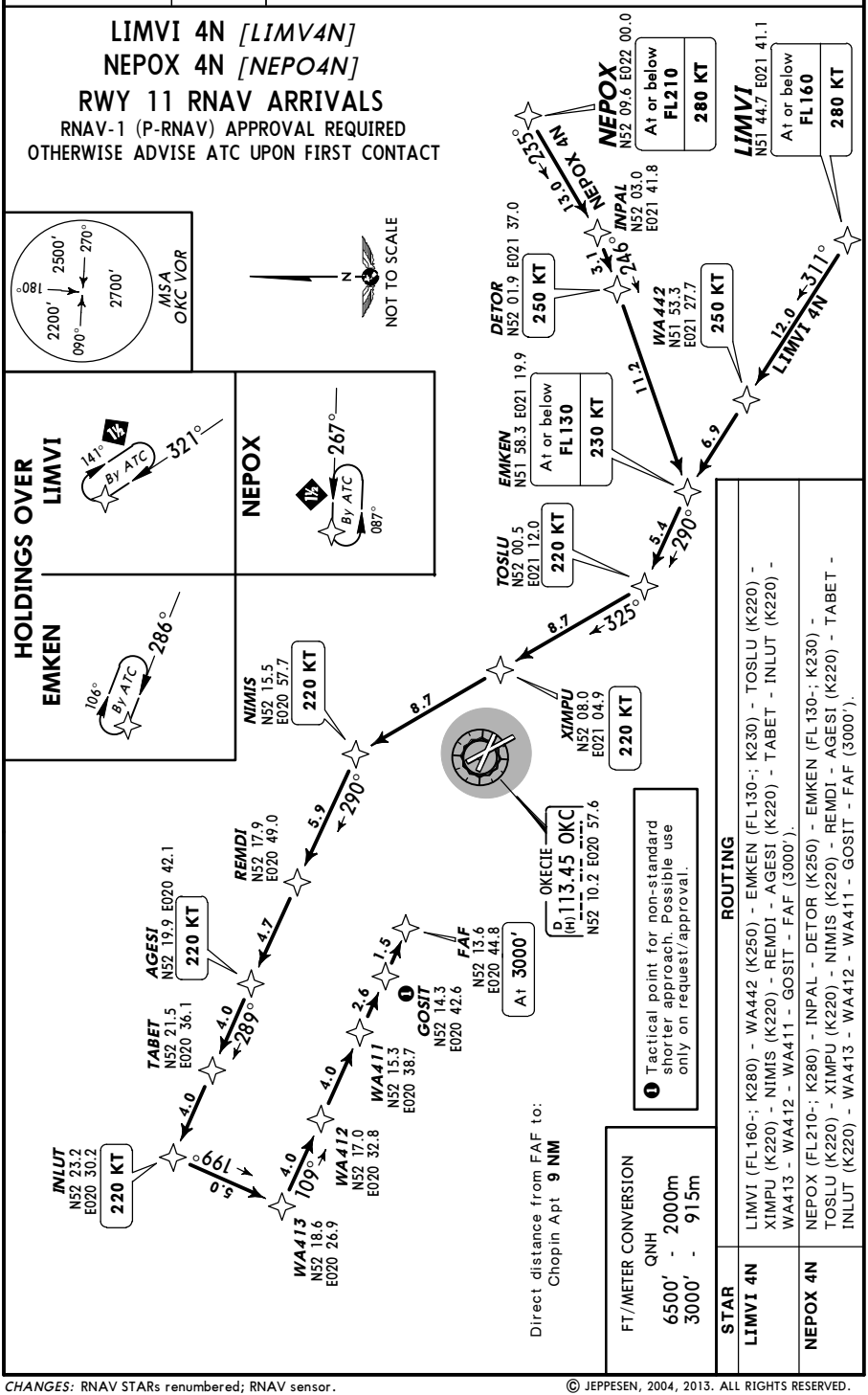
JEPPESEN

29 MAR 13 (10-2B) Eff 4 Apr

WARSAW, POLAND
RNAV STAR

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

LIMVI 4N *[LIMV4N]*
NEPOX 4N *[NEPO4N]*
RWY 11 RNAV ARRIVALS
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



CHANGES: RNAV STARs renumbered; RNAV sensor.

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EPWA/WAW
CHOPIN

JEPPESEN

29 MAR 13 (10-2C) Eff 4 Apr

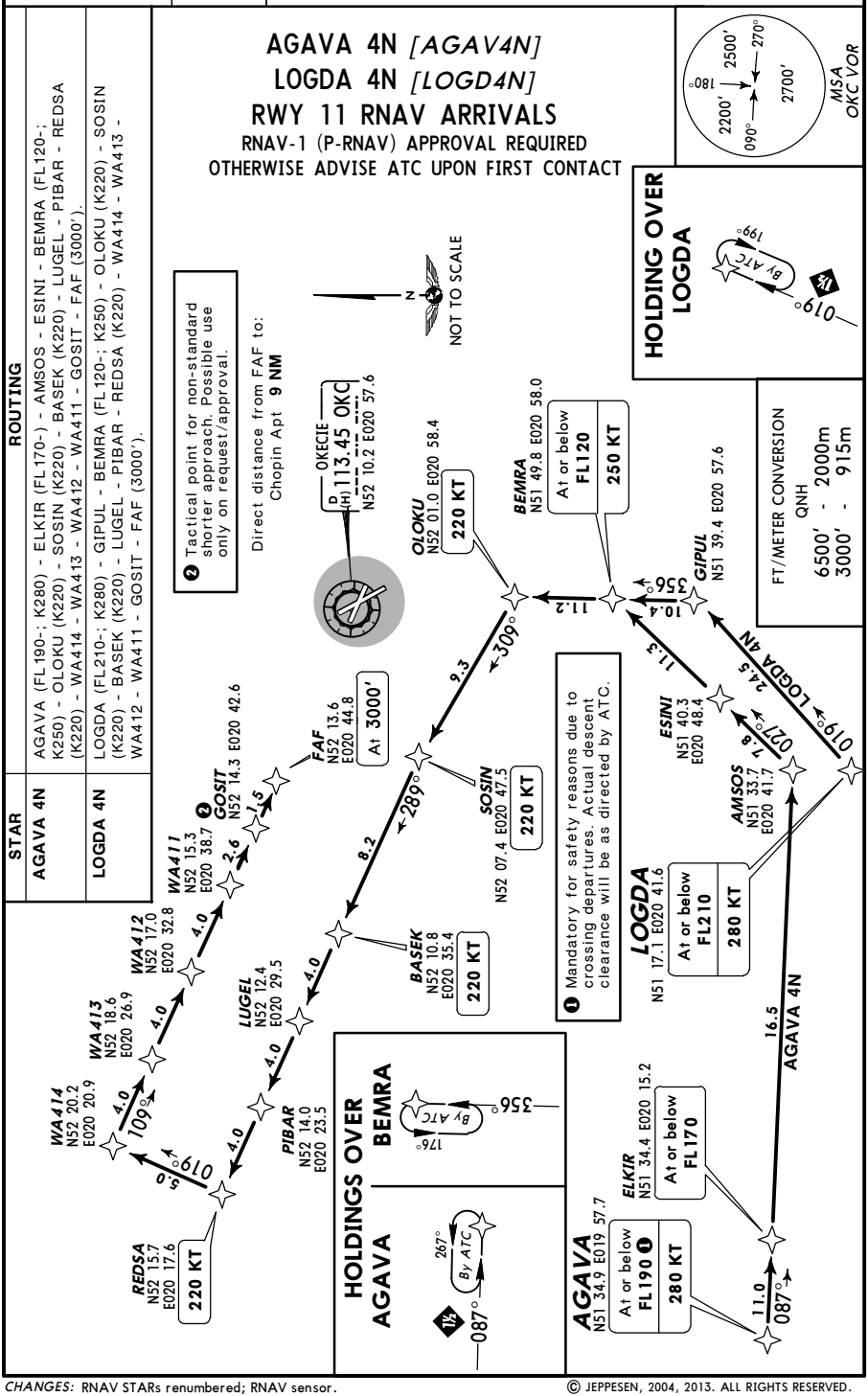
WARSAW, POLAND
RNAV STAR

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

ROUTING

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

AGAVA 4N *[AGAV4N]*
LOGDA 4N *[LOGD4N]*
RWY 11 RNAV ARRIVALS
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



CHANGES: RNAV STARs renumbered; RNAV sensor.

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EPWA/WAW
CHOPIN

JEPPESEN

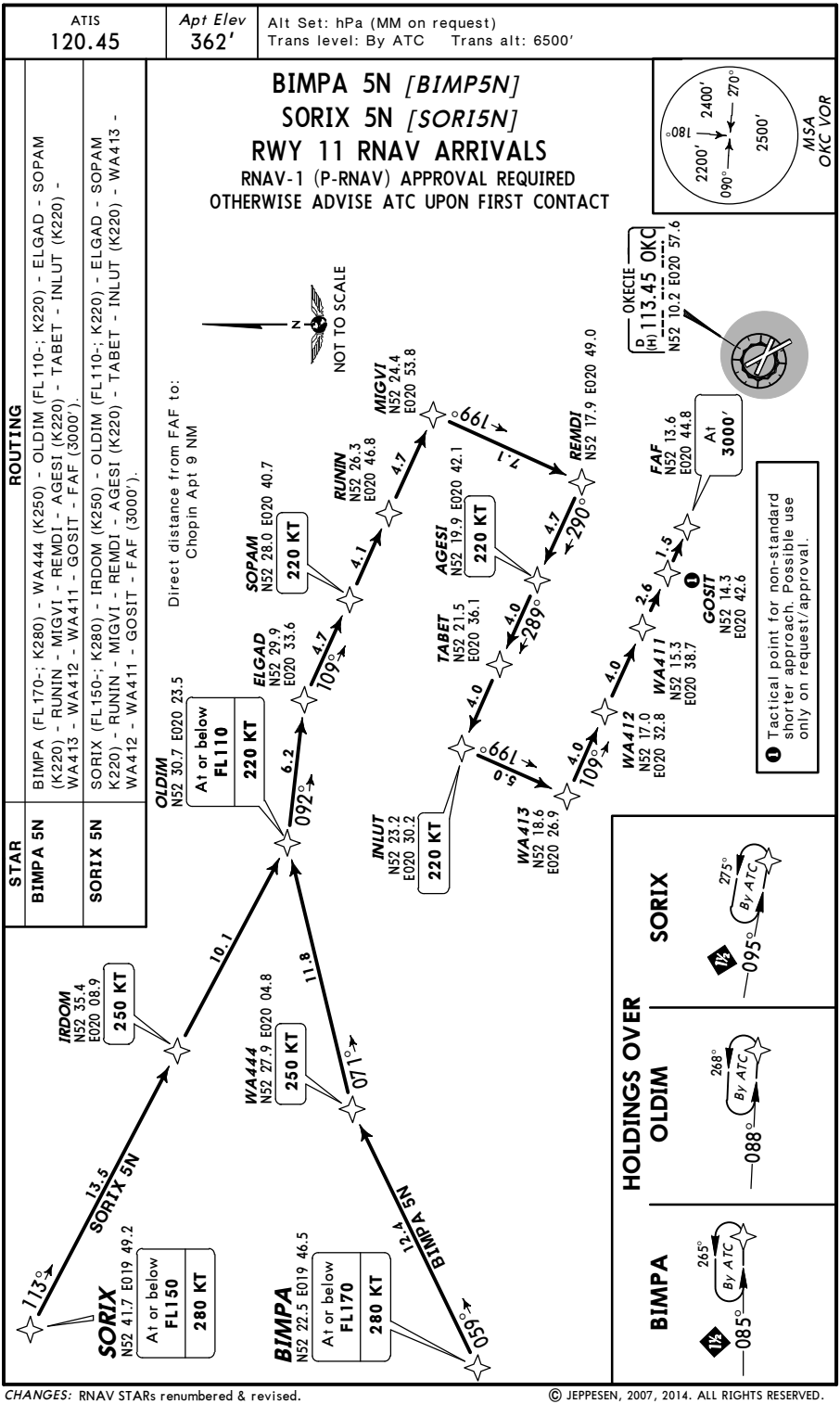
31 JAN 14 (10-2D) Eff 6 Feb

WARSAW, POLAND
RNAV STAR

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

BIMPA 5N *[BIMP5N]*
SORIX 5N *[SORI5N]*
RWY 11 RNAV ARRIVALS
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT

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



CHANGES: RNAV STARs renumbered & revised.

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EPWA/WAW
CHOPIN

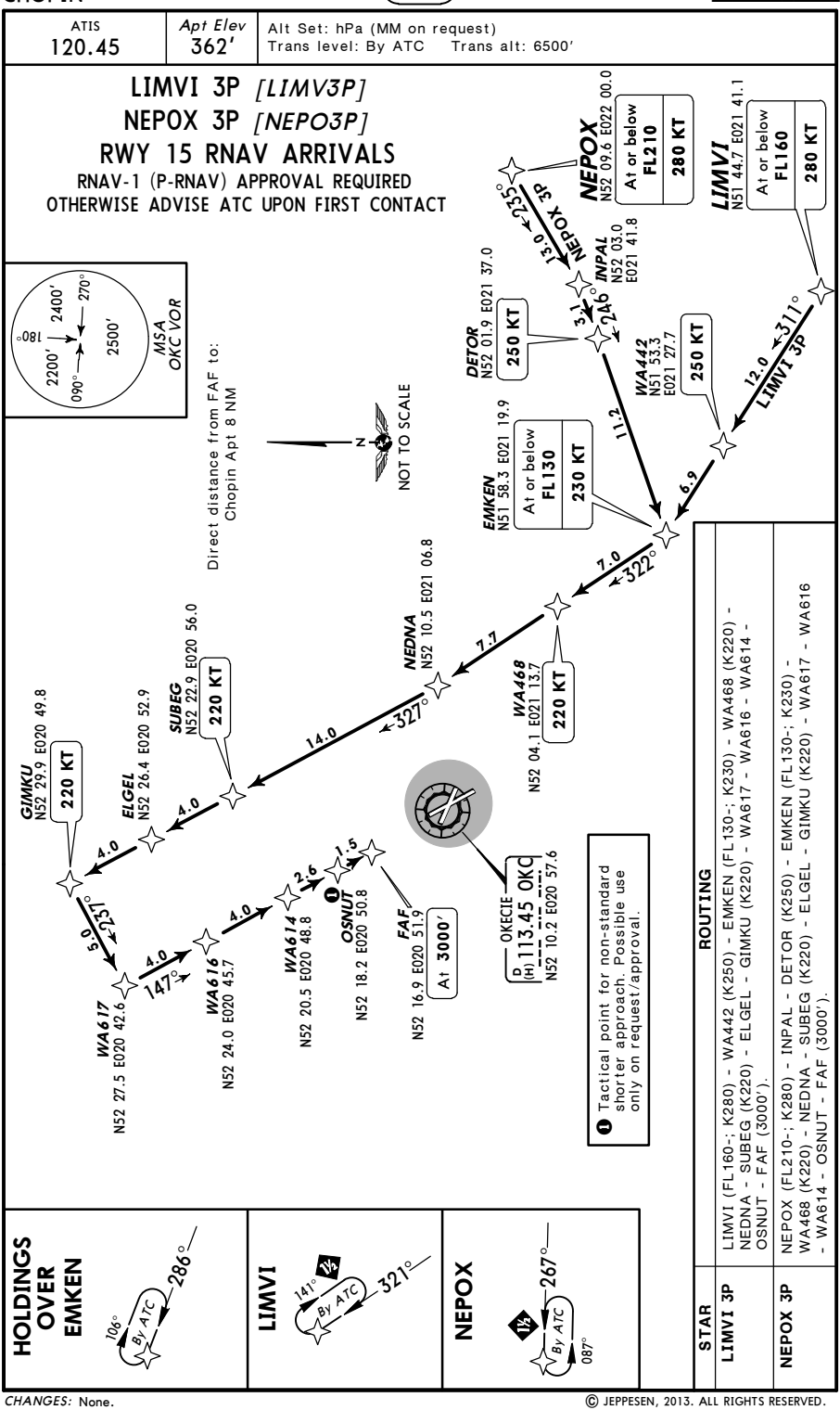
JEPPESEN

31 JAN 14 (10-2E) Eff 6 Feb

WARSAW, POLAND
RNAV STAR

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

LIMVI 3P *[LIMV3P]*
NEPOX 3P *[NEPO3P]*
RWY 15 RNAV ARRIVALS
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT



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

CHANGES: None.

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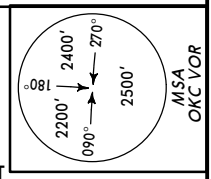
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

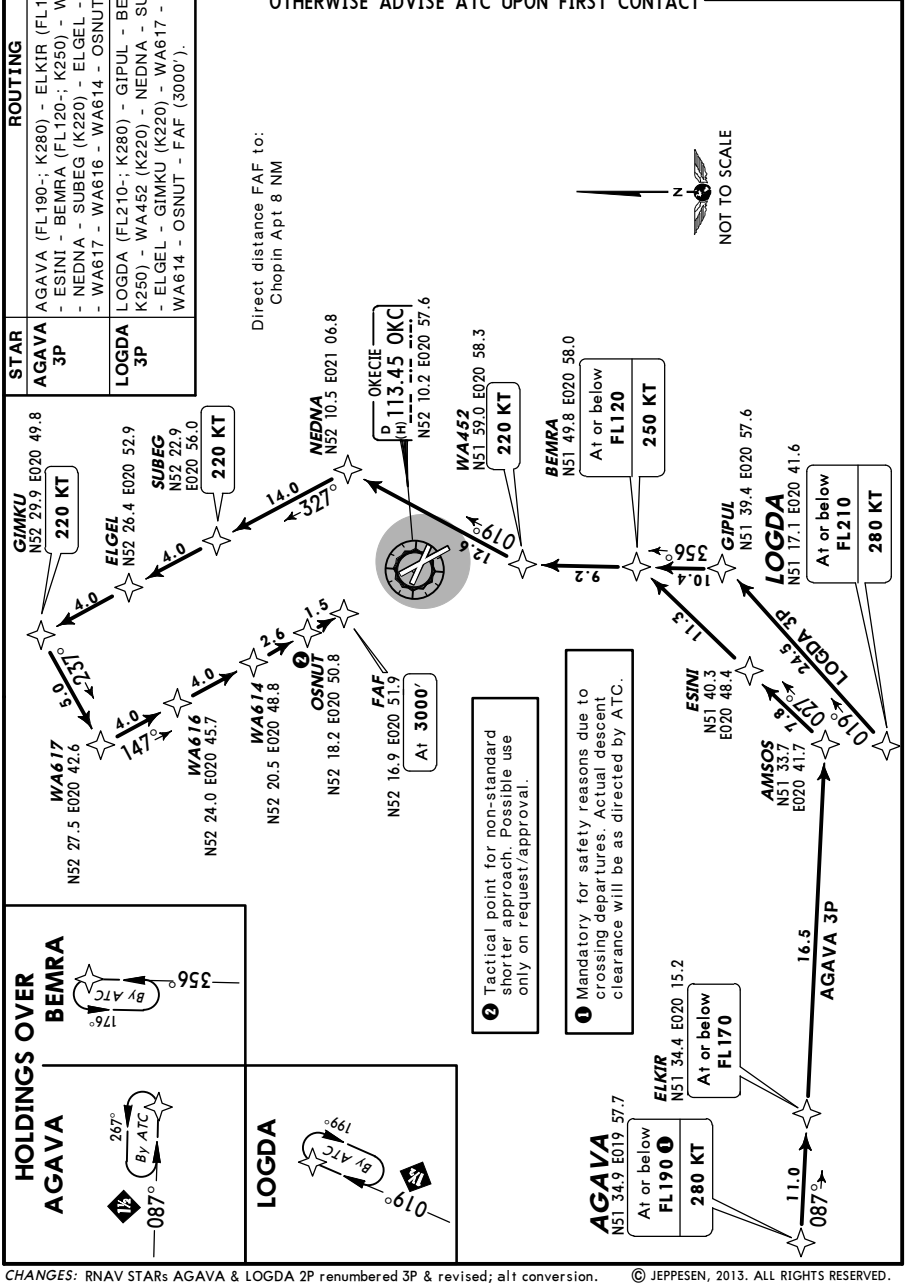
AGAVA 3P *[AGAV3P]*
LOGDA 3P *[LOGD3P]*
RWY 15 RNAV ARRIVALS

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

ROUTING

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





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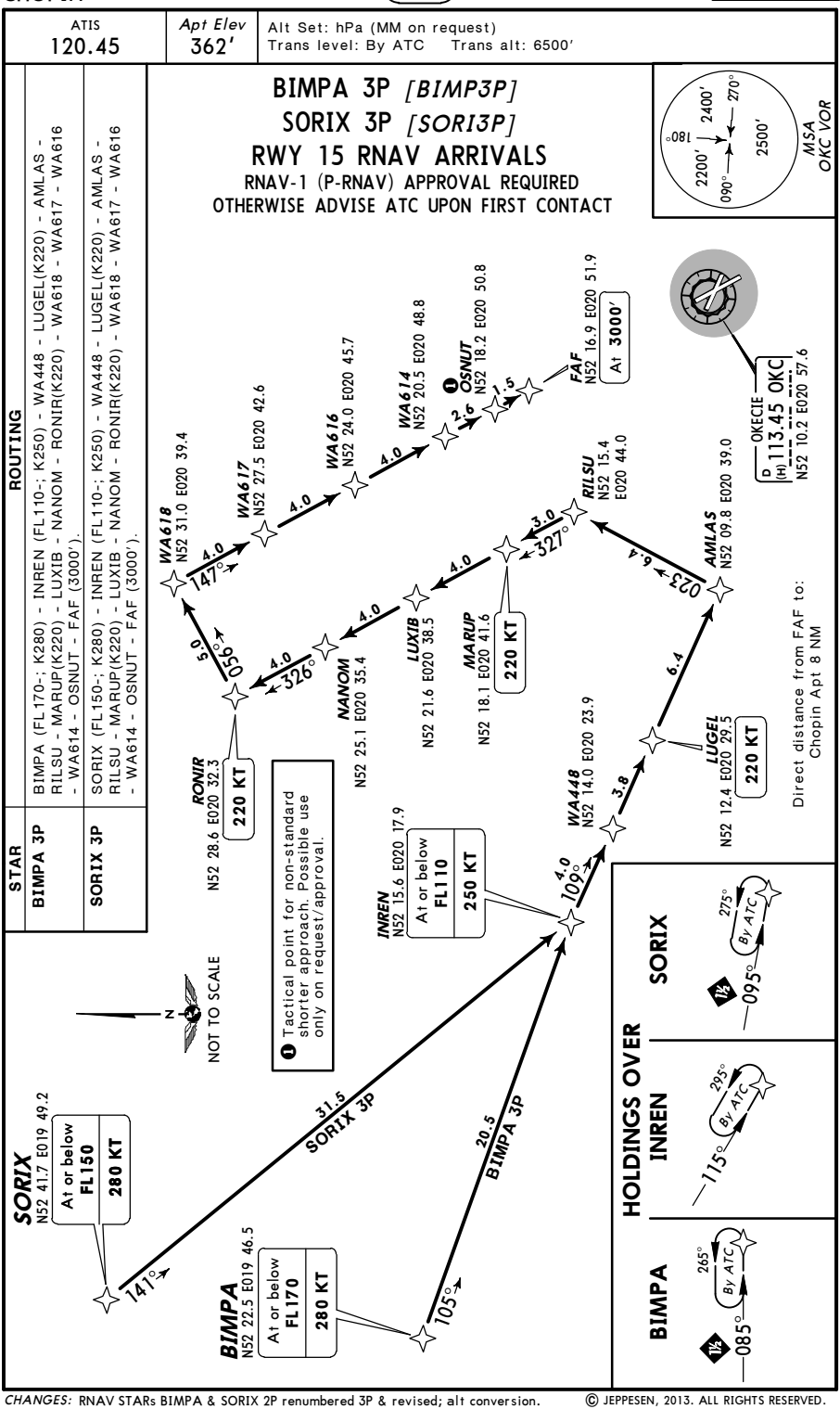
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

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

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

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



CHANGES: RNAV STARs BIMPA & SORIX 2P renumbered 3P & revised; alt conversion.

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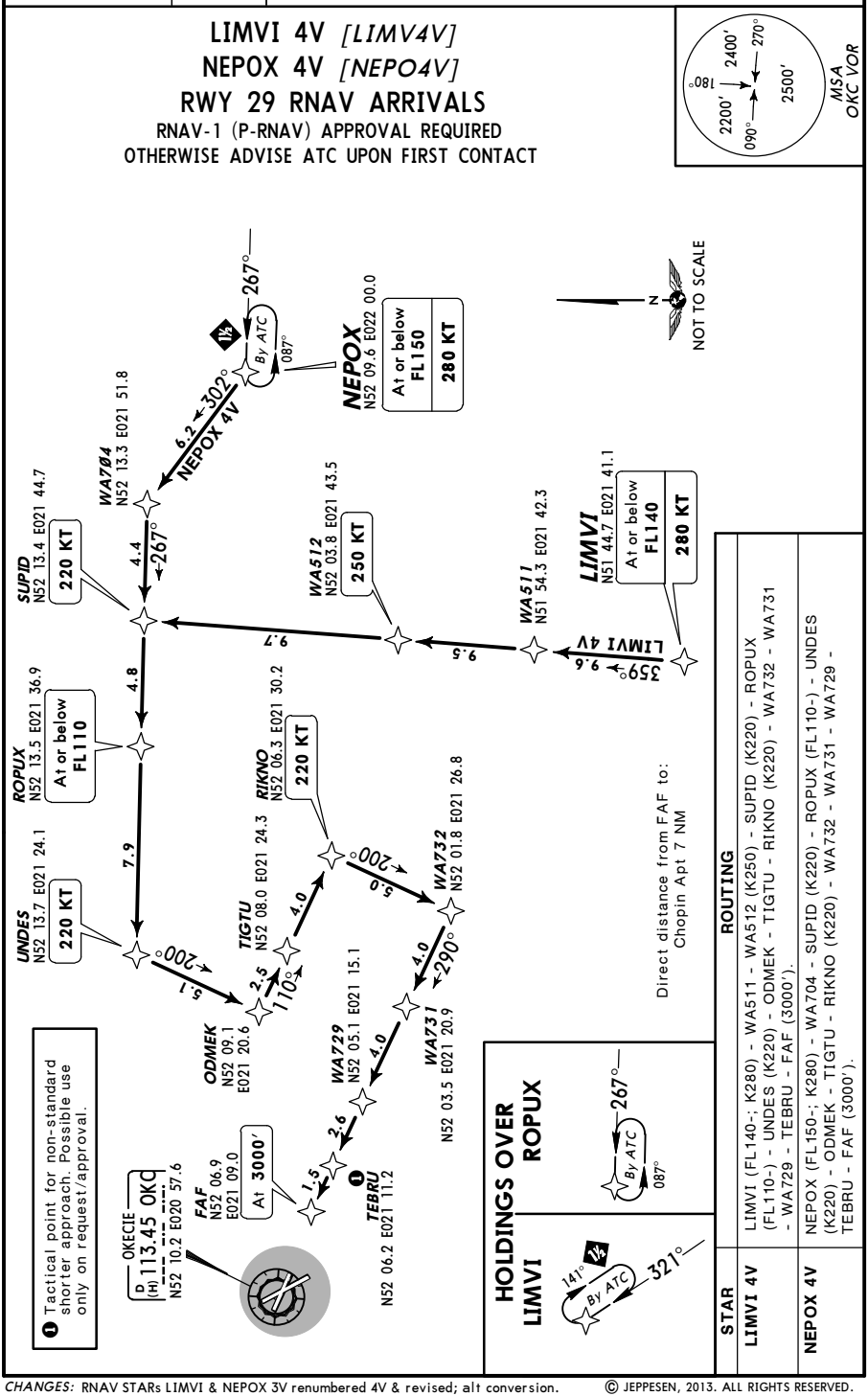
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

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

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



ROUTING

STAR	
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′).

CHANGES: RNAV STARs LIMVI & NEPOX 3V renumbered 4V & revised; alt conversion.

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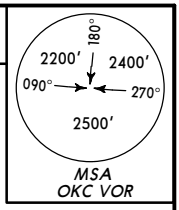
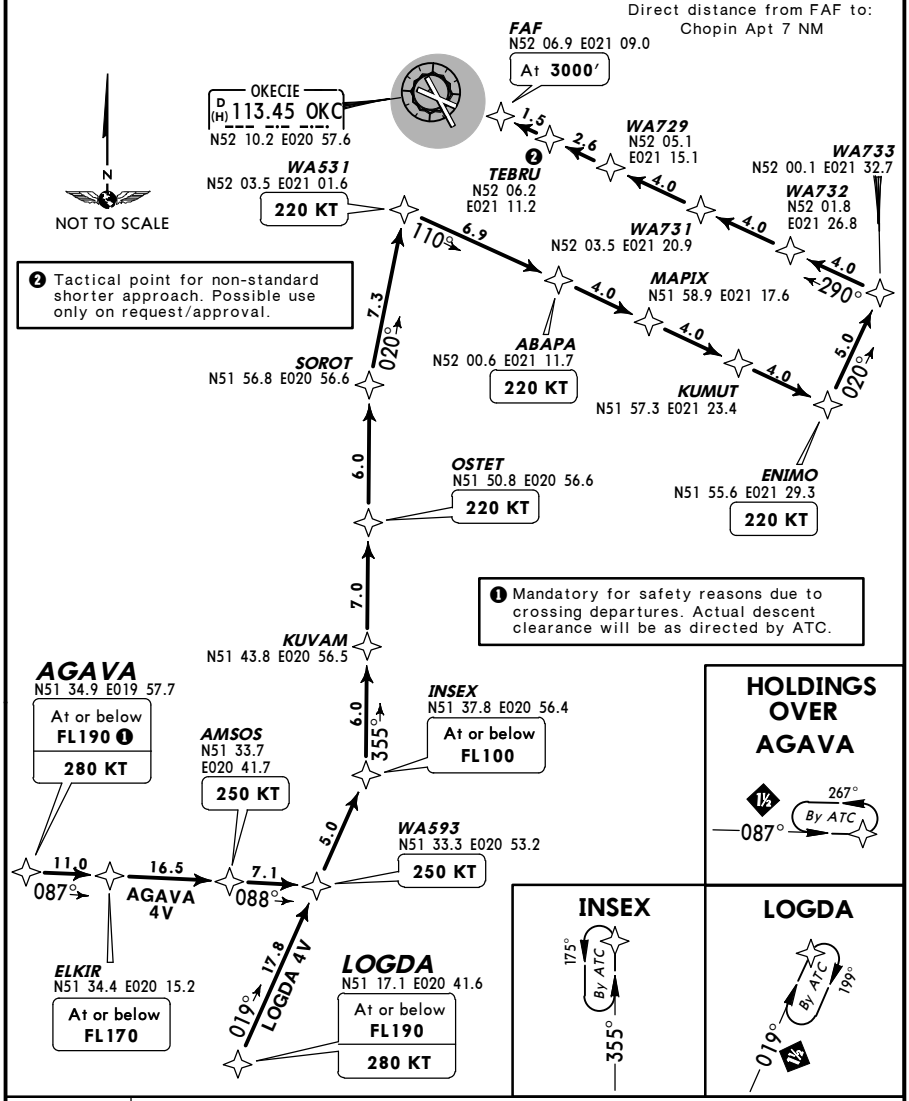
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′



AGAVA 4V [AGAVA4V], LOGDA 4V [LOGDA4V]
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



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′).

CHANGES: RNAV STARs AGAVA & LOGDA 3V renumbered 4V & revised; alt conversion.

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EPWA/WAW
CHOPIN

JEPPESEN

1 NOV 13 (10-2K) Eff 14 Nov

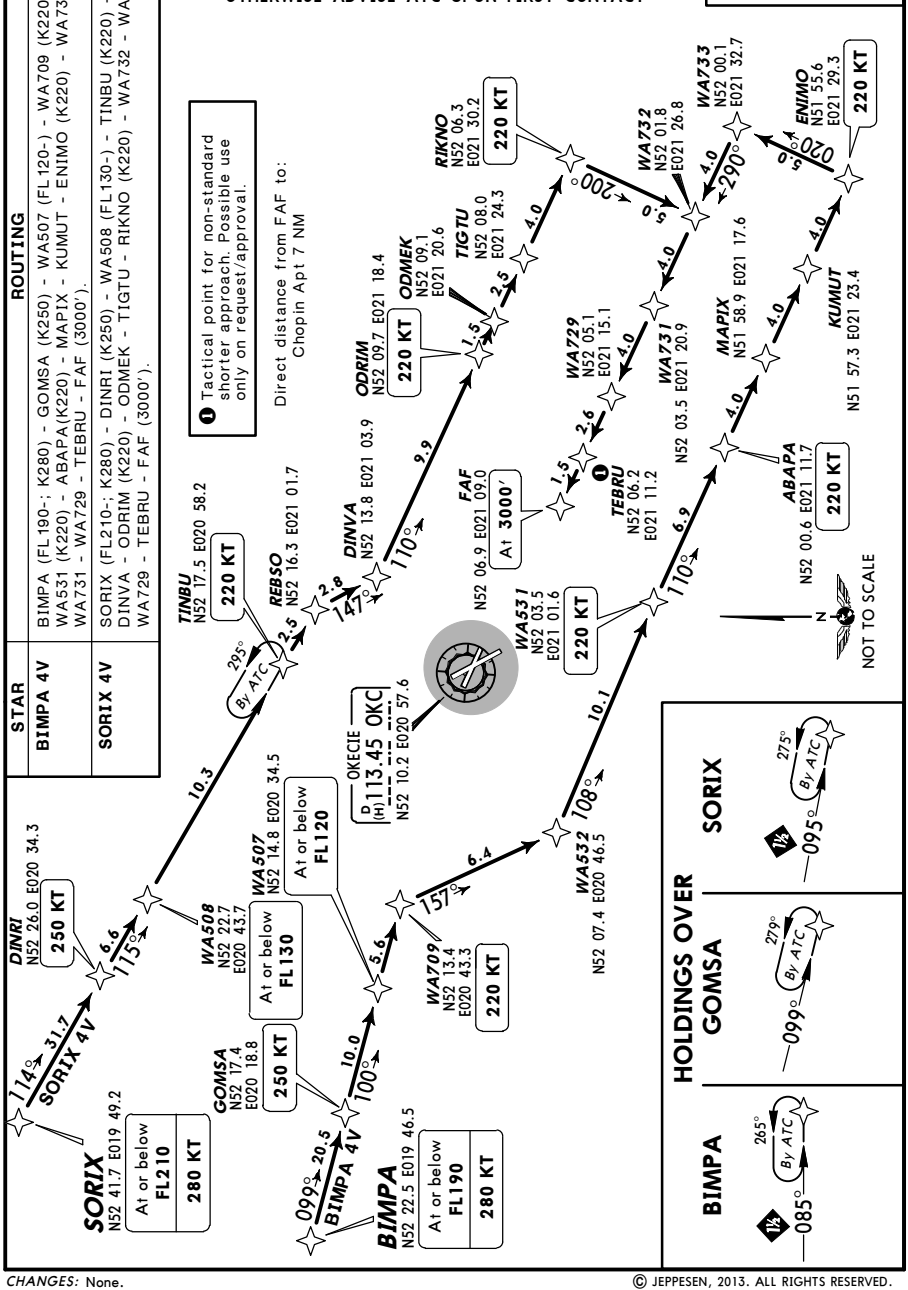
WARSAW, POLAND
RNAV STAR

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

BIMPA 4V *[BIMPA4V]*
SORIX 4V *[SORI4V]*
RWY 29 RNAV ARRIVALS
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT

ROUTING

STAR	
BIMPA 4V	BIMPA (FL190-; K280) - GOMSA (K250) - WA507 (FL120-) - WA709 (K220) - WA532 - WA531 (K220) - ABAPA(K220) - MAPIX - KUMUT - ENIMO (K220) - WA733 - WA732 - WA731 - WA729 - TEBRU - FAF (3000′).
SORIX 4V	SORIX (FL210-; K280) - DINRI (K250) - WA508 (FL130-) - TINBU (K220) - REBSO - DINVA - ODRIM (K220) - ODMEK - TIGTU - RIKNO (K220) - WA732 - WA731 - WA729 - TEBRU - FAF (3000′).



CHANGES: None.

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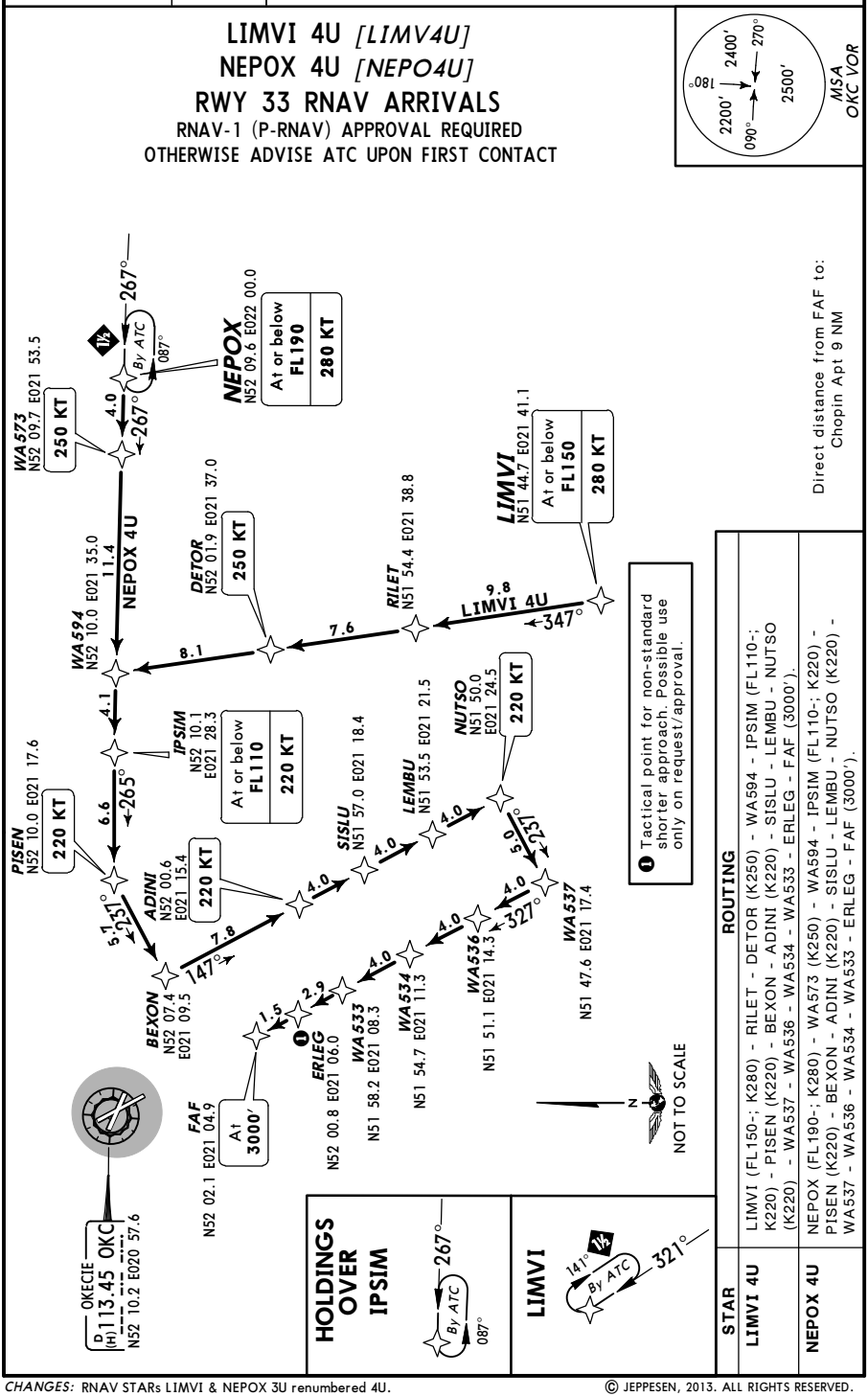
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

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

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



CHANGES: RNAV STARs LIMVI & NEPOX 3U renumbered 4U.

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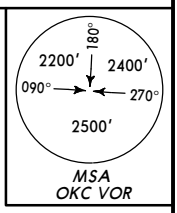
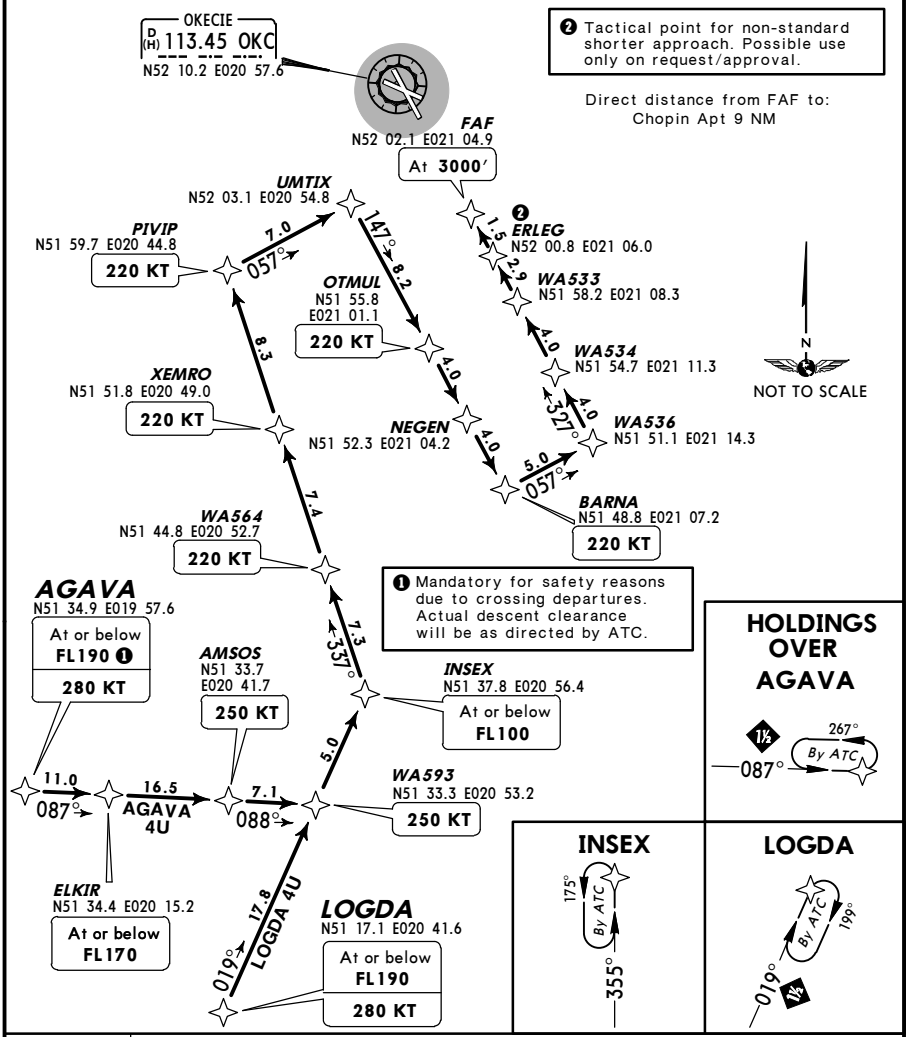
ATIS	Apt Elev	
120.45	362′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 6500′

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

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





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 - BARNA (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 - BARNA (K220) - WA536 - WA534 - WA533 - ERLEG - FAF (3000′).

CHANGES: RNAV STARs AGAVA & LOGDA 3U renumbered 4U.

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EPWA/WAW
CHOPIN

JEPPESEN

1 NOV 13 (10-2N) Eff 14 Nov

WARSAW, POLAND
RNAV STAR

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

BIMPA 4U *[BIMP4U]*
SORIX 4U *[SORI4U]*
RWY 33 RNAV ARRIVALS
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC UPON FIRST CONTACT

ROUTING

STAR	
BIMPA 4U	BIMPA (FL190-; K280) - GOMSA (K250) - WA507 (FL120-) - LAVMO (K220) - UMTIX - OTMUL(K220) - NEGEN - BARNA(K220) - WA536 - WA534 - WA533 - ERLEG - FAF (3000′).
SORIX 4U	SORIX (FL210-; K280) - DINRI (K250) - WA508 (FL130-) - TINBU (K220) - REBSO - BEXON - ADINI (K220) - SISLU - LEMBU - NUTSO (K220) - WA537 - WA536 - WA534 - WA533 - ERLEG - FAF (3000′).

Direct distance from FAF to: Chopin Apt 9 NM

NOT TO SCALE

MSA OKC VOR: 2200′ (090°–180°), 2400′ (180°–270°), 2500′ (270°–090°)

SORIX N52 41.7 E019 49.2 — At or below FL210 / 280 KT

114° 31.7 SORIX 4U

DINRI N52 26.0 E020 34.3 — 250 KT

115° 6.6

WA508 N52 22.7 E020 43.7 — At or below FL130

10.3

TINBU N52 17.5 E020 58.2 — 220 KT

295° By ATC 2.5

REBSO N52 16.3 E021 01.7

147° 10.1

BEXON N52 07.4 E021 09.5

7.8

ADINI N52 00.6 E021 15.4 — 220 KT

4.0

SISLU N51 57.0 E021 18.4

4.0

LEMBU N51 53.5 E021 21.5

4.0

NUTSO N51 50.0 E021 24.5 — 220 KT

257° 5.0

WA537 N51 47.6 E021 17.4

4.0 327°

WA536 N51 51.1 E021 14.3

4.0

WA534 N51 54.7 E021 11.3

4.0

WA533 N51 58.2 E021 08.3

4.0 2.9

FAF N52 02.1 E021 04.9 — At 3000′

1.5

ERLEG N52 00.8 E021 06.0

050° 5.0

BARNA N51 48.8 E021 07.2 — 220 KT

4.0

NEGEN N51 52.3 E021 04.2

4.0

OTMUL N51 55.8 E021 01.1 — 220 KT

147° 8.2

UMTIX N52 03.1 E020 54.8

146° 11.3

LAVMO N52 13.0 E020 46.0 — 220 KT

7.3

WA507 N52 14.8 E020 34.5 — At or below FL120

OKECIE D (H) 113.45 OKC N52 10.2 E020 57.6

GOMSA N52 17.4 E020 18.8 — 250 KT

100° 10.0

099° 20.5 BIMPA 4U

BIMPA N52 22.5 E019 46.5 — At or below FL190 / 280 KT

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

HOLDINGS OVER

SORIX — 095° By ATC 275° (1½)

GOMSA — 099° By ATC 279°

BIMPA — 085° By ATC 265° (1½)

CHANGES: RNAV STARs BIMPA & SORIX 3U renumbered 4U.

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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.

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WARSAW APP 128.8	Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off 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.

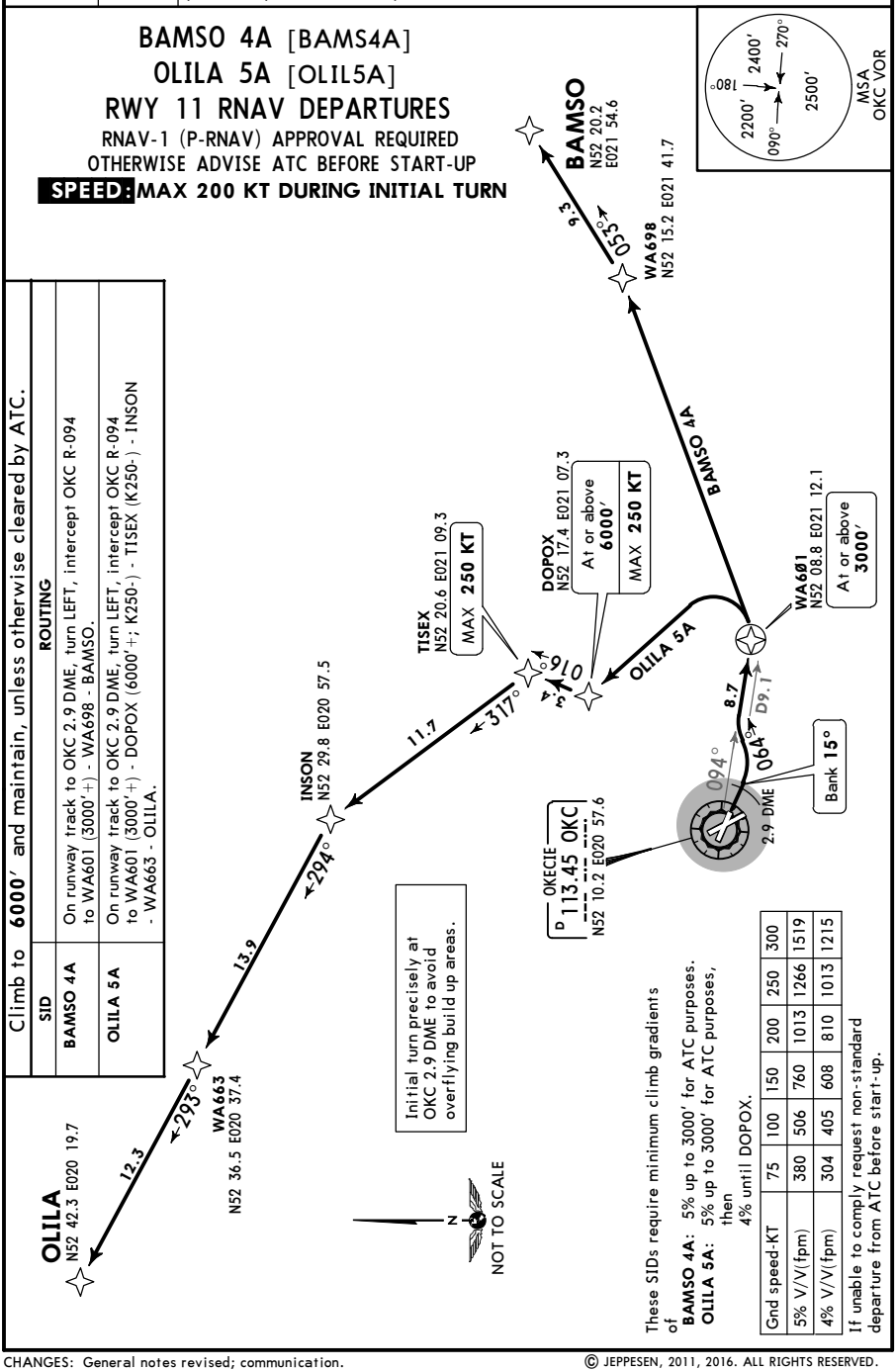
BAMSO 4A [BAMS4A]
OLILA 5A [OLIL5A]
RWY 11 RNAV DEPARTURES

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.

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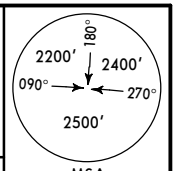
WARSAW APP 128.8	Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off. 2. Conventional navigation to 3000′. 3. EXPECT close-in obstacles. 4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.



MSA
OKC VOR

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

NOT TO SCALE

Initial turn precisely at OKC 2.9 DME to avoid overflying build up areas.

OKECIE
D 113.45 OKC
N52 10.2 E020 57.6

2.9 DME

Bank **15°**

149°

179°

12.0

D11.4

WA6Ø6
N52 02.2 E020 55.9
At or above **4000′**

WA6Ø4
N51 59.9 E021 05.7
At or above **4000′**

EVINA 4A

NITKI
N51 56.9 E020 34.3

195°

18.9

24

XIMBA 4A

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

NIPUS
N51 39.2 E020 24.0
At or above **FL180** ❶

XIMBA
N51 39.4 E021 25.7

180°

16.0

EVINA
N51 23.3
E020 21.6

These SIDs require minimum climb gradients of
EVINA 4A: 5% up to 4000′ for ATC purposes, then
7% until NIPUS.
XIMBA 4A: 5% up to 4000′ for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
7% V/V(fpm)	532	709	1063	1418	1772	2127
5% V/V(fpm)	380	506	760	1013	1266	1519

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

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

SID	ROUTING
EVINA 4A	On runway track to OKC 2.9 DME, turn RIGHT to WA606 (4000′+) - NITKI - NIPUS (FL180+) - EVINA.
XIMBA 4A	On runway track to OKC 2.9 DME, turn RIGHT, intercept OKC R-149 to WA604 (4000′+) - XIMBA.

CHANGES: General notes revised; communication.

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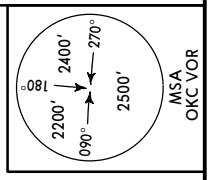
WARSAW APP 128.8	Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ 1. As soon as possible contact WARSAW Approach after take-off. 2. Conventional navigation to 3000′. 3. EXPECT close-in obstacles. 4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures 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.

Initial turn precisely at OKC 2.9 DME to avoid overflying build up areas.

Bank **15°**

2.9 DME

OKECIE
D 113.45 OKC
N52 10.2 E020 57.6

WA606
N52 02.2 E020 55.9

At or above **4000′**

GILAL
N52 01.6 E020 32.9

286°

269°

9.1

8.8

WA664
N52 04.7 E020 19.0

WA666
N52 02.0
E020 18.6

17.5
LOLSI 5A

13.9
SOXER 5A

LOLSI
N52 10.7 E019 52.3

SOXER
N52 02.6
E019 56.1

N

NOT TO SCALE

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.

CHANGES: General notes revised; communication.

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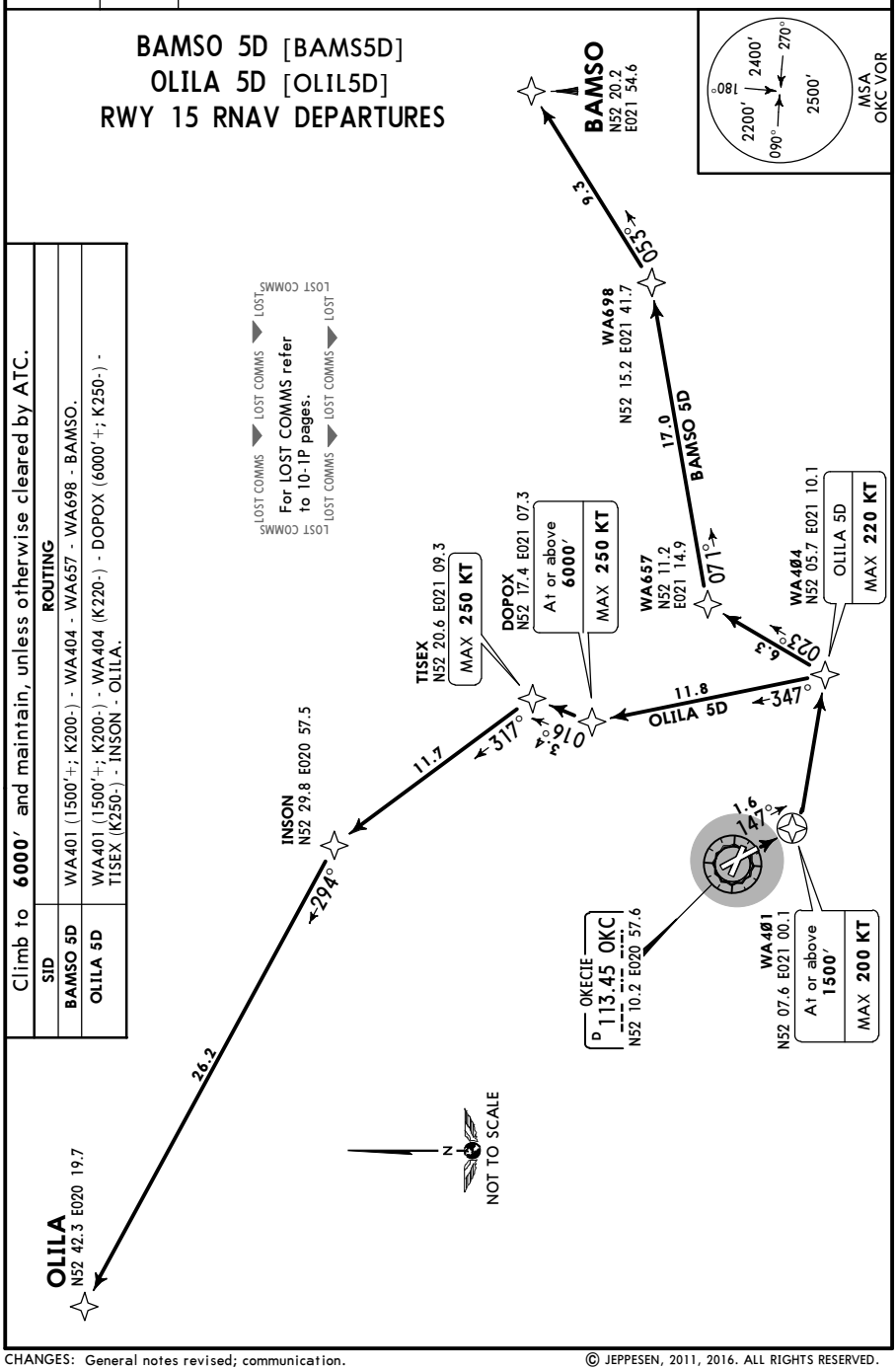
WARSAW APP 128.8	Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ **1. RNAV-1 (GNSS).** **2. RNAV-1 approval required otherwise advise ATC before start-up.** 3. As soon as possible contact WARSAW Approach after take-off. 4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

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



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

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

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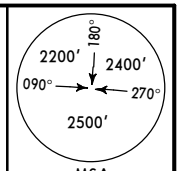
WARSAW APP 128.8	Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ **1. RNAV-1 (GNSS).** **2. RNAV-1 approval required otherwise advise ATC before start-up.** 3. As soon as possible contact WARSAW Approach after take-off. 4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.	

MSA
OKC VOR

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.

CHANGES: General notes revised; communication.

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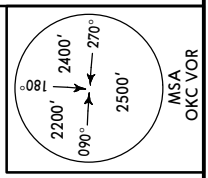
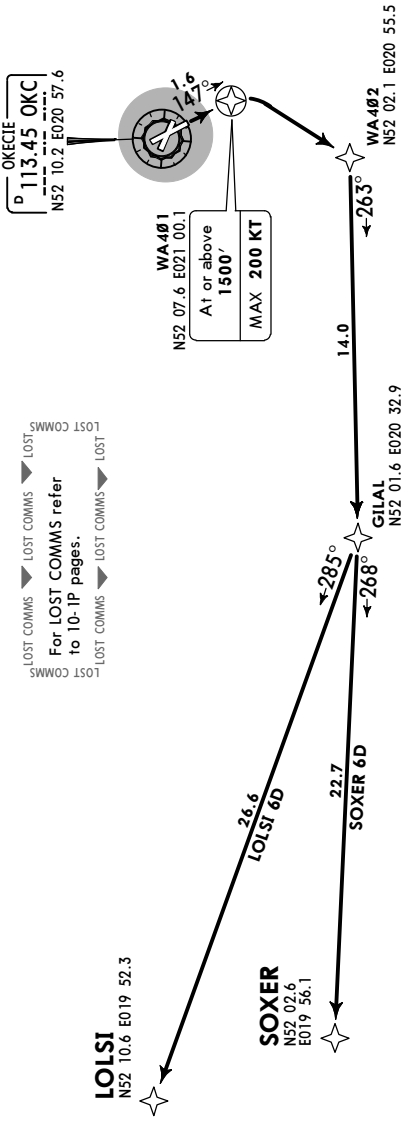
LOLSI 6D [LOLS6D]
SOXER 6D [SOXE6D]
RWY 15 RNAV DEPARTURES





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

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

CHANGES: General notes revised; communication.

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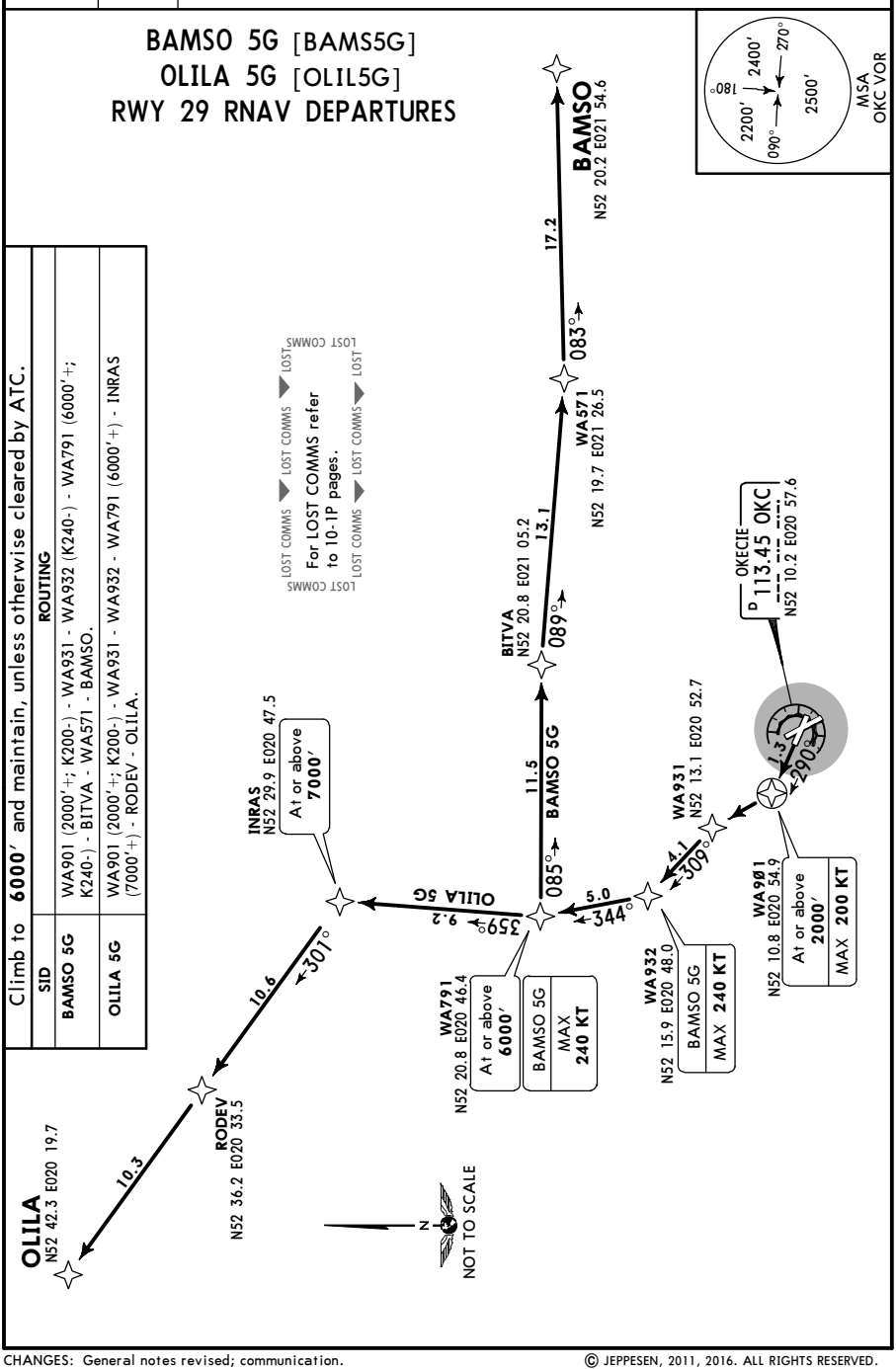
WARSAW APP 128.8	Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ **1. RNAV-1 (GNSS).** **2. RNAV-1 approval required otherwise advise ATC before start-up.** 3. As soon as possible contact WARSAW Approach after take-off on. 4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

BAMSO 5G [BAMS5G]
OLILA 5G [OLIL5G]
RWY 29 RNAV DEPARTURES



Climb to **6000′** and maintain, unless otherwise cleared by ATC.	
SID	**ROUTING**
BAMSO 5G	WA901 (2000′+; K200-) - WA931 - WA932 (K240-) - WA791 (6000′+; K240-) - BITVA - WA571 - BAMSO.
OLILA 5G	WA901 (2000′+; K200-) - WA931 - WA932 - WA791 (6000′+) - INRAS (7000′+) - RODEV - OLILA.

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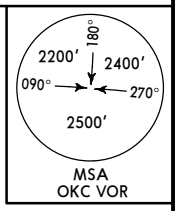
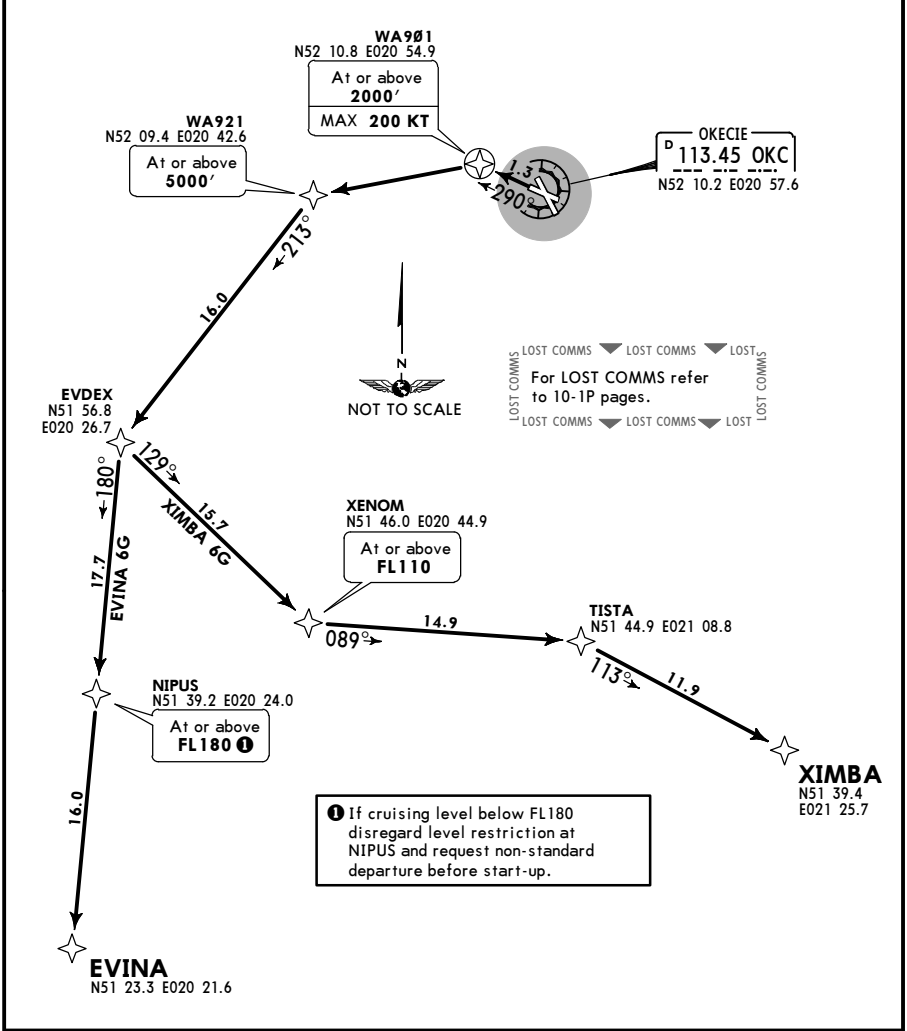
WARSAW APP 128.8	Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ **1. RNAV-1 (GNSS).** **2. RNAV-1 approval required otherwise advise ATC before start-up.** 3. As soon as possible contact WARSAW Approach after take-off. 4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

EVINA 6G [EVIN6G]
XIMBA 6G [XIMB6G]
RWY 29 RNAV DEPARTURES





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.

CHANGES: General notes revised; communication.

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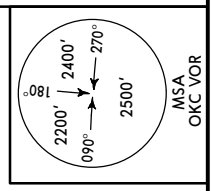
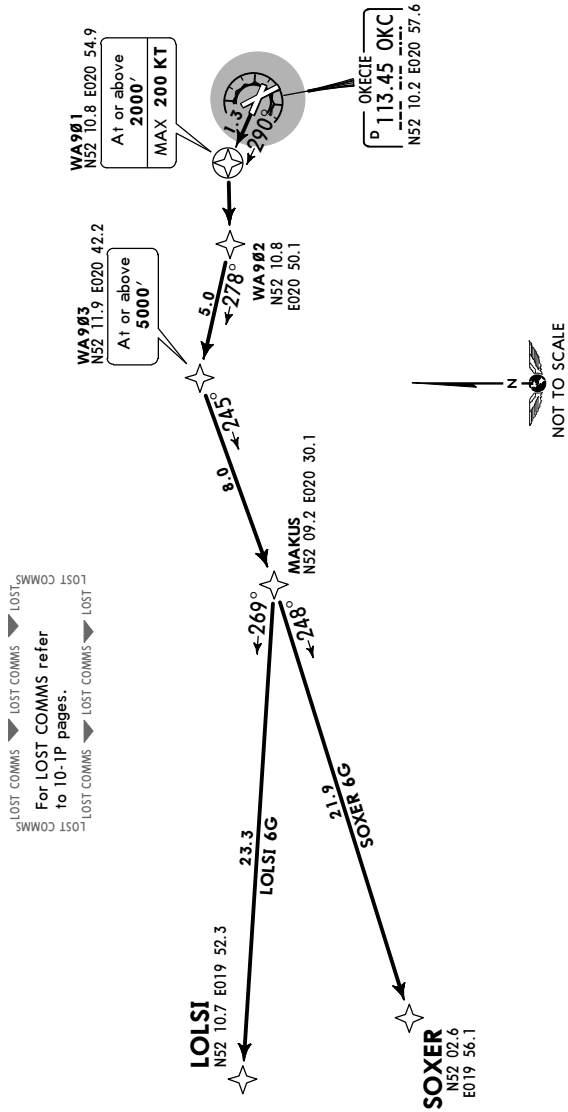
WARSAW APP 128.8	Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ **1. RNAV-1 (GNSS).** **2. RNAV-1 approval required otherwise advise ATC before start-up.** 3. As soon as possible contact WARSAW Approach after take-off. 4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.

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





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.

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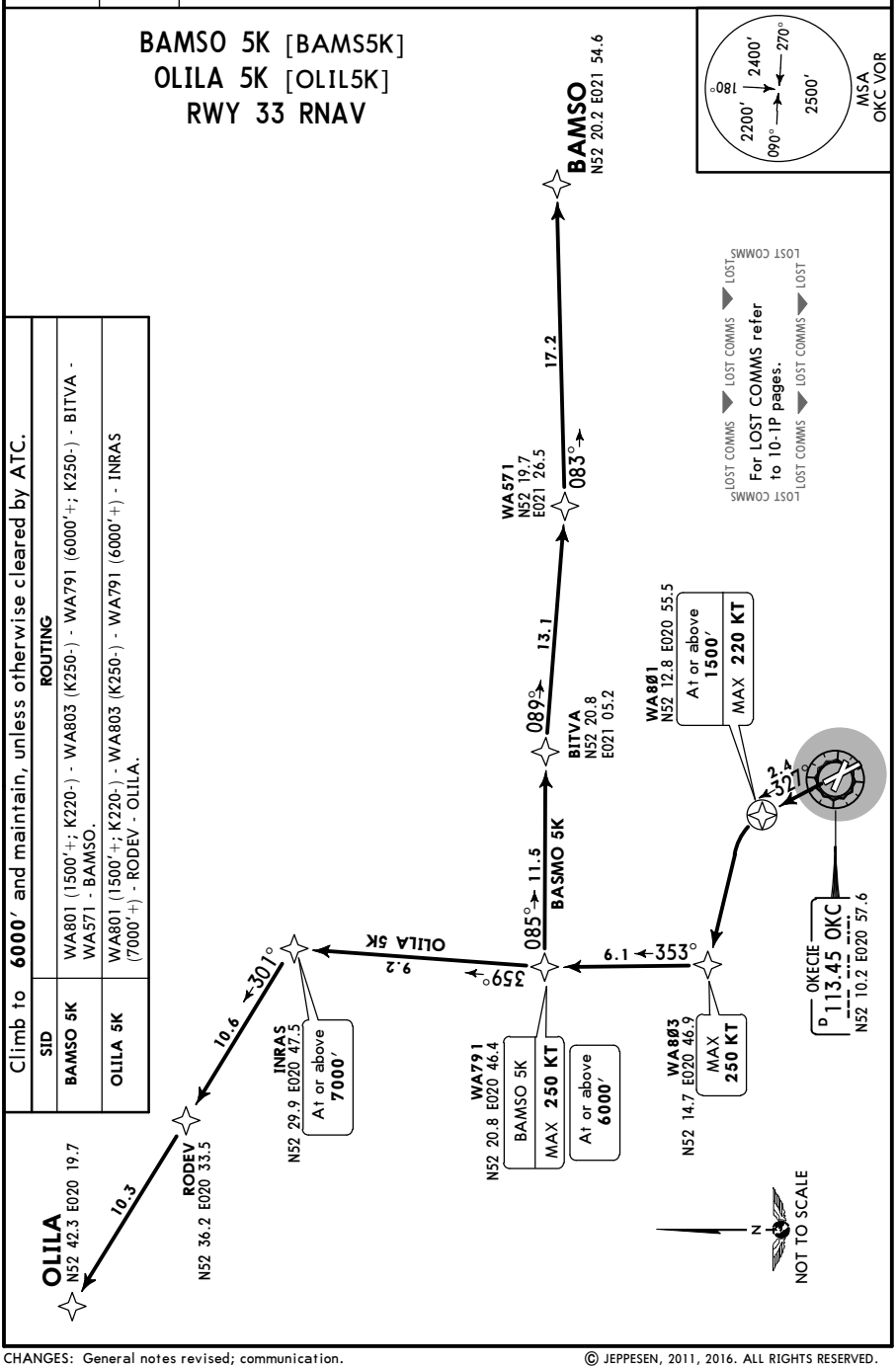
BAMSO 5K [BAMS5K]
OLILA 5K [OLIL5K]
RWY 33 RNAV



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

SID	ROUTING
BAMSO 5K	WA801 (1500′+; K220-) - WA803 (K250-) - WA791 (6000′+; K250-) - BITVA - WA571 - BAMSO.
OLILA 5K	WA801 (1500′+; K220-) - WA803 (K250-) - WA791 (6000′+) - INRAS (7000′+) - RODEV - OLILA.

CHANGES: General notes revised; communication.

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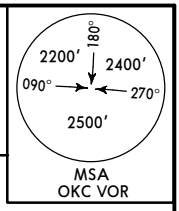
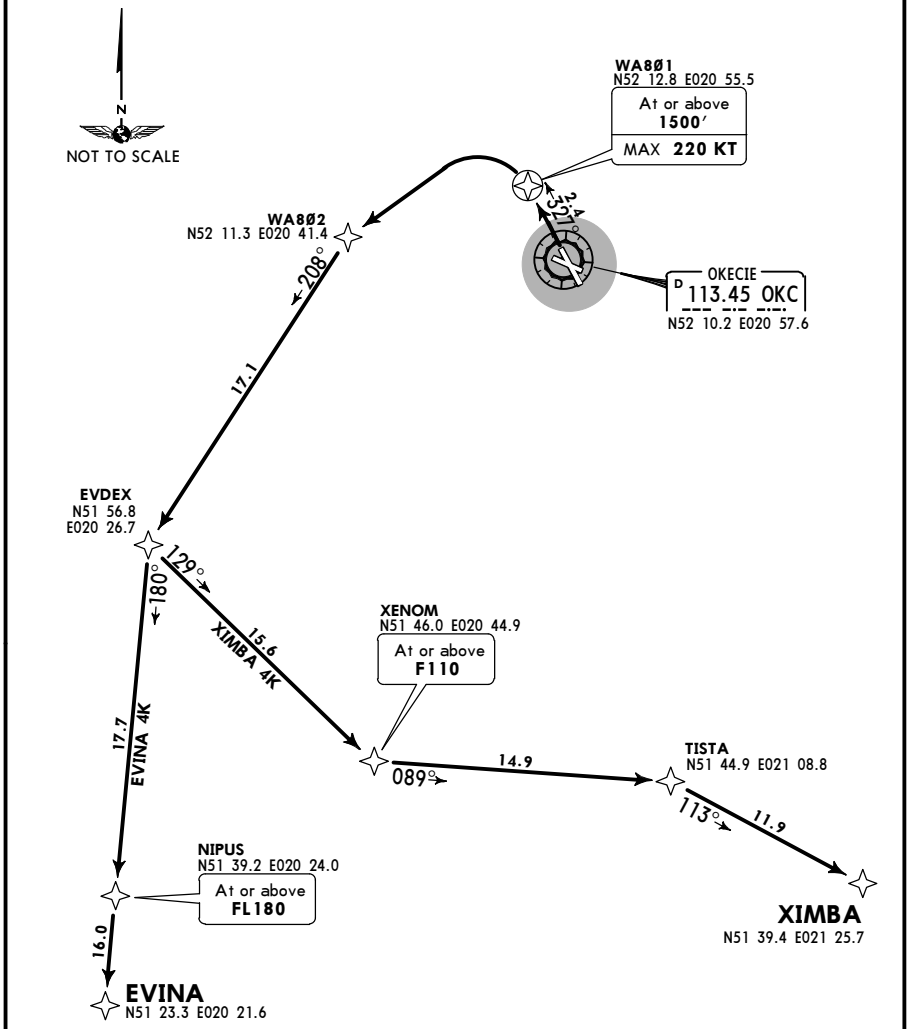
WARSAW APP 128.8	Apt Elev 362′	Trans level: By ATC Trans alt: 6500′ **1. RNAV-1 (GNSS).** **2. RNAV-1 approval required otherwise advise ATC before start-up.** 3. As soon as possible contact WARSAW Approach after take-off. 4. SIDs are also noise abatement routings (refer to 10-4). Strict adherence to the published procedures is required.	

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



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

SID	ROUTING
EVINA 4K	WA801 (1500′+; K220-) - WA802 - EVDEX - NIPUS (FL180+) - EVINA.
XIMBA 4K	WA801 (1500′+; K220-) - WA802 - EVDEX - XENOM (FL110+) - TISTA - XIMBA.

CHANGES: General notes revised; communication.

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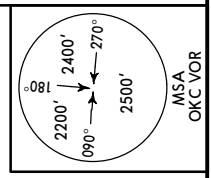
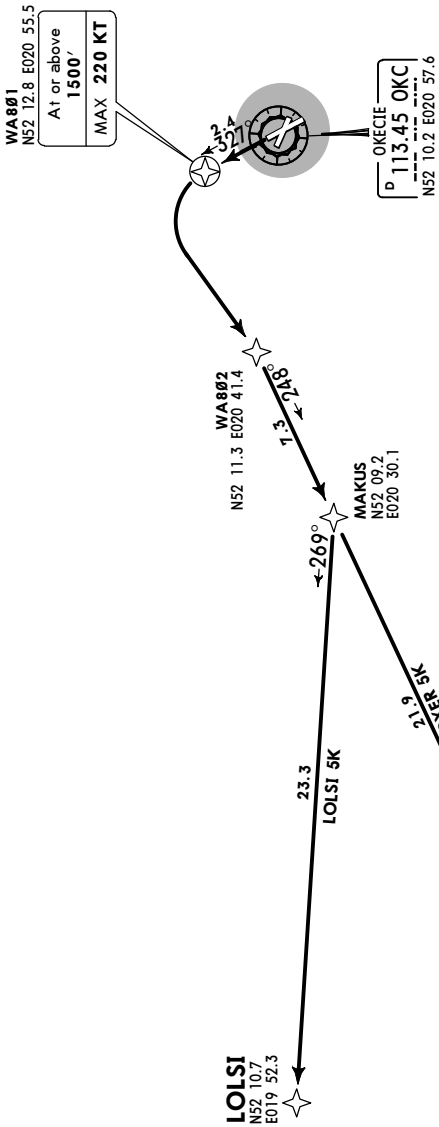
LOLSI 5K [LOLS5K]
SOXER 5K [SOXE5K]
RWY 33 RNAV





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

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

CHANGES: General notes revised; communication.

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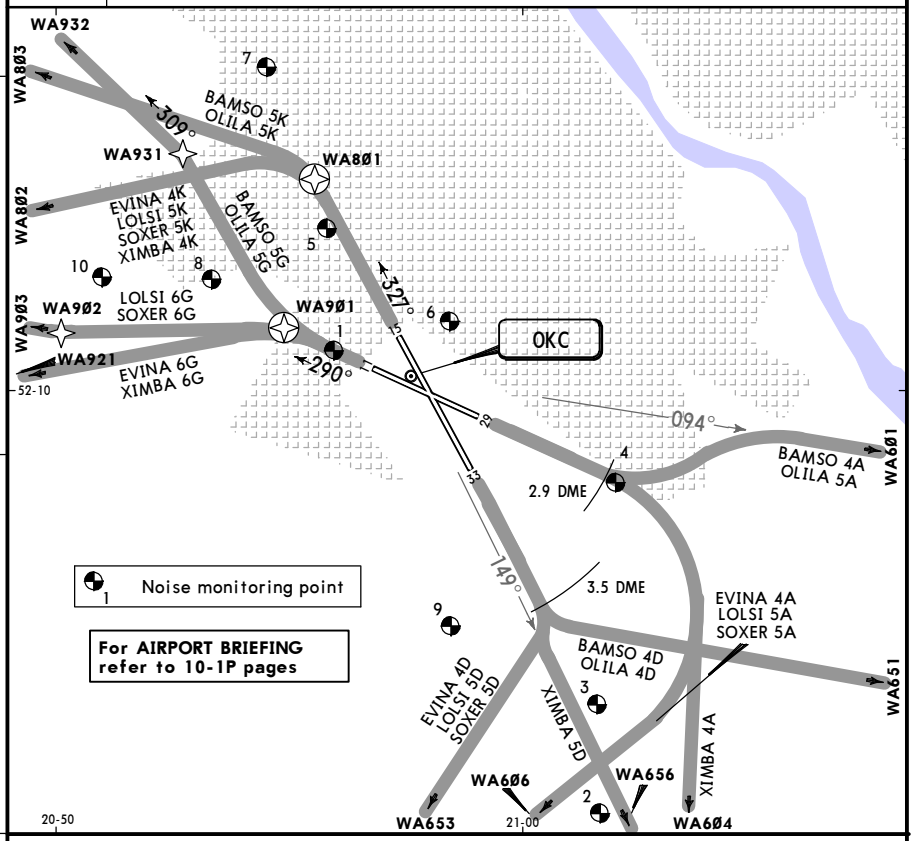
Apt Elev
362′

NOISE ABATEMENT



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

CHANGES: RNAV SIDs RWY 33 revised.

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EPWA/WAW

Apt Elev **362′**

N52 10.0 E020 58.0

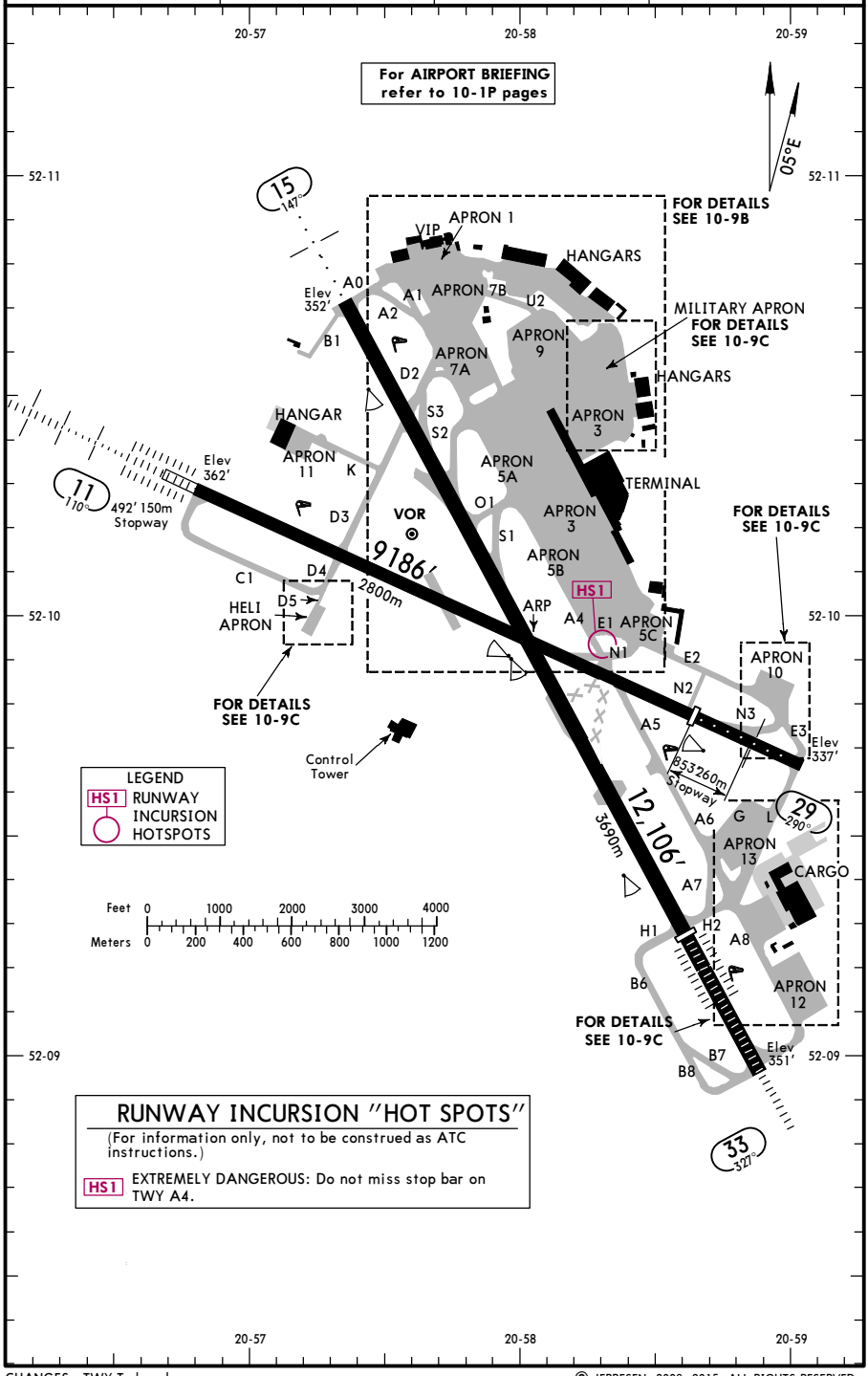
JEPPESEN

4 DEC 15 (10-9) **Eff 10 Dec**

WARSAW, POLAND

CHOPIN

ATIS	*OKECIE Delivery	Ground	Tower
120.450	121.6	121.9	118.3



RUNWAY INCURSION "HOT SPOTS"

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

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

CHANGES: TWY T closed.

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ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL (60m)	CL (15m)	HIALS-II SFL TDZ ❶	RVR	8399′ 2560m	7366′ 2245m	❸	164′ 50m
29	HIRL (60m)	CL (15m)	HIALS PAPI-R(3.5°)	RVR	7546′ 2300m			
15	HIRL (60m)	CL (15m)	HIALS PAPI-L(3.5°)	RVR			❹	197′ 60m
33	HIRL (60m)	CL (15m)	ALSF-II TDZ ❶❷	RVR	9941′ 3030m	8847′ 2697m		

❶ PAPI-L (angle 3.0°) ❷ HST-S1 & S2

❸ 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 A4 int 5840′ (1780m)

❹ 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 A8 int 11,978′ (3651m)
twy H2 int 9839′ (2999m)

Standard

TAKE-OFF ❶

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force: 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.

CHANGES: PAPI angle RWY 15. TORA for RWY 33.

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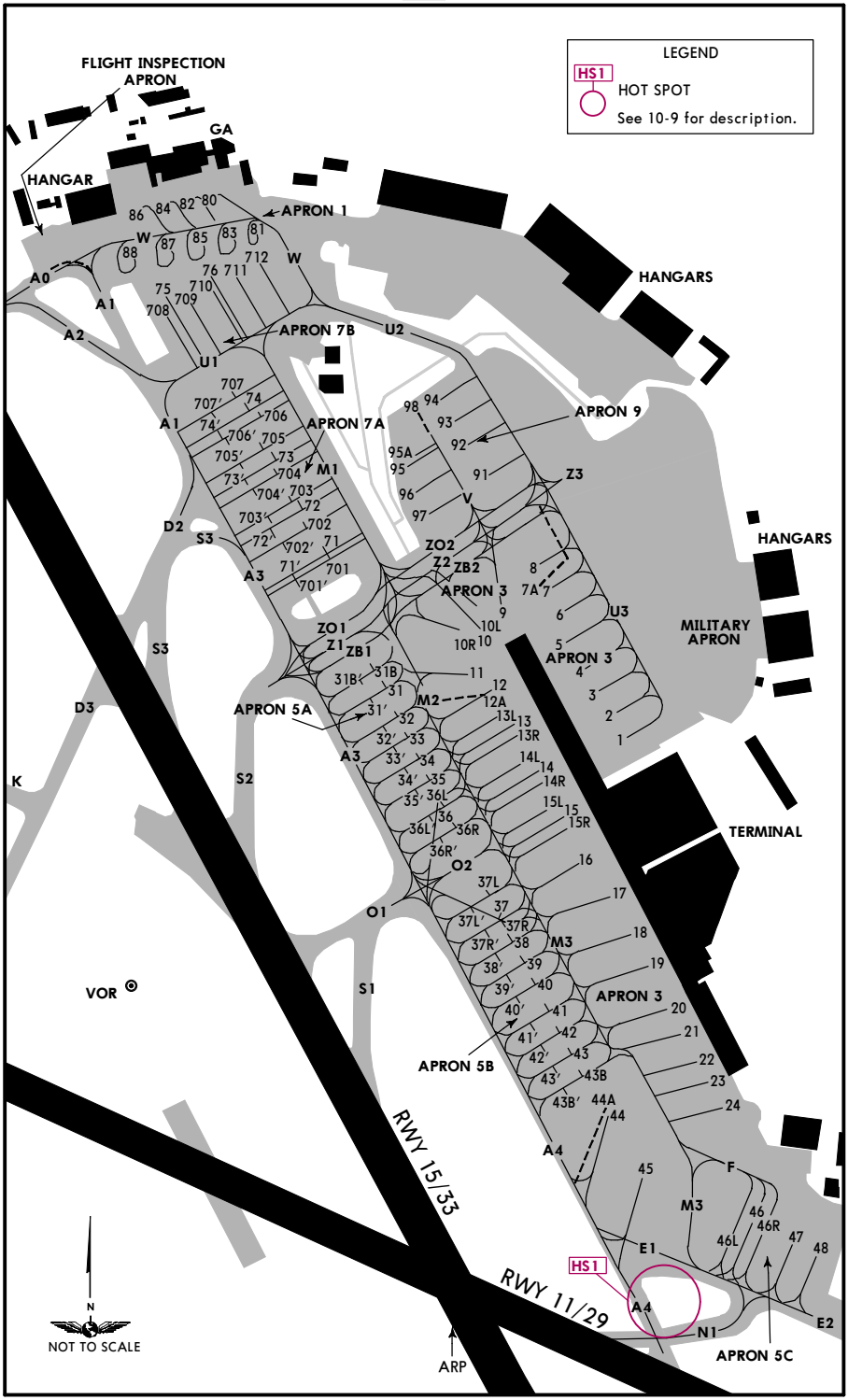

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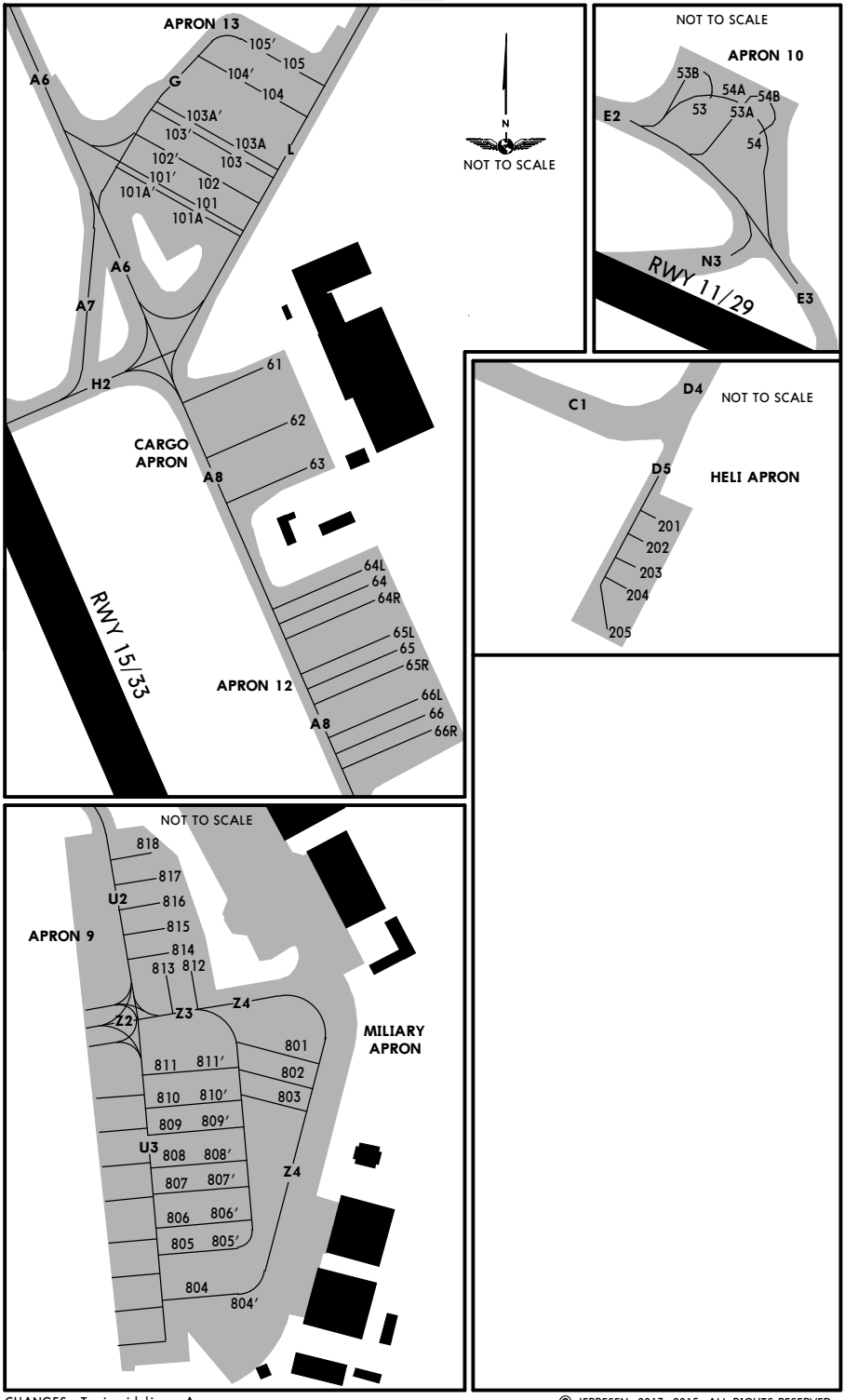
EPWA/WAW

JEPPESEN

6 NOV 15 (10-9C) Eff 12 Nov

WARSAW, POLAND

CHOPIN



CHANGES: Taxi guidelines. Apron.

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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			

CHANGES: None.

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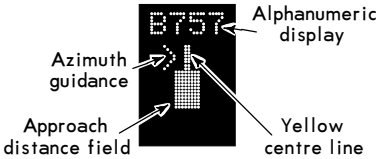
VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

SYSTEM DESCRIPTION:

Parking stands 1 thru 7, 9 thru 10R and 11 thru 24 are equipped with the automated docking guidance system SAFEDOCK.
Information regarding the ACFT position and risks in the docking procedure is provided to flight crews on a display located at the extended centre line of an ACFT stand taxilane.



DISPLAY UNIT

ACFT TYPE	- ACFT type (selected)
WAIT/VIEW/BLOCK	- blocking objects within the scanning range - stand not usable
WAIT/GATE/BLOCK	- blocking objects within the scanning range - stand not usable
WAIT	- verification of SP type or system testing
SLOW	- ACFT approach speed too fast for docking
ACFT type and SLOW	a) bad weather conditions - reduced visibility b) loss of contact with the ACFT during docking
STOP	- ACFT to be stopped immediately (emergency stop)
STOP/ID/FAIL	- ACFT to be stopped due to failed ACFT identification
STOP/SBU	- ACFT far off the centre line within 7'/2m to the stop position
STOP/next OK	- ACFT stopped in the correct position
TOO FAR	- ACFT stopped too far past the stop position (distance more than 3'/1m)

AZIMUTH GUIDANCE
Laser scanning technology allows the system to be used from both pilot positions.

APPROACH DISTANCE FIELD
The indicator shows the remaining distance to the stop position.

ROUTINE TO BE FOLLOWED WHEN USING THE SYSTEM
- Check that the correct ACFT type is displayed on the display.
- "Drifting" arrows indicate that the system has been activated.
- The lead-in line is to be followed.
- The appearance of the yellow approach indicator field indicates that the ACFT has been identified by the system.
- Observe the red and yellow azimuth guidance arrows. The yellow arrows on both sides of the centre line indicate the correct azimuth position.
- At a distance of 39'/12m from the stop position, the remaining distance to go is indicated by switching off succesive rows of LED indicators. The display shows also the number of remaining metres to go.
- Reaching the correct stop position is indicated by displaying a STOP message and red rectangulars on the outer edges of the centre line lead field.
- When the ACFT is docked in the correct position, the display will show an OK message after a few seconds.

EMERGENCY STOP
When a red STOP message and red arrows appear on both sides of the azimuth guidance line, the ACFT is to be stopped immediately.

SAFETY PROCEDURES DURING DOCKING
Signals given by the marshaller must be considered by the pilot superior to information indicated by the SAFEDOCK system.
In the event of malfunction of the SAFEDOCK system or at the pilot's request, the docking of the ACFT on a stand equipped with the system may be carried out with marshalling assistance.
In the event of failure and/or shut-off of the SAFEDOCK system during a docking operation, the operation will be completed with marshalling assistance.
If the ACFT has not been detected by the SAFEDOCK system (no yellow approach distance field), the pilot must stop the ACFT at a safe distance from the air bridge.
The display of WAIT message indicates necessity to stop ACFT temporarily. Taxiing at the stand may be continued after yellow approach distance field is shown and the WAIT message is replaced by an appropriate ACFT type.
In case where no messages are shown on the display or two red rectangulars appear, a system failure is indicated. ACFT must be stopped immediately.

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EPWA/WAW
CHOPIN

JEPPESEN

30 JAN 15 (11-1) Eff 5 Feb

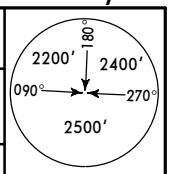
WARSAW, POLAND
ILS or LOC Rwy 11

BRIEFING STRIP™

ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	Ground
120.450	128.8	125.050	129.375	118.3	121.9

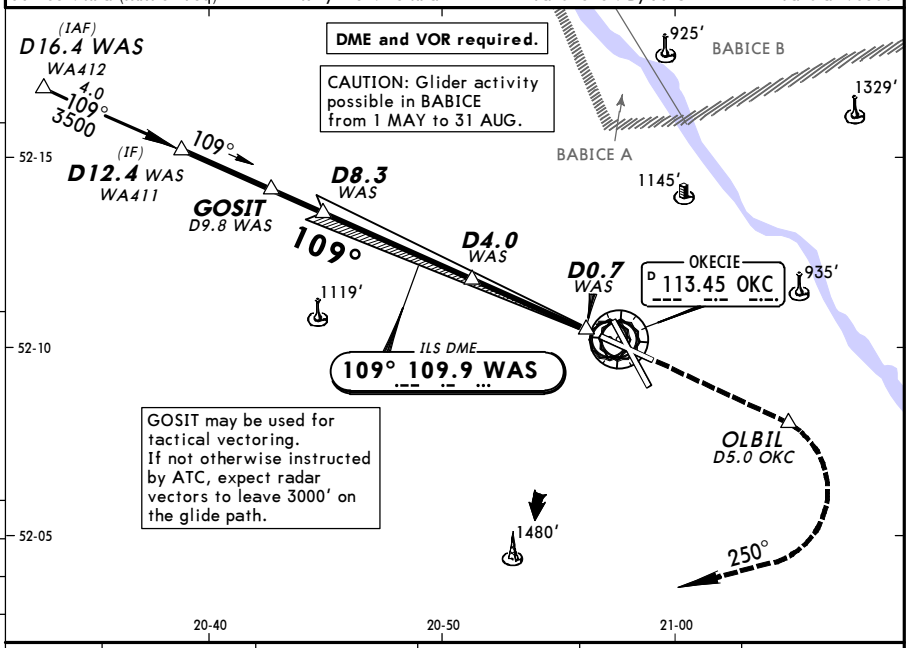
LOC WAS	Final Apch Crs	GS	CAT I ILS DA(H)	Apt Elev 362′
109.9	109°	D4.0 WAS 1633′ (1271′)	Refer to Minimums	RWY 362′

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



MSA OKC VOR

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

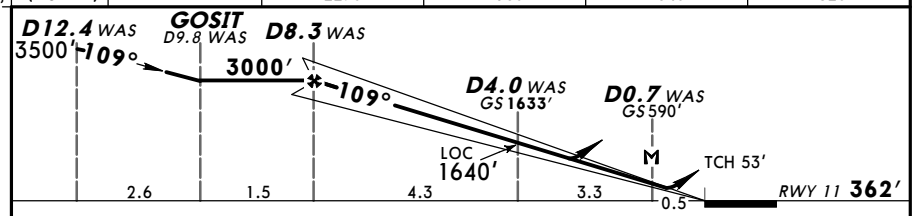


DME and VOR required.

CAUTION: Glider activity possible in BABICE from 1 MAY to 31 AUG.

GOSIT may be used for tactical vectoring. If not otherwise instructed by ATC, expect radar vectors to leave 3000′ on the glide path.

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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.7 WAS						

HIALS-II PAPI

OLBIL

PANS OPS

Standard STRAIGHT-IN LANDING RWY 11

ILS DA(H) A: 562′(200′) B: 571′(209′) C: 581′(219′) D: 591′(229′)

LOC (GS out) DA(H) 770′ (408′)

CIRCLE-TO-LAND Not authorized Northeast of airport

	ILS FULL	ILS Limited	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

Max Kts	MDA(H)	VIS
100	840′ (478′)	1500m
135	870′ (508′)	1600m
180	970′ (608′)	2400m
205	1070′ (708′)	3600m

CHANGES: Missed apch. Minimums.

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EPWA/WAW
CHOPIN

JEPPESEN

30 JAN 15 (11-1A) Eff 5 Feb

WARSAW, POLAND
CAT II ILS Rwy 11

BRIEFING STRIP TM

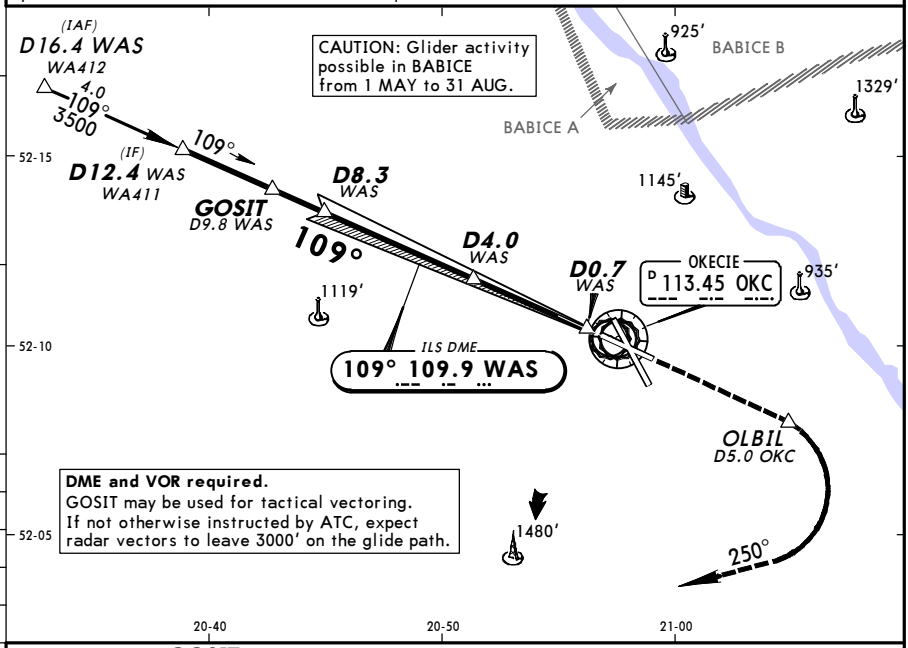
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	Ground
120.450	128.8 125.050	129.375	118.3	121.9

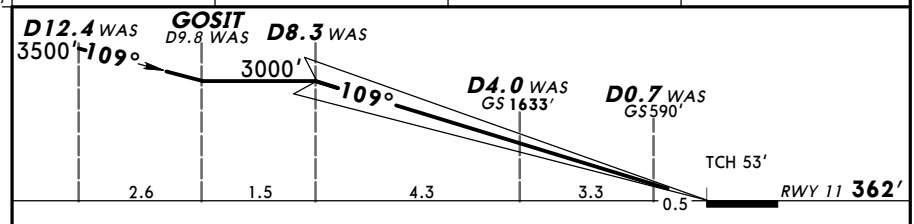
LOC	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 362′
WAS 109.9	109°	D4.0 WAS 1633′ (1271′)	Refer to Minimums	RWY 362′

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

MSA OKC VOR: 2200′ (090°–180°), 2400′ (180°–270°), 2500′ (270°–090°)

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

OLBIL

Standard

STRAIGHT-IN LANDING RWY 11
CAT II ILS

PANS OPS

AB	C	D
RA 104′	RA 113′	RA 127′
DA(H) 462′ (100′)	DA(H) 470′ (108′)	DA(H) 483′ (121′)
RVR 300m [1]		RVR 400m

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

CHANGES: Missed apch.

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EPWA/WAW
CHOPIN

JEPPESEN

31 JAN 14 (11-2)

WARSAW, POLAND
ILS or LOC Rwy 33

BRIEFING STRIP

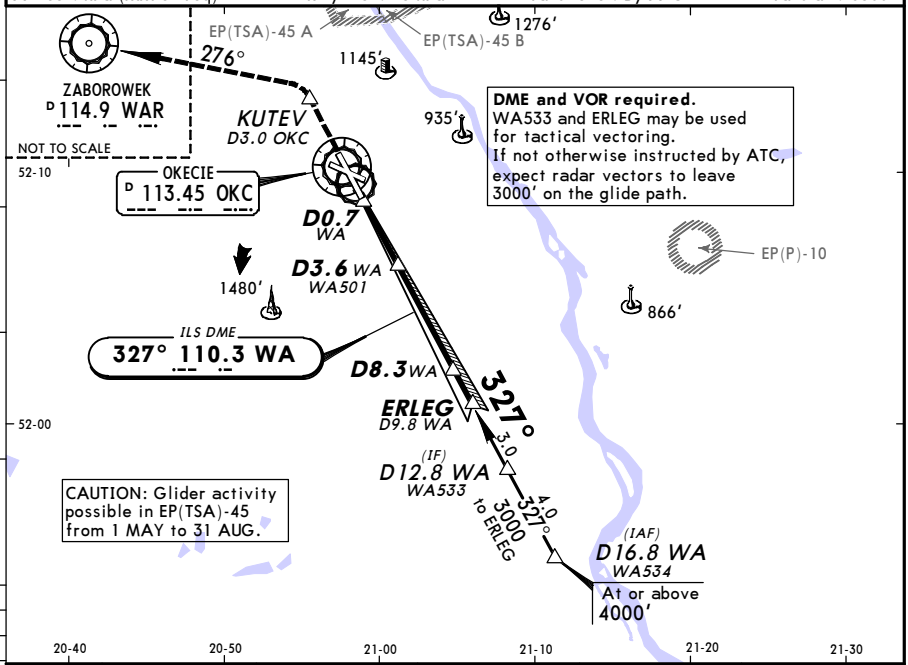
ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8	125.05	129.37	118.3	121.9

LOC	Final Apch Crs	GS	CAT I ILS DA(H)	Apt Elev 362′
WA 110.3	327°	D3.6 WA 1494′ (1140′)	Refer to Minimums	RWY 354′

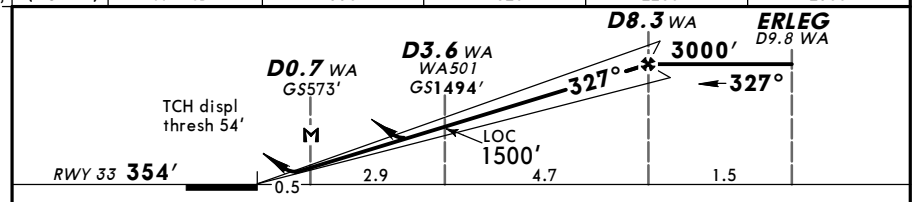
MISSED APCH: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) to intercept R-096 WAR inbound to WAR VOR climbing to 3000′, then as directed.

MSA OKC VOR: 180°, 2200′, 2400′, 090°, 270°, 2500′

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



LOC (GS out)	WA DME	2.0	4.0	6.0	8.0
	ALTITUDE	990′	1620′	2260′	2900′



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

ALSF-II, PAPI — KUTEV

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

ILS: DA(H) AB: 554′ (200′) C: 557′ (203′) D: 568′ (214′)

LOC (GS out): with D3.6 WA DA(H) 760′ (406′); w/o D3.6 WA DA(H) 820′ (466′)

CIRCLE-TO-LAND: Not authorized Northeast of airport

	ILS FULL	ILS Limited	ILS ALS out	LOC (GS out) with D3.6 WA	LOC (GS out) with D3.6 WA ALS out	LOC (GS out) w/o D3.6 WA	LOC (GS out) w/o D3.6 WA ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m	RVR 1500m		100	820′ (458′) [1]	1500m
B								135	870′ (508′)	1600m
C					RVR 1900m	RVR 1500m	CMV 2200m	180	970′ (608′)	2400m
D								205	1070′ (708′)	3600m

[1] After LOC (GS out) apch w/o D3.6 WA: 830′ (468′).

CHANGES: Reissued.

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EPWA/WAW
CHOPIN

JEPPESEN

31 JAN 14 (11-2A)

WARSAW, POLAND
CAT II ILS Rwy 33

ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	*Ground
120.45	128.8	125.05	129.37	118.3	121.9

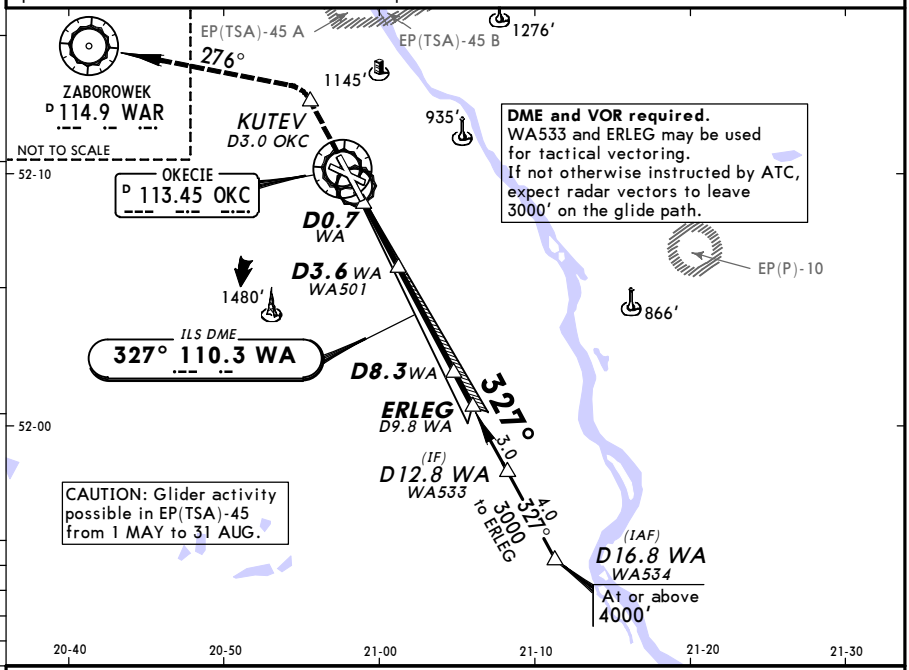
BRIEFING STRIP

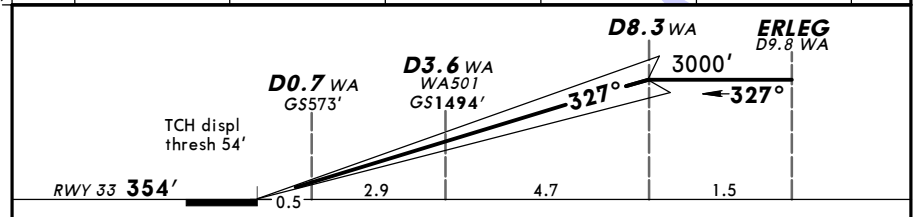
LOC	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 362′
WA 110.3	327°	D3.6 WA 1494′ (1140′)	Refer to Minimums	RWY 354′

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.

180° 2200′ 2400′ 090° 270° 2500′
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

ALSF-II
PAPI

KUTEV

PANS OPS

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 [1]		RVR 400m	

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

CHANGES: None.

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EPWA/WAW
CHOPIN

JEPPESEN

22 MAY 15 (12-1)

WARSAW, POLAND
RNAV (GNSS) Rwy 11

BRIEFING STRIP ™

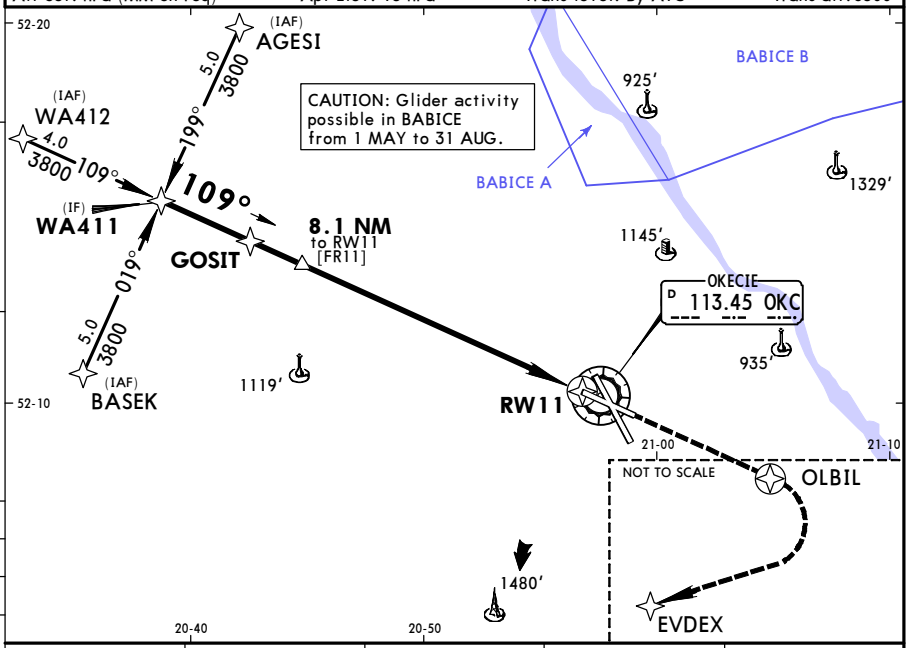
ATIS	WARSAW Approach (R)		*WARSAW Director	OKECIE Tower	Ground
120.450	128.8	125.050	129.375	118.3	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV DA(H)	Apt Elev 362′
	109°	**8.1 NM to RW11** **3000′**(2638′)	**800′**(438′)	

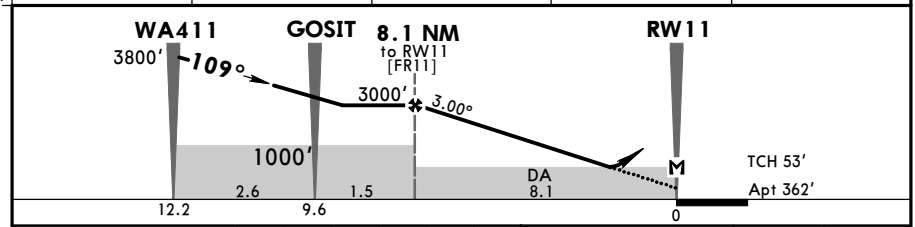
MISSED APCH: Climb STRAIGHT AHEAD to OLBIL, then turn RIGHT (MAX 185 KT) to EVDEX climbing to 4000′, then as directed.

MSA OKC VOR: 180°, 2200′, 2400′, 090°, 270°, 2500′

Alt Set: hPa (MM on req) | Apt Elev: 13 hPa | Trans level: By ATC | Trans alt: 6500′



DIST to RW11	8.0	6.0	4.0	2.0
ALTITUDE	2960′	2330′	1690′	1050′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW11							

HIALS-II
PAPI

OLBIL

PANS OPS

Standard STRAIGHT-IN LANDING RWY **11**

LNAV DA(H) **800′**(438′)

		ALS out
A	RVR 1300m	RVR 1500m
B		
C		RVR 2000m
D		

CIRCLE-TO-LAND
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	840′ (478′)	1500m
135	880′ (518′)	1600m
180	980′ (618′)	2400m
205	1070′ (708′)	3600m

CHANGES: Minimums.

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EPWA/WAW
CHOPIN

JEPPESEN

22 MAY 15 (12-2)

WARSAW, POLAND
RNAV (GNSS) Rwy 15

BRIEFING STRIP

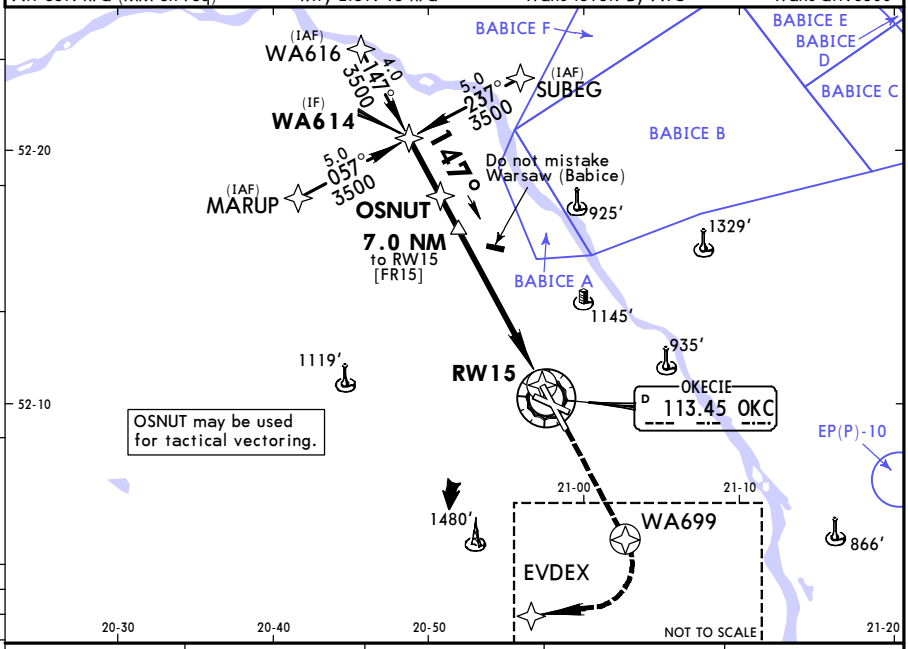
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	Ground
120.450	128.8 125.050	129.375	118.3	121.9

RNAV	Final Apch Crs	Procedure Alt 7.0 NM to RW15	LNAV DA(H)	Apt Elev 362′
	147°	3000′ (2648′)	830′ (478′)	Rwy 352′

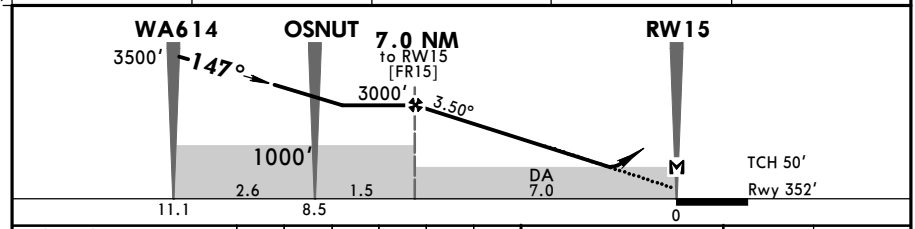
MISSED APCH: Climb STRAIGHT AHEAD to WA699, then turn RIGHT (MAX 185 KT) to EVDEX climbing to 4000′, then as directed.

MSA OKC VOR: 180°, 2200′, 2400′, 090°, 270°, 2500′

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



DIST to RW15	8.0	6.0	4.0	2.0
ALTITUDE	3370′	2630′	1890′	1150′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at RW15							

HIALS PAPI

WA699

PANS OPS

Standard STRAIGHT-IN LANDING RWY 15

LNAV DA(H) 830′ (478′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1800m	CMV 2200m
D		

CIRCLE-TO-LAND
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	840′ (478′)	1500m
135	870′ (508′)	1600m
180	970′ (608′)	2400m
205	1070′ (708′)	3600m

CHANGES: None.

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EPWA/WAW
CHOPIN

JEPPESEN

30 JAN 15 (12-3) Eff 5 Feb

WARSAW, POLAND
RNAV (GNSS) Rwy 29

BRIEFING STRIP™

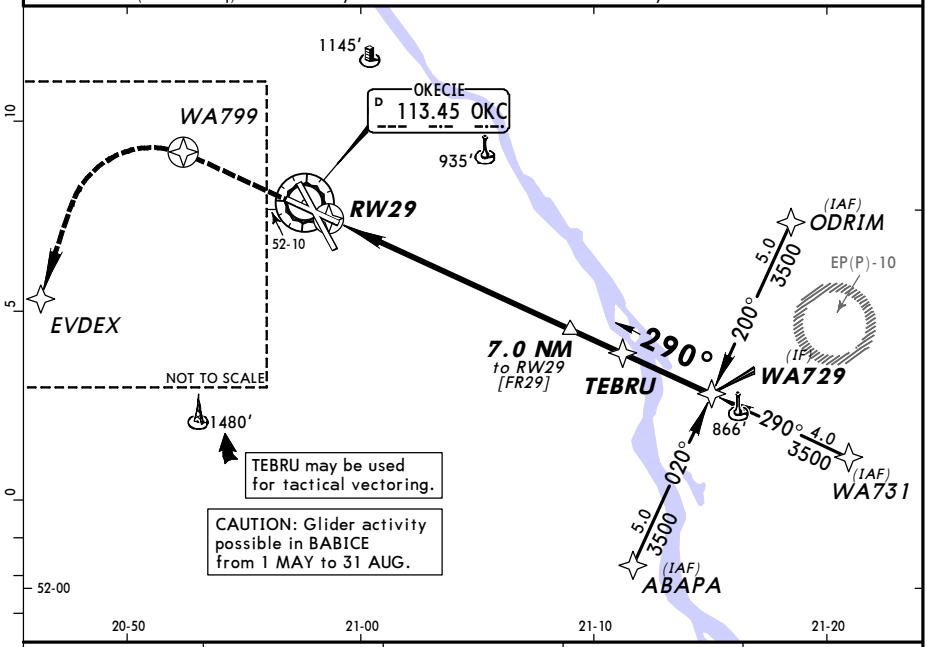
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	Ground
120.450	128.8 125.050	129.375	118.3	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV DA(H)	Apt Elev 362′
	290°	7.0 NM to RW29 3000′ (2654′)	800′ (454′)	RWY 346′

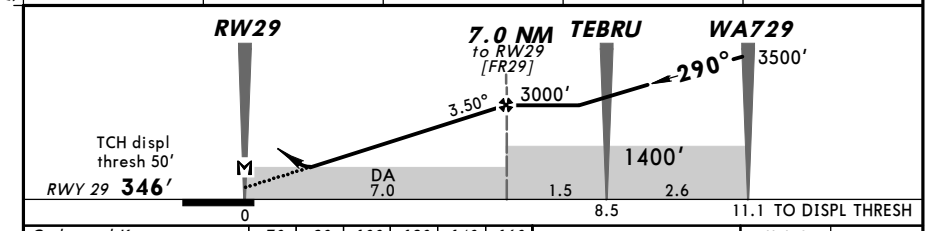
MISSED APCH: Climb STRAIGHT AHEAD to WA799, then turn LEFT (MAX 185 KT) to EVDEX climbing to 4000′, then as directed.

MSA OKC VOR: 2200′ (090°–180°), 2400′ (180°–270°), 2500′ (270°–090°)

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



DIST to RW29	3.0	4.0	5.0	6.0
ALTITUDE	1510′	1880′	2250′	2620′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at RW29							

HIALS PAPI

WA799

PANS OPS

Standard STRAIGHT-IN LANDING RWY **29**

LNAV DA(H) **800′ (454′)**

		ALS out
A	RVR 1500m	
B		
C	RVR 1700m	CMV 2100m
D		

CIRCLE-TO-LAND
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	840′ (478′)	1500m
135	870′ (508′)	1600m
180	970′ (608′)	2400m
205	1070′ (708′)	3600m

CHANGES: Missed apch. Minimums.

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EPWA/WAW
CHOPIN

JEPPESEN

30 JAN 15 (12-4) Eff 5 Feb

WARSAW, POLAND
RNAV (GNSS) Rwy 33

BRIEFING STRIP™

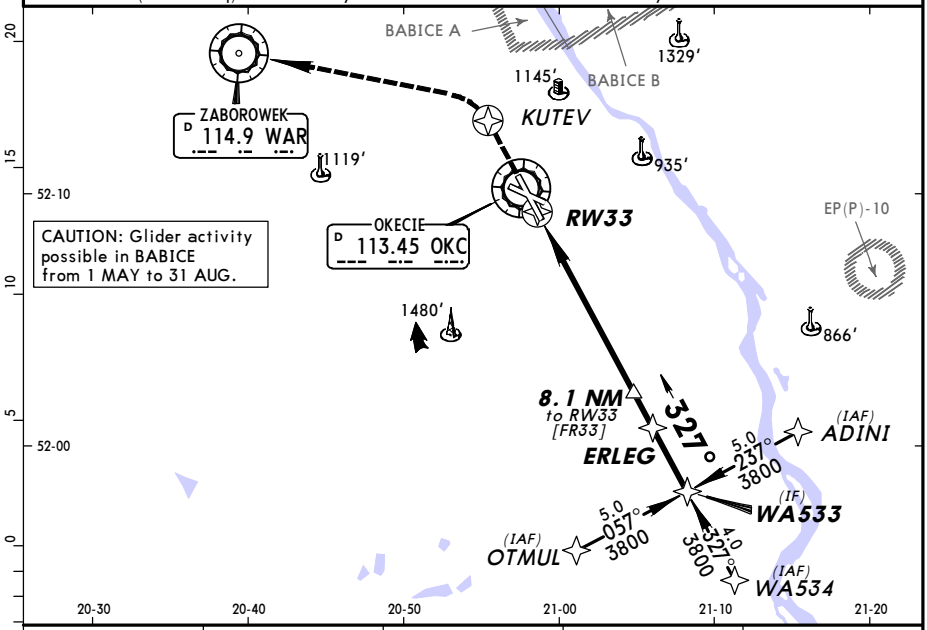
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	Ground
120.450	128.8 125.050	129.375	118.3	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV DA(H)	Apt Elev / RWY
	327°	8.1 NM to RW33 3000′ (2646′)	820′ (466′)	Apt Elev 362′ RWY 354′

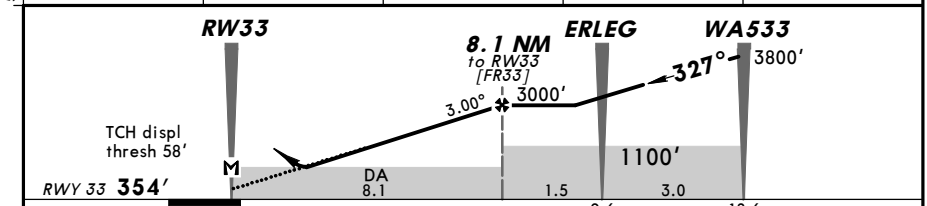
MISSED APCH: RNAV: Climb STRAIGHT AHEAD to KUTEV, then turn LEFT (MAX 185 KT) direct to WAR VOR climbing to 3000′, then as directed.

MSA OKC VOR: 180°, 2200′, 2400′, 090°, 270°, 2500′

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



DIST to RW33	2.0	4.0	6.0	8.0
ALTITUDE	1050′	1690′	2320′	2960′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW33							

HIALS-II PAPI

KUTEV

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

LNAV DA(H) 820′ (466′)

ALS out

A	RVR 1500m	
B		
C	RVR 1500m	CMV 2200m
D		

CIRCLE-TO-LAND
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	840′ (478′)	1500m
135	870′ (508′)	1600m
180	970′ (608′)	2400m
205	1070′ (708′)	3600m

CHANGES: Missed apch. Minimums.

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EPWA/WAW
CHOPIN

JEPPESEN
22 MAY 15 (13-1)

WARSAW, POLAND
VOR Rwy 11

BRIEFING STRIP™

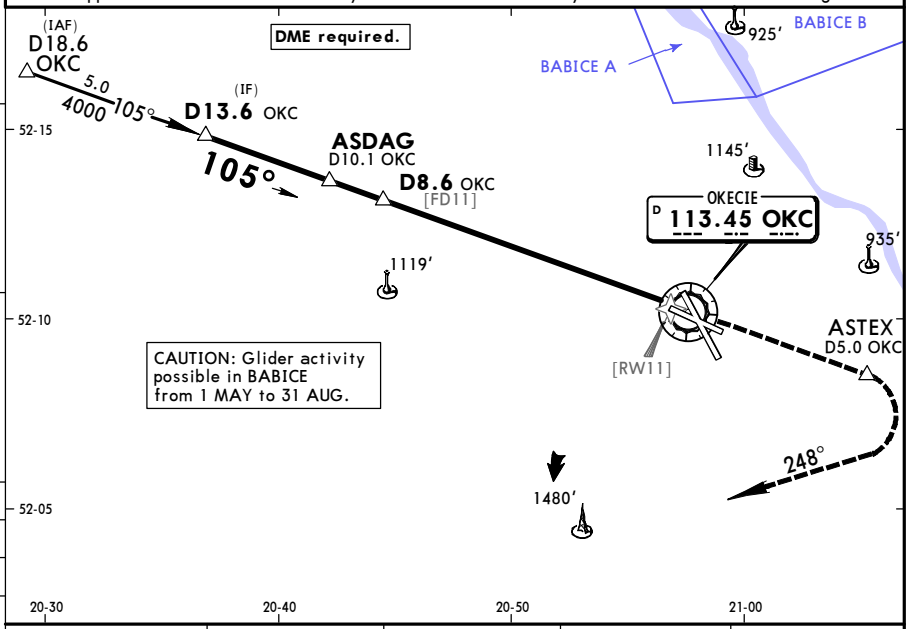
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	Ground
120.450	128.8 125.050	129.375	118.3	121.9

VOR OKC	Final Apch Crs	Procedure Alt D8.6 OKC	DA(H)	Apt Elev 362′
113.45	105°	3000′(2638′)	800′(438′)	

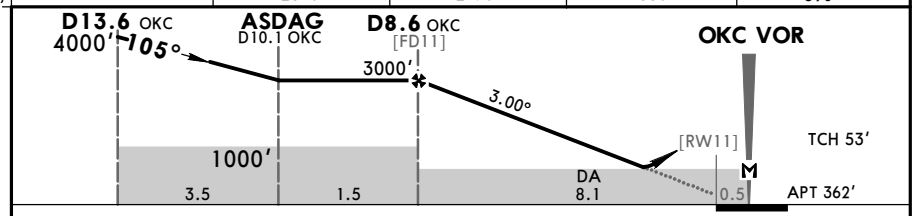
MISSED APCH: Climb STRAIGHT AHEAD to ASTEX, then turn RIGHT (MAX 185 KT) onto 248° climbing to 3000′, then as directed.

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

Alt Set: hPa (MM on req) Apt Elev: 13 hPa Trans level: By ATC Trans alt: 6500′
1. Final approach track offset 5° from rwy centerline. 2. ASDAG may be used for tactical vectoring.



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



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

HIALS-II
PAPI
ASTEX

PANS OPS

Standard STRAIGHT-IN LANDING RWY 11

DA(H) 800′(438′)

		ALS out
A	RVR 1300m	RVR 1500m
B		
C		RVR 2000m
D		

CIRCLE-TO-LAND
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	840′(478′)	1500m
135	870′(508′)	1600m
180	970′(608′)	2400m
205	1070′(708′)	3600m

CHANGES: Minimums.

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EPWA/WAW
CHOPIN

JEPPESEN
22 MAY 15 (13-2)

WARSAW, POLAND
VOR Rwy 15

BRIEFING STRIP ™

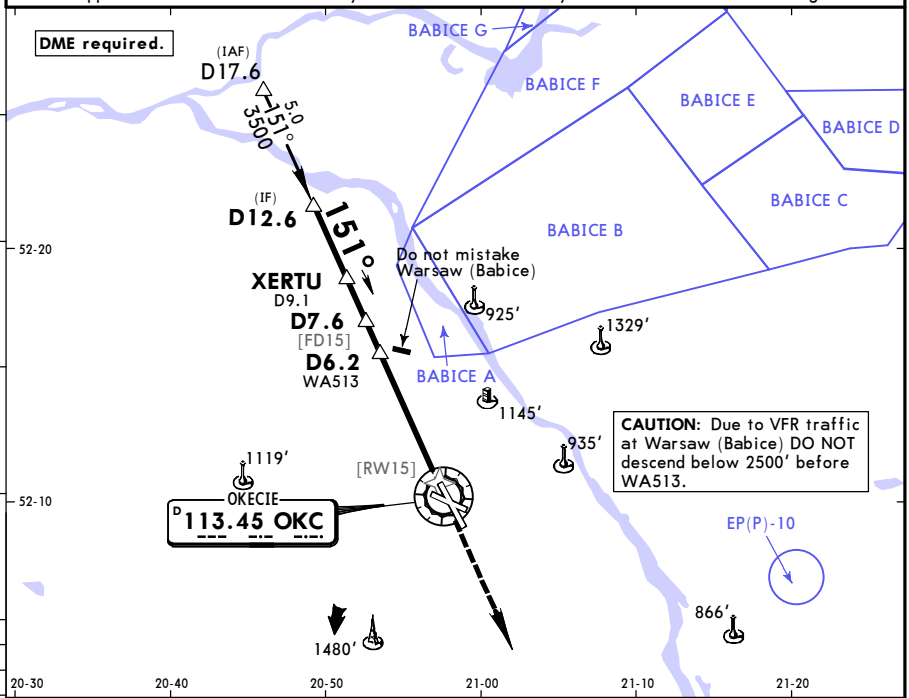
ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	Ground
120.450	128.8 125.050	129.375	118.3	121.9

VOR OKC	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 362′
113.45	151°	D7.6 3000′(2648′)	830′(478′)	Rwy 352′

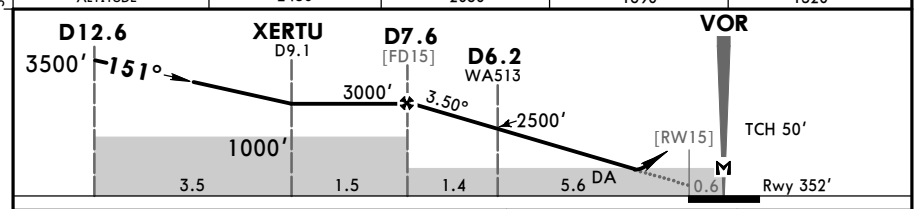
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.

180° 2200′ 2400′ 090° 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 4° from rwy centerline. 2. XERTU may be used for tactical vectoring.



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



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

HIALS
PAPI
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 15

DA(H) 830′(478′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1800m	CMV 2200m
D		

CIRCLE-TO-LAND

Not authorized
Northeast of airport

Max Kts.	MDA(H)	VIS
100	840′(478′)	1500m
135	870′(508′)	1600m
180	970′(608′)	2400m
205	1070′(708′)	3600m

CHANGES: None.

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EPWA/WAW
CHOPIN

JEPPESEN

18 APR 14 (13-3)

WARSAW, POLAND
VOR Rwy 29

BRIEFING STRIP TM

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	Ground
120.45	128.8 125.05	129.37	118.3	121.9

VOR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 362′
OKC 113.45	294°	D7.8 3000′(2654′)	(CONDITIONAL) 780′(434′)	RWY 346′

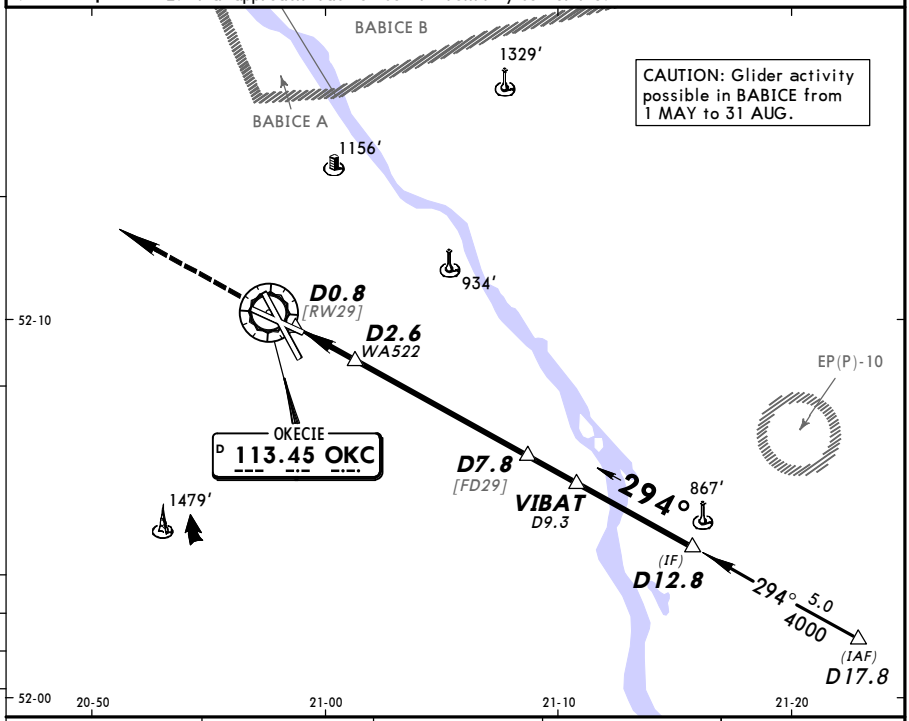
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.

180° 2200′ 2400′ 090° 270° 2500′

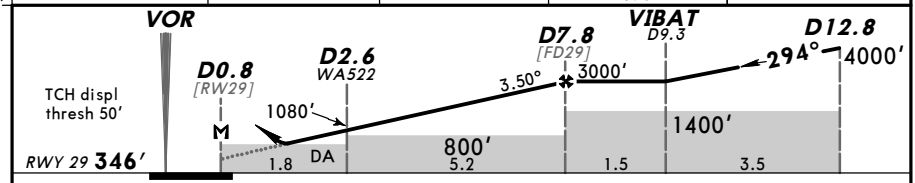
MSA OKC VOR

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
Descent Angle	3.50°	434	557	619	743	867	991
MAP at D0.8							

HIALS PAPI 3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **29**

	With D2.6 DA(H) 780′(434′)		W/o D2.6 DA(H) 800′(454′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1600m	RVR 2000m	RVR 1700m	CMV 2100m
D				

CIRCLE-TO-LAND
Not authorized
Northeast of airport

Max Kts	MDA(H)	VIS
100	800′(438′) 1	1500m
135	870′(508′)	1600m
180	970′(608′)	2400m
205	1070′(708′)	3600m

1 After apch w/o D2.6: 820′ (458′).

CHANGES: Minimums.

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EPWA/WAW
CHOPIN

JEPPESEN

18 APR 14 (13-4)

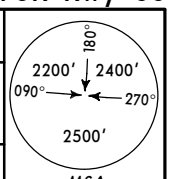
WARSAW, POLAND
VOR Rwy 33

BRIEFING STRIP™

ATIS	WARSAW Approach (R)	*WARSAW Director	OKECIE Tower	Ground
120.45	128.8 125.05	129.37	118.3	121.9

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

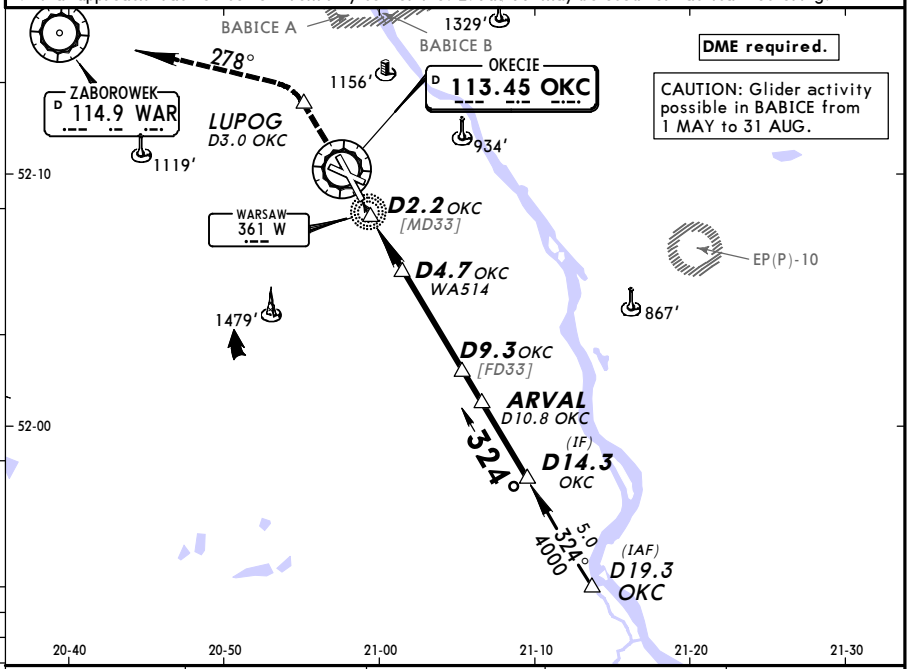
MISSED APCH: Climb STRAIGHT AHEAD to LUPOG, then turn LEFT (MAX 185 KT) to intercept R-098 inbound to WAR VOR climbing to 3000′, then as directed.



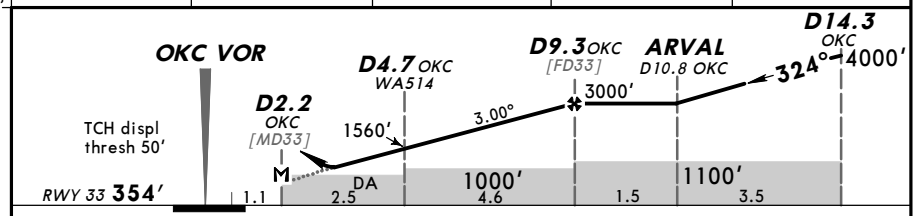
MSA OKC VOR

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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.2 OKC							

ALSF-II
PAPI

LUPOG

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

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

CIRCLE-TO-LAND

Not authorized Northeast of airport

Max Kts	MDA(H)	VIS
100	820′ (458′) [1]	1500m
135	870′ (508′)	1600m
180	970′ (608′)	2400m
205	1070′ (708′)	3600m

[1] After apch w/o D4.7 OKC: 830′ (468′).

CHANGES: None.

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JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

WARSAW, (CHOPIN - EPWA)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EPWA

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20161228

(12-3) RNAV (GNSS) RWY 29, DA(H) raised to 830'(484'). Minimums for CAT C&D raised to RVR 1800m, in ALS out condition raised to CMV 2300m. (13-3) VOR RWY 29, DA(H) with D2.6 raised to 830'(484'). Minimums for CAT C&D raised to RVR 1800m, in ALS out condition raised to CMV 2300m. DA(H) w/o D2.6 raised to 830'(484'). Minimums for CAT C&D raised to RVR 1800m, in ALS out condition raised to CMV 2300m.